

# Design Public Hearing Transcript

Route 7 Corridor Improvements Project  
Project # 0007-029-128, P102, R202, C502, B610  
UPC 52328

Fairfax County

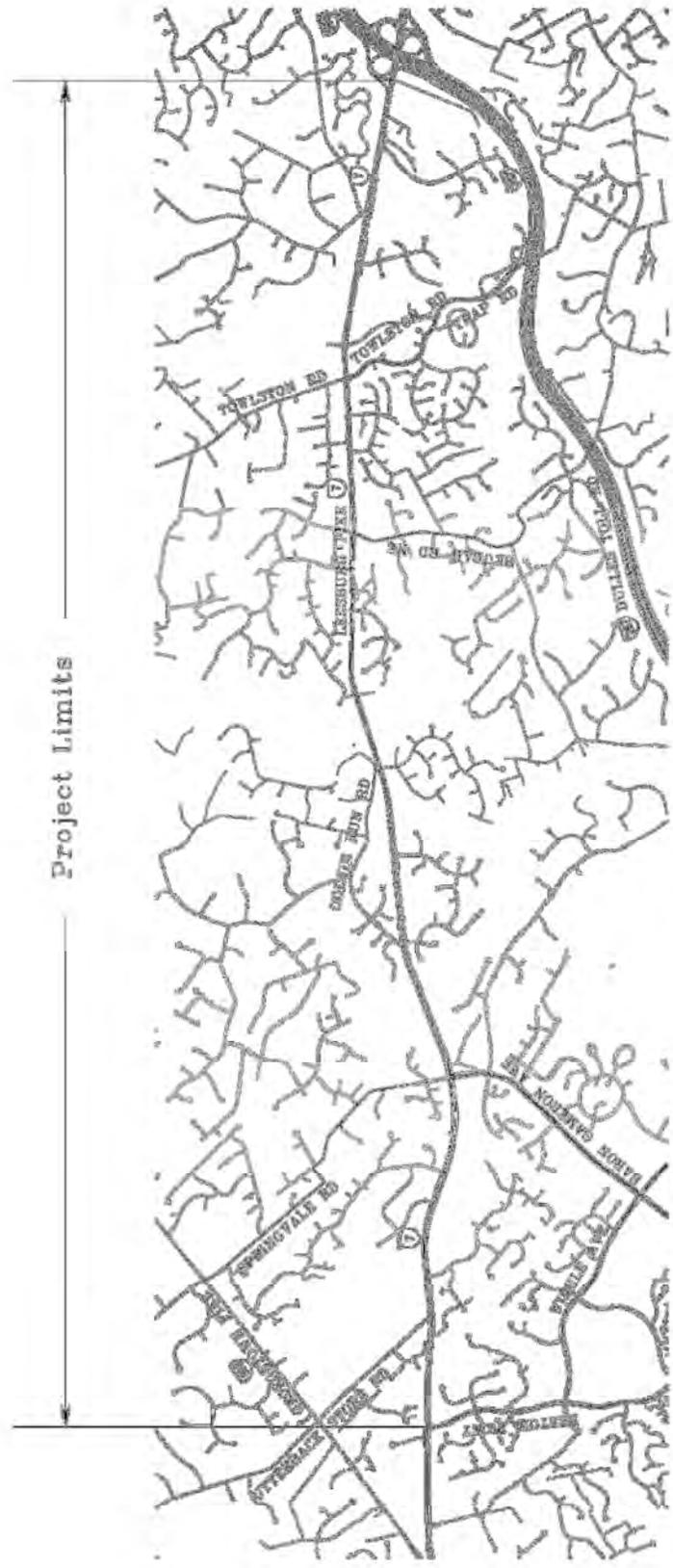
November 15, 2016

Colvin Run Elementary School  
1400 Trap Road  
Vienna, VA

6:30 p.m. to 8:30 p.m.

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Project Limits

FAIRFAX COUNTY

## Get Involved

VDOT representatives will review and evaluate information received as a result of the public hearing. The comment sheet in this brochure is provided to assist in making your comments. You may leave the sheet or any other written comments in the comment box, or mail/email your comments.

Comments must be postmarked, emailed or delivered to VDOT by **December 2, 2016** to be included in the public hearing record.

Mail comments to Mr. William Dunn at the address below or email [connectroute7@vdot.virginia.gov](mailto:connectroute7@vdot.virginia.gov). Please include "Nov. 15 Design Public Hearing" in the subject line.

Project information shared here, including a summary of comments received during the comment period, will be available at [www.connectroute7.org](http://www.connectroute7.org) and at VDOT's Northern Virginia District office.

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For more information and updates, visit [www.connectroute7.org](http://www.connectroute7.org)



Planned partial interchange at Route 7 and Baron Cameron Avenue



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**ROUTE 7 CORRIDOR  
IMPROVEMENTS**



[www.connectroute7.org](http://www.connectroute7.org)

# Route 7 Corridor Improvements

**Reston Avenue to Jarrett Valley Drive**

Tuesday, November 15, 2016  
6:30 p.m. to 8:30 p.m.  
Colvin Run Elementary School  
1400 Trap Road, Vienna, VA 22182

## DESIGN PUBLIC HEARING

**The Virginia Department of Transportation welcomes you to our design public hearing 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 design public hearing is being held to provide a formal opportunity for citizens and organizations to give VDOT and Fairfax County their comments and/or suggestions on the proposed project design and environmental resources in the project vicinity. VDOT strives to ensure that all members of the community have the opportunity to participate in public decisions on transportation projects and programs that affect them. The information received as a result of the

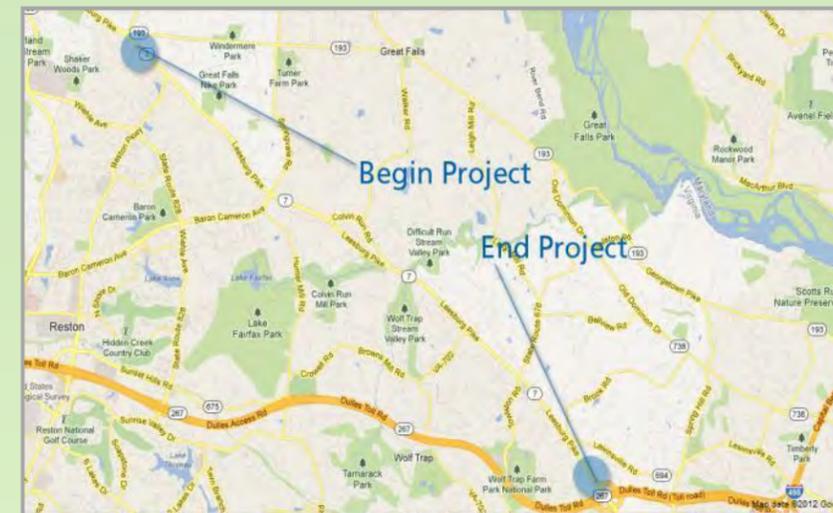
hearing will be presented to VDOT's Chief Engineer for consideration and approval, and eventually move forward to final design and construction.

VDOT and Fairfax County representatives are present to discuss the project and answer your questions.

A comment sheet is included in the handouts for this meeting, and your input is encouraged. All comments received will be reviewed by VDOT, Fairfax County, and the design team.

Comments will also be summarized and available on the project website at [www.connectroute7.org](http://www.connectroute7.org).

## AT A GLANCE



Project Location Map

**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

State Project Number: 0007-029-128, P102, R202, C502, Federal Project Number: DEMO – 5A01 (439), UPC: 52328

## 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 10-foot shared-use path on both sides of the road to enhance mobility for cyclists and pedestrians. These improvements will decrease congestion, increase capacity, improve safety, and expand mobility for all users — all in conformity with Fairfax County’s Comprehensive Plan.

According to 2011 traffic counts, Route 7 carries 46,000 to 54,000 vehicles per day along Route 7 between Reston Avenue and Jarrett Valley Drive. In 2040, Route 7 is expected to carry between 73,000 and 86,000 vehicles per day.

The project will be completed using design-build delivery. The selected design-build team will finalize the design, acquire right of way, relocate utilities and construct the project. This delivery method allows greater flexibility to perform activities concurrently, and shortens the time typically needed to complete the project (see schedule below).

During rush hours, two lanes of traffic will be maintained in both directions on Route 7. Motorists should expect occasional mid-day, evening, and weekend lane closures. We do not anticipate any temporary, full closures during construction for the bridge at Difficult Run or the partial interchange at Route 7 and Baron Cameron Avenue.

## WHAT’S NEW WITH THE DESIGN?

- Revised access to Route 7 for Shain Court/Northfalls Court
- Restored left-turn lane from eastbound Route 7 to Trotting Horse Lane
- Adjusted right-turn lane lengths to minimize impacts
- Improve hydraulics at Difficult Run bridge
- Shifted alignment to avoid septic fields and minimize property impacts
- Adjusted location of stormwater management ponds near Wolftrap Run Road, Towlston Road, Utterback Store Road
- Updated noise wall locations based on findings of **preliminary** study

Draft plans include the following engineering notes:

- Additional easements for utility relocations and maintenance may be required beyond the proposed right of way shown on the plans.
- The location of sound barrier walls shown on the plans are based on a preliminary analysis and are subject to change as the design is finalized.
- The plans are unfinished and unapproved and are not to be used for any type of construction or the acquisition of right of way.

## ESTIMATED PROJECT COST

<b>Preliminary Engineering</b>	<b>\$3.4 million</b>
<b>Right of Way/ Utility Relocation</b>	<b>\$62 million</b>
<b>Construction</b>	<b>\$168.5 million</b>
<b>Total Cost</b>	<b>\$233.9 million</b>

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

## ANTICIPATED SCHEDULE

**November 15, 2016 – Design Public Hearing**  
**April 2017 – Design Approval**

<b>Request for Qualifications</b>	<b>April 2017</b>
<b>Request for Proposals</b>	<b>August 2017</b>
<b>Contract Award</b>	<b>January 2018</b>
<b>Right of Way Acquisition</b>	<b>October 2018</b>
<b>Utility Relocation</b>	<b>March 2019</b>
<b>Estimated Construction Completion</b>	<b>Late 2025</b>

## 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.

## RIGHT OF WAY

As design of this project is finalized, additional easements may be required beyond the proposed right of way shown on the public hearing plans. The property owners will be informed of the exact location of the easements during the right of way acquisition process and prior to construction.

Information about right of way purchase is discussed in VDOT’s brochure, “Right of Way and Utilities: a Guide for Property Owners and Tenants.” Copies of this brochure are available here from a VDOT right of way agent.

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 has been prepared and approved by the Federal Highway Administration for public review and comment. Pursuant to Section 6009 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU) and 23 CFR Part 774, the Federal Highway Administration (FHWA) intends to make a Section 4(f) *de minimis* finding related to anticipated impacts of the project on Section 4(f) resources, which include parks, trails, and historic properties. In compliance with the Section 106 provisions of the National Historic Preservation Act and its implementing regulations, 36 CFR 800, information concerning potential effects on properties listed in or eligible for listing in the National Register of Historic Places is included in the environmental document. Copies of the document are available for review here at tonight’s meeting and online at [www.connectroute7.org](http://www.connectroute7.org).

Route 7 Corridor Improvements Project

Design Public Hearing Sign-In Sheet

State Project 0007-029-128

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Route 7 Corridor Improvements Project  
 Design Public Hearing Sign-In Sheet  
 State Project 0007-029-128

Tuesday, November 15, 2016

UPC 52328

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

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Vicki Lowen	941 F Vernon Drive Great Falls, VA	Lower VA cop.net
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NAME	ADDRESS	E-MAIL ADDRESS
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Tuesday, November 15, 2016

### Route 7 Corridor Improvements Project

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NAME	ADDRESS	E-MAIL ADDRESS
Alex Ross	10003 Cloverdale Place Henrico VA	

Route 7 CIP - Summary of Public Hearing Comments

No.	Name	Address-Neighborhood	Is there a particular intersection?	Issue Type (D-P-Traffic, L-Landscaping, E-Design, T-Pedestrian, T-Traffic)	Comment/Question	Response
1	Nasir Dossani	1200 Stone Falls Way, Great Falls		O	Great Meeting, very informative, very helpful. Bravo	VDOT appreciates your support.
2	David Stingl	1127 Amanda Drive, Great Falls	Route 7 & Amanda Drive	O	The plan shows a retaining wall being built across the front of my property with a sound wall. I am very happy about this. Please keep in mind that my Septic field is in my front yard, so no heavy equipment can drive across it. Care will have to be taken if excavating on my property	VDOT appreciates your support for the sound wall. The current design calls for No disturbance to the Drain field location shown on the survey. It's the Design Build Team's responsibility to confirm the exact location of the drain field and ensure no heavy equipment are driven across it and no disturbance made to the drain field during construction activities.
3	Evelyn Fernandez	1216 Colvin Meadows Lane, Great Falls- Colvin Meadows Estates		P	The 10-foot shared use path should not be located outside the sound/noise wall. It should be located as currently proposed next to the road. It would be very inappropriate to have bicyclists, dogs, etc. walking by your property.	VDOT appreciates your support for the currently proposed location of shared use path.
4	Gordon Gerson	Reston	Baron Cameron Ave		Westbound 7 at Baron Cameron currently has 2 left turn lanes. They are very crowded and in your design shows only 1 lane, ridiculous. Also doesn't show how it gets into Baron Cameron.	The design shows two left turn lanes from westbound Route 7 to Baron Cameron. Removing the eastbound Route 7 lanes from this intersection will provide additional green time to make the left turn from westbound Route 7 to Baron Cameron. The dual left turn lanes from Route 7 westbound will be received by two through lanes on Baron Cameron Avenue.
5	Matt Haley	11129 Bowen Ave, Great Falls- Hawthorne		D	Additionally, Where Baron Cameron Ave crosses over Fairfax County Parkway there are Noise Barriers only a few years old that are already crumbling and threatening to fall on traffic.	Unfortunately, the intersection of Fairfax County Parkway and Baron Cameron Avenue is outside the limits of this project. We have conveyed your concerns to our Maintenance section.
6	Elizabeth Frierson	9409 Myra Dr, Great Falls- Wolftrap Green	Forestville & Route 7	S	Concerned about Dog Run SWMP. We currently have storm Water issues	VDOT appreciates your concerns. The SWM ponds proposed through out the length of the project are strategically located at the drainage outfall locations, and they are designed to reduce impacts from concentrated flow resulting from the roadway improvements.
7	Tahir Shaikh	10409 Van Patten Lane, Great Falls	Colvin Road and Delta Glen	T	The Seneca Road/GeorgeTown Pike/Route 7 intersection is changing with unknown impacts on Route 7. How do we keep 193 safe during construction	Contractor will develop a comprehensive Maintenance of Traffic Plan and Traffic Study for the construction operations to ensure safety during construction.
8				T	Only 1/2 of our neighborhood will be in back of a sound wall. There are families who need the soundwall but will not be protected. How do we appeal this process and acquire a sound wall for our whole neighborhood	This comment is related to the Environmental Assessment for this project. Therefore, the response will be posted with the Environmental Assessment.
9				T	Is there a possible way of free flow path from Colvin Run to Route 7 westbound?	The existing and anticipated design year traffic volumes do not support the installation of a free flow right turn lane from the western Colvin Run Road to westbound Route 7. However, a separate right turn lane will be provided.
10				T	Coming from Baron Cameron to Route 7 eastbound and turning left on Colvin Run Road/Delta Glen would be difficult because of free flow extending too long from Baron Cameron to (Route) 7	The design year traffic volumes at the eastern Colvin Run Road intersection also do not warrant a free flow right turn lane.
11				T	Horse crossing tunnel needs to be 15 ft. Mounting blocks need to be provided at each end if 15 ft cannot be provided.	The design has sufficient distance, approximately 1800 feet (1/3 of a mile), for a vehicle entering from Baron Cameron Avenue to get into the left turn lane at the Colvin Run Road/Delta Glen Court.
12				T		The Proposed Tunnel Crossing under Route 7 is designed for pedestrians crossing only. The relocated Cross County Trail under the Route 7 bridge at Difficult Run will have a separate lower path for equestrian crossing under Route 7 which provides 12 feet clearance under the bridge. Since Fairfax County Park Authority (FCPA) will be maintaining the trail once constructed, any discussion related to mounting blocks should be addressed to FCPA.

Route 7 CIP - Summary of Public Hearing Comments

No.	Name	Address-Neighborhood	Is there a particular intersection?	Issue Type (D-P-Pedestrian, T-Traffic, E-Landscaping, E-)	Comment/Question	Response
8	Joan Burggren	Trail Riders of Fairfax	(Sta 365)	E	Push button for at grade crossing should also be high, so riders do not have to dismount	The current design of the relocated Cross County Trail under the Route 7 bridge at Difficult Run will have a separate lower path for equestrian crossing under Route 7 which provides 12 feet clearance under the bridge. We have reviewed allowing equestrians to cross Route 7 at grade and feel it is a safety concern. This project is realigning the trail beneath the Route 7 bridge over Difficult Run for equestrians with 12 feet of clearance which is an unexpected project cost.
9	Beverly Dichenson	Fairfax 4 horses, Potomac Reves Greenura Coalition, Fairfax Trails and Streams	Cross Country Trail Underpass	E	12 (ft) underpass height seems to be based on average horse height. Many are taller. Need to increase to 15 feet. should a horse rear, a rider could easily hit his or her head on the ceiling if it is lower. This is a safety factor.	The 12 ft underpass height meets the FHWA requirements for a horse crossing. A separate path is proposed for Equestrian crossing along the CC Trail under the bridge near the bridge pier, which will provide the lowest possible elevation at the crossing. This location will provide 12' underpass height. Since Fairfax County Park Authority (FCPA) will be maintaining the trail once constructed, any discussion related to mounting blocks should be addressed to FCPA.

Route 7 CIP - Summary of Public Hearing Comments

No.	Name	Address-Neighborhood	Is there a particular intersection?	Issue Type (D-P, Pedestrian, Traffic, Landscaping, E-)	Comment/Question	Response
10	Ann Hang L Nguyen	9740 Middleton Ridge Road, Vienna-Middleton		S	My understanding is the noise wall will be on top of the retaining wall and the purpose of the noise wall is to mitigate noise for conversation purposes. In order to achieve this for my property (R127(G11)) on the noise map or # 133 on the design map, this noise wall needs to be at least 17 ft tall on top of the retaining wall. The reason is my deck of the first floor is 10 ft above ground level where the wall will be, then a person standing on the deck would be an additional 5 to 6 ft. Thank you.	This comment is related to the Environmental Assessment for this project. Therefore, the response will be posted with the Environmental Assessment.
11		Edward Drive		S	There needs to be more explanation for why there is no noise barrier planned for the Northside of Rte 7 between Trotting Horse and Forrestville Rd. The owners in this area should have a choice.	This comment is related to the Environmental Assessment for this project. Therefore, the response will be posted with the Environmental Assessment.
12	Julianne Fanning	9690 Farm side Pl off Beulah near Rte 7- Blueberry Hill community	at Beulah Rd	P	Please build shared use path FIRST and increase buses/Rte 7. My family needs this path ASAP- My kids will graduate college in 2025 so that's too late. No parking at Tyson Metro stops means no good way to get to Metro. Increase bus service in the meantime, please.	The shared use path geometry and location/access points are tied to the Roadway improvement project and can not be broken down to separate parts without designing the path separate from the Roadway improvements, which adds additional cost and schedule to the project. For existing and proposed bus service concerns, please contact the Fairfax County Public Transit Authority. Recent transit studies by Fairfax County have shown low ridership along the corridor and do not support adding additional bus services.
13	Stuart Davis	9200 Vernon Dr, Great Falls-Bradley Oaks	Route 7 and Towlston	D, T	AM traffic turning right onto Rte 7 from Beulah gets EXTREMELY backed up, often blocking Fire Station. There is no reason the middle lane cannot turn right also- very easy just re-paint arrows- This one is so easy add nominal cost and high benefit. Please do this ASAP	The intersection lane configuration has been established to best accommodate all of the movements at the intersection. The left turns out of Beulah Road exhibit similar volumes as the right turns; however, the right turns can turn right on red. It is recognized that the existing queues on Route 7 essentially block the right on red movements. The corridor improvements will substantially reduce these queues to allow more right turns on red to occur. As such, the right most lane will attract most, if not all, of the right turns and will operate as efficiently as possible given the right of way constraints along this approach.  Also, to efficiently process the left turning and through volumes the dedicated left and left/through lane need to not also process right turns to maximize the efficiency of the approach to the intersection. Adding right turns to the shared left/through lane add additional conflict points between vehicles and interfere with the processing of the left turn and through movements.
14	Wade Smith	8010 Bowman Wood Dr, Mclean- Lewinsville Coalition	Lewinsville Rd/Rte 7	P	VDOT just made changes to the Towlston intersection on the south side of Route 7. Those changes adding an extra turn lane required a re-stripping of Towlston on the north side. This re-stripping has made an already bad back up during both rush hours on Towlston north of Route 7 even worse. It can now take 3 light changes to get across Route 7. VDOT should not have made the south side changes to Towlston when it was not ready to make the more extensive changes planned for Towlston North. I urge VDOT to prioritize the north side improvements to Towlston as the very 1st part of the project.	VDOT appreciates your suggestions. The improvements indicated along the northern portion of the intersection are part of the Route 7 Corridor Improvements project. Building these improvements separately at this time would not be financially or operationally prudent as they rely on widening of Route 7 to be fully successful.
15	Manu Uppal	Woodside	Lewinsville Rd/Rte 7	P, D	The Fairfax Countywide Trails plan calls for major paved Trails on both sides of Lewinsville Rd. These will need to (be) constructed on the relocated portion of Lewinsville Rd.  The Trails plan also calls for a major paved trail on one side of Brook Rd. This will need to be constructed on the relocated Brook Rd that will intersect with Lewinsville Rd at the intersection.  This question is about a bike path from Lewinsville Rd to Rt 7. Currently, Lewinsville Rd to Rte 7 has a path from Springhill Rd to about Woodside Rd. The bike path ends about 100 yards from Brook Rd/Rte 7. The Charts show that in the future abike path is on Rte 7 but not on Lewinsville Rd. Do you have plans to connect Lewinsville Rd to Rte 7 via a bike path? Thanks.	VDOT appreciates your suggestion. a sidewalk will be provided along the eastern side of Lewinsville to connect Route 7 Shared Use Path to the existing sidewalk near Woodhurst Blvd. Brook Road Trail construction is not part of the scope of this project, since the purpose of the project is to improve safety and mobility along Route 7, and does not extend to the side Roads. There is no sidewalk or walking trail currently existing along Brook Road near the location where the proposed Brook Road ties back to existing road, in order to connect to the Route 7 shared use path.  VDOT appreciates your suggestion. A sidewalk will be provided along the eastern side of Lewinsville to connect Route 7 Shared Use Path to the existing sidewalk near Woodhurst Blvd.

Route 7 CIP - Summary of Public Hearing Comments

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16	Jeannie Xie	Carrington	Between Jarrett Valley Drive and Ash Grove Road	S	Please build a sound barrier wall along south part of Rte 7 from Jarrett Valley Drive to McLean Bible Church.	This comment is related to the Environmental Assessment for this project. Therefore, the response will be posted with the Environmental Assessment.
				O	Additionally, please plant some trees, thus mitigate air pollution from Rte 7 widening. Thank you for your kind consideration	Landscaping will be included in the project. Key areas will be identified and planted within the corridor to improve screening and/or aesthetics.
17	Steven Y	Carrington	Between Jarrett Valley Drive and Ash Grove Road	S	Tree planting to reduce pollution. We need a sound barrier to be built along Rt 7 from Jarrett Valley Dr. to Rte. West bound along Carrington community. Thank you.	This comment is related to the Environmental Assessment for this project. Therefore, the response will be posted with the Environmental Assessment.
18	Paul Lewis Cohen	9620 Locust Hill Drive, Great Falls		S	Where VDOT studies showed sound barrier walls to be feasible, VDOT should include them in the design for the sections of Route 7 between Beulah Road/Forestville Road and the bridge over Difficult Run. These barrier walls will reduce air pollution (both gases such as Carbon Monoxide and Particulate Matter) in our neighborhoods, making them safer for our children as well as older residents. For maximum impact, these sound wall barriers should be supplemented with planting of trees and vegetation both on the ground and climbing up the walls themselves.	This comment is related to the Environmental Assessment for this project. Therefore, the response will be posted with the Environmental Assessment.
19	Frank Hardesty	1101 Water Pointe Lane, Reston,		S	My property is identified as A33 within the Preliminary Noise Analysis dated September of 2016. The analysis indicates that my property will be impacted by the additional automobile and truck noise generated by a wider Route 7, and that the property would be benefited from the construction of a noise barrier along the southwest side of Route 7. However, the analysis also concludes that a barrier is feasible, but not reasonable, presumably because the consultants concluded that there would be an insufficient number of properties benefiting from the barrier. However, a noise barrier is proposed for the northeast side of Route 7, opposite my property. <b>Question</b> —did the consultants factor in the impact of having a noise barrier only on one side of the road, which could in theory cause higher noise levels and the southwest side of Route 7 because of the reflection of the sound? The current noise analysis reveals that the 66dB(A) contour goes through my home and is very close to the structures on A32, A34, A42, A43, and A45. Even if the final conclusion is that no noise barrier is feasible and reasonable, I request that the project include an effective noise barrier, and if additional funding is required, that it be requested from Fairfax County or other sources. With the 66dB(A) close to or within so many structures, a barrier is justified. I do not desire to live in a house with an outdoor average noise level of 66dB(A), and request that the project include improvements to ensure that I do not have to suffer such consequences	This comment is related to the Environmental Assessment for this project. Therefore, the response will be posted with the Environmental Assessment.
				S	I am very excited to hear of the effort to route the Cross Country Trail under Route 7 at Difficult Run. This will be a major enhancement to the exceptional trail system that currently exists. As an equestrian in Great Falls, and frequent user of the Difficult Run trail system (via horseback), I wanted to write you to express my gratitude for this effort that is taking place as well as provide a few recommendations that would greatly benefit the equestrian community which are a primary user group of this trail. I ask you to please consider engineering the following features to be suitable and safe for the equestrian community: Concrete trail surface – a smooth surface may be problematic/slippery for horses, especially if muddy/wet	VDOT appreciates your thoughts and support for the project.
20	Kara McInroy	6808 McLean Province	Difficult Run Crossing	F	The section of the trail beneath the Difficult Run Bridge will be concrete to ensure it will not be impacted by periodic flooding. VDOT will coordinate providing a rough concrete surface with Fairfax County Park Authority who requested the concrete section for the trail.	

Route 7 CIP - Summary of Public Hearing Comments

No.	Name	Address-Neighborhood	Is there a particular intersection?	Issue Type (D-Design, T-Pedestrian, Traffic, E-Landscaping, E-)	Comment/Question	Response
		Circle, Falls Church			Minimum of 12 feet clearance under the highway – anything less may be problematic for taller horses (even with the rider dismounted)	There will be a separate path for Equestrians passing under the Route 7 bridge over difficult Run near the bridge pier, which will be lower than the main path of the trail. This separate path will provide a 12 feet clearance under the bridge.
					Crossing at Carpers Farm Way at Rt 7 – for the safety of equestrians, please consider putting a crosswalk button higher up on the pole that is accessible to riders	The current design of the relocated Cross County Trail under the Route 7 Bridge at Difficult Run will have a separate lower path for equestrian crossing under Route 7 which provides 12 feet clearance under the bridge. Additional impacts to the right of way, utilities and potentially streams and wetlands to provide a waiting area and which would prevent us from incorporating this into the project. VDOT prefers to separate horses from vehicular traffic since crossing Route 7 with a high volume of traffic and high speed would be unsafe for both horses and motorists.
				D	Based on JMT right of way data sheet number 1C(5), PARCEL NO 167, 1022 Sq Ft of my property will be taken; this will cause losing our fence and some trees, can the roadway apron moved to the west side to eliminate this disturbance to my property?	The roadway alignment is being constrained by the location of the existing drainfield located right of station 413+35 on the parcel that is on the corner of Route 7 EB and Beaulah Road across from the fire station. There are required lateral offsets required by the Department of Health to drainfields from the proposed roadway. As the design progresses, considerations to the impacts on the north side of Route 7 will be evaluated to reduce impacts to the extent possible. Impacts to fences and trees can be compensated for during the Right of Negotiations.
				O	Will VDOT have pre & post survey of our house to make sure no damage was caused during the construction.	VDOT chosen contractor will perform construction activities adhering to established standards and will be supervised by qualified VDOT inspectors. Pre and post surveys are not typically performed for normal construction activities.
21	AliReza Tahbaz Salehi	9393 Farmingdale ct, Great Falls	Route 7 & Forestville Drive	O	Will construction be during daytime or at night? Since we live close to route 7 this will be very inconvenient for our nighttime sleep. If it's night time, what time of night because we live right next to the road and we cannot just have noise every night. We need to sleep and go to work. Can you let us know about that?	At this stage of plan development, the construction schedule has not been determined. Night time work will be evaluated since it will allow for reduced impacts to traffic and help in shortening the overall construction schedule.
				S	As the sound wall drawing shows we will have sound wall in the back of our property, how tall will the sound wall be? Are these wall will be supported on the caissons or spread footings?	Based on the preliminary noise study report, the average height of sound barrier wall in this area is 12'. The type of the footing design is not known at this stage. The Design-Build Team will finalize the design and will determine the type of the footing.
				D	Is there any way to realign permanent and temporary easement in order to save our 17 years old trees?	Any impacts to vegetation on private property will be handled during the right-of-way negotiation process with each individual property owner throughout the corridor. Any agreed impacts to private vegetation will be compensated to the property owner and will be the property owner's responsibility for replacement.
				O	What would be the duration of the construction in our neighborhood?	Detailed construction schedule for the project has not been developed at this stage. The Design-Build Contractor will be responsible for developing the schedule.
					As a horse rider, I would like you to be sure the horse trail tunnel area under route 7 is at least 12 feet tall. A lower height would make it difficult to safely use the trail	The Tunnel crossing Route 7 is designed for pedestrian/bike crossing only, and not meant to be used by Equestrians. The relocated Cross County Trail under the Route 7 bridge over difficult Run has a specific path for Equestrians use, which provides 12' clearance under the bridge.

Route 7 CIP - Summary of Public Hearing Comments

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22	Ann Brokaw	Great Falls		E	<p>Please also ensure that the concrete path is roughened. Rubber mats on the concrete would further improve the footing. Many a horse injury has been caused by slick concrete.</p> <p>Most of us look forward to the improvements on route 7. Thank you for listening to our comments, so that the new road will be a positive in our community.</p>	<p>This comment is related to the Environmental Assessment for this project. Therefore, the response will be posted with the Environmental Assessment.</p> <p>VDOT appreciates your thoughts and support for the project.</p>
				D	<p>These suggestions are from residents of Wolf Trap Green subdivision in Great Falls, VA bordering Route 7 Westbound. We attended the Public Hearing on Nov 15, 2016 at Colvin Mill ES.</p> <p>1. Move roadway apron by 20 feet to minimize impact to residents</p>	<p>The roadway alignment is being constrained by the location of the existing drainfield located right of station 413+35 on the parcel that is on the corner of Route 7 EB and Beaulah Road across from the fire station. There are required lateral offsets required by the Department of Health to drainfields from the proposed roadway. As the design progresses, considerations to the impacts on the north side of Route 7 will be evaluated to reduce impacts to the extent possible.</p>
				D	<p>2. Reduce elevation of Route 7 by 5-10 feet (similar to Rte 7/Georgetown Pike intersection)</p>	<p>The proposed roadway profile grade through this area, and throughout the Route 7 Widening corridor has been designed to salvage as much of the existing pavement possible in order to reduce project costs. The existing asphalt will need to be milled/overlayed/built up (additional thickness required to meet structural strength for the required loading for traffic). Cutting the existing grade as suggested increases construction costs, schedule, impacts to utilities, and possibly would require additional retaining walls. The proposed profile grade designed provides the best balance for constructability, reducing impacts, and providing cost control for the project.</p>
23	Prathima and Arun Simha	Wolf Trap Green		S	<p>3. Establish aesthetic sound barrier – 24 to 30 feet (max available)</p>	<p>Proposed noise barrier aesthetics will be coordinated for the entire corridor with the communities to provide a uniform aesthetic for the project. Specific comments on the noise study including noise wall heights will be responded to and posted as part of the Environmental Assessment.</p>
				D	<p>4. Minimize/eliminate permanent &amp; temporary property acquisition</p>	<p>VDOT is striving to minimize impacts where ever possible</p>
				O	<p>5. Marketplace Compensation for permanent &amp; temporary property</p>	<p>Please review "Guide for Property Owners and Tenants" for information about the VDOT Right of Way process. This manual can be found at the following link: <a href="http://www.virginia.gov/business/resources/Right_of_way/A_Guide_for_Property_Owners_and_Tenants.pdf">http://www.virginia.gov/business/resources/Right_of_way/A_Guide_for_Property_Owners_and_Tenants.pdf</a></p>

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24	Dean Souleles	9523 Locust Hill Drive, Great Falls		O  O  D  T	<p>6. Speedy completion of work segment impacting residents with penalties for delay</p> <p>7. Replacement of impacted vegetation if impacted (tall pines – age ~17 years)</p> <p>8. Reduce speed from 55 mph to 45 mph</p> <p>I am opposed to the plan to close of eastbound left turns on Trotting Horse and allow eastbound left turns on Faulkner. That will drive traffic off of route 7 onto Locust Hill Drive which cannot handle that traffic. Please at least close off eastbound left turns at Faulkner. This happens now every time there is a backup on seven and commuters attempt to bypass the slow down by routing through the neighborhood.</p>	<p>VDOT will include incentives in the Design Build contract to encourage early completion of at least portions of the project.</p> <p>Any impacts to vegetation on private property will be handled during the right-of-way negotiation process with each individual property owner throughout the corridor. Any agreed impacts to private vegetation will be compensated to the property owner and will be the property owner's responsibility for replacement.</p> <p>Speed study of the corridor have been performed and do not support lowering of the posted speed. The purpose of this project is to improve safety and mobility throughout the corridor. The existing posted speed limit in this area of Route 7 is 55 mph, and the speed limit after construction will remain at 55 mph.</p> <p>In an earlier design, the left turn lane from Eastbound Route 7 to Trotting Horse was being eliminated. However after meeting with the HOA in this area, the eastbound left turn lane to Trotting Horse Lane was added and was shown on the plans at the Design Public Hearing.</p> <p>An important aspect of this project is to manage the access points along the corridor while also maintaining access to neighborhoods with the goal to limit conflicting movements (i.e. left turns across through movements) to the extent possible. As result of many Public Information Meetings and meetings with individual HOAs and residents, the plan is as it is shown today. The Faulkner Drive intersection is consistent with other intersections in the corridor that provide access to residential neighborhoods. During typical peak periods (both AM and PM) traffic exiting Faulkner turns right toward Reston while traffic entering Faulkner is coming from Reston. As such, the design has been established to be a left-in/right-in, right-out.</p> <p>When the corridor improvements are complete, the operations of the corridor will reduce, if not eliminate, the neighborhood cut-through traffic noted in the comment.</p>
25	Mary L Wilkinson	36349 Shoemaker School Road, Loudoun		E	<p>As an Equine owner and rider, I hope to see the corridor improvements to include equestrians in the plans for crossing over and under and around route 7. We need an under road crossing with a 12' height OR a mounting block on BOTH sides on any under road crossings available to horseback riders.</p> <p>To safely ride across concrete, I would like to see a BRUSHED or scored concrete surface to avoid slipping from metal horse shoes.</p> <p>Where there are any at grade road crossings where a "walkers" button is pushed to give a right away across I would like to see poles erected with the cross buttons set BACK from the road at a comfortable distance and set HIGH enough for a rider to press the button from the saddle. OR provide mounting blocks on each side of the crossings.</p>	<p>The relocated CC Trail under the Route 7 bridge at Difficult Run will have a separate lower path for equestrian crossing under Route7 which provides 12 feet clearance under the bridge. Additional impacts to the right of way, utilities and potentially streams and wetlands to provide a waiting area and which would prevent us from incorporating this into the project. VDOT prefers to separate horses from vehicular traffic since crossing Route 7 with a high volume of traffic and high speed would be unsafe for both horses and motorists.</p> <p>The section of the trail beneath the Difficult Run Bridge will be concrete to ensure it will not be impacted by periodic flooding. VDOT will coordinate a rough surface with FCPA who has requested the concrete surface and will be maintaining the relocated trail once completed.</p> <p>Additional impacts to the right of way, utilities and potentially streams and wetlands to provide a waiting area and which would prevent us from incorporating this into the project. VDOT prefers to separate horses from vehicular traffic since crossing Route 7 with a high volume of traffic and high speed would be unsafe for both horses and motorists. With the current design, the relocated Cross County Trail under the Route 7 bridge at Difficult Run will have a separate lower path for equestrian crossing under Route7 which provides 12 feet clearance under the bridge.</p>

Route 7 CIP - Summary of Public Hearing Comments

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					<p>I would like to add, I grew up riding horses in the Colvin Mill area off Route 7. I kept my horses directly on Route 7 for many years and use to traverse all over this area. Difficult Run was an amazing place to ride the ponies, under and over route 7 over to Colvin Mill and beyond to Great Falls Park and Riverbend. These are some of the finest trails and best memories of my life. It would be a disgrace if horses and riders shut out from this historically equine friendly area.</p> <p>Might I add - PARKING PARKING for those of us that have been pushed out of Fairfax County and no longer have direct access to these wonderful trails.</p> <p>I have used Rt 7 to bike to/from Reston and Tysons for work hundreds of times. Like any commuter, I like to go as fast as possible while still being safe. I'm opposed to the Rt 7 widening project because it would make it more dangerous to bike on the roadway/shoulder because traffic would be moving faster in rush hour than it already is. Widening Rt 7 also would induce demand for more housing in Loudon and farther out.</p> <p>Shared use paths along Rt 7 would not solve the problem, as I see it. Because they would be separate from the roadway, path users would be expected to stop at each intersection with each little road connecting to Rt 7. This would slow down a trip for a person on a bike considerably if they were using the paths. Plus, probably the grading of the paths will be much more extreme than the grading of the roadway itself. Those factors combined mean that I am unlikely to use the shared use paths along Rt 7. I expect the shared use paths to see minimal use, because I see them as providing minimal utility. My idea of enjoying a walk or bike ride doesn't involve doing it next to a 55 mph roadway, with the roadkill, fumes, and litter that goes along with that. In the summer, the heat on those paths will be intense. In the winter, I expect they will be covered in snow/ice for weeks at a time, never cleared. If instead of shared use paths there were a protected, well-maintained cycle track going straight down the middle of Rt 7 or placed somewhere on the roadway so that people on bikes could be free to go as fast as they are physically able, where the grading for people on bikes is meant to facilitate speed (as it is for cars), and where people on bikes are not expected to stop any more often than people in cars, I would like that and I would support the project overall or at least not oppose it as much. I doubt even people who live along Rt 7 will use the proposed shared-use paths much. By choosing to live along Rt 7, I think they have expressed that they do not value walkable/bikeable neighborhoods much. So, while I see value in making bicycling and walking possible in Fairfax County, I think Rt 7 might as well be surrendered to cars and move further towards being the concrete canyon of death that it already is, where anything not encased in steel and hurtling along at the speed of traffic can expect to die. Hopefully whatever</p>	<p>VDOT appreciates your thoughts.</p> <p>The purpose of this project is to improve safety and mobility along the corridor. Providing parking outside of the roadway footprints is outside the scope of this project.</p>
26	Burton Griffith	Reston		P	<p>Shared use paths along Rt 7 would not solve the problem, as I see it. Because they would be separate from the roadway, path users would be expected to stop at each intersection with each little road connecting to Rt 7. This would slow down a trip for a person on a bike considerably if they were using the paths. Plus, probably the grading of the paths will be much more extreme than the grading of the roadway itself. Those factors combined mean that I am unlikely to use the shared use paths along Rt 7. I expect the shared use paths to see minimal use, because I see them as providing minimal utility. My idea of enjoying a walk or bike ride doesn't involve doing it next to a 55 mph roadway, with the roadkill, fumes, and litter that goes along with that. In the summer, the heat on those paths will be intense. In the winter, I expect they will be covered in snow/ice for weeks at a time, never cleared. If instead of shared use paths there were a protected, well-maintained cycle track going straight down the middle of Rt 7 or placed somewhere on the roadway so that people on bikes could be free to go as fast as they are physically able, where the grading for people on bikes is meant to facilitate speed (as it is for cars), and where people on bikes are not expected to stop any more often than people in cars, I would like that and I would support the project overall or at least not oppose it as much. I doubt even people who live along Rt 7 will use the proposed shared-use paths much. By choosing to live along Rt 7, I think they have expressed that they do not value walkable/bikeable neighborhoods much. So, while I see value in making bicycling and walking possible in Fairfax County, I think Rt 7 might as well be surrendered to cars and move further towards being the concrete canyon of death that it already is, where anything not encased in steel and hurtling along at the speed of traffic can expect to die. Hopefully whatever</p>	<p>The purpose of this project is to improve safety and mobility along the corridor. Comments noted. There are locations along the corridor that have significant bifurcation between the EBL and WBL of Route 7 prohibiting the feasibility of providing a bike track in the middle of the roadway due to grading limitations between the two roadways.</p>
27	Dale Adler	12209 Thoroughbred Rd, Oak Hill		E	<p>Please make a safe crossing for horses and you construct this passage. Our riding group crossing Rt. 7 fairly often and we feel like we're taking our lives in our hands. We want all the trails and crossings to be safe for all users and appreciate all you can do for this aim.</p>	<p>The relocated Cross County Trail under the Route 7 bridge at Difficult Run will have a separate lower path for equestrian crossing under Route 7 which provides 12 feet clearance under the bridge, and grade separated from crossing traffic of Route 7.</p>
				S	<p>What is the quantitative measure they used to assess the current noise coming from route 7 to what the sound walls will provide -- will the sound walls improve noise reduction? The answer I heard was based on the "Sound Wall" graphic (attached) below -- the Yellow and Red dots annotate the area that will be of 66 decibels and the Green dots represent places in our neighborhood that will maintain status quo from the current condition. Blue dots represent places that will benefit from the walls.</p>	<p>This comment is related to the Environmental Assessment for this project. Therefore, the response will be posted with the Environmental Assessment.</p>

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28	Ashish Sarin			T	<p>Increasing route 7 to 3 lanes both way will encourage others to take route 7 resulting in the increase of traffic. how have they assessed this observation? Also, when you get closer to Tysons corner, it will become two lanes again, this will cause further traffic issues then what we currently have.</p>	<p>1) The regional transportation demand model developed by the Metropolitan Washington Council of Governments (MWCOG) accounts for the growth of the entire region, including MD, VA, and DC. The model is developed using the comprehensive plans developed by all of the jurisdictions within the MWCOG area and accounts for planned land use and transportation enhancements, among many other factors. The projected traffic volumes for the design year of 2040 have been projected by this model for this project. The increase in traffic is coming to the area whether the roadway is widened or not. It is the responsibility of the Commonwealth to address the need in the most prudent and cost effective way possible. Also, it should be noted that the corridor improvements will provide a more attractive route for travelers between points west and points east rather than using neighborhood cut-throughs.</p> <p>2) The current project to replace the Route 7 bridges over the Dulles Toll Road will make Route 7 3 lanes in each direction. This project is tying into that project.</p>
				T	<p>Georgetown pike will remain two lanes and commuters will take that if traffic increases, no mitigation or consideration on their end on this... this is alarming since as route 7 traffic increases, so will the surrounding areas.</p>	<p>The corridor improvements will provide a more attractive route for travelers between points west and points east rather than using neighborhood cut-throughs.</p>
				D	<p>We would like to schedule an appointment to discuss our concerns of Route 7 Improvement Project impact on our life/property. Please advise the date time available to meet. Thanks.</p> <p>Issue 1. Our driveway currently connects directly to westbound Leesburg Pike prior to the intersection with Trotting Horse. The current slope is 15° with a run of approximately 80' from the edge of the outer westbound lane to the driveway crest next to our house. We calculate the distance of approximately 36' (minimum) of new construction to be added from the edge of the outer westbound lane will create approximately a 9 to 10' drop off. A regrade of the driveway from the proposed bike path edge would create an untenable slope of 30°.</p> <p>We propose a solution where the current driveway is permanently closed and a new perpendicular access point is added via connection through the empty adjacent Locust Hill parcel to Trotting Horse Lane</p>	<p>The existing driveway slope is 17.8 %. The proposed driveway slope is also 17.8%. Switching from a traditional CG-9D to a CG-11 allows us to reduce the slope to 16.5%. To further reduce the slope we would need to excavate further into the parking area at the top the hill and rebuild additional parking past the existing location.</p> <p>A connection form Trotting horse cannot be created. VDOT cannot grant access to a private property across another property. Alternate access from Fairpine Lane could be provided but would require clearing of woods along western property line.</p>

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29	Michael Espey & Chunyen Chang	9522 Leesburg Pike, Great Falls			<p>Issue 2. It appears some inaccuracies may exist in the noise study. The display map showed a receptor placement much further away from the roadway than where the primary affected dwelling is. The front porch of 9522 Leesburg Pike will sit less than 50' feet from the outer edge of the proposed westbound lane. It appears this may impact the calculations as comparing the adjacent section H3 (which is slated for a sound wall) seems to have equivalent housing density, with our house being significantly closer to the roadway than those in section H3. We suggest there are several mitigating factors for reconsideration of a noise barrier along our section of the road way (H1-H2):</p> <ol style="list-style-type: none"> <li>1. A proposed design change to close off our driveway access to Leesburg Pike would permit construction of a noise barrier that could run from the Forestville Road intersection to Trotting Horse Lane without the need for a break.</li> <li>2. Safety. Having our front door within less than 50' of the bike path (perhaps as close as 20') presents new security issues. A sound wall would reduce the potential for constant intrusion of pedestrians onto our property.</li> <li>3. We are a within one block of the fire station at Beulah Road, which generates substantial noise with the sirens and horns as they enter onto the westbound lanes.</li> </ol> <p>Issue 3. Lastly, we would like to propose that the intersection of Trotting Horse Lane and Leesburg Pike be permanently closed. The current design shows this becoming a right-in right-out only intersection without a signal. The convenience benefit for the Locust Hill subdivision is negligible given there is a signaled intersection at Forestville Dr. and Leesburg Pike one block away. The current design will require residents to use the Forestville Dr. and Leesburg Pike signal to make a left turn onto the eastbound side. We feel the benefits for safety and</p>	<p>The comment concerning the noise study is related to the Environmental Assessment for this project. Therefore, the response will be posted with the Environmental Assessment.</p> <p>Concern noted. Shared Use Path is 10' below the elevation of the house which will provide some separation and a retaining wall is provided for a portion of the area across the front of the property with a handrail at the top.</p> <p>Closure of Trotting Horse Lane connection to Route 7 would cause additional traffic on Fairpine Lane that may be of concern to residents along this section of road. Additional roadway improvements would be required to upgrade the roadway section of Fairpine Lane to allow for the additional traffic. The main scope of the Route 7 project is to improve the overall flow and safety of the Route 7 corridor. Routing additional traffic to the Forestville signal would generate additional delays.</p>
30	Uma Mohoni	9392 Farmingdale Ct, Great Falls		D	<p>I am not clear about the difference between right of way and permanent easement. Both are indicated on the map for my property and I would like to understand the implications of that.</p>	<p>A Proposed right of way indicates the area that will be purchased by VDOT as part of the project. The ownership of the Right of Way area after acquisition will go to VDOT. A permanent easement grants VDOT access to the area within this easement but ownership of the property resides with the property owner. A permanent easement is attached to the deed and continues to affect the land through subsequent changes in ownership.</p>
31	Nadiya Rasooli			D, S	<p>I am not clear about the total area I am permanently losing to this project. Please clearly indicate that on the plat and send it back to me.</p> <p>We are interested in purchasing a home that will be affected by the Route 7 expansion project. I'm wondering if you can tell me a bit more about the extent of the impact. The address is 9454 Deramus Farm Ct. in Vienna, VA. The home backs to Route 7. Currently, the back yard is fenced with a grassed buffer between the fence and Route 7. If the road is going to six lanes, how close will it get to the property line? What about a noise wall? Please let me know if you can answer these questions.</p>	<p>Based on the current design as of the November 2016, there will be no direct physical impact from the Route 7 improvement project on this property. The limits of construction for the grading of the Roadway expansion fill will be approximately 55 feet offset from the property line.</p> <p>The comment related to noise walls is related to the Environmental Assessment for this project. Therefore, the response will be posted with the Environmental Assessment.</p>
32	William Niedringhaus	Fairfax Trails & Streams		E	<p>here is a photo of the Cross County Trail under the Dulles Access road. The surface is friendly to nonmotorized users, including horses. Fairfax Trails and Streams would like to see a solution friendly to all user groups, for where the CCT will pass under route 7 at Difficult Run. To provide as much headroom as possible, a separate horse trail could perhaps be built at lower elevation (closer to stream level) than the walking/biking trail.</p>	<p>The currently proposed relocated Cross County Trail under the Route 7 bridge at Difficult Run will have a separate path for Equestrian crossing near the bridge pier, which provides more clearance with the current roadway grade, compared to the main walking trail path under the bridge. This location will provide 12' underpass height.</p> <p>The section of the trail beneath the Difficult Run Bridge will be concrete to ensure it will not be impacted by periodic flooding. VDOT will coordinate providing a rough concrete surface with FCPA since they requested the concrete section.</p>

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33	Teresa Davies	11000 Burywood Lane, Reston		O	I saw a notice in today's paper about the Design Public Hearing. I am respectfully requesting that you make these design maps and displays electronically available online immediately. In discussions with my neighbors, it seems like you are trying to minimize public comment by doing this "in person" with no reference to online viewing. Please respond to me quickly. I care deeply about the impacts to my community and I will demand more transparency if I have to do so. Thank you.	Thank you for contacting VDOT in regards to the Route 7 Corridor Improvements Project. The project plans currently available consist of hundreds of technical drawings that would be very difficult to navigate if posted to the project website. We purposefully develop independent displays for our public meetings to enable attendees to better view and understand potential impacts. This can be a time consuming process to ensure we've captured and identified all updated plan elements from the continuously progressing design. Currently, we are in the process of finalizing the displays for the upcoming meeting and therefore are unable to post them to our website at this time. Should the displays/documents for the public hearing be ready in advance of the meeting, they will be posted to the website, but our commitment for uploading is the 15th. As to obtaining public comment on the Route 7 Corridor Improvements Project, we have conducted an extensive public outreach program that has included more than five Public Information Meetings; ongoing coordination with a community based Route 7 Project Working Group (since 2012); and attended and provided presentations to more than 30 HOAs and/or communities. At each of these gatherings, we have sought comment and have utilized the information to incorporate numerous plan modifications as requested by the communities. Additionally as part of our outreach, we met with representatives from the three HOAs that access Route 7 from Bishopsgate Way (Ascot, Brandermill Estates & Piney Run Meadow) several times and presented an alternative that would have relocated the communities' primary access from Bishopsgate Way to a relocated, signalized intersection with Utterback Store Road. A VDOT community meeting was held at Forestville Elementary School on February 25, 2015, strictly in lieu of viewing the displays that will be shown at the Public Hearing on November 15th, please visit our website to see the information shown at our most recent public information meeting held June 16, 2016: <a href="http://connectroute7.org/learn_more/documents.asp">http://connectroute7.org/learn_more/documents.asp</a> Thank you again for contacting us and we look forward to seeing you at the public hearing
34	Beverly Dichenson	2355 Dulles Corner Blvd, Suite 600 Herndon		E	In reference to the Rt 7 widening project, I am concerned about how the Cross County Trail will be handled at the point where it crosses Rt 7. As I understand it, there are plans to expand the underpass through which Difficult Run flows to allow the trail to go under Rt. 7. This trail is also used by equestrians and I would like to ensure that the passage is high enough to allow riders on horseback to pass safely under Rt. 7. There are many equestrians who use the Cross County Trail in the area, so please be sure that this plan provides safe passage for all users, not just hikers and bikers.	The relocated CC Trail under the Route 7 bridge at Difficult Run will have a separate lower path for equestrian crossing under Route 7 which provides 12 feet clearance under the bridge.
35	Karen Jones	Fairfax Trails and Streams, Great Falls Trailblazers, Potomac Heritage Trail Association			I found information on the FHWA web site- Please click on the link below- if you scroll down and look under Below Grade Clearance they do recommend 12 feet of overhead clearance for horses/equestrians. It also has a section on Below grade trail surfaces that recommend - if you click on the link "Chapter 6- Choosing Horse friendly surface materials" there is a whole section on horse friendly materials. In the section "Below grade approaches" they recommend paying close attention to the slope and grading to connect to the trail that is going under the roadway. <a href="https://www.fhwa.dot.gov/environment/recreational_trails/publications/fs_pu_blications/07232816/page10.cfm">https://www.fhwa.dot.gov/environment/recreational_trails/publications/fs_pu_blications/07232816/page10.cfm</a>	

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36	Karen L Jones	Fairfax Trails and Streams		E	Here are some pictures of the type of design we need at the intersection of Rt 7/Colvin Run Rd/Carpers Farm Way. Please make this part of the public record. I have additional information to follow!! Thanks!!	VDOT appreciates your providing of the pictures. With the proposed design, equestrians will no longer have to wait at the traffic light to cross Route 7 at the intersection, they will be able to use the relocated Cross County Trail under the Route 7 bridge at difficult Run crossing, with a separate path for Equestrians to cross under the bridge that provides 12 feet clearance under the bridge. Additional impacts to the right of way, utilities and potentially streams and wetlands to provide a waiting area and which would prevent us from incorporating this into the project. VDOT prefers to separate horses from vehicular traffic since crossing Route 7 with a high volume of traffic and high speed would be unsafe for both horses and motorists.
37	Ruth Li			O	We live very close route 7 (7 and Faulkner Rd ). We will be over sea next month, please let us know the project propose. Thanks	The purpose of this project is to improve safety and mobility along the Route 7 Corridor. The project will widen Route 7 from 4 lane to 6 lanes with curb and gutter and raised median, incorporating access management techniques in the design and improve intersections with improved dedicated turn lanes and signal operations. Please review our project website for more detailed information <a href="http://connectroute7.org">http://connectroute7.org</a> .
38	James Kim			O	I represent Three Cees Car Wash on Baron Cameron Ave. that will be impacted by the Route 7 widening. We had requested a few items including a sign to be posted on route 7 eastbound before the exit lane so that commuters will know to exit in order to visit the car wash. I wanted to make sure this was formally received and has been incorporated into the design. We will be at the design meeting in November and can talk further.	Signing and Pavement Marking plans have not been developed yet and will be developed by the Design Builder. These details are normally discussed during the right of way process. VDOT is continuing to meet with the representatives of the property owners to coordinate the design. Typically tourist-oriented direction signs are reviewed and installed according to the process described on the following webpage: <a href="http://www.virginiadot.org/programs/sign-default.asp">http://www.virginiadot.org/programs/sign-default.asp</a>
39	Levent Ozdemir	9315 Robnel Pl, Vienna		D	Thank you for your informative presentation at the November 16 Design Public Hearing. As a homeowner in the Towlston Meadow Community Association, I was happy to learn of the amendments to the design plan since the June 16 Public Information Meeting. I would like to express my appreciation in particular for two elements of the revised design. The relocation of the stormwater management pond from the southwest corner of Route 7 and Towlston Road to the northeast corner and the initial determination of feasibility for a sound wall on the south side of Route 7 between Stokley Way and Towlston demonstrates VDOT's commitment to working with affected communities to positively impact the design. These two items were of serious concern to myself and my neighbors. It is encouraging to see VDOT incorporate the input received during your extensive outreach with affected homeowners. I urge you to retain the revised location for the stormwater management pond, and look forward to further communications from VDOT regarding whether future studies confirm that a sound wall is feasible and reasonable for the area abutting TMCA. Thank you again for your outreach and for your consideration of our community's concerns	VDOT appreciates your thoughts

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40	Erika Keay			D	<p>Thank you for your informative presentation at the November 16 Design Public Hearing. As a homeowner in the Towlston Meadow Community Association, I was happy to learn of the amendments to the design plan since the June 16 Public Information Meeting. I would like to express my appreciation in particular for two elements of the revised design. The relocation of the storm water management pond from the southwest corner of Route 7 and Towlston Road to the northeast corner and the initial determination of feasibility for a sound wall on the south side of Route 7 between Stokley Way and Towlston demonstrates VDOT's commitment to working with affected communities to positively impact the design. These two items were of serious concern to myself and my neighbors. It is encouraging to see VDOT incorporate the input received during your extensive outreach with affected homeowners. I urge you to retain the revised location for the storm water management pond, and look forward to further communications from VDOT regarding whether future studies confirm that a sound wall is feasible and reasonable for the area abutting TMCA. Thank you again for your outreach and for your consideration of our community's concerns.</p>	<p>VDOT appreciates your thoughts</p>
41	Connie Herrmann			D	<p>Thank you for your informative presentations at the November 16 Design Public Hearing. As a homeowner in the Towlston Meadow Community Association, I was happy to learn of the amendments to the design plan since the June 16 Public Information Meeting. I would like to express my appreciation in particular for two elements of the revised design. The relocation of the storm water management pond from the southwest corner of Route 7 and Towlston Road to the northeast corner and the initial determination of feasibility for a sound wall on the south side of Route 7 between Stokley Way and Towlston demonstrates VDOT's commitment to working with affected communities to positively impact the design. These two items were of serious concern to myself and my neighbors. It is encouraging to see VDOT incorporate the input received during your extensive outreach with affected homeowners. I urge you to retain the revised location for the storm water management pond, and look forward to further communications from VDOT regarding whether future studies confirm that a sound wall is feasible and reasonable for the area abutting TMCA. Thank you again for your outreach and for your consideration of our community's concerns.</p>	<p>VDOT appreciates your thoughts</p>
42	Allison Itami			D	<p>Thank you for your informative presentation at the November 16 Design Public Hearing. As a homeowner in the Towlston Meadow Community Association, I was happy to learn of the amendments to the design plan since the June 16 Public Information Meeting. I would like to express my appreciation in particular for two elements of the revised design. The relocation of the storm water management pond from the southwest corner of Route 7 and Towlston Road to the northeast corner and the initial determination of feasibility for a sound wall on the south side of Route 7 between Stokley Way and Towlston demonstrates VDOT's commitment to working with affected communities to positively impact the design. These two items were of serious concern to myself and my neighbors. It is encouraging to see VDOT incorporate the input received during your extensive outreach with affected homeowners. I urge you to retain the revised location for the storm water management pond, and look forward to further communications from VDOT regarding whether future studies confirm that a sound wall is feasible and reasonable for the area abutting TMCA. Thank you again for your outreach and for your consideration of our community's concerns.</p>	<p>VDOT appreciates your thoughts</p>

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43	Sonia Kim	9299 Kilby Glen Drive, Vienna		D	<p>Thank you for your presentation at the November 16th Design Public Hearing. As a homeowner living in the Towliston Meadow Community, I wanted to thank you for the amendments to the design plan after the June 16th Public Information Meeting. In particular, I was pleased to see 1) the relocation of the storm water management pond from the southwest corner of Route 7 and Towliston Road to the northeast corner, and 2) the initial determination of feasibility for a sound wall on the south side of Route 7 between Stokley Way and Towliston. The revisions demonstrate VDOT's commitment to working with affected communities to positively impact the design. These two items are of serious concern to myself and my neighbors in Towliston Meadows. Going forward, I sincerely hope you retain the revised location for the storm water management pond. I look forward to further communications from VDOT regarding whether future studies confirm that a sound wall is feasible and reasonable for the area abutting TMCA. Thank you again for your consideration of our community's concerns.</p>	VDOT appreciates your thoughts
44	Eleni Bala	TMCA		D	<p>Thank you for your informative presentation at the November 16 Design Public Hearing. As a homeowner in the Towliston Meadow Community Association, I was happy to learn of the amendments to the design plan since the June 16 Public Information Meeting. I would like to express my appreciation in particular for two elements of the revised design. The relocation of the storm water management pond from the southwest corner of Route 7 and Towliston Road to the northeast corner and the initial determination of feasibility for a sound wall on the south side of Route 7 between Stokley Way and Towliston demonstrates VDOT's commitment to working with affected communities to positively impact the design. These two items were of serious concern to myself and my neighbors. It is encouraging to see VDOT incorporate the input received during your extensive outreach with affected homeowners. I urge you to retain the revised location for the storm water management pond, and look forward to further communications from VDOT regarding whether future studies confirm that a sound wall is feasible and reasonable for the area abutting TMCA. Thank you again for your outreach and for your consideration of our community's concerns.</p>	VDOT appreciates your thoughts
45	Brad Powell			D	<p>Thank you for your informative presentation at the November 16 Design Public Hearing. As a homeowner in the Towliston Meadow Community Association, I was happy to learn of the amendments to the design plan since the June 16 Public Information Meeting. I would like to express my appreciation in particular for two elements of the revised design. The relocation of the storm water management pond from the southwest corner of Route 7 and Towliston Road to the northeast corner and the initial determination of feasibility for a sound wall on the south side of Route 7 between Stokley Way and Towliston demonstrates VDOT's commitment to working with affected communities to positively impact the design. These two items were of serious concern to myself and my neighbors. It is encouraging to see VDOT incorporate the input received during your extensive outreach with affected homeowners. I urge you to retain the revised location for the storm water management pond, and look forward to further communications from VDOT regarding whether future studies confirm that a sound wall is feasible and reasonable for the area abutting TMCA. Thank you again for your outreach and for your consideration of our community's concerns.</p>	VDOT appreciates your thoughts

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46	Abhas Iha	9302 Kilby Glen Drive, Vienna,		D	Thank you for your informative presentation at the November 16 Design Public Hearing. As a homeowner in the Towlston Meadow Community Association, I was happy to learn of the amendments to the design plan since the June 16 Public Information Meeting. I would like to express my appreciation in particular for two elements of the revised design. The relocation of the storm water management pond from the southwest corner of Route 7 and Towlston Road to the northeast corner and the initial determination of feasibility for a sound wall on the south side of Route 7 between Stokley Way and Towlston demonstrates VDOT's commitment to working with affected communities to positively impact the design. These two items were of serious concern to myself and my neighbors. It is encouraging to see VDOT incorporate the input received during your extensive outreach with affected homeowners. I urge you to retain the revised location for the storm water management pond, and look forward to further communications from VDOT regarding whether future studies confirm that a sound wall is feasible and reasonable for the area abutting TMCA. Thank you again for your outreach and for your consideration of our community's concerns.	VDOT appreciates your thoughts
47	Katy Hollis	1333 Vanetta Lane, Vienna		D	Thank you for your informative presentation at the November 16 Design Public Hearing. As a homeowner in the Towlston Meadow Community Association, I was happy to learn of the amendments to the design plan since the June 16 Public Information Meeting. I would like to express my appreciation in particular for two elements of the revised design. 1. The relocation of the storm water management pond from the southwest corner of Route 7 and Towlston Road to the northeast corner. 2. The initial determination of feasibility for a sound wall on the south side of Route 7 between Stokley Way and Towlston demonstrates VDOT's commitment to working with affected communities to positively impact the design. These two items were of serious concern to myself and my neighbors. It is encouraging to see VDOT incorporate the input received during your extensive outreach with affected homeowners. I urge you to retain the revised location for the storm water management pond, and look forward to further communications from VDOT regarding whether future studies confirm that a sound wall is feasible and reasonable for the area abutting TMCA. Thank you again for your outreach and for your consideration of our community's concerns.	VDOT appreciates your thoughts
48	John & Bowman Kell	1400 Claves Court, Vienna		D	Thank you for your informative presentation at the November 16 Design Public Hearing. As a homeowner in the Towlston Meadow Community Association, I was happy to learn of the amendments to the design plan since the June 16 Public Information Meeting. I would like to express my appreciation in particular for two elements of the revised design: 1. The relocation of the storm water management pond from the southwest corner of Route 7 and Towlston Road to the northeast corner and 2. the initial determination of feasibility for a sound wall on the south side of Route 7 between Stokley Way and Towlston demonstrates VDOT's commitment to working with affected communities to positively impact the design. These two items were of serious concern to myself and my neighbors. It is encouraging to see VDOT incorporate the input received during your extensive outreach with affected homeowners. I urge you to retain the revised location for the storm water management pond, and look forward to further communications from VDOT regarding whether future studies confirm that a sound wall is feasible and reasonable for the area abutting TMCA. Thank you again for your outreach and for your consideration of our community's concerns	VDOT appreciates your thoughts

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49	Wendy Froth			D	<p>Thank you for your presentation on 11/10. As a homeowner in the Towlston Meadow Community Association, I was happy to learn of the amendments to the design plan since the June 16 meeting. I would like to express my appreciation in particular for two elements of the revised design: The relocation of the storm water management pond from the southwest corner of Route 7 and Towlston Road to the northeast corner and -The initial determination of feasibility for a sound wall on the south side of Route 7 between Stokley Way and Towlston This demonstrates VDOT's commitment to working with affected communities to positively impact the design. These two items were of serious concern and it is encouraging to see VDOT incorporate the input received during your extensive outreach with affected homeowners. I urge you to retain the revised location for the storm water management pond, and look forward to further communications from VDOT regarding whether future studies confirm that a sound wall is feasible and reasonable for the area abutting TMCA. Thank you again for your outreach and for your consideration of our community's concerns.</p>	<p>VDOT appreciates your thoughts</p>
50	Homa Anderson			D	<p>Thank you for your informative presentation at the November 16 Design Public Hearing. As a homeowner in the Towlston Meadow Community Association, I was happy to learn of the amendments to the design plan since the June 16 Public Information Meeting. I would like to express my appreciation in particular for two elements of the revised design. The relocation of the storm water management pond from the southwest corner of Route 7 and Towlston Road to the northeast corner and the initial determination of feasibility for a sound wall on the south side of Route 7 between Stokley Way and Towlston demonstrates VDOT's commitment to working with affected communities to positively impact the design. These two items were of serious concern to myself and my neighbors. It is encouraging to see VDOT incorporate the input received during your extensive outreach with affected homeowners. I urge you to retain the revised location for the storm water management pond, and look forward to further communications from VDOT regarding whether future studies confirm that a sound wall is feasible and reasonable for the area abutting TMCA. Thank you again for your outreach and for your consideration of our community's concerns.</p>	<p>VDOT appreciates your thoughts</p>
51	Jian Zhang & Qi Huang			D	<p>Thank you for your informative presentation at the November 16 Design Public Hearing. As a homeowner in the Towlston Meadow Community Association, I was happy to learn of the amendments to the design plan since the June 16 Public Information Meeting. I would like to express my appreciation in particular for two elements of the revised design. The relocation of the storm water management pond from the southwest corner of Route 7 and Towlston Road to the northeast corner and the initial determination of feasibility for a sound wall on the south side of Route 7 between Stokley Way and Towlston demonstrates VDOT's commitment to working with affected communities to positively impact the design. These two items were of serious concern to myself and my neighbors. It is encouraging to see VDOT incorporate the input received during your extensive outreach with affected homeowners. I urge you to retain the revised location for the storm water management pond, and look forward to further communications from VDOT regarding whether future studies confirm that a sound wall is feasible and reasonable for the area abutting TMCA. Thank you again for your outreach and for your consideration of our community's concerns.</p>	<p>VDOT appreciates your thoughts</p>
52	Jeffrey Amster			D	<p>Would you be able to clarify how many lanes there will be going southbound on Towlston Road approaching Route 7? Currently there is one. I am hoping there will be additional lanes given the increased volume and slow light cycles</p>	<p>The proposed design currently shows one through, one left turn and one right turn lane at the Towlston Road southbound approach of the intersection with Route 7</p>

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53	Kshemendra Paul	11266 Stones Throw Drive, Reston		T	On a related question, do you know what the plan is for the light cycle during rush hour at Towlston and Route 7 Will that remain every 4 minutes or increase/decrease?  I'd like to see the planning process explicitly consider an elevated pedestrian walkway over Route 7 at the intersection with Utterback Store Road. The rationale is that the nearby school, Forestville Elementary School, and the Nike Park, are used by children that live in the Wyndham Hills Subdivision, and other subdivisions, south of Route 7. Even with a pedestrian cross walk, Route 7, especially after widening and with the level of traffic and speed, is not safe for young children to cross.	The signal cycle lengths, the total time to serve all of the signal phases at an intersection, are planned to be 220 seconds (2 minutes, 40 seconds) in the morning and 240 seconds (4 minutes) in the evening.  Pedestrian bridges are typically installed in high pedestrian traffic areas, such as between densely populated neighborhoods or commercial areas, where a signalized crossing is not available. The pedestrian crossing in this case is at a signalized T-intersection where the crossing or Route 7 would not experience vehicles turning left from Utterback Store Road; the safest crossing possible given this condition. The pedestrian crossing time for the signal will be based on a pedestrian walking at 3.5 feet/second; a very leisurely pace, as specified in the FHWA Manual of Uniform Traffic Control Devices (MUTCD)
				P	Related, there is a paved walkway next to my house, that links to sidewalks in my neighborhood (Wyndham Hills). The other side of the of the walkway ends immediately behind my property. I believe it was placed to link to a then planned walkway that would follow on the south side of Route 7. The current plan calls for a new and separate walkway immediately next to Route 7, and then a noise wall / embankment that would provide a barrier. I'd like the planning process to consider linking this pathway with the Route 7 walkway via an appropriately paved and graded path, to enable children and adults from Wyndham Hills and other points south of Route 7 to safely walk to the School and Park immediately north of Route 7	VDOT will evaluate this request, connecting the existing walking path to the proposed shared use path as noted is located outside of the project limits. This connection will require grading of slopes, and elimination of existing tree buffer behind the properties and will need to adhere to current ADA standards for safety of the pedestrians.  Also providing this connection to the shared use path would require a break in the currently proposed reasonable and feasible sound barrier system, which may affect the effectiveness of the barrier at that location (to be confirmed by VDOT-Environmental).
				S	Finally, I am keen to see improvements in the noise abatement via sound walls, reinforced embankments, and appropriate low maintenance plantings including evergreen trees and bushes.	This comment is related to the Environmental Assessment for this project. Therefore, the response will be posted with the Environmental Assessment.
				S	We were not able to attend the meeting on November due to prior schedule that could not be changed. We live at the corner of Delta Glen Court and Route 7. We wanted to confirm that sound barriers will be put up.	This comment is related to the Environmental Assessment for this project. Therefore, the response will be posted with the Environmental Assessment.
54	Marilayne and Wyatt Woodsmall	1201 Delta Glen Court, Vienna		O	Also, we were told at two prior meetings that someone would be contacting us about our driveway entrance and that of our neighbor's. We were told that someone would be contacting us also about negotiations if any, if a little part of our property would be affected.	Discussions related your driveway will be part of the Right of way process which will begin after the design build contractor is selected. The Right of way process is anticipated to begin in mid to late 2018. Please review "Guide to Property Owners and Tenants" which describes the right of way process at the following link: <a href="http://www.virginiadot.org/business/resources/right_of_way/A_Guide_for_Property_Owners_and_Tenants.pdf">http://www.virginiadot.org/business/resources/right_of_way/A_Guide_for_Property_Owners_and_Tenants.pdf</a>
				O	When does construction begin? At the last meeting we were told in 2021. Is this still the case? If would be helpful is we could have someone come here to discuss what is happening. Thank you. Regards	At the Public Information Meeting in June, VDOT anticipated delivering this project using the traditional design-bid-build process. Now this project will be delivered using the design-build method. Using a design build delivery will allow the construction to begin and end earlier. Construction is anticipated to begin in late 2018 and end in 2025. If the project was still using design-bid-build, it would not be complete until 2027.
				T	Can the current traffic estimate (number of vehicles per day) be published for each section of the project. For example, Georgetown Pike to Reston Parkway, Reston Parkway to Baron Cameron, Baron Cameron to Beulah Road, Beulah Road to Lewinsville Road, and Lewinsville Road to Jarrett Valley Road.	Existing Average Daily Traffic (ADT) - From Reston Avenue to Difficult Run - 46,000 - From Difficult Run to Jarret Valley Dr/DTR - 54,000
55	Joe Tang	1104 Water Pointe Lane in Reston I am in an area that currently		T	Can the traffic estimates for the future be provided for each section up to 2040?	Design Year Projected Average Daily Traffic (ADT) - From Reston Avenue to Difficult Run - 73,000 - From Difficult Run to Jarret Valley Dr/DTR - 86,000

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56	J. Jay Volkert	Wolf Den		D	We in Wolf Trap Woods Homes Association are very pleased with the design of the Lewinsville intersection and access to the light that enables Wolf Den residents safe access to Route 7. We also approve of the placement of the water retention pond to the east where it shares WTWHA and McLean Bible Church properties. This location is preferable to any of the previous designs which had unacceptable impact on our entrance to Wolf Den and had greater impact on screening from Route 7.	Currently, this project only plans on landscaping at proposed SWM pond fencing locations. Individual properties who are directly impacted by the project can discuss landscaping during the right of way process.
57	Robert Lundegard	950 Cary Ct. Great Falls		P	Can you provide the plan for reforestation and screen along the frontage of Route 7 from Lucky Estates to the McLean Bible Church? I would like a status report on the planned underground passage from the north to the south side of the Colvin Run Mill Historic Site.	As part of the project a pedestrian tunnel will be constructed underneath Route 7 connecting the Colvin Run Mill site with the park property on the south side of Route 7.
58	Scott Knight			P	Will there be contiguous walking paths along both sides of Route 7 from Tysons Corner to Reston Parkway? There are a significant number of pathways along Route 7 but they are useless because they don't allow you to get anywhere. I would like to be able to get from Utterback Store Road to Tysons Corner on a path and it would be impossible if there are missing segments. So it's really all or nothing.	Yes, this project will provide continuous shared use path along both sides of Route 7 within the project limits, which connects to the recently completed Route 7 Widening Rolling Holly Drive, just east of Fairfax County Parkway to Reston Avenue, on one end, and connects to the currently under construction Route 7 bridge widening over the Dulles Toll Road into Tyson, on the other end. Both adjacent Route 7 projects provide a continuous walking path within their limits.
59	Susan Lee	1154 Riva Ridge Drive Great Falls/FXD		O	It's bad enough to change the look of Leesburg Pike by adding an extra traffic lane to either side of this scenic road just please people who don't even live along this road! But to add 14 foot sound walls is totally wrong and shouldn't be allowed. I don't know who proposed these walls but I vote absolutely NO to this proposal. At the Lockmeade HOA meeting given by the VDOT people, we were told there wouldn't be a "Sound Wall" of any kind being built! What happened? Building a Sound Walls along Leesburg Pike will take away from the beauty of this road! Again, I vote a big NO to this proposal.	This comment is related to the Environmental Assessment for this project. Therefore, the response will be posted with the Environmental Assessment.
60	Robert Wilson Mobley	524 Springvale Rd Great Falls	Colvin Run Road & Rte 7	D	As a Great Falls Resident and as a member of the FFX CNTY ARB, I am specifically interested in whatever changes are being considered in the Colvin Run Mill Historic Overlay District. I.e. Elevation changes, Road widening, Pedestrian Tunnel, Trails and Walks, Road Railing, Sound walls, etc.	The proposed roadway widening as currently shown on the public hearing plans along the frontage of the historic Colvin Run Mill property will occur to the south of the Mill property to minimize any direct impacts to the Mill property and have been coordinated with the Park Authority. The roadway profile grade will be higher than the existing elevation at the relocated Route 7 bridge over Difficult Run to allow the design year storm (25 year storm event) to pass under the roadway / bridge structure and not overtop Route 7 as it does today.
61	Nancy Hopkins			D	When Will VDOT make a presentation to the ARB? An early "Work Session" would be helpful. Thank you for working with our neighborhood and providing our HOA safe access to a light. This really makes a difference for all of us especially those with young drivers and seniors living in place. Navigating and crossing Rt. 7 at night can be a hazard. We also appreciate you're your willingness to work with our HOA on the placement of the SWM pond and moving it partially onto the vacant McLean Bible property. Good job. I look forward to successful discussions regards landscaping and replacement of our HOA sign. I support the project and now hope it moves quickly.	VDOT will reach out to FCDOOT concerning meeting with ARB.  VDOT appreciates your thoughts.

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62	Bruce Wright 2079 Cobblestone Lane, Reston, FABB Board Member			P	Support for multi-use trail inside sound barriers: I strongly support the parallel multi-use paths on each side of Route 7. These will provide new access for bicyclists, pedestrians, and other trail users to destinations along Route 7, including the new Silver Line stations in Tysons. Recommend that both trails be located on the outside (non-roadway side) of the sound barriers.  Trail crossing of north leg of Lewinsville Rd: The north trail crossing of Lewinsville Rd is too complicated and will take trail users too long to cross. There are four legs to cross and if trail users use the ped lights to cross, the time will be excessive. Does the project team have an estimate of the average crossing time? Suggest a grade-separated trail crossing of Lewinsville Rd, similar to those planned for the adjacent Route 7/Dulles Toll Rd bridge project	Placing sound barriers between the Roadway curb and gutter and shared use path will cause safety concerns for vehicular traffic with their close proximity to the traffic and the possible sight distance issues at intersection approaches.  An estimate of average crossing time would rely on multiple inconsistent variables that would generate a spatially wide margin of error for the average.  The grade separated crossings at the Dulles Toll Road bridge replacement project are for the expressway ramps where motorists would not expect a pedestrian crossing. The subject intersection for this comment is signalized and provides safe crossings of the roadways. Grade separated crossings require additional room to take the path down or up. Specific to this intersection, right-of-way is not readily available for either above or below ground crossings. More importantly, the protection to pedestrians afforded by the traffic signal would make the considerable expense of adding grade separated crossings prohibitive to the project.
				P	Break in sound barrier for trail connection: There is an existing trail that extends from Stones Throw Ct, between 11268 Stones Throw Ct and 11266 Stones Throw Ct. This trail was built to allow residents living along Stones Throw Ct to access a future Route 7 trail. Suggest a break in the sound barrier where the existing trail is located to allow community members to access the Route 7 trail from this existing trail.	VDOT will evaluate this request, connecting the existing walking path to the proposed shared use path as noted is located outside of the project limits. This connection will require grading of slopes, and elimination of existing tree buffer behind the properties and will need to adhere to current ADA standards for safety of the pedestrians.  Also providing this connection to the shared use path would require a break in the currently proposed reasonable and feasible sound barrier system, which may affect the effectiveness of the barrier at that location (to be confirmed by VDOT-Environmental).
				P	Bike counters - I recommend placing one or more bike counters in the trail when it is built. While VDOT has very good count information for motorized traffic, they have very little for nonmotorized modes. Fairfax County will soon be using EcoCounters on many of their bike facilities. The counters are embedded into the asphalt and they are supplemented by an infrared counter. Counters will be included in the new I-66 parallel trail and it makes sense to include some on the Route 7 trails.	VDOT to evaluate this request
63	Jon A Frierson 9409 Myra Dr, Great Falls- Wolftrap Green		Trotting Horse lane to Forestville Dr	S	We are strongly supporting erection of a sound wall between Trotting Horse lane and Forestville Drive. Our neighbors along Route 7 in that area will see large increase in noise. We don't expect to suffer on Myra Drive, but our neighbors deserve support.	This comment is related to the Environmental Assessment for this project. Therefore, the response will be posted with the Environmental Assessment.
64	William Errico			S	I live in Carpers Farm and am on the Rt. 7 Road Expansion Committee. It is not clear to me where the planned sound barriers will be located along Rt. 7 from Baron Cameron to Beulah Rd. Also what is the planned height of these barriers?	This comment is related to the Environmental Assessment for this project. Therefore, the response will be posted with the Environmental Assessment.
65	Frank Hardesty 1101 Water Pointe Lane, Reston,			S	I submitted a comment on November 22, 2016, and this comment is a supplement to my previous comment. Attached please find a letter from a noise consultant that I retained to assist me in evaluating the impact of the Route 7 project on my property. As you can see, the consultant indicates that if the noise study incorporates the increased noise generated by having a barrier on the northeast side of Route 7, and also evaluates the number of benefited receivers by combining the receivers in CNEsA and C, that a noise wall in the area of my property could be determined to be reasonable. I hereby request that VDOT and its noise consultants modify the noise study as suggested to determine whether a noise wall in the vicinity of my property is reasonable if these modifications are made. My other comments remain applicable. I look forward to receiving substantive feedback on these comments. Thank you for your consideration	This comment is related to the Environmental Assessment for this project. Therefore, the response will be posted with the Environmental Assessment.

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66	Ron Meadows	Meadows Farms		D	1. Flow of tractor trailers into and out of our nursery 2. We need to be sure customers can enter and exit during construction 3. March through June are peak business periods for us and we would prefer minimal disruptions during those months 4. We need to be able to keep good signage perpendicular to Route 7 5. We will co-operate with the neighbors to allow access at our entrance; however, there is concern of bottlenecks and safety In regards to our site on Route & near Battlefield Pkwy: We understand the interchange is in a very early stage but request to be informed as design decisions are being developed.	VDOT is coordinating the design with both Meadows Farms locations with this project. The Contractor will be required to maintain access to private properties during construction Contractor will develop a comprehensive Maintenance of Traffic Plan and Traffic Study for the construction operations to ensure safety during construction. Items specific to each property will be addressed during the Right of Way process. VDOT will continue to work with the access from the VDOT roadway to the property owner. However, traffic operations internal to the property are the responsibility of the property owner(s). VDOT will coordinate with Meadows Farms separately for the Route 7 (East Market Street) interchange at Battlefield Parkway project.
67	Manu Uppal	8826 Lewinsville Rd McLean		D, P, T	My primary question was related to connectivity and safety. I added text (Point 1, Point 2) to the attached picture I took of one of the displays at today's VDOT meeting. Point 1 is where the sidewalk on Lewinsville Rd ends and Point 2 is where the closest sidewalk (actually 10 ft) connected with Rt 7. Many residents of Woodside, McLean 100 and a lot of other communities will not be able to connect with Rt 7. People will be forced to walk on Lewinsville Rd (Point 1) and take a turn to get on Rt 7 (Point 2). In addition cars westbound on Rt 7 going to Lewinsville Rd and cars from Lewinsville Rd going on Rt 7 westbound have no stoplights or stop signs. Cars could be going fast around the curve, just where people will be forced to walk on Lewinsville Rd. Hence a safety concern. I did mention this in a comment at the VDOT meeting. My secondary questions were related to making the interchange at Rt 7 and Dulles toll road better. We are spending over \$30 million per mile for this expansion, it would be a good idea to spend a little more to make it look nice and useable. I believe it would be great if we could add a pedestrian rest area at the center of the interchange, maybe some local art, benches and some landscaping. They say eventually over a half a million people will pass by the intersection every week. I just think in Fairfax county we should be able to make things look nice.	A sidewalk will be added to the project along the eastern side of Lewinsville to connect to the Route 7 shared use path to the existing sidewalk near Woodhurst Blvd.  This comment should be directed to the VDOT project manager for the Route 7 over the Dulles Toll and Airport Roads project.
68	John Lucas for Suna Lee	10245 Leesburg Pike		D	I was asked to call you regarding the Route 7 Corridor expansion project. My client at 10245 Leesburg Pike, Suna Lee, would like information on the expansion project. The project plans on your web (site) really do not have anything concrete that defines what will be done in front of her property. Her property is currently for sale and buyers are asking this question, let me know, thanks.	In the area of Ms. Lee's property, the proposed edge of pavement for Route 7 is very close to the existing edge of pavement. We are adding curb and gutter and a 10 foot shared use path to both sides of Route 7 so the design shows some proposed grading for the shared use path on Ms. Lee's property with a proposed permanent easement. I will have our design consultant, provide a graphic showing a blow up of this area and the proposed grading. Also, our preliminary noise analysis shows a noise wall as reasonable and feasible along Route 7 in front of Ms. Lee's property. This is a preliminary noise study and a final noise study has to be completed later in the project development process where the location of noise walls may change. You can view the preliminary noise study on our website at the following link: <a href="http://www.connectroute7.org/documents/preliminary_noise_analysis_-_appendix_b.pdf">http://www.connectroute7.org/documents/preliminary_noise_analysis_-_appendix_b.pdf</a> Our design has not investigated the utility relocations that may be needed yet so additional easements for utilities may be required.
	Residents on Farmingdale Court, Great Falls, VA 22066				Our group of residents would like to request an in-person meeting with you to have a dialog in the next 2-3 weeks and exchange some ideas. We could have this meeting at your office or host the meeting in one of our residences after hours or a weekend. Please let us know a couple of convenient dates and times that will work for you	We appreciate your suggestions for the VDOT Route 7 Corridor Improvements Project. I have forwarded your email to other Route 7 team members to see what day/time works best to meet with your community. We look forward to discussing your concerns and suggestions.

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69	9390 Arun & Prathima Simha Borders Rte 7? Y	Wolf Trap Green		D	1. Move roadway apron by 15-20 feet to minimize impact to residents to minimize or eliminate permanent & temporary property acquisition. South side of Route 7 has fire station, set back home and nursery which may bear less impact compared to 4 parcels of land on north side of Route 7 in this segment, possible.	The roadway alignment is being constrained by the location of the existing drainfield located right of station 413+35 on the parcel that is on the corner of Route 7 EB and Beaulah Road across from the fire station. There are required lateral offsets required by the Department of Health to drainfields from the proposed roadway. As the design progresses, considerations to the impacts on the north side of Route 7 will be evaluated to reduce impacts to the extent possible.
	9392 Ram & Uma Mohoni Borders Rte 7? Y		D	2. Reduce elevation of Route 7 by 5-10 feet (similar to Rte 7/Georgetown Pike intersection) for noise abatement	The proposed roadway profile grade through this area, and throughout the Route 7 Widening corridor has been designed to salvage as much of the existing pavement possible in order to reduce project costs. The existing asphalt will need to be milled/overlayed/built up (additional thickness required to meet structural strength for the required loading for traffic). Cutting the existing grade as suggested increases construction costs, schedule, impacts to utilities, and possibly would require additional retaining walls. The proposed profile grade designed provides the best balance for constructability, reducing impacts, and providing cost control for the project.	
	9393 Ali & Venus Tahbaz Borders Rte 7? Y		O	3. Establish aesthetic sound barrier - 18 or 24 (max available to shield sound from second floor of residences)	Proposed noise barrier aesthetics will be coordinated for the entire corridor with the communities to provide a uniform aesthetic for the project. Sound wall heights is related to the Environmental Assessment (EA) and the response will be posted as a response to the EA.	
	9395 Ben Borders Rte 7? Y		O	4. Marketplace Compensation for permanent & temporary property	Please review "Guide for Property Owners and Tenants" for information about the VDOT Right of Way process. This manual can be found at the following link: <a href="http://www.virginiadot.org/business/resources/Right_of_way/A_Guide_for_Property_Owners_and_Tenants.pdf">http://www.virginiadot.org/business/resources/Right_of_way/A_Guide_for_Property_Owners_and_Tenants.pdf</a>	
	9397 Kurt & Twee Tran Borders Rte 7? N		O	5. Speedy completion of work in this segment to minimize impact to residents	The construction schedule has been provided at the Public Hearing and the intended delivery method for the project is moving forward with Design Build procurement. The construction work activities proposed by the successful design build contractor will dictate the duration of activities in this area.	
	9394 Abul & Suraiya Hashem Borders Rte 7? N		O	6. Replacement of vegetation if impacted (tall pines - age ~17 years)	Any impacts to vegetation on private property will be handled during the right-of-way negotiation process with each individual property owner throughout the corridor. Any agreed impacts to private vegetation will be compensated to the property owner and will be the property owner's responsibility for replacement.	
	9396 Imran & Seemi Akram Borders Rte 7? N		D	7. Reduce speed from 55 mph to 45 mph till Forestville Dr intersection to reduce sound.	A speed study of the corridor has been performed and did not support lowering of the design and/or posted speeds along Route 7 within the project limits. The purpose of this project is to improve safety and mobility throughout the corridor. The existing posted speed limit in this area of Route 7 is 55 mph, and the speed limit after construction will remain at 55 mph.	
70	Edward Lewis	1204 Colvin Meadows Lane, Great Falls		S	I've followed the information on the website and attended two of the public hearings. I'm very much in favor of the proposed wall. It appears from the information that the wall between my home and route 7 is proposed to be 12 feet in height. Due to the proximity of my home to route 7 and the fact that my property slopes down from my screened in porch to route 7, I'm requesting consideration that the wall in front of my home be 20 feet in height.	This comment is related to the Environmental Assessment for this project. Therefore, the response will be posted with the Environmental Assessment.

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71		11292 Stones Throw Drive				Spoke with this gentleman and followed up with an email and a mailed brochure: As a follow-up to our conversation, I wanted to provide you details on accessing project information. We recently held a design public hearing at Colvin Run elementary school for the Route 7 corridor improvements project which was advertised in local media. If you did not have an opportunity to attend the November 15th meeting, please note materials and information on the project are available for review at <a href="http://www.connectroute7.org">www.connectroute7.org</a> . VDOT is accepting comments through December 2nd. Comments can be emailed to <a href="mailto:connectroute7@vdot.virginia.gov">connectroute7@vdot.virginia.gov</a> or you can send a hard copy to the attention of Mr. William Dunn, 4975 Alliance Drive, Fairfax, VA 22030. In case this does not reach you, I will mail a copy of the brochure that was handed out at the public hearing to your home address. It contains project information and details on how to send comments to VDOT.
72	Sedi			D	We attended the Design Public Hearing on November 15 regarding the Route 7 corridor improvements. Our property is on Route 7, and we have the following questions and concerns about the project. Due to the fact that we are on Route 7, and the property across from Route 7 contains a Fire Station with additional acreage, we are asking that the roadway apron be moved to the eastbound section to avoid disturbance to our property and our neighborhood. The loss of trees, as well as loss of over one thousand feet of property is quite a disturbance, and will make the expansion and increase in traffic on this route even more disruptive without the barrier of land and trees. Additionally, we have concerns about the heavy equipment and machinery causing damage and disruption to our home and foundation. We have been advised to have our property and home surveyed before and after construction. What efforts will you make to reduce disruption during overnight construction? What will be the length and duration of the construction? Due to the fact that our home will experience a great deal of disturbance from this project, any information you can provide to us will be beneficial, and any efforts to use county land (i.e.: the fire station) instead of residential property will be appreciated.	The roadway alignment is being constrained by the location of the existing drainfield located right of station 413+35 on the parcel that is on the corner of Route 7 EB and Beaulah Road across from the fire station. There are required lateral offsets required by the Department of Health to drainfields from the proposed roadway. As the design progresses, considerations to the impacts on the north side of Route 7 will be evaluated to reduce impacts to the extent possible.  The successful Design Build Contractor will perform construction activities adhering to established standards and will be supervised by qualified VDOT inspectors. Pre and post surveys are not typically performed for routine construction activities.  At this stage of plan development, the construction schedule has not been finalized. Night time work will be evaluated since it will allow for reduced impacts to traffic and help in shortening the overall construction schedule.
73	Avatar Dhallwal	GENCO Systems Inc., 13800 Coppermine Rd, Suite 300 Herndon, VA 20171		S	Noise is a big issue for our house. We strongly request to build a sound wall across the route 7. The only area which does not have sound wall is between great passage Blvd. and Utterback store road (on the north side). We are a family of 5 people living at 1108 great passage Blvd., the noise level is very high even now, it will be unbearable with the increased speed and increased traffic. The benefits of the sound walls will be to be few houses on the great passage Blvd., great passage court as well as to the new development by Goulick homes (will have 5 houses, some of them are under (construction) now, two are already settled and people living there). Therefore, a sound wall is a must to keep the noise level under control so that we all continue to live in this area with manageable noise.	This comment is related to the Environmental Assessment for this project. Therefore, the response will be posted with the Environmental Assessment.
74	Howard Albers			P	I was not able to attend the public meeting on the Route 7 improvements but wanted to express my full support for the 10-foot wide trails on both sides of the highway. Hopefully grade separated crossing will be included where possible and frequent access opening to neighboring communities will be included in the project. Please make it as easy as possible for bicyclists to get to and use the trail.  Bicycle counters should be installed on the trails to monitor the number of riders. Including them during construction (like what is being done on the I-66 trail outside the beltway) will be a big help rather than doing so at a later time.	VDOT appreciates your support for the Share Use Paths on both sides of Route 7. All pedestrian crossings at intersections along this project will be at grade crossings. Access to neighborhoods will be provided at intersections. Unfortunately, providing grade separated crossings is to expensive for this project.  VDOT to evaluate.

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				O	During the planning phase, please make sure that the trails can be properly maintained. This new trail will become a highly used bicycle route and, at some time in the future, it will need sweeping and snow plowing. Make sure to plan for the future safety needs of bicyclists.	The maintenance of the Shared Use Path will be part of the roadway maintenance.
					On behalf of Meadows Farms Virginia LLC, we submit these comments on the proposed Route 7 Corridor Improvements. On September 15, 2016, we sent the attached letter to you on behalf of our client relating to its property located at 10610 and 10618 Leesburg Pike, Vienna, Virginia 22182. We are transmitting it again and it serves as our client's comments on the project at this point. We request that you or someone from your project team contact us to set-up a meeting to discuss a resolution of the location and design of the entrance into the property.	We appreciate you providing these comments. We will include them in the PH transcript. We are in the process of compiling the information requested for the Meadows Farms locations across from Reston Parkway and at Springvale/Baron Cameron. We should set up a follow-up meeting to discuss both locations after we have reviewed the comments.
					Additionally, we request that any construction that physically impacts the property occur between July and February, avoiding the peak sales months of March through June. Additionally, we provide the following comments for our client's other location at 11254 Leesburg Pike, Herndon, VA 20170. Our client is concerned about the following: 1. the flow of tractor trailers into and out of the nursery;	The detailed construction schedule will be developed by the Design-Build Contractor
75	Michael J. Coughlin	Walsh Colucci Lubeley & Walsh PC		D		VDOT is coordinating the design with both Meadows Farms locations with this project.
				T	2. ensuring that customers can enter and exit during construction;	Maintenance of traffic in and out of properties will be the responsibility of the Design-Build Contractor. The Contractor will be required to maintain access to private properties at all times during construction
				O	3. avoiding construction impacts to the property during March through June;	Contractor will develop a comprehensive Maintenance of Traffic Plan and Traffic Study for the construction operations to ensure safety during construction.
				T	4. ensuring good signage perpendicular to Route 7;	Will be evaluated.
				T	5. although our client desires to cooperate with its neighbors, it has concerns sharing an entrance with adjoining owners after this project, as there is a concern regarding traffic bottlenecks and safety. It is anticipated that Anthony Verdi from Gordon will be contacting you to obtain the latest versions of the plans for these properties. During the meeting we have requested, we can discuss this property as well. We look forward to hearing from you or someone from the project team regarding proposed meeting times.	VDOT will continue to work with the access from the VDOT roadway to the property owner. However, traffic operations internal to the property are the responsibility of the property owner(s).
				O		Comment noted.
				E	Request a taller tunnel on the equestrian side of the tunnel to reduce the risk of injury to horse and rider. We know that cyclists and pedestrians will use the tunnel. This could startle the horses. More room provides more opportunities to reduce any ROW issues	The Proposed Tunnel Crossing under Route 7 is designed for pedestrians crossing only. The relocated Cross County Trail under the Route 7 bridge at Difficult Run will have a separate lower path for equestrian crossing under Route 7 which provides 12 feet clearance under the bridge.
76	Kristy C	Fairfax 4 horses	Multi Modal Tunnel		Covance Laboratories Inc., the owner of the property at 9200 Leesburg Pike adjoining RT 7 and Towiston Rd, wishes to submit the following comments regarding the proposed corridor improvements impacting Covance. The Design Public Hearing Plans (7 of 8) dated November 15, 2016 show a shift in the location of a storm water management pond that is likely to create significant negative impacts both on Covance and on the impending future development of the Covance property. Covance urges VDOT to re-evaluate the location for the pond in light of the financial, technical and environmental impacts. Covance has the following specific comments and questions regarding the 11/15/16 Plans:	The proposed Storm Water Management pond locations identified on the plans are required to meet Storm Water Management Regulations for the project. Since this project is being delivered using design build, construction can begin prior to July 1, 2019. This will allow this project to be grandfathered and use the previous SWM regulations which will impact the SWM design for the project.

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77	Covance Laboratories Inc.	9200 Leesburg Pike	Towiston Rd and Rte 7	D	<p>(1) The Plans show a storm water management pond (SWM Pond #10) on Covance's property that was originally shown on the June 16, 2016 Storm Water Management Strategy as being sited on another location across Rt 7. Covance has calculated that approximately 2 acres of its property would be taken for SWM Pond #10, the rights of way and easements shown on the 11/15/16 Plans. However, the ultimate impact of siting the pond on the Covance property would be far greater than 2 acres due to the significant land development restrictions and limitations that would be caused by the pond.</p> <p>(2) The Covance property currently has by-right R-1 zoning. Covance is actively marketing the property for sale, and future development of the property is likely to have a large residential component. The loss of a prime portion of developable property, and the resulting pond-related restrictions on the siting, uses and access to future residential units, would be a significant financial loss for which Covance must be compensated.</p> <p>(3) VDOT's proposed siting of SWM #10 on the Covance property does not appear to have considered whether and how SWM Pond #10 should be designed and coordinated with the impending development of the Covance property. There are complex technical and engineering issues which should be evaluated by VDOT before determining that a storm water management pond should be sited on the Covance property.</p> <p>(4) The proposed placement of SWM Pond #10 would require the destruction of a large section of the well-developed tree screen at the corner of Towiston Rd and Rt 7. This tree screen has long been a significant benefit to Covance and its neighbors, and the loss of this natural and aesthetic asset (approximately 1 acre in size) would be a significant negative impact of proposed SWM #10 not evaluated by VDOT. The future residential users on the Covance property, users of Rt 7, and the public at large would all be impacted by the loss of the Covance tree screen.</p>	<p>The proposed Storm Water Management pond locations identified on the plans are required to meet Storm Water Management Regulations for the project. Since this project is being delivered using design build, construction can begin prior to July 1, 2019. This will allow this project to be grandfathered and use the previous SWM regulations which will impact the SWM design for the project.</p> <p>VDOT evaluates approved plans of development or any in-progress plans of development for consideration and incorporation into the design for the Route 7 Widening project.</p> <p>The proposed SWM pond addresses the SWM needs for the Route 7 roadway project and is independent from any site development needs for SWM requirements. VDOT does not typically share SWM facilities with private developments for liability and maintenance concerns.</p> <p>The proposed Storm Water Management pond locations identified on the plans are required to meet Storm Water Management Regulations for the project. Comment noted.</p> <p>VDOT will contact.</p>
78	Mary Cassidy Anger	Great Falls Trail Blazers		E	<p>I wanted to voice my concerns about the planned pedestrian tunnel under Rt. 7 at Colvin Run. This crossing is a vital connection for the Cross-County Trail for hikers, bicyclers, and equestrians. We implore you to make certain that the connection will be appropriate and safe for all user groups. This includes ensuring that the trail surface is slip resistant and the tunnel clearance can adequately accommodate horses (12'+). I apologize for the late response as I was out of town. Thank you for all of your time on this project.</p>	<p>The Proposed Tunnel Crossing under Route 7 is designed for pedestrians crossing only. The relocated Cross County Trail under the Route 7 bridge at Difficult Run will have a separate lower path for equestrian crossing under Route 7 which provides 12 feet clearance under the bridge. The section of the trail beneath the Difficult Run Bridge will be concrete to ensure it will not be impacted by periodic flooding. VDOT will coordinate a rough surface for this section of the trail with FCPA since they requested the concrete section to ensure stability for equestrian use.</p>

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79	Candace Campbell	Great Falls		E	I trail ride quite extensively around Fairfax County and live in Great Falls. I would greatly appreciate a safe horse crossing at Colvin Run/Carpers Farm Way and Leesburg Pike. I'm not sure if my horse is small enough to make it comfortably or safely through the planned underground crossing, so I would greatly appreciate a crossing button in an elevated location that could be accessed without getting off my horse. It probably goes without saying that it would be necessary to have a safe place to wait near there as well. Also, since most horses wear metal shoes, it would be much safer to have a road surface that is less slippery than typical asphalt. Your engineers will probably be aware of rough surfaces that can be used at the crosswalk without causing a problem for motorists. I know I speak for the local equestrian community when I say thank you for your attention to our requests. We appreciate the wonderful trail network in Fairfax County and look forward to this improvement in the Cross County Trail.	The Proposed Tunnel Crossing under Route 7 is designed for pedestrians/bikers crossing only. The relocated Cross County Trail under the Route 7 bridge at Difficult Run will have a separate lower path for equestrian crossing under Route 7 which provides 12 feet clearance under the bridge. Additional impacts to the right of way, utilities and potentially streams and wetlands to provide a waiting area and which would prevent us from incorporating this into the project. VDOT prefers to separate horses from vehicular traffic since crossing Route 7 with a high volume of traffic and high speed would be unsafe for both horses and motorists. The section of the trail beneath the Difficult Run Bridge will be concrete to ensure it will not be impacted by periodic flooding. VDOT will evaluate a rough surface for this section of the trail to ensure stability for equestrian use with FCPA. The concrete section requested by FCPA is an environmental commitment for this project.
80	Cathy Roussel				I'm glad to hear of the tunnel under Route 7, but we need a little more height than 10 feet. Also some horses are not able to cross under a tunnel due to the noise above. A road crossing would be nice also. Something with a long light so the horses could make it and a surface that they won't slip on would be helpful.	The Proposed Tunnel Crossing under Route 7 is designed for pedestrians crossing only. The relocated Cross County Trail under the Route 7 bridge at Difficult Run will have a separate lower path for equestrian crossing under Route 7 which provides 12 feet clearance under the bridge. The section of the trail beneath the Difficult Run Bridge will be concrete to ensure it will not be impacted by periodic flooding. VDOT will coordinate with FCPA on a rough surface for the concrete since FCPA requested the concrete section. Additional impacts to the right of way, utilities and potentially streams and wetlands to provide a waiting area and which would prevent us from incorporating this into the project. VDOT prefers to separate horses from vehicular traffic since crossing Route 7 with a high volume of traffic and high speed would be unsafe for both horses and motorists.
				D	Our Homeowners' Association (Colvin Meadow Estates Homeowners Association) was grateful for the very informative Design Public Hearing concerning the Route 7 Corridor improvements held on November 15. In particular we are very relieved to see plans showing a sound barrier (wall?) located between our neighborhood and route 7 sited totally on the public land i.e. not requiring the use of private property. While we understand that this is still a plan in progress and that there may be changes after the signing of the "design build" contract we wish to state that we are hugely supportive of the plan for a sound barrier. The location of the shared use pathway (between the wall and the three routes of westbound route 7) seems most appropriate. Is there any consideration being given to having pull-off space for buses stopping at the bus-stops along the route? Having a bus come to a stop in a through traffic lane on a highway with a speed limit of 55mph would create a safety hazard with each stop.	VDOT appreciates your thoughts and support for the current design
81	Dorry Emmer	President, CMEHOA		T	We are pleased to see that the traffic signal at the western intersection of Colvin Run Road and Route 7 will allow for left turns from Colvin Run Road as well as direct cross over traffic to Delta Glen Court.	VDOT and Fairfax County are evaluating the transit needs for the corridor and the bus stop designs. In the past, bus drivers have voiced concerns over pull-offs since it is more difficult to get back into traffic.
				T	The maintenance of our existing storm water drainage pond is very important to us. We do not wish to see any extra water being directed into our pond nor do we wish to see any potential for water to be slowed from draining as a result of the construction works or the finished three lane west bound carriageway. We look forward to further regular updates of the plans to improve this route which is so integral to our neighborhood. Thank you for the opportunity to comment.	VDOT appreciated your thoughts.
				D		This project will collect and treat stormwater separately from off site run-off and off-site SWM ponds. No additional run-off will be directed to the existing off-site SWM pond. The rate of outflow will not be impacted.

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82	Yvette White	4519 Windsor Arms Ct, Annandale			Unfortunately, the Route 7 widening is a foregone conclusion. However, I want to express that widening roadways does not solve traffic congestion in the long term. Further, additional lanes result in increased air pollution, increased noise pollution, increased contribution to climate change, increased budgets to support road maintenance and plowing and many other negative problems. The Northern Virginia region must get serious about implementing mass transit projects, pedestrian improvements and bicycle infrastructure instead of widening. Stop defaulting to widening; it's not scalable and it doesn't solve our traffic congestion long term. Thank you for reading.	The purpose of this project is to improve safety and mobility along the Route 7 Corridor. The design developed is based on the project needs of the corridor and is consistent with Fairfax County's Comprehensive Plan. This project is not and is consistent with Fairfax County's Comprehensive Plan. This project is not a widening project. It will add pedestrian and bicycle facilities on both sides of Route 7 where they do not currently exist. This will provide pedestrian/bicycle connectivity all the way from Rolling Holly Drive to Tysons.
					I just wanted to follow up one more time regarding the design proposals for the Route 7/Baron Cameron Ave. interchange. As discussed, we would like to address these 4 issues: 1. The current proposal calls for a separate exit lane on Route 7 eastbound for traffic to exit onto Baron Cameron Ave. We assume that an exit sign will be placed further west on Route 7 EB in order to signal to commuters that the exit lane is approaching. In addition to a normal exit sign, we would like to request a blue service sign with the car wash logo prominently displayed so that commuters know to take the exit lane in order to visit the car wash.	Signage will be included in this project to direct vehicles from Route 7 to Baron Cameron Avenue/Springvale Road and from Baron Cameron Avenue/Springvale Road to Route 7. Signing and Pavement Marking plans have not been developed yet and will be developed by the Design Builder. These details are normally discussed during the right of way process. VDOT is continuing to meet with the representatives of the property owners to coordinate the design. Typically tourist-oriented direction signs are reviewed and installed according to the process described on the following webpage: <a href="http://www.virginiaodot.org/programs/sign-default.asp">http://www.virginiaodot.org/programs/sign-default.asp</a>
				T	2. We will also need a business sign be placed on the corner of Route 7 and Baron Cameron Ave. adjacent to the gas station. The exit lane is being designed with a through-way lane so commuters would need to be informed to make the right turn onto Baron Cameron Ave. These signs would provide commuters coming EB on route 7 clear indications on how to enter into the car wash.	These details are normally discussed/negotiated during the right of way process.
83	James Kim			T	3. There is currently no direct entrance into the car wash from Baron Cameron Ave. due to the existence of a grassy median. We would like to request that this median be modified so that there is a direct entrance into the car wash from Baron Cameron Ave.	The design is accommodating movements for the multiple users of the parcel in accordance with design standards. VDOT is continuing to coordinate the design with the representatives of the property owner. Final details will be determined during the right of way process.
				T	4. There is a small grass area next to the car wash adjacent to Crippen Value Ct. We would like to request that this area be paved over so that it can be used as an overflow lot for cars coming out of the car wash. The closure of the service lane that currently runs the perimeter of the property will cause significant delays especially on days the car wash experiences heavy traffic. Having an overflow lot will greatly improve traffic flow.	These details are normally discussed/negotiated during the right of way process.
				O	I understand that some of these items will need to be formally submitted via the land owner and we have been in touch with them and they should be doing that on their end. Regarding the business sign I am currently in contact with the VDOT Sign Program to see about getting us a sign on Route 7. Item #2, however, is a new proposal for a sign on the corner of Route 7 and Baron Cameron Ave. Please let me know if there is anything else you need from me or any additional steps that should be taken.	Please follow the guidelines for tourist-oriented direction signs outlined on the following webpage: <a href="http://www.virginiaodot.org/programs/sign-default.asp">http://www.virginiaodot.org/programs/sign-default.asp</a>

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84	Virginia McGavin Rita	10231 Leesburg Pike, Vienna,		T	<p>Our family has owned this property since Sept., 1915. Back in 1943, the 40 acre farm was cut in half, leaving 20 acres on both the south and north sides of the Pike. That road construction destroyed a family-built recreational area consisting of 2 tennis courts, a swimming pool, barbecue area, bathhouse and a spring house. The family was only able to enjoy this area for a couple of years. Construction by my family began in 1938 but the realignment went thru in 1943 onward. The family was not given advance notice of upcoming construction. A cattle underpass was installed (and is still there!) but it spooked the cattle and it was never successfully used.</p> <p>Since then, we had the road widening which occurred in 1967. Land on our side of the road (south side) was taken for the widening. Our former cinderblock entrance currently sits in the median strip and is visible.</p> <p>Next, was the water pipeline and the easement for it in the early 1990's. Now we are faced with stage 3 of the widening. My concerns are:</p> <p>1) Living on the south side of 7 at 10231, since the median cut-throughs will be eliminated, how do we get home to our address after travelling on Walker Road going to Great Falls?</p> <p>The light at Colvin Run/Rte 7 which is the one farther West, PLEASE make it a 4 way light. Presently, if we shop in Great Falls and try to come home, we are forced to head West on 7 and make a dangerous U-turn where there are numerous accidents on east-bound 7 when the left-turn lane is stacked up, heading onto Colvin Run Road.</p> <p>If we are travelling west-bound 7 from Tysons, I hope we will still be able to make the U-turn at the western-most Colvin Run light in order to approach our driveway.</p>	<p>Driving south on Walker Road turn right on Colvin Run Road. At the western signalized intersection of Colvin Run Road and Route 7, turn left to Route 7 eastbound (the proposed configuration of this intersection will allow this movement). 10231 will be on the right.</p>
85	James Dalrymple	12504 Knollbrook Dr		E	<p>As an avid equestrian user of the trails in the northern Virginia area I would like to urge you to give careful consideration to the safety suggestions that Fairfax for Horses is making in regard to the crossing at Route 7 at Colvin Run. Thanks.</p>	<p>VDOT appreciates your comments and suggestions.</p>
86	Ava and Dan Nguyen	8832 Lewinsville Rd, McLean; Resident of Woodside Estates		D	<p>We would like to request an egress access to Brook Rd due to safety concerns of the proposed design for the delay/left turn to Lewinsville Rd.</p>	<p>Relocating your entrance to connect to Brook road will impact additional trees and vegetation along the property and will require a longer entrance design. A proposed entrance to Brook Road would need to be located as far from the intersection with Lewinsville Road as possible. These details are normally discussed during the Right of Way process.</p>
87	Roz Craw	1106 Round Pebble Ln, Reston		O	<p>When we bought the home 18 months ago, it was due to feng shui aspects....with the new design for Lewinsville Rd, it will change it dramatically. We would like to request some landscaping screening in front of our home. Additional details can be provided. Thank you,</p>	<p>VDOT will evaluate but cannot guarantee the addition of landscaping in this area due to the relocation of Lewinsville Road. VDOT does compensate property owners for loss of trees as part of the Right of Way negotiations. The Right of way process is normally when these details are discussed.</p>
88	Matthew Mudd	9030 Leesburg Pike, Vienna		S	<p>As my home will be the 2nd house in from Rt 7, in the Estates of North Hills (between Reston Ave and Reston Parkway) I am concerned about increased noise. Will there be noise barriers put in place? Thank you.</p>	<p>This comment is related to the Environmental Assessment for this project. Therefore, the response will be posted with the Environmental Assessment.</p>
				D	<p>I own property on Route 7, and your project plan shows work on my property. I'd like to understand more details.</p>	<p>The current design as of November 2016, shows partial Right of Way take of 2735 square feet, a permanent easement for access and maintenance of drainage structures of 355 square feet, and temporary easement during construction of the Roadway and entrance gradings of 1894 square feet.</p>

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89	Holly Weatherwax	Round Pebble Lane		S	I live on a street that ends up against Rt. 7, Round Pebble Lane. Our street is not part of an HOA and for that reason, I suspect, we have not received any notification of these improvements until one of our neighbors found the information on Facebook. Because we hear significant noise from Rt. 7 already, I would ask that the state install noise barriers that provide us at least the protection that we currently have from the existing land buffer. This is not just a matter of convenience, but rather a way to help us maintain the value in our community and land, which in turn benefits the county via tax revenues.	This comment is related to the Environmental Assessment for this project. Therefore, the response will be posted with the Environmental Assessment.
90	Paloma Tremols			E	I am a horse owner in Fairfax County. I keep my horse off Utterback Store Road. I would like you to consider elevating the height of the underpass for horses. In addition, if possible make the crossing over route 7 passable for horses. I will tell you I have ridden my horse from Utterback Store rd to Frying pan Park and back, under the Toll Rd via Hunter Mill Rd. I have also ridden my horse down the middle of rt 7 on the grassy median from Baron Cameron to Utterback. I know if the changes can't be accommodated I will have absolutely no problem crossing or going anywhere in Fairfax but there are many horse and riders who cannot. Please take in to consideration this county was once a very large and vibrant horse community it seems a shame to create another block/barrier that will certainly have an adverse effect on this wonderful activity.	The relocated Cross County Trail under the Route 7 bridge at Difficult Run will have a separate lower path for equestrian crossing under Route 7 which provides 12 feet clearance under the bridge. Additional impacts to the right of way, utilities and potentially streams and wetlands to provide a waiting area and which would prevent us from incorporating this into the project. VDOT prefers to separate horses from vehicular traffic, since crossing Route 7 with a high volume of traffic and high speed would be unsafe for both horses and motorists. The section of the trail beneath the Difficult Run Bridge will be concrete to ensure it will not be impacted by periodic flooding. VDOT will evaluate a rough surface for this section of the trail to ensure stability for equestrian use with FCPA. The concrete section requested by FCPA is an environmental commitment for this project.
91	Lisa Mulville			E, T	Thank you for taking input on this Rt. 7 widening project. I am writing to make awareness of a need not only for an equestrian underpass with as much head room as possible, but also for a safe crossing at the light at Rt. 7 and Colvin Run. This is an extremely dangerous crossing not only for equestrians, but pedestrians as well.  Not all horses will be able to cross under the bridge due to height limits as well as discomfort with overhead roaring. I have seen in other states, and have sent pictures to your office in the past, where they have an equestrian cross button above the pedestrian crossing button, higher up on the pole. The pole being set back off the road a safe distance in a so called "holding area". Once the button is pushed it allows for more time as the horses approach, cross, and get off the road on the other side. In addition, the crossing surface is made safe for horses, rather than slick, as many currently are. As an equestrian and trail user as well as a board member of Fairfax4Horses, I am asking that you please include something like this in the plan as you widen Rt. 7. I am happy to discuss this with you if you would like or have any questions. Safety is of great concern here	The relocated Cross County Trail under the Route 7 bridge at Difficult Run will have a separate lower path for equestrian crossing under Route 7 which provides 12 feet clearance under the bridge. Additional impacts to the right of way, utilities and potentially streams and wetlands to provide a waiting area and which would prevent us from incorporating this into the project. VDOT prefers to separate horses from vehicular traffic, since crossing Route 7 with a high volume of traffic and high speed would be unsafe for both horses and motorists. The section of the trail beneath the Difficult Run Bridge will be concrete to ensure it will not be impacted by periodic flooding. VDOT will evaluate a rough surface for this section of the trail to ensure stability for equestrian use with FCPA. The concrete section requested by FCPA is an environmental commitment for this project.
				D	I was impressed that the entire noise study was made available to the public, not just results. My main concern, however, is the storm water treatment facilities, and I was disappointed that other than preliminary location and size of the facilities, no information on the analysis to date that supports the preliminary design was made available. How can I get the details that went into the preliminary storm water design?	The SWM design is in the preliminary stage, and the detailed analysis for the SWM ponds will be finalized by the Design Build team.

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92	Jonathan Porter			D	I understand that the storm water treatment design is an iterative process and is far from complete. I am particularly interested in the retention pond to be located just north and west of the intersection with Trotting Horse Lane on land currently owned by the Locust Hill Homeowners Association. There is an existing hill set back from the right of way that provides a natural buffer for the RPA, the stream and the many homes in the Locust Hill and Haver Hill neighborhoods. As currently drawn, the earthwork to construct the retention pond will eliminate a portion this hill for over 200 ft. from the existing right of way. As the storm water design progresses, I request that in addition to minimizing the size of the facility required, that the designers specifically explore making the pond longer along the route alignment and narrower transverse to the route alignment. Such a footprint would better fit within the existing terrain and the right of way and preserve to the maximum extent possible the existing natural barrier that the hill provides.	The Proposed Storm Water Management pond locations identified on the plans are required to meet Storm Water Management Regulations for the project. Every attempt will be made to reduce impacts to the extent possible.
				D	Thank you for your consideration. Please let me know how I can review more details on the storm water analysis and design as the project progresses.	Will be available as the project progresses.
93	David Wagoner	4543 Ravensworth Rd. Annandale		O	When people mention what's bad about Fairfax County, they mention the traffic. Widening roads has been proven to make traffic worse. We should not be widening one more road in the county. Any and all road improvements should be solely concentrated on pedestrians, transit, and bicycles. Your children will thank you.	VDOT appreciates your thoughts and suggestions
94	William McHenry	1150 Riva Ridge Dr. Great Falls Lochmeade HOA		P	We would like to include the completion of the sidewalk on the southeastern side of Riva Ridge Dr through to Morningwood Ln as part of the project. As it stands the widening of Route 7 may have an increase in traffic through the neighborhood as motorists use the Dr as a cut through connecting from Georgetown pike. There is currently no sidewalk the length of the Drive allowing pedestrians and cyclists to connect to the bike trails and pedestrian corridors currently planned alongside Route 7.	The requested sidewalk extension is outside the limits of the project. Morningwood lane is approximately 0.28 miles from the existing Route 7 edge of pavement along Riva Ridge Drive, and the missing piece of sidewalk along Riva Ridge Drive to Morningwood Lane is approximately 0.2 miles. This should be directed to Fairfax County to see if a separate sidewalk project could be initiated accordingly.
95	Michael Kosoff				Please accept these comments on the widening of route 7. While I appreciate the amount of traffic on route 7, I do not believe that widening route 7 is the most appropriate solution for the following reasons: 1. There are viable alternatives to route 7 widening that are less expensive and achieve the goals of reducing traffic. a. Turn the airport lanes of the Toll Road into non-local lanes (and toll its travelers in such a fashion to reduce the toll rate on all drivers). At rush hour, the airport lanes are empty while the regular travel lanes are impassable. This along with the excessive toll rates force drivers onto local roads, which is a major concern. The goal should be to get drivers, particularly those travelling far distances, off of route 7. b. Widen the one-lane bridges that bottleneck alternative routes, such as Springvale Road, Huntermill Road, and Walker Road so as to give drivers alternatives. We've attached our detailed comments re FCDOT's widening of Rt 7 and its impact on the Cross County Trail. Summary: 1. The CCT should be routed SOUTH of the re-aligned stream, between Carpers Farm and Difficult Run, to keep it further off the road--making it a better user experience. 2. We approve of the two underpasses at Rt 7/Difficult Run. They need to connect to the parking lot at the end of Old Leesburg Pike. 3. The design should allow access to the EAST bank of Difficult Run from the sidewalks along Rt 7 north and south. There is continuous FCPA park land all the way to Beulah Road--enabling a mile-long natural surface volunteer-built trail that would link to Meadowlark, Barns at Wolf Trap, W&OD and Vienna.	The adjacent project of Route 7 bridge widening over the Dulles Toll Road which is currently under construction which will eliminate the bottle neck issue of traffic on Route 7 at this location.  The 10ft shared use path proposed on both sides of Route 7 will allow connectivity of pedestrians and bicycle riders through the corridor and connected to the Dulles Toll Road bridge project, which connects to Tysons.
						This would require additional environmental impacts to streams and wetlands. In addition, this would also require an additional bridge crossing of Colvin Run for this pedestrian movement increasing impacts and project cost.  The trail connects using the existing trail section that is to remain in place.  VDOT appreciates the suggestion. The elevation difference between Route 7 and the eastern banks of Difficult Run are significant which makes it impractical to provide a connection in this area. Any pedestrian connections provided with this project need to be ADA compatible.

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96	Bill Niedringhaus and Karen Jones	Fairfax Trails and Streams		E	<p>4. The CCT should connect to Colvin Run Park--as the only restrooms/water/food north of Oak Marr.</p> <p>5. Equestrians have special safety needs, including</p> <ol style="list-style-type: none"> <li>Waiting area at crosswalk</li> <li>Rough surface for crosswalks</li> <li>Pole with button higher up</li> <li>12' clearance under Rt 7</li> </ol>	<p>VDOT appreciates the suggestion. However, it would be difficult to connect the cross county trail to the Mill since it would require additional impacts to the historic district and properties which can easily be avoided.</p> <p>The relocated Cross County Trail under the Route 7 bridge at Difficult Run will have a separate lower path for equestrian crossing under Route 7 which provides 12 feet clearance under the bridge.</p> <p>Additional impacts to the right of way, utilities and potentially streams and wetlands to provide a waiting area and which would prevent us from incorporating this into the project. VDOT prefers to separate horses from vehicular traffic since crossing Route 7 with a high volume of traffic and high speed would be unsafe for both horses and motorists. The section of the trail beneath the Difficult Run Bridge will be concrete to ensure it will not be impacted by periodic flooding. VDOT will evaluate a rough surface for this section of the trail to ensure stability for equestrian use with FCPA. The concrete section requested by FCPA is an environmental commitment for this project.</p>
97	Kelley Westenhoff	2502 CHARLESTOWN LN, RESTON		P, T	<p>I am enthusiastically in support of the 10 foot wide multi-use paths proposed to run on both sides of Rt. 7. I ask that the design for intersection crossings be very sensitive to the issue of bike/ped vs. car conflicts. In other words, don't leave us with the situation we have on Fx County Parkway trail. Design the multi-use path so it doesn't create conflicts between right turning cars and more vulnerable users -- under, over, or signals that prevent turning when pedestrians/cyclists are present.</p>	<p>Pedestrian bridges are typically installed in high pedestrian traffic areas, such as between densely populated neighborhoods or commercial areas, where a signalized crossing is not available. The pedestrian crossing time for the signal will be based on a pedestrian walking at 3.5 feet/second; a very leisurely pace, as specified in the FHWA Manual of Uniform Traffic Control Devices (MUTCD). Unfortunately, it is very costly to install pedestrian/bicycle overpasses/underpasses at all intersections within this project.</p>
98	Jack Edelstein	10411 Van Patten Lane, Colvin's Landing	Colvin Run Rd and Rte 7 (Western intersection)	T	<p>At an earlier presentation we were told that the intersection would be converted to a full 4-way controlled intersection. This would allow vehicles to go straight, turn left, and turn right from all directions. I didn't see any indication that this would be done in the power point slide show online.</p> <p>To justify the need this project, why refer to a traffic study that was done before the Metro Silver Line opened on Route 7, in Tysons? What has been done to connect people with the Silver Line via modes such as the use of "park-n-ride" garages near the Reston-end of the corridor, carpooling, Uber, busses, light-rail, etc.?</p> <p>Have any consideration been given to other ways of traveling those 9 miles to Tysons/Metro? Is there any financial support given by the developers to the Metro, to fix the rail system and provide people coming from West Route 7 with different modes than their cars to get to the station and proceed to their connections anywhere in Tysons or the DC area.</p>	<p>William Dunn followed-up with Mr. Edelstein explaining that we are still providing a full 4-way intersection at Route 7 and Colvin Run Road/Delta Glen Court.</p> <p>VDOT and Fairfax County have studied the regional traffic model and patterns. This project is based on the projected 2040 traffic volume needs of the corridor, consistent with the Fairfax County Comprehensive Plan and the COG model.</p> <p>VDOT and Fairfax County have studied the regional traffic model and patterns. This project is based on the projected 2040 traffic volume needs of the corridor, consistent with the Fairfax County Comprehensive Plan and the COG model. This project has Federal, State and County funding. This project does not have any funding from developers.</p>

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No.	Name	Address-Neighborhood	Is there a particular intersection?	Issue Type (D-Pedestrian, Traffic, Landscaping, E-)	Comment/Question	Response
99	Unknown	Unknown			<p>In the past year or so, the aggressive driving practices of people using all the roadways around us (not just Route 7) has increased markedly. Please realize that by adding a lane in each direction, you will only encourage people to speed even faster, weave in-and-out, cut people off, etc. The high-end Car Dealers in Tysons use our roads for their test drives, and it's all about speeding. A speed study was done this past summer, in conjunction with the Fairfax County Police, with a portable radar-detector placed along the neighborhood roads in the Great Falls-McLean areas. The result was the majority of the drivers were going above the posted speed limit, with approximately 50% of the speeders were going at least 20 mph above the limit. We've had no notice or follow-up to this study, and have only observed more accidents and more people getting hurt. The Fairfax police themselves have actually expressed dismay that there are not enough of them to enforce the law, and that their Safety attentions are being diverted by the Tysons Corner population growth and its new cluster of problems.</p> <p>What are you doing to protect the beautiful diverse wildlife, birds, trees, plants, fields, clean waters, air? Are you respecting the habitats that may be destroyed for the project? How many trees are you taking down, and where will they be replaced? Will there be places where animals can cross the highway without being annihilated- as of now, some of them still make it across Route 7 at night when the traffic is less.</p> <p>On your site, please give a better detailed explanation of Eminent Domain as you are using it to take away Residents' land, air quality, trees, wildlife, natural water flows, and general peace-and-quiet.</p> <p>We noticed on your "Comprehensive Plan" Map, that some of your future "Trails" go right through our yards! Who authorizes this, and what power will we have in the future to simply keep private what we thought was ours, and what we are already paying dearly in Property Taxes to Fairfax County.</p> <p>How is the County complying with its own SWPPP pollution run-off laws begun 2014 during construction, including the areas of Difficult Run, which empty into Potomac River, eventually the Chesapeake Bay and Ocean?</p> <p>Where does the clean drinking water come from, to supply the hoards of new users in the Tysons area, and, where is their sewage going? A lot of us are still on Well-Water, and the thought of all this new dirty wastewater going into our aquifers is really nauseating. Moreover, what are you doing to reduce the amount of Herbicides, pesticides and Fertilizers from being purchased, used, then deposited into our soil and waters?</p> <p>What would the Speed Limit be on your new highway? We assume it will be more than it is now.</p> <p>Who initiated the "Slow Down" yellow signs popping up @ Fairfax County. Is it now the citizens' duty to catch people speeding and breaking the law? Could you please post some guidelines on your website, with instructions regarding how a neighbor might safely make a Citizen's Arrest of all the lawbreakers who are popping up?</p> <p>How do you prevent people shooting guns from their cars from happening on Route 7?</p>	<p>Comment noted and this is an enforcement issue.</p> <p>VDOT is completing the required environmental documentation for the project and coordinating with all appropriate agencies. Environmental impacts will be mitigated for the project.</p> <p>Eminent Domain is a last resort in the Right-of-Way negotiation process. Every attempt will be made to obtain a mutual and satisfactory agreement with the land owner. Please see the following link for VDOT's Right of Way process <a href="http://www.virginiadot.org/business/resources/Right_of_way/RW-Manual.pdf">http://www.virginiadot.org/business/resources/Right_of_way/RW-Manual.pdf</a></p> <p>The proposed 10' shared use paths on this project mainly are within existing Right-of-Way limits. There are areas where silver Right-of-Way takes are needed. Other trails noted on Fairfax County Comprehensive Plan are outside the scope of this project.</p> <p>The project has a very robust Storm Water Management Plan that adheres to VDOT's SWM Regulations and requirements set forth by DEQ.</p> <p>Drinking and sewerage supply for Tysons is outside the scope of this project. Currently there are no SWM facilities along the Route 7 corridor collecting runoff from the existing roadways. The proposed project includes a SWM plan to collect all impervious runoff within the project limits and treating the runoff in proposed SWM ponds, improving the water quality of runoff from VDOT's right-of-way.</p> <p>The posted speed limit will remain as existing posted speed limit; 55 mph from Reston Ave to approximately 290 feet west of Wolftrap Run Road intersection, and 45 mph from this point to the end of the project at Jarret Valley Drive intersection.</p> <p>We defer to Fairfax County police for enforcement issues or concerns.</p> <p>We defer to Fairfax County police for enforcement issues or concerns.</p>

Route 7 CIP - Summary of Public Hearing Comments

No.	Name	Address-Neighborhood	Is there a particular intersection?	Issue Type (D-P-Pedestrian, T-Landscaping, E-Traffic)	Comment/Question	Response
100	GreatFalls Citizens Association			T	<p>This project will have significant impact on the Great Falls Community and, specifically, traffic on Georgetown Pike/Route 193 and other local roads, it is important that VDOT, not the contractor, retains primary responsibility for analyzing, assessing and controlling vehicle movement and flow.</p> <p>Traffic counts on Route 193, Walker, Springsvale, Utterback Store, Seneca, Beach Mill, River Bend and Towlston/Leigh Mill should be done prior to the start of the project, then during construction, and again following completion so that the extent to which the project mitigates traffic congestion can be determined. In addition, traffic must be routinely monitored so that adjustments can be quickly made if and when necessary to ensure reasonable flow and prevent backups.</p>	<p>VDOT understands and appreciates the concern for traffic flow during construction. The contractor is required to develop a comprehensive maintenance of traffic plan that maintains 2 lanes of traffic flow at all times of construction along Route 7. They are required to keep the same number of lanes open during peak hours of construction in order to discourage overloading the networks of local streets.</p>
				O	<p>It is important that bus facilities on the Route 7 corridor be provided at major intersections given increasing development at Tysons and points east and west. These facilities should be designed to both support and encourage bus ridership. Specifically it is recommended that:</p> <ul style="list-style-type: none"> <li>- A "kiss and ride" be constructed along the access road on the south side of Route 7 at Baron Cameron Avenue. Other "kiss and ride" facilities should be considered at major intersections where space allows, e.g. Seneca, Colvin Run (east)</li> <li>-Shoulders at other bus stops be wide enough to allow buses to pull off the roadway so as not to impede traffic flow.</li> </ul>	<p>Fairfax County has recently completed a transit study and the ridership numbers along the corridor are not high enough to warrant additional bus stop facilities. The county has to target areas where the need is evident based on studies. Fairfax County has also studied the need for "kiss ride" or group parking along the corridor and the ridership numbers are not high enough to warrant with the proximity to Tysons. VDOT and Fairfax are evaluating bus stop designs for the corridor.</p>
				S	<p>Additional information on noise barriers needs to be provided. So far, the focus seems to have been on whether walls are reasonable and feasible rather than on effective height. While Table 4 of the Preliminary Noise Analysis provides details on proposed average noise barrier heights, the elevation of the terrain along Route 7 can vary widely. It isn't clear whether the bottom of the barrier is based on road height or something else. Furthermore, given the complexity of this issue and the significant amount of detail contained in the report, information must be conveyed in a manner that can be easily understood by the public.</p>	<p>The initial goal of the report is to establish where the walls are reasonable and feasible. The heights vary based on topography. For example a noise wall placed at the top of a cut slope or at the bottom of a fill slope. Once the project is awarded the design builder will develop final design plans of the noise walls with the appropriate heights to meet the requirements.</p>
				P	<p>In order to promote pedestrian and cyclist use of the 10 foot path adjacent Route 7 and address current safety issues, the missing sections of sidewalk along the eastern side of Riva Ridge Drive from Route 7 to Morningswood Lane should be laid in connection with the project. Riva Ridge is frequently used by motorists as a cut-through to Georgetown Pike and other areas of Great Falls. Excessive speed and the absence of a completed sidewalk put residents at risk. The incremental cost to address this issue should be less than if it was done as a separate project.</p>	<p>The project will connect to existing pedestrian facilities that are contained within the project limits and environmental study areas. The requested sidewalk extension is outside the limits of the project. Morningswood lane is approximately 0.28 miles from the existing Route 7 edge of pavement along Riva Ridge Drive, and the missing piece of sidewalk along Riva Ridge Drive to Morningswood Lane is approximately 0.2 miles. Requests to add sidewalks should be directed to Fairfax County.</p>
				O	<p>The location of Dog Run Stream on VDOT's plan is incorrect, as the stream has migrated over time. The plan should be revised according to Fairfax County's current Storm water Management Plan map. The locations of other streams should also be reconfirmed.</p>	<p>The location of Dog Run is based on topographic surveys based on existing field conditions. We will evaluate Fairfax County's SWM plan map</p>
				O	<p>TRN is concerned that the final plans could change if a design-build approach is taken by VDOT since the general contractor would have the flexibility to make modifications in the design in order to expedite the work and/or reduce costs. At this point it is not clear what incentives might be given to the contractor for executing the final agreed-upon design that the Working Group and community has strived to ensure, as well as their role in reviewing proposed changes going forward.</p>	<p>VDOT will develop a Request for Proposal that clearly outlines the goals of the project. It will outline the evolution of the design and identify the prescriptive items which have been arrived with significant public input. The intent is that there is flexibility in construction techniques and phasing to ensure quicker project delivery and better project costs rather than changes to design.</p>
				O	<p>We also want to ensure that the completed project allows some flexibility to address future transit and transportation demand management (TDM) requirements as a result of changes in land use, population, travel patterns and demand.</p>	<p>The project has been developed based on the forecasted needs of the corridor. These needs can change but we are building based on the projected needs of the 2040 design year.</p>

Route 7 CIP - Summary of Public Hearing Comments

No.	Name	Address-Neighborhood	Is there a particular intersection?	Issue Type (D-P-Pedestrian, T-Traffic, E-Landscaping)	Comment/Question	Response
101	Brad Hargroves	chairman architectural review committee WTG HOA		S	The residents of Wolf Trap Green are very concerned about the increased traffic noise that will be caused by widening of route 7. Much to our disappointment, VDOT has made a preliminary determination that noise walls are "feasible" (i.e., needed) for our neighborhood but not "reasonable". We have reviewed the preliminary noise report and disagree with this determination and several assumptions made in the report. We understand that the preliminary noise analysis is based preliminary information and assumptions. We trust that we will have the opportunity to discuss these issues before the final design noise analysis is conducted.	This comment is related to the Environmental Assessment for this project. Therefore, the response will be posted with the Environmental Assessment.
102	John Ball	8901 Brook Road		T	The Brook Road to Lewinsville intersection is problematic trying to egress from Brook Road to Lewinsville most anytime, but particularly at rush hour. By moving the intersection, it doesn't change that. By making the Lewinsville no light onto Route 7 will probably make it worse for those people on Brook Road who are trying to get out without going all the way around to Rector Lane and Spring Hill. I don't know what if anything could be done to provide a gap mechanism at the Brook Road/Lewinsville intersection to enable people to get out and to enable people to get in from Route 7. Same problem, breaking through the line or traffic, which at the moment is either moving or stopped and they do not leave space for the intersection, or in the new design probably moving most of the time. Thank you	The extensive changes to the intersection will improve the overall operation of the Brook Road/Lewinsville Road and Lewinsville Road/Route 7 intersections. We have done an extensive evaluation of the area to include the specific Brook Road/Lewinsville Road intersection to ascertain that the operations will be enhanced.  The increased space between the intersections allows for the queuing of vehicles at the Route 7 intersection to not impact the Brook Road intersection. The free flow right onto Route 7 from Lewinsville Road also removes an existing bottleneck which generates the existing congestion mentioned in the comment. As such, major delays at Brook Road during the peak periods is expected to be greatly reduced.
103	Wendy Mellinger	9116 Cricklewood Court		S	I'm hoping that the sound walls that seem to be new, at least to me, in the current design will be considered from both the Route 7 side and the neighborhood side aesthetically, so that our contemporary neighborhood doesn't have the same design necessarily as the adjacent colonial neighborhood, that it will be in keeping with the design intent of Wolf Den and the homes in our immediate neighborhood. Thank you.	This comment is related to the Environmental Assessment for this project. Therefore, the response will be posted with the Environmental Assessment.



ROUTE 7 CORRIDOR  
IMPROVEMENTS



www.connectroute7.org

**Design Public Hearing**  
**Route 7 Corridor Improvements**  
**Reston Avenue to**  
**Jarrett Valley Drive**

Tuesday, November 15, 2016  
6:30 p.m. to 8:30 p.m.  
Colvin Run Elementary School  
1400 Trap Road, Vienna, VA 22182

**COMMENT SHEET**

State Project Number: 0007-029-128, P102, R202, C502 UPC: 52328  
Federal project number: DEMO - 5A01 (439)

All comments are subject to public disclosure.

Name (optional): Dr Nazir Dossani  
E-mail address (optional): nazir.dossani@verizon.net  
Neighborhood/Community/Organization (optional): \_\_\_\_\_  
Address (optional): 1200 Stone Falls Way  
Great Falls

1. Which segment of Route 7 are you interested in? Check all that apply:

- Display 1: Reston Avenue to Reston Parkway
- Display 2: Reston Parkway to Great Passage Boulevard
- Display 3: Great Passage Boulevard to Downey Drive
- Display 4: Downey Drive to Colvin Forest Drive
- Display 5: Colvin Forest Drive to Middleton Ridge Road
- Display 6: Middleton Ridge Road to Stokley Way
- Display 7: Stokley Way to Wolftrap Run Road
- Display 8: Wolftrap Run Road to Jarrett Valley Drive

Is there a particular intersection(s)? \_\_\_\_\_

2. Please provide us with any comments you may have: \_\_\_\_\_

Great meeting  
Very Informative  
Very Helpful  
BRAVO!

Please leave this comment sheet at the designated location, mail comments to the addressee on the reverse side, or email them to [connectroute7@vdot.virginia.gov](mailto:connectroute7@vdot.virginia.gov) by December 2, 2016.



ROUTE 7 CORRIDOR IMPROVEMENTS



www.connectroute7.org

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Jarrett Valley Drive

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Colvin Run Elementary School
1400 Trap Road, Vienna, VA 22182

COMMENT SHEET

State Project Number: 0007-029-128, P102, R202, C502 UPC: 52328
Federal project number: DEMO - 5A01 (439)

All comments are subject to public disclosure.

Name (optional): DAVID STINUL
E-mail address (optional): JALBER100@AOL.COM
Neighborhood/Community/Organization (optional):
Address (optional): 1127 Amadea Drive Great Falls, VA 22066

1. Which segment of Route 7 are you interested in? Check all that apply:

- Display 1: Reston Avenue to Reston Parkway
Display 2: Reston Parkway to Great Passage Boulevard
[X] Display 3: Great Passage Boulevard to Downey Drive
Display 4: Downey Drive to Colvin Forest Drive
Display 5: Colvin Forest Drive to Middleton Ridge Road
Display 6: Middleton Ridge Road to Stokley Way
Display 7: Stokley Way to Wolftrap Run Road
Display 8: Wolftrap Run Road to Jarrett Valley Drive

Is there a particular intersection(s)? RT 7 + Amadea Drive

2. Please provide us with any comments you may have:

The plan shows a retaining wall being built across the front of my property with a sound wall. I am very happy about this. Please keep in mind that my septic field is in my front yard so no heavy equipment can drive across it. Car will have to be taken if excavating on my property.

Thanks
David



ROUTE 7 CORRIDOR IMPROVEMENTS



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COMMENT SHEET

State Project Number: 0007-029-128, P102, R202, C502 UPC: 52328
Federal project number: DEMO - 5A01 (439)

All comments are subject to public disclosure.

Name (optional): EVELYN FERNANDEZ
E-mail address (optional): julioevelyn@verizon.net
Neighborhood/Community/Organization (optional): Colvin meadow Estates
Address (optional): 1214 Colvin Meadows Lane
Great Falls, VA 22066

1. Which segment of Route 7 are you interested in? Check all that apply:

- Display 1: Reston Avenue to Reston Parkway
Display 2: Reston Parkway to Great Passage Boulevard
Display 3: Great Passage Boulevard to Downey Drive
[X] Display 4: Downey Drive to Colvin Forest Drive
Display 5: Colvin Forest Drive to Middleton Ridge Road
Display 6: Middleton Ridge Road to Stokley Way
Display 7: Stokley Way to Wolftrap Run Road
Display 8: Wolftrap Run Road to Jarrett Valley Drive

Is there a particular intersection(s)?

2. Please provide us with any comments you may have:

The 10-foot shared-use path should not be located outside the sound/noise wall. It should be located as currently proposed next to the road. It would be very inappropriate to have bicyclists, dogs, etc walking by your property.

Please leave this comment sheet at the designated location, mail comments to the addressee on the reverse side, or email them to connectroute7@vdot.virginia.gov by December 2, 2016.



ROUTE 7 CORRIDOR IMPROVEMENTS



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Design Public Hearing
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COMMENT SHEET

State Project Number: 0007-029-128, P102, R202, C502 UPC: 52328
Federal project number: DEMO - 5A01 (439)

All comments are subject to public disclosure.

Name (optional): Gordon Gerson
E-mail address (optional): US0011958@...
Neighborhood/Community/Organization (optional): Reston
Address (optional):

1. Which segment of Route 7 are you interested in? Check all that apply:

- Display 1: Reston Avenue to Reston Parkway
Display 2: Reston Parkway to Great Passage Boulevard
Display 3: Great Passage Boulevard to Downey Drive
Display 4: Downey Drive to Colvin Forest Drive
Display 5: Colvin Forest Drive to Middleton Ridge Road
Display 6: Middleton Ridge Road to Stokley Way
Display 7: Stokley Way to Wolftrap Run Road
Display 8: Wolftrap Run Road to Jarrett Valley Drive

Is there a particular intersection(s)? Baron Cameron Ave.

2. Please provide us with any comments you may have:

Westbound 7 @ Baron Cameron currently has 2
left turn lanes. They are very crowded and it's dangerous
Your design should include more lanes. Also consider
signal timing at this intersection.

Additional: Where Baron Cameron Ave crosses lower
Falls Church, there are noise barriers only a
few years old that are already crumbling and deteriorating
to hell on E traffic.

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ROUTE 7 CORRIDOR IMPROVEMENTS



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COMMENT SHEET

State Project Number: 0007-029-128, P102, R202, C502 UPC: 52328
Federal project number: DEMO - 5A01 (439)

All comments are subject to public disclosure.

Name (optional): MATT HALEY
E-mail address (optional): MATT@2HALEY.COM
Neighborhood/Community/Organization (optional): HAWTHORNE
Address (optional): 11129 BOWEN AVE GREAT FALLS 22066

1. Which segment of Route 7 are you interested in? Check all that apply:

- Display 1: Reston Avenue to Reston Parkway
Display 2: Reston Parkway to Great Passage Boulevard
Display 3: Great Passage Boulevard to Downey Drive
Display 4: Downey Drive to Colvin Forest Drive
Display 5: Colvin Forest Drive to Middleton Ridge Road
Display 6: Middleton Ridge Road to Stokley Way
Display 7: Stokley Way to Wolftrap Run Road
Display 8: Wolftrap Run Road to Jarrett Valley Drive

Is there a particular intersection(s)?

2. Please provide us with any comments you may have: CONCERNED ABOUT DOG RUN SWAMP. WE CURRENTLY HAVE STORM WATER ISSUES. THE SENECA ROAD / GEORGETOWN PIKE / RTE 7 INTERSECTION IS CHANGING WITH UNKNOWN IMPACTS ON RTE 7.

HOW DO WE KEEP 193 SAFE DURING CONSTRUCTION



ROUTE 7 CORRIDOR  
IMPROVEMENTS



www.connectroute7.org

# Design Public Hearing Route 7 Corridor Improvements Reston Avenue to Jarrett Valley Drive

Tuesday, November 15, 2016  
6:30 p.m. to 8:30 p.m.  
Colvin Run Elementary School  
1400 Trap Road, Vienna, VA 22182

## COMMENT SHEET

State Project Number: 0007-029-128, P102, R202, C502 UPC: 52328  
Federal project number: DEMO - 5A01 (439)

All comments are subject to public disclosure.

Name (optional): Elizabeth Frierson  
E-mail address (optional): efrierson@aol.com  
Neighborhood/Community/Organization (optional): Wolftrap Green  
Address (optional): 9409 Myra DR, Great Falls

1. Which segment of Route 7 are you interested in? Check all that apply:

- Display 1: Reston Avenue to Reston Parkway
- Display 2: Reston Parkway to Great Passage Boulevard
- Display 3: Great Passage Boulevard to Downey Drive
- Display 4: Downey Drive to Colvin Forest Drive
- Display 5: Colvin Forest Drive to Middleton Ridge Road
- Display 6: Middleton Ridge Road to Stokley Way
- Display 7: Stokley Way to Wolftrap Run Road
- Display 8: Wolftrap Run Road to Jarrett Valley Drive

Is there a particular intersection(s)? Forestville + Rt. 7

2. Please provide us with any comments you may have: Only 1/2 of our neighborhood will be in back of a sound wall. There are families who need the sound wall but will not be protected. How do we appeal this process and acquire a sound wall for our whole neighborhood?

Please leave this comment sheet at the designated location, mail comments to the addressee on the reverse side, or email them to connectroute7@vdot.virginia.gov by December 2, 2016.



ROUTE 7 CORRIDOR IMPROVEMENTS



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COMMENT SHEET

State Project Number: 0007-029-128, P102, R202, C502 UPC: 52328
Federal project number: DEMO - 5A01 (439)

All comments are subject to public disclosure.

Name (optional): Taher Shaikh
E-mail address (optional): tshaikh1@gmail.com
Neighborhood/Community/Organization (optional):
Address (optional): 10409 Van Patten Lane
Great Falls VA-22066

1. Which segment of Route 7 are you interested in? Check all that apply:

- Display 1: Reston Avenue to Reston Parkway
Display 2: Reston Parkway to Great Passage Boulevard
Display 3: Great Passage Boulevard to Downey Drive
Display 4: Downey Drive to Colvin Forest Drive
Display 5: Colvin Forest Drive to Middleton Ridge Road
Display 6: Middleton Ridge Road to Stokley Way
Display 7: Stokley Way to Wolftrap Run Road
Display 8: Wolftrap Run Road to Jarrett Valley Drive

Is there a particular intersection(s)? Colvin Rd & Delta Glen

2. Please provide us with any comments you may have:

1. Is there is a possible way of free flow path from Colvin here to Route 7 west bound
2. Coming from Barron Cameron to Route 7 east bound during left on Colvin Rd at Delta Glen would be difficult site of free flow extending too long from Barron Cameron to 7.

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State Project Number: 0007-029-128, P102, R202, C502 UPC: 52328
Federal project number: DEMO - 5A01 (439)

All comments are subject to public disclosure.

Name (optional): Joan Burkman

E-mail address (optional):

Neighborhood/Community/Organization (optional): Trail Blazers at GF

Address (optional):

1. Which segment of Route 7 are you interested in? Check all that apply:

- Display 1: Reston Avenue to Reston Parkway
Display 2: Reston Parkway to Great Passage Boulevard
Display 3: Great Passage Boulevard to Downey Drive
Display 4: Downey Drive to Colvin Forest Drive
Display 5: Colvin Forest Drive to Middleton Ridge Road
Display 6: Middleton Ridge Road to Stokley Way
Display 7: Stokley Way to Wolftrap Run Road
Display 8: Wolftrap Run Road to Jarrett Valley Drive

Is there a particular intersection(s)? yes, Colvin Run and bridge #365

2. Please provide us with any comments you may have:

Horse crossings - tunnel now is to be 15ft. Mountain blocks at entrance should be 15ft or not be a tunnel.
push button for at grade crossing should also be included so not to be dismantled.

Please leave this comment sheet at the designated location, mail comments to the addressee on the reverse side, or email them to connectroute7@vdot.virginia.gov by December 2, 2016.



ROUTE 7 CORRIDOR IMPROVEMENTS



www.connectroute7.org

Design Public Hearing
Route 7 Corridor Improvements
Reston Avenue to
Jarrett Valley Drive

Tuesday, November 15, 2016
6:30 p.m. to 8:30 p.m.
Colvin Run Elementary School
1400 Trap Road, Vienna, VA 22182

COMMENT SHEET

State Project Number: 0007-029-128, P102, R202, C502 UPC: 52328
Federal project number: DEMO - 5A01 (439)

All comments are subject to public disclosure.

Name (optional): Beverly Dickerson
E-mail address (optional): bdickerson4438@gmail.com
Neighborhood/Community/Organization (optional): Fairfax 4Horses, Potomac Run, Greenway
Address (optional): Coalition, Fairfax Trails and Streams

1. Which segment of Route 7 are you interested in? Check all that apply:

- Display 1: Reston Avenue to Reston Parkway
Display 2: Reston Parkway to Great Passage Boulevard
Display 3: Great Passage Boulevard to Downey Drive
Display 4: Downey Drive to Colvin Forest Drive
Display 5: Colvin Forest Drive to Middleton Ridge Road
Display 6: Middleton Ridge Road to Stokley Way
Display 7: Stokley Way to Wolftrap Run Road
Display 8: Wolftrap Run Road to Jarrett Valley Drive

Is there a particular intersection(s)? Cross County Trail underpass

2. Please provide us with any comments you may have:

12' underpass height seems to be based on average horse height. Many are taller. Needs to increase to 15 feet. Should a horse rear, a rider could easily hit his or her head on the ceiling if it is lower. This is a safety factor.



ROUTE 7 CORRIDOR IMPROVEMENTS



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COMMENT SHEET

State Project Number: 0007-029-128, P102, R202, C502 UPC: 52328
Federal project number: DEMO - 5A01 (439)

All comments are subject to public disclosure.

Name (optional): Ann Hany L Nguyen
E-mail address (optional): ANN.H.L.NGUYEN@COX.NET
Neighborhood/Community/Organization (optional): Middleton
Address (optional): 9740 Middleton Ridge Road
Vienna VA 22182

1. Which segment of Route 7 are you interested in? Check all that apply:

- Display 1: Reston Avenue to Reston Parkway
Display 2: Reston Parkway to Great Passage Boulevard
Display 3: Great Passage Boulevard to Downey Drive
Display 4: Downey Drive to Colvin Forest Drive
Display 5: Colvin Forest Drive to Middleton Ridge Road
[X] Display 6: Middleton Ridge Road to Stokley Way
Display 7: Stokley Way to Wolftrap Run Road
Display 8: Wolftrap Run Road to Jarrett Valley Drive

Is there a particular intersection(s)?

2. Please provide us with any comments you may have:

My understanding is the noise wall will be on top of the retaining wall and the purpose of the noise wall is to mitigate noise for conversation purposes. In order to achieve this for my property (R127 (611) on the noise map or #133 on the design map, this noise wall needs to be at least 17 ft tall on top of the retaining wall. The reason is my deck of the 1st floor is 10 ft above ground level, then a person standing on the deck would be an additional 5 to 6 ft.

Please leave this comment sheet at the designated location, mail comments to the addressee on the reverse side, or email them to connectroute7@vdot.virginia.gov by December 2, 2016.

Thank you.



ROUTE 7 CORRIDOR  
IMPROVEMENTS



www.connectroute7.org

# Design Public Hearing

## Route 7 Corridor Improvements

### Reston Avenue to Jarrett Valley Drive

Tuesday, November 15, 2016  
6:30 p.m. to 8:30 p.m.  
Colvin Run Elementary School  
1400 Trap Road, Vienna, VA 22182

## COMMENT SHEET

State Project Number: 0007-029-128, P102, R202, C502 UPC: 52328  
Federal project number: DEMO - 5A01 (439)

All comments are subject to public disclosure.

Name (optional): \_\_\_\_\_

E-mail address (optional): \_\_\_\_\_

Neighborhood/Community/Organization (optional): \_\_\_\_\_

Address (optional): Edward Drive

1. Which segment of Route 7 are you interested in? Check all that apply:

- Display 1: Reston Avenue to Reston Parkway
- Display 2: Reston Parkway to Great Passage Boulevard
- Display 3: Great Passage Boulevard to Downey Drive
- Display 4: Downey Drive to Colvin Forest Drive
- Display 5: Colvin Forest Drive to Middleton Ridge Road
- Display 6: Middleton Ridge Road to Stokley Way
- Display 7: Stokley Way to Wolftrap Run Road
- Display 8: Wolftrap Run Road to Jarrett Valley Drive

Is there a particular intersection(s)? \_\_\_\_\_

2. Please provide us with any comments you may have: \_\_\_\_\_

There needs to be more explanation for why there is no noise barrier planned for the north side of RT 7 between Trotting Horse and Forresterville Rd. The owners in this area should have a choice.

Please leave this comment sheet at the designated location, mail comments to the addressee on the reverse side, or email them to [connectroute7@vdot.virginia.gov](mailto:connectroute7@vdot.virginia.gov) by December 2, 2016.



ROUTE 7 CORRIDOR IMPROVEMENTS



www.connectroute7.org

Design Public Hearing
Route 7 Corridor Improvements
Reston Avenue to
Jarrett Valley Drive

Tuesday, November 15, 2016
6:30 p.m. to 8:30 p.m.
Colvin Run Elementary School
1400 Trap Road, Vienna, VA 22182

COMMENT SHEET

State Project Number: 0007-029-128, P102, R202, C502 UPC: 52328
Federal project number: DEMO - 5A01 (439)

All comments are subject to public disclosure.

Name (optional): Julianne Fanning 703 220 3003
E-mail address (optional): julianne.fanning@gmail.com
Neighborhood/Community/Organization (optional): Blueberry Hill Community
Address (optional): 9690 Farmside Pl (off Benlah near Rte 7)

1. Which segment of Route 7 are you interested in? Check all that apply:

- Display 1: Reston Avenue to Reston Parkway
Display 2: Reston Parkway to Great Passage Boulevard
Display 3: Great Passage Boulevard to Downey Drive
Display 4: Downey Drive to Colvin Forest Drive
Display 5: Colvin Forest Drive to Middleton Ridge Road
[X] Display 6: Middleton Ridge Road to Stokley Way
Display 7: Stokley Way to Wolftrap Run Road
Display 8: Wolftrap Run Road to Jarrett Valley Drive

Is there a particular intersection(s)? Benlah

2. Please provide us with any comments you may have:

1. Please build shared use path FIRST + increase buses/Plc.
My family needs this path ASAP - my kids will graduate college in 2025 so that's TOO LATE
NO PARKING at Tyson Metro stops means no good way to get to Metro
Increase bus service in the meantime, please

2. Am traffic turning right onto Rte 7 from Benlah gets EXTREMELY backed up, often blocking fire station - there's NO reason the middle lane cannot turn right also - very easy just re-paint area.

THIS ONE IS SO EASY AND NOMINAL COST + HIGH BENEFIT - PLEASE DO THIS ASAP!

Please leave this comment sheet at the designated location, mail comments to the addressee on the reverse side, or email them to connectroute7@vdot.virginia.gov by December 2, 2016.



ROUTE 7 CORRIDOR IMPROVEMENTS



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Design Public Hearing
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Jarrett Valley Drive

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Colvin Run Elementary School
1400 Trap Road, Vienna, VA 22182

COMMENT SHEET

State Project Number: 0007-029-128, P102, R202, C502 UPC: 52328
Federal project number: DEMO - 5A01 (439)

All comments are subject to public disclosure.

Name (optional): Stuart Davis
E-mail address (optional): studavis44@gmail.com
Neighborhood/Community/Organization (optional): Bradley Oaks
Address (optional): 9200 Vernon Dr Great Falls

1. Which segment of Route 7 are you interested in? Check all that apply:

- Display 1: Reston Avenue to Reston Parkway
Display 2: Reston Parkway to Great Passage Boulevard
Display 3: Great Passage Boulevard to Downey Drive
Display 4: Downey Drive to Colvin Forest Drive
Display 5: Colvin Forest Drive to Middleton Ridge Road
Display 6: Middleton Ridge Road to Stokley Way
Display 7: Stokley Way to Wolftrap Run Road
Display 8: Wolftrap Run Road to Jarrett Valley Drive

Is there a particular intersection(s)? Route 7 and Towlston

2. Please provide us with any comments you may have:

VDOT just made changes to the Towlston intersection on the south side of Route 7. Those changes - adding an extra turn lane - required a re-striping of Towlston on the north side. This re-striping has made an already bad back up during both rush hours on Towlston north of Route 7 even worse. It can now take 3 light changes to get across Route 7. VDOT should not have made the south side changes to Towlston when it was not ready to make the more extensive

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north-side improvements to Towlston as the very (st) part of the project.



ROUTE 7 CORRIDOR IMPROVEMENTS



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Design Public Hearing
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1400 Trap Road, Vienna, VA 22182

COMMENT SHEET

State Project Number: 0007-029-128, P102, R202, C502 UPC: 52328
Federal project number: DEMO - 5A01 (439)

All comments are subject to public disclosure.

Name (optional): WADE SMITH
E-mail address (optional): oceanblue1492@verizon.net
Neighborhood/Community/Organization (optional): Lewinsville Coalition
Address (optional): 8010 Birnam Wood Dr.
McLean, VA 22102

1. Which segment of Route 7 are you interested in? Check all that apply:

- Display 1: Reston Avenue to Reston Parkway
Display 2: Reston Parkway to Great Passage Boulevard
Display 3: Great Passage Boulevard to Downey Drive
Display 4: Downey Drive to Colvin Forest Drive
Display 5: Colvin Forest Drive to Middleton Ridge Road
Display 6: Middleton Ridge Road to Stokley Way
Display 7: Stokley Way to Wolftrap Run Road
Display 8: Wolftrap Run Road to Jarrett Valley Drive

Is there a particular intersection(s)? Lewinsville Rd / RT 7.

2. Please provide us with any comments you may have:

The FC Countywide Trails Plan calls for Major Paved Trails on both sides of Lewinsville Rd. These will need to be constructed on the relocated portions of Lewinsville Rd.
The Trails Plan also calls for a Minor Paved trail on one side of Brook Rd. This will need to be constructed on the relocated Brook Rd that will intersect with Lewinsville Rd at the relocation.

Please leave this comment sheet at the designated location, mail comments to the addressee on the reverse side, or email them to connectroute7@vdot.virginia.gov by December 2, 2016.



ROUTE 7 CORRIDOR IMPROVEMENTS



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Design Public Hearing
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Tuesday, November 15, 2016
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Colvin Run Elementary School
1400 Trap Road, Vienna, VA 22182

COMMENT SHEET

State Project Number: 0007-029-128, P102, R202, C502 UPC: 52328
Federal project number: DEMO - 5A01 (439)

All comments are subject to public disclosure.

Name (optional): MANU UPPAL
E-mail address (optional):
Neighborhood/Community/Organization (optional): WOODSIDE
Address (optional):

1. Which segment of Route 7 are you interested in? Check all that apply:

- Display 1: Reston Avenue to Reston Parkway
Display 2: Reston Parkway to Great Passage Boulevard
Display 3: Great Passage Boulevard to Downey Drive
Display 4: Downey Drive to Colvin Forest Drive
Display 5: Colvin Forest Drive to Middleton Ridge Road
Display 6: Middleton Ridge Road to Stokley Way
Display 7: Stokley Way to Wolftrap Run Road
Display 8: Wolftrap Run Road to Jarrett Valley Drive

Is there a particular intersection(s)? LEWINSVILLE Rd & Rt 7

2. Please provide us with any comments you may have: This question is about a bike path from Lewinsville rd to Rt 7

Currently Lewinsville rd to Rt 7 has a path from Springhill rd to about Woodside rd. The bike path ends about 100 yards from Brook rd / Rt 7. The charts #s show that in the future a bike path is on Rt 7 but not on Lewinsville rd. Do you have plans to connect Lewinsville rd to Rt 7 via a bike path? THANKS

Please leave this comment sheet at the designated location, mail comments to the addressee on the reverse side, or email them to connectroute7@vdot.virginia.gov by December 2, 2016.



ROUTE 7 CORRIDOR IMPROVEMENTS



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Tuesday, November 15, 2016
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Colvin Run Elementary School
1400 Trap Road, Vienna, VA 22182

COMMENT SHEET

State Project Number: 0007-029-128, P102, R202, C502 UPC: 52328
Federal project number: DEMO - 5A01 (439)

All comments are subject to public disclosure.

Name (optional): Jeannie Xie
E-mail address (optional):
Neighborhood/Community/Organization (optional): Carrington
Address (optional):

1. Which segment of Route 7 are you interested in? Check all that apply:

- Display 1: Reston Avenue to Reston Parkway
Display 2: Reston Parkway to Great Passage Boulevard
Display 3: Great Passage Boulevard to Downey Drive
Display 4: Downey Drive to Colvin Forest Drive
Display 5: Colvin Forest Drive to Middleton Ridge Road
Display 6: Middleton Ridge Road to Stokley Way
Display 7: Stokley Way to Wolftrap Run Road
[X] Display 8: Wolftrap Run Road to Jarrett Valley Drive

Is there a particular intersection(s)? Between Jarrett valley Drive and Ash Grove Road

2. Please provide us with any comments you may have:

please build a sound barrier wall along south part of Rt. 7 from Jarrett valley Drive to Melean Bible church, additionally, please plant some trees, thus mitigate air pollution from Rt. 7 widening.
Thank you for your kind consideration.

Please leave this comment sheet at the designated location, mail comments to the addressee on the reverse side, or email them to connectroute7@vdot.virginia.gov by December 2, 2016.



ROUTE 7 CORRIDOR IMPROVEMENTS



www.connectroute7.org

Design Public Hearing
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Reston Avenue to
Jarrett Valley Drive

Tuesday, November 15, 2016
6:30 p.m. to 8:30 p.m.
Colvin Run Elementary School
1400 Trap Road, Vienna, VA 22182

COMMENT SHEET

State Project Number: 0007-029-128, P102, R202, C502 UPC: 52328
Federal project number: DEMO - 5A01 (439)

All comments are subject to public disclosure.

Name (optional): Steven Y.
E-mail address (optional):
Neighborhood/Community/Organization (optional): Carrington
Address (optional):

1. Which segment of Route 7 are you interested in? Check all that apply:

- Display 1: Reston Avenue to Reston Parkway
Display 2: Reston Parkway to Great Passage Boulevard
Display 3: Great Passage Boulevard to Downey Drive
Display 4: Downey Drive to Colvin Forest Drive
Display 5: Colvin Forest Drive to Middleton Ridge Road
Display 6: Middleton Ridge Road to Stokley Way
Display 7: Stokley Way to Wolftrap Run Road
[X] Display 8: Wolftrap Run Road to Jarrett Valley Drive

Is there a particular intersection(s)? Between Jarrett valley & Ash Grove

2. Please provide us with any comments you may have: 1) Tree planting to reduce pollution

2) We need a sound barrier to be built along Rt 7 from Jarrett Valley Dr. to Ref. West bound along Carrington Rd. Communities. Thank you

Please leave this comment sheet at the designated location, mail comments to the addressee on the reverse side, or email them to connectroute7@vdot.virginia.gov by December 2, 2016.



www.connectroute7.org

# Design Public Hearing Route 7 Corridor Improvements Reston Avenue to Jarrett Valley Drive

Tuesday, November 15, 2016  
6:30 p.m. to 8:30 p.m.  
Colvin Run Elementary School  
1400 Trap Road, Vienna, VA 22182

## COMMENT SHEET

State Project Number: 0007-029-128, P102, R202, C502 UPC: 52328  
Federal project number: DEMO - 5A01 (439)

All comments are subject to public disclosure.

Name (optional): Jack Edelstein  
E-mail address (optional): jack.edelstein@verizon.net  
Neighborhood/Community/Organization (optional): Colvin's Landing  
Address (optional): 10411 Van Patten Lane  
Great Falls, VA 22066

1. Which segment of Route 7 are you interested in? Check all that apply:

- Display 1: Reston Avenue to Reston Parkway
- Display 2: Reston Parkway to Great Passage Boulevard
- Display 3: Great Passage Boulevard to Downey Drive
- Display 4: Downey Drive to Colvin Forest Drive
- Display 5: Colvin Forest Drive to Middleton Ridge Road
- Display 6: Middleton Ridge Road to Stokley Way
- Display 7: Stokley Way to Wolftrap Run Road
- Display 8: Wolftrap Run Road to Jarrett Valley Drive

Is there a particular intersection(s)? Colvin Run Rd and Rt 7 (Western intersection)

2. Please provide us with any comments you may have:

At an earlier presentation we were told that the intersection would be converted to a full 4-way controlled intersection. This would allow vehicles to go straight, turn left, and turn right from all directions. I didn't see any indication that this would be done in the Power Pt slide show online.

Please leave this comment sheet at the designated location, mail comments to the addressee on the reverse side, or email them to [connectroute7@vdot.virginia.gov](mailto:connectroute7@vdot.virginia.gov) by December 2, 2016.



www.connectroute7.org

# Design Public Hearing Route 7 Corridor Improvements Reston Avenue to Jarrett Valley Drive

Tuesday, November 15, 2016  
6:30 p.m. to 8:30 p.m.  
Colvin Run Elementary School  
1400 Trap Road, Vienna, VA 22182

## COMMENT SHEET

State Project Number: 0007-029-128, P102, R202, C502 UPC: 52328  
Federal project number: DEMO - 5A01 (439)

All comments are subject to public disclosure.

Name (optional): Jon A. Frierson

E-mail address (optional): JAFRIERS@AOL.COM

Neighborhood/Community/Organization (optional): WTG HOA

Address (optional): 9409 Myra Drive  
Great Falls, VA 22066

1. Which segment of Route 7 are you interested in? Check all that apply:

- Display 1: Reston Avenue to Reston Parkway
- Display 2: Reston Parkway to Great Passage Boulevard
- Display 3: Great Passage Boulevard to Downey Drive
- Display 4: Downey Drive to Colvin Forest Drive
- Display 5: Colvin Forest Drive to Middleton Ridge Road
- Display 6: Middleton Ridge Road to Stokley Way
- Display 7: Stokley Way to Wolftrap Run Road
- Display 8: Wolftrap Run Road to Jarrett Valley Drive

Is there a particular intersection(s)? Trotting Horse Lane to Forestville Dr.

2. Please provide us with any comments you may have:

We are strongly supporting creation of a  
sound wall between Trotting Horse Lane and  
Forestville Drive. Our neighbors along Route 7 in  
that area will see large increases in noise. We  
don't expect to suffer on Myra Drive, but our  
neighbors deserve support.

Please leave this comment sheet at the designated location, mail comments to the addressee on the reverse side, or email them to connectroute7@vdot.virginia.gov by December 2, 2016.



ROUTE 7 CORRIDOR IMPROVEMENTS



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Design Public Hearing
Route 7 Corridor Improvements
Reston Avenue to Jarrett Valley Drive

Tuesday, November 15, 2016
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Colvin Run Elementary School
1400 Trap Road, Vienna, VA 22182

COMMENT SHEET

State Project Number: 0007-029-128, P102, R202, C502 UPC: 52328
Federal project number: DEMO - 5A01 (439)

All comments are subject to public disclosure.

Name (optional): Alicesa Tahbaz-Salehi
E-mail address (optional): ATAHBAZ@TADJERCO.COM
Neighborhood/Community/Organization (optional):
Address (optional): 9393 Farmingdale Ct.
Great Falls VA 22066

1. Which segment of Route 7 are you interested in? Check all that apply:

- Display 1: Reston Avenue to Reston Parkway
Display 2: Reston Parkway to Great Passage Boulevard
Display 3: Great Passage Boulevard to Downey Drive
Display 4: Downey Drive to Colvin Forest Drive
Display 5: Colvin Forest Drive to Middleton Ridge Road
[X] Display 6: Middleton Ridge Road to Stokley Way
Display 7: Stokley Way to Wolftrap Run Road
Display 8: Wolftrap Run Road to Jarrett Valley Drive

Pg. 1

Is there a particular intersection(s)? Route 7 & Forestville Dr

2. Please provide us with any comments you may have:

- 1. Based on JMT right of way data sheet Number 1C(5) Parcel No. 167, 1022 sqft of my property will be taken; this will cause losing our fence & trees. Can the roadway apron be moved to east side to eliminate this disturbance to my prop?
2. Will VDOT have pre-construction survey of our house to make sure no damage was caused during the construction?
3. Will the construction be during daytime or night time since we live close to Route 7, this will be inconvenient for our night time sleep.
4. As the sound wall drawing shows we'll have sound wall in the back of our property, how tall will the sound wall be?

Please leave this comment sheet at the designated location, mail comments to the addressee on the reverse side, or email them to connectroute7@vdot.virginia.gov by December 2, 2016.



ROUTE 7 CORRIDOR IMPROVEMENTS



www.connectroute7.org

Design Public Hearing
Route 7 Corridor Improvements
Reston Avenue to
Jarrett Valley Drive

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1400 Trap Road, Vienna, VA 22182

COMMENT SHEET

State Project Number: 0007-029-128, P102, R202, C502 UPC: 52328
Federal project number: DEMO - 5A01 (439)

All comments are subject to public disclosure.

Name (optional): Alireza Tahbaz-Salehi
E-mail address (optional): ATAHBAZ@TADJERCO.COM
Neighborhood/Community/Organization (optional):
Address (optional): 9393 Farmingdale Ct.
Great Falls VA 22066

1. Which segment of Route 7 are you interested in? Check all that apply:

pg. 2

- Display 1: Reston Avenue to Reston Parkway
Display 2: Reston Parkway to Great Passage Boulevard
Display 3: Great Passage Boulevard to Downey Drive
Display 4: Downey Drive to Colvin Forest Drive
Display 5: Colvin Forest Drive to Middleton Ridge Road
Display 6: Middleton Ridge Road to Stokley Way
Display 7: Stokley Way to Wolftrap Run Road
Display 8: Wolftrap Run Road to Jarrett Valley Drive

Is there a particular intersection(s)?

2. Please provide us with any comments you may have:

cont. #4

Are these sound walls be supported on the caissons or spread footings?

5) Is there anyway to realign permanent & temporary easement in order to save our 17 years old trees?

6) what would be the duration of the construction in our neighborhood?

Please leave this comment sheet at the designated location, mail comments to the addressee on the reverse side, or email them to connectroute7@vdot.virginia.gov by December 2, 2016.



ROUTE 7 CORRIDOR  
IMPROVEMENTS



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**Design Public Hearing**  
**Route 7 Corridor Improvements**  
**Reston Avenue to**  
**Jarrett Valley Drive**

Tuesday, November 15, 2016  
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Colvin Run Elementary School  
1400 Trap Road, Vienna, VA 22182

**COMMENT SHEET**

State Project Number: 0007-029-128, P102, R202, C502 UPC: 52328  
Federal project number: DEMO - 5A01 (439)

All comments are subject to public disclosure.

Name (optional): Kristy C.  
E-mail address (optional): \_\_\_\_\_  
Neighborhood/Community/Organization (optional): Fairfax 4 Horses  
Address (optional): Herndon VA 20171

1. Which segment of Route 7 are you interested in? Check all that apply:

- Display 1: Reston Avenue to Reston Parkway
- Display 2: Reston Parkway to Great Passage Boulevard
- Display 3: Great Passage Boulevard to Downey Drive
- Display 4: Downey Drive to Colvin Forest Drive
- Display 5: Colvin Forest Drive to Middleton Ridge Road - *Multi-modal tunnel*
- Display 6: Middleton Ridge Road to Stokley Way
- Display 7: Stokley Way to Wolftrap Run Road
- Display 8: Wolftrap Run Road to Jarrett Valley Drive

Is there a particular intersection(s)? Multi-modal tunnel

2. Please provide us with any comments you may have:

Request a ~~be~~ taller tunnel on the equestrian side  
of the tunnel to reduce the risk of injury to  
horse and rider.

We know that cyclists and pedestrians will use the  
tunnel. This could startle the horses. More room  
provides more opportunities to reduce any ROW issues

Please leave this comment sheet at the designated location, mail comments to the addressee on the reverse side, or email them to connectroute7@vdot.virginia.gov by December 2, 2016.

**Paul Lewis Cohen**  
**9620 Locust Hill Drive**  
**Great Falls, VA 22066**

13 November 2016

Mr. William Dunn, P.E.,  
Virginia Department of Transportation,  
4975 Alliance Drive, Fairfax, VA 22030

Re: November 15 Design Public Hearings

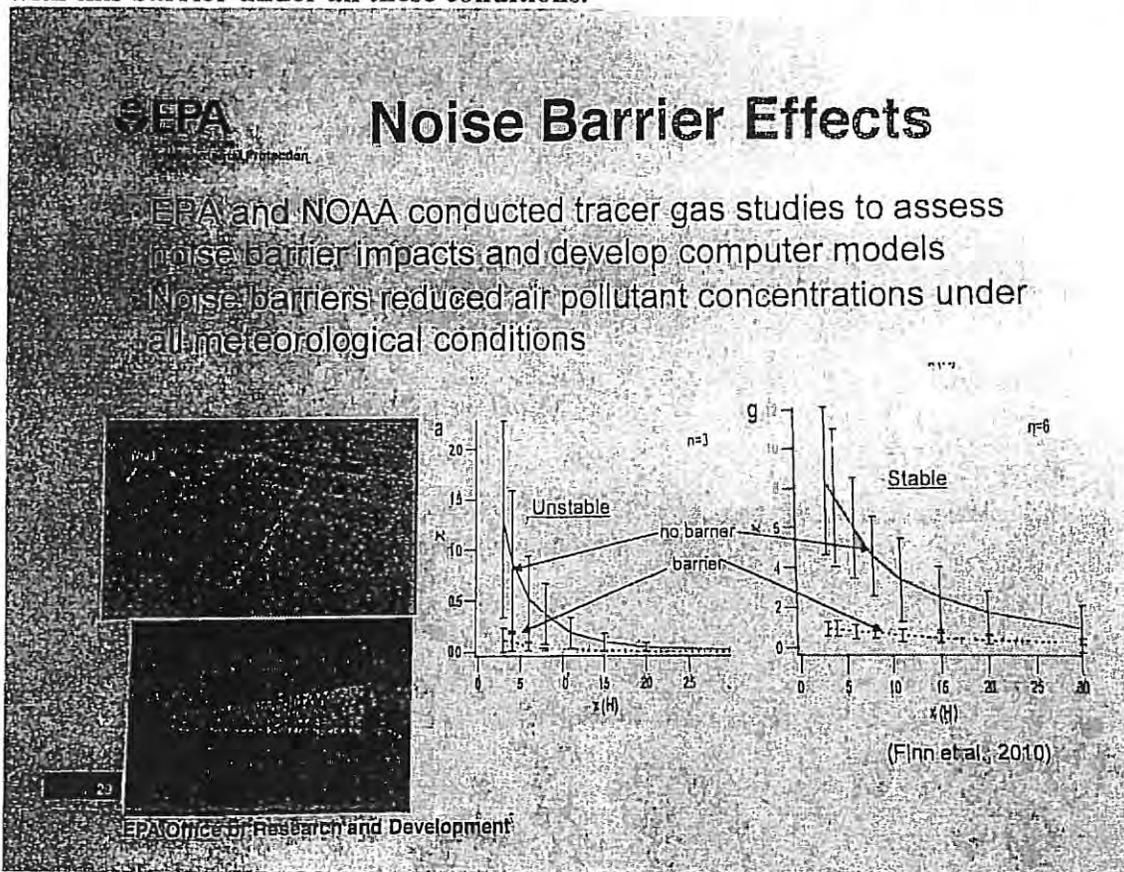
The purpose of these comments is to request that contrary to VDOT's Air Report for Project 0007-029-128, B610, C502, P102, R202 a Sound Wall Barriers should be installed on the north side of Route 7 between Beulah/Forestville Roads and the bridge across Difficult Run. Sound Wall Barriers will reduce air pollution (both gases such as Carbon Monoxide and Particulate Matter) on our street resulting from increasing the capacity of Route 7 by 50%. These Sound Wall Barriers should be supplemented with plantings of trees and vegetation both on the ground and climbing up the walls themselves.

Pursuant to the Clean Air Act of 1970 EPA research demonstrates that living near sources of air pollution can lead to higher exposures to air contaminants many of which contribute to adverse health effects including reduced lung function, cardiovascular disease, asthma, and premature death. My wife has a heart condition and asthma.

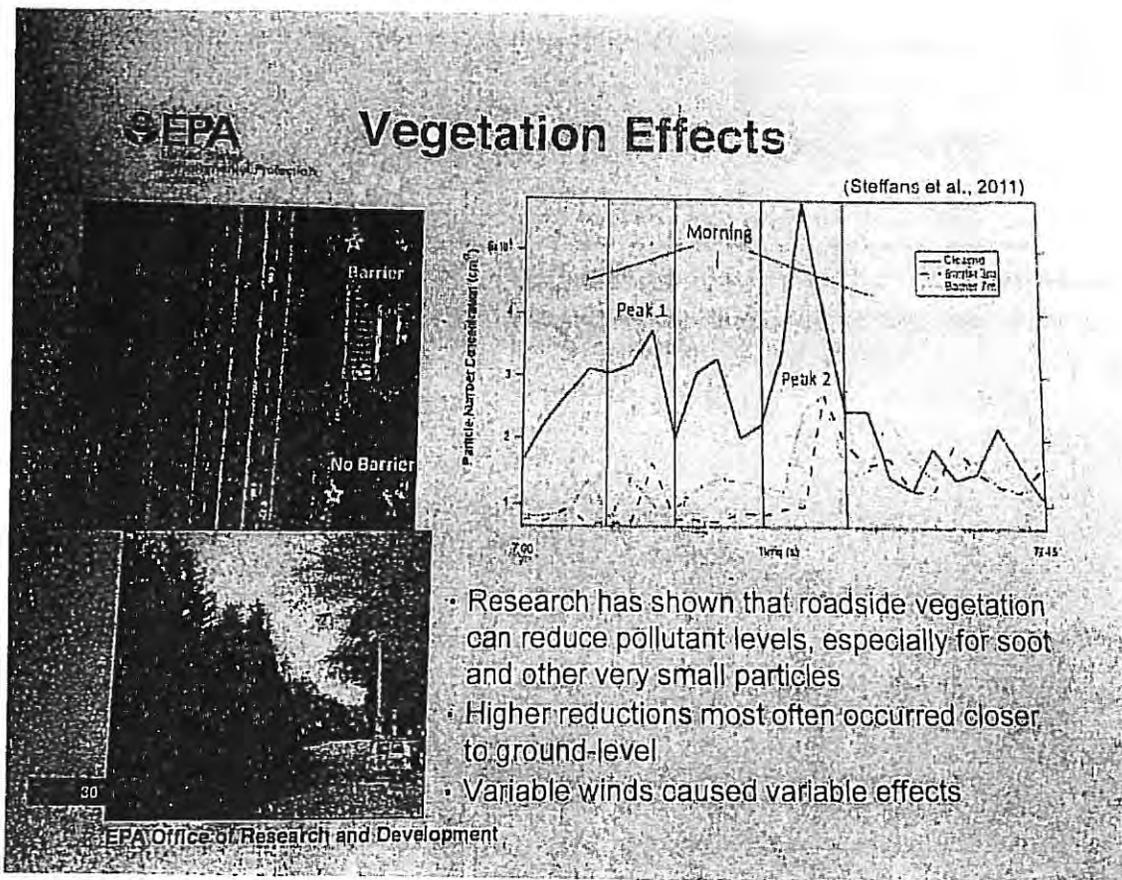
Research indicates that changing the design of transportation projects such as Route 7 can affect how and where air quality impacts occur, and thereby the health of residents in the vicinity of the highway. Research suggests that sound walls can reduce concentrations of traffic-related air pollutants immediately downwind of a roadway. Extent of this reduction can vary by the wall height, length and distance from the road. Roadside vegetation, like trees and large bushes, also can impact air pollution concentrations. Studies suggest that the height, thickness, width, type of species, and continuity of the vegetation all reduce pollutant concentrations in adjoining areas. Noise barriers often led to pollutant concentration reductions behind the barrier when winds are directionally from the road. Summer time is when air pollution is most sever in Northern Virginia - when we have the most air quality alerts, and when the prevailing wind is from the south to southwest, directionally across Route 7..

**Noise Barrier Effects.** The Noise Barrier Effects graphs on the next page show an example from an EPA and National Oceanic and Atmospheric Association (NOAA) study in Idaho Falls, Idaho. Some of the results are shown to the right and you can see very significant decreases of pollutant concentrations downwind with the noise barrier. Those are under different meteorological conditions as well. The unstable is more like higher winds and a lot of mixing, stable is in the morning when it's very calm, low winds

-what the study called very stable conditions. There were very significant reductions with this barrier under all these conditions.



**Roadside Vegetation.** EPA also looked at roadside vegetation, with all the extra benefits that come into play with roadside vegetation. The graph on the next page gives some of the results: solid top line those the concentration in this case of those ultrafine particles. These are very good tracers for directly combustion emissions from vehicles, so it's something used a lot in these types of studies. Top solid line concentration is much higher in the clearing and the dotted lines represent concentrations at two different heights behind the vegetation. In the morning when we typically have more stable winds, they're generally from Route 7, and as the graphs show we can expect to see significant decreases in particulate concentrations behind any vegetation. In the afternoon the winds become more variable, there's a lot more mixing so not as much of an effect, but overall the concentrations are much lower. So when the concentrations can be at their highest, vegetation has this potential for removing a higher amount of particles. The vegetation has the potential to remove some particles, but also can cause some increased mixing so we can expect reductions in some gaseous pollutants as well. Please keep in mind here, that those of use living in houses along Locust Hill Drive are down wind from the prevailing winds in the summer - from south to south west. And summer is the time of the worst air pollution and air quality alerts. With a 50% increase in traffic lanes, we can expect a 50% increase in vehicle emissions.



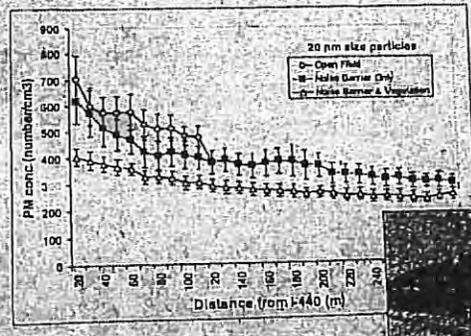
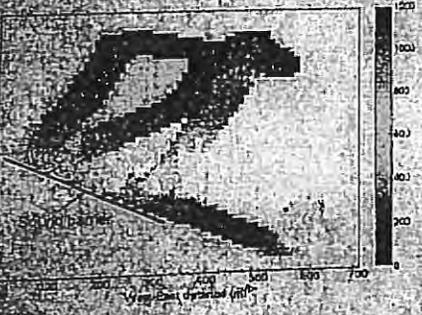
**Noise Barriers and Vegetation.** EPA also did a study looking at a combination, and how a combination of noise barrier and vegetation might effect. See graphs on next page. Again in this case EPA looked at how they effected the ultrafine particle concentrations. The picture to the top left shows the study area, and the graph shows some of the results again for the particles. Again, highest concentrations are occurring in a clearing at grade so there's no obstruction to airflow. There is a section here that was just noise barrier and that's where the solid data points are. But, when EPA added vegetation to the noise barrier as shown in that bottom right picture there was an even further decrease in concentration. **This combination has the potential to be the most effective at reducing concentrations because of both the potential for removal and also increasing mixing.**



# Noise Barriers and Vegetation



- Field studies have confirmed that noise barriers can reduced air pollution levels compared with a clearing
- Combining vegetation with solid noise barriers provided further pollution reductions, especially for airborne particles



(Baldauf et al., 2008a; 2008b)

**Summary.** Where VDOT studies showed Sound Barrier Walls to be feasible, VDOT should include them in the design for the sections of Route 7 between Beulah Road/Forestville Road and the bridge over Difficult Run. These barrier walls will reduce air pollution (both gases such as Carbon Monoxide and Particulate Matter) in our neighborhoods, making them safer for our children as well as older residents. For maximum impact, these Sound Wall Barriers should be supplemented with planting of trees and vegetation both on the ground and climbing up the walls themselves.

Sincerely Yours,

*Paul L. Cohen*  
Paul L. Cohen

E. T. Lewis, Jr.  
1204 Colvin Meadows lane  
Gr3at Falls, VA, 22066

November 27, 2016

Mr. William Dunn, P.E.  
4975 Alliance Drive  
Fairfax, VA 22030  
[William.dunn@vdot.virginia.gov](mailto:William.dunn@vdot.virginia.gov)

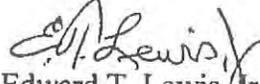
Re: Route 7 Corridor Improvements  
Height of Wall

Dear Mr. Dunn:

I'm located at 1204 Colvin Meadows Lane. I've followed the information on the website and attended two of the public hearings. I'm very much in favor of the proposed wall. It appears from the information that the wall between my home and route 7 is proposed to be 12 feet in height. Due to the proximity of my home to route 7 and the fact that my property slopes down from my screened in porch to route 7, I'm requesting consideration that the wall in front of my home be 20 feet in height.

Thanks for your consideration.

Sincerely,

  
Edward T. Lewis, Jr.  
etlassoc@aol.com



Covance Laboratories Inc.  
3301 Kinsman Boulevard  
Madison, Wisconsin  
53704-2523  
Tel: 608/241-4471  
Fax: 608/241-7227

December 2, 2016

**BY EMAIL & FEDEX**

Mr. William Dunn, P.E.  
Virginia Department of Transportation  
Northern Virginia District  
4975 Alliance Drive  
Fairfax, VA 22030

Re: Covance Comments on Route 7 Corridor Improvements Project;  
Opposition to Proposed SWM Pond #10 on Covance Property Rt 7 & Towlston Rd

Dear Mr. Dunn:

Covance Laboratories Inc., the owner of the property at 9200 Leesburg Pike adjoining Rt 7 and Towlston Rd, wishes to submit the following comments regarding the proposed corridor improvements impacting Covance. The Design Public Hearing Plans (7 of 8) dated November 15, 2016 show a shift in the location of a stormwater management pond that is likely to create significant negative impacts both on Covance and on the impending future development of the Covance property. Covance urges VDOT to re-evaluate the location for the pond in light of the financial, technical and environmental impacts.

Covance has the following specific comments and questions regarding the 11/15/16 Plans:

(1) The Plans show a stormwater management pond (SWM Pond #10) on Covance's property that was originally shown on the June 16, 2016 Stormwater Management Strategy as being sited on another location across Rt 7. Covance has calculated that approximately 2 acres of its property would be taken for SWM Pond #10, the rights of way and easements shown on the 11/15/16 Plans. However, the ultimate impact of siting the pond on the Covance property would be far greater than 2 acres due to the significant land development restrictions and limitations that would be caused by the pond.

(2) The Covance property currently has by-right R-1 zoning. Covance is actively marketing the property for sale, and future development of the property is likely to have a large residential component. The loss of a prime portion of developable property, and the resulting pond-related restrictions on the siting, uses and access to future residential units, would be a significant financial loss for which Covance must be compensated.

(3) VDOT's proposed siting of SWM #10 on the Covance property does not appear to have considered whether and how SWM Pond #10 should be designed and coordinated with the impending development of the Covance property. There are complex technical and engineering issues which should be evaluated by VDOT before determining that a stormwater management pond should be sited on the Covance property.



(4) The proposed placement of SWM Pond #10 would require the destruction of a large section of the well-developed tree screen at the corner of Towlston Rd and Rt 7. This tree screen has long been a significant benefit to Covance and its neighbors, and the loss of this natural and aesthetic asset (approximately 1 acre in size) would be a significant negative impact of proposed SWM #10 not evaluated by VDOT. The future residential users on the Covance property, users of Rt 7, and the public at large would all be impacted by the loss of the Covance tree screen.

Covance is prepared to discuss the above points further with VDOT, but Covance wishes to emphasize its strong opposition to the proposed siting of the pond on Covance property.

Please contact the undersigned at [John.Fox@covance.com](mailto:John.Fox@covance.com) for further information regarding Covance's position.

Sincerely,

COVANCE LABORATORY, INC.

A handwritten signature in black ink, appearing to read "John Fox". The signature is fluid and cursive, with a large initial "J" and "F".

John Fox  
Senior Manager Global Sourcing and Construction Management

GSB.8308714.1



Ruby-throated Hummingbird

Please encourage your Students & Children to accompany you, to the: Fairfax County ENVIRONMENTAL QUALITY ADVISORY COUNCIL MEETING

PARENTS & TEACHERS:



# The ONCE-WILDERNESS known as Farmer Tyson's corner

## One last look at AMERICA'S LAST FRONTIER

**DEL-D 12/2/16**

**TO:**  
 Mr. William Dunn, P.E.  
 Virginia Department of Transportation  
 Northern Virginia District  
 4975 Alliance Drive  
 Fairfax, VA 22030

**COMMENTS ENCL.  
 RE: 11-15-16 MTG.**

**YOU have a VOICE in our LOCAL VANISHING WILDERNESS.**

**Pileated Woodpecker**

**Red-winged Blackbird**

**Bald Eagle**

**Cooper's Hawk**



www.connectroute7.org

# Design Public Hearing Route 7 Corridor Improvements Reston Avenue to Jarrett Valley Drive

Tuesday, November 15, 2016  
6:30 p.m. to 8:30 p.m.  
Colvin Run Elementary School  
1400 Trap Road, Vienna, VA 22182

## COMMENT SHEET

State Project Number: 0007-029-128, P102, R202, CS02, UPC-5282B  
Federal project number: DEMO-5A01-(439)

To:

December 1, 2016

Mr. William Dunn, P.E., VDOT, Northern VA District, 4975 Alliance Drive, Ffx VA 22030

*(All concerned Fairfax County/Route 7 area residents have been instructed to return this "Comment Sheet" to Mr. Dunn.)*

cc.

Mr. Nicholas J. Roper, P.E. (Speaker at 11/15/16 "Hearing" ~ misnomer?), VDOT Central, 1401 E. Broad St. Richmond VA 23219

Mr. Randy Boice, Traffic Design Consultant, JMT.com, 6071 Greenway Ct., Manassas, VA 20112

*(Why are you not providing citizens with other effective ways besides their own cars, to travel Route 7 and reach the Silver Line??)*

Mr. Michael A. Caplin, Pres, Tysons Corner, VA Partnership, 8477 Portland Pl., McLean, VA 22102 *(Please, we're still waiting to hear from all your 'mega-millions' developers re: How are you preserving Tysons' Trees, Wildlife, Air, Water, Quiet, Beauty, Sanity?)*

Mr. Bob Kettler, Tysons mega-developer, 1751 Pinnacle Dr. Suite 700, McLean/Tysons VA 22102

*(Please share your wealth with METRO so people coming in from W. Rt. 7 can use it without their cars, i.e., Park 'n Ride, etc.*

Mr. David Cheek, Pres, The Meridian Group, Tysons mega-developer, 3 Bethesda Metro Center #1400, Bethesda, MD 20814

*(Please, why did you just destroy the beautiful large trees at the corner of Rt. 7 + Westpark? Did you know that OWLS nest there?)*

Mr. & Mrs. Nirav Nalin Tolia, CEO "NextDoor.com" 2775 Vallejo Street, San Francisco, CA 94123-4614 *(re: his own traffic problems)*

Mr. David L.M. Sze, NextDoor.com Investor/Board of Directors Greylock Partners / "Fund-A-Felon," 2550 Sand Hill Rd, Menlo Park, CA 94025

Mr. Joshua Silverman, American Express President / Greylock Partners Board / Investor in NextDoor, 2550 Sand Hill Rd, Menlo Park, CA 94025

Calvin L. Scovel, III, Insp. General, Dept. of Transportation: **Fraud, Waste, Abuse, Mismanagement**, 1200 New Jersey Av SE 20590

The Hon. Terry McAuliffe, Governor of VA, Common Ground Office, P.O. Box 1475, Richmond, VA 23218, 804-786-2211

Ms. Nancy Lindborg, President and CEO, United States Institute of Peace, 2301 Constitution Avenue, NW 20037, 202-457-1700

Aubrey Layne, Transportation Secretary, VDOT, 1111 E. Broad St. 3<sup>rd</sup> FL Richmond, VA 23219

Jay Fisette, Chair, Northern VA Transportation Commission, 2300 Wilson Blvd #620, Arlington, VA 22201, 703-524-3322

Paul J. Wiedefeld, Gen'l Manager, METRO (incl. new Silver Line at Tysons/Rt. 7), 600 Fifth St, NW, Wash, DC, 20001, 202-962-1234

Colonel Edwin C. Roessler, Jr., Chief, Ffx Co Police, 4100 Chain Bridge Rd, Ffx VA 22030

Ffx Co Police officers conducting recent study re: escalation of NVa Traffic & Crime problems and bad effects of Tysons mass influx

Sup. John W. Foust, VA Board of Supervisors, Fairfax Co, Dranesville Dist, 1437 Balls Hills Road, McLean, VA 22101

Ms. Dana Meeker, Pres., N. Va Society for the Prevention of Cruelty to Animals

Ms. Lisa Alexander, Executive Director, Audubon Society of Northern Virginia

Mr. Kevin Coyle, VP Education Programs, American Wildlife Federation

Mr. Eric Knudsen, Pres., Great Falls Citizens Association

Mr. Bob Cahill, Pres., Vienna Citizens Association

Ms. Sally Horn, Pres., McLean Citizens Association

Ms. Simone Monteleone, Chief of Resource Mgmt, National Park Service

Sgt. Anna Rose, Information Officer, U.S. Park Police

Mr. John Callow, Mgr, Deer Hunters in River Bend Park (adjacent to GF Park), 8700 Potomac Hills St., Great Falls, VA 22066

NBC4 News Washington reporters, re: their story on Deer Hunters 'wandering' into Great Falls National Park on 11/25/16

Mr. Adam Tuss, Traffic/Environmental Problems Reporter, NBC News Washington

Daniel J. Sernovitz, Staff Reporter, Washington Business Journal, re: Tysons bldgs are "epicenter of transformational development" (?)

Ms. Audrey Cooper, Ed.-in-Chief, S.F. Chronicle (covering "NextDoor.com" & similar sites which survey/stalk our local neighborhoods)

Ms. Edith Ramirez, Chairperson, Federal Trade Commission / Consumer Protection concerns

Numerous Teachers, Students & Parents who live in Fairfax County and pay expensive property taxes to keep its natural beauty intact

### Dear Concerned:

This submission is a compilation of the observations of many concerned Fairfax County citizens who have lived and worked here for many years. Many of us are parents, teachers, professional people (many are friends or colleagues of the above listed folks; we work hard to pay your County huge amounts of Property Tax in order to live here and enjoy the NATURE – that's why we bought our property here. Please listen to us.

Due to the growing problems of "bullying" via internet and otherwise, we respectfully must remain anonymous. Please read on & consider our questions and comments we've been carefully formulating for DECADES ...



**COMMENTS (a compilation of profound and heartfelt observations from your longtime neighbors):**

Sorry, some of us have been too busy working (so we can pay our very expensive property taxes to you), to attend all your meetings and spend all the time looking at all your ideas regarding your "PLAN" to "improve" Route 7. Yet, some of us were able to attend the "Hearing" at Colvin Run Elem School on Tuesday November 15, 2016. Please, Please, with all due respect: **That event seemed like a joke**, an obligatory thing you were forced to provide, with no intention of really *hearing* us or changing your minds on your \$\$\$\$\$ ideas. There were hundreds of us there, feeling very helpless, yet full of questions and a glimmer of hope that we could still put a stop to your project. **Yet, you only provided a few moments for a few of the hundreds of us to ask our extremely good questions.** This was very insulting, and has served to put a bitter taste in our mouths, for your entire project, and for the **TYSONS CORNER encroachment** which your project is obviously attempting to serve, although you won't admit it. As Peace-loving, ethical people who will apparently be footing the bill for this 'trainwreck' of a plan, we'd like to shed some light on several large problems that are all dovetailing downward along your much-touted 'corridor:'

1.) At the Nov 15 "Hearing," in which so few of us were actually *heard*, some of us did get a moment to ask your numerous Reps a very basic question: **"To justify the need for your project, why do you keep referring to a traffic study that was done BEFORE the Metro Silver Line opened on Rt 7, on the TYSONS end of your 9-mile strip?** What has been done to connect people with the Silver Line via modes such as the use of "park-n-ride"garages near the Reston-end of your new "corridor," carpooling, Uber, busses, light-rail, etc? This would markedly reduce the number of vehicles using that 9-mile stretch of Route 7. One of our neighbors obtained the most quizzical answer by your consultant named Boice – he said we can't force people to ride Metro or other public transportation, if they prefer to use their cars. What?? Of course, we're not talking about forcing anyone to do anything (i.e., not like Fairfax County will use your Eminent Domain capability to FORCE people to have their properties invaded by this horrible plan). No, but we *are* talking about a re-education – the same re-learning that takes time, and is the reason Metro has finally reached Tysons. However, here is your ethical dilemma: The Metro is obviously ailing, and obviously needs financial support: *Then we hear about the multi-billion dollar developers coming in to destroy the land/trees located near the Rt 7 Metro stations so they can make more billions: How many \$\$ have these developers given Metro, to fix the rail system and provide people coming from West Rt 7 w/different modes than their cars, to get to the station and proceed to their connections anywhere in Tysons or the DC area? This lack-of-importance stance (by your well-paid large crew) to other ways of traveling those 9 miles to Tysons/Metro seems to be a huge oversight, and, indeed reeks of possible "fraud, waste, abuse & mismanagement," thus these notes are also being sent to Inspector General Scovel.* Relatedly, who are your investors, how much will they profit, & how many of them are directly related to the newfangled Real Estate biz of the increasingly distressed TYSONS ?

2.) Please realize that you have a further, deeper **Ethical problem** to resolve: In the past year or so, the aggressive driving practices of people using ALL the roadways around us (not just Route 7), has increased markedly. **Your widening of Rt 7 will NOT solve the basis of all safety issues**, that is, the effort of each human-being behind their wheel, to drive respectfully and follow the speed limits. **Please realize that, by adding a lane in each direction, you will only encourage people to speed even faster**, weave in-and-out, cut people off, etc., which is what all driving has become, everywhere. *Like any addiction, it's hard to go 'backwards' toward Safety.* (Just look at all the TV ads for cars, showing how well they speed and maneuver @ everyone else – and just look at all the high-end Car Dealers in TYSONS – They use our roads for their 'test drives,' and it's all about 'let's see what this baby can do.' So sad and immature of these wealthy adults and their fast wheels. There is not a time we go out now, where we are driving the speed limit (or a few MPH faster), than we are tailgated by some aggressive busy-body behind us, who has decided he must get to his destination a few moments earlier than he would if he didn't tailgate. (And, don't step on your brakes, because he might hit your car, since he is busy texting and not watching the road at all.) Your neighbors did a study this past summer, in conjunction with the Fairfax County Police, who kindly placed a portable radar-detector along our neighborhood roads in the Great Falls-McLean areas. We simply watched the flashing "MPH" of each vehicle and observed that approx 80% of all drivers were going above the posted speed limit. And approx 50% of the speeders were going at least 20 MPH above the limit, which is **RECKLESS DRIVING**. Knowing a problem is one thing, but, what to do about it is another. We've had no notice or follow-up to this study, and have only observed more accidents and more people getting hurt (we enclose a small representation of the many correspondences that regularly circulate among us, and on sites like "nextdoor.com" and "myneighborsnetwork.com." The Ffx police themselves have actually expressed dismay that there are not enough of them to enforce the law, and that their Safety attentions are being **diverted by the TYSONS CORNER population growth and its new cluster of problems.** >

3.) **Another ethical dilemma: What are you doing to protect the beautiful diverse wildlife, birds, trees, plants, fields, clean waters, air, that we moved here for, and for which you charge us exorbitant property taxes for what we thought we were buying? Are you respecting the habitats that may be destroyed for your project? How many trees are you taking down, and where will they be replaced? Will there be places where animals can cross the highway without being annihilated – as of now, some of them still make it across Rt 7 at night when the traffic is less. Indeed, what is your philosophical stance on our Natural Treasures? Does the County/your Developers only regard animals as ‘roadkill’ or, worse, a ‘harvest’ that some hunter can come in and relieve us of, much like they were picking an ear of corn? How many more of our precious resources do you plan to take away, forcing our wildlife species into a smaller and smaller area, then belittling them for overpopulating (because you cornered them and took away their habitat), thus granting a psychological justification for yourselves and for the hunters you then allow to kill those creatures? Relatedly, did you ever catch the 2 male bow-hunters on Fri. Nov. 25<sup>th</sup>? NBC4 News reported they entered GF National Park illegally (it is of course illegal to hunt in any National Park). The Nat’l Park gateman said it was the fault of adjacent Riverbend Regional’s hunting program, and Riverbend said they had nothing to do with it. Wow! We can only assume that, with the burgeoning population encouraged by your new highway, as well as the TYSONS encroachment debacle, unfortunate incidents like this one will only increase. Are your tax-paying residents supposed to put-up with these ‘lost hunters’? When will Riverbend finally admit that this urbanized area no longer supports their killing of animals in such close proximity to our homes, families & National Park where animal life is actually valued and there is **NO HUNTING** allowed?? Hopefully none of us will have to get injured by them before it stops.**

4.) **On your site, please give a better detailed explanation of *Eminent Domain* as you are using it to take away Residents’ land, air quality, trees, wildlife, natural water flows, and general peace-and-quiet. As property owners, we are all very distressed that you can approve an apparently unethical road-widening plan and then use it to decrease the quality of life for so many of your tax-paying citizens. WHAT OTHER PLANS DO YOU HAVE ON YOUR DOCKET, FOR FUTURE EMINENT DOMAIN ACTIONS FOR THE REST OF US, IN OTHER WORDS, HOW MUCH OWNERSHIP DO WE REALLY HAVE, AND WHERE DOES YOUR TAKING-TAKING-TAKING... STOP ? Relatedly, we notice on your “Comprehensive Plan” Map, that some of your future “Trails” go right through our yards! YIKES ! Who authorized this, and what power will we have in the future, to simply keep private what we thought was ours, and what we are already paying dearly for in Property Taxes to you, wealthy Fairfax County??**

5.) **How is the County complying with its own SWPPP pollution run-off laws begun 2014, while building this monstrosity, including the areas of Difficult Run, which empty into the Potomac River, eventually the Chesapeake Bay & Ocean? Is Ffx County really enforcing this valuable law, or are you ‘grandfathering in’ properties to get around your own astute environmental requirements? Relatedly, where does the clean drinking water come from, to supply the hoardes of new users in the Tysons area, and, where is their sewage going? A lot of us are still on Well-Water, and the thought of all this new dirty wastewater going into our aquifers is really nauseating. Moreover, what are you doing to reduce the amount of Herbicides (“Round-Up”), Pesticides & Fertilizers from being purchased, used, (multiple aisles of it at Home Depot – really disgusting!), then deposited into our soil & waters? It’s **POISON**.**

6.) **What would the Speed Limit be on your new highway? We assume it will be more than it is now. (See #2.) Relatedly, who initiated the “Slow Down” yellow signs popping up @ Fairfax County? You’ve obviously recognized the same problem we have carefully observed. Is it now the citizens’ duty to catch people speeding and breaking the law? Could you please post some guidelines on your site, with instructions regarding how a neighbor might safely make a Citizen’s Arrest of all the lawbreakers who are popping up? Also, did you ever ‘catch’ the people who were shooting guns from their cars nr Great Falls Park last Summer? How do you stop this from happening on new Rt 7 ?**

There are many more items we could discuss at this time, but, we need to go back to work, so we can pay our extremely high property taxes to Fairfax County.

**Please, we implore you, to STOP for a moment and see that your entire plan is unethical in so many ways.**

There are other less-expensive means for us to get from point A to point B. Please re-set your value system to include the beautiful nature, privacy and quiet that we all came here for. We’ll bet all your wealthy developers have mansions with many trees, privacy & wildlife surrounding them and their families, and the County isn’t about to take away part of *their* property for some ridiculous idea that doesn’t solve the deeper Ethical problems. They need to step down from their ‘bully pulpit’ for a few moments, take a deep breath, slow down, and discover they don’t need so many millions of dollars to have a peaceful life around here. Many Thanks for finally listening,

From your neighbors who are deeply saddened by your rationales that only seem ultimately fueled by GREED.

*( note: this letter is a copy of a public post found on the site, [www.nextdoor.com](http://www.nextdoor.com) )*

Evelyn G. Heilbrunn  
9110 Sterling Montague Dr.  
Great Falls, VA 22066  
703-759-0773

September 14, 2016

Rep. Barbara Comstock, 226 Cannon Office Building Washington, D.C. 20515  
Del. Kathleen J. Murphy, General Assembly Building, P.O. Box 406, Richmond, VA 23218  
Sup. John W. Foust, McLean Governmental Center, 1437 Balls Hill Road, McLean, VA 22101  
Colonel Edwin C. Roessler, Jr., Chief, Fairfax County Police Dept, 4100 Chain Bridge Rd, Fairfax VA 22030

Dear Sirs and Madams:

Along with other concerned citizens of Great Falls, I write regarding the increasing severity of traffic incidents and dangerous driving situations on the roads in and around our community.

**On an almost daily basis, residents report such issues** to each other and to the Fairfax County Police Department. In Great Falls, posts on online networks such as [www.neighbors-international.com](http://www.neighbors-international.com) and <https://greatfalls.nextdoor.com> report numerous incidents of **speeding, crossing double yellow lines, running stop signs, racing, no-hands driving (usually while texting), and other such dangerous activities that jeopardize our residents, including children.** Indeed, there have been two traffic deaths on Great Falls roads in recent months, both of which were related to speeding.

**We understand that the Fairfax County Police Department is overburdened** and more often than not there is not enough police power to consistently monitor speed zones in our town. Nonetheless, we have done everything possible to bring this situation to your attention. We have attempted to deter such activity ourselves by reporting on our websites the license plates and car models of dangerous drivers, along with a description of the hazardous activities. We have reported many of these incidents to the FCPD. Some of us have spent time checking speeds on major thoroughfares, including Georgetown Pike. **Our efforts have not resulted in any noticeable decrease in reckless driving.**

**We ask for your help.** Action must be taken to ensure our safety. At your convenience we would like an open dialog with one or more of you to discuss this situation, and to learn how we can work with you to decrease the problems on our roads. We look forward to hearing from you.

Very truly yours,

Evelyn G. Heilbrunn

Elizabeth Hajost /s/  
Gail Pean /s/  
Paul Reinke /s/  
Nicolette Dibble /s/  
Brian Murrow /s/  
Vivian Key /s/  
Debbi Kent /s/  
Donna Brown /s/



Are you succeeding?

Autumn, 2016

- TO: Mr. Nirav Nalin Tolia, CEO and Mrs. Megha Trivedi Tolia, "NextDoor.com"  
2775 Vallejo Street, San Francisco, CA 94123-4614  
Ms. Sarah Leary, Co-Founder, "NextDoor.com"  
Middlesex School, 1400 Lowell Rd, Concord, MA 01742  
Mr. Gordon Maurice Strause, Healthy Neighborhoods Director, "NextDoor.com"  
1732 Lexington Avenue, San Mateo, CA 94402  
Ms. Alexandra Wise, Neighborhood Operations, "NextDoor.com"  
760 Market Street #300, San Francisco, CA 94102  
Mr. David L.M. Sze, NextDoor.com Investor/Board of Directors  
Greylock Partners/Investor in NextDoor, 2550 Sand Hill Rd, Menlo Park, CA 94025
- Cc: Mr. Michael A. Caplin, Pres., Tysons Corner, VA Partnership (*How are Tysons' Trees & Wildlife being preserved??*)  
Sup. John W. Foust, Fairfax County, VA Board of Supervisors, Dranesville District  
Ms. Lisa Alexander, Executive Director, Audubon Society of Northern Virginia  
Mr. Kevin Coyle, VP Education Programs, American Wildlife Federation  
Ms. Dana Meeker, Pres., N.Va Society for the Prevention of Cruelty to Animals  
Mr. Eric Knudsen, Pres., Great Falls Citizens Association  
Mr. Bob Cahill, Pres., Vienna Citizens Association  
Ms. Sally Horn, Pres., McLean Citizens Association  
Ms. Simone Monteleone, Chief of Resource Mgmt, National Park Service  
Police Sgt. John Lieb, studying escalation of NVa Traffic problems including effects of Tysons mass influx  
Mr. Adam Tuss, Traffic/Environmental Problems Reporter, NBC News Washington  
Ms. Edith Ramirez, Chairwoman, Federal Trade Commission / Consumer Protection concerns  
Rep. Barbara Comstock, Del. Kathleen J. Murphy, Col. Edwin C. Roessler Jr. Chief Fairfax County Police

**Dear Mr. & Mrs. Tolia, Ms. Leary, Mr. Strause, Ms. Wise, Mr. Sze, and all our friends "NextDoor,"**

It has come to the attention of an increasing number of your fellow neighbors (some of whom live in northern Virginia and also have homes in the San Francisco Bay Area), that the ubiquitous website, "NextDoor.com," seems to be a growing reflection of (or a cause of?) the escalating problems we are experiencing in our region (by 'region,' we mean the actual geographic soil where our homes, forests, streams, birds, plants, animals and beloved children are located, as opposed to an imaginary 'house w/door' that someone 3,000 miles away has thought up).

As members of your 'NextDoor.com' site, we are wondering, first of all: How do you make your money? It is very unclear in your literature, yet, you indeed have investors, and, indeed, you are all making a lot of money. For example, do you share or sell our personal information to Advertisers? Governments near or far? Investors? Etc... ? And what are they doing with our information? The nature of your site allows you to know where we live, where we go, what our children are doing, moment-by-moment. Could you be so kind as to post a note to us on your site, i.e., **Exactly what are you doing with our information, and how are you funded?** As you use us to grow in your numbers (trying to go Public?), the answers to these questions might be changing, anyway, so, maybe it is a good time for you to reassess and give us all an honest update. Thanks in advance for your honesty, and for letting us get to know you as you surely know us - We assume you & your staff 'peek in' on us electronically, all the time?

Next, could you please post an explanation on your site as to **why you allow some of your members to bully others, especially when there are serious safety issues at stake?** For example, here in northern Virginia we have an incredibly horrible problem of a rapidly increasing population (mostly due to the "Tysons Corner" fiasco), and an accompanying traffic mess with unbelievable rudeness and offensive driving by a large percentage of the resulting influx of drivers. (Even though you say you're 'nextdoor,' we are guessing you actually have no idea what a number of your communities are going through, so, we're providing you with the reality here, for free.) *(continued...)*

For those who have lived here for decades, the *deterioration of kindness and concern* among folks we encounter daily is becoming very evident (corresponding with the growing disrespect of the beautiful natural world of trees, waters, air, birds & wildlife that have been 'the crowning glory' of this region for literally thousands of years). And, unfortunately, because we are a culture that depends on – *no, lusts for* – our wheels to get us around (in the fastest speeds possible, not caring what humans or animals might be sacrificed along the way), the growing anonymity that promotes this rudeness, even danger afflicted, is often evidenced in the fear-inducing driving habits that now surround us here. It is the same anonymity that "social" sites such as yours seem to ironically perpetuate and encourage (we here reference the local offensive site, 'fairfaxunderground.com,' which allows people to bully others in the guise of "freedom of speech," sometimes to the point where the victims commit suicide – a recent example would be the female firefighter who took her life – google it!). Surely this kind of 'social' media cannot be good for your customers. **What should you and your staff be doing about this problem?**

This past summer, more than ever, **Fairfax County residents noted and reported the worst driving incidents in our history.** They reported the issues to the Police, they kindly asked their neighbors face-to-face to please remind sons & husbands to slow down on our roads (there were many wrecks, injuries & deaths here involving a Male demographic: combining speed, impatience, texting, wealth - i.e. expensive cars that go fast - drugs, alcohol and an apparent deep-seated non-ethical approach to Life in general). In good faith, in the interest of **SAFETY**, some of your 'NextDoor' citizens politely reported the dangerous driving habits on your website. No sooner was this done, then came the influx of bullying on your site – it was both funny & sad – apparently emanating from the very drivers who were doing the speeding, honking/tailgating (behind those who were simply attempting to abide by the speed LIMIT); it seemed to be the same drivers who hit animals indiscriminately, refuse to stop for school busses and the children around them, *throw trash into the forests from their cars, test how loudly their engines can 'go vroom'* while they drag-race on our narrow forested roads at 5:00 a.m. every Saturday morning on their way to show-off their goods at the "Classic Car" show, *or, maybe worse, are those 'rich old fogues' in their silent Teslas and antique Jaguars, who use our scenic roads as their personal testing grounds – one of the worst-abused is our precious Historical and Natural Byway, Georgetown Pike* (speed limit is 15-to-35 mph MAX, yet hundreds of speeders are clocked at 55+ mph. This is Reckless Driving! **Where are the Police??** Meanwhile, the bullies on your site continue to attempt to make a laughing-stock of our law-abiding citizens: your customers.

Then, 'adding insult to injury,' we discovered that **you yourself, Mr. Tolia, were recently involved in a hit-and-run accident near your home in San Francisco (!).** Folks can 'google' this for the particulars, and, not having the mean-spiritedness so frequently exhibited on your site, we certainly don't want to accuse you of something you didn't do, yet, it appears that you yourself caused the accident because you were speeding (with your wife and child in the car?), and you left the scene of the wounded motorist, rather than stopping to help or identify yourself as the offending driver?? Is that true? Please: You owe us a posting on your 'NextDoor' site, explaining how someone who runs your business because you enjoy *helping community, people, to "build happier, safer places to call home..."* - how that same someone could justify wreckless driving, causing an accident with injury, then leaving the scene? We implore you to consider that this same newfound 'social anonymity' discussed herein, that is also present in your technology and is somehow supposed to replace the personal interactions that **true nextdoor neighbors** would experience, is rather causing a disconnect in your perception of responsibility to other humans – indeed, is causing a personal disconnect to millions of people who are being fooled by the term, 'social' media.

It is Autumn here in northern Virginia, and the leaves will soon turn rainbow colors, and fall from the remaining precious trees that have not already been destroyed by some wealthy developer's idea of 'progress.' The glorious animals and birds who were here centuries before any of us, will attempt to begin their mysterious migrations, and we will continue to hope and pray that motorists will honor the LAWS that attempt to keep all of Life safe from the increasingly ridiculous go-fast machines. Mr. Tolia, in your position of power and money in your claim to be our "NextDoor" neighbor, (while not really existing nextdoor to us at all), please consider how you can assist us in recovering the REAL beauty & kindness that our community used to know, before the disconnect happened here? **Thank You**, from REAL people who live next door to one another, & who REALLY care about our REAL community.

# 'One last look at' NORTHERN VIRGINIA'S LAST FRONTIER

*A tribute to the beautiful natural forests & 'meaningless empty fields' that were fondly known as Farmer Tyson's corner  
...and how we can still save the amazing diverse wildlife, birds, trees, pollinating bees, plants, fields, waters, air –  
our very Life-Giving agents that are valiantly trying to exist there, to this day, despite the destruction of their Habitat.*

**TO:** **January 1, 2016**

Michael A. Caplin, Pres., Tysons Partnership, 8477 Portland Pl. McLean, VA 22102, 703.883.3830  
Bob Maurer, Sr. Mktg. Mgr, Macerich Corp, Tysons Corner Center, 1961 Chain Bridge Rd #305, McLean VA 22102  
Cory Scott, VP, 1861 International Drive Corp, McLean VA 22102  
Sol Glasner, General Counsel Mitre Corp & Vice Chair Tysons Partnership, 7515 Colshire Dr. McLean 22102  
Keith Turner, VP Cityline Partners, LLC, 1651 Old Meadow Rd #650 McLean VA 22102  
*...and 590 Madison Avenue, 8<sup>th</sup> Flr. New York, NY 10022*

Credit Suisse / DLJ Real Estate *(listed as an investor for Tysons, correct? Please explain how they relate to us:*  
Mike Rolband, Pres & Founder, Wetland Studies and Solutions, 5300 Wellington Branch Dr. #100, Gainesville, VA 20155,  
Now owned by Davey Tree Company, correct? - Brent Repenning, VP, 1500 N. Mantua St, Kent OH 44240  
*(Strangely convenient & expeditious to involve a Tree-chopper with your 'Wetland Care' concerns? Yikes!  
And, are you a truly objective Consultant ~ or an Investor? Where are your findings on this Tysons project ??)*

Advertisers (Profiteers?) in Tysons Magazine who used the natural beauty of Alaska in the photos sent to all your neighbors:  
Nordstrom, Hyatt Regency, Swarovski, Zara, Macy's, Earl's, Vita, Barrel & Bushel, Eddie V's, LL Bean,  
Lord & Taylor, Ann Taylor, Cusp, Banana Republic, Michael Kors, Bloomingdales, Bucci, Restoration Hardware,  
Armani Exchange, Arhaus, American Girl, Hanna Andersson, Pottery Barn, LL Bean: *Yes, as you've pictured,  
Children do love the great natural outdoors, so PLEASE don't take it away from them, right here where they live!*

Sally Horn, Pres. McLean Citizens Association, PO Box 273, McLean, VA 22101

Interested Folks employed by Fairfax County, at 12000 Government Center Pkwy, Fairfax VA 22035:  
Sharon Bulova, Chair, Fairfax County Board of Supervisors  
John Foust, Dranesville District Supervisor  
Keith Cline, Forestry Dept – 'Conserving Quality of Life, Protecting our Trees' *(could you please expound on  
your site's page that maps the grandest, largest old Trees nearby? Hopefully, the County still values Trees?)*

The George Washington Parkway: Simone Monteleone, Chief of Resource Management, 700 GW Pkwy, McLean 22101

The Washington Post: Joel Achenbach, Science Reporter, 1301 K St. NW Washington, DC 20071

The Connection Newspapers: Kemal Kurspabic, McLean Editor, 1606 King St. Alexandria 22314

NBC4-TV: Adam Tuss, "Sprawl & Crawl" reporter, 4001 Nebraska Ave, NW, Washington DC 20016

The Alaska Wildlife Conservation Center and Alyeska Resort *(Tysons used their wilderness backdrop for Ads, and made  
sure to note they are located near the highly-valued "densely forested Chugach State Park." Where's OUR Forest?)*

Jeanne McVey, Nature and environmental protection advocate, Vienna VA

Stella Koch, Chair, Ffx Cnty Environmental Quality Advisory Council, and Staff, Audubon Naturalist Society

Lisa Alexander, Exec.Dir, Audubon Society of N.VA, 11100 Wildlife Center Dr. #100, Reston, VA 20190

Kevin Coyle, VP Education Programs, American Wildlife Federation, 11100 Wildlife Center Dr., Reston

Dana Meeker, Pres, N.Va. Society for the Prevention of Cruelty to Animals, PO Box 100220, Arlington 22210

John Adams, Pres, Georgetown Pike Association, McLean

Bob McCahill, Pres., N.E.Vienna Citizens Association, PO Box 356, Vienna, VA 22183

Eric Knudsen, Pres., Great Falls Citizens Association, PO Box 27, Great Falls, VA 22066

Prof. Tom Lovejoy, Center for Biodiversity & Sustainability, George Mason University, Fairfax campus

Prof. Mike Raupp, Dept. of Entomology, University of Maryland, College Park campus

Elaine Tholen, Fairfax County Public Schools *(Ms. Tholen is currently driving the FCPS district-wide  
preK-12 program (Get2Green) to promote environmental stewardship among students and staff.)*

Langley High School, (FCPS), Leah M. Puhlick, Science Dept.. Chair, McLean, VA

The Potomac School, attn: Bernhard Hoffman, Environmental Sustainability Coordinator, McLean, VA

The Langley School, Science Chair: Ryan McKinney, *(Award-Winning Researcher on Climate Change:  
Designs curriculum encouraging Students to love and protect our one Earth),* McLean, VA

**Enclosures:** *(see notes at end of this letter)*

Dear:

- ~ Mr. Caplin & Supporters of "Development" or "Progress" (i.e., those who will profit most from 'Tysons'),
- ~ Opponents who consider it "Destruction" of our shared Environment that is striving to Live,
- ~ Those in-between and Those who report objectively,
- ~ ...and, most importantly, our Children, who will inherit this debacle....

We are a group of residents in the McLean-Vienna-Great Falls area who live here because we cherish the natural environment. Some of us have lived here so long that we remember meeting farmer Tyson, and walking along his fields in awe of the beauty and sheer numbers of birds and animals that lived there. (It's funny, none of us recall 'bullying' his lovely land by calling it a 'meaningless cow field,' as some of your publications now like to spin it!) Some of us are teachers and parents who strive daily to instruct our students and our own children regarding the priceless value of the natural world: For you (yes, *you*) to live, things like trees, air, water and food are needed. The other day, a student asked, "If these elements are so essential to our lives, why are they constantly being destroyed for the sake of 'development' and 'high-rises' and money, money, money – Like they're doing at Tyson's?" The classroom discussion proceeded to get lively: Where is it all going, and where does it stop? When we can't see the sky anymore because the buildings are too high, and we can't drink the water anymore because all of our aquifers have been destroyed, and the streams and rivers are so polluted because of all the sewage that wasn't managed correctly, and the hummingbirds and eagles and falcons no longer live here because they smacked into all those newfangled monolithic buildings on their otherwise wondrous winged mysterious migratory route here, that they had followed for centuries? *(read about Toronto's tragic problem)*

These are very good questions, 'out of the mouths of babes.' And, since your 'non-profit' (?) organization declares you want to listen to and include all sides of this extremely complicated situation you are framing under our noses, we implore you to make a better effort to include the huge population at your doorstep, that is, your neighbors, young and old, who absolutely disagree with your idea of paving as much land as possible, and building things as high as you possibly can. How can so many be convinced to value such a travesty so blindly?

Here are the issues you need to include everyone in, before you proceed with your plan of changing our lives ~ against our will, our health, our natural earth, our animals & birds, our air, water, trees & food... our Soul:

1.) Where exactly are the geographic & elevational boundaries of "Tysons," and do we have any say in what they are? Who decided it is now ok for us to look out our windows and see these horrid skyscrapers looming above our trees, above our streams and River, above our children playing, where there was once a beautiful open sunset? Who decided it is now ok for us to no longer star-gaze at the night sky because there is a fake light glowing above Tysons, 24/7, that now prevents our family from the cherished privacy & wonder of our small wilderness? This horrible development is called "Light-Pollution." What are you doing to stop it ??

(Do you think maybe our Children have noticed this sadness, and that is why your new highrise apartments have a higher vacancy rate than you'd like, i.e., the young adults working in Tysons, who you are fiercely marketing to, don't wish to live in such a fake, austere, non-living environment? And, since so many of their parents are still helping with the living expenses of our young adults, do you think we want to give our \$\$\$ to that ???)

*continued...*

- 2.) Who will profit most from “Tysons”? i.e., who are the investors? Which of those folks are also members of your “non-profit” organization, i.e., how is that funded? If you are being funded by the investors and others who will most profit from this, how do you dare to call yourself a non-profit organization?
- 3.) How is Fairfax County profiting from this venture? All of us residents know how they’ve managed to jack-up our property taxes again since the ’08 slump – Why has this happened, and what % of our taxes are going to this Tysons thing? These facts and figures need to be made very public, or what you are doing is dishonest.
- 4.) What plans have you made, to prevent as many Trees as possible from being destroyed during your quest? Do you know how many valuable Tree and Plant species are still living in ‘your’ area; that they give us oxygen, prevent erosion when a landscape is unnaturally altered as is this: Trees are Home to the Birds and Animals that are also being displaced because you are forcing them out. Then, when they have no place to go (like the Deer situation here) they are again bullied and belittled so hunters can justify the killing of them – just like Farmer Tyson’s cows and their fields are now ridiculed – *it helps the displacer to feel powerful, and justify his actions.*
- 5.) A question for all the Fairfax County, GW Parkway and other naturalists out there – What are you doing to prevent the Tree, Plant, Animal, Bird and Stream Life from dying during this? And, isn’t there a ‘10-inch diameter’ rule, whereby older-growth trees may not be chopped down? Or does that just apply to property bordering National Parks – if so, why are you currently allowing those new mega-mansions being built along the Potomac River which is part of the Park system (i.e. along the blocks of approx. 7200 to 8600 Georgetown Pike in McLean) to be completely clear-cut so there are now gaping holes on the Virginia side of the River – just walk along the C&O Canal in Maryland (a National Park), look across the River (Old Anglers’ area), and you’ll quickly see the problem. Has it just come down to money? How much money do those developers (‘Artisan’ et.al.) and their clients pay you to look the other way while they completely destroy the natural landscape and protected trees? How do we nominate a ‘Big Tree’ in your program (Fairfax County’s Tree-Preservation Ordinance), thereby saving it from being chopped down, especially when those trees are hidden on private roads, behind private gates?
- 6.) How many skyscrapers do you plan to build, and how high, and have you made sure to use the kind of tinted windows that prevent our precious Bird species from slamming right into them? (again we reference the horrible problem in Toronto – at least they are retrofitting some of the windows, but thousands of birds have died from *the developers’ oversight.*) Didn’t you have Naturalists advise you that you are building right on the North-South migratory corridor where thousands of Birds fly North in the Spring to nest and raise young, then fly South in the Fall to wait out Winter?  
When they return this Spring, will they make it through the maze of high-rise booby-traps, or will they die?
- 7.) How are your fortresses following the “Green” codes, that is, has any thought been put into how you might endeavor to preserve the natural environment you are defacing? Specifics for each building, please. Have you thought of re-purposing mistakes like the USA Today building, which is far from capacity now, and which we’ve all had to look at above our tree-lines for too many years. The only good thing about the USA Today bldg is the Water Bird pond that was semi-preserved: This used to enjoy thousands of winged visitors.

Where is all your sewage going? Where are you obtaining your water sources? How are these affecting us? What are your projects doing to the water aquifers many of us drink as well-water in our homes just nearby?

*continued...*

8.) Scott's Run Stream, Wolf Trap Creek, Difficult Run, and the RPA Rules instituted by Fairfax County in 2003: How are these beautiful (legally protected) streams, notably Scotts Run which runs through Tysons, being protected under your very laws? Are you observing your own '100-foot rule' that is, NO disturbance to the stream or its living flora & fauna for at least 100 feet on either side of it? That includes the beautiful old trees and plant life that have lived here for thousands of years, correct? And the several small ponds that still exist and are fed by Scott's & underground aquifers? And, how is the health of the Potomac River, the Chesapeake Bay, and the Ocean, being affected by what you are doing? That's why you instituted the law. And, what is your plan to keep these waters un-trashed? Consider the beautiful small pond down the hill from Harris-Teeter: It is a vital nesting place to Ducks, Red-Winged Blackbirds, Swallows, SongBirds and Amphibians. And yet, this morning, the water's surface is covered in trash; the ducks are valiantly trying to swim around it. How will you raise an awareness that these areas are priceless jewels and not trash receptacles?

9.) Please explain this site: <http://idsnet.fairfaxcounty.gov/idsnet/ldsdfw/4413680.PDF>

It appears to be a list of all the many Investors who got approved by Fairfax County in 2013 to alter everything. Many of us are just discovering these things now. We are very busy working and living so we can pay our exorbitant taxes to Fairfax County, and this unfortunate news of your drastic changes is largely not known to us. Please make things like this more available and understandable to the public, so we feel like we have a say in what you are doing. We are the people who have lived here for generations, indeed, have directly or indirectly paid your salaries with our hard-earned work here, and we feel we deserve more honesty from all of you.

10.) Your local school children, public and private students, are very concerned about their environment. Ecosystems, Bio-Sciences and preservation of the Natural World are HUGE curriculum facets for all the ages, from Pre-K thru grade 12 and beyond. Let's allow our children to help design their future. Let's give them projects whereby they can take field trips along Scott's Run, for example, and document the different species they find – Trees, Plants, Animals, Birds. PLEASE include them in your decision-making process rather than deciding in advance that they won't be needing such vital aspects of the natural world in their neighborhood any longer. *Let's all work together to help our Children to understand that Tysons isn't just a place where they buy stuff. It's a priceless jewel of natural wonders that's calling out to all of us for help.*

*Respectfully Submitted*

**Enclosure Notes:**

~ Outer envelope is a copy of the recent ironic Tysons publication sent to all our homes; it uses the beautiful wilderness of Alaska for its fashion advertisements entitled, "One last look at America's Last Frontier." This sends such a contradictory message to our families: You seem to recognize the beauty of this natural world that has not yet been developed or destroyed; yet, you continue to tear down the natural world right here around us, where you are selling these items, and selling so much more. Meanwhile, our children are concerned about the Animal and Plant life you are displacing, so a collage of some of those local species have been pasted onto your wilderness photo – indeed, all nature is equally valuable, whether you are standing at the Alyeska Resort and watching the eagles fly overhead, or whether you are standing at the corner of Spring Hill and International Drive, where the eagles have also soared for thousands of years. All you need to do is look... up.

~ Lists of Animal, Bird, Tree and Plant Species that are still living in the area that is being destroyed – Remember, they are inter-dependent on one another, and we depend on them, too. **What are you doing to save them?** How can you involve the school children in your area, so they can feel more than powerless in their deep love for the natural world? Many hours of their school day are spent learning about Ecosystems, Diversity, and the very species you are displacing, and how to preserve what's left of their environment. Let's design a wonderful new curriculum, shall we? *Let's allow the children to have a say in how their beloved creatures will have a happy ending here? Let's allow them the joy of showing these wonders of Nature to their own children one day, please?*

**A Sample List of Some of the Bird, Animal, Plant and Tree Species in or near Tysons Area:**  
~ observed within the past 12-months of seasonal cycles, 2015 ~

*Please note: All animal & bird species need clean Streams, Trees & Vegetation for food and shelter.*

**\* BIRDS / AVIAN SPECIES:**

**Raptors:** Bald Eagle, Golden Eagle, Great-Horned Owl, Barred Owl, Barn Owl, Screech Owl, Peregrine Falcon, Red-Tailed Hawk, Northern Harrier, Cooper's Hawk, Red-Shouldered Hawk, Broad-Winged Hawk, Rough-Legged Hawk, Osprey, American Kestrel, Turkey Vulture  
**Water Birds:** Virginia Rail, Wood Duck, Canvasback, Mallard Duck, Canada Goose, Kildeer, Sandpiper, American Woodcock, Ring-Billed Gull, Belted Kingfisher  
**Ground-Dwellers:** Grouse, Bobwhite, Wild Turkey, Doves  
**Night-Dwellers (other than owls):** Whip-poor-will, Nighthawk,  
**Swifts & Swallows:** Chimney Swift, Tree Swallow, Purple Martin, Bank Swallow, Barn Swallow  
**Woodpeckers:** Red-bellied Woodpecker, Northern Flicker, Red-Headed Woodpecker, Yellow-bellied Sapsucker, Downy Woodpecker, Hairy Woodpecker, Pileated Woodpecker (our largest woodpecker species)  
**Flycatchers:** Eastern Kingbird, Great Crested Flycatcher, Eastern Wood Pewee, Eastern Phoebe, Acadian Flycatcher  
**Jays, Crows:** Blue Jay, American Crow, Raven  
**Chickadees, Wrens:** Tufted Titmouse, Black-capped Chickadee, Brown Creeper, Nuthatch, House Wren, Marsh Wren  
**Thrushes:** Kinglets, Eastern Bluebird, American Robin, Catbird, Mockingbird, Thrasher, Cedar Waxwing  
**Vireos, Warblers:** Sparrows, Redstart, Grosbeak, Cardinal, Indigo Bunting, Towhee, Junco  
**Meadowlarks:** Bobolink, Red-Winged Blackbird, Oriole, Tanager, Finch  
**Hummingbird:** *The Ruby-Throated Hummingbird is the only species here, but only half the year; it migrates hundreds of miles north from South America in March, and returns in September. Its flyway is along the Tysons-Potomac River corridor, and it cannot negotiate unexpected high-rises, especially those bldgs not having the correct window tinting.*

**\* ANIMALS / FAUNA: so many species, not all are listed below.**

**Mammals:** Bobcat, Black Bear, Fox, Deer, Beaver, Raccoon, Flying Squirrels, Rabbit, Shrew, Chipmunk, Skunk, Bat  
**Amphibians & Reptiles:** Turtles, Frogs, Toads, Salamanders, Newts, Skinks  
**Fishes:** varieties still found in ponds and streams around Tysons  
**Snakes:** Many varieties, only 2 venomous: Copperhead & Rattler  
**Insects:** Honey Bees, Bumble Bees, Crickets, Ladybugs, Praying Mantis, Grasshoppers, Spiders, Butterflies and Moths

**\* TREES & PLANTS / FLORA: All Native to Virginia! Let's save and protect them, PLEASE;**

**Trees:** Oak, Dogwood, Beech, Maple, Tulip Poplar, Walnut, Holly, Redbud, Apple, Cherry, Pear, Crabapple, Birch, Cedar, Willow, Chestnut, Spruce, Cottonwood, Pines, Locust, Hickory, Hazelnut, Fir, Elm, Persimmon  
**Plants:** *(notice how many of these you recognize as edible, or in your Teas, or as herbal-medicinal! Let's save them: Blueberries, Blackberries, Raspberries, Hazelnut, Gooseberry, Elderberry, St. John's Wort, Wild Grape, Huckleberry, Virginia Sweetspire, Honeysuckle, Virginia Pennywort, Virginia Tephrosia, Virginia Dayflower, Virginia Spiderwort (Mushrooms: many varieties, not all are edible so don't eat unless you're an expert.)*  
**Cattail:** *Red-Winged Blackbirds need these to live. Visit the lovely small pond down the hill from Harris Teeter and you'll see them!*  
**Milkwood:** *Butterflies need these to live! They are now endangered, so let's save the Milkwood, and plant even more!*  
**Trumpetvine:** *A favorite of Hummingbirds! Let's save them, and plant even more so these flying wonders can return.*  
**Lily Pads, Azalea, Rhododendron, Mountain Laurel, Pasture Rose, Hawthorn, Chickasaw Plum, Jasmine, Allspice, Black-Eyed Susan, Coneflower, Sunflower, Angelica, Amaryllis, Hyacinth, Lilies, Trillium, Thistle, Yarrow, Daisy, Lotus (no, it's not just a fancy car), Goldenseal, Iris, Witch Hazel, Bergamot Mint, Clovers, Verbena, Wood Violets, Sweet Pea, Mimosa, Lobelia, Aster, Dandelion, Wild Lettuce, Goldenseal, Virginia Bluebells, Comfrey, Fiddleneck Ferns**

**PARENTS & TEACHERS:** Please encourage your Students & Children to accompany you to the Fairfax County ENVIRONMENTAL QUALITY ADVISORY COUNCIL MEETING

Tuesday, January 12, 2016 at 7:30 P.M. in Rooms 2 and 3,

12000 Government Center Parkway, Fairfax, VA 22035

ALL QUESTIONS CONSIDERED!

**YOU have a VOICE in our LOCAL VANISHING WILDERNESS.**

**From:** Frank Hardesty [<mailto:frank@hardestyconcrete.com>]  
**Sent:** Tuesday, November 22, 2016 11:09 AM  
**To:** [william.dunn@vdot.virginia](mailto:william.dunn@vdot.virginia.gov); ConnectRoute7 (VDOT)  
**Cc:** Coughlin, Michael J.  
**Subject:** 1101 Water Pointe Lane / Route 7 Expansion

Good morning Mr. Dunn,

My name is Frank Hardesty, and I am the owner of 1101 Water Pointe Lane, Reston, Virginia 20194. My property is identified as A33 within the Preliminary Noise Analysis dated September of 2016. The analysis indicates that my property will be impacted by the additional automobile and truck noise generated by a wider Route 7, and that the property would be benefited from the construction of a noise barrier along the southwest side of Route 7. However, the analysis also concludes that a barrier is feasible, but not reasonable, presumably because the consultants concluded that there would be an insufficient number of properties benefiting from the barrier.

However, a noise barrier is proposed for the northeast side of Route 7, opposite my property. Question—did the consultants factor in the impact of having a noise barrier only on one side of the road, which could in theory cause higher noise levels and the southwest side of Route 7 because of the reflection of the sound?

The current noise analysis reveals that the 66dB(A) contour goes through my home and is very close to the structures on A32, A34, A42, A43, and A45. Even if the final conclusion is that no noise barrier is feasible and

reasonable, I request that the project include an effective noise barrier, and if additional funding is required, that it be requested from Fairfax County or other sources. With the 66dB(A) close to or within so many structures, a barrier is justified. I do not desire to live in a house with an outdoor average noise level of 66dB(A), and request that the project include improvements to ensure that I do not have to suffer such consequences. I can be reached at 571-353-3101 or [frank@hardestyconcrete.com](mailto:frank@hardestyconcrete.com).

Thank you for your consideration.

Frank Hardesty

**Ms. Kara McInroy**

6808 McLean Province Circle  
Falls Church, VA 22043

November 21, 2016

**Mr. William Dunn**

VDOT Project Manager  
P. E. Virginia Department of Transportation  
4975 Alliance Drive  
Fairfax, Va. 22030

**Reference:** Route 7 Corridor Improvement Project: Difficult Run Crossing Feedback

Dear Mr. Dunn,

I am very excited to hear of the effort to route the Cross Country Trail under Route 7 at Difficult Run. This will be a major enhancement to the exceptional trail system that currently exists. As an equestrian in Great Falls, and frequent user of the Difficult Run trail system (via horseback), I wanted to write you to express my gratitude for this effort that is taking place as well as provide a few recommendations that would greatly benefit the equestrian community which are a primary user group of this trail.

I ask you to please consider engineering the following features to be suitable and safe for the equestrian community:

- Concrete trail surface – a smooth surface may be problematic/slippery for horses, especially if muddy/wet
- Minimum of 12 feet clearance under the highway – anything less may be problematic for taller horses (even with the rider dismounted)
- Crossing at Carpers Farm Way at Rt 7 – for the safety of equestrians, please consider putting a crosswalk button higher up on the pole that is accessible to riders

I thank you and your team for your work to improve our trail system and for considering the welfare and safety of our equestrian community!

Sincerely,  
Ms. Kara McInroy

**From:** AliReza Tahbaz Salehi [<mailto:atahbaz@tadjerco.com>]

**Sent:** Sunday, November 20, 2016 7:28 PM

**To:** ConnectRoute7 (VDOT)

**Subject:** Route 7 Corridor Improvements Project

**Name:** AliReza Tahbaz Salehi

**E-mail Address:** [atahbaz@tadjerco.com](mailto:atahbaz@tadjerco.com)

**COMMENT**

1- Based on JMT right of way data sheet number 1C(5), PARCEL NO 167, 1022 Sq Ft of my property will be taken; this will cause losing our fence and some trees, can the roadway apron moved to the west side to eliminate this disturbance to my property? 2 - Will VDOT have pre & post survey of our house to make sure no damage was caused during the construction. 3 - Will construction be during daytime or at night? Since we live close to route 7 this will be very inconvenient for our nighttime sleep. 4 - As the sound wall drawing shows we will have sound wall in the back of our property, how tall will the sound wall be? Are these wall will be supported on the caissons or spread footings? 5 - Is there any way to realign permanent and temporary easement in order to save our 17 years old trees? 6 - What would be the duration of the construction in our neighborhood?

**Resides at**

9393 Farmingdale ct

**in the City of**

GreatFalls VA 22066

**My organization is**

From: Ann Brokaw [mailto:akbrokaw@gmail.com]  
Sent: Sunday, November 20, 2016 2:37 PM  
To: ConnectRoute7 (VDOT)  
Subject: Comments

Mr. Dunn,

As a horse rider, I would like you to be sure the horse trail tunnel area under route 7 is at least 12 feet tall. A lower height would make it difficult to safely use the trail. Please also ensure that the concrete path is roughened. Rubber mats on the concrete would further improve the footing. Many a horse injury has been caused by slick concrete. The example of Theodore O'Connor, a horse on the US Olympic Eventing team, who fell on slick concrete in a barn aisle and died, comes to mind.

Most of us look forward to the improvements on route 7. Thank you for listening to our comments, so that the new road will be a positive in our community.

AnnBrokaw  
Great Falls,VA

Sent from my iPad

**From:** Arun Simha [<mailto:arunsimha@gmail.com>]  
**Sent:** Sunday, November 20, 2016 1:00 PM  
**To:** ConnectRoute7 (VDOT)  
**Subject:** Suggestions for Route 7 Corridor Improvements

These suggestions are from residents of Wolf Trap Green subdivision in Great Falls, VA bordering Route 7 Westbound.

We attended the Public Hearing on Nov 15, 2016 at Colvin Mill ES.

1. Move roadway apron by 20 feet to minimize impact to residents
2. Reduce elevation of Route 7 by 5-10 feet (similar to Rte 7/Georgetown Pike intersection)
3. Establish aesthetic sound barrier – 24 to 30 feet (max available)
4. Minimize/eliminate permanent & temporary property acquisition
5. Marketplace Compensation for permanent & temporary property
6. Speedy completion of work segment impacting residents with penalties for delay
7. Replacement of impacted vegetation if impacted (tall pines – age ~17 years)
8. Reduce speed from 55 mph to 45 mph

BR

--

Prathima and Arun Simha

703-593-2786 m  
[arunsimha@gmail.com](mailto:arunsimha@gmail.com)

Owners since Mar 2000  
9390 Farmingdale Court  
Great Falls, VA 22066

**From:** Dean Souleles [<mailto:dsouleles@cox.net>]

**Sent:** Sunday, November 20, 2016 9:46 AM

**To:** ConnectRoute7 (VDOT)

**Subject:** Route 7 Corridor Improvments Project

**Name:** Dean Souleles

**E-mail Address:** [dsouleles@cox.net](mailto:dsouleles@cox.net)

**COMMENT**

I am opposed to the plan to close of eastbound left turns on Trotting Horse and allow eastbound left turns on Faulkner. That will drive traffic off of route 7 onto Locust Hill Drive which cannot handle that traffic. Please at least close off eastbound left turns at Faulkner. This happens now every time there is a backup on seven and commuters attempt to bypass the slow down by routing through the neighborhood.

**Resides at**

9523 Locust Hill Drive

**in the City of**

GREAT FALLS

My organization is

**From:** Mary L Wilkinson [<mailto:srstoutlis@aol.com>]  
**Sent:** Friday, November 18, 2016 12:13 PM  
**To:** ConnectRoute7 (VDOT)  
**Subject:** Route 7 Corridor Improvements Project

**Name:** Mary L Wilkinson

**E-mail Address:** [srstoutlis@aol.com](mailto:srstoutlis@aol.com)

#### COMMENT

As an Equine owner and rider, I hope to see the corridor improvements to include equestrians in the plans for crossing over and under and around route 7. We need an under road crossing with a 12' height OR a mounting block on BOTH sides on any under road crossings available to horseback riders. To safely ride across concrete, I would like to see a BRUSHED or scored concrete surface to avoid slipping from metal horse shoes. Where there are any at grade road crossings where a "walkers" button is pushed to give a right away across I would like to see poles erected with the cross buttons set BACK from the road at a comfortable distance and set HIGH enough for a rider to press the button from the saddle. OR provide mounting blocks on each side of the crossings. I would like to add, I grew up riding horses in the Colvin Mill area off Route 7. I kept my horses directly on Route 7 for many years and use to traverse all over this area. Difficult Run was an amazing place to ride the ponies, under and over route 7 over to Colvin Mill and beyond to Great Falls Park and Riverbend. These are some of the finest trails and best memories of my life. It would be a disgrace if horses and riders shut out from this historically equine friendly area. Might I add - PARKING PARKING PARKING for those of us that have been pushed out of Fairfax County and no longer have direct access to these wonderful trails.

**Resides at**

36349 Shoemaker School Road

**in the City of**

Loudoun

**My organization is**

United States Trail Ride, Inc.

**From:** Disqus [mailto:notifications@disqus.net]  
**Sent:** Friday, November 18, 2016 12:05 PM  
**To:** ConnectRoute7 (VDOT)  
**Subject:** Re: Comment on Route 7 Corridor Improvements: Tell Us What You Think



Settings



▪ A new comment was posted on [Route 7 Corridor](#)



**M Lisa Wilkinson**

As an Equine owner and rider, I hope to see the corridor improvements to include equestrians in the plans for crossing over and under and around route 7.

We need an under road crossing with a 12' height OR a mounting block on BOTH sides on any under road crossings available to horseback riders.

To safely ride across concrete, I would like to see a BRUSHED or scored concrete surface to avoid slipping from metal horse shoes.

Where there are any at grade road crossings where a "walkers" button is pushed to give a right away across I would like to see poles erected with the cross buttons set BACK from the road at a comfortable distance and set HIGH enough for a rider to press the button from the saddle. OR provide mounting blocks on each side of the crossings.

12:05 p.m., Friday Nov. 18 Other comments by M Lisa Wilkinson

[Reply to M Lisa Wilkinson](#)

**Moderate this comment by email**

Email address: [srstoutlis@aol.com](mailto:srstoutlis@aol.com) IP address: 64.79.52.37

Reply to this email with "Delete", "Approve", or "Spam", or moderate from the [Disqus moderation panel](#).

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You're receiving this message because you're signed up to receive notifications about activity on Route 7 Corridor.

You can [unsubscribe](#) from emails about activity on Route 7 Corridor by replying to this email with "unsubscribe" or reduce the rate with which these emails are sent by adjusting your [notification settings](#).



From: BURTON GRIFFITH [mailto:burton.griffith@verizon.net]  
Sent: Sunday, November 13, 2016 7:25 PM  
To: ConnectRoute7 (VDOT)  
Cc: huntermill@fairfaxcounty.gov  
Subject: opinion against Rt 7 widening, shared use paths

I have used Rt 7 to bike to/from Reston and Tysons for work hundreds of times. Like any commuter, I like to go as fast as possible while still being safe. I'm opposed to the Rt 7 widening project because it would make it more dangerous to bike on the roadway/shoulder because traffic would be moving faster in rush hour than it already is. Widening Rt 7 also would induce demand for more housing in Loudon and farther out.

Shared use paths along Rt 7 would not solve the problem, as I see it. Because they would be separate from the roadway, path users would be expected to stop at each intersection with each little road connecting to Rt 7. This would slow down a trip for a person on a bike considerably if they were using the paths. Plus, probably the grading of the paths will be much more extreme than the grading of the roadway itself. Those factors combined mean that I am unlikely to use the shared use paths along Rt 7. I expect the shared use paths to see minimal use, because I see them as providing minimal utility. My idea of enjoying a walk or bike ride doesn't involve doing it next to a 55 mph roadway, with the roadkill, fumes, and litter that goes along with that. In the summer, the heat on those paths will be intense. In the winter, I expect they will be covered in snow/ice for weeks at a time, never cleared.

If instead of shared use paths there were a protected, well-maintained cycle track going straight down the middle of Rt 7 or placed somewhere on the roadway so that people on bikes could be free to go as fast as they are physically able, where the grading for people on bikes is meant to facilitate speed (as it is for cars), and where people on bikes are not be expected to stop any more often than people in cars, I would like that and I would support the project overall or at least not oppose it as much.

I doubt even people who live along Rt 7 will use the proposed shared-use paths much. By choosing to live along Rt 7, I think they have expressed that they do not value walkable/bikeable neighborhoods much. So, while I see value in making bicycling and walking possible in Fairfax County, I think Rt 7 might as well be surrendered to cars and move further towards being the concrete canyon of death that it already is, where anything not encased in steel and hurtling along at the speed of traffic can expect to die.

Hopefully whatever money is saved by not putting in shared use paths along Rt 7 could go towards other projects in the Hunter Mill area that would make walking and biking realistic transportation options. I think the money for shared use paths would be better spent on other projects.

Sincerely,  
Burton Griffith  
Reston

**From:** Dale Adler [<mailto:dale@dleadler.com>]  
**Sent:** Friday, November 18, 2016 10:07 AM  
**To:** ConnectRoute7 (VDOT)  
**Subject:** Route 7 Corridor Improvments Project

**Name:** Dale Adler

**E-mail Address:** [dale@dleadler.com](mailto:dale@dleadler.com)

**COMMENT**

Please make a safe crossing for horses and you construct this passage. Our riding group crossing Rt. 7 fairly often and we feel like we're taking our lives in our hands. We want all the trails and crossings to be safe for all users and appreciate all you can do for this aim.

**Resides at**

12209 Thoroughbred. Rd.

**in the City of**

Oak Hill

**My organization is**



**From:** Ashish Sarin [<mailto:asarin76@gmail.com>]  
**Sent:** Wednesday, November 16, 2016 10:02 AM  
**To:** ConnectRoute7 (VDOT)  
**Subject:** Questions based on Nov 15th Public Hearing

Hello,

Thank you for the Public Hearing yesterday. I will like to submit some outstanding questions that the representatives at yesterday's meeting could not answer for your consideration:

- What is the quantitative measure they used to assess the current noise coming from route 7 to what the sound walls will provide - will the sound walls improve noise reduction?
  - The answer I heard was based on the "Sound Wall" graphic (attached) below - the Yellow and Red dots annotate the area that will be of 66 decibels and the Green dots represent places in our neighborhood that will maintain status quo from the current condition. Blue dots represent places that will benefit from the walls.
- Increasing route 7 to 3 lanes both way will encourage others to take route 7 resulting in the increase of traffic.. how have they assessed this observation? Also, when you get closer to Tysons corner, it will become two lanes again, this will cause further traffic issues then what we currently have.
- Georgetown pike will remain two lanes and commuters will take that if traffic increases, no mitigation or consideration on their end on this... this is alarming since as route 7 traffic increases, so will the surrounding areas.

Thank you,  
Ashish

**From:** Michael Espey & Chunyen Chang [<mailto:espeys.us@gmail.com>]  
**Sent:** Thursday, November 17, 2016 10:16 AM  
**To:** ConnectRoute7 (VDOT)  
**Subject:** Route 7 Corridor Improvments Project

**Name:** Michael Espey & Chunyen Chang

**E-mail Address:** [espeys.us@gmail.com](mailto:espeys.us@gmail.com)

**COMMENT**

We would like to schedule an appointment to discuss our concerns of Route 7 Improvement Project impact on our life/property. Please advise the date time available to meet. Thanks.

**Resides at**

9522 Leesburg Pike

**in the City of**

GREAT FALLS

**My organization is**

From: Uma Mohoni [mailto:mohoni@gmail.com]  
Sent: Wednesday, November 16, 2016 8:31 PM  
To: ConnectRoute7 (VDOT)  
Cc: Ram Mohoni  
Subject: 9392 Farmingdale Ct, Great Falls VA

Hi,

I have a couple of questions based on the information/map provided on your website related to my property (address mentioned in subject line).

- 1) I am not clear about the difference between right of way and permanent easement. Both are indicated on the map for my property and I would like to understand the implications of that.
- 2) I am not clear about the total area I am permanently losing to this project. Please clearly indicate that on the plat and send it back to me.

I look forward to receiving this information from you at the earliest.

Thanks,  
Uma Mohoni  
mohoni@gmail.com



From: nadiyarasooli@gmail.com [mailto:nadiyarasooli@gmail.com]  
Sent: Sunday, November 13, 2016 11:10 AM  
To: ConnectRoute7 (VDOT)  
Subject: Route 7 project inquiry

Hi,

We are interested in purchasing a home that will be affected by the Route 7 expansion project. I'm wondering if you can tell me a bit more about the extent of the impact. The address is 9454 Deramus Farm Ct. in Vienna, VA. The home backs to Route 7. Currently, the back yard is fenced with a grassed buffer between the fence and Route 7. If the road is going to six lanes, how close will it get to the property line? What about a noise wall? Please let me know if you can answer these questions.

Thank you,

Nadiya Rasooli  
703-789-0800  
Sent from my iPhone

**From:** William Niedringhaus [<mailto:wniedrin@gmail.com>]

**Sent:** Monday, October 31, 2016 1:56 PM

**To:** ConnectRoute7 (VDOT)

**Cc:** Karen Jones; Kaplan, Jennifer; [juliebenachour@gmail.com](mailto:juliebenachour@gmail.com); jane.fragola; jean.reimers1; Sue Bennett; joan burkgren; [cassanger@gmail.com](mailto:cassanger@gmail.com)

**Subject:** Re: Nov 15 Design Public Hearing/Route 7 widening at Difficult Run

Mr. Dunn,

here is a photo of the Cross County Trail under the Dulles Access road. The surface is friendly to nonmotorized users, including horses.

Fairfax Trails and Streams would like to see a solution friendly to all user groups, for where the CCT will pass under route 7 at Difficult Run. To provide as much headroom as possible, a separate horse trail could perhaps be built at lower elevation (closer to stream level) than the walking/biking trail.

thanks,

Bill Niedringhaus

FairfaxTrails & Streams

On Mon, Oct 31, 2016 at 11:19 AM, Karen Jones <[sadiqi53@aol.com](mailto:sadiqi53@aol.com)> wrote:

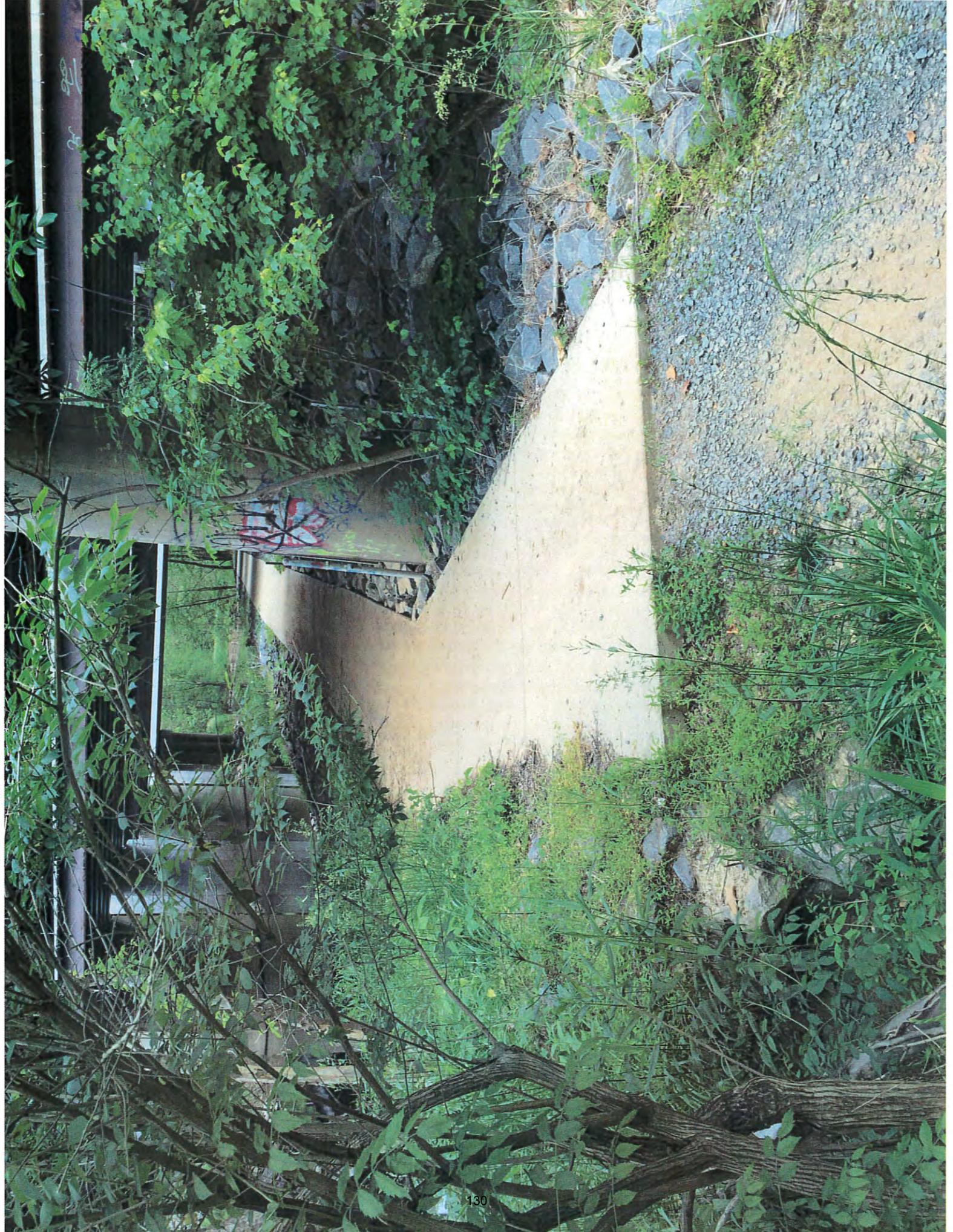
Mr. Dunn- I found information on the FHWA web site- Please click on the link below- if you scroll down and look under Below Grade Clearance they do recommend 12 feet of overhead clearance for horses/equestrians. It also has a section on Below grade trail surfaces that recommend - if you click on the link "Chapter 6- Choosing Horse friendly

surface materials" there is a whole section on horse friendly materials. In the section "Below grade approaches" they recommend paying close attention to the slope and grading to connect to the trail that is going under the roadway.

[https://www.fhwa.dot.gov/environment/recreational\\_trails/publications/fs\\_publications/07232816/page10.cfm](https://www.fhwa.dot.gov/environment/recreational_trails/publications/fs_publications/07232816/page10.cfm)

Fairfax Trails and Streams will be sending in a letter to you shortly!! Thanks for all of your work on this project!!

Karen L Jones  
Fairfax Trails and Streams  
Great Falls Trailblazers  
Potomac Heritage Trail Association  
Cell- [703-638-3218](tel:703-638-3218)



**From:** Hall, Lee Ann, P.E. (VDOT)  
**Sent:** Wednesday, November 02, 2016 5:58 PM  
**To:** Terry Davies  
**Cc:** ConnectRoute7 (VDOT)  
**Subject:** RE: Nov 15 Design Public Hearing

Good afternoon, Ms. Davies -

Thank you for contacting VDOT in regards to the Route 7 Corridor Improvements Project. The project plans currently available consist of hundreds of technical drawings that would be very difficult to navigate if posted to the project website. We purposefully develop independent displays for our public meetings to enable attendees to better view and understand potential impacts. This can be a time consuming process to ensure we've captured and identified all updated plan elements from the continuously progressing design. Currently, we are in the process of finalizing the displays for the upcoming meeting and therefore are unable to post them to our website at this time. Should the displays/documents for the public hearing be ready in advance of the meeting, they will be posted to the website, but our commitment for uploading is the 15th.

As to obtaining public comment on the Route 7 Corridor Improvements Project, we have conducted an extensive public outreach program that has included more than five Public Information Meetings; ongoing coordination with a community based Route 7 Project Working Group (since 2012); and attended and provided presentations to more than 30 HOAs and/or communities. At each of these gatherings, we have sought comment and have utilized the information to incorporate numerous plan modifications as requested by the communities.

Additionally as part of our outreach, we met with representatives from the three HOAs that access Route 7 from Bishopsgate Way (Ascot, Brandermill Estates & Piney Run Meadow) several times and presented an alternative that would have relocated the communities' primary access from Bishopsgate Way to a relocated, signalized intersection with Utterback Store Road. A VDOT community meeting was held at Forestville Elementary School on February 25, 2015, strictly for the potentially impacted communities to view the alternative and to obtain feedback. Ultimately, a decision was made to not relocate the access away from Bishopsgate Way.

In lieu of viewing the displays that will be shown at the Public Hearing on November 15th, please visit our website to see the information shown at our most recent public information meeting held June 16, 2016:

[http://connectroute7.org/learn\\_more/documents.asp](http://connectroute7.org/learn_more/documents.asp)

Thank you again for contacting us and we look forward to seeing you at the public hearing -

*Lee Ann Hall, P.E.*

Asst. District Location & Design Engineer  
VDOT Northern Virginia District  
4975 Alliance Drive  
Fairfax, VA 22030  
[LeeAnn.Hall@VDOT.Virginia.gov](mailto:LeeAnn.Hall@VDOT.Virginia.gov)  
703-259-2746 (direct)

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

From: Terry Davies [<mailto:terry.davies1@verizon.net>]  
Sent: Thursday, October 27, 2016 5:12 PM  
To: ConnectRoute7 (VDOT)  
Subject: Nov 15 Design Public Hearing

I saw a notice in today's paper about the Design Public Hearing. I am respectfully requesting that you make these design maps and displays electronically available online immediately. In discussions with my neighbors, it seems like you are trying to minimize public comment by doing this "in person" with no reference to online viewing. Please respond to me quickly. I care deeply about the impacts to my community and I will demand more transparency if I have to do so. Thank you.

Teresa Davies  
11000 Burywwod Lane  
Reston, VA 20194  
(703) 292-7103  
[Terry.davies1@verizon.net](mailto:Terry.davies1@verizon.net)

**From:** Beverly Dickerson [<mailto:Beverly.Dickerson@integrio.com>]  
**Sent:** Tuesday, November 01, 2016 10:05 AM  
**To:** ConnectRoute7 (VDOT)  
**Cc:** [Dranesville@FairfaxCounty.gov](mailto:Dranesville@FairfaxCounty.gov); [parkmail@fairfaxcounty.gov](mailto:parkmail@fairfaxcounty.gov)  
**Subject:** Rt 7 Widening

In reference to the Rt 7 widening project, I am concerned about how the Cross County Trail will be handled at the point where it crosses Rt 7. As I understand it, there are plans to expand the underpass through which Difficult Run flows to allow the trail to go under Rt. 7. This trail is also used by equestrians and I would like to ensure that the passage is high enough to allow riders on horseback to pass safely under Rt. 7. There are many equestrians who use the Cross County Trail in the area, so please be sure that this plan provides safe passage for all users, not just hikers and bikers.

Thank you,  
Beverly Dickerson

\*\*\*\*\*

*Beverly Dickerson*

**Director of Contracts**

[Beverly.dickerson@integrio.com](mailto:Beverly.dickerson@integrio.com)

2355 Dulles Corner Blvd, Suite 600 Herndon, VA 20171

T: 703.429.3205 F: 703.961.1127

Toll free: 1.800.929.3871

\*\*\*\*\*

**From:** Karen Jones [<mailto:sadiqi53@aol.com>]

**Sent:** Monday, October 31, 2016 11:20 AM

**To:** ConnectRoute7 (VDOT)

**Cc:** [jennifer.kaplan@fairfaxcounty.gov](mailto:jennifer.kaplan@fairfaxcounty.gov); [wniedrin@gmail.com](mailto:wniedrin@gmail.com); [juliebenachour@gmail.com](mailto:juliebenachour@gmail.com); [jane.fragola@verizon.net](mailto:jane.fragola@verizon.net); [jean.reimers1@verizon.net](mailto:jean.reimers1@verizon.net); [homeomom@aol.com](mailto:homeomom@aol.com); [joanburkgren@cox.net](mailto:joanburkgren@cox.net); [cassanger@gmail.com](mailto:cassanger@gmail.com)

**Subject:** Nov 15 Design Public Hearing/Route 7 widening at Difficult Run

Mr. Dunn- I found information on the FHWA web site- Please click on the link below- if you scroll down and look under Below Grade Clearance they do recommend 12 feet of overhead clearance for horses/equestrians. It also has a section on Below grade trail surfaces that recommend - if you click on the link "Chapter 6- Choosing Horse friendly surface materials" there is a whole section on horse friendly materials. In the section "Below grade approaches" they recommend paying close attention to the slope and grading to connect to the trail that is going under the roadway.

[https://www.fhwa.dot.gov/environment/recreational\\_trails/publications/fs\\_publications/07232816/page10.cfm](https://www.fhwa.dot.gov/environment/recreational_trails/publications/fs_publications/07232816/page10.cfm)

Fairfax Trails and Streams will be sending in a letter to you shortly!! Thanks for all of your work on this project!!

Karen L Jones  
Fairfax Trails and Streams  
Great Falls Trailblazers  
Potomac Heritage Trail Association  
Cell- 703-638-3218

**From:** Ruth Li [<mailto:Ruthcli@gmail.com>]  
**Sent:** Friday, October 28, 2016 9:30 AM  
**To:** ConnectRoute7 (VDOT)  
**Subject:** Route 7 Corridor Improvements Project

**Name:** Ruth Li

**E-mail Address:** [Ruthcli@gmail.com](mailto:Ruthcli@gmail.com)

**COMMENT**

We live very close route 7 ( 7 and Faulkner Rd ). We will be over sea next month, please let us know the project propose.  
Thanks

**Resides at**

Fairfax county

**in the City of**

Worry

**My organization is**

From: Terry Davies [mailto:terry.davies1@verizon.net]  
Sent: Thursday, October 27, 2016 5:12 PM  
To: ConnectRoute7 (VDOT)  
Subject: Nov 15 Design Public Hearing

I saw a notice in today's paper about the Design Public Hearing. I am respectfully requesting that you make these design maps and displays electronically available online immediately. In discussions with my neighbors, it seems like you are trying to minimize public comment by doing this "in person" with no reference to online viewing. Please respond to me quickly. I care deeply about the impacts to my community and I will demand more transparency if I have to do so. Thank you.

Teresa Davies  
11000 Burywwod Lane  
Reston, VA 20194  
(703) 292-7103  
Terry.davies1@verizon.net

**From:** James Kim [<mailto:jamesmhkim@gmail.com>]  
**Sent:** Thursday, October 20, 2016 12:26 PM  
**To:** ConnectRoute7 (VDOT)  
**Subject:** Nov. 15 Design Public Hearing

I represent Three Cees Car Wash on Baron Cameron Ave. that will be impacted by the Route 7 widening. We had requested a few items including a sign to be posted on route 7 eastbound before the exit lane so that commuters will know to exit in order to visit the car wash. I wanted to make sure this was formally received and has been incorporated into the design. We will be at the design meeting in November and can talk further.

Thank you,

-James

**From:** Levent Koc Ozdemir [mailto:levent.koc@gmail.com]

**Sent:** Monday, November 28, 2016 12:56 PM

**To:** ConnectRoute7 (VDOT)

**Subject:** Route 7 Expansion: Thank you for your informative presentation at the November 16 Design Public Hearing

Dear Sir/Madam,

Thank you for your informative presentation at the November 16 Design Public Hearing. As a homeowner in the Towlston Meadow Community Association, I was happy to learn of the amendments to the design plan since the June 16 Public Information Meeting. I would like to express my appreciation in particular for two elements of the revised design. The relocation of the stormwater management pond from the southwest corner of Route 7 and Towlston Road to the northeast corner and the initial determination of feasibility for a sound wall on the south side of Route 7 between Stokley Way and Towlston demonstrates VDOT's commitment to working with affected communities to positively impact the design. These two items were of serious concern to myself and my neighbors. It is encouraging to see VDOT incorporate the input received during your extensive outreach with affected homeowners. I urge you to retain the revised location for the stormwater management pond, and look forward to further communications from VDOT regarding whether future studies confirm that a sound wall is feasible and reasonable for the area abutting TMCA.

Thank you again for your outreach and for your consideration of our community's concerns.

Regards,

Levent Ozdemir

9315 Robnel Pl

Vienna, VA 22182

**From:** Erika Keay [mailto:ebk26@yahoo.com]  
**Sent:** Sunday, November 27, 2016 9:07 PM  
**To:** ConnectRoute7 (VDOT)  
**Subject:** Comments

Thank you for your informative presentation at the November 16 Design Public Hearing. As a homeowner in the Towlston Meadow Community Association, I was happy to learn of the amendments to the design plan since the [June 16](#) Public Information Meeting. I would like to express my appreciation in particular for two elements of the revised design. The relocation of the stormwater management pond from the southwest corner of [Route 7](#) and Towlston Road to the northeast corner and the initial determination of feasibility for a sound wall on [the south side](#) of Route 7 between Stokley Way and Towlston demonstrates VDOT's commitment to working with affected communities to positively impact the design. These two items were of serious concern to myself and my neighbors. It is encouraging to see VDOT incorporate the input received during your extensive outreach with affected homeowners. I urge you to retain the revised location for the stormwater management pond, and look forward to further communications from VDOT regarding whether future studies confirm that a sound wall is feasible and reasonable for the area abutting TMCA.

Thank you again for your outreach and for your consideration of our community's concerns.

Erika Keay

**From:** Connie Herrmann [mailto:connie.herrmann@cox.net]  
**Sent:** Monday, November 28, 2016 10:10 AM  
**To:** ConnectRoute7 (VDOT)  
**Subject:** Design Public Hearing (November 16, 2016)

Thank you for your informative presentations at the November 16 Design Public Hearing. As a homeowner in the Towlston Meadow Community Association, I was happy to learn of the amendments to the design plan since the June 16 Public Information Meeting.

I would like to express my appreciation in particular for two elements of the revised design. The relocation of the stormwater management pond from the southwest corner of Route 7 and Towlston Road to the northeast corner and the initial determination of feasibility for a sound wall on the south side of Route 7 between Stokley Way and Towlston demonstrates VDOT's commitment to working with affected communities to positively impact the design. These two items were of serious concern to myself and my neighbors. It is encouraging to see VDOT incorporate the input received during your extensive outreach with affected homeowners. I urge you to retain the revised location for the stormwater management pond, and look forward to further communications from VDOT regarding whether future studies confirm that a sound wall is feasible and reasonable for the area abutting TMCA.

Thank you again for your outreach and for your consideration of our community's concerns.

**From:** Allie Itami [mailto:allie.itami@gmail.com]

**Sent:** Monday, November 28, 2016 8:46 AM

**To:** ConnectRoute7 (VDOT)

**Subject:** Towlston Meadow

Thank you for your informative presentation at the November 16 Design Public Hearing. As a homeowner in the Towlston Meadow Community Association, I was happy to learn of the amendments to the design plan since the June 16 Public Information Meeting. I would like to express my appreciation in particular for two elements of the revised design. The relocation of the stormwater management pond from the southwest corner of Route 7 and Towlston Road to the northeast corner and the initial determination of feasibility for a sound wall on the south side of Route 7 between Stokley Way and Towlston demonstrates VDOT's commitment to working with affected communities to positively impact the design. These two items were of serious concern to myself and my neighbors. It is encouraging to see VDOT incorporate the input received during your extensive outreach with affected homeowners. I urge you to retain the revised location for the stormwater management pond, and look forward to further communications from VDOT regarding whether future studies confirm that a sound wall is feasible and reasonable for the area abutting TMCA.

Thank you again for your outreach and for your consideration of our community's concerns.

Allison Itami

**From:** sk170@yahoo.com [mailto:sk170@yahoo.com]  
**Sent:** Sunday, November 27, 2016 9:41 PM  
**To:** ConnectRoute7 (VDOT)  
**Subject:** Feedback

To Whom It May Concern

Thank you for your presentation at the November 16th Design Public Hearing.

As a homeowner living in the Towlston Meadow Community, I wanted to thank you for the amendments to the design plan after the June 16th Public Information Meeting. In particular, I was pleased to see 1) the relocation of the stormwater management pond from the southwest corner of Route 7 and Towlston Road to the northeast corner, and 2) the initial determination of feasibility for a sound wall on the south side of Route 7 between Stokley Way and Towlston. The revisions demonstrate VDOT's commitment to working with affected communities to positively impact the design. These two items are of serious concern to myself and my neighbors in Towlston Meadows.

Going forward, I sincerely hope you retain the revised location for the stormwater management pond. I look forward to further communications from VDOT regarding whether future studies confirm that a sound wall is feasible and reasonable for the area abutting TMCA.

Thank you again for your consideration of our community's concerns.

Best regards,  
Sonia Kim  
9299 Kilby Glen Drive  
Vienna, VA

From: Eleni Bala [mailto:ebala\_1999@yahoo.com]  
Sent: Sunday, November 27, 2016 8:26 PM  
To: ConnectRoute7 (VDOT)  
Subject: Towlston Meadows Community - public hearing

Thank you for your informative presentation at the November 16 Design Public Hearing. As a homeowner in the Towlston Meadow Community Association, I was happy to learn of the amendments to the design plan since the June 16 Public Information Meeting. I would like to express my appreciation in particular for two elements of the revised design. The relocation of the stormwater management pond from the southwest corner of Route 7 and Towlston Road to the northeast corner and the initial determination of feasibility for a sound wall on the south side of Route 7 between Stokley Way and Towlston demonstrates VDOT's commitment to working with affected communities to positively impact the design. These two items were of serious concern to myself and my neighbors. It is encouraging to see VDOT incorporate the input received during your extensive outreach with affected homeowners. I urge you to retain the revised location for the stormwater management pond, and look forward to further communications from VDOT regarding whether future studies confirm that a sound wall is feasible and reasonable for the area abutting TMCA.

Thank you again for your outreach and for your consideration of our community's concerns.  
Thanks,  
Eleni Bala  
TMCA

**From:** Brad Powell [mailto:jx2dad@yahoo.com]  
**Sent:** Sunday, November 27, 2016 9:08 PM  
**To:** ConnectRoute7 (VDOT)  
**Subject:** Route 7 Comments

Thank you for your informative presentation at the November 16 Design Public Hearing. As a homeowner in the Towlston Meadow Community Association, I was happy to learn of the amendments to the design plan since the June 16 Public Information Meeting. I would like to express my appreciation in particular for two elements of the revised design. The relocation of the stormwater management pond from the southwest corner of Route 7 and Towlston Road to the northeast corner and the initial determination of feasibility for a sound wall on the south side of Route 7 between Stokley Way and Towlston demonstrates VDOT's commitment to working with affected communities to positively impact the design. These two items were of serious concern to myself and my neighbors. It is encouraging to see VDOT incorporate the input received during your extensive outreach with affected homeowners. I urge you to retain the revised location for the stormwater management pond, and look forward to further communications from VDOT regarding whether future studies confirm that a sound wall is feasible and reasonable for the area abutting TMCA.

Thank you again for your outreach and for your consideration of our community's concerns.

**From:** Abhas K. Jha [mailto:ajha@worldbank.org]  
**Sent:** Sunday, November 27, 2016 8:51 PM  
**To:** ConnectRoute7 (VDOT)  
**Subject:** November 16 Design Public Hearing - Towlston Meadow Community Association

Thank you for your informative presentation at the November 16 Design Public Hearing. As a homeowner in the Towlston Meadow Community Association, I was happy to learn of the amendments to the design plan since the June 16 Public Information Meeting. I would like to express my appreciation in particular for two elements of the revised design. The relocation of the stormwater management pond from the southwest corner of Route 7 and Towlston Road to the northeast corner and the initial determination of feasibility for a sound wall on the south side of Route 7 between Stokley Way and Towlston demonstrates VDOT's commitment to working with affected communities to positively impact the design. These two items were of serious concern to myself and my neighbors. It is encouraging to see VDOT incorporate the input received during your extensive outreach with affected homeowners. I urge you to retain the revised location for the stormwater management pond, and look forward to further communications from VDOT regarding whether future studies confirm that a sound wall is feasible and reasonable for the area abutting TMCA.

Thank you again for your outreach and for your consideration of our community's concerns.

Abhas Jha,  
9302 Kilby Glen Drive,  
Vienna, VA 22182.

From: Katy Hollis [mailto:katyhollis@gmail.com]  
Sent: Sunday, November 27, 2016 7:40 PM  
To: ConnectRoute7 (VDOT)  
Subject: Thank You

Thank you for your informative presentation at the November 16 Design Public Hearing. As a homeowner in the Towlston Meadow Community Association, I was happy to learn of the amendments to the design plan since the June 16 Public Information Meeting.

I would like to express my appreciation in particular for two elements of the revised design.

1. The relocation of the stormwater management pond from the southwest corner of Route 7 and Towlston Road to the northeast corner.
2. The initial determination of feasibility for a sound wall on the south side of Route 7 between Stokley Way and Towlston demonstrates VDOT's commitment to working with affected communities to positively impact the design.

These two items were of serious concern to myself and my neighbors. It is encouraging to see VDOT incorporate the input received during your extensive outreach with affected homeowners. I urge you to retain the revised location for the stormwater management pond, and look forward to further communications from VDOT regarding whether future studies confirm that a sound wall is feasible and reasonable for the area abutting TMCA.

Thank you again for your outreach and for your consideration of our community's concerns.

Katy Hollis  
1333 Vanetta Lane  
Vienna, VA 22182

**From:** Jeffrey Amster [mailto:jeffreyamster@hotmail.com]  
**Sent:** Friday, November 25, 2016 10:44 PM  
**To:** ConnectRoute7 (VDOT)  
**Subject:** Towlston

Hi,

Would you be able to clarify how many lanes there will be going southbound on Towlston Road approaching Route 7? Currently there is one I am hoping there will be additional lanes given the increased volume and slow light cycles On a related question, do you know what the plan is for the light cycle during rush hour at Towlston and Route 7 Will that remain every 4 minutes or increase / decrease?

Sincerely,  
Jeffrey Amster

Sent from my Verizon, Samsung Galaxy smartphone

**From:** Kshemendra Paul [mailto:kshemendra.paul@gmail.com]  
**Sent:** Thursday, November 24, 2016 1:35 PM  
**To:** ConnectRoute7 (VDOT)  
**Subject:** Route 7 Corridor Improvements Project

**Name:** Kshemendra Paul

**E-mail Address:** [kshemendra.paul@gmail.com](mailto:kshemendra.paul@gmail.com)

**COMMENT**

Hello, I'd like to see the planning process explicitly consider an elevated pedestrian walkway over Route 7 at the intersection with Utterback Store Road. The rationale is that the nearby school, Forestville Elementary School, and the Nike Park, are used by children that live in the Wyndham Hills Subdivision, and other subdivisions, south of Route 7. Even with a pedestrian cross walk, Route 7, especially after widening and with the level of traffic and speed, is not safe for young children to cross. Related, there is a paved walkway next to my house, that links to sidewalks in my neighborhood (Wyndham Hills). The other side of the of the walkway ends immediately behind my property. I believe it was placed to link to a then planned walkway that would follow on the south side of Route 7. The current plan calls for a new and separate walkway immediately next to Route 7, and then a noise wall / embankment that would provide a barrier. I'd like the planning process to consider linking this pathway with the Route 7 walkway via an appropriately paved and graded path, to enable children and adults from Wyndham Hills and other points south of Route 7 to safely walk to the School and Park immediately north of Route 7. Finally, I am keen to see improvements in the noise abatement via sound walls, reinforced embankments, and appropriate low maintenance plantings including evergreen trees and bushes.

**Resides at**

11266 Stones Throw Drive

**in the City of**

RESTON

**My organization is**

**From:** Marilyne Woodsmall [mailto:marilyne888@verizon.net]  
**Sent:** Friday, November 25, 2016 7:37 PM  
**To:** ConnectRoute7 (VDOT)  
**Subject:** Route 7 Corridor Improvments Project

**Name:** Marilyne Woodsmall

**E-mail Address:** [marilyne888@verizon.net](mailto:marilyne888@verizon.net)

**COMMENT**

Hello there, We were not able to attend the meeting on November due to prior schedule that could not be changed. We live at the corner of Delta Glen Court and Route 7. We wanted to confirm that sound barriers will be put up. Also, we were told at two prior meetings that someone would be contacting us about our driveway entrance and that of our neighbor's. We were told that someone would be contacting us also about negotiations if any,if a little part of our property would be affected. When does construction begin? At the last meeting we were told in 2021. Is this still the case? If would be helpful is we could have someone come here to discuss what is happening. Thank you. Regards, Marilyne and Wyatt Woodsmall

**Resides at**

1201 Delta Glen Court

**in the City of**

Vienna

**My organization is**

**From:** Joe Tang [mailto:jtang27@gmail.com]  
**Sent:** Wednesday, November 23, 2016 2:26 PM  
**To:** ConnectRoute7 (VDOT)  
**Subject:** Public Comment on Route 7 Widening

Hi, my name is Joe Tang. I live at 1104 Water Pointe Lane in Reston, which is at the western end of the project.

I am in an area that currently is not slated for a sound barrier.

When I was chatting with the traffic study folks at public meeting, I brought up some points about the traffic projections. I understand that there will be a final traffic study once the project is awarded (if I heard correctly). Here are my points/questions:

1. Can the current traffic estimate (number of vehicles per day) be published for each section of the project. For example, Georgetown Pike to Reston Parkway, Reston Parkway to Baron Cameron, Baron Cameron to Beulah Road, Beulah Road to Lewinsville Road, and Lewinsville Road to Jarrett Valley Road.
2. Can the traffic estimates for the future be provided for each section up to 2040?
3. Can some underlying assumptions key factors about traffic growth be discussed? For example, how will growth in northern Loudoun County and West Virginia affect future traffic growth? How will the ongoing urbanization of Tyson's Corners affect traffic growth? How will the expansion of Metro into Loudoun County affect traffic growth? What impact do tolls (Dulles Toll Road and the Greenway) have on traffic growth?

Thanks

**From:** jvolkert@starpower.net [mailto:jvolkert@starpower.net]  
**Sent:** Wednesday, November 23, 2016 11:51 AM  
**To:** ConnectRoute7 (VDOT)  
**Subject:** Comments on design presented at Nov 15 hearing

We in Wolf Trap Woods Homes Association are very pleased with the design of the Lewinsville intersection and access to the light that enables Wolf Den residents safe access to Route 7. We also approve of the placement of the water retention pond to the east where it shares WTWHA and McLean Bible Church properties. This location is preferable to any of the previous designs which had unacceptable impact on our entrance to Wolf Den and had greater impact on screening from Route 7.

Can you provide the plan for reforestation and screen along the frontage of Route 7 from Lucky Estates to to the McLean Bible Church?

Thanks

J. Jay Volkert  
Wolf Den

**From:** Robert Lundegard [mailto:[boblund@verizon.net](mailto:boblund@verizon.net)]

**Sent:** Wednesday, November 23, 2016 10:47 AM

**To:** ConnectRoute7 (VDOT)

**Subject:** Route 7 Corridor Improvments Project

**Name:** Robert Lundegard

**E-mail Address:** [boblund@verizon.net](mailto:boblund@verizon.net)

**COMMENT**

I would like a status report on the planned underground passage fro the north to the south side of the Colvin Run Mill Historic Site.

**Resides at**

950 Carya Ct.

**in the City of**

Great Falls

**My organization is**

Friends of Colvin Run Mill

**From:** scott@sunnylane.org [mailto:scott@sunnylane.org]  
**Sent:** Wednesday, November 23, 2016 10:10 AM  
**To:** ConnectRoute7 (VDOT)  
**Cc:** Pamela Grosvenor  
**Subject:** Walking paths

Dear VDOT:

I was having trouble reading the Route 7 map but would prefer that you allow me to ask the following question.

Will there be contiguous walking paths along both sides of Route 7 from Tysons Corner to Reston Parkway? There are a significant number of pathways along Route 7 but they are useless because they don't allow you to get anywhere. I would like to be able to get from Utterback Store Road to Tysons Corner on a path and it would be impossible if there are missing segments. So it's really all of nothing.

Thank you,  
Scott Knight

**From:** Susan Lee [mailto:Slee332485@aol.com]  
**Sent:** Tuesday, November 22, 2016 6:46 PM  
**To:** ConnectRoute7 (VDOT)  
**Subject:** Route 7 Corridor Improvments Project

**Name:** Susan Lee

**E-mail Address:** [Slee332485@aol.com](mailto:Slee332485@aol.com)

**COMMENT**

It's bad enough to change the look of Leesburg Pike by adding an extra traffic lane to either side of this scenic road just please people who don't even live along this road! But to add 14 foot sound walls is totally wrong and shouldn't be allowed. I don't know who proposed these walls but I vote absolutely NO to this proposal. At the Lockmeade HOA meeting given by the the VDOT people, we were told there wouldn't be a "Sound Wall" of any kind being built! What happened? Building a Sound Walls along Leesburg Pike will take away from the beauty of this road! Again, I vote a big NO to this proposal.

**Resides at**

1154 Riva Ridge Drive

**in the City of**

Great FallsFXD

**My organization is**

**From:** jrkellmmk@aol.com [mailto:jrkellmmk@aol.com]  
**Sent:** Monday, November 28, 2016 2:51 PM  
**To:** ConnectRoute7 (VDOT)  
**Subject:** RE: November 16 Design Public Hearing - Rt 7 & Towleston Road

Hello:

Thank you for your informative presentation at the November 16 Design Public Hearing. As a homeowner in the Towleston Meadow Community Association, I was happy to learn of the amendments to the design plan since the June 16 Public Information Meeting. I would like to express my appreciation in particular for two elements of the revised design:

1. The relocation of the stormwater management pond from the southwest corner of Route 7 and Towleston Road to the northeast corner and
2. the initial determination of feasibility for a sound wall on the south side of Route 7 between Stokley Way and Towleston demonstrates VDOT's commitment to working with affected communities to positively impact the design.

These two items were of serious concern to myself and my neighbors. It is encouraging to see VDOT incorporate the input received during your extensive outreach with affected homeowners. I urge you to retain the revised location for the stormwater management pond, and look forward to further communications from VDOT regarding whether future studies confirm that a sound wall is feasible and reasonable for the area abutting TMCA.

Thank you again for your outreach and for your consideration of our community's concerns.

Sincerely,

John & Bowman Kell  
1400 Claves Court  
Vienna, VA 22182

**From:** Robert Wilson Mobley AIA [mailto:rwmaia1@verizon.net]  
**Sent:** Monday, November 28, 2016 5:22 PM  
**To:** ConnectRoute7 (VDOT); Dunn, William (VDOT)  
**Cc:** Blank Linda C.  
**Subject:** Comment Sheet - Route 7 Corridor Improvements

Mr. William Dunn, PE

I have attached your Comment Sheet which include my brief comments.

I have copied Linda Blank, County Historic Preservation Planner, Department of Planning and Zoning, County of Fairfax.

Please feel free to contact me with any questions you may have.

Thanks

Robert Wilson Mobley, AIA

Robert Wilson Mobley, AIA  
Sustainable Architecture  
758A Walker Road PO Box 717  
Great Falls, VA 22066  
C 703 801 4338  
[robertwilsonmoblevarchitect.com](http://robertwilsonmoblevarchitect.com)



ROUTE 7 CORRIDOR IMPROVEMENTS



www.connectroute7.org

Design Public Hearing
Route 7 Corridor Improvements
Reston Avenue to
Jarrett Valley Drive

Tuesday, November 15, 2016
6:30 p.m. to 8:30 p.m.
Colvin Run Elementary School
1400 Trap Road, Vienna, VA 22182

COMMENT SHEET

State Project Number: 0007-029-128, P102, R202, C502 UPC: 52328
Federal project number: DEMO - 5A01 (439)

All comments are subject to public disclosure.

Name (optional): ROBERT W. MOONEY, AIA
E-mail address (optional): rwmiaia1@verizon.net
Neighborhood/Community/Organization (optional): MEMBER FAIRFAX COUNTY ARCHITECTURAL REVIEW BOARD
Address (optional): 52A SPRINGVALE ROAD
GREAT FALLS, VA 22060

1. Which segment of Route 7 are you interested in? Check all that apply:

- Display 1: Reston Avenue to Reston Parkway
Display 2: Reston Parkway to Great Passage Boulevard
Display 3: Great Passage Boulevard to Downey Drive
Display 4: Downey Drive to Colvin Forest Drive
Display 5: Colvin Forest Drive to Middleton Ridge Road
Display 6: Middleton Ridge Road to Stokley Way
Display 7: Stokley Way to Wolftrap Run Road
Display 8: Wolftrap Run Road to Jarrett Valley Drive

Is there a particular intersection(s)? COLVIN RUN ROAD & RTE 7

2. Please provide us with any comments you may have: AS A GREAT FALLS RESIDENT & AS A MEMBER OF THE FFX CNTY ARB I AM SPECIFICALLY INTERESTED IN WHATEVER CHANGES ARE BEING CONSIDERED IN THE COLVIN RUN MILL HISTORIC OVERLAY DISTRICT. I.E., ELEVATION CHANGES, ROAD WIDENING, PEDESTRIAN TUNNEL, TRAILS & WALKS, ROAD RAILING, SOUND WALLS, ETC. WHEN WILL VDOT MAKE A PRESENTATION TO THE ARB? AN EARLY "WORK SESSION" WOULD BE HELPFUL.

Please leave this comment sheet at the designated location, mail comments to the addressee on the reverse side, or email them to connectroute7@vdot.virginia.gov by December 2, 2016.

**From:** Karen Jones [mailto:sadiqi53@aol.com]  
**Sent:** Tuesday, November 29, 2016 10:28 AM  
**To:** ConnectRoute7 (VDOT)  
**Cc:** jennifer.kaplan@fairfaxcounty.gov; wniedrin@gmail.com  
**Subject:** Fwd: Pegasus Crossing

Mr. Dunn- Here are some pictures of the type of design we need at the intersection of Rt 7/Colvin Run Rd/Carpers Farm Way. Please make this part of the public record. I have additional information to follow!! Thanks!!

Karen L Jones  
Fairfax Trails and Streams

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

From: Lisa Mulville <[lisam500@hotmail.com](mailto:lisam500@hotmail.com)>  
To: Sadiqi53 <[Sadiqi53@aol.com](mailto:Sadiqi53@aol.com)>  
Sent: Sat, Nov 19, 2016 6:29 pm  
Subject: Pegasus Crossing





**From:** Nancy Hopkins [mailto:nhopkins@vmware.com]  
**Sent:** Tuesday, November 29, 2016 10:03 AM  
**To:** ConnectRoute7 (VDOT)  
**Subject:** Rt 7 Widening Project - Wolf Trap Run Road/Lucky Estates Dr

Hello VDOT – thank you for working with our neighborhood and providing our HOA safe access to a light. This really makes a difference for all of us especially those with young drivers and seniors living in place. Navigating and crossing Rt. 7 at night can be a hazard.

We also appreciate you're your willingness to work with our HOA on the placement of the SWM pond and moving it partially onto the vacant McLean Bible property.

Good job. I look forward to successful discussions regards landscaping and replacement of our HOA sign. I support the project and now hope it moves quickly.

Regards  
*Nancy*  
Nancy Hopkins

(571) 375-3296 (office)  
(571) 286-2418 (cell)

**From:** Bruce Wright [mailto:bikecommuter@gmail.com]  
**Sent:** Monday, November 28, 2016 9:24 PM  
**To:** ConnectRoute7 (VDOT)  
**Subject:** Comments on Route 7 Corridor Improvements

### Route 7 Widening Project Comments

[http://www.connectroute7.org/learn\\_more/documents.asp](http://www.connectroute7.org/learn_more/documents.asp)

Bruce Wright, 2079 Cobblestone Lane, Reston, VA 20191, [bikecommuter@gmail.com](mailto:bikecommuter@gmail.com)

**Support for multi-use trail inside sound barriers:** I strongly support the parallel multi-use paths on each side of Route 7. These will provide new access for bicyclists, pedestrians, and other trail users to destinations along Route 7, including the new Silver Line stations in Tysons. Recommend that both trails be located on the outside (non-roadway side) of the sound barriers.

**Trail crossing of north leg of Lewinsville Rd:** The north trail crossing of Lewinsville Rd is too complicated and will take trail users too long to cross. There are four legs to cross and if trail users use the ped lights to cross, the time will be excessive. Does the project team have an estimate of the average crossing time? Suggest a grade-separated trail crossing of Lewinsville Rd, similar to those planned for the adjacent Route 7/Dulles Toll Rd bridge project.

**Break in sound barrier for trail connection:** There is an existing trail that extends from Stones Throw Ct, between 11268 Stones Throw Ct and 11266 Stones Throw Ct. This trail was built to allow residents living along Stones Throw Ct to access a future Route 7 trail. Suggest a break in the sound barrier where the existing trail is located to allow community members to access the Route 7 trail from this existing trail.

**Bike counters** - I recommend placing one or more bike counters in the trail when it is built. While VDOT has very good count information for motorized traffic, they have very little for nonmotorized modes. Fairfax County will soon be using EcoCounters on many of their bike facilities. The counters are embedded into the asphalt and they are supplemented by an infrared counter. Counters will be included in the new I-66 parallel trail and it makes sense to include some on the Route 7 trails.

Bruce

Bruce Wright, FABB Board Member

[www.fabb-bikes.org](http://www.fabb-bikes.org)

<http://www.facebook.com/pages/Fairfax-Advocates-for-Better-Bicycling/237045302214>

<http://twitter.com/#!/BikeFairfax>

703-328-9619

From: wendyfroth@cox.net [mailto:wendyfroth@cox.net]  
Sent: Tuesday, November 29, 2016 3:55 PM  
To: ConnectRoute7 (VDOT)  
Subject: Thank You!

Thank you for your presentation on 11/10. As a homeowner in the Towlston Meadow Community Association, I was happy to learn of the amendments to the design plan since the June 16 meeting. I would like to express my appreciation in particular for two elements of the revised design:

- The relocation of the stormwater management pond from the southwest corner of Route 7 and Towlston Road to the northeast corner and
- The initial determination of feasibility for a sound wall on the south side of Route 7 between Stokley Way and Towlston This demonstrates VDOT's commitment to working with affected communities to positively impact the design. These two items were of serious concern and It is encouraging to see VDOT incorporate the input received during your extensive outreach with affected homeowners.

I urge you to retain the revised location for the stormwater management pond, and look forward to further communications from VDOT regarding whether future studies confirm that a sound wall is feasible and reasonable for the area abutting TMCA.

Thank you again for your outreach and for your consideration of our community's concerns.

**From:** william errico [mailto:dadoopman@hotmail.com]  
**Sent:** Wednesday, November 30, 2016 10:28 AM  
**To:** ConnectRoute7 (VDOT)  
**Subject:** Sound Barriers

I live in Carpers Farm and am on the Rt. 7 Road Expansion Committee. It is not clear to me where the planned sound barriers will be located along Rt. 7 from Barren Cameron to Beulah Rd. Also what is the planned height of these barriers?

**Bill**

**W.A. Errico |**  
O: 703-865-4914 | C: 703-725-8801  
[dadoopman@hotmail.com](mailto:dadoopman@hotmail.com)

**From:** Homa Andersen [mailto:azhoma@yahoo.com]  
**Sent:** Tuesday, November 29, 2016 9:56 PM  
**To:** ConnectRoute7 (VDOT)  
**Subject:** Connect Route 7

Thank you for your informative presentation at the November 16 Design Public Hearing. As a homeowner in the Towlston Meadow Community Association, I was happy to learn of the amendments to the design plan since the [June 16](#) Public Information Meeting. I would like to express my appreciation in particular for two elements of the revised design. The relocation of the stormwater management pond from the southwest corner of [Route 7 and Towlston Road](#) to the northeast corner and the initial determination of feasibility for a sound wall on the south side of Route 7 between Stokley Way and Towlston demonstrates VDOT's commitment to working with affected communities to positively impact the design. These two items were of serious concern to myself and my neighbors. It is encouraging to see VDOT incorporate the input received during your extensive outreach with affected homeowners. I urge you to retain the revised location for the stormwater management pond, and look forward to further communications from VDOT regarding whether future studies confirm that a sound wall is feasible and reasonable for the area abutting TMCA.

Thank you again for your outreach and for your consideration of our community's concerns.

Sent from my iPad

**From:** Qi Huang [mailto:qihuang53@gmail.com]  
**Sent:** Tuesday, November 29, 2016 8:35 PM  
**To:** ConnectRoute7 (VDOT)  
**Subject:** Feedback of November 16 Design Public Hearing

Hi,

Thank you for your informative presentation at the November 16 Design Public Hearing. As a homeowner in the Towlston Meadow Community Association, I was happy to learn of the amendments to the design plan since the June 16 Public Information Meeting. I would like to express my appreciation in particular for two elements of the revised design. The relocation of the stormwater management pond from the southwest corner of Route 7 and Towlston Road to the northeast corner and the initial determination of feasibility for a sound wall on the south side of Route 7 between Stokley Way and Towlston demonstrates VDOT's commitment to working with affected communities to positively impact the design. These two items were of serious concern to myself and my neighbors. It is encouraging to see VDOT incorporate the input received during your extensive outreach with affected homeowners. I urge you to retain the revised location for the stormwater management pond, and look forward to further communications from VDOT regarding whether future studies confirm that a sound wall is feasible and reasonable for the area abutting TMCA.

Thank you again for your outreach and for your consideration of our community's concerns.

TMCA home owners:

Jian Zhang & Qi Huang

**From:** Frank Hardesty [mailto:frank@hardestyconcrete.com]  
**Sent:** Wednesday, November 30, 2016 4:56 PM  
**To:** Dunn, William (VDOT); ConnectRoute7 (VDOT)  
**Cc:** Coughlin, Michael J.  
**Subject:** FW: Route 7 Expansion noise study review

Mr. Dunn,

My name is Frank Hardesty, and I am the owner of 1101 Water Pointe Lane, Reston, Virginia 20194. My property is identified as A33 within the Preliminary Noise Analysis dated September of 2016. I submitted a comment on November 22, 2016, and this comment is a supplement to my previous comment.

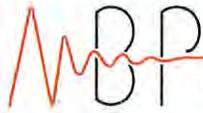
Attached please find a letter from a noise consultant that I retained to assist me in evaluating the impact of the Route 7 project on my property. As you can see, the consultant indicates that if the noise study incorporates the increased noise generated by having a barrier on the northeast side of Route 7, and also evaluates the number of benefited receivers by combining the receivers in CNEs A and C, that a noise wall in the area of my property could be determined to be reasonable.

I hereby request that VDOT and its noise consultants modify the noise study as suggested to determine whether a noise wall in the vicinity of my property is reasonable if these modifications are made.

My other comments remain applicable. I look forward to receiving substantive feedback on these comments.

Thank you for your consideration.

Frank Hardesty



November 28, 2016

Michael J. Coughlin  
Walsh Colucci Lubeley & Walsh PC  
4310 Prince William Pkwy., Suite 300  
Prince William, VA 22192

**RE: Route 7 Widening Project  
VDOT Noise Analysis Review**

Dear Mr. Coughlin:

Miller, Beam, and Paganelli, Inc. has reviewed the Preliminary Noise Analysis (September 2016) for the proposed VDOT Route 7 Widening Project with regard to the residences on and in the vicinity of Water Pointe Lane, near the intersection of Route 7 and the Reston Parkway. The preliminary noise study concluded that a possible noise barrier on the west side of Route 7 and north of the Reston Parkway (barrier A1) was determined to be “Not Reasonable” since the calculated square feet of barrier area per benefitted receptor exceeded the criterion values of 1600 SF/BR.

Based on our initial review of the noise study, we offer the following comments. It is noted that for this review, the specific data (traffic parameters, topography, receiver locations, etc.) used to create the traffic noise model (TNM V 2.5) was not reviewed.

Overview of Study:

- Overall, the model methodology and results seem reasonable and consistent with VDOT policy and other noise studies.
- Water Pointe Lane, the area of concern, is in Common Noise Environment A (CNE A). Based on the information provided in the noise study, the proposed A1 barrier is 22,626 SF, and benefits 9 receptor locations (2,514 SF/BR). If barrier size is maintained, 15 benefitted receptors would be needed to meet the 1600 SF/BR criterion, or 14 receptors if the barrier size is reduced slightly.
- The possible barriers on the east side of Route 7 (B1-B5) that protect CNE B are deemed “Reasonable.” So are the barriers (C1-C4) protecting CNE C on the west side of Route 7 and south of CNE A.

For Consideration:

- Should the east side barriers (B1-B5) be constructed without the west side barrier (A1), the west side noise levels will increase due to the sound reflected off the barrier.
- It is not known if this reflected sound is incorporated into the modeled site receptor noise levels. A small 1-2 dBA increase could increase the number of benefitted receptor locations in CNE A from 9 to 12. However, the number of benefitted receptors is still 2-3 lower than needed to meet the criteria.
- Thus, the most practical way to meet the criterion so that barrier A1 is “reasonable” is to not consider CNE A and barrier A1 by themselves, but to consider it part of CNE C and barriers C1-C4, the area west of Route 7 south of the Reston Parkway. Most other barrier feasible / reasonable calculations performed for the noise study are based on CNEs protected by multiple barrier segments. Therefore, it could be acceptable to combine these two communities for barrier consideration.
- Preliminary calculations suggest that based on the report’s given sizes for barriers A1 and C1-C4, combining the number of benefitted receivers in CNEs A and C results in 1617 SF/BR for the combined locations. This still exceeds the “reasonable” criterion level of 1600 SF/BR, but by a much smaller level. If the 2-3 additional receptor locations due to reflected noise are included, or the total barrier area is reduced by nominally 1%, then the square foot per benefitted receptor is less 1600 SF/BR and therefore “reasonable.”
- It is assumed that as the barrier designs advance beyond the preliminary stage, the proposed barrier square footage areas will change as topography and other factors are taken into account. This may effect the VDOT results as to whether or not a barrier is deemed “reasonable.”

Please feel free to contact us if you have any question about the above noise study review.

Sincerely,



Douglas P. Koehn, M.S.  
Senior Consultant

**From:** Ron Meadows <rmeadows@meadowsfarms.com>  
**Sent:** Wednesday, November 16, 2016 10:42 AM  
**To:** Dunn, William (VDOT)  
**Cc:** Coughlin, Michael J.; jmeadows@meadowsfarms.com  
**Subject:** Route 7 & Reston Pkwy and Battlefield

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

William

It was good to meet you last night at the public hearing.

As discussed Meadows Farms will be impacted greatly by the construction projects on Route 7

In regards to our site at Reston Parkway our initial concerns are:

1. Flow of tractor trailers into and out of our nursery
2. We need to be sure customers can enter and exit during construction
3. March through June are peak business periods for us and we would prefer minimal disruptions during those months
4. We need to be able to keep good signage perpendicular to Route 7
5. We will co-operate with the neighbors to allow access at our entrance; however, there is concern of bottlenecks and safety

I am sure we will have more comments after a more detailed review of the plans

In regards to our site on Route 7 & near Battlefield Pkwy:

We understand the interchange is in a very early stage but request to be informed as design decisions are being developed.

Please keep my contact information and forward any information you have to me

THANKS

Ron Meadows  
Vice President  
Meadows Farms  
703-327-3940 ext 262  
meadowsfarms.com

**From:** Chellappa, Smitha L. <Smitha.Chellappa@fairfaxcounty.gov>  
**Sent:** Wednesday, November 16, 2016 10:49 AM  
**To:** Dunn, William (VDOT); Hall, Lee Ann, P.E. (VDOT)  
**Cc:** Wynands, Nicole  
**Subject:** FW: Route 7 public hearing

Hi William, Lee Ann,

I am forwarding a comment that was received from a resident at the PH yesterday.

Thanks!

*Smitha*

703-877-5761

**From:** Wynands, Nicole  
**Sent:** Wednesday, November 16, 2016 10:40 AM  
**To:** Chellappa, Smitha L. <Smitha.Chellappa@fairfaxcounty.gov>  
**Subject:** FW: Route 7 public hearing

Smitha,

Please see the email I received this morning from the gentleman that I spoke to last night (property 223 on Lewinsville Rd) below. The trail he is referring to is south of Lewinsville and stops right where the VDOT project ends (near property 225). Solutions that were discussed last night included building a trail on the north side in the available right-of-way, shifting Lewinsville Rd a couple feet north to provide space for a trail on the south side, building a curb abutted sidewalk on the south side, or narrow the travel lanes on Lewinsville from 12ft to 11ft to create more space for a trail.

Nicole

**From:** Manu Uppal [<mailto:manu.uppal@gmail.com>]  
**Sent:** Tuesday, November 15, 2016 10:54 PM  
**To:** Irv Auerbach <[iauerbach@cox.net](mailto:iauerbach@cox.net)>  
**Cc:** Dranesville BOS Email <[DranesvilleBOSEmail@fairfaxcounty.gov](mailto:DranesvilleBOSEmail@fairfaxcounty.gov)>; Wynands, Nicole <[Nicole.Wynands@fairfaxcounty.gov](mailto:Nicole.Wynands@fairfaxcounty.gov)>  
**Subject:** Re: Route 7 public hearing

Irv,  
Thank you for all the emails you send to the Woodside residents. I went to the VDOT meeting today. I want to say it was a pleasure meeting everyone related to the project, they were all very helpful and they stayed late to answer my questions. Lee Ann from VDOT was exceptionally nice, she was trying to find ways to answer my question and called numerous experts and spoke to me even after the event. I had one primary and two secondary questions.

My primary question was related to connectivity and safety.  
I added text (Point 1, Point 2) to the attached picture I took of one of the displays at today's VDOT meeting. Point 1 is where the sidewalk on Lewinsville Rd ends and Point 2 is where the closest sidewalk (actually 10 ft) connected with Rt 7. Many residents of Woodside, Mclean 100 and a lot of other communities will not be able

to connect with Rt 7. People will be forced to walk on Lewinsville Rd (Point 1) and take a turn to get on Rt 7 (Point 2). In addition cars westbound on Rt 7 going to Lewinsville Rd and cars from Lewinsville Rd going on Rt 7 westbound have no stoplights or stop signs. Cars could be going fast around the curve, just where people will be forced to walk on Lewinsville Rd. Hence a safety concern. I did mention this in a comment at the VDOT meeting.

I have cced John Foust our supervisor and Nicole Wynands who is responsible for bicycle and pedestrians programs at Fairfax county and was talking to me and Lee Ann at the VDoT meeting. I hope to start a conversation about connectivity and safety related to this project resulting in a safe way to connect thousands of residents who will be able to use Lewinsville Rd to safely connect to Rt 7.

Mr Foust, people at the meeting said you have a lot of say in this matter and recommended I reach out to you. I have not had the pleasure of meeting you in person, I got your email from the web and I wanted to reach out to you and request for your input in this matter.

My secondary questions were related to making the interchange at Rt 7 and Dulles toll road better. We are spending over \$30 million per mile for this expansion, it would be a good idea to spend a little more to make it look nice and useable. I believe it would be great if we could add a pedestrian rest area at the center of the interchange, maybe some local art, benches and some landscaping. They say eventually over a half a million people will pass by the intersection every week. I just think in Fairfax county we should be able to make things look nice.

I need some help to start the conversation and hope for positive results. Please let me know how to proceed.

Thanks,

Manu Uppal  
8826 Lewinsville Rd McLean VA 22102

On Tue, Oct 25, 2016 at 3:22 PM, Irv Auerbach <[iauerbach@cox.net](mailto:iauerbach@cox.net)> wrote:

VDOT will hold a public hearing next month on the design for widening of, and improvements to, Route 7 [Leesburg Pike].

Stop by between 6:30 p.m. and 8:30 p.m. to view displays and learn more about the project. A brief presentation will begin at 7 p.m. The project team will be available to answer your questions.

Tuesday, Nov. 15  
6:30 p.m. to 8:30 p.m.  
Colvin Run Elementary School  
1400 Trap Road  
Vienna, VA 22182

The design public hearing is an opportunity to learn more about the Route 7 widening and corridor improvements as the project moves toward design approval, and to view and comment on the draft of the recently completed Environmental Assessment. Information on the project's proposed schedule and potential delivery methods will also be available.

This is a formal meeting where written and oral comments may be given to the project team and court reporter. The team will review and consider all comments received at the hearing. A summary of the comments received

along with responses will be posted to [connectroute7.org](http://connectroute7.org).

Give your comments at the meeting, or submit them by December 2, 2016 to Mr. William Dunn, P.E., Virginia Department of Transportation, 4975 Alliance Drive, Fairfax, VA 22030, or email [ConnectRoute7@VDOT.virginia.gov](mailto:ConnectRoute7@VDOT.virginia.gov). Please reference "Nov. 15 Design Public Hearing" in the subject line.

Past meeting resources, including questions and comments received at the June info meeting, with responses from the project team, are available at [connectroute7.org](http://connectroute7.org).

**From:** John Lucas <johnlucas@kw.com>  
**Sent:** Friday, November 18, 2016 1:24 PM  
**To:** Dunn, William (VDOT)  
**Subject:** Re: 10245 leesburg Pike

Mr. Dunn,

Thank you for the quick response. Should I have any follow up questions I'll get back to you.

Regards,

On Fri, Nov 18, 2016 at 1:08 PM Dunn, William (VDOT) <[William.Dunn@vdot.virginia.gov](mailto:William.Dunn@vdot.virginia.gov)> wrote:  
Mr. Lucas,

In the area of Ms. Lee's property, the proposed edge of pavement for Route 7 is very close to the existing edge of pavement. We are adding curb and gutter and a 10 foot shared use path to both sides of Route 7 so the design shows some proposed grading for the shared use path on Ms. Lee's property with a proposed permanent easement. I will have our design consultant, provide a graphic showing a blow up of this area and the proposed grading.

Also, our preliminary noise analysis shows a noise wall as reasonable and feasible along Route 7 in front of Ms. Lee's property. This is a preliminary noise study and a final noise study has to be completed later in the project development process where the location of noise walls may change. You can view the preliminary noise study on our website at the following link:

[http://www.connectroute7.org/documents/preliminary\\_noise\\_analysis\\_-\\_appendix\\_b.pdf](http://www.connectroute7.org/documents/preliminary_noise_analysis_-_appendix_b.pdf)

Our design has not investigated the utility relocations that may be needed yet so additional easements for utilities may be required.

I will forward the information our design consultant prepares as soon as I receive it and have had a chance to review.

Please let me know if you have any additional questions.

Thanks

William

---

**From:** John Lucas [[johnlucas@kw.com](mailto:johnlucas@kw.com)]  
**Sent:** Friday, November 18, 2016 10:22 AM  
**To:** Dunn, William (VDOT)  
**Cc:** Hall, Lee Ann, P.E. (VDOT)  
**Subject:** 10245 leesburg Pike

Mr. Dunn,  
I sent the following to Angel Tao, her email suggested I contact you.

I was asked to call you regarding the Route 7 Corridor expansion project. My client at 10245 Leesburg Pike, Suna Lee, would like information on the expansion project. The project plans on your web sight really do not have anything concrete that defines what will be done in front of her property, Her property is currently for sale and buyers are asking this question, let me know, thanks.

Regards,

*John Lukasz*, REALTOR®

6820 Elm Street  
McLean, VA 22101  
[571-242-7983](tel:571-242-7983) (mobile)  
[703-243-0648](tel:703-243-0648) (fax)  
[JohnLucas@kw.com](mailto:JohnLucas@kw.com)

**kw** McLEAN / GREAT FALLS  
KELLERWILLIAMS REALTY



**From:** Arun Simha <arunsimha@gmail.com>  
**Sent:** Sunday, November 20, 2016 1:33 PM  
**To:** Dunn, William (VDOT)  
**Cc:** Prathima Simha; Ram Mohoni; Uma Mohoni; Abul Hashem; Imran Akram; nhhi2003@aol.com; venustahbaz@yahoo.com  
**Subject:** Request for meeting to discuss abatement suggestions for Rte 7 expansion

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Dear Mr Dunn,

Residents of Wolf Trap Green subdivision in Great Falls, VA bordering Route 7 Westbound attended the Public Hearing on Nov 15, 2016 at Colvin Mill School. We offered some suggestions and concerns to consultants/officials at the event. They in turn directed us to offer our comments on the comment sheet and take up the more detailed suggestions directly with you. Our suggestions are listed below.

Our group of residents would like to request an in-person meeting with you to have a dialog in the next 2-3 weeks and exchange some ideas. We could have this meeting at your office or host the meeting in one of our residences after hours or a weekend. Please let us know a couple of convenient dates and times that will work for you.

1. Move roadway apron by 15-20 feet to minimize impact to residents to minimize or eliminate permanent & temporary property acquisition. South side of Route 7 has firestation, set back home and nursery which may bear less impact compared to 4 parcels of land on north side of Route 7 in this segment,
2. Reduce elevation of Route 7 by 5-10 feet (similar to Rte 7/Georgetown Pike intersection) for noise abatement
3. Establish aesthetic sound barrier – 18 or 24 (max available to shield sound from second floor of residences)
4. Marketplace Compensation for permanent & temporary property
5. Speedy completion of work in this segment to minimize impact to residents
6. Replacement of vegetation if impacted (tall pines – age ~17 years)
7. Reduce speed from 55 mph to 45 mph till Forestville Dr intersection to reduce sound.

Best Regards,

--

Arun Simha  
703.593.2786 m  
[arunsimha@gmail.com](mailto:arunsimha@gmail.com)  
Resident 9390 Farmingdale Court

Residents on Farmingdale Court, Great  
Falls, VA 22066  
9390 Arun & Prathima Simha Borders Rte  
7? Y

9392 Ram & Uma Mohoni Borders Rte 7?  
Y

9393 Ali & Venus Tahbaz Borders Rte 7?  
Y

9395 Ben Borders Rte 7? Y

9397 Kurt & Tve Tran Borders Rte 7? N

9394 Abul & Suraiya Hashem Borders Rte  
7? N

9396 Imran & Seemi Akram Borders Rte 7?  
N

**From:** Ali Tahbaz <atahbaz@Tadgerco.com>  
**Sent:** Monday, November 21, 2016 4:57 PM  
**To:** Dunn, William (VDOT)  
**Subject:** RE: Request for meeting to discuss abatement suggestions for Rte 7 expansion  
**Attachments:** Route 7 comments .docx

Thank you for your response to Mr. Simha email, I am resident at 9393 Farmingdale Court (same neighborhood) and looking forward to meet with your team. I mailed my comments to your attention, and attached is copy of what I mailed for your review and comments.

Regards

**Ali R. Tahbaz, P.E.**

**Principal**

**Tadger-Cohen-Edelson Associates, Inc.**

**1109 Spring Street, Fifth Floor**

**Silver Spring, MD 20910**

*Phone: (301) 587-1820*

*Fax: (301) 588-1966*

*Cell: (301) 529-4608*

*E-mail: [atahbaz@tadgerco.com](mailto:atahbaz@tadgerco.com)*

**From:** "Dunn, William (VDOT)" <[William.Dunn@vdot.virginia.gov](mailto:William.Dunn@vdot.virginia.gov)>

**Date:** November 21, 2016 at 11:12:50 AM EST

**To:** 'Arun Simha' <[arunsimha@gmail.com](mailto:arunsimha@gmail.com)>

**Cc:** Prathima Simha <[prathimasimha@yahoo.com](mailto:prathimasimha@yahoo.com)>, Ram Mohoni <[rmohoni@gmail.com](mailto:rmohoni@gmail.com)>,

Uma Mohoni <[mohoni@gmail.com](mailto:mohoni@gmail.com)>, Abul Hashem <[ahashem@gmail.com](mailto:ahashem@gmail.com)>, Imran Akram

<[imran.akram@nuaxis.com](mailto:imran.akram@nuaxis.com)>, "[nhhi2003@aol.com](mailto:nhhi2003@aol.com)" <[nhhi2003@aol.com](mailto:nhhi2003@aol.com)>,

"[venustahbaz@yahoo.com](mailto:venustahbaz@yahoo.com)" <[venustahbaz@yahoo.com](mailto:venustahbaz@yahoo.com)>, "Tao, Angel (VDOT)"

<[Angel.Tao@vdot.virginia.gov](mailto:Angel.Tao@vdot.virginia.gov)>, "Hall, Lee Ann, P.E. (VDOT)"

<[LeeAnn.Hall@VDOT.Virginia.gov](mailto:LeeAnn.Hall@VDOT.Virginia.gov)>, "Yates, Terry (VDOT)"

<[Terry.Yates@VDOT.Virginia.gov](mailto:Terry.Yates@VDOT.Virginia.gov)>

**Subject: RE: Request for meeting to discuss abatement suggestions for Rte 7 expansion**

Mr. Simha,

We appreciate your suggestions for the VDOT Route 7 Corridor Improvements Project. I have forwarded your email to other Route 7 team members to see what day/time works best to meet with your community.

We look forward to discussing your concerns and suggestions.

Please let me know if you have any questions.

Thanks

William

**William Dunn, P.E.**

Project Manager

VDOT Northern Virginia District  
4975 Alliance Drive  
Fairfax, VA 22030  
[William.Dunn@VDOT.Virginia.gov](mailto:William.Dunn@VDOT.Virginia.gov)  
703-259-2950 (Direct)

**From:** Arun Simha [<mailto:arunsimha@gmail.com>]  
**Sent:** Sunday, November 20, 2016 1:33 PM  
**To:** Dunn, William (VDOT)  
**Cc:** Prathima Simha; Ram Mohoni; Uma Mohoni; Abul Hashem; Imran Akram; [nghi2003@aol.com](mailto:nghi2003@aol.com); [venustahbaz@yahoo.com](mailto:venustahbaz@yahoo.com)  
**Subject:** Request for meeting to discuss abatement suggestions for Rte 7 expansion

Dear Mr Dunn,

Residents of Wolf Trap Green subdivision in Great Falls, VA bordering Route 7 Westbound attended the Public Hearing on Nov 15, 2016 at Colvin Mill School. We offered some suggestions and concerns to consultants/officials at the event. They in turn directed us to offer our comments on the comment sheet and take up the more detailed suggestions directly with you. Our suggestions are listed below.

Our group of residents would like to request an in-person meeting with you to have a dialog in the next 2-3 weeks and exchange some ideas. We could have this meeting at your office or host the meeting in one of our residences after hours or a weekend. Please let us know a couple of convenient dates and times that will work for you.

1. Move roadway apron by 15-20 feet to minimize impact to residents to minimize or eliminate permanent & temporary property acquisition. South side of Route 7 has firestation, set back home and nursery which may bear less impact compared to 4 parcels of land on north side of Route 7 in this segment,
2. Reduce elevation of Route 7 by 5-10 feet (similar to Rte 7/Georgetown Pike intersection) for noise abatement
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5. Speedy completion of work in this segment to minimize impact to residents
6. Replacement of vegetation if impacted (tall pines – age ~17 years)
7. Reduce speed from 55 mph to 45 mph till Forestville Dr intersection to reduce sound.

Best Regards,

--

Arun Simha  
703.593.2786 m  
[arunsimha@gmail.com](mailto:arunsimha@gmail.com)  
Resident 9390 Farmingdale Court

Residents on Farmingdale Court, Great  
Falls, VA 22066  
9390 Arun & Prathima Simha Borders Rte  
7? Y

9392 Ram & Uma Mohoni Borders Rte 7?  
Y

9393 Ali & Venus Tahbaz Borders Rte 7?  
Y

9395 Ben Borders Rte 7? Y

9397 Kurt & Tve Tran Borders Rte 7? N

9394 Abul & Suraiya Hashem Borders Rte  
7? N

9396 Imran & Seemi Akram Borders Rte 7?  
N

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- 1- Based on JMT right of way data sheet number 1C(5), PARCEL NO 167, 1022 Sq Ft of my property will be taken; this will cause losing our fence and some trees, can the roadway apron moved to the west side to eliminate this disturbance to my property?
- 2 - Will VDOT have pre & post survey of our house to make sure no damage was caused during the construction.
- 3 - Will construction be during daytime or at night? Since we live close to route 7 this will be very inconvenient for our nighttime sleep.
- 4 - As the sound wall drawing shows we will have sound wall in the back of our property, how tall will the sound wall be? Are these wall will be supported on the caissons or spread footings?
- 5 - Is there any way to realign permanent and temporary easement in order to save our 17 years old trees?
- 6 - What would be the duration of the construction in our neighborhood?

**From:** Frank Hardesty <frank@hardestyconcrete.com>  
**Sent:** Tuesday, November 22, 2016 11:11 AM  
**To:** Dunn, William (VDOT)  
**Subject:** FW: 1101 Water Pointe Lane / Route 7 Expansion

**From:** Frank Hardesty  
**Sent:** Tuesday, November 22, 2016 11:09 AM  
**To:** 'william.dunn@vdot.virginia' <william.dunn@vdot.virginia>; 'ConnectRoute7 (VDOT)' <ConnectRoute7@vdot.virginia.gov>  
**Cc:** Coughlin, Michael J. <mcoughlin@thelandlawyers.com>  
**Subject:** 1101 Water Pointe Lane / Route 7 Expansion

Good morning Mr. Dunn,

My name is Frank Hardesty, and I am the owner of 1101 Water Pointe Lane, Reston, Virginia 20194. My property is identified as A33 within the Preliminary Noise Analysis dated September of 2016. The analysis indicates that my property will be impacted by the additional automobile and truck noise generated by a wider Route 7, and that the property would be benefited from the construction of a noise barrier along the southwest side of Route 7. However, the analysis also concludes that a barrier is feasible, but not reasonable, presumably because the consultants concluded that there would be an insufficient number of properties benefiting from the barrier.

However, a noise barrier is proposed for the northeast side of Route 7, opposite my property. Question—did the consultants factor in the impact of having a noise barrier only on one side of the road, which could in theory cause higher noise levels and the southwest side of Route 7 because of the reflection of the sound?

The current noise analysis reveals that the 66dB(A) contour goes through my home and is very close to the structures on A32, A34, A42, A43, and A45. Even if the final conclusion is that no noise barrier is feasible and reasonable, I request that the project include an effective noise barrier, and if additional funding is required, that it be requested from Fairfax County or other sources. With the 66dB(A) close to or within so many structures, a barrier is justified. I do not desire to live in a house with an outdoor average noise level of 66dB(A), and request that the project include improvements to ensure that I do not have to suffer such consequences. I can be reached at 571-353-3101 or [frank@hardestyconcrete.com](mailto:frank@hardestyconcrete.com).

Thank you for your consideration.

Frank Hardesty

**From:** ETLASSOC@aol.com  
**Sent:** Sunday, November 27, 2016 12:42 PM  
**To:** Dunn, William (VDOT)  
**Cc:** etlassoc@aol.com  
**Subject:** Route 7 Corridor Improvements  
**Attachments:** Route 7 correspondence.doc

Mr. William Dunn, P.E.  
4975 Alliance Drive  
Fairfax, VA 22030  
[William.dunn@vdot.virginia.gov](mailto:William.dunn@vdot.virginia.gov)

Re: Route 7 Corridor Improvements  
Height of Wall

Dear Mr. Dunn:

I'm located at 1204 Colvin Meadows Lane. I've followed the information on the website and attended two of the public hearings. I'm very much in favor of the proposed wall. It appears from the information that the wall between my home and route 7 is proposed to be 12 feet in height. Due to the proximity of my home to route 7 and the fact that my property slopes down from my screened in porch to route 7, I'm requesting consideration that the wall in front of my home be 20 feet in height.

Thanks for your consideration.

Sincerely,

Edward T. Lewis, Jr.  
etlassoc@aol.com

E. T. Lewis, Jr.  
1204 Colvin Meadows lane  
Great Falls, VA, 22066

November 27, 2016

Mr. William Dunn, P.E.  
4975 Alliance Drive  
Fairfax, VA 22030  
[William.dunn@vdot.virginia.gov](mailto:William.dunn@vdot.virginia.gov)

Re: Route 7 Corridor Improvements  
Height of Wall

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Thanks for your consideration.

Sincerely,

Edward T. Lewis, Jr.  
[etlassoc@aol.com](mailto:etlassoc@aol.com)

**From:** Fortune, Anna C. (VDOT) <Anna.Fortune@VDOT.Virginia.gov>  
**Sent:** Wednesday, November 30, 2016 10:06 AM  
**To:** Dunn, William (VDOT)  
**Cc:** Tao, Angel (VDOT); Yates, Terry (VDOT)  
**Subject:** RE: Route 7 Citizen Request  
**Attachments:** FW: Info on Route 7

William,

I spoke with this gentleman and followed up with an email and a mailed brochure. See attached.

**Anna Fortune** | Program Manager | Virginia Department of Transportation | Preliminary Engineering, Arlington and Fairfax Counties | 4975 Alliance Drive, Fairfax, VA 22030 | 703 259-2390 | Cell: 571-386-8330  
[| Anna.Fortune@VDOT.Virginia.gov](mailto:Anna.Fortune@VDOT.Virginia.gov)

---

**From:** Dunn, William (VDOT)  
**Sent:** Tuesday, November 29, 2016 5:16 PM  
**To:** Tao, Angel (VDOT); Yates, Terry (VDOT)  
**Cc:** Fortune, Anna C. (VDOT)  
**Subject:** RE: Route 7 Citizen Request

Terry/Angel,

This address is probably 11292 Stones Throw Drive. Nathan and Pamela Golan live at 11292 Stones Throw Drive. Dr. Emilio Canal lives next at 11290.

Terry, does either of these names sound correct?

Thanks

William

**William Dunn, P.E.**  
Project Manager  
VDOT Northern Virginia District  
4975 Alliance Drive  
Fairfax, VA 22030  
[William.Dunn@VDOT.Virginia.gov](mailto:William.Dunn@VDOT.Virginia.gov)  
703-259-2950 (Direct)

---

**From:** Tao, Angel (VDOT)  
**Sent:** Tuesday, November 22, 2016 3:19 PM  
**To:** Yates, Terry (VDOT); Dunn, William (VDOT)  
**Cc:** Fortune, Anna C. (VDOT)  
**Subject:** RE: Route 7 Citizen Request

Terry,

101292 Stones Throw Drive is not a valid address when I searched for it. It defaulted to the screen cap that you showed, but I don't think that's the right location.

Thanks,  
Angel

---

**From:** Yates, Terry (VDOT)  
**Sent:** Tuesday, November 22, 2016 3:14 PM  
**To:** Dunn, William (VDOT); Tao, Angel (VDOT)  
**Cc:** Fortune, Anna C. (VDOT)  
**Subject:** Route 7 Citizen Request

Hi William I received a VM from a Dr (name was not audible) who lives on 101292 Stones Throw Drive (see attached). He wants to know the impact to his property. Do you want us to call or would you prefer to call him 973-223-2678.

Thanks,  
Terry

Terry L. Yates, P.E.  
Assistant Transportation & Land Use Director  
Arlington & Fairfax Counties  
VDOT - Northern Virginia District  
4975 Alliance Dr.  
Fairfax, Virginia 22030  
703-259-2413 (office)

**From:** Fortune, Anna C. (VDOT) <Anna.Fortune@VDOT.Virginia.gov>  
**Sent:** Wednesday, November 23, 2016 11:39 AM  
**To:** 'alipashapour@hotmail.com'  
**Subject:** FW: Info on Route 7

Dear sir,

Thank you for your call this morning. I hope I have correctly addressed this email and that you receive the message. We did not have a good connection on the phone this morning, making it difficult to hear.

As a follow-up to our conversation, I wanted to provide you details on accessing project information. We recently held a design public hearing at Colvin Run elementary school for the Route 7 corridor improvements project which was advertised in local media. If you did not have an opportunity to attend the November 15<sup>th</sup> meeting, please note materials and information on the project are available for review at [www.connectroute7.org](http://www.connectroute7.org). VDOT is accepting comments through December 2<sup>nd</sup>. Comments can be emailed to [connectroute7@vdot.virginia.gov](mailto:connectroute7@vdot.virginia.gov) or you can send a hard copy to the attention of Mr. William Dunn, 4975 Alliance Drive, Fairfax, VA 22030.

In case this does not reach you, I will mail a copy of the brochure that was handed out at the public hearing to your home address. It contains project information and details on how to send comments to VDOT.

Thank you,

**Anna Fortune** | Program Manager | Virginia Department of Transportation | Preliminary Engineering, Arlington and Fairfax Counties | 4975 Alliance Drive, Fairfax, VA 22030 | 703 259-2390 | Cell: 571-386-8330  
| [Anna.Fortune@VDOT.Virginia.gov](mailto:Anna.Fortune@VDOT.Virginia.gov)

The latest news from the Virginia Department of Transportation on plans to improve Route 7.



THANK YOU

Thank you to all who came out to the design public hearing last week at Colvin Run Elementary School.

We appreciate all of your comments, and remember that you can [email](#) or mail them to us through Friday, Dec. 2. The team will compile them in the coming months, and the complete listing with responses will be posted on [connectroute7.org](http://connectroute7.org).

If you couldn't make it to the meeting, or want to further review information provided, the [displays, presentation and other meeting materials](#) are all now available on [connectroute7.org](http://connectroute7.org).

### INTERACTIVE MAPPING TOOL

Use our new [interactive map](#) to find out more about proposed improvements planned near you, such as potential retaining walls, shared use paths and drainage systems. Simply enter your property address and adjust the mapping filters. You'll find several primary data levels, panning and zooming features, and aerial images.



### GIVE INPUT AND FEEDBACK TODAY

- Join the [discussion](#)
- Give [comments online](#)
- [Email](#) the project team



Virginia Department of Transportation | [www.virginiadot.org](http://www.virginiadot.org)



VDOT Northern Virginia, 4975 Alliance Drive, Fairfax, VA 22030

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**Anna Fortune** | Program Manager | Virginia Department of Transportation | Preliminary Engineering, Arlington and Fairfax Counties | 4975 Alliance Drive, Fairfax, VA 22030 | 703 259-2390 | Cell: 571-386-8330  
| [Anna.Fortune@VDOT.Virginia.gov](mailto:Anna.Fortune@VDOT.Virginia.gov)

**From:** Sedi <nghi2003@aol.com>  
**Sent:** Wednesday, November 30, 2016 5:53 PM  
**To:** Dunn, William (VDOT)  
**Cc:** claire@nationalhhc.com  
**Subject:** Route 7 Expansion: Resident Request and Feedback

Mr. Dunn,

We attended the Design Public Hearing on November 15 regarding the Route 7 corridor improvements. Our property is on Route 7, and we have the following questions and concerns about the project.

Due to the fact that we are on Route 7, and the property across from Route 7 contains a Fire Station with additional acreage, we are asking that the roadway apron be moved to the eastbound section to avoid disturbance to our property and our neighborhood. The loss of trees, as well as loss of over one thousand feet of property is quite a disturbance, and will make the expansion and increase in traffic on this route even more disruptive without the barrier of land and trees.

Additionally, we have concerns about the heavy equipment and machinery causing damage and disruption to our home and foundation. We have been advised to have our property and home surveyed before and after construction.

What efforts will you make to reduce disruption during overnight construction? What will be the length and duration of the construction?

Due to the fact that our home will experience a great deal of disturbance from this project, any information you can provide to us will be beneficial, and any efforts to use county land (ie: the fire station) instead of residential property will be appreciated.

**From:** avtar [mailto:avtar.dhaliwal@gencosystems.com]  
**Sent:** Wednesday, November 30, 2016 7:27 PM  
**To:** ConnectRoute7 (VDOT)  
**Subject:** Comment

Hello project team,

Noise is a big issue for our house. We strongly request to build a sound wall across the route 7.

The only area which does not have sound wall is between great passage blvd and Utterback store road (on the north side). We are a family of 5 people living at 1108 great passage blvd, the noise level is very high even now, it will be unbearable with the increased speed and increased traffic. The benefits of the sound walls will be to be few houses on the great passage blvd, great passage court as well as to the new development by Goullick homes (will have 5 houses, some of them are under contraction now, two are already settled and people living there). Therefore, a sound wall is a must to keep the noise level under control so that we all continue to live in this area with manageable noise. Pls let me know if there is any question.

Thanks  
Avtar S Dhaliwal

GENCO Systems Inc.,  
13800 Coppermine Rd, Suite 300  
Herndon, VA 20171

Phone 703-234-2200  
Fax 703-234-1211

[www.gencosystems.com](http://www.gencosystems.com)

**From:** robert [mailto:boblund@verizon.net]  
**Sent:** Thursday, December 01, 2016 10:48 AM  
**To:** 'Robert Wilson Mobley AIA'  
**Cc:** 'Jane Edmondson'; ConnectRoute7 (VDOT)  
**Subject:** FW: Route 7 Corridor Improvements Project

There is a common community interest in this project. This encouraging report is of interest.

Bob Lundegard

---

**From:** ConnectRoute7 (VDOT) [mailto:ConnectRoute7@vdot.virginia.gov]  
**Sent:** Wednesday, November 30, 2016 3:28 PM  
**To:** 'Robert Lundegard'  
**Cc:** Dunn, William (VDOT)  
**Subject:** RE: Route 7 Corridor Improvements Project

Dear Mr. Lundegard,

Thank you for inquiring about the planned underground passage for the Colvin Run Mill. We are still in coordination with the Fairfax County Park Authority and other environmental regulators. In the meantime, we do have a concept exhibit that we can share with you. Please see attached pdf for a cross section and location of the planned pedestrian tunnel.

Please let me know if you have any additional questions regarding this concept design.

Thanks,  
Angel

---

Angel Tao, P.E.

Project Manager/Project Coordinator  
Location & Design  
VDOT - Northern Virginia District  
4975 Alliance Drive  
Fairfax, Virginia 22030

Phone: 703-259-2377  
Email: [Angel.Tao@vdot.virginia.gov](mailto:Angel.Tao@vdot.virginia.gov)

**From:** Robert Lundegard [mailto:boblund@verizon.net]  
**Sent:** Wednesday, November 23, 2016 10:47 AM  
**To:** ConnectRoute7 (VDOT)  
**Subject:** Route 7 Corridor Improvements Project

**Name:** Robert Lundegard

**E-mail Address:** [boblund@verizon.net](mailto:boblund@verizon.net)

**COMMENT**

I would like a status report on the planned underground passage fro the north to the south side of the Colvin Run Mill Historic Site.

**Resides at**

950 Carya Ct.

**in the City of**

Great Falls

**My organization is**

Friends of Colvin Run Mill

**From:** Howard Albers [mailto:howardralbers@gmail.com]  
**Sent:** Thursday, December 01, 2016 11:31 AM  
**To:** ConnectRoute7 (VDOT)  
**Subject:** Bicycle Trails

I was not able to attend the public meeting on the Route 7 improvements but wanted to express my full support for the 10-foot wide trails on both sides of the highway. Hopefully grade separated crossing will be included where possible and frequent access opening to neighboring communities will be included in the project. Please make it as easy as possible for bicyclists to get to and use the trail.

Bicycle counters should be installed on the trails to monitor the number of riders. Including them during construction (like what is being done on the I-66 trail outside the beltway) will be a big help rather than doing so at a later time.

During the planning phase, please make sure that the trails can be properly maintained. This new trail will become a highly used bicycle route and, at sometime in the future, it will need sweeping and snow plowing. Make sure to plan for the future safety needs of bicyclists.

Howard Albers  
Fairfax Virginia

**From:** Coughlin, Michael J. [mailto:mcoughlin@thelandlawyers.com]  
**Sent:** Friday, December 02, 2016 9:19 AM  
**To:** ConnectRoute7 (VDOT); Dunn, William (VDOT)  
**Cc:** Jay Meadows (jmeadows@meadowsfarms.com); rmeadows@meadowsfarms.com; averdi@gordon.us.com  
**Subject:** Route 7 Corridor Improvements

Mr. Dunn,

On behalf of Meadows Farms Virginia LLC, we submit these comments on the proposed Route 7 Corridor Improvements. On September 15, 2016, we sent the attached letter to you on behalf of our client relating to its property located at 10610 and 10618 Leesburg Pike, Vienna, Virginia 22182. We are transmitting it again and it serves as our client's comments on the project at this point. We request that you or someone from your project team contact us to set-up a meeting to discuss a resolution of the location and design of the entrance into the property.

Additionally, we request that any construction that physically impacts the property occur between July and February, avoiding the peak sales months of March through June.

Additionally, we provide the following comments for our client's other location at 11254 Leesburg Pike, Herndon, VA 20170. Our client is concerned about the following:

1. the flow of tractor trailers into and out of the nursery;
2. ensuring that customers can enter and exit during construction;
3. avoiding construction impacts to the property during March through June;
4. ensuring good signage perpendicular to Route 7;
5. although our client desires to cooperate with its neighbors, it has concerns sharing an entrance with adjoining owners after this project, as there is a concern regarding traffic bottlenecks and safety.

It is anticipated that Anthony Verdi from Gordon will be contacting you to obtain the latest versions of the plans for these properties. During the meeting we have requested, we can discuss this property as well.

We look forward to hearing from you or someone from the project team regarding proposed meeting times.

Best regards,



**Michael J. Coughlin**

**Walsh Colucci Lubeley & Walsh PC**

[TheLandLawyers.com](http://TheLandLawyers.com)

4310 Prince William Parkway | Suite 300 | Prince William, VA 22192

Phone: (703) 680-4664 | Fax: (703) 680-2161

[mcoughlin@thelandlawyers.com](mailto:mcoughlin@thelandlawyers.com)

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Michael J. Coughlin  
(703) 680-4664 Ext. 5113  
mcoughlin@thelandlawyers.com  
Fax: (703) 680-2161

**WALSH COLUCCI  
LUBELEY & WALSH PC**

September 15, 2016

**Via First Class Mail and E-mail**

Mr. William Dunn, P.E.  
Project Manager  
VDOT  
4975 Alliance Drive  
Fairfax, Virginia 22030

Re: Route 7 Corridor Improvements, UPC 52328 (the "Project")  
Meadows Farms Virginia, LLC ("Meadows Farms")  
10610 and 10618 Leesburg Pike (the "Property")

Dear William:

As you may know, we represent Meadows Farms in connection with the proposed improvements to Route 7 that will impact the Property referenced above. As we have shared with VDOT representatives before, our client is very concerned about the Project's elimination of the Property's access from Route 7 and the constraints placed upon the Property because of the encroachment of the improvements into the existing parking and display areas. We are writing to also convey a specific concern that we would like addressed—the proposed entrance from Springvale Road is not wide enough for safe use by the tractor trailers that access the Property.

Accordingly, our client, working with Anthony Verdi, P.E., of Gordon, has developed an alternative entrance design which provides for a 40' wide commercial entrance with 45' radii on each side of the entrance. Enclosed is an exhibit depicting the proposed entrance design, and also showing that tractor trailer traffic can make the necessary turning movements and not travel onto the curbing. The location of the entrance is the same as the entrance shown on the last version of the VDOT plans. Although placing an entrance at this location will require the relocation of parking and inventory storage, it is a location that, under the circumstances, our client agrees with.

Meadows Farms respectfully requests that VDOT incorporate this entrance design into the plans for the project. Please have someone from the project team contact me to confirm that this change will be incorporated into the plans, or to discuss any issues with our proposal.

ATTORNEYS AT LAW

703 680 4664 | WWW.THELANDLAWYERS.COM  
4310 PRINCE WILLIAM PARKWAY | SUITE 300 | WOODBRIDGE, VA 22192-5199

ARLINGTON 703 528 47197 | LOUDOUN 703 737 3633

Page 1 of 2

Sincerely,

WALSH, COLUCCI,  
LUBELEY & WALSH, P.C.

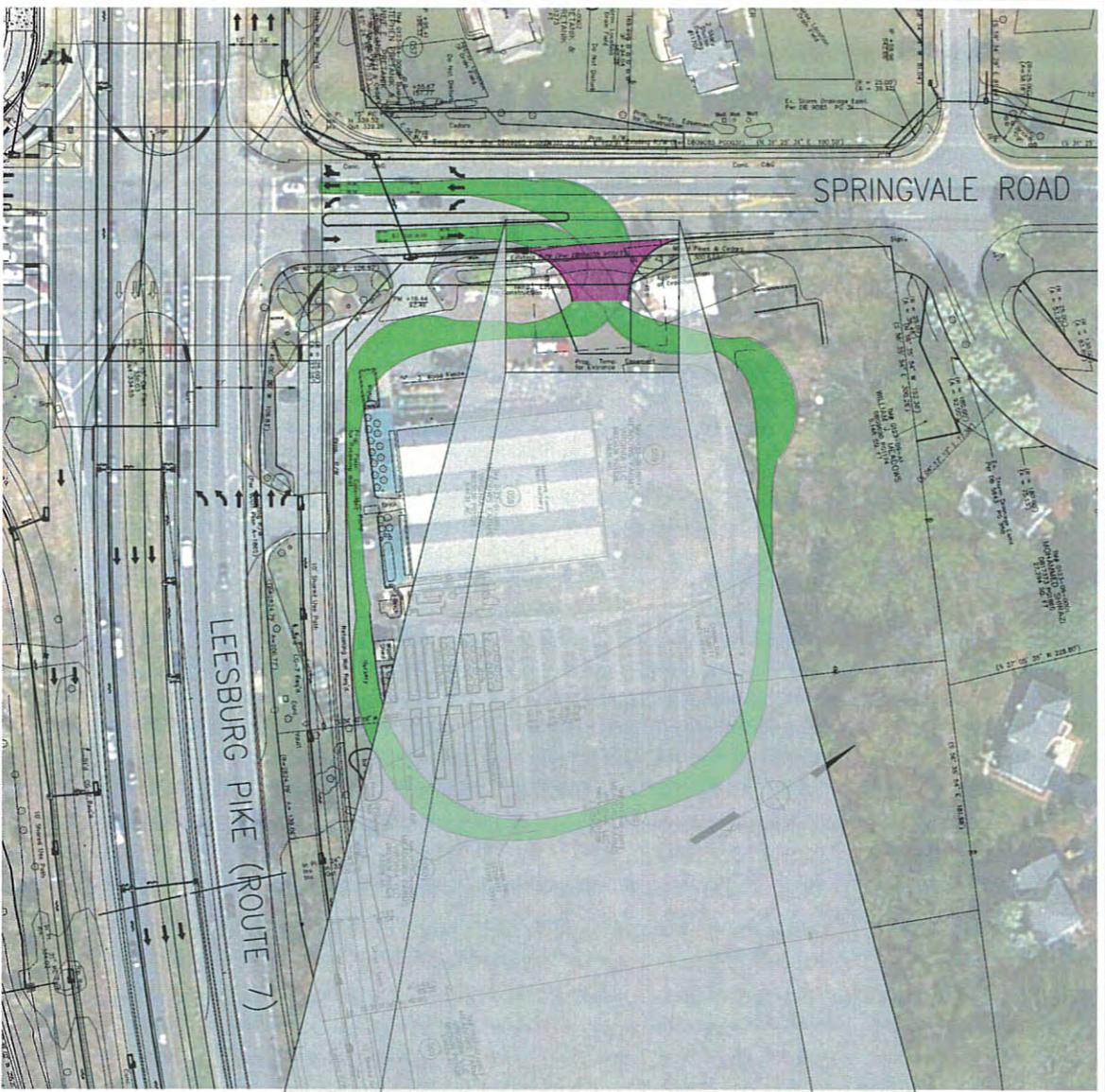
A handwritten signature in black ink, appearing to read 'Michael J. Coughlin', with a long horizontal flourish extending to the right.

Michael J. Coughlin

cc: Ms. Angel Tao, P.E. (VDOT)  
Ron Meadows  
Jay Meadows  
Anthony Verdi (Gordon)



GORDON ENGINEERING  
 1001 East Main Street  
 Suite 100  
 Leesburg, FL 34748  
 Phone: 352.385.1100  
 Fax: 352.385.1101  
 www.gordoneng.com



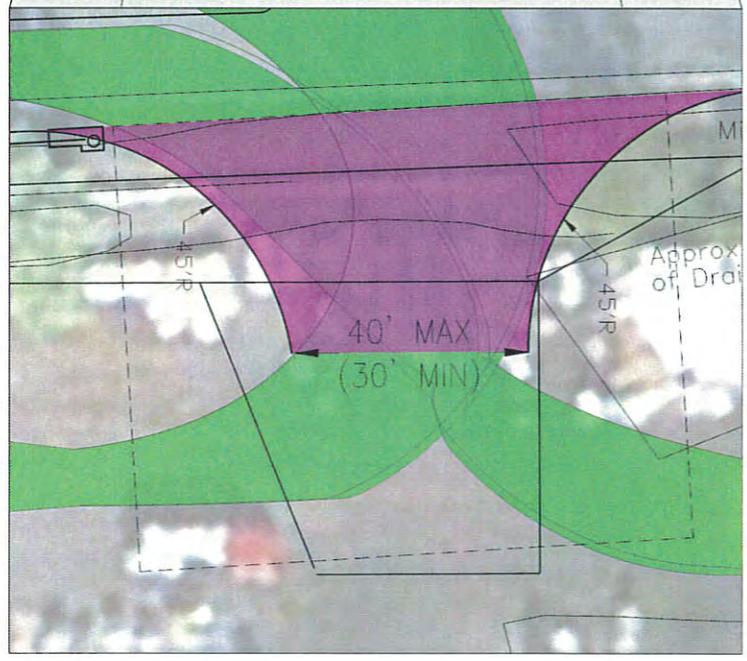
**MEADOWS FARMS**

VDOT ENTRANCE WIDTH EXHIBIT  
 SCALE: AS NOTED  
 AUGUST 17, 2016



LEGEND:

SITE ENTRANCE  
 PER VDOT





**From:** Mary Cassidy Anger [mailto:cassanger@gmail.com]  
**Sent:** Monday, December 05, 2016 9:26 AM  
**To:** ConnectRoute7 (VDOT)  
**Subject:** Route 7 Corridor Improvments Project

**Name:** Mary Cassidy Anger

**E-mail Address:** [cassanger@gmail.com](mailto:cassanger@gmail.com)

#### **COMMENT**

I wanted to voice my concerns about the planned pedestrian tunnel under Rt. 7 at Colvin Run. This crossing is a vital connection for the Cross-County Trail for hikers, bicyclers, and equestrians. We implore you to make certain that the connection will be appropriate and safe for all user groups. This includes ensuring that the trail surface is slip resistant and the tunnel clearance can adequately accommodate horses (12'+). I apologize for the late response as I was out of town. Thank you for all of your time on this project.

#### **Resides at**

Great Falls

#### **in the City of**

Great Falls Trail Blazers

#### **My organization is**

Route 7 Widening: Colvin Run Pedestrian Tunnel

From: Candace Campbell [mailto:soorganized126@gmail.com]  
Sent: Saturday, December 03, 2016 10:21 AM  
To: ConnectRoute7 (VDOT)  
Cc: Karen Jones Niedringhaus; jennifer.kaplan@fairfaxcounty.gov; jane.edmondson@fairfaxcounty.gov; smitha.chellappa@fairfaxcounty.gov; dranesville@FairfaxCounty.gov  
Subject: horse crossing at Colvin Run and Leesburg Pike

I trail ride quite extensively around Fairfax County and live in Great Falls. I would greatly appreciate a safe horse crossing at Colvin Run/Carpers Farm Way and Leesburg Pike. I'm not sure if my horse is small enough to make it comfortably or safely through the planned underground crossing, so I would greatly appreciate a crossing button in an elevated location that could be accessed without getting off my horse. It probably goes without saying that it would be necessary to have a safe place to wait near there as well. Also, since most horses wear metal shoes, it would be much safer to have a road surface that is less slippery than typical asphalt. Your engineers will probably be aware of rough surfaces that can be used at the crosswalk without causing a problem for motorists.

I know I speak for the local equestrian community when I say thank you for your attention to our requests. We appreciate the wonderful trail network in Fairfax County and look forward to this improvement in the Cross County Trail.

Candace Campbell  
Great Falls, VA  
703 759 9546

**From:** Cathy Roussel [mailto:croussel2@yahoo.com]

**Sent:** Friday, December 02, 2016 11:57 PM

**To:** ConnectRoute7 (VDOT)

**Subject:** Equestrian crossing on route7

I'm glad to hear of the tunnel under Route 7, but we need a little more height than 10 feet. Also some horses are not able to cross under a tunnel due to the noise above. A road crossing would be nice also. Something with a long light so the horses could make it and a surface that they won't slip on would be helpful.

Thanks,  
Cathy Roussel

**From:** President CMEHOA [mailto:cmehoa@gmail.com]

**Sent:** Friday, December 02, 2016 9:31 PM

**To:** ConnectRoute7 (VDOT)

**Subject:** Nov. 15 Design Public Hearing

Our Homeowners' Association (Colvin Meadow Estates Homeowners Association) was grateful for the very informative Design Public Hearing concerning the Route 7 Corridor Improvements held on November 15.

In particular we are very relieved to see plans showing a sound barrier (wall?) located between our neighborhood and route 7 sited totally on the public land i.e. not requiring the use of private property. While we understand that this is still a plan in progress and that there may be changes after the signing of the "design build" contract we wish to state that we are hugely supportive of the plan for a sound barrier. The location of the shared use pathway (between the wall and the three routes of westbound route 7) seems most appropriate.

Is there any consideration being given to having pull-off space for buses stopping at the bus-stops along the route? Having a bus come to a stop in a through traffic lane on a highway with a speed limit of 55mph would create a safety hazard with each stop.

We are pleased to see that the traffic signal at the western intersection of Colvin Run Road and Route 7 will allow for left turns from Colvin Run Road as well as direct cross over traffic to Delta Glen Court.

The maintenance of our existing stormwater drainage pond is very important to us. We do not wish to see any extra water being directed into our pond nor do we wish to see any potential for water to be slowed from draining as a result of the construction works or the finished three lane west bound carriageway.

We look forward to further regular updates of the plans to improve this route which is so integral to our neighborhood.

Thank you for the opportunity to comment.

Dorry Emmer

(President, CMEHOA)

**From:** Yvette White [mailto:ycwhite@gmail.com]  
**Sent:** Friday, December 02, 2016 8:49 PM  
**To:** ConnectRoute7 (VDOT)  
**Subject:** Route 7 Corridor Improvements Project

**Name:** Yvette White

**E-mail Address:** [ycwhite@gmail.com](mailto:ycwhite@gmail.com)

#### COMMENT

Unfortunately, the Route 7 widening is a foregone conclusion. However, I want to express that widening roadways does not solve traffic congestion in the long term. Further, additional lanes result in increased air pollution, increased noise pollution, increased contribution to climate change, increased budgets to support road maintenance and plowing and many other negative problems. The Northern Virginia region must get serious about implementing mass transit projects, pedestrian improvements and bicycle infrastructure instead of widening. Stop defaulting to widening; it's not scalable and it doesn't solve our traffic congestion long term. Thank you for reading.

#### Resides at

4519 Windsor Arms Court

#### in the City of

Annandale

#### My organization is

**From:** James Kim [mailto:jamesmhkim@gmail.com]  
**Sent:** Friday, December 02, 2016 6:40 PM  
**To:** ConnectRoute7 (VDOT); Tao, Angel (VDOT)  
**Subject:** Nov. 15 Design Public Hearing

Hi William, Angel,

I just wanted to follow up one more time regarding the design proposals for the Route 7/Baron Cameron Ave. interchange. As discussed, we would like to address these 4 issues:

1. The current proposal calls for a separate exit lane on Route 7 eastbound for traffic to exit onto Baron Cameron Ave. We assume that an exit sign will be placed further west on Route 7 EB in order to signal to commuters that the exit lane is approaching. In addition to a normal exit sign, we would like to request a blue service sign with the car wash logo prominently displayed so that commuters know to take the exit lane in order to visit the car wash.
2. We will also need a business sign be placed on the corner of Route 7 and Baron Cameron Ave. adjacent to the gas station. The exit lane is being designed with a through-way lane so commuters would need to be informed to make the right turn onto Baron Cameron Ave. These signs would provide commuters coming EB on route 7 clear indications on how to enter into the car wash.
3. There is currently no direct entrance into the car wash from Baron Cameron Ave. due to the existence of a grassy median. We would like to request that this median be modified so that there is a direct entrance into the car wash from Baron Cameron Ave.
4. There is a small grass area next to the car wash adjacent to Crippen Value Ct. We would like to request that this area be paved over so that it can be used as an overflow lot for cars coming out of the car wash. The closure of the service lane that currently runs the perimeter of the property will cause significant delays especially on days the car wash experiences heavy traffic. Having an overflow lot will greatly improve traffic flow.

I understand that some of these items will need to be formally submitted via the land owner and we have been in touch with them and they should be doing that on their end. Regarding the business sign I am currently in contact with the VDOT Sign Program to see about getting us a sign on Route 7. Item #2, however, is a new proposal for a sign on the corner of Route 7 and Baron Cameron Ave.

Please let me know if there is anything else you need from me or any additional steps that should be taken.

Thank you,

-James

**From:** McCord, Jennifer (VDOT)  
**Sent:** Friday, December 02, 2016 5:07 PM  
**To:** 'Virginia Rita'  
**Cc:** ConnectRoute7 (VDOT)  
**Subject:** RE: Where do I send my Rte 7 comments (due today)?

Hi Virginia—confirming receipt and thank you very much for your comments—I am copying the comments account as well here.

Sincerely,  
Jenni

**Jennifer S. McCord**

Communications Manager, Northern Virginia | Virginia Department of Transportation | 4975 Alliance Drive, Fairfax 22030 | 703-259-1779 or 571-230-2926

[www.virginiadot.org](http://www.virginiadot.org) | [@vadotnova](https://twitter.com/vadotnova)

**From:** Virginia Rita [<mailto:virginia.rita@gmail.com>]  
**Sent:** Friday, December 02, 2016 5:00 PM  
**To:** McCord, Jennifer (VDOT)  
**Subject:** Re: Where do I send my Rte 7 comments (due today)?

Hi Jennifer,

I want to make sure someone sees my comments as I remember Dec. 2, 2016 is the last day for submission. I will send you my comments as I cannot find the paper I was given at the public meeting held on Nov. 15 at CRESchool.

Please note, this is Friday, Dec. 2, 2016 at 4:45 p.m.

My name and address are: Virginia McGavin Rita. We reside at: 10231 Leesburg Pike, Vienna, VA 22182.

Our family has owned this property since Sept., 1915. Back in 1943, the 40 acre farm was cut in half, leaving 20 acres on both the south and north sides of the Pike. That road construction destroyed a family-built recreational area consisting of 2 tennis courts, a swimming pool, barbecue area, bathhouse and a spring house. The family was only able to enjoy this area for a couple of years. Construction by my family began in 1938 but the realignment went thru in 1943 onward. The family was not given advance notice of upcoming construction. A cattle underpass was installed (and is still there!) but it spooked the cattle and it was never successfully used.

Since then, we had the road widening which occurred in 1967. Land on our side of the road (south side) was taken for the widening. Our former cinderblock entrance currently sits in the median strip and is visible.

Next, was the water pipeline and the easement for it in the early 1990's. Now we are faced with stage 3 of the widening. My concerns are:

1) Living on the south side of 7 at 10231, since the median cut-throws will be eliminated, how do we get home to our address after travelling on Walker Road going to Great Falls?

The light at Colvin Run/Rte 7 which is the one farther West, PLEASE make it a 4 way light. Presently, if we shop in Great Falls and try to come home, we are forced to head West on 7 and make a dangerous U-turn where there are numerous accidents on east-bound 7 when the left-turn lane is stacked up, heading onto Colvin Run Road.

If we are travelling west-bound 7 from Tysons, I hope we will still be able to make the U-turn at the western-most Colvin Run light in order to approach our driveway.

There are 3 houses in front of us, one to our east on 7 and then the entrance to Colvin's Glen, so you have many people facing the same issue as we face, trying to enter our driveways but having to use traffic lights. I assume, if I want to head west on 7 for example, the median cut we currently use to make a U-turn will be gone so when we approach the Colvin Run Rd. light at the Mill, will be able to make a U-turn safely at that light?

Any help you may provide us will be most appreciated!

My best,

Virginia Rita  
(home) 703 759 7183  
(cell) 703 395 1955

On Fri, Dec 2, 2016 at 4:41 PM, Virginia Rita <[virginia.rita@gmail.com](mailto:virginia.rita@gmail.com)> wrote:  
Any help is appreciated! I assume I have until midnight tonight, correct?

**From:** Fox, John [mailto:John.Fox@covance.com]  
**Sent:** Friday, December 02, 2016 4:56 PM  
**To:** ConnectRoute7 (VDOT)  
**Subject:** FW: Covance Comments on Route 7 Corridor Improvements Project

---

**From:** Fox, John  
**Sent:** Friday, December 02, 2016 3:46 PM  
**To:** 'william.dunn@vdot.gov'  
**Subject:** Covance Comments on Route 7 Corridor Improvements Project

Mr. Dunn

Attached is a letter expressing our comments on the proposed Route 7 Corridor Improvements Project. We look forward to discussing this matter in greater detail, please advise a time and date that we could connect.

**John Fox**

Senior Manager of Global Sourcing and Construction Management  
Covance Drug Development | 3301 Kinsman Boulevard-46 | Madison, WI 53704  
T : 608.395.3747 | C: 608.354.4554 | F : 608.310.4083  
Email: [john.fox@covance.com](mailto:john.fox@covance.com)



Covance Drug Development., headquartered in Princeton, NJ, is the drug development business of Laboratory Corporation of America® Holdings (LabCorp®). Covance is the marketing name for Covance Inc. and its subsidiaries around the world.

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Covance Laboratories Inc.  
3301 Kinsman Boulevard  
Madison, Wisconsin  
53704-2523  
Tel: 608/241-4471  
Fax: 608/241-7227

December 2, 2016

**BY EMAIL & FEDEX**

Mr. William Dunn, P.E.  
Virginia Department of Transportation  
Northern Virginia District  
4975 Alliance Drive  
Fairfax, VA 22030

Re: Covance Comments on Route 7 Corridor Improvements Project;  
Opposition to Proposed SWM Pond #10 on Covance Property Rt 7 & Towlston Rd

Dear Mr. Dunn:

Covance Laboratories Inc., the owner of the property at 9200 Leesburg Pike adjoining Rt 7 and Towlston Rd, wishes to submit the following comments regarding the proposed corridor improvements impacting Covance. The Design Public Hearing Plans (7 of 8) dated November 15, 2016 show a shift in the location of a stormwater management pond that is likely to create significant negative impacts both on Covance and on the impending future development of the Covance property. Covance urges VDOT to re-evaluate the location for the pond in light of the financial, technical and environmental impacts.

Covance has the following specific comments and questions regarding the 11/15/16 Plans:

(1) The Plans show a stormwater management pond (SWM Pond #10) on Covance's property that was originally shown on the June 16, 2016 Stormwater Management Strategy as being sited on another location across Rt 7. Covance has calculated that approximately 2 acres of its property would be taken for SWM Pond #10, the rights of way and easements shown on the 11/15/16 Plans. However, the ultimate impact of siting the pond on the Covance property would be far greater than 2 acres due to the significant land development restrictions and limitations that would be caused by the pond.

(2) The Covance property currently has by-right R-1 zoning. Covance is actively marketing the property for sale, and future development of the property is likely to have a large residential component. The loss of a prime portion of developable property, and the resulting pond-related restrictions on the siting, uses and access to future residential units, would be a significant financial loss for which Covance must be compensated.

(3) VDOT's proposed siting of SWM #10 on the Covance property does not appear to have considered whether and how SWM Pond #10 should be designed and coordinated with the impending development of the Covance property. There are complex technical and engineering issues which should be evaluated by VDOT before determining that a stormwater management pond should be sited on the Covance property.



(4) The proposed placement of SWM Pond #10 would require the destruction of a large section of the well-developed tree screen at the corner of Towlston Rd and Rt 7. This tree screen has long been a significant benefit to Covance and its neighbors, and the loss of this natural and aesthetic asset (approximately 1 acre in size) would be a significant negative impact of proposed SWM #10 not evaluated by VDOT. The future residential users on the Covance property, users of Rt 7, and the public at large would all be impacted by the loss of the Covance tree screen.

Covance is prepared to discuss the above points further with VDOT, but Covance wishes to emphasize its strong opposition to the proposed siting of the pond on Covance property.

Please contact the undersigned at [John.Fox@covance.com](mailto:John.Fox@covance.com) for further information regarding Covance's position.

Sincerely,

COVANCE LABORATORY, INC.

A handwritten signature in black ink, appearing to read "John Fox". The signature is stylized with a large, sweeping initial "J" and a long horizontal stroke.

John Fox

Senior Manager Global Sourcing and Construction Management

GSB:8308714.1

**From:** James Dalrymple [mailto:dan@i-c.net]  
**Sent:** Friday, December 02, 2016 2:49 PM  
**To:** ConnectRoute7 (VDOT)  
**Subject:** Route 7 Corridor Improvments Project

**Name:** James Dalrymple

**E-mail Address:** [dan@i-c.net](mailto:dan@i-c.net)

**COMMENT**

As an avid equestrian user of the trails in the northern Virginia area I would like to urge you to give careful consideration to the safety suggestions that Fairfax for Horses is making in regard to the crossing at Route 7 at Colvin Run. Thanks.

**Resides at**

12504 Knollbrook Dr

**in the City of**

Clifton

**My organization is**

**From:** Ava and Dan Nguyen [mailto:Ava.B.Nguyen@gmail.com]  
**Sent:** Friday, December 02, 2016 4:01 PM  
**To:** ConnectRoute7 (VDOT)  
**Subject:** Route 7 Corridor Improvments Project

**Name:** Ava and Dan Nguyen

**E-mail Address:** [Ava.B.Nguyen@gmail.com](mailto:Ava.B.Nguyen@gmail.com)

**COMMENT**

2 Requests: a)We would like to request an egress access to Brook Rd due to safety concerns of the proposed design for the delay left turn to Lewinsville Rd. b)When we bought the home 18 months ago, it was due to feng shui aspects....with the new design for Lewinsville Rd, it will change it dramatically. We would like to request some landscaping screening in front of our home. Additional details can be provided. Thank you, Ava and Dan

**Resides at**

8832 Lewinsville Rd.

**in the City of**

McLean

**My organization is**

Resident of Woodside Estates

**From:** Roz Craw [mailto:Rozemail@aol.com]  
**Sent:** Friday, December 02, 2016 2:14 PM  
**To:** ConnectRoute7 (VDOT)  
**Subject:** Route 7 Corridor Improvements Project

**Name:** Roz Craw

**E-mail Address:** [Rozemail@aol.com](mailto:Rozemail@aol.com)

**COMMENT**

As my home will be the 2nd house in from Rt 7, in the Estates of North Hills (between Reston Ave and Reston Parkway) I am concerned about increased noise. Will there be noise barriers put in place? Thank you.

**Resides at**

1106 Round Pebble Ln

**in the City of**

Reston

**My organization is**

**From:** Matthew Mudd [mailto:mattmudd63@gmail.com]  
**Sent:** Friday, December 02, 2016 2:28 PM  
**To:** ConnectRoute7 (VDOT)  
**Subject:** Route 7 Corridor Improvements Project

**Name:** Matthew Mudd

**E-mail Address:** [mattmudd63@gmail.com](mailto:mattmudd63@gmail.com)

**COMMENT**

I own property on Route 7, and your project plan shows work on my property. I'd like to understand more details.

**Resides at**

Vienna

**in the City of**

Na

**My organization is**

9030 Leesburg Pike

**From:** Holly Weatherwax [mailto:hbwax@verizon.net]  
**Sent:** Friday, December 02, 2016 2:04 PM  
**To:** ConnectRoute7 (VDOT)  
**Subject:** Route 7 Improvements

Good afternoon,

I live on a street that ends up against Rt. 7, Round Pebble Lane. Our street is not part of an HOA and for that reason, I suspect, we have not received any notification of these improvements until one of our neighbors found the information on Facebook.

Because we hear significant noise from Rt. 7 already, I would ask that the state install noise barriers that provide us at least the protection that we currently have from the existing land buffer.

This is not just a matter of convenience, but rather a way to help us maintain the value in our community and land, which in turns benefits the county via tax revenues.

Sincerely,

Holly Weatherwax

Holly Weatherwax, Associate Broker

**PLEASE NOTE MY NEW EMAIL ADDRESS:** [holly@hollyweatherwax.com](mailto:holly@hollyweatherwax.com)

**Momentum Realty**

Direct: 571-643-4902

Board of Directors & Vice Chair of Member Services, Dulles Area Association of Realtors®

[www.greatexperience.net](http://www.greatexperience.net)

To download my mobile home search app: [Homesnap](#)

“Like” my [Facebook page](#) for information about the local real estate market and general interest features

*Licensed in Virginia*

**From:** Patti Jackson [mailto:ptremols@gmail.com]

**Sent:** Friday, December 02, 2016 12:37 PM

**To:** ConnectRoute7 (VDOT)

**Cc:** jennifer.kaplan@fairfaxcounty.gov; jane.edmondson@fairfaxcounty.gov; smitha.chellappa@fairfaxcounty.gov; sadiqi53@aol.com

**Subject:** Nov.15 Design Public Hearing

Good afternoon,

I am a horse owner in Fairfax County. I keep my horse off Utterback Store Road. I implore you to consider elevating the height of the underpass for horses. In addition, if possible make the crossing over route 7 passable for horses.

I will tell you I have ridden my horse from Utterback Store rd to Frying pan Park. I have also ridden my horse down the middle of rt 7 on the grassy median from Baron Cameron to Utterback. I know if the changes can't be accommodated I will have absolutely no problem crossing or going anywhere in Fairfax but there are many many horse and riders who cannot. Please take in to consideration this county was once a very large and vibrant horse community it seems a shame to create another block/barrier that will certainly have an adverse effect on this wonderful activity.

Thank you for your consideration,  
Paloma Tremols

**From:** Lisa Mulville [mailto:[lisam500@hotmail.com](mailto:lisam500@hotmail.com)]

**Sent:** Friday, December 02, 2016 11:15 AM

**To:** ConnectRoute7 (VDOT)

**Cc:** [jennifer.kaplan@fairfaxcounty.gov](mailto:jennifer.kaplan@fairfaxcounty.gov); [jane.edmondson@fairfaxcounty.gov](mailto:jane.edmondson@fairfaxcounty.gov); [smitha.chellappa@fairfaxcounty.gov](mailto:smitha.chellappa@fairfaxcounty.gov)

**Subject:** Rt.7 and Colvin Run Crossing/Equestrians

William,

Thank you for taking input on this Rt. 7 widening project. I am writing to make awareness of a need not only for an equestrian underpass with as much head room as possible, but also for a safe crossing at the light at Rt. 7 and Colvin Run. This is an extremely dangerous crossing not only for equestrians, but pedestrians as well.

Not all horses will be able to cross under the bridge due to height limits as well as discomfort with overhead roaring. I have seen in other states, and have sent pictures to your office in the past, where they have an equestrian cross button above the pedestrian crossing button, higher up on the pole. The pole being set back off the road a safe distance in a so called "holding area". Once the button is pushed it allows for more time as the horses approach, cross, and get off the road on the other side. In addition, the crossing surface is made safe for horses, rather than slick, as many currently are.

As an equestrian and trail user as well as a board member of Fairfax4Horses, I am asking that you please include something like this in the plan as you widen Rt. 7. I am happy to discuss this with you if you would like or have any questions. Safety is of great concern here.

Thank you.

Lisa Mulville  
703-759-7022

**From:** s porter [mailto:hollyroad1@gmail.com]  
**Sent:** Friday, December 02, 2016 9:28 AM  
**To:** ConnectRoute7 (VDOT)  
**Subject:** COMMENTS - Nov. 15 Design Public Hearing

I was impressed that the entire noise study was made available to the public, not just results.

My main concern, however, is the stormwater treatment facilities, and I was disappointed that other than preliminary location and size of the facilities, no information on the analysis to date that supports the preliminary design was made available. How can I get the details that went into the preliminary stormwater design?

I understand that the stormwater treatment design is an iterative process and is far from complete. I am particularly interested in the retention pond to be located just north and west of the intersection with Trotting Horse Lane on land currently owned by the Locust Hill Homeowners Association. There is an existing hill set back from the right of way that provides a natural buffer for the RPA, the stream and the many homes in the Locust Hill and Haver Hill neighborhoods. As currently drawn, the earthwork to construct the retention pond will eliminate a portion this hill for over 200 ft. from the existing right of way.

As the stormwater design progresses, I request that in addition to minimizing the size of the facility required, that the designers specifically explore making the pond longer along the route alignment and narrower transverse to the route alignment. Such a footprint would better fit within the existing terrain and the right of way and preserve to the maximum extent possible the existing natural barrier that the hill provides.

Thank you for your consideration. Please let me know how I can review more details on the stormwater analysis and design as the project progresses.

Respectfully,  
Jonathan Porter

**From:** David Wagoner [mailto:wagonerd@gmail.com]  
**Sent:** Friday, December 02, 2016 8:58 PM  
**To:** ConnectRoute7 (VDOT)  
**Subject:** Route 7 Corridor Improvments Project

**Name:** David Wagoner

**E-mail Address:** [wagonerd@gmail.com](mailto:wagonerd@gmail.com)

**COMMENT**

When people mention what's bad about Fairfax County, they mention the traffic. Widening roads has been proven to make traffic worse. We should not be widening one more road in the county. Any and all road improvements should be solely concentrated on pedestrians, transit, and bicycles. Your children will thank you.

**Resides at**

4543 Ravensworth Rd.

**in the City of**

Annandale

**My organization is**

**From:** William McHenry [mailto:frogdrvr@gmail.com]  
**Sent:** Friday, December 02, 2016 6:32 PM  
**To:** ConnectRoute7 (VDOT)  
**Subject:** Route 7 Corridor Improvements Project

**Name:** William McHenry

**E-mail Address:** [frogdrvr@gmail.com](mailto:frogdrvr@gmail.com)

**COMMENT**

We would like to include the completion of the sidewalk on the southeastern side of Riva Ridge Dr through to Morningwood Ln as part of the project. As it stands the widening of Route 7 may have an increase in traffic through the neighborhood as motorists use the Dr as a cut through connecting from Georgetown pike. There is currently no sidewalk the length of the Drive allowing pedestrians and cyclists to connect to the bike trails and pedestrian corridors currently planned alongside Route 7.

**Resides at**

1150 Riva Ridge Dr

**in the City of**

Great Falls VA

**My organization is**

President Lochmeade HOA

**From:** Michael Kosoff [mailto:mlkosoff@hotmail.com]  
**Sent:** Friday, December 02, 2016 6:04 PM  
**To:** ConnectRoute7 (VDOT)  
**Subject:** Comments on route 7 expansion

VDOT,

Please accept these comments on the widening of route 7. While I appreciate the amount of traffic on route 7, I do not believe that widening route 7 is the most appropriate solution for the following reasons:

1. There are viable alternatives to route 7 widening that are less expensive and achieve the goals of reducing traffic.
  - a. Turn the airport lanes of the Toll Road into non-local lanes (and toll its travelers in such a fashion to reduce the toll rate on all drivers). At rush hour, the airport lanes are empty while the regular travel lanes are impassable. This along with the excessive toll rates force drivers onto local roads, which is a major concern. The goal should be to get drivers, particularly those travelling far distances, off of route 7.
  - b. Widen the one-lane bridges that bottleneck alternative routes, such as Springvale Road, Huntermill Road, and Walker Road so as to give drivers alternatives.
  - c. Allow traffic on 267 east bound to cross into the airport lanes past route 7. In the AM rush hour, drivers exiting onto route 123 block all lane of traffic on 267, while this last stretch of the airport lanes are largely unused. Allowing a cross-over can allow those travelling point east to avoid local tie-ups.
  - d. Encourage other east-west avenues by encouraging drives to take other roads, such as Fairfax County Parkway, Wiehle Road, Reston Parkway, etc. to reach the Toll Road.
2. Even with widening, Route 7 will still hit bottle necks at certain points, such as when 7 passes the Toll Road going east board, Beulah Rd, or Barron Cameron. Widening will not resolve this issue and continued development of the Tyson's area will exacerbate this problem over time. A better solution would be to widen roads that by-pass the Tyson's area, such as Georgetown Pike, Old Dominion, Lewinsville, etc.; and creating a Beulah route entrance/exit to the Toll Road.
3. Another approach would be to stop buildings in the Northern Virginia area. The Northern Virginia area is being redeveloped and population density is increasing. Through zoning, this can be slowed.
4. Better use of public transportation
  - a. The silver line is one solution to the traffic problems in Northern Virginia. However, this solution has not been implemented properly. The actual effect has been an increase in road traffic.
    - i. The Silver Line has no parking so many commuters cannot use it. Also, the frequency of buses and the locations of bus stops to get folks to the silver line were not well planned.
    - ii. VDOT/WMATA should undertake to create a silver line stop in the middle of nowhere with a massive parking facility to facilitate commuters.
    - iii. If VDOT/WMATA cannot provide adequate bus to metro service, it should build several park and ride sites for commuters.
5. Route 7 is overloaded in the morning going east bound and in the evening going west bound. As such, it may not be necessary to widen both sides of route 7. Instead, an approach can be used similar to that used in

Connecticut Avenue in DC where a single lane converts from an inbound to an outbound lane depending on the time of day.

6. I question the merit of 10ft sidewalks on each side of route 7. There are not going to be a sufficient number of pedestrians travelling between Sterling and Tysons to merit this approach. Consider creating a sidewalk on only one side of route 7 or make the sidewalks narrower.

I also fear the environmental impact of expanding route 7. VDOT has already made a mess of Difficult Run (at the entrance to Carpers Farm). The parks are a delicate ecosystem. We should not be rerouting streams and the like. Instead, we should take a large bite out of the other side of route 7 and keep the streams untouched.

Thanks for your consideration.

Sincerely,

Michael Kosoff

**From:** Coughlin, Michael J. [mailto:mcoughlin@thelandlawyers.com]  
**Sent:** Friday, December 02, 2016 9:19 AM  
**To:** ConnectRoute7 (VDOT); Dunn, William (VDOT)  
**Cc:** Jay Meadows (jmeadows@meadowsfarms.com); rmeadows@meadowsfarms.com; averdi@gordon.us.com  
**Subject:** Route 7 Corridor Improvements

Mr. Dunn,

On behalf of Meadows Farms Virginia LLC, we submit these comments on the proposed Route 7 Corridor Improvements. On September 15, 2016, we sent the attached letter to you on behalf of our client relating to its property located at 10610 and 10618 Leesburg Pike, Vienna, Virginia 22182. We are transmitting it again and it serves as our client's comments on the project at this point. We request that you or someone from your project team contact us to set-up a meeting to discuss a resolution of the location and design of the entrance into the property.

Additionally, we request that any construction that physically impacts the property occur between July and February, avoiding the peak sales months of March through June.

Additionally, we provide the following comments for our client's other location at 11254 Leesburg Pike, Herndon, VA 20170. Our client is concerned about the following:

1. the flow of tractor trailers into and out of the nursery;
2. ensuring that customers can enter and exit during construction;
3. avoiding construction impacts to the property during March through June;
4. ensuring good signage perpendicular to Route 7;
5. although our client desires to cooperate with its neighbors, it has concerns sharing an entrance with adjoining owners after this project, as there is a concern regarding traffic bottlenecks and safety.

It is anticipated that Anthony Verdi from Gordon will be contacting you to obtain the latest versions of the plans for these properties. During the meeting we have requested, we can discuss this property as well.

We look forward to hearing from you or someone from the project team regarding proposed meeting times.

Best regards,



Michael J. Coughlin  
Walsh Colucci Lubeley & Walsh PC  
[TheLandLawyers.com](http://TheLandLawyers.com)

4310 Prince William Parkway | Suite 300 | Prince William, VA 22192  
Phone: (703) 680-4664 | Fax: (703) 680-2161

[mcoughlin@thelandlawyers.com](mailto:mcoughlin@thelandlawyers.com)

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Michael J. Coughlin  
(703) 680-4664 Ext. 5113  
mcoughlin@thelandlawyers.com  
Fax: (703) 680-2161

**WALSH COLUCCI  
LUBELEY & WALSH PC**

September 15, 2016

**Via First Class Mail and E-mail**

Mr. William Dunn, P.E.  
Project Manager  
VDOT  
4975 Alliance Drive  
Fairfax, Virginia 22030

Re: Route 7 Corridor Improvements, UPC 52328 (the "Project")  
Meadows Farms Virginia, LLC ("Meadows Farms")  
10610 and 10618 Leesburg Pike (the "Property")

Dear William:

As you may know, we represent Meadows Farms in connection with the proposed improvements to Route 7 that will impact the Property referenced above. As we have shared with VDOT representatives before, our client is very concerned about the Project's elimination of the Property's access from Route 7 and the constraints placed upon the Property because of the encroachment of the improvements into the existing parking and display areas. We are writing to also convey a specific concern that we would like addressed—the proposed entrance from Springvale Road is not wide enough for safe use by the tractor trailers that access the Property.

Accordingly, our client, working with Anthony Verdi, P.E., of Gordon, has developed an alternative entrance design which provides for a 40' wide commercial entrance with 45' radii on each side of the entrance. Enclosed is an exhibit depicting the proposed entrance design, and also showing that tractor trailer traffic can make the necessary turning movements and not travel onto the curbing. The location of the entrance is the same as the entrance shown on the last version of the VDOT plans. Although placing an entrance at this location will require the relocation of parking and inventory storage, it is a location that, under the circumstances, our client agrees with.

Meadows Farms respectfully requests that VDOT incorporate this entrance design into the plans for the project. Please have someone from the project team contact me to confirm that this change will be incorporated into the plans, or to discuss any issues with our proposal.

ATTORNEYS AT LAW

703 680 4664 | WWW.THELANDLAWYERS.COM  
4310 PRINCE WILLIAM PARKWAY | SUITE 300 | WOODBRIDGE, VA 22192-5199

ARLINGTON 703 528 4726 | LOUDOUN 703 737 3633

Page 1 of 2

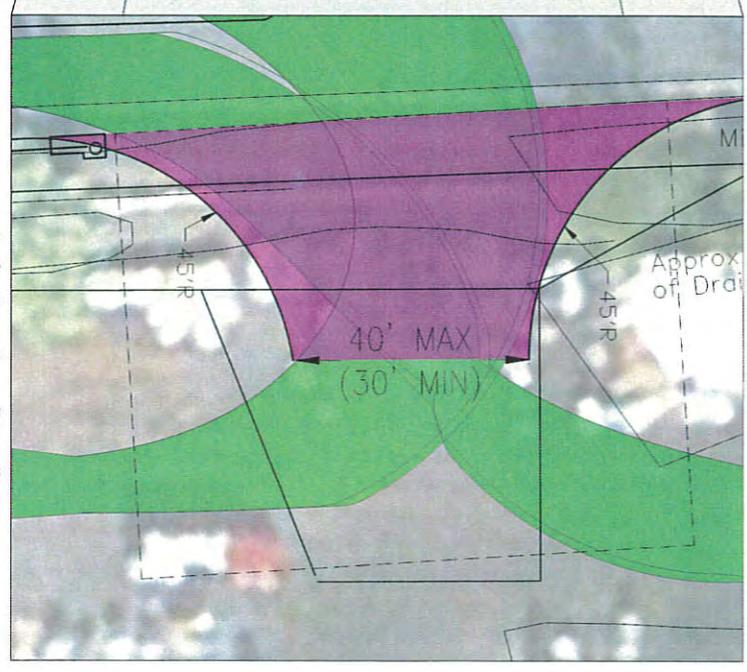
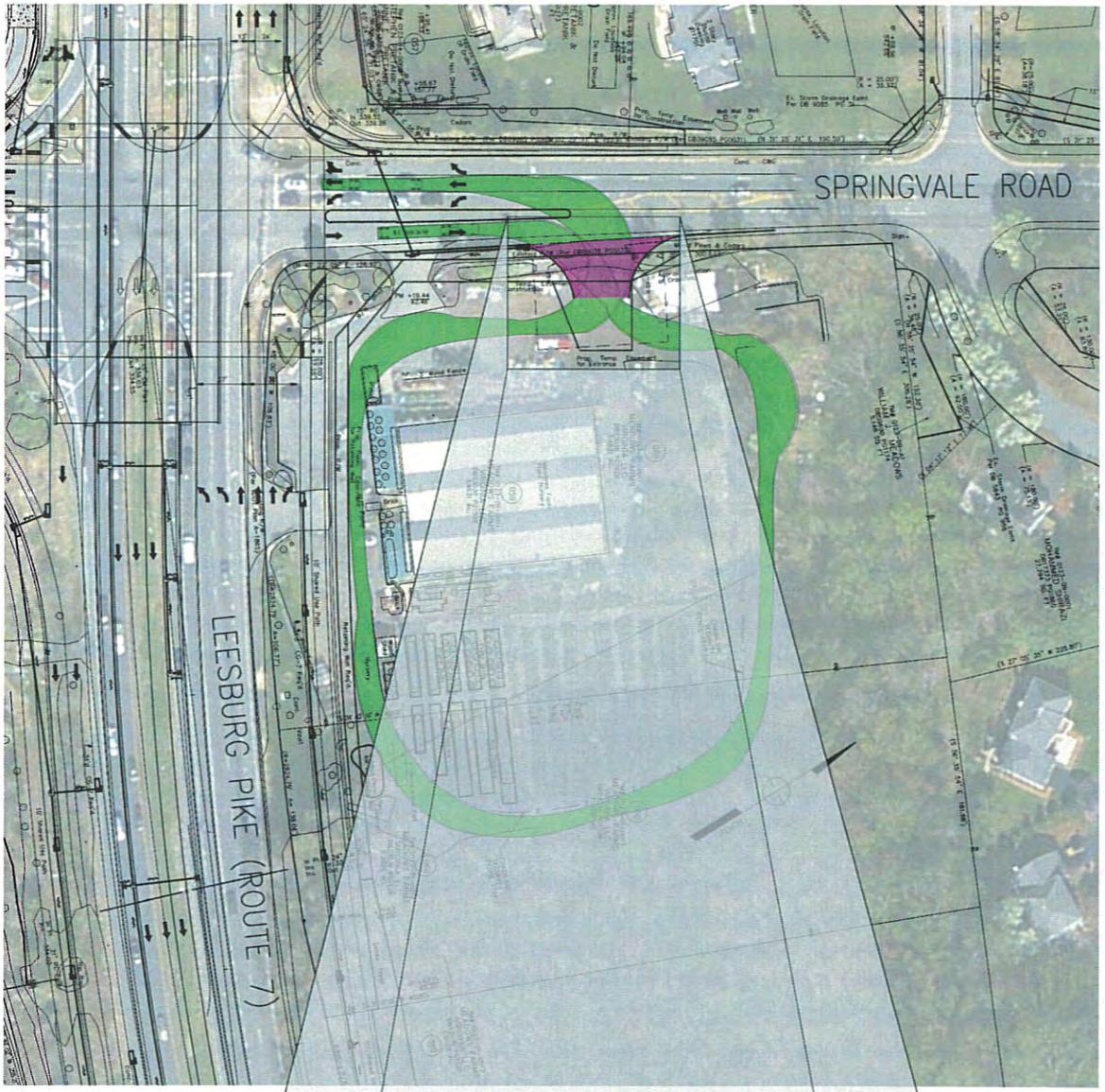
Sincerely,

WALSH, COLUCCI,  
LUBELEY & WALSH, P.C.

A handwritten signature in black ink, appearing to read 'Michael J. Coughlin', with a long horizontal flourish extending to the right.

Michael J. Coughlin

cc: Ms. Angel Tao, P.E. (VDOT)  
Ron Meadows  
Jay Meadows  
Anthony Verdi (Gordon)



**MEADOWS FARMS**

VDOT ENTRANCE WIDTH EXHIBIT  
 SCALE: AS NOTED  
 AUGUST 17, 2016

**LEGEND:**



SITE ENTRANCE  
 PER VDOT

**From:** William Niedringhaus [mailto:wniedrin@gmail.com]

**Sent:** Thursday, December 01, 2016 8:10 PM

**To:** ConnectRoute7 (VDOT)

**Cc:** Kaplan, Jennifer; Edmondson, Jane P.; smitha.chellappa@fairfaxcounty.gov; huntermill@fairfaxcounty.gov; Karen Jones; Glenn Gillis; Ric Francke; Dennis R Kruse; Robin Rentsch; Beverly Dickerson

**Subject:** Cross County Trail and Rt 7 Widening at Colvin Run Mill

We've attached our detailed comments re FCDOT's widening of Rt 7 and its impact on the Cross County Trail.

Summary:

1. The CCT should be routed SOUTH of the re-aligned stream, between Carpers Farm and Difficult Run, to keep it further off the road--making it a better user experience.
2. We approve of the two underpasses at Rt 7/Difficult Run. They need to connect to the parking lot at the end of Old Leesburg Pike.
3. The design should allow access to the EAST bank of Difficult Run from the sidewalks along Rt 7 north and south. There is continuous FCPA park land all the way to Beulah Road--enabling a mile-long natural surface volunteer-built trail that would link to Meadowlark, Barns at Wolf Trap, W&OD and Vienna.
4. The CCT should connect to Colvin Run Park--as the only restrooms/water/food north of Oak Marr.
5. Equestrians have special safety needs, including
  - a. Waiting area at crosswalk
  - b. Rough surface for crosswalks
  - c. Pole with button higher up
  - d. 12' clearance under Rt 7

We look forward to working with you on this design.

Thanks,

Bill Niedringhaus and Karen Jones  
Fairfax Trails and Streams



# Cross County Trail and Rt. 7 Widening at Colvin Run

William P Niedringhaus

Karen L. Jones

Fairfax Trails and Streams



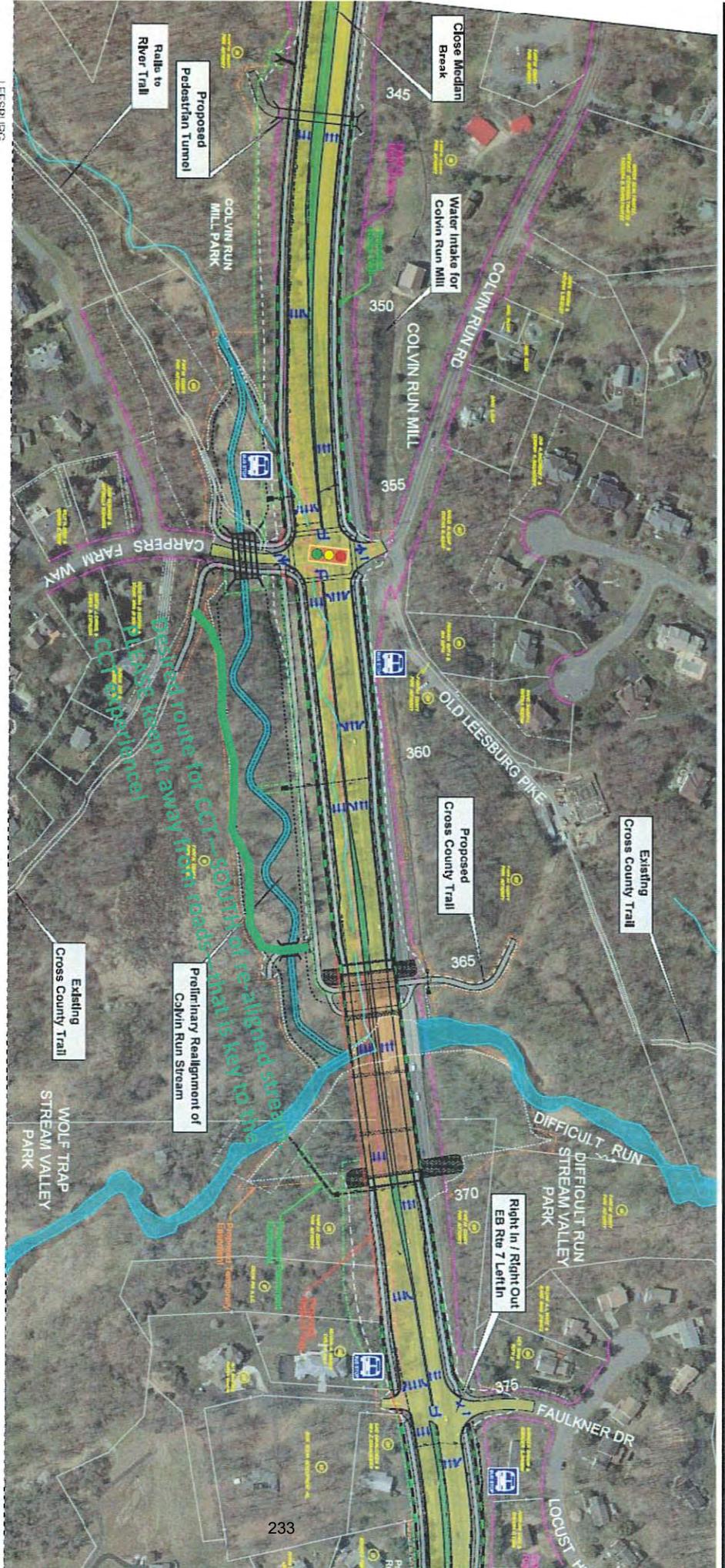
## Recommendations for CCT at Colvin Run/Rt 7

- CCT *south* of rerouted stream between Diff. Run and Carpers Farm
- The two underpasses on west side of Diff. Run are good!
- Design should allow trail use along east side Diff. Run under Rt 7 with access to sidewalks north and south of Rt 7.
  - Allows mile-long natural surface trail to Beulah Road; many more connections
- Need link CCT to Colvin Run (only restroom/water/food on CCT)
- Equestrian safety
  - Waiting area
  - Rough surface for crosswalk
  - Pole with button higher up
  - 12' clearance under Rt 7



Legend

Proposed Road	Construction Right-of-Way
Proposed Bridge	Construction Right-of-Way
Proposed Street Use Interchange/Full	Proposed Temporary Easement
Proposed 1/4-Mile Four-Season Management Study	Proposed Permanent Easement
Standard Intersection	Proposed Right-of-Way
Standard Intersection (conditions to be met)	Proposed Right-of-Way
Standard Intersection (conditions to be met)	Proposed Right-of-Way



# Route 7 Corridor Improvements Project

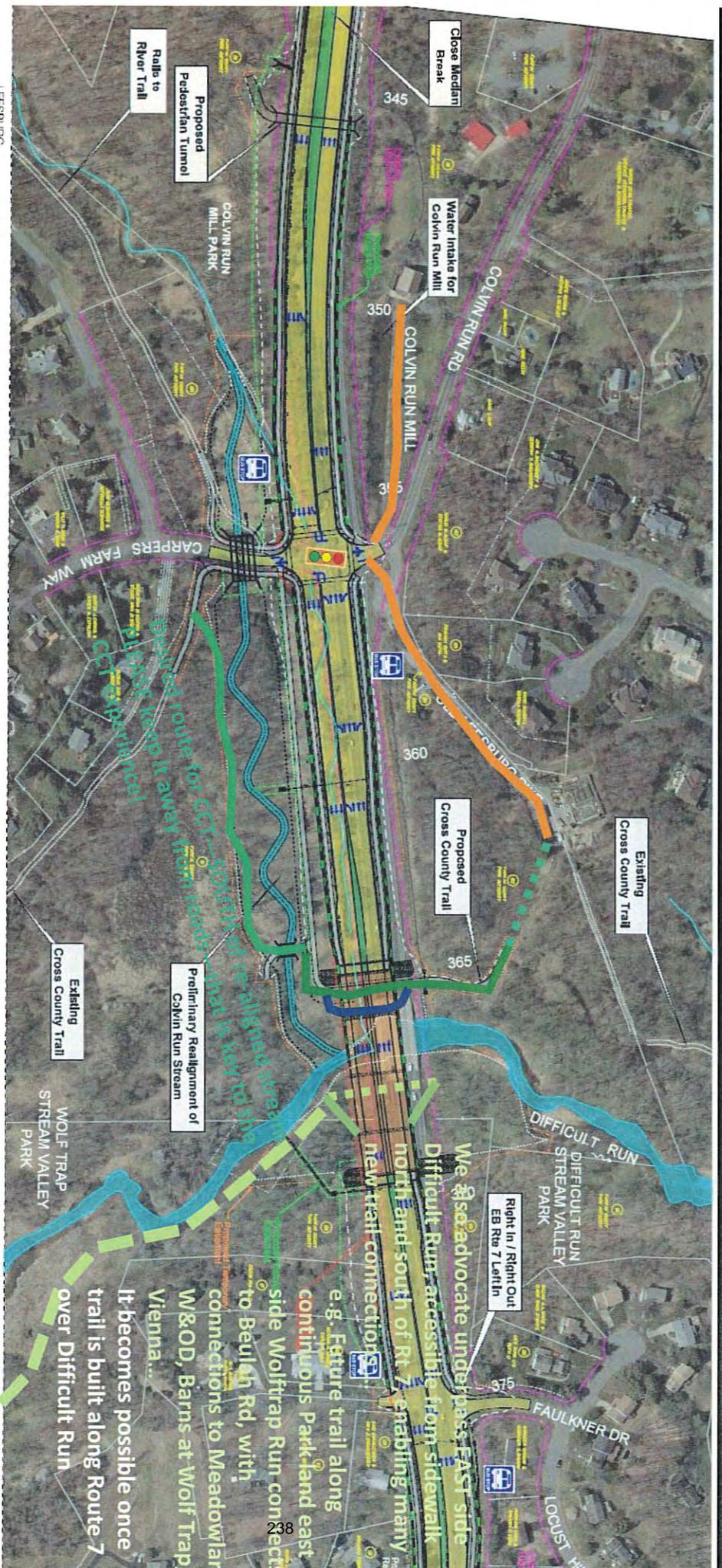
Fairfax County, Virginia  
 State Project Number: 0007-029-128, P102, R202, C502, B610











**Legend**

Proposed Base	Construction - 11-11-11
Proposed Blue	Construction - 11-11-11
Proposed Street Line (Proposed)	Proposed Temporary Easement
Proposed 4-1/2" Pipe Stormwater Management Study	Proposed Permanent Easement
Proposed Pedestrian	Proposed Right of Way
Proposed Right of Way	Proposed Pedestrian Localities

# Route 7 Corridor Improvements Project

Fairfax County, Virginia  
 State Project Number: 0007-029-128, P102, R202, C502, B610

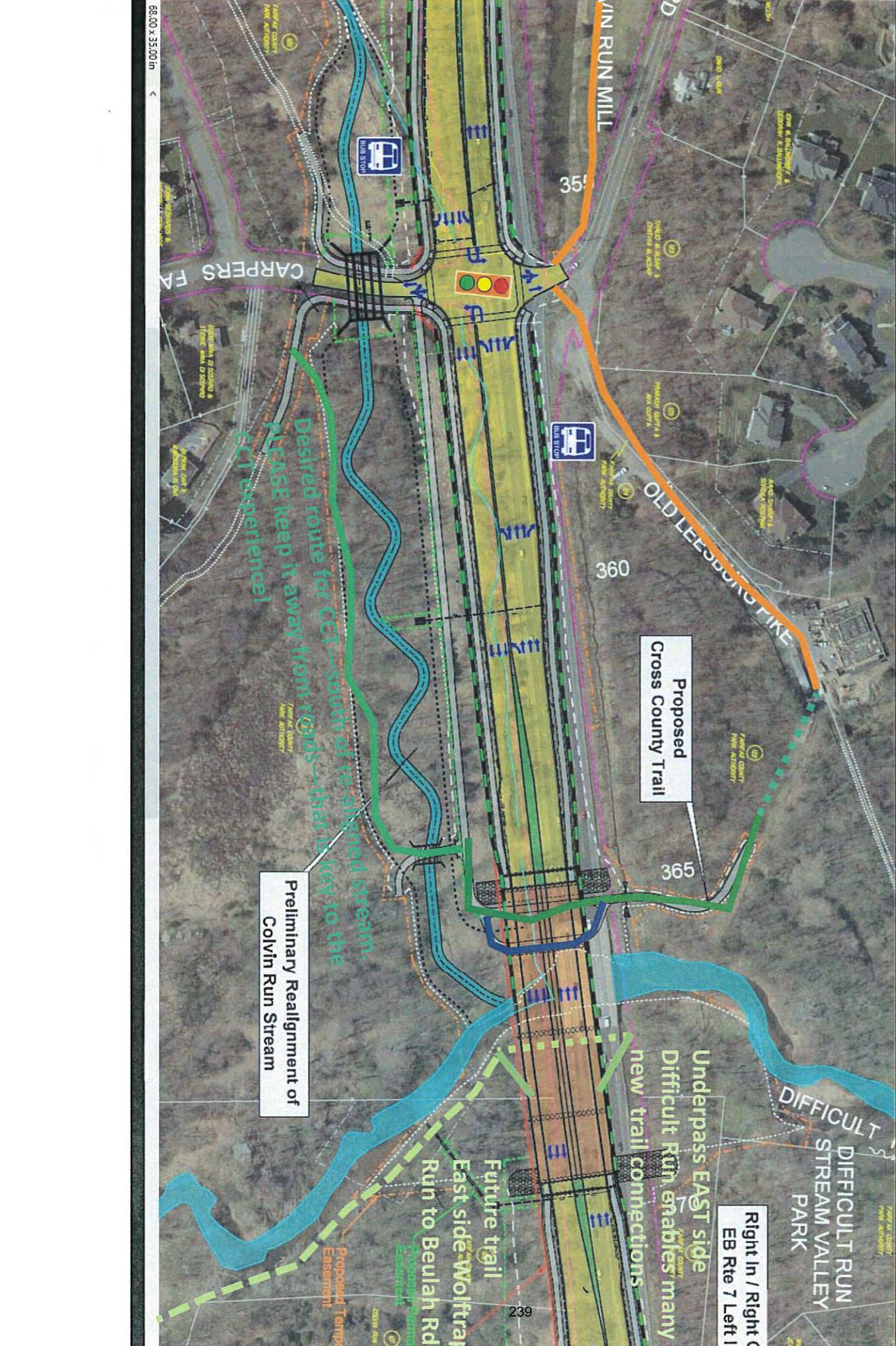
We advocate underpass EAST side of Difficult Run, accessible from sidewalk north and south of Rt. 7, enabling many new trail connections.

e.g. Future trail along contiguous Parkland east side Wolftrap Run connects to Beulah Rd, with connections to Meadowlark W&OD, Barns at Wolf Trap, Vienna...

It becomes possible once trail is built along Route 7 over Difficult Run

Proposed route for CCT - 50% of the re-alignment stream easement route is away from nearby water features!

Proposed route for CCT - 50% of the re-alignment stream easement route is away from nearby water features!



Desired route for CCT - south of re-aligned stream.  
 PLEASE keep it away from roads - that is key to the CCT experience!

Preliminary Realignment of Colvin Run Stream

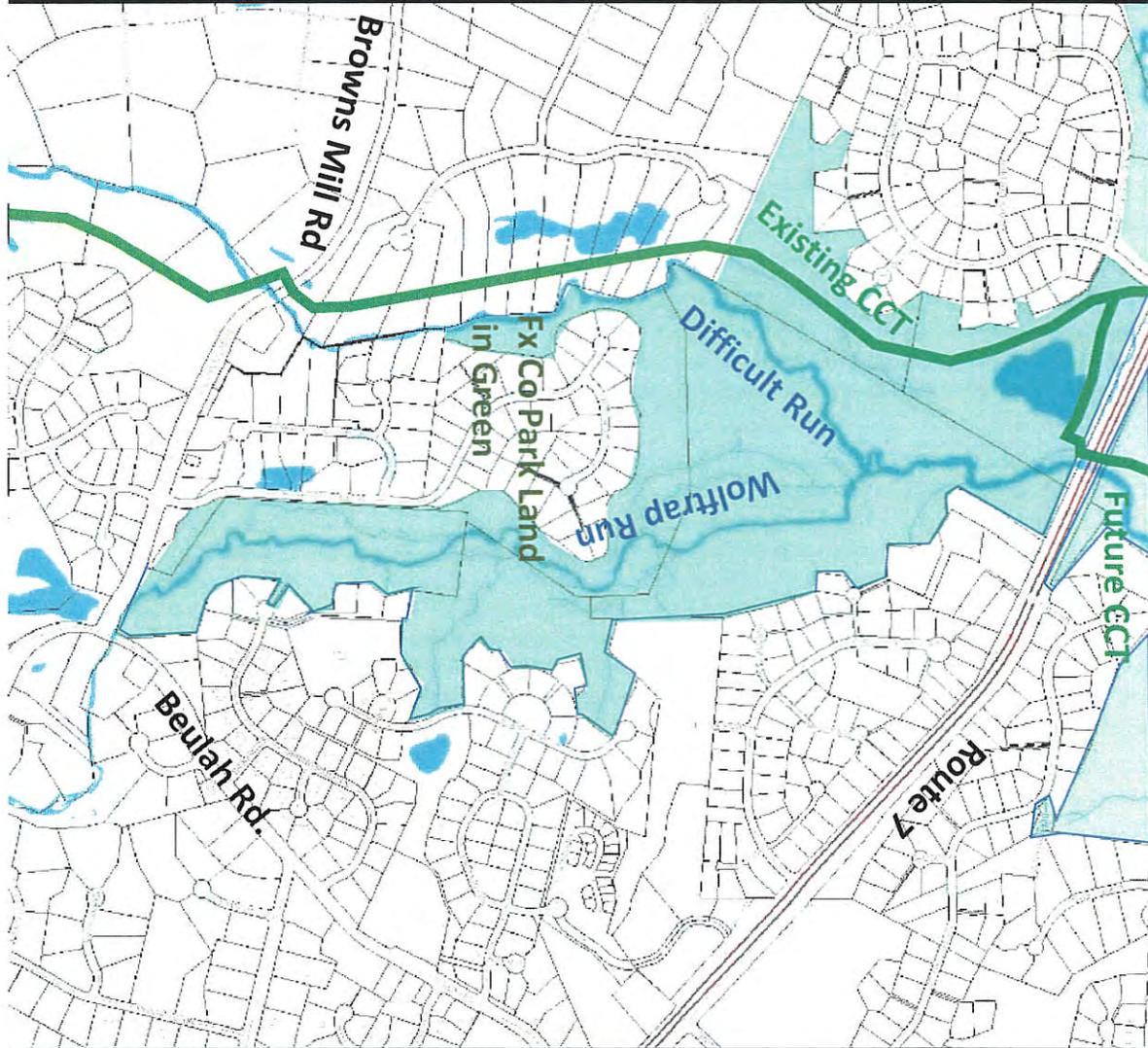
Proposed Cross County Trail

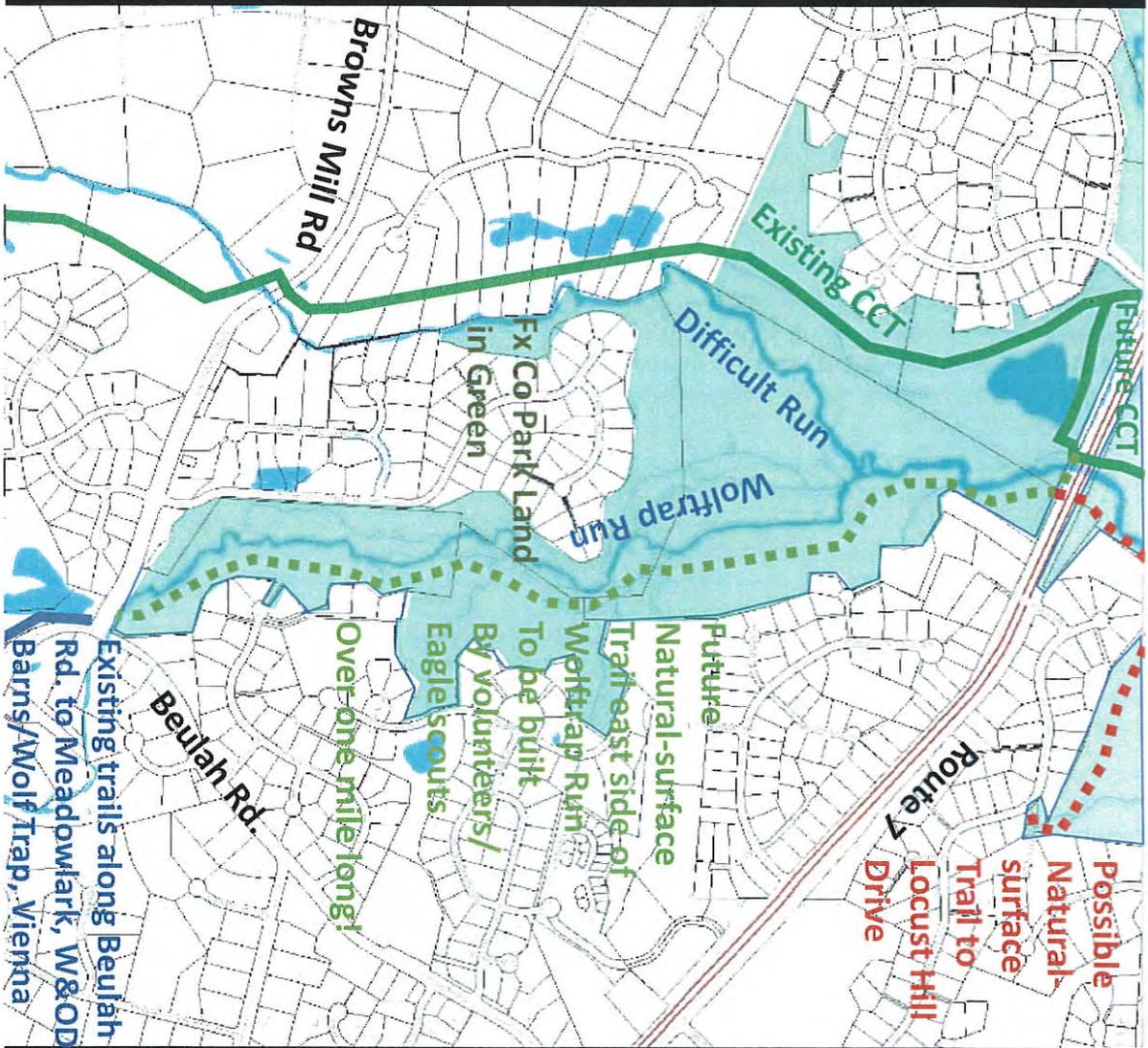
Underpass EAST side Difficult Run enables many new trail connections

Right In / Right Out EB Rte 7 Left In

Future trail East side Wolftrap Run to Beulah Rd.

DIFFICULT RUN STREAM VALLEY PARK





Existing trails along Beulah Rd. to Meadowlark, W&OD Barns/Wolf Trap, Vienna

Over one mile long!  
To be built  
By volunteers/  
Eagle Scouts

Natural-surface  
Trail east side of  
Wolfttrap Run

Possible  
Natural-  
surface  
Trail to  
Locust Hill

# Considerations for Equestrian Users

*Taken from Recreational Trails Program of the FHA, USDA Forest Service Equestrian Design Guidebook*

**Intersection at Carpers Farm needs to be made Safe for all users including equestrians**



United States Department of Agriculture  
Forest Service  
Technology & Development Program  
2300 Recreation  
December 2007  
0723-2816-MITDC



In cooperation with  
U.S. Department of Transportation  
Federal Highway Administration

## Equestrian Design Guidebook for Trails, Trailheads, and Campgrounds





## Chapter 5— Designing Trail Crossings and Structures



### Dogleg Approaches

Trail Talk

The Haney Horsemen in British Columbia, Canada, sometimes advocate the use of T- or L-shaped trail jogs just before intersections with roads (Archibald, personal communication). The jog allows riders to slow down before they reach the road. When nearby vegetation is cleared appropriately, the added turns allow trail users and drivers to see each other in advance. Trails that approach an intersection by an S-shaped or zigzag path also allow trail users to see vehicles in several directions as they approach the road. Circuitous routes have another benefit—<sup>39</sup>they can force stock to observe traffic, instead of blindly following the animal in front. When using dogleg approaches, provide adequate sight distance for both road and trail users, and make sure the immediate approach and crossing are perpendicular to the road.

**Considerations for Equestrian Users**  
Intersection design should include pole set back from road (in waiting area as on next slide) with higher-up button for equestrians. (see Fig 5-2)

Some of the most complex elements on trails are crossings and structures. Trails intercept roads, highways, railroad rights-of-way, wetlands, and waterways. Trails can pass over, under, or across such obstacles. Constructing even the simplest at-grade road or stream crossing means evaluating safety issues, trail user needs, design parameters, environmental concerns, and cost. Solutions range from simple to complex, and they require input from engineers and scientists representing many disciplines, as well as trail designers, legal experts, and local riders. This guidebook provides only a basic overview for trail crossings and structures. Consult governing authorities and qualified professionals for requirements, laws, standards, and guidelines.

### At-Grade Road Crossings

Horse trails often cross roads or highways *at grade*—on the same elevation as the road. Ideally, the amount of motorized traffic in such areas is low, or the intersection has a traffic light with a push-button signal actuator that the rider can easily reach. Push-button signal actuators allow users to control the traffic light. When horse trails intersect

with roads, safety is the most important factor. Road crossings must conform to legal requirements, and they require the expertise of transportation engineers. When designing trail crossings, it is wise to consult a designer familiar with the special requirements of riders and stock.

### Crossing Locations

Where trails cross roads, the trail should be perpendicular to the road. The crossing generally should be on a straight segment of road. Locations where motorists might expect an intersection are good sites for trail crossings. Consistency in the placement and design of intersections allows all users to identify them more readily. Federal, State, or local regulations usually affect trails that intersect roads.

Appropriate tread surfaces at road crossings are critical to rider safety. Most asphalt and concrete road surfaces don't provide enough texture or traction for a horse or mule. These surfaces can be as slippery to stock as compacted snow and ice are to pedestrians. For more information, see *Chapter 6—Choosing Horse-Friendly Surface Materials*.



# Considerations for Equestrian Users

## Provide waiting areas for all trail users (1 of 2)

### Intersection and Road Crossing Guides

Shared-use trails may intersect with roads or have segments that need to meet Federal, State, or local requirements. Many agencies adopt the standard references listed below as part of their own requirements. The references listed are updated frequently—consult the latest edition.

- ★ *A Policy on Geometric Design of Highways and Streets* (AASHTO 2001a) can be ordered from the AASHTO online bookstore at [https://bookstore.transportation.org/Item\\_details.aspx?ID=110](https://bookstore.transportation.org/Item_details.aspx?ID=110).
- ★ *Guidelines for Geometric Design of Very Low-Volume Local Roads (ADT ≤ 400)* (AASHTO 2001b) can be ordered from the AASHTO online bookstore at [https://bookstore.transportation.org/Item\\_details.aspx?ID=157](https://bookstore.transportation.org/Item_details.aspx?ID=157).
- ★ *Roadside Design Guide* (AASHTO 2002) can be ordered from the AASHTO online bookstore at [https://bookstore.transportation.org/Item\\_details.aspx?ID=148](https://bookstore.transportation.org/Item_details.aspx?ID=148)
- ★ *Manual on Uniform Traffic Control Devices* (FHWA 2004a) is available at <http://mutcd.fhwa.dot.gov>.
- ★ *MUTCD Standard Highway Signs* (FHWA 2004b), a companion document to the MUTCD, is available at [http://mutcd.fhwa.dot.gov/server-shs\\_millennium.htm](http://mutcd.fhwa.dot.gov/server-shs_millennium.htm).

### Crossing Sight Triangles and Visibility

Riders need to see the road before they approach an intersection or a crossing that has rapidly moving traffic. To each side of the trail, vehicles need to see the approaching stock. These sight distances, sometimes called the *sight triangle*, allow sufficient time for everyone to stop safely once they have seen each other.

The required sight distances vary with the speed of the traffic involved and the eye height of the travelers. Refer to the appropriate AASHTO geometric design guidelines when calculating sight triangles for bicyclists and motorists on roads that intersect horse trails. Refer to the *Trail Sight Distance* discussion in *Chapter 4—Designing Trail Elements* for more information regarding riders' needs.

Many riders recreate after sundown and during evening hours, particularly in warmer climates. While lighting at rural or wildland crossings generally is not feasible, in areas with high levels of development, crossing lights may be advisable.

### Trails Crossing Roads

Trail Talk

Where shared-use trails approach road crossings, Baughman and Serres (2006) recommend adding "...a tight turn, ridges and dips in the tread, and/or narrowing the clearing width to slow down trail users. On the final approach the trail must be at a right angle (90 degrees) to the road, nearly level, and have a sight distance adequate for trail users to see the oncoming road in time to stop." They also recommend expanding the clearing width or thinning forest trees to provide good visibility from the trail to the road.

### Waiting Areas at Crossings

Riders generally ride in pairs or groups. When a trail group comes to a road crossing, riders may have difficulty keeping stock off the road. Solutions include trimming vegetation to provide a clear view farther from the road or providing a waiting area that allows stock to stand back from traffic until it is safe to cross. Consider expanding the width of the trail surface before it meets the road, forming a rectangular or fan-shaped waiting area.





# Considerations for Equestrian Users

## Provide waiting areas for all trail users (2 of 2)

### Waiting to Go

In the United Kingdom, rider waiting areas—also called *refuges*—are required where equestrian routes cross roads at grade (figure 5-1). *The Geometric Design of Pedestrian, Cycle and Equestrian Routes* (The Highways Agency 2005b) specifies a grassy area measuring 16.4 by 32.8 feet (5 meters by 10 meters). Two L-shaped fences or barriers are set opposite each other to create a dogleg in the bridle path, slowing trail traffic before it reaches the waiting area. Fence segments guide riders and their stock and make the refuge more noticeable to other users. When reviewing this design, keep in mind that traffic in the United Kingdom travels on the left-hand side of the road. U-turns are usually prohibited near rider refuge areas. When refuges are necessary in medians between multiple lanes of traffic, the designated size is 16.4 feet wide by 9.8 feet long (5 by 3 meters). Structures associated with equestrian routes, such as bridle gates or horse stiles, must be placed at least 13.1 feet (4 meters) from the road.

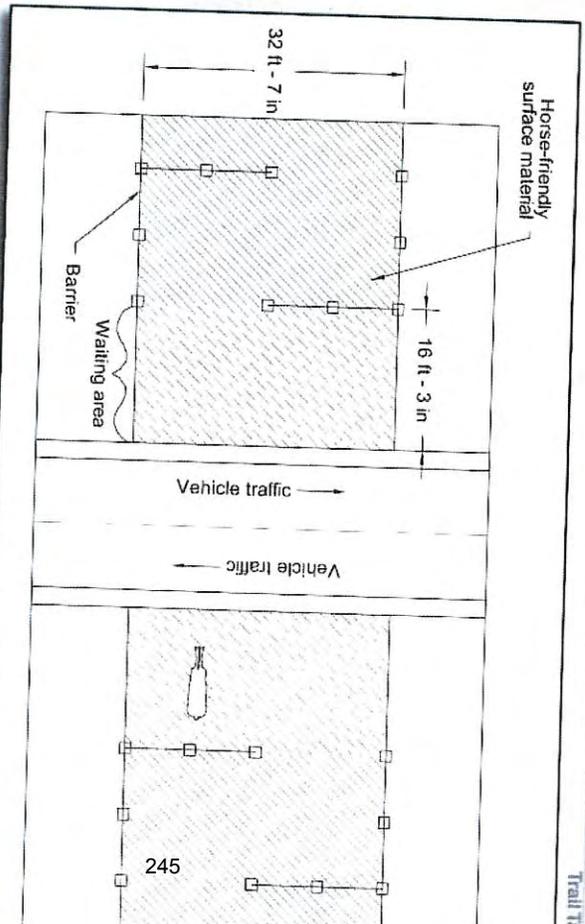


Figure 5-1—A roadway crossing with waiting area in the United Kingdom. —Courtesy of The Highways Agency. The original figure is edited for clarity.



## Road Signs and Traffic Signals

Road signs are critical for the safety of riders and other trail users where trails cross roads. Consider standard equestrian crossing signs for all at-grade road crossings used by horses and mules. *Chapter 12—Providing Signs and Public Information* has more information regarding road signs.

Most push-button signal actuators are installed too low for riders to reach without dismounting. To solve the problem, install a second push button for riders. Most seated riders can operate a push button that is between 5 and 6 feet (1.5 and 1.8 meters) above the ground (figure 5-2). Set the post far enough back from the road to keep stock out of the traffic lane.



### Trail Talk

*Equestrian Crossings* (The Highways Agency 2003) discusses crossings with and without traffic signals in the United Kingdom. The Highways Agency places push-button signal actuators in a position that encourages riders to first check the nearest approaching traffic. They also recommend placing push buttons at least 6.6 feet (2 meters) from the road edge so the animal's head does not encroach on traffic. The leaflet is available at <http://www.dft.gov.uk/pgr/roadsigns/traffic/signalsandsignals/equestriancrossings.pdf>.

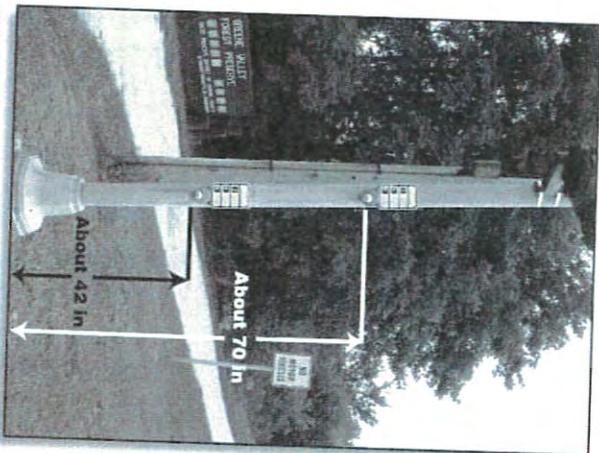


Figure 5-2—Two push button signal actuators serve pedestrians and riders. The push button for equestrians is about 70 inches above the trail's surface. —Courtesy of Forest Preserve District of DuPage County, IL.

## Road Intersections

Trail intersections with roads require site-specific engineering studies and must comply with the MUTCD standards, AASHTO guidelines, and other applicable requirements for signs, push-button

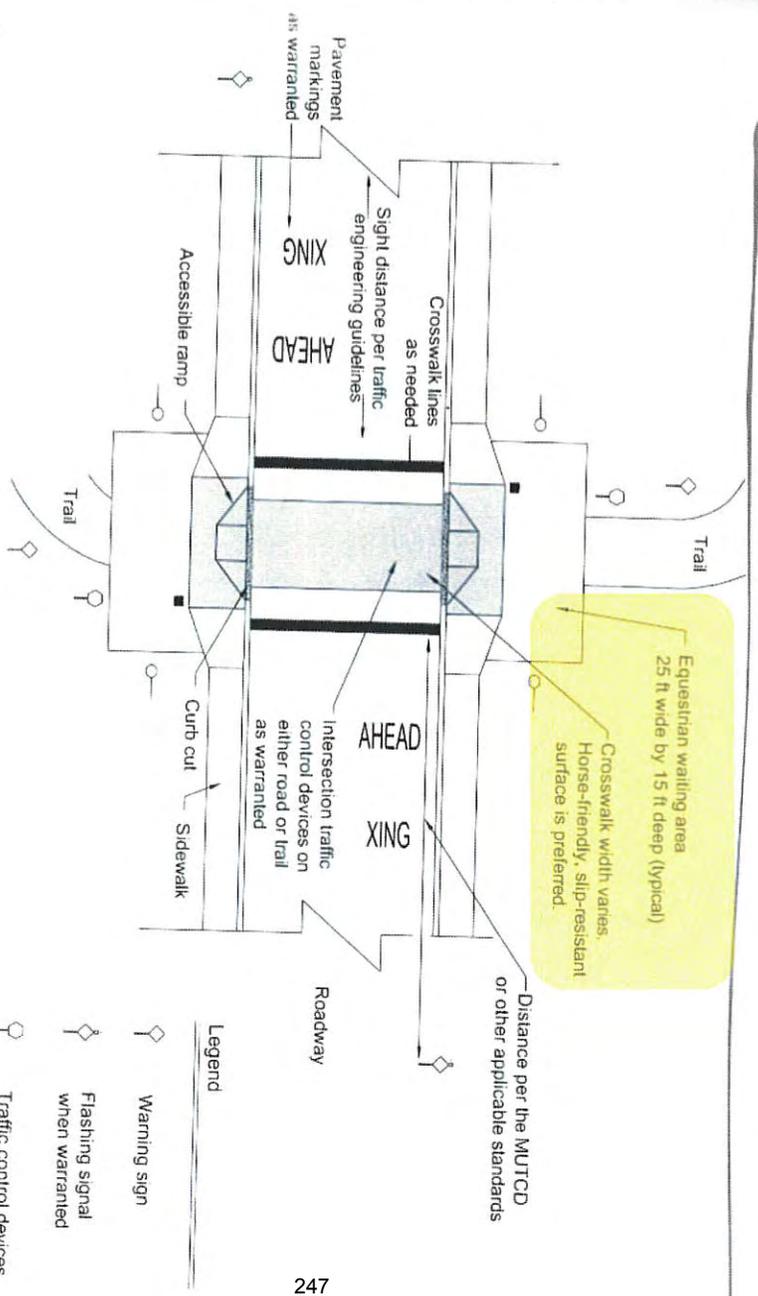


signal actuators, and related elements. Figures 5-3 and 5-4 illustrate two concepts for shared-use trails that intersect with roads. Figure 5-3 illustrates a concept for an at-grade road crossing with traffic signals, curbs, and sidewalks. Figure 5-4 illustrates a concept for an at-grade trail crossing without signals. According to the MUTCD (2003), nonvehicular signs with symbols may be used to alert road users in advance of locations where unexpected entries may occur.



### Early Warning

Usually, when there is no electricity, traffic warning lights can't be used. This presents problems when recreation trails cross roads or when crossing sight distance is poor. One solution is the Cross Alert System, a motion-activated, solar-powered, warning light. Activity on the trail triggers a radio-controlled amber warning beacon, alerting motorized traffic that trail users are at or near the intersection. The self-contained system handles rough conditions and senses many users, including pedestrians, bicyclists, and equestrians. A wide detection zone can be set up to monitor dual parallel trails, and early warning signs can be placed as far away as 500 feet (152.4 meters). Options include an integrated counter. More information is available at <http://www.crossalert.com>.



Note:  
 Crosswalk lines, pavement markings, traffic control devices, and signs must meet the MUTCD and other applicable requirements

Figure 5-3—An at-grade trail crossing (with signals) for equestrians. Adapted from the Manual on Uniform Traffic Control Devices (FHWA 2003).



### 00001

Soil is fine granular material produced by the natural disintegration of rock. The USCS says that sand is material that passes a No. 4 (4.750-millimeter) sieve, but is retained on a No. 200 (0.075-millimeter) sieve. Sand drains well and creates a soft trail tread for hoof. When used alone, sand is easily eroded or displaced by other materials and can be dusty. When sand is combined with clay and gravel or other materials to improve its drainage or prevent too much compaction, it sand is applied more than 3 inches (76.2 millimeters) deep, it can strain an animal's tendons and ligaments. Over time, horses that eat or breathe sand can contract sand colic, a serious illness. Sand should not be used in areas where horses and mules eat or where they spend a lot of time.

### Decomposed Granite

Decomposed granite resembles crushed stone, although it erodes into angular pieces through natural processes. Decomposed granite, with or without fines, compacts relatively well. When combined with fines and compacted, decomposed granite is a popular surface choice for trails, parking areas, parking pads, and living areas in campgrounds. Some designers group crushed stone, crushed gravel, and decomposed granite under the single term *angular rock* because these materials have many characteristics in common. All are excellent for many surfaces used by horses and mules.

### Cinders

Cinders are pulverized pieces of volcanic lava about 1/2 inch (13 millimeters) in diameter or smaller. They are an alternative treatment for high-use areas that are subject to trenching or soil displacement caused by water, snow, or ice. The rough surface provides improved traction but requires periodic maintenance to replace displaced or buried materials. Cinders form an unpleasant walking surface for long-distance trails.

### Additives

Soil additives reinforce or augment existing soil structure to improve the soil's engineering characteristics. They can be used to improve some native soils and leave them looking natural. Some additives also may be used with well-graded aggregate. Several commercial companies market additives described as environmentally friendly that produce firm surfaces.

*Chemical additives*—calcium chloride, sodium chloride, lignin sulfonate, magnesium chloride, or hydrated lime—may be added to aggregate to control dust, to adjust moisture levels, or to act as a binder. Sometimes, a small amount of portland cement is mixed with soil or aggregate to slightly harden the surface. *Soil stabilizers*—a form of additive—act as a binding agent. After a rainfall, some stabilized materials may fail to adequately support the weight of stock. AASHTO or ASTM International specifications establish standards for many additives.

### Pavement

This guidebook uses the term *pavement* to refer to hardened materials such as asphalt, concrete, and hard pavers. Although they are durable, hardened materials frequently are not horse friendly.

Pavement usually is smooth, offering poor traction for horseshoes. Most equestrians are uncomfortable riding, unloading, or tying their stock on pavement. For example, a horse stepping out of a trailer may once its weight hits the smooth surface. Some stock balk at the trailer door when they are being loaded. As the handler works to get the animal inside, a smooth surface makes a difficult situation dangerous.

There are other reasons for avoiding pavement in areas used by riders. When horses and mules are comfortable, they are more likely to stay quiet. So many spend many hours tied to trailers or confined corral, and they are more comfortable standing softer surfaces.

Pavement is inherently dangerous for stock. If pavement in a stock area is absolutely unavoidable, minimize the paved area. Horses and mules can successfully navigate short sections of smooth surface if they are accustomed to doing so. However, many stock are reluctant to step on unfamiliar or uncomfortable surfaces.

# Considerations for Equestrian Users

## Use a non-slip surface material for road crossings, e.g., rough concrete or scored concrete (Fig. 6-2)



### Choosing Horse-Friendly Surface Materials

Because pavement does not absorb liquids, urine and rainwater can form puddles. Standing puddles of horse urine are a nuisance for pedestrians, and make the surface slippery.

#### Asphalt

Asphalt surfaces, generally are not recommended for horse trails, parking areas, or parking pads because they provide little grip for horseshoes. However, trails may have to cross sections of asphalt. Use alternate materials or treat the surface to increase traction. Uncoated asphalt surfaces are somewhat rough, providing a degree of traction that is better than coated asphalt. *Rubberized asphalt*—regular asphalt mixed with finely ground used tires—provides more traction and has been used with some success in Arizona. Caution: asphalt heats up and softens in extremely hot climates. The softened material sticks to hoofs and can burn the living tissue under some circumstances.



#### Sticking to It

Trail Talk

Horses and mules need traction even when they're not on the trail. For example, when the Northern Region Pack Train participated in the Rose Bowl Parade, the horses and mules each wore special horseshoes. Welded to the gripping surface of each shoe was a slip-resistant borium coating. Many sponsors of large events require the use of borium-treated horseshoes to reduce risk.



#### Asphalt With Chip Seal

Asphalt with a chip-seal finish may slightly improve traction on asphalt road surfaces. This option is suitable for limited use at trail crossings, bridges, and bridge approaches. Type III asphaltic emulsion slurry seal may be an option.

#### Slip-Resistant Slurry

Resource Roundup

To reduce the potential for slipping by humans and stock, the Forest Preserve District of DuPage County, Ill., surfaced the equestrian parking lot at Waterfall Glen Forest Preserve with a Type III asphaltic emulsion slurry seal. The seal uses larger aggregate and is applied in a thick layer. The result is a coarse surface texture that improves traction for all users. In other areas of the country, the treatment is commonly referred to as slurry seal or slurry surfacing.

Slurry seal emulsion is comprised of well-graded fine aggregate, mineral filling (if needed), emulsified asphalt, and water. Type III slurry seal is usually used as the first of many coatings, to correct surface conditions, or to improve skid resistance. Technical information is given in *Supplemental Specifications and Recurring Special Provisions* (Illinois Department of Transportation 2005) at <http://www.dot.il.gov/desenv/07supp.pdf>.

#### Rough-Textured Concrete

Concrete is one of the slipperiest surfaces a horse or mule may encounter, and many riders do not recommend it. Nonetheless, stock manage to cross concrete surfaces without incident. This doesn't make concrete any safer. A heavy, rough-troom finish, applied perpendicular to the direction of travel, is one mitigation measure used successfully in some places. A rough finish may increase traction, but does not eliminate the danger that a horse or mule might slip and fall on the hard surface.

#### Concrete With Washed Surface

Concrete, with exposed 1- to 1½-inch (about 25- to 38-millimeter) crushed aggregate and a ½- to ¾-inch (about 13- to 19-millimeter) water wash finish, may provide more traction than smooth concrete (Figure 6-2). Riders do not agree on the advisability of using

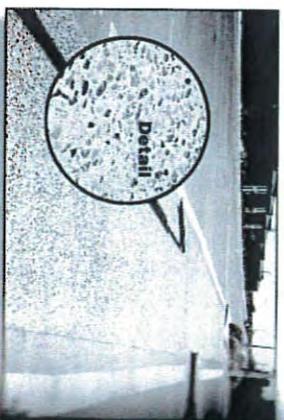


Figure 6-2.—Some agencies use concrete surfaces with a water wash finish to improve horse traction. This treatment was not suitable in all areas.

# Considerations for Equestrian Users

## Provide at least 12 feet of clearance as trail passes under Route 7 at Difficult Run

the trail. Local weather, site conditions, or topographies can reduce surface traction. For example, the surface may be slippery when wet, especially if a seal coat has been applied. Before choosing this surface treatment, consult with local horse riders.

### Pavers

Generally, hard pavers are not horse-friendly surfaces. However, interlocking or articulating pavers that facilitate traction can be good choices for equestrian water crossings where stream erosion is a problem. Interlocking pavers fit into each other, holding them in place. Some styles allow vegetation to grow through, others have voids that can be filled with soil, gravel, or other suitable material. Articulating concrete pavers form a mat with spaces that are filled with soil. In highly erodible soils, pavers combined with geotextiles are an option. These materials provide a horse-friendly choice for durable surfaces, but they are costly.

Synthetic or rubberized pavers are softer than many other pavers, slip-resistant, and costly. These pavers come as interlocking pieces or regular shapes that require adhesive to hold them in place. Suitable locations for these pavers include approaches to bridges, culverts, on roads with grades steeper than 5 percent, and on wearing surfaces for hitch rails, water troughs, and wash racks. They also may be suitable in urban and rural areas on unpaved trends that are likely to drain poorly. Some areas have had problems keeping the interlocking pavers in place.



### In the Groove

It is dangerous for stock to travel on smooth, hard surfaces. Some people suggest *grooving*—or *fining*—concrete to provide more traction.

According to *Standard Specifications for Construction of Roads and Bridges on Federal Highway Projects (FP-03)* (FHWA 2003), grooves in textured concrete are spaced about 0.4 to 0.8 inch (10.2 to 20.3 millimeters) on center, are about 0.08 to 0.20 inch (2 to 5.1 millimeters) wide, and about 0.12 to 0.20 inch (3 to 5.1 millimeters) deep. Grooves should be perpendicular to the direction of travel. Form grooves using a float with tines or a concrete saw. Grooves on horse trails should not be larger than specified because:

### Trail Talk

- \* Horseshoes with built-up heels and toes can catch in large grooves.
- \* Large grooves reduce the amount of surface that contacts the hoof, giving less traction.
- \* Surfaces with grooves deeper than 0.5 inch (12.5 millimeters) don't meet accessibility requirements

Roads with grooved areas, rumble strips, and similar treatments must comply with applicable requirements, such as AASHTO standards. Rumble strips are not recommended for areas used by stock

Grooved surfaces may require frequent maintenance to keep the grooves free of debris. When the grooves are filled, they won't provide traction.

### Specialty Products

Antiskid planking and sheeting made from recycled tires and plastics used in marine environments may be useful for equestrian bridge applications. The materials originally were designed for horse trailer ramps, floors, and walls.

Heavy-duty stall mats or rubber matting made from recycled tires may be suitable for wash racks or other wet areas. The mats reduce mud, improve traction, and are comfortable for stock. Bolt the mats down to prevent them from moving or from being stolen. Many commercial manufacturers make these products.

### Geosynthetic Materials

*Geosynthetics* are synthetic materials, usually made from hydrocarbons. Geosynthetics in combination with soil or rock can increase tread stability.

Geosynthetics perform three major functions: separation, reinforcement, and drainage. Materials of this type include geotextiles and cellular confinement products, such as geocells. These materials become a permanent part of the trail. They are covered with about 6 inches (152 millimeters) of soil or rock to prevent damage by ultraviolet light or users.

**From:** Dunn, William (VDOT)  
**Sent:** Friday, December 02, 2016 10:58 AM  
**To:** 'Coughlin, Michael J.'; ConnectRoute7 (VDOT)  
**Cc:** Jay Meadows (jmeadows@meadowsfarms.com); rmeadows@meadowsfarms.com; averdi@gordon.us.com; Hall, Lee Ann, P.E. (VDOT); Yates, Terry (VDOT)  
**Subject:** RE: Route 7 Corridor Improvements

Mr. Coughlin,

We appreciate you providing these comments. We will include them in the PH transcript. We are in the process of compiling the information requested for the Meadows Farms locations across from Reston Parkway and at Springvale/Baron Cameron.

We should set up a follow-up meeting to discuss both locations after we have reviewed the comments.

Please let me know if you have any additional questions or comments.

Thanks

William

***William Dunn, P.E.***  
Project Manager  
VDOT Northern Virginia District  
4975 Alliance Drive  
Fairfax, VA 22030  
[William.Dunn@VDOT.Virginia.gov](mailto:William.Dunn@VDOT.Virginia.gov)  
703-259-2950 (Direct)

---

**From:** Coughlin, Michael J. [<mailto:mcoughlin@thelandlawyers.com>]  
**Sent:** Friday, December 02, 2016 9:19 AM  
**To:** ConnectRoute7 (VDOT); Dunn, William (VDOT)  
**Cc:** Jay Meadows ([jmeadows@meadowsfarms.com](mailto:jmeadows@meadowsfarms.com)); [rmeadows@meadowsfarms.com](mailto:rmeadows@meadowsfarms.com); [averdi@gordon.us.com](mailto:averdi@gordon.us.com)  
**Subject:** Route 7 Corridor Improvements

Mr. Dunn,

On behalf of Meadows Farms Virginia LLC, we submit these comments on the proposed Route 7 Corridor Improvements. On September 15, 2016, we sent the attached letter to you on behalf of our client relating to its property located at 10610 and 10618 Leesburg Pike, Vienna, Virginia 22182. We are transmitting it again and it serves as our client's comments on the project at this point. We request that you or someone from your project team contact us to set-up a meeting to discuss a resolution of the location and design of the entrance into the property.

Additionally, we request that any construction that physically impacts the property occur between July and February, avoiding the peak sales months of March through June.

Additionally, we provide the following comments for our client's other location at 11254 Leesburg Pike, Herndon, VA 20170. Our client is concerned about the following:

1. the flow of tractor trailers into and out of the nursery;
2. ensuring that customers can enter and exit during construction;
3. avoiding construction impacts to the property during March through June;
4. ensuring good signage perpendicular to Route 7;
5. although our client desires to cooperate with its neighbors, it has concerns sharing an entrance with adjoining owners after this project, as there is a concern regarding traffic bottlenecks and safety.

It is anticipated that Anthony Verdi from Gordon will be contacting you to obtain the latest versions of the plans for these properties. During the meeting we have requested, we can discuss this property as well.

We look forward to hearing from you or someone from the project team regarding proposed meeting times.

Best regards,



**Michael J. Coughlin**

**Walsh Colucci Lubeley & Walsh PC**

[TheLandLawyers.com](http://TheLandLawyers.com)

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**From:** Kelley Westenhoff [mailto:kbikeva@yahoo.com]  
**Sent:** Thursday, December 01, 2016 6:21 PM  
**To:** ConnectRoute7 (VDOT)  
**Subject:** Route 7 Corridor Improvments Project

**Name:** Kelley Westenhoff

**E-mail Address:** [kbikeva@yahoo.com](mailto:kbikeva@yahoo.com)

**COMMENT**

I am enthusiastically in support of the 10 foot wide multi-use paths proposed to run on both sides of Rt. 7. I ask that the design for intersection crossings be very sensitive to the issue of bike/ped vs. car conflicts. In other words, don't leave us with the situation we have on Fx County Parkway trail. Design the multi-use path so it doesn't create conflicts between right turning cars and more vulnerable users -- under, over, or signals that prevent turning when pedestrians/cyclists are present.

**Resides at**

2502 CHARLESTOWN LN

**in the City of**

RESTON

**My organization is**

**From:** John Lucas [mailto:johnlucas@kw.com]  
**Sent:** Friday, November 18, 2016 10:16 AM  
**To:** Tao, Angel (VDOT)  
**Subject:** 10245 Leesburg Pike

Hi,

I was asked to call you regarding the Route 7 Corridor expansion project. My client at 10245 Leesburg Pike, Suna Lee, would like information on the expansion project. I received your contact information from Kathleen Leonard who stated you can assist me. The project plans on your web sight really do not have anything concrete that defines what will be done in front of her property,let me know, thanks.

Regards,

*John Lukasz*, REALTOR®

6820 Elm Street  
McLean, VA 22101  
[571-242-7983](tel:571-242-7983) (mobile)  
[703-243-0648](tel:703-243-0648) (fax)  
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KELLERWILLIAMS. REALTY

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**WASHINGTONIAN**  
**2016**





TYSONS



THESE PLANS ARE UNFINISHED AND UNAPPROVED AND MAY NOT BE USED FOR OF WAY OR CONSTRUCTION.

ADDITIONAL EASEMENTS FOR MAINTENANCE, UTILITIES AND MAIL ARE REQUIRED BEYOND THE PROPOSED RIGHT OF WAY AND EASEMENTS SHOWN ON THESE PLANS.

THE LOCATION OF SOUND BARRIER WALLS SHOWN ON PLANS ARE SUBJECT TO PRELIMINARY ANALYSIS AND ARE SUBJECT TO CHANGE AS THE DESIGN IS FINAL.

# Route 7 Corridor Improvements Project

Fairfax County, Virginia  
 State Project Number: 0007-029-128, P102, R202, C502, B610  
 JPC 52328  
 November 15, 2016



**From:** Ron Meadows [mailto:rmeadows@meadowsfarms.com]  
**Sent:** Wednesday, November 16, 2016 10:42 AM  
**To:** Dunn, William (VDOT)  
**Cc:** Coughlin, Michael J.; jmeadows@meadowsfarms.com  
**Subject:** Route 7 & Reston Pkwy and Battlefield

William

It was good to meet you last night at the public hearing.

As discussed Meadows Farms will be impacted greatly by the construction projects on Route 7

In regards to our site at Reston Parkway our initial concerns are:

1. Flow of tractor trailers into and out of our nursery
2. We need to be sure customers can enter and exit during construction
3. March through June are peak business periods for us and we would prefer minimal disruptions during those months
4. We need to be able to keep good signage perpendicular to Route 7
5. We will co-operate with the neighbors to allow access at our entrance; however, there is concern of bottlenecks and safety

I am sure we will have more comments after a more detailed review of the plans

In regards to our site on Route 7 & near Battlefield Pkwy:

We understand the interchange is in a very early stage but request to be informed as design decisions are being developed.

Please keep my contact information and forward any information you have to me

THANKS  
Ron Meadows

Vice President  
Meadows Farms  
703-327-3940 ext 262  
meadowsfarms.com

**From:** Pamela [mailto:srisook100@msn.com]  
**Sent:** Wednesday, December 14, 2016 10:02 PM  
**To:** Dunn, William (VDOT)  
**Subject:** Feedback - Route 7 Corridor Improvements Project - November 2016 Design Public Hearing

Please see the attached letter from Great Falls Citizens Association regarding the current design for the Route 7 Corridor Improvements Project as presented at the November 2016 Design Public Hearing.

Thank you for considering the points raised. We appreciate the opportunity to provide feedback.

Best regards,

Pam Grosvenor  
Chair, GFCA Transportation Committee



December 14, 2016

VIA EMAIL

Mr. William Dunn, P.E.  
Virginia Department of Transportation  
Northern Virginia District  
4975 Alliance Drive  
Fairfax, VA 22030

RE: Route 7 Corridor Improvements Project – November 2016 Design Public Hearing

Dear Mr. Dunn,

The Transportation Committee (TRN), Great Falls Citizens Association (GFCA), feels that the current design for the Route 7 Corridor Improvement Project, as presented in the November 2016 Design Public Hearing, is basically acceptable. We also feel that the collaborative effort of VDOT/FCDOT, the Route 7 Working Group, the community, Supervisors offices, and others has resulted in a better design that is more sensitive to community needs. However, there are still a number of unresolved issues, including those related to stormwater management ponds and sound walls. The following issues and concerns are also noted:

- As the Route 7 Corridor Improvements Project will have a significant impact on the Great Falls Community and, specifically, traffic on Georgetown Pike/Route 193 and other local roads, it is important that VDOT, not the contractor, retains primary responsibility for analyzing, assessing and controlling vehicle movement and flow. Traffic counts on Route 193, Walker, Springvale, Utterback Store, Seneca, Beach Mill, River Bend and Towlston/Leigh Mill should be done prior to the start of the project, then during construction, and again following completion so that the extent to which the project mitigates traffic congestion can be determined. In addition, traffic must be routinely monitored so that adjustments can be quickly made if and when necessary to ensure reasonable flow and prevent backups.
- It is important that bus facilities on the Route 7 corridor be provided at major intersections given increasing development at Tysons and points east and west. These facilities should be designed to both support and encourage bus ridership. Specifically, it is recommended that:
  - A “kiss and ride” be constructed along the access road on the south side of Route 7 at Baron Cameron Avenue. Other “kiss and ride” facilities should be considered at major intersections where space allows, e.g. Seneca, Colvin Run (east).
  - Shoulders at other bus stops be wide enough to allow buses to pull off the roadway so as not to impede traffic flow.
- Additional information on noise barriers needs to be provided. So far, the focus seems to have been on whether walls are reasonable and feasible rather than on effective height. While Table 4 of the Preliminary Noise Analysis provides details on proposed average noise barrier heights, the elevation of the terrain along Route 7

can vary widely. It isn't clear whether the bottom of the barrier is based on road height or something else. Furthermore, given the complexity of this issue and the significant amount of detail contained in the report, information must be conveyed in a manner that can be easily understood by the public.

- In order to promote pedestrian and cyclist use of the 10 foot path adjacent Route 7 and address current safety issues, the missing sections of sidewalk along the eastern side of Riva Ridge Drive from Route 7 to Morningwood Lane should be laid in connection with the project. Riva Ridge is frequently used by motorists as a cut-through to Georgetown Pike and other areas of Great Falls. Excessive speed and the absence of a completed sidewalk put residents at risk. The incremental cost to address this issue should be less than if it was done as a separate project.
- The location of Dog Run Stream on VDOT's plan is incorrect, as the stream has migrated over time. The plan should be revised according to Fairfax County's current Stormwater Management Plan map. The locations of other streams should also be reconfirmed.

In addition, TRN is concerned that the final plans could change if a design-build approach is taken by VDOT since the general contractor would have the flexibility to make modifications in the design in order to expedite the work and/or reduce costs. At this point it is not clear what incentives might be given to the contractor for executing the final agreed-upon design that the Working Group and community has strived to ensure, as well as their role in reviewing proposed changes going forward. We also want to ensure that the completed project allows some flexibility to address future transit and transportation demand management (TDM) requirements as a result of changes in land use, population, travel patterns and demand.

We appreciate this opportunity to comment on the current plan and look forward to continuing the practice of open communications and community involvement in the project.

Sincerely,



Pamela Grosvenor, TRN Chair, on behalf of the committee (6 December 2016 meeting):

Ralph Apton  
Bill Canis, GFCa President  
Pam Grosvenor  
Matt Haley  
Eric Knudsen, Route 7 Working Group

Bill Levin  
Phil Pifer, GFCa Vice President  
David Spencer  
Tim Thompson, Route 7 Working Group

cc: Helen Cuervo, Lee Ann Hall, Arif Rahman, Nick Roper, Angel Tao & Terry Yates, VDOT;  
Jennifer Kaplan, Supervisor Foust's office; GFCa Executive Board & TRN members; TRN,  
McLean Citizens Association

**From:** Patti Jackson [mailto:ptremols@gmail.com]  
**Sent:** Tuesday, December 27, 2016 4:47 PM  
**To:** Dunn, William (VDOT)  
**Cc:** Karen Jones; ConnectRoute7 (VDOT); wniedrin@gmail.com; jennifer.kaplan@fairfaxcounty.gov; smitha.chellappa@fairfaxcounty.gov; jane.edmondson@fairfaxcounty.gov  
**Subject:** Re: Undeliverable: November 15 Design Public Hearing

Hello Mr Dunn,

Sorry about the confusion with the email. Below is the email I tried to send to you Dec 2,

Thank you  
Paloma

Good morning Sir,

I am a horse owner in Fairfax County. I keep my horse off Utterback Store Road. I implore you to consider elevating the height of the underpass for horses. In addition if possible make the crossing over route 7 passable for horses. I will tell you I have ridden my horse from Utterback Store Rd to Frying pan Park and back, under the Toll Rd via Hunter Mill Rd. I have also ridden my horse down the middle of rt 7 on the grassy median from Baron Cameron to Utterback. I know if the changes can't be accommodated I will have absolutely no problem crossing or going anywhere in Fairfax but there are many many horse and riders who cannot. Please take in to consideration this county was once a very large and vibrant horse community it seems a shame to create another block/barrier that will certainly have an adverse effect on this wonderful activity.

Thank you for your consideration,

Paloma Tremols

On Tue, Dec 27, 2016 at 3:12 PM, Dunn, William (VDOT) <[William.Dunn@vdot.virginia.gov](mailto:William.Dunn@vdot.virginia.gov)> wrote:

Karen,

I cannot seem to open the attachment. Please have Ms. Tremols send her comments directly to me and we will add them to the PH transcript. The problem with the original email is that it included "to" in the email address.

Please let me know if you have any questions.

Thanks

William

***William Dunn, P.E.***

Project Manager

VDOT Northern Virginia District

4975 Alliance Drive

Fairfax, VA 22030

[William.Dunn@VDOT.Virginia.gov](mailto:William.Dunn@VDOT.Virginia.gov)

[703-259-2950](tel:703-259-2950) (Direct)

**From:** Karen Jones [mailto:[sadiqi53@aol.com](mailto:sadiqi53@aol.com)]

**Sent:** Monday, December 12, 2016 2:46 PM

**To:** ConnectRoute7 (VDOT)

**Cc:** [ptremols@gmail.com](mailto:ptremols@gmail.com); [wniedrin@gmail.com](mailto:wniedrin@gmail.com); [jennifer.kaplan@fairfaxcounty.gov](mailto:jennifer.kaplan@fairfaxcounty.gov); [smitha.chellappa@fairfaxcounty.gov](mailto:smitha.chellappa@fairfaxcounty.gov); [jane.edmondson@fairfaxcounty.gov](mailto:jane.edmondson@fairfaxcounty.gov)

**Subject:** Fwd: Undeliverable: November 15 Design Public Hearing

VDOT- Can you please include these comments for the Rt 7 Widening project!! Thanks so much!!

Karen L Jones

Fairfax Trails and Streams

Cell- [703-638-3218](tel:703-638-3218)

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

From: ptremols <[ptremols@gmail.com](mailto:ptremols@gmail.com)>

To: sadiqi53 <[sadiqi53@aol.com](mailto:sadiqi53@aol.com)>

Sent: Fri, Dec 2, 2016 11:58 am

Subject: Fwd: Undeliverable: November 15 Design Public Hearing

FYI. My email was marked undelivered. Do you happen to have an email I can send this to

Thanks

Paloma

Tremols

Sent from my iPhone

Begin forwarded message:

**From:** <[postmaster@cov.virginia.gov](mailto:postmaster@cov.virginia.gov)>

**Date:** December 2, 2016 at 11:43:27 AM EST

**To:** <[ptremols@gmail.com](mailto:ptremols@gmail.com)>

**Subject: Undeliverable: November 15 Design Public Hearing**

**Delivery has failed to these recipients or groups:**

[toConnectRoute7@vdot.virginia.gov](mailto:toConnectRoute7@vdot.virginia.gov)

The e-mail address you entered couldn't be found. Please check the recipient's e-mail address and try to resend the message. If the problem continues, please contact your helpdesk.

**Diagnostic information for administrators:**

Generating server: [cov.virginia.gov](http://cov.virginia.gov)

[toConnectRoute7@vdot.virginia.gov](mailto:toConnectRoute7@vdot.virginia.gov)

#550 5.1.1 RESOLVER.ADR.RecipNotFound; not found ##

Original message headers:

Received: from [CmailB.vita.virginia.gov](mailto:CmailB.vita.virginia.gov) (10.193.13.182) by

COVMSGCES-HUB02.cov.virginia.gov (10.192.2.218) with Microsoft SMTP Server (TLS) id 14.3.301.0; Fri, 2 Dec 2016 11:43:27 -0500  
Received-SPF: None ([CmailB.vita.virginia.gov](mailto:CmailB.vita.virginia.gov): no sender authenticity information available from domain of [ptremols@gmail.com](mailto:ptremols@gmail.com)) identity=pra; client-ip=209.85.220.194; receiver=[CmailB.vita.virginia.gov](mailto:CmailB.vita.virginia.gov); envelope-from="[ptremols@gmail.com](mailto:ptremols@gmail.com)"; x-sender="[ptremols@gmail.com](mailto:ptremols@gmail.com)"; x-conformance=sidf\_compatible  
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Received-SPF: None ([CmailB.vita.virginia.gov](mailto:CmailB.vita.virginia.gov): no sender authenticity information available from domain of [postmaster@mail-gk0-f194.google.com](mailto:postmaster@mail-gk0-f194.google.com)) identity=helo; client-ip=209.85.220.194; receiver=[CmailB.vita.virginia.gov](mailto:CmailB.vita.virginia.gov); envelope-from="[ptremols@gmail.com](mailto:ptremols@gmail.com)"; x-sender="[postmaster@mail-gk0-f194.google.com](mailto:postmaster@mail-gk0-f194.google.com)"; x-conformance=sidf\_compatible  
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Received: by [mail-gk0-f194.google.com](mailto:mail-gk0-f194.google.com) with SMTP id y205so31200114qkb.1 for [toConnectRoute7@vdot.virginia.gov](mailto:toConnectRoute7@vdot.virginia.gov); Fri, 02 Dec 2016 08:43:27 -0800 (PST)  
DKIM-Signature: v=1; a=rsa-sha256; c=relaxed/relaxed; d=[gmail.com](mailto:gmail.com); s=20120113; h=content-transfer-encoding:from:mime-version:subject:message-id:date:to:cc; bh=i+cUzTJgN7zDio2LkirUKWvhP8+fS2h7AGhRa8yw5Q0=; b=wkQAWZTUxKPD6GVvs4xr5v0fzPk8nEtLhn9Wemrob6t3mkubMWbiiqPNBlce0jkC6yM OVxqOlsu/K2FFOryqElLg+6mmy9lpgSQsqAaFEE5tt38GQmlCzU9ioD5Skcuy6Q8g4EL DWjmvq0bsYUemLgSmpicXYPLOe8JJQ6LM/MbntjADVpgYkUmnUCvnN1Mxighb6vUflvx iGxugW4jIifvsY7Tauw1Cd9TuRyODCFggtF10ojloacaWyde7oOPwqfXdywTcptqQvp NAJl9eR8ieRfgjaq1NPx36Z3A4gmkw1FV8FcbWb31jAK76luZZyD0jjetwQZx2Lg5jwIK mesQ==  
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Fri, 02 Dec 2016 08:42:53 -0800 (PST)  
Return-Path: <ptremols@gmail.com>  
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08:42:53 -0800 (PST)  
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From: <ptremols@gmail.com>  
MIME-Version: 1.0 (1.0)  
Subject: November 15 Design Public Hearing  
Message-ID: <9102DC5D-2AC9-42CB-BA5B-4F1199088D8D@gmail.com>  
Date: Fri, 2 Dec 2016 11:42:52 -0500  
To: <toConnectRoute7@VDOT.virginia.gov>  
CC: <sadiqi53@aol.com>  
X-Mailer: iPhone Mail (14B100)

Attached Message

From ptremols@gmail.com  
To toConnectRoute7@VDOT.virginia.gov  
Cc sadiqi53@aol.com  
Subject November 15 Design Public Hearing  
Date Fri, 2 Dec 2016 11:42:52 -0500

Good morning Sir,

I am a horse owner in Fairfax County. I keep my horse off Utterback Store Road. I implore you to consider elevating the height of the underpass for horses. I addition if possible make the crossing over route 7 passable for horses. I will tell you I have ridden my horse from Utterback Store rd to Frying pan Park. I have also ridden my horse down the middle of rt 7 on the grassy median from Baron Cameron to Utterback. I know if the changes can't be accommodated I will have absolutely no problem crossing or going anywhere in Fairfax but there are many many horse and riders who cannot. Please take in to consideration this county was once a very large and vibrant horse community it seems a shame to create another block/barrier that will certainly have an adverse effect on this wonderful activity.

Thank you for your consideration,

Paloma Tremols

Sent from my iPhone

**From:** Brad Hargroves [mailto:brad.hargroves@gmail.com]

**Sent:** Friday, December 02, 2016 12:08 PM

**To:** Tao, Angel (VDOT)

**Subject:** Route 7 noise analysis

Angel,

As you know, the residents of Wolf Trap Green are very concerned about the increased traffic noise that will be caused by widening of route 7. Much to our disappointment, VDOT has made a preliminary determination that noise walls are "feasible" (i.e., needed) for our neighborhood but not "reasonable". We have reviewed the preliminary noise report and disagree with this determination and several assumptions made in the report. We understand that the preliminary noise analysis is based preliminary information and assumptions. We trust that we will have the opportunity to discuss these issues before the final design noise analysis is conducted.

Sincerely,

Brad Hargroves

chairman architectural review committee WTG HOA

ORIGINAL

1

VIRGINIA DEPARTMENT OF TRANSPORTATION HEARING

ROUTE 7 CORRIDOR IMPROVEMENTS - COMMENTS

1400 Trap Road

Vienna, Virginia 22182

Tuesday, November 15, 2016

## C O M M E N T S

1  
2 MS. NGUYEN: Ava Nguyen, 8832 Lewinsville  
3 Road. I'm requesting a screening to be put in front of my  
4 property, because it affects my feng shui of my house now  
5 that the new road is covering me, covering the front of my  
6 house.

7 Is that it?

8 COURT REPORTER: Is that all you wanted to  
9 say?

10 MS. NGUYEN: Yes. He said ask for the  
11 screening and why. So it messes with my feng shui.

12 COURT REPORTER: Okay.

13 \* \* \* \* \*

14 MR. BALL: My name is John Ball. My address  
15 is 8901 Brook Road. The Brook Road to Lewinsville  
16 intersection is problematic trying to egress from Brook  
17 Road to Lewinsville most anytime, but particularly at rush  
18 hour.

19 By moving the intersection, it doesn't change  
20 that. By making the Lewinsville no light onto Route 7  
21 will probably make it worse for those people on Brook Road  
22 who are trying to get out without going all the way around  
23 to Rector Lane and Spring Hill.

1 I don't know what if anything could be done to  
2 provide a gap mechanism at the Brook Road/Lewinsville  
3 intersection to enable people to get out and to enable  
4 people to get in from Route 7. Same problem, breaking  
5 through the line or traffic, which at the moment is either  
6 moving or stopped and they do not leave space for the  
7 intersection, or in the new design probably moving most of  
8 the time. Thank you.

9 \* \* \* \* \*

10 MS. MELLINGER: My name is Wendy Mellinger.  
11 My address is 9116 Cricklewood Court. I'm hoping that the  
12 sound walls that seem to be new, at least to me, in the  
13 current design will be considered from both the Route 7  
14 side and the neighborhood side aesthetically, so that our  
15 contemporary neighborhood doesn't have the same design  
16 necessarily as the adjacent colonial neighborhood, that it  
17 will be in keeping with the design intent of Wolf Den and  
18 the homes in our immediate neighborhood. Thank you.

19 \* \* \* \* \*

20 MR. TAHBAZ: My name is Ali Tahbaz. I'd like  
21 to find out are you going to provide the survey before the  
22 construction and after the construction to see any damage  
23 caused by the construction to our houses, you know, like a

1 cracked wall, cracked basement or we have to do it  
2 ourselves.

3 The other question I have is, is the  
4 construction going to be during the day or at night time.  
5 If it's night time, what time of night because we live  
6 right next to the road and we cannot just have noise every  
7 night. We need to sleep and go to work.

8 Can you let us know about that? Thank you.

9 \* \* \* \* \*

10 (Whereupon, at approximately 8:30 o'clock  
11 p.m., the hearing in the above-entitled matter was  
12 concluded.)

13

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20

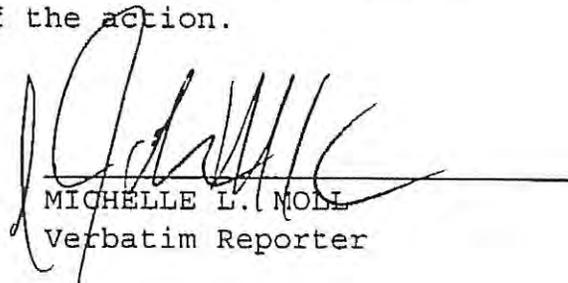
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## CERTIFICATE OF REPORTER

I, MICHELLE L. MOLL, a Verbatim Reporter, do hereby certify that I took the stenographic notes of the foregoing proceedings which I thereafter reduced to typewriting; that the foregoing is a true record of said proceedings; that I am neither counsel for, related to, nor employed by any of the parties to the action in which these proceedings were held; and, further, that I am not a relative or employee of any attorney or counsel employed by the parties hereto, nor financially or otherwise interested in the outcome of the action.



MICHELLE L. MOLL  
Verbatim Reporter