

VDOT I-395 HOV RAMP AT SEMINARY ROAD W/AUX LANE EXTENSION

PUBLIC MEETING

Francis C. Hammond Middle School

4646 Seminary Road

Alexandria, Virginia

QUESTION AND ANSWER SESSION

Tuesday, October 1, 2013

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CONTENTS

SPEAKER	PAGE
ANNABELLE FISHER	3, 41
JENNIFER STEELE	12, 18, 40, 59, 65
LINDA HODGESTEIN	15
RICHARD BURRIS	15
KATHLEEN BURNS	18
MERCEDES ROBINSON	20
JANICE MAGNUSON	22
RICHARD WORLIN	27
CHRISTOPHER DEAN	32
SHIRLEY DOWNS	33
EMILY BROWN	43
MICHAEL MOSS	40, 46
JUDY COOPER	52
MELANIE ANGLIN	61
JIM DURHAM	62
CAROLYN GRIGLIONE	63

1 MS. ANNABELLE FISHER: I'm Annabelle Fisher.
2 I live at Southern Towers. Larry Tomlinson, and who is
3 other gentleman's name who was up there with you? Two
4 issues. One, as you're talking about the Seminary Road
5 overpass and the bridge, I know, Larry, you've seen my
6 emails to Tom Varney regarding the striping under the
7 Seminary Road bridge that you're going to be fixing up
8 where we've asked -- I have.

9 I don't know if some other people -- you want
10 to do your studies before somebody is killed, because I
11 nearly was -- that striping when you come over the
12 Seminary overpass from Southern Towers, take the first
13 light, and we're going to -- that was a mess fixing up --
14 getting onto 395 South, 395 South from Seminary.

15 Then there's a second light as you're coming
16 over the overpass. Then again on the ramp under the
17 bridge to get on 395 north, you all for some reason, and I
18 don't know why, put striping in the far left-hand turn
19 lane without any signage that cars need to merge into the
20 middle lane to get onto 395 south.

21 I know I've emailed you several times. You're
22 waiting to do a study. You're waiting to see if somebody
23 gets hit. You're waiting to see if somebody gets killed,

1 and it will happen. So I want to know the status of when
2 you're going to remove the striping, or if some of us
3 should go out at night and just paint it over, because
4 we're tempted. I know I am. And why the striping is
5 there. It is very dangerous.

6 So that's -- I'll let you answer the first
7 question about the striping underneath the bridge to get
8 onto 395 north.

9 MR. QUINLAN: You're talking on the rotary
10 level, right?

11 MS. FISHER: Yeah, when you come over the
12 Seminary overpass, get through the second light to make
13 the left, onto the ramp to get onto 395 north and/or Kings
14 Street, you have done striping the past couple of years
15 that I believe is connected to BRAC and this flyover ramp.

16 What in the world were you thinking or
17 drinking when you put that striping in, and when will you
18 be removing it, like tonight?

19 MR. TOMLINSON: This was striping done during
20 the --

21 MS. FISHER: Under the bridge.

22 MR. TOMLINSON: During the recent project?

23 MS. FISHER: The past two years. It started

1 with BRAC and VDOT. I would first like an answer to that
2 question because I was nearly killed. So -- I mean, I
3 know you don't care, but --

4 MR. TOMLINSON: As of now, as far as I know,
5 there's no plan to remove it. I can check with traffic
6 engineering. I think they were looking at it. But, you
7 know, we can't do it tonight, obviously, and we don't want
8 you out in the middle of the night spraying. That's
9 pretty dangerous.

10 MS. FISHER: But you can still drive on that
11 and get killed when somebody doesn't know to merge.
12 Where's the signage? Why no signage to alert drivers at
13 the first light at Seminary and before you hit -- take the
14 395 south ramp. When you go straight, you have to merge
15 into the middle lane.

16 MR. TOMLINSON: Okay. If we could maybe talk
17 offline about that.

18 MS. FISHER: Well, the second question has to
19 do with -- and I'm not clear. You want to widen the
20 Seminary Road exit north from 395. There are already
21 three lanes there, and there is signage there. The far
22 left-hand turn has a sign that says left. The middle lane
23 says you can go straight or make a left, and the other

1 right lane says you can make a right onto Seminary.

2 You want to widen this exit ramp?

3 MR. QUINLAN: It gets widened --

4 MS. FISHER: Or did I not hear that correctly?

5 MR. TOMLINSON: Just a few feet, I believe.

6 MS. FISHER: What are you going to add another
7 lane there?

8 MR. POTTURI: I can answer that. So the
9 widening is actually on the ramp itself. So you're
10 talking with the signal is, it's still going to be three
11 lanes, but the ramp itself will have two lanes starting
12 from the core area, and you will have two lanes. Once you
13 hit the -- so the one lane ramp will become two lanes, and
14 for the whole ramp area, you will have two lanes. That's
15 the widening.

16 MS. FISHER: Oh, you mean from 395 when you
17 get on that ramp?

18 MR. POTTURI: Exactly.

19 MR. QUINLAN: Krishna, what's really happening
20 there is there's still three lanes at the intersection,
21 but we're adding a storage capacity for more cars to queue
22 up at the light so that they don't back up down to the
23 general purpose, right?

1 MR. POTTURI: That is correct.

2 MR. QUINLAN: So it's not adding a fourth
3 lane, but the third lane will extend further -- the
4 existing third lane at the intersection will go further
5 down the ramp.

6 MS. FISHER: To 395?

7 MR. QUINLAN: Well, actually, yes.

8 MS. FISHER: I mean, there's not that much
9 backup now. Well, when I've been out there.

10 MR. QUINLAN: I assume it's based on traffic
11 studies going to Mark Center, so --

12 MS. FISHER: But then when you have the
13 flyover ramp, isn't that to alleviate a lot of traffic off
14 of 395 north so folks can get off the HOV and take the
15 flyover ramp over the Seminary overpass? Isn't that the
16 purpose for the flyover ramp, to -- not only for BRAC and
17 Mark Center but for other people who are going to
18 obviously use it?

19 MR. TOMLINSON: I'm not sure what you mean by
20 flyover ramp.

21 MS. FISHER: The ramp to the third level, the
22 ramp.

23 MR. TOMLINSON: The ramp up to the third level

1 bridge.

2 MS. FISHER: Right.

3 MR. TOMLINSON: Yes, ma'am. That's to improve
4 access to the Mark Center building when they fully
5 implement all their parking spaces.

6 MS. FISHER: Well, all their parking spaces
7 have been implemented. They only have 1,000, and all the
8 BRAC parking spaces, because that's what was decided,
9 unfortunately.

10 So the parking garage for BRAC has 1,000
11 spaces. It is filled. How do I know that? Some people
12 who live on my floor at Southern Towers work over there
13 and can't -- they walk. So there's no more parking in the
14 BRAC garage. If they want to park at Duke Realty garage,
15 they can pay 50 bucks a day.

16 So put more spaces -- you know, that was the
17 decision that was made to limit the spaces to 1,000, which
18 I felt was not appropriate. So I guess -- but the ramp
19 will not only be access for people from Mark Center and
20 the Hilton and the BRAC but also people who use it --

21 MR. TOMLINSON: Sure.

22 MS. FISHER: -- to get over to that side of
23 Seminary Road.

1 MR. TOMLINSON: Yes.

2 MS. FISHER: Okay, and then real quick, you're
3 going to widen the Seminary overpass and have a pedestrian
4 walkway that's ADA compliant?

5 MR. TOMLINSON: It's a separate pedestrian
6 bridge. It's not attached to the highway bridge, the
7 Seminary Road highway bridge.

8 MS. FISHER: So why are you doing this
9 construction of making a new Seminary bridge, the
10 overpass. Are you taking down the old one?

11 MR. TOMLINSON: Yes, ma'am. The old deck is
12 going to be completely replaced, and the beams underneath
13 it.

14 MS. FISHER: So that folks who want to come
15 from here and want to go -- there will be no way to get
16 over --

17 MR. TOMLINSON: No, we're going to maintain
18 traffic across the bridge. First the old bridge, and then
19 the -- we'll phase it in. There will always be access on
20 Seminary Road crossing 395 during the entire construction.

21 MS. FISHER: The other side, you want to go
22 further to the other side where I live and further down.
23 You're building a new bridge, is that correct?

1 MR. TOMLINSON: Yes, ma'am.

2 MS. FISHER: Why?

3 MR. TOMLINSON: Well, because, one, it makes
4 it --

5 MS. FISHER: Is this one falling down? Is
6 this one going to collapse?

7 MR. TOMLINSON: It's an older bridge. There
8 are certain things, you know, that deteriorate. We are --
9 it's going to be a little wider, and putting a new bridge
10 deck in makes it a lot easier to connect the ramp bridge
11 into the side of the Seminary Road bridge.

12 MS. FISHER: And one last question. Is there
13 construction at night? Are you bound by certain night-
14 time construction hours that we had to deal with with BRAC
15 and DOD at Southern Towers?

16 MR. TOMLINSON: There are --

17 MS. FISHER: Apparently I learned that when
18 late night construction happened, the city gave in and
19 said, oh, you can do all this construction at 1:00, 2:00,
20 3:00, 4 o'clock in the morning, and they did.

21 Are you going to be bound by open-ended
22 construction work hours, late after midnight?

23 MR. TOMLINSON: It's not open-ended. They're

1 defined work hours. I think they're from 9:00 or 9:30
2 until 5:00 in the morning.

3 MS. FISHER: Oh, and that's defined by the
4 City of Alexandria?

5 MR. QUINLAN: That actually -- most of that
6 goes back to our comment about the work zone. So where we
7 have permanent work zones, we will work in the daytime
8 because it's more efficient. Where we want to do lane
9 closures, that's where -- we can close lanes on 395
10 between the rush hours, but it's like a five-hour window,
11 and you can't do your paving -- it's not a big enough
12 window to do the paving or the beam erection.

13 So activities like the asphalt paving or the
14 beam erection will be nighttime activities with lane
15 closure on 395, but they are -- I don't want to say
16 sporadic, but they are -- they're not a continuous
17 activity. You go out, and you pay for a couple of weeks,
18 and in a two-year job, you have two weeks of paving, or
19 we'll have two separate one-month periods we'll be
20 erecting beams in the two-year job.

21 MS. FISHER: And what about on Seminary Road?

22 MR. QUINLAN: Seminary Road will be -- Larry
23 said it will be done in phases, where we'll push traffic

1 to one side of the bridge, rebuild the other half.

2 MS. FISHER: And the nighttime construction
3 hours on Seminary Road --

4 MR. QUINLAN: When we're doing the switches
5 from one to the other, we would have to do that at night.
6 When you get it into the pattern, but once you get into
7 the pattern, then we would want to switch over and work
8 days again because it's more efficient for us.

9 MS. FISHER: But you could work till 5:00 a.m.
10 in the morning with the City of Alexandria's permission?

11 MS. QUINLAN: Yes.

12 STAFF: Thank you. We have a couple of other
13 folks.

14 MS. JENNIFER STEELE: Hi, my name is Jennifer
15 Steele, and I live on Wycklow Court, just off Van Dorn
16 Street. One question is how -- what's the process for
17 deciding if the community votes to erect a sound wall,
18 which hopefully they will not, what's the process for
19 deciding on the materials for the sound wall and whether
20 the community wants to pay -- I believe there's a
21 provision to pay more if you want a nicer sound wall?

22 And then also, what's the -- how does the
23 community have input into what the landscaping would look

1 like?

2 MR. TOMLINSON: I don't know of any provision
3 where the community would pay more for a different type of
4 sound wall.

5 MS. STEELE: There's a document on line that
6 talks about that, which obviously we'd prefer not to pay,
7 but I do have a question about how it works.

8 MR. QUINLAN: That used to be a policy that
9 VDOT allowed for neighborhoods to either pay more or pay
10 for a wall that was deemed not feasible. Those changed
11 about a year and a half ago where they no longer allow
12 that because of economic justice issues.

13 MS. STEELE: So what's the -- how do you
14 decide what color it is, what material it is?

15 MR. QUINLAN: There's some options that VDOT
16 has, and we will take -- we will listen to input from the
17 people during meetings like this, comments that are sent
18 in, and then the conditions of their contract will dictate
19 which ones we can choose from and use. It's based a lot
20 on the contract.

21 MS. STEELE: So red versus brown versus gray
22 is based on the contract?

23 MR. QUINLAN: It's in the VDOT manuals on how

1 to select from their aesthetic treatments on the sound
2 walls.

3 MS. STEELE: So the community does not have
4 input?

5 MR. QUINLAN: They have some input that will
6 be considered when it's being decided upon, yes.

7 MS. STEELE: But what's the process for
8 collecting is what I'm -- I mean, it's a real question.
9 I'm not being difficult. It's a real question about is it
10 through meetings like this? Is it through me emailing
11 you?

12 MR. QUINLAN: It's any way that you can get
13 your input in. We have an email option. We have this
14 meeting. I think there's cards up front to put your input
15 into, if you have any concerns.

16 MS. STEELE: And second question is a straw
17 poll. If folks are in favor of a sound wall, raise your
18 hand, and if your hand is down, I assume you're opposed.
19 Raise your hand if you're in favor of the sound wall.

20 That's a small -- I guess I should do opposed
21 in case people don't care. If you're opposed, raise your
22 hand.

23 Well, that's good if this is a representative

1 sample. So thank you.

2 MS. LINDA HODGESTEIN: Hello. My name is
3 Linda Hodgestein, and I've lived in Alexandria for 30
4 years. I travel four or five times a week on Seminary
5 Road from near Alexandria Hospital to the Skyline area.

6 In the last few years with BRAC, as I go from
7 -- go west from Alexandria Hospital to the Skyline area,
8 the road situation has been very difficult. The recent
9 lines aren't that much help. Basically, everybody, as I
10 go over the bridge and I'm in the left, I have to go to
11 the right to go to Skyline, whereas everyone on the other
12 side on the right, coming off 395, is trying to get into
13 Mark Center.

14 So right in front of Southern Towers, a half
15 block is just accidents waiting to happen. It's an
16 unbearable situation, and I'm just very concerned with
17 adding more traffic with the pattern that you all
18 proposed, it's going to get worse.

19 Thank you for listening to me.

20 MR. RICHARD BURRIS: Hi, my name is Richard
21 Burris. I live in the KMS Townhouses just off of Van Dorn
22 near Richenbacher, Seminary. When you were talking about
23 the sound wall, you mentioned that benefitted properties

1 are the ones who actually get to vote for the sound wall.

2 Would you define benefitted properties,
3 please?

4 MR. QUINLAN: Josh, or Jason, why don't you
5 guys come talk about that?

6 MR. WADE: You can correct me if I say
7 something wrong. What the process is is after you've gone
8 through and you've laid out the proposed wall to see how
9 it will do with model runs and analysis to show what the
10 noise will be at each of these receptors, which are just
11 the models -- it's a model point. And it says what -- if
12 there's no wall built, what is that noise going to be with
13 the future traffic and the future land use changes.

14 Then we put the walls in. We see different
15 iterations of heights of walls and locations of walls to
16 see if there's any way of getting houses to have benefits,
17 which is a five decibel sound improvement. So if you had
18 a -- if without the wall, if you had a 60, if that's a
19 good example, 60 decibel or 65 decibel, and with the wall,
20 you get a 60, you're called benefitted, and then -- or I
21 would say impacted and benefitted. That's when you would
22 get to vote.

23 If you only had one decibel improvement, you

1 would not be considered benefitted.

2 MR. BURRIS: And that's for, what, every house
3 along Van Dorn or ones that are farther back in?

4 MR. QUINLAN: There's also a geographic
5 guideline on which --

6 MR. WADE: What it is is basically within --
7 the guidance you start with is 500 feet from the proposed
8 travel way or the roadway. You go -- you go out if you're
9 mapping, and you go out and check it in the field to see
10 what has outdoor uses. And that becomes a receptor that's
11 modeled in the software. So it's not just the houses
12 facing the project. It could be a park behind it. It
13 could be benches along a trail. That type of facility
14 would count as a receptor in the model.

15 MR. BURRIS: Will the people who occupy the
16 benefitted properties be notified that they get a chance
17 to respond to your study?

18 MR. WADE: Correct. The people that we have
19 determined to be impacted and benefitted will receive a
20 certified letter in the mail after this meeting, after the
21 sound wall -- noise report is approved by the Federal
22 Highway.

23 We send these letters out, a description of

1 the project saying the results of the project show that
2 you are impacted and benefitted. You get a vote. Would
3 you like this wall, and it will show some details on it,
4 yes or no.

5 If you do not return it, we'll probably send
6 out a second one asking again for it. If you do not
7 return that, your nonreturn actually counts as a yes vote.

8 MR. BURRIS: Thank you.

9 MS. STEELE: Why does a nonreturn count as a
10 yes? That's not what one of you said earlier.

11 MR. TOMLINSON: I think that changed in the
12 last revision --

13 MR. WADE: It does not? Okay, I'm sorry.
14 That's the old policy.

15 MR. TOMLINSON: It does not count. A no
16 return is not yes or is not no.

17 MS. BURNS: My name is Kathleen Burns, and
18 I've lived on the east side in the KMS properties for more
19 than 30 years, and I'd like to follow up in terms of
20 scientific method that I've never known when a nonvote was
21 considered as a yes, and I would hope that that would be
22 erased.

23 I also wanted to follow up on benefitted

1 properties, which is a not neutral word, that it might be
2 more appropriate to call it collateral damage, at risk,
3 vulnerable. It depends on your point of view. But in the
4 four years that this has been pursued, there has never
5 been any great ground swell for this project.

6 VDOT has been in love with it from the
7 beginning, and you know, the City jumped right in. But I
8 would question the use of the word. And also, to follow
9 on Mr. Burris' question, we were interested not just in
10 how many decibels back but in how far, you know, in terms
11 of feet or complexes.

12 We were concerned that when you see in the
13 drawings up here that KMS properties were mislabeled as
14 Holland Towne, that it would appear that somebody who did
15 the map didn't leave their office to come and take a look.
16 And when you have something sloppy like that, it's very
17 disheartening.

18 My other question was we have never gotten
19 solid numbers. What will all these things cost, and who
20 will pay for them? This is going to be bond issues? I
21 can't imagine regardless of who is the Governor we're
22 going to have a largess of windfall profit. You certainly
23 aren't going to get much from the Federal Government,

1 presuming they come back in session eventually.

2 Then I think it's disheartening with some of
3 these sort of pie in the sky projections. With VDOT, you
4 know, we all fund VDOT, but we seem to have very little
5 input. We've had four years of these meetings, and the
6 more we say no, the more VDOT says yes. That I'd like to
7 be able to vote for VDOT person by person like I do for
8 Congress, and if they don't meet my expectations, I would
9 like to have some results.

10 MS. ROBINSON: My name is Mercedes Robinson.
11 I'm a resident of Holland Towne at Brookville. My
12 question pertained -- like everyone else, pertains to the
13 retaining wall. Most of us here remember when the Woodrow
14 Wilson Bridge was redone, and there was significant
15 pounding that impacted some of the buildings and some of
16 the residents in the area.

17 My question is can someone explain the process
18 of a retaining wall going up? I know there are posts that
19 need to be dug. Are they augured out, or are they going
20 to be pounded out, and is that going to have any impact on
21 the residents who live closer to Van Dorn and closer to
22 the retaining wall, or the sound wall, excuse me?

23 MS. QUINLAN: I'll take a shot at that. Most

1 of the retaining walls on the job are MSE wall panels,
2 which are the precast concrete panels, which don't have
3 any sort of foundation on it. So they aren't an issue.

4 There is one retaining wall on Seminary Road
5 off ramp that I believe still has piles on it, which is
6 the pounding that you're talking about. And so there
7 would be some pile driving there, but it's a limited
8 number.

9 Where the real pile driving will occur will be
10 -- oh, and the noise walls are all augured holes, meaning
11 we drill a hole and just set a concrete beam in it, so
12 there's no noise at all with that, or other than the
13 machine noise.

14 The pile driving that will occur on the job
15 predominantly is for the footings of the reversible HOV
16 ramp in the median of I-395. And every one of those is
17 supported on piles. And actually, we're governed by the
18 noise -- typically the noise ordinances for the city based
19 on the near -- at the corner of the nearest affected
20 residence or something like -- I forget the exact wording,
21 but there is -- there are noise ordinances that drive as
22 to when we can and can't do it.

23 Actually, I'll go back to that, by the way.

1 The mid-term improvements job on BRAC was actually a Fed
2 job, and I'll speak up for VDOT here. That was an FHWA
3 job, which is why Larry is fumbling a little bit on the
4 answers on what they were doing, because the FHWA, I don't
5 know what rules they had on their contract.

6 MS. ROBINSON: Thank you.

7 MS. MAGNUSON: I'm Janice Magnuson. I live on
8 Peel Place. I've been there since 1984, and I've seen a
9 lot of changes, not all for the good.

10 I wanted to second -- I think it was Kathy
11 Burns who said these are not benefitted people, a
12 benefitted population but affected is a much more accurate
13 phrase, especially when we're hearing different stories
14 about how votes are counted.

15 And the idea of the straw pole I think was
16 terrific. However, most of us here, or at least a lot of
17 us here, our votes -- we can't even vote. I was told that
18 the green dots are the residences that can vote, mandated
19 by Federal law.

20 Is that a minimum area in relation to the
21 affected area, or can you expand the area of who can vote?

22 MR. OGDEN: Well, the line at which we
23 analyze, everything that you see in these exhibits, we go

1 back as far as we need to to determine if there's going to
2 be an impact from the project as Josh said. We look at
3 what the proposed levels -- where traffic levels would be
4 with the projects with no barrier and with the project if
5 we had a barrier. And the barrier is analyzed to provide
6 abatement of at least five decibels like has been said for
7 impacted residences.

8 Once we have satisfied those for the impacted
9 residences, we can also count, and those residences which
10 are benefitted by that, even though they're not impacted,
11 can still participate in the voting process.

12 So how far back we go is determined on where
13 we actually have impacts and who is actually benefitted.
14 I mean, that's a reasonable question, and where we stop
15 and how far back it goes, that's part of the noise
16 analysis.

17 MR. QUINLAN: If I could go to the wording,
18 it's a two-part thing. The first part is who is impacted,
19 which is -- if you want to use the word hurt or affected,
20 whatever word you want to use, it's the first part of the
21 analysis. Who is impacted by the increased traffic from
22 the job.

23 And then the second part of the analysis,

1 which is whether or not to build a noise wall, which is
2 where the Feds set the specific rules for how you do the
3 analysis, the benefit then is who is benefitted if in fact
4 a noise wall is built.

5 So it's not you're being benefitted by the
6 increased traffic, by the job. It's okay, you've been
7 impacted by the increased traffic by the job. Now, who
8 would it benefit if we build a noise wall to muffle the
9 noise from the increased traffic.

10 I mean, it's semantics, but that's how this
11 whole thing fits together. But as far as how you do the
12 calculation, actually Jason is the guy -- you put together
13 most of the report, didn't you?

14 MR. OGDEN: Yes.

15 MS. MAGNUSON: But the question still is why
16 can't you widen the population who will be voting, the
17 population who will be affected by this?

18 MR. QUINLAN: Well, again, I mean, that's why
19 we have the placement as far back as we go. We have made
20 the determination as an analysis that this is as far back
21 as we believe the -- because, you know, at a certain
22 point, we stop seeing impacts, and we just have
23 nonimpacted according to our noise abatement criteria.

1 MS. MAGNUSON: Well, considering where I live,
2 I already hear noise from 395. So if you start enclosing
3 Van Dorn Street, all of the Van Dorn Street noise is going
4 to be pushed east, and it sounds like you're anticipating
5 an expanded amount of traffic on Van Dorn Street, or you
6 wouldn't need to build a sound barrier in the first place.

7 MR. OGDEN: From the traffic input that I
8 received, I wouldn't say there would be a significant
9 amount of growth on Van Dorn. And again, that's according
10 to data that was provided to me.

11 MR. QUINLAN: The increased traffic is
12 actually on 395 itself, because we are not working on Van
13 Dorn.

14 MS. MAGNUSON: Why is there suddenly going to
15 be all this extra traffic on 395?

16 MR. QUINLAN: Because the contract we have
17 says that there is.

18 MS. MAGNUSON: You've got to do better than
19 that.

20 MR. QUINLAN: No, so now I'll go back to the
21 whole process of the contract. Someone -- in the years
22 that have gone up to this, VDOT has done all their
23 studies, and they've had people do noise studies, and what

1 they do for us, the design build guys, say, hey, here's
2 all the data we did. Now you have to do the design build
3 based on it.

4 So I mean, I don't mean to be a smartass, but
5 I really don't know why -- I'm not a traffic engineer. I
6 don't know how they determine what extra traffic there
7 would be, but once they give us the data, then we give it
8 to the design team, and we respond with a design in
9 response to the data that we've been given.

10 MS. MAGNUSON: Okay. And I have now a touchy-
11 feely question. Those of us who live in the area who
12 drive up Van Dorn Street across from Parkside, what
13 happened to the deer?

14 FROM THE AUDIENCE: I saw her yesterday.
15 She's still there.

16 MS. MAGNUSON: Okay, so what are you going to
17 do with the deer? I thought it would have escaped.

18 MR. MICHAEL MOSS: There were three, but
19 someone put a hole in the fence and Animal Control took
20 them.

21 MS. MAGNUSON: I'm waiting to hear one morning
22 that there's been an accident on 395 because someone hit a
23 deer there. So what are you going to do about it?

1 MR. TOMLINSON: About the deer?

2 MS. MAGNUSON: Uh-huh. Can it be relocated?

3 MR. TOMLINSON: Well, I think if the deer
4 doesn't like it there anymore, he's going to move away. I
5 mean, there's -- what can you do? I mean, you can't --

6 MS. MAGNUSON: Well, previously, it had been
7 trapped because of all of the fencing on 395, but then as
8 they started working, there would be gaps.

9 MR. TOMLINSON: Yeah, I think those have been
10 closed up.

11 MR. MOSS: No. The rope holding the fence --
12 it's a slop job.

13 MR. TOMLINSON: They're wired. There's also
14 some tape that's also there, but I believe they're wired
15 shut.

16 MR. MOSS: It's trashy looking.

17 MR. RICHARD WORLIN: Hi, I'm Richard Worlin on
18 Peacock Avenue, which is about maybe a half mile from the
19 study area. I've lived there for about five years.

20 I hear a lot of talk about impacts from
21 increased traffic. Where is this traffic coming from? Is
22 it coming from the weave lane that's being added, or is it
23 because we're getting a lane of traffic from the new HOT

1 lanes down south of the Beltway?

2 MR. TOMLINSON: Well, the express lane project
3 does end just south of Duke Street.

4 MR. WORLIN: Okay.

5 MR. TOMLINSON: And we're going to be adding
6 an additional lane on the outside between Duke and
7 Seminary. The additional traffic is going to the Mark
8 Center, largely, and support buildings, you know, around
9 the area where contractors and consultants work with
10 people in the Mark Center.

11 MR. WORLIN: So right now, we have three
12 through lanes coming from the Beltway to us.

13 MR. TOMLINSON: Yes.

14 MR. WORLIN: And after this project is done
15 and after the HOT lanes project is done, and after the
16 Duke Street project is done, we will then have four lanes
17 of traffic heading from south of the Beltway to Seminary
18 Road?

19 MR. TOMLINSON: I think there -- it's going to
20 be four lanes -- there's kind of a gap at Duke Street.
21 There's no plan to put a fourth lane underneath Duke
22 Street.

23 MR. WORLIN: There actually is a plan right

1 now in the works between 15th and 18th. And this is where
2 I'm getting to. I've heard impact, impact. It just
3 brings the idea of environmental impact statement. We
4 have people that are impacted in their environment. We
5 have in fact a majority, minority area impacted heavily by
6 pollution potentially and noise.

7 And I'm under this understanding this is a
8 categorical exclusion under the NEPA?

9 MR. TOMLINSON: I'm not sure.

10 MR. WORLIN: I mean, do we have an
11 environmental study on this? I mean, we have NEPA.

12 MR. TOMLINSON: Are you talking about this
13 project or the express --

14 MR. WORLIN: Yes, this ties in with the HOT
15 lanes, because when you got your interchange justification
16 for approval of the HOT lanes, they said you have to fix
17 this, north of this.

18 So we're an area that didn't get real notice
19 of this HOT lanes project yet we're the terminus of the
20 HOT lanes project. We have four lanes coming north of the
21 Beltway, and they terminate at Seminary Road. Would we
22 expect a backup when you go from four lanes to three lanes
23 at Seminary?

1 MR. TOMLINSON: I think the expectation is
2 that most of the additional traffic will be exiting at
3 Seminary.

4 MR. WORLIN: And that's not going to be the
5 impact on our neighborhoods? I mean, that's -- I just
6 don't see any environmental studies. We haven't had
7 notice. We haven't had an environmental assessment of
8 this.

9 MR. TOMLINSON: The purpose of the project is
10 to get the traffic off 395 and over to the Mark Center
11 building and adjacent areas.

12 MR. WORLIN: Okay.

13 MS. SHAW: I just want to say that, you know,
14 there were environmental studies done in accordance with
15 the National Environmental Policy, NEPA documents were
16 done separately for this project separate from, you know,
17 what was done for the express lanes.

18 And so we're now, you know, in the
19 implementation phase. So we do have, you know, experts
20 that can answer some of these questions, especially about
21 traffic projections and the environmental studies, but
22 these aren't those guys. These are the guys getting ready
23 to implement it.

1 And those documents have been posted on the
2 mega projects web site for some time. And I think, you
3 know, we talked about some of the other work that was
4 done. This is not the first time we've been out with the
5 public. I'm Susan Shaw with VDOT, by the way, sorry.

6 MR. WORLIN: I was here two years ago, so --

7 MS. SHAW: So I do appreciate your concern,
8 but you know, I want to keep us focused on what we're
9 implementing.

10 MR. WORLIN: Right.

11 MS. SHAW: So you know, that time period for
12 all of those comments has kind of, you know, come and
13 gone.

14 MR. WORLIN: Well, actually, no, because
15 Federal Highway still has to do final sign off, and also,
16 you can always revisit NEPA.

17 MS. SHAW: Yes.

18 MR. WORLIN: So I don't want everyone to
19 understand -- this is not a done deal. Until they put in
20 a ramp, it's not a done deal.

21 MS. SHAW: Well, we do have a record of
22 decision from the Federal Highway Administration, and we
23 do have -- as long as we are in conformance with what's

1 been approved.

2 MR. WORLIN: When was the decision?

3 MS. SHAW: I can get that date for you, and we
4 do want to address those concerns, but we also want to
5 focus on, you know, trying to get the project implemented,
6 because that's the stage -- that's this team, and that's
7 kind of what we're working for.

8 MR. WORLIN: And I want to thank you for --
9 and especially Parsons. I know what Parsons is. I have a
10 transportation background through my wife, actually. I
11 know Parsons is the designer. VDOT works with the Federal
12 Highway to get this approved. I realize this.

13 I just want to caution you, please don't put
14 three projects together to make something not an
15 environmental issue. It's cumulation. It's part of the
16 decision-making process, and it looks like we're getting
17 four lanes into three, and it is going to impact us.

18 MS. SHAW: All right, thank you. I do
19 appreciate your comment.

20 MR. CHRISTOPHER DEAN: My name is Christopher
21 Dean. I'm a resident on Barrister Place and the president
22 of the HOA of Holland Towne at Brookville. My question is
23 the process based on when you're talking about benefitted

1 people. I'm about 500 feet or less. I'll be a benefitted
2 person myself. But I heard there was outdoor locations as
3 well.

4 We have a park that's HOA property, and my
5 question is as an HOA, what will be my procedure to allow
6 residents that may not be benefitted but have ownership of
7 that land that is benefitted? Do they -- so the residents
8 that are not benefitted because they're part of an HOA
9 that is benefitted, do they have a vote or not?

10 MR. QUINLAN: Isn't it correct that actually
11 the property owner receives the certified letter? So if
12 in fact the HOA owns the property, the HOA would get the
13 certified letter.

14 MR. DEAN: So the Board of the HOA would be
15 responsible for responding?

16 MR. QUINLAN: Yes, if it's a community space,
17 and it's private property, then the owner or the
18 president, or whoever it would be making the decision,
19 would have the one vote for that space.

20 MR. DEAN: Thank you.

21 MS. SHIRLEY DOWNS: Hello. Some of you know
22 me, some of you don't. My name is Shirley Downs. I'm a
23 longtime community activist, and I worked on this, BRAC,

1 Beauregard, et cetera.

2 I'm going to run down some things that people
3 have said to me, many of whom could not be here tonight.
4 I would also like to tell everybody here my name is
5 Shirley, S-h-i-r-l-e-y D-o-w-n-s, like falling down, at
6 comcast.net. You can email me. I'm trying to collect as
7 many comments as possible.

8 FROM THE AUDIENCE: Shirley, it's Verizon.net.

9 MS. DOWNS: Verizon.net, excuse me. Sorry.
10 The main thing that I don't think you get is that
11 community people did not like the idea of the auxiliary
12 lane. The people from VDOT think it's hunky-dory. Local
13 people don't see it as hunky-dory, because they see it as
14 adding to the traffic on Seminary, which is already the
15 most highly traffic lane in our whole area. It's more
16 than Beauregard, more than Van Dorn. So you're dumping
17 more traffic on it. That's number one.

18 Number two, and this is a big deal in the
19 community. You indicated to us that the off ramp and the
20 auxiliary lane together was going to take 30 feet out of
21 the median between Van Dorn and 395.

22 Now, that median is not -- isn't even. I
23 mean, some places it's narrower, some places, it's wider.

1 So what people are really concerned about is after you
2 finish with this, how much land is there going to be left
3 all along. And that runs from the -- where Landmark and
4 the -- all the way down up to Seminary, because that's the
5 whole area that's affected.

6 How much land is left, because in order to do
7 this, most people have indicated to me that they'd rather
8 have trees, okay? I know some other people want the
9 walls, but at least on the Van Dorn side, everybody likes
10 the trees. And part of the problem is that your proposed
11 walls are 15 to 30 feet high.

12 That's the problem. And so that's what they'd
13 like to know. They'd like to know what is it going -- how
14 wide is it going to be right in front of Willow Run. How
15 wide is it going to be right at Sanger, in front of the
16 Holland Towne Apartments, in front of the Parkside
17 Apartments up near Seminary Towers. Can anybody answer
18 that?

19 MR. QUINLAN: Krishna, can you tell me how
20 wide -- how much we're widening the pavement generally,
21 the paved surface of 395?

22 MR. POTTURI: 30 feet is the base.

23 MR. QUINLAN: Okay, so the 395 northbound

1 general purpose lanes will be about 30 feet wider. And
2 the sound walls that are proposed on the east side of 395
3 are just off the shoulder, so they're actually at the top
4 of -- they're up next to the road, as opposed to down next
5 to Van Dorn.

6 So the sound walls would be up along the --
7 just off the shoulder of 395 that is now 30 feet wide.

8 MS. DOWNS: But how much land is left from the
9 edge of 395 to Van Dorn? That's what people want to know.

10 MR. QUINLAN: We can figure that out, but
11 you'd have to just sit with the drawings and go every 100
12 feet or 300 feet and --

13 MS. DOWNS: Because it makes a big difference
14 for people. And what kind -- how many trees are you
15 planning to take down, all of them? Are they all coming
16 down, and you're going to replace all of them?

17 MR. QUINLAN: A significant number of them
18 will come down.

19 MS. DOWNS: You see, that's the kind of fuzzy
20 thing. We're not kind of getting answers. How big will
21 the trees that go in be, and how long will it take before
22 they reach maturity? And what are you going to do to
23 augment the soil and get -- like, you know, are you going

1 to do French drains? What are you going to do to see that
2 these will survive?

3 MR. QUINLAN: In the VDOT contract -- well, so
4 the trees all come from nurseries. They've got their
5 planting criteria, which is you dig the hole three times
6 the size of the ball or whatever. And you have a two-year
7 warranty or -- I'm not sure what our warranty requires,
8 but there's a warranty in the contract that says if -- the
9 trees have to survive through the warranty period, and if
10 they die, we have to replace them.

11 Which generally, with a new planting, that's
12 when they go. But now we go back to the contract criteria
13 that talks about four-inch diameter trees or three inch,
14 and it tells us specifically what -- but so if there's a -
15 - in the footprint of a noise wall, there's a 20-inch
16 diameter tree, then it's going to come down because the
17 noise wall is there, and by plotting the footprint of the
18 road widening, you can tell where the clearing will be.

19 MS. DOWNS: Is there any way that the 30 feet
20 could be narrowed for this exercise? Because you're
21 basically destroying one neighborhood all along this side.
22 Is there any way that could be narrowed?

23 MR. QUINLAN: The widening of the pavement is

1 -- okay, so from my point of view, it's defined in the
2 contract drawings -- the documents that we have that VDOT
3 says this is exactly what you're going to do, and that's
4 what we're going to build -- but the answer to where that
5 came from, it goes back to the traffic studies that VDOT's
6 done over the years.

7 And if you want to -- if that were to happen,
8 it would be a change in my contract that someone would
9 tell me, hey, we've changed our mind. We're going to
10 deduct parts of the roadway from your contract.

11 MS. DOWNS: Because another thing that people
12 are concerned about is they didn't want the HOT lanes to
13 come up. And the City of Alexandria and Arlington County
14 didn't want them to come up. You got them up as far --
15 you know, about Edsall, but now people fear that the
16 auxiliary lane is in effect a continuation of the HOT
17 lane. You know, in addition to the other. These are
18 things that people have said to me.

19 MS. SHAW: And I was just going to say
20 regarding landscaping, to kind of go back just so you
21 understand kind of the timing of things, is that I think a
22 good meeting like -- you know, we're going to continue to
23 have meetings with the communities throughout the project.

1 But once we have a very clear picture on noise walls and
2 what's being built and, you know, what's going to be
3 actually in the project, which is going to be based on
4 input from the community, would be a good time then to
5 come back and revisit the landscaping.

6 And the size of trees and shrubs that we put
7 into the contract, we've worked with our landscape
8 architect at VDOT to come up with the size that will
9 maximize the survivability.

10 So we don't want to put in mature trees
11 because they don't do very well. I think it's a two-inch
12 caliper is kind of the maximum that we do just because
13 they do best to be able to establish a root system and
14 then support the tree that's there.

15 And I know that's not the same getting -- you
16 know, it's not the same. I understand that, if were we
17 going to remove a mature tree. But we're going to try to
18 do the best that we can to replace what you have.

19 And the plantings, the first landscape
20 plantings, will probably be in the fall of next year. So
21 the springtime is when we'll be kind of starting to get
22 some more input, have more detail about that.

23 There are some concept plans up here, so I

1 invite people to come and look at those and you know, see
2 that they've got at least some idea of some of the areas
3 that we'll be looking at.

4 MS. DOWNS: One other thing that is really,
5 really important that you need to understand the context,
6 the Beauregard plans are going to widen Beauregard. It
7 will be eight lanes. Two of them will be parking, and two
8 -- four regular traffic, which is what they have now, and
9 two for dedicated traffic.

10 They're planning to do the same thing on Van
11 Dorn, plus you are adding additional lanes to the three on
12 our side, depending on how you count the lanes, extra
13 lanes going off.

14 That means that it's ten -- let me see, ten or
15 eleven lanes going on 395 plus eight lanes on either side.
16 That's why people are really, really, really upset about
17 the little bit of trees that we have between us and Van
18 Dorn going down. And that's why people are really, really
19 upset. You need to understand the context. Thank you.

20 MS. FISHER: Annabelle Fisher again. This is
21 a really easy question, and I think it's a yes or no. Is
22 it safe to say that you are not mandated to put up a noise
23 wall, that it's voluntary, that you do not need a noise

1 wall that is being proposed? Yes or no?

2 MR. QUINLAN: That's not correct. Our
3 contract says that you will put up these -- the contract
4 that we bid says that these noise walls are indicated.
5 You will do the study. If the study shows that they are
6 required, you will put them up unless the citizens veto
7 it.

8 MS. FISHER: So if there are enough citizens
9 that say no --

10 MR. QUINLAN: No noise wall, then --

11 MS. FISHER: -- noise wall --

12 MR. QUINLAN: If you guys vote no, then we
13 don't build it.

14 MS. FISHER: And correct me if I'm wrong,
15 because I live on the other side of Southern Towers, so we
16 dealt with all the BRAC and all that stuff. It's going to
17 be -- you're going to count the numbers of households or
18 renters or whomever who live on the other side of Seminary
19 towards Van Dorn and in that neighborhood. Is that
20 correct, that you'll be counting those?

21 MR. QUINLAN: I don't know the answer to that.

22 MR. OGDEN: I'm sorry, could you repeat?

23 MS. SHAW: There are four separate walls, and

1 --

2 MR. OGDEN: Yeah, four separate walls. So
3 there are three individual walls on the east side of Van
4 Dorn, but essentially, they run from Duke all the way to
5 Seminary. But it's three separate walls. Each one is a
6 stand alone vote. East of 395, I'm sorry.

7 MS. FISHER: So it would be coming from Duke
8 down --

9 MR. OGDEN: East of 395, and then there is one
10 wall that's on the west side of 395, which is a separate
11 vote.

12 MS. FISHER: All the residents or whomever on
13 the west side of Seminary at 395 who will be counted. Is
14 that correct, not the other group? Yeah, the west
15 Seminary and that side?

16 MR. OGDEN: Right, each --

17 MS. SHAW: Each community will vote for their
18 --

19 MR. OGDEN: -- the residents behind each wall.

20 MS. FISHER: Right, but you're not cutting
21 down --

22 MR. OGDEN: And so a person who is affected by
23 a wall down by Duke Street could not vote on a wall up by

1 Seminary.

2 MS. FISHER: Nor those of us who live on the
3 other side, like Southern Towers and in that neighborhood,
4 towards Beauregard, we don't vote.

5 MR. OGDEN: Each wall has its own impacted and
6 benefitted group.

7 MS. FISHER: Thank you.

8 MS. EMILY BROWN: I'm Emily Brown. I live on
9 Pegram Street, and I hear all this talk tonight, and I've
10 been hearing it before tonight about sound barriers, noise
11 walls. What about trees? We have trees there. We need
12 to leave the trees there.

13 I can't understand why you see the value of
14 noise walls versus trees, and if you look at -- money, I
15 hear -- if you look at what's happening on the south side
16 of Duke Street on 395, where they've torn out all the
17 trees, and it's just plain ugly, and that's a compliment
18 saying it's even ugly. It's worse than that.

19 So you might look at that. And that's what we
20 don't want in the strip we're talking about.

21 MR. QUINLAN: The problem for us is you'd be
22 back revisiting why the Feds set the standards they did
23 for noise walls. But if --

1 MS. BROWN: Trees can be --

2 MR. QUINLAN: If you prefer the trees, you
3 just have to vote, hey, we want the trees, and that's what
4 you'll get.

5 MS. BROWN: Trees can be noise walls. Thank
6 you.

7 MR. QUINLAN: I agree.

8 MR. MOSS: You don't mean existing trees?

9 MS. BROWN: Yes.

10 MR. MOSS: You don't mean existing trees?

11 MR. QUINLAN: No, correct.

12 MR. MOSS: He didn't mean your trees. He
13 meant his trees. He meant his trees, not your trees.

14 MS. BROWN: Yeah, I'm talking about our trees.

15 MR. MOSS: No, he's talking about his trees.

16 MS. BURNS: Kathy Burns. Before I ask another
17 question, I wanted to thank Dell Pepper for being here and
18 ask that she go back and personally convey to her six
19 colleagues who are not here on the City Council to the
20 City Manager and to the Planning Director that this is a
21 very, very contentious issue that has not gotten the
22 attention that it deserves from the City officials,
23 elected and staff.

1 My other question was I asked what this is
2 going to cost and how it's going to be funded, and I
3 didn't get an answer. So I'm interested in hearing on the
4 different parts on the highway, the different parts on the
5 sound walls, some solid numbers, and where this money is
6 going to come from.

7 MR. QUINLAN: I can at least tell you that our
8 contract is around 55 million. I know that. Where the
9 money is coming from --

10 MS. BURNS: That's just for sound walls?

11 MR. QUINLAN: No, the entire contract is 55
12 million dollars.

13 MS. STEELE: Does the amount depend on whether
14 the sound walls get built?

15 MR. QUINLAN: Actually, VDOT would take a
16 credit back from us if we in fact don't build the sound
17 walls.

18 MS. STEELE: That's what I was afraid of.
19 When I heard you say veto, that's when I got nervous about
20 it.

21 MR. QUINLAN: What do you mean?

22 MS. STEELE: Because you said that we have the
23 right to veto the sound wall. The sound wall, the

1 default, if we veto, you lose money, which I think just
2 makes me worry about how votes get counted.

3 MR. QUINLAN: Actually, contractors usually
4 come out okay on negative change orders, but don't let the
5 VDOT guys hear me say that. If we don't build them,
6 that's fine with me.

7 MS. STEELE: Well, that's good.

8 MS. BURNS: And do you have this money in the
9 banks, or where is this 55 million right now?

10 MS. SHAW: The project is fully funded. It's
11 in our six-year plan. It's Federally funded. It is not
12 impacted by what's going on at the Federal level, because
13 Federal Highways funding stream is already on the books,
14 and they're funded separate from the rest of the Federal
15 Government, just in case you're wondering with everything
16 else that's going on.

17 So it's already fully funded, and that's not
18 something, you know, anybody up here -- it's decided by,
19 you know, elected officials and others. So it's been
20 already approved and fully funded.

21 MS. BURNS: And there are no other contingent
22 things? We put the 55 million, and we'll do this and this
23 and this. If there are contracts also if there are cost

1 overruns that there's any penalties to the contractor?

2 MS. SHAW: We are -- the total project budget
3 is -- do you know?

4 MR. TOMLINSON: 74 million.

5 MS. SHAW: 74 million, which includes VDOT's
6 oversight. It includes contingencies. It includes right-
7 of-way, a number of other items besides just what the
8 design build contract is.

9 And so we don't anticipate having any
10 overruns. We do have some contingencies built in already.
11 And as he said, if the noise walls aren't constructed with
12 this project, we would probably end up, you know, coming
13 in well under budget.

14 MS. BURNS: So you do have the 74 million, not
15 just the 55?

16 MS. SHAW: Yes.

17 MR. TOMLINSON: It's actually 76.

18 MR. QUINLAN: The engineer has got to be
19 precise.

20 MR. MICHAEL MOSS: Michael Moss. I live at
21 KMS townhouses. A couple of questions. One, I heard you
22 mention that the affected folks could choose a natural
23 barrier as opposed to the sound wall or noise wall. What

1 did you mean by a natural --

2 MR. QUINLAN: Trees.

3 MR. MOSS: Okay. And the other question is,
4 on your --

5 MR. QUINLAN: Well, it's what size tree --

6 MS. SHAW: And I would say the -- I'm looking
7 to the noise experts, but we don't -- I think you have to
8 have -- it's like 100 feet of --

9 MR. OGDEN: Yeah, between the edge of the
10 pavement, and so we're -- well, I mean, we don't have 100
11 feet between where the edge of the pavement is and where
12 Van Dorn is.

13 MS. SHAW: The trees are not a very effective
14 way to actually attenuate noise the way that they measure
15 whether it actually reduces the noise or not.

16 I understand from a visual, and I think, you
17 know, other -- but you know, if they're deciduous --

18 MR. MOSS: My question -- pardon me. My
19 question was is this a construction? When you refer to a
20 natural barrier, you're not talking about earth berms or
21 anything -- something you construct. So you don't even
22 have a concept of what that natural barrier would be --

23 MS. SHAW: I think that was a misstatement.

1 So I'm trying to correct that. It's either a noise wall
2 or --

3 MR. QUINLAN: Yeah, trees are not --

4 MS. SHAW: If you vote not to have a noise
5 wall, we would put visual -- we would call it a visual
6 barrier. At that point, we would not be telling you
7 that's going to attenuate noise. That's not what it's
8 for. It's for other purposes.

9 MR. MOSS: Would that be in addition to
10 whatever trees you might be putting back even if the noise
11 wall were there? Is this something that replaces the
12 noise wall that would not be there otherwise?

13 MS. SHAW: No.

14 MR. MOSS: So just regular trees if --

15 MS. SHAW: Yes.

16 MR. MOSS: So that natural barrier is a non
17 sequitur. Got it. Thanks for clarifying that.

18 The other question is on your construction
19 easement along -- in my particular case, along Van Dorn
20 from Sanger up to the top of the hill there, how far into
21 the Van Dorn right of way does that go toward the Van Dorn
22 Street? Does it encompass all the existing trees that are
23 there right now? Your construction easement?

1 MR. TOMLINSON: We're going to be taking a
2 significant number of those trees. I can't give you a
3 number or exact --

4 MR. MOSS: Well, I was going to ask you if
5 your easement includes all those trees.

6 MR. TOMLINSON: Yes, all --

7 MR. MOSS: Are you prohibited from taking any
8 tree, or do you have the authority to take any tree you
9 want to within that construction --

10 MR. TOMLINSON: That's all in VDOT right of
11 way, yes.

12 MR. MOSS: So what that means -- what you're
13 saying is it's based on your good will and your nice --
14 how nice you are, depends on whether you cut all of them
15 down or not or leave some.

16 MR. TOMLINSON: Well, we try not to take down
17 any trees that don't need to come down for the
18 construction.

19 MR. MOSS: Well, that doesn't mean anything to
20 me. You can just -- we don't really know what that means.
21 Does that -- we have to trust you.

22 MR. QUINLAN: Well, for me, it costs money to
23 take down trees and get rid of them. So if we don't need

1 to take them down, we won't take them down.

2 MR. MOSS: Unless you need to get equipment
3 around there and park equipment in there. I don't -- you
4 know, you can't commit that any tree will be left. So I
5 want to make that point. That's a correct statement,
6 right?

7 MR. QUINLAN: Could I tell you right now which
8 trees are going to come down and which aren't? No, I
9 could not.

10 MR. MOSS: But you could not commit to any of
11 them --

12 MR. QUINLAN: Once the survey stakes are out
13 there, I could, because I could tell you where the slopes
14 are. I could tell you where the structures are. But
15 until the survey stakes are out there, I mean, yes. You
16 can walk down the street and say that's my favorite tree,
17 and I'd say, well, I don't know.

18 MR. MOSS: But my point is you could take them
19 all down with impunity with no --

20 MR. QUINLAN: But we'd have no reason to do
21 that unless there's a -- unless it conflicts with
22 something we're building.

23 MR. TOMLINSON: It is more expensive to take

1 trees down and get rid of them.

2 MR. MOSS: But you can take them down. You
3 can take them down.

4 MR. QUINLAN: And I've got to defend myself on
5 what Susan said. If the walls aren't built, what we would
6 default back to is in the contract, we have landscaping
7 requirements. So then we would have to -- we would have
8 to comply, meaning we couldn't leave the surface of the
9 moon out there. We would have to go back to the
10 landscaping requirement, which talks about the planting
11 spacing and what we planted.

12 MR. MOSS: I'm talking about leaving those
13 beautiful trees that are there right now. They're going
14 to be gone. You're going to put some two-inchers in, what
15 species, you know, you might pick this and that. And
16 they'll have to survive behind a 15-foot sun barrier.

17 MS. JUDY COOPER: Good evening. I'm Judy
18 Cooper, and I've been communicating with Mr. Tomlinson
19 since probably the end of June, 1st of July about all of
20 the drilling on North Van Dorn Street, which hasn't been
21 particularly mentioned now. But I understand that all the
22 drilling was done to check soil samples and for drainage,
23 correct?

1 MR. TOMLINSON: Soil samples, yes.

2 MS. COOPER: Unfortunately, none of us were
3 really given any information about that happening. I'd
4 also like to note that the notification for this meeting
5 is less than acceptable. You stated that yesterday you
6 were going to contact a number of basically online papers
7 and Dr. Gridlock to promote this meeting today.

8 That's not sufficient. The first notice that
9 I happened to see of this was not -- not this past Sunday
10 but the Sunday before, casually mentioned in Dr.
11 Gridlock's news article of Sunday. And then I began to
12 write you about what was going to happen, and some of us
13 started to get more communication.

14 I don't think this turnout, although good, is
15 certainly not sufficient. And I think you can do a much
16 better job. I think that also -- that lack also speaks to
17 the poor visibility in here so that we can't read any of
18 these charts very well. It's very difficult. And I
19 hadn't gotten up there about two inches from the chart, I
20 wouldn't have learned that I now live in Holland Towne
21 instead of KMS Townhouses, and I've been telling people
22 the wrong thing for 31 years.

23 Looking at the height of the proposed noise

1 walls from 15 to 30 feet, if you look on the section from
2 Sanger Avenue up toward Landmark and the topography of
3 that, I don't see us with any type of green space left if
4 you build sound walls, because you're going to have to
5 reinforce the side of 395 so much, there will be no green
6 space there.

7 And much of that will be true from Sanger up
8 to Seminary Road, because the first probably 20 or 30 feet
9 at least, maybe more, is very high, and then it drops
10 down. So we're going to have some sort of a huge wall
11 before the sound wall.

12 We're also going to lose, as one of these
13 people said, we all realize, despite what you say, we're
14 going to lose a lot of the green space, and we're not
15 happy about it. The trees have been an excellent buffer.
16 And since I probably won't be one of the benefitted
17 people, and I live right on Van Dorn Street, almost near
18 the intersection of Sanger and Richenbacher, I don't think
19 I'm on that list.

20 But I don't have a choice, and if you build
21 the noise walls, the noise we're going to hear is all the
22 echo running up and down Van Dorn Street against that
23 wall. So you have not eliminated any noise problem from

1 395 for us. You have increased it by Van Dorn, and there
2 is a lot of traffic on Van Dorn.

3 And it ebbs and flows. It's not the same
4 every day. If we have bad weather, it tends to increase.
5 If there's a problem on 395, it increases. But other than
6 that, I haven't noticed a significant change since BRAC
7 has been built.

8 I think I'd also like to know how they plan
9 for noise walls, because we're not getting -- I looked at
10 your little diagram over there, and it was on noise walls
11 written out in words, how that time frame is going to fit
12 in with your time frame for building the auxiliary road.
13 Because it seems to me as you build that auxiliary road,
14 you're going to have to start building that noise wall
15 soon after that, because you've got all that construction
16 going.

17 Nobody has addressed that. Nobody has said
18 how -- when you finish looking at the noise wall report
19 and the Federal Highway finishes looking at it, what kind
20 of time frame are we going to have to be able to look at
21 this, vote, spread word before we vote? And I think your
22 selection of who's benefitted is really erroneous as many
23 people have said.

1 There are a lot of people down there who are
2 impacted by that regardless of where you put your little
3 sound meters or whatever you do. So can you please tell
4 me how the noise wall, if you construct them, is going to
5 fit in with the plans of your other building?

6 MR. TOMLINSON: The noise walls, if we build
7 them between the auxiliary lane and North Van Dorn will be
8 completed at the time the auxiliary lane is completed or
9 shortly after.

10 MR. QUINLAN: It will be close to the last
11 part of the operation only because it's the highest part.
12 So you start at the bottom and work up.

13 MR. TOMLINSON: But it would be a continuous
14 process.

15 MR. QUINLAN: Before we open the road, we want
16 to build the noise walls, because our equipment will be
17 working from the 395 level. And if we don't get them
18 built before we open the road, we're going to have to do
19 it at night and lane closures.

20 So it would be -- in the schedule for the
21 work, it would be close to the very end of the things we
22 do in building the road.

23 MS. COOPER: So you're going to be building

1 the auxiliary road near the end?

2 MR. QUINLAN: Right. If we accelerate it --

3 STAFF: The roadway construction is from April
4 '14 -- we're showing it through the middle of summer of
5 15. The noise wall construction won't start till halfway
6 through that roadway construction. So it will be
7 somewhere in late summer of '14 or summer of '14, the
8 noise wall construction. And that will conclude with the
9 end of the --

10 MS. COOPER: So that's not very far off.

11 MR. QUINLAN: But the decision on it -- so
12 I'll go back and explain that again. Tell me if I got it
13 wrong. But they're going to send out this certified
14 letter to everybody, and you get 30 days to respond, and
15 that's the decision.

16 MS. COOPER: I know, but you're supposed to
17 have a community meeting with us again. That's what I was
18 told back in the summer, that we were going to have a
19 community meeting, and that was to be to discuss primarily
20 the noise walls. And I know this seems to be it without
21 sufficient notification.

22 That's a real close timeline there, and I
23 think you've heard from a lot of us that we're not

1 satisfied with the noise wall. We don't want to see
2 disruption of trees. You made a mess out of that ground
3 out there this summer when you did all of your drilling,
4 and you left debris. I had to keep writing you to have
5 you tie up your fences, to take your junk out of the way.

6 You didn't put cones out or anything out when
7 your men were working. They'd back right out into
8 traffic. I've seen them take these heavy machines in
9 which they pulled the drilling machine up on a flatbed
10 truck and do a U-turn right in the middle of Van Dorn
11 Street. Just not good safety practices.

12 And I called the police about it, and they
13 finally got back to me and told me that VDOT has their own
14 rules. And I think you need to realize that there are a
15 lot of people out there who don't drive properly. In
16 other words, they speed a lot, and I was just waiting
17 almost every day for some kind of an accident out there.

18 Between the way you pulled your equipment on
19 and off the road, you never marked anything, just a real
20 mess. And -- but I think that you need to do a much
21 better job in this notification of the noise walls and
22 what your proposals are. And, again, I think you don't --
23 you're not recognizing all of us who are benefitted by

1 this, because we're all -- we all should be allowed to
2 vote.

3 It's not just separate little places for
4 wherever you put your machines. I'm right on Van Dorn
5 Street. I hear every bit of that noise. I hear it
6 through clunking things up on the highway as you move
7 those concrete barriers away --

8 MS. STEELE: Do you have a choice? Can you
9 expand who gets to vote?

10 MS. COOPER: Yes, I think it should be. I
11 think it should be all of the people out there.

12 MS. STEELE: Do you have the choice? Can you
13 expand it?

14 MR. TOMLINSON: I think that's specified by
15 the Federal regulations, and Josh and Jason know more
16 about that than I do.

17 MR. QUINLAN: This is a Federal Highway
18 process that is being administered by VDOT. We're
19 contracted to do the study, but it's a process that's
20 through their rules.

21 MS. STEELE: So they set a minimum, but do
22 they also set the maximum number?

23 MR. QUINLAN: They don't say a minimum that

1 can vote. It's completely based on the impact and benefit
2 analysis. If you classify through the analysis for that,
3 you are allowed to vote.

4 MS. STEELE: So they specify a minimum and
5 maximum --

6 MR. OGDEN: Again, I mean, I guess it's kind
7 of maybe hard to follow. When we're saying in a noise
8 capacity impact and benefit, we're talking just in terms
9 of the rules by which we do our noise study.

10 MS. STEELE: So it's actually not even
11 proximity to Van Dorn. If you are too close to Van Dorn,
12 you also will not benefit. She's saying she's too close
13 to Van Dorn. And she will not get --

14 MR. OGDEN: If the sound wall that is
15 shielding noise from 395 is protecting residences that are
16 immediately adjacent to Van Dorn, those people will get a
17 vote.

18 MS. FISHER: But those who live on the other
19 side will not get a vote.

20 MS. COOPER: But you're saying we're going to
21 get a vote, if we're impacted right on Van Dorn Street?

22 MR. OGDEN: If according to the traffic noise
23 analysis there's an impact and there's a benefit, then

1 that was the qualification.

2 MS. COOPER: Okay, well, I don't think your --
3 your reports up there is showing all of us. I think it's
4 a selected number, and I think that's a gross error in the
5 way you're calculating things, regardless of where it
6 comes from. You're not really dealing with the people who
7 are impacted.

8 I find the trees a very good noise barrier,
9 and plus, they're a lot better looking than what those
10 noise walls would be.

11 I hope the next meeting is better planned than
12 this one. Thank you.

13 MS. MELANIE ANGLIN: Hi, my name is Melanie
14 Anglin, and I live on North Vale Street, and I apologize
15 if you've already answered this question. I came in a
16 little late. My concern is the wild life that lives along
17 395. We have a deer, and from what I understand, you guys
18 don't really care. I care, and I know lots of people in
19 my neighborhood care.

20 So I would ask that you guys take all that
21 into consideration, because they were there a lot longer
22 than the planning process that we all know the Federal
23 Government has screwed up. So I'm very cynical about how

1 well they planned this out anyway. And you guys are just
2 following their little -- following the Federal Highway.

3 I understand that you have to do that, but I
4 have concerns too. I hear my neighbors on the wall, I
5 understand. I want the greenway. I am an
6 environmentalist, but I'm just as concerned about the
7 wildlife, the deer, and other animals that live in that
8 space. Thank you.

9 MR. JIM DURHAM: Thank you. My name is Jim
10 Durham. I live off of Seminary Road, and I have one
11 question. This concerns pedestrian safety. Could you
12 expand a little bit on the pedestrian improvements you're
13 going to make at the terminus to the pedestrian bridge?
14 For example, from here to the school to the north side of
15 Seminary.

16 So as you have people cross 395 on the new
17 pedestrian bridge, and thank you very much for putting
18 that in, what about the pedestrian improvements -- the
19 scope of the pedestrian improvements, say, between the
20 school on the north side of Seminary and the timing of
21 those improvements. Can you talk to that, Larry?

22 MR. TOMLINSON: I don't think we were -- are
23 there any pedestrian improvements planned on this side of

1 Seminary Road?

2 MR. POTTURI: That's in the design phase.
3 That's not part of the construction. That's not part of
4 the construction, but the City of Alexandria requested us
5 to do a study on pedestrian improvements on this side, so
6 that will be part of the design phase. We will come up
7 with a few concepts and coordinate with the City on those.

8 MS. SHAW: And let me just say the only reason
9 it wasn't in the construction phase yet is because those
10 decisions hadn't been made at the time that we were doing
11 the procurement. And so we've asked them to go through
12 this process to get input to work with the City, and then
13 when they come up with a plan we will use that contingency
14 money to fund it for construction.

15 So we are going to look at that.

16 MR. DURHAM: Okay. So you don't have the
17 answers right now, but you do anticipate having them in
18 the --

19 MS. SHAW: Yes, and it will be part of the
20 project.

21 MR. DURHAM: Thank you.

22 MS. CAROLYN GRIGLIONE: Good evening, how are
23 you? I've been a little foggy on some of your answers,

1 but maybe it's because of my brain and not yours.

2 What I'd like to ask is about the widening of
3 the general purpose lanes 30 feet more, am I right?

4 MR. QUINLAN: Yes.

5 MS. GRIGLIONE: Okay, coming down. I'm
6 probably one of the few people, a couple other people, I'm
7 highly concerned about the HOT lanes coming to Seminary,
8 and I think we're heading that direction with all of this
9 taking place.

10 I would prefer -- I would prefer, and I'm one
11 of these people that say it out. If that's a possibility,
12 just tell it, don't hold back, don't conceal anything.
13 Just say that's a great possibility. With the building of
14 the new ramp and the new Seminary Road third level that
15 gets a lot of strength and a lot of newness to our
16 interchange. And I've seen the interchange out at Gallows
17 Road for the HOT lanes, and I think we're headed in that
18 direction.

19 That's what I see happening. Any chance that
20 we'll see HOT lanes?

21 MS. SHAW: Not with this project.

22 MS. GRIGLIONE: Not with this project.

23 MS. SHAW: Well, I mean, you know, if the

1 Governor, whoever that might someday -- I mean, you know,
2 it's certainly beyond this. It would require an
3 environmental study. It would require public hearings.
4 It would require funding decisions well beyond this group
5 in this room, and certainly it cannot be added to this
6 project.

7 It can't have anything to do with this
8 project. This project has its own environmental document,
9 and it only supports what we're doing.

10 And I want to say too, you know, the 30 foot
11 that we're talking about is a shifting. It's making room
12 for the ramp in the middle of the road, plus with the
13 additional lanes. So it's not, you know, all one thing,
14 but that's the end result, I guess, and the maximum push
15 out of the edge of the pavement.

16 MS. GRIGLIONE: Okay. Thanks.

17 MR. QUINLAN: Okay, so time's up, and we'll go
18 to the one on one interaction. If anybody hasn't had a
19 chance to say their peace yet, all of us are up here in
20 you want to.

21 (Public Comments ended.)

22 MS. JENNIFER STEELE: In terms of the
23 landscaping of the sound wall, we strongly prefer that

1 there be no sound wall because it will hurt property
2 values of people in the community. We know that people do
3 not want to buy a home when they're staring a big brick
4 wall that looks like a prison, and I don't want my
5 children growing up staring at a big wall that looks like
6 a prison.

7 Having said that, if the community chooses to
8 authorize the sound wall, it should be an attractive
9 color, ideally red brick or transparent glass, something
10 that is attractive and doesn't look like concrete. It
11 should be as short as possible, and there should be large
12 evergreen trees obscuring it from the community so that
13 it's as beautifully landscaped as possible.

14 One other thing I was going to say about the
15 wall. Oh, the people who count the votes should be VDOT
16 and not the build contractor because clearly the build
17 contractor gets additional funds if -- well, gets their
18 full contract fulfilled if the sound walls are erected,
19 and so there's a conflict of interest between the
20 community that will lose money and property value if the
21 sound walls are erected versus the contractor that gains
22 money if the sound walls are erected.

23 So it's very important that VDOT or an

1 independent third party count the votes. And I think
2 that's all. Thank you.

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(The proceeding was concluded at 9:15 p.m.)

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I, COLLEEN M. VANCE, a Certified Verbatim Reporter, do hereby certify that I took the stenographic notes of the foregoing proceedings and thereafter reduced the same to typewriting; that the foregoing is a true record of the testimony given by said witnesses; 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.

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