

Working Group Meeting #19 –Summary

Thursday, September 27, 2018: 2:00 pm – 4:30 pm
VDOT NOVA District Office, Potomac Conference Room
4975 Alliance Drive, Fairfax, VA 22030
VDOT Proj No. 0007-029-942 and 0007-029-225, UPC 99478 and 106917

A working group meeting was conducted on September 27, 2018, to discuss the section of Route 7 Corridor Improvements from Reston Avenue to the Dulles Toll Road, specifically the following items:

Introductions of the Design-Builder and Project Management Team:

All attendees introduced themselves, including the Design-Build team of Shirley-Dewberry, as well as VDOT Project Management team, as this was the first meeting since procurement of Design-Build Contract.

Project and Schedule Updates:

A PowerPoint slide presentation was given by Arif Rahman, VDOT's Design-Build Project Manager, addressing the areas of what is new, project overview and prescriptive items, as well as community issues and concerns. A copy of the slide presentation is attached.

U-Turn at Jarrett Valley Drive

Discussion of this item was tabled to future meeting, as VDOT Traffic Engineering Staff was not in attendance.

Open Discussion/ Questions and Answers

Partial Interchange vs. Triple Left

Arif Rahman explained that the design is largely the same as the concept as presented at the Public Hearing, except that the partial interchange at Route 7/Baron Cameron Avenue/Springvale Road has been replaced with a triple left turn from westbound Route 7 to southbound Baron Cameron Avenue, and other intersection improvements. The Working Group asked if the length of the left turn lanes was being extended beyond the length of the existing turn bays. VDOT responded yes.

Washington Gas Transmission Line Upgrade Project

Jeffrey Hicks presented an update of the Washington Gas Transmission Line upgrade project, including the planned completion for the Washington Gas project is 2023. The Working Group inquired what the pressure would be in the new 24" gas transmission line.

Washington Gas responded 325 psi, which is the same as the existing 16” lines. The Working Group asked if the Washington Gas project graphic will be updated as the project progresses, and suggested a map without the aerial photography as it is easier to see the details. VDOT will provide updates on the www.ConnectRoute7.org website and Washington Gas will perform its own Public Outreach.

It was noted that Washington Gas must abide by the same lane closure restrictions as the Design-Builder, no closures are permitted in the peak periods.

Shirley Contracting’s Ongoing Work/Lane Closures

The Working Group asked how far in advance the members would be informed about lane closures on Route 7. VDOT requires all lane closure requested to be submitted in LCAMS by close of business Wednesday of the week before, and any and all conflicts are resolved by Thursday. VDOT mentioned that the VA511 system is accessible to the public and that it is a good means to get information about actual lanes closures on a day to day basis. It is possible for individuals to sign up online at VA511 to get alerts directly sent to their smart phones about lane closures that may affect their travels.

The Working Group noted that during the previous week, lane closures were established, but not communicated to the public, and that the VDOT and/or the Design-Builder need to coordinate better to get the information out to affected communities. It was also mentioned that there was a very lengthy lane closure from Forestville Road to Baron Cameron recently that significantly backed up traffic, and it was mentioned on WTOP. The Working Group inquired whether the closure needed to be that long. VDOT responded stating that the Design-Builder was performing geotechnical work and closures should not have been in place prior to 9:30AM. Shirley’s team explained that lane closures require appropriate buffers between the drums and actual work areas, and sometimes the length of closure is set due to line of sight and as such closures may be extended in length, beyond the actual length of need.

The Working Group inquired if the VA511 website would show the lengths of the closures. VDOT stated that it should include the start/end of each lane closure generally by the nearest cross street. It was suggested that VDOT needs is to use the local papers, community websites and other means to share information regarding lane closures. It was agreed that VDOT/Shirley would get the information out via email to the Working Group (and possibly the Constant Contact list of interested residents) in advance on all planned lane closure moving forward by Thursday mid-morning of the week prior to the work being performed.

Land Development Projects

VDOT will have a meeting with the Grantstone Developer in the coming weeks. The Working Group asked about the proposed development and Towlston Road improvements. VDOT's consultant for the early design efforts, JMT, has prepared animation to show the projected traffic queues, but VDOT is still reviewing. The Working Group asked if the analysis included the updated traffic data based on recent traffic counts along the corridor. It was noted that the counts taken by the Design-Builder were for different reasons, not in support of any specific intersection improvements. Supervisor Foust will be setting up a meeting to respond to specific concerns related to Towlston Road in the coming weeks.

The Design-Build team explained the reasons the traffic counts were being taken in prior weeks was for the development of the temporary traffic control plans, timings of the traffic signals during construction, and to determine if closures and detours of side streets might be possible when Shirley will be constructing the intersection tie-ins. Single tubes count traffic volumes, while multiple tubes are for used to collect vehicle classifications and speeds. Some of the traffic data will also be used for the noise analysis. These counts are not intended to validate the design.

Current Status of Route 7 Design

The Working Group asked about the status of design of the stormwater management facilities (SWM) and the noise analysis, and when they might be available for review by the Working Group. Dewberry's schedule for design: Survey finished by October 2018, subsurface exploration and test pitting into early 2019, and the preliminary design of the SWM ponds by March 2019. Also, the survey is necessary to produce the noise model for existing conditions, which will get underway soon. The final noise analysis is not expected until approximately mid-2019. The Working Group asked when the design for the relocation of Colvin Run would be completed. Dewberry should have this complete by spring 2019. It was noted that most of the north side is on wells and the communities are very concerned about stormwater.

The Working Group asked if the service road in close proximity to the Lewinsville Road displaced left was included in Shirley's proposed Interim Milestone. VDOT followed up with Shirley after the meeting and confirmed that the service road (Lucky Estates Drive) will be extended to the Lewinsville Road intersection by the Interim Milestone Date.

Communications Plan

Jennifer Alcott discussed Shirley Proposed Communications Plan and the various methods of communicating project updates with interested parties (via website, Constant Contact, emails, social media, meetings, and a Toll Free number). The Working Group noted that

they would not consider it a nuisance if VDOT were to send lots of emails, and that a toll free number with an automated response stating someone from the project team would be in touch with in a couple of days would not be acceptable. It was noted that VDOT previously made a commitment to provide a local phone number for citizens to call with certain issues.

The Working Group also identified that there are no less than three high schools and three elementary schools in the corridor, and suggested that the Design-Builder should coordinate with the principals, PTAs, and school bus transportation coordinators of each school.

It was offered that the Working Group could assist VDOT and Shirley in getting the word out to affected communities (via board members of HOAs), and asked for an outline of the information that VDOT and/or Shirley intends to share. The Working Group asked that VDOT confirm that the contact information of HOA board members not be shared publicly. VDOT offered to provide the outline at a subsequent meeting. The Working Group stated that it would also be helpful if VDOT shared information when the lane closures are removed. A Working Group member stated that he is not satisfied with two business days' notice for a lane closure. VDOT will have access to multiple week look-ahead schedules, which can be shared on the Project website. It was also asked how planned lane closures would be affected by weather. Shirley's team replied that it is typically the case that the closures would just shift. Would VDOT or the Contractor know early each the morning what closures would be utilized that day? The team described the process as follows: the contractor calls the Traffic Operations Center (TOC) each morning to confirm the use of the lane closure at the time of the first cone down, and calls again with the last cone removed. Eric suggested the team work out a solution to address when a planned lane closure changes. VDOT suggested that the best way is to use VA511 system.

Baron Cameron Avenue Partial Interchange

The Working Group asked about the cost to construct the Baron Cameron partial interchange, and suggested that the elimination of the partial interchange is a mistake, as it addressed traffic needs well into the future. The Working Group suggested contacting elected officials to request the partial interchange be added back in the project. The Working Group asked if money go back to the county if the incentive is not used. VDOT responded that monies that remain at the completion of the project are assigned to other local transportation projects.

The Working Group asked if the at-grade intersection could accommodate a partial interchange in the future. VDOT agreed to evaluate whether some provisions, such as the relocation of the gas line out of the anticipated footprint of the interchange could be done, or if the right of way could be acquired for the future partial interchange.

Shirley intends to construct the triple left turn lanes at that intersection in mid to late 2019.

The Working Group reminded VDOT about a question raised at an earlier meeting, regarding what the Design-Builder could propose that would be different than what VDOT had presented. VDOT responded that the Design-Build Procurement encourages innovation, but that the previous commitments were mandated as prescriptive requirements of the contract. The Working Group felt that the partial interchange was a prescriptive item. VDOT noted that it was a business decision to remove it; it was not the Design-Builder who proposed to remove it. The Working Group asked what the cost of the grade separated interchange at Baron Cameron Avenue would be to add it back to the project. VDOT noted that the cost of the construction items would be about \$15 million, but this does not include costs of right of way, utility relocations, or maintenance of traffic during construction. After the meeting concluded, VDOT and Shirley determined the cost would be between \$29 million and \$35 million depending on when it could be constructed.

The Working Group requested that VDOT discuss the different levels of service (LOS) with the at-grade that with the partial interchange concept; and inquired whether VDOT would be making it more difficult in the future to build a partial interchange, with the triple left in place at the end of this project. VDOT agreed to discuss levels of service in the next Working Group meeting.

The Working Group inquired about the schedule for Difficult Run. VDOT noted that it can be further defined as the detailed schedule is developed, as it is not certain right now.

The Working Group asked if the contractor ever assists VDOT with snow removal. VDOT replied that generally no; VDOT hires contractors to perform snow removal and brings them on board early to become familiar with the location of temporary barrier and construction features.

Jarrett Valley Drive Intersection

Arif noted that VDOT would be prepared to discuss the details of the Jarrett Valley Drive at the next meeting, since Traffic Engineering staff was unable to attend the meeting. The Working Group pointed out that the slide did not contain all of the traffic volumes and all movements that occur on the westbound approach to the Jarrett Valley Drive intersection, to which Arif agreed to gather additional information and be prepared to present at the meeting in December.

Attachments: VDOT presentation

ROUTE 7 CORRIDOR IMPROVEMENTS PROJECT WORKING GROUP

RESTON AVENUE TO JARRETT VALLEY DRIVE

Working Group/VDOT Attendees

Group Member	Representing	Email
Jack Crosby	Wolf Trap Woods HOA (Supervisor Foust selection)	jackcrosby01@gmail.com
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Jesse	Supervisor Hudgins' Office	
Andy Galusha	Fairfax County Park Authority	Andrew.Galusha@fairfaxcounty.gov
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Jennifer Kaplan	Supervisor Foust's Office	Jennifer.Kaplan@FairfaxCounty.gov
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ROUTE 7 CORRIDOR IMPROVEMENTS PROJECT **WORKING GROUP**
 RESTON AVENUE TO JARRETT VALLEY DRIVE

Design-Builder Attendees

Group Member	Representing	Email
Jeff Austin	Shirley Contracting Company – DB Project Manager	jaustin@shirleycontracting.com
Steve Kuntz	Dewberry Engineering – Design Manager	skuntz@dewberry.com
Pete Kramer	Shirley Contracting – DB Integrator	Pete.kramer@shirleycontracting.com
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Mike Amos	Shirley Contracting	Mike.amos@shirleycontracting.com

Washington Gas Attendees

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Proposed WG Meeting Schedule

Mtg	Date	Time	Purpose	Location
20	December 12th	1:00PM	Update on design progress; discuss costs for partial interchange; discuss Jarrett Valley Drive Intersection	VDOT NOVA District Office – Potomac Conference Room