

ROUTE 7 CORRIDOR IMPROVEMENTS PROJECT WORKING GROUP

RESTON AVENUE TO JARRETT VALLEY DRIVE

Working Group Attendees

Group Member	Representing	Email
Jack Crosby	Wolf Trap Woods HOA (Supervisor Foust selection)	jackcrosby01@gmail.com
Paul Davis	Supervisor Hudgins' Office	Paul.Davis@fairfaxcounty.gov
Lee Ann Hall	VDOT Working Group Facilitator	LeeAnn.Hall@VDOT.Virginia.gov
Andy Galusha	Fairfax County Park Authority	Andrew.Galusha@fairfaxcounty.gov
Rodney Hayzlett	JMT (Project Design Consultant)	RHayzlett@jmt.com
Michael Guarino	Fairfax County DOT	Michael.Guarino@fairfaxcounty.gov
Smitha Chellappa	Fairfax County DOT	Smitha.Chellappa@fairfaxcounty.gov
Jennifer Kaplan	Supervisor Foust's Office	Jennifer.Kaplan@fairfaxcounty.gov
Eric Knudsen	Great Falls Citizens' Association (GFCA)	m.eric.knudsen@gmail.com
Jenifer Joy Madden	Northern Vienna/NoVi Trails	viennatrails@aol.com
Michael Martin	Reston Association (RA)	mmartin.mea@verizon.net
Tim Thompson	Supervisor Hudgins selection	tctthompson@msn.com
Angel Tao	VDOT Deputy Project Manager	Angel.Tao@VDOT.Virginia.gov
William Dunn	VDOT Project Manager	William.Dunn@VDOT.Virginia.gov
Arif Rahman	VDOT Design Build Project Manager	md.rahman@VDOT.Virginia.gov
Steve Varner	VDOT Environmental	steven.varner@VDOT.Virginia.gov
Bryan Campbell	VDOT Environmental	bryan.campbell@VDOT.Virginia.gov
Anissa Brown	VDOT Environmental	anissa.brown@VDOT.Virginia.gov
Alison Brewer	VDOT Preliminary Engineering	alison.brewer@VDOT.Virginia.gov
John Muse	VDOT Environmental	john.muse@VDOT.Virginia.gov
Nicholas Roper	VDOT ADA for Project Development	nicholas.roper@VDOT.Virginia.gov
Allison Richter	VDOT Fairfax/Arlington County Liaison	allison.richter@VDOT.Virginia.gov
Helen Cuervo	VDOT District Administrator	helen.cuervo@VDOT.Virginia.gov
Terry Yates	VDOT Preliminary Engineering	terry.yates@VDOT.Virginia.gov
Kathleen Leonard	VDOT Public Affairs	kathleen.leonard@VDOT.Virginia.gov
Jeff Roby	VDOT Alternative Project Delivery Division	jeffrey.robby@VDOT.Virginia.gov
Shailendra Patel	VDOT Alternative Project Delivery Division	shailendra.patel@VDOT.Virginia.gov
Anna Fortune	VDOT Preliminary Engineering	anna.fortune@VDOT.Virginia.gov
Christiana Briganti-Dunn	VDOT Design Build	christiana.briganti@VDOT.Virginia.gov

ROUTE 7 CORRIDOR IMPROVEMENTS PROJECT **WORKING GROUP**

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SUBJECT: Route 7 Widening Project – Working Group Meeting #15

MEETING DATE: September 28, 2016: 9:30 am – 12:30 pm

MEETING LOCATION: VDOT Department of Transportation
4975 Alliance Drive, 1st Floor, Potomac Conference Room

REFERENCE: Route 7 Widening Project
Project Number 0007-029-128, P102, R202, C502, B610 UPC 52328
Fairfax County, Virginia

A working group meeting was conducted on September 28, 2016 to discuss the next section of Route 7 widening from Reston Avenue to the Dulles Toll Road, specifically the following items:

Updates from projects adjacent to Route 7

- Route 7 at Towlston Road – FCDOT Project
 - Project is adding a northbound left-turn lane along Towlston Road and expected completion date is Dec 2016
- Route 7 at Carpers Farm Way – FCDOT Project
 - Project is adding pedestrian improvements and lengthening right turn lane along Carpers Farm Way, approximately 30% complete with anticipated completion date of Dec 2016
- Route 7 Bridges over Dulles Toll Road
 - Construction underway and is on schedule for May 2018 completion
- Route 7 at Reston Ave – flashing yellow left turn signal phasing modification
 - Team evaluated protected/permissive phasing which would allow left turns under a flashing yellow signal. It was determined that there is limited sight distance combined with the high approaching speeds and crossing three approaching travel lanes that VDOT Traffic Engineering was not in favor of recommending changes.

Responses from PIM

- There were 141 attendees that provided 101 written comments
 - 12 comments from Waterpointe Lane community regarding the lack of noise walls
 - 23 comments in support of constructing noise walls at Pines Run Meadow HOA
- Waterpointe, Towlston Meadows, Shouse Village, and Westbound Communities
 - Waterpointe Lane (Reston Assoc) is outside the impacted area.
 - Towlston Meadows is concerned about the proposed SWM pond in their only common space. Alternative SWM site is now being reviewed (not yet presented to community – will follow up in the October meeting)
 - Stokley Way access if of concern, currently there is full access at the Stokley Way intersection with Route 7, however it conflicts with the storage lengths required for the proposed turn lanes at Towlston Road intersection. Currently a left turn /

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median U-turn is being provided at the Atwood intersection. The team is looking into the impacts associated with upgrading Atwood to current standards to accommodate additional traffic demands.

Updated Roadway Design

- Auxiliary turn lane updates:
 - Updated the right turn lanes along the corridor to provide the VDOT storage and taper requirements of 200' storage / 200' taper. This has reduced the right turn lane lengths and has reduced the impacts accordingly at these locations.
 - Reduced acceleration lane length from Lewinsville Road to Westbound Route 7 to reduce impacts to private homes.
- Difficult Run Bridge - 4 span bridge length:
 - Hydraulic model design to pass the 25 yr storm event, the 100 yr storm overtops the roadway.
 - Provides 10' equestrian trail clearance under the bridge
- Horizontal alignment shifts done to avoid drain fields and to minimize property impacts:
 - Baron Cameron (Route 7 EB entrance ramp from Baron Cameron) – shifted the ramp closer to Route 7 and pulled the gore of the ramp farther to the west which increased the merge lane length approach Delta Glen;
 - Route 7 EBL and WBL approaching Colvin Run West / Delta Glen – shifted the roadway to the north, not impacting the cemetery to minimize property impacts on the south side of Route 7;
 - Route 7 EBL and WBL at Difficult Run crossing near Faulkner Drive – shifted the roadway to the north to avoid drain fields on the south side of Route 7;
 - Route 7 EBL and WBL at Beulah Road – shifted the roadway to the north to avoid drain fields on the south side of Route 7;
 - Route 7 EBL and WBL at Lyons Street – shifted the roadway to the south to minimize property impacts on the north side of Route 7 as a result from public outreach with individual property owners not part of an HOA
- Retaining Walls - have been incorporated along the corridor as appropriate to minimize property impacts and avoid drain fields
- SWM Pond Changes -
 - Great Falls Nike Park – proposed SWM pond has been updated to accommodate Nike Parks long range plan for upgrading their facilities
 - Towlston Meadows - shifted the proposed SWM pond from HOA property to the north side of Route 7

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Funding and Schedule

- There have been significant changes to the project funding since the last working group meeting. Last year Route 7 was separated into 2 smaller projects with the project break point near the intersection of Colvin Forrest Drive. The project was identified as Phase I and Phase II; Phase I was from Jarret Valley Drive to 500' east of Colvin Forrest Drive; Phase II continued to the west to Reston Avenue.
- The CTB combined the two projects in HB-2 application submitted by FCDOT as a single project with a reduced budget of \$233.9M, with \$188.2M being allocated and a shortfall of \$47.5M.
- FCDOT has committed to funding the balance.
- CTB felt that there was an economy of scale with a single project especially with the potential to proceed with design build procurement method.

Project Delivery Option:

- Traditional Design-Bid-Build project delivery – VDOT enters into 2 contracts – one with the designer (Engineer) and one with the Contractor.
- Design-Build – VDOT enters into one contract with the Design Builder (Engineer works for the Contractor).
- Design-Build procurement eliminates conflicts that arise from errors and omissions, schedule claims, etc. where the Owner (VDOT) litigates the disputes between the separate contracts with the Engineer and the Contractor.
- Nick Roper added that the updated schedule from Project Controls at VDOT for ROW and Utility relocations with traditional Design-Bid-Build procurement would encompass 6 yrs for a 10 yr schedule and provide delivery in the Fall 2027.
- Design-Build cuts 2 yrs off the project schedule to account for some overlap in activities that the Design-Build Contractor can have control over and can expected to be completed in Fall of 2025.
- VDOT noted that if Design-Build procurement is determined to move forward, prescriptive language requirements would be incorporated into the contract documents to minimize risks associated with the community's concerns. The Working Group would be involved in assuring that the commitments and public input would be included in the prescriptive language.
- Mike Martin suggested that VDOT take advantage of early ROW acquisition to advance utility relocations, and VDOT confirmed that the intent is to get the ROW and utility phase activities going as early as possible.
 - Jack Crosby raised a question concerning the issue resolution process. "How would any changes be handled with the Design-Builder when they want to make changes?" Shailendra Patel responded that community concerns would be incorporated. Nick Roper assured all that the commitments made to the communities will be worked into the

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prescriptive language of the contract. This would also allow the Design-Builder to incorporate innovative approaches to these concerns.

- There will be a public involvement requirement of the Design-Builder (Pardon our Dust meetings, MOT, etc.). VDOT can also require that there will be continued involvement with the Working Group as part of the Design-Build process, similar to the Route 29 Solutions project.
- Tim Thompson asked the questions, “How many Design-Build projects have been completed are still active that had a working group similar to the Route 7 Working Group. VDOT responded that the Route 27/244 Design-Build project had a working group that provided similar input on access and aesthetics.
- Helen Cuervo noted that Design-Build will provide value is in the means and methods of construction, not necessarily focusing on design changes for this project. Prescriptive language will be key. VDOT has already pushed through a tremendous amount of effort working through the design with the community.
- Eric Knudsen asked where in the schedule will the technical requirements be developed for the Design-Build teams? VDOT responded that it will be defined in the RFP documents. Soon after the public hearing, VDOT will be meeting with the Working Group to ensure that all the group’s concerns are incorporated and you will see the final draft prior to moving forward.
- Tim Thompson raised the concern on where the gap funding for the Route 7 project would come from and if funding was going to be taken off other FFX CO projects to be applied to Route 7 and if so could the Working Group get a list of projects that now would not be funded. Michael Guarino stated the County has multiple funding sources and will inquire as to where the additional funding for Route 7 is coming from. The County’s plan to cover the \$45.7M is through the use of RSTP (federal funds) already received by the County so money will not be diverted from other County projects.
- If the decision is made to go with Design-Build, it will be advertised at the Public Hearing. Commitment will be made as a contract requirement to maintain the Working Group as a major stakeholder with the Design-Builder.

Environmental Document Presentation

- The EA document is currently in the hands of FHWA for review and approval. Working on the final date of the PH and the comment period.
- Significant impacts minimized – actually pulled in (tightened) footprint of the project due in a large portion to the Working Group input.
- Air study – received exemption from air quality because it has a safety measure.

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Upcoming Public Hearing (PH)

- November 15th 2016 is the tentative date.
 - There will be a formal presentation.
 - Q&A period will be similar to the I-66 Public Meetings but still have a written comment period.
 - Schedule the presentation for 7:15 or 7:30 pm with overview (schedule, project delivery)
 - The environmental document must be approved 15 days prior to the PH.
- Next Working Group meeting to be after the public hearing. Comments and responses from the Public Hearing will be incorporated into the transcript and will need FFX County BOS approval. Feedback to Working Group will be around mid-January.

NEXT WORKING GROUP MEETING – January, 2017

Items to discuss include: Summary of comments from November Public Hearing, Design Updates since last WG meeting, Design-Build technical requirements

These notes represent the general context and content of the items and issues discussed during the referenced meeting. Please forward any and all concerns you may have to Rodney Hayzlett via telephone at (804) 267-1269 or via email at rhayzlett@jmt.com. If comments are not received within ten (10) business days of this draft, we will assume that these notes reflect the intent and content of the meeting and will be the final meeting notes for your file.

Distribution: Attendees