A working group meeting was conducted on December 12, 2018, to discuss the section of Route 7 Corridor Improvements from Reston Avenue to the Dulles Toll Road, specifically the following items:

**Introductions**

All attendees introduced themselves.

**Washington Gas Project Update**

Jeff Hicks, Washington Gas, provided an overview of the Strip 1 West Improvements work, including Phase 1 (Bishopsgate Way to Springvale Road), Phase 2 (Dulles Toll Road to Lucks Estates), and future phases. Coordination between VDOT, Washington Gas, and Shirley/Dewberry is ongoing. Copies of slides are attached.

Question from group—What sort of piping connections are made?
Answer—Welded connections.

Question from group—Are the welds inspected?
Answer—Yes, hydrotesting is performed as per Washington Gas procedures and every joint is x-rayed.

**Route 7 Project Update**

Jeff Austin, Shirley Contracting Company, LLC, provided an update on the completed and ongoing design phase activities and a summary of the projected schedule. Detailed information on the general sequence of construction and associated lane shifts was displayed and explained.

**Question:** Do we have right of way for the temporary third left turn lane on westbound Route 7 at Baron Cameron Avenue?
Answer: Yes, the temporary third turn lane will be built in the median. Construction of the ultimate improvements, including the permanent triple left turns, will require acquisition of additional right-of-way and easements.

Question: Do we need any additional right of way to begin construction of the Baron Cameron Avenue intersection?
Answer: Yes.

Question: When will the storm water management design for the Difficult Run and Colvin Mill area be done?
Answer: This area will be part of the final design submission and will be built during the construction of Area 3, Stage 2.

Jennifer Thomas Alcott, Shirley Contracting Company, LLC, provided a communications update.

Question: When is the next meeting with the Towlston Road group?
Answer: Meeting date has not been determined, will be coordinated with Supervisor Foust’s office.

Question: When will the next public information meeting be held?
Answer: Around April 2019. “Pardon Our Dust” meetings will be held prior to major construction phases.

Question: Will VDOT provide more than one week’s notice before the meetings?
Answer: Yes.

Copies of slides are attached.

Follow-Up to Questions from Previous Meetings and Additional Questions/Comments

Question: What data was used for Towlston Road traffic simulations? The numbers appear to be inconsistent with current observations.
Answer: 2011 traffic counts with growth factors for escalation were used for the 2025 opening year.
A discussion about the rationality of the data used for the simulation ensued. It was noted that the model for the simulation was developed by JMT, and that further discussion about
this subject would be addressed outside of the working group meeting as JMT was not present.

**Baron Cameron Avenue Intersection**

**Question:** Can the Route 7/Baron Cameron Avenue/Springvale Road at-grade intersection be easily upgraded in the future to the desired partial interchange?

**Answer:** The design of the at-grade intersection does not preclude a future upgrade to the desired partial interchange, however additional right of way and easements would need to be acquired.

**Question:** Is it possible to acquire right of way for the future Baron Cameron Avenue partial interchange as part of this project?

**Answer:** Right of way acquisition for the partial interchange is not part of this project, and federal requirements preclude the ability to acquire right-of-way and/or easements beyond those needed for the current project improvements.

A discussion about the current and future timing of the traffic light at the intersection followed. VDOT noted that the timing for all signals along the corridor will be optimized during and after the construction. Additional topics discussed included the potential future cost of the partial interchange and the feasibility of procuring right of way for the partial interchange at this time, rather than waiting until the decision to construct the partial interchange is made. VDOT stated that the procurement of right of way needs and associated costs for potential future projects were not included in the scope or budget of this project.

**Question:** Can the Working Group get a copy of the cost/benefit analysis for the partial interchange versus the triple left intersection? Were the costs attributable to accidents at this intersection factored into the cost/benefit analysis?

**Answer:** A specific cost/benefit analysis between the two options was not done. Information about the two options and the rescoring of the project was presented to the Commonwealth Transportation Board (CTB) in their June 2018 meeting (http://www.ctb.virginia.gov/resources/2018/june/pres/10_route_7_rescore.pdf). The CTB approved the revised scope, budget, and recording during the July 2018 meeting (http://www.ctb.virginia.gov/resources/2018/sept/minutes_ctb_action_meeting_july_2018.pdf).

**Question:** Can we get HB2 funding for this project to make up the cost difference between the triple left intersection and the partial interchange and submit a change order to the contractor?

**Answer:** The first chance to get HB2 funding will be June 2019, and to move the project forward and facilitate the corridor improvements, the decision was made by the state and the county to award the contract as revised. Requesting HB2 funding and accommodating the partial interchange through a change order will significantly affect the cost and the schedule.
Question: Can the design for the partial interchange be superimposed upon the design for the triple left intersection to create a visual representation of and to compare the right of way procurement involved with each option? Can VDOT provide Level of Service (LOS) projections for both options?

Answer: Comparisons of the previous partial grade separation and current at-grade intersection can be made, but a detailed overlay of the two has not been made since modifications have been made to the at-grade intersection alignment that are not consistent with the original grade separation. These modifications were made to reduce right-of-way and easement impacts necessary for completion of the at-grade intersection. Future overlays can be developed, but they may not reflect the final grade separation designs since temporary traffic control details, number of turn lanes, and ultimate grade separated alignments are not being developed as part of the current contract.

U-Turn at Jarrett Valley Drive
Kamal Suliman, VDOT, presented traffic count information for the weaving maneuvers that occur on westbound Route 7 near the intersection of Route 7 and the Dulles Toll Road (DTR) due to drivers exiting the eastbound DTR, crossing three lanes of westbound Route 7 traffic, and making a u-turn at Jarrett Valley Drive. A discussion of the potential safety issue due to the weaving maneuvers followed, with members of the Working Group suggesting options for reducing the u-turns at Jarrett Valley Drive:

- Add a “No U-Turns” sign at the intersection, or
- Place a concrete strip to prevent eastbound DTR drivers from attempting to weave through the westbound Route 7 traffic to make the u-turn.

VDOT stated that they will review the options for reducing the weaving and u-turns in this area.

Next Meeting: March 27, 2019, 1:30 p.m.
VDOT NOVA District Office
Potomac Conference Room

Attachments: Presentation slides, sign in sheet.
ROUTE 7 CORRIDOR IMPROVEMENTS PROJECT
RESTON AVENUE TO JARRETT VALLEY DRIVE
Route 7 Working Group Meeting No. 20

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

December 12th, 2018
Agenda

- Introductions
- Washington Gas Project Update
- Route 7 Project Update
- Schedule Update
- Sequence of Construction
- Communications and Outreach Update
- Working Group’s Questions and Concerns
- Open Discussion
- U-Turn at Jarrett Valley Drive
Strip 1 West System Improvements Update
VDOT Route 7 Corridor Improvements & Washington Gas 24-inch Line Upgrade

Coordination and Communication
Strip 1 West System Improvements

Project Scope

• Install approximately 5,800 feet of 24-inch steel high pressure gas main
• Replace 2 services
• System reinforcement along Great Passage Blvd

Project Impacts

• ROW along Route 7 between Bishopsgate Way and Baron Cameron Avenue

Project Schedule

• ROW clearing through mid-October 2018
• Underground Construction October 2018 through February 2019

Contractor – Michel's Pipeline Construction
Strip 1 West System Improvements Update

Phase 1- Bishopsgate Way to Springvale Rd

- On schedule to be completed Spring 2019
- ROW clearing has been completed
- 25% of proposed pipeline installed
- Strip 2 - Auger Bore underneath Route 7 at Great Passage Blvd – January 2019
- Strip 1 - Horizontal Directional Drill underneath Piney Run – January 2019
- Planned night work (during one weekend) in January for pipeline installation
- Community notifications to be sent out 2 weeks prior, electronic signage and detour in place during the planned night work
- Intersection of Riva Ridge Rd and Leesburg Pike to be temporally closed during pipeline installation (approximately 2 days during the weekend)
Strip 1 West System Improvements Update

Phase 2 – Dulles Toll Road to Entrance of Luck Estates

- Coordinating the design with Shirley Contracting
- Utility locates scheduled for January 2019
- Underground construction tentatively scheduled in March 2019

Future Phases

- Washington Gas and Shirley Contracting are currently coordinating the design and construction sequencing on future phases
- All future phases will be constructed within the Rte. 7 Improvement project timeline
Strip 1 West System Improvements Update

For more information and project updates can be found at www.washingtongas.com/strip1west
Route 7 Project Update

Completed Design Phase Activities

- Aerial Mapping
- Utility Designations
- Title Research & Property Surveys
- Wetland Delineations & Surveys
- Video Inspections of Existing Drainage Pipes
- Field Surveys of Existing Conditions
- Final Roadway Horizontal/Vertical Alignment

Ongoing Design Phase Activities

- Utility Test Pits
- Existing Drain Field Surveys
- Geotechnical Field & Lab Work
- Traffic Management Design
- SWM & Drainage Design
- Hydrologic & Hydraulic Analysis
- Retaining Wall Layout
- Noise Modeling & Analysis
## Design-Build Project Schedule

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### Construction:

**Area 1 - Area West of Difficult Run (Excluding Barron Cameron)**
- Stage 1A
- Stage 1B
- Stage 2
- Stage 3A
- Stage 3B
- Finishes

**Area 2 - Barron Cameron Area**
- Stage 1
- Stage 2A
- Stage 2B
- Stage 2C
- Stage 3A
- Stage 3B
- Finishes

**Area 3 - Difficult Run Area**
- Stage 1A
- Stage 2 - Stream Relocation
- Stage 2 - Bridge Construction
- Stage 3A - Bridge Construction
- Stage 3B
- Fin.

**Area 4 - Area East of Difficult Run**
- Stage 1
- Stage 2
- Stage 3A
- Stage 3B
- Finishes

### Design

- 2018 Q3

### ROW Acquisition

- 2019 Q4

### Utility Relocations

- 2023 Q4
Sequence of Construction
Area 1 – West of Difficult Run
(Excluding Baron Cameron)

STAGE 1A: Strengthen WB Outside Shoulder and Wedge Overlay

Spring to Summer 2019
Sequence of Construction

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

Summer 2019 to Spring 2020
Sequence of Construction
Area 1 – West of Difficult Run
(Excluding Baron Cameron)

STAGE 2: Construct Permanent EB Lanes

PERMANENT RIGHT AND MIDDLE LANES

Spring 2020 to Spring 2021
Sequence of Construction
Area 1 – West of Difficult Run
(Excluding Baron Cameron)

STAGE 3A: Complete Permanent WB Lanes

Spring 2021 to Spring 2022
Sequence of Construction
Area 1 – West of Difficult Run
(Excluding Baron Cameron)

**STAGE 3B: Complete Median and Noise Barriers**

Spring 2022 to Summer 2023
Sequence of Construction
Area 2 – Baron Cameron Area

STAGE 1: Construct Temporary Pavement

Summer 2019
Sequence of Construction
Area 2 – Baron Cameron Area

STAGE 2A: Construct North Portion of Permanent WB Lane & Temporary Pavement

Summer 2020 to Fall 2021
Sequence of Construction
Area 2 – Baron Cameron Area

STAGE 2B: Construct Middle Portion of Permanent WB Lanes

Fall 2021 to Summer 2022
Sequence of Construction
Area 2 – Baron Cameron Area

STAGE 2C: Construct South Portion of Permanent WB Lanes & Median

Summer to Fall 2022
Sequence of Construction
Area 2 – Baron Cameron Area

STAGE 3A: Construct Permanent EB Lanes

Fall 2022 to Summer 2023
Sequence of Construction
Area 2 – Baron Cameron Area

STAGE 3B: Remove WB Temporary Pavement & Install WB Curb

Summer 2023 to Summer 2024
Sequence of Construction
Area 3 – Difficult Run Area

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

Fall 2019 to Summer 2020
Sequence of Construction
Area 3 – Difficult Run Area

STAGE 2: Construct Permanent WB Lanes & Stream Relocation

Summer 2020 to Summer 2022

Virginia Department of Transportation
Sequence of Construction
Area 3 – Difficult Run Area

STAGE 3A: Construct Permanent WB Lanes

Summer 2022 to Summer 2023
Sequence of Construction
Area 3 – Difficult Run Area

STAGE 3C: Complete Pavement & Median

Summer 2023 to Summer 2024
Sequence of Construction
Area 4 – East of Difficult Run

STAGE 1A: Construct Temporary Pavement

Winter 2020 to Winter 2021
Sequence of Construction

Area 4 – East of Difficult Run

STAGE 2: Construct Permanent WB Lanes

Winter 2021 to Winter 2022
Sequence of Construction
Area 4 – East of Difficult Run

STAGE 3A: Construct Permanent EB Lanes

Winter 2022 to Spring 2023
Sequence of Construction

Area 4 – East of Difficult Run

STAGE 3B: Complete Pavement & Median

Spring 2023 to Summer 2024
Communications and Outreach Update

Recent Activities:

• Weekly lane closures emailed to Working Group and others, listed on project website and in Virginia 511 system – ongoing
• Notification of staging area to adjacent businesses and HOA
• Project hotline: 833-777-7411
• Stakeholder list development ongoing, 300+ organizations and individuals identified
• Meeting with Towlston Area Residents on November 27
• December newsletter to be sent to ~2,100 email list subscribers
• Stakeholder project update email sent

Upcoming Activities:

• Public meetings—early 2019
• “Pardon Our Dust” meetings prior to major construction phases
Can Route 7/Baron Cameron Ave/Springvale Rd at-grade intersection be easily upgraded in the future to the desired partial interchange?

The at-grade intersection would not preclude upgrading to a partial interchange. Additional temporary pavement would be required to maintain traffic during construction of the depressed EB lanes and bridge.
Is it possible to acquire right-of-way with current project for the future partial interchange?

VDOT cannot acquire right-of-way (nor establish limited access lines) now for the future partial interchange due to budgetary constraints. Additional right-of-way and easements, beyond originally anticipated, would likely be needed to convert from the at-grade to future partial interchange.

What is the cost to construct the partial interchange within the current construction schedule versus the cost to construct if it is a future project?

The preliminary estimated construction cost of adding the partial interchange now is approximately $29M (including necessary utility relocations and right of way), and could be up to $34M in the future (subject to change due to inflation).
What are the Benefits of Triple Left at Baron Cameron At-Grade Intersection?

- 8% average reduction in delay for all movements (not just the WB lefts) as compared to a WB double left turn lane
- 35% reduction in queue length for the WB Route 7 to SB Baron Cameron Ave lefts
- 40% delay reduction for movement with highest delay in PM peak (NB Baron Cameron Ave left turns to WB Route 7)
- AM intersection LOS improves from LOS E to LOS D, PM intersection LOS remains LOS E but intersection delay reduces by 10%
Concern: Without the partial interchange, it is anticipated that the congestion will add 15+ minutes to the commute.

In the morning peak period:

• Travel time eastbound from Reston Pkwy to Beulah Rd, with the at-grade intersection at Baron Cameron, is expected to be just short of 6 minutes.

• Travel time between same two points with the partial interchange is expected to be 5 minutes, representing less than one minute difference.

In the afternoon peak period:

• Travel time westbound with the at-grade intersection between the same two points expected to be approximately 5.6 minutes.

• Travel time between the same two points with the partial interchange is expected to be approximately 5.3 minutes, representing approximately 16 seconds difference.
Concern: Added congestion without the Partial Interchange

A difference of 49.2 seconds

A difference of 15.6 seconds

NOTE:
Conventional = At-Grade Improvements
Build = Partial Interchange
How will VDOT improve Delay and LOS at Baron Cameron Ave intersection?

A shorter cycle length will be considered for additional relief of delays in the early years. By 2040, the longer cycle length will be needed. Triple lefts at the intersection improves LOS for left and through movements in year 2021. VDOT is also providing a free-flow right turn from Baron Cameron Avenue to eastbound.
Confirm that Improvements will not preclude future transit, such as BRT, to travel unimpeded through the corridor.

Buses can travel in one of the travel lanes with signal preemption/priority or an alternating one-way public transit route can be built along the 16’ median, with improvements at the intersections (where the median is only 4’ wide for turn bays). Alternately, an elevated transit facility could be constructed, except in Tysons Corner where the Silver Line conflicts.
Concern with the number and size of SWM ponds under Current Regulations vs Grandfathering

Under New Guidelines (for projects constructed after July 1, 2019):

- All impervious area would have to be treated.
- At least 14 SWM ponds would be required, resulting in additional property acquisition, construction costs, and additional long-term maintenance.

Under Grandfathered Guidelines:

- Treat only added impervious area
- Allows for reduction in number and sizes of ponds resulting in costs savings with respect to less property acquisition, earthwork, construction, and long-term maintenance.
- Cost savings is approximately $3.0 million (could be substantially more depending on ROW costs).
Open Discussion

- Other items?
- Next Working Group Meeting?
U-Turn from EB DTR and Route 7 WB to EB at Jarrett Valley Drive

- Completed May 2018
- 794 foot storage with 100 foot taper
**U-Turn from EB DTR and Route 7 WB to EB at Jarrett Valley Drive**

*The Traffic Group, Inc.*
(800) 583-8411
www.trafficgroup.com

**Date:** Wednesday, May 23rd, 2018

**Description:** 24 hr. Video Analysis of Traffic Exiting the Dulles Toll Road EB and Heading NB on Rt. 7 to Jarrett Valley Dr.

**County:** Fairfax County, VA

**Latitude:** 38.33271

**Longitude:** -77.24591

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U-Turn from EB DTR and Route 7 WB to EB at Jarrett Valley Drive – Live Camera

- http://www.511virginia.org/
U-Turn from Route 7 WB to EB at Jarrett Valley Drive Before & After New Bridge
## Route 7 Corridor Improvements Project

RESTON AVENUE TO JARRETT VALLEY DRIVE

### Working Group Meeting #20 – Sign-in sheet

Wednesday December 12, 2018: 1:00 pm – 3:00 pm  
VDOT NOVA District Office, Potomac Conference Room

### Working Group Members

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<th>Group Member</th>
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<tbody>
<tr>
<td>Jack Crosby</td>
<td>Wolf Trap Woods HOA (Supervisor Foust selection)</td>
<td><a href="mailto:jackcrosby01@gmail.com">jackcrosby01@gmail.com</a></td>
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<tr>
<td>Jay Volkert</td>
<td>Senator Favola</td>
<td><a href="mailto:jvvolkert@fairfaxcounty.gov">jvvolkert@fairfaxcounty.gov</a></td>
</tr>
<tr>
<td>Andy Galusha</td>
<td>Fairfax County Park Authority</td>
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