

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



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## Stay Connected



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Schedule a meeting with your HOA

## Give input on design updates June 16 at Colvin Run

Join the project team at a public information meeting for the latest details on project design, preliminary noise findings, and stormwater management.

**Thursday, June 16**

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

**Colvin Run Elementary**

**1400 Trap Road**

**Vienna, VA 22182**

A presentation on noise analysis and stormwater management **begins at 7 p.m.**

A design public hearing is also expected to be scheduled for this fall.



Past meeting resources, [including questions and comments](#) received at the September 2015 info meeting, with responses from the project team, are available at [connectroute7.org](http://connectroute7.org).

[See all past meeting materials >>](#)

# Learn about noise walls

The project team is currently completing the preliminary noise study for the corridor.

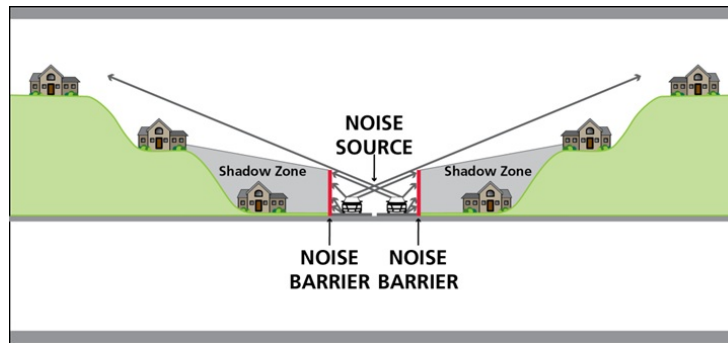
Preliminary results, including proposed noise wall locations will be available for review at the meeting June 16.

The criteria for noise walls involves three questions:

Is there a noise impact?

Is the barrier reasonable?

Is the barrier feasible?



Example noise source and barrier placement.

## When am I considered impacted by traffic noise?

For residential areas to be considered impacted, and therefore warrant investigation of noise abatement, the property must experience either of the following conditions:

>> Projected year 2040 traffic noise levels reach 66 decibels or greater. 66 dB(A) (A denotes weighted for human hearing) is the volume in which two people can hold a conversation standing three feet apart without needing to raise their voices.

>> Projected year 2040 traffic noise levels are greater than existing noise level by 10 decibels or more.

## When is a noise wall considered reasonable?

Reasonableness refers to the cost effectiveness of the noise wall, where the total surface area of the barrier is divided by the number of benefited receptors (typically one per residence, regardless of number of occupants). VDOT's approved cost is based on a maximum square footage (1,600 square feet) of abatement per benefited receptor. At least one of the benefitted receptors should receive noise reduction of 7 dB(A) for a barrier to be considered reasonable.

## When is a noise wall considered feasible?

A noise wall is considered feasible when its installation is able to reduce projected noise levels by at least 5 dB(A) for at least half of impacted receptors. It must also be able to be physically constructed and maintained based on site conditions and topography to be considered feasible.

Noise wall eligibility is based on Federal Highway Administration and VDOT criteria. We encourage you to check out more VDOT resources about noise walls online:



[Click for brochure](#)

[Overview of noise barrier walls >>](#)

[Frequently asked questions >>](#)

[More about the noise wall evaluation process >>](#)

## Proposed stormwater management

VDOT is committed to ensuring stormwater runoff from its roads and facilities complies with federal and state environmental regulatory requirements.

Each stormwater management facility situation is unique. Locations are selected at existing outfalls and low points in topography. All stormwater management facilities are designed and located to minimize impacts to existing wetlands, streams, and private properties, while meeting federal and state environmental regulations as well as being conscientious to cost of construction and maintenance.



*VDOT: Stormwater Management*

At the information meeting on June 16, you can review the current stormwater management design, and the team will give a presentation on how this project addresses stormwater management.

Watch this video for VDOT's general approach to stormwater management design.

[See more info on stormwater management >>](#)

## Update on project funding

The project is currently broken into two phases for right-of-way and construction and ranked as part of the overall [House Bill Two \(HB2\)](#) prioritization process, which focuses to invest limited tax dollars in projects that meet the most critical transportation needs for the entire state.

The first phase of the project, from just east of Colvin Forest Drive to Jarrett Valley Drive, has been included in the draft funding scenario by the Commonwealth Transportation Board (CTB) to be fully funded through construction. The CTB, Virginia's governing body for transportation funding, will select projects to be included in the state's [six-year program](#) by July 1, 2016.

[See how the Route 7 projects score compared with other projects in northern Virginia >>](#)

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## Schedule a visit to your homeowners association

The Route 7 team is available to meet resident or business groups. Since January, we've met with:

Colvin's Landing Community Association

Wolftrap Meadows HOA

Colvin's Glen Citizens Association

Old Ash Grove Community

Great Falls Crossing HOA

Cedar Chase at Great Falls HOA

Middleton HOA  
Towlston Meadow HOA  
Bradley Oaks HOA  
Shouse Village HOA  
Shain Court Community  
Hawthorne at Great Falls HOA

Lockmeade HOA  
Wolf Trap Woods Homes Association  
Coventry Springs HOA  
Great Falls Glen HOA  
Lexington Estates HOA  
Northfalls Court Community  
Upcoming: Locust Hill HOAs

[Contact us](#) to schedule a visit to your association.

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## Give input and feedback today



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

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