



PUBLIC COMMENT SUMMARY REPORT
Public Information Meeting
Route 7 Corridor Improvements Project
From Reston Avenue to Jarrett Valley Drive
State Project: 0007-029-128 / Federal Project: DEMO-5A01(439)/ UPC: 52328

On June 16th, 2015 from 6:00-8:30 pm at Colvin Mill Elementary School in Vienna, the Virginia Department of Transportation (VDOT) held a public information meeting to inform the public and to seek input on plans to improve Route 7 from Reston Avenue to Jarrett Valley Drive. The proposed project includes the widening of Route 7 from four to six lanes, intersection improvements, and adding 10 foot wide shared-use paths on both sides of the road. Concept plans for the corridor, specifically focused on stormwater management and the preliminary draft noise study analysis, were displayed and presented for public input.

Approximately 140+ people attended including Delegate Kathleen Murphy. 101 people provided written comments at the meeting, via mail, email, and through the website.

The project team will continue to solicit comments from the public at upcoming community and HOA meetings and will include commonly asked questions and response on www.ConnectRoute7.org, under *Frequently Asked Questions*. In addition, comments and questions can be posted on the website's project discussion board, or submitted through the online form under *Provide Input*, or emailed to ConnectRoute7@vdot.virginia.gov.

Please note that the following comments have been condensed and edited for clarity and categorization purposes. Comments that refer to specific residential properties have been removed to protect the privacy of the commenter, and responses will be provided separately on an individual basis.

SUMMARY OF COMMENTS AND RESPONSE

1. BICYCLISTS & PEDESTRIANS

Comments were received both in support of and against providing the 10 foot shared-use path on both sides of Route 7 for bicyclist and pedestrian access as part of the Route 7 Corridor Improvements Project.

Comments Received:

- I'm excited about the bike lanes from Tyson's to Loudon county. Good job on the project.
- Bike paths on both sides of route 7 are a waste of taxpayer's money, raising bicycles to a priority over other government expenditures. I hear no one outside of county government is in favor of this.

Response:

Shared-use paths are proposed on both sides of the Route 7 to be consistent with Fairfax County's Comprehensive Plan 2013 edition (for details on county's plan visit <http://www.fairfaxcounty.gov/dpz/comprehensiveplan/>). The Route 7 project team is working closely with Fairfax County to ensure that all proposed improvements are aligned with the county's bicyclist and pedestrian master plan. Shared-use paths, along with Fairfax County transit, will provide multi-modal travel options for citizens for potential commuting, as well as for recreational use, to reach their destinations primarily without the use of a vehicle.

2. TRANSIT

Comments Received:

- Thank you for redesigning intersections so they don't preclude through high quality transit.
- Consider adding more bus pulloffs or turn arounds to ensure robust use of the transit option by local residents.
- Have advisory group meet the BRT-on-Route 7 group, planning BRT from Spring Hill metro eastward. Need to know implications & transition issues.
- I am concerned about the bus stop between Atwood and Stokley. Because it's not near a corner, bus riders must walk down Rte 7 to access the bus stop. It's very dangerous.

Response:

According to feedback received from Fairfax County Transit, bus operators are opposed to using bus pulloffs due to difficulties of exiting the pulloffs during peak travel times. Due to the additional ROW and landscaping impacts and the lack of support from operators, the bus pulloffs will not be pursued as part of this project. The relatively low population density of the project corridor and the current low bus ridership does not support the need for light rail or Bus Rapid Transit. For more information regarding the transit study on Route 7 from the Dulles Toll Road to Alexandria, please visit: <http://www.envisionroute7.com/>

The Route 7 project team is actively working with Fairfax County Transit to relocate bus stops to better serve the ridership and to promote pedestrian crossings at signalized intersections.

3. SOUND BARRIER WALL

Comments were received expressing concern about the presence and location of noise walls present in the Draft Preliminary Noise Analysis discussed at the meeting. The construction of sound barrier walls throughout the corridor was requested by the majority of the residential neighborhoods along Route 7 to mitigate additional noise created by the projected increase in future year traffic.

Comments Received:

- As a resident of Piney Run Meadow, I fully support the installation of a Noise Mitigating wall for all properties of Piney Run Meadow along Route 7 as identified in VDOT segment C1.
- Regarding the noise wall, the higher the better!
- Very worried about the introduced noise. Hope to have a sound barrier built between Jarret Valley Drive and Old Ash Grove.
- Really concerned about the current noise levels and the future traffic. Definitely need a sound wall to mitigate the problem.
- Requesting reevaluation of Noise Wall locations (intersection of Route 7 and Reston Parkway, Estates of North Hills)
- Please conduct another noise study with receptors at different locations (along Route 7 near Water Pointe)
- Please reconsider incorporating a sound barrier along (various stretches of) Rte 7.
- Revisit all methods and assumptions you used to prepare your design assumptions with an eye toward doing what is best for the community.
- I am writing to express my concern regarding increase in traffic noise due to expansion of Route 7.
- VDOT should conduct a new study of noise on the western end of the project.
- Concern that the sound from the Dulles Access Rd is not being considered in the noise study.

- There is significant noise already from Route 7. With an increase in traffic, it will become even harder to enjoy my backyard.
- We are concerned about the level of noise and pollution along Route 7.
- Really concerned about the current noise level and the future traffic. Definitely need sound barrier wall to mitigate the problem
- Very worried about the introduced noise along the corridor.
- Avoid boredom for driveway by making sound walls varied & as natural-looking as possible. Have a contest for local branding – as with musical instruments to honor the local nature park for the performing arts.
- For the soundwalls at Reston Parkway to Bishopsgate, specifically near Meadowlook Ct: Build it high, high, high and thick, thick, thick. This expansion is distressing.
- Noise at Riva Ridge will be greater. Request sound barrier be provided. Can Riva Ridge be closed to traffic and noise barrier be placed?
- It doesn't look as though a sound wall is being constructed to protect Shouse Village. We are already getting crush by road noise from the Toll Road as we do not have sound wall protection.
- I am writing you to voice my disappointment and strong opposition to the design assumptions you have made for the Route 7 Widening Project regarding noise abatement walls.
- It is my understanding that the section between Reston Ave and Reston Parkway traveling from Sterling/Drainsville towards Tysons Corner was not selected for a Sound Barrier. The neighborhood just east of us was selected for a sound barrier. This makes no sense. Cars will be traveling in proposed 6 lanes just as fast on both sides of Reston Parkway, Route 7, Horseshoe. Please reconsider this decision and study it more closely. Thank you.
- We are concerned about the increased level of noise and pollution as traffic increase with route widening (HOA of Middleton)
- I want a noise wall built near Colvin Meadows Lane.

Response:

Noise walls are constructed for sound attenuation only, and will not affect air quality, protect physical structures, nor prevent access to private property. As part of the Environmental Assessment required by Federal Highway Administration (FHWA), the project team is currently evaluating potential affects that the proposed improvements would have on noise for the properties along Route 7. The documentation concerning Noise Walls presented at the Public Information meeting was the Draft Preliminary Noise Analysis. The project team is working on further analysis, the results of which will be presented at the Public Hearing scheduled for late fall this year. Motifs for the noisewall will be determined at detailed design at a later date.

Please note that eligibility for new sound barrier walls is based on federal and state criteria that determine whether a property is considered impacted by future noise levels as projected to 2040, the project design year, and whether a sound barrier wall is reasonable and feasible. We encourage you to learn more about the evaluation process by viewing the video at the following link: <http://www.virginiadot.org/projects/pr-noise-walls-about.asp>

4. STORMWATER MANAGEMENT

Comments were received regarding the locations of the proposed stormwater management ponds and potential flooding.

Comments Received:

- Please consider the negative effects on neighborhoods if open spaces are removed and replaced with stormwater management ponds.
- The planned stormwater management pond at Towlston Road (Outfall 10) will have a significant negative impact on the Towlston Meadow community and property by eliminating one of the community's only green spaces. The proposed location already requires significant piping to transport water runoff since the site is at a high point in the area. We urge consideration of alternative sites, such as the northeast corner of Towlston & Rt. 7, which is currently unused and of considerably greater size, so as to minimize the impact on existing residents at comparatively little cost. The marginal cost to adding pipes into an outfall area already heavily reliant on piping for its functionality is far outweighed by the benefit to the community who uses that area daily for a broad range of uses. The loss of the trees and berm that currently provide a visual break between the community and Route 7, in combination with the loss of six acres of green space, would create a considerable loss in property value to not only the houses that currently back onto the meadow, but also to the entirety of Towlston Meadow's homeowners, all of whom will lose the benefit of space that has been enjoyed by the community since its inception. This loss in value is likely to far exceed the cost of alternative placement of the stormwater management basin.
- I would like to strongly urge VDOT to consider using the huge empty Covance space across Rt. 7 for the retaining pond. Your proposed site in Towlston Meadows removes one of the few green spaces that neighborhood has.
- See the emails from Barabara Favola with pictures of erosion at the Stormwater outfall in Shouse Village.
- As a property owner in Towlston Meadows, I wish to express my deepest concern about plans to build a wet pond adjacent to my property.
- I live on Stokley Way and object to the planned stormwater management pond at Towlston Road (Outfall 10).

Response:

Each Stormwater Management facility situation is unique. Locations are selected at existing outfalls and low points in topography. All SWM 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. For more information on VDOT's general approach to SWM design please view the following video:

http://virginiadot.org/programs/stormwater_management.asp

Previously we had assumed the soil on the Covance property in the northeast quadrant of the intersection of Route 7 and Towlston Road was contaminated due to the previous use of the property by Hazelton Labs. Therefore this location was not considered as a viable option for a SWM pond. After meeting with the Towlston Meadows HOA on February 4, 2016, we directed our Environmental section to evaluate the portion of the Covance property for levels of contamination. This area was evaluated and found to have low lead levels which allowed us to move the pond from the southwest quadrant (Towlston Meadows HOA) property to the northeast quadrant (Covance property). The new location of the stormwater management pond has been incorporated into our design.

Fairfax County is working with Shouse Village to address the current erosion at the outfall in Shouse Village. In terms of the Route 7 project impacts, by regulation, VDOT is required to prove that the runoff rate of the water exiting from the proposed SWM pond is equal or less than the pre-construction runoff rate for the 10 year storm for manmade outfalls. This is the water quantity portion of the SWM using energy balance design for the channel protection criteria. This means that the Route 7 project is obligated to not make the existing erosion worse, but the Route 7 project is also not obligated to repair an existing problem that the project did not cause.

5. ACCESS MANAGEMENT/TRAFFIC

Comments were received regarding providing access to and from Route 7, elimination of median openings, and new intersection designs. Additionally, comments were received regarding lowering the speed limit along the Route 7 corridor

Comments Received:

- Please consider lower the traffic speed limit of this section. 55 mph is way too high for an urban road with pedestrians. Nobody feels safe walking beside 6 lanes of traffic running at highway speed.

- Need to continue to allow left turn onto Trotting Horse from Rte 7 EB. Need to have Forestville/Beulah signal operate simultaneously the way it used to be.
- I would like the left-turn cut through at the median to be closed. It's not safe to cross three lanes of fast moving traffic. The light at Forestville is a safer alternative to cross traffic.
- I support closing a many median left-turn cut throughs as possible to increase safety.
- I would like for the cut throughs onto Faulkner and Trotting Horse to be closed at the median to left-turning traffic. It's not safe for drivers to stop in the middle of a six lane road. Faulkner is at the bottom of a long hill and cars are moving especially fast. The Trotting Horse cut through is so close to Forestville Drive that it isn't necessary. It's not safe for cars to be cutting across three lanes of fast moving traffic from a dead-stop.
- Please consider closing the left turn lane onto Faulkner Drive from Route 7. It's too dangerous to be crossing three lane of fast moving traffic.
- I think the cut throughs on route 7 at Trotting Horse and Faulkner should closed so that cars can't turn left across traffic. This would be dangerous.
- We would like to propose that the intersection of Trotting Horse Lane and Leesburg Pike be permanently closed. The current design shows this becoming a right-in right-out only intersection without a signal. The convenience benefit for the Locust Hill subdivision is negligible given there is a signaled intersection at Forestville Dr. and Leesburg Pike one block away. The current design will require residents to use the Forestville Dr. and Leesburg Pike signal to make a left turn onto the eastbound side. We feel the benefits for safety and traffic flow far outweigh arguments for keeping the Trotting Horse Lane and Leesburg Pike intersection open for right turn only given the signaled intersection one block away at Forestville Dr.
- Departing Riva Ridge, desiring to go Eastbound, must currently travel to Amanda & U turn. Appears that U-turn is allowed under proposed. Problem @ rush hour/morning and evening, negotiating and u turn without a light. If Utterback Store must be used this adds a mile of extra driving and backtracking and a long wait to get to the lane. Propose a protected U-turn lane?
- Please consider making improvements to Atwood Dr. Much traffic will be diverted to Atwood from our neighborhood because of the changes to Stokley. Atwood is dangerously narrow with limited visibility.

Response:

As part of the Route 7 Corridor Improvements Project, no complete access to Route 7 will be eliminated. The existing median crossover at Trotting Horse Lane will be closed, but

vehicles will still be able to enter and exit Trotting Horse Lane from westbound Route 7. Completely closing off Trotting Horse Lane's access to Route 7 will cause excess cut through traffic on Fairpine Lane (Wolftrap Green HOA), which is not equipped to handle the amount of redirected traffic from Trotting Horse Lane and the Locust Hill community. Similarly, Falkner Drive is a major access point to Route 7 for the Locust Hill community and complete closure will cause undue hardship for this community.

To go eastbound from Riva Ridge, there are two options with our proposed design. One is to make a U-turn at a dedicated left turn bay at Bishopsgate Way which is unsignalized. The second is to a little further west to Utterback Store Road which is signalized and a dedicated U-turn bay has been provided as part of our design.

In regards to the speed limit issue, Route 7 is classified as a regional principal arterial roadway based on Federal Functional Classification criteria. The posted speed limit of 55 mph is consistent with other similarly classified roadways in Northern Virginia such as Route 28, north of Route 66, and Route 50, west of Chantilly. The length of the posted speed limit transition from 55 mph to 45 mph from the intersections of Wolftrap Run Road to Jarret Valley Drive is also within the typical range for corridors of similar characteristics.

The Route 7 Corridor Safety Study completed in 2013 showed that drivers' operating speeds during free-flow conditions often exceeded the posted speed limits. Many people assume that reducing the posted speed limit will cause speeding motorists to slow down, but studies have shown that motorists tend to drive at the speed they perceive appropriate for the conditions of the roadway. When determining speed limits, engineers attempt to set a realistic limit that the majority of drivers will obey and that can be reasonably enforced. One of the recommendations from the safety report is for local police to increase regular speed enforcement on the study corridor and whenever possible to implement education-related activities. For more information, Please visit the following link:

<http://www.virginiadot.org/info/faq-speedlimits.asp>

6. WIDENING ALTERNATIVES

A number of alternatives to the widening of Route 7 were received.

Comments Received:

- Widen all the one lane bridges to fix bottle necks that prevent the use of alternative routes (e.g., Hunter Mill, Walker Road, Springvale Road, etc.)
- Widen and straighten Georgetown Pike instead. I realize it will upset some wealthy folks but it will take pressure off the Tysons area and there is plenty of land to spare.

- Use the airport lanes as express lane (I do not mean toll lanes, I mean lanes for folks who do not need local exits). Those lanes are mostly empty at the rest of the Toll Road is congested.
- Remove the toll from the Toll Road. People use Route 7 to commute in from Ashburn in order to avoid tolls. That puts pressure on local roads instead of roads better situated to handle this kind of traffic.
- Stop building. Northern Virginia continues to build when the infrastructure cannot handle to expansion. One fix is to stop building. Current homeowners will appreciate it because scarcity will increase their home values.
- More public transportation alternatives.
- Create a Silver Line stop and/or park and ride lot in the middle of nowhere and create a massive parking facility. Currently there are few public transportation alternatives, as folks have no way of getting to the current silver line stations as there is no place to park.
- Were traffic volumes based on multi-modal travel in Tysons & Rte 7 (west) areas? What model assumptions were made about toll costs & % diverted traffic to/from Rte 7?

Response:

The Route 7 Corridor Improvements Project adheres to the Fairfax County's Comprehensive Plan 2013 edition (for details on county's plan visit <http://www.fairfaxcounty.gov/dpz/comprehensiveplan/>). The traffic projection data used on this project comes from the Metropolitan Washington Council of Governments (MWCOC) traffic model, which includes future growth projections based on land use models that include zoning and future anticipated roadway improvements. It accounts for future toll cost increases and possible diversion of traffic based on toll cost. Multi-modal travel has been accommodated in the projection model. All traffic signal timing at signalized intersections will be coordinated throughout the corridor to favor Route 7 traffic to allow maximum throughput. A dedicated bus lane was studied during the project's planning stage, but was not pursued due to Route 7's relatively low population density within the project limits and its low existing ridership numbers. Similarly, a light rail line would also not be supported by the existing population density. By constructing shared-use paths, crosswalks at signalized locations and relocating bus stops at safer locations, the public will have traveling options besides motor vehicles for a true multimodal corridor.

MWAA (Metropolitan Washington Airport Authority) is the governing body that controls the toll rates for the Dulles Toll Road. While VDOT coordinates closely with MWAA, the decisions regarding toll rates are made independently by MWAA.

7. CONSTRUCTION

A comment was received regarding construction.

Comment Received:

- Please show on maps proposed construction staging areas.

Response:

The construction staging areas will be established and negotiated by the contractor after the project has been awarded for construction. The locations of the staging areas are not determined in the design phase of the project.

8. SPECIFIC COMMUNITY OR PROPERTY REQUESTS

The following community or property specific comments were received regarding the proposed Route 7 Corridor Improvements Project.

• **PINEY RUN MEADOW**

- As a resident of Piney Run Meadow, I fully support the installation of a Noise Mitigating wall for all properties of Piney Run Meadow along route 7 (south side) as identified in VDOT segment C1.
- 23 Comments were received regarding the above issue.

Response:

Thank you for your support. Please keep in mind that the documentation concerning noise walls presented at the Public Information meeting was the Draft Preliminary Noise Analysis and is subject to revisions.

• **FAULKNER DRIVE**

- I would like the left turn cut through at the median to be closed. It's not safe to cross three lanes of fast moving traffic. The light at Forestville is a safer alternative to cross traffic.
- I would like for the cut throughs onto Faulkner and Trotting Horse to be closed at the median to left-turning traffic. It's not safe for drivers to stop in the middle of a six lane road. Faulkner is at the bottom of a long hill and cars are moving especially fast. The Trotting Horse cut through is so close to Forestville Drive that it isn't necessary. It's not safe for cars to be cutting across three lanes of fast moving traffic from a dead-stop.

- Please consider closing the left turn lane onto Faulkner Drive from Route 7. It's too dangerous to be crossing three lane of fast moving traffic.
- I think the cut throughs on route 7 at Trotting Horse and Faulkner should closed so that cars can't turn left across traffic. This would be dangerous.
- Need to continue to allow left turn onto Trotting Horse from Rte 7EB.

Response:

As part of the Route 7 Corridor Improvements Project, no complete access to Route 7 will be eliminated. The existing median crossover at Trotting Horse Lane will be closed, but vehicles will still be able to enter and exit Trotting Horse Lane from westbound Route 7. Completely closing off Trotting Horse Lane's access to Route 7 will cause excess cut through traffic on Fairpine Lane (Wolftrap Green HOA), which is not equipped to handle the amount of redirected traffic from Trotting Horse Lane and the Locust Hill community. Similarly, Falkner Drive is a major access point to Route 7 for the Locust Hill community and complete closure will cause undue hardship for this community.

• **WOLF TRAP WOODS**

- Please avoid clearing any woods along the south side of Route 7. Do not build a pond between the McLean Bible Church and Laurel Hill Rd. Thank you.
- VDOT: Instead of cutting down a lot of big old trees at the southeast corner of the intersection of Route 7 and Wolf Trap Run Road in order to build a storm water management pond, VDOT should find a more environmentally friendly solution like burying a storm water management vault beneath the road(s). This would preserve the natural beauty of the trees and also help combat global warming. Please do not cut down these trees!!

Response:

There is ongoing coordination between the Route 7 project team, FCDOT, and Wolf Trap Woods Homes Association to address the proposed location of the stormwater management pond. Please keep in mind that underground storage facilities require more frequent maintenance and are expensive to construct. The overall lifetime cost of an underground storage facility is triple the cost of a wet pond. In addition, trees removed during construction cannot be replaced directly on top of the facility as tree roots would cause damage to the underground storage units. Only grass could be planted on top of the facility for ease of access for maintenance.

- **TOWLSTON MEADOW/ATWOOD ROAD**

- The planned stormwater management pond at Towlston Rd will have a significant negative impact on our community and property values by eliminating one of the community's only green spaces. The location already requires significant piping to transport water runoff since the site is at a high point in the area; I urge construction of alternative sites (such as the northeast corner at Towlston & Rt 7 currently unused) that would minimize impact to residents at comparatively little cost – the marginal addition of extra pipes into an outfall zone already heavily reliant on piping. We are also concerned that the sound study determined no impact between Stokley & Towlston when properties on the west side of Stokley equidistant from Rt. 7 as homes on the east side were deemed affected.
- First. Thank you for all the community outreach VDOT has provided. Second: Please consider the significant negative impact on TMCA if you remove our open field and install a stormwater management pond (Outfall 10). Please consider an alternative location such as the NE corner of Towlston & Rt. 7. We purchased our house in 2010 because of that green space because our lot backs up to that common area. The proposed stormwater management pond will have a negative impact on our property value and to the rest of the homes that share that green space. Additionally our TMCA homeowners will all lose the benefit of this common area which is used frequently. Third: We are concerned about the lack of a sound wall between Stokley and Towlston. Fourth: Please consider making improvements to Atwood Dr. Much traffic will be diverted to Atwood from our neighborhood because of the changes to Stokley. Atwood is dangerously narrow with limited visibility. Thank you for your consideration.
- 34 comments received regarding the above issues.
- I'm concerned that Atwood Drive remains a dangerously narrow street with bad visibility. There will be no other option for people to turn left out of our neighborhood because the plans suggest Stokley will be right turn only.
- We would like to note the current (as of early 2016) lack of improvements planned for Atwood Drive between Robnel Place and Route 7. Because Stokley will become a right in, right out only street, much of the neighborhood traffic will be diverted to Atwood, which is a significantly narrower road with worse sightlines. Understanding that regulations require minimum distances for right and left turn lane cutouts which may make maintaining Stokley as left and right impossible, we ask that VDOT consider possibilities for ensuring that ingress and egress to the communities served by these roads is safe.

Response:

Previously we had assumed the soil on the Covance property in the northeast quadrant of the intersection of Route 7 and Towlston Road was contaminated due to the previous use of the property by Hazelton Labs. Therefore this location was not considered as a viable option for a SWM pond. After meeting with the Towlston Meadow HOA on February 4, 2016, we directed our Environmental section to evaluate the portion of the Covance property for levels of contamination. This area was evaluated and found to have low lead levels which allowed us to move the pond from the southwest quadrant (Towlston Meadow HOA) property to the northeast quadrant (Covance property). The new location of the stormwater management pond has been incorporated into our design.

The documentation concerning Noise Walls presented at the Public Information meeting was the Draft Preliminary Noise Analysis. The project team is working on further analysis, the results of which will be presented at the Public Hearing scheduled for late fall this year.

Due to the length of the left turn lane required to access Towlston Road, Atwood Road is necessary as the new main entrance off Route 7 for the communities along Stokley Way. Our designers are currently evaluating the feasibility and cost to bring Atwood Road up to current standards in order to handle the redirected traffic from Stokley Way.

A separate meeting will be set up with Tolwston Meadow HOA to discuss these issues.

• **WATER POINTE LANE/CIRCLE**

- Please conduct another noise study with receptors at different locations along our area. We are aware that VDOT and your consultants are still in the preliminary stages. We appreciate your attention and acknowledgement of our community input to this important matter.
- I am very concerned that our neighborhood was not selected for a sound barrier as part of the expansion project, while the neighborhood just east of ours was. Several of the homes in our neighborhood are as close to Route 7, if not closer, than these other homes who will receive the benefit of a sound barrier.
- I am writing you to voice my disappointment and strong opposition to the design assumptions you have made for the Route 7 Widening Project regarding noise abatement walls. I can assure you that the noise levels have been generally increasing every year I have lived here with no physical increase in the capacity of Route 7. There is no doubt this expanded road will carry significantly more

traffic including trucks all day and night. It will make noise a serious environmental and quality of life issue.

- We would like to request a sound barrier wall to be constructed so that the noise could be minimized. We already hear the noise with four lanes of traffic, and the current paving in the evening, and can only expect that it will increase with the new lanes.
- I am writing to express my concern regarding the increase in traffic noise due to the expansion of Route 7 past my home.
- I implore VDOT to conduct a new assessment of noise at the western end of the project. The increase in noise levels will most assuredly have a profound impact on the quality of life in my neighborhood, not to mention the severe economic impact that will be felt when our house prices fall as a result of a real or perceived increase in noise.
- The current plans do not include construction of a sound barrier to protect the privacy of the homes on Water Pointe Lane, which are located parallel to Route 7. The current noise level is quite high and with the expansion bringing the road much closer to the neighborhood, the noise certainly will increase considerably.

Response:

The documentation concerning Noise Walls presented at the Public Information meeting was the Draft Preliminary Noise Analysis. The project team is working on further analysis, the results of which will be presented at the Public Hearing scheduled for late fall this year.

A separate meeting will be set up with the Water Pointe community to discuss these issues in more detail.