

June 3, 2008

I am submitting this written statement for the record of the Design Public Hearing of the I-495 Capital Beltway HOT Lanes project. I share my constituent concerns about:

(1) Significantly increasing the height of the soundwall between Noise Barrier Segment stations 568 and 578 which protects North Springfield Elementary School. This is a safety and noise impact issue that I have long been deeply concerned about and I trust that its resolution will stay on-track.

(2) Constructing a continuous soundwall between Noise Barrier Segment stations 729 and 737 to reduce the noise impact on the townhouses of Lafayette Village. It is my understanding that the noise study used 3 sites, none of which were in Lafayette Village. Furthermore, even this limited study was done in 2006 or early 2007 before the significant clear-cutting of the power line right-of-way, which has taken place. Finally, these townhouses are 3-story homes with bedrooms on the 3rd floor; therefore, it is not appropriate to apply a noise-impact standard that I understand limits consideration only to the 2nd floor if there is a balcony. The 10- to 15-foot rise between stations 729 and 737 is inadequate to keep unbuffered noise from impacting the principal sleeping areas of these homes.

(3) Constructing higher soundwalls between and beyond Noise Barrier Segment stations 641 and 657 to address the same concern for the townhouses and third-story garden apartments located on or near Americana Drive.

(4) Landscaping between Leesville Blvd and the soundwall designated to be reconstructed from Noise Barrer Segment station 548 to 559. The current soundwall was just reconstructed as part of the Mixing Bowl project and while the meager trees that were planted were not in keeping with most other past highway plantings in Fairfax, they have begun to grow and offer some relief to the homes on the small lots directly across this 2-lane street, which is also a main street of this over 60-year-old community.

(5) Designing the most expeditious access to Fairfax Hospital from the Southbound hotlanes. The whole concept of the hotlanes is that saving time is a value worth paying for. In no case is this more true than when saving time means saving a life.

(6) Keeping a construction schedule that will reduce the amount of time that Braddock Road traffic capacity is reduced. The amount of traffic on Braddock Road exceeds most interstates. There are site distance problems approaching the beltway from the west that already create the potential for rear end collisions. These factors should be considered in reducing the restriction of existing lanes to a minimum and in the safety measures established.

(7) Constructing soundwalls that would reduce the impact on residents of Chapel Square, a community outside I-495 that lies south of Little River Turnpike. Sound levels in this community have increased significantly with the dramatically increased beltway traffic that has occurred since the beltway was last widened and soundwalls were constructed.