



METROPOLITAN WASHINGTON  
AIRPORTS AUTHORITY

DULLES TOLL ROAD

# **Draft Dulles Toll Road Highway Noise Policy**

## **Report on Public Comments**

**October 2010**

# Table of Contents

|   |     |
|---|-----|
| <b>Introduction</b> .....   | 1   |
| <b>Summary of Comments</b>  |     |
| A. Policy.....  | 4   |
| B. Analysis .....   | 5   |
| C. Schedule.....  | 6   |
| D. Rail .....   | 6   |
| E. Funding.....   | 7   |
| F. Miscellaneous.....   | 7   |
| <b>Appendices</b>   |     |
| A. Comments Arranged by ID Number .....                                 | A-1 |
| B. Commenters Arranged by Last Name.....                                | A-2 |
| C. Airports Authority Draft Dulles Toll Road Highway Noise Policy ..... | A-3 |
| D. Response to Comments, Frequently Asked Questions, and Answers.....   | A-4 |

DRAFT DULLES TOLL ROAD HIGHWAY NOISE POLICY  
REPORT ON PUBLIC COMMENTS  
OCTOBER 2010

INTRODUCTION

In late May 2010, the Metropolitan Washington Airports Authority (Airports Authority) initiated a process to obtain public comment on its Draft Dulles Toll Road Highway Noise Policy. The draft policy establishes the criteria by which the Authority will determine where highway noise mitigation is warranted.

Under the draft policy, which will be approved by the Airports Authority Board of Directors later this year, properties must meet a series of criteria to be eligible for highway noise mitigation (e.g., sound walls). Existing sound walls will be repaired or replaced based on an evaluation that the Airports Authority plans to complete by late 2010 or early 2011.

Notification of Public Workshop

As part of this process, the Airports Authority conducted a Public Workshop on June 10, 2010, at Langston Hughes Middle School in Reston. Notice of this workshop was provided in a variety of ways: advertisements in The Washington Post, Washington Examiner, Washington Times, Loudoun Independent, Loudoun Times Mirror, Leesburg Today, El Tiempo Latino, Sun Gazette, Fairfax Times and the Connection newspapers; 2 public service announcements on local TV and radio stations; letters to elected officials; and, announcements on the Airports Authority Web site, [www.mwaa.com/tollroad](http://www.mwaa.com/tollroad).

The notices provide the location, date, and time of the public workshop. The notices stated that all materials regarding the draft highway noise policy would be available for review and that staff would also be onsite to answer questions. They also indicated that the public could preview workshop materials at [www.mwaa.com/tollroad](http://www.mwaa.com/tollroad) beginning June 1.

Public Workshop

The Airports Authority conducted the public workshop on June 10, from 5:30 p.m. until 8:30 p.m., at Langston Hughes Middle School. The purpose of the meeting was to inform the public of the Airports Authority's Draft Highway Noise Policy and highway noise analysis project for the Dulles Toll Road, answer questions related to the proposed policy and study, and obtain public comment. A number of display boards and an aerial photograph of the Dulles Toll Road were provided on site and electronic copies were made available to the public on the Airports Authority's website dedicated to this subject. The boards were displayed in three stations. The first station provided information on the Science of Noise which included Causes of Traffic Noise, Noise Barrier Effect, Sound and Noise, and Relative Noise. The second station on Noise Policy included boards on the Reference Documents Used to Prepare Highway Noise Abatement Policy, Noise Abatement Criteria, Special Conditions, Cost Reasonableness and Feasibility and Noise Abatement Process for New Residential Sound Wall Development. The third station consisted of a board on Next Steps (tentative Schedule). Representatives of the Airports Authority and the consultant team were available at each station to discuss this information.

Every attendee was given a comment form that could be completed and dropped in a comment box at the hearing or returned by mail. They could also enter their comments directly into the Airports

Authority website through the computer provided at the meeting. Attendees were also given 8.5" x 11" copies of a Fact Sheet about the Draft Dulles Toll Road Highway Noise Policy, reduced copies of the display boards, and copies of the Draft Highway Noise Policy.

In total, 62 members of the public signed the registration forms. Attendees submitted 25 comments using the comment form, and one attendee wrote several online messages using the computer provided at the meeting. Outside of the public workshop, the Airports Authority received 90 additional comments that included two comments received after the comment period closed before the web form had been terminated. Comments received following the comment period also included a letter from the Fairfax County Board of Supervisors and a letter from Delegate Mark Keam. In summary, sixty (60) comments were received via the online service; five (5) letters sent to the Airports Authority were received; and twenty-five (25) comments were received via comment sheets at the public meeting.

### Public Comments

The formal period for commenting on the draft noise policy was open from June 1 through June 30, 2010. During this period 90 comment submissions were made, including written comments on the comment forms, letters, emails, and comments made online. In a few cases, individuals made more than one submission, usually using more than one medium. Many comments touch on multiple topics.

Of the 90 individuals or associations submitting comments, approximately 99 percent identified a residence in Fairfax County. Approximately 95 percent of the individuals or associations providing comments indicated residency along the Dulles Toll Road, while 5 percent of the respondents indicated residency outside the noise policy area.

This report summarizes the comments submitted by the public on the Draft Dulles Toll Road Highway Noise Policy. The report is organized into 6 categories. Each category addresses a different topic related to the noise policy, noise study, or noise complaints. These categories, along with the number of comments per category, are as follows:

| <u>Categories</u> | <u>Number of Comments</u> |
|-------------------|---------------------------|
| Policy            | 45                        |
| Analysis          | 60                        |
| Schedule          | 9                         |
| Rail              | 28                        |
| Funding           | 2                         |
| Miscellaneous     | 33                        |

Each section of this report contains a summary of the comments related to that section's particular topic. Within each section, its topic is identified and the particular points made by the comments are summarized. The source of these comments is annotated by the term "Commenter," followed by one or more identification numbers. The comments are cross-referenced with commenter name and other personal information in Appendix A to this report. This information may be helpful in evaluating their remarks, and to see a verbatim statement of their comments.

Appendix A, Comments by ID Number, is organized in order of the identification numbers that have been assigned to all individuals submitting comments. The numbers were assigned on an as-received

basis. For each identification number, Appendix A provides the following information with respect to the individual making the comment:

- Commenter's ID number
- The city/town/community in which the individual resides
- The individual's answer to the questions: "Do you live close to the Dulles Toll Road;" and "If yes, what is the name of your community?" They were also given the opportunity to "provide your comments about the Draft Dulles Toll Road Highway Noise Policy."
- The source or manner in which the individual submitted the comment (e.g., comment sheet, online, or by mail)
- The topic or topics addressed by the individual's comment
- The verbatim comment made by the individual
- The FAQ reference corresponding to the FAQ response(s) to each comment (cross-reference to FAQ document in Appendix D)

Appendix B, Commenters Arranged by Last Name, is organized in the order of the last names of the individuals who have submitted comments, and provides the identification numbers assigned to these individuals. After locating the name of a specific individual in Appendix B and obtaining his/her identification number, the reader may then turn to Appendix A and use the identification number to learn, among other things, the topic or topics addressed by the individual's comment, as well as the actual comment submitted by the individual.

Appendix C, Airports Authority Draft Dulles Toll Road Highway Noise Policy, contains the Draft Dulles Toll road Highway Noise Policy document. The document includes the Purpose, Definitions, Sound Fundamentals, Traffic Noise Fundamentals, Federal Noise Abatement Criteria, Impact Criteria, Feasibility/Reasonableness Criteria, Funding, Ranking, Reconstruction of Existing Noise Walls, and Other Obligations and Agreements.

Appendix D contains the "Response to Comments, Frequently Asked Questions and Answers," and 2 attachments: Attachment 1, Index of Terms Found in the Frequently Asked Questions and Attachment 2, Definition of Key Terms Found in the Frequently Asked Questions. Appendix D is cross-referenced to the comments in Appendix A.

This report and the appendices are available on the Airports Authority's Web Site, [www.mwaa.com/tollroad](http://www.mwaa.com/tollroad).

## SUMMARY OF COMMENTS

### Section A. Policy

Comments in this section addressed the topic of policy. Forty-five (45) comments addressed this topic. The comments asked the following questions:

1. Why is the Airports Authority creating a new noise policy? *E.g., Commenters: 7, 12, 37*
2. Why is the Airports Authority not using Virginia Department of Transportation's highway noise policy? *E.g., Commenters: 4, 9, 14, 15, 18*
3. Why is the Airports Authority not using Fairfax County's noise policy and proposing different noise criteria than that of the Fairfax County Noise Ordinance? *E.g., Commenters: 4, 7, 8, 9, 11, 12, 14, 15, 18, 45, 48, 52, 90*
4. How did the Airports Authority arrive at the 66 decibel impact criteria? *E.g., Commenters: 2, 4, 5, 7, 8, 10, 14, 15, 18, 45, 46, 52*
5. What does it mean in the draft highway noise policy where it states that if an existing noise barrier is found structurally insufficient, it will be replaced in kind? *E.g., Commenters: 4, 52, 90*
6. Will the same criteria apply to areas without existing noise barriers as to those with existing noise barriers? *E.g., Commenters: 15, 18, 63*
7. Will the Airports Authority consider residences and hospitals to be included in either Category A, or would the Airports Authority create a Category "B+"? *E.g., commenters: 52, 53, 56, 60, 62, 63, 84, 85, 86*
8. Will the Airports Authority increase the cost per benefitted property limit for noise mitigation used by the FHWA? *E.g., Commenters: 41, 52, 63, 90*
9. Will landscaping and earth berms be considered as optional noise abatement measures? *E.g., Commenters: 21, 49, 50, 52, 63, 74, 77*
10. Will the Airports Authority highway noise policy address the visual impact of seeing the highway? *E.g., Commenters: 52, 53, 56, 60, 61, 63, 79,*

11. In January 2006, the Airports Authority proposed to improve / repair / replace a specific quantity of traffic noise barriers in the corridor. Will the Airports Authority move forward to do this work? *E.g., Commenters: 52, 53, 56, 60, 61, 63, 71, 72*
  
12. Does the Dulles Toll Road highway noise policy apply to both the Dulles Toll Road and to the Dulles Airport Access Highway? *E.g., Commenters: 65*
  
13. Will the final highway noise policy take into consideration the latest Federal Highway Administration regulations and the Virginia Department of Transportation highway noise policy? *E.g., Commenters: 90*
  
14. Will the Airports Authority highway noise policy be consistent with the Fairfax County Noise Ordinance regarding construction noise? *E.g., Commenters: 4, 7, 8, 11, 12, 15, 90*
  
15. What are the specifics on the ranking system to be used to determine what noise barriers will be constructed first? *E.g., Commenters: 1, 10, 20, 21, 26, 35, 52, 63, 76, 90*
  
16. Will an absorptive/quiet pavement be used on the Dulles Toll Road? *E.g., Commenters: 3, 6, 21, 75*

## **Section B: Analysis**

Commenters in this section had questions regarding the analysis. Sixty (60) comments addressed this topic.

1. Will communities with existing noise barriers be included in the Airports Authority's highway noise study? *E.g., Commenters: 19, 24, 27, 34, 37, 51, 52, 57, 58, 59, 63, 74, 75, 79, 81, 87, 88*
  
2. Will existing noise barriers be analyzed to determine if they are providing sufficient noise protection? *E.g., Commenters: 19, 27, 31, 40, 52, 63, 90*
  
3. If my existing noise barrier is found structurally insufficient, what will be done? *E.g. Commenters: 4, 6, 11, 14, 15, 18, 19, 31, 32, 48, 52, 63, 78, 90*
  
4. How will truck noise be represented in the traffic noise model? *E.g., Commenters: 13, 49, 50, 67*
  
5. Why is the Airports Authority testing during the summer, when there are leaves on the trees and school is out? *E.g., Commenters: 28, 32, 39, 41, 82, 83, 86, 87, 88*

6. Will the houses near the bridge over Difficult Run be included in the highway noise study? *E.g., Commenters: 8, 11, 16, 30, 31, 36, 37, 38, 42, 47, 51, 68, 69, 78, 79, 84, 85*
7. Will reflective noise from existing or proposed sound walls and retaining walls be included in the model? *E.g., Commenters: 35, 51, 52, 53, 56, 60, 61, 63, 69, 79, 80, 84, 85, 89*
8. How will reflective noise be addressed for communities across the highway from a proposed noise barrier? *E.g., Commenters: 28, 30, 49, 50, 51*
9. Where will the test locations be? *E.g., Commenters: 13, 23, 27, 28, 31, 37, 43, 44, 47, 51, 57, 58, 59, 63, 66, 86, 87, 88*
10. Will the Airports Authority include Wolf Trap National Park as part of the highway traffic noise study? *E.g., Commenters: 34, 81, 87, 88*
11. Will the Airports Authority include the Washington & Old Dominion Trail as part of the highway noise study? *E.g., Commenters: 69*

### **Section C: Schedule**

These commenters asked about the schedule for the noise policy. Nine (9) comments were received.

1. When will the noise testing begin? *E.g., Commenters: 44, 49, 50, 52, 54, 63, 64, 89*
2. When will the Airports Authority build new noise barriers and repair or replace the existing noise barriers? *E.g., Commenters: 13, 38, 44, 54, 89*

### **Section D: Rail**

Commenters in this category are concerned about increased noise from the Metrorail construction and future operations. Twenty-eight (28) comments address these issues.

1. Why are there two separate processes for evaluating and mitigating highway noise and rail noise? *E.g. Commenters: 2, 5, 22, 23, 27, 28, 29, 41, 43, 45, 49, 50, 52, 53, 56, 60, 62, 63, 70, 86*
2. When the Metrorail is complete, noise abatement and retaining wall structures will be in place. How will this be handled in the noise analysis? *E.g. Commenters: 1, 12, 16, 29, 49, 50, 52, 63, 87, 88*

3. If noise levels are being measured over an hour, but trains only run intermittently during the hour, isn't the noise from the trains effectively evened out? *E.g., Commenters: 2, 40, 41, 49, 50, 63, 84, 85*

### **Section E: Funding**

Commenters in this category had questions regarding funding. Two (2) comments were received.

1. Will the Airports Authority consider cost sharing by the homeowner association or other third party funding? *E.g., Commenters: 21, 90*

### **Section F: Miscellaneous**

Commenters in this category had questions that could not be grouped with any of the previous five categories. Thirty-three (33) comments were received that fit this description.

1. How does the Airports Authority address air pollution on the Dulles Toll Road? *E.g. Commenters: 6, 14, 52*
2. What noise standards did the HOT Lanes use for their noise barriers? *E.g., Commenters: 1, 4, 5, 7, 9, 12, 14, 15, 18, 41, 87, 88*
3. Will our community be able to input on the aesthetics of the noise barrier design? *E.g., Commenters: 90*
4. Will the trees that were cut down in order to construct the storm water management facility for the Metrorail be replaced? *E.g., Commenters: 1, 4, 15, 17, 23, 31, 33, 37, 38, 51, 52, 53, 56, 60, 61, 63, 67, 79*
5. Has the Airports Authority considered reducing the speed limit or, during certain times, lowering the speed limit for the Dulles Toll Road in order to lessen the noise? *E.g., Commenters: 3, 22*
6. Other. *E.g., Commenters: 25, 55, 73*

# Appendix A: MWAA Draft Noise Policy Public Workshop Comments

| ID | Last Name | First Name | City   | Community Name | Live Close to Toll Road? | Venue | Comment  | Category                    | FAQ Reference Number |
|----|-----------|------------|--------|----------------|--------------------------|-------|--|-----------------------------|----------------------|
| 1  | Olson     | Erik Lars  | Vienna | Sun Valley     | Y                        | Web   | I am following along with my HOA email list and it appears that our community, along with others in the area, will not be the recipients of appropriate noise/vibration barriers along the Dulles Toll Road while the Metro is extended past our neighborhood. We have already lost a huge chunk of trees along Beulah (directly across from Lozano Dr) which used to provide some noise barrier - instead, now we see and hear the highway. The Metro is LOUD. We need tall, continuous sound/vibration barriers from Tysons to Wehle. I see them along 495, and there's not even a Metro rail there. | Policy, Rail, Miscellaneous | P15, R2, M2, M4      |

| ID | Last Name | First Name | City         | Community Name                  | Live Close to Toll Road? | Venue | Comment  | Category     | FAQ Reference Number |
|----|-----------|------------|--------------|---------------------------------|--------------------------|-------|--|--------------|----------------------|
| 2  | Ewing     | Darren     | Falls Church | Olney Park Citizens Association | Y                        | Web   | <p>Note that this effects the Dulles Access Road Proper, not the connector of which I live along. My initial analysis of the policy is below:</p> <p>On June 1, 2010, MWAA released their proposed noise abatement policy for the Dulles Access Road. The proposed policy is not consistent with MWAA's earlier position (see FEIS and reference 2) and does not apply the proper metric for train noise.</p> <p>The primary issue with MWAA's proposed Dulles Access Road Noise Abatement policy is the type of parameter used to define the maximum noise limits. The policy uses 1 hour average noise values, Leq(H), and 90th percentile noise values, L10(H). Both of these parameters are appropriate for noise from motor vehicle traffic but neither is appropriate for train noise because train noise occurs over short intervals (approximately 30 seconds every 12 to 15 minutes for METRO trains during evening hours) and motor vehicle noise is relatively constant over a 15-30 minute interval.</p> <p>The correct measurement for train noise is Lmax, the maximum instantaneous noise level. This issue is best illustrated using the West Falls Church metro yard "wheel squeal" as an example. The wheel squeal has a duration of around 30 seconds per event, an Lmax at 25 ft of between 80 and 90 dba, and the distance to residences are comparable to the residences along the Dulles Access Road (see reference 1). MWAA has taken similar measurements for trains (see reference 2, "Wayside Noise Report") yielding an Lmax of 85-86 dba at 50 ft (computed from 25 ft values given in reference 2), which is comparable to the "wheel squeal". Therefore, the "wheel squeal" and the "passby" of a train are comparable.</p> <p>Using the values given in reference 1, the Leq(H) and L10(H), would change less than 1 dB (from 56 to 56.2 dBa) for a time period when a wheel squeal event occurs. This change is negligible.</p> <p>Based on the Leq and L10 criteria, there should have been no issue with the wheel squeal. This was not the case. The issue was documented in the FEIS and the remediation identified in the FEIS (section 4.7.7.1), it was the subject of a later noise study which validated the FEIS conclusions</p> | Policy, Rail | P4, R1, R3           |

| ID | Last Name | First Name | City         | Community Name                  | Live Close to Toll Road? | Venue | Comment  | Category              | FAQ Reference Number |
|----|-----------|------------|--------------|---------------------------------|--------------------------|-------|--|-----------------------|----------------------|
| 2  | Ewing     | Darren     | Falls Church | Olney Park Citizens Association | Y                        | Web   | (ref 1), and the subject of numerous complaints to WMATA by the residents of Mckay St. The Leq(H) and L10(H) metrics are clearly not valid for this type of ?passby? rail noise. The correct metric, Lmax, and its application, are discussed in detail in reference 2. It appears that the people responsible for the noise abatement policy did not consult either of the two references cited. I strongly suggest that the proposed Dulles Access Road Noise Abatement policy be reformulated per reference 2 and the FEIS to reflect the correct metric, Lmax. MWAA should strongly consider hiring a competent outside expert to draft a policy consistent with their own documentation (ref 2 and the FEIS). | Policy, Rail          | P4, R1, R3           |
| 3  | Brauchli  | Shannon    | Vienna       | Cinnamon Creek                  | Y                        | Web   | Without additional noise abatement, increasing the traffic flow on the Dulles Toll Road would make using the outdoors space in our own private backyard and our community areas unbearable. It is already loud and intrusive.  | Policy, Miscellaneous | P16, M5              |

| ID | Last Name | First Name | City   | Community Name | Live Close to Toll Road? | Venue | Comment  | Category                        | FAQ Reference Number            |
|----|-----------|------------|--------|----------------|--------------------------|-------|--|---------------------------------|---------------------------------|
| 4  | Alvai     | Ali        | Vienna | Sun Valley     | Y                        | Web   | <p>I strongly disagree with the approach the MWAA has taken regarding this policy and the acceptable noise level limit. Fairfax County has a 55dba maximum noise level that must be honored in evaluating noise reduction measures. Currently both the constructions of the HOT lanes on 495, 395 and I95 follow this guidelines. We are all Fairfax County resident, pay taxes in this County and must be treated as such. We do not appreciate having the rules changed in the middle of the game for MWAA to suit their benefits. Our community has been here since 1979. Dulles access road used to be a sleepy road for access to the airport. There were no local exits on the west bound of the road. At that point there were no Dulles Greenway, Ashburn, Tech Corridor, etc.. Currently it is a 12 lane mega Highway with a metro rail being added soon. Right now there are over 250,000 cars traveling this road on a daily basis. We have not seen any improvements on mitigating the noise level in the past 10-15 years. Tolls have increased, and the quality of our lives have decreased. Several hundred beautiful and mature trees were cut down from the median directly behind our community and trees were stripped bare off of Beulah to create storm drain area that has destroyed the scenery of our neighborhoods. In the morning behind our community is practically a parking lot of slow traveling and idle vehicles going to Tyson Corner. We expect the responsible authorities do their duties, and replace the walls behind the Sun Valley community to an acceptable height and quality in order to meet the Fairfax County 55dba guidelines. Right now BEFORE THE ARRIVAL OF THE METRO THE consistent noise level is 74 to 76 dba. I appreciate your consideration.</p> | Policy, Analysis, Miscellaneous | P2, P3, P4, P5, P14, A3, M2, M4 |
| 5  | Sandlin   | Allison    | Vienna | Sun Valley     | Y                        | Web   | <p>Are the MWAA standards the same as the hot lane standards? Are they the same as the State of Virginia? What are they? What about the combined noise of the rail and vehicular traffic? Are you taking into account the combined noise level? Why are you having two separate issues to discuss this?</p>  | Policy, Rail, Miscellaneous     | P4, R1, M2                      |

| ID | Last Name | First Name       | City   | Community Name   | Live Close to Toll Road? | Venue | Comment   | Category                        | FAQ Reference Number |
|----|-----------|------------------|--------|------------------|--------------------------|-------|---|---------------------------------|----------------------|
| 6  | Chang     | Laurence & Pearl | Vienna | Symphony Meadows | Y                        | Web   | <p>We recently moved to a beautiful new home in Symphony Meadows, which backs directly onto Rt 267. Despite good sound proofing in the home, the exterior noise level is a major problem. In fact, it impacts our ability to enjoy our new home because we have to keep all our windows closed at all times due to the constant humming noise, and it also prohibits us from using our backyard. In addition, we are concerned about the pollution, both environmental and sound pollution because we are an older couple and have a 4 year old granddaughter who lives with us. We respectfully urge that the MWAA provide additional abatement measures to measurably reduce the decibel level.</p> <p>Respectfully yours,<br/>Laurence and Pearl Chang</p> | Policy, Analysis, Miscellaneous | P16, A3, M1          |
| 7  | Gentile   | Bruce            | Vienna | Sun Valley       | Y                        | Web   | <p>I have read your draft and listened to a presentation by one of your representatives.</p> <p>My impression is that you are trying to set up guidelines that will give us less protection from noise than all of the other transportation projects in Fairfax County. I don't understand why you are trying to create a new set of guidelines. You have a responsibility to make sure the communities along the Dulles Toll Road and Metro line are adequately protected from the noise generated. In meeting your responsibility you should be using the same noise standards that are being used for major transportation projects in other parts of Fairfax County.</p>  | Policy, Miscellaneous           | P1, P3, P4, P14, M2  |

| ID | Last Name | First Name        | City   | Community Name              | Live Close to Toll Road? | Venue | Comment   | Category              | FAQ Reference Number |
|----|-----------|-------------------|--------|-----------------------------|--------------------------|-------|---|-----------------------|----------------------|
| 8  | Carlson   | Mark              | Vienna | Sun Valley                  | Y                        | Web   | With the large increase in traffic volumes, and the Silver Line coming, noise abatement is critical for quality of life issues. With the large numbers of residential communities lining the corridor, the fairfax County standards or higher should be used. This is very important for planning for the future decades, and for quality of life of the scores of thousands of people who live in earshot of the tollway. We live approximately 1/3 mile from the toll road, and the noise is still significant. There is also no sound walls on the bridge over the river just west of the Beulah Road overpass. This acts as a funnel for sound into our neighborhood.<br>Thank you. | Policy, Analysis      | P3, P4, P14, A6      |
| 9  | Buhrman   | Gina              | Vienna | Sun Valley                  | Y                        | Web   | Sound walls must be updated in our community using the same standards as the rest of the beltway for the HOT lanes and in other parts of Fairfax County. The current sound walls are insufficient. The noise and traffic levels have increased significantly since their construction. When Metro comes through these walls MUST be brought to the highest Fairfax County Standards.  | Policy, Miscellaneous | P2, P3, P4, M2       |
| 10 | Smith     | Stewart and Betty | Vienna | No Name (owners since 1997) | Y                        | Web   | A sound barrier is desperately needed. Our property is directly bordering the Dulles Toll Road and the drainage pond. The sale of our property has been greatly affected by the noise. Buyers do not want the noise and the reduction in property value due to the noise level.   | Policy                | P15                  |
| 11 | Byard     | Marie             | Vienna | Sun Valley                  | Y                        | Web   | I live at 1616 Sereno Ct in the Sun Valley subdivision of Vienna. The noise level is becoming unbearable due to the construction of the new metro line. We need the same standards that the rest of Fairfax County abides by - large, sound barriers. As of now there is no sound barrier on the south side of Difficult Run and the noise reverberates down the stream, while the north side has a barrier! The current barrier is not tall enough! We need a wall and now. We pay the same taxes and deserve the same sound standards as the rest of Fairfax County. We need your action now.   | Policy, Analysis      | P3, P14, A3, A6      |

| ID | Last Name | First Name | City   | Community Name | Live Close to Toll Road? | Venue | Comment   | Category                    | FAQ Reference Number |
|----|-----------|------------|--------|----------------|--------------------------|-------|---|-----------------------------|----------------------|
| 12 | Ivanova   | Detelina   | Vienna | Sun Valley     | Y                        | Web   | <p>I live in the Hunter Mill District, in the Sun Valley community which is directly impacted by the ongoing Metrorail construction along the Dulles corridor and will be even more (negatively) impacted when the Metrorail project is completed and metro is screeching by our houses every day and night.</p> <p>While the Metrorail "improvement" will certainly benefit Fairfax County in increased business and tax revenues, it will also negatively affect our property values and quality of life for years to come. We are appalled that the MWAA is trying to sandbag the residents of the communities directly impacted by adopting noise standards considerably lower than those laid out in the Fairfax County Code, Chapter 108. I don't see why a handful of law-abiding, tax-paying residents have to bear the burden of this benefit to the whole county. Such discrimination is intolerable.</p> <p>This is likely our only opportunity to get the upgrades needed that other communities in McLean and the Tyson's area will surely have due to the standards around the HOT lanes and the construction of new walls. The HOT projects adopted the stricter, Fairfax County Code standard for noise, why isn't this being done for the Metrorail project?</p> <p>We have noticed a substantial increase in noise related to the increase in traffic and the construction. The noise of the traffic is constant and can be heard day and night as an unpleasant and continuous background noise.</p> | Policy, Rail, Miscellaneous | P1, P3, P14, R2, M2  |
| 13 | Jassal    | Paul       | Vienna |                | Y                        | Web   | <p>Noise is so deffening that with door &amp; window close it still feels that we are standing outside near the highway. We can hear cars, truck(which originally were not suppose to travel on the toll rd) and emergency vehicles. If situation of noise is bad can you imagine how it will be when metro is alive 12 to 16 hours a day. Having a soundwall will at least reduce some of the noise. It is very important not only for our peace of mind but for health too. If you want to judge the noise situation you are wellcome to visit us.</p>  | Analysis, Schedule          | A4, A9, S2           |

| ID | Last Name | First Name | City   | Community Name | Live Close to Toll Road? | Venue | Comment  | Category                        | FAQ Reference Number   |
|----|-----------|------------|--------|----------------|--------------------------|-------|--|---------------------------------|------------------------|
| 14 | Ward      | Susan      | Vienna | Sun Valley     | Y                        | Web   | I request that MWAA build sound walls along the Dulles Toll Road that meet Fairfax County's standards being used for the HOT lanes on the Beltway and in other parts of Fairfax County. I am concerned both about the noise and the pollution which have resulted from heavy traffic on the Toll Road during rush hour, and will of course be exacerbated by the opening of the Metro Rail Silver Line. The noise and traffic levels have increased significantly since the walls were originally constructed. The current walls are not sufficient now, and certainly will not be when the silver Line opens. | Policy, Analysis, Miscellaneous | P2, P3, P4, A3, M1, M2 |

| ID | Last Name | First Name      | City   | Community Name | Live Close to Toll Road? | Venue | Comment  | Category                        | FAQ Reference Number            |
|----|-----------|-----------------|--------|----------------|--------------------------|-------|--|---------------------------------|---------------------------------|
| 15 | Reese     | Sallie & Dennis | Vienna | Sun Valley     | Y                        | Web   | <p>I have lived in Fairfax County since 1968, and since 1981 in Sun Valley near the Dulles toll road. I plan to live here another 30 years! I am very concerned about the policy issues regarding the sound walls along the toll road. We would like support in ensuring the sound barriers meet or exceed Fairfax County standards.</p> <p>We have noticed a substantial increase in noise related to the increase in traffic and the construction. We used to hear Wolftrap performances from our front porch (over a mile away). The traffic sounds, especially the trucks in the evening, drown out the music, the birds, and sadly, the quiet of the night. I have bought a sound machine to use at night in my bedroom because the "vrooom" of the traffic is constant and can be heard day and night as an unpleasant and continuous background noise.</p> <p>While this "improvement" will certainly benefit Fairfax County in increased business and tax revenues, it will also negatively affect our property values and quality of life for years to come. This is likely our only opportunity to get the upgrades needed that other communities in McLean and the Tysons area will surely have due to the standards around the HOT lanes and the construction of new walls along the toll road. If we do not get new, improved sound walls we are being penalized because we have the old, ineffective walls in place. Our neighborhood has 167 homeowners and is home to approximately 500 people. The natural sound barrier of trees on Beulah Rd. opposite Lozano was cut down by an errant contractor and replantings will take years to regrow to the size that they were.</p> <p>Thank you and we look for the policy to reflect todays noise and community needs which should meet or exceed those of Fairfax County.</p> | Policy, Analysis, Miscellaneous | P2, P3, P4, P6, P14, A3, M2, M4 |

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|----|-----------|------------|--------|----------------|--------------------------|-------|--|---------------------------------|------------------------|
| 16 | Brook     | John       | Vienna | Sun Valley     | Y                        | Web   | I grew up in west Falls Church and watched the Metro and toll corridor develop. I now live 300 yards from the bridge over Difficult Run Bridge. There are no sound barriers over the bridge on the south side of the roadway. I know first hand what our lives will be like when the trains roll. Pushing this project through without further sound abatement measures will negatively impact our property values and our quality of life. Don't point blame to VDOT or some other public body. Please get together and fix this issue. | Analysis, Rail                  | A6, R2                 |
| 17 | Sandlin   | Allison    | Vienna | Sun Valley     | Y                        | Web   | For Rail--<br><br>The trees at the intersection of Lozano and Beulah were incorrectly cut downl. the noise level has increased dramatically. Construction trucks still park there during the day to work on the drainage pond (as of 6/9/10). Trees should be planted back there ASAP to reduce the noise and to eliminate the trucks parking there during the day. Trees planted near the top of the hill should have no impact on the work currently being done and should be done immediately.  | Miscellaneous                   | M4                     |
| 18 | Sandlin   | Tom        | Vienna | Sun Valley     | Y                        | Web   | I have concerns with the policy relating to existing sound walls. If neighborhoods without sound walls will have walls built, then will the neighborhoods with substandard will be brought to the same standards? Will the standards be different for new sound walls and existing sound walls? Is the sound standard for the walls along the toll road the same as the walls around the rest of fairfax county (hot lanes I495 and I95)?  | Policy, Analysis, Miscellaneous | P2, P3, P4, P6, A3, M2 |

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|----|-----------------|------------|--------|------------------------------------|--------------------------|---------------|--|--------------------------------|----------------------|
| 19 | Sandlin         | Allison    | Vienna | Sun Valley                         | Y                        | Web           | <p>Sound Models- I understand that sound measurements will be taken along the toll road to be used in models to determine sound along toll road. I would like the policy to CLEARLY address:</p> <p>1) existing walls that are not functioning as effective sound barriers and the timing in how these walls will be addressed.</p> <p>I would also like to see neighborhoods with existing sound walls in the initial sound measurements and be considered for upgrades at the SAME TIME as neighborhoods without walls.</p> <p>I would also like to know how upgrades to nonfunctioning sound walls would be performed-- i. e. double walls or increased height.</p> | Analysis                       | A1, A2, A3           |
| 20 | Jassal Joginder | Paul       | Vienna |                                    | Y                        | Comment Sheet | I think a wall is needed as, no wall is there. You can not sleep at 3:00 AM from the noise.  | Policy                         | P15                  |
| 21 | Fox             | James      | Reston | Winterport Cluster (78 townhouses) | Y                        | Comment Sheet | <p>1. Consider using quieter paving material on the roads.</p> <p>2. Consider reduced speed limits; or variable speed limits with lower speeds from ~10 pm to 6 am for example.</p> <p>3. Consider earth berms or trees in addition to highway sound walls.</p> <p>4. Consider cost sharing by the homeowner association in the formula when handling requests from townhome or condo associations, i.e. define the "cost" as MWAA's net cost, instead of actual, total project cost.</p>  | Policy, Funding, Miscellaneous | P9, P15, P16, F1, M5 |
| 22 | Volkert         | J. Jay     | Vienna | Wolf Den                           | Y                        | Comment Sheet | Noise should be uniformly abated along the Dulles Corridor-but car + rail  | Rail                           | R1                   |
| 23 | Brar            | Apwinder   | Vienna | Symphony Meadows                   | Y                        | Comment Sheet | <p>We are right on the toll rd - "its our back yard". The noise level is very high &amp; would welcome someone to come &amp; measure that. A catchment pond has been made &amp; all the trees were cut down - now we don't only hear the noise but can see the traffic. Would be nice if the trees would be replaced in the mean time. Hope the wall will be soundproof enough to take care of the rail &amp; traffic noise. We are unable to use our patio or pool area due to the uncomfortable sound levels.</p>  | Analysis, Rail, Miscellaneous  | A9, R1, M4           |

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| 24 | Reese     | Dennis     | Vienna | Sun Valley       | Y                        | Comment Sheet | Concerned about existing walls built in 1980s which do not meet standards for today's volume of traffic & sound.   | Analysis       | A1                   |
| 25 | Edwards   | David      | Reston |                  | Y                        | Comment Sheet | As an active member of the Fairfax Co. Airports Advisory Comm, Reston Association, and other transportation monitoring groups in Reston, I am only aware of one citizen complaint concerning highway noise from the Dulles Highway. Of all the concerns about transportation issues, I believe the sound wall project is one of the least effective places to devote scarce transportation funds today. On the priority list, sound walls are near the bottom. It represents a project we can address in the future when transportation funds are available. | Miscellaneous  | M7                   |
| 26 | Bognet    | Jim        | Vienna | Symphony Meadows | Y                        | Comment Sheet | Way too loud!<br>Must get sound wall!  | Policy         | P15                  |
| 27 | Buhrman   | Gina       | Vienna | Sun Valley       | Y                        | Comment Sheet | The policy is not clear as to when and where the noise tests will be done. We have a soundwall in place however at this time it does not serve its purpose. More traffic along the toll Rd has deemed the wall ineffective. The policy doesn't make sense to do a noise study before the Rail is constructed. Why does the railway have their own noise barriers & then MWAA have another?   | Analysis, Rail | A1, A2, A9, R1       |
| 28 | Bank      | Kathryn    | Vienna | Symphony Meadows | Y                        | Comment Sheet | When taking data & sound pressure meters, please take into account: summer traffic patterns - school, buses, vacation, etc.; tractor trailers from airport; rain (screeching breaks); traffic jam (bumper to bumper) less noise vs. 4:30 AM rush hour; somedays heavier ex: Wednesday higher traffic vs. a Friday; if a sound wall is placed on opposite side of Toll Rd - what will the reverberation be if our neighborhood doesn't qualify; please take into account future metro traffic, metro pumping breaks, etc.                                     | Analysis, Rail | A5, A8, A9, R1       |
| 29 | Gasser    | Susan      | Vienna | Chathams Ford    | Y                        | Comment Sheet | Concerns about the sound increase that will result from deflection off of the metro structure.   | Rail           | R1, R2               |

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| 30 | Brook     | John       | Vienna | Sun Valley     | Y                        | Comment Sheet | Barriers on the other side (North) of difficult run refract sound back to the north which has no wall. Sound permeates the neighborhood. The sound comes into the neighborhood from where the wall does not exist. All my immediate neighbors are here at this meeting. Why is there a wall on one side of the bridge? Please reference diagram on the back of this paper.  | Analysis                | A6, A8               |
| 31 | D'Andrade | Barbara    | Vienna | Sun Valley     | Y                        | Comment Sheet | <p>Primary concern - our neighborhood has been impacted over the years by the expansion and increased traffic over the 24 years I have lived there.</p> <ol style="list-style-type: none"> <li>1. Current Noise Barrier - not sufficient - needs to be higher.</li> <li>2. "Hole" in the barrier (no barrier by Difficult Run &amp; the bridge - the noise actually wraps around the current wall &amp; accelerates the noise level. Something needs to be done there.</li> <li>3. We need a study done in our neighborhood. It would be good if your representatives actually met in our neighborhood to hear the noise - day &amp; night.</li> <li>4. The error made by your contractors in taking down trees is inexcusable (across Lozano Dr at Beulah Rd). Trees must be replanted &amp; contractor needs to face consequences, not just fired.</li> </ol> | Analysis, Miscellaneous | A2, A3, A6, A9, M4   |
| 32 | Hansman   | Judy       | Vienna | Sun Valley     | Y                        | Comment Sheet | Last fall the noise from the Toll Rd. was so loud neighbors could not use their yards. Testing noise in the middle of the summer will give you false information due to the fact that there is more foliage to absorb noise and also typically the traffic is somewhat less in the summer. We currently have noise barrier walls but they were originally built for less traffic. They now need to be raised and repaired. Fairfax County receives large amounts of property taxes from the sub-divisions like ours along the toll road. These taxes will decrease as will our property values due to the unexceptable noise.   | Analysis                | A3, A5               |

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| 33 | Sandlin   | Allison    | Vienna | Sun Valley     | Y                        | Web           | For Rail--<br><br>The trees at the intersection of Lozano and Beulah were incorrectly cut downl. the noise level has increased dramatically. Construction trucks still park there during the day to work on the drainage pond (as of 6/9/10). Trees should be planted back there ASAP to reduce the noise and to eliminate the trucks parking there during the day. Trees planted near the top of the hill should have no impact on the work currently being done and should be done immediately.   | Miscellaneous | M4                   |
| 34 | Holland   | Chris      | Vienna | Shouse Village | Y                        | Comment Sheet | My comment relates to the "lawn seating area" of Wolf Trap National Park. The 1988 DEIS prepared to support the first Toll Road widening project reported a leq dba noise level reading of 61 that was taken in September 1987. (See page 51 of that 1988 DEIS). That reading was significantly higher than the 57 dba standard that that same DEIS stated was the standard limit for areas such as Wolf Trap. I never understood how that 1988 project justified its going forward until a lower leq dba reading was achieved prior to construction (the outside balcony ramp entrances to the "house seats" inside the Filene Center "pavillion" - i.e. where the measurement was taken - pass over the park's lawn seating area until they reach the top of the bowl shaped lawn seating area). The toll road was subsequently widened three times after that 61 dba reading was taken (to the best of my knowledge) and Dulles Greenway traffic was subsequently permitted to be funnelled in, as well. What is the current dba reading at that 1988 measurment spot? And will there be any precautions taken to prevent passing trains from creating spikes of wheel squeals that might disrupt the enjoyment of lawn patrons who are listening to lutists like James Galway & Jean Pierre Rampa at Wolf Trap? Thank you for the opportunity to comment. | Analysis      | A10                  |

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| 35 | Keever       | David      | Vienna | Shouse Village | Y                        | Comment Sheet | <p>Make sure public knows this is not part of NEPA but is part of transfer (privitization) agreement.</p> <p>Start to sensitize public to the full cost of a soundwall - new, retrofit, etc.</p> <p>Make sure public know that soundwalls on I-66 were federal subsidized. This most likely will not happen in DTR corridor - so corridor &amp; corporation will have tough budget choices.</p>   | Policy                          | P15                  |
| 36 | Cacciapaglia | Joe        | Vienna | Sun Valley     | Y                        | Comment Sheet | <p>My 2 biggest concerns are the increased traffic &amp; accompanying noise since we moved into the area in 2001. The lack of sound barriers under the Difficult Run overpass and the stretch in front of Chadham's Ford create a tremendous amount of noise &amp; it's getting worse &amp; will only get worse again with metro. Please address these issues.</p>  | Analysis                        | A6                   |
| 37 | Byard        | Marie      | Vienna | Sun Valley     | Y                        | Comment Sheet | <p>No sound barrier on So. side of Difficult Run Bridge, the noise travels very far along Difficult Run.</p> <p>Please measure the sound in our neighborhood even though we have a wall built in 1988 - because of the gap at Difficult Run.</p> <p>The retention pond at Lozano &amp; Beulah has impacted the noise travelling down Lozano into the neighborhood. Put back the dirt and plant the trees and in the future monitor your contractors - learn from this noisy mistake.</p> <p>Who is the ultimate body that decides our "fate" as far as noise - which will only get louder. A board that doesn't live in the area? This board is not elected, this concerns me! I will be contacting my elected officials to speak up for me and my concerns.</p> <p>As to #10 on the proposed policy - please replace our wall to the appropriate height for the noise generated.</p> <p>Don't ignore Sun Valley Subdivision.</p> <p>I spoke with Mike (engineer from Severna Pk) and Mike Cooper. They were informative. I will be in touch if I have questions. Thank you, Marie.</p> | Policy, Analysis, Miscellaneous | P1, A1, A6, A9, M4   |

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| 38 | Walters   | Elizabeth  | Vienna | Sun Valley       | Y                        | Comment Sheet | I am about 200 yards from Dulles Bridge over Difficult Run. There is no wall on the South Side of the bridge and the noise has increased tremendously since the wall was but on North Side. The traffic noise is so loud at times you can't carry on conversation. Please measure the noise. The clearing done Beulah has also made a huge noise difference.   | Analysis, Miscellaneous               | A6, A7, M4           |
| 39 | Prithcard | Trene      | Vienna | Symphony Meadows | Y                        | Comment Sheet | Since sound study simulates leaves off trees during the summer conditions when actual sound readings will be taken - will MWAA consider a verification process (taking readings in winter) when the leaves are off the trees to verify the "models simulation"   | Analysis                              | A5                   |
| 40 | Duff      | Lee        | Vienna | Sun Valley       | Y                        | Comment Sheet | 1. Will the existing sound walls be tested for effectiveness as well as structural integrity?<br>2. If sound levels are being measured over an hour, but trains only run intermittently during the hour, isn't the noise from the trains effectively evened out?   | Analysis, Rail                        | A2, R3               |
| 41 | Rosenberg | Sue        | Vienna | Shouse Village   | Y                        | Comment Sheet | Remeasure noise levels in autumn AFTER the leaves fall to validate your model. Don't assume that there will be no noise from trains and also do assume 8 car trains. Measure after school starts. \$40K mitigation is completely too low for the current value of homes. That was a valid number when the road was built but is no where near what it should be - it should be comparable to the value of homes. Must consider rail noise as part and parcel of soundwalls and must consider max noise as opposed to average noise. Should consider noise abatement levels consistent with WMATA and HOT Lanes. We were here before you. I understand that there will not be any parapets along the tracks near my community. Need more room for comments. | Policy, Analysis, Rail, Miscellaneous | P8, A5, R1, R3, M2   |
| 42 | Calahan   | Ken        | Vienna | Shouse Village   | Y                        | Comment Sheet | I live in Shouse Village and while relatively far from the Toll Road, do hear quite a bit of noise coming from the Toll Road. Because Shouse Village is just on the north side of Wolf Trap run, we do not have any noise "protection" or "shielding" between our houses and the segment of the toll road between Trap Road and Difficult Run. Please include Shouse Village in your assessment plan.  | Analysis                              | A6                   |

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|----|-----------|------------|--------|----------------|--------------------------|---------------|---|--------------------|----------------------|
| 43 | Calahan   | Ken        | Vienna | Shouse Village | Y                        | Comment Sheet | <p>1. I would like to have seen a poster board that addressed metro train (silver line) sound behavior as well as the automotive posters that were shown in the "science of sound" section.</p> <p>2. I would like to see a measurement location plan that shows which properties will be asked to host a sound level recorder. That way, if my residence is not asked to host a sound level meter, I can see where the nearest location is and/or the notional envelope of your measurement plan.</p>  | Analysis, Rail     | A9, R1               |
| 44 | Beggs     | James      | Vienna | Shouse Village | Y                        | Comment Sheet | How do we find out schedule/plans/updates and results of the sound modeling project? Thank you.   | Analysis, Schedule | A9, S1, S2           |
| 45 | Martin    | Mike       | Reston | South Reson    | N                        | Comment Sheet | Noise from new rail cars with metallic brake pads will have a significant noise impact to the corridor. What assurances do we have about using alternative pad (quieter) in Dulles Corridor. Will Fairfax County Building Code be adjusted to reduce noise on building above floors 4-10 above help of noise wall?  | Policy, Rail       | P3, P4, R1           |
| 46 | Beggs     | James      | Vienna | Shouse Village | Y                        | Web           | <p>I attended the workshop yesterday and submitted a comment, but have one more.</p> <p>In my web research, I get conflicting information on just how loud 67 db's is. One stated that prolonged 65 db exposure will cause circulatory problems...another said it was the level of a normal conversation. How did you arrive at 67 dbs and how did you substantiate that this number is reasonable?</p>   | Policy             | P4                   |
| 47 | Byard     | Marie      | Vienna | Sun Valley     | Y                        | Web           | <p>The public meeting last night seemed like a waste of time. The points your team was making was the same as your website. There didn't seem to be any "listening" and "addressing" our concerns. It was always write down your comments! How about the "board" coming into our neighborhood and "listening" to our concerns the "noise". Let the board of 13 who don't even live in the area hear first hand what our concerns are and then let them tell me to my face that I should just write down my concerns. Or in other words, write down your concerns but, we know what is best for you.</p> | Analysis           | A9                   |

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| 48 | Smalera   | Dolly      | Vienna | Sun Valley     | Y                        | Web   | <p>I just wanted to share with you why I'm up at 5am on a Saturday morning. I was awoken at 4:42am by a large truck or motorcycle traveling the Dulles Toll Road. Mind you, I was sound asleep inside my house with the air conditioning fan running to off-set out the noise. And our home isn't directly on the Toll Road.</p> <p>We've done all that we can to address the noise in our home. We have new, high-end windows and run the fan most nights. Now, our other option is for the county, state, and federal authorities to do what they need to do. PLEASE assist us in my community's effort to have the gap by Difficult Run along with other filled...and correct the sub-standard walls that currently exist through the rest of the community. Our community deserves the same standards as the rest of Fairfax County.</p> | Policy, Analysis | P3, A3, A6           |

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| 49 | Patel     | Dixit      | Vienna | Chathams Ford  | Y                        | Web   | <p>1. MWAA is trying to separate this noise study effort from Dulles Rail project. This effort should be combined with Dulles Rail project effort to mitigate noise issues as there will be added noise due to train passing every 3-7 minutes during busy hours.</p> <p>2. The Rail project is planning to install parafait barriers to limit train noise. I believe that these barriers will reflect the noise from vehicles on toll road and add to existing noise that is already above the federal limits.</p> <p>3. Trees and vegetation should not be considered as acceptable barrier to reduce noise as during winter there are no leaves to protect from highway and rail noise.</p> <p>4. Your policy to do sound study only once should be reconsidered. Since the Dulles rail project is already approved and under construction, either this committee should wait until after the train is under operation or should have a plan to perform sound study before and after the rail project.</p> <p>5. Although train noise is a spike (Lmax), trains running every 3-7 minutes during rush hour will increase Leq(H) and L10H readings beyond the federal limits.</p> <p>6. Per Federal Transportation Administration (FTA), any new transportation project (including Rail) is responsible to mitigate noise issues if that project is going to add noise to existing noise to exceed federal noise guidelines. Since MWAA is building Dulles Rail and is also operator of Dulles Toll Road, this committee should address both highway and rail noise as one and not separate issues.</p> <p>7. Although trucks are not permitted on the toll road, we hear many trucks passing on toll road and this study should consider potential truck noise in the proposed noise model.</p> | Policy, Analysis, Schedule, Rail | P9, A4, A8, S1, R1, R2, R3 |

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| 50 | Patel     | Ketu       | Vienna | Chathams Ford  | Y                        | Web   | <ol style="list-style-type: none"> <li>1. MWAA is trying to separate this noise study effort from Dulles Rail project. This effort should be combined with Dulles Rail project effort to mitigate noise issues as there will be added noise due to train passing every 3-7 minutes during busy hours.</li> <li>2. The Rail project is planning to install parafait barriers to limit train noise. I believe that these barriers will reflect the noise from vehicles on toll road and add to existing noise that is already above the federal limits.</li> <li>3. Trees and vegetation should not be considered as acceptable barrier to reduce noise as during winter there are no leaves to protect from highway and rail noise.</li> <li>4. Your policy to do sound study only once should be reconsidered. Since the Dulles rail project is already approved and under construction, either this committee should wait until after the train is under operation or should have a plan to perform sound study before and after the rail project.</li> <li>5. Although train noise is a spike (Lmax), trains running every 3-7 minutes during rush hour will increase Leq(H) and L10H readings beyond the federal limits.</li> <li>6. Per Federal Transportation Administration (FTA), any new transportation project (including Rail) is responsible to mitigate noise issues if that project is going to add noise to existing noise to exceed federal noise guidelines. Since MWAA is building Dulles Rail and is also operator of Dulles Toll Road, this committee should address both highway and rail noise as one and not separate issues.</li> <li>7. Although trucks are not permitted on the toll road, we hear many trucks passing on toll road and this study should consider potential truck noise in the proposed noise model.</li> </ol> | Policy, Analysis, Schedule, Rail | P9, A4, A8, S1, R1, R2, R3 |

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| 51 | Hansmann  | Judy & Jack | Vienna | Sun Valley     | Y                        | Letter | <p>Dear Congressman Moran,</p> <p>We live in the Sun Valley community which is adjacent to the Dulles Toll Road and are suffering because of noise of the Dulles Rail construction and traffic in general on the road. My neighborhood has sound wall barriers that were built in 1988. They no longer protect us from the construction noise nor from the noise generated by the future Dulles Rail operations. Therefore, we respectfully request that you write to MWAA and ask (1) that a noise study be conducted physically in our neighborhood and not just on the roadside barriers which will only give a false reading of what the noise level actually is in our neighborhood, (2) that the gap in the noise wall at Difficult Run (south side) and the Dulles Toll Road be filled, and (3) that the trees which were clear cut at Beulah Dr. and Dulles Toll Rd be replaced and a sound barrier installed. We request that you Congressman Moran, keep a close eye on this for us. Further, as a long-term measure, we respectfully request that you look at the structure of MWAA and the challenges of having adequate community consideration by an unelected corporate board.</p> <p>We are Judy and Jack Hansmann and we live at 9801 Squaw Valley Dr. My neighborhood has 167 households that were directly affected with the construction of the retention pond at Beulah and Dulles Toll Road. We had a promise of trees would not be removed. However, there was total clear cutting; thus our only sound barrier has been destroyed. Also, there has never been a sound wall over the south side of the bridge on the Dulles Toll Road which spans Difficult Run. The noise reverberates down the Run's canyon affecting all of Sun Valley. Unless we have proper sound barrier walls constructed our property values will reduce substantially along with the taxes Fairfax County receives from these properties. It is in the best interest of not only our community but the Fairfax County community as a whole that MWAA properly pursue the Metrorail Project.</p> <p>Thus far we have taken the following steps to remedy our situation but it hasn't worked. We have written to MWAA, Virginia Senator Chap Peterson, Supervisor Cathy Hudgens, attended the Public Workshop on June 10 and</p> | Analysis, Miscellaneous | A1, A6, A7, A8, A9, M4 |

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| 51 | Hansmann  | Judy & Jack | Vienna | Sun Valley     | Y                        | Letter | <p>written comments to leave with the MWAA policy committee, and I am concerned that our neighborhood's request for sound walls has fallen on deaf ears.....</p> <p>We seek your assistance in writing a letter to MWAA requesting they take the required steps to protect our neighborhood by constructing a proper sound wall.</p> <p>Thank you Congressman Moran for taking action on the problems stated in the first paragraph. We are looking forward to a resolution to these problems with your help.</p> <p>Sincerely,<br/> Judy Hansmann<br/> Jack Hansmann</p> | Analysis, Miscellaneous | A1, A6, A7, A8, A9, M4 |

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| 52 | Bank      | Dr. Ronald S. | Vienna | Symphony Meadows | Y                        | Certified Mail | <p>The Symphony Meadows community has proactively and tirelessly communicated with numerous MWAA and VDOT officers and staff and our federal, state and local elected officials and staff since January 2006. Our concerns about the detrimental impacts of existing and future noise levels on our community are well known to and well documented with MWAA. In each of our communications, MWAA staff has assured us that once a uniform standard and noise abatement policy is formalized, a comprehensive resolution of the current and future noise problem would be implemented consistent with its written January 2006 pledge.</p> <p>Unfortunately, the draft policy as currently proposed is neither consistent with that pledge nor is it likely to provide much needed protection for those residential communities like Symphony Meadows, that currently endure an uninterrupted barrage of intrusive and detrimental noise from the DTR. As discussed in the following comments, major changes in the draft policy must be made if MWAA honestly intends to address the serious noise impacts associated with the DTR and the new rail project.</p> <p>MWAA Historical Commitment to Sound Walls</p> <p>Symphony Meadows homeowners consider MWAA's long-standing pledge to address traffic noise concerns along the Dulles Toll Road and Dulles Airport Access Highway (DTR) as a binding commitment.</p> <p>This minimum and unequivocal obligation was initially stated on page four (4) in MWAA's "Dulles Corridor Project: Proposal to Operate the Dulles Toll Road and Build Rail to Loudoun County" dated January 17, 2006. In that document, MWAA stated "the Airports Authority will harness the revenue stream from the Toll Road and use it efficiently to accomplish rail to Dulles and, in consultation with other jurisdictions, construct much needed improvements in the Dulles Corridor. Key components of the Airports Authority plan include the following ...</p> | Policy, Analysis, Schedule, Rail, Miscellaneous | P3, P4, P5, P7, P8, P9, P10, P11, P15, A1, A2, A3, A7, S1, R1, R2, M1, M4 |

| ID | Last Name | First Name    | City   | Community Name   | Live Close to Toll Road? | Venue          | Comment  | Category  | FAQ Reference Number  |
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| 52 | Bank      | Dr. Ronald S. | Vienna | Symphony Meadows | Y                        | Certified Mail | <p>Improve sound walls in the corridor; Replace/construct three to five miles of walls; Repair/maintain 10 additional miles” (emphasis added).</p> <p>However, the draft policy as proposed has numerous and potentially grave shortcomings that must be resolved to fulfill MWAA’s long-standing pledge to the correct escalating noise problems along the DTR.</p> <p>The Symphony Meadows community wishes to note two aspects of the draft noise policy in particular that do not mirror previous written MWAA commitments. The guidance established by the draft policy could, in fact, function to overturn these obligations. The final policy must specifically and unequivocally address each of these points.</p> <ul style="list-style-type: none"> <li>•First, MWAA's 2006 pledge to address DTR noise comprehensively was reflected in a letter dated February 6, 2009 from Mr. James E. Bennett, (former) President and CEO of MWAA, to the Honorable J. Chapman Petersen, Senate of Virginia. This letter stated “the Airports Authority will fulfill the commitment outlined in our 2006 Dulles Corridor Proposal to replace/construct three to five miles of sound walls and repair/maintain an additional ten miles of sound walls in the corridor.” The draft noise policy is ominously silent on this minimum commitment. The terms of the final policy must not restrict in any way this minimum and unequivocal pledge to correct noise problems along the DTR.</li> </ul> <p>The Symphony Meadows community recognizes the value of establishing generic criteria to guide MWAA in evaluating noise mitigation efforts. However, instead of clearly stating how MWAA intends to fulfill its 2006 pledge, the draft policy establishes specific criteria for “qualifying” sound levels, “qualifying” sound level reduction, or “qualifying” cost-per-benefited property that, either by design or oversight, will most likely serve to eliminate currently unprotected residential areas from consideration for new noise walls. The success of this</p> | Policy, Analysis, Schedule, Rail, Miscellaneous | P3, P4, P5, P7, P8, P9, P10, P11, P15, A1, A2, A3, A7, S1, R1, R2, M1, M4 |

| ID | Last Name | First Name    | City   | Community Name   | Live Close to Toll Road? | Venue          | Comment   | Category  | FAQ Reference Number  |
|----|-----------|---------------|--------|------------------|--------------------------|----------------|---|---|---|
| 52 | Bank      | Dr. Ronald S. | Vienna | Symphony Meadows | Y                        | Certified Mail | <p>noise policy must not be measured by how many residential properties MWAA excludes from protection.</p> <p>MWAA states that there are currently 7.5 linear miles of sound wall along the DTR. These existing walls shield a very large percentage of the residential communities bordering the DTR from intrusive noise levels. There appear to be an additional 2.5 linear miles of residential communities along the DTR that are not shielded by sound walls. Noise mitigation decisions under MWAA's final noise policy must not continue to discriminate in the level of noise protection provided to its existing residential neighbors. The Symphony Meadows community believes that all existing residential areas bordering the DTR must be protected by equivalent noise mitigation measures.</p> <p>Further, it is our view that those areas experiencing the highest noise levels or that currently have a "line-of-sight" view of the roadway should be provided the highest priority in decisions authorizing the installation of new sound walls along the DTR.</p> <p>•Second, a letter dated January 18, 2007 from Mr. James E. Bennett, (former) MWAA President and CEO, to Dr. Ronald Bank, Secretary Symphony Meadows Homeowners Association, committed MWAA to "insuring that environmental issues – including those from rail and highway noise – are addressed should we be granted final approval to construct rail in the corridor."</p> <p>Unfortunately, the draft noise policy appears to limit consideration to "noise increases or decreases associated with traffic growth or contraction" only. A subsequent fact sheet prepared by MWAA for the June 2010 public meeting on the draft noise policy emphasized "highway noise generated by the Dulles Toll Road" and downplayed its applicability to noise from the Dulles Rail Project.</p> <p>The limitation is contrary to Mr. Bennett's commitment and is inconsistent with the stated intent of the draft policy to address "future noise levels" over the next 10-20</p> | Policy, Analysis, Schedule, Rail, Miscellaneous | P3, P4, P5, P7, P8, P9, P10, P11, P15, A1, A2, A3, A7, S1, R1, R2, M1, M4 |

| ID | Last Name | First Name    | City   | Community Name   | Live Close to Toll Road? | Venue          | Comment  | Category  | FAQ Reference Number  |
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| 52 | Bank      | Dr. Ronald S. | Vienna | Symphony Meadows | Y                        | Certified Mail | <p>years at a minimum. It also raises the issue of just what level of noise mitigation is MWAA actually planning to construct along the DTR as part of the Dulles Rail Project.</p> <p>The December 2004 Final Environmental Impact Statement (FEIS) for the Dulles Rail Project described in general terms MWAA's intent to install short parapet walls along "aerial" portions of the rail project. The FEIS also discussed their taller parapets along selected other portions of the DTR. Such parapets are intended to provide mitigation primarily for "wheel noise". They do not, however, eliminate all noise impacts from train operations. Residual train noise will extend beyond the parapet walls and will combine with increasing highway traffic on the DTR to exacerbate noise impacts on nearby, unprotected and under-protected residential communities.</p> <p>Unfortunately, the FEIS shows that major sections of the DTR between its intersection with Route 7 and the Dulles Airport will have no parapet walls. How can MWAA claim to have addressed rail noise impacts when its plan for noise mitigation includes only short parapet walls along "aerial" segments of the rail project and then short sections of parapet walls in only a few other locations? The Symphony Meadows community asks MWAA to provide detailed information on the exact location and height of parapet walls it intends to install as a part of the Dulles Rail Project.</p> <p>Just as MWAA's 2008 assumption of the DTR included both its highway operations and the construction and operation of rail facilities, its final noise policy must address all existing and future sources of noise associated with the DTR in a comprehensive manner. The draft noise policy contemplates the use of computer modeling to predict future noise levels and, as such, impacts from both rail and highway noise must be reflected in MWAA's upcoming sound wall decisions.</p> <p>The Symphony Meadows community believes that the scope of any final noise policy must be comprehensive and</p> | Policy, Analysis, Schedule, Rail, Miscellaneous | P3, P4, P5, P7, P8, P9, P10, P11, P15, A1, A2, A3, A7, S1, R1, R2, M1, M4 |

| ID | Last Name | First Name    | City   | Community Name   | Live Close to Toll Road? | Venue          | Comment   | Category  | FAQ Reference Number  |
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| 52 | Bank      | Dr. Ronald S. | Vienna | Symphony Meadows | Y                        | Certified Mail | <p>must specifically include the impacts from both highway and future rail noise in making its noise mitigation decisions.</p> <p>Section 2: Definitions</p> <p>The Symphony Meadows community ...</p> <ul style="list-style-type: none"> <li>•Questions MWAA’s general comment in the proposed definition of “abatement” on page 1 that “planting vegetation between the noise source and receptor(s) is not considered an abatement measure because it is rarely acoustically effective.”</li> </ul> <p>Recently, the Dulles Rail Project began construction of a storm water drainage pond along the DTR right-of-way in the general vicinity of 1606, 1617 and 1639 White Pine Drive (between Beulah Road and Trap Road). Prior to this construction activity these homes were “buffered’ from the DTR by a sizeable stand of large, mature trees. This “vegetation” provided both an acoustical and visual shield from some of the current highway noise. A contractor for the Dulles Rail Project removed a significant number of these trees to accommodate the new drainage pond.</p> <p>The result of this activity has been a detrimental increase in the actual and perceived noise levels affecting these and other nearby residences. Unfortunately, MWAA has neither quantified nor made any effort to address this recent problem. As this actual situation demonstrates, vegetation can provide meaningful protection to both the actual and perceived impact of highway noise. We recognize that vegetation alone cannot provide much of the noise protection that residential communities need, but such minimum shields do add value. We recommend that MWAA reconsider this general comment.</p> <ul style="list-style-type: none"> <li>•Recommends that the proposed definition of “benefited” on page 1, which states that abatement measures must reduce “the noise level at the receptor by at least 5 decibels”, include consideration of both actual and</li> </ul> | Policy, Analysis, Schedule, Rail, Miscellaneous | P3, P4, P5, P7, P8, P9, P10, P11, P15, A1, A2, A3, A7, S1, R1, R2, M1, M4 |

| ID | Last Name | First Name    | City   | Community Name   | Live Close to Toll Road? | Venue          | Comment   | Category  | FAQ Reference Number  |
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| 52 | Bank      | Dr. Ronald S. | Vienna | Symphony Meadows | Y                        | Certified Mail | <p>“perceived” noise reduction. This recommendation is addressed in greater detail in our comments under “Traffic Noise Fundamentals” below.</p> <ul style="list-style-type: none"> <li>•Recommends that the definition of “future noise level” on page 2 be changed to include not only noise increases (or decreases) associated with highway traffic growth (or contraction) but also noise increases from future rail operations. Although MWAA claims that rail noise is being mitigated as part of the Dulles Rail Project (a claim which appears incredibly weak given the minimal use of parapet walls along the DTR corridor, as noted earlier in these comments), there will continue to be measurable noise from rail operations that will impact nearby residential communities. Because, future noise levels along the DTR will be affected by both highway and rail sources, it is neither logical nor efficient for MWAA to attempt to separate noise mitigation measures by noise source. This change is also necessary to conform MWAA’s noise policy to its long-standing pledge.</li> <li>•Recommends that the definition of “impacted” on page 2 be amended so that any residential property with “line-of-sight” views of the DTR will be considered for noise mitigation if their measured worst-case Leq noise levels approaches 5 dBA (rather than 1 dBA) of the Noise Abatement Criteria for the applicable category. This is addressed in greater detail in our comments under “Traffic Noise Fundamentals” below.</li> </ul> <p>Section 4: Traffic Noise Fundamentals</p> <p>The draft noise policy on page 4 states that traffic noise levels depend upon eight factors, including traffic volume, vehicle speed, vehicle category mix, duration and frequency of traffic, distance between vehicles and receptors, intervening barriers, ambient environment, and terrain. There is, however, another equally important factor, namely “visibility of the noise source.”</p> <p>It is well know that residents living in communities which</p> | Policy, Analysis, Schedule, Rail, Miscellaneous | P3, P4, P5, P7, P8, P9, P10, P11, P15, A1, A2, A3, A7, S1, R1, R2, M1, M4 |

| ID | Last Name | First Name    | City   | Community Name   | Live Close to Toll Road? | Venue          | Comment   | Category  | FAQ Reference Number  |
|----|-----------|---------------|--------|------------------|--------------------------|----------------|---|---|---|
| 52 | Bank      | Dr. Ronald S. | Vienna | Symphony Meadows | Y                        | Certified Mail | <p>have a direct line-of-sight to a highway or rail operation, such as the DTR, “perceive” higher levels of noise impact than are actually measured. Based on conversations with professional acoustic consultants with extensive experience in highway noise measurement and mitigation, “seeing” the noise source increases the “perceived” noise by 5 dBA above the actual measured level.</p> <p>For this reason, the Symphony Meadows community recommends that MWAA’s final noise policy allow residential communities with “line-of-site” views of the DTR to qualify for consideration of noise abatement if measured noise levels are within 5 dBA of the applicable Noise Abatement Criteria (rather than the 1 dBA variance proposed in the draft policy).</p> <p>It should also be noted that noise levels involve the cumulative effect of any activity that generates sound. In the case of the DTR, the major contributors to noise will include highway traffic and future rail operations. Rail noise levels are affected by, but not limited to, train duration and frequency, train speed, train length, height and effectiveness of noise mitigation from parapet wall installation, actual noise mitigation from existing sound walls or other mitigation measures, distance between rail tracks and receptors, ambient environment and terrain.</p> <p>The Symphony Meadows community notes that proper metric for analyzing noise from train operations in Lmax rather Leq(h) or L10(h). Trains pass receptors in short intervals but create high level noise “bursts” as they pass those receptors generating Lmax levels near 80 dBA. Parapet walls (wherever they may be installed by MWAA) may dampen, but certainly will not eliminate, wheel noise in the immediate vicinity of the track. These minimal walls provide virtually no mitigation for sound pressure induced noise from the train cars. This residual noise will extend well beyond the track area. As noted above, residual train noise will combine with growing highway noise to exacerbate existing problems in unprotected or unshielded residential areas near the DTR.</p> | Policy, Analysis, Schedule, Rail, Miscellaneous | P3, P4, P5, P7, P8, P9, P10, P11, P15, A1, A2, A3, A7, S1, R1, R2, M1, M4 |

| ID | Last Name | First Name    | City   | Community Name   | Live Close to Toll Road? | Venue          | Comment  | Category  | FAQ Reference Number  |
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| 52 | Bank      | Dr. Ronald S. | Vienna | Symphony Meadows | Y                        | Certified Mail | <p>The Symphony Meadows community believes that a comprehensive noise policy must address all sources of noise and that MWAA’s final noise policy must be expanded to address the anticipated level and impact of noise from future rail activities in addition to highway traffic noise.</p> <p>Section 5: Noise Abatement Criteria (Table 2)</p> <p>The draft noise policy references and proposes to use current federal noise abatement criteria (Table 2). MWAA staff has advised that residential communities along the DTR will be considered as “Activity Category B”.</p> <p>The description of activities within Category B is unreasonably broad. Many of the activities in this category do not share the same sensitivity to noise. For instance, an Leq(H) of 67 dBA will have much greater impact on “residences or hospitals” than on “picnic areas, playgrounds, parks, schools or churches”. Residential and hospital areas involve people who are presented for extended time periods during both day and night. These areas share a clear and undeniable value for serenity and quiet and are significantly impacted by quality-of-life factors such as ambient noise and the visual attributes of the surrounding environment. Preserving these qualities is also essential to achieving MWAA’s stated goal of being a “good neighbor.”</p> <p>The Symphony Meadows community recommends that MWAA establish a “B+” Activity Category for those limited areas (such as residences or hospitals) which may not qualify as Category A but are clearly more noise sensitive than other activities currently included within Category B (such as playgrounds, picnic areas and parks). It is recommended that the Noise Abatement Criteria for this Activity Category B+ be established with criteria levels of Leq(H) 62 dBA and L10(H) 65 dBA.</p> <p>Section 7: Feasibility/Reasonability Criteria</p> | Policy, Analysis, Schedule, Rail, Miscellaneous | P3, P4, P5, P7, P8, P9, P10, P11, P15, A1, A2, A3, A7, S1, R1, R2, M1, M4 |

| ID | Last Name | First Name    | City   | Community Name   | Live Close to Toll Road? | Venue          | Comment  | Category  | FAQ Reference Number  |
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| 52 | Bank      | Dr. Ronald S. | Vienna | Symphony Meadows | Y                        | Certified Mail | <p>The Symphony Meadows community ...</p> <ul style="list-style-type: none"> <li>•Supports the ability of MWAA to “make exceptions on a case-by-case basis” as mentioned on page 6. Such a “safety-valve” would allow MWAA to address special situations that might be excluded by the literal terms of the final noise policy. However, a policy that depends to a large extent upon the use of “case-by-case exceptions” to accomplish its goals is not a “good” policy.</li> </ul> <p>The Symphony Meadows community believes that, taken as a whole, the criteria proposed in the draft noise policy will likely preclude many, if not most, of the current unprotected residential areas along the DTR from qualifying for noise mitigation measures. Consequently it is very likely that, under the draft policy, MWAA will be forced to “make exceptions” on many occasions in order to fulfill its written commitment to replace/construct 3-5 miles of sound walls and repair/maintain 10 miles of existing sound walls and to achieve its stated goal of being a “good neighbor.”</p> <p>A policy where “decision-by-exception” becomes necessary to achieve its goals typically fails because exceptions for one ultimately necessitate exceptions for all. In this situation, the policymaker may be forced to suspend granting any exceptions in order to avoid confusion, distrust, and conflict among the parties. This outcome would be a gross disservice to the residents in those areas that clearly need noise protection from growing levels of noise from the expanding DTR operations.</p> <p>As important as exceptions may be to fully achieve MWAA’s noise mitigation goals, it is even more important for MWAA to change the draft policy to establish reasonable criteria that will achieve the majority of its noise mitigation goals without over-reliance on the use of exceptions.</p> | Policy, Analysis, Schedule, Rail, Miscellaneous | P3, P4, P5, P7, P8, P9, P10, P11, P15, A1, A2, A3, A7, S1, R1, R2, M1, M4 |

| ID | Last Name | First Name    | City   | Community Name   | Live Close to Toll Road? | Venue          | Comment  | Category  | FAQ Reference Number  |
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| 52 | Bank      | Dr. Ronald S. | Vienna | Symphony Meadows | Y                        | Certified Mail | <p>•To avoid the problem mentioned above ...) Recommends that the preamble to this section of the noise policy clarify that its criteria will serve only to guide MWAA decisions to fulfill (at a minimum) its 2006 pledge to replace/construct 3-5 five miles of sound walls and repair/maintain an additional 10 miles of sound walls in the DTR corridor. These criteria should be used solely to prioritize areas along the DTR for the installation of noise mitigation measures and not, as currently proposed, to eliminate areas from consideration of such measures.</p> <p>•Supports Feasibility Criteria #1 on page 6 but notes that the proposed 5 dBA noise reduction must also include the reduction in “perceived” noise from communities with “line-of-sight” to the DTR. Such “perceived” reductions would be achieved by the installation of a sound wall which not only mitigates actual noise levels but also would eliminate much of the visual impact as well. This situation is discussed in greater detail above under “Traffic Noise Fundamentals.”</p> <p>•Opposes Feasibility Criteria #2 on page 6 and recommends its removal from the noise policy.</p> <p>In cases where noise levels caused by highway and/or rail operations along the DTR exceed established Noise Abatement Criteria at any single or combination of properties by such an extent that a sound wall will not reduce levels to or below the criteria level (we will refer to these as “extreme properties”), MWAA should be obligated to consider noise mitigation measures. It is likely that there will be properties contiguous to or near the “extreme properties” that would realize noise reductions below the applicable criteria level. In those instances, a noise wall should be considered along with other measures to lower noise originating from those sources contributing to the problem at the “extreme properties.” Instead of denying help to such “extreme properties” (which is the net effect of this criteria), the MWAA noise policy should clearly define its obligation to consider all reasonable measures necessary to achieve</p> | Policy, Analysis, Schedule, Rail, Miscellaneous | P3, P4, P5, P7, P8, P9, P10, P11, P15, A1, A2, A3, A7, S1, R1, R2, M1, M4 |

| ID | Last Name | First Name    | City   | Community Name   | Live Close to Toll Road? | Venue          | Comment  | Category  | FAQ Reference Number  |
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| 52 | Bank      | Dr. Ronald S. | Vienna | Symphony Meadows | Y                        | Certified Mail | <p>reductions to the criteria level.</p> <ul style="list-style-type: none"> <li>•Supports Reasonableness Criteria #1 but notes our concern about the inclusion of residential properties in Activity Category B and our recommendation for a new Activity Category B+. Further, our support of this criterion is predicated upon the Noise Abatement Criteria recognizing the impact of “perceived” noise on residential properties with “line-of-sight” to the DTR. These concerns and recommendations were further discussed in our above comments on Section 4, “Traffic Noise Fundamentals.”</li> <li>•Requests additional information relating to Reasonableness Criteria #2 on page 6 (i.e. “total costs equal to or less than \$40,000 per benefited property”).</li> </ul> <p>This proposed cost-benefit measure depends upon the type of sound wall system that MWAA selects and the number of benefited properties that would be shielded by the new wall. The more expensive the sound wall technology employed by MWAA the greater number of impacted properties necessary to meet the cost-benefit trigger value.</p> <p>Clearly sound wall technology has improved over the past decade. However, these welcomed improvements have been accompanied by higher unit costs (due to both inflation and the sound abatement materials used).</p> <p>MWAA needs to provide information on the typical cost-per-square-foot for candidate sound wall technologies. The public needs this information to assess the potential for areas without sound walls at present to qualify under the proposed \$40,000 per benefited property criteria. Ample cost information should be available for the Northern Virginia region from the extensive sound wall construction and replacement projects currently under construction along Interstate 495 between I-95 and the DTR in Virginia. This information should be provided for public consideration and comment before the noise policy</p> | Policy, Analysis, Schedule, Rail, Miscellaneous | P3, P4, P5, P7, P8, P9, P10, P11, P15, A1, A2, A3, A7, S1, R1, R2, M1, M4 |

| ID | Last Name | First Name    | City   | Community Name   | Live Close to Toll Road? | Venue          | Comment   | Category  | FAQ Reference Number  |
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| 52 | Bank      | Dr. Ronald S. | Vienna | Symphony Meadows | Y                        | Certified Mail | <p>is finalized.</p> <p>Further, we understand that MWAA has established a budget for its commitment to replace/construct 3-5 miles of sound walls and repair/maintain 10 miles of sound walls within the current \$1.3 billion construction budget for Phase I of the Dulles Rail Project. It would be helpful to know what actual funding level MWAA has established to fulfill its obligation for sound walls. It is our firm view that users of the DTR and future Dulles Rail facilities have an obligation to address the noise that they generate. Consequently, user fees for these operations should be established at a level that is adequate to mitigate fully the objectionable noise impacts on residential communities along the DTR.</p> <p>Further, we recommend that MWAA provide clearer guidance on how “benefited properties” will be grouped together for purposed of determining whether or how long a sound wall to construct. For instance, if a 2500 foot-long sound wall with 20 benefited properties is more cost effective than a 5000 foot-long wall with 25 benefited properties in the same contiguous area, how does the MWAA decide on the length of sound wall to consider building?</p> <p>As noted in our comments on Feasibility Criteria #1 above, the proposed Reasonableness Criteria #2 should be amended to state that “the minimum 5 dBA noise reduction due to construction of the barrier” also includes reductions in “perceived” noise from properties with “line-of-sight” to the DTR.</p> <p>Section 8: Ranking</p> <p>The draft noise policy allows MWAA to prioritize areas for traffic noise abatement and establish cost, cost effectiveness and sound levels as criteria in ranking these areas. These criteria inappropriately constrain MWAA’s consideration of areas for noise mitigation as explained below.</p> | Policy, Analysis, Schedule, Rail, Miscellaneous | P3, P4, P5, P7, P8, P9, P10, P11, P15, A1, A2, A3, A7, S1, R1, R2, M1, M4 |

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| 52 | Bank      | Dr. Ronald S. | Vienna | Symphony Meadows | Y                        | Certified Mail | <p>The Symphony Meadows community believes that all existing residential areas along the DTR should be protected by equivalent noise mitigation measures. Further, we believe that those areas with the highest existing or future predicted noise levels should be given priority for the replacement/construction/repair/maintenance of sound walls. Nothing in this noise policy should preclude fulfilling, at a minimum, MWAA's commitment relating to the construction/replacement of 3-5 miles of sound walls and the repair/maintenance of 10 miles of sound walls as provided in MWAA's "Dulles Corridor Proposal" of January 2006 and Mr. James Bennett's letter of February 9, 2009, as extensively noted above.</p> <p>The Symphony Meadows and neighboring communities located on the south side of the DTR between Beulah Road and Trap Road are among only a few residential areas along the DTR that possess "line-of-sight" views of the DTR and are not protected by any sound wall or other noise mitigation measure. Further, the noise from the DTR experienced by many residences in our communities is exacerbated by noise reflected from and existing sound wall located on the north side of the DTR between Beulah Road and Trap Road. Some of these "views" of the DTR are from the front of an impacted property and some are from the rear of a property. We believe that the "perspective" of an impacted property relative to the DTR is not relevant in determining its eligibility or priority under the MWAA noise policy. Rather, it is the actual or predicted future level of noise and the "perceived" noise from the DTR sources impacting the property that is important in determining eligibility and priority.</p> <p>The Symphony Meadows community recommends that the criteria for determining eligibility and prioritizing of residential areas for noise abatement be amended to specifically include the lack of existing, effective sound mitigation measures (i.e., sound wall, earthen berm, or exceptional distance) as an additional criteria of co-equal</p> | Policy, Analysis, Schedule, Rail, Miscellaneous | P3, P4, P5, P7, P8, P9, P10, P11, P15, A1, A2, A3, A7, S1, R1, R2, M1, M4 |

| ID | Last Name | First Name    | City   | Community Name   | Live Close to Toll Road? | Venue          | Comment   | Category  | FAQ Reference Number  |
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| 52 | Bank      | Dr. Ronald S. | Vienna | Symphony Meadows | Y                        | Certified Mail | <p>importance.</p> <p>Section 10: Reconstruction of Existing Noise Walls</p> <p>The Symphony Meadows community supports the willingness of MWAA to “repair or replace existing noise walls in kind.” This is one of the fundamental commitments MWAA has already made to communities along the DTR. However, it is not possible to fully evaluate this section of the draft noise policy without knowing what criteria MWAA will apply to decide which existing noise walls are eligible for reconstruction.</p> <p>How will MWAA determine “an existing noise barrier’s continued effectiveness to achieve desired noise abatement standards?” By their very existence, existing sound walls provide some level of noise protection for residences “shielded” behind the walls. In these locations it is not possible to “measure” their unprotected noise levels.</p> <p>How does MWAA intend to determine the benefit afforded to a property already shielded by a sound wall relative to the benefit afforded to a property that has no existing protection or is “unshielded”? Does an existing noise barrier need to satisfy the same eligibility criteria (i.e., noise levels, noise reduction and cost effectiveness) as a new sound wall? Does MWAA intend to establish separate criteria for existing walls? How does MWAA rank or prioritize the need for new walls against the need to replace an existing wall?</p> <p>MWAA states there are 7.5 linear miles of existing sound walls along the DTR. Under the draft noise policy, these are eligible for “replacement in-kind.” However, MWAA has provided no criteria describing how it will make decisions regarding which walls it intends to replace.</p> <p>In contrast, for the relatively few residential areas along the DTR that are currently unprotected/unshielded by a sound wall and experience intrusive noise levels from the</p> | Policy, Analysis, Schedule, Rail, Miscellaneous | P3, P4, P5, P7, P8, P9, P10, P11, P15, A1, A2, A3, A7, S1, R1, R2, M1, M4 |

| ID | Last Name | First Name    | City   | Community Name   | Live Close to Toll Road? | Venue          | Comment  | Category  | FAQ Reference Number  |
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| 52 | Bank      | Dr. Ronald S. | Vienna | Symphony Meadows | Y                        | Certified Mail | <p>DTR, MWAA is proposing very detailed and onerous criteria that are more likely to exclude their eligibility for a new wall (rather than fulfilling its commitment to provide much needed noise protection for these neighbors). We question the ultimate fairness of a policy that treats areas with similar needs so differently.</p> <p>The Symphony Meadows community believes that the final noise policy should establish and implement an equivalent level of protection for all residential areas along the DTR.</p> <p>We believe that the construction of new sound walls to protect those areas that do not currently have any noise protection must be prioritized over the replacement of existing barriers (except possibly where the existing barrier is so short that there are a measurable number of properties behind the wall that are unshielded and are subject to actual noise levels equivalent to current unprotected properties). This is especially true where any residential area without noise protection as has a direct view of the DTR.</p> <p>Further, the Symphony Meadows community requests that MWAA clarify how it intends to make decisions relating to the repair or replacement of noise barriers that have “experienced certain structural damage based on an engineering determination.” At the June 10, 2010 “Public Workshop on the Draft Highway Noise Policy”, members of our community were told by senior MWAA officials that the funding for the repair and/or replacement of structurally damaged or unsafe barriers is a part of MWAA’s general operating budget and is totally separate from the funding for new barriers under this draft noise policy. However, the inclusion in this draft policy of language relating to the repair and/or replacement of structurally damaged or unsafe walls would seem to indicate that such projects may comprise a part of the 3-5 miles of wall that MWAA pledged to replace or construct and thus further compete with needs of currently unprotected or under-protected residential communities.</p> | Policy, Analysis, Schedule, Rail, Miscellaneous | P3, P4, P5, P7, P8, P9, P10, P11, P15, A1, A2, A3, A7, S1, R1, R2, M1, M4 |

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| 52 | Bank      | Dr. Ronald S. | Vienna | Symphony Meadows | Y                        | Certified Mail | <p>Again it would be both unfortunate and a disservice to residents who do not have any meaningful noise mitigation measures in place for the effect of this noise policy to prioritize replacement situations over the installation of new sound walls in unprotect residential areas.</p> <p>Closing Comments</p> <p>With each of the above comments in mind, our final recommendation is that MWAA establish two working groups immediately upon the close of the public comment period on the draft noise policy.</p> <p>One working would consist of MWAA staff and representatives from those residential communities that currently have sound walls. The other working group would consist of MWAA staff and representatives from those residential communities that do not have sound walls. The “wall” group would work to finalize criteria applicable to their communities and the “no-wall” group would do likewise.</p> <p>We believe that through these more personal and interactive discussions between MWAA staff and impacted communities, 1) the time needed to finalize a meaningful noise policy will be shorted, 2) the probability that the interests of all parties are met to the greatest extent possible will be improved, and 3) the potential for conflict and confusion will be reduced. The Symphony Meadows community is prepared to participate and to devote the time necessary to achieve this outcome.</p> <p>The Symphony Meadows community appreciates MWAA’s 2006 pledge to address noise problems along the DTR and the multiple, subsequent communications reconfirming this commitment. We appreciate that MWAA wishes to be a good neighbor to adjacent communities and endeavors to address the very serious noise concerns that exist along the DTR and the Dulles Access Road. But in considering</p> | Policy, Analysis, Schedule, Rail, Miscellaneous | P3, P4, P5, P7, P8, P9, P10, P11, P15, A1, A2, A3, A7, S1, R1, R2, M1, M4 |

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|----|-----------|---------------|--------|------------------|--------------------------|----------------|---|---|---|
| 52 | Bank      | Dr. Ronald S. | Vienna | Symphony Meadows | Y                        | Certified Mail | <p>MWAA's success in fulfilling both its specific commitments (as noted throughout this document) and the intent of this draft noise policy, we will be guided by two thoughts:</p> <p>First, success will be determined by the extent of the sound walls MWAA builds, replaces and repairs and not by the extent of the analyses it completes.</p> <p>Second, "good (sound) walls make for good neighbors."</p> <p>If there are questions on the above, please contact the following on behalf of the Symphony Meadows community.</p> <p>Dr. Ronald S. Bank, M.D.<br/> Secretary, Symphony Meadows Homeowners Association<br/> 1642 White Pine Drive<br/> Vienna, VA 22182<br/> 703-242-7662<br/> rsbank@aol.com</p> | Policy, Analysis, Schedule, Rail, Miscellaneous | P3, P4, P5, P7, P8, P9, P10, P11, P15, A1, A2, A3, A7, S1, R1, R2, M1, M4 |

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|----|-----------|------------|--------|----------------|--------------------------|----------------|---|---------------------------------------|--------------------------|
| 53 | Turbati   | Daniele    | Vienna | Chathams Ford  | Y                        | Certified Mail | <p>Since 2006 the Metropolitan Washington Airports Authority (MWAA) has reiterated on many occasions and in many venues its commitment to address highway and rail noise along the full length of the Dulles Toll Road (DTR). We wish to particularly note the letter from Mr. James E. Bennett, (former) President and CEO of MWAA, to the Honorable J. Chapman Petersen, Senate of Virginia, dated February 6, 2009 wherein Mr. Bennett states “the Airports Authority will fulfill the commitment outlined in our 2006 Dulles Corridor Proposal to replace/construct three to five miles of sound walls and repair/maintain an additional ten miles of sound walls in the corridor.” Residents along the DTR expect MWAA to honor this fundamental and specific commitment without equivocation.</p> <p>On May 27, 2010, MWAA issued a “Draft Highway Noise Policy” for public review and comment. The release of this draft policy represents a first step toward fulfilling MWAA’s obligation. However, in its current form there are issues that we would like to address and resolve to a common understanding.</p> <p>This letter, together with the attached comments, reflects the views of Chathams Ford Drive and Place Communities in Vienna, Virginia. Our community and several neighboring communities (including the Symphony Meadows, Coral Ridge and Carters Grove subdivisions and several independent homeowners) are located immediately south of the DTR between Beulah Road and Trap Road. Unlike most other residential areas along the DTR, this mile-long segment is one of only a few residential communities that are not protected by any noise mitigation measures and the most affected by deforestation to make space for water drainage ponds and power substations for the upcoming rail to Dulles Airport project. Removing established trees and vegetation that shields the residences from noise and direct view of the highway will have a severe negative effect on environment, appearance and quality of life.</p> | Policy, Analysis, Rail, Miscellaneous | P7, P10, P11, A7, R1, M4 |

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|----|-----------|------------|--------|----------------|--------------------------|----------------|--|---------------------------------------|--------------------------|
| 53 | Turbati   | Daniele    | Vienna | Chathams Ford  | Y                        | Certified Mail | <p>In addition to experiencing excessive noise directly from highway operations, many residents along this segment also experience “reflected” noise from the existing sound wall on the north side of the DTR. Professionally measured Leq(h) noise levels along this segment exceed 66 dBA in multiple locations in our communities. Further, numerous homes along this segment also have a line-of-sight view of the DTR (and the future rail operations). Unless MWAA installs a sound wall with adequate specifications to reduce noise to Federal, State and County specifications for single family home, these residents will continue to be exposed to rising noise levels already above the legal limits. Further, the imminent introduction of rail operations will significantly impact the noise level pushing Lmax over 80dB.</p> <p>We are aware that the homeowners association of Symphony Meadows has submitted comments on the MWAA Draft Dulles Toll Road Highway Noise Policy. We are supportive of their comments.</p> <p>The Chathams Ford Drive and Place Communities residents look forward to working with MWAA to resolve the excessive and unacceptable noise emanating from the DTR and which will certainly worsen once the Dulles Corridor Rail Project begins construction and operation. We believe that through more personal and interactive discussions between MWAA staff and impacted communities, there is an outcome that can adequately satisfy the interests of all parties. We are prepared to invest the time necessary to achieve that outcome. Please address all communications with the Chathams Ford Drive and Place Communities to:</p> <p>Daniele Turbati<br/> 9617 Chathams Ford Dr.<br/> Vienna, Va 22182<br/> 703 281 2736 (h)<br/> 572 212 3427 (M)<br/> dturbati@cox.net</p> | Policy, Analysis, Rail, Miscellaneous | P7, P10, P11, A7, R1, M4 |

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| 53 | Turbati   | Daniele    | Vienna | Chathams Ford  | Y                        | Certified Mail | <p>CHATHAMS FORD DR AND PLACE COMMUNITIES COMMENTS ON METROPOLITAN WASHINGTON AIRPORTS AUTHORITY DRAFT HIGHWAY NOISE POLICY</p> <p>The Metropolitan Washington Airports Authority (MWAA) issued its Draft Highway Noise Policy on May 27, 2010 and requested public comments during the period June 1 – June 30, 2010. This document and the accompanying cover letter reflect the views and recommendations of homeowners in the Chathams Ford Dr and Place Communities.</p> <p>Proposed Changes to MWAA Draft Dulles Toll Road Highway Noise Policy</p> <p>Section 4 Title Traffic Noise Fundamentals on page 4:</p> <ul style="list-style-type: none"> <li>•modify list 1 thru 5 to include train, metro cars or any other rail vehicle and other equipment</li> <li>•modify the list on “Traffic noise levels depend on:” to include <ul style="list-style-type: none"> <li>-rail traffic volume</li> <li>-rail speed</li> <li>-duration and frequency of rail traffic</li> <li>-Rail Noise data from actual measurement of existing metro lines will be used for the combined vehicles, rail noise model</li> </ul> </li> <li>•Rationale: rail noise must be included in the Noise Policy because of the considerable impact on the noise model and the effect on the residences.</li> </ul> <p>Section 5 Federal Noise Abatement Criteria on page 4</p> <ul style="list-style-type: none"> <li>•Table 2 Noise Abatement Criteria should be modified to include single family homes in Activity Category A</li> <li>•Rationale: Single family home residents are exposed to noise every day for 24 hours a day. This impacts basic physiological functions like sleep and serenity essential for quality of life. Category B addresses areas like parks, recreation areas, playgrounds...with typically exposure to</li> </ul> | Policy, Analysis, Rail, Miscellaneous | P7, P10, P11, A7, R1, M4 |

| ID | Last Name  | First Name | City    | Community Name | Live Close to Toll Road? | Venue          | Comment   | Category                              | FAQ Reference Number     |
|----|------------|------------|---------|----------------|--------------------------|----------------|---|---------------------------------------|--------------------------|
| 53 | Turbati    | Daniele    | Vienna  | Chathams Ford  | Y                        | Certified Mail | <p>noise for limited periods of time which do not impact basic physiological functions. These two categories must be distinguished.</p> <p>Section 6 Impact Criteria on page 5</p> <ul style="list-style-type: none"> <li>•Comment: Because the DTR is being expanded to include rail, our communities must be considered as impact criteria Type I.</li> <li>•Rationale: The introduction of rail service strongly impacts the noise model and effect on residents and constitutes a significant modification to the DTR.</li> </ul> <p>Section 2 Definitions on Page 3 "Type I Project"</p> <ul style="list-style-type: none"> <li>•Insert on the end of the first sentence after the word "lanes" the following "or the addition of a rail lane."</li> <li>•Rationale: a rail lane constitutes a significant physical alteration of an existing highway and increase traffic density.</li> </ul> | Policy, Analysis, Rail, Miscellaneous | P7, P10, P11, A7, R1, M4 |
| 54 | Eby        | Caroline   | Herndon | Worldgate      | Y                        | Web            | <p>My balcony is less than 100 yards from the Dulles Toll Road. It is a very noisy area. When the snow all but paralyzed traffic in my are this past winter, it became amazingly quiet. Amazingly quiet! When the planes were all grounded at Dulles following 9/11, it was amazingly quiet. Startling so, actually. Until that point, I had not noticed how deafening the traffic and airport noise really is. Please please look in to it. I have lived at this address since 1998 and have noticed an audible difference in the noise in my neighborhood. It is a constant, annoying hum.</p>  | Schedule                              | S1, S2                   |
| 55 | Chennupati | Rama       | Dulles  |                | N                        | Web            | <p>We live close to 606 old ox road which runs backside of the airport along south side. They are planning to build 6 to 8 lanes around the airport. We don't need that many lanes as it is wasting money and the traffic is not there to use those lanes. Please reconsider this idea as Airport authority is providing all the funding to this road and our Board of supervisors are wasting that money. Even some of our high ways are not even 4lanes many cases.</p>   | Miscellaneous                         | M7                       |

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| 56 | Turbati   | Daniele    | Vienna | Chathams Ford Drive and Chthams Ford Place | Y                        | Web   | <p>Chathams Ford Drive and Place Communities 9617 Chathams Ford Dr. Vienna, Virginia 22182 June 24, 2010 Draft Dulles Toll Road Highway Noise Policy Metropolitan Washington Airports Authority 3900 Jermantown Road, Suite 3000 Fairfax, VA 22030 To: Metropolitan Washington Airports Authority Since 2006 the Metropolitan Washington Airports Authority (MWAA) has reiterated on many occasions and in many venues its commitment to address highway and rail noise along the full length of the Dulles Toll Road (DTR). We wish to particularly note the letter from Mr. James E. Bennett, (former) President and CEO of MWAA, to the Honorable J. Chapman Petersen, Senate of Virginia, dated February 6, 2009 wherein Mr. Bennett states “the Airports Authority will fulfill the commitment outlined in our 2006 Dulles Corridor Proposal to replace/construct three to five miles of sound walls and repair/maintain an additional ten miles of sound walls in the corridor.” Residents along the DTR expect MWAA to honor this fundamental and specific commitment without equivocation. On May 27, 2010, MWAA issued a “Draft Highway Noise Policy” for public review and comment. The release of this draft policy represents a first step toward fulfilling MWAA’s obligation. However, in its current form there are issues that we would like to address and resolve to a common understanding. This letter, together with the attached comments, reflects the views of Chathams Ford Drive and Place Communities in Vienna, Virginia. Our community and several neighboring communities (including the Symphony Meadows, Coral Ridge and Carters Grove subdivisions and several independent homeowners) are located immediately south of the DTR between Beulah Road and Trap Road. Unlike most other residential areas along the DTR, this mile-long segment is one of only a few residential communities that are not protected by any noise mitigation measures and the most affected by deforestation to make space for water drainage ponds and power substations for the upcoming rail to Dulles Airport project. Removing established trees and vegetation that shields the residences from noise and direct view of the highway will have a severe negative effect on environment, appearance</p> | Policy, Analysis, Rail, Miscellaneous | P7, P10, P11, A7, R1, M4 |

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|----|-----------|------------|--------|--|--------------------------|-------|--|---------------------------------------|--------------------------|
| 56 | Turbati   | Daniele    | Vienna | Chathams Ford Drive and Chthams Ford Place | Y                        | Web   | <p>and quality of life. In addition to experiencing excessive noise directly from highway operations, many residents along this segment also experience “reflected” noise from the existing sound wall on the north side of the DTR. Professionally measured Leq(h) noise levels along this segment exceed 66 dBA in multiple locations in our communities. Further, numerous homes along this segment also have a line-of-sight view of the DTR (and the future rail operations). Unless MWAA installs a sound wall with adequate specifications to reduce noise to Federal, State and County specifications for single family home, these residents will continue to be exposed to rising noise levels already above the legal limits. Further, the imminent introduction of rail operations will significantly impact the noise level pushing Lmax over 80dB. We are aware that the homeowners association of Symphony Meadows has submitted comments on the MWAA Draft Dulles Toll Road Highway Noise Policy. We are supportive of their comments. The Chathams Ford Drive and Place Communities residents look forward to working with MWAA to resolve the excessive and unacceptable noise emanating from the DTR and which will certainly worsen once the Dulles Corridor Rail Project begins construction and operation. We believe that through more personal and interactive discussions between MWAA staff and impacted communities, there is an outcome that can adequately satisfy the interests of all parties. We are prepared to invest the time necessary to achieve that outcome. Please address all communications with the Chathams Ford Drive and Place Communities to: Daniele Turbati 9617 Chathams Ford Dr. Vienna, Va 22182 703 281 2736 (h) 572 212 3427 (M) dturbati@cox.net CHATHAMS FORD DR AND PLACE COMMUNITIES COMMENTS ON METROPOLITAN WASHINGTON AIRPORTS AUTHORITY DRAFT HIGHWAY NOISE POLICY The Metropolitan Washington Airports Authority (MWAA) issued its Draft Highway Noise Policy on May 27, 2010 and requested public comments during the period June 1 – June 30, 2010. This document and the accompanying cover letter reflect the views and recommendations of homeowners in the Chathams Ford Dr and Place Communities. Proposed</p> | Policy, Analysis, Rail, Miscellaneous | P7, P10, P11, A7, R1, M4 |

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| 56 | Turbati   | Daniele    | Vienna | Chathams Ford Drive and Chthams Ford Place | Y                        | Web   | Changes to MWAA Draft Dulles Toll Road Highway Noise Policy Section 4 Title Traffic Noise Fundamentals on page 4: • modify list 1 thru 5 to include train, metro cars or any other rail vehicle and other equipment • modify the list on “Traffic noise levels depend on:” to include o rail traffic volume o rail speed o duration and frequency of rail traffic o Rail Noise data from actual measurement of existing metro lines will be used for the combined vehicles, rail noise model • Rationale: rail noise must be included in the Noise Policy because of the considerable impact on the noise model and the effect on the residences. Section 5 Federal Noise Abatement Criteria on page 4 • Table 2 Noise Abatement Criteria should be modified to include single family homes in Activity Category A • Rationale: Single family home residents are exposed to noise every day for 24 hours a day. This impacts basic physiological functions like sleep and serenity essential for quality of life. Category B addresses areas like parks, recreation areas, playgrounds...with typically exposure to noise for limited periods of time which do not impact basic physiological functions. These two categories must be distinguished. Section 6 Impact Criteria on page 5 • Comment: Because the DTR is being expanded to include rail, our communities must be considered as impact criteria Type I. • Rationale: The introduction of rail service strongly impacts the noise model and effect on residents and constitutes a significant modification to the DTR. Section 2 Definitions on Page 3 “Type I Project” • Insert on the end of the first sentence after the word “lanes” the following “or the addition of a rail lane.” • Rationale: a rail lane constitutes a significant physical alteration of an existing highway and increase traffic density. | Policy, Analysis, Rail, Miscellaneous | P7, P10, P11, A7, R1, M4 |
| 57 | Chin      | Soo        | Vienna | Sun Valley                                 | Y                        | Web   | A sound study will start in July along the toll road to determine noise. However, MWAA will NOT be putting sound meters in ANY neighborhoods with existing walls. That means that Sun Valley will not be considered in the sound study and therefore NOT considered for ANY upgrades unless MWAA changes the policy. I request that Sun Valley be part of the study.   | Analysis                              | A1, A9                   |

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| 58 | Chin      | Soo        | Vienna | Sun Valley     | Y                        | Web   | A sound study will start in July along the toll road to determine noise. However, MWAA will NOT be putting sound meters in ANY neighborhoods with existing walls. That means that Sun Valley will not be considered in the sound study and therefore NOT considered for ANY upgrades unless MWAA changes the policy. I request that Sun Valley be part of the study. | Analysis | A1, A9               |
| 59 | Chiu      | Helen      | Vienna | Sun Valley     | Y                        | Web   | A sound study will start in July along the toll road to determine noise. However, MWAA will NOT be putting sound meters in ANY neighborhoods with existing walls. That means that Sun Valley will not be considered in the sound study and therefore NOT considered for ANY upgrades unless MWAA changes the policy. I request that Sun Valley be part of the study. | Analysis | A1, A9               |

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| 60 | Patel     | Dixit      | Vienna | Chathams Ford  | Y                        | Web   | <p>Note: These comments are in addition to comments submitted by me previously.</p> <hr/> <p>From: Chathams Ford Drive and Place Communities 9617 Chathams Ford Dr. Vienna, Virginia 22182 June 24, 2010 To: Draft Dulles Toll Road Highway Noise Policy Metropolitan Washington Airports Authority 3900 Jermantown Road, Suite 3000 Fairfax, VA 22030 To: Metropolitan Washington Airports Authority Since 2006 the Metropolitan Washington Airports Authority (MWAA) has reiterated on many occasions and in many venues its commitment to address highway and rail noise along the full length of the Dulles Toll Road (DTR). We wish to particularly note the letter from Mr. James E. Bennett, (former) President and CEO of MWAA, to the Honorable J. Chapman Petersen, Senate of Virginia, dated February 6, 2009 wherein Mr. Bennett states “the Airports Authority will fulfill the commitment outlined in our 2006 Dulles Corridor Proposal to replace/construct three to five miles of sound walls and repair/maintain an additional ten miles of sound walls in the corridor.” Residents along the DTR expect MWAA to honor this fundamental and specific commitment without equivocation. On May 27, 2010, MWAA issued a “Draft Highway Noise Policy” for public review and comment. The release of this draft policy represents a first step toward fulfilling MWAA’s obligation. However, in its current form there are issues that we would like to address and resolve to a common understanding. This letter, together with the attached comments, reflects the views of Chathams Ford Drive and Place Communities in Vienna, Virginia. Our community and several neighboring communities (including the Symphony Meadows, Coral Ridge and Carters Grove subdivisions and several independent homeowners) are located immediately south of the DTR between Beulah Road and Trap Road. Unlike most other residential areas along the DTR, this mile-long segment is one of only a few residential communities that are not protected by any noise mitigation measures and the most affected by deforestation to make space for water drainage ponds and power substations for the</p> | Policy, Analysis, Rail, Miscellaneous | P7, P10, P11, A7, R1, M4 |

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| 60 | Patel     | Dixit      | Vienna | Chathams Ford  | Y                        | Web   | <p>upcoming rail to Dulles Airport project. Removing established trees and vegetation that shields the residences from noise and direct view of the highway will have a severe negative effect on environment, appearance and quality of life. In addition to experiencing excessive noise directly from highway operations, many residents along this segment also experience “reflected” noise from the existing sound wall on the north side of the DTR. Professionally measured Leq(h) noise levels along this segment exceed 66 dBA in multiple locations in our communities. Further, numerous homes along this segment also have a line-of-sight view of the DTR (and the future rail operations). Unless MWAA installs a sound wall with adequate specifications to reduce noise to Federal, State and County specifications for single family home, these residents will continue to be exposed to rising noise levels already above the legal limits. Further, the imminent introduction of rail operations will significantly impact the noise level pushing Lmax over 80dB. We are aware that the homeowners association of Symphony Meadows has submitted comments on the MWAA Draft Dulles Toll Road Highway Noise Policy. We are supportive of their comments. The Chathams Ford Drive and Place Communities residents look forward to working with MWAA to resolve the excessive and unacceptable noise emanating from the DTR and which will certainly worsen once the Dulles Corridor Rail Project begins construction and operation. We believe that through more personal and interactive discussions between MWAA staff and impacted communities, there is an outcome that can adequately satisfy the interests of all parties. We are prepared to invest the time necessary to achieve that outcome. Please address all communications with the Chathams Ford Drive and Place Communities to: Daniele Turbati 9617 Chathams Ford Dr. Vienna, Va 22182 703 281 2736 (h) 572 212 3427 (M) dturbati@cox.net</p> <hr/> <p>CHATHAMS FORD DR AND PLACE COMMUNITIES COMMENTS ON METROPOLITAN WASHINGTON AIRPORTS AUTHORITY DRAFT HIGHWAY NOISE POLICY The Metropolitan Washington Airports</p> | Policy, Analysis, Rail, Miscellaneous | P7, P10, P11, A7, R1, M4 |

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| 60 | Patel     | Dixit      | Vienna | Chathams Ford  | Y                        | Web   | <p>Authority (MWAA) issued its Draft Highway Noise Policy on May 27, 2010 and requested public comments during the period June 1 – June 30, 2010. This document and the accompanying cover letter reflect the views and recommendations of homeowners in the Chathams Ford Dr and Place Communities. Proposed Changes to MWAA Draft Dulles Toll Road Highway Noise Policy Section 4 Title Traffic Noise Fundamentals on page 4:</p> <ul style="list-style-type: none"> <li>• modify list 1 thru 5 to include train, metro cars or any other rail vehicle and other equipment</li> <li>• modify the list on “Traffic noise levels depend on:” to include o rail traffic volume o rail speed o duration and frequency of rail traffic o Rail Noise data from actual measurement of existing metro lines will be used for the combined vehicles, rail noise model</li> <li>• Rationale: rail noise must be included in the Noise Policy because of the considerable impact on the noise model and the effect on the residences. Section 5 Federal Noise Abatement Criteria on page 4</li> <li>• Table 2 Noise Abatement Criteria should be modified to include single family homes in Activity Category A</li> <li>• Rationale: Single family home residents are exposed to noise every day for 24 hours a day. This impacts basic physiological functions like sleep and serenity essential for quality of life. Category B addresses areas like parks, recreation areas, playgrounds...with typically exposure to noise for limited periods of time which do not impact basic physiological functions. These two categories must be distinguished. Section 6 Impact Criteria on page 5</li> <li>• Comment: Because the DTR is being expanded to include rail, our communities must be considered as impact criteria Type I.</li> <li>• Rationale: The introduction of rail service strongly impacts the noise model and effect on residents and constitutes a significant modification to the DTR. Section 2 Definitions on Page 3 “Type I Project”</li> <li>• Insert on the end of the first sentence after the word “lanes” the following “or the addition of a rail lane.”</li> <li>• Rationale: a rail lane constitutes a significant physical alteration of an existing highway and increase traffic density.</li> </ul> | Policy, Analysis, Rail, Miscellaneous | P7, P10, P11, A7, R1, M4 |

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| 61 | Davis     | Robert     | Vienna | Chathams Ford  | Y                        | Web   | <p>Draft Dulles Toll Road Highway Noise Policy Metropolitan Washington Airports Authority 3900 Jermantown Road, Suite 3000 Fairfax, VA 22030 To: Metropolitan Washington Airports Authority Since 2006 the Metropolitan Washington Airports Authority (MWAA) has reiterated on many occasions and in many venues its commitment to address highway and rail noise along the full length of the Dulles Toll Road (DTR). We wish to particularly note the letter from Mr. James E. Bennett, (former) President and CEO of MWAA, to the Honorable J. Chapman Petersen, Senate of Virginia, dated February 6, 2009 wherein Mr. Bennett states “the Airports Authority will fulfill the commitment outlined in our 2006 Dulles Corridor Proposal to replace/construct three to five miles of sound walls and repair/maintain an additional ten miles of sound walls in the corridor.” Residents along the DTR expect MWAA to honor this fundamental and specific commitment without equivocation. On May 27, 2010, MWAA issued a “Draft Highway Noise Policy” for public review and comment. The release of this draft policy represents a first step toward fulfilling MWAA’s obligation. However, in its current form there are issues that we would like to address and resolve to a common understanding. This letter, together with the attached comments, reflects the views of Chathams Ford Drive and Place Communities in Vienna, Virginia. Our community and several neighboring communities (including the Symphony Meadows, Coral Ridge and Carters Grove subdivisions and several independent homeowners) are located immediately south of the DTR between Beulah Road and Trap Road. Unlike most other residential areas along the DTR, this mile-long segment is one of only a few residential communities that are not protected by any noise mitigation measures and the most affected by deforestation to make space for water drainage ponds and power substations for the upcoming rail to Dulles Airport project. Removing established trees and vegetation that shields the residences from noise and direct view of the highway will have a severe negative effect on environment, appearance and quality of life. In addition to experiencing excessive noise directly from highway operations, many residents</p> | Policy, Analysis, Miscellaneous | P10, P11, A7, M4     |

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| 61 | Davis     | Robert     | Vienna | Chathams Ford  | Y                        | Web   | <p>along this segment also experience “reflected” noise from the existing sound wall on the north side of the DTR. Professionally measured Leq(h) noise levels along this segment exceed 66 dBA in multiple locations in our communities. Further, numerous homes along this segment also have a line-of-sight view of the DTR (and the future rail operations). Unless MWAA installs a sound wall with adequate specifications to reduce noise to Federal, State and County specifications for single family home, these residents will continue to be exposed to rising noise levels already above the legal limits. Further, the imminent introduction of rail operations will significantly impact the noise level pushing Lmax over 80dB. We are aware that the homeowners association of Symphony Meadows has submitted comments on the MWAA Draft Dulles Toll Road Highway Noise Policy. We are supportive of their comments. The Chathams Ford Drive and Place Communities residents look forward to working with MWAA to resolve the excessive and unacceptable noise emanating from the DTR and which will certainly worsen once the Dulles Corridor Rail Project begins construction and operation. We believe that through more personal and interactive discussions between MWAA staff and impacted communities, there is an outcome that can adequately satisfy the interests of all parties. We are prepared to invest the time necessary to achieve that outcome. Please address all communications with the Chathams Ford Drive and Place Communities to: Daniele Turbati 9617 Chathams Ford Dr. Vienna, Va 22182 703 281 2736 (h) 572 212 3427 (M) dturbati@cox.net</p> | Policy, Analysis, Miscellaneous | P10, P11, A7, M4     |

| ID | Last Name | First Name | City   | Community Name | Live Close to Toll Road? | Venue | Comment   | Category     | FAQ Reference Number |
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| 62 | Davis     | Robert     | Vienna | Chathams Ford  | Y                        | Web   | <p>CHATHAMS FORD DR AND PLACE COMMUNITIES COMMENTS ON METROPOLITAN WASHINGTON AIRPORTS AUTHORITY DRAFT HIGHWAY NOISE POLICY The Metropolitan Washington Airports Authority (MWA) issued its Draft Highway Noise Policy on May 27, 2010 and requested public comments during the period June 1 – June 30, 2010. This document and the accompanying cover letter reflect the views and recommendations of homeowners in the Chathams Ford Dr and Place Communities. Proposed Changes to MWA Draft Dulles Toll Road Highway Noise Policy Section 4 Title Traffic Noise Fundamentals on page 4:</p> <ul style="list-style-type: none"> <li>• modify list 1 thru 5 to include train, metro cars or any other rail vehicle and other equipment</li> <li>• modify the list on “Traffic noise levels depend on:” to include o rail traffic volume o rail speed o duration and frequency of rail traffic o Rail Noise data from actual measurement of existing metro lines will be used for the combined vehicles, rail noise model</li> </ul> <p>Rationale: rail noise must be included in the Noise Policy because of the considerable impact on the noise model and the effect on the residences. Section 5 Federal Noise Abatement Criteria on page 4</p> <ul style="list-style-type: none"> <li>• Table 2 Noise Abatement Criteria should be modified to include single family homes in Activity Category A</li> <li>• Rationale: Single family home residents are exposed to noise every day for 24 hours a day. This impacts basic physiological functions like sleep and serenity essential for quality of life. Category B addresses areas like parks, recreation areas, playgrounds...with typically exposure to noise for limited periods of time which do not impact basic physiological functions. These two categories must be distinguished.</li> </ul> <p>Section 6 Impact Criteria on page 5</p> <ul style="list-style-type: none"> <li>• Comment: Because the DTR is being expanded to include rail, our communities must be considered as impact criteria Type I.</li> <li>• Rationale: The introduction of rail service strongly impacts the noise model and effect on residents and constitutes a significant modification to the DTR. Section 2 Definitions on Page 3 “Type I Project”</li> <li>• Insert on the end of the first sentence after the word “lanes” the following “or the addition of a rail lane.”</li> <li>• Rationale: a rail lane constitutes a significant physical alteration of an existing</li> </ul> | Policy, Rail | P7, R1               |

| ID | Last Name | First Name | City   | Community Name | Live Close to Toll Road? | Venue | Comment                               | Category     | FAQ Reference Number |
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| 62 | Davis     | Robert     | Vienna | Chathams Fo    | Y                        | Web   | highway and increase traffic density. | Policy, Rail | P7, R1               |

| ID | Last Name | First Name | City   | Community Name               | Live Close to Toll Road? | Venue | Comment   | Category  | FAQ Reference Number  |
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| 63 | Bank      | Ron        | Vienna | Symphony Meadows Subdivision | Y                        | Web   | <p>The following letter and comments are submitted on behalf of the Symphony Meadows Community. Original copies of these documents have been mailed to MWAA also. -----</p> <p>--- Symphony Meadows Homeowners Association 1642 White Pine Drive Vienna, Virginia 22182 June 21, 2010</p> <p>Draft Dulles Toll Road Highway Noise Policy Metropolitan Washington Airports Authority 3900 Jermantown Road, Suite 3000 Fairfax, VA 22030 To Whom It May Concern:</p> <p>Since 2006, the Metropolitan Washington Airports Authority (MWAA) has reiterated on many occasions and in many venues its commitment to address highway and rail noise along the full length of the Dulles Toll Road (DTR). We wish to particularly note the letter from Mr. James E. Bennett, (former) President and CEO of MWAA, to the Honorable J. Chapman Petersen, Senate of Virginia, dated February 6, 2009, wherein Mr. Bennett states “the Airports Authority will fulfill the commitment outlined in our 2006 Dulles Corridor Proposal to replace/construct three to five miles of sound walls and repair/maintain an additional ten miles of sound walls in the corridor.” Residents along the DTR expect MWAA to honor this fundamental and minimum commitment without equivocation. On May 27, 2010, MWAA issued a “Draft Highway Noise Policy” for public review and comment. The release of this draft policy represents a first step toward fulfilling MWAA’s obligation. However, in its current form there are numerous and potentially grave shortcomings that must be resolved to fulfill MWAA’s obligation to correct escalating noise problems along the DTR. This letter, together with the attached comments, reflects the views of homeowners that live in the Symphony Meadows development in Vienna, Virginia. Our community and several neighboring communities (including the Chathams Ford, Coral Ridge and Carters Grove subdivisions and some independent homeowners) are located immediately south of the DTR between Beulah Road and Trap Road. This mile-long segment along the DTR is one of only a few residential communities that are not protected by any noise mitigation measures. In addition to experiencing excessive noise directly from</p> | Policy, Analysis, Schedule, Rail, Miscellaneous | P6, P7, P8, P9, P10, P11, P15, A1, A2, A3, A7, A9, S1, R1, R2, R3, M4 |

| ID | Last Name | First Name | City   | Community Name               | Live Close to Toll Road? | Venue | Comment  | Category  | FAQ Reference Number  |
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| 63 | Bank      | Ron        | Vienna | Symphony Meadows Subdivision | Y                        | Web   | <p>highway operations, many residents along this segment also experience “reflected” noise from the existing sound wall on the north side of the DTR. Professionally measured Leq(h) noise levels along this segment exceed 66 dBA in multiple locations in our communities. Further, numerous homes along this segment also have a line-of-sight view of the DTR (and the future rail operations). Residents in these homes experience “perceived” noise levels that are actually higher than the “measured” levels. Unless MWAA honors its written commitment to install 3 – 5 miles of sound walls at a minimum, these excessive noise levels will continue to worsen over the next 10-50 years as highway and rail operations expand along the DTR. The Symphony Meadows community has proactively and tirelessly communicated with numerous MWAA and VDOT officers and staff and our federal, state and local elected officials and staff since January 2006. Our concerns about the detrimental impacts of existing and future noise levels on our community are well known to and well documented with MWAA. In each of our communications, MWAA staff has assured us that once a uniform standard and noise abatement policy is formalized, a comprehensive resolution of the current and future noise problem would be implemented consistent with its written 2006 pledge. Unfortunately, there are major sections of the draft noise policy that, either by design or through oversight, will undermine MWAA’s unequivocal commitment “to construct or replace three to five miles of sound walls and to repair or maintain an additional ten miles of sound walls along the DTR.” Such an outcome would be inconsistent with MWAA’s intent “to be a good neighbor to adjacent communities” and can be averted if MWAA will work directly with representatives of those communities in crafting the final policy. The attached comments reflect our views on the draft policy and provide recommendations to address its most egregious shortcomings. Our message can be summarized quite simply ... “good (sound) walls make for good neighbors.” The residents of the Symphony Meadows community look forward to resolving the excessive and unacceptable noise emanating from the DTR that will worsen once the Dulles</p> | Policy, Analysis, Schedule, Rail, Miscellaneous | P6, P7, P8, P9, P10, P11, P15, A1, A2, A3, A7, A9, S1, R1, R2, R3, M4 |

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| 63 | Bank      | Ron        | Vienna | Symphony Meadows Subdivision | Y                        | Web   | <p>Rail Project begins construction and operation. As one of the few residential communities adjacent to the DTR without any noise mitigation measures, we believe ours is precisely the situation that MWAA's long-standing written pledge to construct new sound walls was intended to address. We also believe that unprotected communities such as ours should receive priority attention. The Symphony Meadows community is aware that the Chathams Ford Drive and Place communities have also submitted comments on the draft noise policy. We wish to express our support for those comments. Your thoughtful consideration and implementation of our views will be much appreciated. We believe that through more personal and interactive discussions between MWAA staff and impacted communities, an outcome can be achieved that will adequately satisfy the interests of all parties. We are prepared to invest the time necessary to achieve that outcome. If there are questions on the attached comments, please contact the undersigned. Regards, Dr. Ronald S. Bank, M.D. Secretary, Symphony Meadows Homeowners Association 703-242-7662 (h) <a href="mailto:rsbank@aol.com">rsbank@aol.com</a> -----</p> <p>----- SYMPHONY MEADOWS COMMUNITY COMMENTS ON METROPOLITAN WASHINGTON AIRPORTS AUTHORITY DRAFT HIGHWAY NOISE POLICY The Metropolitan Washington Airports Authority (MWAA) issued its Draft Highway Noise Policy on May 27, 2010 and requested public comments during the period June 1 – June 30, 2010. This document and the accompanying cover letter reflect the views and recommendations of homeowners in the Symphony Meadows community. The Symphony Meadows community includes 30 single family residences located on Beulah Road immediately south of and adjacent to the Dulles Toll Road. Many of our homeowners and those from several neighboring communities (notably the Chathams Ford, Coral Ridge and Carters Grove subdivisions and several independent homeowners) are currently subject to significant levels of noise from the Dulles Toll Road (DTR). Leq(h) noise levels exceeding 66 dBA have been professionally measured in multiple locations in the Symphony Meadows and</p> | Policy, Analysis, Schedule, Rail, Miscellaneous | P6, P7, P8, P9, P10, P11, P15, A1, A2, A3, A7, A9, S1, R1, R2, R3, M4 |

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| 63 | Bank      | Ron        | Vienna | Symphony Meadows Subdivision | Y                        | Web   | <p>Chathams Ford communities. These intrusive noise levels will increase measurably as both highway and rail usage grows over the next 10 – 50 years. Unlike a large majority of other residential areas along the DTR that benefit from either total or partial shielding from highway noise, the residential communities between Beulah Road and Trap Road immediately south of the DTR are not protected by any noise mitigation measures. The Symphony Meadows community has proactively and tirelessly communicated with numerous MWAA and VDOT officers and staff and our federal, state and local elected officials and staff since January 2006. Our concerns about the detrimental impacts of existing and future noise levels on our community are well known to and well documented with MWAA. In each of our communications, MWAA staff has assured us that once a uniform standard and noise abatement policy is formalized, a comprehensive resolution of the current and future noise problem would be implemented consistent with its written January 2006 pledge. Unfortunately, the draft policy as currently proposed is neither consistent with that pledge nor is it likely to provide much needed protection for those residential communities, like Symphony Meadows, that currently endure an uninterrupted barrage of intrusive and detrimental noise from the DTR. As discussed in the following comments, major changes in the draft policy must be made if MWAA honestly intends to address the serious noise impacts associated with the DTR and the new rail project. MWAA Historical Commitment to Sound Walls Symphony Meadows homeowners consider MWAA’s long-standing pledge to address traffic noise concerns along the Dulles Toll Road and Dulles Airport Access Highway (DTR) as a binding commitment. This minimum and unequivocal obligation was initially stated on page four (4) in MWAA’s “Dulles Corridor Project: Proposal to Operate the Dulles Toll Road and Build Rail to Loudoun County” dated January 17, 2006. In that document, MWAA stated “the Airports Authority will harness the revenue stream from the Toll Road and use it efficiently to accomplish rail to Dulles and, in consultation with other jurisdictions, construct much needed improvements in the Dulles</p> | Policy, Analysis, Schedule, Rail, Miscellaneous | P6, P7, P8, P9, P10, P11, P15, A1, A2, A3, A7, A9, S1, R1, R2, R3, M4 |

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| 63 | Bank      | Ron        | Vienna | Symphony Meadows Subdivision | Y                        | Web   | <p>Corridor. Key components of the Airports Authority plan include the following ... Improve sound walls in the corridor; Replace/construct three to five miles of walls; Repair/maintain 10 additional miles” (emphasis added). However, the draft policy as proposed has numerous and potentially grave shortcomings that must be resolved to fulfill MWAA’s long-standing pledge to the correct escalating noise problems along the DTR. The Symphony Meadows community wishes to note two aspects of the draft noise policy in particular that do not mirror previous written MWAA commitments. The guidance established by the draft policy could, in fact, function to overturn these obligations. The final policy must specifically and unequivocally address each of these points. • First, MWAA’s 2006 pledge to address DTR noise comprehensively was reflected in a letter dated February 6, 2009 from Mr. James E. Bennett, (former) President and CEO of MWAA, to the Honorable J. Chapman Petersen, Senate of Virginia. This letter stated “the Airports Authority will fulfill the commitment outlined in our 2006 Dulles Corridor Proposal to replace/construct three to five miles of sound walls and repair/maintain an additional ten miles of sound walls in the corridor.” The draft noise policy is ominously silent on this minimum commitment. The terms of the final policy must not restrict in any way this minimum and unequivocal pledge to correct noise problems along the DTR. The Symphony Meadows community recognizes the value of establishing generic criteria to guide MWAA in evaluating noise mitigation efforts. However, instead of clearly stating how MWAA intends to fulfill its 2006 pledge, the draft policy establishes specific criteria for “qualifying” sound levels, “qualifying” sound level reduction, or “qualifying” cost-per-benefited property that, either by design or oversight, will most likely serve to eliminate currently unprotected residential areas from consideration for new noise walls. The success of this noise policy must not be measured by how many residential properties MWAA excludes from protection. MWAA states that there are currently 7.5 linear miles of sound wall along the DTR. These existing walls shield a very large percentage of the residential</p> | Policy, Analysis, Schedule, Rail, Miscellaneous | P6, P7, P8, P9, P10, P11, P15, A1, A2, A3, A7, A9, S1, R1, R2, R3, M4 |

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| 63 | Bank      | Ron        | Vienna | Symphony Meadows Subdivision | Y                        | Web   | <p>communities bordering the DTR from intrusive noise levels. There appear to be an additional 2.5 linear miles of residential communities along the DTR that are not shielded by sound walls. Noise mitigation decisions under MWAA’s final noise policy must not continue to discriminate in the level of noise protection provided to its existing residential neighbors. The Symphony Meadows community believes that all existing residential areas bordering the DTR must be protected by equivalent noise mitigation measures. Further, it is our view that those areas experiencing the highest noise levels or that currently have a “line-of-sight” view of the roadway should be provided the highest priority in decisions authorizing the installation of new sound walls along the DTR. • Second, a letter dated January 18, 2007 from Mr. James E. Bennett, (former) MWAA President and CEO, to Dr. Ronald Bank, Secretary Symphony Meadows Homeowners Association, committed MWAA to “insuring that environmental issues – including those from rail and highway noise – are addressed should we be granted final approval to construct rail in the corridor.” Unfortunately, the draft noise policy appears to limit consideration to “noise increases or decreases associated with traffic growth or contraction” only. A subsequent fact sheet prepared by MWAA for the June 2010 public meeting on the draft noise policy emphasized “highway noise generated by the Dulles Toll Road” and downplayed its applicability to noise from the Dulles Rail Project. This limitation is contrary to Mr. Bennett’s commitment and is inconsistent with the stated intent of the draft policy to address “future noise levels” over the next 10–20 years at a minimum. It also raises the issue of just what level of noise mitigation is MWAA actually planning to construct along the DTR as a part of the Dulles Rail Project. The December 2004 Final Environmental Impact Statement (FEIS) for the Dulles Rail Project described in general terms MWAA’s intent to install short parapet walls along “aerial” portions of the rail project. The FEIS also discussed taller parapets along selected other portions of the DTR. Such parapets are intended to provide mitigation primarily for “wheel noise”. They do not, however, eliminate all noise</p> | Policy, Analysis, Schedule, Rail, Miscellaneous | P6, P7, P8, P9, P10, P11, P15, A1, A2, A3, A7, A9, S1, R1, R2, R3, M4 |

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| 63 | Bank      | Ron        | Vienna | Symphony Meadows Subdivision | Y                        | Web   | <p>impacts from train operations. Residual train noise will extend beyond the parapet walls and will combine with increasing highway traffic on the DTR to exacerbate noise impacts on nearby, unprotected and under-protected residential communities. Unfortunately, the FEIS shows that major sections of the DTR between its intersection with Route 7 and the Dulles Airport will have no parapet walls. How can MWAA claim to have addressed rail noise impacts when its plan for noise mitigation includes only short parapet walls along “aerial” segments of the rail project and then short sections of parapet walls in only a few other locations? The Symphony Meadows community asks MWAA to provide detailed information on the exact location and height of parapet walls it intends to install as a part of the Dulles Rail Project. Just as MWAA’s 2008 assumption of the DTR included both its highway operations and the construction and operation of rail facilities, its final noise policy must address all existing and future sources of noise associated with the DTR in a comprehensive manner. The draft noise policy contemplates the use of computer modeling to predict future noise levels and, as such, impacts from both rail and highway noise must be reflected in MWAA’s upcoming sound wall decisions. The Symphony Meadows community believes that the scope of any final noise policy must be comprehensive and must specifically include the impacts from both highway and future rail noise in making its noise mitigation decisions. Section 2: Definitions The Symphony Meadows community ... • Questions MWAA’s general comment in the proposed definition of “abatement” on page 1 that “planting vegetation between the noise source and receptor(s) is not considered an abatement measure because it is rarely acoustically effective.” Recently, the Dulles Rail Project began construction of a storm water drainage pond along the DTR right-of-way in the general vicinity of 1606, 1617 and 1639 White Pine Drive (between Beulah Road and Trap Road). Prior to this construction activity these homes were “buffered” from the DTR by a sizeable stand of large, mature trees. This “vegetation” provided both an acoustical and visual shield from some of the current</p> | Policy, Analysis, Schedule, Rail, Miscellaneous | P6, P7, P8, P9, P10, P11, P15, A1, A2, A3, A7, A9, S1, R1, R2, R3, M4 |

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| 63 | Bank      | Ron        | Vienna | Symphony Meadows Subdivision | Y                        | Web   | <p>highway noise. A contractor for the Dulles Rail Project removed a significant number of these trees to accommodate the new drainage pond. The result of this activity has been a detrimental increase in the actual and perceived noise levels affecting these and other nearby residences. Unfortunately, MWAA has neither quantified nor made any effort to address this recent problem. As this actual situation demonstrates, vegetation can provide meaningful protection to both the actual and perceived impact of highway noise. We recognize that vegetation alone cannot provide much of the noise protection that residential communities need, but such minimum shields do add value. We recommend that MWAA reconsider this general comment.</p> <ul style="list-style-type: none"> <li>• Recommends that the proposed definition of “benefited” on page 1, which states that abatement measures must reduce “the noise level at the receptor by at least 5 decibels”, include consideration of both actual and “perceived” noise reduction. This recommendation is addressed in greater detail in our comments under “Traffic Noise Fundamentals” below.</li> <li>• Recommends that the definition of “future noise level” on page 2 be changed to include not only noise increases (or decreases) associated with highway traffic growth (or contraction) but also noise increases from future rail operations. Although MWAA claims that rail noise is being mitigated as a part of the Dulles Rail Project (a claim which appears incredibly weak given the minimal use of parapet walls along the DTR corridor, as noted earlier in these comments), there will continue to be measurable noise from rail operations that will impact nearby residential communities. Because, future noise levels along the DTR will be affected by both highway and rail sources, it is neither logical nor efficient for MWAA to attempt to separate noise mitigation measures by noise source. This change is also necessary to conform MWAA’s noise policy to its long-standing pledge.</li> <li>• Recommends that the definition of “impacted” on page 2 be amended so that any residential property with “line-of-sight” views of the DTR will be considered for noise mitigation if their measured worst-case Leq noise levels approaches 5 dBA (rather than 1dBA) of the Noise Abatement Criteria for the</li> </ul> | Policy, Analysis, Schedule, Rail, Miscellaneous | P6, P7, P8, P9, P10, P11, P15, A1, A2, A3, A7, A9, S1, R1, R2, R3, M4 |

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| 63 | Bank      | Ron        | Vienna | Symphony Meadows Subdivision | Y                        | Web   | <p>applicable category. This is addressed in greater detail in our comments under “Traffic Noise Fundamentals” below. Section 4: Traffic Noise Fundamentals The draft noise policy on page 4 states that traffic noise levels depend upon eight factors, including traffic volume, vehicle speed, vehicle category mix, duration and frequency of traffic, distance between vehicles and receptors, intervening barriers, ambient environment, and terrain. There is, however, another equally important factor, namely “visibility of the noise source.” It is well known that residents living in communities which have a direct line-of-sight to a highway or rail operation, such as the DTR, “perceive” higher levels of noise impact than are actually measured. Based on conversations with professional acoustic consultants with extensive experience in highway noise measurement and mitigation, “seeing” the noise source increases the “perceived” noise by 5 dBA above the actual measured level. For this reason, the Symphony Meadows community recommends that MWAA’s final noise policy allow residential communities with “line-of-site” views of the DTR to qualify for consideration of noise abatement if measured noise levels are within 5 dBA of the applicable Noise Abatement Criteria (rather than the 1 dBA variance proposed in the draft policy). It should also be noted that noise levels involve the cumulative effect of any activity that generates sound. In the case of the DTR, the major contributors to noise will include highway traffic and future rail operations. Rail noise levels are affected by, but not limited to, train duration and frequency, train speed, train length, height and effectiveness of noise mitigation from parapet wall installation, actual noise mitigation from existing sound walls or other mitigation measures, distance between rail tracks and receptors, ambient environment and terrain. The Symphony Meadows community notes that the proper metric for analyzing noise from train operations is Lmax rather than Leq(h) or L10(h). Trains pass receptors in short intervals but create high level noise “bursts” as they pass those receptors generating Lmax levels near 80 dBA. Parapet walls (wherever they may be installed by MWAA) may dampen, but certainly will not eliminate, wheel noise in</p> | Policy, Analysis, Schedule, Rail, Miscellaneous | P6, P7, P8, P9, P10, P11, P15, A1, A2, A3, A7, A9, S1, R1, R2, R3, M4 |

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| 63 | Bank      | Ron        | Vienna | Symphony Meadows Subdivision | Y                        | Web   | <p>the immediate vicinity of the tracks. These minimal walls provide virtually no mitigation for sound pressure induced noise from the train cars. This residual noise will extend well beyond the track area. As noted above, residual train noise will combine with growing highway noise to exacerbate existing problems in unprotected or unshielded residential areas near the DTR. The Symphony Meadows community believes that a comprehensive noise policy must address all sources of noise and that MWAA's final noise policy must be expanded to address the anticipated level and impact of noise from future rail activities in addition to highway traffic noise. Section 5: Noise Abatement Criteria (Table 2) The draft noise policy references and proposes to use current federal noise abatement criteria (Table 2). MWAA staff has advised that residential communities along the DTR will be considered as "Activity Category B". The description of activities within Category B is unreasonably broad. Many of the activities in this category do not share the same sensitivity to noise. For instance, an Leq(H) of 67 dBA will have much greater impact on "residences or hospitals" than on "picnic areas, playgrounds, parks, schools or churches". Residential and hospital areas involve people who are present for extended time periods during both day and night. These areas share a clear and undeniable value for serenity and quiet and are significantly impacted by quality-of-life factors such as ambient noise and the visual attributes of the surrounding environment. Preserving these qualities is essential if these areas are to continue to serve their primary purpose. Preserving these qualities is also essential to achieving MWAA's stated goal of being a "good neighbor." The Symphony Meadows community recommends that MWAA establish a "B+" Activity Category for those limited areas (such as residences or hospitals) which may not qualify as Category A but are clearly more noise sensitive than other activities currently included within Category B (such as playgrounds, picnic areas and parks). It is recommended that the Noise Abatement Criteria for this new Activity Category B+ be established with criteria levels of Leq(H) 62 dBA and L10(H) 65 dBA. Section 7: Feasibility / Reasonability</p> | Policy, Analysis, Schedule, Rail, Miscellaneous | P6, P7, P8, P9, P10, P11, P15, A1, A2, A3, A7, A9, S1, R1, R2, R3, M4 |

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| 63 | Bank      | Ron        | Vienna | Symphony Meadows Subdivision | Y                        | Web   | <p>Criteria The Symphony Meadows community ... • Supports the ability of MWAA to “make exceptions on a case-by-case basis” as mentioned on page 6. Such a “safety-valve” would allow MWAA to address special situations that might be excluded by the literal terms of the final noise policy. However, a policy that depends to a large extent upon the use of “case-by-case exceptions” to accomplish its goals is not a “good” policy. The Symphony Meadows community believes that, taken as a whole, the criteria proposed in the draft noise policy will likely preclude many, if not most, of the current unprotected residential areas along the DTR from qualifying for noise mitigation measures. Consequently it is very likely that, under the draft policy, MWAA will be forced to “make exceptions” on many occasions in order to fulfill its written commitment to replace/construct 3-5 miles of sound walls and repair/maintain 10 miles of existing sound walls and to achieve its stated goal of being a “good neighbor.” A policy where “decision-by-exception” becomes necessary to achieve its goals typically fails because exceptions for one ultimately necessitate exceptions for all. In this situation, the policymaker may be forced to suspend granting any exceptions in order to avoid confusion, distrust, and conflict among the parties. This outcome would be a gross disservice to the residents in those areas that clearly need noise protection from growing levels of noise from the expanding DTR operations. As important as exceptions may be to fully achieve MWAA’s noise mitigation goals, it is even more important for MWAA to change the draft policy to establish reasonable criteria that will achieve the majority of its noise mitigation goals without over-reliance on the use of exceptions. • (To avoid the problem mentioned above ...) Recommends that the preamble to this section of the noise policy clarify that its criteria will serve only to guide MWAA decisions to fulfill (at a minimum) its 2006 pledge to replace/construct 3-5 five miles of sound walls and repair/maintain an additional 10 miles of sound walls in the DTR corridor. These criteria should be used solely to prioritize areas along the DTR for the installation of noise mitigation measures and not, as currently proposed, to eliminate areas from consideration</p> | Policy, Analysis, Schedule, Rail, Miscellaneous | P6, P7, P8, P9, P10, P11, P15, A1, A2, A3, A7, A9, S1, R1, R2, R3, M4 |

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| 63 | Bank      | Ron        | Vienna | Symphony Meadows Subdivision | Y                        | Web   | <p>of such measures. • Supports Feasibility Criteria #1 on page 6 but notes that the proposed 5 dBA noise reduction must also include the reduction in “perceived” noise from communities with “line-of-sight” to the DTR. Such “perceived” reductions would be achieved by the installation of a sound wall which not only mitigates actual noise levels but also would eliminate much of the visual impact as well. This situation is discussed in greater detail above under “Traffic Noise Fundamentals.” • Opposes Feasibility Criteria #2 on page 6 and recommends its removal from the noise policy. In cases where noise levels caused by highway and/or rail operations along the DTR exceed established Noise Abatement Criteria at any single or combination of properties by such an extent that a sound wall will not reduce noise levels to or below the criteria level (we will refer to these as “extreme properties”), MWAA should still be obligated to consider noise mitigation measures. It is likely that there will be properties contiguous to or near the “extreme properties” that would realize noise reductions below the applicable criteria level. In those instances, a noise wall should be considered along with other measures to lower noise originating from those sources contributing to the problem at the “extreme properties.” Instead of denying help to such “extreme properties” (which is the net effect of this criteria), the MWAA noise policy should clearly define its obligation to consider all reasonable measures necessary to achieve reductions to the criteria level. • Supports Reasonableness Criteria #1 but notes our concern about the inclusion of residential properties in Activity Category B and our recommendation for a new Activity Category B+. Further, our support of this criterion is predicated upon the Noise Abatement Criteria recognizing the impact of “perceived” noise on residential properties with “line-of-sight” to the DTR. These concerns and recommendations were further discussed in our above comments on Section 4, “Traffic Noise Fundamentals.” • Requests additional information relating to Reasonableness Criteria #2 on page 6 (i.e., “total costs equal to or less than \$40,000 per benefited property”). This proposed cost-benefit measure depends upon the</p> | Policy, Analysis, Schedule, Rail, Miscellaneous | P6, P7, P8, P9, P10, P11, P15, A1, A2, A3, A7, A9, S1, R1, R2, R3, M4 |

| ID | Last Name | First Name | City   | Community Name               | Live Close to Toll Road? | Venue | Comment  | Category  | FAQ Reference Number  |
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| 63 | Bank      | Ron        | Vienna | Symphony Meadows Subdivision | Y                        | Web   | <p>type of sound wall system that MWAA selects and the number of benefited properties that would be shielded by the new wall. The more expensive the sound wall technology employed by MWAA the greater number of impacted properties necessary to meet the cost-benefit trigger value. Clearly sound wall technology has improved over the past decade. However, these welcomed improvements have been accompanied by higher unit costs (due to both inflation and the sound abatement materials used). MWAA needs to provide information on the typical cost-per-square-foot for candidate sound wall technologies. The public needs this information to assess the potential for areas without sound walls at present to qualify under the proposed \$40,000 per benefited property criteria. Ample cost information should be available for the Northern Virginia region from the extensive sound wall construction and replacement projects currently under construction along Interstate 495 between I-95 and the DTR in Virginia. This information should be provided for public consideration and comment before this noise policy is finalized. Further, we understand that MWAA has established a budget for its commitment to replace/construct 3-5 miles of sound walls and repair/maintain 10 miles of sound walls within the current \$1.3 billion construction budget for Phase I of the Dulles Rail Project. It would be helpful to know what actual funding level MWAA has established to fulfill its obligation for sound walls. It is our firm view that users of the DTR and the future Dulles Rail facilities have an obligation to address the noise that they generate. Consequently, user fees for these operations should be established at a level that is adequate to mitigate fully the objectionable noise impacts on residential communities along the DTR. Further, we recommend that MWAA provide clearer guidance on how "benefited properties" will be grouped together for purposes of determining whether or how long a sound wall to construct. For instance, if a 2500 foot-long sound wall with 20 benefited properties is more cost effective than a 5000 foot-long sound wall with 25 benefited properties in the same contiguous area, how does the MWAA decide on the</p> | Policy, Analysis, Schedule, Rail, Miscellaneous | P6, P7, P8, P9, P10, P11, P15, A1, A2, A3, A7, A9, S1, R1, R2, R3, M4 |

| ID | Last Name | First Name | City   | Community Name               | Live Close to Toll Road? | Venue | Comment   | Category  | FAQ Reference Number  |
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| 63 | Bank      | Ron        | Vienna | Symphony Meadows Subdivision | Y                        | Web   | length of sound wall to consider building? As noted in our comments on Feasibility Criteria #1 above, the proposed Reasonableness Criteria #2 should be amended to state that “the minimum 5 dBA noise reduction due to construction of the barrier” also includes reductions in “perceived” noise from properties with “line-of-sight” to the DTR. Section 8: Ranking The draft noise policy allows MWAA to prioritize areas for traffic noise abatement and establish cost, cost effectiveness and sound levels as criteria in ranking these areas. These criteria inappropriately constrain MWAA’s consideration of areas for noise mitigation as explained below. The Symphony Meadows community believes that all existing residential areas along the DTR should be protected by equivalent noise mitigation measures. Further, we believe that those areas with the highest existing or future predicted noise levels should be given priority for the replacement/construction/repair/maintenance of sound walls. Nothing in this noise policy should preclude fulfilling, at a minimum, MWAA’s commitment relating to the construction/replacement of 3-5 miles of sound walls and the repair/maintenance of 10 miles of sound walls as provided in MWAA’s “Dulles Corridor Proposal” of January 2006 and Mr. James Bennett’s letter of February 9, 2009, as extensively noted above. The Symphony Meadows and neighboring communities located on the south side of the DTR between Beulah Road and Trap Road are among only a few residential areas along the DTR that possess “line-of-sight” views of the DTR and are not protected by any sound wall or other noise mitigation measure. Further, the noise from the DTR experienced by many residences in our communities is exacerbated by noise reflected from an existing sound wall located on the north side of the DTR between Beulah Road and Trap Road. Some of these “views” of the DTR are from the front of an impacted property and some are from the rear of the property. We believe that the “perspective” of an impacted property relative to the DTR is not relevant in determining its eligibility or priority under the MWAA noise policy. Rather, it is the actual or predicted future level of noise and the “perceived” noise from DTR sources impacting the | Policy, Analysis, Schedule, Rail, Miscellaneous | P6, P7, P8, P9, P10, P11, P15, A1, A2, A3, A7, A9, S1, R1, R2, R3, M4 |

| ID | Last Name | First Name | City   | Community Name               | Live Close to Toll Road? | Venue | Comment  | Category  | FAQ Reference Number  |
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| 63 | Bank      | Ron        | Vienna | Symphony Meadows Subdivision | Y                        | Web   | <p>property that is important in determining eligibility and priority. The Symphony Meadows community recommends that the criteria for determining eligibility and prioritizing of residential areas for noise abatement be amended to specifically include the lack of existing, effective sound mitigation measures (i.e., sound wall, earthen berm, or exceptional distance) as an additional criteria of co-equal importance. Section 10: Reconstruction of Existing Noise Walls The Symphony Meadows community supports the willingness of MWAA to “repair or replace existing noise walls in kind.” This is one of the fundamental commitments MWAA has already made to communities along the DTR. However, it is not possible to fully evaluate this section of the draft noise policy without knowing what criteria MWAA will apply to decide which existing noise walls are eligible for reconstruction. How will MWAA determine “an existing noise barrier’s continued effectiveness to achieve desired noise abatement standards?” By their very existence, existing sound walls provide some level of noise protection for residences “shielded” behind the walls. In these locations it is not possible to “measure” their unprotected noise levels. How does MWAA intend to determine the benefit afforded to a property already shielded by a sound wall relative to the benefit afforded to a property that has no existing protection or is “unshielded”? Does an existing noise barrier need to satisfy the same eligibility criteria (i.e., noise levels, noise reduction and cost effectiveness) as a new sound wall? Does MWAA intend to establish separate criteria for existing walls? How does MWAA rank or prioritize the need for new walls against the need to replace an existing wall? MWAA states there are 7.5 linear miles of existing sound walls along the DTR. Under the draft noise policy, these are all eligible for “replacement in-kind.” However, MWAA has provided no criteria describing how it will make decisions regarding which walls it intends to replace. In contrast, for the relatively few residential areas along the DTR that are currently unprotected/unshielded by a sound wall and experience intrusive noise levels from the DTR, MWAA is proposing very detailed and very onerous criteria that are more likely</p> | Policy, Analysis, Schedule, Rail, Miscellaneous | P6, P7, P8, P9, P10, P11, P15, A1, A2, A3, A7, A9, S1, R1, R2, R3, M4 |

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| 63 | Bank      | Ron        | Vienna | Symphony Meadows Subdivision | Y                        | Web   | <p>to exclude their eligibility for a new wall (rather than fulfilling its commitment to provide much needed noise protection for these neighbors). We question the ultimate fairness of a policy that treats areas with similar needs so differently. The Symphony Meadows community believes that the final noise policy should establish and implement an equivalent level of protection for all residential areas along the DTR. We believe that the construction of new sound walls to protect those areas that do not currently have any noise protection must be prioritized over the replacement of existing barriers (except possibly where the existing barrier is so short that there are a measurable number of properties behind the wall that are unshielded and are subject to actual noise levels equivalent to current unprotected properties). This is especially true where any residential area without noise protection also has a direct view of the DTR. Further, the Symphony Meadows community requests that MWAA clarify how it intends to make decisions relating to the repair or replacement of noise barriers that have “experienced certain structural damage based on an engineering determination.” At the June 10, 2010 “Public Workshop on the Draft Highway Noise Policy”, members of our community were told by senior MWAA officials that the funding for the repair and/or replacement of structurally damaged or unsafe barriers is a part of MWAA’s general operating budget and is totally separate from the funding for new barriers under this draft noise policy. However, the inclusion in this draft policy of language relating to the repair and/or replacement of structurally damaged or unsafe walls would seem to indicate that such projects may comprise a part of the 3-5 miles of wall that MWAA pledged to replace or construct and thus further compete with the needs of currently unprotected or under-protected residential communities. Again it would be both unfortunate and a disservice to residents who do not have any meaningful noise mitigation measures in place for the effect of this noise policy to prioritize replacement situations over the installation of new sound walls in unprotected residential areas. Closing Comments With each of the above comments in mind, our final</p> | Policy, Analysis, Schedule, Rail, Miscellaneous | P6, P7, P8, P9, P10, P11, P15, A1, A2, A3, A7, A9, S1, R1, R2, R3, M4 |

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| 63 | Bank      | Ron        | Vienna | Symphony Meadows Subdivision | Y                        | Web   | <p>recommendation is that MWAA establish two working groups immediately upon the close of the public comment period on the draft noise policy. One working group would consist of MWAA staff and representatives from those residential communities that currently have sound walls. The other working group would consist of MWAA staff and representatives from those residential communities that do not have sound walls. The “wall” group would work to finalize criteria applicable to their communities and the “no-wall” group would do likewise. We believe that through these more personal and interactive discussions between MWAA staff and impacted communities, 1) the time needed to finalize a meaningful noise policy will be shortened, 2) the probability that the interests of all parties are met to the greatest extent possible will be improved, and 3) the potential for conflict and confusion will be reduced. The Symphony Meadows community is prepared to participate and to devote the time necessary to achieve this outcome. The Symphony Meadows community appreciates MWAA’s 2006 pledge to address noise problems along the DTR and the multiple, subsequent communications reconfirming this commitment. We appreciate that MWAA wishes to be a good neighbor to adjacent communities and endeavors to address the very serious noise concerns that exist along the DTR and the Dulles Access Road. But in considering MWAA’s success in fulfilling both its specific commitments (as noted throughout this document) and the intent of this draft noise policy, we will be guided by two thoughts: First, success will be determined by the extent of the sound walls MWAA builds, replaces and repairs and not by the extent of the analyses it completes. Second, “good (sound) walls make for good neighbors.” If there are questions on the above, please contact the following on behalf of the Symphony Meadows community: Dr. Ronald S. Bank, M.D. Secretary, Symphony Meadows Homeowners Association 1642 White Pine Drive Vienna, VA 22182 703-242-7662 rsbank@aol.com</p> | Policy, Analysis, Schedule, Rail, Miscellaneous | P6, P7, P8, P9, P10, P11, P15, A1, A2, A3, A7, A9, S1, R1, R2, R3, M4 |

| ID | Last Name | First Name   | City         | Community Name                                   | Live Close to Toll Road? | Venue | Comment   | Category                | FAQ Reference Number |
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| 64 | Egle'     | Dick & Jolyn | Vienna       | Symphony Meadows                                 | Y                        | Web   | We are extremely affected by noise of the current road and are very concerned of the impact of the metro will have on our home.   | Schedule                | S1                   |
| 65 | Barrick   | Carl         | Falls Church | Goldleaf Terrace, Falls Church in Fairfax County | Y                        | Web   | It should be made clear that the Dulles Toll Road Highway Noise Policy shall apply both to the Dulles Toll Road and to the Dulles Airport Access Highway each in their entirety, including the portion of the Dulles Airport Access Highway East of 495 running west to the Route 66 interchange and West Falls Church METRO station. The current draft only mentions the "Dulles Toll Road" under "Purpose" and does not make clear that the Dulles Access Airport Highway in its entirety will also be subject to the guidelines. Residents of the areas along this portion of the Dulles Airport Access Highway experience significant noise pollution and there are many locations where no sound barriers or other remediation has been implemented. | Policy                  | P12                  |
| 66 | Beggs     | Jim          | Vienna       | Shouse Village                                   | Y                        | Web   | Do you need volunteers for your monitors? I'm willing and can also suggest other locations in our community. If decisions have been made on monitor locations, how can I find out where they'll be placed and how you decided upon the locations. The topography of our area does effect proper placement of sound monitors (I know you account for leaves and distance, but how is topography addresse?). thanks, Jim  | Analysis                | A9                   |
| 67 | Jassal    | Neena        | Vienna       | Chatham Ford                                     | Y                        | Web   | As the years are passing noise and trafic on the Dullus Toll road is incresing. With Metro rail noise will increase more.Noise is unbearable. Specially since the tree were removed early this spring/winter by Beulah Rd andChatham ford Rd section neat the over path. At night truck noise, emergency vehicle and fast car make me feel like I am standing by the roadside not in my home. We are taxpaying cictzen who deserve litle peace and quiet. We hope noise bearer will help. Please help us it is very importand for not only for peace but for our health too.  | Analysis, Miscellaneous | A4, M4               |

| ID | Last Name | First Name | City   | Community Name                   | Live Close to Toll Road? | Venue | Comment  | Category | FAQ Reference Number |
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| 68 | Stygar    | Andrea     | Vienna | Sun Valley                       | Y                        | Web   | The workshop materials (found on your site at <a href="http://www.mwaa.com/file/workshop_materials.pdf">http://www.mwaa.com/file/workshop_materials.pdf</a> ), omits the cross section where the Toll Rd crosses over Difficult Run Stream. It should be depicted on either page 19 or 20, but shows on neither. There is currently no sound wall at that bridge and your diagrams are missing that section of land. Is there a plan to correctly represent that missing area in future? The way that it is currently depicted is misleading since it looks as if there is a continous sound barrier wall which is not the case. Please confirm that you are you are aware that there is no sound barrier wall where the Toll Road intersects with Difficult Run Stream. Will this section be addresses or will it be omitted since it is missing from your diagrams? Thank you for your response, Andrea Stygar | Analysis | A6                   |
| 69 | Konnath   | Scott      | Vienna | Sun Valley Community Association | Y                        | Web   | I am concerned with the reflected traffic noise I hear near Montafia Ln because there is only one sound wall on the "4" bridges that cross the Difficult Run stream valley. Marcia McAllister was going to get back with me on whether or not the Metro rail bridge(s) in this area will have the 4ft high sound mitigating walls used when the rail is elevated. In the case of the Difficult Run stream valley which supports the Cross County Trail, this is an elevated section of rail. I would like these same sound mitigating walls on all the vehicle bridges also so the traffic noises are not reflected through the Difficult Run stream valley into my neighborhood and the neighborhood to the north of the toll road.   | Analysis | A6, A7, A11          |

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| 70 | Phelps    | Jim        | Falls Church |                | N                        | Web   | On June 1, 2010, MWAA released their proposed noise abatement policy for the Dulles Access Road. The proposed policy addressed highway noise only, not train noise. The Final Environmental Impact Statement (FEIS, ref 1) indicates that approximately 1.5 miles of "at grade" parapet walls are planned to be built along the Dulles Access Rd Silver Line Route to Wiehle Ave. This, combined with the 3-5 miles of new sound wall, represent MWAA's noise abatement plan for both vehicular noise and train noise along the Silver Line Route. It is very clear from both the proposed policy statement and the FEIS that these noise sources and their mitigation are being marginally addressed separately. A more synergistic approach offers potential cost savings that the current two independent approaches do not. Additionally, this combined approach would make it far easier to pursue additional funding for the noise abatement. References 1) Dulles Corridor Rapid Transit Project Final Environmental Impact Statement (FEIS) | Rail     | R1                   |

| ID | Last Name | First Name | City   | Community Name             | Live Close to Toll Road? | Venue | Comment   | Category | FAQ Reference Number |
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| 71 | Reddy     | Ramesh V   | Vienna | Symphony Meadows Community | Y                        | Web   | <p>Good Morning, The Symphony Meadows community has proactively and tirelessly communicated with numerous MWAA and VDOT officers and staff and our federal, state and local elected officials and staff since January 2006. Our concerns about the detrimental impacts of existing and future noise levels on our community are well known to and well documented with MWAA. In each of our communications, MWAA staff has assured us that once a uniform standard and noise abatement policy is formalized, a comprehensive resolution of the current and future noise problem would be implemented consistent with its written 2006 pledge. The residents of the Symphony Meadows community look forward to resolving the excessive and unacceptable noise emanating from the DTR and which will certainly worsen once the Dulles Corridor Rail Project begins construction and operation. As one of just a few residential communities adjacent to the DTR without any noise mitigation measures, we believe ours is precisely the situation that MWAA's long-standing pledge to construct new sound walls was intended to address and should receive priority attention. Your thoughtful consideration and implementation of our views will be much appreciated. Thanks!!! Ramesh</p> | Policy   | P11                  |

| ID | Last Name  | First Name | City   | Community Name             | Live Close to Toll Road? | Venue | Comment  | Category      | FAQ Reference Number |
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| 72 | Reddy      | Madhu V    | Vienna | Symphony Meadows Community | Y                        | Web   | Good Morning, Symphony Meadows community has proactively and tirelessly communicated with numerous MWAA and VDOT officers and staff and our federal, state and local elected officials and staff since January 2006. Our concerns about the detrimental impacts of existing and future noise levels on our community are well known to and well documented with MWAA. In each of our communications, MWAA staff has assured us that once a uniform standard and noise abatement policy is formalized, a comprehensive resolution of the current and future noise problem would be implemented consistent with its written 2006 pledge. The approved phase-1 expansion of Metrorail to Dulles Airport will greatly increase noise pollution along the Dulles Toll Road (DTR) during construction & operation. Our proposed "infrastructure-transportation" project provides for installation of a sound wall along the south side of the DTR between Trap Road (VA-676) & Beulah Road (VA-675). Thanks in advance Madhu Reddy | Policy        | P11                  |
| 73 | Chennupati | Rama       | Dulles |                            | N                        | Web   | We live close to 606 old ox road which runs backside of the airport along south side. They are planning to build 6 to 8 lanes around the airport. We don't need that many lanes as it is wasting money and the traffic is not there to use those lanes. Please reconsider this idea as Airport authority is providing all the funding to this road and our Board of supervisors are wasting that money. Even some of our high ways are not even 4lanes many cases.   | Miscellaneous | M7                   |

| ID | Last Name | First Name | City         | Community Name  | Live Close to Toll Road? | Venue | Comment   | Category         | FAQ Reference Number |
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| 74 | Hall      | Greg       | Vienna       | Wolf Trap Woods | Y                        | Web   | The Dulles Toll Road runs right next to my backyard. Even though there is a sound wall up I would consider my house unshielded due to the fact that we are at a higher elevation than the wall. We have learned to live with the current noise level because we love where we live, but with the addition of the Metro I am concerned that the noise level will be greater than we care to hear. I have often wondered if anything else can be done to contain the noise we hear such as raising the walls higher or planting trees that will grow tall and have a positive effect on noise levels. I hope the noise study will also include those areas with walls for residences that are located at a higher elevation. I look forward to results of the study and hope a reasonable resolution can be attained for the houses that sit parallel to the Toll Road. Respectfully, Greg Hall 1521 Laurel Hill Road Vienna, VA 22182 Wolftrap Woods | Policy, Analysis | P9, A1               |
| 75 | Ouellet   | Ronald     | Vienna       | Wolf Trap Woods | Y                        | Web   | Too much car noise -- can be heard inside my house. Need to close wall completely probably (currently open)with noise obsorbant material e.g. wood or some type os insulation on the cement walls. Pave Dulles Access Road with special materials that has e.g. rubber in it to decrease tire noise on the road surface. We can do better in car noise reduction.   | Policy, Analysis | P16, A1              |
| 76 | Johnson   | Keith      | Falls Church | Olney Park      | Y                        | Web   | My house backs up to the Dulles Airport Extension to Rt 66. The noise level WITHOUT the metrorail has already ruined outside enjoyment in my back yard. Highway noise can be heard inside the house. One cannot sit on my back deck and talk in a normal voice. When it rains, tire noise on the highway is extrememly loud and can be heard inside the house. I bought the house in 1977 before the highway was in place, it used to be quiet and beautiful. This noise has lowered the value of my home as it makes it not as desireable a location due to excess noise. Please have the consideration to erect noise abatement walls behind my neighborhood. Conditions will only get worse with Metro and increases of future traffic.  | Policy           | P15                  |

| ID | Last Name | First Name | City         | Community Name          | Live Close to Toll Road? | Venue | Comment  | Category | FAQ Reference Number |
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| 77 | Johnson   | Keith      | Falls Church | Olney Park              | Y                        | Web   | In addition to my previous comments, when the Dulles Extension was created, the cheap sound method of abatement was an earthen berm. That berm has sunk by approximately two feet since it's creation. In addition, weather is also a major noise factor. Rain or wetness on the highway drasctically increases the DB level of noise. I see no mention of weather conditions in your draft.   | Policy   | P9                   |
| 78 | Frucht    | David      | Vienna       | Wolftrap Meadow Estates | Y                        | Web   | The existing sound barriers on the Dulles Toll Roady section that passes Wolftrap Meadow Estates is rather low and in poor condition (crumbling). Our neighborhood is on a hill, so that many of the houses are not shielded from the sound. In addition, our neighborhood borders the area where Difficult Run passes under the Toll Road. I suspect that the subway might be elevated to a higher level here. If so, the sound problem will only worsen. | Analysis | A3, A6               |

| ID | Last Name | First Name | City   | Community Name | Live Close to Toll Road? | Venue | Comment  | Category                        | FAQ Reference Number |
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| 79 | Zience    | Thomas     | Vienna | Sun Valley     | Y                        | Web   | <p>I am a proponent of the Dulles Toll Road, the extension of Metro to Dulles, and a frequent user of the road as well. My hope, now that MWAA has responsibility of the road, including construction of noise barriers, is that MWAA takes the opportunity to make it a model for other jurisdictions as well as citizens of Fairfax County. I would encourage considering both travelers using the road and those living along the road's path who will be most impacted by the resulting noise. In general, I would suggest the construction of substantial sound barriers along the entire length from West Falls Church to Dulles. Specifically, though, I am a resident of Sun Valley in Vienna and will make specific comments on three areas as follows: 1. The area east from the Beulah Rd. bridge along Chathams Ford Dr. 2. The Beulah Rd. bridge itself 3. The area west from the Beulah Rd. bridge to past Difficult Run</p> <p>1. Area east from the Beulah Rd. bridge along Chathams Ford Dr. Those living in the immediate neighborhood can certainly make more specific comments, but noise coming unabated from the high-speed highway already affects Sun Valley. Trains travelling this route will only increase the noise pollution for the citizens in this area. The recent desecration of the area above the highway next to Beulah Rd. is a blight and needs to be corrected – not in a make-do fashion, but in a way that effectively blocks sight and noise lines from Beulah Rd. to the Toll Road. 2. Beulah Rd. bridge. Erect sound/sight barriers across the bridge; it will be a safety hazard otherwise. Car drivers crossing the bridge can be distracted by travel (road and rail) along the Toll Road. 3. Area west from the Beulah Rd. bridge to past Difficult Run. This is an area of high concern to the residents of Sun Valley. Objectionable noise from the Toll Road does and will continue to flow into the area without adequate sound walls. Additionally, the current sound wall on the Sun Valley side of the Toll Road stops at the overpass of Difficult Run before it continues after the overpass. This is in contrast to the north side of the Toll Road which does have a continuous sound wall. Without any sound wall on the Sun Valley side, sound from the Toll Road flows down the Difficult Run stream valley to my house near Montafia Ln. Why not have sound walls on</p> | Policy, Analysis, Miscellaneous | P10, A1, A6, A7, M4  |

| ID | Last Name | First Name | City   | Community Name | Live Close to Toll Road? | Venue | Comment   | Category                        | FAQ Reference Number |
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| 79 | Zience    | Thomas     | Vienna | Sun Valley     | Y                        | Web   | both sides of the overpass? Without sound walls on both sides, the sound is only amplified toward Sun Valley with reflected sound off the wall on the north side of the Toll Road.  | Policy, Analysis, Miscellaneous | P10, A1, A6, A7, M4  |
| 80 | Whitehead | Susan      | Vienna | Chapel Hill    | Y                        | Web   | The rear of my property abuts the houses owned by Wolf Trap on Trap Road - The Barns at Wolf Trap - which is located on the Toll Road. As traffic has increased through the years, the noise level in my yard is so bad that it is difficult to have conversations in my back yard. Now with the Metro Rail going into above ground, I fear that the noise my prevent me from using my yard at all. This problem is compounded by the fact that the main Wolf Trap Park (across the Toll Road from me) has a noise wall. This wall reflects the noise back towards me, so that I receive not only the noise that radiates from my side, but also the reflected noise from the wall on the opposite side of the Toll Road. I respectfully request that noise abatement wall be extended along The Barnes at Wolf Trap and west. Thank you for your consideratioin. | Analysis                        | A7                   |

| ID | Last Name | First Name  | City   | Community Name | Live Close to Toll Road? | Venue | Comment  | Category | FAQ Reference Number |
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| 81 | Holland   | Christopher | Vienna | Shouse Village | Y                        | Web   | <p>Before moving to the Approval phase of your current "Draft Dulles Toll Road Noise Policy" study, please re-take the "61 Leq,dBA noise reading which was recorded within Wolf Trap National Park in September 1987 and reported on page 51 of the 1988 DEIS in support of the first Dulles Toll Road Widening Project. That toll road noise measurement was taken in the immediate vicinity of Wolf Trap National Park's Filene Center lawn seating area (at the "Wolf Trap Pavilion Balcony Ramp, Outside") and, as reported on page 49 of that same DEIS, it exceeded (by 4 Leq,dBA) the FHWA's established 57 Leq,dBA noise abatement criteria standard for "Lands on which serenity and quiet are of exteaordinary significance and serve an important public need and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose." I commented at that time on the failure of that 1988 DEIS to address this apparent noise tolerance discrepancy within Wolf Trap National Park but I am unaware of any action having been taken to either ameliorate that apparent breach of federal noise policy or to re-take that 61 Leq,dBA measurement. In any event, the credibility of your current Noise Policy development effort would seemingly require that a fresh noise measurement be taken (at the same "M8" location that was used in the 1988 DEIS) to measure both the current and anticipated impact of toll road and "Metro" train noise along the top portion of the Filene Center's lawn seating area within Wolf Trap National Park. You may wish to also ensure that your personnel are aware (in whatever consultation and briefings you may have sought to provide "Wolf Trap") that there is a distinction between the National Park Service which manages the Wolf Trap National Park on the north side of the Airport Access Road and the non-profit "Wolf Trap Foundation" which owns and operates the "Barns of Wolf Trap" on the south side of the Airport Access Road. My interaction with some of your staff at your June 10th Public Meeting led me to believe that there may be some confusion about these different entities. Thank you for this opportunity to comment.</p> | Analysis | A10                  |

| ID | Last Name | First Name | City   | Community Name | Live Close to Toll Road? | Venue | Comment   | Category               | FAQ Reference Number |
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| 82 | Daly      | Carl       | Vienna | Shouse Village | Y                        | Web   | It is not fair to take sound levels in the summer season when sound levels are at an annual minimum.  | Analysis               | A5                   |
| 83 | Lore      | Michael    | Vienna | Shouse Village | Y                        | Web   | It is very important to measure noise after summer is over - when traffic is increased due to schools resuming and vacations being over. And, of course, to do it during peak traffic times. Additionally, our neighborhood has elevated areas that may not be immediately visible from the toll road that are impacted by noise.   | Analysis               | A5                   |
| 84 | Garvey    | Melanie    | Vienna | Sun Valley     | Y                        | Web   | Toll Road (prior operators) has never considered any piece of property to be in Activity Category A (lands in which serenity and quiet are of extraordinary circumstance and serve an important public need). Protection of Wolftrap National Park was done by Federal statute. Meadowlark Botanical Gardens should be given Category A designation especially since it is installing the only Korean Bell Garden in North America. The gap in the sound wall where the Dulles Toll Road crosses Difficult Run allows extraordinary amounts of noise to come in to Sun Valley and Clark Crossing neighborhoods. This situation is exacerbated since there is a sound wall on the north side of the highway and a stream corridor carrying the sound. We are especially concerned about the sound of the train blaring through this gap and into the neighborhood. Again this noise will be increased since the trains will be on a bridge over Difficult Run. The methodology that your Policy uses to calculate the worst case noise scenario is flawed since it averages over time. This does not address spikes in noise caused by large trucks and motorcycles. Such spikes in the noise exceed your acceptable decibel levels. The Policy's acceptable noise level in Category B is too high. A person standing on their back patio should not constantly be subjected to the equivalent noise level of 40 people talking in a room as was demonstrated in the cafeteria during your open house. | Policy, Analysis, Rail | P7, A6, A7, R3       |

| ID | Last Name | First Name | City   | Community Name | Live Close to Toll Road? | Venue | Comment  | Category               | FAQ Reference Number |
|----|-----------|------------|--------|----------------|--------------------------|-------|--|------------------------|----------------------|
| 85 | Garvey    | Melanie    | Vienna | Sun Valley     | Y                        | Web   | Toll Road (prior operators) has never considered any piece of property to be in Activity Category A (lands in which serenity and quiet are of extraordinary circumstance and serve an important public need). Protection of Wolftrap National Park was done by Federal statute. Meadowlark Botanical Gardens should be given Category A designation especially since it is installing the only Korean Bell Garden in North America. The gap in the sound wall where the Dulles Toll Road crosses Difficult Run allows extraordinary amounts of noise to come in to Sun Valley and Clark Crossing neighborhoods. This situation is exacerbated since there is a sound wall on the north side of the highway and a stream corridor carrying the sound. We are especially concerned about the sound of the train blaring through this gap and into the neighborhood. Again this noise will be increased since the trains will be on a bridge over Difficult Run. The methodology that your Policy uses to calculate the worst case noise scenario is flawed since it averages over time. This does not address spikes in noise caused by large trucks and motorcycles. Such spikes in the noise exceed your acceptable decibel levels. The Policy's acceptable noise level in Category B is too high. A person standing on their back patio should not constantly be subjected to the equivalent noise level of 40 people talking in a room as was demonstrated in the cafeteria during your open | Policy, Analysis, Rail | P7, A6, A7, R3       |

| ID | Last Name | First Name | City   | Community Name | Live Close to Toll Road? | Venue | Comment  | Category               | FAQ Reference Number |
|----|-----------|------------|--------|----------------|--------------------------|-------|--|------------------------|----------------------|
| 86 | Saile     | Sharon     | Vienna | Shouse Village | Y                        | Web   | <p>1. Based on reading the policy, I'm still confused about how MWAA will measure the noise - I want to make sure that the highway noise is measured not just in the summer (the leaves on existing trees help reduce the noise - it is definitely worse in fall, winter, and spring than in the summer). 2. I think that the "benefits" of noise reduction shouldn't be measured for Shouse residential properties alone; there are NPS property/workers who will benefit from noise reduction AND some benefit should be accounted for the Shouse common property, which includes a pathway through the "woods" very close to the Toll Road where the noise is very unpleasant. I'm quite sure that noise measurements taken along our walkway would be way over the limit of what is acceptable; I walk my dog on that path every day, and the path has many, many users (mostly from Shouse, but some from other neighborhoods too) - dog walkers, joggers, walkers, and bike riders all use the path every day. Some quantification of the benefit to our outdoor enjoyment of Shouse Village common property should be accommodated by this policy. (some measure of the number of people affected, plus actual noise measurements taken from the path (where the sound is much higher, and the sound wall will also make an even greater reduction, and where the purpose of the community path should qualify it as "activity level A"). 3. I realize that this falls under the "highway" noise category, but it seems silly to not include some way to account for the noise that will be coming from the Metro silver line to be built in the middle of the Dulles Toll Road - one would think that the train car noise will only add to the noise from the highway vehicles... 4. I don't understand why the time period for "design year" will only allow a forecast for 10-20 years; surely the highway has estimates of traffic growth for 20, 30, or even 50 years (won't the noise abatement walls last that long?) Thanks for the chance to comment. We will be watching with great hopes that Shouse Village will qualify for the relief that a noise abatement wall will bring!</p> | Policy, Analysis, Rail | P7, A5, A9, R1       |

| ID | Last Name  | First Name | City   | Community Name | Live Close to Toll Road? | Venue | Comment   | Category                      | FAQ Reference Number |
|----|------------|------------|--------|----------------|--------------------------|-------|---|-------------------------------|----------------------|
| 87 | Fredericks | Michael    | Vienna | Shouse Village | Y                        | Web   | <p>Thank you - our family submitted a PowerPoint briefing to Ms. Reiley outlining problematic issues. Please note that our community is more than willing to have measurements taken at our house: 9319 Sibelius Drive, Vienna, VA 22182 as well as all the neighbors I know. Also, please find some key questions below. What constitutes the ambiguous criteria of "substantial increases" to noise levels and why is this Mega Project not classified as Type I? Have all types of requirements been identified to determine compliance? When will the binding agreement with Wolf Trap National Park for the Performing Arts be complied with? How many residents and measurements will be taken as well as how will the significant effect of elevation and terrain topology be fully accounted for? Has a third party, independently funded, noise modeling consultant been established to ensure a completely unbiased assessment? As proposed, how is it fair or reasonable to take sound level measurements in the summer season when sounds levels are at their minimum annual levels? Why are their varying descriptions of the Metro Train parapet or retaining wall specification and what is it exactly? Thank you for your time and response.</p> <p>Michael R Fredericks 703-268-0448</p> | Analysis, Rail, Miscellaneous | A5, A9, A10, R2, M2  |

| ID | Last Name  | First Name | City   | Community Name | Live Close to Toll Road? | Venue | Comment   | Category                      | FAQ Reference Number |
|----|------------|------------|--------|----------------|--------------------------|-------|---|-------------------------------|----------------------|
| 88 | Fredericks | Michael    | Vienna | Shouse Village | Y                        | Web   | <p>Thank you - our family submitted a PowerPoint briefing to Ms. Reiley outlining problematic issues. Please note that our community is more than willing to have measurements taken at our house: 9319 Sibelius Drive, Vienna, VA 22182 as well as all the neighbors I know. Also, please find some key questions below. What constitutes the ambiguous criteria of "substantial increases" to noise levels and why is this Mega Project not classified as Type I? Have all types of requirements been identified to determine compliance? When will the binding agreement with Wolf Trap National Park for the Performing Arts be complied with? How many residents and measurements will be taken as well as how will the significant effect of elevation and terrain topology be fully accounted for? Has a third party, independently funded, noise modeling consultant been established to ensure a completely unbiased assessment? As proposed, how is it fair or reasonable to take sound level measurements in the summer season when sounds levels are at their minimum annual levels? Why are their varying descriptions of the Metro Train parapet or retaining wall specification and what is it exactly? Thank you for your time and response.</p> <p>Michael R Fredericks 703-268-0448</p> | Analysis, Rail, Miscellaneous | A5, A9, A10, R2, M2  |

| ID | Last Name | First Name    | City   | Community Name | Live Close to Toll Road? | Venue  | Comment   | Category           | FAQ Reference Number |
|----|-----------|---------------|--------|----------------|--------------------------|--------|---|--------------------|----------------------|
| 89 | Keam      | Delegate Mark | Vienna |                |                          | Letter | <p>Dear Ms. Hampton,</p> <p>I am writing with regard to the decisions that the Metropolitan Washington Airports Authority will soon be making about the construction of sound walls along the Dulles Toll Road right-of-way. Many constituents of the 35th District, which I represent in the Virginia House of Delegates, will be affected by these decisions.</p> <p>I appreciate the work MWAA has done to develop a fair and open process for determining where new sound walls will be constructed, and I look forward to home owners along the corridor getting relief from the highway noise associated with traffic on the Toll Road. Some neighborhoods have waited patiently for years to have their concerns about traffic noise addressed.</p> <p>I would particularly bring to your attention the petition of the Symphony Meadows Home Owners Association and its neighboring communities located along the one-mile stretch immediately south of the Dulles Toll Road between Beulah Road and Trap Road. These communities are not currently protected by any noise mitigation barriers. Their proximity to the Toll Road and fact that traffic noise is reflected by existing sound walls on the north side of the Toll Road make the need for mitigation particularly compelling.</p> <p>I urge the Authority to adopt a sound mitigation policy that will result in the construction of sound walls that protect the residents of Symphony Meadows and its neighboring communities from the traffic noise generated in the Toll Road Right-of-Way.</p> <p>Sincerely,</p> <p>Mark Keam</p> | Analysis, Schedule | A7, S1, S2           |

| ID | Last Name | First Name      | City    | Community Name | Live Close to Toll Road? | Venue  | Comment   | Category                                 | FAQ Reference Number                      |
|----|-----------|-----------------|---------|----------------|--------------------------|--------|---|--|---|
| 90 | Bulova    | Chairman Sharon | Fairfax |                |                          | Letter | <p>Dear Chairman Snelling and Members of the MWAA Board of Directors:</p> <p>On behalf of the Fairfax County Board of Supervisors, I would like to thank the Metropolitan Washington Airports Authority for identifying the need for additional and enhanced noise mitigation for the Dulles Toll Road and for preparing the Draft Dulles Toll Road Highway Noise Policy, holding public meetings, and accepting public comment on this issue. The Dulles Toll Road is a highly visible and critical transportation link for Northern Virginia and the Washington metropolitan area. As traffic growth within the corridor has expanded, the need for sound wall protection has become paramount to preserving the quality of life for those residing near the roadway.</p> <p>As recommended by MWAA, the policy would be applied to areas along the Dulles Toll Road to protect existing developed areas from highway noise (referred to as "Type II projects"). Federal law does not require the provision of Type II projects, and VDOT does not participate in Type II or retrofit noise abatement projects. MWAA is to be commended for its commitment to the pursuit of Type II noise wall retrofit projects.</p> <p>Please see the attached County comments on the draft policy. Once again, we commend MWAA for developing and seeking public input on this Draft Dulles Toll Road Highway Noise Policy.</p> <p>If you have any questions regarding the County's comments, please contact Kathy Ichter, Director of the County's Department of Transportation.</p> <p>Sincerely,</p> <p>Sharon Bulova<br/>Chairman</p> <p>County of Fairfax<br/>Comments on the Metropolitan Washington Airports</p> | Policy, Analysis, Funding, Miscellaneous | P3, P5, P8, P13, P14, P15, A2, A3, F1, M3 |

| ID | Last Name | First Name      | City    | Community Name | Live Close to Toll Road? | Venue  | Comment  | Category                                 | FAQ Reference Number                      |
|----|-----------|-----------------|---------|----------------|--------------------------|--------|--|--|---|
| 90 | Bulova    | Chairman Sharon | Fairfax |                |                          | Letter | <p>Authority's Draft Dulles Toll Road Highway Noise Policy</p> <p>1. Relationship to 23 CFR 772 and to the Virginia Department of Transportation's Noise Abatement Policy: The draft policy relies on the U.S. Code of Federal Regulations, Title 23; Federal Highway Administration (FHWA), Part 772 – "Procedures for Abatement of Highway Traffic Noise and Construction". VDOT's Noise Abatement Policy was also referenced by MWAA at a May 26, 2010 briefing. MWAA's decision to base its policy on established state and federal policies is appropriate. However, the FHWA is in the process of revising its regulations, and their release may be imminent.</p> <p>2. Feasibility Criteria: Non-highway noise sources: Criterion #6 requires that "non-highway noise sources, such as urban streets, industrial facilities, and airplane flight paths, not reduce or limit the effectiveness of a proposed traffic noise abatement measure." This criterion should be clarified to avoid any suggestion that a noise barrier could be considered to be infeasible if cumulative noise impacts from a variety of sources, including Metrorail trains, would exceed the Noise Abatement Criteria.</p> <p>3. Feasibility Criteria: Zoning restrictions on wall/barrier heights: Criterion #7 would require that "there are no zoning laws or ordinances passed by a local jurisdiction that restricts heights of walls or barriers." The relevance of zoning laws restricting wall heights to MWAA's right-of-way suggests that this criterion should be deleted. Fairfax County has zoning limitations on wall heights, but they would not affect anything that would be constructed within the highway right-of-way. If conditions are similar for Loudoun County and the Town of Herndon, then it is not clear why this criterion would be needed. If MWAA is concerned that there may be a need for barrier construction outside the right-of-way, then zoning issues would be a consideration, but the County's Zoning Ordinance provides for a special permit process allowing case-by-case approval of noise barriers that would exceed</p> | Policy, Analysis, Funding, Miscellaneous | P3, P5, P8, P13, P14, P15, A2, A3, F1, M3 |

| ID | Last Name | First Name      | City    | Community Name | Live Close to Toll Road? | Venue  | Comment  | Category                                 | FAQ Reference Number                      |
|----|-----------|-----------------|---------|----------------|--------------------------|--------|--|--|---|
| 90 | Bulova    | Chairman Sharon | Fairfax |                |                          | Letter | <p>maximum wall height requirements. Noise barrier construction should not be considered to be infeasible if a process is available through which the necessary barrier heights can be considered.</p> <p>4. Reasonableness Criteria: Cost per Benefited Property: Proposed reasonableness criterion #2 would establish an initial maximum \$40,000 per benefited property threshold, a cost above which a barrier would not be considered to be reasonable and would therefore not be constructed. MWAA staff has noted that this amount exceeds the current \$30,000 per benefited property threshold that has been applied by VDOT. However, the VDOT threshold was established in 1997, and sound wall construction costs have increased considerably since then. While costs have come down as a result of the recent recession, at one point the construction costs had more than doubled from 1997 levels. In terms of inflationary increases, the cost should be adjusted annually for “construction” inflation. This point should be clarified in the draft policy as construction cost indexes have often exceeded the CPI indexes for most regions.</p> <p>The County understands that VDOT’s threshold may change as a result of the forthcoming revision to its Noise Abatement Policy. While the proposed \$40,000 threshold is higher than VDOT’s present value, discussions with VDOT staff regarding possible changes to their policy suggests a cost somewhere at the median value of the national average range of \$30,000 to \$80,000 per benefited property. Based on this information, the proposed MWAA standard is on the low end of the median cost.</p> <p>Proposed reasonableness criterion #2 would also specify that “a property’s inclusion in the abatement measure calculation is contingent on the property receiving a minimum 5 dBA traffic noise reduction due to construction of the barrier.” The County recommends that this restriction be made more flexible to account for “partial abatement” (as low as a 3 dBA noise reduction) that has</p> | Policy, Analysis, Funding, Miscellaneous | P3, P5, P8, P13, P14, P15, A2, A3, F1, M3 |

| ID | Last Name | First Name      | City    | Community Name | Live Close to Toll Road? | Venue  | Comment   | Category                                 | FAQ Reference Number                      |
|----|-----------|-----------------|---------|----------------|--------------------------|--------|---|--|---|
| 90 | Bulova    | Chairman Sharon | Fairfax |                |                          | Letter | <p>been incorporated into Feasibility Criterion #1. This could be done by adding wording such as “unless partial abatement will be considered” to the end of this criterion.</p> <p>5. In-Kind Barrier Replacement: Relationship to Noise Abatement Criteria: The proposed policy would “repair or replace existing noise walls in kind,” meaning that if an existing barrier is not tall enough to meet the Noise Abatement Criteria, the replacement barrier would also not achieve the desired level of noise reduction. Consideration should be given to designing replacement barriers such that they would satisfy the Noise Abatement Criteria, particularly if there are fewer than 10 miles of existing barriers that will need to be replaced. It is requested that the ranking process consider the additional costs and additional benefits that would be associated with this suggestion in addition to the replacement in kind concept.</p> <p>6. In-Kind Barrier Replacement: Effectiveness of existing barriers: The draft policy would base a decision on whether or not to repair/replace an existing noise barrier in part on “an evaluation of an existing noise barrier’s continued effectiveness to achieve desired noise abatement standards.” In addition to the concern noted above regarding the Noise Abatement Criteria, clarification should be provided regarding what the evaluation of effectiveness would entail. If there are any gaps in a barrier, or if it appears that gaps may develop in a barrier absent repair or replacement, then there should be a conclusion that the barrier will not have “continued effectiveness.”</p> <p>7. Total length of barriers to be renovated/maintained/reconstruction: MWAA’s “Proposal to Operate the Dulles Toll Road and Build Rail to Loudoun County” states that 3 to 5 miles of walls will be replaced or constructed, while 10 additional miles will be repaired or maintained. At the May 26, 2010, Noise Policy Briefing, MWAA staff indicated that 5 new miles of sound walls would be constructed and 10 additional miles would be</p> | Policy, Analysis, Funding, Miscellaneous | P3, P5, P8, P13, P14, P15, A2, A3, F1, M3 |

| ID | Last Name | First Name      | City    | Community Name | Live Close to Toll Road? | Venue  | Comment  | Category                                 | FAQ Reference Number                      |
|----|-----------|-----------------|---------|----------------|--------------------------|--------|--|--|---|
| 90 | Bulova    | Chairman Sharon | Fairfax |                |                          | Letter | <p>renovated or reconstructed. However, a fact sheet that has been posted on the MWAA Web site states: "The Dulles Toll Road today has 7.5 miles of highway sound walls." How can 10 miles of sound walls be renovated if there are only 7.5 miles of existing walls? If less than 10 miles of existing barriers will be repaired or reconstructed, would it be possible to reconsider the policy, that these barriers would only be replaced in kind even if they are not tall enough to meet the Noise Abatement Criteria?</p> <p>8. Ranking of Projects: Until the noise modeling exercise is performed, it is not known if there will be more or less than 5 miles of new barrier construction that would meet the feasibility and reasonableness criteria. While it is the County's understanding that MWAA will not necessarily limit new barrier construction to 5 miles if additional needs are identified through the modeling effort, a ranking system for barrier implementation will be needed. Not all barriers will be considered at the same time, and it may be many years before the barrier construction project is completed.</p> <p>The policy is vague in terms of the weighted matrix required for prioritization of sound wall placement. For example, is cost effectiveness of noise abatement weighted higher or lower than sound levels in the noise study area? Without clearly defined and weighted matrix criteria, the prioritization of sound walls will lack consistency from one reviewer to another. MWAA should establish a process through which specific ranking and prioritization criteria will be developed.</p> <p>9. Contingency for a possible identification of less than 5 miles meeting feasibility and reasonableness criteria: One possible outcome of the modeling effort would be a determination that there would be fewer than 5 miles of sound walls that would meet the feasibility and reasonableness criteria. In this event, consideration should be given to applying flexibility to one or more of the feasibility and/or reasonableness criteria to allow for consideration of barrier construction where such</p> | Policy, Analysis, Funding, Miscellaneous | P3, P5, P8, P13, P14, P15, A2, A3, F1, M3 |

| ID | Last Name | First Name      | City    | Community Name | Live Close to Toll Road? | Venue  | Comment   | Category                                 | FAQ Reference Number                      |
|----|-----------|-----------------|---------|----------------|--------------------------|--------|---|--|---|
| 90 | Bulova    | Chairman Sharon | Fairfax |                |                          | Letter | <p>construction would not strictly meet these criteria. In some regard, there has already been consideration of applying flexibility in that a 3 or 4 dBA reduction could be considered if it would not be feasible to design a barrier to achieve a 5 dBA reduction. This reduction in minimum barrier function should also be considered for a scenario where there would be fewer than 5 miles eligible for consideration under a strict application of the criteria, recognizing that these barriers may be given a lower priority ranking. Other areas where flexibility could be provided include the achievement of the Noise Abatement Criteria and the cost per benefited property threshold.</p> <p>10. Aesthetics and Architectural Design: While there is a cost associated with enhancing the appearance of any sound wall, the creation of an aesthetically pleasing wall both in terms of color, design, placement, and overall appearance is important with respect to maintaining a transportation corridor that not only serves local residents, but serves as a gateway to visitors traveling to the Washington Dulles International Airport. The corridor is also rapidly expanding as a business and high technology center, so the appearance of the corridor is also extremely important with respect to business attraction and economic development. Perhaps a community-based process could be pursued to select a signature design concept. Another approach to addressing aesthetic considerations could be the planting of vegetation that would soften the visual impact of the barriers.</p> <p>In addition, while not necessarily a structural issue, many of the existing walls that were covered with an acoustic cement finish have deteriorated over the years. Is it possible to repair these walls; restoring not only the aesthetic appearance, but the original intended acoustic properties as well?</p> <p>11. Third Party Funding: The County understands that third party funding regulations have or are being eliminated in other policies due to environmental justice</p> | Policy, Analysis, Funding, Miscellaneous | P3, P5, P8, P13, P14, P15, A2, A3, F1, M3 |

| ID | Last Name | First Name      | City    | Community Name | Live Close to Toll Road? | Venue  | Comment   | Category                                 | FAQ Reference Number                      |
|----|-----------|-----------------|---------|----------------|--------------------------|--------|---|--|---|
| 90 | Bulova    | Chairman Sharon | Fairfax |                |                          | Letter | <p>claims or lawsuits. A suggestion would be to allow for third party funding agreements for median and higher income demographic areas, but that gap funding would be provided by the agency for lower income areas below a certain threshold.</p> <p>12. Construction noise: Section 108-4-1 of the Fairfax County Code establishes the following restrictions related to construction:</p> <p>The following acts are violations of this Chapter: ... (b) Operating or causing to be operated any equipment used in construction, repair, alteration, or demolition work on buildings, structures, streets, alleys, or appurtenances thereto in the outdoors between the hours of 9 p.m. and 7 a.m. the following day, except that no such activity shall commence prior to 9 a.m. on Sundays and Federal holidays.</p> <p>In addition, Section 108-4-4 sets maximum permissible sound pressure levels, including a maximum of 55 dBA noise level for residential properties; no stationary noise source (including construction equipment) may generate noise levels exceeding this threshold as measured on a residentially-zoned property. MWAA should ensure that, absent a variance or waiver to the noise ordinance, any activities relating to sound wall construction should be consistent with these time-of-day and sound pressure level restrictions.</p> <p>13. Other comments: The definition of "Approach" references the Noise Abatement Criteria table of the federal guidelines. However, an incorrect reference is provided for this table. The table in question is Table 5 not Table 1. Alternately, Table 2 of the proposed MWAA policy could be referenced.</p> | Policy, Analysis, Funding, Miscellaneous | P3, P5, P8, P13, P14, P15, A2, A3, F1, M3 |

## Appendix B: Commenters Arranged by Last Name

| Last Name    | First Name       | ID |
|--------------|------------------|----|
| Alvai        | Ali              | 4  |
| Bank         | Dr. Ronald S.    | 52 |
| Bank         | Kathryn          | 28 |
| Bank         | Ron              | 63 |
| Barrick      | Carl             | 65 |
| Beggs        | James            | 44 |
| Beggs        | James            | 46 |
| Beggs        | Jim              | 66 |
| Bognet       | Jim              | 26 |
| Brar         | Apwinder         | 23 |
| Brauchli     | Shannon          | 3  |
| Brook        | John             | 30 |
| Brook        | John             | 16 |
| Buhrman      | Gina             | 9  |
| Buhrman      | Gina             | 27 |
| Bulova       | Chairman Sharon  | 90 |
| Byard        | Marie            | 11 |
| Byard        | Marie            | 47 |
| Byard        | Marie            | 37 |
| Cacciapaglia | Joe              | 36 |
| Calahan      | Ken              | 42 |
| Calahan      | Ken              | 43 |
| Carlson      | Mark             | 8  |
| Chang        | Laurence & Pearl | 6  |
| Chennupati   | Rama             | 73 |
| Chennupati   | Rama             | 55 |
| Chin         | Soo              | 57 |
| Chin         | Soo              | 58 |
| Chiu         | Helen            | 59 |
| Daly         | Carl             | 82 |
| D'Andrade    | Barbara          | 31 |
| Davis        | Robert           | 62 |
| Davis        | Robert           | 61 |
| Duff         | Lee              | 40 |
| Eby          | Caroline         | 54 |

| Last Name       | First Name      | ID |
|-----------------|-----------------|----|
| Edwards         | David           | 25 |
| Egle'           | Dick & Jolyn    | 64 |
| Ewing           | Darren          | 2  |
| Fox             | James           | 21 |
| Fredericks      | Michael         | 87 |
| Fredericks      | Michael         | 88 |
| Frucht          | David           | 78 |
| Garvey          | Melanie         | 85 |
| Garvey          | Melanie         | 84 |
| Gasser          | Susan           | 29 |
| Gentile         | Bruce           | 7  |
| Hall            | Greg            | 74 |
| Hansman         | Judy            | 32 |
| Hansmann        | Judy & Jack     | 51 |
| Holland         | Chris           | 34 |
| Holland         | Christopher     | 81 |
| Ivanova         | Detelina        | 12 |
| Jassal          | Neena           | 67 |
| Jassal          | Paul            | 13 |
| Jassal Joginder | Paul            | 20 |
| Johnson         | Keith           | 77 |
| Johnson         | Keith           | 76 |
| Keam            | Delegate Mark   | 89 |
| Keever          | David           | 35 |
| Konnath         | Scott           | 69 |
| Lore            | Michael         | 83 |
| Martin          | Mike            | 45 |
| Olson           | Erik Lars       | 1  |
| Ouellet         | Ronald          | 75 |
| Patel           | Dixit           | 49 |
| Patel           | Dixit           | 60 |
| Patel           | Ketu            | 50 |
| Phelps          | Jim             | 70 |
| Prithcard       | Trene           | 39 |
| Reddy           | Madhu V         | 72 |
| Reddy           | Ramesh V        | 71 |
| Reese           | Dennis          | 24 |
| Reese           | Sallie & Dennis | 15 |

| Last Name | First Name        | ID |
|-----------|-------------------|----|
| Rosenberg | Sue               | 41 |
| Saile     | Sharon            | 86 |
| Sandlin   | Allison           | 17 |
| Sandlin   | Allison           | 19 |
| Sandlin   | Allison           | 33 |
| Sandlin   | Allison           | 5  |
| Sandlin   | Tom               | 18 |
| Smalera   | Dolly             | 48 |
| Smith     | Stewart and Betty | 10 |
| Stygar    | Andrea            | 68 |
| Turbati   | Daniele           | 53 |
| Turbati   | Daniele           | 56 |
| Volkert   | J. Jay            | 22 |
| Walters   | Elizabeth         | 38 |
| Ward      | Susan             | 14 |
| Whitehead | Susan             | 80 |
| Zience    | Thomas            | 79 |



## Appendix C: Draft Dulles Toll Road Highway Noise Policy

### 1. Purpose

The Metropolitan Washington Airports Authority (the Authority) strives to be a good neighbor to adjacent communities and endeavors to address traffic noise concerns along the Dulles Toll Road and Dulles Airport Access Highway. In order to address concerns related to traffic noise protection, the Authority has developed this traffic noise policy.

It is the policy of the Authority to employ the following guidelines for traffic noise evaluation and abatement along the Dulles Toll Road. U.S. Code of Federal Regulations, Title 23; Federal Highway Administration, Part 772 - "Procedures for Abatement of Highway Traffic Noise and Construction"; (23 CFR 772), will be the guiding document for the analysis and abatement of highway traffic noise.

### 2. Definitions

**Abatement:** Measures used to mitigate or reduce traffic noise levels such as noise barriers. Examples of abatement can include traffic management measures, alteration of horizontal and vertical alignments, acquisition of property, construction of noise barriers, or noise insulation of public use or nonprofit institutional structures. Planting vegetation between the noise source and receptor(s) is not considered an abatement measure because it is rarely acoustically effective.

**Approach, as used in 23 CFR 772.5(g):** Noise levels  $Leq(h)$  which are 1 decibel [dBA] below the levels shown in the Noise Abatement Criteria (NAC; Table 1) of the guidelines in 23 CFR 772.

**Barrier:** A solid wall, earth berm, or combination earth berm and wall to provide traffic noise reduction for impacted properties. It is typically designed to break the line-of-sight between the receiver and the roadway noise sources.

**Berm:** Linear earthen mound constructed to provide a traffic noise reduction for impacted receptors.

**Benefited:** If a property is impacted by traffic noise, it is "benefited" if an abatement measure reduces the noise level at the receiver by at least 5 decibels. For multi-family, developed properties (such as apartments, condominiums, or manufactured home developments), each individual dwelling unit receiving at least a 5 dBA reduction will be considered a benefited customer.

**CFR:** Code of Federal Regulations.

Date of Public Knowledge: The date that a project's environmental analysis and documentation is approved.

A-Weighted Sound Level (dBA): The unit used to measure noise that best corresponds to the frequency response of the human ear. More weight is given to the frequencies that people hear more easily, between 1000 and 6000 Hertz (cycles per second).

Decibel (dB): A unit used to measure sound pressure levels.

Design Year: The future year for which the estimated probable traffic volume is used as the basis for a highway design. A period of time, usually 10 to 20 years from the start of construction, is used to determine the design year.

Existing Noise Level: The noise, resulting from natural and mechanical sources and human activity, considered usually present in a particular area.

Feasibility: The ability of a noise abatement measure to provide either a 5-decibel reduction in noise levels at impacted properties or to provide enough noise protection that the sound level at impacted properties is below the Noise Abatement Criteria, whichever results in a lower sound level. It also deals primarily with engineering considerations such as constructability, utility impacts, safety concerns, and access restrictions.

FHWA: Federal Highway Administration.

Future Noise Level: The sound level predicted to occur in the design year. The future noise level accounts for noise increases or decreases associated with traffic growth or contraction.

Impacted: Any receiver/receptor or property that has a worst-case Leq approaching (within 1 dBA) or exceeding the Noise Abatement Criteria for the corresponding land use category, or that has predicted future noise levels in the build conditions substantially exceed existing noise levels, even though the predicted future levels may not exceed the NAC.

Insertion Loss (IL): The amount of noise reduction that is provided by the noise abatement measure. It is calculated by subtracting the sound level with the noise abatement measure in place from the sound level without noise abatement.

L<sub>10</sub>: The sound level that is exceeded 10 percent of the time (the 90<sup>th</sup> percentile) for the period under consideration.

L<sub>10</sub>(h): The value of L<sub>10</sub> for a one hour period.

Leq: The equivalent steady-state sound level which in a stated period of time contains the same acoustic energy as the time-varying sound level during the same time period.

Leq (h): The value of Leq for a one hour period.

NAC: The Noise Abatement Criteria as shown in Table 2 of this Highway Noise Policy.

Noise: Unwanted or excessive sound.

Noise Sensitive Area (NSA): An area that includes a number of noise receivers/receptors within a geographic location.

Reasonableness: The ability of a noise abatement measure to meet criteria concerning the rationality of construction. This generally pertains to the cost-effectiveness of a noise abatement measure and opinion of the property owners that the noise abatement measure would provide benefit. Other factors that can be considered include visual impacts, adjacent historical properties, or cultural impacts.

Receiver/Receptor: The precise location where traffic noise levels are either measured or modeled. It is typically located on a property where frequent outdoor activity occurs.

Section 4(f) Resources: Parks and recreation areas, wildlife and waterfowl refuges, and historic sites.

Sound: The sensation produced in the organs of hearing by certain pressure variations or vibrations in the air.

Substantially exceed the existing noise levels, as cited in 23 CFR 772.5(g): Increases of 10 dBA or more above the existing noise level.

Traffic Noise Impacts: Impacts which occur when the predicted traffic noise levels approach or exceed the noise abatement criteria (Table 2), or when the predicted traffic noise levels substantially exceed the existing noise levels.

Type I Project: A proposed federal or federal-aid highway project for the construction of a highway on new location or the physical alteration of an existing highway that significantly changes either the horizontal or vertical alignment or increases the number of through-traffic lanes. For the purpose of discussion in this policy, all proposed projects that would meet the above criteria, regardless of federal funding, are considered Type I Projects.

Type II Project: A proposed federal or federal-aid highway project for noise abatement on an existing highway. For the purpose of discussion in this policy, all proposed projects for noise abatement on an existing highway, regardless of federal funding, are considered Type II Projects.

Worst Case Noise Levels: The traffic noise levels that result from traffic conditions that would create the theoretical loudest noise scenario.

### **3. Sound Fundamentals**

Sound is created when an object moves and the movements create sound pressure waves, or vibrations, in the air to move. When these vibrations reach our ears, they cause us to hear what we call sound. Sound pressure levels are used to measure the intensity of sound and are described in terms of decibels (dB). Sound frequency is as important as pressure in how a human perceives noise. The human ear does not respond identically to all sound frequencies. Therefore, more weight is given to the frequencies that people hear more easily, between 1000 and 6000 Hertz (cycles per second). The weighted scale that is used to measure noise that best corresponds to the frequency response of the human ear is called A-scale. Sound pressure levels measured on the A-scale are abbreviated dBA.

When considering the impacts of changes to the sound environment, it is important to understand how sound level changes are perceived. In Table 1, sound level change is compared to how it is typically perceived by the human ear.

**Table 1. Noise Perception**

| <b>Sound Level Change<br/>dBA</b> | <b>Relative Loudness Change</b> |
|-----------------------------------|---------------------------------|
| +10                               | Twice as Loud                   |
| +5                                | Readily Perceptible Increase    |
| +3                                | Barely Perceptible Increase     |
| 0                                 | No Change                       |
| -3                                | Barely Perceptible Decrease     |
| -5                                | Readily Perceptible Decrease    |
| -10                               | Half as Loud                    |

Because highway noise intensities fluctuate with varying levels of traffic, a “metric” representing a composite sound level, or  $Leq$ , is used in the industry. This is the equivalent steady-state sound level that, in a stated period of time, contains the same acoustic energy as the time-varying sound levels during the same time period.  $Leq(h)$  is the equivalent sound level for a one-hour period. An additional descriptor of time variation, the  $L10$ , is sometimes used. This is simply the A-weighted sound level that is exceeded 10 percent of the time within the period of observation or prediction.

#### **4. Traffic Noise Fundamentals**

Traffic noise is a combination of the noises produced by the engine, exhaust, and tires of vehicles. For the purpose of highway traffic noise analyses, motor vehicles fall into one of five categories:

- (1) Automobiles - vehicles with two axles and four wheels,
- (2) Medium trucks - vehicles with two axles and six wheels,
- (3) Heavy trucks - vehicles with three or more axles,
- (4) Busses, and
- (5) Motorcycles.

Traffic noise levels depend on:

- Traffic volume
- Vehicle speed
- Vehicle category mix
- Duration and frequency of traffic
- Distance between vehicles and receptors
- Intervening barriers
- Ambient environment
- Terrain

Generally, heavier traffic volumes, higher speeds, and greater numbers of trucks increase the loudness of traffic noise.

## 5. Federal Noise Abatement Criteria

**Table 2. Noise Abatement Criteria**

| <b>Noise Abatement Criteria</b><br><b>[Hourly A-Weighted Sound Level—decibels (dBA)]<sup>1</sup></b> |               |                          |   |
|--|---------------|--------------------------|---|
| <b>Activity Category</b>   | <b>Leq(h)</b> | <b>L<sub>10</sub>(h)</b> | <b>Description of Activity Category</b>   |
| A  | 57 (Exterior) | 60 (Exterior)            | Lands on which serenity and quiet are of extraordinary significance and serve an important public need and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose. |
| B  | 67 (Exterior) | 70 (Exterior)            | Picnic areas, recreation areas, playgrounds, active sports areas, parks, residences, motels, hotels, schools, churches, libraries, and hospitals.   |
| C  | 72 (Exterior) | 75 (Exterior)            | Developed lands, properties, or activities not included in Categories A or B above.   |
| D  | -             | -                        | Undeveloped lands.  |
| E  | 52 (Interior) | 55 (Interior)            | Residences, motels, hotels, public meeting rooms, schools, churches, libraries, hospitals, and auditoriums.   |

<sup>1.</sup> Either L10(h) or Leq(h) (but not both) may be used on a project.

Source: Code of Federal Regulations, Title 23, Part 772 (23 CFR, Part 772).

## 6. Impact Criteria

Impact criteria set the standards that a property must meet to warrant investigation of traffic noise abatement. Impact criteria for Type I and Type II Projects are listed below.

### Type I Projects

For Type I Projects, a property is considered impacted if either:

1. future noise levels are predicted to have a worst case Leq approaching [within 1 dBA] or exceeding the Noise Abatement Criteria for the corresponding land use category,
- or
2. future noise levels are predicted to have a worst-case Leq that substantially exceeds the existing noise levels.

### Type II Projects

Any receiver/receptor or property that has an existing worst-case Leq approaching [within 1 dBA] or exceeding the Noise Abatement Criteria for the corresponding land use category. For Type II Projects, the Authority will only consider traffic noise impacts for properties that have active land use categories (i.e., Active Categories A, B, C, and E from Table 2) that predate the adoption of this policy.

## **7. Feasibility/Reasonableness Criteria**

In order for a noise abatement measure to be approved by the Authority, it must meet both feasibility and reasonableness criteria. The Authority may make exceptions on a case-by-case basis.

### Feasibility Criteria

To be considered feasible, a traffic noise abatement measure must meet all of the following:

1. Overall traffic noise reduction of at least 5 decibels is achievable. In certain cases, if it is not feasible to achieve an overall noise reduction of 5 dBA, the Authority will consider constructing noise barriers that provide partial abatement, i.e. reduction in noise levels at 3 or 4 dBA.
2. The predicted noise level with the noise abatement measure will not approach or exceed the Noise Abatement Criteria.
3. The placement of the noise abatement measure will not restrict pedestrian or vehicular access.
4. The construction of the noise abatement measure will not cause any safety or maintenance problems.
5. The traffic noise abatement measure is constructible considering constraints related to utilities, topography, drainage, maintenance of traffic, and other site-specific constraints.
6. Non-highway noise sources, such as urban streets, industrial facilities and airplane flight paths, do not reduce or limit the effectiveness of a proposed traffic noise abatement measure.
7. There are no zoning laws or ordinances passed by a local jurisdiction that restricts heights of walls or barriers.
8. For properties subject to Section 4(f) protection, impacts must be evaluated on a case-by-case basis to determine if there is a "substantial impairment" to the intended use of the property, consistent with federal law.

### Reasonableness Criteria

To be considered reasonable, a traffic noise abatement measure must meet all of the following:

1. Properties are impacted by traffic noise impacts.
2. The total cost of the traffic noise abatement measure is equal to or less than \$40,000 per benefited property, adjusted annually for inflation. A property's inclusion in the abatement measure calculation is contingent on the property receiving a minimum 5 dBA traffic noise reduction due to construction of the barrier.
3. The views of the property owners impacted by traffic noise in the noise study area are considered and those owners generally approve of the proposed traffic noise abatement measure.
4. Right-of-way that may be required for the construction or permanent location of a noise abatement measure is donated to the Authority.

## **8. Funding**

When the cost of a noise abatement measure exceeds the Authority's cost effectiveness ceiling but the measure otherwise satisfies the criteria contained in this policy, the measure can still be constructed, provided:

1. a third party funds the amount above the cost ceiling
- and

2. the Authority receives the third party share prior to the date of submittal of the plans, specifications, and estimates (PS&E).

The cost effectiveness ceiling is \$40,000 per benefited property, adjusted annually for inflation.

The option to allow third party funds may be revised or revoked entirely at a later date in order for this policy to continue to comply with criteria set forth in the Federal Highway Administration regulations set forth in 23 CFR 772.

## **9. Ranking**

The Authority will prioritize noise study areas for traffic noise abatement. Factors that affect ranking would be the total cost of noise abatement, the cost effectiveness of noise abatement, and the sound levels in the noise study area.

## **10. Reconstruction of Existing Noise Walls**

Based on an evaluation of an existing noise barrier's continued effectiveness to achieve desired noise abatement standards or based on an engineering determination that a barrier has experienced certain structural damage, the Authority will repair or replace existing noise walls in kind.

## **11. Other Obligations and Agreements**

Nothing in this Traffic Noise Policy shall be construed to alter or amend any obligations or agreements between the Authority and any other entity concerning standards for noise abatement that were already in effect on the date this Traffic Noise Policy was adopted.



## **Dulles Toll Road Highway Noise Policy Public Workshop**

### **Appendix D: Response to Comments**

#### **Frequently Asked Questions and Answers**

**October 2010**

The Metropolitan Washington Airports Authority (Airports Authority) has developed a draft highway noise policy for the Dulles Toll Road and, in conjunction with the development of this policy, conducted a public workshop at Langston Hughes Middle School on June 10, 2010, from 5:30 to 8:30 p.m., to seek input from the public. Approximately ninety comments were received during the public comment period (June 1 to June 30). After a detailed review of public comments, the Airports Authority increased its' initial noise measurement and modeling scope to include those residential areas having existing noise mitigation structures. This was necessary to address public comments and input received, related to the effectiveness of noise barriers in the current and future noise environment.

In developing this draft policy, the Airports Authority considered, among other sources, the federal guidelines for traffic noise evaluation and abatement: U.S. Code of Federal Regulations, Title 23: Federal Highway Administration (FHWA), Part 77 – "Procedures for Abatement of Highway Traffic Noise and Construction"; (23 CFR 772). Shortly after the official comment period ended, and independent of the Airports Authority's related efforts concerning its highway noise policy, the U.S. Department of Transportation (USDOT) published a final rule updating 23 CFR 772. To view this document, please visit the FHWA website at [http://www.fhwa.dot.gov/environment/noise/regulations\\_and\\_guidance/](http://www.fhwa.dot.gov/environment/noise/regulations_and_guidance/).

The Airports Authority remains committed to conforming to 23 CFR 772, including its revisions; and, Airports Authority staff is currently reviewing the updated 23 CFR 772 to determine how the revised Federal policy may affect the details of the Airports Authority's draft policy.

The new 23 CFR 772 requires each state or independent agency to revise its noise policy to align with this regulation in order to be eligible to receive Federal highway grants. The FHWA will review the Airports Authority's new noise policy for conformance to the final rule to assure uniformity and consistency nationwide. In addition to reviewing the draft *Dulles Toll Road Highway Noise Policy* against the new Federal regulations, Airports Authority staff is coordinating with the Virginia Department of

Transportation (VDOT) staff to ensure the Airports Authority's new policy considers any revisions that may be undertaken by the Commonwealth as it responds to 23 CFR 772.

As a result of the issuance of the new 23 CFR 772 and the need to review and address a number of complex issues presented by the public comments, the Airports Authority does not intend on recommending a final Dulles Toll Road Highway Noise Policy until later this year.

The public comments received have been grouped into six categories of frequently asked questions: Policy, Analysis, Schedule, Rail, Funding, and Miscellaneous; and responses have been prepared for each frequently asked question.

An index of key terms can be found in the first attachment. Definitions for key terms can be found in the second attachment.

## **Policy**

P1. Why is the Airports Authority creating a new noise policy?

- Because the Airports Authority is an independent governmental body, and as the landlord and operator of the Dulles Toll Road, the Airports Authority has the responsibility to develop its own policy to guide investment in addressing concerns in the corridor regarding highway traffic noise.

P2. Why is the Airports Authority not using Virginia Department of Transportation's highway noise policy?

- The Airports Authority is seeking an opportunity to reconsider highway noise protection on the existing Dulles Toll Road facility. The Virginia Department of Transportation highway noise policy only considers traffic noise abatement when there is a new highway constructed or a significant change is made to an existing highway, such as the addition of lanes, widening of the roadway, or a large increase of truck traffic. None of these significant changes are expected for the Dulles Toll Road; so, under Virginia policy, present conditions could not be reevaluated.

P3. Why is the Airports Authority not using Fairfax County's noise policy and proposing different noise criteria than the Fairfax County Noise Ordinance?

- The Fairfax County Noise Ordinance (Fairfax County Code Chapter 108.1) is not a highway noise policy. The Fairfax County Noise Ordinance addresses a range of point-source noise generators (e.g., animals, parties, lawnmowers, etc.) and does not apply to collective highway noise. The Airports Authority's Highway Noise Policy will address highway noise specifically, and will meet or exceed Federal Highway Administration and Virginia Department of Transportation highway noise criteria.
- In terms of the noise criteria, the measurement systems are not directly comparable. The Fairfax County criteria are based on instantaneous values measured in dBA, whereas highway noise criteria are based on a time averaged composite of Leq dBA.

P4. How did the Airports Authority arrive at the 66 decibel impact criteria?

- The Airports Authority is following the Federal Highway Administration (FHWA) noise abatement criteria as set forth in the Code of Federal Regulations in order to determine what decibel levels should be used as a threshold for identifying properties impacted by highway noise. The Federal regulations state that any receiver/receptor or property that has a worst-case Leq approaching (i.e., within 1 decibel) or exceeding the noise abatement criteria for the corresponding land use category will be considered impacted. For residences, the noise abatement impact threshold is 67 decibels. Therefore, 66 dBA (i.e., 1 decibel within the threshold) is the impact criteria level for residences. The Virginia Department of Transportation policy abides by the same criteria.

P5. What does it mean in the draft highway noise policy where it states that if an existing noise barrier is found structurally insufficient, it will be replaced in kind?

- In the original draft highway noise policy, the in kind statement meant that a wall of the same height and length would be built as a replacement in accordance with the Airports Authority design standard. However, the notion of replacing the sound wall at its existing height and length as in kind replacement is being reviewed based on public comment that has been received.

P6. Will the same criteria apply to areas without existing noise barriers as to those with existing noise barriers?

- The draft highway noise policy indicates that existing sound walls would be replaced in kind suggesting different criteria than those used for new sound walls. Based on comments received, that aspect of the Airports Authority's draft policy is being reviewed. The Airports Authority is aiming for a consistent approach and effectiveness of the sound walls.
- In response to comments received, the Airports Authority has broadened the scope of the current noise analysis to include areas behind existing sound walls in its noise monitoring and traffic noise model.

P7. Will the Airports Authority consider residences and hospitals to be included in either Category A, or would the Airports Authority create a Category "B+"?

- The Airports Authority will conform to the Federal Highway Administration regulations in order to be eligible for Federal funding. Based upon the July 13, 2010 update to the Code of Federal Regulations, residences remain grouped in Category B. Hospitals have been redefined and regrouped in a different category.

- P8. Will the Airports Authority increase the cost per benefitted property limit for noise mitigation used by the FHWA?
- The Airports Authority is currently reconsidering the cost per benefitted property limit value for inclusion in the final highway noise policy. The value in the Airports Authority policy will be consistent with the range established by Federal Highway Administration regulations for noise abatement.
- P9. Will landscaping and earth berms be considered as optional noise abatement measures?
- The Federal Highway Administration does not consider the planting of vegetation to be a noise abatement measure because vegetation alone cannot provide a substantial noise reduction for an extended period of time. Although not considered for noise mitigation, landscaping is an important aspect of the Airports Authority vision for enhancing the Dulles Toll Road. A landscaping plan is currently in development.
  - Earth berms, though effective, are also often not feasible along highways. However, where practicable, earth berms may be considered as a viable noise abatement alternative if sufficient right of way is available.
- P10. Will the Airports Authority highway noise policy address the visual impact of seeing the highway?
- No, not as part of the highway traffic noise policy; as part of its planned improvements along the Dulles Toll Road, the Airports Authority does intend on implementing a landscaping plan.
- P11. In January 2006, the Airports Authority proposed to improve / repair / replace a specific quantity of traffic noise barriers in the corridor. Will the Airports Authority move forward to do this work?
- No. The intent of the highway noise policy is to establish the criteria and eligibility requirements for noise mitigation.
  - Once the highway noise study is completed, the Airports Authority will know which areas meet the criteria for noise mitigation and which existing sound walls require repairs/rebuild. The Airports Authority will at that time move forward with the construction and repair process, as part of our annual budget process for Dulles Toll Road improvements.
- P12. Does the Dulles Toll Road highway noise policy apply to both the Dulles Toll Road and to the Dulles Airport Access Highway?
- Yes. The Dulles Toll Road highway noise policy applies to the entire Dulles Toll Road and the Dulles Airport Access Highway, between Route 28 and I-495.
  - The highway noise policy does not apply to the Dulles Connector Road, which is east of I-495 and is operated and maintained by the Virginia Department of Transportation.

- P13. Will the final highway noise policy take into consideration the latest Federal Highway Administration regulations and the Virginia Department of Transportation highway noise policy?
- Yes. The Airports Authority is in the midst of reviewing the update to the Code of Federal Regulations and the draft of the revised Virginia Department of Transportation highway noise policy.
- P14. Will the Airports Authority highway noise policy be consistent with the Fairfax County Noise Ordinance regarding construction noise?
- The highway noise policy will not address construction noise. Though the Airports Authority is not subject to the Fairfax County noise ordinance for construction noise, the intent of the Fairfax County noise ordinance will be honored during Dulles Toll Road construction activity.
- P15. What are the specifics on the ranking system to be used to determine what noise barriers will be constructed first?
- The Airports Authority is currently developing a ranking and prioritization system. The draft policy details factors including total cost of noise abatement, cost-effectiveness and sound levels in the noise study area. Further specifics are not yet defined.
- P16. Will an absorptive/quiet pavement be used on the Dulles Toll Road?
- Noise absorptive pavement treatments are not included in the policy as a potential abatement measure at this time. This pavement type is not typically used in northern regions of the country. The Airports Authority will remain abreast of quiet pavement research for potential use in the future.

## **Analysis**

- A1. Will communities with existing noise barriers be included in the Airports Authority's highway noise study?
- Yes, as a result of public comments, the Airports Authority has expanded the scope of study and will conduct a highway noise study along the Dulles Toll Road for both communities with and without existing noise barriers. Noise sensitive areas, as defined by the Federal Highway Administration, will be included in the study.
- A2. Will existing noise barriers be analyzed to determine if they are providing sufficient noise protection?
- Yes, existing noise barriers will be analyzed during the Airports Authority's highway noise study to determine if the existing barriers are providing adequate protection to the community and are functioning as designed.

- A3. If my existing noise barrier is found structurally insufficient, what will be done?
- Existing noise barriers that are found to be structurally unsound will be repaired or replaced. Please refer to P5 and P6 for additional information related to repair and replacement of existing noise barriers.
- A4. How will truck noise be represented in the traffic noise model?
- Trucks, classified by large and medium sizes, as well as cars, buses and motorcycles will be modeled according to measured percentages of those vehicle types, using the Federal Highway Administration's traffic noise model (traffic noise model Version 2.5). This model has prescribed noise profiles for each vehicle classification type.
- A5. Why is the Airports Authority testing during the summer, when there are leaves on the trees and school is out?
- Traffic noise impacts are determined using the Federal Highway Administration's traffic noise model (Traffic Noise Model Version 2.5). The sound measurements are used to verify that the computer model is accurate. The model takes into account the existing terrain of the project area and how the noise will attenuate throughout. Features such as leaves will only be included in the model for the validation stage and will be removed later in the analysis to reflect the worst case scenario to determine highway noise impacts. A traffic analysis will be performed to determine the traffic volumes that correspond to the worst case traffic noise scenario, regardless of the season during which the traffic noise model validation occurs. These worst case traffic volumes will be input into the traffic noise model to determine the worst case traffic noise scenario.
- A6. Will the houses near the bridge over Difficult Run be included in the highway noise study?
- Yes. All properties that fit within the applicable land use categories will be studied.
- A7. Will reflective noise from existing or proposed sound walls and retaining walls be included in the model?
- Yes. All properties that fit within the applicable land use categories will be studied and reflective noise from existing structures will be included in the analysis.
- A8. How will reflective noise be addressed for communities across the highway from a proposed noise barrier?
- During the barrier design stage, a Parallel Barrier Analysis will be performed to determine if reflections are diminishing the effectiveness of the noise barrier or increasing noise levels in communities across from barriers. If it is concluded that reflections are a problem, then absorptive treatment may be considered to adequately abate the combined effect.

A9. Where will the test locations be?

- The locations where the sound measurements will occur are representative locations along the Dulles Toll Road corridor, at communities where existing noise barriers do and do not exist. These representative locations are determined by standard noise measurement methods and engineering judgment. Property owners affected by the sound measuring field work have been notified directly.

A10. Will the Airports Authority include Wolf Trap National Park as part of the highway traffic noise study?

- Yes, the Airports Authority will include Wolf Trap National Park in the highway noise study. The Park will be covered jointly by both the Airports Authority highway noise policy and all specific Federal laws related to noise levels at the Park.

A11. Will the Airports Authority include the Washington Old Dominion Railroad Trail as part of the highway noise study?

- Yes, for the purpose of this study the Airports Authority will include the Washington Old Dominion Railroad Trail in the traffic noise model.

## **Schedule**

S1. When will the noise testing begin?

- The Airports Authority began the noise monitoring in August, 2010.

S2. When will the Airports Authority build new noise barriers and repair or replace the existing noise barriers?

- The structural assessment and highway noise analysis are both scheduled for completion by the end of 2010. Construction of new or replacement barriers is currently scheduled to begin in 2011. The Airports Authority's construction and repair process will be dictated by the budgeting process that will follow the highway noise analysis and a ranking system, yet to be developed, that will determine which noise barriers will be constructed first.

## **Rail**

R1. Why are there two separate processes for evaluating and mitigating highway noise and rail noise?

- The standards for studying highway noise and rail noise are different because the types of noise generated by highway facilities and transit facilities are different. Highway noise and rail noise are evaluated according to two different metrics established by two separate Federal administrations and governed by two distinct policies.

- The projected noise impact due to the rail project was previously studied using the Federal Transit Administration standards for rail noise analysis applied according to the Washington Metropolitan Area Transit Administration (WMATA) policy. The rail noise analysis reflects the combined peak noise level impact of rail and highway noise. A copy of the rail noise analysis can be found as part of the Final Environmental Impact Study (FEIS), which was conducted during the planning stages of the Dulles Rail Project. A link to the report can be found at [http://www.dullesmetro.com/about/resources\\_links.cfm](http://www.dullesmetro.com/about/resources_links.cfm).
  - Just as highway noise was incorporated in the Metrorail noise evaluation, so too will rail noise be incorporated in the highway noise analyses. Although rail noise and highway noise are evaluated using two separate and different methodologies, the ultimate noise level to be used in determining if a property is impacted will be based upon the additive effect of highway and rail noise in accordance with Federal Highway Administration criteria as defined by the Code of Federal Regulations.
- R2. When the Metrorail is complete, noise abatement and retaining wall structures will be in place. How will this be handled in the noise analysis?
- Reflective noise from proposed rail noise barrier structures will be included in the analysis. During the barrier design stage, a Parallel Barrier Analysis will be performed to determine if reflections are diminishing the effectiveness of the noise barrier or increasing noise levels in communities across from rail barriers, parapets, retaining walls, etc.
- R3. If noise levels are being measured over an hour, but trains only run intermittently during the hour, isn't the noise from the trains effectively evened out?
- The accepted metric for highway noise is  $Leq(h)$ , which is the hourly average noise level. Intermittent spikes due to rail noise are for a short duration and will have a negligible effect on the  $Leq(h)$ . The projected noise impact due to the rail project was previously studied using the Federal Transit Administration standards for rail noise analysis. However, rail noise will be incorporated into the ultimate determination of highway noise impact consistent with Federal Highway Administration regulations.

## Funding

- F1. Will the Airports Authority consider cost sharing by the homeowner association or other third party funding?
- While the Airports Authority's draft Highway Noise Policy allowed for third party funding, the latest Federal Highway Administration regulations do not allow third party contributions to be included in the calculation of cost per benefitted property. Third party funding may still be considered for aesthetics.

## Miscellaneous

M1. How does the Airports Authority address air pollution on the Dulles Toll Road?

- The Airports Authority coordinates with VDOT and Metropolitan Washington Council of Governments (MWCOCG) in monitoring and managing air pollution on the Dulles Toll Road. The Dulles Toll Road is included in the MWCOCG air quality model.

M2. What noise standards did the HOT Lanes use for their new noise barriers?

- The HOT Lanes project is managed by the VDOT Megaprojects Office. For more information, please visit the Megaprojects website at [www.vamegaprojects.com](http://www.vamegaprojects.com).

M3. Will our community be able to input on the aesthetics of the noise barrier design?

- The Airports Authority has developed a design standard for new sound walls for the Dulles Toll Road to provide effective noise abatement and minimize cost. The design has been developed in order to minimize maintenance costs while being as effective as possible. A graphic depicting the design standard is posted to the Airports Authority website.

M4. Will the trees that were cut down in order to construct the storm water management facility for the Metrorail be replaced?

- The design of each storm water management facility for the Metrorail project is unique but there is a landscaping plan for each facility. The replacement landscaping may not be the same type or density due to the functional needs of the storm water management facility.

M5. Has the Airports Authority considered reducing the speed limit or, during certain times, lowering the speed limit for the Dulles Toll Road in order to lessen the noise?

- At present, the Airports Authority has no plan to adjust posted speed limits as a noise mitigation measure.

M6. Will the website be updated to give us information in regards to the schedule of testing and construction, findings, and plans for proposed traffic noise barriers?

- Yes. The Airports Authority will continue to update our website to keep the public informed of progress on our noise studies, design, and construction.

M7. Thank you for your comment. The Airports Authority will take this into consideration as we continue to manage the Dulles Toll Road.

## **ATTACHMENT 1: INDEX OF TERMS FOUND IN THE FREQUENTLY ASKED QUESTIONS**

66 decibel, 2

aesthetics, 8

Airports Authority, 1, 2, 3, 4, 5, 6, 7, 8, 9

analysis, 1, 3, 6, 7, 8, 11

CFR, 1, 11, 13

Code of Federal Regulations, 1, 2, 3, 4, 11

cost per benefitted property, 3

cost sharing, 8

Difficult Run, 6

Dulles Airport Access Highway, 4

Dulles Toll Road, 1, 2, 3, 4, 5, 6, 7, 8, 9

*Dulles Toll Road Highway Noise Policy*, 1

earth berms, 3

existing noise barrier, 3, 5

existing noise mitigation structures, 1

existing traffic noise barriers, 5, 7

Fairfax County criteria, 2

Fairfax County Noise Ordinance, 2, 4

Federal Highway Administration, 1, 2, 3, 4, 5, 6, 8, 13

funding, 1, 3, 8, 13

HOT lanes, 8

in-kind, 3

landscaping, 3, 4

Metrorail, 8, 9

policy, 1, 2, 3, 4, 5, 6, 8, 13

pollution, 8

public comments, 1, 5

public workshop, 1

quiet pavement, 5

rail, 1, 7, 8

ranking system, 4, 7

reflective noise, 6

schedule, 1, 9

test locations, 6

testing, 5, 7, 9

trees, 9

truck noise, 5

VDOT, 1, 4

visual impact, 4

Washington Old Dominion Railroad Trail, 7

Wolf Trap National Park, 6

## **ATTACHMENT 2: DEFINITION OF KEY TERMS FOUND IN THE FREQUENTLY ASKED QUESTIONS**

**Abatement:** Measures used to mitigate or reduce traffic noise levels such as noise barriers. Examples of abatement can include traffic management measures, alteration of horizontal and vertical alignments, acquisition of property, construction of noise barriers, or noise insulation of public use or nonprofit institutional structures. Planting vegetation between the noise source and receptor(s) is not considered an abatement measure because it is rarely acoustically effective.

**Approach, as used in 23 CFR 772.5(g):** Noise levels  $Leq(h)$  which are 1 decibel below the levels shown in the Noise Abatement Criteria (NAC; Table 1) of the guidelines in 23 CFR 772.

**Barrier:** A solid wall, earth berm, or combination earth berm and wall to provide traffic noise reduction for impacted properties. It is typically designed to break the line-of-sight between the receiver and the roadway noise sources.

**Berm:** Linear earthen mound constructed to provide a traffic noise reduction for impacted receptors.

**Benefited:** If a property is impacted by traffic noise, it is "benefited" if an abatement measure reduces the noise level at the receiver by at least 5 decibels. For multi-family, developed properties (such as apartments, condominiums, or manufactured home developments), each individual dwelling unit receiving at least a 5 decibel reduction will be considered a benefited customer.

**CFR:** Code of Federal Regulations.

**Decibel (dB):** A unit used to measure sound pressure levels.

**FEIS:** Final Environmental Impact Study

**Impacted:** Any receiver/receptor or property that has a worst-case  $Leq$  approaching (within 1 decibel) or exceeding the Noise Abatement Criteria for the corresponding land use category, or that has predicted future noise levels in the build conditions substantially exceed existing noise levels, even though the predicted future levels may not exceed the NAC.

**Leq:** The equivalent steady-state sound level which in a stated period of time contains the same acoustic energy as the time-varying sound level during the same time period.

**Leq (h):** The value of  $Leq$  for a one hour period.

Noise: Unwanted or excessive sound.

Sound: The sensation produced in the organs of hearing by certain pressure variations or vibrations in the air.

TNM: Traffic Noise Model. The computer model developed by the Federal Highway Administration that is used to predict highway traffic noise.

Traffic Noise Impacts: Impacts which occur when the predicted traffic noise levels approach or exceed the noise abatement criteria (Table 2), or when the predicted traffic noise levels substantially exceed the existing noise levels.

Worst Case Noise Levels: The traffic noise levels that result from traffic conditions that would create the theoretical loudest noise scenario.