



**INFORMATION PAPER FOR THE
DULLES CORRIDOR COMMITTEE**

DULLES TOLL ROAD HIGHWAY NOISE WALL PROGRAM UPDATE

JUNE 2012



Purpose

To review the development of the *Dulles Toll Road Highway Traffic Noise Policy* and to update the Committee on the *Dulles Toll Road Highway Noise Wall Program* for the construction of new and replacement noise walls.



Chronology of Policy

- Development of DTR Highway Noise Policy (Noise Policy) began in early 2010.
- Public meeting held in April 2010; release of Draft Noise Policy.
- Noise Policy adopted by Board in February 2011.
- Noise Policy modified in mid 2011 to reflect comments from FHWA and new VDOT Guidance.
- Revised/Amended Noise Policy adopted by Board in February 2012.



Policy Fundamentals

- Conforms to federal and Virginia guidelines
- The Airports Authority's Noise Wall Policy includes a one-time, Type II, provision for evaluating existing established developments to determine their eligibility for retroactive mitigation of existing conditions



Existing Noise Walls 2012 Repair Program

- Noise walls totaling 4.2 miles at nine existing developments are performing adequately but are in need of repair
- Construction of repairs will occur in 2012
- Estimated cost - \$2.4 million
- Noise walls totaling 1.5 miles at three developments are performing adequately and require no repairs at this time



New Noise Wall Program Future Activities

- Briefing to Dulles Corridor Committee in June 2012
- *Survey and Field Investigation* to start in June 2012
- *Community Outreach* to start July 2012
- Community concurrence forecasted in August 2012
- Design to start in August 2012
- Construction to start in 2013



Conclusion

1. Complete existing Wall Repairs in late 2012
2. Construction will start on New Noise Walls in 2013
3. Phase 1 Noise Wall Replacement in 2013
4. Phase 2 Noise Wall Replacement in 2014

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THE DULLES TOLL ROAD HIGHWAY NOISE WALL PROGRAM UPDATE

JUNE 2012

PURPOSE

To review key elements of the Dulles Toll Road Highway Noise Policy and to update the Dulles Corridor Committee on the results of application of the policy on the Dulles Toll Road Highway Noise Wall Program (Highway Noise Wall Program).

BACKGROUND

On November 1, 2008, the operation and maintenance of the Dulles Toll Road (DTR) transferred to the Metropolitan Washington Airports Authority (Airports Authority). Pursuant to this transfer, the Airports Authority developed the DTR Highway Traffic Noise Policy (Noise Policy), which was adopted by the Board in February 2011 and subsequently revised in 2012. The revised policy meets the latest Federal requirements (U.S. Code of Federal Regulations, Title 23, Part 772, Federal Highway Administration, "Procedures for Abatement of Highway Traffic Noise and Construction Noise," July 2010), incorporates review comments provided by the Federal Highway Administration (FHWA), and was prepared with consideration of the Commonwealth of Virginia's new highway noise policy and guidelines. Pursuant to the evolution of the policy, the Airports Authority Board approved a one-time Type II mitigation program that would address the existing noise conditions along the DTR and bring the existing toll road noise mitigation system into compliance with the Airports Authority policy. An initial budget of \$21.2 million was established in 2009 for the Highway Noise Wall Program for the period 2009-2013. The Airports Authority measured and subsequently modeled noise profiles along the entire length of the DTR. This analysis involved field measurements and the application of the FHWA's Traffic Noise Model Version 2.5 that, in combination with the Airports Authority's Noise Policy, identifies an established development's eligibility for noise mitigation walls in a one-time (Type II) program to retroactively mitigate existing conditions.

DISCUSSION

New Walls: Five developments along the DTR, currently without any abatement measures, were identified as qualifying for the construction of new walls. These are identified in Attachment 1. In accordance with the Noise Policy, owners and occupants in these five developments will be polled for their concurrence with their respective projects before the Airports Authority initiates design. Assuming all five walls are approved in community voting, the proposed program for the construction of the new walls totaling approximately \$13 million, is scheduled to be designed in 2012, and construction will begin in 2013. The five new sound walls will be designed and constructed in two packages: one at the eastern end of the DTR and one at the western end.

Replacement Walls: Two developments qualify for replacement of existing noise walls that, although safe, have deteriorated in performance and appearance to a degree where replacement is more cost-effective than repair. These are also identified in Attachment 1. The proposed program of replacement sound walls is estimated at \$11.4 million and will be divided into two phases. Phase 1, at Wolftrap Meadows, is estimated at \$5 million and is planned to begin construction in 2012. Phase 2 construction is planned for 2014 and will replace the wall at the Bluffs of Wolf Trap.

Repaired Walls: Nine existing noise walls are performing in accordance with the Airports Authority policy but are in need of repair. The program cost of the noise wall repairs is estimated at \$2.4 million and construction is anticipated to be completed in late 2012.

CONCLUSION

The Dulles Toll Road Highway Noise Wall Program as derived from the Airports Authority's February 2012 Noise Policy has been established and is ready to advance to design and construction. Consultation will begin immediately with the developments that qualify for new or replacement walls, and projects which are endorsed will proceed immediately into design and construction. Nine existing walls will be repaired this year.

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