

McLean Citizens Association Resolution
Noise Walls along Dulles Airport Road Extension

January 7, 2009

Whereas, the Transportation committee of the McLean Citizens Association sent a report to MWAA in February 2008 that described the noise wall coverage along the Dulles Airport Road Extension (DARE) corridor from Route 123 to its terminus at I-66, and provided noise sound level measurements from multiple locations which included several of the same locations tested and documented in the Dulles Rail Project's Environmental Impact Study (EIS); and,

Whereas, the normalized noise sound level readings taken January 2008 at these locations within the corridor during peak traffic hour exceed the Washington Metropolitan Area Transportation Authority's (WMATA) Low Density Residential Transient Criteria of 50 dBA; and,

Whereas, there are significant gaps in the sound wall coverage along the residential areas on both sides of the DARE; and,

Whereas, the existing earthen berms along the DARE are low and fail to shield the residential areas from highway noise; and,

Whereas, there are 22 subdivisions comprising 1030 dwelling units within 1000 feet of the DARE between Route 123 and the intersection of the Orange Line and the Silver Line near Haycock Road; and,

Whereas, above and beyond existing traffic noise, Metro construction and operation will increase the ambient noise along the corridor; and,

Whereas, the alignment of the Silver Line's elevated aerial track necessitates two wide-radius turning movements between I-66 and Route 123 that will be a significant noise generator,

Now, therefore, be it resolved that the McLean Citizens Association requests MWAA conduct without delay its own noise sound level measurements to confirm our conclusion that sound wall construction is required to mitigate current highway noise and the noise that will be generated by the Dulles rail line and,

Be it further resolved that the McLean Citizens Association requests MWAA provide sound wall coverage along the DARE wherever the noise sound level exceeds or is projected to exceed WMATA noise standards and,

Be it further resolved that the McLean Citizens Association requests the construction of the noise walls be completed through the areas where the noise level exceeds standards no later than the start of construction of the rail line.

cc: John Foust, Dranesville Supervisor
Jay Donahue, Dranesville Planning Commissioner
Joseph Gibson, Staff
Honorable Frank C. Wolf
Honorable Jim Moran
State Senator Janet D. Howell
State Delegate James M. Scott
James E. Bennett, President and CEO MWAA
Marcia McAllister, MWAA