

I-395 Northbound Express Lanes Project

City of Alexandria, and Arlington, and Fairfax Counties, Virginia

NOISE TECHNICAL REPORT ADDENDUM BARRIER SURVEY SUMMARY

UPC: 108313

State Project: 0395-969-205

Prepared for:



May 2018

This addendum report documents the results of the barrier surveys conducted as part of the Noise Technical Report for the I-395 Northbound Express Lanes Project (UPC 108313) in the city of Alexandria, and Arlington, and Fairfax Counties, Virginia. The sections below should replace the corresponding sections of the Noise Technical Report for the project mentioned above. Additional figures showing the survey results are attached and labeled as Appendix A.

10.0 PUBLIC INVOLVEMENT PROCESS

10.1 Public Involvement Efforts

For noise barriers determined to be feasible and reasonable, the affected public that will be benefited by the proposed mitigation will be given an opportunity to decide whether they are in favor of construction of the noise barrier. A final determination as to the construction of barriers will be made after the public hearing process. As part of the Final Design Noise Analysis, for barriers that are determined to be feasible and reasonable, input from the owners and residents of those receptor units that will be benefited by the proposed mitigation may vote by completing and returning the citizen survey that they receive in the mail. Typically, the initial citizen survey is sent out as certified mail. However, with VDOT approval due to the vast number of benefits in the I-395 Express Lanes Project, first round ballots were sent regular mail and second round, ballots were sent certified mail. Second round certified mail was tracked so the disposition of the letters could be allotted and a footprint of the votes could be mapped. Of the votes tallied, 50% or more must be in favor of a proposed noise barrier for the barrier to be considered further. Upon completion of the citizen survey, the VDOT Noise Abatement staff will make recommendations to the Chief Engineer for approval. Approved barriers will be incorporated into the road project plans. A technical memorandum (noise barrier survey addendum report) will be prepared after the voting process has finished, which documents the voting results and summary of public comments of the noise barrier public survey process. This report is then submitted to the FHWA.

10.2 Public Preference Surveys

This section documents the administration and results of the public preference surveys conducted for the recommended noise barriers. Table 8, found at the end of this addendum, shows the summary of the barrier voting.

Property owners and residents, including tenants, of all properties that would be benefited by the recommended noise barrier were sent survey letters by regular mail, initially. Twenty-one (21) calendar days from the anticipated delivery date is required to provide the recipients ample time to review and respond to the survey. The letters and surveys, from McCormick Taylor, Inc. asked the respondents to indicate whether they wished to have the proposed noise barriers constructed. In these mailings, barrier details, contact information, a survey form and return envelope were provided to homeowners and residents. The mailings gave the affected property owners/residents an understanding of the proposed barrier and its implications, an

opportunity to ask questions, and a formal survey form for expressing their views. Only the owners and residents of those receptor units that will be benefited by the proposed mitigation may vote on whether the proposed noise barrier should be constructed. The owner/resident of each benefited receptor unit shall be entitled to one weighted vote, regardless of the number of owners of that receptor unit unless they are the owners of a rental facility or the developer of lands. Survey recipients were informed that to register a vote in favor of the barrier, a “YES” survey form would have to be returned. In addition, a non-response does not assume that the survey recipient is in favor of the barrier’s construction.

Votes will be tallied on a barrier by barrier basis, so it is recommended that the project team tally the votes and summarize the results on a project map showing votes by location. Final interpretation of the voting results will be made by VDOT and its consultants, considering all feedback gained during the public involvement process.

The weighting system is provided in tabular format below (Table 7).

Table 7				
Public Opinion Survey Weighting System ⁵				
Impact and benefit category	Activity Category ⁴	Owner and Resident	Non-Resident Owner	Renter
Impacted and Benefited	A	See note below		
Not Impacted and Benefited				
Impacted and Benefited	B ¹	5	3	2
Not Impacted and Benefited	B ¹	3	2	1
Impacted and Benefited	C ²		5	
Not Impacted and Benefited	C ²		3	
Impacted and Benefited	D		2	
Not Impacted and Benefited	D		1	
Impacted and Benefited	E		2	
Not Impacted and Benefited	E		1	
<p>¹ For activity Category B Receptors only one vote per single family unit will be counted. However, the owner of a multiple-family dwelling unit will be granted one vote per benefited unit. Additionally, the developer of permitted lands will be granted one vote per benefited lot of the permitted phase where construction has not occurred.</p> <p>² For activity Category C Receptors only 1 vote per facility will be granted.</p> <p>³ For activity Category G Receptors the votes will depend on the future land use. The example provided above assumes residential development.</p> <p>⁴ For permitted land uses defer to the appropriate land use category.</p> <p>⁵ Consult the VDOT external website to obtain the decision-making spreadsheet.</p>				

To ensure the public has ample opportunity to voice their opinion, a second mailing is required when the outstanding votes can change the results of the initial survey. Fourteen (14) days from the anticipated delivery date is required for the second mailing to provide the recipients ample time to review and respond to the survey.

10.3 Survey Responses

Table 8 found at the end of this addendum in Appendix B, provides a summary of the survey responses. The table indicates the number of letters sent and number of survey forms sent back with responses in favor (“YES”).

CNE P: Noise Barrier 4 and Noise Barrier 5

A total of 174 letters with surveys were sent out via standard postage to receptors benefited by Noise Barrier 4 and Noise Barrier 5. Thirteen (13) responses were returned voting “YES”, and thirty (30) responses were returned voting “NO”. The VDOT voting spreadsheet said a second mailing was required. For the second round of balloting sent certified mail a total of 131 letters with surveys were sent out. The second round of balloting produced four (4) additional “YES” votes, six (6) “NO” votes, thirty-five (35) letters were received by the addressee but a survey was not returned, and eighty-six (86) letters were unclaimed, returned to sender, or unknown. Based on the results of the survey, those responding within CNE P for Noise Barrier 4 and Noise Barrier 5, responded 65% “not in-favor” of construction of the noise barrier as part of the project. Therefore, Noise Barrier 4 and Noise Barrier 5 will not be recommended for construction.

A breakdown of the disposition of certified letters is listed below.

Noise Barrier	Quantity	Comment
Noise Barrier 4 & Noise Barrier 5	21	Letters returned to sender
	28	Unclaimed
	37	Unknown
	10	voted Second Round
	35	Received- Survey not returned

Additional comments on the survey questionnaire have been retained in the technical files in their entirety and a summary of the comments is included in the table below.

Noise Wall	Quantity	Comment
Noise Barrier 4 & Noise Barrier 5	24	No Comment
	4	Stop trying to build this wall already voted no before
	1	Support noise wall will improve quality of life
	4	Significant noise comes from Van Dorn St not 395
	1	Noise walls are ugly keep the trees
	3	In favor of wall
	3	Does not want wall likes the trees and does not want to lose property value due to wall
	1	Waste of tax payer money leave the plantings and let them mature
	3	no wall
	1	Traffic is very noisy
	1	This wall is a curse will lower property values, remove greenspace, and "uglify" community
	1	Wants a "live barrier" not a wall
	1	Wants wall arguments against are invalid and childish
	2	not bothered by noise
	1	Noise wall is reflective of noise according to VDOT and create a noise chamber
	1	Will not support noise wall until design allows safe sidewalks and shrubs by Van Dorn Street
	1	Will overwhelm community, construction takes too long, is noisy, dirty, and vibrations put foundations at risk

The barrier voting results are summarized on the following sheet.

UPC	108313	2nd Mailing Summary
Project Number	0395-969-205	
Barrier Name	Barrier 4_5	

(Include Permitted Developments)	NAC CATEGORY	Total Number of Representative Responses Sent	Total Maximum Number of Representative Votes
Impacted and Benefited	B	67	200
Not Impacted and Benefited	B	184	363
Impacted and Benefited	C	0	0
Not Impacted and Benefited	C	1	3
Impacted and Benefited	D	0	0
Not Impacted and Benefited	D	0	0
Impacted and Benefited	E	0	0
Not Impacted and Benefited	E	0	0

Potential Maximum Number of Weighted Votes
566

Number of Weighted Votes Cast		
YES	NO	Total
54	102	156

Number of Total Outstanding Votes	% Total Votes Cast / % Total Actual Votes	
410	27.56	27

% of "Yes" Votes (All Votes)	% of "No" Votes (All Votes)	% of Outstanding Votes
9.5	18.0	72.4

% of "Yes" Votes (Respondents)	% of "No" Votes (Respondents)
34.6	65.4

Results in the box below should only be considered when all of the responses have been tallied

The Barrier Is Not Recommended for Construction and Should Not be Included in the Plans

Version 1.2











Barrier Name: Noise Barrier 4 & Noise Barrier 5

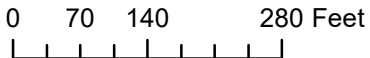
Yes Votes: 34.6%

No Votes: 65.4%

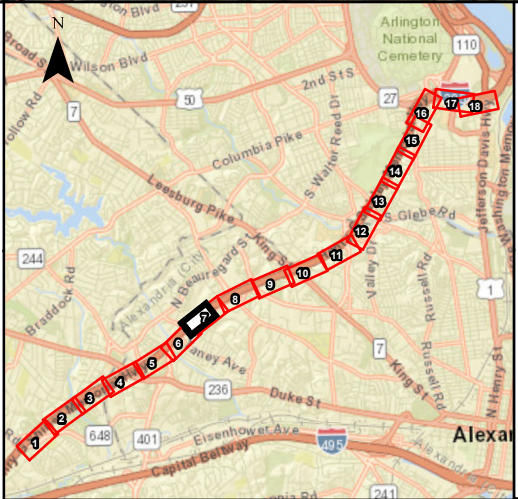


Survey Responses

-  Voted No
-  Voted Yes
-  Unclaimed/Unknown/Returned
-  Received- Survey Not Returned
-  Recommended
-  Not Recommended
-  66 dBA Contour
-  Property Owner Voted No
-  Common Noise Environment (CNE)
-  Roadway Design EOP



Aerial imagery courtesy of Esri World Imagery Service 2015



395 Express Lanes Project

Transurban Project No.: P56025
FHWA Project No.: NHPP-395-4(189)
VDOT Project No.: 0395-969-205, P101, C501

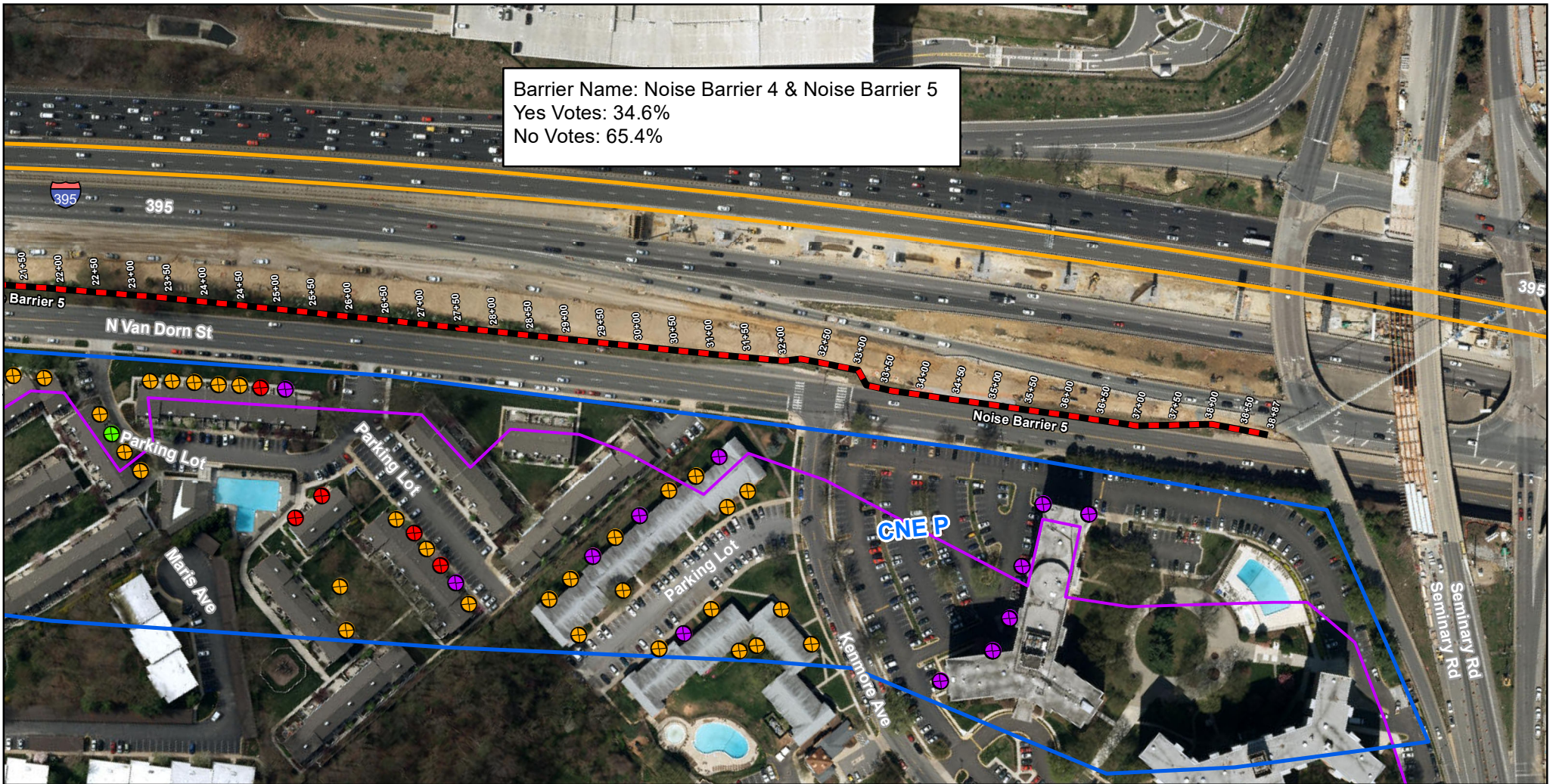
**Barrier Location Map
(I-395 Northbound)**

From: Edsall Road
To: Eads Street
City of Alexandria, Arlington and Fairfax Counties, Virginia

Barrier Name: Noise Barrier 4 & Noise Barrier 5

Yes Votes: 34.6%

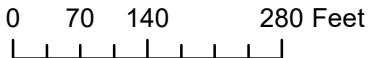
No Votes: 65.4%



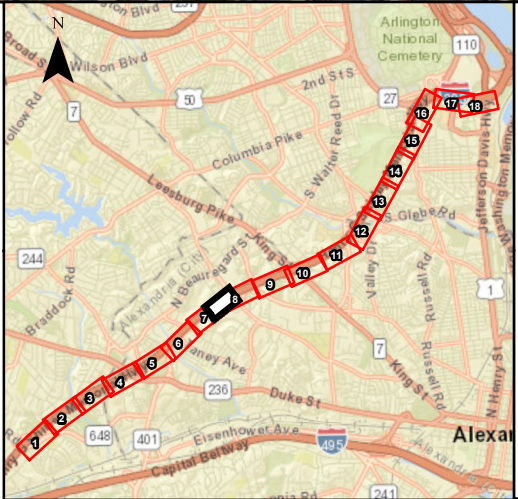
Survey Responses

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- Received- Survey Not Returned
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- Not Recommended
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- Property Owner Voted No
- Common Noise Environment (CNE)
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**Barrier Location Map
 (I-395 Northbound)**

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