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:

VDOT Virginia Department of Transportation

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	

[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.

[2] For activity Category C Receptors only 1 vote per facility will be granted.

[3] For activity Category G Receptors the votes will depend on the future land use. The example provided above assumes residential development.

[4] For permitted land uses defer to the appropriate land use category.

[5] Consult the VDOT external website to obtain the decision-making spreadsheet.

CNE T and CNE U *Barrier System B/D/E (1) and B/D/E (2)*

A total of 639 letters with surveys were sent out via standard postage to receptors benefited by Noise Barrier System B/D/E (1) and B/D/E (2). One hundred fourteen (114) responses were returned voting "YES", and two (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 495 letters with surveys were sent out. The second round of balloting produced thirty-two (32) additional "YES" votes, fifty-four (54) "NO" votes, 230 (two hundred thirty) letters were received by the addressee but a survey was not returned, and one hundred seventy-nine (179) letters were unclaimed, returned to sender, or unknown. Based on the results of the survey, those voting within CNEs T and U for Barrier System B/D/E (1) and B/D/E (2), tallied 70% "in-favor" of construction of the noise barrier system, as part of the project. The property owners for the Avalon Community voted against the barrier and the easement that was needed for the barrier on their property. Due to their no vote partial mitigation was looked at by shortening the southern terminus of the Barrier B/D/E (2) to avoid the Avalon's property and still provide mitigation for the rest of the impacted receivers. After the voting process concluded and the responses were logged and mapped it was found that Barrier B/D/E (1) could be shortened to provide mitigation for those who voted in favor of the barrier, while not providing mitigation for those who did not vote and or voted no at the northern terminus of the barrier. Therefore, Barrier System B/D/E (1) and B/D/E (2), will be recommended for construction, under the following parameters with a total length of 6,832 feet and a height ranging from 15-30 feet. An updated warranted, feasible, and reasonable worksheet is attached in appendix C to show the updated parameters for Barrier System B/D/E (1) and B/D/E (2).

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

	Quantity	Comment
Barrier B/D/E 1 & B/D/E 2	5	Letters returned to sender
	0	Unclaimed
	174	Unknown
	86	voted Second Round
	230	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 B/D/E(1) and Noise Barrier B/D/E(2)	96	No comment
	16	Doesn't want wall due to aesthetic concerns
	20	wants wall concerned about aesthetics and or costs
	11	Long time overdue
	22	Wants the wall
	9	Does not want wall due to cost
	1	Please provide expected dates and times during the day which construction will take place
	1	Wants wall but wants light issues made from wall addressed
	1	Wants to have input on wall design
	9	Does not want wall due to not being bothered by the noise
	1	Does not want wall due to devaluing property values
	1	Wants to know if it will prevent some car fumes
	1	Undecided did not complete ballot
	1	Wants the wall with assurance it will not increase noise want it to be absorptive
	1	Wants the wall and wants it to be useful beyond just a noise wall
	1	Wants more explanations as to how noise walls work does not believe it will be effective
	1	Wants a study done modeling how sound travels with and without the wall
	1	does not want wall, save the trees
	4	does not want wall at this time

The barrier voting results are summarized on the following sheet.

UPC	108313
Project Number	0395-969-205
Barrier Name	Barrier B/D/E(1) & B/D/E(2)

2nd Mailing Summary

(Include Permitted Developments)	NAC CATEGORY	Total Number of Representative Responses Sent	Total Maxiumum Number of Representative Votes
Impacted and Benefited	B	448	1515
Not Impacted and Benefited	B	460	957
Impacted and Benefited	C	1	5
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
2480

Number of Weighted Votes Cast		
YES	NO	Total
578	252	830

Number of Total Outstanding Votes	% Total Votes Cast / % Total Actual Votes	
1650	33.47	33

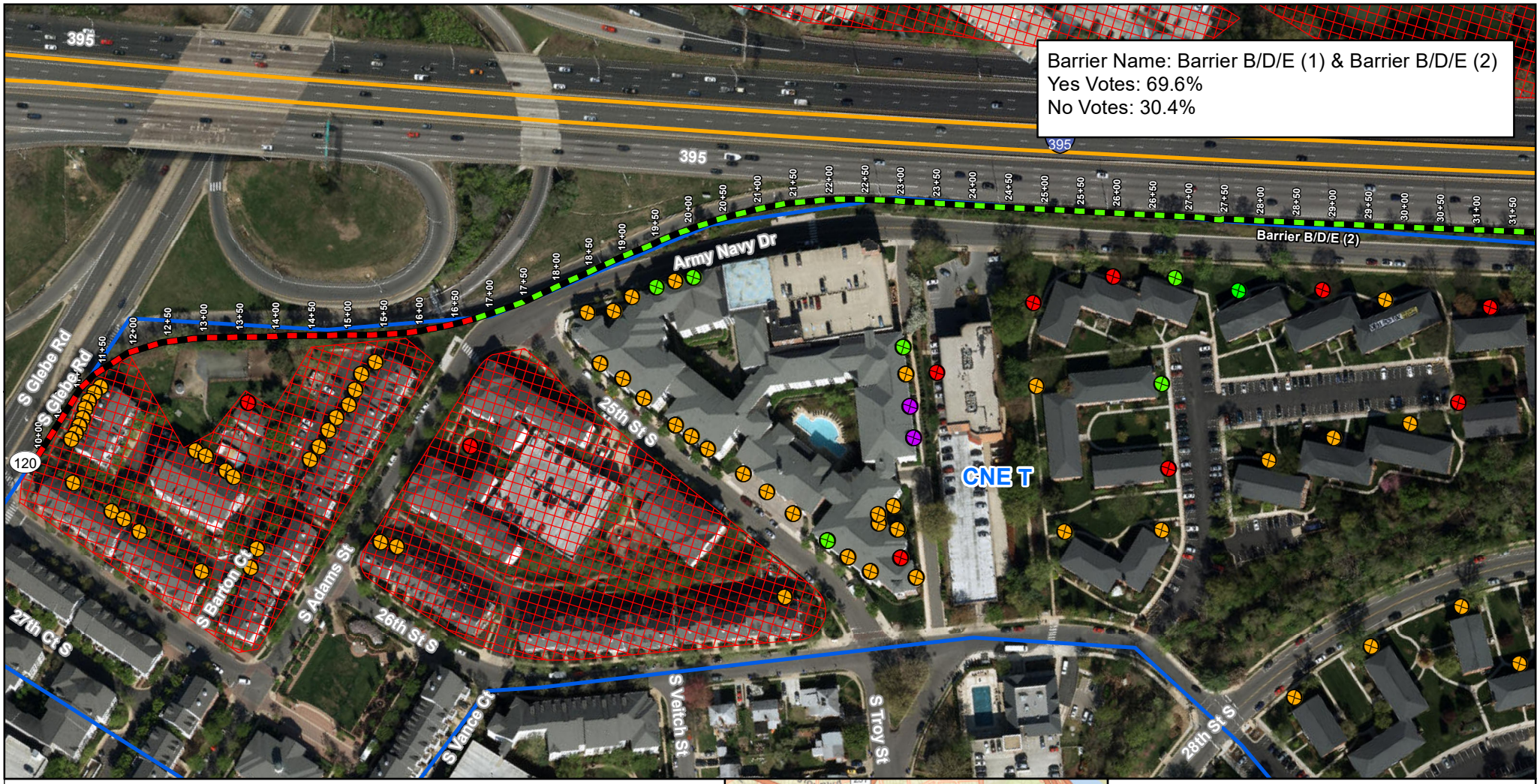
% of "Yes" Votes (All Votes)	% of "No" Votes (All Votes)	% of Outstanding Votes
23.3	10.2	66.5

% of "Yes" Votes (Respondents)	% of "No" Votes (Respondents)
69.6	30.4

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

The Barrier Is Recommended for Construction

Version 1.2



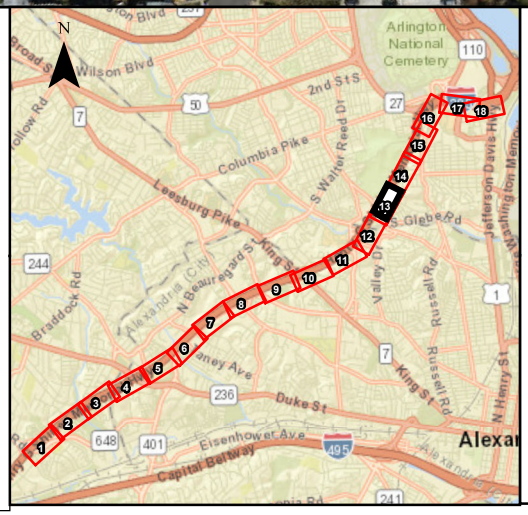
Survey Responses

- 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

0 70 140 280 Feet

Aerial imagery courtesy of Esri World Imagery Service 2015

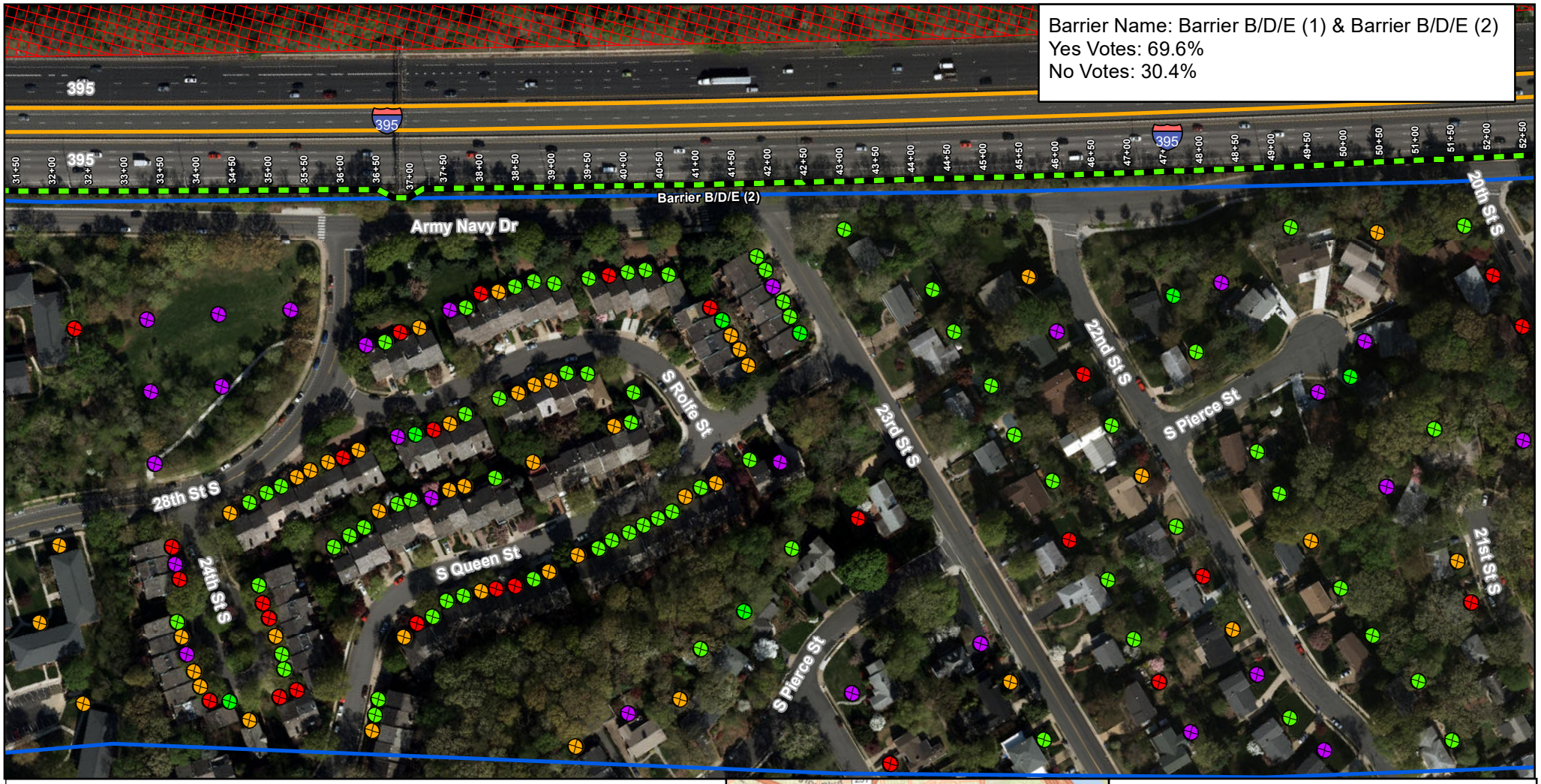


395 Express Lanes Project

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



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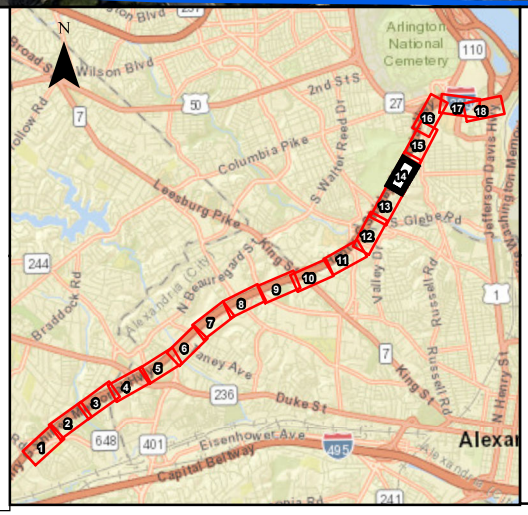

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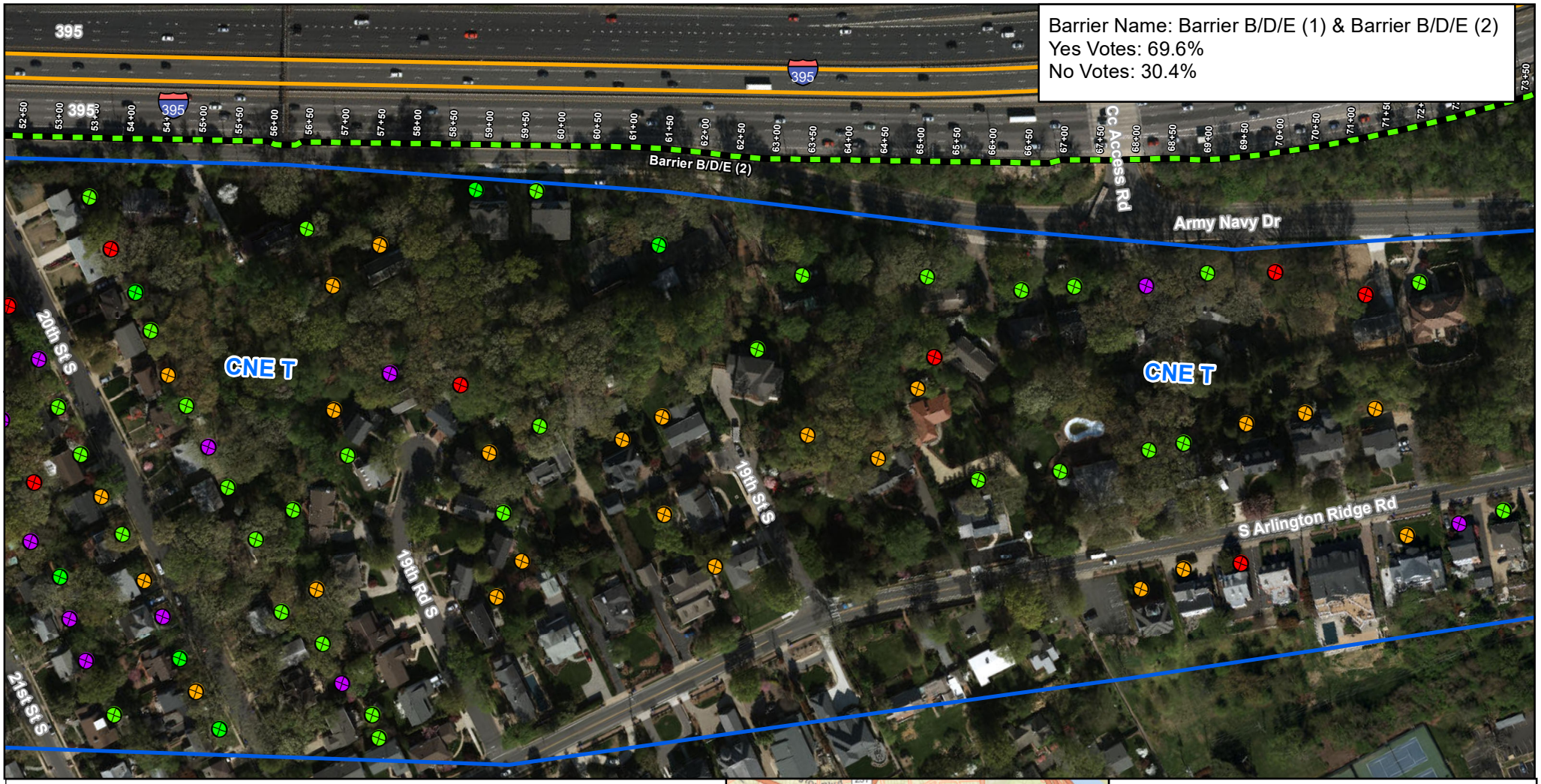

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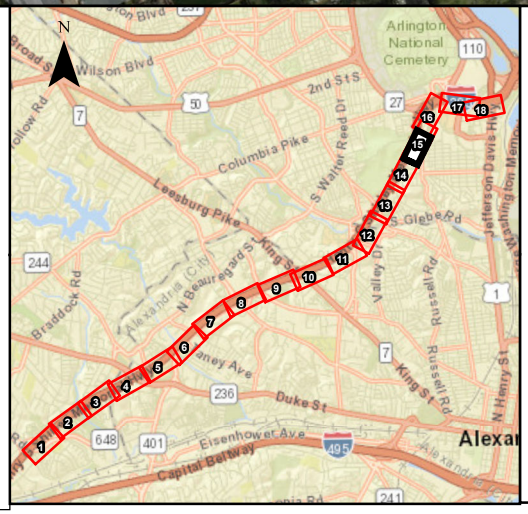

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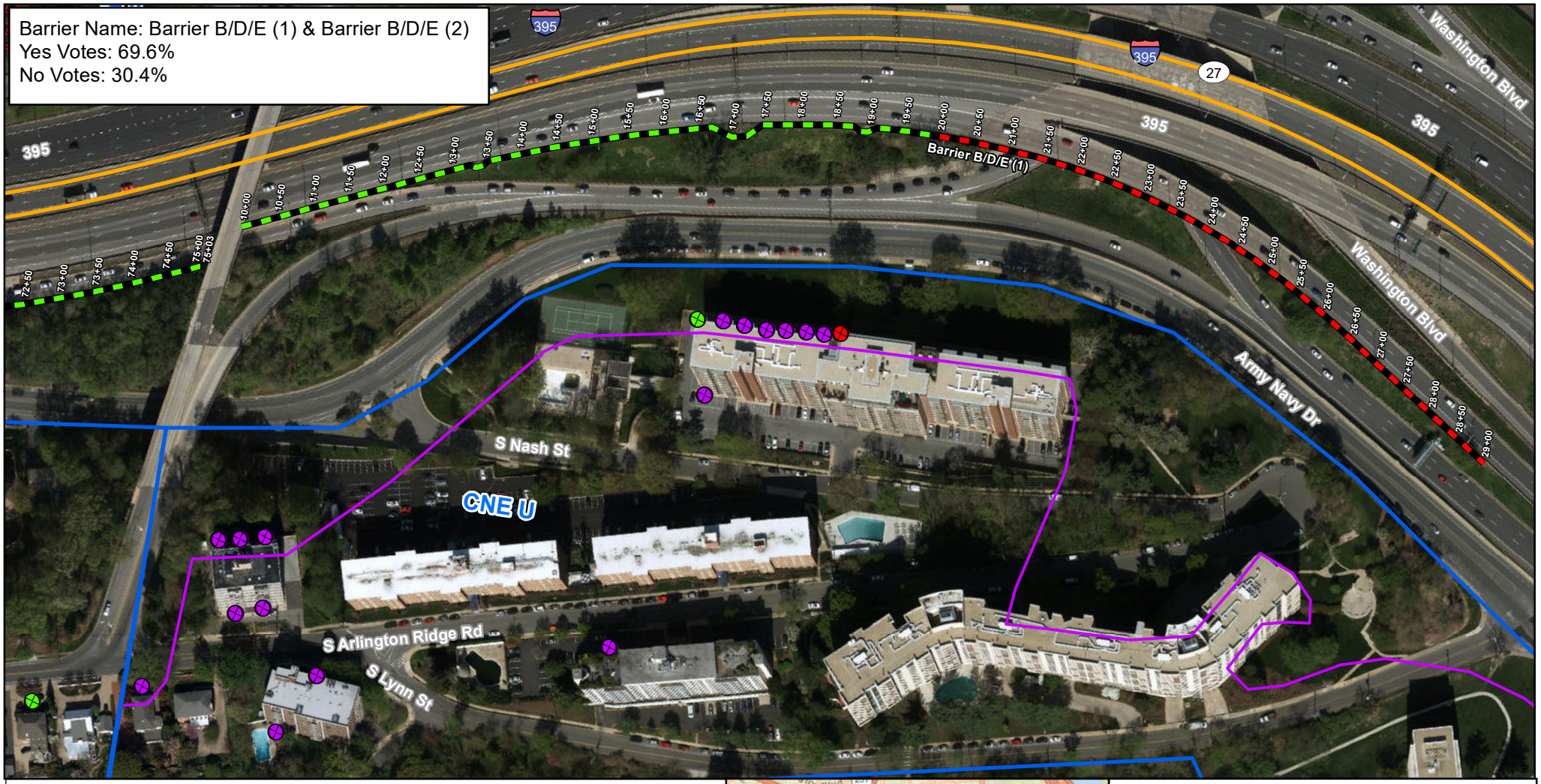

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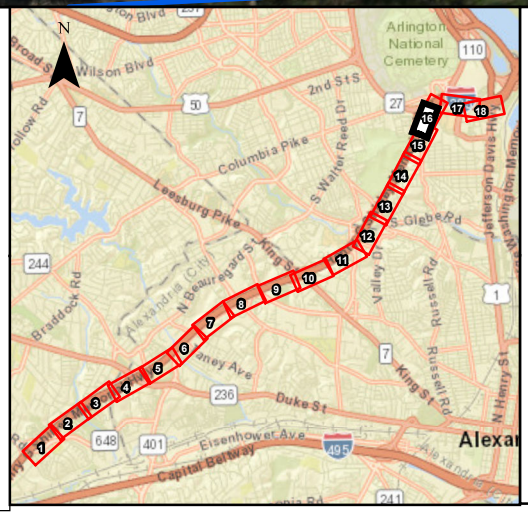

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