

# **I-395 Southbound 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 Southbound Express Lanes Project (UPC 108313) in Alexandria, 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 via 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 noise barrier by noise 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 <sup>5</sup>				
Impact and benefit category	Activity Category <sup>4</sup>	Owner and Resident	Non-Resident Owner	Renter
Impacted and Benefited	A	See note below		
Not Impacted and Benefited				
Impacted and Benefited	B <sup>1</sup>	5	3	2
Not Impacted and Benefited	B <sup>1</sup>	3	2	1
Impacted and Benefited	C <sup>2</sup>		5	
Not Impacted and Benefited	C <sup>2</sup>		3	
Impacted and Benefited	D		2	
Not Impacted and Benefited	D		1	
Impacted and Benefited	E		2	
Not Impacted and Benefited	E		1	
<p><sup>1</sup> 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><sup>2</sup> For activity Category C Receptors only 1 vote per facility will be granted.</p> <p><sup>3</sup> For activity Category G Receptors the votes will depend on the future land use. The example provided above assumes residential development.</p> <p><sup>4</sup> For permitted land uses defer to the appropriate land use category.</p> <p><sup>5</sup> Consult the VDOT external website to obtain the decision-making spreadsheet.</p>				

**CNE J Barrier System – Barrier C(1) – Barrier C(2)**

A total of 104 letters with surveys were sent out via standard postage to receptors benefited by Noise Barrier System- Barrier C(1) and C(2). Zero (0) responses were returned voting “YES”, and two (2) responses representing 405 units were returned voting “NO”. The VDOT voting spreadsheet said a second mailing was not required. Based on the results of the survey, those responding within CNE J for Barrier System C(1) and C(2) responded 100% “not in-favor” of construction of the noise barrier system as part of the project. Therefore, Barrier System C(1) and C(2) will not be recommended for construction.

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.

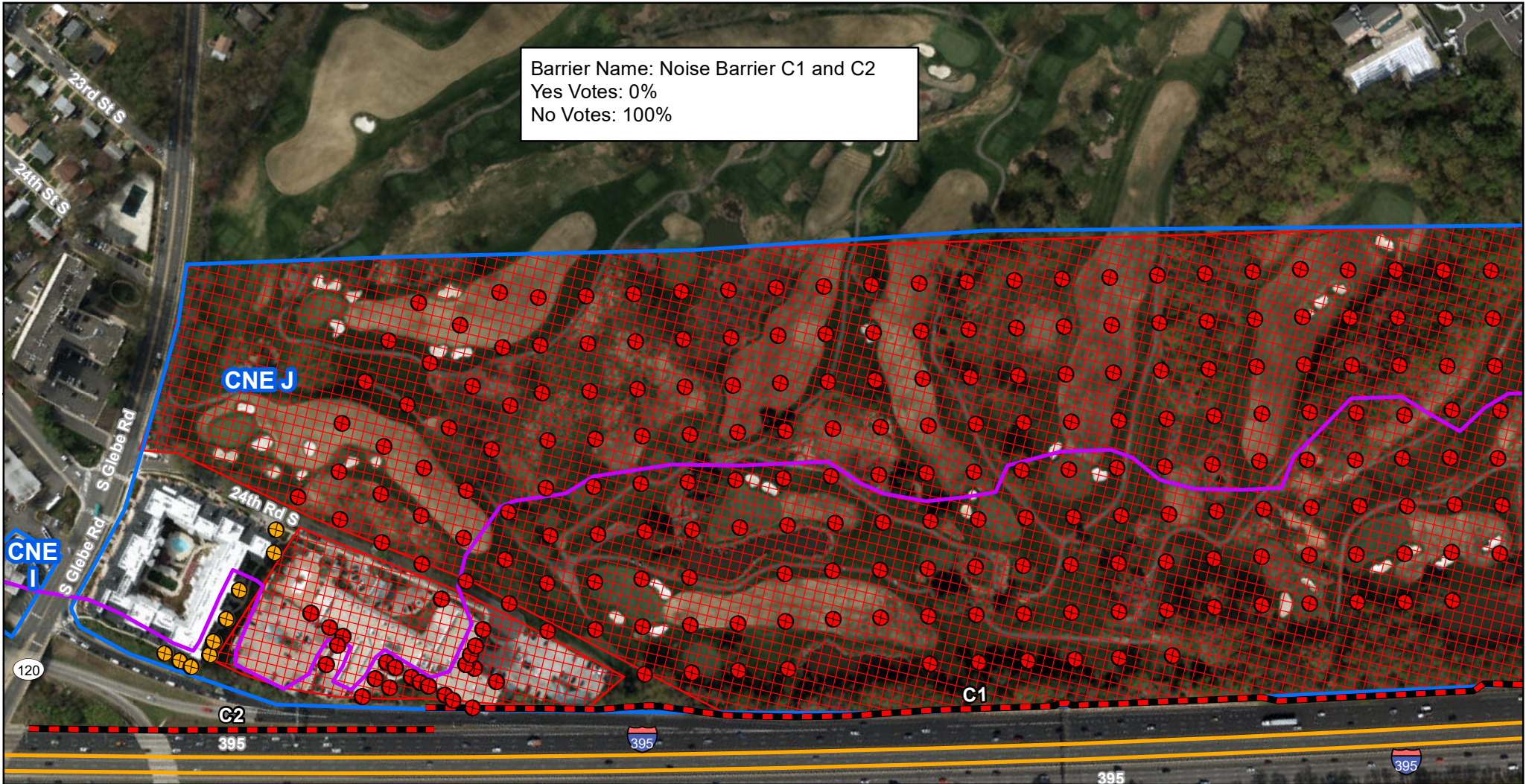
Barrier	Count	Comment
C(1) and C(2)	2	Not in favor of the barrier with no comments.

The barrier voting results are summarized on the following sheet.

UPC	108313	1st Mailing Summary																	
Project Number	0395-969-205																		
Barrier Name	Barrier C(1)-Barrier C(2)																		
(Include Permitted Developments)	NAC CATEGORY	Total Number of Representative Responses Sent	Total Maximum Number of Representative Votes																
Impacted and Benefited	B	182	455																
Not Impacted and Benefited	B	16	24																
Impacted and Benefited	C	146	730																
Not Impacted and Benefited	C	196	588																
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																
<table border="1"> <tr> <td colspan="3">Potential Maximum Number of Weighted Votes</td> </tr> <tr> <td colspan="3">1797</td> </tr> </table>				Potential Maximum Number of Weighted Votes			1797												
Potential Maximum Number of Weighted Votes																			
1797																			
<table border="1"> <tr> <td colspan="3">Number of Weighted Votes Cast</td> <td colspan="2">Number of Total Outstanding Votes</td> <td colspan="2">% Total Votes Cast / % Total Actual Votes</td> </tr> <tr> <td>YES</td> <td>NO</td> <td>Total</td> <td rowspan="2">301</td> <td rowspan="2">83.25</td> <td rowspan="2">83</td> </tr> <tr> <td>0</td> <td>1496</td> <td>1496</td> </tr> </table>				Number of Weighted Votes Cast			Number of Total Outstanding Votes		% Total Votes Cast / % Total Actual Votes		YES	NO	Total	301	83.25	83	0	1496	1496
Number of Weighted Votes Cast			Number of Total Outstanding Votes		% Total Votes Cast / % Total Actual Votes														
YES	NO	Total	301	83.25	83														
0	1496	1496																	
<table border="1"> <tr> <td>% of "Yes" Votes (All Votes)</td> <td>% of "No" Votes (All Votes)</td> <td>% of Outstanding Votes</td> </tr> <tr> <td>0.0</td> <td>83.2</td> <td>16.8</td> </tr> </table>				% of "Yes" Votes (All Votes)	% of "No" Votes (All Votes)	% of Outstanding Votes	0.0	83.2	16.8										
% of "Yes" Votes (All Votes)	% of "No" Votes (All Votes)	% of Outstanding Votes																	
0.0	83.2	16.8																	
<table border="1"> <tr> <td>% of "Yes" Votes (Respondents )</td> <td>% of "No" Votes (Respondents )</td> </tr> <tr> <td>0.0</td> <td>100.0</td> </tr> </table>				% of "Yes" Votes (Respondents )	% of "No" Votes (Respondents )	0.0	100.0												
% of "Yes" Votes (Respondents )	% of "No" Votes (Respondents )																		
0.0	100.0																		
<p>Results in the box below should only be considered when all of the responses have been tallied</p> <div style="background-color: #cccccc; height: 40px; width: 100%;"></div> <div style="background-color: #cccccc; height: 40px; width: 100%;"></div> <div style="background-color: #cccccc; height: 40px; width: 100%; text-align: center;"> <p>The Barrier Is Not Recommended for Construction and Should Not be Included in the Plans</p> </div>																			
Version 1.2																			

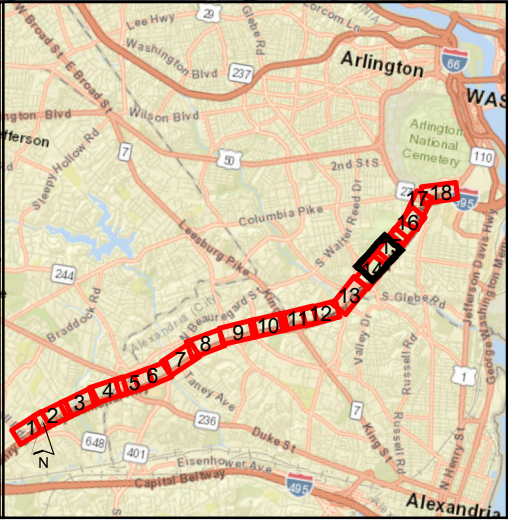


Barrier Name: Noise Barrier C1 and C2  
 Yes Votes: 0%  
 No Votes: 100%



**Survey Responses**

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



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

Aerial imagery courtesy of Esri World Imagery Service 2015

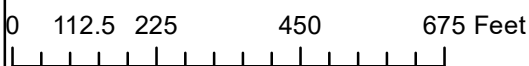


Barrier Name: Noise Barrier C1 and C2  
 Yes Votes: 0%  
 No Votes: 100%

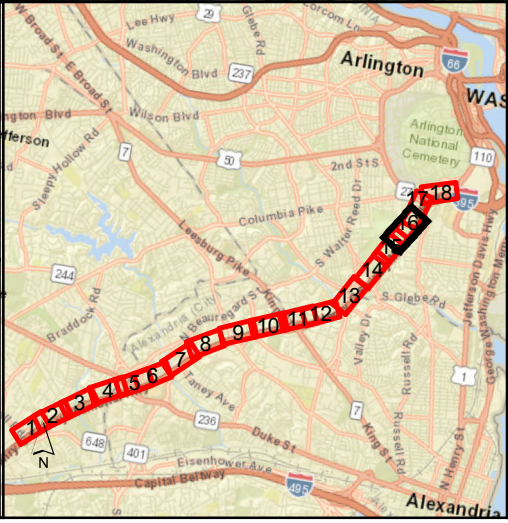


**Survey Responses**

- ⊗ Voted No
- ⊗ Voted Yes
- ⊗ Received- Survey Not Returned
- ⊗ Unclaimed/Unknown/Returned
- Recommended
- Not Recommended
- 66 dBA Contour
- Common Noise Environment (CNE)
- Property Owner Voted No
- 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 Southbound)**  
 From: Edsall Road  
 To: Eads Street  
 City of Alexandria, Arlington and Fairfax Counties, Virginia