

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 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 D Barrier System K/M(1) and K/M(2)

A total of 355 letters with surveys were sent out via standard postage to receptors benefited by Noise Barrier System K/M(1) and K/M(2). Sixty-five (65) responses were returned voting “YES”, and thirty-two (32) response was returned voting “NO”. The VDOT voting spreadsheet said a second mailing was required. For the second round of balloting sent via certified mail a total of two hundred fifty-eight (258) letters with surveys were sent out. The second round of balloting produced eleven (11) additional “YES” votes, and one (1) “NO” vote. One hundred forty-two (142) letters were received by the addressee but a survey was not returned, one hundred four (104) letters were unclaimed, returned to sender, or unknown. Based on the results of the survey, those responding within CNE D for Barrier System K/M (1) and K/M(2) responded 74% “in-favor” of construction of the noise barrier system as part of the project. The apartment complex (Southern Towers) at the southern end of CNE D voted against the walls. To appease the property owners, Barrier K/M (2) was removed and K/M (1) was shortened to appease the Southern Towers request. The resulting partial mitigation is still feasible and reasonable for the remainder of CNE D, Barrier K/M (1), therefore is still recommended for construction, under the following revised parameters with a total length of 3,183 feet and a height range of 15 to 30 feet. An updated warranted, feasible, and reasonable worksheet is attached in appendix C to show the updated parameters for Barrier K/M (1).

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

K/M1 and K/M2	Quantity	Comment
	15	Letters returned to sender
	82	Unclaimed
	7	Unknown
	12	voted Second Round
	142	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.

Barrier	Count	Comment
K/M(1) and K/M(2)	2	Want barrier worried about aesthetics.
	53	No comments.
	1	Want barrier as long as travel isn't affected during typical work hours.
	1	Concerned about new owners not getting votes.
	1	Wants barrier, but is concerned that the barrier won't be high enough along the high point of the Stonegate property. Also, is concerned about the barrier getting lower as you approach it and having notches at the top of the wall that sound would pass over them.
	1	Wants barrier, but did not receive the graphic and the website is not up to view.
	1	The noise makes it difficult to use their backyard.
	11	Very enthusiastic about building the barriers.
	2	Does not want sound barrier.
	1	Wants barrier, but they are not concerned about the noise since they live far enough away.
	2	Wants barrier and to save the trees.
	1	Wants barrier and has no issue with the construction that would take place.
	1	Wants barrier, but if southern towers vote "no" requesting to start construction at the Stonegate property.
	1	Wants barrier and to be provided with additional information about the existing sound barrier at Stonegate.
	1	Wants barrier, but concerned on whether the barrier will be higher than the current one and if all the trees will be impacted.
	1	Wants barrier as long as there is no decrease in property value and is "beautifully" designed.
	1	In favor for the barrier, and are requesting a barrier to be installed closer to I-395.
	1	Does not want the barrier, and thinks double bound windows are enough.

The barrier voting results are summarized below.

UPC	108313	2nd Mailing Summary	
Project Number	0395-969-205		
Barrier Name	Barrier K/M1 & K/M2		

(Include Permitted Developments)	NAC CATEGORY	Total Number of Representative Responses Sent	Total Maximum Number of Representative Votes
Impacted and Benefited	B	258	835
Not Impacted and Benefited	B	214	525
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		
1363		

Number of Weighted Votes Cast		
YES	NO	Total
271	94	365

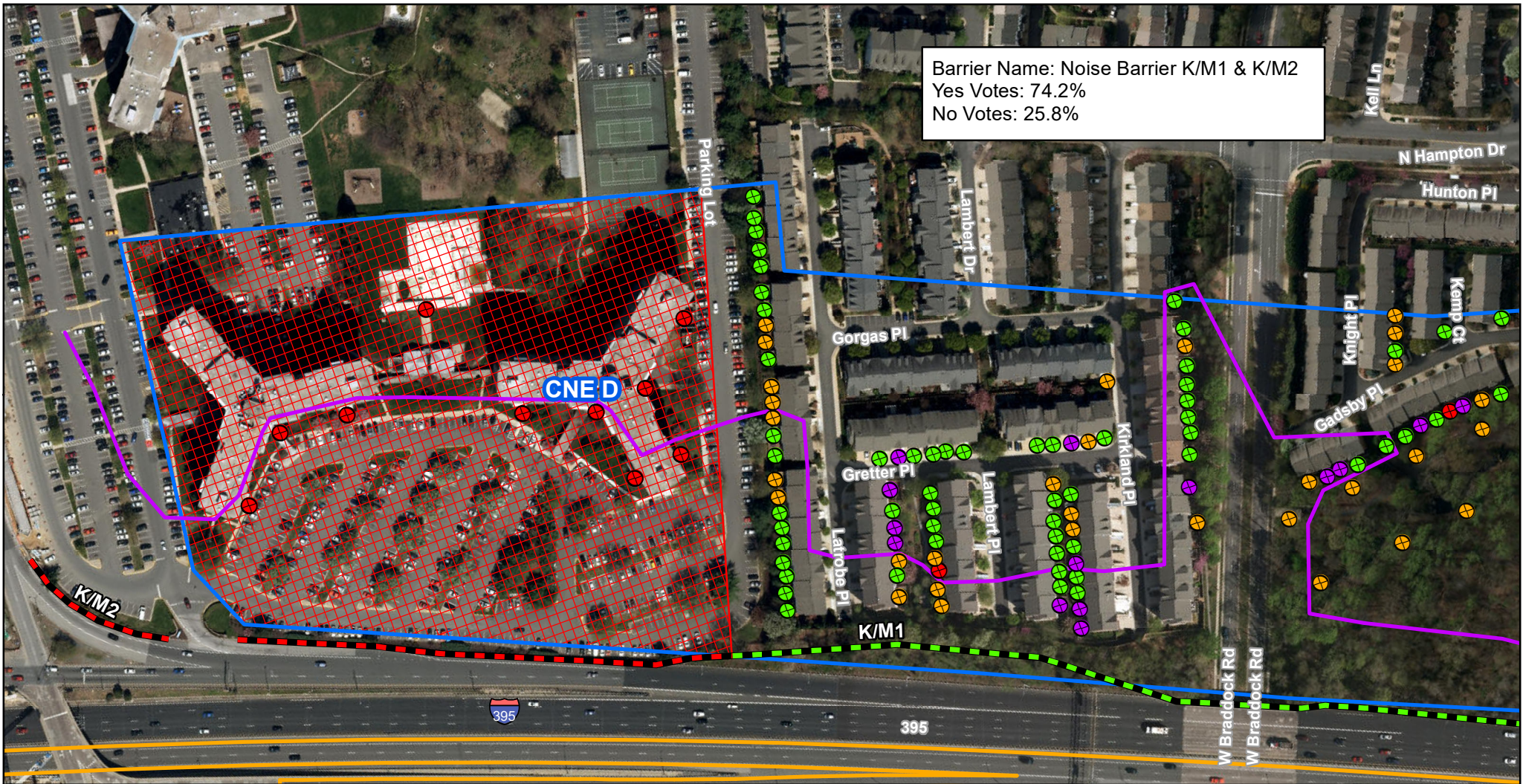
% of "Yes" Votes (All Votes)	% of "No" Votes (All Votes)	% of Outstanding Votes
19.9	6.9	73.2

% of "Yes" Votes (Respondents)	% of "No" Votes (Respondents)
74.2	25.8

Number of Total Outstanding Votes	% Total Votes Cast / % Total Actual Votes
998	26.78 26

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



Barrier Name: Noise Barrier K/M1 & K/M2
 Yes Votes: 74.2%
 No Votes: 25.8%

Survey Responses

- Voted No
- Voted Yes
- Received- Survey Not Returned
- Unclaimed/Unknown/Returned
- Recommended
- Not Recommended
- 66 dBA Contour

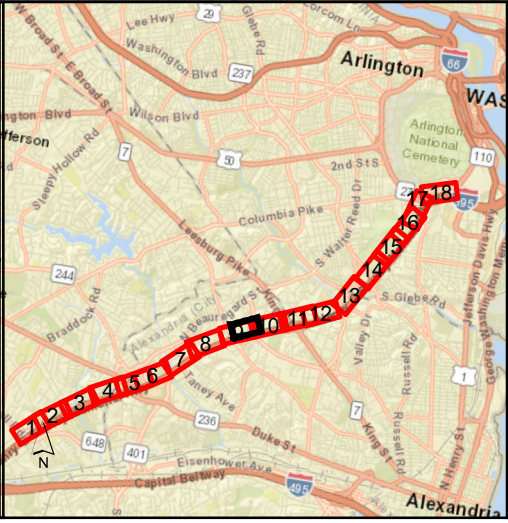
Common Noise Environment (CNE)

Property Owner Voted No

Roadway Design EOP

0 75 150 300 450 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

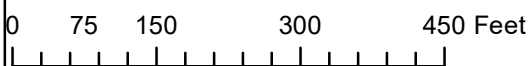
**Barrier Location Map
 (I-395 Southbound)**

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

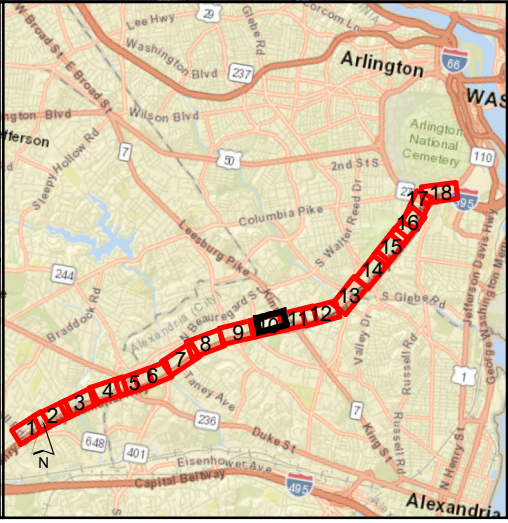


Survey Responses

- 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

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 FHWA Project No.: NHPP-395-4(189)
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**Barrier Location Map
 (I-395 Southbound)**

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