

US Route 29 Widening Project

Fairfax County, Virginia

NOISE TECHNICAL REPORT ADDENDUM BARRIER SURVEY SUMMARY

UPC: 110329

State Project: 0029-029-350, D612, C501, P101, R201

Prepared for:



August 2020

This addendum report documents the results of the barrier surveys conducted as part of the Noise Technical Report for the US Route 29 Widening Project (UPC 110329) in Fairfax County, 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. The first and second round ballots were both sent certified mail. First round and 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 certified mail. 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. An additional week was added to the twenty-one (21) day timeframe, giving the public twenty-eight (28) days to respond. 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 must be tallied on a barrier by barrier basis, so the project team tallied the votes and summarized the results on a project map showing votes by location. Final interpretation of the voting results was 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. An additional week was added to the fourteen (14) day timeframe, giving the public twenty-one (21) days to respond.

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 B: Noise Barrier B

A total of nine (9) letters with surveys were sent out via certified mail to receptors benefited by Noise Barrier B. One (1) response was returned voting “YES”, four (4) responses were returned voting “NO”, two (2) letters were received by the addressee but a survey was not returned, and two (2) letters were unclaimed, returned to sender, or unknown. The VDOT voting spreadsheet indicated that a second mailing was required since the number of outstanding votes was enough to change the voting results. For the second round of balloting sent certified mail, a total of six (6) letters with surveys were sent out [two properties had renters, so two (2) additional letters were sent to renters in addition to the four (4) letters that did not receive a response from the first mailing]. The second round of balloting produced one (1) additional “YES” vote, two (2) letters were received by the addressee but a survey was not returned, and three (3) letters were unclaimed, returned to sender, or unknown. Based on the results of the survey, those responding within CNE B for Noise Barrier B, responded 66.7% “not-in-favor” of construction of the noise barrier as part of the project. Therefore, Noise Barrier B will not be recommended for construction.

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

	Quantity	Comment
Noise Barrier B	1	Letters returned to sender
	2	Unclaimed
	2	Unknown
	5	Voted First Round
	1	Voted Second Round
	4	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	4	No Comment
	1	The barrier would be an eyesore and the noise is not that bad. Construction of Rt 29 widening is temporary. Wall is permanent.
	1	My answer is a big "No". I appreciate VDOT's concern about noise but that's not the main problem for us living close to Rt 29 but rather pollution. Would this barrier protect us against pollution too? Our house side with theirs towards Rt 29 always gets black during the year because of pollution coming from Rt 29. Noise is not necessarily a problem. We would rather prefer the barrier that we have now. This noise wall will provide little benefits and make our house values go down as it will be in part of our community near the main sign.

The barrier voting results are summarized on the following sheet.

UPC	110329	2nd Mailing Summary														
Project Number	0029-029-350															
Barrier Name	Barrier B															
(Include Permitted Developments)	NAC CATEGORY	Total Number of Representative Responses Sent	Total Maximum Number of Representative Votes													
Impacted and Benefited	B	4	10													
Not Impacted and Benefited	B	7	21													
Impacted and Benefited	C	0	0													
Not Impacted and Benefited	C	0	0													
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="2">Potential Maximum Number of Weighted Votes</td> </tr> <tr> <td colspan="2">31</td> </tr> </table>				Potential Maximum Number of Weighted Votes		31										
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31																
<table border="1"> <tr> <td colspan="3">Number of Weighted Votes Cast</td> </tr> <tr> <td>YES</td> <td>NO</td> <td>Total</td> </tr> <tr> <td>6</td> <td>12</td> <td>18</td> </tr> </table>			Number of Weighted Votes Cast			YES	NO	Total	6	12	18	<table border="1"> <tr> <td>Number of Total Outstanding Votes</td> <td>% Total Votes Cast / % Total Actual Votes</td> </tr> <tr> <td>13</td> <td>58.06 58</td> </tr> </table>	Number of Total Outstanding Votes	% Total Votes Cast / % Total Actual Votes	13	58.06 58
Number of Weighted Votes Cast																
YES	NO	Total														
6	12	18														
Number of Total Outstanding Votes	% Total Votes Cast / % Total Actual Votes															
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<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>19.4</td> <td>38.7</td> <td>41.9</td> </tr> </table>			% of "Yes" Votes (All Votes)	% of "No" Votes (All Votes)	% of Outstanding Votes	19.4	38.7	41.9								
% of "Yes" Votes (All Votes)	% of "No" Votes (All Votes)	% of Outstanding Votes														
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<table border="1"> <tr> <td>% of "Yes" Votes (Respondents)</td> <td>% of "No" Votes (Respondents)</td> </tr> <tr> <td>33.3</td> <td>66.7</td> </tr> </table>		% of "Yes" Votes (Respondents)	% of "No" Votes (Respondents)	33.3	66.7	<table border="1"> <tr> <td>Results in the box below should only be considered when all of the responses have been tallied</td> </tr> <tr> <td>The Barrier Is Not Recommended for Construction and Should Not be Included in the Plans</td> </tr> </table>		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							
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33.3	66.7															
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																

CNE C: Noise Barrier C

A total of 15 letters with surveys were sent out via certified mail to receptors benefited by Noise Barrier C. Two (2) responses were returned voting “YES”, one (1) response was returned voting “NO”, eight (8) letters were received by the addressee but a survey was not returned, and four (4) letters were unclaimed, returned to sender, or unknown. The VDOT voting spreadsheet indicated that a second mailing was required since the number of outstanding votes was enough to change the voting results. For the second round of balloting sent certified mail, a total of eighteen (18) letters with surveys were sent out [six (6) properties had renters, so six (6) additional letters were sent to renters in addition to the 12 letters that did not receive a response from the first mailing]. The second round of balloting produced five (5) additional “YES” votes, two (2) additional “NO” votes, seven (7) letters were received by the addressee but a survey was not returned, and four (4) letters were unclaimed, returned to sender, or unknown. Based on the results of the survey, those responding within CNE C for Noise Barrier C, responded 80.8% “in-favor” of construction of the noise barrier as part of the project. Therefore, Noise Barrier C is recommended for construction.

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

	Quantity	Comment
Noise Barrier C	7	Letters returned to sender
	0	Unclaimed
	1	Unknown
	3	Voted First Round
	7	Voted Second Round
	15	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 C	6	No comment
	1	Noise barrier is a must
	1	The tree line is a sufficient noise barrier. The noise barrier is not aesthetically pleasing.
	1	There is not much noise. I want to have a clear view.
	1	Hoping that the change will not reduce the house value.

The barrier voting results are summarized on the following sheet.

UPC	110329	2nd Mailing Summary																
Project Number	0029-029-350																	
Barrier Name	Barrier C																	
(Include Permitted Developments)	NAC CATEGORY	Total Number of Representative Responses Sent	Total Maximum Number of Representative Votes															
Impacted and Benefited	B	6	20															
Not Impacted and Benefited	B	15	33															
Impacted and Benefited	C	0	0															
Not Impacted and Benefited	C	0	0															
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">53</td> </tr> </table>				Potential Maximum Number of Weighted Votes			53											
Potential Maximum Number of Weighted Votes																		
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<table border="1"> <tr> <td colspan="3">Number of Weighted Votes Cast</td> </tr> <tr> <td>YES</td> <td>NO</td> <td>Total</td> </tr> <tr> <td>21</td> <td>5</td> <td>26</td> </tr> </table>			Number of Weighted Votes Cast			YES	NO	Total	21	5	26	<table border="1"> <tr> <td>Number of Total Outstanding Votes</td> <td colspan="2">% Total Votes Cast / % Total Actual Votes</td> </tr> <tr> <td>27</td> <td>49.06</td> <td>49</td> </tr> </table>	Number of Total Outstanding Votes	% Total Votes Cast / % Total Actual Votes		27	49.06	49
Number of Weighted Votes Cast																		
YES	NO	Total																
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Number of Total Outstanding Votes	% Total Votes Cast / % Total Actual Votes																	
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<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>39.6</td> <td>9.4</td> <td>50.9</td> </tr> </table>			% of "Yes" Votes (All Votes)	% of "No" Votes (All Votes)	% of Outstanding Votes	39.6	9.4	50.9										
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<table border="1"> <tr> <td>% of "Yes" Votes (Respondents)</td> <td>% of "No" Votes (Respondents)</td> </tr> <tr> <td>80.8</td> <td>19.2</td> </tr> </table>			% of "Yes" Votes (Respondents)	% of "No" Votes (Respondents)	80.8	19.2	<table border="1"> <tr> <td>Results in the box below should only be considered when all of the responses have been tallied</td> </tr> <tr> <td>The Barrier Is Recommended for Construction</td> </tr> </table>	Results in the box below should only be considered when all of the responses have been tallied	The Barrier Is Recommended for Construction									
% of "Yes" Votes (Respondents)	% of "No" Votes (Respondents)																	
80.8	19.2																	
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																		

CNE D: Noise Barrier D

A total of 13 letters with surveys were sent out via certified mail to receptors benefited by Noise Barrier D. Ten (10) responses were returned voting “YES”, one (1) letter was received by the addressee but a survey was not returned, and two (2) letters were unclaimed, returned to sender, or unknown. The VDOT voting spreadsheet indicated that a second mailing was not required. Based on the results of the survey, those responding within CNE D for Noise Barrier D, responded 100% “in-favor” of construction of the noise barrier as part of the project. Therefore, Noise Barrier D is recommended for construction.

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

	Quantity	Comment
Noise Barrier D	0	Letters returned to sender
	0	Unclaimed
	2	Unknown
	10	Voted First Round
	1	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 D	7	No comment
	1	Agreed
	1	Please leave driveway open. I need it because I’m 88 and we do have ambulances occasionally.
	1	We have been following the progress of this project and certainly think it impacts many houses positively to bring a noise barrier. A lot of homes that get the same noise from the highway behind us did not get to vote. I don’t know how the study didn’t capture some houses that were directly next to us and would vote “Yes” also. Thank you!

The barrier voting results for Barrier D are summarized on the following sheet.

UPC	110329	1st Mailing Summary																
Project Number	0029-029-350																	
Barrier Name	Barrier D																	
(Include Permitted Developments)	NAC CATEGORY	Total Number of Representative Responses Sent	Total Maximum Number of Representative Votes															
Impacted and Benefited	B	9	41															
Not Impacted and Benefited	B	4	11															
Impacted and Benefited	C	0	0															
Not Impacted and Benefited	C	0	0															
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">52</td> </tr> </table>				Potential Maximum Number of Weighted Votes			52											
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<table border="1"> <tr> <td colspan="3">Number of Weighted Votes Cast</td> </tr> <tr> <td>YES</td> <td>NO</td> <td>Total</td> </tr> <tr> <td>43</td> <td>0</td> <td>43</td> </tr> </table>			Number of Weighted Votes Cast			YES	NO	Total	43	0	43	<table border="1"> <tr> <td>Number of Total Outstanding Votes</td> <td colspan="2">% Total Votes Cast / % Total Actual Votes</td> </tr> <tr> <td>9</td> <td>82.69</td> <td>82</td> </tr> </table>	Number of Total Outstanding Votes	% Total Votes Cast / % Total Actual Votes		9	82.69	82
Number of Weighted Votes Cast																		
YES	NO	Total																
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100.0	0.0																	
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																		

CNE G: Noise Barrier G

A total of 15 letters with surveys were sent out via certified mail to receptors benefited by Noise Barrier G. Ten (10) responses were returned voting “YES”, one (1) response was returned voting “NO”, and four (4) letters were received by the addressee but a survey was not returned. The VDOT voting spreadsheet indicated that a second mailing was not required. Based on the results of the survey, those responding within CNE G for Noise Barrier G, responded 91.9% “in-favor” of construction of the noise barrier as part of the project. Therefore, Noise Barrier G is recommended for construction.

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

	Quantity	Comment
Noise Barrier G	0	Letters returned to sender
	0	Unclaimed
	0	Unknown
	11	Voted First Round
	4	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 G	8	No comment
	1	Yes it is 100% necessity and please consider this for safety and long term investment. Thanks!!
	1	Since this is a residential area, please make it a wall suitable for one. At least try to make it look nice, as that matters in an area like this. Pay attention to colors and design, and don’t make it like the atrocity we see on Route 66. (Big, ugly, excessive).
	1	This noise barrier is a must. Every day in the morning from 4:30 am we keep hearing the cars going on Rt 29. We wake up though we like to sleep late in the morning. Thanks for considering the noise barrier.

The barrier voting results are summarized on the following sheet.

UPC	110329	1st Mailing Summary														
Project Number	0029-029-350															
Barrier Name	Barrier G															
(Include Permitted Developments)	NAC CATEGORY	Total Number of Representative Responses Sent	Total Maximum Number of Representative Votes													
Impacted and Benefited	B	4	20													
Not Impacted and Benefited	B	11	33													
Impacted and Benefited	C	0	0													
Not Impacted and Benefited	C	0	0													
Impacted and Benefited	D	0	0													
Not Impacted and Benefited	D	0	0													
Impacted and Benefited	E	0	0													
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Number of Weighted Votes Cast																
YES	NO	Total														
34	3	37														
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91.9	8.1															
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The Barrier Is Recommended for Construction																
Version 1.2																

10.4 INFORMATION FOR LOCAL GOVERNMENT OFFICIALS

FHWA and VDOT policies require that VDOT provides certain information to local officials within whose jurisdiction the highway project is located, to minimize future traffic noise impacts of Type I projects on currently undeveloped lands. (Type I projects involve highway improvements with noise analysis.) This information must include details on noise-compatible land-use planning and noise impact zones for undeveloped lands within the project corridor. The aforementioned details are provided below and the undeveloped lands proximity to the proposed project is shown on the graphics in **Appendix A**. Additional information about VDOT's noise abatement program has also been included in this section.

Noise-Compatible Land-Use Planning

Sections 12.1 and 12.2 of VDOT's 2011 Highway Traffic Noise Impact Analysis Guidance Manual outline VDOT's approach to communication with local officials and provide information and resources on highway noise and noise-compatible land-use planning. VDOT's intention is to assist local officials in planning the uses of undeveloped land adjacent to highways to minimize the potential impacts of highway traffic noise.

Entering the Quiet Zone is a brochure that provides general information and examples to elected officials, planners, developers, and the general public about the problem of traffic noise and effective responses to it. A link to this brochure on FHWA's website is provided:

http://www.fhwa.dot.gov/environment/noise/noise_compatible_planning/federal_approach/and_use/qz00.cfm

A wide variety of administrative strategies may be used to minimize or eliminate potential highway noise impacts, thereby preventing the need or desire for costly noise abatement structures such as noise barriers in future years. There are five broad categories of such strategies:

- Zoning,
- Other legal restrictions (subdivision control, building codes, health codes),
- Municipal ownership or control of the land,
- Financial incentives for compatible development, and
- Educational and advisory services.

The Audible Landscape: A Manual for Highway and Land Use is a very well-written and comprehensive guide addressing these noise-compatible land use planning strategies, with significant detailed information. This document is available through FHWA's Website, at http://www.fhwa.dot.gov/environment/noise/noise_compatible_planning/federal_approach/audible_landscape/al00.cfm

Noise Impact Zones in Undeveloped Land along the Study Corridor

Also required under the revised 2011 FHWA and VDOT noise policies is information on the noise impact zones adjacent to project roadways in undeveloped lands. To determine these zones, noise levels are computed at various distances from the edge of the project roadways in each of the undeveloped areas of the project study area. Then, the distances from the edge of the roadway to the Noise Abatement Criteria sound levels are determined through interpolation. Distances vary in the project corridor due to changes in traffic volumes, or terrain features. Any noise sensitive sites within these zones should be considered noise impacted if no barrier is present to reduce sound levels.

Appendix A contains maps which depict the CNEs, the 66 dB(A) noise contour, and potential barrier locations.

Appendix B contains the tracking numbers of the certified mail receipts from the first-round and second-round mailings, as well as scanned copies of the received votes.

VDOT's Noise Abatement Program

Information on VDOT's noise abatement program is available on VDOT's Website, at: <http://www.virginiadot.org/projects/pr-noise-walls-about.asp>. The site provides information on VDOT's noise program and policies, noise walls, and a downloadable noise wall brochure.

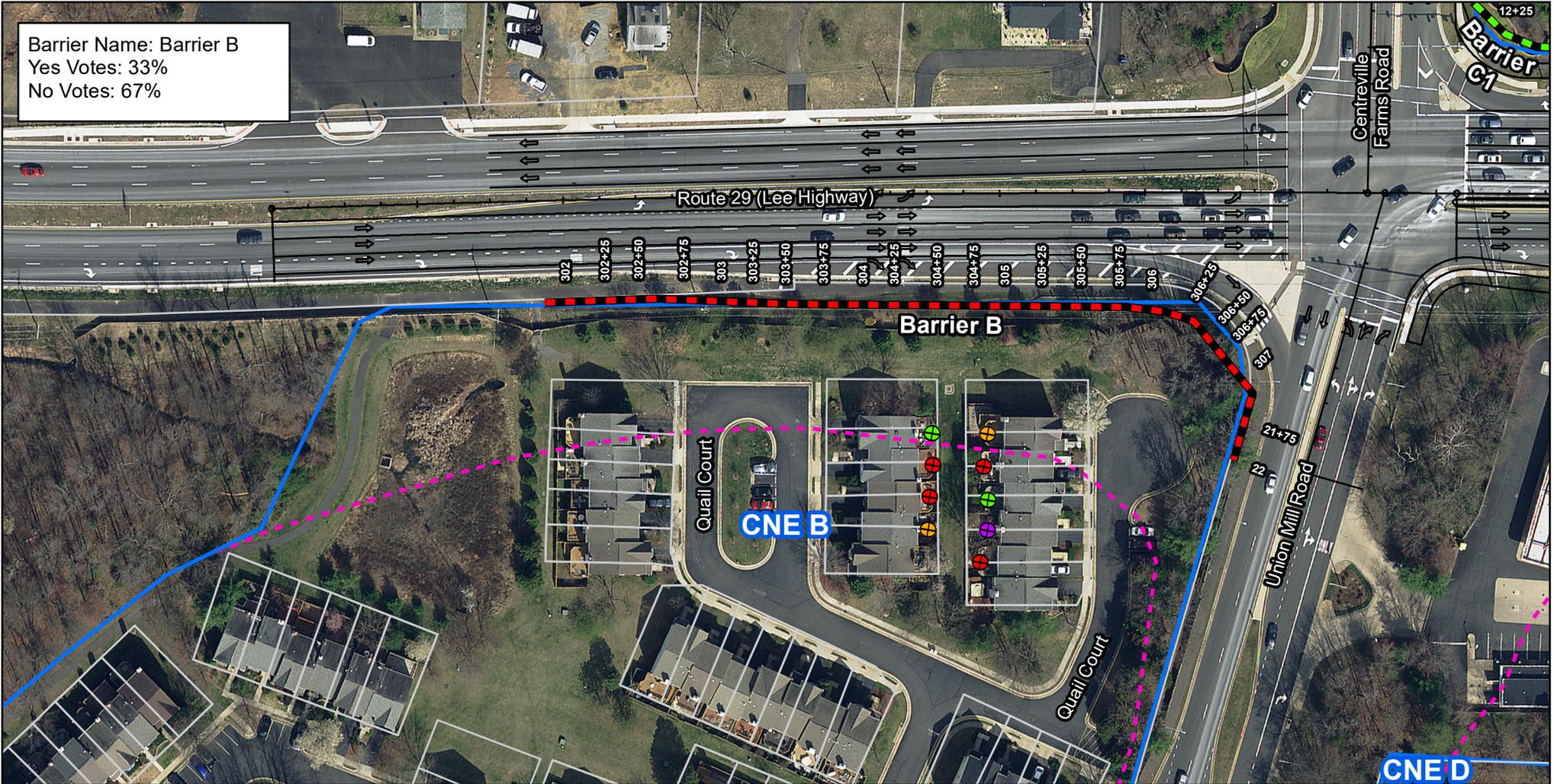
Table 8: Barrier Voting Summary by CNE
US Route 29 Widening Project
US Route 29 Widening Final Design Noise Analysis

1	2	3	4	5	6	7	8	9	10	11
		1st Mailing			2nd Mailing			Totals Combined		
<i>CNE</i>	<i>Barrier</i>	<i>Number of Surveys Sent in 1st Mailing</i>	<i>Number of Votes "Yes" Indicating "In-Favor" of Noise Wall 1st Mailing</i>	<i>Number of Votes "No" Indicating "Not-In-Favor" of Noise Wall 1st Mailing</i>	<i>Number of Surveys Sent in 2nd Mailing</i>	<i>Number of Votes "Yes" Indicating "In-Favor" of Noise Wall 2nd Mailing</i>	<i>Number of Votes "No" Indicating "Not-In-Favor" of Noise Wall 2nd Mailing</i>	<i>Total in Favor</i>	<i>Total Not in Favor</i>	<i>Of Votes Received Percentage in Favor or Against</i>
B	Noise Barrier B	9	1	4	6	1	0	2	4	66.7% Not-In-Favor
C	Noise Barrier C	15	2	1	18	5	2	7	3	80.8% In-Favor
D	Noise Barrier D	13	10	0	N/A	N/A	N/A	10	0	100% In-Favor
G	Noise Barrier G	15	10	1	N/A	N/A	N/A	10	1	91.9% In-Favor

A detailed ballot classification breakdown can be found within the VDOT Barrier Voting Summary Worksheet

Appendix A

Barrier Name: Barrier B
 Yes Votes: 33%
 No Votes: 67%



Survey Responses

- ⊗ Voted No
- ⊗ Voted Yes
- ⊗ Unclaimed/Unknown/Returned
- ⊗ Received- Survey Not Returned

Common Noise Environment (CNE)
 Roadway Design
 66 dBA Contour

0 50 100 200 Feet

Aerial imagery courtesy of Esri World Imagery Service 2015



Route 29 Widening Project

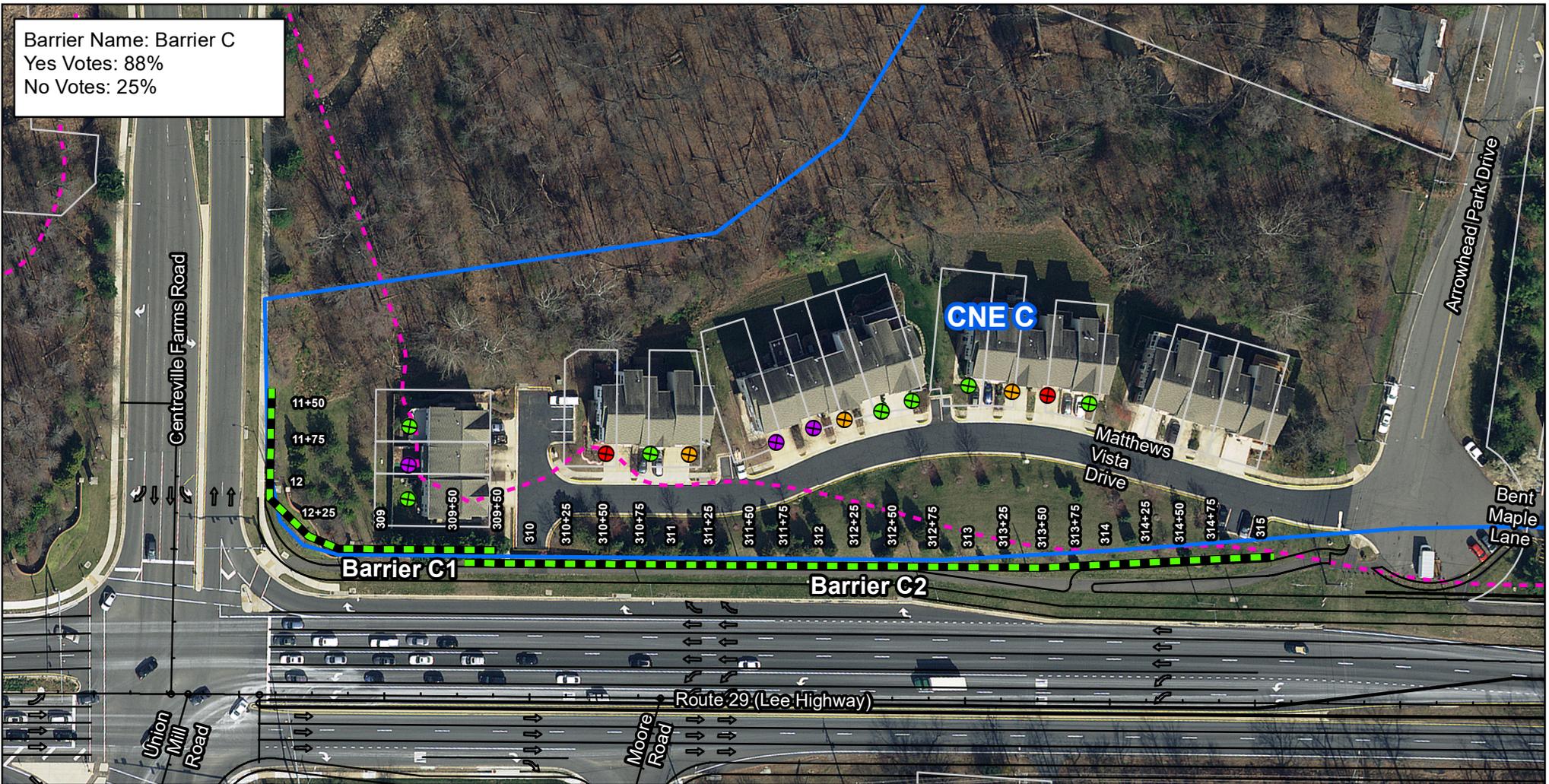
VDOT UPC: 110329
 VDOT Project Number: 0029-029-350, B642, C501, P101, R201

**Barrier Survey Results
 (Route 29)**

Figure: 1 - 1

Fairfax County, Virginia

Barrier Name: Barrier C
 Yes Votes: 88%
 No Votes: 25%



Survey Responses

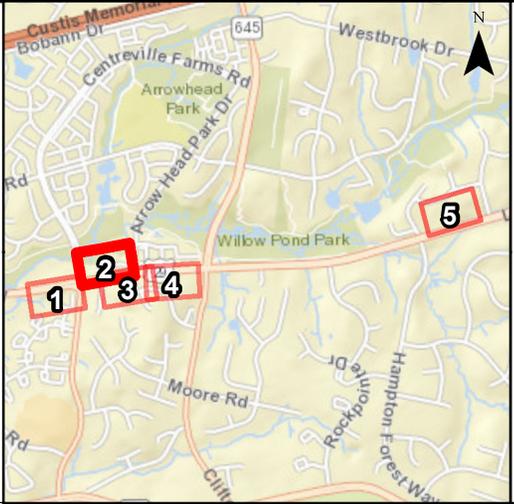
- ⊗ Voted No
- ⊗ Voted Yes
- ⊗ Unclaimed/Unknown/Returned
- ⊗ Received- Survey Not Returned

- Common Noise Environment (CNE)
- Roadway Design

- Recommended
- Not Recommended
- 66 dBA Contour



Aerial imagery courtesy of Esri World Imagery Service 2015



Route 29 Widening Project

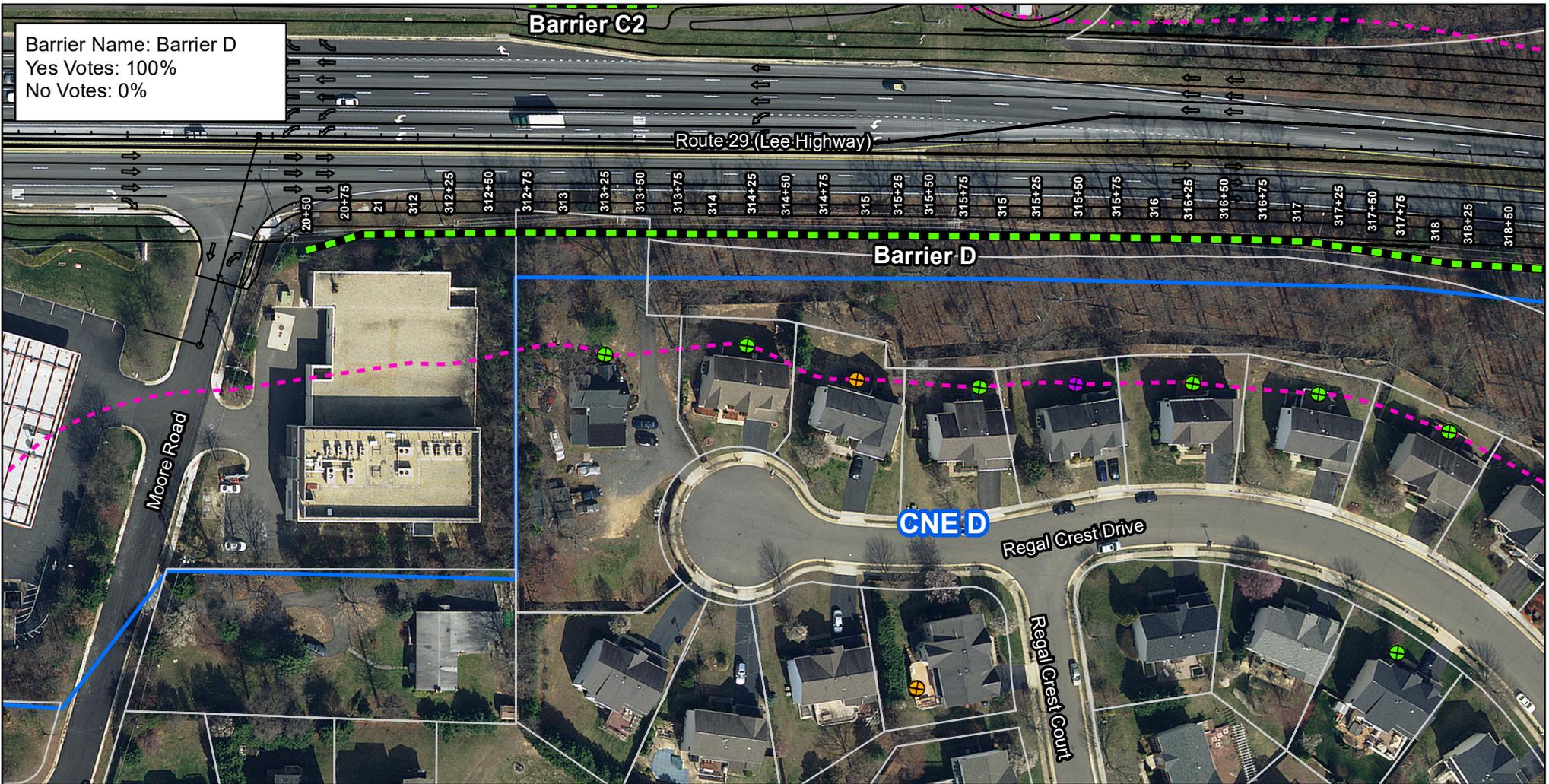
VDOT UPC: 110329
 VDOT Project Number: 0029-029-350, B642, C501, P101, R201

**Barrier Survey Results
 (Route 29)**

Figure: 1 - 2

Fairfax County, Virginia

Barrier Name: Barrier D
 Yes Votes: 100%
 No Votes: 0%



Survey Responses

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

- Common Noise Environment (CNE)
- Roadway Design



Aerial imagery courtesy of Esri World Imagery Service 2015



Route 29 Widening Project

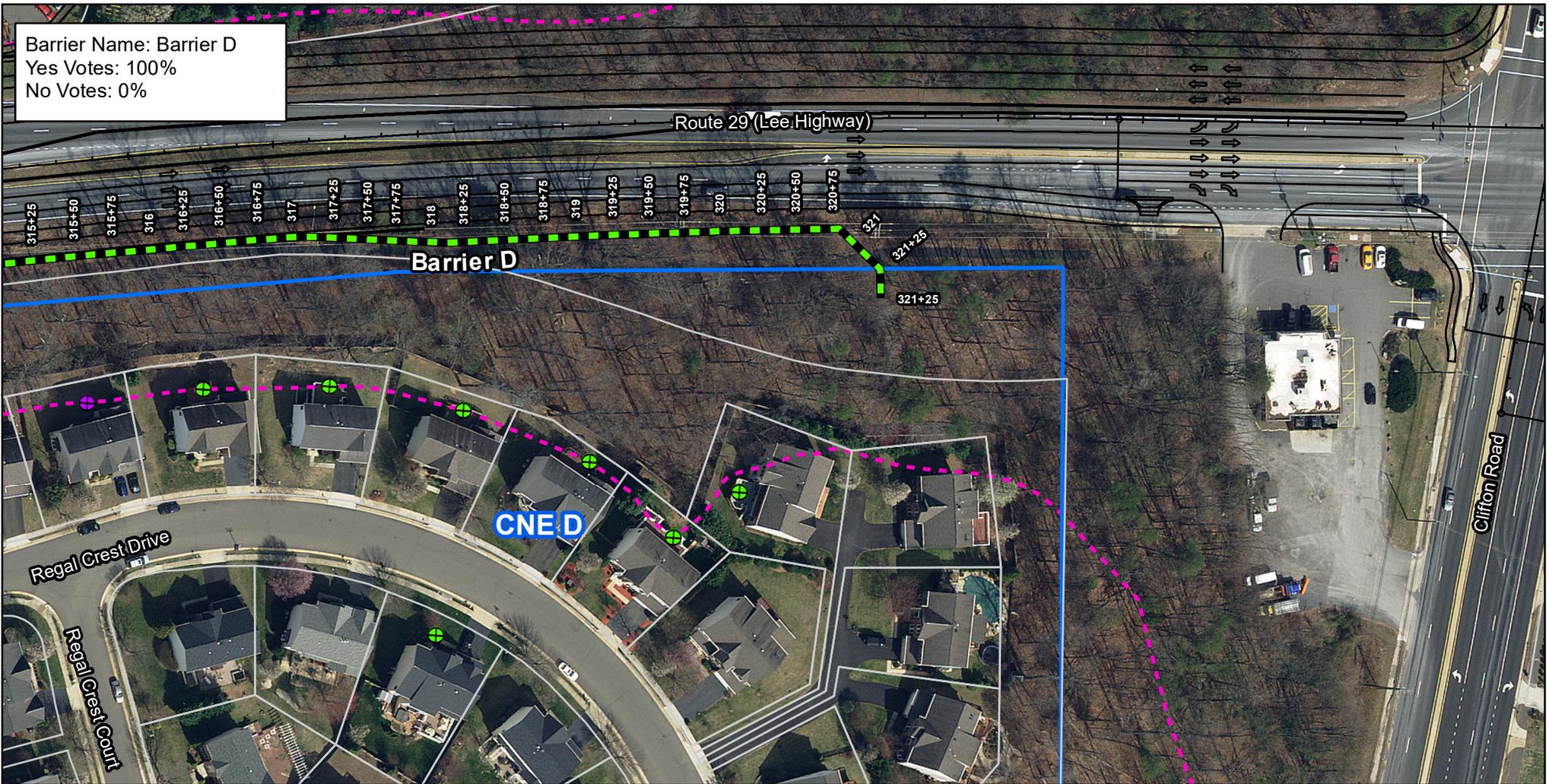
VDOT UPC: 110329
 VDOT Project Number: 0029-029-350, B642, C501, P101, R201

**Barrier Survey Results
 (Route 29)**

Figure: 1 - 3

Fairfax County, Virginia

Barrier Name: Barrier D
 Yes Votes: 100%
 No Votes: 0%



Survey Responses

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

- Common Noise Environment (CNE)
- Roadway Design



Aerial imagery courtesy of Esri World Imagery Service 2015



Route 29 Widening Project

VDOT UPC: 110329
 VDOT Project Number: 0029-029-350, B642, C501, P101, R201

**Barrier Survey Results
 (Route 29)**

Figure: 1 - 4

Fairfax County, Virginia

Barrier Name: Barrier G
 Yes Votes: 92%
 No Votes: 8%

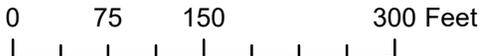


Survey Responses

- Voted No
- Voted Yes
- Unclaimed/Unknown/Returned
- Received- Survey Not Returned

- Common Noise Environment (CNE)
- Roadway Design

- Recommended
- Not Recommended
- 66 dBA Contour



Aerial imagery courtesy of Esri World Imagery Service 2015



Route 29 Widening Project

VDOT UPC: 110329
 VDOT Project Number: 0029-029-350, B642, C501, P101, R201

**Barrier Survey Results
 (Route 29)**

Figure: 1 - 5

Fairfax County, Virginia