

# US-42/I-264 Noise Barrier Public Meeting

March 29, 2022  
7:00 PM



# **KYTC Noise Policy**

- **If Impacts Are Predicted, Then**
  - **Avoid - Change Line or Grade**
  - **Minimize - Restrict Trucks or Lower Speed**
  - **Abate - Earth Berms or Noise Walls**
- **Evaluate Feasibility and Reasonableness**
  - **Sight Distance; Entrances**
  - **Cost per Benefited Receptor**
  - **Desires of Benefited Receptors**

# US-42 / I – 264

## Noise Barrier Public Meeting

### 1.0 INTRODUCTION

The Kentucky Transportation Cabinet (KYTC) proposed to widen I-264 from west of the I-264/Westport Road interchange to north of the I-71/I-264 interchange in Jefferson County, Kentucky (KYTC Item No 5-804). The project would also reconstruct the I-264/US-42 interchange using a Single Point Urban Interchange (SPUI) configuration. During preliminary design, it was determined that noise barriers are acoustically feasible and reasonable to construct in three locations (see Figures 1 and 2). In these sections, barriers are to be considered for:

- 44 benefited receptors located east of I-71 and north of I-264 including Rodes Drive, Rodes Court, Stannye Drive, Keewood Court, and Hunting Road. The proposed barriers are 20 feet high in this area and primarily located near the edge of right of way.
- 1 benefited receptor (VA Hospital) located east of the interchange and north of I-264. The proposed wall would be 18 feet in height and primarily located near the edge of right of way.
- 73 benefited receptors located north of I-264 between the VA hospital property and Westport Road interchange including Carlimar Lane, Bedford Lane, Community Way, Crossmoor Lane, Graymoor Road, and Holsworth Lane. The proposed wall would be 14 feet high and located near the roadway shoulder.
- 80 benefited receptors located south I-264 between the US-42 interchange and Westport Road interchange including Merrifield Road, Southview Drive, Regency Lane, and Ambridge Drive. Proposed barriers would be 14 feet high and be located near the edge of the roadway shoulder.

In accordance with the KYTC Traffic Noise Analysis and Abatement Policy (2020) (KYTC Noise Policy), a meeting was conducted with benefitted receptors on March 29, 2022, to determine their preferences for construction of noise barriers and barrier finish. Due to ongoing concerns with COVID-19, the meeting was conducted virtually.

### 2.0 OUTREACH

Property Valuation Administration (PVA) data was gathered from the Jefferson County Government for each of the properties identified as benefitted receptors in the Traffic Noise Impact Analysis, July 2014 (Noise Study). PVA data included both the physical address of each property as well as the property owner's name and address. For properties where owners were not also the property residents, separate letters were developed for mailing to the owner and resident.

The letters provided a brief description of the project, the findings of the noise assessment, figures showing the location of the proposed barriers, the purpose, date, and time for the Noise Barrier Information Meeting, and explained the process for registering to attend the meeting.

On the day following the meeting, an email was sent to all registrants that provided a link to a recording of the meeting, contact information for any questions, and encouraged submittal of ballots.

### 3.0 BALLOTS

Enclosed with the letters sent to the owner and resident of each property was a uniquely numbered ballot. The ballots requested input regarding the desire for construction of the proposed barriers and, if constructed, the preferred finish (smooth or cut stone). The selected finish would be applied consistently to both sides of the wall. Space was also provided for additional comments. A self-addressed envelope was provided with each ballot for its return to the KYTC District 5 office. Parties were afforded 30 days from the date of the Noise Barrier Informational Meeting to submit their ballots for consideration. Returned ballots were checked against the mailing list to identify voting inconsistencies; none were detected. Preferences for whether to construct the proposed barriers and wall finish were logged.

### 4.0 MEETING

A Noise Barrier Informational Meeting with 12 interested benefited receptors, all property owners, was conducted on March 29, 2022, at 7:00 p.m. Due to concerns with COVID-19, the meeting was held virtually using the Zoom platform. The attendees were introduced to members of the project team and provided a brief tutorial on how to submit questions or comments in Zoom during the meeting.

A presentation explained the purpose of the meeting, some basics of noise analysis, results of the Noise Study conducted for the project, options for road-side barrier finish, and the balloting process being used to solicit their opinions. Through two polls administered during the meeting, all attendees identified themselves as property owners in the area and indicated that Interstate traffic noise was very disruptive outside their residences.

The presentation was periodically paused to encourage and respond to questions/comments submitted.

### 5.0 RESULTS

During the comment period, 126 ballots were received from benefited property owners and residents. Of the 126 ballots received, all but two were from property owners who also reside at the benefited residence; the remaining two ballots were provided by residents who do not own benefited properties. Following the close of the comment period, three additional ballots were received (2 Owner; 1 Resident) Noise Policy, Front-Row Owner preferences for wall construction (Yes/No) were weighted more heavily than other owners' and residents' ballots by a factor of three. Preferences on finish were equally weighted among all parties.

Both owners and residents nearly unanimously supported barriers. Only one ballot voiced opposition to the proposed barrier. Overall, there was overwhelming support for barrier construction. The preference for a cut stone barrier finish was heavily preferred among owners and residents. (see Figure 3)



# Figure 1: Noise Barrier Location Between US-42 and the I-71 Interchange

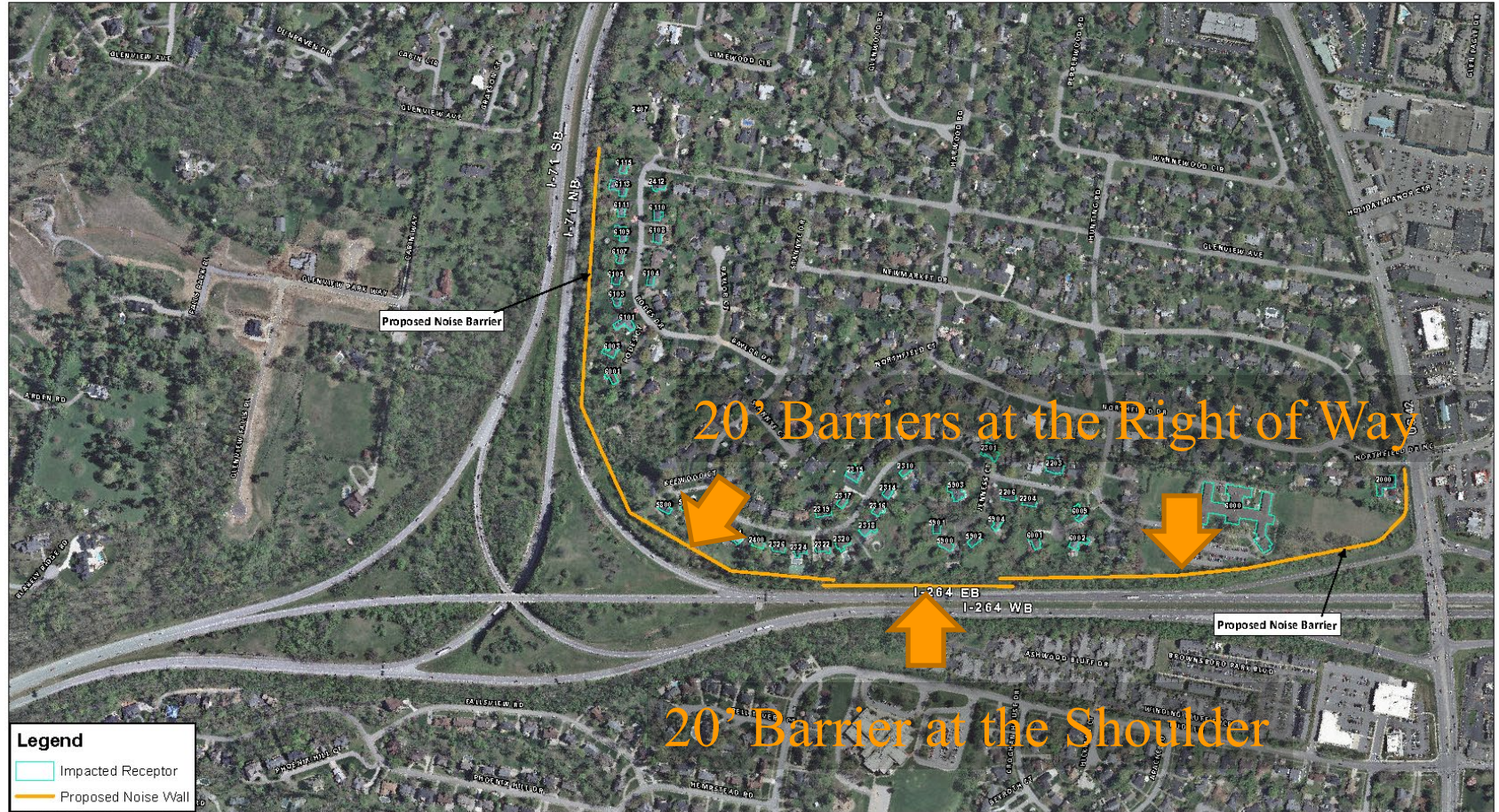




Figure 2:

# Noise Barrier Location

## Both sides on I-264 to the US-42 Interchange

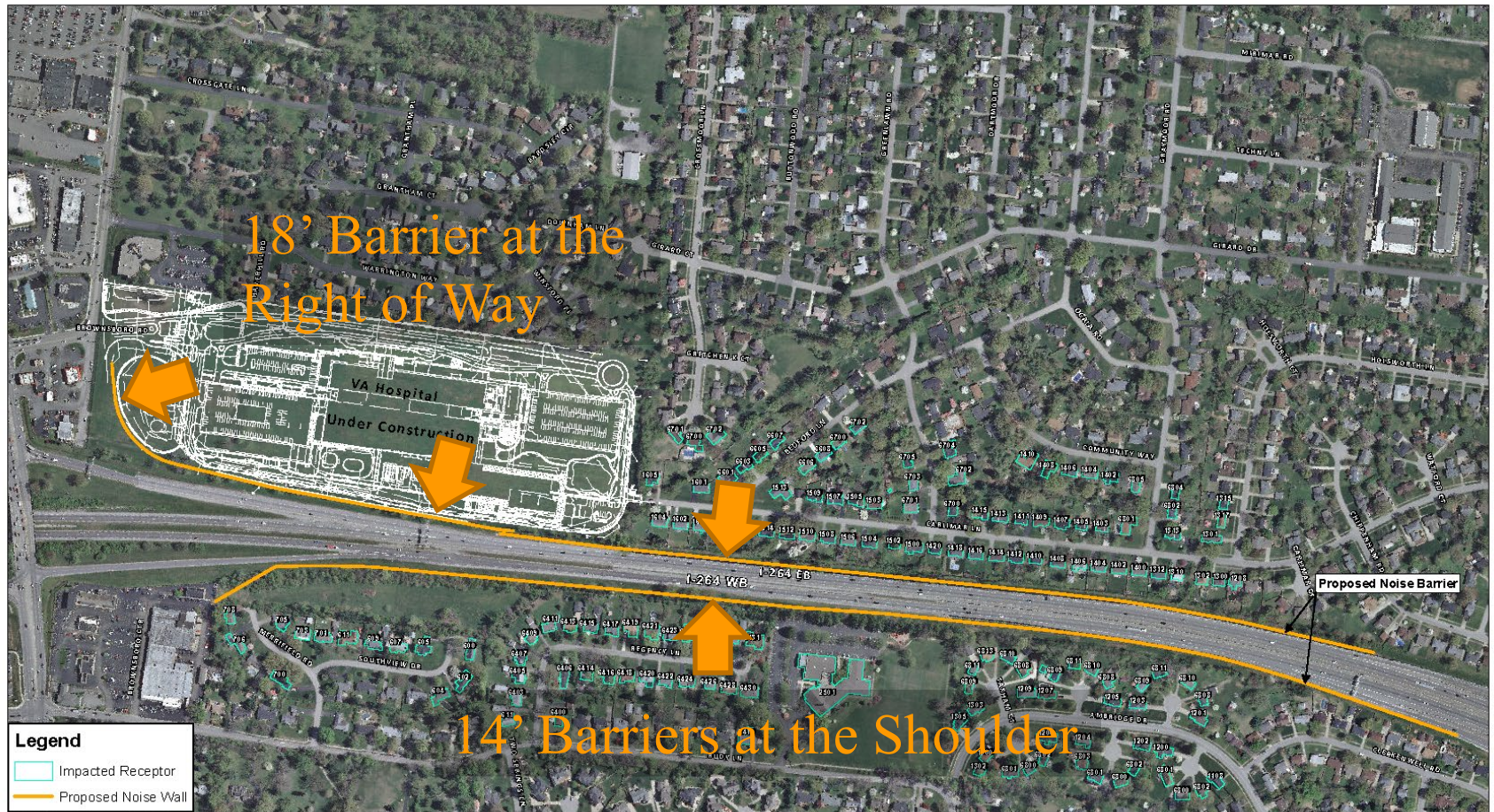




Figure 3:

# Noise Wall Finishes Cut Stone Pattern

