Noise Barriers

Project Background

The New York State Department of Transportation, in cooperation with the Federal Highway Administration, is preparing an Environmental Impact Statement (EIS) for the Van Wyck Expressway (VWE) Capacity and Access Improvements to JFK Airport Project. The Project is located along a 4.3-mile segment of the VWE, also known as Interstate 678, including the northbound and southbound service roads. The northern project limit is Hoover Avenue and the southern project limit is the southern end of Federal Circle at the entrance to JFK Airport.

The purpose of the Project is to provide increased capacity on the VWE between the Kew Gardens Interchange (KGI) and JFK Airport to improve vehicular access to and from JFK Airport. The Project would add a fourth vehicular travel lane in each direction between JFK Airport and the KGI. The additional lane would be a managed-use lane with high-occupancy vehicle (HOV) restrictions. In addition, the Project will address operational, geometric, and structural deficiencies on the VWE between the KGI and JFK Airport. The Draft EIS (DEIS) for the Project was released for public review on February 1, 2019 and is available on the project website at: www.dot.ny.gov/vwe.

RETURN OF BALLOTS

Completed ballots may be submitted in one of the following ways:

- Via email to: VWE@dot.ny.gov
- U.S. Postal Service via stamped ballot

The DEIS is available at the locations below, as well as on the project website: https://www.dot.ny.gov/vwe

CONTACT INFORMATION:

For additional information, please visit the project website at www.dot.ny.gov/vwe/noise-barriers or contact the Van Wyck Expressway Project Team at vwe@dot.ny.gov
As documented in the DEIS, a traffic noise analysis was conducted for the Project. The noise analysis identified noise impacts at properties fronting the VWE and at some unobstructed neighboring properties. Noise barriers were evaluated to abate (decrease) these impacts. Twelve (12) noise barriers are proposed along the project corridor based on engineering considerations, anticipated noise reductions, and cost.

The heights of the proposed noise barriers range from 8 to 28 feet. Transparent panels would be used for a portion of the noise barriers greater than 10 feet in height. During final design, the heights and widths of the recommended noise barriers would be refined.

To be recommended for construction, the viewpoints of those who would be benefited by a proposed noise barrier must be obtained. “Benefited” means that the property would receive a noise reduction of at least 5 decibels (dB(A)).

Responses must be obtained from at least half of the benefited property owners and residents and a majority of the responses must favor the noise barrier for the barrier to be recommended for construction. Ballots have been sent to the benefited property owners and residents, who are being requested to submit their viewpoints by May 22, 2019.

The noise barrier recommendations will be documented in the Final EIS (FEIS) for the Project.

The FHWA concludes that noise level changes of up to 3 dB(A) or less is barely perceptible to the human ear.