

FINDING OF NO SIGNIFICANT IMPACT

FOR

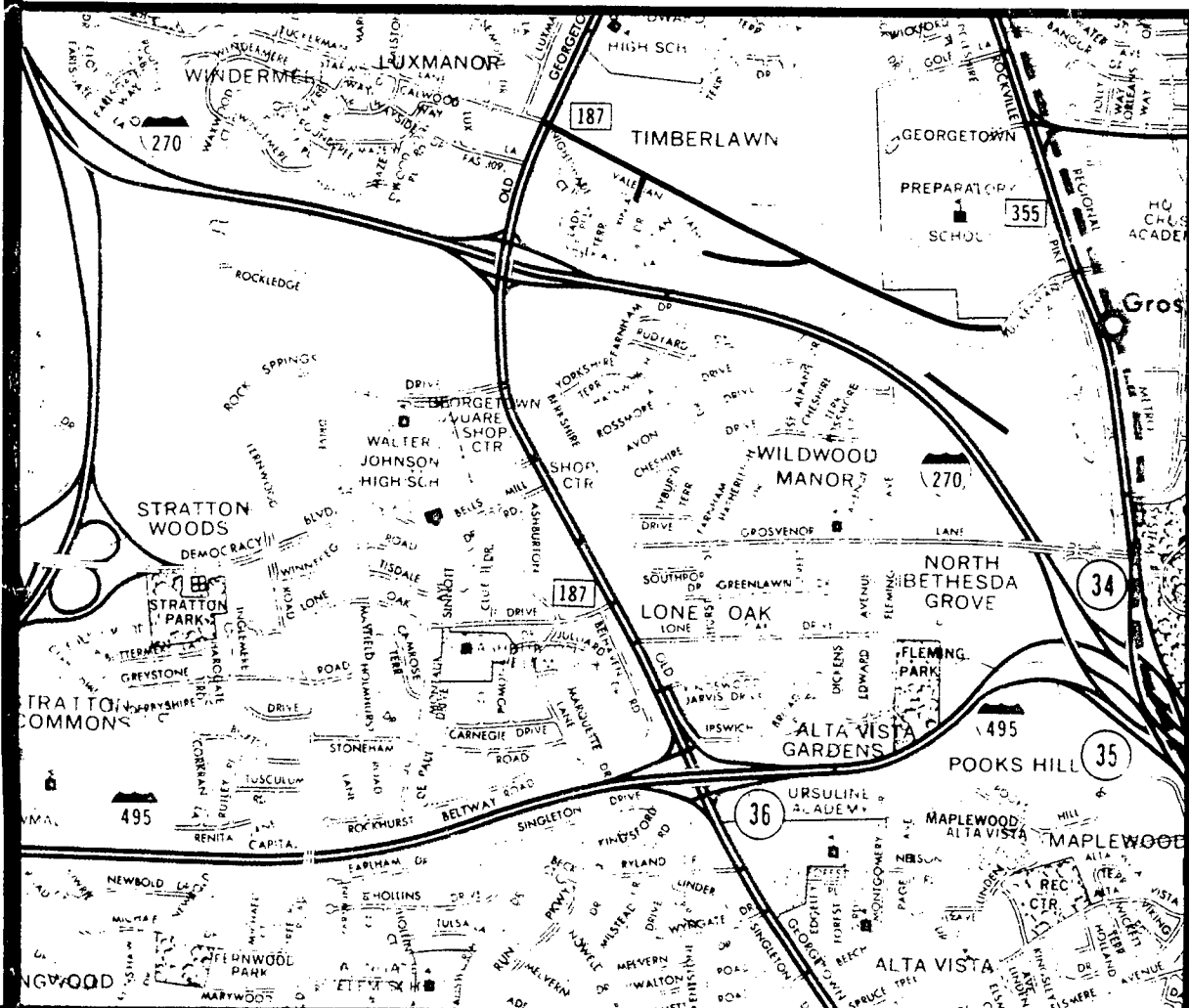
CONTRACT NO. M 401-154-372

INTERSTATE ROUTE 270

(EAST SEGMENT)

FROM THE Y-SPLIT TO INTERSTATE ROUTE 495

MONTGOMERY COUNTY, MARYLAND



by
PARTMENT OF TRANSPORTATION
AL HIGHWAY ADMINISTRATION

and
MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION

2

FEDERAL HIGHWAY ADMINISTRATION
FINDING OF NO SIGNIFICANT IMPACT
FOR

INTERSTATE ROUTE I-270 EAST SEGMENT
MONTGOMERY COUNTY, MARYLAND

The FHWA has determined that this project will not have any significant impact on the environment. This finding of no significant impact is based on the Environmental Assessment and the attached documentation which summarizes the assessment and documents the selection of Alternate 2, which provides for widening primarily on the inside, with Twelve-foot paved inside shoulders, and a Jersey-type concrete barrier. The Environmental Assessment has been independently evaluated by the FHWA and determined to adequately discuss the need, environmental issues and impacts of the proposed project, and appropriate mitigation measures. It provides sufficient evidence and analysis for determining that an Environmental Impact Statement is not required. The FHWA takes full responsibility for the accuracy, scope, and content of the Environmental Assessment and attached documentation.

2/6/89
Date

Herman Rodigo
FOR Division Administrator

TABLE OF CONTENTS

	<u>PAGE</u>
I. RECORD OF DECISION	I-1
II. COMPARISON OF ALTERNATES	II-2
III. SUMMARY OF ACTIONS AND RECOMMENDATIONS	III-3
A. BACKGROUND	
1. Project Location	III-1
2. Purpose of the Project	III-1
3. Planning History	III-1
B. ALTERNATES	III-3
1. Alternate Considered but Dropped	III-3
2. Alternates Presented at the Informational Meeting and Public Hearing	III-3
a. Alternate 1- Nobuild	III-3
b. Alternate 2- Inside Widening (Selected Alternate)	III-3
3. Service and Design Characteristics of the Selected Alternate	III-4
4. Environmental Consequences	III-5
a. Socioeconomic and Land Use	III-5
b. Historic and Archeological Sites	III-6
c. Natural Environment	III-6
d. Noise and Air Quality	III-7
C. POSITIONS TAKEN	III-13
1. Elected Officials	III-13
2. Citizens and Community Associations	III-13
3. Agencies	III-13
D. RECOMMENDATION	III-14
IV. PUBLIC HEARING COMMENTS	IV-1
V. CORRESPONDENCE	V-1
A. WRITTEN COMMENTS RECEIVED SUBSEQUENT TO THE COMBINED LOCATION/DESIGN PUBLIC HEARING AND RESPONSES	V-1

4

	<u>PAGE</u>
B. ELECTED OFFICIALS	V-135
C. AGENCY COORDINATION	V-149

LIST OF FIGURES

<u>Figure No.</u>	<u>Title</u>	<u>After Page</u>
1	Project Location	III-1
2	Study Area	III-1
3a-d	Alternate 2-Proposed Widening	III-4
4	Typical Section	III-4
5	Noise Areas	III-7

LIST OF TABLES

<u>Table No.</u>	<u>Title</u>	<u>After Page</u>
1	Comparison of Alternates	II-1
2	Build Alternate Noise Levels	III-8
3	Noise Abatement Analysis Summary	III-10

I.
RECORD OF
DECISION

MEMORANDUM OF ACTION OF ADMINISTRATOR HAL KASSOFF
TUESDAY, JANUARY 27, 1987
* * *

PROJECT
DEVELOPMENT
DIVISION
FEB 4 3 55 PM '87

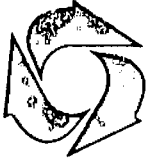
Concurrence with Prior Action

A final environmental statement (Finding of No Significant Impact) is being prepared for the project listed below. Both location and design approval will be requested, from the Federal Highway Administration, for Alternate 2.

1. State Contract No. M-401-154-372 N - I-270 East Segment
Y-Split to Md. Rte. 495 - PDMS#151105

The decision to proceed in this manner was made by the Administrator at a staff meeting held on December 15, 1986.

Copy: Mr. J. A. Agre, Jr.
Mr. B. B. Myers
Mr. E. M. Loskot
Mr. E. S. Freedman
Mr. A. M. Capizzi
Mr. L. H. Ege, Jr.
Mr. M. Snyder
Ms. C. D. Simpson
Contract M-401-154-372



Maryland Department of Transportation

State Highway Administration

William K. Hellmann
Secretary

Hal Kassoff
Administrator

MEMORANDUM

TO: Mr. William I. Slacum, Secretary
State Roads Commission

FROM: Neil J. Pedersen, Director
Office of Planning and Preliminary Engineering *Neil J. Pedersen*

SUBJECT: Contract No. M 401-154-372 N
Interstate Route 270 East Segment
Y-Split to Maryland Route 495
PDMS No. 151105

The Project Development Division is preparing a Finding of No Significant Impact (FONSI) for the subject project. It is anticipated that this document will be ready to submit to the Federal Highway Administration during the month of January, 1987. The decision to proceed with the FONSI recommending Alternate 2, inside widening, was made by the Administrator at a meeting on December 15, 1986. Location/Design approval will be requested for this alternate.

A summary of the December 15, 1986 meeting and the Team Recommendation Report is attached.

This information is being sent to you as part of the procedure by which you submit the action to Mr. Kassoff, receive his approval, and formally record and file this action.

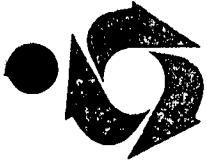
I concur with the above information:

1/27/87
Date

[Signature]
Hal Kassoff
Administrator

NJP:sh
Attachment

- | | |
|------------------------|------------------------|
| cc: Mr. John Agro | Mr. Edward A. Terry |
| Mr. Bob B. Myers | Mr. Ronald Rye |
| Mr. Edward Loskot | Mr. Jack Ross |
| Mr. Earle S. Freedman | Mr. Jerry White |
| Mr. Anthony M. Capizzi | Ms. Cynthia D. Simpson |
| Mr. Michael Snyder | Mr. Charles Walsh |
| Mr. Louis H. Ege, Jr. | Ms. Catherine Pecora |



Maryland Department of Transportation

State Highway Administration

William K. Hellmann
Secretary

Hal Kassoff
Administrator

January 30, 1987

MEMORANDUM

TO: Louis H. Ege, Jr.
Deputy Director
Project Development Division

FROM: Catherine Pecora *Catherine Pecora*
Project Manager

SUBJECT: Contract No. M 401-154-372 N
Interstate Route 270 East Segment
Y-Split to Interstate Route 495
PDMS No. 151105

RE: Minutes of the December 15, 1986 Team Recommendation
to Administrator

ATTENDEES:

Mr. Hal Kassoff	State Highway Administrator
Mr. Neil J. Pedersen	Office of Plan. and Prelim. Engr.
Mr. Louis H. Ege, Jr.	Project Development Division
Mr. Anthony Capizzi	Bureau of Highway Design
Ms. Cathy Pecora	Project Development Division
Mr. Woody Hood	Bureau of Accident Statistics
Mr. Charles B. Adams	Bureau of Landscape Architecture
Mr. Bruce Grey	Project Development Division
Mr. Don Sparklin	Project Development Division
Mr. Thomas Folso	Planning and Program Development
Mr. Bob Martin	Planning and Program Development
Ms. Barbara Ostrom	Project Development Division
Mr. Bill Mercado	Bureau of Bridge Development
Mr. Richard Ravenscroft	District #3 Right-of-Way
Mr. Don Ayres	Bureau of Highway Design
Mr. John Jordan	Bureau of Highway Design
Ms. Vanessa F. Watkins	Bureau of Highway Design
Mr. Steve Kouroupis	Bureau of Highway Design
Mr. John Logan, Sr.	Bureau of Bridge Design
Mr. Glenn C. Vaughan	Bureau of Bridge Design
Mr. Ronald L. Buchman	Bureau of Highway Design
Mr. David Moss	Montgomery County D.O.T.
Mr. Bill Fitzgerald	Federal Highway Administration
Mr. Ronald Rye	The Wilson T. Ballard Company
Mr. Mark Lotz	The Wilson T. Ballard Company

I-3

My telephone number is 333-1191

Teletypewriter for Impaired Hearing or Speech

383-7555 Baltimore Metro — 565-0451 D.C. Metro — 1-800-492-5062 Statewide Toll Free

P.O. Box 717 / 707 North Calvert St., Baltimore, Maryland 21203 - 0717

9

Mr. Louis H. Ege, Jr.
January 30, 1987
Page Two

The purpose of this meeting was to present a recommended alternate for the widening of Interstate Route 270 East Segment as a result of Project Planning Studies.

The recommended alternate, Alternate 2, was presented. The possible alignment shift to provide outside widening on the Y-Split bridge was discussed. The decision will be made during final design. The proposed pavement section was then discussed and it was agreed that the section would be based on the recommendation by the Bureau of Soils and Foundations as opposed to using the pavement typical from the Interstate Route 270 corridor reconstruction.

The provision of emergency services to the interstate was discussed next. The Federal Highway Administration has agreed to provide two turnarounds in areas where an open median is available as part of this project to replace two that are being closed within the East Segment service area. The location and design of these turnarounds will be determined during final design.

Mr. Kassoff directed that the East Segment be included in the landscaping plan being developed by the Bureau of Landscape Architecture for the Interstate Route 270 Corridor. This should include landscaping on the outside of the roadways to replace what is being destroyed in the median. The proposed median barrier will also be specially treated (sandblasting) to be compatible with the Interstate Route 270 corridor.

Noise abatement has not been included as part of the widening project. Mr. Kassoff directed that we continue to work with the residents in this area by conducting additional ambient noise measurements.

Mr. Kassoff emphasized the need to coordinate this project with the Interstate Route 495 and Interstate Route 270 widening projects. He directed that the lane drops between these projects that will result from gaps in the construction start dates be carefully evaluated to provide safe transitions.

This project is anticipated to proceed on schedule with Location/Design Approval in February, 1987 and advertisement for construction in December, 1987.

CP:sh

cc: Attendees
Mr. Mike Snyder

II.

**COMPARISON OF
ALTERNATES**

TABLE 1

Comparison of Alternates

Interstate Route 270 (East Segment) from the Y-Split
to Interstate Route 495

Analysis Item	Alternate 1	Selected Alternate 2
<u>Socioeconomic Impacts</u>		
1. Residential Displacements	0	0
2. Minorities Relocated	0	0
3. Business Displacements	0	0
4. Total Properties Affected	0	0
5. Historic Sites Affected	0	0
6. Archeological Sites Affected	0	0
7. Public Recreational Lands Affected	0	0
8. Effect on Residential Access	Not Improved	Improved
9. Consistent with Land Use Plans	No	Yes
<u>Natural Environment Impacts</u>		
1. Loss of Natural Habitat (woodland acres)	0	0
2. Effect on Wildlife Populations	0	0
3. Effect on Threatened or Endangered Species	0	0
4. Stream Crossings	2	2
5. Wetland Areas Affected	0	0
6. 100-year Floodplains Affected (acreage)	0	0
7. Prime Farmlands Soils Affected (acreage)	0	0
8. Air Quality Impacts (sites exceeding S/NAAQS)	0	0
9. Noise Sensitive Areas (NSAs) exceeding Federal Noise Abatement Criteria or experiencing a 10 dBA or greater increase	11	12
<u>Costs</u> (1988) dollars in thousands		
TOTAL	0 (minimal)	9,800

III.
**SUMMARY OF
ACTIONS AND
RECOMMENDATIONS**

III. SUMMARY OF ACTIONS AND RECOMMENDATIONS

A. BACKGROUND

1. Project Location

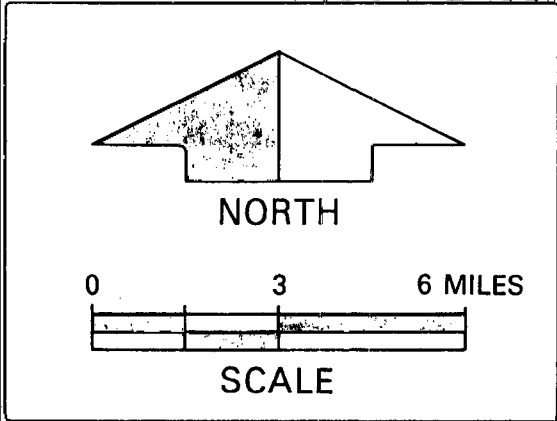
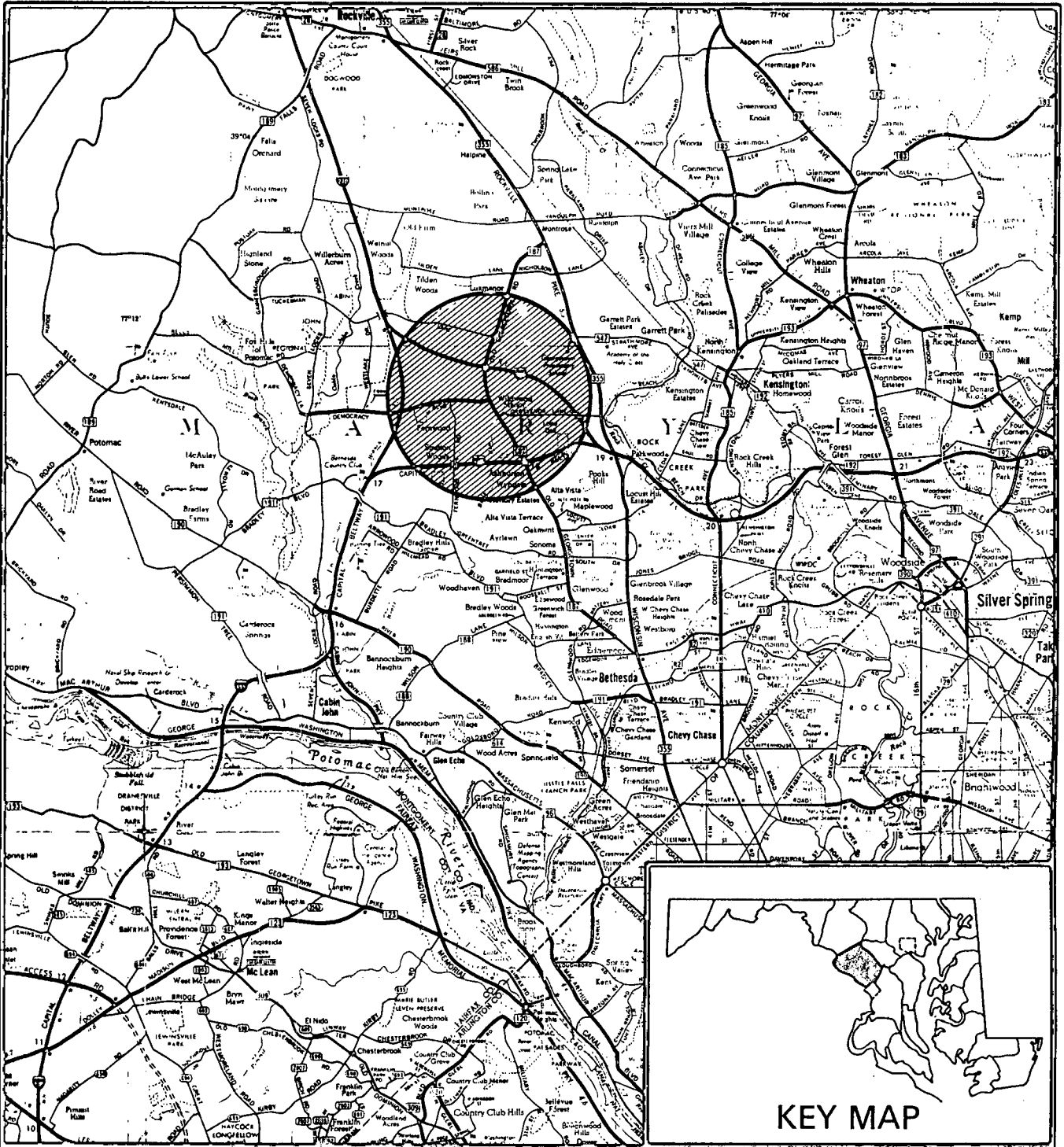
The east segment of Interstate Route 270 (I-270) is located in southern Montgomery County just northwest of Washington, D.C. (see Figures 1 and 2). This segment provides the connection between I-270 to the north and Interstate Route 495 (I-495) (Capital Beltway) to the south. I-270 and I-495 both serve as the major north-south and east-west commuter routes for Montgomery County and Washington, D.C. In addition, they provide service to interstate traffic passing through the region.

2. Purpose of the Project

The purpose of the proposed project is to improve capacity and safety along the east segment of I-270 by adding one lane in each direction to the existing four-lane roadway. The existing roadway currently experiences operational difficulties, especially during the morning and evening rush hour periods. This will worsen as traffic volumes increase over time, largely as a result of planned development and growth in Montgomery County. The project area is a part of one of the fastest growing corridors in the state in terms of residential, commercial, and industrial development, and has been designated a growth area in local master plans. The proposed improvements will provide sufficient capacity through the design year 2010.

3. Planning History

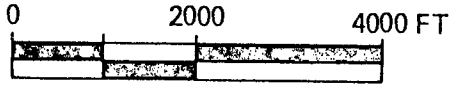
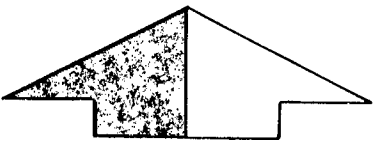
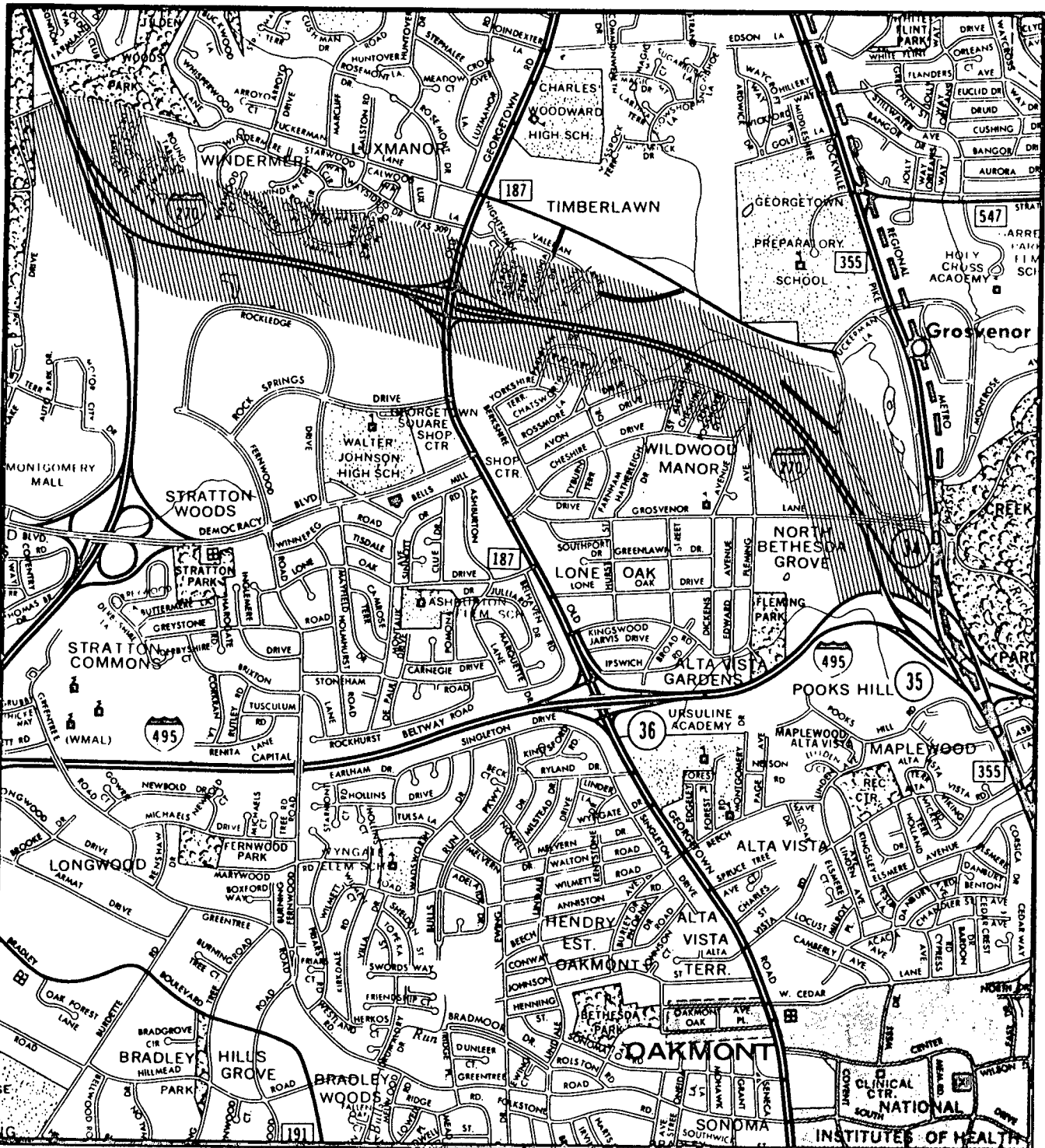
The east segment of I-270, including the bridge over Tuckerman Lane and the interchanges at Maryland Route 187 (Old Georgetown Road) and at I-495, was originally constructed in



**INTERSTATE ROUTE 270
(EAST SEGMENT)**
From Y-Split to Interstate Route 495

PROJECT LOCATION

FIGURE 1



SCALE

**INTERSTATE ROUTE 270
(EAST SEGMENT)**

From Y-Split to Interstate Route 495

STUDY AREA

FIGURE 2

14

1957-58 as a four-lane freeway and designated as U.S. Route 240. It was opened to traffic in early 1959. The original plans included the provision for a fifth and sixth lane on the east segment.

The highway was redesignated as I-70S in 1972 and received its present designation as I-270 in 1974.

The east segment was initially included in the Highway Needs Inventory in 1984. The project was added to the Development and Evaluation portion of the 1985-1990 Consolidated Transportation Program, together with the widening of the I-270 Spur. The east segment of I-270 and the I-270 Spur were separated into individual projects in the Development and Evaluation portion of the 1986-1991 Consolidated Transportation Program in order to accelerate construction of the east segment using federal interstate funds. This project is currently listed in the Development and Evaluation portion of the 1988-1993 Consolidated Transportation Program for planning and engineering through fiscal year 1988. If location and design approvals are received, the project will be eligible for inclusion in the construction portion of future Consolidated Transportation Programs, subject to an agreement with Montgomery County to advance funding for construction.

On September 17, 1986, an Informational Meeting was conducted to acquaint the public with the project. On September 30, 1986, a Combined Location/Design Public Hearing was held, at which time public comment was received. During the month of September, 1986, the Environmental Assessment was circulated to agencies and community organizations for their review and comment.

This project is consistent with the Approved and Adopted Master Plan for the North Bethesda-Garrett Park Planning Area (December 1970, as amended in 1979) and the North Bethesda Sector Plan (1978).

The project is also compatible with the I-270 widening to the north, as well as the widening of I-495 east of the I-270/I-

495 interchange, both of which are currently under construction. The improvements to the east segment would provide continuity of traffic service between these adjacent highway improvements.

B. ALTERNATES

1. Alternate Considered but Dropped

Widening to the outside of the existing roadway was considered but dropped for a number of reasons. Outside widening would involve the additional cost to reconstruct overpasses and ramp connections, extend drainage structures, and purchase additional right-of-way. It would impact streams and their associated wetlands. Outside widening would also create worse impacts to adjacent residences than inside widening, due to the acquisition of right-of-way, the destruction of existing vegetation between residences and the roadway, and an increase in noise levels due to the increased proximity of the roadway to the residences.

2. Alternates Presented at the Informational Meeting and Public Hearing

a. Alternate 1 (No-build)

The No-build Alternate would make no major improvements to the existing roadway. Minor improvements such as shoulder modifications, resurfacing, and signing would occur as part of normal highway maintenance. This has included a resurfacing project by District 3 to improve the safety of the ramp between westbound I-270 and northbound Old Georgetown Road. The No-build Alternate was not selected due to its inability to handle the projected traffic volumes.

b. Alternate 2- Inside Widening (Selected Alternate)

Alternate 2 is the Selected Alternate and provides widening

18

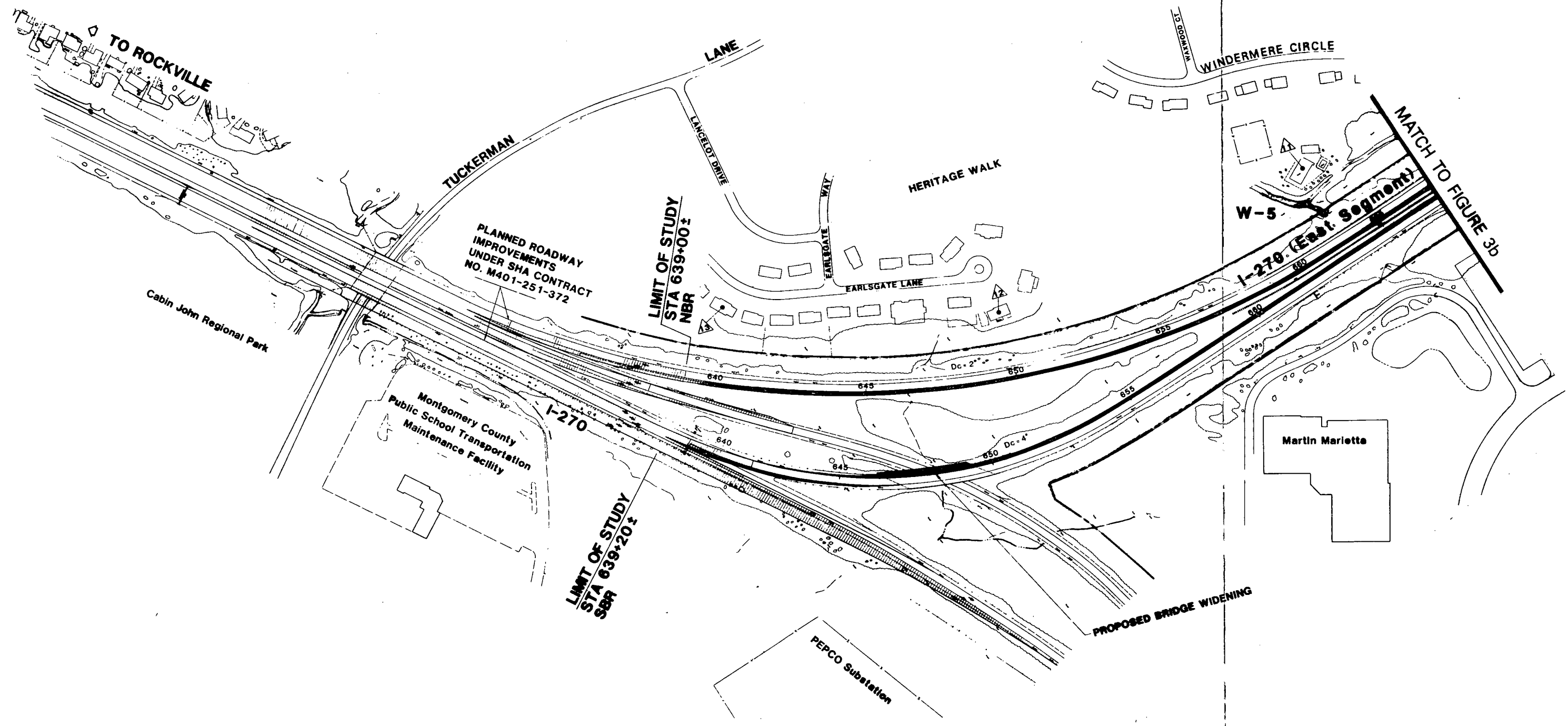
in the median of the existing four-lane roadway with the addition of two 12-foot lanes, two 12-foot shoulders, and a double faced Jersey-type concrete median barrier (see Figures 3 and 4). This widening conforms with the original plans for the east segment of I-270. Interchange modifications are not included with this alternate but are being studied as a separate project.

Alternate 2 would include resurfacing the existing roadway in accordance with the plans for the I-270 mainline reconstruction. Minor modifications to the resurfacing would be required at the Old Georgetown Road bridge over I-270 to provide minimum vertical underclearance. The bridge carrying the east segment of I-270 over the northbound lanes of the I-270 Spur would require widening with this alternate. Widening in the median was presented at the Combined Location/Design Public Hearing because it would provide the best transition between the east segment and mainline widening. However, this would result in a minimum vertical clearance, whereas the desirable vertical clearance could be achieved if the bridge was widened to the outside. Therefore, the alignment of the widening will be shifted to provide outside widening of the bridge. A 60 mile per hour (mph) design speed will still be provided with this alignment.

This alternate would include landscaping compatible with the I-270 corridor, where reasonable and feasible. Noise abatement would not be constructed as part of this alternate. The total cost for this alternate is \$9,800,000.

3. Service and Design Characteristics of the Selected Alternate

The east segment of I-270 currently carries an average daily traffic volume of approximately 65,000 vehicles. This volume is projected to increase to 83,000 vehicles by the design year 2010, 7 percent of which would be trucks. This volume of traffic is



LEGEND

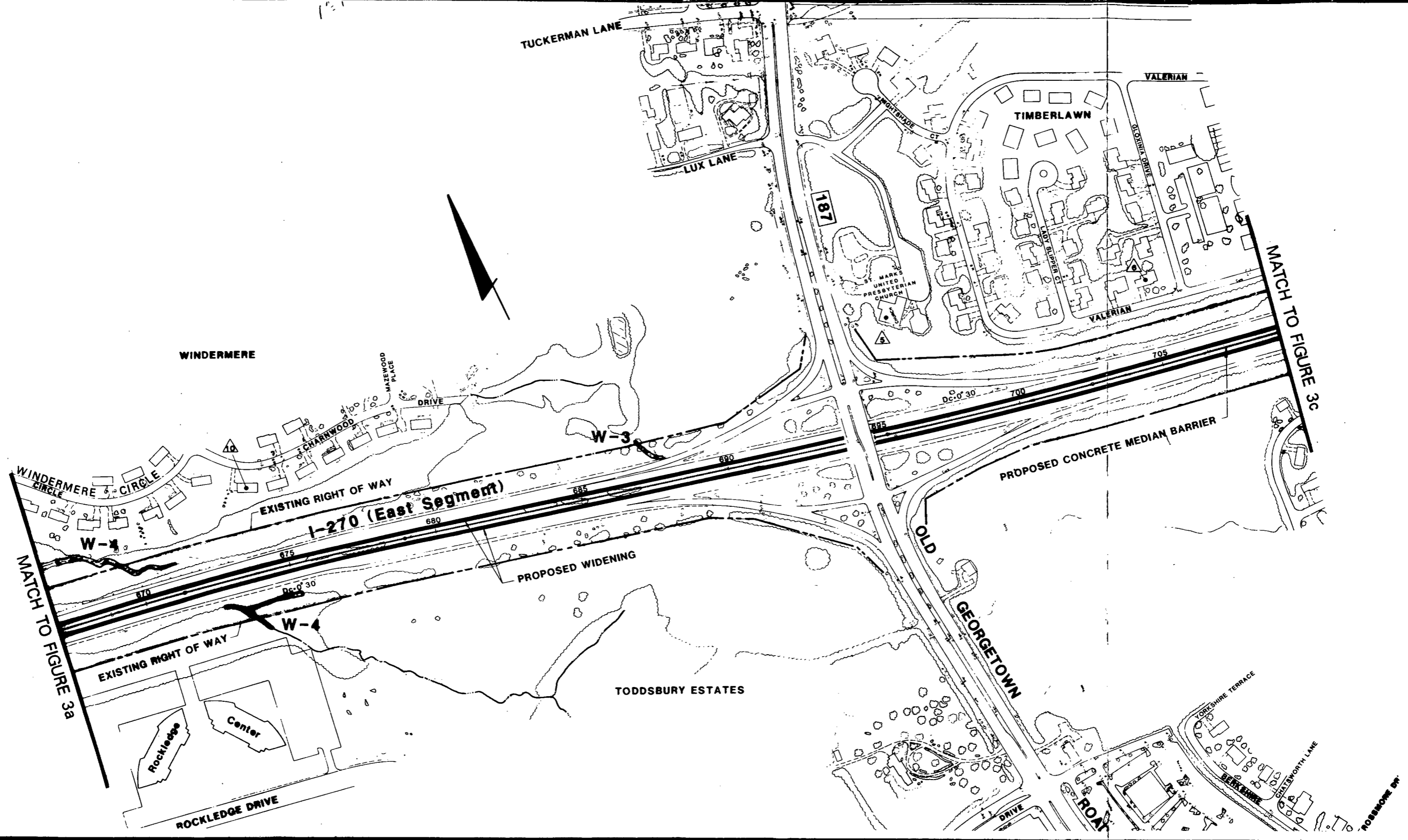
- Proposed Roadway Widening
- Existing Right-of-Way
- ▨ Planned Roadway Improvements Under Separate Contract
- ☁ Wetlands
- ▬ Proposed Concrete Median Barrier
- == Existing Roadway
- ⚠ Noise Sensitive Areas

I-270 (East Segment)
Y-Split to I-495

ALTERNATE 2
PROPOSED WIDENING
STA 639+00 TO STA 667



Figure 3a



LEGEND

- Proposed Roadway Widening
- Existing Right-of-Way
- ▨ Planned Roadway Improvements Under Separate Contract
- ☾ Wetlands
- ==== Proposed Concrete Median Barrier
- == Existing Roadway
- △ Noise Sensitive Areas

I-270 (East Segment)
Y-Split to I-495

ALTERNATE 2
PROPOSED WIDENING
STA 667 TO STA 709

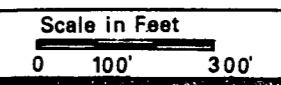
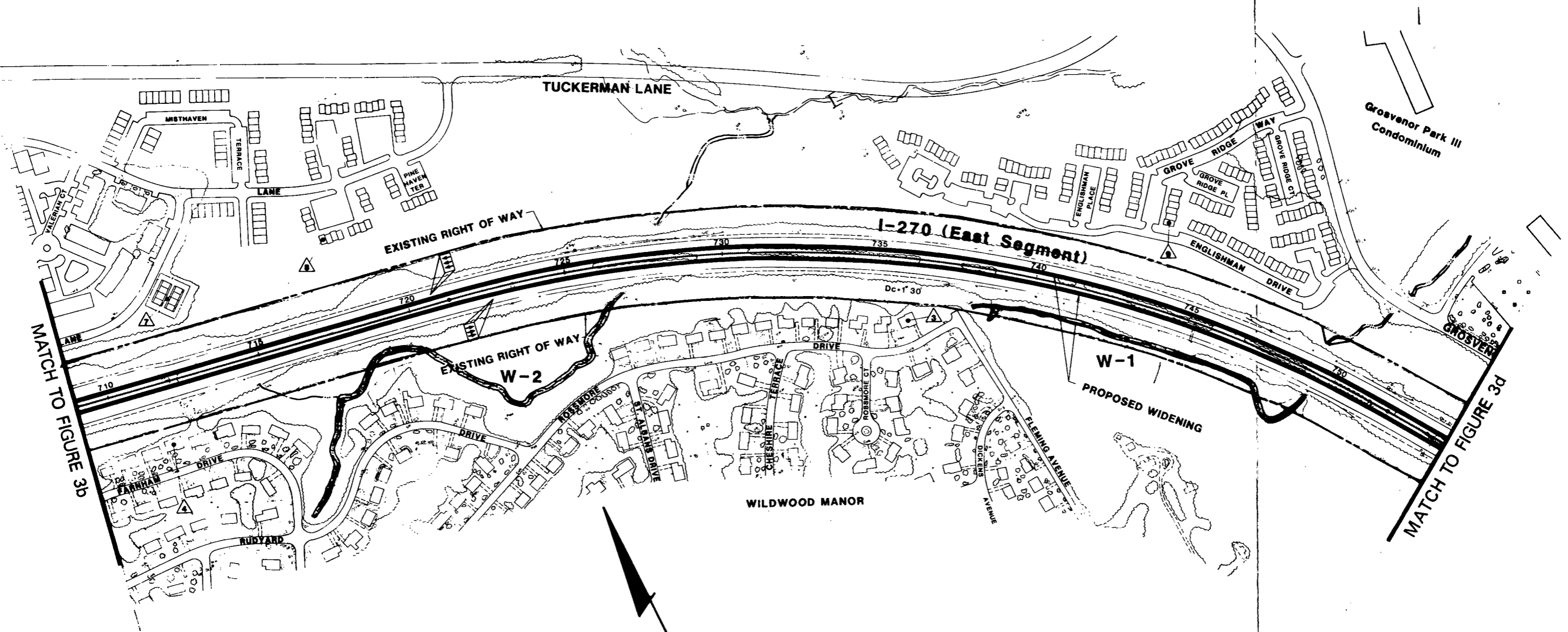


Figure 3b



LEGEND

- Proposed Roadway Widening
- Existing Right-of-Way
- ▨ Planned Roadway Improvements Under Separate Contract
- ☁ Wetlands
- Proposed Concrete Median Barrier
- == Existing Roadway
- ⚠ Noise Sensitive Areas

I-270 (East Segment)
Y-Split to I-495

ALTERNATE 2
PROPOSED WIDENING
STA 709 TO STA 754

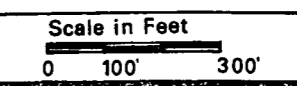
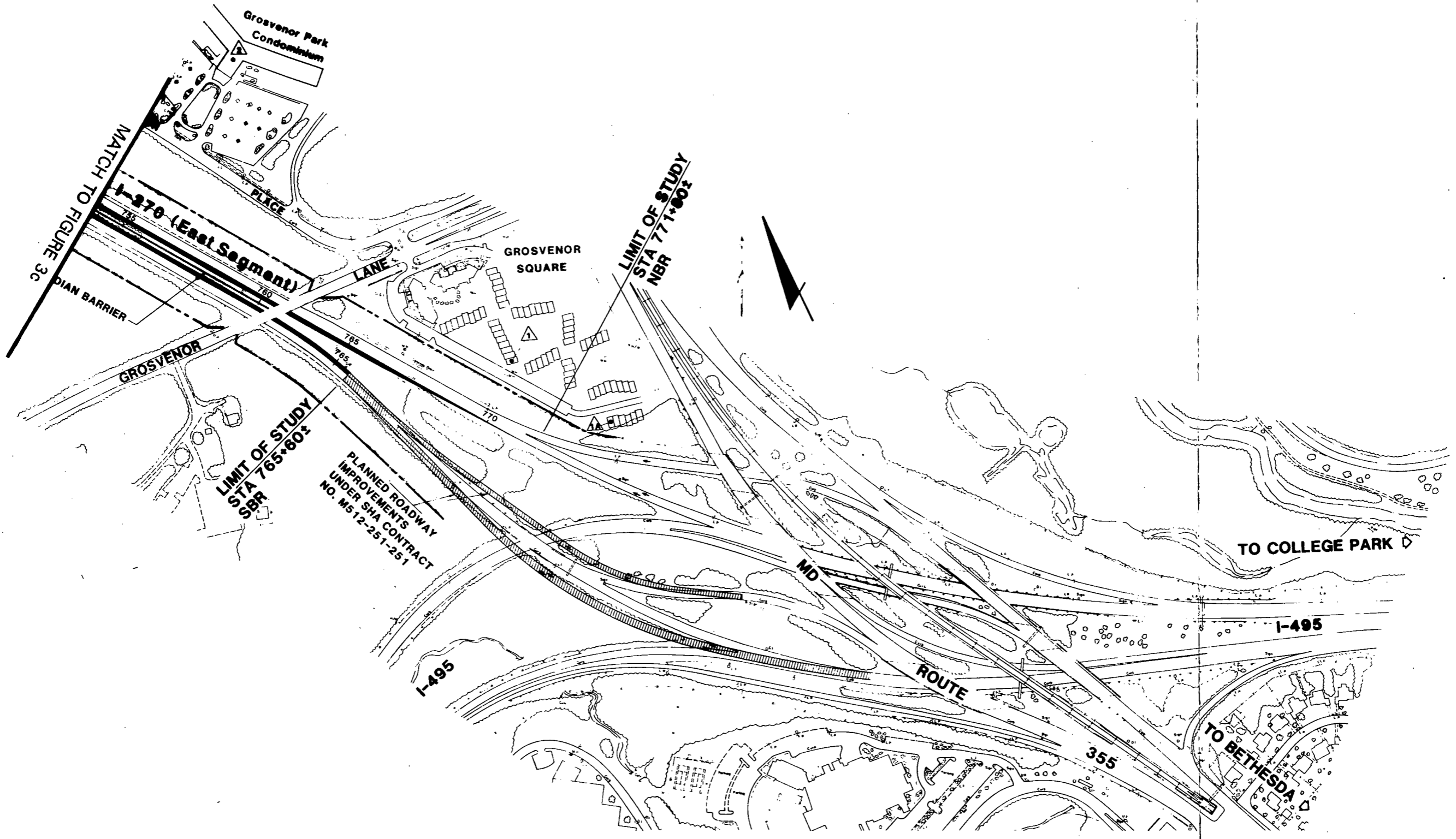


Figure 3c



LEGEND

- Proposed Roadway Widening
- Existing Right-of-Way
- ▨ Planned Roadway Improvements Under Separate Contract
- ☁ Wetlands
- Proposed Concrete Median Barrier
- ==== Existing Roadway
- ⚠ Noise Sensitive Areas

I-270 (East Segment)
Y-Split to I-495

ALTERNATE 2
PROPOSED WIDENING
STA 754 TO STA 771+8

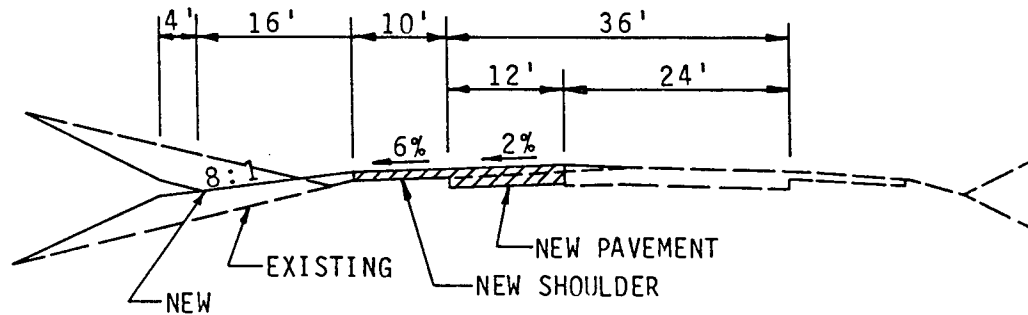
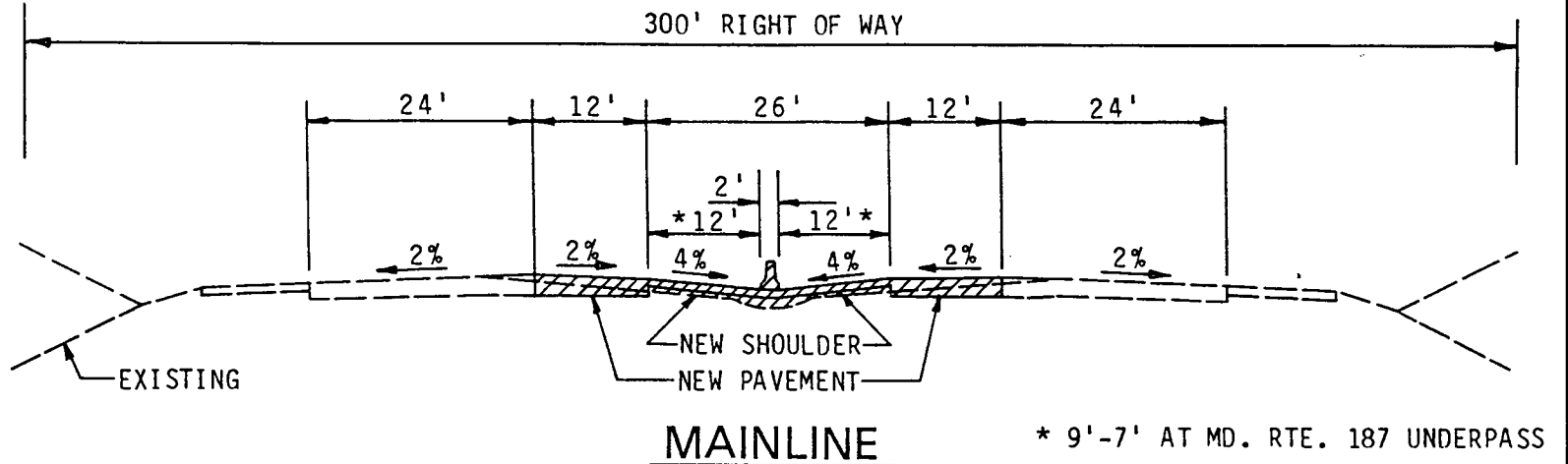


Figure 3d

TYPICAL SECTIONS

INTERSTATE ROUTE 270 (EAST SEGMENT)

From Y-Split to Interstate Route 495



RAMP CONNECTIONS AT NORTHERN & SOUTHERN TERMINUS

DIMENSIONS SHOWN ARE FOR THE PURPOSE OF DETERMINING COST ESTIMATES AND ENVIRONMENTAL IMPACT, AND ARE SUBJECT TO CHANGE DURING THE FINAL DESIGN PHASE.

NOT TO SCALE

FIGURE 4

currently operating at Level of Service D and is projected to operate at Level of Service F by the design year under the No-build Alternate. With Alternate 2, a Level of Service C is projected to be achieved in the design year.

With Alternate 2, the existing design speed of the roadway would be maintained. The horizontal alignment meets 60 mph design criteria and the vertical alignment meets State Highway Administration (SHA) standards for 50 mph. No design exceptions are required for this alternate because the roadway will be widened to meet the existing roadway line and grade.

4. Environmental Consequences

The following discussion summarizes the environmental impacts of Alternate 2, the selected alternate.

a. Socioeconomic and Land Use

Alternate 2 would be constructed within existing right-of-way and would not require any residential or business displacements. The selected alternate would not impact any minority, elderly, or handicapped individuals.

Existing access would be maintained to all properties in the study area. Alternate 2 would improve traffic operations, access, and safety along the east segment of I-270, alleviate congestion, and reduce travel costs and times.

Emergency services to neighborhoods within the project area would not be affected by the widening project; however, emergency service to the interstate system would be improved because the emergency turnaround just east of Old Georgetown Road would be moved closer to the Y-split. In response to a request by the Bethesda Fire Department, a new turnaround would be constructed between the northbound and southbound lanes of I-270 just north of the Y-split. This would improve emergency access to the I-270 east segment eastbound roadway between the Y-split and Old Georgetown Road, including the Y-split bridge (a high accident

area). Approval for this turnaround will be requested from the Federal Highway Administration.

No public parks or recreation areas would be affected by the selected alternate or used for stormwater management.

The selected alternate is consistent with Montgomery County's future land use plans for the area. The proposed improvements would help accommodate industrial, commercial, and residential growth planned for the region.

b. Historic and Archeological Sites

The State Historic Preservation Officer has determined that there are no archaeological or historic sites on or eligible for the National Register of Historic Places located in the study corridor.

c. Natural Environment

Impacts to the natural environment will be minimal due to the widening within the median and the urbanized nature of the study area. No wetlands, floodplains, prime farmland soils, or significant wildlife habitat would be affected under Alternate 2. If stormwater management design or any other design changes impact wetland areas along the periphery of I-270, appropriate agency coordination will be undertaken and mitigation developed. No federally-listed threatened or endangered plant or animal species exist in the area.

Tributaries of Rock and Old Farm Creeks cross under I-270. Some modification of the existing hydraulic structures may be required; however, strict adherence to a sediment and erosion control plan, approved by the Maryland Department of the Environment (MDE), will minimize water quality impacts during construction. Stormwater management practices, also approved by MDE, would be incorporated into the project design to reduce the effects of surface water runoff and compensate for the loss of pervious surface within the existing median area.

d. Noise and Air Quality

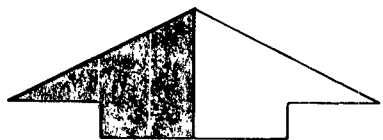
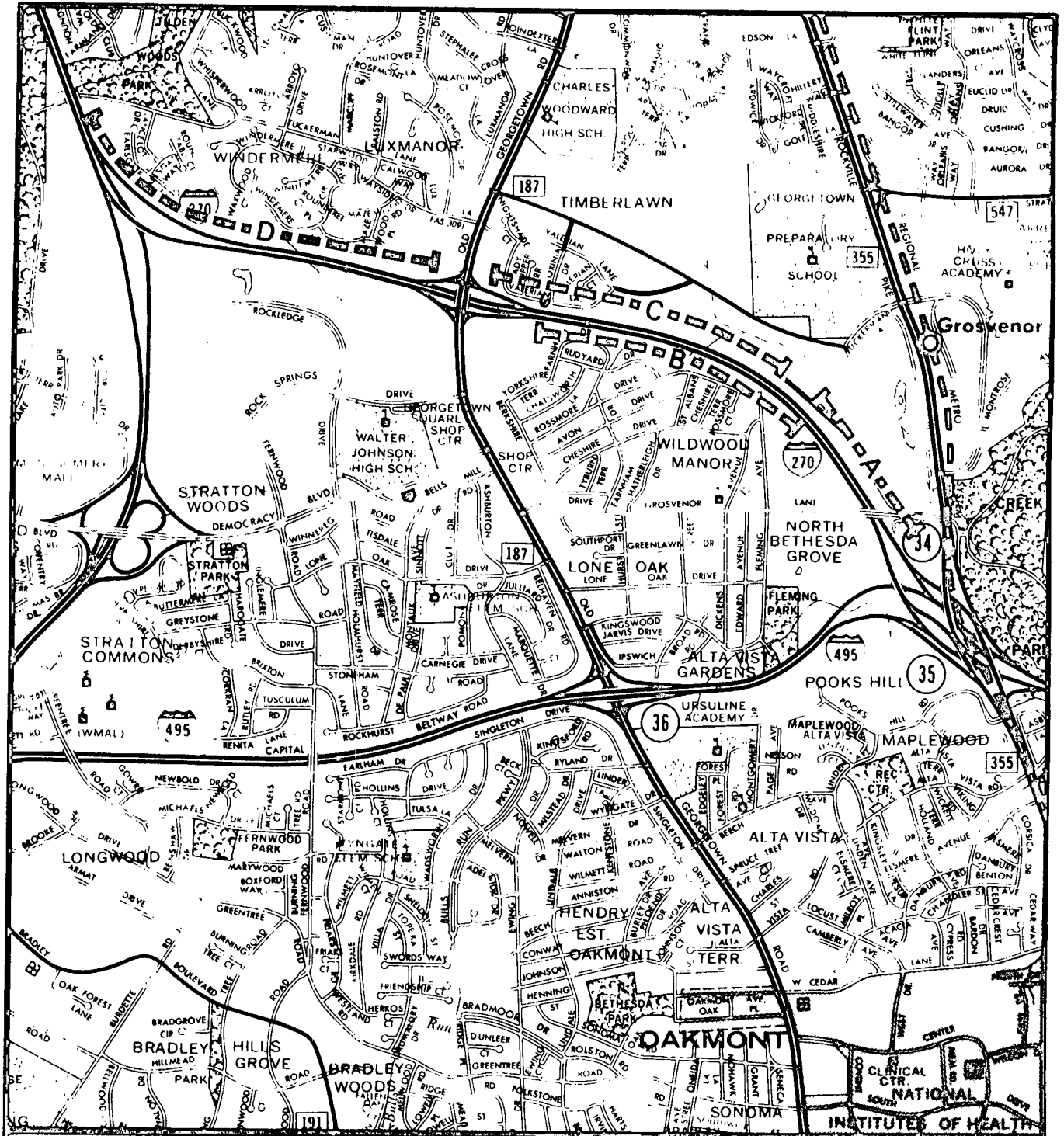
The air quality analysis indicated that the selected alternate would not result in any violations of the 1-hour and 8-hour State and National Ambient Air Quality Standards (S/NAAQS) for carbon monoxide in the completion year (1990) or design year (2010). Copies of the air quality analysis were provided to the Environmental Protection Agency and Air Management Administration. Both agencies found that the project is consistent with the State Implementation Plan (SIP) for air quality (see letters in the Correspondence section).

The project is in an air quality non-attainment area which has transportation control measures in the SIP. This project conforms with the SIP since it originates from a conforming transportation improvement program.

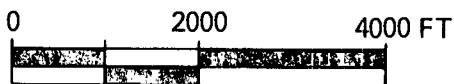
The results of the noise study were presented in the Noise Quality Analysis report and summarized in the Environmental Assessment, both of which are available for public review at the State Highway Administration, Project Development Division, 707 North Calvert Street, Baltimore, Maryland.

In accordance with 23 CFR 771, this project was analyzed for noise impacts under the Type I program. As described previously, the proposed project consists of the addition of two lanes in the median of the east segment of I-270. The Type I program addresses noise impacts created by new construction or reconstruction projects. Noise mitigation is considered under this program when the Federal Highway Administration Noise Abatement Criteria is approached or exceeded, or when predicted noise levels substantially exceed existing noise levels. In Maryland, substantial means noise increases by 10 dBA or more over existing levels. The Noise Abatement Criteria for residential areas is 67 dBA. The land use adjacent to the east segment of I-270 is primarily residential. Figure 5 illustrates the four noise sensitive areas for which noise barriers were investigated.

The following items were considered in determining potential



NORTH



SCALE

**INTERSTATE ROUTE 270
(EAST SEGMENT)**

From Y-Split to Interstate Route 495

NOISE AREAS

FIGURE 5

noise impacts:

- (1) Identification of existing land use.
- (2) Existing noise levels.
- (3) Prediction of future design year noise levels.
- (4) Potential traffic increases.

The existing noise levels as well as the future design year build and no-build noise levels are shown in Table 2. As can be seen, both future build and no-build levels will approach or exceed the Noise Abatement Criteria. There would be a maximum 8 dBA increase with the build alternate when compared to existing noise levels.

In order to determine if noise mitigation should be considered, a comparison was made between existing noise levels and projected build levels. As stated previously, there would be a maximum of an 8 dBA increase when comparing the build alternate noise levels with existing noise levels.

Several types of noise mitigation were investigated and considered for this project. Noise abatement is considered when the FHWA Noise Abatement Criteria is approached or exceeded or when noise levels increase 10 dBA or more over the existing levels.

However, when comparing build and no-build noise levels for all four Noise Sensitive Areas (NSAs) in the design year (one of SHA's reasonability criteria) the build levels are only 1-2 dBA higher than noise levels in the no-build condition, a difference that is not discernible to the human ear. This indicates that a substantial increase in noise levels or impacts is not predicted to occur as a direct result of the roadway project. The increase in predicted noise levels over existing levels would not be a result of the proposed project, but rather it would be a function of the normal increase in traffic resulting from planned area growth and development over time. Because all of the roadway widening will be in the median and the noise source is not any closer to receptors along the highway, a substantial change in noise levels between the no-build and build alternatives would

TABLE 2

BUILD ALTERNATE NOISE LEVELS

Noise Sensitive Area (NSA)	Receptors	Address	Measured Ambient Leq (dBA)	Predicted Ambient Leq (dBA)	Design Year (2010) Leq in dBA	
					No-Build	Build
A	1	5143 King Charles Way	59	61	64	66
	1A	King Charles Way	66	66	70	72
	2	10201 Grosvenor Pl.	59	59	62	64
B	3	5701 Rossmore Dr.	66	67	71	73
	4	10525 Farnham Dr.	66	66	71	72
C	5	St. Mark's Church- Old Georgetown Rd	63	54	67	69
	6	6066 Valerian Ln.	62	64	68	70
	7	Tennis Courts - Valerian Lane	70	68	69	71
	8	10510 Pinehaven Ter.	62	64	68	70
	9	5477 Groveridge Way	62	65	69	70
	10	6220 Charnwood Dr.	66	65	69	70
D	11	Recreation Center Windemere Circle	64	64	69	70
	12	10904 Earlsgate Ln.	69	65	69	70
	13	11012 Earlsgate Ln.	68	65	70	70

not occur.

Another reasonability criterion centers on when the noise sensitive areas become exposed to the noise source. It has been determined that for all four NSAs, a majority of sensitive receptors (99%), in this case residences, were constructed after the initial construction of the east segment of I-270. The transportation facility was opened for traffic before the majority of homes were occupied. Individuals purchasing these homes were aware of the east segment of I-270 which has always been a major transportation facility intended to carry high volumes of traffic.

The feasibility and cost-effectiveness of noise mitigation were also considered in the decision making process. The State Highway Administration designs noise barriers to achieve a 7 to 10 dBA reduction in noise levels. However, any impacted noise receptor which will receive at least a 5 dBA reduction is considered when determining the cost effectiveness of a barrier. Cost effectiveness is determined by dividing the total number of impacted sensitive sites, in a specified noise sensitive area, that will receive at least a 5 dBA reduction in noise levels, into the total cost of the noise mitigation. St. Mark's Church is counted as five residences. The cost-effectiveness methodology has changed from that shown in the 1986 Environmental Assessment. At that time, only first row residences were factored into the cost-per-residence calculations. Second row receptors can now be included if they meet the two requirements cited above, i.e., they are both impacted and receive at least a 5 dBA reduction from a barrier. The State Highway Administration has established approximately \$40,000 per residence protected as being the maximum cost for the barrier that is considered reasonable.

The completed analysis shows that the noise barriers investigated at NSAs B and D along the east segment of I-270 would exceed \$40,000 per residence. Barriers at NSAs A and C would be less than \$40,000. The barrier at NSA A is actually a berm extension of an existing earth berm along King Charles Way.

Table 3 shows the approximate length and height for a barrier needed to obtain a 7-10 dBA reduction, the total cost of the barrier, the number of impacted sites receiving at least a 5 dBA reduction, and the cost per residence.

Noise barriers in the form of walls would achieve the design goal of reducing noise levels 7-10 dBA for all noise sensitive areas except NSA A. It would be physically feasible to construct the barriers at these locations. However, the noise contribution from Maryland Route 355 would limit the physical effectiveness of the berm extension in NSA A to 3 dBA, which is much less than the 7-10 dBA desired in barrier design. As previously stated, NSAs B and D would exceed the State Highway Administration's \$40,000 per residence upper limit. Although the cost-per-residence is much less than \$40,000 at NSA C, the difference between the build and no-build noise levels is not substantial and all the impacted receptors were built after the initial construction of the east segment of I-270.

In addition to noise walls, other abatement measures were considered as outlined in the Federal Aid Highway Program Manual 7-7-3. These include:

(1) Traffic management measures (e.g. traffic control devices and signing for prohibition of certain vehicles [heavy trucks], time use restrictions for certain types of vehicles, modified speed limits and exclusion lane designations). These types of measures are not appropriate for an interstate highway serving high volumes of through traffic. It is not possible to prohibit heavy trucks from this type of facility.

(2) Alterations of horizontal and vertical alignments. This also is not a reasonable alternative because the project consists of widening the existing facility within the median.

(3) Acquisition of real property or property rights to establish buffer zones or install earth berms. Existing residential development immediately adjacent to the roadway makes it infeasible to acquire significant amounts of property for buffer areas.

TABLE 3

I-270 (EAST SEGMENT) NOISE ABATEMENT ANALYSIS SUMMARY

Noise Sensitive Area	# of Homes Constructed Before I-270 opened (With a 5 dBA Reduction and Greater than 67 dBA)	# of Homes w/> Than 5 dBA Reduction & > 67 dBA	Noise Levels Range (Leq)				Barriers ¹			Cost Per Res. (\$)	Cost With Berm/Berm-Wall ³	
			Ambient	No Build (Design Year)	Build (Design Year)	Build w/ Barrier (Design Year)	Length (Ft.)	Avg. Hgt. (Ft.)	Cost \$ Mil.		Total \$ Mil.	Per Res.
A	0	6	59-66	62-70	64-72	69	385 ⁴	12	0.10	16,700	0.10 ⁴	16,700
B	3	36	66-67	71	72-73	61-65	4,190	14	1.58	43,900	1.14	31,700
C	0	184 ⁵	62-70	67-69	69-71	62-65	6,475	14-19	2.98	16,200	2.11	11,500
D	0	28	66-72	69-70	70	62-65	5,820	15-18	2.63	93,900	1.85	58,800

Notes:

- Based on a square foot cost of \$27.00.
- Date roadway opened to traffic - March 1959.
- Detailed berm analysis includes quantity estimates for cubic yards of fill and surface area of berm, seeding and mulching, and clearing and grubbing. Existing mature vegetation which serves as a buffer would be lost.
- Extension of existing berm along King Charles Way. However noise contribution from MD 355 would limit physical effectiveness of berm extension to 3 dBA.
- To determine reasonable cost, Church is counted as 5 residences.

Earth berms were investigated. The results are also shown in Table 3. This study considered the use of berms to lessen or, in certain cases, eliminate the need for a noise barrier wall. For locations where berm placement is possible, costs were computed. A berm extension of an existing berm on King Charles Way in NSA A would not be physically effective, as the noise contribution from Maryland Route 355 would limit the noise reduction to only 3 dBA.

The analysis for berm placement as an alternative to noise barrier walls concludes that berms provide a cost-effective system at two of the three areas remaining areas studied for abatement. NSAs B and C would have resulting costs-per-residence of \$31,700 and \$11,500, respectively, for walls placed on top of earth berms. NSA D would have a resulting cost-per-residence of \$58,800. As previously stated, a berm extension in NSA A would not provide enough reduction to make it physically effective, even though it is cost effective (\$16,700).

However, for all four NSAs, most of the homes that could be protected by berms were built after the east segment of I-270 was opened to traffic in the spring of 1959. Also, the difference between projected build and no-build levels in the design year varies from 1 to 2 decibels. Additionally, there would be a loss of the existing mature vegetation buffer within the right-of-way. Therefore, noise mitigation is not reasonable and will not be provided for these areas as part of the proposed widening.

(4) Noise insulation of public buildings or nonprofit structures. The Windermere Recreation Center and St. Mark's United Presbyterian Church are located in the study area. Both facilities are air-conditioned. They can operate with the windows closed, which provides relief from outside noise levels.

After considering all of the above factors and in spite of public support for noise barriers, it has been determined that noise mitigation is not warranted under the current project. The determination has been made based on the following:

- at all NSAs, there is little difference between the

future noise levels for the expanded facility and the traffic noise levels for the no-build condition. It is believed that it would not be reasonable to expend public funds to reduce an indiscernible increase in noise levels;

-at all NSAs, a majority of the development along the east segment of I-270 occurred after the initial construction of the roadway;

-a berm extension at NSA A would not be physically effective;

-and the cost per residence limit established by SHA for noise mitigation is exceeded at NSAs B and D.

During the final design of the project, landscaping and vegetative planting will be incorporated into the plans for the project to screen residential areas from the roadway to the extent reasonable. SHA is also willing to work with communities bordering the east segment of I-270 to provide technical assistance in the construction of noise mitigation utilizing alternative funding sources.

As with any major construction project, areas around the construction site are likely to experience varied periods and degrees of noise impact.

This type of project would probably employ the following pieces of equipment that would likely be sources of construction noise:

- Bulldozers and earth movers
- Graders
- Front end loaders
- Dump and other diesel trucks
- Compressors

Generally, construction activity would occur during normal working hours on weekdays. Therefore, noise intrusion from construction activities probably would not occur during critical sleep or outdoor recreating periods.

Maintenance of construction equipment will be regular and thorough to minimize noise emissions because of inefficiently

tuned engines, poorly lubricated moving parts, poor ineffective muffling systems, etc.

Temporary fencing will be considered in heavy residential areas, where feasible, to screen construction activities.

C. POSITIONS TAKEN

1. Elected Officials

Elected officials have not expressed their position regarding the proposed alternates. A number of officials, including former Senator Charles Mathias, Senator Barbara Mikulski, and former Congressman Michael Barnes, had expressed an interest in the noise impacts of the proposed project as a result of concerns raised by their constituents.

2. Citizens and Community Associations

Support for Alternate 2 has been expressed by the business community through the Greater Washington Board of Trade.

The majority of the comments submitted by the local residents relate to noise impacts. Approximately 35 individual written comments were received from residents that requested the provision of noise abatement measures. The community associations for Windermere, Lux Manor, and Wildwood Manor have also requested that noise barriers be constructed. Approximately 150 form letters were received from the residents of Windermere Manor in support of this position. The affected residents of the Windermere neighborhood favor Alternate 1, the No-build, if noise barriers are not included with Alternate 2.

3. Agencies

The only agencies that provided comments regarding this project were the Maryland National Capital Park and Planning

36

Commission (MNCPPC) and the Montgomery County Department of Transportation. The MNCPPC supports Alternate 2, inside widening, with the caveat that additional landscaping be provided along the outside edges of the roadway to compensate for the lost vegetation in the median. This will be studied as part of the landscaping plan that has been developed by SHA's Bureau of Landscape Architecture.

The MNCPPC also requested that provisions be made for a future bikeway crossing at a location north of Grosvenor Lane. The construction of Alternate 2 would not preclude such a bikeway.

Finally, the MNCPPC provided comments regarding noise barriers. They believe that some type of noise abatement should be provided for Noise Areas B (Wildwood Manor) and D (Windermere and Lux Manor). They would also like to see a provision in the SHA noise policy that would not preclude Noise Area C (Grosvenor Mews) from receiving noise abatement measures. These comments have been considered in the determination of eligibility for noise abatement under the Type II noise abatement program, not as a part of the proposed widening.

The Montgomery County Department of Transportation also supports Alternate 2 as the most feasible means of providing the necessary additional capacity and minimizing negative impacts. They, too, expressed a desire that noise abatement measures be implemented.

D. RECOMMENDATION

The Project Planning Team recommended the selection of Alternate 2. This alternate will provide the necessary roadway capacity and minimize adverse impacts by containing the improvement within the median of the existing roadway. This alternate is compatible with local master plans and is supported by Montgomery County and MNCPPC.

IV.
PUBLIC HEARING
COMMENTS

IV. PUBLIC HEARING COMMENTS

A Combined Location/Design Public Hearing was held by the project team on September 30, 1986, in the Julius West Middle School in Rockville, Maryland. The purpose of the hearing was to present the results of the engineering and environmental studies and to receive public comment on the project. Approximately 68 people attended the hearing and 24 individuals made statements following the presentation by SHA personnel.

One Build Alternate (identified as Alternate 2 - preferred) and the No-build Alternate (Alternate 1) were presented.

The following is a summary of the statements made at the hearing and the responses given by the SHA. A complete transcript of the hearing is available for review in the Project Development Division offices, State Highway Administration, 707 North Calvert Street, Baltimore, Maryland 21202. Written comments received after the hearing are discussed in the Correspondence Section of this document.

- 1. Mr. Melvin Blum, 10521 Farnham Drive, Wildwood Manor, Bethesda, Maryland

Comment:

- a) He stated that air and noise pollution emanating from I-270 and any roadway expansions are harmful to health, lifestyle, and property values; and
- b) unless a sound barrier is erected, increasing the traffic flow on I-270 may help those north and south of the study area but hurt those living near the east segment of I-270.

SHA Response:

- a) The air quality analysis, reviewed and approved by the Maryland Department of Health and Mental Hygiene and the Environmental Protection Agency, indicated that the widening would not result in any violations of the S/NAAQS for carbon monoxide in the completion year (1990) or the design year (2010).

- b) Noise abatement for this project was studied in accordance with federal regulations and the State Highway Administration's noise policy and is documented in the environmental documents and a technical noise report. The analysis was performed to determine the noise impacts generated by Alternate 2 and under the No-build conditions. It showed that the projected noise levels at any of the NSAs for the Build and No-build Alternates in the design year (2010) are not significantly different.

The increases in predicted noise levels over ambient conditions are not a result of the proposed widening, but rather are a function of the increase in traffic over time, resulting mainly from planned area growth and development. In addition, widening in the median will not bring the noise source any closer to the residences located adjacent to the highway. Furthermore, the majority of homes in the study area that would be protected by a barrier were built after the east segment of I-270 was built and opened to traffic. Consequently, in accordance with the State Highway Administration's noise policy, noise mitigation is not reasonable and is not a part of this project. See the Noise Analysis Section of this document (Section III-B).

- 2. Mr. Gary Kushner, 10529 Farnham Drive, Wildwood Manor, Bethesda, Maryland

Comment:

- a) He opposed widening of I-270 unless a noise wall to mitigate existing and anticipated noise levels is included as part of the widening plans. He stated that without a barrier, the quality of life and home market values in his neighborhood would be unreasonably jeopardized.
- b) He stated that construction on the I-270 East Segment in the late 1970's widened the road and made noise even more unbearable.

SHA Response:

- a) See Response No. 1b.
- b) The construction in the late 1970's to which Mr. Kushner referred was not a widening of the main portion of the east segment of I-270, but a small safety project to extend the length of the interchange on-ramp from Maryland Route 187 to eastbound I-270. This allowed for safer merging onto the east segment and required the removal of some roadside vegetation within the state's right-of-way.

3. Mr. William Dawson, President - Wildwood Manor Citizens Association

Comment:

Mr. Dawson stated that many residents on the north side of the Wildwood Manor subdivision bordering the east segment of I-270 are already subjected to highway noise. The Association believes that any project to increase traffic flow on I-270 bordering their homes should be conditioned on the provisions of a noise barrier. They also objected to any consideration of earth berm barriers because of the loss of vegetation near their homes and the possibility of easements required for construction. Mr. Dawson submitted a petition signed by over 30 residents in the area supporting the need for a noise barrier.

SHA Response:

See Response No. 1b.

4. Mr. Allen Bender, 5003 Macon Road, Rockville, representing the Coalition on Sensible Transportation (COST)

41

Comment:

The Coalition opposes the project and urges its immediate termination for the following reasons.

- a) It should be studied as part of the I-270 mainline and spur widening and not as an independent project segmented from the others.
- b) They believe the project is inadequate as it does not address how additional traffic will get on the Beltway.
- c) The issue of stormwater runoff has not been addressed. Part of the runoff previously was absorbed in the grassy median and will now be discharged into the streams near the road. Special solutions must be provided for the collected runoff.
- d) Noise violations are unacceptable and must be resolved.
- e) The Coalition opposes the project because public transit alternatives were not considered, the project is inconsistent with the area master plan, and the existing and planned local road system will be unable to accommodate increasing amounts of traffic resulting from this project.

SHA Response:

- a) The I-270 mainline project and the projects to widen the east and west segments of the Y-split have logical termini and independent utility.

The project is compatible and consistent with the planned improvements to I-495 and I-270 Mainline. These improvements were considered into the current proposed project during the project development phases.

- b) Consideration was given to Beltway traffic conditions. Traffic studies have shown that the widening of I-495 to increase capacity will handle increased traffic volumes, especially those originating from I-270.
- c) A stormwater management plan, approved by the MDE, will be implemented to reduce the effects of surface water runoff and roadway drainage. Stormwater management areas will be developed as much as possible within the existing right-of-way. The methods employed will be consistent with the standards and specifications for infiltration practices issued by MDE to reduce water quality impacts.
- d) See Response No. 1b.
- e) The project was developed in accordance with the National Environmental Policy Act and other federal regulations as well as area master plans, which recommend widening of the east segment of I-270 by two additional lanes. Consideration was also given to commuter use of the regional public transit systems.

5. Mr. Leon Reed, 12015 Smoketree Road, Potomac, representing the North Bethesda Congress of Citizens Association

Comment:

The North Bethesda Congress opposes the entire I-270 project. Mr. Reed stated that they believe the east segment of I-270 widening should be considered part of the overall I-270 project, and the east segment study does not address the impacts of increased

traffic on the Beltway from I-270. They also believe that stormwater runoff and noise impacts resulting from the project are unacceptable and should be redone as part of the entire I-270 project.

SHA Response:

See Responses No. 1b, 4a-d.

6. Mr. Jose Muniz, 6340 Windermere Circle, Windermere

Comment:

He endorsed what was previously said by other speakers and emphasized the need for an effective noise barrier.

SHA Response:

See Response No. 1b.

7. Mr. David Doman, 11008 Earlsagate Lane, Windermere

Comment:

- a) Mr. Doman expressed his understanding of the need for the project, his community's concerns regarding noise, and the need for the state to provide complete information and data from the noise study.
- b) He was concerned about an inadequate length of time between notification of the project and the public meetings to review the data and respond. He believes that the widening and noise abatement should go hand in hand.

Mr. Doman stated that the Windermere community had hired an independent acoustical engineer to review the noise data, and legal counsel to review noise abatement statutes. Arrangements will also be made for a medical consultation to evaluate health problems related to noise pollution. He called for a second public hearing to discuss final noise data and to have adequate time to review this data. In addition, he stated that final planning for noise abatement should be done prior to final approval of the construction plan.

SHA Response:

- a) See Response No. 1b regarding noise issues.
- b) All federal regulations were fulfilled in conducting the public meetings and receiving public comment. Notice was given prior to the public hearing and published in the news media. The environmental document was available for public review and comment at selected locations 30 days prior to the hearing and for two weeks thereafter. The noise report, as cited in the Environmental Assessment, was also available during this period for public inspection.

The hearing record was open for 14 days and extended an additional 2 weeks in response to elected official and citizen request. All comments become part of the project record and are considered when the State Highway Administrator selects an alternate. The SHA also met with individuals and community organizations to discuss their specific concerns. A second public hearing will not be held.

8. Mr. Larry Agee, 6332 Windermere Circle, Windermere

Comment:

- a) He agreed with what other speakers had previously stated.
- b) He questioned whether barrier costs cited in the Environmental Assessment were for earth berms, wood barriers, or concrete walls and why costs were given for concrete only. He reasoned that if costs for other than concrete barriers were given, costs could be reduced, and developments may be able to qualify for barriers.
- c) Mr. Agee was also curious as to whether procedures do or do not include consideration of an additional public hearing.

SHA Response:

- a) No response needed.
- b) Barrier costs cited in the Environmental Assessment and technical noise report reflect the average current costs actually experienced by the SHA, including the costs of panels, footings, drainage landscaping, overhead and labor (currently \$27/square foot). These costs are used to develop a cost per residence ratio. Cost is one criterion for determining the reasonableness of constructing a noise barrier. Concrete barriers represent the most common type of barrier installed in this state. Other materials are considered for a barrier during the final design phase if a barrier is determined to be reasonable. Wood barriers are generally more costly, whereas earth berms, though less expensive, require permanent easements and right-of-way from adjacent property owners because they cannot always be built within existing right-of-way. They also require removal of existing vegetation.
- c) A second public hearing will not be held.

9. Ms. Gloria Perlman, 6336 Windermere Circle, Windermere

46

Comment:

She stated that she would appreciate any consideration to improve her home. She would hate to lose it to the noise.

SHA Response:

See Response No. 1b.

10. Mr. George Perlman, 6336 Windermere Circle, Windermere

Comment:

He stated that when he bought his home in 1975, he did not perceive noise to be a problem on I-270. However, he did not anticipate the development which has taken place and now perceives noise to be a problem. He stated that some sort of noise abatement is necessary, especially in the form of a wall and that the costs to provide such are reasonable. He contended that the noise data indicated that 25 homes in Windermere would be affected, but 50 homes is a more accurate figure.

SHA Response:

See Response No. 1b.

11. Ms. Elouise Agee, 6332 Windermere Circle, Windermere

Comment:

- a) She reiterated her neighbors' concerns for the noise issue. She believes that noise has gotten worse over the years and urges the erection of a noise wall to protect her neighborhood from noise.

- 47
- b) She was also curious how residents would be notified in the event another hearing would be held.

SHA Response:

- a) See Response No. 1b.
- b) See Responses No. 7b.

12. Mr. Douglas Callan, Lieutenant and former Station Commander, Bethesda Fire Department, Station 26, Democracy Boulevard

Comment:

- a) Regardless of the alternate chosen, the fire department requested consideration of additional turnarounds on the east segment of I-270 to reduce response times to accidents on I-270. He stated that the development of new turnarounds is especially crucial because the existing turnaround east of Maryland Route 187 will be closed when the roadway is widened. This department will willingly work with the SHA.
- b) Mr. Callan also brought to everyone's attention the need for accurate and less confusing signing in the areas of I-270 and I-495. It is important for people to know and report their exact location to enable emergency equipment to respond in a timely manner.

SHA Response:

- a) The SHA has met with and will continue to discuss the fire department concerns. The SHA will request concurrence from the Federal Highway Administration to provide a crossover between the northbound and southbound I-270 roadways, just north of the Y-split, to provide quicker access to the I-270 eastbound roadway from the Y-split bridge to Maryland Route 187.

- 48
- b) As part of the I-270 Mainline corridor, reconstruction changes to the signing of the Y-split roadways will be made to provide clarification of these roadway designations.

13. Mr. Howard Smith, 11020 EarlsGate Lane, Windermere

Comment:

Mr. Smith reiterated several points made by others at the hearing.

- a) He stated that the SHA should reconsider this project because traffic congestion may worsen in light of the presentation made by Mr. Bender.
- b) He questioned whether the residents were denied due process and proper consideration and requested another hearing at which time complete noise data can be provided to them.
- c) He pointed out the necessity for noise abatement for the community now, rather than waiting for anticipated increases in traffic noise. He believed that the barrier cost-effectiveness issue extended to the entire development and not to just those homes which could be expected to receive at least a 5 dBA reduction in noise levels if a barrier were to be built.

SHA Response:

- a) See Responses No. 4a-d.
- b) See Response No. 7b.
- c) See Response No. 10.

14. Mr. Sheldon Kahalas, 6216 Charnwood Drive, Windermere

Comment:

- a) He also commented on the noise conditions present in his neighborhood. He quoted from the Federal Register what the FHWA requires when looking at highways and noise impacts. He questioned the use of \$40,000 per house as a criterion for noise abatement reasonability because it was not found in the Federal Register. He believed that all homes in the Windermere community would be affected by noise and not just the 25 identified in the noise study as benefiting from a barrier. The entire community is a cohesive unit and if one part is affected (i.e., property values), the entire community would be affected.

It was also his contention that a cost effectiveness ratio, based on cost per residence, was incorrect. Rather, the ratio should be based on barrier costs compared to the value of impacted properties and the number of people affected.

- b) Mr. Kahalas questioned the ambient noise measurements. His measurements, taken at rush hour, were 2-3 dBA higher than that stated in the noise report which he believed represented noise levels for the entire day. He felt that rush hour noise levels are important and have to be taken in account when addressing environmental impact.

SHA Response:

- a) See Response No. 10.
As required by federal law, the SHA studies and considers noise abatement measures (generally noise walls) when the Federal Noise Abatement Criteria are exceeded or when ambient conditions increase by 10 dBA or more. A noise study was completed for this project in accordance with all applicable federal regulations. Based on reasonability criteria, noise barriers are not being considered as part of this project.

b) Generally, the most typical noise conditions occur during the non-rush hour period (9 a.m. to 4 p.m.). During this time, the highest noise levels are experienced for the greatest length of time. In general, congestion at peak hour periods decreases speeds and lowers noise levels. The noise analysis reflected noise measurements taken during these off-peak periods and are expressed in terms of an L_{eq} noise level. Mr. Kahalas' measurements, taken at rush hour, indicated higher noise levels than those reported in the noise analysis. Subsequent study did indicate that existing noise levels were higher during peak periods, but this information does not change the barrier analysis. Noise barriers are not reasonable as a part of this project.

It should be noted that Mr. Kahalas' measurements were taken over two one-minute intervals and are not representative of larger time periods. A longer time interval would be a more accurate representation of existing conditions.

15. Ms. Shirley Joseph, 6220 Charnwood Drive, Windermere

Comment:

She stated that since moving into her home, noise levels from I-270 have been getting louder as traffic increases. She believes that the widening will lead to more noise and that solutions to the noise problem should be decided before the widening can begin.

SHA Response:

See Response No. 1b.

16. Mr. Edward Viltz, 11024 EarlsGate Lane, Windermere

Comment:

Mr. Viltz considered it illogical to build highways and not provide for noise abatement. He also stated that a lack of commitment to a noise barrier along the east segment of I-270 would be discriminatory to members of the Windermere Community. This lack of commitment would then force residents to use legal and political channels to stop the project and to protect their quality of life and investments. He also stated his desire for a second public hearing.

SHA Response:

See Responses No. 1b, 7b.

- 17. Mr. Robert Spelkey, 10701 Misthaven Terrace, President of Tuckerman Walk (Tubelong South) Homeowners Association.

Comment:

He stated that the Association opposes widening of the east segment of I-270 without simultaneous approval of noise abatement.

SHA Response:

See Response No. 1b.

- 18. Mr. Sami Totah, 10904 Earls gate Lane, Windermere

Comment:

- a) He expressed his lack of understanding of why he, as a builder, is required to provide noise abatement prior to starting construction, and yet the SHA can build a road before noise abatement is provided.

b) He was concerned about the time period between the informational meeting and public hearing and the timing of the initial notices for these meetings. Mr. Totah believes that inadequate time was allotted to residents to understand the data. He urged consideration of another hearing with more notice and urged hearing attendees to let their politicians know of their need for noise abatement.

SHA Response:

a) See Response No. 1b. The State Highway Administration complies with Federal Highway Administration regulations concerning the construction of noise barriers and its own noise policy. Mr. Totah is subject to different regulations.

b) See Response No. 7b.

19. Mr. Jeff Moore, 5905 Rudyard Drive, Wildwood

Comment:

Mr. Moore supported noise barriers due to the severity of noise. He believes the noise data are incomplete, and once complete, should be available for the residents to review.

SHA Response:

See Responses No. 1b, 7b.

20. Ms. Olive Blum, 10521 Farnham Drive, Wildwood Manor

Comment:

She thought that an Environmental Impact Statement should have been prepared for this project and referenced several speakers who had raised similar concerns.

SHA Response:

The type of environmental document prepared by SHA is based on the degree of impacts associated with a project. In accordance with the National Environmental Policy Act, the FHWA concurred that an Environmental Assessment is appropriate. All environmental impacts discussed in an Environmental Impact Statement are discussed in an Environmental Assessment.

- 21. Mr. George Sauer, 8307 Post Oak Road, past president, Montgomery County Civic Federation, and representing its Executive Committee

Comment:

The Federation's position is that noise barriers should be erected before the widening begins. In addition, they believe that traffic on the east segment of I-270 eastbound roadway approaching I-495 should be merged into one lane prior to merging onto the Beltway, otherwise, backups and traffic jams at the merge point will continue to exist.

SHA Response:

See Responses No. 1b, 4b.

- 22. Mr. William Fuller, 6156 Valerian Lane

Comment:

He stated that current noise levels in his development are already high without any new construction, and that a noise barrier is warranted now. His feeling is that any funding for the project that does not include money for noise barriers is not adequate funding at all. Mr. Fuller concurs with the conclusions of others that the information on noise measurements and evaluation is

inadequate and proposes another public hearing after studying this information in more detail.

SHA Response:

See Responses No. 1b, 7b, 14a.

23. Mr. J. T. Holt, Charnwood Drive, Windermere

Comment:

- a) Mr. Holt thought that the noise study was deficient as it only considered 25 homes in the Windermere subdivision as being adversely affected by noise. He recommended that the analysis be redone.
- b) He wanted to know what decisions have been made regarding the widening and noise problems and what other options are being considered for noise abatement (i.e., plantings).
- c) He also questioned why there was conflicting information as to when the environmental studies were completed.
- d) Mr. Holt questioned whether the residents would be able to review the final environmental document before it goes to the FHWA, as well as any other information.
- e) He was curious as to whether the 25 homes identified as being protected by a barrier in Noise Area D was the best that any barrier at any cost could protect by more than 5 dBA.

SHA Response:

- a) See Response No. 1b.

- 55
- b) See Responses No. 1b, 8. The Build Alternate, inside widening, was selected. See Section III-B for a summary of the noise study results.
 - c) The Environmental Assessment and technical noise report were completed in August 1986 and available for public review and comment before and after the September public hearing. The final environmental document (Finding of No Significant Impact) will document the selected alternate and address public comments made at and after the public hearing.
 - d) The final environmental document will be available for review after it is approved by the FHWA.
 - e) See Response No. 1b.

24. Ms. Barbara Brown, 11016 Arrows Gate Lane

Comment:

- a) She agreed with most of what was said at the hearing.
- b) She concurred that the I-270 widening should be considered as one project and not as several segments and that a second hearing is needed with sufficient notification time.
- c) Ms. Brown stated that noise monitoring should be taken from the upstairs of homes where noise levels are higher than those measured downstairs.

SHA Response:

- a) See Response No. 1b.
- b) See Responses No. 4a, 7b.

- c) Noise measurements are generally taken outside (i.e., backyards) because exterior noise abatement criteria are being used consistent with the land use as specified in 23 CFR 771.

Most human activity generally occurs during the day (generally during periods of highest noise levels), either outside or on first story levels. It also becomes costly to provide a high enough barrier to protect the second stories of affected homes.

V.
CORRESPONDENCE

A. WRITTEN COMMENTS RECEIVED SUBSEQUENT TO THE
COMBINED LOCATION/DESIGN PUBLIC HEARING AND RESPONSES

59

LUXMANOR CITIZENS ASSOCIATION

Rockville, Maryland

RECEIVED

SEP 5 1986
#815
DISTRICT OFFICE OF
PLANNING & PRELIMINARY ENGINEERING

September 4, 1986

PROJECT
DEVELOPMENT
DIVISION
SEP 9 6 49 AM '86

Neil Pedersen
Director, Office of Planning and
Preliminary Engineering
State Highway Administration
707 North Calvert Street
Baltimore, MD 21202

Dear Mr. Pedersen:

Thank you for meeting with the Executive Board of the Luxmanor Citizens Association last evening and your thorough and candid presentation of the I-270 East Segment Project.

The Executive Board has decided to discuss the project at the Association's general business meeting on October 16, 1986. Following the general business meeting the Executive Board will be in a position to advise you of the recommendations of the Luxmanor Citizens Association with regard to the project, in particular, the desirability of proposed noise barriers.

In view of the above, we request that your office make no decision with regard to noise abatement or noise barriers until you have reviewed the position of the Luxmanor Citizens Association which should be available to you in mid November, 1986.

Sincerely,

Michael C. Blankstone

MCB/tms



Maryland Department of Transportation

State Highway Administration

William K. Hellmann
Secretary

Hal Kassoff
Administrator

OCT 1 1986

RE: Contract No. M 401-154-372 N
Interstate Route 270
East Segment
Y-Split to I-495
PDMS No. 151105

Mr. Michael Blackstone
Luxmanor Citizens Association
6112 Tuckerman Lane
Rockville, Maryland 20852

Dear Mr. Blackstone:

I am writing to acknowledge your request to consider the comments of the Luxmanor Citizens Association before reaching a final decision regarding noise abatement for Interstate Route 270 East Segment Project.

I would also like to inform you that, as a result of comments at the Location/Design Public Hearing on September 30, 1986, the comment period for the "Public Hearing Transcript" has been extended to October 31, 1986. Your comments should be submitted by this date if you wish to have them included in the transcript. Comments can still be submitted after this date for consideration in project decisions.

As we indicated at the public hearing, noise barriers are not justified under our Type I noise mitigation program, which applies to new construction projects, because the build alternate is not predicted to significantly increase noise levels above the no-build alternate. Decisions regarding the placement and type of noise mitigation will, therefore, be based on our Type II program which is designed to mitigate existing noise violations. This program requires that the majority of the affected receptors were built prior to May, 1976 and the majority of the receptors approach or exceed the Federal noise abatement criteria of 67 dBA. Areas that do not currently meet the 67 dBA criterion will be periodically measured to determine when and if that occurs.

V-3

My telephone number is 659-1110

Teletypewriter for Impaired Hearing or Speech
383-7555 Baltimore Metro — 565-0451 D.C. Metro — 1-800-492-5062 Statewide Toll Free
P.O. Box 717 / 707 North Calvert St., Baltimore, Maryland 21203 · 0717

68

Mr. Michael Blackstone

Page 2

I look forward to receiving the comments of your association and if I can be of any further assistance please contact me or the Project Manager, Ms. Catherine Pecora, at 659-1191.

Very truly yours,

ORIGINAL SIGNED BY:
NEIL J. PEDERSEN

Neil J. Pedersen, Director
Office of Planning and
Preliminary Engineering

NJP:cd

cc: Mr. Louis H. Ege, Jr.
Mr. Michael Snyder
Mr. Charles Adams

Prepared by:

Ms. Cathy Pecora (x1191)
Project Development Division
on October 14, 1986

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

CONTRACT NO. M 401-154-372 P.D.M.S. NO. 151105
I-270 EAST SPUR
INFORMATIONAL MEETING
WEDNESDAY, SEPTEMBER 17, 1986 - 5:30-9:30 p.m.
LOCATION DESIGN PUBLIC HEARING
TUESDAY, SEPTEMBER 30, 1986 - 7:30 p.m.

PROJECT DEVELOPMENT DIVISION
SEP 10 2 14 PM '86

NAME ^{MR + MRS} DAVID S. LORING DATE 9/5/86

PLEASE PRINT ADDRESS 10733 MUST HAVEN TERR
CITY/TOWN Rock STATE MD ZIP CODE 20855

I/We wish to comment or inquire about the following aspects of this project:

WE NEED LIGHTS ON TUCKERMAN LANE
Between Rock, Pike & Old Georgetown RD
this will help safety on TUCKERMAN LANE

PLEASE HELP

US/IT IS KILLING
OUR RESALE & PROPERTY VALUE

Thank
Paul Staley

Please add my/our name(s) to the Mailing List.*

Please delete my/our name(s) from the Mailing List.

*Persons who have received a copy of this brochure through the mail are already on the project Mailing List.



Maryland Department of Transportation

State Highway Administration

William K. Hellmann
Secretary

Hal Kassoff
Administrator

January 19, 1987

RE: Contract No. M 401-154-372 N
Interstate Route 270 East Segment
Y-Split to Interstate Route 495
PDMS No. 151105

Mr. and Mrs. David S. Loring
10733 Mist Haven Terrace
Rockville, Maryland 20852

Dear Mr. and Mrs. Loring:

I am writing in response to your comments regarding the Interstate Route 270 East Segment.

Your comments refer to lighting for Tuckerman Lane. This roadway is owned and maintained by Montgomery County and is outside the realm of the State Highway Administration's jurisdiction. I am, therefore, forwarding your comments to Mr. Scott Wainwright, Montgomery County Department of Transportation, Division of Traffic Engineering, Executive Office Building, Rockville, Maryland 20850.

Thank you for your comments.

Very truly yours,

Louis H. Ege, Jr.
Deputy Director
Project Development Division

LHE:CP:bh

cc: Mr. Scott Wainwright (w/attach.)

V-6

My telephone number is 333-1130

Teletypewriter for Impaired Hearing or Speech
383-7555 Baltimore Metro — 565-0451 D.C. Metro — 1-800-492-5062 Statewide Toll Free
P.O. Box 717 / 707 North Calvert St. Baltimore, Maryland 21202-0717

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

CONTRACT NO. M 401-154-372 P.D.M.S. NO. 151105
I-270 EAST SPUR
INFORMATIONAL MEETING
WEDNESDAY, SEPTEMBER 17, 1986 - 5:30-9:30 p.m.
LOCATION DESIGN PUBLIC HEARING
TUESDAY, SEPTEMBER 30, 1986 - 7:30 p.m.

PROJECT DEVELOPMENT DIVISION
SEP 10 2 44 PM '88

NAME Stewart S. Manela DATE 9-6-86

PLEASE PRINT

ADDRESS 8204 Lakenheath Way

CITY/TOWN Potomac STATE MD ZIP CODE 20854

I/We wish to comment or inquire about the following aspects of this project:

I would like to receive further information concerning any studies about the impact of the project on traffic and development in the neighborhoods adjacent to I-270.

Please add my/our name(s) to the Mailing List.*

Please delete my/our name(s) from the Mailing List.

*Persons who have received a copy of this brochure through the mail are already on the project Mailing List.

64

3



Maryland Department of Transportation

State Highway Administration

William K. Hellmann
Secretary

Hal Kassoff
Administrator

January 19, 1987

RE: Contract No. M 401-154-372 N
Interstate Route 270 East Segment
Y-Split to Interstate Route 495
PDMS No. 151105

Mr. Stewart S. Manela
8204 Lakenheath Way
Potomac, Maryland 20854

Dear Mr. Manela:

I am writing in response to your written comments submitted regarding improvements to the Interstate Route 270 East Segment.

The impacts associated with the proposed widening of Interstate Route 270 East Segment from the Y-Split to Interstate Route 495 has been addressed in the Environmental Assessment dated August, 1986 for this project. It is available for review at the Rockville Branch of the Montgomery County Library at 99 Maryland Avenue in Rockville. If you desire further information, please contact the Project Manager, Ms. Catherine Pecora, at 333-1191.

The comments you submitted referenced Interstate Route 270. If you are interested in improvements to Interstate Route 270 north of the Y-Split, that information is available at the same location mentioned above in the Finding of No Significant Impact which covers Interstate Route 270 between the Y-Split and Maryland Route 121. This project has received Location/Design Approval and is in the Final Design Phase. If you have any questions regarding this project, please contact the Project Engineer, Mr. Robert Douglass, at 333-2303.

Thank you for your interest in these projects. Your name has been added to the mailing list for the Interstate Route 270 East Segment studies and you will receive mailings to provide you with updates on this project.

Very truly yours,

Louis H. Ege, Jr.
Deputy Director
Project Development Division

LHE:CP:bh

cc: Mr. Robert Douglass

V-8

My telephone number is 333-1130

Teletypewriter for Impaired Hearing or Speech

383-7555 Baltimore Metro — 565-0451 D.C. Metro — 1-800-492-5062 Statewide Toll Free

D.C. Bus 333-1207 North Calver St. Baltimore, Maryland 21203-0717

15

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STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

CONTRACT NO. M 401-154-372 P.D.M.S. NO. 151105
I-270 EAST SPUR
INFORMATIONAL MEETING
WEDNESDAY, SEPTEMBER 17, 1986 - 5:30-9:30 p.m.
LOCATION DESIGN PUBLIC HEARING
TUESDAY, SEPTEMBER 30, 1986 - 7:30 p.m.

NAME DALE J. GORDON DATE 6 Sept 86

PLEASE PRINT ADDRESS 10013 SINNOTT CT.

CITY/TOWN BETHESDA STATE MD. ZIP CODE 20817

I/We wish to comment or inquire about the following aspects of this project:

I can't believe that the Highway Engineers are recommending widening I-270 area - that surely is not the problem - getting onto I-70 is your slow down - I suggest that these engineers get out onto these areas and see first hand these areas of congestion - Spending the \$4 million is not in any way improving the traffic problem - Spend the \$4 million where it is needed - on the I-70 to Rt-28 @ make that area 3 lanes ^{ea way} then you'll have a better flow of traffic. @ Send your engineers out in that area for 4 who - each night - 3:30 PM to 6:30 PM - let them learn first hand.

PROJECT DEVELOPMENT DIVISION
SEP 1 3 56 PM '86

Please add my/our name(s) to the Mailing List.*

Please delete my/our name(s) from the Mailing List.

*Persons who have received a copy of this brochure through the mail are already on the project Mailing List.

(3)



Maryland Department of Transportation

State Highway Administration

January 19, 1987

William K. Hellmann
Secretary

Hal Kassoff
Administrator

RE: Contract No. M 401-154-372 N
Interstate Route 270 East Segment
Y-Split to Interstate Route 495
PDMS No. 151105

Mr. Dale J. Gordon
10013 Sinnott Court
Bethesda, Maryland 20817

Dear Mr. Gordon:

I am writing in response to your comments regarding the proposed widening of Interstate Route 270 East Segment.

The State Highway Administration recognizes the needs for roadway improvements that you have identified and has various projects underway and planned to address them. One project has recently been constructed which provided for an additional lane on Interstate Route 70 between Ijamsville Road and west of Patrick Street.

Another project that is in various phases of design and construction is a project to reconstruct Interstate Route 270 between the Interstate Route 270 Spur and Maryland Route 121. This project will provide an upgrading of this roadway to an eight lane highway with two lane collector-distributor roads paralleling the northbound and southbound roadways between the spur and Maryland Route 124. From Maryland Route 124 to Maryland Route 121, additional mainline lanes will be added.

In addition to these two projects, a study is currently underway which is proposing to improve the existing freeway and interchanges along Interstate Route 70 from Mount Phillip Road to Maryland Route 144. This includes improvements to the Interstate Route 270/Interstate Route 70 interchange. Location/Design Approval for this project is currently being requested from the Federal Highway Administration.

Thank you for your comments regarding this project. Your name has been added to the project mailing list and you will receive mailings to provide you with updates on the project. If you have any questions or further comments, please contact the Project Manager, Ms. Catherine Pecora, at 333-1191.

Very truly yours,

Louis H. Ege, Jr.
Deputy Director
Project Development Division

LHE:CP:bh

V-10

My telephone number is 333-1130

Teletypewriter for Impaired Hearing or Speech

383-7555 Baltimore Metro — 565-0451 D.C. Metro — 1-800-492-5062 Statewide Toll Free

P.O. Box 717 / 707 North Calvert St. Baltimore, Maryland 21203 - 0717

28

**STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS**

CONTRACT NO. M 401-154-372 P.D.M.S. NO. 151105

I-270 EAST SPUR

INFORMATIONAL MEETING

WEDNESDAY, SEPTEMBER 17, 1986 - 5:30-9:30 p.m.

LOCATION DESIGN PUBLIC HEARING

TUESDAY, SEPTEMBER 30, 1986 - 7:30 p.m.

PROJECT
DEVELOPMENT
DIVISION
SEP 10 2 44 PM '86

NAME John A LEGG DATE 9/10

PLEASE PRINT ADDRESS 3904 Underwood St

CITY/TOWN chch STATE md ZIP CODE 20815

I/We wish to comment or inquire about the following aspects of this project:

Your solution merely encourages more vehicles to use already overworked roads. 270 will become the Shirley highway of Maryland.

What is needed is movement on an intercounty connector to take pressure off the beltway and off the lower segment of 270. Disperse traffic don't concentrate it.

- Please add my/our name(s) to the Mailing List.*
- Please delete my/our name(s) from the Mailing List.

*Persons who have received a copy of this brochure through the mail are already on the project Mailing List.

69



Maryland Department of Transportation

State Highway Administration

William K. Hellmann
Secretary

Hal Kassoff
Administrator

January 19, 1987

RE: Contract No. M 401-154-372 N
Interstate Route 270 East Segment
Y-Split to Interstate Route 495
PDMS No. 151105

Mr. John A. Leyes
3904 Underwood Street
Chevy Chase, Maryland 20815

Dear Mr. Leyes:

I am writing in response to your comments regarding the proposed widening of Interstate Route 270 East Segment.

The State Highway Administration has identified a strong need for a cross-country highway as you have described to relieve Interstate Route 495 from this traffic movement as well as to handle approved and projected development through this region. The traffic projections that were developed to identify the roadway improvements needed for the Interstate Route 270 East Segment included all development and roadway improvements that are projected to be in place in the design year 2010. Among the roadway improvements that we included in this analysis are the Intercounty Connector, the widening of Interstate Route 495 between Maryland Route 97 (Georgia Avenue) and Maryland Route 355 (Rockville Pike), and the widening of Interstate Route 270 between the Y-Split and Maryland Route 121. Even with these improvements, the traffic projections have indicated a need for an additional lane in each direction along the East Segment of Interstate Route 270.

Thank you for your interest in these projects. Your name has been added to the project mailing list and you will receive mailings informing you of future developments on the project. If you have any further questions or comments, please contact the Project Manager, Ms. Catherine Pecora, at 333-1191.

Very truly yours,

Louis H. Ege, Jr.
Deputy Director
Project Development Division

LHE:CP:bh

V-12

My telephone number is 333-1130

**STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS**

CONTRACT NO. M 401-154-372 P.D.M.S. NO. 151105
I-270 EAST SPUR
INFORMATIONAL MEETING
WEDNESDAY, SEPTEMBER 17, 1986 - 5:30-9:30 p.m.
LOCATION DESIGN PUBLIC HEARING
TUESDAY, SEPTEMBER 30, 1986 - 7:30 p.m.

PROJECT
DEVELOPMENT
DIVISION
OCT 6 4 07 PM '86

NAME CJ DELLATORRE DATE 9/30/86

PLEASE PRINT ADDRESS 10720 PINE HAVEN TERRACE

CITY/TOWN ROCKVILLE STATE MD ZIP CODE 20852

I/We wish to comment or inquire about the following aspects of this project:

I will not be able to attend the Public Hearing on Tuesday Sept 30 but I would like to make the following comments/inquiries:

1. Relative to Noise Impact Analysis - I would like to be informed as to what the noise level is presently & if it does or does not meet FHA's Noise Abatement Criteria. If it does - why is there no noise abatement wall now and if it does not, how long must we wait before a noise barrier is built. Homes along the Beltway (495) just west of the Georgia Ave exit on the inner loop are only just now having highway noise abated & the beltway has been there for 20 years!!

2. My house backs up to the 270 East Spur, it is interest to note after over 14 months of traffic observation from my window that the only ~~congestion~~ ^{congestion} noted is on one ^{Southbound} ~~lane~~ ^{lane} which exits onto the Beltway during the even rush hour - yet a massive expensive construction project involving the entire highway is planned.

I look forward to your response.

Please add my/our name(s) to the Mailing List.*

Please delete my/our name(s) from the Mailing List.

*Persons who have received a copy of this brochure through the mail are already on the project Mailing List.



Maryland Department of Transportation

State Highway Administration

William K. Hellmann
Secretary

Hal Kassoff
Administrator

January 21, 1987

RE: Contract No. M 401-154-372 N
Interstate Route 270 East Segment
Y-Split to Interstate Route 495
PDMS No. 151105

Mr. C. J. Dellatorre
10720 Pine Haven Terrace
Rockville, Maryland 20852

Dear Mr. Dellatorre:

I am writing in response to your comments regarding the proposed widening of the Interstate Route 270 East Spur.

A noise analysis was performed for the proposed project. The Environmental Assessment, dated August, 1986, contains the results of this analysis, which include measurements of existing noise levels in your neighborhood. The Environmental Assessment is available for review at the Rockville Branch of the Montgomery County Library located at 99 Maryland Avenue, Rockville, or by contacting the Project Manager, Ms. Catherine Pecora, at 333-1191.

The noise level in your neighborhood was measured as 62 dBA. It is predicted to increase to 68 dBA with the No-Build Alternate and to 70 dBA with the proposed widening. The Federal Noise abatement criteria is 67 dBA which requires us to study abatement in this area.

The analysis that has been performed for this alternate shows that the projected noise levels for the Build and No-Build Alternates are not significantly different. The increases in predicted noise levels are not as a result of the proposed project, but are a function of the increase in traffic over time. Therefore, noise mitigation is being studied in terms of a retrofit program for noise abatement which is aimed at mitigating existing noise problems.

We hope to have a final position on the noise issue before the end of this winter.

Your comments also addressed an important point regarding the congestion that is currently experienced at the interchange of Interstate Route 495/Interstate Route 270 East/Maryland Route 355. Improvements to this interchange are going to be constructed as part of a project to provide additional lanes

V-14

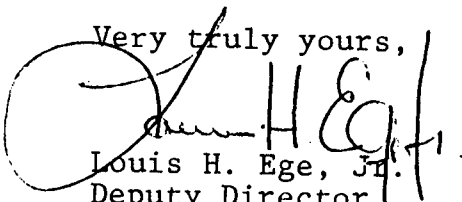
My telephone number is 333-1130

Mr. C. J. Dellatorre
January 21, 1987
Page 2

on Interstate Route 495 between Maryland Route 97 (Georgia Avenue) and Maryland Route 355 (Rockville Pike). This project has been advertised for construction and will begin in the spring of 1987.

The improvements that are programmed for the rest of Interstate Route 270 are needed to improve traffic operations north of the Interstate Route 270 Spur and to accommodate traffic growth that is anticipated on Interstate Route 270 between Interstate Route 459 and Maryland Route 121.

Thank you for your comments. Your name has been added to the project mailing list and you will receive mailings to provide you with updates on this project. If you have any questions or further comments, please contact the Project Manager, Ms. Catherine Pecora, at 333-1191.

Very truly yours,

Louis H. Ege, Jr.
Deputy Director
Project Development Division

LHE:CP:bh

73

Sheidon L. Kahalas
6216 Charnwood Drive
Rockville, MD 20852
(301) 493-6799

RECEIVED

#935
SEP 26 1986

DIRECTOR, OFFICE OF
PLANNING & PRELIMINARY ENGINEERING

Maryland Department of Transportation
State Highway Administration
Office of Planning and Preliminary Engineering
Box 717
Baltimore, MD 21203

September 26, 1986

Dear Sirs,

I wish to go on record with objection to, as you put it, "improving the East Segment of I-270 in conformance with the original construction design which includes the provision for two additional lanes". That is to say, I object to the placement of two additional lanes into the east branch of 270, for two main reasons:

1. It does not solve the problem! Right now and for the foreseeable future there is a building boom going on up 270. In a few years, I expect to see wall-to-wallhouses between Germantown and Frederick. Since I work in Germantown, I have seen the great spurt in building in that area over the past 5 years. And since I drive north in the morning and south in the evening, I have had occasion, every day, to see the *already* tremendous increase in traffic going in the other direction. Your proposed construction is a bandaid, not very cost effective solution, to a gaping wound problem. Your placing a single lane on each side of the highway will not solve this problem. I would suggest that the no-build alternative is a preferable solution, recognizing that there is, or soon will be the need for a major new highway, not just a widening of 270. I suggest that it would be prudent to determine now where where a new north-south highway can be built, rather than spending valuable resources on a short-term solution, the lane-addition to 270.

2. The noise situation on 270 is barely tolerable now. I understand that, according to the measurements you did, the noise measurements are exceeded in one area already. I suspect that if we had the noise measurements done by our own consultant and subject to his selection of times and circumstances, etc. and interpretation, that the values could rise by 2-4 DBA, especially if they were done in the Fall with increased traffic and after the leaves have fallen, rather than in the summer, as your measurements apparently were. This would mean that many other sites, if not a majority, would exceed the acceptable value of 67.

Your analysis, based on projections to the year 2010, shows the cost of noise barriers and the number of residences protected, but you give us no indication of what the actual noise abatement measures you would recommend will be. By the way, I flat-out do not believe your projection for the year 2010 that purports to show a 0 to a 2 DBA difference between the no-build (i.e., no additional lanes) and the build (i.e., two additional lanes) cases. The addition of two lanes should lead to a $2(\text{new})/4(\text{original}) = 50\%$ increase in the noise level.

74

Until you do make a decision on noise abatement and I can be assured that these noise abatement measures will be instituted, I have no choice but to try to protect my investment in my home, whose value would certainly be degraded by being placed in a noise environment that exceeds federal standards. Therefore I am opposed to the project in which additional lanes are placed in the East spur of I-270, whether or not additional land is required.

Sincerely yours,

Sheldon L. Kahalas
Sheldon L. Kahalas



Maryland Department of Transportation

State Highway Administration

William K. Hellmann
Secretary

Hal Kassoff
Administrator

DEC 02 1983

T270E

COPY	
No.	FOR
ORIGINAL TO FILE 169	
DATE	

Re: Contract No. M 40 -154-372 N
Interstate Route 270 East Segment
Y-Split to Interstate Route 495
PDMS No. 151105

PROJECT DEVELOPMENT DIVISION
1 3 42 PM '86

Mr. Sheldon L. Kahalas
6216 Charnwood Drive
Rockville, Maryland 20852

Dear Mr. Kahalas:

I am writing to acknowledge the receipt of your comments by Secretary Hellmann regarding the Interstate Route 270 East Segment study and will attempt to address some of your concerns regarding the proposed widening on his behalf.

The Build Alternate, Alternate 2, has been shown as the preferred alternate because it would provide the additional roadway capacity required to meet projected traffic demand. This project is consistent with adjacent State Highway Administration projects. A project to provide additional capacity along Interstate Route 495 from Maryland Route 97 (Georgia Avenue) to Maryland Route 355 (Rockville Pike)/Interstate Route 270 East is about to begin construction. This project will improve traffic operations at the Interstate Route 495/Maryland Route 355/Interstate Route 270 East interchange. The proposed widening of Interstate Route 270 East Segment is also consistent with a project currently in the Final Design Phase that will widen Interstate Route 270 between Montrose Road and the Y-Split to meet the increasing traffic demand along the Interstate Route 270 corridor.

An analysis has been performed of the noise impacts generated by all the alternates being studied, including the No-Build. This analysis shows that the projected noise levels for the Build and No-Build Alternates are not significantly different. The increases in predicted noise levels are not as a result of the proposed project, but are a function of the increase in traffic over time. Therefore, noise mitigation is being studied in terms of a retrofit program for noise abatement which is aimed at mitigating existing noise problems.

V-18

My telephone number is 333-1111

Mr. Sheldon L. Kahalas

76
DEC 02 1986

Page Two

As a result of a recent meeting with representatives of your community, we agreed to address concerns such as yours by taking new field measurements, and reevaluating the noise data and predictions. Certainly, if we find any errors in our initial assessment, we will reconsider our assessment of noise mitigation.

Your name is on our mailing list for the Interstate Route 270 East Segment project planning study. Through this mailing list, we will keep you up-to-date on the status of this study.

Thank you for expressing your concerns regarding this project. If you have any further comments or questions, please do not hesitate to contact me or the Project Manager, Ms. Catherine Pecora, at 333-1191.

Sincerely,
ORIGINAL SIGNED BY
HAL KASSOFF

Hal Kassoff
Administrator

HK:tn

cc: Secretary William K. Hellmann

bcc: Mr. Neil J. Pedersen
Mr. Michael Snyder
Mr. Louis H. Ege, Jr.
Mr. Charles B. Adams

Additional Information:

Alternate 2 (inside widening) is the selected alternate for addressing traffic problems along the I-270 East Segment.

The Greater
Washington



Board
of Trade

Linking Business and Community in The District of Columbia,
Northern Virginia and Suburban Maryland

PROJECT DEVELOPMENT
COMMUNICATION
SEP 18 PM '86

**Community
Development
Bureau**

Chairman
James T. Lewis
President
James T. Lewis Enterprises

Vice Chairman
Allen S. Lloyd, Jr.
Senior Vice President
Maryland National Bank

Manager
Carol D. Barrett

September 18, 1986

Mr. Neil J. Pedersen
Director, Office of Planning
and Preliminary Engineering
Maryland State Highway Administration
707 North Calvert Street
Baltimore, MD 21203

Dear Mr. Pedersen:

The Transportation Coordinating Committee of the Greater Washington Board of Trade is pleased that the State Highway Administration is planning to improve the East Segment of I-270. Although we cannot attend the public hearing, we did want to register our support.

Because of its link to I-495, this segment is vital to the smooth flow of traffic in the I-270 corridor. This widening would also address the anticipated additional growth in the area.

Recognizing that many roads are at capacity or nearing capacity in Montgomery County, the Board's 1984 and 1986 regional Transportation Agenda advocated "Complete widening of I-270." However, we would urge that the State Highway Administration accelerate the process as much as possible to address the critical problems in this area.

Thank you for allowing us to comment on the proposed widening of the I-270 East Segment.

Cordially,

Edwin I. Colodny
Chairman
Transportation Coordinating Committee

RECEIVED

SEP 23 1986



Maryland Department of Transportation

State Highway Administration

William K. Hellmann
Secretary

Hal Kassoff
Administrator

January 21, 1987

RE: Contract No. M 401-154-372 N
Interstate Route 270 East Segment
Y-Split to Interstate Route 495
PDMS No. 151105

Mr. Edwin I. Colodny, Chairman
Transportation Coordinating Committee
The Greater Washington Board of Trade
1129 20th Street, N.W.
Washington, D.C. 20036

Dear Mr. Colodny:

I am writing in response to your letter to Mr. Neil Pedersen regarding the proposed widening on Interstate Route 270 East Segment.

I would like to thank you for expressing your support of this project. The State Highway Administration is recommending to the Federal Highway Administration the Alternate 2, inside widening, be approved for design and construction. We anticipate receiving Location/Design Approval in February, 1987. This project is a Number One priority within the State Highway Administration and we anticipate construction advertisement in early 1988.

Thank you again for your comments and feel free to provide me with any additional comments you may have.

Very truly yours,

Louis H. Ege, Jr.
Deputy Director
Project Development Division

LHE:bh

cc: Mr. Neil J. Pedersen

V-21

My telephone number is 333-1130

Teletypewriter for Impaired Hearing or Speech
383-7555 Baltimore Metro — 565-0451 D.C. Metro — 1-800-492-5062 Statewide Toll Free
P.O. Box 717 / 707 North Calvert St., Baltimore, Maryland 21203 - 0717

18

78

PUBLIC NOTICE
MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION

COMMENT PERIOD EXTENDED

In response to requests from elected officials and citizens, the Maryland State Highway Administration has extended the comment period for the Interstate Route 270 East Segment "Public Hearing Transcript" to October 31, 1986. Written statements and other exhibits relating to the project may be submitted by this date to Mr. Neil J. Pedersen, Director, Office of Planning and Preliminary Engineering, State Highway Administration, Post Office Box 717, Baltimore, Maryland 21203-0717.

October 9, 1986

Hal Kassoff
State Highway Administrator

Oct. 15, 1986

I support the proposed improvements.
My property abuts the I-270 right-of-way
on its south side.

I am against the erection of sound
barriers.

Sam T. Gibson

SAM T. GIBSON

5801 ROSSMORE DR.

BETHESDA MD 20814

RECEIVED

OCT 17 1986

DIRECTOR, OFFICE OF
PLANNING & PRELIMINARY ENGINEERING

V-22



Maryland Department of Transportation

State Highway Administration

William K. Hellmann
Secretary

Hal Kassoff
Administrator

RE: Contract No. M 401-154-372 N
Interstate Route 270 East Segment
Y-Split to Interstate Route 495
PDMS No. 151105

I270E

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ORIGINAL TO FILE 18a	
DATE 11/21/86	

Mr. Sam T. Gibson
5801 Rossmore Drive
Bethesda, Maryland 20814

Dear Mr. Gibson:

Thank you for your comments regarding the proposed widening of the Interstate Route 270 East Segment. As you are aware, the erection of noise barriers is being considered as part of this study. No decision has yet been reached regarding this issue. Your comments will be included in the project record and considered in the decision-making process.

Your name is on our mailing list, assuring that you will be kept up to date on the status of this study.

Thank you again for your input.

Very truly yours,

Neil J. Pedersen, Director
Office of Planning and
Preliminary Engineering

NJP:cd

cc: Mr. Louis H. Ege, Jr.
Ms. Catherine Pecora

Additional Information:

Alternate 2 (inside widening) is the selected alternate for addressing traffic problems along the I-270 East Segment. Noise barriers will not be built as part of this project.

V-23

My telephone number is 659-1110

Teletypewriter for Impaired Hearing or Speech

383-7555 Baltimore Metro — 565-0451 D.C. Metro — 1-800-492-5062 Statewide Toll Free

P.O. Box 77707 North Calvert St., Baltimore, Maryland 21203 - 0717

81

YATER MEDICAL GROUP

1780 MASSACHUSETTS AVENUE, N.W.
WASHINGTON, D.C. 20036

TELEPHONE: (202) 785-2400

October 17, 1986

RECEIVED

OCT 22 1986

SECRETARY
OF TRANSPORTATION

MEMBER
American Group
Practice Association

ACCREDITED BY
Accreditation Association
for
Ambulatory Health Care, Inc.

William Hellman
Secretary of Department of Transportation
P.O. Box 8755
Baltimore-Washington International Airport
Baltimore, MD 21240

INTERNAL MEDICINE

Arthur Burgerman, M.D.
Garo S. Matossian, M.D.
Enrique A. Robles, M.D.
Marilyn C. Coruzzi, M.D.
Darcy J. Hansen, M.D.
Edward N. Bodurian, M.D.

SURGERY

Herbert M. Giffin, M.D.
James B. Wolcott, M.D.

DENTISTRY

Robert A. Gallegos, D.D.S.

DERMATOLOGY

I. Robert Horowitz, M.D.

OBSTETRICS & GYNECOLOGY

Howard N. Smith, M.D.

OPHTHALMOLOGY

Howard J. Jacobson, M.D.

OTOLARYNGOLOGY

Joseph A. Sebli, M.D.
Chairman, Board of Directors
Scott D. Spagnoli, M.D.

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Agnes E. Schweitzer, M.D.
Ronald S. Bashian, M.D.
Merjorie L. Barnett, M.D.

PODIATRY

Ira S. Groban, D.P.M.

**RADIOLOGY
NUCLEAR MEDICINE**

Martin S. Kneller, M.D.

UROLOGY

George W. Tawil, M.D.

ADMINISTRATION

Ian M. Gower
Business Manager

Dear Mr. Hellman:

Pursuant to my conversation with your office on October 10, 1986, I am detailing the following concerns that my community of Windemere in Rockville, Maryland share in regard to the I-270 East Segment Expansion Project.

The Project, per se, is not at issue. We all appreciate and understand its necessity and overall beneficial impact to Montgomery County, as well as the potential economic advantages that our community may realize by its increased accessibility.

What is at issue is noise abatement. Our neighborhood is immediately adjacent to the proposed expansion. Presently, we are living with barely tolerable levels of noise pollution based on figures provided by State Highway Administration consultants with anticipated increases beyond what is considered excessive levels after the completion of this project.

Yet, we have received no assurances from officials that sound abatement barriers will be constructed; in fact, because the construction costs of such barriers exceed what is generally accepted, it would seem doubtful that our neighborhood will ever receive consideration.

What is particularly disturbing is that at the final public hearing on September 30, 1986, one month after official public notification of the project, it was apparent that the full environmental survey and noise pollution study was not ready for publication and would not be until January 1987. Even so, decisions are expected to be made without this information available.

RECEIVED

J-104
OCT 27 1986

#978

DIRECTOR, OFFICE OF
PLANNING & PRELIMINARY ENGINEERING

William Hellman
Secretary of Department of Transportation

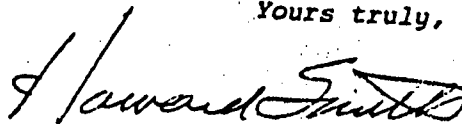
At the very least, certain procedural questions can be raised in this regard and allegation of the denial of due process to our community can be made if no further public hearings are anticipated so that the complete study can be provided us.

I understand that the Maryland Department of Transportation has recently approved the construction of concrete sound abatement barriers for communities adjacent to the Baltimore and Capital Beltways, as well as other highways. I profoundly hope that Windemere is of those neighborhoods receiving consideration since we, as a community, feel it could be highly prejudicial to be excluded from such planning.

All we are asking in this matter is for fairness and a greater sensitivity on the part of our public officials of our community's need for the construction of concrete noise abatement barriers concurrent with the I-270 East Segment Expansion Project.

We are confident that, if this issue is received and considered with proper regard to fairness for our neighborhood, then this barrier will be erected and we will be able to enjoy the peace and quiet of our homes.

Yours truly,



Howard N. Smith, M.D.

HNS:av

83

EXECUTIVE DEPARTMENT
ANNAPOLIS, MARYLAND 21404

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No.	FOR
ORIGINAL TO FILE	
DATE	

December 11, 1986

Howard H. Smith, M.D.
Yater Medical Group
1780 Massachusetts Avenue, N.W.
Washington, D.C. 20036

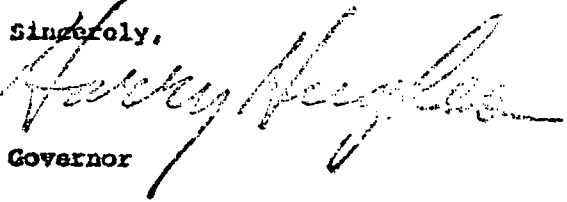
Dear Dr. Smith:

Thank you for your letter of October 14, 1986 regarding noise abatement measures in the Windemere community as related to the proposed construction along the I-270 eastern spur.

The State Highway Administration (SHA) is continuing its evaluation of the appropriateness of measures to mitigate noise along I-270. A decision concerning the construction of noise barriers within the Windemere community will be made within three months. I have asked that the SHA keep you informed regarding its decision.

I also have asked Secretary William K. Hellmann to provide additional detail regarding this study, and its relationship to the I-270 construction project. The Secretary, who also received a copy of your letter, will be responding concurrently with this letter.

I appreciate your concern and want to thank you for your comments.

Sincerely,

Governor

HH/WKH/ml

- bcc: William K. Hellmann
- David Chapin
- Hal Kassoff
- Neil Pedersen
- Michael Snyder
- ✓ Louis H. Ege, Jr.
- Charles Adams



Maryland Department of Transportation

The Secretary's Office

92
Harry Hughes
Governor

William K. Hellmann
Secretary

December 9, 1986

Dr. Howard N. Smith
Yater Medical Group
1780 Massachusetts Avenue, N.W.
Washington, D.C. 20036

Dear Mr. Smith:

I am writing to respond to your October 14, 1986 letter regarding noise impacts to the Windemere community associated with the proposed widening of Interstate Route 270 East Segment. Additionally, Governor Hughes, to whom you sent a copy of the same letter, has asked me to provide a detailed response to your concerns.

The State Highway Administration is continuing its evaluation of the appropriateness of measures to mitigate noise along the I-270. This effort is part of a federal program that provides funds for noise abatement retrofitting along areas adjacent to existing highways. The evaluation considers the number of homes that would benefit from noise barriers in relation to cost, when these homes were constructed in relation to when the highway was constructed, and the availability of funds. A decision regarding the implementation of this program in the Windemere community should be made within three months. I have asked Hal Kassoff, the State Highway Administrator, to keep you informed regarding the decision.

Your letter indicated that construction of noise barriers should proceed concurrently with the construction along the I-270 eastern spur. Based on results of studies conducted by the State Highway Administration, we believe that the roadway widening can and should proceed independently of the decision to provide noise mitigation. Since this finding is contrary to your position, I want to explain carefully how this decision was reached.

Noise impact analysis is performed as part of the environmental studies for any major roadway project. When the Environmental Assessment was prepared for the I-270 eastern spur

V-27

My telephone number is (301) 859-7397

Telephone TTY For The Deaf (301) 859-7227

Post Office Box 8755, Baltimore-Washington International Airport, Maryland ; 21240-0755

85

Dr. Howard N. Smith
Page Two

project, the noise impact of the various alternates, including a "no-build" option was studied. Projected noise level for the "build" and "no-build" alternates were not significantly different. Most simply stated, even were the proposed additional lanes not added to the roadway, the noise levels resulting from increased traffic would be approximately the same as that resulting from traffic levels on the to be expanded roadway. In part, this is due to the fact that the project involves a widening of the roadway within the median, so that the noise source will not be brought closer to the adjoining residences. Our studies indicate that any increase in noise levels will not result from the proposed I-270 widening, but as a result of increases in traffic over time which will occur regardless of the provision of additional lanes. In sum, the decision to provide noise mitigation is related to existing and future noise conditions along the roadway, which are not significantly affected by the widening. Consequently, the widening project can proceed independently of any noise mitigation efforts.

Our findings are based on work done by the State Highway Administration as part of the Environmental Assessment for the proposed I-270 project. This document was made available to the public on August 29, 1986, one month before the Location/Design Public Hearing, at various locations in the project area. In addition, a Noise Report has been prepared which describes the noise analysis methodology and results. The report is available for review and limited distribution by contacting the Project Manager, Ms. Catherine Pecora, at the State Highway Administration at (301) 333-1191.

We encourage you to review this material and provide additional comments to the State Highway Administration. The closing date of October 31, 1986 for comments applies to the official transcript of the Location/Design Public Hearing. Comments received after this date will be included in the project records and will be considered in the State Highway Administration's decision-making process.

As a result of a recent meeting with representatives of your community, we agreed to take new field measurements, and re-evaluate the noise data and predictions. Certainly, if we find any errors in our initial assessment, we will reconsider our assessment of noise mitigation, as it relates to the I-270 widening project.

84
Dr. Howard N. Smith
Page Three

Thank you for expressing your concerns regarding this project.

Sincerely,



William K. Hellmann
Secretary

WKH:jaw

cc: Mr. Hal Kassoff
Mr. Neil J. Pedersen
Mr. Michael Snyder
~~Mr. Louis H. Ege, Jr.~~
Mr. Charles Adams

Additional Information:

Alternate 2 (inside widening) is the selected alternate for addressing traffic problems along the I-270 East Segment. Noise barriers will not be built as part of this project.

LAW OFFICES
DAVID, HAGNER & HARVEY

1120 NINETEENTH STREET, N. W.
WASHINGTON, D. C. 20036
202 467-6900

RICHARD G. DAVID
WILLIAM M. HARVEY
JOHN D. HAGNER
DAVID R. KUNEY
DENNIS A. DAVISON
JOHN E. WILLIAMS
STANLEY J. WROSEL
PAUL A. KAPLAN
WILLIAM P. SLOAN
STANLEY E. MAJORS
KENNETH W. LOGWOOD
DENNIS S. KLEIN
CHRISTINE M. CARSTENS
DESMOND D. CONNALL, JR.
STUART A. KRUGER
CHARLES J. LECLAIRE
GARRICK R. MULLINS
THOMAS R. PETTY
J. FRED EARLEY, II
PAMELA V. ROTHENBERG

* ADMITTED IN VIRGINIA ONLY
* ADMITTED IN GEORGIA ONLY

October 23, 1986

PROJECT DEVELOPMENT DIVISION
OCT 27 11 30 AM '86
CABLE ADDRESS
LAW FIRM
WASHINGTON, D. C.
TELEPHONE NUMBER
202 467-6910
WRITER'S DIRECT DIAL NUMBER

Hal Kassoff, Chairman
State Roads Commission of the
State Highway Administration
707 N. Calvert Street
Baltimore, Maryland 21202

Re: Windemere Neighborhood Association -
Route 270 Expansion

Dear Hal:

I am writing to you on behalf of a concerned group of residents of Windemere, which is located adjacent to I-270. All of us will be adversely affected by the widening of I-270 through an unacceptable increase in noise pollution. We are attempting to convince the State Highway Administration that the erection of noise barriers (other than a berm) is critical to our well-being and amply justified by appropriate engineering studies.

I have been asked to serve as legal coordinator, and we have retained Mr. Pat Raheer of Hogan & Hartson. Pat has been attempting to arrange a meeting with you through the office of Senator Dennis but has been advised that you cannot meet until after the first of November due to a heavy schedule. This creates a certain difficulty for us because the deadline for filing public responses is October 31, 1986. I would like to ask that this date be extended until we have an opportunity to meet.

This is a matter of true urgency to all of us who find the noise pollution along I-270 to be a serious detriment. The thought of increasing this pollution is unacceptable. I would greatly appreciate the chance to meet with you, along with Pat and any others, to try to resolve this matter. Unfortunately, you and I have exchanged telephone messages only.

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J-121
DIRECTOR, OFFICE OF
PLANNING & PRELIMINARY ENGINEERING

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LAW OFFICES

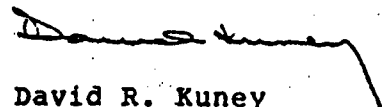
DAVID, HAGNER & HARVEY

Mr. Hal Kassoff
October 23, 1986
Page 2

It has been many years since you and I were friends and neighbors in Columbia. I am glad that we will have a chance to renew our friendship, and I look forward to meeting you at your earliest opportunity.

My very best to you and your family.

Very truly yours,



David R. Kuney

DRK/df

cc: Dr. David Doman
Patrick M. Raher, Esq.



Maryland Department of Transportation

State Highway Administration

William K. Hellmuth
Secretary

Hal Kassoff
Administrator

NOV 06 1986

1270E

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DATE 11/21/86	

Mr. David R. Kuney,
Law Offices of David, Hagner and Harvey
1120 Nineteenth Street, N.W.
Washington, D.C. 20036

Dear Mr. Kuney:

This is in response to your October 23, 1986 letter in which you requested that the State Highway Administration extend the deadline beyond October 31, 1986 for filing public responses regarding the widening of Interstate 270 East Segment.

I should start by explaining what the October 31, 1986 deadline represents. This date is the closing date for written comments being included in the public hearing transcript. As you may be aware, this date was already extended once to October 31, 1986 and is an entire month after the Location/Design public hearing, which was held on September 30, 1986.

Obviously, the public hearing transcript is an important document, but it is not the only means by which the public can provide input to the decision making process for the project. Any written comments received prior to or following the closing date for the public hearing transcript go into our project record, and all comments received up until the time of a decision for the project are considered at the time that the decision is made.

We have scheduled a meeting with the Windermere neighborhood association on November 12, 1986 regarding the Interstate 270 East Segment project. I can assure you that any comments made at that meeting will carry as much weight as if they had been included in the public hearing transcript.

V-32

My telephone number is: 659-1111

Teletypewriter for Impaired Hearing or Speech

383-7555 Baltimore Metro — 565-0451 D.C. Metro — 1-800-492-5062 Statewide Toll Free

P.O. Box 717 / 707 North Calvert St., Baltimore, Maryland 21203 - 0717

Mr. David R. Kuney

Page Two

NOV 06 1986

We do not feel that there is a useful purpose served in further delaying the closing date for the public hearing transcript for the Interstate 270 East Segment project. Therefore, an extension will not be granted to the October 31, 1986 deadline. However, you can be assured that any input which is provided by you or your clients before the decision is made on this project will be considered in making the decision for the project.

Meanwhile, if you wish to further discuss any aspects of the project, please feel free to contact me or Mr. Neil Pedersen, Director of the State Highway Administration's Office of Planning and Preliminary Engineering, at (301) 659-1110.

Sincerely,

ORIGINAL SIGNED BY:
HAL KASSOFF

Hal Kassoff
Administrator

HK:tn

cc: Mr. Neil J. Pedersen

bcc: ~~Mr. Louis H. Ege, Jr.~~
Mr. Charles Adams

Additional Information:

Alternate 2 (inside widening) is the selected alternate for addressing traffic capacity problems on the I-270 East Segment. The noise analysis indicated that any increase in noise levels is not a result of the widening, but rather is a function of normal traffic increases over time in accordance with planned growth. The projected noise levels for the Build and No-build Alternates are not significantly different. Accordingly, noise mitigation will not be implemented as part of this project.

PROJECT
DEVELOPMENT
DIVISION
OCT 29 2 20 PM '86

5707 Rossmore Drive
Bethesda, MD 20814
October 27, 1986

Mr. Hal Kassoff
State Highway Administration
Box 717
Baltimore, MD 21203-0717

Dear Mr. Kassoff:

This is to request that your planning office strongly consider placement of an effective sound barrier along the south side of the I-270 East leg between Old Georgetown Road and the Beltway. The quality of life has been severely compromised by the ever escalating level of noise along this corridor. It is apparent that noise control is mandatory regardless of whether or not there is a widening of the I-270 East leg.

Please advise me of any other avenues which I should pursue in order to make my opinion known to appropriate planning officials.

Sincerely yours,



James E. Balow, M.D.

92

5707 Rossmore Drive
Bethesda, MD 20814
October 27, 1986

PROJECT DEVELOPMENT DIVISION
OCT 29 11 40 AM '86

Mr. Neil J. Pederson
State Highway Administration
Box 717
Baltimore, MD 21203-0717

Dear Mr. Pederson:

This is to request that your planning office strongly consider placement of an effective sound barrier along the south side of the I-270 East leg between Old Georgetown Road and the Beltway. The quality of life has been severely compromised by the ever escalating level of noise along this corridor. It is apparent that noise control is mandatory regardless of whether or not there is a widening of the I-270 East leg.

Please advise me of any other avenues which I should pursue in order to make my opinion known to appropriate planning officials.

Sincerely yours,

J E Balow

James E. Balow, M.D.

Mary G. Balow

Mary G. Balow

RECEIVED
#988
OCT 29 1986

DIRECTOR, D. & L. US
PLANNING & PRELIMINARY ENGINEERING



Maryland Department of Transportation

State Highway Administration

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William K. Hellmann Secretary	
Hal Kassoff Administrator	
ORIGINAL FILE	189
DATE	11/21/86

RE: Contract No. M 401-154-372 N
Interstate Route 270 East Segment
Y-Split to Interstate Route 495
PDMS No. 151105

Dr. & Mrs. James E. Balow
5707 Rossmore Drive
Bethesda, Maryland 20814

Dear Dr. & Mrs. Balow:

I am writing to acknowledge receipt of your letters of October 27, 1986 to Mr. Pedersen and me regarding noise attenuation for the Interstate Route 270 East Segment. The comments you and your neighbors expressed are being considered as part of the State Highway Administration's decision-making process. We are continuing to study the feasibility of various types of noise attenuation for your neighborhood.

Thank you for your input, and if you have any further comments or questions, please do not hesitate to contact Mr. Neil J. Pedersen, Director of the Office of Planning and Preliminary Engineering, at 659-1110, or the Project Manager, Ms. Catherine Pecora, at 659-1191.

Sincerely,
ORIGINAL SIGNED BY:
HAL KASSOFF

Hal Kassoff
Administrator

HK:cd
cc: Mr. Neil J. Pedersen
✓ Mr. Louis H. Ege, Jr.

Additional Information:

Alternate 2 (inside widening) is the selected alternate. The technical noise analysis indicated that noise barriers are not warranted, largely in part due to the insignificant differences in projected noise levels between the Build and No-build Alternates in the design year 2010. Thus, any increases are not a result of the widening. Noise barriers will not be constructed as part of this project.

V-36

My telephone number is 659-1111

Nov 13 2 43 PM '86
PROJECT DEVELOPMENT DIVISION

2004-11-07 94
Michael Naill
11327-A Liberty Road
Frederick, Maryland 21701
(301)898-3545

October 31, 1986

Mr. Harry Hughes
c/o Maryland Administrative Board of Election Laws
P.O. Box 231
Annapolis, Maryland 21404-0231

Subject: Problems on Route 270

Dear Mr. Hughes:

I'm writing you this letter in regards to the congestion on Route 270. I would like to know what is proposed to alleviate this continuous disaster. I ask you this because I am one of the many who have to take this route every morning and evening. I would appreciate your response as soon as possible.

Thank you very much for your cooperation.

Sincerely,

Michael Naill

Michael Naill

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NOV 7 1986
EXEC. DEPT.

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EXECUTIVE DEPARTMENT
ANNAPOLIS, MARYLAND 21404

1205

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DATE	

PROJECT DEVELOPMENT DIVISION
Dec 12 1 43 PM '86

December 9, 1986

Mr. Michael Naill
11327-A Liberty Road
Frederick, Maryland 21701

Dear Mr. Naill:

This is in response to your letter of October 31, 1986 regarding congestion problems on Interstate Route 270.

Addressing the capacity deficiencies along Interstate Route 270 is a top priority of the Maryland State Highway Administration (SHA). The SHA has budgeted approximately \$200 million to reconstruct Interstate Route 270 between the Interstate Route 270 spur and Maryland Route 121. The project will require upgrading this roadway to an eight lane highway with two lane collector-distributor roads paralleling the northbound and southbound roadways, between the spur and Maryland Route 124. From Maryland Route 124 north to Maryland Route 121 additional mainline lanes will be added. In addition, most of the interchanges will be reconstructed.

This project has been divided into a number of segments which are in various phases of design and construction. By assigning the engineering work to a special design team, the schedule has been reduced by nearly two years. It is anticipated construction of the widened mainline will begin in 1987, subject to the final outcome of pending litigation.

I appreciate your concerns regarding this matter and want to assure you that the SHA is working toward meeting the increasing traffic demands of the motorists utilizing the Interstate Route 270 corridor.

Sincerely,
Harvey P. Taylor
Governor

HH/WKH/ml

- bcc: Secretary William K. Hellmann
- Mr. Hal Kassoiff
- Mr. Neil J. Pedersen
- Mr. Louis H. Ege, Jr.

HOGAN & HARTSON

A PARTNERSHIP INCLUDING PROFESSIONAL CORPORATIONS

FRANK J. HOGAN (1877-1944)
NELSON T. HARTSON (1887-1976)

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PAUL G. ROGERS
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RICHARD S. ROOHN
RICHARD J. N. FOULSON

PETER W. TROICK
ANTHONY S. HARRINGTON
ALFRED JOHN OUGHERTY
PETER F. ROUSSELOT
JAMES J. ROSENBAUER
BARA ANN OETERMAN
JOSEPH M. MARSETT
DAVID J. HENSLEH
ERIC A. VON SALZEN
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GEORGE W. MILLER
JOHN C. JOYCE
ALPHONSO A. CHRISTIAN, II
N. LANDHORRE KEITH
HARVIN J. GARDINO
GAIL STARLING MARSHALL
DAVID S. LITTLE
WILLIAM S. REYNER, JR.
JOSEPH C. BELL
RAYMOND E. VICKERY, JR.
WILLIAM A. BRADFORD, JR.
PHILIP C. SAYSOR
ALLEN R. SNYDER
N. YOOD MILLER
ROBERT J. WALDMAN
SAMUEL R. BERGER
PATRICK M. RAHER
DAVID A. SAYLOR
JEAN S. NOORE

ROBERT J. KERNEY, JR.
GEORGE W. MAYO, JR.
GAROMER F. OILLESPIE
PAUL W. OOSTERHUIS
WALTER A. SMITH, JR.
JONATHAN S. KAHAN
RONALD C. STAUFFER
PETER J. RONEO
EARL H. COLLIER, JR.
RATHOND J. SATLA, JR.
WILLIAM J. CASSIDY, JR.
HOWARD L. FLACK
JANET L. MCDAVIO
CLIFFORD G. STRONBERG
BENTON R. BANNOND
JOEL S. WINNIE
RICHARD C. GREEN
MARY ANNE SULLIVAN
JOHN C. KEENEY, JR.
PRENTISS E. FEAGLES
CRAIG H. ULMAN
HARRY T. JONES, JR.
ROBERT R. CAVE
PATRICIA R. AMBROSE
DAVID J. HATES
STEVEN E. BALLEW
J. WARREN GORRELL, JR.
ELLIOT H. MINCRENS

J. WILLIAM FULBRIGHT
LEE LOEWINGER
BETHOUS S. NITZ
MERLE THORPE, JR.
OF COUNSEL

815 CONNECTICUT AVENUE
WASHINGTON, D. C. 20006-4072

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October 31, 1986

Mr. Neil J. Pedersen
Director
Office of Planning and Preliminary
Engineering
State Highway Administration
P. O. Box 717
Baltimore, Maryland 21203-0717

Re: Contract No. M 401-154-372, Interstate
Route 270 from Y-Split to Interstate
Route 495, PDMS No. 151105

Dear Mr. Pedersen:

We have been retained by the Windemere Homeowners to represent their interests with respect to the proposed widening of Interstate Route 270. Enclosed please find the Comments of the Windemere Homeowners regarding that proposal.

Sincerely,

Patrick M. Rahe

PMR/jlw
enclosure

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DIRECTOR, OFFICE OF
PLANNING & PRELIMINARY ENGINEERING

COMMENTS OF THE WINDERMERE HOMEOWNERS
ON THE PROPOSED EXPANSION
OF INTERSTATE ROUTE 270
FROM THE Y-SPLIT TO INTERSTATE ROUTE 495

INTRODUCTION

The following comments are presented on behalf of the Windermere Homeowners ("Homeowners"), an organization of homeowners who will be adversely affected by the proposed widening of Interstate 270 (I-270) in Montgomery County if noise barriers are not installed. The Homeowners represent "impacted residents" whose views must be a "major consideration in reaching a decision" on noise barriers along the I-270 eastern segment. 23 C.F.R. § 772.12(f)(1986).

Substantially all of Windermere was built before 1976, yet, to date, the state has conveniently downplayed the fact that the proposed expansion of I-270 will impact over 1,000 residents and 225 homes in Windermere alone. These are people who already suffer a significant degree of noise pollution and are in imminent danger of seeing their quality of life diminished further by highway noise. The short notice period and incomplete study of the proposed widening has greatly alarmed the residents of Windermere. These people know first-hand the insidious and harmful effects of highway noise. They are extremely concerned, not only with the obvious inaccuracy, incompleteness and bias of the state Noise Quality Analysis, but also with the State's apparent disregard for their right of due process.

Windermere is located directly north of 270 between the Y-split and Old Georgetown Road. It is an area already subject to substantial noise pollution. Widening the I-270 east segment will serve to increase noise pollution in the neighborhood to unacceptable levels significantly above the federal noise standard. Rather than seriously addressing this problem, the current state proposal, which will utilize federal funds, is based on an inadequate environmental analysis and consideration of options and appears to be biased against the installation of noise barriers. 1/ Federal law and regulations require a fair and thorough analysis of the noise effects of highway construction and expansion, prior to project approval. See 23 U.S.C. § 109(i) (1982); 23 C.F.R. § 721.1 et seq.

1/ The comments of the Homeowners are based on the limited information available in the Noise Quality Analysis, prepared by the Maryland State Highway Administration and other public documents provided by the Federal Highway Administration. The Homeowners have made considerable efforts to obtain additional information related to this project but have been unsuccessful. In addition, the Homeowners have attempted to meet with Mr. Hal Kassoff, Administrator, State Highway Administration, Maryland Department of Transportation in an attempt to resolve this dispute. Despite the strong interest of the Homeowners and the need for additional information, Mr. Kassoff was unable to arrange a meeting with the Homeowners prior to the date these comments were due. The Homeowners' request that the deadline for comments be extended until after it had an opportunity to meet with Mr. Kassoff was also denied.

(1986). The Homeowners believe that, although the Noise Quality Analysis demonstrates a clear need for noise abatement measures, the analysis is, as a whole, an insufficient factual basis for refusing to implement noise abatement measures. Thus, a decision by Maryland to approve this project without the installation of noise barriers would clearly be arbitrary, capricious and subject to challenge.

DISCUSSION

Federal regulations require a three part analysis to determine whether noise abatement measures should be implemented. First, a traffic noise impact must be identified. Second, noise abatement measures which will "reduce the traffic noise impact" must be identified. Third, "the overall noise abatement benefits" must outweigh the costs of the abatement measures. 23 C.F.R. § 772.13(a) (1986). The Noise Quality Analysis mandated by federal regulations and prepared by the State Highway Department complies with only the first two stages of the analysis, demonstrating the need for, and availability of, effective noise abatement measures. The Analysis, however, fails to adequately or accurately provide the information necessary to make a judgment on whether the benefits of noise abatement outweigh its costs. No estimate of the benefits of noise abatement is provided. Moreover, the cost data provided is completely unreliable. For these

100

reasons, the record to date demonstrates only a need for noise barriers along the I-270 east segment and the Homeowners request that Maryland either acknowledge that noise barriers will be installed with this Project or halt the Project until a study which meets federal regulatory requirements is prepared.

The Noise Impacts of Widening I-270

Protection against noise pollution is an integral part of the Federal-aid highway system. The Federal-Aid Highway Act requires the promulgation of "standards for highway noise levels compatible with different land uses." 23 U.S.C. § 109(i) (1982). If the I-270 east segment is widened, Windermere and other neighborhoods surrounding I-270 will be subject to noise levels in excess of the federal standard. The Federal Highway Administration has determined that 67 dBA/Leq(h) is the maximum acceptable noise level for most residential neighborhoods. See 23 C.F.R. Part 772, Table 1 (1986). According to the Noise Quality Analysis prepared by the state, at least 166 homes, one church and two widely used recreation areas will experience noise levels in excess of the federal standard. 2/ The recreation areas affected by the

2/ The Windermere Homeowners do not concede that the adverse noise impact is limited to the areas designated in the Noise Quality Analysis. While the Homeowners recognize that any such

[Footnote continued]

proposed expansion consist of tennis courts located east of Old Georgetown Road and a heavily used recreation center in the Windermere neighborhood. 3/

In addition to consideration of projected noise levels, federal regulations require state highway agencies to

2/ [Footnote continued]

study is at best an approximation, the Homeowners believe that the more sophisticated day/night average highway study methodology (Ldn) would more accurately reflect the impact of the proposed expansion. The study method employed by the Noise Quality Analysis does not fully reflect the adverse noise effects of the I-270 widening because it does not take into consideration highway noise at night. The day/night average method, on the other hand, is a 24 hour average which takes into account heightened sensitivity to nighttime noise.

Moreover, the Federal Highway Administration does not limit its analysis to only those homes which will experience noise levels in excess of 67 dBA. A noise impact exists when projected noise levels "approach or exceed" the noise abatement criteria. Highway Traffic Noise in the United States: Problem and Response, U.S. Department of Transportation, Federal Highway Administration, Office of Environmental Policy, Noise and Air Analysis Division, April, 1986, at 7. The state study, however, includes only homes and other community facilities at which it estimates the noise standard will be exceeded. It completely fails to assess the impact of this proposal on the hundreds of additional homes which will experience increased noise pollution if this project proceeds. Accordingly, the full impact of the proposed widening is actually much greater than the State Highway Administration estimate. If Maryland does not intend to include noise barriers in this Project, the Homeowners believe that the Analysis must be redone to identify all potentially affected properties, as required.

3/ The recreation center will experience an 11 dBA increase if the project proceeds without noise barriers. A 10 dBA increase has been defined by the State of Maryland as a "substantial increase" in the noise level, which is an independent justification for noise barriers.

102

evaluate and consider "the benefits and cost of [noise] abatement." 23 C.F.R. § 772.9(a)(1986). Although the State Highway Administration has developed cost figures for noise barriers on I-270, it has totally failed to consider the social and economic benefits of noise abatement.

There is no question that noise barriers have been a socially beneficial aspect of interstate highway development. Nationwide, barriers have reduced noise levels by ten to 15 decibels, substantially improving the quality of life of residents adjacent to the barriers. See Highway Traffic Noise in the United States: Problem and Response, U.S. Department of Transportation, Federal Highway Administration, Office of Environmental Policy, Noise and Air Analysis Division, April, 1986. Closer to home, "the data confirms that the noise barriers studied are effective in reducing traffic noise levels." Effectiveness of Noise Barriers Along the Capital Beltway (I-495) in Northern Virginia, U.S. Department of Transportation, Federal Highway Administration, Office of Environmental Policy, January, 1980. Barriers at the study locations in Northern Virginia have reduced the loudness of traffic noise by at least one-half. Id. Clearly, all evidence supports the significant benefits provided by noise barriers. Thus, without further detailed studies that overcome these benefits there can be no support for a decision not to install noise barriers for the I-270 expansion. The state's failure to

properly conduct such a study leaves any decision not to install sound barriers open to challenge as a violation of regulatory requirements.

The Reasonableness of Noise Abatement

If potential noise impacts are identified, noise abatement measures must be implemented if they are both reasonable and feasible. See Highway Traffic Noise, *supra*, at 7. In this instance, the feasibility of noise abatement measures is not an issue, leaving only the question of reasonableness. In that regard, "the views of the impacted residents are a major consideration in reaching a decision on the reasonableness of abatement measures." *Id.* (emphasis added); see 23 C.F.R. § 772.12(f) (1986). The Noise Quality Analysis takes a much narrower and impermissible view of the factors to be considered in determining whether noise abatement measures are reasonable. According to the Noise Quality Analysis, "generally, noise barriers are considered reasonable if the cost per residence is in the \$35,000 to \$40,000 range." Nowhere, however, is the basis for this decision provided or is the question of whether this generality applies in this situation addressed.

It is also unclear whether the cost figures in the Analysis are expressed in current dollars or some other unit of measurement. This attempt to reduce the reasonableness

104

determination to a single unsupported dollar figure is not allowed by law. The federal regulations require a balancing of costs and benefits, therefore there must be some basis, on the record, for the determination that a \$40,000 cost outweighs the benefits of abatement along I-270. Thus, the Homeowners request that the Analysis be redone to comply with the federal balancing requirement and that all relevant data and analysis be open for public review.

Even if the \$40,000 per resident limit were, on the record, found to be an appropriate basis for deciding the reasonableness of noise abatement measures, barriers must be installed along the east segment of I-270 because the cost per resident is reasonable. The Noise Quality Analysis has divided the neighborhoods affected by the proposal into four separate Noise Areas. These Noise Areas may not, however, be evaluated individually. The reasonableness of installing noise barriers must be judged by viewing the project as a whole. See Vermont Yankee Nuclear Power Corp. v. Natural Resources Defense Council, Inc., 98 S.Ct. 1197, 1209 (1978); Citizens Advocates For Responsible Expansion v. Dole, 586 F. Supp. 1094, 1107 (N.D. Tex. 1984). 4/ Viewing the proposed expansion of I-270

4/ The necessity of judging noise impacts on a project wide basis is obvious. If states are allowed to arbitrarily divide

[Footnote continued]

105

as a whole, it is clear that noise barriers can be installed at a "reasonable" price for all the affected areas.

Using the cost estimates in the Noise Quality Analysis, the cost per dwelling of installing noise barriers in all of the affected areas is \$42,726. Although this figure appears to exceed the \$40,000 limit, the cost per residence may not in fact necessarily exceed the arbitrary limit set by the State. First, the cost figures in the Noise Quality Analysis are based on a variety of estimates. The barrier length, the barrier height, number of homes protected and total cost are all approximations. Minor changes in these approximations substantially reduce the cost per home of noise abatement measures. For example, in some areas the estimated barrier height is expressed as a range. The estimated total cost of the barrier was derived by selecting a height slightly over the mid-point of the expressed range. If the total cost is estimated using the low point of the range, the cost per home

4/ [Footnote continued]

affected neighborhoods and judge them individually, it is possible to reduce the number of homes benefitted by noise abatement measures for purposes of cost analysis and, accordingly, increase the cost per home in certain neighborhoods. Therefore, the state "reasonableness" figure must be calculated on a cost per residence basis for the entire project.

1062

is \$37,967 which qualifies under the State's limited definition of reasonableness. 5/

Second, the noise quality analysis cost methodology is flawed because it fails to consider the benefits of providing noise abatement for the tennis courts and recreation center which will suffer noise impacts from I-270. Consideration of these facilities reduces the cost per "residence" of noise barriers even further. Consideration and protection of such facilities is clearly mandated by the Federal Highway Administration. Federal regulations state that noise abatement measures must be considered when noise exceeds 67 dBA for "recreation areas, playgrounds, active sports areas, [and] parks" as well as residences, schools, and churches. 23 C.F.R. Part 772, Table 1 (1986) (emphasis added). For purposes of computing the cost per residence protected, the State of Maryland arbitrarily counts schools as ten units and churches as five units. Apparently, Maryland does not similarly consider recreation areas and facilities. Clearly, the recreation center and tennis courts, which are widely used, should also be heavily weighted for purposes of cost analysis. If these facilities are treated in the same manner as churches, counting each facility as five units, the cost per unit of

5/ Using the exact mid-point of the range reduces the cost to \$41,902 per dwelling unit.

197

noise barriers is \$40,366. 6/ If they are treated in the same manner as schools, the cost is \$38,252 per residence. 7/

Third, the Noise Quality Analysis fails to justify or support its estimate of the cost of noise barriers. The Analysis states that "a total cost of \$27 per square foot is assumed to estimate total barrier costs". The Analysis further states that this figure is based upon current costs experienced by the Maryland State Highway Administration, but does not indicate the type of barrier contemplated.

A traffic noise analysis must include an "examination and evaluation of alternative noise abatement measures for reducing or eliminating the noise impacts." 23 C.F.R. § 772.9(b)(5) (1986). The Highway Department study includes no such analysis. Rather, it merely provides a vague description -- e.g. "continuous barrier" -- of the sole abatement measure considered for each Noise Area. The failure to examine and evaluate the alternatives is a major deficiency in the Noise Quality Analysis. To the extent that the cost of installing barriers is a consideration, it is impossible to

6/ If the lowest barrier height cost estimate is used, the cost per dwelling unit, taking into consideration the recreation center and tennis courts, is \$35,869.

7/ Using the lowest barrier height cost estimate, the per residence cost is \$33,992. It should be noted that these two minor changes reduce the cost per residence by twenty percent.

make an informed judgment because the noise analysis does not provide sufficient information. The cost of different abatement measures varies widely. See Highway Traffic Noise in the United States, U.S. Department of Transportation Federal Highway Administration, Office of Environmental Policy, Noise and Air Analysis Division at p.11, April, 1986. Without knowing the type of abatement measures contemplated and the reasons for selecting a particular method, it is impossible to judge the accuracy of these cost estimates. For this reason also, the Homeowners request that the Analysis be redone to consider the different costs of alternative noise barriers.

More importantly, regardless of the method selected, the state study appears to have grossly over estimated the cost of noise barriers along I-270. There is nothing in the record to support the \$27 per square foot figure and the available evidence suggests that the actual cost per square foot is much lower. 8/ Federal Highway Administration figures show that the

8/ At the July 14, 1986 meeting of the Montgomery County Noise Control Advisory Board, Mr. Neil J. Pedersen, Director, Office of Planning and Preliminary Engineering, Maryland State Highway Administration, Maryland Department of Transportation, stated that the average cost for erecting a highway noise barrier is approximately \$27 per square foot for a twenty foot barrier. This is inconsistent with Federal Highway data which shows that a 19 foot combination berm/concrete barrier installed on I-695 in 1982, cost only \$15.37 per square foot. That data further shows that the average per square foot cost for all Maryland

[Footnote continued]

109

cost per square foot of a concrete precast noise barrier is \$9.27. Id. For an earth berm noise barrier the cost is a mere \$2.24 per square foot. Id. 9/ Using the Federal Highway cost figures and only counting the 166 homes and one church protected by noise barriers along I-270, the cost per residence is \$14,669. Taking the recreation center and tennis courts into consideration reduces the cost per residence to at least \$13,859. Even if the Federal Highway cost figures are half of those experienced in Maryland, the cost of barriers is still well below the state's undefined and unsupported \$40,000 standard.

8/ [Footnote continued]

noise barrier projects is \$17.23. See Attachment A. Moreover, none of the projected barriers on the I-270 east segment will exceed nineteen feet and all of the barriers may be fifteen feet high or less. It is reasonable to assume that the square foot cost of noise barriers increases for taller structures. See Highway Traffic Noise, supra at 10-11. There is, therefore, absolutely no basis that the Homeowners can discern for the \$27 figure.

9/ A table reproducing Federal Highway Administration figures and the estimated cost per square foot is included as Attachment B. For purposes of computing a per square foot average cost, an average barrier height of fifteen feet was assumed. Even if this height estimate is high, the cost per square foot is substantially lower than the Maryland State Highway Department estimate of \$27 per square foot. For example, if the average barrier height is in fact merely ten feet, the cost per square foot of a precast concrete barrier is \$13.91.

110

At the very least, the foregoing calculations and analysis demonstrates that the cost figures in the Noise Quality Analysis cannot be relied on as the sole basis for decision. Moreover, the data compiled by the Federal Highway Administration strongly suggests that the actual cost of noise barriers will be less than the estimate. At worst, the cost of barriers along I-270 will exceed Maryland's arbitrary per residence standard by less than seven percent. In such circumstances it cannot be seriously contended that the installation of barriers would not be reasonable simply because the estimated cost per home may slightly exceed \$40,000. On the other side of the ledger, the presence of a serious noise impact along the east segment of I-270 has been demonstrated. At least one hundred sixty-one homes and several important community facilities will be subject to environmentally damaging levels of noise pollution. The benefits of mitigating this damage, though unquantified by the state study, are in the view of impacted residents substantial.

CONCLUSION

Despite the many deficiencies in the State Highway Administration's Noise Quality Analysis, one thing is abundantly clear. The proposed widening of I-270 from the Y-split to I-495 will have a serious adverse noise impact on Windermere and the other adjacent neighborhoods. It is also

clear that noise abatement measures can be taken to reduce highway noise. However, beyond those two facts, the State has failed to develop a record on which a decision to not construct noise barriers can be based.

The deficiencies of the record notwithstanding, the available record will support a decision to install noise abatement measures in conjunction with widening I-270. The presence of noise impacts and the availability of at least one adequate abatement measure has been demonstrated. Determining whether noise abatement measures are reasonable must be done on a project-wide basis. On that basis the estimated cost of noise abatement on I-270 is reasonable.

What the Homeowners see to date is an apparent bias in the State decision making process to exclude noise barriers from an expansion project which will utilize the existing median strip. Such a bias is not permitted under either federal regulations or state law. It is arbitrary, capricious, and an improper use of state and federal funds to cause citizens to be subjected to admittedly environmentally unsafe levels of noise in such a situation.

The Homeowners do not at this time wish to block the expansion project. Such a project has various benefits. However, this project cannot be started if the environmental damage noted above is not abated through the use of noise barriers. Accordingly, the Homeowners request that these

117

Comments be specifically addressed in the record of this decision and that a meeting between State Highway Administration representatives and the Homeowners be undertaken in an attempt to resolve this issue.

Note: 0 in any column means the data is not available.

PAGE NO. 0005
03/06/85

HIGHWAY TRAFFIC NOISE BARRIERS

STATE	CITY	ROUTE	BARRIER MATERIAL	YEAR	COST	LENGTH	HEIGHT	TOTAL COST
MAINE								
Maine	Kittery	I-95	Berm Only	1978	55	213	3	11289
						213		11289
SUBTOTAL								
MARYLAND								
Maryland	Baltimore	I-695	Berm Only	1982	0	122	6	0
Maryland	Baltimore	I-695	Comb/Berm/Concrete	1982	992	884	6	876928 = \$15.37/square foot.
Maryland	Baltimore	I-695	Concrete/Unspecified	1982	588	389	0	228732
Maryland	Baltimore	I-795	Berm Only	1983	0	333	3	0
Maryland	Baltimore	I-95	Other/Lexan	1981	1217	135	3	161861
Maryland	Baltimore	I-95	Other/Farwall	1981	1779	203	6	361137
Maryland	Laurel	Md. Rte. 197	Comb*/Berm/Metal/Poi	1976	466	396	3	184536
Maryland	Silver Spring	I-495	Concrete/Unspecified	1981	1258	661	4	831538
						3123	4.57*	2544732 = \$17.23/square foot.
SUBTOTAL								
MASSACHUSETTS								
Massachusetts	Boxford	I-95	Wood/Unspecified	1975	77	1006	3	77462
Massachusetts	Boxford	I-95	Wood/Unspecified	1975	62	503	3	31186
Massachusetts	Lancaster	I-190	Berm Only	1979	170	244	0	41480
Massachusetts	Leominster	I-190	Wood/Unspecified	1980	88	61	2	5368
Massachusetts	Leominster	I-190	Berm Only	1979	170	701	0	119170
Massachusetts	Leominster	I-190	Wood/Unspecified	1976	281	76	2	21356
Massachusetts	Leominster	I-190	Wood/Unspecified	1976	281	793	2	222833
Massachusetts	Leominster	I-190	Wood/Unspecified	1976	411	122	2	50142
Massachusetts	Leominster	Rte. 2	Concrete/Unspecified	1976	411	122	2	50142
Massachusetts	Mansfield-Norton	I-495	Concrete/Unspecified	1980	274	823	3	225502
Massachusetts	Newburyport	I-95	Concrete/Unspecified	1975	202	518	2	104636
Massachusetts	Newburyport	I-95	Concrete/Unspecified	1975	200	503	2	100600
Massachusetts	Newburyport	I-95	Concrete/Unspecified	1975	202	259	2	52318
Massachusetts	Newburyport	I-95	Concrete/Unspecified	1975	202	259	2	52318
Massachusetts	Norton	I-495	Comb/Berm/Wood	1980	244	732	5	178608
Massachusetts	Salem	Peabody-	Concrete/Unspecified	0	354	110	4	38940
Massachusetts	Salem	Salem Road	Concrete/Unspecified	0	354	153	3	54162
Massachusetts	Salem	Peabody-	Concrete/Unspecified	0	324	580	4	187920
Massachusetts	Salem	Salem Road	Concrete/Unspecified	0	324	580	4	187920
Massachusetts	Somerville	I-93	Comb/Metal/Concrete	0	523	640	12	334720
Massachusetts	Worcester	I-190	Metal/Unspecified	1980	354	244	5	86376
						8068		1932779
SUBTOTAL								
MICHIGAN								
Michigan	Allen Park	I-75	Wood/Unspecified	1974	339	823	4	278997
Michigan	Canton	I-275	Concrete/Precast	1977	376	7500	4	2820000
Michigan	Canton	I-275	Concrete/Precast	1977	376	7500	3	2820000
Michigan	Canton	I-275	Concrete/precast	1981	445	1785	4	794325
Michigan	Flint	I-475	Other/Brick	1981	418		3	

*Average barrier height
for all projects
on which height infor-
mation is available.

Highway Traffic Noise in the United States
 U.S. Department of Transportation
 Federal Highway Administration
 Office of Environmental Policy
 Noise and Air Analysis Division
 Washington, D.C.

April 1986

Barriers by Type of Material

Barrier Type	Length (meters)	Length (feet)	Cost in 1983\$ (million)	Cost/foot (1983\$/ft)	Cost/Square ft. assuming average 15 ft barrier height
Berm	57,169	187,562	6.3	\$ 33.59	\$2.24
Comb. Wall on Berm	52,110	170,965	19.3	112.89	7.53
Block	91,881	301,447	24.3	80.61	5.37
Concrete Precast	37,697	123,678	17.2	139.07	9.27
Concrete Other	39,374	129,180	11.2	86.70	5.78
Wood	62,002	203,419	19.1	93.90	6.26
Metal	30,911	101,414	11.3	111.42	7.43
Comb. Wall-2 Materials	43,241	141,867	21.1	148.73	9.92
Other	11,440	37,533	5.2	138.55	9.24

Caution:

Cost data from these tables should not be used to draw conclusions about which material is more or less expensive. Cost data is difficult to obtain for many barrier installations. Also, taller barriers cost more than short barriers, other things equal.



Maryland Department of Transportation

State Highway Administration

William K. Hellmann
Secretary

Hai Kassoff
Administrator

December 30, 1986

RE: Contract No. M 401-154-372 N
Interstate Route 270 East Segment
Y-Split to Interstate Route 495
PDMS No. 151105

Mr. Patrick M. Raher
Hogan and Hartson
815 Connecticut Avenue
Washington, D.C. 20006-4072

Dear Mr. Raher:

I am writing as a follow-up to my letter of November 18, 1986 and providing additional information in response to your comments on behalf of the Windemere Homeowners regarding the proposed widening of the East Segment of Interstate Route 270 that is being studied by the State Highway Administration.

We appreciate the concerns raised by the Windemere community and have been coordinating with them since the Location/Design Hearing on September 30, 1986 to answer their questions and provide them with opportunities to express their concerns. The closing date for written comments to be included in the Public Hearing Transcript was extended until October 31, 1986 as a result of comments received at the Hearing.

This is not, however, the only means by which the public can provide input into the decision making process for the project. All the comments we receive become a part of the project record. Any comments received prior to December 1, 1986 will be included in the public hearing record. On December 15, 1986, Administrator Kassoff selected Alternate 2, inside widening, for final design and ultimately, construction. In making his decision, Mr. Kassoff considered the results of the engineering and environmental analyses, as well as comments received during and subsequent to the Public Hearing from citizen groups, environmental agencies, and planning agencies.

As you are aware, I personally met with the residents of Windemere in their community on October 14, 1986. At that time, we discussed the potential impacts of the proposed project, the noise analysis study results, and provided them with a copy of the Technical Noise Analysis Study Report.

V-59

My telephone number is 333-1110

Teletypewriter for Impaired Hearing or Speech
383-7555 Baltimore Metro — 565-0451 D.C. Metro — 1-800-492-5062 Statewide Toll Free
P.O. Box 717 / 707 North Calvert St., Baltimore, Maryland 21203 - 0717

115

112

Mr. Patrick M. Raher
December 30, 1986
Page 2

On November 12, 1986, you, Senator Denis, and representatives of the Windemere community met with Mr. Kassoff, other members of the State Highway Administration, and me to discuss our noise policy, which is currently being developed, and to provide the community the opportunity to present their concerns to Mr. Kassoff. I think you will concur that your clients have been provided ample opportunity to let their feelings be known.

During that November 12th meeting, we committed to recording again the ambient noise levels in the Windemere community and to allow the community's noise consultant to participate in the measurements. The additional measurements were completed on December 16, 1986 with the community's consultant present. We will also perform 24 hour noise monitoring during January, 1987 at one location. We will coordinate this monitoring with the noise consultant. We also committed at that meeting to meet with their noise consultant to review the technical noise analysis data. To date, we have received no request for a meeting.

The noise impacts that have been identified have been analyzed by the State Highway Administration as part of the Environmental Assessment for the proposed project. The technical noise analysis was summarized in that document. This document was made available to the public on August 29, 1986, one month before the Location/Design Public Hearing, at various locations in the project area.

The noise analysis for this study was done by the same methodology as all noise studies done in the State of Maryland and in conformance with Volume 7, Chapter 7, Section 3 of the Federal-Aid Highway Program Manual. Accordingly, the analysis was performed to determine the noise impacts generated by the alternates being considered, including the No-Build. This analysis shows that the projected noise levels for the Build and No-Build Alternates are not significantly different. The increases in predicted noise levels are not as a result of the proposed project, but are a function of the increase in traffic over time. Thus, noise barriers are not warranted as a consequence of this project. The Windemere community is also being considered for noise barriers under our retrofit program; a program not available in most other States. Since our noise guidelines are currently being finalized, I am not at this time able to provide a definitive answer as to whether the community qualifies under the retrofit program. We expect to complete our guidelines this winter and make a decision regarding the eligibility of the Windemere community. We will contact you when a decision is made.

Mr. Patrick M. Rahe
December 30, 1986
Page 3

As I mentioned earlier, the noise analysis was completed in accordance with appropriate Federal guidelines. The noise description of Leq used by the Maryland State Highway Administration is recognized by the Federal Highway Administration as being the appropriate method for analyzing highway noise. The Ldn description suggested is more appropriately applied to aircraft or railroad noise sources than highways. The number and location of noise receptors included in the analysis accurately considered the areas possibly affected by the project. Our studies have shown that there are homes in the community which would not be affected by the project. In addition, the noise sensitive areas are chosen to correspond with the physical limitations of noise abatement that can be provided. The largest area that can be protected by a single barrier is analyzed individually because it is acoustically independent of the other areas.

The analysis of noise abatement involves determining the benefit that can be derived from a noise barrier and comparing that to the proposed cost in the form of a computation of cost per residence protected.

The benefit derived from a noise barrier is the amount of reduction in noise that can be achieved by constructing the barrier. The State Highway Administration designs noise barriers to achieve a 7-10 dBA reduction of the first row of homes. However, all receptors which receive a 5 decibel or greater reduction in noise is included in the computation to determine cost per residence. The basic unit of measurement is the number of residences. Areas such as schools, parks, and churches are weighed more heavily to account for additional sensitivity to noise.

The two variables in the computation of barrier cost are cost and square footage. The square footage for the barrier is based on the actual barrier design. Barrier heights quoted in the document reflect the maximum and minimum heights required for the barrier. The height required to provide protection will vary as the topography of the study area varies. The square footage of the barrier is computed on a section-by-section basis.

The cost of \$27/square foot for concrete noise barriers has been developed based on costs actually experienced by the State Highway Administration. The cost reflects the total cost of the barrier which included acoustic design, designed construction of footers and drainage, installation of barriers, overhead, and contingencies. The costs you have cited are not to be used for cost estimating purposes because they are incomplete.

18

Mr. Patrick M. Raher
December 30, 1986
Page 4

The cost per residence developed from these computations is then used to determine if the barrier is a reasonable cost. The Maryland State Highway Administration has established \$40,000 as the maximum cost considered reasonable which represents approximately one-half the average cost of a home in Maryland. This criteria is applied to all areas in the State to provide an equitable comparison.

I hope this information provides you a better understanding of how decisions are made regarding noise barriers. We look forward to working with the Windemere community to address their concerns and provide assistance within the realm of our noise policy and remain consistent with noise mitigation in other areas of the State.

Very truly yours,

ORIGINAL SIGNED BY:
NEIL J. PEDERSEN

Neil J. Pedersen, Director
Office of Planning and
Preliminary Engineering

NJP:bh

cc: Mr. Hal Kassoff
Mr. Emil Elinsky

bcc: Mr. Louis H. Ege, Jr.
Mr. Charles Adams
/ Ms. Cynthia D. Simpson
Ms. Cathy Pecora

LUXMANOR CITIZENS ASSOCIATION

Rockville, Maryland

November 6, 1986

Neil J. Pedersen, Director
Office of Planning & Preliminary Engineering
Maryland Department of Transportation
State Highway Administration
P.O. Box 717
707 North Calvert Street
Baltimore, MD 21203

Re: Contract No. M401-154-372N
Interstate Route 270 East
Segment Y-split to I-495

Dear Mr. Pedersen:

With regard to your letter of October 21, 1986, please consider this letter as the formal position of the Luxmanor Citizens Association with regard to the above-referenced project.

The Luxmanor Citizens Association believes that the Federal noise abatement criteria of 67dBA is currently exceeded or most certainly will be exceeded following completion of the project and thus, even under your Type II program, appropriate noise mitigation is essential and justified.

The Citizens Association strongly supports the construction of noise abatement devices of the concrete or wooden barrier or wall type. It is the Citizens Association's belief that noise abatement devices of this type would provide the most effective noise barrier to the residents directly concerned while, at the same time, preserving to the greatest extent possible, the existing trees along the right-of-way.

The Luxmanor Citizens Association hopes to work constructively with the State Highway Administration in order to obtain appropriate noise abatement along the project satisfactory to the residents.

RECEIVED

#14
NOV 10 1986

PLANNING & PRELIMINARY ENGINEERING

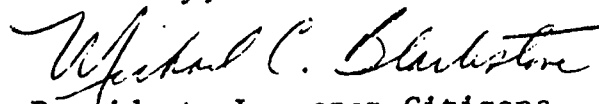
V-63

120

Page Two
Neil J. Pedersen, Director
November 6, 1986

The Citizens Association requests that the necessity for noise abatement devices be recognized and favorably considered in any decisions made by the State Highway Administration with regard to this project and that your office keep the Citizens Association advised of all further proceedings with regard to this project.

Sincerely,



President, Luxmanor Citizens
Association

MCB/tms



Maryland Department of Transportation

State Highway Administration

William K. Hellmann
Secretary
Hal Kassoff
Administrator

December 2, 1986

Re: Contract No. M 401-154-372 N
Interstate Route 270 East Segment
Y-Split to Interstate Route 495 1370E

Mr. Michael Blackstone, President
Luxmanor Citizens Association
6112 Tuckerman Lane
Rockville, Maryland 20852

Dear Mr. Blackstone:

I am writing to thank you for your comments you provided on behalf of the Luxmanor Citizens Association with regard to the Interstate Route 270 East Segment.

Handwritten form with fields: COPY, No, FOR, ORIGINAL TO FILE, DATE 12/13/86

The noise analysis results for this project show that the projected noise levels for the Build and No-Build Alternates are not significantly different. The increases in predicted noise levels that you have identified are not as a result of the proposed project, but are a function of the increase in traffic over time. Therefore, noise mitigation is being studied in terms of the Type II program for noise abatement which is aimed at mitigating existing noise problems. No decision has been made regarding eligibility for noise abatement as of this time.

Your name is on the mailing list for the project planning study. Through this mailing list, we will keep you up-to-date on the status of this study, including results of decisions regarding noise mitigation. If you have any questions in the meantime, please give me a call.

Very truly yours,

Neil J Pedersen

Neil J. Pedersen, Director
Office of Planning and
Preliminary Engineering

NJP:tn
cc: Mr. Louis H. Ege, Jr.
Mr. Michael Snyder
Mr. Charles B. Adams

V-65

My telephone number is 333-1110

BETHESDA FIRE DEPARTMENT

(INCORPORATED)

P. O. BOX 30384
BETHESDA, MARYLAND 20814

BUSINESS PHONE
654-0654

November 15, 1986

Mr. Neil J. Pedersen, Director
Office of Planning and Preliminary Engineering
State Highway Administration
707 North Calvert Street
Baltimore, Maryland 21202

PROJECT
DEVELOPMENT
DIVISION
NOV 21 10 07 AM '86

Dear Mr. Pedersen:

This letter serves to state the concerns of the Bethesda Fire Department for providing emergency services to incidents occurring on the west leg of I-270.

At the present time, we have no turnarounds on the I-270 Spur (west leg) and one turnaround on I-495 in the study area. It is located just south of Bradley Boulevard and is known to us as the "Bradley Boulevard turnaround."

Our major problem north of Democracy Boulevard is access to the southbound lane. We can hear and almost see the southbound lane from the front yard of the fire station, but to get to it one must travel 5 to 6 miles to Montrose Road and back to reach the incident. While doing this, traffic backs up behind the incident making our response very slow. Since our business is providing emergency fire and rescue services, time is often the most crucial factor in determining the outcome of the incident. We need a safe turnaround as far north on I-270 Spur as possible.

South of Democracy Boulevard is not quite as bad for two reasons. First, we can physically see all of the northbound lanes from the southbound lane and can easily walk across to many incidents. Second, we can continue down to the Bradley Boulevard turnaround and come back up to an incident in the northbound lanes. We have, when the ground is firm, used the grass median just south of Democracy to cross over.

RECEIVED

#46
NOV 21 1986

DIRECTOR, OFFICE OF
PLANNING & PRELIMINARY ENGINEERING

V-66

SMOKE DETECTORS
AN INVESTMENT IN FIRE SAFETY FOR THE HOME

Our major concern with the widening of the I-270 Spur is that it will continue on to I-495 and may seriously affect the Bradley Boulevard turnaround. This is probably the most frequently utilized turnaround in the area. We use it for every incident on the inner-loop of I-495 from Bradley Boulevard to east of Fernwood Road and for incidents on the northbound I-270 Spur from I-495 to Democracy Boulevard. If it is not maintained as a safe turnaround and becomes like the turnaround south of Montrose Road it will be almost useless to the fire service. If it is too unsafe to use it will seriously affect our response to incidents in the areas mentioned above.

To be useful to the fire service a turnaround must be safe. Currently at the Bradley Boulevard turnaround we must pull onto the shoulder of the road before we make the turn, come to a full stop before we enter the northbound lanes and be completely out of the southbound lanes, and pull into only one lane when it is safe to do so. At Montrose Road all we have is a break in the jersey barrier, with no room to get off of the northbound lanes before making our turn and having to swing into 2 1/2 lanes of oncoming traffic. It can rarely be used safely so we just go on to Montrose Road and exit, using the bridge and coming back onto the southbound lanes.

Another concern of both the fire/rescue service and the County and State police is that we spend far too much time responding to the wrong location. These are not isolated incidents but regular occurrences. For instance, where would one go for an accident at I-270 and I-495. As one comes southbound on I-270 heading toward Virginia, all signs read "To I-495." We refer to the west leg as "I-270 Spur" but the public does not know where they are. There is more confusion by motorists about where they saw an accident or fire than you can imagine. Couple this confusion of where they are with the excitement of having just witnessed an accident or fire and the result is a very real problem for the response of emergency service units.

Page 3 of 3
November 15, 1986

Something needs to be done in the way of highway marking to correct this problem. Years ago, I-270 Spur was called I-470. Before that it was I-270 and the east leg was referred to as I-70S. Many of us feel that we should go back to a different and distinct name or number such as I-670, I-770 or I-870. Both legs need to be clearly marked so that anyone can tell which highway they are on.

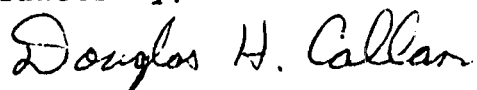
One final problem which requires immediate attention, and which has been previously identified, is water supply for the Interstate Highway System in the areas of the County which have experienced significant construction growth. There is no planned water supply available to fight any type of fire on the Interstate Highway System.

The way it works now is that we bring 500 to 750 gallons of water with us. If more water is needed, additional engine companies are dispatched. If we still need more water, engine companies are directed to nearby subdivisions to find a hydrant and lay hose lines through yards, around dog houses with mean dogs, over fences, over noise barriers and out to the interstate highway. By this time, there is often nothing left to save from destruction by the fire.

It is past time to do something about water supply on I-270 and now is a good time to plan to do it.

Thank you for the opportunity to have input regarding this study. I am forwarding under separate cover a twelve page print out of all fire and rescue calls in the study area during the last 34 months. This, along with maps, will be sent to Ms. Cathy Pecora.

Sincerely,



Douglas H. Callan
Lieutenant/Station Commander

cc: Ms. Cathy Pecora

I270/Pathl
DHC/rjf



Maryland Department of Transportation

State Highway Administration

January 27, 1987

William K. Hellmann
Secretary

Hal Kassoff
Administrator

RE: Contract No. M 401-154-372 N
Interstate Route 270 East Segment
Y-Split to I-495
PDMS No. 151105

Contract No. M 401-154-372 N
Interstate Route 270 West Spur
Y-Split to I-495
PDMS No. 151104

Lieutenant Douglas H. Callan
Bethesda Fire Department
P.O. Box 30384
Bethesda, Maryland 20814

Dear Lieutenant Callan:

Thank you for your letters of November 15, 1986 describing the impact that the proposed widening of the Interstate Route 270 East Segment and the Interstate Route 270 West Spur will have on your ability to provide emergency services to the interstate.

The difficulty of providing emergency services to an interstate roadway is a problem inherent of this type of facility in that limited access is one of the key features that increases the safety of this roadway over other types of highways.

Your discussion of the East Segment of Interstate Route 270 indicates that, while the widening will not significantly reduce the access you are currently utilizing, the opportunity exists for improving the services that can be provided. We are currently reviewing the suggestions you have made and will reach a decision on the feasibility of providing an emergency service turnaround during the Final Design Phase of this study.

The study for the west spur of Interstate Route 270 is currently in the beginning of the Project Planning Phase. We will explore alternatives for an emergency turnaround to replace the one you use just south of Bradley Boulevard. This will be done after the January Informational Meeting as part of the preparation of the Environmental Assessment. Ms. Pecora will be available in late February to discuss the possible alternatives that we will be investigating.

V-69

333-1110

My telephone number is _____

Teletypewriter for Impaired Hearing or Speech
383-7555 Baltimore Metro — 565-0451 D.C. Metro — 1-800-492-5062 Statewide Toll Free
P.O. Box 717 / 707 North Calvert St., Baltimore, Maryland 21203 - 0717

126

Lieutenant Douglas H. Callan
January 27, 1987
Page 2

I would also like to address your concern regarding the confusion created by existence of two Interstate Route 270 roadways between the Y-Split and Interstate Route 495. We will be making changes to the signing in the Y-Split of Interstate Route 270 to provide clarification of these roadway designations. This will be done as part of the Interstate Route 270 corridor reconstruction contract which includes the Y-Split area. We feel that this will significantly reduce the confusion that the drivers are experiencing.

Thank you for your input into these studies. We look forward to working with you to improve emergency services on these roadways. Contact the Project Manager, Ms. Catherine Pecora, at 333-1191, or me if you have any additional comments.

Very truly yours,

Neil J. Pedersen

Neil J. Pedersen, Director
Office of Planning and
Preliminary Engineering

NJP:sh

LOW

6154 Valerian Lane
Rockville, Maryland 20852
November 19 1986

PROJECT
DEVELOPMENT
DIVISION
NOV 21 1 18 PM '86

Mr. Neil J. Pedersen, Director
Office of Planning and Preliminary Engineering
Maryland Department of Transportation
State Highway Administration
P.O. Box 717
Baltimore, Maryland 21203-0717

Re: Contract #M 401-154-370
PDMS #151105

Dear Mr. Pedersen:

I am writing to you regarding the proposed road expansion at the I-270 East Spur. While I reluctantly agree that the expansion of the road might be necessary, the increasing of the decibel level due to the road expansion is of great concern to those of us in the immediate neighborhood.

The completed study regarding this expansion indicated that the noise levels would be in excess of those levels which would be considered acceptable. Under the circumstances, it is only fair that you authorize use of the appropriate sound barriers to help alleviate this problem.

I would appreciate it if you could inform me as to whether or not you will be able to help us with this request. I am sure that if you were our neighbor faced with the same situation, that you would understand how we feel.

Thank you in advance for your help.

Sincerely yours,



Cary S. Reines

RECEIVED

#41
NOV 21 1986

DIRECTOR, OFFICE OF
PLANNING & PRELIMINARY ENGINEERING



Maryland Department of Transportation

State Highway Administration

William K. Hellmann
Secretary

Hal Kassoff
Administrator

December 23, 1986

Re: Contract No. M 401-154-372 N
Interstate Route 270 East Segment
Y-Split to Interstate Route 405
PDMS No. 151105

COPY	
No.	FOR
ORIGINAL TO FILE	
DATE	

Ms. Cary Reines
6154 Valerian Lane
Rockville, Maryland 20852

Dear Ms. Reines:

This is in response to your recent comments concerning the Interstate Route 270 East Segment study.

An analysis has been performed of the noise impacts generated by all of the alternates being studied, including the No-Build option. This analysis shows that the projected noise levels for the Build and No-Build Alternates are not significantly different. The increases in predicted noise levels are not as a result of the proposed project, but are a function of the increase in traffic over time. Therefore, noise mitigation is being studied in terms of a retrofit program for noise abatement which is aimed at mitigating existing noise problems. We hope to make a final decision on the noise issue before the end of this winter.

Thank you for expressing your concerns regarding this project. If you have any further comments or questions, please do not hesitate to contact me or the Project Manager, Ms. Catherine Pecora, at 333-1191.

Very truly yours,

Neil J. Pedersen
Neil J. Pedersen, Director
Office of Planning and
Preliminary Engineering

NJP:tn
cc: Mr. Louis H. Ege, Jr.
Ms. Catherine Pecora

V-72

My telephone number is 333-1110

WILDWOOD MANOR CITIZENS ASSOCIATION
BETHESDA, MARYLAND 20814

December 11, 1986

Mr. Hal Kassoff
Administrator
State Highway Administration
Post Office Box 717
Baltimore, Maryland 21203

PROJECT
DEVELOPMENT
DIVISION
DEC 22 2 37 PM '86

Dear Mr. Kassoff:

Re: I-270 East Leg Project

On behalf of the Wildwood Manor Subdivision of Bethesda, and especially those households bordering I-270, I thank you for the attention given thus far by the State Highway Administration to pleas for noise abatement on the East leg. We especially appreciate last month's visit by Neil Pedersen, Cathy Pecora, and Charles Adams and the willingness on their part to come on a holiday. That was a worthwhile meeting for us and we like to think it was useful to them in experiencing first-hand the noise pollution we suffer as a result of traffic on I-270.

It is now our understanding that a noise barrier, along those portions of Farnham, Rudyard, and Rossmore Drives bordering I-270 and primarily in the form of a berm, is a likely preliminary recommendation as part of East Leg plans. We understand further that from a scheduling standpoint noise abatement construction would likely precede highway work.

Notwithstanding, we take this opportunity to request formally that our Subdivision be considered for noise abatement under the statewide Noise Abatement Program, if most immediate relief to us via the East Leg Project should not be possible for good reason.

With respect to type of barrier under consideration for our area, we urge that sufficient financial flexibility be built into project plans to permit choice of materials dictated not only by budgetary matters but also by topographical/"set-back" factors and relatedly the rights of householders to full enjoyment of their properties.

Sincerely,

William Dawson
William Dawson
President

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DEC 22 1986

L-30 V-73

DIRECTOR, OFFICE OF
PLANNING & PRELIMINARY ENGINEERING



Maryland Department of Transportation

State Highway Administration

JAN 23 1987

William K. Hellmann
Secretary

Hal Kassoff
Administrator

RE: Contract No. M 401-154-372 N
Interstate Route 270 East Segment
Y-Split to Interstate Route 495
PDMS No. 151105

PROJECT DEVELOPMENT DIVISION
JAN 20 3 30 PM '87

Mr. William Dawson, President
Wildwood Manor Citizens Association
Bethesda, Maryland 20814

Dear Mr. Dawson:

I am writing in response to your letter of December 11, 1986 regarding noise abatement for the Wildwood Manor neighborhood. As you have noted, the State Highway Administration is aware of your concerns regarding noise impacts and is evaluating potential solutions within the realm of our noise policy. We appreciate the opportunity to have met with you and your neighbors and receive your input regarding noise abatement.

I would like to clarify the following point regarding possible abatement. The provision of noise abatement would not be a part of the proposed project to widen the East Segment of Interstate Route 270. This is because our studies, to date, have not shown any significant effects on noise levels attributable to the mainline widening on the median side of the highway.

Thank you for your cooperation in this matter. If you have any further comments or questions, please do not hesitate to contact me or the Project Manager, Ms. Catherine Pecora, at 333-1191.

Sincerely,

ORIGINAL SIGNED BY:
HAL KASSOFF
Hal Kassoff
Administrator

HK:sh

cc: Mr. Neil J. Pedersen
Mr. Louis H. Ege, Jr.
Mr. Charles Adams
Ms. Catherine Pecora

V-74

My telephone number is 333-1111

5900 Rossmore Drive
Bethesda, MD 20814
January 15, 1987

RE: Contract No. M 401-154-372 N
Interstate Route 270 East Segment
Y-Split to Interstate Route 495
FDMS No. 151105

Mr. Hal Kassoff
Administrator
State Highway Administration
Maryland Department of Transportation
P.O. Box 717
707 North Calvert Street
Baltimore, MD 21203-0717

Dear Mr. Kassoff;

Thank you for the form letter reply to my concerns about the noise impact associated with the referenced project. I applaud your efforts for a retrofit program of noise abatement. It has long been needed.

There still remains another problem that does not seem to have been adequately addressed. It concerns air pollution associated with the growing traffic volume using this segment of highway. I recently have noticed an increased level of air pollution in the vicinity of our development- (I live about 300 yards from the Route 270 East Segment.) It appears that we are already exceeding the Federal standards for automobile generated air pollution. I would like to know how you intend to address this issue. A reply other than by form letter would be appreciated. It is a fallacious argument that noise and air pollution will be a function of the volume of traffic and not the project. The project will encourage more traffic flow by increasing the number of lanes.

Aside from the noise and air pollution aspects of the project, your engineering staff seems to have missed the point of the basic problem. The traffic tie-ups that project is apparently trying to overcome are due to situations at each end of the Y-split rather than on the East Segment spur. The mixing bowl effect along Route 270 from both Old Georgetown Road and Democracy Blvd to Montrose Road result from the merger of four lanes to three above Montrose Road and the necessity of drivers to switch two or three lanes to get off at Montrose or get out of the Montrose dedicated exit lane.

Southbound on the Route 270 spur, the traffic tie-ups are due to merging two lanes into one for entry onto the Capital Beltway (Route 495), and then that lane merges with four others (two from the Beltway and one each from the north- and southbound Wisconsin Ave.)

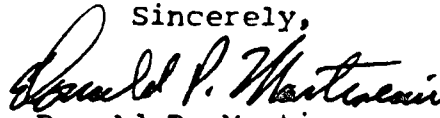
PROJECT DEVELOPMENT DIVISION
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A-31
JAN 19 1987
#132
DIRECTOR, OFFICE OF
PLANNING & PRELIMINARY ENGINEERING

132

All of this merging of high velocity, high volume traffic takes place in the course of about a quarter of a mile. Increasing the number of lanes on the Route 270 spur will only increase the volume of merging required to enter the Capital Beltway. The present situation will only get worse unless the Beltway is first improved to absorb better the inflow of traffic at the Route 270/ Route 495 (Beltway)/ Wisconsin Ave (Route 355) intersection.

Before State and Federal Highway funds are wasted on a project that is going to worsen rather than solve a problem, I strongly urge your Administration to address the basic problem of traffic mergers on the Capital Beltway.

Sincerely,


Donald P. Martineau



Maryland Department of Transportation

State Highway Administration

William K. Hellmann
Secretary

Hai Kassoff
Administrator

FEB 08 1987

Re: Contract No. M 401-154-372 N
Interstate Route 270 East Segment
Y-Split to Interstate Route 495
PDMS No. 151105

FEB 09 12 08 PM '87

PROJECT
DEVELOPMENT
DIVISION

Mr. Donald P. Martineau
5900 Rossmore Drive
Bethesda, Maryland 20814

Dear Mr. Martineau:

I am writing in response to your January 15, 1987 letter regarding your concerns associated with the proposed widening of the Interstate Route 270 East Segment.

The first point raised in your letter is the impact of the widening on the air quality. An analysis of the air quality impacts was completed as part of the Environmental Assessment for this project. This analysis develops the carbon monoxide (CO) level which is expected to result from traffic volumes associated with the proposed project and compares them to the State and National Ambient Air Quality Standards (S/NAAQS). The SAAQS and NAAQS are identical for CO: 35 ppm (parts per million) for the maximum one-hour period and 9 ppm for the maximum consecutive eight-hour period.

This analysis was done for thirteen sensitive receptors chosen for this project. The methodology used for developing these values accounts for the background concentration of CO in addition to the CO concentration attributed to the roadway with the proposed improvements and the associated traffic volumes. The worst-case meteorological conditions are assumed for each receptor when developing these levels.

The CO concentrations were computed for the no-build and build alternates for the years 1990 and 2010. The values for the one-hour concentrations varied between 3.1 ppm and 10.9 ppm for the thirteen receptors with the concentration at the receptor on Rossmore Drive falling within the 3.9 ppm to 4.9 ppm range. The values for the eight-hour concentrations ranged between 2.0 ppm and 7.5 ppm for all the receptors studied and between 2.7 ppm and 3.3 ppm for the receptor on Rossmore Drive.

As you can see, the no-build and build alternates for this study will not result in violations of the State or National Ambient Air Quality Standards. The technical analysis was reviewed and approved by the U.S. Environmental Protection Agency and the Maryland Air Management Agency. The project has also been found to be consistent with the State Implementation Plan for air quality.

1270

COPY	
No	FOI
ORIGINAL TO FILE	80
DATE	8/13/87

My telephone number is 333-1111

139
FEB 06 1987

Mr. Donald P. Martineau

Page Two

Your letter also raised an important point that roadway improvements are needed to both Interstate Route 270 and Interstate Route 495 to accommodate the projected traffic volumes at these merging areas. We are currently addressing these improvements.

Improvements to Interstate Route 270 between the Y-Split and Montrose Road are currently being designed as part of the reconstruction of Interstate Route 270. This reconstruction will provide four lanes in each direction on Interstate Route 270 and a two-lane collector-distributor road in each direction to accommodate traffic exiting and entering at each interchange. The improvements between the Y-Split and Maryland Route 189 are scheduled to be advertised for construction in the spring of 1987.

Improvements to the Interstate Route 270 East Segment/Interstate Route 495 junction are being addressed by a project to widen Interstate Route 495 from Maryland Route 97 to Maryland Route 355 which has recently been advertised for bid. This project will include the widening to two lanes of the ramp from Interstate Route 270 southbound to Interstate Route 495 eastbound and the addition of one lane in each direction of Interstate Route 495.

The proposed widening of the Interstate Route 270 East Segment is compatible with these projects and will function in conjunction with them to improve the traffic operations throughout this area.

If you desire any further details regarding the points that have been addressed in this letter, the Project Manager, Ms. Catherine Pecora at 333-1191, may be able to help you.

Thank you for your comments and let me know if any additional concerns arise.

Sincerely,
ORIGINAL SIGNED BY:
HAL KASSOFF

Hal Kassoff
Administrator

HK:tn

cc: Mr. John A. Agro, Jr.
Mr. Neil J. Pedersen
Mr. Louis H. Ege, Jr.

1.

Residents of the Windermere subdivision submitted approximately 150 copies of the following form letter each to State Highway Administrator Kassoff, former Secretary of Transportation Hellmann, and former Governor Hughes for inclusion in the project record. For the sake of brevity, the names and addresses of those persons who submitted this form letter are listed on the following pages, along with a representative sample of the letters sent to the above-named three individuals.

Individual citizen letters and project mailers (pgs. V-76 to V-96) from Windermere residents are also included. Representative responses to each of these citizens from Administrator Kassoff and former Secretary Hellmann and former Governor Hughes follow the citizen listing and letters.

1210
October 14, 1986

Mr. Hal Kasoff
State Highway Administration
707 N. Calvert Street
Baltimore, MD 21203

Dear Mr. Kasoff:

Your assistance is requested to resolve a major problem impacting both my residence and community. Windermere is a community of 220 homes and a population of approximately 1,000.

Since my property is in relatively close proximity of the interstate 270 eastern spur, I am concerned about the noise pollution and the need for noise abatement. Current and projected noise levels approach or exceed federally allowed levels. Research recently completed by the Maryland Department of Transportation in conjunction with the I-270 proposed eastern spur expansion construction indicates an even greater increase over current noise pollution is inevitable. While quality constructed noise abatement would significantly reduce current and projected noise pollution levels, the Maryland State Highway Administration apparently has no definitive plans or funds allocated from federal highway monies pending to correct the noise pollution problem.

The property taxes on homes in our community and the overall tax bracket of our residents rank with the highest in Montgomery County and the State of Maryland. This environmental impact not only has a devastating effect on property values, even more importantly, it represents a health hazard to our families.

Your support in ensuring quality constructed and aesthetically acceptable noise abatement measures are taken immediately and prior to any additional consideration of the I-270 eastern spur construction is appreciated.

Sincerely,

RECEIVED

NOV 19 1986
SECRETARY
OF TRANSPORTATION

NOV 19 4 14 PM '86
PROJECT
DEVELOPMENT
DIVISION

October 14, 1986

Mr. William K. Hellman
Secretary, Maryland Department
of Transportation
PO Box 8755
BWI Airport, MD 21240

Dear Mr. Hellman:

Your assistance is requested to resolve a major problem impacting both my residence and community. Windermere is a community of 220 homes and a population of approximately 1,000.

Since my property is in relatively close proximity of the interstate 270 eastern spur, I am concerned about the noise pollution and the need for noise abatement. Current and projected noise levels approach or exceed federally allowed levels. Research recently completed by the Maryland Department of Transportation in conjunction with the I-270 proposed eastern spur expansion construction indicates an even greater increase over current noise pollution is inevitable. While quality constructed noise abatement would significantly reduce current and projected noise pollution levels, the Maryland State Highway Administration apparently has no definitive plans or funds allocated from federal highway monies pending to correct the noise pollution problem.

The property taxes on homes in our community and the overall tax bracket of our residents rank with the highest in Montgomery County and the State of Maryland. This environmental impact not only has a devastating effect on property values, even more importantly, it represents a health hazard to our families.

Your support in ensuring quality constructed and aesthetically acceptable noise abatement measures are taken immediately and prior to any additional consideration of the I-270 eastern spur construction is appreciated.

Sincerely,

38
The Honorable Harry Hughes
Governor of Maryland
State House
Annapolis, MD 21404

Dear Governor Hughes:

Your assistance is requested to resolve a major problem impacting both my residence and community. Windermere is a community of 220 homes and a population of approximately 1,000.

Since my property is in relatively close proximity of the interstate 270 eastern spur, I am concerned about the noise pollution and the need for noise abatement. Current and projected noise levels approach or exceed federally allowed levels. Research recently completed by the Maryland Department of Transportation in conjunction with the I-270 proposed eastern spur expansion construction indicates an even greater increase over current noise pollution is inevitable. While quality constructed noise abatement would significantly reduce current and projected noise pollution levels, the Maryland State Highway Administration apparently has no definitive plans or funds allocated from federal highway monies pending to correct the noise pollution problem.

The property taxes on homes in our community and the overall tax bracket of our residents rank with the highest in Montgomery County and the State of Maryland. This environmental impact not only has a devastating effect on property values, even more importantly, it represents a health hazard to our families.

Your support in ensuring quality constructed and aesthetically acceptable noise abatement measures are taken immediately and prior to any additional consideration of the I-270 eastern spur construction is appreciated.

Sincerely,

RECEIVED

OCT 15 1986

EXEC. DEPT.

139
Mr. Larry N. Agee
6332 Windermere Circle
Rockville, Maryland 20852

Mr. Frank Ahmel
11000 Arroyo Drive
Rockville, Maryland 20852

Mr. and Mrs. G. Antoine
6472 Windermere Circle
Rockville, Maryland 20852

Mr. Cirilo Antonio
6404 Windermere Circle
Rockville, Maryland 20852

Mr. John F. Barber
6419 Windermere Circle
Rockville, Maryland 20852

Ms. Dorii Beset
26 Windermere Court
Rockville, Maryland 20852

Mrs. Harvey Black
10012 Warwood Court
Rockville, Maryland 20852

Mr. Lawrence M. Blanker
(No Address)

Mr. Harold R. Bloom
6120 Calwood Way
Rockville, Maryland 20852

Mr. and Mrs. David Buchman
6208 Charwood Drive
Rockville, Maryland 20852

Mr. Caris
6213 Mazwood Road
Rockville, Maryland 20852

Mr. and Mrs. Alan Cheung
6325 Windermere Circle
Rockville, Maryland 20852

Mr. Edward W. Chen
6464 Windermere Circle
Rockville, Maryland 20852

Mr. and Mrs. Paul Clarke
6205 Starwood Way
Rockville, Maryland 20852

Mr. Herbert Cohen
10809 Mazwood Place
Rockville, Maryland 20852

Mr. Maurice Coleman
6420 Windermere Circle
Rockville, Maryland 20852

Mr. James J. Daly
6905 Earls gate Way
Rockville, Maryland 20852

Glenn M. Davis, M.D.
6229 Starwood Way
Rockville, Maryland 20852

Mr. K. Deshpande
6001 Lux Lane
Rockville, Maryland 20852

Mr. Alvin Dobbin
6509 Windermere Circle
Rockville, Maryland 20852

Dr. and Mrs. David B. Doman
11008 Earls gate Lane
Rockville, Maryland 20852

Mr. Albert Dorfman
6204 Charnwood Drive
Rockville, Maryland 20852

Mr. Robert J. Ertman
6513 Windermere Circle
Rockville, Maryland 20852

Mr. and Mrs. George A. Esworthy
6345 Windermere Circle
Rockville, Maryland 20852

Mr. and Mrs. Albert Feiner
6512 Windermere Circle
Rockville, Maryland 20852

Mr. and Mrs. Glenn Flittner
6105 Wayside Drive
Rockville, Maryland 20852

Mr. and Mrs. James Foley
6409 Windermere Circle
Rockville, Maryland 20852

Mr. Arnold Fanaroff
6301 Cameo Court
Rockville, Maryland 20852

Mr. Edward H. Gerstenfield
6312 Cameo Court
Rockville, Maryland 20852

Mr. and Mrs. Gregory Gingery
10908 Earls Gate Lane
Rockville, Maryland 20852

Dr. and Mrs. Joel Goozh
10917 Roundtable Court
Rockville, Maryland 20852

Mr. and Mrs. William Gorman, Jr.
Post Office Box 2092
Rockville, Maryland 20852

Mr. and Mrs. Robert Gould
11116 Arroyo Drive
Rockville, Maryland 20852

Dr. and Mrs. Galen Hallick
10924 Earls Gate Lane
Rockville, Maryland 20852

Dr. and Mrs. Ernest D. Hanowell
6105 Calwood Way
Rockville, Maryland 20852

Mr. and Mrs. Richard Hallgren
6121 Wayside Drive
Rockville, Maryland 20852

F. Erich Hemphill, DVM, Ph.D.
6217 Charnwood Drive
Rockville, Maryland 20852

Ms. Betsy Hirschel
6308 Cameo Court
Rockville, Maryland 20852

Mr. and Mrs. J. T. Holt
6200 Charnwood Drive
Rockville, Maryland 20852

A. Hussain, M.D.
11009 Roundtable Court
Rockville, Maryland 20852

Mr. and Mrs. Joseph Ichiuji
6544 Windermere Circle
Rockville, Maryland 20852

Mr. and Mrs. Dennis Johnson
6115 Charnwood Drive
Rockville, Maryland 20852

Ms. Shirley Joseph
6220 Charnwood Drive
Rockville, Maryland 20852

Mr. Sheldon Kahalas
6216 Charnwood Drive
Rockville, Maryland 20852

Mr. K. Katz
6120 Tuckerman Lane
Rockville, Maryland 20852

Richard M. Kaufman, M.D.
6224 Mazwood Road
Rockville, Maryland 20852

Mrs. Joseph Kleinman
10909 Waxwood Court
Rockville, Maryland 20852

Harry R. Keiser, M.D.
6132 Lux Lane
Rockville, Maryland 20852

Mr. Paul S. Lerz
6401 Windermere Circle
Rockville, Maryland 20852

Mr. and Mrs. Homer Lowenberg
10901 Rosemont Drive
Rockville, Maryland 20852

Mr. Herbert Levinson
6528 Windermere Circle
Rockville, Maryland 20852

Ayesha Malik, M.D.
6100 Wayside Drive
Rockville, Maryland 20852

Mr. Davis B. McCarn
6455 Windermere Circle
Rockville, Maryland 20852

Ms. Norma McCormack
10801 Mazwood Place
Rockville, Maryland 20852

Mrs. Alice L. McKeon
11012 Earlsgate Lane
Rockville, Maryland 20852

Mr. and Mrs. Tom Michalik
6110 Calwood Way
Rockville, Maryland 20852

Mr. S. Miller
6444 Windermere Circle
Rockville, Maryland 20852

Mr. William D. Mancini
6207 Charnwood Drive
Rockville, Maryland 20852

Mr. and Mrs. Donald W. Moore, Jr.
6117 Calwood Way
Rockville, Maryland 20852

Mr. Jose C. Muniz
6340 Windermere Circle
Rockville, Maryland 20852

Mr. J. W. Neuenschwander
6432 Windermere Circle
Rockville, Maryland 20852

Mr. and Mrs. Robert Nierman
6901 Earlsgate Way
Rockville, Maryland 20852

Mr. Robert D. Nolan
6101 Calwood Way
Rockville, Maryland 20852

Mr. and Mrs. George B. Pearlman
6336 Windermere Circle
Rockville, Maryland 20852

Dr. Alan J. Peikin
10905 Waxwood Court
Rockville, Maryland 20852

Ms. Frances Penan
10909 Earlsgate Lane
Rockville, Maryland 20852

Mr. and Mrs. Robert Piccone
6224 Starwood Way
Rockville, Maryland 20852

Mr. Gerald J. Racheke
6221 Starwood Way
Rockville, Maryland 20852

Ms. Maryann Raehl
(No Address)

Mr. Raden
11000 Earlsgate Lane
Rockville, Maryland 20852

Robert L. Regan, M.D.
6213 Charnwood Drive
Rockville, Maryland 20852

Mr. Russell S. Rice
11001 Earlsgate Lane
Rockville, Maryland 20852

Mr. and Mrs. K. S. Rizk
6134 Lux Lane
Rockville, Maryland 20852

Mr. and Mrs. Jeff Rohlfs
6220 Mazwood Road
Rockville, Maryland 20852

Mr. and Mrs. Murray Roffeld
11 Windermere Court
Rockville, Maryland 20852

Ms. and Mrs. Tom Schaumberg
10804 Mazwood Place
Rockville, Maryland 20852

142

Dr. and Mrs. P. K. Seidelmann
6539 Windermere Circle
Rockville, Maryland 20852

Ms. Helen Sheehan
6003 Lux Lane
Rockville, Maryland 20852

Ms. Marlene Shuman
22 Windermere Court
Rockville, Maryland 20852

Mr. and Mrs. Jonathan Simon
6443 Windermere Circle
Rockville, Maryland 20852

Mr. and Mrs. George M. Sirilla
6524 Windermere Circle
Rockville, Maryland 20852

Mr. Dinos Skenderis
6305 Cameo Court
Rockville, Maryland 20852

Dr. and Mrs. John Skilling
10905 Earls Gate Lane
Rockville, Maryland 20852

Mr. and Mrs. Edward L. Smith
11027 Earls Gate Lane
Rockville, Maryland 20852

Dr. and Mrs. Howard Smith
11020 Earls Gate Lane
Rockville, Maryland 20852

Mr. and Mrs. John Staurulakis
25 Windermere Court
Rockville, Maryland 20852

Mr. and Mrs. Davis Strahr
11035 Earls Gate Lane
Rockville, Maryland 20852

Mr. and Mrs. Daniel D. Tarbutton
6113 Calwood Way
Rockville, Maryland 20852

Mr. and Mrs. Gregory B. Taylor
6505 Windermere Circle
Rockville, Maryland 20852

Mr. Sami E. Totah
10904 Earls Gate Lane
Rockville, Maryland 20852

Mr. and Mrs. Joel Tumarkin
6449 Windermere Circle
Rockville, Maryland 20852

Mr. and Mrs. John B. Vesely
6425 Windermere Circle
Rockville, Maryland 20852

Mr. Edward G. Viltz
11024 Earls Gate Lane
Rockville, Maryland 20852

Mr. Gary Vonkampen
11008 Roundtable Court
Rockville, Maryland 20852

Ms. Karen S. Walters
6120 Wayside Drive
Rockville, Maryland 20852

Mr. & Mrs. Howard M. Walker
6408 Windermere Circle
Rockville, Maryland 20852

Mrs. Estelle S. Wiser
6504 Windermere Circle
Rockville, Maryland 20852

Mr. Phillip Wright
(No Address)

Mr. & Mrs. William M. Wilkinson
11005 Arroyo Drive
Rockville, Maryland 20852

Ms. Mary Blasberg
6328 Windermere Circle
Rockville, Maryland 20852

Mr. S. Bottmant
6221 Mazwood Road
Rockville, Maryland 20852

MR. Ivan B. Brendler
6130 Lux Lane
Rockville, Maryland 20852

Ms. Michel Cadeaux
6400 Windermere Circle
Rockville, Maryland 20852

Ms. Rita Calason
6309 Windermere Circle
Rockville, Maryland 20852

Mr. & Mrs. Charles Chu
6349 Windermere Circle
Rockville, Maryland 20852

Mr. Gus G. Dinos
11031 Earls Gate Lane
Rockville, Maryland 20852

Dr. & Mrs. John S. Eng
6337 Windermere Circle
Rockville, Maryland 20852

Ms. Mary H. Fang, M.D.
1100 4 Roundtable Court
Rockville, Maryland 20852

Mr. Gene Gallegher
No Return Address

Mr. & Mrs. Richard Gatti
2 Windermere Circle
Rockville, Maryland 20852

Mr. Peter Geargatsos
6117 Charnwood Drive
Rockville, Maryland 20852

Ms. Arlene Gildenhorn
10905 Roundtable Court
Rockville, Maryland 20852

Mr. & Mrs. Joseph Greif
6108 Wayside Drive
Bethesda, Maryland 20852

Mr. & Mrs. Joel Helke
6348 Windermere Circle
Rockville, Maryland 20851

Mr. Donald L. Hill
6225 Mazwood Road
Rockville, Maryland 20852

Mr. Steven Hudson
10900 Earls Gate Lane
Rockville, Maryland 20852

Mr. Soo Koh
6204 Starwood Way
Rockville, Maryland 20852

Mr. Theodore Kopsudes
6516 Windermere Circle
Rockville, Maryland 20852

Mr. & Mrs. James Kraft
11005 Earls Gate Lane
Bethesda, Maryland 20852

Mr. David R. Kuney
11028 Earls Gate Lane
Rockville, Maryland 20852

Mr. Stuart R. Lloyd
10912 Earls Gate Lane
Rockville, Maryland 20852

Mr. Gerald M. Lowrie
6424 Windermere Circle
Rockville, Maryland 20852

Mr. & Mrs. Alan Malesky
6217 Mazwood Road
Rockville, Maryland 20852

Mr. & Mrs Robert J. Matty
6212 Mazwood Road
Rockville, Maryland 20852

Mr. Richard E. Metrey
10805 Mazwood Place
Rockville, Maryland 20852

Mr. Barry Modlin, M.D.
11123 Arroyo Drive
Rockville, Maryland 20852

144

Dr. & Mrs. Steve Paul
10910 Roundtable Court
Rockville, Maryland 20852

Mr. & Mrs. Perlis
6121 Lux Lane
Rockville, Maryland 20852

Mr. A. Mathew Philip, M.D.
6508 Windermere Circle
Rockville, Maryland 20852

Sarfino & Rhoades
Certified Public Accountants
6253 Executive Boulevard
Rockville, Maryland 20852

Mr. H. Rivas, M.D.
No Return Address

Maximo Tomas Rodriguez-Yturrey
6208 Starwood Way
Windermere
Rockville, Maryland 20852

Mr. Drane L. Schilit
10800 Mazwood Place
Rockville, Maryland 20852

Mr. H.C. Shah
6106 Wayside Drive
Rockville, Maryland 20852

Mrs. Madelyn R. Shapiro
10904 Roundtable Court
Rockville, Maryland 20852

Ms. Reze Shayesteh, M.D.
11036 Earlsgate Lane
Rockville, Maryland 20852

Mr. Dan S. Shiau
6344 Windermere Circle
Rockville, Maryland 20852

Mr. Jia-Lin Sheng
6416 Windermere Circle
Rockville, Maryland 20852

Mr. Donald Sperling
10908 Roundtable Court
Rockville, Maryland 20852

Mr. R. Sotoudeh
6316 Cameo Court
Rockville, Maryland 20852

Mr. & Mrs. Steven R. St. John
11004 Earlsgate Lane
Rockville, Maryland 20852

Mr. & Mrs. Ronald Tisch
11005 Roundtable Court
Rockville, Maryland 20852

Mr. James J. VanMessel
10032 Earlsgate Lane
Rockville, Maryland 20852

Mr. & Mrs. John Van Santen
6501 Windermere Circle
Rockville, Maryland 20852

Mr. & Mrs. Howard M. Walker
6408 Windermere Circle
Rockville, Maryland 20852

Mr. & Mrs. Steve Wishnow
11023 Earlsgate Lane
Rockville, Maryland 20852

Resident
6225 Earlsgate Way
Rockville, Maryland 20852

Resident
6908 Earlsgate Way
Rockville, Maryland 20852

Ms. N. Bennett
11011 Earlsgate Lane
Rockville, Maryland 20852

Mrs. Donna Gendersons
10913 Earlsgate Lane
Rockville, Maryland 20852

Ms. Carol H. Nguyen
6304 Cameo Court
Rockville, Maryland 20852

Mr. & Mrs. James Wenkai Lee
6212 Charnwood Drive
Rockville, Maryland 20852

Mr. Julius J. Menn
6116 Wayside Drive
Rockville, Maryland 20852

Mr. Angelo H. Magafan
6313 Windemere Circle
Rockville, Maryland 20852

Mr. Gulen F. Tangoren
6456 Windermere Circle
Rockville, Maryland 20852

Mr. & Mrs. Charles Chu
6349 Windermere Circle
Rockville, Maryland 20852

Resident
6516 Windermere Circle
Rockville, Maryland 20852

Ms. Sylvia Wagner
No Address

Mr. & Mrs. Arnold Spavack
No Address

144

**STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS**

CONTRACT NO. M 401-154-372 P.D.M.S. NO. 151105
I-270 EAST SPUR
INFORMATIONAL MEETING
WEDNESDAY, SEPTEMBER 17, 1986 - 5:30-9:30 p.m.
LOCATION DESIGN PUBLIC HEARING
TUESDAY, SEPTEMBER 30, 1986 - 7:30 p.m.

PROJECT DEVELOPMENT DIVISION
SEP 10 2 44 PM '86

NAME DAN S. SAIAU DATE 9/8/86

PLEASE PRINT

ADDRESS 6344 Windermere Circle

CITY/TOWN Rockville STATE MD ZIP CODE 20852

I/We wish to comment or inquire about the following aspects of this project:

THE CURRENT NOISE LEVEL FROM I-270 TRAFFIC AT THE ADJACENT
NEIGHBORHOOD OF THE PROPOSED SEGMENT IS ALREADY TOO
HIGH. INCREASING TRAFFIC VOLUME AT THE LOCATION MAY
CAUSE NOISE LEVEL UNACCEPTABLE.
SOUND BARRIERS ALONG RESIDENTIAL AREA MAY HAVE TO
BE CONSIDERED.

- Please add my/our name(s) to the Mailing List.*
- Please delete my/our name(s) from the Mailing List.

*Persons who have received a copy of this brochure through the mail are already on the project Mailing List.

16

147

**STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS**

CONTRACT NO. M 401-154-372 P.D.M.S. NO. 151105
I-270 EAST SPUR
INFORMATIONAL MEETING
WEDNESDAY, SEPTEMBER 17, 1986 - 5:30-9:30 p.m.
LOCATION DESIGN PUBLIC HEARING
TUESDAY, SEPTEMBER 30, 1986 - 7:30 p.m.

PROJECT DEVELOPMENT DIVISION
SEP 15 11 28 AM '86

NAME SAMI E. TOTAH DATE Sept. 9, 1986

PLEASE PRINT

ADDRESS 10904 EarlsGate Lane

CITY/TOWN Rockville STATE MD ZIP CODE 20852

I/We wish to comment or inquire about the following aspects of this project:

Gentlemen:

I live at 10904 EarlsGate Lane which, as shown on the detail study for the widening of the I-270 East Spur, will be impacted by the air and noise from the additional traffic on 270. (Section #12)

I, therefore, register my strong objection to the widening of the spur and request that an esthetically pleasing sound barrier be installed to shield and protect our house from the noise and the air impact to be generated by the traffic.

Sami E. Totah
Sami E. Totah

- Please add my/our name(s) to the Mailing List.*
- Please delete my/our name(s) from the Mailing List.

*Persons who have received a copy of this brochure through the mail are already on the project Mailing List.

148

**STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS**

CONTRACT NO. M 401-154-372 P.D.M.S. NO. 151105
I-270 EAST SPUR
INFORMATIONAL MEETING
WEDNESDAY, SEPTEMBER 17, 1986 - 5:30-9:30 p.m.
LOCATION DESIGN PUBLIC HEARING
TUESDAY, SEPTEMBER 30, 1986 - 7:30 p.m.

NAME Edward G. Viltz DATE 9/12/86

PLEASE PRINT ADDRESS 11024 Earls Gate Lane

CITY/TOWN Rochville STATE Md ZIP CODE 20851

I/We wish to comment or inquire about the following aspects of this project:

1. When will the build/no build decision be made?

2. What specific noise mitigation plans are in process to meet federal noise abatement criteria for the Earls Gate Lane homeowners? If these plans include mitigation barrier, how high is the barrier planned to be and what % of noise reduction can be expected?

3. Will Alternative 2 require ~~any~~ expansion on the outside of current shoulders. Is all of the expansion work to be in existing median

4. Will you please send a copy of the environmental assessment and a copy of the map drawn to scale for the segment behind Earls Gate Lane.

We have a major concern regarding impacts on resale, noise and overall quality of life that this project has on our community. These are not inexpensive homes and any impacts from this project will result in exhausting all legal and political avenues available.

Please add my/our name(s) to the Mailing List.*

Please delete my/our name(s) from the Mailing List.

*Persons who have received a copy of this brochure through the mail are already on the project Mailing List.

149

**STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS**

CONTRACT NO. M 401-154-372 P.D.M.S. NO. 151105
I-270 EAST SPUR
INFORMATIONAL MEETING
WEDNESDAY, SEPTEMBER 17, 1986 - 5:30-9:30 p.m.
LOCATION DESIGN PUBLIC HEARING
TUESDAY, SEPTEMBER 30, 1986 - 7:30 p.m.

NAME Mr. & Mrs. George Pearlman DATE Sept. 15, 1986

PLEASE
PRINT

ADDRESS 6336 Windermere Circle

CITY/TOWN Rockville STATE Md. ZIP CODE 20852

I/We wish to comment or inquire about the following aspects of this project:

We would like a wall!

We will definitely need some type

of noise abatement barrier and

think a wall would be the best

solution.

Please add my/our name(s) to the Mailing List.*

Please delete my/our name(s) from the Mailing List.

*Persons who have received a copy of this brochure through the mail are already on the project Mailing List.

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

150
PROJECT DEVELOPMENT DIVISION
SEP 18 3 27 PM '86

CONTRACT NO. M 401-154-372 P.D.M.S. NO. 151105
I-270 EAST SPUR
INFORMATIONAL MEETING
WEDNESDAY, SEPTEMBER 17, 1986 - 5:30-9:30 p.m.
LOCATION DESIGN PUBLIC HEARING
TUESDAY, SEPTEMBER 30, 1986 - 7:30 p.m.

GABRIELA & JOSE C. MUNIZ NAME DATE 9.15.86

PLEASE PRINT ADDRESS 6340 WINDERMERE CIRCLE
CITY/TOWN ROCKVILLE STATE MD ZIP CODE 20852

I/We wish to comment or inquire about the following aspects of this project:

GENTLEMEN.

WE MUST HAVE A WALL! ~~AND~~

OUR BACKYARD BACKS ONTO 270.

EVERGREENS WILL NOT KEEP INCREASED NOISE LEVEL DOWN.

THANK YOU VERY MUCH.

Sincerely yours

Gabriela Muniz

Jose C Muniz

Please add my/our name(s) to the Mailing List.*

Please delete my/our name(s) from the Mailing List.

*Persons who have received a copy of this brochure through the mail are already on the project Mailing List.

(2)

151

**STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS**

CONTRACT NO. M 401-154-372 P.D.M.S. NO. 151105
I-270 EAST SPUR
INFORMATIONAL MEETING
WEDNESDAY, SEPTEMBER 17, 1986 - 5:30-9:30 p.m.
LOCATION DESIGN PUBLIC HEARING
TUESDAY, SEPTEMBER 30, 1986 - 7:30 p.m.

PROJECT DEVELOPMENT
DIVISION
Oct 1 4 02 PM '86

NAME Mr & Mrs Thomas J McKean DATE 9/29/86

PLEASE PRINT

ADDRESS 11012 Earls Gate Ln

CITY/TOWN Pockville STATE Md ZIP CODE 20852

†We wish to comment or inquire about the following aspects of this project:

We are interested in the type of barrier that will be installed to prevent any more noise. Use it.

Please add my/our name(s) to the Mailing List.*

Please delete my/our name(s) from the Mailing List.

*Persons who have received a copy of this brochure through the mail are already on the project Mailing List.

158

152

**STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS**

CONTRACT NO. M 401-154-372 P.D.M.S. NO. 151105
I-270 EAST SPUR
INFORMATIONAL MEETING
WEDNESDAY, SEPTEMBER 17, 1986 - 5:30-9:30 p.m.
LOCATION DESIGN PUBLIC HEARING
TUESDAY, SEPTEMBER 30, 1986 - 7:30 p.m.

PROJECT DEVELOPMENT DIVISION
OCT 6 11 31 AM '86

NAME J. T. Holt DATE Sept 24 1986

PLEASE PRINT ADDRESS 6200 Chamwood Dr.
CITY/TOWN Rockville STATE MD ZIP CODE 20852

We wish to comment or inquire about the following aspects of this project:

This I-270 spur already makes a lot of noise, much more than when we moved here in 1977.

Our question is - What are you going to do to reduce the noise levels which your road imposes on us and our neighbors?

Pat McCormack	10801	Marwood Place	Rockville	20852
Gail Schaumburg	10804	Marwood Place	Rockville	20852
Dr. F.E. Hemphill	6217	Chamwood Dr.	"	"
Peter Georgatos	6117	Chamwood Dr.	"	"
Richard Metzger	10805	Marwood Pl.	"	"
Herbert Cohen	10809	Marwood Pl.	"	"

Please add my/our name(s) to the Mailing List.*

Please delete my/our name(s) from the Mailing List.

*Persons who have received a copy of this brochure through the mail are already on the project Mailing List.

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

CONTRACT NO. M 401-154-372 P.D.M.S. NO. 151105
I-270 EAST SPUR
INFORMATIONAL MEETING
WEDNESDAY, SEPTEMBER 17, 1986 - 5:30-9:30 p.m.
LOCATION DESIGN PUBLIC HEARING
TUESDAY, SEPTEMBER 30, 1986 - 7:30 p.m.

153
PROJECT DEVELOPMENT DIVISION
SEP 29 2 56 PM '86

NAME LARRY N. Agee DATE 9-26-86

PLEASE PRINT

ADDRESS 6332 WINDERMERE CIRCLE

CITY/TOWN ROCKVILLE STATE MD ZIP CODE 20852

I/We wish to comment or inquire about the following aspects of this project:

We are extremely concerned about the lack of consideration given to the depreciation of property value of private residents paralleling the I-270 corridor. We have been informed that the cost of abating the traffic noise caused by I-270 for homes in the Windermere development is prohibitive. However, we have found that the cost of noise abatement construction is much less in adjoining counties. We would appreciate further study and consideration of installing appropriate noise abatement barriers for homes in the Windermere development. We would also like to know what the procedure is for lowering the property taxes for homes in the area affected by the traffic noise from I-270 as these homes are selling for less than their fair market value.

Please add my/our name(s) to the Mailing List.*

Please delete my/our name(s) from the Mailing List.

*Persons who have received a copy of this brochure through the mail are already on the project Mailing List.

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

CONTRACT NO. M 401-154-372 P.D.M.S. NO. 151105

I-270 EAST SPUR

INFORMATIONAL MEETING

WEDNESDAY, SEPTEMBER 17, 1986 - 5:30-9:30 p.m.

LOCATION DESIGN PUBLIC HEARING

TUESDAY, SEPTEMBER 30, 1986 - 7:30 p.m.

Oct 27 9 21 PM '86

PROJECT
DEVELOPMENT
DIVISION

154

NAME THOMAS J. MCKEON DATE 10/15/86

PLEASE PRINT ADDRESS 11012 EARLGATE LANE
CITY/TOWN ROCKVILLE STATE MD ZIP CODE 20852

I/We wish to comment or inquire about the following aspects of this project:

Dear Sirs

① I received this matter, by mail, yesterday 10/14/86
some 10 to 30 days AFTER the 2 noticed informational meetings

② I am conditionally in favor of the alternative plan

③ The condition that MUST be fulfilled is the installation
of noise abatement barriers otherwise I will oppose any
new construction

④ To study and plan for R270 widening, etc and know
at the time that federal noise standards will be exceeded and
not plan, budget and install noise abatement barriers
is unconscionable.

⑤ In a loud voice I suggest that you plan, budget and
install noise abatement barriers

Thomas J. McKean

Please add my/our name(s) to the Mailing List.*

Please delete my/our name(s) from the Mailing List.

*Persons who have received a copy of this brochure through the mail are already
on the project Mailing List.

35

GAIL SCHAMBERG
10804 MAZWOOD PLACE
ROCKVILLE, MD 20852

155
Oct 15, 1984

Dear Mr Pedersen

I am writing to protest the fact that a noise barrier for the Windermere Area is not part of your plan for the 270 East segment from Y. spur to 495 widening. The number of houses affected should absolutely not be a factor in this decision. Protection from abnormally high noise pollution should not be dependent on cost effectiveness and we should not be penalized for buying a house on a 1 acre instead of 1/4 acre - don't we pay ~~our~~ more than our share in taxes - (that is OK) you shouldn't take from us in both instances. Please help us

156

Mr. & Mrs. Howard M. Walker
6408 Windermere Circle
Rockville, Maryland 20852
(301) 530-9414

PROJECT
DEVELOPMENT
DIVISION

Oct 10 3 02 PM '86

Mr. Neil J. Pedersen, Director
Office of Planning and
Preliminary Engineering
State Highway Administration
707 North Calvert Street
Baltimore, Maryland 21202

October 6, 1986

Dear Mr. Pedersen:

We are residents of the Windermere section of Luxmanor and are writing you to voice our opinion of the proposed noise barriers along the I-270 spur.

As we understand the situation, should any barriers be approved, such as walls or earth berms, existing trees and foliage would have to be removed in order to construct either of these barriers. Our preference, understanding full-well that the noise abatement rating is not as high as with walls and/or earth berms, would be to leave ALL trees and foliage untouched and add large-sized evergreen trees as additional screening.

We realize that the final decision rests with the State Highway Administration. However, we would greatly appreciate having this suggestion put before the appropriate group as another option.

Thank you for your time and consideration.

Very truly yours,

HM Walker
Susan G. Walker
Howard M. & Susan G. Walker

RECEIVED

#948
OCT 9 1986

DIRECTOR, OFFICE OF
PLANNING & PRELIMINARY ENGINEERING

V-96

cc: Michael Blackstone

157

STATE OF MARYLAND
EXECUTIVE DEPARTMENT
ANNAPOLIS, MARYLAND 21404

HARRY HUGHES
GOVERNOR

December 1986

7:30

Dear Friend:

Thank you for your correspondence regarding noise abatement measures for proposed construction along the I-270 eastern spur in Montgomery County.

Due to the large volume of communications I have received on this subject, I find that it is not possible to answer each one individually. I hope, therefore, that you will accept this method of reply with understanding.

The State Highway Administration (SHA) is evaluating the appropriateness of measures to mitigate noise along I-270. This effort is part of a federal program that provides funds for noise abatement retrofitting along areas adjacent to existing highways. A decision has not yet been made concerning the construction of noise barriers along this portion of I-270. The evaluation will consider the number of homes that would benefit from noise barriers in relation to cost, when these homes were constructed in relation to when the highway was constructed, and the availability of funds. A decision regarding the implementation of this program within your area should be made within three months. The SHA will keep you informed.

Your letter asks that consideration of roadway construction along the I-270 eastern spur be postponed until noise mitigation is undertaken. Based on results of SHA studies we believe the roadway widening can and should proceed independently of the decision on noise mitigation.

Noise impact analysis is performed as part of the environmental studies for any major roadway project. When the Environmental Assessment was prepared for the I-270 eastern spur project, the noise impact of the various alternates, including a "no-build" option was studied. Projected noise levels for the "build" and "no-build" alternates were not significantly different. Simply stated, even were the proposed additional lanes not added to the roadway, the noise levels resulting from increased traffic would be approximately the same as that resulting from traffic levels on the proposed expanded roadway. In part, this is because the project involves a widening of the roadway within the median so that the noise source will not be brought closer to the adjoining residences.

Our studies indicate that any increase in noise levels will not result from the proposed I-270 widening, but as a result of increases in traffic will occur over a period of time regardless of the provision of additional

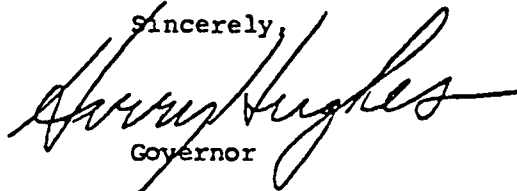
158

lanes. In sum, the decision to provide noise mitigation is related to existing and future noise conditions along the roadway, which are not significantly affected by the widening. Consequently, the widening project can proceed independently of any noise mitigation efforts.

For your information, the SHA construction schedule for the I-270 eastern spur is as follows, As part of the federal funding application process, the SHA will submit the project to the Federal Highway Administration (FHA) for location and design approval in or about February 1987. The approval process generally takes approximately two months. It is anticipated FHA funds for construction of this project will not be available for at least two years.

I realize our position does not have unanimous support. I do hope, however, that the information provided explains the reasons for our position. If you desire additional information please do not hesitate to contact Mr. Hal Kassoff, the State Highway Administrator, State Highway Administration, 707 North Calvert Street, Baltimore, Maryland 21202, telephone number 333-1234.

Sincerely,



Harry Hughes
Governor

Additional Information: Because there was no significant difference between the Build and No-Build Alternate noise levels in the design year 2010, noise abatement will not be considered as part of the proposed project. Noise mitigation is being examined in terms of a retrofit program aimed at abating existing noise levels. However, the State Highway Administrator has not yet made a final decision on the Administration's noise policy. A final position on these issues should be taken by summer of 1988. Your name is on the project's mailing list and you will receive up-to-date information on the status of this project.



Maryland Department of Transportation

State Highway Administration

William K. Hellmann
Secretary

Hal Kassoff
Administrator

159

Re: Contract No. M 401-154-372 N
Interstate Route 270 East Segment
Y-Split to Interstate Route 495
PDMS No. 151105

This is in response to your recent comments concerning the Interstate 270 East Segment study.

An analysis has been performed of the noise impacts generated by all of the alternates being studied, including the No-Build option. This analysis shows that the projected noise levels for the Build and No-Build Alternates are not significantly different. The increases in predicted noise levels are not as a result of the proposed project, but are a function of the increase in traffic over time. Therefore, noise mitigation is being studied in terms of a retrofit program for noise abatement which is aimed at mitigating existing noise problems.

As a result of a recent meeting with community representatives, new field measurements will be completed in December so that we will be able to re-assess our information and analysis. We hope to have a final position on the noise issue before the end of this winter.

Your name is on our mailing list for the Interstate Route 270 East Segment project planning study. Through this mailing list, we will keep you up-to-date on the status of this study.

Thank you for expressing your concerns regarding this project. If you have any further comments or questions, please do not hesitate to contact me or the Project Manager, Ms. Catherine Pecora, at 333-1191.

Sincerely,

Hal Kassoff
Administrator

HK:tn
cc: Secretary William K. Hellmann

Additional Information:

Alternate 2 (inside widening) is the selected alternate.

My telephone number is _____

Teletypewriter for Impaired Hearing or Speech
383-7555 Baltimore Metro — 565-0451 D.C. Metro — 1-800-492-5062 Statewide Toll Free
P.O. Box 717 / 707 North Calvert St., Baltimore, Maryland 21203 - 0717

160

2.

Residents of Windermere also submitted a form letter to Senator Mikulski. A representative sample of this letter, as well as the Senator's response to the citizens, is enclosed. The attached listing, as well as the Windermere Citizen listing in the preceding section, indicates those individuals who submitted this letter to Ms. Mikulski. The response from Administrator Kassoff and former Secretary Hellmann addresses these concerns.

161

October 14, 1986

The Honorable Barbara McClusky
House of Representatives
2404 Rayburn House Office Building
Washington, DC 20512

Dear Ms. McClusky:

Your assistance is requested to resolve a major problem impacting both my residence and community. Windermere is a community of 220 homes and a population of approximately 1,000.

Since my property is in relatively close proximity of the interstate 270 eastern spur, I am concerned about the noise pollution and the need for noise abatement. Current and projected noise levels approach or exceed federally allowed levels. Research recently completed by the Maryland Department of Transportation in conjunction with the I-270 proposed eastern spur expansion construction indicates an even greater increase over current noise pollution is inevitable. While quality constructed noise abatement would significantly reduce current and projected noise pollution levels, the Maryland State Highway Administration apparently has no definitive plans or funds allocated from federal highway monies pending to correct the noise pollution problem.

The property taxes on homes in our community and the overall tax bracket of our residents rank with the highest in Montgomery County and the State of Maryland. This environmental impact not only has a devastating effect on property values, even more importantly, it represents a health hazard to our families.

Your support in ensuring quality constructed and aesthetically acceptable noise abatement measures are taken immediately and prior to any additional consideration of the I-270 eastern spur construction is appreciated.

Sincerely,

162

Ms. Maryann Raehl
6221 Starwood Way
Rockville, Maryland 20852

Dr. & Mrs. Steve Paul
10901 Roundtable Court
Rockville, Maryland 20852

Mr. & Mrs. Michael Rhodes
6153 Executive Boulevard
Rockville, Maryland 20852

Mr. James J. VanMessel
11032 Earls gate Lane
Rockville, Maryland 20852

Resident
6508 Windermere Circle
Rockville, Maryland 20852

Resident
11039 Earls gate Lane
Rockville, Maryland 20852

Resident
6128 Tuckerman Lane
Rockville, Maryland 20852

MERCHANT MARINE AND FISHERIES

SUBCOMMITTEES:

CHAIRWOMAN, OCEANOGRAPHY

MERCHANT MARINE

COAST GUARD

ENERGY AND COMMERCE

SUBCOMMITTEES:

HEALTH AND THE ENVIRONMENT

COMMERCE, TRANSPORTATION AND TOURISM

BARBARA A. MIKULSKI

3D DISTRICT, MARYLAND

Congress of the United States
House of Representatives
Washington, DC 20515

2404 RAYBURN BUILDING
WASHINGTON, DC 20515
(202) 225-4016

DISTRICT OFFICES:
1414 FALLON FEDERAL BUILDING
BALTIMORE, MD 21201
(301) 982-4510

6609 REISTERSTOWN ROAD, #104
BALTIMORE, MD 21215
(301) 358-0758

418 SOUTH HIGHLAND AVE.
BALTIMORE, MD 21224
(301) 683-4000

163

October 23, 1986

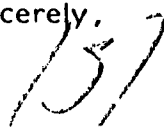
Re: I-270

Dear

This is just a short note to inform you that I have forwarded your letter to Mr. Hal Kassoff, Administrator for the Maryland Department of Transportation. I will be back in touch with you as soon as I receive a response.

Thank you for allowing me the opportunity to be of assistance.

Sincerely,


Barbara A. Mikulski
Member of Congress

BAM:cj

V-103



Maryland Department of Transportation

State Highway Administration

William K. Hellmann
Secretary

Hal Kassoff
Administrator

Re: Contract No. M 401-154-372 N
Interstate Route 270 East Segment
Y-Split to Interstate Route 495
PDMS No. 151105

This is in response to your recent comments concerning the Interstate 270 East Segment study.

An analysis has been performed of the noise impacts generated by all of the alternates being studied, including the No-Build option. This analysis shows that the projected noise levels for the Build and No-Build Alternates are not significantly different. The increases in predicted noise levels are not as a result of the proposed project, but are a function of the increase in traffic over time. Therefore, noise mitigation is being studied in terms of a retrofit program for noise abatement which is aimed at mitigating existing noise problems.

As a result of a recent meeting with community representatives, new field measurements will be completed in December so that we will be able to re-assess our information and analysis. We hope to have a final position on the noise issue before the end of this winter.

Your name is on our mailing list for the Interstate Route 270 East Segment project planning study. Through this mailing list, we will keep you up-to-date on the status of this study.

Thank you for expressing your concerns regarding this project. If you have any further comments or questions, please do not hesitate to contact me or the Project Manager, Ms. Catherine Pecora, at 333-1191.

Sincerely,

Hal Kassoff
Administrator

HK:tn

cc: Secretary William K. Hellmann

Additional Information:

Alternate 2 (inside widening) is the selected alternate.

My telephone number is _____

Teletypewriter for Impaired Hearing or Speech
383-7555 Baltimore Metro — 565-0451 D.C. Metro — 1-800-492-5062 Statewide Toll Free
P.O. Box 717 / 707 North Calvert St. Baltimore, Maryland 21203 - 0717
V-104

164

165

3.

Residents of Wildwood Manor submitted approximately 50 copies of the following form letter to State Highway Administrator Kassoff for inclusion in the project record. For sake of brevity, the names and addresses of those who submitted the letter are listed on the following pages, preceded by a sample of the form letter. Individual letters and project mailers are included following this listing. A representative sample of the SHA response to all these submissions follows these letters and listing.

166

PROJECT
DEVELOPMENT
DIVISION

NOV 5 10 14 AM '86

October 22, 1986

Mr. Hal Kasoff
State Highway Administration
Box 717.
Baltimore, MD 21203-0717

Dear Mr. Kasoff,

Your assistance is requested to resolve a major problem impacting both my residence and community. Wildwood is a community of 420 homes and a population of approximately 2,000.

Since my property is in relatively close proximity of the Interstate 270 eastern spur, I am concerned about the noise pollution and the need for noise abatement. Current and projected noise levels exceed federally allowed levels as per the Contract No. M 401-154-372, Interstate Route 270 from Y-split to Interstate Route 495 PDMS No. 151105. Research recently completed by the Maryland Department of Transportation in conjunction with the I-270 proposed eastern spur expansion construction indicates an even greater increase over current noise pollution is inevitable.

The property taxes on homes in our community and the overall tax bracket of our residents rank with the highest in Montgomery County and the State of Maryland. This environmental impact not only has a devastating effect on property values, even more importantly, it represents a health hazard to our families.

Your support in ensuring quality constructed and aesthetically acceptable noise abatement measures are taken immediately and prior to any additional consideration of the I-270 eastern spur construction is appreciated.

Sincerely,

Mr. & Mrs. D. Alling
5908 Rudyard Drive
Bethesda, Maryland 20814

Ms. K. M. Allison
5932 Rudyard Drive
Bethesda, Maryland 20814

Mr. John H. Baker
10508 Farnham Drive
Bethesda, Maryland 20814

Dr. & Mrs. James E. Balow
5707 Rossmore Drive
Bethesda, Maryland 20814

Mr. & Mrs. B. H. Bederman
6049 Rossmore Drive
Bethesda, Maryland 20814

Mr. & Mrs. Melvin Blum
6328 Windemere Circle
Bethesda, Maryland 20814

Ms. Dorothy Bratt
10407 Farnham Drive
Bethesda, Maryland 20814

Ms. Lorraine Brockett
6020 Rossmore Drive
Bethesda, Maryland 20814

Mr. & Mrs. D. Carron
10541 Farnham Drive
Bethesda, Maryland 20814

Mr. & Mrs. David L. Carrell
5721 Rossmore Drive
Bethesda, Maryland 20814

Mr. Vernon R. Cheek
5912 Rudyard Drive
Bethesda, Maryland 20814

Mr. Wen-Yuan W. Chen
10525 Farnham Drive
Bethesda, Maryland 20814

Mr. Charles Clifton
5700 Rossmore Drive
Bethesda, Maryland 20814

Mr. Frank Costanza
6040 Chatsworth Lane
Bethesda, Maryland 20814

Ms. Mary J. Craigo
5912 Rudyard Drive
Bethesda, Maryland 20814

Mr. H. Darmawi
10312 Fleming Avenue
Bethesda, Maryland 20814

Ms. Karen Davis
10537 Farnham Drive
Bethesda, Maryland 20814

Mrs. Rita Demsey
10329 St. Albans Drive
Bethesda, Maryland 20814

Mr. & Mrs. Alan L. Dessoiff
6024 Chatsworth Lane
Bethesda, Maryland 20814

Mrs. Walter Durham
5808 Rossmore Drive
Bethesda, Maryland 20814

Mr. & Mrs. Charles Gershenson
5916 Rossmore Drive
Bethesda, Maryland 20814

Mr. & Mrs. Len Gradowski
5934 Rossmore Drive
Bethesda, Maryland 20814

Mr. & Mrs. Henry Gronkiewig
10305 Rossmore Crout
Bethesda, Maryland 20814

Ms. Peggy Greens
10308 Fleming Avenue
Bethesda, Maryland 20814

Mr. & Mrs. Alexander Gritz
10533 Farnham Drive
Bethesda, Maryland 20814

Mr. Herbert Harvey
5926 Rossmore Drive
Bethesda, Maryland 20814

168

Mr. Rolf Hyan
6041 Chatsworth Lane
Washington, D.C. 20014

Mr. & Mrs. Kenneth Hom
5933 Rossmore Drive
Bethesda, Maryland 20814

Mr. Jerry Hood
5603 Grosvenor Lane
Bethesda, Maryland 20814

Mr. & Mrs. J. Thomas Hughes
5711 Rossmore Drive
Bethesda, Maryland 20814

Mr. Phillip H. Jaid
6009 Avon Drive
Bethesda, Maryland 20814

Mr. John W. Johnson
6032 Rossmore Drive
Bethesda, Maryland 20814

Ms. Sue B. Kolser
6012 Rossmore Drive
Bethesda, Maryland 20814

Mr. & Mrs. Walter L. Kotchin
5917 Ruyard Drive
Bethesda, Maryland 20814

Ms. Gail Kushner
10529 Farnham Drive
Bethesda, Maryland 20814

Mr. Donald A. Lampe
10509 Farnham Drive
Bethesda, Maryland 20814

Mr. Carl K. Laritan
5938 Rossmore Drive
Bethesda, Maryland 20814

Mr. & Mrs. Joseph E. Marceron
6204 Yorkshire Terrace
Bethesda, Maryland 20814

Mr. Edward McCaney
10311 Cheshire Terrace
Bethesda, Maryland 20814

Mr. & Mrs. Cornelius P. McKelvey
10324 St. Albans Drive
Bethesda, Maryland 20814

Ms. Helen McPherson
5929 Cheshire Drive
Bethesda, Maryland 20814

Mr. D. Menou
10524 Farnham Drive
Bethesda, Maryland 20814

Mr. Donald P. Mortineau
5900 Rossmore Drive
Bethesda, Maryland 20814

Mr. & Mrs. Robert E. Munnich
6033 Rossmore Drive
Bethesda, Maryland 20814

Mr. L.W. Myer
10504 Farnham Drive
Bethesda, Maryland 20814

Mr. THomas O. Nichols
5804 Rossmore Drive
Bethesda, Maryland 20814

Mr. Mohand Y. Nong
5905 Rossmore Drive
Bethesda, Maryland 20814

Mr. & Mrs. Michael A. Norcross
5912 Rossmore Drive
Bethesda, Maryland 20814

Mr. & Mrs. Noukelak
5913 Rossmore Drive
Bethesda, Maryland 20814

Mr. Leon Picon
10318 Fleming Avenue
Bethesda, Maryland 20814

Mr. Marc P. Reager
6024 Southport Drive
Bethesda, Maryland 20814

Ms. Luis Reque
5701 Rossmore Drive
Bethesda, Maryland 20814

Ms. Marjorie Rymes
5904 Rossmore Drive
Bethesda, Maryland 20814

Mr. Elias Savada
6016 Chatsworth Lane
Bethesda, Maryland 20814

Mr. & Mrs. Douglas Sawyer
6032 Chatsworth Lane
Bethesda, Maryland 20814

Mr. & Mrs. Christopher Stark
5909 Rossmore Drive
Bethesda, Maryland 20814

Mr. & Mrs. Gene H. Gleissner
10532 Farnham Drive
Bethesda, Maryland 20814

Mr. Earl Stigger
10306 Fleming Avenue
Bethesda, Maryland 20814

Mr. Ernest B. Tremmel
5908 Rossmore Drive
Bethesda, Maryland 20814

Mrs. C. G. Valanos
1050 Farnham Drive
Bethesda, Maryland 20814

Mr. Rojer W. Warner
10400 Fleming Avenue
Bethesda, Maryland 20814

Ms. Joan S. Weinberg
6105 Yorkshire Terrace
Bethesda, Maryland 20814

Mrs. Benjamin Weinmann
10528 Farnham Drive
Bethesda, Maryland 20814

Mr. Richard S. Welton
10512 Farnham Drive
Bethesda, Maryland 20814

Mr. Raymond C. Wilkinson
10517 Farnham Drive
Bethesda, Maryland 20814

Ms. Lynn Davis Yapeiic
6013 Rossmore Drive
Bethesda, Maryland 20814

Dr. & Mrs. J. K. Yeager
10310 Fleming Avenue
Bethesda, Maryland 20814

Resident
10303 Cheshire Terrace
Bethesda, Maryland 20814

Resident
5904 Rossmore Drive
Bethesda, Maryland 20814

Resident
10252 Hatherleigh Drive
Bethesda, Maryland 20814

Ms. Shirley B. Shiflett
No Address

Mr. Donald V. Wilson
No Address

Ms. Ellen H. Femmel
No Address

Mr. Carlyle F. Robinson
No Address

Mr. John M. Toohey
No Address

**STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS**

170
PROJECT DEVELOPMENT DIVISION
SEP 15 2 19 PM '86

CONTRACT NO. M 401-154-372 P.D.M.S. NO. 151105

I-270 EAST SPUR

INFORMATIONAL MEETING

WEDNESDAY, SEPTEMBER 17, 1986 - 5:30-9:30 p.m.

LOCATION DESIGN PUBLIC HEARING

TUESDAY, SEPTEMBER 30, 1986 - 7:30 p.m.

NAME GARY JAY KUSTNER DATE 9/8/86

PLEASE PRINT

ADDRESS 10529 FARHAM DRIVE

CITY/TOWN BETHESDA STATE MD ZIP CODE 20814

I/We wish to comment or inquire about the following aspects of this project:

I, hereby, request an opportunity to testify at the September 30 hearing. I oppose additional widening of 270 and, at the very least, strongly urge that a noise barrier be erected along 270 behind houses on Farham Drive (the location of my home).

The noise already prevalent from the 270 traffic is excessive and intolerable. Even to contemplate adding traffic lanes to 270, especially in the absence of noise barriers in the form of solid walls, would be in total disregard for the quality of living in this neighborhood, its environment generally, and the value of our houses.

Please include this request as an additional statement in the record of this proceeding.

Please add my/our name(s) to the Mailing List.*

Please delete my/our name(s) from the Mailing List.

*Persons who have received a copy of this brochure through the mail are already on the project Mailing List.

**STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS**

CONTRACT NO. M 401-154-372 P.D.M.S. NO. 151105
I-270 EAST SPUR
INFORMATIONAL MEETING
WEDNESDAY, SEPTEMBER 17, 1986 - 5:30-9:30 p.m.
LOCATION DESIGN PUBLIC HEARING
TUESDAY, SEPTEMBER 30, 1986 - 7:30 p.m.

PROJECT
DEVELOPMENT
DIVISION
SEP 10 2 44 PM '86

NAME Melvin Blum DATE 9/9/86

PLEASE PRINT ADDRESS 10521 Farnham Drive
CITY/TOWN Bethesda STATE MD ZIP CODE 20814

I/We wish to comment or inquire about the following aspects of this project:

Life will be made worse for us by the I-270 East Leg PROJECT. When we bought our house in 1972, I-270 was little more than a murmur. Now, handsomely landscaped though it is, none of us can sit on the I-270 side of our house. Double panes cover all our windows and the house has been sealed permanently to shut out the constant noise. one Unless a sound barrier is erected--and we actually need/at present-- increasing the traffic volume of I-270 would help some but hurt others. Whether or not this PROJECT goes through, a sound barrier should be erected to protect Farnham, Rossmore and Rudyard Drives where they border the highway.

- Please add my/our name(s) to the Mailing List.*
- Please delete my/our name(s) from the Mailing List.

*Persons who have received a copy of this brochure through the mail are already on the project Mailing List.
V-111

172

September 11, 1986

PROJECT DEVELOPMENT DIVISION
SEP 15 12 56 PM '86

Mr. Neil J. Pedersen
Director, Office of Planning
and Preliminary Engineering
State Highway Administration
P. O. Box 717
Baltimore, MD 21203-0717

Dear Mr. Pederson:

We ^{are} writing regarding the proposed project to widen Interstate Route 270 from the "Y-split" to route 495. We live adjacent to I-270. The noise from the traffic is horrendous at all hours. The widening of this road will significantly increase the noise level. We strongly object to widening of this segment without installation of sound barriers on both sides of the highway.

Please include this letter as part of the record.

Sincerely,

Olga P. Gritz
Olga P. Gritz

Alexander Gritz
Alexander Gritz

10533 Farnham Drive
Bethesda, MD 20814

RECEIVED

SEP 15 1986

DIRECTOR, OFFICE OF
PLANNING & PRELIMINARY ENGINEERING

6

173

**STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS**

CONTRACT NO. M 401-154-372 P.D.M.S. NO. 151105
I-270 EAST SPUR
INFORMATIONAL MEETING
WEDNESDAY, SEPTEMBER 17, 1986 - 5:30-9:30 p.m.
LOCATION DESIGN PUBLIC HEARING
TUESDAY, SEPTEMBER 30, 1986 - 7:30 p.m.

PROJECT DEVELOPMENT ENVIRONMENT
SEP 11 10 02 AM '86

NAME DONALD A LAMPE DATE 9-12-86

PLEASE PRINT

ADDRESS 10509 FARNHAM DR

CITY/TOWN BETHESDA STATE MD ZIP CODE 20814

I/We wish to comment or inquire about the following aspects of this project:

MY HOME IS ON FARNHAM DR AND MY BACKYARD HAS APPROXIMATELY 200 FEET ADJACENT TO THE I-270 RIGHT-OF-WAY. I HAVE LIVED IN THIS RESIDENCE SINCE IT WAS BUILT IN 1968, THE NOISE FROM 270 HAS INCREASED STEADILY SINCE THAT TIME TO THE POINT THAT IT IS NOT POSSIBLE TO SIT ON MY PATIO AND READ, MUCH LESS CARRY ON A CONVERSATION OR LISTEN TO SOME RADIO MUSIC, TO MINIMIZE THE INTRUSION OF THE ROAD NOISE INTO THE HOUSE I'VE ADDED STORM WINDOWS WHICH ARE KEPT IN PLACE YEAR AROUND.

I'VE READ THE ENVIRONMENTAL REPORT, ONE COMMENT IS THAT FARNHAM DRIVE HAS A NUMBER OF TWO STORY HOMES - NOT JUST ONE STORY & ONE AND A-HALF STORY HOMES. (THIS RAISES THE QUESTION AS TO HOW CAREFULLY THE STUDY WAS DONE). IT WOULD SEEM THAT THE TWO STORY HOMES WOULD BE SUBJECTED TO A HIGHER NOISE LEVEL ESPECIALLY THE UPPER STORIES SINCE THERE WOULD BE LESS FOLIAGE TO ATTENUATE THE NOISE

I STRONGLY URGE THAT THE NOISE BARRIER UNDER CONSIDERATION ON THE SOUTH SIDE OF I-270 ALONG THE WILDWOOD DEVELOPMENT BE INSTALLED.

Please add my/our name(s) to the Mailing List.*

Please delete my/our name(s) from the Mailing List.

*Persons who have received a copy of this brochure through the mail are already on the project Mailing List.

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

CONTRACT NO. M 401-154-372 P.D.M.S. NO. 151105

I-270 EAST SPUR

INFORMATIONAL MEETING

WEDNESDAY, SEPTEMBER 17, 1986 - 5:30-9:30 p.m.

LOCATION DESIGN PUBLIC HEARING

TUESDAY, SEPTEMBER 30, 1986 - 7:30 p.m.

174

NAME MR + MRS. BENJAMIN WEIRMANH

DATE 9/15/86

PROJECT DEVELOPMENT
SEP 16 9 27 AM '86

PLEASE PRINT

ADDRESS 10528 FARMHAM DR.

CITY/TOWN BETHESDA

STATE MD.

ZIP CODE 20814

✓ We wish to comment or inquire about the following aspects of this project:

As you will note from our address, we live on the street running parallel to the 270 leg, and although we have a neighbor across the way and his fence, plantings and back yard to absorb some of the slowness, we still receive an unacceptable amount of noise from the constant traffic. This is especially aggravating during rush hours.

Your proposal to widen the road will increase this unpleasant state still more and will seriously affect our community.

Please add my/our name(s) to the Mailing List.*

Please delete my/our name(s) from the Mailing List.

*Persons who have received a copy of this brochure through the mail are already on the project Mailing List.

Ri

Gene H. Gleissner 10532 Farnham Drive Bethesda, MD 20814
(301) 530-4655

17 September 1986

State Highway Administration
Office of Planning and Preliminary
Engineering
Box 717
Baltimore, MD 21203

Dear Sirs:

I am writing regarding the proposed widening of the eastern leg of Interstate 270 between the Y south of Montrose road and the intersection with I-495 at Wisconsin Avenue. My family and I live adjacent to this portion of I-270 and would be directly affected by the increased noise, dust, and pollution that the increased traffic load (50%) would create. We therefore would prefer to see the highway remain as it is at present and some alternative plan developed to deal with the traffic issues projected for the future.

Recognizing, however, that an acceptable alternative to the widening of I-270 in this area may not be available, we must insist as a minimum on the construction of ADEQUATE NOISE BARRIERS alongside the widened portion of the highway. The present traffic load already creates unacceptable noise levels during the morning and evening rush hours, interfering with rest and relaxation. I would expect the additional traffic load created by the widening to raise this noise to a totally unacceptable level.

Accordingly, we most urgently request that adequate noise barriers be made a mandatory part of the widening plan.

Sincerely yours,


Gene H. Gleissner

RECEIVED

#910
SEP 19 1986

DIRECTOR, OFFICE OF
PLANNING & PRELIMINARY ENGINEERING

SEP 22 8 33 AM '86

PROJECT
DEVELOPMENT
DIVISION

176

October 28, 1986

Mr. Hal Kasoff
State Highway Administration
Box 717
Baltimore, MD 21203-0717

Dear Mr. Kasoff,

A major issue has been raised in our community and I wish to inform you of my views. This matter involves Wildwood Manor, a neighborhood of 420 homes and a populace numbering nearly 2,000.

There is great need for you to support our community's efforts to insure that quality constructed and aesthetically acceptable noise abatement measures are taken immediately and before any additional consideration of the I-270 eastern spur construction.

Since my property is close to the I-270 spur, I am concerned about the current and projected noise levels which exceed federally allowed levels as per the Contract No. M 401-154-372, Interstate Route 270 from Y-split to Interstate Route 495 PDMS No. 151105. Research recently completed by the Maryland Department of Transportation in conjunction with the I-270 proposed eastern spur expansion construction indicates an even greater increase over current noise pollution levels is inevitable.

Please help our effort to prevent any damage to our neighborhood.


Yours truly,

Elias Savada
Elias Savada

T I S

Motion Picture Information Service


Elias Savada Director



Clipping Service
Filmographies

Film Festival Booking
Copyright Research

Repository Programming
Archival Assistance



Cultural Alliance
of Greater Washington
PO Box 101 55

177

September 17, 1986

Mr. Neil Pederson
Director, Office of Planning and Engineering
State Highway Administration
P.O. Box 717
Baltimore, Maryland 21203

Dear Sir:

I am writing concerning the proposed widening of I-270 East Segment.

First of all this would not alleviate the problem as there is a back-up now during rush hour with the two lanes, as the beltway and Rockville Pike cannot handle the traffic coming off I-270 East Segment. Therefore, it would just increase the problem by adding the additional lanes. Further it would increase the traffic noise in our neighborhood and decrease the value of our property.

The access road has already decreased the value of our property as the trees that served as a noise barrier were cut down and nothing has really been accomplished to replace this natural barrier.

Therefore, since it would not improve the traffic problem, would cost over four million dollars, increase the noise level in our neighborhood, decrease the quality of our livelihood and the value of our property, I request that this project be disapproved.

Sincerely yours,

Raymond C. Wilkinson
10517 Farnham Dr.
Bethesda, Maryland
20814

RECEIVED

#911
SEP 19 1986

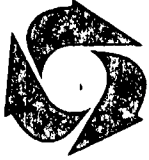
DIRECTOR, OFFICE OF
PLANNING & PRELIMINARY ENGINEERING

SEP 22 8 33 AM '86

PROJECT
DEVELOPMENT
DIVISION

Additional Information:

Alternate 2 (inside widening) is the selected alternate for addressing traffic capacity problems on the I-270 East Segment.



Maryland Department of Transportation

State Highway Administration

William K. Hellmann
Secretary

Hal Kassoff
Administrator

RE: Contract No. M 401-154-372 N
Interstate Route 270 East Segment
Y-Split to Interstate Route 495
PDMS No. 151105

This is in response to your recent comments concerning the Interstate Route 270 East Segment study.

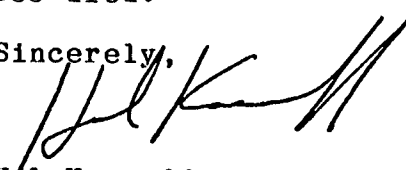
An analysis has been performed of the noise impacts generated by all of the alternates being studied, including the No-Build option. This analysis shows that the projected noise levels for the Build and No-Build Alternates are not significantly different. The increases in predicted noise levels are not as a result of the proposed project, but are a function of the increase in traffic over time. Therefore, noise mitigation is being studied in terms of a retrofit program for noise abatement which is aimed at mitigating existing noise problems.

We hope to have a final position on the noise issue before the end of this winter.

Your name is on our mailing list for the Interstate Route 270 East Segment project planning study. Through this mailing list, we will keep you up-to-date on the status of this study.

Thank you for expressing your concerns regarding this project. If you have any further comments or questions, please do not hesitate to contact me or the Project Manager, Ms. Catherine Pecora, at 333-1191.

Sincerely,


Hal Kassoff
Administrator

HK:sh

V-118

cc: Secretary William K. Hellmann

My telephone number is 333-1111

178

4.

The following letters and project mailers received for this project, for which noise was a major concern, received a general response from State Highway Administrator Kassoff. This response is located after the letters and comments on the following pages.

180

Mr. Mark Siegel
10725 Lady Slipper Terrace
Rockville, Maryland 20852

Dr. T. Maciag
6050 Valerian lane
Rockville, Maryland 20852

Mr. & Mrs. Leonard Klompus
6049 Valerian Lane
Rockville, Maryland 20852

Mr. David S. Addington
Ms. Linda L. Werling
9 Englishman Court
Rockville, Maryland 20852

Mr. & Mrs. Richard P. Bertocchi
6005 Rudyard Drive
Bethesda, Maryland 20814

Mr. Thomas Koval
6100 Rudyard Drive
Bethesda, Maryland 20814

Mr. & Mrs. David E. Mengerling
6152 Valerian lane
rockville, Maryland 20852

Mr. Ralph H. Weaver
10408 Farnham Drive
Bethesda, Maryland 20814

Mrs. Vicente Roa
10716 Pine Haven Terrace
Rockville, Maryland 20852

Mr. Arthur N. Dubin
Dubin & Associates
4701 Sangamore Road
Bethesda, Maryland 20816

Sent on 1/17/87

181

**STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS**

CONTRACT NO. M 401-154-372 P.D.M.S. NO. 151105

I-270 EAST SPUR

INFORMATIONAL MEETING

WEDNESDAY, SEPTEMBER 17, 1986 - 5:30-9:30 p.m.

LOCATION DESIGN PUBLIC HEARING

TUESDAY, SEPTEMBER 30, 1986 - 7:30 p.m.

NAME DR. T. MACIAG DATE 9/5/86
PLEASE PRINT ADDRESS 6050 VALERIAN LANE
CITY/TOWN ROCKVILLE STATE MD ZIP CODE 20852

I/We wish to comment or inquire about the following aspects of this project:

If you build the 270 plan and widen the route,
Please build a sound barrier (like VA does
along 495) to protect your residents from
increased noise pollution (especially along
the 270 East Segment where \$250,000 townhouses
and \$400,000 single family homes exist)!!

- Please add my/our name(s) to the Mailing List.*
- Please delete my/our name(s) from the Mailing List.

*Persons who have received a copy of this brochure through the mail are already on the project Mailing List.

SEP 11 3 55 PM '86
PROJECT DEVELOPMENT DIVISION

182

**STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS**

CONTRACT NO. M 401-154-372 P.D.M.S. NO. 151105
I-270 EAST SPUR
INFORMATIONAL MEETING
WEDNESDAY, SEPTEMBER 17, 1986 - 5:30-9:30 p.m.
LOCATION DESIGN PUBLIC HEARING
TUESDAY, SEPTEMBER 30, 1986 - 7:30 p.m.

NAME E. BOCK DATE 9/6/86

PLEASE PRINT

ADDRESS 10651 PINE HAVEN TER.

CITY/TOWN ROCKV. STATE MD. ZIP CODE 20852

I/We wish to comment or inquire about the following aspects of this project:

YOUR MAP NEEDS TO BE UPDATED!
PLEASE SHOW TUCKERMAN LANE
CUTTING THRU FROM ROCKVILLE
PIKE TO OLD GEORGETOWN R.D.

PROJECT DEVELOPMENT DIVISION
SEP 11 3 54 PM '86

Please add my/our name(s) to the Mailing List.*

Please delete my/our name(s) from the Mailing List.

*Persons who have received a copy of this brochure through the mail are already on the project Mailing List.

184

**STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS**

CONTRACT NO. M 401-154-372 P.D.M.S. NO. 151105
I-270 EAST SPUR
INFORMATIONAL MEETING
WEDNESDAY, SEPTEMBER 17, 1986 - 5:30-9:30 p.m.
LOCATION DESIGN PUBLIC HEARING
TUESDAY, SEPTEMBER 30, 1986 - 7:30 p.m.

NAME MARK SIEGEL DATE 9/9/86

PLEASE PRINT ADDRESS 10725 Lady Slipper Terr.

CITY/TOWN Rockville STATE Md ZIP CODE 20852

I/We wish to comment or inquire about the following aspects of this project:

It is essential that the trees abutting the
270 Spur be retained. It appears that
they will be under the current plan.

We are greatly concerned with the
increased noise two additional lanes
of traffic will generate. We STRONGLY
urge that noise barriers be used
to block the sound from the highway.
Our home is one block from the
I-270 Spur, and there is a
substantial amount of noise even
under current conditions.

PROJECT DEVELOPMENT DIVISION
SEP 11 3 55 PM '86

Please add my/our name(s) to the Mailing List.*

Please delete my/our name(s) from the Mailing List.

*Persons who have received a copy of this brochure through the mail are already on the project Mailing List.

185

**STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS**

PROJECT DEVELOPMENT DIVISION
SEP 17 10 02 AM '86

CONTRACT NO. M 401-154-372 P.D.M.S. NO. 151105
I-270 EAST SPUR
INFORMATIONAL MEETING
WEDNESDAY, SEPTEMBER 17, 1986 - 5:30-9:30 p.m.
LOCATION DESIGN PUBLIC HEARING
TUESDAY, SEPTEMBER 30, 1986 - 7:30 p.m.

NAME DAVID S. ADDINGTON
LINDA L. WERLING DATE 9/10/86

PLEASE PRINT ADDRESS 9 ENGLISHMAN COURT
CITY/TOWN ROCKVILLE STATE MD ZIP CODE 20852

I/We wish to comment or Inquire about the following aspects of this project:

Our townhouse condominium development, Grosvenor Park Townhomes, is not shown on your map and does not receive your mailings.

We would like to see sound barriers erected along 270 to diminish noise during and after widening if that proposal is adopted.

We appreciate your efforts to inform the community of the status of current proposals.

Please add my/our name(s) to the Mailing List.*

Please delete my/our name(s) from the Mailing List.

*Persons who have received a copy of this brochure through the mail are already on the project Mailing List.

**STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS**

381
PROJECT DEVELOPMENT DIVISION
SEP 22 2 18 PM '86

CONTRACT NO. M 401-154-372 P.D.M.S. NO. 151105
I-270 EAST SPUR
INFORMATIONAL MEETING
WEDNESDAY, SEPTEMBER 17, 1986 - 5:30-9:30 p.m.
LOCATION DESIGN PUBLIC HEARING
TUESDAY, SEPTEMBER 30, 1986 - 7:30 p.m.

NAME RALPH H. WEAVER DATE 9/12/86

PLEASE PRINT

ADDRESS 10408 FARNHAM DR.

CITY/TOWN BETHESDA STATE MD. ZIP CODE 20814

I/We wish to comment or inquire about the following aspects of this project:

I OBJECT TO THE CONSTRUCTION OF THE ADDITIONAL LANES FOR THE FOLLOWING REASONS:

1. THE NOISE LEVEL FOR THE HOMEOWNERS IN THE NORTHERN SECTION OF WILDWOOD MANOR WOULD BE UNBEARABLE. THE NOISE LEVEL AT PRESENT ARE EXTREMELY HIGH AND VERY ANNOYING.

2. AT PRESENT EACH RUSH HOUR THE TRAFFIC BACKS UP BETWEEN OLD GEORGETOWN RD AND GEORGIA AVE. ON I-495. CONSEQUENTLY THE AIR LANE I-270 EAST BOUND BACKS UP ON I-270. SINCE I-495 CANNOT PRESENTLY HANDLE THE TRAFFIC FROM I-270, HOW IN THE WORLD CAN IT HANDLE TWO MORE LANES FROM I-270. IT APPEARS THAT YOU WOULD MERELY BUILDING PARKING LANE ON I-270. MORE NOISE + MORE POLLUTION AT GREAT EXPENSE TO TAXPAYERS. I HAVE LIVED AT THIS LOCATION SINCE 1960 AND TRAVELED THE I-495 / I-270 EXTENSIVELY. THE SOLUTION TO THE PROBLEM IS TO BUILD ALTERNATE INTERSTATE ROUTES TO BY-PASS THE WASHINGTON, D.C. AREA AND TO GREATLY REMOVE TRAFFIC FROM I-495 AND THE LOWER END OF I-270. PLEASE -

Please add my/our name(s) to the Mailing List.*

Please delete my/our name(s) from the Mailing List.

*Persons who have received a copy of this brochure through the mail are already on the project Mailing List.

DON'T WASTE OUR MONEY AND MAKE A BAD PROBLEM WORSE. (15)

**STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS**

SEP 22 2 16 PM '86

187
PROJECT
DEVELOPMENT
DIVISION

CONTRACT NO. M 401-154-372 P.D.M.S. NO. 151105
I-270 EAST SPUR
INFORMATIONAL MEETING
WEDNESDAY, SEPTEMBER 17, 1986 - 5:30-9:30 p.m.
LOCATION DESIGN PUBLIC HEARING
TUESDAY, SEPTEMBER 30, 1986 - 7:30 p.m.

NAME Mr & Mrs Richard P Bertocchi DATE 9-15-86

PLEASE
PRINT

ADDRESS 6005 Rudyard Drive

CITY/TOWN Bethesda STATE MD ZIP CODE 20814

I/We wish to comment or inquire about the following aspects of this project:

We are very concerned about the high noise
levels that this project would seem to produce
Exceeding the Federal Highway Administration's
Noise Abatement Criteria is completely un-
acceptable to us. First priority should be
given to solving the noise problem (projected or
existing) rather than expansion

Please add my/our name(s) to the Mailing List.*

Please delete my/our name(s) from the Mailing List.

*Persons who have received a copy of this brochure through the mail are already on the project Mailing List.

88/80

**STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS**

CONTRACT NO. M 401-154-372 P.D.M.S. NO. 151105
I-270 EAST SPUR
INFORMATIONAL MEETING
WEDNESDAY, SEPTEMBER 17, 1986 - 5:30-9:30 p.m.
LOCATION DESIGN PUBLIC HEARING
TUESDAY, SEPTEMBER 30, 1986 - 7:30 p.m.

PROJECT DEVELOPMENT DIVISION
SEP 22 2 16 PM '86

NAME Thomas KOVAL DATE 9-18-86

PLEASE PRINT ADDRESS 6100 Rudyard Dr.

CITY/TOWN Bethesda STATE MD ZIP CODE 20814

I/We wish to comment or inquire about the following aspects of this project:

My wife and I live very near the highway in question. We therefore greatly favor alternate 1: No-Build. If this is not acceptable, we strongly believe it necessary to construct a substantial sound wall since traffic noise is a problem, even at the present time.

Please add my/our name(s) to the Mailing List.*

Please delete my/our name(s) from the Mailing List.

*Persons who have received a copy of this brochure through the mail are already on the project Mailing List.

62

189

**STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS**

CONTRACT NO. M 401-154-372 P.D.M.S. NO. 151105
I-270 EAST SPUR
INFORMATIONAL MEETING
WEDNESDAY, SEPTEMBER 17, 1986 - 5:30-9:30 p.m.
LOCATION DESIGN PUBLIC HEARING
TUESDAY, SEPTEMBER 30, 1986 - 7:30 p.m.

PROJECT DEVELOPMENT DIVISION
SEP 25 1 51 PM '86

NAME Mr. and Mrs. David E. Mengerling DATE September 22, 1986

PLEASE PRINT

ADDRESS 6152 Valerian Lane

CITY/TOWN Rockville, STATE MD ZIP CODE 20852

I/We wish to comment or inquire about the following aspects of this project:

My husband and I attended the September 17th meeting and were very impressed with the set up. The representatives from the State Highway Administration were very informative and patient. Our main concern was the noise level. (we are located behind your noise level testing area #7, the tennis courts) We would like very much to see sound barriers put up along the corridor from the bridge (Old Georgetown Road down towards the beltway). We realize and agree that there must be expansion of the I-270 East Segment, but we all feel the people living around this segment should have some consideration in this matter. Our questions to you are: 1-Are sound barriers being considered in our area?; 2-Will they be built before, after or during the construction?; 3-What type of sound barriers are being proposed?. My husband and I, and hopefully people from our community will be attending the September 30th meeting.

David E. Mengerling

Please add my/our name(s) to the Mailing List.*

Please delete my/our name(s) from the Mailing List.

*Persons who have received a copy of this brochure through the mail are already on the project Mailing List.

27

190

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

CONTRACT NO. M 401-154-372 P.D.M.S. NO. 151105
I-270 EAST SPUR
INFORMATIONAL MEETING
WEDNESDAY, SEPTEMBER 17, 1986 - 5:30-9:30 p.m.
LOCATION DESIGN PUBLIC HEARING
TUESDAY, SEPTEMBER 30, 1986 - 7:30 p.m.

PROJECT
DEVELOPMENT
DIVISION
Oct 16 3 28 PM '86

NAME Mrs. Vicente Roa DATE Sept. 30, 1986

PLEASE
PRINT

ADDRESS 10716 Pine Haven Terr

CITY/TOWN Rockville STATE Md ZIP CODE 20854

I/We wish to comment or inquire about the following aspects of this project:

Although, I was unable to attend the above meeting and do not know what progress or terms were agreed upon I want to comment. Our townhouse backs onto the I-270 spur. We have a nice deck walking off our living room, unfortunately we seldom use it because of the noise. There is a narrow stretch of trees dividing our property and the I-270 spur but this is of little help. I'm afraid additional lanes would further increase the noise. I want to know the possibility of the county installing ^{concrete} sound barriers in this residential area to help ~~reduce~~ decrease the noise problem.

Please add my/our name(s) to the Mailing List.*

Please delete my/our name(s) from the Mailing List.

*Persons who have received a copy of this brochure through the mail are already on the project Mailing List.

190



INDEPENDENT NETWORK CONSULTANTS
P.O. BOX 2328 ROCKVILLE, MARYLAND. 20852-2328 301-984-9600

191

PROJECT
DEVELOPMENT
DIVISION
OCT 16 2 28 PM '86

October 14, 1986

Mr. Neil J. Pedersen
Director
Office of Planning and Preliminary Engineering
STATE HIGHWAY ADMINISTRATION
P. O. Box 717
Baltimore, Maryland 21203-0717

Dear Mr. Pedersen:

Our home is located next to 270 between Rockville Pike and Old Georgetown Road in the Cloisters.

Over the past several years the noise level has become increasingly worse. Now that the road is scheduled to be widened, we anticipate it becoming more unbearable.

We notice that "sound barriers" are being placed around the Washington Beltway and 270 and respectively request that "sound barriers" be placed on the stretch of road to be widened near our home as well.

Please advise us as to what steps we must take in order to make this happen.

Sincerely,

Marcia & Leonard Klompus

Marcia and Leonard Klompus
6049 Valerian Lane
Rockville, Maryland 20852
(301) 984-9615

RECEIVED

#960
OCT 16 1986

DIRECTOR, OFFICE OF
PLANNING & PRELIMINARY ENGINEERING

192

Dubin & Associates

CONSULTING AND MANAGEMENT

October 16, 1986

PROJECT DEVELOPMENT DIVISION
OCT 20 11 40 AM '86

Mr. Neil J. Pedersen, Director
Office of Planning and Preliminary Engineering
Maryland Department of Transportation
State Highway Administration
P. O. Box 717
Baltimore, Maryland 21203-0717

RE: Contract # M 401-154-370
PDMS #151105

Dear Director Pedersen,

Thank you for your note in regards to the extension of the deadline for receipt of comments in the Public Hearing transcript. The purpose of my letter is to share with you my concerns.

To begin, the increasing of the decibel level due to the road expansion planned is of great concern to those of us who live nearby. Our point is quite simple, we agree that widening of the road is the thing to do, but for us to accept increasing noise levels cannot be justified on any grounds.

We did not knowingly buy into a situation that was going to be made worse by the expansion of the roads. Again, increasing decibels levels were an unknown situation to us at the time of our original purchase.

Please consider our request a priority concern. We again agree with the planned expansion of the roads, but implore you to consider in your planning the building of a barrier to deflect the noise. Finally, just imagine for a moment that you were our neighbor faced with our same situation.

Thank you for your consideration to this matter.

Sincerely,

Arthur N. Dubin, CPM, PCAM

RECEIVED

AND:bvs

OCT 20 1986

DIRECTOR, OFFICE OF
PLANNING & PRELIMINARY ENGINEERING

V-132

26

193

LAW OFFICES

FUREY, DOOLAN & ABELL

8401 CONNECTICUT AVENUE
CHEVY CHASE, MARYLAND 20815
(301) 652-6880

E. WILLIAM FUREY
DEVIN JOHN DOOLAN
W. SHEPHERDSON ADELL
PATRICK W. FUREY
ELSIE L. REID
PHILIP L. O'DONOGHUE
MARIANNE K. BENJILIAN

JEFF EVAN LOWINGER
THOMAS CHARLES KIMMEL
GREGORY V. POWELL
JULIA L. O'BRIEN

WILLIAM S. ABELL
ROBERT E. FEROUSON, JR.
CHRISTOPHER S. ABELL
OF COUNSEL

September 30, 1986

PROJECT DEVELOPMENT DIVISION
OCT 3 11 36 AM '86

Mr. Neil J. Petersen
Director of Planning and Engineering
State Highway Administration
P.O. Box 717
Baltimore, Maryland 21203-0701

Dear Mr. Petersen:

I am writing in reference to the State Highway Administration's plans to widen portions of Interstate 270. I understand there are "two legs" being considered for widening, the east and west legs. I am informed that the project includes the widening of I-270 in the median section from the Y split to the Capital Beltway.

My firm represents clients that own land alongside portions of Interstate 270. I would appreciate receipt of information regarding the project and whether it is intended to build in the existing right-of-way or to acquire additional right-of-way.

Thank you very much for your attention to this letter.

Sincerely,

Elsie L. Reid

Elsie L. Reid

/jg

SHA Response: Ms. Reid was sent a project brochure which indicated that no right-of-way would be required for the widening.

RECEIVED

OCT 3 1986

DIRECTOR, OFFICE OF
PLANNING & PRELIMINARY ENGINEERING

194

Additional Information: Alternate 2 (inside widening) is now the selected alternate for addressing traffic capacity problems on the I-270 East Segment.



Maryland Department of Transportation

State Highway Administration

William K. Hellmann
Secretary

Hal Kassoff
Administrator

RE: Contract No. M 401-154-372 N
Interstate Route 270 East Segment
Y-Split to Interstate Route 495
PDMS No. 151105 .

This is in response to your recent comments concerning the Interstate Route 270 East Segment study.

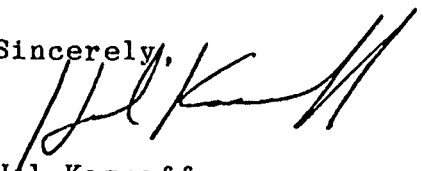
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We hope to have a final position on the noise issue before the end of this winter.

Your name is on our mailing list for the Interstate Route 270 East Segment project planning study. Through this mailing list, we will keep you up-to-date on the status of this study.

Thank you for expressing your concerns regarding this project. If you have any further comments or questions, please do not hesitate to contact me or the Project Manager, Ms. Catherine Pecora, at 333-1191.

Sincerely,



Hal Kassoff
Administrator

HK:sh

cc: Secretary William K. Hellmann

My telephone number is 333-1111

Teletypewriter for Impaired Hearing or Speech
383-7555 Baltimore Metro — 565-045 v-134 — 1-800-492-5062 Statewide Toll Free
P.O. Box 717 / 707 North Ca Itimore, Maryland 21203 - 0717

B. ELECTED OFFICIALS

196

The SHA Responses to former Senator Mathias and former Representative Barnes were in response to telephone inquiries.

The correspondence from citizens enclosed with the letter from Senator Mikulski to State Highway Administrator Kassoiff is represented by a sample letter.

197



Maryland Department of Transportation

State Highway Administration

William K. Hellmann
Secretary

Hal Kassoff
Administrator

DEC 09 1986

Re: Contract No. M 401-154-372 N
Interstate Route 270 East Segment
Y-Split to Interstate Route 495
PDMS No. 151105

270E

COPY	
No.	FOR
ORIGINAL TO FILE <i>18/6</i>	
DATE	

DEC 11 9 44 AM '86

PROJECT DEVELOPMENT DIVISION

The Honorable Charles McC. Mathias, Jr.
United States Senate
Suite 387
Russell Senate Office Building
Washington, D.C. 20510

Attention: Mr. Geoffrey Rhodes

Dear Senator Mathias:

This is in response to recent inquiries from constituents regarding the Interstate Route 270 East Segment study as it relates to noise impacts and mitigation.

As part of the project planning study for the Interstate Route 270 East Segment, a noise analysis was performed. The results of this study indicate that the increase in noise as a result of this widening is in the range of 0-2 dBA. This indicates that the increase in noise level between the build and no-build condition is not significant. Thus, it is the increase in traffic over time, under the no-build condition, which creates the increase in noise level to an amount which exceeds the noise abatement criterion. Since the proposed project is not causing a significant increase in projected noise levels, noise mitigation is not being considered as part of this project.

The Windermere neighborhood is one of the neighborhoods in this project that is being considered for possible eligibility in the Type II Noise Abatement program which provides abatement for an existing noise problem. A final decision has not yet been made on the Type II barriers. The existing noise levels are scheduled to be monitored in the near future, and we hope to make a final decision early next year.

V-137

My telephone number is 333-1111

198

The Honorable Charles McC. Mathias

Page Two

DEC 09 1986

We will inform you of any decisions reached regarding the Interstate Route 270 East Segment study. If you desire to discuss this further, please feel free to contact me.

Sincerely,
ORIGINAL SIGNED BY:
HAL KASSOFF

Hal Kassoff
Administrator

HK:tn

cc: Mr. Michael Snyder
Mr. Neil J. Pedersen
~~Mr.~~ Louis H. Ege, Jr.
Mr. Charles B. Adams
Ms. Catherine Pecora

Additional Information:

Alternate 2 (inside widening) is now the selected alternate for addressing traffic capacity problems on the I-270 East Segment.

199



Maryland Department of Transportation

State Highway Administration

William K. Heilmann
Secretary

Hal Kassoff
Administrator

DEC 09 1985

Re: Contract No. M 401-154-372 N
Interstate Route 270 East Segment
Y-Split to Interstate Route 495
PDMS No. 151105

PROJECT
DEVELOPMENT
DIVISION

DEC 11 9 44 AM '85

The Honorable Michael D. Barnes
United States House of Representatives
Suite 302
11141 Georgia Avenue
Wheaton, Maryland 20902

Attention: Mr. Vic Weissberg

Dear Congressman Barnes:

COPY	
No	FOR
ORIGINAL TO FILE 183	
DATE	

This is in response to recent inquiries from constituents regarding the Interstate Route 270 East Segment study as it relates to noise impacts and mitigation.

As part of the project planning study for the Interstate Route 270 East Segment, a noise analysis was performed. The results of this study indicate that the increase in noise as a result of this widening is in the range of 0-2 dBA. This indicates that the increase in noise level between the build and no-build condition is not significant. Thus, it is the increase in traffic over time, under the no-build condition, which creates the increase in noise level to an amount which exceeds the noise abatement criterion. Since the proposed project is not causing a significant increase in projected noise levels, noise mitigation is not being considered as part of this project.

The Windermere neighborhood is one of the neighborhoods in this project that is being considered for possible eligibility in the Type II Noise Abatement program which provides abatement for an existing noise problem. A final decision has not yet been made on the Type II barriers. The existing noise levels are scheduled to be monitored in the near future, and we hope to make a final decision early next year.

V-139

My telephone number is 333-1111

Teletypewriter for Impaired Hearing or Speech

383-7555 Baltimore Metro — 585-0451 D.C. Metro — 1-800-492-5062 Statewide Toll Free

P.O. Box 717 / 707 North Calvert St., Baltimore, Maryland 21203 - 0717

200

The Honorable Michael D. Barnes

DEC 09 1986

Page Two

We will inform you of any decisions reached regarding the Interstate Route 270 East Segment study. If you desire to discuss this further, please feel free to contact me.

Sincerely,

ORIGINAL SIGNED BY:
HAL KASSOFF
Hal Kassoff
Administrator

HK:tn

cc: Mr. Michael Snyder
Mr. Neil J. Pedersen
Mr. Louis H. Ege, Jr.
Mr. Charles B. Adams
Ms. Catherine Pecora

Additional Information:

Alternate 2 (inside widening) is the selected alternate for addressing traffic capacity problems on the I-270 East Segment.

201

SHANT MARINE AND FISHERIES
SUBCOMMITTEES
CHAIRWOMAN, OCEANOGRAPHY
MERCHANT MARINE
COAST GUARD
ENERGY AND COMMERCE
SUBCOMMITTEES:
HEALTH AND THE ENVIRONMENT
COMMERCE, TRANSPORTATION AND TOURISM

BARBARA A. MIKULSKI
3D DISTRICT, MARYLAND

2404 RAYBURN BUILDING
WASHINGTON, DC 20515
(202) 225-4018

Congress of the United States
House of Representatives
Washington, DC 20515

DISTRICT OFFICES:
XX 1414 FALLON FEDERAL BUILDING
BALTIMORE, MD 21201
(301) 982-4510
8809 REISTERSTOWN ROAD, #104
BALTIMORE, MD 21215
(301) 358-0758
419 SOUTH HIGHLAND AVE.
BALTIMORE, MD 21224
(301) 583-4000

October 16, 1986

Mr. Hal Kassoff, Administrator
Maryland Dept. of Transportation
State Highway Administration
707 North Calvert Street
Baltimore, Maryland 21203-0717

PROJECT DEVELOPMENT DIVISION
OCT 21 9 32 AM '86

Dear Mr. Kassoff:

I would appreciate it if you would review the enclosed correspondence and would contact my office as soon as possible with the appropriate information to respond to my constituent.

If this matter can be handled by telephone, please contact my staff assistant Terence Curtis with the information. Naturally, we are anxious to have a reply as soon as possible. We will ask for a letter confirming your conversation with my staff assistant.

Thank you for your consideration of this matter.

Sincerely,

Barbara A. Mikulski
Member of Congress

BAM:tc:ar

encl.

RECEIVED

#968
OCT 21 1986

J-70

DIRECTOR, OFFICE OF
PLANNING & PRELIMINARY ENGINEERING

V-141

OCT 10 1986

202

Dear *Barbara*:

Your assistance is requested to resolve a major problem impacting both my residence and community. Since my property is in relatively close proximity to Interstate 270, the increases in traffic over the past five years have resulted in noise levels exceeding the Federal Highway Administration's noise abatement criteria. Research recently completed by the Maryland Department of Transportation as part of the I270 (east segment) expansion project indicates an even greater increase over the current noise levels is inevitable.

The environmental assessment of the I270 expansion project confirms that a quality constructed barrier would significantly reduce current and projected noise levels. The Maryland State Highway Administration, however, apparently has no definitive plans in place or funds allocated from monies provided to correct the noise pollution problem.

The property taxes on homes in our community rank with the highest in Montgomery County. This environmental impact not only has a devastating effect on property values, even more importantly, it represents an environmental health hazard to our families.

Your support in ensuring that a quality and aesthetically acceptable noise abatement barrier is built prior to any additional consideration on the Interstate 270 expansion project is appreciated.

Sincerely,



Maryland Department of Transportation

State Highway Administration

William K. Hellmann
Secretary

Hal Kassoff
Administrator

203

DEC 09 1986

Re: Contract No. M 401-154-372 N
Interstate Route 270 East Segment
Y-Split to Interstate Route 495
PDMS No. 151105

Dec 11 9 49 AM '86

PROJECT DEVELOPMENT DIVISION

The Honorable Barbara Mikulski
United States House of Representatives
1414 Fallon Federal Building
Baltimore, Maryland 21201

Attention: Mr. Terence Curtis

Dear Congresswoman Mikulski:

COPY	
No.	FOR
ORIGINAL TO FILE 183	
DATE	

This is in response to your recent letter regarding inquiries from your constituents on the Interstate Route 270 East Segment study as it relates to noise impacts and mitigation.

As part of the project planning study for the Interstate Route 270 East Segment, a noise analysis was performed. The results of this study indicate that the increase in noise as a result of this widening is in the range of 0-2 dBA. This indicates that the increase in noise level between the build and no-build condition is not significant. Thus, it is the increase in traffic over time, under the no-build condition, which creates the increase in noise level to an amount which exceeds the noise abatement criterion. Since the proposed project is not causing a significant increase in projected noise levels, noise mitigation is not being considered as part of this project.

The Windermere neighborhood is one of the neighborhoods in this project that is being considered for possible eligibility in the Type II Noise Abatement program which provides abatement for an existing noise problem. A final decision has not yet been made on the Type II barriers. The existing noise levels are scheduled to be monitored in the near future, and we hope to make a final decision early next year.

V-143

My telephone number is 333-1111

Teletypewriter for Impaired Hearing or Speech
383-7555 Baltimore Metro — 565-0451 D.C. Metro — 1-800-492-5062 Statewide Toll Free
P.O. Box 717 / 707 North Calvert St., Baltimore, Maryland 21203 · 0717

204

The Honorable Barbara Mikulski

DEC 09 1986

Page Two

We will inform you of any decisions reached regarding the Interstate Route 270 East Segment study. If you desire to discuss this further, please feel free to contact me.

Sincerely,
ORIGINAL SIGNED BY:
HAL KASSOFF

Hal Kassoff
Administrator

HK:tn

cc: Mr. Michael Snyder
Mr. Neil J. Pedersen
Mr. Louis H. Ege, Jr.
Mr. Charles B. Adams
~~Ms. Catherine Pecora~~

Additional Information:

Alternate 2 (inside widening) is the selected alternate for addressing traffic capacity problems on the I-270 East Segment.



SENATE OF MARYLAND

ANNAPOLIS, MARYLAND 21401-1991

STEWART BAINUM, JR.
20TH LEGISLATIVE DISTRICT
MONTGOMERY COUNTY

BUDGET & TAXATION COMMITTEE
SUBCOMMITTEE ON CORRECTIONS AND TRANSPORTATION
SUBCOMMITTEE ON CAPITAL BUDGET
JOINT BUDGET & AUDIT COMMITTEE

October 23, 1986

OFFICE ADDRESS:
211 JAMES SENATE OFFICE BLDG.
WASHINGTON AREA 838-3834 (TOLL FREE)
ANNAPOLIS AREA 841-2221 (TOLL FREE)

DISTRICT OFFICE:
10800 LOCKWOOD DRIVE
SILVER SPRING, MARYLAND 20901
(301) 661-3310

RECEIVED
DIVISION
OCT 21 PM '86

Mr. Hal Kassoff
Administrator
State Highway Administration
707 North Calvert Street
Baltimore, Maryland 21202

Dear Mr. Kassoff:

Recently I received a letter from a constituent who is concerned about the noise levels along I-270. Could you please share the results of any research which has been done to evaluate noise levels along this route and any information regarding possible noise abatement plans.

Thank you for your time and cooperation.

Sincerely,

Stewart Bainum, Jr.

SBjr:cc

RECEIVED

#979

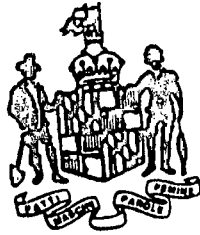
OCT 27 1986

J-108

DIRECTOR, OFFICE OF
PLANNING & PRELIMINARY ENGINEERING

V-145

205



SENATE OF MARYLAND
ANNAPOLIS, MARYLAND 21401-1991

OCT 27 11 30 PM '86
PROJECT
DEVELOPMENT
DIVISION

STEWART BAINUM, JR.
20TH LEGISLATIVE DISTRICT
MONTGOMERY COUNTY
BUDGET & TAXATION COMMITTEE
COMMITTEE ON CORRECTIONS AND TRANSPORTATION
SUBCOMMITTEE ON CAPITAL BUDGET
JOINT BUDGET & AUDIT COMMITTEE

October 24, 1986

OFFICE ADDRESS:
211 JAMES SENATE OFFICE BLDG.
WASHINGTON AREA 856-3634 (TOLL FREE)
ANNAPOLIS AREA 841-3634 (TOLL FREE)
DISTRICT OFFICE:
10800 LOCKWOOD DRIVE
SILVER SPRING, MARYLAND 20901
(301) 681-3310

RECEIVED
#987
OCT 28 1986
#979
DIRECTOR OF
PLANNING & PRESENTATION ENGINEERING

Mr. Hal Kassoff
Administrator
State Highway Administration
707 North Calvert Street
Baltimore, Maryland 21202

Dear Mr. Kassoff:

Recently I received a letter from a constituent who is concerned about the noise levels along I-270. Could you please share the results of any research which has been done to evaluate noise levels along this route and any information regarding possible noise abatement plans.

Thank you for your time and cooperation.

Sincerely,

Stewart Bainum, Jr.

SBjr:cc

207



Maryland Department of Transportation

State Highway Administration

1270 E

COPY	
No	FOR
ORIGINAL TO FILE <i>186</i>	
DATE	

William K. Hellmann
Secretary

Hal Kassoff
Administrator

DEC 09 1986

Re: Contract No. M 401-154-372 N
Interstate Route 270 East Segment
Y-Split to Interstate Route 495
PDMS No. 151105

PROJECT DEVELOPMENT DIVISION
DEC 11 9 44 AM '86

The Honorable Stewart Bainum, Jr.
Maryland State Senate
10800 Lockwood Drive
Silver Spring, Maryland 20901

Dear Senator Bainum:

I am writing as a follow-up to your letters of October 23 and 24, 1986 regarding the Interstate Route 270 East Segment study as it relates to noise impacts and mitigation.

As part of the project planning study for the Interstate Route 270 East Segment, a noise analysis was performed. The results of this study indicate that the increase in noise as a result of this widening is in the range of 0-2 dBA. This indicates that the increase in noise level between the build and no-build condition is not significant. Thus, it is the increase in traffic over time, under the no-build condition, which creates the increase in noise level to an amount which exceeds the noise abatement criterion. Since the proposed project is not causing a significant increase in projected noise levels, noise mitigation is not being considered as part of this project.

The Windermere neighborhood is one of the neighborhoods in this project that is being considered for possible eligibility in the Type II Noise Abatement program which provides abatement for an existing noise problem. A final decision has not yet been made on the Type II barriers. The existing noise levels are scheduled to be monitored in the near future, and we hope to make a final decision early next year.

(V-147

My telephone number is 333-1111

Teletypewriter for Impaired Hearing or Speech
383-7555 Baltimore Metro — 565-0451 D.C. Metro — 1-800-492-5082 Statewide Toll Free
P.O. Box 717 / 707 North Calvert St., Baltimore, Maryland 21203 - 0717

208

DEC 09 1964

The Honorable Stewart Bainum, Jr.

Page Two

We will inform you of any decisions reached regarding the Interstate Route 270 East Segment study. If you desire to discuss this further, please feel free to contact me.

Sincerely,
ORIGINAL SIGNED BY
HAL KASSOFF
Hal Kassoff
Administrator

HK:tn

- cc: Mr. Michael Snyder
- Mr. Neil J. Pedersen
- Mr. Louis H. Ege, Jr.
- Mr. Charles B. Adams
- Ms. Catherine Pecora

Additional Information:

Alternate 2 (inside widening) is the selected alternate for addressing traffic capacity problems on the I-270 East Segment.

209

C. AGENCY COORDINATION

210



Montgomery County Government

October 8, 1986

PROJECT DEVELOPMENT DIVISION
OCT 17 2 39 PM '86

Mr. Neil J. Pedersen, Director
Office of Planning and Preliminary Engineering
Maryland State Highway Administration
707 North Calvert Street
Baltimore, Maryland 21202

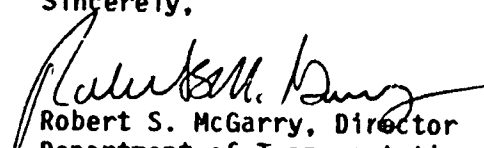
Re: I-270 East Segment
Environmental Assessment

Dear Mr. Pedersen:

We have reviewed the environmental assessment and believe it to be an accurate representation of the need for and likely impacts of the widening of the I-270 East leg. We support Alternative 2--the inside widening option--as the most feasible means of both providing necessary new capacity and minimizing negative impacts. During the design phase of this project, we expect that you will be specifying the noise mitigation measures to be implemented.

The interchange improvements that would likely be needed at Old Georgetown Road should also be addressed, but we agree that the mainline widening should not be delayed until the precise Interstate access improvements are identified. Instead the State and County will proceed forthwith to evaluate various interchange options on both the east and west legs, with the objective of programming them at or near the time the mainlines are widened.

Sincerely,


Robert S. McGarry, Director
Department of Transportation

RSM:mjo

cc: Mr. Louis H. Ege, Chief, Bureau of Project Planning, MSHA

RECEIVED
#961
OCT 17 1986

V-150

DIRECTOR, OFFICE OF
PLANNING & PRELIMINARY ENGINEERING
Office of the Director, Department of Transportation

101 Monroe Street, 10th Floor, Rockville, Maryland 20850, 301/251-2170



Maryland Department of Transportation

State Highway Administration

November 7, 1986

William K. Hellmann
Secretary

Hal Kassoff
Administrator

RE: Contract No. M 401-154-372 N
Interstate Route 270 East Segment
Y-Split to Interstate Route 495
PDMS No. 151105

Mr. Robert S. McGarry, Director
Department of Transportation
Montgomery County Government
101 Monroe Street
Rockville, Maryland 20850

Dear Mr. McGarry:

Thank you for your comments supporting the proposed widening of the Interstate Route 270 East Segment. As you have noted, we will continue to analyze noise mitigation measures as the project moves into the design phase.

The State Highway Administration looks forward to working with the County to address the anticipated capacity and access needs in this area.

Very truly yours,

Neil J. Redersen, Director
Office of Planning and
Preliminary Engineering

NJP:cd

cc: Mr. Louis H. Ege, Jr.

V-151

My telephone number is 659-1110

Teletypewriter for Impaired Hearing or Speech
383-7555 Baltimore Metro — 565-0451 D.C. Metro — 1-800-492-5062 Statewide Toll Free
P.O. Box 717 / 707 North Calvert St., Baltimore, Maryland 21201 - 0717

212

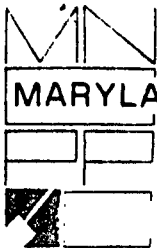
Additional Information:

Alternate 2 (inside widening) is the selected alternate for addressing traffic capacity problems on the I-270 East Segment and minimizing environmental impacts.

Results from the technical noise study indicate that projected noise levels for the No-build and Build Alternates in the design year 2010 are not significantly different. The increases in predicted noise levels are not a result of the proposed widening, but rather are a function of the increase in traffic over time in accordance with planned development. Accordingly, noise barriers are not warranted as a consequence of this project and will not be constructed. In addition, since the majority of homes adjacent to the roadway were constructed after the roadway, they are not eligible for the Type II, or retrofit, noise program.

Interchange improvements at Old Georgetown Road and at Democracy Boulevard on the I-270 west leg will be addressed in a separate SHA study. This study, to be jointly conducted with the Maryland-National Capital Park and Planning Commission, the Montgomery County Department of Transportation, the developer of the Davis tract, and SHA, will explore a variety of solutions to the traffic operation and capacity problems at these interchanges.

213



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

8787 Georgia Avenue • Silver Spring, Maryland 20910-3760

(301) 278-1888
495-4525

October 21, 1986

RECEIVED
#987
OCT 23 1986
J-123
DIRECTOR, OFFICE OF
PLANNING & PRELIMINARY ENGINEERING

Mr. Hal Kassoff
Administrator
State Highway Administration
707 N. Calvert Street
Baltimore, Maryland 21202

Re: I-270 Spur - East Leg

Dear Mr. Kassoff:

The Montgomery County Planning Board reviewed the project planning study for the East Leg of the I-270 Spur during our regular meeting on September 25, 1986. The Board supports the widening of the East Leg from four to six lanes. Staff have reviewed the North Bethesda/Garrett Park Master Plan and find that the plan recommends the widening of the I-270 East Spur to six lanes. We have several specific recommendations to make with regard to this project.

First, we feel very strongly that the close coordination between our staff and your staff that has been established on the I-270 project should be continued for the Spur project and that those agreements regarding the visual corridor should continue along the Spur projects.

Second, the Board regrets the loss of the grassed median currently in place on the I-270 Spur. This area provides a "green relief" between I-495 and I-270 that has been quite pleasant. We would like to have been able to retain the median. However, we understand that an outside widening (either completely or partially as suggested by our staff) would negatively affect the adjacent residential community and that, in this case, the inside widening seems to be the only choice. We urge that you provide increased landscaping along the outside edge of the roadway to help offset the loss of the green median.

Third, Planning Board and staff feel very strongly that the Old Georgetown Road interchange needs to be studied for possible improvements. The SHA traffic numbers indicate that the interchange intersections will fail unless improvements are provided. The project planning study for the West Spur includes the Democracy Boulevard interchange. Also, a possible connection directly into

214

the Davis Tract from the East and West Spur should be studied. We are in agreement with your staff that this additional work can be combined into a third study which will include both interchanges and the two possible connections to the Davis Tract, and we strongly recommend that this be initiated as soon as possible.

Fourth, our Master Plan of Bikeways (1978) shows a future bikeway in an old trolley line right-of-way near Fleming Avenue south of the Spur and near Georgetown Prep School north of the Spur. The Spur design should make provision for this bikeway to cross the Spur (that is, nothing about the design and construction of this roadway project should preclude the future construction of the bikeway) and construction of the base of the support column in the median may be desirable as part of the project.

Fifth, the Planning Board supports the installation of noise barriers to protect the residential communities along this roadway. Two areas - those identified as B and D in the Environmental Assessment - appear to be likely candidates for some type of barrier.

We concur in staff's concern over the SHA's position that area C does not qualify solely because the majority of the houses were constructed after May 1976. Our Environmental Planning Division staff memorandum, which discusses this and other policy issues in some detail, is enclosed for your information and review. We understand the need for priority considerations in the distribution of a fixed amount of funds for this program but do not fully understand why this area should be removed from future consideration. That is, can it not be on the list but with an appropriate priority rating? A formal clarification of SHA noise barrier policy would be most helpful in improving our understanding of these issues.

We think the choice between berms, walls, or retaining the existing vegetation is best resolved by SHA and the residents. We are very interested in the "visual corridor" issue and will be available to provide input from the highway side (representing the driving public).

We look forward to a continued joint effort as this project proceeds through the approval process, design, and into construction.

Sincerely,

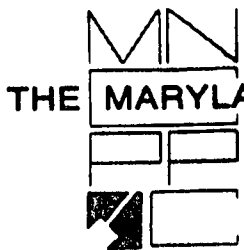
Norman L. Christeller

Norman L. Christeller
Chairman, MCPB

NLC:PBW:dlf
Enclosure

25

MCPB
Item #27
9/25/86



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION
8787 Georgia Avenue • Silver Spring, Maryland 20910-3780

September 22, 1986

MEMORANDUM

TO: Montgomery County Planning Board
FROM: Montgomery County Planning Staff
SUBJECT: I-270 East Spur - State Highway Administration
Project Planning Study

Recommendation: Support the widening of the I-270 East Spur to six lanes and request additional study as follows:

- (1) Preservation of the "green relief" area along the spur is of paramount importance. Attention should be given to (a) preserving the existing grass median by widening to the outside, (b) providing a planting area between the jersey barriers of the median, or (c) if all else proves unfeasible, additional plantings along the edge.
- (2) The study should be expanded to include the interchange with Old Georgetown Road and a possible direct connection with the Davis Tract.

SHA should make provision for our staff to work with SHA staff during the design phase of this project as we are doing on the I-270 projects to ensure continuity of the "visual corridor" concepts along this section of highway.

This project should include provision for the future construction of a bikeway across the I-270 East Spur in accordance with the Master Plan of Bikeways.

Project Schedule

The first meeting of the project team was Friday, August 29, 1986. The Informational Meeting was held September 17, 1986; approximately ten to fifteen citizens attended this meeting. The Location/Design Public Hearing will be September 30, 1986. SHA expects to receive Location/Design Approval in February 1987 and anticipates that the construction contract could be advertised as early as November 1987.

216

The I-495 project will be advertised this fall with the start of construction next spring; construction is expected to take throo to four construction seasons.

The I-270 project (from the Y Spur to south of Falls Road) will be advertised in February 1987 with an anticipated open to traffic date of winter 1989/90. The Montrose Road Interchange will be advertised in October 1987 with an anticipated open to traffic date of summer 1990.

Project Description

This project is the widening of the I-270 East Spur (between I-495 at Wisconsin Avenue and I-270) from two lanes to three lanes in each direction. (See the attached brochure.) The build alternative is an inside widening which will replace the existing green median with pavement and back-to-back jersey barriers. (The mainline cross-section is shown on page 5 of the brochure.) The widening project is very simple to design and to construct. One structure (the bridge that carries southbound traffic from I-270 over northbound traffic on the west spur to the east spur) will need to be widened. The Old Georgetown Road interchange is not part of the study - our staff thinks that it should be included. Noise studies have been conducted and barriers are being considered at four locations. The widening of I-495 between the spurs is no longer being considered as part of this project. Any improvement of this section of I-495 will be programmed as a special project.

This project will tie into the I-270 widening on the north and the I-495 widening (through Rock Creek Park) on the south. Current geometrics on those roadways produce capacity restraints for southbound traffic entering the Capital Beltway (I-495) and for northbound traffic entering I-270. The current problem entering I-495 will be eliminated when the I-495 widening is completed. It is less certain that the northbound merge problem will be eliminated but conditions should improve considerably especially when the Falls Road Interchange is open to traffic. A southbound bottleneck may occur if the I-495 project is completed without widening the spurs but our staff is not convinced that this project is so urgent as to preclude further study of the Old Georgetown Road interchange and a possible direct connection to the Davis Tract.

Recommended Addition to Study

It is important that any potential change to the interchanges or the main roadways be evaluated during the design process. An interstate roadway is not like a local road, where new curb cuts can be allowed and turn lanes easily added after the main roadway project is completed. The complexity of interstate movements, the high travel speeds, and the rigid design standards mean that all potential modifications should be analyzed fully before the plans are finalized.

The Davis Tract (Rock Spring Park) has been characterized as one of the most desirable tracts for development on the East Coast. There is still over 50 acres of undeveloped land in the tract, most of it zoned residential. There are also other major developable tracts in the vicinity. The capacity of the local roadway system to accommodate trips going into and out of the Davis Tract is becoming a constraint, on both the east and west sides. Improved or changed access to the I-270 spurs is one possible solution to this constraint and must be explored now before options are eliminated by this project.

Our staff feels that SHA should look seriously at the alternatives which have been suggested concerning access from the Davis Tract onto the I-270 spurs, and determine the feasibility of such connections and costs associated with them. This work should not be left to a consultant hired by a developer since the recommendations will have major impacts on an important public roadway. Incorporation of them into the design after it is finalized is very difficult, and may be impossible.

We are not suggesting that the SHA should have to fund the improvements. This may well be an appropriate developer function, at least in part. However, the State should do its own analysis of the most probable proposals, and perhaps have a main roadway design that would allow for the modifications at some later date.

The intersection of Old Georgetown Road is a similar situation. The at-grade intersections of the I-270 ramps with Old Georgetown Road are approaching unacceptable levels of service. An analysis of how to increase the capacity of the interchange should be included in the mainline analysis, since inclusion of the design features at this stage is by far the most efficient and effective process.

Good highway engineering makes as few changes as possible to an existing highway when a roadway is widened. This is both cost-effective and, in most cases, easiest to construct. The inside widening does that. As far as we know, the appearance of the roadway was not an important element of the design when the I-270 spurs were constructed. Apparently, the attractive green median was always intended to become travel lanes, shoulders, and jersey barrier medians. Our staff thinks that this should be reexamined.

Environmental

A memorandum from the Environmental Planning Division is attached for your review and consideration. An Environmental Assessment document has been prepared and made available to our staff. The major environmental issue will be noise. Four areas have been analyzed for noise impacts with monitoring conducted at 13 sites. Table 6, Project Noise Levels, is reproduced from the Environmental Assessment document for your information and review.

218

Bikeway

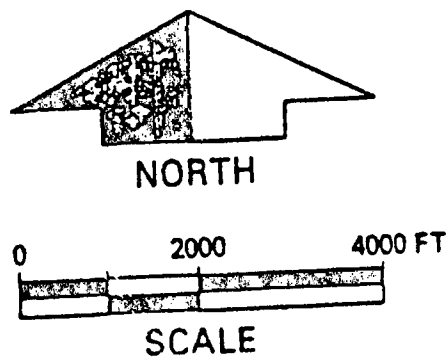
The Master Plan of Bikeways shows a bikeway (P-20) crossing the I-270 spur north of Fleming Avenue. This bikeway connects with Tuckorman Lane and proceeds north along the old trolley line right-of-way to Marinelli Road and the White Flint Metro station. The design of the I-270 East Spur should retain this option. In fact, the support of the necessary column might be included in this project.

Conclusion

Although our staff supports the widening of the I-270 East Spur, we think that additional study is needed.

PBW:dif
Attachments

cc: Melissa Banach
Perry Berman
Karen Kumm
Steve Federline
Pat Willard
Rick Hawthorne
Tom Robertson



INTERSTATE ROUTE 270
 EAST SEGMENT FROM
 Y-SPLIT TO INTERSTATE ROUTE 495

NOISE AREAS

FIGURE 9

V-159

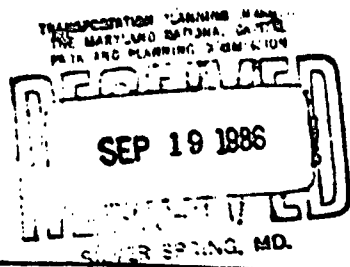
TABLE 6

Project Noise Levels

I-270 East Segment Widening

Design Year (2010) Leq in dBA												
Noise Area	HSA	Description	Measured Ambient Leq	Predicted Ambient Leq	No-Build	Build	Build w/Barrier	Barrier Reduction	Approx. Barrier Length (ft)	Approx. Barrier Hgt (ft)	Estimated Total Costs (in Thous.)	Number of Residences Protected
A	1	Residential	59	61	64	65	N/A	-	N/A	N/A	N/A	N/A
A	1A	Residential	66	66	70	72	69	3	335	12	103.95	0
A	2	Residential	59	59	62	64	N/A	-	N/A	N/A	N/A	N/A
D	3	Residential	66	67	71	73	61	(12)	4190	14	1533.82	35
D	4	Residential	66	66	71	72	65	7				
C	5	Church	63	64	67	69	62	7	6475	14-19	2633.50	59 + 1 Church
C	6	Residential	62	64	68	70	62	0				
C	7	Residential (Tennis Courts)	70	68	69	71	65	0				
C	8	Residential	62	64	68	70	63	7				
C	9	Residential	62	55	69	70	62	0	5920	15-18	2634.93	25
D	10	Residential	65	65	69	70	62	0				
D	11	Recreation Center	59	64	69	70	65	5				
D	12	Residential	64	65	69	70	65	5	5920	15-18	2634.93	25
D	13	Residential	64	65	70	70	62	0				

221



MEMO



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

September 19, 1986

TO: Pat Willard, Coordinator, Transportation Planning

VIA: Jorge A. Valladares, Chief, Environmental Planning Division *JAU*

FROM: Stephen D. Federline, Principal Environmental Planner *SD*

SUBJECT: Environmental Issues and Recommendations on I-270 East Spur in Preparation for Location / Design Public Hearing

Issues and Recommendations

* Review of SHA noise analysis and recommendations

While we understand that a noise technical study has been completed, we have not received a copy. The Environmental Assessment does state that all residential areas along this roadway will experience noise levels in excess of FHWA standards in the design year 2010, thus requiring the examination of noise abatement measures. A commitment to provide noise barriers was not apparent in the Environmental Assessment.

* Provision of noise abatement measures - FUNDING POLICY

A major issue involves the designation of this project for Federal funding of noise abatement measures. According to FHWA Regulations (CFR 23 Part 772.5(h)), this is a Type I project * since it involves a "physical alteration of an existing highway which ... increases the number of through travel lanes". Thus, FHWA regulations require noise mitigation to be provided regardless of when development occurred and at the same time as the highway project.

* As you know, Type I projects involve the funding of the entire highway improvement including noise barriers within the same funding pool. Type II projects are strictly retrofit noise barriers intended to resolve current noise problems. The allocation of funds for Type II projects is based on the State's determination of need and could theoretically cause major delays in provision of noise barriers regardless of the timing of highway expansion.

222

However, recent experience on the Carderock I-495 expansion indicates that these projects are now being considered under the Type II (retrofit) program by SHA. Type II noise projects are limited to developments that have been constructed before May 14, 1976 with certain exemptions. We believe that our noise compatible land use planning program satisfies both the intent and dictate of one exemption as cited in the Federal Regulations on Traffic Noise Abatement (CFR 23 Part 772.13b) to "exercise land use controls over the remaining undeveloped lands adjacent to highways in the local jurisdiction to prevent further development of incompatible activities" which allows a waiver of the May, 1976 cutoff date for Federal funding of Type II noise abatement projects for existing noise-impacted land uses near Federal-aid highways. Thus the date of construction of the adjacent housing should have no bearing on SHA noise abatement decisions for this and other projects in Montgomery County.

The second issue involves the method by which SHA evaluates cost/effectiveness of noise barriers. The method basically is to divide the number of residential units protected by the total cost of the barrier, resulting in a figure that reflects a cost per unit protected. A dilemma exists in our County since we aggressively try to reduce the number of units within noise impacted areas and, by doing so, significantly reduce our ability to take advantage of the SHA-funded noise barrier program. By SHA designating an maximum cost per dwelling figure of \$35,000 - 40,000, they penalize our efforts to mitigate the effects of traffic noise, and reward areas such as those around the Baltimore Beltway for allowing high-density development (apartments and rowhouses) adjacent to the Interstate.

A pertinent example is the Timberlawn townhouse development north of the Spur. The site plan was amended to move the tennis courts into the noise impacted area, and a row of townhouses internal to the site and away from the highway noise. If this had not been done (resulting in 6-8 more units adjacent to I-270), the cost per unit protected would have gone down, and the likelihood of SHA providing a noise barrier would be improved.

Together these two issues result in penalties to Montgomery County and its residents for efforts that are encouraged in Federal regulations.

* Provision of noise abatement measures - TYPE and LOCATION

The preservation of existing vegetation has been a significant design consideration in site design for developments on this segment of I-270 for two reasons: first, trees provide a perceptual reduction in noise impact, and second, noise berms would require massive grading and loss of vegetation to provide effective noise reduction. Thus, with the singular exception of the Grosvenor Mews site, the preferred approach to noise mitigation has been through site design, setbacks, tree preservation, and acoustical treatment of buildings. Site-by-site details of our efforts to mitigate traffic noise are included later in this memo.

Although we have not had an opportunity to review the SHA noise study or any roadway cross-sections, it appears that barriers incorporated into the trees would be preferable to the massive berms needed for effective noise reduction. Some combined approach (berm/barrier) may be possible if the major stands of trees could be protected. As stated above, the location of barriers should depend solely on projected noise impact, and not be ruled out because the date of construction of adjacent housing preceded FHWA regulations.

*** Control of quality and quantity of stormwater runoff**

Since the loss of the vegetated median will also mean the loss of a valuable natural buffer to roadway pollutants and runoff, it is essential that action be taken to assure that stormwater be appropriately managed to mitigate all effects of the major increase in impervious area with the roadway widening. Page IV-3 and IV-4 of the Environmental Assessment discuss control of surface water and mention State agencies with responsibility in this area. Both M-NCPPC and County DEP staff should also be provided with detailed studies of the methods of controlling stormwater. It should also be noted that there is already a significant flooding problem downstream in the Grosvenor Park housing complex which could be exacerbated by any increase in runoff from this project.

*** Summary of M-NCPPC's Noise Mitigation Efforts Along I-270 East**

Over the last several years the Planning Board and staff at M-NCPPC have aggressively promoted noise compatible land use / site planning for developments in the vicinity of the I-270 East Spur. What follows is a summary of those efforts.

Starting at I-495 and moving west along the northern side of the I-270 spur, here is pertinent information concerning implemented noise abatement measures:

GROSVENOR MEWS TOWNHOUSES south of Grosvenor Lane (site "A")

- site plan evaluation in 1980 and 1983 (#880016 & #883011)
- exterior noise reduction found feasible and consistent with recommendations made for parcel in North Bethesda Sector Plan
- landscaped berm constructed at developers' expense along I-270 partially within ROW (with approval from SHA)
- some units along southern edge (currently under construction) where berming was infeasible were subjected to acoustical treatment criteria mandating interior level of 45 dBA Ldn (see page 10 of noise guidelines).

GROSVENOR PARK TOWNHOUSES north of Grosvenor Lane west of Grosvenor Place (site "B")

- 224
- preliminary plan of subdivision approved in 1982
 - site plan approved in 1983 (#883070)
 - noise mitigation through site design determined by consensus to be preferred approach - protection of intervening tree cover was major consideration (visual barrier gives a perceptual noise reduction)
 - development prohibited in "neck" area near Grosvenor Lane
 - streets and parking areas were placed in impacted area nearest I-270
 - units were oriented to parallel and face I-270 (thereby protecting patio/deck areas using buildings as barriers), or perpendicular to I-270 to reduce direct exposure and provide some buffering by other units

TIMBERLAWN PARCEL "V"

- site plan for townhouses approved in 1983 (#883016)
- due to topographic/cost effectiveness considerations, physical barriers were determined infeasible
 - interior protection through acoustical treatment made a condition to site plan approval
 - subsequent to site plan approval, developer came to M-NCPPC and asked for permission to build a berm. Berm unfortunately was underdesigned and was not an effective height for most of the units
 - developer cited for failure to provide acoustical treatment and was required to retrofit existing townhouses (triple glazing on windows, sliding doors, and skylights)

TIMBERLAWN PARCEL "J"

- site plan for townhouses approved in 1981 (#881037)
- noise mitigation through site design including placing and connecting garages on I-270 side, moving proposed townhouses towards interior of site and tennis courts near I-270, and having townhouses facing I-270 for protection of backyards

BREWER-CORBY PROPERTY (south of I-270 & north of Grosvenor Lane)

- site plan approved in 1986 (#886043)
- consultant study (which included noise monitoring) determined that single-family attached units were sufficiently setback to achieve exterior standard of 65 dBA Ldn
 - noise-mitigating site design features include tree preservation, setback of 100 feet from ROW, and six foot noise/privacy walls protecting the patio areas

The Windermere/ Heritage Walk subdivision was also examined for noise impact in the early days of our noise program in 1978 (#178203). An increased setback was the only noise abatement option that was implemented.

225

Otherwise, all developments in this I-270 eastern spur are either undeveloped or developed prior to our land use / noise abatement program. The remaining undeveloped properties (principally the Davis, Aubinoe, and Corby tracts) will be examined for noise abatement as they come in for development.

cc: Nazir Baig

ERFAGE WALK WANDERERE
1-270

4029/703
18.20 Ac.

No Centre
1000 Ltg. Platd.
1175 / 487
1168 Ac.
N100
W/1/2 " "

UNDEVELOPED

1. Cor'd.
1340
D2 Ac.
C.A. Comolier Jr.
Et Al
Plat 12826
394478 F.
N 385

F. E. Davis Jr. Et Al
4029/703
53.40 Ac. 69.79 Ac. Tot.
P 440

PED UNDEVELOPED
A. L. Armino
3237
1400 Ac.
P 302

V-167

DRIVE

ROCK

SPRING DRIVE

Comolier
15 / 421
65 Ac.
592
N855
N843
N810

WALTER JOHNSON HIGH
SCHOOL
66.47 Ed.
2045/527
28.98 Ac.
P 998

F. E. Davis Jr. et al
Pl 10082
48200 F
N824

RILDWOOD

HANOR

1000 Assoc.
Et Al
616 / 409
708 Ac.
N610
N702
Pl of 1065 Ac.

ROSELAND

GEORGETOWN

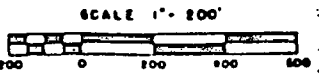
COUNTY LIBRARY

FRANWOOD

WILKINSON



DIST	CURRENT TO
4	6-1-64
7	6-1-64
13	6-1-64



BOATY BETH



Maryland Department of Transportation

State Highway Administration

-12702

COPY	
No.	FOR
ORIGINAL TO FILE 5	
DATE	

William K. Hellmann
Secretary
Hal Kasoff
Administrator

DEC 08 1986

Re: Contract No. M 401-154-372 N
Interstate Route 270 East Segment
Y-Split to Interstate Route 495
PDMS No. 151105

PROJECT DEVELOPMENT DIVISION
DEC 11 9 45 AM '86

Mr. Norman L. Christeller, Chairman
Montgomery County Planning Board
Maryland-National Capital Park and
Planning Commission
8787 Georgia Avenue
Silver Spring, Maryland 20910

Dear Mr. Christeller:

I am writing to thank you for your support of the Interstate Route 270 East Segment widening and to offer the following comments regarding your recommendations.

We look forward to continuing cooperation with you and your staff regarding the possible landscaping of the Interstate Route 270 East Segment. The landscaping agreements reached for the landscaping along the Interstate Route 270 corridor will be incorporated into this study where reasonable and feasible.

The State Highway Administration shares your concerns regarding the traffic operation and capacity at the interchanges of Interstate Route 270 with Old Georgetown Road and Democracy Boulevard. These will be studied in a separate Project Planning study which will address both the Old Georgetown Road interchange and Democracy Boulevard interchange on the west segment. This study will be conducted jointly with your staff, the Montgomery County Department of Transportation and the developer for the Davis Tract and will explore the feasibility of a variety of solutions in this area.

The proposed widening will not preclude the construction of a bikeway across the Interstate Route 270 East Segment. The construction of a pier in the proposed median could be done if it were designed in accordance with the pier designs that are proposed for the Interstate Route 270 mainline reconstruction. The State Highway Administration will work with your staff during the Final Design phase of this project if you desire to provide such an overpass now or at a later date.

V-168

My telephone number is 333-1111

Teletypewriter for Impaired Hearing or Speech
383-7555 Baltimore Metro — 565-0451 D.C. Metro — 1-800-492-5082 Statewide Toll Free
P.O. Box 717 / 707 North Calvert St., Baltimore, Maryland 21203 - 0717

Mr. Norman L. Christeller

Page Two

219
DEC 08 1986

As you are aware, the noise impacts associated with the proposed widening have been of paramount concern. The noise analysis indicates the difference in noise levels between the build and no-build conditions in the design year is insignificant. Therefore, we do not believe it would be appropriate to consider noise barriers under the State Highway Administration's Type I noise abatement program. Eligibility for barriers will be considered under the Type II program. We have also agreed to collect additional field data to verify our noise analysis.

Thank you again for your input and I look forward to continuing coordination with you and your staff regarding these issues.

Sincerely,

ORIGINAL SIGNED BY:
HAL KASSOFF

Hal Kassoff
Administrator

HK:tn

cc: ~~Mr. Neil J. Pedersen~~
~~Mr. Louis H. Ege, Jr.~~
Mr. Charles Adams
Mr. Steven McHenry
Mr. Richard Davis

Additional Information:

Alternate 2 (inside widening) is the selected alternate for addressing traffic capacity problems on the I-270 East Segment. Because the noise study indicated that noise barriers are not warranted as a result of the widening, they will not be constructed as part of this project.

230



BUREAU OF
PROJECT PLANNING

JAN 17 9 28 AM '86

TORREY C. BROWN, M.D.
SECRETARY

JOHN R. GRIFFIN
DEPUTY SECRETARY

STATE OF MARYLAND
DEPARTMENT OF NATURAL RESOURCES
MARYLAND GEOLOGICAL SURVEY
THE ROTUNDA
711 W. 40TH STREET, SUITE 440
BALTIMORE, MARYLAND 21211

KENNETH N. WEAVER
DIRECTOR
MARYLAND GEOLOGICAL SURVEY
EMERY T. CLEAVES
DEPUTY DIRECTOR

Division of Archeology
338-7236

16 January 1986

Mr. Louis H. Ege, Jr.
Bureau of Project Planning
State Highway Administration
P.O. Box 717/707 North Calvert Street
Baltimore, Maryland 21203-0717

RE: I-270 - Montgomery County

Dear Mr. Ege:

I have reviewed the subject project relative to archeological resources. There is one reported site near the project area as depicted on the attached map. Site 18M063 is represented by five Late Archaic/Early Woodland quartz projectile points collected from the site by a previous owner.

Three transects surveyed during the MDOT study include portions of the present study area. All three (Transects #12-005, 12-010, 12-011) failed to locate any archeological resources. In general, the archeological potential of this area is considered moderate. However, extensive land-disturbing operations (road and housing construction, primarily) have effectively diminished the potential for intact sites in most of the project area.

If I can be of further assistance on this matter, please let me know.

Sincerely yours,

Dennis C. Curry
Dennis C. Curry
Archeologist

DCC:lw

cc: Cynthia Simpson
Rita Suffness

Attachment

V-170



Maryland Historical Trust

PROJECT
DEVELOPMENT
DIVISION
APR 8 12 12 PM '86

April 4, 1986

Ms. Cynthia D. Simpson, Chief
Environmental Management
MDOT-SHA
707 N. Calvert Street
P. O. Box 717
Baltimore, MD 21203

RE: Interstate Route 270
Y-Split to I-495
Contract M 401-154-372

Dear Ms. Simpson:

Thank you for your letter of Oct. 25, 1985 concerning the above-referenced project.

This office concurs with the opinion that both the Davis Farm (M 30/19) and Wild Acres, the Grosvenor Estate (M 30/15) are inventory quality properties, not eligible for National Register inclusion.

We appreciate your cooperation.

Sincerely,

George J. Andreve
Environmental Review Administrator

GA/AL/mc

CC: Ms. Mary Ann Kephart
Ms. Roberta Hahn
Mr. Mark Walston

V-171

932



Maryland Historical Trust

April 23, 1986

Mr. Louis H. Ege, Jr., Deputy Director
Project Development Division
State Highway Administration
P. O. Box 717
707 North Calvert Street
Baltimore, Maryland 21203-0717

RE: Contract No. M 401-154-372
I-270, East Segment from
the Y-Split to I-495
P.D.M.S. No. 151105
Montgomery County, MD

Dear Mr. Ege:

Construction of the above-referenced project will have no effect upon significant archeological resources. Therefore, archeological investigations are not warranted for this particular project.

Thank you for providing us this opportunity to comment.

Sincerely,

Richard B. Hughes
State Administrator of
Archeology

RBH/BCB/mmc

CC: Mr. Tyler Bastian
Ms. Mary Ann Kephart
Ms. Roberta Hahn
Mr. Mark Walston



123
A

TORREY C. BROWN, M.D.
SECRETARY

Department of Natural Resources
MARYLAND FOREST, PARK & WILDLIFE SERVICE
Tawes Office Building
Annapolis, Maryland 21401

DONALD E. MACLAUHLAN
DIRECTOR

November 5, 1985

Ms. Cynthia D. Simpson, Acting Chief
Environmental Management
Department of Transportation
P.O. Box 717
707 North Calvert Street
Baltimore, Maryland 21203-0717

RE: Contract No. M 401
P.D.M.S. No. 151104
I-270 East Leg from
Y-Split to I-495
Inside Widening

Dear Ms. Simpson:

Your request for any information we may have concerning threatened or endangered species was review by Gary J. Taylor.

There are no known populations of threatened or endangered species within the area of project influence in Montgomery County.

Sincerely,

James Burtis, Jr.
Assistant Director

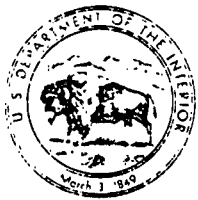
JB:emp

cc: G. Taylor
C. Brunori

V-173

Telephone 269-3716
TTY FOR DEAF: STATEWIDE 1-800-492-5062; BALTIMORE 269-2609

1134



United States Department of the Interior

FISH AND WILDLIFE SERVICE
DIVISION OF ECOLOGICAL SERVICES
1825B VIRGINIA STREET
ANNAPOLIS, MARYLAND 21401

November 7, 1985

Ms. Cynthia D. Simpson
Maryland Department of Transportation
P.O. Box 717
707 North Calvert St.
Baltimore, MD 21203-0717

Dear Ms. Simpson:

This responds to your October 24, 1985 request for information on the presence of Federally listed endangered or threatened species within the area of the proposed widening of I-270, Montgomery County, MD (P.D.M.S. No. 151104).

Except for occasional transient individuals, no Federally listed or proposed endangered or threatened species are known to exist in the project impact area. Therefore, no Biological Assessment or further Section 7 Consultation is required with the Fish and Wildlife Service (FWS). Should project plans change, or if additional information on the distribution of listed or proposed species becomes available, this determination may be reconsidered.

This response relates only to endangered species under our jurisdiction. It does not address other FWS concerns under the Fish and Wildlife Coordination Act or other legislation.

Thank you for your interest in endangered species. If you have any questions or need further assistance, please contact Judy Jacobs of our Endangered Species staff at (301) 269-6324.

Sincerely yours,

Judy Jacobs
Glenn Kinser
Supervisor
Annapolis Field Office



225
0-25

TORREY C. BROWN, M.D.
SECRETARY
JOHN R. GRIFFIN
DEPUTY SECRETARY

STATE OF MARYLAND
DEPARTMENT OF NATURAL RESOURCES
CAPITAL PROGRAMS ADMINISTRATION
TAWES STATE OFFICE BUILDING
ANNAPOLIS, MARYLAND 21401

FRED L. ESKEW
ASSISTANT SECRETARY
FOR CAPITAL PROGRAMS

November 27, 1985

Mr. Louis H. Ege
Bureau of Project Planning
State Highway Administration
707 North Calvert Street
Baltimore, Maryland 21203

Subject: I-270 East Leg From Y-Split to
I-495, Inside Widening

Dear Mr. Ege:

The Maryland Natural Heritage Program has no record of any rare species, unique habitat or other significant natural feature at, or in the vicinity of this project site. However, in the absence of a recent site review, we cannot show that such species or features are not present.

Sincerely,

Arnold W. Norden
Maryland Natural Heritage Program

AWN:mle

V-175

269-3656

736



OFFICE OF ENVIRONMENTAL PROGRAMS
DEPARTMENT OF HEALTH AND MENTAL HYGIENE

201 WEST PRESTON STREET • BALTIMORE, MARYLAND 21201 • AREA CODE 301 • ~~XXX~~ 225-5275

TTY FOR DEAF: Balto. Area 383-7555
D.C. Metro 565-0451

Adele Wilzack, R.N., M.S., Secretary

William M. Eichbaum, Assistant Secretary

February 5, 1987

PROJECT
DEVELOPMENT
DIVISION
FEB 9 9 59 AM '87

Ms. Cinthia D. Simpson, Chief
Environmental Management
Project Development Division
707 North Calvert Street, Room 310
Baltimore, Maryland 21202

RE: Interstate Route 270 Expansion
East Segment
From the Y Split to I 495
Contract No. M 401-154-372

Dear Ms. Simpson:

I have reviewed the air impact analysis performed for the widening of the east segment of Interstate Route 270 and concur with its conclusions.

The proposed project is consistent with the transportation control portion of the State Implementation Plan for the Metropolitan Washington Interstate Air Quality Control Region. Furthermore, adherence with the provisions of COMAR 10.18.06.03D will ensure that the impact from the construction phase of this project will be minimal.

Thank you for the opportunity to review this analysis.

Sincerely,

Mario E. Jorquera
Division of Air Quality Planning
and Data Systems
Air Management Administration

MEJ:dsd



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY

REGION III

841 Chestnut Building
Philadelphia, Pennsylvania 19107

APR 27 1987

Cynthia D. Simpson, Chief
Environmental Management
Project Development Division (Rm. 310)
MD State Highway Administration
707 North Calvert Street
Baltimore, MD. 21202

Re: MD Rt 270 East Segment - Y split to Rt 495
Air Quality Analysis

Dear Ms. Simpson,

In accordance with the responsibilities delegated to EPA under Section 309 of the Clean Air Act and the National Environmental Policy Act, EPA Region III has reviewed the above referenced document. The area in question is currently in a non-attainment area for CO and ozone, yet the Analysis does not supply information about the changes in the CO emissions and ozone levels (i.e. the loading in tons/year) that will result from the Build alternative. In addition, there does not appear to be a comparison of these CO emissions as related to the Build vs. No-build options. It is possible that an evaluation of recent air quality data could be a basis for redesignating the area as being in CO attainment. But until this happens, EPA remains uncomfortable in assessing the impacts of the highway widening with regard to air quality, based on the information presented.

However, we recognize that a request for additional information would result in a departure from standard operating procedure under SHA's working agreement with the FHWA. Harold Frankford of our Air Management Division will be contacting the FHWA to explore the implications of this policy as it relates to future projects. With your input, I am certain that this matter can be easily resolved.

Until such time as a procedural determination is made, we can, in all fairness, offer no further objection to the development of this project as it relates to air quality.

Thank you for including EPA in the scoping and coordination process. Should you have any questions, or if we can be of additional assistance, please contact Mr. Frankford at 215/597-1325, or myself, at 215/597-9302.

Sincerely,


Jeffrey M. Alper, Chief
NEPA Compliance Section

cc: Harold Frankford (3AM13)