

1908 - 1988



**Maryland Department of Transportation
State Highway Administration**

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

September 19, 1988

The Honorable Leon Albin
Maryland House of Delegates
6512 Edenvale Road
Baltimore, Maryland 21209

Dear Delegate Albin:

I am writing to follow up on my August 30th letter to you and your meeting of September 15th with Mr. Charles Adams concerning noise impacts adjacent to I-695 in the Stevenson area.

It will be necessary for us to develop additional data in order to provide you with the information you requested regarding noise impact, abatement potential and cost of abatement for this area. The studies will be completed by the end of October. I will contact you with this information and our recommendation by mid-November.

If you have any questions, please feel free to contact me.

Sincerely,


Hal Kassoff
Administrator

HK/sl

cc: Mr. Charles B. Adams

My telephone number is (301) _____

D

DEC 6 1988

The Honorable Leon Albin
Maryland House of Delegates
6512 Edenvale Road
Baltimore, Maryland 21209

Dear Delegate Albin:

I am writing to provide you with the additional information you requested regarding noise-related activities in the eleventh legislative district, and in particular, the results of our noise impact and abatement studies for the Stevenson area adjacent to I-695.

We have compiled a list of activities, past and present, within the eleventh district, a copy of which is attached for your information. At present, there are five completed noise barrier projects, three of which were built as part of the I-795 (Northwest Expressway) construction. The two additional projects were retrofit barriers along I-695. As you can see, there are also numerous areas that have been studied, or are currently being studied, to determine if they are eligible for our program.

For a community to be considered for noise abatement under State Highway Administration Policy, all of the following criteria must be met:

- noise levels must exceed the impact threshold level of 67 decibels (dBA);
- a majority of the impacted residences must have preceded the highway;
- construction of an effective noise barrier must be feasible;
- cost must be reasonable; cost per impacted residence that is protected may not exceed \$40,000;

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The Honorable Leon Albiz
Page 2

- seventy-five percent (75%) of the affected residents must favor the project; and
- funds must be available.

Our recent evaluation of the Stevenson area included Manor Hill Road and the Phillips Drive/Red Barn Court community. In the area of Manor Hill Road, we found that the residences were constructed prior to I-695, thereby meeting the criterion for date of construction. A 24-hour measurement was conducted (copy attached) along with several short term measurements to determine the extent and degree of impact in the community. The highest noise levels were from 65-69 dBA. Based on these results, it was determined that five residences were impacted at 67 dBA or above. A noise barrier to protect the impacted residences would cost over \$500,000. Dividing this cost by the five residences yields a cost per residence of over \$100,000, far exceeding our limit of \$40,000 per residence.

Eight residences along Phillips Drive and Red Barn Court were also found to be impacted at or above 67 dBA, with noise levels ranging from 66-68 dBA. However, these homes were constructed after I-695 was completed. Therefore, they do not qualify for inclusion in the Noise Abatement Program. Even if this area did qualify, the cost per residence would also exceed \$100,000, due mainly to the low density of development.

We have completed an investigation of the Manor Hill/Phillips Drive area for landscape screening potential, and have found that it will be possible to supplement the existing vegetation with some evergreen trees to provide a year-round visual buffer from the traffic. This planting project will be accomplished next spring.

I trust this information satisfies your needs at this time, and hope that I have clarified our policy as it relates to these communities. Please contact me if you have any questions.

Sincerely,
ORIGINAL SIGNED BY:
HAL KASSOFF
Hal Kassoff
Administrator

HK:prc
Attachments

The Honorable Leon Albin
Page 2

bcc: Bob B. Myers
Robert D. Douglass
Charles B. Adams

Dictated by: Ms. Patricia A. Gauss - 321-3607 - 11/19/38

D.T.
7/27/88

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The Honorable Leon Albin
6512 Edenvale Road
Baltimore, Maryland 21209

Dear Delegate Albin:

Thank you for your recent inquiry through District Engineer C. Robert Olsen concerning the noise problem in the area of Phillips Drive adjacent to I-695.

Phillips Drive and Red Barn Court have been studied for noise impacts, but do not qualify for noise barriers because the residences were constructed in 1966, five years after that portion of the Beltway was completed. One of the criteria which must be met for consideration of noise barriers is that the affected residences must have been constructed prior to the highway. It was found, however, that noise levels do exceed the 67 decibel (Leq) impact threshold.

While we cannot consider noise barriers for the area, we can consider landscaping as an alternate solution. We have found that a visual screen of trees and shrubs often provides some psychological relief from the traffic noise.

The Bureau of Landscape Architecture is currently conducting a landscape feasibility study for the Manor Hill portion of the community, which qualifies for date of construction, but not for noise levels. We will include Phillips Drive and Red Barn Court in this study for possible landscape screening, and will notify you of the findings in late October.

Thank you for bringing your concerns to my attention.

Sincerely,

Hal Kassoff
Administrator

HK:prc

bcc: Mr. Bob B. Myers
Mr. Robert D. Douglass
Mr. Charles B. Adams

Dictated by: Ms. Patricia A. Gauss - 321-3607 - July 26, 1988

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August 30, 1988

The Honorable Leon Albin
Maryland House of Delegates
6512 Edenvale Road
Baltimore, Maryland 21209

Dear Delegate Albin:

Thank you for your August 4th letter regarding noise impacts adjacent to I-695 in the Stevenson area.

We acknowledge that there are many areas throughout the State, which are impacted by highway noise. Our noise policy was developed to provide relief for those impacted areas where the highway clearly created the impact on an existing community. Where developments were built after the highway, people moving in clearly knew of the highway in advance, and possibly realized a better price because of the proximity of the road.

To further explain our noise policy and our extensive noise abatement program, I have asked Mr. Charles B. Adams, Chief of the Bureau of Landscape Architecture, to contact you to offer a briefing at your convenience.

In all candor, I am unable to defend from either a philosophical point of view, or a fiscal point of view, the expenditure of public funds to reduce noise impacts to homeowners whose dwellings were constructed after the roadway was there (unless there are major changes to the roadway itself that cause a significant increase in noise.)

We appreciate your concerns and thank you for bringing them to our attention. Please call me if you feel our noise policy is unfair or unreasonable and would like to discuss this matter further. Thanks.

Sincerely,
ORIGINAL SIGNED BY:
HAL KASSOFF

Hal Kassoff
Administrator

HK:prc
cc: Mr. Charles B. Adams
bcc: Mr. Bob B. Myers
Mr. Robert D. Douglass

Dictated by: Mr. Charles B. Adams-SHA ext. 3521 8/18/88.

C. Adams

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Richard H. Trainor
Secretary
Hal Kassoff
Administrator



Maryland Department of Transportation
State Highway Administration

OCT 14 1988

Mr. Uri P. Avin
Howard County Planning Director
3430 Courthouse Drive
Ellicott City, Maryland 21043

Dear Mr. Avin:

I am writing in response to County Executive Elizabeth Bobo's September 14th letter concerning I-95 traffic noise in the vicinity of the Lawyers Hill and Hunt Club Estates communities.

Repaving of the highway with an asphalt pavement could reduce the noise level from I-95, particularly tire noise. However, research is inconclusive as to the longevity of this benefit. As the pavement wears, voids fill in and the surface loses some of its quieting properties. We would give consideration to the use of a bituminous overlay at such time as resurfacing is necessary.

We have studied the possibility of building an earth berm in the Lawyers Hill area, north of Montgomery Road. Although it is true that a berm would be less costly, there are several factors which make this option impractical. First, the dense stand of mature trees, between Lawyers Hill Road and I-95, is already providing a partial visual screen for adjacent residences. Most of these trees would have to be removed in order to construct a berm, an impact that we normally could not support. In this same area, the existing highway right-of-way is insufficient, and would necessitate land donations to accommodate a berm.

We are currently conducting a detailed evaluation of the Hunt Club Estates area, south of Montgomery Road, which is scheduled to be completed by the end of this year. This evaluation will include the consideration of earth berms as an option for that area. We will contact you in late January with the results of this study.

My telephone number is (301) _____

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OCT 14 1968

Mr. Uri P. Avin
Page 2

Establishing noise zones along major highways is a good suggestion. We feel that the implementation of such a program is more appropriate at the local level. It is possible to control development that is more sensitive to noise through setbacks and requirements of developers to provide noise abatement. We have worked with you in the past regarding the county's interest in requiring that new development consider existing noise sources. We are very willing to continue this partnership. Mr. Charles Adams, Chief of our Bureau of Landscape Architecture, is available to discuss this further. Please feel free to contact him at (301) 321-3521.

Thank you for bringing your concerns to my attention.

Sincerely,
ORIGINAL SIGNED BY:
HAL KASSOFF

Hal Kassoff
Administrator

HK:prc
cc: The Honorable Elizabeth Bobo
Mr. Charles B. Adams ✓

December 21, 1988

The Honorable Raymond E. Beck
189 East Main Street
Westminster, Maryland 21157

Dear Senator Beck:

I am writing to follow up my May 16 letter to you concerning our additional noise impact studies in the Rona Road area adjacent to I-695.

We have performed additional noise monitoring consisting of short-term measurements at residences on Meadowlawn Road, Greenlawn Road and Arlene Circle, and two 24-hour measurements at 2809 Rona Road. The results of the 24-hour surveys are attached for your information.

Noise levels reached a maximum of 70 decibels during the short-term measurements and, based on this latest data, a maximum of seven residences would be impacted above the 67 decibel threshold. A noise barrier to protect the impacted homes would cost approximately \$500,000. Dividing this figure by the seven homes results in a cost per residence of over \$70,000, well above our limit for reasonable cost. Additionally, as I indicated in my earlier letter, our studies concluded that a noise barrier would probably be ineffective, especially for those residences on Rona Road and Arlene Circle, due to their distance from the beltway.

I regret that I cannot offer a more positive response to your concerns, but hope that this additional information is adequate for your needs. If you have additional questions, please do not hesitate to contact me or Chief of Landscape Architecture Charles B. Adams, at 321-3520.

Sincerely,
ORIGINAL SIGNED BY:
HAL KASSOFF

Hal Kassoff
Administrator

HK:prc
Attachments
tcc: Mr. Charles B. Adams
bcc: Mr. Bob B. Myers
Mr. Robert D. Douglass

Dictated by: Ms. Patricia A. Gauss - 321-3607 - 12/8/88



**Maryland Department of Transportation
State Highway Administration**

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75B-8

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

September 8, 1988

The Honorable Angela Beltram
Howard County Council
The George Howard Building
3430 Court House Drive
Ellicott City, Maryland 21043

Dear Councilwoman Beltram:

I am writing to update you on the status of the studies at I-70 in the vicinity of Millbrook Road.

Our first task was to demonstrate to the residents the procedures and methodology for taking noise readings. This was arranged through Mr. William Fischbach and done on May 23rd. In addition to Mr. Fischbach, only four residents attended this demonstration. Delegate Robert Kittleman also was present.

Our second task was to work with Mr. Fischbach to identify additional areas where 24-hour noise measurements would be taken. This was to ascertain whether the residences on the south side of Millbrook Road were impacted above the 67-decibel threshold criterion. In addition, it was to allow the residents, through Mr. Fischbach, to have input regarding the noise measurements so that they would be satisfied that the results were based on appropriate data. This work has now been completed, and confirms our earlier studies, which determined that these second-row residences do not meet the noise level criterion. Therefore, construction of a noise-barrier project would not be cost-effective considering the number of impacted homes.

Our final task was to perform engineering and cost studies to determine the feasibility of an earth berm as an alternative to a wall-type noise barrier for the area. We are currently nearing completion of this work and will contact you in early October with the results.

My telephone number is (301) _____

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The Honorable Angela Beltram
Page Two

Thank you for your continuing interest in our noise abatement program. Please don't hesitate to call me if you have any questions.

Sincerely,
ORIGINAL SIGNED BY:
HAL KASSOFF

Hal Kassoff
Administrator

HK:prc

cc: The Honorable Robert H. Kittleman
The Honorable Edward J. Kasemeyer
The Honorable Robert L. Flanagan
The Honorable Elizabeth Bobo
Mr. William Fischbach

bcc: Mr. Bob B. Myers
Mr. Robert D. Douglass
Mr. Charles B. Adams

dictated by Charlie Adams



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County Council of Howard County

GEORGE HOWARD BUILDING
3430 COURT HOUSE DRIVE
ELLCOTT CITY, MARYLAND 21043-4392
992-2001

COPY

COUNCILMEMBERS

Ruth Keeton, Chairperson
District 4
C. Vernon Gray, Vice Chairperson
District 3
Angela Beltram
District 2
Charles C. Feaga
District 5
Shane Pendergrass
District 1

Robert E. Vogel
Executive Secretary
Ronald S. Weinstein
County Auditor

April 19, 1988

Mr. Charles Adams
State Highway Administration
2323 W. Joppa Road
Brooklandville, MD 21022

Dear Mr. Adams:

Thank you for meeting with the residents of Millbrook Road to hear their concerns about noise generated by Interstate 70. They are heavily impacted by noise from this road and I appreciate your efforts to explore various options to deal with this problem.

As a result of the April 18 meeting, I understand that the following actions will be taken by the State Highway Administration:

- The dcb readings for the south side of Millbrook Road will be taken.
- The SHA will notify the community contact person, William Fischbach, 9310 Millbrook Road, to coordinate schedule and monitoring sites.
- The engineering and cost feasibility of a dirt berm will be explored.

I would appreciate it if you would keep me informed as to the schedule for the noise level test as well as the results of both studies.

Sincerely,

Angela Beltram
Council Member

AB:gt/pc-1137m

cc: William Fischbach

Addresses for cc's

The Honorable Edward J. Kasemeyer
12400 Clarksville Pike
Clarksville, MD 21029

The Honorable Robert H. Kittleman
12400 Route 108
Clarksville, MD 21029

The Honorable Robert L. Flanagan
12400 Clarksville Pike
Clarksville, MD 21029

The Honorable Elizabeth Bobo
Howard County Executive

The George Howard Building
3430 Court House Drive
Ellicott City, MD 21043

Mr. William Fischbach
9310 Millbrook Drive
Ellicott City, MD 21043



**Maryland Department of Transportation
State Highway Administration**

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Richard H. Trainor
Secretary
Hal Kassoff
Administrator

DEC 16 1988

The Honorable Angela Beltram
Howard County Council
The George Howard Building
3430 Court House Drive
Ellicott City, Maryland 21043

Dear Councilwoman Beltram:

I am writing to advise you of the results of the community meeting held on October 20th to discuss our noise abatement studies for I-70 adjacent to the Millbrook Road area.

The results of our follow-up measurements verified the results of our original study. Only the row of homes closest to I-70 is impacted above the noise level threshold of our policy. Therefore, the cost of a full-height noise wall exceeds the cost per residence criterion as previously reported.

We have determined, however, that a cost-effective solution might be achieved for this area through the combined use of an earth berm and a shorter height noise wall. Precise costs cannot be determined, however, until the design phase.

We will begin designing the project by late 1989, to make a final determination on whether the barrier meets cost criteria. This work should be completed within twelve to eighteen months from that time. Included will be soil borings, foundation studies, determination of optimal location, including height and length, and coordination with affected property owners.

If, after those preliminary design studies are completed, the barrier is found to be both cost-effective and acceptable to the community, and adjacent property owners are willing to make available any additional right-of-way should it be required, we will proceed to final design. Scheduling of the barrier for construction will depend upon availability of funds and the remaining backlog of previously approved barriers. Just as an indication, our present backlog will require several years to implement.

My telephone number is (301) _____

13

DEC 1 1982

The Honorable Angela Beltram
Page Two

If there are opportunities to construct the earth berm at an earlier date due to the availability of excess material from other highway work, we will carefully consider it. However, we do not anticipate the projects now under design in Howard County to be advertised within the next two years will have any excess material.

A question was posed at the meeting whether we could consider temporary plywood barrier for the interim. We do not believe this is feasible. In order to be effective, a barrier must be about 14 feet high. To construct a plywood barrier to this height would be expensive. A barrier only eight feet in height, which would be more reasonable in cost, would not be acoustically effective. Therefore, this is not considered a viable option.

Since we might be constructing this project, albeit at some future date, we will not provide landscape planting as a visual screen next spring as originally planned. This is because future construction of the mound will destroy any vegetation we would have planted.

I trust this information is sufficient for your needs at this time. If you have any questions or desire additional information, please feel free to contact me or Mr. Charles B. Adams, Chief of our Bureau of Landscape Architecture, at (301) 321-3521.

Sincerely,

ORIGINAL SIGNED BY:

HAL KASSOFF

Hal Kassoff
Administrator

HK:prc

cc: Mr. Charles B. Adams



**Maryland Department of Transportation
State Highway Administration**

16
Richard H. Trainor
Secretary
Hal Kassoff
Administrator

September 8, 1988

The Honorable Angela Beltram
Howard County Council
The George Howard Building
3430 Court House Drive
Ellicott City, Maryland 21043

Dear Councilwoman Beltram:

I am writing to update you on the status of the studies at I-70 in the vicinity of Millbrook Road.

Our first task was to demonstrate to the residents the procedures and methodology for taking noise readings. This was arranged through Mr. William Fischbach and done on May 23rd. In addition to Mr. Fischbach, only four residents attended this demonstration. Delegate Robert Kittleman also was present.

Our second task was to work with Mr. Fischbach to identify additional areas where 24-hour noise measurements would be taken. This was to ascertain whether the residences on the south side of Millbrook Road were impacted above the 67-decibel threshold criterion. In addition, it was to allow the residents, through Mr. Fischbach, to have input regarding the noise measurements so that they would be satisfied that the results were based on appropriate data. This work has now been completed, and confirms our earlier studies, which determined that these second-row residences do not meet the noise level criterion. Therefore, construction of a noise-barrier project would not be cost-effective considering the number of impacted homes.

Our final task was to perform engineering and cost studies to determine the feasibility of an earth berm as an alternative to a wall-type noise barrier for the area. We are currently nearing completion of this work and will contact you in early October with the results.

My telephone number is (301) _____

17
The Honorable Angela Beltram
Page Two

Thank you for your continuing interest in our noise abatement program. Please don't hesitate to call me if you have any questions.

Sincerely,
ORIGINAL SIGNED BY:
HAL KASSOFF

Hal Kassoff
Administrator

HK:prc

cc: The Honorable Robert H. Kittleman
The Honorable Edward J. Kasemeyer
The Honorable Robert L. Flanagan
The Honorable Elizabeth Bobo
Mr. William Fischbach

bcc: Mr. Bob B. Myers
Mr. Robert D. Douglass
Mr. Charles B. Adams

dictated by Charlie Adams



Maryland Department of Transportation
State Highway Administration

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Richard H. Trainor
Secretary
Hal Kassoff
Administrator

August 3, 1988

The Honorable John Bishop
1520 Doxbury Road
Towson, Maryland 21204

Dear Delegate Bishop:

I am responding to your telephone inquiry concerning the noise abatement project on the outer loop of I-695 from York Road to Dulaney Valley Road.

This project is scheduled for advertisement in 1989. A community meeting will be held before the completion of the final design in order to present the project to the residents and determine if at least 75% are in favor of the project. When the meeting is scheduled, we will notify you and other elected officials in your district. I expect this to be in the Fall of this year.

Thank you for your interest in our Noise Abatement Program.

Sincerely,

A handwritten signature in dark ink, appearing to be 'H. Kassoff', written over the word 'Sincerely'.

Hal Kassoff
Administrator

HK/prc

- cc: The Honorable Helen Delich Bentley
- The Honorable F. Vernon Boozer
- The Honorable Michael Gisriel
- The Honorable Martha S. Klima
- The Honorable Dennis F. Rasmussen
- The Honorable Barbara F. Bachur

My telephone number is (301) _____



Maryland Department of Transportation
State Highway Administration

A

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

August 1, 1988

The Honorable Michael E. Busch
Maryland House of Delegates
212 House Office Building
Annapolis, Maryland 21401-1991

Dear Delegate Busch:

Thank you for your July 12th letter to Mr. Charles B. Adams, concerning noise and landscaping issues associated with the improvements to US 50 at Roscoe Rowe Boulevard.

First, I would like to address the noise issue. In order for an area to be eligible for a sound barrier, all of the following criteria must be met.

- Noise levels must exceed the impact threshold of 67 decibels. This is a national impact criteria established by the Federal Highway Administration.
- The majority of the impacted residences must have been constructed prior to the highway.
- An effective means to reduce the impact must be available.
- The proposed highway improvement must result in a substantial increase over noise levels that would occur under a no-build condition.
- Cost of abatement must be reasonable. We consider \$40,000 per protected residence to be the maximum reasonable expenditure. A protected residence is one which is impacted and will receive a five decibel or greater benefit from a barrier.

My telephone number is (301) _____

20

The Honorable Michael E. Busch
Page Two

The area of your concern along Kirkley Road and Gladden Road was evaluated during both the planning and design phases of the project. The most recent evaluation was performed in 1987. This analysis looked at both the southwest and southeast quadrants of the Rowe Boulevard/US 50 interchange.

The study concluded that noise barriers are not warranted for either area. The area in the southwest quadrant is not anticipated to experience noise levels in excess of the 67 decibel impact threshold. This is mainly due to the fact that the mainline roadways will be shifted to the north from their present location.

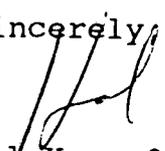
The area along Kirkley Road in the southeast quadrant is expected to experience noise levels in excess of the impact threshold. The analysis determined that a barrier to protect this area would range in cost from \$63,000 to \$101,000 per residence depending on the barrier option costed. This cost greatly exceeds the \$40,000 per residence we feel is the maximum reasonable expenditure.

You also asked about the feasibility of landscaping adjacent to the interchange ramps to reduce the noise. In those instances where we cannot justify the construction of sound barriers, we will consider landscaping to provide a visual buffer. We have found this often results in a positive psychological benefit.

Following the highway reconstruction project we will prepare plans for landscaping of the completed highway. These plans will consider the screening opportunities in those areas you expressed concern.

If you need additional information, please do not hesitate to contact me.

Sincerely,



Hal Kassoff
Administrator

HK:prc

cc: Mr. Charles B. Adams



Maryland Department of Transportation
State Highway Administration

21
Richard H. Trainor
Secretary
Hal Kassoff
Administrator

December 9, 1988

The Honorable Arthur Dorman
8270 New Hampshire Avenue
Langley Park, Maryland 20903

Dear Senator ~~Dorman~~ *Dr*:

I am writing to report to you the results of our recent traffic noise studies in the Knollwood area adjacent to the I-95/495 interchange, and along I-95 in the vicinity of Aitcheson and Denim Roads.

Additional noise measurements were conducted along Duncan Drive adjacent to the I-95/495 interchange as part of an ongoing noise barrier design project in the area. A 24-hour measurement was conducted and it was found that the impact threshold of 67 decibels (dBA) was exceeded for two of the 24 hours. Based on these results, it was determined that a total of seven residences were impacted. These were located at either end of our existing earth berm in this area.

An evaluation was made regarding the feasibility of building a noise barrier wall at each end of the berm to protect the impacted residences. Several factors make a barrier impractical. There is a maximum of seven residences impacted and the cost for each barrier section would exceed our guidelines. The cost for the two barrier sections was estimated at nearly \$400,000, over \$55,000 per residence. In addition, there is a major pipeline at the north end of the earth mound near Edgemont Drive, which would likely increase construction costs.

We propose that additional landscaping be provided at each end of the existing earth mound in the Knollwood area as part of the adjacent noise barrier contract. The plantings will consist mainly of evergreens, which will provide a year-round visual screen.

*- discussed at pre-Final Review meeting 12/14/88;
to be included in
Noise Abatement Project # 15/17*

My telephone number is (301) _____

22

DEC 8 1988

The Honorable Arthur Dorman
Page 2

The second area in which we conducted noise impact studies was in the vicinity of Aitcheson and Denim Roads along I-95, north of Powder Mill Road. Noise level tests were conducted at both locations and were found to exceed the impact threshold. The levels recorded in the Aitcheson Road area ranged from 69-72 dBA. In the Denim Road area, the levels ranged from 73-76 dBA. However, in each location there are only one or two residences affected, and the cost of a noise barrier would be excessive.

I regret that I cannot offer a more positive response to your concerns. I trust this information has adequately explained our studies. Thank you for your continuing interest in our Noise Abatement Program.

Sincerely,

ORIGINAL SIGNED BY:
HAL KASSOFF
Hal Kassoff
Administrator

HK:prc

bcc: Mr. Bob B. Myers
Mr. Robert D. Douglass
~~Mr.~~ Charles B. Adams

Dictated by: Ms. Patricia A. Gauss - 11/16/88 - 321-3607

August 4, 1988

The Honorable Arthur Dorman
8270 New Hampshire Avenue
Langley Park, Maryland 20903

Dear Senator Dorman:

Thank you for your recent letter to District Engineer Michael Snyder concerning additional noise measurements in the Adelphi area.

Our Bureau of Landscape Architecture will perform the study to determine if the area meets the criteria for a sound barrier. The study will take approximately three months.

I will contact you with the results by mid-November. Thank you for your continued interest in our Noise Abatement Program.

Sincerely,

Hal Kassoff
Administrator

HK:prc
cc: / Mr. Charles B. Adams
dictated by Charlie Adams



**Maryland Department of Transportation
State Highway Administration**

24

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

December 9, 1988

The Honorable Arthur Dorman
8270 New Hampshire Avenue
Langley Park, Maryland 20903

Dear Senator ~~Dorman~~ *Dr*:

I am writing to report to you the results of our recent traffic noise studies in the Knollwood area adjacent to the I-95/495 interchange, and along I-95 in the vicinity of Aitcheson and Denim Roads.

Additional noise measurements were conducted along Duncan Drive adjacent to the I-95/495 interchange as part of an ongoing noise barrier design project in the area. A 24-hour measurement was conducted and it was found that the impact threshold of 67 decibels (dBA) was exceeded for two of the 24 hours. Based on these results, it was determined that a total of seven residences were impacted. These were located at either end of our existing earth berm in this area.

An evaluation was made regarding the feasibility of building a noise barrier wall at each end of the berm to protect the impacted residences. Several factors make a barrier impractical. There is a maximum of seven residences impacted and the cost for each barrier section would exceed our guidelines. The cost for the two barrier sections was estimated at nearly \$400,000, over \$55,000 per residence. In addition, there is a major pipeline at the north end of the earth mound near Edgemont Drive, which would likely increase construction costs.

We propose that additional landscaping be provided at each end of the existing earth mound in the Knollwood area as part of the adjacent noise barrier contract. The plantings will consist mainly of evergreens, which will provide a year-round visual screen.

My telephone number is (301) _____

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DEC 1988

The Honorable Arthur Dorman
Page 2

The second area in which we conducted noise impact studies was in the vicinity of Aitcheson and Denim Roads along I-95 north of Powder Mill Road. Noise level tests were conducted at both locations and were found to exceed the impact threshold. The levels recorded in the Aitcheson Road area ranged from 69-72 dBA. In the Denim Road area, the levels ranged from 73-76 dBA. However, in each location there are only one or two residences affected, and the cost of a noise barrier would be excessive.

I regret that I cannot offer a more positive response to your concerns. I trust this information has adequately explained our studies. Thank you for your continuing interest in our Noise Abatement Program.

Sincerely,

ORIGINAL SIGNED BY
HAL KASSOFF
Hal Kassoff
Administrator

HK:prc

bcc: Mr. Bob B. Myers
Mr. Robert D. Douglass
Mr. Charles B. Adams

Dictated by: Ms. Patricia A. Gauss - 11/16/88 - 321-3607

1908 - 1988



80 YEARS of SERVICE

Maryland Department of Transportation
State Highway Administration

26

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

DEC 16 1988

The Honorable Robert L. Flanagan
12400 Clarksville Pike
Clarksville, Maryland 21029

Dear Delegate Flanagan:

I am writing to advise you of the results of the community meeting held on October 20th to discuss our noise abatement studies for I-70 adjacent to the Millbrook Road area.

The results of our follow-up measurements verified the results of our original study. Only the row of homes closest to I-70 is impacted above the noise level threshold of our policy. Therefore, the cost of a full-height noise wall exceeds the cost per residence criterion as previously reported.

We have determined, however, that a cost-effective solution might be achieved for this area through the combined use of an earth berm and a shorter height noise wall. Precise costs cannot be determined, however, until the design phase.

We will begin designing the project by late 1989, to make a final determination on whether the barrier meets cost criteria. This work should be completed within twelve to eighteen months from that time. Included will be soil borings, foundation studies, determination of optimal location, including height and length, and coordination with affected property owners.

If, after those preliminary design studies are completed, the barrier is found to be both cost-effective and acceptable to the community, and adjacent property owners are willing to make available any additional right-of-way should it be required, we will proceed to final design. Scheduling of the barrier for construction will depend upon availability of funds and the remaining backlog of previously approved barriers. Just as an indication, our present backlog will require several years to implement.

My telephone number is (301) _____

27

DEC 16 1988

The Honorable Robert L. Flanagan
Page Two

If there are opportunities to construct the earth berm at an earlier date due to the availability of excess material from other highway work, we will carefully consider it. However, we do not anticipate the projects now under design in Howard County to be advertised within the next two years will have any excess material.

A question was posed at the meeting whether we could consider temporary plywood barrier for the interim. We do not believe this is feasible. In order to be effective, a barrier must be about 14 feet high. To construct a plywood barrier to this height would be expensive. A barrier only eight feet in height, which would be more reasonable in cost, would not be acoustically effective. Therefore, this is not considered a viable option.

Since we might be constructing this project, albeit at some future date, we will not provide landscape planting as a visual screen next spring as originally planned. This is because future construction of the mound will destroy any vegetation we would have planted.

I trust this information is sufficient for your needs at this time. If you have any questions or desire additional information, please feel free to contact me or Mr. Charles B. Adams, Chief of our Bureau of Landscape Architecture, at (301) 321-3521.

Sincerely
ORIGINAL SIGNED BY:
HAL KASSOFF

Hal Kassoff
Administrator

HK:prc

cc: Mr. Charles B. Adams



Maryland Department of Transportation
State Highway Administration

28
Richard H. Trainor
Secretary
Hal Kassoff
Administrator

November 1, 1988

The Honorable Leo E. Green
3123 Belair Drive
Bowie, Maryland 20715

Dear Senator Green:

Thank you for your recent letter on behalf of Mrs. Helen Cabbiness and the residents of the Ruxton Drive area in Lanham concerning traffic noise from I-95 (Capital Beltway).

In April 1987, the State Highway Administration formally adopted a Noise Policy because of the great number of potential projects that exist well beyond any possibility of funding. Since our resources for noise barrier projects are limited, it was necessary to develop a policy to address those areas where the construction of the highway clearly created the problem. As a result, all of the following criteria must be met for an area to be eligible for inclusion in our program:

- noise levels must meet or exceed the impact threshold of 67 decibels (dBA);
- a majority of the impacted residences must have preceded the highway;
- construction of an effective noise barrier must be feasible;
- cost must be reasonable; cost per protected residence may not exceed \$40,000;
- seventy-five percent of the affected residents must favor the project; and
- funds must be available.

My telephone number is (301) _____

29

The Honorable Leo E. Green
Page Two

The Ruxton Drive area has been evaluated for inclusion in our Noise Abatement Program, but does not qualify based on the date of construction of the impacted residences. A community noise survey was conducted in mid-1986 which found noise levels at the residences adjacent to the highway to be at or above the impact threshold, thus satisfying this requirement. However, it was determined that a majority (over 80%) of the homes impacted by the noise were not constructed until several years after the Beltway, which was completed in 1964. Therefore, the area does not qualify for noise barriers under our policy.

As you are aware, the funding of highway projects, including noise barriers, is obtained from gasoline taxes, highway user fees and corporate taxes, not from private citizens' income or property taxes. The important point, however, is that only those areas which meet our noise policy criteria are eligible for noise barriers.

Finally, the fly-over ramp from westbound US 50 will be located a considerable distance south of the Ruxton Drive area. Due to this great distance, no noise contribution from the fly-over will be perceptible in your area.

I know Mrs. Cabbiness wrote directly to Secretary of Transportation Richard H. Trainor and sent the petition to him. His direct response to her conveyed this information. While we regret we cannot offer a more positive response to the residents' concerns, we trust we have adequately clarified our policy as it relates to this community. Please do not hesitate to contact me if you require additional information.

Sincerely,

ORIGINAL SIGNED BY:
HAL KASSOFF
Hal Kassoff
Administrator

HK:prc

cc: Secretary Richard H. Trainor

bcc: Mr. Bob B. Myers
Mr. Robert D. Douglass
Mr. Charles B. Adams

Dictated by: Mr. Eugene J. Miller, Jr.-SHA ext. 10/25/88 321-3630

October 24, 1988

The Honorable Paula Hollinger
3708 Lanamer Road
Randallstown, Maryland 21133

Dear Senator Hollinger:

I am writing to follow up on Secretary Richard H. Trainor's April 27th letter to you concerning our landscape feasibility studies for Manor Hill Road, adjacent to I-695.

An investigation of the area indicates that the homes are fairly well screened from the highway by the existing roadside vegetation. This buffer will be much less effective, however, in the fall and winter when the deciduous plants lose their leaves. However, our studies have determined that it is possible to supplement the existing vegetation with additional landscape plantings. These plantings will consist predominantly of evergreen trees accompanied by some deciduous material to retain the natural appearance. This will provide a year-round visual screen from the traffic, which could provide some psychological relief from the noise.

A landscape design based on the feasibility plan will be developed this winter and planting for the project will be accomplished next spring.

I trust this information satisfies your needs at this time. Please feel free to contact me if you have any additional questions.

Sincerely,
ORIGINAL SIG
HAL KASSOFF

Hal Kassoiff
Administrator

HK:prc

cc: Mr. Richard H. Trainor

bcc: Mr. Bob B. Myers
Mr. Robert D. Douglass
Mr. Charles B. Adams

Dictated by: Patricia Gauss - October 20, 1988 - 321-3607

October 25, 1988

The Honorable Paula C. Hollinger
3708 Lanamer Road
Randallstown, Maryland 21183

Dear Senator Hollinger:

Thank you for your letter of October 7th concerning the proposed planting for the Annen Woods Community.

We regret that there has been a delay in procuring the contract to accomplish the planting for this area. The contract has now been finalized and we have notified the contractor to order the necessary plant material. If the plants are available and can be obtained before the end of the fall planting season, the work will be accomplished as scheduled. Otherwise, the work will definitely be completed this coming spring.

Please do not hesitate to contact me if you have any further questions.

Sincerely,

ORIGINAL SIGNED BY:
HAL KASSOFF
Hal Kassoff
Administrator

HK:prc

bcc: Mr. Bob B. Myers
Mr. Robert D. Douglass
Mr. Charles B. Adams ✓
Mr. Eugene J. Miller, Jr.

Dictated by: Mr. Paul A. Georgiou - October 21, 1988 - 321-3608

30

October 25, 1988

The Honorable Paula C. Hollinger
3708 Lanamer Road
Randallstown, Maryland 21183

Dear Senator Hollinger:

Thank you for your letter of October 7th concerning the proposed planting for the Annen Woods Community.

We regret that there has been a delay in procuring the contract to accomplish the planting for this area. The contract has now been finalized and we have notified the contractor to order the necessary plant material. If the plants are available and can be obtained before the end of the fall planting season, the work will be accomplished as scheduled. Otherwise, the work will definitely be completed this coming spring.

Please do not hesitate to contact me if you have any further questions.

Sincerely,

ORIGINAL SIGNED BY:
HAL KASSOFF

Hal Kassoff
Administrator

HK:prc

bcc: Mr. Bob B. Myers
Mr. Robert D. Douglass
Mr. Charles B. Adams
Mr. Eugene J. Miller, Jr. ✓

Dictated by: Mr. Paul A. Georgiou - October 21, 1988 - 321-3608

SEP 16 1988

33

The Honorable Steny H. Hoyer
U. S. House of Representatives
1513 Longworth House Office Building
Washington, D.C. 20515

Dear Congressman Hoyer:

Thank you for your recent letter, on behalf of Mr. Brian J. Hamilton, concerning the traffic noise impact analysis conducted for the Glenn Dale Estates community adjacent to US 50 (proposed I-68).

We have reviewed the issues raised in Mr. Hamilton's July 29th letter and have determined that Glenn Dale Estates does not qualify for noise barriers on the basis of cost effectiveness and date of construction. We have forwarded copies of all related correspondence to your office, but in the event that you have not received the letters, I have enclosed a copy of each for your review. The letter dated August 18th responds directly to the concerns Mr. Hamilton has raised regarding our analysis.

Please do not hesitate to contact me if you require any additional information.

Sincerely,

ORIGINAL SIGNED BY:
HAL KASSOFF

Hal Kassoff
Administrator

HK:prc
Enclosures

cc: Mr. Brian J. Hamilton
Secretary Richard H. Trainor
The Honorable Leo Green

bcc: Mr. Bob B. Myers
Mr. Robert D. Douglass
Mr. Charles B. Adams

STENY H. HOYER
5TH DISTRICT, MARYLAND

DEPUTY WHIP

DEMOCRATIC STEERING
AND POLICY COMMITTEE

CHAIRMAN
COMMISSION ON SECURITY AND
COOPERATION IN EUROPE

34

APPROPRIATIONS COMMITTEE

TREASURY, POSTAL SERVICE
GENERAL GOVERNMENT

LABOR,
HEALTH AND HUMAN SERVICES
EDUCATION

DISTRICT OF COLUMBIA

Congress of the United States
House of Representatives
Washington, DC 20515

August 12, 1988

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

Dear Mr. Kassoff,

The Glenn Dale Estates Civic Association has contacted me regarding the sound barriers along U.S. 50 adjacent to the Glenn Dale Estates Community.

The Association is specifically concerned about the rationale for the number of homes included in the noise reduction cost analysis.

Enclosed for your information is a copy of the correspondence I received from the civic association. I would greatly appreciate receiving a response to the association's concerns along with an explanation of that portion of the analysis about which the residents have expressed doubt.

Thank you for your consideration and with kindest regards, I am

Sincerely yours,

STENY H. HOYER

Enclosure

Please Respond To:
Hon. Steny H. Hoyer
U.S. House of Representatives
1513 Longworth House Office Building
Washington, D.C. 20515

Brian J. Hamilton
Glenn Dale Estates
Civic Association Rep
11304 Maiden Drive
Bowie, MD 20715
July 29, 1988

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

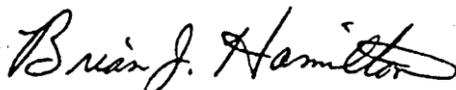
Dear Mr. Kassoff:

Thank you for your recent reply concerning the noise barriers for the Glenn Dale Estates Community. Thank you also for your explanations regarding the Noise Abatement Policy. I cannot dispute your computer analysis, which predict the future traffic volumes and projected noise impact, because I don't know what factors or data that were included. However, I do stand to differ with you on the number of residences that you used in your study. Your analysis used 34 homes directly adjacent to the highway. My home, along with other homes, is across the street from those adjacent to the highway where the noise level is just as great. The residences on the opposite side of the street should have been included in your analysis as well. Many of us have to sleep with the windows closed at night to shut out the noise; nonetheless, the vibration from the trucks still shake the contents in the houses.

If you took into consideration the 27 residences opposite the 27 homes adjacent to the highway with the high decibel readings, the cost per 54 impacted residences would be \$29,000 instead of \$57,000. This would be less than the \$40,000 limit and deemed reasonable.

Therefore, I am asking you to reconsider your analysis because total data needed was not included. A further analysis should be done on the residences opposite the 27 with high decibel readings.

Sincerely,



Brian J. Hamilton

cc: The Honorable William Donald Schaefer
The Honorable Leo Green
The Honorable Steny H. Hoyer
The Honorable Parris N. Glendening
Mr. Richard H. Trainor

06 02 1988

Brian J. Hamilton
Glenn Dale Estates
Civic Association Rep
11304 Maiden Drive
Bowie, MD 20715
July 29, 1988

The Honorable Steny H. Hoyer
1513 Longworth Building
Washington, D.C. 20515

Dear Mr. Hoyer:

Thank you for responding to the concerns of Glenn Dale Estates Community. Your time and effort are greatly appreciated. I received a reply from Mr. Hal Kassoff, Administrator, of the Maryland Department of Transportation concerning the sound barriers along US 50 adjacent to the Glenn Dale Estates Community. In his letter he identified the three basic criteria that must be met in order to install the sound barriers. However, I did not agree with the SHA method of analysis. I felt that residences other than the ones adjacent to the highway should be measured for noise levels.

My enclosed letter requests a further study to be conducted because the noise does not only affect the residences adjacent to the highway but other residences in proximity. We ask that you stick with us in trying to get this problem solved.

Sincerely,


Brian J. Hamilton

Encl.

Addresses for cc's

36

Mr. Brian J. Hamilton
11304 Maiden Drive
Bowie, MD 20715

The Honorable Leo Green
3123 Belair Drive
Bowie, Maryland 20715



75 B-8 37

Maryland Department of Transportation
State Highway Administration

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

October 21, 1988

The Honorable Steny H. Hoyer
United States House of Representatives
4351 Garden City Drive, Suite 625
Landover, Maryland 20785

Dear Congressman Hoyer:

Thank you for your recent letter on behalf of Mr. Andrew J. Lee, concerning the noise problem in the area of Castlewood Drive, adjacent to I-495. We recently received a similar letter from Councilwoman JoAnne Bell on Mr. Andrews' behalf. Let me share with you the information we gave her concerning our policy and its application to the Largo-Beltway community.

In April 1987, the State Highway Administration formally adopted a Noise Abatement Policy because of the great number of potential projects that exist, well beyond any possibility of funding. Since our resources for noise barrier projects are limited, it was necessary to develop a policy to address those areas where the construction of the highway clearly created the problem. As a result, all of the following criteria must be met for an area to be eligible for inclusion in our program:

- noise levels must exceed the impact threshold of 67 decibels;
- the majority of the impacted residences must have been constructed prior to the highway;
- an effective solution to reduce noise levels must be feasible;
- cost of a noise barrier cannot exceed \$40,000 per impacted residence;
- a majority of at least 75% of the affected community must favor the project; and
- funds must be available.

Prior to the development of Maryland's policy on noise barriers, we were guided by federal eligibility criteria, which provided that federal funds may not be used for protecting developments which came after the highway, except for developments built prior to 1976. Frankly, we saw little basis

My telephone number is (301) _____

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The Honorable Steny H. Hoyer
Page Two

for the exception, and did not include it in Maryland's policy. Our policy is based on the presumption that developments which were built after the highway cannot logically or equitably be entitled to costly noise barriers at public expense. The prior existence of the highway was an integral part of the value of the land, the cost of the properties, and the choices of consumers.

All of the homes in Mr. Lee's community were constructed well after the Capital Beltway and, therefore, do not qualify for noise barriers. While we recognize that noise levels are above the 67 decibel impact threshold, we cannot construct noise barriers in areas which do not meet all of the policy requirements. To make exceptions would open our program to many situations in other areas where we have denied sound barriers for similar reasons.

I regret that I cannot offer a more positive response to your concerns, but trust that I have adequately clarified our policy as it relates to this community. Please do not hesitate to contact me if you require additional information.

Sincerely,
ORIGINAL SIGNED BY:
HAL KASSOFF

Hal Kassoff
Administrator

HK/sl

bcc: Mr. Bob B. Myers
Mr. Robert D. Douglass
Mr. Charles B. Adams ✓

Dictated by: Ms. P. A. Gauss-SHA 321-3607 10/13/88

RECEIVED

OCT 25 1988

BUR. OF LANDSCAPE
ARCHITECTURE

STENY H. HOYER
5TH DISTRICT, MARYLAND

DEPUTY WHIP

DEMOCRATIC STEERING
COMMITTEE

CHAIRMAN
COMMISSION ON SECURITY AND
COOPERATION IN EUROPE

Congress of the United States 39
House of Representatives
Washington, DC 20515

APPROPRIATIONS COMMITTEE

TREASURY, POSTAL SERVICE,
GENERAL GOVERNMENT

LABOR,
HEALTH AND HUMAN SERVICES,
EDUCATION

DISTRICT OF COLUMBIA

September 21, 1988

Mr. Hal Kassoff
State Highway Administration
707 North Calvert Street
Baltimore, Maryland 11101

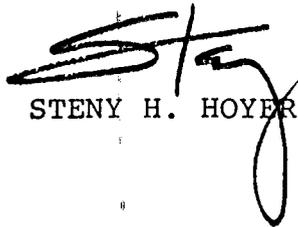
Dear Mr. Kassoff

I am writing to you again on behalf of Mr. Andrew J. Lee and the Citizens of the Largo-Beltway Community, who have contacted me regarding the community's request for the construction of sound barriers to lessen the exposure to noise, pollution, and the consequences of the Beltway traffic.

Enclosed for your review is a copy of the letter outlining the problem. I would greatly appreciate your reviewing their concerns and providing guidance for my response.

With kindest regards, I am

Sincerely yours,


STENY H. HOYER

Enclosure

Please respond to:

4351 Garden City Drive
Suite 625
Landover, Maryland 20785

SEP 13 1988

F 40

August 29, 1988

The Honorable Steny H. Hoyer
Landover, MD. 20785

We are now exposed to noise, pollution, vehicular accidents, hazardous materials, and trespassers. We live along the Capital Beltway in the Largo community. Sound barriers along the east side of the Beltway between mile markers 12 and 15, berms, or some other structure should be constructed to remedy the problem. What can you do to help?

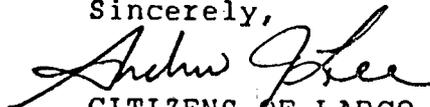
The problem has been accentuated because the Washington Suburban Sanitary Commission (WSSC) is now installing a water main on our property, and all the trees have been removed. These trees, many of which were over 10-15 years old, provided the only protection from the by-products of the Beltway. Although the property is to be restored, we doubt that the big trees will be replaced. We have come to realize first-hand that trees are valuable resources.

Our property is exposed now. The estimated WSSC completion date is not until April 19, 1989. Travelers on the Beltway can look right into our homes. Motorists with automobile trouble often jump the fence to come to our homes to call for help. Gas cans and other items often are found missing. The noise level now is bearily digestable. In 1987, the entire community was evacuated because of a potential truck explosion. The grass and weeds on the Beltway side of the fence is never mowed, inviting snakes and other rodents.

This is not our first attempt to ask for help. Refer to the enclosed responses to our first inquiry in 1986. Only Congressman Steny Hoyer readily provided us with a letter from the State Highway Administration which stated, among other things, that our houses might not qualify for sound barriers because they were built after May, 1976. (Some of the houses were built before this date). Other officials alluded to the significant installation costs or that they were reviewing the matter.

So as members of your constituency, we are asking for your help in resolving this problem. Trees cannot be replaced so easily and we are dangerously exposed. Your assistance will be greatly appreciated and remembered. What can you do to help?
(25 Petitioners signatures on file)

Sincerely,



CITIZENS OF LARGO-BELTWAY COMMUNITY
1001 Castlewood Drive
Largo, MD 20772

COMMISSIONERS

Robert P. Will
Chairman

Ada Koonce Blumenschein
Vice-Chairman

Henry T. Arrington

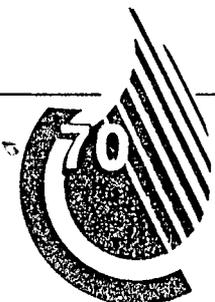
Waymond D. Bray

Gilbert B. Lessenco

Robert M. Potter

Richard G. Hovevar

General Manager



WASHINGTON SUBURBAN SANITARY COMMISSION

4017 Hamilton Street • Hyattsville, MD 20781 • 301-699-4000
Department of Engineering • 8103 Sandy Spring Road • Laurel, MD 20707

June 7, 1988

Resident
1001 Castlewood Drive
Upper Marlboro, MD 20772

Re: Contract 7005B

Dear Resident:

Contract 86BR7005B, for the installation of a water main, has been awarded to the Marona Construction Company by the Washington Suburban Sanitary Commission (WSSC).

The following information is being supplied to you in the interest of keeping you informed about the progress of the project in your area.

Construction will take place on the East side of I-95 from Central Avenue to Ritchie Marlboro Road. It is expected that work on this project will start promptly and certain portions of the project may be completed before others. The estimated completion date for the entire project is April 18, 1989 dependent upon weather conditions, etc.

The Commission Project Inspector on this job is Ms. Deborah Sluder. Questions regarding the project and its progress may be directed to the Inspector in the field or to me at my office, telephone number 699-4951.

Every effort will be made to restore any disturbed areas as soon as possible and as near as practical to their original condition.

Your cooperation and understanding as the job progresses will assist us immeasurably in completing this work with a minimum of inconvenience to you and your neighbors.

Sincerely,

John L. Byars
Contract Manager II

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1918 • Years of Dedicated Service • 1988

ANDREW J. LEE
Certified Public Accountant
Certified Management Accountant

40

August 29, 1986

Congressman Steny Hoyer
1513 Longworth Building
Washington, D.C. 20515

Dear Congressman Hoyer:

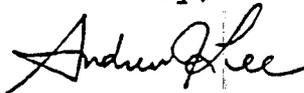
Re: Beltway Sound Barrier
Largo Community
12-15 Mile Markers, Southside

On behalf of myself and my Largo neighbors, I am writing concerning a problem we are experiencing with Beltway traffic. We are being plagued by increased noise levels, dying trees that have provided a sound break, smog and trespassing motorists whose cars have broken down. We have endured it all because we love our homes and our neighborhood. Before moving out, we want to know if there are any plans to build a sound barrier, as it has so nicely been done in Northern Virginia and along the Beltway near Lanham/Greenbelt?

Please let us know what can be done, if anything. You may call or write as indicated below:

899-1777 (9 a.m. - 5 p.m.)
350-6295 (after 6 p.m.)
1001 Castlewood Drive
Largo, Maryland 20772

Sincerely,



Andrew J. Lee

cc: Largo Civic Association

43



THE PRINCE GEORGE'S COUNTY GOVERNMENT

(301) 952-4131

November 17, 1986

County Executive
PARRIS N. GLENDENING

Mr. Andrew J. Lee
1001 Castlewood Drive
Largo, Maryland 20772

Dear Mr. Lee:

This is a follow-up to your concern regarding the installation of sound barriers along the east side of the Capital Beltway between mile markers 12 and 15. We are still reviewing this matter, however, I wanted to share the following information with you.

As the Capital Beltway (I-95) is a State highway, we checked with the State Highway Administration as to their method of determining when and where they build these barriers. The factors considered in establishing priorities are noise levels, date of development construction, number of persons affected, and the cost of protection per house. The present program is being funded with 90% Federal funds and 10% State funds for a total of \$10 million dollars a year statewide. The average cost of the barriers is approximately 1.8 million dollars per mile which limits the construction to about 5.5 miles per year for the entire State.

I have asked the State Highway Administrator to investigate your problem area and to inform me of his findings with a possible date for construction of the sound barriers. As soon as the review is complete, you will be provided with a summary of our findings and action taken.

Again, thank you for bringing this matter to my attention. If I may be of assistance to you in the future, please feel free to contact my office.

Sincerely,

Parris N. Glendening
County Executive

cc: Michael Snyder



Maryland Department of Transportation

State Highway Administration

44

William K. Hellmann
Secretary

Hal Kassoff
Administrator

October 27, 1986

"Mr. Adams"

The Honorable Steny H. Hoyer
U.S. House of Representatives
4351 Garden City Drive
Suite 625
Landover, Maryland 20785

NOV 29 1986

Dear Congressman ~~Hoyer~~: *Steny*

Please refer to your letter dated September 15, 1986, on behalf of Mr. Andrew J. Lee requesting a sound barrier along Interstate Route 95 in the Largo area of Prince George's County.

The State Highway Administration has established a noise abatement program to provide sound barriers for residential areas along existing major highways. Under guidelines based on Federal Highway Administration (FHWA) regulations, two requirements must be satisfied for an area to qualify for a sound barrier: 1) noise levels at a majority of the residences adjacent to the highway must exceed FHWA noise level criteria and, 2) the residences must have come into existence prior to May, 1976. In establishing the regulations, FHWA considered that by this date, traffic noise impact had become a recognized condition adjacent to major highways, and that noise abatement for development occurring after that date should be the responsibility of the developer.

Noise level studies in the Castlewood Drive area date back to 1979. However, the development came into existence in 1977. Based on Federal guidelines, this area does not qualify for sound barriers.

I hope this information is sufficient for your needs at this time. Thank you for your interest in our noise abatement program.

Sincerely,

Hal
Hal Kassoff
Administrator

HK:jb

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



Maryland Department of Transportation
State Highway Administration

45

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

DEC 27 1988

The Honorable Steny H. Hoyer
4351 Garden City Drive
Suite 625
Landover, Maryland 20785

Dear Congressman Hoyer:

Thank you for your recent letter on behalf of John J. Yannone concerning the proposed improvements to US 50 and MD 197 in the vicinity of Princeton Square.

For a community to be considered for the State Highway Administration's Noise Abatement Program, all of the following criteria must be met:

- noise levels must meet or exceed the impact threshold of 67 decibels (dBA);
- a majority of the impacted residences must have preceded the highway;
- construction of an effective noise barrier must be feasible;
- cost must be reasonable; cost per protected residence may not exceed \$40,000;
- at least 75% of the affected residents must favor the project; and
- funds must be available.

Our records show 1984 as the year in which the Princeton Square residents were built. While Princeton Square residents may not have been aware of the project until recently, the Noise Impact Study for the project was published in October 1980, and the project has been a matter of public record since the Federal Highway Administration gave its location approval in 1982. The area was not identified as impacted in the studies because it did not yet exist as a residential community, nor was it in existence at the time of the public hearing held on March 3, 1981.

My telephone number is (301) _____

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DEC 27 1988

The Honorable Steny H. Hoyer
Page 2

Additionally, the site plan for Princeton Square shows that the community was planned with the knowledge of the possible relocation of MD 197. Therefore, the area does not meet the requirement for date of construction.

We have offered to meet with Mr. Yannone and the residents to clarify our noise policy and the proposed US 50 project. If they are interested in scheduling a meeting, we will notify you as well. Thank you for your continuing interest in our Noise Abatement Program.

Sincerely,

ORIGINAL SIGNED BY:
HAL KASSOFF

Hal Kassoff
Administrator

HK/eh

bcc: Mr. Bob B. Myers
Mr. Robert D. Douglass
Mr. Charles B. Adams

Dictated by: Patricia A. Gauss-61.5, ext. 321-3607 on 12-16-88.



Maryland Department of Transportation
State Highway Administration

47
Richard H. Trainor
Secretary
Hal Kassoff
Administrator

October 21, 1988

The Honorable Steny H. Hoyer
United States House of Representatives
4351 Garden City Drive, Suite 625
Landover, Maryland 20785

Dear Congressman Hoyer:

Thank you for your recent letter on behalf of Mr. Andrew J. Lee, concerning the noise problem in the area of Castlewood Drive, adjacent to I-495. We recently received a similar letter from Councilwoman JoAnne Bell on Mr. Andrews' behalf. Let me share with you the information we gave her concerning our policy and its application to the Largo-Beltway community.

In April 1987, the State Highway Administration formally adopted a Noise Abatement Policy because of the great number of potential projects that exist, well beyond any possibility of funding. Since our resources for noise barrier projects are limited, it was necessary to develop a policy to address those areas where the construction of the highway clearly created the problem. As a result, all of the following criteria must be met for an area to be eligible for inclusion in our program:

- noise levels must exceed the impact threshold of 67 decibels;
- the majority of the impacted residences must have been constructed prior to the highway;
- an effective solution to reduce noise levels must be feasible;
- cost of a noise barrier cannot exceed \$40,000 per impacted residence;
- a majority of at least 75% of the affected community must favor the project; and
- funds must be available.

Prior to the development of Maryland's policy on noise barriers, we were guided by federal eligibility criteria, which provided that federal funds may not be used for protecting developments which came after the highway, except for developments built prior to 1976. Frankly, we saw little basis

My telephone number is (301) _____

48

The Honorable Steny H. Hoyer
Page Two

for the exception, and did not include it in Maryland's policy. Our policy is based on the presumption that developments which were built after the highway cannot logically or equitably be entitled to costly noise barriers at public expense. The prior existence of the highway was an integral part of the value of the land, the cost of the properties, and the choices of consumers.

All of the homes in Mr. Lee's community were constructed well after the Capital Beltway and, therefore, do not qualify for noise barriers. While we recognize that noise levels are above the 67 decibel impact threshold, we cannot construct noise barriers in areas which do not meet all of the policy requirements. To make exceptions would open our program to many situations in other areas where we have denied sound barriers for similar reasons.

I regret that I cannot offer a more positive response to your concerns, but trust that I have adequately clarified our policy as it relates to this community. Please do not hesitate to contact me if you require additional information.

Sincerely,
ORIGINAL SIGNED BY:
HAL KASSOFF

Hal Kassoff
Administrator

HK/sl

bcc: Mr. Bob B. Myers
Mr. Robert D. Douglass
Mr. Charles B. Adams ✓

Dictated by: Ms. P. A. Gauss-SHA 321-3607 10/13/88

RECEIVED

OCT 25 1988

BUR. OF LANDSCAPE
ARCHITECTURE

49
SEP 16 1988

The Honorable Steny H. Hoyer
U. S. House of Representatives
1513 Longworth House Office Building
Washington, D.C. 20515

Dear Congressman Hoyer:

Thank you for your recent letter, on behalf of Mr. Brian J. Hamilton, concerning the traffic noise impact analysis conducted for the Glenn Dale Estates community adjacent to US 50 (proposed I-68).

We have reviewed the issues raised in Mr. Hamilton's July 29th letter and have determined that Glenn Dale Estates does not qualify for noise barriers on the basis of cost effectiveness and date of construction. We have forwarded copies of all related correspondence to your office, but in the event that you have not received the letters, I have enclosed a copy of each for your review. The letter dated August 18th responds directly to the concerns Mr. Hamilton has raised regarding our analysis.

Please do not hesitate to contact me if you require any additional information.

Sincerely,

ORIGINAL SIGNED BY:
HAL KASSOFF

Hal Kassoff
Administrator

HK:prc
Enclosures

cc: Mr. Brian J. Hamilton
Secretary Richard H. Trainor
The Honorable Leo Green

bcc: Mr. Bob B. Myers
Mr. Robert D. Douglass
Mr. Charles B. Adams



**Maryland Department of Transportation
State Highway Administration**

50

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

DEC 16 1988

The Honorable Edward J. Kasemeyer
12400 Clarksville Pike
Clarksville, Maryland 21029

Dear Senator Kasemeyer:

I am writing to advise you of the results of the community meeting held on October 20th to discuss our noise abatement studies for I-70 adjacent to the Millbrook Road area.

The results of our follow-up measurements verified the results of our original study. Only the row of homes closest to I-70 is impacted above the noise level threshold of our policy. Therefore, the cost of a full-height noise wall exceeds the cost per residence criterion as previously reported.

We have determined, however, that a cost-effective solution might be achieved for this area through the combined use of an earth berm and a shorter height noise wall. Precise costs cannot be determined, however, until the design phase.

We will begin designing the project by late 1989, to make a final determination on whether the barrier meets cost criteria. This work should be completed within twelve to eighteen months from that time. Included will be soil borings, foundation studies, determination of optimal location, including height and length, and coordination with affected property owners.

If, after those preliminary design studies are completed, the barrier is found to be both cost-effective and acceptable to the community, and adjacent property owners are willing to make available any additional right-of-way should it be required, we will proceed to final design. Scheduling of the barrier for construction will depend upon availability of funds and the remaining backlog of previously approved barriers. Just as an indication, our present backlog will require several years to implement.

My telephone number is (301) _____

51

DEC 16 1988

The Honorable Edward J. Kasemeyer
Page Two

If there are opportunities to construct the earth berm at an earlier date due to the availability of excess material from other highway work, we will carefully consider it. However, we do not anticipate the projects now under design in Howard County to be advertised within the next two years will have any excess material.

A question was posed at the meeting whether we could consider temporary plywood barrier for the interim. We do not believe this is feasible. In order to be effective, a barrier must be about 14 feet high. To construct a plywood barrier to this height would be expensive. A barrier only eight feet in height, which would be more reasonable in cost, would not be acoustically effective. Therefore, this is not considered a viable option.

Since we might be constructing this project, albeit at some future date, we will not provide landscape planting as a visual screen next spring as originally planned. This is because future construction of the mound will destroy any vegetation we would have planted.

I trust this information is sufficient for your needs at this time. If you have any questions or desire additional information, please feel free to contact me or Mr. Charles B. Adams, Chief of our Bureau of Landscape Architecture, at (301) 321-3521.

Sincerely,
ORIGINAL SIGNED BY:
HAL KASSOFF

Hal Kassoff
Administrator

HK:prc

cc: ✓ Mr. Charles B. Adams



Maryland Department of Transportation
State Highway Administration

50

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

COPY

September 20, 1988

The Honorable Edward J. Kasemeyer
The Honorable Robert H. Kittleman
The Honorable Robert L. Flanagan
12400 Clarksville Pike
Clarksville, Maryland 21029

Dear Senator and Delegates:

As a follow-up to our August 17th letter, alternate studies have been completed on the Broken Land Parkway/US 29 Interchange indicating the various effects on the Sebring Community.

We are pleased that we can satisfy most of Sebring Civic Association's desires:

- The contract specifications will require that the earth berm and fence be constructed during the first stage of construction, as soon as the earth is available.
- The earth berm will be immediately seeded and mulched. Upon completion of the roadway construction, our Bureau of Landscape Architecture will meet with Sebring Civic Association representatives to review the landscape design for the berm area. We will consider the wishes of the Sebring Community in selecting planting materials.
- The contract specifications will state that trees and shrubbery be removed only from within the proposed construction limits and that indiscriminate tree removal will not be permitted.
- Access to construction sites via Covington Road will be necessary during the construction of new access roadways off Covington Road; however, upon completion of these roadways, the contractor will be instructed that construction equipment and/or machinery shall not use the Sebring streets.

My telephone number is (301) _____

The Honorable Edward J. Kasemeyer
The Honorable Robert H. Kittleman
The Honorable Robert L. Flanagan
Page Two

- The earth berm will be extended as far as possible to the west, without encroaching on the 100-year flood plain. The 100-year flood plain elevation has not yet been established, but as soon as this information is available we will inform you of the exact limits of the berm.
- The chain link fence will be extended both east and west into the wooded area.

Unfortunately, a shift of the alignment is not a practical consideration. An alternate alignment study has been prepared to relocate Broken Land Parkway in a northerly direction by approximately 100 feet. The additional costs for this proposed realignment are:

Construction	\$2,780,000
Additional Right-of-Way	1,050,000
<u>Utility Relocation</u>	<u>1,800,000</u>
 Total Cost Including Overhead	 \$5,630,000

A lesser alignment shift of approximately 25 feet has also been prepared. The additional costs for this proposed realignment are:

Construction	\$199,000
Additional Right-of-Way	105,000
<u>Utility Relocation</u>	<u>672,000</u>
 Total Cost Including Overhead	 \$976,000

Neither of the estimates contains costs for flood plain storage replacement land caused by encroachment on the Little Patuxent River Flood Plain. These flood plain storage replacement land areas cannot be determined at this time because of the in-depth, detailed hydrologic studies and the extensive coordination that would be required with Federal and State Regulatory Agencies. We do not believe that the environmental agencies would support additional construction within the Little Patuxent River flood plain.

54

The Honorable Edward J. Kasemeyer
The Honorable Robert H. Kittleman
The Honorable Robert L. Flanagan
Page Three

We were pleased to meet with the Sebring Civic Association on January 18th and April 25th, and I am pleased that we were able to accommodate most of their desires. Please let me know if you need additional information concerning this project. Thank you for your continued interest and support.

Sincerely,

ORIGINAL SIGNED BY:
HAL KASSOFF

Hal Kassoff
Administrator

HK/em

bcc: Mr. Bob B. Myers
Mr. Robert D. Douglass
Mr. Wayne Clingan
Mr. Charles B. Adams
Mr. Anthony M. Capizzi

Dictated by: Fred Doerfler, 61.1, Ext. 1281, 8/29/88.
Contract No. HO 630-201-270

56
December 22, 1988

The Honorable Francis X. Kelly
5 Shawan Road
Hunt Valley, Maryland 21030

Dear Senator Kelly:

Thank you for your recent letter on behalf of Mr. Robert Paff, concerning the proposed noise abatement project on I-695 in the vicinity of Adcock Road.

The State Highway Administration adopted its formal noise policy because of the great number of potential projects that exist, well beyond any possibility of funding. Since our resources for noise barrier projects are limited, it was necessary to develop a policy to address those areas where the construction of the highway clearly created the problem. All potential projects must meet the policy criteria before we can consider noise barriers as a solution. Decisions on which areas will receive noise barriers are based on our policy criteria. Each project's priority position is determined by evaluating the extent of noise impact in that area. These decisions are by no means arbitrary.

In this case, it is not a matter of whether or not the area qualifies, but of the availability of funds. The project is currently under design, but cannot be advertised for construction until construction funding becomes available. Regrettably, we are unable to commit to a schedule without available funding.

Thank you for your patience in this matter.

Sincerely,

ORIGINAL SIGNED BY:
HAL KASSOFF
Hal Kassoff
Administrator

HK:prc

bcc: ~~Mr.~~ Bob B. Myers
Mr. Robert D. Douglass
Mr. Charles B. Adams

Dictated by: Patricia A. Gauss - November 28, 1988 - 321-3607

56

August 24, 1988

The Honorable Winfield M. Kelly, Jr.
Secretary of State
State House
Annapolis, Maryland 21401

Dear Secretary Kelly:

Thank you for your August 9th letter regarding the issue of screen fencing adjacent to the ramp from MD 108 to US 29.

I have enclosed copies of two letters to Councilwoman Angela Beltram and a letter to Mr. Franz that explain the Administration's position in this issue. We do not feel that Mr. Franz is in the same category as those residents for whom screen fencing was provided. This is because Mr. Franz already received financial compensation, which included the value of the fence.

We have a project, which will begin next spring, to landscape the new interchange. We have included evergreen plantings adjacent to Mr. Franz's property to provide a visual screen. We feel this will provide an effective solution to the problem.

I hope this adequately addresses your question. Please contact me if I can be of further assistance.

Sincerely,

ORIGINAL SIGNED BY
HAL KASSOFF

Hal Kassoff
Administrator

HK:prc
Enclosures

bcc: Mr. Bob B. Myers
Mr. Robert D. Douglass
Mr. Charles B. Adams

Dictated by: Mr. Charles B. Adams ext. 3521 8/18/88.



**Maryland Department of Transportation
State Highway Administration**

57

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

DEC 16 1988

The Honorable Robert H. Kittleman
12400 Clarksville Park
Clarksville, Maryland 21029

Dear Delegate Kittleman:

I am writing to advise you of the results of the community meeting held on October 20th to discuss our noise abatement studies for I-70 adjacent to the Millbrook Road area.

The results of our follow-up measurements verified the results of our original study. Only the row of homes closest to I-70 is impacted above the noise level threshold of our policy. Therefore, the cost of a full-height noise wall exceeds the cost per residence criterion as previously reported.

We have determined, however, that a cost-effective solution might be achieved for this area through the combined use of an earth berm and a shorter height noise wall. Precise costs cannot be determined, however, until the design phase.

We will begin designing the project by late 1989, to make a final determination on whether the barrier meets cost criteria. This work should be completed within twelve to eighteen months from that time. Included will be soil borings, foundation studies, determination of optimal location, including height and length, and coordination with affected property owners.

If, after those preliminary design studies are completed, the barrier is found to be both cost-effective and acceptable to the community, and adjacent property owners are willing to make available any additional right-of-way should it be required, we will proceed to final design. Scheduling of the barrier for construction will depend upon availability of funds and the remaining backlog of previously approved barriers. Just as an indication, our present backlog will require several years to implement.

My telephone number is (301) _____

56
DEC 16 1988

The Honorable Robert H. Kittleman
Page Two

If there are opportunities to construct the earth berm at an earlier date due to the availability of excess material from other highway work, we will carefully consider it. However, we do not anticipate the projects now under design in Howard County to be advertised within the next two years will have any excess material.

A question was posed at the meeting whether we could consider temporary plywood barrier for the interim. We do not believe this is feasible. In order to be effective, a barrier must be about 14 feet high. To construct a plywood barrier to this height would be expensive. A barrier only eight feet in height, which would be more reasonable in cost, would not be acoustically effective. Therefore, this is not considered a viable option.

Since we might be constructing this project, albeit at some future date, we will not provide landscape planting as a visual screen next spring as originally planned. This is because future construction of the mound will destroy any vegetation we would have planted.

I trust this information is sufficient for your needs at this time. If you have any questions or desire additional information, please feel free to contact me or Mr. Charles B. Adams, Chief of our Bureau of Landscape Architecture, at (301) 321-3521.

Sincerely,
ORIGINATED BY:
HAL KASSOFF

Hal Kassoff
Administrator

HK:prc

cc: ✓ Mr. Charles B. Adams



Maryland Department of Transportation

The Secretary's Office

59

William Donald Schaefer

Governor

Richard H. Trainor

Secretary

Stephen G. Zentz

Deputy Secretary

August 9, 1988

The Honorable Frank J. Komenda, Chairman
Subcommittee on Public Safety, Transportation,
Economic Development and Natural Resources
402 James Senate Office Building
Annapolis, Maryland 21401

Dear Senator Komenda:

As a prerequisite to the expenditure of funds for design or construction of a Chesapeake Environmental Education and Visitor Center, the Department of Transportation has been directed to provide a detailed briefing on the project and obtain the approval of your committee. A briefing has been scheduled for August 16, 1988.

I am pleased to submit for your review, an outline of the briefing materials that will be presented in response to the legislative directive.

Sincerely,

/s/ RICHARD H. TRAINOR

Richard H. Trainor
Secretary

RHT:prc
Enclosure

cc: Warren Deschenaux
Robbin Marks

bcc: Missy Drissel
Gaila Pryor
Ron Kreitner
Fred Licktieg
Pat Roddy
Bob B. Myers
Robert D. Douglass
Charles B. Adams

Dictated by: Mr. Charles B. Adams - 321-3521 - August 3
Revised by: Missy Drissel 8/8/88 :cmj



**Maryland Department of Transportation
State Highway Administration**

LD

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

September 6, 1988

The Honorable Frank J. Komenda
402 James Senate Office Building
Annapolis, Maryland 21401-1991

Dear Senator ~~Komenda~~ *Frank*

I am writing to report to you the results of the noise studies conducted in the Forest Heights community, adjacent to I-95.

There are several criteria which must be met before we can consider noise abatement measures for any area. The first of these is that noise levels must meet or exceed the impact threshold level of 67 decibels (Leq). Noise levels of this magnitude are usually experienced only at homes which are directly adjacent to the highway.

An earlier study of the Forest Heights area was conducted in June 1986. At that time, noise levels were not found to exceed the impact threshold. Our most recent study was performed this July, using the same monitoring locations as in the earlier study. Other studies in the area have found that the highest noise levels are experienced between the hours of 10 a.m. and 2 p.m. Our recent study, therefore, was performed during these hours. Measurements were not taken at Mr. Kirschner's residence because it is situated approximately 1,000 feet from the highway. All readings were taken in the areas of Comanche Drive and Old Town Heights, which are much closer to the roadway.

The results of this study were consistent with our 1986 study, and indicate that the area does not qualify for noise barriers according to our criteria. Because the residences on Comanche Drive are 250-300 feet from the roadway, the noise levels measured were well below the 67 decibel level. Even if the threshold was exceeded, a noise barrier would not provide perceptible noise reduction for those residences. A barrier is most effective only for the area directly behind and adjacent to it.

My telephone number is (301) _____

61
The Honorable Frank J. Komenda
Page Two

Noise levels in the Old Town Heights community, which is closer to the roadway, were also found to be below the impact threshold due to an earth mound between the residences and the roadway. This mound acts as a partial noise barrier for the community. Additionally, Old Town Heights was built well after the completion of the Capital Beltway. Our policy allows mitigation measures only for communities which were in existence prior to the highway.

We regret that we cannot accommodate your request on behalf of Mr. Kirschner. However, I hope you can understand our need to apply the criteria used in our noise abatement policy consistently statewide.

Sincerely,
ORIGINAL SIGNED BY:
HAL KASSOFF

Hal Kassoff
Administrator

HK:prc

bcc: Mr. Bob B. Myers
Mr. Robert D. Douglass
Mr. Charles B. Adams

Dictated by: Patricia Gauss - August 31, 1988 - 321-3607

1908 - 1988



Maryland Department of Transportation
State Highway Administration

62
Richard H. Trainor
Secretary
Hal Kassoff
Administrator

JUN 13 1988

The Honorable Nancy K. Kopp
222 Gov. Bladen Boulevard
Annapolis, Maryland 21401-1991

Dear Delegate Kopp:

Thank you for your recent letter concerning the widening of Interstate Route 495 from north of Maryland Route 190 to Virginia Route 193.

We are continuing to examine options to resolve the noise barrier issue at sensitive areas B and E. As I have previously written to you, neither area meets the qualifications for noise barriers as a part of the proposed widening. This is due to the fact that there would not be a substantial difference in noise levels between no-build and build conditions.

Both areas have been evaluated to determine their eligibility for our retrofit noise abatement program. Area B meets all of the criteria except cost. We have established a maximum cost per residence figure of \$40,000. This number is determined by dividing the total barrier cost by the number of homes which experience noise levels greater than 67 decibels and would receive a five decibel or greater reduction from the proposed barrier. The cost per residence figure for Area B currently is over \$50,000. We are now refining our engineering studies to determine if there are options which would reduce the cost per residence. If costs cannot be lowered, we have discussed an option with the residents whereby they or others might provide the additional monies beyond the Administration's \$40,000 per residence maximum.

Area E, unfortunately, does not meet the eligibility criterion of date of construction contained in our noise policy. The majority of the impacted homes were constructed after the completion of the highway. We are presently considering if there are any solutions which would provide what the community wishes but would not set a precedent which would open our noise policy to similar issues in the other areas of the state. These options include earth berms, privacy fencing and vegetative screens alone or in combination.

My telephone number is (301) _____

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

63

The Honorable Nancy K. Koop
Page Two

We are on a schedule to complete our studies for both Areas B and E by mid-July. I will contact you in early August to update you.

Thank you for your continuing interest in our noise program.

Sincerely,
ORIGINAL SIGNED BY:
HAL KASSOFF

Hal Kassoff
Administrator

HK/sl

bcc: Mr. Bob B. Myers
Mr. Neil J. Pedersen
Mr. Robert D. Douglass
Mr. Louis H. Ege
Mr. Charles B. Adams
Mr. Michael Snyder

Dictated by: Mr. C.B. Adams-SHA (321-3521) on 6/3/88.

NOV 23 1988

64

MD 665

The Honorable Maureen Lamb, Councilwoman
County Council of Anne Arundel County
Box 1831
Annapolis, Maryland 21404

Dear Councilwoman Lamb:

Thank you for your October 24th letter concerning the Royal Street access at Forest Drive.

District Engineer Ed Meehan has scheduled a public meeting with interested residents and State Highway Administration staff so that the Royal Street access and noise barrier issues can be addressed. The meeting will be held on Wednesday, November 30th at 5:30 p.m. in SHA's District 5 office, at 138 Defense Highway, Annapolis. Residents from both Royal Street and Schooner Court have been notified and urged to attend the meeting since our final decision will affect their neighborhood and our project. We hope to resolve these matters and satisfy concerns of the citizens involved. Once a final decision has been made, I will contact you with the results. You may expect to hear from us by mid-January.

I hope this information has been helpful to you. Please feel free to contact me or Mr. Ed Meehan if you have any additional questions regarding this matter. Ed may be reached at (301) 841-5450.

Sincerely,
ORIGINAL SIGNED BY:
HAL KASSOFF
Hal Kassoff
Administrator

HK/tlj

cc: Mr. Edward Meehan
bcc: Mr. Bob B. Myers
Mr. Robert D. Douglass
Mr. Charles Adams ✓
Mr. Anthony M. Capizzi

Dictated by: Lisa Cicio, ext. 1269 R.C., 61.1, 11/16/88
Contract No. AA 317-501-571
AA 317-502-570



**Maryland Department of Transportation
State Highway Administration**

65

75A-8

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

MAY 23 1988

The Honorable Lawrence A. LaMotte
2702 Melrose Avenue
Woodstock, Maryland 21163

Dear Delegate LaMotte:

Thank you for your recent letter on behalf of the residents of Rona Road in the vicinity of Windsor Mill Road and Interstate Route 695.

I would first like to clarify an apparent misunderstanding concerning the discussion between your office and Mr. Kenneth D. Polcak of the Bureau of Landscape Architecture. It is not our intention to acquire additional property from private landowners to create buffer zones. We are simply attempting to ascertain the future development plans, if any, for the parcel between Rona Road and Interstate Route 695. If development occurs in this area, whatever buildings are constructed will help shield the existing houses from the traffic noise.

As you noted, the results of our recent noise measurements were below the Federal criterion of 67 decibels in spite of weather conditions which produced maximum adverse noise level readings. We will schedule additional measurements to be taken in about six months to determine if there has been a change in the level of noise impact. We will contact you with the results by early December.

For your information, our studies also concluded that a noise barrier in this area would probably be ineffective even if the 67 decibel threshold had been exceeded. This is because the homes are situated 200-250 feet from the highway. A barrier located at such a great distance from the affected residences generally provides little perceivable reduction in noise levels. One of our criteria which must be met for consideration of noise abatement measures is that construction of an effective barrier must be feasible.

My telephone number is (301) _____

66

The Honorable Lawrence A. LaMotte
Page 2

Please do not hesitate to contact me if you have any additional questions. Thank you for your interest in our Noise Abatement Program.

Sincerely,

ORIGINAL SIGNED BY:
HAL KASSOFF
Hal Kassoff
Administrator

HK/prc

cc: Mr. Kenneth D. Polcak

bcc: Mr. Bob B. Myers
Mr. Robert D. Douglass
Mr. Charles B. Adams

RECEIVED

MAY 24 1988

BUR. OF LANDSCAPE
ARCHITECTURE

67

December 21, 1988

The Honorable Theodore Levin
114 Slade Avenue
Baltimore, Maryland 21208

Dear Delegate Levin:

I am writing to follow up my July 5th letter to you concerning our additional noise impact studies in the Rona Road area adjacent to I-695.

We have performed additional noise monitoring consisting of short-term measurements at residences on Meadowlawn Road, Greenlawn Road and Arlene Circle, and two 24-hour measurements at 2809 Rona Road. The results of the 24-hour surveys are attached for your information.

Noise levels reached a maximum of 70 decibels during the short-term measurements and, based on this latest data, a maximum of seven residences would be impacted above the 67 decibel threshold. A noise barrier to protect the impacted homes would cost approximately \$500,000. Dividing this figure by the seven homes results in a cost per residence of over \$70,000, well above our limit for reasonable cost. Additionally, as I indicated in my earlier letter, our studies concluded that a noise barrier would probably be ineffective, especially for those residences on Rona Road and Arlene Circle, due to their distance from the Beltway.

I regret that I cannot offer a more positive response to your concerns, but hope that this additional information is adequate for your needs. If you have additional questions, please do not hesitate to contact me or Chief of Landscape Architecture Charles B. Adams at 321-3520.

Sincerely,

ORIGINAL SIGNED BY:
HAL KASSOFF

Hal Kassoff
Administrator

HK:prc
Attachments
cc: Mr. Charles B. Adams
bcc: Mr. Bob B. Myers
Mr. Robert D. Douglass

Dictated by: Ms. Patricia A. Gauss - 321-3607 - 12/8/88



Maryland Department of Transportation
State Highway Administration

68

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

August 3, 1988

The Honorable Theodore Levin
Maryland House of Delegates
114 Slade Avenue
Baltimore, Maryland 21208

Dear Delegate Levin:

Thank you for your recent inquiry about the cost criterion for our Noise Abatement Program.

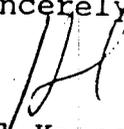
The \$40,000 figure, established in 1986, represented half of the average cost of a single family home in Maryland. Since the figure was established, the average cost of a single family home has increased; however, we feel that the \$40,000 per residence is a reasonable figure. Maryland spends more per residence than any other State in the country.

To determine the cost per residence, the total project cost is divided by the number of impacted residences. We define "impacted" as those homes which currently experience noise levels of at least 67 decibels and will receive a noise reduction of at least five decibels with a noise barrier in place.

Because funds for noise barriers are extremely limited, it is necessary to limit our expenditures to those areas where the greatest benefit can be derived for the largest number of people. All of our potential noise barrier projects must meet this criterion for cost-effectiveness.

Please contact me if I can be of further assistance. Thank you for your interest in our Noise Abatement Program.

Sincerely,


Hal Kassoff
Administrator

HK:prc

cc: The Honorable Melvin G. Mintz

My telephone number is (301) _____



**Maryland Department of Transportation
State Highway Administration**

69

75A-8

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

MAY 3 1988

The Honorable Timothy Maloney
Maryland General Assembly
Twenty-first Legislative District
Annapolis, Maryland 21401-1991

Dear Delegate Maloney: *Tim*

This is a follow up to report the results of our detailed cost and acoustical studies for the Powder Mill Estates community on Sellman Road along Interstate Route 95.

For a community to qualify for our Noise Abatement Program, all of the following criteria must be met:

- noise levels must meet or exceed the impact threshold of 67 decibels;
- a majority of the residences must have been constructed prior to the highway;
- construction of an effective noise barrier must be feasible;
- cost must be reasonable; cost per protected residence may not exceed \$40,000;
- funds must be available; and
- seventy-five percent of the affected residents must favor the project.

Earlier studies have determined that the first two requirements are met. Our latest studies have centered on determining if a barrier of reasonable cost could be built along Sellman Road. In order to be most effective from an acoustical standpoint, a noise barrier would have to be located along the top of the cut slope near the right-of-way line. To obtain the desired noise reduction for the impacted residences, a barrier of approximately 17 feet in height and 1,150 feet in length would be required at a cost of \$527,700. There are 7 impacted residences that could be protected by the barrier which results in a cost per residence of \$75,385, well over our cost-effectiveness criterion.

My telephone number is (301) _____

The Honorable Maloney
Page 2

We are willing to consider landscaping in this area to establish a visual screen. If representatives of the community would like to pursue this avenue or would like to review our analysis of a possible noise barrier, they may contact Mr. Charles B. Adams, Chief of our Bureau of Landscape Architecture. Mr. Adams can be reached at (301) 321-3521.

I regret that I cannot offer a more positive response to your concerns. Thank you for your patience in this matter and for your interest in our Noise Abatement Program.

Sincerely,



Hal Kassoff
Administrator

HK/prc



**Maryland Department of Transportation
State Highway Administration**

Richard H. Trainor
Secretary

Hal Kassoff
Administrator

MAY 3 1988

The Honorable Pauline Menes
Maryland General Assembly
Twenty-first Legislative District
Annapolis, Maryland 21401-1991

Dear Delegate Menes: *Pauline*

This is a follow up to report the results of our detailed cost and acoustical studies for the Powder Mill Estates community on Sellman Road along Interstate Route 95.

For a community to qualify for our Noise Abatement Program, all of the following criteria must be met:

- noise levels must meet or exceed the impact threshold of 67 decibels;
- a majority of the residences must have been constructed prior to the highway;
- construction of an effective noise barrier must be feasible;
- cost must be reasonable; cost per protected residence may not exceed \$40,000;
- funds must be available; and
- seventy-five percent of the affected residents must favor the project.

Earlier studies have determined that the first two requirements are met. Our latest studies have centered on determining if a barrier of reasonable cost could be built along Sellman Road. In order to be most effective from an acoustical standpoint, a noise barrier would have to be located along the top of the cut slope near the right-of-way line. To obtain the desired noise reduction for the impacted residences, a barrier of approximately 17 feet in height and 1,150 feet in length would be required at a cost of \$527,700. There are 7 impacted residences that could be protected by the barrier which results in a cost per residence of \$75,385, well over our cost-effectiveness criterion.

My telephone number is (301) _____

72

The Honorable Menes
Page 2

We are willing to consider landscaping in this area to establish a visual screen. If representatives of the community would like to pursue this avenue or would like to review our analysis of a possible noise barrier, they may contact Mr. Charles B. Adams, Chief of our Bureau of Landscape Architecture. Mr. Adams can be reached at (301)321-3521.

I regret that I cannot offer a more positive response to your concerns. Thank you for your patience in this matter and for your interest in our Noise Abatement Program.

Sincerely,



Hal Kassoff
Administrator

HK/prc



**Maryland Department of Transportation
State Highway Administration**

73

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

November 3, 1988

The Honorable Susan V. Mills
Prince George's County Council
County Administration Building
Upper Marlboro, Maryland 20772

Dear Councilwoman Mills:

I am writing to follow up my July 13th letter concerning a potential noise barrier project for the Birchwood City community, adjacent to I-95.

As I indicated previously, the community meets the first two requirements regarding noise level and date of construction. Our preliminary concept studies show that the cost of a noise barrier may be reasonable and within the cost per residence guidelines of our noise policy. Precise costs cannot be determined, however, until the design phase.

We will proceed with the design of the project to make a final determination on whether the barrier meets cost criteria. This work will be completed within the next twelve to eighteen months. Included will be soil borings, foundation studies, determination of optimal location, including height and length, and coordination with affected property owners.

If, after those preliminary design studies are completed, the barrier is found to be both cost-effective and acceptable to the community, and adjacent property owners are willing to make available any additional right-of-way required, we will proceed to final design. Scheduling of the barrier for construction will depend upon availability of funds and the remaining backlog of previously approved barriers. Just as an indication, our present backlog will require several years to implement.

Thank you for your patience and your continuing interest in our Noise Abatement Program.

Sincerely,


Hal Kassoff
Administrator

HK/sl

My telephone number is (301) _____

DEC 15 1988

74

The Honorable Catherine I. Riley
James Senate Office Building
Presidential Wing
Annapolis, Maryland 21401-1991

Dear Senator Riley:

Thank you for your recent letter on behalf of Mr. James G. Miller of 37 Lake Drive, Bel Air, regarding traffic noise problems adjacent to MD 24.

A landscape planting contract for MD 24 was completed in fall 1987. The design included a number of evergreens and other trees for the Lake Drive area to help shield it from the highway. It will take some time for this vegetation to mature to where it is effective in this regard.

A closer look at this area indicates that perhaps a greater number of plants would help accelerate the intended screening. Therefore, we propose to add some more plant material in this area. This can be accomplished in 1989.7

We are certainly willing to perform follow-up noise measurements in this area. Mr. Charles B. Adams, Chief of Landscape Architecture, has already written to Mr. Miller and has told him we will do follow-up measurements this coming fall.

Please do not hesitate to call me if you have any further questions.

Sincerely,
ORIGINAL SIGNED BY:
HAL KASSOFF

Hal Kassoff
Administrator

HK:prc

bcc: Mr. Bob B. Myers
Mr. Robert D. Douglass
Mr. Charles B. Adams

Dictated by: Mr. Eugene J. Miller, Jr. - 12/07/88 - 321-3530



**Maryland Department of Transportation
State Highway Administration**

75

75B-8

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

MAY 3 1998

The Honorable James C. Rosapepe
Maryland General Assembly
Twenty-first Legislative District
Annapolis, Maryland 21401-1991

Dear Delegate ~~Rosapepe~~ ^{J. C.}:

This is a follow up to report the results of our detailed cost and acoustical studies for the Powder Mill Estates community on Sellman Road along Interstate Route 95.

For a community to qualify for our Noise Abatement Program, all of the following criteria must be met:

- noise levels must meet or exceed the impact threshold of 67 decibels;
- a majority of the residences must have been constructed prior to the highway;
- construction of an effective noise barrier must be feasible;
- cost must be reasonable; cost per protected residence may not exceed \$40,000;
- funds must be available; and
- seventy-five percent of the affected residents must favor the project.

Earlier studies have determined that the first two requirements are met. Our latest studies have centered on determining if a barrier of reasonable cost could be built along Sellman Road. In order to be most effective from an acoustical standpoint, a noise barrier would have to be located along the top of the cut slope near the right-of-way line. To obtain the desired noise reduction for the impacted residences, a barrier of approximately 17 feet in height and 1,150 feet in length would be required at a cost of \$527,700. There are 7 impacted residences that could be protected by the barrier which results in a cost per residence of \$75,385, well over our cost-effectiveness criterion.

My telephone number is (301) _____

76

The Honorable Rosapepe
Page 2

We are willing to consider landscaping in this area to establish a visual screen. If representatives of the community would like to pursue this avenue or would like to review our analysis of a possible noise barrier, they may contact Mr. Charles B. Adams, Chief of our Bureau of Landscape Architecture. Mr. Adams can be reached at (301)321-3521.

I regret that I cannot offer a more positive response to your concerns. Thank you for your patience in this matter and for your interest in our Noise Abatement Program.

Sincerely,



Hal Kassoff
Administrator

HK/prc



**Maryland Department of Transportation
State Highway Administration**

75B-8
77
Richard H. Trainor
Secretary
Hal Kassoff
Administrator

November 1, 1988

The Honorable Paul S. Sarbanes
United States Senate
332 Dirksen Building
Washington, D. C. 20510

Dear Senator Sarbanes:

Thank you for your recent letter on behalf of Mrs. Helen Cabbiness and the residents of the Ruxton Drive area in Lanham concerning traffic noise from I-95 (Capital Beltway).

In April 1987, the State Highway Administration formally adopted a Noise Policy because of the great number of potential projects that exist well beyond any possibility of funding. Since our resources for noise barrier projects are limited, it was necessary to develop a policy to address those areas where the construction of the highway clearly created the problem. As a result, all of the following criteria must be met for an area to be eligible for inclusion in our program:

- noise levels must meet or exceed the impact threshold of 67 decibels (dBA);
- a majority of the impacted residences must have preceded the highway;
- construction of an effective noise barrier must be feasible;
- cost must be reasonable; cost per protected residence may not exceed \$40,000;
- seventy-five percent of the affected residents must favor the project; and
- funds must be available.

My telephone number is (301) _____

78
The Honorable Paul S. Sarbanes
Page Two

The Ruxton Drive area has been evaluated for inclusion in our Noise Abatement Program, but does not qualify based on the date of construction of the impacted residences. A community noise survey was conducted in mid-1986 which found noise levels at the residences adjacent to the highway to be at or above the impact threshold, thus satisfying this requirement. However, it was determined that a majority (over 80%) of the homes impacted by the noise were not constructed until several years after the Beltway, which was completed in 1964. Therefore, the area does not qualify for noise barriers under our policy.

As you are aware, the funding of highway projects, including noise barriers, is obtained from gasoline taxes, highway user fees and corporate taxes, not from private citizens' income or property taxes. The important point, however, is that only those areas which meet our noise policy criteria are eligible for noise barriers.

Finally, the fly-over ramp from westbound US 50 will be located a considerable distance south of the Ruxton Drive area. Due to this great distance, no noise contribution from the fly-over will be perceptible in your area.

I know Mrs. Cabbiness wrote directly to Secretary of Transportation Richard H. Trainor and sent the petition to him. His direct response to her conveyed this information. While we regret we cannot offer a more positive response to the residents' concerns, we trust we have adequately clarified our policy as it relates to this community. Please do not hesitate to contact me if you require additional information.

Sincerely,
ORIGINAL SIGNED BY:
HAL KASSOFF

Hal Kassoff
Administrator

HK:prc

cc: Secretary Richard H. Trainor

bcc: Mr. Bob B. Myers
Mr. Robert D. Douglass
Mr. Charles B. Adams

Dictated by: Mr. Eugene J. Miller, Jr.-SHA ext. 10/25/88 321-3630

September 29, 1988

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The Honorable Paul S. Sarbanes (D-MD)
The United States Senate
332 Dirksen Building
Washington, D.C. 20510

Dear Senator Sarbanes:

My name is Helen Cabbiness and I am a resident of Ruxton Drive in Lanham, Maryland.

This letter has become necessary after many years of trying to get the Maryland Department of Transportation, (SHA), to properly assess the needs of the residents that live along Ruxton Drive as to the necessity for a noise abatement barrier. We also have to endure the constant noise and pollution from the beltway, as do others. The houses along Ruxton Drive are located approximately the same distance from the beltway as other homes that border I-95 in Prince George's County who are receiving noise abatement barriers. Ruxton Drive is located on the outer loop of the beltway and parallels I-95 between Route 450 (Annapolis Road) and Route 50 (John Hanson Highway). Our situation will deteriorate even further during and after the redesign construction of the I-95 & I-68 (Route 50) Interchange. The redesign of this major interchange will bring even more noise and pollution when the fly-over is completed. The fly-over is designed to take those motorists wishing to enter the New Carrollton / Metro Complex traveling westbound on Route 50 onto an elevated ramp across I-95 into the complex. This ramp is to be built between Route 50 and Route 450, right in our backyards.

All the residents (petition enclosed) along Ruxton Drive pay state as well as federal taxes, and we see our tax dollars being used to provide barriers for others when we are so desperately in need of them.

Any assistance from your office in helping us obtain a noise abatement barrier would be greatly appreciated.

Sincerely Yours,



Mrs. Helen Cabbiness
5526 Ruxton Drive
Lanham, MD 20706

We the undersigned are petitioning for a sound barrier on the Beltway between Rt. 450 & M.L.King Highway.

80

Judith S. Dobbins 4312 Kinmount Rd. Lanham, Md. 20706
 Shannon R. Brooks 4510 Vinton Pl. Lanham Md 20706
 Yvonne W. Fisher 8805 Crandall Rd Lanham MD 20706
 Melba A. Welch 8921 WALKERTON DR, LANHAM, MD. 20706
 Nancy A. Small 8803 Chestnut Rd Lanham, MD 20706
 Marlene Q. Burgess 4539 Kinmount Rd Lanham, Md 20706
 Cozette A. Bigg 8910 91st Pl Lanham, MD 20706
 James T. Taylor 4400 Kinmount Rd. Lanham, Md. 20706
 Genevieve Greenfield 8914 Walkerton Dr.
 Edward Grant, Jr. 8925 Walkerton Dr. Lanham, Md. 20706
 Blanche Daniels 4207 Kinmount Rd Lanham, Md. 20706
 Reginald W. High 4550 Kinmount Rd Lanham Md 20706
 Michael Summers 4513 - Havelock Rd Lanham MD 20706
 Emma Barnett 4411 Kinmount Rd. Lanham, MD 20706
 Mrs Annette Amato 5419 Rucison Dr
 Helen Cabran 5526 Ruxton Dr. Lanham, Md 20706

The the undersigned are petitioning for a sound barrier fence on the Beltway between Rt 456 and Martin St. E. N.W.

81

- | | |
|-----------------------------------|----------------------------------|
| Delores Lawrence | 5514 Ruxton Drive |
| Betty J. Massey | 5500 Ruxton Drive |
| William Lodge | 5474 Ruxton Drive |
| Joseph + Loretta Pastore | 5507 Ruxton Drive |
| Jim + Maxine Hammar | 5509 Ruxton Drive |
| Rosie + Joe Ducosin | 5513 Ruxton Dr. |
| Opella + Kenneth J. Parker | 5520 Ruxton Dr. |
| Mary Brown | 5522 Ruxton Dr. |
| Rebecca Arndt | 5534 Ruxton Dr. |
| Brenda Bell | 5538 Ruxton Dr. |
| Wayne Howard | 8915 Saunders Lane |
| Melvin L. Kaplan | 8824 Saunders Lane |
| Sherri Kaplan | 5602 Lanham Sta. Rd. |
| James B. B. B. | 8720 |
| Louise Thomas | 8816 Saunders Lane |
| Mr + Mrs Arthur Rodell | 5516 Ruxton Dr. |
| Mr. + Mrs Harrison Colthene | 8804 Newton Ct. |
| Ruth Williamson | 4622 Amber Lane Lanham Md 20706 |
| Emily Allen | 5301 Lanham Sta Rd |
| Bethie Benefield | 4617 Timber Lane Lanham Md |
| Joseph Dean | 5304 Lanham Sta Rd. Lanham Md |
| Maria Schavone | 5409 Lanham Sta. Lanham, Md. |
| Mikel J. Bush | 5510 Ruxton Dr Lanham |
| 5784
:H
Claudia D. Lawrence | 5504 Ruxton Dr Lanham |
| Mildred J. Wright | 5420 Ruxton Dr. Lanham |
| Russell A. Jackson | 5418 Ruxton Dr Lanham, Md |
| Mrs. J. R. Japke | 5414 Ruxton Dr. Lanham Md |
| Loqui Calver | 5526 Ruxton Dr. Lanham, Md 20706 |

The undersigned are petitioning for a sound barrier
on the Parkway between Rt 450 and Md. King Hwy

80

<u>Name</u>	<u>Address</u>
Charles J. Schmitt	
Charles J. Schmitt	5710 Misty Lane
Maia Brown	5408 " "
Robert E. Crawford	5500 Lanham STA.
Orinda P. Crowley	4604 Timber Lane
Mary Bodar	4606 Timber Lane Lot.
Messie Dickman Sr	4611 Timber Lane
Messie Dickman Jr	4608 " "
Mary B. Pometto	4610 Timber La.
Hedge R. Pometto	" " "
Maria R. Rulerman	4612 Timber Lane
Johnnie Breach	4615 Timber Lane
Faith Paine	5607 Lanham Sta. Rd.
Joseph C. Crockett & wife	9040 STEVENS LANE
Carolyn E. Sullivan	8823 Courtland Lane
RMS	8823 Courtland Lane
Bahem Dean	5304 Lanham Sta. Rd.
Carl L. Taylor	5305 Lanham Station Rd.
Edwin Crosby	4501 Venton Place
Elizabeth S. Kirkland	5308 Lanham Station Rd.
Marlene Conclan	5416 Whitfield Chapel
D. L. Breakiron	5520
Sandra F. Peakes	4501 Venton Pl. Lanham, MD

PAUL S. SARBANES
MARYLAND

United States Senate
WASHINGTON, DC 20510

17 OCT 88 2:19

STATE HWY ADM

23

October 14, 1988

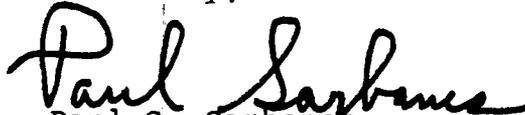
Hal Kassoff
State Highway Administrator
707 N. Calvert Street
Baltimore, Maryland 21202

Dear Hal:

I am forwarding correspondence I received from Helen Cabbiness, which includes a petition signed by residents living along Ruxton Drive in Lanham. Mrs. Cabbiness and her neighbors are requesting noise abatement barriers in their community. Your careful review of the concerns raised would be greatly appreciated.

With best regards,

Sincerely,


Paul S. Sarbanes
United States Senator

Enclosure

PSS/gmb

84

The Honorable Paul S. Sarbanes
United States Senate
Washington, D.C. 20510

Dear Senator Sarbanes:

I am responding to your October 14, 1988 letter on behalf of Mrs. Helen Cabbiness and the residents of the Ruxton Drive area in Lanham concerning traffic noise from ~~Interstate Route -95~~ (Capital Beltway).

The SHA adopted

For a community to qualify for noise abatement all of the following requirements must be met:

- noise levels must meet or exceed the impact threshold of 67 decibels (dBA);
- a majority of the impacted residences must have preceded the highway;
- construction of an effective noise barrier must be feasible;
- cost must be reasonable; cost per protected residence may not exceed \$40,000;
- seventy-five percent (75%) of the affected residents must

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favor the project; and

- funds must be available.

The Ruxton Drive area has been evaluated for inclusion in our Noise Abatement Program, but does not qualify based on the date of construction of the impacted residences. A community noise survey was conducted in mid 1986 and found noise levels at the residences adjacent to the highway to be at, or above the impact threshold, thus satisfying the first requirement. However, it was determined that a majority (over 80%) of the homes impacted by the noise were not constructed until several years after the Beltway completion in 1964. Thus, the area would not qualify for noise barriers under the current Policy.

I regret that we cannot offer a more positive response to the residents concerns. Please contact me if you have any questions or require additional information.

Sincerely,

Hal Kassoff
Administrator

84

bcc: Mr. Bob B. Myers

Mr. Robert D. Douglass

Mr. Charles B. Adams

Mr. Eugene J. Miller, Jr.

Mr. Kenneth D. Polcak

Ms. Patricia A. Gauss

The Honorable Paul S. Sarbanes
Page Two

The Ruxton Drive area has been evaluated for inclusion in our Noise Abatement Program, but does not qualify based on the date of construction of the impacted residences. A community noise survey was conducted in mid-1986 which found noise levels at the residences adjacent to the highway to be at or above the impact threshold, thus satisfying this requirement. However, it was determined that a majority (over 80%) of the homes impacted by the noise were not constructed until several years after the Beltway, which was completed in 1964. Therefore, the area does not qualify for noise barriers under our policy.

As you are aware, the funding of highway projects, including noise barriers, is obtained from gasoline taxes, highway user fees and corporate taxes, not from private citizens' income or property taxes. The important point, however, is that only those areas which meet our noise policy criteria are eligible for noise barriers.

Finally, the fly-over ramp from westbound US 50 will be located a considerable distance south of the Ruxton Drive area. Due to this great distance, no noise contribution from the fly-over will be perceptible in your area.

I know Mrs. Cabbiness wrote directly to Secretary of Transportation Richard H. Trainor and sent the petition to him. His direct response to her conveyed this information. While we regret we cannot offer a more positive response to the residents' concerns, we trust we have adequately clarified our policy as it relates to this community. Please do not hesitate to contact me if you require additional information.

Sincerely,
ORIGINAL SIGNED BY:
HAL KASSOFF
Hal Kassoff
Administrator

HK:prc

- cc: Secretary Richard H. Trainor
- bcc: Mr. Bob B. Myers
- Mr. Robert D. Douglass
- Mr. Charles B. Adams

Dictated by: Mr. Eugene J. Miller, Jr.-SHA ext. 10/25/88 321-3630

BATCS "B"
88

DEC 13 1988

Colonel Elmer H. Tippet
Superintendent
Maryland State Police
Pikesville, Maryland 21208-3899

Dear Colonel Tippet:

This is a follow-up to our previous correspondence and meetings with my staff concerning the security of your Glen Burnie Barrack and the impacts of our proposed highway improvement.

I'm sure you will be pleased to know we will include the requested concrete barrier, to provide safety and security to your facility, in our proposed reconstruction of the MD 176/MD 3 interchange.

Thank you for your continued interest and patience in resolving this issue.

Sincerely,

ORIGINAL SIGNED BY:
HAL KASSOFF

Hal Kassoff
Administrator

HK/cj

bcc: Mr. Bob B. Myers
Mr. Robert D. Douglass
Mr. Edward H. Meehan
Mr. Anthony M. Capizzi
✓ Mr. Charles Adams

Dictated by Ron Earls, 61.1, Ext. 1264, 11/30/88



Maryland Department of Transportation
State Highway Administration

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Richard H. Trainor
Secretary
Hal Kassoff
Administrator

PLEASE REPLY TO:
BUREAU OF LANDSCAPE ARCHITECTURE
2323 WEST JOPPA ROAD
BROOKLANDVILLE, MARYLAND 21022

November 14, 1988

Mrs. Barbara Adams
9089 Gold Amber Garth
Columbia, Maryland 21045

Dear Mrs. Adams:

I am writing to report to you the results of our recent 24-hour study at your home adjacent to MD Route 175, in the vicinity of Tamar Drive.

For a community to be considered for noise abatement under State Highway Administration Policy, all of the following criteria must be met:

- noise levels must exceed the impact threshold level of 67 decibels (dBA);
- a majority of the impacted residences must have preceded the highway;
- construction of an effective noise barrier must be feasible;
- cost must be reasonable; cost per impacted residence that is protected may not exceed \$40,000;
- seventy-five percent (75%) of the affected residents must favor the project; and
- funds must be available.

I have attached a summary of the measurement results for your information. As you can see, the highest noise level measured was 65 decibels. Since noise levels did not exceed the 67 decibel impact threshold at any time during the study, we cannot consider noise abatement measures for this area.

My telephone number is (301) 321-3521

90

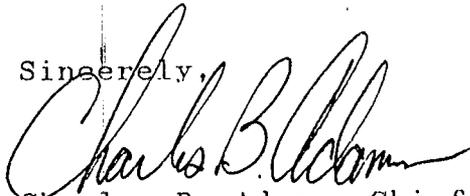
Mrs. Barbara Adams
November 14, 1988
Page 2

In your conversation with Mr. Ken Polcak, of my staff, you indicated that excessive speeding is causing a safety hazard in the area. By copy of this letter, I am requesting that the Maryland State Police look into this matter.

Concerning your request for restricting heavy trucks at night on MD 175, a feasibility study would have to be done through our District office. I will forward a copy of this letter to Mr. Wayne Clingan, District Engineer, so that he may look into this possibility.

I trust that I have clarified our noise policy as it relates to your community. If you require any additional information, please do not hesitate to contact me.

Sincerely,



Charles B. Adams, Chief
Bureau of Landscape Architecture

CBA:prc
cc: Mr. Wayne Clingan
Lieutenant George Pytash
Mr. Ken Polcak

9f

September 19, 1988

Mr. and Mrs. Richard Agriesti
26 Bardeen Court
Dulaney Towers
Towson, Maryland 21204

Dear Mr. and Mrs. Agriesti:

Governor William Donald Schaefer asked me to thank you for your August 29th letter concerning noise barriers on the Baltimore Beltway near Dulaney Towers. He asked me to respond to your concerns directly.

The State Highway Administration recently performed an evaluation of the noise situation at Dulaney Towers. This evaluation concluded that a noise barrier adjacent to the development did not meet the criteria of the Administration's noise policy. The results of this evaluation were detailed in Mr. Charles B. Adams' May 6th letter to you. Mr. Adams' letter was a follow-up to my February 16th letter to you.

A meeting to discuss this issue has been scheduled through Delegate Martha Klima's office on October 5th at 7:00 p.m. Representatives from SHA will be there to discuss the noise policy and its application to Dulaney Towers. I hope you will be able to attend this meeting. For details of the meeting, please feel free to contact Mr. Adams at (301) 321-3521.

Again, thank you for expressing your concerns.

Sincerely,

~~Richard H. Trainor~~
Richard H. Trainor
Secretary

RHT/sl

- cc: The Honorable William Donald Schaefer
- bcc: Mr. Hal Kassoff
- Mr. Bob B. Myers
- Mr. Robert D. Douglass
- Mr. Charles B. Adams ✓

Dictated by: Charles Adams-SHA 321-3521 9/13/88.



Maryland Department of Transportation
State Highway Administration

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Richard H. Trainor
Secretary
Hal Kassoff
Administrator

PLEASE REPLY TO:
BUREAU OF LANDSCAPE ARCHITECTURE
2323 WEST JOPPA ROAD
BROOKLANDVILLE, MARYLAND 21022

July 11, 1988

Mr. William J. Baird
P.O. Box 124
Brooklandville, Maryland 21022

Dear Mr. Baird:

I am writing to report to you the results of the noise studies conducted at your home on Falls Road, adjacent to Interstate Route 695.

Our studies indicate that this area does not qualify for noise barriers under the criteria of our Noise Abatement Policy. There are several criteria which must be met before we can justify noise abatement measures for any area. The first of these is that noise levels must meet or exceed the impact threshold level of 67 decibels (Leq). Noise levels of this magnitude are usually experienced only at the first or second row of homes adjacent to the highway. Because your residence is nearly 1000 feet from the roadway, the noise levels measured are well below this level.

We conducted both short-term measurements and a 24 hour study to determine existing noise levels. Noise levels measured during the short-term readings ranged from 58-59 decibels, and from 53-61 decibels during the 24-hour study.

As you can see, the highest level attained was 61 decibels which is far below the criteria threshold of 67 decibels.

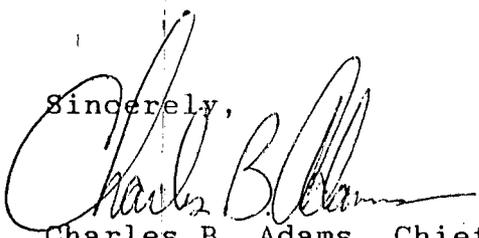
My telephone number is (301) 321-3521

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Mr. William J. Baird
July 11, 1988
Page 2

I trust this information satisfies your request to this office. I regret that I cannot offer you a more positive response at this time.

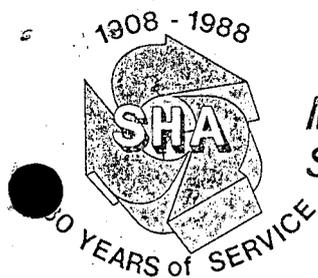
Sincerely,



Charles B. Adams, Chief
Bureau of Landscape Architecture

CBA/prc

cc: Mr. Kenneth D. Polcak



Maryland Department of Transportation
State Highway Administration

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Richard H. Trainor
Secretary
Hal Kassoff
Administrator

PLEASE REPLY TO:
BUREAU OF LANDSCAPE ARCHITECTURE
2323 WEST JOPPA ROAD
BROOKLANDVILLE, MARYLAND 21022

November 30, 1988

Mr. Ron Barnett
1619 Sulphur Spring Road
Arbutus, Maryland 21227

Dear Mr. Barnett:

As we discussed recently by telephone, I have enclosed the additional information from the noise level testing studies recently conducted in your area.

Specifically, I have included copies of the actual printouts from the two 24-hour noise studies at your home and the Schatz residence. You will note on the chart for the Schatz residence that some of the data is missing. This was due to an equipment problem which result resulted in loss of the data after midnight. If you compare this chart with the one for your home, you can see that the overall noise level was significantly higher at your home.

In additional, I have included a copy of portions of a Highway Noise training manual published by the Federal Highway Administration (FHWA). The sections highlighted discuss the effects of ground cover, vegetation and atmospheric conditions. The information is extensive and somewhat detailed at times.

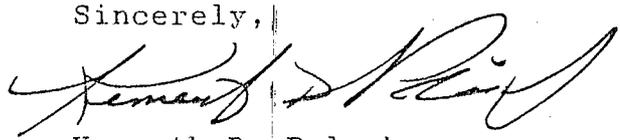
My telephone number is (301) 321-3481

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Mr. Ron Barnett
November 30, 1988
Page 2

Please feel free to contact me if I can answer any questions you may have.

Sincerely,



Kenneth D. Polcak
Environmental Specialist
Leader
Acoustic Analysis Group

KDP:eh
Enclosures
cc: Mr. Eugene J. Miller, Jr. ✓

1908 - 1988



**Maryland Department of Transportation
State Highway Administration**

96

Richard H. Trainor
Secretary

Hal Kassoff
Administrator

PLEASE REPLY TO:
BUREAU OF LANDSCAPE ARCHITECTURE
2323 WEST JOPPA ROAD
BROOKLANDVILLE, MARYLAND 21022

November 7, 1988

Ron and Cathy Barnett
1619 Sulphur Spring Road
Arbutus, Maryland 21227

Dear Mr. & Mrs. Barnett:

I am writing to report to you the results of the recent traffic noise level studies conducted in your community, adjacent to the I-695/I-95 interchange. The studies were initiated based on requests received at the June, 1988 Location/Design Public Hearing for the expansion of the Baltimore Beltway.

For a community to be considered for noise abatement under State Highway Administration Policy, all of the following criteria must be met:

- noise levels must exceed the impact threshold level of 67 decibels (dBA);
- a majority of the impacted residences must have preceded the highway;
- construction of an effective noise barrier must be feasible;
- cost must be reasonable; cost per impacted residence that is protected may not exceed \$40,000;
- seventy-five percent (75%) of the affected residents must favor the project; and
- funds must be available.

Figure I (attached) outlines the study area. The goal of the study was to determine the extent and degree of noise impact experienced in the community. Short-term noise measurements (each 10-20 minutes in duration) were taken at 14 locations, as shown on Figure II, during the hours of 9-11 a.m. A 24-hour test was conducted at site 3, the results of which are shown on Figure III.

My telephone number is (301) 321-3521

Mr. & Mrs. Barnett
November 7, 1988
Page 2

As you can see on Figure II, there are two noise level values shown. The top value is the actual noise level measured at the indicated site. The bottom value is the maximum noise level that could be expected at each site. This value was determined by adjusting the measured values based on the maximum noise level found during the 24-hour test. The maximum noise level period during the 24-hour study was 6-7 a.m., when levels were three decibels (dBA) higher than during the 9-11 a.m. period (when short-term measurements were taken). Therefore, we projected that the highest noise level that could be expected at any of the sites would be 3 dBA greater than the actual measured value. Based on this information, a noise impact zone was established, as shown on Figure IV. The shaded area represents the maximum extent of traffic noise impact in the community.

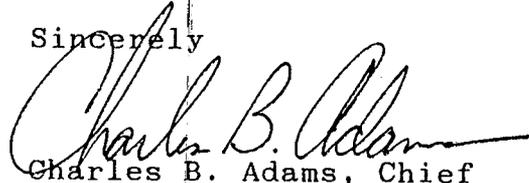
The area of highest noise levels is found along Old Sulphur Spring Road, where the residences are closest to and generally at the same elevation as the highway. Only four residences in this area are impacted above the 67 dBA threshold. A barrier 500-600 feet in length would be required, at a cost of well over \$240,000 which yields a cost per residence of over \$60,000. This substantially exceeds our limit of \$40,000. In the vicinity of Benson Avenue, limited impact (2-3 residences) and cost also make a noise barrier impractical.

The wooded area and embankment identified on Figure II do provide some benefits. The wooded area provides a significant visual screen, particularly for the residents on Lister, Dewitt, and portions of Larlin and Marsha Roads. There may also be some minor noise reduction realized.

Mr. & Mrs. Barnett
November 7, 1988
Page 3

I regret that I cannot offer a more positive response, but hope that I have clarified our policy as it relates to your community. If you have any questions regarding the study results, please feel free to contact us.

Sincerely



Charles B. Adams, Chief
Bureau of Landscape Architecture

CBA:prc
Attachments

cc: Mr. Eugene J. Miller, Jr.
Mr. Kenneth D. Polcak
Ms. Patricia A. Gauss



**Maryland Department of Transportation
State Highway Administration**

99

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

PLEASE REPLY TO:
BUREAU OF LANDSCAPE ARCHITECTURE
2323 WEST JOPPA ROAD
BROOKLANDVILLE, MARYLAND 21022

September 30, 1988

Mr. and Mrs. William Bennett
601 Priceville Road
Sparks, Maryland 21152

Dear Mr. and Mrs. Bennett:

I am writing to report to you the results of our recent noise studies in the Priceville community adjacent to I-83, as you requested in your recent telephone conversation with Mr. Ken Polcak of my staff.

For an area to qualify for our Noise Abatement Program, all of the following criteria must be met:

- Noise levels must meet or exceed the impact threshold of 67 decibels (dBA);
- A majority of the residences must have preceded the highway;
- Construction of an effective noise barrier must be feasible;
- Cost must be reasonable; cost per residence may not exceed \$40,000;
- Seventy-five percent of the affected residents must favor the project; and
- Funds must be available.

The studies included a thorough noise monitoring program at seven locations in the community with a 24-hour measurement study at 18 Belloclare Circle to determine the peak noise level period. A copy of the results is attached for your information. Additional measurements were then taken during the morning peak period between 6 a.m. and 9 a.m. As you can see, of the seven locations studied four experienced noise levels at or above our impact threshold of 67 decibels (dBA).

My telephone number is (301) 321-3521

180

Mr. and Mrs. William Bennett
September 30, 1988
Page 2

From this data, it was determined that a maximum of five residences in the community (those closest to the highway) were impacted and, therefore, considered in the feasibility analysis for a noise barrier. The homes and properties are scattered over a substantial distance along the highway, which would require a noise barrier approximately 1800 feet in length at a total cost of over \$750,000 (cost is based on our standard noise barrier system, which is a pre-cast concrete wall placed within the highway right-of-way). Dividing this figure by the five impacted residences yields a cost per residence of over \$150,000, well above our \$40,000 limit.

For areas where noise barriers are too costly, we can consider the feasibility of earth mounding and landscaping to provide some measure of relief. Based on recent additional requests from other residents of the community, we have initiated studies to determine if mounding would be feasible for this area. The study should be completed by the end of November. We will advise you of the results in early December.

Thank you for your interest. If you have any questions, or would like additional information, please feel free to contact us.

Sincerely



Charles B. Adams, Chief
Bureau of Landscape Architecture

CBA:prc
Attachments

cc: Mr. Eugene J. Miller, Jr.
Mr. Kenneth D. Polcak
Ms. Patricia A. Gauss



**Maryland Department of Transportation
State Highway Administration**

161

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

PLEASE REPLY TO:
BUREAU OF LANDSCAPE ARCHITECTURE
2323 WEST JOPPA ROAD
BROOKLANDVILLE, MARYLAND 21022

December 7, 1988

Mrs. P. Blum
8200 Nina Court
Pikesville, Maryland 21208

Dear Mrs. Blum:

I am writing to report to you the results of our recent traffic noise impact studies conducted in your area adjacent to I-695.

Our study included several short-term measurements at locations on Nina, Tama, and Whisperwood Courts, and a 24-hour measurement at your residence, the results of which are attached for your information.

For a community to be considered for noise abatement under State Highway Administration policy, all of the following criteria must be met:

- noise levels must exceed the impact threshold level of 67 decibels (dBA);
- a majority of the impacted residences must have preceded the highway;
- construction of an effective noise barrier must be feasible;
- cost must be reasonable; cost per impacted residence that is protected may not exceed \$40,000;
- seventy-five percent (75%) of the affected residents must favor the project; and
- funds must be available.

My telephone number is (301) 321-3521

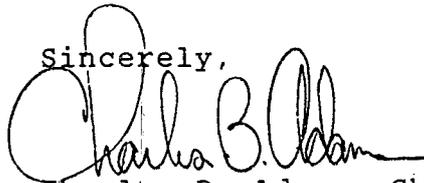
102

Mrs. P. Blum
December 7, 1988
Page 2

As the study indicates, noise levels at your residence did not meet or exceed the 67 decibel impact threshold at any time. I do recognize that you might perceive the noise to be disturbing however, the 67 decibel requirement must be met in order for us to consider noise abatement measures. Of all the areas studied, only the Whisperwood Court area experienced noise levels approaching 67 decibels. However, these homes were constructed at least three years after the Beltway, making them ineligible for noise abatement measures.

I regret that I cannot offer a more positive response to your concerns, but trust that I have clarified our Policy as it relates to this community.

Sincerely,



Charles B. Adams, Chief
Bureau of Landscape Architecture

CBA:prc
Attachment



Maryland Department of Transportation
State Highway Administration

103

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

PLEASE REPLY TO:
BUREAU OF LANDSCAPE ARCHITECTURE
2323 WEST JOPPA ROAD,
BROOKLANDVILLE, MARYLAND 21022

November 21, 1988

Mr. Donald Bock
803 Biddle Road
Glen Burnie, Maryland 21061

Dear Mr. Bock:

I am writing in response to your recent telephone inquiry to this office concerning traffic noise studies along MD Route 10.

As Mr. Kenneth Polcak indicated to you, we will perform noise monitoring tests at your residence by mid-December (weather permitting), and will contact you with the results by early January 1989.

In addition, we will include your residence in a MD Route 10 follow-up study, to be performed in May 1989. The purpose of this study is to document noise levels after the new traffic patterns have become established.

Please feel free to call me if you have any additional questions.

Sincerely,

Charles B. Adams, Chief
Bureau of Landscape Architecture

CBA:prc

cc: Mr. Kenneth D. Polcak
Mr. Eugene J. Miller
Ms. Patricia A. Gauss

My telephone number is (301) _____

104

December 8, 1988

Mr. Reno Bonfanti
415 Torrington Place
Silver Spring, Maryland 20901

Dear Mr. Bonfanti:

Thank you for your recent letter concerning the I-495 noise abatement project in the area of the Franklin Knolls community.

The area between MD 193 (University Boulevard) and MD 650 (New Hampshire Avenue), and the area between MD 650 and MD 212 (Riggs Road), were originally planned as two separate noise abatement project areas. Because they had very close priority positions in our program, we decided to combine the two areas into a single project with overall limits from MD 193 to MD 212. This will simplify the bidding process, allow construction to proceed more efficiently and result in some cost savings.

This change in plans has necessitated a minor delay of the project. Although all projects are subject to the availability of funds, we do anticipate a projected construction start in the summer of 1989. I understand that Mr. Hal Kassoff has already provided this information in a recent letter to you. Please be assured that the priority position of this project in our program has not changed.

We regret any inconvenience this delay has caused the community. Thank you for your patience in this matter.

Sincerely,

RSI

Richard H. Trainor
Secretary

RHT:prc

cc: Mr. Hal Kassoff

bcc: Mr. Bob B. Myers
Mr. Robert D. Douglass
Mr. Michael Snyder
Mr. Charles B. Adams

Dictated by: Ms. Patricia A. Gauss - 11/30/88 - 321-3607 - SHA

105

December 2, 1988

Mr. Reno Bonfanti
415 Torrington Place
Silver Spring, Maryland 20901

Dear Mr. Bonfanti:

I am writing to confirm our recent telephone conversation regarding the noise abatement project on I-495 adjacent to the Franklin Knolls community. Senator Ida Ruben asked that I respond to your concerns.

This noise abatement project will be advertised for bids this winter and construction is scheduled to begin next summer.

I understand and appreciate your interest in seeing this project completed as quickly as possible. We are committed to providing effective abatement for areas which meet our program requirements. Your patience and support of our program are greatly appreciated.

Sincerely,

ORIGINAL SIGNED BY
HAL KASSOFF
Hal Kassoff
Administrator

HK/sl

cc: The Honorable Ida Ruben

bcc: Mr. Bob B. Myers
Mr. Robert D. Douglass
Mr. Charles B. Adams

Dictated by: Mr. Charles B. Adams-SHA (321-3521) on Nov. 28,
1988.

1908 - 1988



**Maryland Department of Transportation
State Highway Administration**

166

Richard H. Trainor
Secretary

Hal Kassoff
Administrator

PLEASE REPLY TO:
BUREAU OF LANDSCAPE ARCHITECTURE
2323 WEST JOPPA ROAD
BROOKLANDVILLE, MARYLAND 21022

September 6, 1988

Mr. J. Ralph Bridges
1127 Concordia Drive
Baltimore, Maryland 21204

Dear Mr. Bridges:

This is to confirm my understanding of our telephone conversation on September 2nd.

In lieu of moving four dogwood trees on your property, the State Highway Administration will replace them with nursery-grown stock of the same variety. These trees will be large caliper size which are commercially available at the time of planting. This will allow us to provide a one year care and replacement period if any were to die, which cannot be offered if your existing trees are transplanted. In addition, we will remove one existing elm tree from your property.

If this is not your understanding, please let me know post-haste. Thank you for your consideration in this matter.

Sincerely,

A handwritten signature in cursive script that reads 'Eugene J. Miller, Jr.'.

Eugene J. Miller, Jr.
Special Assistant to the Chief
Bureau of Landscape Architecture

EJM:prc
cc: Mr. George Horvath
Ms. Diane Szekely

My telephone number is (301) _____



**Maryland Department of Transportation
State Highway Administration**

107

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

PLEASE REPLY TO:
BUREAU OF LANDSCAPE ARCHITECTURE
2323 WEST JOPPA ROAD
BROOKLANDVILLE, MARYLAND 21022

October 18, 1988

Mr. Steve Buckley
14838 London Lane
Bowie, Maryland 20715

Dear Mr. Buckley:

I am writing to report to you the results of our recent studies evaluating the Princeton Square community for traffic noise impacts from proposed improvements to U.S. Route 50 and Maryland Route 197.

For a community to be considered for the State Highway Administration's Noise Abatement Program, all of the following criteria must be met:

- Noise levels must meet or exceed the impact threshold of 67 decibels (dBA);
- A majority of the impacted residences must have preceded the highway;
- Construction of an effective noise barrier must be feasible;
- Cost must be reasonable; cost per protected residence may not exceed \$40,000;
- At least 75% of the affected residents must favor the project; and
- Funds must be available.

My telephone number is (301) 321-3521

108

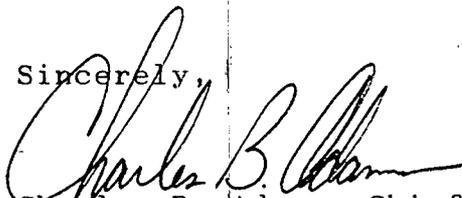
Mr. Steve Buckley
October 18, 1988
Page 2

The only area where noise levels were above our impact threshold was at two individual residences at the end of London Lane, adjacent to U.S. Route 50. Noise levels within Princeton Square did not meet or exceed the threshold. Therefore, this area fails to meet the first criterion of our noise policy. Even if noise levels had been greater, Princeton Square has only been in existence since 1984, well after the construction of U.S. 50. Thus, the second criterion is not met.

Additionally, a study of the site plan for Princeton Square shows that the community was planned with the knowledge of the possible relocation of MD Route 197, which is proposed as part of the improvements to U.S. Route 50. The Federal Highway Administration (FHWA) gave its location approval in June 1982 for the proposed highway project. The location approval date is considered the date of public knowledge of the project. FHWA regulations do not permit funding for noise abatement in areas which were developed after location approval of a highway project.

I regret that we cannot offer a more positive response, but hope I have adequately explained the situation. Please feel free to contact me if you have any questions.

Sincerely,



Charles B. Adams, Chief
Bureau of Landscape Architecture

CBA:prc

cc: Mr. Eugene J. Miller, Jr.
Mr. Kenneth D. Polcak
Ms. Patricia A. Gauss



Maryland Department of Transportation

The Secretary's Office

109

William Donald Schaefer
Governor

Richard H. Trainor
Secretary

Stephen G. Zentz
Deputy Secretary

NOV 3 1988

Mrs. Helen Cabbiness
5526 Ruxton Drive
Lanham, Maryland 20706

Dear Mrs. Cabbiness:

Governor William Donald Schaefer has asked me to thank you for your recent letter concerning traffic noise from I-95 (Capital Beltway) in the area of Ruxton Drive. He asked me to respond to you directly on this matter.

In April 1987, the State Highway Administration formally adopted a Noise Policy because of the great number of potential projects that exist well beyond any possibility of funding. Since our resources for noise barrier projects are limited, it was necessary to develop a policy to address those areas where the construction of the highway clearly created the problem. As a result, all of the following criteria must be met for an area to be eligible for inclusion in our program:

- noise levels must meet or exceed the impact threshold of 67 decibels (dBA);
- a majority of the impacted residences must have preceded the highway;
- construction of an effective noise barrier must be feasible;
- cost must be reasonable (cost per protected residence may not exceed \$40,000);
- seventy-five percent of the affected residents must favor the project; and
- funds must be available.

My telephone number is (301)- _____

TTY For The Deaf (301) 859-7227

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

Mrs. Helen Cabiness
Page Two

The Ruxton Drive area has been evaluated for inclusion in our Noise Abatement Program, but does not qualify based on the date of construction of the impacted residences. A community noise survey was conducted in mid-1986 which found noise levels at the residences adjacent to the highway to be at or above the impact threshold, thus satisfying this requirement. However, it was determined that a majority (over 80%) of the homes impacted by the noise were not constructed until several years after the Beltway, which was completed in 1964. Therefore, the area does not qualify for noise barriers under our policy.

The funding of highway projects, including noise barriers, is obtained from gasoline taxes, highway user fees and corporate taxes -- not from private citizens' income or property taxes. The important point, however, is that only those areas which meet our noise policy criteria are eligible for noise barriers.

Finally, the fly-over ramp from westbound US 50 will be located a considerable distance south of the Ruxton Drive area. Due to this great distance, no noise contribution from the fly-over will be perceptible in your area.

I regret that I cannot offer a more positive response to your concerns, but trust that I have adequately clarified our policy as it relates to this community. Please do not hesitate to contact me if you require additional information.

Sincerely,

Richard H. Trainor
Secretary

RHT:prc

cc: The Honorable William Donald Schaefer

bcc: Mr. Hal Kassoff
Mr. Bob B. Myers
Mr. Robert D. Douglass
Mr. Charles B. Adams ✓

Dictated by: Patricia A. Gauss-SHA ext. 10/26/88 321-3607

111 DOT 764

REQUEST FOR PREPARATION OF CORRESPONDENCE

TO: Hal Kassoff FROM: Fran Backus
DATE: October 20, 1988
CONCERNING LETTER FROM: Helen Cobbiness
SUBJECT: Petition for noise barrier along Ruxton Rd.

PLEASE--

- X Prepare response for Secretary's Signature
Reply directly, acknowledging Secretary's receipt; show cc to Secretary.
Reply directly; return a copy of the request form with notation of action taken to Fran Backus.
Prepare response for Governor's signature.

Additional Notes: Prepare for Secretary Trainor's signature acknowledging Governor's receipt; show cc to Governor

PLEASE RETURN TO T.S.O. BY: October 28, 1988

For Use by Responsible Unit

ASSIGNED TO: Bob Douglass DATE: 10-20-88

TO BE RETURNED BY: 10-27-88

SPECIAL INSTRUCTIONS:

For Use by Assigned Area

RESPONSE PREPARED BY: (Name -- Telephone # -- Date)

TYPED BY: PROOFREAD BY:

Record of Interim Telephone Response

Name of Person Called: Date:
Explanations/Agreements Reached:

Written follow-up will be prepared by (Date)

* * * * *

PLEASE RETURN THIS FORM WITH PREPARED CORRESPONDENCE

OFFICE OF THE GOVERNOR

112

MAIL FORM

RECORD # 10/18/88-022
DATE OF LETTER 9/29/88
RESPONSE DUE 11/01/88

NAME Mrs. Helen Cobbiness
ADDRESS : 5526 Ruxton Drive

Lanham MD 20706-

SALUTATION Mrs. Cobbiness:

SUBJECT NOISE BARRIER

ACTION REQUESTED d 0/00/00
ASSIGNEE (1) MDOT
ASSIGNEE (2)
GOV. UNIT PG

REMARKS :

NAME TO A/R

- AP Appointments
- A/C Art and Culture
- C/SP Cabinet & Special Projects
- ADM Executive Chief for Administration
- FA Financial Administration
- GM Governor's Mansion
- G Governor
- HD Health and Human Services Liaison
- IA Independent Agencies
- LO Legislative Office
- LG Lt. Governor's Office
- MYAB Maryland You Are Beautiful
- OHI Handicapped Individuals
- OP/PS Operations/Public Safety
- OS Office Services Administration
- PG Programs
- PO Press
- S/ILR Special Issues/Labor Relations
- S/PR Scheduling/Public Relations
- S/S Secretary of State
- WO Washington Office

INSTRUCTIONS

Please investigate the attached and take whatever action is necessary to respond to our constituent's concern. Please forward the response to the Governor's Unit indicated above.

RE-DIRECTION

If the response to this correspondence should be handled by another department, please complete the following information and forward the completed form and the correspondence to the appropriate department. Also, copy the completed form and send the copy to the Governor's Unit responsible for the correspondence.

RE-DIRECTED TO _____

DATE _____

TO

AT

SUBJECT

DATE

PLEASE REPLY TO

SIGNED

113

September 29, 1988

The Honorable William Donald Schaefer
The Governor of Maryland
Governor's Mansion
Annapolis, MD 21401

Dear Governor Schaefer:

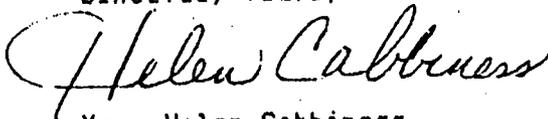
My name is Helen Cabbiness and I am a resident of Ruxton Drive in Lanham, Maryland.

This letter has become necessary after many years of trying to get the Maryland Department of Transportation, (SHA), to properly assess the needs of the residents that live along Ruxton Drive as to the necessity for a noise abatement barrier. We also have to endure the constant noise and pollution from the beltway, as do others. The houses along Ruxton Drive are located approximately the same distance from the beltway as other homes that border I-95 in Prince George's County who are receiving noise abatement barriers. Ruxton Drive is located on the outer loop of the beltway and parallels I-95 between Route 450 (Annapolis Road) and Route 50 (John Hanson Highway). Our situation will deteriorate even further during and after the redesign construction of the I-95 & I-68 (Route 50) Interchange. The redesign of this major interchange will bring even more noise and pollution when the fly-over is completed. The fly-over is designed to take those motorists wishing to enter the New Carrollton / Metro Complex traveling westbound on Route 50 onto an elevated ramp across I-95 into the complex. This ramp is to be built between Route 50 and Route 450, right in our backyards.

All the residents (petition enclosed) along Ruxton Drive pay state as well as federal taxes, and we see our tax dollars being used to provide barriers for others when we are so desperately in need of them.

Any assistance from your office in helping us obtain a noise abatement barrier would be greatly appreciated.

Sincerely Yours,



Mrs. Helen Cabbiness
5526 Ruxton Drive
Lanham, MD 20706

LANHAM STATION AREA CITIZENS ASSOCIATION

114

We the undersigned are petitioning for a sound barrier on the Beltway between Rt. 450 & M.L. King Highway.

Judith A. Dobkins 4312 Kinnmount Rd. Lanham, Md. 20706
 Shannon R. Brooks 4510 Vinton Pl. Lanham Md. 20706
 Truena Wheeler 8805 Crandall Rd Lanham MD 20706
 Melba P. Welch 8921 WALKERTON DR, LANHAM, MD. 20706
 Nancy d. Small 8805 Crandall Rd Lanham, MD 20706
 Marlene A. Burgess 4539 Kinnmount Rd Lanham, Md. 20706
 Cozette F. Figg 8910 91st Pl Lanham, MD 20706
 Thomas T. Gyles 4400 Kinnmount Rd. Lanham, Md. 20706
 Genevieve Greenfield 8914 Walkerton Dr.
 Edward Grant, Jr. 8925 Walkerton Dr. Lanham, Md. 20706
 Blanche Daniels 4207 Kinnmount Rd Lanham, Md. 20706
 Reginald W. Tye 4550 Kinnmount Rd Lanham Md 20706
 Michael Summers 4513 - Havelock Rd Lanham MD 20706
 Emma Barnett 4411 Kinnmount Rd. Lanham, MD 20706
 Mrs. Marjorie Amato 5419 Custard Dr.
 Helen Cabrera 5526 Kipton Dr. Lanham Md 20706

Neighbors Association

The undersigned are petitioning for a sound barrier fence on the beltway between Rt 456 and Martins? E. Hwy 6

- | | |
|----------------------------------|--------------------------------------|
| Delores Lawrence | 5514 Ruxton Drive |
| Betty J. Massey | 5500 Ruxton Drive |
| William Lohde | 5474 Ruxton Drive |
| Joseph + Loretta Pastore | 5507 Ruxton Drive |
| Jim + Marjorie Hammar | 5509 Ruxton Drive |
| Rosie + Joe Ducosin | 5513 Ruxton Dr. |
| Estella + Kenneth J. Parker | 5520 Ruxton Dr. |
| Gary Brown | 5522 Ruxton Dr. |
| Rebecca Arndt | 5534 Ruxton Dr. |
| Brenda Bell | 5538 Ruxton Dr. |
| Wayne Howard | 8415 Saunders Lane |
| William L. Kaplan | 8824 Saunders Lane |
| Sherri Kaplan | 5602 Lanham Sta. Rd. |
| James D. Zell | 8720 Lanham |
| Louise Thomas | 8816 Saunders Lane |
| Mr + Mrs Arthur Rodell | 5516 Ruxton Dr. |
| Mr. + Mrs Harrison Cottene | 8804 Newton Ct. |
| Ruth Williamson | 4622 Timber Lane Lanham Md.
20746 |
| Emily Allen | 5301 Lanham Sta Rd |
| Bertha Benefield | 4617 Timber Lane Lanham Md. |
| Joseph Dean | 5304 Lanham Sta Rd. Lanham Md |
| Marie Schavone | 5409 Lanham Sta. Lanham, Md. |
| Michael J. Bush | 5510 Ruxton Dr Lanham |
| 5784
:H
Claudia D Lawrence | 5504 Ruxton Dr Lanham |
| Mildred J. Wright | 5420 Ruxton Dr. Lanham |

116

The following is a list of the names of the owners of the property on the railway between Rt 450 and Road King Hwy

Charles J. Schmitt Name	Address
Charles J. Schmitt	5710 Misty Lane
Marina Brown	5408 " "
Robert E. Crawford	5500 Lanham STA.
Sandra P. Crowley	4604 Timber Lane
Mary Bodor	4606 Timber Lane
Maesie Dickman	4611 Timber Lane
Maesie Dickman Jr	4608 " "
Mary B. Pometto	4610 Timber Lane
Heidi R. Pometto	" " "
Maria A. Quisenberry	4610 Timber Lane
Johnnie Breach	4615 Timber Lane
Faith Paine	5607 Lanham Sta. Rd
Joseph C. Crockett & wife	9040 STEVENS LANE
Carolyn E. Sullivan	8823 Courtland Lane
RMS	8823 Courtland Lane
Baham Dean	5304 Lanham Stat. Rd.
Carl L. Taylor	5305 Lanham Station Rd.
Edwin Crosby	4501 Venton Place
Elizabeth S. Kirkland	5308 Lanham Station Rd
Charlene Conslan	5416 Whitfield Chapel
D. L. Breakiron	5520
Sandra F. Peaches	4501 Venton Pl. Lanham, MD

1908 - 1988



Maryland Department of Transportation
State Highway Administration

117

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

NOV 21 1988

Ms. Angela F. Campbell
33 Lake Drive
Bel Air, Maryland 21014

Dear Ms. Campbell:

I am writing to report to you the results of our recent noise level studies in your community, adjacent to MD 24.

For a community to be considered for noise abatement under State Highway Administration Policy, all of the following criteria must be met:

- noise levels must exceed the impact threshold level of 67 decibels (dBA);
- a majority of the impacted residences must have preceded the highway;
- construction of an effective noise barrier must be feasible;
- cost must be reasonable; cost per impacted residence that is protected may not exceed \$40,000;
- seventy-five percent (75%) of the affected residents must favor the project; and
- funds must be available.

Our study consisted of several short-term measurements (10-20 minutes in duration) at your residence, and a 24-hour measurement at 37 Lake Drive. The measurements taken at your home revealed average noise levels of 49-52 decibels. Based on the 24-hour study, we determined that the noise level may be a maximum of two decibels higher (51-54 dBA) than our actual measurements, but still well below the 67 decibel threshold. Therefore, we cannot consider noise abatement measures for the area.

My telephone number is (301) _____

118

Ms. Angela F. Campbell
Page 2

I regret that I cannot offer a more positive response to your concerns, but trust that I have clarified our policy as it relates to your community.

Sincerely,
ORIGINAL SIGNED BY:
HAL KASSOFF
Hal Kassoiff
Administrator

HK:prc

bcc: Mr. Bob B. Myers
Mr. Robert D. Doulass
Mr. Charles B. Adams

Dictated by: Ms. Patricia A. Gauss-SHA 11/14/88 321-3609

August 2, 1988

Ms. Angela F. Campbell
33 Lake Drive
Bel Air, Maryland 21014

Dear Ms. Campbell:

Thank you for your recent letter to Secretary Richard H. Trainor concerning the noise problem in your community adjacent to the new MD 24. Mr. Trainor has asked me to respond to you directly.

I have asked Mr. Charles B. Adams, Chief of the Bureau of Landscape Architecture, to investigate the problem. The noise studies will be completed by mid-October. We will contact you in early November with the results.

Thank you for bringing your concerns to our attention.

Sincerely,

ORIGINAL SIGNED BY:
HAL KASSOFF
Hal Kassoff
Administrator

HK/sl

cc: Mr. Charles B. Adams

bcc: Mr. Bob B. Myers
Mr. Robert D. Douglass

Dictated by: Ms. Patricia A. Gauss - 321-3607 - July 20, 1988



Maryland Department of Transportation
State Highway Administration

120
Richard H. Trainor
Secretary
Hal Kassoff
Administrator

PLEASE REPLY TO:
BUREAU OF LANDSCAPE ARCHITECTURE
2323 WEST JOPPA ROAD
BROOKLANDVILLE, MARYLAND 21022

September 2, 1988

Mrs. Jean L. Cauley
6313 Walton Avenue
Camp Springs, Maryland 20746

Dear Mrs. Cauley:

This is a follow-up to my telephone conversation with your daughter on September 2nd concerning your inquiry about noise barriers for your area.

An investigation of the situation indicates that the homes at the end of Walton Avenue closest to the Beltway were built after the construction of the Beltway. Your daughter confirmed that this is true. Unfortunately, our present Noise Policy requires that to be considered for noise barriers, homes that are impacted by traffic noise must have been there prior to the highway.

I am sorry I cannot offer you a more positive response to your request. If you have any additional questions, please don't hesitate to contact me.

Sincerely,

A handwritten signature in cursive script that reads 'Eugene J. Miller, Jr.'.

Eugene J. Miller, Jr.
Special Assistant to the Chief
Bureau of Landscape Architecture

EJM:prc

My telephone number is (301) 321-3530

1908 - 1988



**Maryland Department of Transportation
State Highway Administration**

121

Richard H. Trainor
Secretary

Hal Kassoff
Administrator

PLEASE REPLY TO:
BUREAU OF LANDSCAPE ARCHITECTURE
2323 WEST JOPPA ROAD
BROOKLANDVILLE, MARYLAND 21022

July 15, 1988

Ms. Jennie Chow
8100 Old Georgetown Road
Bethesda, Maryland 20814

Dear Ms. Chow:

I am writing to report to you the findings of recent noise level studies conducted at your property on Old Georgetown Road. As you requested, a copy of the results is enclosed.

As you can see, noise levels ranged from 56 to 77 decibels (Leq). While we do recognize that you are experiencing high levels of noise, options for noise abatement are very limited. Because the residential properties, the fire station, and adjacent streets require direct access to Old Georgetown Road, placement of any type of noise barrier would not be feasible or effective. The gaps needed to maintain access to the roadway would render a barrier system totally ineffective.

The only alternative is to consider creating a visual screen through the use of landscape plantings, which would provide some psychological relief from the traffic. This option would depend upon whether there is sufficient State owned right-of-way available to allow such a project. If you are interested in pursuing this option, please contact me.

Thank you for your patience in this matter.

Sincerely,

A handwritten signature in cursive script that reads 'Charles B. Adams'.

Charles B. Adams, Chief
Bureau of Landscape Architecture

CBA:prc

Enclosure

cc: Mr. Eugene J. Miller, Jr.
Mr. Kenneth D. Polcak
Ms. Patricia A. Gauss

My telephone number is (301) 321-3521



**Maryland Department of Transportation
State Highway Administration**

122

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

March 10, 1989

Mr. Matko Chullin
408 Oriole Avenue
Baltimore, Maryland 21224

Dear Mr. Chullin:

I am writing in response to our recent telephone conversations about the results of our recent noise monitoring studies in the vicinity of your home, adjacent to I-695.

I would like to make you aware of our noise barrier policy criteria. In order for an area to qualify for noise barriers, all of the following criteria must be met:

- noise levels must meet or exceed the impact threshold of 67 decibels (Leq);
- a majority of the residences must have preceded the highway;
- construction of an effective noise barrier must be feasible;
- cost must be reasonable; cost per protected residence may not exceed \$40,000;
- the project must be acceptable to 75 percent of the people affected; and
- funds must be available.

Our studies have concluded that a noise barrier is not warranted in your area. Please let me explain the study results in more detail.

It has been determined that the noise levels at a majority of the homes along Oriole Avenue exceed the 67 decibel impact criteria, and that the homes were built prior to the beltway. We have also determined that an effective barrier could be constructed. Unfortunately, the cost of a barrier would exceed our criteria for reasonable cost. The cost per residence to construct a barrier would exceed our criteria for reasonable cost. The actual cost per residence would be approximately \$48,000 per residence. It is for this reason that we cannot justify a barrier in this location.

My telephone number is (301) _____

123
Mr. Matko Chullin
Page Two

We spoke about the possibility of planting a dense evergreen screen adjacent to your neighborhood to provide some relief from the highway visibility and noise. If you are interested in our pursuing this alternative, please contact Mr. Charles B. Adams, Chief of the Landscape Architecture Division. Mr. Adams can be reached at 333-8063.

Sincerely,
ORIGINAL SIGNED BY:
HAL KASSOFF

Hal Kassoff
Administrator

HK/eh

cc: Mr. Charles B. Adams

bcc: ~~E.J. Miller~~
K.D. Polcak
P.A. Gauss



**Maryland Department of Transportation
State Highway Administration**

124

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

March 13, 1989

Ms. Pearl Cohen
7308 Old Stage Road
Rockville, Maryland 20852

Dear Ms. Cohen:

I am writing to report to you the results of our recent traffic noise impact studies conducted in your area adjacent to I-270.

Our study included several short-term measurements at your residence and at 7304 Old Stage Road. Noise levels did not meet or exceed the 67 decibel impact threshold at either residence. I do recognize that you might perceive the noise to be disturbing, however, the 67 decibel requirement must be met in order for us to consider noise abatement measures.

A noise barrier is currently under construction along I-270. The barrier construction was begun south of your area. It was included in the I-270 contract because of noise impacts identified at residences located directly adjacent to the highway where noise levels exceed the 67 dBA threshold. This includes the home across the street from your home. The barrier will extend approximately 125 feet past that home, and was designed to substantially reduce noise levels in that area. Your particular location was not used as a specific design point for the barrier because the noise levels were not above the impact threshold. In addition, noise barriers are less effective as the distance away from them increases, and the additional cost of extending the barrier even farther towards Montrose Road could not be justified. There will be some reduction in the overall noise level due to partial shielding provided by the wall that will be built.

My telephone number is (301) 333-8063

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

125

Ms. Pearl Cohen
Page 2
March 13, 1989

A landscape project for the completed I-270 corridor will be undertaken following construction. We will give full consideration to visual screening for your area in this effort. In the meantime, please feel free to contact me if you have any additional questions.

Sincerely,

Charles B. Adams, Chief
Landscape Architecture Division

CBA/eh



**Maryland Department of Transportation
State Highway Administration**

126

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

March 13, 1989

Officer Robert Collins
Community Action Group
9701 Reisterstown Road
Owings Mills, Maryland 21117

Dear Mr. Collins:

I am writing in response to your inquiry to this office regarding our noise studies in the vicinity of the Baltimore Highlands, adjacent to the Baltimore/Washington Parkway (Md. 295).

In order to qualify for noise barriers, all of the following criteria must be met:

- noise levels must meet or exceed the impact threshold of 67 decibels (Leq). For Type I projects, an increase of 5 decibels must occur as a result of the highway improvement project;
- a majority of the residences must have preceded the highway;
- construction of an effective noise barrier must be feasible;
- cost must be reasonable; cost per protected residence may not exceed \$40,000;
- the project must be acceptable to 75% of the people affected; and
- funds must be available.

Based on our criteria, this area does not meet all of our requirements for noise barriers as part of the proposed improvements to Md. 295 (Type I). Our analysis determined that noise levels would increase by only 1 decibel as a result of the proposed project. A minimum 5 decibel increase must occur for a

My telephone number is (301) _____

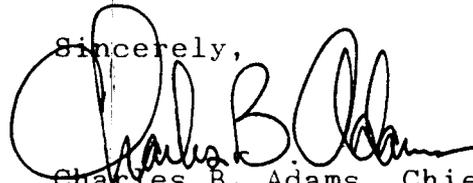
Officer Robert Collins
Page 2
March 13, 1989

noise barrier to be considered. As a potential retrofit (Type II) project, the area does not meet the requirement for date of construction. The purpose of our noise abatement program is to consider mitigation where existing developments were impacted due to highway construction. Because of extreme funding limitations, we cannot consider noise barriers for areas where all of our policy requirements are not met.

A landscaping project is currently under design for this area and will proceed upon completion of the road construction. We will give full consideration to the Baltimore Highlands in this effort by providing a visual buffer between the community and the Parkway. We will contact you to discuss our concepts when they are developed. We anticipate this will be late this fall.

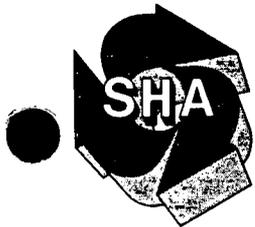
I trust that I have adequately answered your questions. Please do not hesitate to contact me at 333-8063 if you require additional information.

Sincerely,



Charles B. Adams, Chief
Landscape Architecture Division

CBA/eh



**Maryland Department of Transportation
State Highway Administration**

128
Richard H. Trainor
Secretary
Hal Kassoff
Administrator

August 8, 1989

Mr. Douglas A. Collison
124 Riverview Avenue
Annapolis, Maryland 21401

Dear Mr. Collison:

Thank you for your recent letter concerning our noise barrier cost-effectiveness studies for your community, adjacent to U.S. Route 50.

We will review the additional information you have presented, and will report back to you in about a month with our findings.

In the meantime, if you have any questions or comments, please feel free to contact me.

Sincerely,

A handwritten signature in black ink, appearing to read 'Charles B. Adams'.

Charles B. Adams, Chief
Landscape Architecture Division

CBA/wt

My telephone number is (301) _____



**Maryland Department of Transportation
State Highway Administration**

129
75 B

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

May 5, 1989

Mr. Douglas Collison
124 Riverview Avenue
Annapolis, Maryland 21401

Dear Mr. Collison:

I am writing to report the results of our follow-up noise measurement studies and our reevaluation of impacts from traffic on U.S. Route 50.

As was agreed, we performed additional noise level tests at residences which did not meet the noise criterion in our original noise studies, to determine if any additional homes could be counted in our cost/residence analysis. First, a series of 24-hour tests were conducted, covering the weekend period Saturday afternoon through Sunday to Monday afternoon, and the weekday period Wednesday afternoon to Thursday afternoon. The results of those tests, which have already been sent to you, confirmed that the period of highest noise levels occurred during the weekday, mid-morning to late afternoon. We then performed the additional noise tests at four locations along Riverview Avenue, which are identified on the attached map (Exhibit I) as areas 17, 19, 20, and 22. The results of these tests are shown on the attached chart, Exhibit II. None of the test results exceeded the impact threshold, thus the original count of 13 impacted residences remains unchanged.

We also re-ran the noise predictions, at your request, from our consultant's earlier work utilizing level of service 'C' traffic volumes. The results are shown on Exhibit III, which is a modified version of Table 3 from the consultant's original report, dated November, 1987. The results showed a 1-2 dBA increase with the revised traffic volumes.

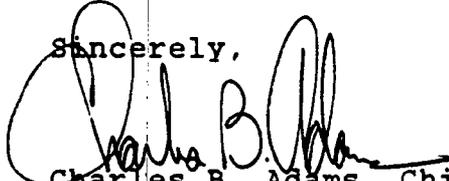
Additional information developed for the residences on the north side of U.S. Route 50 is also included. The results indicate no significant differences from our previous studies. This information is shown on Exhibit IV.

My telephone number is (301) _____

Mr. Douglas Collison
Page 2

If you have any questions regarding these studies or desire a meeting to discuss them more fully, please do not hesitate to contact me.

Sincerely,



Charles B. Adams, Chief
Landscape Architecture Division

CBA/db

Attachments

cc: Mr. E.J. Miller, Jr.
Mr. K.D. Polcak
Ms. P.A. Gauss



Maryland Department of Transportation
State Highway Administration

PLEASE REPLY TO:
BUREAU OF LANDSCAPE ARCHITECTURE
2323 WEST JOPPA ROAD
BROOKLANDVILLE, MARYLAND 21022

131

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

October 26, 1988

Mr. Douglas Collison
124 Riverview Avenue
Annapolis, Maryland 21401

Dear Mr. ^{Doug} Collison:

As you discussed with Ken Polcak of my staff, we are forwarding a copy of the results from the 24-hour noise studies conducted in your area. After you have had an opportunity to review the results and discuss them with others in the community, please contact us so we can determine the timing and locations of the remaining short-term noise measurements.

Any questions regarding the 24-hour results, should be directed to Mr. Polcak (321-3481). Thank you for your continued cooperation.

Sincerely,

A handwritten signature in cursive script, appearing to read 'Gene'.

Eugene J. Miller, Jr.
Special Assistant to the Chief
Bureau of Landscape Architecture

EJM:prc
Attachment

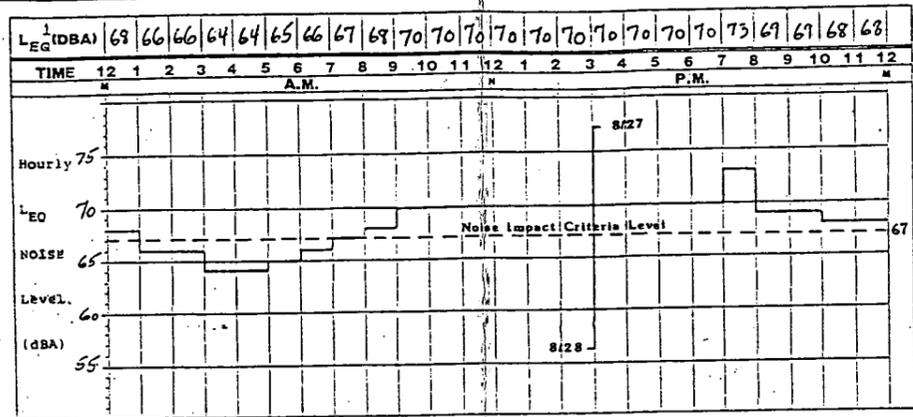
cc: Mr. Kenneth Polcak
The Honorable Michael Busch
The Honorable Gerald W. Winegrad

My telephone number is (301) 321-3530

Comparitive Summary of 24-Hour Noise Monitoring Severn River Noise Study

132

SEVERN RIVER NOISE STUDY
RIVERVIEW MANOR

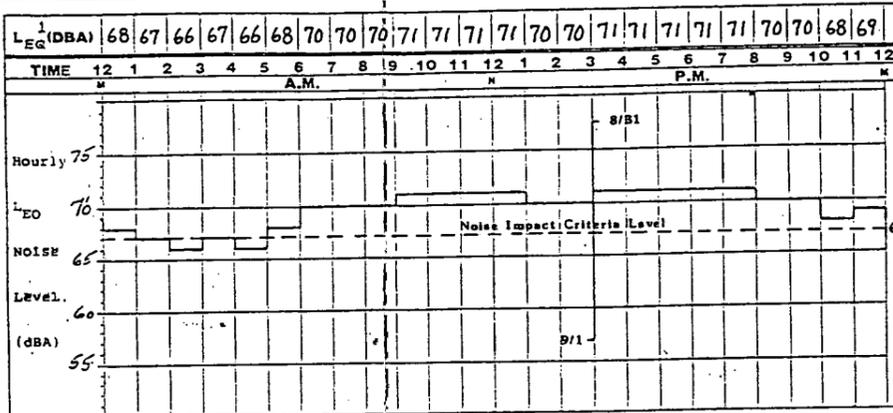


DIURNAL NOISE ANALYSIS
LOCATION: BACKYARD OF 127 RIVERVIEW AVENUE ROADWAY: U.S. ROUTE 50
DATE(S): August 27-28, 1988

WEEKEND

(Sat. afternoon - Sun. afternoon)

SEVERN RIVER NOISE STUDY
RIVERVIEW MANOR

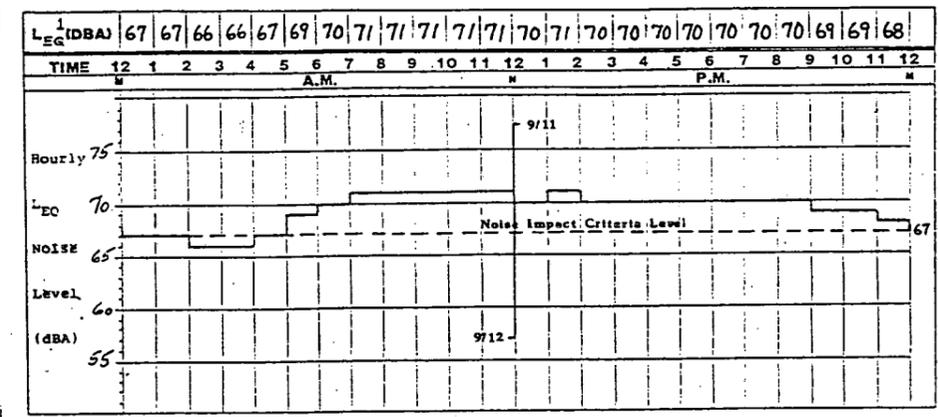


DIURNAL NOISE ANALYSIS
LOCATION: BACKYARD OF 127 RIVERVIEW AVENUE ROADWAY: U.S. ROUTE 50
DATE(S): Aug. 31-Sept. 1, 1988

WEEKDAY

(Wed. afternoon - Thurs. afternoon)

SEVERN RIVER NOISE STUDY
RIVERVIEW MANOR

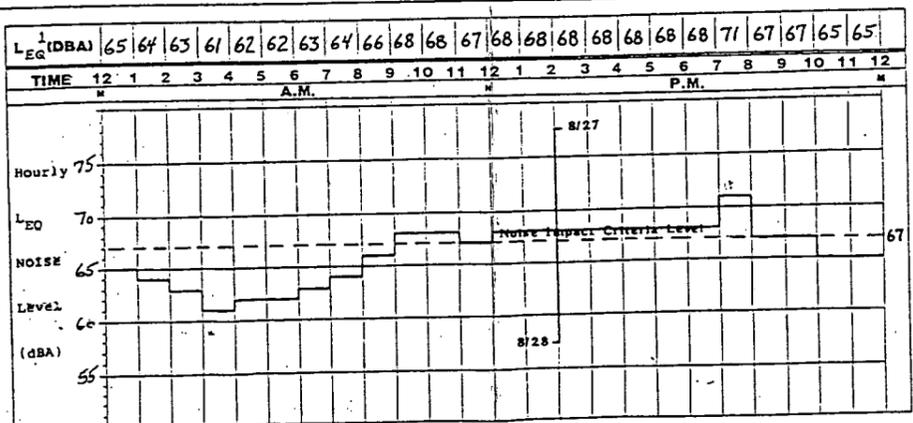


DIURNAL NOISE ANALYSIS
LOCATION: BACKYARD OF 127 RIVERVIEW AVENUE ROADWAY: U.S. ROUTE 50
DATE(S): Sept. 11-12, 1988

WEEKEND

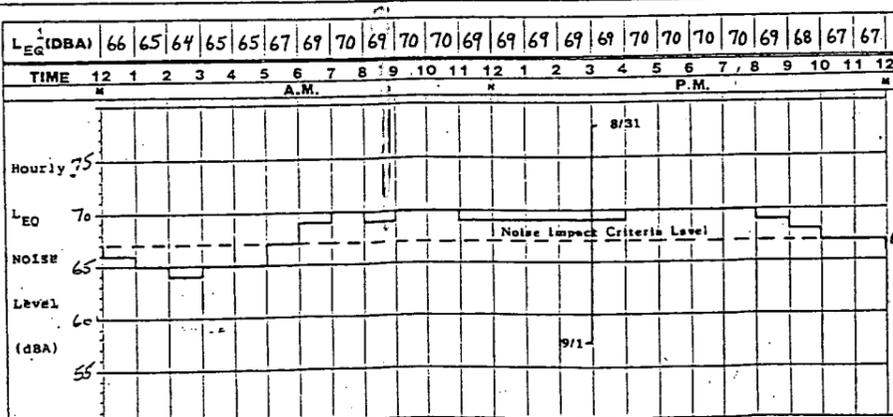
(Sun. afternoon - Mon. afternoon)

SEVERN RIVER NOISE STUDY
LINDAMOOR



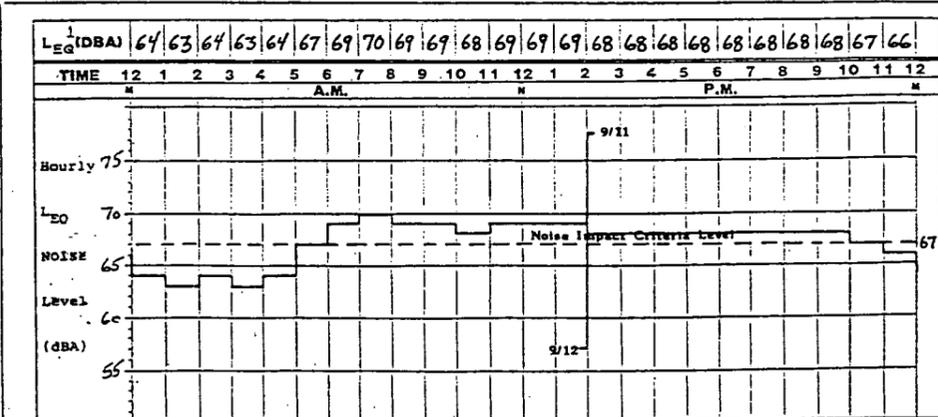
DIURNAL NOISE ANALYSIS
LOCATION: FRONTYARD OF 35 ACORN DRIVE ROADWAY: U.S. ROUTE 50
DATE(S): August 27-28, 1988

SEVERN RIVER NOISE STUDY
LINDAMOOR



DIURNAL NOISE ANALYSIS
LOCATION: FRONTYARD OF 35 ACORN DRIVE ROADWAY: U.S. ROUTE 50
DATE(S): Aug. 31-Sept. 1, 1988

SEVERN RIVER NOISE STUDY
LINDAMOOR



DIURNAL NOISE ANALYSIS
LOCATION: FRONTYARD OF 35 ACORN DRIVE ROADWAY: U.S. ROUTE 50
DATE(S): Sept. 11-12, 1988

November 22, 1988

Mr. Jamal Dajani
422 East Indian Spring Drive
Silver Spring, Maryland 20901-4725

Dear Mr. Dajani:

Thank you for your recent letter, which was forwarded to me by Senator Paul S. Sarbanes, concerning the I-495 noise abatement project in the area of the Franklin Knolls community.

The area between MD 193 (University Boulevard) and MD 650 (New Hampshire Avenue), and the area between MD 650 and MD 212 (Riggs Road), were originally planned as two separate noise abatement project areas. Because they had very close priority positions in our program, we decided to combine the two areas into a single project with overall limits from MD 193 to MD 212. This will simplify the bidding process, allow construction to proceed more efficiently, and result in some cost savings.

This change in plans has necessitated a minor delay of the project. Although all projects are subject to the availability of funds, we do anticipate a projected construction start by mid-1989.

I hope I have adequately answered your questions. If you have additional questions, you may wish to contact Mr. Charles Adams, chief of our Bureau of Landscape Architecture, at 321-3521. Your interest in this project is appreciated.

Sincerely,

ORIGINAL SIGNED BY:

HAL KASSOFF

Hal Kassoff
—Administrator

HK:prc

cc: The Honorable Paul S. Sarbanes

bcc: Mr. Bob B. Myers
Mr. Robert D. Douglass
Mr. Charles B. Adams ✓

Dictated by: Ms. Patricia A. Gauss - 11/17/88 - 321-3607



Maryland Department of Transportation
State Highway Administration

134

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

PLEASE REPLY TO:
BUREAU OF LANDSCAPE ARCHITECTURE
2323 WEST JOPPA ROAD
BROOKLANDVILLE, MARYLAND 21022

October 4, 1988

Dr. Margaret Fine
P.O. Box 2274
Baltimore, Maryland 21203

Dear Dr. Fine:

It was a pleasure meeting with you recently to discuss the traffic impacts at your residence: 7801 Greenspring Avenue.

You raised a number of issues which I would like to address in sequence.

1. Your residence does not qualify for a noise barrier under our Noise Abatement Policy. For an area to qualify, all of the following criteria must be met:

- Noise levels must meet or exceed the impact threshold of 67 decibels;
- A majority of residences must have preceded construction of the highway;
- Construction of an effective barrier must be feasible;
- Cost must be reasonable; cost per residence may not exceed \$40,000;

Since your property fronts the Beltway for a such a great distance, the cost per residence would far exceed the \$40,000 allowable.

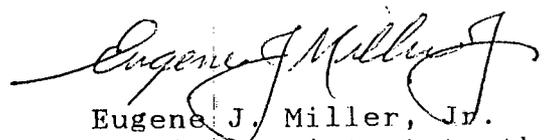
My telephone number is (301) 321-3530

Dr. Margaret Fine
October 4, 1988
Page 2

- 2. By copy of this letter I am asking the Division of Project Development to add your name to their mailing list. Any mailings should be addressed to your post office box number. A public hearing for the Beltway widening study is currently scheduled for sometime next Spring. For further information, please contact Mr. Donald G. Honeywell, the project manager, at 333-1136.
- 3. You pointed out certain sediment problems due to the present construction of the Greenspring Avenue bridge. By copy of this letter, I am asking the District Engineer, Mr. C. Robert Olsen, to investigate this matter and contact you directly at 484-7584. In addition, he will be able to advise you who in the Baltimore County government would be responsible for maintenance beyond State right-of-way limits on Greenspring Avenue.
- 4. At the conclusion of the construction work for the Greenspring Avenue bridge, this office will develop a landscape plan to restore the roadsides which have been disturbed. This work will provide aesthetic as well as visual screening as necessary.

I trust I have address the concerns you shared at our meeting. If you have any comments or further questions, don't hesitate to contact me.

Sincerely,



Eugene J. Miller, Jr.
Special Assistant to the Chief
Bureau of Landscape Architecture

EJM:prc
cc: Mr. Louis H. Ege, Jr.
Mr. C. Robert Olsen
Mr. Donald G. Honeywell
Mr. Paul A. Georgiou
Ms. Patricia A. Gauss



**Maryland Department of Transportation
State Highway Administration**

136

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

PLEASE REPLY TO:
BUREAU OF LANDSCAPE ARCHITECTURE
2323 WEST JOPPA ROAD
BROOKLANDVILLE, MARYLAND 21022

October 18, 1988

Ms. Sharon Fine
6812 Renita Lane
Bethesda, Maryland 20817

Dear Ms. Fine:

I am writing to follow up your recent telephone conversation with Mr. Eugene Miller, of this office, concerning our landscape feasibility studies for Renita Lane, adjacent to I-495.

As indicated to you, we have completed the studies and have determined that it is possible to supplement the existing vegetation with additional landscape plantings. This will provide a visual screen from the traffic, which could provide some psychological relief from the noise which you currently experience at your residence. These plantings will consist predominantly of evergreen trees accompanied by some deciduous material to achieve a more natural appearance.

A landscape design based on the feasibility plan will be developed this winter and planting for the project will be accomplished next spring.

My telephone number is (301) 321-3521

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

137

Ms. Sharon Fine
October 18, 1988
Page 2

I trust this satisfies your understanding in this matter.
If you have any additional questions, please feel free to contact
me or Mr. Miller. His telephone number is (301) 321-3530.

Sincerely,



Charles B. Adams, Chief
Bureau of Landscape Architecture

CBA:prc
cc: Mr. Eugene J. Miller
Mr. Paul A. Georgiou



**Maryland Department of Transportation
State Highway Administration**

138

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

JUN 13 1988

The Honorable Brian E. Frosh
7315 Wisconsin Avenue
Suite 800 West
Bethesda, Maryland 20814

Charlie handling!

Dear Senator Frosh:

Thank you for your recent letter concerning the widening of Interstate Route 495 from north of Maryland Route 190 to Virginia Route 193.

We are continuing to examine options to resolve the noise barrier issue at sensitive areas B and E. As I have previously written to you, neither area meets the qualifications for noise barriers as a part of the proposed widening. This is due to the fact that there would not be a substantial difference in noise levels between no-build and build conditions.

Both areas have been evaluated to determine their eligibility for our retrofit noise abatement program. Area B meets all of the criteria except cost. We have established a maximum cost per residence figure of \$40,000. This number is determined by dividing the total barrier cost by the number of homes which experience noise levels greater than 67 decibels and would receive a five decibel or greater reduction from the proposed barrier. The cost per residence figure for Area B currently is over \$50,000. We are now refining our engineering studies to determine if there are options which would reduce the cost per residence. If costs cannot be lowered, we have discussed an option with the residents whereby they or others might provide the additional monies beyond the Administration's \$40,000 per residence maximum.

Area E, unfortunately, does not meet the eligibility criterion of date of construction contained in our noise policy. The majority of the impacted homes were constructed after the completion of the highway. We are presently considering if there are any solutions which would provide what the community wishes but would not set a precedent which would open our noise policy to similar issues in the other areas of the state. These options include earth berms, privacy fencing and vegetative screens alone or in combination.

My telephone number is (301) _____

The Honorable Brian E. Frosh
Page Two

We are on a schedule to complete our studies for both Areas B and E by mid-July. I will contact you in early August to update you.

Thank you for your continuing interest in our noise program.

Sincerely,
ORIGINAL SIGNED BY:
HAL KASSOFF

Hal Kassoff
Administrator

- HK/sl
- bcc: Mr. Bob B. Myers
- Mr. Neil J. Pedersen
- Mr. Robert D. Douglass
- Mr. Louis H. Ege
- Mr. Charles B. Adams
- Mr. Michael Snyder

Dictated by: Mr. C.B. Adams-SHA (321-3521) on 6/3/88.

75A-8

140

Richard H. Trainor
Secretary
Hal Kassoff
Administrator



**Maryland Department of Transportation
State Highway Administration**

MAY 18 1988

Mr. Paul M. Genovese
315 Kenwood Avenue
Baltimore, Maryland 21228

Dear Mr. Genovese:

As a follow up to my letter of May 12, 1987, I am writing to update you on the status of our landscaping project for the Catonsville Knolls community adjacent to I-695.

The landscaping was to be included in the noise abatement project extending from Wilkens Avenue to US Route 1A. This work was to be completed this spring. However, the noise barrier project has been deferred until a decision is made regarding future widening of the Beltway. This is due to potential conflicts that could arise between the two projects. The decision to defer the noise abatement project also was made as a result of concerns voiced by residents in the project area.

In addition, we conducted further noise measurements to refine our original noise study which indicated that the Catonsville Knolls area did not meet the reasonable cost criterion for noise barriers under our Noise Abatement Policy. This study reaffirmed our original findings; in fact, it showed that we were conservative in our assessment of the area. Fewer homes actually reached the noise threshold level of 67 decibels (the qualifying criterion) than originally estimated. This, in turn, equates to a higher cost per residence than originally determined.

We are currently studying a number of areas adjacent to the Beltway that do not qualify for noise barriers, but would benefit from the addition of landscape planting to screen the traffic. When we have identified these areas, we will develop a program to address the implementation of this work. There is no specific timetable for this effort, but it will depend very much on available funding.

My telephone number is (301) _____

Mr. Paul M. Genovese
Page Two

Thank you for your continuing interest in our Noise Abatement Program. If you have any questions, feel free to contact our Chief of Landscape Architecture, Mr. Charles Adams, at (301) 321-3521.

Sincerely,
ORIGINAL SIGNED BY:
HAL KASSOFF

Hal Kassoff
Administrator

HK/prc

cc: The Honorable Barbara A. Mikulski
The Honorable John C. Coolahan
The Honorable Kenneth H. Masters
The Honorable Louis P. Marsberger
The Honorable Nancy L. Murphy

bcc: Mr. Bob B. Myers
Mr. Bob Douglass
Mr. Charles B. Adams

Dictated by: Mr. Eugene J. Miller, Jr. - 321-3530 - 4/25/88

Mr. Andrew Gibson, Jr.
6406 Tiffany Court
Lanham, Maryland 20706

Dear Mr. Gibson:

Governor William Donald Schaefer asked me to thank you for your recent letter concerning noise abatement in the Dresden Green area, adjacent to Interstate Route 95. He has asked me to respond to you directly on this matter.

The State Highway Administration adopted its noise policy because of the great number of potential projects that exist, well beyond any possibility of funding. Since our resources for noise barrier projects are extremely limited, it was necessary to develop this policy to address those areas which are most severely impacted, and where the construction of the highway clearly created a problem to existing residential communities.

Since the construction of Dresden Green came after the Beltway, it is not eligible for our noise program. We recognize that there is a noise problem, however, this situation clearly existed prior to the construction of the community. Our most recent studies have shown that the New Carrollton noise barrier has not caused any perceptible noise level increases in the area of Dresden Green.

To make a policy exception in this case would open our program to many situations in other areas where we have denied sound barriers for similar reasons--namely, the development occurring after the highway was built. We have not constructed any noise barriers which do not meet the policy requirements.

143

Mr. Andrew Gibson, Jr.
Page 2

I regret that I am unable to provide a more positive response to your concerns, but hope that you understand our position in this regard.

Sincerely,

Richard H. Trainor
Secretary

RHT/sl

cc: The Honorable William Donald Schaefer
bcc: Mr. Hal Kasso
 Mr. Bob B. Myers
 Mr. Robert D. Douglass
 Mr. Charles B. Adams

Dictated by: P.A. Gauss-SHA (321-3607) on Aug. 26, 1988.

SEP 2 1988

144

Mr. Andrew Gibson, Jr.
6406 Tiffany Court
Lanham, Maryland 20706

Dear Mr. Gibson:

Governor William Donald Schaefer asked me to thank you for your recent letter concerning noise abatement in the Dresden Green area, adjacent to I-95. He has asked me to respond to you directly on this matter.

The State Highway Administration adopted its noise policy because of the great number of potential projects that exist, well beyond any possibility of funding. Since our resources for noise barrier projects are extremely limited, it was necessary to develop this policy to address those areas which are most severely impacted, and where the construction of the highway clearly created a problem to existing residential communities.

Since the construction of Dresden Green came after the Beltway, it is not eligible for our noise program. We recognize that there is a noise problem, but this situation clearly existed prior to the construction of the community. Our most recent studies have shown that the New Carrollton noise barrier has not caused any perceivable noise level increases in the Dresden Green area.

To make a policy exception in this case would open our program to many situations in other areas where we have denied sound barriers for similar reasons -- namely, the development occurring after the highway was built. We have not constructed any noise barriers that do not meet the policy requirements.

I regret that I am unable to provide a more positive response to your concerns, but hope that you understand our position in this regard.

Sincerely,

/s/ RICHARD H. TRAINOR

Richard H. Trainor
Secretary

RHT/sl

cc: The Honorable William Donald Schaefer

bcc: Mr. Hal Kassoff
Mr. Bob B. Myers
Mr. Robert D. Douglass
Mr. Charles B. Adams

Dictated by: P.A. Gauss-SHA ext. 3607 8/26/88.



**Maryland Department of Transportation
State Highway Administration**

MS

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

PLEASE REPLY TO:
BUREAU OF LANDSCAPE ARCHITECTURE
2323 WEST JOPPA ROAD
BROOKLANDVILLE, MARYLAND 21022

October 18, 1988

Ms. L. C. Howe
7510 Cayuga Avenue
Bethesda, Maryland 20817

Dear Ms. Howe:

I am writing to follow up your recent telephone conversation with Mr. Eugene Miller, of this office, concerning our landscape feasibility studies for Cayuga Avenue, adjacent to River Road.

As indicated to you, we have completed the studies and have determined that it is possible to supplement the existing vegetation with additional landscape plantings. This will provide a visual screen from the traffic, which could provide some psychological relief from the noise which you currently experience at your residence. These plantings will consist predominantly of evergreen trees accompanied by some deciduous material to achieve a more natural appearance. We will also investigate the possibility of planting the median to provide some additional privacy screening. If this option is found to be feasible, we will include it in the planting contract.

A landscape design based on the feasibility plan will be developed this winter and planting for the project will be accomplished next spring.

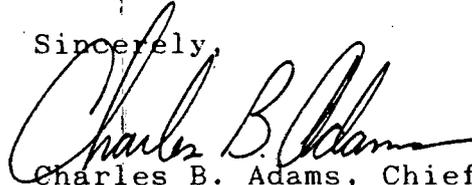
My telephone number is (301) 321-3521

146

Ms. L.C. Howe
October 18, 1988
Page 2

I trust this satisfies your understanding in this matter.
If you have any additional questions, please feel free to contact
me or Mr. Miller. His telephone number is (301) 321-3530.

Sincerely,



Charles B. Adams, Chief
Bureau of Landscape Architecture

CBA:prc
cc: Mr. Eugene J. Miller
Mr. Paul A. Georgiou

1908 - 1988



Maryland Department of Transportation
State Highway Administration

147

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

PLEASE REPLY TO:
BUREAU OF LANDSCAPE ARCHITECTURE
2323 WEST JOPPA ROAD
BROOKLANDVILLE, MARYLAND 21022

September 6, 1988

Mr. Charles B. Jacobini
8 Pasture Brook Court
Potomac, Maryland 20854

Dear Mr. Jacobini:

I am responding to your inquiry through District Engineer Michael Snyder regarding noise barriers along Interstate Route 270 in the vicinity of the Orchard Hill community.

In order for an area to qualify for noise barriers, all of the following criteria must be met:

- Noise levels must meet or exceed the impact threshold of 67 decibels (Leq);
- A majority of the impacted residences must have preceded the highway;
- Construction of an effective noise barrier must be feasible;
- Cost must be reasonable; cost per protected residence may not exceed \$40,000;
- The project must be acceptable to 75% of the people affected; and
- Funds must be available.

Several factors make a noise barrier impractical in this area. Since the residences are located 300 feet or more from the highway and there are several intervening buildings situated within that area, it is unlikely that noise levels would meet or exceed the impact threshold. Even if the threshold was exceeded, a noise barrier built along I-270 would not provide

My telephone number is (301) 321-3521

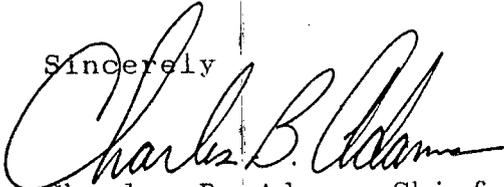
Mr. Charles B. Jacobini
September 6, 1988
Page 2

perceptible noise reduction for you since a noise barrier is most effective only for that area directly behind and adjacent to it. The existing use of this land closest to the roadway is not considered noise sensitive and does not require nor warrant a barrier.

As Mr. Snyder indicated in his August 15 letter to you, the purpose of our noise abatement program is to address noise impacts where developments existed prior to the highway construction. In the case of Orchard Hill, the development appears to have occurred after approval of the environmental document for the I-270 improvements, because the community was not identified or studied in the document. Therefore, according to our policy, the community would not be eligible for noise abatement consideration. However, in this situation, the actual development date is irrelevant because the construction of an effective noise barrier is just not feasible.

I regret that we cannot offer more of a solution to your concerns, but trust I have clarified our position. If you have further questions, please do not hesitate to contact me.

Sincerely



Charles B. Adams, Chief
Bureau of Landscape Architecture

CBA:prc
cc: The Honorable Jennie Forehand
Mr. Michael Synder



**Maryland Department of Transportation
State Highway Administration**

75 B-8
149

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

PLEASE REPLY TO:
BUREAU OF LANDSCAPE ARCHITECTURE
2323 WEST JOPPA ROAD
BROOKLANDVILLE, MARYLAND 21022

October 13, 1988

Mrs. George Jewell
8635 Quentin Road
Baltimore, Maryland 21234

Dear Mrs. Jewell:

I am forwarding a copy of the recently completed report on the detailed noise barrier studies conducted in your area adjacent to I-695 (Baltimore Beltway).

As you can see, the information is extensive. Of the three areas discussed in the report, Area B includes the Quentin Road residences. The results, which are summarized on page 2 of the report in Table A, indicate that the cost per residence criterion of \$40,000 would be exceeded for a noise barrier for Area B.

Once the community has had the opportunity to review the report, we will be happy to meet with you to explain our findings and answer any questions you might have. Please contact Mr. Eugene J. Miller, Jr. of my staff (321-3530) at your earliest convenience if you wish to discuss arrangements for such a meeting.

Thank you for your patience in this matter.

Sincerely,

Charles B. Adams, Chief
Bureau of Landscape Architecture

CBA/sl
Enclosure

cc: Mr. Eugene J. Miller, Jr.
Mr. Kenneth D. Polcak
Ms. Patricia A. Gauss

My telephone number is (301) 321-3521

REPORT ON NOISE BARRIER FEASIBILITY
Interstate Route 695
From Loch Raven Boulevard to Perring Parkway

INTRODUCTION

This report presents a summary of the evaluation of the subject area for possible inclusion in the Maryland State Highway Administration Noise Abatement Program. In particular, the results of detailed acoustical studies and a thorough evaluation of the potential cost of a noise barrier project are presented. The data presented in this report documents the number of residences currently impacted by undesirable levels of traffic noise, how many of those could be protected by a noise barrier, and the potential cost of the barrier.

The study area has been divided into three sections as shown on Figure 1. Three (3) separate noise barrier sections were analyzed with the goal of affecting substantial noise reduction for those residences and a church that are impacted above the noise impact threshold level of 67 decibels (dBA). In this report, each area was first analyzed separately and then a composite evaluation was conducted for the entire project area.

EVALUATION CRITERIA

For an area to qualify for the State Highway Administration Noise Abatement Program, all of the following requirements must be met:

- noise levels must meet or exceed the impact threshold of 67 decibels (dBA);
- a majority of the residences must have preceded the highway;
- construction of an effective noise barrier must be feasible;
- cost must be reasonable; cost per residence may not exceed \$40,000;
- the community must favor the project; and
- funds must be available.

In determining the cost per residence, the total cost of the noise barrier is divided by the number of residences that currently experience noise levels at or above the impact threshold, and that would derive a minimum noise reduction from the barrier of 5 dBA. The total cost of the noise barrier project is estimated based on \$27 per square foot (based on past bidding experience on similar projects).



FIGURE 1
NOISE BARRIER STUDY AREAS

SUMMARY OF RESULTS

The detailed evaluations have shown that acoustically effective noise barriers for the subject area would exceed the guidelines for reasonable cost. Table A gives a summary of the pertinent data upon which the evaluations were based.

TABLE A

SUMMARY OF NOISE BARRIER COST EVALUATIONS
I-695
Loch Raven Blvd. to Joppa Rd.

<u>Study Area</u>	<u>Number of Residences</u>		<u>Estimated Barrier Cost</u>	<u>Cost per Residence</u>
	<u>Impacted</u>	<u>Protected</u>		
A	14	14	\$510,920	\$36,500
B	17	16	\$947,430	\$59,210
C	10	10	\$666,140	\$66,610
Total	41	40	\$2,124,490	\$53,110

The following gives a detailed discussion of each area in light of the qualification criteria.

Area A

This area includes residences on Lackawanna Rd., Wayne Ave., and Emge Rd. along the inner loop of I-695, east of Loch Raven Blvd. Noise level measurements conducted between March, 1985 and May, 1988 were used to determine the number of impacted residences, which are highlighted on Figure 2. Noise levels for specific locations in this area are listed at the end of this report in Appendix A.

Research into the dates of construction of dwellings in this area showed that 13 of the 14 impacted homes pre-dated the original highway construction.

It was then determined that a noise barrier approximately 1500 feet long and averaging 13.5 feet in height would protect all of the 14 impacted residences at a cost of approximately \$510,920. Dividing this cost by the number of impacted residences yields a cost per residence of \$36,500.

Area B

This area includes residences along Eddington Rd., Joppa Rd., and Quentin Rd. along the inner loop of I-695, west of the Perring Parkway interchange. In addition, the Arnolia United Methodist Church and Child Care Center is located within the area. Noise measurements conducted between February, 1985 and May, 1988 for specific locations are shown in Appendix A. Figure 2 shows the extent of impact and number of residences affected (those highlighted). The church was included and counted as 5 equivalent residences.

Only 1 dwelling of the 17 impacted was constructed after the highway.

In this area, a noise barrier 2170 feet long and averaging 16 feet in height would be required at a cost of \$947,430. One particular problem in this area is that any noise barrier, in order to be effective in the vicinity of Joppa Rd. and Quentin Rd., would have to extend across the I-695 overpass at Joppa Rd. Also, traffic noise influence from Joppa Rd. would limit the reduction in the overall noise level in the area adjacent to Joppa Rd. Sixteen (16) residences (including 5 equivalent residences for the church) could be protected at a cost per residence of \$59,210. The one dwelling at the corner of Joppa Rd. and Quentin Ave. cannot be sufficiently protected due to traffic noise influence from Joppa Rd.

Area C

This area includes residences along Jenifer, Cromwell, Oakleigh and Dunwoody Roads along the outer loop of I-695, west of the Joppa Road overpass. Noise measurements conducted between February, 1985 and June, 1988 were used to determine the number of impacted residences, which are highlighted on Figure 2. Measurement results for specific locations may be found in Appendix A.

All but one of the dwellings in this area with noise levels above the impact threshold were constructed before the completion of I-695.

Detailed acoustical studies showed that a noise barrier approximately 1450 feet long and averaging 17 feet in height would provide substantial noise reduction for the 10 impacted residences in the area. As in Area B, the noise barrier would be required across the I-695 overpass at Joppa Rd. The total cost of the barrier would be \$666,140. This calculates to a cost per residence of slightly over \$66,610.

Composite Area

In this analysis, all three areas were combined and the total project cost was divided by the total number of residences impacted and protected. Total cost of the project would be \$2,124,490. Dividing this figure by the total residences protected (40), yields a cost per residence of approximately \$53,110.

ANALYSIS AND CONCLUSIONS

From an acoustical standpoint, it is recognized that adverse impacts from traffic noise do exist in the study area. In addition, the fact that a majority of the development existed prior to the completion of I-695 qualifies the area for consideration of noise barriers. However, the overall density of development in the total study area is not sufficient to justify the estimated cost of a noise barrier project. For the project to be considered reasonable in cost, 53 residences would have to be impacted with noise levels at or above the 67 dBA threshold. Based on the results of an intensive noise monitoring program which spanned a period of several years and covered a wide range of time periods, the worst case impact zone identifies 41 residences (including 5 equivalent residences for the church) as the maximum number impacted.

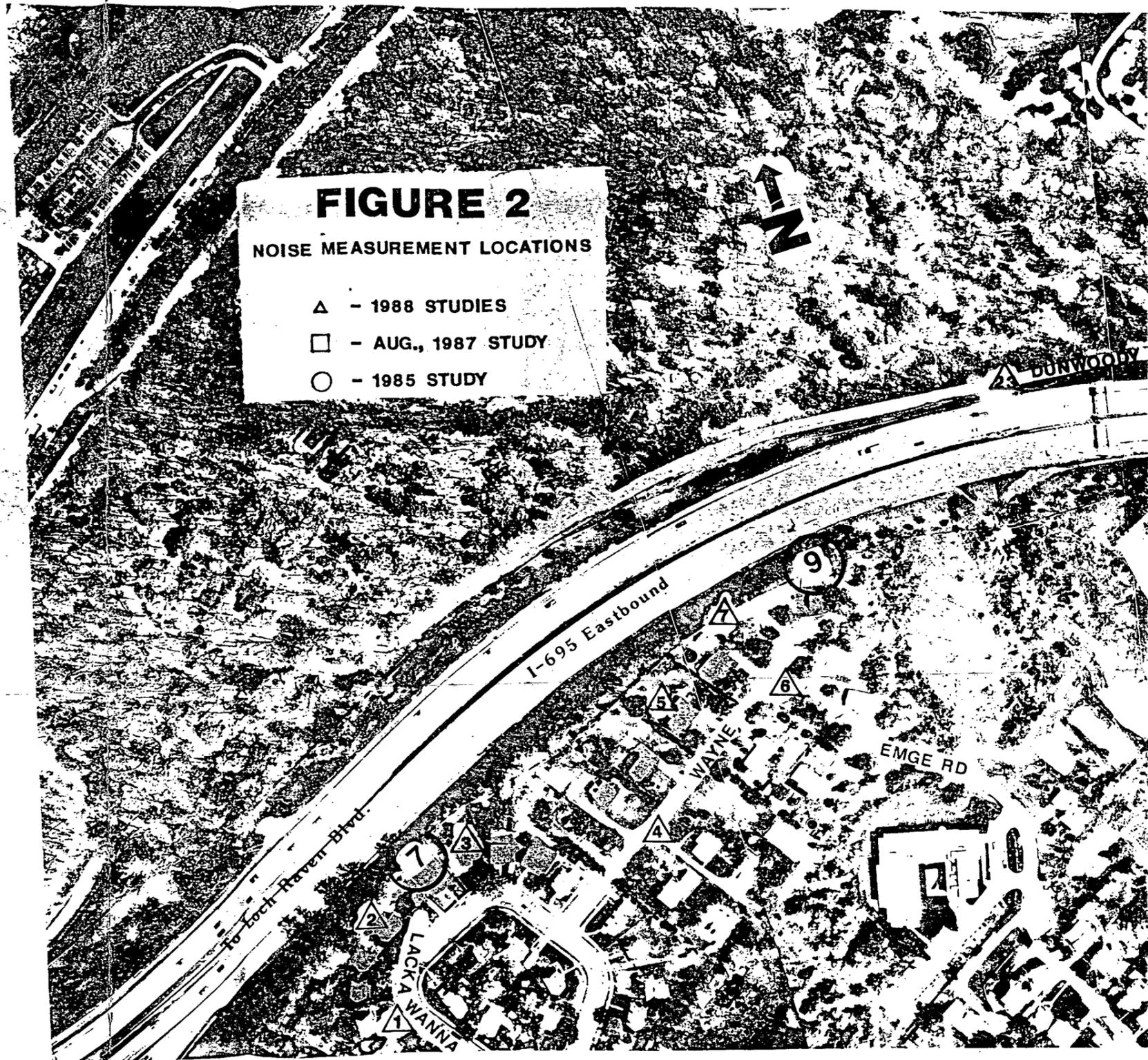
Area A, if considered separately, appears to be reasonable in cost. The clustered development along Lackawanna Rd. and Wayne Ave. allows a noise barrier to provide protection for a larger number of residences for a given length and cost of barrier.

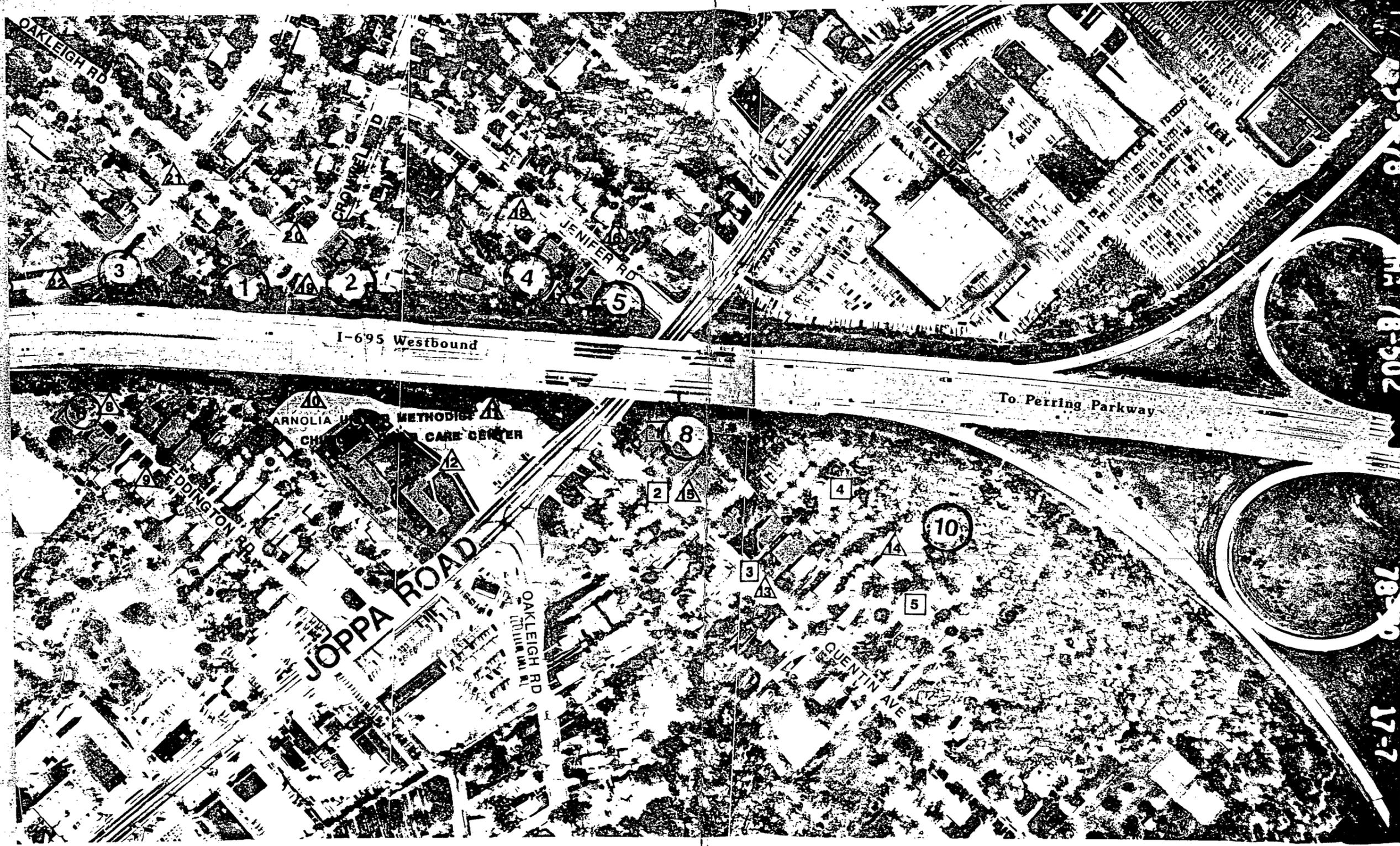
Areas B and C as separate projects, would encounter problems and conditions that would limit the overall effectiveness of noise barriers as a solution. Structural capacity of the bridge over Joppa Rd. to accommodate noise barriers is questionable. Also, noise influence from traffic on Joppa Rd. would keep noise levels elevated in the Joppa Rd. area, even if a noise barrier along I-695 were built. The fact that the development in these areas is less dense, requires more linear footage of barrier to protect each residence, thus making the cost per residence excessive.

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APPENDIX A

NOISE LEVEL DATA - SPECIFIC LOCATIONS





25-278

78-502

78-20

17-7

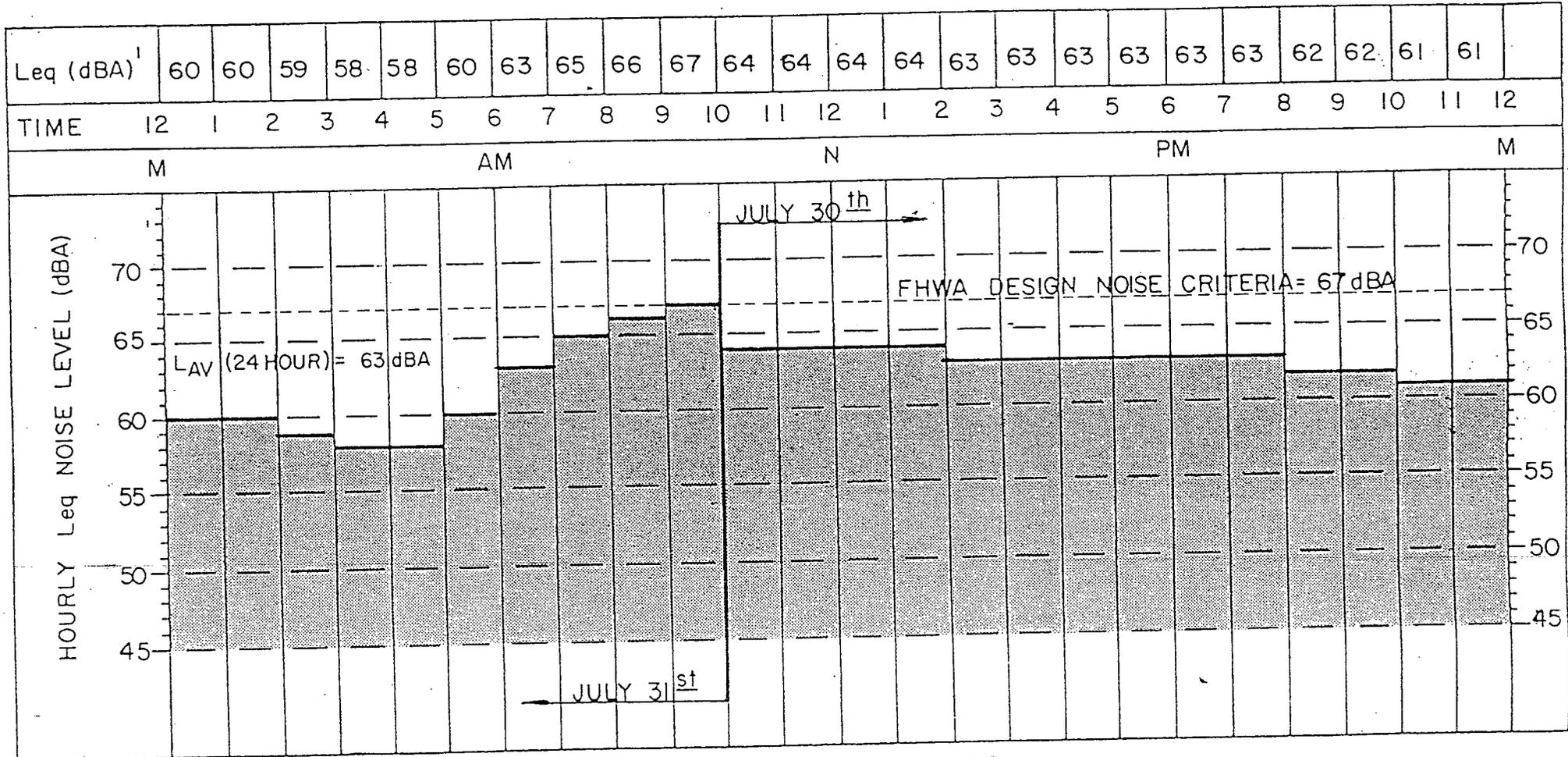
158

NSA	LOCATION	DATE	Leq (dBA)	TIME
1	8724 Oakleigh Road	2/19/85	71,70	1:45 p.m., 1:55 p.m.
2	8715/8713/8711 Oakleigh Rd.	2/19/85	68	2:10 p.m.
		3/28/85	69,70	2:54 p.m., 3:04 p.m.
3	Dunwoody Rd. Across from 1760	2/19/85	70,70	2:30 p.m., 2:40 p.m.
4	8708 Jenifer Road	2/19/85	64	3:00 p.m.
		4/16/85	65	10:08 a.m.
5	8704 Jenifer Road	2/19/85	67,66	3:20 p.m., 3:30 p.m.
6	8726/8723 Eddington Rd.	2/19/85	71	3:50 p.m.
		3/26/85	71	
7	8752 Lackawanna Road	3/26/85	70	3:21 p.m.
		4/15/85	69	1:04 p.m.
8	8645 Quentin Avenue	10/17/85	68	9:25 a.m.
9	8729 Emge Road	3/26/85	67	2:52 p.m.
		4/16/85	67	9:33 a.m.
10	8627½ Quentin Avenue	10/17/85	63	10:00 a.m.

NOTE: Locations are shown on Figure 2 and correspond to the number in the circle .

EXHIBIT 2
 MR. JACK JEWELL RESIDENCE
 BALTIMORE, MARYLAND
 BALTIMORE COUNTY

159



DIURNAL NOISE ANALYSIS

LOCATION: Back yard of
 8635 Quentin Road
 Baltimore, Maryland, 21235

Site # 4

ROADWAY: Interstate Route 695 (Baltimore Beltway)

DATE(S): 30 July - 31 July, 1987

1) The "equivalent sound level", which is a measure of the average acoustic energy for each measurement period (in this case, 1 hour).

SITE #4 Location shown on Figure 2 in the square .

EXHIBIT 4

DATE: 7/28/87

TIME: 11:42:04

Quentin Road Short term site

BLA - OPEN END

105715

DATE: 7/21/87

NOISE LEVEL: 44.0dB

REMARKS: 2 dB

REMARKS: 1 dB

REMARKS: 1 dB

NOTE: All site locations for this area are shown on Figure 2

and correspond to the number in the square

162

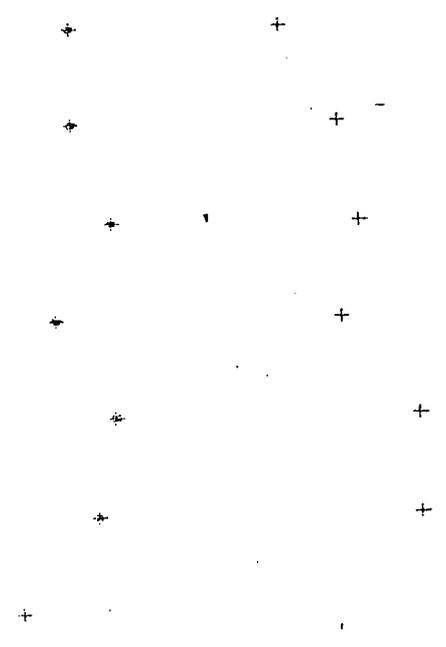
♦♦ TIME HISTORY REPORT ♦♦

MODE: CONTINUOUS
PERIOD LENGTH: 0:05:00
TIME HISTORY OUTOFF: 40dB
Ln(1): 10.0% Ln(2): 1.0%

INT#	START	L _{av}	L _{max}	L _{pk}
TAG#	TIME	ET	L1	L2

1	7/27/87	67.2	73.9	<119
8645	8:49:59	0:05:00	70	73
2	7/27/87	67.3	75.8	<119
8645	8:54:59	0:05:00	70	73
3	7/27/87	68.3	76.4	<119
8645	8:59:59	0:05:00	71	75
4	7/27/87	66.5	75.9	<119
8645	9:04:59	0:05:00	69	74
5	7/27/87	68.5	78.1	<119
8645	9:09:59	0:05:00	71	76
6	7/27/87	68.1	78.0	<119
8645	9:14:59	0:05:00	70	74
7	7/27/87	65.3	65.4	<119
8645	9:19:59	PARTIAL	65	65

Site 1



163

NOTE: All site locations are shown on Figure 2 and correspond to the number in the triangle .

703

METROSONICS db-308 SM 1606 V2.2 12/85

CURRENT DATE: 5/24/88
CURRENT TIME: 14:33:50

I 695 #28

L&H Raven B&D to Perring Parkway

*Prepare for constant
line study
65 + 67*

CALIBRATED: 5/24/88 @ 11:22:12

DISPLAY RANGE: 44.5dB TO 140.5dB

EQUALIZING RATE: 3 dB

FILTER: A MSHT

RESPONSE: SLOW

SCHEDULED RUN: OFF

START DATE: 1/01/85
START TIME: 0:00:00
LENGTH: 1:00:00

♦♦ TIME HISTORY REPORT ♦♦

MODE: CONTINUOUS
PERIOD LENGTH: 0:10:00
TIME HISTORY CUTOFF: NONE
Ln(1): 10.0% Ln(2): 99.9%

INT#	START	Lav	Lmax	Lpk
TAG#	TIME	ET	L1	L2

1	5/24/88	59.8	70.9	<119
695	11:24:12	0:10:00	61	56

Site 1

164

2	5/24/88	59.6	67.1	<119
695	11:34:12	0:10:00	61	55

3	5/24/88	60.0	61.7	<119
695	11:44:12	PARTIAL	60	58

4	5/24/88	64.8	72.2	<119
695	11:46:00	0:10:00	67	59

Site 2

8744

5	5/24/88	65.1	72.5	<119
695	11:56:00	0:10:00	67	59

6	5/24/88	62.5	64.6	<119
695	12:06:00	PARTIAL	64	61

7	5/24/88	69.6	80.1	<119
695	12:09:00	0:10:00	72	62

Site 3

8752

8	5/24/88	71.3	88.7	<119
695	12:19:00	0:10:00	72	62

9	5/24/88	73.7	82.4	<119
695	12:29:00	PARTIAL	78	64

10	5/24/88	59.9	70.4	<119
695	12:33:00	0:10:00	61	58

Site 4

11	5/24/88	57.7	63.8	<119
695	12:43:58	PARTIAL	61	54

12	5/24/88	69.7	74.1	<119
695	12:46:15	0:10:00	65	58

Site 5

1704

13	5/24/88	61.8	66.4	<119
695	12:56:15	0:10:00	63	56

14	5/24/88	63.7	68.0	<119
695	13:06:15	PARTIAL	66	59

15	5/24/88	58.0	65.8	<119
695	13:15:30	0:10:00	59	53

Site 6

INT#	START	Lav	Lmax	Lpk
TAG#	TIME	ET	L1	L2

16	5/24/88	58.3	58.7	<119
695	13:25:30	PARTIAL	58	57

17	5/24/88	67.3	68.6	<119
695	13:27:15	0:10:00	69	60

Site 7

18	5/24/88	69.3	72.7	<119
695	13:37:15	PARTIAL	71	68

165

703

METROSONICS db-308 SN 1606 W2.2 12/85

CURRENT DATE: 5/27/88

CURRENT TIME: 14:23:28

I-695

Loch Raven Blvd. to

Perring Parkway

CALIBRATED: 5/27/88 @ 9:15:30

DISPLAY RANGE: 44.5dB TO 140.5dB

DOUBLING RATE: 3 dB

FILTER: A WGT

RESPONSE: SLOW

SCHEDULED RUN: OFF

START DATE: 1/01/85

START TIME: 0:00:00

LENGTH: 1:00:00

++ TIME HISTORY REPORT ++

MODE: CONTINUOUS

PERIOD LENGTH: 0:10:00

TIME HISTORY CUTOFF: NONE

Ln(1): 10.0% Ln(2): 99.9%

INT#	START	Lev	Lmax	Lpk
TAG#	TIME	ET	L1	L2

166

~~1 5/27/88 70.6 80.0 <119
695 9:17:03 0:10:00 73 59~~

+ +

~~2 5/27/88 70.5 83.0 <119
695 9:27:03 0:10:00 73 62~~

+ +

3 5/27/88 72.7 76.1 <119
695 9:37:03 PARTIAL 75 66

+ +

~~4 5/27/88 60.8 72.1 <119
695 9:40:21 0:10:00 63 53~~

+ +

5 5/27/88 61.1 61.7 <119
695 9:50:21 PARTIAL 61 60

++

~~6 5/27/88 71.9 85.3 <119
695 9:53:30 0:10:00 75 60~~

+ +

~~7 5/27/88 72.6 86.1 <119
695 10:03:20 0:10:00 75 63~~

+ +

8 5/27/88 73.4 74.0 <119
695 10:13:30 PARTIAL 74 72

+ +

~~9 5/27/88 72.8 81.3 <119
695 10:16:05 0:10:00 70 64~~

+ +

~~10 5/27/88 67.9 84.3 <119
695 10:26:05 0:10:00 70 58~~

+ +

11 5/27/88 68.2 73.1 <119
695 10:36:05 PARTIAL 71 62

+ +

~~12 5/27/88 68.6 77.1 <119
695 10:38:05 0:10:00 71 62~~

+ +

13 5/27/88 67.7 77.2 <119
695 10:48:06 PARTIAL 70 61

+ +

METROSONICS db-308 SN 1608 V2.2 12/85

167

CURRENT DATE: 6/03/88
CURRENT TIME: 10:40:15

I-695 Loch Raven Blvd. to
Joppa Rd. / Spring Pkwy

CALIBRATED: 5/31/88 @ 8:02:58

DISPLAY RANGE: 43.6dB TO 139.6dB

DOUBLING RATE: 3 dB

FILTER: A WGT

RESPONSE: SLOW

SCHEDULED RUN: OFF

START DATE: 1/01/85

START TIME: 0:00:00

LENGTH: 0:10:00

*** OVERALL REPORT ***

TEST STARTING DATE: 5/31/88
TEST STARTING TIME: 14:37:08
TEST LENGTH: 0DAYS 0:51:02

Lav = 63.2dB
Lav 80 = 57.2dB
Lav 90 = 43.6dB
SEL = 98.0dB

Lmax = 85.8dB ON 5/31/88 @ 15:27:08
Lpk < 118dB

TIME OVER 115dB 0B 0:00:00.00

DOSE CRITERION: 91dB

8 HR DOSE (80dB CUTOFF) = 0.00%
8 HR PROJ. DOSE (80dB CUTOFF) = 0.00%
8 HR DOSE (90dB CUTOFF) = 0.00%
8 HR PROJ. DOSE (90dB CUTOFF) = 0.00%

*** TIME HISTORY REPORT ***

MODE: CONTINUOUS
PERIOD LENGTH: 0:10:00
TIME HISTORY CUTOFF: NONE
L(0): 10.0% L(90): 99.9%

168

INT#	START	Low	Lmax	Lpk
TAG#	TIME	ET	L1	L2

1	5/31/88	60.3	72.4	<118
0	14:37:08	0:10:00	61	55

SITE 13

2	5/31/88	63.4	82.3	<118
0	14:47:08	0:10:00	62	54

3	5/31/88	58.4	62.2	<118
0	14:57:08	PARTIAL	60	56

4	5/31/88	60.7	63.7	<118
0	15:02:04	0:10:00	62	58

SITE 14

5	5/31/88	61.9	69.9	<118
0	15:12:04	0:10:00	63	57

6	5/31/88	61.3	70.2	<118
0	15:22:04	PARTIAL	62	58

7	5/31/88	63.5	85.8	<118
0	15:26:19	0:10:00	67	57

SITE 15

8	5/31/88	73.8	77.7	<118
0	15:36:19	PARTIAL	76	68

*sch 2-5
 *buses went by
 ← retest 6-8 #24 (57.0)

1169

703

METROSONICS Jb-308 SN 1606 V2.2 12/83

CURRENT DATE: 6/08/88

CURRENT TIME: 14:48:30

I-695

Lock Raven - Perring Parkway

CALIBRATED: 6/08/88 @ 9:44:57

DISPLAY RANGE: 44.5dB TO 140.5dB

DOUBLING RATE: 3 dB

FILTER: A MGMT

RESPONSE: SLOW

SCHEDULED RUN: OFF

START DATE: 1/01/85

START TIME: 0:00:00

LENGTH: 1:00:00

*** TIME HISTORY REPORT ***

MODE: CONTINUOUS

PERIOD LENGTH: 0:10:00

TIME HISTORY CUTOFF: NONE

Ln(1): 10.0% Ln(2): 99.9%

INT#	START	Low	Lmax	Lpk
TAG#	TIME	ET	L1	L2



Maryland Department of Transportation
State Highway Administration

172

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

PLEASE REPLY TO:
BUREAU OF LANDSCAPE ARCHITECTURE
2323 WEST JOPPA ROAD
BROOKLANDVILLE, MARYLAND 21022

November 30, 1988

Mrs. Jack Jewell
8635 Quentin Road
Baltimore, Maryland 21234

Dear Mrs. Jewell:

Enclosed is the missing attachment to our last letter dated November 21, 1988 regarding the noise barrier along I-695 at Providence Road. I regret any inconvenience this omission may have caused.

Sincerely,

A handwritten signature in cursive script, appearing to read 'Kenneth D. Polcak'.

Kenneth D. Polcak
Environmental Specialist
Leader
Acoustic Analysis Group

KDP:eh
Attachment
cc: Mr. Eugene J. Miller, Jr. ✓

My telephone number is (301) _____



**Maryland Department of Transportation
State Highway Administration**

123

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

PLEASE REPLY TO:
BUREAU OF LANDSCAPE ARCHITECTURE
2323 WEST JOPPA ROAD
BROOKLANDVILLE, MARYLAND 21022

November 21, 1988

Mrs. Jack Jewell
8635 Quentin Road
Baltimore, Maryland 21234

Dear Mrs. Jewell:

I am writing to follow up your recent meeting with Mr. Eugene Miller and Mr. Ken Polcak, of my staff, concerning additional noise studies in the Oakleigh community, adjacent to I-695.

Enclosed is a copy of the map showing our proposed additional noise monitoring sites for your area. The proposed sites are shown in red. Previously tested locations are shown in blue. We have tentatively scheduled the additional testing for the first full week of December, weather permitting. We will contact you around December 1st to update you on the actual starting date and to confirm that the community is satisfied with our proposed testing plan. Please contact us if you have any questions, or additional suggestions concerning the plan.

Also, as you discussed recently with Mr. Polcak, I have enclosed information regarding the recently constructed noise barrier at Providence Road.

Thank you for your cooperation.

Sincerely

A handwritten signature in cursive script that reads 'Charles B. Adams'.

Charles B. Adams
Chief, Bureau of Landscape Architecture

CBA:prc

Enclosures

cc: Mr. Eugene J. Miller
Mr. Kenneth D. Polcak
Ms. Patricia A. Gauss

My telephone number is (301) _____



**Maryland Department of Transportation
State Highway Administration**

174

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

Mrs. Carolyn Keefe
5931 Linthicum Lane
Linthicum, Maryland 21090

Dear Mrs. Keefe:

This is a follow-up to my November 30, 1988 letter to you to report the results of our investigation of the several issues regarding noise barriers on the Baltimore Beltway (I-695).

The first issue concerned the noise increase attributable to addition of the third lane in each direction of the Beltway. The results of our computer simulation of the 4 lane vs. 6 lane highway showed that the maximum increase resulting from expanding the Beltway from 4 to 6 lanes was 1-2 decibels (dBA). The number of impacted residences is the same for both the 4 and 6 lane conditions, thus the cost per residence would not vary from that previously calculated and reported to you.

We are continuing to coordinate with the Mass Transit Administration concerning the potential noise impact upon your area from the proposed light rail facility. As soon as information becomes available I will forward this to you.

We will perform additional noise level monitoring once the construction at this beltway and MD 3 is finished.

We have investigated earth mounding and landscape screening in lieu of noise barriers. It appears that some additional mounding may be feasible in the vicinity of 5935 to 5943 Linthicum Lane and supplemental evergreen screen plantings are also possible. We will present these studies in more detail at a meeting as we discussed in our recent phone conversation. This discussion will also focus on the timing of any of this work.

We also checked to determine the causes of impact noise on I-695. In general, the impact noises were found to emanate from heavy trucks crossing the concrete pavement joints. Such vehicles as unloaded dump trucks with loose tailgates, car carriers, and other similar vehicles were observed. There were no specific locations that could be identified as a particular problem, however, the general age and condition of the entire road surface is such that irregularities do exist which result in impact noise events.

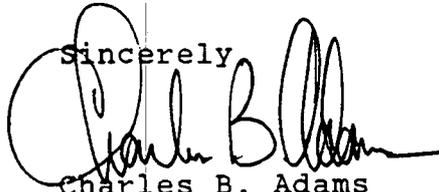
My telephone number is (301) _____

Mrs. Carolyn Keefe
Page two

The Administration is presently negotiating with the contractor working at I-695 and Md. 3 to have the original two lanes of the beltway reconstructed. The problem of impact noises is due primarily to the deteriorated condition of the pavement in these two lanes. If we can negotiate an acceptable price we anticipate that this work will be done this year.

After you have had the opportunity to read this letter, please contact me so we can schedule a meeting to further discuss these points.

Sincerely



Charles B. Adams
Landscape Architecture Division

CBA/db
cc: Eugene Miller, Jr.

75B-8.

176

November 30, 1988

Mrs. Carolyn A. Keefe
5931 Linthicum Lane
Linthicum, Maryland 21090

Dear Mrs. Keefe:

I am writing as a follow up to the meeting held on October 18th in Annapolis concerning the issue of noise barriers adjacent to the Linthicum Lane area on I-695.

As a result of the meeting, we will investigate and respond to the following:

1. Determine any noise increase attributable to the addition of a third lane to each roadway of the beltway, over and above that which would have resulted without the lane addition. This will also include the issue of cost per residence.
2. Determine the potential increase in noise from the proposed light rail system.
3. Monitor noise levels after the completion of the current construction at I-695 and MD. Route 3.
4. Investigate alternatives to noise barrier construction including earth berms, plantings and screen fencing if noise barriers are not warranted.

321-3521

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Mrs. Carolyn A. Keefe
December 1, 1988
Page 2

5. Look at including landscaping in the noise abatement project at the Baltimore-Washington Parkway and I-695.
6. Check on the schedule for repaving of the section of I-695 south of the Baltimore-Washington Parkway.
7. Investigate causes of impact noise on I-695 in the vicinity of MD. 170 and the Baltimore-Washington Parkway and determine if they can be corrected.

These seven items are my understanding of the information your community has requested. We expect to have our investigations completed by the end of January 1989. We will contact you with the results by mid-February. If your understanding is different or you have other questions please contact me at your convenience. My telephone number is 321-3521.

Sincerely,

Charles B. Adams, Chief
Bureau of Landscape Architecture

CBA/sl

cc: Senator Michael Wagner
Delegate Tyras S. Athey
Delegate Patrick C. Scannello
Delegate George T. Schmincke



Maryland Department of Transportation
State Highway Administration

178

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

PLEASE REPLY TO:
BUREAU OF LANDSCAPE ARCHITECTURE
2323 WEST JOPIA ROAD
BROOKLANDVILLE, MARYLAND 21022

October 14, 1988

Mrs. Carolyn Keefe
5931 Linthicum Lane
Linthicum, Maryland 21090

Dear Mrs. Keefe:

As requested during your recent telephone conversation with Mr. Ken Polcak of my staff, I am enclosing a copy of the State Highway Administration's formal Noise Policy.

Please feel free to contact me if you have any questions.

Sincerely,

Charles B. Adams, Chief
Bureau of Landscape Architecture

CBA/jb
Enclosure
cc: K. D. Polcak
E. J. Miller, Jr.

My telephone number is (301) 321-3521

December 20, 1988

Mrs. S. Leishear
4978 Keppler Road
Camp Springs, Maryland 20031

Dear Mrs. Leishear:

I am writing to inform you of the results of our recent landscape feasibility study for Keppler Road, adjacent to I-495.

We have completed the studies and have determined that it is possible to supplement the existing vegetation with additional landscape plantings. This will provide a visual screen from the traffic, which could provide some psychological relief from the noise which you currently experience at your residence. These plantings will consist predominantly of evergreen trees accompanied by some deciduous material to achieve a more natural appearance.

A landscape design based on the feasibility plan will be developed this winter and planting for the project will be accomplished next spring.

I trust this satisfies your understanding in this matter. Thank you for your patience and cooperation.

Sincerely,

Charles B. Adams, Chief
Bureau of Landscape Architecture

CBA/eh

cc: Mr. Eugene J. Miller
Mr. Paul A. Georgiou

bcc: Mr. Kenneth D. Polcak
Ms. Patricia A. Gauss

September 22, 1988

Mrs. S. Leishear
4978 Keppler Road
Camp Springs, Maryland 20031

Dear Mrs. Leishear:

Thank you for your recent telephone inquiry concerning the possibility of landscaping in the vicinity of Keppler Road, adjacent to I-95 (Capital Beltway).

We have initiated a study in your area to determine the feasibility of landscape plantings, which will provide some relief from the traffic noise problem you are experiencing.

The study will take approximately three months, at which time we will contact you with the results. Thank you for bringing your concerns to my attention.

Sincerely,

Charles B. Adams, Chief
Bureau of Landscape Architecture

CBA:prc

75B-8

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Richard H. Trainor
Secretary
Hal Kassoff
Administrator



**Maryland Department of Transportation
State Highway Administration**

August 8, 1988

Linthicum Hills Homeowners
Association Executive Board
c/o Mr. Barry Scheitlin and
Ms. Mary Topa
P.O. Box 25
Linthicum, Maryland 21090

Dear Mr. Scheitlin and Ms. Topa:

Thank you for your July 10th comments on behalf of the
Linthicum Hills Homeowners Association.

We are aware of your concern about the impacts of the I-695/
MD 295 interchange proposals and can understand your preference
for the no-build alternate or Alternate 2-Option 3 at I-895. We
will be considering your preferences as we put together a recom-
mendation over the next few months.

The possibility of providing sound barriers for your neigh-
borhood has been investigated. There are a number of criteria
that must be met for an area to qualify for noise barriers under
the Maryland State Highway Administration's noise policy. The
change in noise level as a result of the project is one criterion.
We do not use the change in noise level that has occurred since
the houses were constructed because this is the result of a gen-
eral increase in traffic, not a result of State Highway Adminis-
tration improvements. The other criteria we consider are:

- whether the Federal Highway Administration noise abatement
criterion of 67 dBA is exceeded
- whether noise abatement is feasible
- whether noise abatement can be provided for approximately
\$40,000 per residence
- whether a majority of the affected residences were there
before the highway

My telephone number is (301) 333-1110

Mr. Scheitlin and Ms. Topa
Page Two

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In the case of this project, the proposed improvements do not create a significant increase in noise level. In addition, the cost for providing a noise barrier is greater than \$40,000 per house and your neighborhood was not there before the highway. Therefore, your community does not qualify for the construction of noise barriers.

We will be installing a fence around your community as part of the proposed improvements. In addition, landscaping will be investigated during the final design stage of the project. An effort will be made to provide additional landscaping for neighborhoods such as yours that will not be receiving noise barriers. Mr. Charles Adams, Chief of the Bureau of Landscape Architecture, will receive a copy of this letter to make him aware of your concern.

Every effort will be made to limit the amount of trees impacted by the project. However, there are times when space is needed that is beyond the actual roadway area. I do not anticipate that this would be required in your area, but a final determination will not be made until final design of the project. Once this project has been designed, Mr. Frank Rosensweig, the project engineer, will be able to provide you with up-to-date information regarding this issue. Mr. Rosensweig's telephone number is 333-1269.

In the meantime, if you have any further questions, please feel free to call 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. Edward H. Meehan
Mr. Charles Adams
Mr. Frank Rosensweig
Ms. Catherine Pecora

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RECEIVED
AUG 10 1988
BUR. OF LANDSCAPE
ARCHITECTURE

1908 - 1988



Maryland Department of Transportation
State Highway Administration

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Richard H. Trainor
Secretary
Hal Kassoff
Administrator

PLEASE REPLY TO:
BUREAU OF LANDSCAPE ARCHITECTURE
2323 WEST JOPPA ROAD
BROOKLANDVILLE, MARYLAND 21022

November 1, 1988

Mr. Richard Lonigro
1-B Pafel Road
Annapolis, Maryland 21401

Dear Mr. Lonigro:

I am writing to advise you of the status of noise abatement studies in the area of your residence adjacent to U.S. Route 50.

At present, noise measurements have not been completed. This work should be accomplished within the next few months. In addition, an investigation will begin shortly to see if earth mounding is feasible for any of the areas along U.S. Route 50. We should know the results of these studies by the end of the year.

You may expect to hear from me when these studies are completed. If you have any questions in the meantime, please let me know.

Sincerely,

Eugene J. Miller, Jr.
Special Assistant to the Chief

EJM:prc
cc: Mr. Ernie Hodshon
Mr. Kenneth D. Polcak

My telephone number is (301) 321-3530



**Maryland Department of Transportation
State Highway Administration**

18

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

PLEASE REPLY TO:
BUREAU OF LANDSCAPE ARCHITECTURE
2323 WEST JOPPA ROAD
BROOKLANDVILLE, MARYLAND 21022

September 30, 1988

Mr. Elmer Mack
P.O. Box 693
Sparks, Maryland 21152

Dear Mr. Mack:

I am writing to report to you the results of our recent noise studies in the Priceville community adjacent to I-83.

As you know, a thorough noise monitoring program was conducted at seven locations in the community and included a 24-hour measurement study at your home. A copy of the results is attached for your information. The 24-hour study was conducted to determine the peak noise level period. Additional measurements were then taken during the morning peak period between 6 a.m. and 9 a.m. As you can see, of the seven locations studied, four experienced noise levels at or above our impact threshold of 67 decibels (dBA).

From this data, it was determined that a maximum of five residences in the community (those closest to the highway) were impacted and, therefore, considered in the feasibility analysis for a noise barrier. The homes and properties are scattered over a substantial distance of highway, which would require a noise barrier approximately 1800 feet, in length at a total cost of over \$750,000 (cost is based upon our standard noise barrier system, which is a pre-cast concrete wall placed within the highway right-of-way). Dividing this figure by the five impacted residences yields a cost per residence of over \$150,000, well above our \$40,000 limit.

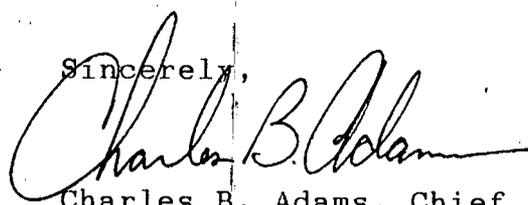
For areas where noise barriers are too costly, we can consider the feasibility of earth mounding and landscaping to provide some measure of relief. We have initiated studies to determine if mounding is feasible in this area. The study should be completed by the end of November. We will advise you of the results in mid-December.

My telephone number is (301) 321-3521

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Mr. Elmer Mack
September 30, 1988
Page 2

Thank you for your cooperation during the field measurement process. If you have any questions, or would like additional information, please feel free to contact me.

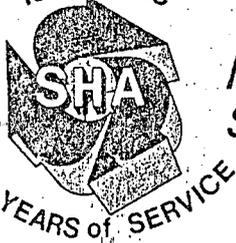
Sincerely,


Charles B. Adams, Chief
Bureau of Landscape Architecture

CBA:prc
Attachments

cc: Mr. Eugene J. Miller, Jr.
Mr. Kenneth D. Polcak
Ms. Patricia A. Gauss

1908 - 1988



Maryland Department of Transportation
State Highway Administration

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Richard H. Trainor
Secretary
Hal Kassoff
Administrator

NOV 21 1988

Ms. Judy P. Martin
35 Lake Drive
Bel Air, Maryland 21014

Dear Ms. Martin:

I am writing to report to you the results of our recent noise level studies in your community, adjacent to MD 24.

For a community to be considered for noise abatement under State Highway Administration Policy, all of the following criteria must be met:

- noise levels must exceed the impact threshold level of 67 decibels (dBA);
- a majority of the impacted residences must have preceded the highway;
- construction of an effective noise barrier must be feasible;
- cost must be reasonable; cost per impacted residence that is protected may not exceed \$40,000;
- seventy-five percent (75%) of the affected residents must favor the project; and
- funds must be available.

Our study consisted of several short-term measurements (10-20 minutes in duration) at your residence, and a 24-hour measurement at 37 Lake Drive. The measurements taken at your home revealed average noise levels of 49-52 decibels. Based on the 24-hour study, we determined that the noise level may be a maximum of two decibels higher (51-54 dBA) than our actual measurements, but still well below the 67 decibel threshold. Therefore, we cannot consider noise abatement measures for the area.

My telephone number is (301) _____

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Ms. Judy P. Martin
Page 2

I regret that I cannot offer a more positive response to your concerns, but trust that I have clarified our policy as it relates to your community.

Sincerely,

ORIGINAL SIGNED BY:
HAL KASSOFF
Hal Kassoff
Administrator

HK:prc

bcc: Mr. Bob B. Myers
Mr. Robert D. Doulass
Mr. Charles B. Adams

Dictated by: Ms. Patricia A. Gauss-SHA 11/14/88 321-3609



**Maryland Department of Transportation
State Highway Administration**

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Richard H. Trainor
Secretary
Hal Kassoff
Administrator

PLEASE REPLY TO:
BUREAU OF LANDSCAPE ARCHITECTURE
2323 WEST JOPPA ROAD
BROOKLANDVILLE, MARYLAND 21022

September 30, 1988

Mr. Vincent A. Martin
16 Bellclaire Circle
Sparks, Maryland 21152

Dear Mr. Martin:

I am writing in response to your recent letter concerning our noise studies in the Priceville community adjacent to I-83.

For an area to qualify for our Noise Abatement Program, all of the following criteria must be met:

- Noise levels must meet or exceed the impact threshold of 67 decibels (dBA);
- A majority of the residences must have preceded the highway;
- Construction of an effective noise barrier must be feasible;
- Cost must be reasonable; cost per residence may not exceed \$40,000;
- Seventy-five percent of the affected residents must favor the project; and
- Funds must be available.

The studies included a thorough noise monitoring program at seven locations in the community with a 24-hour measurement study at 18 Bellclare Circle to determine the peak noise level period. A copy of the results is attached for your information. Additional measurements were then taken during the morning peak period between 6 a.m. and 9 a.m. As you can see, of the seven locations studied four experienced noise levels at or above our impact threshold of 67 decibels (dBA).

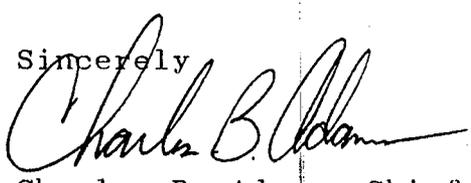
My telephone number is (301) 321-3521

Mr. Vincent A. Martin
September 30, 1988
Page 2

From this data, it was determined that a maximum of five residences in the community (those closest to the highway) were impacted and, therefore, considered in the feasibility analysis for a noise barrier. The homes and properties are scattered over a substantial distance of highway, which would require a noise barrier approximately 1800 feet in length at a total cost of over \$750,000 (cost is based on our standard noise barrier system, which is a pre-cast concrete wall placed within the highway right-of-way). Dividing this figure by the five impacted residences yields a cost per residence of over \$150,000, well above our \$40,000 limit.

For areas where noise barriers are too costly, we can consider the feasibility of earth mounding and landscaping to provide some measure of relief. Based on recent additional requests from other residents of the community, we have initiated studies to determine if mounding is feasible in the area. The study should be completed by the end of November. We will advise you of the results in mid-December.

Thank you for your interest. If you have any questions, or would like additional information, please feel free to contact us.

Sincerely


Charles B. Adams, Chief
Bureau of Landscape Architecture

CBA:prc
Attachments

cc: Mr. Eugene J. Miller, Jr.
Mr. Kenneth D. Polcak
Ms. Patricia A. Gauss

1908 - 1988



**Maryland Department of Transportation
State Highway Administration**

191

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

PLEASE REPLY TO:
BUREAU OF LANDSCAPE ARCHITECTURE
2323 WEST JOPPA ROAD
BROOKLANDVILLE, MARYLAND 21022

November 7, 1988

Ms. Helen McGarrigle
1550 Sulphur Spring Road
Arbutus, Maryland 21227

Dear Ms. McGarrigle:

I am writing to report to you the results of the recent traffic noise level studies conducted in your community, adjacent to the I-695/I-95 interchange. The studies were initiated based on requests received at the June, 1988 Location/Design Public Hearing for the expansion of the Baltimore Beltway.

For a community to be considered for noise abatement under State Highway Administration Policy, all of the following criteria must be met:

- noise levels must exceed the impact threshold level of 67 decibels (dBA);
- a majority of the impacted residences must have preceded the highway;
- construction of an effective noise barrier must be feasible;
- cost must be reasonable; cost per impacted residence that is protected may not exceed \$40,000;
- seventy-five percent (75%) of the affected residents must favor the project; and
- funds must be available.

Figure I (attached) outlines the study area. The goal of the study was to determine the extent and degree of noise impact experienced in the community. Short-term noise measurements (each 10-20 minutes in duration) were taken at 14 locations, as shown on Figure II, during the hours of 9-11 a.m. A 24-hour test was conducted at site 3, the results of which are shown on Figure III.

My telephone number is (301) 321-3521

Ms. Helen McGarrigle
November 7, 1988
Page 2

As you can see on Figure II, there are two noise level values shown. The top value is the actual noise level measured at the indicated site. The bottom value is the maximum noise level that could be expected at each site. This value was determined by adjusting the measured values based on the maximum noise level found during the 24-hour test. The maximum noise level period during the 24-hour study was 6-7 a.m., when levels were three decibels (dBA) higher than during the 9-11 a.m. period (when short-term measurements were taken). Therefore, we projected that the highest noise level that could be expected at any of the sites would be 3 dBA greater than the actual measured value. Based on this information, a noise impact zone was established, as shown on Figure IV. The shaded area represents the maximum extent of traffic noise impact in the community.

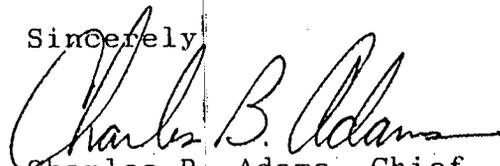
The area of highest noise levels is found along Old Sulphur Spring Road, where the residences are closest to and generally at the same elevation as the highway. Only four residences in this area are impacted above the 67 dBA threshold. A barrier 500-600 feet in length would be required, at a cost of well over \$240,000 which yields a cost per residence of over \$60,000. This substantially exceeds our limit of \$40,000. In the vicinity of Benson Avenue, limited impact (2-3 residences) and cost also make a noise barrier impractical.

The wooded area and embankment identified on Figure II do provide some benefits. The wooded area provides a significant visual screen, particularly for the residents on Lister, Dewitt, and portions of Larlin and Marsha Roads. There may also be some minor noise reduction realized.

Ms. Helen McGarrigle
November 7, 1988
Page 3

I regret that I cannot offer a more positive response, but hope that I have clarified our policy as it relates to your community. If you have any questions regarding the study results, please feel free to contact us.

Sincerely



Charles B. Adams, Chief
Bureau of Landscape Architecture

CBA:prc
Attachments

cc: Mr. Eugene J. Miller, Jr.
Mr. Kenneth D. Polcak
Ms. Patricia A. Gauss



Maryland Department of Transportation
State Highway Administration

194

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

PLEASE REPLY TO:
BUREAU OF LANDSCAPE ARCHITECTURE
2323 WEST JOPPA ROAD
BROOKLANDVILLE, MARYLAND 21022

November 7, 1988

Mr. John Merson
5001 Benson Avenue
Arbutus, Maryland 21227

Dear Mr. Merson:

I am writing to report to you the results of the recent traffic noise and vibration studies conducted at your home adjacent to I-695. The studies were initiated based upon your request at the June 1988 Location/Design Public Hearing for the expansion of I-695.

For a community to be considered for noise abatement under State Highway Administration Policy, all of the following criteria must be met:

- noise levels must exceed the impact threshold level of 67 decibels (dBA);
- a majority of the impacted residences must have preceded the highway;
- construction of an effective noise barrier must be feasible;
- cost must be reasonable; cost per impacted residence that is protected may not exceed \$40,000;
- seventy-five percent (75%) of the affected residents must favor the project; and
- funds must be available.

My telephone number is (301) 321-3521

Mr. John Merson
November 7, 1988
Page 2

The studies conducted at your home consisted of simultaneous testing of both airborne noise and ground vibrations generated from passing trucks on I-695. The average noise level measured was 66 decibels (dBA). Though this level did not exceed the impact threshold, it is likely that the 67 decibel threshold would be exceeded during periods of heavier traffic. From another study recently conducted in the Arbutus area, we determined that the potential "worst case" noise levels may be 3-4 dBA higher during periods of heavier traffic.

Assuming that noise levels do exceed the 67 decibel threshold, the feasibility and potential cost of a noise barrier for the area was analyzed. Because the highway is substantially higher in elevation than the adjacent homes, the edge of the roadway is serving as a partial noise barrier. As a result, only 2-3 residences are impacted. This makes the cost per residence for a noise barrier well above our limit of \$40,000.

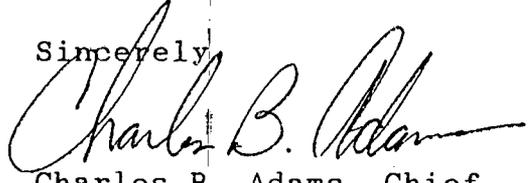
In addition to the average noise level, the maximum, or peak noise level was noted for individual trucks that passed by the test site. The peak noise levels were found to be approximately 77 dBA. These peak noise level readings were made simultaneously with vibration measurements in an attempt to relate the peak noise level with the vibration levels. The results showed that while the levels of vibration were annoying, they were well below the threshold where structural damage could result. The vibrations were generally of short duration, and on the same order of magnitude as those produced by normal activities within the structure, such as walking or closing doors. After examining the results, it was concluded that the major source of vibration within the house is likely the airborne noise and not ground vibration.

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Mr. John Merson
November 7, 1988
Page 3

I trust this information has sufficiently presented our study results. If you have any questions, please feel free to contact us.

Sincerely,



Charles B. Adams, Chief
Bureau of Landscape Architecture

CBA:prc
cc: Mr. Eugene J. Miller, Jr.
Mr. Kenneth D. Polcak
Ms. Patricia A. Gauss

1908 - 1988



Maryland Department of Transportation
State Highway Administration

197

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

PLEASE REPLY TO:
BUREAU OF LANDSCAPE ARCHITECTURE
2323 WEST JOPPA ROAD
BROOKLANDVILLE, MARYLAND 21022

November 7, 1988

Mr. Dave Mocko
1560 Lister Road
Arbutus, Maryland 21227

Dear Mr. Mocko:

I am writing to report to you the results of the recent traffic noise level studies conducted in your community, adjacent to the I-695/I-95 interchange. The studies were initiated based on requests received at the June, 1988 Location/Design Public Hearing for the expansion of the Baltimore Beltway.

For a community to be considered for noise abatement under State Highway Administration Policy, all of the following criteria must be met:

- noise levels must exceed the impact threshold level of 67 decibels (dBA);
- a majority of the impacted residences must have preceded the highway;
- construction of an effective noise barrier must be feasible;
- cost must be reasonable; cost per impacted residence that is protected may not exceed \$40,000;
- seventy-five percent (75%) of the affected residents must favor the project; and
- funds must be available.

Figure I (attached) outlines the study area. The goal of the study was to determine the extent and degree of noise impact experienced in the community. Short-term noise measurements (each 10-20 minutes in duration) were taken at 14 locations, as shown on Figure II, during the hours of 9-11 a.m. A 24-hour test was conducted at site 3, the results of which are shown on Figure III.

My telephone number is (301) 321-3521

Mr. Dave Mocko
November 7, 1988
Page 2

As you can see on Figure II, there are two noise level values shown. The top value is the actual noise level measured at the indicated site. The bottom value is the maximum noise level that could be expected at each site. This value was determined by adjusting the measured values based on the maximum noise level found during the 24-hour test. The maximum noise level period during the 24-hour study was 6-7 a.m., when levels were three decibels (dBA) higher than during the 9-11 a.m. period (when short-term measurements were taken). Therefore, we projected that the highest noise level that could be expected at any of the sites would be 3 dBA greater than the actual measured value. Based on this information, a noise impact zone was established, as shown on Figure IV. The shaded area represents the maximum extent of traffic noise impact in the community.

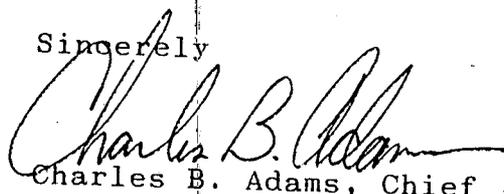
The area of highest noise levels is found along Old Sulphur Spring Road, where the residences are closest to and generally at the same elevation as the highway. Only four residences in this area are impacted above the 67 dBA threshold. A barrier 500-600 feet in length would be required, at a cost of well over \$240,000 which yields a cost per residence of over \$60,000. This substantially exceeds our limit of \$40,000. In the vicinity of Benson Avenue, limited impact (2-3 residences) and cost also make a noise barrier impractical.

The wooded area and embankment identified on Figure II do provide some benefits. The wooded area provides a significant visual screen, particularly for the residents on Lister, Dewitt, and portions of Larlin and Marsha Roads. There may also be some minor noise reduction realized.

Mr. Dave Mocko
November 7, 1988
Page 3

I regret that I cannot offer a more positive response, but hope that I have clarified our policy as it relates to your community. If you have any questions regarding the study results, please feel free to contact us.

Sincerely



Charles B. Adams, Chief
Bureau of Landscape Architecture

CBA:prc
Attachments

cc: Mr. Eugene J. Miller, Jr.
Mr. Kenneth D. Polcak
Ms. Patricia A. Gauss



**Maryland Department of Transportation
State Highway Administration**

200

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

SEP 28 1988

RECEIVED

Ms. Denise E. Myers
2953 Freeway
Baltimore, Maryland 21227

SEP 29 1988

BUR. OF LANDSCAPE
ARCHITECTURE

Dear Ms. Myers:

I am writing to follow up my June 3rd letter to you on the status of our recent noise studies in the vicinity of your home adjacent to the Baltimore-Washington Parkway (MD 295).

A final decision has not been made concerning noise barriers. However, the Draft Environmental Impact Statement for this highway project, published in May, indicates that though noise levels do exceed the Federal criteria of 67 decibels, no substantial noise increases are anticipated as a result of the construction. We expect a final decision concerning noise barriers this winter, at which time we will contact you.

We are currently proceeding with design of a landscaping plan to be implemented following completion of the current highway project. The area adjacent to your community will be heavily planted with both evergreen and deciduous trees, which will provide a visual screen and possibly afford some perceived relief from the traffic noise.

If you have any questions at this time, please feel free to call Mr. Charles Adams, Chief of our Bureau of Landscape Architecture, at (301) 321-3521.

Sincerely,
ORIGINAL SIGNED BY:
HAL KASSOFF

Hal Kassoff
Administrator

HK/sl
cc: Mr. Charles B. Adams

My telephone number is (301) _____



Maryland Department of Transportation
State Highway Administration

201

Richard H. T
Secretary
Hal Kassoff
Administrator

June 3, 1988

COMMITMENT
SEP 30 OCT 01/88 DUE
COMPLETE

Ms. Denise E. Myers
2953 Freeway
Baltimore, Maryland 21227

Dear Ms. Myers:

Thank you for your recent letter concerning noise impacts in the vicinity of your home adjacent to Maryland Route 295.

In order to consider an area for inclusion in our retrofit Noise Abatement Program, all of the following criteria must be met:

- Noise levels must equal or exceed the impact threshold of 67 decibels.
- The majority of the impacted residences must have been constructed prior to the highway.
- An effective solution to reduce the noise must be available.
- The cost of noise mitigation must be reasonable. Currently, cost per protected residence may not exceed \$40,000.
- The project must be acceptable to 75 percent of the people affected.

Noise levels measured in the area ranged from 61 to 64 decibels, and the development of your community occurred after the highway, making the area ineligible for our retrofit Noise Abatement Program.

Noise studies in conjunction with the proposed upgrading of the Baltimore-Washington Parkway are underway by our Project Development office. These studies will determine the extent of future noise impacts as a result of the highway widening, and if a barrier is warranted as a result of this project. We should reach a decision concerning this area by the end of this year, at which time we will contact you.

My telephone number is (301) _____

Ms. Denise B. Myers

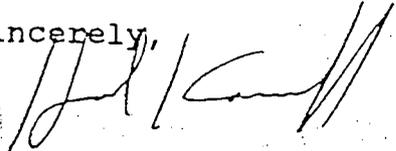
202

Page Two

In addition, we will investigate the opportunities for landscaping to establish a visual buffer between the highway and your community. This study will take approximately four months to complete. We will contact you with the results in the fall. In the meantime, if you have any additional questions please feel free to contact Mr. Charles Adams, Chief of our Bureau of Landscape Architecture, at 321-3521.

Thank you for your interest in our Noise Abatement Program.

Sincerely,



Hal Kassoff
Administrator

HK/prc

cc: Mr. Charles Adams

1908 - 1988

SHA

50 YEARS OF SERVICE

**Maryland Department of Transportation
State Highway Administration**

203

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

PLEASE REPLY TO:
BUREAU OF LANDSCAPE ARCHITECTURE
2323 WEST JOPPA ROAD
BROOKLANDVILLE, MARYLAND 21022

October 18, 1988

Mr. Richard E. Petty
100 Old Mill Bottom Road
Annapolis, Maryland 21401

Dear Mr. Petty:

I am writing to report to you the results of our recent studies concerning traffic noise at your home, adjacent to U.S. Route 50.

For an area to be considered for the State Highway Administration's Noise Abatement Program, all of the following criteria must be met:

- Noise levels must meet or exceed the impact threshold of 67 decibels (dBA);
- A majority of the impacted residences must have preceded the highway;
- Construction of an effective noise barrier must be feasible;
- Cost must be reasonable; cost per protected residence may not exceed \$40,000;
- At least 75% of the affected residents must favor the project; and
- Funds must be available.

My telephone number is (301) 321-3521

Mr. Richard E. Petty
October 18, 1988
Page 2

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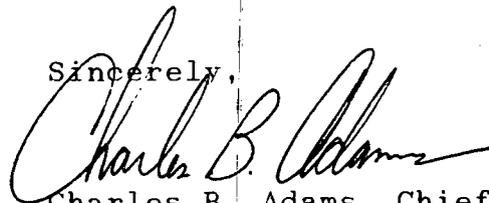
Our studies involved monitoring traffic noise levels at three locations on your property. Noise levels exceeded the 67 decibel impact threshold at two of the three test sites. This level is applicable to residential land use and is the same as the Federal Highway Administration (FHWA) regulations on traffic noise impact. The tabulated results are attached for your information, as is a copy of the actual printout from the noise monitor as you requested. These results satisfy the first requirement for consideration of a noise barrier.

If your residence was built prior to the construction of U.S. Route 50, the State would consider a noise barrier under current policy. Assuming that the residence meets the second requirement regarding date of construction, we conducted an evaluation of the feasibility of a noise barrier for the property.

For a noise barrier to be effective for the area at your house, the barrier would have to wrap around both ends of the property, a distance of at least 250-300 linear feet, and be a minimum of 16 feet in height. The maximum benefit would only be realized in the yard and ground level of the house, and would not provide substantial noise reduction for the upper story of the house. The cost of such a barrier would exceed \$100,000, which is well above our per-residence limit of \$40,000. Thus, it does not meet our criterion for cost effectiveness. I trust this answers your concerns and the questions you raised.

I regret that we cannot offer a more positive response however; if you have any questions, please feel free to contact me.

Sincerely,



Charles B. Adams, Chief
Bureau of Landscape Architecture

CBA:prc
Attachments
cc: Mr. E.J. Miller, Jr.
Mr. K.D. Polcak
Ms. P.A. Gauss



**Maryland Department of Transportation
State Highway Administration**

205

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

PLEASE REPLY TO:
BUREAU OF LANDSCAPE ARCHITECTURE
2323 WEST JOPPA ROAD
BROOKLANDVILLE, MARYLAND 21022

December 21, 1988

Mr. William Pickett
First Technology Corporation
P. O. Box 4446
Alexandria, Virginia 22303

Dear Bill:

Enclosed is a copy of the report summarizing the freeze/thaw testing of the absorptive sound barrier panel performed by the Federal Highway Administration.

The report is pretty much self-explanatory. The concern you shared with me regarding the method of handling the panels is not specifically addressed in the report. Although this may have had some effect, the magnitude of the panel failure would suggest to me other causes besides the handling methods.

Please contact me when you've had an opportunity to review the report.

Sincerely,

Charles B. Adams, Chief
Bureau of Landscape Architecture

CBA/eh
Enclosure

My telephone number is (301) _____

1908 - 1988



80 YEARS of SERVICE

**Maryland Department of Transportation
State Highway Administration**

209

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

PLEASE REPLY TO:
BUREAU OF LANDSCAPE ARCHITECTURE
2323 WEST JOPPA ROAD
BROOKLANDVILLE, MARYLAND 21022

November 4, 1988

Resident
419 Biggs Avenue
Frederick, Maryland 21701

Dear Resident:

I am writing to update you and the other residents of your community on the status of our noise studies for Biggs Avenue, adjacent to U.S. Route 15.

As I indicated in my January 22nd letter to Ms. Paulette Kolb, our research into the potential cost-effectiveness of a noise barrier requires new mapping and more detailed studies of the area. Our investigations are underway and we anticipate that they will be completed by the end of this year. I will contact you and the other residents in the area with the results by mid-January 1989.

Sincerely,

Charles B. Adams, Chief
Bureau of Landscape Architecture

CBA:prc

cc: Ms. Paulette L. Kolb
Mr. Wayne Clingan, District Engineer

My telephone number is (301) _____

207

November 3, 1988

The following persons received the enclosed letter:

1. Ms. Sibyl Lippart
2. Ms. Betty Yinger
3. Mrs. J. Alfred Cutsail
4. Mr. Francis Holden
5. Ms. Catherine Von Fossen
6. Ms. Debbie Oranczak
7. Mr. Lloyd M. Fogle
8. Mr. & Mrs. Frederick Fleming
9. Ms. Madeline Seeger
10. Mr. & Mrs. James H. Bower
11. Ms. Florian Lindner
12. Ms. Ruth Grove
13. Ms. Martha Crutchley
14. Ms. Sally Smith
15. Mr. Wayne Tucker
16. Mr. Clarence E. Power

1908 - 1988



Maryland Department of Transportation
State Highway Administration

208

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

PLEASE REPLY TO:
BUREAU OF LANDSCAPE ARCHITECTURE
2323 WEST JOPPA ROAD
BROOKLANDVILLE, MARYLAND 21022

September 9, 1988

Resident
5501 Hill Way
Suitland, Maryland 20746

Dear Sir or Madam:

Thank you for responding to our recent questionnaire concerning the noise barriers on I-95 from MD Route 5 to Auth Road.

I have read your letter and can understand your concern with the apparent drainage problem adjacent to your property. I am forwarding your request to Mr. Michael Snyder, District Engineer, who is responsible for the highways in your area. Mr. Snyder's office will investigate the problem and contact you as to when and how this situation might be corrected. For your information, Mr. Snyder can be reached in Greenbelt at 220-7313.

Again, thank you for your comments on the noise barrier project, and for bringing this matter to my attention.

Sincerely,

A handwritten signature in cursive script that reads 'Charles B. Adams'.

Charles B. Adams, Chief
Bureau of Landscape Architecture

CBA:prc
cc: Mr. Michael Snyder

My telephone number is (301) 321-3521



Maryland Department of Transportation
State Highway Administration

209

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

PLEASE REPLY TO:
BUREAU OF LANDSCAPE ARCHITECTURE
2323 WEST JOPPA ROAD
BROOKLANDVILLE, MARYLAND 21022

September 30, 1988

Dr. Paul Rick
7707 Arrowwood Court
Bethesda, Maryland 20817

Dear Dr. Rick:

I spoke to John Vanderveen on September 26th concerning additional information about the performance of the noise barrier studied for the Arrowwood Road area. Specifically, John asked if we could provide data on those homes that would receive a minimum 2.5 dB noise reduction if a barrier were constructed. Since, John asked me to transmit this information to you.

We have identified all of the homes in this area which would receive at least a 3 dB noise reduction but were not included in our cost calculations. The enclosed map delineates these residences.

If you have any questions, please contact me at (301) 321-3521.

Sincerely,

Charles B. Adams, Chief
Bureau of Landscape Architecture

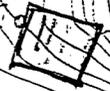
CBA:prc
cc: Mr. Hal Kassoff
Mr. John Zackrison

My telephone number is (301) 321-3521



AREA B

FRONT





Maryland Department of Transportation
State Highway Administration

Richard H. Trainor
Secretary
212
Hal Kassoff
Administrator

PLEASE REPLY TO:
BUREAU OF LANDSCAPE ARCHITECTURE
2323 WEST JOPPA ROAD
BROOKLANDVILLE, MARYLAND 21022

October 19, 1988

Mrs. Florence Roberts
715 Greentree Road
Linthicum Heights, Maryland 21090

Dear Mrs. Roberts:

I am responding to the letter from Mr. Seymour M. (Joe) Spears dated September 15th, concerning the situation at the residence at 715 Greentree Road. Unfortunately, for some reason we never received the original letter, but did received a follow-up copy dated October 15th.

Mr. Spears indicated that as a result of the noise barrier project adjacent to this residence one of the pine trees is dead and the chain link fence is not properly completed.

Since construction activities are the responsibility of each S.H.A. district, by copy of this letter I am asking the District Engineer for your area, Mr. Edward H. Meehan to investigate this matter and respond to you directly at 859-1863 after October 24th.

Thank you for bringing this matter to our attention.

Sincerely,

Charles B. Adams, Chief
Bureau of Landscape Architecture

CBA:EJM:prc
cc: Mr. Edward H. Meehan

My telephone number is (301) 321-3521



Maryland Department of Transportation
State Highway Administration

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

213

December 13, 1988

Mr. Kenneth A. Rubin
7313 Heatherhill Court
Bethesda, Maryland 20817

Dear Mr. Rubin:

Thank you for your November 16th letter concerning noise barriers on I-495.

We have received several inquiries regarding the issue of reflected noise where a noise barrier is constructed on one side of a highway. A noise monitoring study was conducted to try and determine if noise had increased on the opposite side of the highway. This study did not discern any appreciable differences opposite the barrier compared to noise levels in the vicinity where there were no noise barriers.

The State Highway Administration does not have any plans to construct noise barriers on the east side of I-495, south of River Road. This area was studied during the planning phase for the project and it was determined that all of the criteria for construction of a noise barrier were not met. This data is contained in the Finding of No Significant Impact (FONSI) for the project, together with information regarding other potential environmental effects. A copy of the FONSI is included for your information.

The FONSI was approved by the Federal Highway Administration (FHWA) on July 20, 1988. The person to contact regarding this document or to discuss project funding by the FHWA is Mr. Porter Barrows; Division Administrator, Federal Highway Administration; The Rotunda - Suite 220; 711 West 40th Street; Baltimore, Maryland 21211-2187. Mr. Barrows can be reached by telephone at (301) 962-4440.

We have added your name to our mailing list for this project as you have requested.

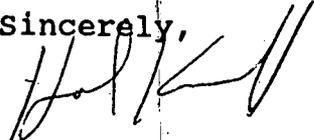
My telephone number is (301) _____

Mr. Kenneth A. Rubin
Page Two

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If you would like additional information, please feel free to contact Mr. Charles B. Adams, Chief of our Bureau of Landscape Architecture. Mr. Adams can be reached at (301) 321-3521.

Sincerely,



Hal Kassoff
Administrator

HK/t

Enclosure

cc: ✓ Mr. Charles B. Adams



Maryland Department of Transportation
State Highway Administration

215

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

October 19, 1988

Mr. Kenneth A. Rubin
7313 Heatherhill Court
Bethesda, Maryland 20817

Dear Mr. Rubin:

Secretary of Transportation Richard H. Trainor asked me to thank you for your September 26th letter concerning noise barriers on the Capital Beltway between River Road and MacArthur Boulevard. He asked me to look into the matter and reply to you directly.

We have looked into whether the area from River Road to south of Seven Locks Road qualifies for a noise barrier. For an area to qualify, the following criteria must be met:

- noise levels must exceed the impact threshold of 67 decibels;
- the impacted areas must predate the highway;
- an effective barrier must be feasible;
- cost to protect the area must be reasonable;
- the community must favor the barrier; and
- funds must be available.

The residences from River Road to south of Seven Locks Road were constructed after the beltway; therefore, the area does not qualify for a noise barrier.

However, there is interest on the part of a segment of the community to share the cost of a barrier with the State Highway Administration. We are willing to consider this option and it is presently being investigated.

My telephone number is (301) 333-1111

216

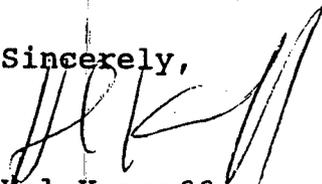
Mr. Kenneth A. Rubin
Page Two

I understand your concerns about an increase in noise levels if noise barriers are constructed on one side of the beltway. Our experience has not shown that such an increase results in locations where barriers are constructed on only one side of the highway.

Please feel free to call Mr. Charles B. Adams, Chief of the Bureau of Landscape Architecture, at (301) 321-3521, if you would like additional information regarding the specifics of our studies or if you have any other questions regarding noise abatement.

Thank you for taking the time to bring your concerns to our attention.

Sincerely,



Hal Kassoff
Administrator

HK/sl

cc: Secretary Richard H. Trainor
Mr. Charles B. Adams ✓

1908 - 1988



80 YEARS of SERVICE

**Maryland Department of Transportation
State Highway Administration**

217
Richard H. Trainor
Secretary

Hal Kassoff
Administrator

PLEASE REPLY TO:
BUREAU OF LANDSCAPE ARCHITECTURE
2323 WEST JOPPA ROAD
BROOKLANDVILLE, MARYLAND 21022

November 7, 1988

Ms. Jackie Schatz
1615 Sulphur Spring Road
Arbutus, Maryland 21227

Dear Ms. Schatz:

I am writing to report to you the results of the recent traffic noise level studies conducted in your community, adjacent to the I-695/I-95 interchange. The studies were initiated based on requests received at the June, 1988 Location/Design Public Hearing for the expansion of the Baltimore Beltway.

For a community to be considered for noise abatement under State Highway Administration Policy, all of the following criteria must be met:

- noise levels must exceed the impact threshold level of 67 decibels (dBA);
- a majority of the impacted residences must have preceded the highway;
- construction of an effective noise barrier must be feasible;
- cost must be reasonable; cost per impacted residence that is protected may not exceed \$40,000;
- seventy-five percent (75%) of the affected residents must favor the project; and
- funds must be available.

Figure I (attached) outlines the study area. The goal of the study was to determine the extent and degree of noise impact experienced in the community. Short-term noise measurements (each 10-20 minutes in duration) were taken at 14 locations, as shown on Figure II, during the hours of 9-11 a.m. A 24-hour test was conducted at site 3, the results of which are shown on Figure III.

My telephone number is (301) 321-3521

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

Ms. Jackie Schatz
November 7, 1988
Page 2

As you can see on Figure II, there are two noise level values shown. The top value is the actual noise level measured at the indicated site. The bottom value is the maximum noise level that could be expected at each site. This value was determined by adjusting the measured values based on the maximum noise level found during the 24-hour test. The maximum noise level period during the 24-hour study was 6-7 a.m., when levels were three decibels (dBA) higher than during the 9-11 a.m. period (when short-term measurements were taken). Therefore, we projected that the highest noise level that could be expected at any of the sites would be 3 dBA greater than the actual measured value. Based on this information, a noise impact zone was established, as shown on Figure IV. The shaded area represents the maximum extent of traffic noise impact in the community.

The area of highest noise levels is found along Old Sulphur Spring Road, where the residences are closest to and generally at the same elevation as the highway. Only four residences in this area are impacted above the 67 dBA threshold. A barrier 500-600 feet in length would be required, at a cost of well over \$240,000 which yields a cost per residence of over \$60,000. This substantially exceeds our limit of \$40,000. In the vicinity of Benson Avenue, limited impact (2-3 residences) and cost also make a noise barrier impractical.

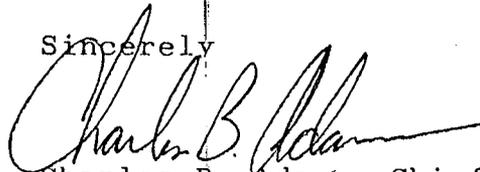
The wooded area and embankment identified on Figure II do provide some benefits. The wooded area provides a significant visual screen, particularly for the residents on Lister, Dewitt, and portions of Larlin and Marsha Roads. There may also be some minor noise reduction realized.

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Ms. Jackie Schatz
November 7, 1988
Page 3

I regret that I cannot offer a more positive response, but hope that I have clarified our policy as it relates to your community. If you have any questions regarding the study results, please feel free to contact us.

Sincerely



Charles B. Adams, Chief
Bureau of Landscape Architecture

CBA:prc
Attachments

cc: Mr. Eugene J. Miller, Jr.
Mr. Kenneth D. Polcak
Ms. Patricia A. Gauss



Maryland Department of Transportation
State Highway Administration

C. Adams
Richard H. Trainor
Secretary

Hal Kassoff
Administrator

OCT 14 1988

Mrs. Sharon M. Shank
20105 York Road
Parkton, Maryland 21120

Dear Mrs. Shank:

Thank you for your recent letter concerning the status of noise abatement and privacy measures for the Apple Valley community, adjacent to I-83.

As you may already know, your community does not qualify for noise barriers due to the fact that the homes were built very recently. Our policy allows funding only for areas which existed prior to construction of the highway. Additional noise level measurements will not change the fact that the area does not meet the criterion for date of construction.

You will be pleased to know, however, that we are proceeding with the landscape planting for your area. Please be assured that the priority rating for this has not changed. Final approval for the landscaping contract project was received later than we had originally anticipated. Therefore, the planting will be done in the spring of 1989.

The planting will consist of evergreen trees, five to six feet tall, placed close to the highway. We feel that evergreens will provide privacy and some psychological relief from the traffic noise as well. We investigated your request for planting in the median, and have determined that shrubs would provide no significant benefits in terms of privacy or noise reduction.

My telephone number is (301) _____

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OCT 14 1988

Mrs. Sharon M. Shank
Page Two

If you have any additional questions, please feel free to contact Mr. Charles B. Adams, Chief of the Bureau of Landscape Architecture, at (301) 321-3521. Thank you for bringing your concerns to my attention.

Sincerely,

ORIGINAL SIGNED BY:
HAL KASSOFF
Hal Kassoff
Administrator

HK/sl

- cc: The Honorable Helen Delich Bentley
- The Honorable Francis X. Kelly
- The Honorable A. Wade Kach
- The Honorable Robert L. Ehrlich, Jr.
- The Honorable Ellen R. Sauerbrey
- The Honorable Charles A. Ruppertsberger III
- Mr. Charles B. Adams

- bcc: Mr. Bob B. Myers
- Mr. Robert D. Douglass
- Mr. Charles B. Adams ✓

Dictated by: Ms. Patricia Gauss-SHA 321-3607 10/4/88.

1908 - 1988



**Maryland Department of Transportation
State Highway Administration**

022
Richard H. Trainor
Secretary

Hal Kassoff
Administrator

PLEASE REPLY TO:
BUREAU OF LANDSCAPE ARCHITECTURE
2323 WEST JOPPA ROAD
BROOKLANDVILLE, MARYLAND 21022

November 7, 1988

Mr. Dan Siskey
4930 Gateway Terrace
Arbutus, Maryland 21227

Dear Mr. Siskey:

I am writing to report to you the results of the recent traffic noise and vibration studies conducted at your home adjacent to I-695. The studies were initiated based upon your request at the June 1988 Location/Design Public Hearing for the expansion of I-695.

The studies conducted at your home consisted of simultaneous testing of both airborne noise and ground vibrations generated from passing trucks on I-695. The average noise level was 69 decibels (dBA), which is above our impact threshold of 67 dBA. In addition to the average noise level, the maximum, or peak noise level was noted for individual trucks that passed by the test site. The peak noise levels were found to be approximately 82-84 dBA. These peak noise level readings were made simultaneously with vibration measurements in an attempt to relate the peak noise level with the vibration levels. The results showed that the levels of vibration were below the threshold of perception. Because the vibration levels were so low, it was concluded that the major source of vibration within the house is likely the airborne noise and not ground vibration.

As you are probably aware, this section of I-695 between Wilkens Avenue and Southwestern Boulevard is slated for noise barriers. The project is currently under design and is scheduled for construction in fall 1989 if funding is available at that time.

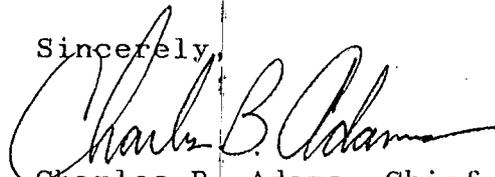
My telephone number is (301) 321-3521

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Mr. Dan Siskey
November 7, 1988
Page 2

I trust this information satisfies your needs at this time.
If you have any questions, please feel free to contact me.

Sincerely,



Charles B. Adams, Chief
Bureau of Landscape Architecture

CBA:prc

cc: Mr. Eugene J. Miller, Jr.
Mr. Kenneth D. Polcak
Ms. Patricia A. Gauss



Maryland Department of Transportation
State Highway Administration

224

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

September 7, 1988

Mr. and Mrs. Kingsley Smith
115 Arbutus Avenue
Catonsville, Maryland 21228

Dear Mr. and Mrs. Smith:

I am writing to you to follow up on your recent meeting with Messrs. Eugene Miller and Ken Polcak, from our Bureau of Landscape Architecture, regarding noise impacts at your home adjacent to I-695 (Baltimore Beltway).

As you know, the studies conducted for the Arbutus Avenue area indicated that a noise barrier could not be justified on the basis of excessive cost. The total cost of the barrier divided by the number of residences that experience noise levels above our impact threshold exceeds our \$40,000 per residence limit.

You also indicated that a major concern is the potential loss of the existing trees and shrubs within the right-of-way as a result of the proposed expansion of the beltway. I want to assure you that every effort will be made to minimize disturbance of the existing vegetation along the highway in your area. In addition, upon completion of the proposed project, a landscaping plan will be prepared to restore vegetation lost during construction and to adequately buffer your area from the highway.

You also indicated that glare from the lights on the existing overhead exit sign in front of your home is creating a problem. I have asked our District Engineer, Mr. Charles R. Olsen, to investigate the situation and contact you directly with his findings. You may expect to hear from Mr. Olsen by the end of September.

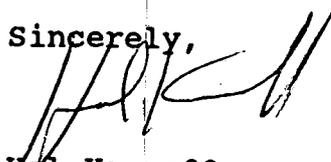
My telephone number is (301) _____

Mr. and Mrs. Kingsley
Page Two

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We appreciated the opportunity to meet with you to clarify our criteria and the studies that have been performed. Please don't hesitate to contact us if you have any additional questions.

Sincerely,



Hal Kassoff
Administrator

HK:prc

cc: Mr. Charles R. Olsen
Mr. Eugene J. Miller, Jr.
Mr. Kenneth D. Polcak



Maryland Department of Transportation
State Highway Administration

226

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

PLEASE REPLY TO:
BUREAU OF LANDSCAPE ARCHITECTURE
2323 WEST JOPPA ROAD
BROOKLANDVILLE, MARYLAND 21022

December 19, 1988

Mr. Joseph Sperber
3546 Raymoor Road
Kensington, Maryland 20895

Dear Mr. Sperber:

I am writing in response to your recent inquiry to this office concerning noise barriers for your community adjacent to I-495.

I can certainly understand your feelings regarding the traffic noise impacts on your community. We investigated this area as part of the I-495 widening project and found that noise levels were far below the 67 decibel impact threshold, averaging approximately 55 decibels.

In addition, since the residences are located at a considerable distance from the highway, it is unlikely that a noise barrier would have much effect on the noise you perceive. In general, noise barriers are most effective for areas within 200 feet of the highway.

In regard to noise barriers for Rock Creek Park, it was determined during the environmental studies that noise barriers were not warranted. The Maryland-National Capital Park and Planning Commission concurred with this decision.

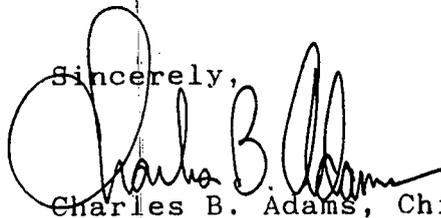
My telephone number is (301) _____

Lee

Mr. Joseph Sperber
Page 2
December 19, 1988

We will schedule some additional measurements at your community to monitor current noise levels. This work should take approximately three months to complete, at which time I will notify you of the results.

Sincerely,



Charles B. Adams, Chief
Bureau of Landscape Architecture

CBA:prc



Maryland Department of Transportation
State Highway Administration

228

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

PLEASE REPLY TO:
BUREAU OF LANDSCAPE ARCHITECTURE
2323 WEST JOPPA ROAD
BROOKLANDVILLE, MARYLAND 21022

October 18, 1988

Stevenson Village Condominiums
3205 Old Post Drive
Pikesville, Maryland 21208
Attention: Mrs. Gold

Dear Mrs. Gold:

I am writing to follow up your recent telephone conversation with Mr. Eugene Miller, of this office, concerning our landscape project for Stevenson Village, adjacent to I-695.

As indicated to you, final approval for the landscaping contract was received later than we had originally anticipated which will not allow us to do fall planting. Therefore, the planting will be done in the spring of 1989. Please be assured that the priority rating for this work has not changed.

I trust this satisfies your understanding in this matter. If you have any additional questions, please feel free to contact me or Mr. Miller. His telephone number is (301) 321-3530.

Sincerely,

Charles B. Adams, Chief
Bureau of Landscape Architecture

CBA:prc
cc: Mr. Eugene J. Miller
Mr. Paul A. Georgiou

My telephone number is (301) 321-3521



Maryland Department of Transportation
State Highway Administration

229

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

PLEASE REPLY TO:
BUREAU OF LANDSCAPE ARCHITECTURE
2323 WEST JOPPA ROAD
BROOKLANDVILLE, MARYLAND 21022

November 7, 1988

Mr. William Szymanski
1550 Lister Road
Arbutus, Maryland 21227

Dear Mr. Szymanski:

I am writing to report to you the results of the recent traffic noise level studies conducted in your community, adjacent to the I-695/I-95 interchange. The studies were initiated based on requests received at the June, 1988 Location/Design Public Hearing for the expansion of the Baltimore Beltway.

For a community to be considered for noise abatement under State Highway Administration Policy, all of the following criteria must be met:

- noise levels must exceed the impact threshold level of 67 decibels (dBA);
- a majority of the impacted residences must have preceded the highway;
- construction of an effective noise barrier must be feasible;
- cost must be reasonable; cost per impacted residence that is protected may not exceed \$40,000;
- seventy-five percent (75%) of the affected residents must favor the project; and
- funds must be available.

Figure I (attached) outlines the study area. The goal of the study was to determine the extent and degree of noise impact experienced in the community. Short-term noise measurements (each 10-20 minutes in duration) were taken at 14 locations, as shown on Figure II, during the hours of 9-11 a.m. A 24-hour test was conducted at site 3, the results of which are shown on Figure III.

My telephone number is (301) 321-3521

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Mr. William Szymanski
November 7, 1988
Page 2

As you can see on Figure II, there are two noise level values shown. The top value is the actual noise level measured at the indicated site. The bottom value is the maximum noise level that could be expected at each site. This value was determined by adjusting the measured values based on the maximum noise level found during the 24-hour test. The maximum noise level period during the 24-hour study was 6-7 a.m., when levels were three decibels (dBA) higher than during the 9-11 a.m. period (when short-term measurements were taken). Therefore, we projected that the highest noise level that could be expected at any of the sites would be 3 dBA greater than the actual measured value. Based on this information, a noise impact zone was established, as shown on Figure IV. The shaded area represents the maximum extent of traffic noise impact in the community.

The area of highest noise levels is found along Old Sulphur Spring Road, where the residences are closest to and generally at the same elevation as the highway. Only four residences in this area are impacted above the 67 dBA threshold. A barrier 500-600 feet in length would be required, at a cost of well over \$240,000 which yields a cost per residence of over \$60,000. This substantially exceeds our limit of \$40,000. In the vicinity of Benson Avenue, limited impact (2-3 residences) and cost also make a noise barrier impractical.

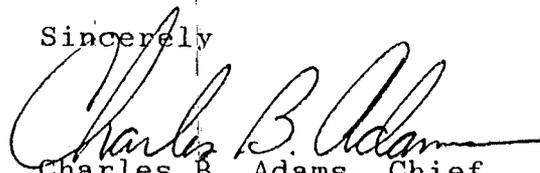
The wooded area and embankment identified on Figure II do provide some benefits. The wooded area provides a significant visual screen, particularly for the residents on Lister, Dewitt, and portions of Larlin and Marsha Roads. There may also be some minor noise reduction realized.

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Mr. William Szymanski
November 7, 1988
Page 3

I regret that I cannot offer a more positive response, but hope that I have clarified our policy as it relates to your community. If you have any questions regarding the study results, please feel free to contact us.

Sincerely



Charles B. Adams, Chief
Bureau of Landscape Architecture

CBA:prc
Attachments

cc: Mr. Eugene J. Miller, Jr.
Mr. Kenneth D. Polcak
Ms. Patricia A. Gauss

232

September 26, 1988

Ms. Ruth Thomas
16 Acorn Drive
Annapolis, Maryland 21401

Dear Ms. Thomas:

Governor William Donald Schaefer has asked me to thank you for your September 6th letter and to respond to you directly regarding the issue of sound barriers for the Weems Creek area along US 50.

The State Highway Administration is currently conducting additional noise impact studies in the area. These studies have been coordinated with community representatives from both the Acorn Drive area and Riverview Manor, which is located along the south side of US 50. Upon completion of this work, the results will be presented to the community. We anticipate scheduling a meeting by early November, at which time we will contact you.

I want to assure you that every consideration will be given to this area under the criteria of our noise abatement policy. Thank you for bringing your concerns to our attention.

Sincerely,

/s/ RICHARD H. TRAINOR

Richard H. Trainor
Secretary

RHT:prc

cc: The Honorable Gerald W. Winegrad
The Honorable Michael Busch

bcc: Mr. Hal Kassoff
Mr. Bob B. Myers
Mr. Robert Douglass
Mr. Charles B. Adams ✓

Dictated by: Ms. Patricia A. Gauss-SHA 321-3607 9/20/88.

NOV 22 1988

233

Ms. Ruth Thomas
16 Acorn Drive
Annapolis, Maryland 21401

Dear Ms. Thomas:

I am writing to follow up Secretary Richard H. Trainor's September 26th letter to you concerning the Weems Creek area along US 50. In that letter, Mr. Trainor indicated that we anticipated scheduling a meeting in early November to present the results of additional noise studies in the area.

The additional noise measurements, which are being done in cooperation with community residents, have not all been completed. We have also initiated a study to determine the feasibility of earth mounding in the area. We should have the results of both studies by the end of the year, at which time we will contact you concerning a meeting.

Thank you for your patience in this matter.

Sincerely,

ORIGINAL SIGNED BY:

HAL KASSOFF

Hal Kassoff
Administrator

HK:prc

cc: Mr. Richard H. Trainor

bcc: Mr. Bob B. Myers
Mr. Robert D. Douglass
Mr. Charles B. Adams

Dictated by: Ms. Patricia A. Gauss - 11/16/88 321-3607

234

September 26, 1988

Ms. Ruth Thomas
16 Acorn Drive
Annapolis, Maryland 21401

Dear Ms. Thomas:

Governor William Donald Schaefer has asked me to thank you for your September 6th letter and to respond to you directly regarding the issue of sound barriers for the Weems Creek area along US 50.

The State Highway Administration is currently conducting additional noise impact studies in the area. These studies have been coordinated with community representatives from both the Acorn Drive area and Riverview Manor, which is located along the south side of US 50. Upon completion of this work, the results will be presented to the community. We anticipate scheduling a meeting by early November, at which time we will contact you.

I want to assure you that every consideration will be given to this area under the criteria of our noise abatement policy. Thank you for bringing your concerns to our attention.

Sincerely,

/s/ RICHARD H. TRAINOR

Richard H. Trainor
Secretary

RHT:prc

cc: The Honorable Gerald W. Winegrad
The Honorable Michael Busch

bcc: Mr. Hal Kassoff
Mr. Bob B. Myers
Mr. Robert Douglass
Mr. Charles B. Adams ✓

Dictated by: Ms. Patricia A. Gauss-SHA 321-3607 9/20/88.

1908 - 1988



**Maryland Department of Transportation
State Highway Administration**

235

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

PLEASE REPLY TO:
BUREAU OF LANDSCAPE ARCHITECTURE
2323 WEST JOPPA ROAD
BROOKLANDVILLE, MARYLAND 21022

June 30, 1988

Mr. Harry Traurig
5729 Richardson Mews Circle
Relay, Maryland 21227

Dear Mr. Traurig:

As a follow-up to your recent telephone conversation with Mr. Ken Polcak of my staff, I have enclosed a copy of the interim report on noise level studies for the Richardson Mews community. We regret the oversight in forwarding the report to you earlier.

As indicated in the report, we will be conducting additional measurements in the area. Specifically, we have scheduled additional testing in July, to expand our current data before the eventual completion of the I-195 project and will follow-up again approximately six (6) months after the I-195 opening. We will forward supplements to the attached report to you upon completion of the additional studies.

If you have any questions in the meantime please feel free to contact Mr. Polcak at 321-3481.

Sincerely,

A handwritten signature in cursive script that reads 'Charles B. Adams'.

Charles B. Adams, Chief
Bureau of Landscape Architecture

CBA/prc
Enclosure

cc: Mr. Eugene J. Miller, Jr.
Mr. Kenneth D. Polcak
Ms. Patricia A. Gauss

My telephone number is (301) 321-3521



**Maryland Department of Transportation
State Highway Administration**

236

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

NOV 21 1988

Mr. William Vesperman
1919 Cypress Drive
Bel Air, Maryland 21014

Dear Mr. Vesperman:

I am writing to report to you the results of our recent noise level studies in your community, adjacent to MD 24.

For a community to be considered for noise abatement under State Highway Administration Policy, all of the following criteria must be met:

- noise levels must exceed the impact threshold level of 67 decibels (dBA);
- a majority of the impacted residences must have preceded the highway;
- construction of an effective noise barrier must be feasible;
- cost must be reasonable; cost per impacted residence that is protected may not exceed \$40,000;
- seventy-five percent (75%) of the affected residents must favor the project; and
- funds must be available.

Our study consisted of several short-term measurements (10-20 minutes in duration) at your residence, and a 24-hour measurement at 37 Lake Drive. The measurements taken at your home revealed average noise levels of 49-52 decibels. Based on the 24-hour study, we determined that the noise level may be a maximum of two decibels higher (51-54 dBA) than our actual measurements, but still well below the 67 decibel threshold. Therefore, we cannot consider noise abatement measures for the area.

My telephone number is (301) _____

Mr. William Vesperman
Page 2

I regret that I cannot offer a more positive response to your concerns, but trust that I have clarified our policy as it relates to your community.

Sincerely,

ORIGINAL SIGNED BY:
HAL KASSOFF
Hal Kassoff
Administrator

HK:prc

bcc: Mr. Bob B. Myers
Mr. Robert D. Doulass
Mr. Charles B. Adams

Dictated by: Ms. Patricia A. Gauss-SHA 11/14/88 321-3609



**Maryland Department of Transportation
State Highway Administration**

238

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

PLEASE REPLY TO:
BUREAU OF LANDSCAPE ARCHITECTURE
2323 WEST JOPPA ROAD
BROOKLANDVILLE, MARYLAND 21022

September 30, 1988

Mr. T.H. Weingroff
3324 Southgreen Road
Baltimore, Maryland 21207

Dear Mr. Weingroff:

I am responding to your recent letter to Baltimore County Executive Dennis Rasmussen, which was forwarded to me from District Engineer C. Robert Olsen, regarding your idea for improving our noise barrier performance.

Your suggestion to place a cap on top of the barrier is an idea that has some merit from an acoustical standpoint. By making the top of the barrier wider, the sound must travel a greater distance to pass over the barrier, which further reduces its volume. This approach has been utilized on a limited basis in both Canada and Japan.

In Toronto, Canada, a noise barrier with a 30 inch wide cap (forming a T-shaped wall section) was tested and found to provide an additional 1.5-2.5 decibel (dBA) noise reduction over a wall of the same height without the cap. Unfortunately, this additional reduction is not significant in terms of human perception. Other Canadian studies also suggested that barriers of lower overall height may be possible if a cap system were employed.

The Japanese have approached the issue of transportation noise with the overall emphasis on acoustical performance without regard to cost or aesthetics. The best example of a barrier system incorporating the concept you suggest is located adjacent to a toll plaza in Tokyo. The barrier system consists of nearly

My telephone number is (301) 321-3521

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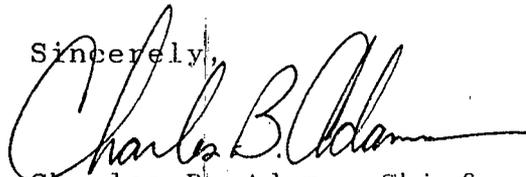
Mr. T. H. Weingroff
September 30, 1988
Page 2

3200 feet of noise walls over 30 feet in height and arching out over a portion of the roadway, creating a partial cap over the roadway. The surface facing the highway is absorptive and the overall noise reduction is nearly 20 dBA, making it almost twice as effective as a typical highway noise barrier. However, the cost of this system was \$9 million dollars, or nearly 4 times the cost of a barrier of comparable dimensions here in Maryland.

The general consensus in the research community is that additional study is needed to more accurately evaluate the complex acoustical phenomena associated with a barrier of this type. Additionally, the benefits of such a system must be weighed against some practical considerations, such as construction methods and costs, foundation requirements, and performance under extreme weather conditions (strong winds and heavy snow, for example).

We appreciate your taking the time to give us your thoughts. We are always reviewing the latest research and technology in the transportation noise field in search of the most effective solutions. If you have any further comments, please feel free to contact us.

Sincerely,



Charles B. Adams, Chief
Bureau of Landscape Architecture

CBA:prc
cc: Mr. Dennis Rasmussen



**Maryland Department of Transportation
State Highway Administration**

eko

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

PLEASE REPLY TO:
OFFICE OF DISTRICT ENGINEER
2323 WEST JOPPA ROAD
BROOKLANDVILLE, MARYLAND 21022

August 29, 1988

MEMORANDUM

TO: Mr. Charles Adams, Chief
Bureau of Landscape Architecture

FROM: Charles R. Olsen *Bob*
Metropolitan District Engineer

SUBJECT: Noise Abatement Idea

The attached idea to improve noise abatement was forwarded to this office by the Baltimore County Executive, Dennis Rasmussen.

Would you please respond to Mr. Weingroff acknowledging my receipt and forwarding it to you and also copying the County Executive.

Thanks.

CRO:ko

Attachment

My telephone number is (301) 321-3461

Baltimore County, Maryland
Executive Office
Courthouse Mezzanine
Towson, Maryland 21204
494-2450
494-3728 (TTY)

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August 16, 1988



Dennis F. Rasmussen
County Executive

T. & H. Weingroff
3324 Southgreen Road
Baltimore, Maryland 21207

Subject: Noise Barriers
Baltimore Beltway (I-695)

Dear T. & H. Weingroff:

This is to acknowledge receipt of your letter received July 19, 1988 recommending a noise abatement treatment for the barrier walls along the Baltimore Beltway (I-695).

Since the walls were designed by the State Highway Administration and are maintained by them, your letter is being referred to Mr. C. Robert Olsen, District Engineer, State Highway Administration, with the request he reply to you on your idea.

Very truly yours,

DENNIS F. RASMUSSEN
County Executive

DFR:cjp

cc: Mr. C. Robert Olsen

B1/cc: John J. Trenner

Q. J. Rossman

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I read in the Paper a while back that the walls you put up to cut out beltway traffic noise don't do any good. I have a idea to put a cap on top of the wall to catch the noise & revert back on the beltway in other words to stop the noise from going over the wall.

Let me know how you like the idea. Thanks

H. Weingroff.
3324 Southpear Rd
Baltimore Md.
21207

1127

RECEIVED
JUL 19 1988
EXECUTIVE OFFICE

RECEIVED

AUG 8 1988

SALMONS COUNTY
MIRZAI & ENGINEERS



**Maryland Department of Transportation
State Highway Administration**

243
Richard H. Trainor
Secretary
Hal Kassoff
Administrator

NOV 21 1988

Ms. Sandra L. Westervelt
31 Lake Drive
Bel Air, Maryland 21014

Dear Ms. Westervelt:

I am writing to report to you the results of our recent noise level studies in your community, adjacent to MD 24.

For a community to be considered for noise abatement under State Highway Administration Policy, all of the following criteria must be met:

- noise levels must exceed the impact threshold level of 67 decibels (dBA);
- a majority of the impacted residences must have preceded the highway;
- construction of an effective noise barrier must be feasible;
- cost must be reasonable; cost per impacted residence that is protected may not exceed \$40,000;
- seventy-five percent (75%) of the affected residents must favor the project; and
- funds must be available.

Our study consisted of several short-term measurements (10-20 minutes in duration) at your residence, and a 24-hour measurement at 37 Lake Drive. The measurements taken at your home revealed average noise levels of 49-52 decibels. Based on the 24-hour study, we determined that the noise level may be a maximum of two decibels higher (51-54 dBA) than our actual measurements, but still well below the 67 decibel threshold. Therefore, we cannot consider noise abatement measures for the area.

My telephone number is (301) _____

Ms. Sandra L. Westervelt
Page 2

I regret that I cannot offer a more positive response to your concerns, but trust that I have clarified our policy as it relates to your community.

Sincerely,

ORIGINAL SIGNED BY:

HAL KASSOFF

Hal Kassoff
Administrator

HK:prc

bcc: Mr. Bob B. Myers
Mr. Robert D. Doulass
Mr. Charles B. Adams

Dictated by: Ms. Patricia A. Gauss-SHA 11/14/88 321-3609

244



**Maryland Department of Transportation
State Highway Administration**

245
Richard H. Trainor
Secretary
Hal Kassoff
Administrator

Mr. John J. Yannone
The Law Firm of Eugene M. Zoglio, P.A.
4309 Northview Drive
Bowie, Maryland 20716

Dear Mr. Yannone:

I have received copies of your recent letters to Senator Paul S. Sarbanes and to our Bureau of Landscape Architecture, concerning the proposed improvements to U.S. 50 and MD Route 197 in the vicinity of Princeton Square.

For a community to be considered for the State Highway Administration's Noise Abatement Program, all of the following criteria must be met:

- Noise levels must meet or exceed the impact threshold of 67 decibels (dBA);
- A majority of the impacted residences must have preceded the highway;
- Construction of an effective noise barrier must be feasible;
- Cost must be reasonable; cost per protected residence may not exceed \$40,000;
- At least 75% of the affected residents must favor the project; and
- Funds must be available.

The site plan for Princeton Square shows that the community was planned with the knowledge of the possible relocation of MD 197. While Princeton Square residents may not have been aware of the project until recently, the Noise Impact Study for the project was published in October 1980, and the project has been a

My telephone number is (301) _____

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Mr. John J. Yannone
Page 2

matter of public record since the Federal Highway Administration gave its location approval in 1982. The area was not identified as impacted in the studies because it did not yet exist as a residential community, nor was it in existence at the time of the public hearing held on March 3, 1981. Our records show 1984 as the year in which Princeton Square residences were built, three years after the public hearing and two years after location approval. Therefore, the area does not meet the requirement for date of construction.

We would be glad to meet with you and the residents to clarify our Noise Policy and the proposed U.S. 50 project. Please contact Mr. Charles B. Adams, Chief of the Bureau of Landscape Architecture, if you are interested in scheduling a meeting. Mr. Adams can be reached at (301) 321-3521.

Sincerely,

Hal Kassoiff
Administrator

HK:prc

cc: The Honorable Paul S. Sarbanes
Mr. Charles B. Adams

bcc: Mr. Bob B. Myers
Mr. Robert D. Douglass

Dictated by: Ms. Patricia A. Gauss - 12/14/88 - 321-3607

PAUL S. SARBANES
MARYLAND

United States Senate

WASHINGTON, DC 20510

1 DEC 05 2:05
STATE HIGHWAY ADMIN

241

1988 DEC -2 A 10:47

November 29, 1988

Mr. Hal Kassoff
Administrator
State Highway Administration
707 North Calvert Street
Baltimore, Maryland 21202

Dear Mr. Kassoff:

Enclosed is a copy of correspondence I recently received from Mr. John Yannone, representing the Princeton Square Homeowner's Association. The letter raises some serious concerns regarding the impact of proposed improvements to U.S. 50 and Maryland Route 197 on the community of Princeton Square.

Although this is not primarily a Federal matter, I would appreciate it if you would address the concerns raised and provide Mr. Yannone with an appropriate response.

Your attention to this matter is appreciated.

With best regards,

Sincerely,



Paul S. Sarbanes
United States Senator

Enclosure

PSS/csb

THE LAW FIRM OF

EUGENE M. ZOGLIO, P. A.

4309 NORTHVIEW DRIVE

BOWIE, MARYLAND 20716

(301) 262-7500

EUGENE M. ZOGLIO*

JOHN J. YANNONE†

PATRICIA MCCARTHY-RIEGEL†

* MD., D.C., FLA. BAR

† MD. BAR

November 21, 1988

U.S. Senator Sarbanes
332 Dirksen Senate Office Building
Washington, D.C. 20510

Re: Princeton Square

Dear Senator Sarbanes:

Please be advised that I represent Princeton Square Homeowner's Association. In this regard, I am writing to you to seek your assistance with a matter which is of utmost importance to the members of the community of Princeton Square. Specifically, Princeton Square Community is being substantially impacted by the widening of Route 50 in that the ramp from Route 197 onto 50 is taking the frontage of Princeton Square, but, more importantly, the location of the ramp in proximity to the residences of Princeton Square is of great concern. It is clear from the construction drawings that have been recently provided to me, that there exists no plans for fencing or a barrier of any kind between the ramp and the residences which border the right-of-way of the ramp. This is of concern for two major reasons: (1) The noise levels as a result of the traffic flow which will now be so close to the residences of Princeton Square who boarder the ramp; and (2) that there have been made no provisions for ensuring the safety of the community with a ramp so close to the residences of the community.

I am enclosing, for your information, a response a homeowner of Princeton Square received to his inquiry as to the recent study evaluating the Princeton Square Community for traffic noise impact from the proposed improvements to U.S. 50 and Maryland Route 197. As you can see, no provisions are being made in this regard.

Further, I am enclosing my response indicating my concern that whereas the widening of U.S. Route 50 is impacting the

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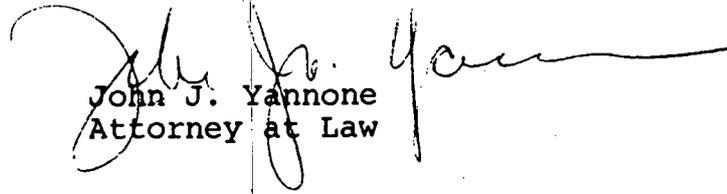
community, the substantial impact comes from the relocation of the ramp which is now in such close proximity to the residences of Princeton Square. I believe that this issue has been overlooked and as construction nears commencement, we have only recently been made aware of such impact as a result of our request to have the placement of the ramp staked out. It was not until we pursued the issue in requesting copies of the construction drawings and requesting the stakeout that this issue came to the forefront. I have expressed the great concern of the residents of Princeton Square with regard to this latest development, but this issue has received little attention.

Consequently, I am seeking the assistance of your office on behalf of Princeton Square, so that these matters will attain the level of importance which they deserve.

I would be happy to meet with you or your staff to provide further information, and I look forward to working with you on these matters.

Your prompt attention and response to these matters will be most appreciated.

Very truly yours,



John J. Yannone
Attorney at Law

JJY/dw

Encl



Maryland Department of Transportation
State Highway Administration

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

250

PLEASE REPLY TO:
BUREAU OF LANDSCAPE ARCHITECTURE
2323 WEST JOPPA ROAD
BROOKLANDVILLE, MARYLAND 21022

October 18, 1988

FYI
— SB

Mr. Steve Buckley
14838 London Lane
Bowie, Maryland 20715

Dear Mr. Buckley:

I am writing to report to you the results of our recent studies evaluating the Princeton Square community for traffic noise impacts from proposed improvements to U.S. Route 50 and Maryland Route 197.

For a community to be considered for the State Highway Administration's Noise Abatement Program, all of the following criteria must be met:

- Noise levels must meet or exceed the impact threshold of 67 decibels (dBA);
- A majority of the impacted residences must have preceded the highway;
- Construction of an effective noise barrier must be feasible;
- Cost must be reasonable; cost per protected residence may not exceed \$40,000;
- At least 75% of the affected residents must favor the project; and
- Funds must be available.

My telephone number is (301) 321-3521

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

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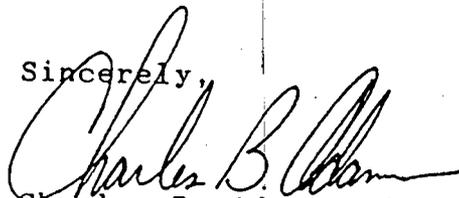
Mr. Steve Buckley
October 18, 1988
Page 2

The only area where noise levels were above our impact threshold was at two individual residences at the end of London Lane, adjacent to U.S. Route 50. Noise levels within Princeton Square did not meet or exceed the threshold. Therefore, this area fails to meet the first criterion of our noise policy. Even if noise levels had been greater, Princeton Square has only been in existence since 1984, well after the construction of U.S. 50. Thus, the second criterion is not met.

Additionally, a study of the site plan for Princeton Square shows that the community was planned with the knowledge of the possible relocation of MD Route 197, which is proposed as part of the improvements to U.S. Route 50. The Federal Highway Administration (FHWA) gave its location approval in June 1982 for the proposed highway project. The location approval date is considered the date of public knowledge of the project. FHWA regulations do not permit funding for noise abatement in areas which were developed after location approval of a highway project.

I regret that we cannot offer a more positive response, but hope I have adequately explained the situation. Please feel free to contact me if you have any questions.

Sincerely,



Charles B. Adams, Chief
Bureau of Landscape Architecture

CBA:prc
cc: Mr. Eugene J. Miller, Jr.
Mr. Kenneth D. Polcak
Ms. Patricia A. Gauss

THE LAW FIRM OF

EUGENE M. ZOGLIO, P. A.

4309 NORTHVIEW DRIVE

BOWIE, MARYLAND 20716

(301) 262-7500

EUGENE M. ZOGLIO*

JOHN J. YANNONE†

PATRICIA MCCARTHY-RIEGEL†

* MD., D. C., FLA. BAR

† MD. BAR

November 21, 1988

Charles B. Adams
Chief, Bureau of Landscape Architecture
Maryland Department of Transportation
State Highway Administration
2323 West Joppa Road
Brooklandville, Maryland 21022

Dear Mr. Adams:

Please be advised that I represent Princeton Square Homeowner's Association. I have recently been made aware of your response to a homeowner's inquiry as to the results of your recent studies evaluating the Princeton Square community for traffic noise impact from proposed improvements to U.S. Route 50 and Maryland Route 197.

In reviewing your response, I believe one major issue has been overlooked. That is, that the ramp onto Route 50 from 197 is being relocated. As a result of the relocation, the frontage of Princeton Square as it now exists is being destroyed and the Route 50 ramp is being constructed very, very close to the townhouses of Princeton Square which border on the right-of-way for the ramp.

Upon reviewing the State Highway's blueprints for construction of the ramp, it has been made clear that there are no provisions for a barrier of any sort, natural or otherwise, to shelter the townhouses on the border of the ramp from noise, access and to provide for overall safety.

It seems inconceivable that such a major project has overlooked such essential details. That is to say, regardless of when the community came into existence, the fact remains that the details of the plan are just coming to light and that there is no question that this construction shall have a substantial impact on the community of Princeton Square, changing it drastically in terms of entrance and in terms of noise and safety without a barrier between the community and the Route 50 ramp.

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There exists, no doubt, that as a result of the close proximity of the ramp to the Princeton Square Community, that funds will have to be expended to ensure the safety and well-being of the members of the Princeton Square community and to lessen the impact of noise and traffic flow which will be so close to residences which border the ramp.

I am writing in hopes that we can enter into a constructive dialogue relative to the State Highway Administration bearing at least some of these costs, as a result of the construction of the Route 50 ramp. We are presently in negotiations as to the compensation Princeton Square will receive for the taking of certain property from the entrance of the community and I will state, unequivocally, that as a result of the recent discovery as discussed above as to the closeness and proximity of the ramp to the residences of Princeton Square, we will not be able to settle that issue since this issue has now become an integral of the compensation package. Consequently, your prompt attention and response to these matters would be most appreciated. Of course, if others in the administration need be made aware of this correspondence, I trust that you will forward it to them for appropriate response.

Thank you for your cooperation.

Very truly yours,


John J. Yannone
Attorney at Law

JJY/dw

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THE LAW FIRM OF

EUGENE M. ZOGLIO, P. A.

4309 NORTHVIEW DRIVE

BOWIE, MARYLAND 20716

(301) 262-7500

EUGENE M. ZOGLIO*

JOHN J. YANNONE+
PATRICIA McCARTHY-RIEGEL+

* MD., D.C., FLA. BAR

+ MD. BAR

November 21, 1988

Charles B. Adams
Chief, Bureau of Landscape Architecture
Maryland Department of Transportation
State Highway Administration
2323 West Joppa Road
Brooklandville, Maryland 21022

Dear Mr. Adams:

Please be advised that I represent Princeton Square Homeowner's Association. I have recently been made aware of your response to a homeowner's inquiry as to the results of your recent studies evaluating the Princeton Square community for traffic noise impact from proposed improvements to U.S. Route 50 and Maryland Route 197.

In reviewing your response, I believe one major issue has been overlooked. That is, that the ramp onto Route 50 from 197 is being relocated. As a result of the relocation, the frontage of Princeton Square as it now exists is being destroyed and the Route 50 ramp is being constructed very, very close to the townhouses of Princeton Square which border on the right-of-way for the ramp.

Upon reviewing the State Highway's blueprints for construction of the ramp, it has been made clear that there are no provisions for a barrier of any sort, natural or otherwise, to shelter the townhouses on the border of the ramp from noise, access and to provide for overall safety.

It seems inconceivable that such a major project has overlooked such essential details. That is to say, regardless of when the community came into existence, the fact remains that the details of the plan are just coming to light and that there is no question that this construction shall have a substantial impact on the community of Princeton Square, changing it drastically in terms of entrance and in terms of noise and safety without a barrier between the community and the Route 50 ramp.

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ROBERT W. NOGHOE JR
ARCHITECT

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There exists, no doubt, that as a result of the close proximity of the ramp to the Princeton Square Community, that funds will have to be expended to ensure the safety and well-being of the members of the Princeton Square community and to lessen the impact of noise and traffic flow which will be so close to residences which border the ramp.

I am writing in hopes that we can enter into a constructive dialogue relative to the State Highway Administration bearing at least some of these costs, as a result of the construction of the Route 50 ramp. We are presently in negotiations as to the compensation Princeton Square will receive for the taking of certain property from the entrance of the community and I will state, unequivocally, that as a result of the recent discovery as discussed above as to the closeness and proximity of the ramp to the residences of Princeton Square, we will not be able to settle that issue since this issue has now become an integral of the compensation package. Consequently, your prompt attention and response to these matters would be most appreciated. Of course, if others in the administration need be made aware of this correspondence, I trust that you will forward it to them for appropriate response.

Thank you for your cooperation.

Very truly yours,


John J. Yannoni
Attorney at Law

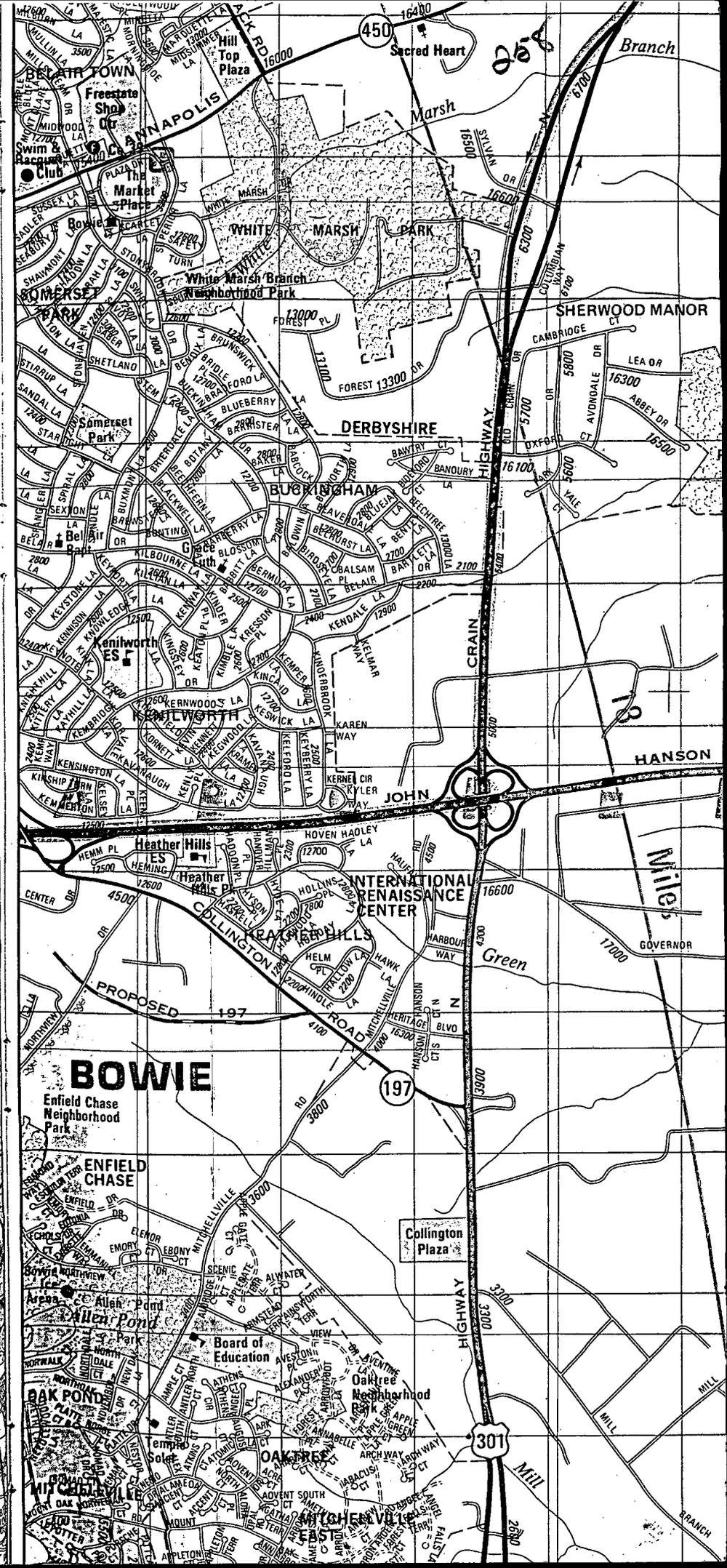
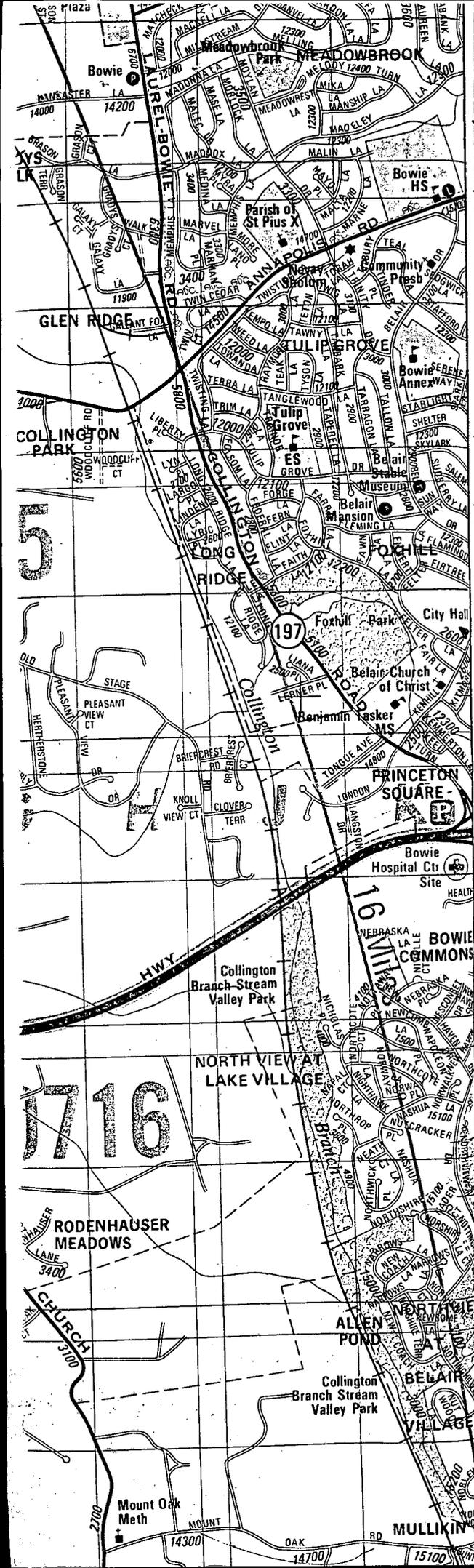
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Maryland Department of Transportation
State Highway Administration

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Richard H. Trainor
Secretary
Hal Kassoff
Administrator

September 9, 1988

Mr. John Zackerson
Kirkland and Ellis
655 15th Street N.W.
Suite 1200
Washington, D.C. 20005

Dear Mr. ~~Zackerson~~ *John*:

I am writing to summarize the investigations which have been conducted concerning the issue of noise barrier construction on I-495 in the Bethesda area. Specifically, I wish to discuss our position regarding Noise Sensitive Areas B and E.

A commitment to construct noise barriers at Areas B and E was made by former Governor Hughes. As I have stated to you and members of the communities involved, the State Highway Administration takes pride in honoring commitments. We believe that we have defined options which both meet the spirit of Governor Hughes' commitment, and at the same time comply with our present policy.

In order for noise barriers to be approved and constructed, the following requirements must be met:

- noise levels must exceed the impact threshold of 67 dBA, Leq;
- the majority of the impacted receptors must predate the highway;
- a barrier to reduce the impact must be feasible;
- the cost of the noise barrier must be reasonable (a maximum of \$40,000 per protected residence is considered reasonable, while a protected residence is defined as one which experiences noise levels greater than the impact threshold and would receive a five decibel or greater reduction from a noise barrier);

My telephone number is (301) _____

Mr. John Zackerson
Page Two

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- the community must favor the noise barrier construction; and
- funds must be available.

We have determined that Area B meets all of our criteria with the exception of cost per residence. Our studies have determined that a barrier to protect this area would cost approximately \$58,000-\$59,000 per protected residence. We have investigated numerous barrier options in Area B in an attempt to achieve the lowest possible cost alternative. Unfortunately, this lowest cost alternative is significantly greater than the maximum expenditure considered reasonable. The State Highway Administration is willing to fund up to the maximum of \$40,000 per residence for barrier construction in this area. The balance of the cost must be provided through an alternative source or sources which could include the community and/or funds from the local jurisdiction.

Area E does not qualify for a noise barrier because the majority of the impacted residences were constructed after the completion of I-495. However, Federal policy permits the states to use Federal funds for noise barriers in locations where the community post-dates the highway, if the majority of residences were built prior to 1976. This is the case in Area E. We are willing to consider a refinement to our State policy in such cases. The State Highway Administration would be willing to fund up to one-half of the maximum cost per residence toward the construction of a noise barrier in this area. We have determined that a barrier to reduce noise levels in Area E would cost approximately \$47,000 per protected residence. If alternative funding was provided, we could provide up to \$20,000 per residence toward the construction of a barrier.

Additionally, at your request, we have looked into the possibility of constructing a screen-type fence to determine what effect this might have in reducing noise levels at Areas B and E. Effective reduction of noise requires a barrier with a height range of 16-20 feet for Area B and 18-24 feet for Area E. Anything significantly lower in height would have a much reduced effect on noise levels. A screen fence could be constructed to the same height as a noise barrier at less cost than a noise barrier; however, we do not feel this is a reasonable alternative. The long-term maintenance needed would be substantial and the finished product would be less desirable visually, structurally and acoustically. The maximum screen fence height which we would be willing to construct is 10 feet, based upon structural and maintenance considerations.

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Mr. John Zackerson
Page Three

I feel that we have defined a way to meet commitments to provide noise barriers at Areas B and E. I hope that this letter clarifies our position concerning this issue.

Sincerely,

Hal Kassoff
Administrator

HK/sl

cc: The Honorable Nancy Kopp
The Honorable Brian Frosh

bcc: Mr. Bob B. Myers
Mr. Robert D. Douglass
Mr. Charles B. Adams

dictated by C.Adams

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Richard H. Trainor
Secretary
Hal Kassoff
Administrator



Maryland Department of Transportation
State Highway Administration

PLEASE REPLY TO:
BUREAU OF LANDSCAPE ARCHITECTURE
2323 WEST JOPPA ROAD
BROOKLANDVILLE, MARYLAND 21022

November 1, 1988

Mr. Joseph J. Zeren
1102 Hampton Garth
Towson, Maryland 21204

Dear Mr. Zeren:

Thank you for your October 21st letter concerning construction of the proposed sound barrier on I-695 adjacent to your community.

As I have conveyed to you previously, construction is scheduled to begin on this project in the Spring of next year.

If you can be of further assistance, please contact me.

Sincerely,

Charles B. Adams, Chief
Bureau of Landscape Architecture

CBA/sl

321-3521

My telephone number is (301) _____

Joseph J. Zeren
1102 Hampton Garth
Towson, MD 21204

264
Oct. 21-1988

Mr. Charles B Adams
Bureau of Landscape Architecture
Brooklandville Md

Dear Mr Adams:

Prior discussions and correspondence has indicated that the Noise Barrier on the outer loop of the Beltway between Dulaney Valley Road and Providence Road will be contracted for this fall and that construction will begin in the spring of 1989.

We residents of this area are besieged by the noise and dirt from this beltway and are most anxious for help

Will you advise me of the current status of this construction project so that we can have the objective dates?

Sincerely
JJ Zeren

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**Maryland Department of Transportation
State Highway Administration**

2/6/88

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

PLEASE REPLY TO:
BUREAU OF LANDSCAPE ARCHITECTURE
2323 WEST JOPPA ROAD
BROOKLANDVILLE, MARYLAND 21022

July 29, 1988

Mr. Arnold Zerwitz
8 Saxony Court
Pikesville, Maryland 21208

Dear Mr. Zerwitz:

I am writing to you to report the findings of our latest studies concerning traffic noise from I-695 adjacent to the Eden Roc community. The studies included new noise measurements and a reevaluation of the community for qualification for a noise barrier.

The results of our studies showed that an effective noise barrier would be too costly for the Eden Roc community. The first two requirements regarding noise levels and date of construction of the majority of the homes are met. The criteria for consideration of noise abatement measurements are as follows:

- Noise levels must meet or exceed the impact threshold of 67 decibels (dBA);
- A majority of the residences must have preceded the highway;
- Construction of an effective noise barrier must be feasible and reasonable in cost (may not exceed \$40,000 per impacted residence);
- The community must favor the project; and
- Funds must be available.

My telephone number is (301) 321-3521

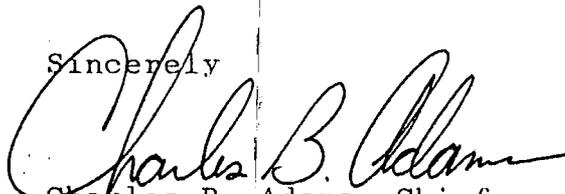
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Mr. Arnold Zerwitz
July 29, 1988
Page 2

The results of the latest noise measurement study (chart attached) indicated that under worst case conditions, a total of 8 residences are impacted above the 67 decibel threshold by the traffic noise. An effective noise barrier for the community would have to be over 1500 feet in length and would cost over \$765,000. Dividing this figure by the 8 impacted residences yields a cost per residence of over \$95,000, well above the \$40,000 limit. Therefore, we cannot justify noise barrier construction for the area.

For areas where noise barriers are too costly, we can consider landscaping to provide some measure of psychological relief from the traffic noise. If you are interested in pursuing this option, please contact me.

Sincerely



Charles B. Adams, Chief
Bureau of Landscape Architecture

CBA:prc
Attachment

cc: Mr. Eugene J. Miller, Jr.
Mr. Kenneth D. Polcak
Ms. Patricia A. Gauss