

1
April 14, 1989

The Honorable Tyras A. Athey
Maryland House of Delegates
100 House Office Building
Annapolis, Maryland 21401-1991

Dear Delegate Athey:

Thank you for your March 16th letter regarding the concerns of Mr. Daniel Buck about highway noise.

We are providing relief to many impacted communities through our noise abatement program. The thrust of our program is to address those areas where the highway was constructed after development. We feel that emphasis should be placed on those areas where the highway clearly created the impact.

A great many developments have been built adjacent to existing highways, a situation where impacted residents knew that a highway existed and one where the cost of a home may well have taken into account the highway presence.

Emphasis should be placed on preventing additional noise impacts from occurring through the land-use planning and zoning process. Including highway noise with aircraft noise contours would not necessarily accomplish this. I'm not sure I can accept Mr. Buck's rationale for combining the two noise sources. The two sources of noise are quite different and not necessarily additive. Also, highway noise mitigation measures obviously have no impact on overhead aircraft noise.

We are willing to investigate the highway noise situation to determine if his area qualifies for our program. It would take us approximately five months to perform a review of this area. Mr. Buck may wish to contact Mr. Charles B. Adams, Chief of our Landscape Architecture Division, if he would like to discuss the matter further. Mr. Adams may be reached at (301) 333-8064.

Sincerely,
ORIGINAL SIGNED BY:
HAL KASSOFF

Hal Kassoff
Administrator

HK/db

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

Dictated by: Charles B. Adams-SHA (ext. 8064) 4/5/89

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BUR. OF LANDSCAPE
ARCHITECTURE



**Maryland Department of Transportation
State Highway Administration**

3

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

May 23, 1989

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

Dear Mr. Avin: *Uri*

Thank you for your recent letter concerning the use of State Highway Administration right-of-way for noise mitigation purposes.

It is certainly our intent to be cooperative with developers, community associations and even individual residents, who might require SHA right-of-way for noise abatement purposes in areas where there is insufficient space on site. It must be understood, however, that safety and maintenance requirements cannot be sacrificed in the process.

If you would identify the developers you referenced, and describe the situations in which they have been denied permission, we will investigate each case.

Questions and requests pertaining to noise abatement projects should be directed to Mr. Charles B. Adams, Chief, Landscape Architecture Division, at 707 North Calvert Street, Baltimore, Maryland 21202. Mr. Adams may be reached at (301) 333-8063.

Thank you for bringing this matter to my attention.

Sincerely,

A handwritten signature in dark ink, appearing to be 'HK' or similar initials, written over a light-colored background.

Hal Kassoff
Administrator

HK/t

cc: Mr. Charles B. Adams

My telephone number is (301) _____

4

FEB 13 1989

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

Dear Mr. Avin:

I am writing to follow up my October 14, 1988, letter to you concerning our noise studies in the Hunt Club Estates area, adjacent to I-95.

Our studies have taken somewhat longer than we had originally anticipated, but we do expect to complete our investigations within the next few weeks. I will contact you with the results in about a month.

Thank you for your patience in this matter.

Sincerely,

ORIGINAL SIGNED BY:
~~Hal KASSOFF~~
Administrator

HK/eh

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



**Maryland Department of Transportation
State Highway Administration**

5

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

August 23, 1989

Mr. A. Porter Barrows
Division Administrator
Federal Highway Administration
The Rotunda, Suite 220
711 West 40th Street
Baltimore, Maryland 21211

Attention: Mr. Herman Rodrigo

RE: Contract AA 309-503-572
F.A.P. No. AC-I-IR-68-1(17)15/
IX 258-1(1)
I-68 - East of South Haven Road to
West of MD 450

Dear ~~Mr.~~ Barrows:

I am writing to provide additional information regarding our decision to delete the noise barrier along I-68 between Station 102+56 and Station 116+72 at the Three Mile Oak subdivision. This information has been discussed with Mr. Herman Rodrigo of your staff and Mr. Charles B. Adams of our Landscape Architecture Division.

As we indicated in prior correspondence, the area is zoned commercial and three of the affected properties have already been sold to a commercial developer. We have discussed the likelihood of the remaining residences being converted to commercial use with representatives from Anne Arundel County. It is their feeling that this area will "go" commercial within three to five years. As we have indicated previously, we do not feel the cost to construct the noise barrier is justified for the limited time frame the abatement would be in place.

Additionally, we have re-examined the noise level impact expected from reconstructed US 50 (I-68) specifically to determine the anticipated noise levels three to five years following the completion of construction. The noise report prepared for this section of US 50 indicated that design year noise levels would range from 67-70 dBA at those residences closest to the highway. Our analysis indicated that Leq noise levels five years after the highway construction is completed will be one to two decibels lower than anticipated design year noise levels. Six of the nine residences that would experience design year noise levels greater than 67 dBA will be impacted in this five year period.

My telephone number is (301) _____

6
Mr. A. Porter Barrows
Page Two

The cost of a noise barrier would be consistent with our noise policy criteria. We have determined that the cost to protect the nine impacted residences would be equivalent to approximately \$35,000/residence. The total cost of a barrier would be approximately \$315,000.

Considering all of the factors in this situation, we conclude that construction of a noise barrier to protect an existing residential area that is very likely to be converted to commercial use in five years is not a wise expenditure of funds for the limited period of time that the barrier would be in place. We, therefore, have made the decision to delete the barrier from this project.

If there are any questions, please contact Mr. Charles B. Adams of my staff. Mr. Adams can be reached at (301) 333-8063.

Sincerely,



Hal Kassoff
Administrator

HK/t

cc: Mr. Charles B. Adams



**Maryland Department of Transportation
State Highway Administration**

7
Richard H. Trainor
Secretary
Hal Kassoff
Administrator

March 17, 1989

The Honorable Helen Delich Bentley
Suite 400
200 East Joppa Road
Towson, Maryland 21204

Dear Congresswoman Bentley:

Thank you for your recent letter on behalf of Dr. John Fowble, concerning the noise barrier project on I-83 north of Timonium Road.

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 construction of 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.

Dr. Fowble's home is located south of the Timonium Road interchange on the southbound side of I-83. Except for his residence, the others in that area do not qualify because they post-date the highway construction by many years. Construction of a barrier to protect only Dr. Fowble's residence far exceeds our reasonable cost criterion.

My telephone number is (301) _____

The Honorable Helen Delich Bentley
Page Two

I regret that I cannot offer a more positive response for your constituent, but I trust that this clarifies why we cannot accommodate this request. 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: Mr. Charles B. Adams-SHA (ext. 8063) 3/14/89

August 2, 1989

The Honorable John J. Bishop
Maryland House of Delegates
1520 Doxbury Road
Towson, Maryland 21204

Dear Delegate Bishop:

Thank you for your July 14th letter about the construction of noise barriers in conjunction with proposed expansion of the Baltimore Beltway.

The studies now under way are analyzing the need for and feasibility of noise barrier construction. As you are aware from previous letters, noise barriers are approved in situations where a noise impact can be reduced for a reasonable cost. All of our proposed highway projects consider the need for noise barriers. I can assure you that we are taking a very serious look at the warrants on the Baltimore Beltway study. Where these warrants are met, the construction of noise barriers will be included with future expansion of the beltway.

I know we both realize that noise barriers are a very important issue with the public and I appreciate your continued support and understanding.

Sincerely,

ORIGINAL SIGNED BY:
HAL KASSOFF

Hal Kassoff
Administrator

HK/t

bcc: Mr. Robert D. Douglass
Mr. Charles B. Adams
Mr. Eugene Miller, Sr. ✓

Dictated by: Charles B. Adams-SHA ext. 8063 July 31, 1989

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Maryland Department of Transportation
State Highway Administration

11

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

June 2, 1989

The Honorable John J. Bishop
1520 Doxbury Road
Towson, Maryland 21204

Dear Delegate Bishop:

I am writing in response to your recent request to Charlie Adams, on behalf of the Orchard Hills Community Association, concerning an update on the status of noise abatement project number 20, proposed for I-695 from Charles Street to York Road.

As I indicated in my January 4th letter, funds are committed for all the projects on the priority list up to and including number 17, taking us through fiscal year 1991. We are not certain when funds will be available for subsequent noise abatement projects until we evaluate all our needs which rely on Interstate 4R funds. This is done each year prior to our annual CTP Tours. We are now in the process of identifying those noise projects that will be advertised for bids in fiscal year 1990.

As I explained, competition for these funds is great, given the many statewide highway needs. In addition, I-4R funds have been reduced by almost 20 percent from previous allotments. We are committed to completing those projects in our noise program as quickly as possible given these funding constraints. I wish I could give you a projected construction date for this project, but that is just not possible at this time.

I hope this explains why we cannot offer a more positive reply to your request. We will certainly let you know once this information is determined. Thank you for your continuing interest in our Noise Abatement Program. Please don't hesitate to call me if you have further questions.

Sincerely

A handwritten signature in dark ink, appearing to read 'Hal', written over a horizontal line.

Hal Kassoff
Administrator

HK/t
Attachment

My telephone number is (301) _____



Maryland Department of Transportation
State Highway Administration

12

Richard H. Traino
Secretary
Hal Kassoff
Administrator

MAR 01 1989

The Honorable John J. Bishop
Lowe Office Building, Suite 308
Annapolis, Maryland 21401-1991

Dear Delegate Bishop:

Thank you for your recent letter to our Landscape Architecture Division concerning noise barriers for the communities adjacent to I-695, between the York and Dulaney Valley Road exits.

The noise studies are now nearing completion, and we expect to have a preliminary report by mid-March. This report will be the basis for developing construction plans for the noise barriers. When the preliminary plans are complete, we will schedule community meetings to present our design and conduct a ballot to determine the level of support for the barriers.

We will also be contacting the residents of Dulaney Towers to discuss noise impacts and to develop possible mitigation strategies.

I trust this information is sufficient for your needs at this time. Thank you for your patience and continuing interest in our Noise Abatement Program.

Sincerely,

ORIGINAL SIGNED BY:

HAL KASSOFF

Hal Kassoff
Administrator

HK/eh

cc: Mr. Charles B. Adams

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



*Maryland Department of Transportation
State Highway Administration*

13

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

January 4, 1989

The Honorable John J. Bishop
1520 Doxbury Road
Towson, Maryland 21204

Dear Delegate Bishop:

Thank you for your recent letter to our Bureau of Landscape Architecture concerning the traffic noise abatement situation on the Beltway between Dulaney Valley and York Roads.

This area was identified as noise sensitive and included in our original list of 26 potential projects as priority number 18. The priority for each project was established as a combined measure of the degree and density of noise impact and cost-effectiveness. The weighing tends to favor high noise levels and allows smaller but more highly impacted project areas to be competitive with larger areas in determining priority.

The attached list indicates the various projects and their current status. Project numbers 9 and 13 are out of sequence due to the proposed Beltway widening in these areas. The design for these barriers was held up until future widening studies had progressed to a point where possible conflicts could be avoided. This information is now available and the barrier projects are in the final design stage.

Project number 10, with limits from east of Providence Road to Dulaney Valley Road, was scheduled for construction during fiscal year 1988. Unfortunately, due to funding limitations, only the barrier west of Providence Road on the inner loop was constructed. The remainder of this work will be done through a separate contract that was advertised December 6th.

The remaining projects are still in sequence except that number 17 was combined with number 15. This was done because these projects are contiguous on the Capital Beltway. This will allow for an economy of certain construction items and should result in a lower overall project cost. It will also allow better coordination for the maintenance of traffic and preclude possible problems. This project is in its final design stage.

My telephone number is (301) _____

14

The Honorable John J. Bishop
Page Two

In regard to funding noise abatement projects, we must rely on Federal Highway Administration I-4R funds. These funds, which include 90% Federal participation, are the primary source for all Interstate rehabilitation work including road resurfacing and bridge repair.

Because of the intense competition for these funds, we are limited in the number of noise barrier projects we can advertise each year. In addition, these funds were reduced by almost 20 percent from our previous allotment. Under the current highway bill, Maryland received \$38.4 million, down from the previous amount of \$47.8 million. We currently anticipate expending about one-third of these funds for noise abatement. We feel this is generous and fair, given the critical need for road and bridge repair.

While we remain committed to the completion of our noise abatement program, funding limits determine the timing of project construction. I hope this explains why we cannot offer a more positive response to your request.

Thank you for your continuing interest in our Noise Abatement Program. Please don't hesitate to call me or Charlie Adams if you have any questions.

Sincerely,

ORIGINAL SIGNED BY:
HAL KASSOFF
Hal Kassoff
Administrator

HK/pag

Attachments

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

dictated by Charles Adams

15

TYPE II NOISE ABATEMENT PROJECT STATUS

DATE: JANUARY, 1989

PROJ NO	CONTRACT NO.	PROJECT DESCRIPTION	STATUS:
01	M-512-188-372	I-495 GEORGIA AVENUE (WBR)	COMPLETED
02	B 635-376-424	I-695 LIBERTY ROAD TO MILLFORD MILL RD	COMPLETED
03	P 633-501-324	I-95 NEW CARROLLTON	COMPLETED
04	B 469-501-424	I-695 FREDERICK ROAD	COMPLETED
05	B 569-501-424	I-695 PERRING PKWY TO HARFORD ROAD	COMPLETED
06	B 633-501-424	I-695 WINDSOR MILL RD TO LIBERTY ROAD	COMPLETED
07	M 487-501-324	I-495 GEORGIA AVENUE (EBR)	COMPLETED
08	P 823-501-324	I-95 AT MD ROUTE 5	COMPLETED
10	B 804-501-424	I-695 PROVIDENCE ROAD (EBR)	COMPLETED; PART OF THIS PROJECT DEFERRED DUE TO FUNDING SHORTFALL
11	M 504-501-324	I-495 US 29/ DALLAS AVENUE	UNDER CONSTRUCTION
12	P 830-501-324	I-95 US RTE 1/ B&O RAILROAD	UNDER CONSTRUCTION
14	B 451-501-424	I-83 AT TIMONIUM ROAD	UNDER CONSTRUCTION

TYPE II NOISE ABATEMENT PROJECT STATUS

DATE: JANUARY, 1989

PROJ NO	CONTRACT NO.	PROJECT DESCRIPTION	STATUS:
*	B 882-501-424	I-695 HAMPTON/ CONCORDIA DRIVE	PART OF PROJECT NO. 10; DEFERRED DUE TO FUNDING SHORTAGE; ADVERTISED 12/06/88
09	B 805-501-424	I-695 INGLESIDE TO S. OF EDMONDSON AV	PROJECT DEFERRED DUE TO BELTWAY WIDENING CONFLICT; CURRENTLY UNDER DESIGN
13	B 468-501-424	I-695 U.S. 1A (SW BV) MD 372 (WILKENS AVE)	PROJECT DEFERRED DUE TO BELTWAY WIDENING CONFLICT; CURRENTLY UNDER DESIGN
15/ 17	AW 991-501-324	I-495 MD RTE 193/ RIGGS ROAD (MD 212)	2 PROJECTS COMBINED TO SAVE \$ AND AVOID TRAFFIC CONFLICT DURING CONSTR.; CURRENTLY UNDER DESIGN
16	AA 407-501-524	I-695 AT B/W PKWY HAMMONDS FERRY	FUNDED CURRENTLY UNDER DESIGN
18	B 837-501-424	I-695 YORK ROAD/ DULANEY VALLEY RD	NOT FUNDED CURRENTLY UNDER DESIGN
19	B 849-501-424	I-83/I-695 THORNTON/SEMINARY	NOT FUNDED CURRENTLY UNDER DESIGN
20	B 850-501-424	I-695 CHARLES ST/ YORK ROAD	NOT FUNDED
21	B 851-501-424	I-695 U.S. RTE 40/ INTERSTATE RTE 70	NOT FUNDED
22	P - -	I-95 B/W PARKWAY/ GOODLUCK ROAD	NOT FUNDED
23	HO - -	I-95 SOUTH OF MONTGOMERY ROAD	NOT FUNDED TIMBERVIEW AREA
24	P - -	I-95 MD RTE 198/ BROOKLYN BRIDGE RD.	NOT FUNDED LAUREL AREA
25	B - -	I-95 BALT CITY LINE/ S. OF HAZELWOOD AVE.	NOT FUNDED
26	B - -	I-95 S.W. BLVD/ METROPOLITAN BLVD	NOT FUNDED



**Maryland Department of Transportation
State Highway Administration**

17
Richard H. Trainor
Secretary
Hal Kassoff
Administrator

February 10, 1989

The Honorable Mary Boergers
225 Lowe Office Building
Annapolis, Maryland 21401-1991

Dear Delegate Boergers: *Mary*

Thank you for your recent letter concerning noise barriers along I-270 in the vicinity of the Falls Ridge community. Although the residents' letter and petition is dated September 1, 1988, I did not receive it until January 23rd.

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% of the people affected; and
- funds must be available.

The purpose of our noise abatement program is to consider mitigation where existing developments are impacted due to highway improvements. In the case of Falls Ridge, the development occurred after approval of the environmental document for the I-270 widening, and is not eligible for noise barriers.

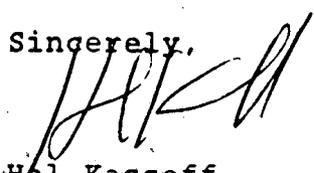
A landscaping of the completed I-270 corridor will be undertaken following construction. We will give full consideration to the Falls Ridge area in this effort.

My telephone number is (301) _____

The Honorable Mary Boergers
Page Two

I regret that we cannot offer more of a solution to your concerns, but trust I have clarified our position. Please do not hesitate to contact me or Mr. Charles B. Adams, Chief, Bureau of Landscape Architecture, at 321-3521, if you have further questions.

Sincerely,



Hal Kassoff
Administrator

HK/eh

cc: Mr. Charles B. Adams



Maryland Department of Transportation
State Highway Administration

19

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

July 24, 1989

The Honorable Vernon F. Boozer
Maryland State Senate
James Senate Office Building
Annapolis, MD 21401-1991

The Honorable Martha S. Klima
The Honorable Michael Gisriel
Maryland House of Delegates
Lowe House Office Building
Annapolis, MD 21401-1991

Dear Senator and Delegates:

Thank you for your interest concerning the construction of a noise barrier in the Oakleigh Manor/Quentin Road area of Baltimore County.

As Mr. Charles Adams explained at a recent community meeting, our most recent studies indicate that this area is a potential candidate for our noise abatement program. Mr. Adams also indicated that there are a number of other potential candidates with circumstances very similar to this one. Because we still have a number of committed projects to construct, we are unable to undertake new commitments until we are further along in completing our original list of projects.

At a meeting held on June 27th with Senator Vernon F. Boozer, Delegate Martha Klima, and Delegate Gisriel's assistant, Mr. Emory Gross, several community representatives and Mr. Adams, these points were discussed at great length. At this meeting, we acknowledged that if and when future expansion of I-695 would occur in this area, the noise barrier would be constructed as a part of the beltway expansion project.

My telephone number is (301) _____

The Honorable Vernon Boozer
The Honorable Martha Klima
The Honorable Michael Gisriel
Page Two

I understand and appreciate your interest and support of the community on this issue. I hope I have adequately explained our position. If you have additional questions or concerns, please contact me at your convenience.

Sincerely,



Hal Kassoff
Administrator

HK/t

cc: ✓ Mr. Charles B. Adams

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ARCHITECTURE

22

December 14, 1989

The Honorable Thomas L. Bromwell
7503 Belair Road, 2nd Floor
Baltimore, Maryland 21236

Dear Senator Bromwell:

I am writing to follow up on my November 22nd letter concerning noise in the communities located between Harford and Belair roads, adjacent to I-695.

Because our last noise measurements were performed in mid-1987, we have decided to conduct a complete reevaluation of the area. This study will include new noise measurements, as well as feasibility and cost-effectiveness analyses for the area. We will encourage community input and concurrence with our methodologies, measurement locations and times. To this end, we will coordinate and verify beforehand the locations to be tested and conduct the field testing in the presence of community representatives, if desired.

We anticipate that this effort will take approximately six months to complete, at which time we will contact you with the results. I appreciate your interest in obtaining noise barriers for your constituents, and look forward to working together to resolve this issue. If you have any questions in the meantime, please feel free to call me or Charles Adams, at (301) 333-8063.

Sincerely,
ORIGINAL SIGNED BY
HAL KASSOFF
Hal Kassoff
Administrator

HK/db

cc: Mr. Charles B. Adams

bcc: Mr. Bob B. Myers
Mr. Robert D. Douglass
~~Mr. Eugene J. Miller, Jr.~~

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DEC 18 1989

**LANDSCAPE ARCHITECTURE
DIVISION**



**Maryland Department of Transportation
State Highway Administration**

24

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

AUG 04 1989

The Honorable Susan R. Buswell
Maryland House of Delegates
219 Lowe Office Building
Annapolis, MD 21401-1991

Dear Delegate ~~Buswell~~ *Sue*:

At the meeting held in Laurel on June 22nd to discuss noise abatement on I-95, we discussed three basic categories that residential areas come under in our Type II retrofit noise abatement program. These include those project areas that are presently in the Type II program, those that are potential additions to our program and those that are ineligible because they do not meet the warrants for the program.

In order for an area to be eligible 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 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.

The enclosed material indicates the status of projects in each of these categories.

My telephone number is (301) _____

The Honorable Susan R. Buswell
Page two

We receive many requests for noise barriers, well beyond our ability to construct due to the funds which are available. Therefore, we must adhere to the aforementioned eligibility criteria.

I hope that this clarifies our position as it relates to our noise abatement program. If you have any additional questions, please contact me.

Sincerely,

ORIGINAL SIGNED BY:

HAL KASSOFF

Hal Kassoff

Administrator

HK/db

enclosures

bcc: Mr. Robert D. Douglass

Mr. Charles B. Adams

Mr. Eugene Miller, Sr. ✓

Dictated by: Charles B. Adams-SHA ext. 8063 July 28, 1989



**Maryland Department of Transportation
State Highway Administration**

26

PROJ # 23

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

March 9, 1989

The Honorable Susan R. Buswell
Maryland House of Delegates
219 Lowe Office Building
Annapolis, Maryland 21401-1991

Dear Delegate ~~Buswell~~: *Sue*

Thank you for your February 24th letter concerning the noise abatement project on I-95, near the Timberview neighborhood. I understand your disappointment.

We remain committed to the completion of our noise abatement program. The scheduling of noise projects is dependent upon the availability of Federal Highway Administration I-4R funds. These funds, which include 90% Federal participation, are the primary funds for all Interstate rehabilitation work, including road resurfacing and rehabilitation, bridge repairs, safety improvements and noise abatement.

Because of the intense competition for these funds, we are limited in the number of noise barrier projects we can advertise each year. In addition, these funds were reduced by almost 20 percent from our previous allotment. Maryland's allocations have dropped to \$38.4 million annually down from the previous amount of \$47.8 million. We currently anticipate expending about one-fourth of these funds for noise abatement. We feel this is a reasonable funding level, given the critical need for road and bridge repair.

At this time, the actual start of construction for this project cannot be determined. The 1990 date included in prior correspondence was a target date, subject to the availability of funding. We remain hopeful that all of our projects can be completed at the earliest possible date.

My telephone number is (301) _____

The Honorable Susan R. Buswell
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/db

bcc: Robert B. Myers
Robert D. Douglass
Wayne Clingan
Charles B. Adams
Eugene J. Miller, Jr.

Dictated by: Mr. Charles B. Adams-SHA (ext. 8063) 3/7/89



**Maryland Department of Transportation
State Highway Administration**

28

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

July 27, 1989

The Honorable Frank P. Casula
Prince George's County Council
County Administration Building
Upper Marlboro, Maryland 20772

Dear Councilman Casula: *Frank*

As you know, a meeting was held June 22nd in Laurel concerning noise abatement on I-95. At the meeting attended by Mr. Reginald Parks, of your staff, we discussed three basic categories that residential areas come under in our Type II retrofit noise abatement program. These include those project areas that are presently in the Type II program, those that are potential additions to a program and those that are ineligible because they do not meet the warrants for the program.

In order for an area to be eligible 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 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);
- 75 percent of the affected residents must favor the project; and
- funds must be available.

The enclosed material indicates the status of projects in each of these categories. The area of Scotchtown Hills/Carriage Hill, adjacent to northbound I-95 north of MD 198, is not eligible for protection because these residences were constructed well after the highway.

My telephone number is (301) _____

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The Honorable Frank P. Casula
Page two

The number of requests we receive for noise barriers is well beyond our ability to construct due to the limited funds available. Therefore, we must adhere to the eligibility criteria if the program is to be fair and equitable.

I hope that this clarifies our position as it relates to the Scotchtown Hills/Carriage Hill communities. Please don't hesitate to contact me if you have additional questions.

Sincerely,

ORIGINAL SIGNED BY:

HAL KASSOFF

Hal Kassoff
Administrator

HK/t

Enclosure

bcc: Mr. Robert D. Douglass
Mr. Charles B. Adams
Mr. Eugene Miller, Jr.



**Maryland Department of Transportation
State Highway Administration**

31

Richard H. Trainor...
Secretary
Hal Kassoff
Administrator

January 23, 1989

The Honorable Frank P. Casula
Prince George's County Council
County Administration Building
Upper Marlboro, Maryland 20772

Dear Councilman ~~Casula~~ *Frank*:

I am writing to report to you the results of the noise barrier evaluation for the Calverton community adjacent to I-95.

As indicated previously, the community meets the first two requirements regarding noise level and date of construction. The results of our latest studies showed that an effective barrier appears feasible for the area, but there are drainage and other site conditions in the area that will require additional study. Also, the initial cost per residence estimate is approximately \$48,000, exceeding our \$40,000 limit.

As part of the latest evaluation, a new 24-hour measurement study was also conducted, the results of which are attached for your information. As you can see, the hourly noise level exceeded the 67 dBA impact threshold for the entire test period. Given these high noise levels, we feel that continuation of our design studies is warranted.

We will, therefore, proceed with preliminary design studies for the project to make a final determination of cost and to resolve the other design questions. Included in this next phase will be soil borings, foundation studies, and refinement of the optimal location, height, and length of the barrier, and coordination with affected property owners.

If, after these studies are completed, the project is found to be both cost-effective and acceptable to the community, we will proceed to final design. Scheduling of barrier construction will depend upon availability of funds and the remaining backlog of previously approved projects. Just as an indication, our present backlog will require several years to implement.

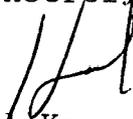
My telephone number is (301) _____

30

The Honorable Frank P. Casula
Page 2

Thank you for your patience and your continuing interest in our Noise Abatement Program. If you have any questions, please feel free to contact me or Mr. Charles Adams, Chief, Bureau of Landscape Architecture at 321-3521.

Sincerely,



Hal Kassoff
Administrator

HK/eh
Attachment
cc: Mr. Charles Adams



Maryland Department of Transportation
State Highway Administration

33

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

August 22, 1989

The Honorable Dana Lee Dembrow
11215 Oak Leaf Drive, #908
Silver Spring, Maryland 20901-1372

Dear Delegate Dembrow:

Thank you for your recent letters concerning the I-495 noise barrier project from University Boulevard to Riggs Road, and the possibility of noise barriers for Indian Springs Terrace, west of University Boulevard on I-495.

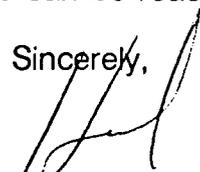
You will be pleased to know that construction has begun on the University Boulevard to Riggs Road project. Currently the area is being cleared to allow installation of the footings for the barrier. We incurred a slight delay in the start of work while additional survey information necessary to stake out the barriers was obtained.

Regarding your request for barriers west of University Boulevard on I-495 eastbound, our studies found that the noise level and date criteria are met. However, a barrier in this area does not meet our requirement for reasonable cost. A barrier to protect these homes would cost a minimum of \$930,000.

As a point of clarification, noise barriers are most effective for the first and second rows of homes adjacent to the highway, or to a distance of approximately 300 feet. Because many of the residences are situated a considerable distance from the highway and behind the park area, a noise barrier would have little or no perceivable effect in reducing overall noise levels at those residences.

I have asked Mr. Charles B. Adams to contact you about arranging a community meeting. You should be hearing from Mr. Adams in the next two weeks. If you have any questions in the meantime, he can be reached at (301) 333-8063.

Sincerely,


Hal Kassoff
Administrator

HK/t

cc: Mr. Charles B. Adams

My telephone number is (301) _____



**Maryland Department of Transportation
State Highway Administration**

34

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

September 11, 1989

The Honorable Howard A. Denis
7735 Old Georgetown Road, Suite 525
Bethesda, Maryland 20814

Dear Senator Denis:

Thank you for your recent letter concerning the Stratton Woods Community adjacent to the west leg of I-270.

The State Highway Administration's Noise Abatement program consists of two elements. The first considers noise barriers for new highways or improvements to existing highways (Type I). The second considers retrofitting barriers on existing highways (Type II).

The Stratton Woods area was investigated for noise abatement as part of the I-270 west leg expansion project. In order for a community to qualify for noise barriers under Type I criteria, a substantial increase in noise levels must occur as a result of the highway improvement. The studies showed that the addition of one lane in each direction would result in a maximum increase in noise of one to two decibels (dBA), which is not discernable to the human ear. In addition, these lanes are to be constructed in the existing median, which will preclude any disturbance or impact to the area outside of the existing roadway. A noise barrier was not considered for these reasons.

This area was also studied under the Type II element of our program as a potential retrofit project. One criterion which must be met under this element is that the community must have preceded the original highway construction. It was determined that the homes in Stratton Wood postdate I-270; therefore, they do not qualify under our date of construction criterion.

My telephone number is (301) _____

35

The Honorable Howard A. Denis
Page Two

I regret that I cannot offer a more positive response to your concerns. I trust that I have clarified our position as it relates to this community. Please don't hesitate to contact me if you have any questions.

Sincerely,
ORIGINAL SIGNED BY:
HAL KASSOFF

Hal Kassoff
Administrator

HK/db

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

Dictated by: Charles B. Adams-SHA ext. 8063 September 6, 1989



**Maryland Department of Transportation
State Highway Administration**

36

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

May 4, 1989

The Honorable Howard A. Denis
Senate of Maryland
Room 402B
Senate Office Building
Annapolis, Maryland 21401-1991

Dear Senator Denis:

Thank you for your recent letter, on behalf of Mr. Wolfgang J. Lehmann, concerning noise barriers on the west spur of I-270.

The environmental studies for the improvements to the west spur of I-270 included an analysis of the feasibility and reasonableness of noise barriers. The State Highway Administration will consider noise barriers (Type I) in conjunction with new highway construction or reconstruction projects where:

- a) noise impact criterion of 67 dBA is exceeded, and the difference between design year Build and No-Build noise levels is five decibels or greater; or
- b) build alternate increases design year noise levels by 10 decibels or greater over the existing noise levels, but the noise abatement criterion is not exceeded.

In addition, the barriers must be feasible and reasonable in cost; they must be acceptable to the people affected; and funds must be available. The environmental studies showed that the addition of one lane in each direction would result in a maximum increase in noise of one to three dBA, which is barely discernable to the human ear. Because the project will not result in a substantial increase in noise, the areas along the west spur of I-270 do not qualify for Type I noise barriers.

The Administration also has a Type II (retrofit) noise barrier program that addresses noise impacts on existing development. For an area to qualify for Type II noise barriers, all of the following criteria must be met:

My telephone number is (301) _____

The Honorable Howard A. Denis
Page Two

- noise levels must meet or exceed the impact threshold of 67 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 protected residence may not exceed \$40,000;
- 75 percent of the affected residents must favor the project; and
- funds must be available.

Under our Type II criteria, all but one of the communities, the Wildwood Hills development in the southwest quadrant of I-270/Democracy Boulevard interchange, were constructed after the original construction of the I-270 west spur, and thus do not qualify for Type II barriers. The Wildwood Hills area was constructed prior to I-270. However, the cost of a noise barrier for the area exceeded our guidelines for reasonable cost and, therefore, does not qualify.

I trust this information is sufficient for your needs at this time. Please do not hesitate to contact me if you have additional questions.

Sincerely,
ORIGINAL SIGNED BY:
HAL KASSOFF

Hal Kassoff
Administrator

HK/eh

cc: Mr. Anthony Capizzi
Mr. Dennis German

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

38



**Maryland Department of Transportation
State Highway Administration**

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

September 6, 1989

The Honorable John W. Derr
James Senate Office Building
Annapolis, MD 21401-1991

Dear Senator Derr:

Jack

I am writing to follow up on my August 22nd letter to you about the proposed development by Castle Homes, Ltd., adjacent to US 15 in Frederick City.

Project planning studies have just begun to address the need and potential for expansion of US 15. Discussions with the developer and their subsequent design studies indicate that the construction of a combination earthen berm/noise wall can be accomplished without the need for use of State Highway Administration right-of-way.

The developer is aware of and understands our need to keep our options open for future usage of our existing right-of-way.

It is my understanding that the developer is proceeding with the design of this project.

I hope this information is useful. Please don't hesitate to contact me if you have further questions.

Sincerely,

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

Hal Kassoff
Administrator

HK/t

cc: Mr. Charles B. Adams

My telephone number is (301) _____

August 22, 1989

The Honorable John W. Derr
James Senate Office Building
Annapolis, MD 21401-1991

Dear Senator Derr:

Thank you for your recent letter about the proposed condominium development by Castle Homes, Ltd., adjacent to US 15 in Frederick City.

We are currently investigating the merits of the request for a cooperative effort regarding a noise barrier for this subdivision. We must ensure that future highway capacity needs will not be compromised by our decision.

Several meetings have taken place between SHA staff and Castle Homes representatives to work out a solution. We will do our best to accommodate their request.

I will contact you with the results of our investigation and our decision in about two weeks.

Sincerely,

ORIGINAL SIGNED BY:
HAL KASSOFF
Hal Kassoff
Administrator

HK/t

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

Dictated by: Charles Adams-SHA ext. 8063 8/17/89

December 22, 1989

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

Dear Senator Dorman:

I am writing in response to your request for information concerning our noise studies in the vicinity of Aitcheson and Denim roads, adjacent to I-95.

As I indicated in my December 8, 1988 letter, noise levels at both locations exceed the impact threshold level of 67 decibels. However, there are only one or two impacted residences at each location. The cost of a noise barrier would greatly exceed our established maximum cost per residence of \$40,000.

I regret that I cannot offer a more positive response to your concerns, but trust that this adequately explains the situation. Please don't hesitate to contact me if you have any additional questions.

Sincerely,

ORIGINAL SIGNED BY:
HAL KASSOFF
Hal Kassoff
Administrator

HK/db

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

Dictated by: Mr. Eugene J. Miller, Jr.-SHA ext. 8063

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LANDSCAPE ARCHITECTURE
DIVISION



Maryland Department of Transportation
State Highway Administration

40

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

September 20, 1989

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

Dear Senator ~~Dorman~~: *AD*

Thank you for your recent letter concerning Maryland's Noise Abatement Program. Let me address each of your questions as you presented them in your letter.

The traffic control plan establishes two standard procedures. The first involves placement of temporary concrete barriers (Jersey-type) at the edge of the travelled lane when work will be performed from the shoulders. This will separate the construction zone from mainline traffic. The second procedure allows for partial ramp closures. Traffic will be able to use all ramps during the construction contract.

In either procedure, we do not anticipate any lane closures. In addition, to ensure adequate snow removal, the temporary concrete traffic barriers will not be permitted between December 15th and March 15th.

You also asked about the cost of a barrier for the Powder Mill Estates community along I-95. As indicated in our May 3, 1988 letter to you, there are seven impacted residences that could benefit from placement of a noise barrier. A barrier to protect those residences is estimated to cost \$527,700. Dividing the total cost by the seven impacted residences yields a cost per residence of \$75,385, well over our \$40,000 per residence limit.

The potential candidate projects are not listed in preferential order. We must first evaluate each area more precisely to develop a point score which determines the priority of each. This will be done after completion of the remaining projects on the Noise Abatement Program.

My telephone number is (301) _____

Teletypewriter for Impaired Hearing or Speech

The Honorable Arthur Dorman
Page Two

I hope that I have adequately answered your questions. If you require additional information on our Noise Abatement Program, please don't hesitate to contact me or Mr. Charles B. Adams. Mr. Adams can be reached at (301) 333-8063.

Sincerely,

ORIGINAL SIGNED BY:
HAL KASSOFF

Hal Kassoff
Administrator

HK/t

Enclosure

cc: Mr. Charles B. Adams

bcc: Mr. Bob B. Myers
Mr. Robert D. Douglass
~~Mr. Eugene J. Miller~~
Ms. Linda Mott

44



**Maryland Department of Transportation
State Highway Administration**

Richard H. Trainor
Secretary
Hal Kassoﬀ
Administrator

August 4, 1989

The Honorable Arthur Dorman
Senate of Maryland
303 James Senate Office Building
Annapolis, MD 21401

Dear Senator ~~Dorman~~: *Dr d*

At the meeting held in Laurel on June 22nd to discuss noise abatement on I-95, we discussed three basic categories that residential areas come under in our Type II retrofit noise abatement program. These include those project areas that are presently in the Type II program, those that are potential additions to our program and those that are ineligible because they do not meet the warrants for the program.

In order for an area to be eligible 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 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.

The enclosed material indicates the status of projects in each of these categories. The area of Scotchtown Hills/Carriage Hill adjacent to northbound I-95, north of Maryland 198, is not eligible for protection because these residences were constructed well after the highway.

My telephone number is (301) _____

The Honorable Arthur Dorman
Page two
August 4, 1989

We receive many requests for noise barriers, well beyond our ability to construct due to the funds which are available. Therefore, we must adhere to the aforementioned eligibility criteria.

I hope that this clarifies our position as it relates to the Scotchtown Hills/Carriage Hill communities. If you have any additional questions, please contact me.

Sincerely,
ORIGINAL SIGNED BY:
HAL KASSOFF

Hal Kassoff
Administrator

HK/db
enclosures

bcc: Mr. Robert D. Douglass
Mr. Charles B. Adams
Mr. Eugene Miller, Sr.



**Maryland Department of Transportation
State Highway Administration**

46

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

January 23, 1989

The Honorable Arthur Dorman
Room 303, James Office Building
Annapolis, Maryland 21401-1991

Dear Senator ~~Dorman~~: *Art*

I am writing to report to you the results of the noise barrier evaluation for the Calverton community adjacent to I-95.

As indicated previously, the community meets the first two requirements regarding noise level and date of construction. The results of our latest studies showed that an effective barrier appears feasible for the area, but there are drainage and other site conditions in the area that will require additional study. Also, the initial cost per residence estimate is approximately \$48,000, exceeding our \$40,000 limit.

As part of the latest evaluation, a new 24-hour measurement study was also conducted, the results of which are attached for your information. As you can see, the hourly noise level exceeded the 67 dBA impact threshold for the entire test period. Given these high noise levels, we feel that continuation of our design studies is warranted.

We will, therefore, proceed with preliminary design studies of the project to make a final determination of cost and to resolve the other design questions. Included in this next phase will be soil borings, foundation studies, and refinement of the optimal location, height, and length of the barrier, and coordination with affected property owners.

My telephone number is (301) _____

The Honorable Arthur Dorman
Page 2

If, after these studies are completed, the project is found to be both cost-effective and acceptable to the community, we will proceed to final design. Scheduling of barrier construction will depend upon availability of funds and the remaining backlog of previously approved projects. 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. If you have any questions, please feel free to contact me or Mr. Charles Adams, Chief, Bureau of Landscape Architecture at 321-3521.

Sincerely,



Hal Kassoff
Administrator

HK/eh
Attachment
cc: Mr. Charles Adams



Maryland Department of Transportation
State Highway Administration

4/6

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

August 24, 1989

The Honorable Donna M. Felling
4701 Vicky Road
Baltimore, Maryland 21236

Dear Delegate Felling:

Thank you for your recent letter regarding traffic noise on East Avenue, adjacent to I-95, in Baltimore County.

For a community to be considered under the Type I portion of the State Highway Administration's Noise Abatement Program, a substantial noise increase must result from the construction or improvement to the highway. Our studies indicate that a noise level increase of two decibels or less will occur as a result of the widening project in this vicinity. This slight increase is imperceptible to the human ear. Therefore, the area does not qualify for noise barriers under our Type I criteria.

Regarding a privacy fence for this area, in my letter to you of January 19th, we indicated that a fence provides no acoustic benefit, but that evergreen trees already provide a visual screen. Since a year-round screen exists, a fence would serve no purpose. There would be no visual or noise benefit.

The privacy fence previously installed in the adjacent area was to address a situation where motorists were using the area as a "rest stop." This was very distressing and a situation that had to be corrected.

My telephone number is (301) _____

The Honorable Donna M. Felling
Page Two

49

I regret that we are unable to offer a more positive response. Please feel free to contact me if you wish to discuss this issue further.

Sincerely,

ORIGINAL SIGNED BY:
HAL KASSOFF

Hal Kassoff
Administrator

HK/t

cc: The Honorable Thomas Bromwell
The Honorable Joseph Bartenfelder
The Honorable William Burgess
Secretary Richard H. Trainor
Mr. Charles B. Adams

bcc: Mr. Robert D. Douglass
Mr. Bob Myers
Mr. Eugene Miller, Jr.

Dictated by: Charles B. Adams-SHA ext. 8063 August 21, 1989

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AUG 28 1989

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Maryland Department of Transportation
State Highway Administration

John Miller
Gene

51

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

April 25, 1989

The Honorable Donna M. Felling
4701 Vicky Road
Baltimore, Maryland 21236

Dear Delegate Felling:

I am writing to report to you the results of our recent noise measurements taken at the request of Mr. Herbert Hacke and the residents of East Avenue, adjacent to I-95.

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 percent of the affected residents must favor the project; and
- funds must be available.

We conducted several short-term, 15-minute tests at several residences along East Avenue, and a 24-hour monitoring study at Mr. Hacke's residence. I have attached the results of these studies for your information.

The highest noise levels occurred between 6 a.m. and 10 a.m., exceeding the 67 decibel impact criterion. However, this area post-dates the highway and does not meet our 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. This 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 value of the land, the cost of the properties, and the choices of consumers had taken the prior existence of the highway into account.

My telephone number is (301) _____

52

The Honorable Donna M. Felling
Page 2

Because of extreme funding limitations, we cannot consider noise barriers for areas where all of our policy requirements are not met. To make exceptions would open our program to many situations in other areas where we have denied sound barriers for similar reasons. We recognize that noise is a problem in this area; however, we cannot consider noise barriers for areas which do not meet all of the policy criteria.

I regret that I cannot offer a more positive response to your constituents, but trust that I have adequately clarified our policy as it relates to this community. If you have any questions, please feel free to contact me or Mr. Charles B. Adams, Chief of our Bureau of Landscape Architecture, at 333-8064.

Sincerely,
ORIGINAL SIGNED BY:
HAL KASSOFF

Hal Kassoff
Administrator

REC'D
MAY 15 1988
OFFICE OF BRIDGE DEPT

HK/eh

Attachments

cc: Mr. Charles B. Adams

bcc: Mr. Bob B. Myers
Mr. Robert D. Douglass
Mr. Neil Pedersen
Mr. Charles B. Adams
Mr. Eugene J. Miller, Jr. ✓
Ms. Sue Ellen White

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**Maryland Department of Transportation
State Highway Administration**

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

54

September 5, 1989

Mr. Richard J. Ferrara
Director, Montgomery County Department of
Housing and Community Development
51 Monroe Street
Rockville, Maryland 20850-2419

Dear Mr. Ferrara:

Thank you for your recent letter to Mr. Charles B. Adams concerning noise abatement for the proposed Brookview School redevelopment adjacent to I-495, west of New Hampshire Avenue.

It is, indeed, praiseworthy that Montgomery County is actively searching for opportunities to provide affordable housing for its citizens. While this may be a State and County priority, care must be exercised regarding the locations of any housing, especially where it would be impacted by traffic noise. Your own regulations require a developer of new housing along major highways to provide setbacks or other mitigation measures.

Because of the extensive desire for noise barriers, we adopted a noise policy in 1987. The purpose of our noise abatement program is to address those areas where the construction of the highway clearly created the problem. Thus, to be eligible for consideration, a development must have been constructed prior to the highway. The barriers under construction nearby, from University Boulevard to Riggs Road, are designed to protect the communities which existed prior to the highway.

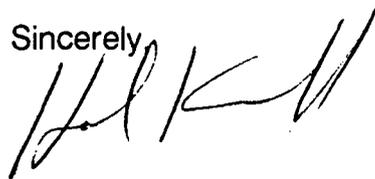
Our policy is based on the presumption that developments which were built after the highway cannot logically or equitably be entitled to costly noise barriers at public expense, when the noise situation was pre-existing. Therefore, we cannot consider your request for a barrier. To do so would open us to similar requests.

My telephone number is (301) _____

Mr. Richard J. Ferrara
Page Two

I regret that I cannot offer a more positive response to your request, but trust that I have adequately clarified our position as it relates to your proposal.

Sincerely,



Hal Kassoff
Administrator

HK/db

cc: Charles B. Adams

P.S. Should the County wish to fund such a borrowing, we would be pleased to cooperate. Bob McGony is very familiar with our program as well. JK.



**Maryland Department of Transportation
State Highway Administration**

56
Richard H. Trainor
Secretary
Hal Kassoff
Administrator

November 8, 1989

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NOV 13 1989

LANDSCAPE ARCHITECTURE
LANDSCAPE ARCHITECTURE
DIVISION

The Honorable Brian E Frosh
The Honorable Gilbert J. Genn
The Honorable Nancy K. Kopp
222 Lowe House Office Building
Annapolis, Maryland 21401-1991

Dear Delegates:

I am writing to follow up on Deputy Chief Engineer Robert D. Douglass' October 25th FAX memo concerning the areas of Singleton Drive, Wildwood Hills and Greentree Road.

As you may already know, 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.

Let me briefly compare the status of each area with our Noise Abatement Program criteria.

Wildwood Hills, adjacent to I-270, was found to exceed the cost per residence criterion; a barrier to protect five impacted residences would cost more than \$50,000 per residence.

My telephone number is (301) _____

57

The Honorable Brian E Frosh
The Honorable Gilbert J. Genn
The Honorable Nancy K. Kopp
Page 2

In the area of Earlham and Singleton Drives, noise levels did not reach the 67 decibel threshold level. Because our most recent study was conducted in 1987, we will re-evaluate this area for possible additional impacts.

The inner loop portion of Greentree Road does not meet the date of construction criterion, nor does the Newbold Drive community. The outer loop portion of Greentree Road did not meet the 67 decibel criterion in 1987 but will also be re-evaluated. We will also perform additional noise testing in the area of Longwood Drive, adjacent to Greentree Road on the inner loop.

These studies should be complete by mid-April, at which time I will contact you with the results. Please feel free to call me or Mr. Charles B. Adams, Chief of our Landscape Architecture Division, if you have any questions in the meantime. Mr. Adams may be reached at (301) 333-8063.

Sincerely,

ORIGINAL SIGNED BY:
HAL KASSOFF

Hal Kassoff
Administrator

HK/t
Enclosures

cc: Mr. Robert D. Douglass
Mr. Charles B. Adams

bcc: Mr. Bob B. Myers
Mr. Eugene J. Miller, Jr.

dictated by Gene Miller



**Maryland Department of Transportation
State Highway Administration**

58

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

October 13, 1989

The Honorable Brian E. Frosh
The Honorable Gilbert J. Genn
The Honorable Nancy K. Kopp
16th District Delegation
222 Lowe House Office Building
Annapolis, Maryland 21401-1991

Dear Delegates:

Thank you for your recent letter concerning noise inquiries in the areas of Singleton Drive, Wildwood Hills and Greentree Road.

To the best of our knowledge, we have no outstanding inquiries to the residents of these areas. We have answered a number of inquiries, both telephone and written, from these communities recently; however, we have no records indicating that any additional follow-ups are required. For your information, I am enclosing copies of recent correspondence about the noise issues we have addressed in these areas. If you have additional inquiries which require our attention, please forward them to me.

If you require any additional information, please feel free to contact Mr. Charles B. Adams, Chief, Landscape Architecture Division, at (301) 333-8063. Mr. Adams directs our Noise Abatement Program and is ready to assist you if you have further questions.

I have asked our newly appointed District Engineer, Creston J. Mills, to contact you regarding scheduling a second meeting of the working group on the WILSAFE Coalition. You may expect to hear from Cres within the next two weeks.

My telephone number is (301) _____

The Honorable Brian E. Frosh
The Honorable Gilbert J. Genn
The Honorable Nancy K. Kopp
Page 2

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APR 8 1975

U.S. DEPARTMENT OF JUSTICE
FEDERAL BUREAU OF INVESTIGATION

Thank you for letting me know your concerns.

Sincerely,
**ORIGINAL SIGNED BY
HAL KASSOFF**

Hal Kassoff
Administrator

HK/db

Enclosures

cc: Mr. Creston J. Mills
Mr. Charles B. Adams

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

60

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OCT 18 1989

LANDSCAPE ARCHITECTURE
DIVISION



**Maryland Department of Transportation
State Highway Administration**

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

JAN 23 1989

The Honorable Parris N. Glendening
County Executive
County Administration Building
Upper Marlboro, Maryland 20772

Dear Mr. ~~Glendening~~: *Parris*

I am writing to report to you the results of the noise barrier evaluation for the Calverton community adjacent to I-95.

As indicated previously, the community meets the first two requirements regarding noise level and date of construction. The results of our latest studies showed that an effective barrier appears feasible for the area, but there are drainage and other site conditions in the area that will require additional study. Also, the initial cost per residence estimate is approximately \$48,000, exceeding our \$40,000 limit.

As part of the latest evaluation, a new 24-hour measurement study was also conducted, the results of which are attached for your information. As you can see, the hourly noise level exceeded the 67 dBA impact threshold for the entire test period. Given these high noise levels, we feel that continuation of our design studies is warranted.

We will, therefore, proceed with the preliminary design studies for the project to make a final determination of cost and to resolve the other design questions. Included in this next phase will be soil borings, foundation studies, and refinement of the optimal location, height, and length of the barrier, and coordination with affected property owners.

If, after these studies are completed, the project is found to be both cost-effective and acceptable to the community, we will proceed to final design. Scheduling of barrier construction will depend upon availability of funds and the remaining backlog of previously approved projects. Just as an indication, our present backlog will require several years to implement.

My telephone number is (301) _____

62

The Honorable Parris N. Glendening
Page 2

Thank you for your patience and your continuing interest in our Noise Abatement Program. If you have any questions, please feel free to contact me or Mr. Charles Adams, Chief, Bureau of Landscape Architecture at 321-3521.

Sincerely,



Hal Kassoff
Administrator

HK/eh
cc: Mr. Charles Adams
Attachment

63



STATE OF MARYLAND
OFFICE OF THE GOVERNOR

IN REPLY REFER TO

PG-MDOT

WILLIAM DONALD SCHAEFER
GOVERNOR

ANNAPOLIS OFFICE
STATE HOUSE
ANNAPOLIS, MARYLAND 21401
(301) 974 3901

BALTIMORE OFFICE
ROOM 1513
301 WEST PRESTON STREET
BALTIMORE, MARYLAND 21201
(301) 225-4800

WASHINGTON OFFICE
SUITE 315
444 NORTH CAPITOL STREET, N.W.
WASHINGTON, D.C. 20001
(202) 638-2215

TDD (301) 333-3098

October 20, 1989

The Honorable Michael Gisriel
817 Wellington Road
Baltimore MD 21212

Dear Delegate Gisriel:

Thank you for your recent letter about the Dulaney Towers community and their problem with traffic noise from I-695.

I understand your concern for the situation with which your constituents are living. Highway traffic noise affects a great many of our citizens.

You asked me to have the planned noise barrier adjacent to the Dulaney Towers community extended to include this area. At face value, this would be an easy thing to do. However, if this were to happen it would have a significant impact upon the State Highway Administration's noise abatement program. There are a number of similar situations where barriers were denied for the same reason. One of the basic criteria which has to be met is that the development had to occur prior to construction of the highway. The State's policy differs from that of the Federal Highway Administration on this point. The federal criteria allows for expenditure of funds for noise barriers in areas where development occurred prior to the date of the regulations (1976).

There are some communities that are caught between the federal and State requirements, those that might qualify for federal funding, but were constructed after the highway. In recognition of this situation, the State Highway Administration has offered to fund up to one-half the maximum cost per residence for areas that fit this category. A project would be funded on a 50/50 basis, one-half by SHA up to a maximum of \$20,000 per residence and the other one-half from another source or sources. These could include funds provided by the community and/or the local subdivision. One such project is now under consideration in Montgomery County.

Lot

The Honorable Michael Gisriel
October 20, 1989
Page Two

As you know, the Dulaney Towers community was constructed in 1974, two years prior to the federal regulations, but many years after the construction of the beltway, which was completed in 1962. Although they don't qualify for fully funded noise barriers under Maryland's policy, SHA would fund up to one-half of the cost of a barrier for their community.

SHA has determined that the cost to the community would be approximately \$153,555 to protect 39 residential units. This comes to \$3,940 per residence. Considering the circumstances, I feel that this is a fair solution. I firmly believe that the priority for noise barrier construction should be for those areas that predated the highway.

I am sorry that I cannot honor your request to extend the project limits to include Dulaney Towers, but I hope that I have clearly stated my position on this matter. Please do not hesitate to contact State Highway Administrator Hal Kassoff if the community is interested in sharing the funding for the project.

Sincerely,

ISI

Governor

cc: Mr. Hal Kassoff

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

65

RECEIVED

NOV 6 1989

LANDSCAPE ARCHITECTURE
DIVISION

66



STATE OF MARYLAND
OFFICE OF THE GOVERNOR

IN REPLY REFER TO

PG-MDOT

WILLIAM DONALD SCHAEFER
GOVERNOR

ANNAPOLIS OFFICE
STATE HOUSE
ANNAPOLIS, MARYLAND 21401
(301) 974 3901

BALTIMORE OFFICE
ROOM 1513
301 WEST PRESTON STREET
BALTIMORE, MARYLAND 21201
(301) 225-4800

WASHINGTON OFFICE
SUITE 315
444 NORTH CAPITOL STREET, N.W.
WASHINGTON, D.C. 20001
(202) 638-2215

TDD (301) 333-3098

October 20, 1989

The Honorable Michael Gisriel
817 Wellington Road
Baltimore MD 21212

Dear Delegate Gisriel:

Thank you for your recent letter about sound barriers for the Oakleigh community adjacent to I-695. I am sure you are familiar with Maryland's noise policy requirements, so let me explain how the program relates to the Oakleigh community.

The State Highway Administration has always tried to be as fair as possible regarding noise abatement issues. When potential project areas were first identified, each area was carefully assessed based on the most up-to-date information available at the time. To a great extent, residents' complaints were relied upon when the original project list was compiled in the late 1970s. The Oakleigh community did not voice their request for a noise barrier until late 1985. At that time, noise studies were performed, and SHA found that the cost per residence was above the policy limit for cost-effectiveness. Quite simply, the measured noise levels were not above the impact threshold at a sufficient number of homes to warrant a noise barrier.

The most recent studies indicate that the Oakleigh community is now a potential candidate for noise barriers. These findings do not reflect overlooked information but rather reflect increased noise impacts in the area during the last four years. There are, however, a number of other potential candidates with circumstances very similar to this one. Funds for noise barrier projects are committed for the next several years, and SHA is not making new commitments until they are further along in completing the original project list. They have indicated that if expansion of I-695 occurs in this area, a noise barrier would be constructed as part of the project.

The Honorable Michael Gisriel
October 20, 1989
Page Two

I understand your concern for your constituents and interest in being added to the program, but I hope that you will understand why a more immediate solution is not available.

Sincerely,

ISI

Governor

cc: Mr. Hal Kassoff

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



Maryland Department of Transportation
State Highway Administration

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Richard H. Trainor
Secretary
Hal Kassoff
Administrator

July 10, 1989

The Honorable Michael Gisriel
Maryland House of Delegates
817 Wellington Road
Baltimore, Maryland 21212

Dear Delegate Gisriel:

Thank you for your recent letter concerning the construction of a sound barrier to reduce noise levels at the Dulaney Towers community.

At the meeting you recently attended with Delegate Martha Klima, community residents and Mr. Charles Adams, the eligibility criteria for our noise abatement program were explained in detail. The Dulaney Towers area does not meet the criteria in terms of date of construction. This community was built beginning in 1973, well after the completion of I-695. Because of this, we cannot approve a fully State-funded barrier for Dulaney Towers.

I attended a meeting on June 27th with Senator Vernon F. Boozer, Delegate Martha Klima, your assistant Mr. Emery Gross, Ms. Vivian Kasper from Dulaney Towers and Mr. Adams to discuss this situation. I indicated that we are willing to consider a joint-funded noise barrier for Dulaney Towers. I made this offer initially last October at a meeting held with the community. At the June 27th meeting, a number of possible funding options were discussed. The State Highway Administration is willing to fund approximately fifty percent of the cost of the barrier in this area. The balance of the cost of the barrier would have to be provided by the community. This cost sharing approach is applied where communities that were developed after the highway was constructed fail to meet State criteria on this basis, but do meet federal criteria, as well as all remaining State requirements. (Federal criteria permit use of Federal funds for communities developed after the highway, but before 1976.)

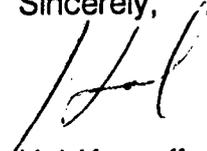
We are very open to working with you and the community in this endeavor and would support the community in any discussions with Baltimore County. At the close of the most recent meeting, it was agreed that Mrs. Kasper would contact the affected residents of the townhouses in her area to determine the level of interest in pursuing a joint-funded barrier project. Mr. Gross offered to provide assistance to Mrs. Kasper in this effort.

My telephone number is (301) _____

The Honorable Michael Gisriel
Page Two

We have not closed the books on this issue and are ready to continue discussions with members of the delegation and the community. I understand your concerns and appreciate your interest in working toward a favorable resolution of this issue.

Sincerely,



Hal Kassoff
Administrator

HK/t

cc: The Honorable Vernon F. Boozer
The Honorable Martha S. Klima
~~Mr. Charles B. Adams~~



**Maryland Department of Transportation
State Highway Administration**

70

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

May 15, 1989

The Honorable Michael Gisriel
2 Southerly Court
Towson, Maryland 21204

Dear Delegate Gisriel:

I am writing in response to the recent telephone inquiry from Carol Allan of your office through our Landscape Architecture Division, about the status of noise abatement projects in your district. These include project numbers 10, 18, and 20 on the attached list. This list summarizes the original 26 areas which were identified as potential candidates for noise barriers. The priority for each project was established as a combined measure of the degree and density of noise impact and cost-effectiveness. The weighting allows smaller but more highly impacted project areas to be competitive with larger areas in determining priority.

We must rely on Federal Highway Administration I-4R funds to construct these projects. These funds, which include 90 percent Federal participation, are the primary source for all Interstate rehabilitation work, including road resurfacing, bridge repair, safety projects, and widening. Because of the intense competition for these funds, we are limited in the number of noise barrier projects we can advertise each year. In addition, these funds were reduced almost 20 percent from our prior allotments. Under the current highway bill, Maryland received \$38.4 million, down from the previous allotment of \$47.8 million. This reduction in funds is the reason why the original timetable for noise barrier construction has to be extended. We currently anticipate expending about one-fourth of our annual I-4R funds for noise abatement. We feel this is generous and fair, given the critical need for road and bridge repairs.

A project from east of Providence Road to Dulaney Valley Road on the outer loop of I-695 was advertised for bids on December 6, 1988. Construction will commence this spring. These barriers were a part of Project 10, but were deferred because of insufficient funds at that time, and only the barrier west of Providence Road on the inner loop was built.

Project 18, though not funded, is currently under design. Design will begin for Project 20 later this year. This will ensure that when funds become available, these projects will be ready to be advertised for bids. During the design process, we will be meeting with the community to explain each project and to hold a ballot to verify that the residents are in favor of it. You will be invited to these meetings.

My telephone number is (301) _____

71
The Honorable Michael Gisriel
Page Two

In sum, funds are committed for all the projects on the priority list up through number 17, taking us through fiscal year 1991. Projects 18 and 20 will have to be funded at a future date.

I hope this explains why we cannot offer a more positive reply to your constituents who have requested a quicker response to their plea for noise abatement measures. Thank you for your continuing interest in our Noise Abatement Program. Please don't hesitate to call me if you have further questions.

Sincerely,

ORIGINAL SIGNED BY:
HAL KASSOFF

Hal Kassoff
Administrator

HK/eh

Attachments

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

Dictated by: Mr. Charles B. Adams-61.5, ext. 8063 on 5-5-89.

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TYPE II NOISE ABATEMENT PROJECT STATUS

DATE: MARCH, 1989

PROJ NO	CONTRACT NO.	PROJECT DESCRIPTION	STATUS:
01	M-512-188-372	I-495 GEORGIA AVENUE (WBR)	COMPLETED
02	B 635-376-424	I-695 LIBERTY ROAD TO MILLFORD MILL RD	COMPLETED
03	P 633-501-324	I-95 NEW CARROLLTON	COMPLETED
04	B 469-501-424	I-695 FREDERICK ROAD	COMPLETED
05	B 569-501-424	I-695 FERRING PKWY TO HARFORD ROAD	COMPLETED
06	B 633-501-424	I-695 WINDSOR MILL RD TO LIBERTY ROAD	COMPLETED
07	M 487-501-324	I-495 GEORGIA AVENUE (EBR)	COMPLETED
08	P 823-501-324	I-95 AT MD ROUTE 5	COMPLETED
10	B 804-501-424	I-695 PROVIDENCE ROAD to DULANEY	INNER LOOP BARRIER COMPLETED; SEE "*" PAGE 2 OF 2
11	M 504-501-324	I-495 US 29/ DALLAS AVENUE	UNDER CONSTRUCTION
12	P 830-501-324	I-95 US RTE 1/ B&O RAILROAD	UNDER CONSTRUCTION
14	B 451-501-424	I-83 AT TIMONIUM ROAD	UNDER CONSTRUCTION

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TYPE II NOISE ABATEMENT PROJECT STATUS

DATE: MARCH, 1989

PROJ NO	CONTRACT NO.	PROJECT DESCRIPTION	STATUS:
*	B 882-501-424	I-695 HAMPTON/ CONCORDIA DRIVE	PART OF PROJECT NO. 10; DELAYED DUE TO \$ SPRING, 1989 CONSTRUCTION START
09	B 805-501-424	I-695 INGLESIDE TO S. OF EDMONDSON AV	SUMMER, 1989 CONSTRUCTION START
13	B 468-501-424	I-695 U.S 1A (SW BV) MD 372 (WILKENS AVE)	CURRENTLY UNDER DESIGN DELAYED DUE TO BELTWAY WIDENING CONSIDERATIONS
15/ 17	AW 991-501-324	I-495 MD RTE 193/ RIGGS ROAD (MD 212)	SUMMER, 1989 CONSTRUCTION START COMBINED FOR TRAFFIC CONTROL & TO SAVE SOME \$
16	AA 407-501-524	I-695 AT B/W PKWY HAMMONDS FERRY	FUNDED CURRENTLY UNDER DESIGN
18	B 837-501-424	I-695 YORK ROAD/ DULANEY VALLEY RD	NOT FUNDED CURRENTLY UNDER DESIGN
19	B 849-501-424	I-83/I-695 THORNTON/SEMINARY	NOT FUNDED CURRENTLY UNDER DESIGN
20	B 850-501-424	I-695 CHARLES ST/ YORK ROAD	NOT FUNDED
21	B 851-501-424	I-695 U.S. RTE 40/ INTERSTATE RTE 70	NOT FUNDED
22	P - -	I-95 B/W PARKWAY/ GOODLUCK ROAD	NOT FUNDED
23	HO - -	I-95 SOUTH OF MONTGOMERY ROAD	NOT FUNDED TIMBERVIEW AREA
24	.P - -	I-95 MD RTE 198/ BROOKLYN BRIDGE RD.	NOT FUNDED LAUREL AREA
25	B - -	I-95 BALT CITY LINE/ S. OF HAZELWOOD AVE.	NOT FUNDED
26	B - -	I-95 S.W. BLVD/ METROPOLITAN BLVD	NOT FUNDED



Maryland Department of Transportation
State Highway Administration

74

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

September 18, 1989

The Honorable Louis L. Goldstein
Comptroller of the Treasury
Treasury Building
P.O. Box 466
Annapolis, Maryland 21401

Dear ~~Comptroller~~ Goldstein: *Louis*

Thank you for your recent letter about the Dulaney Towers community and their problem with traffic noise from I-695. It is always a pleasure hearing from you. I would like to explain our noise policy as it relates to the Dulaney Towers area and the discussions we have had with the community.

In 1976, the Federal Highway Administration issued regulations regarding the funding of noise barriers on existing interstate routes. Two specific criteria were established for federal participation of these projects. The first criterion is that measured noise levels must meet or exceed 67 decibels (Leq). The second is that developments which occurred after the issuance of the regulations (1976) are not eligible for federal funding. The construction of noise barriers on existing highways is a strictly voluntary program. Additional monies were not allocated for this work; barrier costs must be funded from I-4R funds which are also used for road repairs and bridge rehabilitation work. As a matter of fact, most states declined to participate in this program.

Initially, we were guided solely by the federal criteria for noise barriers. When it became apparent that monies would not be available to fund all the potential projects that met these criteria, the State Highway Administration adopted a formal noise policy. This policy was approved and signed by former Secretary of Transportation William Hellmann in April 1987.

The State's policy differs in that it requires a development to have been established prior to the construction of the highway. It is our feeling that noise barriers should be considered only where the highway caused the impact to the existing development. In addition, we set a limit on how much would be spent on each noise barrier. It was determined that \$40,000 per impacted residence is reasonable. I might add that this is the most generous expenditure in the United States.

My telephone number is (301) _____

75

The Honorable Louis L. Goldstein
Page two

We recognized that there are some communities that are caught between the federal and State requirements, those that might qualify for federal funding, but were constructed after the highway. We are firm in our belief that the priority for noise barrier construction should be for those areas that predated the highway. In recognition of the situation, we are willing to consider funding up to one-half of our maximum cost per residence for areas that fit this category. A project would be funded on a 50/50 basis, one-half by SHA and the other one-half from another source or sources. These could include funds provided by the community and/or the local subdivision. One such project is now under consideration in Montgomery County.

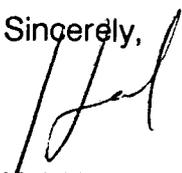
The Dulaney Towers community was constructed in 1974, two years prior to the federal regulations, but many years after the construction of the Beltway (I-695), which was completed in 1962. Although they don't qualify for fully funded noise barriers under our policy, we would fund up to one-half of the cost of a barrier for their community. We have met with the community several times to explain our position and have offered our support in any discussions they might have with Baltimore County.

We have determined that the cost to the community would be approximately \$153,555 to protect 39 residential units. This comes to \$3,940 per residence. The figure in Mrs. Kasper's letter to you, of \$400,000, is the total cost of the barrier project, which includes construction items other than the wall itself. The State would bear the cost of these construction items.

We feel that we have been more than fair in dealing with the Dulaney Towers community. To make an exception in this case would be unfair to the many other areas in Maryland with the same circumstances. The bottom line is that we just can't afford to go beyond the scope of our current policy.

I trust this information is sufficient for your needs at this time. Please don't hesitate to call me if I can be of further assistance.

Sincerely,



Hal Kassoff
Administrator

HK/t



Maryland Department of Transportation
State Highway Administration

74

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

February 8, 1989

The Honorable Michael R. Gordon
222-A Lowe Office Building
Annapolis, Maryland 21401-1991

Dear Delegate ~~Gordon~~: *Mike*

Thank you for your recent letter concerning noise barriers along I-270 in the vicinity of the Falls Ridge 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 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.

The purpose of our noise abatement program is to consider mitigation where existing developments are impacted due to highway improvements. In the case of Falls Ridge, the development occurred after approval of the environmental document for the I-270 widening, and is not eligible for noise barriers.

A landscaping of the completed I-270 corridor will be undertaken following construction. We will give full consideration to the Falls Ridge area in this effort.

My telephone number is (301) _____

The Honorable Michael R. Gordon
Page Two

I regret that we cannot offer more of a solution to your concerns, but trust I have clarified our position. Please do not hesitate to contact me or Charles B. Adams, Chief, Bureau of Landscape Architecture, at 321-3521, if you have further questions.

Sincerely,



Hal Kassoff
Administrator

HK/eh

cc: ~~Mr.~~ Charles B. Adams

78

OCT 30 1989

The Honorable Leo Green
3123 Belair Drive
Bowie, Maryland 20715

Dear Senator Green:

Thank you for your recent letter concerning noise abatement for the Princeton Square community.

The Kenilworth and Heather Hills communities to which you referred in your letter do qualify for noise barriers under the criteria of our Noise Policy. Princeton Square was built after location approval was given for the US 50 upgrade and, thus, does not qualify under the date of construction criterion. To make an exception for Princeton Square would open us to many similar requests from other communities where we have denied noise barriers for the same reason.

As you know, we are pursuing the construction of an earth berm adjacent to Princeton Square, which should provide some noise abatement benefit to the community.

Mr. Charles B. Adams, Chief, Landscape Architecture Division, would be happy to arrange a briefing with you if you would like further clarification of our policy. Please feel free to call him at (301) 333-8063 to arrange a convenient time for a meeting.

Sincerely,
ORIGINAL SIGNED BY:
HAL KASSOFF

Hal Kassoff
Administrator

HK/db

cc: Mr. Charles B. Adams

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



Maryland Department of Transportation
State Highway Administration

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Richard H. Trainor
Secretary
Hal Kassoff
Administrator

September 15, 1989

The Honorable Leo Green
3123 Belair Drive
Bowie, Maryland 20715

Dear Senator Green:

Thank you for your recent letter, on behalf of Lieutenant Colonel John Elmore, concerning noise abatement for the Princeton Square community.

I have already received Lt. Col. Elmore's letter and responded to him personally. You should have received a copy of my letter dated September 5th, in which I explained that in Mr. Michael Snyder's letter of October 15, 1987, he was referring to the overall project limits when he stated "west of MD 197 to west of MD 3." In the event that the copy of my letter to Lt. Col. Elmore did not reach you, I am enclosing a copy. Barriers are being provided, as part of the highway project, only for those communities which meet all of the policy criteria.

I trust this information adequately answers your question. Please feel free to contact me if you require additional information.

Sincerely,


Hal Kassoff
Administrator

HK/db

enclosure
cc: Mr. Michael Snyder

My telephone number is (301) _____



**Maryland Department of Transportation
State Highway Administration**

80

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

July 31, 1989

The Honorable Leo Green
3123 Belair Drive
Bowie, Maryland 20715

Dear Senator ^{Leo} Green:

I am writing to report the results of the study to determine the feasibility of an earth berm at the Princeton Square community, adjacent to the US 50/MD 197 interchange.

The study concluded that an earth berm with a maximum height of approximately 20 feet can be constructed on the excess land parcel in this area. It was also determined that because of the contractor's need to dispose of excess earth material from the highway project, this earth berm could be constructed at no cost to the State. This is important because the Princeton Square community does not meet the policy criteria for noise abatement, and expenditure of funds for this area would violate our policy.

You will be happy to know that because of construction schedules and the immediate need of the contractor for a disposal site, the creation of the earth berm has already begun. When it is completed to its maximum height and shape, it will be seeded and mulched to prevent erosion.

Upon completion of the US 50 highway project a landscape project will be designed and implemented, which will include the planting of the earth berm. This will provide additional screening and create a more natural appearance to the berm.

I trust this information is sufficient for your needs at this time. Please feel free to contact me if you have any questions or desire additional information.

Sincerely,

Hal Kassoff
Administrator

HK/wt

My telephone number is (301) _____



**Maryland Department of Transportation
State Highway Administration**

75B 8

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

MAR 22 1989

The Honorable Leo Green
212 James Office Building
Annapolis, Maryland 21401-1991

Dear Senator Green:

I am writing in response to your request through our District 3 office concerning noise impacts in the Princeton Square community, adjacent to the US 50/MD 197 interchange.

We will initiate a study to determine the feasibility of an earth berm in this area. The study will be completed within 90 days, at which time we will contact you with the results.

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

ORIGINAL SIGNED BY:
HAL KASSOFF

Hal Kassoff
Administrator

HK/eh

cc: Mr. Michael Snyder
Mr. Charles B. Adams

My telephone number is (301) _____

Noise

82

October 6, 1989

The Honorable James M. Herl
Vice Chairman, Prince George's County Council
County Administration Building
Upper Marlboro, Maryland 20772

Dear Councilman Herl:

Thank you for your recent letter concerning noise barriers in the area of Landover Hills, adjacent to US 50.

As discussed at the September 12th meeting, preliminary studies performed by the State Highway Administration indicate that the Landover Hills area may well meet our criteria for a noise barrier. However, more detailed design studies are needed to reach a final determination of costs. We have initiated the necessary design activities to make this determination. This work will require approximately 12 months to complete.

If, after completion of the next phase of design, the barrier meets all of our criteria, we will add it to our list of future projects. Noise barrier projects to which we are currently committed will take several years to bring to construction. We are not committing ourselves to any new noise barrier construction until we are well toward the completion of those existing projects. At that time we will determine the priority for construction of new projects.

Presently, our noise abatement program is concentrating on project areas on the interstate system. The portion of US 50 inside the Capital Beltway is not an anticipated addition to the interstate system. A final decision on pursuing non-interstate projects will depend upon the future availability of funds.

The Honorable James M. Herl
Page Two

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We regret that we cannot offer a more positive response to your concerns at this time. Please contact me or State Highway Administrator Hal Kassoff if you require additional information.

Sincerely,

/s/ RICHARD H. TRAINOR

Richard H. Trainor
Secretary

RHT/t

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

Dictated by: Charles Adams-SHA ext. 8063 9/26/893

Gmi.

84



**Maryland Department of Transportation
State Highway Administration**

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

February 24, 1989

The Honorable Paula C. Hollinger
James Office Building, Room 206
Annapolis, Maryland 21401-1991

Dear Senator Hollinger:

Thank you for your recent letter on behalf of Mrs. Irene Blum, concerning noise in the area of her home adjacent to I-695.

At Mrs. Blum's request, we have performed additional tests at her residence. The results of this study support the outcome of our previous tests. The highest level measured last October was 64 decibels. During our recent measurements, on February 9th and 10th, 63 decibels was the highest level achieved. I have enclosed copies of both test results for your information.

We also looked at the potential cost-effectiveness of a barrier in this area, but found that the cost per residence would be well above our \$40,000 limit. There are only three residences in this area that are impacted above the 67 decibel threshold. A barrier to protect these residences would cost over \$1,000,000.

I regret that I cannot offer a more positive response to your constituent; however, I trust that this information is helpful. Please do not hesitate to contact me or Mr. Charles B. Adams, Chief of Landscape Architecture, at 333-8064, if you have additional questions.

Sincerely,

Hal Kassoff
Administrator

RECEIVED

HK/eh.

Enclosures

cc: Mr. Charles B. Adams

My telephone number is (301) _____



**Maryland Department of Transportation
State Highway Administration**

RS

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

July 26, 1989

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 Mr. Walter DeRieux, concerning the noise problem in the community of West Laurel adjacent to I-95.

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 percent of the affected residents must favor the project; and
- funds must be available.

Let me briefly explain the reasons for the delay of this project. We must rely on Federal Highway Administration I-4R funds to construct noise barrier projects. These funds are the primary source for all interstate rehabilitation work, including road resurfacing, bridge repair, safety projects and widening. Because of the intense competition for these monies, we are limited in the number of noise barrier projects we can advertise for bids each year.

My telephone number is (301) _____

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The Honorable Steny H. Hoyer
Page Two

In addition, these funds were reduced almost 20 percent from our prior allotments. Under the current highway bill, Maryland received \$38 million, down from the previous allotment of \$47 million. This annual allocation is very limited in view of our enormous needs. We currently anticipate expending about one-fourth of our annual I-4R funds for noise abatement. We feel this is fair, given the critical need for road and bridge repairs.

The area of Bradford and Fitzpatrick drives is a candidate for noise barriers. However, the actual date of construction has always been subject to funding. Because funds for this project are not available at this time, a construction schedule cannot be predicted. At such a time when funding becomes available for a project in this area, we will make a final determination on whether the barrier meets our cost criteria. Our original prediction of a 1990 construction date in this area was based on our previous annual I-4R allocations.

As a point of clarification, a noise barrier is most effective for the first and second rows of homes adjacent to the highway, or a distance of approximately 300 feet. McCahill Drive is situated more than one-half mile from I-95; therefore, any noise reduction obtained in that area may be imperceptible. Much of the traffic noise Mr. DeRieux hears is very likely generated from Bond Mill Road or Brooklyn Bridge Road, both of which are closer to his residence than I-95.

I hope that I have adequately explained the issues which are affecting this project. Please do not hesitate to contact me if I can be of further assistance. Your continuing interest in our Noise Abatement Program is appreciated.

Sincerely,

ORIGINAL SIGNED BY
HAL KASSOFF

Hal Kassoff
Administrator

HK/t

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

Dictated by: Charles B. Adams-SHA ext. 8063 July 25, 1989

87

RECEIVED

JUL 27 1988

**BUR. OF CARDGARE
AND SECURITY**

March 14, 1989

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 Mrs. Helen Cabiness of the Ruxton Drive area of Prince George's County. I will address each of Mrs. Cabiness' questions as they were listed in her letter to you.

The most recent noise level studies in the Ruxton Drive area along I-95 (Capital Beltway) were conducted in the spring of 1986. A copy of the results are enclosed for your information. At that time, noise levels for a majority of the homes adjacent to the highway were at or above our impact threshold of 67 decibels (dBA).

We have not approved a noise barrier for the Ruxton Drive area. Our record of inquiries from this area dates back to February, 1986. The noise level studies were completed by mid-1986. Development of a formal noise policy had been initiated by that time, and decisions regarding potential new noise barrier projects were deferred until the final policy was adopted in April, 1987. This was done to avoid potential inconsistencies with the policy.

There were two aspects of the new criteria that differed from the pre-1987 criteria. First, a dollar limit was placed on noise barrier expenditures. Because of the great cost, we felt it necessary to include a cost criterion in order to determine reasonable cost. Prior to 1987, a specific dollar limit was not specified. We have included a maximum cost per residence of \$40,000. This figure is the highest in the country.

The second revision was tied to the date of construction of the community. 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 development which came after the highway, except for developments built prior to May, 1976. Frankly, we saw little basis for the exception, and did not include it. Our policy is based on the

The Honorable Steny H. Hoyer
Page Two

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presumption that developments which were built after the highway cannot logically or equitably be entitled to costly noise barriers at public expense. We have not made any exceptions to the policy.

The proposed fly-over ramp, which will connect US 50 (I-68) to the New Carrollton Metro Station, will be approximately 800 feet from the Ruxton Drive residences closest to the Whitfield Chapel Park. The ramp comes closest to the homes on Timber Lane.

An effective noise barrier for the Ruxton Drive area (including the homes on Cortland and Timber lanes) would have to be approximately 2,300 feet in length and would average at least 16 feet in height to protect 16 impacted residences. The cost would be over \$990,000, which translates into a cost per residence of over \$61,000. This amount exceeds our limit for reasonable cost, even if the homes had met the date of construction requirement.

The determination of the feasibility of a noise barrier is based upon the ability to construct an effective barrier at a reasonable cost. Our design goal is to construct barriers that provide a minimum noise reduction of 7-10 dBA. We consider a barrier effective if it reduces noise levels by a minimum of five decibels. Also, such factors as available right-of-way and safety are considered in determining if a noise barrier can physically be placed in a given area, still meet the noise reduction goal, and pose no safety hazards to the motoring public.

I hope this information has addressed the questions raised by Mrs. Cabiness. Please contact me or State Highway Administrator Hal Kassoff if you require additional information. Hal can be reached at 301-333-1111.

Sincerely,

/s/ RICHARD H. TRAINOR

Richard H. Trainor
Secretary

RHT/eh
Enclosure



*Maryland Department of Transportation
State Highway Administration*

90

PRO # 24

Richard H. Trair
Secretary
Hal Kassoff
Administrator

MAR 07 1989

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

Dear Congressman Hoyer:

Thank you for your recent letter on behalf of Mr. Mark Nagel concerning the noise problem in the community of West Laurel, adjacent to I-95. We have already had direct correspondence with Mr. Nagel, which I would like to share with you.

We have identified the area of Bradford and Fitzpatrick Drives as a candidate for noise barriers. A final determination will be made based upon whether a barrier meets the cost criteria. To do this, we must proceed with preliminary design studies which include soil borings, foundation studies, and refinement of the optimal location, determination of height and length of the barrier, and coordination with affected property owners. If, after these studies are completed, the project is found to be both cost-effective and acceptable to the community, we will proceed with final design.

Due to a large backlog of previously approved noise abatement projects, and the constraints we have on available funds, an actual date for construction cannot be predicted at this time. Based upon the commitments we have in other areas, it will be at least several years before funding would be available for any new projects.

As a point of clarification, a noise barrier is most effective for the first and second rows of homes adjacent to the highway, or a maximum distance of approximately 300 feet. Mr. Nagel lives on Bond Mill Road, which is situated a considerable distance from I-95; therefore, any noise reduction obtained in his area may be imperceptible.

My telephone number is (301) _____

91
The Honorable Steny H. Hoyer
Page 2

I hope that I have answered your questions adequately. Please do not hesitate to contact me if I can be of further assistance. Thank you for your continuing interest in our Noise Abatement Program.

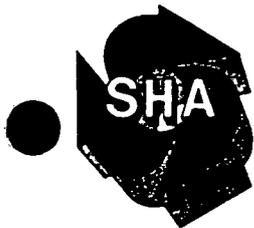
Sincerely,

ORIGINAL SIGNED BY:
HAL KASSOFF
Hal Kassoff
Administrator

HK/db

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

Dictated by: Charles B. Adams-SHA (ext. 8063) 3/6/89.



Maryland Department of Transportation
State Highway Administration

92

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

May 11, 1989

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

Dear Senator Kelly:

Frank

Thank you for your recent letter on behalf of Ms. Charlotte Patrone concerning the proposed noise barrier project adjacent to the I-695/I-83 interchange in the vicinity of Adcock Road. I will address each of Ms. Patrone's questions as they were listed in her letter to you.

1. The Baltimore Beltway was opened to interstate traffic in 1962; this is the date we use when considering areas for noise abatement. Actual construction of this portion of the beltway occurred prior to 1960.
2. This area was identified as a potential noise abatement project area during the first statewide inventory, conducted in 1977-78. Our earliest written commitments were made in 1984.
3. Several noise measurement studies have been performed as part of the development of this noise abatement project. The earliest was conducted in 1977; the most recent was performed in 1988. Noise and air quality studies have also been performed in 1987-88, as part of the planning studies for the expansion of I-695. These noise studies did not include Adcock Road because the commitment to construct a noise barrier in this location has been made, and it is anticipated that it will be in place by the time the beltway project is implemented. With the noise barrier in place, any additional impacts as the result of expansion of I-695 would be imperceptible. Information on the air quality studies indicated that State and Federal air quality standards will not be exceeded.
4. As of 1986, the volume of traffic on this portion of the beltway was approximately 144,500 vehicles per day, approximately 11,500 vehicles per hour during peak traffic periods, and approximately 7,200 vehicles per hour during daytime off-peak periods.

My telephone number is (301) _____

- 5. Roadways are designed to accommodate the maximum volume of traffic that can travel the highway at the posted speed limit. Planning for the expansion of I-695 was based on a forecast of 179,000 vehicles per day by the year 2015.
- 6. The total annual budget expenditure for noise abatement projects is as follows:

<u>Fiscal Year</u>	<u>Approx. Budget</u>	<u>Project Location</u>
1986	\$ 9,143,000	I-95/495, New Carrollton I-695, Frederick Road I-695, Perring Parkway
1987	\$ 10,279,000	I-495, Georgia Avenue - Seminary Avenue I-95/495, MD 5 I-495, US 29 - Dallas Avenue I-95/495, US 1 - B & O R.R. I-495, Rock Creek
1988	\$ 9,549,000	I-495, Liberty Road - Windsor Mill Road I-695, Providence Road I-695, Edmondson Avenue I-695, Wilkens Avenue - S.W. Boulevard I-83, Timonium Road
1989	\$ 9,392,000	I-495, Riggs Road - MD 193 I-695, Baltimore-Washington Parkway I-695, Providence Road - Dulaney Valley Road

- 7. The project along I-83 at Timonium Road was approved based on the following qualification criteria:
 - noise levels must exceed the impact threshold level of 67 decibels (dBA);
 - a majority of the impacted residences must have preceded the highway;

The Honorable Francis X. Kelly
Page Three

- 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.

Timing of the project was determined by its priority rating and availability of funding. Traffic volume is not an issue in determining qualification or priority.

8. Our priority system is based on the qualification criteria listed above, and was established as a combined measure of the degree and density of noise impact and cost-effectiveness. The weighting allows smaller but more highly impacted project areas to be competitive with larger areas when determining priority.
9. SHA's Landscape Architecture Division oversees the establishment and definition of projects. An internal committee, which is comprised of representatives from planning and design divisions within SHA, reviews each area's qualifications. This office then makes a final decision based on the recommendations of the noise committee.

The priority position of this project in our program has not changed. We recognize that this area is impacted by traffic noise. However, based on our priority system, it did not rate as high as some other projects.

The scheduling of noise projects is always predicated on the availability of Federal Highway Administration I-4R funds. These funds also cover all interstate rehabilitation work, including road resurfacing, bridge repairs and safety improvements.

Because of the intense competition for these funds, we are limited in the number of noise barrier projects we can advertise each year. In addition, these funds have been reduced by almost 20% from our previous allotment. Maryland's allocations have dropped to \$38 million annually, down from the previous amount of \$47 million. This annual allocation is very limited in view of our enormous needs.

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The Honorable Francis X. Kelly
Page Four

While we remain committed to the construction of this noise barrier, funding limits determine the timing of project construction. I regret that I cannot offer a more immediate response to this situation, but trust that I have adequately explained the issues concerning this project.

If you have additional questions, please don't hesitate to contact me or Mr. Charles B. Adams, Chief of our Landscape Architecture Division, who is responsible for the Noise Abatement Program. Mr. Adams can be reached at 333-8063.

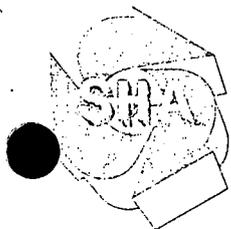
Sincerely,



Hal Kassoff
Administrator

HK/eh

cc: Mr. Charles B. Adams



*Maryland Department of Transportation
State Highway Administration*

910

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

May 5, 1989

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

Dear Senator Kelly: *FK*

Thank you for your recent letter concerning the proposed noise barrier for the Longford community adjacent to I-695 and I-83. We have recently received correspondence from the Hargests directly. Let me share with you the information we gave them concerning this project.

Initially, 26 areas were identified as potential candidates for noise barriers statewide. The priority of each project was established as a combined measure of the degree and density of noise impact and cost-effectiveness. The weighting tends to favor high noise levels, which allows smaller but more highly impacted project areas to be competitive with larger areas in determining priority. The Hargests' area was listed as project No. 19.

We recognize that this area is impacted by traffic noise. However, based on our priority system, it did not rate as high as many other projects. This includes the project at Timonium Road which rated as No. 14. The priority position of these projects in our program has not changed.

The possibility of constructing the noise barrier as early as 1988 was always predicated on the availability of funds. The scheduling of noise projects is dependent upon Federal Highway Administration I-4R funds. These funds also cover all Interstate rehabilitation work, including road resurfacing, bridge repairs and safety improvements.

Because of the intense competition for these funds, we are limited in the number of noise barrier projects we can advertise each year. In addition, these funds have been reduced by almost 20 percent from our previous allotment. Maryland's allocations have dropped to \$38 million annually, down from the previous amount of \$48 million. This annual allocation is very limited in view of our enormous needs. (For example, widening the Baltimore Beltway will require several hundred million dollars from this category.)

My telephone number is (301) _____

The Honorable Francis X. Kelly
Page Two

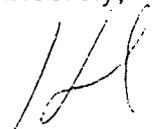
The construction of noise barriers for the Longford community is not contingent on the Beltway widening. We do, however, want to place noise barriers in a location where they will be unaffected by proposed widening. The design of a noise barrier for this area is currently in progress. We are coordinating efforts with the Beltway widening study to ensure that barriers are placed where conflict will be absent or minimal.

The noise barrier plans will be brought to completion, and the project will be advertised for bids when funding becomes available. Based on our current schedule and the constraints we have on available funds, an actual date for construction cannot be given at this time. Please be assured that we remain committed to the construction of this noise barrier.

I regret that I cannot offer your constituents a more immediate response to this situation, but trust that I have adequately explained the issues which are restricting our progress on this project.

If you have additional questions, please don't hesitate to contact me or Mr. Charles B. Adams, Chief of our Landscape Architecture Division, who is responsible for the Noise Abatement Program. Mr. Adams can be reached at (301) 333-8063.

Sincerely,



Hal Kassoff
Administrator

HK/eh

cc: Mr. Charles B. Adams



**Maryland Department of Transportation
State Highway Administration**

98

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

April 3, 1989

The Honorable Francis X. Kelly
100 James Office Building
Annapolis, Maryland 21401-1991

Dear Senator Kelly: *Frank*

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

In order to address Mr. Paff's concerns more clearly, I have enclosed a copy of the Noise Abatement Project Status which summarizes the original 26 areas which were identified as potential candidates for noise barriers. The priority for each project was established as a combined measure of the degree and density of noise impact and cost-effectiveness. The weighing allows smaller but more highly impacted project areas to be competitive with larger areas in determining priority. The project area in which Mr. Paff lives is No. 19.

We recognize that this area is severely impacted by traffic noise. However, based on our priority system, it did not rate as high as many other projects.

The project that Mr. Paff refers to as protecting the open field off Providence Road is Project No. 10. This barrier is not intended to protect the field, but was extended beyond the last residence of Campus Hills in order to prevent noise from passing around the end of the wall. This is done for all noise barrier projects to ensure optimum noise reduction for the residences located towards the end of the wall. The project for the Pine Valley community (adjacent to I-83 north of Timonium Road) was rated as priority 14.

The possibility of constructing the noise barrier in the spring, 1989 was always predicated on the availability of funds. The scheduling of noise projects is dependent upon the availability of Federal Highway Administration I-4R funds. These funds also cover all interstate rehabilitation work, including road resurfacing, bridge repairs and safety improvements.

My telephone number is (301) _____

The Honorable Francis X. Kelly
Page Two

Because of the intense competition for these funds, we are limited in the number of noise barrier projects we can advertise each year. In addition, these funds have been reduced by almost 20% from our previous allotment. Maryland's allocations have dropped to \$38 million annually, down from the previous amount of \$48 million. This annual allocation is very limited in view of our enormous needs. (For example, widening the Baltimore Beltway will require several hundred million dollars from this category.)

While we remain committed to the completion of our noise abatement program, funding limits determine the timing of project construction. I hope this explains why we cannot offer a more positive response to Mr. Paff's request. Please call me or Mr. Charles B. Adams, Chief of our Landscape Architecture Division (333-8063), if you have further questions, or feel meeting would be desirable.

Sincerely,



Hal Kassoff
Administrator

HK/eh

cc: ~~Mr.~~ Charles B. Adams

100

TYPE II NOISE ABATEMENT PROJECT STATUS

DATE: MARCH, 1989

PROJ NO	CONTRACT NO.	PROJECT DESCRIPTION	STATUS:
01	M-512-188-372	I-495 GEORGIA AVENUE (WBR)	COMPLETED
02	B 635-376-424	I-695 LIBERTY ROAD TO MILLFORD MILL RD	COMPLETED
03	P 633-501-324	I-95 NEW CARROLLTON	COMPLETED
04	B 469-501-424	I-695 FREDERICK ROAD	COMPLETED
05	B 569-501-424	I-695 PERRING PKWY TO HARFORD ROAD	COMPLETED
06	B 633-501-424	I-695 WINDSOR MILL RD TO LIBERTY ROAD	COMPLETED
07	M 487-501-324	I-495 GEORGIA AVENUE (EBR)	COMPLETED
08	P 823-501-324	I-95 AT MD ROUTE 5	COMPLETED
10	B 804-501-424	I-695 PROVIDENCE ROAD to DULANEY	INNER LOOP BARRIER COMPLETED; SEE "*" PAGE 2 OF 2
11	M 504-501-324	I-495 US 29/ DALLAS AVENUE	UNDER CONSTRUCTION
12	P 830-501-324	I-95 US RTE 1/ B&O RAILROAD	UNDER CONSTRUCTION
14	B 451-501-424	I-83 AT TIMONIUM ROAD	UNDER CONSTRUCTION

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TYPE II NOISE ABATEMENT PROJECT STATUS

DATE: MARCH, 1989

PROJ NO	CONTRACT NO.	PROJECT DESCRIPTION	STATUS:
*	B 882-501-424	I-695 HAMPTON/ CONCORDIA DRIVE	PART OF PROJECT NO. 10; DELAYED DUE TO \$ SPRING, 1989 CONSTRUCTION START
09	B 805-501-424	I-695 INGLESIDE TO S. OF EDMONDSON AV	SUMMER, 1989 CONSTRUCTION START
13	B 468-501-424	I-695 U.S 1A (SW BV) MD 372 (WILKENS AVE)	CURRENTLY UNDER DESIGN DELAYED DUE TO BELTWAY WIDENING CONSIDERATIONS
15/ 17	AW 991-501-324	I-495 MD RTE 193/ RIGGS ROAD (MD 212)	SUMMER, 1989 CONSTRUCTION START COMBINED FOR TRAFFIC CONTROL & TO SAVE SOME S
16	AA 407-501-524	I-695 AT B/W PKWY HAMMONDS FERRY	FUNDED CURRENTLY UNDER DESIGN
18	B 837-501-424	I-695 YORK ROAD/ DULANEY VALLEY RD	NOT FUNDED CURRENTLY UNDER DESIGN
19	B 849-501-424	I-83/I-695 THORNTON/SEMINARY	NOT FUNDED CURRENTLY UNDER DESIGN
20	B 850-501-424	I-695 CHARLES ST/ YORK ROAD	NOT FUNDED
21	B 851-501-424	I-695 U.S. RTE 40/ INTERSTATE RTE 70	NOT FUNDED
22	P - -	I-95 B/W PARKWAY/ GOODLUCK ROAD	NOT FUNDED
23	HO - -	I-95 SOUTH OF MONTGOMERY ROAD	NOT FUNDED TIMBERVIEW AREA
24	P - -	I-95 MD RTE 198/ BROOKLYN BRIDGE RD.	NOT FUNDED LAUREL AREA
25	B - -	I-95 BALT CITY LINE/ S. OF HAZELWOOD AVE.	NOT FUNDED
26	B - -	I-95 S.W. BLVD/ METROPOLITAN BLVD	NOT FUNDED

RECEIVED
NOV 27 1989
162
November 27, 1989

The Honorable Martha S. Klima
Maryland House of Delegates
1403 Newport Place
Lutherville, Maryland 21093

Dear Delegate Klima:

I am writing in response to your request for information regarding noise barrier projects in your district. I am sorry that you were unable to attend the fall tour due to your hospitalization but hope that all is well with you now.

As you requested, I am enclosing a chart which summarizes the status of all noise abatement projects on our current project list. In your district, the I-695 project adjacent to Hampton and Concordia drives is currently under construction. The proposed I-695 project from York Road to Dulaney Valley Road, while not yet funded for construction, is now in the design phase. The other project in your district, I-695 from Charles Street to York Road, is not yet funded but design work will begin next year.

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

Sincerely,

ORIGINAL SIGNED BY:
HAL KASSOFF

Hal Kassoff
Administrator

HK/t

Enclosure

cc: Mr. Stephen L. Reich
Mr. Charles B. Adams

bcc: Mr. Bob B. Myers
Mr. Neil J. Pedersen
Mr. Robert D. Douglass
Mr. Eugene J. Miller

June 22, 1989

183

RECEIVED

The Honorable Martha S. Klima
1403 Newport Place
Lutherville, Maryland 21093

Dear Delegate Klima:

Thank you for your recent letter, on behalf of Mr. Harry F. Koenig, concerning the prioritization process for noise barrier projects.

It was never our intention to give special consideration to Baltimore Beltway areas over other interstates. The priority for each project was established as a combined measure of the degree and density of noise impact and cost-effectiveness. The weighting tends to favor high noise levels, which allows smaller but more highly impacted project areas to be competitive with larger areas when determining priority.

This priority listing must be maintained in order to ensure fairness to each community which was eligible for noise barriers. If we were to react to community pressures one by one, our program would be chaotic and unmanageable. Based on our priority system, this area did not rate as high as many other projects, including the I-83 project to which Mr. Koenig referred.

Design for a noise barrier project in Mr. Koenig's area will begin later this year. This will ensure that, when funds become available, the project will be ready to be advertised.

I understand and appreciate your interest in seeing this project completed as quickly as possible. Your patience and support are greatly appreciated.

Sincerely,

ORIGINAL SIGNED BY:

HAL KASSOFF

Hal Kassoff
Administrator

HK/eh

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

RECEIVED

JUN 26 1989

**BUR. OF LANDSCAPE
ARCHITECTURE**



Maryland Department of Transportation
State Highway Administration

105

Richard H. Trainor
Secretary

Hal Kassoff
Administrator

RECEIVED

89 MAY -3 PM 3:42

OFFICE OF
HIGHWAY DEVELOPMENT

May 2, 1989

The Honorable Martha S. Klima
1403 Newport Place
Lutherville, Maryland 21093

Dear Delegate Klima:

A handwritten signature in cursive, appearing to read 'H. Klima', written over the typed name 'Martha S. Klima'.

I am writing in response to your recent inquiry, through our Landscape Architecture Division, about the status of noise abatement projects in your district. These include project numbers 10, 18 and 20 on the attached list. This list summarizes the original 26 areas which were identified as potential candidates for noise barriers. The priority for each project was established as a combined measure of the degree and density of noise impact and cost-effectiveness. The weighting allows smaller but more highly impacted project areas to be competitive with larger areas in determining priority.

We must rely on Federal Highway Administration I-4R funds to construct these projects. These funds, which include 90 percent Federal participation, are the primary source for all Interstate rehabilitation work, including road resurfacing, bridge repair, safety projects and widening. Because of the intense competition for these funds, we are limited in the number of noise barrier projects we can advertise each year. In addition, these funds were reduced almost 20 percent from our prior allotments. Under the current highway bill, Maryland received \$38.4 million, down from the previous allotment of \$47.8 million. This reduction in funds is the reason why the original timetable for noise barrier construction has to be extended. We currently anticipate expending about one-quarter of our annual I-4R funds for noise abatement. We feel this is generous and fair, given the critical need for road and bridge repairs.

A project from east of Providence Road to Dulaney Valley Road on the outer loop of I-695 was advertised for bids on December 6, 1988. Construction will commence this spring. These barriers were a part of Project 10, but were deferred because of insufficient funds at that time, and only the barrier west of Providence Road on the inner loop was built.

My telephone number is (301) _____

Teletypewriter for Impaired Hearing or Speech

383-7555 Baltimore Metro - 565-0451 D.C. Metro - 1-300-492-5062 Statewide Toll Free
707 North Calvert St., Baltimore, Maryland 21203-0717

106

Project 18, though not funded, is currently under design. Design will begin for Project 20 later this year. This will ensure that when funds become available, these projects will be ready to be advertised for bids. During the design process, we will be meeting with the community to explain each project and to hold a ballot to verify that the residents are in favor of it. You will be invited to these meetings.

In sum, funds are committed for all the projects on the priority list up through Number 17, taking us through fiscal year 1991. Projects 18 and 20 will be funded at a future date.

I hope this explains why we cannot offer a more positive reply to your constituents who have requested a quicker response to their plea for noise abatement measures. Thank you for your continuing interest in our Noise Abatement Program. Please don't hesitate to call me if you have further questions.

Sincerely,
ORIGINAL SIGNED BY:
HAL KASSOFF

Hal Kassoff
Administrator

HK/t

Attachments

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

107
March 23, 1989

The Honorable Martha S. Klima
Maryland House of Delegates
308 House Office Building
Annapolis, Maryland 21401-1991

Dear Delegate Klima:

I am writing in response to your recent letter to District Engineer Robert Olsen regarding the correspondence you received from Mrs. Jack Jewell about our noise abatement program.

We are continuing to investigate the noise conditions in Mrs. Jewell's community. As you are aware, our noise abatement criteria require that the development must have pre-dated the highway. This is certainly the situation in this case. Our original studies indicated that the cost of a barrier exceeded our maximum allowable cost per residence cost of \$40,000. However, we are continuing to refine our studies to see if this criteria can be met.

I understand Mrs. Jewell's frustration, but we are addressing the situation in this community in the same manner as all other areas. We must be sure that all of the criteria for noise barrier approvals are met because of the wide ranging implications if we make any exceptions.

I hope I have been able to clarify this situation for you. We anticipate the additional studies to be completed by late April. We will let you know the results at that time and we will be glad to meet with you to review the studies if you would like. Please don't hesitate to contact me or Mr. Charles B. Adams, Chief, Bureau of Landscape Architecture, if you have further questions. Mr. Adams can be reached at 333-8063. Thank you for your continued interest in our noise abatement program.

Sincerely,

ORIGINAL SIGNED BY:
HAL KASSOFF
Hal Kassoiff
Administrator

HK/db

cc: Mr. Robert Olsen
bcc: Mr. Bob B. Myers
Mr. Robert D. Douglass
Mr. Charles B. Adams
Mr. Gene Miller

Dictated by: Mr. Charles B. Adams-SHA (ext. 8063) 3/13/89.



Maryland Department of Transportation
State Highway Administration

108

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

August 17, 1989

The Honorable Laurence Levitan
Maryland State Senate
100 James Senate Office Building
110 College Avenue
Annapolis, Maryland 21401-1991

ATTN: Mr. Miles Shulman

Dear Senator Levitan:

This letter is in response to Mr. Shulman's phone call, on behalf of Mr. Eric Eisen, to Mr. Neil Pedersen regarding noise barriers for the Wildwood Hills neighborhood.

The State Highway Administration has received a significant number of requests for noise barriers over the past few years. In order to equitably handle these requests, we developed a policy by which eligibility for noise abatement is determined. The criteria we consider are:

- 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;
- 75 percent of the affected residents must favor the project; and
- funds must be available.

As part of the study of widening the I-270 Spur (west), we investigated the reasonability of mitigating noise impacts by constructing a noise barrier.

My telephone number is (301) _____

The Honorable Laurence Levitan
Page Two

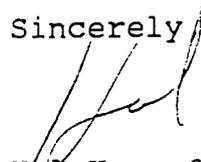
There are two criteria that the Wildwood Hills neighborhood does not meet. The first criterion is the increase in noise resulting from the proposed project. The proposed widening generates a one to two decibel increase in noise level, which is not perceptible to the human ear. The second criterion not met is the cost per residence, which is estimated at \$88,900 per residence protected. This high cost per residence results from the fact that only nine residences would be protected by a barrier.

Because these two criteria are not met, this area is not eligible to receive a noise barrier as part of the construction of the widening of I-270 Spur. The area has also been reviewed to determine its potential eligibility for our Type II or retrofit program. Wildwood Hills was constructed prior to I-270 and is experiencing noise levels in excess of 67 decibels. A noise barrier to reduce these noise levels would exceed our cost criteria as previously noted. Due to the excessive cost of a barrier, the area is not eligible for our Type II program.

In other areas where noise barriers have been denied because of cost, we have offered to fund up to our maximum limit of \$40,000 per residence if alternative funding became available from another source. We are presently working with several communities who are considering providing the funds required to make up the difference in costs for a barrier. We would be open to working with Wildwood Hills should they desire to pursue a shared funded project. Timing of a potential project would be subject to availability of our funds. If a full noise barrier is not possible, we can also investigate the feasibility of visual screening to provide some partial relief.

I hope this information helps in answering Mr. Eisen's concerns. We are more than willing to meet and discuss this with you and representatives from Wildwood Hills. If you have any questions, please feel free to contact me or Mr. Neil Pedersen. Mr. Pedersen can be reached at (301) 333-1110.

Sincerely



Hal Kassoff
Administrator



Maryland Department of Transportation
State Highway Administration

110

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

MAR 27 1989

The Honorable Laurence Levitan
132 James Office Building
Annapolis, Maryland 21401-1991

Dear Senator ~~Levitan~~: *Larry*

Thank you for your recent letter on behalf of Mr. Eric Eisen, concerning the Wildwood Hills community adjacent to I-270.

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.

We recognize that the noise level and date of construction criteria are met in this area. Our most recent studies have confirmed the results of our previous studies that neither a noise barrier nor an earth berm is cost-effective. Although a reduction in the height or length of a barrier would reduce the overall expense, the cost per residence would still exceed the criterion for reasonable cost because it would protect fewer residences. The least expensive system would protect only five of the nine residences that are impacted at a cost of over \$50,000 per residence. In addition, the noise reduction provided by a smaller size barrier system would not meet the goal of providing a solution that can be perceived as a substantial improvement over present conditions.

My telephone number is (301) _____

The Honorable Laurence Levitan
Page 2

I regret that I cannot offer a more positive response to your constituent's concerns, but trust that I have clarified our position in this matter.

Thank you for your interest in our Noise Abatement Program.

Sincerely,
ORIGINAL SIGNED BY:
HAL KASSOFF

Hal Kassoff
Administrator

HK/eh

cc: Mr. Eric Eisen

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

November 2, 1989

112

The Honorable Timothy F. Maloney
Lowe Office Building, Room 431
Annapolis, Maryland 21401-1991

Dear Delegate Maloney:

Thank you for your recent letter about the noise barrier evaluation for the Calverton community adjacent to I-95.

As I indicated in my January 23rd letter, we need to perform preliminary engineering studies to determine if the Calverton community would meet our reasonable cost criterion. Our initial assessment of the area indicated the cost per residence to be \$48,000, above our maximum of \$40,000.

We anticipate that the preliminary engineering studies for the Calverton community will be completed within approximately 24 months.

Because of funding limitations, a time frame for any future construction beyond our original list of projects is not possible at this time. Our previously approved projects, which are backlogged because of Federal funding limitations, will require several years to implement. Once we are well along toward the completion of our original project list, we will consider priority for other areas that meet the eligibility criteria.

I trust this information is sufficient for your needs at this time. If you have any questions, please feel free to contact me.

Sincerely,

ORIGINAL SIGNED BY:
HAL KASSOFF

Hal Kassoff
Administrator

HK/t

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

Dictated by: Charles B. Adams-SHA ext. 8063 October 23, 1989



**Maryland Department of Transportation
State Highway Administration**

113

Eugene Miller

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

October 10, 1989

The Honorable Timothy F. Maloney
Maryland House of Delegates
Lowe House Office Building
Room 431
Annapolis, MD 21401-1991

Dear Delegate ~~Maloney~~: *Tim*

Thank you for your September 13th letter about a sound barrier along the Capital Beltway near Burning Tree Estates.

There must have been some confusion on the information Mr. Brown received because there is not a barrier planned along the section of the beltway where he resides. We looked into the possibility of whether a noise barrier would meet our noise policy criteria. It was determined that the per residence cost of a barrier would be approximately \$86,000. This figure greatly exceeds the \$40,000 per residence that we have established as the maximum reasonable cost. This amount is the highest per residence cost in the nation. We cannot bend on this cost-effectiveness criteria because we have denied several communities barriers for the same reason.

A sound barrier is planned for the section of the beltway opposite the Burning Tree Estates area. This, however, will not affect Mr. Brown since it is on the opposite side of the beltway. This barrier is being jointly funded by SHA and the community because it, too, would exceed our maximum reasonable cost criteria. Construction of this barrier is contingent upon availability of the community's share of the construction cost. A map indicating the area of planned barrier construction is attached for your information. If you have any additional questions, please contact me.

Sincerely,
Hal

Hal Kassoff
Administrator

HK/t
Attachment

My telephone number is (301) _____



Maryland Department of Transportation
State Highway Administration

114

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

January 23, 1989

The Honorable Timothy F. Maloney
424 Lowe Office Building
Annapolis, Maryland 21401-1991

Dear Delegate ~~Maloney~~: *Tim*

I am writing to report to you the results of the noise barrier evaluation for the Calverton community adjacent to I-95.

As indicated previously, the community meets the first two requirements regarding noise level and date of construction. The results of our latest studies showed that an effective barrier appears feasible for the area, but there are drainage and other site conditions in the area that will require additional study. Also, the initial cost per residence estimate is approximately \$48,000, exceeding our \$40,000 limit.

As part of the latest evaluation, a new 24-hour measurement study was also conducted, the results of which are attached for your information. As you can see, the hourly noise level exceeded the 67 dBA impact threshold for the entire test period. Given these high noise levels, we feel that continuation of our design studies is warranted.

We will, therefore, proceed with preliminary design studies for the project to make a final determination of cost and to resolve the other design questions. Included in this next phase will be soil borings, foundation studies, and refinement of the optimal location, height, and length of the barrier, and coordination with affected property owners.

If, after these studies are completed, the project is found to be both cost-effective and acceptable to the community, we will proceed to final design. Scheduling of barrier construction will depend upon availability of funds and the remaining backlog of previously approved projects. Just as an indication, our present backlog will require several years to implement.

My telephone number is (301) _____

115

The Honorable Timothy F. Maloney
Page 2

Thank you for your patience and your continuing interest in our Noise Abatement Program. If you have any questions, please feel free to contact me or Mr. Charles Adams, Chief, Bureau of Landscape Architecture at 321-3521.

Sincerely,



Hal Kassoff
Administrator

HK/eh
Attachment
cc: Mr. Charles Adams



Maryland Department of Transportation
State Highway Administration

116

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

August 21, 1989

Mr. Robert S. McGarry
Director, Montgomery County Dept. of Transportation
101 Monroe Street, 10th Floor
Rockville, Maryland 20850

Dear Mr. McGarry:

Bob

Thank you for your recent letter concerning Willerburn Acres, adjacent to the I-270/Montrose Road interchange.

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;
- 75 percent of the affected residents must favor the project; and
- funds must be available.

This area was evaluated for noise impacts during the project's design phase. Because most of the homes are situated behind Cabin John Park, noise levels were not predicted to exceed the 67 decibel impact threshold. The park itself is not considered a noise sensitive land use, and does not qualify for consideration of barriers. Additionally, noise levels at the residences closest to the reconstructed interchange ramps are also expected to remain below 67 decibels.

My telephone number is (301) _____

117
Mr. Robert S. McGarry
Page Two

As a point of clarification, noise barriers are most effective for the first and second rows of homes adjacent to the highway, or to a distance of approximately 300 feet. Because many of the residences are situated a considerable distance from the highway and behind the park area, a noise barrier would have little or no perceivable effect in reducing overall noise levels at those residences.

When the project is completed and new traffic patterns have become established, we will perform a follow-up study to determine the effect of the construction on residential noise levels.

I trust this information is sufficient for your needs at this time.

Sincerely,
ORIGINAL SIGNED BY:
HAL KASSOFF

Hal Kassoff
Administrator

HK/t

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

Dictated by: Charles B. Adams-SHA ext. (8063) 8/17/89



Maryland Department of Transportation
State Highway Administration

118

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

APR 11 1989

Mr. Robert S. McGarry, Director
Department of Transportation
101 Monroe Street, 10th Floor
Rockville, Maryland 20850

Dear Mr. McGarry:

Thank you for your recent letter concerning noise barriers for the Woodside Forest community, adjacent to I-495. Please let me explain the history of this area with regard to our Noise Abatement Program.

In the mid to late 1970's, an inventory was conducted by the State Highway Administration to identify candidate areas where noise barriers would be proposed. The original inventory of projects was based on citizen complaints received up to that time. After identifying 26 potential project areas, we prioritized them to determine the order in which they would be funded. The priority for each project was established as a combined measure of the degree and density of noise impact and cost-effectiveness. The weighting tends to favor high noise levels, which allows smaller but more highly impacted project areas to be competitive with larger areas in determining priority.

Our first correspondence with the residents of Woodside Forest occurred in early 1985. At that time, our original inventory of projects was already programmed and prioritized. Based on a preliminary assessment, this area appears to meet the criteria outlined in our policy with the exception of availability of funds. These criteria are as follows:

- 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) _____

Mr. Robert S. McGarry
Page 2

Unfortunately, at the present time there is no funding available for this project. We must rely on Federal Highway Administration I-4R funds to construct these projects. These funds, which include 90% Federal participation, are the primary source for all Interstate rehabilitation work including road resurfacing, bridge repair and safety improvements.

Because of the intense competition for these funds, we are limited in the number of noise barrier projects we can advertise each year. In addition, these funds were reduced almost 20% from our previous allotment. Under the current highway bill, Maryland received \$38.4 million, down from the previous allotment of \$47.8 million. We currently anticipate expending about one-quarter of our annual I-4R funds for noise abatement. We feel this is generous and fair, given the critical need for road and bridge repair.

At such time when funding becomes available, we will proceed with design studies which will include soil borings, foundation studies, refinement of optimal location, determination of height and length of barrier, and coordination with affected property owners. Based on these factors, we will make a final determination on whether the barrier meets our cost criteria.

Inserting a new project into our current schedule at this time will jeopardize projects for which we have prior commitments. In fairness, we feel that new noise abatement projects should be considered upon completion of the original program, subject to the availability of funds. We cannot predict a timetable for construction at this time, since our present backlog of previously approved projects will take several years to bring to construction, and the outlook for future funding is uncertain.

Thank you again for writing and bringing your concerns to our attention. If you have any questions or comments, feel free to call Mr. Charles B. Adams at (301) 333-8063.

Sincerely,

Hal Kassoff

Hal Kassoff
Administrator



**Maryland Department of Transportation
State Highway Administration**

120

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

AUG 04 1989

The Honorable Pauline H. Menes
Maryland House of Delegates
210 Lowe Office Building
Annapolis, MD 21401

Dear Delegate ~~Menes~~: *Pauline*

At the meeting held in Laurel on June 22nd to discuss noise abatement on I-95, we discussed three basic categories that residential areas come under in our Type II retrofit noise abatement program. These include those project areas that are presently in the Type II program, those that are potential additions to our program, and those that are ineligible because they do not meet the warrants for the program.

In order for an area to be eligible 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 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.

The enclosed material indicates the status of projects in each of these categories. The area of Scotchtown Hills/Carriage Hill adjacent to northbound I-95, north of Maryland 198, is not eligible for protection because these residences were constructed well after the highway.

My telephone number is (301) _____

The Honorable Pauline H. Menes
Page two

We receive many requests for noise barriers, well beyond our ability to construct due to the funds which are available. Therefore, we must adhere to the aforementioned eligibility criteria.

I hope that this clarifies our position as it relates to the Scotchtown Hills/Carriage Hill communities. If you have any additional questions, please contact me.

Sincerely,
ORIGINAL SIGNED BY:
HAL KASSOFF.

Hal Kassoff
Administrator

HK/db
enclosures

bcc: Mr. Robert D. Douglass
Mr. Charles B. Adams
Mr. Eugene Miller, Sr.

Dictated by: Charles B. Adams-SHA ext. 8063 July 28, 1989



Maryland Department of Transportation
State Highway Administration

Richard H. Trainor
Secretary

Hal Kassoff
Administrator

122

January 23, 1989

The Honorable Pauline H. Menes
210 Lowe Office Building
Annapolis, Maryland 21401-1991

Dear Delegate Menes:

Pauline

I am writing to report to you the results of the noise barrier evaluation for the Calverton community adjacent to I-95.

As indicated previously, the community meets the first two requirements regarding noise level and date of construction. The results of our latest studies showed that an effective barrier appears feasible for the area, but there are drainage and other site conditions in the area that will require additional study. Also, the initial cost per residence estimate is approximately \$48,000, exceeding our \$40,000 limit.

As part of the latest evaluation, a new 24-hour measurement study was also conducted, the results of which are attached for your information. As you can see, the hourly noise level exceeded the 67 dBA impact threshold for the entire test period. Given these high noise levels, we feel that continuation of our design studies is warranted.

We will, therefore, proceed with preliminary design studies for the project to make a final determination of cost and to resolve the other design questions. Included in this next phase will be soil borings, foundation studies, and refinement of the optimal location, height, and length of the barrier, and coordination with affected property owners.

If, after these studies are completed, the project is found to be both cost-effective and acceptable to the community, we will proceed to final design. Scheduling of barrier construction will depend upon availability of funds and the remaining backlog of previously approved projects. Just as an indication, our present backlog will require several years to implement.

My telephone number is (301) _____

123

The Honorable Pauline H. Menes
Page 2

Thank you for your patience and your continuing interest in our Noise Abatement Program. If you have any questions, please feel free to contact me or Mr. Charles Adams, Chief, Bureau of Landscape Architecture at 321-3521.

Sincerely,



Hal Kassoff
Administrator

HK/eh
Attachment
cc: Mr. Charles Adams

124

March 3, 1989

The Honorable Barbara A. Mikulski
United States Senate
9658 Baltimore Avenue, Suite 103
College Park, Maryland 20740-1346

Dear Senator Mikulski:

Thank you for your recent letter, on behalf of Mr. William Mammarella, concerning landscaping in the vicinity of the Park View community of Chevy Chase, adjacent to I-495.

The planting in this area has not yet been done. A landscape contract for I-495, from west of MD 355 to the B & O Railroad, is scheduled to be advertised for bids in November 1989. The actual planting, therefore, will begin in spring 1990.

I trust this information is adequate for your needs at this time. Please do not hesitate to contact me or Mr. Charles B. Adams, Chief of our Landscape Architecture Division, at 333-8064, if you require additional information.

Sincerely,
ORIGINAL SIGNED BY:
HAL KASSOFF
Hal Kassoff
Administrator

HK/eh

cc: Mr. G. Gagarin

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

Dictated by: Mr. Charles B. Adams-SHA (ext. 8063) 2/27/89



**Maryland Department of Transportation
State Highway Administration**

125

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

July 7, 1989

The Honorable Constance A. Morella
11141 Georgia Avenue, Suite 302
Wheaton, Maryland 20902

Dear Congresswoman Morella:

Thank you for your recent letter on behalf of Mr. Thomas Sauer concerning noise in the vicinity of his home adjacent to I-495. We have no record of Mr. Sauer's original inquiry; however, we did contact him by phone after receiving your letter. Let me share with you the information we gave him regarding the status of his community in our Noise Abatement 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;
- seventy-five percent (75 percent) of the affected residents must favor the project; and
- funds must be available.

We have done extensive noise monitoring in this area, particularly on Parkwood Drive, which is one block closer to the Beltway than Mr. Sauer's street. Noise levels in that area do not exceed the 67 decibel threshold level, the first requirement for consideration of noise barriers. The highest average noise level measured on Parkwood Drive was 63 decibels. Therefore, we can reasonably conclude that average noise levels at Mr. Sauer's residence would also be below 67 decibels.

My telephone number is (301) _____

126
The Honorable Constance A. Morella
Page Two

More importantly, however, a noise barrier would have little or no perceivable effect in reducing overall noise levels, due to the distance of Mr. Sauer's home from the highway. Noise barriers are most effective only to a distance of about 300 feet behind the barrier.

We have agreed to meet with Mr. Sauer to discuss his situation and to take noise measurements in his presence. He will be contacting our Landscape Architecture Division to arrange a date and time. Since he indicated he will be leaving shortly for an extended vacation, this meeting might not be held until fall. We will let you know the results after the meeting.

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

Sincerely,

ORIGINAL SIGNED BY:

HAL KASSOFF

Hal Kassoff
Administrator

HK/t

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

Dictated by: Mr. Charles B. Adams-SHA (ext. 8063) 6/20/89



**Maryland Department of Transportation
State Highway Administration**

127
Richard H. Trainor
Secretary
Hal Kassoff
Administrator

Originally customer # 620

June 14, 1989

The Honorable Constance A. Morella
11141 Georgia Avenue, Suite 302
Wheaton, Maryland 20902

Dear ~~Congresswoman~~ *Connie* Morella:

Thank you for your recent letter, on behalf of Mr. Randall H. Prothro, concerning noise on I-495 in the vicinity of the Park View community. I wrote to Mr. Prothro recently myself, and would like to share with you the information I gave him concerning the Park View community as it relates to our Noise Abatement Program.

In the description of noise level measurement results, it should be specified how noise levels are identified. Our criteria is based on the average noise level, also called the equivalent sound level, or Leq. Environmental noise measurements are made with an 'A'-weighted frequency response, which closely approximates the response of the human ear. If Mr. Prothro's measurements were not made using 'A'-weighting, the results may not be applicable based on our criteria.

Regarding Mr. Prothro's reference to cost-effectiveness, the reason for establishing a cost limit is to provide for equitable treatment of all potential recipients of noise barriers. The \$40,000 per residence limit established by Maryland is actually the highest in the nation. We must adhere to these guidelines; to do otherwise would open up our program to many other requests from areas which have been denied noise barriers for similar reasons.

In addition, the 67 decibel criterion and Montgomery County noise ordinances are not identified the same way, nor are they targeting the same type of noise source. The 67 dBA level is based on the average noise level of mobil sources (autos, trucks, etc.); the 55 dB level refers to the peak noise level emitted from a stationary source.

My telephone number is (301) _____

128

JUN 15 1989

The Honorable Constance A. Morella
Page Two

To the three suggestions summarized at the end of Mr. Prothro's letter, I offered the following information:

1. Extension of the existing barrier - To extend the existing noise barrier 1,000 feet instead of 1,400 feet still exceeds our cost per residence criterion. We have identified a maximum of eight impacted residences. To protect those residences would require a barrier with an average height of 20 feet at a cost of approximately \$540,000, or \$67,500 per impacted residence.
2. Reduction of the speed limit to 50 m.p.h. - While speed limit reductions can reduce noise levels, the difference between traffic travelling at 50 m.p.h. and 55 m.p.h. would be imperceptible.
3. Placement of noise barriers to relieve noise created by emergency vehicles - A noise barrier is intended to reduce overall noise levels and is not intended to reduce peak noise level events such as the emergency vehicles Mr. Prothro mentioned.

I trust that this information is satisfactory for your needs. I regret that we cannot offer a more positive solution to your constituent's concerns.

Sincerely,

ORIGINAL SIGNED BY:
HAL KASSOFF
Hal Kassoff
Administrator

HK/t

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



Maryland Department of Transportation
State Highway Administration

129

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

June 1, 1989

The Honorable Constance A. Morella
11141 Georgia Avenue, Suite 302
Wheaton, Maryland 20902

Dear Congresswoman Morella:

Thank you for your recent letter, on behalf of Mr. Richard C. Levy, concerning noise in the vicinity of Newbold Drive, adjacent to I-495.

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 most recent study, conducted in the fall of 1987, indicated that neither the first nor the second criteria were met in this area. The highest noise level measured during the study period was 65 decibels. Further research found that the majority of residences along Newbold Drive were constructed two to four years after the highway. Therefore, the area does not qualify for inclusion in our Noise Abatement Program.

We have offered to assist the community with landscaping or the design of a community-funded noise barrier, but have not been contacted about pursuing these options. This offer was made by a member of our Landscape Architecture Division, in a phone conversation on March 30th with Mr. Garver, of 9509 Newbold Drive.

My telephone number is (301) _____

130

The Honorable Constance A. Morella
Page Two

I trust that I have adequately answered your inquiry. If you have further questions, please do not hesitate to contact me.

Sincerely,
ORIGINAL SIGNED BY:
HAL KASSOFF

Hal Kassoff
Administrator

HK/t

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



**Maryland Department of Transportation
State Highway Administration**

131
Richard H. Trainor
Secretary
Hal Kassoff
Administrator

MAR 01 1989

The Honorable Constance A. Morella
11141 Georgia Avenue
Suite 302
Wheaton, MD 20902

Dear Congresswoman Morella:

Thank you for your recent letter on behalf of Mr. Charles B. Jacobini, concerning the noise problem in the area of Falls Ridge, adjacent to I-270. We have recently received similar letters from Delegate Michael R. Gordon and Delegate Mary Boergers on Mr. Jacobini's behalf. Let me share with you the information we gave them concerning our policy and its application to the Falls Ridge 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 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.

The purpose of our noise abatement program is to consider mitigation where existing developments are impacted due to highway improvements. In the case of Falls Ridge, the development occurred after approval of the environmental document for the I-270 widening, and is not eligible for noise barriers.

A landscaping of the completed I-270 corridor will be undertaken following construction. We will give full consideration to the Falls Ridge area in this effort.

My telephone number is (301) _____

The Honorable Constance A. Morella
Page 2

I regret that we cannot offer more of a solution to your concerns, but trust I have clarified our position. Please do not hesitate to contact me or Mr. Charles B. Adams, Chief of our Landscape Architecture Division, at 333-8063, if you have further questions.

Sincerely,
ORIGINAL SIGNED BY:
HAL KASSOFF

Hal Kassoff
Administrator

HK/eh

cc: Mr. Charles B. Adams



Maryland Department of Transportation
State Highway Administration

133

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

November 15, 1989

The Honorable Nancy L. Murphy
1330 Sulphur Spring Road
Arbutus, Maryland 21227

Dear Senator ~~Murphy~~ *Nancy*

I am writing in response to your recent request to Gene Miller, of our Landscape Architecture Division, concerning a summary of facts presented at a meeting with residents of the Arbutus area on October 18th. The presentation concerned the status of the noise barrier project for the area adjacent to I-95 between the Baltimore Beltway and MD 166.

I have enclosed copies of the information contained on the charts that were used at the meeting. They give an excellent overview of what was presented. If you have further questions about them, please don't hesitate to call me or Mr. Miller. He may be reached at (301) 333-8071. In addition, enclosed is a list of the original 26 projects on our Noise Abatement Program indicating the current status of each.

The principal question raised by the residents was why their area was number 26 of 26 on our Type II Noise Abatement Program. It was explained that one of the criteria used to develop the priority list was the length of time an area has been subjected to traffic noise. Since the Baltimore and Capital beltways were constructed prior to I-95, communities adjacent to these roadways are higher on the list.

Let me assure you that we are committed to completing all the projects on our Noise Abatement Program list. Unfortunately, the reality is that it will be at least several more years before all the projects will be addressed.

My telephone number is (301) _____

134

The Honorable Nancy L. Murphy
Page 2

I trust this information is sufficient for your needs at this time. Thank you for your continuing interest in our Noise Abatement Program.

Sincerely,



Hal Kassoff
Administrator

HK/t

Enclosures

cc: Mr. Charles B. Adams
Mr. Eugene Miller, Jr.

RECEIVED
MAY 10 1971
U.S. DEPARTMENT OF JUSTICE
FEDERAL BUREAU OF INVESTIGATION
WASHINGTON, D.C.

135

RECEIVED

NOV 21 1989

**LANDSCAPE ARCHITECTURE
DIVISION**

CRITERIA FOR NOISE BARRIERS

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

NOISE ABATEMENT PROGRAM

- 1976 FHWA REGULATIONS REGARDING NOISE
ABATEMENT MEASURES
- 1977-1978 SHA DEVELOPED AN INVENTORY OF
POTENTIAL PROJECTS AND DETERMINED
PRIORITY (26 TOTAL)
- 1979 DESIGN BEGAN ON FIRST PROJECT (I-495 AT
GEORGIA AVENUE)
- 1980 FIRST NOISE BARRIER PROJECT ADVERTISED FOR
BIDS
- 1986 FEDERAL (I4R) FUNDS CUT 20%
- 1987 FORMAL SHA POLICY ADOPTED
- 1989 PROJECT NO. 17 UNDER CONSTRUCTION

FUNDING OF NOISE BARRIERS

- INTERSTATE REPLACEMENT FUNDS (I4R)
- SURFACE TRANSPORTATION ASSISTANCE ACT (HIGHWAY BILL); U.S. CONGRESS
- 90% FEDERAL PARTICIPATION, 10% STATE
- CURRENT ALLOTMENT 38.4 MILLION ANNUALLY
- PREVIOUS ALLOTMENT 47.8 MILLION ANNUALLY
- DECREASE OF 9.4 MILLION (20%)
- SOURCE OF REVENUE = GASOLINE TAXES AND ROAD USER FEES
- SHA CURRENTLY SPENDING APPX. 1/4 OF I4R FUNDS FOR NOISE BARRIERS
- STRICTLY A VOLUNTARY PROGRAM

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TYPE II NOISE ABATEMENT PROJECT STATUS

DATE: NOVEMBER, 1989

PROJ NO	CONTRACT NO.	PROJECT DESCRIPTION	STATUS:	
01	M-512-188-372	I-495 GEORGIA AVENUE (WBR)	COMPLETED	
02	B 635-376-424	I-695 LIBERTY ROAD TO MILLFORD MILL RD	COMPLETED	
03	P 633-501-324	I-95 NEW CARROLLTON	COMPLETED	
04	B 469-501-424	I-695 FREDERICK ROAD	COMPLETED	
05	B 569-501-424	I-695 PERRING PKWY TO HARFORD ROAD	COMPLETED	
06	B 633-501-424	I-695 WINDSOR MILL RD TO LIBERTY ROAD	COMPLETED	
07	M 487-501-324	I-495 GEORGIA AVENUE (EBR)	COMPLETED	
08	P 823-501-324	I-95 AT MD ROUTE 5	COMPLETED	
10	B 804-501-424	I-695 PROVIDENCE ROAD to DULANEY	COMPLETED	THIS PROJECT WAS LET AS TWO CONTRACTS DUE TO FUNDING SHORTFALL AT TIME OF FIRST BID
	B 882-501-424	I-695 HAMPTON/ CONCORDIA DRIVE	UNDER CONSTRUCTION	
11	M 504-501-324	I-495 US 29/ DALLAS AVENUE	COMPLETED	
12	P 830-501-324	I-95 US RTE 1/ B&O RAILROAD	COMPLETED	
14	B 451-501-424	I-83 AT TIMONIUM ROAD	COMPLETED	

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TYPE II NOISE ABATEMENT PROJECT STATUS

DATE: NOVEMBER, 1989

PROJ NO	CONTRACT NO.	PROJECT DESCRIPTION	STATUS:
09	B 805-501-424	I-695 INGLESIDE TO S. OF EDMONDSON AV	UNDER CONSTRUCTION
13	B 468-501-424	I-695 U.S 1A (SW BV) MD 372 (WILKENS AVE)	CURRENTLY UNDER DESIGN DELAYED DUE TO BELTWAY WIDENING CONSIDERATIONS
15/ 17	AW 991-501-324	I-495 MD RTE 193/ RIGGS ROAD (MD 212)	UNDER CONSTRUCTION COMBINED FOR TRAFFIC CONTROL & TO SAVE SOME \$
16	AA 407-501-524	I-695 AT B/W PKWY HAMMONDS FERRY	UNDER CONSTRUCTION
18	B 837-501-424	I-695 YORK ROAD/ DULANEY VALLEY RD	NOT FUNDED CURRENTLY UNDER DESIGN
19	B 849-501-424	I-83/I-695 THORNTON/SEMINARY	NOT FUNDED CURRENTLY UNDER DESIGN
20	B 850-501-424	I-695 CHARLES ST/ YORK ROAD	NOT FUNDED
21	B 851-501-424	I-695 U.S. RTE 40/ INTERSTATE RTE 70	NOT FUNDED
22	P - -	I-95 B/W PARKWAY/ GOODLUCK ROAD	NOT FUNDED
23	HO - -	I-95 SOUTH OF MONTGOMERY ROAD	NOT FUNDED TIMBERVIEW AREA
24	P - -	I-95 MD RTE 198/ BROOKLYN BRIDGE RD.	NOT FUNDED LAUREL AREA
25	B - -	I-95 BALT CITY LINE/ S. OF HAZELWOOD AVE.	NOT FUNDED
26	B - -	I-95 N. OF S.W. BLVD/ METRO BLVD. (MD 166)	NOT FUNDED



**Maryland Department of Transportation
State Highway Administration**

141

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

NOV 02 1989

RECEIVED

NOV 1 1989

LANDSCAPE ARCHITECTURE
DIVISION

The Honorable Nancy L. Murphy
1330 Sulphur Spring Road
Arbutus, Maryland 21227

Dear Senator Murphy:

Thank you for your recent letter concerning noise in the vicinity of the Wynnewood II community adjacent to US 1 (Southwestern Boulevard).

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.

We have recently written to Mr. and Mrs. Norman Chapman, of 15 Wynnewood Court, explaining that this community does not qualify for noise barriers under our policy because the homes were built very recently. We have based the date of construction criterion on the presumption that homes which were built after the highway cannot logically or equitably be entitled to costly noise barriers at public expense. In communities where the highway noise is a recognized, pre-existing condition, we must assume that the residents took that factor into account when purchasing their homes.

My telephone number is (301) _____

142

The Honorable Nancy L. Murphy
Page two

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

Sincerely,
ORIGINAL SIGNED BY:
HAL KASSOFF

Hal Kassoff
Administrator

HK/db

cc: Mr. and Mrs. Norman Chapman

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

Dictated by: Charles B. Adams-SHA ext. 8063 October 30, 1989

RECEIVED
LANDSCAPE ARCHITECTURE
DIVISION
OCT 30 1989

RECEIVED
LANDSCAPE ARCHITECTURE
DIVISION
OCT 30 1989



**Maryland Department of Transportation
State Highway Administration**

143

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

AUG 28 1989

The Honorable Nancy L. Murphy
1330 Sulphur Spring Road
Arbutus, Maryland 21227

Dear Senator ~~Murphy~~ *Nancy*

Thank you for your recent letter concerning the status of the proposed I-95 noise abatement project in the Arbutus area.

I have asked Mr. Charles B. Adams, Chief of the State Highway Administration's Landscape Architecture Division, to contact you regarding your desire for a community meeting about this project. You may expect to hear from Mr. Adams in the next two weeks. If you wish to contact Mr. Adams, he may be reached at (301) 333-8063.

Thank you for bringing your concerns to my attention.

Sincerely,

Hal Kassoff
Administrator

HK/db

cc: Mr. Charles B. Adams

P.S. Charlie Adams is very knowledgeable, and will be very effective in representing SHA.

My telephone number is (301) _____



**Maryland Department of Transportation
State Highway Administration**

144

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

August 8, 1989

The Honorable Nancy L. Murphy
1330 Sulphur Spring Road
Arbutus, Maryland 21227

Dear Senator ~~Murphy~~ *Nancy*:

Thank you for your recent letter concerning the status of the proposed I-95 noise abatement project in the Arbutus area.

My November 18, 1986 letter to Senator John C. Coolahan established 1990 as a target for completion of this project. It is our intention to complete all of the noise abatement projects in our program at the earliest possible date. The scheduling of these projects is dependent upon the availability of Federal Highway Administration I-4R funds. These funds are the primary source for all interstate rehabilitation work, including road resurfacing, bridge repair, safety projects and widening. Because of the intense competition for these funds, we are limited in the number of noise barrier projects we can advertise for bids each year.

In addition, these funds were reduced almost 20% from our prior allotments. Under the current highway bill, Maryland received \$38 million, down from the previous allotment of \$47 million. This annual allocation is very limited in view of our enormous needs. Our original timetable for this project was based on our previous allotments. Because of this reduction in funds, the original timetable for noise barrier construction in this area has to be extended.

The priority position of this project in our program has not changed. We recognize that this area is impacted by traffic noise, and are committed to the construction of this noise barrier; however, funding limits do determine the timing of project construction. At this time, I cannot give you a definite timetable for the construction of this project.

My telephone number is (301) _____

145
The Honorable Nancy L. Murphy
Page Two

I regret that I am unable to offer a more immediate response to this situation, but hope that I have adequately explained the issues which are affecting our progress on this project.

Please don't hesitate to call me if you have any further questions.

Sincerely,

ORIGINAL SIGNED BY:
HAL KASSOFF

Hal Kassoff
Administrator

HK/t

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

146

RECEIVED

AUG 11 1989

**BUR. OF LANDSCAPE
ARCHITECTURE**

147

October 23, 1989

The Honorable Marsha G. Perry
1605 Edgerton Place
Crofton, Maryland 21114

Dear Delegate Perry:

Thank you for your letter concerning our recent meeting with representatives of the Heritage Harbour and North River Forest communities regarding noise and security problems in their communities adjacent to US 50.

I have asked District Engineer Ed Meehan to assess the fencing needs and study the possibility of privacy fencing for these communities. Ed's assessment will be completed in two months. We will contact you directly with the results by the middle of December.

Concerning the communities' requests for sound barriers, we will coordinate the re-analysis of these areas through Mr. Handler. As of this date, Mr. Handler has not gotten back to Mr. Charles Adams. Therefore, I've asked Charlie to contact Mr. Handler to set things in motion. It will take approximately four months to complete the analysis. We will contact you with these results in early March.

A copy of the noise section from the Environmental Impact Statement is attached for your information.

Thank you for your interest in our Noise Abatement Program.

Sincerely,

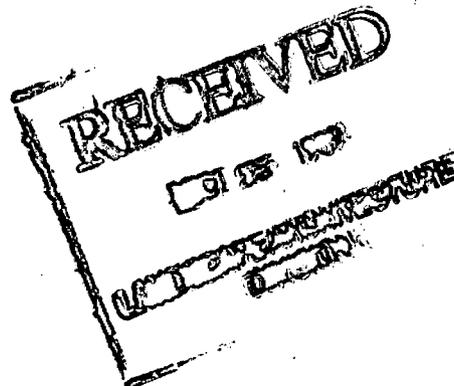
ORIGINAL SIGNED BY:
HAL KASSOFF

Hal Kassoff
Administrator

HK/t

Attachment

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





**Maryland Department of Transportation
State Highway Administration**

148

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

May 17, 1989

The Honorable Jean W. Roesser
10830 Fox Hunt Lane
Potomac, Maryland 20854

Dear Delegate Roesser: *Jean*

Thank you for your recent letter, on behalf of Mr. Wolfgang J. Lehmann, concerning noise barriers on the west spur of I-270.

The environmental studies for the improvements to the west spur of I-270 included an analysis of the feasibility and reasonableness of noise barriers. The State Highway Administration will consider noise barriers (Type I) in conjunction with new highway construction or reconstruction projects where:

- a) noise impact criterion of 67 dBA is exceeded, and the difference between design year Build and No-Build noise levels is five decibels or greater; or
- b) build alternate increases design year noise levels by 10 decibels or greater over the existing noise levels, but the noise abatement criterion is not exceeded.

In addition, the barriers must be feasible and reasonable in cost; they must be acceptable to the people affected; and funds must be available. The environmental studies showed that the addition of one lane in each direction would result in a maximum increase in noise of one to three dBA, which is barely discernable to the human ear. Because the project will not result in a substantial increase in noise, the areas along the west spur of I-270 do not qualify for Type I noise barriers.

The Administration also has a Type II (retrofit) noise barrier program that addresses noise impacts on existing development. For an area to qualify for Type II noise barriers, all of the following criteria must be met:

- noise levels must exceed the impact threshold level of 67 dBA;
- a majority of the impacted residences must have preceded the highway;
- construction of an effective noise barrier must be feasible;

My telephone number is (301) _____

149

The Honorable Jean W. Roesser
Page Two

- cost must be reasonable; cost per impacted residence that is protected may not exceed \$40,000;
- 75 percent of the affected residents must favor the project; and
- funds must be available.

Under our Type II criteria, all but one of the communities, the Wildwood Hills development in the southwest quadrant of the I-270/Democracy Boulevard interchange, were constructed after the original construction of the I-270 west spur, and thus do not qualify for Type II barriers. The Wildwood Hills area was constructed prior to I-270. However, the cost of a noise barrier for the area exceeded our guidelines for reasonable cost and, therefore, does not qualify.

I regret that we cannot provide a more positive response to Mr. Lehmann's request, but I trust this information is sufficient for your needs at this time. Please do not hesitate to contact me if you have additional questions.

Sincerely,

ORIGINAL SIGNED BY
HAL KASSOFF

Hal Kassoff
Administrator

HK/t

cc: Mr. Anthony Capizzi
Mr. Dennis German

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

Dictated by: Ms. Patricia A. Gauss-61.5, ext. 8073 on 5-15-89.



**Maryland Department of Transportation
State Highway Administration**

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

150

January 23, 1989

The Honorable James C. Rosapepe
210 Lowe Office Building
Annapolis, Maryland 21401-1991

Dear Delegate ~~Rosapepe~~ Jim:

I am writing to report to you the results of the noise barrier evaluation for the Calverton community adjacent to I-95.

As indicated previously, the community meets the first two requirements regarding noise level and date of construction. The results of our latest studies showed that an effective barrier appears feasible for the area, but there are drainage and other site conditions in the area that will require additional study. Also, the initial cost per residence estimate is approximately \$48,000, exceeding our \$40,000 limit.

As part of the latest evaluation, a new 24-hour measurement study was also conducted, the results of which are attached for your information. As you can see, the hourly noise level exceeded the 67 dBA impact threshold for the entire test period. Given these high noise levels, we feel that continuation of our design studies is warranted.

We will, therefore, proceed with preliminary design studies for the project to make a final determination of cost and to resolve the other design questions. Included in this next phase will be soil borings, foundation studies, and refinement of the optimal location, height, and length of the barrier, and coordination with affected property owners.

If, after these studies are completed, the project is found to be both cost-effective and acceptable to the community, we will proceed to final design. Scheduling of barrier construction will depend upon availability of funds and the remaining backlog of previously approved projects. Just as an indication, our present backlog will require several years to implement.

My telephone number is (301) _____

151

The Honorable James C. Rosapepe
Page 2

Thank you for your patience and your continuing interest in our Noise Abatement Program. If you have any questions, please feel free to contact me or Mr. Charles Adams, Chief, Bureau of Landscape Architecture at 321-3521.

Sincerely,



Hal Kassoff
Administrator

HK/eh
Attachment
cc: Mr. Charles Adams



Maryland Department of Transportation
State Highway Administration

152

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

December 1, 1989

The Honorable Ida G. Ruben
11 Schindler Court
Silver Spring, Maryland 20903

Dear Senator ~~Ruben~~: *Ida*

I am writing to report to you the results of our recent noise impact and screening studies along Milestone Drive adjacent to US 29 on behalf of your constituents, Mr. and Mrs. Dickman and others.

To be considered for noise barriers, several conditions must be met. One of these is that noise levels must exceed the impact threshold of 67 decibels at a majority of the residences.

Our noise studies involved measuring existing noise levels to determine the extent of any impact, illustrated by the attached materials. Exhibit 1 indicates the residence locations analyzed. Exhibit 2 presents the results of the noise level monitoring. Exhibit 3 shows hourly average noise levels during the 24-hour monitoring test performed at Mr. and Mrs. Dickman's home. As you can see, existing noise levels are below the 67 decibel impact threshold; therefore, a barrier cannot be considered.

We have looked into the opportunities for screening to mitigate the loss of vegetation adjacent to the community as a result of the recent construction.

Our screening studies concluded that a privacy fence is not a reasonable option. Due to the sloping terrain, an eight-foot fence would provide only limited screening for a majority of homes. We will, therefore, develop a landscape plan and provide a dense evergreen planting in the area of Milestone and Menlee drives during the spring 1990 planting season. The additional vegetation will provide privacy and some psychological relief from the traffic noise as well.

My telephone number is (301) _____

The Honorable Ida G. Ruben
Page 2

153

I regret that I cannot fulfill your constituents' requests for noise barriers, but hope that I have adequately addressed your concerns. Please feel free to contact me if you need any additional information.

Sincerely,

RECEIVED BY:
HAL KASSOFF
Hal Kassoff
Administrator

HK/db

Attachments

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

Dictated by: Charles B. Adams-SHA ext. 8063 November 20, 1989

153

TR54

RECEIVED

DEC 4 1989

LANDSCAPE ARCHITECTURE
DIVISION



**Maryland Department of Transportation
State Highway Administration**

155

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

November 20, 1989

The Honorable Ida G. Ruben
11 Schindler Court
Silver Spring, Maryland 20903

Dear Senator ~~Ruben~~: *Ida*

We have completed a re-evaluation of the design of the noise barrier along Cresthaven Drive, adjacent to I-495, in the vicinity of Northwest Branch Park.

As currently designed, the barrier stops short of the bridge over Northwest Branch Park, and provides a noise reduction of approximately 3 decibels for 1001, 1005, and 1009 Cresthaven Drive. To extend the barrier approximately 350 feet further west will provide a total reduction of 6-8 decibels for those three residences. Because we can provide this additional protection within our \$40,000 per residence limit, we will make the necessary revisions to allow for the extension of the barrier.

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

Sincerely,

A handwritten signature in dark ink, appearing to read 'Hal'.

Hal Kassoff
Administrator

HK/db

cc: Mr. Bob B. Myers
Mr. Creston Mills

P.S. I'm pleased we could help.

My telephone number is (301) _____



**Maryland Department of Transportation
State Highway Administration**

156

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

October 10, 1989

The Honorable Ida G. Ruben
11 Schindler Court
Silver Spring, Maryland 20903

Dear Senator ~~Rubin~~: *Ida*

This letter is to follow up on our earlier telephone conversation about problems your constituents, Mr. and Mrs. Dickman, have experienced as a result of our US 29 project.

Linda Singer, of my staff, and Charles Adams, chief of our Division of Landscape Architecture, visited with the Dickmans on Thursday, Oct. 5th. While they were at the site, they were joined by the Dickmans' neighbors, Mr. Paul and Mr. and Mrs. Grantham. Together, they discussed the unfortunate loss of the vegetation, the noise issues, and some of the possible solutions.

As a result of the meeting, we will look at a number of screening options, including the possibility of installing privacy fencing in conjunction with dense landscaping. We will need to do a cost analysis and feasibility study. We will get back to you by the middle of November with this information, as well as the results of our noise study. If we are able to do any planting this fall, we will be back in touch with you by the end of October.

While Ms. Singer and Mr. Adams were there, an issue was raised concerning siltation and run off from the road. I have asked our new District Engineer serving Montgomery County, Creston Mills, to review this matter.

Thank you for conveying the Dickmans' concerns. We look forward to resolving these problems.

Sincerely,

Hal Kassoff
Administrator

HK/t

cc: Mr. Robert Dickman
Ms. Linda Singer
Mr. Charles Adams
Mr. Creston Mills

My telephone number is (301) _____



**Maryland Department of Transportation
State Highway Administration**

157

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

June 23, 1989

The Honorable Ida G. Ruben
11 Schindler Court
Silver Spring, Maryland 20903

Dear Senator Ruben: *Ida*

Thank you for your recent letter concerning the proposed noise barriers on I-495 between MD 193 (University Boulevard) and MD 212 (Riggs Road).

The contract for this project has been awarded and the Notice to Proceed has been given. There are two reasons why construction has not yet begun. First, the plans required revisions to include the added height to the barrier in the area of Cresthaven Drive. Second, some additional survey work was required in order to finalize the barrier locations. Construction will begin upon completion of this additional surveying, which we expect within the next couple of weeks.

I understand and appreciate your interest in seeing this project completed as quickly as possible. Your patience and support are greatly appreciated.

Sincerely,

A handwritten signature in dark ink, appearing to be 'HK' or similar initials, written over a horizontal line.

Hal Kassoff
Administrator

HK/eh

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

My telephone number is (301) _____

158

April 17, 1989

The Honorable Ida G. Ruben
11 Schindler Court
Silver Spring, Maryland 20903

Dear Senator Ruben:

We have completed a re-evaluation of the design of the proposed noise barrier along Cresthaven Drive, adjacent to I-495, in the vicinity of Mr. Edward Wolff's residence.

Our studies indicate that it is possible to increase the wall height in this area an average of three feet without the need for extensive changes to the foundation design. With this change, the average wall height will be about 26 feet and will reduce the noise levels an additional two decibels. This will provide a total reduction of ten decibels, which was our preliminary design figure. A ten decibel decrease equates to an actual reduction of noise energy by one-half.

Since this work can be done at a reasonable additional cost to the project, we will make the necessary revisions to the contract plans to accomplish these changes.

I trust this fulfills the spirit of understanding regarding this matter. If you have any additional questions, please do not hesitate to contact me.

Sincerely,

ORIGINAL SIGNED BY:
HAL KASSOFF
Hal Kassoff
Administrator

HK/t

bcc: Mr. Charles B. Adams
✓ Mr. Eugene J. Miller, Jr.

March 7, 1989

The Honorable Ida G. Ruben
204 James Office Building
Annapolis, Maryland 21401-1991

Dear Senator Ruben:

Thank you for your recent letter, on behalf of Mr. Michael Pfetsch, concerning the proposed noise barrier on I-495 between MD 193 (University Boulevard) and MD 212 (Riggs Road).

This contract has already been advertised for construction and the bid opening took place on February 28th. We are currently in the process of verifying the bids. The contract will be awarded within the next few weeks and construction should begin this summer. The contract involves six separate barriers, and it is not possible to say which section would be built first. The construction sequence is developed by the contractor based on engineering, traffic control needs, and the contractor's individual construction approach to the project.

I understand and appreciate your interest in seeing this project completed as quickly as possible. Your patience and support are greatly appreciated.

Sincerely,
ORIGINAL SIGNED BY:
HAL KASSOFF

Hal Kassoff
Administrator

HK/eh

cc: The Honorable Sheila Hixson
The Honorable Peter Franchot
The Honorable Dana Dembrow
The Honorable Rose Crenca

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

Dictated by: Mr. Charles B. Adams-SHA (ext. 8063) 3/1/89

1260
MAR 01 1989

The Honorable Ida G. Ruben
204 James Office Building
Annapolis, Maryland 21401-1991

Dear Senator Ruben:

Thank you for your recent letter, on behalf of Mr. Edward A. Wolff, concerning the design of the proposed noise barrier along Cresthaven Drive, adjacent to I-495.

First, the design of noise barriers is carried out using a computer program which utilizes actual traffic volumes and speeds to predict future noise levels. In this case, the traffic data were obtained during the noise monitoring program conducted in February, 1987 and included both rush hour and non-rush hour conditions. The predictions are based on "worst case" traffic conditions (i.e. those conditions which result in the highest noise levels). Also, no lane additions have occurred since 1987 and the variation in traffic volumes to the present time would have an imperceptible effect on the overall noise level.

Our goal is to build noise barriers that provide substantial noise reduction. The average human can begin to perceive a change in noise level of about three dBA. Due to our funding limitations, a trade-off must often be made between the achievable noise reduction and the overall cost of the barrier. In this instance, the cost of a barrier to yield a 10 dBA reduction for all residences was above our cost guidelines. Therefore, it was deemed necessary to explore any cost savings and yet still provide a substantial noise reduction. The current design achieves that goal.

I regret any misunderstanding that has occurred, and hope that I have clarified our position on this issue.

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: Mr. Charles B. Adams-SHA ext. (8063) 2/16/89.



**Maryland Department of Transportation
State Highway Administration**

161
Richard H. Trainor
Secretary
Hal Kassoff
Administrator

January 9, 1989

The Honorable Ida G. Ruben
11 Schindler Court
Silver Spring, Maryland 20903

Dear Senator ~~Ruben~~: *Ida*

I am responding to your recent telephone inquiry regarding the proposed noise barrier for the Cresthaven Drive/Devere Drive area adjacent to I-495.

One of the goals of our Noise Abatement Program is to reduce the level of noise at the most severely impacted receptors by 7 - 10 decibels. This equates to a reduction of about 50 percent as perceived by the human ear. We consider a five decibel reduction to be significant. In order to determine the height and length of barriers needed to achieve this goal, a computer model is used to ensure the most cost-efficient solution. A barrier that is too low will not be sufficiently effective; a barrier that is too high provides little or no extra protection.

We have a large number of projects on our schedule and, due to limited funds, need to be as cost-efficient as possible with each noise barrier design. This has been a consideration on all of our previous projects and will continue to be our strategy in the future.

The public meeting for the present project was held in the preliminary design phase. It is important to hold these meetings early on to obtain citizen feedback and to see if the project is wanted. If the results are negative, the project would be abandoned. At this meeting, barrier heights were shown, ranging from 16 to 26 feet. This was the preliminary barrier design based on initial computer data. After the meeting, further refinements were made to improve the barrier. The barrier design was refined to heights from 14 to 22 feet. This refinement resulted in a savings of approximately \$425,000 and an average reduction in performance of two decibels. The overall performance of the noise barrier for the Cresthaven Drive/Devere Drive area will still meet our design goal of 7 - 10 decibels. We do not feel that the additional cost for a very small noise reduction can be justified.

My telephone number is (301) _____

162

The Honorable Ida G. Ruben
Page Two

It is not our intention to mislead our citizens at these public meetings. I believe this was an honest misunderstanding regarding our design process. This I regret. We will try to be more explicit in the future about the tentative nature of our preliminary designs.

The bottom line is that the design for this project is consistent with our normal design procedure. Clearly, the higher the barrier, the more noise protection. But just as clear is that increasing the barrier height causes cost to escalate. We always search for the optimum, cost-effective design that will produce the design goal of a 7-10 decibel reduction. This is what we did.

I trust this clarifies our position in the matter. Please don't hesitate to call me or Chief of Landscape Architecture Charles B. Adams, at (301) 321-3520, if you have any further questions.

Sincerely,
ORIGINAL SIGNED BY:
HAL KASSOFF
Hal Kassoff
Administrator

HK:prc

cc: Mr. Charles Adams

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

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

1163

July 19, 1989

The Honorable Paul S. Sarbanes
1518 G.H. Fallon Federal Building
31 Hopkins Plaza
Baltimore, Maryland 21201

Dear Senator Sarbanes:

I am writing to update you on the status of the proposed noise barriers for Fernglen Manor, adjacent to I-97.

We had hoped to reach a conclusion on noise barriers by the end of June. We are still in discussion with the Federal Highway Administration on the eligibility of this project for federal funding. At this point it appears that the results of these discussions will not be available until early fall.

Thank you for your patience in this matter.

Sincerely,
ORIGINAL SIGNED BY
HAL KASSOFF

Hal Kassoff
Administrator

HK/db

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

Dictated by: Charles B. Adams-SHA ext. 8063 7/10/89



Maryland Department of Transportation

The Secretary's Office

164 13
William Donald Schaefer

Governor

Richard H. Trainor

Secretary

Stephen G. Zentz

Deputy Secretary

April 27, 1989

The Honorable Paul S. Sarbanes
1518 G.H. Fallon Federal Building
31 Hopkins Plaza
Baltimore, Maryland 21201

Dear Senator Sarbanes:

Thank you for your recent letter, on behalf of Mr. and Mrs. Leroy Schmelyun, concerning noise barriers along the proposed I-97 adjacent to Fernglen Manor.

The situation regarding noise wall construction along I-97 is presently under review. We hope to complete this review in the next 60 days, and you may expect to hear from us by the end of June concerning the results.

In the meantime, if you have any additional questions, please feel free to contact Mr. Hal Kassoff, State Highway Administrator, at (301) 333-1111, or Mr. Charles B. Adams, Chief of the SHA's Landscape Architecture Division. Mr. Adams may be reached at (301) 333-8063.

Sincerely,

Richard H. Trainor
Secretary

RHT/eh

cc: The Honorable Michael J. Wagner
Mr. Hal Kassoff
~~Mr. Charles B. Adams~~



**Maryland Department of Transportation
State Highway Administration**

165

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) _____

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

166
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

167

October 23, 1989

The Honorable Ellen R. Sauerbrey
Maryland House of Delegates
4122 Sweet Air Road
Baldwin, MD 21013

Dear Delegate Sauerbrey:

I am writing to follow up on a telephone request to Mr. Charles B. Adams, chief of our Division of Landscape Architecture, from Ms. Betty Bixler, of your office. Ms. Bixler requested a written verification of the priority ranking for the Longford community noise barrier project.

The position of the noise abatement project that includes the Longford area has not changed. This project has been and remains priority number 19 in our retrofit noise abatement program. I know of and understand the concern of the residents of Longford about the need for a noise barrier. We are hopeful we can fund the remaining projects in our noise barrier program at the earliest possible date.

If you need any additional information, please contact me or Mr. Adams at your convenience. Mr. Adams may be reached at 333-8064

Sincerely,
ORIGINAL SIGNED BY:
HAL KASSOFF

Hal Kassoff
Administrator

HK/t

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

168

May 17, 1989

The Honorable Margaret C. Schweinhaut
3601 Saul Road
Kensington, Maryland 20895

Dear Senator Schweinhaut:

Thank you for your recent letter concerning the Woodside Forest community adjacent to I-495. We have also received a number of letters from community residents. I have furnished them with the same information that I related to you in my letter of April 11, concerning a potential noise abatement project in the area.

As I stated in that letter, we will proceed with detailed design studies when funding becomes available. A final cost-effectiveness determination cannot be made until that time. If the project is found to be cost-effective, we will add it to our list of eligible projects. To make an exception in this area, if it fails to meet the statewide criteria, would open our program to many requests for exceptions. The integrity of the program rests on its fair and uniform application.

I regret that I cannot offer a more positive response to you and your constituents, but trust I have adequately explained the issues which are restricting our progress in this area. Please do not hesitate to contact me if I can be of further assistance.

Sincerely,

ORIGINAL SIGNATURE
HAL KASSOFF

Hal Kassoff
Administrator

HK/t

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



**Maryland Department of Transportation
State Highway Administration**

APR 11 1989

169

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

The Honorable Margaret C. Schweinhaut
304 James Office Building
Annapolis, Maryland 21401-1991

Dear Senator Schweinhaut:

Thank you for your letters of March 16th and 23rd concerning the noise problem in the Woodside Forest Community, adjacent to I-495. You are correct that we have informed these residents that their community does meet the qualifications for our Noise Abatement Program. We have not said that they do not qualify; however, we have informed them that funding for a project in this area is not yet available. Please let me explain the history of this area with regard to our Noise Abatement Program.

In the mid to late 1970's, an inventory was conducted by the State Highway Administration to identify candidate areas where noise barriers would be proposed. The original inventory of projects was based on citizen complaints received up to that time. After identifying 26 potential project areas, we prioritized them to determine the order in which they would be funded. The priority for each project was established as a combined measure of the degree and density of noise impact and cost-effectiveness. The weighting tends to favor high noise levels, which allows smaller but more highly impacted project areas to be competitive with larger areas in determining priority.

Our first correspondence with the residents of Woodside Forest occurred in early 1985. At that time, our original inventory of projects was already programmed and prioritized. Based on a preliminary assessment, this area appears to meet the criteria outlined in our policy with the exception of availability of funds. These criteria are as follows:

- 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) _____

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The Honorable Margaret C. Schweinhaut
Page 2

Unfortunately, at the present time there is no funding available for this project. We must rely on Federal Highway Administration I-4R funds to construct these projects. These funds, which include 90% Federal participation, are the primary source for all Interstate rehabilitation work including road resurfacing, bridge repair and safety improvements.

Because of the intense competition for these funds, we are limited in the number of noise barrier projects we can advertise each year. In addition, these funds were reduced almost 20% from our previous allotment. Under the current highway bill, Maryland received \$38.4 million, down from the previous allotment of \$47.8 million. We currently anticipate expending about one-quarter of our annual I-4R funds for noise abatement. We feel this is generous and fair, given the critical need for road and bridge repair.

At such time when funding becomes available, we will proceed with design studies which will include soil borings, foundation studies, refinement of optimal location, determination of height and length of barrier, and coordination with affected property owners. Based on these factors, we will make a final determination on whether the barrier meets our cost criteria.

Inserting a new project into our current schedule at this time will jeopardize projects for which we have prior commitments. In fairness, we feel that new noise abatement projects should be considered upon completion of the original program, subject to the availability of funds. We cannot predict a timetable for construction at this time, since our present backlog of previously approved projects will take several years to bring to construction, and the outlook for future funding is uncertain.

Thank you again for writing and bringing your concerns to our attention. If you have any questions or comments, feel free to call Mr. Charles B. Adams at (301) 333-8063.

Sincerely,

Hal Kassoff

Hal Kassoff
Administrator

HK/db

171

March 6, 1989

The Honorable Linda M. Smioldo
Mayor of Landover Hills
6904 Taylor Street
Landover Hills, Maryland 20874

Dear Mayor Smioldo:

Thank you for your recent letter concerning noise barriers in the area of Landover Hills, adjacent to US 50. Let me share with you the information we gave Congressman Hoyer concerning our policy and its application to the Landover Hills community.

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.

Based upon our preliminary assessment, a barrier at this location may well meet our criteria. To reach a final determination, more detailed studies are needed in order to establish cost and effectiveness. Because the preliminary studies indicate that a barrier may be justified, we will initiate the necessary design activities to reach a final conclusion. This work will require approximately 18 months to complete.

172

The Honorable Linda M. Smiroldo
Page Two

If, after completion of the next phase of design, the barrier meets all of our criteria, we will add it to our list of eligible projects. Please keep in mind that, at present funding levels, our backlog of eligible noise barrier projects will take several years to bring to construction.

I regret that we cannot offer a more immediate solution to your concerns at this time. Please contact me if you would like additional information.

Sincerely,

/s/ RICHARD H. TRAINOR

Richard H. Trainor
Secretary

RHT/eh

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

(by Gauss/C. Adams - SHA)

173

July 19, 1989

The Honorable Michael J. Wagner
Arundel Center North, Room 510
101 Old Crain Highway, N.W.
Glen Burnie, Maryland 21061

Dear Senator Wagner:

I am writing to update you on the status of the proposed noise barriers for Fernglan Manor, adjacent to I-97.

We had hoped to reach a conclusion on noise barriers by the end of June. We are still in discussion with the Federal Highway Administration on the eligibility of this project for Federal funding. At this point it appears that the results of these discussions will not be available until early fall.

Thank you for your patience in this matter.

Sincerely,

ORIGINAL SIGNED BY:
HAL KASSOFF

Hal Kassoff
Administrator

HK/db

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

Dictated by: Charles B. Adams-SHA ext. 8063 7/10/89



**Maryland Department of Transportation
State Highway Administration**

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Richard H. Trainor
Secretary
Hal Kassoff
Administrator

APR 26 1999

The Honorable Michael J. Wagner
Senate of Maryland
Arundel Center North, Room 510
101 Old Crain Highway, N.W.
Glen Burnie, Maryland 21061

Dear Senator Wagner:

I am writing concerning the issue of noise barrier construction along Interstate 97 in the Glen Burnie area. Ms. Gerrie Truit requested information on the status of this issue through Mr. Charles B. Adams.

We are now in the process of evaluating all of the facts relating to the construction of noise barriers on I-97 from I-695 south to New Cut Road. We anticipate our work will be completed in early June at which time we will contact you regarding a briefing on the results.

In the meantime, if you have any questions please do not hesitate to contact me or Mr. Adams. Mr. Adams can be reached at 333-8063.

Sincerely,
ORIGINAL SIGNED BY:
HAL KASSOFF

Hal Kassoff
Administrator

HK/db

cc: Charles B. Adams

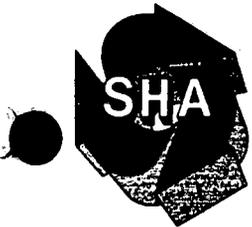
APPROVAL RECOMMENDED

Date 4/25

Deputy Chief, Highway Department

My telephone number is (301) _____

175



**Maryland Department of Transportation
State Highway Administration**

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

September 15, 1989

Ms. Patricia B. Willard
Highway Coordinator
The Maryland - National Capital
Park and Planning Commission
8787 Georgia Avenue
Silver Spring, MD 20910 - 3760

Dear ~~Ms. Willard~~: *Patricia*

Thank you for your recent letter requesting clarification of the State Highway Administration's position with regard to the use of future rights-of-way for State highways.

We agree with the procedures you are using with respect to future State roads and private development plans currently being approved. We would hope that this is a process that will continue to be refined so that we all become even more effective at achieving roadway development compatibility.

The letter I wrote to Mr. Crawford indicated that we could support a developer using part of the roadway right-of-way to provide noise attenuation for his project if construction within the right-of-way was the only feasible solution. Where noise abatement could be constructed beyond the right-of-way, this would be desirable. The plans would have to be reviewed by SHA design engineers and a determination must be made that such use would not in any way impact our future roadway construction. We must also evaluate such issues as future highway expansion, stormwater management requirements and possible environmental impacts of any abatement proposal by a developer. The burden of proof that the developer's proposal would not impact possible SHA plans is on the developer. This procedure would necessarily require considerable road design work -- either by us or by the applicant. If we have not yet begun design or are early in our process, this level of road design work may not be practical for an applicant; only the applicant can determine whether undertaking that work is likely to produce a result that is beneficial to his development plans. We believe that if there has been a wide right-of-way reserved and we will not be using the entire right-of-way to build a road, then it maybe appropriate to consider use of that space in the manner suggested in Mr. Crawford's letter to me. However, we would have to be convinced that this use would not negatively affect our highway project.

My telephone number is (301) _____

176

Ms. Patricia B. Willard
Page two

It appears that this issue is one that will have to be treated with great care on a case-by-case basis. A considerable cooperative effort between the SHA and MNCPPC staffs will be necessary. I have asked Mr. Robert D. Douglass, Deputy Chief Engineer - Highway Development, to serve as SHA's liaison with your agency on this issue.

I hope this information is of use to you and to the Planning Board.

Sincerely,

ORIGINAL SIGNED BY:
HAL KASSOFF

Hal Kassoff
Administrator

HK/t

cc: Mr. Neil Pedersen
Mr. Robert D. Douglass

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

177
SEP 12 1989

The Honorable Betty Workman
65 LaVale Court
Cumberland, Maryland 21502

Dear Delegate Workman:

I am writing to follow up my August 11th letter to you about the Dingle area of Cumberland, adjacent to US 48. I feel that some further clarification is necessary concerning the results of our recent studies.

In that letter, I indicated that noise levels in the area did not exceed our impact threshold. Actually, noise levels do not exceed our impact threshold at a sufficient number of residences to make a noise barrier cost effective. As you are aware, our policy guidelines state that the cost of a noise barrier may not exceed \$40,000 per protected residence. Our studies found that a barrier to protect the impacted residences would cost in excess of \$100,000 per residence, due to the fact that only five residences were found to experience noise levels above the 67 decibel impact threshold.

I hope this additional information presents our position clearly. As I said before, if you have any further questions, please do not hesitate to contact me or Mr. Adams. Mr. Adams can be reached at (301) 333-8063.

Sincerely,

ORIGINAL SIGNED BY:
HAL KASSOFF

Hal Kassoff
Administrator

HK/db

cc: The Honorable William Donald Schaefer
Mr. T. Wallace Beaulieu
Mr. Charles B. Adams

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

Dictated by: Charles B. Adams-SHA ext. 8063 September 5, 1989



Maryland Department of Transportation
State Highway Administration

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OFFICE OF
HIGHWAY DEVELOPMENT

128

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

August 11, 1989

The Honorable Betty Workman
65 LaVale Court
Cumberland, Maryland 21502

Dear Delegate Workman:

Betty

Thank you for your July 25th letter regarding the feasibility of traffic noise barriers for the Dingle area of the City of Cumberland, adjacent to US 48.

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.

We have recently completed an inventory of the entire corridor along US 48 through Cumberland based on several earlier requests from area residents. The Dingle area was one of the areas that was evaluated. The noise level data gathered in the area did not exceed our impact threshold, and thus cannot be considered for a noise barrier at this time.

My telephone number is (301) _____

179
The Honorable Betty Workman
Page Two

I regret that I cannot offer a more encouraging response at this time. If you have any further questions, please don't hesitate to contact me or Charles B. Adams, Chief of our Landscape Architecture Division. Charlie can be reached at 333-8063.

Thank you for your interest in our Noise Abatement Program.

Sincerely,
ORIGINAL SIGNED BY:
HAL KASSOFF

Hal Kassoff
Administrator

HK/t

cc: The Honorable William Donald Schaefer
Mr. T. Wallace Beaulieu

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

Dictated by: Charles B. Adams-SHA ext. 8063

Gene

180

March 14, 1989

The Honorable Thomas M. Yeager
Senate of Maryland
404 Senate Office Building
Annapolis, Maryland 21401-1991

Dear Senator Yeager:

Thank you for your February 23rd letter concerning the noise barrier project on I-95 in West Laurel.

Former Secretary Hellmann's December 4, 1984 letter to you established 1990 as a target for construction of this project. It is our intention to complete all of the noise abatement projects in our program at the earliest possible date. The scheduling of noise projects is dependent upon the availability of Federal Highway Administration I-4R funds. These funds, which include 90% federal participation, are the primary funds for all Interstate rehabilitation work including road resurfacing, bridge repairs and safety improvements.

Because of the intense competition for these funds, we are limited in the number of noise barrier projects we can advertise each year. In addition, these funds have been reduced by almost 20% from our previous allotment. Maryland's allocations have dropped to \$38.4 million annually, down from the previous amount of \$47.8 million. We currently anticipate expending about one-fourth of these funds annually for noise abatement. We feel this is a reasonable funding level, given the critical need for road and bridge repairs.

While we remain committed to the completion of our noise abatement program, funding limits determine the timing of project construction. I hope this explains why we cannot offer a more positive response to your request.

181

The Honorable Thomas M. Yeager
Page 2

Thank you for your continuing interest in our Noise Abatement Program. Please don't hesitate to call me if you have any questions.

Sincerely,

/s/ RICHARD H. TRAINOR

Richard H. Trainor
Secretary

RHT/db

cc: Mr. Hal Kassoff

bcc: Mr. Robert Douglass
Mr. Mike Synder
Mr. Charles Adams
Mr. Eugene Miller, Jr.
Ms. Missy Drissel, MDOT/OPPA

(by Bob Douglas - SHA)

RECEIVED

APR 02 1981

SECRET



**Maryland Department of Transportation
State Highway Administration**

182

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

August 3, 1989

Mr. David A. Adams
Stewardship Enterprise
7203 Ridge Road
Frederick, Maryland 21701

Dear Mr. Adams:

Thank you for your recent letter in which you requested State cooperation regarding the construction of a noise barrier for the Fairfield Subdivision by Castle Development, Inc.

We applaud your concern and vision in this matter, and will do our best to accommodate your request. There are several items which we must first investigate to ensure that safety, maintenance and legal issues are not compromised.

We will report back to you in about a month with our findings. In the meantime, if you have any questions or comments, please contact Mr. Charles B. Adams, Chief, Landscape Architecture Division. Mr. Adams may be reached at (301) 333-8063.

Sincerely,

A handwritten signature in dark ink, appearing to read 'HK', written over a horizontal line.

Hal Kassoff
Administrator

HK/t

cc: Mr. Charles B. Adams

My telephone number is (301) _____



**Maryland Department of Transportation
State Highway Administration**

183

Richard H. Trainor
Secretary

Hal Kassoff
Administrator

March 29, 1989

Mr. and Mrs. Stanton G. Ades
3413 Philips Drive
Baltimore, Maryland 21208

Dear Mr. and Mrs. Ades:

I am writing in response to your letter concerning noise in the vicinity of your home, adjacent to 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.

We recently concluded a study of the Stevenson area, which included your community. Eight residences along Phillips Drive and Red Barn Court were found to be impacted at or above 67 dBA, with noise levels ranging from 66-68 dBA. These homes were constructed after I-695 was completed, and they do not meet our requirement for date of construction. Even if this area did pre-date the highway, the cost per residence would exceed \$100,000, due mainly to the low density of development.

Because of extreme funding limitations, we cannot consider noise barriers for areas where all of our policy requirements are not met. To make exceptions would open our program to many situations in other areas where we have denied sound barriers for similar reasons.

My telephone number is (301) 333-8063

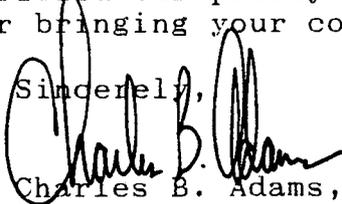
184

Mr. and Mrs. Stanton G. Ades
Page 2
March 29, 1989

We have completed an investigation of the area for landscape screening potential, and have found that it is 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 this spring.

I trust this information satisfies your needs at this time, and hope that I have clarified our policy as it relates to your community. Thank you for bringing your concerns to my attention.

Sincerely,



Charles B. Adams, Chief
Landscape Architecture Division

CBA/eh

185

September 14, 1989

Frederick P. Alpern, M.D.
7708 Greenspring Avenue
Baltimore, MD 21208

Dear Dr. Alpern:

Thank you for your recent letter about noise emanating from I-695, the Baltimore Beltway, onto your property.

As I indicated to you in my May 26th letter, the plantings promised to you will be installed. Some were planted, as you indicated, this past spring, with the remainder to be in place by November 1st. Any trees that are dead or dying will also be replaced this fall. The evergreen trees planted previously were in the five- to six-foot-height range, as promised.

With respect to your questions about a noise barrier, you are correct that your home having been constructed prior to the beltway meets the State Highway Administration's criteria. In addition to this criteria, an effective noise barrier must be feasible for a reasonable cost. For individual residences, such as yours, the cost of a noise barrier would exceed our maximum expenditure of \$40,000 per residence.

According to State Highway Administration records, an investigation of noise and vibration levels from beltway traffic at this residence was conducted in 1985 at the request of a Mr. Jack Earnshaw. The study concluded that a noise barrier to achieve a 7-10 decibel reduction in noise levels would cost in excess of \$300,000. This is an expenditure which cannot be justified. Hopefully, the screen plantings will provide some measure of relief as they mature.

I am asking District Engineer Charles R. Olsen to check into the issue concerning the chain link fence and have it taken care of at the earliest possible date.

I'm sorry that I cannot provide a positive response to your request for a noise barrier, and hope that you understand our position.

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Frederick P. Alpern, M.D.
Page Two

In the meantime, if you have any questions about the planting or noise studies, please do not hesitate to contact Mr. Charles B. Adams at the State Highway Administration. Mr. Adams can be contacted at (301) 333-8063. If you have any questions about the fence, you may wish to contact Mr. Olsen, at 321-3461.

Sincerely,

/s/ RICHARD H. TRAINOR

Richard H. Trainor
Secretary

RHT/t

cc: The Honorable Paula C. Hollinger
Mr. Hal Kassoff
Mr. Charles R. Olsen
Mr. Charles B. Adams

bcc: Mr. Robert D. Douglass
~~Mr. Eugene J. Miller, Jr.~~

Dictated by: Charles B. Adams-SHA ext. 8063 9/6/89.



Maryland Department of Transportation
State Highway Administration

187

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

October 23, 1989

Mr. Jerome Angster
4 Saxony Court
Pikesville, MD 21208

Dear Mr. Angster:

Thank you for your recent telephone call about highway noise along I-695 in the community of Eden Roc.

The feasibility of noise barrier construction was evaluated in 1988. I am enclosing a copy of a letter which was sent to Mr. Arnold Zerwitz which explains the results of the evaluation.

As you will see from the letter a noise barrier would exceed our reasonable cost criterion and for that reason a barrier cannot be considered. I know that you are very concerned but the State Highway Administration has denied noise barriers in numerous areas for the same reason. We have agreed to some supplemental evergreen plantings which may offer some relief. I'm sorry that I cannot give you a more positive response to your inquiry.

Sincerely,

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

Charles B. Adams

Landscape Architecture Division

CBA/db

My telephone number is (301) _____



**Maryland Department of Transportation
State Highway Administration**

188

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

April 6, 1989

Mr. Oliver L. App
1419 East West Highway
West Hyattsville, Maryland 20783

Dear Mr. App:

Thank you for your recent letter concerning Maryland's Noise Abatement Program. You asked a number of questions, which I would like to address.

In the early to mid 1970's, the Federal government developed regulations that covered the analysis of noise and other environmental impacts from highway projects. Specifically related to noise, the applicable regulation is contained in the Federal-Aid Highway Program Manual, Volume 7, Chapter 7, Section 3 (also referred to as FHPM 7-7-3). This regulation constitutes the standards regarding the analysis and abatement of highway traffic noise and construction noise and also sets forth the criteria regarding implementation of noise barriers.

With the regulations from the Federal Highway Administration (FHWA) as a basis, our noise abatement program was developed to consider mitigation where existing developments are impacted by noise due to highway construction. Funding for noise abatement projects is derived mainly from FHWA I-4R funds. These funds are the primary source for all Interstate rehabilitation work including road resurfacing, bridge repairs, lane additions, etc. and are obtained from gasoline taxes and highway user fees -- not from private citizens' income or property taxes. The funding split for noise barriers is 90% Federal and 10% State.

The barriers are designed to substantially reduce outdoor noise levels for residential areas adjacent to the highway. They are also considered for public institutions such as schools and churches. They are intended to restore some measure of useability to the area being protected by reducing the level of traffic noise so that activities such as normal conversation and relaxation can take place. Additional benefits cited by barrier recipients have included restoration of privacy and freedom from unwanted intruders from the highway, and protection from errant vehicles on the highway. The highway user does not directly benefit from noise barrier construction.

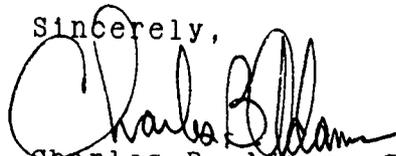
My telephone number is (301) 333-8063

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Mr. Oliver L. App
Page 2
April 6, 1989

I trust that I have adequately answered your questions regarding our noise barrier program. Please do not hesitate to contact me if you require additional information.

Sincerely,



Charles B. Adams, Chief
Landscape Architecture Division

CBA/eh
cc: Mr. Michael Snyder



Maryland Department of Transportation
State Highway Administration

190

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

December 18, 1989

Mr. N.J. Attridge
2672 Crest Cove Road
Annapolis, Maryland 21401

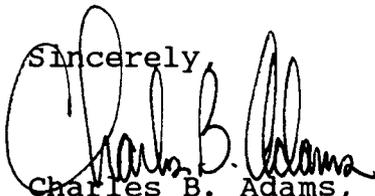
Dear Mr. Attridge:

I am writing in response to your recent request concerning the status of noise barriers for the Heritage Harbor community adjacent to US 50.

I understand you have been asked by Mr. Henry Handler, the president of the Heritage Harbor Homeowners Association, to serve as chairman of the Noise Abatement Committee. We look forward to working with you in this endeavor.

As a result of State Highway Administrator Hal Kassoff's September meeting with community representatives, we are reevaluating this area. Our analysis will be completed in early March, at which time we will contact you with the results.

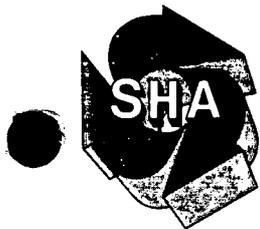
If you have any questions in the meantime, please don't hesitate to call Gene Miller, of my staff, at (301) 333-8071. Thank you for your interest in our Noise Abatement Program.

Sincerely,

Charles B. Adams, Chief
Landscape Architecture Division

CBA/wt

cc: Mr. E.J. Miller, Jr.

My telephone number is (301) _____



**Maryland Department of Transportation
State Highway Administration**

191

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

August 10, 1989

Ms. Diane Bartley
9705 Lawndale Drive
Silver Spring, Maryland 20901

Dear Ms. Bartley:

Thank you for your recent inquiry about noise in the vicinity of the Indian Springs community, adjacent to I-495.

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 studies found that the noise level and date criteria are met. A barrier in this area does not meet our requirement for reasonable cost. Our studies identified a maximum of 8 homes impacted above the 67 decibel threshold in the area. The day care center, run by the YMCA, was found to be the only noise sensitive land use directly adjacent to the highway. On the basis of its noise sensitive function, the day care center was counted as the equivalent of 10 residences. A barrier to protect these impacted receptors would cost a minimum of \$930,000. Dividing this figure by the 18 equivalent residences yields a cost per residence of \$51,600, which exceeds our \$40,000 limit.

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

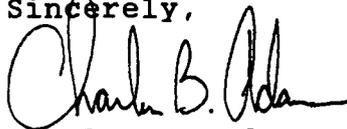
192

Ms. Diane Bartley
Page two

As a point of clarification, noise barriers are most effective for the first and second rows of homes adjacent to the highway, or to a distance of approximately 300 feet. Because many of the residences are situated a considerable distance from the highway and behind the park area, a noise barrier would have little or no perceivable effect in reducing overall noise levels at those residences.

I regret that I cannot offer a more positive solution to your request, but hope that I have presented our position clearly.

Sincerely,



Charles B. Adams, Chief
Landscape Architecture Division

CBA/db



Maryland Department of Transportation
State Highway Administration

193

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

August 10, 1989

Ms. Karen Bedell
9800 Hastings Drive
Silver Spring, Maryland 20901

Dear Ms. Bedell:

Thank you for your recent inquiry about noise in the vicinity of the Indian Springs community, adjacent to I-495.

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 studies found that the noise level and date criteria are met. A barrier in this area does not meet our requirement for reasonable cost. Our studies identified a maximum of 8 homes impacted above the 67 decibel threshold in the area. The day care center, run by the YMCA, was found to be the only noise sensitive land use directly adjacent to the highway. On the basis of its noise sensitive function, the day care center was counted as the equivalent of 10 residences. A barrier to protect these impacted receptors would cost a minimum of \$930,000. Dividing this figure by the 18 equivalent residences yields a cost per residence of \$51,600, which exceeds our \$40,000 limit.

My telephone number is (301) _____

Ms. Karen Bedell
Page two

As a point of clarification, noise barriers are most effective for the first and second rows of homes adjacent to the highway, or to a distance of approximately 300 feet. Because many of the residences are situated a considerable distance from the highway and behind the park area, a noise barrier would have little or no perceivable effect in reducing overall noise levels at those residences.

I regret that I cannot offer a more positive solution to your request, but hope that I have presented our position clearly.

Sincerely,



Charles B. Adams, Chief
Landscape Architecture Division

CBA/db



**Maryland Department of Transportation
State Highway Administration**

195

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

Mr. Mike Bedford
1827 Cliff Hill Way
Potomac, MD 20854

Dear Mr. Bedford:

I am writing to report the results of our recent noise studies conducted in the Falls Ridge community adjacent to I-270 at the new Falls Road interchange.

Our studies involved monitoring of noise levels at seven locations in the community where noise impacts from I-270 were most likely to occur. Measurements were taken for 20 minutes at each site between the hours of 10 a.m. and 2 p.m. (non-rush hour). The noise levels found at each site are summarized on Exhibit 1. In addition, a 24-hour noise level test was conducted at site 3 to determine the hourly noise level variation. The results from this test are shown on Exhibit 2. Exhibit 3 shows the locations of the measurement sites.

From the 24-hour test we then adjust the short-term measurement levels to reflect the maximum noise level that could be expected if measurements were made during the peak noise hour, giving us a "worst-case" estimate of the noise impact. These values are shown in the last column of Exhibit 1.

To be considered for noise barriers as part of a highway project, a majority of the potentially impacted residences must have preceded the highway. The date of location/design approval is considered the date of public knowledge of the project. Development occurring after that date will not be considered for noise abatement. In addition, noise levels must exceed the impact threshold of 67 decibels at a majority of the residences.

Since the Falls Ridge development occurred after the Federal Highway Administration gave its location approval for the I-270 widening, the community is not eligible for noise abatement funding as part of the I-270 project. In addition, the results of our noise measurements indicate that only one location (site 4) is potentially impacted above the threshold level of 67 decibels. Thus it fails to meet this criterion also.

My telephone number is (301) _____

196

Mr. Mike Bedford
Page two

We are considering the possibility of utilizing excess waste material from the I-270 construction for the creation of an earth mound in the vicinity of the new ramp to southbound I-270 and the end of Seven Locks Road. The acoustical benefits would be limited, but the mound could provide an effective visual barrier. This option could be accomplished at little or no cost to the State. Additionally, landscaping of the completed I-270 corridor will be undertaken following construction. The Falls Ridge area will be given full consideration in this effort.

I regret that I cannot fulfill your request for noise barriers, but hope that I have presented our position clearly as it relates to your community.

Sincerely,

Charles B. Adams WNK

Charles B. Adams, Chief
Landscape Architecture Division

CBA/db
Attachments



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

January 13, 1989

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 feasibility study of earth mounding for the Priceville community adjacent to Interstate Route 83.

Our studies showed that placement of an earth mound is not a reasonable solution. A mound in this area would have to be 14-16 feet in height to provide a minimum acceptable noise reduction of five decibels. While a five decibel reduction would be readily noticeable, we strive for a seven to ten decibel reduction, which would be perceived as a halving of the noise.

There is not sufficient State owned right-of-way in this area to construct a mound of the required height. The earth fill would have to extend from 25 to 40 feet beyond the present right-of-way, and would reduce the usable backyard area of adjacent residences. Any additional right-of-way for an earth mound would have to be donated for that purpose.

Additionally, our funding for noise projects is extremely limited. Our present backlog of previously approved barriers will require several years to implement. Assuming that the necessary land was donated and that the cost of constructing a mound were reasonable, we still could not predict when funds would become available for this project.

My telephone number is (301) 321-3521



**Maryland Department of Transportation
State Highway Administration**

198

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

July 7, 1989

Ms. Mary Beth Bernui
4309 N. View Drive
Bowie, Maryland 20716

Dear Ms. Bernui:

Thank you for your recent telephone inquiry to this office. 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.

If you have any questions regarding these criteria, 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
Landscape Architecture Division

EJM/wt

My telephone number is (301) 333-8071



Maryland Department of Transportation
State Highway Administration

199

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

February 17, 1989

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

Dear Mrs. Blum:

I am writing to report to you the results of our additional noise measurements conducted at your home, adjacent to I-695.

The results of this study support the outcome of our previous tests. The highest level measured last October was 64 decibels. During our recent measurements, on February 9th and 10th, 63 decibels was the highest level achieved. Enclosed is a copy of the test results for your information:

We also looked at the potential cost-effectiveness of a barrier in this area, but found that the cost per residence would be well above our \$40,000 limit. There are only three residences in this area that are impacted above the 67 decibel threshold. A barrier to protect these residences would cost over \$1,000,000.

Because of our funding limitations, the intent of our policy is to address those areas which are most severely impacted by traffic noise. Therefore, as I stated in my previous letter, we cannot consider noise abatement measures for this area.

I regret that I cannot offer a more positive response to your concerns, however, I trust that this information clearly presents our position. Please do not hesitate to contact me if you have additional questions.

Sincerely,

Charles B. Adams, Chief
Landscape Architecture Division

CBA/EJM/eh

My telephone number is (301) 333-8063



**Maryland Department of Transportation
State Highway Administration**

200

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

June 21, 1989

Ms. Stephanie Bobloch
President, Orchard Hills Community
Association, Inc.
P.O. Box 104
Lutherville, Maryland 21093

Dear Ms. Bobloch:

Senator Barbara A. Mikulski has sent me a copy of your recent letter concerning the proposed I-695 noise barrier project from Charles Street to York Road. She asked me to look into the matter and reply to you directly.

We must rely on Federal Highway Administration I-4R funds to construct noise barrier projects. These funds are the primary source for all Interstate rehabilitation work, including road resurfacing, bridge repair, safety projects and widening. Because of the intense competition for these funds, we are limited in the number of noise barrier projects we can advertise for bids each year.

In addition, these funds were reduced almost 20% from our prior allotments. Under the current highway bill, Maryland received \$38 million, down from the previous allotment of \$47 million. This annual allocation is very limited in view of our enormous needs. We currently anticipate expending about one-fourth of our annual I-4R funds for noise abatement. We feel this is fair, given the critical need for road and bridge repairs.

The priority position of this project in our program has not changed. We recognize that this area is impacted by traffic noise. However, based on our priority system, it did not rate as high as some other projects. Design for a noise barrier project in your area will begin later this year. This will ensure that, when construction funds become available, the project will be ready to be advertised.

My telephone number is (301) _____

201

Ms. Stephanie Bobloch
Page Two

While we remain committed to the completion of our noise abatement program, funding limits do determine the timing of project construction. I hope I have adequately explained the issues which are restricting our progress on this project.

Sincerely,
ORIGINAL SIGNED BY:
HAL KASSOFF

Hal Kassoff
Administrator

HK/t

cc: The Honorable Barbara A. Mikulski (Attention: Ms. Susan Smith)

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

Dictated by: Mr. Charles B. Adams-SHA (ext. 8063) 6/20/89

202

RECEIVED

JUN 22 1988

BUR. OF LANDSCAPE
ARCHITECTURE



**Maryland Department of Transportation
State Highway Administration**

203

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

September 15, 1989

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

Dear Mr. Bock:

I am writing to report to you the results of our recently completed follow-up noise level studies for Maryland Route 10 (Arundel Expressway).

Our study focused on whether the MD 10 extension has caused additional noise impacts adjacent to the highway. We studied the entire corridor, from the vicinity of Furnace Branch Road through the newly constructed section of MD 10, south to MD 100. For your area along the existing MD 10 north of MD 648, several tests were conducted at your home, and in the area directly adjacent to MD 10 at the dead end of Biddle Road. A tabulation of the noise level results for several locations in your area are shown on the attachment. The difference in noise from July, 1988 to July, 1989 was 2-3 decibels, an increase which is barely discernable to the human ear.

The results we obtained are consistent with our expectations. The noise levels measured at your home and at the end of Biddle Road did not exceed the impact threshold level of 67 decibels, nor did they exceed the threshold at any adjacent areas. We cannot consider noise abatement measures unless noise levels exceed the impact threshold. We will continue to monitor levels in the area on an annual basis to document any substantial changes in the area noise levels.

I regret that we cannot offer a more positive response to your concerns. If you have any questions, please feel free to call Mr. Ken Polcak of this office. Mr. Polcak may be reached at 333-8072.

Sincerely,

Charles B. Adams, Chief
Landscape Architecture Division

CBA/db

cc: The Honorable John R. Leopold

My telephone number is (301) _____



**Maryland Department of Transportation
State Highway Administration**

zul

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

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

January 19, 1989

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

Dear Mr. Bock:

I am writing to report to you the results of our recent noise monitoring studies conducted at your home, adjacent to MD Route 10.

Several short-term measurements taken during the morning rush hour indicated average noise levels of 59 decibels. Our impact threshold for consideration of noise abatement measures is 67 decibels.

As I indicated in my previous letter to you, we will include your area in our MD Route 10 follow-up noise study, to be conducted in May. This will be approximately six months after the extension of Md Route 10 to Md. Route 100 opened to traffic and is intended to give us a better indication of noise impacts on adjacent communities in the Md. Route 10 corridor.

If you have any questions in the meantime, please do not hesitate to contact me.

Sincerely,

A handwritten signature in cursive script, appearing to read 'Charles B. Adams'.

Charles B. Adams, Chief
Bureau of Landscape Architecture

CBA/eh

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

205

December 21, 1989

Ms. Margaret Boles, President
Willow Grove Citizen's Association
10409 Cleary Lane
Mitchellville, MD 20716

Dear Ms. Boles:

Governor William Donald Schaefer has received your recent letter and petition about your concerns associated with the reconstruction of US 50. He has asked me to thank you for your letter and to reply directly to you.

I understand your concerns about noise and associated impacts resulting from the construction on US 50 were discussed at the meeting you had with State Highway Administration representatives on December 7th. After a review of the noise data and discussion with you and the residents of the Willow Grove community, it was agreed that the State Highway Administration would perform additional studies. These will include the following:

- re-monitoring of noise levels throughout the community to determine the extent of any noise impacts; monitoring locations and times will be coordinated with the community;
- re-evaluation of the dates that the community was constructed;
- projection of noise levels anticipated upon completion of the highway reconstruction project;
- investigation to determine the degree and source of vibration experienced in the community; and
- an evaluation of the eligibility of the Willow Grove Community for a noise barrier based upon the data generated by the new studies.

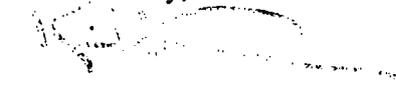
Ms. Margaret Boles
Page Two

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When the required studies have been completed, the results will be presented to you by State Highway Administration representatives. It is anticipated that it will take four to five months to conduct the required studies.

In the meantime, if you have any questions, please feel free to contact Mr. Charles B. Adams, Chief of the Landscape Architecture Division at the State Highway Administration. Mr. Adams can be reached at (301) 333-8063.

Sincerely,


Richard H. Trainor
Secretary

RHT/db

cc: The Honorable Paul Sarbanes
The Honorable William Donald Schaefer
Mr. Charles B. Adams

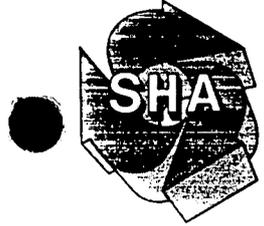
bcc: Mr. Bob B. Myers
Mr. Robert D. Douglass

Dictated by Mr. Charles B. Adams, December 11, 1989 (333-8063).

COPY

207

Richard H. Trainor
Secretary
Hal Kassoff
Administrator



**Maryland Department of Transportation
State Highway Administration**

Office of District Engineer
State Highway Administration
9300 Kenilworth Avenue
P.O. Box 327
Greenbelt, Maryland 20770

October 21, 1989

Ms. Margaret Boles
President
Willow Grove Citizens Association
10409 Cleary Lane
Mitchville, Maryland 20716

Re: U. S. Route 50
Prince George's County

Dear Ms. Boles:

Thank you for your recent phone call concerning the noise study results for the Willow Grove Subdivision adjacent to U. S. Route 50.

The State Highway Administration's Division of Landscape Architecture has completed the noise monitoring tests in the backyards of the homes along Caribon Street as requested (see attached plan and test results).

Our research indicates that current noise levels do not approach 67 decibels which is the Federal requirement for consideration of noise abatement measures. We also must note that the U. S. Route 50 widening project has been a matter of public record since June, 1982, when the Federal Highway Administration gave location approval for the upgrade. Because the community was not in existence at that time, noise barriers were not considered for this project. Our noise policy does not permit funding for noise abatement in areas which are developed after a project has become public knowledge.

I apologize for the delay in responding to your request, and should you have any further questions, please do not hesitate to contact me.

Sincerely,


Creston J. Mills, Jr.
District Engineer

CJM:DR:ja

Attachments

cc: ✓ Mr. C. Adams

My telephone number is (301) 220-7345

SHA

Maryland Department of Transportation
State Highway Administration

Administrator

November 3, 1989

208

noise

Mr. Edgar G. Bowman, Jr.
3034 Arizona Avenue
Baltimore, Maryland 21234-4102

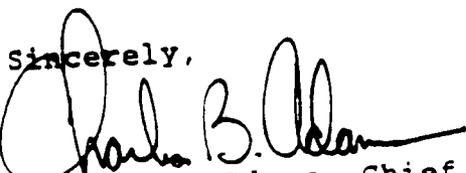
Dear Mr. Bowman:

Thank you for your recent letter concerning noise in the vicinity of your home adjacent to I-695. Transportation Secretary Richard H. Trainor has asked me to review our information and contact you with our conclusions.

As you requested, I am enclosing a copy of the final noise study for the Providence Road project. Both the eastbound and westbound barriers were originally identified as one project; however, the westbound portion was deferred until this year due to insufficient funding. The Hampton Mansion property qualified for inclusion on the basis of its historic significance.

To best address the concerns raised by the community we will update the previous studies since the last noise measurements date back to mid 1987. Specifically, we will perform a total reevaluation of the area, with new noise measurements, and additional studies of the feasibility of noise barriers for the area. We will seek the community input and concurrence with our methodologies, measurement locations and times. We feel it is imperative that you, the public, understand our procedures and methods, even if you do not necessarily agree with the results. To this end, we will coordinate and verify beforehand the locations to be tested and conduct the field testing in the presence of community representatives, if desired. We will contact you within the next two weeks to initiate the process. We anticipate that the total effort will take approximately 6 months to complete.

I understand your frustration with this situation and hope that in working together we can answer and address your concerns.

Sincerely,

Charles B. Adams, Chief
Landscape Architecture Division

CBA/db
Enclosure

cc: Mr. Richard H. Trainor

My telephone number is (301) _____

209

October 13, 1989

Mr. Edgar G. Bowman, Jr.
3034 Arizona Avenue
Baltimore, Maryland 21234-4102

Dear Mr. Bowman:

Governor William Donald Schaefer asked me to thank you for your recent letter concerning noise in the vicinity of your home adjacent to I-695. He also asked me to respond directly to you on this matter.

The procedure for determining if an area qualifies for noise abatement is based on a number of criteria. All of the following criteria must be met in order for an area to be considered for noise barriers:

- 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 of the affected residents must favor the project; and
- funds must be available.

Areas which meet all of the above criteria are then prioritized according to number of impacted homes, level of noise, number of years of impact, density of homes in the area, cost of a barrier to protect the impacted homes and availability of funds.

The studies conducted in your area to date have included measurements at residences on Arizona, Balder and California Avenues. These studies included an evaluation of projected impacts from the proposed MD 43 interchange project and identified a total of 15 impacted residences in the area.

Mr. Edgar G. Bowman, Jr.
Page 2

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The cost of a barrier to protect those residences was estimated at more than \$1 million. This figure translates into a cost per residence of over \$73,000, which exceeds the guidelines for reasonable cost. However, I have asked the State Highway Administration to review their studies and determine if any new information is available that may alter the previous conclusions in this area. You may expect to hear from Mr. Charles B. Adams within the next two weeks.

Thank you for letting me know of your concerns.

Sincerely,

/s/ RICHARD H. TRAINOR

Richard H. Trainor
Secretary

RHT/kml

cc: The Honorable William Donald Schaefer
Mr. Hal Kassoff
Mr. Charles B. Adams

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



**Maryland Department of Transportation
State Highway Administration**

211

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

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

January 11, 1989

Mr. E. Gerald Bowman
3034 Arizona Avenue
Parkville, Maryland 21234

Dear Mr. Bowman:

Thank you for your recent letter concerning the noise problem in your community adjacent to I-695. I never received your original letter of April 4, 1988.

In April 1987 the State Highway Administration formally adopted a Noise Policy because of the great number of potential projects that existed, 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.
- Funds must be available.

My telephone number is (301) 321-3521

212

Mr. E. Gerald Bowman
January 11, 1989
Page 2

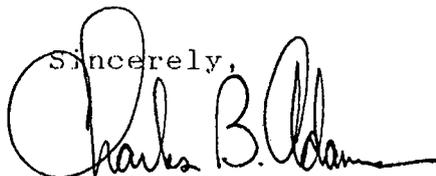
While we recognize that the area meets the first three criteria, the requirement for cost-effectiveness is not met. Our studies concluded that there are a maximum of seven impacted residences in your area. The cost of a noise barrier to protect these residences would be approximately \$583,000. Dividing this cost by the seven impacted residences yields a cost per residence of over \$83,000, well above our \$40,000 limit for reasonable cost.

I do understand your frustration with this situation, but our limited funds will not allow us to construct noise barriers in areas which do not meet all of the policy requirements. To make exceptions would open our program to many other areas where we have denied sound barriers for similar reasons.

For your information, I have enclosed a fact sheet detailing the Providence Road noise barrier project with respect to the policy criteria. This should answer any questions you may have concerning that project.

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,



Charles B. Adams, Chief
Bureau of Landscape Architecture

CBA/eh
Attachment



**Maryland Department of Transportation
State Highway Administration**

213

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

August 10, 1989

Mr. William A. Brown
9605 Clearview Place
Silver Spring, Maryland 20901

Dear Mr. Brown:

Thank you for your recent inquiry about noise in the vicinity of the Indian Springs community, adjacent to I-495.

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 studies found that the noise level and date criteria are met. A barrier in this area does not meet our requirement for reasonable cost. Our studies identified a maximum of 8 homes impacted above the 67 decibel threshold in the area. The day care center, run by the YMCA, was found to be the only noise sensitive land use directly adjacent to the highway. On the basis of its noise sensitive function, the day care center was counted as the equivalent of 10 residences. A barrier to protect these impacted receptors would cost a minimum of \$930,000. Dividing this figure by the 18 equivalent residences yields a cost per residence of \$51,600, which exceeds our \$40,000 limit.

My telephone number is (301) _____

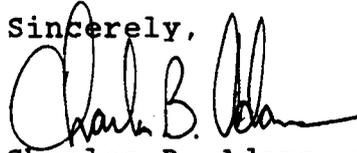
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Mr. William A. Brown
Page two

As a point of clarification, noise barriers are most effective for the first and second rows of homes adjacent to the highway, or to a distance of approximately 300 feet. Because many of the residences are situated a considerable distance from the highway and behind the park area, a noise barrier would have little or no perceivable effect in reducing overall noise levels at those residences.

I regret that I cannot offer a more positive solution to your request, but hope that I have presented our position clearly.

Sincerely,



Charles B. Adams, Chief
Landscape Architecture Division

CBA/db



**Maryland Department of Transportation
State Highway Administration**

215

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

June 5, 1989

Mr. Richard H. Bryant
Hampton Business Park
8901 Edgeworth Drive
Capitol Heights, Maryland 20743

Dear Mr. Bryant:

Thank you for your May 16th letter concerning the construction of noise barriers adjacent to your community.

As Mr. Adams explained to you at your recent meeting, we have been investigating the feasibility of noise barrier construction along the portion of I-495 between Bradley Boulevard and the Potomac River for a number of years. Also, our primary contact regarding this issue has been with the CABN group.

Based upon our analyses, noise barrier eligibility criteria for Area A were not met for several reasons. Though noise levels do exceed the 67 decibel impact threshold, the estimated cost to protect Area A is over \$87,000 per protected residence. Additionally, the majority of the impacted homes do not predate the highway, one of our established eligibility criteria. The criteria utilized in the determination of eligibility is the same for all noise barrier projects. Area B and Area E meet all of our policy criteria except the cost per residence. The decision to pursue barrier construction in these two areas is contingent upon supplemental funding to make up the difference beyond our maximum level of participation.

At your meeting with Mr. Adams, several questions were raised regarding the construction of a shorter noise barrier, construction on private land and the possibility of a joint public/private partnership to fund the noise barrier. These points are now being investigated. We anticipate that it will take approximately 60 days to complete our evaluations at which time we will contact you with the results.

My telephone number is (301) _____

Mr. Richard H. Bryant
Page Two

214

In the meantime, if you have any questions, Mr. Adams is available to assist you. Please feel free to contact him at (301) 333-8063.

Sincerely,



Hal Kassoff
Administrator

HK/eh

cc: Mr. Charles B. Adams



**Maryland Department of Transportation
State Highway Administration**

217

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

April 10, 1989

Mr. Jerome Bryant
6020 Moorehead Road
Baltimore, Maryland 21228

Dear Mr. Bryant:

I am writing to report to you the results of our recent noise monitoring tests in the vicinity of your home, adjacent to I-695.

The results of the 24-hour study are attached for your information. As you can see, noise levels are consistently above the 67 decibel threshold requirement for consideration of noise abatement measures. As you may already know, there is a noise abatement project planned for your area. The only question remaining at this time is one of funding. We must rely on the Federal Highway Administration for funds to construct these projects. Noise barriers are funded 90% by the Federal government, from the same source as all interstate rehabilitation work including road resurfacing, bridge repairs and safety improvements.

Because of the intense competition for these funds, we are limited in the number of noise barrier projects we can construct each year. In addition, these funds were reduced from our previous allotment. Under the current highway bill, Maryland received \$38.4 million, down from the previous allotment of \$47.8 million. This reduction in funds is the reason why the original timetable for noise barrier construction had to be extended. We currently anticipate expending about one-quarter of our annual interstate rehabilitation funds for noise abatement. We feel this is generous and fair, given the critical need for road and bridge repair.

We remain committed to the construction of noise barriers, yet funding limits determine the timing of project construction. At the present time, funds are obligated for previously approved projects through fiscal year 1991. Therefore, this project cannot be funded before this time.

My telephone number is (301) 333-8063

218

Mr. Jerome Bryant
Page 2
April 10, 1989

I regret that I cannot offer a more immediate response to this situation, but trust that I have adequately explained the issues which are restricting our progress on this project.

Sincerely,



Charles B. Adams, Chief
Landscape Architecture Division

CBA/en
Attachment

219

June 12, 1989

Mr. Harry Burkholder
Dulaney Valley Improvement Association
P.O. Box 102
Lutherville, Maryland 21093

Dear Mr. Burkholder:

Thank you for your recent letter concerning the proposed I-695 noise barrier project from York Road to Dulaney Valley Road.

Typically, we conduct a community meeting to present to residents the proposed noise barrier project, including location, heights, length and appearance. We feel that only when the residents are fully informed of the scope of the project can a meaningful ballot be taken. To conduct an informal ballot prior to a complete presentation of the project might only confuse and complicate a process which has worked very well on previous projects.

In addition, we must still determine if every noise-impacted residence will be protected by a barrier. It would be premature to allow someone to vote who might not benefit from the noise abatement project.

We will be glad to meet with the officers of the Dulaney Valley Improvement Association to discuss the status of this project. If you are interested, please contact Mr. Charles B. Adams, Chief of our Landscape Architecture Division, to arrange a mutually convenient time and location. Mr. Adams can be reached at (301) 333-8063.

Thank you for your continuing interest and patience in this matter.

Sincerely,
ORIGINAL SIGNED BY:
HAL KASSOFF,

Hal Kassoff
Administrator

HK/eh

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

BU 920.
Miles

220

October 18, 1989

Ms. Mary Lou Casazza
Mr. Kevin Sterling
15616 Carriage Hill Lane
Laurel, Maryland 20707

Dear Ms. Casazza and Mr. Sterling:

Governor William Donald Schaefer thanks you for your recent letter concerning noise in the vicinity of the Carriage Hill community, adjacent to I-95. He has asked me to respond to you directly on this matter.

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 of the affected residents must favor the project; and
- funds must be available.

The Carriage Hill community is not eligible for inclusion in our Noise Abatement program because all of the residences were constructed well after the highway. In fact, the first homes in the community were built as recently as 1985.

Ms. Mary Lou Casazza
Page Two

221

The number of requests we receive for noise barriers is well beyond our ability to construct due to the limited funds available. Therefore, we must adhere to the eligibility criteria if the program is to be fair and equitable. To make exceptions would be unfair to the many other areas in Maryland with the same circumstances. The West Laurel area, to which you referred in your letter, does meet all of the criteria outlined in our policy.

As a point of clarification, there have been a number of studies that have shown that reflected noise from a single barrier is not significant. The potential "increase" in the overall noise level due to reflected noise would not exceed one to two decibels which is below the threshold of human perception. In any event, we will monitor the situation closely once the barrier is constructed.

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

Sincerely,

/s/ RICHARD H. TRAINOR

Richard H. Trainor
Secretary

RHT/db

cc: The Honorable William Donald Schaefer

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



Maryland Department of Transportation
State Highway Administration

222

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

November 8, 1989

Mrs. Patricia Cashour
623 Gayle Drive
Linthicum, Maryland 21090

Dear Mrs. Cashour:

I am writing to report the results of our studies regarding the performance of the sound barrier adjacent to your property along I-695.

We have carefully reviewed the acoustical design of the wall and taken extensive field measurements to determine if the level of noise reduction compares to that which was predicted. Our studies indicate that the design goal of a 7-10 decibel (dBA) noise reduction is being achieved. We then evaluated the potential acoustical benefits of increasing the height of the barrier by 2-5 feet. The resulting noise reduction would be only 1 decibel, which is an imperceptible change.

Based on these results, we have concluded that the cost to raise the height of the noise barrier would far outweigh the negligible acoustical benefits of the additional height. From our field observations, the barrier is providing the level of protection for which it was designed.

I regret that I cannot offer a more positive response, but hope that I have presented our position clearly.

Sincerely,

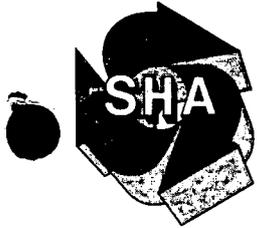
A handwritten signature in cursive script that reads "Charles B. Adams".

Charles B. Adams, Chief
Landscape Architecture Division

CBA/db

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

My telephone number is (301) _____



**Maryland Department of Transportation
State Highway Administration**

223

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

August 10, 1989

Ms. Shirley W. Chamberlain
9508 Ocala Street
Silver Spring, Maryland 20901

Dear Ms. Chamberlain:

Thank you for your recent inquiry about noise in the vicinity of the Indian Springs community, adjacent to I-495.

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 studies found that the noise level and date criteria are met. A barrier in this area does not meet our requirement for reasonable cost. Our studies identified a maximum of 8 homes impacted above the 67 decibel threshold in the area. The day care center, run by the YMCA, was found to be the only noise sensitive land use directly adjacent to the highway. On the basis of its noise sensitive function, the day care center was counted as the equivalent of 10 residences. A barrier to protect these impacted receptors would cost a minimum of \$930,000. Dividing this figure by the 18 equivalent residences yields a cost per residence of \$51,600, which exceeds our \$40,000 limit.

My telephone number is (301) _____

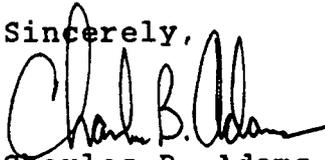
224

Ms. Shirley W. Chamberlain
Page two

As a point of clarification, noise barriers are most effective for the first and second rows of homes adjacent to the highway, or to a distance of approximately 300 feet. Because many of the residences are situated a considerable distance from the highway and behind the park area, a noise barrier would have little or no perceivable effect in reducing overall noise levels at those residences.

I regret that I cannot offer a more positive solution to your request, but hope that I have presented our position clearly.

Sincerely,



Charles B. Adams, Chief
Landscape Architecture Division

CBA/db



**Maryland Department of Transportation
State Highway Administration**

noise
225

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

September 15, 1989

Mr. and Mrs. Norman Chapman
15 Wynnewood Court
Baltimore, Maryland 21227

Dear Mr. and Mrs. Chapman:

Thank you for your recent letter concerning noise in the vicinity of your home, adjacent to Southwestern Boulevard.

In answer to your first question, the approval for the development of your community was given by Baltimore County, which has the authority and responsibility for all zoning and subdivision regulations within its jurisdiction. It is the County which determines where development should occur and what the land use should be. It is also the County's responsibility to develop strategies such as set backs which would minimize the impact of traffic noise levels on new subdivisions.

Under State policy, your community does not qualify for noise barriers because the houses were constructed where the highway already existed.

Funding for noise barrier projects is obtained from gasoline and road user taxes, not from County or State property taxes. We are limited in the amount of these monies which are available and must be firm in the adherence to our noise policy criteria.

In your letter, you also referred to the noise barrier on the Arundel Expressway. That barrier is not designed to protect the shopping center, but the noise impacted residences adjacent to it. In order to adequately shield these residences, it was necessary to extend the barrier some distance beyond the last home in order to preclude noise outflanking the end of the barrier.

I trust that I have answered the questions you raised. I regret that I am unable to offer you a more positive response.

Sincerely,

Charles B. Adams
Landscape Architecture Division

CBA/db

My telephone number is (301) _____

226



**Maryland Department of Transportation
State Highway Administration**

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

August 30, 1989

Mr. and Mrs. Norman Chapman
15 Wynnewood Court
Baltimore, Maryland 21227

Dear Mr. and Mrs. Chapman:

Thank you for your recent letter concerning noise in the vicinity of your home, adjacent to Southwestern Boulevard.

In order for an area to qualify for noise barriers, one of the criteria which must be met is that a majority of the impacted residences must have preceded the highway.

The purpose of our noise abatement program is to consider noise barriers where existing developments are impacted due to highway construction. In this case, the homes were built very recently, making the area ineligible for noise barriers based on the date of construction requirement. We have based our policy on the presumption that, in the case of a new community, the decision to buy a home considered the value of the land and the cost of the property, and that the prior existence of the highway had been taken into account.

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

Sincerely,

Charles B. Adams, Chief
Landscape Architecture Division

CBA/db

My telephone number is (301) _____



**Maryland Department of Transportation
State Highway Administration**

227

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

August 10, 1989

Mr. Richard P. Cheney
338 Red Magnolia Court
Millersville, Maryland 21108

Dear Mr. Cheney:

Thank you for your recent letter concerning noise in the vicinity of your home, adjacent to Benfield Boulevard.

Benfield Boulevard is a County highway over which the State has no jurisdiction regarding noise abatement; speed limits, or maintenance items. Therefore, we would not build noise barriers for this area. We could, however, lend our technical assistance if the County or community residents were interested in funding a project.

We have reviewed the plans for the I-97/Benfield Boulevard interchange, and have found that no significant construction related to the I-97 project is proposed in the vicinity of Red Magnolia Court. No additional noise impacts to this area are expected as a result of the I-97 construction.

The existing northbound MD 3 will become a service road which will be 450 feet closer to Shipleys Choice; however, it will still be 900 to 1000 feet from the closest homes. Because of the service road, the actual highway will be farther from your residence than it is now.

I regret that I cannot offer more of a solution, but hope that I have adequately answered your questions. If you have any questions or comments, please feel free to contact me.

Sincerely,

Charles B. Adams, Chief
Landscape Architecture Division

CBA/wt

cc: Mr. Parker Andrews

My telephone number is (301) 333-8063



**Maryland Department of Transportation
State Highway Administration**

228
Richard H. Trainor
Secretary

Hal Kassoff
Administrator

MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION
138 DEFENSE HIGHWAY
ANNAPOLIS, MARYLAND 21401

October 24, 1988

Mr. Douglass A. Collison, President
Riverview Manor
124 Riverview Avenue
Annapolis, Maryland 21401

Dear Mr. Collison:

Thank you for your recent letter concerning the construction of earth berms along U.S. 50 adjacent to your community.

You are correct that there will be excess earth resulting from the highway construction project. There may be an opportunity to utilize some of this material to construct an earth berm. We will investigate the options that may exist for berm construction. It will take us several months to develop studies. You may expect to hear from me by the end of the year with the results of our studies.

Sincerely,
Original Signed By
E. H. MEEHAN

Edward H. Meehan
Highway District Engineer

EHM:sj

cc: Mr. Tony Capizzi
Mr. Charles B. Adams
Mr. Ernie Hodshon

My telephone number is (301) 841-5450

229



**Maryland Department of Transportation
State Highway Administration**

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

August 10, 1989

Mr. Bill Corey
9710 Lawndale Drive
Silver Spring, Maryland 20901

Dear Mr. Corey:

Thank you for your recent inquiry about noise in the vicinity of the Indian Springs community, adjacent to I-495.

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 studies found that the noise level and date criteria are met. A barrier in this area does not meet our requirement for reasonable cost. Our studies identified a maximum of 8 homes impacted above the 67 decibel threshold in the area. The day care center, run by the YMCA, was found to be the only noise sensitive land use directly adjacent to the highway. On the basis of its noise sensitive function, the day care center was counted as the equivalent of 10 residences. A barrier to protect these impacted receptors would cost a minimum of \$930,000. Dividing this figure by the 18 equivalent residences yields a cost per residence of \$51,600, which exceeds our \$40,000 limit.

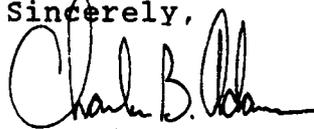
My telephone number is (301) _____

Mr. Bill Corey
Page two

As a point of clarification, noise barriers are most effective for the first and second rows of homes adjacent to the highway, or to a distance of approximately 300 feet. Because many of the residences are situated a considerable distance from the highway and behind the park area, a noise barrier would have little or no perceivable effect in reducing overall noise levels at those residences.

I regret that I cannot offer a more positive solution to your request, but hope that I have presented our position clearly.

Sincerely,



Charles B. Adams, Chief
Landscape Architecture Division

CBA/db



**Maryland Department of Transportation
State Highway Administration**

231

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

August 10, 1989

Ms. Sarah Cotterill
9624 Evergreen Street
Silver Spring, Maryland 20901

Dear Ms. Cotterill:

Thank you for your recent inquiry about noise in the vicinity of the Indian Springs community, adjacent to I-495.

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 studies found that the noise level and date criteria are met. A barrier in this area does not meet our requirement for reasonable cost. Our studies identified a maximum of 8 homes impacted above the 67 decibel threshold in the area. The day care center, run by the YMCA, was found to be the only noise sensitive land use directly adjacent to the highway. On the basis of its noise sensitive function, the day care center was counted as the equivalent of 10 residences. A barrier to protect these impacted receptors would cost a minimum of \$930,000. Dividing this figure by the 18 equivalent residences yields a cost per residence of \$51,600, which exceeds our \$40,000 limit.

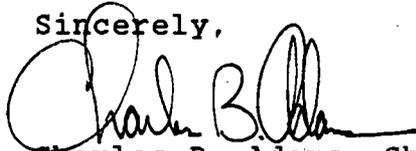
My telephone number is (301) _____

Ms. Sarah Cotterill
Page two

As a point of clarification, noise barriers are most effective for the first and second rows of homes adjacent to the highway, or to a distance of approximately 300 feet. Because many of the residences are situated a considerable distance from the highway and behind the park area, a noise barrier would have little or no perceivable effect in reducing overall noise levels at those residences.

I regret that I cannot offer a more positive solution to your request, but hope that I have presented our position clearly.

Sincerely,



Charles B. Adams, Chief
Landscape Architecture Division

CBA/db



**Maryland Department of Transportation
State Highway Administration**

233

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

April 6, 1989

Ms. Sarah Cotterill
9624 Evergreen Street
Silver Spring, Maryland 21901

Dear Ms. Cotterill:

I am writing to inform you of the results of our recent noise monitoring tests adjacent to I-495, between MD 193 (University Boulevard) and U.S. Route 29.

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 studies indicate that noise levels are high enough to meet the first requirement of the policy. In addition, our research has confirmed that the area meets the requirement for date of construction.

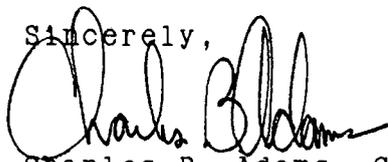
Based on this information, we will conduct a more detailed review of the area to determine if a noise barrier is feasible and would be cost-effective.

My telephone number is (301) 333-8063

234

Ms. Sarah Cotterill
Page 2
April 6, 1989

We will contact you in early July with the results of our review research. Thank you for your patience and for bringing this matter to my attention.

Sincerely,


Charles B. Adams, Chief
Landscape Architecture Division

CBA/EJM/eh
Attachment

238



**Maryland Department of Transportation
State Highway Administration**

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

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

January 19, 1989

Mr. Edwin T. Cox
9137 Field Road
Pikesville, Maryland 21208

Dear Mr. Cox:

I am writing to report to you the results of our recent 24-hour noise monitoring study conducted at 9133 Field Road, adjacent to I-795 (Northwest Expressway).

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.

A copy of the study results is attached for your information. As you can see, noise levels did not exceed the 67 decibel impact threshold at any time during the study period.

Noise levels reached a maximum of 65 decibels during the measurement and, based on this latest data, a maximum of six residences would be impacted if noise levels had been at or above

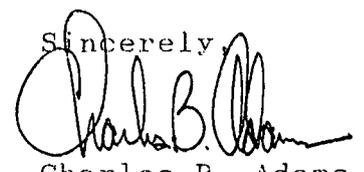
My telephone number is (301) 321-3521

236

Mr. Edwin T. Cox
January 19, 1989
Page 2

the 67 decibel threshold. A noise barrier to protect these impacted homes would cost approximately \$1,000,000. Dividing this figure by the six homes results in a cost per residence of over \$150,000, well above our limit for reasonable cost.

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

Sincerely,


Charles B. Adams, Chief
Bureau of Landscape Architecture

CBA/eh
Attachment
cc: Mr. Donald H. Davison, w/attachment



**Maryland Department of Transportation
State Highway Administration**

237

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

August 10, 1989

Mr. Lyndon S. Cox
9630 Lawndale Drive
Silver Spring, Maryland 20901

Dear Mr. Cox:

Thank you for your recent inquiry about noise in the vicinity of the Indian Springs community, adjacent to I-495.

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 studies found that the noise level and date criteria are met. A barrier in this area does not meet our requirement for reasonable cost. Our studies identified a maximum of 8 homes impacted above the 67 decibel threshold in the area. The day care center, run by the YMCA, was found to be the only noise sensitive land use directly adjacent to the highway. On the basis of its noise sensitive function, the day care center was counted as the equivalent of 10 residences. A barrier to protect these impacted receptors would cost a minimum of \$930,000. Dividing this figure by the 18 equivalent residences yields a cost per residence of \$51,600, which exceeds our \$40,000 limit.

My telephone number is (301) _____

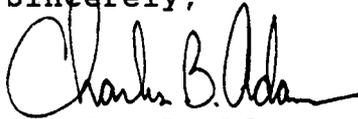
238

Mr. Lyndon S. Cox
Page two

As a point of clarification, noise barriers are most effective for the first and second rows of homes adjacent to the highway, or to a distance of approximately 300 feet. Because many of the residences are situated a considerable distance from the highway and behind the park area, a noise barrier would have little or no perceivable effect in reducing overall noise levels at those residences.

I regret that I cannot offer a more positive solution to your request, but hope that I have presented our position clearly.

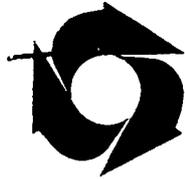
Sincerely,



Charles B. Adams, Chief
Landscape Architecture Division

CBA/db

239



Maryland Department of Transportation

The Secretary's Office

William Donald Schaefer
Governor
Richard H. Trainor
Secretary
Stephen G. Zentz
Deputy Secretary

September 5, 1989

Mr. Robert H. Dickman
1415 Milestone Drive
Silver Spring, Maryland 20904

Dear Mr. Dickman:

Governor William Donald Schaefer has asked me to thank you for your August 18th letter and to reply directly to you.

We are sorry for the delay in responding to your earlier correspondence. Your request for a noise barrier will be investigated by the State Highway Administration's Landscape Architecture Division. It will require approximately two and one-half months to complete a study. You may expect to hear directly from Mr. Charles B. Adams of the Landscape Architecture Division by mid-November with the results.

In the meantime, if there are any questions, Mr. Adams can be reached at (301) 333-8063.

Sincerely,

Richard H. Trainor
Secretary

RHT/db

cc: The Honorable William Donald Schaefer
Mr. Hal Kassoff
Mr. Charles B. Adams



Maryland Department of Transportation
State Highway Administration

240

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

March 29, 1989

Ms. Anne L. Dodd
Village Manager
Kings Contrivance Community Association, Inc.
7251 Eden Brook Drive
Columbia, Maryland 20146

Dear Ms. Dodd:

I am writing in response to your letter concerning noise in the vicinity of Kings Contrivance Village, adjacent to I-95.

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.

Since this area post-dates the highway, it does not meet our 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. This 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 value of the land, the cost of the properties, and the choices of consumers had taken the prior existence of the highway into account.

My telephone number is (301) 333-8063

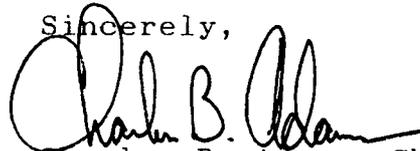
241

Ms. Anne L. Dodd
Page 2
March 29, 1989

Because of extreme funding limitations, we cannot consider noise barriers for areas where all of our policy requirements are not met. 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,



Charles B. Adams, Chief
Bureau of Landscape Architecture

CBA/eh



**Maryland Department of Transportation
State Highway Administration**

242

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

August 14, 1989

David B. Doman, M.D.
Connecticut Blair Medical Park
12012 Viers Mill Road
Wheaton, MD 20906

Dear Dr. Doman:

This letter is to summarize the results of our July 26th meeting about noise barrier construction along I-270 at New Windemere.

First, I would like to congratulate you for your initiative in generating support for a community-funded noise barrier. As we discussed some two years ago, the New Windemere community does not meet our eligibility for a State-funded noise barrier; it is to your credit that you are pursuing a "self-help" project.

Although the State Highway Administration is unable to provide direct financial assistance for barrier construction, we can offer you support as follows:

- we can perform clearing of vegetation and selective trimming required for construction;
- we will also provide inspection services during construction for both construction practices and materials acceptance;
- we will issue an entry permit to the community or its contractor to allow noise barrier construction and will contact the Federal Highway Administration to discuss your proposal and obtain their approval; and
- we will evaluate for structural adequacy the design of the noise barrier being prepared by your consultant.

Additionally, we are very willing to support you in any discussions you may have with Montgomery County about their possible assistance. I have talked to Bob McGarry about the special taxing district approach. He was familiar with your proposal and supportive of it.

My telephone number is (301) _____

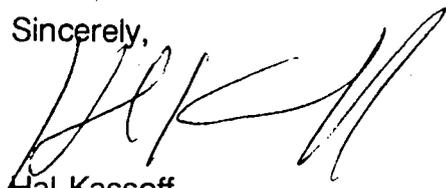
243

David B. Doman, M.D.
Page Two

Again, I support your efforts and express my thanks for the professional manner in which you have approached this effort.

If you have any questions, please do not hesitate to contact me or Charlie Adams. Mr. Adams can be reached at (301) 333-8063.

Sincerely,



Hal Kassoff
Administrator

HK/t

cc: Mr. Bob McGarry
Mr. Charles B. Adams



**Maryland Department of Transportation
State Highway Administration**

244

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

June 5, 1989

Mr. John W. Eller
8317 Carrbridge Circle
Towson, Maryland 21204

Dear Mr. Eller:

Thank you for your recent letter concerning noise barriers in the vicinity of your home, adjacent to I-695. I would like to address each of your concerns as they were listed in your letter.

We recognize that traffic noise is a problem in your area. Our measurements have shown that noise levels are above the 67 decibel impact threshold. The dual designation of the Beltway in this area does not, in itself, justify the construction of noise barriers; it is still considered one highway. While traffic volumes have increased, our research has shown that the incremental increase with lane additions has only increased the overall noise level by one or two decibels.

Our policy states that the majority of impacted homes must have been constructed prior to the highway. Logically, the point at which a highway is completed as a "through route," and when interstate truck traffic begins to utilize the system, is the point at which the greatest initial impact occurs. In the case of the Baltimore Beltway, this occurred in 1962. Some sections of the Beltway and I-83 were built earlier but could not readily serve interstate traffic because of "gaps" in the system. Therefore, in order to be consistent and fair, we have established 1962 as the cut-off date for consideration of noise barriers along the Baltimore Beltway.

The majority of homes in the two project areas you mentioned in your letter were in existence in 1962. The homes on Carrbridge Circle post-date the highway by three to four years, making the area ineligible for our noise program. The homes on Barrow Court were constructed even more recently, in the early 1980's. I assure you that we have not constructed noise barriers which do not meet the policy criteria. To make exceptions would open our program to many other areas where we have denied sound barriers for similar reasons.

My telephone number is (301) _____

Mr. John W. Eller
Page Two

245

As to the issue of trespassers and crime, there are other options available to deter intruders, such as community-funded noise barriers, privacy fencing or landscaping. As I indicated in my September 14, 1987 letter to Congresswoman Bentley, we would be willing to lend our technical assistance if you are interested in pursuing any of these options.

I regret that I cannot offer a more positive response to your concerns, but trust that I have adequately clarified our position on this matter. You may wish to contact Mr. Charles B. Adams, Chief of our Bureau of Landscape Architecture, if you require additional information. Mr. Adams may be reached at 333-8064.

Sincerely,
ORIGINAL SIGNED BY:
HAL KASSOFF

Hal Kassoff
Administrator

HK/t

cc: The Honorable Helen Delich Bentley

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

Dictated by: Mr. Charles B. Adams-SHA (ext. 8063).



**Maryland Department of Transportation
State Highway Administration**

246

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

April 5, 1989

Mr. Eric Eisen
10028 Woodhill Road
Bethesda, Maryland 20817

Dear Mr. Eisen:

In response to your request, I have enclosed a copy of the State Highway Administration Noise Policy.

If you have any questions, please don't hesitate to contact me at 333-8071.

Sincerely,

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

Eugene J. Miller, Jr.
Special Assistant to the Chief

EJM/wt

cc: Mr. Charles B. Adams

My telephone number is (301) _____



**Maryland Department of Transportation
State Highway Administration**

247

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

September 15, 1989

Handwritten signature

Mr. Donald Elkins
116 Gerard Drive
Glen Burnie, Maryland 21061

Dear Mr. Elkins:

I am writing to report to you the results of our recently completed follow-up noise level studies for MD Route 10 (Arundel Expressway).

The purpose of our study was to verify the predictions made in the environmental document for the MD 10 extension and to determine the impact the project has caused in the area.

The noise impact analysis report prepared for the project predicted increases of 12-16 decibels over pre-construction levels at your community. Our recent measurements indicated an increase of from 7-12 decibels. These levels are expected to increase over time and could approach the predicted levels by the year 2010.

The report predicted ultimate noise levels of 65-66 decibels. Our measurements indicated present levels at your community range from 56-61 decibels. Again, these levels are expected to increase to approach those predicted.

As part of the environmental studies, noise barriers were considered for this area as part of the project. It was determined, however, that since the homes were located 300 feet or more from the highway, a noise barrier would have minimal effect. Generally, noise barriers are most effective for the area within 300 feet of the highway. In addition, traffic noise from Marley Station Road would offset any protection from MD 10 a barrier might provide.

I regret that we cannot offer a more positive response to your concerns, but hope the information provided helps explain our position in this matter.

Sincerely,

Charles B. Adams, Chief
Landscape Architecture Division

CBA/db

cc: The Honorable John R. Leopold

My telephone number is (301) _____



Maryland Department of Transportation
State Highway Administration

248

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

September 5, 1989

Lt. Col. John Elmore
14639 London Lane
Bowie, Maryland 20715

Dear Lieutenant Colonel Elmore:

Thank you for your recent letter concerning noise abatement for the Princeton Square community, adjacent to the US 50/MD 197 interchange.

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;
- 75 percent of the affected residents must favor the project; and
- funds must be available.

Princeton Square does not meet the date of construction criterion for funding of noise barriers because it was not yet in existence when location approval for the highway project was given in 1982. The community was planned with the knowledge of the US 50 project and the possible relocation of MD 197. In Mr. Snyder's letter of October 15, 1987, he was referring to the project limits when he stated "west of MD 197 to west of MD 3." Barriers are being provided, as part of the highway project, to those communities which do meet all of the above criteria.

As I reported in my July 31st letter to Senator Leo Green, we have determined that an earth berm is feasible for this area at no cost to the State. This enabled us to provide a benefit to the Princeton Square Community without violating our policy. In addition, a follow-up landscape project will include planting of the earth berm which will provide additional screening.

My telephone number is (301) _____

249
Lt. Col. John Elmore
Page Two

I trust I have answered your questions adequately. Please don't hesitate to contact Mr. Charles B. Adams, Chief of our Landscape Architecture Division, at (301) 333-8063 if you require additional information.

Sincerely,
ORIGINAL SIGNED BY:
HAL KASSOFF

Hal Kassoff
Administrator

HK/t

cc: The Honorable Leo Green
Mr. Charles B. Adams

bcc: Mr. Bob Myers
Mr. Robert D. Douglass
~~Mr. Eugene Miller, Jr.~~
Mr. Paul Georgiou

250

RECEIVED

SEP 8 1989

**LANDSCAPE ARCHITECTURE
DIVISION**



**Maryland Department of Transportation
State Highway Administration**

251

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

August 10, 1989

Ms. Lorraine Falk
9715 Fairway Avenue
Silver Spring, Maryland 20901

Dear Ms. Falk:

Thank you for your recent inquiry about noise in the vicinity of the Indian Springs community, adjacent to I-495.

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.

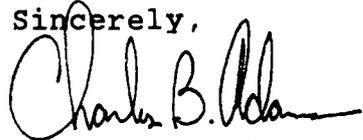
Our studies found that the noise level and date criteria are met. A barrier in this area does not meet our requirement for reasonable cost. Our studies identified a maximum of 8 homes impacted above the 67 decibel threshold in the area. The day care center, run by the YMCA, was found to be the only noise sensitive land use directly adjacent to the highway. On the basis of its noise sensitive function, the day care center was counted as the equivalent of 10 residences. A barrier to protect these impacted receptors would cost a minimum of \$930,000. Dividing this figure by the 18 equivalent residences yields a cost per residence of \$51,600, which exceeds our \$40,000 limit.

My telephone number is (301) _____

Ms. Lorraine Falk
Page two

As a point of clarification, noise barriers are most effective for the first and second rows of homes adjacent to the highway, or to a distance of approximately 300 feet. Because many of the residences are situated a considerable distance from the highway and behind the park area, a noise barrier would have little or no perceivable effect in reducing overall noise levels at those residences.

I regret that I cannot offer a more positive solution to your request, but hope that I have presented our position clearly.

Sincerely,

Charles B. Adams, Chief
Landscape Architecture Division

CBA/db



**Maryland Department of Transportation
State Highway Administration**

253

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

August 4, 1989

Ms. Juanita Fornoff
241 Meadowvale Road
Lutherville, Maryland 21093

Dear Ms. Fornoff:

Thank you for your recent letter concerning our Noise Abatement Program and the proposed barrier for your community, adjacent to 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;
- 75 percent of the affected residents must favor the project; and
- funds must be available.

The noise barrier now under construction in the Hampton Garth/Concordia Drive area was originally part of the project west of Providence Road (already completed) on the inner loop of the Beltway. Because of funding limitations, the outer loop portion of the project was delayed. The Hampton area was found to be cost-effective after including the Hampton mansion, which qualifies on the basis of its historic value and noise impacts to the grounds.

The Baltimore Beltway was opened to interstate traffic in 1962; this is the date we use when considering areas for noise abatement. The Hampton area was never denied consideration on the basis of date of construction, as all of the homes were constructed prior to 1962. Dulaney Towers, which was originally considered as part of the project in your area, does not qualify for full funding because the community was built after the highway.

My telephone number is (301) _____

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Ms. Juanita Fornoff
Page Two

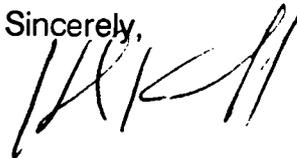
The Dulaney Towers community is examining the possibility of putting private financing into a barrier along their frontage on I-695. This issue does not affect the scheduling of the project in your area. Let me briefly explain the reasons for the delay of this project.

Funds for noise barrier projects are obtained from a special federal fund which also pays for all interstate rehabilitation work such as road resurfacing, bridge repairs and safety improvements. Because of the intense competition for these funds, we are limited in the number of noise barrier projects we can advertise each year. In addition, these funds have been reduced by almost 20 percent from our previous allotment, and are very limited in view of our enormous needs.

The priority position of this project in our program has not changed. We recognize that this area is impacted by traffic noise, and are committed to the construction of this noise barrier, however, funding limits do determine the timing of project construction.

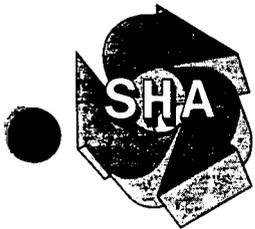
I regret that I cannot offer a more immediate response to this situation, but hope that I have adequately explained the issues which are affecting our progress on this project.

Sincerely,



Hal Kassoff
Administrator

HK/t



**Maryland Department of Transportation
State Highway Administration**

255

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

September 15, 1989

Ms. Melissa Forrester
725 Seagrove Road
Glen Burnie, Maryland 21061

Dear Ms. Forrester:

I am writing to report to you the results of our recently completed follow-up noise level studies for Maryland Route 10 (Arundel Expressway).

Our study focused on whether the MD 10 extension has caused additional noise impacts adjacent to the highway. We studied the entire corridor, from the vicinity of Furnace Branch Road through the newly constructed section of MD 10, south to MD 100. For your area along the existing MD 10 north of MD 648, several tests were conducted in the area directly adjacent to MD 10 at the dead end of Biddle Road. A tabulation of the noise level results for several locations in your area are shown on the attachment. The difference in noise from July, 1988 to July, 1989 was 2-3 decibels, an increase which is barely discernable to the human ear.

The results we obtained are consistent with our expectations. The noise levels measured at the end of Biddle Road did not exceed the impact threshold level of 67 decibels, nor did they exceed the threshold at any adjacent areas. We cannot consider noise abatement measures unless noise levels exceed the impact threshold. We will continue to monitor levels in the area on an annual basis to document any substantial changes in the area noise levels.

I regret that we cannot offer a more positive response to your concerns. If you have any questions, please feel free to call Mr. Ken Polcak of this office. Mr. Polcak may be reached at 333-8072.

Sincerely,

Charles B. Adams, Chief
Landscape Architecture Division

CBA/db

cc: Mr. K. D. Polcak

My telephone number is (301) _____



**Maryland Department of Transportation
State Highway Administration**

256

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

May 26, 1989

Mr. Joe Foster
Crestwood Improvement Association
c/o 419 Sudbury Road
Linthicum, Maryland 21090

Dear Mr. Foster:

As a follow up to our April 25, 1989 meeting regarding the proposed noise barrier for the Crestwood Community, I have enclosed a copy of a plan showing the location and extent of the barrier. The scale of the plan is 1 inch equals 100 feet. The approximate heights of the barrier at various points are noted in red.

We will contact you by the end of June when we have scheduled the "before barrier" noise measurements.

If you have any questions, please feel free to call Mr. Ken Polcak at 333-8072.

Sincerely,

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

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

EJM/wt

Enclosure

cc: Ken Polcak
P. A. Gauss

My telephone number is (301) _____



**Maryland Department of Transportation
State Highway Administration**

257

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

August 9, 1989

Ms. Margaret Francis
8643 Quentin Avenue
P.O. Box 28366
Baltimore, Maryland 21234

Dear Ms. Francis:

Thank you for your recent letter concerning Maryland's Noise Abatement Program and, specifically, the potential for placement of a barrier on I-695 adjacent to the Oakleigh community. I would like to answer each of your questions as they were presented in your letter.

Our first retrofit (Type II) inventory consisted of 24 potential project areas. These areas were identified based on both the judgment of State Highway Administration personnel and inquiries from community residents. Eventually, two areas on the Capital Beltway were deleted because they did not meet the criteria for noise abatement. Six others were identified as Type I projects and were built as part of highway construction projects. By 1982, the first 26 Type II project areas were established based on the preliminary list and additional inquiries. Oakleigh was not considered in the original inventory because we had not received any inquiries from the community by that time. Our records indicate that 1985 was the year in which we received the first inquiries from your community.

Our most recent testing program, conducted over the past year, has included all areas where impact was questionable. We can determine a zone of impact and determine cost-effectiveness without actually testing every home.

When determining the priority for each project we take into account not only date of construction, but also the degree and density of noise impact and cost-effectiveness. The weighting tends to favor high noise levels, which allows smaller but more highly impacted project areas to be competitive with larger areas in determining priority. Additionally, we are required to consider noise mitigation for all areas where new highway construction occurs (Type I). Therefore, several barriers have been constructed for newer communities under this program.

You asked a question about protecting the B & O Railroad and I-95. There is a noise abatement project on the Capital Beltway (I-95), the limits of which extend from the B & O Railroad which passes under the Beltway, to US 1. The noise barriers protect the residences adjacent to the Beltway between these limits, not the railroad.

My telephone number is (301) _____

Ms. Margaret Francis
Page Two

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All of the homes in the Hampton area were constructed between 1952 and 1959 and pre-date the Beltway, which was opened to interstate traffic in 1962. The noise barrier now under construction in the Hampton Garth/Concordia Drive area was originally part of the project west of Providence Road (already completed) on the inner loop of the Beltway. Because of funding limitations, the outer loop portion of the project was delayed. The Federal Highway Administration was willing to provide funding for the Hampton mansion on the basis of its historic value and noise impacts to the grounds. The barrier will not protect the park and ride at Providence Road.

At this time, it is impossible to predict when any future Beltway widening may occur. If beltway expansion occurs, noise barriers would be built as a part of the expansion project.

Landscaping is an integral part of all of our highway projects, not only to replace vegetation which was lost during construction, but for aesthetic value as well. Landscaping is also an important component of our barrier designs for these same reasons. Maryland's highways are among the most beautiful in the United States, and the extra cost to provide follow-up landscaping is relatively insignificant compared to the long-term benefits of natural restoration and preservation.

I trust that I have adequately answered the points you raised in your letter. I regret that I am unable to offer a more immediate solution to your concerns.

Sincerely,

ORIGINAL SIGNED BY:
HAL KASSOFF

Hal Kassoff
Administrator

HK/t

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

259

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AUG 11 1989

**BUR. OF LANDSCAPE
ARCHITECTURE**



Maryland Department of Transportation
State Highway Administration

260

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

March 29, 1989

Mr. Peter Frankel
9408 Spring Water Path
Jessup, Maryland 20794

Dear Mr. Frankel:

I am writing as a follow-up to your conversation with Mr. Ken Polcak, of this office, concerning noise in the vicinity of Kings Contrivance Village, adjacent to I-95. For your information, I have enclosed a copy of the Federal Highway Administration's brochure on highway noise.

For a community to be considered for the Maryland 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.

Since this area post-dates the highway, it does not meet our 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. This 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 value of the land, the cost of the properties, and the choices of consumers had taken the prior existence of the highway into account.

My telephone number is (301) 333-8063

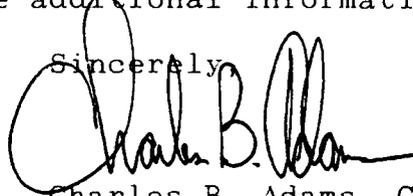
261

Mr. Peter Frankel
Page 2
March 29, 1989

Because of extreme funding limitations, we cannot consider noise barriers for areas where all of our policy requirements are not met. 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,



Charles B. Adams, Chief
Bureau of Landscape Architecture

CBA/eh
Enclosure



**Maryland Department of Transportation
State Highway Administration**

262

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

Ms. Diane Gastfreund
1829 Cliff Hill Way
Potomac, MD 20854

Dear Ms. Gastfreund:

I am writing to report the results of our recent noise studies conducted in the Falls Ridge community adjacent to I-270 at the new Falls Road interchange.

Our studies involved monitoring of noise levels at seven locations in the community where noise impacts from I-270 were most likely to occur. Measurements were taken for 20 minutes at each site between the hours of 10 a.m. and 2 p.m. (non-rush hour). The noise levels found at each site are summarized on Exhibit 1. In addition, a 24-hour noise level test was conducted at site 3 to determine the hourly noise level variation. The results from this test are shown on Exhibit 2. Exhibit 3 shows the locations of the measurement sites.

From the 24-hour test we then adjust the short-term measurement levels to reflect the maximum noise level that could be expected if measurements were made during the peak noise hour, giving us a "worst-case" estimate of the noise impact. These values are shown in the last column of Exhibit 1.

To be considered for noise barriers as part of a highway project, a majority of the potentially impacted residences must have preceded the highway. The date of location/design approval is considered the date of public knowledge of the project. Development occurring after that date will not be considered for noise abatement. In addition, noise levels must exceed the impact threshold of 67 decibels at a majority of the residences.

Since the Falls Ridge development occurred after the Federal Highway Administration gave its location approval for the I-270 widening, the community is not eligible for noise abatement funding as part of the I-270 project. In addition, the results of our noise measurements indicate that only one location (site 4) is potentially impacted above the threshold level of 67 decibels. Thus it fails to meet this criterion also.

My telephone number is (301) _____

263

Ms. Diane Gastfreund
Page two

We are considering the possibility of utilizing excess waste material from the I-270 construction for the creation of an earth mound in the vicinity of the new ramp to southbound I-270 and the end of Seven Locks Road. The acoustical benefits would be limited, but the mound could provide an effective visual barrier. This option could be accomplished at little or no cost to the State. Additionally, landscaping of the completed I-270 corridor will be undertaken following construction. The Falls Ridge area will be given full consideration in this effort.

I regret that I cannot fulfill your request for noise barriers, but hope that I have presented our position clearly as it relates to your community.

Sincerely,

Charles B. Adams
wnc

Charles B. Adams, Chief
Landscape Architecture Division

CBA/db
Attachments



**Maryland Department of Transportation
State Highway Administration**

264

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

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

January 13, 1989

Mr. Trond Grenager
Executive Vice President
Kidde Consultants, Inc.
1020 Cromwell Bridge Road
Baltimore, Maryland 21204

Dear Mr. Grenager:

I am writing in response to your January 3rd letter concerning changes that were made to the completed plans for the I-695 noise abatement project from Dulaney Valley Road to Providence Road.

You are correct that any changes should have been made with your knowledge and preferably by Kidde. I have discussed this with my staff and have been informed that the reason the changes were made was because we were told on numerous occasions by your staff that there was not enough funding remaining in your contract to make the revisions. I do not wish to see this point lead to anything beyond where we are, but felt you were due an explanation as to why the changes were made.

It has also been brought to my attention by my staff that on this same project, there were changes made to our standard noise barrier details by Kidde. As you may be aware, these standard details were developed and sealed by Greiner Engineering. Required changes to this standards should have been brought to our attention in order that they could have been reviewed by Greiner. At the very least, the necessary design changes specific to this project should have been addressed on a separate detail sheet with notes, as appropriate.

We are in the process of determining what additional changes are required for an addendum to be issued shortly and will contact your staff to discuss these changes.

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

265

Mr. Trond Grenager
January 13, 1989
Page 2

I appreciate your bringing this to my attention and know that the good working relationship we have developed will continue.

Sincerely,

Charles E. Adams, Chief
Bureau of Landscape Architecture

CBA/eh
cc: Paul Georgiou

266



**Maryland Department of Transportation
State Highway Administration**

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

April 17, 1989

Ms. Lydia Gross
5100 King Charles Way
Bethesda, Maryland 20814

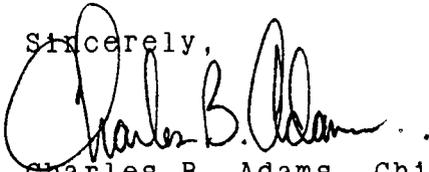
Dear Ms. Gross:

I am writing to report to you the results of recent noise and vibration tests conducted at your home adjacent to Maryland Route 355 and I-270.

As you described in your letter to District Engineer Michael Snyder, the issue of greatest concern is vibration inside your home and the potential for damage to the foundation of the house. The tests showed that the levels of vibration result from the combined contribution from the exhaust stacks of trucks, metrobuses, and the Metro rail line. These levels however, were well below the point at which structural damage could occur, but were perceptible. Your question regarding homeowners insurance coverage can only be adequately addressed by your agent.

The Metro trains created somewhat lower vibration levels than the buses and trucks. However, the vibrations from the trains lasted longer, usually for the time required for the train to pass. It is felt that these longer lasting vibrations may be the cause of the "secondary rattling" of ornaments or pictures within your home. Unfortunately, it is not possible to single out any one source of the vibrations, or to offer any effective overall solution. The noise from the exhaust of the trucks and buses on the upgrades of Maryland Route 355 and I-270, and vibration created by the Metro trains are combining to create the conditions your have noted. There were no unusual conditions noted in the roadway pavements or bridge joints that could be causing additional noise or vibrations to be generated.

I hope this information has helped provide an understanding of the conditions and phenomena involved. I regret that we cannot offer you a more positive response to your situation.

Sincerely,

Charles B. Adams, Chief
Landscape Architecture Division

CBA/eh
cc: Mr. Michael Snyder

My telephone number is (301) 333-8063



Maryland Department of Transportation
State Highway Administration

267

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

March 13, 1989

Mr. Benjamin Gruber
7304 Old Stage Road
Rockville, Maryland 20852

Dear Mr. Gruber:

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 7308 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 section that will be built.

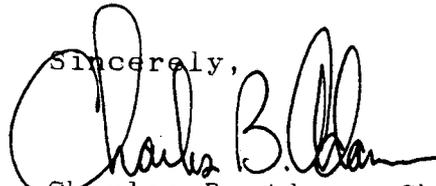
My telephone number is (301) 333-8063

268

Mr. Benjamin Gruber
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

269



**Maryland Department of Transportation
State Highway Administration**

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

June 21, 1989

Mr. Herbert J. Hacke
5818 East Avenue
Baltimore, Maryland 21206

Dear Mr. Hacke:

As follow-up to our recent telephone conversation, I am enclosing a copy of our letter to Delegate Donna Felling regarding noise measurements for the East Avenue area, adjacent to I-95.

Please feel free to contact me if you have any questions.

Sincerely,

A handwritten signature in cursive script, appearing to read 'Kenneth D. Polcak'.

Kenneth D. Polcak
Environmental Specialist
Acoustic Analysis Unit

KDP/wt

enclosure

cc: Eugene J. Miller, Jr.

My telephone number is (301) _____

August 18, 1988

Mr. Brian Hamilton
11304 Maiden Drive
Bowie, Maryland 20715

Dear Mr. Hamilton:

Governor William Donald Schaefer has asked me to thank you for your recent letter concerning the traffic noise impact analysis conducted for the Glenn Dale Estates community adjacent to US 50 (proposed I-68). He has asked me to respond to you directly.

As a point of clarification regarding the cost analysis criteria, only residences which meet the following conditions are counted in the cost-per-residence calculation:

- noise levels must meet or exceed the impact threshold of 67 decibels (dBA); and
- the residences must receive a minimum noise reduction from the proposed barrier of at least five dBA.

Our analysis of future noise impacts did include the homes on the opposite side of Maiden Drive (hereafter referred to as the second row residences). A map and summary chart of the noise levels for some representative locations throughout the community are attached for your information. The noise levels for the second row residences do not equal or exceed the impact threshold and, therefore, cannot be counted in the cost-per-residence analysis. There are two reasons for the lower noise levels in the area of the second row residences. First, the extra distance of the homes from the highway allows for greater dissipation of the noise. Second, the homes directly adjacent to the highway are providing some additional shielding for the second row dwellings.

Also, you will note on the map and in the chart that several residences in the vicinity of location 2 (11009 Maiden Drive) are not impacted above the threshold. The reason for this is that there is a hill and embankment between the homes and the highway which is acting as a fairly effective noise barrier. As a result, six homes are not impacted above the threshold, thus resulting in our final count of 27 homes. Based on this number the cost of a noise barrier cannot be justified.

Mr. Brian Hamilton
Page 2

Finally, a review of the development history of Glenn Dale Estates has been conducted since our last report to you. This research has revealed that the impacted homes adjacent to US 50 were constructed after the Federal Highway Administration gave its location approval in June, 1982 for the proposed highway widening project. This is considered the date of public knowledge of the project. Our noise policy does not permit funding for noise abatement in areas which were developed after the date of public knowledge of a proposed highway project.

I regret that I am unable to fulfill your request, but I hope that I have clarified the situation adequately. Please do not hesitate to contact me if you have any additional questions.

Sincerely,

~~JOHN RICHARD H. TRAINOR~~

Richard H. Trainor
Secretary

RHT:prc
Enclosures

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

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



Maryland Department of Transportation
State Highway Administration

278

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

August 10, 1989

Ms. Nancy Hanna
9610 Evergreen Street
Silver Spring, Maryland 20901

Dear Ms. Hanna:

Thank you for your recent inquiry about noise in the vicinity of the Indian Springs community, adjacent to I-495.

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 studies found that the noise level and date criteria are met. A barrier in this area does not meet our requirement for reasonable cost. Our studies identified a maximum of 8 homes impacted above the 67 decibel threshold in the area. The day care center, run by the YMCA, was found to be the only noise sensitive land use directly adjacent to the highway. On the basis of its noise sensitive function, the day care center was counted as the equivalent of 10 residences. A barrier to protect these impacted receptors would cost a minimum of \$930,000. Dividing this figure by the 18 equivalent residences yields a cost per residence of \$51,600, which exceeds our \$40,000 limit.

My telephone number is (301) _____

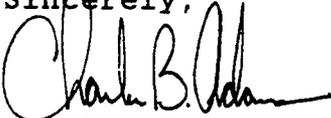
275

Ms. Nancy Hanna
Page two

As a point of clarification, noise barriers are most effective for the first and second rows of homes adjacent to the highway, or to a distance of approximately 300 feet. Because many of the residences are situated a considerable distance from the highway and behind the park area, a noise barrier would have little or no perceivable effect in reducing overall noise levels at those residences.

I regret that I cannot offer a more positive solution to your request, but hope that I have presented our position clearly.

Sincerely,



Charles B. Adams, Chief
Landscape Architecture Division

CBA/db

274
May 23, 1989

Mr. Timothy W. Hannan
624 Crocus Drive
Rockville, Maryland 20850

Dear Mr. Hannan:

Thank you for your recent letter regarding sound barriers along I-270, north of MD 28.

The decision to terminate the sound barrier at the shopping center was based on two factors. First, the shopping center is a commercial property, and the park area between Nelson Street and I-270 is active recreational land. These are not considered noise-sensitive land use areas. Second, the residences adjacent to the park, on the east side of Nelson Street, do not experience noise levels at or above the impact threshold level of 67 decibels, an essential prerequisite of our Noise Abatement Policy.

Closing the gap in the barrier between the shopping center and MD 28 would not provide any perceptible relief to the residences on Crocus Drive because of the distance (700-800 feet) between the homes and the highway. Noise barriers are effective only for the area directly adjacent to them, generally up to a distance of about 300 feet. While extending the barrier might slightly benefit the Nelson Street residences, we cannot consider doing so because noise levels do not meet the 67 decibel requirement in this area.

I regret that I cannot offer a more positive response to your inquiry, but trust that I have adequately answered your questions. If you have any questions, please feel free to contact Mr. Charles B. Adams, Chief of our Bureau of Landscape Architecture, at 333-8064.

Sincerely,
ORIGINAL SIGNED BY:
HAL KASSOFF

Hal Kassoff
Administrator

HK/t

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



Maryland Department of Transportation
State Highway Administration

275

Richard H. Trainor
 Secretary
 Hal Kassoff
 Administrator

June 2, 1989

Mr. and Mrs. James T. Hargest
 845 Kellogg Road
 Lutherville, Maryland 21093

Dear Mr. and Mrs. Hargest:

Secretary Richard H. Trainor asked me to thank you for your recent letter concerning the proposed noise barrier for the Longford Community adjacent to I-695 and I-83. He has asked me to respond to you directly on this matter.

The following is a list of the projects you requested, indicating their location and current status:

TYPE II NOISE ABATEMENT PROJECT STATUS

PROJECT NUMBER	PROJECT DESCRIPTION	STATUS
15/	I-495 MD RTE 193/	Spring 1989 construction start
17	Riggs Rd. (MD 212)	combined for traffic control and to reduce cost.
16	I-695 at B/W Pkwy Hammonds Ferry	Funded Fall 1989 construction start
18	I-695 York Road/ Dulaney Valley Rd.	Not Funded Currently under design.
19	I-83/I-695 Thornton/Seminary	Not funded Currently under design

My telephone number is (301) _____

Mr. and Mrs. James T. Hargest
Page Two

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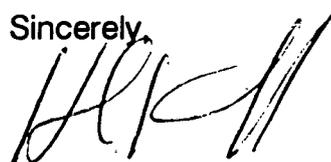
Projects No. 15 and 17 were combined to preclude potential maintenance of traffic problems because they are contiguous on the Capital Beltway. In addition, this allowed for an economy of certain construction items and probably resulted in a lower overall project cost.

In order to determine the priority among the various needs for I-4R funds, each category is evaluated by its responsibility center. For example, the noise barrier project priority is determined by our Landscape Architecture Division. When the most critical projects in each category are identified, a percentage of the available funding is assigned based on previous expenditures and current needs. We attempt to be as equitable as possible regarding each category allotment. Currently, we are spending about one-fourth of our I-4R funds for noise barriers.

As Secretary Trainor indicated in his April 26th letter, the I-4R funds are utilized for a number of Interstate highway projects including highway rehabilitation, road resurfacing, bridge repairs, safety improvements and noise barriers. These funds are allocated on an annual basis by the Federal Highway Administration. The allocation that Maryland receives is based upon a formula which considers our total Interstate lane mileage and the annual vehicle miles traveled on Maryland's interstate system. These figures are then averaged against the national totals in these categories to arrive at a final percentage figure which is used to determine the annual allocation. The total appropriation in this funding category is set by Congress.

I trust this information is sufficient for your needs at this time. If you have further questions, please don't hesitate to contact Mr. Charles B. Adams, Chief of our Landscape Architecture Division, who is responsible for the Noise Abatement Program. Mr. Adams can be reached at (301) 333-8063.

Sincerely,



Hal Kassoff
Administrator

HK/t

cc: Secretary Richard H. Trainor
Mr. Charles B. Adams



Maryland Department of Transportation

The Secretary's Office

277

William Donald Schaefer

Governor

Richard H. Trainor

Secretary

Stephen G. Zentz

Deputy Secretary

April 26, 1989

Mr. and Mrs. James Hargest
845 Kellogg Road
Lutherville, Maryland 21093

Dear Mr. and Mrs. Hargest:

Governor William Donald Schaefer asked me to thank you for your recent letter concerning the proposed noise barrier for the Longford community adjacent to I-695 and I-83. He has asked me to respond to you directly on this matter.

In order to address your concerns more clearly, let me briefly explain our noise abatement program. Initially, 26 areas were identified as potential candidates for noise barriers statewide. The priority of each project was established as a combined measure of the degree and density of noise impact and cost-effectiveness. The weighting tends to favor high noise levels, which allows smaller but more highly impacted project areas to be competitive with larger areas in determining priority. Your area was listed as project No. 19.

We recognize that this area is severely impacted by traffic noise. However, based on our priority system it did not rate as high as many other projects. This includes the project at Timonium Road which rated as No. 14. The priority position of these projects in our program has not changed.

The possibility of constructing the noise barrier as early as 1988 was always predicated on the availability of funds. The scheduling of noise projects is dependent upon Federal Highway Administration I-4R funds. These funds also cover all Interstate rehabilitation work, including road resurfacing, bridge repairs and safety improvements.

Because of the intense competition for these funds, we are limited in the number of noise barrier projects we can advertise each year. In addition, these funds have been reduced by almost 20% for our previous allotment. Maryland's allocations have dropped to \$38 million annually, down from the previous amount of \$48 million. This annual allocation is very limited in view of our enormous needs. (For example, widening the Baltimore Beltway will require several hundred million dollars from this category.)

Mr. and Mrs. James Hargest
Page 2

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The construction of noise barriers for the Longford community is not contingent on the Beltway widening. We do, however, want to place noise barriers in a location where they will be unaffected by proposed widening. The design of a noise barrier for your area is currently in progress. We are coordinating efforts with the Beltway widening study to ensure that barriers are placed where conflict will not occur.

The noise barrier plans will be brought to completion, and the project will be advertised for bids when funding becomes available. Based on our current schedule and the constraints we have on available funds, an actual date for construction cannot be given at this time. Please be assured that we remain committed to the construction of this noise barrier.

I regret that I cannot offer a more immediate response to this situation, but trust that I have adequately explained the issues which are restricting our progress on this project.

If you have additional questions, please contact Mr. Charles B. Adams, Chief of our Landscape Architecture Division, who is responsible for the Noise Abatement Program. Mr. Adams can be reached at (301) 333-8063.

Sincerely,

(Handwritten signature)

Richard H. Trainor
Secretary

RHT/eh

cc: The Honorable William Donald Schaefer
The Honorable Dennis Rasmussen
The Honorable Francis X. Kelly
Mr. Charles B. Adams



Maryland Department of Transportation
State Highway Administration

Handwritten signature
279

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

September 15, 1989

Mr. Richard Harris
222 Shana Road
Glen Burnie, Maryland 21061

Dear Mr. Harris:

I am writing to report to you the results of our recently completed follow-up noise level studies for MD Route 10 (Arundel Expressway).

The purpose of our study was to verify the predictions made in the environmental document for the MD 10 extension and to determine whether the project has caused any additional noise impacts in the area. We studied the entire corridor, from the vicinity of Furnace Branch Road through the newly constructed section of MD 10, south to Md.100. For your area along the new extension of MD 10 south of MD 648, the increase in noise measured during several 24-hour noise tests at your home was found to be 7-8 decibels over levels measured prior to the road construction.

The noise impact analysis report prepared for the MD 10 project predicted an ultimate increase of 9 decibels by the year 2010 as a result of the road construction. The results we have obtained are consistent with that prediction. The greatest increase in noise occurs initially when the highway is first opened to traffic, with minor increases of 1-2 decibels typically resulting from growth in traffic volume as time passes.

As I stated to you in my January 11th letter, an investigation of your area as part of the environmental studies indicated that it does not meet the State's policy criterion for reasonable cost. Nothing in our recent studies warrants a change in this status.

My telephone number is (301) _____

280

Mr. Richard Harris
Page two

We are looking at the plant material and replacements will be made for any dead material. We will also determine if additional plantings are feasible as you requested.

I regret that we cannot offer a more positive response to your concerns, but hope the information provided will help clarify our position.

Sincerely,



Charles B. Adams, Chief
Landscape Architecture Division

CBA/db

cc: The Honorable John R. Leopold



**Maryland Department of Transportation
State Highway Administration**

281

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

May 10, 1989

Mr. Richard Harris
222 Shana Road
Glen Burnie, Maryland 21061

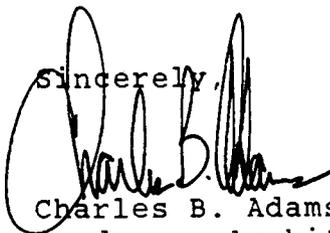
Dear Mr. Harris:

Enclosed is a copy of the 24-hour noise test conducted at your home adjacent to Maryland Route 10 (Arundel Expressway) on April 19-20, 1989. For comparison, also included are the results of the first 24-hour test conducted in November, 1988, which were sent to you in January, 1989.

In general, the hourly noise levels were comparable, the only difference being less hour to hour variation in the latest study.

We have scheduled additional testing to be done this summer in other areas along Maryland Route 10. The information obtained at your residence will be included in this comprehensive study.

We will notify you of the results of this study upon its completion in early fall.

Sincerely,


Charles B. Adams, Chief
Landscape Architecture Division

CBA/eh
Enclosure

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

My telephone number is (301) _____



**Maryland Department of Transportation
State Highway Administration**

282

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

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

January 11, 1989

Mr. Richard Harris
222 Shana Road
Glen Burnie, Maryland 21061

Dear Mr. Harris:

I am writing to report to you the results of our recent noise studies in the vicinity of your home, adjacent to MD Route 10.

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 monitoring program consisted of a 24-hour noise study to determine the period of the day during which the highest noise levels typically occur. As you can see on the attached copy of the study results, the 67 decibel noise impact threshold was exceeded for one hour during the test. Based on these results, we estimate that two residences are impacted.

My telephone number is (301) 321-3521

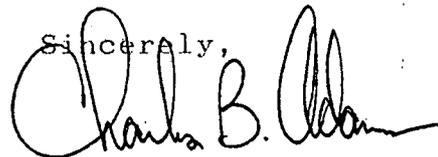
283

Mr. Richard Harris
January 11, 1989
Page 2

We have examined the environmental document for the MD 10 extension to determine what the noise studies performed for the project had concluded as to why the barrier was not extended to protect the Shana Road residences. The document indicated there would be a maximum of only four impacted residences on Shana Road, situated adjacent to the highway, and to extend the barrier to protect those residences would have far exceeded our limit for reasonable cost.

The data collected in our recent study will also be utilized in additional follow-up studies, currently scheduled for the summer of 1989. This will allow the new traffic patterns to become established and enable us to more accurately determine the extent of current noise impacts in the area. We will contact you with the results of those studies in August.

Thank you for bringing your concerns to my attention.

Sincerely,


Charles B. Adams, Chief
Bureau of Landscape Architecture

CBA/eh
Attachment



**Maryland Department of Transportation
State Highway Administration**

284

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

August 10, 1989

Mr. Simeon R. Hill
9607 Garwood Street
Silver Spring, Maryland 20901

Dear Mr. Hill:

Thank you for your recent inquiry about noise in the vicinity of the Indian Springs community, adjacent to I-495.

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 studies found that the noise level and date criteria are met. A barrier in this area does not meet our requirement for reasonable cost. Our studies identified a maximum of 8 homes impacted above the 67 decibel threshold in the area. The day care center, run by the YMCA, was found to be the only noise sensitive land use directly adjacent to the highway. On the basis of its noise sensitive function, the day care center was counted as the equivalent of 10 residences. A barrier to protect these impacted receptors would cost a minimum of \$930,000. Dividing this figure by the 18 equivalent residences yields a cost per residence of \$51,600, which exceeds our \$40,000 limit.

My telephone number is (301) _____

285

Mr. Simeon R. Hill
Page two

As a point of clarification, noise barriers are most effective for the first and second rows of homes adjacent to the highway, or to a distance of approximately 300 feet. Because many of the residences are situated a considerable distance from the highway and behind the park area, a noise barrier would have little or no perceivable effect in reducing overall noise levels at those residences.

I regret that I cannot offer a more positive solution to your request, but hope that I have presented our position clearly.

Sincerely,


Charles B. Adams, Chief
Landscape Architecture Division

CBA/db



Maryland Department of Transportation
State Highway Administration

286

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

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

January 19, 1989

Mrs. Irene Himmelfarb
2 Red Barn Court
Pikesville, Maryland 21208

Dear Mrs. Himmelfarb:

I am writing in response to your telephone request for information on our recent noise studies in the Stevenson area, adjacent to 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.

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 noise impact in the community. The

My telephone number is (301) 321-3521

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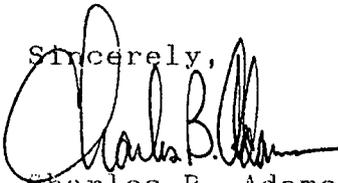
Mrs. Irene Himmelfarb
January 19, 1989
Page 2

highest noise levels ranged 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 additional questions.

Sincerely,

Charles B. Adams, Chief
Bureau of Landscape Architecture

CBA/eh
Attachment
cc: Mr. Kenneth D. Polcak



Maryland Department of Transportation
State Highway Administration

288

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

August 30, 1989

Mr. August F. Hoenack
8409 Seven Locks Road
Bethesda, MD 20817

Dear Mr. Hoenack:

I am writing to follow-up my May 23rd letter to you about noise barrier construction adjacent to your community.

You had asked Mr. Charles Adams whether a noise barrier shorter in length than we had studied could be built for a reasonable cost. Also, you inquired as to whether we would consider a project if additional funds were available to make up the amount above our \$40,000 per residence maximum, and if we would participate in a barrier beyond our right-of-way.

To address your request we have studied several options. These studies have indicated that a barrier either within our right-of-way or beyond cannot provide the minimum five decibels of noise reduction we consider to be acceptable. This is due to the substantial difference in elevation between the highway and the residences along Seven Locks Road, ± 30 feet. Additionally, if an effective barrier could be constructed, the estimated cost to protect eight residences in the area of your residence would exceed \$125,000 per residence.

I regret we cannot provide a more positive response, and I hope this information helps clarify our position. If you would like to review and discuss the studies, please feel free to contact Mr. Charles B. Adams at (301) 333-8063.

Sincerely,

A handwritten signature in black ink, appearing to be 'HK' followed by a stylized flourish.

Hal Kassoff
Administrator

HK/db

cc: Mr. Charles B. Adams

My telephone number is (301) _____



**Maryland Department of Transportation
State Highway Administration**

289

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

May 23, 1989

Mr. August F. Hoenack
8409 Seven Locks Road
Bethesda, Maryland 20817

Dear Mr. Hoenack:

Thank you for your most recent letter concerning the widening of I-495 north of River Road.

The final design for the widening of I-495 is consistent with the alternative selected and approved in the project planning phase for this project. We have stated in the past that our intent was to construct the additional through travel lanes in the median. In the area north of River Road, the existing median is not wide enough to accomplish this. Therefore, the lanes in this area are being constructed on the outside of the existing lanes. Typical cross sections presented in the environmental document and at the public hearing showed this situation. I am enclosing a copy of the exhibits from the environmental document for this project, with the areas in question highlighted.

The issue of noise abatement in this area has been under study and discussion for a number of years. As I stated in my April 5th letter, we are investigating the construction of noise barriers in areas B and E. Our discussions are ongoing with Citizens Against Beltway Noise (CABN) regarding these issues. The warrants for noise barriers were studied in six areas along this project, one of which was Area A. Our studies indicated that a total of 44 impacted residences could be protected by a noise barrier. The cost of a noise barrier would far exceed what we have established as a reasonable cost. The cost per residence protected would be over \$87,000, more than double our maximum of \$40,000.

Mr. Charles Adams, Chief of our Landscape Architecture Division, met with you at Mr. Richard Bryant's residence on May 9th to present all of this information in greater detail. We are now reviewing the points raised by the community and I will send you a follow-up letter after we have had the opportunity to investigate these more fully.

My telephone number is (301) _____

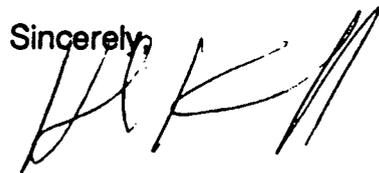
Mr. August F. Hoenack
Page Two

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We are looking into your concerns about the clearing of vegetation. Our survey personnel will be performing a survey to stake our right-of-way to determine if any vegetation was cleared from private property. Members of my staff did observe, during a visit to the project site, areas where bamboo had been cut by a utility company crew working on a sanitary sewer line, which may account for some of the impact outside of our right-of-way. I will report the findings in my follow-up to you.

In the meantime, if you have any questions, please feel free to contact Mr. Adams at (301) 333-8063.

Sincerely,



Hal Kassoff
Administrator

HK/db

Enclosure

cc: Mr. Charles B. Adams



Maryland Department of Transportation
State Highway Administration

291

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

October 31, 1989

Mr. Herbert A. Holmes
1150 West Side Drive
Gaithersburg, MD 20878

Dear Mr. Holmes:

Thank you for your recent letter regarding the highway improvement project for I-270 in the Gaithersburg area.

I have discussed the situation with Mr. Gradon Tobery of our District Office who is responsible for the construction activities of this project. In addition, I forwarded to him the photos you sent to me.

Mr. Tobery will be contacting you within the next two weeks to discuss the issues you raised.

Thank you for bringing this matter to my attention. If I can be of further assistance, 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

EJM/db

cc: Mr. Gradon Tobery
Mr. Jon Chamberlin

My telephone number is (301) _____

292



**Maryland Department of Transportation
State Highway Administration**

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

OCT 11 1988

Mr. Paul Holmes
9702 Parkwood Drive
Bethesda, Maryland 20814

Dear Mr. Holmes:

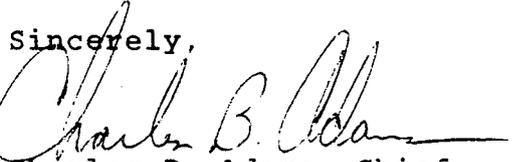
I am writing to report to you the results of our recent follow-up noise studies for your community adjacent to Rock Creek Park and I-495.

In order to document the reduction in noise levels as the distance from the Beltway increases, we simultaneously monitored two locations within the park, one at 4620 Edgefield Road and one at your residence. Neither residence had noise levels near or above the impact threshold of 67 decibels. The highest average level measured at your home was 59 decibels (see attached summary), the same as our previous results during the same hour (see attached 24-hour chart). Based on that previous study during peak hours, we estimate that current peak hour noise levels could reach a maximum of 63 decibels.

During a noise study performed in 1985, we measured average noise levels of 59 decibels from 1:00-2:00 p.m., which is 1-2 decibels higher than our recent measurement results during the same hour. Because of these findings, we see no trend towards increased noise levels that could be attributed to reflections from the barrier.

I must emphasize again that even if noise levels were higher, a barrier would not provide any noticeable noise reduction due to the distance of your home from the highway.

I do regret that we cannot provide an effective solution for your situation, but hope that you can understand our position.

Sincerely,


Charles B. Adams, Chief
Landscape Architecture Division

CBA/db
Attachments

cc: The Honorable Howard A. Denis

My telephone number is (301) _____



**Maryland Department of Transportation
State Highway Administration**

293

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

April 6, 1989

Mr. Paul F. Holmes
9702 Parkwood Drive
Bethesda, Maryland 20814

Dear Mr. Holmes:

I am writing to inform you of the results of our recent noise monitoring studies in the vicinity of your community, adjacent to I-495.

Noise levels in your area are still below the impact threshold of 67 decibels. We conducted a 24-hour study at your residence, where the highest average level measured was 63 decibels. I have enclosed the results of this study for your information. At another residence nearby, we conducted a number of short-term measurements, where the highest average level measured was 61 decibels. While we recognize that the intensity of traffic noise may vary from day to day, our worst-case prediction is still below the 67 decibel level.

The most important point to be made, however, is that a noise barrier would have little or no perceivable effect in reducing overall noise levels due to the distance of your home from the highway.

We are planning a more intensive monitoring study this summer for the entire I-495 corridor where noise barrier construction has recently been completed. This study will include your area to determine if reflected noise is contributing to the overall noise levels and, if so, to what extent.

We will contact you in early August with the results of our additional studies in your area. Thank you for your continuing interest and patience.

Sincerely,

Mr. Charles B. Adams, Chief
Landscape Architecture Division

CBA/eh
Enclosure
cc: The Honorable Howard A. Denis

My telephone number is (301) 333-8063



**Maryland Department of Transportation
State Highway Administration**

294

Richard H. Trainor
Secretary

Hal Kassoff
Administrator

February 23, 1989

Mr. Paul F. Holmes
9702 Parkwood Drive
Bethesda, Maryland 20814

Dear Mr. Holmes:

Thank you for your recent letter dated regarding traffic noise from I-495 in the vicinity of your home adjacent to Rock Creek Park.

There is one other possible cause for a perceived increase in noise since the completion of construction on I-495. With the addition of the extra travel lanes, the overall speed of the entire traffic stream is probably somewhat higher than before construction. Thus, any increase one might perceive is more the result of a change in traffic conditions than from reflections off of the noise barrier across the road. Even so, the noise increase is not significant from an acoustical standpoint.

As I indicated in my previous letter, we will be conducting additional noise studies in your area. I want to assure you that it is not our intention to mislead you, but to try honestly to assess and explain the conditions and phenomena that are contributing to the situation. The studies will be completed in four months, at which time we will contact you with our findings.

Sincerely,

A handwritten signature in cursive script, appearing to read 'Charles B. Adams'.

Charles B. Adams, Chief
Landscape Architecture Division

CBA/eh

My telephone number is (301) 333-8063



Maryland Department of Transportation
State Highway Administration

295

Richard H. Trainor
Secretary

Hal Kassoff
Administrator

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

January 20, 1989

Mr. Paul F. Holmes
9702 Parkwood Drive
Bethesda, Maryland 20814

Dear Mr. Holmes:

I am responding to your recent letter concerning the noise barrier along eastbound I-495 in the vicinity of Rock Creek Park.

Your question regarding the issue of reflections off of the noise barrier is certainly a valid one. There have been a number of research studies of both reflective and absorptive noise barriers that have shown the reflected portion of the total noise is not significant. With a single barrier, the potential "increase" in the overall noise level due to reflected noise would not exceed 1-2 decibels (dBA). The average human can begin to perceive a change of 3 dBA. For this reason, an absorptive noise barrier across from the Parkwood Drive area was not warranted. An absorptive barrier system identical to the one currently in place would have been more expensive and not yielded any significant additional benefits.

There are additional acoustic phenomena that can be encountered when dealing with receivers that are far removed from the highway. Noise that travels over long distances (500 feet or more) can be strongly affected by atmospheric conditions, such as wind speed and direction, air temperature, and humidity. These conditions can result in perceivable increases or decreases in noise. These effects may be in part responsible for the perceived increase in the overall level.

My telephone number is (301) 321-3521

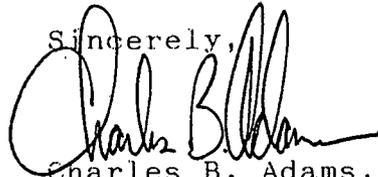
Teletypewriter for Impaired Hearing or Speech
383-7555 Baltimore Metro - 565-0451 D.C. Metro - 1-800-492-5062 Statewide Toll Free
707 North Calvert St., Baltimore, Maryland 21203-0717

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Mr. Paul F. Holmes
Page 2
January 20, 1989

We will, however, perform additional studies in your area to try and determine if the reflective nature of the barrier has caused any increase in noise levels or if there may be other conditions contributing to the situation. These studies will be completed within three months, at which time we will notify you of the results.

Sincerely,



Charles B. Adams, Chief
Bureau of Landscape Architecture

CBA/eh



Maryland Department of Transportation
State Highway Administration

297

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

April 26, 1989

Mr. Glenn C. Horner
4306 Riviera Court
Temple Hills, Maryland 20748

Dear Mr. Horner:

I am writing in response to your letter received through District Engineer Michael Snyder concerning noise impacts at your home near Maryland Route 414 (St. Barnabas Road).

The noise from the adjacent businesses can be best addressed by Prince Georges County, under local noise ordinances. By copy of this letter, we are forwarding your letter to the Prince Georges County Health Department, Division of Community Hygiene (794-6800, Ext. 317) for their information and use.

Based on your description of the situation, options in dealing with your noise concerns are extremely limited. To mitigate the traffic noise, a barrier would have to be located on State property between the highway and the commercial properties. However, it could not block access from motorists on St. Barnabas Road. The gaps in a barrier to allow access to those properties would render it ineffective. In addition, since commercial property is not considered a noise sensitive land use, it would not qualify for noise barriers under state policy.

You also indicated that the noise from these adjacent businesses is as much a problem as the traffic noise. Placement of a barrier on State property would have no effect on noise generated by the businesses. Therefore, the overall effect of a barrier would be reduced. To be most effective, a barrier would have to be built between your property and the businesses. The State Highway Administration cannot construct barriers beyond its right of way.

Therefore, the only remaining option appears to be for you to have a barrier constructed on your property at your expense. We would be willing to provide technical assistance in this regard and advise you as to the size and cost of such a barrier, if you wish to pursue this as an option.

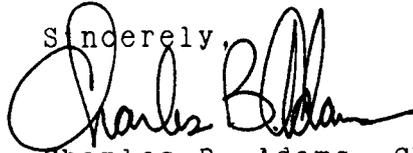
My telephone number is (301) 333-8063

298

Mr. Glenn C. Horner
Page 2
April 26, 1989

Please contact me if you would like to pursue this option,
or if we can be of further assistance.

Sincerely,



Charles B. Adams, Chief
Landscape Architecture Division

CBA/eh

cc: Mr. Michael Snyder

Mr. Paul Meyers, Chief, Division of Community Hygiene

OCT 30 1989

Mr. William C. Horsey
1636 Alston Road
Towson, Maryland 21204

Dear Mr. Horsey:

Thank you for your recent letter concerning the proposed noise abatement project for the I-695/I-83 interchange, from Thornton Road to Seminary Avenue.

This project was originally listed as priority number 19 and that has not changed. We remain committed to the construction of the project and the completion of other noise abatement projects now in progress. Unfortunately, a reduction in federal funds by almost 20 percent from previous allotments has slowed the original timetable. The availability of these funds, which pay 90 percent of the cost of noise barrier projects, determines the scheduling of each project.

The noise barrier plans will be completed and the project will be advertised for bids when funding becomes available. Based on the constraints we have on available funds, an actual date for construction cannot be given at this time.

I regret that we cannot offer a more immediate response to your concerns, but hope that I have adequately explained the issues affecting our progress on this project. If you have further questions, please feel free to contact Mr. Charles B. Adams at (301) 333-8063.

Sincerely,
ORIGINAL SIGNED BY:
HAL KASSOFF

Hal Kassoff
Administrator

HK/t

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

Dictated by: Charles B. Adams-SHA ext. 8063



**Maryland Department of Transportation
State Highway Administration**

300
Richard H. Trainor
Secretary
Hal Kassoff
Administrator

February 16, 1989

Mr. Edward J. Huber
Elkridge Community Association
6615 Pheasant Drive
Elkridge, Maryland 21227

Dear Mr. Huber:

I am writing to inform you of the results of our recent noise monitoring studies in the Hunt Club Estates Community, adjacent to I-95.

To reiterate what I said in my previous letter, 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% of the people affected; and
- Funds must be available.

Our studies found that the noise level and date criteria are satisfied. A barrier in this area does not meet the requirement for reasonable cost. Our studies identified a maximum of 9 homes impacted above the 67 decibel threshold in the area. A barrier to protect these homes would cost approximately \$958,000. Dividing \$958,000 by the 9 residences yields a cost per residence of over \$106,000, far exceeding our \$40,000 limit.

My telephone number is (301) 333-8063

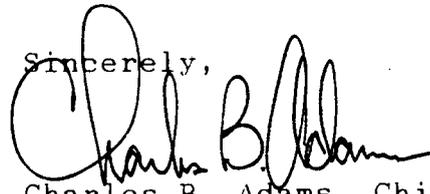
301

Mr. Edward J. Huber
Page 2
February 16, 1989

We also investigated the possibility of constructing an earth berm in the area. Although it is true that a berm would be less costly, there are several factors which make this option impractical. First, most of the existing vegetation would have to be removed in order to construct a berm. Also, the existing highway right-of-way between I-95 and Bauman Drive is insufficient for construction of a berm.

In areas where 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.

I regret that I am unable to provide a more positive response to your request, but trust that I have clarified our Policy as it relates to your community.

Sincerely,

Charles B. Adams, Chief
Landscape Architecture Division

CBA/eh
cc: The Honorable Thomas M. Yeager



**Maryland Department of Transportation
State Highway Administration**

302

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

April 10, 1989

Ms. Mary Humphreys
6002 Moorehead Road
Baltimore, Maryland 21228

Dear Ms. Humphreys:

I am writing to report to you the results of our recent noise monitoring tests at your home, adjacent to I-695.

The results of the 24-hour study are attached for your information. As you can see, noise levels are consistently above the 67 decibel threshold requirement for consideration of noise abatement measures. As you may already know, there is a noise abatement project planned for your area. The only question remaining at this time is one of funding. We must rely on the Federal Highway Administration for funds to construct these projects. Noise barriers are funded 90% by the Federal government, from the same source as all interstate rehabilitation work including road resurfacing, bridge repairs and safety improvements.

Because of the intense competition for these funds, we are limited in the number of noise barrier projects we can construct each year. In addition, these funds were reduced from our previous allotment. Under the current highway bill, Maryland received \$38.4 million, down from the previous allotment of \$47.8 million. This reduction in funds is the reason why the original timetable for noise barrier construction had to be extended. We currently anticipate expending about one-quarter of our annual interstate rehabilitation funds for noise abatement. We feel this is generous and fair, given the critical need for road and bridge repair.

We remain committed to the construction of noise barriers, yet funding limits determine the timing of project construction. At the present time, funds are obligated for previously approved projects through fiscal year 1991. Therefore, this project cannot be funded before this time.

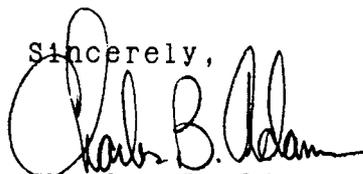
My telephone number is (301) 333-8063

303

Ms. Mary Humphreys
Page 2
April 10, 1989

I regret that I cannot offer a more immediate response to this situation, but trust that I have adequately explained the issues which are restricting our progress on this project.

Sincerely,



Charles B. Adams, Chief
Landscape Architecture Division

CBA/eh
Attachment

October 13, 1989

304

Ms. Mary E. Hunt
707-C Newtowne Drive
Annapolis, Maryland 21401

Dear Ms. Hunt:

On behalf of Governor William Donald Schaefer, thank you for your recent letter concerning road conditions and noise in the vicinity of the Asbury United Methodist Church adjacent to US 50/301. He has asked me to respond directly to you on this matter.

I have asked Mr. Hal Kassoff, State Highway Administrator, to initiate a study of the condition of the church's access road for possible improvements or an alternate route to the church.

Concerning your request for a noise barrier, the environmental document for the interchange at Cape St. Claire Road indicated that a noise barrier to protect the church would exceed our limit for cost-effectiveness. However, because this document was published in 1980, I feel that a re-assessment of the situation is justified. Therefore, I have also asked Mr. Kassoff to initiate a noise impact study. He will contact you with the results of that study by mid-January.

Thank you for bringing your concerns to my attention.

Sincerely,

Richard H. Trainor
RICHARD H. TRAINOR

Richard H. Trainor
Secretary

RHT/db

cc: The Honorable William Donald Schaefer
Mr. Hal Kassoff

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



**Maryland Department of Transportation
State Highway Administration**

305

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

August 10, 1989

Mrs. Barbara J. Hurst
219 Granville Drive
Silver Spring, Maryland 20901

Dear Mrs. Hurst:

Thank you for your recent inquiry about noise in the vicinity of the Indian Springs community, adjacent to I-495.

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 studies found that the noise level and date criteria are met. A barrier in this area does not meet our requirement for reasonable cost. Our studies identified a maximum of 8 homes impacted above the 67 decibel threshold in the area. The day care center, run by the YMCA, was found to be the only noise sensitive land use directly adjacent to the highway. On the basis of its noise sensitive function, the day care center was counted as the equivalent of 10 residences. A barrier to protect these impacted receptors would cost a minimum of \$930,000. Dividing this figure by the 18 equivalent residences yields a cost per residence of \$51,600, which exceeds our \$40,000 limit.

My telephone number is (301) _____

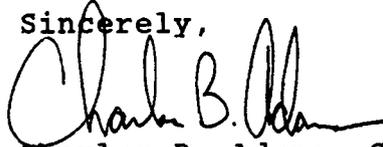
386

Mrs. Barbara J. Hurst
Page two

As a point of clarification, noise barriers are most effective for the first and second rows of homes adjacent to the highway, or to a distance of approximately 300 feet. Because many of the residences are situated a considerable distance from the highway and behind the park area, a noise barrier would have little or no perceivable effect in reducing overall noise levels at those residences.

I regret that I cannot offer a more positive solution to your request, but hope that I have presented our position clearly.

Sincerely,



Charles B. Adams, Chief
Landscape Architecture Division

CBA/db



**Maryland Department of Transportation
State Highway Administration**

307

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

March 31, 1989

Mrs. Ernest Irby
3107 Fairview Road
Baltimore, Maryland 21207

Dear Mrs. Irby:

I am writing to report to you the results of our recent evaluation of the noise levels in your neighborhood, adjacent to I-695.

You indicated that noise continues to be a problem, and that you feel the noise has actually increased since construction of the barrier. Our recent measurements show that, in fact, the noise level has been reduced considerably.

The perception of noise is very subjective. Noise affects people in different ways. We believe that you are experiencing a phenomenon wherein the noise barrier has reduced the overall level of constant noise to such a degree that you are now hearing individual truck noise which you hadn't perceived before. There is really no remedy for this situation.

You indicated that the greatest level of traffic noise occurs between 3 and 6 AM, and that it is caused by trucks. This experience supports the theory that what you are perceiving is the noise from trucks which you had heretofore been unable to distinguish.

Yours is not the first case where this has occurred. A resident who lives behind the barrier along the Beltway near Harford Road reported to us the same experience. Our noise measurements in that area also indicated that noise levels had been reduced dramatically.

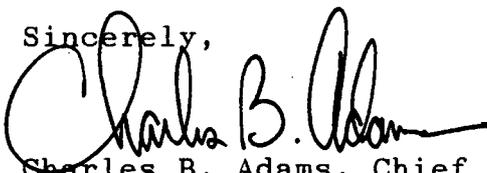
I am sorry that I cannot offer you a more positive response to your concerns. If you have any questions or want to discuss this further, I would ask that you call Mr. Eugene J. Miller, of my staff who will be happy to talk with you. He may be reached at 333-8071.

My telephone number is (301) 333-8063

308

Mrs. Ernest Irby
Page 2
March 31, 1989

Thank you for your patience and for bringing this matter to my attention.

Sincerely,


Charles B. Adams, Chief
Landscape Architecture Division

CBA/EJM/eh



Maryland Department of Transportation
State Highway Administration

309

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

February 9, 1989

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

Dear Mr. Jacobini:

I have just received your letter and petition dated September 1, 1988, concerning noise barriers along I-270 in the vicinity of the Falls Ridge community.

Although you may already be aware of our Noise Policy, let me review our guidelines. 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% of the people affected; and
- funds must be available.

The purpose of our noise abatement program is to consider mitigation where existing developments are impacted due to highway improvements. In the case of Falls Ridge, the development occurred after approval of the environmental document for the I-270 widening, and is not eligible for noise barriers.

My telephone number is (301) _____

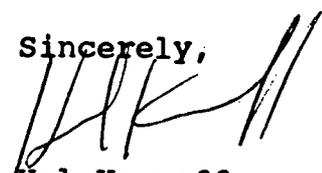
310

Mr. Charles B. Jacobini
Page Two

A landscaping of the completed I-270 corridor will be undertaken following construction. We will give full consideration to the Falls Ridge area in this effort.

I regret that we cannot offer more of a solution to your concerns, but trust I have clarified our position. Please do not hesitate to contact Mr. Charles B. Adams, Chief of the Bureau of Landscape Architecture, at (301) 321-3521 if you have further questions.

Sincerely,



Hal Kassoff
Administrator

HK/eh

cc: ✓ Mr. Charles B. Adams



**Maryland Department of Transportation
State Highway Administration**

311

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

November 27, 1989

Mr. Mark R. Jagger
4 Coatsbridge Court
Baltimore, Maryland 21236

Dear Mr. Jagger:

Thank you for your recent letter concerning the proposed MD 43 extension and potential noise impacts on the Belmont Condominiums as a result of that project.

Noise studies were performed for this area as part of the environmental assessment for the MD 43 project. We concluded that the potential increase in overall traffic noise will result in noise levels of 57-58 decibels at the residences closest to the highway. As a result, there will be a noticeable increase in noise from what exists today. However, levels will be well below the impact threshold of 67 decibels, beyond which is considered unreasonable noise.

We then investigated the effect a noise barrier would have in mitigating noise at the community. It was determined that since the closest homes will be about 300 feet from the highway, no discernible difference in noise levels would be perceived with or without a barrier. A noise barrier quickly loses its effectiveness the farther you move away from it.

I regret that I am unable to provide more of a solution to this situation, but trust that I have adequately explained our findings as they relate to your community.

Sincerely,

A handwritten signature in cursive script, appearing to read 'Charles B. Adams'.

Charles B. Adams, Chief
Landscape Architecture Division

CBA/db

My telephone number is (301) _____

August 7, 1989

Mrs. Jack Jewell
8635 Quentin Avenue
Baltimore, Maryland 21234

Dear Mrs. Jewell:

Governor William Donald Schaefer and I thank you for your recent letters concerning sound barriers for the Oakleigh community adjacent to I-695. He has asked me to respond directly to you.

The issue of traffic noise is a most complex and often emotional one. It has always been our intent to be as fair and equitable as possible regarding noise abatement. When we first identified potential project areas, we carefully assessed each area based on the most up-to-date information we had at the time. Your area was not identified in our original study.

As Mr. Charles Adams of the State Highway Administration explained at the recent meeting with your community, our most recent studies indicate that the area is a potential candidate for our highway noise abatement program. Mr. Adams also indicated that there are a number of other potential candidates with circumstances very similar to this one. Because our funds for noise barrier projects are committed for the next several years, we are unable to undertake any new commitments until we are further along in completing our original project list.

If and when future expansion of I-695 occurs in this area, the noise barrier would be constructed as a part of the beltway expansion project.

313

Mrs. Jack Jewell
Page Two

I understand your concern and interest in being added to our program, but trust that you understand our position in this matter.

Sincerely,

/s/ RICHARD H. TRAINOR

Richard H. Trainor
Secretary

RHT/eh

cc: The Honorable William Donald Schaefer
Mr. Charles B. Adams

bcc: Mr. Hal Kassoff
Mr. Bob B. Myers
Mr. Robert D. Douglass
~~Mr. Eugene J. Miller, Jr.~~

314

RECEIVED

AUG 11 1989

BUR. OF LANDSCAPE
ARCHITECTURE

Richard H. Trainor
Secretary
Hal Kassoff
Administrator



Maryland Department of Transportation
State Highway Administration

August 16, 1989

Mrs. Jack Jewell
8635 Quentin Avenue
Baltimore, Maryland 21234

Dear Mrs. Jewell:

United States Senator Paul S. Sarbanes sent me a copy of your recent letter concerning Maryland's Noise Abatement Program and, specifically, the potential for placement of a barrier on I-695 adjacent to the Oakleigh community. He asked that I look into the matter and reply directly to you. I also want to thank you for your letter to me about the same issue. I would like to answer each of your questions as they were presented in your letter.

We have maintained complete records of all inquiries pertaining to noise, both written and telephoned, since 1976; our records indicate that 1985 was the year in which we received the first inquiries from your community.

Our first retrofit (Type II) inventory consisted of 24 potential project areas. These areas were identified based on both the judgment of State Highway Administration personnel and inquiries from community residents. Most of these original inquiries were received prior to 1976; therefore, we have no official record of them. Eventually, two areas on the Capital Beltway were deleted because they did not meet the criteria for noise abatement. Six others were identified as Type I projects and were built as part of highway construction projects. By 1982, the first 26 Type II project areas were established based on the preliminary list and additional inquiries. Noise studies were performed as inquiries were received, and are still being conducted in many areas.

Funds for noise barrier projects are obtained from a specific federal fund which also pays for all interstate rehabilitation work such as road resurfacing, bridge repairs and safety improvements. However, if and when beltway expansion occurs, noise barriers in this area would be built as a part of the expansion project.

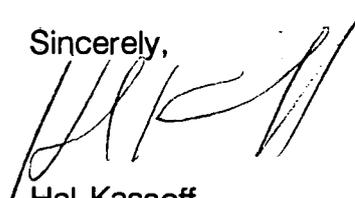
My telephone number is (301) _____

Funding for the Dulaney Towers project is obtained from the same source as all Type II funding. The reason for this is that the federal government is willing to consider funding for areas developed prior to May 1976. During the development of Maryland's Noise Abatement Program, it was decided that areas which came after the highway do not warrant the same consideration or level of funding commitment. Therefore, Dulaney Towers does not qualify for full funding under Maryland's policy. If a barrier is built for the Dulaney Towers community, the extra cost will be financed by the residents. If funding from the Dulaney Towers community is made available, the State Highway Administration would fund one-half of the barrier cost for this community. This would in no way affect the eligibility or timing of noise barrier construction for the Oakleigh community, which is eligible for full funding.

Oakleigh was not identified in the original inventory primarily because we had not received any inquiries from the community. As a result of our most recent studies, we determined that a noise barrier of reasonable cost appears feasible, and the area qualifies as a potential candidate for our Noise Abatement Program. Unfortunately, at this time, we are not adding new projects to the current schedule because we cannot predict a timetable for these projects until funding becomes available. However, as I noted above, a beltway expansion would include a barrier as part of the project.

I regret that I cannot offer a more immediate solution to your concerns, but hope that I have adequately explained our position on this matter.

Sincerely,



Hal Kassoff
Administrator

HK/t

cc: The Honorable Paul S. Sarbanes



**Maryland Department of Transportation
State Highway Administration**

317

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

August 10, 1989

Mr. Ed Jordan
4 East Granville Drive
Silver Spring, Maryland 20901

Dear Mr. Jordan:

Thank you for your recent inquiry about noise in the vicinity of the Indian Springs community, adjacent to I-495.

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 studies found that the noise level and date criteria are met. A barrier in this area does not meet our requirement for reasonable cost. Our studies identified a maximum of 8 homes impacted above the 67 decibel threshold in the area. The day care center, run by the YMCA, was found to be the only noise sensitive land use directly adjacent to the highway. On the basis of its noise sensitive function, the day care center was counted as the equivalent of 10 residences. A barrier to protect these impacted receptors would cost a minimum of \$930,000. Dividing this figure by the 18 equivalent residences yields a cost per residence of \$51,600, which exceeds our \$40,000 limit.

My telephone number is (301) _____

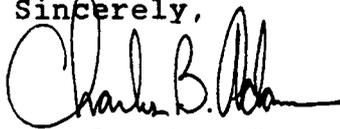
318

Mr. Ed Jordan
Page two

As a point of clarification, noise barriers are most effective for the first and second rows of homes adjacent to the highway, or to a distance of approximately 300 feet. Because many of the residences are situated a considerable distance from the highway and behind the park area, a noise barrier would have little or no perceivable effect in reducing overall noise levels at those residences.

I regret that I cannot offer a more positive solution to your request, but hope that I have presented our position clearly.

Sincerely,



Charles B. Adams, Chief
Landscape Architecture Division

CBA/db



**Maryland Department of Transportation
State Highway Administration**

319

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

October 20, 1989

Mr. Thomas M. Kane
11001 Maiden Drive
Bowie, Maryland 20715

Dear Mr. Kane:

I am writing to report to you the results of our latest noise studies for the Glenn Dale Estates community. These studies included short-term retesting of the areas which were previously tested in August 1988 and a 24-hour test at 11113 Maiden Drive.

For a community to be considered for noise abatement under State Highway Administration's retrofit 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.

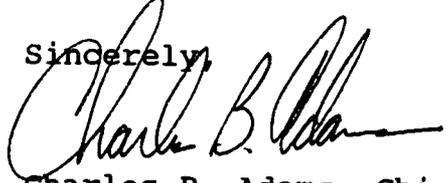
Glenn Dale Estates does not qualify for retrofit noise barriers under the date of construction criterion and was built well after the highway. Additionally, the community does not qualify for noise barriers as part of the US 50 highway improvements because it was built after the Federal Highway Administration gave its location approval in June 1982 for the US 50 upgrade. The location approval date is considered the date of public knowledge of the project. Our policy does not permit funding for noise abatement in areas which are constructed after the date of public knowledge of a proposed highway project.

My telephone number is (301) _____

Mr. Thomas M. Kane
Page 2

In addition, our recent noise measurements indicate that only two residences over and above 1988 study are impacted above the 67 decibel threshold. Even if Glenn Dale Estates met the date of construction requirement, the cost to protect the 29 impacted residences is \$1,560,000. Dividing this figure by the 29 potentially impacted residences yields a cost per residence of almost \$54,000, which is still well above our limit for reasonable cost.

I regret that we cannot fulfill your request for noise barriers, but hope that I have adequately clarified our policy as it relates to your community. Please feel free to contact me if you have any additional questions.

Sincerely,


Charles B. Adams, Chief
Landscape Architecture Division

CBA/db
Attachments

321

SEP 18 1989

Mrs. Vivian Kasper
18 Alanbrooke Court
Towson, MD 21204

Dear Mrs. Kasper:

Thank you for your recent letter concerning noise barriers for the Dulaney Towers community.

You indicated that \$400,000 was necessary from the community to finance half the cost of a noise barrier. This is not the case. This amount is approximately the all-inclusive figure for a total noise barrier project for your community. Since this area would be included in the proposed project for Dulaney Valley Road to York Road, only the cost of the barrier itself would be used to calculate the community's share of the project. It is estimated that a barrier to protect Dulaney Towers would be \$307,109, one-half of which is \$153,555. Since there are 39 residences which would benefit from the noise barrier, the cost per residence amounts to approximately \$3,940.

I can appreciate your concern about the county's position regarding the creation of a special tax district to allow an affordable method for the residents to bear the cost of a noise barrier. I would encourage you and your neighbors to pursue whatever other options might be available. We will be as reasonable as possible in trying to work with the community.

I hope this matter can be worked out.

**ORIGINAL SIGNED BY
HAL KASSOFF**

Hal Kassoff
Administrator

HK/t



**Maryland Department of Transportation
State Highway Administration**

322

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

June 23, 1989

Dr. and Mrs. H. Vincent Kelly
6813 Newbold Drive
Bethesda, Maryland 20817

Dear Dr. and Mrs. Kelly:

Thank you for your recent letter concerning noise in the vicinity of your home, adjacent to I-495.

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 most recent study, conducted in the fall of 1987, indicated that neither the first nor the second criteria were met in this area. The highest noise level measured during the study period was 65 decibels. Further research found that the majority of residences along Newbold Drive were constructed 2-4 years after the highway. Therefore, the area does not qualify for inclusion in our Noise Abatement Program.

The purpose of our noise abatement program is to consider mitigation where existing developments were impacted due to highway construction. The date of construction criterion is based on the presumption that the value of the land, the cost of the properties, and the choices of consumers had taken the prior existence of the highway into account.

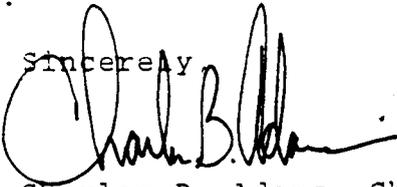
My telephone number is (301) 333-8063

323

Dr. and Mrs. H. Vincent Kelly
Page 2
June 23, 1989

We have offered to assist your community with landscaping or design of a community funded project, but have not been contacted about pursuing these options. This offer was made to Mr. Garver, of 9509 Newbold Drive.

I regret that I cannot offer a more positive response to your concerns, however, I trust that this information clearly presents our position. Please do not hesitate to contact me if you have additional questions.

Sincerely


Charles B. Adams, Chief
Landscape Architecture Division

CBA/eh



**Maryland Department of Transportation
State Highway Administration**

324

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

June 21, 1989

Mrs. Rosa King
6405 Craigmont Road
Baltimore, Maryland 21207

Dear Mrs. King:

As you recently requested, I have enclosed a copy of our previous letter to you dated February 10, 1989, regarding traffic noise along I-695 at the I-70 interchange.

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

Sincerely,

A handwritten signature in cursive script, appearing to read 'Kenneth D. Polcak'.

Kenneth D. Polcak
Environmental Specialist
Acoustic Analysis Unit

KDP/wt

enclosure

cc: Eugene J. Miller, Jr.

My telephone number is (301) _____

325

August 24, 1989

Mr. Patrick B. Kirwan
8726 Oakleigh Road
Baltimore, Maryland 21234

Dear Mr. Kirwan:

Governor William Donald Schaefer asked me to thank you for your recent letter concerning sound barriers for the Oakleigh community adjacent to I-695. He has asked me to respond directly to you.

The issue of traffic noise is a most complex and often difficult one. It has always been our intention to be as fair and equitable as possible regarding noise abatement. When we first identified potential project areas, we carefully assessed each area based on the most up-to-date information we had at the time. Your area was not identified in the original study. We rely on residents' complaints to a large extent and were not contacted by your community until late 1985. At that time, noise impacts in the area were not extensive enough to make a noise barrier cost-effective.

As Mr. Charles Adams, of the State Highway Administration, explained at the recent meeting with your community, our most recent studies indicate that the area is now a potential candidate for our highway noise abatement program. These findings do not reflect error, but increased noise impacts in the area. Mr. Adams also indicated that there are a number of other potential candidate projects with circumstances very similar to yours. Because our funds for noise barrier projects are committed for the next several years, we cannot undertake any new commitments until we are further along in completing our original project list.

If and when future expansion of I-695 occurs in this area, the noise barrier would be constructed as part of the beltway expansion project. I understand your concern and interest in being added to our program, but trust that you understand our position in this matter.

Let me now answer the questions you posed in the closing of your letter.

326

Mr. Patrick B. Kirwan
Page Two

All of the homes in the Hampton area were constructed between 1952 and 1959 and pre-date the Beltway, which was opened to interstate traffic in 1962. The noise barrier now under construction in the Hampton Garth/Concordia Drive area was originally part of the project west of Providence Road (already completed) on the inner loop of the Beltway. Because of funding limitations, the outer loop portion of the project was delayed. The Federal Highway Administration was willing to provide funding for the Hampton Mansion on the basis of its historic value and noise impacts to the grounds. The Towson Methodist Church, which is located west of the Hampton Mansion site, will not be protected by a noise barrier. The noise impacts at the church do not exceed the 67 decibel level, which is the minimum criterion for inclusion in the program. The barrier on the inner loop is not designed to protect the baseball field, but the residences to the west adjacent to it in the Campus Hills community. In order to adequately protect those residences, the barrier was extended some distance beyond the last home to prevent noise from outflanking the barrier.

I hope this information is sufficient for your needs at this time. Thank you, once again, for writing and bringing your concerns to our attention.

Sincerely,

7s/ RICHARD H. TRAINOR
Richard H. Trainor
Secretary

RHT/db

cc: The Honorable William Donald Schaefer
Mr. Hal Kassoff
Mr. Charles B. Adams

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

RECEIVED

AUG 29 1989

BUR. OF LANDSCAPE
ARCHITECTURE

327



**Maryland Department of Transportation
State Highway Administration**

328

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

August 10, 1989

Ms. Grace Koinke
9518 Seminole Street
Silver Spring, Maryland 20901

Dear Ms. Koinke:

Thank you for your recent inquiry about noise in the vicinity of the Indian Springs community, adjacent to I-495.

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.

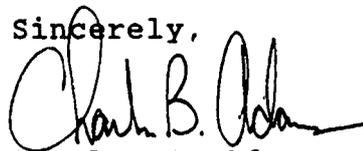
Our studies found that the noise level and date criteria are met. A barrier in this area does not meet our requirement for reasonable cost. Our studies identified a maximum of 8 homes impacted above the 67 decibel threshold in the area. The day care center, run by the YMCA, was found to be the only noise sensitive land use directly adjacent to the highway. On the basis of its noise sensitive function, the day care center was counted as the equivalent of 10 residences. A barrier to protect these impacted receptors would cost a minimum of \$930,000. Dividing this figure by the 18 equivalent residences yields a cost per residence of \$51,600, which exceeds our \$40,000 limit.

My telephone number is (301) _____

Ms. Grace Koinke
Page two

As a point of clarification, noise barriers are most effective for the first and second rows of homes adjacent to the highway, or to a distance of approximately 300 feet. Because many of the residences are situated a considerable distance from the highway and behind the park area, a noise barrier would have little or no perceivable effect in reducing overall noise levels at those residences.

I regret that I cannot offer a more positive solution to your request, but hope that I have presented our position clearly.

Sincerely,

Charles B. Adams, Chief
Landscape Architecture Division

CBA/db



Maryland Department of Transportation
State Highway Administration

330

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

July 27, 1989

*This response was based on
a phone conversation with
Wayne Christanson - Mont Co
Design @ (301) 217-2120.
EJM*

Mrs. Cynthia M. Knazik
7722 Miller Fall Road
Rockville, Maryland 20855

Dear Mrs. Knazik:

Thank you for your recent letter concerning noise in the vicinity of your home, adjacent to the Mid-County Highway.

Noise studies which were performed for this project indicate that, unfortunately, your area does not meet the loudness level criteria of the State Noise Abatement Policy for barriers. This criteria requires:

- 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;
- 75 percent of the affected residents must favor the project; and
- funds must be available.

It is my understanding that Mr. Robert S. McGarry, Director of the Montgomery County Department of Transportation, has informed you that noise barriers are being reconsidered for your area, subject to available county funding.

I hope this information is helpful.

Sincerely,

Hal Kassoff
Administrator

HK/t

cc: Mr. Robert S. McGarry

My telephone number is (301) _____



**Maryland Department of Transportation
State Highway Administration**

331

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

May 4, 1989

Mr. Wolfgang J. Lehmann
North Bethesda Congress of Citizen Associations
11311 Empire Lane
Rockville, Maryland 20852

Dear Mr. Lehmann:

Thank you for your recent letter concerning noise barriers on the west spur of I-270.

The environmental studies for the improvements to the west spur of I-270 included an analysis of the feasibility and reasonableness of noise barriers. The State Highway Administration will consider noise barriers in conjunction with new highway construction or reconstruction projects where:

- a) noise impact criterion of 67 dBA is exceeded, and the difference between design year Build and No-build noise levels is five decibels or greater; or
- b) the build alternate increases design year noise levels by 10 decibels or greater over the existing noise levels, but the noise abatement criterion is not exceeded.

In addition, the barriers must be feasible and reasonable in cost; they must be acceptable to the people affected; and funds must be available.

In this case, the environmental studies showed that the addition of one lane in each direction would result in a maximum increase in noise of one to three dBA, which is barely discernable to the human ear. Because the project will not result in a substantial increase in noise, the areas along the west spur of I-270 do not qualify for Type I noise barriers.

The Administration also has a Type II (retrofit) noise barrier program that addresses noise impacts on existing development. For an area to qualify for Type II noise barriers, all of the following criteria must be met:

- noise levels must meet or exceed the impact threshold of 67 dBA;

My telephone number is (301) _____

Mr. Wolfgang J. Lehmann
Page 2

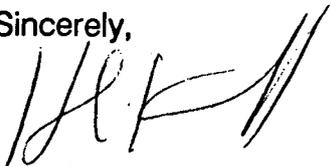
332

- 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;
- 75 percent of the affected residents must favor the project; and
- funds must be available.

All but one of the communities, the Wildwood Hills development in the southwest quadrant of I-270/Democracy Boulevard interchange, were constructed after the original construction of the I-270 west spur, and thus do not qualify for Type II barriers. The Wildwood Hills area was constructed prior to I-270. However, the cost of a noise barrier for the area exceeded our guidelines for reasonable cost and, therefore, it does not qualify.

I am sorry we cannot provide a more positive response. Please do not hesitate to contact Mr. Charles B. Adams, Chief of our Bureau of Landscape Architecture, if you have additional questions. Mr. Adams may be reached at 333-8064.

Sincerely,



Hal Kassoff
Administrator

HK/t

cc: Mr. Anthony Capizzi
Mr. Dennis German



**Maryland Department of Transportation
State Highway Administration**

333

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

August 9, 1989

Mrs. Mary M. Lipa
1809 Cromwood Road
Baltimore, Maryland 21234

Dear Mrs. Lipa:

Thank you for your recent letter concerning sound barriers for the Oakleigh community adjacent to I-695.

The issue of traffic noise is most complex and difficult. It has been our intent to be as fair and equitable as is humanly possible. When we first identified potential project areas, it was done with care based on the most up-to-date information we had at the time. The methods and extent of the studies summarized in the June 1988 report were consistent with our standard practices. The determination of the number of impacted residences was based on available data. The subsequent measurements have gone far beyond the usual duration and number of sites tested. We view these new results as a refinement of the earlier studies. In any traffic noise study, the chance of encountering the "worst-case" noise level during any given period is quite low. For this reason, we always consider this in interpreting our results, and do so to the benefit of the community.

As Mr. Charles Adams of the State Highway Administration explained at the recent meeting with your community, our most recent studies indicate that your area is now a potential candidate for our highway noise abatement program. Mr. Adams also indicated that there are a number of other potential candidates with circumstances very similar to yours. Because our funds for noise barrier projects are limited, we cannot make new commitments until we are further along in completing our original project list. To do so would be unfair to other communities with similar situations, who would then expect the same consideration.

My telephone number is (301) _____

334

Mrs. Mary M. Lipa
Page Two

Regardless of the future plans for expansion of I-695, your community would remain a candidate for noise barriers. If beltway expansion occurs, noise barriers would be built as a part of the expansion project. I understand your concern and interest in being added to our program, but trust that you understand our position in this matter.

Sincerely,
ORIGINAL SIGNED BY:
HAL KASSOFF

Hal Kassoff
Administrator

HK/t

cc: Mr. Charles B. Adams

bcc: Mr. Bob B. Myers
Mr. Robert Olsen
Mr. Robert D. Douglass
Mr. Eugene J. Miller, Jr.

335

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AUG 11 1989

**BUR. OF LANDSCAPE
ARCHITECTURE**



**Maryland Department of Transportation
State Highway Administration**

326
Richard H. Trainor
Secretary
Hal Kassoff
Administrator

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

January 12, 1989

Mr. Elmer Mack
P.O. Box 693
Sparks, Maryland 21152

Dear Mr. Mack:

I am writing to report to you the results of our feasibility study of earth mounding for the Priceville community adjacent to Interstate Route 83.

Our studies showed that placement of an earth mound is not a reasonable solution. A mound in this area would have to be 14-16 feet in height to provide a minimum acceptable noise reduction of five decibels. While a seven to ten decibel reduction, which would be perceived as a halving of the noise.

There is not sufficient State owned right-of-way in this area to construct a mound of the required height. The earth fill would have to extend from 25 to 40 feet beyond the present right-of-way, and would reduce the usable backyard area at adjacent residences. Any additional right-of-way for an earth mound would have to be donated for that purpose.

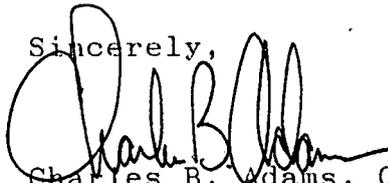
Additionally, our funding for noise projects is extremely limited. Our present backlog of previously approved barriers will require several years to implement. Assuming that the necessary land was donated and that the cost of constructing a mound were reasonable, we still could not predict when funds would become available for this project.

My telephone number is (301) 321-3521

337

Mr. Elmer Mack
January 12, 1989
Page 2

In situations such as this, we can consider supplemental landscape plantings within the highway right-of-way to provide visual screening and some measure of psychological relief from the noise. If you are interested in this option, please let me know.

Sincerely,

Charles B. Adams, Chief
Bureau of Landscape Architecture

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



**Maryland Department of Transportation
State Highway Administration**

338
Madden

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

October 23, 1989

Mr. Timothy F. Madden
Kidde Consultants, Inc.
1020 Cromwell Bridge Road
Baltimore, Maryland 21204

Dear Mr. Madden:

I have received your recent letter concerning noise mitigation for the proposed development of King Avenue adjacent to I-95.

The purpose of Maryland's Noise Abatement Program is to address those areas where the construction of the highway clearly created the problem. In order for an area 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.

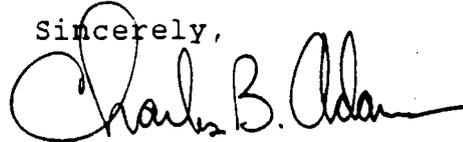
My telephone number is (301) _____

Mr. Timothy F. Madden
Page two

We conducted a study of the area in April 1984 which found that this area is noise impacted. Because the highway noise is already a recognized condition, we would not consider funding a project for any new development. I strongly recommend, however, that the developer provide some form of noise mitigation for the proposed community. This could include privacy fencing, property setbacks, or an actual noise barrier (i.e., a wall or an earth mound). I would also suggest that the developer contact the Baltimore County Office of Planning and Zoning for possible County regulations regarding noise mitigation.

I hope that this information is adequate for your needs. Please feel free to contact me if you have any additional questions.

Sincerely,



Charles B. Adams, Chief
Landscape Architecture Division

CBA/db
cc: Mr. Charles Rose

340



**Maryland Department of Transportation
State Highway Administration**

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

Makki Residence
1829 Cliff Hill Way
Potomac, Maryland 20854

Dear Ms. Makki:

I am writing to report the results of our recent noise studies conducted in the Falls Ridge community adjacent to I-270 at the new Falls Road interchange.

Our studies involved monitoring of noise levels at seven locations in the community where noise impacts from I-270 were most likely to occur. Measurements were taken for 20 minutes at each site between the hours of 10 a.m. and 2 p.m. (non-rush hour). The noise levels found at each site are summarized on Exhibit 1. In addition, a 24-hour noise level test was conducted at site 3 to determine the hourly noise level variation. The results from this test are shown on Exhibit 2. Exhibit 3 shows the locations of the measurement sites.

From the 24-hour test we then adjust the short-term measurement levels to reflect the maximum noise level that could be expected if measurements were made during the peak noise hour, giving us a "worst-case" estimate of the noise impact. These values are shown in the last column of Exhibit 1.

To be considered for noise barriers as part of a highway project, a majority of the potentially impacted residences must have preceded the highway. The date of location/design approval is considered the date of public knowledge of the project. Development occurring after that date will not be considered for noise abatement. In addition, noise levels must exceed the impact threshold of 67 decibels at a majority of the residences.

Since the Falls Ridge development occurred after the Federal Highway Administration gave its location approval for the I-270 widening, the community is not eligible for noise abatement funding as part of the I-270 project. In addition, the results of our noise measurements indicate that only one location (site 4) is potentially impacted above the threshold level of 67 decibels. Thus it fails to meet this criterion also.

My telephone number is (301) _____

341

Makki Residence
Page two

We are considering the possibility of utilizing excess waste material from the I-270 construction for the creation of an earth mound in the vicinity of the new ramp to southbound I-270 and the end of Seven Locks Road. The acoustical benefits would be limited, but the mound could provide an effective visual barrier. This option could be accomplished at little or no cost to the State. Additionally, landscaping of the completed I-270 corridor will be undertaken following construction. The Falls Ridge area will be given full consideration in this effort.

I regret that I cannot fulfill your request for noise barriers, but hope that I have presented our position clearly as it relates to your community.

Sincerely,

Charles B. Adams _{WJK}

Charles B. Adams, Chief
Landscape Architecture Division

CBA/db
Attachments

342

September 18, 1989

Mrs. Phyllis G. Malloy
11202 Kencrest Drive
Mitchellville, Maryland 20716

Dear Mrs. Malloy:

Thank you for your recent letter concerning noise in the vicinity of Enterprise Estates, adjacent to US 50.

The US 50 widening project has been a matter of public record since 1982, when the Federal Highway Administration gave its location approval for the improvement. Our research indicates that the first homes in this community were constructed in 1984. Because the community was not in existence at that time, noise barriers were not considered as part of the project. Our noise policy does not permit funding for noise abatement in areas which are developed after a project has become public knowledge. The purpose of our Noise Abatement Program is to address those areas where the construction of the highway clearly created the noise problem.

I regret that I cannot offer a more positive response, but hope that I have clarified our position as it pertains to Enterprise Estates. Please contact Mr. Charles B. Adams, Chief of our Landscape Architecture Division, if you would like additional information. Mr. Adams may be reached at (301) 333-8063.

Sincerely,

**ORIGINAL SIGNED BY:
HAL KASSOFF**

Hal Kassoff
Administrator

HK/db

cc: Mr. Charles B. Adams

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



**Maryland Department of Transportation
State Highway Administration**

343

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

May 8, 1989

Mr. William Mammarella
3219 Parkview Road
Chevy Chase, Maryland 20815

Dear Mr. Mammarella:

I am writing to report to you the results of our investigation based on your April 26th meeting with Mr. Eugene J. Miller, Jr., of this office, at your residence.

At this meeting, you inquired as to why the barrier to the west of your home seems to protect only woodland. You also wanted to know why your area didn't qualify for a noise barrier. Let me answer these questions in sequence.

A noise barrier was designed to protect the residents along Glenmoor Drive, the community west of yours. The height and length of a noise barrier was developed using a computer program and was based on available topographic mapping. A barrier must extend beyond the last house to be protected to avoid noise outflanking the wall and diminishing its effectiveness at this area. The barrier was not designed to protect the homes at the higher elevations along Parkview Road.

To answer your second question, let me first outline the criteria for eligibility. All of the following 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;
- seventy-five percent (75%) of the affected residents must favor the project; and
- funds must be available.

Your area meets the requirements for noise level and date of construction. It was determined that a barrier to protect the impacted residences in your area would cost about three-quarters

My telephone number is (301) 333-8063

344

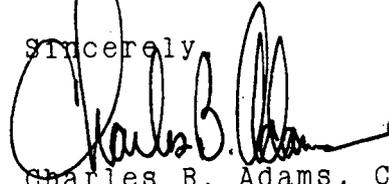
Mr. William Mammarella
Page 2
May 8, 1989

of a million dollars, which equates to more than twice the \$40,000 cost per residence criterion. This is the reason your area did not receive a noise barrier.

A landscape planting for this portion of the Capital Beltway will be developed and implemented following the completion of the construction project. This will provide screening and relief from the Beltway traffic. Your area will receive special consideration in this regard.

I regret that I cannot offer a more positive response to your concerns, but trust that I have adequately explained the questions you raised. If you have additional questions, don't hesitate to contact me or Mr. Miller.

Sincerely,



Charles B. Adams, Chief
Landscape Architecture

CBA/en

cc: Mr. Eugene J. Miller, Jr.
Mr. Paul A. Georgiou



**Maryland Department of Transportation
State Highway Administration**

345

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

August 10, 1989

Mrs. Elsie Martin
9615 Clearview Place
Silver Spring, Maryland 20901

Dear Mrs. Martin:

Thank you for your recent inquiry about noise in the vicinity of the Indian Springs community, adjacent to I-495.

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 studies found that the noise level and date criteria are met. A barrier in this area does not meet our requirement for reasonable cost. Our studies identified a maximum of 8 homes impacted above the 67 decibel threshold in the area. The day care center, run by the YMCA, was found to be the only noise sensitive land use directly adjacent to the highway. On the basis of its noise sensitive function, the day care center was counted as the equivalent of 10 residences. A barrier to protect these impacted receptors would cost a minimum of \$930,000. Dividing this figure by the 18 equivalent residences yields a cost per residence of \$51,600, which exceeds our \$40,000 limit.

My telephone number is (301) _____

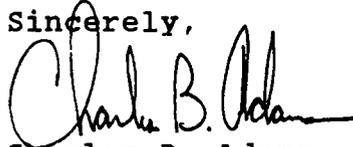
346

Mrs. Elsie Martin
Page two

As a point of clarification, noise barriers are most effective for the first and second rows of homes adjacent to the highway, or to a distance of approximately 300 feet. Because many of the residences are situated a considerable distance from the highway and behind the park area, a noise barrier would have little or no perceivable effect in reducing overall noise levels at those residences.

I regret that I cannot offer a more positive solution to your request, but hope that I have presented our position clearly.

Sincerely,



Charles B. Adams, Chief
Landscape Architecture Division

CBA/db



**Maryland Department of Transportation
State Highway Administration**

247

Richard H. Trajnor
Secretary

Hal Kassoff
Administrator

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

January 13, 1989

Mr. Vincent A. Martin
16 Bellclaire Circle
Sparks, Maryland 21152

Dear Mr. Martin:

I am writing to report to you the results of our feasibility study of earth mounding for the Priceville community adjacent to Interstate Route 83.

Our studies showed that placement of an earth mound is not a reasonable solution. A mound in this area would have to be 14-16 feet in height to provide a minimum acceptable noise reduction of five decibels. While a five decibel reduction would be readily noticeable, we strive for a seven to ten decibel reduction, which would be perceived as a halving of the noise.

There is not sufficient State owned right-of-way in this area to construct a mound of the required height. The earth fill would have to extend from 25 to 40 feet beyond the present right-of-way, and would reduce the usable backyard area at adjacent residences. Any additional right-of-way for an earth mound would have to be donated for that purpose.

Additionally, our funding for noise projects is extremely limited. Our present backlog of previously approved barriers will require several years to implement. Assuming that the necessary land was donated and that the cost of constructing a mound were reasonable, we still could not predict when funds would become available for this project.

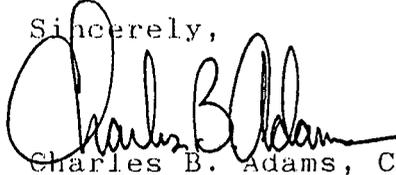
My telephone number is (301) 321-3521

348

Mr. Vincent A. Martin
January 13, 1989
Page 2

In situations such as this, we can consider supplemental landscape plantings within the highway right-of-way to provide visual screening and some measure of psychological relief from the noise. If you are interested in this option, please let me know.

Sincerely,



Charles B. Adams, Chief
Bureau of Landscape Architecture

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



Maryland Department of Transportation

The Secretary's Office

349

William Donald Schaefer
Governor

Richard H. Trainor
Secretary

February 8, 1989

Mrs. George McGarrigle
5605 Oregon Avenue
Baltimore, Maryland 21227

Dear Mrs. McGarrigle:

Governor William Donald Schaefer has received your recent letter concerning the noise problem at your home adjacent to I-95. The Governor has asked me to thank you and respond to you directly. We regret not responding sooner, but have no record of any previous correspondence from you.

Mr. Charles B. Adams, Chief of the State Highway Administration's Landscape Architecture Division, is responsible for our Noise Abatement Program. I have asked Mr. Adams to investigate the situation. You should be hearing from him in the next two weeks to arrange a noise study at your home.

Thank you for bringing your concerns to my attention.

Sincerely,

Richard H. Trainor
Secretary

RHT:tjc

cc: The Honorable William Donald Schaefer
Mr. Hal Kassoff
Mr. Charles B. Adams

My telephone number is (301)- 859-7397

TTY For The Deaf (301) 859-7227

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

350

August 7, 1989

Mr. Richard E. McKenzie
Landis Office Center, Inc.
151 North Centre Street
Cumberland, MD 21502

Dear Mr. McKenzie:

Governor William Donald Schaefer asked me to thank you for your recent letter about a noise barrier adjacent to US 48 in Cumberland. He has asked me to reply directly to you.

I have asked Mr. Charles B. Adams, Chief of the State Highway Administration's Landscape Architecture Division, to contact you regarding your concerns and to investigate the feasibility of constructing a noise barrier. You may expect to hear from Mr. Adams in the next two weeks. If you wish to contact Mr. Adams, he may be reached at 333-8063.

Again, thank you for your letter.

Sincerely,

~~MR. RICHARD E. TRAINOR~~

Richard H. Trainor
Secretary

RHT/db

cc: The Honorable William Donald Schaefer
Mr. Hal Kassoff
Mr. Charles B. Adams

bcc: Mr. Robert D. Douglass
Mr. Eugene Miller, Sr.

Dictated by: ~~Charles B. Adams~~-SHA ext. 8063 7/31/89



**Maryland Department of Transportation
State Highway Administration**

351

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

August 10, 1989

Ms. Naomi R. McLean
3 Normandy Drive
Silver Spring, Maryland 20901

Dear Ms. McLean:

Thank you for your recent inquiry about noise in the vicinity of the Indian Springs community, adjacent to I-495.

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 studies found that the noise level and date criteria are met. A barrier in this area does not meet our requirement for reasonable cost. Our studies identified a maximum of 8 homes impacted above the 67 decibel threshold in the area. The day care center, run by the YMCA, was found to be the only noise sensitive land use directly adjacent to the highway. On the basis of its noise sensitive function, the day care center was counted as the equivalent of 10 residences. A barrier to protect these impacted receptors would cost a minimum of \$930,000. Dividing this figure by the 18 equivalent residences yields a cost per residence of \$51,600, which exceeds our \$40,000 limit.

My telephone number is (301) _____

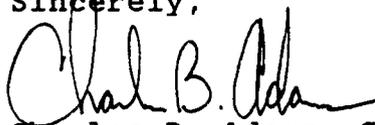
352

Ms. Naomi R. McLean
Page two

As a point of clarification, noise barriers are most effective for the first and second rows of homes adjacent to the highway, or to a distance of approximately 300 feet. Because many of the residences are situated a considerable distance from the highway and behind the park area, a noise barrier would have little or no perceivable effect in reducing overall noise levels at those residences.

I regret that I cannot offer a more positive solution to your request, but hope that I have presented our position clearly.

Sincerely,



Charles B. Adams, Chief
Landscape Architecture Division

CBA/db



Maryland Department of Transportation
State Highway Administration

353

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

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

January 20, 1989

Ms. Mary Mencaldo
1602 Alston Road
Baltimore, Maryland 21204

Dear Ms. Mencaldo:

I am writing to report to you the results of our recent vibration and noise level tests performed at your home, adjacent to the Baltimore Beltway (I-695).

The vibration levels measured were in the range well below that at which structural damage could occur. We found average noise levels of 72 decibels (dBA) in your back yard, and 45 dBA inside the house. Although vibrations caused the storm windows in the kitchen to rattle as large trucks passed, we determined the cause of these vibrations as airborne noise, not vibration transmitted through the ground.

We are currently in the design phase of a noise barrier project along I-695 which will extend from Thornton Road, through the I-695/I-83 interchange, to Seminary Avenue. Funding for the project is not yet available; however, we are proceeding towards completion of the design in order to proceed with the project as soon as funding is approved. When the project is completed, the vibrations at your home should stop.

My telephone number is (301) 321-3521

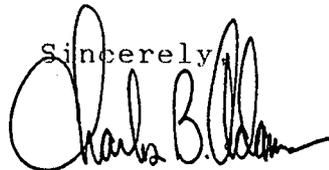
Teletypewriter for Impaired Hearing or Speech
383-7555 Baltimore Metro - 565-0451 D.C. Metro - 1-800-492-5062 Statewide Toll Free
707 North Calvert St., Baltimore, Maryland 21203-0717

354

Ms. Mary Mencaldo
Page 2
January 20, 1989

I trust this information is sufficient for your needs at this time. Thank you for your cooperation during our testing process. If you have any additional questions, please feel free to contact me.

Sincerely,



Charles B. Adams, Chief
Bureau of Landscape Architecture

CBA/eh



**Maryland Department of Transportation
State Highway Administration**

355

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

September 22, 1989

noise

Mr. Glenn Miller
513 Heath Avenue
Linthicum, Maryland 21090

Dear Mr. Miller:

I am writing to report to you the results of our recent noise monitoring studies in the North Linthicum area adjacent to the I-695/MD 295 interchange.

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.

In addition to your residence, we conducted tests at seven other locations in the community. Although noise levels were quite high, they did not exceed the 67 decibel threshold at any location, nor have they increased significantly since our previous study two years ago (see attached information). If we assume, however, that noise levels do exceed the impact threshold, a barrier for the area would not meet our requirement for cost-effectiveness.

To protect a maximum of 11 impacted residences would require a barrier 15 feet high and 1700 feet long, at a total cost of \$688,500. Dividing this figure by the 11 potentially impacted residences yields a cost per residence of \$62,596, which is well above our limit for reasonable cost.

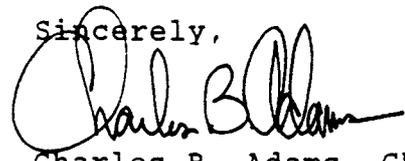
My telephone number is (301) _____

356

Mr. Glenn Miller
Page two

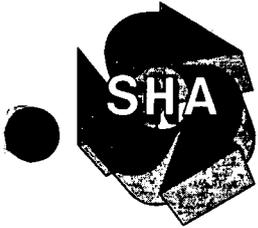
I regret that I cannot offer a more positive response to your concerns, but hope that I have clarified our policy as it relates to this community.

Sincerely,



Charles B. Adams, Chief
Landscape Architecture Division

CBA/db



**Maryland Department of Transportation
State Highway Administration**

357

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

August 10, 1989

Mr. and Mrs. Jeffrey A. Morris
123 Normandy Drive
Silver Spring, Maryland 20901

Dear Mr. and Mrs. Morris:

Thank you for your recent inquiry about noise in the vicinity of the Indian Springs community, adjacent to I-495.

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 studies found that the noise level and date criteria are met. A barrier in this area does not meet our requirement for reasonable cost. Our studies identified a maximum of 8 homes impacted above the 67 decibel threshold in the area. The day care center, run by the YMCA, was found to be the only noise sensitive land use directly adjacent to the highway. On the basis of its noise sensitive function, the day care center was counted as the equivalent of 10 residences. A barrier to protect these impacted receptors would cost a minimum of \$930,000. Dividing this figure by the 18 equivalent residences yields a cost per residence of \$51,600, which exceeds our \$40,000 limit.

My telephone number is (301) _____

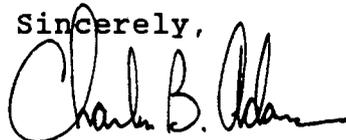
358

Mr. and Mrs. Jeffrey A. Morris
Page two

As a point of clarification, noise barriers are most effective for the first and second rows of homes adjacent to the highway, or to a distance of approximately 300 feet. Because many of the residences are situated a considerable distance from the highway and behind the park area, a noise barrier would have little or no perceivable effect in reducing overall noise levels at those residences.

I regret that I cannot offer a more positive solution to your request, but hope that I have presented our position clearly.

Sincerely,



Charles B. Adams, Chief
Landscape Architecture Division

CBA/db



**Maryland Department of Transportation
State Highway Administration**

359

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

Mrs. Cherryll Mullen
Federaltowne Civic Association
527 Royal Street
Annapolis, Maryland 21401-4413

Dear Mrs. Mullen:

I am writing to you as follow-up to the February 28, 1989 meeting held to discuss the noise barrier proposed as part of the construction of Patuxent Boulevard adjacent to your community. I am addressing those questions raised at the meeting that we could not answer at that time.

The construction of Patuxent Boulevard is anticipated to require 21 months to complete. At this time, notice to proceed is anticipated for the fall of this year. Regarding the sequence of construction, the construction activity will progress from north to south. The major construction in the vicinity of Federaltowne will likely occur in the last 8-10 months of the contract. Also, there are no construction easements required in the Federaltowne area.

There has been no indication that the construction of Patuxent Boulevard will create a significant change in the traffic mix.

Regarding the noise barrier, the State Highway Administration will handle maintenance of the barrier. As we discussed at the meeting, the fencing for the stormwater management pond near the north end of the noise barrier will be tied into the end of the barrier. In addition, the specifications are being modified to include 1) details for a finishing cap for the top of the barrier, and 2) anti-graffiti treatment to be applied on both sides of the panels before they are shipped to the site. Also, as was voted on by the community members present, the finish on the noise barrier will be exposed aggregate on both sides. As you requested, I have enclosed a copy of the noise barrier location plan for your information.

Regarding landscaping, as we discussed there are no provisions for planting by the State on the residential side of the noise barrier. However, any trees planted by the community which may have to be removed for construction, will be replaced. Also, the pavement at the existing entrance at Royal Street will be removed and the area made suitable for planting.

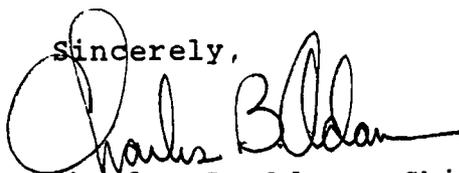
My telephone number is (301) _____

360

We have discussed the issue of parking capacity lost with the connection at Schooner Court with the project engineer. He indicated that the spaces will be recovered by stripping along the new curb section to be placed across the end of Royal Street.

We appreciate the opportunity to meet and discuss the concerns of the Federaltowne community, and hope we have addressed the remaining issues regarding this project. If you have any questions or require additional information, please feel free to contact us.

Sincerely,



Charles B. Adams, Chief
Landscape Architecture Division

CBA/db

Enclosure

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



**Maryland Department of Transportation
State Highway Administration**

341

Richard H. Trainor
Secretary

Hal Kassoff
Administrator

MAR 16 1989

Ms. Denise E. Myers
2953 Freeway
Baltimore, Maryland 21227

Dear Ms. Myers:

I am writing to report to you the outcome of our studies regarding noise barriers in the vicinity of your home adjacent to the Baltimore/Washington Parkway (Md. 295).

As you are already aware, all of the following criteria must be met in order to qualify for noise barriers:

- 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, your 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 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.

My telephone number is (301) _____

362

Ms. Denise E. Myers
Page 2

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 your area in this effort by providing a visual buffer between your community and the Parkway. We will contact you to discuss our concepts when they are developed. We anticipate that this will be late this fall. In the meantime, if you have any questions, please contact Mr. Charles B. Adams, Chief of our Landscape Architecture Division, at 333-8063.

I regret that I cannot offer more of a solution to your concerns and hope that this information clearly presents our position.

Sincerely,

ORIGINAL SIGNED BY:
HAL KASSOFF

Hal Kassoff
Administrator

HK/eh

bcc: Mr. Bob B. Myers
Mr. Robert D. Douglass
Mr. Robert Olsen
Mr. Charles B. Adams
Mr. Paul A. Georgiou
~~Mr. Eugene J. Miller, Jr.~~
Mr. Daniel C. Turner

Dictated by: Mr. Charles B. Adams-SHA (ext. 8063)



**Maryland Department of Transportation
State Highway Administration**

363

Richard H. Traino
Secretary
Hal Kassoff
Administrator

August 1, 1989

Mr. George R. Owens
9449 Penfield Court
Columbia, Maryland 21045

Dear Mr. Owens:

This is in response to your recent letter about the noise problems associated with increased traffic volumes along US 29 in the vicinity of Columbia. We certainly appreciate your concern, as well as your neighbors', in protecting your neighborhood.

Project planning activities, which include the preparation of a comprehensive environmental document, have been completed and we have received "Location and Design" approvals. This document, which sites the noise levels mentioned in your letter, also discusses the monetary threshold that we apply in judging the cost effectiveness of the barriers. As indicated in our response to your last letter, the noise levels in several segments of your neighborhood would exceed the Federal Highway Administration noise level standards. However, the barrier to mitigate these levels would cost approximately \$90,000 per benefited residence, well above our \$40,000 ceiling.

I am sorry that we cannot provide the noise barrier which you and your neighbors are seeking; however, our policy has been developed to acknowledge the realistic financial constraints under which we operate. If you would like to discuss this matter in more detail, please contact me or the Project Manager, Mr. Randy Aldrich. Mr. Aldrich's phone number in Baltimore is (301) 333-1117.

Very truly yours,

Neil J. Pedersen

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

NJP:eh

cc: Mr. Wayne R. Clingan
Mr. Louis H. Ege, Jr.
Ms. Cynthia D. Simpson
Mr. Charles B. Adams
Mr. Randy Aldrich

My telephone number is (301) 333-1110

364

March 7, 1989

Mr. Michael Pfetsch
9906 Indian Lane
Silver Spring, Maryland 20901

Dear Mr. Pfetsch:

Thank you for your recent letter regarding the noise barrier project scheduled for your community adjacent to I-495.

This contract has already been advertised for construction and the bid opening took place on February 28th. We are currently in the process of verifying the bids. The contract will be awarded within the next few weeks and construction should begin this summer. The contract involves six separate barrier sections, and it is not possible to say which sections would be built first. The construction sequence is developed by the contractor based on engineering, traffic control needs, and the contractor's individual construction approach to the project.

I understand and appreciate your interest in seeing this project completed as quickly as possible. Your patience and support are greatly appreciated.

Sincerely,

ORIGINAL SIGNED BY:
HAL KASSOFF
Hal Kassoff
Administrator

HK/eh

cc: The Honorable Ida Ruben
The Honorable Sheila Hixson
The Honorable Peter Franchot
The Honorable Dana Dembrow
The Honorable Rose Crenca

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

Dictated by: Mr. Charles B. Adams-SHA (ext. 8063) 2/28/89.

365



**Maryland Department of Transportation
State Highway Administration**

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

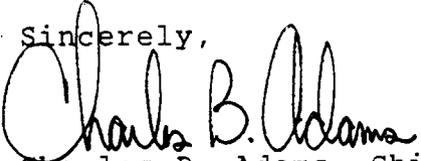
Mr. Robert A. Phillips
516 Joy Circle
Glen Burnie Park
Glen Burnie, Maryland 21061

Dear Mr. Phillips:

I am writing to update you on the status of the proposed noise barriers for Fernglen Manor, adjacent to I-97.

We had anticipated a decision on noise barriers by the end of June, however, there has been a delay in our re-evaluation of the area. We now expect that this decision will be made by mid-September, at which time we will contact you.

Thank you for your patience in this matter.

Sincerely,

Charles B. Adams, Chief
Landscape Architecture Division

CBA/db

cc: The Honorable Barbara A. Mikulski

My telephone number is (301) _____

366



**Maryland Department of Transportation
State Highway Administration**

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

April 25, 1989

Mr. Robert A. Phillips
516 Joy Circle
Glen Burnie Park
Glen Burnie, MD 21061

Dear Mr. Phillips:

Thank you for your April 18th letter concerning noise wall construction along I-97. As Secretary Trainor stated in his letter to you we are reviewing all aspects relating to the issue of noise barrier construction adjacent to the Glen Burnie Park and Woodside West communities.

When we have completed our investigations we plan to schedule a meeting with the involved communities to discuss the results.

In the meantime if I can be of assistance please do not hesitate to contact me.

Sincerely,

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

Charles B. Adams
Landscape Architecture Division

CBA/db

My telephone number is (301) _____

367

MAR 17 1989

Mr. Robert A. Phillips
516 Joy Circle
Glen Burnie Park
Glen Burnie, Maryland 21061

Dear Mr. Phillips:

Governor William Donald Schaefer asked me to thank you for your March 10th letter concerning the construction of noise barriers adjacent to your neighborhood. He has asked me to reply directly to you.

The situation regarding noise wall construction along I-97 is presently under review by the State Highway Administration. We hope to complete our review in the next 60 days.

In the meantime, if you have any questions please feel free to contact Mr. Charles B. Adams, Chief of the State Highway Administration's Landscape Architecture Division. Mr. Adams can be reached at (301) 333-8063.

Sincerely,

[Signature]
RICHARD H. TRAINOR

Richard H. Trainor
Secretary

RHT:db

cc: The Honorable William Donald Schaefer
Senator Michael J. Wagner
Mr. Hal Kassoff
Mr. Charles B. Adams

bcc: Mr. Bob B. Myers
Mr. Robert D. Douglass
Mr. Edward Meehan
Mr. Eugene Miller, Jr.

Dictated by: Mr. Charles B. Adams-SHA (ext. 8063) 3/22/89.

368
OCT 19 1989

Ms. Helen C. Popaw
Mr. & Mrs. Thomas Stinchcomb
Mr. Robert Mallonee
5 Kirkley Road
Annapolis, MD 21401

Dear Citizens:

Thank you for your October 3rd letter asking the State Highway Administration to consider a privacy fence/sound barrier instead of a chain link fence along your property, in the Weems Creek area of Annapolis.

I have asked Mr. Charles B. Adams, Chief of our Landscape Architecture Division, to look into your request. This investigation will take about three months to complete. We will contact you directly with the results in late January.

Please feel free to contact Mr. Adams if you have any additional questions in the meantime. Mr. Adams can be reached at (301) 333-8063.

Sincerely,

ORIGINAL SIGNED BY
HAL KASSOFF

Hal Kassoff
Administrator

HK/db

cc: The Honorable Barbara A. Mikulski
The Honorable Gerald W. Winegrad
The Honorable Michael Busch
The Honorable Thomas McMillen
Mr. Charles B. Adams
Ms. Elizabeth McWethy

bcc: Mr. Bob B. Myers
Mr. Robert D. Douglass
Mr. Edward Meehan
Mr. Eugene Miller, Jr.

369

RECEIVED

OCT 20 1989

CADSBARE ARCHITECTURE
DIVISION



**Maryland Department of Transportation
State Highway Administration**

370

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

November 28, 1989

A handwritten signature in cursive script, likely belonging to Hal Kassoff, the Administrator.

Mr. Stephen M. Pope
11211 Maiden Drive
Bowie, Maryland 20715

Dear Mr. Pope:

Thank you for your recent letter concerning noise at the Glen Dale Estates community adjacent to US 50. I'd like to explain our noise abatement policy and how it affects your community.

Glen Dale Estates does not qualify for noise barriers as part of the US 50 highway improvements because it was built after the Federal Highway Administration gave its location approval in June 1982 for the US 50 upgrade. The location approval date is considered the date of public knowledge of the project. Our policy does not permit funding for noise abatement in areas which were developed after the date of public knowledge of a proposed highway project. It is unfortunate that your real estate salesman either did not know or misrepresented the State's intentions with regard to your community.

The communities of Kenilworth and Heather Hills, adjacent to the US 50/MD 197 interchange, meet all the criteria for noise barriers; therefore, barriers will be constructed for these areas. However, a third community, Princeton Square, which was built after the 1982 location approval date, has also been denied noise barriers. We have not constructed any noise barriers which do not meet the policy requirements.

The barriers along I-270 were not constructed by Montgomery County, but by the State as part of the widening project. As a point of clarification, funding for highway projects, including noise barriers, is obtained from gasoline taxes, highway user fees and corporate taxes--not from private citizens' income or property taxes.

In any construction project, the removal of trees is often a necessary consequence, albeit a painful one. The cutting of trees you mentioned was the result of a drainage situation where the slope had to be moved back in order to accommodate a ditch leading to an inlet farther down the road. We attempt to minimize tree removal wherever possible; however, this can't always be accomplished to everyone's satisfaction.

My telephone number is (301) _____

371

Mr. Stephen M. Pope
Page 2

At the completion of the construction of US 50, we will develop a planting plan to restore the vegetation along the highway and to buffer those areas which are exposed to the traffic. The Glen Dale Estates community will receive every consideration in this regard.

I regret that we cannot fulfill your request for noise barriers, but hope that I have adequately clarified our policy as it relates to your community.

Sincerely,

ORIGINAL SIGNED BY:
HAL KASSOFF

Hal Kassoff
Administrator

HK/t

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



**Maryland Department of Transportation
State Highway Administration**

372

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

June 23, 1989

Mr. Harry C. Press
6745 Newbold Drive
Bethesda, Maryland 20817

Dear Mr. Press:

Thank you for your recent letter concerning noise in the vicinity of your home, adjacent to I-495.

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 most recent study, conducted in the fall of 1987, indicated that neither the first nor the second criteria were met in this area. The highest noise level measured during the study period was 65 decibels. Further research found that the majority of residences along Newbold Drive were constructed 2-4 years after the highway. Therefore, the area does not qualify for inclusion in our Noise Abatement Program.

The purpose of our noise abatement program is to consider mitigation where existing developments were impacted due to highway construction. The date of construction criterion is based on the presumption that the value of the land, the cost of the properties, and the choices of consumers had taken the prior existence of the highway into account.

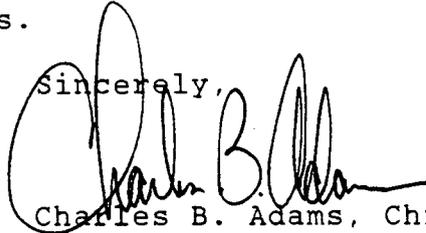
We have offered to assist your community with landscaping or design of a community funded project, but have not been contacted about pursuing these options. This offer was made to Mr. Garver, of 9509 Newbold Drive.

My telephone number is (301) 333-8063

Mr. Harry C. Press
Page 2
June 23, 1989

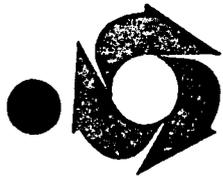
I regret that I cannot offer a more positive response to your concerns, however, I trust that this information clearly presents our position. Please do not hesitate to contact me if you have additional questions.

Sincerely,



Charles B. Adams, Chief
Landscape Architecture Division

CBA/eh



Maryland Department of Transportation

The Secretary's Office

374

William Donald Schaefer
Governor

Richard H. Trainor
Secretary

JUN 27 1989

Mr. Randall H. Prothro
President, Park View Citizens Association
9120 LeVelle Drive
Chevy Chase, Maryland 20815

Dear Mr. Prothro:

Senator Barbara Mikulski forwarded a copy of your letter about noise barriers to Governor William Donald Schaefer. Because this is a transportation-related issue, the Governor asked me to thank you for your letter and respond to you directly.

In the description of noise level measurement results, it should be specified how noise levels are identified. Our criteria are based on the average noise level, also called the equivalent sound level, or Leq. Also, environmental noise measurements are made with an 'A'-weighted frequency response, which closely approximates the response of the human ear. If your measurements were not made using 'A'-weighting, the results may not be applicable based on our criteria.

Regarding your reference to cost-effectiveness, the reason for establishing a cost limit is to provide for equitable treatment of all potential recipients of noise barriers. The \$40,000 per residence limit established by Maryland is actually the highest in the nation. We must adhere to these guidelines; to do otherwise would open up the program to many other similar requests from other areas which have been denied noise barriers for similar reasons.

In addition, the 67 decibel criteria and Montgomery County noise ordinances are not identified the same way, nor are they targeting the same type of noise source. The 67 dBA level is based on the average noise level of mobile sources (autos, trucks, etc.); the 55 dB level refers to the peak noise level emitted from a stationary source.

I'd also like to address the three suggestions summarized at the end of your letter.

My telephone number is (301)- _____

TTY For The Deaf (301) 859-7227

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

375
Mr. Randall H. Prothro
Page Two

1. Extension of the existing barrier - To extend the existing noise barrier 1,000 feet instead of 1,400 feet still exceeds our cost per residence criterion. We have identified a maximum of eight impacted residences. To protect those residences would require a barrier with an average height of 20 feet at a cost of approximately \$540,000, or \$67,500 per impacted residence.
2. Reduction of the speed limit to 50 m.p.h. - While speed limit reductions can reduce noise levels, the difference between noise generated by traffic travelling at 50 m.p.h. and 55 m.p.h. would be imperceptible.
3. Placement of noise barriers to relieve noise created by emergency vehicles - A noise barrier is intended to reduce overall noise levels and, therefore, would not be effective in reducing peak noise level events such as the emergency vehicles you mentioned.

I regret that I cannot offer a more positive solution to your concerns, but trust that I have adequately answered the points you raised.

Sincerely,

(S)

Richard H. Trainor
Secretary

RHT/db

cc: The Honorable William Donald Schaefer
The Honorable Barbara A. Mikulski
Mr. Hal Kassoff

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

Dictated by: Patricia Gauss-SHA (ext. 8063)

376

RECEIVED

JUN 29 1966

OFFICE OF THE ARCHITECT



Maryland Department of Transportation
State Highway Administration

377

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

June 6, 1989

Mr. Randall H. Prothro, President
Park View Citizens Association
9120 LeVelle Drive
Chevy Chase, Maryland 20815

Dear Mr. Prothro:

Thank you for your recent letter concerning noise on I-495 in the vicinity of the Park View community. I would first like to respond to several points made in your letter.

In the description of noise level measurement results, it should be specified how noise levels are identified. Our criteria is based on the average noise level, also called the equivalent sound level, or Leq. Also, environmental noise measurements are made with an 'A'-weighted frequency response, which closely approximates the response of the human ear. If your measurements were not made using 'A'-weighting, the results may not be applicable based on our criteria.

Regarding your reference to cost-effectiveness, the reason for establishing a cost limit is to provide for equitable treatment of all potential recipients of noise barriers. The \$40,000 per residence limit established by Maryland is actually the highest in the nation. We must adhere to these guidelines; to do otherwise would open up the program to many other similar requests from other areas which have been denied noise barriers for similar reasons.

In addition, the 67 decibel criteria and Montgomery County noise ordinances are not identified the same way, nor are they targeting the same type of noise source. The 67 dBA level is based on the average noise level of mobile sources (autos, trucks, etc.); the 55 dB level refers to the peak noise level emitted from a stationary source.

I'd also like to address the three suggestions summarized at the end of your letter.

1. Extension of the existing barrier - To extend the existing noise barrier 1,000 feet instead of 1,400 feet still exceeds our cost per residence criterion. We have identified a maximum of eight impacted residences. To protect those residences would require a barrier with an average height of 20 feet at a cost of approximately \$540,000, or \$67,500 per impacted residence.

My telephone number is (301) _____

Mr. Randall H. Prothro
Page Two

378
RECEIVED

RECEIVED

RECEIVED

2. Reduction of the speed limit to 50 m.p.h. - While speed limit reductions can reduce noise levels, the difference between noise generated by traffic travelling at 50 m.p.h. and 55 m.p.h. would be imperceptible.
3. Placement of noise barriers to relieve noise created by emergency vehicles - A noise barrier is intended to reduce overall noise levels and therefore would not be effective in reducing peak noise level events such as the emergency vehicles you mentioned.

I regret that I cannot offer a more positive solution to your concerns, but trust that I have adequately answered the points you raised.

Sincerely,

ORIGINAL SIGNED BY
HAL KASSOFF

Hal Kassoff
Administrator

HK/eh

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

Dictated by: Patricia Gauss, 61.5, ext. 8063 on 6-1-89.

RECEIVED

JUN 8 1989

BUR. OF LANDSCAPE
ARCHITECTURE

379.

SEP 28 1989

380

Mr. Thomas B. Puckett
5826 Forest Hill Road
Elkridge, Maryland 21227

Dear Mr. Puckett:

Thank you for your recent letter concerning noise barriers for the Timberview community adjacent to I-95.

While we remain committed to the completion of our noise abatement program, a reduction in Federal funds by almost 20% from previous allotments has slowed the original timetable. These funds, which pay 90% of the cost of these projects, are the source of funding for this purpose and determine the scheduling of each project. The priority position of the project for your community in our program has not changed; however, there are still a number of projects ahead of Timberview in terms of priority. Due to the funding reduction, we still expect that it will be several years before those projects are completed. Therefore, we cannot predict when funding will become available for this project.

I regret that I cannot offer a more definitive response, but hope that I have adequately explained the issues which are affecting our progress. If you have further questions, please don't hesitate to contact the Chief of the Landscape Architecture Division, Mr. Charles B. Adams, who is responsible for our noise abatement program. Mr. Adams maybe reached at (301) 333-8063.

Sincerely,
ORIGINAL SIGNED BY:
HAL KASSOFF

Hal Kassoff
Administrator

HK/db

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



Maryland Department of Transportation
State Highway Administration

381

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

June 27, 1989

Mrs. Deana Pultz
1225 Greystone Road
Baltimore, Maryland 21227

Dear Mrs. Pultz:

Thank you for your recent letter, forwarded to me by US Senator Barbara A. Mikulski, concerning the proposed I-695 noise abatement project from Wilkens Avenue to Southwest Boulevard.

In your letter, you expressed concern that you must wait ten years, or until after the Beltway widening, for noise barriers. It appears there is some misunderstanding. Let me explain the current situation and status of this project.

The noise abatement project for your area is currently under design. However, since there is the possibility of future Beltway widening, it is advantageous to locate the barriers so that they do not need to be relocated when and if widening occurs.

A final decision on the proposed Beltway widening design has not yet been made. It is anticipated that this decision will be made sometime this fall. When the exact limits of the widening are determined, the design plans will be finalized and the project will be constructed predicated on the availability of funding.

My telephone number is (301) _____

382

Mrs. Deana Pultz
Page Two

I regret that I cannot offer a more immediate solution to your concerns, but hope I have adequately explained the issues which are restricting our progress on this project.

Sincerely,

ORIGINAL SIGNED BY:
HAL KASSOFF

Hal Kassoff
Administrator

HK/eh

cc: The Honorable Barbara A. Mikulski -- attention Susan Smith

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

Dictated by: Mr. Charles B. Adams-SHA 6/24/89



Maryland Department of Transportation
State Highway Administration

303

Richard H. Train
Secretary
Hal Kassoff
Administrator

October 16, 1989

Mr. Fletcher Reed
2646 Orchard Avenue
Ellicott City, Maryland 21043

Dear Mr. Reed:

I am writing to report to you the results of our recent noise monitoring studies for the Wilton Farm Acres community, adjacent to I-70.

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.

A 24-hour measurement was conducted at your home and short-term measurements were taken at various other locations, including the Patapsco Middle School (see attachments). Both the date of construction and noise level criteria are met, although your home was the only location where noise levels met the 67 decibel threshold criterion. We do, however, recognize that noise levels at the other locations may be higher at other times than we actually measured during our study.

Based on that assumption, we estimate that a total of four residences could be impacted at or above the 67 decibel threshold at some time during the day (no impacts were found at the school). To protect the four impacted residences would require a barrier at least 500 feet long and 18 feet high, at a total cost of over \$240,000. Dividing this figure by the four potentially impacted residences yields a cost per residence of almost \$61,000, which is well above our limit for reasonable cost.

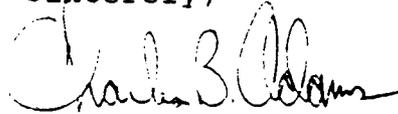
My telephone number is (301) _____

384

Mr. Fletcher Reed
Page two

I regret that I cannot offer a more positive response to your concerns, but hope that I have clarified our policy as it relates to this community. If you have any questions, please feel free to call me at 333-8063.

Sincerely,



Charles B. Adams, Chief
Landscape Architecture Division

CBA/db
Attachments

TRAFFIC NOISE IMPACT STUDY

WILTON FARM ACRES

HOWARD COUNTY

I-70

	<u>LOCATION</u>	<u>Time</u>	<u>Leq</u>	<u>Project Max</u>
1	2645 Orchard Ave.	9:30 AM	64	65
2	2637 Orchard Ave	10:00 AM	60	61
3	8916 Chantel Ct.	10:15 AM	57	58
4	8911 Chantel Ct.	10:30 AM	63	64
5	8921 Chapel Ave.	11:00 AM	57	58
6	Patapsco M.S. Basketball Ct.	11:30 AM	61	62
7	Patapsco M.S. Rear of Bldg.	11:45 AM	60	61
(A)	2646 Orchard Ave.	6:00 AM	67	67

- * Test Date: Oct 3, 1989
- * Leq Shown is highest noise level at that location during test duration
- * (A) 24 hour location

386



**Maryland Department of Transportation
State Highway Administration**

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

August 10, 1989

Ms. Beverly Rixon
403 Leighton Avenue
Silver Spring, Maryland 20901

Dear Ms. Rixon:

Thank you for your recent inquiry about noise in the vicinity of the Indian Springs community, adjacent to I-495.

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 studies found that the noise level and date criteria are met. A barrier in this area does not meet our requirement for reasonable cost. Our studies identified a maximum of 8 homes impacted above the 67 decibel threshold in the area. The day care center, run by the YMCA, was found to be the only noise sensitive land use directly adjacent to the highway. On the basis of its noise sensitive function, the day care center was counted as the equivalent of 10 residences. A barrier to protect these impacted receptors would cost a minimum of \$930,000. Dividing this figure by the 18 equivalent residences yields a cost per residence of \$51,600, which exceeds our \$40,000 limit.

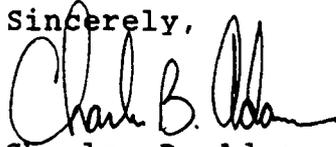
My telephone number is (301) _____

Ms. Beverly Rixon
Page two

As a point of clarification, noise barriers are most effective for the first and second rows of homes adjacent to the highway, or to a distance of approximately 300 feet. Because many of the residences are situated a considerable distance from the highway and behind the park area, a noise barrier would have little or no perceivable effect in reducing overall noise levels at those residences.

I regret that I cannot offer a more positive solution to your request, but hope that I have presented our position clearly.

Sincerely,



Charles B. Adams, Chief
Landscape Architecture Division

CBA/db

388



**Maryland Department of Transportation
State Highway Administration**

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

August 10, 1989

Ms. Jean Marie Ricketts
210 E. Indian Spring Drive
Silver Spring, Maryland 20901

Dear Ms. Ricketts:

Thank you for your recent inquiry about noise in the vicinity of the Indian Springs community, adjacent to I-495.

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 studies found that the noise level and date criteria are met. A barrier in this area does not meet our requirement for reasonable cost. Our studies identified a maximum of 8 homes impacted above the 67 decibel threshold in the area. The day care center, run by the YMCA, was found to be the only noise sensitive land use directly adjacent to the highway. On the basis of its noise sensitive function, the day care center was counted as the equivalent of 10 residences. A barrier to protect these impacted receptors would cost a minimum of \$930,000. Dividing this figure by the 18 equivalent residences yields a cost per residence of \$51,600, which exceeds our \$40,000 limit.

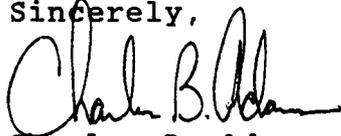
My telephone number is (301) _____

Ms. Jean Marie Ricketts
Page two

As a point of clarification, noise barriers are most effective for the first and second rows of homes adjacent to the highway, or to a distance of approximately 300 feet. Because many of the residences are situated a considerable distance from the highway and behind the park area, a noise barrier would have little or no perceivable effect in reducing overall noise levels at those residences.

I regret that I cannot offer a more positive solution to your request, but hope that I have presented our position clearly.

Sincerely,



Charles B. Adams, Chief
Landscape Architecture Division

CBA/db

390



**Maryland Department of Transportation
State Highway Administration**

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

August 10, 1989

Mr. R. M. Riggs
218 Normandy Drive
Silver Spring, Maryland 20901

Dear Mr. Riggs:

Thank you for your recent inquiry about noise in the vicinity of the Indian Springs community, adjacent to I-495.

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.

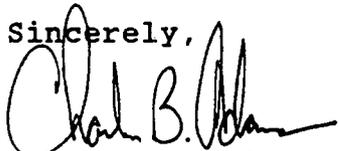
Our studies found that the noise level and date criteria are met. A barrier in this area does not meet our requirement for reasonable cost. Our studies identified a maximum of 8 homes impacted above the 67 decibel threshold in the area. The day care center, run by the YMCA, was found to be the only noise sensitive land use directly adjacent to the highway. On the basis of its noise sensitive function, the day care center was counted as the equivalent of 10 residences. A barrier to protect these impacted receptors would cost a minimum of \$930,000. Dividing this figure by the 18 equivalent residences yields a cost per residence of \$51,600, which exceeds our \$40,000 limit.

My telephone number is (301) _____

Mr. R. M. Riggs
Page two

As a point of clarification, noise barriers are most effective for the first and second rows of homes adjacent to the highway, or to a distance of approximately 300 feet. Because many of the residences are situated a considerable distance from the highway and behind the park area, a noise barrier would have little or no perceivable effect in reducing overall noise levels at those residences.

I regret that I cannot offer a more positive solution to your request, but hope that I have presented our position clearly.

Sincerely,


Charles B. Adams, Chief
Landscape Architecture Division

CBA/db

398

Richard H. Trainor
Secretary
Hal Kassoff
Administrator



Maryland Department of Transportation
State Highway Administration

September 22, 1989

Mr. & Mrs. Romulo Rocamora
7223 Longwood Drive
Bethesda, MD 20817

Dear Mr. & Mrs. Rocamora:

In response to your recent telephone request, I have enclosed information about the technical noise studies performed at your community.

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

Sincerely,

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

Charles B. Adams
Landscape Architecture Division

CBA/db

My telephone number is (301) _____



**Maryland Department of Transportation
State Highway Administration**

093

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

AUG 28 1989

Mr. and Mrs. Romulo Rocamora
7223 Longwood Drive
Bethesda, Maryland 20817

Dear Mr. and Mrs. Rocamora:

Thank you for your recent letter concerning noise in the vicinity of your home, adjacent to the I-495/I-270 interchange.

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.

This area was investigated last year, and it was determined that the noise level and date criteria are met. However, a barrier in this area does not meet our requirement for reasonable cost. Our studies identified a maximum of 17 homes impacted above the 67 decibel threshold in the area. A barrier to protect these homes would cost approximately \$1.4 million. Dividing this figure by the 17 impacted residences yields a cost per residence of over \$82,000, which greatly exceeds our \$40,000 limit.

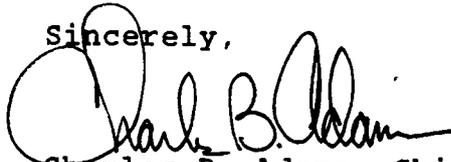
My telephone number is (301) _____

394

Mr. and Mrs. Romulo Rocamora
Page two

I regret that I cannot offer a more encouraging response at this time, however, I hope that I have adequately explained our policy as it relates to your community.

Sincerely,



Charles B. Adams, Chief
Landscape Architecture Division

CBA/db



**Maryland Department of Transportation
State Highway Administration**

395

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

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

January 19, 1989

Mr. Les D. Rodner
17714 Saint Agnes Way
Olney, Maryland 20832

Dear Mr. Rodner:

Thank you for your recent letter concerning the MD Route 108 widening project in the vicinity of the Hallowell subdivision.

We will investigate possible landscaping alternatives in cooperation with Mr. John Ney and the Bureau of Highway Design. We anticipate meeting with Mr. Ney in the next month, and will contact you with our conclusions by the end of February.

Thank you for your interest in this project.

Sincerely,

A handwritten signature in cursive script, appearing to read 'Charles B. Adams'.

Charles B. Adams, Chief
Bureau of Landscape Architecture

CBA/eh
cc: Mr. John Ney

My telephone number is (301) 321-3521

396



**Maryland Department of Transportation
State Highway Administration**

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

August 10, 1989

Ms. Kathy Sanzo
9516 Ocala Drive
Silver Spring, Maryland 20901

Dear Ms. Sanzo:

Thank you for your recent inquiry about noise in the vicinity of the Indian Springs community, adjacent to I-495.

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 studies found that the noise level and date criteria are met. A barrier in this area does not meet our requirement for reasonable cost. Our studies identified a maximum of 8 homes impacted above the 67 decibel threshold in the area. The day care center, run by the YMCA, was found to be the only noise sensitive land use directly adjacent to the highway. On the basis of its noise sensitive function, the day care center was counted as the equivalent of 10 residences. A barrier to protect these impacted receptors would cost a minimum of \$930,000. Dividing this figure by the 18 equivalent residences yields a cost per residence of \$51,600, which exceeds our \$40,000 limit.

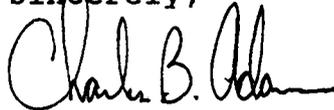
My telephone number is (301) _____

Ms. Kathy Sanzo
Page two

As a point of clarification, noise barriers are most effective for the first and second rows of homes adjacent to the highway, or to a distance of approximately 300 feet. Because many of the residences are situated a considerable distance from the highway and behind the park area, a noise barrier would have little or no perceivable effect in reducing overall noise levels at those residences.

I regret that I cannot offer a more positive solution to your request, but hope that I have presented our position clearly.

Sincerely,



Charles B. Adams, Chief
Landscape Architecture Division

CBA/db



Maryland Department of Transportation
State Highway Administration

398

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

October 6, 1989

Mr. Thomas Sauer
4620 Edgefield Road
Bethesda, Maryland 20814

Dear Mr. Sauer:

I am writing to report to you the results of our recent follow-up noise studies for your community adjacent to Rock Creek Park and I-495.

In order to document the reduction in noise levels as the distance from the Beltway increases, we simultaneously monitored two locations within the park, one at 9702 Parkwood Road and one at your residence. Neither residence had noise levels near or above the impact threshold of 67 decibels. The highest average level measured at your home was 54 decibels (see attached summary). Based on a previous study at 9702 Parkwood Drive during peak hours (see attached 24-hour chart), we estimate that current peak hour noise levels at your home could reach a maximum of 59 decibels.

Because of the distance of your home from the Beltway, we have no pre-barrier measurements for your location. However, during a noise study performed in 1985 at the same Parkwood Drive residence, we measured average noise levels of 59 decibels from 1:00-2:00 p.m., which is 1-2 decibels higher than our recent measurement results during the same hour there. Because of these findings, we see no trend towards increased noise levels that could be attributed to reflections from the barrier.

I must emphasize that even if noise levels were higher, a barrier would not provide any noticeable noise reduction due to the distance of your home from the highway, intervening homes and trees, and environmental effects, such as wind direction.

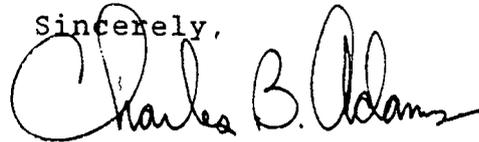
I understand that you had requested to be present while measurements were taken; however, we had not heard from you to schedule a time, and conditions were ideal for measurements on the day the study was performed. If you would like additional measurements to be taken in your presence, please contact me to arrange a convenient time.

My telephone number is (301) _____

Mr. Thomas Sauer
Page two

I do regret that we cannot provide an effective solution for your situation, but hope that you can understand our position.

Sincerely,

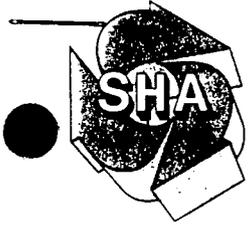
A handwritten signature in cursive script that reads "Charles B. Adams". The signature is written in dark ink and is positioned above the typed name.

Charles B. Adams, Chief
Landscape Architecture Division

CBA/db

Attachments

cc: The Honorable Constance A. Morella



**Maryland Department of Transportation
State Highway Administration**

noise

400

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

December 6, 1989

Mr. Stanley Schiff
9107 East Parkhill Drive
Bethesda, Maryland 20814

Dear Mr. Schiff:

I am writing to report the results of our recent studies on the effectiveness of the sound barrier located along I-495 adjacent to East Parkhill Drive.

I hope that you will be pleased to know that our studies indicate the barrier is providing a reduction of 10-13 decibels in comparison with pre-barrier noise levels at the homes measured. This equates to a decrease of over 50 percent in the perceived loudness level.

Exhibit 1 gives a summary of the noise levels, both measured and predicted, before and after the barrier was built. In the most recent study, two addresses (9307 and 9315) on East Parkhill Drive were tested using three or four sound level meters with microphones measuring simultaneously in various positions at each address (see Exhibit 2). The actual noise levels measured at the various positions are tabulated and shown on Exhibit 3.

Thank you for your interest and cooperation in this matter. If you have any further questions, please don't hesitate to contact me.

Sincerely,
Handwritten signature of Charles B. Adams in cursive.

Charles B. Adams, Chief
Landscape Architecture Division

CBA/db
Attachments

cc: The Honorable Constance A. Morella

My telephone number is (301) _____



**Maryland Department of Transportation
State Highway Administration**

401

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

March 9, 1989

Mr. Stanley D. Schiff
Parkview Citizens Association
9107 E. Parkhill Drive
Bethesda, Maryland 20814

Dear Mr. Schiff:

I am writing to inform you of the results of our recent follow-up noise studies in the Parkview Estates community, adjacent to I-495.

Several short term measurements were taken at 9107 and 9325 E. Parkhill Drive. Noise levels ranged from 53-56 decibels at 9107 E. Parkhill, and from 59-60 decibels at 9325 E. Parkhill. In comparison with pre-barrier measurements taken during the same time of day, the noise barrier has reduced noise levels by 11 decibels. This is equal to a halving of the loudness.

We are planning a more intensive monitoring study this summer for the entire I-495 corridor where noise barrier construction has recently been completed. The study will determine, more completely, the actual noise reduction obtained from each of the barriers in the corridor. Upon completion of the study, we will be happy to share the results with you.

I hope this information has addressed your questions. Please do not hesitate to contact me if you require additional information.

Sincerely,

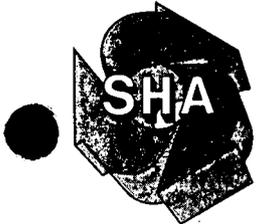
A handwritten signature in cursive script, appearing to read 'Charles B. Adams'.

Charles B. Adams, Chief
Landscape Architecture Division

CBA/eh

My telephone number is (301) 333-8063

402



**Maryland Department of Transportation
State Highway Administration**

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

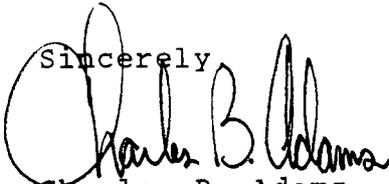
Mr. and Mrs. LeRoy J. Schmelyun
102 Dickens Street
Glen Burnie, Maryland 21061

Dear Mr. and Mrs. Schmelyun:

I am writing to update you on the status of the proposed noise barriers for Fernglen Manor, adjacent to I-97.

We had anticipated a decision on noise barriers by the end of June, however, there has been a delay in our re-evaluation of the area. We now expect that this decision will be made by mid-September, at which time we will contact you.

Thank you for your patience in this matter.

Sincerely,

Charles B. Adams, Chief
Landscape Architecture Division

CBA/db

cc: The Honorable Barbara A. Mikulski

My telephone number is (301) _____

APR 24 1989

Mr. and Mrs. Leroy J. Schmelyun
102 Dickens Street
Glen Burnie, Maryland 21061

Dear Mr. and Mrs. Schmelyun:

U.S. Senator Barbara A. Mikulski has written to Governor William Donald Schaefer on your behalf concerning noise barriers along the proposed I-97 adjacent to Fernglen Manor. The Governor has asked me to respond to you directly on this matter.

The situation regarding noise wall construction along I-97 is presently under review. We hope to complete this review in the next 60 days. You may expect to hear from State Highway Administration staff by the end of June.

In the meantime, if you have any additional questions, please feel free to contact Mr. Charles B. Adams, Chief of SHA's Landscape Architecture Division, at (301) 333-8063.

Sincerely,

/s/

Richard H. Trainor
Secretary

RHT/eh

cc: The Honorable William Donald Schaefer
The Honorable Barbara A. Mikulski
Mr. Charles B. Adams

bcc: Mr. Hal Kassoff
Mr. Bob B. Myers
Mr. Robert D. Douglass
Mr. Eugene J. Miller, Jr.

Dictated by: Mr. Charles B. Adams-SHA (ext. 8063) 4/14/89



Maryland Department of Transportation
State Highway Administration

424

Richard H. Traino
Secretary
Hal Kassoff
Administrator

April 18, 1989

Mr. and Mrs. LeRoy J. Schmelyun
102 Dickens Street
Glen Burnie, Maryland 21061

Dear Mr. and Mrs. Schmelyun:

Thank you for your March 29th letter to Mr. Edward Loskot concerning noise barriers along the proposed I-97 adjacent to Fernglen Manor. Mr. Loskot has retired from the State Highway Administration since your last correspondence.

The situation regarding noise wall construction along I-97 is presently under review. We hope to complete this review in the next 60 days.

In the meantime, if you have any questions, please feel free to contact Mr. Charles B. Adams, Chief of our Landscape Architecture Division at (301) 333-8063.

Sincerely,

A handwritten signature in cursive script, appearing to read 'Robert D. Douglass'.

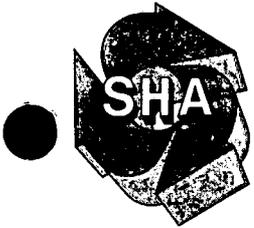
Robert D. Douglass
Deputy Chief

RDD/eh

cc: Mr. Charles B. Adams ✓

My telephone number is (301) _____ .

405



**Maryland Department of Transportation
State Highway Administration**

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

April 6, 1989

Mr. Neil Sehgal
4218 Glenn Dale Road
Mitchellville, Maryland 20715

Dear Mr. Sehgal:

I am writing to report to you the results of our noise monitoring studies conducted at your home, adjacent to U.S. Route 50/301.

In order 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 (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.

As you requested, I have enclosed a copy of the noise monitor printout which indicates that the average noise levels do exceed the 67 decibel threshold criterion. The area does not, however, meet our criterion for cost effectiveness. Because the residences in your area are relatively few in number and are located a considerable distance from the highway (250-450 feet), the cost of a noise barrier would far exceed our \$40,000 limit.

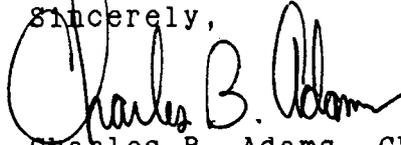
The cost per residence is calculated by dividing the total cost of a barrier by the number of noise impacted residences which will benefit from the barrier. In this case, the total cost of a barrier was estimated at over \$900,000 to protect a maximum of five residences, at a cost per residence of at least \$180,000.

My telephone number is (301) _____

Mr. Neil Sengal
Page 2
April 6, 1989

I regret that I cannot offer a more positive solution to your concerns, but hope that I have adequately clarified our noise policy as it relates to your community. If you have additional questions, feel free to contact me.

Sincerely,

A handwritten signature in cursive script that reads "Charles B. Adams". The signature is written in dark ink and is positioned above the typed name.

Charles B. Adams, Chief
Landscape Architecture Division

CBA/eh
Attachment



Maryland Department of Transportation
State Highway Administration

407

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

June 23, 1989

Mr. and Mrs. Richard Selby
21 Wellspring Court *Circle*
Cwings Mills, Maryland 21117

Dear Mr. and Mrs. Selby:

Thank you for your recent letter concerning the noise problem in the area of the McDonough Township, adjacent to I-795.

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 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.
- Funds must be available.

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 value of the land, the cost of the properties, and the choices of consumers had taken the prior existence of the highway into account.

My telephone number is (301) 333-8063

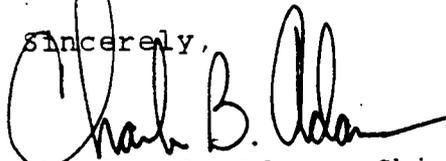
408

Mr. and Mrs. Richard Selby
Page 2
June 23, 1989

The McDonough Township community was constructed after the Northwest Expressway and, therefore, does not qualify for noise barriers. While we recognize that noise may very well be a problem in your area, 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 your community. Please do not hesitate to contact me if you require additional information.

Sincerely,



Charles B. Adams, Chief
Landscape Architecture Division

CBA/eh



**Maryland Department of Transportation
State Highway Administration**

409

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

August 7, 1989

Mrs. Kathryn A. Senior
8720 Eddington Road
Baltimore, Maryland 21234

Dear Mrs. Senior:

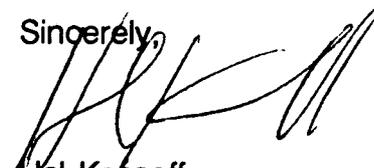
Thank you for your recent letter concerning sound barriers for the Oakleigh community adjacent to I-695.

The issue of traffic noise is most complex. It has always been our intent to be as fair and equitable as possible regarding noise abatement. When we first identified potential project areas, we carefully considered each area based on the most up-to-date information we had at the time. Your area was not identified in our original study.

As Mr. Charles Adams of the State Highway Administration explained at the recent meeting with your community, our most recent studies indicate that the area is a potential candidate for our highway noise abatement program. Mr. Adams also indicated that there are a number of other potential candidates with circumstances very similar to this one. Because our funds for noise barrier projects are limited, we cannot make any new commitments until we are further along in completing our original project list. To do so would be unfair to other communities with similar situations, who would then expect the same consideration.

Regardless of the future plans for expansion of I-695, your community would remain a candidate for noise barriers. If beltway expansion occurs, noise barriers would be built as a part of the expansion project. I understand your concern and interest in being added to our program, but trust that you understand our position in this matter.

Sincerely,



Hal Kassoff
Administrator

HK/t

cc: ~~Mr. Charles B. Adams~~

My telephone number is (301) _____



**Maryland Department of Transportation
State Highway Administration**

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

August 10, 1989

Mr. Don Slater
9602 Garwood Street
Silver Spring, Maryland 20901

Dear Mr. Slater:

Thank you for your recent inquiry about noise in the vicinity of the Indian Springs community, adjacent to I-495.

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 studies found that the noise level and date criteria are met. A barrier in this area does not meet our requirement for reasonable cost. Our studies identified a maximum of 8 homes impacted above the 67 decibel threshold in the area. The day care center, run by the YMCA, was found to be the only noise sensitive land use directly adjacent to the highway. On the basis of its noise sensitive function, the day care center was counted as the equivalent of 10 residences. A barrier to protect these impacted receptors would cost a minimum of \$930,000. Dividing this figure by the 18 equivalent residences yields a cost per residence of \$51,600, which exceeds our \$40,000 limit.

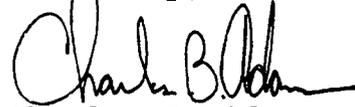
My telephone number is (301) _____

Mr. Don Slater
Page two

As a point of clarification, noise barriers are most effective for the first and second rows of homes adjacent to the highway, or to a distance of approximately 300 feet. Because many of the residences are situated a considerable distance from the highway and behind the park area, a noise barrier would have little or no perceivable effect in reducing overall noise levels at those residences.

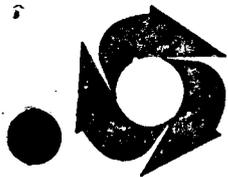
I regret that I cannot offer a more positive solution to your request, but hope that I have presented our position clearly.

Sincerely,



Charles B. Adams, Chief
Landscape Architecture Division

CBA/db



Maryland Department of Transportation

The Secretary's Office

412

William Donald Schaefer
Governor

Richard H. Trainor
Secretary

Mrs. Louis A. Smith
1029 Adcock Road
Lutherville, Maryland 21093

Dear Mrs. Smith:

Governor William Donald Schaefer expressed his thanks for your recent letter concerning the noise barrier project on I-695 in the vicinity of Adcock Road. He has asked me to respond to you directly on this matter.

I can certainly understand your frustration because we recognize that this area is impacted by traffic noise. Let me explain the situation at your community and the reasons for what you perceive as an unreasonable delay in the construction of a noise barrier.

When the original list of 26 retrofit noise abatement projects was developed some years ago, it was felt that the priority listing must be maintained in order to ensure fairness to each community that was eligible for noise barriers. If we were to react to community or political pressures, our program would be chaotic and unmanageable. Based on our priority system, your area did not rate as high as many other projects. The priority for each project was established as a combined measure of the degree and density of noise impact and cost-effectiveness. The weighting tends to favor high noise levels and allows smaller but more highly impacted project areas to be competitive with larger areas in determining priority.

The second reason for the delay of your project involves funding. The possibility of constructing a noise barrier in the spring of 1989 was always predicated on the availability of Federal Highway Administration funds. These funds, which also cover all interstate rehabilitation work, including road resurfacing, bridge repairs and safety improvements, were anticipated to be received in amounts equal to previous years. However, our most recent allotment was reduced by almost 20 percent, which has put a tremendous strain on all our critical highway projects funded from this source. We have to balance all of our needs with the funds which are available.

My telephone number is (301)- _____

TTY For The Deaf (301) 859-7227

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

413
Mrs. Louis A. Smith
Page Two

While we remain committed to the completion of our noise abatement program, funding limits do determine the timing of project construction. I hope I have adequately explained the issues which are restricting our progress on this project.

Sincerely,

/s/ RICHARD H. TRAINOR

Richard H. Trainor
Secretary

RHT/db

cc: The Honorable William Donald Schaefer

bcc: Mr. Hal Kassoff

~~Mr. Bob B. Myers~~

Mr. Robert D. Douglass

Mr. Charles B. Adams

Mr. Eugene J. Miller, Jr.

Dictated by: Charles B. Adams-SHA ext. 8063 June 9, 1989

RECEIVED

JUN 28 1989

BUR. OF LANDSCAPE
ARCHITECTURE

414

noise 415

SEP 14 1989

Mr. and Mrs. Kingsley Smith
115 Arbutus Avenue
Baltimore, Maryland 21228

Dear Mr. and Mrs. Smith:

Governor William Donald Schaefer asked me to thank you for your recent letter concerning noise barriers in the vicinity of your home, adjacent to I-695. He has asked me to respond to you directly on this issue.

As you already know, your area does not qualify for noise barriers based on the cost-per-residence requirement established in Maryland's noise policy. The most recent study performed by the State Highway Administration estimated the cost of a noise barrier at over \$60,000 per home. The maximum expenditure we consider reasonable is \$40,000 per home, a figure that is the highest of any state in the country.

All of Maryland's noise barrier projects meet the criteria stated in the noise policy, including the Providence Road project to which you referred. The wooded area you noted is the Hampton Mansion property, which qualifies on the basis of its historic value.

I understand a representative from SHA's Landscape Architecture Division met with you recently to discuss possible planting to provide additional screening in this area. Although there is limited space, it was agreed that evergreen shrubs could be located to help buffer your home from the traffic. This work is scheduled to be completed this fall.

The issue of noise reflection was addressed in Mr. Kassoff's June 30th letter to you. As he noted, the potential increase in the overall noise level due to reflected noise would not exceed two decibels, which is imperceptible to the average person.

416

Mr. and Mrs. Kingsley Smith
Page Two

I regret that I cannot offer a more positive response to your concerns, but hope that I have presented our position clearly.

Sincerely,

/s/ RICHARD H. TRAINOR

Richard H. Trainor
Secretary

RHT/db

cc: The Honorable William Donald Schaefer
Mr. Hal Kassoff

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

Dictated by: Charles B. Adams-SHA ext. 8063 September 8, 1989

June 30, 1989

Mr. and Mrs. Kingsley Smith
115 Arbutus Avenue
Baltimore, Maryland 21228

Dear Mr. and Mrs. Smith:

Thank you for your recent letter concerning noise barriers in the vicinity of your home, adjacent to I-695.

As you know, our previous cost effectiveness studies found that your area exceeded our cost guideline of \$40,000 per residence. The total cost of a barrier divided by the number of impacted residences resulted in a cost per residence of about \$70,000. Although the two additional homes are new, the majority existed before the highway. Therefore, the new homes can be included in calculating the cost effectiveness. Assuming that these homes are also impacted above the 67 decibel threshold, and that they could be protected by a noise barrier, the cost per residence is still above \$63,000.

Your question regarding the issue of reflections off of the noise barrier is certainly a valid one. There have been a number of research studies of both reflective and absorptive noise barriers that have shown the reflected portion of the total noise is not significant. With a single barrier, the potential increase in the overall noise level due to reflected noise would not exceed two decibels. The average human can begin to perceive a change of three decibels.

I regret that I cannot offer a more positive response to your request for a noise barrier, but trust that I have adequately answered the questions you raised.

Sincerely,
ORIGINAL SIGNED BY:
HAL KASSOFF

Hal Kassoff
Administrator

HK/eh

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

Dictated by: Ms. Pat Gauss-SHA (ext. 8063) 6/28/89

418



**Maryland Department of Transportation
State Highway Administration**

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

October 6, 1989

Mr. Joseph Sperber
3546 Raymoor Road
Bethesda, Maryland 20895

Dear Mr. Sperber:

I am writing to report to you the results of our recent follow-up noise studies for your community adjacent to Rock Creek Park and I-495.

In order to document the reduction in noise levels as the distance from the Beltway increases, we simultaneously monitored two locations within the park and one at your residence. Noise levels did not approach or exceed the impact threshold of 67 decibels at any time during the study. The highest average level measured at your home was 60 decibels (see attached summary). Based on a previous study at 9702 Parkwood Drive during peak hours (see attached 24-hour chart), we estimate that current peak hour noise levels at your home could reach a maximum of 64 decibels.

Because of the distance of your home from the Beltway, we have no pre-barrier measurements for your location. However, during a noise study performed in 1985 at the same Parkwood Drive residence, we measured average noise levels of 59 decibels from 1:00-2:00 p.m., which is 1-2 decibels higher than our recent measurement results during the same hour there. Because of these findings, we see no trend towards increased noise levels that could be attributed to reflections from the barrier.

I must again emphasize that even if noise levels were higher, a barrier would not provide any noticeable noise reduction due to the distance of your home from the highway, intervening homes and trees, and environmental effects, such as wind direction.

I do regret that we cannot provide an effective solution for your situation, but hope that you can understand our position.

Sincerely,

Charles B. Adams, Chief
Landscape Architecture Division

CBA/db
Attachments

My telephone number is (301) _____



**Maryland Department of Transportation
State Highway Administration**

419

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

April 6, 1989

Mr. Joseph Sperber
3546 Raymoor Road
Kensington, Maryland 20895

Dear Mr. Sperber:

I am writing to inform you of the results of our recent noise monitoring studies in the vicinity of your community, adjacent to I-495.

Noise levels in your area are still well below the impact threshold of 67 decibels. We conducted a number of short-term measurements at your residence, where the highest average level measured was 61 decibels. At another residence nearby, we conducted a 24-hour study where the highest average level measured was 63 decibels. While we recognize that the intensity of traffic noise may vary from day to day, our worst-case prediction is still below the 67 decibel level.

The most important point to be made, however, is that a noise barrier would have little or no perceivable effect in reducing overall noise levels due to the distance of your home from the highway.

We are planning a more intensive monitoring study this summer for the entire I-495 corridor where noise barrier construction has recently been completed. This study will include your area to determine if reflected noise is contributing to the overall noise levels and, if so, to what extent.

We will contact you in early August with the results of our additional studies in your area. Thank you for your continuing interest and patience.

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

Mr. Charles B. Adams, Chief
Landscape Architecture Division

CBA/eh

My telephone number is (301) 333-8063



Maryland Department of Transportation
State Highway Administration

420

Richard H. Trainor
Secretary

Hal Kassoff
Administrator

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

January 27, 1989

Mr. Joseph Sperber
3546 Raymoor Road
Kensington, Maryland 20895

Dear Mr. Sperber:

Thank you for your recent letter concerning traffic noise in the vicinity of your community, adjacent to I-495.

In answer to your question regarding our equipment, calibration, and standards, our noise measurements are taken with ANSI (American National Standards Institute) Type 2 noise meters using Federal Highway Administration (FHWA) standard procedures. The meters are calibrated before and after each monitoring session using a standard acoustic calibrator. In addition, the meters are serviced on an annual basis by the manufacturer to insure conformance with ANSI specifications. The standard practice in the measurement of environmental noise uses the 'A'-weighted frequency response, which closely approximates the frequency response of the human ear. 'A'-weighting places a greater emphasis on higher frequencies by filtering out portions of some lower frequencies. The notation for describing 'A'-weighted sound levels in decibels is "dBA". These levels are given in terms of the equivalent sound level, or "Leq", which is an average of the total acoustic energy during each measurement period, in this case, 10-15 minutes. According to standard practice, measurements of shorter duration (10-15 minutes as opposed to 1 hour) along high volume roadways will give a reliable measure of noise impact.

You are correct that our measurements were taken before the widening. The measurements cited were obtained in 1981. The actual data printouts from that study are no longer available. Because of the long time period since the monitoring, we are scheduling additional measurements in your area to update our noise level data for your community. This will also give some indication of the degree of impact due to the widening. Our additional studies will be conducted with the equipment and procedures described above. We will perform a 24-hour study and short-term, 10-15 minute measurements at selected

My telephone number is (301) _____

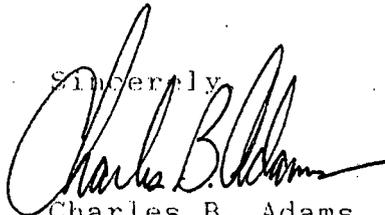
Mr. Joseph Sperber
Page 2
January 27, 1989

locations in the vicinity of Rock Creek Park and Raymoor Drive. As I indicated in my December 19th letter, the previous monitoring identified noise levels significantly below the impact threshold of 67 decibels. Because of your concerns, we will conduct additional monitoring to ascertain current conditions to determine to what degree noise levels have changed since 1981. We will contact you prior to performing these measurements.

The public hearing on this project was held on March 11, 1982. Notification of this meeting was given on local radio stations and in local newspapers. I am including a copy of the summary report of the public hearing from the Maryland National-Capital Park and Planning Commission concerning noise barriers in the park area. The Commission expressed the desire to exclude noise barriers from the park area to avoid or minimize loss of vegetation between the highway and the park.

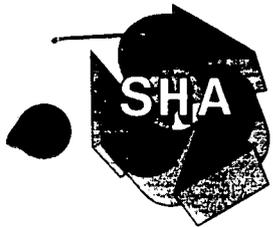
I trust this information has adequately answered the questions you raised. Please contact me if you require additional information.

Sincerely,



Charles B. Adams, Chief
Bureau of Landscape Architecture

CBA/EJM/eh
Attachment



Maryland Department of Transportation
State Highway Administration

422
Handwritten signature/initials

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

September 13, 1989

Mr. Clarence Steinberg
9503 Wire Avenue
Silver Spring, MD 20901

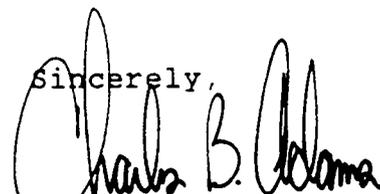
Dear Mr. Steinberg:

Thank you for your follow-up letter about noise in the vicinity of the Indian Springs community, adjacent to I-495.

I certainly understand your point about the park and how the traffic noise diminishes the enjoyment of quiet pursuits there. Our policy does not allow for noise barriers for active recreational areas, as is the case in this area.

As it presently stands, there are not a substantial number of residences impacted to warrant the construction of a sound barrier.

I hope you can understand our position in this matter. It is not pleasant for us to have to say no to our citizens.

Sincerely,

Charles B. Adams, Chief
Landscape Architecture Division

CBA/db

My telephone number is (301) _____

423



**Maryland Department of Transportation
State Highway Administration**

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

August 10, 1989

Mr. Clarence Steinberg
9503 Wire Avenue
Silver Spring, Maryland 20901

Dear Mr. Steinberg:

Thank you for your recent inquiry about noise in the vicinity of the Indian Springs community, adjacent to I-495.

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 studies found that the noise level and date criteria are met. A barrier in this area does not meet our requirement for reasonable cost. Our studies identified a maximum of 8 homes impacted above the 67 decibel threshold in the area. The day care center, run by the YMCA, was found to be the only noise sensitive land use directly adjacent to the highway. On the basis of its noise sensitive function, the day care center was counted as the equivalent of 10 residences. A barrier to protect these impacted receptors would cost a minimum of \$930,000. Dividing this figure by the 18 equivalent residences yields a cost per residence of \$51,600, which exceeds our \$40,000 limit.

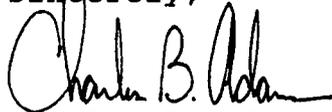
My telephone number is (301) _____

Mr. Clarence Steinberg
Page two

As a point of clarification, noise barriers are most effective for the first and second rows of homes adjacent to the highway, or to a distance of approximately 300 feet. Because many of the residences are situated a considerable distance from the highway and behind the park area, a noise barrier would have little or no perceivable effect in reducing overall noise levels at those residences.

I regret that I cannot offer a more positive solution to your request, but hope that I have presented our position clearly.

Sincerely,



Charles B. Adams, Chief
Landscape Architecture Division

CBA/db



**Maryland Department of Transportation
State Highway Administration**

425

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

May 11, 1989

Mrs. Brenda Stephens
6005 Medora Road
Linthicum, Maryland 121090

Dear Mrs. Stephens:

Thank you for your attendance and participation at the recent meeting concerning the proposed I-695 noise abatement project in the vicinity of the Baltimore-Washington Parkway.

I am writing to report to you the results of the 24-hour noise study taken at your residence on April 27-28, which you requested at this meeting.

The monitoring was conducted in the rear of your yard at the top of the natural ravine. Weather conditions were good during the study period.

The monitoring period indicated a 24-hour equivalent noise level of 63 dBA (decibels). The peak hour level was 66 dBA which was achieved between 7-8 PM on April 28th.

Enclosed is a copy of the study for your information. If you have any questions, please don't hesitate to contact me.

Sincerely,

Eugene J. Miller DB.

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

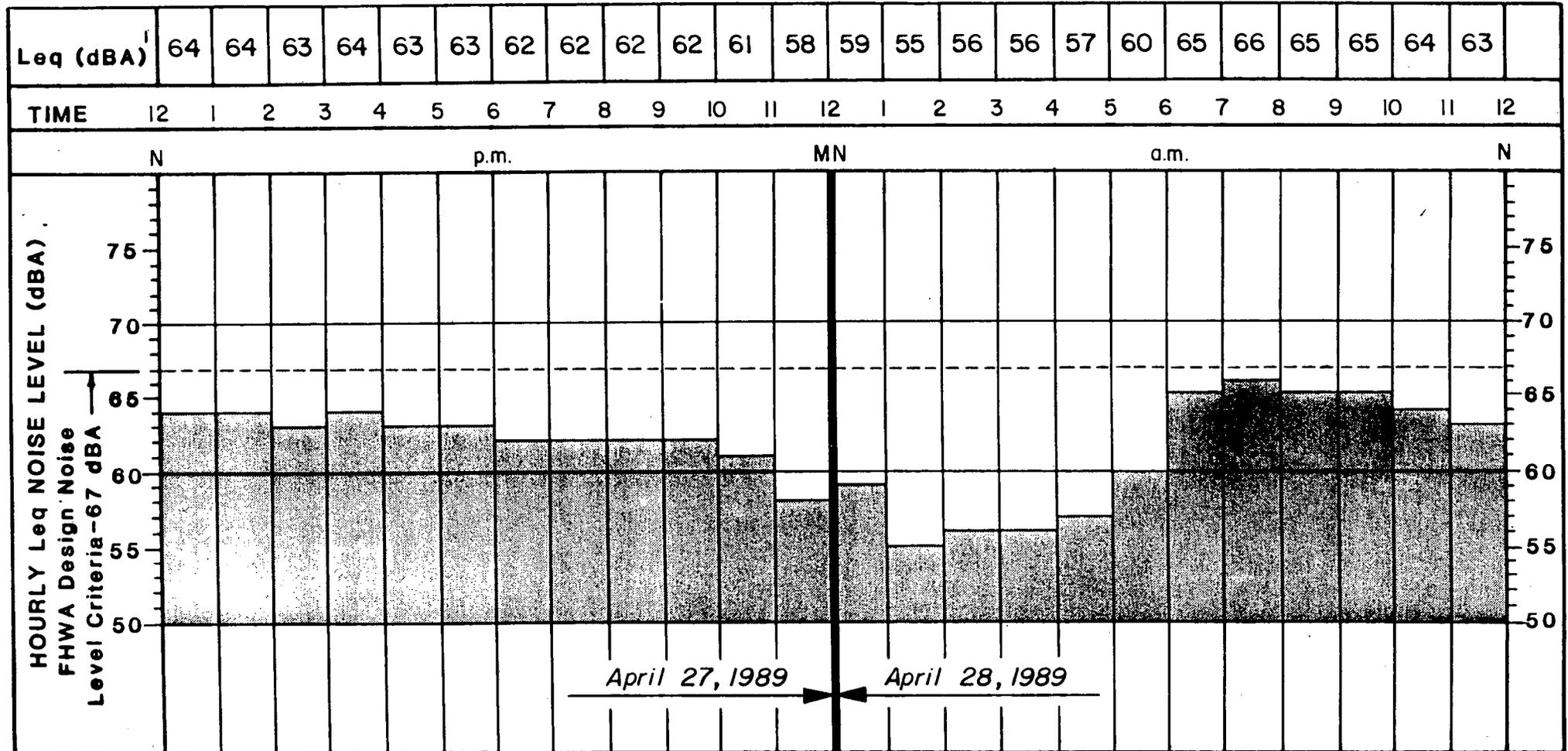
EJM/eh
Enclosure

My telephone number is (301) 333-8071

DRAWING NO.

426

24 Hour Noise Monitor Site
Residence At 6005 Medora Ave.
Anne Arundel County, Md.



LOCATION: Backyard At Top Of Natural Ravine
6005 Medora Ave.

ROADWAY: Interstate Route 695 - Outerloop
Between Md. Rte. 295 & Md. 170.

DATES: April 27 & 28, 1989

1. The "Equivalent Sound Level", which is a measure of the average acoustic energy for each measurement period (in this case, 1 Hour).

N - Noon
MN - Midnight

427



**Maryland Department of Transportation
State Highway Administration**

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

April 26, 1989

Mr. Todd Stephens
6005 Medora Road
Linthicum, Maryland 21090

Dear Mr. Stephens:

Thank you for your attendance and participation at the recent meeting concerning the proposed I-695 noise abatement project in the vicinity of the Baltimore-Washington Parkway interchange.

In response to your question about the interpretation of what constitutes the date of the highway in our Noise Abatement Policy, I did as you requested and checked with the State Highway Administrator, Mr. Hal Kassoff.

Mr. Kassoff verified that this date is when the highway was originally constructed and opened, not when additional lanes or improvements were added. Nor does it consider changing traffic patterns or traffic mix.

I trust this answers your inquiry adequately. Thank you once again for your interest and participation at our meeting. If you have further questions, please don't hesitate to contact me.

Sincerely,

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

EJM/eh

cc: Mr. Hal Kassoff

My telephone number is (301) 333-8071



**Maryland Department of Transportation
State Highway Administration**

428

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

May 26, 1989

Mr. Dennis Stevens
Linthicum-Shipleigh Improvement Association, Inc.
P.O. Box 143
Linthicum Heights, Maryland 21090

Dear Mr. Stevens:

Thank you for your recent letter concerning the status of noise barrier studies along the Baltimore Beltway (I-695) in the vicinity of Linthicum Lane.

As you may already be aware, all of the following criteria must be met for a community to be considered for noise abatement under State Highway Administration policy:

- 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.

Under the current policy, the Linthicum Lane area does not qualify for a noise barrier because it was constructed after the original completion of I-695.

Two meetings were recently held with the residents of Medora Road and Viewing Avenue to discuss the proposed extension of the noise barrier. At these meetings, the majority of the residents directly affected indicated that they did not want the noise barrier extended past their properties. In light of this decision, the noise barrier will end in the vicinity of the existing overhead sign bridge, just west of the Viewing Avenue area.

My telephone number is (301) _____

Mr. Dennis Stevens
Page Two

Mr. Charles B. Adams, Chief of our Landscape Architecture Division, recently wrote to Mrs. Carolyn Keefe, of 5931 Linthicum Lane, regarding the issue of landscaping and earth mounding as a follow-up to the October 1988 meeting. Our investigations showed that some additional mounding may be feasible in the vicinity of 5935 to 5943 Linthicum Lane, and supplemental evergreen screen plantings are also possible. Our Landscape Architecture Division is presently waiting to hear from Mrs. Keefe regarding a meeting at which we will present these studies in more detail. Discussions will also focus on the timing of the implementation of this work.

If you have any questions or need more information, please don't hesitate to call Mr. Adams, at (301) 333-8063.

Sincerely,
ORIGINAL SIGNED BY:
HAL KASSOFF

Hal Kassoff
Administrator

HK/eh

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

Dictated by: Mr. Charles B. Adams-SHA (ext. 8063).



**Maryland Department of Transportation
State Highway Administration**

4300

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

August 4, 1989

Mr. James L. Stewart
President
Mays Chapel Townhouse Owners Association
20 Ballyhaunis Court
Lutherville, Maryland 21093

Dear Mr. Stewart:

Thank you for your recent letter concerning possible noise reduction measures for the Mays Chapel community, adjacent to I-83.

We are currently awaiting the topographic plans which are necessary to perform the acoustic analysis you discussed with Mr. Tom Nalesnik. As soon as we obtain those plans, we will complete the necessary work and contact you with the results. You may expect to hear from us by early October on this matter.

I'd like to address the questions you raised in your letter. In order to be effective, a fence on top of the earth berm would have to possess the same characteristics as a noise barrier. It must be of a solid material, sufficiently dense to prevent noise from passing through it, and without voids or openings. It could be wood, metal, or other solid material. It must also be high and long enough to substantially reduce the noise reaching the residences. Our acoustic studies will determine how effective a fence of this type would be.

Plant material, including evergreens, does not reduce noise levels significantly unless it is sufficiently dense and broad (100 feet deep or more). We have often found, however, that landscape plantings do provide some measure of psychological relief, especially when traffic is totally screened from view. Therefore, the planting of additional evergreens, while not reducing the actual noise, could provide a perceived benefit.

I hope that I have adequately answered your questions. Thank you for bringing this matter to my attention.

Sincerely,

Charles B. Adams, Chief
Landscape Architecture Division

CBA/eh
cc: Mr. Tom Nalesnik

My telephone number is (301) _____



**Maryland Department of Transportation
State Highway Administration**

431

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

September 8, 1989

Mr. Anthony Stotler
2714 Old St. John's Lane
Ellicott City, Maryland 21043

Dear Mr. Stotler:

I am writing to inform you of the results of our recently completed earth berm feasibility study for your community, adjacent to I-70.

We have determined that an earth berm is not a reasonable solution in your area. This is because construction of a berm would require the destruction of a substantial amount of vegetation, both inside and outside the State right-of-way. Construction of a berm would also require the relocation of a highway drainage ditch, which would require the removal of additional vegetation. It is our policy, to avoid the destruction of quality vegetation because of the negative visual impact on the highway and the reduction of the buffering effect it affords the residences adjacent to the highway. It takes many years for a cleared area to be restored to a natural appearance.

At the dead-end of Old St. John's Lane, there is a short section along the highway right-of-way where the existing vegetation is somewhat sparse. This area could be planted with evergreens to provide additional buffer from the highway. If you are interested in pursuing this option, please contact me.

I regret that I cannot offer more of a solution, but hope that I have presented our position clearly.

Sincerely,

Charles B. Adams, Chief
Landscape Architecture Division 2

CBA/db
cc: Mr. Eugene J. Miller, Jr.

My telephone number is (301)



**Maryland Department of Transportation
State Highway Administration**

439

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

September 29, 1989

Mr. Jeffrey M. Szymanski
8701 Valleyfield Road
Lutherville, Maryland 21093

Dear Mr. Szymanski:

Thank you for your recent letter about the Longford North community adjacent to I-83.

As you requested, I have enclosed a copy of Maryland's noise policy, which was adopted in April, 1987. The State Highway Administration found it necessary to develop a formal 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.

The area from Thornton Road (adjacent to I-695) to north of Seminary Avenue was identified as a potential candidate for noise barriers and listed on the State Highway Administration's Noise Abatement Program. As a candidate, each community is evaluated to determine if it meets the criteria established under the policy.

A final determination of barrier limits is made when the design of the project begins. The initiation of this project occurred in March, 1988. During the evaluation of this project, it was discovered that the Longford North community failed to meet the date of construction criterion because the first houses postdate the completion of I-83 by almost two years.

Design studies are currently continuing on the remaining portions of the project area. The scheduling of noise projects is always predicated on the availability of Federal Highway Administration I-4R funds. These funds also cover all interstate rehabilitation work, including road resurfacing, bridge repairs and safety improvements. At the present time, funds are not available for construction of this project. Therefore, I cannot give you a timetable for its implementation.

My telephone number is (301) _____

433

Mr. Jeffrey M. Szymanski
Page Two

In answer to your third question, the following is a list of remaining candidate noise abatement project areas which are currently in the program:

- I-695 Southwest Boulevard to Wilkins Avenue
- I-695 Baltimore/Washington Parkway to Hammonds Ferry Road
- I-695 York Road to Dulaney Valley Road
- I-83/I-695 Thornton Road to Seminary Avenue
- I-695 Charles Street to York Road
- I-695 US 40 to I-70
- I-95 Baltimore/Washington Parkway to Goodluck Road
- I-95 South of Montgomery Road
- I-95 MD 198 to Brooklyn Bridge Road
- I-95 Baltimore City Line to south of Hazelwood Avenue
- I-95 Southwest Boulevard to Metropolitan Boulevard

I trust this information adequately answers the questions you raised. Please contact Mr. Charles B. Adams, Chief of our Landscape Architecture Division, if you have any questions. Mr. Adams may be reached at (301) 333-8063.

Sincerely,



Hal Kassoff
Administrator

HK/t

Enclosure

cc: Mr. Charles B. Adams

bcc: Mr. Bob B. Myers
Mr. Robert D. Douglass
~~Mr. Eugene J. Miller, Jr.~~



**Maryland Department of Transportation
State Highway Administration**

434

Richard H. Trainor
Secretary

Hal Kassoff
Administrator

A handwritten signature in cursive, likely belonging to Hal Kassoff, the Administrator.

Mr. Jeffrey M. Szymanski
8701 Valleyfield Road
Lutherville, Maryland 21093

Dear Mr. Szymanski:

Thank you for your recent letter about the Longford North community adjacent to I-83.

As you requested, I have enclosed a copy of Maryland's noise policy, which was adopted in April 1987. The State Highway Administration found it necessary to develop a formal 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.

The area from Thornton Road (adjacent to I-695) to north of Seminary Avenue was identified as a potential candidate for noise barriers and listed on the State Highway Administration's Noise Abatement Program. As a candidate, each community is evaluated to determine if it meets the criteria established under the policy.

A final determination of barrier limits is made when the design of the project begins. The initiation of this project occurred in March, 1988. During the evaluation of this project, it was discovered that the Longford North community failed to meet the date of construction criterion because the first houses postdate the completion of I-83 by almost two years.

Design studies are currently continuing on the remaining portions of the project area. The scheduling of noise projects is always predicated on the availability of Federal Highway Administration I-4R funds. These funds also cover all interstate rehabilitation work, including road resurfacing, bridge repairs and safety improvements. At the present time, funds are not available for construction of this project. Therefore, I cannot give you a timetable for its implementation.

My telephone number is (301) _____

435

Mr. Jeffrey M. Szymanski
Page Two

In answer to your third question, the following is a list of remaining candidate noise abatement project areas which are currently in the program:

- I-695 Southwest Boulevard to Wilkins Avenue
- I-695 Baltimore/Washington Parkway to Hammonds Ferry Road
- I-695 York Road to Dulaney Valley Road
- I-83/I-695 Thornton Road to Seminary Avenue
- I-695 Charles Street to York Road
- I-695 US 40 to I-70
- I-95 Baltimore/Washington Parkway to Goodluck Road
- I-95 South of Montgomery Road
- I-95 MD 198 to Brooklyn Bridge Road
- I-95 Baltimore City Line to south of Hazelwood Avenue
- I-95 Southwest Boulevard to Metropolitan Boulevard

I trust this information adequately answers the questions you raised. I would like to add that in cases where a community does not meet the date of construction criterion, one other possibility exists. 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. Since this is the case at Longford North, the State is willing to consider a refinement to our policy and fund approximately fifty percent of the cost of a barrier. The balance of the cost of the barrier would have to be provided by the community. The Dulaney Towers community, adjacent to I-695, is currently exploring this option. If you are interested in pursuing this avenue, I would invite you to contact Mr. Charles B. Adams of our Landscape Architecture Division. Mr. Adams may be reached at 333-8063.

Sincerely,

Hal Kassoff
Administrator

HK/t

Enclosure

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

Dictated by: Mr. Charles B. Adams-SHA ext. (8063) 8/17/89



Maryland Department of Transportation
State Highway Administration

436

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

July 13, 1989

Ms. Arlene Taylor
LSACA Newsletter Editor
P. O. Box 215
Lanham, Maryland ~~20785~~ *wrong 319*

Dear Ms. Taylor:

County Executive Parris N. Glendening forwarded to me your recent letter concerning sound barriers for the Lanham Station area, adjacent to I-95. He asked me to look into the matter and reply to you directly.

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.

We recognize that noise levels are high in this area and have determined that noise levels are above the 67 decibel threshold at 16 residences. However, over 80% of these impacted homes were constructed several years after completion of the

My telephone number is (301) _____

Ms. Arlene Taylor
Page 2

Capital Beltway which was opened in 1964. Even if the homes met the date of construction requirement, a barrier to protect the 16 impacted residences would cost almost one million dollars. This total translates into a cost per residence of over \$61,000, exceeding our limit for reasonable cost.

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/wt

cc: The Honorable Parris N. Glendening

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



**Maryland Department of Transportation
State Highway Administration**

408

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

May 15, 1989

PLEASE REPLY TO:
OFFICE OF DISTRICT ENGINEER
2323 WEST JOPPA ROAD
BROOKLANDVILLE, MARYLAND 21022

Ms. Pennylyn A. Trecker
20018 Hunt Pass Court
Parkton, MD 21120

Dear Ms. Trecker:

Thank you for your recent letter about your concerns for the traffic noise level coming from I-83.

The concerns you raise are certainly the same as many other residents who live near or adjacent to our primary or interstate highways. It is also one of the problems which we have very limited ability to address. There are only two effective ways to abate noise which are earth berms and sound absorptive walls. Vegetative screenings are good to hide the traffic visually but in order to get a measurable reduction in decibel noise levels you need at least one hundred feet of dense vegetation.

When we design a new highway and sufficient land is available we now include berms and noise walls in areas where our studies indicate the noise level will exceed the federal guideline of 67 decibels and where such measures would be cost effective. However, there is no possibility of providing noise abatement on all our highways on a retro-fit basis because of the costs, lack of available land between the road and residences, and breaks in walls to accommodate intersections and entrances would defeat the effectiveness of the wall.

At the present time there is only one retro-fit program underway which is on the interstate system. Because of the high cost for these walls there are strict criteria that must be met. Some of these are exceeding the 67 decibels, cost of the walls do not exceed \$40,000.00 per residence adjacent to the wall and that the homes were built prior to the roadway. All of our noise abatement projects to date meet all of these requirements plus others. In fact, Maryland has the largest noise abatement program in the nation and our ability to help those areas which meet the criteria is a lengthy one.

With respect to your specific situation there is a further complication. Because sound waves bend around and over obstacles, our noise abatement is only effective for residences immediately behind the wall. The further away from the wall the sooner the noise level reaches the same level. Because of this, there is no type of noise abatement that would be effective for a home one-half mile from the highway.

My telephone number is (301) 321-3461

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

439

Ms. Pennylyn A. Trecker
May 15, 1989
Page 2

Since I am not an expert in this field and do not administer the noise abatement program, I suggest you contact our Landscape Architecture Division if you wish to discuss the matter further. The Division Chief is Charles Adams and he can be reached at 333-8063.

I regret that I am unable to give you a more positive response and hope you understand our problems in dealing with an issue of this magnitude.

Sincerely,



Fon
Charles R. Olsen
Metropolitan District Engineer

CRO:ko

cc: Charles Adams

440



**Maryland Department of Transportation
State Highway Administration**

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

April 18, 1989

Mr. Fred E. Wiker, P. E.
Bernard Johnson Incorporated
6701 Democracy Boulevard
Suite 800
Bethesda, Maryland 20817

Reference: Interstate 68 - Segment 2
P 410-503-372
BJI Project No. 84034-54
Alternate Noise Barrier Design

Dear Mr. Wiker:

We have received additional information from the Smith-Midland Corporation regarding test results which indicate that their absorptive material meets our NRC specifications for this project.

Therefore, we approve this system predicated on the satisfactory appearance of a full size sample panel.

Sincerely,

Charles B. Adams, Chief
Landscape Architecture Division

CBA/eh

cc: Mr. Michael Snyder
Smith-Midland Corporation
Mr. James K. Gately
Mr. Anthony M. Capizzi

My telephone number is (301) _____

April 3, 1989

Mr. Fred E. Wiker, P. E.
Bernard Johnson Incorporated
6701 Democracy Boulevard
Suite 800
Bethesda, Maryland 20817

Reference: Interstate 68 - Segment 2
P 410-503-372
BJI Project No. 84034-54
Alternate Noise Barrier Design

Dear Mr. Wiker:

I am responding to your letter dated February 27th, regarding the alternate noise barrier design submitted by the Smith-Midland Company for the referenced contract.

The Noise Reduction Coefficient (NRC) of 0.85 as contained in the Special Provisions must be met. Until this issue is resolved, the design plans submitted will be held in abeyance by this office.

The Smith-Midland system would be acceptable if it can meet the 0.85 NRC and provide an aesthetic treatment (texture and color) to our satisfaction.

A sample panel should be produced which can be visually inspected for appearance. This panel (or comparable sample) should then be tested to ascertain if it achieves a 0.85 NRC.

If you have any questions or comments, please don't hesitate to contact me.

Sincerely,

/s/

Charles B. Adams, Chief
Landscape Architecture Division

CBA/EJM/eh
cc: Michael Snyder
Smith-Midland
James Gatley
Anthony M. Capizzi

442



**Maryland Department of Transportation
State Highway Administration**

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

MAY 19 1989

Mrs. Lee Wilson
638 Douglas Street
Baltimore, Maryland 21225

Dear Mrs. Wilson:

I am writing to report to you the results of our recent noise monitoring study at your home, adjacent to I-695.

As you may already be aware, all of the following criteria must be met in order to qualify for the State Highway Administration's Noise Abatement Program:

- 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.

For your information, I have enclosed a brochure explaining some of the basic concepts in noise monitoring. I am also enclosing, as you requested, a summary copy of the study results, as well as the computer printout from which those averages were obtained. As you can see, noise levels were once again below the threshold level for consideration of noise abatement. These results are consistent with the results of last year's study. We cannot consider noise abatement measures for areas where the 67 decibel level is not met.

My telephone number is (301) 333-8063

443

Mrs. Lee Wilson
Page 2

I regret that I cannot offer a more positive response. If you would like to meet with us to discuss the results of our studies, or if you have any additional questions, please contact me at 333-8063.

Sincerely,

A handwritten signature in black ink, appearing to read "Charles B. Adams". The signature is fluid and cursive, with a large initial "C" and "A".

Charles B. Adams, Chief
Landscape Architecture Division

CBA/en
Enclosures



**Maryland Department of Transportation
State Highway Administration**

444

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

April 4, 1989

Mrs. Lee Wilson
638 Douglas Street
Baltimore, Maryland 21225

Dear Mrs. Wilson:

I am writing in response to your recent inquiries regarding traffic noise in your area adjacent to the Baltimore Beltway.

I have enclosed a copy of a 24-hour noise test conducted in July, 1988. It is apparent that we did not transmit this to you previously. Please accept my sincere apology for this oversight. As you requested, we will be conducting another 24-hour noise test to further document the noise levels at your home. We anticipate scheduling the test within the next month, and will contact you to arrange a meeting at your home to discuss the situation.

We have determined that the property located between your home and the highway right-of-way is owned by a private party in the Linthicum area. It is not owned by the State or Anne Arundel County.

If you have any questions in the meantime, please feel free to contact Mr. Kenneth D. Polcak, of my staff, at 333-8072.

Sincerely,

A handwritten signature in cursive script, appearing to read 'Charles B. Adams'.

Charles B. Adams, Chief
Landscape Architecture Division

CBA/EJM/eh
cc: Mr. Kenneth D. Polcak

My telephone number is (301) 333-8063



**Maryland Department of Transportation
State Highway Administration**

445

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

September 18, 1989

Mrs. Linda Wolford
510 Heath Avenue
Linthicum, Maryland 21090

Dear Mrs. Wolford:

I am writing to report to you the results of our recent noise monitoring studies in the North Linthicum area adjacent to the I-695/MD 295 interchange.

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.

We conducted noise measurements at eight locations in the community, including your residence, to determine impact levels and extent of the traffic noise. Our studies which were performed on August 24th, determined that noise levels ranged from 56 to 66 decibels and that 11 residences were considered significantly affected by the noise. As a point of fact, these levels have not increased significantly since our previous study two years ago. If we assume, however, that on another day noise levels would be slightly higher, the community would then meet the first requirement of our policy regarding noise impact levels.

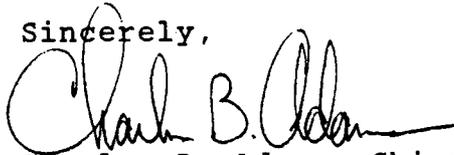
My telephone number is (301) _____

Mrs. Linda Wolford
Page two

Using this assumption, we then performed studies to determine the cost of a barrier to protect the 11 residences in question. It was determined that a barrier would have to be about 1700 feet long and 15 feet high to provide adequate protection to this area. The cost would amount to about \$688,500. Dividing this figure by the 11 potentially impacted residences yields a cost per residence of \$62,596, which is well above our limit for reasonable cost. This also assumes all 11 residences are above the 67 decibel threshold, which at this time they do not. We cannot consider noise barriers for your community because it does not meet this criterion.

I regret that I cannot offer a more positive response to your concerns, but hope that I have clarified our position as it relates to your community. If you have any questions, please don't hesitate to contact me.

Sincerely,



Charles B. Adams, Chief
Landscape Architecture Division

CBA/db



*Maryland Department of Transportation
State Highway Administration*

447

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

January 13, 1989

Mr. Paul E. Woodward
810 Janice Drive
Annapolis, Maryland 21403

Dear Mr. Woodward:

Thank you for your recent letter concerning Maryland's Noise Abatement Program. I will be glad to explain our policy and the rationale behind it.

In April 1987, the State Highway Administration formally adopted a Noise Policy because of the great number of potential projects that existed, 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;
- the cost of a noise barrier cannot exceed \$40,000 per impacted residence;
- a majority of at least 75 percent 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, if the developments were built prior to 1976. Frankly, we saw little basis for the exception, and did not include it in Maryland's policy.

My telephone number is (301) _____

Mr. Paul E. Woodward
Page Two

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 choices of consumers regarding the cost and location of their property should have taken into consideration the prior existence of the highway. We have not built any noise barriers which do not meet our policy requirements.

The funding of highway projects, including noise barriers, is obtained from gasoline taxes and highway user fees, not from private citizens' income or property taxes.

I trust that I have adequately clarified our policy. Please contact Mr. Charles B. Adams, Chief of the Bureau of Landscape Architecture, if you have any questions or would like additional information regarding our noise abatement program. Mr. Adams can be reached at (301) 321-3521.

Sincerely,

ORIGINAL SIGNED BY:

HAL KASSOFF

Hal Kassoff
Administrator

HK/eh

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

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**Maryland Department of Transportation
State Highway Administration**

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

April 19, 1989

John J. Yannone, Esq.
The Law Firm of Eugene M. Zoglio, P.A.
4309 Northview Drive
Bowie, Maryland 20716

Dear Mr. Yannone:

Thank you for your recent letter concerning our feasibility study for an earth berm at the Princeton Square community, adjacent to the US 50/MD 197 interchange.

As you are aware, this community does not qualify for noise walls because it was developed well after location and design approval was received for the highway improvement. We have agreed to perform an earth berm feasibility study to determine if some relief could be provided.

This study will determine if an earth berm, which would provide both screening and partial noise mitigation for this area, is feasible and reasonable in cost. In addition, a landscape planting contract will follow the completion of the highway project. This will provide additional screening and perhaps some perceived noise relief. It will also enhance the earth berm and provide beautification of the area.

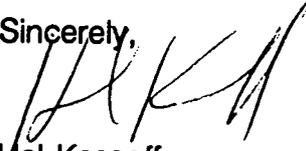
In addition, we will evaluate the State's need to retain the surplus land parcel in this area and advise you of our determination.

It is our hope that the earth berm option proves feasible so that we might provide this benefit to the residents.

If you have any additional questions, please contact Mr. Charles B. Adams, Chief of our Bureau of Landscape Architecture. Mr. Adams may be reached at 333-8064.

Thank you for your continuing interest in this area.

Sincerely,


Hal Kassoff
Administrator

HK/eh

My telephone number is (301) _____

John J. Yannone, Esq.
Page Two

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

Dictated by: Mr. Charles Adams-61.5, ext. 8065 on 4-13-89.



**Maryland Department of Transportation
State Highway Administration**

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

June 5, 1989

Mr. Arnold M. Zerwitz
8 Saxony Court
Pikesville, Maryland 21208

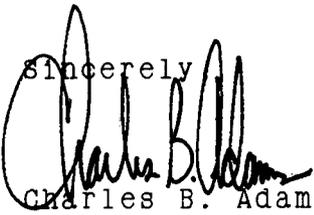
Dear Mr. Zerwitz:

I am writing to follow up my February 2nd letter to you concerning the landscape feasibility studies for the Eden Roc community adjacent to I-695.

We have completed our studies and have determined that a good vegetative buffer already exists. This buffer is mainly deciduous plant material which does not provide year-round screening. Evergreen plant material would provide a year-round buffer; however, evergreens need space and sunlight in order to survive.

There are two areas along I-695 adjacent to the Eden Roc Community in which evergreen trees can be planted. This planting will supplement the existing buffer and will provide some year-round screening.

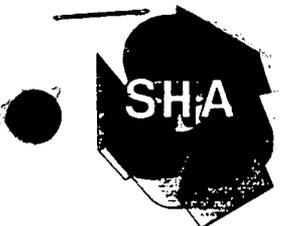
A landscape design based on the feasibility plan will be developed this summer and planting of these evergreen trees will be accomplished this fall. If you have any additional questions, please feel free to contact me or Paul A. Georgiou, who will be responsible for this project. Mr. Georgiou's telephone number is (301) 333-8081.

Sincerely

Charles B. Adams, Chief
Bureau of Landscape Architecture

CBA/eh
cc: Mr. Paul A. Georgiou
Mr. Kenneth Oldham.

My telephone number is (301) 333-8063

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**Maryland Department of Transportation
State Highway Administration**

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

noise

*follow-up
to:
I-61*

October 3, 1989

Dr. Robert D. Ziegenfuss
9211 Old Georgetown Road
Bethesda, MD 21084

Dear Dr. Ziegenfuss:

Enclosed are two copies of the recently completed traffic noise monitoring study for the Old Georgetown Road corridor from I-495 to Bethesda. The information should be self-explanatory, however if you have any questions, please feel free to contact me.

I hope the information will be helpful to you.

Sincerely,

Kenneth D. Polcak
Environmental Specialist
Acoustic Analysis Unit

KDP/db
enclosures

cc: Mr. Eugene J. Miller, Jr.

My telephone number is (301) _____

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**Maryland Department of Transportation
State Highway Administration**

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

October 3, 1989

I-61

Dr. Robert D. Ziegenfuss
President, Old Georgetown Road
Property Association
9211 Old Georgetown Road
Bethesda, Maryland 20814

Dear Dr. Ziegenfuss:

Thank you for your recent letter requesting a noise study on Old Georgetown Road from the Beltway to Bethesda.

I have asked Mr. Charles B. Adams, Chief of our Landscape Architecture Division, to initiate this study. As you requested, we will monitor various locations along Old Georgetown Road, including your home.

The study should be complete by late October, at which time Mr. Adams will be in touch with the results. If you have any questions in the meantime, please don't hesitate to contact Mr. Adams, at (301) 333-8063.

Sincerely,

A handwritten signature in black ink, appearing to read 'HK', written over the typed name 'Hal Kassoff Administrator'.

Hal Kassoff
Administrator

HK/t

cc: Mr. Charles B. Adams

My telephone number is (301) _____