

JUL 05 1990

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

Dear Congresswoman Bentley:

Thank you for your recent letter, on behalf of Mr. Thomas L. Watchinsky, Sr., concerning noise abatement in the vicinity of Old Joppa Road adjacent to I-95.

The portion of I-95 north of White Marsh Boulevard falls under the jurisdiction of the Maryland Transportation Authority. By copy of this letter, I am requesting that Mr. John Agro, Executive Secretary, look into your inquiry and respond to you directly.

If you have any questions in the meantime, Mr. Agro may be reached at (301) 563-7130.

Thank you for bringing your concerns to my attention.

Sincerely,

ORIGINAL SIGNED BY:

HAL KASSOFF

Hal Kassoff  
Administrator

HK/db

cc: Mr. John Agro

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



**Maryland Department of Transportation  
State Highway Administration**

Richard H. Trainor  
Secretary  
Hal Kassoff  
Administrator

May 24, 1990

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

Dear Congresswoman Bentley:

Saverio Cortese, of the Baltimore County Department of Public Works, forwarded to us your letter on behalf of Ms. Dolores C. Carouge and Ms. Mary Ellen Schmidt. Ms. Carouge and Ms. Schmidt are concerned about noise barriers for the Orchard Hills Community adjacent to I-695. We would like to provide some background on our noise abatement program and information as it pertains to this community.

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.

The priority for each noise abatement project was established as a combined measure of the degree and density of noise impact, as well as cost effectiveness. We have not constructed barriers in areas which do not meet the policy criteria. The Type I element of our Noise Abatement Program provides mitigation for existing communities that are impacted by new highway construction, such as the barrier at the I-695/I-795 interchange.

My telephone number is (301) 333-1111

3

The Honorable Helen Delich Bentley  
Page 2

Unfortunately, we are unable to predict for the Orchard Hills project when the funding may be available.

If you have additional questions, please do not 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 333-8063.

Thank you for bringing your concerns to my attention.

Sincerely,



Hal Kassoff  
Administrator

HK/cmc

cc: Mr. Saviero A. Cortese

4

JUN 18 1990

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

Dear Senator Bromwell:

I am writing to report to you the results of our reevaluation of the communities located between Harford and Belair Roads, adjacent to I-695.

As you may 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.

We began our study with a 24 hour measurement at a location where high noise levels were anticipated. This was done to determine the periods when noise levels were greatest. The results (EXHIBIT 1) showed that these occur between the hours of 6-10 A.M. and 2-6 P.M.

Short-term noise measurements of 20 minutes duration were then conducted at two different times at each of 32 sites chosen in the study area. The results are shown in Table 1.

Specifically, on the inner loop from Harford Road to Avondale Road, including Arizona, Balder, and California Avenues, and Avondale Road, there are 15 impacted residences, resulting in a cost per residence of over \$73,000 (as we reported previously).

5

The Honorable Thomas L. Bromwell  
Page 2

In addition, 6 residences along the inner loop, from east of Avondale Road to Putty Hill Avenue, were identified as impacted. Combining this group with those west of Avondale Road, the combined cost of a noise barrier would increase the cost per residence to over \$98,000.

In the area of Sperl Avenue and Avondale Road (outer loop, east of Harford Road), we identified a maximum of 7 impacted residences, resulting in a cost per residence of over \$100,000.

In the vicinity of Vernon Avenue (northwest quadrant of the Belair Road interchange), we found a maximum of 6 impacted residences, at a cost per residence of over \$100,000.

We found a few impacted residences along Putty Hill Avenue (3) and Marfield Place (2), again exceeding our cost per residence limit.

The Double Rock Townhouses (southwest quadrant of the Belair Road interchange) are not eligible for consideration of noise barriers under the date of construction requirement. This area may be considered as part of the future Beltway widening project.

I regret that I cannot offer a more positive response to you and your constituents, but I hope I have adequately addressed and explained the situation in this area.

Sincerely,

ORIGINAL SIGNED BY:  
HAL KASSOFF  
Hal Kassoff  
Administrator

HK/wt

Attachments

bcc: Mr. Charles R. Olsen  
Mr. Robert D. Douglass  
Mr. Charles B. Adams  
Mr. Eugene J. Miller

JUL 30 1990

6

The Honorable John A. Cade  
407 Senate Office Building  
Annapolis, Maryland 21401-1991

Dear Senator Cade:

Thank you for your recent letter concerning noise in the North River Forest community adjacent to US 50.

There has been no recommendation for noise barriers in this area. In fact, we recently re-evaluated this area, focusing on both existing and future noise impacts, and have found that it does not qualify for noise barriers. The study included extensive noise monitoring, at locations agreed to and coordinated with community representatives, in order to establish a baseline of impact. Then future noise levels were predicted based on the proposed improvements to US 50, using traffic forecasts for the year 2006.

The proposed widening involves the addition of one lane in each direction in the existing median only, and would not disturb the wooded area between the highway and the residences. Therefore, the proposed highway improvements would not increase future noise levels in this community.

Additionally, it was found that a majority of the 14 impacted homes in the community were constructed after June 1982, when location approval was given for the project. It is our policy that noise barriers should be considered only if construction of a highway caused the impact to an existing development. The date of location approval represents the official date that a project becomes public knowledge. Communities constructed after location approval is given are not eligible noise barriers.

I regret that I cannot offer a more positive response to you and your constituents, but I hope that I have adequately explained why the area does not qualify for inclusion in our noise abatement program. Do not hesitate to contact me if you require additional information.

Sincerely,

ORIGINAL SIGNED BY  
HAL KASSOFF

Hal Kassoff  
Administrator

HK/db

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

7  
AUG 28 1990

The Honorable Benjamin L. Cardin  
507 Cannon House Office Building  
Washington, DC 20515

Dear Congressman Cardin:

Thank you for your recent letter concerning noise barriers for the Timberview community adjacent to I-95.

As you know, Federal I-4R funds provide money for noise abatement projects. Federal funds represent 90% of the cost of each noise abatement project; only 10% is derived from State sources. In recent years, a reduction in I-4R funds combined with growing needs for pavement and bridge repairs has resulted in a slower construction schedule for all of our retrofit noise abatement projects. In fact, most states are building no retrofit noise barriers.

We agree that Timberview is impacted by noise from I-95 and understand the residents' frustration over the delay of this project. Our intent is to proceed with the project when the funding is available. At the present time, we are doing one or two noise barrier projects each year. There are six projects ahead of Timberview on the list. Hopefully, next year's Federal Surface Transportation re-authorization will provide substantial increases in I-4R funding.

I regret that we cannot offer a more immediate solution, but hope that I have adequately explained the issues which are restricting our progress. Please do not hesitate to contact me if I can be of further assistance.

Sincerely,

ORIGINAL SIGNED BY:

**HAL KASSOFF**

Hal Kassoff  
Administrator

HK/wt

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

mills  
8

NOV 01 1990

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

Dear Delegate Dembrow:

Thank you for your recent letter, which I received from Mr. Charles B. Adams, on behalf of Mr. Mark Brice, concerning noise in the area of Osage Avenue and Tomlinson Drive adjacent to I-495.

In order to be considered for noise abatement measures as part of the widening project, all of the following criteria must be met:

- A majority of the impacted residences must have preceded highway location approval;
- Noise levels must exceed the impact threshold of 67 decibels (dBA);
- Significant physical impact to the existing roadsides must occur; or noise levels must increase at least 5 decibels over a no-build condition.
- Cost must be reasonable; cost per impacted residence that is protected may not exceed \$40,000;
- 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.

We recognize that noise levels meet the 67 decibel impact threshold level; however, the area is not eligible for noise abatement due to excessive cost. It has been determined that the cost to protect this community with a noise barrier would exceed \$100,000 per residence.

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The Honorable Dana Lee Dembrow  
Page two

I regret that I cannot offer a more positive response to you and your constituents, but I hope that I have adequately explained why the area does not qualify for our noise abatement program. Do not hesitate to contact me if you require additional information.

Sincerely,

ORIGINAL SIGNED BY  
HAL KASSOFF  
ADMINISTRATOR  
Hal Kassoff  
Administrator

HK/db

bcc: Mr. Charles R. Olsen  
Mr. Robert D. Douglas  
Mr. Charles B. Adams  
~~Mr. Eugene J. Miller, Jr.~~

10

RECEIVED

NOV 2 1990

LANDSCAPE ARCHITECTURE  
DIVISION



**Maryland Department of Transportation  
State Highway Administration**

Richard H. Trainor  
Secretary  
Hal Kassoff  
Administrator

June 5, 1990

The Honorable Dana Lee Dembrow  
The Honorable Peter Franchot  
The Honorable Sheila Ellis Hixson  
11215 Oak Leaf Drive, #908  
Silver Spring, Maryland 20901

Dear Delegates:

I am writing to report to you the results of our additional noise monitoring studies for the Indian Springs community adjacent to I-495.

As you may be aware, 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.

The additional measurements were taken on two different days at locations agreed to by the community association. All of the measurements were conducted between the hours of 9 a.m. and 2 p.m., which we believe is the "worst-case" period based on our 1988 study in the area. "Worst-case" means that all of the traffic was flowing freely and at maximum speed, thereby creating higher noise levels. While the volume of traffic would be greater during rush hour, the vehicles would be moving at much slower speeds, which would result in lower noise level readings.

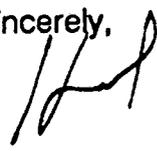
My telephone number is (301) 333-1111

The results of the tests are summarized on the attached charts (Exhibits 1, 2, and 3) and shown on the map (Exhibit 4). Indeed, these additional measurements show that the noise levels at residences along Granville Drive and Evergreen Street adjacent to the exit ramp do not meet the impact threshold criteria. We found no impacts beyond what we reported last year.

Based on the existing impacts, we conducted a reanalysis of the cost of a barrier to protect the impacted residences (see Exhibits 5 and 6), but found the cost still far exceeds the \$40,000 cost per residence criterion.

I regret that I cannot offer a more positive response to you and your constituents, but I hope that I have adequately explained the situation in this area.

Sincerely,



Hal Kassoff  
Administrator

HK/t

Attachments

- cc: Mr. Creston J. Mills
- Mr. Charles R. Olsen
- Mr. Robert D. Douglass
- Mr. Charles B. Adams

NOV 07 1990

13

The Honorable Arthur Dorman  
The Honorable Pauline H. Menes  
The Honorable Timothy Maloney  
The Honorable James Rosapepe  
210 Lowe Office Building  
Annapolis, Maryland 21401-1991

Dear Senator and Delegates:

Thank you for your recent letter concerning noise barriers for the Calverton community adjacent to I-95.

You are correct that this area has been under study for several years; however, Calverton is not one of the projects included in our original program. This program consists of 26 projects which were identified in the late 1970's, based on residents' inquiries up until that time, and our field observations. Our records indicate that our first correspondence with Calverton was in 1983, well after the establishment of this project list. Additionally, our early studies found noise levels below the impact threshold of 67 decibels. Now that noise levels have increased above 67 decibels, the area appears to exceed our limit for reasonable cost. This is why we are now in the process of performing more detailed studies.

The possibility of a noise abatement project in this area (assuming that the cost is found to be reasonable) was always predicated on expansion of the original program after completion of our 26-project agenda. These previously approved projects will be scheduled subject to available funding and will require at least several more years to complete due to a substantial reduction in funding. The result of this situation is a much slower construction schedule for previous commitments and a bleak outlook for any future expansion of the program.

I regret that I cannot offer you a more positive response, but I hope that I have clarified any confusion about this matter. Please do not hesitate to contact me if I can be of further assistance.

Sincerely,  
ORIGINAL SIGNED BY  
HAL KASSOFF  
ADMINISTRATOR  
Hal Kassoff  
Administrator

HK/db

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

OCT 19 1990

14

The Honorable Arthur Dorman  
The Honorable Pauline H. Menes  
The Honorable Timothy Maloney  
The Honorable James Rosapepe  
210 Lowe Office Building  
Annapolis, Maryland 21401-1991

Dear Senator and Delegates:

Thank you for your recent letter, on behalf of Mrs. Emily Johnson, concerning noise barriers for the College Park Woods community in the vicinity of the I-95/495 interchange.

The additional lane will be constructed on the outer loop of the Beltway from US Route 1 to MD 650. Due to the distance of College Park Woods from the Beltway (nearly one-half mile), it is highly unlikely that this project will result in any noise level increases in the community. However, we will schedule measurements before and after the lane addition to determine if this is the case. Construction is scheduled to begin next summer. Therefore, we will schedule measurements before this time and perform the follow-up measurements after construction is completed. We will contact you with the comparative results upon completion of the follow-up measurements.

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

Sincerely,

ORIGINAL SIGNED BY:  
HAL KASSOFF  
Hal Kassoff  
Administrator

HK/eh

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

Dictated by Mr. Charles B. Adams, x 8063, J-14

15  
OCT 15, 1980

The Honorable Robert L. Ehrlich  
5 Elphin Court, #102  
Timonium, Maryland 21093

Dear Delegate Ehrlich:

Thank you for your recent letter, on behalf of Mr. Robert M. Paff, concerning the proposed noise abatement project for the Longford community adjacent to the I-83/I-695 interchange.

As you are aware, our noise abatement program has been slowed as a result of a reduction in federal funds utilized for this work. Given this reduction and the great number of other projects, such as bridge repairs and safety improvements funded from this same source, we have had to balance our needs with the available funds.

Governor William Donald Schaefer decided to take the action on the Timberview project only after Howard County agreed to fund one-third of the construction cost. This barrier is the least expensive of those on the entire program list. We remain guided by the original list and the availability of funding in our program.

Currently the project for the Longford community is in the design phase. We are proceeding to finalize construction documents to minimize delays in moving to construction when funds become available.

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

Sincerely,  
ORIGINAL SIGNED BY  
HAL KASSOFF  
ADMINISTRATOR

Hal Kassoff  
Administrator

HK/db

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

Mr. Eugene J. Miller, Jr.



**Maryland Department of Transportation  
State Highway Administration**

16

Richard H. Trainor  
Secretary  
Hal Kassoff  
Administrator

June 26, 1990

The Honorable Robert L. Ehrlich, Jr.  
201 Old Padonia Road  
Cockeysville, Maryland 21030

Dear Delegate Ehrlich:

I am writing to inform you of the results of our landscape feasibility study for the Longford North community adjacent to I-83. This study was initiated by the request of Ms. Julia Corder of your staff to Mr. Gene Miller of our Landscape Architecture Division.

This study looked at the opportunities for screen plantings within SHA right-of-way. Three distinct areas due to physical and visual settings common to each were identified. The first area is between Seminary Avenue and the Grace English Evangelical Lutheran Church.

Due to the limited right-of-way in this area, concrete slope protection was used with steel "silos" as planter boxes. Hawthorns were planted here because of their tolerance for extreme adverse conditions. Past plantings of evergreens in these "silos" have died and were subsequently replaced with the hawthorns. No additional planting is feasible.

The second area is that where the church is located. This section consists of white pines and some volunteer red maples. There is a proliferation of poison ivy, honeysuckle vine and wild grape, which in some instances have completely engulfed the trees.

Some planting could be considered for this area; however, it would only screen a portion of the parking lot and would do nothing to screen the highway from the view of the residences.

My telephone number is (301) 333-1111

The Honorable Robert L. Ehrlich, Jr.  
Page 2

The third area is that north of the church. The vegetation within the highway right-of-way consists of an area dominated by deciduous trees and shrubs, an area with a combination of deciduous and coniferous plantings, and an area composed of privet-like shrubs and other deciduous material.

To accommodate a planting of additional evergreens, removal of existing growth would be necessary since evergreens just won't flourish in this existing condition. Because this growth already helps to screen the houses from I-83, its removal would defeat the purpose of the planting for many years until the evergreens grew to sufficient size. Additionally, in one of these areas, the removal of the existing woods would impact an existing wetland. Planting additional trees would also eventually result in access difficulties for maintenance of the utility overhead lines.

In summary, I do not feel that additional planting within SHA right-of-way is feasible for this community. Our study did indicate that there are some opportunities on adjacent private properties to plant evergreens which would provide some benefit.

I regret that I cannot offer more of a solution to you and your constituents. If you wish to discuss this further, please feel free to contact Mr. Charles B. Adams, Chief of the Landscape Architecture Division. Mr. Adams may be reached at (301) 333-8063.

Sincerely  
*Hal*

Hal Kassoff  
Administrator

HK/db

*P.S. If you wish, a field visit could be arranged with the Landscape Architect who did the study. Please let us know.*

DENNIS SIMPSON

FYI

GENE MILLER

DEC 12 1990

The Honorable Nathaniel Exum  
Maryland House of Delegates  
204 Lowe Avenue  
Annapolis, Maryland 21401

Dear Delegate Exum:

I am writing to follow-up our discussion at the recent Consolidated Transportation Plan meeting held in Greenbelt about noise abatement for the Glenarden area.

We have checked to determine the percentage of current residents that were living in their homes prior to the completion of the Capitol Beltway in 1964. The deed records indicate that over 80 percent of the properties located adjacent to the beltway between US 50 and Ardmore/Ardwick Road have changed ownership since the highway was opened. Less than 20 percent of the original residents (when the beltway opened) still live there.

Noise barriers have been one of our most difficult problems. I wish we had the resources to do all those that meet our criteria, but unfortunately, we don't. I hope this information addresses the issue we discussed.

Sincerely,  
ORIGINAL SIGNED BY  
HAL KASSOFF  
ADMINISTRATOR  
Hal Kassoff  
Administrator

HK/db

bcc: Mr. Charles R. Olsen  
Mr. Robert D. Douglass  
Mr. Charles B. Adams  
Mr. Cres Mills  
Mr. John Bruck  
Mr. Eugene Miller, Jr.

OCT 24 1990

19

The Honorable Brian E. Frosh  
The Honorable Gilbert J. Genn  
The Honorable Nancy K. Kopp  
4916 Greenway Drive  
Bethesda, Maryland 20816

Dear Delegates:

Thank you for your letter concerning our noise studies for I-495 in the vicinity of Old Georgetown Road. I am sorry for not responding sooner; however, we never received your June request for the test results, and your August 27th letter did not arrive until October 3rd.

As you requested, I have enclosed our recent and previous study results. By comparing them, you can see how the noise levels have increased in recent years.

I should note that we are not making any new commitments until we are further along toward the completion of our existing program. Funding for noise abatement projects has been substantially reduced in recent years, resulting in a much slower construction schedule for previous commitments. New commitments would be unrealistic at this point in view of our funding outlook and uncertainty about the future of our Noise Abatement Program.

I regret that I cannot offer a more positive response for your constituents, but hope that you can understand our situation. If you have any additional questions, please feel free to contact me or Mr. Charles B. Adams, Chief of our Landscape Architecture Division, at (301) 333-8063.

Sincerely,  
ORIGINAL SIGNED BY  
HAL KASSOFF  
ADMINISTRATOR  
Hal Kassoff  
Administrator

HK/wt

Enclosures

cc: Mr. Charles B. Adams

bcc: Mr. Charles R. Olsen  
Mr. Robert D. Douglass  
Mr. Eugene J. Miller, Jr.

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RECEIVED

OCT 24 1990

LANDSCAPE ARCHITECTURE  
DIVISION



**Maryland Department of Transportation  
State Highway Administration**

21

Richard H. Trainor  
Secretary  
Hal Kassoff  
Administrator

May 29, 1990

The Honorable Brian E. Frosh  
The Honorable Gilbert J. Genn  
The Honorable Nancy K. Kopp  
4916 Greenway Drive  
Bethesda, Maryland 20816

Dear Delegates:

I am writing to inform you of the results of our noise studies for I-495 along Earlham and Singleton Drives, Greentree Road (outer loop), and Ipswich Road. We also included Rockhurst and Belhaven Roads on the outer loop.

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 previous studies in the area, conducted in early 1988, indicated that these areas did not meet the 67 decibel impact threshold. Our latest measurements show that noise levels have increased and now meet or exceed the threshold at a majority of the residences between Fernwood Road and Old Georgetown Road, with the exception of residences along Singleton Drive east of Bulls Run Parkway. On Ipswich Road, east of Old Georgetown Road, only residences near the west end meet or exceed the impact threshold.

My telephone number is (301) \_\_\_\_\_

28

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

As I stated previously, neither Newbold Drive nor the inner loop portion of Greentree Road meet the date of construction criterion, and Longwood Drive has been found not to qualify based on cost. Additionally, the outer loop portions of Greentree Road and Barnett Road were also found not to qualify based on cost.

Based on this data, some of these communities would appear to meet our noise abatement eligibility criteria. There are a number of communities with similar circumstances to these which have also been identified. No commitments are being made on any expansion of our existing program until we are well along toward completion of this existing program.

To date, we have completed or have under construction 16 of the original list of Type II (retrofit) projects. Because of funding limitations, we cannot predict a timetable for completion of the remaining projects. They will take at least several years to complete at best.

I regret that I cannot offer a more positive response for your constituents, but hope that you can understand our situation. If you have any additional questions, please feel free to contact me or Mr. Charles B. Adams, Chief of our Landscape Architecture Division, at (301) 333-8063.

Sincerely,

  
Hal Kassoff  
Administrator

HK/wt

cc: Mr. Charles B. Adams

23

MAY 08 1990

Delegate Brian Frosh  
Delegate Gilbert J. Genn  
Delegate Nancy K. Kopp  
222 Lowe Office Building  
Annapolis, Maryland 21401-1991

Dear Delegates:

I am writing to inform you of the status of our ongoing noise studies for I-495 along Earlham and Singleton Drives, Greentree Road (outer loop), and Ipswich Road.

We had intended to have the results in mid-April; however, the studies are not yet fully completed due to delays caused by inclement weather.

I expect that the studies and our evaluations will be complete by late May, at which time I will contact you with the results.

Thank you for your patience.

Sincerely,  
ORIGINAL SIGNED BY:  
HAL KASSOFF

Hal Kassoff  
Administrator

HK/t

cc: Mr. Arthur B. Rounds

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

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**RECEIVED**

MAY 8 1996

**LANDSCAPE ARCHITECTURE  
DIVISION**



**Maryland Department of Transportation  
State Highway Administration**

25

Richard H. Trainor  
Secretary  
Hal Kassoff  
Administrator

March 20, 1990

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

Dear Delegates:

Thank you for your recent letter to Mr. Charles B. Adams about noise barriers for the Al Marah community, and the status of our studies at various locations along I-495.

Transportation Secretary Richard H. Trainor recently wrote to Mr. Steven Roth directly; let me share with you the information he gave to Mr. Roth in that letter regarding the State Highway Administration's noise policy as it relates to the Al Marah community. Adams can be

Maryland's noise abatement policy 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 construction of a highway caused the impact to an existing development.

The Al Marah community was developed after 1980, and does not qualify under the date of construction requirement. Additionally, construction of an effective barrier to protect the impacted residences was found to exceed the \$40,000 per residence limit established for reasonable cost.

The barrier Mr. Roth mentioned adjacent to the Burning Tree Country Club is designed to protect the Arrowood residences, not the country club. In order to protect the impacted residences at the end of the barrier, the barrier will have to extend well beyond the last residence. This prevents sound from passing around the end of the wall, which reduces its overall effectiveness.

My telephone number is (301) \_\_\_\_\_

MAR 20 1990

26

Delegate Brian Frosh  
Delegate Gilbert J. Genn  
Delegate Nancy K. Kopp  
Page two

We recognize that the Al Marah community is impacted by noise. However, we are firm in our belief that the priority for noise barrier construction should be for those areas which predated the highway. To make an exception for one community would be unfair to the many other areas in Maryland with the same circumstances. We have not constructed noise barriers in areas where all of the policy criteria are not met.

The State Highway Administration will be replanting the burned area along the River Road ramp this spring. This should afford some psychological relief by providing a visual screen for the residences. This was an issue Mr. Roth had raised earlier with our staff.

Regarding the status of our I-495 reevaluations, the Longwood Drive area has been found not to qualify based on cost. Earlham and Singleton Drives, Greentree Road (outer loop), and Ipswich Road monitoring will be performed this month. I will inform you of the results of those studies by mid-April.

I trust this information is sufficient for your needs at this time. Please feel free to contact me or Mr. Adams if you have additional questions. Mr. Adams can be reached at (301) 333-8064.

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.

27

**RECEIVED**

MAR 21 1970

**LANDSCAPE ARCHITECTURE  
DIVISION**

*[Faint, illegible text]*

28  
JUN 26 1990

The Honorable John G. Gary  
One Bojan Court  
Millersville, Maryland 21108

Dear Delegate Gary:

I am writing to inform you of the results of our noise impact re-evaluation of the Greenwood Acres community adjacent to US 50.

Our reanalysis focused on the existing and future impacts of noise from US 50 at numerous locations within the community. Additional noise measurements were taken, and future noise levels were predicted based on the proposed improvements to US 50, using traffic forecasts for the year 2006. Based on this data, a feasibility analysis of a noise barrier was conducted.

The results of the reanalysis indicated that a noise barrier for the Greenwood Acres community does not meet the requirement for reasonable cost. A noise barrier to protect 11 impacted homes on Second Street, adjacent to US 50, would cost over \$778,000. Dividing this figure among the 11 impacted homes gives a cost-per-residence of over \$70,000, which is well above our reasonable cost limit of \$40,000. These results reconfirm the conclusions of a similar study conducted in 1986.

Given the impacts to the existing vegetation anticipated due to the highway construction, we are willing to construct a privacy fence as a partial abatement measure, to provide visual screening and some psychological relief. If there is interest in such a screening fence, please let us know and we will arrange a follow up meeting.

29

The Honorable John G. Gary  
Page 2

Thank you for your interest in our Noise Abatement Program. I regret that we cannot offer a more complete solution to the community's concern, however, I hope we have adequately explained the situation.

Sincerely,

ORIGINAL SIGNED BY:  
**HAL KASSOFF**  
Hal Kassoff  
Administrator

HK/db

bcc: Mr. Bob Olsen  
Mr. Robert Douglass  
Mr. Charles Adams  
Mr. Eugene Miller, Jr.  
Mr. Ken Polcak

STATE OF MARYLAND  
OFFICE OF THE GOVERNOR



IN REPLY REFER TO

PG-MDOT

WILLIAM DONALD SCHAEFER  
GOVERNOR

March 30, 1990

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

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

Dear County Executive Glendening:

Thank you for your recent letter about noise barriers for the Glenn Dale Estates community. Secretary Richard Trainor recently wrote to Mr. Moore about this matter. Let me share with you the information given to him with regard to the State Highway Administration's noise policy as it relates to Glenn Dale Estates.

Maryland's noise abatement policy 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 construction of a highway caused the impact to an existing development.

The date of location approval for a highway project is considered the date of public knowledge of that project. Because Glenn Dale Estates was constructed after location approval was given for the US 50 upgrade, the community is not eligible for noise barriers. Additionally, construction of an effective barrier to protect the impacted residences was found to exceed the \$40,000-per-residence limit established for reasonable cost.

The residences Mr. Moore mentioned on Fruitwood Drive are not impacted above the threshold criterion and would receive little or no benefit from a noise barrier. Therefore, we cannot include those residences in the cost per residence and construction date calculations. I would also like to clarify that 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.

We recognize that the Glenn Dale Estates community is impacted by noise. However, we are firm in our belief that the priority for noise barrier construction should be for those areas which predated the highway. To make an exception for one community would be unfair to the many other areas in Maryland where noise barriers have not been approved for the same reason.

31

The Honorable Parris N. Glendening  
March 30, 1990  
Page Two

After the completion of the highway widening project, we will design a landscape planting plan to restore lost vegetation and provide a visual screen for the residences.

I regret that I cannot offer a more positive response, but hope that I have clarified our position on the matter.

Sincerely,

ISI

Governor

cc: Secretary Richard Trainor

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

TW

32

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MAY 14 1990

LANDSCAPE ARCHITECTURE  
DIVISION



**Maryland Department of Transportation  
State Highway Administration**

33

Richard H. Trainor  
Secretary  
Hal Kassoff  
Administrator

March 20, 1990

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

Dear County Executive ~~Glendening~~ *Parris*:

Thank you for your recent letter, which I received through Charles B. Adams, on behalf of the Glenn Dale Estates Civic Association about noise barriers for the community. Transportation Secretary Richard H. Trainor recently wrote to Mr. Moore directly about this matter. Let me share with you the information Mr. Trainor gave to Mr. Moore with regard to the State Highway Administration's noise policy as it relates to Glenn Dale Estates.

Maryland's noise abatement policy 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 construction of a highway caused the impact to an existing development.

The date of location approval for a highway project is considered the date of public knowledge of that project. Because Glenn Dale Estates was constructed after location approval was given for the US 50 upgrade, the community is not eligible for noise barriers. Additionally, construction of an effective barrier to protect the impacted residences was found to exceed the \$40,000 per residence limit established for reasonable cost.

The residences Mr. Moore mentioned on Fruitwood Drive are not impacted above the threshold criterion and would receive little or no benefit from a noise barrier. Therefore, we cannot include those residences in the cost per residence and construction date calculations. I would also like to clarify that 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.

My telephone number is (301) \_\_\_\_\_

The Honorable Parris N. Glendening  
Page 2

34

We recognize that the Glenn Dale Estates community is impacted by noise. However, we are firm in our belief that the priority for noise barrier construction should be for those areas which predated the highway. To make an exception for one community would be unfair to the many other areas in Maryland where noise barriers have not been approved for the same reason.

After the completion of the highway widening project, we will design a landscape planting plan to restore lost vegetation and provide a visual screen for the residences.

I regret that I cannot offer a more positive response, but hope that I have clarified our position on the matter.

Sincerely,

ORIGINAL SIGNED BY:  
HAL KASSOFF

Hal Kassoff  
Administrator

HK/eh

cc: Mr. Richard H. Trainor  
Mr. Creston J. Mills, Jr.  
Mr. Charles B. Adams

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

35

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MAR 21 1990

**LANDSCAPE ARCHITECTURE  
DIVISION**

STATE OF MARYLAND  
OFFICE OF THE GOVERNOR

36



IN REPLY REFER TO

G-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

March 22, 1990

The Honorable Leo Green  
Maryland State Senator  
212 James Office Building  
Annapolis MD 21401-1991

Dear Senator Green:

Thank you for your recent letter, on behalf of the Glenn Dale Estates Civic Association, about noise barriers for the community. Department of Transportation Secretary Richard Trainor recently wrote to Mr. Moore directly about this matter. Let me share the information Mr. Trainor gave to Mr. Moore about the State Highway Administration's noise policy as it relates to Glenn Dale Estates.

The Department of Transportation's position, with which I agree, is that noise barriers should be considered only where construction of a highway caused the impact to an existing development. Maryland's noise abatement policy requires a development to have been established before the construction of the highway.

The date of location approval for a highway project is considered the date of public knowledge of that project. Because Glenn Dale Estates was constructed after location approval was given for the US 50 upgrade, the community is not eligible for noise barriers. In addition, construction of an effective barrier to protect the impacted residences was found to exceed \$40,000 per residence, the limit established for reasonable cost.

The residences Mr. Moore mentioned on Fruitwood Drive are not impacted above the noise threshold and they would receive little, if any, benefit from a noise barrier. Therefore, we cannot include those residences in the cost per residence and construction date calculations. As Secretary Trainor explained to Mr. Moore, the funding for highway projects, including noise barriers, comes from gasoline taxes, highway user fees and corporate taxes -- not from private citizens' income or property taxes.

The Honorable Leo Green  
March 22, 1990  
Page 2

39

We certainly recognize that the Glenn Dale Estates community is affected by noise. However, we strongly feel priority for noise barrier construction should be given for those areas which predated the highway. To make an exception for one community would be unfair to the many other areas in Maryland where noise barriers have not been approved for the same reason.

Secretary Trainor assured Mr. Moore that after the completion of the highway widening project, SHA will design a landscape planting plan to restore lost vegetation and provide a visual screen for the residences.

I regret that I cannot offer a more positive response, but I hope I have clarified our position on the matter.

Sincerely,

ISA

Governor

cc: Secretary Richard H. Trainor

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

38

**RECEIVED**

MAR 29 1990

**LANDSCAPE ARCHITECTURE  
DIVISION**

1990

FEB 08 1990

The Honorable Leo E. Green  
212 Senate Office Building  
Annapolis, Maryland 21401-1991

Dear Senator Green:

Thank you for your recent letter concerning the earth berm for the Princeton Square community.

We are committed to constructing the earth berm as discussed at the January 22nd meeting. The mound is being constructed primarily as a visual barrier. We do expect that there will be limited noise reduction for the community as an additional benefit. However, there is no design goal for noise reduction because the area does not qualify for our noise abatement program. We do expect that there will be sufficient earth to complete the mound as it was presented at the community meeting.

As I stated previously, there will be a landscaping project following the completion of the US 50 construction which will include the Princeton Square area.

I hope that I have adequately answered your concerns. Please do not hesitate to contact me if I can be of further assistance.

Sincerely,  
ORIGINAL SIGNED BY:  
HAL KASSOFF  
Hal Kassoff  
Administrator

HK/db

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



**Maryland Department of Transportation  
State Highway Administration**

40

Richard H. Trainor  
Secretary  
Hal Kassoff  
Administrator

COPY

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

January 12, 1990

The Honorable Leo E. Green  
James Senate Office Building  
110 College Avenue  
Annapolis, Maryland 21401-1991

Dear Senator Green:

This is in response to your note regarding noise mitigation on US 50 in the vicinity of the Thomas M. Kane residence.

Attached is a copy of a letter to Mr. Kane from Mr. Charles Adams, Chief of our Landscape Architecture Division, indicating the results of the noise studies performed for the Glenn Dale Estates Community.

Since this letter went directly to Mr. Kane, it appears his request has been satisfied and no further action is required by this Administration.

However, if you have any questions, please call me or Mr. Adams. Mr. Adams can be reached at (301) 333-8063.

Sincerely,

  
Creston J. Mills, Jr.  
District Engineer

CJM:lc

Attachment

cc: ~~Mr.~~ Charles Adams

My telephone number is (301) 220-7311

AUG 29 1990

The Honorable Carolyn J. B. Howard  
204 Lowe House Office Building  
Annapolis, Maryland 21401-1991

Dear Delegate Howard:

I am writing in response to your recent request to our Landscape Architecture Division for information concerning the US 50 widening in the vicinity of Enterprise Estates.

As you requested, I am enclosing the portion of the Final Environmental Impact Statement which relates to noise impacts within the project limits. As can be seen in Table IV-3, negligible impacts were anticipated in the Enterprise Estates area (site N-10); that is, noise levels did not exceed the Federal Highway Administration design noise criteria level. This was because the only residences existing at the time of the study were more than 400 feet from the edge of the highway (see Plate II-11, last page of enclosure). It is important to keep in mind that this highway project became a matter of public record in 1982, which was two years before the first homes were built closer to the highway. The majority of these homes have been built within the last three years. Areas which are developed after a project has become public knowledge are not eligible for noise abatement. For this reason noise barriers are not being considered for the Enterprise Estates community.

The Kenilworth and Heather Hills communities in the Bowie area, west of the US 50/MD 3 interchange, were established and constructed prior to location approval and do qualify for noise abatement. To make an exception for Enterprise Estates would open us to many similar requests from other communities where we have denied noise barriers for the same reason.

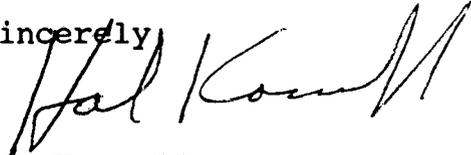
Following the completion of the highway widening project, we will design a landscape planting plan to restore lost vegetation and provide a visual screen for the residences, to provide some measure of psychological relief as the plants mature.

42

The Honorable Carolyn J. B. Howard  
Page 2

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

Sincerely



Hal Kassoff  
Administrator

HK/wt

Enclosure

cc: Mr. Eugene Miller

12/18/74



**Maryland Department of Transportation**

The Secretary's Office

43

**William Donald Schaefer**

Governor

**Richard H. Trainor**

Secretary

**Stephen G. Zentz**

Deputy Secretary

November 27, 1990

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

Dear Congressman Hoyer:

Thank you for your recent letter on behalf of your constituents in West Laurel concerning our noise abatement program and the proposed project for their community.

I recently met with West Laurel's elected representatives, who informed me that Prince George's County is willing to provide significant financial support for the project if we can advance it. On this basis, I agreed to seek the funding of the State's share so we can proceed on a joint, State/County basis. At present we are advancing the required engineering work.

Your other inquiry, concerning the distribution of noise barriers throughout Maryland will require approximately one month to research. We will contact you by the end of this year with the information you requested.

Thank you for bringing your concerns to my attention.

Congratulations on your impressive reelection!

Sincerely,

Richard H. Trainor  
Secretary

RHT/db

My telephone number is (301)- 859-7397

TTY For the Deaf: (301) 684-6919

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



**Maryland Department of Transportation  
State Highway Administration**

44

Noise

Richard H. Trainor  
Secretary  
Hal Kassoff  
Administrator

June 5, 1990

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

Dear Congressman Hoyer:

I am writing to inform you of the results of our noise studies for the Willow Grove community adjacent to US 50.

We have completed our noise monitoring at the areas agreed upon by the community, and have found that noise levels meet or exceed the 67 decibel impact threshold at the end of Bald Hill Terrace and between 4016 and 4030 Caribon Street. We had intended to perform continuous 24-hour studies simultaneously at three locations from Thursday through Tuesday; however, unfavorable weather conditions this spring did not permit this to happen. We were unable to perform a Sunday-Monday test, and the data at one location (4102 Caribon Court) was lost due to an equipment failure. After examining the data we had collected, we feel that we have information that accurately represents noise conditions in the community.

We also performed simultaneous ground level and second story monitoring. As we expected, noise levels were the same or slightly higher (1-4 dBA) at the second floor locations. This is because sound traveling above the ground to the second floor is not reduced by absorption or scattering from the ground. We also performed vibration studies which found no significant vibration levels during the test periods.

We have reconfirmed that the construction of the residences occurred between 1985 and 1988, well after the original highway and several years after June 1982, when location approval was given for the US 50 upgrade. It is our policy that noise barriers should be considered only where construction of a highway caused the impact to an existing development. Location approval is considered the official date of public knowledge of a highway project. Because Willow Grove was constructed after location approval was given, the community is not eligible for noise barriers.

My telephone number is (301) 333-1111

Teletypewriter for Impaired Hearing or Speech

43

We recognize that the Willow Grove community is impacted by noise. However, we are firm in our belief that priority for noise barrier construction should be for those areas where highway construction caused the impacts to an existing community. To make an exception for one community would be unfair to the many other areas in Maryland where noise barriers have not been approved for the same reason. In a letter to Mrs. Margaret Boles, we have offered to meet with the community residents to review and explain our results.

A landscape project will be undertaken upon completion of the highway construction. We will give full consideration to screening needs adjacent to the Willow Grove area. This should provide some psychological relief by screening the highway from view.

I regret that I cannot offer a more positive response to you and your constituents, but I hope that I have adequately explained why the area does not qualify for inclusion in our noise abatement program. Do not hesitate to contact me if you require additional information.

Sincerely,

ORIGINAL SIGNED BY  
HAL KASSOFF  
Hal Kassoff  
Administrator

HK/t

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

MAR 08 1990

410

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

Dear Congressman Hoyer:

Thank you for your recent letter concerning the status of our studies for the Willow Grove community adjacent to US 50.

Members of our Landscape Architecture Division met with Willow Grove residents and community representatives, including Mrs. Boles, on February 13th. The purpose of the meeting was to discuss and coordinate measurement types, locations, and methodology. We expect to complete the study by the end of March, weather permitting.

We will contact you in early April with the results of the studies. If you have any questions in the meantime, please contact me.

Sincerely,

**ORIGINAL SIGNED BY**  
**HAL KASSOFF**  
Hal Kassoff  
Administrator

HK/wt

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**

47

Richard H. Trainor  
Secretary  
Hal Kassoff  
Administrator

March 7, 1990

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

Attention: Mr. John Berry

Dear Congressman Hoyer:

I am writing about the noise issue along US 50 adjacent to the Landover Hills community.

On February 16th members of my staff and I met with Mr. John Berry and Ms. Marty Weber of your office to review the area. The specific area of concern is adjacent to the new ramp construction that will connect MD 410 to westbound US 50. The construction for this ramp resulted in the removal of the tree buffer that previously existed between the community and the highway. A noise barrier for this area was not included in the present construction contract because the cost of a barrier exceeded our maximum cost criteria of \$40,000 per residence.

We do have an ongoing study for all of the Landover Hills area adjacent to US 50. Our analysis will be completed this summer. If the cost of a barrier is within our criteria of reasonableness, the area would be potentially eligible for noise mitigation. ~~Even if the criteria are met, there is no certainty of when or if mitigation~~ would be funded at this location. We have a backlog of committed projects that will not be completed for at least five years. We cannot make any decisions or commitments on additional projects until we are well along toward completion of these projects.

The meeting of February 16th included a discussion with two of the homeowners in the community. I explained to them that we were willing to construct a privacy fence in the height range of ten feet. This fence would provide a visual barrier between the community and the highway. It would also provide some reduction in noise levels, although minor, at ground level. We are prepared to proceed with this now. This fence would be in lieu of construction of a noise barrier. Mr. Berry indicated that he would assist in obtaining a consensus from the affected property owners regarding the privacy fence option.

My telephone number is (301) \_\_\_\_\_

486  
The Honorable Steny H. Hoyer  
Page Two

If there are any questions, please contact me at your convenience.

Sincerely,

ORIGINAL SIGNED BY:  
**HAL KASSOFF**

Hal Kassoff  
Administrator

HK/t

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

STATE OF MARYLAND  
OFFICE OF THE GOVERNOR



IN REPLY REFER TO GOV-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

November 28, 1990

The Honorable A. Wade Kach  
214 Ashland Road  
Cockeysville MD 21030

Dear Delegate Kach:

Thank you for your recent letter about the noise problem in the Longford community.

I certainly do sympathize with your situation. Your community, however, is not alone in this situation. There are a number of others which appear to meet the requirements for noise abatement, but there just is not enough money to build all of the noise barriers that appear to have merit.

Because this is such a prevalent problem throughout the State, I will be reevaluating our total noise mitigation program to see if it even makes sense to continue in its present form, or whether there are alternate possibilities that make sense. I am sorry I cannot give you a more favorable response right now.

Sincerely,  
*/S/*

Governor

bcc: Mr. Charles B. Adams  
Mr. Robert D. Douglass  
Mr. Hal Kassoff  
~~Mr. Eugene J. Miller, Jr.~~  
Mr. Charles R. Olsen  
Mr. Richard H. Trainor

50

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DEC 3 1990

**LANDSCAPE ARCHITECTURE  
DIVISION**

JUL 05 1990

51

The Honorable A. Wade Kach  
214 Ashland Road  
Hunt Valley, Maryland 21031

Dear Delegate Kach:

Thank you for your recent letter concerning noise barriers and the proposed Beltway widening project.

The retrofit (Type II) portion of our Noise Abatement Program requires that the date of residential construction must have occurred before the original highway construction. However, the Type I element of our program considers noise mitigation for existing communities that are impacted by new highway construction or major reconstruction. In order to qualify under this aspect of the program, the homes must precede location approval of the project.

No decision has yet been made concerning the widening; therefore, all of the existing communities along I-695 will be considered for noise abatement as part of the widening project when location approval is received. Of course, noise level, cost-effectiveness, and feasibility criteria must still be met by each area that is considered.

At this time, we are not aware of any proposed reductions in Federal I4R funds which includes monies for noise barriers. I'm sure you are aware, however, that the previous reduction in funds has slowed our original construction timetable considerably. As you requested, I am enclosing the status list for all of the projects in our retrofit program. The project in the vicinity of the Hampton Mansion was part of project number 10, and was completed this spring.

I hope that I have adequately answered the questions you raised in your letter. If I can be of further assistance, please do not hesitate to contact me.

Sincerely,

ORIGINAL SIGNED BY:  
HAL KASSOFF  
Administrator

Enclosure

HK/db

bcc: Mr. Charles R. Olsen  
Mr. Robert D. Douglass  
Mr. Charles B. Adams  
Mr. Eugene J. Miller, Jr.  
Mr. Donald G. Honeywell

52

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JUL 6 1990

LANDSCAPE ARCHITECTURE  
DIVISION

NOV 21 1990

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

Dear Senator Kelly:

Thank you for your recent letter, on behalf of Mr. P. F. Lee, concerning his request for noise barriers in the vicinity of Western Run Road adjacent to I-83.

Our investigation revealed that there are only a few residences in this area. Even if we assume noise levels are above the 67 decibel impact threshold, a noise barrier to protect these residences would far exceed our \$40,000 per residence limit for reasonable cost. While I sympathize with your constituent's situation, I cannot offer a noise barrier as a solution in this area.

I regret that I cannot be of more assistance, but hope that I have adequately explained why this area does not qualify for noise abatement measures.

Sincerely,  
ORIGINAL SIGNED BY  
HAL KASSOFF  
ADMINISTRATOR  
Hal Kassoff  
Administrator

HK/db

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

54

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NOV 21 1990

**LANDSCAPE ARCHITECTURE  
DIVISION**

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NOV 21 1990



# Maryland Department of Transportation

The Secretary's Office

55

**William Donald Schaefer**  
Governor

**Richard H. Trainor**  
Secretary

**Stephen G. Zentz**  
Deputy Secretary

September 5, 1990

## MEMORANDUM

**TO:** The Honorable Winfield M. Kelly  
Secretary of State

**FROM:** Richard H. Trainor  
Secretary

**SUBJECT:** Noise Barriers/Earth Berms

Thank you for your recent letter suggesting construction of earth berms to abate highway noise. The State Highway Administration has long recognized the sound-reducing effect, as well as the aesthetic value, of earth berms. In fact, earth berms are the preferred method of noise abatement. SHA has constructed several berms in Maryland; the earliest was built in 1966 along the Capital Beltway west of Cedar Lane. Some of the most recent berms were built as part of the construction of I-795, the Northwest Expressway.

Unfortunately, the amount of available right-of-way is often a limiting factor in the construction of an earth berm. Communities impacted by traffic noise are often too close to the highway to allow sufficient room for construction of a berm. These are the areas where noise "walls" become the only feasible option. This is particularly true in "retrofit" situations, where noise abatement is considered for developments adjacent to existing highways.

In areas where there is enough right-of-way available, the land is often heavily wooded and would require the removal of trees in order to construct the berm. It is our feeling that mature trees offer natural visual, and possibly psychological, benefits that would be lost for many years if they were removed to construct a berm. The idea of deforesting an area to construct an earth berm is an environmentally unacceptable option.

I hope I have answered your questions; feel free to contact me if you need additional information.

RHT/db

My telephone number is (301)- 859-7397

TTY For the Deaf: (301) 684-6919

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

34

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

Dictated by Patti Gauss, LAD, August 28, 1990, X8072

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57

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SEP 7 1990

LANDSCAPE ARCHITECTURE  
DIVISION



**Maryland Department of Transportation  
State Highway Administration**

56

Richard H. Trainor  
Secretary  
Hal Kassoff  
Administrator

August 7, 1990

The Honorable Francis X. Kelly  
Senate of Maryland  
Five Shawan Road  
Hunt Valley, Maryland 21030

Dear Senator Kelly:

Thank you for your July 2nd letter about the noise issue along the Baltimore Beltway.

I am, of course, very much aware of the ongoing concerns and desire for noise abatement along the beltway. In fact, we have one of the more active noise abatement programs in the country.

Unfortunately, our ability to complete the projects in our retrofit program has been curtailed due to funding limitations. This is a combined limitation due to reductions in the federal funds available for noise abatement and the significant highway needs which remain to be funded.

As you are aware, we do have a noise abatement project in design for the area from Thornton Road to Seminary Avenue. We are completing the design in order to be ready to bid the project when funds are available. This project will only address a portion of the communities you are concerned about. The areas west of Thornton Road along I-695 do not qualify for our program because they were developed after the highway. We must hold fast on this point, because to make an exception would open us to other areas we have denied for the same reason. This would result in several hundred million dollars for noise abatement that we would have no foreseeable possibility of funding.

The issue of noise abatement as a part of any future beltway improvements has not been resolved. We have studied a number of areas along the beltway. However no final decisions have been made. Please be assured that every consideration will be given to these communities.

My telephone number is (301) 333-1111

The Honorable Francis X. Kelly  
page 2

59

Please feel free to call me if you would like to discuss this further. Thanks again for your interest and concerns.

Sincerely,

ORIGINAL SIGNED BY  
HAL KASSOFF

Hal Kassoff  
Administrator

HK/am

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

60

JUN 27 1990

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

Dear Delegate Klima:

Thank you for your recent letter on behalf of the Campus Hills Community Association and the Towsontowne Recreation Council.

First, let me emphasize that while Beltway widening will be pursued, no decision has been made regarding particular interchange configurations. Additionally, there are no plans to eliminate Campus Hills Park as part of the proposed widening project, when it does occur.

At the February 28th public hearing, we presented proposed improvements to I-695 and Providence Road through its interchange with I-695. These proposals are illustrated on page 20 and described on page 13 of the enclosed public hearing brochure.

On May 30th, the project planning team met and recommended no improvements to Providence Road or its ramp connections to I-695. The bridge carrying Providence Road over the Beltway would be replaced to accommodate the proposed Beltway lane additions; however, this would not affect the park.

There is a possibility that some of our property now used for recreation could be used temporarily as a staging area for contractors. Should this be necessary, we would make every effort to plan this in a manner that would minimize impacts to recreational activities.

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The Honorable Martha S. Klima  
Page 2

I hope this information is adequate for your needs at this time. You may expect to hear from me in late August with the results of our barrier effectiveness studies. If you have additional questions in the meantime, please do not hesitate to contact me.

Sincerely,  
ORIGINAL SIGNED BY:  
**HAL KASSOFF**

Hal Kassoff  
Administrator

HK/db

Enclosure

- bcc: Mr. Charles R. Olsen  
Mr. Robert D. Douglass  
Mr. Charles B. Adams  
Mr. Donald Honeywell  
Mr. Eugene J. Miller, Jr.

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**RECEIVED**

JUN 27 1990

**LANDSCAPE ARCHITECTURE  
DIVISION**

63

AUG 23 1990

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

Dear Senator Komenda:

Thank you for your recent letter concerning noise barriers along I-95 between MD 5 and Temple Hills Road.

While our prior studies have not been able to support noise abatement, we will re-evaluate these locations to determine if there have been any substantial changes. This will require approximately four months to complete. I will contact you with the results when the work is completed.

Sincerely,

ORIGINAL SIGNED BY:  
HAL KASSOFF

Hal Kassoff  
Administrator

HK/cmc

cc: Mr. Creston J. Mills, Jr.

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

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AUG 24 1990

LANDSCAPE ARCHITECTURE  
DIVISION



# Maryland Department of Transportation

The Secretary's Office

65

William Donald Schaefer  
Governor

Richard H. Trainor  
Secretary

Stephen G. Zentz  
Deputy Secretary

September 20, 1990

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

Dear Delegate Lamotte:

Thank you for your recent letter concerning noise abatement along I-695, from Dogwood Road to Windsor Mill Road.

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

In 1988, noise levels in the area of Rona Road and Arlene Circle were found to exceed the 67- decibel impact threshold. The date of construction criterion is also met in this area. However, the cost per residence of a barrier would exceed \$70,000, well above our limit for cost-effectiveness.

In addition, our 1988 studies also concluded that a noise barrier for these residences would probably be ineffective because the homes are situated 200-250 feet from the highway. A barrier located at such a great distance from the affected residences generally provides little perceptible noise reduction. Therefore, an effective barrier for this area is not feasible.

My telephone number is (301)- 859-7397

TTY For the Deaf: (301) 684-6919

Post Office Box 3755, Baltimore (Washington International Airport, Maryland 21240-0755)

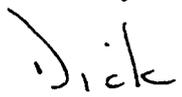
660

The Honorable Lawrence A. LaMotte  
Page 2

In the area of Lenburn and Richardson Roads, the homes were built one to six years after the Beltway was completed in 1962; therefore, this area does not meet the date of construction criterion and is not eligible for consideration of noise barriers, regardless of noise levels.

I regret that I cannot offer a more positive response to you and your constituents, but I hope that I have adequately explained why these areas do not qualify for noise abatement measures.

Sincerely,



Richard H. Trainor  
Secretary

RHT/eh

67

AUG 28 1990

The Honorable Gloria Lawlah  
3801 24th Avenue  
Hillcrest Heights, Maryland 20748

Dear Delegate Lawlah:

Thank you for your recent request for information concerning Maryland's Noise Abatement Program.

For a community to be considered for noise abatement under State Highway Administration policy, 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.

The attached list shows the location and status of each noise abatement project, as well as its position in terms of priority. The priority for each was established as a combined measure of the degree and density of noise impact, as well as cost effectiveness. The weighing tends to favor high noise levels, which allows smaller but more highly impacted project areas to be competitive with larger areas in determining the priority.

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LANDSCAPE ARCHITECTURE  
DIVISION

69

The Honorable Gloria Lawlah  
Page 2

Funding for noise abatement projects has been substantially reduced in recent years, resulting in a much slower construction schedule for our project list. These projects will be scheduled subject to available funding and will require at least several more years to complete. Although we have identified several other areas that appear to meet the above criteria, this funding situation has made any future expansion of the retrofit noise program uncertain.

I hope that I have adequately answered all of your questions. Please do not hesitate to contact me if I can be of further assistance.

Sincerely,

ORIGINAL SIGNED BY:  
HAL KASSOFF

Hal Kassoff  
Administrator

HK/wt

Attachment

bcc: Mr. Charles R. Olsen  
Mr. Robert D. Douglass  
Mr. Charles B. Adams  
Mr. Eugéné J. Miller, Jr./

70

DEC 17 1990

The Honorable Tom McMillen  
U.S. House of Representatives  
327 Cannon Office Building  
Washington, D.C. 20515

Dear Congressman McMillen:

Thank you for your recent letter, on behalf of your constituents in the West Laurel community, concerning noise barriers adjacent to I-95 from MD 198 to Brooklyn Bridge Road.

Secretary Trainor agreed to pursue advancing this project if Prince George's County provides significant financial assistance and if State funds can be found. The availability of State funds is predicated on a revenue increase. We have begun the preliminary engineering work in anticipation of being able to move forward.

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

Sincerely,  
ORIGINAL SIGNED BY  
HAL KASSOFF  
ADMINISTRATOR  
Hal Kassoff  
Administrator

HK/db

bcc: Mr. Charles R. Olsen  
Mr. Robert D. Douglass  
Mr. Charles B. Adams  
~~Mr. Eugene J. Miller, Jr.~~ R. 312

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**RECEIVED**

**DEC 18 1990**

**LANDSCAPE ARCHITECTURE  
DIVISION**

SEP 19 1990

The Honorable Susan V. Mills  
Prince George's County Council  
County Administration Building, 2nd Floor  
14741 Governor Oden Bowie Drive  
Upper Marlboro, Maryland 20772

Dear Councilwoman Mills:

I am writing to inform you of the results of our noise studies for Mr. Allen Kruckow, of Glen Rock Avenue, adjacent to I-95.

As you 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.

Our date of construction research shows that the homes were built prior to I-95; therefore, we proceeded with a 24-hour monitoring study, as well as several short-term tests at 10 different locations, shown on Exhibit 1. Noise levels during the 24-hour test remained above the 67 decibel impact threshold for the entire test period, as you can see on Exhibits 2 and 3. Exhibit 4 shows the results of the short-term tests, which indicate that only the two residences on Glen Rock Avenue closest to I-95 are impacted above the 67 decibel threshold.

73

The Honorable Susan V. Mills  
Page Two

Based on these results, we conducted a noise barrier feasibility analysis, which revealed that the cost of a barrier to protect the two impacted residences would be over \$168,000, or more than \$84,000 per residence. This amount is more than double the allowable cost per residence. Therefore, this area is not eligible for noise mitigation.

I regret that I cannot offer a more positive response to you and your constituents, but I hope that I have adequately explained our policy as it relates to this community.

Sincerely,  
ORIGINAL SIGNED BY  
HAL KASSOFF  
ADMINISTRATOR  
Hal Kassoff  
Administrator

HK/am

Attachments

cc: Mr. Creston J. Mills, Jr.

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

Mr. Eugene J. Miller, Jr. 312

74

**RECEIVED**  
SEP 20 1990  
LANDSCAPE ARCHITECTURE  
DIVISION

75  
JUL 10 1990

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

Dear Councilwoman Mills:

I am writing to update you on the status of the potential for a noise barrier project in the vicinity of the Birchwood City community adjacent to I-95.

The results of our preliminary design studies in the Birchwood City area have reconfirmed that a noise abatement project would meet our guidelines for reasonable cost. In addition, it does not appear that any donations of land would be required from any adjacent property owners to facilitate construction of the project.

Funding for noise abatement projects has been substantially reduced in recent years, resulting in a much slower construction schedule for our original project list. Those projects will take at least several more years to complete. This funding situation has made any future expansion of the retrofit noise program uncertain. Therefore, no new commitments are being made on any enlargement of the program until we are well along toward completion of the existing program.

I regret that I cannot offer a more positive response to you and your constituents, but I hope that I have adequately explained our situation.

Sincerely,

ORIGINAL SIGNED BY  
HAL KASSOFF

Hal Kassoff  
Administrator

HK/am

cc: Mr. Creston J. Mills, Jr.

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



*Maryland Department of Transportation*  
*State Highway Administration*

76

Richard H. Trainor  
Secretary  
Hal Kassoff  
Administrator

June 6, 1990

The Honorable Susan V. Mills  
Prince George's County Council  
County Administration Building, 2nd Floor  
14741 Governor Oden Bowie Drive  
Upper Marlboro, Maryland 20772

Dear Councilwoman Mills:

Thank you for your recent letter, which I received through our Landscape Architecture Division, concerning traffic noise from I-95 at the residence of your constituent, Mr. Allen Kruckow.

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

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

We must first verify the construction dates of the residences in the community. If it is shown that a majority preceded the construction of I-95, we will then evaluate the area for noise impacts and determine the cost per residence. Previous studies in this area have indicated that noise levels were below the 67 decibel criterion. Our studies should be complete by late September, at which time I will contact you with the results.

Funding for noise abatement projects has been substantially reduced in the past two years. This reduction has resulted in a much slower construction schedule for our original project list, which will require at least several more years to complete. Although we have already identified a number of potential additions to the program, this funding situation has made any future expansion of the Noise Abatement Program uncertain.

My telephone number is (301) 333-1111

77

The Honorable Susan V. Mills  
Page 2

I appreciate your bringing this area to my attention. If you have any questions in the meantime, please feel free to contact me.

Sincerely,



Hal Kassoff  
Administrator

HK/wt

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

78

JUN 28 1990

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 Ms. Eileen Pierce, concerning our recent noise studies on I-495 between Bradley Boulevard and Fernwood Road.

As you may be aware, 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.

Mr. Charles B. Adams, Chief of our Landscape Architecture Division, recently responded personally to Ms. Pierce's letter. Let me share with you the information Mr. Adams gave Ms. Pierce concerning this area.

We reevaluated this area this spring and included Barnett and Greentree Roads, Longwood Drive and Newbold Drive in the study. Measurements show that noise levels in the Longwood Drive and Barnett Road areas meet or exceed the threshold at a majority of the residences. Neither Newbold Drive nor the inner loop portion of Greentree Road meet the date of construction criterion; therefore, noise measurements were not taken in those areas. Longwood Drive has been found to be ineligible for consideration based on cost. There are 10 impacted residences in this area; a barrier to protect those residences would cost approximately \$1.4 million, or \$140,000 per residence.

Additionally, the outer loop portions of Greentree Road and Barnett Road were also found to be ineligible based on cost. In this area there are eight impacted residences; the total cost of a barrier for this area would be over \$500,000, or more than \$64,000 per residence. The Bradley Boulevard and Armat Drive area was not tested for noise levels because the residences in the vicinity of I-495 were found to be ineligible under the date of construction requirement.

We have not planned a follow-up study after the widening; we recognize that noise levels are already above the impact threshold. The evaluation of impacts resulting from the widening project took into consideration future traffic volumes as well as the geometrics of the widened highway, thereby providing an analysis of "worst case" conditions.

In order to qualify for consideration under our retrofit program, a majority of the impacted residences themselves must have preceded the original highway construction. It is our feeling that the priority for noise barrier projects should be for those areas where the construction of a highway clearly impacted an existing community. Our rationale considers that the greatest initial impact occurs when a new highway is introduced into an area where there was no highway previously. The incremental increases in noise associated with lane additions and general growth in traffic volumes are less significant, and are perceived as a lesser impact than the construction of a new highway.

The actual year of construction of the residence is the date considered when determining eligibility. If a home which preceded the highway were voluntarily torn down and reconstructed, we would evaluate the circumstances which necessitated its reconstruction.

If barriers are not included as part of the widening project, the area must be considered under the retrofit requirements (i.e., houses must have preceded original highway construction for consideration). The same factors that determine cost-effectiveness would apply in either case.

Earth berms would not be a feasible solution in this area for several reasons. First, berms would require the clearing of large amounts of mature woodland and require a wide area for placement. We do not consider this a viable strategy because it would destroy a natural, aesthetic buffer. Second, the contour of the land in several areas would render an earth berm alone

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acoustically inadequate. For example, in the Longwood Drive area, in order to provide significant noise reduction, an earth berm would still have to be supplemented with a noise wall. Although this option would reduce the total cost by about \$200,000, the cost per residence would still be over \$100,000 per residence, which far exceeds our \$40,000 limit.

I regret that I cannot offer a more positive response to you and your constituents, but I hope that I have adequately explained our policy.

Sincerely,

ORIGINAL SIGNED BY:

HAL KASSOFF

Hal Kassoff  
Administrator

HK/db

cc: Mr. Charles B. Adams

bcc: Mr. Charles R. Olsen  
Mr. Robert D. Douglass  
E.J. Miller, Jr.

81

**RECEIVED**

JUN 28 1990

**LANDSCAPE ARCHITECTURE  
DIVISION**

DEC 12 1990

82

The Honorable Louis P. Morsberger  
612 Hilton Avenue  
Catonsville, Maryland 21228

Dear Delegate Morsberger:

I am writing to inform you of the results of our noise barrier reevaluation studies for the Arbutus Avenue area adjacent to I-695. We have completed a detailed evaluation of the effect of reflective noise on this community from the noise barrier on the opposite side of the Beltway.

A comparison of the 24-hour study conducted earlier this year with pre-barrier noise levels measured in 1988 showed an overall 1.5 decibel increase. Our recent study was a more detailed attempt to determine how much of that increase could be attributed to noise reflections. Using a computer program, we compared the 1988 traffic volumes with current traffic volumes and found that approximately one half of the 1.5 decibel increase was due strictly to an increase in traffic volume.

We then conducted simultaneous measurements in areas opposite the noise barrier and in areas where there was no noise barrier so that no noise reflections could occur. We compared these measurements, again using a computer program to reconcile variations in topography, orientation of the highway relative to the sites, vegetation and other natural features, to determine the potential for reflected noise from the barrier.

Taking all of these variables into account, our results indicate that the difference in noise levels opposite the noise barrier, which could be attributed to reflections from the wall, is approximately one-half decibel. A half decibel is not a perceptible increase to the human ear, which can just begin to perceive a change of about 2-3 decibels. In fact, it is theoretically impossible for reflected noise to exceed 3 decibels, except in cases where the shape of the barrier may "focus" reflected noise toward a specific area, similar to a satellite dish. This is not the case with this barrier; its convex side faces Arbutus Avenue and scatters reflected noise, thereby reducing the potential for perceptible noise increases.

Since we cannot identify any impacts beyond our previous findings, a noise barrier for this area still would not meet our requirements for reasonable cost.

83

The Honorable Louis P. Morsberger  
Page Two

I regret that I cannot offer you and your constituents a more positive response, but hope that I have adequately explained the situation in this area. If you have any questions regarding our conclusions, please contact Mr. Charles B. Adams, Chief of our Landscape Architecture Division. Mr. Adams may be reached at (301) 333-8063.

Sincerely,

ORIGINAL SIGNED BY  
HAL KASSOFF  
ADMINISTRATOR  
Hal Kassoff  
Administrator

Hk/db

cc: Mr. Charles B. Adams

bcc: Mr. Charles R. Olsen  
Mr. Robert D. Douglass  
Mr. Eugene J. Miller, Jr.  
Ms. Catherine Rice

84

**RECEIVED**

**DEC 17 1990**

**LANDSCAPE ARCHITECTURE  
DIVISION**

85

SEP 13 1990

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

Dear Senator Murphy:

Thank you for your recent letter concerning noise barriers along I-695 for the communities between I-70 and US 40.

Federal I-4R funds represent 90% of the cost of each noise abatement project. In recent years, a reduction in these funds, combined with growing needs for pavement and bridge repairs, has resulted in a slower construction schedule for all of our retrofit noise abatement projects. In fact, most states are not building retrofit noise barriers at the present time.

We agree that this area is impacted by Beltway noise and understand the residents' frustration over the delay of this project. Our intent is to proceed with the project when the funding becomes available. At the present time, we are doing one or two noise barrier projects each year. There are four projects ahead of this one on the list.

You also inquired about the project along the Beltway between Edmonson Avenue and Frederick Road. The community on the east side of the Beltway was found not to qualify for noise barriers based on our cost criterion (\$40,000 is the maximum expenditure per residence). It has recently been brought to our attention that some of the homes in that area contain multiple residences; therefore, we are in the process of reevaluating the cost factor. I must emphasize, however, that any future expansion of the Noise Abatement Program is uncertain. Even if the area is now found to meet the cost requirement, it is uncertain whether a project would be added to the program for this area.

The noise abatement project in the Wilkens Avenue area has been delayed due to Beltway widening considerations, but is now in the final design stages. Construction of this project should begin in the spring of 1991.

86

The Honorable Nancy L. Murphy  
Page 2

I hope that I have adequately answered all of your questions. Please do not hesitate to contact me if I can be of further assistance.

Sincerely,  
ORIGINAL SIGNED BY  
HAL KASSOFF  
ADMINISTRATOR

Hal Kassoff  
Administrator

HK/am

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

Dictated by Charlie Adams, LAD, X8063

83

RECEIVED

SEP 14 1990

LANDSCAPE ARCHITECTURE  
DIVISION

88  
DEC 04 1990

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

Dear Delegate Perry:

Thank you for your recent letter concerning noise barriers for your constituents in Crofton adjacent to MD 424.

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.

The principal reason this area does not qualify for noise barriers is that it does not meet the feasibility criterion. Since MD 424 is a non-controlled access highway, noise barriers would be ineffective because of the gaps which would be required to maintain access to the highway. These gaps would allow noise to pass between barrier sections and would render them totally ineffective. For barriers to work they must be continuous along the highway. That is why they are generally restricted to controlled access highways such as the interstates.

I regret that I cannot offer you and your constituents a more positive response, but hope that I have adequately explained why noise barriers are not a solution in this area.

Sincerely,  
ORIGINAL SIGNED BY  
HAL KASSOFF  
ADMINISTRATOR

Hal Kassoff  
Administrator

HK/db



**Maryland Department of Transportation  
State Highway Administration**

89

Richard H. Trainor  
Secretary  
Hal Kassoff  
Administrator

June 21, 1990

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

*Marsha*

Dear ~~Delegate Perry~~:

I am writing to inform you of the results of our noise impact re-evaluation of the Heritage Harbour and North River Forest communities adjacent to US 50.

Our reanalysis focused on the existing and future impacts of noise from US 50 at numerous locations agreed to and coordinated with community representatives. An extensive noise monitoring program was undertaken to establish a baseline of impact. Then future noise levels were predicted based on the proposed improvements to US 50, using traffic forecasts for the year 2006.

The results of the reanalysis indicate that both the Heritage Harbour and North River Forest communities do not meet the requirements for consideration of noise barriers. Details relating to each community are as follows:

Heritage Harbour. The proposed highway improvements will only increase the level of noise in the community by a maximum of one decibel (dBA). Our criteria requires that the highway improvement must result in a minimum 5 dBA increase in noise for barriers to be considered. Although the community was identified in earlier environmental studies, our research has shown that the few homes that were identified as impacted (a total of 6), were constructed after the date of public knowledge of the proposed highway improvements (1981). Development which occurs after that date cannot be considered for noise abatement.

North River Forest. The proposed highway improvements would not increase noise levels in this community, thus not meeting the minimum increase criteria of 5 dBA. The improvements involve addition of one lane in each direction in the existing median only and would not disturb the

My telephone number is (301) \_\_\_\_\_

90

The Honorable Marsha G. Perry  
page 2

existing wooded area between the highway and the residences. A majority of the 14 impacted homes were constructed after the public knowledge date of 1981.

In addition, we conducted a reanalysis of the reasonableness and feasibility of a noise barrier for the Greenwood Acres community. The results indicated that a barrier does not meet the requirement for reasonable cost. A noise barrier to protect eleven impacted homes on Second Street, adjacent to U.S.50, would cost over \$778,000. Dividing this figure among the 11 impacted homes gives a cost-per-residence of over \$70,000, which is well above our reasonable cost limit of \$40,000. These results reconfirmed the conclusions of a similar study conducted in 1986.

Given the impacts to the existing vegetation anticipated due to the highway construction, we are willing to construct a privacy fence for the Greenwood Acres area as a partial abatement measure, to provide visual screening and some psychological relief.

I regret that we cannot offer a more positive response to you and your constituents, but hope I have adequately explained the situation as it relates to the communities.

Sincerely,

ORIGINAL SIGNED BY:  
**HAL KASSOFF**

Hal Kassoff  
Administrator

HK/db

bcc: Mr. Bob Olsen  
Mr. Robert Douglass  
Mr. Charles B. Adams  
Mr. Eugene Miller, Jr.  
Mr. Ken Polcak

91

OCT 18 1990

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

Dear Delegate Roesser:

Thank you for your recent letter concerning noise in the vicinity of the Rustic Farm Court community adjacent to I-270.

Communities are eligible for noise barriers only where they pre-date the highway. The date when the Federal Highway Administration approves the location of a proposed highway project represents the date that a project becomes public knowledge. Communities constructed after location approval is given are therefore not eligible for noise abatement.

Our records indicate that the Rustic Farm Court community was not in existence at the time location approval was given in 1984 for the I-270 reconstruction project; therefore, these homes would not qualify for consideration of noise abatement measures.

I regret that I cannot offer a more positive response to you and your constituents, but I hope that I have adequately explained why the area does not qualify for our noise abatement program. Do not hesitate to contact me if you require additional information.

Sincerely,  
ORIGINAL SIGNED BY  
HAL KASSOFF  
ADMINISTRATOR  
Hal Kassoff  
Administrator

HK/db

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

98

DEC 16 1990

The Honorable James C. Rosapepe  
8403 Patuxent Avenue  
College Park, Maryland 20740

Dear Delegate Rosapepe:

Thank you for your recent letter concerning noise abatement for your constituents in the area of Cherry Hill Road adjacent to I-95.

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 along Sellman Road, conducted in 1988, concluded that the requirement for cost-effectiveness is not met in this area. We determined that there are 7 impacted residences that could be protected by a barrier. To reduce noise levels for the impacted residences significantly would require a barrier 17 feet in height and 1,150 feet in length, at a total cost of over \$527,000. This results in a cost per residence of over \$75,000, well above our \$40,000 limit.

93

The Honorable James C. Rosapepe  
Page 2

I hope this information is adequate for your needs at this time. Please feel free to contact me if you have additional questions. I do regret that I cannot offer a more positive solution to you and your constituents.

Sincerely,  
ORIGINAL SIGNED BY  
HAL KASSOFF  
ADMINISTRATOR  
Hal Kassoff  
Administrator

HK/db

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

DEC 04 1990

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

Dear Senator Ruben:

Thank you for your recent letter, on behalf of Mr. Edward A. Wolff, concerning the noise barrier along Cresthaven Drive.

Our records indicate that the noise barrier in this area is 26 feet in height as promised to the community. It equals or exceeds the acoustic profile in all locations for barrier "D." Some grading was done at the base of the wall to provide for drainage away from the wall.

The goal of our noise abatement projects is to reduce the noise levels by 7-10 decibels at ground floor level outdoors. The results of our recent follow-up studies at the Wolff residence confirm that we have achieved a 7-8 decibel reduction. The reason this residence does not realize a higher reduction is that it is located where the wall dips in following the ground profile. It is virtually impossible to achieve an equal reduction at all the houses for any given project due to difference in terrain and distance from the highway.

Another factor which limits the wall's effectiveness is the design of the Wolffs' house itself. Because of the slope of the property, the house has one level on Cresthaven Drive, but two levels on the Beltway side. This puts the first floor living level at second story height. Since our barriers are designed to protect ground floor outdoor use areas, the Wolffs experience a greater noise level in their living area than would be the case if the ground was flat.

To summarize, it is our feeling that the barrier has been built as designed and promised. It achieves a significant reduction of noise at first floor ground level. Unfortunately, the location of the Wolff residence in relation to the highway and terrain allows for a lesser degree of protection than for other homes in the community.

95

The Honorable Ida G. Ruben  
Page 2

I trust this information is sufficient for your needs at this time. If you have any additional questions or comments, please don't hesitate to contact me.

Sincerely,  
ORIGINAL SIGNED BY  
HAL KASSOFF  
ADMINISTRATOR  
Hal Kassoff  
Administrator

HK/db

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

96

RECEIVED

DEC 5 1990

LANDSCAPE ARCHITECTURE  
DIVISION

AUG 11 1990

92

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

Dear Senator Ruben:

I am writing to update you on the status of our additional noise studies for Mr. and Mrs. Robert L. Dickman's residence adjacent to US 29.

As you know, the initiation of our studies is contingent upon the completion of the US 29 construction project. This work is taking longer than anticipated, but is expected to be complete by October. Also, as a point of information, Mr. and Mrs. Dickman have recently moved.

Based on these developments, we expect that our studies will be complete by late January, at which time I will notify you of the results. If you have any questions in the meantime, please do not hesitate to contact me.

Thank you for your patience.

Sincerely,

ORIGINAL SIGNED BY

HAL KASSOFF

Hal Kassoff  
Administrator

HK/am

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

mgw



**Maryland Department of Transportation  
State Highway Administration**

**Richard H. Trainor**  
Secretary  
**Hal Kassoff**  
Administrator

96

June 5, 1990

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

Dear Senator Ruben:

I am writing to report to you the results of our additional noise monitoring studies for the Indian Springs community adjacent to I-495.

As you may be aware, 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.

The additional measurements were taken on two different days at locations agreed to by the community association. All of the measurements were conducted between the hours of 9 a.m. and 2 p.m., which we believe is the "worst-case" period based on our 1988 study in the area. "Worst-case" means that all of the traffic was flowing freely and at maximum speed, thereby creating higher noise levels. While the volume of traffic would be greater during rush hour, the vehicles would be moving at much slower speeds, which would result in lower noise level readings.

My telephone number is (301) 333-1111

The results of the tests are summarized on the attached charts (Exhibits 1, 2, and 3) and shown on the map (Exhibit 4). Indeed, these additional measurements show that the noise levels at residences along Granville Drive and Evergreen Street adjacent to the exit ramp do not meet the impact threshold criteria. We found no impacts beyond what we reported last year.

Based on the existing impacts, we conducted a reanalysis of the cost of a barrier to protect the impacted residences (see Exhibits 5 and 6), but found the cost still far exceeds the \$40,000 cost per residence criterion.

I regret that I cannot offer a more positive response to you and your constituents, but I hope that I have adequately explained the situation in this area.

Sincerely,



Hal Kassoff  
Administrator

HK/t

Attachments

cc: Mr. Creston J. Mills  
Mr. Charles R. Olsen  
Mr. Robert D. Douglass  
Mr. Charles B. Adams

MAY 08 1990

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

Dear Senator Ruben:

Thank you for your recent letter concerning noise barriers for the Indian Spring community adjacent to I-495.

In Ms. Rexon's letter to you, she stated she had learned that her community qualified for a noise barrier. There has been some misunderstanding, because no determination has yet been made concerning the status of this community in our Noise Abatement Program. We are still in the process of evaluating our studies of the area. The results of those studies should be available by late May, at which time we will contact you with the results.

You also inquired about the construction of noise barriers on I-270. The areas along I-270 which have received barriers are communities which existed prior to the reconstruction of that highway. Those areas qualified under the Type I element of our Noise Abatement Program, which provides mitigation for existing communities that are impacted by new highway construction.

I hope this information answers the questions raised in Ms. Rexon's letter. Do not hesitate to contact me if you require additional information.

Sincerely,  
ORIGINAL SIGNED BY:  
HAL KASSOFF

Hal Kassoff  
Administrator

HK/wt

cc: Mr. Charles B. Adams

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

101

MAY 08 1990

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

Dear Senator Ruben:

We have completed our investigation concerning the extension of the noise barrier in the vicinity of the Szweck residence, 542 Indian Spring Drive.

It was determined that the engineering is feasible and the cost reasonable; therefore, I am pleased to inform you that we will extend the barrier by three panels.

In order to meet engineering requirements and to keep costs at a minimum, these last three panels will step down at one foot increments. This enables us to salvage the last panel which is truncated and provides a finished appearance to the wall. Each of the additional panels will be 14 feet in height. A sketch is enclosed which indicates what is proposed.

Since we will be extending the wall, there is no need to provide the landscape screening originally proposed. We will delete this from the project.

I trust this information is sufficient for your needs at this time. If you have any additional questions, please don't hesitate to contact me or Charlie Adams. Charlie may be reached at 333-8064.

Sincerely,

ORIGINAL SIGNED BY:

**HAL KASSOFF**

Hal Kassoff  
Administrator

HK/cmc

Enclosure

bcc: Mr. C. Robert Olsen  
Mr. Charles B. Adams  
Mr. Gene Miller



**Maryland Department of Transportation  
State Highway Administration**

102

**Richard H. Trainor**  
Secretary  
**Hal Kassoff**  
Administrator

April 12, 1990

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

Dear Senator Ruben: *Ida*

Thank you for your recent letter to Mr. Gene Miller, of our Landscape Architecture Division, on behalf of Mr. Peter Szweck, concerning the extension of the noise barrier in the vicinity of his residence at 542 Indian Spring Drive.

We will investigate the engineering feasibility and cost effectiveness of extending the barrier three panels as requested. This investigation should take about a month to complete. We will contact you in May with our findings.

If you have any questions in the meantime, please feel free to contact me or Charlie Adams, at 333-8064.

Sincerely,  
*Hal Kassoff*

Hal Kassoff  
Administrator

HK/t

cc: Mr. Charles B. Adams  
Mr. Gene Miller

My telephone number is (301) \_\_\_\_\_



**Maryland Department of Transportation**  
**State Highway Administration**

103

Richard H. Trainor  
Secretary  
Hal Kassoff  
Administrator

March 8, 1990

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

Dear Senator Ruben:

Thank you for your recent letter to Mr. Gene Miller, of our Landscape Architecture Division, on behalf of Mr. Peter Szweck, concerning the extension of the noise barrier in the vicinity of his residence at 542 Indian Spring Drive.

First, let me say that in response to your earlier request, we will relocate the wall about 20 feet closer to the Beltway than originally designed. This will lessen the impact of the wall on the residences at the end of Indian Spring Drive, while retaining the same acoustic protection.

The sketch that Mr. Szweck submitted is somewhat misleading. He shows the addition of three panels to the wall, extending it to the shoulder. Since each panel measures 12 feet in length, this amounts to an extension of 36 feet. It would, in fact, require 19 panels extending about 230 feet in order to achieve what Mr. Szweck proposes. It would also have to traverse a deep drainage swale and be located on a steep side slope adjacent to the shoulder. The additional cost to accomplish the extension would amount to about \$90,000 and would not provide any substantial decrease in noise levels.

We regret we cannot accommodate Mr. Szweck's request. However, we will provide a dense evergreen landscape planting in this area. This should afford additional screening protection.

My telephone number is (301) \_\_\_\_\_

Teletypewriter for Impaired Hearing or Speech

104  
The Honorable Ida G. Ruben  
page 2

Thank you for letting us know of your interest in 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

cc: Mr. Eugene J. Miller, Jr.

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

FEB 07 1990

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

Dear Senator Ruben:

Thank you for your recent letter to Mr. Charles Adams about the results of our noise studies for Mr. Robert Dickman's community adjacent to US 29.

We wrote to Mr. Dickman in early January to express our willingness to reevaluate the area when the highway project is completed and the new traffic patterns are established. A copy of that correspondence is enclosed for your information.

Upon completion of the highway project, which we anticipate by June 1990, we will contact Mr. Dickman to arrange a convenient time for the study. Upon completion of the study, I will contact you with the results. You may expect to hear from me by mid-September. If you have any questions in the meantime, please feel free to contact me.

Sincerely,

ORIGINAL SIGNED BY:  
HAL KASSOFF

Hal Kassoff  
Administrator

HK/db  
enclosure

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

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FEB 7 1970

LANDSCAPE ARCHITECTURE  
DIVISION

NOV 14 1980

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. Jeffery Gerding, concerning the noise problem in the Orchard Hills community adjacent to I-695.

Please let me explain why the decision was made to take action on the Timberview project. Howard County came forward with an offer to fund one-third of the barrier cost. This was not an advance of funds to be repaid, but an outright contribution to the project. The remaining two-thirds cost was not taken from our sound barrier funds, but from a number of other areas within the Department of Transportation. In this manner, we were able to eliminate one of our obligations for two-thirds of the cost without delaying any remaining project in the Noise Abatement Program. It should also be noted that the Timberview project is the least expensive of all the noise abatement projects on the program list.

Unfortunately, we are not in a position to advance additional projects at this point in time because of our funding pinch.

I wish I could help your constituents get your noise barrier earlier, but I hope you can understand our dilemma in this situation.

Sincerely,  
ORIGINAL SIGNED BY  
HAL KASSOFF  
ADMINISTRATOR  
Hal Kassoff  
Administrator

HK/db

bcc: Mr. Richard H. Trainor  
Mr. Charles R. Olsen  
Mr. Robert D. Douglass  
Mr. Charles B. Adams  
Mr. Eugene J. Miller, Jr.

108

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NOV 15 1998  
LANDSCAPE ARCHITECTURE  
DIVISION

NOV 01 1990

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 Ms. Stephanie J. Bobloch, about the noise problem in the Orchard Hills community adjacent to I-695.

I do understand and sympathize with this community's situation. Please let me explain why the decision was made to take action on the Timberview project. Howard County came forward with an offer to fund one-third of the barrier cost. This was not an advance of funds to be repaid, but an outright contribution to the project. The remaining two-thirds cost was not taken from our sound barrier funds, but from a number of other areas within the Department of Transportation. In this manner, we were able to eliminate one of our obligations for two-thirds of the cost without delaying any remaining project in the Noise Abatement Program.

It should also be noted that the Timberview project is the least expensive of all the noise abatement projects on the program list. The \$600,000 needed for this project is our preliminary estimate based on approximate heights and length of a wall for this area. The actual cost of the project will not be determined until the final design plans are developed.

I hope that I have adequately addressed the questions Ms. Bobloch raised in her letter. If you require additional information, please do not hesitate to contact me.

Sincerely,  
ORIGINAL SIGNED BY  
HAL KASSOFF  
ADMINISTRATOR  
Hal Kassoff  
Administrator

HK/db

- bcc: Mr. Richard H. Trainor
- Mr. Hal Kassoff
- Mr. Charles R. Olsen
- Mr. Robert D. Douglass
- Mr. Charles B. Adams
- Mr. Eugene J. Miller, Jr.

110

JUL 10 1997

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. Thomas L. Watchinsky, Sr., concerning noise abatement in the vicinity of Old Joppa Road adjacent to I-95.

The portion of I-95 north of White Marsh Boulevard falls under the jurisdiction of the Maryland Transportation Authority. By copy of this letter I am requesting that Mr. John Agro, Executive Secretary, look into your inquiry and respond to you directly.

If you have any questions in the meantime, Mr. Agro may be reached at (301) 563-7130.

Thank you for bringing your concerns to my attention.

Sincerely,  
ORIGINAL SIGNED BY:  
HAL KASSOFF

Hal Kassoff  
Administrator

HK/am

cc: Mr. John Agro

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



**Maryland Department of Transportation  
State Highway Administration**

*Morse*  
11  
Richard H. Trainor  
Secretary  
Hal Kassoff  
Administrator

June 4, 1990

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

Dear Senator Sarbanes:

I am writing to inform you of the results of our noise studies for the Willow Grove community adjacent to US 50.

We have completed our noise monitoring at the areas agreed upon by the community, and have found that noise levels meet or exceed the 67 decibel impact threshold at the end of Bald Hill Terrace and between 4016 and 4030 Caribon Street. We had intended to perform continuous 24-hour studies simultaneously at three locations from Thursday through Tuesday; however, unfavorable weather conditions this spring did not permit this to happen. We were unable to perform a Sunday-Monday test, and the data at one location (4102 Caribon Court) was lost due to an equipment failure. After examining the data we had collected, we feel that we have information that accurately represents noise conditions in the community.

We also performed simultaneous ground level and second story monitoring. As we expected, noise levels were the same or slightly higher (1-4 dBA) at the second floor locations. This is because sound traveling above the ground to the second floor is not reduced by absorption or scattering from the ground. We also performed vibration studies which found no significant vibration levels during the test periods.

We have reconfirmed that the construction of the residences occurred between 1985 and 1988, well after the original highway and several years after June 1982, when location approval was given for the US 50 upgrade. It is our policy that noise barriers should be considered only where construction of a highway caused the impact to an existing development. Location approval is considered the official date of public knowledge of a highway project. Because Willow Grove was constructed after location approval was given, the community is not eligible for noise barriers.

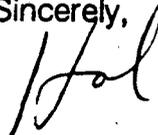
My telephone number is (301) 333-1111

We recognize that the Willow Grove community is impacted by noise. However, we are firm in our belief that priority for noise barrier construction should be for those areas where highway construction caused the impacts to an existing community. To make an exception for one community would be unfair to the many other areas in Maryland where noise barriers have not been approved for the same reason. In a letter to Mrs. Margaret Boles, we have offered to meet with the community residents to review and explain our results.

A landscape project will be undertaken upon completion of the highway construction. We will give full consideration to screening needs adjacent to the Willow Grove area. This should provide some psychological relief by screening the highway from view.

I regret that I cannot offer a more positive response to you and your constituents, but I hope that I have adequately explained why the area does not qualify for inclusion in our noise abatement program. Do not hesitate to contact me if you require additional information.

Sincerely,



Hal Kassoff  
Administrator

HK/t

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

MAR 16 1990

113

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

Dear Senator Sarbanes:

County Executive Lighthizer's office asked us to respond to your letter, on behalf of Mr. and Mrs. Leroy Schmelyun, concerning noise barriers for Fern Glen Manor adjacent to I-97.

We contacted the Schmelyuns in mid-February to update them on the status of noise barriers for their community. Let me share with you the information we gave them.

This area has been under investigation for quite some time. Now that this portion of I-97 is in final design, the issue of noise mitigation construction is being addressed as part of the design. We hope to reach a conclusion regarding noise barriers by this summer.

We appreciate your interest in this matter. Mr. and Mrs. Schmelyun may feel free to call Mr. Charles Adams, Chief of Landscape Architecture, if they have further questions. Mr. Adams may be reached 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



**Maryland Department of Transportation**

The Secretary's Office

114

**William Donald Schaefer**

Governor

**Richard H. Trainor**

Secretary

**Stephen G. Zentz**

Deputy Secretary

March 6, 1990

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 concerning noise barriers for your constituents in the Oakleigh community adjacent to I-695. State Highway Administrator Hal Kassoff wrote directly to Mrs. Jewell recently in response to her January 23rd letter. Let me share with you the information Mr. Kassoff related to Mrs. Jewell.

The noise level impact studies performed in 1985 indicated that the cost to construct a noise barrier to protect the impacted residences would exceed our cost criteria. As we stated previously, we do not believe the studies were in error, and we certainly did not attempt to exclude or discriminate against the community. Follow-up studies performed in 1988 indicated that the noise environment had changed, with more residences being impacted. Based upon this data, it appears that this area is a potential addition to a program for noise mitigation.

There are a number of communities with similar circumstances to those at Oakleigh. These communities have also been identified as potential additions to a noise mitigation program. No commitments are being made to any of these areas until we are well along toward completion of our existing program.

As we have stated in prior correspondence, Oakleigh would be considered for noise mitigation if and when beltway expansion occurs. I regret that I cannot offer a more immediate solution to your constituents' concerns, but hope that I have clearly explained the issues which are affecting our progress.

Thank you for your interest in this matter. If you have any questions, please don't hesitate to contact me or State Highway Administrator Hal Kassoff. Hal may be reached at (301) 333-1111.

Sincerely,

*Dick*

Richard H. Trainor  
Secretary

RHT/ab

cc: Mr. Hal Kassoff

My telephone number is (301)-

859-7397

*with her*

TTY For the Deaf: (301) 684-6919

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

*Dick*



# Maryland Department of Transportation

The Secretary's Office

115

William Donald Schaefer  
Governor

Richard H. Trainor  
Secretary

Stephen G. Zentz  
Deputy Secretary

October 15, 1990

The Honorable Ellen R. Sauerbrey  
4122 Sweet Air Road  
Baldwin, MD 21013

Dear Delegate Sauerbrey:

I would like to explain my position on the Timberview sound barrier.

The entire sound barrier program has been a frustration for me. No matter what standards you use, it is difficult to be fair. Commitments to the current approved list were made some years ago, and it is my intention to fulfill the commitment as quickly as funds can be made available. We are not adding to the list -- even though other communities may meet the current criteria. Our goal is to develop a fairer program that will address highway noise.

Under current guidelines, one criteria is which was there first -- the highway or the home. This sounds fair since the buyer of a home adjacent to an interstate highway should realize that the traffic will generate noise. If the noise does reduce the property value, theoretically they bought at that reduced cost. Unfortunately, in the case of the Baltimore beltway which was opened to traffic nearly 30 years ago, most of the homes that pre-date the highway are not in the hands of the original owners. This means if I bought a house on the Beltway today, I would meet the criteria if the house was over 30 years old, but would not meet the criteria if it were 25 years old. That doesn't make for a fair situation since in both cases if noise depresses the selling price, I received the benefit of the lower price. Why in either case does the public have an obligation to correct a situation that I bought into as a (hopefully) knowing buyer.

Another inequity is the criteria of cost effectiveness. Individual homes on large lots normally will not qualify because the barrier cost is fairly uniform per foot, and the cost per home for houses with large lots quickly exceed \$40,000 per home. But is this fair to the family living in the house? Shouldn't they qualify for some relief from the public even though they don't have a lot of close neighbors?

We are looking for some system, after we complete our current commitment, that will be fairer to all communities.

All this doesn't address your real reason for concern about the current list and why I decided to deviate from the priorities.

116

The Honorable Ellen R. Sauerbrey  
Page Two

First, I have been striving for some way to move the committed barriers to construction as quickly as possible without sacrificing our other responsibilities.

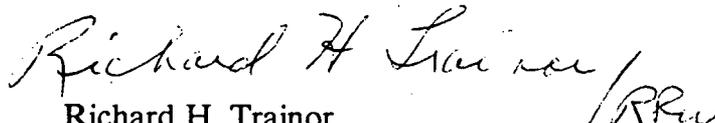
Howard County came forward with an offer to fund one-third of the barrier cost. This contribution was not an advance of funds to be repaid, but an outright contribution to the project. In my best judgment, I felt it prudent for us to take advantage of this offer. The required two-thirds cost to MDOT was not taken from our sound barrier funds but rather from a number of other areas within the Department. We thus eliminated one of our obligations for two-thirds of the cost, and we did this without delaying any project in our program for sound barriers. It should be noted that Timberview was one of the least expensive on the list (\$600,000), but we would be open to similar arrangements if local governments would want to assist in order to speed the program.

Certainly, any county could advance-fund and be reimbursed when the project comes up in our program.

My decision on Timberview was not a political decision but rather my best judgment to move the program more quickly and reduce costs for this Department. As with many decisions made in my position, some people are happy and others are outraged. Politicians can and should take advantage of both sides. I understand this, but I hope that you understand that I am trying to meet our obligations with limited dollars; and I will always strive to be fair to the public that has paid my salary for so many years.

I would be pleased to discuss this further if you desire, and I would welcome your thoughts on a better way of handling noise problems.

Sincerely,

  
Richard H. Trainor  
Secretary

RHT/bc

bcc: Mark Wasserman (w/attachment)  
Steve Zentz (w/attachment)  
✓ Hal Kassoff (w/attachment)  
Robin Nocar  
John Gaver

117  
SEP 28 1990

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

Dear Delegate Sauerbrey:

Thank you for your recent letter concerning noise abatement for the Longford Community.

As you are aware our noise abatement program has been slowed down as a result of a reduction in federal funds utilized for this work. Given this reduction and the great number of other projects such as bridge repairs and safety improvements funded from this same source, we have had to balance our needs with the available funds.

Governor William Donald Schaefer decided to take the action on the Timberview project only after Howard County committed to fund one-third of the construction cost. This barrier is the least expensive of those on the entire program list.

Currently the project for the Longford community is in the design phase. We are proceeding to finalize construction documents to minimize delays in moving to construction when funds become available.

If you have additional questions, please do not hesitate to contact me.

Sincerely,  
ORIGINAL SIGNED BY  
HAL KASSOFF  
ADMINISTRATOR  
Hal Kassoff  
Administrator

HK/cmc

bcc: Mr. Charles R. Olsen  
Mr. Robert D. Douglass  
Mr. Charles Adams  
Mr. Eugene Miller Rm 312

AUG 07 1990

1A

The Honorable Ellen R. Sauerbrey  
4122 Sweet Air Road  
Baldwin, Maryland 21013

Dear Delegate Sauerbrey:

Thank you for your recent letter concerning noise barriers for the Longford community adjacent to the I-695/I-83 interchange.

Funding for noise abatement projects has been substantially reduced in recent years, resulting in a slower construction schedule for all of our remaining projects. In fact, the project you mentioned in the Hampton area was originally part of the project west of Providence Road on the inner loop. The outer loop portion of the project was delayed due to funding constraints.

Please let me assure you that we are committed to a noise mitigation project for the Longford Community. When funding does become available, such a project will move ahead.

I support your view that developers should bear the responsibility for noise attenuation when they build residential communities adjacent to highways. The state of California and its local jurisdictions have been at the forefront of developing effective programs and regulations to control land use development in noisy environments. Their programs require developers to conduct noise impact studies and provide noise barriers, earth berms or other noise reduction measures before development plans are approved. Some of these regulations date back to the early and mid 1970's.

I hope that I have adequately answered the points you raised in your letter. Please do not hesitate to contact me if you require additional information.

Sincerely,

ORIGINAL SIGNED BY  
HAL KASSOFF

Hal Kassoff  
Administrator

HK/am

bcc: Mr. Charles R. Olsen

Mr. Robert D. Douglass

Mr. Charles B. Adams

Mr. Eugene J. Miller, Jr.

APR 20 1990

19

The Honorable Ellen R. Sauerbrey  
4122 Sweet Air Road  
Baldwin, Maryland 21013

Dear Delegate Sauerbrey:

Thank you for your recent letter concerning the Beltway widening study and the proposed noise mitigation project at the I-695/I-83 interchange, from Thornton Road to Seminary Avenue.

The project is currently in the design phase. Proceeding with a noise mitigation project at this location will depend on future funding, which is not available at this time. As for the proposed Beltway widening, a decision has not yet been made. The project is still under study by our Project Planning Division.

I regret that I cannot offer a more positive response, but hope you can understand our position in this situation. Please don't hesitate to contact me if you have additional questions.

Sincerely,

ORIGINAL SIGNED BY:  
HAL KASSOFF

Hal Kassoff  
Administrator

HK/t

bcc: Mr. Neil Pedersen  
Mr. Bob Olsen  
Mr. Bob B. Myers  
Mr. Robert D. Douglass  
Mr. Charles B. Adams  
Mr. Eugene J. Miller, Jr.  
Mr. Don Honeywell

120

**RECEIVED**

APR 28 1990

**LANDSCAPE ARCHITECTURE  
DIVISION**



# Maryland Department of Transportation

The Secretary's Office

July 19, 1990

121  
William Donald Schaefer  
Governor

Richard H. Trainor  
Secretary

Stephen G. Zentz  
Deputy Secretary

## MEMORANDUM

TO: The Honorable William Donald Schaefer  
Governor

FROM: Richard H. Trainor  
Secretary

SUBJECT: Memo 4677  
Noise Barriers

I am responding to your request for information about the selection of noise barrier locations.

The approval of noise barriers is based upon individual areas meeting all of the following criteria:

- Date of Construction - a majority of the impacted noise receptors must have been constructed prior to the original highway.
- Noise Level Impact - noise levels must exceed the 67 decibels Leq level. (Leq is an average of the noise levels during the peak noise hour.)
- Barrier Feasibility - a feasible method is available to reduce noise levels by a minimum of five decibels.
- Reasonable Cost - the equivalent cost per residence for a noise barrier must not exceed \$40,000. This equivalent cost is calculated by dividing the number of protected residences into the total barrier cost.
- Community Acceptance - seventy-five percent of the benefiting residents must approve of the project.
- Funds must be available.

There are instances where noise barriers have been constructed at the tops of slopes. In these instances there were impacted communities that met the eligibility criteria. Locating at the top of a slope generally reduces the barrier height and cost in these locations.

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The Honorable William Donald Schaefer  
Page Two

In situations where there are no homes directly behind portions of a barrier, the barrier is performing a function. To be effective noise barriers must extend beyond the actual homes protected. This is necessary to reduce the amount of noise that would come around the end of a barrier. If the barriers did not extend beyond the actual homes the effectiveness would be significantly reduced.

Each barrier project is reviewed to result in the most cost-effective solution to make sure that we are not spending money where it is not needed or justified. If you are interested, I will schedule a briefing to present the technical parameters in more detail.

Briefing            Yes            No

RHT/db

cc: Mark Wasserman

*As mentioned in our*

*meeting on Friday, we are reviewing our entire approach to noise barriers - These include - the guaranteed sale value (such as at airport), ~~and~~ less costly methods -*

*Report on this in about 60 days.*

*Sick*



# Maryland Department of Transportation

The Secretary's Office

123

**William Donald Schaefer**  
Governor

**Richard H. Trainor**  
Secretary

**Stephen G. Zentz**  
Deputy Secretary

February 13, 1990

## MEMORANDUM

TO: The Honorable William Donald Schaefer

FROM: Richard H. Trainor  
Secretary 

SUBJECT: Noise Barrier Aesthetics

I'm responding to your questions about the appearance of noise barriers. While the noise barriers being constructed by the State Highway Administration have been designed and constructed to be long lasting, we recognize that steps can be taken to further improve their appearance.

One of the keys is to provide a setting that filters the view of barriers. This is very effectively done through landscaping with a blend of trees, shrubs and vines, leaning heavily toward the use of evergreens. The majority of the barriers constructed have included landscaping. Upon review we see more can be done, and we will be initiating additional plantings this spring.

We are also in the process of revising our basic approach to noise abatement, directed toward eliminating construction of additional barriers once our present commitments have been met. This involves an approach similar to the State Aviation Administration's BWI Airport noise abatement program of purchase of impacted residences. The fundamental difference would be that we would not demolish or move impacted houses but offer these for resale with covenants. Buyers would purchase with full knowledge of the noise environment associated with the properties. We are also investigating the use of noise insulation as another alternative to noise barrier construction or purchase.

Please let me know if you would like a briefing on either the efforts to improve the appearance of noise barriers or the alternatives to noise abatement in lieu of barriers.

RHT/db

cc: Mr. Hal Kassoff

My telephone number is (301)- 859-7397

TTY For the Deaf: (301) 684-6919

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

JUL 13 1990

124

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

Dear Senator Schweinhaut:

Thank you for your recent inquiry concerning the Woodside Forest community and their questions concerning the procedure we used in establishing our noise abatement project list.

As you requested, I am enclosing our noise abatement project status list. This list describes the location of each project, its current status in order of priority and should answer most of the questions you raised in your letter. When the original list was established in 1977, it was based primarily on inquiries we had received from communities up until that time. I must emphasize the importance of fulfilling our prior commitments before considering any new projects.

I hope this information is adequate for your needs at this time. If I can be of further assistance, please do not hesitate to contact me.

Sincerely,  
ORIGINAL SIGNED BY:  
HAL KASSOFF

Hal Kassoff  
Administrator

Enclosure

cc: Mr. Creston J. Mills, Jr. w/enclosure  
Mr. David H. Small w/enclosure

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

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MAY 28 1990

LANDSCAPE ARCHITECTURE  
DIVISION

125

MAY 02 1990

126

The Honorable Margaret Schweinhaut  
3601 Saul Road  
Kensington, Maryland 20895

Dear Senator Schweinhaut:

Thank you for your recent letter, on behalf of Mr. David H. Small, concerning noise barriers for the Woodside Forest community adjacent to I-495.

The report cited by Mr. Small was produced by the Montgomery County Planning Board of the Maryland-National Capital Park and Planning Commission. In the Sector Plan report, the MNCPPC was making a recommendation that the State should initiate noise barrier projects in the north Silver Spring area.

Additionally, at the time of publication of the North Silver Spring Sector Plan in mid-1979, our inventory of projects was already completed. As I stated in my April 11, 1989 letter, this was done in the mid to late '70s (1977 was the actual year the original list was completed), and was based on citizens' complaints up to that time. As I stated previously, we had received no correspondence from Woodside Forest during the time when the list was compiled.

I must emphasize that, in fairness to our prior commitments, we must complete our current schedule before considering any new projects.

I regret that I cannot offer a more immediate solution to you and your constituents, but hope that I have adequately explained our position. Please do not hesitate to contact me if I can be of further assistance.

Sincerely,

ORIGINAL SIGNED BY:  
HAL KASSOFF

Hal Kassoff  
Administrator

HK/wt

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

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MAY 8 1990

**LANDSCAPE ARCHITECTURE  
DIVISION**

128

OCT 15 1990

Mr. Homer W. Schweppe  
1706 Lansdowne Way  
Silver Spring, Maryland 20910

Dear Mr. Schweppe:

Thank you for your recent letter concerning noise barriers for the Woodside Forest community adjacent to I-495.

I understand your community's position in this situation. However, we simply do not have the financial capacity to take on new commitments for noise barriers. Our present funding situation is very tight and the future outlook at this moment is not promising.

The North Silver Spring Sector Plan did identify that noise emanating from the Capital Beltway was a concern. However, this cannot be interpreted as a commitment by the State Highway Administration to construct a noise barrier.

I do regret that I cannot offer you and your neighbors a more immediate solution, but hope that I have adequately explained our position.

If you have any further questions, please do not hesitate to contact Mr. Charles Adams, Chief of Landscape Architecture, at (301) 333-8063.

Sincerely,  
ORIGINAL SIGNED BY  
HAL KASSOFF  
ADMINISTRATOR  
Hal Kassoff  
Administrator

HK/cmc

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

129

**RECEIVED**

OCT 16 1990

LANDSCAPE ARCHITECTURE  
DIVISION

JUN 26 1990

The Honorable Elizabeth S. Smith  
3438 Merrimac Road  
Davidsonville, MD 21035

Dear Delegate Smith:

I am writing to inform you of the results of our noise impact re-evaluation of the Greenwood Acres community adjacent to US 50.

Our reanalysis focused on the existing and future impacts of noise from US 50 at numerous locations within the community. Additional noise measurements were taken, and future noise levels were predicted based on the proposed improvements to US 50, using traffic forecasts for the year 2006. Based on this data, a feasibility analysis of a noise barrier was conducted.

The results of the reanalysis indicated that a noise barrier for the Greenwood Acres community does not meet the requirement for reasonable cost. A noise barrier to protect 11 impacted homes on Second Street, adjacent to US 50, would cost over \$778,000. Dividing this figure among the 11 impacted homes gives a cost-per-residence of over \$70,000, which is well above our reasonable cost limit of \$40,000. These results reconfirm the conclusions of a similar study conducted in 1986.

Given the impacts to the existing vegetation anticipated due to the highway construction, we are willing to construct a privacy fence as a partial abatement measure to provide visual screening and some psychological relief. If there is interest in such a screening fence, please let us know and we will arrange a follow up meeting.

131

The Honorable Elizabeth S. Smith  
Page 2

Thank you for your interest in our Noise Abatement Program. I regret that we cannot offer a more complete solution to the community's concern; however, I hope we have adequately explained the situation.

Sincerely,  
ORIGINAL SIGNED BY:  
**HAL KASSOFF**

Hal Kassoff  
Administrator

HK/db

bcc: Mr. Charles R. Olsen  
Mr. Robert Douglass  
Mr. Charles B. Adams  
Mr. Eugene Miller, Jr.  
Mr. Ken Polcak

132

JUN 08 1990

The Honorable Elizabeth S. Smith  
3438 Merrimac Road  
Davidsonville, Maryland 21035

Dear Delegate Smith:

Thank you for your recent letter concerning the Greenwood Acres community adjacent to US 50.

We are currently re-evaluating this area in regard to our cost-effectiveness criterion, which requires that the cost per residence must not exceed \$40,000. The Heritage Harbour and North River Forest communities are also being re-evaluated.

I expect that we will have completed those studies in the next two to three weeks, at which time I will contact you with the results.

Thank you for bringing your concerns to my attention.

Sincerely,

ORIGINAL SIGNED BY:  
HAL KASSOFF  
Hal Kassoff  
Administrator

HK/t

cc: The Honorable Thomas McMillen

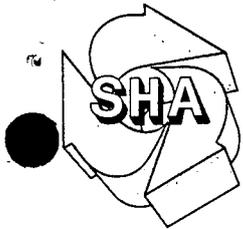
bcc: Mr. Charles R. Olsen  
Mr. Robert D. Douglass  
Mr. Charles B. Adams  
Mr. Eugene J. Miller, Jr.

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JUN 11 1990

LANDSCAPE ARCHITECTURE  
DIVISION



**Maryland Department of Transportation  
State Highway Administration**

134

Richard H. Trainor  
Secretary  
Hal Kassoff  
Administrator

May 8, 1990

The Honorable Norman Stone  
Maryland State Senate  
216 James Building  
Annapolis, Maryland 21401-1991

Dear Senator Stone: *Norman*

I am writing as a follow up to the May 4th telephone inquiry we received from Janet Woods of your staff about the wall on Broening Highway in Dundalk.

We are in the process of evaluating options to replace the wall. It has been necessary to replace a number of damaged panels to ensure the safety of the public. These panels are being replaced with wood panels as a temporary measure.

We will be receiving an engineering report from our consultant by the first of June. Once we have reviewed the report, we will be in a position to determine the options available to us for permanent replacement of the wall.

We would like to involve the community in the decision on the type of finish on the replacement wall. I have asked Mr. Charles B. Adams, Chief of our Landscape Architecture Division to contact your office to discuss setting up a working group to address this issue. You may expect to hear Mr. Adams within two weeks.

Sincerely,

Charles R. Olsen  
Chief Engineer

CRO/wt

- cc: Delegate John S. Arnick
- Delegate Louis L. DePazzo
- Delegate Joseph J. Minnick
- Councilman Dale Volz
- Mr. Charles B. Adams

*bcc: gene Miller*

My telephone number is (301) \_\_\_\_\_

OCT 15 1990

The Honorable Virginia Thomas  
House of Delegates  
6153 Forty Winks Way  
Columbia, Maryland 21045

Dear Delegate Thomas:

Thank you for your September 12th letter about visual and noise issues associated with the construction of the Seneca Drive and Brokenland Parkway projects.

We will review the noise situation to determine if conditions are substantially different from those identified in the previous analysis. It will take us six months to complete this work.

District Engineer Wayne Clingan has reviewed the erosion and sediment and stormwater management controls in the Allview area to determine if there is a need for revisions to address flooding. The provisions for the project are in accordance with State law. We feel that there should not be any flooding problems associated with the construction.

We have agreed to share the cost of the signs for the Allview-Arrowhead Community. We also will replace the missing trees along Shaker Drive next spring.

Additionally, prior to the completion of the project, we will review the project area to determine on-site reforestation opportunities. This will be done in conjunction with the Department of Natural Resources. A reforestation contract will follow within a year of the project completion. This contract will not address all of the planting desires of the community, such as screening and beautification. We generally follow construction projects with a separate landscaping project. Frankly, the funding picture is very unclear at this time. Revenues are down, while our overall highway needs increase. I cannot give a timeframe for when a landscaping project might proceed.

136

The Honorable Virginia Thomas  
Page 2

Mr. Clingan will arrange a follow up meeting with you to discuss the results of our investigations. In the meantime if you have any questions, please do not hesitate to contact either Wayne or myself.

Sincerely,  
ORIGINAL SIGNED BY  
HAL KASSOFF  
ADMINISTRATOR  
Hal Kassoff  
Administrator

HK/db

cc: Mr. Wayne Clingan

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

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OCT 16 1990  
LANDSCAPE ARCHITECTURE  
DIVISION



*Maryland Department of Transportation*  
*State Highway Administration*

138

Richard H. Trainor  
Secretary  
Hal Kassoff  
Administrator

June 6, 1990

The Honorable Decatur W. Trotter  
5611 Landover Road  
Hyattsville, Maryland 20784

Dear Senator Trotter:

Thank you for your recent inquiry concerning noise barriers for the Glenarden community adjacent to I-95, from MD 704 to the Landover Mall area. Let me briefly explain the history of this area in our Noise Abatement Program.

In 1976, the Federal Highway Administration issued basic guidelines to determine whether an area would be eligible for funding of noise barriers. One of these guidelines was a minimum average hourly noise level of at least 67 decibels.

The Glenarden area was originally identified in 1977, based on public input and SHA's visual observations of the area, but without actual noise measurements. Measurements were not taken until 1983, at which time it was found that noise levels in the area did not exceed the 67 decibel threshold level. For this reason, the area was then dropped from the list of potential project areas.

In late 1986 to early 1987, the area was reevaluated. At that time, it was found that noise levels in the area had increased to a point which qualified the area for consideration in our program. By this time our formal project list, which consisted of 26 projects, was already established. Any hope of constructing barriers for Glenarden during 1991-1992 hinged on the availability of funds and the possibility of accelerating the 26 project program. Noise mitigation for Glenarden could occur only after the completion of those 26 projects.

Unfortunately, there are a number of communities with similar circumstances to Glenarden, which appear to meet the warrants for consideration. Therefore, we are not making any further commitments regarding including any of these areas in our program due to the uncertainty of funding. Federal funds available for noise barrier construction and many other needs including road and bridge repairs along our interstate highways have been reduced while the needs have grown.

My telephone number is (301) 333-1111

139

The Honorable Decatur W. Trotter  
Page 2

I regret that I cannot offer a more positive solution, but I 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/cmc

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

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LANDSCAPE ARCHITECTURE  
DIVISION

**Maryland Department of Transportation**  
**State Highway Administration**

141

Richard H. Trainor  
Secretary  
Hal Kassoff  
Administrator

June 5, 1990

The Honorable Decatur W. Trotter  
The Honorable Nathaniel Exum  
The Honorable Carolyn J. B. Howard  
The Honorable Sylvania W. Woods, Jr.  
5611 Landover Road  
Hyattsville, Maryland 20784

Dear Senator and Delegates:

I am writing to inform you of the results of our noise studies for the Willow Grove community adjacent to US 50.

We have completed our noise monitoring at the areas agreed upon by the community, and have found that noise levels meet or exceed the 67 decibel impact threshold at the end of Bald Hill Terrace and between 4016 and 4030 Caribon Street. We had intended to perform continuous 24-hour studies simultaneously at three locations from Thursday through Tuesday; however, unfavorable weather conditions this spring did not permit this to happen. We were unable to perform a Sunday-Monday test, and the data at one location (4102 Caribon Court) was lost due to an equipment failure. After examining the data we had collected, we feel that we have information that accurately represents noise conditions in the community.

We also performed simultaneous ground level and second story monitoring. As we expected, noise levels were the same or slightly higher (1-4 dBA) at the second floor locations. This is because sound traveling above the ground to the second floor is not reduced by absorption or scattering from the ground. We also performed vibration studies which found no significant vibration levels during the test periods.

We have reconfirmed that the construction of the residences occurred between 1985 and 1988, well after the original highway and several years after June 1982, when location approval was given for the US 50 upgrade. It is our policy that noise barriers should be considered only where construction of a highway caused the impact to an existing development. Location approval is considered the official date of public knowledge of a highway project. Because Willow Grove was constructed after location approval was given, the community is not eligible for noise barriers.

333-1111

My telephone number is (301) \_\_\_\_\_

128

We recognize that the Willow Grove community is impacted by noise. However, we are firm in our belief that priority for noise barrier construction should be for those areas where highway construction caused the impacts to an existing community. To make an exception for one community would be unfair to the many other areas in Maryland where noise barriers have not been approved for the same reason. In a letter to Mrs. Margaret Boles, we have offered to meet with the community residents to review and explain our results.

A landscape project will be undertaken upon completion of the highway construction. We will give full consideration to screening needs adjacent to the Willow Grove area. This should provide some psychological relief by screening the highway from view.

I regret that I cannot offer a more positive response to you and your constituents, but I hope that I have adequately explained why the area does not qualify for inclusion in our noise abatement program. Do not hesitate to contact me if you require additional information.

Sincerely,



Hal Kassoff  
Administrator

HK/t

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



**Maryland Department of Transportation  
State Highway Administration**

143

Richard H. Trainor  
Secretary

Hal Kassoff  
Administrator

May 10, 1990

The Honorable Dale T. Volz  
County Council of Baltimore County  
North Point Government Center  
7701 Wise Avenue  
Dundalk, Maryland 21222

Dear Councilman Volz:

Thank you for your recent letter, on behalf of Mr. Ken Lentz, concerning a noise barrier, parallel to the Vulcan Road residences, adjacent to North Point 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.

An effective noise barrier in this area would not be feasible. In order to be effective, the barrier would have to extend continuously along the length of Vulcan Road and for several hundred feet at each end to protect the residences at the ends of the street. In this case, gaps in the barrier would be necessary to maintain access to North Point Boulevard and would render a barrier system totally ineffective.

My telephone number is (301) 333-1111

144

The Honorable Dale T. Volz  
Page 2

I regret that I cannot offer a more positive response to your constituent, but hope you can understand our position and our limitations in this situation.

Sincerely,

ORIGINAL SIGNED BY:  
HAL KASSOFF  
Hal Kassoff  
Administrator

HK/wt

cc: Mr. Charles R. Olsen  
Mr. Charles B. Adams

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



**Maryland Department of Transportation  
State Highway Administration**

145

Richard H. Trainor  
Secretary  
Hal Kassoff  
Administrator

January 2, 1990

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

Dear Senator ~~Wagner~~ *Mike*:

I am writing as a follow-up to the November 14th meeting you had with Mr. Charles B. Adams of my staff about construction of noise barriers in the Park West area of Glen Burnie.

During the planning phase for the I-97 project, a number of noise barriers were studied. These included barriers studied at various locations between I-695 and Annapolis. Based upon our previous correspondence with you, we have evaluated the area from I-695 south to New Cut Road. In this section, twelve noise barriers were proposed for further study. Six of these were in the segment of I-97 extending from south of I-695 to MD 648, and six were studied from Stewart Avenue south to New Cut Road. From these twelve areas that were studied, it appears that some mitigation may be in order. This includes the Park West community.

While it appears that some barriers may be warranted, a final determination will not be made until the design of the highway is well along. It will be necessary for us to complete sufficient engineering design to verify the cost. We anticipate that we will reach a conclusion this coming summer. We will be back in touch with you at that time.

My telephone number is (301) \_\_\_\_\_

The Honorable Michael Wagner  
Page Two

146

Due to the sensitivity of the issue, it has taken us longer than we had originally anticipated to evaluate this issue. Your continued patience and understanding has been greatly appreciated. If you have any questions, please feel free to contact me.

Sincerely,



Hal Kassoff  
Administrator

HK/t

cc: Mr. Edward H. Meehan  
Mr. Neil J. Pedersen  
~~Mr. Charles B. Adams~~



**Maryland Department of Transportation  
State Highway Administration**

147

Richard H. Trainor  
Secretary  
Hal Kassoff  
Administrator

June 14, 1990

Mr. Gustavo Aguirre  
257 Congressional Lane, #516  
Rockville, Maryland 20852

Dear Mr. Aguirre:

Thank you for your recent letter and petition from your neighbors concerning the open field adjacent to #5 Marcus Court and the new Falls Road interchange.

We spoke with Mr. Gradon Tobery, the State Highway Administration Area Engineer. He indicated that he would install a chain link fence in that area to mitigate any safety problem.

Additionally, there will be a follow-up landscaping project upon completion of the I-270 highway construction. Your area will receive every consideration in this effort. The planting will help screen the highway from the residences and will provide some measure of privacy as the trees mature.

I hope this information is adequate for your needs at this time. Thank you for bringing your concerns to my attention.

Sincerely,

A handwritten signature in black ink, appearing to read 'Charles B. Adams', written over the typed name.

Charles B. Adams, Chief  
Landscape Architecture Division

CBA/wt

My telephone number is (301) \_\_\_\_\_

148  
OCT 24 1990

Mr. Howard W. Amos, President  
Allview-Arrowhead Civic Association  
P.O. Box 245  
Simpsonville, Maryland 21150

Dear Mr. Amos:

Thank you for your recent letter expressing the concerns of your community about construction impacts in the vicinity of the US 29 widening project.

We have met with Delegate Virginia Thomas and agreed to review the noise situation to determine if conditions are substantially different from those identified in the previous analysis. This study will require approximately six months to complete.

Additionally, prior to the completion of the project, we will review the project area to determine on-site reforestation opportunities with the cooperation of the Department of Natural Resources. A reforestation contract will follow within a year of the project completion, but will not address all of the planting desires of the community such as screening and beautification. We frequently follow construction projects with a separate landscaping project. However, our funding picture is very unclear at this time and I cannot project when a landscaping project might proceed.

I hope that I have adequately answered the questions you raised in your letter. If you have additional questions, please contact Mr. Charles B. Adams, Chief of our Landscape Architecture Division. Mr. Adams can be reached at (301) 333-8063.

Sincerely,  
ORIGINAL SIGNED BY  
HAL KASSOFF  
ADMINISTRATOR  
Hal Kassoff  
Administrator

HK/db

cc: Mr. Charles B. Adams

bcc: Mr. Charles R. Olsen  
Mr. Robert D. Douglass  
Mr. Wayne Clingan

~~Mr. Eugene J. Miller, Jr.~~

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OCT 24 1990

**LANDSCAPE ARCHITECTURE  
DIVISION**



**Maryland Department of Transportation  
State Highway Administration**

150

Richard H. Trainor  
Secretary  
Hal Kassoff  
Administrator

September 11, 1990

Mr. Alexander Armstrong  
2019 Skyline Road  
Ruxton, Maryland 21204

Dear Mr. Armstrong:

I am writing as a follow-up to our meeting at your home regarding traffic noise from I-83.

The results of the several noise level tests conducted during my visit showed the level to be 60 decibels (dBA), which as I indicated is well below our impact threshold level of 67 dBA. The 67 dBA level must be met or exceeded before noise abatement measures can be considered. However, more importantly in this case, the fact that your home is located on a hill and some distance from the highway, any type of barrier constructed along the highway would not provide any perceivable benefits.

Regarding plans to resurface I-83 in the vicinity of Ruxton Road, I have learned that there is no schedule for implementation at this time, due to funding limitations. Based on current funding, the earliest implementation would be 2-4 years away.

I appreciate the opportunity we had to meet and discuss the situation at your home. I regret that we cannot offer more as a solution to your concerns, but hope I have answered your questions. If I can be of any further assistance, please feel free to call me.

Sincerely,

Kenneth D. Polcak  
Noise Abatement Design  
and Analysis Section

KDP/db

cc: Eugene J. Miller, Jr.

My telephone number is (301) \_\_\_\_\_

151

DEC 12 1990

Ms. Annette Barbera  
Mr. Joe Loukota  
1175 Idylewild Drive  
Annapolis, Maryland 21401

Dear Mr. Loukota and Ms. Barbera:

Thank you for your recent letter concerning construction of a sound barrier adjacent to the inner loop of I-495 south of Bradley Boulevard.

We have agreed to construct a sound barrier in this area contingent upon a portion of the construction costs being provided by the community. Montgomery County has agreed to consider advancing the community's share to the State Highway Administration. The approval of county funds has not taken place at this time. Action will be taken on a budget item for this cost next spring. If the State and local funding is available it is possible that construction could start before the end of 1991.

The location of the wall will be in close proximity to the existing chain link fence. The final location of the wall is presently being designed.

The cost to the homeowners that will receive direct benefit from the sound barrier is \$10,647 per protected residence. This money will be repaid to Montgomery County through increased tax assessments for the protected properties.

I hope this information is helpful to you. If you have any additional questions please contact Mr. Charles B. Adams of our Landscape Architecture Division at (301) 333-8063.

Sincerely,

ORIGINAL SIGNED BY  
HAL KASSOFF  
ADMINISTRATOR  
Hal Kassoff  
Administrator

HK/db

cc: Charles B. Adams

bcc: Mr. Charles R. Olsen  
Mr. Robert D. Douglass  
~~Mr. Eugene Miller, Jr.~~

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**DEC 17 1998**

**LANDSCAPE ARCHITECTURE  
DIVISION**



**Maryland Department of Transportation  
State Highway Administration**

June 26, 1990

153

Richard H. Trainor  
Secretary

Hal Kassoff  
Administrator

Mr. L. John Barnes  
2111 W. Joppa Road  
Lutherville, Maryland 21093

Dear Mr. Barnes:

I am writing to inform you of the results of our recent noise monitoring at your residence 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.

As you requested, I have enclosed the results of the 24-hour measurement conducted at your home. As you can see, noise levels do meet the 67 decibel threshold for consideration of noise abatement measures. The area does not, however, meet the requirement for cost-effectiveness. To protect your home would require a barrier over 1000' in length at a cost of approximately \$486,000, far exceeding our limit for reasonable cost.

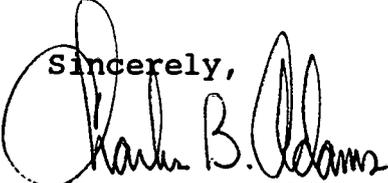
The development now under construction in your area would not be eligible for consideration under the date of construction criterion. We can only consider noise abatement in areas where the construction of a highway clearly caused an impact to an existing community.

My telephone number is (301) \_\_\_\_\_

154

Mr. L. John Barnes  
Page two

I regret that I cannot offer you a more positive response, but hope that I have adequately explained our policy as it relates to your situation.

Sincerely,  
  
Charles B. Adams, Chief  
Landscape Architecture Division

CBA/db

Enclosure



**Maryland Department of Transportation**  
**State Highway Administration**

155

Richard H. Trainor  
Secretary  
Hal Kassoff  
Administrator

July 26, 1990

Ms. Debbie Bassert  
National Association of Home Builders  
Land Development Services  
15th and M Street, N.W.  
Washington, D.C. 20005

Dear Ms. Bassert:

As a follow-up to our recent telephone conversation, I have enclosed several copies of a general information brochure published by the Federal Highway Administration (FHWA) on highway noise. It gives an excellent overview of the subject, from the technical basics to the Federal and local government roles, and the applicable regulations.

There is also another excellent publication from FHWA called, The Audible Landscape: A Manual for Highway Noise and Land Use, which is a compilation and assessment of numerous strategies for dealing with highway noise and land use development. It is intended for use by local governments, to aid in developing their own programs. Though published in 1974, the approaches and strategies are timeless in their application, and are still considered viable today. I have enclosed a copy of the first two sections which summarize the techniques available. Detailed discussions and three case studies of local jurisdictions' programs make up the remainder of the manual, which was too extensive to copy.

If you are interested in obtaining a copy of the complete manual, contact Mr. Bob Armstrong at (202) 366-2073 in the FHWA Office of Environmental Policy in Washington, D.C. He may also be able to provide some additional information sources.

I hope this information will be helpful to you. If you have any questions, or feel I can be of further assistance, please feel free to contact me.

Sincerely,

Kenneth D. Polcak  
Noise Abatement Analysis  
and Design Section  
Landscape Architecture Division

KDP/am  
Enclosures

cc: Mr. Eugene J. Miller, Jr.

My telephone number is (301) \_\_\_\_\_

DEC 12 1990

156

Mr. Richard A. Bastian  
Eden Terrace Civic Association  
121 Arbutus Avenue  
Catonsville, Maryland 21228

Dear Mr. Bastian:

I am writing to follow-up my June 13, 1990 letter concerning our noise studies for the Arbutus Avenue area adjacent to I-695. We have completed a detailed evaluation of the effect of reflective noise on this community from the noise barrier on the opposite side of the Beltway.

A comparison of the 24-hour study conducted earlier this year with pre-barrier noise levels measured in 1988 showed an overall 1.5 decibel increase. Our recent study was a more detailed attempt to determine how much of that increase could be attributed to noise reflections. Using a computer program, we compared the 1988 traffic volumes with current traffic volumes and found that approximately one half of the 1.5 decibel increase was due strictly to an increase in traffic volume.

We then conducted simultaneous measurements in areas opposite the noise barrier and in areas where there was no noise barrier so that no noise reflections could occur. We compared these measurements, again using a computer program to reconcile variations in topography, orientation of the highway relative to the sites, vegetation and other natural features, to determine the potential for reflected noise from the barrier.

Taking all of these variables into account, our results indicate that the difference in noise levels opposite the noise barrier, which could be attributed to reflections from the wall, is approximately one-half decibel. A half decibel is not a perceptible increase to the human ear, which can just begin to perceive a change of about 2-3 decibels. In fact, it is theoretically impossible for reflected noise to exceed 3 decibels, except in cases where the shape of the barrier may "focus" reflected noise toward a specific area, similar to a satellite dish. This is not the case with this barrier; its convex side faces Arbutus Avenue and scatters reflected noise, thereby reducing the potential for perceptible noise increases.

Since we cannot identify any impacts beyond our previous findings, a noise barrier for this area still would not meet our requirements for reasonable cost.

Mr. Richard A. Bastian  
Page Two

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I regret that I cannot offer you a more positive response, but hope that I have adequately explained the situation in this area. If you have any questions regarding our conclusions, please contact Mr. Charles B. Adams, Chief of our Landscape Architecture Division. Mr. Adams may be reached at 333-8063.

Sincerely,  
ORIGINAL SIGNED BY  
HAL KASSOFF  
ADMINISTRATOR

Hal Kassoff  
Administrator

Hk/db

cc: Mr. Charles B. Adams

bcc: Mr. Charles R. Olsen  
Mr. Robert D. Douglass  
~~Mr. Eugene J. Miller, Jr.~~  
Ms. Catherine Rice

158

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DEC 17 1990

LANDSCAPE ARCHITECTURE  
DIVISION



*Maryland Department of Transportation  
State Highway Administration*

159

Richard H. Trainor  
Secretary  
Hal Kassoff  
Administrator

June 13, 1990

Mr. Richard A. Bastian  
Eden Terrace Civic Association  
121 Arbutus Avenue  
Baltimore, Maryland 21228

Dear Mr. Bastian:

Thank you for your recent letter concerning noise barriers for the Eden Terrace 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;
- seventy-five percent (75%) of the affected residents must favor the project; and
- funds must be available.

We have performed extensive monitoring in this area and have found that the community does not meet the requirement for reasonable cost. We identified a maximum of 16 residences in the area which are impacted above the 67 decibel threshold. A barrier to protect those residences would cost approximately 1.2 million dollars, resulting in a cost per residence of almost \$74,000, far exceeding the \$40,000 limit.

Measurements taken last month indicate an increase of approximately 1.5 decibels over levels measured prior to the construction of the opposite noise barrier. We are planning a more detailed study later this summer to determine if barrier reflections are contributing to the overall noise levels in your area. Please be assured that it is our intent to honestly assess and explain the conditions and phenomena that are contributing to the situation. We will notify you of the results of our additional studies when they are completed in early September.

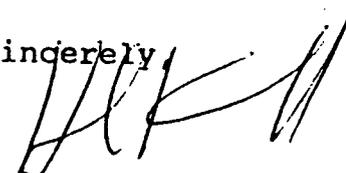
My telephone number is (301) 333-1111

168  
Mr. Richard A. Bastian  
Page 2

If you have further questions in the meantime, feel free to contact Mr. Charles B. Adams, Chief of our Landscape Architecture Division, who is responsible for our Noise Abatement Program. Mr. Adams can be reached at (301) 333-8063.

Thank you for bringing your concerns to my attention.

Sincerely,



Hal Kassoff  
Administrator

HK/wt

cc: Mr. Charles B. Adams



**Maryland Department of Transportation  
State Highway Administration**

16d

Richard H. Trainor  
Secretary  
Hal Kassoff  
Administrator

April 23, 1990

Mr. Carroll G. Bayne, P.E.  
Executive Vice President  
Greiner, Inc.  
2219 York Road, Suite 200  
Timonium, Maryland 21093-3111

Dear Mr. Bayne:

We have reviewed your April 12th proposal for Phase IV and V design services for the noise barrier project on I-495 south of Bradley Boulevard.

Your proposed scope of work is acceptable, with the following notations:

1. Prior to initiation of any foundation design efforts, your designers should contact our Bridge Division to discuss design requirements for the barrier adjacent to the Arrowwood community relating to the FEMA floodway in that area.
2. Prior to initiation of any structural analysis of the bridge over Seven Locks Road the Bridge Division should be contacted to coordinate the level of analysis required.

You are authorized to proceed with this work upon receipt of this letter. If there are any questions, please contact Mr. William Kuhl or myself.

Sincerely,

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

Charles B. Adams, Chief  
Landscape Architecture Division

CBA/wt

cc: Mr. William Kuhl  
Mr. Eugene J. Miller, Jr.

My telephone number is (301) \_\_\_\_\_



*Maryland Department of Transportation*  
*State Highway Administration*

162

August 28, 1990

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

Dear Mr. Bedford:

I am writing to report to you the results of our follow-up noise monitoring for the Falls Ridge community adjacent to the I-270/Great Falls Road interchange.

We monitored seven sites, which are shown on Exhibits 1 and 2. Six of the seven sites were the same sites we tested last October, prior to the construction of the earth berm. One new site (#8) was added to the study.

A comparison of noise levels before and after construction of the berm is shown on Exhibit 3. As you can see, only site #5 showed an increase over pre-berm noise levels; due to its distance from the highway, there may have been some other (non-traffic) source contributing to the increase. Noise levels at the other sites either remained the same or decreased; none met or exceeded the 67 decibel impact threshold for noise abatement. It does appear that the community has derived some benefit from the earth berm.

We also conducted a 24-hour study in the same area as the original study. Exhibit 4 shows the hourly noise levels, Exhibit 5 shows these levels superimposed over levels measured during last year's study. Again, the majority of measurements indicate a decrease in noise levels since the berm was constructed.

I must emphasize that because this area was developed after location approval was given for the I-270 project, the community is not eligible for consideration of noise abatement measures. Because of the contractor's need to dispose of excess earth material from the highway project, it was possible to construct the berm at no cost to the State.

My telephone number is (301) \_\_\_\_\_

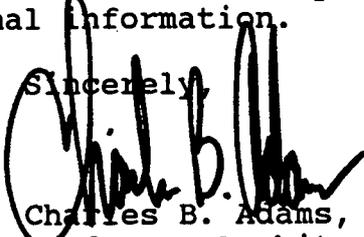
163

Mr. Mike Bedford  
Page two

A landscape planting project is being developed for the entire I-270 corridor. Your area will receive our full consideration in this effort, which will include the planting of the earth berm. This will provide additional screening and create a more natural appearance to the berm.

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

Sincerely,



Charles B. Adams, Chief  
Landscape Architecture Division

CBA/db

Attachments



**Maryland Department of Transportation**  
**State Highway Administration**

164

Richard H. Trainor  
Secretary  
Hal Kassoff  
Administrator

June 7, 1990

Mr. Rahim F. Benekohal  
Assistant Professor of Civil Engineering  
University of Illinois  
1201 Newmark Civil Engineering Laboratory  
205 North Mathews Avenue  
Urbana, Illinois 61801-2397

Dear Mr. Benekohal:

Mr. Louis Ege asked me to thank you for your recent letter concerning Maryland's retrofit Noise Abatement Program and our policy for its implementation. Mr. Ege asked me to respond to you directly.

Our policy has evolved considerably since 1981, when we were guided solely by the Federal Highway Administration guidelines. These criteria required only that noise levels be above 67 decibels (Leq), and that areas constructed after the issuance of the guidelines (1976) would not be eligible for federal funding. Beyond these requirements, the states were free to develop their own policies. Additional monies were not allocated for noise abatement projects; barrier costs must be funded from I-4R funds which are also used for road repairs and bridge rehabilitation work.

When it became apparent that funding would not be available for the great number of areas which met the federal criteria, the State Highway Administration adopted a formal Noise Policy. This policy was intended to address areas where the construction of a highway clearly created impacts to an existing community. The policy was approved and signed by former Secretary of Transportation William Hellman in April 1987 and is still in use today. A copy of this policy is attached.

Maryland's policy differs from the federal guidelines in that it requires a development to have been established prior to the construction of the highway. In addition, we set a limit on how much would be spent on each noise barrier. The \$40,000 amount represented half of the statewide value of the average home in Maryland at that time, and is still the most generous expenditure in the United States.

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

My telephone number is (301) \_\_\_\_\_

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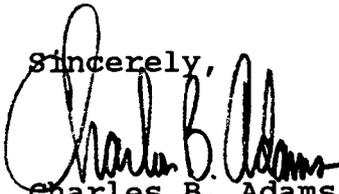
Mr. Rahim F. Benekohal

Page 2

- 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.

The priority for each noise abatement project was established as a combined measure of the degree and density of noise impact, as well as cost effectiveness. The weighting tends to favor high noise levels, allowing smaller but more severely impacted communities to be competitive with larger areas when determining priority.

I hope this information is sufficient for your needs at this time. If you have any additional questions, please feel free to contact me at (301) 333-8063

Sincerely,  
  
Charles B. Adams, Chief  
Landscape Architecture Division

CBA/wt

Attachment

cc: Mr. Louis Ege



**Maryland Department of Transportation**

The Secretary's Office

164

**William Donald Schaefer**  
Governor

**Richard H. Trainor**  
Secretary

**Stephen G. Zentz**  
Deputy Secretary

October 17, 1990

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

Dear Ms. Bobloch:

Thank you for sending me a copy of your October 2nd letter to Governor William Donald Schaefer concerning noise barriers for the Orchard Hills community. The Governor asked me to respond on his behalf.

We certainly understand your desire to have a noise barrier constructed at an early date. As you have stated, the Orchard Hills area is recognized as impacted by noise generated from I-695. We do have a project planned for this area and intend to proceed subject to the availability of funding.

Funding for noise barriers remains very limited. Safety, bridge repairs, and roadway rehabilitation projects are funded from the same source, and those needs greatly exceed the funds available.

The decision to proceed with the Timberview project was made only after Howard County agreed to provide approximately one-third of the estimated construction cost. The remaining projects will proceed to construction as funds become available.

I understand your frustration and am sorry that we cannot accommodate your request.

Sincerely,

*Richard H. Trainor*  
/RRW

Richard H. Trainor  
Secretary

RHT/db

cc: The Honorable William Donald Schaefer

My telephone number is (301)- 859-7397

TTY For the Deaf: (301) 684-6919

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

167

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**OCT 24 1990**

**LANDSCAPE ARCHITECTURE  
DIVISION**



**Maryland Department of Transportation  
State Highway Administration**

168

Richard H. Trainor  
Secretary  
Hal Kassoff  
Administrator

June 22, 1990

Mrs. Margaret Boles  
10409 Cleary Lane  
Mitchillville, Maryland 20716

Dear Mrs. Boles:

I am writing to follow-up issues raised at the recent community meeting which was held to discuss the noise study performed for Willow Grove.

Enclosed is a copy of the State Highway Administration Noise Policy which was requested.

The reason why Willow Grove does not qualify for noise barriers is because the community did not exist at the time of location approval by the Federal Highway Administration for the reconstruction of US 50.

The question was raised as to why noise barriers were constructed on US 50 in Bowie and along I-270 in Montgomery County, and not considered for Willow Grove.

Again, it is a matter of date. Where noise barriers were constructed on these routes, all communities protected were in existence at the time of location approval; therefore, Federal funds were available. In additions, these communities also met all the other criteria for Type I noise barriers

I trust this information is sufficient for your needs at this time. It has been a pleasure working with you, and I applaud your efforts on behalf of your community.

If you have any further questions, please don't hesitate to contact me.

Sincerely,

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

Charles B. Adams, Chief  
Landscape Architecture Division

CBA/eh

cc: Mr. Creston J. Mills, Jr.

My telephone number is (301) \_\_\_\_\_



**Maryland Department of Transportation  
State Highway Administration**

169

Richard H. Trainor  
Secretary  
Hal Kassoff  
Administrator

June 4, 1990

Mrs. Margaret Boles  
10409 Cleary Lane  
Mitchellville, Maryland 20716

Dear Mrs. Boles:

I am writing to inform you of the results of our noise studies for the Willow Grove community adjacent to US 50.

We have completed our noise monitoring at the areas agreed upon by the community (see attached map), and have found that noise levels meet or exceed the 67 decibel impact threshold at the end of Bald Hill Terrace and between 4016 and 4030 Caribon Street (see Exhibit 1). We had intended to perform continuous 24-hour studies simultaneously at three locations from Thursday through Tuesday; however, unfavorable weather conditions this spring did not permit this to happen. We were unable to perform a Sunday-Monday test, and the data at one location (4102 Caribon Court) was lost due to an equipment failure. After examining the data we had collected, we feel that we have information that accurately represents noise conditions in the community.

Exhibits 2 and 3 summarize short-term data collected on two different occasions. Exhibit 3 shows results of simultaneous ground level and second story monitoring. As we expected, noise levels were the same or slightly higher (1-4 dBA) at the second floor locations. This is because sound traveling above the ground to the second floor is not reduced by absorption or scattering from the ground. We also performed vibration studies which found no significant vibration levels during the test periods.

We also reconfirmed that the construction of the residences occurred between 1985 and 1988, well after the original highway and several years after June 1982, when location approval was given for the US 50 upgrade. It is our policy that noise barriers should be considered only where construction of a highway caused the impact to an existing development. Location approval is considered the official date of public knowledge of a highway project. Because Willow Grove was constructed after location approval was given, the community is not eligible for noise barriers.

My telephone number is (301) 333-1111

170  
Mrs. Margaret Boles  
Page 2

We recognize that the Willow Grove community is impacted by noise. However, we are firm in our belief that priority for noise barrier construction should be for those areas where highway construction caused the impacts to an existing community. To make an exception for one community would be unfair to the many other areas in Maryland where noise barriers have not been approved for the same reason.

A landscape project will be undertaken upon completion of the highway construction. This should provide some psychological relief by screening the highway from view. Your area will receive full consideration in this effort.

I regret that I cannot offer you a more positive response, but I hope that I have adequately explained why the area does not qualify for inclusion in our noise abatement program. We would be glad to meet with you and your neighbors to review and explain our results, if you wish. Please call Charles Adams, Chief of our Division of Landscape Architecture, at (301) 333-8063, if you are interested in scheduling a meeting.

Sincerely,

ORIGINAL SIGNED BY:  
HAL KASSOFF

Hal Kassoff  
Administrator

HK/wt

Attachments

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

bcc: Mr. Charles R. Olsen  
Mr. Robert D. Douglass  
Mr. Eugene J. Miller, Jr.

171

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JUN 5 1998

**LANDSCAPE ARCHITECTURE  
DIVISION**

172

MAY 08 1990

Mrs. Margaret Boles  
10409 Cleary Lane  
Mitchellville, Maryland 20716

Dear Mrs. Boles:

I am writing to inform you of the status of our ongoing noise studies for the Willow Grove community adjacent to US 50.

We had intended to have the results of your studies to you in early April, weather permitting. However, due to weather-related delays, we have not yet completed these studies.

I expect that the studies will be complete by late May, at which time I will contact you with the results.

Thank you for your patience.

Sincerely,  
ORIGINAL SIGNED BY:  
HAL KASSOFF

Hal Kassoff  
Administrator

HK/wt

cc: Mr. Creston J. Mills

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

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DIVISION



**Maryland Department of Transportation  
State Highway Administration**

174

Richard H. Trainor  
Secretary  
Hal Kassoff  
Administrator

June 12, 1990

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

Dear Mr. Bowman:

I am writing to report to you the results of our reevaluation of your community, adjacent to I-695.

As you may 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.

We began our study with a 24 hour measurement at a location where high noise levels were anticipated. This was done to determine the periods when noise levels were greatest. The results (EXHIBIT 1) showed that these occur between the hours of 6-10 A.M. and 2-6 P.M.

Short-term noise measurements of 20 minutes duration were then conducted at two different times at each of 32 sites chosen in the study area. The results are shown in Table 1.

Specifically, in your area along the inner loop from Harford Road to Avondale Road, including Arizona, Balder, and California Avenues, and Avondale Road, we identified 15 impacted residences, resulting in a cost per residence of over \$73,000 (as we reported previously).

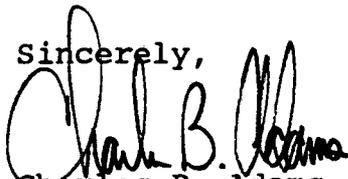
My telephone number is (301) \_\_\_\_\_

175  
Mr. Edgar G. Bowman, Jr.  
Page 2

In addition, 6 residences along the inner loop, from east of Avondale to Putty Hill Avenue, were identified as impacted. Combining this group with those west of Avondale, the combined cost of a noise barrier would increase the cost per residence to over \$98,000.

I regret that I cannot offer a more positive response, but I hope I have adequately addressed and explained the situation in this area.

Sincerely,



Charles B. Adams, Chief  
Landscape Architecture Division

CBA/wt

Attachments



**Maryland Department of Transportation**

The Secretary's Office

176

**William Donald Schaefer**

Governor

**Richard H. Trainor**

Secretary

**Stephen G. Zentz**

Deputy Secretary

November 14, 1990

Ms. Jane M. Brewer  
29 Dublin Drive  
Lutherville MD 21093

Dear Ms. Brewer:

Governor William Donald Schaefer asked me to thank you for your recent letter about the noise problem in the Orchard Hills community adjacent to I-695.

I assure you, we do understand and sympathize with your situation. Please let me explain why the decision was made to take action on the Timberview project. Howard County came forward with an offer to fund one-third of the barrier cost. This was not an advance of funds to be repaid, but an outright contribution to the project. The remaining two-thirds cost was not taken from our sound barrier funds, but from a number of other funding areas within the Department of Transportation. In this manner, we were able to eliminate one of our obligations for two-thirds of the cost without delaying any remaining project in the Noise Abatement Program. It should also be noted that the Timberview project is the least expensive of all the noise abatement projects on the program list.

Unfortunately, we are not in a position to advance additional projects at this point in time because of the Department of Transportation's funding pinch.

I wish I could help your community get your noise barrier earlier, but I hope you can understand our dilemma in this situation.

Sincerely,

Richard H. Trainor  
Secretary

RHT/bc

cc: The Honorable William Donald Schaefer

bcc: Mr. Charles B. Adams  
Mr. Robert D. Douglass  
✓ Mr. Eugene J. Miller, Jr.  
Mr. Hal Kassoff  
Mr. Charles R. Olsen  
Mr. Richard H. Trainor

My telephone number is (301)- 859-7397

TTY For the Deaf: (301) 684-6919

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177

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DIVISION



**Maryland Department of Transportation**  
**State Highway Administration**

178

Richard H. Trainor  
Secretary  
Hal Kassoff  
Administrator

March 1, 1990

Mr. Richard H. Bryant  
Hampton Business Park  
8901 Edgeworth Drive  
Capitol Heights, MD 20743

Dear Mr. Bryant:

Thank you for your January 26th letter about a noise barrier along I-495 adjacent to your neighborhood.

I know that Mr. Charles Adams, Chief of Landscape Architecture, has spoken to you on several occasions about the issues you have raised. He tells me you have a meeting scheduled for March 21st to discuss our studies in detail.

I would like to address the point in your letter about clarification of the eligibility criteria for both Areas A and B. My July 6, 1989 letter, to which you refer, discussed Area E, not Area B. The "pre-date" criteria is met for Area B, as the majority of the impacted residences were constructed prior to or at the same time as the beltway. The cost of a barrier for Area B exceeds our maximum of \$40,000 per residence. The community has expressed the willingness to provide the funding to cover the amount over our maximum. A shared funding of the barrier is now being pursued for this area. We are not approaching these other areas any differently than Area A.

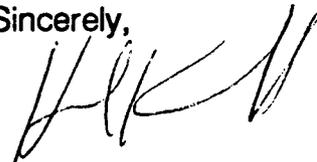
The majority of the impacted residences in Area A post-date the highway but pre-date 1976. Therefore, this area would be addressed similarly to Area E if a noise barrier were to be pursued. Because there are a number of scenarios, depending upon length of barrier and costs, I feel your upcoming meeting with Mr. Adams will address these better than we could in a letter.

My telephone number is (301) \_\_\_\_\_

179  
Mr. Richard H. Bryant  
page 2

Following your meeting with Mr. Adams, I will be back in contact with you.

Sincerely,



Hal Kassoff  
Administrator

HK/db

cc: Mr. Robert McGarry  
Mr. Charles B. Adams



**Maryland Department of Transportation  
State Highway Administration**

180  
Richard H. Trainor  
Secretary  
Hal Kassoff  
Administrator

Mr. Sidney Caplan  
7901 Greenspring Avenue  
Baltimore, Maryland 21208

Dear Mr. Caplan:

I am writing to report to you the results of our recent noise studies at 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.

Noise levels did not exceed the 67 decibel impact threshold at any time during the study. Our measurements found an average noise level of 64 decibels at your residence. I recognize that you perceive the noise to be disturbing, however, the 67 decibel requirement must be met in order for us to consider noise abatement measures in any area.

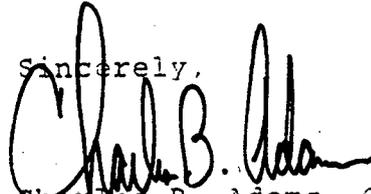
Additionally, as a result of a study performed for the residence, at 7801 Greenspring Avenue, we determined that a barrier in this area would far exceed the \$40,000 per residence limit for reasonable cost.

My telephone number is (301) \_\_\_\_\_

It is for these reasons that we will be planting some additional evergreen trees in your area this spring. As they mature, these trees will create a visual screen which should provide some psychological relief from the noise.

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

Sincerely,



Charles B. Adams, Chief  
Landscape Architecture Division

bcc: E.J. Miller, Jr.  
K.D. Polcak  
P.A. Gauss  
T. Nalesnik  
K. Barger  
K.A. Oldham



**Maryland Department of Transportation  
State Highway Administration**

182

Richard H. Trainor  
Secretary  
Hal Kassoff  
Administrator

May 8, 1990

Ms. Grace B. Carey  
1558 Sulphur Spring Road  
Baltimore, Maryland 21227

Dear Ms. Carey:

Thank you for your recent inquiry, which I received from Chris Bangs, of the Baltimore County Community Outreach Program, concerning noise barriers in the vicinity of the I-695/95 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.

Our most recent study for your area, conducted in fall 1988, found only four homes, on Old Sulphur Spring Road impacted above the threshold level of 67 decibels. The cost per residence for a noise barrier to protect the impacted homes would far exceed the \$40,000 limit established for reasonable cost.

Based upon the cost per residence this area would not be eligible for consideration under our noise abatement program.

Sincerely,

Charles B. Adams, Chief  
Landscape Architecture Division

CBA/wt  
cc: Charles R. Olsen  
Chris Bangs

My telephone number is (301) \_\_\_\_\_



**Maryland Department of Transportation  
State Highway Administration**

183

Richard H. Trainor  
Secretary  
Hal Kassoff  
Administrator

July 9, 1990

Mr. Edward A. Chittenden  
2940 Wilton Avenue  
Silver Spring, Maryland 20910

Dear Mr. Chittenden:

Thank you for your recent letter, which I received from District Engineer Creston J. Mills, Jr., concerning noise in the vicinity of Forest Glen Park adjacent to I-95.

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

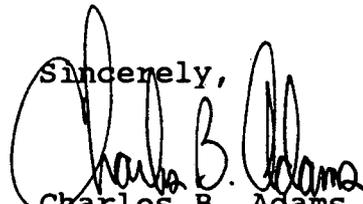
- noise levels must exceed the impact threshold level of 67 decibels (dBA);
- a majority of the impacted residences must have preceded the highway;
- construction of an effective noise barrier must be feasible;
- cost must be reasonable; cost per impacted residence that is protected may not exceed \$40,000;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

This area was evaluated as part of the overall environmental studies for the now-completed I-495 expansion in that area. The studies found that, because both existing and future noise levels are at or above the impact threshold level of 67 decibels, consideration of noise abatement was warranted. It was then found that, in order to provide a minimum goal reduction of 7-10 decibels (which would reduce the noise level by about one-half), a noise barrier would have to be 18-20 feet high at a total cost of \$640,000. A barrier could protect a maximum of 12 impacted residences, resulting in a cost per residence of over \$53,000, which exceeds our limit for reasonable cost.

My telephone number is (301) \_\_\_\_\_

Mr. Edward A. Chittenden  
page two

It was for this reason that a barrier was not included in the highway expansion project. I regret that I cannot offer more of a solution to your community, but I hope that I have adequately explained the reason why we are restricted in this area.

Sincerely,  
  
Charles B. Adams, Chief  
Landscape Architecture Division

cc: Creston J. Mills, Jr.



**Maryland Department of Transportation  
State Highway Administration**

185

Richard H. Trainor  
Secretary  
Hal Kassoff  
Administrator

November 8, 1990

Mrs. Pearl Cohen  
7308 Old Stagecoach Road  
Rockville, Maryland 20852

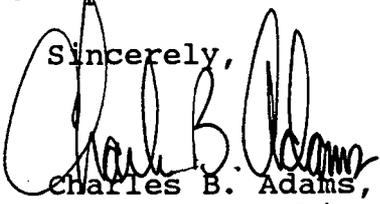
Dear Mrs. Cohen:

I am writing to inform you of the status of our ongoing studies for your community adjacent to I-270.

As I stated in previous correspondence your residence was not used as a specific design point because noise levels did not exceed the 67 decibel impact threshold. The cost of extending the height and length of the barrier would be excessive, while the acoustical benefits would be negligible due to the elevation and distance of your home from the barrier and roadway.

We are in the process of evaluating several areas where noise barriers have recently been constructed. We had expected to have completed your area by this time; unfortunately, our studies are taking longer than we had originally anticipated. We do expect to have the results by late December, at which time I will notify you of the results.

If you have any questions in the meantime, please feel free to contact me. Thank you for your patience.

Sincerely,  
  
Charles B. Adams, Chief  
Landscape Architecture Division

CBA/db

My telephone number is (301) \_\_\_\_\_



**Maryland Department of Transportation**  
**State Highway Administration**

1560

Richard H. Trainor  
Secretary

Hal Kassoff  
Administrator

March 30, 1990

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

Dear Mrs. Cohen:

I am writing to report to you the results of our follow-up noise measurements and evaluations of the noise barrier design conducted at your home adjacent to I-270.

Enclosed is a copy of the results of the 24-hour noise monitoring, as well as the additional short term measurements which were conducted in the area. The noise levels found at your home in these latest tests did not exceed the 67 decibel (dBA) impact threshold due to traffic noise from I-270.

As you can see, the level measured for the 1-2 p.m. period was 5-6 dBA higher than for the adjacent hours. This indicates that some other noise sources may have been present during that monitoring period, particularly given that the monitoring location is in the front yard and could easily be influenced by traffic on Old Stage Road, Dinwiddie Drive, or even activities in your own driveway. Such "spikes" in the data are generally viewed as anomalies and are not considered to be a totally reliable indicator of the true impact from the highway alone. Such a dramatic increase in noise for one single hour cannot be exclusively attributed to the traffic on I-270.

We also conducted an assessment of the design of the noise barrier, to determine the rationale for ending the wall at its present location. As I indicated in my previous letter, your particular location was not used as a specific design point because levels were not above the impact threshold.

For the noise barrier to be extended to the north, it would have to be increased significantly in height as the elevation of the ground drops off. The drop off is so dramatic that the barrier height would have to exceed 25-30 feet. This would have represented a substantial additional cost. The resulting noise reduction at your home would still have been minimal because of the elevation and distance of your home from the barrier and the highway. The additional cost, limited benefits derived, and the fact that levels were not above the impact threshold, resulted in the termination of the wall at its present location as the most cost-effective design.

My telephone number is (301) \_\_\_\_\_

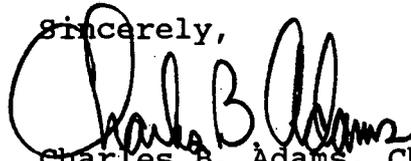
187  
Mrs. Pearl Cohen  
page two

We are planning detailed follow-up noise measurement studies for a number of completed noise barrier projects, including this area. Although a specific timetable for this area is not available at this time, we anticipate completion by the end of the summer.

As I also indicated previously, a landscaping project for the completed I-270 corridor will be under taken following construction. Your area will be included in the landscaping studies for visual screening.

I regret that we cannot offer a more positive solution to your concerns, but trust we have clarified the rationale behind our decisions.

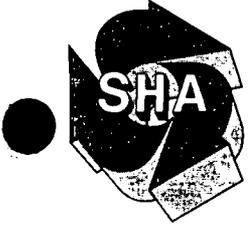
sincerely,



Charles B. Adams, Chief  
Landscape Architecture Division

CBA/kdp

Attachment



*Maryland Department of Transportation*  
*State Highway Administration*

182

Richard H. Trainor  
Secretary  
Hal Kassoff  
Administrator

March 1, 1990

Mr. James C. Dailey, Controller  
Chambers Enterprises, Inc.  
General Offices  
12051 Tech Road, Suite B  
Silver Spring, Maryland 20904-1999

Dear Mr. Dailey:

Thank you for your recent letter regarding the highway project for I-270 in the vicinity of the Brighton West V Condominiums.

The construction activities for this project are the responsibility of the State Highway Administration District office located in Greenbelt, Maryland. The area engineer is Mr. Gradon Tobery. He may be reached at 220-7385.

By copy of this letter, I am forwarding your letter and asking Mr. Tobery to respond to the questions you raised.

Thank you for bringing this matter to my attention.

Sincerely,

Eugene J. Miller, Jr.  
Special Assistant To the Chief  
Landscape Architecture Division

EJM/eh

cc: Mr. Gradon Tobery

My telephone number is (301) \_\_\_\_\_



**Maryland Department of Transportation  
State Highway Administration**

189

Richard H. Trainor  
Secretary  
Hal Kassoff  
Administrator

December 6, 1990

Mr. John Delaney  
Linowes and Blocher  
Tenth Floor  
1010 Wayne Avenue  
P.O. Box 8728  
Silver Spring, Maryland 20907

Dear Mr. Delaney:

Thank you for your recent letter concerning noise barriers on the Capital Beltway.

I wish to clarify for you the criteria under which noise abatement measures are considered and the relationship to Area A, Section B.

For an area to be considered for noise abatement, all of the following criteria must be met.

- Noise levels must exceed the impact threshold of 67 decibels (dBA);

Our studies indicate that in Section B, nine residences presently experience noise levels, generated from the Capital Beltway, in excess of 67 dBA.

- A majority of the impacted residences must have preceded the highway.

Of the nine impacted residences in Section B, five preceded the construction of the Capital Beltway.

- Construction of effective noise abatement must be feasible. A minimum five decibel reduction is considered effective.

Studies performed indicate that all nine impacted residences could be protected.

- Cost of noise abatement must be reasonable; cost per impacted residence that is protected may not exceed \$40,000.

The estimated cost to protect Section B is \$90,000 per protected residence.

My telephone number is (301) 333-1111

Mr. John Delaney  
Page 2

- Seventy-five percent of the affected residents must support noise abatement.
- Funds must be available.

The current financial situation facing the State Highway Administration is one of decreasing Federal and State revenues to meet the substantial highway needs in Maryland. Noise Abatement is one of many highway needs for which funding has been decreased. Funds simply are not available to expand our existing noise program, even considering a jointly funded effort.

Charles Adams, Chief of our Landscape Architecture Division, met with a group of the residents of Section B in July to discuss their concerns. As a result of their meeting, we investigated the feasibility of earth berm construction along this section of the beltway. We determined that an effective earth berm could not be constructed due to insufficient space in which to construct it.

We have also studied the possibility of privacy fence construction to provide some relief, but due to the topography in the area this option would have little or no benefit.

Residents of Area A requested that we look at a shared cost option. We investigated a number of abatement scenarios which are depicted on the map you enclosed with your letter. None of the options investigated resulted in noise abatement costs meeting the criterion for reasonable cost. A joint funded project is not possible due to insufficient funds available within our program. Such a project, if feasible, would require approximately \$500,000 from the community.

I wish to clarify your understanding that SHA indicated that Area A does not qualify because the majority of the homes were built after 1976. The criterion is that the majority of the homes must have predated the original highway, which is 1964 in this case. For the overall length of Area A, the majority of the impacted residences were built after 1964. Homes in Area A River Road to North of Cindy Lane (Sections a & b) are the exceptions to this, since the majority of homes in those two sections pre-date the highway. The fact remains that the cost to protect either or both Sections would significantly exceed the criterion for reasonable cost.

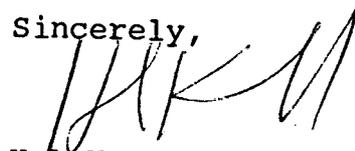
191

Mr. John Delaney  
Page 3

SHA would be willing to consider dense vegetative screening along this area subject to availability of funds. This would provide a measure of visual protection as the vegetation matured.

I have asked Mr. Adams to schedule a follow-up meeting with the residents of Section B to discuss these points. They may expect to hear from Mr. Adams within the next two weeks.

Sincerely,



Hal Kassoff  
Administrator

HK/db

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

192

**RECEIVED**

DEC 7 1990

**LANDSCAPE ARCHITECTURE  
DIVISION**

**RECEIVED**

DEC 7 1990

**LANDSCAPE ARCHITECTURE  
DIVISION**



**Maryland Department of Transportation**

The Secretary's Office

193

**William Donald Schaefer**  
Governor

**Richard H. Trainor**  
Secretary

**Stephen G. Zentz**  
Deputy Secretary

September 28, 1990

Mr. Timothy J. Deluca  
6803 Niles Drive  
Laurel, Maryland 20707

Dear Mr. Deluca:

Comptroller Louis L. Goldstein asked me to investigate your concerns about the noise abatement project in West Laurel and reply directly to you.

Our noise abatement program has been slowed due to a reduction in the federal funds utilized for these projects. Given this reduction and the great number of other projects such as bridge repairs and safety improvements funded from this same source, we have had to balance our needs with the available funds.

Governor William Donald Schaefer decided to take the action on the Timberview project only after Howard County committed to fund one-third of the construction cost. This barrier is the least expensive of those on the entire program list. We remain guided by the original list and the availability of funding in our program.

If you have additional questions, please do not hesitate to contact me.

Sincerely,

Richard Trainor  
Secretary

RHT/db

cc: The Honorable Louis L. Goldstein

859-7397

My telephone number is (301)- \_\_\_\_\_

TTY For the Deaf: (301) 684-6919

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



**Maryland Department of Transportation  
State Highway Administration**

194

Richard H. Trainor  
Secretary  
Hal Kassoff  
Administrator

June 29, 1990

Kelly L. Denk  
Sales Manager  
Timbatech Limited  
5205 N. Ironwood Road  
Milwaukee, Wisconsin 53217

Dear Kelly Denk:

Thank you for your recent letter concerning your company's timber wood products for sound walls.

Maryland's standard noise barrier system consists of reinforced concrete panels with an exposed aggregate finish and steel posts on concrete caissons. Our program encourages public participation during the entire process of a noise barrier project, and the consensus among our citizens has been a preference for the concrete barrier system. We ourselves have found that concrete systems are less costly and more durable with less long-term maintenance.

We do allow alternate noise barrier designs which foster greater completion among bidders; however, in order to maintain continuity of design along our highway corridors, these alternate designs must be of the concrete/exposed aggregate type.

I trust this adequately answers your inquiry. Thank you for your interest in Maryland's Noise Abatement Program.

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

CBA/wt

My telephone number is (301) \_\_\_\_\_



**Maryland Department of Transportation**  
**State Highway Administration**

195

Richard H. Trainor  
Secretary  
Hal Kassoff  
Administrator

February 20, 1990

Mr. Howard Diamond  
9802 Brunett Avenue  
Silver Spring, Maryland 20901

Dear Mr. Diamond:

I am writing to inform you of the results of our recent noise monitoring studies at your home adjacent to the I-495 bridge over Brunett Avenue. A copy of the results of the 24-hour measurement is attached for your information. As you requested, we included both qualitative and quantitative analyses of noise emissions from the bridge.

Our observations detected a definite resonant low frequency component, seemingly caused by vibrations in the bridge beams as trucks pass over uneven expansion joints. This phenomenon is contributing to the overall noise level which appears somewhat higher than levels predicted during design. This low frequency component may have been masked by the overall traffic noise prior to construction of the noise barrier and, therefore, not detected at that time. The levels that were measured indicate that a reduction of approximately 6 decibels (dBA) is being realized at your home. We are sharing the results of our analyses with our Bridge Division and will be consulting with them as their studies of the structural aspects of the bridge progress. We will advise you of the results of their evaluation when it is completed.

We are planning a more detailed evaluation of this barrier's effectiveness this summer. This study will include the use of a more extensive instrumentation system, and closer monitoring of the traffic flow and vehicle mix. We will be happy to inform you of the results when they become available.

I hope this information is helpful in explaining the situation in your area and hope that we can work with you toward a solution to this problem.

Sincerely,

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

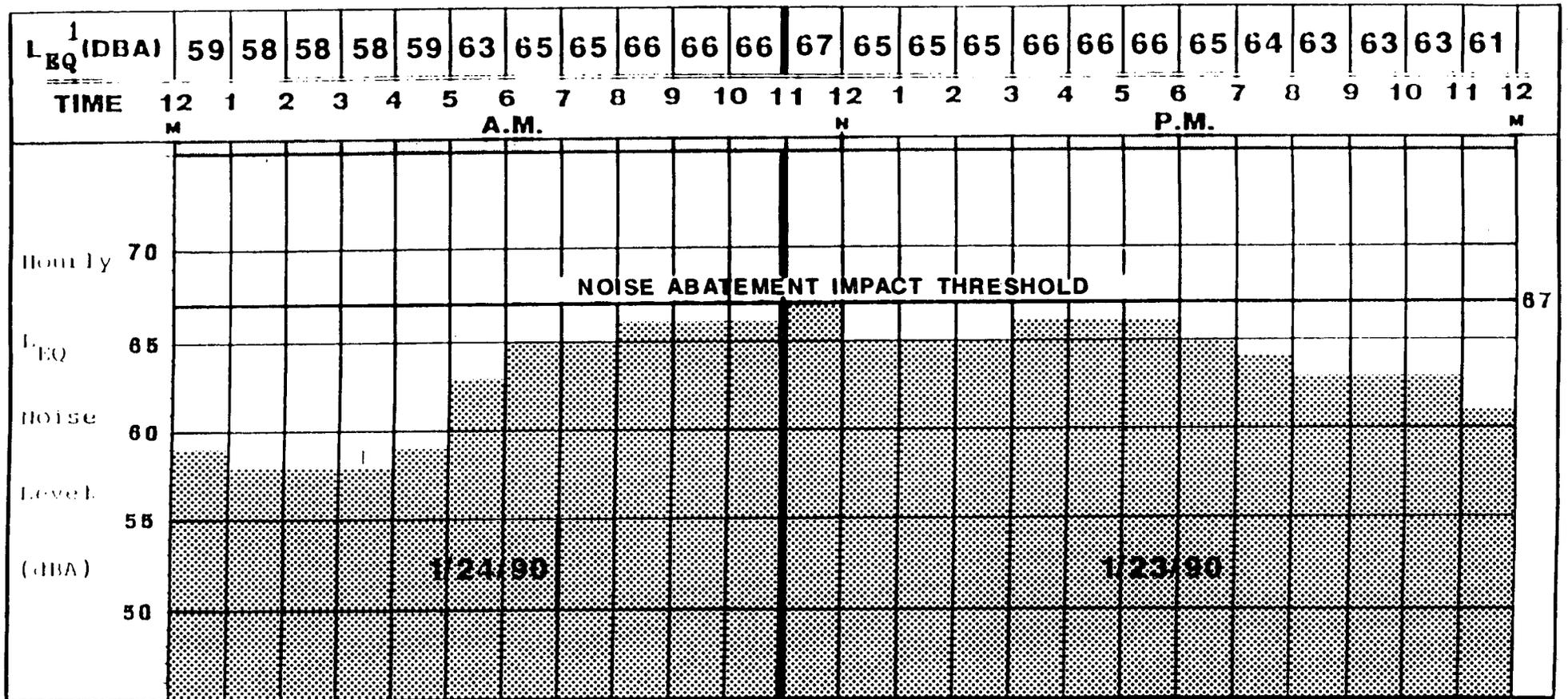
Charles B. Adams, Chief  
Landscape Architecture Division

Attachment  
cc: Jeff Kolberg

My telephone number is (301) \_\_\_\_\_

# DIAMOND RESIDENCE

1990



## DIURNAL NOISE ANALYSIS

LOCATION: 9802 BRUNETT AVE.

ROADWAY: I-495, US. 29 TO W. OF DALLAS AVE.

DATE(S): JAN. 23-24, 1990

L A D

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



**Maryland Department of Transportation**  
**State Highway Administration**

197

Richard H. Trainor  
Secretary  
Hal Kassoff  
Administrator

June 13, 1990

Ms. Maria F. Dias  
7920 Woodmont Avenue  
Bethesda, Maryland 20814

Dear Ms. Dias:

Thank you for your recent letter concerning noise barriers for the Wildwood Manor community adjacent to I-270.

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.

Because only three of the impacted homes were constructed prior to I-270, Wildwood Manor does not meet the date of construction requirement of our policy. Therefore, the community is not eligible for consideration of noise barriers.

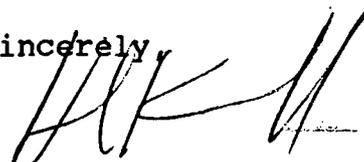
My telephone number is (301) 333-1111

198

Ms. Maria F. Dias  
Page Two

I hope this information is adequate for your needs at this time. If you have additional questions, please feel free to contact Mr. Charles B. Adams, Chief, Landscape Architecture Division, at (301) 333-8063. Mr. Adams is responsible for Maryland's Noise Abatement Program and will be glad to help you if you require further assistance.

Sincerely,



Hal Kassoff  
Administrator

HK/wt

cc: Mr. Charles B. Adams

199

January 5, 1990

Mr. Robert H. Dickman  
1415 Milestone Drive  
Silver Spring, Maryland 20904

Dear Mr. Dickman:

I am writing in response to your recent letter concerning the results of our noise studies for your community adjacent to US 29.

We will be glad to reevaluate your area when the highway project is completed and the new traffic patterns are established. Upon completion of the highway project, which we anticipate by June 1990, we will contact you to arrange a convenient time for the study. If you have any questions in the meantime, please feel free to contact me.

Sincerely,

Charles B. Adams, Chief  
Landscape Architecture Division

CBA/db



**Maryland Department of Transportation  
State Highway Administration**

200

Richard H. Trainor  
Secretary  
Hal Kassoﬀ  
Administrator

March 8, 1990

Mr. Bernard Epstein  
2 Candlemaker Court, #201  
Baltimore, Maryland 21208

Dear Mr. Epstein:

Thank you for your recent letter concerning noise in the Annen Woods 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;
- seventy-five percent (75%) of the affected residents must favor the project; and
- funds must be available.

The Annen Woods community was developed well after the Beltway and does not qualify under the date of construction requirement. It is our feeling that noise barriers should be considered only where construction of a highway caused the impact to an existing development.

We recognize that the Annen Woods community is impacted by noise. However, we are firm in our belief that the priority for noise barrier construction should be for those areas which predated the highway. To make an exception for one community would be unfair to the many other areas in Maryland with the same circumstances. We have not constructed noise barriers in areas where all of the policy criteria are not met.

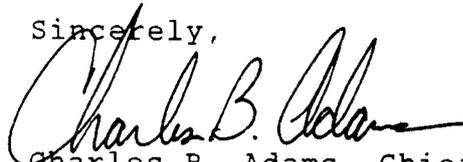
My telephone number is (301) \_\_\_\_\_

201

Mr. Bernard Epstein  
Page two

As a result of our extensive studies, and correspondence with residents and your elected officials, we provided a supplemental evergreen planting for your community last year. As the trees mature, they should afford some additional protection by screening the traffic from view. 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

CBA/db



**Maryland Department of Transportation**

The Secretary's Office

**William Donald Schaefer**  
Governor

**Richard H. Trainor**  
Secretary

**Stephen G. Zentz**  
Deputy Secretary

202

November 8, 1990

Diane L. Featherstone  
Lynn Featherstone  
15707 Bradford Drive  
Laurel, Maryland 20707

Dear Diane and Lynn Featherstone:

Senators Paul S. Sarbanes and Barbara Mikulski were kind enough to send me copies of your letter concerning noise barriers for the West Laurel community adjacent to I-95.

I recently met with your local elected representatives who informed me that Prince George's County is willing to provide significant financial support for the project if we can advance it. On this basis, I agreed to seek the funding of the State's share so we can proceed on a joint, State-County basis. At present, we are advancing the required engineering work.

If we can be of further assistance, please don't hesitate to contact me.

Sincerely,

Richard H. Trainor  
Secretary

RHT/db

cc: The Honorable Paul S. Sarbanes  
The Honorable Barbara A. Mikulski

My telephone number is (301)- 859-7397

TTY For the Deaf: (301) 684-6919

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

SEP 07 1990

203

The Honorable Robert L. Flanagan  
226 House Office Building  
Annapolis, Maryland 21401-1991

Dear Delegate Flanagan:

Thank you for your recent letter concerning noise abatement for communities adjacent to the proposed alignment of MD 100.

In addition to the Brampton Hills community, earth berms are being considered for the Hunt Country Estates, Glen Mar, Timber Run and Avoca communities. The attached map shows the approximate alignment of the road in relation to these communities.

As I stated previously, design studies are not yet complete and no firm decisions have been made. As with Brampton Hills, these communities will be given every consideration during the design of this project.

If you have any additional questions, do not hesitate to contact me.

Sincerely,

COMPLETED BY:

HAL KASSOFF

Hal Kassoff  
Administrator

HK/db  
Attachment

cc: Mr. Neil J. Pedersen

bcc: Mr. Charles R. Olsen  
Mr. Robert D. Douglass  
Mr. Charles B. Adams  
Mr. Eugene J. Miller, Jr. RM 312

204

RECEIVED

SEPT 10 1980

LANDSCAPE ARCHITECTURE  
DIVISION



*Maryland Department of Transportation*  
*State Highway Administration*

205

Richard H. Trainor  
Secretary  
Hal Kassoff  
Administrator

January 4, 1990

Mr. Arthur Freitag  
16539 Old Frederick Road  
Mt. Airy, Maryland 21771

Dear Mr. Freitag:

I am writing to inform you of the results of our recent noise abatement studies for your 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.

We began by researching the dates of construction of all potentially affected homes in the community. We found that the majority of homes were constructed between 1983 and 1987 and that none were built prior to I-70. Therefore the community is ineligible for funding under this provision of the policy criteria.

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

My telephone number is (301) \_\_\_\_\_

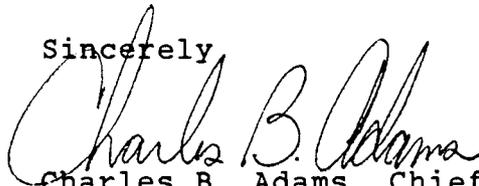
206

Mr. Arthur Freitag  
Page two

We will investigate the feasibility of landscape screening for this area as you requested. This work will take several months to complete at which time we will notify you of the results. You may expect to hear from us by May 1.

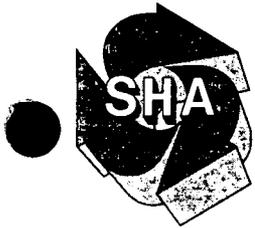
If you have any questions in the meantime, please don't hesitate to contact me.

Sincerely



Charles B. Adams, Chief  
Landscape Architecture Division

CBA/db



**Maryland Department of Transportation  
State Highway Administration**

207

Richard H. Trainor  
Secretary  
Hal Kassoff  
Administrator

March 1, 1990

Ms. Sharon Fine  
6812 Renita Lane  
Bethesda, Maryland 20817

Dear Ms. Fine:

Thank you for your recent letter concerning landscape screening adjacent to I-495 in the vicinity of your residence.

Unfortunately, we encountered problems last year with the contractor who was assigned to this project and the work as planned was not able to be implemented. I apologize for not informing you of the situation last year.

It is our intention to complete the work this spring. Because of the existing heavy vegetation, we will concentrate our planting near the shoulder where it will provide the most effectiveness.

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

Sincerely,

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

Charles B. Adams, Chief  
Landscape Architecture Division

CBA/db

My telephone number is (301) \_\_\_\_\_



*Maryland Department of Transportation*  
*State Highway Administration*

208

Richard H. Trainor  
Secretary  
Hal Kassoff  
Administrator

April 3, 1990

Mr. Earl D. Garver  
9509 Newbold Place  
Bethesda, Maryland 20817

Dear Mr. Garver:

I am writing to inform you of the results of our recent landscape feasibility study for the Bradley Manor community adjacent to I-495.

We have found that the existing growth in the area is quite dense, with a generous mixture of deciduous trees and vines, as well as a few evergreens. To plant additional evergreens in the area would be impractical since evergreens just won't flourish in an existing woods condition.

To accommodate a planting of evergreens removal of existing growth would be necessary. Since this already helps to screen the houses from the Beltway its removal would defeat the purpose of the planting for many years until the evergreens grew to sufficient size. For this reason, I do not feel that additional planting is a feasible solution for your community.

I regret that I cannot offer more of a solution for you and your neighbors. We would be glad to meet with you to explain our decision, if you wish. Please contact me at your convenience if you would like to arrange a meeting.

Sincerely,

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

Charles B. Adams, Chief  
Landscape Architecture Division

CBA/db



# Maryland Department of Transportation

The Secretary's Office

209

William Donald Schaefer

Governor

Richard H. Trainor

Secretary

Stephen G. Zentz

Deputy Secretary

November 16, 1990

Mr. and Mrs. John J. Gerding  
144 Warwick Drive  
Lutherville MD 21093

Dear Mr. and Mrs. Gerding:

Governor William Donald Schaefer asked me to thank you for your recent letter concerning the noise problem in the Orchard Hills community adjacent to I-695.

I assure you, I do understand and sympathize with your situation. Please let me explain why the decision was made to take action on the Timberview project. Howard County came forward with an offer to fund one-third of the barrier cost. This was not an advance of funds to be repaid, but an outright contribution to the project. The remaining two-thirds of the cost was not taken from our sound barrier funds, but from a number of other funding areas within the Department of Transportation. In this manner, we were able to eliminate one of our obligations for two-thirds of the cost without delaying any remaining project in the Noise Abatement Program. It should also be noted that the Timberview project is the least expensive of all the noise abatement projects on the program list.

Unfortunately, we are not in a position to advance additional projects at this point in time because of the Department of Transportation's funding pinch.

I wish I could help your community get your noise barrier earlier, but I hope you can understand our dilemma in this situation.

Sincerely,

Richard H. Trainor  
Secretary

RHT/bc

cc: The Honorable William Donald Schaefer

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

My telephone number is (301)- 859-7397

TTY For the Deaf: (301) 684-6919

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

210

**RECEIVED**

NOV 21 1990

**LANDSCAPE ARCHITECTURE  
DIVISION**



**Maryland Department of Transportation**

The Secretary's Office

William Donald Schaefer

Governor

Richard H. Trainor

Secretary

Stephen G. Zentz

Deputy Secretary

211

October 16, 1990

Ms. Patricia Gerding  
144 Warwick Drive  
Lutherville, Maryland 21093

Dear Ms. Gerding:

Senator Barbara A. Mikulski has asked me to reply to your September 28th letter to her about a noise barrier for the Orchard Hills community.

I understand your desire to have a noise barrier constructed at an early date. We recognize that the Orchard Hills area is experiencing high noise levels, and we intend to proceed with a project contingent upon the availability of funds. This area is included in our retrofit noise barrier program.

Funds for noise barriers have been reduced and come from the same source used to make bridge and highway safety repairs. We do not have sufficient funds for all of the varied needs that exist, including noise abatement projects. Lack of immediate available funding will delay construction of a noise barrier for the Orchard Hills community.

I am sorry that I cannot provide a more immediate solution to your concerns.

Sincerely,

*Richard H. Trainor* /RRW

Richard H. Trainor  
Secretary

RHT/db

cc: The Honorable Barbara A. Mikulski

859-7397

My telephone number is (301)-

TTY For the Deaf: (301) 684-6919

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

212

**RECEIVED**

OCT 24 1990

LANDSCAPE ARCHITECTURE  
DIVISION



**Maryland Department of Transportation  
State Highway Administration**

213

Richard H. Trainor  
Secretary  
Hal Kassoff  
Administrator

September 4, 1990

Ms. Patricia A. Gerding  
144 Warwick Drive  
Lutherville, Maryland 21093

Dear Ms. Gerding:

I am writing in response to your recent letter to Senator Paul S. Sarbanes concerning noise barriers for the Orchard Hills community adjacent to I-695.

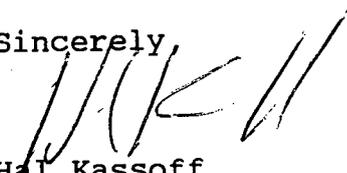
First, I would like to clarify that money for noise abatement projects is derived from corporate income taxes, gasoline taxes and highway user fees, not from private citizens' income or property taxes. In recent years, a substantial reduction in funding has resulted in a slower construction schedule for all of our noise abatement projects.

We recognize that this area is impacted by noise from the Beltway and understand your frustration over the delay of this project. I want to assure you that we intend to schedule this project for construction subject to available funding, but it is not possible to predict when this will occur.

I regret that I cannot offer a more immediate solution to you and your neighbors, but hope that I have adequately explained the situation. If you have additional questions, please do not 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.

Thank you for bringing your concerns to my attention.

Sincerely,



Hal Kassoff  
Administrator

HK/db

cc: The Honorable Paul S. Sarbanes  
The Honorable Dennis F. Rasmussen

333-1111

My telephone number is (301) \_\_\_\_\_



Maryland Department of Transportation  
State Highway Administration

KEENAM TRACT

204

Richard H. Trainor  
Secretary  
Hal Kassoff  
Administrator

September 5, 1990

Ms. Jean Gillingham  
4430 Columbia Road  
Ellicott City, Maryland 21043

- sold to Jos. Dickens

8/5/1996

461-5113 (w)

Noise

Dear Ms. Gillingham:

I am writing to report to you the results of our recent noise monitoring studies at your home adjacent to US 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 began with a 24-hour measurement to determine peak noise hours. Exhibit 1 shows the location of the meter for all measurements; Exhibit 2 shows the results of the 24-hour study. As you can see, noise levels were at or above the 67 decibel impact threshold from 6 to 9 a.m.

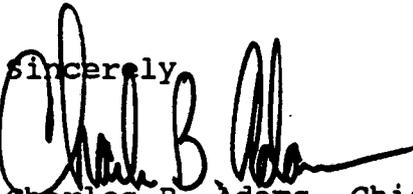
These results were the basis for additional short-term (20 minutes each) tests, which were conducted on three separate days. Exhibit 3 shows the results of the short-term measurements, which confirm the results of the 24-hour study.

My telephone number is (301) \_\_\_\_\_

Ms. Jean Gillingham  
Page two

Although the results of our studies show noise levels at or above the impact threshold, further evaluation of the area revealed that, due to the low density of the development, a noise barrier would exceed our \$40,000 cost per residence limit. The cost of a barrier to protect only your residence would exceed \$300,000. If the entire area is considered, the cost per residence still exceeds \$100,000. Any new development occurring in the area would not be eligible for consideration under the date of construction criterion.

I regret that I cannot offer you a more positive response, but hope that I have adequately explained our policy as it relates to your community.

sincerely,  


Charles B. Adams, Chief  
Landscape Architecture Division

CBA/db  
Attachments



**Maryland Department of Transportation**  
**State Highway Administration**

216

Richard H. Trainor  
Secretary  
Hal Kassoff  
Administrator

July 2, 1990

Ms. Heidi Hartman  
7411 Leahy Road  
New Carrollton, Maryland 20784

Dear Ms. Hartman:

Thank you for your recent letter concerning your Beltway noise barrier project. I'm glad that we could contribute to your educational experience. We would be very interested in seeing your finished project.

You indicated that your unfamiliarity with the equipment might have caused inaccurate results. If you would like us to review your conclusions, please contact Mr. Kenneth D. Polcak, Environmental Specialist, at (301) 333-8072. He will be happy to evaluate the accuracy of your results.

We will contact Mr. Templin about the possibility of sponsoring a student next year.

Congratulations on your recent graduation and I wish you all the best in your future career.

Sincerely,

Charles B. Adams, Chief  
Landscape Architecture Division

CBA/wt

cc: Mr. John Templin  
Mr. Kenneth D. Polcak

My telephone number is (301) \_\_\_\_\_



**Maryland Department of Transportation  
State Highway Administration**

217

Richard H. Trainor  
Secretary  
Hal Kassoff  
Administrator

October 19, 1990

Mr. Paul Havrilko  
6042 Tree Swallow Court  
Columbia, Maryland 21044

Dear Mr. Havrilko:

I am writing to you as a follow-up to our previous telephone conversation regarding noise abatement strategies for your property adjacent to I-95.

I have enclosed some literature on the pre-engineering wooden sound barrier system we discussed. In addition, to give you some additional background on the basics I have included a brochure from the Federal Highway Administration that discusses highway noise and methods of control and included selected sections from the AASHTO Guide on Evaluation and Attenuation of Traffic Noise.

After you have had an opportunity to review these materials, feel free to contact me, and we will proceed with further evaluation of your situation.

Sincerely,

A handwritten signature in cursive script, appearing to read 'Kenneth D. Polcak'.

Kenneth D. Polcak  
Environmental Specialist  
Noise Abatement Design  
and Analysis Section

KDP/db

enclosures

cc: E.J. Miller, Jr.

My telephone number is (301) \_\_\_\_\_



**Maryland Department of Transportation  
State Highway Administration**

218

Richard H. Trainor  
Secretary  
Hal Kassoff  
Administrator

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

March 14, 1990

Mr. R. James Henrikson  
Public Works Director  
City of Bowie  
2614 Kenhill Drive  
Bowie, Maryland 20715

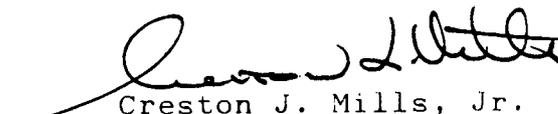
Dear Mr. Henrikson:

Thank you for your letter regarding the Beechtree Lane  
Landscaping Plan.

I am forwarding your letter to Mr. Charles Adams, Chief of  
our Landscape Architecture Division, and requesting that he  
review the area now that the wall is in place, and give you his  
recommendations for enhancing the landscaping directly.

If you have any questions, please call Mr. Adams at (301)  
330-8063.

Sincerely,

  
Creston J. Mills, Jr.  
District Engineer

CJM:ljb  
cc: Mr. Charles Adams

My telephone number is (301) 220-7311



**Maryland Department of Transportation**

The Secretary's Office

219

**William Donald Schaefer**  
Governor

**Richard H. Trainor**  
Secretary

**Stephen G. Zentz**  
Deputy Secretary

November 16, 1990

Mrs. Barbara Herman  
143 Warwick Drive  
Lutherville MD 21093

Dear Ms. Herman:

Governor William Donald Schaefer asked me to thank you for your recent letter concerning the noise problem in the Orchard Hills community adjacent to I-695.

I assure you, I do understand and sympathize with your situation. Please let me explain why the decision was made to take action on the Timberview project. Howard County came forward with an offer to fund one-third of the barrier cost. This was not an advance of funds to be repaid, but an outright contribution to the project. The remaining two-thirds of the cost was not taken from our sound barrier funds, but from a number of other funding areas within the Department of Transportation. In this manner, we were able to eliminate one of our obligations for two-thirds of the cost without delaying any remaining project in the Noise Abatement Program. It should also be noted that the Timberview project is the least expensive of all the noise abatement projects on the program list.

Unfortunately, we are not in a position to advance additional projects at this point in time because of the Department of Transportation's funding pinch.

I wish I could help your community get your noise barrier earlier, but I hope you can understand our dilemma in this situation.

Sincerely,

Richard H. Trainor  
Secretary

RHT/bc

cc: The Honorable William Donald Schaefer

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

My telephone number is (301)- 859-7397

TTY For the Deaf: (301) 684-6919



**Maryland Department of Transportation  
State Highway Administration**

220

Richard H. Trainor  
Secretary  
Hal Kassoff  
Administrator

September 10, 1990

Mrs. Frances Hewitt  
1301 Cherokee Lane  
Bel Air, Maryland 21014

Dear Mrs. Hewitt:

I am writing to update you on the status of the MD 22 widening project and the feasibility of landscape planting to help mitigate traffic noise at your residence.

The preliminary field investigation was held in late August which I attended. However, the right-of-way limits for the project had not yet been determined, which makes it impossible to ascertain how much space will be available for planting adjacent to the roadway. This information will not be available for several more months.

I did ask that landscape planting be included as part of the contract. This will insure that the planting will be done as close to the completion of the highway widening as the planting season will allow. Your area will receive every consideration at that time.

I must caution you, however, that vegetation itself does not provide measurable noise reduction. It may offer considerable psychological relief (out of sight, out of mind), but noise studies we have conducted indicate little actual mitigation of noise.

I trust this information is sufficient for your needs at this time. If you have further questions, please don't hesitate to contact me.

Sincerely,

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

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

EJM/am

cc: Mr. Ken McDonald

My telephone number is (301) \_\_\_\_\_



**Maryland Department of Transportation  
State Highway Administration**

221

Richard H. Trainor  
Secretary  
Hal Kassoff  
Administrator

July 18, 1990

Mrs. Frances Hewitt  
1301 Cherokee Lane  
Bel Air, Maryland 21014

Dear Mrs. Hewitt:

I am writing to inform you that the design schedule for the widening of MD 22 has once again been delayed, and the preliminary field investigation has been rescheduled for late August.

If this schedule holds, we will contact you in mid-September about the feasibility of landscape planting to help mitigate traffic noise in your area.

Thank you for your patience in this matter.

Sincerely,

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

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

EJM/eh  
cc: Mr. Ken McDonald

My telephone number is (301) \_\_\_\_\_



**Maryland Department of Transportation  
State Highway Administration**

222

Richard H. Trainor  
Secretary  
Hal Kassoff  
Administrator

June 11, 1990

Mrs. Frances Hewitt  
1301 Cherokee Lane  
Bel Air, Maryland 21014

Dear Mrs. Hewitt:

I am writing to follow up my letter to you dated March 27th, regarding the design for the widening of MD 22.

The preliminary field investigation has now been set for late July. At that time we will determine the extent of the proposed construction and whether landscaping would be a feasible solution to help mitigate traffic noise in your area.

If this schedule holds, we will contact you with our findings by mid-August.

I trust this information is satisfactory. If you have any questions in the meantime, please don't hesitate to call 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  
Landscape Architecture Division

EJM/wt

cc: Mr. Ken McDonald

My telephone number is (301) \_\_\_\_\_



Maryland Department of Transportation  
State Highway Administration

223

Richard H. Trainor  
Secretary  
Hal Kassoff  
Administrator

April 18, 1990

Mrs. Fran Hewitt  
1301 Cherokee Lane  
Bel Air, Maryland 21014

Dear Mrs. Hewitt:

I am writing to report to you the results of our recent noise measurement studies at your home adjacent to the MD 543/22 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.

Although we did find noise levels which exceed the 67 decibel impact threshold, we cannot consider noise abatement for your community because the homes were built very recently. In the case of a new community, we must assume that the homebuyers recognized the potential impacts of an existing highway in deciding to purchase the homes.

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) \_\_\_\_\_

224

March 27, 1990

Mrs. Frances Hewitt  
1301 Cherokee Lane  
Bel Air, Maryland 21014

*connected before  
being sent*

Dear Mrs. Hewitt:

I am writing to follow up my recent telephone conversation with you regarding the noise impacts from MD ~~543~~<sup>22</sup>, adjacent to your residence.

As I explained to you, your area does not qualify for noise barriers; however, I did investigate the situation concerning the possibility of landscaping.

As you are aware, MD ~~543~~<sup>22</sup> is scheduled to be widened. The preliminary field investigation for this project is tentatively set for June. At that time, preliminary plans will have been developed which will indicate the extent of the impact on the adjacent roadsides. Only then will we be able to determine if landscaping would be a feasible solution to your situation.

If the present schedule holds, we will contact you with our findings by early July.

I trust this information is sufficient for your needs at this time. If you have any questions, please don't hesitate to contact me.

Sincerely,

*July 24*

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

EJM/eh

cc: Mr. Ken McDonald



**Maryland Department of Transportation**

The Secretary's Office

225

**William Donald Schaefer**  
Governor

**Richard H. Trainor**  
Secretary

**Stephen G. Zentz**  
Deputy Secretary

October 15, 1990

Mr. David A Highfield  
1000 Adcock Road  
Lutherville, Maryland 21093-4801

Dear Mr. Highfield:

Governor William Donald Schaefer asked me to thank you for your recent letter concerning sound barriers.

The decision to proceed with the Timberview noise barrier was made only after Howard County committed to fund one-third of the construction cost. This barrier is also the least expensive of those on the entire program list.

We recognize that the Longford community is impacted by highway noise, and we are committed to proceeding with the project subject to funding availability. We understand your desire to have a barrier constructed at an early date. We remain guided by the original list and the availability of funding in our program.

Sincerely,

*Richard H Trainor*  
Richard H. Trainor  
Secretary

RHT/cmc

cc: The Honorable William Donald Schaefer

My telephone number is (301)- 859-7397

TTY For the Deaf: (301) 684-6919

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



*Maryland Department of Transportation  
State Highway Administration*

226

Richard H. Trainor  
Secretary  
Hal Kassoff  
Administrator

June 22, 1990

Mr. Gary R. Hill  
HTI, Inc.  
P.O. Box 36749  
Albuquerque, New Mexico 87176

Dear Mr. Hill:

I am responding to your recent letter regarding information on Maryland's noise barrier wall design requirements.

Currently, our designs for noise barriers are almost exclusively focused on pre-cast reinforced concrete systems, with an architectural exposed aggregate type finish for both sides of the barrier. One of our goals in focusing on one material type is to present a sense of uniformity and continuity from the highway perspective, thus avoiding the "hodge-podge" effect that would result by using many different material types. In some cases metal barriers are used, but on bridge structures only.

The main reason for selecting pre-cast concrete is the low-maintenance and durability factors. There is no threat from fire (as compared to a wooden barrier system), impact damage from projectiles or vandalism is very low, and the overall life span of concrete has been well documented. Concrete also provides great flexibility in terms of surface texture and color, allowing for enhanced aesthetics.

Our bidding process does allow for alternate noise barrier systems. Pre-approval for any system is not given, but approvals are given at the shop drawing stage. It would be incumbent upon your firm to convince contractors that your system would meet our standards.

Our standard specifications and design plans are currently being revised. We will be happy to send you the revised specifications and plans when completed, if you wish to pursue this matter further.

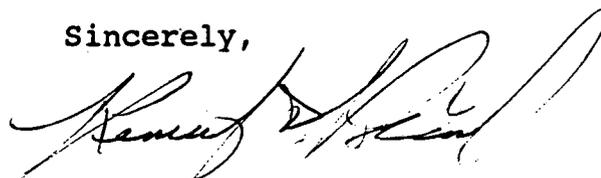
My telephone number is (301) \_\_\_\_\_

227

Mr Gary R. Hill  
June 22, 1990  
page 2

Please contact Mr. Gene Miller, Special Assistant to our Division Chief, at (301) 333-8071 if you would like to have the revised plans and specs sent, or if you have any further questions.

Sincerely,



Kenneth D. Polcak  
Noise Abatement Design and  
Analysis Section  
Landscape Architecture Division

KDP/KP/db

cc: Mr. Eugene J. Miller, Jr.



**Maryland Department of Transportation  
State Highway Administration**

228

Richard H. Trainor  
Secretary  
Hal Kassoff  
Administrator

September 13, 1990

Mr. David C. Hockenbrought  
6918 Pickett Drive  
Morningside, Maryland 20746

Dear Mr. Hockenbrought:

I am writing in response to your recent letter, which I received from Mr. Creston J. Mills, District Engineer, concerning noise and vibration problems at your residence in the vicinity of I-95.

We will conduct noise measurement and vibration studies at your home to determine the extent of the problem you are experiencing. Due to our current backlog, these studies will take at least three months to complete. You may expect to hear from us with the results by mid-January, 1991.

If you have any questions in the meantime, please feel free to call me. Thank you for bringing your concerns to our attention.

Sincerely,

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

Charles B. Adams, Chief  
Landscape Architecture Division

CBA/am

cc: Mr. Creston J. Mills, Jr.

My telephone number is (301) \_\_\_\_\_



**Maryland Department of Transportation  
State Highway Administration**

229

Richard H. Trainor  
Secretary  
Hal Kassoff  
Administrator

October 24, 1990

Mr. Curtis Hubbard  
540 E. Indian Spring Drive  
Silver Spring, Maryland 20901

Dear Mr. Hubbard:

Thank you for your recent telephone inquiry concerning the noise barrier along East Indian Spring Drive adjacent to I-495.

We will be conducting a study in your area to determine the actual noise reduction being obtained. The study will include additional measurements and comparisons of noise levels both before and after placement of the barrier. In this manner, we can determine the effectiveness of the barrier.

We expect to complete this study in the next four to six months, weather permitting, at which time we will contact you with the results. If you have any questions in the meantime, please feel free to contact me at (301) 333-8063.

Sincerely,

Charles B. Adams, Chief  
Landscape Architecture Division

CBA/eh

My telephone number is (301) \_\_\_\_\_



**Maryland Department of Transportation  
State Highway Administration**

May 4, 1990

230

Richard H. Trainor  
Secretary  
Hal Kassoff  
Administrator

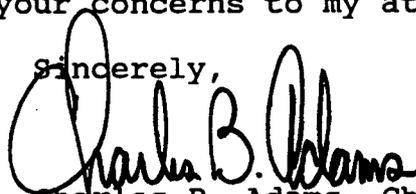
Mr. Edward J. Huber, President  
Elkridge Community Association  
5720 Main Street, Suite 100  
Elkridge, Maryland 21227

Dear Mr. Huber:

Thank you for your recent letter concerning landscaping for the Hunt Club Estates community adjacent to I-95.

Unfortunately, I never received Mr. Avin's March 15, 1989 letter requesting a landscape study for your community. Therefore, I would like to meet with you and your neighbors at your earliest convenience to discuss possible landscape options in your area. Please call me at (301) 333-8063 to schedule the meeting.

Thank you for bringing your concerns to my attention.

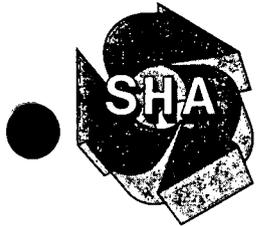
Sincerely,  


Charles B. Adams, Chief  
Landscape Architecture Division

CBA/wt

cc: The Honorable Thomas M. Yeager  
Uri P. Avin

My telephone number is (301) \_\_\_\_\_



**Maryland Department of Transportation  
State Highway Administration**

231

Richard H. Trainor  
Secretary  
Hal Kassoff  
Administrator

January 31, 1990

Mr. Clyde Hughes  
Standard Structures, Inc.  
32 Calais Street  
Laguna Niguel, California 92677 -

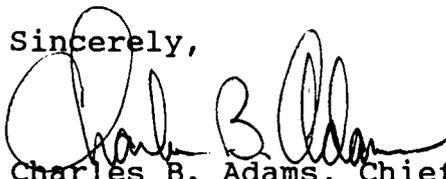
Dear Mr. Hughes:

Thank you for your recent letter concerning your company's timber wood products for sound walls.

Maryland's standard noise barrier system consists of reinforced concrete panels with an exposed aggregate finish and steel posts on concrete caissons. Our program encourages public participation during the entire process of a noise barrier project, and the consensus among our citizens has been a preference for the concrete barrier system. We ourselves have found that concrete systems are less costly and more durable with less long-term maintenance.

We do allow alternate noise barrier designs which foster greater completion among bidders; however, in order to maintain continuity of design along our highway corridors, these alternate designs must be of the concrete/exposed aggregate type.

I trust this adequately answers your inquiry. Thank you for your interest in Maryland's Noise Abatement Program.

Sincerely,  
  
Charles B. Adams, Chief  
Landscape Architecture Division

CBA/db

My telephone number is (301) \_\_\_\_\_

232

FEB 0 5 1990

Ms. Mary E. Hunt  
707-C Newtowne Drive  
Annapolis, Maryland 21401

Dear Ms. Hunt:

I am writing to you concerning our traffic noise impact study for the Asbury Broadneck United Methodist Church adjacent to US 50.

The information we have obtained to date has been influenced by temporary conditions resulting from the ongoing construction activity in the area. Specifically, the portable traffic barriers presently along US 50 may be acting to block or reflect additional noise, particularly from vehicle tires. In addition, the church pastor indicated that the greatest problem results from summer beach traffic and night traffic.

For these reasons, we feel that further testing should be deferred until this summer. We expect that these studies will be complete by the end of August, at which time we will contact you with the results.

If you have any questions in the meantime, please contact Mr. Charles B. Adams, Chief of our Landscape Architecture Division, at (301) 333-8063. Mr. Adams is conducting the study, and will be most helpful if you require any additional information. Thank you for your interest and patience in this matter.

Sincerely,  
ORIGINAL SIGNED BY:  
HAL KASSOFF

Hal Kassoff  
Administrator

HK/db

cc: The Honorable William Donald Schaefer  
Secretary Richard H. Trainor  
Mr. Charles B. Adams

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

233

RECEIVED

FEB 6 1970

LANDSCAPE ARCHITECTURE  
DIVISION

234

SEP 05 1990

Ms. Mary E. Hunt  
707-C Newtowne Drive  
Annapolis, Maryland 21401

Dear Ms. Hunt:

I am writing to update you on the status of our noise impact study for the Asbury Broadneck United Methodist Church adjacent to US 50.

We had anticipated that our studies would be complete by now; however, the highway construction has not yet been completed and is expected to continue until early 1991. At that time, we will resume our studies for the Church, which will require approximately three months to complete.

Upon completion of the studies, we will contact you with the results. You may expect to hear from us by the end of March. As I stated previously, please feel free to contact Mr. Charles B. Adams, at (301) 333-8063, if you have any questions in the meantime.

Thank you for your continuing patience in this matter.

Sincerely,

ORIGINAL SIGNED BY:

**HAL KASSOFF**

Hal Kassoff  
Administrator

HK/db

cc: The Honorable William Donald Schaefer  
Mr. Richard H. Trainor  
Mr. Charles B. Adams

bcc: Mr. Charles R. Olsen  
Mr. Robert D. Douglass  
Mr. Eugene J. Miller, Jr.



# Maryland Department of Transportation

The Secretary's Office

235

William Donald Schaefer  
Governor

Richard H. Trainor  
Secretary

Stephen G. Zentz  
Deputy Secretary

November 16, 1990

Mr. Charles L. Jackson  
123 Dublin Drive  
Lutherville MD 21093

Dear Mr. Jackson:

Governor William Donald Schaefer asked me to thank you for your recent letter concerning the noise problem in the Orchard Hills community adjacent to I-695.

I assure you, I do understand and sympathize with your situation. Please let me explain why the decision was made to take action on the Timberview project. Howard County came forward with an offer to fund one-third of the barrier cost. This was not an advance of funds to be repaid, but an outright contribution to the project. The remaining two-thirds of the cost was not taken from our sound barrier funds, but from a number of other funding areas within the Department of Transportation. In this manner, we were able to eliminate one of our obligations for two-thirds of the cost without delaying any remaining project in the Noise Abatement Program. It should also be noted that the Timberview project is the least expensive of all the noise abatement projects on the program list.

Unfortunately, we are not in a position to advance additional projects at this point in time because of the Department of Transportation's funding pinch.

I wish I could help your community get your noise barrier earlier, but I hope you can understand our dilemma in this situation.

Sincerely,

Richard H. Trainor  
Secretary

RHT/bc

cc: The Honorable William Donald Schaefer

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

My telephone number is (301)- 859-7397

TTY For the Deaf: (301) 684-6919

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

236  
FEB 26 1990

Mrs. Jack Jewell  
8635 Quentin Avenue  
Baltimore, Maryland 21234

Dear Mrs. Jewell:

Secretary Richard H. Trainor asked me to thank you for your recent letter concerning noise barriers for the Oakleigh community adjacent to I-695. He has asked me to respond to you directly concerning this matter.

I do understand and sympathize with your situation. The noise level impact studies in 1985 indicated that the cost to construct a noise barrier to protect the impacted residences would exceed our cost criteria. As we have stated previously, we do not believe our studies were in error, and we certainly did not attempt to exclude or discriminate against your community. Follow-up studies in 1988 indicated that the noise environment had changed, with more residences being impacted.

As we explained in prior correspondence, Oakleigh would be addressed by our noise program if and when beltway expansion occurs. I regret that I cannot offer you a more immediate solution, but hope that I have clearly explained the issues which are affecting the situation. If you have any questions, please feel free to contact our Chief of Landscape Architecture, Mr. Charles Adams, at 333-8064.

Sincerely,

ORIGINAL SIGNED BY  
HAL KASSOFF

Hal Kassoff  
Administrator

HK/t

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

237

RECEIVED

FEB 27 1990

LANDSCAPE ARCHITECTURE  
DIVISION



**Maryland Department of Transportation**  
**State Highway Administration**

238

Richard H. Trainor  
Secretary  
Hal Kassoff  
Administrator

December 31, 1990

Ms. Debra Johnson  
2909 Vulcan Road  
Baltimore, Maryland 21222

Dear Ms. Johnson:

I am writing to report to you the results of our noise measurement study conducted at your residence adjacent to North Point Boulevard.

We monitored noise levels in your side and back yards, and found average noise levels ranging from 64-66 decibels in the back yard and 68-75 decibels in the side yard, closest to the highway. The reason for the wide range in noise levels was due to trucks accelerating from the traffic light at Trappe Road.

While noise levels are above the 67 decibel impact threshold level, the problem in this area is that of barrier feasibility. Since you are adjacent to the Trappe Road intersection, a noise barrier would be ineffective because of the gap which would be required to maintain access to the intersection. This gap would allow noise to pass between the barrier sections and would render them ineffective. For barriers to work, they must be continuous along the highway. That is why they are generally restricted to controlled access highways such as the interstates.

Plantings could offer some psychological relief, but would not reduce noise levels. The same gap would be needed to maintain access, and sight distance requirements would even further reduce the potential benefits of plantings. At this time, we have no funds available for plantings.

I regret that I cannot offer you a more positive response, but hope I have adequately explained why we cannot consider noise barriers in this area.

Sincerely,

Charles B. Adams, Chief  
Landscape Architecture Division

CBA/db

My telephone number is (301) \_\_\_\_\_



**Maryland Department of Transportation  
State Highway Administration**

239

Richard H. Trainor  
Secretary  
Hal Kassoff  
Administrator

March 27, 1990

Mr. William E. Kallas, P. E.  
Project Manager  
Greiner, Inc.  
2219 York Road  
Suite 200  
Timonium, Maryland 21093-3111

Dear Mr. <sup>Bill</sup>Kallas:

I am writing to remind you that all invoices require valid charge numbers for each assignment in order to be processed.

Your most recent invoice (copy attached) was incomplete in this regard, which required my rectification.

I would appreciate your strict cooperation in this matter.

If you have any questions, please don't hesitate to contact me.

Sincerely,

A handwritten signature in cursive script that reads "Gene".

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

EJM/eh  
Attachment

My telephone number is (301) \_\_\_\_\_



**Maryland Department of Transportation**  
**State Highway Administration**

240

Richard H. Trainor  
Secretary  
Hal Kassoff  
Administrator

September 13, 1990

Ms. Donna Kanaski  
6800 Dogwood Road  
Woodlawn, Maryland 21207

Dear Ms. Kanaski:

I am writing in response to your telephone inquiry to Mr. Kenneth Polcak, of this office, regarding noise abatement status of the area along I-695, from Dogwood Road to Windsor Mill Road.

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 1988, noise levels in the area of Rona Road and Arlene Circle were found to exceed the 67 decibel impact threshold. The date of construction criterion is also met in this area. However, the cost per residence of a barrier would exceed \$70,000, well above our limit for reasonable cost.

In addition, a noise barrier for these residences would probably be ineffective because the homes are situated 200-250 feet from the highway. A barrier located at such a great distance from the affected residences generally provides little perceivable noise reduction. Therefore, an effective barrier for this area is just not feasible.

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

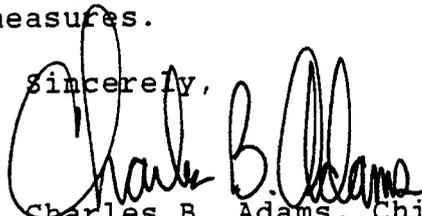
241

Ms. Donna Kanaski  
Page Two

We considered your home along with the area of Lenburn and Richardson Roads, but because those homes were built one to six years after the Beltway was completed in 1962, they do not qualify under the date of construction criterion and we could not include them in the cost per residence calculations. A barrier to project only your home would far exceed our \$40,000 cost per residence limit.

I regret that I cannot offer a more positive response, but I hope that I have adequately explained why these areas do not qualify for noise abatement measures.

Sincerely,



Charles B. Adams, Chief  
Landscape Architecture Division

CBA/am

OCT 12 1990

131

242

Ms. Vivian A. Kasper  
President, Condo II  
18 Alanbrooke Court  
Towson, Maryland 21204

Dear Ms. Kasper:

Thank you for your recent letter concerning noise barriers for the Dulaney Towers community adjacent to I-695.

Unfortunately, it would not be feasible to leave the apartments unprotected by the proposed noise barrier as you suggested. To do so would require leaving a gap in the barrier, which would render it ineffective for the townhouses, as well as the other residential area being protected. Therefore, the total cost to the community would remain at approximately \$150,000.

The offer to share the funding to protect your area remains subject to availability of funding.

I hope this information is adequate for your needs. Please feel free to contact me or Mr. Charles Adams, Chief of the Landscape Architecture Division, at (301) 333-8063 if you have additional questions.

Sincerely,  
ORIGINAL SIGNED BY  
HAL KASSOFF  
ADMINISTRATOR  
Hal Kassoff  
Administrator

HK/db

bcc: Charles R. Olsen  
Robert D. Douglass  
Charles B. Adams  
Eugene J. Miller, Jr.

Dictated by Patti Gauss, LAD, X8063



**Maryland Department of Transportation**

The Secretary's Office

243

William Donald Schaefer

Governor

Richard H. Trainor

Secretary

Stephen G. Zentz

Deputy Secretary

November 16, 1990

Ms. Florence B. Kelly  
16 Dublin Drive  
Lutherville MD 21093

Dear Ms. Kelly:

Governor William Donald Schaefer asked me to thank you for your recent letter concerning the noise problem in the Orchard Hills community adjacent to I-695.

I assure you, I do understand and sympathize with your situation. Please let me explain why the decision was made to take action on the Timberview project. Howard County came forward with an offer to fund one-third of the barrier cost. This was not an advance of funds to be repaid, but an outright contribution to the project. The remaining two-thirds of the cost was not taken from our sound barrier funds, but from a number of other funding areas within the Department of Transportation. In this manner, we were able to meet our obligation for two-thirds of the cost without delaying any remaining project in the Noise Abatement Program. It should also be noted that the Timberview project is the least expensive of all the noise abatement projects on the program list.

Unfortunately, we are not in a position to advance additional projects at this point in time because of the Department of Transportation's funding pinch.

I wish I could help your community get your noise barrier earlier, but I hope you can understand our dilemma in this situation.

Sincerely,

Richard H. Trainor  
Secretary

RHT/bc

cc: The Honorable William Donald Schaefer

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

My telephone number is (301)- 859-7397

TTY For the Deaf: (301) 684-6919

301-221-2255, Baltimore (Washington International Airport, Maryland 21240-0755)



**Maryland Department of Transportation  
State Highway Administration**

244

**Richard H. Trainor**  
Secretary  
**Hal Kassoff**  
Administrator

January 30, 1990

Ms. Florence B. Kelly  
16 Dublin Drive  
Lutherville, Maryland 21093

Dear Ms. Kelly:

Thank you for your recent letter concerning the proposed noise barrier project on I-695 between Charles Street and York Road.

This area of the Beltway is included in our retrofit noise abatement program. Other locations on the Beltway where you have seen barriers erected are also in this program. The order of construction has been determined by a priority system. Many of the project areas were close when the priority ranking was established. Our progress to complete our retrofit program is dependent upon the availability of funds.

To answer your question about the basis of selection, all of the following criteria must be met in order 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;
- 75 percent of the affected residents must favor the project; and
- funds must be available.

My telephone number is (301) \_\_\_\_\_

Ms. Florence B. Kelly  
Page two

245

The Dublin Drive residences meet the first three criteria and preliminary cost estimates appear to be within our \$40,000 per residence limit. The project is not yet funded; however, design work will begin later this year. This will ensure that, when funds do become available, the project will be ready to be advertised for construction bids.

As a point of clarification, the proposed Beltway widening project is still in the study phase; no decisions have been made regarding construction. There will be a public hearing concerning the findings of the study on February 28, 1990, 7:00 p.m., at Loch Raven High School. I have enclosed the public hearing notice detailing the proceedings of the meeting for your information.

I trust this information is adequate for your needs at this time. If you need additional information, please contact Mr. Charles B. Adams, Chief of our Landscape Architecture Division, at (301) 333-8063. Thank you for your interest.

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, Jr.~~  
Mr. Donald G. Honeywell

246

RECEIVED

JUN 30 1950

LANDSCAPE ARCHITECTURE  
DIVISION



**Maryland Department of Transportation**  
**State Highway Administration**

247

Richard H. Trainor  
Secretary  
Hal Kassoff  
Administrator

August 14, 1990

Mrs. Barbara Kendricks  
5861 Woodvalley Road  
Elkridge, Maryland 21227

Dear Mrs. Kendricks:

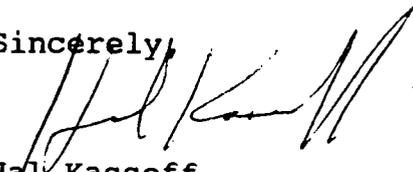
I would like to thank you personally for the invitation to your National Night Out event and the kind hospitality you showed Liz Homer, Charlie Adams and me.

We understand the frustration you and your neighbors have over the noise from I-95. As we discussed, we do intend to fulfill our commitment to construct a noise barrier. With the present funding picture, it is just not possible to project a date when this will occur.

I want to compliment you for the approach you have taken in this matter. Your recognition of the situation concerning priorities for highway construction is right on target. Please be assured we will continue to work to complete all of our noise abatement commitments.

Again, thank you for your patience and understanding.

Sincerely,



Hal Kassoff  
Administrator

HK/db

cc: Mrs. Liz Homer  
Mr. Charlie Adams

My telephone number is (301) 333-1111



**Maryland Department of Transportation**

The Secretary's Office

248

**William Donald Schaefer**  
Governor

**Richard H. Trainor**  
Secretary

**Stephen G. Zentz**  
Deputy Secretary

November 30, 1990

Ms. Mary L. Kennedy  
7012 Fitzpatrick Drive  
Laurel, Maryland 20707

Dear Ms. Kennedy:

Senator Barbara A. Mikulski was kind enough to send me a copy of your recent letter concerning noise barriers for the West Laurel community adjacent to I-95.

I'm sure you have received my November 2nd letter, which explains that we are willing to advance this project if Prince George's County provides significant financial assistance. We are continuing to seek the State's share of funding, predicated on a revenue increase. In the meantime, we have begun the preliminary engineering work so that when funds become available the project can quickly become reality.

Thank you for bringing your concerns to my attention.

Sincerely,

Richard H. Trainor  
Secretary

RHT/dp

cc: The Honorable Barbara A. Mikulski

My telephone number is (301)- 859-7397

TTY For the Deaf: (301) 684-6919

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



**Maryland Department of Transportation**

The Secretary's Office

249

**William Donald Schaefer**  
Governor

**Richard H. Trainor**  
Secretary

**Stephen G. Zentz**  
Deputy Secretary

November 2, 1990

Ms. Mary L. Kennedy  
7012 Fitzpatrick Drive  
Laurel, Maryland 20707

Dear Ms. Kennedy:

Governor William Donald Schaefer asked me to thank you for your recent letter concerning sound barriers for the West Laurel community adjacent to I-95. He has asked me to respond to you directly concerning this matter.

I recently met with your elected representatives who informed me that Prince George's County is willing to provide significant financial support for the project if we can advance it. On this basis, I agreed to seek the funding of the State's share so that we can proceed on a joint, State-County basis. At present, we are advancing the required engineering work.

The Governor sincerely appreciates your bringing your concerns to his attention.

Sincerely,

Richard H. Trainor  
Secretary

RHT/cmc

cc: The Honorable William Donald Schaefer

My telephone number is (301)- 859-7397

TTY For the Deaf: (301) 684-6919

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



**Maryland Department of Transportation**  
**State Highway Administration**

250

Richard H. Trainor  
Secretary  
Hal Kassoff  
Administrator

April 17, 1990

Mrs. Maria Kent  
107 Calvert Road  
Rockville, Maryland 20850

Dear Mrs. Kent:

I am writing to report to you the results of our recent noise studies at your home in the vicinity of I-270.

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.

As you can see on the attached chart, noise levels at your residence did not meet or exceed the 67 decibel impact threshold at any time. The highest noise levels occurred between 11 a.m. and 12 noon, when the average noise level was measured at 59 decibels. 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 in any area.

Additionally, due to the distance of your home from I-270, placement of a barrier along I-270 would have little or no perceivable effect on noise at your residence.

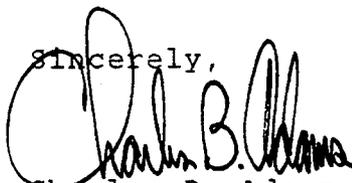
My telephone number is (301) \_\_\_\_\_

251

Mrs. Maria Kent  
Page 2

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

Sincerely,

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

Charles B. Adams, Chief  
Landscape Architecture Division

CBA/wt

Enclosure

252

OCT 11 1990

Ms. Mildred Koebke  
1705 Lansdowne Way  
Silver Spring, Maryland 20910

Dear Ms. Koebke:

Thank you for your recent letter concerning noise barriers for the Woodside Forest community adjacent to I-495.

I understand your community's position in this situation. However, we simply do not have the financial capacity to take on new commitments for noise barriers. Our present funding situation is very tight, and the future outlook at the moment is not promising.

I do regret that I cannot offer you and your neighbors a more immediate solution, but hope that I have adequately explained our position.

Sincerely,  
ORIGINAL SIGNED BY  
HAL KASSOFF  
ADMINISTRATOR  
Hal Kassoff  
Administrator

HK/db

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



*Maryland Department of Transportation*  
*State Highway Administration*

253

Richard H. Trainor  
Secretary  
Hal Kassoff  
Administrator

June 20, 1990

Mr. Joseph L. Larson  
Spellman, Larson, and Associates, Inc.  
Suite 107 - Jefferson Building  
105 W. Chesapeake Avenue  
Towson, Maryland 21204

Dear Mr. Larson:

We have reviewed the proposed subdivision plan for Rolling View Green adjacent to the outer loop of I-695 west of Belair Road.

Under the State Highway Administration's Noise Policy, the community of Rolling View Green would not be eligible for consideration for inclusion in our noise abatement program. The program targets noise impacted residential development that existed at the time of the original construction of the highway. Funding constraints do not allow us to build publicly funded noise barriers for communities that are constructed after the highway.

Since land use development and zoning are local government issues, the State Highway Administration has no specific jurisdiction and can only recommend that the developer of a site adjacent to a major highway consider the existing noise conditions and either 1) provide appropriate noise abatement measures as part of the overall site design, 2) develop the site plan incorporating setbacks, buffer zones, or site orientations to minimize impacts to sensitive areas and the need for abatement measures, or 3) propose a type of land use which is more compatible with the existing noise environment.

As a first step, a noise impact analysis should be conducted by a consultant knowledgeable in traffic noise analysis to identify and quantify the problem. The need and design of appropriate abatement measures can then be reasonably assessed.

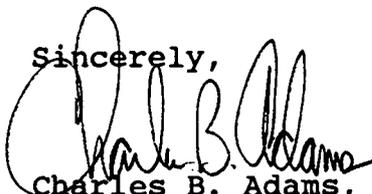
My telephone number is (301) \_\_\_\_\_

254

Mr. Joseph L. Larson  
Page two

Some specific suggestions regarding this site are 1) provision of an earth berm or a vertical wall along the south property line should be considered, and 2) if there is existing woodland along the south side of the property, as much of that existing wooded area should be preserved as is possible. Though not highly effective from an acoustical standpoint, the visual screening provided can be of significant psychological benefit.

Please feel free to contact Mr. Ken Polcak of my staff if we can be of further assistance, or if you have any questions.

Sincerely,  
  
Charles B. Adams, Chief  
Landscape Architecture Division

CBA/KDP/db

cc: Eugene J. Miller, Jr.  
Kenneth D. Polcak

DEC 12 1990

255

Mr. Kent Lawrence  
101 Arbutus Avenue  
Catonsville, Maryland 21228

Dear Mr. Lawrence:

I am writing to follow-up my May 10, 1990 letter concerning our noise studies for the Arbutus Avenue area adjacent to I-695. We have completed a detailed evaluation of the effect of reflective noise on this community from the noise barrier on the opposite side of the Beltway.

A comparison of the 24-hour study conducted earlier this year with pre-barrier noise levels measured in 1988 showed an overall 1.5 decibel increase. Our recent study was a more detailed attempt to determine how much of that increase could be attributed to noise reflections. Using a computer program, we compared the 1988 traffic volumes with current traffic volumes and found that approximately one half of the 1.5 decibel increase was due strictly to an increase in traffic volume.

We then conducted simultaneous measurements in areas opposite the noise barrier and in areas where there was no noise barrier so that no noise reflections could occur. We compared these measurements, again using a computer program to reconcile variations in topography, orientation of the highway relative to the sites, vegetation and other natural features, to determine the potential for reflected noise from the barrier.

Taking all of these variables into account, our results indicate that the difference in noise levels opposite the noise barrier, which could be attributed to reflections from the wall, is approximately one-half decibel. A half decibel is not a perceptible increase to the human ear, which can just begin to perceive a change of about 2-3 decibels. In fact, it is theoretically impossible for reflected noise to exceed 3 decibels, except in cases where the shape of the barrier may "focus" reflected noise toward a specific area, similar to a satellite dish. This is not the case with this barrier; its convex side faces Arbutus Avenue and scatters reflected noise, thereby reducing the potential for perceptible noise increases.

Since we cannot identify any impacts beyond our previous findings, a noise barrier for this area still would not meet our requirements for reasonable cost.

Mr. Keft Lawrence  
Page Two

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I regret that I cannot offer you a more positive response, but hope that I have adequately explained the situation in this area. If you have any questions regarding our conclusions, please contact Mr. Charles B. Adams, Chief of our Landscape Architecture Division. Mr. Adams may be reached at 333-8063.

Sincerely,  
ORIGINAL SIGNED BY  
HAL KASSOFF  
ADMINISTRATOR  
Hal Kassoff  
Administrator

HK/db

cc: Mr. Charles B. Adams

bcc: Mr. Charles R. Olsen  
Mr. Robert D. Douglass  
~~Mr. Eugene J. Miller, Jr.~~  
Ms. Catherine Rice

257

**RECEIVED**

**DEC 17 1990**

**LANDSCAPE ARCHITECTURE  
DIVISION**

258

MAY 10 1990

Mr. Kent Lawrence  
101 Arbutus Avenue  
Catonsville, Maryland 21228

Dear Mr. Lawrence:

Thank you for your recent inquiry concerning noise levels at your residence adjacent to I-695.

We have just completed noise measurements in the vicinity of your home and have found an increase of approximately 1.5 decibels over levels measured two years ago prior to the construction of the Edmondson Avenue noise barrier.

It is not possible based on this limited study to determine how much of the increase may be due to reflections from the opposite barriers. Therefore, we are planning a more detailed study for this summer to more fully determine if reflections are contributing to the overall noise levels in your area. We will notify you of the results when they are completed by early September. There are other factors such as differences in traffic speed, volume, and numbers of trucks which may also account for some of the increase.

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

Thank you for bringing your concerns to my attention.

Sincerely,

ORIGINAL SIGNED BY:  
HAL KASSOFF

Hal Kassoff  
Administrator

HK/wt

cc: Mr. Charles B. Adams

bcc: Mr. Charles R. Olsen  
Mr. Robert D. Douglass  
Mr. Eugene J. Miller

259

**RECEIVED**

MAY 11 1991

**LANDSCAPE ARCHITECTURE  
DIVISION**



**Maryland Department of Transportation  
State Highway Administration**

December 5, 1990

260  
Richard H. Trainor  
Secretary  
Hal Kassoff  
Administrator

Mr. Tim Lawrence  
129 Arbutus Avenue  
Catonsville, Maryland 21228

Dear Mr. Lawrence:

I am writing to report to you the results of our noise studies for the Arbutus Avenue area adjacent to I-695. We have completed a detailed evaluation of the effect of reflective noise on this community from the noise barrier on the opposite side of the Beltway.

A comparison of the 24-hour study (conducted earlier this year) with pre-barrier noise levels (measured in 1988) showed an overall 1.5 decibel increase. Our recent study was a more detailed attempt to determine how much of that increase could be attributed to noise reflections. Using a computer program, we compared the 1988 traffic volumes with current traffic volumes and found that approximately one half of the 1.5 decibel increase was due strictly to an increase in traffic volume.

We then conducted simultaneous measurements in areas opposite the noise barrier and in areas where there was no noise barrier and no noise reflections could occur. We compared these measurements, again using a computer program to reconcile variations in topography, orientation of the highway relative to the sites, vegetation and other natural features, to determine the potential for reflected noise from the barrier.

Taking all of these variables into account, our results indicate that the difference in noise levels opposite the noise barrier, which could be attributed to reflections from the wall, is approximately one-half decibel. A half decibel is not a perceptible increase to the human ear, which can just begin to perceive a change of about 2-3 decibels. In fact, it is theoretically impossible for reflected noise to exceed 3 decibels, except in cases where the shape of the barrier may "focus" reflected noise toward a specific area, similar to a satellite dish. This is not the case with this barrier; its convex side faces Arbutus Avenue and scatters reflected noise, thereby reducing the potential for perceptible noise increases.

Since we cannot identify any impacts beyond our previous findings, a noise barrier for this area still would not meet our requirements for reasonable cost.

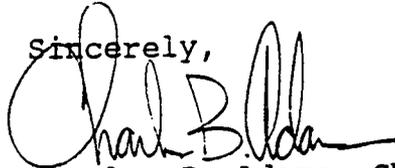
My telephone number is (301) \_\_\_\_\_

261

Mr. Tim Lawrence  
Page two

I regret that I cannot offer you a more positive response, but hope that I have adequately explained the situation in this area. If you have any questions regarding our conclusions, please feel free to contact me.

Sincerely,

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

Charles B. Adams, Chief  
Landscape Architecture Division

CBA/db



*Maryland Department of Transportation*  
*State Highway Administration*

268

Richard H. Trainor  
Secretary

Hal Kassoff  
Administrator

May 22, 1990

Mr. Michael Lee  
University of Illinois at  
Urbana - Champaign  
Department of Civil Engineering  
Room 1215 N.C.E.L. MC 250  
205 North Mathews Avenue  
Urbana, Illinois 61801

Dear Mr. Lee:

As a follow-up to your request through Mr. Gene Miller, I have enclosed a copy of Maryland State Highway Administration's Type II Noise Abatement Priority Rating System.

If you have any questions, please feel free to contact me at (301) 333-8072.

Sincerely,

A handwritten signature in black ink, appearing to read 'Kenneth D. Polcak'.

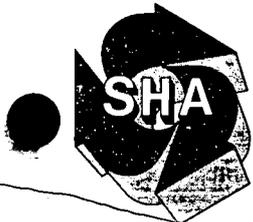
Kenneth D. Polcak  
Noise Abatement Analysis and  
Design Section

KDP/wt

enclosure

cc: Mr. Eugene J. Miller, Jr.

My telephone number is (301) \_\_\_\_\_



*Maryland Department of Transportation*  
*State Highway Administration*

263

Richard H. Trainor  
Secretary  
Hal Kassoff  
Administrator

June 26, 1990

Mr. Robert Lockman, Director  
Rockville Nursing Home  
303 Adclare Road  
Rockville, Maryland 20850

Dear Mr. Lockman:

I am writing to report to you the results of our traffic noise analysis for the Rockville Nursing Home adjacent to I-270.

We reviewed the environmental documents for the I-270 widening and found that noise barriers were not provided as part of that project because the building is air conditioned. Air conditioning eliminates the need for opening windows during the summer months, thereby reducing indoor noise levels to an acceptable level.

We then evaluated the nursing home as a potential retrofit candidate. In order to be considered for noise abatement under the State Highway Administration's retrofit program, 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.

Again, because the building is air conditioned, noise abatement measures would not be warranted for the indoor areas. Our studies also found that the outdoor use areas are shielded by the building itself, resulting in average noise levels which are below 64 decibels.

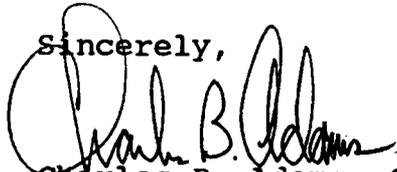
My telephone number is (301) \_\_\_\_\_

264

Mr. Robert Lockman, Director  
Page two

Noise levels in the area between the building and the highway are above the 67 decibel impact threshold; however, this area is used infrequently and is not considered noise sensitive. Additionally, there are noise producing building utilities in this area which would significantly offset the noise reduction a barrier could provide. Based on these findings, a retrofit noise barrier cannot be considered for the nursing home.

I regret that I cannot offer a more positive response, but hope that I have adequately explained the reasons why the nursing home does not qualify for noise abatement measures. If you have additional questions, please do not hesitate to contact me.

Sincerely,  
  
Charles B. Adams, Chief  
Landscape Architecture Division

CBA/db



**Maryland Department of Transportation  
State Highway Administration**

265

Richard H. Trainor  
Secretary  
Hal Kassoff  
Administrator

Ms. Diana H. MacIntosh  
7 Barrow Court  
Towson, Maryland 21204

Dear Ms. MacIntosh:

Thank you for your recent letter in response to the location/design public hearing for the Baltimore Beltway from MD 140 to MD 702 conducted the evening of February 28, 1990.

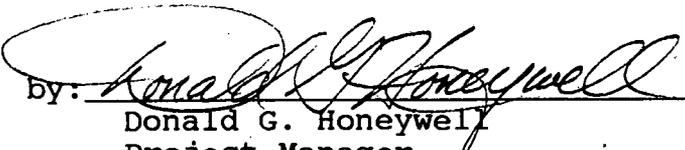
Noise abatement is a principle concern of this project planning study. Your community is one of several being considered for noise abatement. Unfortunately, funding and cost-effectiveness considerations will not permit us to erect noise barriers everywhere there is a need. Final decisions on noise abatement will be made during the final design phase.

Thank you for advising us of your views on this project.

Very truly yours,

Louis H. Ege, Jr.  
Deputy Director  
Office of Planning and  
Preliminary Engineering

by:

  
Donald G. Honeywell  
Project Manager  
Project Planning Division

LHE:DGH:ds

cc: Mr. C. Robert Olsen  
Mr. Charles B. Adams

333-2887

My telephone number is (301) \_\_\_\_\_

RECEIVED

MAR 22 1990

LANDSCAPE ARCHITECTURE  
DIVISION

266

MAR 20 1990

267

Ms. Regina A. Madden  
1216 Francis Avenue  
Baltimore, Maryland 21227-3906

Dear Ms. Madden:

Thank you for your recent letter concerning noise barriers along I-95 in the Arbutus area.

Let me assure you that we are committed to completing the noise abatement project in your area. However, the construction of the Huntsmoor South-Riverchase community will have no effect on the priority position of the project. These new homes are not eligible for inclusion in the Noise Abatement Program, nor will a future noise barrier be designed to specifically protect any of the new residences. In the case of a new development such as this, we must assume that the potential buyers of those homes recognize the impact of an existing interstate highway. Our concerns lie with the residents that existed prior to the construction of I-95.

Past studies have shown that the presence or absence of trees has no significant effect on noise levels. At best, trees provide a mostly psychological benefit by screening the traffic from view. In this particular case, the new homes being built between your area and I-95 may ultimately serve as a partial noise barrier for your area. The effect from an acoustical standpoint may be small, but there is that potential benefit.

I regret that I cannot offer you a more immediate solution to the noise problem in your area, but hope that I have adequately answered the questions you raised.

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**

268

Richard H. Trainor  
Secretary

Hal Kassoff  
Administrator

September 12, 1990

Mr. Thomas Markle  
154 Westminster Pike  
Reisterstown, Maryland 21136

Dear Mr. Markle:

I am writing to inform you of the results of our latest noise level studies at your home adjacent to the intersection of I-795 and Westminster Pike.

Our studies consisted of a 24-hour measurement and several short-term (20 minutes each) tests at the locations shown on Exhibit 1 (attached). Exhibit 2 shows the results of the short-term measurements compared to our November 1987 results. Exhibits 3 and 4 show the results of our latest 24-hour measurement.

These results are comparable to our 1987 findings; the differences in the average noise levels (Leq) could be attributed mainly to traffic variations. Peak noise levels (Lmax) seem to be somewhat lower now, which may be partially due to the regrading of the intersection, when the humps and dips were removed. Those irregularities caused trucks to bounce as they passed through the intersection and may have resulted in the slightly higher peak levels measured in 1987.

Although noise levels do remain at or above the 67 decibel impact threshold, construction of a noise barrier is just not feasible in this area for several reasons. First the limited space between your home and the roadway is not sufficient to construct a noise barrier. Second, the gaps needed to maintain access to your home would render the barrier useless. Finally, the cost of a barrier to protect your home would far exceed our \$40,000 per residence limit for cost-effectiveness.

I regret that I cannot offer you a more positive response, but hope I have adequately explained why we cannot consider a noise barrier in this area.

Sincerely,

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

Charles B. Adams, Chief  
Landscape Architecture Division

CBA/am

Attachments

My telephone number is (301) \_\_\_\_\_



**Maryland Department of Transportation**  
**State Highway Administration**

269

Richard H. Trainor  
Secretary  
Hal Kassoff  
Administrator

February 26, 1990

Mr. Mike McGinnis  
114 Gerard Drive  
Glen Burnie, Maryland 21061

Dear Mr. McGinnis:

I am writing to report the results of the recent 24-hour noise monitoring study conducted at your home adjacent to Maryland Route 10. A copy of the results is attached for your information.

For an area to qualify for noise mitigation, all of the following criteria must be met:

- noise levels must meet or exceed the impact threshold of 67 decibels (dBA);
- a majority of the residences must have preceded the highway;
- implementation of effective noise mitigation must be feasible;
- cost must be reasonable;
- the project must be acceptable to 75% of the people affected; and
- funds must be available.

The results showed that noise levels did not exceed the impact threshold during any hour of the study (see attached chart). As you requested, the study was performed while the trees were without foliage to maximize potential noise impact. The levels found are consistent with the noise predictions made in the environmental studies conducted for the extension of Maryland Route 10. Since the levels did not reach or exceed the impact threshold, noise abatement measures cannot be considered.

More importantly, however, the earlier studies showed that a noise barrier system for the Gerard Drive area could not provide a substantial reduction in noise levels. This is because the homes are set back from the highway 300 feet or more. Noise barriers are most effective only for the area directly adjacent

My telephone number is (301) \_\_\_\_\_

Mr. Mike McGinnis  
Page 2

to them (within 100-200 feet). In addition, traffic noise from Marley Station Road would also offset some of the reduction. Therefore, regardless of the noise levels measured, the cost of a noise barrier could not be justified based on the limited benefits that could be expected.

I regret that we cannot offer a more positive response to your concerns, but hope this information helps explain the situation in your area.

Sincerely,

*Charles B. Adams*

Charles B. Adams, Chief  
Landscape Architecture Division

CBA/db  
Attachment



**Maryland Department of Transportation  
State Highway Administration**

271

Richard H. Trainor  
Secretary  
Hal Kassoff  
Administrator

June 4, 1990

Mr. Ron McGuire  
8 Woodsend Place  
Rockville, Maryland 20854

Dear Mr. McGuire:

We have completed our investigation of the noise barrier in your area in response to your telephone inquiry to this office.

In April of this year, we conducted noise measurements at your neighbor's house, 10 Woodsend Place. We found that levels measured 61-64 decibels. Our goal is to reduce noise levels to below the impact threshold of 67 decibels.

This area is shielded by an earth berm which extends beyond the end of the noise barrier. This is why the noise barrier ends where it does, not because of a conflict with a sign post which you mentioned.

Noise measurements at the top of this earth berm averaged 74 decibels which indicates that the noise barrier and earth berm are providing significant protection to these residences.

The lay of the land, protection from the earth berm, and limited shielding from the retaining wall were factors in determining the height of the noise barrier. Our studies indicate that the noise reduction currently being obtained is consistent with predicted design levels.

There will be a landscaping project along I-270 where vegetation has been lost due to construction activities. Your area will receive full consideration in this effort.

I trust this information is sufficient for your needs at this time. Thank you for bringing your concerns to my attention.

Sincerely,

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

Charles B. Adams, Chief  
Landscape Architecture Division

CBA/wt

My telephone number is (301) \_\_\_\_\_



**Maryland Department of Transportation  
State Highway Administration**

272

Richard H. Trainor  
Secretary  
Hal Kassoff  
Administrator

October 9, 1990

Mr. and Mrs. Hugh Meade  
2204 Fox Hunt Lane  
Lutherville, Maryland 21093

Dear Mr. and Mrs. Meade:

This is to report to you the results of the recent noise level measurement study conducted at your home adjacent to I-695 (Baltimore Beltway). A copy of the consultant's report is enclosed for your information and use.

If you have any questions regarding the contents of the report, please feel free to contact me at 333-8072.

Sincerely,

A handwritten signature in cursive script, appearing to read 'Kenneth D. Polcak'.

Kenneth D. Polcak

Noise Abatement Design and  
Analysis Section  
Landscape Architecture Division

Enclosure

cc: Mr. Eugene J. Miller, Jr. ✓

My telephone number is (301) \_\_\_\_\_



*Maryland Department of Transportation*  
*State Highway Administration*

273

Richard H. Trainor  
Secretary  
Hal Kassoff  
Administrator

May 24, 1990

Mrs. Virginia Miller  
9612 Singleton Drive  
Bethesda, Maryland 20817

Dear Mrs. Miller:

I am writing to inform you of the results of our noise studies for I-495 along Earlham and Singleton Drives,

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 previous studies in the area, conducted in early 1988, indicated that this area did not meet the 67 decibel impact threshold. Our latest measurements show that noise levels have increased and now meet or exceed the threshold at a majority of the residences between Fernwood Road and Old Georgetown Road, with the exception of residences along Singleton Drive east of Bulls Run Parkway.

Based on this data, this community would appear to meet our noise abatement eligibility criteria. There are a number of communities with similar circumstances to this which have also been identified.

My telephone number is (301) \_\_\_\_\_

274

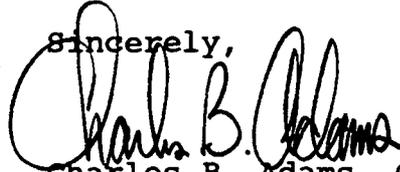
Mrs. Virginia Miller  
Page 2

No commitments are being made on any expansion of our existing program until we are well along toward completion of this existing program.

To date, we have completed or have under construction 16 of the original list of Type II (retrofit) projects. Because of funding limitations, we cannot predict a timetable for completion of the remaining projects. They will take at least several years to complete at best.

I regret that I cannot offer a more positive response, but hope that you can understand our situation. If you have any additional questions, please feel free to contact me.

Sincerely,



Charles B. Adams, Chief  
Landscape Architecture Division

CBA/wt

275

JUN 08 1990

Mr. G. H. Montgomery  
1229 Oakland Terrace Road  
Baltimore, Maryland 21227

Dear Mr. Montgomery:

Thank you for your recent inquiry, which I received from Baltimore County Executive Dennis Rasmussen, concerning truck noise in the vicinity of the I-695/95 interchange. Mr. Rasmussen has asked me to respond to you directly on this matter.

We are unable to restrict through truck traffic to I-895. In fact, at the present time, so-called "over-sized" trucks that are 102 inches wide, or the double trailer trucks, are prohibited from the Harbor Tunnel because its lanes are narrower in width than those in the Ft. McHenry Tunnel. I-95 is the eastern seaboard's principle highway, and as such, was constructed to handle commercial as well as passenger vehicle traffic.

Your area does appear to meet all of our criteria for noise abatement; however, we are unable to commit to a project or a schedule at this time. This is due to our large backlog of prior commitments, as well as a reduction in available funding.

I'm sorry that we are unable to offer a more positive reply. If you have further questions, feel free to contact Mr. Charles B. Adams, Chief of our Landscape Architecture Division, who is responsible for our Noise Abatement Program. Mr. Adams can be reached at (301) 333-8063.

Thank you for bringing your concerns to my attention.

Sincerely,

ORIGINAL SIGNATURE  
HAL KASSOFF

Hal Kassoff  
Administrator

HK/wt

cc: The Honorable Dennis F. Rasmussen  
Mr. Charles B. Adams

bcc: Mr. Charles R. Olsen  
Mr. Robert D. Douglass  
Mr. Eugene J. Miller

276

**RECEIVED**

JUN 11 1990

**LANDSCAPE ARCHITECTURE  
DIVISION**



**Maryland Department of Transportation**  
**State Highway Administration**

277

Richard H. Trainor  
Secretary  
Hal Kassoff  
Administrator

December 7, 1990

Ms. Toni Moon  
1 Puddington Drive  
Edgewater, Maryland 21037

Dear Ms. Moon:

I am writing to report to you the results of our recent noise monitoring studies at your home adjacent to MD Route 2.

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.

As you requested, we performed our tests on a Friday evening (November 16). The average noise levels during the two twenty-minute tests were 69 and 70 decibels, exceeding the established impact threshold of 67 decibels.

The problem in this area is that the feasibility criterion is not met. Since MD 2 is a non-controlled access highway, noise barriers would be ineffective because of the gaps which would be required to maintain access to the highway. These gaps would allow noise to pass between barrier sections and would render them totally ineffective. For barriers to work, they must be continuous along the highway. That is why they are generally restricted to controlled access highways such as the interstates.

No upgrading of MD Route 2 is proposed in your area at this time. If and when an upgrade occurs, the potential noise impacts and mitigation alternatives would then be addressed as part of the environmental studies.

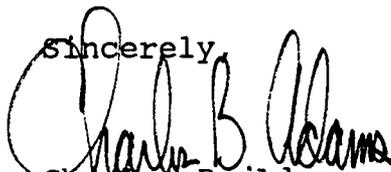
My telephone number is (301) \_\_\_\_\_

278

Ms. Toni Moon  
Page two

I regret that I cannot offer you a more positive response, but hope I have adequately explained the situation in this area. If you have any questions, please feel free to contact Gene Miller, of my staff, at 333-8071

Sincerely,



Charles B. Adams, Chief  
Landscape Architecture Division

cc: E.J. Miller, Jr.



**Maryland Department of Transportation**

The Secretary's Office

279

**William Donald Schaefer**  
Governor

**Richard H. Trainor**  
Secretary

**Stephen G. Zentz**  
Deputy Secretary

February 22, 1990

Mr. Donnie Moore, President  
Glenn Dale Estates Civic Association  
11209 Maiden Drive  
Bowie, Maryland 20715

Dear Mr. Moore:

Governor William Donald Schaefer asked me to thank you for your recent letter about noise barriers for the Glenn Dale Estates community and respond directly to you on this issue. I would like to explain the State Highway Administration's noise policy as it relates to your community.

Maryland's noise abatement policy 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 construction of a highway caused the impact to an existing development.

The date of location approval for a highway project is considered the date of public knowledge of that project. Because Glenn Dale Estates was constructed after location approval was given for the US 50 upgrade, the community is not eligible for noise barriers. Additionally, construction of an effective barrier to protect the impacted residences was found to exceed the \$40,000 per residence limit established for reasonable cost.

The residences you mentioned on Fruitwood Drive are not impacted above the threshold criterion, and would receive little or no benefit from a noise barrier. Therefore, we cannot include those residences in the cost per residence and construction date calculations. I would also like to clarify that 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.

We recognize that the Glenn Dale Estates community is impacted by noise. However, we are firm in our belief that the priority for noise barrier construction should be for those areas which predated the highway. To make an exception for one community would be unfair to the many other areas in Maryland where noise barriers have not been approved for the same reason.

My telephone number is (301)- 859-7397

TTY For the Deaf: (301) 684-6919

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

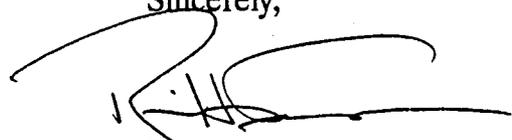
280

Mr. Donnie Moore, President  
Page Two

After the completion of the highway widening project, we will design a landscape planting plan to restore lost vegetation and provide a visual screen for the residences.

I regret that I cannot offer a more positive response, but trust that I have clarified our position on the matter.

Sincerely,



Richard H. Trainor  
Secretary

RHT/db

cc: The Honorable William Donald Schaefer

STATE OF MARYLAND  
OFFICE OF THE GOVERNOR

281



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

November 9, 1990

Ms. Jane Morris  
103 Dublin Drive  
Lutherville MD 21093

Dear Ms. Morris:

Thank you for your recent letter about the noise problem in the Orchard Hills community adjacent to I-695.

I assure you, I do understand and sympathize with your situation. Please let me explain why the decision was made to take action on the Timberview project. Howard County came forward with an offer to fund one-third of the barrier cost. This was not an advance of funds to be repaid, but an outright contribution to the project. The remaining two-thirds cost was not taken from our sound barrier funds, but from a number of other funding areas within the Department of Transportation. In this manner, we were able to eliminate one of our obligations for two-thirds of the cost without delaying any remaining project in the Noise Abatement Program. It should also be noted that the Timberview project is the least expensive of all the noise abatement projects on the program list.

Unfortunately, we are not in a position to advance additional projects at this point in time because of the Department of Transportation's funding pinch.

I wish I could help your community get your noise barrier earlier, but I hope you can understand my dilemma in this situation.

Sincerely,

Governor

bcc: Mr. Charles B. Adams  
Mr. Robert D. Douglass  
Mr. Hal Kassoff  
Mr. Eugene J. Miller, Jr.  
Mr. Charles R. Olsen  
Secretary Richard H. Trainor

SEP 13 1990

282

Mr. Michael Mulford, President  
Campus Hills Community Association  
P.O. Box 9776  
Eudowood Station  
Towson, Maryland 21204

Dear Mr. Mulford:

I am writing to report to you the results of our noise barrier effectiveness studies for the Campus Hills community.

The attached chart shows that the barrier is indeed providing substantial noise reduction in the community. Although this cannot be considered a strict comparison, the differences between the predicted and measured noise reduction are comparable and are likely the result of variations in traffic conditions.

The August 1989 noise levels were measured prior to the construction of the barrier for the Hampton area. This was done to determine if reflections from that barrier would cause increased noise levels in the Campus Hills community. As you can see, there has been no increase in noise levels after construction of the Hampton barrier. These results indicate that reflected noise is not a factor.

In your previous correspondence, you mentioned "additional noise levels not present before barrier construction." We suspect that these "new" noises were always present, but were masked or overpowered by the traffic noise. Now that the overall traffic noise has been reduced, those other sounds are now more audible.

I hope that I have answered your questions and adequately explained the phenomena that may be affecting your perceptions regarding the effectiveness of the noise barrier. Feel free to contact me if I can be of further assistance.

Sincerely,  
ORIGINAL SIGNED BY  
HAL KASSOFF  
ADMINISTRATOR  
Hal Kassoff  
Administrator

HK/db  
Attachments

cc: The Honorable Martha S. Klima, w/attachments

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

RECEIVED

SEP 14 1990

LANDSCAPE ARCHITECTURE  
DIVISION



**Maryland Department of Transportation  
State Highway Administration**

284

**Richard H. Trainor**  
Secretary  
**Hal Kassoff**  
Administrator

December 5, 1990

Mr. Russell Musgrave  
22 Woodlawn Avenue  
Catonsville, Maryland 21228

Dear Mr. Musgrave:

I am writing to follow-up my June 11, 1990 letter to you about our noise studies for the Arbutus Avenue area adjacent to I-695. We have completed a detailed evaluation of the effect of reflective noise on this community from the noise barrier on the opposite side of the Beltway.

A comparison of the 24-hour study (conducted earlier this year) with pre-barrier noise levels (measured in 1988) showed an overall 1.5 decibel increase. Our recent study was a more detailed attempt to determine how much of that increase could be attributed to noise reflections. Using a computer program, we compared the 1988 traffic volumes with current traffic volumes and found that approximately one half of the 1.5 decibel increase was due strictly to an increase in traffic volume.

We then conducted simultaneous measurements in areas opposite the noise barrier and in areas where there was no noise barrier and no noise reflections could occur. We compared these measurements, again using a computer program to reconcile variations in topography, orientation of the highway relative to the sites, vegetation and other natural features, to determine the potential for reflected noise from the barrier.

Taking all of these variables into account, our results indicate that the difference in noise levels opposite the noise barrier, which could be attributed to reflections from the wall, is approximately one-half decibel. A half decibel is not a perceptible increase to the human ear, which can just begin to perceive a change of about 2-3 decibels. In fact, it is theoretically impossible for reflected noise to exceed 3 decibels, except in cases where the shape of the barrier may "focus" reflected noise toward a specific area, similar to a satellite dish. This is not the case with this barrier; its convex side faces Arbutus Avenue and scatters reflected noise, thereby reducing the potential for perceptible noise increases.

Since we cannot identify any impacts beyond our previous findings, a noise barrier for this area still would not meet our requirements for reasonable cost.

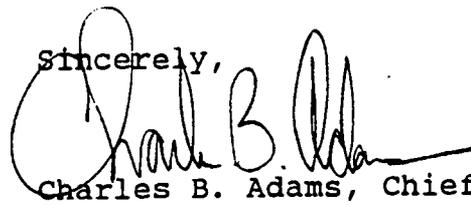
My telephone number is (301) \_\_\_\_\_

285

Mr. Russell Musgrave  
Page two

I regret that I cannot offer you a more positive response, but hope that I have adequately explained the situation in this area. If you have any questions regarding our conclusions, please feel free to contact me.

Sincerely,

A handwritten signature in cursive script, appearing to read "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



**Maryland Department of Transportation  
State Highway Administration**

286  
Richard H. Trainor  
Secretary

Hal Kassoff  
Administrator

June 11, 1990

Mr. Russell Musgrave  
22 Woodlawn Avenue  
Baltimore, Maryland 21228

Dear Mr. Musgrave:

I am writing to report to you the results of our recent noise monitoring studies at 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.

Noise levels measured at your home averaged 69 decibels, which is fairly consistent with previous measurements in the area. We have found an increase of approximately 1.5 decibels, on Arbutus Avenue, over levels measured prior to the construction of the barrier. We are planning a more detailed study later this summer to determine if barrier reflections are contributing to the overall noise levels in your area. We will notify you of the results when they are completed in early September.

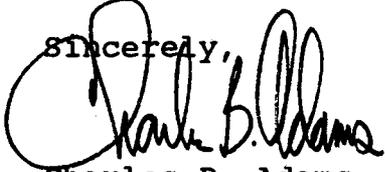
We have identified a maximum of 16 impacted residences in the Eden Terrace area and determined that a barrier to protect those residences would cost approximately 1.2 million dollars. The resultant cost per residence of almost \$74,000, far exceeds the \$40,000 limit. Thus, this area does not meet the requirement for reasonable cost.

My telephone number is (301) \_\_\_\_\_

287

Mr. Russell Musgrave  
Page 2

I trust this information is sufficient for your needs at this time. Thank you for bringing your concerns to my attention.

Sincerely,  


Charles B. Adams, Chief  
Landscape Architecture Division

CBA/wt



**Maryland Department of Transportation  
State Highway Administration**

June 20, 1990

288

Richard H. Trainor  
Secretary  
Hal Kassoff  
Administrator

Ms. Marilyn Nelson  
9712 Admiralty Drive  
Silver Spring, Maryland 20910

Dear Ms. Nelson:

Thank you for your recent inquiry about noise barriers for the Woodside Forest community.

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.

Based on our preliminary assessment of the area, Woodside Forest appears to meet the criteria in our policy, with the exception of the availability of funds. No new commitments are being made until our original project list is completed. Please be aware that our funding for noise abatement projects has been substantially reduced in the past several years, resulting in a much slower construction schedule for the original project list.

I regret that I cannot offer a more immediate response to your concerns, but hope that you can understand our situation.

Sincerely,

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

Charles B. Adams, Chief  
Landscape Architecture Division

CBA/db

cc: Mr. Creston J. Mills

My telephone number is (301) \_\_\_\_\_

289

NOV 26 1990

Mr. T. B. Owen, President  
Carderock Springs Citizens Association  
P.O. Box 34831  
Bethesda, Maryland 20817

Dear Mr. Owen:

Thank you for your recent letter about the installation of noise barriers adjacent to your community along I-495.

For an area to be considered for noise abatement 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.

Carderock Springs has been studied to determine its eligibility for noise abatement. The studies performed determined that this area does not meet the date of construction criteria in that the homes were constructed after I-495. Additionally, were this criterion met, the cost of a noise barrier would exceed the \$40,000 maximum expenditure. Based upon this information, Carderock Springs is not eligible for noise abatement.

One additional point is worth discussing. The State Highway Administration has been negotiating with an organization known as CABN for several years on the noise issue along I-495 from Bradley Boulevard to Virginia. CABN represented all of the communities along this section of I-495. In the case of Carderock Springs, the State Highway Administration offered to consider noise abatement under a cost sharing basis. The cost of abatement was calculated based on the fact that even though the development post-dated the beltway, the majority of the impacted residences were built prior to 1967.

Mr. T. B. Owen, President  
Page 2

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The significance here is that the SHA criteria states homes must pre-date the original highway, while the Federal Highway Administration considers areas eligible if constructed prior to 1967. Because in fact communities could be caught between the two differing criteria, we offered to share abatement costs. In situations such as this, our maximum share would be \$20,000 per residence, with the balance above this figure shared by the community. The response we received from CABN regarding Carderock Springs was that the community was not interested in pursuing this because of the cost.

This letter summarizes the history of our studies of the noise issue in Carderock Springs. The conclusion of this work is that noise abatement will not be pursued in this area. If you have any questions please feel free to contact Mr. Charles Adams, Chief of our Landscape Architecture Division at (301) 333-8063.

Sincerely,  
Original signed by:  
Charles R. Olsen  
Charles R. Olsen  
Chief Engineer

CRO/db

cc: Mr. Charles B. Adams

bcc: Mr. Hal Kassoff  
Mr. Bob Douglass  
Mr. Cres Mills

Dictated by: Charles B. Adams, LAD, X8063

OCT 29 1990

291

Mr. Robert M. Paff  
1017 Adcock Road  
Lutherville, Maryland 21093

Dear Mr. Paff:

Thank you for your recent letter, which I received from United States Senator Barbara Mikulski, concerning the proposed noise abatement project for the Longford community adjacent to the I-83/I-695 interchange. She has asked me to respond directly to you.

In recent years, a substantial reduction in funding has resulted in a slower construction schedule for all of our noise abatement projects. We recognize that this area is impacted by noise from I-695 and understand your frustration over the delay of this project. Currently the project for the Longford community is in the design phase. We are proceeding to finalize construction documents to minimize delays in moving to construction when funds become available, but it is just not possible to predict a date when this will occur.

I regret that I cannot offer a more immediate solution to you and your neighbors, but hope that I have adequately explained the situation. If you have additional questions, please do not 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.

Thank you for bringing your concerns to my attention.

Sincerely,  
ORIGINAL SIGNED BY  
HAL KASSOFF  
ADMINISTRATOR  
Hal Kassoff  
Administrator

HK/db

cc: Mr. John Woolums

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



**Maryland Department of Transportation  
State Highway Administration**

292

Richard H. Trainor  
Secretary  
Hal Kassoff  
Administrator

June 22, 1990

Ms. Eileen H. Pierce, President  
Bradley Boulevard Citizens Association  
6817 Bradley Boulevard  
Bethesda, Maryland 20817

Dear Ms. Pierce:

Thank you for your recent letter concerning our recent noise studies on I-495 between Bradley Boulevard and Fernwood Road.

As you are aware, 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 address your questions in the order you presented them.

We reevaluated this area this spring and included Barnett and Greentree Roads, Longwood Drive and Newbold Drive in the study. Measurements show that noise levels in the Longwood Drive and Barnett Road areas meet or exceed the threshold at a majority of the residences. Neither Newbold Drive nor the inner loop portion of Greentree Road meet the date of construction criterion; therefore, measurements were not taken in those areas. Longwood Drive has been found to be ineligible for consideration based on cost. There are 10 impacted residences in this area; a barrier to protect those residences would cost approximately \$1.4 million, or \$140,000 per residence.

My telephone number is (301) \_\_\_\_\_

Ms. Eileen H. Pierce, President  
Page two

Additionally, the outer loop portions of Greentree Road and Barnett Road were also found to be ineligible based on cost. In this area there are 8 impacted residences; the total cost of a barrier for this area would be over \$500,000, or more than \$64,000 per residence. The Bradley Boulevard and Armat Drive area was not tested for noise levels because the residences in the vicinity of I-495 were found to be ineligible under the date of construction requirement.

We have not planned a follow-up study after the widening; we recognize that noise levels are already above the impact threshold. The evaluation of impacts resulting from the widening project took into consideration future traffic volumes as well as the geometrics of the widened highway, thereby providing an analysis of "worst case" conditions.

In order to qualify for our retrofit program, a majority of the impacted residences themselves must have preceded the original highway construction. It is our feeling that the priority for noise barrier projects should be for those areas where the construction of a highway clearly impacted an existing community. Our rationale considers that the greatest initial impact occurs when a new highway is introduced into an area where there was no highway previously. The incremental increases in noise associated with lane additions and general growth in traffic volumes are less significant, and are perceived as a lesser impact than the construction of a new highway.

The actual year of construction of the residence is the date considered when determining eligibility. If a home which preceded the highway were voluntarily torn down and reconstructed, we would evaluate the circumstances which necessitated its reconstruction.

If barriers are not included as part of the widening project, the area must be considered under the retrofit requirements (i.e., houses must have preceded original highway construction for consideration). The same factors that determine cost-effectiveness would apply in either case.

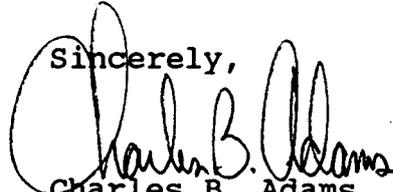
294

Ms. Eileen H. Pierce, President  
Page three

Earth berms would not be a feasible solution in this area for several reasons. First, berms would require the clearing of large amounts of mature woodland and require a wide area for placement. We do not consider this a viable strategy because it would destroy a natural, aesthetic buffer. Second, the contour of the land in several areas would render an earth berm alone acoustically inadequate. For example, in the Longwood Drive area, in order to provide significant noise reduction, an earth berm would still have to be supplemented with a noise wall. Although this option would reduce the total cost by about \$200,000, the cost per residence would still be over \$100,000 per residence, which far exceeds our \$40,000 limit.

I have enclosed a plan indicating the residences we found to be impacted at or above the 67 decibel threshold which also meet the date criterion. This is in response to your request by phone to Mr. Gene Miller of my staff. If you require additional information, please don't hesitate to contact Mr. Miller at (301) 333-8071.

I regret that I cannot offer a more positive response to you and your neighbors, but hope that I have adequately answered your questions and explained our policy as it relates to your community.

Sincerely,  
  
Charles B. Adams, Chief  
Landscape Architecture Division

CBA/db

enclosure

cc: Mr. Eugene Miller, Jr.



# Maryland Department of Transportation

The Secretary's Office

295

William Donald Schaefer

Governor

Richard H. Trainor

Secretary

Stephen G. Zentz

Deputy Secretary

November 16, 1990

Mr. and Mrs. Wilmer O. Price  
123 Warwick Drive  
Lutherville MD 21093

Dear Mr. and Mrs. Price:

Governor William Donald Schaefer asked me to thank you for your recent letter concerning the noise problem in the Orchard Hills community adjacent to I-695.

I assure you, I do understand and sympathize with your situation. Please let me explain why the decision was made to take action on the Timberview project. Howard County came forward with an offer to fund one-third of the barrier cost. This was not an advance of funds to be repaid, but an outright contribution to the project. The remaining two-thirds of the cost was not taken from our sound barrier funds, but from a number of other funding areas within the Department of Transportation. In this manner, we were able to meet our obligation for two-thirds of the cost without delaying any remaining project in the Noise Abatement Program. It should also be noted that the Timberview project is the least expensive of all the noise abatement projects on the program list.

Unfortunately, we are not in a position to advance additional projects at this point in time because of the Department of Transportation's funding pinch.

I wish I could help your community get your noise barrier earlier, but I hope you can understand our dilemma in this situation.

Sincerely,

Richard H. Trainor  
Secretary

RHT/bc

cc: The Honorable William Donald Schaefer

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

My telephone number is (301)- 859-7397

TTY For the Deaf: (301) 684-6919

296

OCT 16 1990

Ms. Lillie Price-Wesley  
2823 Jeannine Court  
Ellicott City, Maryland 21043

Dear Ms. Price-Wesley:

Thank you for your recent letter concerning landscape plantings for your area adjacent to I-70.

We have investigated the area to determine the feasibility of a landscape planting. Unfortunately, we found that we are unable to fulfill your request. Due to safety and access considerations, the area spanned by the high-tension power lines must be kept clear.

I regret that we cannot offer you a solution, but hope that I have adequately explained the situation in this area.

Sincerely,  
ORIGINAL SIGNED BY  
HAL KASSOFF  
ADMINISTRATOR  
Hal Kassoff  
Administrator

HK/db

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



**Maryland Department of Transportation**

The Secretary's Office

297

*Gene*

**William Donald Schaefer**  
Governor

**Richard H. Trainor**  
Secretary

**Stephen G. Zentz**  
Deputy Secretary

October 17, 1990

Mr. Thomas B. Puckett  
5826 Forest Hill Road  
Elkridge, Maryland 21227

Dear Mr. Puckett:

Governor William Donald Schaefer asked me to thank you for your recent letter concerning noise barriers for the Timberview community adjacent to I-95.

You will be pleased to know that Governor Schaefer, in cooperation with Howard County, has decided to proceed immediately with the design and construction of a noise barrier for your community. This decision was possible because Howard County agreed to commit one-third of the necessary funds for this project. The project should be ready to be advertised for construction by mid-1991.

As part of the environmental process, states are obligated to consider noise abatement measures in all areas where new highway construction causes impacts to existing communities. These areas must meet criteria for noise levels, feasibility, and cost-effectiveness. Funding for noise barriers is derived from the same Interstate construction fund as the highway project itself.

Maryland also has a separate retrofit program, which considers noise abatement for communities impacted by existing highways, such as Timberview. These areas must also meet several criteria in order to qualify for inclusion in the retrofit program. In order to be fair, one of these criteria requires retrofit noise barriers to be considered only for communities which were in existence at the time of original highway construction. Ninety percent of funding for retrofit projects is derived from federal "I-4R" funds, the same source that pays for safety improvements and pavement and bridge repairs.

The construction of noise barriers in conjunction with new highways is totally separate from the I-4R fund, and monies are not transferrable. I might also add that participation in a retrofit noise barrier program is strictly voluntary, and monies allotted for retrofit noise barriers must be balanced with changing needs for bridge and road rehabilitation work. In fact, most states are not building retrofit noise barriers at this time.

859-7397

My telephone number is (301)- \_\_\_\_\_

TTY For the Deaf: (301) 684-6919

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

298

RECEIVED

OCT 24 1990

LANDSCAPE ARCHITECTURE  
DIVISION

216 - 299

Mr. Thomas B. Puckett  
Page Two

I hope this information is sufficient for your needs at this time. If you require any additional information, please contact Mr. Charles B. Adams, Chief of the Landscape Architecture Division at (301) 333-8063. Mr. Adams is responsible for Maryland's Noise Abatement Program.

Sincerely,

*Richard H. Trainor*  
Richard H. Trainor  
Secretary *RRW*

RHT/cmc

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

300



**Maryland Department of Transportation  
State Highway Administration**

Richard H. Trainor  
Secretary  
Hal Kassoff  
Administrator

January 12, 1990

Ms. Beverly Rexon  
403 Leighton Avenue  
Silver Spring, MD 20901

Dear Ms. Rexon:

As follow-up to our telephone conversation of January 11, 1990. I am enclosing a copy of our original transmittal of the chronology regarding the noise issue in the Indian Springs community.

I regret any inconvenience that may have resulted, however the information was indeed sent.

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

Sincerely,

Kenneth D. Polcak  
Noise Abatement Analysis  
Design Section

KDP/db

cc: Mr. Charles B. Adams  
Mr. Eugene J. Miller ✓

My telephone number is (301) 333-8072



*Maryland Department of Transportation*  
*State Highway Administration*

301

Richard H. Trainor  
Secretary  
Hal Kassoff  
Administrator

April 12, 1990

Mr. James Roberts  
28 Overbrook Road  
Catonsville, Maryland 21228

Dear Mr. Roberts:

I am writing to report to you the results of our traffic noise studies at your home in the vicinity of I-695.

We conducted several tests of the noise level on several different occasions. The average noise level ranged from 49-55 decibels (dBA), depending on the day and time. These levels are far below our impact threshold level of 67 dBA. The 67 dBA level must be exceeded before noise abatement measures can be considered for any area.

In your initial telephone inquiry, you indicated that the recent construction of the noise barrier at Edmondson Avenue has contributed to increased noise levels at your home. Based on the distance of your home from the highway (over 3000 feet), and the multitude of intervening structures and other local roads between your home and the highway, there is no way to accurately pinpoint the source or sources of noise at your home.

We feel that the biggest factors affecting the overall level of highway noise in your area are atmospheric conditions such as wind direction, wind speed, air temperature and humidity. Several research studies have shown that atmospheric effects on noise traveling over long distances can be substantial. In addition, reflections, whether coming from a noise barrier or other structure at such great distances, would have an imperceptible effect compared to the effects caused by the atmospheric conditions.

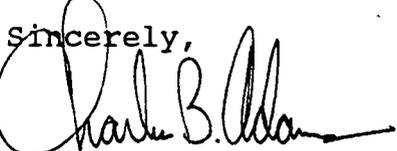
Finally, noise barriers are most effective only for the first few hundred feet directly behind them. Any noise barrier placed on your side of I-695 would have virtually no effect on the noise you hear at your home.

My telephone number is (301) \_\_\_\_\_

302

Mr. James Roberts  
Page two

I regret that we cannot offer a more positive response to your concerns, but hope we have clarified some of the factors and phenomena involved in the situation.

Sincerely,  


Charles B. Adams, Chief  
Landscape Architecture Division

CBA/db

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



*Maryland Department of Transportation  
State Highway Administration*

303

Richard H. Trainor  
Secretary  
Hal Kassoff  
Administrator

March 1, 1990

Mrs. Romulo Rocamora  
7223 Longwood Drive  
Bethesda, Maryland 20817

Dear Mrs. Rocamora:

I am writing to inform you of the results of our re-evaluation of your area for noise abatement measures.

As I stated previously, the cost of a noise barrier for your area is estimated at over \$82,000 per residence, far exceeding our \$40,000 dollar limit. Our re-evaluation considered the possible construction of an earth berm for the area.

In evaluating the area's potential, we identified several factors that make an earth berm impractical in this area. First, a berm would require the clearing of approximately two acres of mature woodland. We do not consider this a viable strategy because it will destroy a natural, aesthetic buffer. Second, the contour of the land would render an earth berm alone acoustically inadequate. In order to provide significant noise reduction, the berm would still have to be supplemented with a noise wall. Finally, although this option would reduce the total cost by approximately \$200,000, the cost per residence would be over \$70,000, well above our limit for reasonable cost.

I regret that I cannot offer you a more positive response, but hope this information adequately explains 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/EJM/eh  
cc: Mr. Robert D. Douglass

My telephone number is (301) \_\_\_\_\_

304

DEC 10 1990

Mr. Stan Rosen  
1208 Devere Drive  
Silver Spring, Maryland 20903

Dear Mr. Rosen:

Thank you for your recent letter concerning the noise barrier along Devere Drive.

The information presented at the March 2, 1988 community meeting was based on our preliminary design. At a subsequent meeting on November 17, 1988, our final design was presented, which included the current barrier heights for Wall D along Devere Drive. These heights reflect a design to achieve a noise reduction of 7-10 decibels. These wall heights are not a compromise on barrier performance but the optimum system to achieve the design goal. These heights are a refinement of the data presented at the March 1988 meeting.

We are now conducting follow-up measurements in your area to verify the actual noise reduction from this barrier. We do expect that the 7 to 10 decibel reduction goal will be met.

The results of the study should be available in the next five months, at which time I will contact you with the results. In the meantime, we will also investigate the drainage problem in your area, and contact you with the results by mid-January 1991.

If you have any additional questions, please contact Mr. Charles B. Adams, Chief of our Landscape Architecture Division. Mr. Adams can be reached at (301) 333-8063. Thank you for bringing your concerns to my attention.

Sincerely,  
ORIGINAL SIGNED BY  
HAL KASSOFF  
ADMINISTRATOR

Hal Kassoff  
Administrator

HK/db

bcc: Mr. Charles R. Olsen  
Mr. Robert D. Douglass  
Mr. Creston Mills  
Mr. Charles B. Adams  
Mr. Eugene J. Miller, Jr.

305

RECEIVED

DEC 10 1990

LANDSCAPE ARCHITECTURE  
DIVISION



**Maryland Department of Transportation  
State Highway Administration**

306

Richard H. Trainor  
Secretary

Hal Kassoff  
Administrator

October 23, 1990

Mr. Stan Rosen  
1208 Devere Drive  
Silver Spring, Maryland 20903

Dear Mr. Rosen:

Thank you for your recent telephone inquiry, which was relayed to us by our District 3 office, concerning the noise barrier along Devere Drive.

We expect this barrier to meet the design reduction goal of 7 to 10 decibels at first floor level. We will conduct a study in your area to determine the actual noise reduction being obtained. This study will include additional measurements and comparisons of noise levels both before and after placement of the barrier. In this manner, we can determine its effectiveness.

We expect to complete this study in the next four to six months, at which time we will contact you with the results. If you have any questions in the meantime, please feel free to contact me.

Sincerely,

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

Charles B. Adams, Chief  
Landscape Architecture Division

CBA/db

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**

The Secretary's Office

noise

307

**William Donald Schaefer**  
Governor

**Richard H. Trainor**  
Secretary

**Stephen G. Zentz**  
Deputy Secretary

April 18, 1990

Mr. Steven D. Roth  
34 Pepperell Court  
Bethesda, Maryland 20817

Dear Mr. Roth:

Governor William Donald Schaefer has asked me to thank you for your recent letter about noise barriers for the Al Marah community and respond to you directly on this issue. Additionally, this letter is in reply to your March 26th letter to me.

The questions you posed to Governor Schaefer were, I believe, addressed in my March 22nd letter which apparently crossed in the mail with your follow-up letter to the Governor. Regarding the Burning Tree County Club, I hope you now see that the barrier proposed for the Arrowwood community was never intended to protect the country club.

As a point of clarification, a noise barrier was evaluated for the Al Marah community during the planning and design for the present expansion of the beltway in your area. The analysis indicated that to protect the houses impacted above the 67-decibel impact threshold would exceed our maximum cost per residence of \$40,000. The analysis showed that three residences would experience noise levels in excess of the 67-decibel impact criteria in the design year. The cost of a barrier to reduce noise levels at these residences would be approximately \$250,000 per residence.

You raised another point about the date of construction of your community. The date of construction criteria refers to eligibility for the State's retrofit noise barrier program. To be eligible, communities must have been constructed prior to the highway. Since Al Marah was developed after the beltway, it would not qualify for consideration under our retrofit program.

My telephone number is (301) 859-7397

TTY For the Deaf: (301) 684-6919

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

308  
Mr. Steven D. Roth  
Page 2

Also, the information we have obtained about the Arrowwood community indicates that the majority of the residences impacted were either constructed or under construction at the time the beltway was built. In the Arrowwood instance, the cost per residence will exceed the \$40,000 maximum. However, the amount above our maximum expenditure will be funded by the individual homeowners themselves. This is a condition of construction. We feel that our cost criteria is a more than reasonable expenditure. It is, in fact, the highest such figure in the nation.

In your letter, you also raised the issue of planting which will be completed this spring. We are somewhat puzzled by your comments regarding the size of the material. State Highway Administration representatives have met with you to discuss the plantings. There will be five- to six-foot white pine trees planted. The smaller sized material is Leland cypress which is a quick growing plant generally not available in larger sizes. We all recognize that it will take time to reestablish the screen which was destroyed by the fire. You had reviewed our proposal and expressed agreement with it. If this is not the case, please contact Mr. Charles Adams, of Chief of SHA's Division of Landscape Architecture, at (301) 333-8063.

I know that you feel your community should receive a noise barrier, but I'm afraid a barrier is not possible. I'm sorry I cannot provide you with a more positive response.

Sincerely,



Richard H. Trainor  
Secretary

RHT/t

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



**Maryland Department of Transportation**

The Secretary's Office

309

Eugene Miller

**William Donald Schaefer**  
Governor

**Richard H. Trainor**  
Secretary

**Stephen G. Zentz**  
Deputy Secretary

March 22, 1990

Mr. Steven D. Roth  
34 Pepperell Court  
Bethesda, Maryland 20817

Dear Mr. Roth:

Governor William Donald Schaefer asked me to thank you for your recent letter about noise barriers for the Al Marah community and respond to you directly on this issue. I would like to explain the State Highway Administration's noise policy as it relates to your community.

Maryland's noise abatement policy 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 construction of a highway caused the impact to an existing development.

The Al Marah community was developed after 1980, and does not qualify under the date of construction requirement. Additionally, construction of an effective barrier to protect the impacted residences was found to exceed the \$40,000 per residence limit established for reasonable cost.

The barrier you mentioned adjacent to the Burning Tree Country Club is designed to protect the Arrowood residences, not the country club. In order to protect the impacted residences at the end of the barrier, the barrier will have to extend beyond the last residence. This prevents sound from passing around the end of the wall, which reduces its overall effectiveness.

I would also like to clarify that 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.

We recognize that the Al Marah community is impacted by noise. However, we are firm in our belief that the priority for noise barrier construction should be for those areas which predated the highway. To make an exception for one community would be unfair to the many other areas in Maryland with the same circumstances. We have not constructed noise barriers in areas where all of the policy criteria are not met.

My telephone number is (301)- 859-7397

TTY For the Deaf: (301) 684-6919

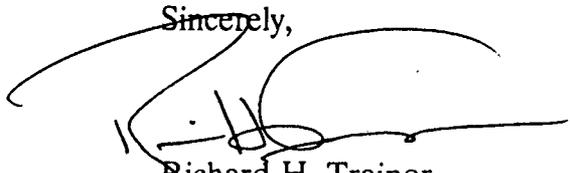
Post Office Box 8755, Baltimore/Washington International Airport, Maryland 21240-0755

Mr. Steven D. Roth  
Page Two

As you know, the State Highway Administration will be replanting the burned area along the River Road ramp this spring. This should afford some psychological relief by providing a visual screen for the residences. This was an issue you had raised earlier with our staff.

I regret that I cannot offer a more positive response, but trust that I have clarified our position on the matter.

Sincerely,

A handwritten signature in black ink, appearing to be 'R. H. Trainor', written over a horizontal line.

Richard H. Trainor  
Secretary

RHT/db

cc: The Honorable William Donald Schaefer



*Maryland Department of Transportation*  
*State Highway Administration*

311

Richard H. Trainor  
Secretary

Hal Kassoff  
Administrator

May 24, 1990

Mr. Arthur B. Rounds  
9819 Singleton Drive  
Bethesda, Maryland 20817

Dear Mr. Rounds:

I am writing to inform you of the results of our noise studies for I-495 along Earlham and Singleton Drives.

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 previous studies in the area, conducted in early 1988, indicated that this area did not meet the 67 decibel impact threshold. Our latest measurements show that noise levels have increased and now meet or exceed the threshold at a majority of the residences between Fernwood Road and Old Georgetown Road, with the exception of residences along Singleton Drive east of Bulls Run Parkway.

Based on this data, this community would appear to meet our noise abatement eligibility criteria. There are a number of communities with similar circumstances to this which have also been identified.

My telephone number is (301) \_\_\_\_\_

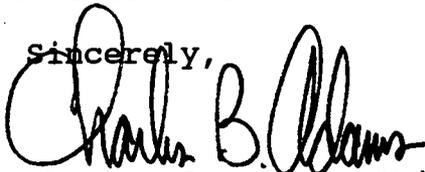
312

Mr. Arthur B. Rounds  
Page 2

No commitments are being made on any expansion of our existing program until we are well along toward completion of this existing program.

To date, we have completed or have under construction 16 of the original list of Type II (retrofit) projects. Because of funding limitations, we cannot predict a timetable for completion of the remaining projects. They will take at least several years to complete at best.

I regret that I cannot offer a more positive response, but hope that you can understand our situation. If you have any additional questions, please feel free to contact me.

Sincerely,  
  
Charles B. Adams, Chief  
Landscape Architecture Division

CBA/wt



**Maryland Department of Transportation  
State Highway Administration**

313

Richard H. Trainor  
Secretary  
Hal Kassoff  
Administrator

March 21, 1990

Mr. Arthur B. Rounds  
9819 Singleton Drive  
Bethesda, Maryland 20817

Dear Mr. Rounds:

Thank you for your recent letter concerning noise in the area of Singleton 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.

A study performed in 1987 indicated that noise levels in your area did not reach the 67 decibel threshold level; however, because those results are nearly three years old, we are now in the process of reevaluating the area for possible additional impacts.

We expect to complete these studies by mid-April, at which time I will contact you with the results. Thank you for bringing your concerns to my attention.

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) \_\_\_\_\_



**Maryland Department of Transportation**  
**State Highway Administration**

314

Richard H. Trainor  
Secretary  
Hal Kassoff  
Administrator

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

June 5, 1990

Mr. Steven Sanders  
1601 Lansdowne Way  
Silver Spring, Maryland 20910

Re: Montgomery County  
I-495 @ MD 97  
Noise Abatement

Dear Mr. Sanders:

Thank you for your recent letter concerning noise barriers for the Woodside Forest Community, adjacent to I-495.

At the request of Senator Margaret Schweinhaut, please let me explain our dilemma concerning your request for a noise barrier to be placed along I-495 at this location.

Our Administration first learned about the noise problem in your Community in early 1985. Unfortunately, it came well after our establishment and prioritization project list. It was in the mid 70's when the State Highway Administration conducted its inventory 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 weighing tends to favor high impacted project areas to be competitive with larger areas in determining priority.

However, based on a preliminary assessment, the area of Woodside Forest appears to meet the criteria outlined in our policy with the exception of availability of funds. Please be advised no new commitments on expanding our program are being made until our original project list is completed. Also the funding for noise abatement projects has been substantially reduced within the past two years, thereby reducing a much slower construction schedule for our original project list, which makes future expansion of the Noise Abatement Program uncertain.

My telephone number is (301) \_\_\_\_\_

313

Mr. Steven Sanders  
June 5, 1990  
Page 2

At this time, we cannot predict a time table for construction, and the outlook for future funding is very uncertain. We are very sorry that we cannot make any commitments for noise barriers at this time for your Community.

As I spoke of earlier, our Administration is in a dilemma, for we would like nothing better than to offer a solution to your request.

I hope we have been of some help to you, and if you should ever need assistance in the future, please call me at (301) 220-7311.

Sincerely,

  
Creston J. Mills, Jr.  
District Engineer

CJM:DA:lc

cc: Senator Schweinhaut  
~~Mr. Charles Adams~~

316

**RECEIVED**

JUN 12 1990

**LANDSCAPE ARCHITECTURE  
DIVISION**

B17



Maryland Department of Transportation  
State Highway Administration

Richard H. Trainor  
Secretary  
Hal Kassoff  
Administrator

January 31, 1990

Dr. Neil Scheffler  
2810 Grasty Road  
Baltimore, Maryland 21208

Dear Dr. Scheffler:

I am writing to report to you the results of our recent noise monitoring studies conducted in the Grasty Road area adjacent to I-695.

The purpose of this study was to determine if trees provide any significant noise reduction. Measurements were taken at four residences before and after the loss of foliage last fall. Exhibit 1 shows the measurement locations with the before/after results of our short-term measurements. Exhibit 2 shows the before/after results of the 24-hour measurements performed at 2802 Grasty Road. Exhibit 3 is a projection of the highest levels that could be expected at all four sites based on the variation found during the 24-hour study.

The study results showed the absolute noise levels were equal or higher with the presence of foliage, and the 24-hour before and after averages were virtually identical. Obviously, this does not seem logical; however, variations in traffic and weather conditions such as temperature, humidity, and wind direction between the two tests could very well account for this phenomenon. At any rate, based on these results, we can conclude that the presence or absence of tree foliage has no significant influence on noise levels.

As you are probably aware, a number of criteria must be met in order 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.

My telephone number is (301) \_\_\_\_\_

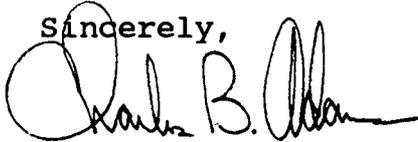
318

Dr. Neil Scheffler  
page two

While noise levels in the area are above the impact threshold of 67 decibels, our previous research regarding this area found that the area does not meet the date of construction requirement. In addition, the cost of a noise barrier would far exceed the \$40,000 limit for reasonable cost, and would provide less than the minimum acceptable noise reduction of 7-10 dBA.

I regret that I cannot offer a more positive response, but trust that I have adequately answered your questions.

Sincerely,



Charles B. Adams, Chief  
Landscape Architecture Division

CBA/b



**Maryland Department of Transportation  
State Highway Administration**

319

Noise

Richard H. Trainor  
Secretary  
Hal Kassoff  
Administrator

February 15, 1990

Mr. and Mrs. LeRoy Schmelyun  
102 Dickens Street  
Glen Burnie, MD 21061

Dear Mr. and Mrs. Schmelyun:

I am writing in response to your recent letter about noise barriers adjacent to I-97 in the Fern Glen Manor.

We have indicated previously that this area is being investigated. This section of I-97 is now in final design and the issue of noise barrier construction is being addressed as a part of the design. I am hopeful that a final decision on noise barrier construction will be made in the next three to four months.

The issues involved are complicated and we certainly appreciate your continued patience in this matter. We will be back in touch with you as soon as a final decision is made.

Sincerely,

Mr. Charles B. Adams, Chief  
Landscape Architecture Division

CBA/db



**Maryland Department of Transportation**

The Secretary's Office

320

**William Donald Schaefer**  
Governor

**Richard H. Trainor**  
Secretary

**Stephen G. Zentz**  
Deputy Secretary

November 30, 1990

Mr. Thomas L. Schmidt  
35 Cavan Drive  
Lutherville, Maryland 21093-5450

Dear Mr. Schmidt:

Governor William Donald Schaefer asked me to thank you for your recent letter concerning the noise problem in the Orchard Hills community adjacent to I-695.

I assure you, I do understand and sympathize with your situation. Please let me explain why the decision was made to take action on the Timberview project. Howard County came forward with an offer to fund one-third of the barrier cost. This was not an advance of funds to be repaid, but an outright contribution to the project. The remaining two-thirds of the cost was not taken from our sound barrier funds, but from a number of other funding areas within the Department of Transportation. In this manner, we were able to meet our obligation for two-thirds of the cost without delaying any remaining project in the Noise Abatement Program. It should also be noted that the Timberview project is the least expensive of all the noise abatement projects on the program list.

Unfortunately, we are not in a position to advance additional projects at this point in time because of the Department of Transportation's funding pinch.

I wish I could help your community get your noise barrier earlier, but I hope you can understand our dilemma in this situation.

Sincerely,

Richard H. Trainor  
Secretary

RHT/db

cc: The Honorable William Donald Schaefer

My telephone number is (301)- 859-7397

TTY For the Deaf: (301) 684-6919

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



*Maryland Department of Transportation*  
*State Highway Administration*

321

Richard H. Trainor  
Secretary  
Hal Kassoff  
Administrator

April 2, 1990

Mr. James P. Sepich  
Systems Manager  
Finnsteel, Inc.  
5 Revere Drive, Suite 200  
Northbrook, Illinois 60062

Dear Mr. Sepich:

I am writing in response to your recent letter to Mr. James Welsh concerning noise barrier information. Mr. Welsh has asked me to respond to you directly.

At present, we have completed nearly 21 miles of noise barriers in Maryland at a cost of over \$40 million. The majority of these have been pre-cast concrete. Other materials that have been used include glue-laminated wood, earth berms, and to a limited degree, steel. The most recent application of steel noise barrier panels has been on existing bridges, where dead loads must be minimized and panel height must be maximized for acoustical effectiveness.

Our standard for noise barriers in Maryland consists of pre-cast concrete panels and steel posts, with an architectural exposed gravel finish on both sides of the wall. The exposed gravel finish was chosen for its strong association with the coastal plain environment.

In terms of long range maintenance and durability, concrete seems to be the most desirable of all barrier materials. Wooden barriers are ultimately susceptible to fire, rot (much improved with CCA pressure treatment, etc.) and warping, and in many cases are more labor intensive to build. Metal barriers have the potential for rust, susceptibility to damage from projectiles or vehicle impacts, and subsequent deterioration of the finish.

Finally, one of the overall goals in the State Highway Administration's noise barrier program is to maintain a measure of continuity in terms of appearance and finish on the noise barriers. In our opinion, utilizing a wide variety of materials and finishes tends to present a hodgepodge effect, that gives the impression of a lack of overall planning and unity.

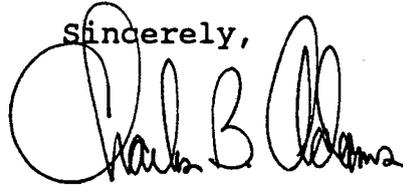
My telephone number is (301) \_\_\_\_\_

322

Mr. James P. Sepich  
Page two

Thank you for the opportunity to comment. Please contact me if we can be of further assistance.

Sincerely,

A handwritten signature in cursive script, appearing to read "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/EJM/db  
cc: James M. Welsh



*Maryland Department of Transportation*  
*State Highway Administration*

323

Richard H. Trainor  
Secretary  
Hal Kassoff  
Administrator

May 24, 1990

Mr. Gary R. Shultz  
147 Othoridge Road  
Lutherville, Maryland 21093

Dear Mr. Shultz:

Senator F. Vernon Boozer asked me to thank you for your recent letter concerning noise barriers for the Orchard Hills Community adjacent to I-695. Senator Boozer asked me to respond directly to you.

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.

The priority for each noise abatement project was established as a combined measure of the degree and density of noise impact, as well as cost effectiveness. We have not constructed barriers in areas which do not meet the policy criteria. The Type I element of our Noise Abatement Program provides mitigation for existing communities that are impacted by new highway construction, such as the barrier at the I-695/I-795 interchange.

Unfortunately, we are unable to predict when the funding may be available for the Orchard Hills project.

My telephone number is (301) 333-1111



# Maryland Department of Transportation

The Secretary's Office

324

William Donald Schaefer  
Governor

Richard H. Trainor  
Secretary

Stephen G. Zentz  
Deputy Secretary

May 15, 1990

Mr. Gary R. Shultz  
147 Othoridge Road  
Lutherville, Maryland 21093

Dear Mr. Shultz:

Senator Barbara Mikulski sent me a copy of your letter concerning noise barriers for the Orchard Hills 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;
- seventy-five percent (75%) of the affected residents must favor the project; and
- funds must be available.

The priority for each noise abatement project was established as a combined measure of the degree and density of noise impact, as well as cost effectiveness. While we agree that noise levels in your area are high, it did not rate as high as many other areas, based on our rating system.

The recently completed project on the outer loop of I-695 between Dulaney Valley Road and Cromwell Bridge Road was actually part of the project on the inner loop at Providence Road, but the outer loop portion was delayed due to lack of funding. The Hampton Mansion qualified for inclusion on the basis of its historic value and impacts to the grounds.

My telephone number is (301)- 859-7397

TTY For the Deaf: (301) 684-6919

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

326  
Mr. Gary R. Shultz  
Page Two

The area between York Road and Dulaney Valley Road (excluding Dulaney Towers, which does not meet the date of construction requirement) is included in our Type II, retrofit noise abatement program, as is your area between York Road and Charles Street. At this time, there is no funding available for these projects, nor can we estimate with great assurance when funds will be available. There are still several projects ahead of your area in terms of priority which will require at least several more years to complete. Please be assured that we do remain committed to completing all of the remaining projects in our program, but funding limits determine the timing of project construction.

If you have additional questions, please do not 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.

Thank you for bringing your concerns to my attention.

Sincerely,

*Richard H. Trainor*  
Richard H. Trainor  
Secretary

RHT/wt

cc: The Honorable Barbara Mikulski  
The Honorable Martha Klima  
Mr. Charles B. Adams



326

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 29, 1990

Mr. David H. Small  
9502 Columbia Boulevard  
Silver Spring MD 20910

Dear Mr. Small:

Thank you for your recent letter about the noise problem in the Woodside Forest community.

I certainly do sympathize with your situation. Your community, however, is not alone in this situation. There are a number of others which appear to meet the requirements for noise abatement, but there just is not enough money to build all of the noise barriers that appear to have merit.

Because this is such a prevalent problem throughout the State, I will be reevaluating our total noise mitigation program to see if it even makes sense to continue in its present form, or whether there are alternate possibilities that make sense. I am sorry I can not give you a more favorable response right now.

Sincerely,

/S/

Governor

bcc: Mr. Charles B. Adams  
Mr. Robert D. Douglass  
Mr. Hal Kassoff  
Mr. Eugene J. Miller, Jr. ✓  
Mr. Charles R. Olsen  
Mr. Richard H. Trainor

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NOV 8 1990

LANDSCAPE ARCHITECTURE  
DIVISION

**RECEIVED**

NOV 8 1990

LANDSCAPE ARCHITECTURE  
DIVISION

328

OCT 10 1990

Mr. David H. Small  
9502 Columbia Boulevard  
Silver Spring, Maryland 20910

Dear Mr. Small:

Thank you for your recent letter concerning noise barriers for the Woodside Forest community adjacent to I-495.

I understand your community's position in this situation. However, we simply do not have the financial capacity to take on new commitments for noise barriers. Our present funding situation is very tight, and the future outlook at the moment is not promising.

The North Silver Spring Sector Plan did identify that noise emanating from the Capital Beltway was a concern. However, this cannot be interpreted as a commitment by the State Highway Administration to construct a noise barrier.

I do regret that I cannot offer you and your neighbors a more immediate solution, but hope that I have adequately explained our position.

Sincerely,  
ORIGINAL SIGNED BY  
HAL KASSOFF  
ADMINISTRATOR  
Hal Kassoff  
Administrator

HK/db

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

324

**RECEIVED**

**OCT 12 1990**

**LANDSCAPE ARCHITECTURE  
DIVISION**



**Maryland Department of Transportation  
State Highway Administration**

330

Richard H. Trainor  
Secretary  
Hal Kassoff  
Administrator

September 19, 1990

Mr. Dave Small  
9502 Columbia Boulevard  
Silver Spring, MD 20910

Dear Mr. Small:

Thank you for contacting me on the noise barrier issue. As I said during our phone conversation there have been no changes in SHA's noise barrier policies that would affect your situation.

I hope Joel Lee, Executive Assistant to the Governor, has been of help to you. As you requested I am enclosing information pertaining to the Maryland Freedom of Information Act.

Thank you for your patience while I made my way through our files and the different departments necessary to find this information. Please feel free to contact me at 1-800-222-5943 if I can be of any further help.

Sincerely,

A handwritten signature in cursive script that reads "Michelle Priester".

Michelle Priester  
Public Affairs Assistant

Enclosure

cc: Gene Miller

My telephone number is (301) \_\_\_\_\_

331

**RECEIVED**

**SEP 20 1990**

**LANDSCAPE ARCHITECTURE  
DIVISION**

332

SEP 28 1990

Mrs. Louis A. Smith  
1029 Adcock Road  
Lutherville, Maryland 21093

Dear Mrs. Smith:

Thank you for your recent letter concerning the Longford noise abatement project.

As you are aware our noise abatement program has been slowed as a result of a reduction in federal funds utilized for this work. Given this reduction and the great number of other projects such as bridge repairs and safety improvements funded from this same source, we have had to balance our needs with the available funds.

Governor William Donald Schaefer decided to take the action on the Timberview project only after Howard County committed to fund one-third of the construction cost. This barrier is the least expensive of those on the entire program list.

Currently the project for the Longford community is in the design phase. We are proceeding to finalize construction documents to minimize delays in moving to construction when funds become available.

If you have additional questions, please do not hesitate to contact me.

Sincerely,  
ORIGINAL SIGNED BY  
HAL KASSOFF  
ADMINISTRATOR

Hal Kassoff  
Administrator

HK/cmc

bcc: Mr. Charles R. Olsen  
Mr. Robert D. Douglass  
Mr. Charles Adams  
Mr. Eugene Miller



**Maryland Department of Transportation**  
**State Highway Administration**

333

Richard H. Trainor  
Secretary  
Hal Kassoff  
Administrator

June 18, 1990

Mr. Spangler  
1612 Alston Road  
Baltimore, Maryland 21204

Dear Mr. Spangler:

I have enclosed a copy of the State Highway Administrations priority list of noise abatement projects as we recently discussed by telephone. Your area is located within the limits of Project # 19.

Please feel free to contact me at 333-8072 if you have any questions.

Sincerely,

A handwritten signature in cursive script, appearing to read 'Kenneth D. Polcak'.

Kenneth D. Polcak  
Noise Abatement Design  
and Analysis Section

KDP/am

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

Enclosures

My telephone number is (301) \_\_\_\_\_

334

## TYPE II NOISE ABATEMENT PROJECT STATUS

DATE: MAY, 1990

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 MILFORD 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	
09	B 805-501-424	I-695 INGLESIDE TO S. OF EDMONDSON AV	UNDER CONSTRUCTION;	START DELAYED DUE TO BELTWAY WIDENING CONSIDERATIONS
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	COMPLETED	
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	
13	B 468-501-424	I-695 US 1A (SW BV)/ MD 372 (WILKENS AVE)	CURRENTLY UNDER DESIGN	DELAYED DUE TO BELTWAY WIDENING CONSIDERATIONS

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TYPE II NOISE ABATEMENT PROJECT STATUS

DATE: MAY, 1990

PROJ NO	CONTRACT NO.	PROJECT DESCRIPTION	STATUS:
14	B 451-501-424	I-83 AT TIMONIUM ROAD	COMPLETED
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**

Richard H. Trainor  
Secretary  
Hal Kassoff  
Administrator

May 29, 1990

Ms. Jennifer Stucker  
113 Granville Drive  
Silver Spring, Maryland 20901

Dear Ms. Stucker:

I am writing to report to you the results of our additional noise monitoring studies for the Indian Springs community adjacent to I-495.

As you may be aware, 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.

The additional measurements were taken on two different days at locations agreed to by the community association. All of the measurements were conducted between the hours of 9 a.m. and 2 p.m., which we believe is the "worst-case" period based on our 1988 study in the area. "Worst-case" means that all of the traffic was flowing freely and at maximum speed, thereby creating higher noise levels. While the volume of traffic would be greater during rush hour, the vehicles would be moving at much slower speeds, which would result in lower noise level readings.

The results of the tests are summarized on the attached charts (Exhibits 1, 2, and 3) and shown on the map (Exhibit 4).

We identified no impacts beyond what we reported last year. Indeed, these additional measurements show that the noise levels at residences along Granville Drive and Evergreen Street adjacent to the exit ramp do not meet the impact threshold criteria.

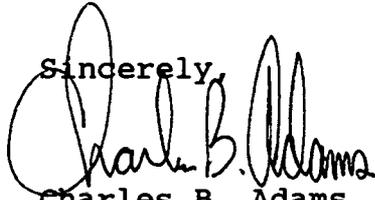
My telephone number is (301) \_\_\_\_\_

Ms. Jennifer Stucker  
Page 2

Based on all of the gathered data, we conducted a reanalysis of the cost of a barrier to protect the impacted residences (see Exhibits 5 and 6), but found that the \$40,000 cost per residence criterion is still not met.

I regret that I cannot offer you a more positive response, but hope that I have adequately explained the situation in this area.

Sincerely,



Charles B. Adams, Chief  
Landscape Architecture Division

CBA/wt

Attachments



**Maryland Department of Transportation  
State Highway Administration**

Richard H. Trainor  
Secretary  
Hal Kassoff  
Administrator

November 21, 1990

Mr. Alberto Tejera  
6224 Rockhurst Road  
Bethesda, Maryland 20817

Dear Mr. Tejera:

Thank you for your recent letter concerning the results of our noise studies, performed earlier this year, 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 studies indicate that your area appears to meet all of the eligibility criteria except for funding availability. There are a number of other communities in this same situation.

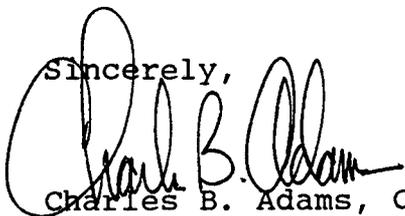
Funding for noise barrier projects has been substantially reduced in recent years, resulting in a much slower construction schedule for our prior commitments. Because of this funding problem, the future of our Noise Abatement Program is uncertain. Therefore, no new commitments are being made.

My telephone number is (301) \_\_\_\_\_

Mr. Alberto Tejera  
Page two

I regret that I cannot offer you a more positive response, but hope that I have adequately explained the issues involved in this decision..

Sincerely,



Charles B. Adams, Chief  
Landscape Architecture Division

CBA/db

cc: Mr. Creston J. Mills, Jr.

340



**Maryland Department of Transportation  
State Highway Administration**

Richard H. Trainor  
Secretary  
Hal Kassoff  
Administrator

July 2, 1990

Mr. John Templin  
Technology Education  
Eleanor Roosevelt High School  
7601 Hanover Parkway  
Greenbelt, Maryland 20770

Dear Mr. Templin:

I am writing in response to a letter I recently received from Ms. Heidi Hartman, a 1990 graduate of Eleanor Roosevelt High School.

We appreciate Ms. Hartman taking the time to let us know her thoughts on the sound barrier project she conducted this year, and we would be curious to know what her results were. She requested that we write to you for that information.

We would also be interested in sponsoring a student next year. Please send me any available information about your program and let us know if you need assistance.

Sincerely,

A handwritten signature in dark ink, appearing to read 'Charles B. Adams', written in a cursive style.

Charles B. Adams, Chief  
Landscape Architecture Division

CBA/wt

My telephone number is (301) \_\_\_\_\_



**Maryland Department of Transportation  
State Highway Administration**

341

Richard H. Trainor  
Secretary  
Hal Kassoff  
Administrator

December 5, 1990

Mr. Michael Tinley  
121 Arbutus Avenue  
Catonsville, Maryland 21228

Dear Mr. Tinley:

I am writing to follow-up my June 11, 1990 letter to you about our noise studies for the Arbutus Avenue area adjacent to I-695. We have completed a detailed evaluation of the effect of reflective noise on this community from the noise barrier on the opposite side of the Beltway.

A comparison of the 24-hour study (conducted earlier this year) with pre-barrier noise levels (measured in 1988) showed an overall 1.5 decibel increase. Our recent study was a more detailed attempt to determine how much of that increase could be attributed to noise reflections. Using a computer program, we compared the 1988 traffic volumes with current traffic volumes and found that approximately one half of the 1.5 decibel increase was due strictly to an increase in traffic volume.

We then conducted simultaneous measurements in areas opposite the noise barrier and in areas where there was no noise barrier and no noise reflections could occur. We compared these measurements, again using a computer program to reconcile variations in topography, orientation of the highway relative to the sites, vegetation and other natural features, to determine the potential for reflected noise from the barrier.

Taking all of these variables into account, our results indicate that the difference in noise levels opposite the noise barrier, which could be attributed to reflections from the wall, is approximately one-half decibel. A half decibel is not a perceptible increase to the human ear, which can just begin to perceive a change of about 2-3 decibels. In fact, it is theoretically impossible for reflected noise to exceed 3 decibels, except in cases where the shape of the barrier may "focus" reflected noise toward a specific area, similar to a satellite dish. This is not the case with this barrier; its convex side faces Arbutus Avenue and scatters reflected noise, thereby reducing the potential for perceptible noise increases.

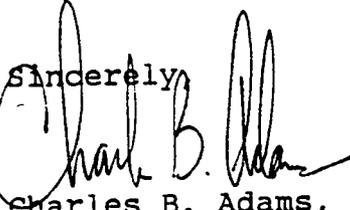
Since we cannot identify any impacts beyond our previous findings, a noise barrier for this area still would not meet our requirements for reasonable cost.

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

Mr. Michael Tinley  
Page two

I regret that I cannot offer you a more positive response, but hope that I have adequately explained the situation in this area. If you have any questions regarding our conclusions, please feel free to contact me.

Sincerely,  


Charles B. Adams, Chief  
Landscape Architecture Division

CBA/db



**Maryland Department of Transportation  
State Highway Administration**

343

Richard H. Trainor  
Secretary  
Hal Kassoff  
Administrator

June 11, 1990

Mr. Michael Tinley  
121 Arbutus Avenue  
Catonsville, Maryland 21228

Dear Mr. Tinley:

I am writing to report to you the results of our recent noise monitoring studies at your residence adjacent to I-695.

As you requested, measurements were performed simultaneously at the first and second levels of your residence. According to your instructions, the upper level noise meter was placed on the roof in front of the second story. Placement of the meter in that location resulted in noise level readings which were 5 to 7 decibels higher than those taken at the ground level. However, some of this increase can be attributed to reflections from the house itself. Therefore, we do not consider these results as a valid representation of the noise environment. Even if these results were accurate, a noise barrier would not be designed to protect the second story.

As you are aware, we are planning a more detailed study this summer to determine if reflections from the opposite barrier are contributing to the overall noise levels in your area. We will notify you of the results when they are completed in early September.

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

Sincerely,

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

Charles B. Adams, Chief  
Landscape Architecture Division

CBA/wt

My telephone number is (301) \_\_\_\_\_

344

January 16, 1990

Mr. Jeffrey M. Szymanski, Vice President  
Longford North Improvement Association  
8701 Valleyfield Road  
Lutherville, Maryland 21093

Dear Mr. Szymanski:

Governor William Donald Schaefer asked me to thank you for your recent letter about noise barriers for the Longford North community and respond to you directly on this issue. I would like to explain the State Highway Administration's noise policy as it relates to your community.

Maryland's noise abatement policy 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 construction of a highway caused the impact to an existing development.

Longford North was originally included in the overall study area for the noise abatement project at the I-695/I-83 interchange. During the initial design phase of this project, Longford North was found to postdate I-83, making the community ineligible for funding under our noise policy's date of construction requirement.

We recognize that Lonford North is impacted by noise. However, we are firm in our belief that the priority for noise barrier construction should be for those areas which predated the highway. To make an exception for one community would be unfair to the many other areas in Maryland with the same circumstances.

I regret that I cannot offer a more positive response, but trust that I have clarified our position on the matter.

Sincerely,

*[Signature]*  
RICHARD H. TRAINOR

Richard H. Trainor  
Secretary

RHT/bc

cc: The Honorable William Donald Schaefer



**Maryland Department of Transportation  
State Highway Administration**

345

Richard H. Trainor  
Secretary  
Hal Kassoff  
Administrator

May 17, 1990

Ms. Eleanor Vandevender  
4402 Leeds Avenue  
Baltimore, Maryland 21227

Dear Ms. Vandevender:

Thank you for your recent inquiry, which I received from Ms. Chris Bangs, of the Community Outreach Program of Baltimore County, concerning the proposed I-695 noise barrier project in the vicinity of your residence.

The proposed Beltway noise barrier project between Wilkens Avenue and Southwest Boulevard is now under design, with an expected construction start in the spring 1991. The barrier will end just west of Leeds Avenue along the Beltway entrance ramp. We cannot extend the noise barrier across the I-695 bridge over Leeds Avenue and Southwestern boulevard because it is structurally incapable of supporting the extra load of a noise barrier.

To answer your other inquiry, there are no plans to close the Beltway ramp at Leeds Avenue.

I hope that I have answered your questions adequately. Do not hesitate to contact me if I can be of further assistance.

Sincerely,

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

Charles B. Adams, Chief  
Landscape Architecture Division

CBA/wt

cc: Mr. Charles R. Olsen  
Ms. Chris Bangs  
Ms. Catherine Rice  
Mr. James D. Hade

My telephone number is (301) \_\_\_\_\_

JUN 03 1990

Mr. Jack Wade  
75 Colony Hill Court  
Baltimore, Maryland 21227

Dear Mr. Wade:

Thank you for your recent inquiry, which I received from Baltimore County Executive Dennis Rasmussen, concerning noise barriers in the vicinity of the I-695/95 interchange. Mr. Rasmussen has asked me to respond to you directly on this matter.

While your area appears to meet all of our criteria for noise abatement, we are unable to commit to a project or a schedule at this time. This is due to our large backlog of prior commitments, as well as a reduction in available funding.

I'm sorry that we are unable to offer a more positive reply. If you have further questions, feel free to contact Mr. Charles B. Adams, Chief of our Landscape Architecture Division, who is responsible for our Noise Abatement Program. Mr. Adams can be reached at (301) 333-8063.

Thank you for bringing your concerns to my attention.

Sincerely,

HAL KASSOFF

Hal Kassoff  
Administrator

HK/wt

cc: The Honorable Dennis F. Rasmussen  
Mr. Charles B. Adams

bcc: Mr. Charles R. Olsen  
Mr. Robert D. Douglass  
Mr. Eugene J. Miller

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JUN 11 1990

LANDSCAPE ARCHITECTURE  
DIVISION

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**Maryland Department of Transportation  
State Highway Administration**

Richard H. Trainor  
Secretary  
Hal Kassoff  
Administrator

May 15, 1990

Mr. Jack Wade  
75 Colony Hill Court  
Baltimore, Maryland 21227

Dear Mr. Wade:

Thank you for your recent inquiry, which I received from Ms. Chris Bangs, of the Community Outreach Program of Baltimore County, concerning noise barriers in the vicinity of the I-695/95 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.

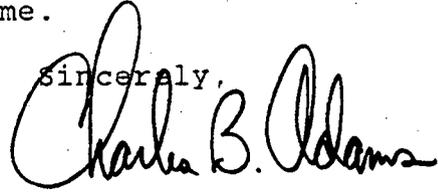
We have a noise mitigation project study in our retrofit program that includes the portion of the I-95 corridor from north of Southwestern Boulevard to MD 166. Decisions on barrier locations, feasibility and cost will not be determined until the project reaches the design stage. At this time, there is no funding for this project, nor can we predict when the design studies will be initiated. There are still a number of projects ahead of your area in terms of priority which will require several more years to complete.

Your suggestion to construct an overpass has been forwarded to our Project Development Division for consideration. If you are interested in having this investigated, please call Ms. Catherine Rice, Project Planning Division, at 333-1191. Ms. Rice tried unsuccessfully to call you on May 8th to discuss your

My telephone number is (301) \_\_\_\_\_

I hope this information has adequately addressed the questions you raised. If you require additional information, please feel free to contact me.

Sincerely,



Charles B. Adams, Chief  
Landscape Architecture Division

CBA/am

- cc: Mr. C. Robert Olsen
- Ms. Chris Bangs
- Ms. Catherine Rice



**Maryland Department of Transportation**  
**State Highway Administration**

350

Richard H. Trainor  
Secretary  
Hal Kassoff  
Administrator

March 27, 1990

Mr. David W. Wallace  
Partner  
Rummel, Klepper and Kahl  
81 Mosher Street  
Baltimore, Maryland 21217-4250

Dear Mr. <sup>Dave</sup> Wallace:

I am writing to remind you that all invoices require valid charge numbers for each assignment in order to be processed.

Your most recent invoice (copy attached) was incomplete in this regard, which required my rectification.

I would appreciate your strict cooperation in this matter.

If you have any questions, please don't hesitate to contact me.

Sincerely,

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

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

EJM/eh  
Attachments

My telephone number is (301) \_\_\_\_\_

351



**Maryland Department of Transportation  
State Highway Administration**

Richard H. Trainor  
Secretary  
Hal Kassoff  
Administrator

October 24, 1990

Ms. Lynn C. Walther  
Executive Manager  
The Promenade  
5225 Pooks Hill Road  
Bethesda, Maryland 20814

Dear Ms. Walther:

Thank you for your recent letter, which I received from District Engineer Creston J. Mills, Jr., concerning a noise barrier for the Promenade Towers 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.

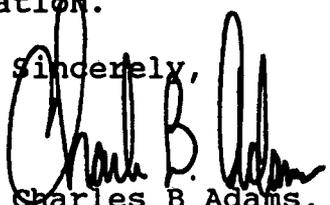
Since the Promenade was constructed in 1973, well after the completion of the Capital Beltway, it is not eligible for noise barriers under the date of construction requirement.

My telephone number is (301) \_\_\_\_\_

352

Ms. Lynn C. Walther  
Page two

I regret that I cannot offer a more positive response, but I hope that I have adequately explained why the area does not qualify for our Noise Abatement Program. Do not hesitate to contact me if you require additional information.

Sincerely,  


Charles B Adams, Chief  
Landscape Architecture Division

CBA/db

cc: Cres Mills

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**Maryland Department of Transportation**

The Secretary's Office

**William Donald Schaefer**  
Governor

**Richard H. Trainor**  
Secretary

**Stephen G. Zentz**  
Deputy Secretary

July 19, 1990

Mr. Thomas L. Watchinsky, Sr.  
1621 Old Joppa Road  
Joppa, Maryland 21085

Dear Mr. Watchinsky:

Governor William Donald Schaefer asked me to thank you for your recent letter, which he received from United States Senator Barbara A. Mikulski, concerning noise in the vicinity of your residence adjacent to I-95. He has asked me to respond directly to you.

The portion of I-95 north of White Marsh Boulevard falls under the jurisdiction of the Maryland Transportation Authority. In response to your earlier inquiries to Senator Paul Sarbanes and Congresswoman Helen Bentley, we have forwarded your request to Mr. John Agro, Executive Secretary.

I am sure Mr. Agro will look into your concerns and respond to you shortly. If you have any questions in the meantime, Mr. Agro may be reached at (301) 563-7130.

Thank you for bringing your concerns to my attention.

Sincerely,

Richard H. Trainor  
Secretary

RHT/cmc

cc: The Honorable William Donald Schaefer  
The Honorable Barbara A. Mikulski  
Mr. John Agro

My telephone number is (301)- 859-7397

TTY For the Deaf: (301) 684-6919

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

354

Richard H. Trainor  
Secretary  
Hal Kassoff  
Administrator



**Maryland Department of Transportation  
State Highway Administration**

May 15, 1990

Mr. Roderick Weimer  
13 Bright Star Court  
Baltimore, Maryland 21206

Dear Mr. Weimer:

I am writing to report to you the results of our recent noise measurements in your community adjacent to I-95.

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.

As you may already be aware, your area does not qualify for noise abatement under the date of construction requirement. Our policy considers noise abatement only for those communities which existed prior to highway construction.

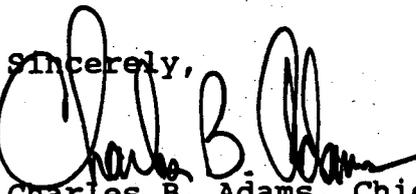
Noise levels did not exceed the 67 decibels threshold during our study. Noise levels at 19 Bright Star Court reached a maximum average of 66 decibels. At 6123 Twilight Court, noise levels averaged 63 decibels.

My telephone number is (301) \_\_\_\_\_

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Mr. Roderick Weiner  
Page 2

As you requested, I have enclosed literature on a commercially produced wooden noise barrier system. If you have any additional questions concerning our studies or the enclosed information, do not hesitate to contact me.

Sincerely,  


Charles B. Adams, Chief  
Landscape Architecture Division

CBA/wt

enclosure



**Maryland Department of Transportation**  
**State Highway Administration**

356

Richard H. Trainor  
Secretary  
Hal Kassoff  
Administrator

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

October 23, 1990

Mr. Kenneth E. Williams  
8903 Hobart Street  
Landover, Maryland 20785

Dear Mr. Williams:

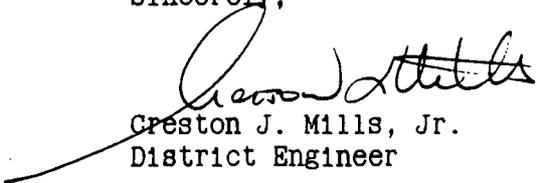
Thank you for your letter concerning the proximity of your new home to Martin Luther King Boulevard.

The Maryland State Highway Administration's noise abatement program has targeted communities adjacent to the interstate system or highway, e.g., I-95, I-495, U.S. 50, etc. where previously established homes have been impacted by highway construction or reconstruction projects.

This program has a long list of approved locations throughout the State that have not yet received funding. Therefore, we are not in a position to consider projects on arterial highways like Martin Luther King Boulevard, and I seriously doubt if the program will ever expand to similar highways.

I regret not being able to provide you with a more positive response and suggest you consider fencing or landscaping that will provide a buffer from the highway.

Sincerely,

  
Creston J. Mills, Jr.  
District Engineer

CJM:lc

cc: Mr. Charles Adams

My telephone number is (301) 220-7311

357

NOV 15 1990

Mr. Edward A. Wolff  
1021 Cresthaven Drive  
Silver Spring, Maryland 20903

Dear Mr. Wolff:

Thank you for your recent letter concerning our ongoing noise studies in your area adjacent to I-495.

Our studies are not yet complete and we have not yet received the report you requested. However, we will send you a copy of that report upon completion of our studies, which we anticipate in the next three to five months.

Thank you for your patience in this matter.

Sincerely,  
ORIGINAL SIGNED BY  
HAL KASSOFF  
ADMINISTRATOR  
Hal Kassoff  
Administrator

HK/db

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

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NOV 15 1990

**LANDSCAPE ARCHITECTURE  
DIVISION**

OCT 18 1990

Mr. Edward A. Wolff  
1021 Cresthaven Drive  
Silver Spring, Maryland 20903

Dear Mr. Wolff:

Thank you for your recent letter concerning the noise barrier along Cresthaven Drive adjacent to I-495.

We do expect this barrier to provide the design goal reduction of 10 decibels. We will be conducting a study in your area to determine the actual reduction being obtained. The study will include additional measurements and comparisons of noise levels both before and after placement of the barrier. In this manner, we can determine the effectiveness of the barrier.

We expect to complete this study in the next four months, at which time we will contact you with the results. If you have any questions in the meantime, please feel free to contact Charles B. Adams, Chief, Landscape Architecture Division, at (301) 333-8063.

Sincerely,  
ORIGINAL SIGNED BY  
HAL KASSOFF  
ADMINISTRATOR  
Hal Kassoff  
Administrator

HK/eh

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

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OCT 18 1990

**LANDSCAPE ARCHITECTURE  
DIVISION**

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**Maryland Department of Transportation  
State Highway Administration**

Richard H. Trainor  
Secretary  
Hal Kassoff  
Administrator

May 18, 1990

Mr. John J. Yannone  
Law Firm of Eugene M. Zoglio, P.A.  
4309 Northview Drive  
Bowie, Maryland 20716

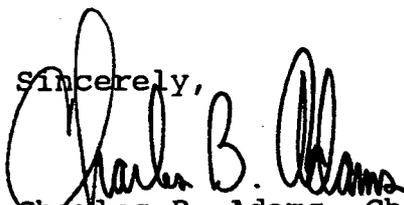
Dear Mr. Yannone:

Thank you for your recent letter to Mr. Eugene J. Miller, Jr. of this office concerning the earth berm for the Princeton Square community.

As you are aware, the mound for this community is being constructed as a visual barrier. We do expect that there will be limited noise reduction for the community as an additional benefit; however, there is no design goal for noise reduction because the Princeton Square Community does not meet the policy criteria for inclusion in our noise abatement program. We do expect that there will be enough additional material to complete the mound as it was presented to the community.

As previously stated, there will be a landscaping project following the completion of the US 50 construction which will include the planting of the earth berm. At that time, the design plans will be reviewed with the community for their input.

I hope that I have adequately answered your concerns. Please do not hesitate to contact me if I can be of further assistance.

Sincerely,  
  
Charles B. Adams, Chief  
Landscape Architecture Division

CBA/wt

cc: The Honorable Leo Green  
Mr. Hal Kassoff  
Mr. Creston J. Mills  
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

Mr. and Mrs. Michael Zavodney  
10 Barrow Court  
Towson, Maryland 21204

Dear Mr. and Mrs. Zavodney:

Thank you for your recent letter in response to the location/design public hearing for the Baltimore Beltway from MD 140 to MD 702 conducted the evening of February 28, 1990.

Noise abatement is a principle concern of this project planning study. Your community is one of several being considered for noise abatement. Unfortunately, funding and cost-effectiveness considerations will not permit us to erect noise barriers everywhere there is a need. Final decisions on noise abatement will be made during the final design phase.

Thank you for advising us of your views on this project.

Very truly yours,

Louis H. Ege, Jr.  
Deputy Director  
Office of Planning and  
Preliminary Engineering

by:

Donald G. Honeywell  
Project Manager  
Project Planning Division

LHE:DGH:ds

cc: Mr. C. Robert Olsen  
Mr. Charles B. Adams

333-2887

My telephone number is (301) \_\_\_\_\_

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22 1990

**LANDSCAPE ARCHITECTURE  
DIVISION**

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SEP 04 1990

Mr. Mark D. Zerhusen  
5865 Woodvalley Road  
Elkridge, Maryland 21227

Dear Mr. Zerhusen:

I am writing in response to your recent letter to Senator Paul S. Sarbanes concerning noise barriers for the Timberview community adjacent to I-95.

First, I would like to clarify that money for noise abatement projects is derived from corporate income taxes, gasoline taxes and highway user fees, not from private citizens' income or property taxes. In recent years, a substantial reduction in funding has resulted in a slower construction schedule for all of our noise abatement projects.

We recognize that this area is impacted by noise from I-95 and understand your frustration over the delay of this project. I want to assure you that we intend to schedule this project for construction subject to available funding, but it is not possible to predict when this will occur.

I regret that I cannot offer a more immediate solution to you and your neighbors, but hope that I have adequately explained the situation. If you have additional questions, please do not 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.

Thank you for bringing your concerns to my attention.

Sincerely,  
ORIGINAL SIGNED BY:  
HAL KASSOFF

Hal Kassoff  
Administrator

HK/db

cc: The Honorable Paul S. Sarbanes

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

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4 2 1990

**LANDSCAPE ARCHITECTURE  
DIVISION**

STATE OF MARYLAND  
OFFICE OF THE GOVERNOR

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IN REPLY REFER TO PG-MDOT

WILLIAM DONALD SCHAEFER  
GOVERNOR

November 2, 1990

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

Ms. Catherine L. Zimmerman  
117 Warwick Drive  
Lutherville MD 21093

Dear Ms. Zimmerman:

Thank you for your recent letter concerning the noise problem in the Orchard Hills community adjacent to I-695.

I assure you, I do understand and sympathize with your situation. Please let me explain why the decision was made to take action on the Timberview project. Howard County came forward with an offer to fund one-third of the barrier cost. This was not an advance of funds to be repaid, but an outright contribution to the project. The remaining two-thirds of the cost was not taken from our sound barrier funds, but from a number of other funding areas within the Department of Transportation. In this manner, we were able to meet our obligation for two-thirds of the cost without delaying any remaining project in the Noise Abatement Program. It should also be noted that the Timberview project is the least expensive of all the noise abatement projects on the program list.

Unfortunately, we are not in a position to advance additional projects at this point in time because of the Department of Transportation's funding pinch.

I wish I could help your community get your noise barrier earlier, but I hope you can understand my dilemma in this situation.

Sincerely,

/s/

Governor

- bcc: Mr. Charles B. Adams  
Mr. Robert D. Douglass  
Mr. Hal Kassoff  
Mr. Eugene J. Miller, Jr.  
Mr. Charles R. Olsen  
Mr. Richard H. Trainor

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NOV 21 1990

**LANDSCAPE ARCHITECTURE  
DIVISION**