

1991 CORRESPONDENCE

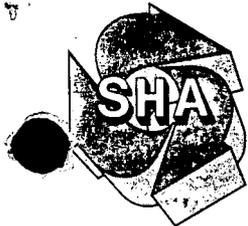
NOISE INQUIRIES

SUSPENSE	CTRL	FROM	O.	ROUTE	STREET	AREA	SIG	IN	DRAFT	DONE
6/27/91	GOV648	FOWLER		MD 410		HYATTSVILLE	WDS	6/25/91	6/26/91	
5/02/91	GOV552	IACOBONI		I-695	TALLY HO ROAD	LUTHERVILLE	WDS	4/29/91	5/02/91	
	LAD	KERNS		US 50	ALL	BELLEMEADE	HK		7/31/91	
7/31/91	GOV-	SWEARER		I-695		ARBUTUS	WDS	7/27/91	7/29/91	
4/17/91	FWUP	BARROWS*	*	US 50	ALL	GREENWOOD ACRES	HK		4/16/91	
12/02/91	O16324	CARDIN*	*	I-695	ALL	SEN. MURPHY	OJL	11/26/91	11/27/91	
12/02/91	TOUR	EL OFF*	*	ALL	ALL	BALTO COUNTY	HK	11/20/91	11/20/91	
5/09/91	LAD 43	HOYER*	*	I-95	-	ROYAL GARDENS	HK	5/03/91	5/06/91	
2/04/91	A-99	LIGHTHIZER*	*	I-95	ALL	TIMBERVIEW	HK	1/28/91	2/03/91	
2/15/91	B-5	LIGHTHIZER*	*	I-95	-	W. LAUREL/GLENARDEN	HK	2/05/91	2/10/91	
3/06/91	LAD 24	SCHAEFER*	*	I-95	ALL	TIMBERVIEW	OJL	3/04/91	3/06/91	
3/22/91	C-46	SHER*	*	I-495	ALL	WOODSIDE FOREST	HK	3/13/91	3/14/91	
1/17/91	A-40	PERRY*	*	US 50	ALL	GREENWOOD ACRES	HK	1/01/91	1/05/91	1/07/91
1/14/91	A-1	MCCABE*	*	I-70	MILLBROOK ROAD	MILLBROOK	PAG	1/01/91	1/10/91	1/14/91
1/11/91	LAD 1	MILLS*	*	I-95	-	GLENARDEN	CBA	1/04/91	1/11/91	1/14/91
1/17/91	FWUP	WILLARD		I-95	HIGH RIDGE ROAD	LAUREL	CBA		1/15/91	1/17/91
1/18/91	LAD 52	RESIDENT		I-95	-	TIMBERVIEW	CBA	1/01/91	1/17/91	1/18/91
1/22/91	FWUP	ROSEN		I-495	DEVERE DRIVE	SILVER SPRING	HK		1/20/91	1/23/91
1/03/91	C-1	HOYER*	*	ALL	-	PG VS. MONT	HK	1/01/91	1/20/91	1/23/91
1/25/91	LAD 48	DUBOIS-DALCO		I-495	EARLHAM DRIVE	BETHESDA	CBA	1/21/91	1/22/91	1/24/91
1/24/91	FWUP	BAUMAN*	*	I-495	-	WOODSIDE FOREST	HK		1/20/91	1/24/91
1/28/91	FWUP	BARROWS*	*	US 50	ALL	GREENWOOD ACRES	CRO		1/24/91	1/28/91
1/28/91	A-36	MULFORD		I-695	ALL	CAMPUS HILLS	HK	1/17/91	1/27/91	1/30/91
2/01/91	LAD 3	PROTHRO		I-495	LEVELLE DRIVE	PARK VIEW	CBA	1/28/91	2/03/91	2/04/91
2/06/91	LAD 53	MILLS*	*	I-270	WATTS BRANCH PKWY	FALLSMEADE	CBA	1/01/91	2/04/91	2/06/91
2/15/91	B-7	LARKIN		I-95	PINECREST COURT	GREENBELT	HK	2/06/91	2/06/91	2/07/91
2/04/91	A-84	DAYMUT		ALL	ALBION ROAD	OHIO	HK	1/25/91	1/29/91	2/08/91
2/15/91	LAD 6	HARRIGAN		I-695	TENBURY ROAD	LUTHERVILLE	CBA	2/05/91	2/10/91	2/11/91
2/15/91	LAD 5	HOYT		I-695	TENBURY ROAD	LUTHERVILLE	CBA	2/05/91	2/10/91	2/11/91
2/15/91	LAD 11	CASEY		I-695	MEADOWVALE	LUTHERVILLE	CBA	2/11/91	2/11/91	2/12/91
2/15/91	LAD 7	FREMD		I-695	TENBURY ROAD	LUTHERVILLE	CBA	2/11/91	2/11/91	2/12/91
2/15/91	LAD 9	FURIO		I-695	FELTON ROAD	LUTHERVILLE	CBA	2/11/91	2/11/91	2/12/91
2/15/91	LAD 4	HORNER		I-695	MEADOWVALE ROAD	LUTHERVILLE	CBA	2/11/91	2/11/91	2/12/91
2/15/91	LAD 10	KOCHER		I-695	TENBURY ROAD	LUTHERVILLE	CBA	2/11/91	2/11/91	2/12/91
2/15/91	LAD 12	KREHNBRINK		I-695	TENBURY ROAD	LUTHERVILLE	CBA	2/11/91	2/11/91	2/12/91
2/15/91	LAD 8	LAMBERT		I-695	RIDGEFIELD	LUTHERVILLE	CBA	2/11/91	2/11/91	2/12/91
2/11/91	DOT 28	GREEN*	*	ALL	-	PG VS. MONT	OJL	2/08/91	2/10/91	2/14/91
1/31/91	LAD 2	KLIMA*	*	I-695	ALL	ORCHARD HILLS	HK	1/23/91	1/30/91	2/14/91
2/22/91	LAD 13	GORDON		I-695	MEADOWVALE ROAD	LUTHERVILLE	CBA	2/19/91	2/19/91	2/20/91
2/21/91	LAD 50	HOCKENBROUGHT		I-95	PICKETT DRIVE	MORNINGSIDE	CBA	1/01/91	2/19/91	2/20/91
2/22/91	LAD 14	MCCABE		I-695	MEADOWVALE ROAD	LUTHERVILLE	CBA	2/19/91	2/19/91	2/20/91
2/15/91	B-19	SARBANES*	*	I-95	ALL	WEST LAUREL	HK	2/08/91	2/15/91	2/22/91
2/14/91	B-14	MALONEY*	*	ALL	-	PG VS. MONT	HK	2/07/91	2/20/91	2/25/91
2/25/91	LAD 18	FOSTER		I-695	SUDBURY ROAD	CRESTWOOD	CBA	2/22/91	2/24/91	2/26/91
2/25/91	LAD 19	LEISHEAR		I-95	KEPLER ROAD	CAMP SPRINGS	CBA	2/22/91	2/25/91	2/26/91
2/26/91	LAD 16	MEYERS		I-695	OLD POST DRIVE	STEVENSON VILLAGE	CBA	2/20/91	2/25/91	2/26/91
2/28/91	LAD 20	COHEN		I-270	OLD STAGE ROAD	ROCKVILLE	CBA	2/26/91	2/27/91	2/28/91
2/28/91	LAD 51	KRANZ		I-495	TOMLINSON AVENUE	CARDEROCK	CBA	2/20/91	2/26/91	2/28/91
2/26/91	LAD 17	WADE		I-95	COLONY HILL COURT	ARBUTUS	CBA	2/21/91	2/26/91	2/28/91
2/22/91	LAD 15	TRAURIG		I-95	RICHARDSON MEWS CIR	RELAY	CBA	2/20/91	2/28/91	3/01/91
2/20/91	LAD 23	PIRINGER		I-270	WOODSEND PLACE	POTOMAC	CBA	1/01/91	3/04/91	3/05/91
3/04/91	LAD 22	ATWOOD		I-695	VALCOUR ROAD	CATONSVILLE	CBA	2/20/91	3/04/91	3/08/91

SUSPENSE	CTRL	FROM	O	ROUTE	STREET	AREA	SIG	IN	DRAFT	DONE
3/11/91	LAD 21	HOVERMALE		I-695	JOHNNYCAKE ROAD	ROLLINGWOOD	CBA	3/04/91	3/07/91	3/11/91
3/07/91	B-78	TROTTER*	*	I-95	ALL	GLENARDEN	HK	2/28/91	3/05/91	3/11/91
3/15/91	LAD 25	WOLFF		I-495	CRESTHAVEN DRIVE	SILVER SPRING	HK	1/01/91	3/06/91	3/14/91
3/18/91	LAD 29	DUKLEWSKI		I-695	TENBURY ROAD	LUTHERVILLE	CBA	3/15/91	3/15/91	3/15/91
3/25/91	LAD 28	DIAMOND		I-495	BRUNETTE AVENUE	SILVER SPRING	CBA	1/01/91	3/15/91	3/18/91
3/31/91	LAD 26	HUNT		US 50	NEWTON DRIVE	ANNAPOLIS	HK	1/01/91	3/08/91	3/21/91
3/15/91	LAD 27	STONE*	*	MD 695	BROENING HWY	DUNDALK	HK	1/01/91	3/14/91	3/25/91
3/28/91	LAD 30	PARKER		I-695	DULANEY VALLEY ROAD	LUTHERVILLE	CBA	3/20/91	3/23/91	3/27/91
4/01/91	LAD 47	BENNETT		I-83	PRICEVILLE ROAD	SPARKS	CBA	1/01/91	4/02/91	4/03/91
4/03/91	LAD 49	FREITAG		I-70	OLD FREDERICK ROAD	MT. AIRY	CBA	1/01/91	4/02/91	4/03/91
4/08/91	D-10	KEENEY*	*	I-495	NEAR I-95	SILVER SPRING	HK	3/25/91	4/06/91	4/08/91
4/08/91	D-13	MURPHY*	*	I-695	WILKENS AVENUE	CATONSVILLE	HK	4/01/91	4/01/91	4/08/91
4/10/91	FWUP	RUBEN*	*	US 29	MILESTONE DRIVE	WHITE OAK	HK		4/01/91	4/10/91
4/12/91	D-11	WOLFF		I 495	CRESTHAVEN DRIVE	SILVER SPRING	HK	4/08/91	4/12/91	4/18/91
4/09/91	DOT 34	LAWLAH*	*	I-495	ALL	EXIT 7B WEST	OJL	4/08/91	4/09/91	4/18/91
5/01/91	LAD 44	CONWAY		I-695	DOUGLAS STREET	BATCS A	CBA	1/01/01	4/21/91	4/22/91
4/18/91	LAD 31	DILLY		I-695	MOOREHEAD ROAD	WESTVIEW PARK	EJM	4/08/91	4/19/91	4/22/91
4/01/91	C-63	GRANT		I-97	WOODHALL DRIVE	PARKE WEST	HK	3/26/91	3/26/91	4/22/91
4/22/91	LAD 66	GRANT		I-97	WOODHALL DRIVE	BATCS C	HK	4/12/91	4/16/91	4/22/91
4/24/91	LAD 54	MANDRAS*	*	MD 665	ALL	FERERALTOWNE	EJM	4/20/91	4/23/91	4/24/91
4/26/91	LAD 55	MENGEL		MD 32	TEN OAKS ROAD	DAYTON	CBA	1/01/91	4/23/91	4/26/91
4/29/91	FWUP	THOMAS*	*	US 29	BROKENLAND PKWY	COLUMBIA	HK		4/18/91	4/26/91
5/01/91	LAD 32	CASHOUR		I-695	GAYLE DRIVE	BATCS A	CBA	1/01/91	4/28/91	4/29/91
4/30/91	LAD 34	DOTTERWEICH		I-695	CHARMUTH ROAD	LUTHERVILLE	CBA	4/22/91	4/24/91	4/29/91
4/30/91	LAD 42	KLOSE		I-695	MEADOWVALE ROAD	LUTHERVILLE	CBA	4/22/91	4/24/91	4/29/91
4/30/91	LAD 36	KNAPIK		I-695	MEADOWVALE ROAD	LUTHERVILLE	CBA	4/22/91	4/24/91	4/29/91
4/30/91	LAD 41	LYNCH		I-695	RIDGEFIELD ROAD	LUTHERVILLE	CBA	4/22/91	4/24/91	4/29/91
4/30/91	LAD 35	MCGIMSEY		I-695	ROTHWELL DRIVE	LUTHERVILLE	CBA	4/22/91	4/24/91	4/29/91
4/30/91	LAD 40	SALMOND		I-695	RIDGEFIELD ROAD	LUTHERVILLE	CBA	4/22/91	4/24/91	4/29/91
4/30/91	LAD 39	SWEENEY		I-695	MEADOWVALE ROAD	LUTHERVILLE	CBA	4/22/91	4/24/91	4/29/91
4/30/91	LAD 33	WATTS		I-695	TENBURY ROAD	LUTHERVILLE	CBA	4/22/91	4/24/91	4/29/91
4/30/91	D-80	PIERCE		I-495	LONGWOOD DRIVE	BETHESDA	HK	4/22/91	4/24/91	4/30/91
4/30/91	FWUP	MERRYMAN*	*	I-495	CABN	CARDEROCK	HK		4/28/91	4/30/91
5/02/91	E-	BARROWS*	*	I-595	ALL	GREENWOOD ACRES	CRO	5/01/91	5/01/91	5/02/91
5/06/91	LAD 46	HUBBARD		I-495	E. INDIAN SPRING DR	SILVER SPRING	CBA	1/01/91	5/04/91	5/06/91
5/07/91	LAD 38	LLEWELLYN		I-495	GLENMOOR DRIVE	CHEVY CHASE	CBA	4/29/91	5/02/91	5/06/91
5/05/91	LAD 45	SELLS		I-695	RIDGEFIELD ROAD	LUTHERVILLE	CBA	5/01/91	5/05/91	5/06/91
5/09/91	LAD 56	KINNEAR		I-695	RIDGEFIELD ROAD	-	CBA	5/08/91	5/08/91	5/09/91
5/22/91	LAD 60	LEFKOVITZ		I-695	-	TALMUDICAL ACADEMY	CBA	5/17/91	5/20/91	5/21/91
5/23/91	LAD 58	SHEA		MD 410	US 50	BELLEMEADE	CBA	5/15/91	5/16/91	5/21/91
5/28/91	LAD 59	CASHOUR		I-695	GAYLE DRIVE	BATCS A	CBA	5/17/91	5/22/91	5/28/91
5/16/91	LAD 57	BREWSTER*	*	I-695	ALL	DULANEY VALLEY	HK	5/10/91	5/13/91	5/28/91
6/12/91	LAD 67	BREWSTER*	*	I-695	DULANEY VALLEY ROAD	LUTHERVILLE	HK	6/03/91	6/11/91	5/28/91
5/28/91	LAD 62	FLEMING*	*	-	NOISE VAN	-	KDP	5/01/91	5/27/91	5/28/91
5/23/91	E-3	THOMAS*	*	US 29	BROKENLAND PKWY	COLUMBIA	HK	5/15/91	5/22/91	5/28/91
5/30/91	LND244	KASSOFF*	*	I-95	US 1 & B&O RR	SILVER SPRING	CBA	5/15/91	5/28/91	5/29/91
5/31/91	LAD 65	PEDERSON*	*	-	-	QUALITY INDICATORS	EJM	4/04/91	5/29/91	5/29/91
6/04/91	LAD 63	GENTILCORE		US 50	HAZELNUT COURT	WALNUT RIDGE	CBA	5/24/91	5/29/91	6/04/91
6/04/91	LAD 61	ISENSTADT		US 29	BLADE GREEN LANE	COLUMBIA	KDP	6/03/91	6/03/91	6/04/91
6/05/91	CBA	LAND		I-495	CABN	CARDEROCK	HK	6/03/91	6/04/91	6/05/91
6/07/91	LAD 64	ROUNDS		I-495	SINGLETON DRIVE	BETHESDA	CBA	5/31/91	6/05/91	6/06/91
6/03/91	FWUP	GRANT		I-97	WOODHALL DRIVE	BATCS C	HK		6/03/91	6/10/91
6/03/91	E-25	NICODEMUS		I-97	COVINGTON AVENUE	PARKE WEST	HK	5/30/91	6/03/91	6/10/91
6/13/91	LAD 68	RAKOWSKI		MD 702	FRANKLIN AVENUE	ESSEX	CBA	6/12/91	6/12/91	6/13/91
6/14/91	LAD 69	BREWSTER*	*	I-695	DULANEY VALLEY ROAD	LUTHERVILLE	HK	6/10/91	6/13/91	6/14/91
6/17/91	F-22	BROMWELL*	*	I-95	-	HAZELWOOD PARK	HK	6/11/91	6/12/91	6/18/91

SUSPENSE	CTRL	FROM	O	ROUTE	STREET	AREA	SIG	IN	DRAFT	DONE
6/12/91	LAD 70	COLLINS*	*	MD 702	FRANKLIN AVENUE	ESSEX	HK	6/03/91	6/12/91	6/19/91
6/24/91	DOT	DENIS*	*	I-495	CABN	CARDEROCK	OJL	6/01/91	6/01/91	6/24/91
6/23/91	LAD 71	PORTS*	*	I-95	-	HAZELWOOD PARK	HK	6/13/91	6/19/91	6/27/91
7/01/91	F-56	IACOBONI		I-695	FOX HUNT LANE	LUTHERVILLE	HK	6/24/91	6/25/91	7/08/91
6/24/91	F-35	LEFKOVITZ		I-695	OLD COURT ROAD	TALMUDICAL ACADEMY	HK	6/18/91	6/20/91	7/08/91
6/28/91	LAD 72	FROSH*	*	I-495	SINGLETON ORIVE	BETHESDA	HK	6/19/91	6/19/91	7/11/91
7/18/91	LAO 76	SHEA		MD 410	US 50	BELLEMEADE	CBA	7/01/91	7/08/91	7/18/91
7/24/91	FWUP	KERNS		US 50	ALL	BELLEMEADE	WNK	7/24/91	7/24/91	7/24/91
7/26/91	HWY DE	FISCHER		US 29	CHELL ROAD	COLUMBIA	SFD	7/01/91	7/24/91	7/26/91
7/29/91	LAD 77	OLSEN*	*	I-495	CRESTHAVEN DRIVE	SILVER SPRING	CBA	7/03/91	7/03/91	7/29/91
7/30/91	GOV-	FOWLER		MD 410	JEFFERSON COURT	HYATTSVILLE	WDS	7/01/91	7/01/91	7/30/91
7/31/91	LAD 73	DUBOIS-DALCO		I-495	EARLHAM DRIVE	BETHESDA	CBA	7/29/91	7/30/91	7/31/91
7/31/91	LAO 74	MORGAN		I-495	NEWBOLD DRIVE	BETHESDA	CBA	7/25/91	7/30/91	7/31/91
8/05/91	DOT	IACOBONI		I-695	FOX HUNT LANE	LUTHERVILLE	OJL	8/01/91	8/01/91	8/05/91
8/05/91	DIST 4	DEWBERRY*	*	I-695	PROJECT 21	CATONSVILLE	CRH	8/01/91	8/01/91	8/05/91
8/06/91	LAO 75	FLORIAN		I-95	TRUMPS MILL ROAO	NOTTINGHAM	CBA	7/01/91	8/05/91	8/06/91
8/08/91	LAD 82	PARKER		I-495	NEWBOLD ORIVE	BETHESDA	CBA	8/06/91	8/06/91	8/08/91
8/09/91	F-	DUBOIS-DALCO		I-495	EARLHAM	BETHESDA	HK	8/01/91	8/01/91	8/09/91
8/12/91	LAD 78	BRAGALE		I-495	ROCKHURST ROAO	BETHESDA	CBA	8/01/91	8/01/91	8/12/91
8/12/91	LAO 79	LITTLEWOOD		I-495	ROCKHURST ROAD	BETHESDA	CBA	8/01/91	8/01/91	8/12/91
8/12/91	LAD 81	RESIDENT		I-495	ALL	BETHESDA	CBA	8/01/91	8/01/91	8/12/91
8/12/91	LAD 80	WIESE		I-495	RENITA LANE	BETHESDA	CBA	8/01/91	8/01/91	8/12/91
8/12/91	MEMO	LIGHTHIZER*	*	US 50	MD 410	BELLEMEADE	HK	8/01/91	8/01/91	8/12/91
8/13/91	F-	LEVITAN*	*	I-495	CABN	CARDEROCK	HK	8/01/91	8/01/91	8/13/91
8/14/91	FWUP	DORMAN*	*	I-95	ALL	CALVERTON	HK		8/14/91	8/14/91
8/07/91	FWUP	GRANT		I-97	WOODHALL DRIVE	BATCS C	HK		8/07/91	8/27/91
8/07/91	FWUP	NICODEMUS		I-97	COVINGTON AVENUE	PARKE WEST	HK		8/07/91	8/27/91
8/08/91	DOT-	O'REILLY*	*	US 50	ALL	BELLEMEADE	OJL	8/06/91	8/07/91	9/05/91
8/22/91	H-27	MEUDT		I-495		ADELPHI	HK	8/14/91	8/16/91	9/09/91
8/23/91	FWUP	DORMAN*	*	I-95/695	ALL	COLLEGE PARK WOODS	HK		8/20/91	9/09/91
8/31/91	FWUP	KRANZ		I-495		BETHESDA	CBA		8/27/91	9/18/91
9/21/91	FWUP	MULFORD		I-695	ALL	CAMPUS HILLS	HK		9/16/91	9/20/91
9/16/91	I-12	THOMAS*	*	US 29	BUSHRANGER PATH	KINGS CONTRIVENCE	HK	9/06/91	9/13/91	9/20/91
7/10/91	FWUP	STONE*	*	MD 695	BROENING HIGHWAY	DUNOALK	HK		7/03/91	9/24/91
9/30/91	FWUP	WEISHAAR		I-695	MCHENRY ORIVE	BATCS A	CBA		9/25/91	9/25/91
9/30/91	FWUP	COHEN		I-270	OLD STAGE ROAD	ROCKVILLE	CBA		9/25/91	9/26/91
9/30/91	FWUP	FOSTER		I-695	B/W PARKWAY	LINTHICUM	CBA		9/25/91	9/26/91
9/30/91	FWUP	PROTHRO		I-495	LEVELLE DRIVE	PARK VIEW	CBA		9/25/91	9/26/91
9/30/91	FWUP	TAURIG		I-195	RICHARDSON MEWS CIR	RICHARDSON MEWS	CBA		9/25/91	9/26/91
9/30/91	FWUP	HUNT		US 50	CAPE ST. CLAIRE	ASBURY-BROAONECK	HK		9/20/91	9/27/91
9/27/91	LAD	WINEGRAD*	*	MD 450	SEVERN RIVER BRIDGE	ANNAPOLIS	HK	9/18/91	9/20/91	9/27/91
9/30/91	I-61	MCKINNEY*	*	I-83/695	ALL	LONGFORD	HK	9/26/91	9/26/91	10/01/91
9/30/91	FWUP	MEEHAN*	*	MD 424	FARLOW AVENUE	CROFTON	CBA		9/30/91	10/01/91
9/09/91	015576	HAYDEN*	*	I-83/695	ALL	LONGFORD	OJL	9/06/91	9/08/91	10/03/91
10/04/91	LAD	KASSOFF*	*	I-95	ALL	TIMBERVIEW	CBA	10/02/91	10/03/91	10/04/91
10/07/91	LAD	JANSA		US 50	PARKWOOD STREET	LANOOVER HILLS	CBA	9/30/91	10/07/91	10/09/91
10/10/91	MISC	KERNS		US 50	ALL	BELLEMEADE	HK	10/01/91	10/01/91	10/10/91
10/10/91	FWUP	RUBEN*	*	I-495	CRESTHAVEN DRIVE	SILVER SPRING	HK		10/02/91	10/10/91
10/11/91	FWUP	GENTILCORE		US 50	CAPE ST. CLAIRE	ANNAPOLIS	CBA		10/08/91	10/11/91
10/11/91	FWUP	KRANZ		I-495	OSAGE LANE	POTOMAC	CBA		10/08/91	10/11/91
10/17/91	FWUP	SCHAEFER*	*	ALL	ALL	NOISE PROGRAM	OJL		10/15/91	10/17/91
10/22/91	LAO	MISHRA		ALL	ALL	USED TIRES	CBA	9/30/91	10/03/91	10/22/91
10/24/91	J	KERNS		US 50	ALL	ENTERPRISE ESTATES	OJL	10/15/91	10/16/91	10/24/91
10/24/91	OIST 3	WARES		I-495	BELHAVEN ROAO	BETHESDA	CJM	10/01/91	10/24/91	10/24/91
10/21/91	J-21	ASTLE*	*	MD 665	ALL	ANNAPOLIS	HK	10/08/91	10/11/91	10/24/91
10/24/91	J-83	THOMAS*	*	I-95	ALL	HUNTINGTON III	HK	10/15/91	10/17/91	10/31/91

SUSPENSE	CTRL	FROM	O	ROUTE	STREET	AREA	SIG	IN	DRAFT	DONE
11/01/91	FWUP	KAHN		I-695	MARCIE WOODS COURT	PIKESVILLE	CBA		9/15/91	11/01/91
11/08/91	GOV	MCCONNELL*	*	I-95	ALL	GLENARDEN	WDS	11/01/91	11/07/91	11/08/91
11/13/91	J-84	MURPHY*	*	I-695	ALL	WESTVIEW PARK	HK	11/04/91	11/06/91	11/12/91
11/14/91	J-	PAFF		I-695/83	ALL	LONGFORD	HK	11/04/91	11/07/91	11/14/91
11/07/91	DOT	MURPHY*	*	I-695	ALL	WESTVIEW PARK	OJL	11/04/91	11/05/91	11/22/91
11/27/91	NJP	MORRIS		ALL	CARPEL DRIVE	LANDSCAPE FOR NOISE	CBA	11/22/91	11/27/91	12/03/91
12/02/91	K-42	MASTERS*	*	I-695	ALL	WESTVIEW PARK	HK	11/20/91	11/21/91	12/04/91
12/06/91	LAD	POGASH*	*	ALL	PENNDOT	PLYWOOD N.B.	CBA	12/03/91	12/03/91	12/05/91
12/16/91	L-5	SMITH		I-83	ADCOCK ROAD	LONGFORD	HK	12/04/91	12/04/91	12/12/91
12/30/91	L-53	CHOJNOWSKI		I-97	ALL	PARKE WEST	HK	12/18/91	12/18/91	12/24/91
12/23/91	L-30	PERRY*	*	US 50	ALL	HERITAGE HARBOUR	HK	12/12/91	12/18/91	12/24/91
12/23/91	L-4	RUBEN*	*	I-495	CRESTHAVEN DRIVE	SILVER SPRING	HK	12/04/91	12/18/91	12/30/91
11/20/91	016289	KERNS		US 50	ALL	BELLEMEADE	WDS	11/15/91	11/18/91	1/06/92



Maryland Department of Transportation
State Highway Administration

6
O. James Lighthizer
Secretary
Hal Kassoff
Administrator

March 8, 1991

Mrs. Robert L. Atwood
515 Valcour Road
Catonsville, Maryland 21228

Dear Mrs. Atwood:

I am writing to you concerning noise abatement for your community along Valcour Road in Catonsville. Your concerns were brought to my attention by Mr. Kirby J. Barger, of my staff, at a recent meeting he had with you.

When you were last contacted by the State Highway Administration in the early 1980's, the criteria which was used to determine eligibility for noise abatement were based solely on Federal Highway Administration regulations. These required that homes must exceed a certain noise level threshold and must have been built prior to the issuance of the FHWA regulations (1976). It appeared that the homes on Valcour Road met these requirements and would be considered for noise walls when funds became available.

About this time, it became apparent that the State would not be able to afford to build noise walls at all the locations which met these minimal requirements. This was compounded in 1986 when the Federal fund which included noise abatement construction was cut by about 20 per cent. The State developed a formal noise policy in 1987 which was approved by the Secretary of Transportation. The policy criteria are as follows:

- 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 reevaluation of your area determined that it did not meet the requirements of reasonable cost due to the limited number of homes which were impacted above 67 decibels.

My telephone number is _____

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707 North Calvert St., Baltimore, Maryland 21203-0717

9

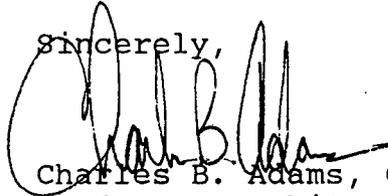
6

Mrs. Robert L. Atwood
Page two

Where an area fails to meet eligibility for noise walls, we can consider using plant material as a screen to provide some psychological relief from the traffic noise. It is hoped that funds will be available this spring to provide an appropriate evergreen planting. Mr. Barger will be responsible for its implementation.

I trust this information is sufficient for your needs at this time. If you have additional questions, please don't hesitate to contact me or Mr. Barger. He may be reached at 333-8076.

Sincerely,



Charles B. Adams, Chief
Landscape Architecture Division

CBA/EJM/eh

cc: Mr. Kirby J. Barger



**Maryland Department of Transportation
State Highway Administration**

O. James Lighthizer
Secretary
Hal Kassoff
Administrator

April 3, 1991

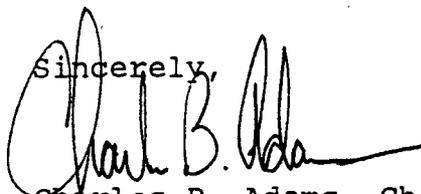
Mrs. William Bennett
601 Priceville Road
Sparks, Maryland 21152

Dear Mr. Bennett:

I am writing to follow-up with you about the status of landscaping and my January 13, 1990 letter to you.

Since my letter of last year, the state has fallen upon some difficult economic times. Revenues which fund all highway projects are off significantly. In fact, we have not proceeded with any new capitol projects since mid-December 1990. In this very difficult situation the planting we had hoped to be able to do this spring cannot be done. Quite honestly, although unfortunate, the priorities for commitment of available funding must de-emphasize new landscaping efforts.

I am sorry to have to tell you this and hope you understand our predicament. We will keep a record of your request with the hope that we will be able to follow through when our economic picture improves.

Sincerely,


Charles B. Adams, Chief
Landscape Architecture Division

CBA/db

My telephone number is _____

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707 North Calvert St., Baltimore, Maryland 21203-0717

NOISE



Maryland Department of Transportation
State Highway Administration

8

O. James Lighthizer
Secretary
Hal Kassoff
Administrator

August 12, 1991

Mr. John P. Bragale
6308 Rockhurst Road
Bethesda, Maryland 20817

Dear Mr. Bragale:

Thank you for your recent letter and those of your neighbors concerning noise abatement for your community adjacent to I-495 in Bethesda, west of Old Georgetown Road.

As you may be aware, the State is presently in a severe financial situation. This is compelling us to reevaluate the entire noise abatement program. The results of this re-evaluation cannot be predicted at this time.

The current program for constructing noise barriers on existing highways is at a virtual halt. Future federal funding amounts are uncertain and their use must be carefully considered for all of Maryland's transportation needs. It would be irresponsible on my part to indicate that noise abatement might be approved. We are aware of the situation with respect to your community, and will consider this in the reevaluation.

I applaud your efforts on behalf of your community and the work you put forth in gathering their letters of petition. My only regret is that I cannot offer you a more positive response to your request.

Sincerely,

Charles B. Adams, Chief
Landscape Architecture Division

CBA/jdc

My telephone number is _____



**Maryland Department of Transportation
State Highway Administration**

9
O. James Lighthizer
Secretary
Hal Kassoff
Administrator

February 12, 1991

Mr. John J. Casey
228 Meadowvale Road
Lutherville, Maryland 21093

Dear Mr. Casey:

Thank you for your recent letter concerning noise barriers for your community adjacent to I-695.

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 your area 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, but hope that I have adequately explained the situation. If you have any questions, please feel free to contact me.

Sincerely,

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

Charles B. Adams, Chief
Landscape Architecture Division

CBA/db

My telephone number is _____



**Maryland Department of Transportation
State Highway Administration**

O. James Lighthizer
Secretary
Hal Kassoff
Administrator

May 28, 1991

noise

Mrs. Patricia Cashour
623 Gayle Drive
Linthicum, Maryland 21090

Dear Mrs. Cashour:

I am writing in response to your letter to District Engineer Edward H. Meehan concerning the noise wall adjacent to your residence on I-695. Mr. Meehan asked that I reply to you directly regarding your feeling that the wall design is inferior.

As I pointed out in my letter to you dated April 29th, two independent consultant studies affirmed that your residence receives a nine (9) decibel reduction. In addition, these studies indicate that if the wall was raised an average of five feet along the back of your property, the current noise levels would only be reduced by about one decibel. This is an insignificant amount and would not be discerned by the human ear.

I regret that I am unable to offer you a more positive response, but trust that this information helps in your understanding of the situation.

Sincerely,

Charles B. Adams

Mr. Charles B. Adams, Chief
Landscape Architecture Division

cc: Mr. Edward H. Meehan

My telephone number is _____



**Maryland Department of Transportation
State Highway Administration**

O. James Lighthizer
Secretary
Hal Kassoff
Administrator

April 29, 1991

Mrs. Patricia Cashour
623 Gayle Drive
Linthicum, Maryland 21090

Dear Mrs. Cashour:

I am writing to report the results of our re-evaluation of the noise situation at your residence adjacent to I-695. This information was presented to you at a meeting in your home on April 18th by Gene Miller and Ken Polcak, of my staff.

At your request, we employed a consultant firm different from the one which performed the original design of the project and initial follow-up studies. This consultant worked independent of the information gathered by the original consultant.

The results of this most recent study are summarized as follows:

- Your residence receives a nine (9) decibel reduction in noise levels compared with what would be perceived without the noise barrier. Our design goal noise reduction for all noise barrier projects is 7 to 10 decibels, although in some cases there are residences which receive greater amounts.
- The residence directly across the Beltway from yours at 917 Lynvue Road receives a 13 decibel reduction in noise. However, a comparison of noise levels measured above each wall indicates an unshielded difference of about four decibels higher on your side. This shows that the wall on your side is performing comparably to the opposite wall since the shielded values are also about four decibels in difference.
- It was verified that if the wall was raised a maximum of five feet along the back of your property, the current noise levels would only be reduced by about one decibel.

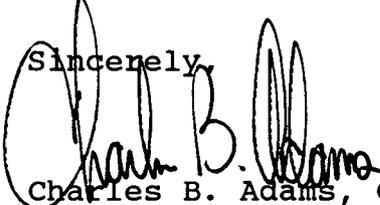
It is apparent that this latest study confirms our earlier results, which indicate that your residence is receiving noise reduction benefits within the goal established for this project. I wish that noise abatement measures were such that every house would receive the same benefit; however, due to terrain and location, this is simply not possible.

My telephone number is _____

Mrs. Patricia Cashour
Page two

I regret that I am unable to provide a more positive response to the concerns you expressed, but hope this information will aid in your understanding of the situation. Thank you for your patience and cooperation in this matter.

I will have someone from my office call you to arrange a visit to inspect your evergreen trees to see what might be causing their apparent decline. You may expect contact within the next few weeks.

Sincerely,

Charles B. Adams, Chief
Landscape Architecture Division

CBA/jdc

cc: Eugene J. Miller, Jr.
Kenneth D. Polcak

December 24, 1991



Mr. Robert A. Chojnowski
President
Parke West Community Association
P.O. Box 678
Severn MD 21144

Dear Mr. Chojnowski:

Thank you for your recent letter concerning noise barriers along I-97, at the Parke West community.

The noise barriers under construction on MD 665 in Annapolis (your photos) and those proposed for I-97 at Parke West fall under the Type I component of our Noise Abatement Program. Type I allows for the construction of noise abatement measures when communities are impacted due to new road construction or major reconstruction of an existing highway. It was determined that two communities on MD 665 as well as Parke West meet all the criteria for noise mitigation and are eligible for noise barriers.

The reason the barriers on MD 665 are now under construction is because the highway construction was programmed earlier than the Parke West section of I-97. The programming sequence of highway construction is based on a number of factors, including safety, capacity, funding, etc.

The actual construction of noise barriers within a project depends on a number of factors. It is our goal to erect barriers as early in the construction process as feasible. This then provides protection to the residents from on-going construction noise. We were able to do this on MD 665.

I hope this answers the concerns raised in your letter. If you have further questions, please do not hesitate to contact Mr. Charles B. Adams, Director Office of Environmental Design. Mr. Adams may be reached at 333-8063.

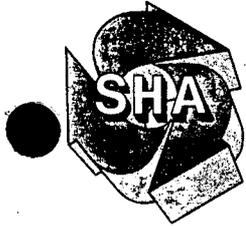
Sincerely,
ORIGINAL SIGNED BY
HAL KASSOFF
ADMINISTRATOR

Hal Kassoff
Administrator

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

bcc: Eugene Miller, Jr.
Charles R. Olsen

Dictated by C. Adams, OED - X8063



Maryland Department of Transportation
State Highway Administration

14

O. James Lighthizer
Secretary
Hal Kassoff
Administrator

September 26, 1991

Mrs. Pearl Cohen
7308 Old Stage Road
Rockville MD 20852

Dear Mrs. Cohen:

This is to follow up on our letter earlier this year about the status of noise studies for the I-270 corridor which includes the area of your community.

We had hoped by this time the severe financial situation in Maryland would have eased and funding would be available to conduct follow up noise measurements at your community. Unfortunately, this is not the case.

We will continue to keep this work in our priority file and perform the studies as funds become available. We regret that we cannot offer you a timetable when this might be. However, we will contact you prior to the start of any work.

In the meantime, if you have any questions, please do not hesitate to contact Mr. Kenneth D. Polcak, of my staff, at (301) 333-8072.

Thank you for your patience in this matter.

Sincerely,

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

Charles B. Adams
Chief
Landscape Architecture Division

CBA/rlb

cc: Mr. Kenneth D. Polcak

My telephone number is _____



Maryland Department of Transportation
State Highway Administration

15
O. James Lighthizer
Secretary

Hal Kassoff
Administrator

February 28, 1991

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

Dear Mrs. Cohen:

I am writing to report to you the status of the continuing noise studies for the I-270 corridor which includes the area of your community.

When I last wrote to you in November, we had hoped to complete the follow-up noise measurements by now. However, due to the severe financial situation in which Maryland finds itself, we have been limited in our ability to meet this goal. We currently face a large backlog of work, including your community. It is hoped that the economic picture will improve by this summer, at which time monies might be available to proceed with our noise measurement studies. Your area will receive priority consideration at this time.

Thank you, once again, for your patience in this matter. If you have any questions in the meantime, please feel free to call me or Mr. Kenneth Polcak, of my staff. Mr. Polcak may be reached at (301) 333-8072.

Sincerely,

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

Charles B. Adams, Chief
Landscape Architecture Division

CBA/EJM/eh

My telephone number is _____



**Maryland Department of Transportation
State Highway Administration**

nm
16

O. James Lighthizer
Secretary
Hal Kassoff
Administrator

April 22, 1991

Mr. Will Conway
650 Douglas Street
Brooklyn-Curtis Bay, Maryland 21225

Dear Mr. Conway:

I am writing to report the results of the evaluation of noise levels at your home adjacent to I-695 and the reconstructed interchange at MD 648.

As part of the evaluation, we first reviewed the original environmental studies conducted for the highway improvement to determine why the noise barrier ended at its present location. Exhibit 1, taken from the public information meeting brochure (June, 1985), shows the noise level near your home (shaded area) was predicted to be 64-65 decibels (dBA) without a noise barrier, and 58-59 dBA with the barrier in place, a reduction of six decibels. Exhibit 2 shows current noise levels monitored in January, 1991 at various locations in the area. The measured noise level at your house (Site 14) was found to be 58.7 decibels, which is consistent with the predicted levels with the noise barrier in place.

In the barrier design process, only the homes which have noise levels at or above the impact threshold of 67 dBA are targeted for noise reduction. These are the homes along Luther Street, closest to the highway. To be acoustically effective, the barrier had to extend some distance past the last houses targeted in design. As a bonus, additional homes near the end of the barrier (like yours) also received some noise reduction, but to a lesser degree. Since the follow-up measurements are consistent with predicted levels, it appears that the barrier as constructed is providing the level of noise reduction for which it was designed.

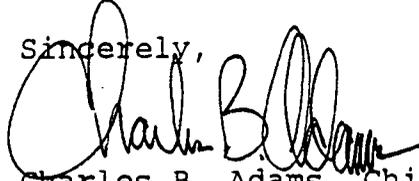
My telephone number is _____

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707 North Calvert St., Baltimore, Maryland 21203-0717

17
Mr. Will Conway
Page two

I trust this information is sufficient for your needs at this time. Thank you for your cooperation in obtaining the follow-up data at your home. If you have any questions regarding this study, please feel free to contact me or Mr. Kenneth Polcak, of my staff. Mr. Polcak may be reached at 333-8072.

Sincerely,



Charles B. Adams, Chief
Landscape Architecture Division

CB/db
Attachments

cc: Mr. Robert Zell, District 5
Mr. Kenneth Polcak

18
FEB 08 1991

Mr. Michael J. Daymut
Ms. June A. Daymut
15150 Albion Road
Strongsville, Ohio 44136

Dear Mr. and Mrs. Daymut:

Thank you for your recent letter which expressed your appreciation of the aesthetics of our sound barrier walls. It is gratifying to be recognized for the effort we put into creating structures which are pleasing to both residents and motorists.

Maryland has a number of different sound wall finishes which have been used in various areas of the State. Except for a couple of places where wood was used, our sound walls are constructed of concrete with steel reinforcement. The architectural finish is usually an exposed aggregate finish with either a light or dark color depending on the type of aggregate used.

If you traveled on I-270 between Washington, D.C. and Frederick, Maryland you observed a finish we refer to as "ashlar stone." These are concrete walls which are cast using a form liner to create the appearance of a cut stone wall. We have not used brick in our sound wall design; however, much brick is used in the Annapolis area on our bridges and adjacent structures.

Maryland has a standard sound wall design which consists of steel "I" beam posts bolted to concrete caissons, with reinforced concrete panels which are placed between the posts. In order to provide for greater bid competition, however, we do allow for alternative types of wall systems as long as the appearance closely matches that of our standard wall. Manufacturers who have supplied wall systems in Maryland include the Smith-Midland Corporation, Midland, Virginia and the Fanwall Corporation, McLean, Virginia.

Mr. and Mrs. Daymut
Page Two

The cost of sound wall projects in Maryland amounts to about \$27 per square foot of wall surface. This figure includes all the items necessary to complete the work, including maintenance of traffic, sediment and erosion control, clearing and grubbing the site, caissons and landscape planting, which we feel is a vital part of every sound abatement project. While this cost may seem to be high, our sound walls are designed to last with a minimum of maintenance.

Finally, you asked about the level of performance in reducing noise where sound walls are located. It is our goal to reduce noise levels by as much as one-half at those residences where noise levels are highest. Our experience indicates that we have consistently achieved this goal. Sound barriers work when they are designed and constructed properly.

I trust this information is helpful for your needs at this time. If you require additional information, please contact Mr. Charles B. Adams, Chief, Landscape Architecture Division, at this same address. Mr. Adams is responsible for our noise abatement program.

Once again, thank you for taking the time to express your appreciation for our efforts regarding sound wall construction.

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 Miller, Jr.

RECEIVED

FEB 11 1991

LANDSCAPE ARCHITECTURE
DIVISION



**Maryland Department of Transportation
State Highway Administration**

JD
O. James Lighthizer
Secretary
Hal Kassoff
Administrator

March 18, 1991

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

Dear Mr. Diamond:

I am writing to inform you of the results of our follow-up noise studies in the vicinity of the I-495 bridge over Brunett Avenue. In addition, we have received information from our Bridge Division concerning the condition of the bridge which you also requested.

A reevaluation of the noise conditions in this area confirmed our earlier findings that noise appears to be generated from the deck surface of the bridge, including uneven expansion joints. This low frequency sound adds to the overall noise at your house.

Our Bridge Division informed us that their most recent inspection indicated that the concrete deck should be replaced in the near future. Unfortunately, due to the current financial situation, there are no available funds to do this work at this time. They assured me that the condition of the bridge poses no safety threat to the traveling public and that they will continue to monitor its condition.

It is our feeling that once the bridge deck is replaced, the noise impact at your home will be noticeably reduced. I regret I cannot offer a timetable as to when this work might be done.

If you have any further questions or comments, please don't hesitate to contact me or Gene Miller of my staff. Mr. Miller's phone number is (301) 333-8071.

Thank you for your understanding in this matter.

Sincerely,

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

Charles B. Adams, Chief
Landscape Architecture Division

CBA/db

cc: Mr. Earle S. Freedman
Mr. Eugene J. Miller, Jr. ✓

My telephone number is _____

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707 North Calvert St., Baltimore, Maryland 21203-0717



Maryland Department of Transportation
State Highway Administration

21

O. James Lighthizer
Secretary
Hal Kassoff
Administrator

April 22, 1991

Mr. Samuel Dilly, Chairman
Westview Park Improvement
and Civic Association
6004 Moorehead Road
Baltimore, Maryland 21228

Dear Mr. Dilly:

Thank you for your recent letter which reminded me to get back to you regarding several questions you raised at our February meeting.

Attached is a copy of the information I received from our Office of Planning which answers your questions in great detail. I trust it is sufficient for your needs at this time.

If you have any further questions or comments, please feel free to contact me. It was my pleasure meeting with you and your neighbors, and appreciate your kind invitation to return at some future date.

Sincerely,

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

Eugene J. Miller, Jr.
Special Assistant to the Chief

EJM/db
attachment

cc: Ms. Lucy Garliauskas

My telephone number is _____

28

1. Why were I-4R funds cut in 1986?

I-4R funds come out of the Federal Highway Act which is a five-year bill. The reauthorization of the 1981 bill was drawn up in 1986. (The actual passage occurred in 1987.) In the Highway Act, Congress authorizes a maximum amount which is apportioned annually. The apportionment (the amount the state actually gets) is usually less than the authorized amount because an obligation ceiling is imposed. The ceiling is the amount that is not to be exceeded for that fiscal year. The balance of the authorized funds remain in the Transportation Trust Fund, but it is used to create an impression that the national deficit is that amount (e.g., \$9 billion) less than what it actually is, regardless of the fact that that money must be used only for transportation purposes.

An overall drop in the amount authorized in 1986 (over the 1982 amount) did occur. The amount appropriated for I-4R in Maryland between 1981-1986 was \$161 million. For the period 1987-1990, Maryland received \$155 million.

2. What are the cycles for I-4R funding?

Congress is currently in the process of enacting a new highway bill for 1991. At this point, the Administration has presented its proposal to Congress. The House and Senate are now drafting their separate bills. If Congress doesn't pass a new act by October 1, 1991, then they will enact a continuing resolution (CR) (as was done in 1986). CR's are interim measures used until a bill passes. Congress annually apportions funds for the coming fiscal year. The new funding levels will be established in 1991. The specific amounts apportioned to Maryland are established annually (before October 1st).

3. How are funds allocated to states? What is the formula?

The funds are allocated to states according to specific formulas for the various program categories.

The I-4R funding formula is a combination of interstate lane miles and vehicle miles travelled on the interstate system. These factors are weighted 55 percent and 45 percent, respectively. FHWA computes each state's percentage of the nation's total interstate lane miles (except for toll roads) and vehicle miles travelled on the interstate, and divides the program's total authorization into two portions equally 55 percent and 45 percent. FHWA then multiplies each state's percentage by the dollar amounts of each portion of the authorization and adds the two numbers together to calculate each state's share of the I-4R program's total authorization. Each state must currently receive 1/2 percent minimum of the amount to be apportioned.

I-4R funds are to be used for rebuilding, resurfacing, restoring and rehabilitating interstate highways. Routine maintenance activities are not funded under I-4R.



Maryland Department of Transportation
State Highway Administration

23

O. James Lighthizer
Secretary
Hal Kassoff
Administrator

April 29, 1991

Mr. Jerry Dotterweich
1214 Charmuth Road
Lutherville, Maryland 21093

Dear Mr. Dotterweich:

Thank you for your recent letter concerning noise barriers for your community adjacent to I-695.

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 your area is in the design phase. Unfortunately, design of the project has been affected by our present revenue shortfall. We cannot predict when design will be completed or construction might proceed.

I regret that I cannot offer a more immediate solution to you, but hope that I have adequately explained the situation. If you have any questions, please feel free to contact me.

Sincerely,

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

Charles B. Adams, Chief
Landscape Architecture Division

CBA/db

My telephone number is _____

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707 North Calvert St., Baltimore, Maryland 21203-0717

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August 9, 1991

Dr. M. Dubois-Dalcq
6423 Earlham Drive
Bethesda MD 20817

Dear Dr. Dubois-Dalcq:

Thank you for your recent letter concerning noise abatement for your community, adjacent to I-495 in Bethesda.

As you are probably aware, the State is in serious financial difficulty. This situation is forcing us to reevaluate the entire noise abatement program. It is not possible at this time to predict what the results of this reevaluation might be. The one certainty is that no commitments are being made on any expansion of our existing program at this time.

I regret that I cannot offer you a more positive reply, but I hope that you understand our situation.

Sincerely,
ORIGINAL SIGNED BY
HAL KASSOFF
ADMINISTRATOR

Hal Kassoff
Administrator

cc: Charles B. Adams

bcc: Mr. Charles R. Olsen

Prepared by: Charlie Adams, Division of Landscape Architecture



Maryland Department of Transportation
State Highway Administration

O. James Lighthizer
Secretary

Hal Kassoff
Administrator

25

July 31, 1991

noise

Dr. Monique Dubois-Dalcq
6423 Earlam Drive
Bethesda, Maryland 20817

Dear Dr. Dubois-Dalcq:

Thank you for your recent letter and those from your neighbors, concerning noise abatement for the communities adjacent to I-495 in Bethesda, west of Old Georgetown Road.

In my January 24, 1991 letter to you, I indicated that we could not commit to any expansion of our existing noise abatement program until we were well along toward completion of those projects already on our list. At that time, we could not even predict a timetable when these projects could be completed. Unfortunately, things have not improved.

The current financial situation has brought the construction of noise barriers on existing highways to a virtual halt. In fact, the entire noise abatement program is being reevaluated. It is not known at this time just what the reevaluation will determine. Future federal funding amounts are uncertain and their use must be carefully considered for all of Maryland's transportation needs. It would be irresponsible on our part to suggest that additional projects could be added to our program in the near future. No one wins when false hopes are raised.

I sincerely regret that I am unable to provide a more positive response to your request, but I hope that I have adequately explained the current situation.

Sincerely,

Charles B. Adams, Chief
Landscape Architecture Division

CBA/kdp

My telephone number is _____



**Maryland Department of Transportation
State Highway Administration**

26

O. James Lighthizer
Secretary

Hal Kassoff
Administrator

January 24, 1991

Dr. M. Dubois-Dalcq
6423 Earlham Drive
Bethesda, Maryland 20817

Dear Dr. Dubois-Dalcq:

I am writing in response to your inquiry to Mr. Ken Polcak of this office about noise abatement for your community adjacent to I-495.

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

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

Our current retrofit program consists of 26 projects. Sixteen of those projects have been completed or are now under construction. In recent years, funding for noise abatement projects has been substantially reduced, resulting in a much slower construction schedule. The remaining ten areas are not yet funded, and will be constructed subject to funding availability. This means that these projects will require at least several more years to complete.

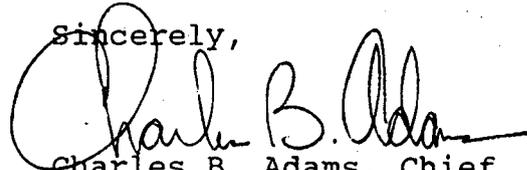
We have studied your area extensively and found that noise levels are at or above the 67 decibel impact threshold and that the majority of homes existed before I-495. The remaining requirements cannot be accurately determined without detailed engineering studies. At this time, we are making no new commitments for noise abatement. At such a time as a decision is made about expansion of our program, we would revisit each of those areas where noise abatement may be warranted. At this point, the current financial situation in Maryland has made any future expansion of the program questionable.

My telephone number is _____

27
Dr. M. Dubois-Dalcq
Page two

I regret that I cannot offer more of a solution to you and your neighbors, but hope that I have adequately explained the situation in this area.

Sincerely,



Charles B. Adams, Chief
Landscape Architecture Division

cc: Mr. Ken Polcak



**Maryland Department of Transportation
State Highway Administration**

O. James Lighthizer
Secretary
Hal Kassoff
Administrator

March 15, 1991

28
Kassoff

Ms. Anna Marie Duklewski
13 Tenbury Road
Lutherville, Maryland 21093

Dear Ms. Duklewski:

Thank you for your recent letter concerning noise barriers for your community adjacent to I-695.

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 your area 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, but hope that I have adequately explained the situation. If you have any questions, please feel free to contact me.

Sincerely,

Charles B. Adams

Charles B. Adams, Chief *crk*
Landscape Architecture Division

CBA/db

My telephone number is 333-8063



Maryland Department of Transportation
State Highway Administration

29

O. James Lighthizer
Secretary
Hal Kassoff
Administrator

May 8, 1991

Mr. and Mrs. L. Robert Evans
101 Deep Dale Drive
Timonium, Maryland 21093

Dear Mr. and Mrs. Evans:

I am writing to you to report the results of the follow-up noise level study for your home adjacent to the noise barrier along I-83 north of Timonium Road.

Our study involved measurement of the average noise level at several points as shown on Exhibits 1 and 2, and compared this data with the predicted effectiveness of the noise barrier as designed and constructed. Point 1 (called the "reference" position) is located above the top of the wall, where no noise reduction benefits are realized. This point is used as a gauge to assure that the comparison made between the measured noise levels and the predicted levels is a valid one. If the measured and predicted levels at the reference position are within one decibel (dBA), then a valid comparison can be made.

The reason that the measurement sites were located in your next door neighbor's yard was simply to provide better access through the door in the barrier. Some equipment and personnel were required to be on the highway side of the barrier to collect a portion of the data. The ground elevations and barrier height at either of the properties adjacent to yours are nearly identical; therefore, the results of the measurement study would apply equally for your residence as well as for those adjacent to you.

In addition to the noise level, the exact number and types of vehicles on I-83 that passed the test site during the measurement period were recorded. This information was used in a computer program which simulates the noise level both with and without the noise barrier in place. Exhibit 3 shows the measurement results in comparison with the predicted noise levels. The noise reduction (column 4) at each test point is the difference between the predicted level without the barrier (column 3) and the measured level with the barrier (column 1). The fact that the data in columns 1 and 2 are nearly equal further indicates that the computer program is providing an accurate depiction of the conditions at the test site. At points 2 and 3, the noise reduction is 8-10 dBA, which in terms of perception, is approximately half as loud as it would be if the barrier were not in place. This level of reduction is consistent (within $\frac{1}{2}$ dBA) with the reduction predicted in the design studies for the barrier. Typically, the noise reduction goal for ground level, outdoor areas is 7-10 dBA.

My telephone number is _____

Mr. and Mrs. L. Robert Evans
Page two

30

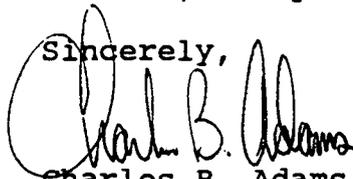
At point 4, which was located at the second floor window level, the noise reduction is slightly less (7 dBA), but still a noticeable improvement. This point was not specifically targeted in design because often terrain or other factors limit the amount of noise reduction that can be obtained at upper floor levels. In this area however, because the terrain is relatively flat and about the same elevation as the highway, and the barrier in your vicinity is 20 feet high, the reduction measured at the second floor level is also significant. Fortunately, in this particular case, the site factors are in our favor.

The question you raised regarding the height of the wall appears to be answered by the level of performance provided by the barrier. A review of the design studies showed that the shift of the wall closer to the right-of-way was analyzed and proper compensation for any variations in ground elevation was made to maintain the same level of noise reduction. If there were any major deviations from the intended design height, these would be manifested in reduced effectiveness. Clearly, the level of noise reduction being provided is that for which the barrier was designed.

The only other factor which may be influencing the perceived effectiveness of the barrier is the peak noise level generated by individual vehicles (particularly trucks) as they pass your location. These individual events are still admittedly discernable over the background noise. These occasional peak noise events may still interfere briefly with conversation, or be generally disturbing, but are comparably reduced (by 8-10 dBA) over what they would be if the barrier were not in place. These occasional events can indeed influence one's perception of the barrier's overall effectiveness, but should also be considered in light of what they would be if there were no barrier.

I appreciate the extra time you took to give us your feedback on the noise barrier's performance. I hope this information will be helpful in explaining the conditions and circumstances affecting your situation. If you have any questions or wish to discuss these findings further, please feel free to contact Mr. Kenneth D. Polcak, of my staff, at 333- 8072.

Sincerely,



Charles B. Adams, Chief
Landscape Architecture Division

Attachments
CBA/kp

Mr. Kenneth D. Polcak

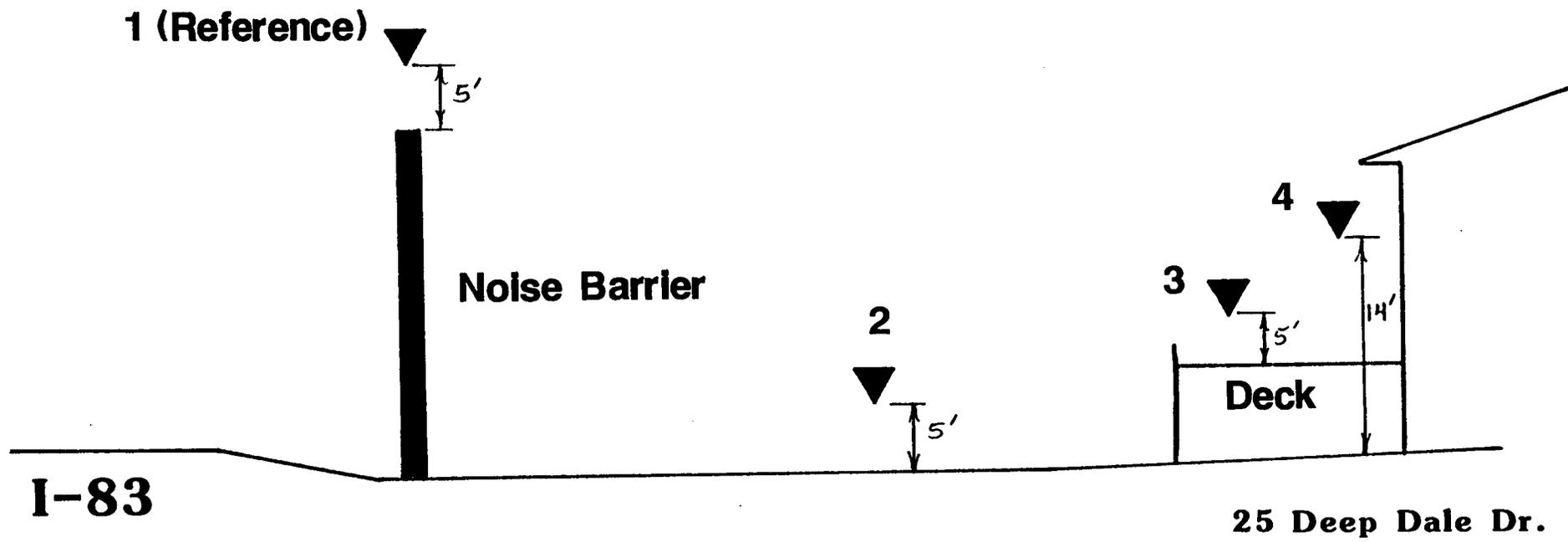


EXHIBIT 2

Test Sites - Cross sectional View

EXHIBIT 3

NOISE BARRIER EFFECTIVENESS STUDY

I-83 (HARRISBURG EXPRESSWAY)
NORTH OF TIMONIUM ROAD

SITE	DESCRIPTION	AVERAGE NOISE LEVEL (in dBA)			NOISE REDUCTION ³
		MEASURED ¹ W/BARRIER	PREDICTED ² W/BARRIER	W/O BARRIER	
1	Reference	79	78	78	0
2	Mid-yard (75'± from barrier)	64	63	74	10
3	At house, on deck	63	64	71	8
4	Adjacent to house @ 2nd floor window level	64	66	71	7
		(1)	(2)	(3)	(4)

- ¹ - data collected simultaneously at locations shown on Exhibits 1 and 2. (Date: 9/18/90)
- ² - from computer program, STAMINA/OPTIMA, using traffic data (vehicle volume and speed) as recorded during noise measurement period.
- ³ - the difference between the predicted level without the barrier (column 3) and the measured level with the barrier (column 1).



**Maryland Department of Transportation
State Highway Administration**

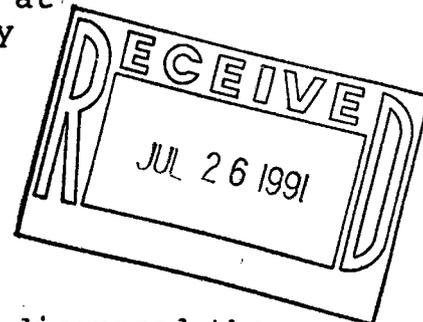
34

O. James Lighthizer
Secretary
Hal Kassoff
Administrator

July 26, 1991

Re: Contract No. HO 630-501-770
F.A.P. No. IX-109-1(12)
US 29 Interchanges at
Broken Land Parkway
and Seneca Drive

Mr. Edgar H. Fischer
6417 Chell Road
Columbia, MD 21044-3927



Dear Mr. Fischer:

In response to your July 7th letter we have discussed the noise level readings along US 29 in the vicinity of Chell Road with Mr. Ken Polcak, SHA's Environmental Specialist - Noise Abatement - Design and Analysis Section. Mr. Polcak remarked that the purpose of measuring existing noise levels is to establish a baseline of impact. It is well recognized that noise levels from highway traffic can vary based on prevailing conditions. The noise level data you alluded to was likely related to a short time period when traffic was passing uninterrupted and at the posted speed. When traffic is intermittent due to traffic lights or other control devices, the "average" noise level over short periods of time will vary greatly depending upon whether traffic is freely flowing at the posted speed, slowing for the traffic light, or stopped. Thus, to be statistically reliable, the noise measurement interval must be longer. Our noise impact criteria is based upon a one-hour average level.

In this case, the most relevant impacts are those that will result in the future from the current highway construction. For the residences along Chell Road the future noise level is predicted at 70 dBA, based on the worst case traffic conditions which create the highest noise levels. The evaluation and decisions regarding noise abatement feasibility were based on this predicted level and the extent of impact throughout the community. As we explained in our earlier letter to you, even though the predicted noise levels do exceed the established criteria for noise abatement in your area, unfortunately, the cost per residence criteria cannot be achieved.

Though vibration has not been specifically measured in this case, studies done in the past under similar circumstances have shown that typical construction activities do not create levels of vibration that cause structural damage. It has been found that the perceptible vibrations which cause dishes to rattle, etc. often result more from low-frequency noise traveling through the air.

My telephone number is 333-1370

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. Edgar H. Fischer
July 26, 1991
Page 2

The trees that you referred to within the SHA's existing right-of-way and were removed at the direction of the SHA Construction Project Engineer.

This project will include the construction of an additional lane, shoulder, and a required "safety grading" (cleared area) adjacent to southbound US 29. This new construction requires that the land adjacent to the roadway must be regraded. Unfortunately, because of the State of Maryland's current financial constraints, we cannot include landscaping at this time. In regards to your concerns of noise and vibration, we have contacted the SHA's Project Engineer Mr. John Murray and Mr. Don Moore, Haverhill Construction Company's Project Engineer and explained to them the issue of noise and vibration conditions along US 29.

Please understand that the noise and vibrations created by grading equipment, cannot be eliminated, however, these men assured us that they will personally oversee the construction operations in the vicinity of your home in order to reduce this annoyance.

We regret that we cannot provide landscaping or noise barriers as you requested. However, we hope we have effectively explained the reasoning of these decisions.

If future construction noise becomes a problem, please contact Mr. John Murray at (301)995-0830. If you have further questions or require more information, please contact Mr. Fred Doerfler, of my office, at (301) 333-1281.

Very truly yours,

Stephen F. Drumm
Stephen F. Drumm, Chief
Highway Design Division

SFD/FED/deg

- cc: Mr. R. Douglass
- Mr. C. Adams
- Mr. M. Cohen
- Mr. E. Miller



**Maryland Department of Transportation
State Highway Administration**

August 6, 1991

30
O. James Lighthizer
Secretary
Hal Kassoff
Administrator

Mr. Mike Florian
8619 Trumps Mill Road
Baltimore, Maryland 22137

Dear Mr. Florian:

I am writing to report to you the results of our recent monitoring of traffic noise at your home in the vicinity of I-95, north of I-695.

Four locations on your property were tested as shown on Exhibit 1. A summary of the noise levels measured at each location is given on Exhibit 2. The tests at locations 2, 3, and 4 were conducted simultaneously and yield a good comparison of noise at ground level and at the second floor window level.

As you discussed with Mr. Ken Polcak of this office, the threshold of impact from highway noise is 67 decibels (dBA). This level must be exceeded before abatement measures can be considered. As shown on Exhibit 2, the noise levels were well below the impact threshold, even during the evening rush hour period (4-7 pm).

Comparing the noise at the second floor window level with that at ground level (locations 2 and 3), showed that the level at the second floor is approximately 2 dBA higher. This is as expected because the noise is traveling to the second floor at a higher elevation above the ground. Thus, it is less affected through scattering and absorption of the sound energy by intervening objects and ground cover (grass, bushes, etc.).

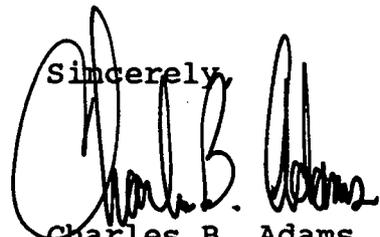
It is recognized that the level of noise will vary from day to day and even hour to hour, based on traffic flow conditions and the weather. In this situation, because your home is located some distance from I-95, atmospheric conditions can play a significant role. Wind direction and speed, air temperature and humidity can combine to produce a variety of results. In our assessment of impact, the results are viewed in light of these factors.

Even if the noise levels were found to be higher than those reported to date, the fact that your home is located some distance from I-95 presents major limitations in terms of noise abatement. Noise barriers are most effective only for those areas immediately behind the wall. The effectiveness (i.e. noise reduction) is limited, and the associated costs would be well above our guidelines, thus making abatement impractical for this area.

My telephone number is _____

Mr. Mike Florian
Page 2

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

Sincerely,


Charles B. Adams, Chief
Landscape Architecture Division

CBA/kdp
Attachments
cc: Mr. Jack Moeller



**Maryland Department of Transportation
State Highway Administration**

J

O. James Lighthizer
Secretary
Hal Kassoff
Administrator

September 26, 1991

Mr. Joe Foster
Crestwood Improvement Association
419 Sudbury Road
Linthicum MD 21090

Dear Mr. Foster:

I am writing to inform you about the status of noise measurements for the Crestview area adjacent to I-695 and the Baltimore-Washington Parkway.

We had hoped by this time the severe financial situation in Maryland would have eased and funding would be available to conduct follow-up noise measurements at your community. Unfortunately, this is not the case.

We will continue to hold this work in our priority file and perform these studies as funds become available. We regret that we cannot offer you a timetable when this might be. However, we will contact you prior to the start of any work.

In the meanwhile, if you have any questions please don't hesitate to contact Mr. Kenneth Polcak, of my staff, at (301) 333-8072.

Thank you for your patience in this matter.

Sincerely,

Charles B. Adams
Chief
Landscape Architecture Division

CBA/rlb

cc: Kenneth D. Polcak

My telephone number is _____



**Maryland Department of Transportation
State Highway Administration**

39
O. James Lighthizer
Secretary
Hal Kassoff
Administrator

February 26, 1991

Mr. Joe Foster
Crestwood Improvement Association
419 Sudbury Road
Linthicum, Maryland 21090

Dear Mr. Foster:

I am writing to update you on the status of noise studies for the Crestwood community adjacent to I-695 and the Baltimore-Washington Parkway.

At the community meeting held on April 25, 1989, we stated that it is our practice to perform "before" and "after" measurements for each noise abatement project we construct. This is to determine the effectiveness of our noise walls and to check their performance against what we have predicted. Before the wall erection, we collected data to be used for this comparison.

Now that the wall is in place, it is our desire to perform the "after" measurements. However, due to a large backlog of prior commitments, as well as a reduction in available funding, we are not able to perform these studies at this time. We expect that funding may be available this summer to do this work.

In the meantime, if you have any questions, please feel free to contact Mr. Kenneth D. Polcak, of my staff. Mr. Polcak may be reached at 333-8072.

Sincerely,

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

Charles B. Adams, Chief
Landscape Architecture Division

CBA/EJM/eh

cc: Mr. Kenneth D. Polcak

My telephone number is _____

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

STATE OF MARYLAND
OFFICE OF THE GOVERNOR



IN REPLY REFER TO PG-MDOT

46
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

July 30, 1991

Ms. Gail Fowler
7405 Jefferson Court
Hyattsville MD 20784

Dear Ms. Fowler:

Thank you for your recent letter concerning the impact on your residence by the construction of MD 410.

This particular portion of East West Highway was designed by Prince George's County, which funded the project through a bond referendum. Due to limited funding, the State was unable to finance design and construction. Since this project was deemed a critical need by the County, they agreed to finance its construction. At some future date, it is likely that the project will be passed to the ownership of the State, and the highway will officially be designated as MD 410. At that time, additional landscaping along the corridor may be considered. If you would like more information, please contact Mr. Cres Mills, District Engineer with the State Highway Administration, at (301) 333-2313.

If you would like further information about the ongoing construction, you may wish to be in touch with Mr. Mike Errico, Director of the Prince George's County Department of Public Works and Transportation. He can be reached at 925-5600.

Thank you for bringing this matter to my attention.

Sincerely,

G
Governor

cc: Mr. Mike Errico
Mr. Cres Mills

bcc: Mr. Charles B. Adams
Mr. Robert D. Douglass
Mr. Hal Kassoff
Secretary O. James Lighthizer
Mr. Eugene Miller
Mr. Charles R. Olsen



Maryland Department of Transportation
State Highway Administration

O. James Lighthizer
Secretary
Hal Kassoff
Administrator

41

April 3, 1991

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

Dear Mr. Freitag:

I am writing to follow-up our recent conversation about the status of landscaping and my April 5, 1990 letter to you.

Since my letter of last year, the state has fallen upon some difficult economic times. Revenues which fund all highway projects are off significantly. In fact, we have not proceeded with any new capitol projects since mid-December 1990. In this very difficult situation the planting we had hoped to be able to do this spring cannot be done. Quite honestly, although unfortunate, the priorities for commitment of available funding must de-emphasize new landscaping efforts.

I am sorry to have to tell you this and hope you understand our predicament. We will keep a record of your request with the hope that we will be able to follow through when our economic picture improves.

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 _____

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



**Maryland Department of Transportation
State Highway Administration**

O. James Lighthizer
Secretary
Hal Kassoff
Administrator

48

February 12, 1991

Mrs. Irene Fremd
32 Tenbury Road
Lutherville, Maryland 21093

Dear Mrs. Fremd:

Thank you for your recent letter concerning noise barriers for your community adjacent to I-695.

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 your area 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, but hope that I have adequately explained the situation. If you have any questions, please feel free to contact me.

Sincerely,

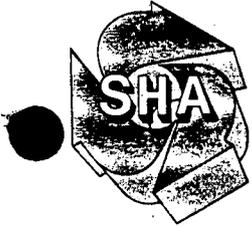
A handwritten signature in cursive script, appearing to read 'Charles B. Adams'.

Charles B. Adams, Chief
Landscape Architecture Division

CBA/db

My telephone number is _____

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



**Maryland Department of Transportation
State Highway Administration**

43

O. James Lighthizer
Secretary
Hal Kassoff
Administrator

February 12, 1991

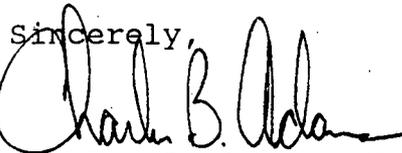
Dr. and Mrs. Brian Furio
4 Felton Road
Lutherville, Maryland 21093

Dear Dr. and Mrs. Furio:

Thank you for your recent letter concerning noise barriers for your community adjacent to I-695.

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 your area 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, but hope that I have adequately explained the situation. If you have any questions, please feel free to contact me.

Sincerely,


Charles B. Adams, Chief
Landscape Architecture Division

CBA/db

My telephone number is _____



*Maryland Department of Transportation
State Highway Administration*

44

O. James Lighthizer
Secretary
Hal Kassoff
Administrator

October 11, 1991

Ms. Andrea Gentilcore
Walnut Ridge Community Association
1361 Hazelnut Court
Annapolis MD 21401

Dear Ms. Gentilcore:

I am writing to report the results of our latest noise monitoring study conducted for the Walnut Ridge community, adjacent to US 50 and the Cape Saint Claire interchange.

The study consisted of noise level measurements conducted during the morning rush-hour, weekday non-peak (mid-morning and mid-afternoon) and the summer weekend peak traffic periods. Exhibit 1 summarizes the data collected during all the test periods except for the weekend beach traffic. This is summarized in Exhibit 2. The following points should be noted:

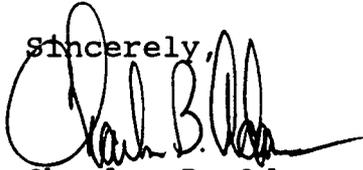
- Noise levels measured are comparable to those predicted in the 1987 Noise Impact Analysis. This indicates that the loss of trees has not contributed to an increase in noise levels.
- Noise levels during the beach traffic period were not higher than during other times of the day. This is probably due to the slowing of traffic as vehicle numbers increased and backed up.
- Because of the great distance between the community and US 50, a large portion of the traffic noise comes from vehicles on Cape Saint Claire Road.
- Site 10 was the main focus of testing since it was the closest to US 50.
- Noise levels at Site 7 were influenced by vehicles entering and exiting the community. We estimate that the level was increased 1-2 decibels by this local traffic.
- Some measurements could not be conducted due to ongoing construction activities. This did not affect the overall results. (see note 3 on Exhibit 1)

My telephone number is _____

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

The end result is that the levels of noise in the Walnut Ridge community are comparable to those predicted in the original noise impact analysis conducted for the Cape Saint Claire Road interchange. If you have any questions concerning this report, please feel free to contact Mr. Kenneth D. Polcak, of my staff, at (301) 333-8072. Mr. Polcak will be happy to discuss the results with you.

Sincerely,



Charles B. Adams, Chief
Landscape Architecture Division

Attachment

cc: Mr. Kenneth D. Polcak

EXHIBIT 1

U.S.50/CAPE ST.CLAIRE NOISE STUDY
WALNUT RIDGE COMMUNITY

SUMMARY OF NOISE LEVELS

NOTE: Measurement site locations are the same as those used in November, 1987 Type I Noise Impact Analysis for the Walnut Ridge community, and were chosen as representative of "worst-case" impact locations.

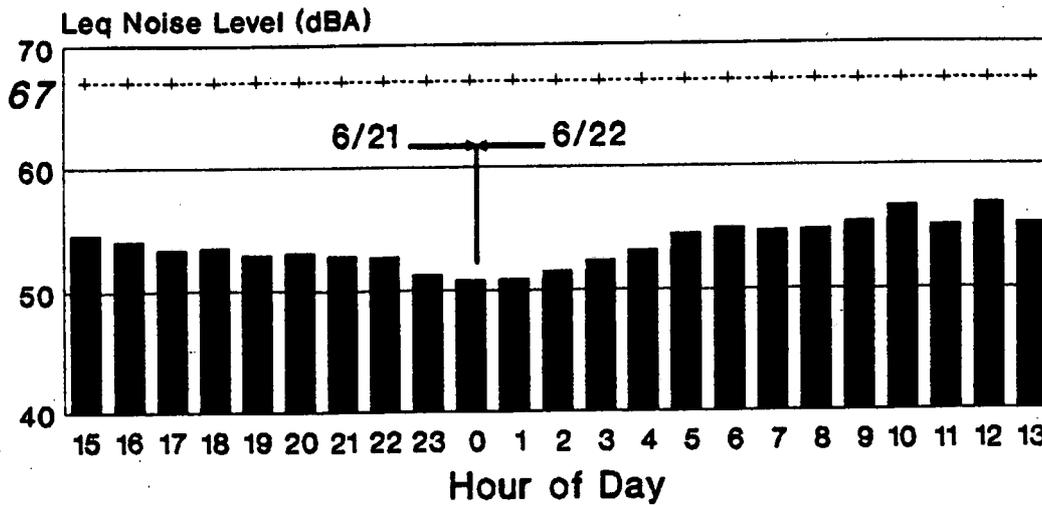
MEASUREMENT DATE	TIME OF DAY	Leq ¹ NOISE LEVEL IN DECIBELS @		
		SITE 10	SITE 7	SITE 1
6/21/91	2:00 - 3:00 PM	54.4	60.0 ²	--- ³
6/21-22/91	Fri.PM - Sat.PM (Weekend beach rush)	(see EXHIBIT 2)		
8/1/91	10:00 - 11:00 AM	59.2	---	---
9/17/91	2:00 - 3:00 PM	57.8	59.5 ²	---
9/27/91	8:00 - 9:00 AM	58.4	60.5 ²	61.7

11/4/87	UNKNOWN	51.0	56.0	59.0
=====				
PREDICTED NOISE LEVELS ⁴ -		58.0	59.0	62.0

- ¹ - called the "equivalent sound level" which is an average of the total acoustic energy measured during a given time period.
- ² - overall noise level includes noise influence from vehicles on Walnut Ridge Drive.
- ³ - data not collected due to prevailing construction noise influence.
- ⁴ - as reported in Type I Noise Impact Analysis, November, 1987.

47

**U.S.50/CAPE ST.CLAIRE NOISE STUDY
TRAFFIC NOISE FROM BEACH RUSH
WALNUT RIDGE - SITE 10**



■ Hourly noise level - - - Impact threshold

Friday afternoon to Saturday afternoon
6/21/91 to 6/22/91

EXHIBIT 2



Maryland Department of Transportation
State Highway Administration

48
O. James Lighthizer
Secretary

Hal Kassoff
Administrator

June 4, 1991

Ms. Andrea Gentilcore
Walnut Ridge Community Association
1361 Hazelnut Court
Annapolis, Maryland 21401

Dear Ms. Gentilcore:

As follow-up to your recent conversation with Mr. Ken Polcak of my staff regarding noise studies for your community, I have enclosed the following information:

- copy of the noise analysis conducted in 1987, which assessed the potential impacts of the construction of the U.S.50/Cape St. Claire Road interchange. The report includes ambient (existing) noise level measurements made before the commencement of construction.
- fact sheet explaining the impact assessment criteria that applies to the situation at Walnut Ridge.

In addition, we will schedule follow-up noise measurements at the same locations used in the Greiner study to be completed by the end of September. The purpose is to assess the affect of the loss of trees on the noise level and make a comparison with previous measurements. The data gathering will be accomplished in stages, based on the level of construction activity, weather and other variables. We anticipate the first of the measurements to be completed by early July. Specifically, the study will obtain noise level data for the following periods:

- morning (AM) rush hour, any weekday.
- any Friday evening during the summer beach rush.

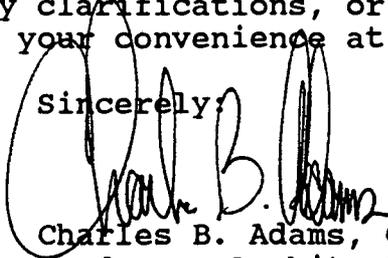
The timing for full completion of the measurement study will be contingent upon the progress of the highway construction in the area. We will coordinate our field activities in the community with you prior to beginning work. Should construction delays or other factors affect our projected completion date, we will contact you.

My telephone number is _____

Ms. Andrea Gentilcore
page 2

The above outlines our understanding of the requested information. If you have any clarifications, or additions, please contact Mr. Polcak at your convenience at (301) 333-8072.

Sincerely,



Charles B. Adams, Chief
Landscape Architecture Division

CBA/db
Enclosures

cc: Mr. Kenneth D. Polcak
Mr. Eugene J. Miller, Jr. ✓
Ms. Sharon Yohn



**Maryland Department of Transportation
State Highway Administration**

50
O. James Lighthizer
Secretary
Hal Kassoff
Administrator

February 20, 1991

Mr. Thomas G. Gordon
Ms. Harriet R. Gordon
239 Meadowvale Road
Lutherville, MD 21093

Dear Mr. Thomas & Ms. Harriet Gordon:

Thank you for your recent letter concerning noise barriers for your community adjacent to I-695.

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 your area 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, but hope that I have adequately explained the situation. If you have any questions, please feel free to contact me.

Sincerely,

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

Charles B. Adams, Chief
Landscape Architecture Division

CBA/db

My telephone number is _____

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

51

August 27, 1991

Mr. Kevin Grant
7995 Woodhall Drive
Glen Burnie MD 21061

Dear Mr. Grant:

I am writing to follow-up on my previous letter to you concerning the construction of noise barriers along I-97, at the Parke West and Glen Burnie Park communities.

The results of our investigation indicate that it would make most sense from an engineering as well as a fiscal standpoint to complete this section of new I-97 at one time. This changes the phase construction originally planned. We anticipate letting two separate contracts, one of which will include the noise barriers. Although the start of each contract may be staggered, they will be timed so that their completion will coincide. While all these plans are well on the way, funding for construction has not been identified at this time. We are continuing to pursue the funding. Given the present financial picture, however, I cannot give you a date when this work will proceed.

If you have any questions, or require additional information, please do not hesitate to contact the Project Engineer, Mr. Ed Schatz, at (301) 333-1809.

Sincerely,
ORIGINAL SIGNED BY
HAL KACCOFF
ADMINISTRATOR

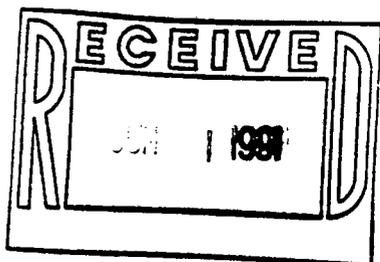
Hal Kassoff
Administrator

cc: Mr. Charles B. Adams
Mr. Edward H. Meehan
Mr. Edward A. Schatz
The Honorable Michael J. Wagner

bcc: Mr. Robert Douglass
Mr. Eugene Miller
Mr. Charles R. Olsen

58

June 10, 1991



Mr. Kevin J. Grant
7995 Woodhall Drive
Glen Burnie, Maryland 21061

Dear Mr. Grant:

I am writing to follow-up my April 22nd letter to you concerning the construction of noise barriers along I-97 in the vicinity of the Parke West and Glen Burnie Park Communities.

We had hoped by this time to have completed our investigation regarding the feasibility of advancing construction of the noise barriers to the initial phase of the highway improvement. However, the complexity of this task is more than we initially realized. In addition to design studies, we must also evaluate the increased costs of this option with available funds. As you are aware, the State is currently experiencing extreme financial difficulties.

I assure you that it is our goal to include the noise barriers with the initial phase of roadway construction. It is hoped that our studies will indicate that this is a feasible option.

We should complete our studies in a month or so at which time I will notify you of our decision. In the meantime, if you have any questions, please don't hesitate to contact the Project Engineer, Mr. Ed Schatz, at (301) 333-1809.

Sincerely,
ORIGINAL S
HAL KASSOFF
ADMINISTRATOR

Hal Kassoff
Administrator

HK/em

cc: The Honorable Michael J. Wagner
Mr. Edward H. Meehan
Mr. Charles B. Adams
Mr. Edward A. Schatz

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



Maryland Department of Transportation
State Highway Administration

53

O. James Lighthizer
Secretary
Hal Kassoff
Administrator

April 22, 1991

RECEIVED

APR 23 1991

LANDSCAPE ARCHITECTURE
DIVISION

Mr. Kevin J. Grant
7995 Woodhall Drive
Glen Burnie, Maryland 21061

Dear Mr. Grant:

Thank you for your recent letter concerning the proposed construction of I-97 in the vicinity of the Park West and Glen Burnie Park communities.

Enclosed are two maps which show the limits of staged construction for two projects planned for these areas. The maps are labeled "Initial Project" and "Ultimate Project".

INITIAL PROJECT - I-97 from South of Quarterfield Road
South of Dorsey Road

This project:

- Is currently in the final design stage, with design plans approximately 85% complete.
- Is tentatively scheduled to begin construction in late 1991, depending on available funds, and be completed by late 1994.
- Includes the addition of two lanes in the median (one in each direction).
- Includes a new interchange at I-97 and MD 100.

ULTIMATE PROJECT - I-97 INTERCHANGE AT QUARTERFIELD ROAD

This project:

- Is currently in the design stage, with plans approximately 40% complete.
- Is funded for design only at this time. In light of the State's current financial situation, it is not known when this project will be funded for construction.
- Includes a new "diamond" interchange at I-97 and Quarterfield Road with new acceleration/deceleration lanes on the outside of the roadway.

My telephone number is 333-1111

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

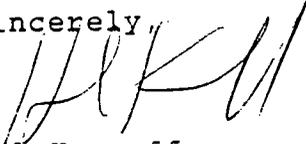
Mr. Kevin J. Grant
Page 2

- Includes a new, wider Quarterfield Road bridge over I-97 which will be built at its present location.
- Includes construction of noise barriers.

The proposed noise barriers would be constructed along both sides of I-97 from Quarterfield Road to Crain Highway as part of the ultimate project. Due to the uncertainty of a timetable for this second phase, we are presently investigating the feasibility of advancing construction of the noise barriers to the initial phase. This study will take about one month to complete, at which time we will notify you of the results.

I trust this information is sufficient for your needs at this time. If you have any questions, please feel free to contact the Project Engineer, Ed Schatz, at (301) 333-1809.

Sincerely,



Hal Kassoff
Administrator

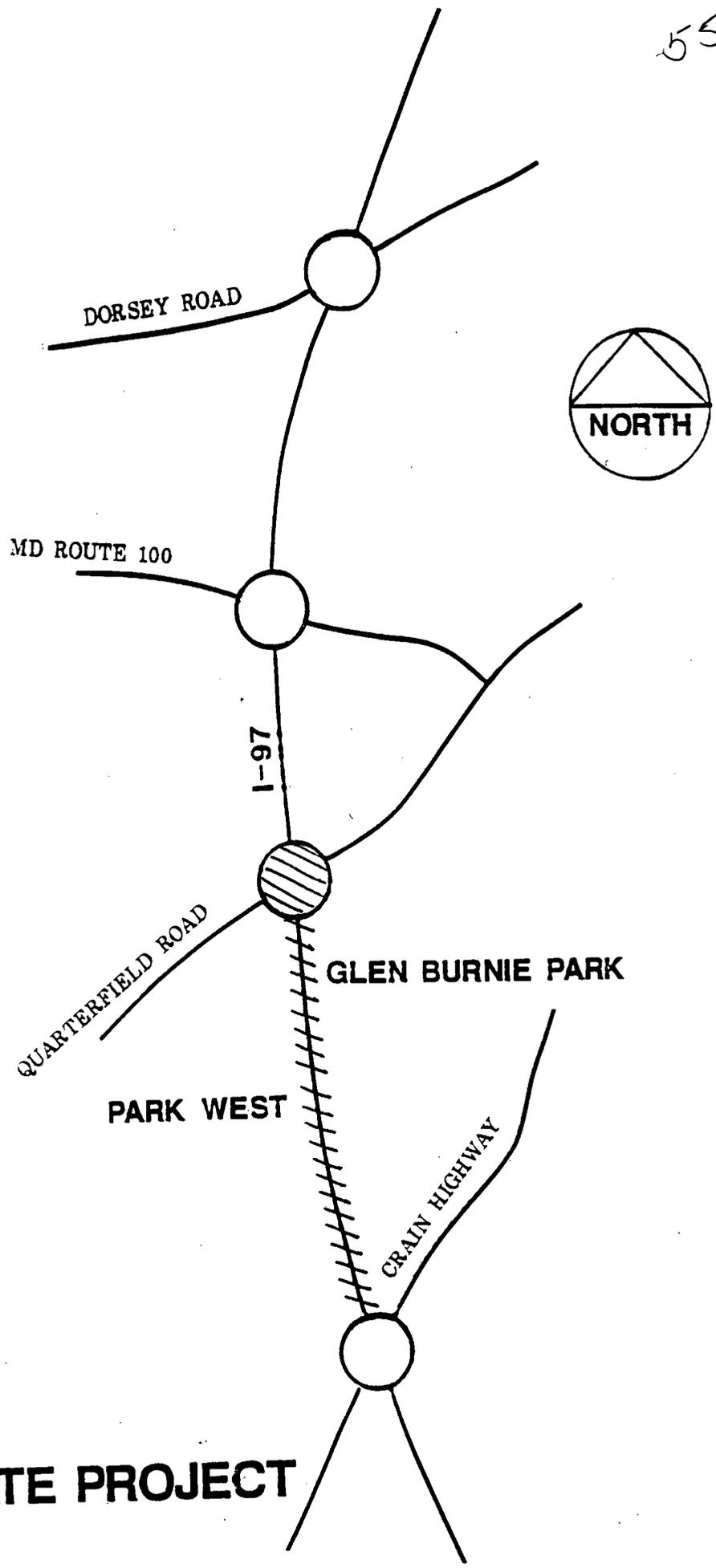
HK/eh

Attachments

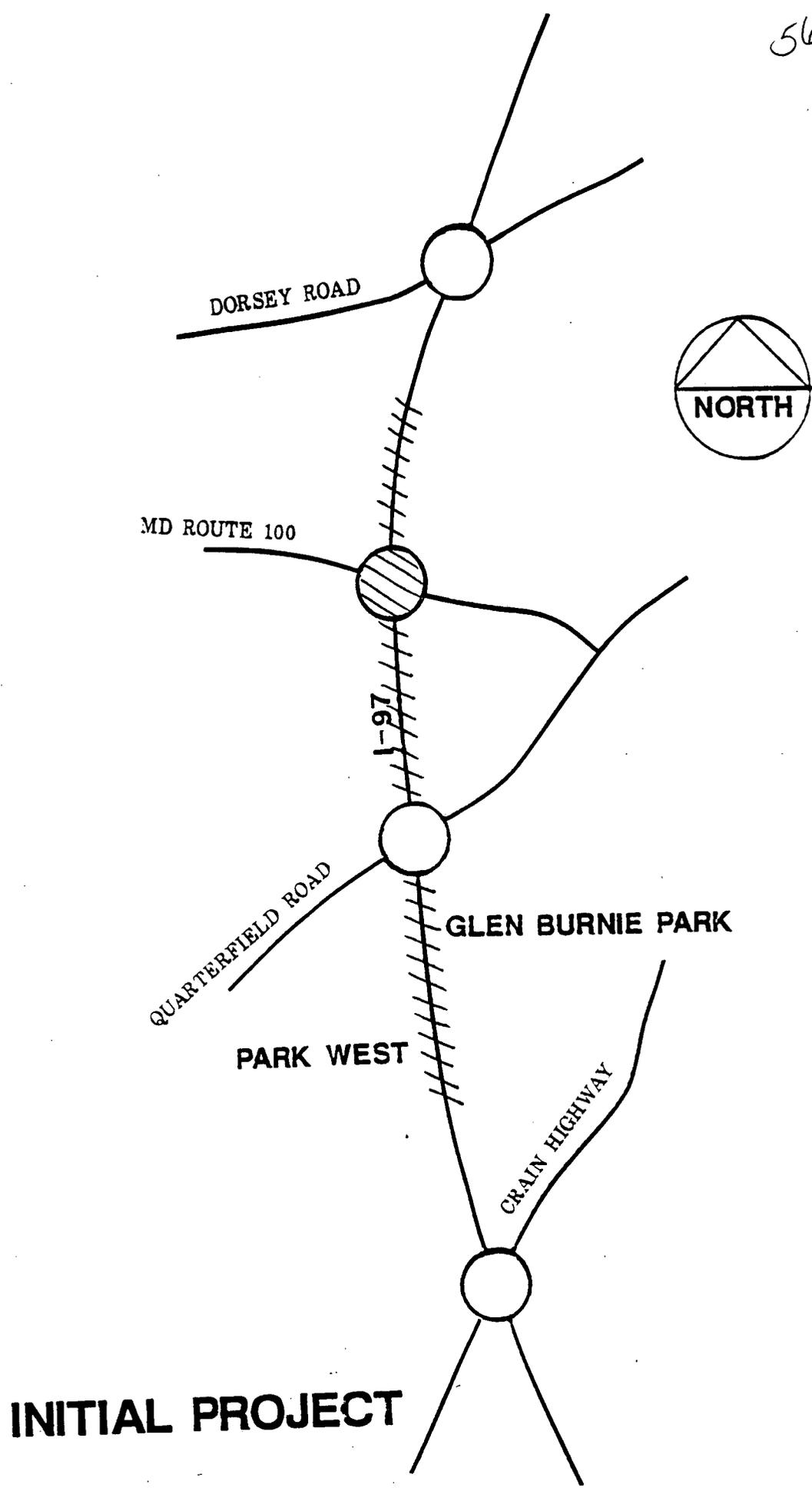
cc: Mr. Edward H. Meehan
Mr. Charles B. Adams
Mr. Edward A. Schatz

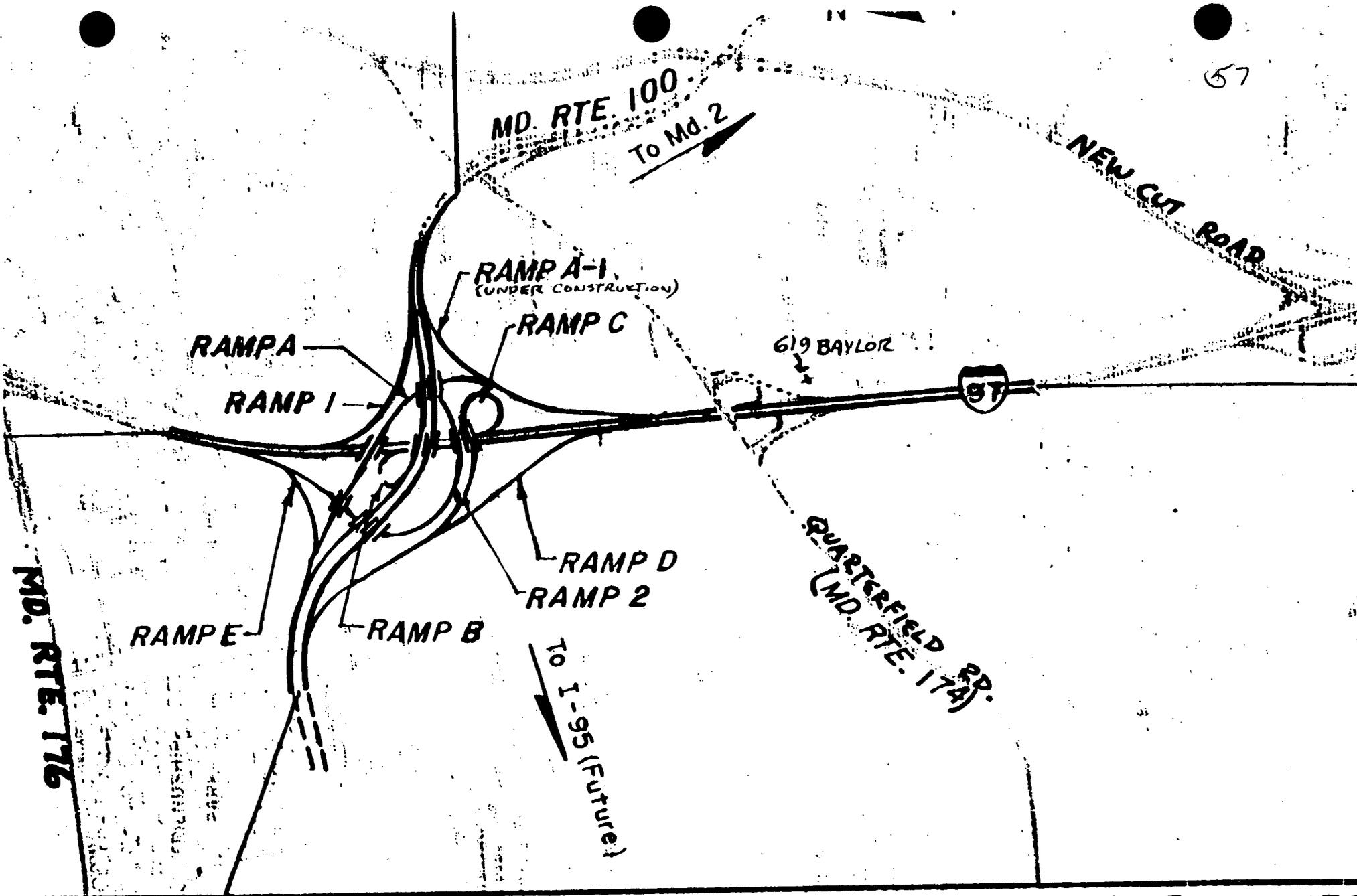
P.S. Even Phase one might be delayed due to our current funding crisis.

55



ULTIMATE PROJECT



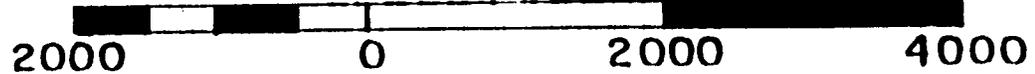


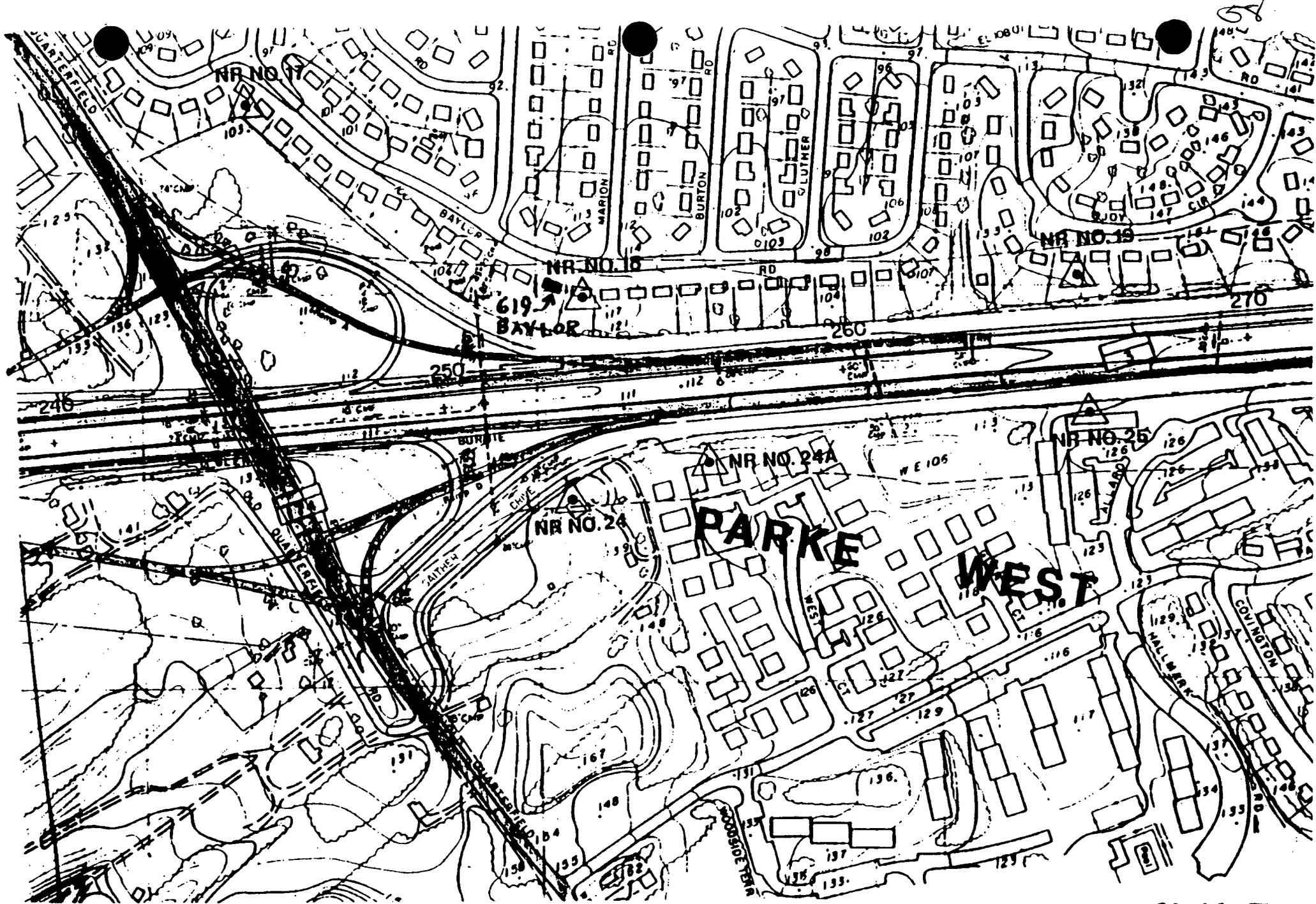
OF WORK
 0
 07+97.00

LOCATION MAP

INITIAL CONSTRUCTION PROJECT
 I-97 - SOUTH OF MD 174
 TO SOUTH OF MD 176
 (CURRENTLY FUNDED FOR CONSTRUCTION)

SCALE 1" = 2000'





ULTIMATE CONSTRUCTION PROJECT

I-97 INTERCHANGE AT QUARTERFIELD ROAD
(NOT CURRENTLY FUNDED FOR CONSTRUCTION)



**Maryland Department of Transportation
State Highway Administration**

59

O. James Lighthizer
Secretary
Hal Kassoff
Administrator

February 12, 1991

Ms. Betty Harrigan
7 Tenbury Road
Lutherville, Maryland 21093

Dear Ms. Harrigan:

Thank you for your recent letter concerning noise barriers for your community adjacent to I-695.

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 your area 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.

Your observations about the environmental conditions and safety problems are valid, and noise barriers can help to improve these situations. However, these issues are not the basis for placement of noise barriers.

I regret that I cannot offer a more immediate solution to you, but hope that I have adequately explained the situation. If you have any questions, please feel free to contact me.

Sincerely,

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

Charles B. Adams, Chief
Landscape Architecture Division

CBA/db

My telephone number is _____



**Maryland Department of Transportation
State Highway Administration**

February 20, 1991

60
O. James Lighthizer
Secretary
Hal Kassoff
Administrator

Mr. David C. Hockenbrought
6918 Pickett Drive
Morningside, Maryland 20746

I am writing to report to you the results of our recent noise monitoring tests at your residence 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:

- traffic 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 know, aircraft noise is a significant part of the overall environment in your area. The data we collected was analyzed to determine how much the overall noise levels were affected by aircraft flyovers.

As you can see on the attached chart, takeoffs and landings were noted between the hours of 8 a.m. and 9 p.m., contributing from 1.5 to almost 5 decibels (dBA) to the overall noise levels during this period. The amount of influence was dependent largely upon the number of occurrences during any given hour. If we subtract the flyover noise from the actual traffic noise, it is apparent that the traffic noise level at your residence does not exceed the 67 decibel requirement.

Because the noise levels do not exceed the 67 decibel impact threshold at your residence, based solely on traffic noise, this area does not meet our eligibility criteria for noise abatement consideration.

My telephone number is _____

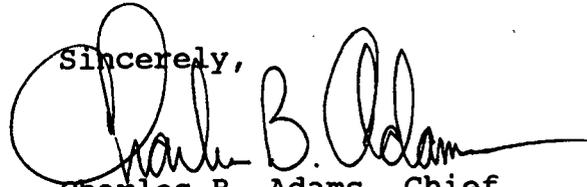
Teletypewriter for Impaired Hearing or Speech
383-7555 Baltimore Metro - 565-0451 D.C. Metro - 1-800-492-5062 Statewide Toll Free
707 North Calvert St., Baltimore, Maryland 21203-0717

Mr. David C. Hockenbrought
Page two

Regarding your perception of the noisiest periods (4-6 p.m. and 1-3 a.m.), our study did not show higher levels during those periods. However, we do recognize that rush hour periods can be unpredictable in terms of traffic flow. For example, backups will cause noise levels to drop. In addition, during the nighttime sleeping hours any noise will appear more intrusive, even though the actual noise level may not be at its greatest.

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

Sincerely,



Charles B. Adams, Chief
Landscape Architecture Division

CBA/db
Attachment



**Maryland Department of Transportation
State Highway Administration**

62
O. James Lighthizer
Secretary
Hal Kassoff
Administrator

February 12, 1991

Ms. Ann M. Horner
217 Meadowvale Road
Lutherville, Maryland 21093

Dear Ms. Horner:

Thank you for your recent letter concerning noise barriers for your community adjacent to I-695.

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 your area 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, but hope that I have adequately explained the situation. If you have any questions, please feel free to contact me.

Sincerely,

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

Charles B. Adams, Chief
Landscape Architecture Division

CBA/db

My telephone number is _____

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



Maryland Department of Transportation
State Highway Administration

noise
63

O. James Lighthizer
Secretary
Hal Kassoff
Administrator

March 11, 1991

Mr. Norman S. Hovermale
7106 Johnnycake Road
Baltimore, Maryland 21207

Dear Mr. Hovermale:

Thank you for your recent letter which was forwarded to me from our Office of Planning.

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 your community post-dates the construction of the highway, it is not eligible for noise abatement under our policy. It is unfortunate that you were advised that walls would be constructed after completion of your development, because it is simply not true.

I regret that I am unable to offer a more positive response to your inquiry or provide further guidance in this matter.

Sincerely,

Charles B. Adams, Chief
Landscape Architecture Division

CBA/db

cc: Mr. Louis H. Ege, Jr.

My telephone number is _____



**Maryland Department of Transportation
State Highway Administration**

cat

O. James Lighthizer
Secretary
Hal Kassoff
Administrator

February 12, 1991

Mr. and Mrs. Bill Hoyt
27 Tenbury Road
Lutherville, Maryland 21093

Dear Mr. and Mrs. Hoyt:

Thank you for your recent letter concerning noise barriers for your community adjacent to I-695.

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 your area 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, but hope that I have adequately explained the situation. Please feel free to contact me if you have any questions.

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 _____

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



Maryland Department of Transportation
State Highway Administration

65
O. James Lighthizer
Secretary
Hal Kassoff
Administrator

May 6, 1991

Mr. Curtis Hubbard
540 East Indian Spring Drive
Silver Spring, Maryland 20901

Dear Mr. Hubbard:

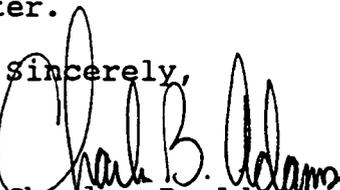
I am writing to report to you the results of our noise barrier studies for your residence adjacent to the Capital Beltway (I-495).

The studies measured the current noise level at your residence, and compared it with the design prediction to determine the amount of noise reduction being provided by the barrier. In addition, the top elevations of the wall as built were examined and compared with the contract plans to ensure that the height of the wall is as designed.

Noise measurements were conducted in your backyard, including a 24 hour test. It was determined that your residence is receiving a six decibel reduction in noise compared with what you would experience without the noise barrier. This is exactly the noise reduction goal predicted in the design studies. Since noise is measured on a logarithmic scale, six decibels is quite significant.

A review of the design profile of the noise barrier was conducted and compared to the contract plans. Also, field surveys were conducted to determine if the elevations along the top of the wall in the vicinity of your residence are consistent with the contract plans. The results indicate that the top elevation of the wall, as built, is equal to or exceeds the elevation called for in the contract plans.

I trust this information adequately addresses your concerns. If you wish to discuss this further, please feel free to contact Mr. Kenneth D. Polcak, of my staff at (301) 333-8072. Thank you for your patience in this matter.

Sincerely,

Charles B. Adams, Chief
Landscape Architecture Division

CBA/kp

cc: Ken Polcak

My telephone number is _____

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



Maryland Department of Transportation
State Highway Administration

666
O. James Lighthizer
Secretary
Hal Kassoff
Administrator

September 27, 1991

Ms. Mary E. Hunt
707-C Newtowne Drive
Annapolis MD 21401

Dear Ms. Hunt:

I am writing to report the results of our latest noise monitoring study conducted for the Asbury Broadneck United Methodist Church, adjacent to US 50 and the Cape Saint Claire interchange.

The study consisted of noise level measurements conducted during both the weekday non-peak (mid-morning and mid-afternoon) and the summer weekend peak traffic periods. It was reported that the noise was highest during the summer weekend period (Friday evening to late Saturday morning) and in the evenings. Exhibit 1 summarizes the data collected during all the test periods. As you can see, the highest levels were actually found during the mid morning weekday period, but all were below the 67 decibel (dBA) impact threshold.

Exhibit 2 shows a graphic display of the hourly noise levels for the weekend beach traffic peak. The results showed no trend toward increased levels during this period, and the level during this period was also below the impact threshold.

In examining this data, we recognize that variations in traffic conditions (numbers and types of vehicles and travel speeds) will occur, resulting in corresponding changes in the noise level. This can be seen in the study results. We have also noted in many previous studies that peak traffic conditions may not always produce the highest noise levels. If, for example, the volume of traffic is great enough, travel speeds will fluctuate or decrease dramatically, resulting in lower noise levels. Also, large trucks often tend to avoid peak travel periods, which will also serve to decrease the overall level of noise emanating from the highway.

A comparison of these results with the original environmental study for the Cape St. Claire interchange shows the degree of impact to be similar.

My telephone number is _____

Ms. Mary E. Hunt
Page Two
September 27, 1991

67

If you have any questions concerning this report, please feel free to contact Mr. Charles B. Adams at (301) 333-8063. Mr. Adams and his staff will be happy to discuss the results with you.

Sincerely,



Hal Kassoff
Administrator

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



68
MAR 21 1991

Ms. Mary E. Hunt
707-C Newtown Drive
Annapolis, Maryland 21401

Dear Ms. Hunt:

I am writing to inform you of the status of the noise impact study for the Asbury Broadneck United Methodist Church adjacent to US 50 and the Cape Saint Claire interchange.

The highway construction in this area is now expected to be completed by mid-summer. At that time, we will follow up with noise studies for the church, which will require about two months to complete. These studies will coincide with summer beach traffic, which has been observed by the church pastor to be the source of the highest noise level. When the studies are complete, we will furnish you with the results.

You may expect to hear from us by the end of summer. I should point out that while we are pleased to be able to conduct these studies, severe restrictions on funding have made it impossible to pursue any new commitments for noise mitigation projects. If you have any questions in the meantime, please don't hesitate to contact Mr. Charles B. Adams, at (301) 333-8063.

Thank you again for your patience in this matter.

Sincerely,
ORIGINAL SIGNED BY
HAL KASSOFF
ADMINISTRATOR
Hal Kassoff
Administrator

HK/eh

cc: 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

William Donald Schaefer
Governor

O. James Lighthizer
Secretary

Stephen G. Zentz
Deputy Secretary

69

August 5, 1991

Mr. Thomas C. Iacoboni
2203 Fox Hunt Lane
Lutherville MD 21093

Dear Mr. Iacoboni:

I am writing you in response to your recent letters to me, Senator Paul Sarbanes and Senator Barbara Mikulski concerning noise abatement on I-695 in the vicinity of the Heatherfield and Seminary Ridge communities. Senator Mikulski forwarded your letter to Governor William Donald Schaefer who asked me to thank you for your letter and respond on his behalf. Senator Sarbanes forwarded your letter to me and asked me to respond on his behalf.

Noise abatement is considered along existing highways where noise levels exceed the impact threshold of 67 decibels, which is the case in your area. There are several other criteria, all of which must be met before noise abatement can become a reality. One of these criteria requires that the majority of the impacted residences must have predated the highway. Unfortunately in your area this is not the case.

A decision on providing noise abatement measures, should further expansion of I-695 occur, has not been made. Studies are ongoing and include the evaluation of noise abatement. The Heatherfield and Seminary Ridge communities will be given full consideration. However at this time, the further expansion of I-695 is not funded for construction.

Thank you for taking the time to bring your concerns to our attention.

Sincerely,


O. James Lighthizer
Secretary

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

bcc: Mr. Robert Douglass
Mr. Charles R. Harrison
Mr. Hal Kassoff
Mr. Eugene J. Miller, Jr. ✓
Mr. Charles R. Olsen
Mr. Neil Pedersen

Dictated by: C. Adams, SHA-LAD X-8063

Mr. Thomas Iacoboni:
2203 Fox Hunt Lane
Lutherville, Maryland 21093

71
DRAFT

Dear Mr. Iacoboni:

Thank you for your recent letter concerning traffic noise impacts from the Baltimore Beltway at your residence in Lutherville.

First, let me say that I truly share your concern about the noise you experience. I have personally visited many areas adjacent to our interstates. The question is what can be done about it.

The State Highway Administration developed a policy to address the problem in a fair and equitable manner. The criteria which have been established prioritize relief to those homes which pre-existed the highway; where noise levels exceed the impact threshold; and where costs are reasonable. All of this presupposes that funds are available to do the job.

When your community was studied several years ago, it was determined that most of the homes impacted above the noise threshold were built after the construction of the Beltway. Conversely, the majority of homes which preceded the Beltway were not impacted above the 67 decibel level. Thus, the area does not meet the requirements established for noise barriers.

When the Federal Highway Administration allowed federal funds to be used for noise barriers on existing highways, it did not make it mandatory. In fact, most states have no retrofit noise abatement program at all. Maryland opted to try to provide protection where certain conditions were met and where residents were truly the victim of the highway construction. Unfortunately, it is financially impossible to provide noise protection for all the areas that are noise impacted.

You raised the question of an outer beltway. I am not convinced that this would have solved the noise problem in your area. The growth of this region is such that traffic with its resultant noise impacts would continue to increase year by year.

Your suggestion that tax relief through lower assessments and property taxes seems to have merit. If it can be determined that property values are diminished because a house is closer to the highway, then why not? This is an issue for the counties to address since it is their responsibility to implement and govern.

If and when the Beltway is widened, noise barriers will be considered. While I can't promise a noise barrier for every community, those that meet the established criteria will be considered, if funds are available. Given the current financial situation, widening, if any, is a long way away.

Mr. Thomas Iacoboni:
Page two

The bottom line is that we just don't have the monetary resources to do all that requires our attention. This is especially true in the area of highway noise abatement. I have been looking at and will continue to explore this issue to see what other strategies we might use to remedy this situation. In the meantime, I regret that I cannot offer a more positive response to your inquiry.

Sincerely,

Governor

73

7/8/91

Mr. Thomas C. Iacoboni
2203 Fox Hunt Lane
Lutherville MD 21093

Dear Mr. Iacoboni:

Thank you for your recent letter concerning your request for sound barriers along I-695 in the vicinity of your residence.

When I wrote to you last in 1987, I indicated the communities in your area failed to meet at least two of the criteria necessary to be eligible for noise barriers. A majority of homes did not meet or exceed the noise level threshold of 67 decibels and a majority of residences in this area were constructed after the beltway.

Since that time, the situation regarding our noise abatement program has grown progressively worse. The current financial crisis has brought progress on those projects already in our program to a standstill. We cannot even consider reevaluating additional areas for noise abatement measures until the present program has been completed, which will take many more years.

Future beltway widening is also in jeopardy. At the present time, there are no funds to do this work. If and when the beltway is widened, noise barriers will be considered for those communities that meet the established criteria. Given the present financial situation, widening is a long way off.

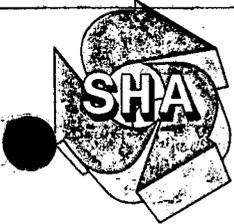
I appreciate your frustration and concern in this matter, but I hope you can understand our situation. I regret that I cannot offer you a more positive response.

Sincerely,
ORIGINAL SIGNED BY
HAL KASSOFF
ADMINISTRATOR

Hal Kassoff
Administrator

bcc: Charles Adams
Robert Douglas
Eugene Miller, Jr.
Charles Olsen

74



**Maryland Department of Transportation
State Highway Administration**

O. James Lighthizer
Secretary
Hal Kassoff
Administrator

June 4, 1991

Ms. Edith Isenstadt
8914 Blade Green Lane
Columbia, Maryland 21045

Dear Ms. Isenstadt:

As we discussed by telephone, I have enclosed a copy of the noise analysis performed for the Wayside Inn adjacent to U.S.29 and Old Columbia Road. In addition, I have included relevant information from the noise impacts section of the environmental document generated for the proposed Md.103 interchange at U.S.29. Data for Alternate 7 applies to the current design proposal.

If you have any questions on the noise analysis, please feel free to contact me at 333-8072. Questions regarding details of the proposed highway project should be directed to the project engineer, Eric Eckhardt who referred you to me. He may be reached at 333-3911.

Sincerely:

Kenneth D. Polcak
Noise Abatement Design
and Analysis Section

Enclosures

cc: Mr. Eric Eckhardt
Mr. Eugene J. Miller, Jr. ✓

My telephone number is _____



Maryland Department of Transportation
State Highway Administration

75

O. James Lighthizer
Secretary
Hal Kassoff
Administrator

October 9, 1991

M.A. Jansa, M.D., P.A.
7726 Finns Lane
Lanham, MD 20784

Dear Dr. Jansa:

Thank you for your recent letter concerning noise barriers for your community adjacent to US 50 in the vicinity of Parkwood Street.

As background on this matter, we looked at the Landover Hills area on several occasions, including during the design process for the new MD 410/US 50 interchange. The area of the community along the ramp from MD 410 to US 50 southbound did not meet our criteria for noise barriers. We then studied the area to see if it might qualify under the retrofit component of the noise abatement program. While it may meet some or all of our prior noise abatement criteria, funding is not available.

As a result of our recent severe financial problems, we have virtually halted noise barrier construction while we take a hard look at the program's future. Currently, we are not adding any new barriers to the program. It is simply not realistic from a financial point of view to assume that we can continue to provide noise abatement for all communities that would like barriers and are impacted.

At a recent meeting with community representatives, we offered to construct high privacy fencing in the area adjacent to the new ramp, as an immediate solution. If funds were to become available in the future for noise abatement, we would reconsider the community's request in light of criteria at that time. This offer was not accepted by the community. A counter proposal was made to construct a combination sound barrier/privacy fence along the length of the community bordering US 50. We are evaluating this proposal.

I hope this information clarifies the status of the noise barrier issue for your community.

Sincerely,

Charles B. Adams, Chief
Landscape Architecture Division

My telephone number is _____

bcc: Mr. Eugene J. Miller, Jr.
Mr. Creston J. Mills - District 3



**Maryland Department of Transportation
State Highway Administration**

77
O. James Lighthizer
Secretary
Hal Kassoff
Administrator

November 1, 1991

Ms. Gail Kahn
15 Marcie Woods Court
Pikesville MD 21208

Dear Ms. Kahn:

I am writing to report to you the results of our recent noise measurement study for the Marcie Woods community adjacent to I-695.

At your request, a 24-hour measurement was taken at 20 Marcie Woods Court, which is the closest residence to the Beltway. This was done to supplement previous noise level tests performed at the adjacent community (Red Barn Court) as part of the Environmental Impact Statement (EIS) for the I-695 studies.

Noise levels measured in the backyard ranged from 63 to 70 decibels (dBA). This is indicated on Exhibit 1. A comparative test of the noise levels on the rear deck (10 feet above ground level) and at ground level, showed that the noise is approximately 1.5 dBA higher on the deck. This is typical since sound waves traveling higher above the ground are less affected through scattering or absorption by ground cover such as grass and shrubs. Exhibit 2 shows the relative location of the microphones used for the study.

Although the noise levels exceed the State's impact threshold of 67 decibels, the relatively recent construction of the homes (i.e. well after the beltway was built) excludes this area from consideration of noise barriers under our retrofit program. When, and if, final design for the widening of the Beltway occurs, your area will be evaluated once more in regard to noise abatement.

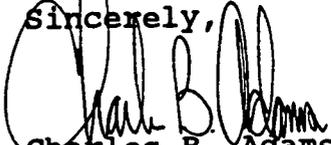
My telephone number is _____

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

78
Ms. Gail Kahn
Page two

I regret that I am unable to provide a more positive response, but I hope you understand our position as it relates to your community. If you wish to discuss this matter further, please do not hesitate to contact Mr. Kenneth D. Polcak, of my staff, at 333-8072.

Sincerely,



Charles B. Adams, Chief
Landscape Architecture Division

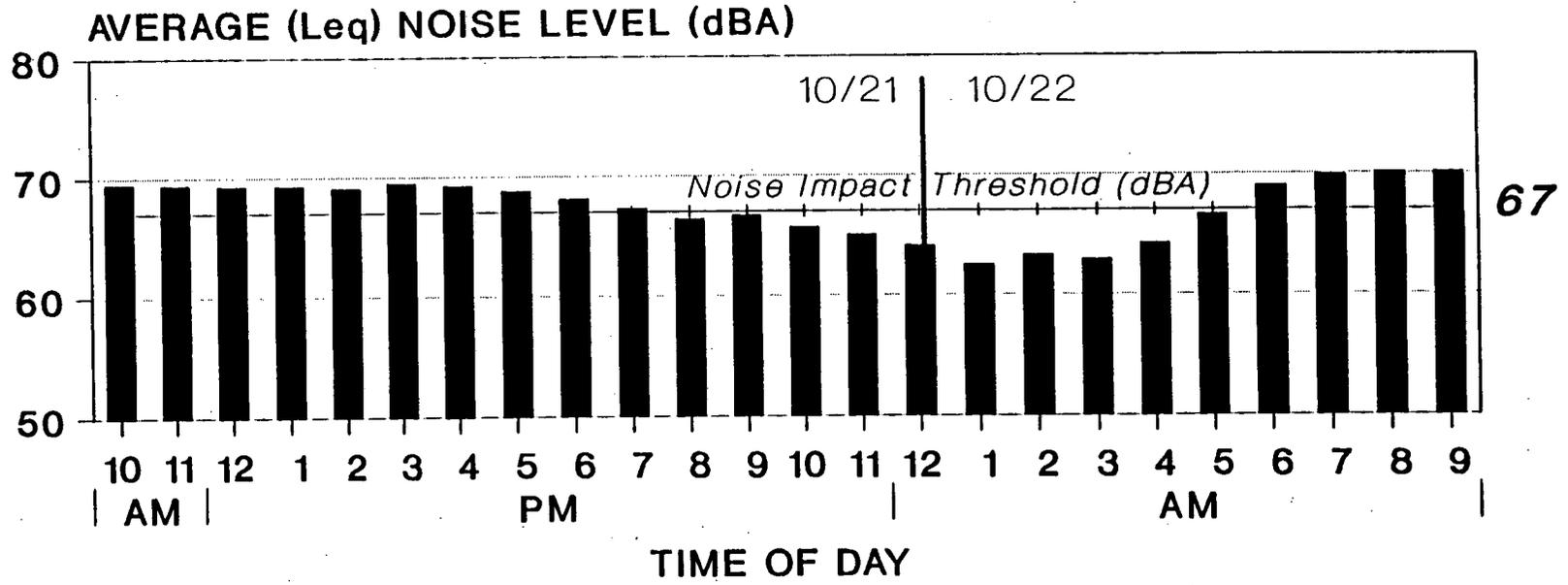
Attachment

cc: Mr. Stefan Luger, w/attachment
Mr. Charles R. Harrison
Mr. Louis H. Ege, Jr.
Mr. Kenneth D. Polcak

79

24-HOUR NOISE MEASUREMENT

I-695 (Baltimore Beltway)
#20 Marcie Woods Court

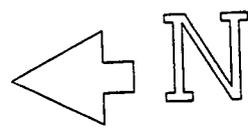
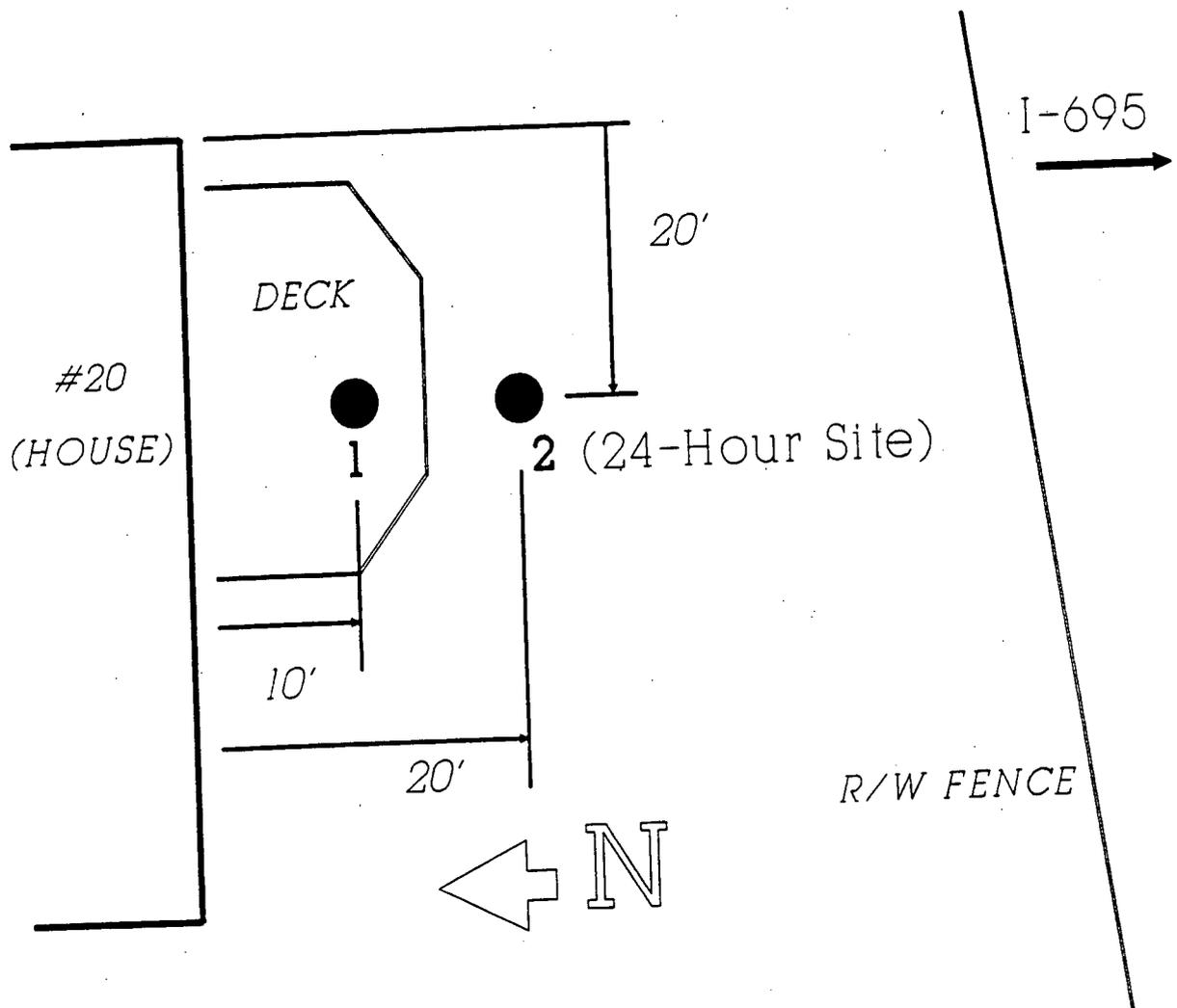


HOURLY NOISE LEVEL
■ 20' FROM HOUSE

Backyard area, Luger Residence
Monday morning to Tuesday morning
October, 1991

EXHIBIT 1

EXHIBIT 2 NOISE MEASUREMENT SITE LOCATIONS I-695 (BALTIMORE BELTWAY)



(Not to Scale)

Marcie Woods Community
#20 Marcie Woods Court

October, 1991



Maryland Department of Transportation

The Secretary's Office

William Donald Schaefer
Governor

O. James Lighthizer
Secretary

Stephen G. Zentz
Deputy Secretary

81

October 24, 1991

Ms. Terri Kerns
Board of Directors
Bellemeade Citizens Association
4307 73rd Avenue
Bellemeade MD 20784-2209

Muse

Dear Ms. Kerns:

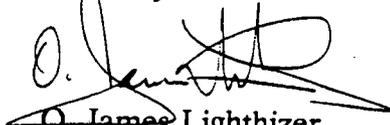
Thank you for your recent letter regarding the State Highway Administration's Noise Abatement Program and the area of US 50 adjacent to Enterprise Estates.

I understand State Highway Administrator Hal Kassoff recently sent you a letter regarding the Noise Abatement Program, along with the material you requested. In addition, I have learned that County Executive Parris Glendening contacted SHA's District Engineer Cres Mills, on your behalf, and Mr. Mills responded to Mr. Glendening directly about the Enterprise Estates issue.

The situation at Enterprise Estates, where truckers intrude on private property, is one that occasionally happens and is difficult to address. The chain link fence is meant to keep children and pets from wandering onto the highway and is generally sufficient to discourage access to property adjacent to the highway.

I understand that the problem at Enterprise Estates involved a few truckers who may have, on occasion, parked illegally by the roadside. I am pleased to let you know State Highway Administration staff will be installing signs on the fence, if they have not already done so, saying "No Standing" and "No Stopping." They have also asked the state police to monitor the situation, as will their project people. This should help address the community's concerns.

Sincerely,


O. James Lighthizer
Secretary

cc: Mr. Charlie Adams
Mr. Cres Mills

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**

O. James Lighthizer
Secretary
Hal Kassoff
Administrator

October 10, 1991

Ms. Terry Kerns
Board of Directors
Bellemeade Citizens Association
4307 73rd Avenue
Bellemeade MD 20784-2209

Dear Ms. Kerns:

This is in response to your request, through Linda Singer of my staff, for a list of noise barrier projects. The enclosed list shows barriers completed, those on hold, and the one barrier currently under construction.

The Bellemeade area is among a dozen sites which are potential candidates, but to which we have not been previously committed.

If you have any questions about the list, please do not hesitate to contact Charlie Adams, chief of our landscape architecture division. He may be reached at (301) 333-8064.

Sincerely,

Hal Kassoff
Administrator

Enclosure

cc: Mr. Charles Adams
Ms. Linda Singer
Mr. Jeff Stone

*P.S. Just to clarify,
this list is
for those barriers
which were
previously committed.
Nine of these are
not funded - cost of
roughly \$ 30 million.
JK.*

My telephone number is _____

83

TYPE II NOISE ABATEMENT PROJECT STATUS

DATE: SEPTEMBER, 1991

PROJ NO	CONTRACT NO.	PROJECT DESCRIPTION	STATUS:	
01	M-512-188-372	I-495 GEORGIA AVENUE (WBR)	COMPLETED	
02	B 635-376-424	I-695 LIBERTY ROAD TO MILLFORD MILL RD	COMPLETED	
03	P 633-501-324	I-95 NEW CARROLLTON	COMPLETED	
04	B 469-501-424	I-695 FREDERICK ROAD	COMPLETED	
05	B 569-501-424	I-695 PERRING PKWY TO HARFORD ROAD	COMPLETED	
06	B 633-501-424	I-695 WINDSOR MILL RD TO LIBERTY ROAD	COMPLETED	
07	M 487-501-324	I-495 GEORGIA AVENUE (EBR)	COMPLETED	
08	P 823-501-324	I-95 AT MD ROUTE 5	COMPLETED	
09	B 805-501-424	I-695 INGLESIDE TO S. OF EDMONDSON AV	COMPLETED	
10	B 804-501-424	I-695 PROVIDENCE ROAD to DULANEY	COMPLETED	THIS PROJECT WAS LET AS TWO CONTRACTS DUE TO FUNDING SHORTFALL AT TIME OF FIRST BID
	B 882-501-424	I-695 HAMPTON/ CONCORDIA DRIVE	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)	NOT FUNDED;	DESIGN COMPLETE; ORIGINAL DELAY DUE TO BELTWAY WIDENING CONSIDERATIONS; ESTIMATED COST TO CONSTRUCT: \$4,700,000

84

TYPE II NOISE ABATEMENT PROJECT STATUS

DATE: SEPTEMBER, 1991

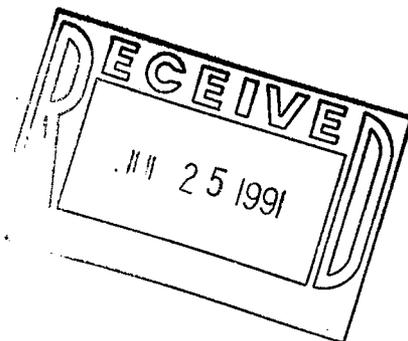
PROJ NO	CONTRACT NO.	PROJECT DESCRIPTION	STATUS:
14	B 451-501-424	I-83 AT TIMONIUM ROAD	COMPLETED
15/ 17	AW 991-501-324	I-495 MD RTE 193/ RIGGS ROAD (MD 212)	COMPLETED; THESE TWO PROJECTS WERE COMBINED FOR TRAFFIC CONTROL & TO SAVE SOME \$
16	AA 407-501-524	I-695 AT B/W PKWY HAMMONDS FERRY	COMPLETED
18	B 837-501-424	I-695 YORK ROAD/ DULANEY VALLEY RD	NOT FUNDED; DESIGN ON HOLD ESTIMATED COST TO CONSTRUCT: \$2,300,000
19	B 849-501-424	I-83/I-695 THORNTON/SEMINARY	NOT FUNDED; DESIGN ON HOLD ESTIMATED COST TO CONSTRUCT: \$4,700,000
20	B 850-501-424	I-695 CHARLES ST/ YORK ROAD	NOT FUNDED; DESIGN ON HOLD ESTIMATED COST TO CONSTRUCT: \$4,200,000
21	B 851-501-424	I-695 U.S. RTE 40/ INTERSTATE RTE 70	NOT FUNDED; ESTIMATED COST TO CONSTRUCT: \$4,600,000
22	P - -	I-95 B/W PARKWAY/ GOODLUCK ROAD	NOT FUNDED; ESTIMATED COST TO CONSTRUCT: \$2,000,000
23	HO 694-501-724	I-95 SOUTH OF MONTGOMERY ROAD	UNDER CONSTRUCTION; 1/3 FUNDING CONTRIBUTION BY HOWARD COUNTY; TIMBERVIEW AREA
24	P - -	I-95 MD RTE 198/ BROOKLYN BRIDGE RD.	NOT FUNDED; LAUREL AREA ESTIMATED COST TO CONSTRUCT: \$2,000,000
25	B - -	I-95 BALT CITY LINE/ S. OF HAZELWOOD AVE.	NOT FUNDED; ESTIMATED COST TO CONSTRUCT: \$1,500,000
26	B - -	I-95 N. OF S.W. BLVD/ METRO BLVD. (MD 166)	NOT FUNDED; ESTIMATED COST TO CONSTRUCT: \$5,000,000



**Maryland Department of Transportation
State Highway Administration**

A small, handwritten signature or initials in the top right corner of the page.

O. James Lighthizer
Secretary
Hal Kassoff
Administrator



July 24, 1991

Mrs. Terry Kerns
Board of Directors
Bellemread Citizens Association
4307 73rd Avenue
Belleuread, Maryland 21203-0717

Dear Mrs. Kerns:

As we discussed by telephone, attached is a print of the location map from the highway construction drawings indicating new construction at the US 50/MD 410 interchange. I hope that this will be sufficient for your use.

Mr. Adams will be contacting you next week concerning the noise information you requested.

Sincerely,

A handwritten signature in cursive script that reads 'William N. Kuhl'.

William N. Kuhl
Assistant Chief
Landscaping Architecture Division

Attachment

cc: Mr. Charles B. Adams

CBA/WNK/rlb

My telephone number is _____

DRAFT

86

Ms. Terry Kerns
Board of Directors
Bellemeade Citizens Association
4307 73rd Avenue
Bellemeade MD 20784-2209

Dear Ms. Kerns:

Thank you for your recent letter which was forwarded to me from Lieutenant Governor Melvin Steinberg regarding noise barriers for the Bellemeade area adjacent to U.S.50 and Md.410. Lieutenant Governor Steinberg asked me to reply directly to you in this matter.

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

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

In addition to the above requirements, when there is new construction or reconstruction of the highway, the following criteria apply:

- a majority of the impacted residences must have been constructed prior to the approval of final environmental document.
- there must be a significant impact on the adjacent properties due to the highway improvement.

Where no improvement to the highway takes place, a majority of the impacted residences must have preceded the original highway construction.

When the MD 410 interchange was planned, studies were performed to ascertain what the noise impacts would be on the Bellemeade community. It was determined that increases in noise levels would not be significantly greater than would occur without this improvement. However, since the new ramps brought the traffic closer to the residences, analysis of a noise barrier was

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Mr. Terry Kerns
August 1, 1991
Page two

conducted. It was determined that the cost of the a noise barrier to protect those residences impacted by the MD 410 construction did not meet the cost per residence criterion.

We subsequently performed a study for the entire community to determine if it met the warrants for noise abatement under the retrofit element of the program. Our findings indicate that the noise level and date of construction criteria are met, and that the reasonable cost may be within the range of the policy requirements. The actual cost of a noise barrier cannot accurately be determined until actual preliminary design is performed. This work is not undertaken for any project until funding is available.

As you are aware, the State is in serious financial difficulty. Due to this fact, the entire noise abatement program is being reevaluated. It is just impossible at this time to predict what the results of this reevaluation might be. We cannot make any new commitments for noise abatement given this situation.

Now let me address the other projects referenced in your letter. The analysis for the apartment complex adjacent to the new MD 410 extended indicated an increase in noise levels (over 20 decibels) over the pre-highway levels. This constitutes a substantial impact. In addition, a noise barrier could be limit within the cost per residence guidelines.

The noise barriers on US 50 at Bowie and Carsondale also met all of the criteria for noise barriers including noise levels, date of construction and reasonable cost.

It is not our intent to discriminate in any way regarding the placement of noise barriers. We apply the facts in each situation against the criteria of our policy.

I trust this information clearly outlines the situation regarding the Bellemeade community. If you require additional information or clarification, please don't hesitate to contact Mr. Charles B. Adams, Chief of our Landscape Architecture Division. Mr. Adams is responsible for the noise abatement program, and he is available to discuss this matter with you.

Sincerely,

Hal Kassoff
Administrator

bcc: Mr. Charles B. Adams
Mr. Robert D. Douglass
Mr. Charles R. Olsen
Mr. Eugene Miller, Jr.
Dictated by Gene Miller, SHA, X8072



**Maryland Department of Transportation
State Highway Administration**

89

O. James Lighthizer
Secretary
Hal Kassoff
Administrator

May 9, 1991

Mr. Vernon Kinnear
125 Ridgefield Road
Lutherville, Maryland 21093

Thank you for your recent letter concerning noise barriers for your community adjacent to I-695.

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 your area is in the design phase. Unfortunately, design of the project has been affected by our present revenue shortfall. We cannot predict when design will be completed or construction might proceed.

I regret that I cannot offer a more immediate solution to you, but hope that I have adequately explained the situation. If you have any questions, 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/db

My telephone number is _____



Maryland Department of Transportation
State Highway Administration

90
O. James Lighthizer
Secretary
Hal Kassoff
Administrator

April 29, 1991

Mr. Jeff Klose
Ms. Joanne Klose
213 Meadowvale Road
Lutherville, Maryland 21093

Dear Jeff and Joanne Klose:

Thank you for your recent letter concerning noise barriers for your community adjacent to I-695.

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 your area is in the design phase. Unfortunately, design of the project has been affected by our present revenue shortfall. We cannot predict when design will be completed or construction might proceed.

I regret that I cannot offer a more immediate solution to you, but hope that I have adequately explained the situation. If you have any questions, 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

My telephone number is _____

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

NU 22



Maryland Department of Transportation
State Highway Administration

91

O. James Lighthizer
Secretary
Hal Kassoff
Administrator

April 29, 1991

Mr. Walter G. Knapik, Sr.
1 Ridgefield Road
Lutherville, Maryland 21093

Dear Mr. Knapik:

Thank you for your recent letter concerning noise barriers for your community adjacent to I-695.

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 your area is in the design phase. Unfortunately, design of the project has been affected by our present revenue shortfall. We cannot predict when design will be completed or construction might proceed.

I regret that I cannot offer a more immediate solution to you, but hope that I have adequately explained the situation. If you have any questions, please feel free to contact me.

Sincerely,

Charles B. Adams, Chief
Landscape Architecture Division

CBA/db

My telephone number is _____



**Maryland Department of Transportation
State Highway Administration**

92
O. James Lighthizer
Secretary
Hal Kassoff
Administrator

February 12, 1991

Mr. and Mrs. William Kocher
33 Tenbury Road
Lutherville, Maryland 21093

Dear Mr. and Mrs. Kocher:

Thank you for your recent letter concerning noise barriers for your community adjacent to I-695.

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 your area 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, but hope that I have adequately explained the situation. If you have any questions, 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

My telephone number is _____

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



Maryland Department of Transportation
State Highway Administration

CB

O. James Lighthizer
Secretary
Hal Kassoff
Administrator

October 11, 1991

Mr. Roger Kranz
8225 Osage Lane
Potomac MD 20817

Dear Mr. Kranz:

I am responding to your recent telephone inquiry to Mr. Kenneth Polcak, of my staff, concerning the noise barrier analysis performed for your area.

The goal of any noise barrier project is to achieve a noise level reduction of 7 to 10 decibels at all houses impacted above the impact threshold of 67 decibels. Ten decibels is a 50 percent reduction in the average noise level. We generally achieve greater than 10 decibels at the most severely impacted homes and less than seven decibels at those least impacted in any project area. However, a five decibel reduction is considered the minimum acceptable.

It would require a barrier 1500 feet long with a height ranging from 18 to 23 feet to achieve a 7-9 decibel reduction at your location. The cost is estimated at \$830,250. If we add the three houses not yet identified as impacted to the 12 known impacted houses for a total of 15 houses, the amount still exceeds the reasonable cost criteria by over \$15,000.

The attached chart summarizes this information. If you have any questions concerning this report, please feel free to contact Mr. Polcak at (301) 333-8072, who will be happy to discuss it with you.

Sincerely,

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

Charles B. Adams, Chief
Landscape Architecture Division

Attachment

cc: Mr. Kenneth D. Polcak

My telephone number is _____

SUMMARY OF CRITERIA AND ELIGIBILITY
FOR NOISE ABATEMENT

I-495 (CAPITAL BELTWAY)
TOMLINSON AVENUE / OSAGE LANE
Inner Loop , East of Persimmon Tree Road

CRITERIA

ASSESSMENT
OF ELIGIBILITY

Date - majority of residences
must precede highway location
approval

Environmental document: 7/88
Residential development dates:
Tomlinson Ave.: '86-'89
Osage Lane: '87-'89

Noise Impact - noise levels
must meet or exceed 67
decibels (dBA) (SEE NOTE 1)

Projected noise levels:
67-72 dBA (SEE NOTE 2)
Impacted residences: 12-15

Feasibility - can effective
barrier be built?

Noise reduction: 7-9 dBA
Barrier dimensions:
Length: 1500'
Height: 18'-23'

Cost - may not exceed \$40,000
per impacted residence
receiving a minimum noise
reduction of 5 dBA

Barrier cost: \$ 830,250
(based on \$27/ft²)
Impacted/protected residences:
12-15
Cost/residence: \$ 55,350 -
\$ 69,200

NOTES

- 1 - According to the Maryland National-Capital Park and Planning Commission (MNCPPC), as part of the subdivision review process, an 8' high plywood wall was required to be built by the developer for noise abatement. The barrier is currently in place (as of July, 1991).
- 2 - Information on projected noise levels, required barrier height, and resultant noise reduction was taken from the Technical Noise Report for the I-495 improvements (State Contract M 355-101-372). The projected levels do not account for any noise reduction effects which may currently be realized from the 8' plywood wall built by the developer.



Maryland Department of Transportation
State Highway Administration

95

O. James Lighthizer
Secretary
Hal Kassoff
Administrator

September 18, 1991

Mr. Roger Kranz
918 Sixteenth Street, N.W.
Suite 500
Washington, D.C. 20006

Dear Mr. Kranz:

I am writing to inform you of the results of the re-analysis you requested concerning noise barrier feasibility for your community adjacent to I-495 at Tomlinson Avenue and Osage Lane.

We identified 12 residences experiencing noise levels above the impact threshold of 67 decibels which were built prior to the location approval date for the highway widening project. The estimated cost for a barrier to protect these residences would be \$830,250. This amounts to a cost of over \$69,000 per residence which far exceeds the \$40,000 per residence reasonable cost criterion under our policy. This area does not meet the criterion for reasonable cost and therefore is not eligible for consideration for noise abatement.

This analysis is consistent with the information developed during the development of the design for the expansion of I-495. The conclusion reached in the environmental analysis was that noise abatement was not feasible at this location due to excessive cost. This is also consistent with the discussions that the State Highway Administration had with the group Citizens Against Beltway Noise (CABN) which represented all of the communities along I-495 from Bradley Boulevard to the Potomac River.

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

Sincerely,

Charles B. Adams
Chief
Landscape Architecture Division

CBA/db

My telephone number is _____



**Maryland Department of Transportation
State Highway Administration**

96

O. James Lighthizer
Secretary
Hal Kassoff
Administrator

February 28, 1991

Mr. Roger Kranz
918 Sixteenth Street, N.W.
Suite 500
Washington, D.C. 20006

Dear Mr. Kranz:

I am writing to follow-up our recent telephone conversation about your request for a noise barrier feasibility study adjacent to your community.

Specifically, you were interested in the date when the State Highway Administration received Location/Design Approval for the improvements now under construction on I-495. This date was July 20, 1988. Additionally, you were interested in our noise abatement eligibility criteria. These criteria, all of which must be met, are as follows:

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

Our study will address each of these points as they relate to your community. It is anticipated that we will complete our work by the end of this August. I will contact you with the results. If you, have any questions, please do not hesitate to contact me.

Sincerely,

Charles B. Adams, Chief
Landscape Architecture Division

CBA/db

My telephone number is _____



**Maryland Department of Transportation
State Highway Administration**

97

O. James Lighthizer
Secretary
Hal Kassoff
Administrator

February 12, 1991

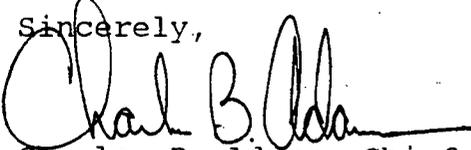
Mr. Robert J. Krehnbrink
119 Tenbury Road
Lutherville, MD 21093

Dear Mr. Krehnbrink:

Thank you for your recent letter concerning noise barriers for your community adjacent to I-695.

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 your area 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, but hope that I have adequately explained the situation. Please feel free to contact me if you have any questions.

Sincerely,


Charles B. Adams, Chief
Landscape Architecture Division

CBA/db

My telephone number is _____



**Maryland Department of Transportation
State Highway Administration**

af

O. James Lighthizer
Secretary
Hal Kassoff
Administrator

February 12, 1991

Mr. Calvin G. Lambert
3 Ridgefield Road
Lutherville, Maryland 21093

Dear Mr. Lambert:

Thank you for your recent letter concerning noise barriers for your community adjacent to I-695.

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 your area 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, but hope that I have adequately explained the situation. If you have any questions, 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

My telephone number is _____



**Maryland Department of Transportation
State Highway Administration**

Handwritten initials

99

O. James Lighthizer
Secretary
Hal Kassoff
Administrator

JUN 5 1991

Brian R. Land, Esquire
Kirkland & Ellis
655 15th Street, N.W.
Washington, D.C. 20005

Dear Mr. Land:

Thank you for your May 15th letter concerning the State Highway Administration's agreement with Citizens Against Beltway Noise regarding the designing and construction of noise barriers on I-495.

We certainly intend to honor our contractual obligations. However, as you are no doubt aware, the present fiscal crisis confronting the State of Maryland has forced us to delay or halt numerous important projects, including the design and construction of the noise barriers described in the agreement. So that we may be able to proceed with this and other projects, we are exploring every available alternative to locate additional monies. Please be assured that, as soon as the funds become available, we will resume the design and implement construction of the noise barriers.

Thank you for your patience as the State works through these trying financial times. If we can be of further assistance, or if any members of the CABN wish to discuss this matter further, please feel free to contact Charles Adams, the Chief of our Landscape Architecture Division or Douglas Silber, our Assistant Attorney General handling this matter. Mr. Adams may be reached at 333-8063.

Sincerely,

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

Hal Kassoff
Administrator

HK/t

cc: Mr. Charles Adams
Douglas N. Silber, Esq.

My telephone number is _____



**Maryland Department of Transportation
State Highway Administration**

O. James Lighthizer
Secretary
Hal Kassoff
Administrator

100

February 21, 1991

Mr. Willard D. Larkin
President, Lakeside Citizens' Association
4 Pinecrest Court
Greenbelt, Maryland 20770

Dear Mr. Larkin:

Thank you for your recent letter concerning noise in the Lakeside Drive and Boxwood Village communities in the vicinity of I-95 (Capital Beltway).

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

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

Due to the distance of these communities from the highway, it is unlikely that noise levels exceed the 67 decibel impact threshold. If, in fact, noise levels were found to be above 67 decibels, a noise barrier placed along the highway would have no perceivable effect on the noise you hear from such a distance. Generally, noise barriers are only effective for areas within 200-300 feet of the highway. The areas along Lakeside Drive are well beyond this range.

My telephone number is 333-1111

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

101

Mr. Willard D. Larkin
page 2

Please feel free to contact Mr. Charles B. Adams, Chief of the Landscape Architecture Division at (301) 333-8063. I know he will be pleased to explain the criteria in more detail and answer any particular questions you might have.

Sincerely,
ORIGINAL SIGNED BY
HAL KASSOFF
ADMINISTRATOR
Hal Kassoff
Administrator

HK/db

cc: Mr. Charles Adams

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

RECEIVED
FEB 25 1966
LANDSCAPE ARCHITECTURE
DIVISION

162

July 8, 1991

Rabbi Yehuda Lefkovitz
President
Talmudical Academy of Baltimore
4445 Old Court Road
Baltimore MD 21208-2795

Dear Rabbi Lefkovitz:

Thank you for your recent letter concerning the abatement of traffic noise at the Talmudical Academy adjacent to I-695.

Let me say first that we recognize the situation at the Talmudical Academy due to traffic noise impacts from the Baltimore Beltway. Over the years, we have received hundreds of requests from our citizens for noise relief. Unfortunately, we are limited in our ability to respond positively to these requests due to a shortage of available funding for noise mitigation. The funding restrictions we are currently experiencing have caused us to review the entire noise abatement program and we cannot make any additional commitments for noise mitigation because of this uncertainty.

I regret that I am unable to provide a more positive response to your request, but I hope that I have adequately explained the situation. If you wish to discuss this matter further, please feel free to contact Mr. Charles B. Adams, Chief, Landscape Architecture Division. Mr. Adams is responsible for our noise abatement program and can be reached at 333-8063.

Sincerely,
ORIGINAL SIGNED BY
HAL KASSOFF
ADMINISTRATOR
Hal Kassoff
Administrator

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

RECEIVED
JUL 8 1991
LANDSCAPE ARCHITECTURE
DIVISION



**Maryland Department of Transportation
State Highway Administration**

103

O. James Lighthizer
Secretary
Hal Kassoff
Administrator

May 21, 1991

Rabbi Robert Lefkovitz
Talmudical Academy
4445 Old Court Road
Baltimore, Maryland 21208

Dear Rabbi Lefkovitz:

As a follow-up to your recent inquiry, I have enclosed a copy of the Supplemental Report on traffic noise studies conducted at the Talmudical Academy in late 1989.

I have also included a copy of the original study report, which was discussed at length with several administrative officials from the Academy. The data gathered in the original study and information from our discussions were used as a basis for the additional work.

Please feel free to contact me if you have any questions, or need more information.

Sincerely,

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

Charles B. Adams, Chief
Landscape Architecture Division

CBA/wt
Enclosures

My telephone number is _____

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



Maryland Department of Transportation
State Highway Administration

not

O. James Lighthizer
Secretary
Hal Kassoff
Administrator

February 26, 1991

Mrs. S. Leishear
4978 Keppler Road
Camp Springs, Maryland 20031

Dear Mrs. Leishear:

I am writing to advise you of the status of the proposed privacy fence for your community, adjacent to I-95 (Capital Beltway).

As you are probably aware, the State of Maryland is presently in a serious financial bind. This includes our transportation revenues which are far below expectations.

Due to this fact, we are unable to construct the privacy screen for your community at this time. Hopefully, the economic conditions will improve in the near future at which time we can proceed with this project.

Let me just add, however, that the project has been designed and will be ready to go once monies are available. I only regret that I am unable to predict when this might occur.

Thank you, once again, for your patience. If you wish to discuss this further, please don't hesitate to contact me or Gene Miller, of my staff. Gene maybe reached at (301) 333-8071.

Sincerely,

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

Charles B. Adams, Chief
Landscape Architecture Division

cc: Creston Mills
Gene Miller

My telephone number is _____

165

O. James Lighthizer
Secretary
Hal Kassoff
Administrator



Maryland Department of Transportation
State Highway Administration

August 12, 1991

Mr. William H. Littlewood
6220 Rockhurst Road
Bethesda, Maryland

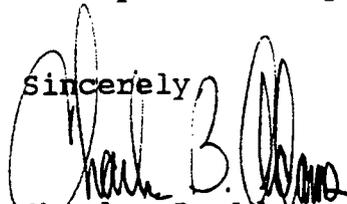
Dear Mr. Littlewood:

Thank you for your recent letter and those of your neighbors concerning noise abatement for your community adjacent to I-495 in Bethesda, west of Old Georgetown Road.

As you may be aware, the State is presently in a severe financial situation. This is compelling us to reevaluate the entire noise abatement program. The results of this re-evaluation cannot be predicted at this time.

The current program for constructing noise barriers on existing highways is at a virtual halt. Future federal funding amounts are uncertain and their use must be carefully considered for all of Maryland's transportation needs. It would be irresponsible on my part to indicate that noise abatement might be approved. We are aware of the situation with respect to your community, and will consider this in the reevaluation.

I applaud your efforts on behalf of your community and the work you put forth in gathering their letters of petition. My only regret is that I cannot offer you a more positive response to your request.

Sincerely

Charles B. Adams, Chief
Landscape Architecture Division

CBA/jdc

My telephone number is _____



**Maryland Department of Transportation
State Highway Administration**

106

O. James Lighthizer
Secretary
Hal Kassoff
Administrator

May 6, 1991

Mr. Fred Llewellyn
Ms. Barbara Llewellyn
3621 Glenmoor Drive
Chevy Chase, Maryland 20815

Dear Fred and Barbara Llewellyn:

Thank you for your recent letter concerning traffic noise impacts at your residence adjacent to the Capital Beltway.

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

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

Several years ago we did a study at the residence next to yours, closer to the Beltway at 3619 Glenmoor Drive. It was determined that noise levels did not meet the 67 decibel threshold. It was further determined that the cost of an effective noise barrier for the area would exceed \$50,000 per residence.

If we were to assume that current noise levels meet or exceed 67 decibels, the cost per residence criterion would still not be met, which disqualifies this area for consideration of noise abatement measures.

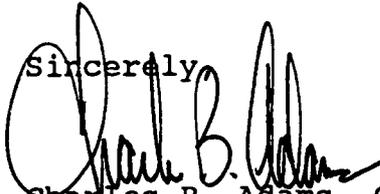
One final point concerns the availability of funding. Our current retrofit program consists of 26 projects. Sixteen of those projects have been completed or are now under construction. In recent years, funding for noise abatement projects has been substantially reduced, resulting in a much slower construction schedule. The remaining ten areas are not yet funded and will

My telephone number is _____

Mr. Fred Llewellyn
Ms. Barbara Llewellyn
Page two

be constructed subject to funding availability. This means that these projects will require at least several more years to complete. The current financial situation in Maryland has made any future expansion of the program questionable.

I regret that I am unable to provide a more positive response to your request, but hope that I have adequately explained our position.

Sincerely,

Charles B. Adams, Chief
Landscape Architecture Division

CBA/db

NOISE

108



Maryland Department of Transportation
State Highway Administration

O. James Lighthizer
Secretary
Hal Kassoff
Administrator

April 29, 1991

Mr. Charles E. Lynch, Jr
Ms. Sarah M. Lynch
208 Ridgefield Road
Lutherville, Maryland 21093

Dear Charles and Sarah Lynch:

Thank you for your recent letter concerning noise barriers for your community adjacent to I-695.

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 your area is in the design phase. Unfortunately, design of the project has been affected by our present revenue shortfall. We cannot predict when design will be completed or construction might proceed.

I regret that I cannot offer a more immediate solution to you, but hope that I have adequately explained the situation. If you have any questions, please feel free to contact me.

Sincerely,

Charles B. Adams, Chief
Landscape Architecture Division

CBA/db

My telephone number is _____



**Maryland Department of Transportation
State Highway Administration**

109

NOISE

O. James Lighthizer
Secretary
Hal Kassoff
Administrator

April 26, 1991

Mr. James Mengel
4451 Ten Oaks Road
Dayton, Maryland 21036

Dear Mr. Mengel:

I am writing to report to you the results of our investigation of the noise situation in the Buckskin Woods community in the vicinity of the State and Howard County highway maintenance facilities in Dayton.

It was first determined that the noise you referred to in your telephone call to this office is generated from the Howard County maintenance facility, since this facility exclusively abuts the adjacent residential properties. The State Highway Administration activities did not contribute to the overall noise environment in any measureable degree during our tests. I am forwarding a copy of this letter to the Howard County Department of Public Works for their information.

The investigation included noise level measurements taken at the home closest to the county maintenance yard, at 4221 Buckskin Woods Drive. At this location, a series of measurements were made to establish the level of background noise and degree to which activities in the maintenance yard contributed to the overall noise level near the house. There were various types of activities ongoing during the test periods, including phone ringing over an outdoor speaker, hammering, engines running, etc. In addition, noise from traffic on MD 32 and occasional jet aircraft flyovers could also be distinguished and measured periodically at the test site.

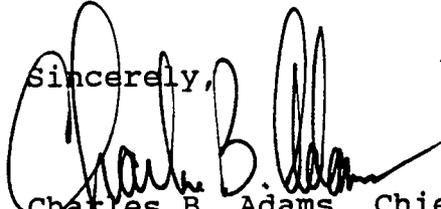
The average noise level measured near the house at 4221 Buckskin Woods Drive was 55-57 decibels (dBA). These levels only included noise from traffic on MD 32, aircraft flyovers, and other sources not related to the maintenance yard. This is considered quiet for a residential area. When the effects from the maintenance yard activities were included, the existing noise levels at this test location increased by approximately 2 decibels. While this is not a significant amount, the occasional peak levels, such as the ringing phone, measure about twice as loud as the background noise. Since this noise can be readily distinguished over the average background noise, these peak events will generally be more annoying and intrusive.

My telephone number is _____

Mr. James Mengel
Page two

There is not much that can be done to mitigate such peak noise sources short of their elimination. Any type of noise barrier or wall would be ineffective due to the relative difference between the background noise level and the peak noise level. In addition, the distance between the noise source and the receiver is too great for a wall to provide relief.

I regret that I am unable to provide a more positive response to your inquiry, but trust that this information helps to explain the situation in your area. If you have any questions regarding this study, please feel free to contact me or Mr. Kenneth Polcak, of my staff. Mr. Polcak may be reached at 333-8072.

Sincerely,

Charles B. Adams, Chief
Landscape Architecture Division

CBA/db

cc: Howard County Department of Public Works
Mr. Kenneth D. Polcak



Maryland Department of Transportation
State Highway Administration

111

O. James Lighthizer
Secretary
Hal Kassoff
Administrator

September 9, 1991

Dr. Werner J. Meudt
2702 Lackawanna Place
Adelphi MD 20783

Dear Dr. Meudt:

Thank you for your recent letter concerning noise abatement for your community adjacent to I-495 and the I-95 ramp in Adelphi, Prince Georges County.

In the past, the State Highway Administration addressed the issue of noise abatement based upon a set of objective criteria, recognizing that funding was limited and not all requests could be accommodated. We have constructed noise walls where a new highway, or major reconstruction of an existing highway, significantly impacted an established community. In addition, we have sought to identify and protect those communities which pre-existed the original Interstate system. This program was not mandated by law and in fact, most states opted out of this second category.

In 1986, the federal government reduced funding to Maryland for Interstate rehabilitation projects. This was the principal source of funding used for noise barriers. Noise barriers must compete for a reduced amount of funds with all other systems preservation needs on Maryland's Interstate highways, including bridges, pavement and safety needs.

As a result of our recent severe financial problems, we have virtually halted noise barrier construction while we take a hard look at the program's future. Although your community may have qualified under some or all of our prior noise abatement criteria, it is simply not realistic from a financial point of view to assume that we can continue to provide noise abatement for all communities that would like barriers and are impacted. There are also serious questions being raised about what some have construed as a subsidy for those people who moved into a residence after an adjacent highway project was begun.

We are looking at a number of policy options, focusing on those individuals who have lived in their present homes prior to construction of the highway. Rather than consider when the home itself was built, we are concerned with residents who have lived in their home since before the roadway was built or significantly reconstructed, as opposed to those who may have moved into their homes afterward.

My telephone number is _____

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

112

Dr. Werner J. Meudt
Page 2
September 9, 1991

We are currently considering a number of possible new strategies, including local residents or local government financial involvement for barriers on which there previously had been written commitments. We are also looking at alternatives to barriers for those people who lived in their present home prior to the highway project and where the highway project has brought about noise levels exceeding accepted national standards.

Please understand that we are mentioning these options only as an indication of our attempt to address this problem in a way that is fair to everyone. We have not yet reached any conclusions and are not likely to until our funding constraints are eased. Therefore, it would be unfair to suggest that your community will, in the near future, have a noise barrier. You may be assured, however, that we remain sensitive to the impacts our highways have in terms of noise and we are looking for ways to mitigate these impacts where prior commitments were given, and for people who lived there before the highway project.

We regret not being able to give you a more positive response. However, we hope you can understand our position and the constraints which we are facing.

Sincerely,

ORIGINAL SIGNED BY
HAL KASSOFF
ADMINISTRATOR
Hal Kassoff
Administrator

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

Dictated by Gene Miller, LAD, X8064



Maryland Department of Transportation
State Highway Administration

O. James Lighthizer
Secretary
Hal Kassoff
Administrator

113

February 26, 1991

Mr. Clarence Meyers
President Board of Directors
Stevenson Village
3205 Old Post Drive
Pikesville, Maryland 21208

Dear Mr. Meyers:

Thank you for your recent letter to Mr. Eugene J. Miller, of my staff, regarding noise abatement for Stevenson Village Condominiums adjacent to I-695 in Pikesville.

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

- traffic 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.

These criteria were clearly understood by the condominium representatives when the issue of noise barriers was discussed several years ago. In fact, it was because this community did not qualify since it was built after the Beltway, that we agreed to provide a landscape screen planting. It was also understood that it would take some time for the plant material to provide an effective screen as you acknowledge in your letter.

We will investigate this area in the spring to evaluate the condition of the vegetation and determine a strategy for replacement of dead material. Any plant replacement will be based on need and the availability of funds.

My telephone number is _____

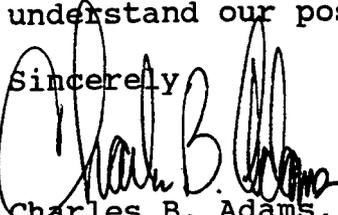
Teletypewriter for Impaired Hearing or Speech
383-7555 Baltimore Metro - 565-0451 D.C. Metro - 1-800-492-5062 Statewide Toll Free
707 North Calvert St., Baltimore, Maryland 21203-0717

114

Mr. Clarence Meyers
Page 2
February 26, 1991

I regret I am unable to provide a more positive response to your request, but I trust you understand our position.

Sincerely



Charles B. Adams, Chief
Landscape Architecture Division

CBA/eh

cc: Mr. Eugene J. Miller
Mr. Kirby J. Barger



Maryland Department of Transportation
State Highway Administration

115

O. James Lighthizer
Secretary
Hal Kassoff
Administrator

October 22, 1991

Dr. Indu B. Mishra
President
Kanan Associates, Inc.
9564 Basket Ring Road
Columbia MD 21045

Dear Dr. Mishra:

Thank you for your recent presentation to the State Highway Administration's New Products Committee concerning the use of recycled tires for noise abatement barriers.

I have reviewed your report and applaud your efforts in pursuing a solution for disposal of this plentiful solid waste. Your product appears to have merit especially where a lighter weight material is required such as bridge crossings. However, many more tests would be required to determine structural adequacy, potential longevity, uv resistance, flammability, vandal resistance, etc. We are not in a position to perform these tests.

The reddish-brown color of the sample you prepared appears similar to the color used on our noise barriers on the Capital Beltway in Montgomery County. While we do have a barrier project under design for a section of this Beltway, I do not feel an experimental installation is appropriate in this area. In any case, there are no bridge crossings on this project.

As you may be aware, the State is currently in a severe financial crisis. As a result, we have virtually halted noise barrier construction while we take a hard look at the program's future. Therefore, we just don't have the resources to assist in the development/evaluation of this product.

We regret not being able to give you a more positive response. However, we hope you can understand our position and the constraints which we are facing.

Sincerely,

Charles B. Adams

Chief, Landscape Architecture Division

cc: Mr. Regis J. Dotterweich
Mr. Eugene J. Miller, Jr. ✓

My telephone number is _____



**Maryland Department of Transportation
State Highway Administration**

116

O. James Lighthizer
Secretary
Hal Kassoff
Administrator

December 3, 1991

Mr. Stu Morris
17 Carpel Drive
Annapolis MD 21401

Neil

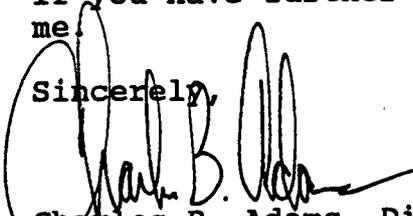
Dear Mr. Morris:

Thank you for your recent request to Mr. Neil J. Pedersen regarding the effect vegetation has on traffic noise. Mr. Pedersen asked that I respond to you directly.

Enclosed is a "fact sheet" we have prepared which should answer your questions. As you can see, vegetation must be of considerable depth to be acoustically effective.

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

Sincerely,


Charles B. Adams, Director
Office of Environmental Design

Attachment

cc: Mr. Neil J. Pedersen

My telephone number is _____

717

FACT SHEET VEGETATION AND HIGHWAY NOISE

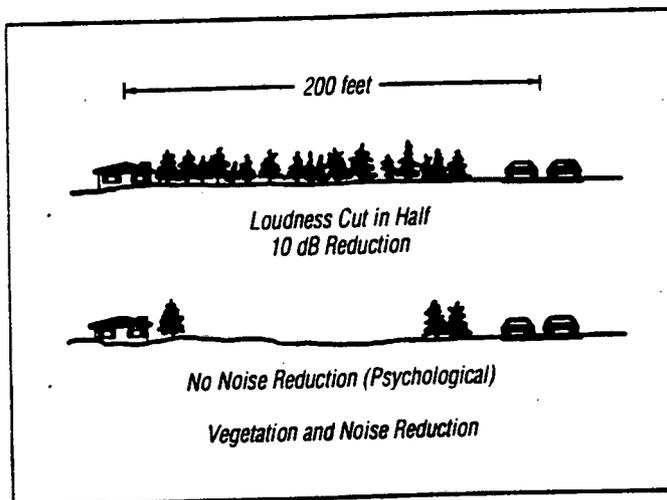
Question: Can vegetation such as trees, shrubs, tall grass, and other plants be effective in reducing highway traffic noise?

Answer: Yes, and No.

Effective reduction of highway traffic noise means reduction that is perceived by the recipient as substantial. A reduction of less than 3 decibels (dBA) is generally not discernable by the average person. A reduction in noise level of 5 dBA is noticeable; a 10 dBA reduction is generally perceived as cutting the loudness of the noise in half and is usually considered a substantial reduction.

Research has shown that a 5 dBA reduction in noise can result from a stand of vegetation 100 feet wide, up to a maximum reduction of 10 dBA from a stand at least 200 feet wide (as illustrated below). In addition, the following features must also exist:

- a mixture of low growth (shrubs, bushes, etc.) and tall mature trees of sufficient density so the highway cannot be seen. The low growth affects sound waves close to the ground, and the tall trees affect the sound waves higher above the ground;
- tree height is at least 15 feet above the line-of-sight (straight-line view between the houses and the highway);
- a reasonable mixture of deciduous and evergreen plants to maximize acoustical effectiveness in both winter and summer.



These types of vegetated areas are typically natural (not man-made) features. Such features are impractical to create or replace, requiring major expenditures and long lead times for the full screening and/or acoustical benefits to be realized. These natural buffer zones should be preserved whenever possible.

In practical terms, one or more rows of trees planted along a highway offer more of a psychological benefit (the "out-of-sight, out-of-mind" phenomena) than substantial noise reduction. Some reduction in the range of 2-3 dBA may be obtained from evergreen plantings if they

are sufficiently dense and high enough to affect both low and high elevation sound paths. This reduction is however, negligible from an acoustical standpoint.

The reason for the 10 dBA noise reduction limit is that some sound paths which pass over the tops of the trees are frequently scattered or bent back down to the ground by wind and temperature conditions. These paths of sound are unaffected by the trees and contribute to some degree to the overall noise level. Ultimately, this results in a "lower limit" to the total sound reduction that can be realized from the vegetated area.



**Maryland Department of Transportation
State Highway Administration**

118

O. James Lighthizer
Secretary
Hal Kassoff
Administrator

July 31, 1991

Mr. Roy B. Morgan
6719 Newbold Drive
Bethesda, MD 20817

Dear Mr. Morgan:

Thank you for your recent letter concerning noise abatement for your community adjacent to I-495 in Bethesda, west of Old Georgetown Road.

For a community to be considered for noise abatement under the State Highway Administration's retrofit policy, the majority of homes must have been constructed prior to the completion of the highway. An evaluation of your area found that most of the houses along Newbold Drive post-date the Beltway. Therefore, the area is not eligible for noise abatement consideration.

I regret that I cannot offer a more positive response to your request, but hope I have adequately explained our position.

Sincerely,

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

Charles B. Adams, Chief
Landscape Architecture Division

CBA/KDP/rlb

My telephone number is _____



Maryland Department of Transportation
State Highway Administration

119

O. James Lighthizer
Secretary
Hal Kassoff
Administrator

September 20, 1991

Mr. Michael Mulford
President
Campus Hills Community Association
P.O. Box 9776
Eudowood Station
Towson MD 21204

Dear Mr. Mulford:

This is to follow up on our letter earlier this year about the status of noise measurements for the Campus Hills community, adjacent to I-695 and Providence Road.

We had hoped by this time the severe financial situation in Maryland would have eased and funding would have been available to conduct noise measurements at the center of your community, as you requested. Unfortunately, this is not the case.

We will continue to keep this work in our priority file and perform the studies as funds become available. We regret that we cannot offer you a timetable when this might be. However, we will contact you before we begin any work.

In the meanwhile, if you have any questions, please do not hesitate to contact Mr. Charles B. Adams, chief of our Landscape Architecture division, at (301) 333-8063.

Thank you for your patience in this matter.

Sincerely,

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

Hal Kassoff
Administrator

My telephone number is _____

2/30 1991

120

Mr. Michael Mulford, President
Campus Hills Community Association
P.O. Box 9776
Eudowood Station
Towson, Maryland 21204

Dear Mr. Mulford:

Thank you for your recent letter requesting additional measurements in your community adjacent to I-695.

In the event that noise levels have increased, the barrier would still provide the same amount of noise reduction (7-10 decibels) for which it was designed. The noise barrier is designed to protect only the impacted residences (i.e., those closest to the highway), not residences in the center of the community. The reason for this is that the effectiveness of a noise barrier decreases significantly beyond the first and second rows of homes (200-300 feet). Therefore, the presence or absence of a barrier is probably just barely perceptible in the center of the community. Any actual increases in noise are likely due to growth in the volume of Beltway traffic over time.

We will be glad to study this phenomenon in greater detail; however, funding shortages prevent us from performing the studies at this time. We expect that funding may be available this summer to revisit your area. In the meantime, we would need to know the specific locations where testing is desired. Please contact Mr. Charles B. Adams, Chief of our Landscape Architecture Division, with this information. Mr. Adams can be reached at 333-8063.

I regret that I cannot offer you a more immediate response but hope you can understand our situation.

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. RM 312

121

RECEIVED

JAN 31 1991

LANDSCAPE ARCHITECTURE
DIVISION

122



Maryland Department of Transportation
State Highway Administration

O. James Lighthizer
Secretary
Hal Kassoff
Administrator

April 29, 1991

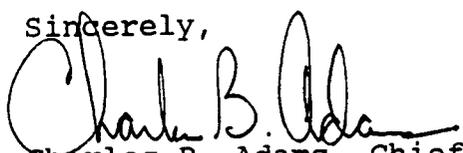
Mr. George McGimsey
Ms. Pauline McGimsey
209 Rothwell Drive
Lutherville, Maryland 21093

Dear George and Pauline McGimsey:

Thank you for your recent letter concerning noise barriers for your community adjacent to I-695.

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 your area is in the design phase. Unfortunately, design of the project has been affected by our present revenue shortfall. We cannot predict when design will be completed or construction might proceed.

I regret that I cannot offer a more immediate solution to you, but hope that I have adequately explained the situation. If you have any questions, please feel free to contact me.

Sincerely,

Charles B. Adams, Chief
Landscape Architecture Division

CBA/db

My telephone number is _____



**Maryland Department of Transportation
State Highway Administration**

123
O. James Lighthizer
Secretary

Hal Kassoff
Administrator

February 20, 1991

Mr. Frank M. McCabe
215 Meadowvale Road
Lutherville, MD 21093

Dear Mr. McCabe:

Thank you for your recent letter concerning noise barriers for your community adjacent to I-695.

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 your area 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, but hope that I have adequately explained the situation. If you have any questions, please feel free to contact me.

Sincerely,

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

Charles B. Adams, Chief
Landscape Architecture Division

CBA/db

My telephone number is _____

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

August 27, 1991

124
RECEIVED

SEP 8 1991

LANDSCAPE ARCHITECTURE
DIVISION

Ms. Judy Nicodemus
President
Parke West Community Association
8001 Covington Avenue
Glen Burnie MD 21061

Dear Ms. Nicodemus:

I am writing to follow-up on my previous letter to you concerning the construction of noise barriers along I-97, at the Parke West and Glen Burnie Park communities.

The results of our investigation indicate that it would make most sense from an engineering as well as a fiscal standpoint to complete this section of new I-97 at one time. This changes the phase construction originally planned. We anticipate letting two separate contracts, one of which will include the noise barriers. Although the start of each contract may be staggered, they will be timed so that their completion will coincide. While all these plans are well on the way, funding for construction has not been identified at this time. We are continuing to pursue the funding. Given the present financial picture, however, I cannot give you a date when this work will proceed.

If you have any questions, or require additional information, please do not hesitate to contact the Project Engineer, Mr. Ed Schatz, at (301) 333-1809.

Sincerely,

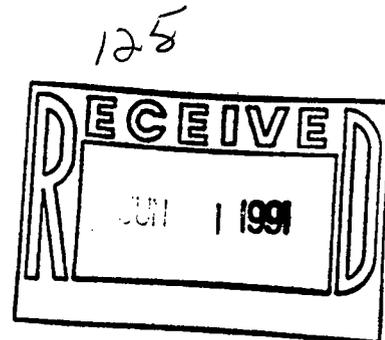
ORIGINAL SIGNED BY
HAL KASCOFF
ADMINISTRATOR

Hal Kassoff
Administrator

cc: Mr. Charles Adams
Mr. Edward H. Meehan
Mr. Edward A. Schatz
The Honorable Michael J. Wagner

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

June 12, 1991



Ms. Judy Nicodemus
President
Parke West Community Association
8001 Covington Avenue
Glen Burnie, Maryland 21061

Dear Ms. Nicodemus:

Thank you for your recent letter concerning the construction of noise barriers along I-97 at the Parke West Community.

We had hoped by this time to have completed our investigation regarding the feasibility of advancing construction of the noise barriers to the initial phase of the highway improvement. However, the complexity of this task is more than we initially realized. In addition to design studies, we must also evaluate the increased costs of this option with available funds. As you are aware, the State is currently experiencing extreme financial difficulties.

I assure you that it is our goal to include the noise barriers with the initial phase of roadway construction. It is hoped that our studies will indicate that this is a feasible option.

We should complete our studies in a month or so at which time I will notify you of our decision. In the meantime, if you have any questions, please don't hesitate to contact the Project Engineer, Mr. Ed Schatz, at (301) 333-1809.

Sincerely,
ORIGINAL SIGNED BY
HAL KASSOFF
ADMINISTRATOR

Hal Kassoff
Administrator

HK/em

cc: The Honorable Michael Wagner
Mr. Edward H. Meehan
Mr. Charles B. Adams
Mr. Edward A. Schatz

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



**Maryland Department of Transportation
State Highway Administration**

126

O. James Lighthizer
Secretary
Hal Kassoff
Administrator

November 14, 1991

Mr. Robert M. Paff
President-Elect
Longford Community Association
Franklin/Morris Associates
Suite 1900
7 East Redwood Street
Baltimore MD 21202

Dear Mr. Paff:

Thank you for your recent letter about the proposed noise abatement project for the Longford community in Lutherville.

We all agree the current financial situation in the state is bleak. In all candor, we simply do not have the funds to complete the remaining noise abatement projects on our original program.

Our letter to Mr. James McKinney was a frank appraisal of our current situation and a presentation of possible strategies concerning the future of the noise abatement program. It was intended to present a position which would be sensitive to those residents who, through no fault of their own, are impacted by traffic noise to an unreasonable degree. Again, these are only strategies we are considering.

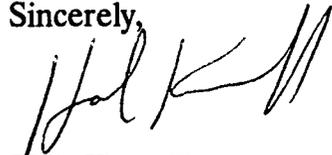
Governor William Donald Schaefer has indicated the remaining retrofit projects can only proceed if there is a revenue enhancement and with local participation in the funding. He is very keen on the cost-sharing concept between state and local government, as was done in Howard County where the county contributed one-third of the cost of the I-95 barrier at the Timberview community. Details concerning any future funding breakdown between state and local jurisdictions have not been finalized.

My telephone number is _____

127
Mr. Robert M. Paff
Page Two

The future of the noise abatement program still revolves around the issue of funding. If there is a revenue enhancement and the counties are willing to share in the cost of noise abatement, it is reasonable to conclude that the remaining retrofit barriers will be completed. It is just impossible to predict the outcome or a timetable at this time.

Sincerely,



Hal Kassoff
Administrator

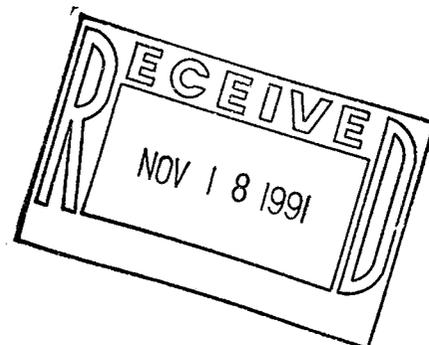
P.S. I am truly sorry that we missed your November 14th meeting. We allow 2 week turnaround for letters, and my staff did not pick up on the requested date. If you'd like to arrange a special meeting, I will have a representative there. H

Mr. Robert M. Pfaff
Page Two

128

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

Dictated by Gene Miller -LAD-X8063



NOISE

129

O. James Lighthizer
Secretary
Hal Kassoff
Administrator



**Maryland Department of Transportation
State Highway Administration**

August 8, 1991

Ms. Norma J. Parker
6705 Newbold Drive
Bethesda, Maryland 20817

Dear Ms. Parker:

Thank you for your recent letter and those of your neighbors concerning noise abatement for your community adjacent to I-495 in Bethesda, west of Old Georgetown Road.

For a community to be considered for noise abatement under the State Highway Administration's retrofit policy, the majority of impacted homes must have been constructed prior to the completion of the highway. An evaluation of your area found that most of the houses along Newbold Drive post-date the Beltway. Therefore, the area is not eligible for noise abatement consideration.

I applaud your efforts on behalf of your community and the work you put forth in gathering their letters of petition. My only regret is that I cannot offer you a more positive response to your request.

Sincerely,

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

Charles B. Adams, Chief
Landscape Architecture Division

CBA/jdc

My telephone number is _____

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



Maryland Department of Transportation
State Highway Administration

130
O. James Lighthizer
Secretary
Hal Kassoff
Administrator

March 27, 1991

Mr. Thomas Parker,
Past-President
Dulaney Valley Improvement Association
P. O. Box 102
Lutherville, Maryland 21093

Dear Mr. Parker:

I am writing to follow up your inquiry regarding landscaping adjacent to the ramp from Dulaney Valley Road to the westbound Beltway (I-695).

As you are aware, a noise abatement project for this area is currently in design. Our acoustic studies indicate that a noise wall would have to extend along this ramp toward Dulaney Valley Road to be effective. Any landscape planting in this area would have to be removed if a noise barrier was constructed.

Unfortunately, our present funding situation has made it impossible to predict a date when this project might move to construction. Even with the tentative status of this project, we feel it would be imprudent to provide a screen planting which would be destroyed during any future construction. Additionally, we have no funds available for any planting if it were feasible.

I trust this information adequately addresses your concerns. If you have any further questions, please don't hesitate to contact me or Gene Miller of my staff. Mr. Miller may be reached at 333-8071.

Sincerely,

Charles B. Adams, Chief
Landscape Architecture Division

CBA/eh

My telephone number is _____



Maryland Department of Transportation
State Highway Administration

131

O. James Lighthizer
Secretary
Hal Kassoff
Administrator

April 30, 1991



Ms. Eileen H. Pierce
Bradley Boulevard Citizens Association
6817 Bradley Boulevard
Bethesda, Maryland 20817

Dear Ms. Pierce:

I am writing in response to recent letter to John Clark, Montgomery County Department of Transportation, about including the Longwood Subdivision in the noise abatement tax district.

For an area to be considered for noise abatement under State Highway Administration policy, all of the following criteria must be met.

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

According to studies we have conducted in the area, noise levels exceed the impact threshold. You indicated in your letter to Mr. Clark that the homes were built after the construction of I-495. This would make this area ineligible for consideration in our program. The important date to consider is the date of construction of the development in relation to the date of highway construction, not the date of subdivision approval.

My telephone number is 333-1111

Teletypewriter for Impaired Hearing or Speech
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707 North Calvert St., Baltimore, Maryland 21203-0717

132

Ms. Eileen H. Pierce
Page two

Additionally, funding for noise abatement projects has been reduced in recent years and the future of our noise program is in doubt. We are making no new commitments for noise barriers. This funding situation has been exacerbated by a recent drop in transportation revenues.

For these reasons, we cannot support an extension of the area included in Montgomery County Bill 75-90. If you have any additional questions, please contact Mr. Charles B. Adams of my staff at (301) 333-8063.

Sincerely,

Elizabeth L. Homer, Deputy for

Hal Kassoff
Administrator

HK/db

cc: Charles B. Adams
Mr. John Clark



Maryland Department of Transportation
State Highway Administration

133

O. James Lighthizer
Secretary
Hal Kassoff
Administrator

March 5, 1991

Mrs. Pat Piringer
9 Woodsend Place
Potomac, Maryland 20854

Dear Mrs. Piringer:

We have completed our evaluation of noise levels at your home adjacent to I-270.

Exhibits 1 and 2 (attached) document the test setup and data collected. Three sets of measurements were conducted, each with an outdoor and an indoor microphone. Noise was measured simultaneously inside and outside the house with the windows opened and closed. Exhibit 3 presents a comparative summary of the data, and also includes noise levels previously measured at 10 Woodsend Place.

The results indicate that the noise levels outside (in the backyard) are below the impact threshold of 67 decibels (dBA). The major reason is the presence of the earth mound along the highway right-of-way and the retaining wall, which provide some noise reduction for the backyard area. The levels measured at your home are also comparable to those measured previously at 10 Woodsend place, where the earth mound and retaining wall are also providing comparable noise reduction in the backyard area.

The noise reduction benefits are not as substantial at the upper floor window level. It is recognized that noise from the outside will be heard inside the house, even with the windows closed. However, the interior levels measured with the windows closed are below the Federal Highway Administration (FHWA) interior impact threshold of 52 dBA. The levels increased to above that threshold with the windows opened. The application of this interior threshold is limited to situations where no exterior use is present. Your backyard constitutes an exterior use area. In addition, your home is air-conditioned and a closed window condition must be assumed as predominant, and under that condition the FHWA level of 52 dBA is not exceeded. Ultimately, what our results show is that the house structure is providing a substantial reduction of noise from outside to inside, with the windows in the predominant (closed) position.

My telephone number is _____

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

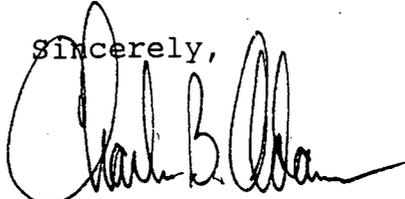
Mrs. Pat Piringer
Page two

134

In the noise impact evaluations conducted as part of the expansion of I-270, the Woodsend Place residences were studied. At that time, it was determined that the earth mound and proposed retaining wall system would provide sufficient noise protection, and that the noise barrier wall could be terminated at its present location. Noise barriers are designed to reduce exterior noise levels at the ground level areas of sensitive receptors. The results of these several measurement studies reconfirm those earlier conclusions.

I hope this information will help explain the situation as it exists in your area. Please feel free to contact me if you have any questions.

Sincerely,



Charles B. Adams, Chief
Landscape Architecture Division

CBA/db

Attachments

cc: Mr. Creston J. Mills, Jr. (w/attachments)



Maryland Department of Transportation
State Highway Administration

O. James Lighthizer
Secretary

Hal Kassoff
Administrator

135

noise

December 5, 1991

Mr. William Pogash
Pennsylvania Department of Transportation
903 T & S Building
Harrisburg PA 17120

Dear Mr. Pogash:

Thank you for your recent E-mail request for information regarding Maryland's use of plywood for sound barriers.

We currently have four noise barriers in Maryland which are fabricated of wood. Only one of these includes plywood as its main component. It was manufactured by the Hoover Wood Products Company, Thomson, Georgia and was erected on I-83 about five miles south of the Maryland-Pennsylvania state line.

I do not believe it contained fiberglass to bond the plywood, but you may want to contact the manufacturer. Their telephone number is 1-800-863-9662.

If you have any additional questions about Maryland's noise abatement program, please don't hesitate to contact me.

Sincerely,

Charles B. Adams, Director
Office of Environmental Design

cc: Mr. Charles R. Olsen

My telephone number is _____



**Maryland Department of Transportation
State Highway Administration**

136
O. James Lighthizer
Secretary
Hal Kassoff
Administrator

September 26, 1991

Mr. Randall Prothro
9120 Le Velle Drive
Chevy Chase MD 20815

Dear Mr. Prothro:

This is to follow up on your telephone conversation earlier this year with Mr. Eugene J. Miller, Jr., of my staff, about the possibility of noise measurements for the Park View area adjacent to I-495.

We had hoped by this time the severe financial situation in Maryland would have eased and funding would be available to perform these measurements at your community. Unfortunately, this is not the case.

We will continue to keep this work in our priority file and perform the studies as funds become available. I regret that I cannot offer you a timetable when this might be. However, we will contact you prior to the start of any work.

In the meanwhile, if you have any questions please do not hesitate to contact Mr. Miller, at (301) 333-8071.

Thank you for your patience in this matter.

Sincerely,

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

Charles B. Adams
Chief
Landscape Architecture Division

CBA/rlb

cc: E.J. Miller, Jr.

My telephone number is _____



Maryland Department of Transportation
State Highway Administration

137

O. James Lighthizer
Secretary
Hal Kassoff
Administrator

February 5, 1991

Mr. Randall H. Prothro, President
Park View Citizens' Association
9120 LeVelle Drive
Chevy Chase, Maryland 20815

Dear Mr. Prothro:

Thank you for your recent inquiry concerning noise barriers for the Park View community adjacent to I-495.

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

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

We recognize that the area is impacted by traffic noise; our original measurements, conducted in the mid 1980's, found average noise levels which equal or exceed the 67 decibel impact threshold. The reason this community does not qualify for noise abatement is because our \$40,000 per residence limit for reasonable cost is not met. We identified a maximum of eight impacted residences, and determined that a barrier to protect the impacted residences would cost approximately \$540,000, or \$67,500 per impacted residence.

You also asked about the length of the existing noise barrier which is located west of this area. In order to protect the residences at each end of a project a barrier has to extend several hundred feet beyond those residences. In this manner, sound passing around the ends of the wall is reduced before reaching those residences.

My telephone number is _____

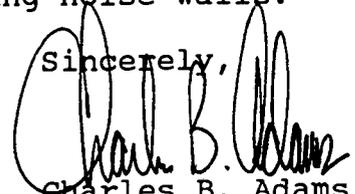
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707 North Calvert St., Baltimore, Maryland 21203-0717

138

Mr. Randall H. Prothro, President
Page two

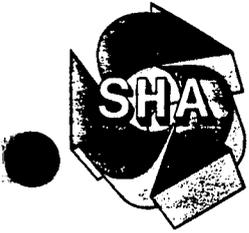
I regret that I cannot offer you and your neighbors a more positive response, but hope that I have adequately answered the questions you raised regarding noise walls.

Sincerely,



Charles B. Adams, Chief
Landscape Architecture Division

CBA/db



Maryland Department of Transportation
State Highway Administration

139

O. James Lighthizer
Secretary
Hal Kassoff
Administrator

June 13, 1991

Mr. Ted Rakowski
1403 Franklin Avenue
Baltimore, MD 21221

Dear Mr. Rakowski:

I am writing to inform you of the results of our noise measurement study recently taken at your residence.

As you can see on the enclosed Exhibits 1, 2, and 3, the noise levels measured are far below the 67 decibel noise impact threshold level which is used to determine eligibility for noise barriers. The measurement descriptor used is the average noise level recorded within each hourly period. This is referred to as the Leq.

In addition to the Leq measurements, we extrapolated the peak noise levels from within each hourly period. These are shown on Exhibit 4. The 24 hour data indicates a peak noise level range of from 60 to 82 decibels. These are caused primarily by trucks downshifting as they approach the Old Eastern Avenue intersection. These vehicle passes are infrequent, and of relatively short duration, and add little to the overall Leq. However, by themselves, they can be a source of irritation to the adjacent residents as I'm sure you're aware.

I trust this information is sufficient for your needs at this time. If you have any questions or wish to discuss this further, please feel free to contact me or Mr. Kenneth D. Polcak, of my staff. Mr. Polcak may be reached at 333-8072.

Sincerely,

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

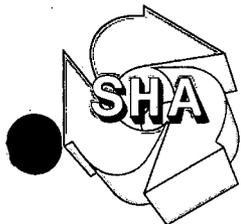
Charles B. Adams, Chief
Landscape Architecture Division

CBA/db

Enclosures

cc: The Honorable Michael J. Collins ✓
Mr. Kenneth D. Polcak

My telephone number is _____



**Maryland Department of Transportation
State Highway Administration**

140

O. James Lighthizer
Secretary
Hal Kassoff
Administrator

August 12, 1991

Dear Resident:

Thank you for your recent letter concerning noise abatement for your community adjacent to I-495 in Bethesda, west of Old Georgetown Road.

As you may be aware, the State is presently in a severe financial situation. This is compelling us to reevaluate the entire noise abatement program. The results of this re-evaluation cannot be predicted at this time.

The current program for constructing noise barriers on existing highways is at a virtual halt. Future federal funding amounts are uncertain and their use must be carefully considered for all of Maryland's transportation needs. It would be irresponsible on my part to indicate that noise abatement might be approved. We are aware of the situation with respect to your community, and will consider this in the reevaluation.

I sincerely regret that I am unable to provide a more positive response to your request, but I trust that I have adequately explained the current situation.

Sincerely,

ORIGINALS SIGNED
BY

Charles B. Adams, Chief
Landscape Architecture Division

CBA/jdc

My telephone number is _____

MAILING LIST

* BETHESA
MASS
MAILING

141

Ms. Louise Alessandro
9613 Singleton Drive
Bethesda, Maryland 20817

Mr. Mohammed R. Ali
6403 Earlham Drive
Bethesda, Maryland 20817

Mr. Ronald T. Allen
9817 Singleton Drive
Bethesda, Maryland 20817

Mr. A. David Allen
Ms. Vivas S. Allen
6411 Earlham Drive
Bethesda, Maryland 20817

Mr. Abraham V. Bacarra, M.D.
9709 Singleton Drive
Bethesda, Maryland 20817

Mr. & Mrs. John W. Beckwith
9807 Singleton Drive
Bethesda, Maryland 20817

Mr. Alfredo Bodillon
9719 Singleton Drive
Bethesda, Maryland 20817

Mr. & Mrs. Hugh J. Brown
6416 Earlham Drive
Bethesda, Maryland 20817

Mr. Robert H. Cahill
9837 Singleton Drive
Bethesda, Maryland 20817

Mr. Arthur B. Campbell
9829 Singleton Drive
Bethesda, Maryland 20817

Mr. Michael S. Cassedy
Ms. Janet M. Cassedy
9621 Singleton Drive
Bethesda, Maryland 20817

Mr. Joseph T. Clifford
Ms. Gracie B. Clifford
9825 Singleton Drive
Bethesda, Maryland 20817

Mr. Michael Donigan
Ms. Gertrude Donigan
9711 Singleton Drive
Bethesda, Maryland 20817

Ms. Mary Catherine Drury
9607 Singleton Drive
Bethesda, Maryland 20817

Dr. Victor J. Ferraus
9708 Singleton Drive
Bethesda, Maryland 20817

Mr. David Gikunda
6415 Earlham Drive
Bethesda, Maryland 20817

Mr. Frank Guzikowski
Ms. Melany Guzikowski
9848 Singleton Drive
Bethesda, Maryland 20817

Mr. Karl F. Heumann, Ph.D
6410 Earlham Drive
Bethesda, Maryland 20817

Ms. Virginia Hiller
6301 Rockhurst Road
Bethesda, Maryland 20817

Mr. David Hollies
9823 Singleton Drive
Bethesda, Maryland 20817

Mr. Robert W. Holmes
6427 Earlham Drive
Bethesda, Maryland 20817

Mr. Douglass C. Jones
9835 Singleton Drive
Bethesda, Maryland 20817

Yung-Pin Liu
9723 Singleton Drive
Bethesda, Maryland 20817

Mr. Edward M. Mac Cutcheon
6405 Earlham Drive
Bethesda, Maryland 20817

Mr. Joseph L. Malone, II
9617 Singleton Drive
Bethesda, Maryland 20817

Mr. Jonathan A. Mann
9805 Singleton Drive
Bethesda, Maryland 20817

Mr. Thomas Soares
9801 Singleton Drive
Bethesda, Maryland 20817

Mr. James E. McCaskill
9705 Singleton Drive
Bethesda, Maryland 20817

Mr. Ralph F. Turner
9813 Singleton Drive
Bethesda, Maryland 20817

Mr. & Mrs. Gorman D. McMullen
6407 Earlham Drive
Bethesda, Maryland 20817

Mr. Sidney Weiss
6431 Earlham Drive
Bethesda, Maryland 20817

Mr. Tulo H. Montenegro
9609 Singleton Drive
Bethesda, Maryland 20817

Mr. Thomas G. Witkup
6417 Earlham Drive
Bethesda, Maryland 20817

Ms. Cathy J. Neff
9721 Singleton Drive
Bethesda, Maryland 20817

Resident
1 Newbold Court
Bethesda, Maryland 20817

Osamu Noguchi
9715 Singleton Drive
Bethesda, Maryland 20817

Resident
5 Newbold Court
Bethesda, Maryland 20817

Artis I. Plato
6419 Earlham Drive
Bethesda, Maryland 20817

Resident
6413 Earlham Drive
Bethesda, Maryland 20817

Ms. Suzanne C. Ressler
9623 Singleton Drive
Bethesda, Maryland 20817

Resident
6425 Earlham Drive
Bethesda, Maryland 20817

Mr. William Risen
Ms. Frances Risen
9831 Singleton Drive
Bethesda, Maryland 20817

Resident
6733 Newbold Drive
Bethesda, Maryland 20817

Golfo Seilaris
9615 Singleton Drive
Bethesda, Maryland 20817

Resident
6740 Newbold Drive
Bethesda, Maryland 20817

Dr. & Mrs. John S. Shaver
9719 Singleton Drive
Bethesda, Maryland 20817

Resident
6812 Newbold Drive
Bethesda, Maryland 20817

Mr. August J. Smit
9809 Singleton Drive
Bethesda, Maryland 20817

Resident
9505 Newbold Place
Bethesda, Maryland 20817

Mr. David B. Smith
6421 Earlham Drive
Bethesda, Maryland 20817

Resident
9605 Singleton Drive
Bethesda, Maryland 20817

Resident
9615 Singleton Drive
Bethesda, Maryland 20817

Resident
9619 Singleton Drive
Bethesda, Maryland 20817

Resident
9625 Singleton Drive
Bethesda, Maryland 20817

Resident
9627 Singleton Drive
Bethesda, Maryland 20817

Resident
9700 Singleton Drive
Bethesda, Maryland 20817

Resident
9701 Singleton Drive
Bethesda, Maryland 20817

Resident
9707 Singleton Drive
Bethesda, Maryland 20817

Resident
9803 Singleton Drive
Bethesda, Maryland 20817

Resident
9811 Singleton Drive
Bethesda, Maryland 20817

Resident
9814 Singleton Drive
Bethesda, Maryland 20817

Resident
9815 Singleton Drive
Bethesda, Maryland 20817

Resident
9819 Singleton Drive
Bethesda, Maryland 20817

Resident
9821 Singleton Drive
Bethesda, Maryland 20817

Resident
9839 Singleton Drive
Bethesda, Maryland 20817

Resident
9841 Singleton Drive
Bethesda, Maryland 20817

Yukiye Y. Wilkes
6512 Rockhurst Road
Bethesda, Maryland 20817

Mr. Joseph S. Jiau
6510 Rockhurst Road
Bethesda, Maryland 20817

Ms. Mary Garabador
6508 Rockhurst Road
Bethesda, Maryland 20817

Ms. Blanca Alvarez
6506 Rockhurst Road
Bethesda, Maryland 20817

Mr. Richard F. Payne
6504 Rockhurst Road
Bethesda, Maryland 20817

Ms. Janice Jones
6414 Rockhurst Road
Bethesda, Maryland 20817

Mr. John I. Fletcher
Mr. Kenneth J. Bocam
Mr. Tom O'Brian
6412 Rockhurst Road
Bethesda, Maryland 20817

Mr. John H. Enders
Ms. Sue Enders
6406 Rockhurst Road
Bethesda, Maryland 20817

Ms. Lorraine Colao
6400 Rockhurst Road
Bethesda, Maryland 20817

Kehinde Mbanefo
6326 Rockhurst Road
Bethesda, Maryland 20817

Mr. Ralph H. Hobdey
6318 Rockhurst Road
Bethesda, Maryland 20817

Mr. Joseph L. Gude, Jr.
Ms. Debra A. McKenzie-Gude
Ms. Virginia C. McKenzie
6312 Rockhurst Road
Bethesda, Maryland 20817

Ms. Donna Offterdinger
6306 Rockhurst Road
Bethesda, Maryland 20817

Mr. Stephen G. Carver
6304 Rockhurst Road
Bethesda, Maryland 20817

Ms. Felice S. Greene
6300 Rockhurst Road
Bethesda, Maryland 20817

Mr. Wayne Glass
6226 Rockhurst Road
Bethesda, Maryland 20817

Mr. Alberto Fejera
Ms. Norma Fejera
6224 Rockhurst Road
Bethesda, Maryland 20817

Ms. Marian A. Mc Kay
6222 Rockhurst Road
Bethesda, Maryland 20817

Mr. W. R. Hale
6218 Rockhurst Road
Bethesda, Maryland 20817

Mr. Harold Schriber
Ms. Margaret Schriber
6216 Rockhurst Road
Bethesda, Maryland 20817

Mr. John A. Rhodes
6214 Rockhurst Road
Bethesda, Maryland 20817

Mr. Kevin Embrey
Ms. Nina Embrey
6212 Rockhurst Road
Bethesda, Maryland 20817

Mr. Brooks Mc Clure
Ms. Olga Gallik Mc Clure
6204 Rockhurst Road
Bethesda, Maryland 20817

Ms. Eleanor Allen Flottman
6202 Rockhurst Road
Bethesda, Maryland 20817

Ms. Barbara B. Dwyer
6200 Rockhurst Road
Bethesda, Maryland 20817

Ms. Katie Robinson
6802 Renita Lane
Bethesda, Maryland 20817

Mr. Julius B. Spiro
6806 Renita Lane
Bethesda, Maryland 20817

Ms. Carolyn B. Hunt
6810 Renita Lane
Bethesda, Maryland 20817

Mr. Joseph Swartz
6812 Renita Lane
Bethesda, Maryland 20817

Ms. Judith Saviger
6814 Renita Lane
Bethesda, Maryland 20817

Mr. Sergio Marquez
6816 Renita Lane
Bethesda, Maryland 20817

Resident
6206 Rockhurst Road

Resident
6208 Rockhurst Road

Resident
6210 Rockhurst Road

Resident
6310 Rockhurst Road

Resident
6313 Rockhurst Road

Resident
6324 Rockhurst Road

Resident
6502 Rockhurst Road

Resident
6800 Renita Lane

Resident
6808 Renita Lane

146

January 18, 1991

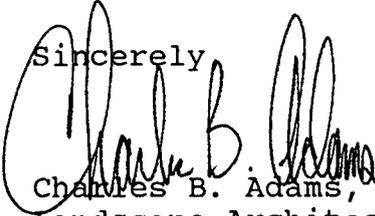
Dear Resident:

As you may already be aware, the Timberview community qualifies for traffic noise abatement measures. A project is currently under design which will reduce noise levels in your area. The project will consist of a concrete barrier similar to those in place in many areas on Maryland's highways. On January 15th, we met with members of your community and elected officials to discuss this project and answer questions. Our records indicate that you were unable to attend.

Before proceeding with this project, we would like to determine whether or not a substantial majority of the affected residents are in favor of it. Three quarters of those households polled must approve of the project in order for it to be constructed. In order to complete our study, we would appreciate your opinion. Please check one of the boxes on the enclosed pre-paid postal card, then sign and return it by the date shown.

If you have any questions about any aspect of this project, please call Mr. Gene Miller, of this office, at 333-8071 before marking your ballot.

Thank you for your consideration and prompt attention to this matter.

Sincerely,

Charles B. Adams, Chief
Landscape Architecture Division

CBA/db

147

JAN 23 1991

Mr. Stan Rosen
1208 Devere Drive
Silver Spring, Maryland 20903

Dear Mr. Rosen:

I am writing to report to you the results of our investigation of the drainage situation in your area as a result of our noise barrier project.

We are confident that the as-built solution to handle surface runoff is reasonable and practical. The issue you have raised concerns whether this drainage solution was constructed on your property without your approval.

By copy of this letter I am asking our District Right of Way Chief, Mr. Richard M. Ravenscroft, to contact you regarding this matter. You may expect to hear from Mr. Ravenscroft within the next week. In the meantime, feel free to contact Mr. Ravenscroft at 694-2597 should you have any additional concerns.

I regret any inconvenience which may have been caused; however, I am sure this matter can be resolved in a satisfactory manner.

Sincerely,
ORIGINAL SIGNED BY
HAL KASSOFF
ADMINISTRATOR
Hal Kassoff
Administrator

HK/db

cc: Mr. Richard M. Ravenscroft
Mr. Creston J. Mills, Jr.

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

148

RECEIVED

JAN 25 1991

LANDSCAPE ARCHITECTURE
DIVISION



**Maryland Department of Transportation
State Highway Administration**

149

O. James Lighthizer
Secretary
Hal Kassoff
Administrator

June 6, 1991

Mr. Arthur B. Rounds
9819 Singleton Drive
Bethesda, Maryland 20817

Dear Mr. Rounds:

Thanks you for your recent letter concerning noise abatement for your community adjacent to I-495 in Bethesda.

In my letter to you last year, I indicated that we could not commit to any expansion of our existing noise abatement program until we were well along toward completion of those projects already on the list. At that time, I mentioned that we couldn't even predict a timetable when these projects could be completed. Unfortunately, things have gotten even worse.

The current financial situation has brought the construction of noise barriers on existing roadways to a virtual halt. There are still nine projects on the original list which await funding. This means that these projects will require many more years to complete .

It is not known at this time whether expansion of the current program will be possible. Future funding allocations and other transportation needs will have to be evaluated at that time.

I regret that I am unable to provide a more positive response to your request, but I hope that I have adequately explained the current situation.

Sincerely,

Charles B. Adams, Chief
Landscape Architecture Division

CBA/rlb

My telephone number is _____

NOISE

150



Maryland Department of Transportation
State Highway Administration

O. James Lighthizer
Secretary
Hal Kassoff
Administrator

April 29, 1991

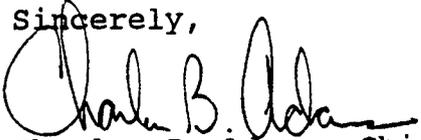
Mr. Woodruff Salmond
Ms. Doris Salmond
128 Ridgfield Road
Lutherville, Maryland 21093

Dear Doris and Woodruff Salmond:

Thank you for your recent letter concerning noise barriers for your community adjacent to I-695.

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 your area is in the design phase. Unfortunately, design of the project has been affected by our present revenue shortfall. We cannot predict when design will be completed or construction might proceed.

I regret that I cannot offer a more immediate solution to you, but hope that I have adequately explained the situation. If you have any questions, please feel free to contact me.

Sincerely,

Charles B. Adams, Chief
Landscape Architecture Division

CBA/db

My telephone number is _____



**Maryland Department of Transportation
State Highway Administration**

151

O. James Lighthizer
Secretary
Hal Kassoff
Administrator

May 6, 1991

Mr. Raymond E. Sells
107 Ridgfield Road
Lutherville, Maryland 21093

Dear Mr. Sells:

Thank you for your recent letter concerning noise barriers for your community adjacent to I-695.

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 your area is in the design phase. Unfortunately, design of the project has been affected by our present revenue shortfall. We cannot predict when design will be completed or construction might proceed.

I regret that I cannot offer a more immediate solution to you, but hope that I have adequately explained the situation. If you have any questions, please feel free to contact me.

Sincerely,

A handwritten signature in black ink, appearing to read 'Charles B. Adams', written over a horizontal line.

Charles B. Adams, Chief
Landscape Architecture Division

CBA/db

My telephone number is _____

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



**Maryland Department of Transportation
State Highway Administration**

O. James Lighthizer
Secretary
Hal Kassoff
Administrator

152

Kassoff

July 18, 1991

Ms. Mickey Shea
President, Bellemead Citizens Association
7406 Allison Street
Hyattsville, Maryland 20784

Dear Ms. Shea:

I am writing to you as a follow-up to my recent letter regarding noise barrier studies for the community of Bellemead adjacent to U.S.50 and Md.410 extended. We have attempted numerous times to contact you by telephone but have been unsuccessful.

Enclosed is a copy of the report on the preliminary design studies. If you have any questions regarding the technical information in the report, please contact Mr. Ken Polcak of my staff at (301) 333-8072.

Sincerely,

Charles B. Adams, Chief
Landscape Architecture Division

Enclosure
cc: Mr. Ken Polcak

My telephone number is _____



Maryland Department of Transportation
State Highway Administration

May 21, 1991

153
O. James Lighthizer
Secretary

Hal Kassoff
Administrator

Ms. Mickey Shea
President
Bellemead Citizens Association
7406 Allison Street
Hyattsville, Maryland 20784

Dear Ms. Shea:

Thank you for your recent letter concerning noise barriers for the community of Bellemead adjacent to US 50 and MD 410 extended.

We first investigated the Bellemead area in mid-1983 to determine noise impacts on the community. This was done at the request of Councilman James Herl. Preliminary field studies at that time proved inconclusive. Noise levels exceeded the 67 decibel impact threshold at some locations, but not at others. Due to the fact that our formal retrofit project list had already been established and that a funding source for noise barriers on non-interstate highway was not available, a follow-up study was not performed.

In February, 1987, a noise impact re-evaluation was conducted to determine the effect of projected noise levels from the proposed MD 410 interchange at US 50 on the community. These studies indicated that noise levels would not increase significantly due to this construction to warrant a noise wall.

About this time, because of the tremendous demand for noise barriers and what was seen as available funding, a formal noise policy was adopted. This policy which was signed by Secretary of Transportation William Hellman in April, 1987, stipulated that all of the following criteria must be met for a community to be considered for inclusion on the program:

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

My telephone number is _____

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707 North Calvert St., Baltimore, Maryland 21203-0717

154

Ms. Mickey Shea, President
Page 2

- funds must be available.

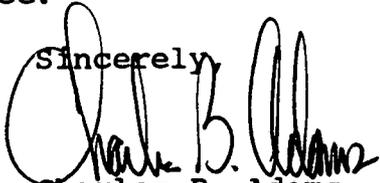
By late 1988, due to the ongoing construction of Md 410, requests were again made to the State to provide noise abatement measures for Bellemead. A preliminary assessment at that time indicated that a noise barrier might well meet the established criteria for noise level impact and date of construction. It would require, however, a more detailed study to accurately determine the cost per residence. This study which is currently being completed should be available by late June. We will provide you with a copy of this report at that time.

In the meantime, the financial situation in Maryland has gotten progressively worse. The remaining projects on the original list are currently on hold and will only move towards construction subject to funding availability. We are not making any new commitments and, in fact, the future of the entire Noise Abatement Program is now uncertain due to the current financial crisis.

Finally, those elected officials who have contacted us regarding the traffic noise situation in the Bellemead community include the following:

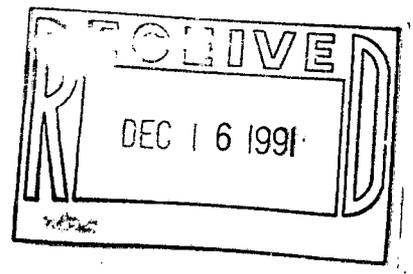
- Congressman Steny Hoyer
- Councilman James Herl
- Mayor Linda Smioldo
- Delegate Paul Pinsky

I trust this information adequately addresses the points in your inquiry. If you have further questions, please feel free to contact me at your convenience.

Sincerely,

 Charles B. Adams, Chief
 Landscape Architecture Division

CBA/wt

155



December 12, 1991

Mrs. Louis A. Smith
1029 Adcock Road
Lutherville MD 21093

Dear Mrs. Smith:

Thank you for your recent letter about the proposed noise abatement project for the Longford community in Lutherville.

The recent passage of the Inter-modal Surface Transportation Efficiency Act by Congress was an important step forward in addressing our funding situation. We are analyzing the State funding required over the six year life of the bill to match federal funds. At this point, in the absence of additional State funds it is unclear whether any additional projects beyond purely maintenance and system preservation work can move forward. As a result, we continue to lack the funds to complete the remaining noise abatement projects on our original program.

Although no new noise projects are being funded, the original priority list of noise abatement projects has been retained. Governor Schaefer has indicated that remaining noise retrofit projects can only proceed if there is a State revenue increase and if local governments are willing to share in the cost of these projects.

If you have any further questions, please do not hesitate to contact Charles Adams, of our Office of Environmental Design. Mr. Adams may be reached at (410) 333-8063.

~~Sincerely,~~ SIGNED BY
HAL KASSOFF
ADMINISTRATOR

Hal Kassoff
Administrator

bcc: Mr. Charles B. Adams
Mr. Eugene Miller
Mr. Charles R. Olsen

COPY

156

Charlie - ~~Person~~

Let's be clear on how we respond to these. We are no longer re-iterating commitments to these projects. Instead, we are saying that our very top priority is to get us to re-evaluate the entire noise barrier program.

Mr. and Mrs. Herb Swearer
1226 Greystone Road
Arbutus MD 21227

Dear Mr. and Mrs. Swearer:

Thank you for your recent letter regarding the noise abatement project on I-695 in the Arbutus area.

DRAFT

As you probably know, the State is in a severe financial situation. The project to construct noise barriers for your neighborhood is presently on hold pending an improvement in the funding situation. I want to assure you that we are committed to this project and will proceed as soon as funds become available.

I am sorry that I cannot give you better news and hope that you understand our situation. Thank you for your patience during these trying times.

Sincerely,

Governor

cc: Mr. Hal Kassoff
Secretary O. James Lighthizer

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

Dictated by Ken Polcak, SHA, X8072

(We shall always ~~respond~~ express regrets at not being able to offer a more positive reply).

Pls re-write & return by Monday, 7/29

JLKs.
JK

P.S. Pls be sure that everyone on your team - Gene, Ken, Bill, everyone is updated on how we must respond to these.

Gov.
7-29-91
Rawrite

157

Mr. and Mrs. Herb Swearer
1226 Greystone Road
Arbutus MD 21227

Dear Mr. and Mrs. Swearer:

Thank you for your recent letter regarding the noise abatement project on I-695 in the Arbutus area.

As you probably know, the State is in a severe financial situation. This is compelling us to reevaluate the entire noise abatement program. It is just impossible at this time to predict what the results of this reevaluation might be.

I regret that I cannot offer more positive information, but hope that you understand our situation. Thank you for your patience during these trying times.

Sincerely,

Governor

cc: Mr. Hal Kassoff
Secretary O. James Lighthizer

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

Dictated by Ken Polcak, SHA, X8072



**Maryland Department of Transportation
State Highway Administration**

156

O. James Lighthizer
Secretary
Hal Kassoff
Administrator

April 29, 1991

Ms. Suzanne M. Sweeney
219 Meadowvale Road
Lutherville, Maryland 21093

Dear Ms. Sweeney:

Thank you for your recent letter concerning noise barriers for your community adjacent to I-695.

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 your area is in the design phase. Unfortunately, design of the project has been affected by our present revenue shortfall. We cannot predict when design will be completed or construction might proceed.

I regret that I cannot offer a more immediate solution to you, but hope that I have adequately explained the situation. If you have any questions, please feel free to contact me.

Sincerely,

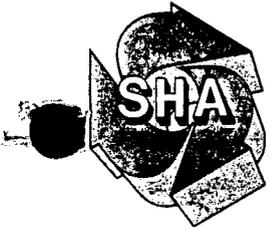
A handwritten signature in dark ink, appearing to read 'Charles B. Adams', written over the typed name.

Charles B. Adams, Chief
Landscape Architecture Division

CBA/db

My telephone number is _____

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



**Maryland Department of Transportation
State Highway Administration**

159

O. James Lighthizer
Secretary
Hal Kassoff
Administrator

September 26, 1991

Mr. Harry Taurig
5729 Richardson Mews Circle
Relay MD 21227

Dear Mr. Taurig:

I am writing to inform you about the status of noise measurements for the Richardson Mews community adjacent to I-195.

We had hoped by this time the severe financial situation in Maryland would have eased and funding would be available to conduct follow-up noise measurements at your community. Unfortunately, this is not the case.

We will continue to keep this work in our priority file and perform the studies as funds become available. We regret that we cannot offer you a timetable when this might be. However, we will contact you prior to the start of any work.

In the meantime, if you have any questions, please don't hesitate to contact Mr. Kenneth D. Polcak, of my staff, at (301) 333-8072.

Thank you for your patience in this matter.

Sincerely,

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

Charles B. Adams
Chief
Landscape Architecture Division

CBA/rlb

cc: Mr. Kenneth D. Polcak

My telephone number is _____



**Maryland Department of Transportation
State Highway Administration**

O. James Lighthizer
Secretary

Hal Kassoff
Administrator

165
March 1, 1991

Mr. Harry Traurig
5729 Richardson Mews Circle
Relay, Maryland 21227

Dear Mr. Traurig:

I am writing to update you on the status of noise level measurements for the Richardson Mews community adjacent to I-95.

When I last wrote to you in mid-1988, I indicated that we would schedule follow-up noise measurements following the opening of I-195. In this way, we could compare the noise levels "before" and "after" to determine noise impacts in this area.

It was anticipated that by this time, we would have completed these measurements. However, due to the current financial situation and a large backlog of work, we have been unable to perform these studies. We are hopeful that funding may be available this summer which will allow us to perform this work.

I regret that I cannot offer you a more immediate response, but hope you can understand our situation. I will contact you prior to the start of our work.

Sincerely,

Charles B. Adams, Chief
Landscape Architecture Division

CBA/eh

cc: Mr. Ken Polcak ✓

My telephone number is _____

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



**Maryland Department of Transportation
State Highway Administration**

O. James Lighthizer
Secretary
Hal Kassoff
Administrator

February 28, 1991

161

Mr. John Wade
1017 St. Charles Avenue
Baltimore, Maryland 21229

Dear Mr. Wade:

Thank you for your recent letter which I received from the Baltimore County Department of Public Works. Your concern was about the noise from I-95 at Colony Hill Court in Arbutus.

This is an area which appears to meet all of our criteria for noise abatement. Due to our large backlog of prior commitments, as well as a reduction in available funding, we are unable to commit to a project or a schedule at this time.

I regret that I am unable to offer a more positive reply, but I trust you understand our position. If you have further questions, 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/eh

cc: Mr. C. Richard Moore
Mr. Charles B. Harrison

My telephone number is _____



Maryland Department of Transportation
State Highway Administration

162

O. James Lighthizer
Secretary
Hal Kassoff
Administrator

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

October 24, 1991

RECEIVED

OCT 28 1991

LANDSCAPE ARCHITECTURE
DIVISION

Mrs. Edward Wares
9803 Belhaven Road
Bethesda MD 20817

Dear Mrs. Wares:

Thank you for your letter regarding noise barriers along I-495 in the vicinity of Belhaven Road.

Unfortunately, conditions regarding the funding of noise abatement projects has gotten worse since your last inquiry into that issue. There has never been a noise wall proposed at this location, and I cannot speculate as to when this area may become eligible for such a project.

Although there is a long list of approved locations throughout the State that meet our noise abatement criteria, there are currently no funds to pursue those projects. Therefore I cannot be optimistic for the folks that live at those locations, nor able to give you any indication of when your area may be given consideration.

I regret not being able to give you a more positive response, and suggest you call me if you would like to discuss this matter further.

Sincerely,

Creston J. Mills, Jr.
District Engineer

CJM:lc

cc: Mr. Charles B. Adams

My telephone number is _____

NOISE

163



Maryland Department of Transportation
State Highway Administration

O. James Lighthizer
Secretary
Hal Kassoff
Administrator

April 29, 1991

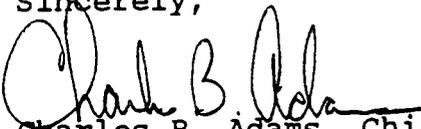
Ms. Jean. A. Watts
129 Tenbury Road
Lutherville, Maryland 21093

Dear Ms. Watts:

Thank you for your recent letter concerning noise barriers for your community adjacent to I-695.

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 your area is in the design phase. Unfortunately, design of the project has been affected by our present revenue shortfall. We cannot predict when design will be completed or construction might proceed.

I regret that I cannot offer a more immediate solution to you, but hope that I have adequately explained the situation. If you have any questions, please feel free to contact me.

Sincerely,

Charles B. Adams, Chief
Landscape Architecture Division

CBA/db

My telephone number is _____



**Maryland Department of Transportation
State Highway Administration**

O. James Lighthizer
Secretary
Hal Kassoff
Administrator

164

Handwritten signature/initials

September 25, 1991

Mr. Gary Weishaar
1132 McHenry Drive
Glen Burnie MD 21061

Dear Mr. Weishaar:

I am writing to let you know of the results of noise measurements taken at your residence adjacent to I-695.

Noise levels averaged 63 decibels at their loudest in the vicinity of your backyard. This corresponds exactly with that predicted in the environmental study done prior to the reconstruction of the Beltway. (The impact noise-level threshold is 67 decibels.)

We also determined that the noise levels in this area are being reduced by at least 50 percent compared with what would be perceived without the noise barrier. We do this by taking simultaneous measurements on both sides of the wall and comparing them.

Finally, let me say that even though we achieved our goal, the tolerance for noise is an individual thing. The erection of noise walls will never totally eliminate noise. Our hope is that we can provide a significant measure of noise reduction as we have accomplished in this case.

If you have any questions concerning our studies, please feel free to contact Mr. Kenneth D. Polcak, of my staff, at 333-8072.

Sincerely,

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

Charles B. Adams
Chief
Landscape Architecture Division

cc: Mr. Kenneth D. Polcak

My telephone number is _____

NORSE

165



Maryland Department of Transportation
State Highway Administration

O. James Lighthizer
Secretary
Hal Kassoff
Administrator

August 12, 1991

Dr. Nancy Wiese
6804 Renita Lane
Bethesda, Maryland 20817

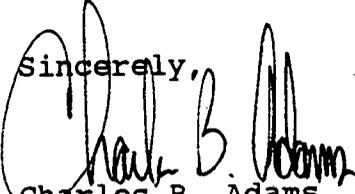
Dear Dr. Wiese:

Thank you for your recent letter and those of your neighbors concerning noise abatement for your community adjacent to I-495 in Bethesda, west of Old Georgetown Road.

As you may be aware, the State is presently in a severe financial situation. This is compelling us to reevaluate the entire noise abatement program. The results of this re-evaluation cannot be predicted at this time.

The current program for constructing noise barriers on existing highways is at a virtual halt. Future federal funding amounts are uncertain and their use must be carefully considered for all of Maryland's transportation needs. It would be irresponsible on my part to indicate that noise abatement might be approved. We are aware of the situation with respect to your community, and will consider this in the reevaluation.

I applaud your efforts on behalf of your community and the work you put forth in gathering their letters of petition. My only regret is that I cannot offer you a more positive response to your request.

Sincerely,

Charles B. Adams, Chief
Landscape Architecture Division

CBA/jdc

My telephone number is _____



Maryland Department of Transportation
State Highway Administration

166

O. James Lighthizer
Secretary
Hal Kassoff
Administrator

January 17, 1991

Ms. Faye Willard
10178 High Ridge Road
Laurel, Maryland 20723

Dear Ms. Willard:

I am writing to report to you the results of our recent traffic noise impact studies for your community adjacent to I-95.

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

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

Our current retrofit program consists of 26 projects. Sixteen of those projects have been completed or are now under construction. In recent years, funding for noise abatement projects has been substantially reduced, resulting in a much slower construction schedule. The remaining ten areas are not yet funded, but will be constructed subject to funding availability. This means that these projects will require at least several more years to complete.

In your area, our studies found that noise levels are at or above the 67 decibel impact threshold and that the majority of homes existed before I-95. The remaining requirements cannot be accurately determined without detailed engineering studies. At this time, we are making no new commitments for noise abatement. At such time as a decision is made about expansion of our program we would revisit each of those areas where noise abatement may be warranted. At this point, the current financial situation in Maryland has made any future expansion of the program questionable.

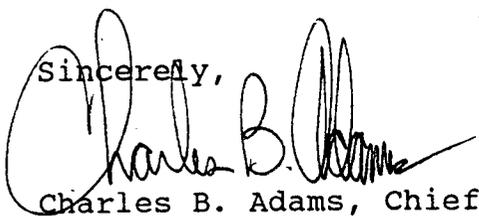
My telephone number is _____

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

167

Ms. Faye Willard
Page two

I regret that I cannot offer more of a solution to you and your neighbors, but hope that I have adequately explained the situation in this area.

Sincerely,


Charles B. Adams, Chief
Landscape Architecture Division

HK/db



Maryland Department of Transportation
State Highway Administration

168

O. James Lighthizer
Secretary
Hal Kassoff
Administrator

April 18, 1991

RECEIVED
APR 18 1991
LANDSCAPE ARCHITECTURE
DIVISION

Mr. Edward A. Wolff
1021 Cresthaven Drive
Silver Spring, Maryland 20903

Dear Mr. Wolff:

Thank you for your recent letter concerning the noise wall at your residence adjacent to I-495.

Obviously, there is a significant misunderstanding between us regarding your expectations and what was delivered in the way of noise relief. Several attempts to schedule a meeting with you to discuss these differences were not successful. My feeling is that honest face to face dialogue is necessary to arrive at a mutual understanding of this situation.

Therefore, I have asked Mr. Charles B. Adams, Chief of our Landscape Architecture Division, to arrange a meeting with you at your earliest convenience. District personnel responsible for the construction of this project will also be in attendance. You should expect to hear from Mr. Adams within the next two weeks. You may also call Mr. Adams at 333-8063.

Sincerely,

Hal Kassoff
Administrator

HK/db

cc: Senator Ida G. Ruben
Mr. Creston Mills
Mr. Charles B. Adams

My telephone number is 333-1111



Maryland Department of Transportation
State Highway Administration

O. James Lighthizer
Secretary
Hal Kassoff
Administrator

1681

MAR 14 1991

Mr. Edward A. Wolff
1021 Cresthaven Drive
Silver Spring, Maryland 20903

Dear Mr. Wolff:

I am writing to report to you the results of our noise barrier effectiveness studies for your residence adjacent to I-495.

Our records indicate that the noise barrier in your area is 26 feet in height, as promised. It equals or exceeds the design goal noise reduction in all locations. During construction, some grading was required at the base of the wall to provide for drainage away from the wall, thus the exposed height may be somewhat less than 26 feet.

The goal of our noise abatement projects is to reduce the noise levels by 7-10 decibels at the ground floor level outdoors. As you requested, I have enclosed a copy of the report detailing our recent follow-up studies, the results of which confirm that we are achieving the design goal noise 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. Often because of terrain conditions, it is not possible to achieve an equal reduction in all locations within a community.

Another factor which influences the perceived effectiveness of the wall is orientation of the living spaces and the design of your house. Because of the slope of your property, the house has one level on Cresthaven Drive, but two levels on the Beltway side. This puts the first floor living area at second story height in relation to the noise barrier. Thus, because the ground rises away from the barrier you experience a greater noise level in your living area than would be the case if the ground was flat. Based on cost and engineering limitations, our barriers are designed to provide maximum protection for ground floor and outdoor use areas only. Noise reduction at upper story levels is realized, but to a lesser degree. It is simply not practical from an engineering or acoustical standpoint to design a noise barrier to provide the same maximum noise reduction for upper story levels.

My telephone number is _____

170
Mr. Edward A. Wolff
Page two

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

I hope this information adequately explains your perceptions regarding the barrier's effectiveness. If you have any additional questions, please feel free to contact me or 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

Enclosure

cc: The Honorable Ida Ruben

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

October 24, 1991

The Honorable John C. Astle
212 House Office Building
Annapolis MD 21401-1991

Dear Delegate Astle:

Thank you for your recent letter concerning noise barriers on Patuxent Boulevard (MD 665) on behalf of your constituent, Mr. Paul Woodward.

During the planning process for any new highway or major reconstruction of an existing highway, an environmental document must be prepared which indicates the impacts on the existing conditions. This includes noise impacts, which are then evaluated for noise mitigation based on a set of objective criteria. These include noise above the 67 db threshold, date of construction of the highway, reasonable cost, and community desire for abatement.

There are two areas adjacent to MD 665 which meet these criteria and for which noise barriers are being constructed. These are the Federaltowne community on the south side of MD 665, close to Forest Drive, and the residential community on the north side of MD 665, along Fairfax Road. Your constituent may not be aware that due to the way noise travels, to be effective noise barriers must extend somewhat beyond the actual residences. Please be assured that we are constructing only the amount of barrier to achieve noise protection for these two communities.

I hope this information clarifies the noise barrier issue in this area. If you have any questions, please do not hesitate to contact me at your convenience.

Sincerely,
ORIGINAL SIGNED BY
HAL KASSOFF
ADMINISTRATOR

Hal Kassoff
Administrator

bcc: Mr. Charles Adams
Mr. Eugene Miller
Mr. Charles R. Olsen

Dictated by G. Miller, LAD-8071



Maryland Department of Transportation
State Highway Administration

O. James Lighthizer
Secretary
Hal Kassoff
Administrator

172
May 2, 1991

RE: Contract No. AA315-502-572
F.A.P. No. I-68-1(3)
US 50/301 (I-595) East of
MD 424 to I-97
PDMS No. 022010

RECEIVED
MAY 2 1991
LANDSCAPE ARCHITECTURE
DIVISION

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

Dear Mr. Barrows:

I have enclosed a copy of the Final Acoustic Report for the Greenwood Acres community adjacent to US 50/301 (I-595) and I-97 in Anne Arundel County. This report indicates the proposed location of the noise barrier, predicted acoustic performance, and estimated costs for construction.

Our original design intent was to place the noise barrier on top of the proposed retaining wall. This option was presented to you in my letter dated January 28th which requested Federal funding for the noise barrier as part of the referenced project. Subsequent studies and discussions, however, indicated that a better choice would be to locate the noise barrier five (5) feet behind the retaining wall. This would allow for landscape planting on this terrace area which would reduce the scale of the combined retaining wall and noise barrier. It would not require any additional right of way as originally thought.

The cost of this option would be slightly lower than the original proposal. It is estimated that the noise barrier project would be \$480,194 or \$43,654 per impacted residence. This compares to the option with the barrier on top of the retaining wall of \$483,000 or \$43,909 per residence.

Inclusion of the noise barrier as proposed would provide significant noise mitigation for 11 residences which are impacted above the 67 decibel threshold. Insertion losses would amount to between 9 and almost 15 decibels. We feel the cost of this project is reasonable given the benefits to this long-established community.

My telephone number is _____

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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. A. Porter Barrows
Page two

173

I trust this information clearly addresses the points you raised in your letter of March 21st. Therefore, we reiterate our request for approval for Federal funding to construct a noise barrier at Greenwood Acres as part of the referenced project. Should you have any questions, please contact me or Charlie Adams, Chief of the Landscape Architecture Division at 333-8063.

Very truly yours,

Hal Kassoff
Administrator

BY: Charles R. Olsen
Charles R. Olsen
Chief Engineer

Enclosure
HK/db

cc: Mr. Herman Rodrigo
Mr. Neil J. Pederson
Mr. Edward Meehan
Mr. Charles B. Adams
Mr. Anthony M. Capizzi
Mr. Gary Gray

JAN 28 1991

174

RE: Contract No. AA315-502-572
F.A.P. No. I-68-1 (3)
US 50/301 (I-595) East
of MD 424 to I-97
PDMS No. 022010

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

Dear Mr. Barrows:

I am writing to request your concurrence to construct a noise barrier at the Greenwood Acres community as part of the referenced contract. Our original request for no-build was based on the fact that this area significantly exceeded the cost per residence criterion of our Noise Abatement Policy. We have re-evaluated our original analysis and feel that the estimated construction cost is reasonable.

A thorough re-study was performed to determine the cost of erecting a noise barrier for this area, excluding construction items which are inherent to the roadway contract itself. These items such as Engineer's office, mobilization, maintenance of traffic, etc., while significant in a Type II project, are virtually nil when calculating the cost of a Type I barrier. It is our feeling that a duplication of these items to determine the cost per residence is unreasonable.

Our noise abatement design goal is to reduce noise levels 7-10 decibels at impacted residences. Our studies indicate that this can be achieved with a wall which breaks the line of sight by a minimum of 3 feet. The resultant noise level at each of the 11 impacted residences is predicted to measure in the low 60's.

Two major options were considered in the location of the noise wall. The first would place the barrier on top of a proposed retaining wall which is necessary for highway construction. This would necessitate a structural upgrade of the retaining wall in order to accommodate the noise barrier and would add to its cost.

175

Mr. A. Porter Barrows
Page two

The second option would place the noise wall behind the retaining wall. This is less desirable because it would require additional right of way and would place the wall very close to some residences which are less than 50 feet from the proposed retaining wall. Our preference is to locate the noise barrier on top of the retaining wall.

The estimated cost to construct our standard noise barrier on top of the proposed retaining wall is \$483,000. This includes the cost to upgrade the retaining wall to support the noise barrier. Under this option, the cost per impacted residence protected amounts to \$43,000. We feel that this cost is within the reasonable realm and warrants inclusion of this noise wall in the highway project.

We have looked at the other three communities along the highway project area and re-evaluated them using these same revised cost factors. By eliminating the cost of upgrading the retaining wall, but adding the cost of necessary caissons, we arrived at a cost per square foot of noise barrier of about \$17.50. This is actually higher than our previous bid experience for noise wall panel and caisson construction which amounts to about \$16.50 per square foot. Using this lower figure, we determined the following:

<u>Community</u>	<u>Impacted no. residences</u>	<u>s.f. wall</u>	<u>Cost/residence</u>
Heritage Harbour West	4	25,850	\$106,631
Heritage Harbour East	2	13,163	\$108,595
North River Forest	14	75,804	\$ 89,340

These results clearly exceed our criterion for reasonable cost. Therefore, these communities do not warrant noise barriers on this factor alone.

We discussed this matter with Mr. Herman Rodrigo of your staff and clearly understand the relationship of our decision relative to future Type I projects.

Therefore, we request your concurrence in this decision and your approval for Federal funding for a noise barrier at Greenwood Acres as part of the referenced project.

176

Mr. A. Porter Barrows
Page three

Should you have questions, please contact me or Charles Adams,
Chief of the Landscape Architecture Division at 333-8063.

Very truly yours,

Hal Kassoff
Administrator
Original signed by:

BY: Charles R. Olsen
Charles R. Olsen
Chief Engineer

HK/db

cc: Mr. Herman Rodrigo
Mr. Neil J. Pederson
Mr. Edward Meehan
Mr. Charles B. Adams
Mr. Gary Gray

177

JAN 24 1991

Mr. Gus Bauman, Chairman
Maryland National Capital Park and Planning Commission
8787 Georgia Avenue
Silver Spring, Maryland 20910-3760

Dear Mr. Bauman:

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

You are correct in stating that this area is impacted by traffic noise from the Capital Beltway. It is also true that our program has been guided by citizen complaints, and we were, in fact, not contacted by the Woodside Forest community until 1983, well after the establishment of the project list. We did not feel we should be soliciting or inducing interest from communities that had not complained. I feel that was the right approach, as opposed to a process where we would have been proposing barriers on our own.

I do understand and sympathize with the Woodside Forest residents. However, there are a number of other communities in this same situation; that is, they appear to meet all of the criteria for noise abatement except for available funds. The bottom line is that there are simply not enough funds to construct noise barriers for every area where they are warranted.

The remaining projects on the original list are being constructed subject to funding availability. We cannot make any new commitments until we are further along towards the completion of those projects. Funding reductions in recent years have slowed the construction schedule considerably. In fact, the future of the entire Noise Abatement Program is now uncertain due to the State's financial crisis.

178
Mr. Gus Bauman
Page Two

A further issue is that our research is showing that the majority of original residents who were there when the highway was built have long since moved. As time has gone by, this creates the policy and equity issue of whether the public sector should subsidize, at a possible level of \$40,000 per household, people who bought their residence after the highway was in place.

I regret that I cannot offer more of a solution for this community, but hope that I have adequately explained our present thinking.

Sincerely,

ORIGIN: RECORDED BY
HAL KASSOFF
ADMINISTRATOR
Hal Kassoff
Administrator

HK/db

cc: Secretary O. James Lighthizer

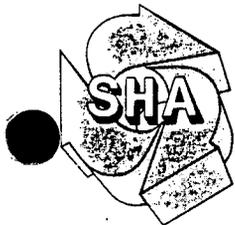
bcc: Mr. Charles R. Olsen
Mr. Robert D. Douglass
Mr. Charles B. Adams
Mr. Eugene J. Miller, Jr.

179

RECEIVED

JAN 23 1991

LANDSCAPE ARCHITECTURE
DIVISION

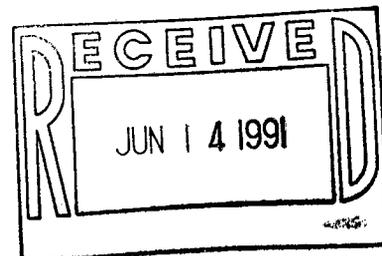


**Maryland Department of Transportation
State Highway Administration**

180

O. James Lighthizer
Secretary
Hal Kassoff
Administrator

June 14, 1991



The Honorable Gerry L. Brewster
527 Allegheny Avenue
Towson, Maryland 21204

Dear Delegate Brewster:

Thank you for your recent letter on behalf of the Dulaney Valley Improvement Association concerning seeding and planting on Dulaney Valley Road south of Charmuth Road.

A representative from our Landscape Architecture Division has contacted Ms. Barbara Poniatowski of the association to discuss the community's concerns. It was agreed that we would evaluate the area to determine what is necessary to reestablish the turf to an acceptable condition.

In addition, we will make arrangements with the community association to discuss a cooperative planting project for this area.

I trust this information is sufficient for your needs at this time. If you have any questions, please don't hesitate to contact me or Mr. Charles B. Adams, Chief, Landscape Architecture Division. Mr. Adams may be reached at 333-8063.

Sincerely,

A handwritten signature in dark ink, appearing to read 'HK' followed by a stylized flourish.

Hal Kassoff
Administrator

HK/db

cc: Mr. Charles B. Adams

My telephone number is _____

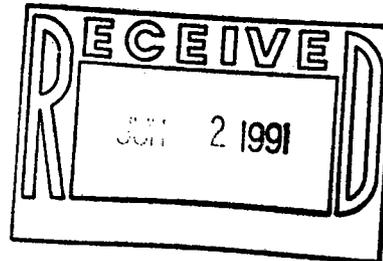


**Maryland Department of Transportation
State Highway Administration**

181

O. James Lighthizer
Secretary
Hal Kassoff
Administrator

May 28, 1991



The Honorable Gerry L. Brewster
527 Allegheny Avenue
Towson, Maryland 21204

Dear Delegate Brewster:

Thank you for your recent letter to Mr. Charles B. Adams on behalf of the Dulaney Valley Improvement Association concerning sound barriers for I-695. Let me briefly explain the history of our Noise Abatement Program as it relates to this community.

In 1976, the Federal Highway Administration (FHWA) issued regulations which permitted the use of Federal funds for noise mitigation projects where no improvement to the highway is performed (retrofit). The fund for this work, titled I4R, is the same source of revenue used for all interstate road and bridge rehabilitation. No mandate was established for the use of these funds by the states for noise abatement. In fact, most states opted not to build retrofit noise barriers.

By 1980, based on public input and SHA's preliminary analysis of the area, the Dulaney Valley community was identified as eligible for noise barriers. It was then compared with other qualified areas and prioritized based on a number of variables. It placed 18th out of 26 projects. At that time, it was anticipated that the entire list of projects could be under construction within 10 years.

In 1986, the I4R fund allocation was cut by approximately 20 percent. This reduction of over \$9 million impacted the entire Type II Program. It was decided to attempt to complete the remaining noise barrier projects, albeit at a slower pace. The current financial situation has reduced progress on any schedule to a standstill.

My telephone number is 333-1111

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

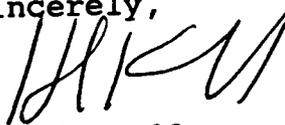
182

The Honorable Gerry L. Brewster
Page two

There is one project on the original list (I-695 at Wilkens Avenue) which has not yet been advertised which precedes this project in priority. At the present time, the design of this project is approximately 25% complete. Due to our present financial situation we have halted the design work. We anticipate this will resume when our revenue picture improves, but it is just not possible to predict a date when this will occur.

I trust this information is sufficient for your needs at this time. If you have further questions or require additional information, please don't hesitate to contact me or Mr. Adams at your convenience. Mr. Adams is directly responsible for the Noise Abatement Program and may be reached at 333-8063.

Sincerely,



Hal Kassoff
Administrator

HK/jdc

cc: Mr. Charles B. Adams

183
June 18, 1991

RECEIVED

JUN --

The Honorable Thomas L. Bromwell
7503 Belair Road - 2ND Floor
Baltimore, MD 21236

LANDSCAPE ARCHITECTURE
DIVISION

Dear Senator Bromwell:

Thank you for your recent memorandum concerning the issue of noise barriers along I-95 in the area of Hazelwood Park East.

As you are aware, for a community to be considered for noise abatement under the State Highway Administration's retrofit policy, all of the following criteria must be met:

- noise levels must exceed the impact threshold level of 67 decibels (dBA);
- a majority of the impacted residences must have predated 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 policy was officially adopted in April, 1987 shortly after we learned that Federal I4R funds had been reduced by almost 20 percent. Since these funds are the sole source of revenue for retrofit noise barrier projects, it became apparent that the noise abatement program was in serious jeopardy. Rather than terminating the program, we decided to continue, albeit, at a much slower pace. Our current financial situation has brought the construction schedule to a virtual halt. In fact, the future of the entire Noise Abatement Program is still uncertain.

The Hazelwood Park East community is part of a much larger area which was studied years ago to determine eligibility for noise barriers. This area extended from the Baltimore City line to the Baltimore Beltway. It was determined that only the area on the northbound side of I-95, south of Chesaco Avenue met the requirements for date, noise level and reasonable cost. The Hazelwood Park East community is not eligible for our noise program because the majority of homes post-date the highway.

184

The Honorable Thomas L. Bromwell
Page Two

I regret that I am unable to offer a more positive response to your inquiry. If you wish to discuss this matter further, please feel free to contact me at your convenience.

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.

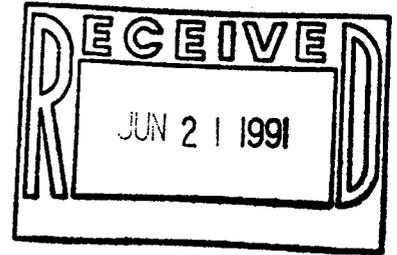


Maryland Department of Transportation
State Highway Administration

185

O. James Lighthizer
Secretary
Hal Kassoff
Administrator

June 19, 1991



The Honorable Michael J. Collins
418 Eastern Boulevard
Baltimore, MD 21221

Dear Senator Collins:

Thank you for your recent letter to Mr. Charles B. Adams of our Landscape Architecture Division concerning traffic noise levels on MD 702 between Eastern Boulevard and Old Eastern Avenue.

Based on your initial verbal request, we have completed a noise measurement study at the residence of Mr. Ted Rakowski, 1403 Franklin Avenue, to determine the traffic noise impact. The results are indicated on the attached Exhibits 1, 2 and 3.

As you can see, the noise levels measured are far below the 67 decibel noise impact threshold level. The measurement descriptor used is the average noise level recorded within each hourly period. This is referred to as the Leq.

In addition to the Leq measurements, we extrapolated the peak noise levels from within each hourly period. These are shown on Exhibit 4. The 24 hour data indicates a peak noise level range from 60 to 82 decibels, caused primarily by trucks downshifting as they approach the Old Eastern Avenue intersection. These vehicle passes are infrequent, and of relatively short duration and they add little to the overall Leq. However, by themselves, they can be a source of great irritation to the adjacent residents, which may be the source of Mr. Rakowski's complaint.

I trust this information is sufficient for your needs at this time. If you have any questions or wish to discuss this further, please feel free to contact me or Mr. Charles B. Adams, Chief, Landscape Architecture Division. Mr. Adams can be reached at 333-8063.

Sincerely,


Hal Kassoff
Administrator

HK/db

Enclosures

cc: Mr. Charles B. Adams

My telephone number is _____



Maryland Department of Transportation

The Secretary's Office

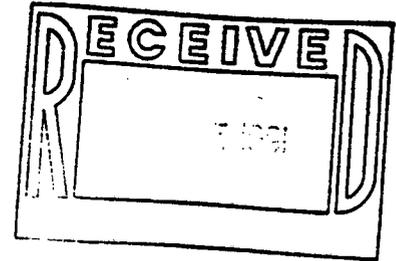
William Donald Schaefer
Governor

O. James Lighthizer
Secretary

Stephen G. Zentz
Deputy Secretary

noise

186



June 24, 1991

The Honorable Howard A. Denis
402B James Senate Office Building
110 College Avenue
Annapolis MD 21401-1991

Dear Senator Denis:

Thank you for your recent letter on behalf of Citizens Against Beltway Noise (CABN).

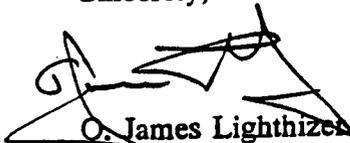
The Department of Transportation and the State Highway Administration are committed to honoring the intent of the agreement with CABN to construct the two noise barriers adjacent to I-495.

As I know you are aware, the sharp decline in transportation revenues since mid-December of 1990 has brought new highway construction projects to a halt. We cannot estimate at this time when we will be able to proceed with the many highway projects which are needed.

The noise barrier design is being completed. The actual date when this project will begin construction is just not certain at this juncture. We will complete the construction documents so that we can be ready to proceed when the financial situation improves.

I understand your interest and concern. This situation has been a sudden development that was not anticipated and has had a drastic impact on many needed transportation improvements.

Sincerely,


O. James Lighthizer
Secretary

cc: Mr. Hal Kassoff

P.S. You got good news on the 495 signs! Someone won one!

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

187

O. James Lighthizer
Secretary
Hal Kassoff
Administrator

August 5, 1991

The Honorable Thomas E. Dewberry
1917 Tadcaster Road
Catonsville, MD 21228

Dear Delegate Dewberry:

Thank you for your recent letter concerning the issue of noise barriers along I-695 from US 40 to I-70. As a point of clarification, we completed or have under construction 17 of the original list of 26 projects.

As you are aware, the State is in a severe financial situation. This is compelling us to reevaluate the entire noise abatement program. It is just impossible at this time to predict what the results of this reevaluation might be. Currently, the noise abatement program is at a virtual halt. Until the financial picture brightens, I believe this will be the status quo.

I regret that I cannot offer a more positive response, but hope you understand our situation. If you wish to discuss this further, please don't hesitate to contact me at your convenience.

Sincerely,


Charles R. Harrison
District Engineer

CRH/EJM/rlb

My telephone number is _____



Maryland Department of Transportation
State Highway Administration

188

O. James Lighthizer
Secretary

Hal Kassoff
Administrator

September 9, 1991

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

Dear Senator and Delegates:

I am writing to let you know of the results of noise measurements taken at the College Park Woods community south of the I-495/I-95 interchange.

As you know, the College Park Woods community is located more than one-half mile from the beltway. Because of this considerable distance, it was anticipated that atmospheric conditions would strongly influence the level of noise reaching the community. Therefore, measurements were taken over several days and at different times.

Noise levels varied greatly from a low of 45 decibels to a high of 61 decibels. (The impact noise-level threshold is 67 decibels.) We found that the local noise contribution (i.e. vehicles on local streets, aircraft flyovers, crickets, etc.) almost equaled the beltway noise. The personal perception of noise from the beltway ranged from barely discernable to a strong hum.

Since there was such a wide fluctuation of measured noise levels, we performed a computer model study to determine what the projected increase in noise level would be. We found that with the addition of an auxiliary lane to the beltway from US 1 to west of MD 650 as proposed, the noise level at College Park Woods would increase a maximum 1.5 decibels. This amount is not discernable to the human ear.

When the construction of the auxiliary lane is completed on I-495, we will again take measurements to see if there is any change in noise levels. Based on our current schedules, construction will be completed late 1993. In the meantime, if you have any questions, please don't hesitate to contact me.

Sincerely,

A handwritten signature in dark ink, appearing to be 'H. Kassoff', written over a horizontal line.

Hal Kassoff
Administrator

My telephone number is _____

189

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

Dictated by G. Miller, LAD, x8063



Maryland Department of Transportation
State Highway Administration

190

O. James Lighthizer
Secretary
Hal Kassoff
Administrator

August 14, 1991

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

Dear Senator and Delegates:

I am writing to report the results of our preliminary engineering studies for the Calverton community adjacent to I-95. These studies were undertaken to determine an accurate cost of a noise barrier to see if the community meets the reasonable cost criterion of \$40,000 per impacted residence.

The estimated cost to construct a noise barrier for this area is \$1.1 million. Since there are 22 impacted residences which would benefit by a noise wall, the cost per residence equals \$50,000. This figure is four percent higher than our initial assessment done in 1989, which indicated a cost per residence of \$48,000 and a full 25 percent higher than our criterion.

The noise reductions experienced would range from 5 to 8 decibels and would be distributed as follows:

- 7 - 8 decibels = 11 residences (front row)
- 5 - 6 decibels = 5 residences (front row)
- 5 decibels = 6 residences (second row)

This reflects the minimum acceptable noise level reduction for a noise barrier. Our goal for noise abatement projects is a reduction of 7 to 10 decibels. Achieving a greater reduction in this area would incrementally increase the cost of a noise wall even further beyond our reasonable cost per residence criterion.

As a result of our current funding problems, the future of our noise barrier program is in doubt. We have not been adding new noise projects until it is clear whether or not the program will continue in its prior form.

My telephone number is _____

The Honorable Arthur Dorman
The Honorable Pauline H. Menes
The Honorable Timothy Maloney
The Honorable James Rosapepe
Page 2
August 14, 1991

In summary, the I-95 Calverton area project is moderately higher than our cost criteria. As a new proposal, the project faces a questionable future in view of uncertainties about our noise barrier program.

Thank you for your interest and concern. I regret not being able to offer a more positive reply, but trust that I have adequately explained the situation in this area. If you have any questions, please don't hesitate to contact me at your convenience.

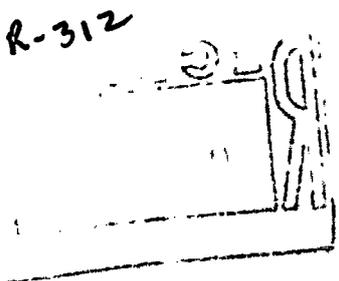
Sincerely,

ORIGINAL SIGNED BY
HAL KASSOFF
ADMINISTRATOR

Hal Kassoff
Administrator

cc: O. James Lighthizer

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

R-312




Maryland Department of Transportation
State Highway Administration

192

O. James Lighthizer
Secretary
Hal Kassoff
Administrator

May 28, 1991

Mr. Gregg Fleming
U.S.DOT, Transportation Systems Center
Kendall Square
Cambridge, Massachusetts 02142

Dear Mr. ~~Fleming~~: *Gregg*

I am writing to you to offer some comments and suggested additions to the user's guides for the HWINPUT and HWNOISE based on our work here in Maryland last summer with the FHWA Mobile Traffic Noise van.

HWINPUT

It would be helpful to have a section before STARTUP that discusses system setup. Such things as the 30 minute warmup period for the preamps and IV's and pre-calibration of the system with preamps on the IV's directly (without the outside cables) as an intermediate step in the setup process should be noted. As we discovered also, all 8 IV's must be connected (power supplies and output cables) to eliminate hanging circuits, even if all 8 systems are not used in data collection.

In the DATA INPUT section, the discussion of single vs. multiple level calibrations should be expanded to clarify when each is appropriate or required, and how each affects the noise data in processing. It would also help to have a table of reference levels that would be used in single, dual, or triple level cal runs, and the corresponding IV reference level settings (especially for a tri-level cal). Also, there should be some comment on the acceptable differences for the SPL and 1/3 octave cal data, and an appropriate reference to solutions if problems in calibration arise. A note regarding the acceptable level of variation between initial and final cal levels for the system would be helpful.

HWNOISE

A short section on data interpretation would be helpful. Include guidance on the accuracy and applicability of IV Leq/SEL vs. 1/3 octave-derived Leq/SEL. Interpretation and application of pink noise and noise floor data and acceptability criteria might also be helpful.

My telephone number is _____

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

193

Mr. Gregg Fleming
May 28, 1991

2

In the CALIBRATION section, add a note indicating that both initial and final calibration files should be used in processing. Also, an explanatory note on the situations or conditions that would warrant changing of the calibration averages would be helpful. Include a note that indicates the cal adjustments only affect the IV SEL and Leq data.

Admittedly, some of this information may be considered common knowledge to the experienced analysis, but its inclusion in the user's guides I think will provide that little extra guidance and understanding for the less experienced user that will make the system educational as well as utilitarian.

If you have any questions, or wish to discuss any of the above information please feel free to contact me.

Sincerely,



Kenneth D. Polcak

Noise Abatement Design
and Analysis Section
Landscape Architecture Division

KDP/kp

cc: Mr. Ed Rickley, U.S. DOT-TSC
Mr. Howard Jongedyk, Turner-Fairbank Highway Research Center
Mr. Herman Rodrigo, FHWA

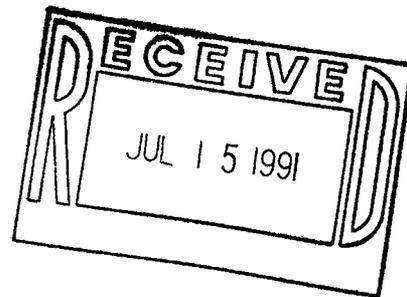
194

Mr. Gregg Fleming
May 28, 1991

3

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

July 11, 1991



The Honorable Brian E. Frosh
The Honorable Gilbert J. Genn
The Honorable Nancy K. Kopp
Suite 800 West
7315 Wisconsin Avenue
Bethesda MD 20814

Dear Delegates:

Thank you for your recent telephone inquiry on behalf of Ms. Gertrude Di Nigon to Deputy Chief Engineer Robert D. Douglass concerning the status of noise abatement at her residence, adjacent to I-495 in Bethesda.

Some time last year, we indicated that we could not commit to an expansion of our existing noise abatement program until we were well along toward completion of those projects already on the list. We mentioned that we couldn't predict a timetable when these projects could be completed. Unfortunately, things have gotten even worse. The current financial situation has brought the construction of noise barriers on existing roadways to a virtual halt.

I regret that I am unable to provide a more positive response to your request, but I hope that I have adequately explained the current situation. If you wish to discuss this matter further, please feel free to contact me at your convenience.

Sincerely,

Hal Kassoff
Administrator

cc: Mr. Robert D. Douglass

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



Maryland Department of Transportation

The Secretary's Office

196

William Donald Schaefer
Governor

O. James Lighthizer
Secretary

Stephen G. Zentz
Deputy Secretary

February 26, 1991

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

Dear Senator Green:

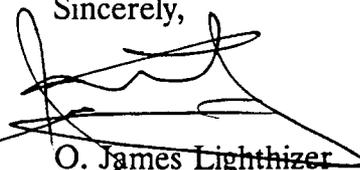
Thank you for your recent letter comparing our noise barrier program in Montgomery and Prince George's counties.

As you know, the construction of noise barriers is based upon well-established criteria and not upon balanced expenditures between jurisdictions. The timing of noise barrier projects is based upon either: (1) the priority system in our retrofit program, which addresses impacts along existing highways; or (2) the expansion or construction of new highway facilities. The widening of I-270 pushed the roadway out to the right-of-way line, adjacent to the many existing communities along the highway. Similar road expansion has not taken place along the beltway. It can be pointed out, however, that Prince George's County has more linear feet of noise wall along the Capital Beltway than Montgomery County.

The current upgrade of US 50 to interstate standards includes a number of areas in Prince George's County which are to receive noise barriers. These include the Whitefield Woods/Carsondale communities and the City of Bowie. These two areas alone account for an additional expenditure of more than \$5 million for noise barriers in Prince George's County. The point is that noise barriers are pursued where the need is recognized, the policy requirements are met and funding is available. Funding is not allotted on a county-by-county basis.

I hope this information has helped in your understanding of the funding for our Noise Abatement Program. Please do not hesitate to contact me or Hal Kassoff if you have additional questions.

Sincerely,



O. James Lighthizer
Secretary

OJL/eh

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

RECEIVED

MAR 5 1991

LANDSCAPE ARCHITECTURE
DIVISION

RECEIVED

MAR 5 1991

LANDSCAPE ARCHITECTURE
DIVISION



Maryland Department of Transportation

The Secretary's Office

198

William Donald Schaefer
Governor

O. James Lighthizer
Secretary

Stephen G. Zentz
Deputy Secretary

October 3, 1991

The Honorable Roger B. Hayden
400 Washington Avenue
Towson MD 21204

Dear County Executive Hayden:

Thank you for your recent letter concerning noise barriers for the community adjacent to I-83/695. Let me briefly explain the history of our Noise Abatement Program as it relates to this community:

In 1976, the Federal Highway Administration (FHWA) issued regulations which permitted the use of Federal funds for noise mitigation projects where no improvement to the highway is performed (retrofit). The fund for this work, titled I4R, is the same source of revenue used for all Interstate road and bridge rehabilitation. No mandate was established for the use of these funds by the states for noise abatement. In fact, most states opted not to build retrofit noise barriers.

By 1980, based on public input and SHA's preliminary analysis of the area, this community was identified as eligible for noise barriers. It was then compared with other qualified areas and prioritized based on a number of variables. It placed 19th out of 26 projects. At that time, it was anticipated that the entire list of projects could be under construction within 10 years.

In 1986, the I4R fund allocation was cut by approximately 20 percent. This reduction of over \$9 million impacted the entire Type II, or retrofit, Program. It was decided to attempt to complete the remaining noise barrier projects, albeit at a slower pace. The current financial situation has placed the entire Noise Abatement Program in jeopardy.

We are currently considering a number of possible new strategies, including local residents' or local governments' financial involvement for barriers on which there previously had been written commitments. We are also looking at alternatives to barriers for those people who lived in their present homes prior to the highway project and where a highway project has brought about noise levels exceeding accepted national standards.

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

The Honorable Roger B. Hayden
October 3, 1991
Page Two

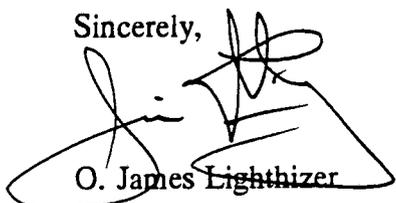
It is unlikely that we will reach any conclusion until our funding constraints are eased so it would be unfair to suggest that this community will, in the near future, have a noise barrier. You may be assured, however, that we remain sensitive to the impacts our highways have in terms of noise and we are looking for ways to mitigate these impacts where prior commitments were given, and for people who lived there before the highway project.

In regard to the point about litter and debris from passing vehicles attracting rodents to this area, let me say that this has been an issue for some time now between the residents and the State Highway Administration (SHA). I have been assured by SHA that they have a regular maintenance schedule which provides for trash cleanup in this vicinity. They will continue this cleanup work.

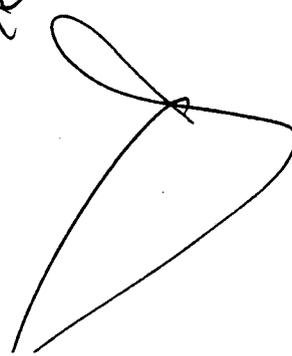
Finally, you mentioned the fact that motorists have intruded in the backyards of residents by climbing over the chain link fence. The fences are intended to keep pets and children from straying onto the highway. I am not sure that a higher fence would preclude those intent on intrusion. However, I would suggest that residents in this area can feel free to contact our District Engineer, Dick Harrison, to discuss either the litter issue or the fence. He may be reached at 321-3461.

I appreciate hearing from you on these matters. With respect to the noise barriers, I regret not being able to give you a more positive response.

Sincerely,


O. James Lighthizer
Secretary

*P.S.
Roger,
I'm working on a
Comprehensiv Barrier program
but as stated will need legislation
Some more money than I would like
will keep you posted*



200

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

Dictated by G. Miller, LAD, X8071

201
JAN 23 1991

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

Dear Congressman Hoyer:

I am writing to follow up former Secretary Richard Trainor's November 27th letter to you concerning the distribution of noise barriers in Maryland.

The attached chart summarizes the information you requested. Costs and footage are shown for all counties where noise barriers have been constructed.

In Montgomery and Prince George's Counties, the linear footage and percentage of Beltway coverage are given for each county. Although Prince George's County actually has nearly 2,000 linear feet more than Montgomery County of noise barriers along the Beltway, Montgomery County has higher overall figures because of the influence of I-270. Half of Montgomery County's noise barriers were constructed to mitigate impacts from I-270.

The priority for each noise barrier project was established as a combined measure of the degree and density of noise impact and cost-effectiveness. The fact that there are more linear feet of noise barrier in Montgomery County indicates only that we have found more significant impacts to existing communities there than in Prince George's County, where densities of development were significantly lower when the Beltway was built.

I hope this information answers the questions you raised. If you have additional questions, please do not hesitate to contact me.

Sincerely,
ORIGINAL SIGNED BY
HAL KASSOFF
ADMINISTRATOR
Hal Kassoff
Administrator

HK/db

Attachment

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

MARYLAND NOISE ABATEMENT ACTIVITY
Expenditures and Linear Footage of Noise Barriers by County

page 1

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Status as of January, 1991

MONTGOMERY COUNTY

Type II - Location	Linear Footage	Cost	C O U N T Y T O T A L S	
			LINEAR FT	COSTS
I-495, West of Georgia Ave. (WBR)	2171	\$890,000		
I-495, Georgia Ave. to Seminary Ave. (EBR)	2997	\$1,741,000		
I-495, U.S.29 to west of Dallas Ave.	4968	\$2,180,000		
	<u>10136</u>	<u>\$4,811,000</u>		

Type I - Location				
I-270, North of I-370 (Brighton E & W)	5080	\$1,909,000		
I-370, @ Rosedale Apartments (WBR)	1000	\$454,000		
I-270, Md.28 to Md.189 (EBR)				
(Rockmeade/Rockshire)	4083	\$1,922,000		
I-270, @ Md.189 Interchange (WBR)	636	\$204,000		
I-270, Y-Split to Montrose Rd. (WBR)				
(Old Tilden Farm community)	4937	\$1,700,000		
I-270, Md.28 to S. of Shady Grove Rd. (WBR)				
(Woodley Gardens)	3468	\$1,436,000		
I-495, W. of Md.97 to I-270 (Rock Creek area)	6790	\$2,647,000		
	<u>25994</u>	<u>\$10,272,000</u>	36130	\$15,083,000

PRINCE GEORGES COUNTY

Type II - Location	Linear Footage	Cost		
I-95, Md.450 to Good Luck Rd.				
(City of New Carrollton)	10424	\$3,632,000		
I-95, Md.5 to Auth Rd. (SBR)	3069	\$1,166,000		
I-95, U.S.1 to B&O Railroad	5362	\$2,226,000		
	<u>18855</u>	<u>\$7,024,000</u>		

Type I - Location				
Md.197, City of Laurel (WBR)	1300	\$104,000		
Md.410 Extended (Lanham Terrace Apartments)	918	\$273,000		
	<u>2218</u>	<u>\$377,000</u>	21073	\$7,401,000

MARYLAND NOISE ABATEMENT ACTIVITY
Expenditures and Linear Footage of Noise Barriers by County

page 2

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Status as of January, 1991

ANNE ARUNDEL COUNTY

Type II - Location	Linear Footage	Cost	C O U N T Y	
			T O T A L S	
			LINEAR FT	COSTS
I-695, @ B/W Parkway Interchange (SE Quad)	2500	\$1,048,000		

Type I - Location				

Md.10 (Arundel Expressway)				
Marley Creek to Md.100	7361	\$2,066,000		
Md.648 to Marley Creek (SBR)	520	\$108,000		
I-695, @ I-97 (BATCS 'A')	6692	\$1,458,000		
	<u>14573</u>	<u>\$3,632,000</u>	17073	\$4,680,000

BALTIMORE COUNTY

Type II - Location	Linear Footage	Cost	C O U N T Y	
			T O T A L S	
			LINEAR FT	COSTS
I-695, Milford Mill to Liberty Roads (WBR)	3160	\$841,000		
I-695, South of Frederick Road	3896	\$1,859,000		
I-695, Perring Parkway to Harford Rd.	7452	\$3,561,000		
I-695, Windsor Mill to Liberty Roads	8724	\$3,122,000		
I-695, @ Edmondson Ave. Interchange (SBR)	2074	\$2,056,000		
I-695, @ Providence Rd.(EBR)	1740	\$634,000		
I-695, Providence to Dulaney Valley Rd.(WBR)	5262	\$2,272,000		
I-83, North of Timonium Rd.(SBR)	1740	\$889,000		
	<u>34048</u>	<u>\$15,234,000</u>		

Type I - Location				

Dundalk Marine Terminal Access Road	1275	\$275,000		
I-795, @ I-695 Interchange				
(Scotts Hills community)	1600	\$409,000		
(Old Court Estates)	2900	\$491,000		
(Pikesville Apartments)	400	\$0		
I-795, at Owings Mills Blvd. Interchange				
(Tollgate community)	2700	\$0		
I-795, Owings Mills Blvd. to Franklin Blvd.				
(Pikesville Sportsmans Club)(SBR)	504	\$207,000		
(Cedarmere community)(NBR)	603	\$215,000		
I-795, N.of Franklin Blvd. Interchange (NBR)				
(Westbury Apartments)	1900	\$580,000		
Md.702 Extended	6133	\$1,242,000		
	<u>18015</u>	<u>\$3,419,000</u>	52063	\$18,653,000



Maryland Department of Transportation
State Highway Administration

O. James Lighthizer
Secretary
Hal Kassoff
Administrator

204

07 FEB 16 1992
NEW YORK SERVICE

TO: Mr. Hal Kassoff
Administrator

FROM: Charles B. Adams, Chief
Landscape Architecture Division

DATE: October 4, 1991

SUBJECT: Timberview Noise Barriers

[Handwritten signatures and notes]
Nice
still work!

We have investigated the noise barriers on I-95 at Timberview at your request and offer the following observations and recommendation:

- The panel finish is equal to or generally exceeds that on other projects using an exposed washed river gravel finish.
- The approved source of supply for the gravel is Genstar (Whitemarsh) which is commonly lighter in color than the Virginia (Culpepper) source which has a browner range.
- The panels are not fully cured. They are being transported to the site (at the contractor's risk) to meet project schedules.
- Upon completion of the wall, the panels will be cleaned of superfluous dirt and repaired as necessary.
- This fall, we will be planting trees at the south portion of the wall and vines on the wall behind the guardrail. There is insufficient room behind the guardrail to plant trees or shrubs which would thrive.
- If left alone, the wall will naturally weather and darken due to environmental conditions.
- This office and District 7 recommend the addition of a clear coating to enhance the appearance in a quicker timeframe. This will darken the overall hue of the panels and bring out the earth colors of the gravel more fully.
- There are two options for the coating: the standard urethane anti-graffiti coating and a less permanent acrylic coating.

Cool

Y'all

My telephone number is _____

205

Mr. Hal Kassoff

Page two

- Both coatings will do the job for appearance, but we favor the acrylic for the following reasons:

1. less costly by at least 1/3
2. less sensitive to temperatures and humidity when applied
3. can be applied before the panels fully cure
4. eventually vines will cover the wall
5. provides some protection from graffiti

OK

The estimated cost to coat only those wall sections exposed to the highway (20,000 SF):

- a. acrylic \$.25/SF X 2 coats* = \$10,000
- b. urethane \$.50/SF X 3 coats* = \$30,000

*number of coats recommended

- We have asked District 7 to obtain prices from the contractor to do this work for both the urethane and the acrylic coatings.

If you concur with this recommendation, please indicate below.

Concur Further discussion

Handwritten signature

10/4/91

Administrator

Date

CBA/EJM/db

cc: Mr. Charles R. Olsen
Mr. Douglas Rose



**Maryland Department of Transportation
State Highway Administration**

O. James Lighthizer
Secretary
Hal Kassoff
Administrator

206

May 29, 1991

M E M O R A N D U M

To: Mr. Hal Kassoff
Administrator

From: Charles B. Adams, Chief
Landscape Architecture Division

Subject: LND - 244
Vine Planting on Noise Walls

I am writing to report to you our findings regarding the success of the vine plantings on the noise walls along the Capital Beltway at US 1.

It is our current practice to include vine plantings in every noise wall project advertised. In addition, we continually evaluate completed noise wall projects and add vines where deemed necessary through follow-up planting contracts.

The plant species we use include Boston ivy and Virginia creeper which do well in the highway environment, but which are deciduous. We are now experimenting with English ivy which is evergreen.

The noise walls along the Capital Beltway at US 1 contain only Boston ivy. Discussion with my staff indicates that the horticultural practices used on this project were the same as used elsewhere. Speculation is that a favorable microclimate is present in this area perhaps due to the use of the Jersey barrier which is set away from the noise walls.

While I agree that this project is spectacular, there are a number of other projects where the vine growth is excellent. We will continue to monitor the use of vines and look for methods to improve our results.

CBA/jdc

cc: Kirby J. Barger
Eugene J. Miller, Jr.

My telephone number is _____

APR 08 1991

207

Mr. Richard M. Keeney
Vice-Chairman
The Maryland-National Capital Park
and Planning Commission
8787 Georgia Avenue
Silver Spring, Maryland 20910-3760

Dear Mr. Keeney:

Thank you for your recent letter concerning planned improvements on I-495 near I-95 and the recently completed noise barrier project in this area.

I have asked Mr. Charles B. Adams, Chief of our Landscape Architecture Division, to contact your staff to review and discuss your interest in having landscaping added to the planned project. Funding is extremely limited at this time. In fact we have no certainty when the project might proceed without an increase in transportation revenues.

We do take every reasonable step to conserve existing trees on all of our projects. The emphasis on this is being given greater priority across the State. We will be pleased to discuss this with your staff.

I am sorry to hear of your unhappiness with the recently completed noise barrier project. The decision to utilize the lighter color was based on our recent experience with the barriers adjacent to I-495 west of US 29 and through the Rock Creek Park area. The darker stone aggregate which was utilized did not give us the uniformity of color we were seeking. We went to additional expense to have a concrete stain applied to these barriers to achieve the desired effect.

Because of this and the fact that there is a physical separation between the recently completed project and other barriers in Montgomery County, the decision was made to utilize the lighter aggregate, a finish which can be developed to provide uniformity with relative ease. This information was conveyed to your staff prior to proceeding with this project.

Mr. Richard M. Keeney
Page Two

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We will certainly take all of these comments into account in the design of future projects in Montgomery County. Thank you for taking the time to share your concerns with me.

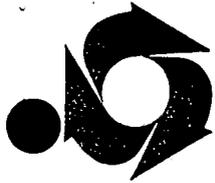
Sincerely,
ORIGINAL SIGNED BY
HAL KASSOFF
ADMINISTRATOR
Hal Kassoff
Administrator

HK/db

cc: Mr. Charles B. Adams

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

APR 1 1991



Maryland Department of Transportation
The Secretary's Office

209

William Donald Schaefer
Governor
O. James Lighthizer
Secretary
Stephen G. Zentz
Deputy Secretary

December 26, 1991

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

Dear Delegate *Martha* Klima:

It was a pleasure meeting with you and the other elected officials recently to discuss the Draft 1991-1997 Consolidated Transportation Program (CTP). At this meeting, you asked us to provide you with a written statement about the status of and outlook for our noise barrier program. You also asked us to provide copies of our response to the entire Baltimore County Delegation.

The Maryland Department of Transportation with the concurrence of Governor William Donald Schaefer has adopted a policy which allows these projects to proceed only if sufficient funding is available and with a minimum of 30 percent local participation in the funding. We have adopted as a model the cost-sharing concept used in Howard County, where the county contributed one-third of the cost of the I-95 barrier at the Timberview community.

The remaining projects on the original program list, in the original priority order, are as follows:

- I-695 US 1A (Southwest Blvd) to MD 372 (Wilkins Avenue)
- I-695 York Road to Dulaney Valley Road
- I-83/695 Thornton Road to Seminary Avenue
- I-695 Charles Street to York Road
- I-695 US 40 to I-70
- I-95 B/W Parkway to Goodluck Road (PG County)
- I-95 MD 198 to Brooklyn Bridge Road (PG County)
- I-95 Baltimore City Line to Hazelwood Avenue
- I-95 Southwest Blvd to MD 166 (Metropolitan Blvd)

The estimated cost to complete these nine projects is \$30 million. Those in Baltimore County amount to \$26.4 million.

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

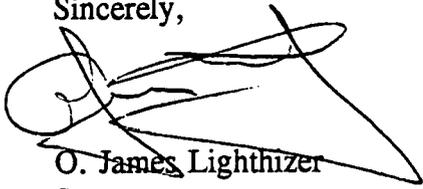
210

The Honorable Martha S. Klima
December 26, 1991
Page Two

Because of our ongoing revenue shortfall, we are unable to commit to funding these projects in the near future. I wish we could offer a more positive outlook, but you may be assured we will continue to explore ways to address the completion of this program with additional revenues.

If you wish to discuss this matter further, please do not hesitate to contact me at your convenience.

Sincerely,



O. James Lighthizer
Secretary

cc: See Attached Distribution List
Mr. Hal Kassoff

Distribution List

- The Honorable Leon Albin
- The Honorable John S. Arnick
- The Honorable Joseph Bartenfelder
- The Honorable F. Vernon Boozer
- The Honorable Gerry L. Brewster
- The Honorable Thomas L. Bromwell
- The Honorable Michael J. Collins
- The Honorable Louis L. DePazzo
- The Honorable Thomas E. Dewberry
- The Honorable Richard N. Dixon
- The Honorable Robert L. Ehrlich, Jr.
- The Honorable Connie C. Galiazzo
- The Honorable Vincent J. Gardina
- The Honorable Larry E. Haines
- The Honorable Roger B. Hayden
- The Honorable Paula C. Hollinger
- The Honorable William A. Howard, IV
- The Honorable Leslie Hutchinson
- The Honorable A. Wade Kach
- The Honorable Martha S. Klima
- The Honorable Lawrence A. LaMotte
- The Honorable Theodore Levin
- The Honorable E. Farrell Maddox
- The Honorable Berchie L. Manley
- The Honorable Donald C. Mason
- The Honorable Kenneth H. Masters
- The Honorable Richard C. Matthews
- The Honorable Melvin G. Mintz
- The Honorable Louis P. Morsberger
- The Honorable Nancy L. Murphy
- The Honorable Janice Piccinini
- The Honorable James F. Ports
- The Honorable Alfred W. Redmer, Jr.
- The Honorable Douglas B. Riley
- The Honorable C.A. Dutch Ruppertsberger, III
- The Honorable Richard Rynd
- The Honorable Ellen R. Sauerbrey
- The Honorable Norman R. Stone, Jr.
- The Honorable Micheal H. Weir

212

FEB 14 1991

The Honorable Martha S. Klima
Lowe House Office Building
6 Governor Bladen Boulevard
Annapolis, Maryland 21401-1991

Dear Delegate Klima:

Thank you for your recent inquiry to Mr. Bob Sanders concerning sound barriers for the Oakleigh community adjacent to I-695.

As we have previously indicated to the community, if and when beltway expansion occurs in this area, noise mitigation would be considered as part of the expansion project. At this time, we are not in a position to make new commitments for retrofit (Type II) noise abatement projects. The current financial situation in Maryland has made any future expansion of the program questionable.

I regret that I cannot offer a more positive response to you and your constituents.

Sincerely,

ORIGINAL SIGNED BY
HAL KASSOFF
ADMINISTRATOR
Hal Kassoff
Administrator

HK/db

cc: Mr. Neil Pedersen
Mr. Bob Sanders

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

213

RECEIVED

FEB 14 1991

LANDSCAPE ARCHITECTURE
DIVISION



Maryland Department of Transportation

The Secretary's Office

William Donald Schaefer
Governor

O. James Lighthizer
Secretary

Stephen G. Zentz
Deputy Secretary

214

April 18, 1991

The Honorable Gloria Lawlah
6133 Oxon Hill Road
Rivertowne Commons
Oxon Hill, Maryland 20745

RECEIVED

APR 26 1991

LANDSCAPE ARCHITECTURE
DIVISION

Dear Senator Lawlah:

Thank you for your recent letter concerning noise barriers for I-95 (Capital Beltway) between exit 7B (MD 5) and the Woodrow Wilson Bridge.

We have done studies at a number of communities along this corridor to determine if they meet the eligibility requirements for noise barriers. The results are summarized on the attached map. Two areas deserve special mention.

Area "A" at Keppler Road did not meet our criteria for cost. We offered to construct a privacy fence in this location, which was agreed to by the community. The plans for this project are complete; however, a shortage of funds precludes construction at this time.

Area "G", Birchwood City, was studied as part of a follow-up statewide inventory conducted in 1986 of communities that were not in the original retrofit project list. There are ten remaining projects on the original list that have not been constructed due to lack of funding. Funding reductions in recent years have slowed the construction schedule considerably. In fact, the future of the entire Noise Abatement Program is now uncertain due to our financial crisis.

I regret we cannot offer a more positive response to your inquiry, but I hope I have clearly presented our current position. If you have any questions or comments, please feel free to contact me or State Highway Administrator Hal Kassoff, at 333-1111.

Sincerely,

O. James Lighthizer
Secretary

OJL/db
Attachment

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

2/13

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

Dictated by C. Adams, LAD, 8063, April 18, 1991



**Maryland Department of Transportation
State Highway Administration**

207

O. James Lighthizer
Secretary
Hal Kassoff
Administrator

August 13, 1991

The Honorable Laurence Levitan
Senator State of Maryland
132 James Senate Office Building
Annapolis MD 21401-1991

Dear Senator ~~Levitan~~ *Lovny*

Thank you for your recent letter on behalf of Dr. Ronald A. Kurstin regarding noise on I-495 and the removal of trees necessitated by the beltway widening project.

As you know, the State Highway Administration has an agreement with the Citizens Against Beltway Noise (CABN) group to construct a barrier. We hope to be able to implement this agreement. The design of the landscaping for areas identified in the CABN Agreement is under way, though the actual date that construction will begin is not certain at this time. Dr. Kurstin, in particular, lives in the area identified in the agreement as "Noise Sensitive Area D" and the agreement is to install dense landscaping in four separate locations in that area. We met recently with representatives from CABN and are looking into possible ways that the project can move ahead.

We appreciate your interest in this matter and we hope this clarifies the situation.

Sincerely,

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

Hal Kassoff
Administrator

cc: Mr. Charles Adams
Mr. Cres Mills
Mr. John Warnick

My telephone number is _____

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



**Maryland Department of Transportation
State Highway Administration**

228

O. James Lighthizer
Secretary
Hal Kassoff
Administrator

TO: O. James Lighthizer *Jim*
Secretary

FROM: Hal Kassoff *Hal*
Administrator

DATE: August 12, 1991

SUBJECT: Actions by the Bellemeade Community Association regarding Noise Barriers

This is to alert you about an upcoming press conference and possible increased political involvement regarding the Bellemeade Community Association's demands for a noise barrier adjacent to US 50 and MD 410, in the Landover area of Prince George's County.

- Attached is an invitation to a news conference to be held August 22. Linda Singer of my staff will be there unofficially.
- At issue are their demands for a noise barrier they say was promised 12 years ago.
- Charlie Adams will be briefing Jeff Stone on Monday about this issue, previous studies and commitments.
- Senator Thomas O'Reilly seems to be taking the lead on the issue. They have told us they have invited Sen. Mike Miller and Tom O'Reilly, Del. Pinsky, Healy and Vallairo, Congressman Hoyer and Sen. Sarbanes.
- The invitation notes the community intends to "drop a big bomb shell to some of the officials." We do not know what this is, though we have some inkling it might be racial discrimination. We are trying quietly to find out precisely what this might be.
- When the MD 410 interchange was planned, impact studies showed the increase in noise levels would not be significantly greater than would occur without this improvement. However, since the new ramps brought traffic closer to the residences, we conducted another analysis. This determined the cost of a barrier would not meet our criterion.

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Mr. O. James Lightizer
Page 2
August 12, 1991

- We subsequently did a study for the entire community to see if it would qualify under the retrofit program. We found noise levels, date of construction and cost criteria were met.
- The community was not included in the initial program because that program focused on Interstates.

Also attached are a map of the area, summary of the noise analysis showing affected residences and the preliminary cost estimate of barrier design alternatives.

Please don't hesitate to call me if you want to discuss this in detail.

Attachments

cc: Charlie Adams
Linda Singer
Jeff Stone

Jim - I spoke to Tom O'Reilly
 and suggested he ask the community
 leaders to arrange an informal
 meeting with you and I before
 they do a press conference.
 He said he would pursue that
 but couldn't predict what
 they would do. *JK*

FEB 25 1991

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

noise 220

Dear Delegate Maloney:

Thank you for your recent letter comparing our noise barrier program in Montgomery and Prince George's counties.

As you know, the construction of noise barriers is based upon well-established criteria and not upon balanced expenditures between jurisdictions. The timing of noise barrier projects is based upon either: (1) the priority system in our retrofit program, which addresses impacts along existing highways; or (2) the expansion or construction of new highway facilities. The widening of I-270 pushed the roadway out to the right-of-way line, adjacent to the many existing communities along the highway. Similar road expansion has not taken place along the beltway. It can be pointed out, however, that Prince George's County has more linear feet of noise wall along the Capital Beltway than Montgomery County.

The current upgrade of US 50 to interstate standards includes a number of areas in Prince George's County which are to receive noise barriers. These include the Whitefield Woods/Carsondale communities and the City of Bowie. These two areas alone account for an additional expenditure of more than \$5 million for noise barriers in Prince George's County. The point is that noise barriers are pursued where the need is recognized, the policy requirements are met and funding is available. Funding is not allotted on a county-by-county basis.

I hope this information has helped in your understanding of the funding for our Noise Abatement Program. Please do not hesitate to contact me if you have additional questions.

Sincerely,

ORIGINAL SIGNED BY
HAL KASSOFF
ADMINISTRATOR
Hal Kassoff
Administrator

HK/t

cc: Secretary O. James Lighthizer

bcc: Mr. John Berry
Mr. Charles R. Olsen
Mr. Robert D. Douglass
Mr. Charles Adams



Maryland Department of Transportation
State Highway Administration

221

O. James Lighthizer
Secretary
Hal Kassoff
Administrator

April 24, 1991

MEMORANDUM

TO: Mr. Steve J. Mandras
Section Chief
Highway Design Division

FROM: Eugene J. Miller, Jr. *Gene*
Special Assistant to the Chief
Landscape Architecture Division

SUBJECT: MD 665 Noise Barriers

I am writing to follow up on discussions I had with Ms. Lisa Cicio of your staff regarding the use of anti-graffiti treatment for the noise walls on MD 665.

This office recommends the addition of this treatment to both sides of Wall "B" to fulfill the commitment made to the Federaltowne community. Prices should be secured from the contractor to determine the difference in cost between on-site and off-site application. If the off-site cost proves to be significantly more expensive, contact with the community association should be made to see how they might react to having the application done on-site.

If on-site application is acceptable, another approach which could be considered is the application of the anti-graffiti coating by the District. This was done by District 5 on I-695 (BATCS "A") where a problem with graffiti was persistent. You should talk with ADE Russ Yates for particulars.

In regard to Wall "A", this office does not feel from an aesthetic standpoint that it is necessary to coat the traffic side as originally proposed. However, we feel that the District should be contacted to determine the likelihood of a graffiti problem, since it will be their responsibility to remove it.

If you have any questions or comments regarding these recommendations, please feel free to contact me.

EJM/em

cc: Mr. Charles B. Adams
Ms. Lisa A. Cicio

My telephone number is _____

222
December 4, 1991

The Honorable Kenneth H. Masters
Maryland House of Delegates
304 Lowe House Office Building
Annapolis MD 21401-1991

Dear Delegate Masters:

Thank you for your recent letter on behalf of your constituent, Ms. Joanne Fuller, concerning the noise situation at the Westview Park community adjacent to I-695.

The Jacob's breaking device (commonly called "Jake brake") is a system which uses the compression release of the engine to assist a truck in stopping. By its very nature, it produces a loud, harsh noise and vibration. It was originally developed for use by truckers in mountainous areas to help slow the vehicle on steep downgrades. It is not possible for us to do anything about this because it is an acceptable and legal means of braking. There are no current laws which prohibit the use of this device. It is hoped that the manufacturing industry might develop a quieter system for the future.

In regard to the "mysterious defect pothole" on the Beltway, I have asked our District Engineer for Baltimore County, Charles R. Harrison, to investigate the situation and report to you directly within the next few days. If you have any questions in the meantime, Mr. Harrison can be reached at 321-3461.

Regarding your request for early installation of noise barriers, at present, the funds to complete those projects remaining in our original program do not exist. This is a result of revenues to the department being well under projections. Governor William Donald Schaefer has recently indicated that these projects can only proceed with a revenue enhancement and with local participation in the funding. I wish there was a more positive response we could offer you in this regard.

If you wish to discuss Ms. Fuller's letter, or any other concerns, please do not hesitate to contact me at your convenience. Thanks again for your interest and concern.

Sincerely,
ORIGINAL SIGNED BY
HAL KASSOFF
ADMINISTRATOR

Hal Kassoff
Administrator

cc: Mr. Charles R. Harrison

bcc: Mr. Charles B. Adams
Mr. Eugene Miller, Jr.
Mr. Charles R. Olsen
Dictated by G. Miller, OED - X8071



**Maryland Department of Transportation
State Highway Administration**

223

O. James Lighthizer
Secretary
Hal Kassoff
Administrator

January 14, 1991

The Honorable Christopher J. McCabe
The Honorable Robert L. Flanagan
The Honorable Robert H. Kittleman
12400 Clarksville Pike
Clarksville, Maryland 21029

Att'n: Ms. Pat Watson

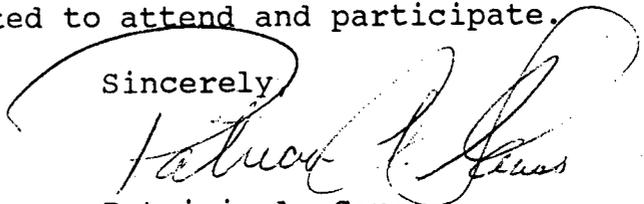
Dear Senator and Delegates:

I am writing to follow up my recent telephone conversation with Ms. Pat Watson concerning an upcoming community meeting with residents of Millbrook Road adjacent to I-170.

The meeting will be held at Mt. Hebron High School, 9440 Old Frederick Road, on January 28, 7:00 p.m. in the auditorium. State Highway Administration representatives will be present to discuss and answer questions about the status of noise abatement in the Millbrook Road area.

You are cordially invited to attend and participate.

Sincerely,


Patricia A. Gauss
Landscape Architecture Division

PAG/db

My telephone number is _____

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707 North Calvert St., Baltimore, Maryland 21203-0717

STATE OF MARYLAND
OFFICE OF THE GOVERNOR

IN REPLY REFER TO G-MDOT

November 8, 1991

The Honorable Iris McConnell
Councilwoman, Ward 3
Town of Glenarden
8600 Glenarden Parkway
Glenarden MD 20706

Dear Councilwoman McConnell:

Thank you for your recent letter about noise abatement for the Glenarden community.

While noise studies conducted in the Glenarden area indicate noise levels are high, we simply do not have sufficient funds to address all such areas.

In 1986, the federal government reduced funding to Maryland for Interstate rehabilitation projects. This was the principal source of funding used for noise barriers. (Noise barriers must compete for a reduced amount of funds with all other system preservation needs on Maryland's Interstate highways, including bridges, pavement and safety needs.) Our own fiscal situation has precluded us from bearing any of the shortfall that has resulted from the federal cutbacks.

As Transportation Secretary O. James Lighthizer recently indicated, limited resources have caused us to take a hard look at the noise abatement program and we are exploring new directions. One possibility is to proceed with future abatement projects only with substantial local participation. In addition, our research has shown that the majority of residents living in impacted areas have actually moved in after the highways were completed. We are looking at a number of options, focusing on individuals who have lived in their present homes prior to construction of the highway as opposed to those who may have moved into their homes afterward. We are looking at ways to appropriately address the highway noise issue which will give full consideration to the situation in Glenarden.

You may be assured I appreciate your concerns, and I truly wish I could give you a more positive response.

Sincerely,

/S/

Governor

bcc: Mr. Charles B. Adams
Mr. Hal Kassoff
Secretary O. James Lighthizer
Mr. Eugene Miller, Jr. ✓
Mr. Charles R. Olsen
Mr. Jeff Stone

224
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



**Maryland Department of Transportation
State Highway Administration**

225

O. James Lighthizer
Secretary
Hal Kassoff
Administrator

October 1, 1991

RECEIVED

OCT 2 1991

LANDSCAPE ARCHITECTURE
DIVISION

Mr. James McKinney
Executive Assistant
Baltimore County Executive Office
400 Washington Avenue
Towson MD 21204

Dear Mr. McKinney:

Thank you for your recent inquiry about noise barriers for the Longford community adjacent to I-83/I-695.

In the past, the State Highway Administration addressed the issue of noise abatement based upon a set of objective criteria, recognizing that funding was limited and not all requests could be accommodated. We have constructed noise walls where a new highway, or major reconstruction of an existing highway, significantly impacted an established community. In addition, we have sought to identify and protect those communities which pre-existed the original Interstate system. This program was not mandated by law and in fact, most states opted out of this second category.

In 1986, the federal government reduced funding to Maryland for Interstate rehabilitation projects. This was the principal source of funding used for noise barriers. Noise barriers must compete for a reduced amount of funds with all other systems preservation needs on Maryland's Interstate highways, including bridges, pavement and safety needs.

As a result of our recent severe financial problems, we have virtually halted noise barrier construction while we take a hard look at the program's future. Although the Longford community may have qualified under our prior noise abatement criteria, it is simply not realistic from a financial point of view to assume that we can continue to provide noise abatement for all communities that would like barriers and are impacted. There are also serious questions being raised about what some have construed as a subsidy for those people who moved into a residence after an adjacent highway project was begun.

We are looking at a number of policy options, focusing on those individuals who have lived in their present homes prior to construction of the highway. Rather than consider when the home itself was built, we are concerned with residents who have lived in their home since before the roadway was built or significantly reconstructed, as opposed to those who may have moved into their homes afterward.

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707 North Calvert St., Baltimore, Maryland 21203-0717

226

Mr. James McKinney
Page Two

We are currently considering a number of possible new strategies, including local residents or local government financial involvement for barriers on which there previously had been written commitments. We are also looking at alternatives to barriers for those people who lived in their present home prior to the highway project and where the highway project has brought about noise levels exceeding accepted national standards.

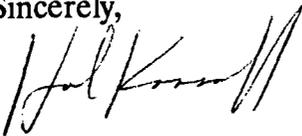
Please understand that we are mentioning these options only as an indication of our attempt to address this problem in a way that is fair to everyone. We have not yet reached any conclusions and are not likely to until our funding constraints are eased. Therefore, it would be unfair to suggest that the Longford community will, in the near future, have a noise barrier. You may be assured, however, that we remain sensitive to the impacts our highways have in terms of noise and we are looking for ways to mitigate these impacts where prior commitments were given, and for people who lived there before the highway project.

The reference to a noise barrier being erected on I-95 in the Olney area is inaccurate. There is currently a noise barrier project under way in the Timberview area of Howard County adjacent to I-95. This project was advanced principally because Howard County agreed to fund one-third of the cost of the project.

In response to the question raised about lead in the soil adjacent to the highway, we have no means to investigate this situation. We would suggest that you contact the Maryland Department of the Environment, Hazardous Waste Program. The Administrator is Alvin Bowles and he may be reached at 631-3343.

We regret not being able to give you a more positive response. However, we hope you can understand our position and the constraints which we are facing. If you have any further questions or comments, please do not hesitate to contact me at your convenience.

Sincerely,



Hal Kassoff
Administrator

cc: Mr. Alvin Bowles
Mr. Jeff Stone



Maryland Department of Transportation
State Highway Administration

227
J. L. H.
O. James Lighthizer
Secretary
Hal Kassoff
Administrator

MEMORANDUM

TO: Mr. Edward H. Meehan
District Engineer

FROM: Mr. Charles B. Adams, Chief
Landscape Architecture Division

DATE: October 1, 1991

SUBJECT: MD 424 Noise Analysis

We have completed the follow up noise studies for MD 424 to determine if post-construction noise levels have increased due to the widening. The request originated from Delegate Marsha Perry on behalf of her constituent, Mr. Rob Orff, a resident of Farlow Avenue, Crofton.

The study measured noise levels at the same locations along MD 424 on Farlow Avenue as were used during a previous study of truck noise levels before the roadway widening occurred (see Exhibit 1). We found that there has been no increase in noise levels, in fact, the data showed a slight decrease in overall noise levels (see Exhibit 2). This decrease is likely related to a somewhat lower percent of heavy trucks on the highway during the 1991 tests compared to the previous tests done in 1987. In addition, during 2 of the 3 tests in 1991, a comparison of traffic volumes indicates fewer total vehicles, compared with the same period in 1987.

Noise levels are virtually unchanged due to the widening of MD 424. They are below the noise impact level threshold of 67.

If you have any questions regarding the findings of this study, please contact Mr. Kenneth D. Polcak, of my staff, at 333-8072.

CBA/KP/db

Attachment

cc: Mr. Kenneth D. Polcak

My telephone number is _____

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707 North Calvert St., Baltimore, Maryland 21203-0717

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APR 30 1991

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APR

LANDSCAPE ARCHITECTURE
DIVISION

Mr. Robert C. Merryman
Acting Director
Department of Transportation
Montgomery County
101 Monroe Street, 10th Floor
Rockville, Maryland 20850

Dear Mr. Merryman:

Thank you for your recent letter concerning the CABN noise abatement project.

Notwithstanding the August 24, 1990 agreement, we have been under a freeze on new construction projects since mid-December of 1990. I cannot predict at this time when funds will be available for us to proceed with this project.

I regret that I am unable to offer a more positive response.

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



Maryland Department of Transportation
State Highway Administration

229

O. James Lighthizer
Secretary
Hal Kassoff
Administrator

February 6, 1991

M E M O R A N D U M

TO: Cres Mills, Chief Engineer
District 3

FROM: Charles B. Adams, Chief
Landscape Architecture Division

SUBJECT: Follow-up noise studies
Watts Branch Parkway
I-270 - Fallsmeade

I am writing to report to you the results of our follow-up noise studies in the subject area. This work was completed as requested by Delegate Michael R. Gordon at the meeting you and I had with him and Mrs. Cindy Timm last year.

Our first task was to verify that the noise walls were constructed according to the design plans. The performance of any noise barrier is predicated on a specific height and length which is determined using a complex computer program. Our goal is to provide significant noise reduction which results in a relatively consistent overall level at the impacted receivers. A comparison of the plans with the as-built conditions confirmed that the walls were constructed as designed.

Measurements were performed at the Timm residence and at 428 Watts Branch Parkway. Both tests were conducted in the mid-day (non-rush hour) period between 1:00 and 2:00 p.m. In the Timm's backyard, noise levels averaged 60-61 decibels (dBA). This is consistent with, but slightly better than at #428 where the average noise level was 62-63 dBA. Exhibit 1 shows the locations of the monitors and corresponding noise levels.

As shown on Exhibit 1, the noise barrier orientation and heights differ between #428 and #500 (defined as Cases 1 and 2). A schematic depiction (not to scale) of both cases is shown on Exhibit 2. Basically, Exhibit 2 illustrates why the barrier panels are taller in the vicinity of #428 compared to the area at #500. Because #500 is situated at a lower elevation than the roadway (Case 2), the noise wall height required to provide sufficient noise reduction is less than is required at #428 (Case 1). It is because the bottom elevation of the noise wall in Case 2 is higher relative to the receiver to start with, thus to obtain the same "effective height" requires less height in the barrier panels.

My telephone number is _____

230

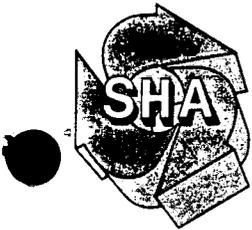
Cres Mills, Chief Engineer
Page Two

Specifically, in the vicinity of #500, the combined height of the retaining wall and noise wall is well over 25 feet, yet the noise wall itself is only 11 feet high. At #428, the barrier panels were required to be 18 feet high since the back yard is nearly equal in elevation to the roadway. Yet, the levels of noise measured in each location are nearly the same. It should be noted that the average person can just begin to discern a change in noise level of about 3 dBA.

Based on these results, we feel that the noise barrier is performing effectively, achieving relatively consistent overall levels in the test areas, and the level of reduction for which it was designed. I hope this information adequately answers the questions raised about the barrier's effectiveness. Please contact me if you need additional information.

CBA/db

Attachments



**Maryland Department of Transportation
State Highway Administration**

231

O. James Lighthizer
Secretary
Hal Kassoff
Administrator

January 14, 1991

MEMORANDUM

TO: Creston J. Mills, Jr.
Metropolitan District Engineer
District 3

FROM: Charles B. Adams, Chief
Landscape Architecture Division

SUBJECT: Noise Barriers, Glenarden community

I am writing in response to your request for noise level measurements in the Glenarden area.

This is an area which has already been studied extensively and identified as a potential noise abatement area, but only if the program is expanded after the completion of the original 26 projects. As I'm sure you're aware, that possibility is unlikely at this point due to the State's financial situation and a reduction of federal funds for noise abatement projects.

While we have no measured data for 1418 7th Street specifically, previous measurements in the vicinity can be extrapolated to determine this residence meets the decibel criterion of 67dBA. Interestingly, in checking our date of construction records, it appears the majority of the homes in this block post-date the construction of the Beltway. However, the majority of homes in the entire Glenarden area pre-date the highway.

Hal wrote to Senator Trotter in June (copy attached) explaining the history of this community in the Noise Abatement program and our financial situation, which has only worsened since that time. In fact, the Governor has publicly stated that he intends to reevaluate the entire Noise Abatement Program for alternate mitigation possibilities. In light of these issues, there's really no point in performing additional measurements in the area.

The "new" areas to which the constituent refers are probably the Carsondale and Whitefield Woods communities, at the I-95/US 50 interchange. These areas qualify for barriers under the Type I program, which provides mitigation for existing communities that are impacted by new highway construction (in this case, the US 50 upgrade to interstate standards).

My telephone number is _____

232

Creston J. Mills, Jr.
Page two

I believe the information we have on noise levels, while not measured at this specific address are sufficient. If you feel that an additional measurement is warranted, please let me know.

CBA/db



Maryland Department of Transportation

The Secretary's Office

William Donald Schaefer
Governor

O. James Lighthizer
Secretary

Stephen G. Zentz
Deputy Secretary

233

November 22, 1991

The Honorable Nancy L. Murphy
Senate of Maryland
District Office
1330 Sulphur Spring Road
Arbutus MD 21227

Dear ~~Senator~~ Murphy:

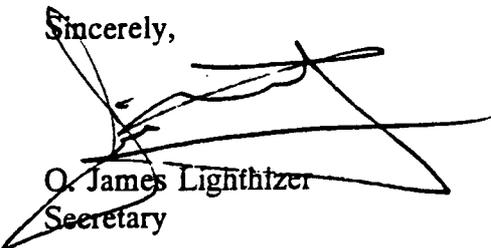
Thank you for your recent letter concerning funding of retrofit noise abatement projects.

I wish I could give you good news, but the funds simply are not there for those noise abatement projects remaining in our original program. The program can only proceed with a revenue enhancement and with local participation in the funding.

I am sorry that I cannot give you a more encouraging response. If you would like to discuss this issue further, please contact Tom Osborne, Director of our Office of Policy and Governmental Relations, at 859-7569.

Thanks again for your interest and concern.

Sincerely,


O. James Lighthizer
Secretary

cc: Mr. Tom Osborne
Ms. Robin Nocar

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

234

bcc: Charles B. Adams
Eugene Miller, Jr.
Charles R. Olsen

Dictated by C. Adams - LAD, X8063

November 12, 1991

235

The Honorable Nancy L. Murphy
Senate of Maryland
1330 Sulphur Spring Road
Arbutus MD 21227

Dear Senator Murphy:

Thank you for your recent letter about the status of noise abatement for the Westview Park community adjacent to I-695.

As you are well aware, the current financial situation is dismal. We simply do not have the funds to complete the remaining noise abatement projects in our original program.

Governor William Donald Schaefer has recently indicated that these projects can only proceed upon a revenue enhancement and with local participation in the funding. He is very keen on the cost-sharing concept, as was done in Howard County, where the county contributed one-third of the cost of the I-95 barrier. Details concerning any future funding breakdown between state and local jurisdictions have not been finalized.

The letter you sent to your constituents correctly summarizes the situation, except for this new local cost-sharing requirement. I wish there was more that I could offer, but you may be assured we are looking at a number of ways to meet previous commitments. If we get a revenue enhancement and Baltimore County is willing to share in the cost, perhaps this project will eventually become a reality.

If you wish to discuss this matter further, please do not hesitate to contact me at your convenience.

~~ORIGINAL~~ Sincerely,
SIGNED BY
HAL KASSOFF
ADMINISTRATOR

Hal Kassoff
Administrator

cc: O.J. Lighthizer (Sec)
bcc: Mr. Charles B. Adams
Mr. Gene J. Miller, Jr.
Mr. Charles R. Olsen

236

APR 08 1991

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

Dear Senator Murphy:

I am writing to follow-up on our recent discussion about the noise abatement project on I-695 from Wilkins Avenue to Southwestern Boulevard.

This project is presently on hold due to the present revenue situation. The project on I-95 in the Timberview area of Howard County about which we spoke is the only retrofit noise abatement project to move to construction. The advancement of that project was possible only after Howard County offered to contribute approximately thirty percent of the construction cost.

Given our severe revenue situation I cannot estimate when we might be in a position to proceed with the project in the Catonsville area. I am sorry that I can't give you better news and hope that you understand our situation.

Please don't hesitate to call me if you have any additional questions or wish to discuss this further.

Sincerely,
ORIGINAL SIGNED BY
HAL KASSOFF
ADMINISTRATOR
Hal Kassoff
Administrator

HK/db

cc: Secretary O. James Lighthizer

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



Maryland Department of Transportation
State Highway Administration

O. James Lighthizer
Secretary

Hal Kassoff
Administrator

237

MEMORANDUM

TO: Mr. Charles R. Olsen
Chief Engineer

FROM: Charles B. Adams, Chief
Landscape Architecture Division

DATE: July 29, 1991

SUBJECT: Contract No. AW 991-501-324
I-495 Noise Abatement Project
from MD 193 to MD 212
PDMS No. 151050

RE: Exemption Request for use of
Consultant Services

One of the noise walls on the subject project, although 26 feet in height, provides limited protection to two residences on Cresthaven Drive due to the nature of the terrain.

The residents claim that SHA was in error and have requested that the wall be raised an additional four feet through the area.

Discussions between this office and the Bridge Design Division indicate that a solution may be possible by adding four feet through the area. At a recent meeting at one of these residences, Senator Ida Ruben asked that the feasibility of this request be explored.

Therefore, I am asking for an exemption from the current consultant assignment freeze to allow Ballard to perform this work. The estimated cost for this study is \$5,000. Since we don't currently have an open-ended contract with Ballard, we have discussed the use of their services with Project Development who has a structures contract currently in force with them. Project Development has agreed.

CBA/EJM/jdc

cc: Mr. Creston J. Mills, Jr.
Mr. James Gatley
Mr. Buu Nguyen

My telephone number is _____



Maryland Department of Transportation

The Secretary's Office

William Donald Schaefer
Governor

238
O. James Lighthizer
Secretary

Stephen G. Zentz
Deputy Secretary

September 5, 1991

The Honorable Thomas P. O'Reilly
State Senator
7219 Hanover Parkway
Greenbelt MD 20770

Dear Senator *Tom* O'Reilly:

This is to bring you up-to-date after our meeting with Ms. Terry Kerns and members of the Bellemeade area of Landover Hills regarding noise abatement.

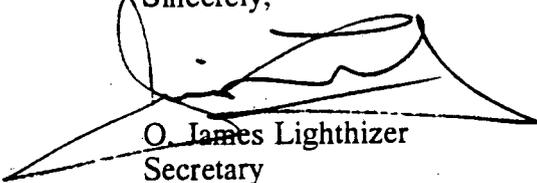
As you may recall at our August 9 meeting, we offered to construct high privacy fencing in the area as an immediate solution. If funds were to become available in the future for noise abatement, we would reconsider the community's request in light of criteria at that time. I believe we mentioned we are reevaluating the entire noise barrier program because of the present fiscal picture and the outlook for federal funding of such projects.

Ms. Kerns called back after she said she met with members of the community. She reported that the offer was rejected, and that she had a counter proposal. This involves some privacy fencing and a sound barrier for the few residents most severely affected. We are currently analyzing that proposal.

Soon after our meeting, District Engineer Cres Mills met with Ms. Kerns and the five families whose property had been damaged by the construction. While they signed entry agreements with the Driggs Corporation and the company did take some action to rectify the damage, we agree that Driggs has more work to do. Consequently, we are working with the families to rectify the damage to their satisfaction. We believe this involves landscaping, grass reseeding and other similar work.

Thank you for your interest and involvement in this issue. We will let you know the results of our analysis of the noise abatement proposal.

Sincerely,


O. James Lighthizer
Secretary

cc: Mr. Creston Mills

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

239

bcc: Mr. Charles Adams
Mr. Hal Kassoff
Mrs. Linda Singer

dictated by Charlie Adams



Maryland Department of Transportation

The Secretary's Office

240

**COPY
DRAFT**

William Donald Schaefer
Governor

O. James Lighthizer
Secretary

Stephen G. Zentz
Deputy Secretary

August 19, 1991

The Honorable Thomas P. O'Reilly
State Senator
7219 Hanover Parkway
Greenbelt MD 20770

*Re-do
as an acknowledgment
got that he has heard
incl. second elected House
and County Exec.
Catherine, & say
that
he will
look into
this in
depth &
get back
to me 7/24*

Dear Senator O'Reilly:

Thank you for your recent letter regarding noise barriers for the Bellemeade area of Landover Hills adjacent to US 50 and MD 410 in Prince George's County.

When the MD 410 interchange was planned, studies were performed to determine what the noise impacts would be on the Bellemeade community. It was determined that increases in noise levels would not be significantly greater than would occur without this improvement. However, since the new ramps brought the traffic closer to the residences, an analysis of a noise barrier was conducted. It concluded the cost of a noise barrier to protect those residences impacted by the MD 410 construction did not meet the reasonable cost criterion.

We subsequently performed a study for the entire community to determine if it met the warrants for noise abatement under the retrofit element of the program. I surmise this was the result of your field meeting with former Secretary Richard H. Trainor.

This study found that the noise level and date of construction criteria are met, and that the reasonable cost may be within the range of the policy requirements. The actual cost of a noise barrier cannot accurately be determined until actual preliminary design is performed. This work is not undertaken for any project until funding is available.

The Bellemeade community was not on the original list of projects, which emphasized Interstate highways, and is but one of a number of areas which have been identified as potential candidates for noise abatement statewide. The present financial situation has brought noise barrier construction on existing highways to a virtual halt. In fact, we are compelled to re-evaluate the entire noise abatement program. It is just impossible to predict what the results of this re-evaluation might be.

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

241

The Honorable Thomas O'Reilly
August 19, 1991
Page 2

As you can see, this is not a simple matter to resolve. It has always been our policy to provide noise mitigation where appropriate and affordable. At this time, there is just not the money to provide relief for every area where barriers have been requested. The future does not appear promising either.

I regret that I am unable to provide a more positive response to your request. However, I hope I have clearly outlined the situation regarding the Bellemeade community. If you wish to discuss this matter further, please don't hesitate to contact me at your convenience.

Sincerely,

O. James Lighthizer
Secretary

242

The Honorable Thomas O'Reilly
Page 3

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

Dictated by Gene Miller, SHA, X8071



Maryland Department of Transportation
State Highway Administration

243

O. James Lighthizer
Secretary
Hal Kassoff
Administrator

May 29, 1991

MEMORANDUM

DRAFT

TO: Mr. Neil J. Pederson, Chairman
Information and Analysis Team
Total Quality Council

THROUGH: Mr. Robert D. Douglass
Deputy Chief Engineer - Development

FROM: Eugene J. Miller, Jr., Chief
Acoustic Design Team
Landscape Architecture Division

SUBJECT: Total Quality Performance Indicators

Attached is a chart which indicates the Acoustic Design Team's customer service response to inquiries concerning noise abatement. This chart was prepared in response to the request by Administrator Kassoff to all mid-level managers.

If you have any recommendations regarding the performance measures chosen or the chart set-up, please feel free to contact me at your convenience.

ejm

Enclosure

cc: Mr. Hal Kassoff w/attachment
Mr. Charles B. Adams w/attachment

My telephone number is _____



Maryland Department of Transportation
State Highway Administration

844

O. James Lighthizer
Secretary
Hal Kassoff
Administrator

December 24, 1991

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

Dear ~~Delegate Perry:~~ *Marsha*

Thank you for your recent letter concerning the noise abatement report for the Heritage Harbour and North River Forest communities adjacent to US 50.

The average sound level method for measurement of noise levels, as a gauge for impact assessment, is a standard that is used nationwide. It presents a reasonable, balanced assessment between typical conditions and worst case conditions. The peak noise level corresponds to the passage of individual vehicles at their closest distance from the receiver for which there are no established criteria or guidelines. The influence and contribution of the peak noise is included as part of the overall average noise level. Thus, the greater number of peak events that occur in a given time period, the higher the average noise level will be. Conversely, if only a few peak events occur in the same time period, the overall average will be lower, even though the absolute peak level may have been the same in both cases. The point is that the effects of peak noise levels are accounted for in the measurement of average noise levels.

In addition, there are other incorrect assumptions in the notes from your constituent of North River Forest. Regarding FACTOR 1, THE EFFECT OF UNDERSTATING SPEED, the relationship between vehicle noise emission levels and speed as shown in Figure III-3 of the noise report is for a single vehicle of each type. The corresponding increase in overall noise from increased speed does not carry over for a large number of vehicles. A check of the prediction model showed the overall noise increase due to a speed increase from 60 to 65 mph was less than 1 decibel (0.8 dBA). The reason for this is at higher speeds, the truck noise contribution is dominant, but increases at a slower rate as speed increases.

Regarding FACTOR 3, THE EFFECT OF SAMPLING DURING NON-PEAK HOURS, the results of the short-term measurements are not used as direct input into the noise prediction model. The predictions are based on future traffic conditions for the peak hour. The short-term and 24-hour measurements are used to establish a frame of reference and to check that the model is set up accurately to depict the acoustical site conditions that exist in the field.

My telephone number is _____

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

245

The Honorable Marsha G. Perry
December 24, 1991
Page two

The measurement results show the relative effect of areas of trees, ground cover, rows of houses, etc. for different sites, and it is the difference between the sites that is important, not so much the absolute level of noise on any given occasion. These differences will exist regardless of the time of day the measurements are taken. The input is then developed to "fine tune" the prediction model to forecast future noise levels accurately.

The \$40,000 per residence was established by the State and is felt to be a generous and fair allowance. It is the highest figure used by any State. The national average is about \$25,000 per impacted residence. Even if all the assumptions done by your constituent were correct, the North River Forest community would still exceed the policy criteria by \$13,860 per residence.

I regret that I am unable to give you and your constituents a more positive reply. I do hope the information provided clearly presents our position as it pertains to the North River Forest and Heritage Harbour communities. If you wish to discuss this matter further, please do not hesitate to contact me at your convenience.

Sincerely,
ORIGINAL SIGNED BY
HAL KASSOFF
ADMINISTRATOR

Hal Kassoff
Administrator

bcc: Charles B. Adams
Charles R. Olsen

Dictated by C. Adams, OED - X8063

246

JAN 17 1991

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

Dear Delegate Perry:

I am writing to update you on the status of the proposed noise barriers for the Greenwood Acres community adjacent to US 50.

We are currently seeking federal funding for noise barriers in this community. If the Federal Highway Administration approves our request, we will include a noise barrier at Greenwood Acres in the highway contract.

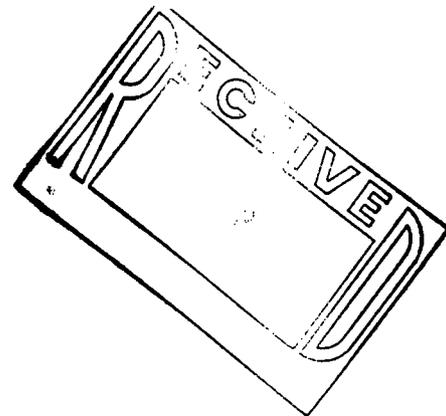
I will contact you when we receive a decision concerning this area. If you have any questions in the meantime, please feel free to contact me.

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.

247
JUN 27 1991



The Honorable James F. Ports, Jr.
4546 Fitch Avenue
Baltimore, MD 21236

Dear Delegate Ports:

Thank you for your recent letter concerning the issue of noise barriers along I-95 in the area of Hazelwood Park East.

As you are aware, for a community to be considered for noise abatement under the State Highway Administration's retrofit policy, all of the following criteria must be met:

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

This policy was officially adopted in April 1987 shortly after we learned that Federal I4R funds had been reduced by almost 20 percent. Since these funds are the sole source of revenue for retrofit noise barrier projects, it became apparent that the noise abatement program was in serious jeopardy. Rather than terminating the program, we decided to continue, albeit at a much slower pace. Our current financial situation has brought the construction schedule to a virtual halt. In fact, the future of the entire Noise Abatement Program is still uncertain.

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The Honorable James F. Ports, Jr.
Page Two

The Hazelwood Park East community is part of a much larger area which was studied years ago to determine eligibility for noise barriers. This area extended from the Baltimore City line to the Baltimore Beltway. It was determined that only the area on the northbound side of I-95 south of Chesaco Avenue met the requirements. The Hazelwood Park East community is not eligible for our noise program because the majority of homes post-date the highway.

I regret that I am unable to offer a more positive response to your inquiry. If you wish to discuss this matter further, please feel free to contact me at your convenience.

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.

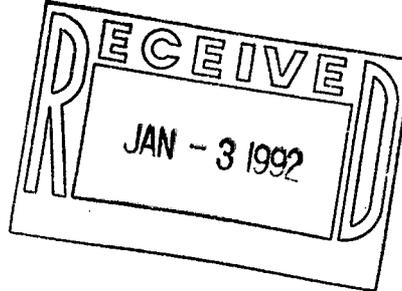


**Maryland Department of Transportation
State Highway Administration**

249

O. James Lighthizer
Secretary
Hal Kassoff
Administrator

December 30, 1991



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

Dear Senator Ruben: *Ida*

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

It is our feeling the barrier has been built as designed and promised, as we have explained to Mr. Wolff. Measurements taken at the Wolff property indicate an 8-11 decibel reduction in noise levels from those measured before the wall was built. Our stated goal for all noise barrier projects is a 7-10 decibel reduction. In addition, further investigation of the results when the hourly noise level exceeded the 67 decibel threshold indicates that there were non-traffic sources which probably contributed to the overall noise level. This was extrapolated from our data and may have been aircraft flying over.

We disagree with Mr. Wolff's assertion that the footings were placed at the bottom of a construction cut. The tops of the footings were located so that the bottom of the panels would be below the ground line to prevent noise from intruding under the wall. This is standard practice for all noise barriers.

We do maintain that there is fill on the highway side of the wall, especially at the sump area just east of his property. Field measurements show a maximum 2 1/2-foot difference between the earth embankment on the residential side and traffic side of the highway. The wall is designed to accept this load so we do not anticipate problems in this regard.

Finally, in reviewing the structural data regarding increasing the height of the wall an additional four feet, we now realize this cannot be done. The present physical height of the wall is 26 feet. This is the absolute maximum height for our standard noise barrier system. Anything higher would require footings with a greater diameter and larger steel posts. It is not simply a matter of adding height to our existing caissons as was first thought. The cost of this work would be prohibitively high. It is also important to note that this would only decrease the present noise levels by one decibel.

My telephone number is _____

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The Honorable Ida G. Ruben
December 30, 1991
Page Two

The wall does provide significant noise reduction over what existed previously. Our goal of 7-10 decibel mitigation has been realized. It was never promised every residence would receive equal protection. This is a virtual impossibility due to the difference in terrain and the distance of each house from the highway.

I regret that I am unable to provide your constituent with a more positive reply.

Sincerely,
ORIGINAL SIGNED BY
HAL KASSOFF
ADMINISTRATOR

Hal Kassoff
Administrator

bcc: Charles B. Adams
Eugene Miller, Jr.
Charles R. Olsen



Maryland Department of Transportation
State Highway Administration

251

O. James Lighthizer
Secretary
Hal Kassoff
Administrator

October 10, 1991

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

Dear Senator ~~Ruben~~: *Ida*

I am writing to let you know of the results of our investigation of the I-495 noise barrier adjacent to the backyard of Mr. and Mrs. Edward A. Wolff at 1021 Cresthaven Drive.

We confirmed that the height of the panels and the top elevations are built as promised to the community. This is illustrated in the typical section shown in Figure 1. Since the bottom of the wall must be buried below grade to preclude noise from passing under it, the apparent height of the wall to the residents would be reduced about one foot. Thus, the wall height would appear to be 25 feet on the residential side.

However, in this area, the contractor placed additional fill about three feet deep on the residential side of the wall to enhance the drainage flow toward an inlet located at the rear of 1023 Cresthaven Drive. This also helped to level the backyards nearest the wall. Additional fill was then required on the highway side of the wall to balance the pressure of the fill on the residential side. This is illustrated in Figure 2.

Thus, looking at the wall as built, it appears to the residents that the wall has been buried about four feet and that the actual height of the wall is only 22 feet. I can now understand why the Wolff's might conclude we were in error; however, this additional grading was not anticipated in the original design. Again, what was promised and shown to the residents was what we constructed, except for the additional fill.

In any event, we reviewed our acoustical analysis to determine the effect on sound levels if the wall were raised an additional four feet. It was determined that an additional benefit of one decibel would be realized. This amount is not discernable to the human ear.

Finally, we determined that from an engineering standpoint, it would be feasible to raise the wall an additional four feet on average in this area. However, it would cost an estimated \$50,000, a difficult sum to justify in these severe economic times for the one decibel change.

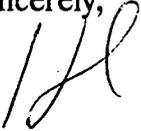
My telephone number is _____

252

The Honorable Ida G. Ruben
Page Two

We regret the confusion over the construction of this project and hope we have adequately explained our findings. If you have further questions, please do not hesitate to contact me at your convenience.

Sincerely,



Hal Kassoff
Administrator

Attachment

cc: Mr. Creston J. Mills

253

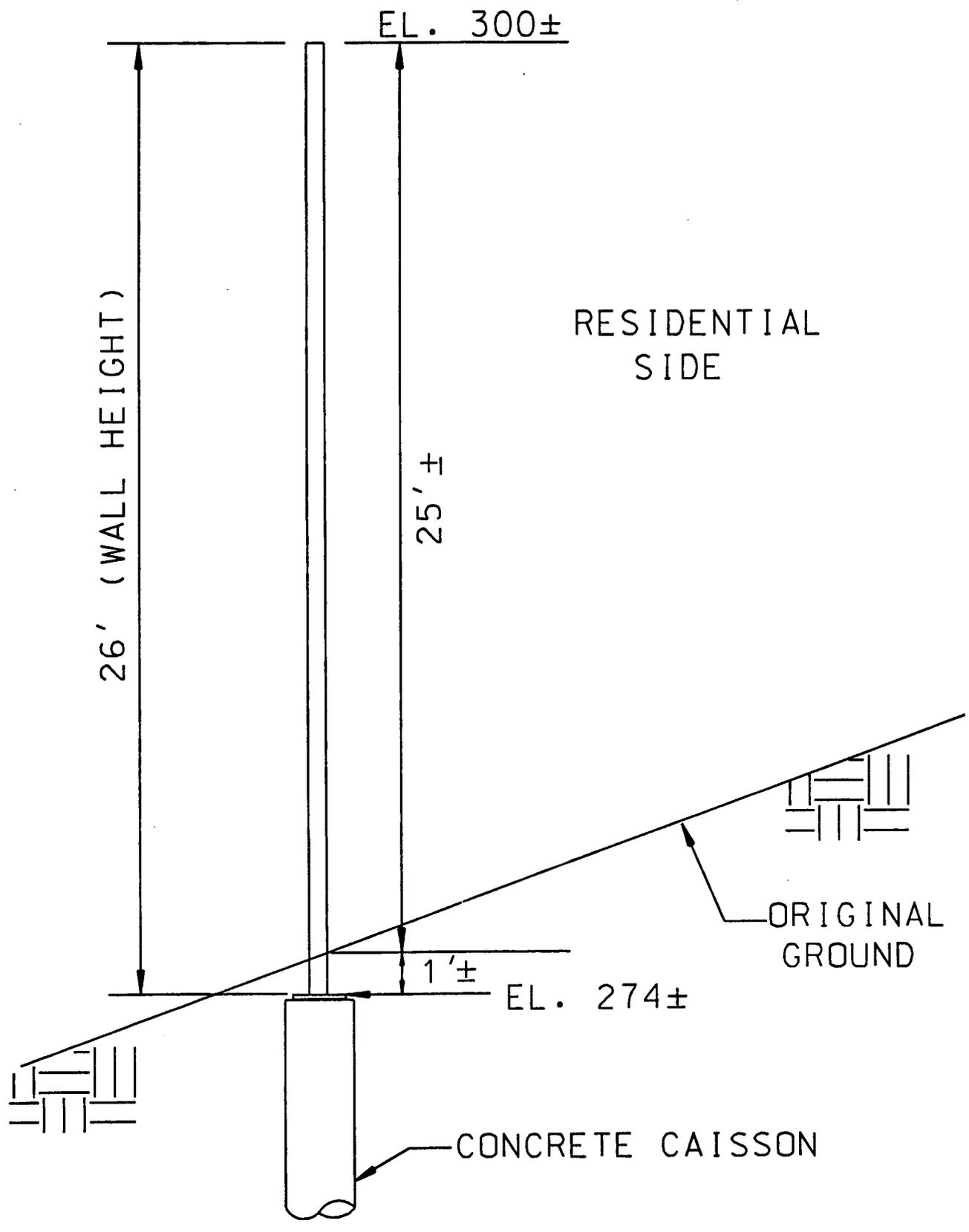


FIGURE 1

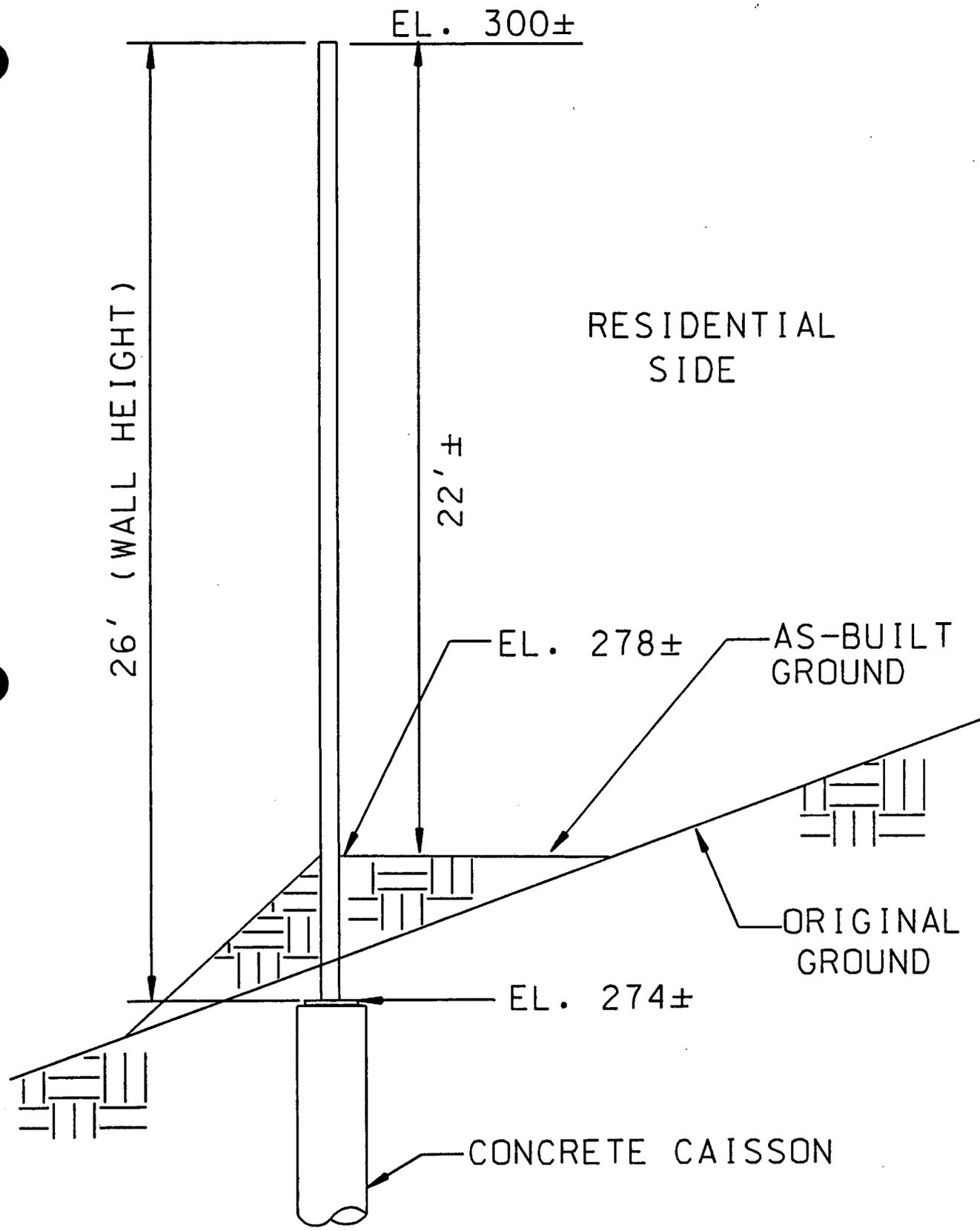


FIGURE 2

APR 10 1991

255

The Honorable Ida G. Ruben
James Senate Office Building
110 College Avenue
Annapolis, Maryland 21401-1991

Dear Senator Ruben:

I am writing to report to you the results of our reevaluation of the noise level environment in the Milestone and Menlee Drive areas adjacent to US 29.

The attached chart summarizes noise levels measured at selected locations representing all areas of the community. As you can see, current noise levels are comparable to levels measured previously and remain below the 67 decibel impact threshold. The variations are attributable to changes in traffic volumes, number of trucks, traffic speed and time of day. These variations are not uncommon over the course of a day, or even minute to minute. Therefore, in assessing impacts, we do take into account the possibility that noise levels could be several decibels higher or lower at another time.

These results indicate that conditions have not changed substantially as a result of the highway widening. We can also conclude that construction activities that were ongoing during our previous tests did not influence those results significantly.

Based on these results, this area does not meet our criteria for noise abatement consideration. We have completed the landscape planting project for the community. This should provide some measure of psychological relief as the plants mature.

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

Sincerely,

ORIGINAL SIGNED BY
HAL KASSOFF
ADMINISTRATOR
Hal Kassoff
Administrator

HK/db

Attachment

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

FEB 22 1991

The Honorable Paul S. Sarbanes
1110 Bonifant Street, Suite 450
Silver Spring, Maryland 20910

Dear Senator Sarbanes:

Thank you for your recent letter on behalf of Mr. and Mrs. Lewis Rose concerning noise barriers for the West Laurel community adjacent to I-95.

Former Secretary Richard H. Trainor agreed to pursue advancing this project if Prince George's County provided significant financial assistance and if State funds could be found. At this point, state highway projects are frozen because of our funding crisis. The only exception is the Timberview noise barrier in Howard County for which the Governor made a personal commitment.

We have begun the preliminary engineering work in anticipation of being able to move forward with the West Laurel project if State funds become available.

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/bas

cc: Secretary O. James Lighthizer

bcc: Ms. Missy Drissel
Mr. Charles R. Olsen
Mr. Robert D. Douglass
Mr. Charles B. Adams
~~Mr. Eugene J. Miller~~



Maryland Department of Transportation

The Secretary's Office

William Donald Schaefer
Governor

O. James Lighthizer
Secretary

Stephen G. Zentz
Deputy Secretary

251

MEMORANDUM

TO: The Honorable William Donald Schaefer
Governor

FROM: O. James Lighthizer
Secretary

DATE: October 17, 1991

SUBJECT: Noise Abatement Program

The pressures on us to provide noise abatement through sound barrier construction continue to increase. For a number of reasons we are prompted to rethink our entire approach to this issue. Among these are:

- Communities and their elected representatives repeatedly press us to expand our current noise abatement program. However, the funding to complete our existing commitment does not exist, let alone expand it.
- Most people who benefit from our retrofit sound barrier program moved into their homes after the present highway was in place.

I am proposing for your consideration changes to the current Noise Abatement Program that would address certain inequities and provide a new approach. Highlights of the new program are:

- Shift to a "resale assurance program" for most new requests for noise barriers. There will still be a need to add traditional barrier projects to the list, but not many and we would require that 30% of the cost be paid by the local government.
- A shift to providing abatement for those people who lived in their homes prior to construction of the highway, rather than abatement for dwellings that preceded the highway. (See attachment for more details.)

We would fulfill our current commitments under the following conditions:

- the program would operate at a maximum annual level of \$8 million;
- a local contribution of 30 percent would be required; and
- the State's portion would have to be derived from a revenue increase.

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

258

The Honorable William Donald Schaefer
October 17, 1991
Page 2

Your approval of this concept is requested so that we may approach the needs and requests of noise abatement in a realistic and sensible manner.

I propose that if you agree with this approach, that you announce it during the dedication of the Timberview Sound Barrier project. It is the model this program is based on.

Please let me know if you would like to discuss this in detail.

cc: Mr. Hal Kassoff

Attachment

___ Approval

___ Further Discussion

Doc:
we could advise
these members if appropriate
but the basic idea is to
dedicate a substantial amount
of money to the problem contingent
on a revenue increase



G-107 P. 1/91 DRAFT 259

M E M O R A N D U M

TO: The Honorable Melvin Steinberg
Lieutenant Governor

FROM: Hal Kassoff
Administrator

DATE:

SUBJECT: Response to Ms. Terry Kerns

Enclosed is a copy of the letter I sent to Ms. Terry Kerns at your request regarding the Bellemeade Community Association's request for noise barriers adjacent to US 50 and MD 410.

We have investigated the Bellemeade area on several occasions. This area may meet all of our noise policy criteria. It was not on our original list of projects because the program concentrated on interstate highways. Funding is not available to address all of the requests we have received for noise barriers.

If you have any questions regarding our response, please contact me at your convenience.

2100

September 24, 1991

The Honorable Norman R. Stone
6905 Dunmanway
Baltimore, Maryland 21222

Dear Senator Stone:

We are pleased to let you know we have issued a notice to proceed to the contractor for the project to replace the panels for the wall on Broening Highway in Dundalk. This has been made possible due to the recent revenue increases in motor vehicle fees enacted by the legislature.

The current schedule calls for the complete installation of the new panels by this coming spring.

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

Sincerely,

ORIGINAL SIGNED BY
HAL KASSOFF
ADMINISTRATOR

Hal Kassoff
Administrator

cc: The Honorable John S. Arnick
The Honorable Louis L. DePazzo
The Honorable Connie C. Galiazzo

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

Dictated by C. Adams, LAD, X8063-September 19, 1991

261

MAR 25 1991

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

Dear Senator Stone:

I am writing to update you on the status of the project to replace the panels for the noise wall on Broening Highway in Dundalk.

The design plans for this work are complete. Unfortunately, the current financial situation does not allow for construction at this time. Hopefully, this will be of short term duration.

We will continue to replace damaged panels as necessary with temporary wood panels to ensure safety in this area. Once monies become available, we will quickly proceed to complete this project.

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

Sincerely,

ORIGINAL SIGNED BY
HAL KASSOFF
ADMINISTRATOR
Hal Kassoff
Administrator

HK/db

cc: The Honorable John S. Arnick
The Honorable Louis L. DePazzo
The Honorable Connie C. Galiazzo

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



**Maryland Department of Transportation
State Highway Administration**

262

O. James Lighthizer
Secretary
Hal Kassoff
Administrator

October 31, 1991

RECEIVED

NOV 4 1991

**LANDSCAPE ARCHITECTURE
DIVISION**

The Honorable Virginia M. Thomas
6153 Forty Winks Way
Columbia MD 21045

Dear Delegate Thomas:

Thank you for your recent letter on behalf of your constituent, Ms. Jeanne B. Brannan, requesting noise barriers for the Huntington III community adjacent to I-95.

In the past, the State Highway Administration addressed the issue of noise abatement based upon a set of objective criteria, recognizing that funding was limited and not all requests could be accommodated. One of these criteria is the date of construction of the highway. We have considered abatement on existing highways only where the impacted areas preceded the construction of the highway.

The most recent example is along I-95 at the Timberview community, in the Elkridge area, referred to by Ms. Brannan in her letter. This community met the requirements for date since the majority of homes pre-existed the construction of I-95 in 1971. As the Huntington III community was developed long after this date, it is not eligible for consideration for noise abatement. In all candor, even if the date and other criteria were met, this would not guarantee that a noise barrier would be constructed. As a result of our recent severe financial problems and the cutback in Federal funds over recent years, we have virtually halted noise barrier construction while we take a hard look at the program's future. We are looking at a number of possible policy options to deal equitably with this issue.

While the noise levels may exceed the impact threshold of 67 decibels at the Huntington community, it has been our policy not to take noise measurements in areas that clearly would not qualify on the date issue.

We regret not being able to give you a more positive response. However, we hope you can understand our position and the constraints we are facing. If you wish to discuss this matter further, please do not hesitate to contact me.

Sincerely,

Hal Kassoff
Administrator

My telephone number is _____



Maryland Department of Transportation
State Highway Administration

263

O. James Lighthizer
Secretary
Hal Kassoff
Administrator

September 20, 1991

The Honorable Virginia M. Thomas
Maryland House of Delegates
6153 Forty Winks Way
Columbia MD 21045

Dear Delegate Thomas:

Thank you for your recent letter regarding the noise level study for the Village of Kings Contrivance in Columbia. I believe the reference to US 32 in your letter is incorrect. Specifically, the study involved US 29 in the vicinity of Bush Ranger Path, Turtle Dove Drive, Strawturkey Court and Flapjack Court. Your staff verified this location.

Two locations, representative of dwellings closest to US 29, were tested during the evening rush hour period (5:30-6:30 p.m.), after ongoing highway construction activities were halted for the day. In the area of Flapjack Court, there is an existing earth berm which shields the houses from US 29 traffic noise. The average level in this area is 60-61 decibels.

By contrast, at the dwellings closest to US 29 on Bush Ranger Path and Turtle Dove Drive, the average level is 67 decibels. In this area the earth mound is not present, and the homes are slightly closer to US 29 than at the first location. Monitoring conducted while construction was in progress showed the average level increased by about three decibels.

It should be noted that there was a regular flow of traffic on Old Columbia Pike, which lies between the homes and US 29. This traffic contributed to the overall levels obtained during the noise tests.

Comparing the measured noise levels from this latest study with previous analyses shows existing levels to be virtually unchanged, except during periods of heavy construction activity. This indicates that there has been no increase in noise levels due to the highway improvement, at least to this point in time.

My telephone number is _____

267

The Honorable Virginia M. Thomas
September 20, 1991

Page Two

I hope this information adequately responds to your inquiry. If you have additional questions, please do not hesitate to contact me at your convenience.

Sincerely,

HK

Hal Kassoff
Administrator

265

bcc: Mr. Charlie Adams
Mr. Robert Douglass
Mr. Charles R. Olsen

Prepared by: Gene Miller, Division of Landscape Architecture

MAY 28 1991

noise 266

The Honorable Virginia M. Thomas
6153 Forty Winks Way
Columbia, Maryland 21045

Dear Delegate Thomas:

Thank you for your recent letter concerning noise impacts at the residential area adjacent to US 29 which includes Bush Ranger Path, Turtle Dove Drive, Straw Turkey and Flapjack Court.

Studies performed in 1986 as part of the Environmental Assessment for the US 29/Seneca Drive interchange project, indicated that noise levels would increase somewhat (about five decibels) over the measured ambient levels, and would exceed the impact threshold of 67 decibels. It was recommended that a more detailed study be performed during the design phase.

The detailed analysis done in 1989, while confirming that noise levels were expected to increase about five decibels over the 1986 measurements, indicated that the difference in levels with construction of the interchange and the no-build option, would be less than one (1) decibel. It was further determined that to construct a noise barrier to protect the impacted homes would amount to about \$61,000 per residence. This exceeds our \$40,000 per residence reasonable cost criterion.

Based on our current schedules, we will perform additional measurements this summer to determine present noise levels and impacts. I will contact you with the results by the end of September.

In the meantime, if you have any questions, please don't hesitate to contact me at your convenience.

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



**Maryland Department of Transportation
State Highway Administration**

267

O. James Lighthizer
Secretary
Hal Kassoff
Administrator

April 26, 1991

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

RECEIVED
APR 29 1991
LANDSCAPE ARCHITECTURE
DIVISION

Dear Delegate Thomas: *Cinny*

I am writing to report to you the findings of our review of the noise situation associated with the construction of the US 29/Brokenland Parkway interchange.

In order to be eligible for noise abatement where expansion of the highway occurs (Type I Projects), all the following criteria must be met:

- 1) A majority of the impacted residences must have been constructed prior to location approval for the highway;
- 2) Predicted noise levels must exceed the impact threshold level of 67 decibels (dBA) for the future design year;
- 3) There must be a five (5) decibel increase in future noise levels over what levels would be if the roadway were not improved, or there must be significant physical impact to the existing conditions;
- 4) Cost must be reasonable, cost per impacted residence that is protected may not exceed \$40,000;
- 5) Seventy-five percent (75%) of the affected residents must favor the project; and
- 6) Funds must be available.

We analyzed existing noise levels to determine if they have changed substantially since the clearing of sections of the wooded area adjacent to Amhurst Avenue, Beechwood Drive, and Owen Brown Road (see Exhibit 1). The results were compared to the data reported in the Environmental Assessment (EA) prepared for the Brokenland Parkway project. Exhibit 2 gives a tabulation of the latest noise level data and the data from the environmental document.

My telephone number is 333-1111

The Honorable Virginia Thomas
Page two

2/2/8

There are currently three foot high temporary traffic barriers along US 29 south of Owen Brown Road that seem to be providing some noise attenuation, particularly at noise sensitive areas (NSA's) 3 and 4, which explains the apparent decrease in noise level at these sites. When these barriers are removed after construction, levels will probably increase, becoming comparable to those reported in the EA.

The criteria governing noise mitigation for highway construction focuses on future impacts from traffic on the completed facility. Future noise levels at NSA's 4 and 5 will not exceed the impact threshold. At NSA's 3 and 7 where future noise levels are predicted to exceed the impact threshold level of 67 decibels (DBA) noise barriers would exceed our \$40,000 per residence criterion. The latest data confirms that the previous studies reflect a worst-case assessment of impacts from the project.

In summary, four areas were reevaluated to determine changes in noise levels since 1986 due to the removal of existing vegetation. NSA's 5 and 7 are virtually unchanged since the last studies. NSA's 3 and 4 have actually decreased, which we feel is due to temporary traffic barriers that act as partial noise barriers. None of the four areas qualify for noise barriers under our policy, either because the cost is too high or because they do not meet the noise level criteria.

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

Sincerely,
ORIGINAL SIGNED BY
HAL KASSOFF
ADMINISTRATOR
Hal Kassoff
Administrator

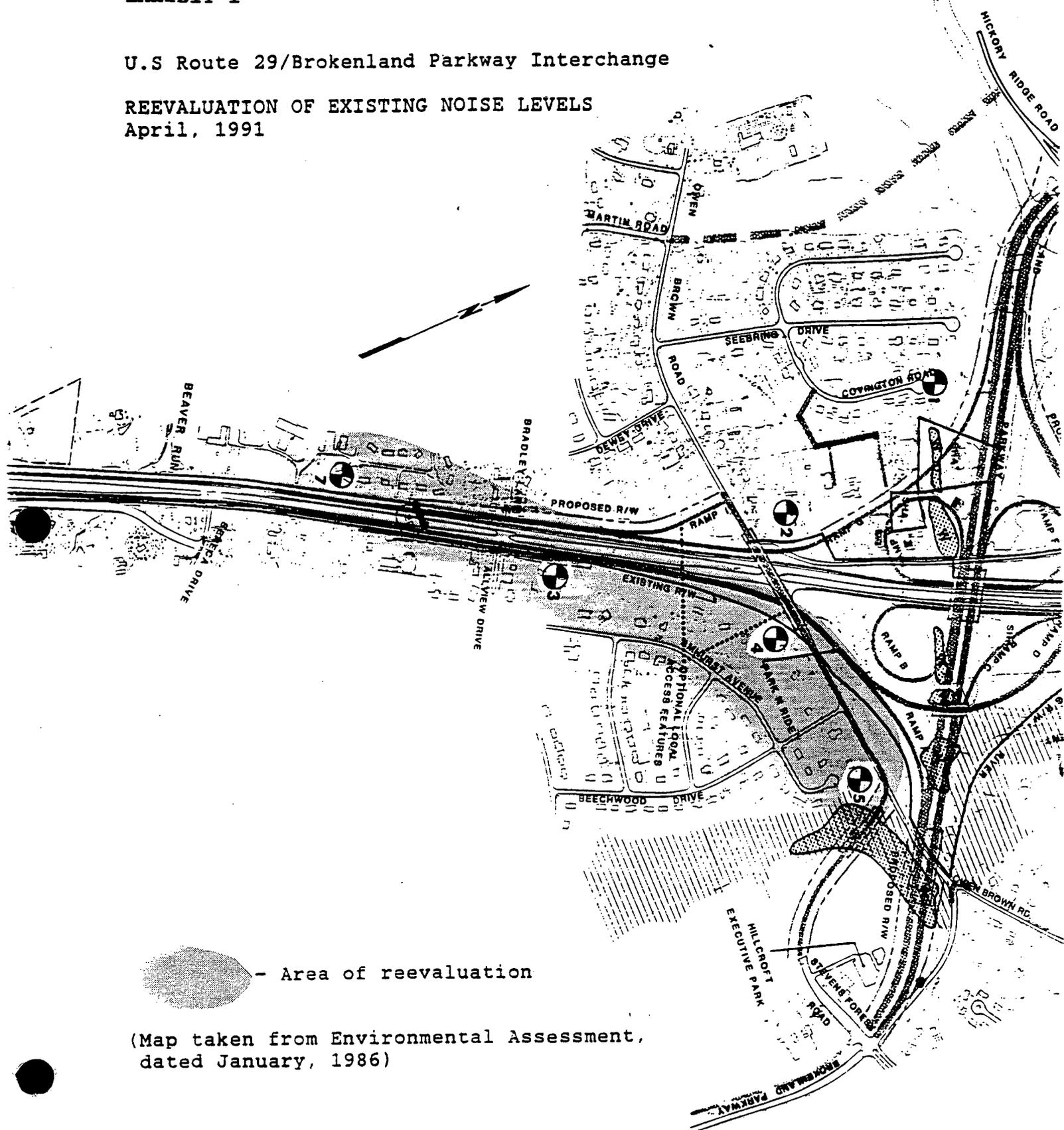
HK/eh
Attachments

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

EXHIBIT 1

U.S Route 29/Brokenland Parkway Interchange

REEVALUATION OF EXISTING NOISE LEVELS
April, 1991



- Area of reevaluation

(Map taken from Environmental Assessment,
dated January, 1986)

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EXHIBIT 2

U.S.Route 29/Brokenland Parkway Interchange

REEVALUATION OF EXISTING NOISE LEVELS
(as reported in Environmental Assessment (EA), January, 1986)

NSA ¹	DESCRIPTION	Average (Leq) Noise Level		
		1986 (EA)	1991 DATA ²	PREDICTED ³
3	Residences on service road along NB U.S.29, north of Allview Dr.	65	60	70
4	Residences off Amhurst Ave. near U.S.29/Owen Brown Rd. intersection	63	58	66
5	Residences off Amhurst Ave. along Owen Brown Rd., vicinity of Beechwood Dr.	61	60	62
7	Residences along Chell Rd., along SB U.S.29	62	61	70

- ¹ - noise sensitive area.
- ² - average noise level including only highway related sources (cars, trucks, motorcycles). Influence from other sources such as noise from aircraft flyovers, construction noise, and local activity (barking dogs, etc.) is not reflected in the data.
- ³ - noise level predicted from traffic on the completed facility in the year 2015 (also called the design year). This level must exceed 67 decibels (dBA) for noise mitigation to be considered.

271
MAR 11 1991

The Honorable Decatur W. Trotter
The Honorable Joanne C. Benson
The Honorable Nathaniel Exum
Senate of Maryland
Room 313 JSOB
Annapolis, Maryland 21401-1991

Dear Senator and Delegates:

Thank you for your recent inquiry concerning noise abatement for the Glenarden community adjacent to I-95.

One of the most difficult issues we have had to address has been the issue of traffic noise. We acknowledge that many citizens of Maryland are impacted by the thousands of vehicles which pass by their homes each day and night. We have tried to develop a noise abatement program which would be equitable to all.

You have asked us on many occasions to reconsider our position about noise barriers for the Glenarden area. The fact remains that there are no funds available to expand our present noise abatement program.

I wish I could offer a more positive reply, but you wouldn't want us to mislead anyone.

Sincerely,
ORIGINAL SIGNED BY
HAL KASSOFF
ADMINISTRATOR
Hal Kassoff
Administrator

HK/db

cc: Secretary O. James Lighthizer

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

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September 27, 1991

Muse

The Honorable Gerald W. Winegrad
The Honorable John C. Astle
The Honorable Michael Busch
The Honorable Philip D. Bisset
Anne Arundel County Delegation
401 James Senate Office Building
Annapolis MD 21401

Dear Senator Winegrad and Delegates Astle, Busch and Bisset:

We have completed the initial noise monitoring study for MD 450 at the Severn River bridge. As we promised in our July 26 letter, we are forwarding a copy of the results for your information.

The study involved measurement of the noise levels at five different locations for two one-hour periods. Counts of the numbers and types of vehicles were also made. These are shown in Tables 1 and 2. The combined one-hour noise level for each test period and each location are shown in Table 3.

This data will be used for comparison with follow-up noise data to be gathered after the completion of the bridge project. We will notify you of the results of this study at that time.

In the interim, if you have any questions, please contact me or Charlie Adams, chief of our Landscape Architecture Division, at your convenience. He may be reached at 333-8064.

Sincerely,

ORIGINAL SIGNED BY
HAL KASSOFF
ADMINISTRATOR

Hal Kassoff
Administrator

Attachment

cc: Mr. O. James Lighthizer

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