

Barriers wanted to deafen I-275 noise

By Joanne Mallazewski
staff writer

At the request of Farmington Hills homeowners near I-275, city officials have asked the Michigan Department of Transportation (MDOT) to consider the installation of noise barriers be-

tween the freeway and neighboring subdivisions.

But first, MDOT officials are expected to conduct a noise level analysis — at no cost to the city — along I-275, from Eight Mile to mid way between Nine and 10 Mile roads. The analysis

will determine whether decibels along this segment of freeway exceeds a maximum 70-decibel level, said Dale Countegan, assistant to the Farmington Hills director of public services.

In 1981, MDOT staff conducted a general inventory of traffic noise levels of areas fronting on the state's limited

access freeways, including I-275, between Eight and Nine Mile roads. Inventory results revealed that the freeway segment had a decibel rating of 71 — one decibel over the MDOT maximum.

"Thus, this segment of I-275 has been rated extremely low on MDOT's priority list with a number ranking of 1,001 out of a possible 1,135 (freeway segments)," Countegan said. The more than 1,000 freeways that ranked a higher priority had decibel levels ranging from 72-87.

But members of the Meadowbrook Hills and Woods and Park homeowners associations — neighborhoods abutting I-275 near the city's southwest corner — as well as Amurcon Corp. officials consider the traffic noise along the freeway to be bothersome enough to ask for help.

"THERE HAVE been some complaints," Countegan said, adding letters from neighborhood associations were received by city officials in September.

If MDOT's analysis shows a high traffic-noise level, city officials would have to adopt a resolution supporting installation of noise barriers and providing highway officials with documentation of land use controls in the area.

City officials have requested that a MDOT noise analysis should be updated to include current traffic conditions and the half-mile segment of I-275 north of Nine Mile.

If MDOT officials determine the city's project is eligible, the cost — generally an average of approximately \$528,000 for a one-mile-long noise barrier — would be shared by federal, state and city governments.

But the city's share would be only approximately 1 percent of the project's total cost because the federal

government picks up 80 percent, Countegan said. The state's share would be 10 percent. The local government would then pay 6-10 percent of the state's share — approximately 1 percent of the entire project, he added.

BASED ON a one-mile noise barrier at a cost of \$528,000, Farmington Hills' share would be \$5,280, the state's, \$47,520, and the federal government's, \$475,200.

The type of sound barriers that could be used to cut traffic noise near I-275 are an earth berm — a natural sound barrier — or a pre-cast concrete wall, Countegan said. The concrete wall is similar to the type separating I-275 from homes along the freeway in Plymouth and Canton Township.

9 Mile resurfacing is in works

Under a triparty road agreement, \$15,414 has been earmarked to resurface 9 Mile from Grand River northeast to Hawthorne in the city of Farmington.

Local participation for the first year of a five-year program was approved by city council Monday. The city, county road commission and Oakland County contribute equal money.

This year's program will generate \$2.25-million countywide for safety programs on county-owned roads. Local allocation is based on a formula considering miles of county roads within a community, and accidents occurring on those roads, according to City Manager Robert Deadman.

The program must now be approved by the county board of commissioners.

and the county executive. It was recently approved by county road commissioners.

Last year's program money was used to resurface 9 Mile south of Grand River and improve the intersection's north side, Deadman said.

Farmington's share of the tri-party agreement will be paid from the Major Street Fund.

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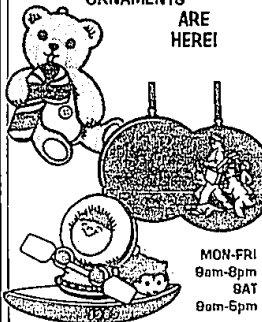
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A large graphic of a human eye is the central focus. The iris is a light blue color. Overlaid on the eye is the text "EYECARE YOU CAN TRUST IS NOW IN SIGHT." in a large, bold, serif font. The word "EYECARE" is at the top, followed by "YOU CAN", then "TRUST", then "IS NOW", and finally "IN SIGHT." at the bottom. The text is arranged in a way that it appears to be looking through the eye. Above the eye, the words "PEARLE vision center" are written in a smaller, sans-serif font, with "PEARLE" in a larger, bold font. Below the eye, the words "ANNOUNCING THE OPENING OF A NEW PEARLE VISION CENTER." are written in a bold, sans-serif font. The background is a light blue color with a subtle pattern of small dots.