



500 West Big Beaver
Troy, MI 48084
troymi.gov

MEMORANDUM

Date: July 15, 2021

To: Honorable Mayor and City Council Members

From: Mark F. Miller, City Manager
Robert J. Bruner, Assistant City Manager
William J. Huotari, City Engineer

Subject: I-75 Sound Barriers

On May 21, 2021, Troy residents James and Judith Andrews (6496 Crabapple) sent the attached email to City Council, City staff, State Representative Padma Kuppa, State Senator Mallory McMorrow, and Michigan Department of Transportation (MDOT) officials regarding roadway noise on I-75 between Adams Road and Crooks Road.

On June 7, 2021, MDOT Director Paul Ajegba sent the attached in reply. Mr. Ajegba explains there are not a sufficient number of benefitting residences in the area north of I-75 between Adams Road and Crooks Road to warrant a noise wall, or that the benefit-to-cost ratio is insufficient when considering the cost of a noise wall. The test of whether noise mitigation should be pursued rests on whether such mitigation is “feasible” and “reasonable.” The “feasible” test relates to whether mitigation is physically possible. Mr. Ajegba was referring to the “reasonable” test which addresses whether noise mitigation is cost-effective. This involves examination of how many locations benefit per dollar invested. This has been studied several times beginning in 2003.

2003: The Noise Study Report referenced in the I-75 Draft Environmental Impact Statement (DEIS) found Wall 16 located along the shoulder on the south side of I-75 to be both feasible and reasonable at that time (see Figure 4-5d).

2005: The I-75 Final Environmental Impact Statement (FEIS) added Wall 18 east of Wall 16 (see Figure 4-5d). Neither the DEIS or FEIS studied walls north of I-75 between Adams Road and Crooks Road.

2016: This study conformed to the July 2011 MDOT Noise Handbook which changed how “feasibility and reasonableness” are determined. Three walls were modeled on the northbound side of I-75 between Coolidge Highway and Crooks Road but none were found to be feasible or reasonable. Four walls were modeled on the southbound side and all were found to be feasible and reasonable (see Figure 28).

2018: No walls were modeled on the northbound side of I-75. Two walls were modeled on the southbound side of I-75 between Coolidge Highway and Crooks Road (see Figure 20). Both were found to be feasible and reasonable and have since been built.

Residents on the northbound side of I-75 say the walls on the southbound side are reflecting sound at their homes. The only way to know for sure is for MDOT to conduct another noise study.

Bob Bruner

From: Poole, Elaine A. (MDOT) <PooleE@michigan.gov> on behalf of Ajegba, Paul (MDOT) <Ajegbap@michigan.gov>
Sent: Monday, June 7, 2021 11:54 AM
To: jimweb@wowway.com; CityCouncilEmail@troymi.com; Ethan Baker; City Manager Distribution Group; PadmaKuppa@house.mi.gov; SenMMcMorrow@senate.michigan.gov; Buckner, Drew (MDOT); Frazee, Ashley (MDOT); Buck, Shirleen (MDOT)
Cc: lawhitty@aol.com
Subject: RE: I-75 road noise Crooks Road to Adams Road

CAUTION: This email did not originate from within the City of Troy. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Subject: I-75 Road Noise, Crooks Road to Adams Road CAS-03674

Mr. and Mrs. James and Judith Andrews

jimweb@wowway.com

Dear Mr. and Mrs. Andrews:

Thank you for your e-mail dated May 21, 2021. The Michigan Department of Transportation (MDOT) takes pride in presenting a positive image and safe environment for our visitors and residents. I am very sorry to hear how much the freeway traffic noise has become a disturbance to you and your neighbors. I can certainly appreciate the adverse impact to your quality of life.

In your e-mail you referred to an explanation that the Return on Investment (ROI) was insufficient to warrant a noise wall adjacent to your home. An accurate assessment indicates there are not a sufficient number of benefitting residences in your neighborhood to warrant a noise wall, or that the benefit-to-cost ratio is insufficient when considering the cost of noise walls. On October 29, 2020, MDOT met with many of your neighbors in a meeting conducted by State Representative Padma Kuppa regarding the same issue. In that meeting the following items were addressed:

- 1.) There are no Federal Funds available to provide a barrier for this project.
- 2.) The request for barriers at the location in question did not meet the required criteria, and additional studies supported this.

Suggested actions presented at the meeting included:

- 1.) The City of Troy fund the construction of a barrier, to be constructed on city or subdivision property.
- 2.) The Federal Highway Administration (FHWA) will allow the construction of a barrier if it is fully State funded. The State of Michigan does not have a State funded highway noise abatement program. The State Legislature would need to approve funds for the study, design, and construction of the barrier.
- 3.) The residents could contact the FHWA in Washington to petition the policy makers.

You referred to the current discussions in the nation's capital regarding the nation's infrastructure needs. Currently, there have only been discussions to date. It is too early to say what amount of transportation infrastructure funding will be approved and for what use the funds would be approved. We at MDOT will do all that we can to ensure that any federal funds received are put to use in a manner that best benefits the residents in our great State of Michigan.

Thank you for sharing your concerns with us. If you have any questions regarding this or other transportation-related issues, please feel free to contact either me or Drew Buckner, Macomb Transportation Service Center Manager, at 586-615-4317 or bucknerd@michigan.gov.

Sincerely,

Paul C. Ajegba, P.E.

Director

Michigan Department of Transportation

From: jimweb@wowway.com <jimweb@wowway.com>

Sent: Friday, May 21, 2021 8:06 PM

To: CityCouncilEmail@troymi.com; mayorbaker@troymi.gov; citymanager@troymi.gov; PadmaKuppa@house.mi.gov; SenMMcMorrow@senate.michigan.gov; Buckner, Drew (MDOT) <BucknerD@michigan.gov>; Ajegba, Paul (MDOT) <Ajegbap@michigan.gov>; Frazee, Ashley (MDOT) <FrazeeA@michigan.gov>

Cc: lawhitty@aol.com

Subject: I-75 road noise Crooks Road to Adams Road

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To: Troy and Michigan elected and appointed officials,

We are writing to you to add our voices to the many residents living in the subdivisions on the north side of I-75 from Crooks Road to Adams Road who have complained about the huge increase in noise pollution coming from the roadway since the completion of this section of the I-75 Modernization Project.

Our home backs up to the north end of Firefighters Park, which is one half mile from I-75. Before the I-75 renovation we sometimes would hear a loud car or motorcycle "punching it" on I-75. Now, especially during morning and afternoon rush hours, it is a constant barrage of noise that can even be heard inside with all doors and windows closed. Outside sitting on our deck, we pretend it is the roar from a fictitious waterfall cascading into the Firefighters Park ponds. We can only imagine how much greater the noise pollution is for the people living in homes closer to I-75.

As you are aware, a Noise Barrier Wall was not built on the north side of I-75 from Crooks Road to Adams Road. We heard that M-DOT stated the ROI (Return On Investment) analysis for building a wall in this section of I-75 was inadequate. How do you calculate an ROI that takes into account the significant deterioration in Quality of Life for so many residents?

Improving our Country's Infrastructure is a big topic in Washington and Lansing. A lot of money will be coming to Michigan soon to do this. We ask you to please spend the money necessary to build a Noise Barrier Wall on the north side of I-75 from Crooks Road to Adams Road.

Respectfully yours,

James & Judith Andrews

jimweb@wowway.com

DRAFT ENVIRONMENTAL IMPACT STATEMENT

**I-75 from M-102 to M-59
Oakland County**



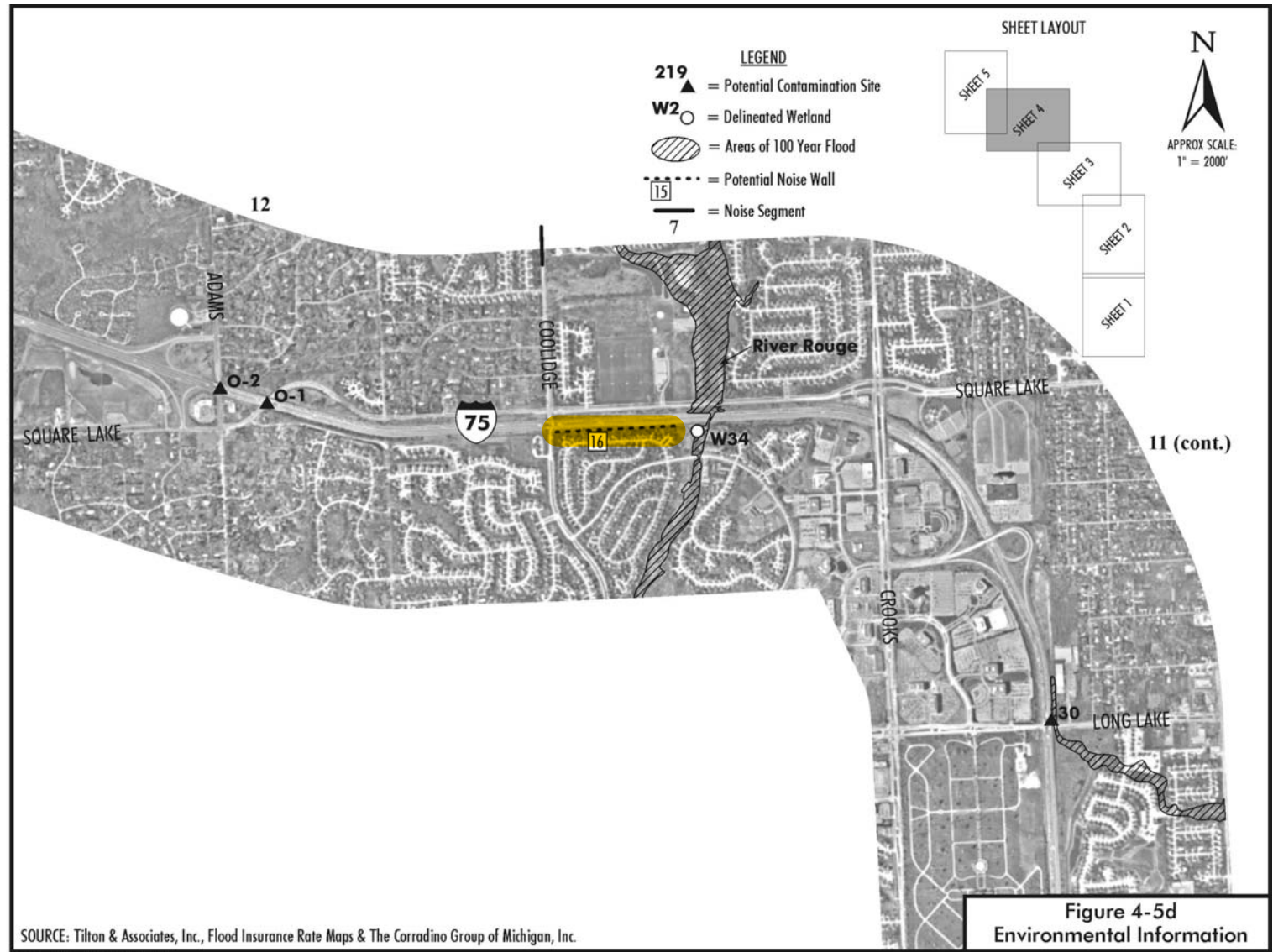
Prepared by

Michigan Department of Transportation

In Cooperation with

**U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION**

December 2003



FINAL ENVIRONMENTAL IMPACT STATEMENT

**I-75 from M-102 to M-59
Oakland County
Michigan**



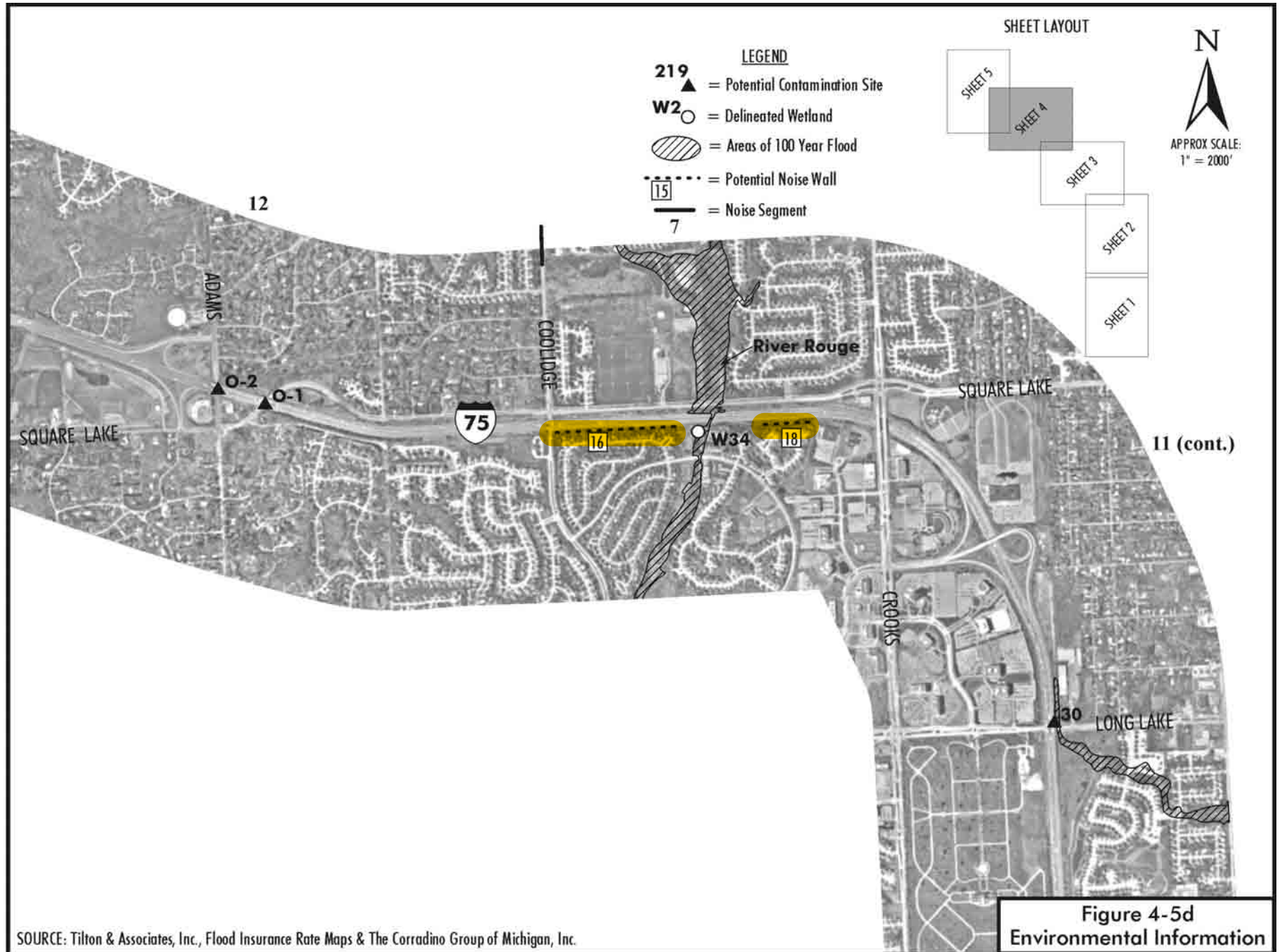
Prepared by

Michigan Department of Transportation

In Cooperation with

**U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION**

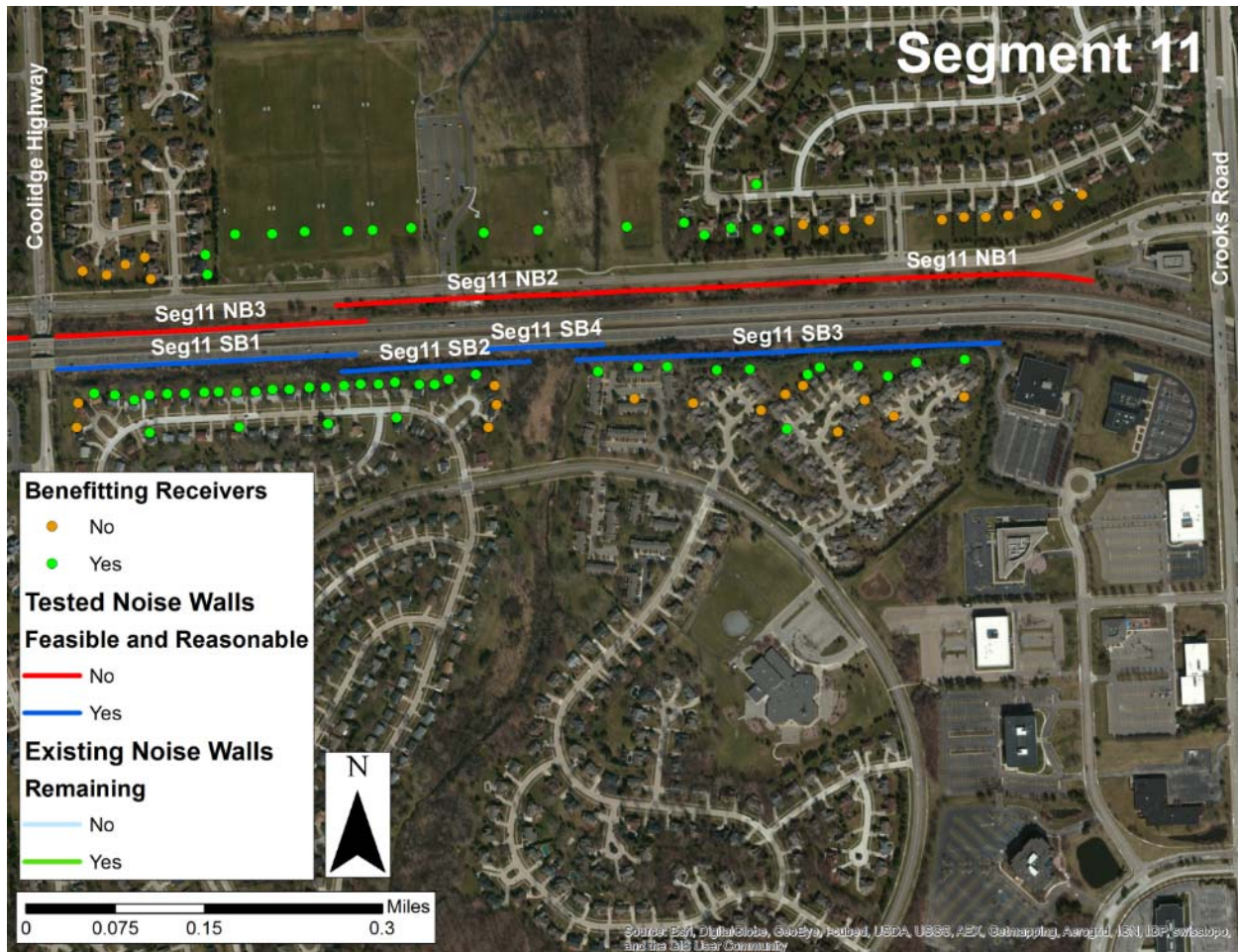
April 2005



The following noise report was created for a reevaluation study that was recently approved by the Federal Highway Administration (FHWA) in January 2016. This noise analysis was to update the original analysis completed for the Final Environmental Impact Statement that was approved in January 2006. A summary of the December 2015 noise analysis, specific to the first construction segment area only, is currently being prepared with clearer and simplified graphics and will be added when completed.

Note: February 2016

**Figure 38
Segment 11 Tested Noise Walls and Benefitting Receivers**



**I-75 Modernization Corridor
Construction Segment 2
Draft Noise Report**

Oakland County, Michigan

June 2018



Figure 20 – Segment 11 Sound Barrier Design Configuration for Benefitting Receivers Behind Southbound Barriers SB1 & SB2

