

June 30, 2010

C.O.H.E.S.I.V.E

Concerns Over Health Effects Surrounding Interstate Vehicle Emissions

Preface for next meeting of COHESIVE. (Meeting date and time TBD.)

At the DARE meeting, Larry Shoup briefly discussed the reconstruction of Interstate 275 in 1999-2000:

~ Reporting that because the road was in need of repair in 1998, there was a 2" asphalt top used until monies could be found to reconstruct the existing road bed. It was determined that concrete had a longer life by MDOT. The state awards both asphalt and concrete construction contracts to encourage free enterprise and competition between the two road surface companies. At the time the reconstruction was being done there were approximately 82,000 vehicles using the interstate. The engineering decision for the best surface based on the amount of traffic was concrete.

~ Due to the noise created by the skewing of the initial tinning done perpendicular to the direction of the road, the state re-tinned the concrete area of I-275 one more time in a diagonal direction to the existing tinning. This was supposed to reduce the noise level. Much money was spent on the re-tinning and MDOT felt that they had spent enough time and money in this area and moved on to other areas to remedy other issues of other residents of the State.

~ The section of I-275 that effects Meadowbrook Hills was not eligible for a masonry wall based on Federal rules that our area did not meet residential population requirements.

This information will be presented and re-visited at the next COHESIVE meeting. Time, place and date are to be determined.

Preface prepared by Toni Johnstone
Information deemed accurate but is not guaranteed