Maryland Department of Transportation
State Highway Administration

Parris N. Glendening
Governor
John D. Porcari
Secretary
Parker F. Williams
Administrator

May 24, 1999

Mr. John Ulshafer
6132 Cornwall Terrace
Frederick MD 21701

Dear Mr. Ulshafer:

This is a follow-up to your recent telephone conversation with Ms. Natalie Hardy, of our staff, regarding a sound barrier for the Spring Ridge community along I-70 in Frederick County. I appreciate the opportunity to respond to your inquiry.

We have evaluated the Spring Ridge community to determine if the area is eligible to be included in our Type II, or retrofit, program. This program involves the construction of sound barriers for communities along fully controlled-access highways, such as I-70, where no expansion of the highway is planned. The basic criterion that must first be met in order for us to further consider a barrier is that the majority of the affected homes in the community must predate the original highway. Our records indicate that the Spring Ridge community was built after I-70 and we cannot consider the Spring Ridge community for our sound barrier program. Enclosed is a copy of our Community Resource Guide and our Sound Barrier Policy for your information.

Thank you for your telephone call and your interest in the State's Sound Barrier Program. I regret that I cannot provide a positive response to your request. If you have any questions, please feel free to contact Ms. Hardy at 410-545-8616 or 1-800-446-5962.

Sincerely,

Charles B. Adams
Director
Office of Environmental Design

Enclosure
cc: The Honorable Joseph R. Bartlett, Member, Maryland House of Delegates
The Honorable C. Sue Hecht, Member, Maryland House of Delegates
The Honorable Alexander Mooney, Member, Senate of Maryland
The Honorable Louise V. Snodgrass, Member, Maryland House of Delegates
Ms. Natalie B. Hardy, Special Assistant to the Director, State Highway Administration

My telephone number is _____

Maryland Relay Service for Impaired Hearing or Speech
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

bcc: Mr. Robert Fisher, District Engineer, State Highway Administration
Mr. James D. Hade, Noise Abatement Team Leader, State Highway Administration
Mr. John M. Lewis, State Legislative Officer, Maryland Department of Transportation
Mr. T.E. Severe, Noise Abatement Team, State Highway Administration

Serial #:
OED Serial#:
Noise Customer #: 1886
Responding to letter dated: Telephone conversation 05/19/99 with Ms. Natalie B. Hardy
Saved: 05/20/99 3:32 PM by: T.E. Severe 410-545-8600
N:\OED\NOISE\CORRESP\~~1998~~ 1999\ULSHFR01.doc

ID #	MAP	DATE	Letter or Phone onl	LAST NAME	FIRST NAME	Active?
1886		5/19/99	Phone	ULSHAFER	Mr. John	✔

STREET#:	STREET NAME	COUNTY	CITY (Post office	ZIPCODE	Representative status
6132	Cornwall Terrace	FR	Frederick MD	21701	private

DAY PHONE	HOME PHONE	ROADWAY	E-Mail address	COMMUNITY
202-861-4466	301-846-4007			SPRING RIDGE

Find Next

Logical Project Limits	INQUIRY
I-70	Status of community for a sound barrier

RESPONSE	Last Contact	Researcher:	Primary Care "physician"
Fails for date	5/19/99		Natalie Hardy

FILE LOCATIO	OTHER	Current committmen
		send Community Resource Guide; status of community (fails for date)

This Database designed by James

Do we owe a letter?	Letter Commit due date:	Letter signed date	Reason letter is late	n/a

LAST action

Comments: This field can not be sorted or searched:

OPPE or Hwy. rep.current type 1 inf

6

Maryland Department of Transportation
State Highway Administration

Parris N. Glendening
Governor

John D. Porcari
Secretary

Parker F. Williams
Administrator

August 4, 1999

Mr. and Mrs. Bruce A. VanNewkirk
217 S. Paradise Avenue
Catonsville MD 21228-3637

Dear Mr. and Mrs. VanNewkirk:

The State Highway Administration has reviewed a number of communities in Baltimore County to determine their eligibility for sound barriers. As a result, three areas adjacent to I-695 in Catonsville have been determined to meet the technical requirements for a sound barrier. The three areas are: Catonsville Heights/Edmondson Ridge, between Baltimore National Pike (US 40) and the Edmondson Avenue interchange; Dunmoore Estates/Eden Terrace, between the Edmondson Avenue and Frederick Road (MD 144) interchanges; and Sylvan Hills/Catonsville Knolls, West Kenwood Avenue, located in the northern and western quadrants of the Wilkens Avenue (MD 372) interchange.

The sound barriers to protect the Sylvan Hills/Catonsville Knolls, West Kenwood Avenue community, on both the inner and outer loops of I-695, will be included with a project that will add a lane to the outer loop of I-695 from Frederick Road to Southwestern Boulevard. This project is currently in the design phase and is scheduled to begin construction in the Spring of 2001. Construction of the sound barriers for the other areas will be included with the planned future expansion of I-695.

My telephone number is ~~410-545-0400 or 1-800-206-0770~~

Maryland Relay Service for Impaired Hearing or Speech
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

Thank you again for your patience and continued interest in the State's Sound Barrier Program. If you have additional questions, please feel free to contact Mr. Charles B. Adams, our Director of Environmental Design, at 410-545-8640 or 1-800-446-5962.

Sincerely,

Parker F. Williams
Administrator

cc: The Honorable George W. Della, Jr., Member, Senate of Maryland
The Honorable Thomas E. Dewberry, Member, Maryland House of Delegates
The Honorable Edward J. Kasemeyer, Member, Senate of Maryland
The Honorable James E. Malone, Jr., Member, Maryland House of Delegates
The Honorable Donald E. Murphy, Member, Maryland House of Delegates
Mr. Charles B. Adams, Director of Environmental Design, State Highway Administration

bcc: Ms. Valerie Burnette Edgar, Director of Communications, State Highway Administration
Mr. James D. Hade, Noise Abatement Team Leader, State Highway Administration
Ms. Natalie B. Hardy, Special Assistant to the Director, State Highway Administration
Mr. David J. Malkowski, District Engineer, State Highway Administration
Ms. Nanette M. Schieke, State Legislative Officer, Maryland Department of Transportation
Mr. T.E. Severe, Noise Abatement Team, State Highway Administration
Ms. Linda Singer, District 4 Community Liaison, State Highway Administration

Serial #: None
OED Serial#: None
Noise Customer #: 170
Responding to letter dated: Follow-up to good news letter sent by Gov. Glendening to elected officials
Saved: 07/29/99 11:34 AM by: T.E. Severe 410-545-8600
N:\OED\NOISE\CORRESP\1999\CATON01.doc

Thursday, July 29, 1999 11:12 AM tsevere

ID #	MAP	DATE	Letter or Phone onl	LAST NAME	FIRST NAME	Active?
170	D-12	8/23/83		VanNewkirk	BRUCE	☐

STREET#:	STREET NAME	COUNTY	CITY (Post office	ZIPCODE	Representative statu
217	S. PARADISE AVENUE	BA	BALTIMORE	21228-3637	

Elected Official whom has communicated direclty to us on this custome

Find Next

DAY PHONE	HOME PHONE	E-Mail address	COMMUNITY
	410-788-6541		CATONSVILLE

ROADWAY

Logical Project Limits: I-695

INQUIRY

RESPONSE: good news - community eligible for barrier

Last Contact: 7/29/99

Researcher:

Primary Care "physician"

FILE LOCATIO

OTHER

Current committmen

Commi t-ment

Do we owe a letter? ☐

Letter Commit due date:

Letter signed date

Reason letter is late: n/a

LAST action

Comments: This field can not be sorted or searched.

OPPE or Hwy rep.current type 1 inf

To Meet 100% of our Commitments!

10

Maryland Department of Transportation
State Highway Administration

Parris N. Glendening
Governor
John D. Porcari
Secretary
Parker F. Williams
Administrator

October 15, 1999

The Reverend Mark D. Venson
Pastor
Ebenezer United Methodist Church
4912 Whitfield Chapel Road
Lanham MD, 20706-4220

Dear Reverend Venson:

Thank you for your recent letter regarding the proposed sound barrier for the Ardmore community, near the I-95/I0495/US 50 interchange in Prince George's County. I appreciate your input for this project. We will keep you informed as this sound barrier project progresses. If you have any questions, please feel free to contact me or Ms. Natalie Hardy, of my staff, at 410-545-8616 or 1-800-446-5962.

Sincerely,

Natalie B Hardy for

Charles B. Adams
Director
Office of Environmental Design

cc: The Honorable Mary A. Conroy, Member, Maryland House of Delegates
The Honorable Nathaniel Exum, Member, Senate of Maryland
The Honorable Leo E. Green, Member, Senate of Maryland
The Honorable James W. Hubbard, Member, Maryland House of Delegates
The Honorable Joan Pitkin, Member, Maryland House of Delegates
The Honorable Marvin F. Wilson, Prince George's County Council
The Reverend Robert Clemetson, Interfaith Action Communities
Philip S. Cooper, AIA, Baker Cooper & Associates, P.C.

My telephone number is _____

Maryland Relay Service for Impaired Hearing or Speech
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

bcc: Ms. Sharon Blankenship, Administrative Assistant, LAD, State Highway Administration (1 copy – pink)
James D. Hade, RLA, Noise Abatement Team Leader, State Highway Administration
Ms. Irene Heline, Administrative Assistant to the Director of Environmental Design, State Highway Administration (2 copies)
Ms. Theo Owens, Special Assistant to the District Engineer, State Highway Administration
Ms. Nanette M. Schieke, State Legislative Officer, Maryland Department of Transportation
Mr. T.E. Severe, Noise Abatement Team, State Highway Administration
Mr. Charlie K. Watkins, District Engineer, State Highway Administration

Serial #: None
OED Serial#: None
Noise Customer #: 1992
Responding to letter dated: Follow-up to 10/06/99 letter from Rev. Venson to Mr. Charles B. Adams
Saved: 10/12/99 2:14 PM by: T.E. Severe 410-545-8600
N:\OED\NOISE\CORRESP\1999\VENSON01.doc

12

EBENEZER UNITED METHODIST CHURCH

4912 Whitfield Chapel Road · Lanham, Maryland 20706-4220
Church (301) 577-0770, 577-1926

Mark D. Venson, Pastor

October 6, 1999

Mr. Charles Adams
Director for Environmental Design
707 N. Calvert Street
Baltimore, MD 21202

Dear Mr. Adams,

I am writing on behalf of Ebenezer United Methodist Church in Lanham in response to the proposed noise barrier on Jefferson Street in Lanham. In a recent meeting with Natalie Hardy and Jim Hade on Thursday, September 30, 1999 the proposed barrier location was pointed out visually and via map. At that time it was pointed out that a significant portion of the projected barrier would be located outside the perimeter of the church's auxiliary and main parking lots, with the end point being approximately at the halfway point of the church's main parking lot.

Since Ebenezer is currently involved in the final design phases of $2.3 million state of the art administrative, educational and worship facility at the proposed site, any location of a noise barrier that affects visibility of the new facility from any of the main transportation arteries has major implications for the church. One of the primary reasons the church has chosen to remain in the community and to build on the present site is because of the visibility this site affords us on top of a hill overlooking routes 50, 410, and I-495.

The church is fully sympathetic to the desires of some residents for noise reduction in this community. While the church is on the threshold of a major investment in this community that will offer additional space for ministry in a more contemporary setting, Ebenezer has historically had a major stake in improvements that have benefitted the neighborhood. The church is entirely responsible for the construction of Ebenezer Lane in the mid 1970's which provided additional access to Jefferson Street from Whitfield Chapel Road.

We have no objection to a noise barrier that concludes at the intersection of Ebenezer Lane and Jefferson Street on the perimeter of our auxiliary parking lot, providing that a potential walkway between the auxiliary and main parking lots is not precluded. This was shared with Ms. Hardy and Mr. Hade during their site visit last week. The church will, however, have a major concern with a 20 foot barrier that concludes along the perimeter of the main parking lot. This would severely impact our efforts to maximize visibility of a state of the art facility that has been in the design cultivation stage for several years and is just now nearing design completion.

We do hope that we can resolve these issues in a way that provides the majority of the

residents of this area with a feasible level of noise reduction while preserving the design integrity of our projected new church facility. We also expect and anticipate that these church concerns will also be given full and equal consideration in your design deliberations, and in particular as you develop a voting mechanism to engender community support.

Sincerely,

Rev. Mark D. Venson

pc: Natalie Hardy, State Highway Administration
Jim Hade, State Highway Administration
Senator Leo Green
Senator Nathaniel Exum
Delegate Mary Conroy
Delegate James Hubbard
Delegate Joan Pitkin
Councilman Wilson
Rev. Robert Clemetson, Interfaith Action Communities
Baker and Cooper, Associates

14

FAX TRANSMISSION

EBENEZER UNITED METHODIST CHURCH
4912 WHITFIELD CHAPEL ROAD
LANHAM, MD 20706-4220
301-577-0770
FAX: 307-577-8747

To:	Mr. Charles Adams Natalie Hardy Jime Hade	**Date:**	October 7, 1999
Fax #:	410-209-5003	**Pages:**	3, including this cover sheet.
From:	Pastor Mark Venson		
Subject:	Sound Barrier		

COMMENTS:

15

Tuesday, October 12, 1999 02:06 PM | tsevere

ID #	MAP	DATE	Letter or Phone onl	LAST NAME	FIRST NAME	Active?
1992		2/1/99	Phone	Venson	Rev. Mark D.	✔

STREET#:	STREET NAME	COUNTY	CITY (Post office	ZIPCODE	Representative statu
4912	Whitfield Chapel Road	PG	Lanham MD	20706-4220	private

Elected Official whom has communicated directly to us on this custome:

Find Next

DAY PHONE	HOME PHONE	E-Mail address	COMMUNITY
301-577-1926			Ardmore

Logical Project Limits | ROADWAY: I-95/495/50 | INQUIRY

Visibility from the proposed sound wall is a concern for the chu

RESPONSE

We have to achieve 10 decibel reduction for the impacted re sident nearest the church

Last Contact	Researcher:	Primary SHA Contact
10/6/99	nbh	nbh

FILE LOCATIO	OTHER	Current committmen
J		Community meeting 10/7/99

Commi t-ment

Do we owe a letter? | Letter Commit due date: | Reason letter is late: n/a

LAST action | Letter signed date

Comments: This field can not be sorted or searched. | OPPE or Hwy rep.current type 1 inf

Rev. Venson is pastor for the Ebenezer United Methodist Church

To Meet 100% of our Commitments!

16

Maryland Department of Transportation
State Highway Administration

Parris N. Glendening
Governor

John D. Porcari
Secretary

Parker F. Williams
Administrator

July 22, 1999

Mr. Frank Vispo
6024 Auth Road
Camp Springs MD 20746

Dear Mr. Vispo:

This letter is a follow-up to our recent telephone conversation requesting information regarding slope management. I appreciate the opportunity to respond to your inquiry.

As previously indicated to you by our District 3 Office, slope management encourages and sustains desirable vegetation on highway slopes. This improves the quality of roadside areas and results in added safety through retention of sight lines, sign visibility and prevention of rampant growth which could create harmful effects. Trees will be cut back in order to adhere to the Slope Management Standards. The District Office is aware of your concerns and will cut back as little as possible. I have enclosed copies of the State Highway Adminstration's *Slope Management Standards* and the Department of Natural Resources' *The Maryland Roadside Tree Law* per your request.

My telephone number is _____

Maryland Relay Service for Impaired Hearing or Speech
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

Thank you for your telephone call. If need additional information regarding Slope Management Standards you may call Mr. Randy Brown of our District Office at 301-513-7304 or Mr. Joe Vervier, Landscape Operations Team Leader at 410-545-8586 regarding Maryland Roadside Tree Law.

Sincerely,

Natalie B. Hardy
Special Assistant to the Director
Office of Environmental Design

Enclosures

cc: The Honorable Anthony Brown, Member, Maryland House of Delegates
The Honorable Ulysses Currie, Member, Senate of Maryland
The Honorable Dereck Davis, Member, Maryland House of Delegates
The Honorable M.H. Jim Estepp, Prince George's County Council
The Honorable Melony Griffith, Member. Maryland House of Delegates
Mr. Randy Brown, Assistant District Engineer, State Highway Administration
Mr. Curtis Childress, Environmental Analyst, State Highway Administration
Mr. Joe Vervier, Metro Washington Regional Team Leader, Landscape Operations Division, State Highway Administration
Mr. Charlie K. Watkins, District Engineer, State Highway Administration

bcc: Mr. Charles B. Adams, Director, Office of Environmental Design, State Highway Administration
Mr. James D. Hade, Noise Abatement Team Leader, State Highway Administration
Mr. John M. Lewis, State Legislative Officer, Maryland Department of Transportation
Mr. T.E. Severe, Noise Abatement Team, State Highway Administration

Serial #: None
OED Serial#: None
Noise Customer #: 1318
Responding to letter dated: Telephone conversation with Ms. Natalie Hardy 07/22/99
Saved: 07/22/99 12:42 PM by: T.E. Severe 410-545-8600
N:\OED\NOISE\CORRESP\1999\VISPO01.doc

Enclosures:

The Maryland Roadside Tree Law, Title 08, Department of Natural Resources, Subtitle 07 Forest and Parks, Chapter 02 Roadside Tree Care, (10 pages)

Appendix: Slope Management Standards, Maryland State Highway Administration, May 1993, (9 pages)

Thursday, July 22, 1999 12:43 PM | tsevere

ID #	MAP	DATE	Letter or Phone onl	LAST NAME	FIRST NAME	Active?
1318		9/4/97	Both	Vispo	Frank	✔

STREET#:	STREET NAME	COUNTY	CITY (Post office	ZIPCODE	Representative statu
6024	Auth Road (At the bridge...)	PG	Camp Springs	20746	

Elected Official whom has communicated directly to us on this custome:

Find Next

DAY PHONE	HOME PHONE	E-Mail address	COMMUNITY
202-767-4244			AUTH VILLAGE

ROADWAY:

Logical Project Limits: I-95/495

Auth Road to 1,500' E of Auth Road

INQUIRY: wants barrier (or buy-out - 7/22/99)

RESPONSE: Will check into cutting of trees (even tho' already done)

Last Contact: 7/22/99 | Researcher: KDP | Primary Care "physician"

FILE LOCATIO: BBB

OTHER:

Current committmen: Natalie will give him copy of directive re: tree cutting.(she talked to him previously)

Commi t-ment

Do we owe a letter? | Letter Commit due date: | Reason letter is late: n/a

LAST action | Letter signed date

BEING DESCRIMINATED AGAINST BECAUSE OF LACK OF POLITICAL LEVERAGE (CC'D THE WORLD - LITERALLY) 7/22/99- Called re: cutting of all trees along ROW - now no buffer at all.

Comments: This field can not be sorted or searched. | OPPE or Hwy rep.current type 1 inf

'97: Policy Review -- FALL -- PFW ASKED CBA TO PROVIDE RESULTS ONCE DETERMINATION IS MADE
5/7/98: He is tired of the noise and the pollution. He wants something done. Natalie will pull the file and give him the status by 5/13/98.
This community has 100% predate near the bridge and 0% predate one block east. This makes the proposal of a barrier difficult. The policy situation will be presented to the Administrator by Charlie.

To Meet 100% of our Commitments!

APPENDIX

SLOPE MANAGEMENT STANDARDS
MARYLAND STATE HIGHWAY ADMINISTRATION

MAY 1993

The Slope Management Standards involves specific practices for encouraging and sustaining desirable vegetation on highway slopes. Such treatment improves the quality of roadside areas and results in added safety through retention of sight lines, sign visibility and prevention of rampant growth which could create harmful effects.

Slope Management pertains primarily to cut slopes 3:1 or steeper where the toe of cut is within 9 m (30') of the pavement white edge line. Also included are fill slopes of similar gradient. Unmowed fill slopes shall have black cherry trees removed; however, other trees shall be removed should they block sight distance or official signs. Where a guard rail on a fill slope is more than 6 m (20') from the white edge line, mow one swath 0.5 to 1.5 m (2 to 5') behind the guard rail. Where a guard rail is less than 6 m (20') from the white edge line, treat slopes as detailed in Figures 7 & 8. Herbicides will reduce the need for hand trimming under guard rail.

On cut slopes, where the toe of cut is further than 9 m (30') from the white edge line, merely remove black cherry trees on the slope. The above figures and accompanying text are intended as a supplement to the "Mowing Standards", and in no way supersede those standards.

When trees are removed by cutting close to the ground their stumps shall be treated immediately with a cut stump treatment, as per the "Herbicide Application Standards".

In the following figures, slopes are broken into different areas, all based on definite distances from the highway. Each area is specific in its treatment and intent; in any event, avoid harsh lines of demarcation. Blend areas along their edges to reproduce effects found in nature. Any management program must be flexible in its approach or its desired effects will not be realized.

SLOPE MANAGEMENT STANDARDS
CUT SLOPES - (AREA 1) GRASSES

Cut slopes shall be mowed as per the "Mowing Standards." This area allows for maximum sight clearance. When signs, sharp curves or side roads exist, Area 1 shall be extended beyond the 1.5-2.1 m (5-7 foot) limit to allow for visibility. Maintain grass height between a 10 cm (4") minimum and a 25 cm (10") maximum. Herbicides and/or Plant Growth Regulators may be substituted for mowing in this area.

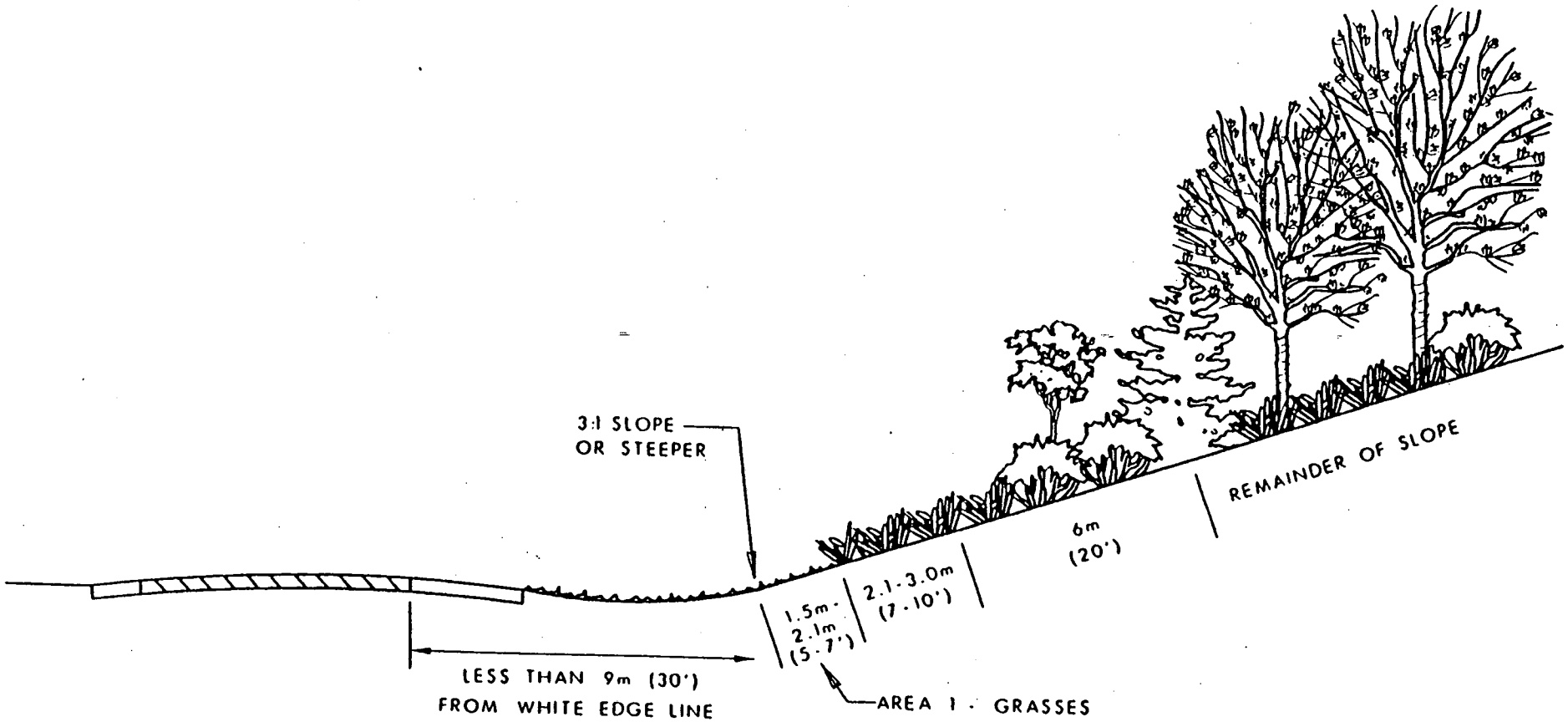


FIGURE 1

SLOPE MANAGEMENT STANDARDS
CUT SLOPES - (AREA 2) GRASSES, CROWNVETCH GROUND COVERS, VINES AND SHRUBS

Trees shall not be permitted to grow in this area, because future road hazards may occur by a tree falling into the travelled lane or from icy spots occurring in the shade of a tree's shadow. All trees shall be cut flush with the ground and the stumps immediately treated with a cut stump treatment. Grasses, ground covers, crownvetch, vines and shrubs will be encouraged to grow. Examples of desirable shrubs occurring and to be left undisturbed are sumac, viburnum, blackberry, chokeberry, dogwood, forsythia and honeysuckle. This area may be treated with herbicides or spot mowed (with an extended arm mower) at the end of the mowing season to control tree growth.

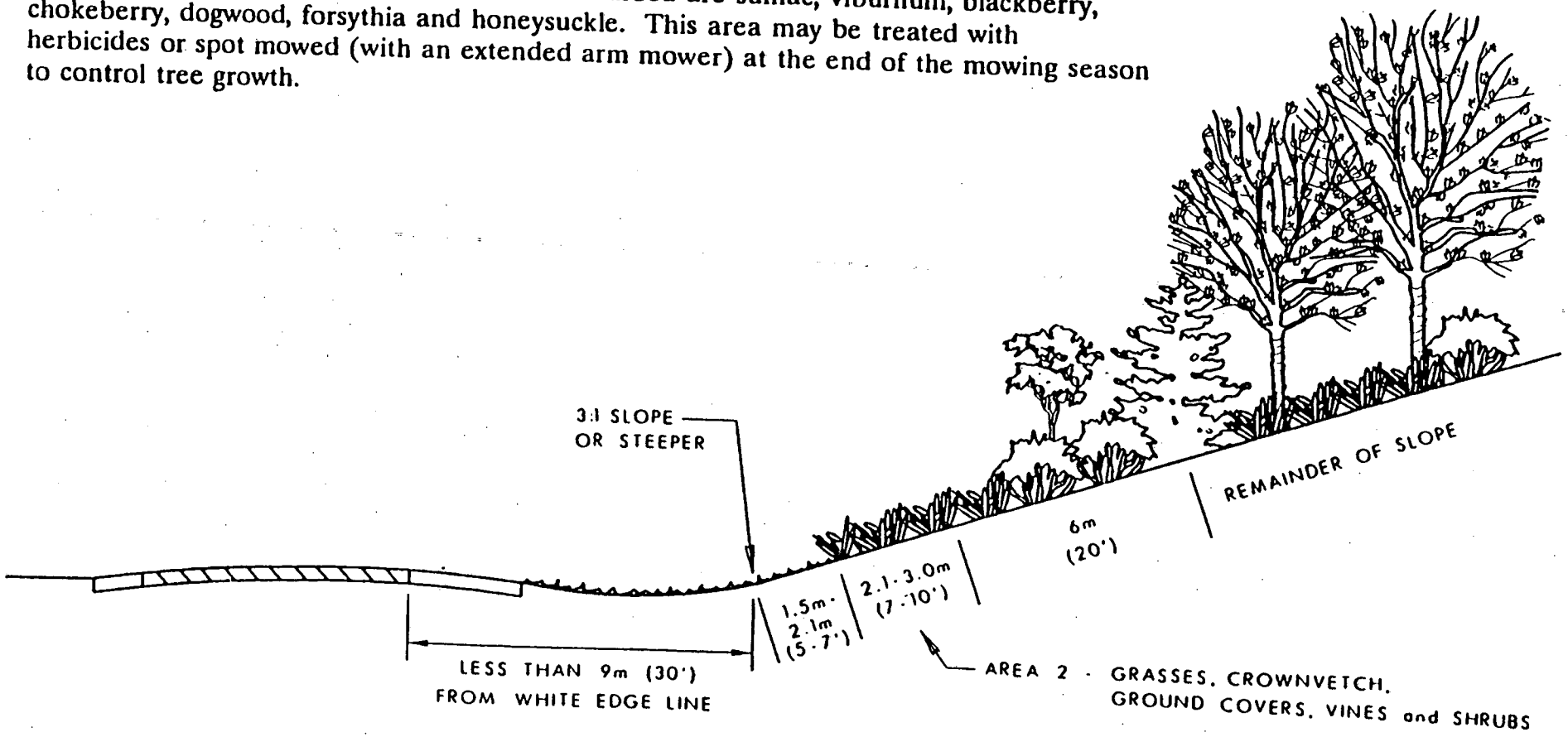


FIGURE 2

SLOPE MANAGEMENT STANDARDS
CUT SLOPES - (AREA 3) GRASSES, CROWNVETCH, GROUND COVERS, VINES, SHRUBS, AND SELECTIVELY THINNED TREES. REMOVE BLACK CHERRY TREES.

This area shall consist of grasses, crownvetch, ground covers, vines, shrubs and selectively thinned trees. Trees to remain should be healthy and vigorous. Pruning to improve the quality of a tree shall be performed by trained personnel. Trees shall be thinned so that those remaining will be spaced 3-4.5 m (10' to 15') apart. Whenever possible, desirable trees such as oak, maple, gum, ash, dogwood and pine shall be encouraged to grow in preference to the less desirable trees such as black locust and ailanthus. All black cherry trees shall be removed. It is very important that all removed trees be cut flush to the ground and the stumps be treated immediately with a cut stump treatment.

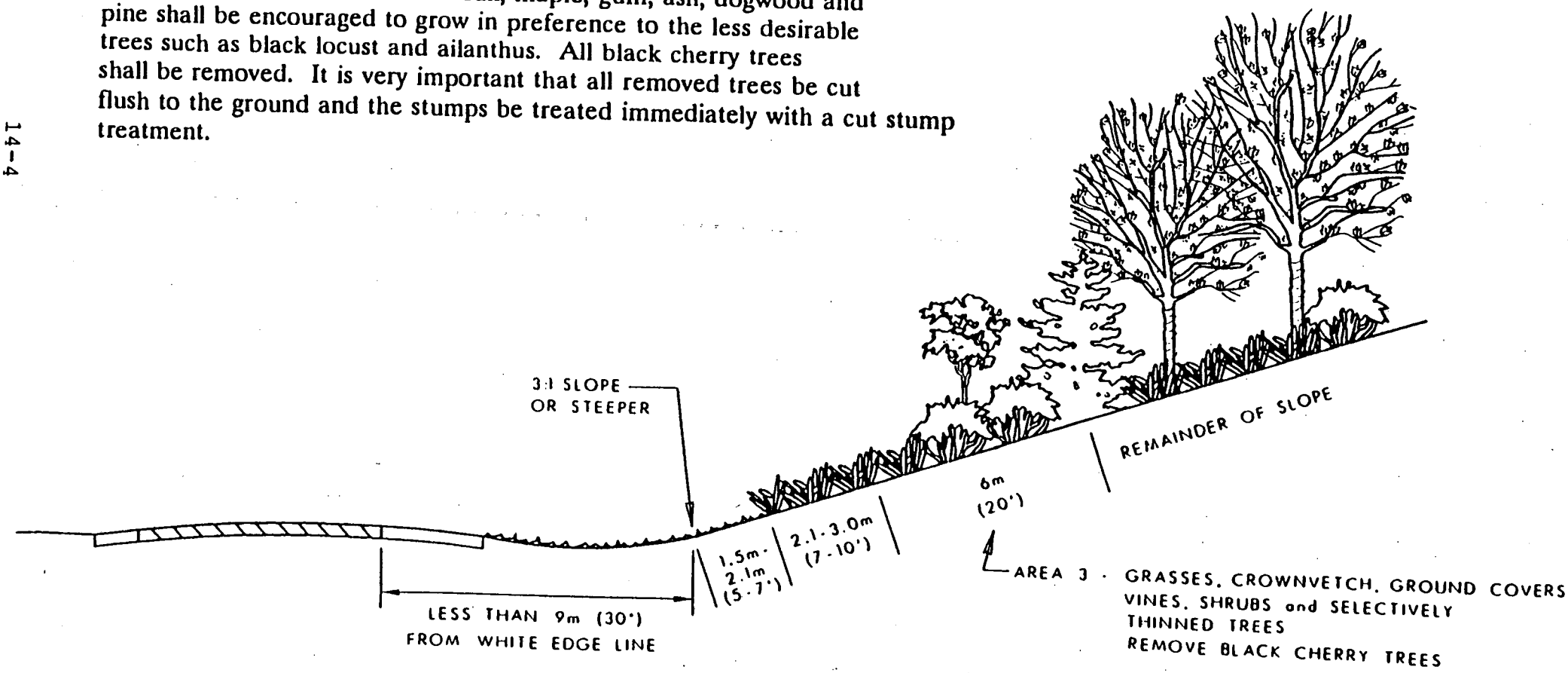


FIGURE 3

SLOPE MANAGEMENT STANDARDS
CUT SLOPES - (AREA 4) GRASSES, CROWNVETCH, GROUND COVERS, VINES, SHRUBS AND NATIVE TREES. REMOVE BLACK CHERRY TREES.

This area is to be allowed to grow naturally. Only remove black cherry trees and immediately treat cut stumps with a cut stump treatment.

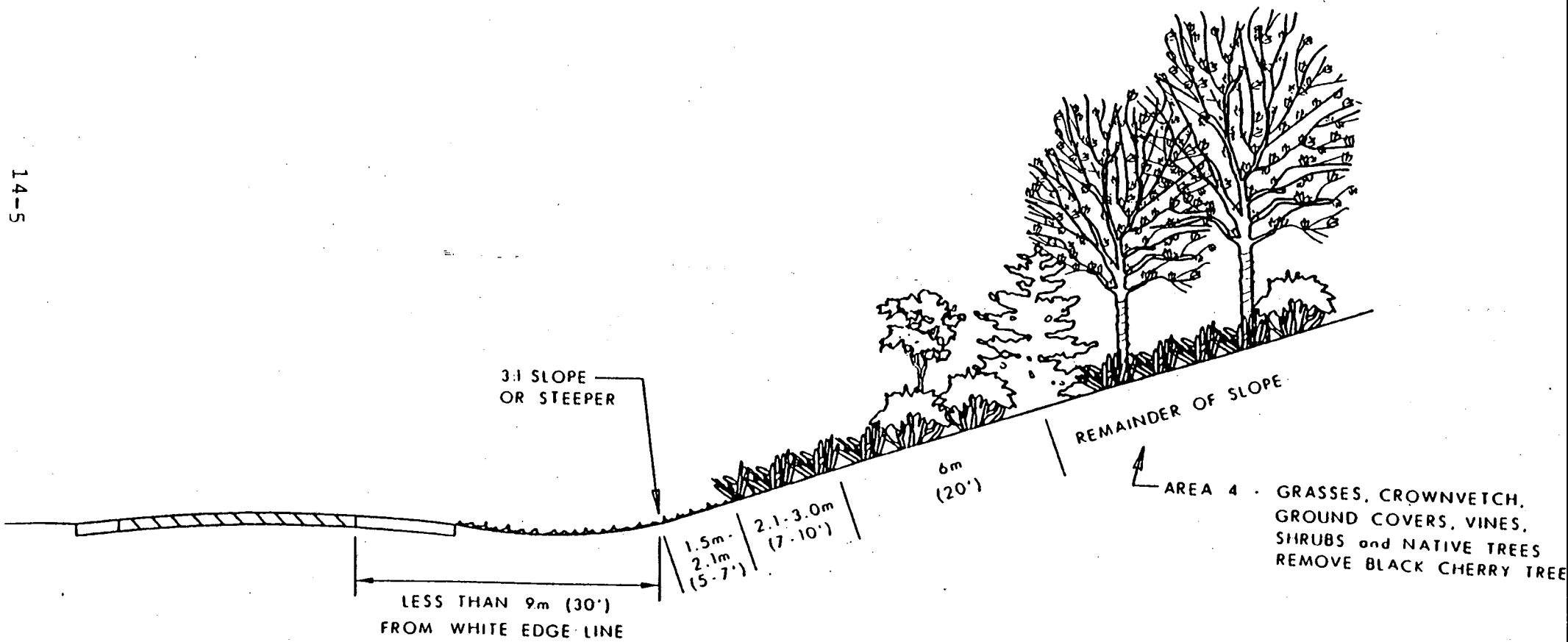
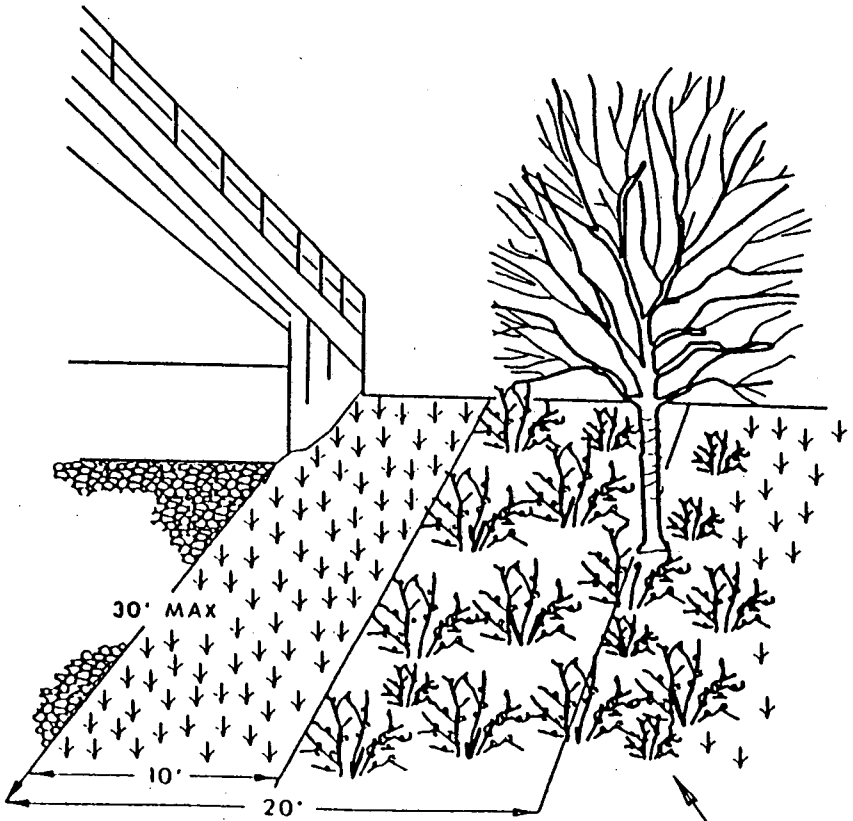


FIGURE 4

SLOPE MANAGEMENT STANDARDS
BRIDGE ABUTMENTS (AREA 5) GRASSES, CROWNVETCH GROUND COVERS, VINES AND DESIRABLE WOODY PLANT MATERIAL

Trees may be removed adjacent to bridge abutments for bridge maintenance purposes after approval by the Landscape Operations Division. Trees removed shall be cut flush with the ground the stumps immediately treated with a cut stump treatment. Grasses, ground covers, crownvetch, vines and desirable woody plant material will be encouraged to grow. Examples of desirable plants to be left undisturbed are sumac, viburnum, forsythia, honeysuckle, dogwood, oak, maple, pine and holly. Do not plant any shrubs closer than 10' and trees closer than 20' to any bridge structure.



AREA 5 - LEAVE GRASSES, GROUND COVERS, VINES, AND PLANT MATERIAL

FIGURE 5

SLOPE MANAGEMENT STANDARDS
FILL SLOPES - (AREA 6) GRASSES

Fill slopes shall be mowed as per the "Mowing Standards".

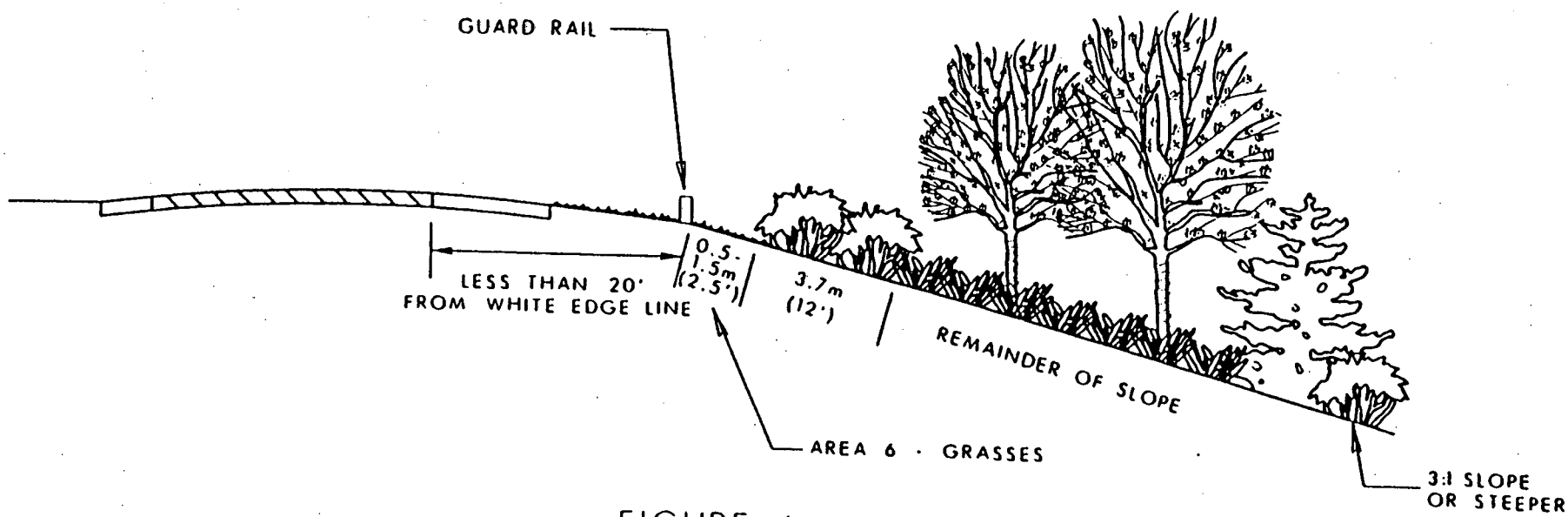


FIGURE 6

SLOPE MANAGEMENT STANDARDS
FILL SLOPES - (AREA 7) GRASSES, CROWNVETCH GROUND COVERS, VINES AND SHRUBS

Trees shall not be permitted to grow in this area, because future road hazards may occur by a tree falling into the travelled lane or from icy spots occurring in the shade of a tree's shadow. All trees shall be cut flush with ground and the stumps will immediately be treated with a cut stump treatment. Grasses, ground covers, crownvetch, vines and shrubs will be encouraged to grow. Examples of desirable shrubs occurring and to be left undisturbed are sumac, viburnum, blackberry, chokeberry, dogwood, forsythia and honeysuckle.

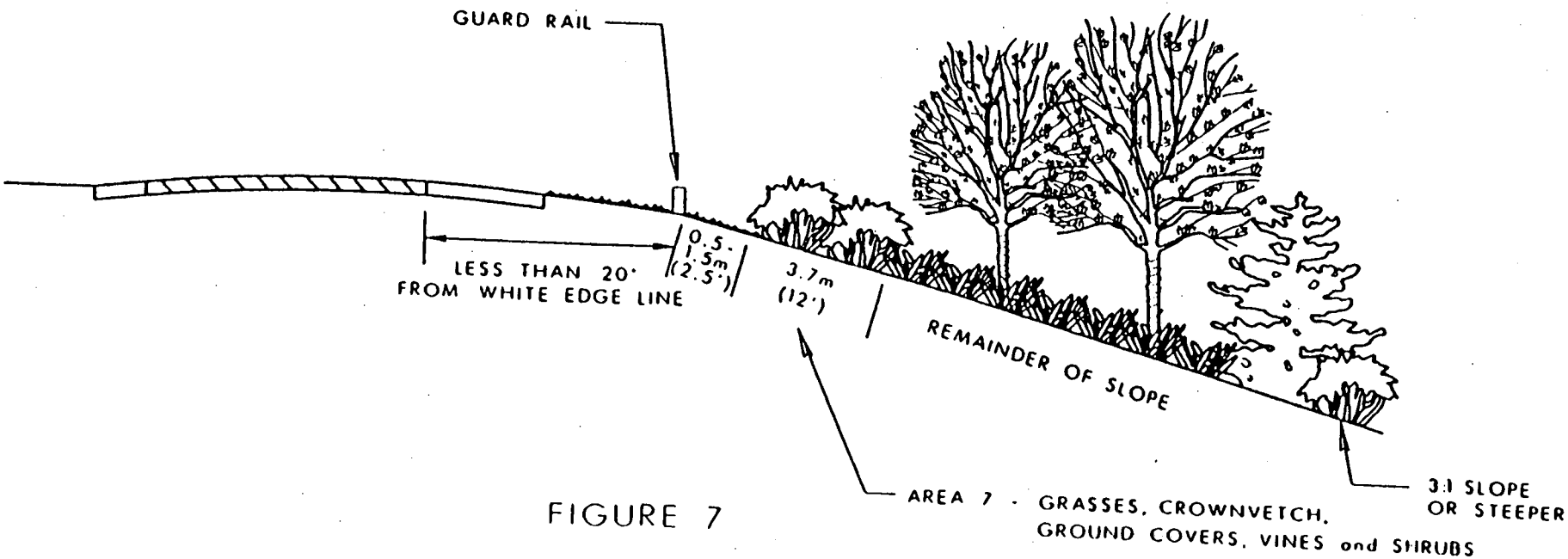


FIGURE 7

SLOPE MANAGEMENT STANDARDS
FILL SLOPES - (AREA 8) GRASSES, CROWNVETCH, GROUND COVERS, VINES, SHRUBS AND NATIVE TREES. REMOVE BLACK CHERRY TREES.

This area is to be allowed to grow naturally. Only remove black cherry trees and the immediately treat stumps with a cut stump treatment.

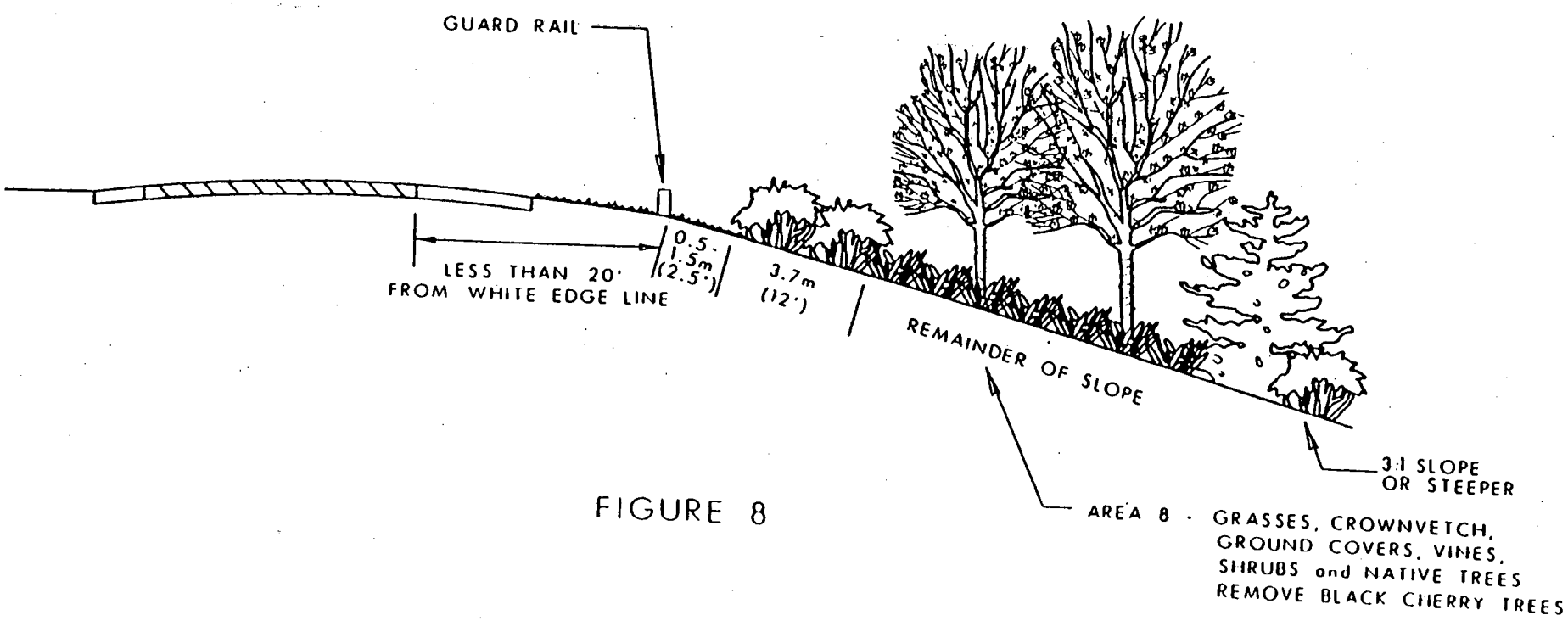


FIGURE 8

29

Maryland Department of Transportation
State Highway Administration

Parris N. Glendening
Governor

John D. Porcari
Secretary

Parker F. Williams
Administrator

September 9, 1999

Mr. John F. Voith
President
Village of Montgomery Run II, Inc.
8355 Montgomery Run Road Apt C
Ellicott City MD 21043-7447

Dear Mr. Voith:

Thank you for your recent letter regarding a sound barrier for the Village of Montgomery Run II community adjacent to MD 100 in Howard County. I appreciate the opportunity to respond to your inquiry.

The State Highway Administration (SHA) evaluated areas along MD 100 for sound barriers in the 1989 Final Environmental Impact Statement (FEIS). The Village of Montgomery Run II community in Howard County was evaluated by SHA to determine if it met all of the technical eligibility requirements for a sound barrier under the State's Sound Barrier Program. The first criterion that must be met is that the majority of the affected homes in the community must have been built before the approval date of the FEIS. For MD 100, this date is 1989. Based on our records, the Villages of Montgomery Run began construction after 1989, which is after the approval date of the FEIS for MD 100, and, therefore, a sound barrier was not considered. You indicated that you would like a noise study conducted for your community. When a community does not meet the date criterion, no further evaluations are conducted, to do so would raise expectations that could not be met. Enclosed is a copy of our brochure, *Sound Barriers ... A Community Resource Guide*, for your information.

My telephone number is _____

Maryland Relay Service for Impaired Hearing or Speech
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

Thank you again for your letter and interest in the State's Sound Barrier Program. I regret that I cannot provide a positive response to your inquiry. If you have any questions, please feel free to contact Mr. James Hade, our Noise Abatement Team Leader, at 410-545-8599 or 1-800-446-5962.

Sincerely,

Charles B. Adams
Director
Office of Environmental Design

Enclosure
cc: The Honorable Elizabeth Bobo, Member, Maryland House of Delegates
The Honorable Edward J. Kasemeyer, Member, Senate of Maryland
The Honorable James N. Robey, Howard County Executive
Mr. Allen Ferragamo, Howard County Department of Public Works
Mr. James M. Irvin, Director, Howard County Department of Public Works
James D. Hade, RLA, Noise Abatement Team Leader, State Highway Administration

bcc: Ms. Sharon Blankenship, Administrative Assistant, LAD, State Highway Administration (1 copy – pink)
Mr. Robert Fisher, District Engineer, State Highway Administration
Ms. Natalie B. Hardy, Special Assistant to the Director, State Highway Administration
Ms. Irene Heline, Administrative Assistant to the Director of Environmental Design, State Highway Administration (2 copies)
Ms. Nanette M. Schieke, State Legislative Officer, Maryland Department of Transportation
Mr. T.E. Severe, Noise Abatement Team, State Highway Administration

Serial #: None
OED Serial#: None
Noise Customer #: 1959
Responding to letter dated: Response to 08/25/99 letter from Mr. Voith to Mr. James Hade
Saved: 09/01/99 3:28 PM by: T.E. Severe 410-545-8600
N:\OED\NOISE\CORRESP\1999\VOITH01.doc

Enclosure: One copy of MDOT/SHA brochure, ***Sound Barriers … A Community Resource Guide***

32

FIRST AMERICAN MANAGEMENT INC.

The Community Association Specialists

John Voith
8355 C Montgomery Run Road
Ellicott City, MD 21043

August 25, 1999

Mr. James Hade
Team Leader for Noise Control Abatement
State Highway Administration
207 N. Calvert Street
Baltimore, MD 21202

Dear Mr. Hade:

I am the President of the Village of Montgomery Run II, Inc. a condominium association. I represent 330 unit owners who are individual property and state income tax payers. The property is located on the south side of Route 100.

When Route 100 was built, a noise barrier wall was constructed on the north side of the highway. A berm with trees was placed on the south side of the highway as a noise barrier. It was thought that that would be a sufficient noise barrier. Such has proved not to be the case. Our unit owners are complaining constantly about the noise from the highway. They cannot use their patios or balconies or open their windows.

We would like to have a noise study performed on our side of the highway as soon as possible. I feel the study would justify the building of a noise abatement wall.

I look forward to hearing from you.

Sincerely yours,

John F. Voith, President
Village of Montgomery Run II Condominium Association

p.c. Linda Fulkersin, Property Manager
First American Management, Inc.
9160 Red Branch Road
Columbia, MD 20145-2018

p. Board of directors

FIRST AMERICAN MANAGEMENT INC.
The Community Association Specialists
9160 Red Branch Road, Suite E-6
Columbia, Maryland 21045-2018

33

U.S. POSTAGE 0.33

BALTIMORE MD 21202 PM AUG 27 '99

27 AUG 1999 PB METER

Mr. James Hade
Team Leader for Noise Control Abatement
State Highway Administration
[redacted] N. Calvert Street
Baltimore MD 21202

D-212

Wednesday, September 01, 1999 03:08 PM | tsevere

ID #	MAP	DATE	Letter or Phone onl	LAST NAME	FIRST NAME	Active?
1959		8/30/99	Letter	VOITH	Mr. John F.	✔

STREET#:	STREET NAME	COUNTY	CITY (Post office	ZIPCODE	Representative statu
8355	Montgomery Run Road Apt C	HO	Ellicott City MD	21043-7447	private

Elected Official whom has communicated directly to us on this custome:

Find Next

DAY PHONE	HOME PHONE	E-Mail address	COMMUNITY
	410-750-1811		Village of Montgomery Run II

ROADWAY:

Logical Project Limits: MD 100

INQUIRY: wants noise levels taken and a sound barrier on SB

RESPONSE: community postdates MD 100; no noise levels will be taken

Last Contact: 8/30/99

Researcher:

Primary Care "physician"

FILE LOCATIO:

OTHER:

Current committmen:

Commi t-ment

Do we owe a letter?

Letter Commit due date:

Letter signed date:

Reason letter is late: n/a

LAST action:

Comments: This field can not be sorted or searched.:

OPPE or Hwy rep current type 1 inf:

EO's (District 12B): Sen. Edward J. Kasemeyer, Del. Elizabeth Bobo

To Meet 100% of our Commitments!

35

Real Property Information

Maryland Department of Assessments and Taxation

Real Property System

[Go Back] [Start Over]

HOWARD COUNTY

DISTRICT: 01 ACCT NO: 242083

Owner Information

Owner Name: VOITH JOHN FERDINAND

Use: RESIDENTIAL CONDO

Mailing Address: 8355 MONTGOMERY RUN RD APT C
ELLICOTT CITY MD 21043-8013

Principal Residence: YES

Transferred From: NEWMISS LIMITED PARTNERSHIP **Date:** 02/05/1991 **Price:** $96,990

Deed Reference: 1) /2285/ 472
2)

Special Tax Recapture:

* NONE *

Tax Exempt: NO

Location Information [View Map]

Premises Address:
8355 E MONTGOMERY RUN ROAD
ELLICOTT CITY 21043

Zoning: RSA8

Legal Description:
P/O PAR J .7946 A
8355 MONTGOMERY RUN RD C
VIL MONTGOMERY RUN S1 A2

Map	Grid	Parcel	Subdiv	Sect	Block	Lot	Group	Plat No:	9476
37	1	285				UN C	82	Plat Ref:	

Special Tax Areas **Town:**

Ad Valorem: A/V, METRO FIRE TAX

Primary Structure Data

Year Built:	Enclosed Area:	Property Land Area:	County Use:
0000		34,586.00 SF	

Value Information

	Base Value	Current Value As Of 01/01/1997	Phase-In Value As Of 07/01/2000	Phase-in Assessments As Of 07/01/1999	Phase-in Assessments As Of 07/01/2000
Land:	21,000	21,000			
Impts:	63,000	63,000			
Total:	84,000	84,000	NOT AVAIL	33,600	NOT AVAIL
Pref Land:	0	0	NOT AVAIL	0	NOT AVAIL

Partial Exempt Assessments

	Code	07/01/1999	07/01/2000
County	000	0	0
State	000	0	0
Municipal	000	0	0

[Go Back] [Start Over]

36

DIRECTORIES
- **PEOPLE**
- **BUSINESS**
- **TOLL-FREE**
- **WEB SITES**

COOL TOOLS
- **REVERSE LOOKUP**
- **MAPS**
- **DIRECTIONS**
- **ACCESS AT&T**

INSIDE ANYWHO
- **ADD LISTING**
- **UPDATE LISTING**
- **HELP**

SPECIAL OFFERS
- 10¢ Long Distance
- Click2Dial[sm]
- AT&T Catalog
- Shopping Deals

PEOPLE RESULTS

Maryland, USA

Voith,John F
8355 Montgomery Run Road
Ellicott City,
MD 21043-8013
410 750 1811-
Click2Dial[sm]

Send Cards
Send Flowers & Gifts

More Information About This Listing

Maps
Update This Listing

1 Listing Found **New Search**

ANYWHO SERVICES

Click on one of these services to enjoy shopping online!

- Personalize your Visa Select Design NEW!
- Designer fragrances, free gifts - click here
- Personalize your Visa Select Design NEW!
- eWanted.com turns auctions upside down!

AT&T AnyWho Home | Help | Privacy | About Us | Link To Us | Jobs | The AnyWho Advantage | Advertise with Us

37

ZIP+4 Code Lookup

Look up another ZIP+4 Code | Questions and Comments

The standardized address is:

8355 MONTGOMERY RUN RD APT C
ELLICOTT CITY MD 21043-7447

Carrier Route : **R015** *County* : **HOWARD**
Delivery Point : **75** *Check Digit* : **6**

Version 3.2 Database 08/1999

Maryland Department of Transportation
State Highway Administration

Parris N. Glendening
Governor
John D. Porcari
Secretary
Parker F. Williams
Administrator

November 5, 1999

Mr. Daniel J. Wacker
7317 Broxburn Court
Bethesda MD 20817-4754

Dear Mr. Wacker:

Thank you for your recent letter regarding highway noise near your home in the Bannockburn area in Montgomery County. I appreciate the opportunity to respond to your inquiry.

In order to be eligible for a sound barrier, a community must meet all of the following technical criteria: the majority of the affected homes must predate the highway; existing noise levels must equal or exceed 66 decibels; and an effective barrier must be able to be built for $50,000 or less per benefited home. In addition, the highway must also be a fully controlled-access highway where access to and from the highway is by interchanges. Your home is nearest to River Road (MD 190). River Road is not a fully controlled-access highway and, therefore, is not eligible for a sound barrier. Enclosed is a copy of our brochure, *Sound Barriers ... A Community Resource Guide*, for your information.

You asked if there are any State plans to install noise abatement measures along the Beltway (I-495) in the Bethesda area. A sound barrier is planned for the Burning Tree Estates community along the outer loop of I-495 between Bradley Boulevard and River Road.

Thank you again for your letter and interest in the State's Sound Barrier Program. I regret that I cannot provide a positive response to your inquiry. If you have any questions, please feel free to contact Mr. James Hade, our Noise Abatement Team Leader, at 410-545-8599 or 1-800-446-5962.

Sincerely,

Charles B. Adams
Director
Office of Environmental Design

Enclosure
cc: The Honorable William Bronrott, Member, Maryland House of Delegates
The Honorable Brian E. Frosh, Member, Senate of Maryland
The Honorable Marilyn Goldwater, Member, Maryland House of Delegates
The Honorable Nancy K. Kopp, Member, Maryland House of Delegates
James D. Hade, RLA, Noise Abatement Team Leader, State Highway Administration

bcc: Ms. Sharon Blankenship, Administrative Assistant, LAD, State Highway Administration (1 copy – pink)
Ms. Natalie B. Hardy, Special Assistant to the Director, State Highway Administration
Ms. Irene Heline, Administrative Assistant to the Director of Environmental Design, State Highway Administration (2 copies)
Ms. Theo Owens, Special Assistant to the District Engineer, State Highway Administration
Ms. Nanette M. Schieke, State Legislative Officer, Maryland Department of Transportation
Mr. T.E. Severe, Noise Abatement Team, State Highway Administration
Mr. Charlie K. Watkins, District Engineer, State Highway Administration

Serial #: None
OED Serial#: None
Noise Customer #: 2003
Responding to letter dated:
Saved: 10/25/99 2:44 PM by: T.E. Severe 410-545-8600
N:\OED\NOISE\CORRESP\1999\WACKER01.doc

Enclosure

One copy of MDOT/SHA brochure, ***Sound Barriers ... A Community Resource Guide***

41

7317 BROXBURN CT.
BETHESDA, MD 20817-4754

October 15, 1999

Mr. Charles B. Adams
Director
Office of Environmental Design
State Highway Administration
P.O. Box 717
Baltimore, MD 21203-0717

Dear Mr. Adams,

We recently purchased a home in the Bannockburn area of Bethesda in Montgomery County just inside the Capitol Beltway (Route I495) (just south of River Road between the Beltway and Wilson Lane). Unfortunately, shortly after moving in, we realized that the noise from the Beltway, particularly during the evening and early morning hours, was much greater than we had anticipated. Therefore, we are now considering whether to sell our home and move to a quieter area.

Before making such a decision, we wondered whether you might be aware of any State plans in the near future for installing noise abatement measures along the Beltway in the Bethesda (specifically, the Cabin John, River Road, and Bradley Blvd. areas). I recognize that this may not be within your area of responsibility. If not, could you please direct us to the appropriate individual who might be able to answer our question?

My email address is: danielwacker@hotmail.com.

Many thanks for your assistance.

Sincerely,

Daniel J. Wacker

42

Monday, October 25, 1999 03:11 PM | tsevere

ID #	MAP	DATE	Letter or Phone onl	LAST NAME	FIRST NAME	Active?
2003		10/19/99	Letter	WACKER	Mr. Daniel J.	☑

STREET#:	STREET NAME	COUNTY	CITY (Post office	ZIPCODE	Representative statu
7317	Broxburn Court	MO	Bethesda MD	20817-4754	private

Elected Official whom has communicated directly to us on this custome

Find Next

DAY PHONE	HOME PHONE	E-Mail address	COMMUNITY
		danielwacker@hotm	Bannockburn area

Logical Project Limits	ROADWAY:	INQUIRY
	MD 190	are noise abatement measures planed for I-495 near Cabin John

RESPONSE	Last Contact	Researcher:	Primary SHA Contact
River Road (MD 190) not fully controlled acess highway; not eligible for sound barrier	10/21/99		Natalie Hardy

FILE LOCATIO	OTHER	Current committmen

Commitmen

Do we owe a letter?	Letter Commit due date:	Reason letter is late	n/a
LAST action	Letter signed date		

Comments: This field can not be sorted or searched.: | OPPE or Hwy rep.current type 1 inf

EO's - Dist. 16 - Sen. Brian E. Frosh, Dels. William Bronrott, Marilyn Goldwater, Nancy K. Kopp
Bannockburn area includes: Bannockburn Estates, Bannockburn and Flint Hill commuities.

To Meet 100% of our Commitments!


4 HOLLOWSTONE DR
5 RIDGEROCK LA
6 EXETER HILL WAY
43
Heights Sch (Pvt)
Heights Playhouse
Nature Ctr
Tennis Courts
DEMOCRACY
LAKEVIEW
WESTLAKE TERR
Montgomery Mall
Walter Johnson HS
Georgetown Sq Shops
Whitwood Shop Ctr
Grosvenor Ctr
Bethesda Special Needs
Bethesda Co 26
Stratton Park
Bethesda Ch Christ
Ashburton ES
KNOLLWOOD
WILDWOOD HILLS
ASHLEIGH
STRATTON WOODS
FERNWOOD
BELMONT
BETHESDA
ALTA VISTA
Fleming Park
Exit-36
495
Bethesda CC
270
Radio Towers
WMAL
J827
Water Dept
West Bethesda
Seven Locks ES
Exit-38
CAPITAL BELTWAY
Emmanuel Luth
LAUREL HILL
ROSE HILL ESTS
Fernwood Park
BRADLEY MANOR
TOSCULLUM
Wyngate Woods Park
Wyngate ES
WYNGATE
The Woods Acad
McCain Gdns
LONGWOOD
GREEN TREE MANOR
ALTA VISTA TERR
Saint Andrews Epis
OAKMONT
Ayrlawn Park
BURNING TREE ESTS
ARROWOOD
DRUMALORY
BRADLEY BOULEVARD
Bradley Hills Presb
Bradley Hills Park
BRADLEY HILLS GROVE
Bradley Hills ES
HUNTINGTON
Hillmead Park
STONEHURST
Burning Tree CC
SEVEN LOCKS
HIGHLAND HILLS
BRADMOOR TERR
Cabin John Co 10
Exit-39
Holton Arms
BURNING TREE VALLEY
Burning Tree Park
BRADLEY PARK
Burning Tree ES
Landon Sch for Boys
BRADLEY WOODS
GREENWICH FOREST
BETHESDA
Thomas W Pyle MS
Exit-40
The Primary Day
Booze Creek
Saint Merk Orth
MARSH Park
THOMAS BRIDGE
BANNOCKBURN ESTS
Barnhouse Crk
BANNOCKBURN
ROAD
COLESVILLE
190
191
188
EVERGREEN
Concord Creek
Concord Ctr
Seven Locks Park
LOCUST RIDGE
Whitmer Woods
Walt Whitman HS
Radnor Ctr
Trinity Presb of Bethesda
WILSON KNOLLS
Unitarian of River Road
CABIN JOHN PARK
Cabin John Creek
Cabin John Cabin John Mid Meth
Cabin John Park
MACARTHUR BLVD
Merrimack Park
Bannockburn ES
Kenwood CC
GOLDSBORO
8-20100
A
B
C
D
E
F
G
H
77°10'00"
8 NW
7 NW
760,000 FT
Joins Map 40
6 NW
77°07'30"

44

Real Property Information

Maryland Department of Assessments and Taxation
Real Property System

[Go Back] [Start Over]

MONTGOMERY COUNTY

DISTRICT: 07 ACCT NO: 00434244

Owner Information

Owner Name: WACKER, DANIEL J & Y H
Use: RESIDENTIAL
Mailing Address: 7317 BROXBURN CT
BETHESDA MD 20817-4754
Principal Residence: YES

Transferred From: SANKARA R & R KOTHAKOTA **Date:** 03/22/1999 **Price:** $489,000
Deed Reference: 1) /16906/ 178
2)
Special Tax Recapture:
* NONE *

Tax Exempt: NO

Location Information [View Map]

Premises Address:
7317 BROXBURN CT
BETHESDA 20817

Zoning: R200
Legal Description: FLINT HILL COMMUNITY

Map	Grid	Parcel	Subdiv	Sect	Block	Lot	Group	Plat No:
GN42			502			12	81	Plat Ref:

Special Tax Areas
Town:
Ad Valorem:

Primary Structure Data

Year Built:	Enclosed Area:	Property Land Area:	County Use:
1960	1,424 SF	44,001.00 SF	111

Value Information

	Base Value	Current Value As Of 01/01/1999	Phase-In Value As Of 07/01/2000	Phase-in Assessments As Of 07/01/1999	Phase-in Assessments As Of 07/01/2000
Land:	242,000	242,000			
Impts:	192,070	200,170			
Total:	434,070	442,170	439,470	174,700	175,780
Pref Land:	0	0	0	0	0

Partial Exempt Assessments

	Code	07/01/1999	07/01/2000
County	000	0	0
State	000	0	0
Municipal	000	0	0

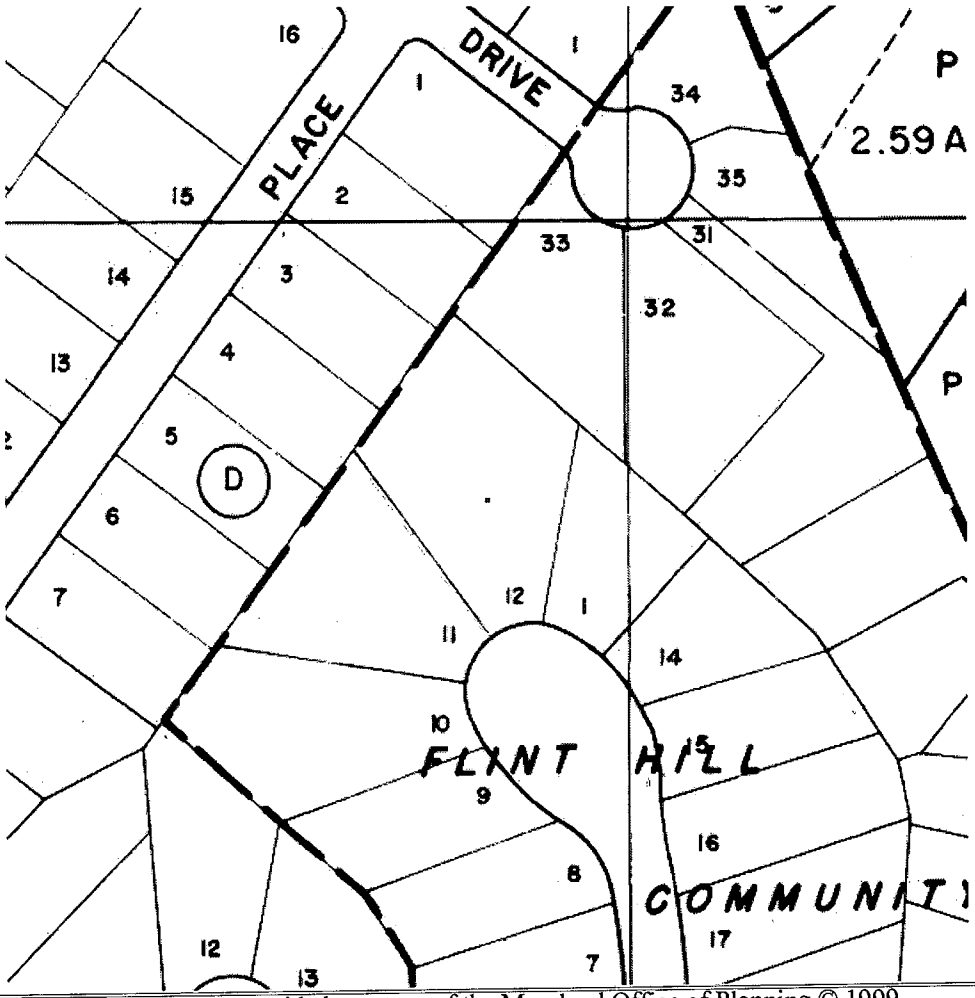
[Go Back] [Start Over]

45

Real Property Information

Maryland Department of Assessments and Taxation
Real Property System

[Go Back] **Account ID : 160700434244** [Zoom In]



46

Maryland Department of Transportation
State Highway Administration

Parris N. Glendening
Governor
John D. Porcari
Secretary
Parker F. Williams
Administrator

October 7, 1999

Ms. Kathleen M. Walsh
8505 Seven Locks Road
Bethesda MD 20817-2008

Dear Ms. Walsh:

This letter is a follow-up to the informational meeting, held on September 22nd by members of my staff, regarding the proposed sound barrier for the Burning Tree Estates community along I-495 in Montgomery County. I appreciate the opportunity to update you with the following information.

As discussed, you will be contacted by Ms. Natalie Hardy, of my staff, to coordinate the date and time to meet at your home to stake out the alignment of the proposed barrier and to discuss your concerns about the project. As promised, enclosed are the three documents:

- A copy of the Federal Highway Administration brochure, *Highway Traffic Noise*;
- A copy of the display from the meeting; and
- A copy of the table, *Typical Noise Levels in our Environment.*

An individual, who attended the meeting, asked, "Has the State considered planting evergreen trees as opposed to building a sound barrier?" On page 12 of the Federal Highway Administration brochure, it states that "A 200-foot width of dense [mature evergreen] vegetation can reduce noise by 10 decibels, which cuts in half the loudness..." Unfortunately, as conveyed at the meeting, there is not enough space to plant such a wide band of trees to mitigate noise for this project. However, should we find that one or more residents elect to not donate the required right-of-way, the State Highway Administration would be happy to investigate the feasibility of adding trees and shrubs to the open area between the highway and the homes.

My telephone number is _____

Maryland Relay Service for Impaired Hearing or Speech
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

Thank you again for attending the informational meeting. We look forward to speaking with you. If you have any questions, please feel free to contact Ms. Hardy at 410-545-8616 or 1-800-446-5962.

Sincerely,

Natalie Hardy

Charles B. Adams for
Director
Office of Environmental Design

Enclosures
cc: Ms. Natalie Hardy, Special Assistant to the Director of Environmental Design, State Highway Administration

bcc: Ms. Sharon Blankenship, Administrative Assistant, LAD, State Highway Administration (1 copy – pink)
James D. Hade, RLA, Noise Abatement Team Leader, State Highway Administration
Ms. Irene Heline, Administrative Assistant to the Director of Environmental Design, State Highway Administration (2 copies)
Ms. Theo Owens, Special Assistant to the District Engineer, State Highway Administration
Ms. Nanette M. Schieke, State Legislative Officer, Maryland Department of Transportation
Mr. T.E. Severe, Noise Abatement Team, State Highway Administration
Mr. Charlie K. Watkins, District Engineer, State Highway Administration

Serial #: None
OED Serial#: None
Noise Customer #:
Responding to letter dated: Follow-up to 09/22/99 informational meeting
Saved: 10/05/99 3:59 PM by: T.E. Severe 410-545-8600
N:\OED\NOISE\CORRESP\1999\BRNTREEFU.doc

Enclosures:

One copy of table illustrating Typical Noises in our Environment

One copy (11" x 17") Burning Tree Estates Area (plan)

One copy (11" x 17") Burning Tree Estates Area (sections)

49

Maryland Department of Transportation
State Highway Administration

Parris N. Glendening
Governor
John D. Porcari
Secretary
Parker F. Williams
Administrator

August 6, 1999

Ms. Adelaide M. Washington
2703 Lackawanna Place
Adelphi MD 20783-1414

Dear Ms. Washington:

The State Highway Administration (SHA) has completed its review of the eligibility of the White Oak Manor community in Prince George's County for a sound barrier under the State's Sound Barrier Program. I appreciate your patience while we conducted this review.

It is my pleasure to inform you that the portion of the White Oak Manor community that includes your home, as indicated on the enclosed map, meets the technical requirements for a sound barrier. The next step is for Prince George's County to agree to fund 20 percent of the sound barrier's cost. This commitment must be made before we consider the availability of State funds for the design and construction of the barrier. We will keep you informed of our progress as we work through the funding process.

Thank you again for your patience and your interest in the State's Sound Barrier Program. If you have any questions, please feel free to contact Mr. Charles B. Adams, SHA's Director of Environmental Design, at 410-545-8640 or 1-800-446-5962.

Sincerely,

Parker F. Williams
Administrator

Enclosure
cc: The Honorable Arthur Dorman, Member, Senate of Maryland
The Honorable Barbara Frush, Member, Maryland House of Delegates
The Honorable Pauline H. Menes, Member, Maryland House of Delegates
The Honorable Brian R. Moe, Member, Maryland House of Delegates
Mr. Charles B. Adams, Director of Environmental Design, State Highway Administration

My telephone number is 410-545-0400 or 1-800-206-0770

Maryland Relay Service for Impaired Hearing or Speech
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

50

bcc: Ms. Valerie Burnette Edgar, Director of Communications, State Highway Administration
Mr. James D. Hade, Noise Abatement Team Leader, State Highway Administration
Ms. Natalie B. Hardy, Special Assistant to the Director, State Highway Administration
Mr. John M. Lewis, State Legislative Officer, Maryland Department of Transportation
Mr. T.E. Severe, Noise Abatement Team, State Highway Administration
Mr. Charlie K. Watkins, District Engineer, State Highway Administration

Serial #: None
OED Serial#: None
Noise Customer #: 1773
Responding to letter dated:
Saved: 07/30/99 8:17 AM by: T.E. Severe 410-545-8600
N:\OED\NOISE\CORRESP\1999\WHOAK2.doc

Monday, August 02, 1999 09:23 AM tsevere

ID #	MAP	DATE	Letter or Phone onl	LAST NAME	FIRST NAME	Active?
1773		8/24/98	Meeting	Washington	Adelaide M.	✓

STREET#:	STREET NAME	COUNTY	CITY (Post office	ZIPCODE	Representative statu
2703	LACKAWANNA PLACE	PG	Adelphi, MD	20783-1414	private

Elected Official whom has communicated direclty to us on this custome

Find Next

DAY PHONE	HOME PHONE	E-Mail address	COMMUNITY
			WHITE OAK MANOR

ROADWAY

Logical Project Limits: I-495

INQUIRY: Would like a sound barrier

RESPONSE: good news - western portion of community eligible for barrier

Last Contact	Researcher:	Primary Care "physician"
8/2/99	Jim	NBH

FILE LOCATIO

OTHER

Current committmen

Commitment

Do we owe a letter? ☐

Letter Commit due date:

Letter signed date

Reason letter is late: n/a

LAST action: Interim letter sent 11/10/98, follow up to meeting with Senator Dorman on date given

Comments: This field can not be sorted or searched.

OPPE or Hwy rep.current type 1 inf

To Meet 100% of our Commitments!

57

Real Property Information

Maryland Department of Assessments and Taxation
Real Property System

[Go Back] PRINCE GEORGES COUNTY [Start Over]

DISTRICT: 21 ACCT NO: 2420404

Owner Information

Owner Name: WASHINGTON, ADELAIDE M
Use: RESIDENTIAL
Mailing Address: 2703 LACKAWANNA PL
ADELPHI MD 20783
Principal Residence: YES

Transferred From: WASHINGTON,JOEL &
Date: 05/05/1986 **Price:** $0
Deed Reference: 1) / 6321/ 934
2)
Special Tax Recapture:
HOMEOWNERS TAX CREDIT

Tax Exempt: NO

Location Information [View Map]

Premise Address:
2703 LACKAWANNA PL
ADELPHI 20783

Zoning: R80
Legal Description:
WHITE OAK MANOR >

Map	Grid	Parcel	Subdiv	Sect	Block	Lot	Group	Plat No:	A-6749
24	F1		5730		4	12	80	Plat Ref:	

Special Tax Areas
Town:
Ad Valorem:

Primary Structure Data

Year Built:	Enclosed Area:	Property Land Area:	County Use:
1970	2,169 SF	12,756.00 SF	001

Value Information

	Base Value	Current Value As Of 01/01/1998	Phase-In Value As Of 07/01/1999	Phase-in Assessments As Of 07/01/1998	Phase-in Assessments As Of 07/01/1999
Land:	55,670	55,870			
Impts:	124,340	111,290			
Total:	180,010	167,160	167,160	66,860	66,860
Pref Land:	0	0	0	0	0

Partial Exempt Assessments

	Code	07/01/1998	07/01/1999
County	000	0	0
State	000	0	0
Municipal	000	0	0

[Go Back] [Start Over]

Use "STANDARD" for sign letter
53

January 27, 1999

Ms. Adelaide Washington
2703 Lackawanna Place
Adelphi MD 20783

Dear Ms. Washington:

This is a follow-up to my November 10, 1998 letter regarding the status of a sound barrier evaluation for the White Oak Manor community in Prince George's County. I would like to update you on the status of this evaluation.

We are finalizing our analysis to determine if this area meets the requirements for a sound barrier. It has taken us longer than we originally anticipated to complete this work and we now expect to have the results of our analysis by the end of February. Once a determination has been made, we will contact you with the results. You may expect to hear from us by the middle of March.

Thank you for your patience while we continue to conduct our investigation. If you should have any other questions on this matter, please do not hesitate to contact Ms. Natalie Hardy, Special Assistant to the Director, State Highway Administration, at 410-545-8616 or 1-800-446-5962.

Sincerely,

Charles B. Adams
Director
Office of Environmental Design

cc: The Honorable Arthur Dorman, Member, Senate of Maryland
The Honorable Barbara A. Frush, Member, Maryland House of Delegates
The Honorable Pauline H. Menes, Member, Maryland House of Delegates
The Honorable Brian R. Moe, Member, Maryland House of Delegates
Mr. James Hade, Noise Abatement Team Leader, State Highway Administration
Ms. Natalie B. Hardy, Special Assistant to the Director, State Highway Administration

1773

bcc: Ms. Leslie A. Frelow, Assistant Director, Office of Administrative Services, Maryland Department of Transportation
Mr. John M. Lewis, State Legislative Officer, Maryland Department of Transportation
Mr. Eric G. Madden, Assistant to the Deputy Secretary, Maryland Department of Transportation
Mr. Ted Severe, Noise Abatement Team, State Highway Administration
Mr. Charlie K. Watkins, District Engineer, State Highway Administration

Serial #: None
OED Serial#: None
Noise Customer #: 1773
Responding to letter dated:
Saved: 01/21/99 1:31 PM by: Ted Severe
N:\OED\NOISE\CORRESP\1999\WHOAKB.doc

July 22, 1999

Kevin Washington
krw1957@99main.com

Dear Kevin:

Thank you for your internet message regarding alternatives to sound barriers as a means of highway noise abatement. I appreciate the opportunity to respond to your inquiry.

The Maryland State Highway Administration (SHA) looks to provide effective, aesthetically-pleasing highway noise abatement for the outdoor living space of those homes adjacent to our highways that meet certain criteria. Our first preferred alternative to a concrete wall is an earthen berm with landscaping. Other alternatives to walls, but offering no protection for the outdoor living space, are to recommend adding insulation, storm windows and/or air conditioning to the affected homes. We are also working with the various County Planning and Zoning Departments to recommend the adoption of rules that would require developers of new housing projects to provide either earthen berms, vegetative buffers, certain set-backs from the highway, walls, or other noise abatement measures.

There are a few material alternatives to concrete walls. We have used wooden barriers, both solid wood and board-on-board fences. We have also considered smaller, pre-cast concrete fences that look much like a clapboard-style fence. There are also manufacturers that offer recycled rubber tire and plastic noise abatement products, as well as styrofoam core-based products that have various possibilities for external finishes.

Generally speaking, the SHA has the responsibility not only for noise abatement but also for maintaining the aesthetic appearance of our highways. As part of that responsibility, when we cannot build an earthen berm with landscaping, we have not ventured far from our standard concrete noise barrier so as to avoid visually offending our driving customers with frequent material, texture, and color changes. Our standard concrete barrier has an exposed aggregate finish on the residential side and a coarse gravel finish on the highway side. The highway side of the barrier is then stained a medium brown so as to better blend in with the surrounding landscape. We include as much landscape planting on each project as we can so as to help the barriers blend back into the surrounding landscape. We are also investigating the use of "public art-based" sound barrier panels as an alternative for our existing "plain surface" concrete sound barrier panels for the highway side of our barriers. Other states also use brick and concrete block as various surface finishes.

Thank you again for your internet message and your interest in sound barriers and their alternatives. If you have any questions, please feel free to contact me at jhade@sha.state.md.us.

James D. Hade, RLA
Landscape Architect
Noise Abatement Team Leader
Maryland State Highway Administration

bcc: Mr. Charles B. Adams, Director of Environmental Design, State Highway Administration
Ms. Natalie B. Hardy, Special Assistant to the Director, State Highway Administration
Mr. T.E. Severe, Noise Abatement Team, State Highway Administration

Serial #: None
OED Serial#: None
Noise Customer #: None
Responding to letter dated: E-mail message received 07/21/99 by Mr. Jim Hade
Saved: 07/21/99 12:02 PM by: T.E. Severe 410-545-8600
N:\OED\NOISE\CORRESP\1999\WASHTN01.doc

57

From: Kevin <krw1957@99main.com>
To: MDSHAHQ.SHADGN(Barrier)
Date: Wed, Jul 21, 1999 6:44 AM
Subject: sound barriers

I live in CT. on a busy road. In your website you mentioned alternatives to sound barriers as a solution. I am interested in the alternatives. Thank you Kevin Washington

58

From: Sound Barrier
To: JHade
Date: Wed, Jul 21, 1999 6:51 AM
Subject: sound barriers -New Web-Page Sound Barrier Mail

Team mates:

The attached has been automatically forwarded to you from the Sound Barrier Web Page.

Thanks
Jim

CC: TSevere, KPolcak,NHardy

59

Maryland Department of Transportation
State Highway Administration

Parris N. Glendening
Governor
John D. Porcari
Secretary
Parker F. Williams
Administrator

June 11, 1999

Mr. Carl Weakley
7901 Longmeadow Drive
Frederick MD 21701-3266

Dear Mr. Weakley:

I am writing to you to report the findings of noise level measurement studies conducted in your neighborhood of Broadview Acres, adjacent to MD 26 in Frederick County. In addition to the enclosed report, I will discuss the results in comparison with the environmental studies that were conducted for the dualization of MD 26 in your area in 1997.

The results at your home showed the noise levels to be greatest during the morning rush hour (5-9AM). The 72-hour test also showed that the noise levels only vary by 1-2 decibels (dBA) over the entire daytime period (until about 5-6PM). The two attached pages (Exhibits 1 &2) are noise study results from the 1988 environmental document completed for the dualization project. Your home was considered as part of Noise Sensitive Area 2. Compared to the 1988 study and a 1995 re-evaluation of environmental impacts, current noise levels are well below those projected for the completed highway in the year 2015.

In the previous environmental studies, noise was projected to be above the Federal Highway Administration criteria level of 67 dBA. For that reason, noise abatement was considered. However, it was determined that, due to access points along MD 26 and cost, a noise barrier or earth berm was not feasible for the numerous residences along MD 26, including those on Longmeadow Drive.

Regarding the issue of jake-braking trucks and other traffic-related issues, the solution appears to be one of regulatory enforcement. By copy of this letter, I have forwarded a copy of our report and your concerns to the Maryland State Police Automotive Safety Enforcement Division, located in Glen Burnie. Their telephone number is 410-768-1735.

My telephone number is _____

Maryland Relay Service for Impaired Hearing or Speech
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

I regret we cannot offer a more positive response to your concerns. If you have any questions or if we can be of further assistance, please feel free to contact us toll free at 1-800-446-5962.

Sincerely,

Charles B. Adams
Director

Enclosures

cc: The Honorable Joseph R. Bartlett, Member, Maryland House of Delegates
The Honorable C. Sue Hecht, Member, Maryland House of Delegates
The Honorable Alexander Mooney, Member, Senate of Maryland
The Honorable Louise V. Snodgrass, Member, Maryland House of Delegates
Maryland State Police
Automotive Safety Enforcement Division
6601 Ritchie Highway NE
Glen Burnie MD 21062 -0001

bcc: Mr. Robert Fisher, District Engineer, State Highway Administration
Mr. James D. Hade, Noise Abatement Team Leader, State Highway Administration
Ms. Natalie B. Hardy, Special Assistant to the Director, State Highway Administration
Mr. John M. Lewis, State Legislative Officer, Maryland Department of Transportation
Mr. T.E. Severe, Noise Abatement Team, State Highway Administration

Serial #:
OED Serial#:
Noise Customer #:
Responding to letter dated:
Saved: 06/11/99 10:39 AM by: T.E. Severe 410-545-8600
N:\OED\NOISE\CORRESP\1999\WEAKLY01.doc

Enclosures:

1. Alternate 2 (8 ½ x 11) of Broadview Acres (one page)
2. Exhibit 2 – Table 7 – Noise Abatement Analysis Summary (one page)
3. One copy of ***Noise Evaluation … 7901 Longmeadow Drive … Weakley Property … Frederick County, Maryland***, June 1999

67

Brought to you by:
Maryland State Archives
Maryland General Assembly
CITEC
as a demand publication of the *Archives of Maryland* series

Parris N. Glendening, *Governor*
Robert M. Bell, *Chairman, Hall of Records Commission*
Thomas V. Mike Miller, Jr., *President of the Senate*
Casper R. Taylor, Jr., *Speaker of the House*

In Memoriam, Comptroller Louis L. Goldstein (1913-1998), member, 1959-1996, chairman, 1996-1998, Maryland Hall of Records Commission

---

The postal coding software has processed the following address based on your input. If this is the correct address you wish to query on, please Run the Query or Return to the Look Up Form.

7901 Longmeadow Dr
Frederick, MD
21701-3266

Run Query

Return to Look Up Form

63

Brought to you by:
Maryland State Archives
Maryland General Assembly
CITEC
as a demand publication of the *Archives of Maryland* series

Parris N. Glendening, *Governor*
Robert M. Bell, *Chairman, Hall of Records Commission*
Thomas V. Mike Miller, Jr., *President of the Senate*
Casper R. Taylor, Jr., *Speaker of the House*

In Memoriam, Comptroller Louis L. Goldstein (1913-1998), member, 1959-1996, chairman, 1996-1998, Maryland Hall of Records Commission

---

Your representatives to the Maryland General Assembly are:

Senator Alexander X. Mooney
Delegate Joseph R. Bartlett
Delegate Sue Hecht
Delegate Louise V. Snodgrass

Your Legislative District is 003

- Legislative District Map for Election District 003
- Legislative District Map for the entire state of Maryland

Your Congressional representation is:

Senator Barbara A. Mikulski
Senator Paul S. Sarbanes
Representative Roscoe G. Bartlett

Your Congressional Election district is 6

- Congressional District Map for the entire state of Maryland

Disclaimer:
This service is based on zip+4 zip code districting. A small percentage of residences are located in zip+4 districts which cut across legislative district boundaries. Also, the United States Postal Service is constantly adjusting zip code boundaries. These changes are incorporated into this service on an annual basis, a parameter set by the company that supplies us with the zip code/districting information. As a result, if you live in one of the recently revised or newly created zip codes, or a zip+4 district which crosses legislative district boundaries, you may get no response to your inquiry or the response may be inaccurate. If you have any questions about your elected officials or your election district, please contact your local Board of Elections (e.g., if you live in Garrett County, contact the Garrett County Board of Elections).

Other Maryland elected and appointed officials

64

Brought to you by the Maryland State Archives,
the Maryland General Assembly, and CITEC

Created by Dr. Edward C. Papenfuse & Gil Funk

This program is now running on the Maryland State Archives' NT server. The application uses Pitney Bowes' Smart Mailer software package to process the user's address and return their zip+4 zip code. Assistance in developing this application was provided by Betsy Bodziak, Ben Szoko, Charles T. Dorsey, Chris Hill, David Hildebrand, and Sujal Shah.

If you have any questions regarding this search contact
archives@mdarchives.state.md.us

65

Maryland Department of Transportation
State Highway Administration

Parris N. Glendening
Governor
John D. Porcari
Secretary
Parker F. Williams
Administrator

September 30, 1999

Mr. Paul R. Weeks, Sr.
225 Shana Road
Glen Burnie MD 21060-7463

Dear Mr. Weeks:

This letter is a follow-up to your recent telephone conversation with Ms. Natalie Hardy, of my staff, regarding a sound barrier for the Glenwood community along southbound MD 10 south of MD 648 in Anne Arundel County. I appreciate the opportunity to respond to your inquiry.

The Glenwood community is currently being evaluated to determine if it meets the requirements for a sound barrier. This evaluation will determine if the following technical criteria are met:

- the majority of affected homes in the community predate the highway;
- existing noise levels equal or exceed the 66-decibel impact threshold; and
- an effective barrier can be built for a reasonable cost.

If the criteria are met, Anne Arundel County will need agree to fund 20 percent of the barrier cost before State funding for a barrier is considered. We expect the evaluation to be completed by the end of December, and we will report the results to you by the end of January 2000. A copy of the brochure entitled, *Sound Barriers ... A Community Resource Guide*, is enclosed.

My telephone number is _____

Maryland Relay Service for Impaired Hearing or Speech
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

Thank you for your telephone call and interest in the State's Sound Barrier Program. If you have any questions, please feel free to contact Ms. Hardy at 410-545-8616 or 1-800-446-5962.

Sincerely,

Charles B. Adams
Director
Office of Environmental Design

Enclosure
cc: The Honorable Joan Cadden, Member, Maryland House of Delegates
The Honorable Philip C. Jimeno, Member, Senate of Maryland
The Honorable John Leopold, Member, Maryland House of Delegates
The Honorable Mary Rosso, Member, Maryland House of Delegates
Ms. Natalie B. Hardy, Special Assistant to the Director of Environmental Design, State Highway Administration

bcc: Mr. Paul D. Armstrong, District Engineer, State Highway Administration
Ms. Sharon Blankenship, Administrative Assistant, LAD, State Highway Administration (1 copy – pink)
James D. Hade, RLA, Noise Abatement Team Leader, State Highway Administration
Ms. Irene Heline, Administrative Assistant to the Director of Environmental Design, State Highway Administration (2 copies)
Ms. Nanette M. Schieke, State Legislative Officer, Maryland Department of Transportation
Mr. T.E. Severe, Noise Abatement Team, State Highway Administration

Serial #: None
OED Serial#: None
Noise Customer #: 1971
Responding to letter dated: Follow-up to 09/27/99 telephone conversation between Mr. Weeks and Ms. Natalie Hardy
Saved: 09/28/99 11:57 AM by: T.E. Severe 410-545-8600
N:\OED\NOISE\CORRESP\1999\WEEKS01.doc

Enclosure:

One copy of MDOT/SHA brochure, ***Sound Barriers ... A Community Resource Guide***

Monday, September 27, 1999 04:18 PM tsevere

68

ID #	MAP	DATE	Letter or Phone onl	LAST NAME	FIRST NAME	Active?
1971		9/27/99	Phone	WEEKS	Paul R., Sr.	✓

STREET#:	STREET NAME	COUNTY	CITY (Post office	ZIPCODE	Representative statu
225	Shana Road	AA	Glen Burnie MD	21060-7463	private

Elected Official whom has communicated directly to us on this custome

Find Next

DAY PHONE	HOME PHONE	E-Mail address	COMMUNITY
	410-760-6727		GLENWOOD

Logical Project Limits

ROADWAY: MD 10

INQUIRY: wants barrier

RESPONSE: Noise will look into it and provide feedback

Last Contact: 9/27/99

Researcher:

Primary SHA Contact: NBH

FILE LOCATIO

OTHER

Current committmen: letter indicating under study.

Commi t-ment

Do we owe a letter?

Letter Commit due date:

Letter signed date

Reason letter is late: n/a

LAST action: 9/27/99 NBH: Customer would like a sound barrier and know plans for one.

Comments: This field can not be sorted or searched.

OPPE or Hwy rep.current type 1 inf

EO'S: Dist. 31 - Sen. Philip C. Jimeno, Dels. Joan Cadden, John Leopold, Mary Rosso

To Meet 100% of our Commitments!

69

From: NATALIE HARDY
To: Tsevere
Date: Mon, Sep 27, 1999 12:02 PM
Subject: Assignment

Reply requested by Tue, Sep 28, 1999

Hi Ted,

Would you please send a letter to Mr. Paul Weeks of the Glenwood community, indicating the area is under study? He lives across from Mr. Richard Harris. You may need to confirm that this area is in the study area.

Thanks,

Natalie

Natalie Barnes Hardy
Special Assistant to the Director
Office of Environmental Design

CC: Jhade

170

Real Property Information

Maryland Department of Assessments and Taxation

Real Property System

[Go Back] [Start Over]

ANNE ARUNDEL COUNTY

DISTRICT: 03 SUBD: 370 ACCT NO: 16508100

Owner Information

Owner Name: WEEKS SR, PAUL R
WEEKS, BARBARA A

Use: RESIDENTIAL

Mailing Address: 225 SHANA RD
GLEN BURNIE MD 21060-7463

Principal Residence: YES

Transferred From:

Date: 12/09/1977 **Price:** $46,900

Deed Reference: 1) /3034/ 3
2)

Special Tax Recapture:

* NONE *

Tax Exempt: NO

Location Information [View Map]

Premises Address:
225 SHANA RD
GLEN BURNIE 21060

Zoning: R5

Legal Description:
LT 25 BK E
225 SHANA RD
GLENWOOD

Map	Grid	Parcel	Subdiv	Sect	Block	Lot	Group	Plat No:
10	20	11	370		E	25	81	Plat Ref: 25/ 33

Special Tax Areas

Town:

Ad Valorem:

Primary Structure Data

Year Built:	Enclosed Area:	Property Land Area:	County Use:
1977	976 SF	7,800.00 SF	

Value Information

	Base Value	Current Value As Of 01/01/1999	Phase-In Value As Of 07/01/2000	Phase-in Assessments As Of 07/01/1999	Phase-in Assessments As Of 07/01/2000
Land:	38,700	40,950			
Impts:	75,960	75,450			
Total:	114,660	116,400	115,820	46,090	46,320
Pref Land:	0	0	0	0	0

Partial Exempt Assessments

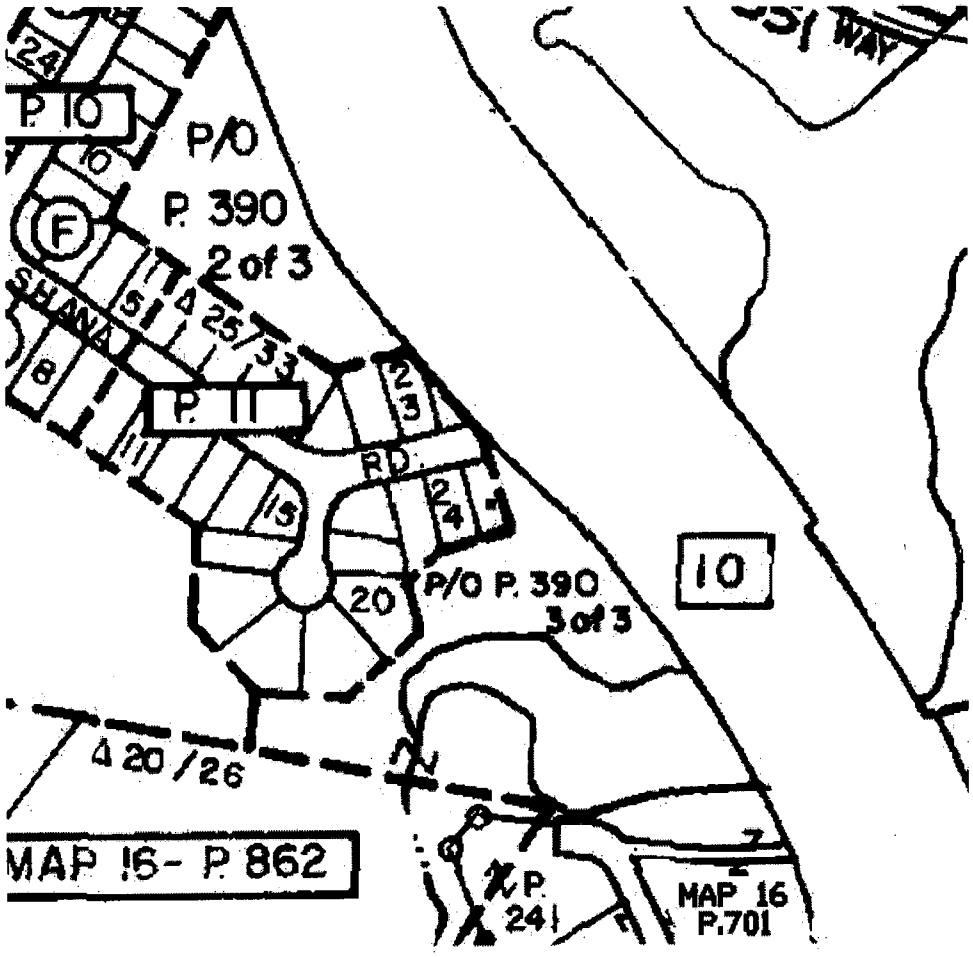
	Code	07/01/1999	07/01/2000
County	000	0	0
State	000	0	0
Municipal	000	0	0

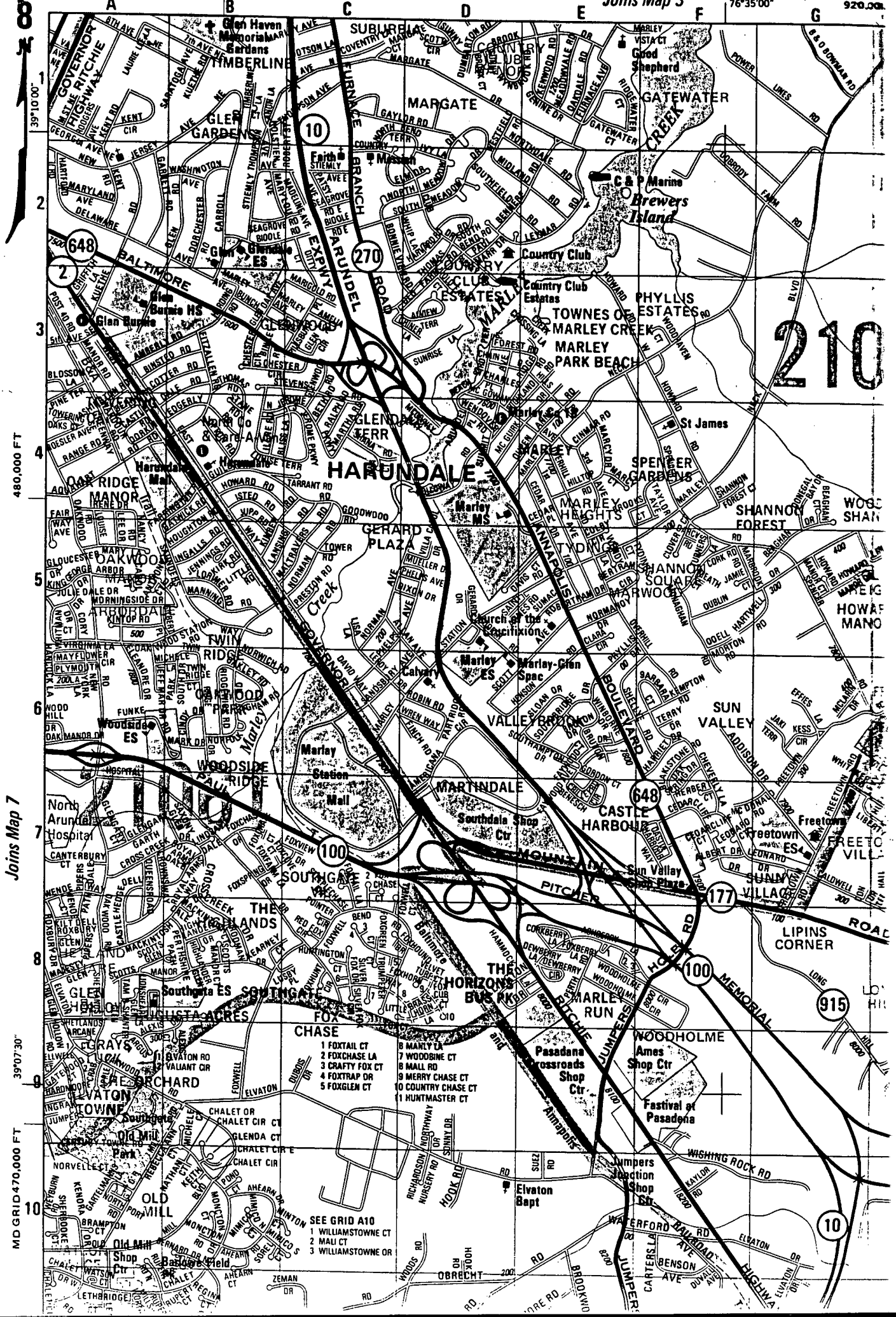
[Go Back] [Start Over]

71

Maryland Department of Assessments and Taxation
Real Property System

[Go Back] **Account ID : 020337016508100** [Zoom In]




910,000 FT
Joins Map 3
76°35'00"
920,000
A
B
C
D
E
F
G
39°10'00"
480,000 FT
Joins Map 7
39°07'30"
MD GRID 470,000 FT
Glen Haven Memorial Gardens
TIMBERLINE
GOVERNOR RITCHIE HIGHWAY
GLEN GARDENS
SUBURBAN
COUNTRY CLUB MANOR
MARGATE
Good Shepherd
GATEWATER
Faith
Massah
C & P Marine
Brewers Island
Glen Burnie HS
Glen Burnie
Glendale ES
BALTIMORE
FURNACE BRANCH
ARUNDEL ROAD
EXPWY
Country Club
Country Club Estates
PHYLLIS ESTATES
TOWNES OF MARLEY CREEK
MARLEY PARK BEACH
Marley Sta
St James
Harundale Mall
HARUNDALE
GLENDALE TERR
SPENCER GARDENS
MARLEY HEIGHTS
Marley MS
GERARD PLAZA
SHANNON FOREST
SHANNON SQUARE
HARWOOD
OAKWOOD MANOR
OAKWOOD
ARBRDATE
TWIN RIDGE
OAKWOOD PARK
Woodside ES
WOODSIDE RIDGE
Marley Creek
Church of the Crucifixion
Marley ES
Marley-Glen Spac
Calvary
VALLEYBROOK
SUN VALLEY
Marley Station Mall
MARTINDALE
CASTLE HARBOUR
Southdale Shop Ctr
North Arundel Hospital
SOUTHGATE
Sun Valley Shop Plaza
Freetown
Freetown ES
FREETOWN
SUNNY VILLAGE
LIPINS CORNER
THE HIGHLANDS
Southgate ES
SOUTHGATE
THE HORIZONS BUS PK
MARLEY RUN
FOX CHASE
1 FOXTAIL CT
2 FOXCHASE LA
3 CRAFTY FOX CT
4 FOXTRAP DR
5 FOXGLEN CT
6 MANLY LA
7 WOODBINE CT
8 MALL RD
9 MERRY CHASE CT
10 COUNTRY CHASE CT
11 HUNTMASTER CT
Pasadena Crossroads Shop Ctr
WOODHOLME
Ames Shop Ctr
Festival at Pasadena
ELVATON TOWNE
Southgate
Old Mill Park
OLD MILL
Old Mill Shop Ctr
Baltimore Field
Jumpers Junction Shop Ctr
Elvaton Bapt
SEE GRID A10
1 WILLIAMSTOWNE CT
2 MALI CT
3 WILLIAMSTOWNE OR
648
270
10
2
100
177
915
210

Maryland Department of Transportation
State Highway Administration

Parris N. Glendening
Governor
John D. Porcari
Secretary
Parker F. Williams
Administrator

December 8, 1999

Ms. Nina V. Weissberg
6503 Marjory Lane
Bethesda MD 20817-5807

Dear Ms. Weissberg:

This letter is follow-up to your recent telephone conversation with Mr. Ted Severe, of our staff, regarding a sound barrier for the Evergreen community, along the inner loop of I-495, in Montgomery County. I appreciate the opportunity to respond to your inquiry.

In order to best answer your questions, it may help if I explain the two circumstances in which the State Highway Administration (SHA) considers the need for sound barriers. In so-called "Type I" situations, barriers are considered when a new highway is being built or an existing highway is being expanded. We do so to comply with environmental laws passed in the 1970s, which require consideration of barriers in these instances. Under those laws, SHA performs an environmental analysis to determine if future noise levels will equal or exceed the impact threshold of 66 decibels and, if so, whether those levels can be reduced for a reasonable cost. Affected homes must predate the approval of the highway improvements. The Evergreen community was evaluated for this situation and it was determined that the majority of the affected residences did predate the approval of the improvements to I-495. We concluded, however, that, while an effective barrier could be built, the cost of the barrier would be greater than our $50,000 limit. Because the cost criterion was not met, we did not consider a Type I sound barrier for your community.

When a highway already exists and is *not* being expanded - so that Type I criteria do not apply - a community that predates the original highway may be considered for a "Type II," or retrofit barrier. The intent of the Type II program is to address areas of noise impact along highways that were built before environmental analyses became a part of the highway development process. These technical criteria must be met for a barrier to be approved: the majority of affected homes must predate the highway; existing noise levels must equal or exceed the 66 decibel impact threshold; and we must be able to build an effective barrier for $50,000 or less per benefited home. If these criteria are met, the County in which the community is located must have an ordinance that addresses the impact of noise on new residential development, and the County must agree to fund 20 percent of the barrier cost.

My telephone number is _____

Maryland Relay Service for Impaired Hearing or Speech
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

Previous analyses of the Evergreen community found that the majority of the affected residences were constructed in the early 1980s after the original construction date for I –495. Based on this information, the Evergreen community is not eligible for consideration under our Type II sound barrier program because the homes postdate the highway. A copy of our brochure, *Community Resource Guide on Sound Barriers*, is enclosed for your information.

Thank you again for your telephone call and interest in the State's Sound Barrier Program. I regret that I cannot provide a positive response. If you have any questions, please feel free to contact Ms. Natalie Hardy, our Special Assistant to the Director, at 410-545-8616 or 1-800-446-5962.

Sincerely,

Charles B. Adams
Director
Office of Environmental Design

Enclosure
cc: The Honorable William Bronrott, Member, Maryland House of Delegates
The Honorable Brian E. Frosh, Member, Senate of Maryland
The Honorable Marilyn Goldwater, Member, Maryland House of Delegates
The Honorable Nancy K. Kopp, Member, Maryland House of Delegates
Ms. Natalie B. Hardy, Special Assistant to the Director of Environmental Design, State Highway Administration
Mr. T.E. Severe, Noise Abatement Team, State Highway Administration

bcc: Ms. Sharon Blankenship, Administrative Assistant, LAD, State Highway Administration (1 copy – pink)
James D. Hade, RLA, Noise Abatement Team Leader, State Highway Administration
Ms. Irene Heline, Administrative Assistant to the Director of Environmental Design, State Highway Administration (2 copies)
Ms. Theo Owens, Special Assistant to the District Engineer, State Highway Administration
Ms. Nanette M. Schieke, State Legislative Officer, Maryland Department of Transportation
Mr. Charlie K. Watkins, District Engineer, State Highway Administration

Serial #: None
OED Serial#: None
Noise Customer #: 2013
Responding to letter dated: Follow-up to 12/01/99 telephone conversation between Ms. Weissberg and Mr. Ted Severe
Saved: 12/06/99 11:39 AM by: T.E. Severe 410-545-8600
N:\OED\NOISE\CORRESP\1999\WEISSBG01.doc

Enclosure:
One copy of MDOT/SHA brochure, ***Community Resource Guide On Sound Barriers***

Thursday, December 02, 1999 02:56 PM | tsevere

ID #	MAP	DATE	Letter or Phone onl	LAST NAME	FIRST NAME	Active?
2013		12/2/99	Phone	WEISSBERG	Ms. Nina V.	✓

STREET#:	STREET NAME	COUNTY	CITY (Post office	ZIPCODE	Representative statu
8041	Cypress Grove Lane	MO	Cabin John MD	20818-1003	private

Elected Official whom has communicated direclty to us on this custome

Find Next

DAY PHONE	HOME PHONE	E-Mail address	COMMUNITY
703-276-7500 ext 15	301-229-5593		Evergreen

Logical Project Limits	ROADWAY:	INQUIRY
inner loop 1-495 at Seven Locks Rd/I-495	I-495	is barrier planed for this area

RESPONSE 1	Last Contact	Researcher:	Primary SHA Contact	2nd Contact
JDH: Area postdates, no barriers planned	12/1/99		Natalie	

FILE LOCATIO	OTHER	Current committmen

Do we owe a letter? | Letter Commit due date: | Reason Letter is Late: n/a

LAST action | Letter signed date

Hot Projects

Comments: This field can not be sorted or searched.. | OPPE or Hwy rep.current type 1 inf

EO's - Dist. 16 - Sen. Brian E. Frosh; Dels. William Bronrott; Marilyn Goldwater; Nancy K. Kopp
Ms. Weissberg is interested in purchasing the home listed above and has made a contract offer for this address; her current mailing address is: 6503 Marjory Lane; Bethesda MD 20817-5807; her present home telephone number is 301-229-5593. Ms. Weissberg called back 12/02/99 - Ted Severe took call, NBH had indicated that this was a Burning Tree Estate community member - was determined from conversation that community is EVERGREEN - comm. Postdates I-495 and there is no barrier planned for this community. Ms. Weissberg indicated that she would call back to speak with Jim Hade.

Consultant Fir

To Meet 100% of our Commitments!

PRESENT ADDRESS

77

Real Property Information

Maryland Department of Assessments and Taxation

Real Property System

[Go Back] [Start Over]

MONTGOMERY COUNTY

DISTRICT: 07 ACCT NO: 00624935

Owner Information

Owner Name: MARTIN, STUART B & NINA V WEISSBERG

Use: RESIDENTIAL

Mailing Address: 6503 MARJORY LA BETHESDA MD 20817

Principal Residence: YES

Transferred From: ALFRED MEISNER ET AL TR

Date: 11/06/1995 **Price:** $280,000

Deed Reference: 1) /13738/ 181 2)

Special Tax Recapture:

* NONE *

Tax Exempt: NO

Location Information [View Map]

Premises Address: 6503 MARJORY LA BETHESDA 20817

Zoning: R60

Legal Description: MERRIMACK PARK 2238/ 589

Map	Grid	Parcel	Subdiv	Sect	Block	Lot	Group	Plat No:
GN51			78		B	P29	81	Plat Ref:

Special Tax Areas

Town:

Ad Valorem:

Primary Structure Data

Year Built:	Enclosed Area:	Property Land Area:	County Use:
1956	2,006 SF	13,714.00 SF	111

Value Information

	Base Value	Current Value As Of 01/01/1999	Phase-In Value As Of 07/01/2000	Phase-in Assessments As Of 07/01/1999	Phase-in Assessments As Of 07/01/2000
Land:	145,710	145,710			
Impts:	138,770	144,570			
Total:	284,480	290,280	288,346	114,560	115,330
Pref Land:	0	0	0	0	0

Partial Exempt Assessments

	Code	07/01/1999	07/01/2000
County	000	0	0
State	000	0	0
Municipal	000	0	0

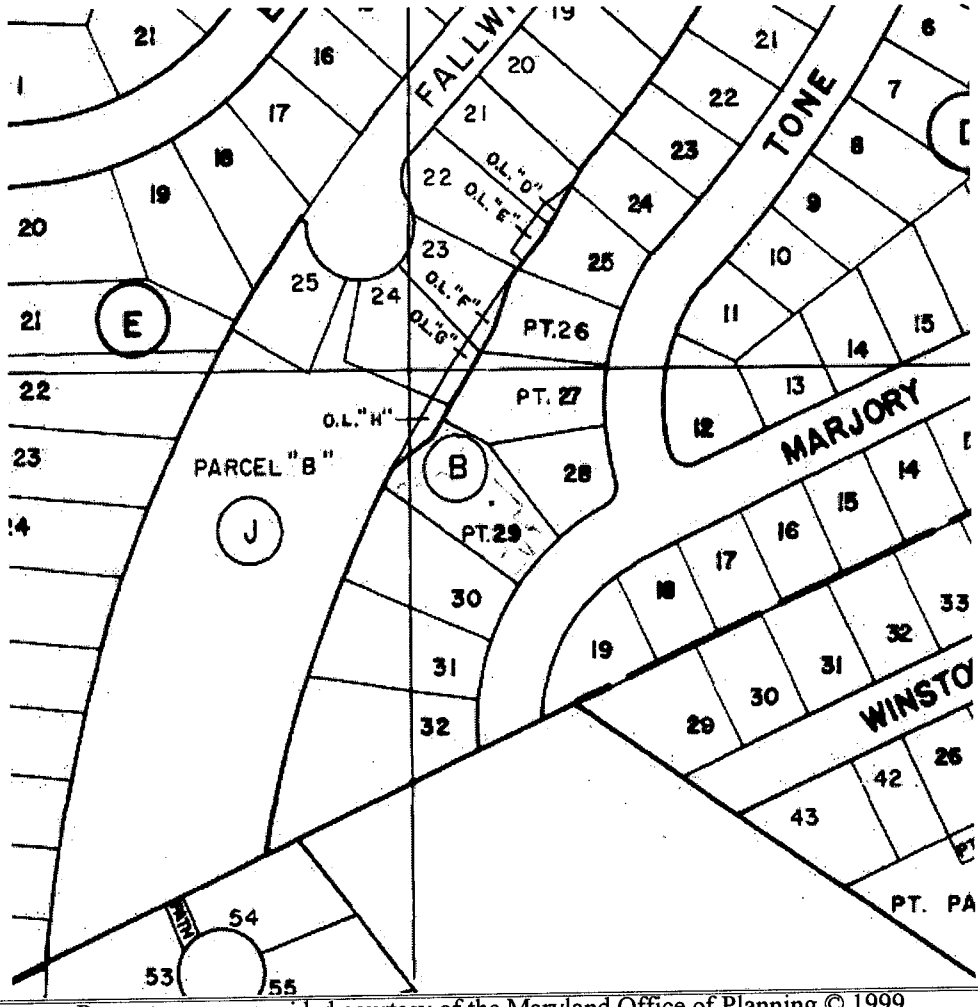
[Go Back] [Start Over]

78

Real Property Information

Maryland Department of Assessments and Taxation
Real Property System

[Go Back] **Account ID : 160700624935** [Zoom In]



79

PROPERTY MS. WEISSBERG WISHES TO PURCHASE (HAS OFFERED CONTRACT ON)

Real Property Information

Maryland Department of Assessments and Taxation
Real Property System

[Go Back] [Start Over]

MONTGOMERY COUNTY

DISTRICT: 07 ACCT NO: 01916091

Owner Information

Owner Name: MOSCATELLI, GILBERT G & D
Use: RESIDENTIAL
Mailing Address: 8041 CYPRESS GROVE LN
CABIN JOHN MD 20818 -1003
Principal Residence: YES

Transferred From: MYRNA F WINE
Date: 08/21/1996 **Price:** $475,000
Deed Reference: 1) /14319/ 614
2)
Special Tax Recapture:
* NONE *

Tax Exempt: NO

Location Information [View Map]

Premises Address:
8041 CYPRESS GROVE LA
CABIN JOHN 20818

Zoning: R200

Legal Description:
EVERGREEN 5671/218

Map	Grid	Parcel	Subdiv	Sect	Block	Lot	Group	Plat No:
GN22			502			16	81	Plat Ref:

Special Tax Areas

Town:

Ad Valorem:

Primary Structure Data

Year Built:	Enclosed Area:	Property Land Area:	County Use:
1981	3,360 SF	24,284.00 SF	111

Value Information

	Base Value	Current Value As Of 01/01/1999	Phase-In Value As Of 07/01/2000	Phase-in Assessments As Of 07/01/1999	Phase-in Assessments As Of 07/01/2000
Land:	169,280	169,280			
Impts:	305,160	264,920			
Total:	474,440	434,200	434,200	173,680	173,680
Pref Land:	0	0	0	0	0

Partial Exempt Assessments

	Code	07/01/1999	07/01/2000
County	000	0	0
State	000	0	0
Municipal	000	0	0

[Go Back] [Start Over]

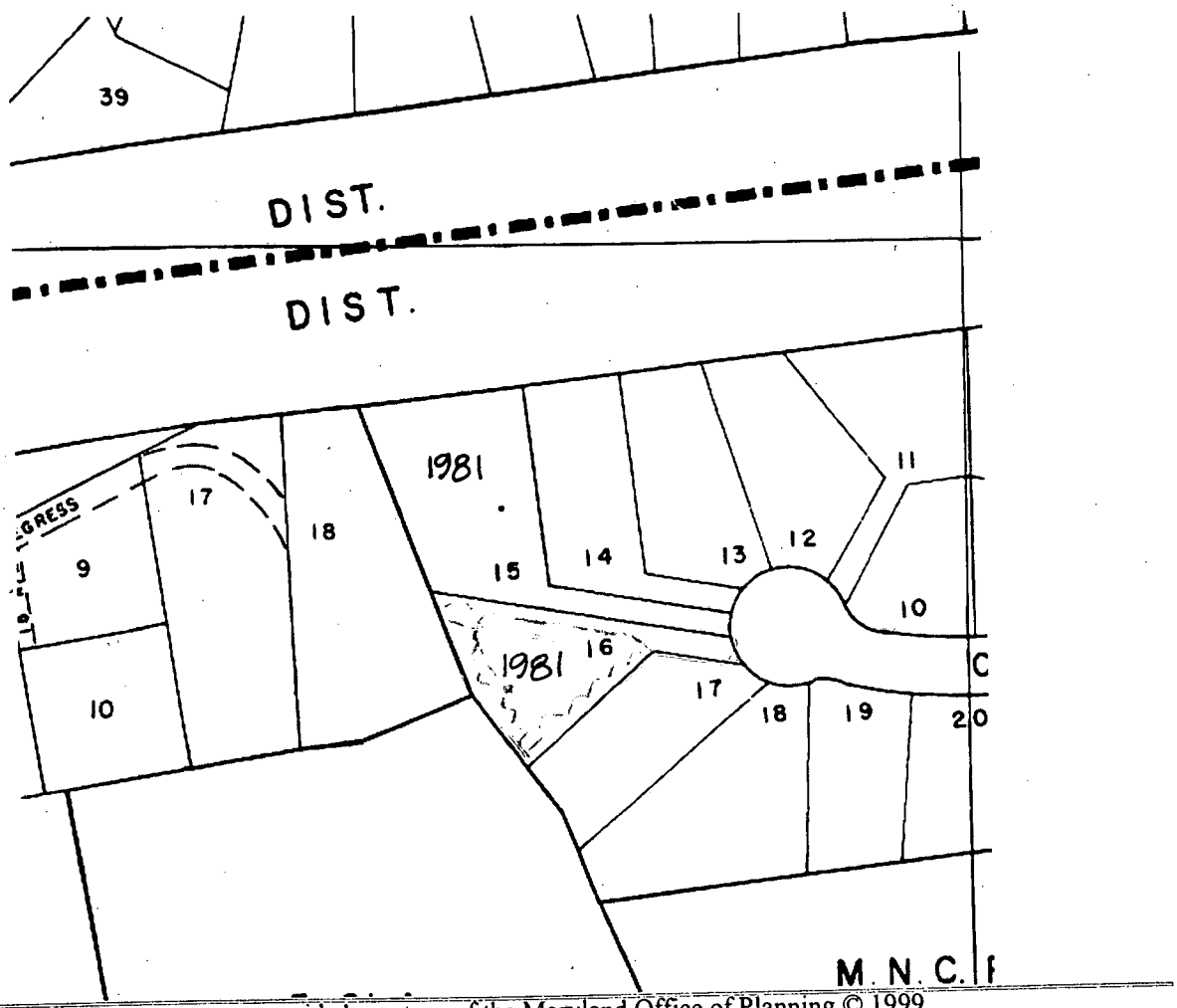
80

Real Property Information

Maryland Department of Assessments and Taxation

Real Property System

[Go Back] **Account ID : 160701916080** [Zoom In]



Maryland Department of Transportation
State Highway Administration

Parris N. Glendening
Governor

John D. Porcari
Secretary

Parker F. Williams
Administrator

81

DATE: 5 NOVEMBER 1999

OFFICE OF ENVIRONMENTAL DESIGN

Noise Abatement Design and Analysis Team

TO: MRS. AMY WELLS 443-778-6085 FAX: 443-778-6374
(NAME/OFFICE/TELEPHONE)

FROM: MR. JAMES HADE 410-545-8599
(NAME/OFFICE/TELEPHONE)

TOTAL NUMBER OF PAGES: 3
(Including Cover Sheet)

Please forward this transmittal to the appropriate person as soon as possible. If you have any problems with this transaction, please call our office at (410) 545-8641. The telephone number for the FAX machine at State Highway Administration's Office of Environmental Design is (410) 209-5003.

Thank you for your cooperation.

ADDITIONAL INFORMATION/COMMENTS: _____

My telephone number is _____

Maryland Relay Service for Impaired Hearing or Speech
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

STATE HIGHWAY ADMINISTRATION NOISE POLICY

1. The State Highway Administration evaluates the noise impacts of any major project which adds roadway capacity or involves major reconstruction, and evaluates noise problems on existing access controlled roadways upon request.

2. The State Highway Administration has two programs for noise mitigation -- Type I which addresses noise impacts created by new construction or reconstruction projects, and Type II which addresses noise impacts on existing highways.

3. <u>Type I - Mitigating Noise Impacts on New Construction or Reconstruction Projects</u>

   Where noise impacts are created as a result of highway construction projects, the State Highway Administration will consider the following factors:

   a) whether Federal Highway Administration Noise Abatement Criteria are exceeded;

   b) whether a substantial noise increase would result from the highway project;

   c) whether a feasible method is available to reduce the noise;

   d) whether the noise mitigation is cost effective for those receptors that are impacted;

   e) whether the mitigation is acceptable to the people affected;

   f) whether funds are available, and;

   g) other key site specific issues.

   Based upon these factors, a determination will be made on reasonability and feasibility of providing noise mitigation.

4. <u>Type II - Mitigating Noise Impacts on Existing Highways</u>
   The State Highway Administration will consider noise mitigation along existing highways where current noise levels exceed Federal Highway noise abatement criteria if:

   a) a majority of the affected noise receptors were there before the highway;

   b) a feasible method is available to reduce the noise;
   c) the noise mitigation is cost effective;

   d) the project is acceptable to the people affected; and

e) funds are available.

f) other key site specific issues.

Based upon these factors, a determination will be made on reasonability and feasibility of providing noise mitigation.

5. Where noise levels that exceed Federal Highway noise abatement criteria occur, and the affected noise receptors do not qualify for noise barriers, the State Highway Administration will consider alternative measures to provide partial mitigation. Such alternatives may include visual screening or landscaping.

Approval Recommended:

4/21/87
Date

State Highway Administrator

Policy Approved and Effective:

4/27/87
Date

William D. Schmann
Secretary

84

Maryland Department of Transportation
State Highway Administration

Parris N. Glendening
Governor
John D. Porcari
Secretary
Parker F. Williams
Administrator

October 29, 1999

Mrs. Amy S. Wells
8583F Falls Run Road
Ellicott City MD 21043-7331

Dear Mrs. Wells:

Thank-you for your recent telephone call. As requested, enclosed are 12 copies of our brochure, *Sound Barriers ... A Community Resource Guide*, for your use. If you have any questions, please feel free to contact me at 410-545-8616 or 1-800-446-5962.

Sincerely,

Natalie B. Hardy
Special Assistant to the Director
Office of Environmental Design

Enclosures

My telephone number is _____

Maryland Relay Service for Impaired Hearing or Speech
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

bcc: Mr. Charles B. Adams, Director of Environmental Design, State Highway Administration
Ms. Sharon Blankenship, Administrative Assistant, LAD, State Highway Administration (1 copy – pink)
James D. Hade, RLA, Noise Abatement Team Leader, State Highway Administration
Ms. Irene Heline, Administrative Assistant to the Director of Environmental Design, State Highway Administration (2 copies)
Mr. T.E. Severe, Noise Abatement Team, State Highway Administration

Serial #: None
OED Serial#: None
Noise Customer #: 1844
Responding to letter dated: Follow-up to 10/27/99 telephone conversation between Mrs. Wells and Ms. Natalie Hardy
Saved: 10/28/99 10:33 AM by: T.E. Severe 410-545-8600
N:\OED\NOISE\CORRESP\1999\WELLS12.doc

Enclosures:

12 copies of MDOT/SHA brochure, ***Sound Barriers … A Community Resource Guide***

86

Thursday, October 28, 1999 10:10 AM | tsevere

ID #	MAP	DATE	Letter or Phone onl	LAST NAME	FIRST NAME	Active?
1844		3/17/99	Letter	WELLS	Mr. & Mrs. John W. (A	☑

STREET#:	STREET NAME	COUNTY	CITY (Post office	ZIPCODE	Representative statu
8583F	Falls Run Road	HO	Ellicott City	21043-7331	private

Elected Official whom has communicated directly to us on this custome

Find Next

DAY PHONE	HOME PHONE	E-Mail address	COMMUNITY
	443-778-6085		Village of Montgomery Run

Logical Project Limits	ROADWAY:	INQUIRY
	MD 100	Wants Barrier

RESPONSE	Last Contact	Researcher:	Primary SHA Contact
sending 12 copies of Community Resource Guide brochure per Ms. Wells' request	10/27/999	NBH	CBA

FILE LOCATIO	OTHER	Current committmen

Commitmen

Do we owe a letter?	Letter Commit due date:	Reason letter is late	n/a
LAST action	Letter signed date		

03/24/99 - letter from CBA - letter in wells03.doc 04/12/99 - NBH had meeting w/Mr. & Mrs. Wells - sent letter 04/13/99 +/- from CBA - align. shift did not affect 8583 - Last letter sent 8/16/99 Explanation of both noise reports.

Comments: This field can not be sorted or searched. | OPPE or Hwy rep.current type 1 inf

09/03/99 - NBH spoke to Mrs. Wells on phone and relayed that 25 trees will be planted by SHA. Mrs. Wells to call back to arrange a meeting time and date. 09/14/99 - clarified positions of NSS 24 and NSS 26 w/respect to 8583 Falls Run Road - SHA will plant 26 dead/missing trees - community needs to provide right of entry before SHA can proceed 10/26/99 - buyout option still not avail to 8583 Falls Run Road as previously explained - no additional noise measurements because of postdate of community - SHA still needs right of entry before SHA can make promised tree plantings

To Meet 100% of our Commitments!

87

Maryland Department of Transportation
State Highway Administration

Parris N. Glendening
Governor
John D. Porcari
Secretary
Parker F. Williams
Administrator

October 26, 1999

Mr. and Mrs. John W. Wells
8583F Falls Run Road
Ellicott City MD 21043-7331

Dear Mr. and Mrs. Wells:

Thank you for your recent letter regarding a sound barrier for the Villages of Montgomery Run in Howard County. I appreciate the opportunity to respond to your inquiries.

You asked, "Why weren't homeowners at 8583 Falls Run Road offered the same buyout?" As we have indicated in past correspondence, the decision to offer the buyout option to the owners of 8611 and 8613 Falls Run was based upon an analysis of the revised alignment for MD 100 which determined that the shift in the alignment would increase noise levels at these two buildings. The shift in the alignment occurred east of 8583 Falls Run Road and it was not expected to result in any change in noise levels for areas west of where the alignment changed. Because the alignment shift resulted in changed noise conditions over those previously reported, SHA gave the owners of units in 8611 and 8613 Falls Run Road two options, either a sound barrier or a buyout of their units.

You asked, "Would you send members of your staff out to the Noise Sensitive Sites to compare the sound they hear?" When a community does not meet the basic date criterion set forth in the State's Sound Barrier Policy, no further analyses including noise measurements are performed. To do so would raise expectations that could not be met.

At this point, there is nothing further I can offer regarding your request for either a sound barrier or for SHA to purchase any additional units. We are prepared to move ahead with replacing trees that have died or been removed on the earth berm along the Villages of Montgomery Run community and await the securing of an entry agreement for the performance of this work.

My telephone number is _____

Maryland Relay Service for Impaired Hearing or Speech
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

Thank you again for your letter. I regret that I cannot offer a positive response to your requests. If you have any questions, please feel free to contact Ms. Natalie Hardy, of my office, at 410-545-8616 or 1-800-446-5962.

Sincerely,

Charles B. Adams
Director
Office of Environmental Design

cc: The Honorable Elizabeth Bobo, Member, Maryland House of Delegates
The Honorable Edward J. Kasemeyer, Member, Senate of Maryland
The Honorable C. Vernon Gray, Howard County Council
The Honorable James N. Robey, Howard County Executive
Mr. Alan Ferragamo, Howard County Department of Public Works
Mr. James M. Irvin, Director, Howard County Department of Public Works
Mr. Peter Kleskovik, Federal Highway Administration
The Honorable John D. Porcari, Secretary, Maryland Department of Transportation
Mr. Parker F. Williams, Administrator, State Highway Administration
Mr. Malcolm B. Kane, Lloyd, Kane, Wieder & Willis, P.A.

bcc: Ms. Sharon Blankenship, Administrative Assistant, LAD, State Highway Administration (1 copy – pink)
Mr. Robert Fisher, District Engineer, State Highway Administration
James D. Hade, RLA, Noise Abatement Team Leader, State Highway Administration
Ms. Natalie B. Hardy, Special Assistant to the Director, State Highway Administration
Ms. Irene Heline, Administrative Assistant to the Director of Environmental Design, State Highway Administration (2 copies)
Ms. Nanette M. Schieke, State Legislative Officer, Maryland Department of Transportation
Mr. T.E. Severe, Noise Abatement Team, State Highway Administration

Serial #: None
OED Serial#: None
Noise Customer #: 1844
Responding to letter dated: Response to 09/20/99 letter from Mrs. Wells to Mr. Charles B. Adams
Saved: 10/20/99 8:45 AM by: T.E. Severe 410-545-8600
N:\OED\NOISE\CORRESP\1999\WELLS11.doc

90

From: NATALIE HARDY
To: tsevere
Date: Tue, Oct 19, 1999 4:17 PM
Subject: Assignment

Hi Ted,

Would you please format and edit the draft for Mrs. Wells on the N: Drive entitled WELLS11? Please check the tone. I wasn't very nice.

Thanks,

Natalie

CC: jhade

FYI only SHA should respond. cc: Secretary on your response

91

8583F Falls Run Road
Ellicott City, MD 21043
September 20, 1999

Mr. Charles Adams
State Highway Administration
P.O. Box 717
Baltimore, MD 21203-0717

RECEIVED
SEP 29 1999
SECRETARY DEPARTMENT OF TRANSPORTATION

Dear Mr. Adams:

Thank you for your letter of September 14, 1999, in which you indicate members of your staff visited our property to count the existing pine trees. We are glad you finally acknowledge that trees were removed during the construction of MD 100 and that you will replace the dead and missing trees. We will contact our community association to coordinate a right of entry agreement for the planting and replacement of trees after we have resolved the issue of a buyout for 8583 Falls Run Road.

We appreciate the fact that you have looked at the map and now realize that Building 8583 is located near Noise Sensitive Sites (NSS's) 24 and 26, not NSS's 24 and 6 as you had indicated in your previous letter. However, even though NSS 26 is located on the opposite side of the creek that separates our property from the properties that SHA bought out at 8611 and 8613 Falls Run Road, the same sound source that affects these buildings affects our building as well. I suggest that you send members of your staff to determine:

1. where NSS 26 is located in relation to MD 100
2. where NSS 26 is located in relation to 8583 Falls Run Road
3. where NSS 26 is located in relation to 8611 Falls Run Road

According to the attached map, NSS 26 is located adjacent to the section of Building 8613 that connects with 8611. Please have members of your staff stand at this location and compare the sound they hear there with the sound they hear standing at the end of Building 8583. Building 8311 was bought out. Why weren't homeowners at 8583 Falls Run Road offered the same buyout? Building 8583 is impacted by the same noise from the same section of MD 100 that affects 8311 Falls Run Road.

Sincerely,

Amy S. Wells John W. Wells

Amy S. Wells John W. Wells

Natalie: We need to reply, reiterating the basis for the buyout option.

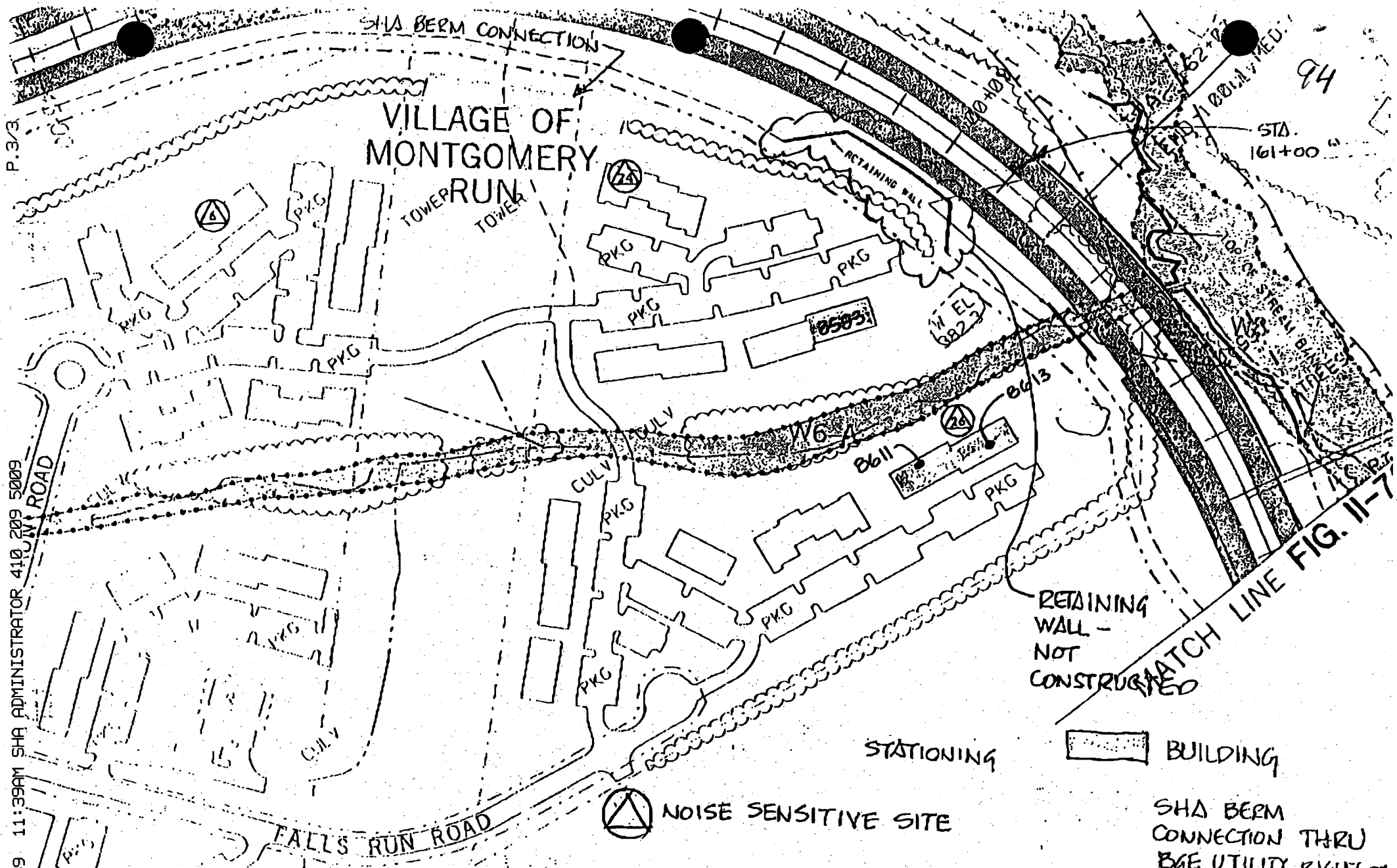
Charlie

Charlie - 10/19

MDOT was cc'd on this and wanted their copy. I told Donna we have not prepared a response.

Irene

cc: The Honorable Elizabeth Bobo, Member, Maryland House of Delegates
The Honorable Benjamin L. Cardin, Member, House of Representatives
The Honorable Parris N. Glendening, Governor, State of Maryland
The Honorable C. Vernon Gray, Member, Howard County Council
The Honorable Edward J. Kasemeyer, Member, Senate of Maryland
The Honorable James N. Robey, Howard County Executive
Mr. John D. Porcari, Secretary, Maryland Department of Transportation
Mr. Rodney E. Slater, U.S. Department of Transportation
Mr. Parker F. Williams, Director, State Highway Administration
Mr. Alan Ferragamo, Howard County Department of Public Works
Mr. Malcolm B. Kane, Lloyd, Kane, Wieder & Willis, P.A.


SHA BERM CONNECTION
VILLAGE OF MONTGOMERY RUN
TOWER
TOWER
RETAINING WALL
STA. 161+00
END
PKG
PKG
PKG
PKG
PKG
PKG
PKG
PKG
PKG
PKG
CULV
CULV
CULV
CULV
W6-A
8611
8613
FALLS RUN ROAD
RETAINING WALL - NOT CONSTRUCTED
MATCH LINE FIG. 11-7
STATIONING
BUILDING
NOISE SENSITIVE SITE
SHA BERM CONNECTION THRU BGE UTILITY RIGHT-OF-
EXISTING BERM/TREES
FEATURE NOT CONSTRUCTED
THE DIMENSIONS SHOWN ARE FOR THE PURPOSE OF DETERMINING COST ESTIMATES AND ENVIRONMENTAL IMPACTS, AND ARE SUBJECT TO CHANGE DURING THE FINAL DESIGN PHASE.
MARYLAND STATE HIGHWAY ADMINISTRATION
MARYLAND ROUTE 100
MD 104 INTERCHANGE TO I-95
ALTERNATIVE 3 OPTION D
MOD 2-A (WITH RETAINING WALLS)
DATE 12/93
FIGURE 11-7A

95

URGENT

URGENT

Maryland Department of Transportation
State Highway Administration

Parris N. Glendening
Governor
John D. Porcari
Secretary
Parker F. Williams
Administrator

FAX COVER MEMORANDUM

TO: Irene
(NAME/OFFICE/TELEPHONE NUMBER)

FROM: Donna
ADMINISTRATOR/DEPUTY ADMINISTRATOR'S OFFICE

DATE: 10-19-99

TOTAL NUMBER OF PAGES (INCLUDING FAX MEMO) 4

PLEASE FORWARD THIS MEMO TO THE APPROPRIATE PERSON AS SOON AS POSSIBLE. IF YOU HAVE ANY PROBLEMS WITH THIS TRANSACTION, PLEASE CALL OUR OFFICE AT (410) 545-0400. THE TELEPHONE NUMBER FOR THIS FAX MACHINE IS (410) 209-5009.

YOUR COOPERATION IS APPRECIATED.

ADDITIONAL INFORMATION:

My telephone number is 410-545-0400 or 1-800-206-0770

Maryland Relay Service for Impaired Hearing or Speech
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

Maryland Department of Transportation
State Highway Administration

96

Parris N. Glendening
Governor
John D. Porcari
Secretary
Parker F. Williams
Administrator

September 14, 1999

Mr. and Mrs. John W. Wells
8583F Falls Run Road
Ellicott City MD 21043-7331

Dear Mr. and Mrs. Wells:

This is a follow-up to your recent telephone conversation with Ms. Natalie Hardy, of this office, regarding a sound barrier for 8583 Falls Run Road in the Villages of Montgomery Run. I appreciate the opportunity to provide the following information.

In your recent letter to me, you indicated that your building was adjacent to Noise Sensitive Site (NSS) 26, not NSS 24. Looking at the information developed for the Final Supplemental Environmental Impact Statement (FSEIS), your location is about midway between NSS's 24 and 26. Since the shift of the alignment occurs east of 8583 Falls Run Road, the increase in noise, as a result, would be in the area of NSS 26 for buildings 8611 and 8613 Falls Run Road. The fact remains that the decision to purchase only those two buildings was made based upon the information developed for the FSEIS and the offer of a noise barrier or buyout applied only to those two buildings.

With reference to your concern for the planting of 375 white pines trees, on September 2 members of my staff counted the existing trees and found that a few trees were dead and some had been destroyed. We will replace the dead trees and replant the missing 25 trees as Ms. Hardy indicated. I understand that you will contact your community association to coordinate a right of entry agreement for the planting and replacement of the trees. We will need the entry agreement before we can proceed with any planting. We look forward to hearing from you.

My telephone number is _____

Maryland Relay Service for Impaired Hearing or Speech
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

Thank you for your telephone call. If you have any questions, please feel free to contact me or Ms. Hardy at 410-545-8616 0r 1-800-446-5962.

Sincerely,

Charles B. Adams
Director
Office of Environmental Design

cc: The Honorable Elizabeth Bobo, Member, Maryland House of Delegates
The Honorable Edward J. Kasemeyer, Member, Senate of Maryland
The Honorable James N. Robey, Howard County Executive
Mr. Allen Ferragamo, Howard County Department of Public Works
Mr. James M. Irvin, Director, Howard County Department of Public Works
Ms. Natalie B. Hardy, Special Assistant to the Director of Environmental Design, State Highway Administration

98

bcc: Ms. Sharon Blankenship, Administrative Assistant, LAD, State Highway Administration (1 copy – pink)
Mr. Robert Fisher, District Engineer, State Highway Administration
Mr. James D. Hade, Noise Abatement Team Leader, State Highway Administration
Ms. Irene Heline, Administrative Assistant to the Director of Environmental Design, State Highway Administration (2 copies)
Ms. Nanette M. Schieke, State Legislative Officer, Maryland Department of Transportation
Mr. T.E. Severe, Noise Abatement Team, State Highway Administration

Serial #: None
OED Serial#: None
Noise Customer #: 1844
Responding to letter dated: Follow-up to telephone conversations between Mrs. Wells and Mr. Charles Adams and Ms. Natalie Hardy
Saved: 08/27/99 9:02 AM by: T.E. Severe 410-545-8600
N:\OED\NOISE\CORRESP\1999\WELLS10.doc

99

8583F Falls Run Road
Ellicott City, MD 21043
August 20, 1999

Mr. Charles Adams
State Highway Administration
P.O. Box 717
Baltimore, MD 21203-0717

Dear Mr. Adams:

Thank you for your letter of August 17, 1999 in which you provided additional information on noise measurements. We are very concerned that the SHA's decision not to provide noise abatement for our building at 8583 Falls Run Road was based on erroneous information.

In paragraph four of your letter you alluded to the fact that our building was located near noise sensitive sites (NSS) 6 and 24. Using this erroneous data, you indicated that we were not eligible for the same noise abatement or buyout options that had been offered to our neighbors at 8611 and 8613 Falls Run Road. Please look at the map that you sent us. We are located adjacent to NSS 26, not NSS 6.

We are also very concerned that you still have not responded to our question about why the SHA removed pine trees that it had planted to satisfy the Memo of Understanding between the SHA and our developer. We requested this information from Ms. Hardy when she met with us on April 12. We have repeatedly requested this information in telephone conversations and written correspondence. Please refer to the letter we sent you on July 20. On page two we clearly indicated that we wanted a written response to questions related to the removal of these pine trees. We are still waiting for your written response.

Sincerely,

Amy S. Wells John W. Wells

Amy S. Wells John W. Wells

cc: The Honorable Elizabeth Bobo, Member, Maryland House of Delegates
The Honorable Benjamin L. Cardin, Member, House of Representatives
The Honorable Parris N. Glendening, Governor, State of Maryland
The Honorable C. Vernon Gray, Member, Howard County Council
The Honorable Edward J. Kasemeyer, Member, Senate of Maryland
The Honorable James N. Robey, Howard County Executive
Mr. John D. Porcari, Secretary, Maryland Department of Transportation
Mr. Rodney E. Slater, U.S. Department of Transportation
Mr. Parker F. Williams, Director, State Highway Administration
Mr. Allen Ferragamo, Howard County Department of Public Works

100

Maryland Department of Transportation
State Highway Administration

Parris N. Glendening
Governor

John D. Porcari
Secretary

Parker F. Williams
Administrator

August 17, 1999

Mr. and Mrs. John W. Wells
8583F Falls Run Road
Ellicott City MD 21043-7331

Dear Mr. and Mrs. Wells:

Thank you for your recent letter requesting an explanation of noise measurements as well as copies of the Noise Reports. I appreciate the opportunity to provide you with the following information.

In your letter you asked, "Why did the State Highway Administration (SHA) ignore the statements on Pages IV-67 and 68 of the Final Supplemental Environmental Impact Statement (FSEIS) regarding Noise Sensitive Area K?" According to the FSEIS, Section VIII-B, SHA committed to providing noise mitigation for the residences in 8611 and 8613 Falls Run Road due to the movement of the alignment of MD 100. The preliminary design information showed that mitigation could be provided to the first two floors via a noise wall or earth berm/wall combination and that is the information provided in the statements you forwarded to this office. As indicated in my previous letter to you, the homeowners unanimously opted for the buyout, thereby waiving the option for a sound barrier.

The initial noise impact analysis is documented in the Technical Noise Report dated August 1987 (copy enclosed). At the time this analysis was completed, your community was in the planning stages and the homes and streets are not printed on the map. An analysis point at the edge of the highway right of way, adjacent to the property your community now occupies, was included in the report and was identified as Noise Sensitive Area (NSA) 6. Noise levels for Alternative 3 in the year 2015, at the edge of the highway right of way, were projected at 77 decibels. When the FSEIS was prepared, additional noise analyses were performed to determine the potential impacts of the several alignments that were being considered. At the time this analysis was done, the Villages of Montgomery Run had been developed and two additional NSA's were added to reflect the location of condominium units. These are shown as Noise Sensitive Sites (NSS) 24 and 26 in the 1992 Technical Noise Report (copy enclosed). NSS 24 is representative of your location at 8583 Falls Run Road. Additionally, the analysis considered the potential noise effect upon NSA 6, based upon the actual location of building 8583, which was further from the highway than the edge of right of way location analyzed in 1987.

Based on this information, if the original Alternative 3 had been built, noise levels at sites 6 and 24, the area near your building 8583 Falls Run Road, were projected at 68 and 70 decibels respectively. Noise levels at 8611 and 8613 Falls Run Road were projected at 69 decibels. These noise levels represent the baseline for comparison with the alternative selected and addressed in the FSEIS.

My telephone number is _____

Maryland Relay Service for Impaired Hearing or Speech
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

The levels of noise projected to occur with FSEIS Alternative 3 Option D Modification 2A (Selected Alignment) at NSS 6, 24 and 26 were 66, 69 and 70 decibels respectively. At NSS 26, the noise level of 70 decibels was a one-decibel increase over the projected noise level from the original selected alternative. At NSS 6 and 24, a two-decibel and one-decibel decrease in the projected noise levels would result. Based on the identified increase in noise from the new selected alternative, the residents of 8611 and 8613 were offered the options of noise mitigation or buyout.

Per your request, enclosed are copies of the following documents:

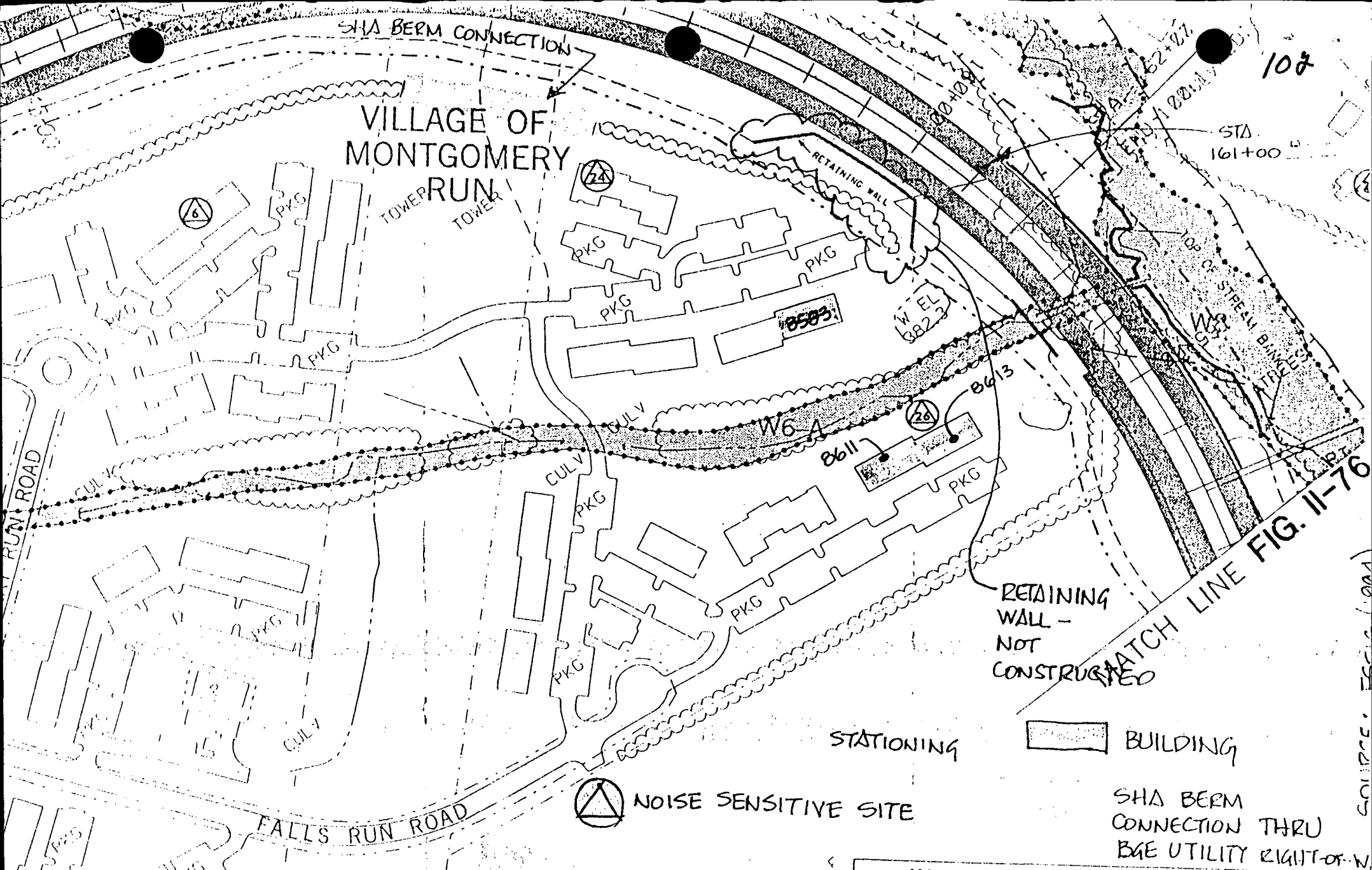
- *Technical Noise Report Maryland Route 100 U.S. Route 29 to Interstate Route 95, Howard County, Maryland*, August 1987;
- *Noise Analysis for New Design Alternatives on Maryland Route 100 from US 29 to I-95*, June 1992
- *Figure 22 – Alternate 3 (Selected Alignment) Original Alignment* from the FEIS, April 1989,
- Pages IV-51, IV-52, IV-67 through IV-73 of the FSEIS, December 1994,
- *Figure II-75 – Alternative 3 Option D MOD 2-A* from the FSEIS, December 1994

Thank you again for your letter. If you have any questions, please feel free to contact me or Ms. Natalie Hardy, my Special Assistant, at 410-545-8616 or 1-800-446-5962.

Sincerely,

Charles B. Adams
Director
Office of Environmental Design

Enclosures
cc: The Honorable Elizabeth Bobo, Member, Maryland House of Delegates
The Honorable Edward J. Kasemeyer, Member, Senate of Maryland
The Honorable James N. Robey, Howard County Executive
Mr. Allen Ferragamo, Howard County Department of Public Works
Mr. James M. Irvin, Director, Howard County Department of Public Works
Ms. Natalie B. Hardy, Special Assistant to the Director, State Highway Administration



THE DIMENSIONS SHOWN ARE FOR THE PURPOSE OF DETERMINING COST ESTIMATES AND ENVIRONMENTAL IMPACTS, AND ARE SUBJECT TO CHANGE DURING THE FINAL DESIGN PHASE.

MARYLAND STATE HIGHWAY ADMINISTRATION

MARYLAND ROUTE 100
MD 104 INTERCHANGE TO I-95

ALTERNATIVE 3 OPTION D
MOD 2-A (WITH RETAINING WALLS)

DATE
12/9

0 100 200

FIGURE

103

Maryland Department of Transportation
State Highway Administration

Parris N. Glendening
Governor

John D. Porcari
Secretary

Parker F. Williams
Administrator

August 17, 1999

Mr. and Mrs. John W. Wells
8583F Falls Run Road
Ellicott City MD 21043-7331

Dear Mr. and Mrs. Wells:

Thank you for your recent letter requesting an explanation of noise measurements as well as copies of the Noise Reports. I appreciate the opportunity to provide you with the following information.

In your letter you asked, "Why did the State Highway Administration (SHA) ignore the statements on Pages IV-67 and 68 of the Final Supplemental Environmental Impact Statement (FSEIS) regarding Noise Sensitive Area K?" According to the FSEIS, Section VIII-B, SHA committed to providing noise mitigation for the residences in 8611 and 8613 Falls Run Road due to the movement of the alignment of MD 100. The preliminary design information showed that mitigation could be provided to the first two floors via a noise wall or earth berm/wall combination and that is the information provided in the statements you forwarded to this office. As indicated in my previous letter to you, the homeowners unanimously opted for the buyout, thereby waiving the option for a sound barrier.

The initial noise impact analysis is documented in the Technical Noise Report dated August 1987 (copy enclosed). At the time this analysis was completed, your community was in the planning stages and the homes and streets are not printed on the map. An analysis point at the edge of the highway right of way, adjacent to the property your community now occupies, was included in the report and was identified as Noise Sensitive Area (NSA) 6. Noise levels for Alternative 3 in the year 2015, at the edge of the highway right of way, were projected at 77 decibels. When the FSEIS was prepared, additional noise analyses were performed to determine the potential impacts of the several alignments that were being considered. At the time this analysis was done, the Villages of Montgomery Run had been developed and two additional NSA's were added to reflect the location of condominium units. These are shown as Noise Sensitive Sites (NSS) 24 and 26 in the 1992 Technical Noise Report (copy enclosed). NSS 24 is representative of your location at 8583 Falls Run Road. Additionally, the analysis considered the potential noise effect upon NSA 6, based upon the actual location of building 8583, which was further from the highway than the edge of right of way location analyzed in 1987.

Based on this information, if the original Alternative 3 had been built, noise levels at sites 6 and 24, the area near your building 8583 Falls Run Road, were projected at 68 and 70 decibels respectively. Noise levels at 8611 and 8613 Falls Run Road were projected at 69 decibels. These noise levels represent the baseline for comparison with the alternative selected and addressed in the FSEIS.

My telephone number is _____

Maryland Relay Service for Impaired Hearing or Speech
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

The levels of noise projected to occur with FSEIS Alternative 3 Option D Modification 2A (Selected Alignment) at NSS 6, 24 and 26 were 66, 69 and 70 decibels respectively. At NSS 26, the noise level of 70 decibels was a one-decibel increase over the projected noise level from the original selected alternative. At NSS 6 and 24, a two-decibel and one-decibel decrease in the projected noise levels would result. Based on the identified increase in noise from the new selected alternative, the residents of 8611 and 8613 were offered the options of noise mitigation or buyout.

Per your request, enclosed are copies of the following documents:

- *Technical Noise Report Maryland Route 100 U.S. Route 29 to Interstate Route 95, Howard County, Maryland*, August 1987;
- *Noise Analysis for New Design Alternatives on Maryland Route 100 from US 29 to I-95*, June 1992
- *Figure 22 – Alternate 3 (Selected Alignment) Original Alignment* from the FEIS, April 1989,
- Pages IV-51, IV-52, IV-67 through IV-73 of the FSEIS, December 1994,
- *Figure II-75 – Alternative 3 Option D MOD 2-A* from the FSEIS, December 1994

Thank you again for your letter. If you have any questions, please feel free to contact me or Ms. Natalie Hardy, my Special Assistant, at 410-545-8616 or 1-800-446-5962.

Sincerely,

Charles B. Adams
Director
Office of Environmental Design

Enclosures
cc: The Honorable Elizabeth Bobo, Member, Maryland House of Delegates
The Honorable Edward J. Kasemeyer, Member, Senate of Maryland
The Honorable James N. Robey, Howard County Executive
Mr. Allen Ferragamo, Howard County Department of Public Works
Mr. James M. Irvin, Director, Howard County Department of Public Works
Ms. Natalie B. Hardy, Special Assistant to the Director, State Highway Administration

bcc: Mr. Robert Fisher, District Engineer, State Highway Administration
Mr. James D. Hade, Noise Abatement Team Leader, State Highway Administration
Ms. Irene Heline, Administrative Assistant to the Director of Environmental Design, State Highway Administration (2 copies)
Ms. Nanette M. Schieke, State Legislative Officer, Maryland Department of Transportation
Mr. T.E. Severe, Noise Abatement Team, State Highway Administration

Serial #: None
OED Serial#: None
Noise Customer #: 1844
Responding to letter dated: 08/06/99 letter to Mr. Charles Adams from Mr. and Mrs. Wells
Saved: 08/12/99 3:13 PM by: T.E. Severe 410-545-8600
N:\OED\NOISE\CORRESP\1999\WELLS09.doc

Enclosures:
One copy each of:

Technical Noise Report, Maryland Route 100 U.S. Route 29 to Interstate Route 95, Howard County, Maryland, HO 661-101-770N, August 1987

Figure 22 – Alternate 3 (Selected Alignment) Original Alignment from FEIS (1989)

Pages IV-51, IV-52, IV-67 thru IV-73 of the SFEIS (1994)

Figure II-75 – Alternative 3 Option D MOD 2-A from SFEIS (1994)

Letter Report, ***Noise Analysis for New Design Alternatives on Maryland Route 100 from U.S. 29 to I-95, State Contract No. HO 661-257-770*** from Greiner, Inc., June 16, 1992

106

8583F Falls Run Road
Ellicott City, MD 21043
August 6, 1999

Mr. Charles Adams
State Highway Administration
P.O Box 717
Baltimore, MD 21203-0717

Dear Mr. Adams:

This is a follow-up to your letter of July 21, 1999 regarding results of the analysis that was promised in the Supplemental FEIS. We are confused by your statement in this letter that stated that no further analysis, including noise measurements, were conducted.

In your letter of July 21, it sounded like the SHA had ignored the recommendations in the Supplemental FEIS which clearly states that "Noise abatement measures at this location [NSA K] will be evaluated during final design." We do not understand why SHA only focused on 24 residences, when Table IV-30 and Pages IV-67 and IV-68 of the Supplemental FEIS (attached) clearly indicates that 254 residences are impacted in NSA K. Why, according to your letter of July 21, was there no further analysis, including noise measurements? In other words, why did the SHA ignore the statements in the attached pages of the Supplemental FEIS?

We were especially confused that no noise measurements had been conducted, because, in previous letters, both you and Mr. Porcari had alluded to the fact that a noise evaluation had taken place. In Mr. Porcari's letter of July 3, he referred to an analysis that had "determined that the alignment shift would result in only a minor increase in noise levels, and that these would occur only at the condominium buildings at 8611 and 8613 Falls Run Road." Please send us the analysis that supports noise levels only increasing at these buildings.

You also stated in your letter of March 24, 1999 that: "The Supplemental FEIS determined that a shift in a portion of the original alignment would increase noise levels at 8611 and 8613 Falls Run Road." Where is the analysis that supports your statement that noise levels would only increase at 8611 and 8613 Falls Run Road?

Sincerely,

Amy S. Wells John W. Wells

Amy S. Wells John W. Wells

cc: The Honorable Elizabeth Bobo, Member, Maryland House of Delegates
The Honorable Benjamin L. Cardin, Member, House of Representatives
The Honorable Parris N. Glendening, Governor, State of Maryland
The Honorable C. Vernon Gray, Member, Howard County Council
The Honorable Edward J. Kasemeyer, Member, Senate of Maryland
The Honorable James N. Robey, Howard County Executive
Mr. Rodney E. Slater, U.S. Department of Transportation
Mr. John D. Porcari, Secretary, Maryland Department of Transportation
Mr. Parker F. Williams, Director, State Highway Administration
Ms. Natalie B. Hardy, Special Assistant to the Director of Environmental Design, State Highway Administration

TABLE IV-30

NOISE ABATEMENT SUMMARY
ALTERNATIVE 3 - OPTION D MODIFICATION 2A (SELECTED ALTERNATIVE)

Noise Sensitive Area	Description	Noise Sensitive Site	2015 $L_{eq}(h)$ Unabated/ Abated Noise Level	Residences Impacted	Barrier				
					Length (Ft.)	Average Height (Ft.)	Cost[a]	Residences Benefitted[b]	Cost Per Residence
A	Southwest of Alternative 3 Option D Modification 2A - Residences on Mullineaux Road	34	*70/63	4	1,830	16.00	$ 483,120	4	$120,780
B, C	North of Alternative 3 Option D Modification 2A from MD 104 to Snowden River Parkway - Glen Mar, Montgomery Meadows, Hunt Country Estates	5 23 25 31 7 18	65/60 *72/63 *66/60 64/59 *70/60 *70/*66	62	5,190	20.10	$1,721,510	54	$ 31,880
B, C Addition	Same as NSA B, C, Barrier Analysis to Achieve Same Noise Level Reduction as Alternative 3 Option D Modification 1	5 23 25 31 7 18	65/59 *72/63 *66/60 64/58 *70/60 *70/*66	62	5,190	21.32	$1,825,820	58	$ 31,480
B	Northeast of Alternative 3 Option D Modification 2A from East of MD 104 to Old Montgomery Road - Hunt Country Estates Only	5 25	65/60	15	1,820	26	$ 781,640	12	$ 65,140
C	North of Alternative 3 Option D Modification 2A from MD 104 East Approximately 2,500 Feet - Glen Mar	7 18	*70/60 *70/*66	26	2,590	20	$ 854,700	25	$ 34,200
K	South of Alternative 3 Option D Modification 2A from East of MD 104 to Snowden River Parkway - Ashton Woods and the Villages of Montgomery Run	6 24 26	*66/59 *69/62 *70/65	254	4,730	15.66	$1,221,360	129	$ 9,470
K 2nd Floor	As NSA K, Barrier Analysis to Achieve 5 dBA Reduction at 2nd Floor	6-2nd FL 24-2nd FL 26-2nd FL	*69/63 *70/63 *70/65	254	4,730	16.78	$1,308,420	172	$ 7,610
L	East of Alternative 3 Option D Modification 2A South of Old Montgomery Run - Brightfield	3	62/NA	0	---	---	---	---	---

[a] Based on $16.50 per square foot of barrier.
[b] Impacted residence receiving a 5 dBA reduction in noise levels.

*Approaches or exceeds FHWA noise abatement criteria of 67 dBA.

feasibility. This included a maximum height of 22 feet on structures that pass over Deep Run. With this limitation, a barrier 5,190 feet long with an average height of 20.1 feet would provide protection to 54 residences at a cost of $1,721,510. The cost-per-residence of this barrier is $31,880.

The second scenario increased the height of the barrier such that the same residences benefitted with a barrier in Alternative 3 - Option D Modification 1 would also be protected with this alternative. This was accomplished by raising the average height to 21.3 feet. However, this requires sections of barrier on structures that would reach 26 feet. With this adjustment, 58 residences would be protected at a total cost and cost-per-residence of $1,825,820 and $31,480, respectively.

A commitment has been made by the SHA to provide noise abatement along the north side of MD 100. This abatement will provide protection for noise sensitive areas B and C which includes the communities of Glen Mar, Montgomery Meadows, and Hunt Country Estates Subdivisions. The final barrier length and height will be determined during final design.

c. NSA B Only

For this alternative, NSAs B and C were also analyzed separately. For NSA B, a total of 15 residences would be impacted. A barrier 1,820 feet long and 26 feet high would provide the minimum 5 dBA reduction to 12 impacted residences. The total cost and cost-per-residence of this barrier would be $781,640 and $65,140, respectively. This scenario would require barriers 26 feet in height on structures over Deep Run. Based on the cost-per-residence, abatement at this NSA is not considered reasonable.

d. NSA C Only

A total of 26 single-family residences will be impacted by this alternative. A barrier 20 feet high beginning approximately 50 feet east of MD 104 and continuing for 2,590 feet along the westbound lanes of MD 100 would protect 25 of the 26 impacted residences. The total cost and cost-per-residence of this barrier is $854,700 and $34,200, respectively. Based on the cost-per-residence, abatement for this NSA is considered reasonable.

e. NSA K

A total of 254 residential units will be impacted by this alternative. As with the previous Option C Revised and Option D Revised, two scenarios were analyzed. For the first floor units, a barrier 4,730 feet long with an average height

of 15.7 feet would protect 129 impacted residences. The barrier location is the same as with Option D Modification 1. The total cost and cost-per-residence is $1,221,360 and $9,470, respectively. Based on the cost-per-residence, abatement at this NSA is considered reasonable. Noise abatement measures at this location will be evaluated during final design.

Increasing the average barrier height to 16.8 feet would protect a total of 172 of the 254 impacted residences. The total cost and cost-per-residence of this scenario is $1,308,420 and $7,610, respectively. Based on the cost-per-residence, abatement at this NSA is considered reasonable. Noise abatement measures at this location will be evaluated during final design.

10. Earth Berm Feasibility

A supplemental analysis was undertaken to determine the feasibility and effect of placing earth berms adjacent to the noise sensitive areas in the project area should there be excess material after MD 100 is constructed. Feasibility refers to the ability to construct earth berms given the existing topography and the proposed vertical and horizontal alignment of Alternative 3 - Modification 2A (Selected Alternative). Earth berms have the potential effect of reducing noise levels and abatement costs. This analysis was performed with the following assumptions:

- Berms would be constructed with 2:1 side slopes and a 5-foot-wide bench at the top;
- All construction would be within the proposed right-of-way, except where it could be assumed that easements could be obtained from homeowner association properties;
- No existing wetland systems would be encroached upon; and
- No additional costs for berm construction would be incurred since this project will most likely result in excess excavated material. If this is not the case, additional costs for berm construction would need to be determined.

An initial screening of Alternative 3 - Modification 2A (Selected Alternative) indicated that all berms would need to be constructed within the proposed right-of-way except near NSA K, where homeowner association property exists adjacent to the proposed right-of-way. A summary of the feasibility and effect of earth berm construction is provided below by noise sensitive area.

NGGO 111
1992 GREENBOX
LETTER REPORT

Called John Hayter
@ 5pm 8/23
left voice mail.

TECHNICAL NOISE REPORT

MARYLAND ROUTE 100

U.S. ROUTE 29 TO

INTERSTATE ROUTE 95

HOWARD COUNTY, MARYLAND

HO 661-101-770 N

Prepared For The

MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION

By

GREINER ENGINEERING SCIENCES, INC.
TIMONIUM, MARYLAND

AUGUST 1987

118

TECHNICAL NOISE REPORT

MARYLAND ROUTE 100

U.S. ROUTE 29 TO

INTERSTATE ROUTE 95

HOWARD COUNTY, MARYLAND

HO 661-101-770 N

Prepared For The

MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION

By

GREINER ENGINEERING SCIENCES, INC.
TIMONIUM, MARYLAND

AUGUST 1987

TABLE OF CONTENTS

LIST OF EXHIBITS

LIST OF TABLES

INTRODUCTION

I

SECTION I: INTRODUCTION

PROJECT DESCRIPTION

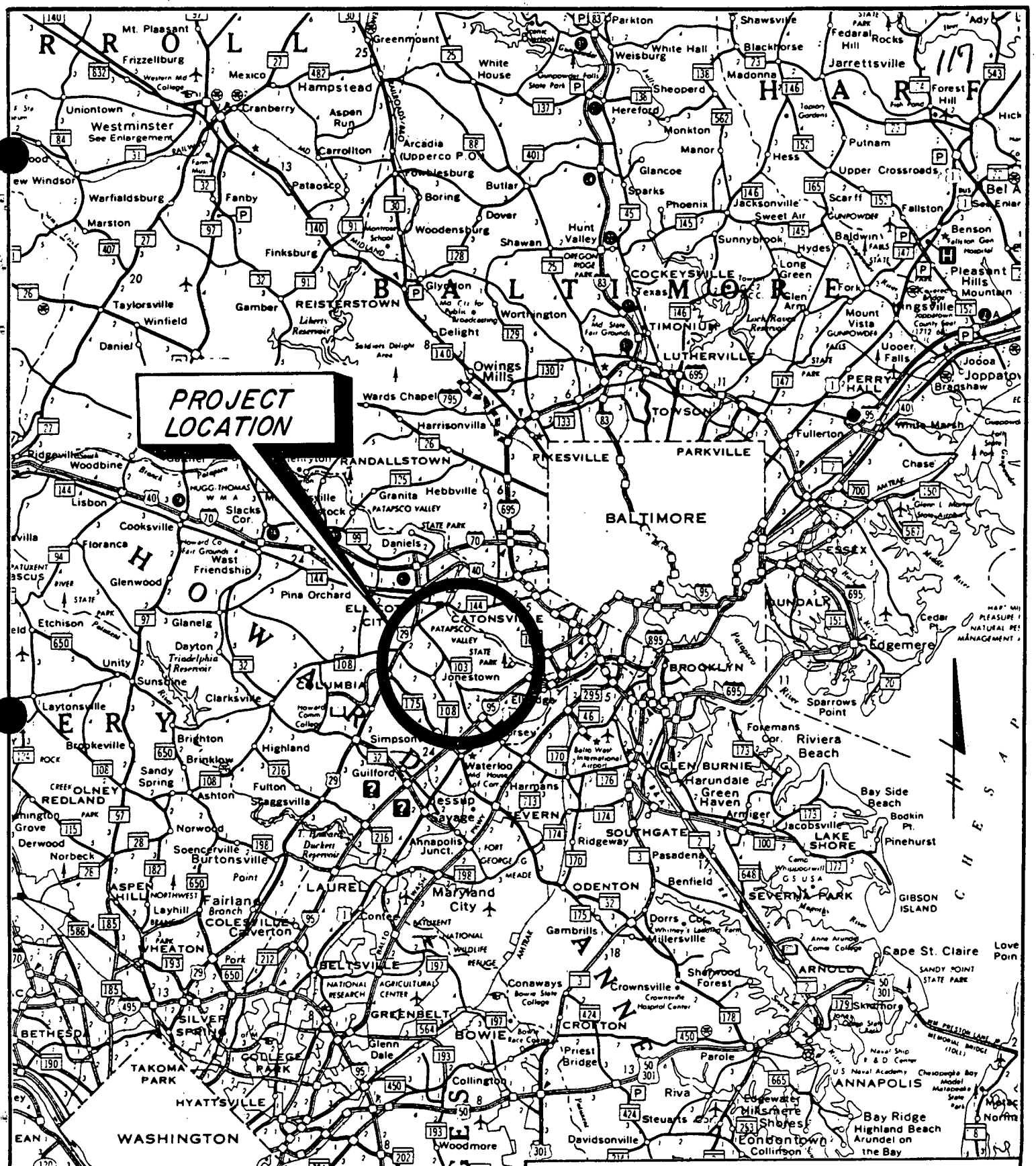
The Maryland State Highway Administration is currently studying the proposed alignment of Maryland Route 100 between U.S. Route 29 and Interstate Route 95 in Howard County (see Exhibit I-1). This section of Route 100 would improve the transportation system in Howard County and help to alleviate worsening traffic conditions expected to occur on local, state and interstate roadways adjacent to the project area. The alternates considered under this study are summarized in the following subsections.

No-Build Alternate

Under this scenario, the proposed roadway would not be built. The study area would remain with the present roadway system and only routine highway maintenance and safety operations (i.e., shoulder modifications, resurfacing, and installation or adjustment of traffic control devices) would continue over time. Major traffic movements throughout the area would be divided among existing State Routes 103, 104 and 108.

Build Alternate

The Build Alternate presently being considered provides for the construction of a new six-lane roadway system between U.S. Route 29 and Interstate Route 95. A new interchange would be constructed to connect Route 29 at the west end of the project. From this point, the roadway would travel around subdivisions before crossing Howard Senior High School property and connecting to Maryland Route 104 (Waterloo Road) by way of a



MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION

TECHNICAL NOISE REPORT

PROPOSED MARYLAND ROUTE 100 FROM U.S. ROUTE 29 TO INTERSTATE ROUTE 95

LOCATION MAP

Greiner Engineering Sciences, Inc. ARCHITECTS / ENGINEERS BALTIMORE, MARYLAND	Scale 1" = 6 Miles	Exhibit I-1

diamond interchance to be constructed just north of the junction created by Maryland Routes 104 and 108. Proceeding southeast, the roadway would pass north of the University of Maryland Animal Husbandry Farm and the Maryland School for the Deaf, Columbia Campus. The route would then pass over Old Montgomery Road on structure. From this point, the roadway would proceed east and interchange with Maryland Route 103 (Meadowridge Road), and then turn southeast to cross over Mullineaux Road before connecting to the existing interchange with Interstate Route 95 at the east end of the project.

The intent and purpose of this Technical Noise Report is to identify and document the future-year noise levels anticipated to occur during the design-year 2015 as a result of implementing either the Build or No-Build Alternates.

SUMMARY OF IMPACTS

Implementation of the Build Alternate will significantly increase future-year noise levels within most of the project area. Under the No-Build Alternate, future-year noise levels will remain approximately what they are today. Abatement considerations have been analyzed and are discussed in later sections of this report.

A total of nineteen noise-sensitive areas were modeled within the project corridor. Of these nineteen, three were modeled under the No-Build Alternate (NSA's 2, 17, 18) and eighteen were modeled under the Build Alternate (all except NSA 17).

The following is a brief summary of the modeling results for both the No-Build and Build Alternates.

No-Build Alternate

Under the No-Build Alternate, two of the three noise-sensitive areas (NSA's) modeled under the STAMINA 2.0/OPTIMA computer program will experience design year (2015) L_{eq} noise levels exceeding the FHWA's noise abatement criteria of 67 dBA. No NSA's future L_{eq} will exceed ambient noise levels by 10 dBA or more, though one noise-sensitive area (NSA 2) will exceed ambient noise levels by as much as 6 dBA.

Build Alternate

Fourteen of the eighteen NSA's modeled under this alternate will have future-year L_{eq}'s in excess of FHWA's noise abatement criteria for Category B activities. Sixteen NSA's will exceed ambient noise levels by more than 10 dBA.

NOISE ABATEMENT CRITERIA

Highway Noise Fundamentals

Traffic generated acoustic sound is a primary community concern associated with the operation of existing, or proposals of new or expanded transportation facilities. The level of noise (unwanted sound) to which people are exposed can have a significant effect upon their quality of life. The extent to which individuals are affected by noise sources outside of their normal environment is controlled by several factors, including:

- the duration and frequency of sound;
- the distance between the sound source and the receptor;

- intervening natural or man-made barriers or structures; and

- the ambient sound environment.

Identification of Abatement Criteria and Land Use Relationships

The descriptor selected for analysis of potential noise impact from the proposed alignment of Maryland Route 100 is the hourly equivalent sound level (L_{eq}). This metric is defined as the equivalent steady state sound level which in an hour would contain the same acoustic energy as the time-varying sound level during the same period.

The unit of measure for the L_{eq} metric is the decibel (dB), commonly referred to as dBA, measured on the "A" scale. The A-weighted decibel scale (dBA) is generally used in assessing community noise exposure because this scale closely approximates the frequency response of the human ear to sound.

Two evaluation criteria have been utilized in the assessment of potential noise impacts anticipated to result from implementation of the Build Alternates. The first criterion relates to a maximum L_{eq} noise level for specific land uses over which noise mitigation should be considered. This criteria is shown in Table I-1. The activity category utilized for this project analysis is Category B which includes the sensitive land use activities throughout the corridor (i.e., residences, schools, parks). The second aspect of the evaluation criteria is the relationship of projected traffic noise levels of the proposed project to existing or ambient sound levels. If the projected noise levels increase by 10 dBA or more above ambient levels, then mitigation is considered.

TABLE I-1

NOISE ABATEMENT CRITERIA

Activity Category	$L_{eq}(h)$	Description of Activity Category
A	57 (Exterior)	Lands on which serenity and quiet are of extraordinary significance and serve an important public need and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose.
B	67 (Exterior)	Picnic areas, recreation areas, playgrounds, active sport areas, parks, residences, motels, hotels, schools, churches, libraries, and hospitals.
C	72 (Exterior)	Developed lands, properties, or activities not included in Categories A or B above.
D	---------	Undeveloped lands.
E	52 (Interior)	Residences, motels, hotels, public meeting rooms, schools, churches, libraries, hospitals, and auditoriums.

Reference: 23 CFR, Part 772.

EXISTING NOISE ENVIRONMENT

II

SECTION II: EXISTING NOISE ENVIRONMENT

STUDY AREA DESCRIPTION

The project corridor includes approximately five miles of proposed Maryland Route 100 from U.S. Route 29 to Interstate Route 95 (see Exhibit II-1).

DESCRIPTION OF NOISE SENSITIVE AREAS

Through examination of the project corridor, noise-sensitive areas were identified, and included those land uses or activities that could be significantly affected should they be exposed to high levels of traffic-generated noise. All of these receptors along the corridor correspond to Activity Category B as discussed in Table I-1. A total of nineteen such sensitive areas were utilized in this analysis.

AMBIENT NOISE LEVEL MEASUREMENTS

An on-site noise monitoring program was conducted on August 6 and 10, 1987 utilizing a Metrosonics db-308 Sound Level Dosimeter/Analyzer. The Model db-308 automatically records, calculates and prints noise exposure in a wide range of formats including $L_{eq}(h)$.

Measurements were made for 20-minute periods at twelve individual sites, representative of the nineteen noise sensitive areas, during the period from 9:10 a.m. to 3:10 p.m. Existing noise levels measured during this time ranged from 49 to 70 dBA.

Both the locations of the monitoring sites and the measured L_{eq} values are contained in Table II-1 and are graphically depicted on Exhibit II-2. Of the twelve monitored sites, only one had an L_{eq} value (70 dBA) in excess of the FHWA criteria of 67 dBA for Category B Activities. The remaining eleven sites had L_{eq} values ranging from 49 to 65 dBA.

TABLE II-1

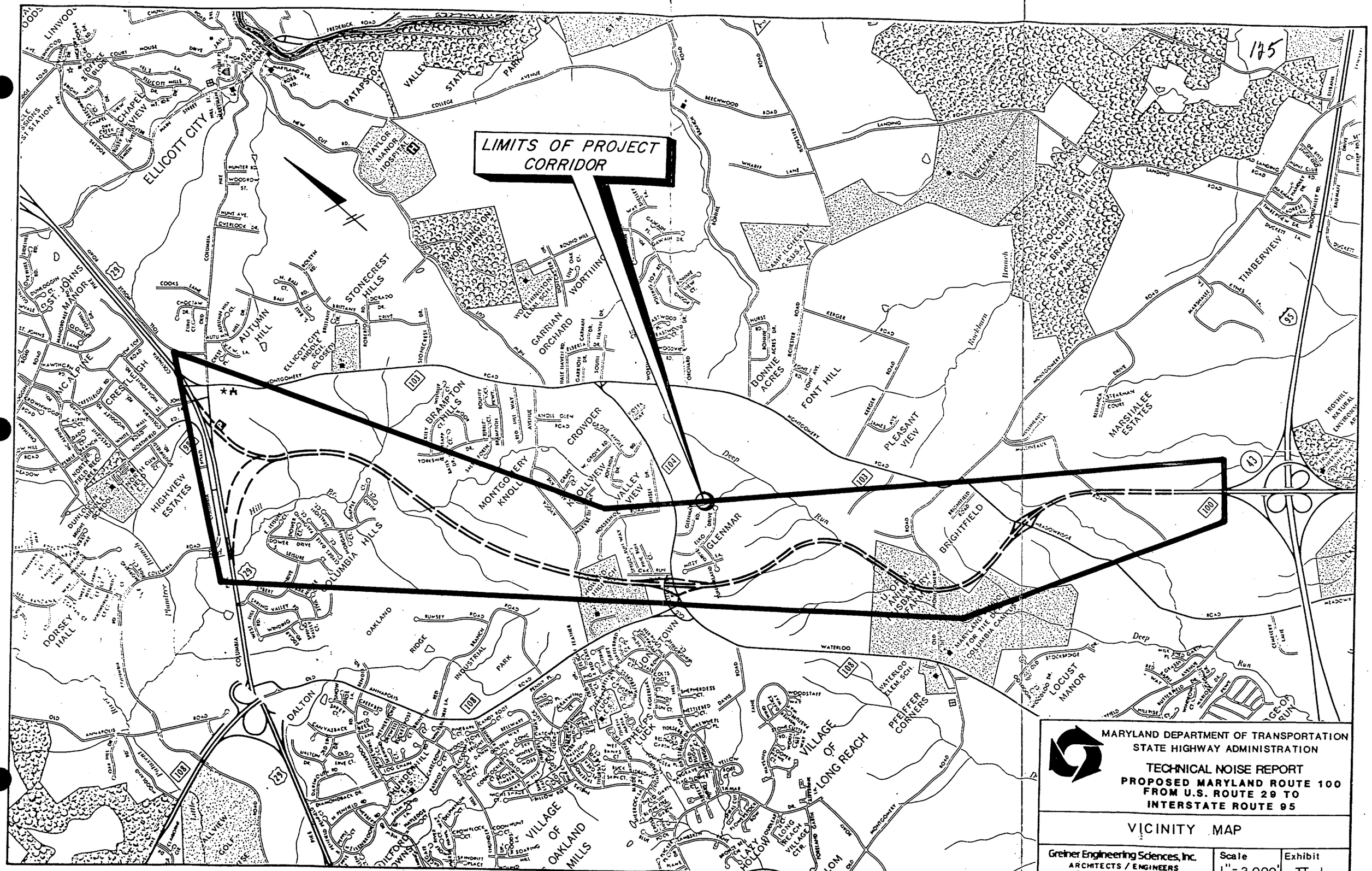
EXISTING NOISE LEVELS
AUGUST 6 AND 10, 1987
20-MINUTE PERIODS

NOISE SENSITIVE AREA	DESCRIPTION/LOCATION	TIME PERIOD BEGINS	AMBIENT[1] L_{EQ}
1	Residence on Mullineaux Road	10:35 am	49
2	5836 Meadowridge Road (Md. 103)	11:10 am	55
3	Residence on Old Montgomery Road	11:40 am	53
4	Historic Property[2]	12:09 am	49
5	8067 Fetlock Court	12:09 am	49
6	Right-of-Way south of Station 149+00[2]	12:09 am	49
7	8401 Mitzy Lane	1:20 pm	51
8	8602 Spruce Run Way	2:16 pm	51
9	Baseball Field - Howard High School	2:50 pm	53
10	5130 Avoca Road	10:20 am	59
11	Right-of-Way north of Station 78+00[2]	10:20 am	59
12	Right-of-Way south of Station 78+00[2]	10:20 am	59
13	4713 Kirkstall Road	9:45 am	50
14	4632 Dapple Court	11:05 am	51
15	Right-of-Way north of Station 32+00[2]	11:05 am	51
16	Right-of-Way south of Station 31+00[2]	11:05 am	51
17	4319 Montgomery Road	9:10 am	70*
18	5311 Waterloo Road (Md. 104)	1:50 pm	65
19	Residence on Meadowridge Road (Md. 103)	11:10 am	55

* Exceeds FHWA Criteria for Noise Abatement

1 In dBA

2 For points on Right-of-Way, nearest receptor was modeled as same.

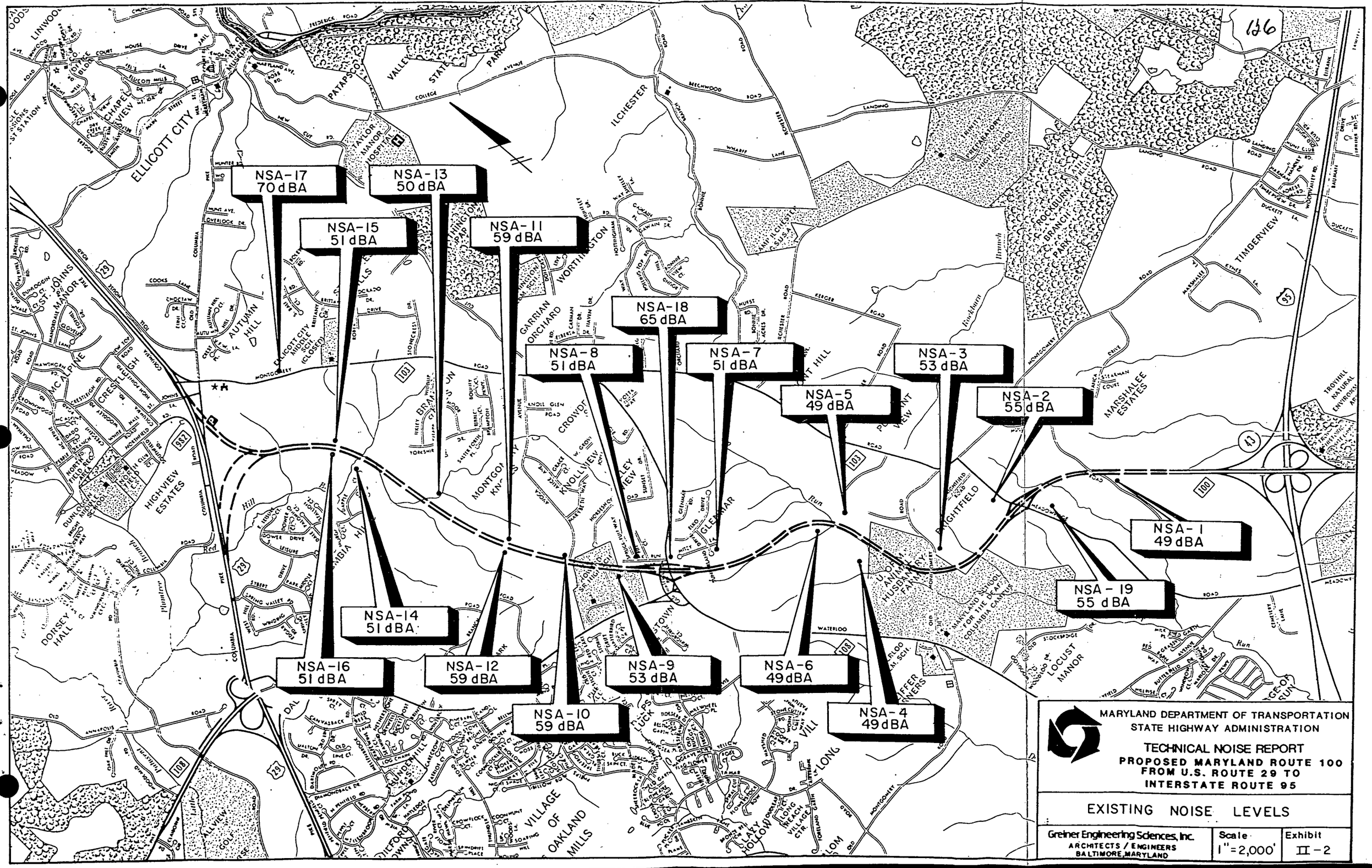


MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION

TECHNICAL NOISE REPORT
PROPOSED MARYLAND ROUTE 100
FROM U.S. ROUTE 29 TO
INTERSTATE ROUTE 95

VICINITY MAP

Greiner Engineering Sciences, Inc. ARCHITECTS / ENGINEERS BALTIMORE, MARYLAND	Scale 1" = 2,000'	Exhibit II-1


NSA-17
70 dBA
NSA-13
50 dBA
NSA-15
51 dBA
NSA-11
59 dBA
NSA-18
65 dBA
NSA-8
51 dBA
NSA-7
51 dBA
NSA-3
53 dBA
NSA-5
49 dBA
NSA-2
55 dBA
NSA-1
49 dBA
NSA-19
55 dBA
NSA-14
51 dBA
NSA-16
51 dBA
NSA-12
59 dBA
NSA-9
53 dBA
NSA-6
49 dBA
NSA-10
59 dBA
NSA-4
49 dBA
ELLICOTT CITY
ILCHESTER
WORTHINGTON
GARRIAN ORCHARD
MONTGOMERY KNOLLS
KNOLLVIEW
GLENMAR
BRIGHTFIELD
MARSHALEE ESTATES
TIMBERVIEW
ROCKBURN BRANCH PARK
HIGHVIEW ESTATES
DORSEY HALL
LOCUST MANOR
VILLAGE OF OAKLAND MILLS
LONG VILLAGE
U.S. D.A. ANIMAL HUSBANDRY FARM
MARYLAND SCHOOL FOR THE DEAF COLUMBIA CAMPUS
PATAPSCO VALLEY STATE PARK
TROYHILL NATURAL ENVIRONMENTAL AREA
MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION
TECHNICAL NOISE REPORT
PROPOSED MARYLAND ROUTE 100
FROM U.S. ROUTE 29 TO
INTERSTATE ROUTE 95
EXISTING NOISE LEVELS
Greiner Engineering Sciences, Inc.
ARCHITECTS / ENGINEERS
BALTIMORE, MARYLAND
Scale
1" = 2,000'
Exhibit
II - 2

PREDICTED NOISE LEVELS FROM PROPOSED PROJECT

III

SECTION III: PREDICTED NOISE LEVELS FROM PROPOSED PROJECT

PREDICTION METHODOLOGY

Noise level modeling for both the future-year (2015) No-Build and Build conditions was conducted through utilization of the STAMINA 2.0/ OPTIMA computer model developed by the FHWA (Report No. FHWA-FP-58-1). Necessary input data for the STAMINA portion of the program include the following:

- Coordinates and elevation of each roadway segment;
- Number of vehicles of each type (cars, medium trucks, heavy trucks) per roadway segment;
- Average speed for each vehicle type;
- Location and elevation of any ground cover material such as trees and/or shrubs;
- Location and elevation of each receptor; and
- Barrier segment coordinates.

Roadway, ground cover and receptor coordinates were based on the 100-scale photogrammetric mapping provided by the Maryland State Highway Administration. Receptor coordinates correspond to the previously discussed monitoring locations as well as a number of other locations

which, due to their horizontal and/or vertical relationship to the proposed Maryland Route 100 alignment, would provide additional information on the noise sensitivity of the project corridor. A total of 76 receptors were modeled within the nineteen noise-sensitive areas of the project corridor.

SUMMARY OF TRAFFIC PARAMETERS

Traffic volumes were furnished by the Maryland State Highway Administration. The vehicle mix utilized for analysis is contained in Section V. Vehicle operating speeds were developed as a function of the Level of Service "C" volumes compared to total roadway capacity: This analysis resulted in the determination of a range of vehicle speeds, which are listed in Table III-1.

PREDICTION RESULTS FOR EACH ALTERNATE

Calibration of the STAMINA 2.0/OPTIMA noise prediction model was performed utilizing simultaneous traffic data collected at three noise monitoring sites along Maryland Route 100. Traffic counts taken during the 20-minute monitoring periods were adjusted to represent hourly traffic flows and were input into the computer model accordingly. The predicted L_{eq} noise levels generated at the three sites as a result of this calibration exercise differed from their actual ambient noise levels by 0.0, 1.0 and 2.0 dBA. These fluctuations in noise levels can be attributed to extraneous noise sources pertinent to the modeled site (i.e., low aircraft flyovers) as well as the site's specific location, topographical features, and natural and man-made components (i.e., buildings, ground cover, etc.) and are within the range of normal modeling calibration ($\pm$ 3 dBA).

The following subsections contain the modeling results for both the No-Build and Build Alternates.

TABLE III-1

VEHICLE OPERATING SPEEDS

Roadway	Speeds (MPH)	
	Cars	Trucks
Maryland Route 100	55	55
Maryland Route 103	35	35
Maryland Route 104	35	35
Maryland Route 108	35	35

No-Build Alternate

Evaluation of the No-Build Alternate was performed to determine the future-year (2015) noise levels of residences along existing major roadways. The No-Build Alternate assumes that no roadway improvements other than normal maintenance will occur within the project area.

Under this alternate, only three noise-sensitive areas were modeled, due to their close proximity to existing roadways. The results of the modeling indicate that two of these three areas will exceed the FHWA's noise abatement criteria of 67 dBA, and that none of the three will exceed the ambient by more than 6 dBA.

Build Alternate

Construction of the proposed highway would significantly increase the noise levels within the project corridor. Of the eighteen noise sensitive areas modeled under this alternate, the future-year (2015) noise levels of seventeen of these NSA's will exceed the FHWA's noise abatement criteria for Category B Activities. Fifteen of the eighteen areas will exceed the ambient by more than 10 dBA. Predicted future-year (2015) L_{eq}'s ranged from a minimum of 63 dBA at NSA 4 to a maximum of 77 dBA at NSA 6.

The results of the modeling analysis for each noise-sensitive area are contained in Table III-2, which also indicates the relative increase in L_{eq} values between the Build Alternate and ambient levels.

TABLE III-2

YEAR 2015 MODELING RESULTS

Noise Sensitive Area	Modeled Receiver	Ambient L_{eq} (dBA)	No-Build L_{eq} (dBA)	Build L_{eq} (dBA)	Change Build/Ambient
1	1	49	---	72*	+23*
	1A			69*	
	1B			68*	
	1C			70*	
2	2	55	61	64	+ 9
3	3	53	---	62	+ 9
	3A			62	
4	4	49	---	63	+14*
5	5	49	---	68*	+19*
	5A			67*	
	5B			68*	
	5C			66	
	5D			66	
	5E			65	
	5F			65	
	5G			66	
	5H			64	
	5I			63	
	5J			63	
6	6	49	---	77*	+28*
7	7	51	---	72*	+21*
	7A			71*	
	7B			70*	
	7C			69*	
	7D			68*	
	7E			66	
	7F			65	
	7G			64	
	7H			64	
	7I			67*	
	7J			69*	

* Meets or exceeds FHWA Noise Abatement Criteria

TABLE III-2 (CON'T)

Noise Sensitive Area	Modeled Receiver	Ambient L_{eq} (dBA)	No-Build L_{eq} (dBA)	Build L_{eq} (dBA)	Change Build/Ambient
8	8	51	---	69*	+18*
	8A			66	
	8B			65	
	8C			65	
	8D			64	
	8E			67*	
	8F			66	
	8G			65	
	8H			64	
	8I			67*	
	8J			66	
	8K			65	
	8L			68*	
	8M			67*	
	8N			67*	
	8O			66	
9	9	53	---	74*	+21*
10	10	59	---	72*	+13*
	10A			68*	
	10B			67*	
	10C			65	
11	11	59	---	74*	+15*
12	12	59	---	76*	+17*
13	13	50	---	72*	+22*
	13A			70*	
	13B			68*	
	13C			66	
	13D			65	
	13E			70*	
	13F			72*	
	13G			67*	

* Meets or exceeds FHWA Noise Abatement Criteria

TABLE III-2 (CON'T)

Noise Sensitive Area	Modeled Receiver	Ambient L_{eq} (dBA)	No-Build L_{eq} (dBA)	Build L_{eq} (dBA)	Change Build/Ambient
14	14	51	---	69*	+18*
	14A			68*	
	14B			66	
	14C			67*	
	14D			66	
	14E			65	
	14F			65	
	14G			65	
	14H			64	
15	15	51	---	73*	+22*
16	15	51	---	69*	+18*
17	17	70*	70*	---	----
18	18	65	68*	70*	+ 5
19	19	55	---	66	+11*

* Meets or exceeds FHWA Noise Abatement Criteria

In summary, the modeling process indicated that increases in future-year (2015) noise levels will be generated from the traffic volume associated with the planned alignment. Nine of the nineteen modeled noise- sensitive areas will be considered for abatement since they are projected to experience noise levels in exceedence of the FHWA's noise abatement criteria. The remaining ten noise-sensitive areas are not warranted for abatement for one of the following reasons:

- will not exceed the FHWA noise abatement criteria (NSA's 2, 3)
- will not be affected by the proposed Maryland Route 100 (NSA 17)
- no residences within exist the area (NSA's 4, 6, 11, 12, 15, 16)
- useable activity areas will not exceed FHWA criteria (NSA 9).

IMPACT ASSESSMENT

IV

SECTION IV: IMPACT ASSESSMENT

IMPACT ANALYSIS AND FEASIBILITY OF NOISE CONTROL

Impact Analysis

The anticipated noise impacts of the proposed improvements modeled under the Build Alternate were generally based upon two criteria, the first of which involves the relationship of the predicted noise levels to Federal Highway Administration criteria. Abatement considerations are justified if the predicted noise levels exceed the noise abatement criteria of 67 dBA as maintained by the Federal Highway Administration. The second criteria upon which this analysis was based considered the relationship of predicted noise levels to ambient levels. When the FHWA's noise abatement criteria is not exceeded, but ambient levels receive an increase in L_{eq} of more than 10 dBA, abatement measures would also be warranted. For the proposed project, both of the above criteria were used.

Consideration for noise abatement is based up on the size of the impacted area (number of structures, spatial distribution of structures, etc.), the predominant activities carried on within the area, the visual impact of the control measure, practicality of construction and feasibility.

An effective barrier should, in general, extend in both directions to four times the distance between receiver and roadway (source). In addition, an effective barrier should provide a 7-10 dBA reduction in the noise level, as a preliminary design goal. For the purpose of comparison, a total cost of $27 per-square-foot is assumed to estimate total barrier cost. This cost figure is based upon current costs experienced by Maryland State Highway Administration, and includes the costs of panels, footings, drainage, landscaping, and overhead. Noise barriers are considered reasonable if the cost per residence is generally approximated at $40,000.

Nine of the eighteen noise-sensitive areas future-year (2015) noise levels predicted under the Build Alternate to exceed FHWA's noise abatement criteria were considered for noise abatement (i.e. noise barriers). The remaining nine areas were not warranted for abatement, as explained in Section III.

Abatement Analysis

No-Build Alternate

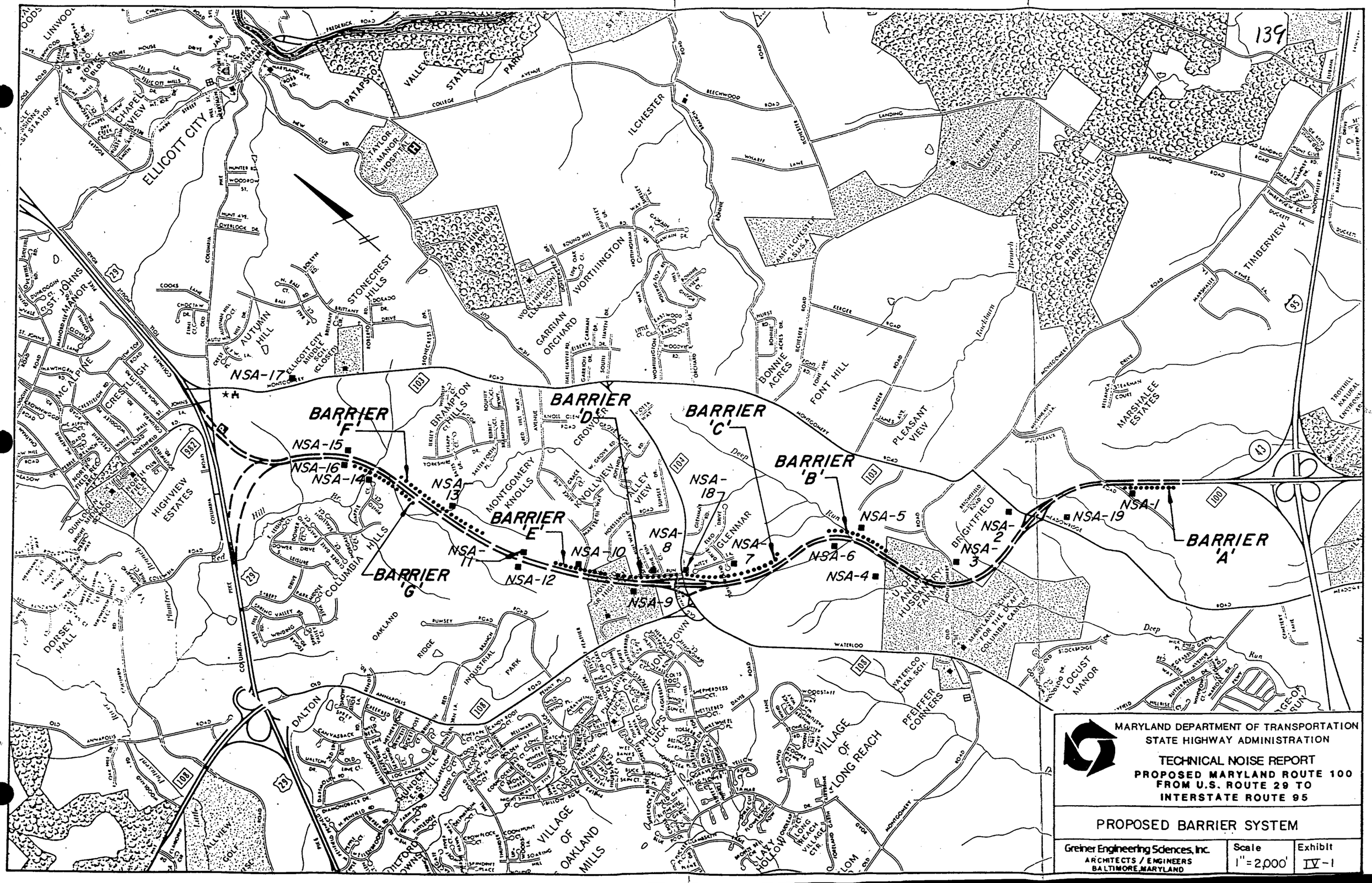
Under the No-Build Alternate, two of the three noise-sensitive areas (NSA's) will experience design-year (2015) L_{eq}'s above the FHWA's criteria; however, one of the three sites ambient levels is currently above the 67 dBA level. None of the three sites' future-year levels exceeds an ambient increase of 10 dBA.

Build Alternate

The proposed barrier system consists of seven separate noise walls with a total length of approximately 12,625 feet. Exhibit IV-1 depicts the proposed barrier locations as well as the noise sensitive areas. The following subsections describe the individual barrier heights relative to existing ground elevations, modeling results both with and without the barrier, and the NSA's to be protected by each barrier.

BARRIER A

Barrier A is located south of proposed Maryland Route 100 and west of Interstate Route 95 in the area of Mullineaux Road. This barrier will provide protection for four residences of Mullineaux Road (NSA 1).


BARRIER 'A'
BARRIER 'B'
BARRIER 'C'
BARRIER 'D'
BARRIER 'E'
BARRIER 'F'
BARRIER 'G'
NSA-1
NSA-2
NSA-3
NSA-4
NSA-5
NSA-6
NSA-7
NSA-8
NSA-9
NSA-10
NSA-11
NSA-12
NSA-13
NSA-14
NSA-15
NSA-16
NSA-17
NSA-18
NSA-19
ELLICOTT CITY
ILCHESTER
WORTHINGTON
GARRIAN ORCHARD
BONNIE ACRES
FONT HILL
PLEASANT VIEW
MARSHALEE ESTATES
TIMBERVIEW
ROCKBURN BRANCH PARK
BRIGHTFIELD
GLENMAR
KNOLLVIEW
MONTGOMERY KNOLLS
ALLEY VIEW
CROWNDER
BRAMPTON HILLS
STONECREST HILLS
AUTUMN HILL
COLUMBIA HILLS
HIGHVIEW ESTATES
DORSEY HALL
OAKLAND RIDGE
INDUSTRIAL PARK
DALTON
VILLAGE OF OAKLAND MILLS
VILLAGE OF LONG REACH
PFEIFFER CORNERS
LOCUST MANOR
U.S. ANIMAL HUSBANDRY FARM
MARYLAND SCHOOL FOR THE DEAF COLUMBIA CAMPUS
TROTHILL NATURAL ENVIRONMENTAL AREA
PATAPSCO VALLEY STATE PARK
MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION
TECHNICAL NOISE REPORT
PROPOSED MARYLAND ROUTE 100
FROM U.S. ROUTE 29 TO
INTERSTATE ROUTE 95
PROPOSED BARRIER SYSTEM
Greiner Engineering Sciences, Inc.
ARCHITECTS / ENGINEERS
BALTIMORE, MARYLAND
Scale
1" = 2,000'
Exhibit
IV-1

Barrier A begins approximately 110 feet from the edge of the proposed roadway at the right-of-way and continues along the right-of-way for 1,300 feet before terminating.

The average height of this wall is approximately 16.75 feet and has a total length of 1,300 feet. Using a $27 per-square-foot multiplier, Barrier A would cost approximately $587,500 to construct. Only four (4) residences with projected levels above 67 dBA will receive a 5 dBA attenuation from this barrier, thus yielding a cost-per-residence value of $146,900. The results of the modeling analysis for Barrier A are contained in Table IV-1.

BARRIER B

Barrier B is located north of proposed Maryland Route 100, between Old Montgomery Road and Maryland Route 104. This barrier is to provide protection for residences along Fetlock Court (NSA 5).

Barrier B begins 500 feet from the cul-de-sac of Fetlock Court along the shoulder of Westbound Maryland Route 100. The barrier extends to the east along the roadway shoulder for 500 feet and then cuts back to the right-of-way. It then continues along the right-of-way for the remaining 1,175 feet.

The total length of this barrier is 1,675 feet with an average wall height of 18 feet. This barrier would cost approximately $814,500 to construct, and providing attenuation for three eligible residences. The cost-per-residence was calculated to be $271,500. The modeling results for Barrier B, which includes future-year L_{eq}'s both with and without the barrier as well as the associated insertion losses (IL's), are contained in Table IV-1.

TABLE IV-1

NOISE MODELING RESULTS - BUILD ALTERNATE

BARRIER A

NOISE SENSITIVE AREA	MODELED RECEIVER	UNABATED L_{eq} (dBA)	ABATED L_{eq} (dBA)	INSERTION LOSS(IL) (dBA)
1	1	72*	59	13
	1A	69*	61	8
	1B	68*	62	6
	1C	70*	61	9

BARRIER B

NOISE SENSITIVE AREA	MODELED RECEIVER	UNABATED L_{eq} (dBA)	ABATED L_{eq} (dBA)	INSERTION LOSS(IL) (dBA)
5	51	68*	64	4
	5A	67*	62	5
	5B	68*	64	4
	5C	66	63	3
	5D	66	63	3
	5E	65	62	3
	5F	65	62	3
	5G	66	62	4
	5H	64	61	3
	5I	63	60	3
	5J	63	60	3

* meets or exceeds FHWA Noise Abatement Criteria

BARRIER C

Barrier C is located north of the westbound lanes of Maryland Route 100, east of Maryland Route 104. This barrier is designed to provide protection for the residences of Mitzy Drive and Mitzy Lane (NSA 7). This wall would also attenuate noise received by NSA 18; however, due to the extensive noise contributions from Maryland Route 104, it was determined that abatement for NSA 18 was not feasible.

Barrier C begins 50 feet from the shoulder of Maryland Route 104, along the right-of-way line. It continues along the right-of-way line for 1,200 feet, where it transitions to the edge of the shoulder of the westbound lanes of Maryland Route 100. From here, the barrier parallels the shoulder of the westbound lanes for the remaining 1,000 feet.

The total length at Barrier C is approximately 2,400 feet with an average wall height of 16.5 feet. Using the $27 per-square-foot multiplier the total cost of this wall would be $1,068,500. Eight residences with projected future-year (2015) L_{eq} levels at or above 67 dBA will receive a 5 dBA reduction from Barrier C. The cost-per-residence of approximately $133,600 would be provided by this barrier. Table IV-2 contains the modeling results for the NSA's protected by Barrier C.

BARRIER D

Barrier D is located north of proposed Maryland Route 100, west of Maryland Route 104. This barrier will provide protection for the residences of Spruce Run Way and Pine Run Court (NSA 8).

TABLE IV-2

NOISE MODELING RESULTS - BUILD ALTERNATE

BARRIER C

NOISE SENSITIVE AREA	MODELED RECEIVER	UNABATED L_{eq} (dBA)	ABATED $L1_{eq}$ (dBA)	INSERTION LOSS(IL) (dBA)
7	7	72*	61	11
	7A	71*	60	11
	7B	70*	60	10
	7C	69*	60	9
	7D	68*	59	9
	7E	66	58	8
	7F	65	58	7
	7G	64	58	6
	7H	64	57	7
	7I	67*	58	9
	7J	69*	59	10
	18	70*	66	4

* Meets or excees FHWA Noise Abatement Criteria

Barrier D begins 800 feet east of the dead end of Oak Run Way, approximately ten feet from the shoulder of the westbound lanes of the proposed roadway. It continues eastward along the shoulder of the roadway for 850 feet, where it begins to parallel the shoulder of the proposed ramp from Maryland Route 104 to westbound Maryland Route 100. It continues along the ramp for 650 feet before terminating.

With an average wall height of 13.6 feet and a total length of 1,500 feet, the construction cost would be approximately $550,500. Providing at least a 5 dBA attenuation for 11 residences that have noise levels that are at or exceed 67 dBA before mitigation, the cost-per-residence is approximately $50,000. The results of the modeling analysis for Barrier D is contained in Table IV-3.

BARRIER E

Barrier E is located north of proposed Maryland Route 100, and would provide protection for the residences of Avoca Road (NSA 10).

This barrier begins 700 feet east on Avoca Road adjacent to the right-of-way line. Barrier E parallels the right-of-way line as it travels eastward for 800 feet. From here, the barrier begins a transition to the edge of the shoulder of the westbound lanes for the remaining 700 feet of its length.

With a total length of 1,500 feet and an average wall height of 12 feet, the total construction cost would be approximately $480,200. With Three residences projected to receive future-year unabated noise levels of 67 dBA would receive a 5 dBA or more attenuation. The cost-per-residence is estimated to be approximately $160,100. Table IV-4 contains the modeling results for Barrier E.

TABLE IV-3

NOISE MODELING RESULTS - BUILD ALTERNATE

BARRIER D

NOISE SENSITIVE AREA	MODELED RECEIVER	UNABATED L_{eq} (dBA)	ABATED L_{eq} (dBA)	INSERTION LOSS(IL) (dBA)
8	8	69*	61	8
	8A	66	62	4
	8B	65	61	4
	8C	65	60	5
	8D	64	60	4
	8E	67*	61	6
	8F	66	60	6
	8G	65	60	5
	8H	64	59	5
	8I	67*	60	7
	8J	66	59	7
	8K	65	59	6
	8L	68*	60	8
	8M	67*	60	7
	8N	67*	60	7
	80	66	59	7

* Meets or exceeds FHWA noise abatement criteria

TABLE IV-4

NOISE MODELING RESULTS - BUILD ALTERNATE

BARRIER E

NOISE SENSITIVE AREA	MODELED RECEIVER	UNABATED L_{eq} (dBA)	ABATED L_{eq} (dBA)	INSERTION LOSS(IL)
10	10	72*	64	8
	10A	68*	62	6
	10B	67*	62	5
	10C	65	61	4

BARRIER F

NOISE SENSITIVE AREA	MODELED RECEIVER	UNABATED L_{eq} (dBA)	ABATED L_{eq} (dBA)	INSERTION LOSS(IL)
13	13	72*	62	10
	13A	70*	63	7
	13B	68*	62	6
	13C	66	61	5
	13D	65	60	5
	13E	70*	62	8
	13F	72*	63	9
	13G	67*	61	6

BARRIER F

Barrier F is located north of the westbound lanes of proposed Maryland Route 100, between Maryland Route 104 and U.S. 29. This barrier will provide protection for the residences in the area of Kirkstall Road (NSA 13).

Barrier F is 2,200 feet in total length, and begins 900 feet west of the end of Kirkstall Road. Beginning at the right-of-way, the wall follows the right-of-way eastward for 950 feet, and then begins to bend toward the shoulder of the westbound lanes of Maryland Route 100. The barrier then follows the roadway., Approximately ten feet from the shoulder for 1,050 feet before terminating.

The average wall height of this barrier would be 16.3 feet and the total construction cost of this wall, using the $27 per-square-foot multiplier, would be approximately $968,000. Providing a 5 dBA attenuation for nine residences that have projected L_{eq} levels of 67 dBA or more, the cost-per-residence would be approximately $107,600. Modeling analysis results for this barrier are contained in Table IV-4.

BARRIER G

Barrier G is located approximately 4,000 feet east of U.S. 29, south of the eastbound lanes of proposed Maryland Route 100. This wall is to provide protection for the residences of Papple Court (NSA 14).

Barrier G begins approximately 800 feet west of the cul-de-sas of Dapple Court. This barrier follows the right-of-way line eastward for 500 feet, then cuts northward to the shoulder of the eastbound lanes of proposed Maryland Route 100. Barrier G then parallels the roadway for remaining length approximately 10 to 25 feet from the edge of shoulder.

With a total length of 2,050 feet and an average wall height of 143 feet, this barrier would cost approximately $790,500 to construct. Only three residences that have projected future-year levels of 67 dBA or more will receive at least a 5 dBA attenuation. Therefore, the cost-per-residence for this barrier estimated to be is approximately $263,600. Table IV-5 contains the modeling analysis results for Barrier G.

Other Barrier Considerations

Barrier feasibility was analoyzed for NSA 19, a residence along Meadowridge Road south of the alignment opf proposed Maryland Route 100. A noise wall was located on the right-of-way line southe of the eastbound lanes of Maryland 100 with heights up to 20 feet employed. It was determined that abatement would be not be feasible in this area due to the barrier's inability to achieve a 5 dBA insertion loss. This was primarily attributable to the noise contribution received by this NSA from traffic operations using Meadowridge Road.

CONSTRUCTION IMPACTS

An increase in project area noise levels would occur during the construction of the proposed improvements. Construction noise differs significantly from that generated by normal traffic due to its unusual spectral and temporal nature. The actual level of noise impact during this period will be a function of the number and types of equipment being used, as well as the overall construction procedure.

TABLE IV-5

NOISE MODELING RESULTS - BUILD ALTERNATIVE

BARRIER G

NOISE SENSITIVE AREA	MODELED RECEIVER	UNABATED L_{eq} (dBA)	ABATED L_{eq} (dBA)	INSERTION LOSS(IL)
14	14	69*	61	8
	14A	68*	62	6
	14B	66	61	5
	14C	67*	61	6
	14D	66	60	6
	14E	65	61	4
	14F	65	61	4
	14G	65	60	5
	14H	64	60	4

COORDINATION WITH LOCAL OFFICIALS

As an integral part of this noise study analysis, close contact was maintained throughout the project's development with the Maryland Department of Transportation, State Highway Administration. Those specific groups within the Administration's divisional infrastructure that were specifically contacted for comments, data, and other project-related information included the Division of Project Development, the Division of Environmental Management, and the Traffic Forecasting Section. Comments and concerns from the various departments were noted and incorporated into this Technical Noise Report accordingly.

APPENDIX V

SECTION V: APPENDIX

TRAFFIC DATA

The following vehicle mix utilized for this noise analysis was derived from traffic volumes furnished by the Maryland Department of Transportation's State Highway Administration. The data contained in the table that follows are representative of the peak-hour traffic volumes for each subject roadway under the No-Build and Build Alternates.

TABLE V-1

VEHICLE MIX
NO-BUILD ALTERNATE

Description	Cars	Medium Trucks	Heavy Trucks	Total[1]
Maryland Route 104	1580	62	58	1700
Maryland Route 103	1210	46	44	1300
Maryland Route 108	1674	64	62	1800

BUILD ALTERNATE

Description	Cars	Medium Trucks	Heavy Trucks	Total[1]
Maryland Route 100	3697	143	135	3975
Maryland Route 104	1583	62	58	1700
Maryland Route 103	1210	46	44	1300
Maryland Route 108	1674	64	62	1800

1 Total per direction

TABLE IV-22

NOISE MODELING SUMMARY
(All Levels in L_{eq}(h), dBA)

Noise Sensitive Site	Noise Sensitive Area	1992 Monitored Levels	No-Build Alternative	Alternative 3	Alternative 3 Option C Revised	Alternative 3 Option C Modification 1
3	L	55	--	68*	65*	63
5	B	47	--	67*	Take	Take
6	K	50	--	68*	68*	66*
7	C	52	--	70*	70*	70*
18	C	64	--	70*	70*	70*
23	-	47	--	71*	72*	72*
24	K	51	--	70*	68*	67*
25	B	47	--	68*	Take	Take
26	K	52	--	69*	65	65
27	O	54	54	58	58	59
28	O	--	56	61	60	60
29	O	68*	65	64	64	64
30	O	--	52	63	61	61
31	B	47	--	67*	67*	67*
34	A	52	--	Take	Take	70*
35	A	--	65	65*	65*	65*

*Approaches or exceeds FHWA noise abatement criteria, or 10 dBA increase over ambient.
Note: All noise levels shown are predicted levels without abatement.

TABLE IV-22 (Cont'd)

NOISE MODELING SUMMARY
(All Levels in L_{eq}(h), dBA)

Noise Sensitive Site	Noise Sensitive Area	1992 Monitored Levels	No-Build Alternative	Alternative 3 Option D Revised	Alternative 3 Option D Modification 1	Alternative 3 Option D Modification 2	Alternative 3 Option D Modification 3	Alternative 3 Option D Modification 2A (Selected Alternative)
3	L	55	--	63	62	62	62	62
5	B	47	--	64*	65*	65*	65*	65*
6	K	50	--	69*	66*	66*	66*	66*
7	C	52	--	70*	70*	70*	70*	70*
18	C	64	--	70*	70*	70*	70*	70*
23	-	47	--	70*	72*	72*	72*	72*
24	K	51	--	73*	69*	69*	69*	69*
25	B	47	--	65*	66*	66*	66*	66*
26	K	52	--	73*	70*	70*	70*	70*
27	O	54	54	64	64	64	64	64
28	O	--	56	68*	68*	68*	68*	68*
29	O	68*	65	65	65	65	65	65
30	O	--	52	63	64	64	64	64
31	B	47	--	63	64	64	64	64
34	A	52	--	Take	70*	70*	70*	70*
35	A	--	65	65*	65*	65*	65*	65*

*Approaches or exceeds FHWA noise abatement criteria, or 10 dBA increase over ambient.

Note: All noise levels shown are predicted levels without abatement.

feasibility. This included a maximum height of 22 feet on structures that pass over Deep Run. With this limitation, a barrier 5,190 feet long with an average height of 20.1 feet would provide protection to 54 residences at a cost of $1,721,510. The cost-per-residence of this barrier is $31,880.

The second scenario increased the height of the barrier such that the same residences benefitted with a barrier in Alternative 3 - Option D Modification 1 would also be protected with this alternative. This was accomplished by raising the average height to 21.3 feet. However, this requires sections of barrier on structures that would reach 26 feet. With this adjustment, 58 residences would be protected at a total cost and cost-per-residence of $1,825,820 and $31,480, respectively.

A commitment has been made by the SHA to provide noise abatement along the north side of MD 100. This abatement will provide protection for noise sensitive areas B and C which includes the communities of Glen Mar, Montgomery Meadows, and Hunt Country Estates Subdivisions. The final barrier length and height will be determined during final design.

c. NSA B Only

For this alternative, NSAs B and C were also analyzed separately. For NSA B, a total of 15 residences would be impacted. A barrier 1,820 feet long and 26 feet high would provide the minimum 5 dBA reduction to 12 impacted residences. The total cost and cost-per-residence of this barrier would be $781,640 and $65,140, respectively. This scenario would require barriers 26 feet in height on structures over Deep Run. Based on the cost-per-residence, abatement at this NSA is not considered reasonable.

d. NSA C Only

A total of 26 single-family residences will be impacted by this alternative. A barrier 20 feet high beginning approximately 50 feet east of MD 104 and continuing for 2,590 feet along the westbound lanes of MD 100 would protect 25 of the 26 impacted residences. The total cost and cost-per-residence of this barrier is $854,700 and $34,200, respectively. Based on the cost-per-residence, abatement for this NSA is considered reasonable.

e. NSA K

A total of 254 residential units will be impacted by this alternative. As with the previous Option C Revised and Option D Revised, two scenarios were analyzed. For the first floor units, a barrier 4,730 feet long with an average height

of 15.7 feet would protect 129 impacted residences. The barrier location is the same as with Option D Modification 1. The total cost and cost-per-residence is $1,221,360 and $9,470, respectively. Based on the cost-per-residence, abatement at this NSA is considered reasonable. Noise abatement measures at this location will be evaluated during final design.

Increasing the average barrier height to 16.8 feet would protect a total of 172 of the 254 impacted residences. The total cost and cost-per-residence of this scenario is $1,308,420 and $7,610, respectively. Based on the cost-per-residence, abatement at this NSA is considered reasonable. Noise abatement measures at this location will be evaluated during final design.

10. Earth Berm Feasibility

A supplemental analysis was undertaken to determine the feasibility and effect of placing earth berms adjacent to the noise sensitive areas in the project area should there be excess material after MD 100 is constructed. Feasibility refers to the ability to construct earth berms given the existing topography and the proposed vertical and horizontal alignment of Alternative 3 - Modification 2A (Selected Alternative). Earth berms have the potential effect of reducing noise levels and abatement costs. This analysis was performed with the following assumptions:

- Berms would be constructed with 2:1 side slopes and a 5-foot-wide bench at the top;
- All construction would be within the proposed right-of-way, except where it could be assumed that easements could be obtained from homeowner association properties;
- No existing wetland systems would be encroached upon; and
- No additional costs for berm construction would be incurred since this project will most likely result in excess excavated material. If this is not the case, additional costs for berm construction would need to be determined.

An initial screening of Alternative 3 - Modification 2A (Selected Alternative) indicated that all berms would need to be constructed within the proposed right-of-way except near NSA K, where homeowner association property exists adjacent to the proposed right-of-way. A summary of the feasibility and effect of earth berm construction is provided below by noise sensitive area.

a. NSA A

Adjacent to NSA A, two separate berms can be constructed within the proposed right-of-way. The first would extend from just east of MD 103 to just west of the Wetland 11A at Station 235+00. The second berm would begin just east of this wetland and extend to just west of the previously constructed portion of MD 100.

These berms would range in height from 1 to 4 feet and require approximately 5,370 cubic yards of material to construct. These berms would lower the necessary height of the abatement walls by 1 to 4 feet. The total cost and cost-per-residence would be $399,020 and $99,750, respectively. There would be no impacts to forested lands as a result of constructing these berms. Due to the substantial cost associated with abatement at this location, this option was not considered reasonable.

b. NSA B

As with NSA A, two separate berms can be constructed within the proposed right-of-way. The first berm would be located north of the westbound lanes of MD 100, from Station 155+00 to 162+00. This berm would average 2 feet in height. A second berm, also to the north, would extend from Station 168+00 to 177+00 and vary from 1 to 3 feet in height. The combination of these two berms would require approximately 2,775 cubic yards of material to construct.

These berms would lower the height of the abatement walls in certain areas from 1 to 3 feet. The new cost and cost-per-residence for NSA B would be $738,030 and $61,500. Construction of these berms would result in approximately 0.49 acres of impact to adjacent forested lands. Due to the substantial cost per residence, noise abatement at this NSA is not considered reasonable.

c. NSA C

A single berm, beginning just east of MD 104 and continuing to Station 145+00 to the north of MD 100 could be constructed within the proposed right-of-way. This berm would vary in height from 1 to 4 feet and require approximately 4,260 cubic yards of material to construct. This would lower the required height of the noise abatement barrier for this NSA. The new cost and cost-per-residence of this berm/barrier would be $637,750 and $25,510, respectively. A total of 0.93 acres of forested land would be impacted with the construction of this berm. This noise abatement option will be evaluated further during the final design phase of this project.

d. NSA K

At NSA K, homeowner association property exists adjacent to the right-of-way, which would allow for much higher berms to be constructed. A single berm to the south of MD 100 beginning at Station 131+00 and continuing to Station 161+00 could be constructed. With the additional width from the homeowner association property, this berm will vary in height from 3 to 36 feet and vary in width from 25 to 165 feet. This berm would tie into and increase the height of the existing berm that is adjacent to the majority of the Villages of Montgomery Run. A total of 118,800 cubic yards of material will be needed to construct this berm.

This berm would reduce the necessary height of the noise abatement barrier for this NSA. With the berm, the new cost and cost-per-residence of the abatement barrier for this NSA would be $550,450 and $4,270, respectively. A total of 1.38 acres of forested lands would be impacted by the construction of this berm. This barrier/berm combination will be evaluated further during the final design phase of this project.

e. NSA L

This NSA is not eligible for abatement under this alternative. However, should excess material be available during construction, two berms could be constructed within the proposed right-of-way adjacent to this NSA. These berms, located to the north of MD 100, would extend between Old Montgomery Road and MD 103 separated by the wetland at Station 211+00. The height of these berms would vary between 3 and 4 feet, and require 4,260 cubic yards of material to construct. This berm would impact 0.17 acres of forested land and would not result in a measurable reduction in noise levels. Therefore, it is not considered a reasonable or feasible noise abatement option.

f. NSA O

Within NSA O, there are three specific noise sensitive sites that were analyzed for noise impacts, none of which were considered for abatement. However, as with NSA L, should excess material be available during construction, berms could be constructed within the proposed right-of-way adjacent to these sites. Due to the limited height of the berms, the noise contribution of other area roadways and the lack of a measurable reduction in noise levels, berms at this location are not considered reasonable or feasible.

For the Curtis-Shipley property, two 4-foot-high berms could be constructed south of MD 100 and west of the proposed Snowden River Parkway extending from Station 167+00 to approximately 200 feet north of MD 108. These two

berms would be separated by the wetland at Station 177+00. Combined, these berms would require approximately 3,700 cubic yards of material to construct. No forested impacts would occur with the construction of these berms.

The University of Maryland Husbandry Farm could also have two berms constructed within the proposed right-of-way. Extending from just north of MD 108 to Station 194+00, these berms would be east of the proposed Snowden River Parkway and south of MD 100. A wetland at Station 185+00 would separate these two berms which range in height from 1 to 4 feet. A total of 2,960 cubic yards of material would be needed for construction and the construction would not impact any forested lands.

The Maryland School for the Deaf could have one berm constructed within the proposed right-of-way south of MD 100 between Old Montgomery Road and the wetland at Station 211+00. This berm would range between 2 and 4 feet in height and require approximately 2,040 cubic yards of material to construct. There would be no impact to forested land with this construction.

Existing development or property owners can dedicate land beyond the MD 100 right-of-way for earth berm construction. This will be considered during final design only if excess material is available after construction of MD 100 is complete. A commitment has been made by the SHA to connect the two existing earth berms associated with NSA K. This will extend the earth berm through the BGE right-of-way and will include landscaping compatible with the existing berms. No other earth berms will be provided by the SHA east of MD 104 unless excess material is available after construction of MD 100 is complete. Construction of any additional earth berms would be coordinated with area residents.

11. Traffic Management Measures

Traffic management measures which could be used for noise abatement include traffic control devices and signing for prohibition of certain vehicles (heavy trucks), time use restrictions for certain types of vehicles, modified speed limits, and exclusive lane designations. However, prohibiting heavy trucks on MD 100 would not be consistent with FHWA policy for this type of facility or with the intent of the project to provide a link from U.S. 29 to I-95. Any modification to the speed limit would cause an inadequate level of service for the projected traffic volumes.

12. Alterations of Horizontal and Vertical Alignment

The project is heavily developed and all potential horizontal alignments have been analyzed. Vertical alignments have also been adjusted. Due to

other environmental constraints and the existing topography, any further adjustment for noise mitigation would create impacts to other sensitive environmental resources.

13. Acquisition of Real Property or Property Rights to Establish Buffer Zones

For properties where development plans are not yet approved, the developer will be responsible for noise mitigation. In existing developments, there is insufficient space to provide a buffer large enough to reduce noise levels below impact levels. Some developments constructed after 1989 have included some earth berms as required by Howard County.

The Villages of Montgomery Run were constructed with the alignment of MD 100 being public knowledge. In fact, at the County's request, the alignment was moved to permit these units to be constructed. Alternative 3 - Option D Modification 2A, the 1994 Selected Alternative has revised the 1989 alignment and is located closer to 8611 and 8613 Falls Run Way (Building D) of the Villages of Montgomery Run. To provide reasonable noise mitigation for these units that are now closer to MD 100, the SHA offered the owners two options. The first option would provide a noise barrier to protect the first and second floor units and purchase the third floor, while the second allowed for the optional buyout of all three floors. The SHA could not justify providing both a noise wall and a three floor buyout option at public expense, thus at the request of the residents, the SHA has agreed to an optional buyout for all three floors of this building as noise mitigation. The units will be resold with full knowledge and disclosure of the MD 100 Selected Alternative alignment. This buyout offer was made based on an understood commitment from SHA in 1989 that MD 100 would not get any closer to existing communities. No other community is any closer to MD 100 than in 1989.

14. Construction Impacts

An increase in project area noise levels would occur during the construction of the proposed improvements. Construction noise differs significantly from the noise generated by normal traffic due to its unusual spectral and temporal nature. The actual level of noise impact during this period will be a function of the number and types of equipment being used, as well as the overall construction procedure.

T. Mitigation

A conceptual mitigation plan has been developed to replace the 4.9 acres of wetlands impacted by Alternative 3 Option D Modification 2A (Selected Alternative).

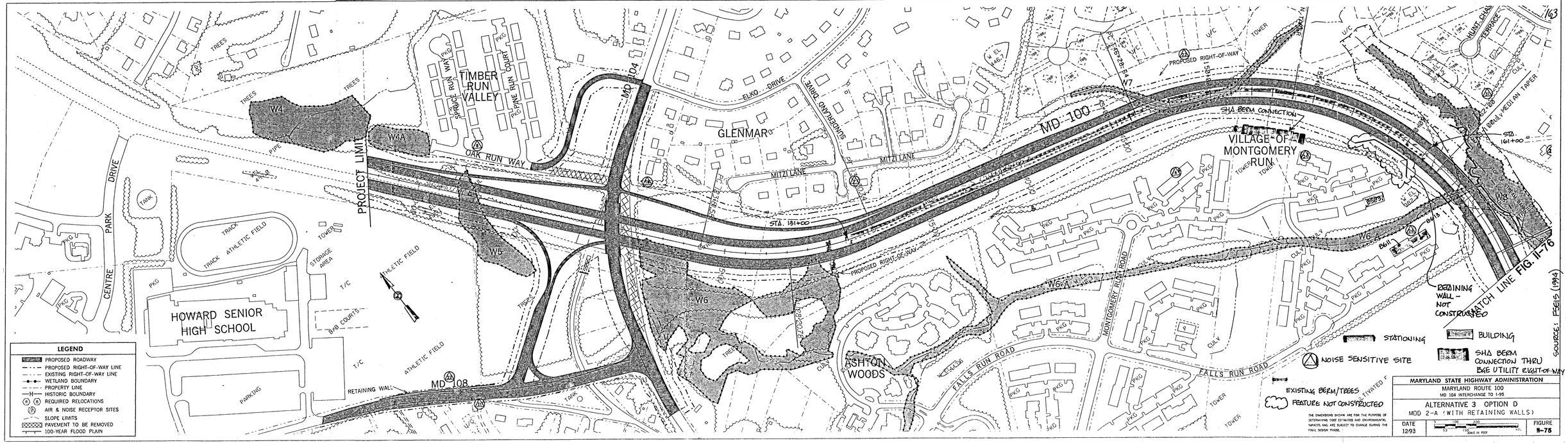
Preliminary evaluations indicate that the 4.9 acres of lost wetland functions can be replaced with the two mitigation sites by providing the following:

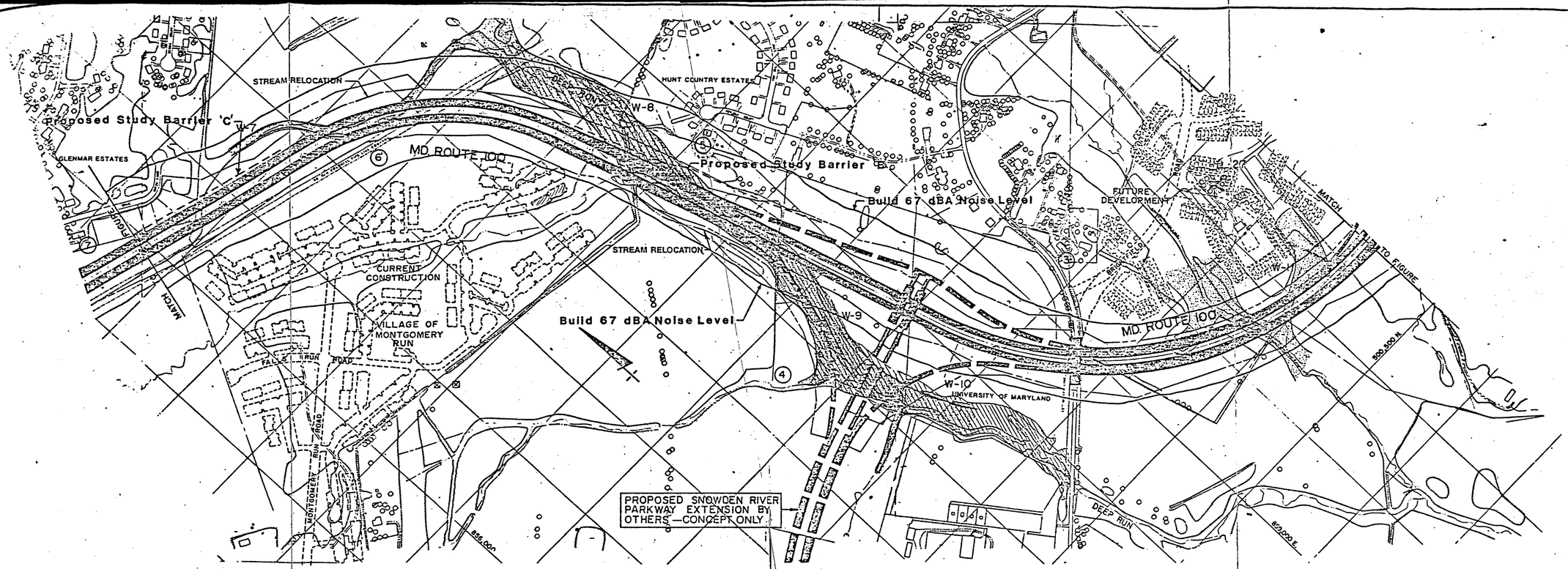
- Sediment trapping, nutrient retention, and flood desynchronization by allowing storm flows to spread out over the mitigation area by either a hydrologic connection or overbank flows;
- Sediment trapping and nutrient retention of overland flow;
- Food chain support by creating habitat conducive to wildlife from aquatic invertebrates to mammals and birds where little or no food chain support exists;
- Groundwater discharge by creating seeps in the area; and
- Wildlife habitat that will support volunteer wetland growth and help continue two wildlife corridors along these two stream channels.

The anticipated wetland impacts to Wetlands W-4a, W-5 through W-13, and Conservation Areas 1 and 2 total 4.9 acres for the MD 100 project between MD 104 and I-95. The total impact is the result of considering the use of walls to minimize wetland impacts. Further refinements to the interchanges at Snowden River Parkway and MD 103 have provided additional reductions in wetland impacts. Application of replacement ratios result in a total of 8.2 acres of required mitigation. Table IV-31 describes the wetland impacts in detail.

An exhaustive site search has been conducted to locate all potential wetland mitigation sites in the Deep Run, Stony Run, and Sawmill Watersheds to offset impacts due to the construction of MD Route 100 from U.S. 29 to I-97. MD 100 is being designed in two stages and involves two site searches for potential wetland mitigation properties, one west of I-95 and the other east of I-95. The two site searches, encompassing a total of 49 properties, were evaluated for potential wetland creation and/or stream restoration to replace ecological functions associated with unavoidable impacts to wetlands in the Deep Run, Stony Run, and Sawmill Watersheds.

The MD 100 site search, east of I-95, evaluated 23 sites for wetland replacement. Only five of these 23 sites were considered viable and all are currently being designed and/or constructed to satisfy mitigation requirements for MD 100 impacts from I-97 to I-95.


MD 100
MD 104
MD 108
PROJECT LIMIT
TIMBER RUN VALLEY
GLENMAR
VILLAGE OF MONTGOMERY RUN
ASHTON WOODS
HOWARD SENIOR HIGH SCHOOL
OAK RUN WAY
ELKO DRIVE
SUNDERLAND DRIVE
MITZI LANE
CENTRE PARK DRIVE
FALLS RUN ROAD
MONTGOMERY RUN ROAD
HUNT CLUB TERRACE
SPRUCE RUN WAY
PINE RUN COURT
TRACK ATHLETIC FIELD
STORAGE AREA
BAS COURTS
PARKING
RETAINING WALL
PROPOSED RIGHT-OF-WAY
SHA BERM CONNECTION
STA. 161+00
STA. 181+00
W4
W4A
W5
W6
W6-A
W7
RETAINING WALL - NOT CONSTRUCTED
MATCH LINE FIG. II-76
STATIONING
BUILDING
SHA BERM CONNECTION THRU BGE UTILITY RIGHT-OF-WAY
NOISE SENSITIVE SITE
EXISTING BERM/TREES
FEATURE NOT CONSTRUCTED
LEGEND
PROPOSED ROADWAY
PROPOSED RIGHT-OF-WAY LINE
EXISTING RIGHT-OF-WAY LINE
WETLAND BOUNDARY
PROPERTY LINE
HISTORIC BOUNDARY
REQUIRED RELOCATIONS
AIR & NOISE RECEPTOR SITES
SLOPE LIMITS
PAVEMENT TO BE REMOVED
100-YEAR FLOOD PLAIN
THE DIMENSIONS SHOWN ARE FOR THE PURPOSE OF DETERMINING COST ESTIMATES AND ENVIRONMENTAL IMPACTS, AND ARE SUBJECT TO CHANGE DURING THE FINAL DESIGN PHASE.
MARYLAND STATE HIGHWAY ADMINISTRATION
MARYLAND ROUTE 100
MD 104 INTERCHANGE TO I-95
ALTERNATIVE 3 OPTION D
MOD 2-A (WITH RETAINING WALLS)
DATE 12/93
SCALE IN FEET
FIGURE II-75
SOURCE: FSEIS (1994)



SOURCE: FEIS (1980)

LEGEND

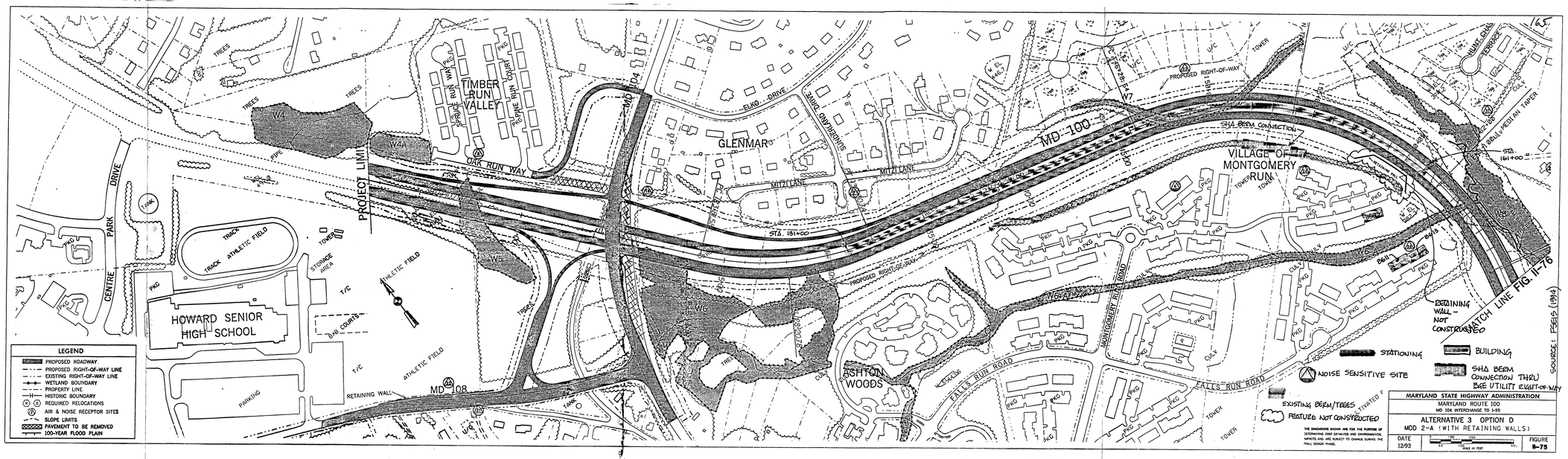
- PROPOSED ROADWAY
- FUTURE CONSTRUCTION
- PROPOSED RIGHT-OF-WAY
- EXISTING RIGHT-OF-WAY
- RESIDENCE TO BE ACQUIRED
- 100 YEAR FLOODPLAIN BOUNDARY*
- WETLANDS
- PROPOSED STRUCTURE
- (7) AIR/NOISE RECEPTOR LOCATIONS
- PARKLAND BOUNDARY
- POSSIBLE AND NATIONAL REGISTER ELIGIBLE HISTORIC SITE BOUNDARY
- ☆ INVENTORY LEVEL HISTORIC SITE

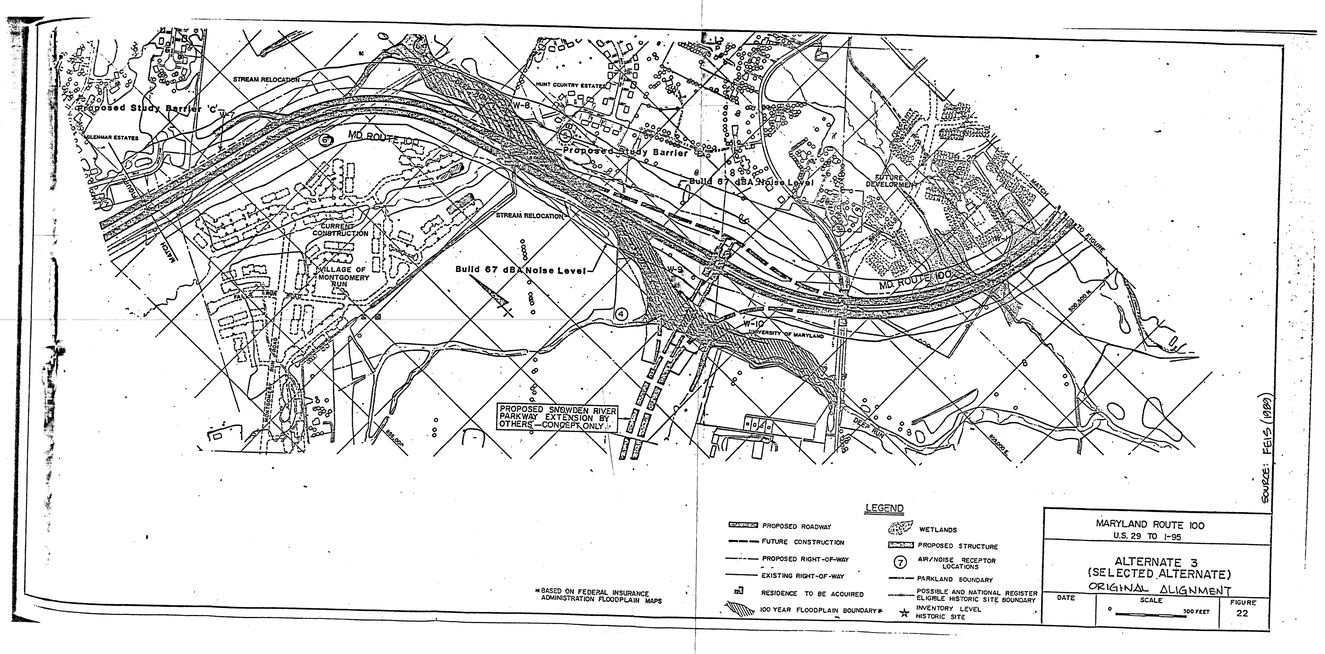
*BASED ON FEDERAL INSURANCE ADMINISTRATION FLOODPLAIN MAPS

MARYLAND ROUTE 100
U.S. 29 TO I-95

ALTERNATE 3
(SELECTED ALTERNATE)
ORIGINAL ALIGNMENT

DATE	SCALE	FIGURE
	0 — 300 FEET	22


HOWARD SENIOR HIGH SCHOOL
TIMBER RUN VALLEY
GLENMAR
VILLAGE OF MONTGOMERY RUN
ASHTON WOODS
MD 100
MD 108
PROJECT LIMIT
CENTRE PARK DRIVE
OAK RUN WAY
MITZ LANE
ELKO DRIVE
FALLS RUN ROAD
MONTGOMERY ROAD
PROPOSED RIGHT-OF-WAY
SHA BERM CONNECTION
RETAINING WALL - NOT CONSTRUCTED
MATCH LINE FIG. II-76
LEGEND
PROPOSED ROADWAY
PROPOSED RIGHT-OF-WAY LINE
EXISTING RIGHT-OF-WAY LINE
WETLAND BOUNDARY
PROPERTY LINE
HISTORIC BOUNDARY
REQUIRED RELOCATIONS
AIR & NOISE RECEPTOR SITES
SLOPE LIMITS
PAVEMENT TO BE REMOVED
100-YEAR FLOOD PLAIN
STATIONING
BUILDING
NOISE SENSITIVE SITE
SHA BERM CONNECTION THRU BGE UTILITY RIGHT-OF-WAY
EXISTING BERM/TREES
FEATURE NOT CONSTRUCTED
THE DIMENSIONS SHOWN ARE FOR THE PURPOSE OF DETERMINING COST ESTIMATES AND ENVIRONMENTAL IMPACTS, AND ARE SUBJECT TO CHANGE DURING THE FINAL DESIGN PHASE.
MARYLAND STATE HIGHWAY ADMINISTRATION
MARYLAND ROUTE 100
MD 104 INTERCHANGE TO I-95
ALTERNATIVE 3 OPTION D
MOD 2-A (WITH RETAINING WALLS)
DATE 12/93
SCALE IN FEET
FIGURE II-75
SOURCE: FELS (1994)


Proposed Study Barrier "C"
STREAM RELOCATION
GLENMAR ESTATES
MD. ROUTE 100
HUNT COUNTRY ESTATES
Proposed Study Barrier
Build 67 dBA Noise Level
FUTURE DEVELOPMENT
CURRENT CONSTRUCTION
VILLAGE OF MONTGOMERY RUN
Build 67 dBA Noise Level
UNIVERSITY OF MARYLAND
PROPOSED SNOWDEN RIVER PARKWAY EXTENSION BY OTHERS—CONCEPT ONLY
*BASED ON FEDERAL INSURANCE ADMINISTRATION FLOODPLAIN MAPS
LEGEND
PROPOSED ROADWAY
FUTURE CONSTRUCTION
PROPOSED RIGHT-OF-WAY
EXISTING RIGHT-OF-WAY
RESIDENCE TO BE ACQUIRED
100 YEAR FLOODPLAIN BOUNDARY*
WETLANDS
PROPOSED STRUCTURE
AIR/NOISE RECEPTOR LOCATIONS
PARKLAND BOUNDARY
POSSIBLE AND NATIONAL REGISTER ELIGIBLE HISTORIC SITE BOUNDARY
INVENTORY LEVEL HISTORIC SITE
MARYLAND ROUTE 100
U.S. 29 TO I-95
ALTERNATE 3
(SELECTED ALTERNATE)
ORIGINAL ALIGNMENT
DATE
SCALE
300 FEET
FIGURE 22
SOURCE: FELS (1992)

166

Maryland Department of Transportation
State Highway Administration

Parris N. Glendening
Governor

John D. Porcari
Secretary

Parker F. Williams
Administrator

July 21, 1999

Mr. and Mrs. John W. Wells
8583F Falls Run Road
Ellicott City MD 21043

Dear Mr. and Mrs. Wells:

This is a follow-up to your July 19th letter and recent telephone conversation with Ms. Natalie B. Hardy, of my staff, regarding information related to the Village of Montgomery Run. I appreciate the opportunity to provide you with answers to your inquiry.

You asked, "Where are the results from the analyses as promised in the Supplemental Environmental Document?" The option for a sound barrier was given to the homeowners in 8611 and 8613 because MD 100 had changed its alignment near these buildings, thereby causing additional impacts that were not indicated in the Final Environmental Impact Statement, dated April 20, 1989. As indicated by Ms. Hardy, an analysis for the area near 8611 and 8613 was not conducted because the homeowners unanimously agreed to have their property purchased instead of opting for a sound barrier. Since the option for a sound barrier was waived, no further analysis, including noise measurements, was conducted. You also indicated that you would like a meeting to discuss additional questions and the amount of existing landscaping. Ms. Hardy will contact you to coordinate that meeting.

Thank you for your letter and telephone call. If you have any questions, please feel free to contact me at 410-545-8640 or 1-800-446-5962.

Sincerely,

Charles B. Adams
Director
Office of Environmental Design

cc: The Honorable Elizabeth Bobo, Member, Maryland House of Delegates
Mr. James M. Irvin, Director, Howard County Department of Public Works
The Honorable Edward J. Kasemeyer, Member, Senate of Maryland
The Honorable James N. Robey, Howard County Executive
Ms. Natalie B. Hardy, Special Assistant to the Director, State Highway Administration

My telephone number is _____

Maryland Relay Service for Impaired Hearing or Speech
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

bcc: Mr. James D. Hade, Noise Abatement Team Leader, State Highway Administration
Mr. Allen Ferragamo, Howard County Department of Public Works
Mr. Robert Fisher, District (7) Engineer, State Highway Administration
Mr. John M. Lewis, State Legislative Officer, Maryland Department of Transportation
Mr. T.E. Severe, Noise Abatement Team, State Highway Administration

Serial #: None
OED Serial#: None
Noise Customer #: 1844
Responding to letter dated: Follow-up to 07/14/99 telephone call to Ms. Natalie Hardy
Saved: 07/19/99 2:38 PM by: T.E. Severe 410-545-8600
N:\OED\NOISE\CORRESP\1999\WELLS08.doc

168

8583F Falls Run Road
Ellicott City, MD 21043
July 19, 1999

Ms. Natalie Hardy
State Highway Administration
P.O Box 717
Baltimore, MD 21203-0717

Dear Ms. Hardy:

This is a follow-up to our telephone conversation of July 15 in which I inquired about information that we had requested in our letter to you dated April 25, 1999.

Please note item #4 of this letter references Table IV-30 and Pages IV-67 to IV-68 of the Supplemental FEIS, which states that: "Based on the cost-per-residence, abatement at this NSA (NSA K) is considered reasonable. Noise abatement measures at this location will be evaluated during final design." These statements are repeated twice. The first time these statements refer to noise abatement for NSA K that would impact 254 residences and benefit 129 residences. The second time these statements refer to noise abatement for NSA K 2nd Floor that would impact 254 residences and benefit 172 residences.

On July 15, you indicated that you thought no noise abatement had been provided for the rest of our community because the 24 units at 8611 and 8613 Falls Run Road had opted for a buyout instead of noise abatement. Clearly, there must have been an evaluation that resulted in the SHA focusing on only these 24 units, rather than the 254 units referred to in the Supplemental FEIS. My husband and I would like the SHA to disclose this information.

As already requested in our letter to you dated April 25, 1999, please provide all documents relating to the evaluation that took place in the final design. Include documentation showing how noise only increased at 8611 Falls Run Road with no associated noise level increase at 8583 Falls Run Road, which is located right next to these buildings and also abuts against MD 100.

Specifically, we would like to know on what basis the SHA decided not to provide the noise abatement indicated in the Supplemental FEIS for NSA K 2nd Floor, which according to Table IV-30 would have benefited 172 of the 254 residences impacted at a cost of only $1,308,420. Please provide us with a copy of the evaluation that resulted in the SHA selecting a plan that only benefited 24 units at a cost of $2,200,000. This evaluation should include noise criteria measures as well as cost-benefit factors.

Thank you for your prompt disclosure of the documentation outlined above.

Sincerely,

Amy S. Wells John W. Wells

cc: The Honorable Elizabeth Bobo, Member, Maryland House of Delegates
The Honorable Benjamin L. Cardin, Member, House of Representatives
The Honorable Parris N. Glendening, Governor, State of Maryland
The Honorable C. Vernon Gray, Member, Howard County Council
The Honorable Edward J. Kasemeyer, Member, Senate of Maryland
The Honorable James N. Robey, Howard County Executive
Mr. Rodney E. Slater, U.S. Department of Transportation
Mr. John D. Porcari, Secretary, Maryland Department of Transportation
Mr. Parker F. Williams, Director, State Highway Administration
Mr. Charles B. Adams, Director, Office of Environmental Design, State Highway Administration

170

8583F Falls Run Road
Ellicott City, MD 21043
July 20, 1999

Mr. Charles Adams
State Highway Administration
P.O Box 717
Baltimore, MD 21203-0717

Dear Mr. Adams:

Thank you for your letter of July 15 in which you responded to our letter of April 25, 1999 to Ms. Natalie Hardy of your staff. However, we are still trying to find out why the berm located next to our building was shaved back during the construction of MD 100.

In your letter, you stated that the SHA had not built the retaining wall that, according to Figure II-75, was to be built between stations 156 and 161 because: "Following completion of the SFEIS for MD 100, the roadway was modified so that the retaining wall was not required and, therefore, was not built. This was a change that resulted in a less costly design without any additional impact to existing wetlands." Our question is not how these modifications impacted the wetlands, but how any modifications to the roadway impacted the adjacent berm.

We have been trying to find out why the SHA shaved back a portion of the berm located next to our building at 8583 Falls Run Road because this berm was constructed by the developer to provide noise mitigation. Note: This is not the berm that you or Mr. Porcari referred to in your letters. The berm that you both discussed is located several buildings from ours undeneath power lines. We are referring to the berm that the developer constructed 10 years ago, upon which the SHA planted 375 pine trees in 1991.

We are particularly concerned that the SHA shaved back a portion of this berm in the vicinity of 8583 Falls Run Road because it resulted in the removal of several pine trees that the SHA had planted there in 1991 as part of a Memo of Understanding with our developer. We do not understand how you can tell us that the developer is still responsible for noise mitigation when the SHA compromised the developer's berm and broke the agreement with the developer by removing several trees. We see no evidence that the SHA planted new pine trees in the vicinity of the ones that were removed. In fact, in your letter of March 24, 1999, you indicated that the SHA could not provide any additional plantings in this area.

We do not understand why the SHA removed the very pine trees they had previously planted. One possible explanation is that the "lazy S" alignment actually begins where the berm was shaved back. This would also help explain why the median and shoulder have been tapered between stations 160 and 162. However, even if the alignment shift does not begin at this location, the key point is that the SHA, for some reason, decided to compromise the builder's berm and remove trees that should not have been removed based on the Memo of Understanding between the SHA and our developer.

Please send us a written explanation as to why the SHA shaved back the berm that is located next to our building and why the SHA removed pine trees that had been planted to satisfy the Memo of Understanding between the SHA and our developer. We would also appreciate a written explanation as to how the developer can still be held responsible for noise mitigation, considering the fact that the SHA compromised the developer's noise abatement plan that had been in place since 1991.

Thank you for clarifying these issues at your earliest opportunity.

Sincerely,

Amy S. Wells John W. Wells

cc: The Honorable Elizabeth Bobo, Member, Maryland House of Delegates
The Honorable Benjamin L. Cardin, Member, House of Representatives
The Honorable Parris N. Glendening, Governor, State of Maryland
The Honorable C. Vernon Gray, Member, Howard County Council
The Honorable Edward J. Kasemeyer, Member, Senate of Maryland
The Honorable James N. Robey, Howard County Executive
Mr. Rodney E. Slater, U.S. Department of Transportation
Mr. John D. Porcari, Secretary, Maryland Department of Transportation
Mr. Parker F. Williams, Director, State Highway Administration
Ms. Natalie B. Hardy, Special Assistant to the Director of Environmental Design, State Highway Administration

178

Maryland Department of Transportation
State Highway Administration

Parris N. Glendening
Governor

John D. Porcari
Secretary

Parker F. Williams
Administrator

July 15, 1999

Mr. and Mrs. John W. Wells
8583F Falls Run Road
Ellicott City MD 21043

Dear Mr. and Mrs. Wells:

This is a follow-up to your letter to Ms. Natalie B. Hardy, of my staff, regarding the evaluation of the Village of Montgomery Run in the 1989 Final Environmental Impact Statement (FEIS) and the 1994 Supplemental Final Environmental Impact Statement (SFEIS). I appreciate your patience as we gathered this information.

You asked, "On what basis does the State hold the developer responsible for noise mitigation?" When new highways or improvements to existing highways are planned, an environmental document is developed to address any impacts that may occur as a result of the improvements. Responsibility for addressing noise issues for a development that is built after the date that the State Highway Administration (SHA) receives approval of the final environmental document from the Federal Highway Administration (FHWA) rests with the developer. Once the FHWA approval is received, the public, as well as the local jurisdiction, Howard County in this instance, is notified that the State has received approval for a future highway. For MD 100, the Villages of Montgomery Run I and II had not yet been constructed in 1989 when SHA received approval from FHWA. At the time the property was developed, the developer was aware that MD 100 would be constructed on the alignment selected in the 1989 FEIS and that any impacts to the community as a result of the highway improvements would be the responsibility of the developer.

You asked, "By what authority did the State modify Alternative 3, Option D, Modification 2A, which was the "selected alternative" according to the SFEIS?" The original alignment of MD 100 was changed, adjacent to 8611 and 8613 Falls Run Road, because of impacts to wetlands along the Deep Run stream system that would have occurred with the original selected alignment. This required an alignment shift away from Deep Run, which, in turn, resulted in the roadway being closer to 8611 and 8613 Falls Run Road. MD 100, adjacent to 8583 Falls Run Road, is in the same location as the alignment presented in the 1989 environmental document. Because of the alignment shift, SHA gave the owners of units at 8611 and 8613 the option of either a sound barrier or a buyout. The owners unanimously chose the buyout option.

You stated, "Figure II-75 clearly indicated that a retaining wall was to be built between stations 156 and 161." Following completion of the SFEIS for MD 100, the roadway was modified so that the retaining wall was not required and, therefore, was not built. This was a change that resulted in a less costly design without any additional impact to existing wetlands.

My telephone number is _____

Maryland Relay Service for Impaired Hearing or Speech
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

You asked, "Why did the State shave back the northern face of the berm and remove at least one row of pine trees and other vegetation?" In addition, you stated that SHA would restore landscaping elements. A representative of our District Office of Construction researched the construction history and visited the existing berm. It was determined that SHA coordinated with BGE to close this gap in the berm and to plant trees that would not grow to interfere with the power lines. The existing trees on the berm were removed to construct the missing portion of the berm. The berm was then made continuous. The trees that could be replaced were replaced and shrubs or low growing plants were added to areas under the power lines.

You asked, "How much money has SHA spent to date on the buyout and administration of the properties at 8611 and 8613 Falls Run Road?" All units at 8611 and 8613 Falls Run Road have been or will be sold at public auction. The auction sales are limited to 6 units per year in order to prevent any adverse impact on the market. The following are costs associated with the acquisition and management of 8611 and 8613 Falls Run Road: Acquisition Cost: $2.2 million; Rental Income: $686,000; Expenditures: $164,000; Maintenance: $522,000.

Thank you again for your patience. If you have any questions, please feel free to contact me or Ms. Hardy, who may be reached at 410-545-8616 or 1-800-446-5962.

Sincerely,

Charles B. Adams
Director
Office of Environmental Design

cc: The Honorable Elizabeth Bobo, Member, Maryland House of Delegates
The Honorable Edward J. Kasemeyer, Member, Senate of Maryland
The Honorable James N. Robey, Howard County Executive
Ms. Natalie B. Hardy, Special Assistant to the Director, State Highway Administration

Bcc: Mr. Robert Fisher, District Engineer, State Highway Administration
Mr. James D. Hade, Noise Abatement Team Leader, State Highway Administration
Mr. John M. Lewis, State Legislative Officer, Maryland Department of Transportation
Mr. T.E. Severe, Noise Abatement Team, State Highway Administration

Serial #: None
OED Serial#: None
Noise Customer #: 1844
Responding to letter dated: Follow-up to 04/25/99 letter from Mr. & Mrs. Wells to Ms. Natalie Hardy
Saved: 06/16/99 2:08 PM by: T.E. Severe 410-545-8600
N:\OED\NOISE\CORRESP\1999\WELLS06.doc

Natalie

175

8583F Falls Run Road
Ellicott City, MD 21043
April 25, 1999

Ms. Natalie B. Hardy
Special Assistant to the Director of Environmental Design
State Highway Administration
P.O. Box 717
Baltimore, MD 21203-0717

Dear Ms. Hardy:

Thank you for providing copies of the 1989 Final Environmental Impact Statement (FEIS), the 1994 Supplemental Final Environmental Impact Statement (SFEIS), and Roadway Plan Sheets 51 and 52. We received these documents on 19 April. The following morning, we discussed several questions related to these documents. On 21 April, Mr. Fred Eisen, called me to try and clear up some of the questions. Mr. Eisen listened at length to our concerns, but there were several matters that he was going to investigate.

On 22 April we sent a letter to Mr. John D. Porcari, in which we mentioned that you had promised to follow-up on a number of issues. Here are the questions to which we are awaiting answers. We are requesting that you provide documentation pertaining to the following questions:

1. On what basis does the State hold the developer responsible for noise mitigation?

   Please include <u>all</u> agreements, memos of understanding, notes from meetings, letters, etc., between the State and the developer and/or the Villages of Montgomery Run related in any way to MD 100. Be sure to include those agreements reflecting the developer's responsibility subsequent to the realignment.

2. By what authority did the State modify Alternative 3, Option D, Modification 2A, which was the "selected alternative" according to the SFEIS?

   Figure II-75 clearly indicates that a retaining wall was to be built between stations 156 and 161. Note: This is the same location referenced in #3.

3. Why did the State shave back the northern face of the berm and remove at least one row of pine trees and other vegetation?

   In a letter dated November 1, 1996, we were advised by the Board of the Village of Montgomery Run II that they were in the process of negotiating an agreement with SHA that would require SHA to restore landscaping elements. Please provide documentation as to the result of these discussions with our Board.

4. Why did the State not respond in providing noise mitigation for the Village of Montgomery Run as the public would have expected the State to do, as stated in the SFEIS?

   Table IV-30 and pages IV-67 to 68 states: "Based on the cost-per-residence, abatement at this NSA is considered reasonable. Noise abatement measures at this location will be evaluated during final design."

   Please provide all documents relating to the evaluation that took place in the final design. Include documentation showing how noise only increased at 8611 and 8613 Falls Run Road with no associated noise level increase at 8583 Falls Run, which is located right next to these buildings and also abuts against MD 100.

5. According to Roadway Plan Sheet 52, the shoulder and median were tapered between Sta.160 and 162? Why was MD 100 tapered between these two stations?

6. On what basis does the State classify the Village of Montgomery Run II as a Type I community as regards to sound barriers?

7. On what basis did SHA choose not to appreciate the likely (now certain) impact on property values for the entire Village of Montgomery Run?

   At the Public Hearing (held at Howard High School on December 1, 1992), SHA told Mr. Dick Buczek, Village of Montgomery Run Board Member, "It is not anticipated that property values of the remaining units would be adversely affected" as a result of the buyout of 8611 and 8613 Falls Run Road.

   In a letter dated February 16, 1994, County Executive Charles Ecker requested that a sound barrier or earthen berm be placed between MD 100 and the two buildings that SHA had bought out.

   On August 1, 1994, the U.S. Army Corps of Engineers recommended that SHA construct a visual and noise attenuating earthen berm from Sta 164 to 167, stating: "Although SHA may not be concerned about obtaining a higher resale price, the other condo owners would appreciate that you do so, since their appraised property value is based largely on the price of resales in the development."

8. How much money has SHA spent to date on the buyout and administration of the properties at 8611 and 8613 Falls Run Road?

If the State had provided the sound abatement that was recommended in the SFEIS for NSA K 2nd Floor, how much money would the state have needed to spend?

How much money is the entire community of the Village of Montgomery Run going to lose on the value of their properties as a result of the State's unwillingness to provide sound abatement that it's own report suggested was a reasonable cost?

Was SHA's decision not to provide sound mitigation for the Village of Montgomery Run cost effective?

Your prompt attention to providing all documentation in your files regarding the above questions would be greatly appreciated. We expect to begin receiving this documentation within the next week.

Sincerely,

Amy S Wells John W Wells

Amy S. Wells John W. Wells

cc: Mr. John D. Porcari, Secretary, Maryland Department of Transportation
Mr. Parker F. Williams, Director, State Highway Administration
Mr. Charles B. Adams, Director, Office of Environmental Design, State Highway Administration

Wednesday, June 16, 1999 02:44 PM

ID #	MAP	DATE	Letter or Phone onl	LAST NAME	FIRST NAME	Active?
1844		3/17/99	Letter	WELLS	Mr. & Mrs. John W. (A	✔

STREET#:	STREET NAME	COUNTY	CITY (Post office	ZIPCODE	Representative statu
8583F	Falls Run Road	HO	Ellicott City	21043-7331	private

DAY PHONE	HOME PHONE	E-Mail address	COMMUNITY
	443-778-6085		Village of Montgomery Run

ROADWAY: MD 100

Logical Project Limits:

INQUIRY: Wants Barrier

RESPONSE: MD 100 align. shift did not affect 8583 - did affect 8611 & 8613

Last Contact: 4/12/99

Researcher: NBH

Primary Care "physician": CBA

FILE LOCATIO:

OTHER:

Current committmen:

Do we owe a letter?

Letter Commit due date:

Letter signed date:

Reason letter is late: n/a

LAST action:

03/24/99 - letter from CBA - letter in wells03.doc 04/12/99 - NBH had meeting w/Mr. & Mrs. Wells - sent letter
04/13/99 +/- from CBA - allign. shift did not affect 8583

Comments: This field can not be sorted or searched.

OPPE or Hwy rep.current type 1 inf

Find Next

Commi t-ment

To Meet 100% of our Commitments!

179

Maryland Department of Transportation
The Secretary's Office

Parris N. Glendening
Governor

Kathleen Kennedy Townsend
Lt. Governor

John D. Porcari
Secretary

Beverley K. Swaim-Staley
Deputy Secretary

July 3, 1999

Mr. and Mrs. John W. Wells
8583F Falls Run Road
Ellicott City MD 21043

Dear Mr. and Mrs. Wells:

This is a follow up to your letter to me regarding a sound barrier to protect the condominium building in which you live at 8583 Falls Run Road. I appreciate this opportunity to respond to your inquiry. I also understand that you wrote to the State Highway Administration (SHA) requesting specific documentation on this issue. That information will be provided to you under separate cover from SHA.

As you stated in your letter, the alignment of MD 100 was shifted from the alignment approved in the 1989 Final Environmental Impact Statement (FEIS). This shift was necessitated by the significance of the wetland impacts, which would have occurred if MD 100 had followed the original alignment. The agencies involved in the regulation of wetland impacts made it clear that a wetland permit would not be issued if there was another feasible alternative that would have a lesser impact. For this reason, a Supplemental Final Environmental Impact Statement (SFEIS) was prepared, resulting in the approval and construction of the "lazy S" alternative.

The date of the FEIS is important because we use the date that an environmental document is approved as the date of public knowledge that a highway improvement will be built at some point in the future. Once the improvement becomes public knowledge, the developer of any new, noise-sensitive developments along the project corridor is responsible for noise protection. This was the case with the Villages of Montgomery Run, which were built after the approval of the FEIS and, therefore, were not eligible for a State-funded sound barrier. In fact, representatives for the developer, Howard County and SHA openly discussed noise mitigation from MD 100, in order for the developer to acquire an FHA/VA loan approval. As a result of those discussions, the developer expressly assumed responsibility for any noise mitigation for the community. To carry out that obligation, the developer built an earth mound to protect a portion of the community. As the result of a right-of-way agreement between SHA and the developer, SHA planted 375 white pine trees on the mound.

My telephone number is 410-865-1000
Toll Free Number 1-888-713-1414 TTY For the Deaf: (410) 865-1342
Post Office Box 8755, Baltimore/Washington International Airport, Maryland 21240-0755

The shift in the alignment of MD 100 was also addressed. In doing so, we assessed the degree of additional impact that was projected to occur from the "lazy S" alternative. Based on that analysis, it was determined that the alignment shift would result in only a minor increase in noise levels, and that these would occur only at the condominium buildings at 8611 and 8613 Falls Run Road. As a result, SHA proposed two options to the residents of those two buildings: construction of a sound barrier or purchase of the affected units. As stated in previous correspondence, the owners of the affected units unanimously chose the purchase option.

You also expressed concern about changes to the northern face of the berm and removal of pine trees from the berm, and you indicated that SHA would restore landscaping elements. The berm, originally constructed by the developer as required by Howard County, did not extend across the BGE utility easement. The SHA coordinated with BGE to close this gap in the berm and to plant trees that would not grow to interfere with the power lines. For safety reasons, this portion of the berm could not be constructed as high as the existing berm. The existing trees, on the portion of the existing berm that sloped down to meet the adjoining ground at the utility easement, were removed to construct the missing portion of the berm. This slope was built up and the berm, although lower in this area, was made continuous. The replacement planting included white pines, except where lower growing plants were used under the power lines.

Our intent is to sell the units that SHA purchased at 8611 and 8613 Falls Run Road. The timetable for this to occur will depend on a number of factors, including the overall real estate market. While we understand your concerns, we do not expect overall property values within the community to suffer as a result of the resale of these units.

Thank you again for your patience and continuing interest in the State's Sound Barrier Program. I am sorry that we are unable to meet your request for a sound barrier. If you have any questions, please feel free to contact Mr. Charles B. Adams, SHA's Director of Environmental Design, at 410-545-8640 or 1-800-446-5962.

Sincerely,

John D. Porcari
Secretary

cc: The Honorable Elizabeth Bobo, Member, Maryland House of Delegates
The Honorable Edward J. Kasemeyer, Member, Senate of Maryland
The Honorable James N. Robey, Howard County Executive
Mr. Charles B. Adams, Director of Environmental Design, State Highway Administration
Mr. Parker F. Williams, Administrator, State Highway Administration

bcc: Mr. Robert Fisher, District Engineer, State Highway Administration
Mr. Richard S. Greene, Real Estate Officer, State Highway Administration
Mr. James Hade, Noise Abatement Team Leader, State Highway Administration
Mr. Frank E. Knapp III, Division Chief, State Highway Administration
Ms. Natalie B. Hardy, Special Assistant to the Director, State Highway Administration
Mr. T.E. Severe, Noise Abatement Team, State Highway Administration
Ms. Angela Smith, Project Engineer, State Highway Administration
Mr. Karl Teitt, Project Planning, State Highway Administration

Serial #: 13958
OED Serial#: None
Noise Customer #: 1844
Responding to letter dated: 04/22/99 letter sent to Sec. Procari and 04/25/99 letter sent to Ms. Natalie B. Hardy
Saved: 05/21/99 2:41 PM by: T.E. Severe 410-545-8600
N:\OED\NOISE\CORRESP\1999\Drafts\WELLS05.doc

Reviewed by Neil and Liz

182

ok
LH
6/17/99

Mr. and Mrs. John W. Wells
8583F Falls Run Road
Ellicott City MD 21043

Dear Mr. and Mrs. Wells:

This is a follow up to your letter to me regarding a sound barrier to protect the condominium building in which you live at 8583 Falls Run Road. I appreciate this opportunity to respond to your inquiry. I also understand that you wrote to the State Highway Administration (SHA) requesting specific documentation on this issue. That information will be provided to you under separate cover from SHA.

As you stated in your letter, the alignment of MD 100 was shifted from the alignment approved in the 1989 Final Environmental Impact Statement (FEIS). This shift was necessitated by the significance of the wetland impacts, which would have occurred if MD 100 had followed the original alignment. The agencies involved in the regulation of wetland impacts made it clear that a wetland permit would not be issued if there were another feasible alternative that would have a lesser impact. For this reason, a Supplemental Final Environmental Impact Statement (SFEIS) was prepared, resulting in the approval and construction of the "lazy S" alternative.

The date of the FEIS is important because we use the date that an environmental document is approved as the date of public knowledge that a highway improvement will be built at some point in the future. Once the improvement becomes public knowledge, the developer of any new, noise-sensitive developments along the project corridor is responsible for noise protection. This was the case with the Villages of Montgomery Run, which were built after the approval of the FEIS and, therefore, was not eligible for a State-funded sound barrier. In fact, representatives for the developer, Howard County and SHA openly discussed noise mitigation from MD 100, in order for the developer to acquire an FHA/VA loan approval. As a result of those discussions, the developer expressly assumed responsibility for any noise mitigation for the community. To carry out that obligation, the developer built an earth mound to protect a portion of the community. As the result of a right-of-way agreement between SHA and the developer, SHA planted 375 white pine trees on the mound.

The shift in the alignment of MD 100 was also addressed. In doing so, we assessed the degree of additional impact that was projected to occur from the "lazy S" alternative. Based on that analysis, it was determined that the alignment shift would result in only a minor increase in noise levels, and that these would occur only at the condominium buildings at 8611 and 8613 Falls Run Road. As a result, SHA proposed two options to the residents of those two buildings: construction of a sound barrier or purchase of the affected units. As stated in previous correspondence, the owners of the affected units unanimously chose the purchase option.

You also expressed concern about changes to the northern face of the berm and removal of pine trees from the berm, and you indicated that SHA would restore landscaping elements. The berm, originally constructed by the developer as required by Howard County, did not extend across the BGE utility easement. The SHA coordinated with BGE to close this gap in the berm and to plant trees that would not grow to interfere with the power lines. For safety reasons, this portion of the berm could not be constructed as high as the existing berm. The existing trees, on the portion of the existing berm that sloped down to meet the adjoining ground at the utility easement, were removed to construct the missing portion of the berm. This slope was built up and the berm, although lower in this area, was made continuous. The replacement planting included white pines, except where lower growing plants were used under the power lines.

Our intent is to sell the units that SHA purchased at 8611 and 8613 Falls Run Road. The timetable for this to occur will depend on a number of factors, including the overall real estate market. While we understand your concerns, we do not expect overall property values within the community to suffer as a result of the resale of these units.

Thank you again for your patience and continuing interest in the State's Sound Barrier Program. I am sorry that we are unable to meet your request for a sound barrier. If you have any questions, please feel free to contact Mr. Charles B. Adams, SHA's Director of Environmental Design, at 410-545-8640 or 1-800-446-5962.

Sincerely,

John D. Porcari
Secretary

cc: The Honorable Elizabeth Bobo, Member, Maryland House of Delegates
The Honorable Edward J. Kasemeyer, Member, Senate of Maryland
The Honorable James N. Robey, Howard County Executive
Mr. Charles B. Adams, Director of Environmental Design, State Highway Administration
Mr. Parker F. Williams, Administrator, State Highway Administration

bcc: Mr. Robert Fisher, District Engineer, State Highway Administration
Mr. Richard S. Greene, Real Estate Officer, State Highway Administration
Mr. James Hade, Noise Abatement Team Leader, State Highway Administration
Mr. Frank E. Knapp III, Division Chief, State Highway Administration
Ms. Natalie B. Hardy, Special Assistant to the Director, State Highway Administration
Mr. T.E. Severe, Noise Abatement Team, State Highway Administration
Ms. Angela Smith, Project Engineer, State Highway Administration
Mr. Karl Teitt, Project Planning, State Highway Administration

Serial #: 13958
OED Serial#: None
Noise Customer #: 1844
Responding to letter dated: 04/22/99 letter sent to Sec. Procari and 04/25/99 letter sent to Ms. Natalie B. Hardy
Saved: 05/21/99 2:41 PM by: T.E. Severe 410-545-8600
N:\OED\NOISE\CORRESP\1999\Drafts\WELLS05.doc

185

Friday, May 21, 1999 12:34 PM

ID #	MAP	DATE	Letter or Phone onl	LAST NAME	FIRST NAME	Active?
1844		3/17/99	Letter	WELLS	Mr. & Mrs. John W. (A	✔

STREET#:	STREET NAME	COUNTY	CITY (Post office	ZIPCODE	Representative status
8583F	Falls Run Road	HO	Ellicott City	21043-7331	private

DAY PHONE	HOME PHONE	E-Mail address	COMMUNITY
	443-778-6085		Village of Montgomery Run

ROADWAY	Logical Project Limits	INQUIRY
MD 100		Wants Barrier

Find Next

RESPONSE

MD 100 align. shift did not affect 8583 - did affect 8611 & 86 13

Last Contact	Researcher:	Primary Care "physician"
4/12/99	NBH	CBA

FILE LOCATIO	OTHER	Current committmen

Commi t-ment

Do we owe a letter? ☐ Letter Commit due date: Letter signed date

Reason letter is late: n/a

LAST action

03/24/99 - letter from CBA - letter in wells03.doc 04/12/99 - NBH had meeting w/Mr. & Mrs. Wells - sent letter
04/13/99 +/- from CBA - allign. shift did not affect 8583

Comments: This field can not be sorted or searched.: OPPE or Hwy rep.current type 1 inf

To Meet 100% of our Commitments!

INBOUND Rec'd 4/26/99 # 13958 - for Sec. MDOT Sig. Chg 4/28/96 186

8583F Falls Run Road
Ellicott City, MD 21043
April 22, 1999

APR 26 '99
13958

Mr. John D. Porcari
Maryland Department of Transportation
Secretary's Office
P.O. Box 8755
BWI Airport, MD 21240

Parker

Please Prepare Response for Secretary's Signature

Dear Mr. Porcari.

When MD 100 opened in the Fall of 1998, I (and a number of other homeowners in the Village of Montgomery Run) contacted Mr. Charles B. Adams of the Office of Environmental Design, State Highway Administration (SHA). I requested that the state provide some kind of noise abatement for our building, 8583 Falls Run Road, located between Noise Sensitive Sites 24 and 26, in Noise Sensitive Area (NSA) K, according to the Final Supplemental Environmental Impact Statement (FEIS). After several months of waiting, Mr. Adams finally responded on March 24, 1999.

In his letter, Mr. Adams stated that the Supplemental FEIS determined that a shift in a portion of the original alignment had only increased noise levels at 8611 and 8613 Falls Run Road and that the developer was responsible for providing noise mitigation for the rest of the residences. On March 29, 1999, my husband and I faxed Mr. Adams a letter requesting documentation of his facts. His response was to send his Special Assistant, Ms. Natalie Hardy, to 8583 Falls Run Road on April 14, 1999 to meet with us and several other homeowners. Ms. Hardy reiterated Mr. Adam's position, but failed to bring any pertinent documents with her at that time. Although Ms. Hardy and Mr. Adams have promised to follow-up on a number of issues, we, original homeowners of 8583 Falls Run Road, believe that this matter needs to be reviewed at a higher level.

There is a problem between Mr. Adam's decision and the facts concerning noise levels. Table IV-22 of the Supplemental FEIS clearly indicates that noise levels in Sites 24 and 26 exceed the FHWA noise abatement criterion, with a level of 69 dBA for Site 24 and a level of 70 dBA for Site 26. Thus, NSA K meets one of the crucial eligibility requirements for a sound barrier. According to Table IV-30, there are a total of 254 residences in NSA K impacted by noise from MD 100. In the same table, it is stated that the cost per residence to put up a sound barrier for NSA K 2nd floor is $7610. This meets another eligibility criterion for a sound barrier.

Next, let's look at the sequence of events that occurred in the construction of MD 100. When the developer built this community the alignment of MD 100 was different than it is today. Under an agreement with the State, Mack Homes, the developer of the property, erected a berm on which at least two rows of pine trees were planted in 1992. Then in 1996, the state purchased 1.130 acres from the common area of the Village of Montgomery Run II because of "construction plan modifications and refinements made subsequently as a result primarily of environmental concerns." This area included the land upon which the berm had been built.

187

During construction of MD 100, the state cut back the northern face of the berm and removed at least one row of pine trees and a large quantity of vegetation between 8583 Falls Run Road and MD 100. These changes compromised the sound mitigation provided by the developer and, in our view, the State is responsible for appropriate sound abatement.

Mr. Adams acknowledges in his letter dated April 14, 1999 that the State provided no sound abatement for NSA K. Instead, the State bought out all three levels at 8611 and 8613 Falls Run Road, a total of 24 units, even though the Supplemental FEIS clearly indicated that the cost of a sound barrier was reasonable for NSA K. The buyout was a shortsighted act, because now SHA is trying to sell these same units at the below-market price of $65,000. If SHA had taken the same amount of money that it has spent on the buyout and administration of these properties, it could have significantly improved the quality of life within this community by building a sound barrier. What will be the value of our property when 24 units are unfairly dumped on the market? The current tax assessment of our property is $85,000.

We believe that the State is responsible for providing noise abatement. We are original homeowners who bought our property at 8583 Falls Run Road more than nine years ago, long before the State realigned MD 100. On what basis does the State believe that the developer should be held responsible for noise mitigation? On what basis does the State believe that the realignment of MD 100 did not also increase noise levels at 8583 Falls Run Road? We request a full investigation of the State of Maryland's responsibility to provide noise abatement for our community. Additionally, we ask that the State reconsider the impact of selling the 24 units at 8611 and 8613 Falls Run Road for only $65,000. We recommend that your investigation concentrate on the following:

- noise levels of 69 and 70 decibels in Sites 24 and 26
- 254 residences in NSA K impacted
- cost of $7610 per residence for a sound barrier, versus cost of buyout
- realignment of MD 100 closer to the Village of Montgomery Run
- 1.130 acres State purchased from the Village of Montgomery Run II
- how the State altered the developer's berm, cut down trees and other vegetation
- SHA plans to sell 24 units at 8611 and 8613 Falls Run Road for $65,000
- impact on property values and future tax assessments

Your prompt and judicious review of this situation would be appreciated. Please notify us in three weeks on the progress of your investigation.

Sincerely,

Amy S. Wells John W. Wells

Amy S. Wells John W. Wells

188

cc: The Honorable Elizabeth Bobo, Member, Maryland House of Delegates
The Honorable Benjamin L. Cardin, Member, House of Representatives
The Honorable Parris N. Glendening, Governor, State of Maryland
The Honorable C. Vernon Gray, Member, Howard County Council
The Honorable Edward J. Kasemeyer, Member, Senate of Maryland
The Honorable James N. Robey, Howard County Executive
Mr. Rodney E. Slater, U.S. Department of Transportation
Mr. Parker F. Williams, Director, State Highway Administration
Mr. Charles B. Adams, Director, Office of Environmental Design, State Highway Administration
Ms. Natalie B. Hardy, Special Assistant to the Director of Environmental Design, State Highway Administration

Ted
189

MARYLAND DEPARTMENT OF TRANSPORTATION
THE SECRETARY'S OFFICE
REQUEST FOR PREPARATION OF CORRESPONDENCE

LOG DATE: 04/23/99 /cdj SERIAL#: 13958

DATE: 04/26/99

TO: WILLIAMS

FROM: Wells, Amy S 04/22/99

RE: NOISE ABATEMENT FOR OUR BUILDING RESPOND BY: 05/01/99

[x] PREPARE RESPONSE FOR SECRETARY'S SIGNATURE
[ ] PREPARE RESPONSE FOR SECRETARY'S SIGNATURE ON BEHALF OF GOVERNOR (Note Governor as cc)
[ ] REPLY DIRECTLY, ACKNOWLEDGING SECRETARY'S RECEIPT, SHOW CC TO SECRETARY
[ ] PREPARE RESPONSE FOR GOVERNOR'S SIGNATURE
[ ] PLEASE HANDLE AS APPROPRIATE

FOR USE BY RESPONSIBLE UNIT

ASSIGNED TO: Charlie Adams DATE: 4-26-99
TO BE RETURNED TO ADMINISTRATOR'S OFFICE BY: 4-28-99
SPECIAL INSTRUCTIONS:

STATE HIGHWAY ADMIN.
99 APR 26 AM 11:39
ADMINISTRATOR'S OFFICE

FOR USE BY ASSIGNED AREA

RESPONSE PREPARED BY: _____
(Name / Telephone / Date)

TYPED BY: _____
PROOFREAD BY: _____

RECORD OF INTERIM TELEPHONE RESPONSE

(You can buy yourself some additional time in preparing a written reply by telephoning the constituent, explaining what's happening, and indicating when he/she may expect a formal reply. Please fill this portion and mail back the yellow sheet to obtain an extension on your reply deadline.)

Name of Person Called: _____ Date: _____
Written follow-up will be prepared by: _____

PLEASE RETURN THIS FORM AND PREPARED CORRESPONDENCE
TO SHERRY VARNER @ MDOT (MS-255)

D-TSO-002

Natalie

190

8583F Falls Run Road
Ellicott City, MD 21043
April 25, 1999

Ms. Natalie B. Hardy
Special Assistant to the Director of Environmental Design
State Highway Administration
P.O. Box 717
Baltimore, MD 21203-0717

Dear Ms. Hardy:

Thank you for providing copies of the 1989 Final Environmental Impact Statement (FEIS), the 1994 Supplemental Final Environmental Impact Statement (SFEIS), and Roadway Plan Sheets 51 and 52. We received these documents on 19 April. The following morning, we discussed several questions related to these documents. On 21 April, Mr. Fred Eisen, called me to try and clear up some of the questions. Mr. Eisen listened at length to our concerns, but there were several matters that he was going to investigate.

On 22 April we sent a letter to Mr. John D. Porcari, in which we mentioned that you had promised to follow-up on a number of issues. Here are the questions to which we are awaiting answers. We are requesting that you provide documentation pertaining to the following questions:

1. On what basis does the State hold the developer responsible for noise mitigation?

   Please include all agreements, memos of understanding, notes from meetings, letters, etc., between the State and the developer and/or the Villages of Montgomery Run related in any way to MD 100. Be sure to include those agreements reflecting the developer's responsibility subsequent to the realignment.

2. By what authority did the State modify Alternative 3, Option D, Modification 2A, which was the "selected alternative" according to the SFEIS?

   Figure II-75 clearly indicates that a retaining wall was to be built between stations 156 and 161. Note: This is the same location referenced in #3.

3. Why did the State shave back the northern face of the berm and remove at least one row of pine trees and other vegetation?

   In a letter dated November 1, 1996, we were advised by the Board of the Village of Montgomery Run II that they were in the process of negotiating an agreement with SHA that would require SHA to restore landscaping elements. Please provide documentation as to the result of these discussions with our Board.

4. Why did the State not respond in providing noise mitigation for the Village of Montgomery Run as the public would have expected the State to do, as stated in the SFEIS?

   Table IV-30 and pages IV-67 to 68 states: "Based on the cost-per-residence, abatement at this NSA is considered reasonable. Noise abatement measures at this location will be evaluated during final design."

   Please provide all documents relating to the evaluation that took place in the final design. Include documentation showing how noise only increased at 8611 and 8613 Falls Run Road with no associated noise level increase at 8583 Falls Run, which is located right next to these buildings and also abuts against MD 100.

5. According to Roadway Plan Sheet 52, the shoulder and median were tapered between Sta. 160 and 162? Why was MD 100 tapered between these two stations?

6. On what basis does the State classify the Village of Montgomery Run II as a Type I community as regards to sound barriers?

7. On what basis did SHA choose not to appreciate the likely (now certain) impact on property values for the entire Village of Montgomery Run?

   At the Public Hearing (held at Howard High School on December 1, 1992), SHA told Mr. Dick Buczek, Village of Montgomery Run Board Member, "It is not anticipated that property values of the remaining units would be adversely affected" as a result of the buyout of 8611 and 8613 Falls Run Road.

   In a letter dated February 16, 1994, County Executive Charles Ecker requested that a sound barrier or earthen berm be placed between MD 100 and the two buildings that SHA had bought out.

   On August 1, 1994, the U.S. Army Corps of Engineers recommended that SHA construct a visual and noise attenuating earthen berm from Sta 164 to 167, stating: "Although SHA may not be concerned about obtaining a higher resale price, the other condo owners would appreciate that you do so, since their appraised property value is based largely on the price of resales in the development."

8. How much money has SHA spent to date on the buyout and administration of the properties at 8611 and 8613 Falls Run Road?

   If the State had provided the sound abatement that was recommended in the SFEIS for NSA K 2nd Floor, how much money would the state have needed to spend?

   How much money is the entire community of the Village of Montgomery Run going to lose on the value of their properties as a result of the State's unwillingness to provide sound abatement that it's own report suggested was a reasonable cost?

   Was SHA's decision not to provide sound mitigation for the Village of Montgomery Run cost effective?

Your prompt attention to providing all documentation in your files regarding the above questions would be greatly appreciated. We expect to begin receiving this documentation within the next week.

Sincerely,

Amy S. Wells John W. Wells

Amy S. Wells John W. Wells

cc: Mr. John D. Porcari, Secretary, Maryland Department of Transportation
Mr. Parker F. Williams, Director, State Highway Administration
Mr. Charles B. Adams, Director, Office of Environmental Design, State Highway Administration

Maryland Department of Transportation
The Secretary's Office

Parris N. Glendening
Governor
Kathleen Kennedy Townsend
Lt. Governor
John D. Porcari
Secretary
Beverley K. Swaim-Staley
Deputy Secretary

193

May 7, 1999

Mr. and Mrs. John W. Wells
8583F Falls Run Road
Ellicott City MD 21043

Dear Mr. and Mrs. Wells:

Thank you for your recent letter regarding the evaluation of the Village of Montgomery Run in the Final and Supplemental Environmental Documents. I appreciate you bringing your concerns to my attention.

The State Highway Administration (SHA) is in the process of compiling the necessary information for me to respond to your concerns in detail. Once this information has been gathered, I will get back to you. You may expect to hear from me by the end of May.

Thank you again for your letter. If you need additional information, in the meantime please feel free to contact Mr. Charles B. Adams, SHA's Director of Environmental Design, at 410-545-8640 or 1-800-446-5962.

Sincerely,

John D. Porcari
Secretary

cc: The Honorable Elizabeth Bobo, Member, Maryland House of Delegates
The Honorable Edward J. Kasemeyer, Member, Senate of Maryland
The Honorable James N. Robey, Howard County Executive
Mr. Charles B. Adams, Director of Environmental Design, State Highway Administration
Mr. Parker F. Williams, Administrator, State Highway Administration

My telephone number is 410-865-1000
Toll Free Number 1-888-713-1414 TTY For the Deaf: (410) 865-1342
Post Office Box 8755, Baltimore/Washington International Airport, Maryland 21240-0755

bcc: Mr. Robert Fisher, District Engineer, State Highway Administration
Mr. James Hade, Noise Abatement Team Leader, State Highway Administration
Ms. Natalie B. Hardy, Special Assistant to the Director, State Highway Administration
Mr. John M. Lewis, State Legislative Officer, Maryland Department of Transportation
Mr. T. E. Severe, Noise Abatement Team, State Highway Administration
Serial #13958

Serial #: 13958
OED Serial#: None
Noise Customer #: 1844
Responding to letter dated: 04/22/99 from Mr. & Mrs. Wells to Sec. Porcari
Saved: 04/29/99 7:48 AM by: Ted Severe 410-545-8600
N:\OED\NOISE\CORRESP\1999\WELLS04.doc

195

Customer Information View for 1998 for small Screens

ID #	MAP	DATE	Letter or Phone onl	LAST NAME	FIRST NAME	Active?
1844		3/17/99	Letter	WELLS	Mr. & Mrs. John W. (A	☒

STREET#	STREET NAME	COUNTY	CITY (Post office	ZIPCOD	Representative status
8583F	Falls Run Road	HO	Ellicott City	21043-7331	private

DAY PHONE	HOME PHONE	E-Mail address	COMMUNITY
	443-778-6085		Village of Montgomery Run

ROADWAY	Logical Project Limits
MD 100	

INQUIRY: Wants Barrier

RESPONSE: MD 100 align. shift did not affect 8583 - did affect 8611 & 86

Last Contact	Researcher	
4/12/99	NBH	Primary Care "physician" CBA

Find Next

This Database designed by James

FILE LOCATIO	OTHER	Current committmen

LAST action: 03/24/99 - letter from CBA - letter in wells03.doc 04/12/99 - NBH had meeting w/Mr. & Mrs. Wells - sent letter 04/13/99 +/- from CBA - allign. shift did not affect 8583

Comments: This field can not be sorted or searched | OPPE or Hwy rep current type 1 inf

196

Maryland Department of Transportation
State Highway Administration

Parris N. Glendening
Governor

John D. Porcari
Secretary

Parker F. Williams
Administrator

May 3, 1999

Ms. Amy S. Wells
8583F Falls Run Road
Ellicott City MD 21043

Dear Mrs. Wells:

This is a follow up to our telephone conversation and your April 25 letter regarding information related to the Village of Montgomery Run. I appreciate the opportunity to provide you with this information from our conversation. Enclosed are copies of the agreements with the then Macks and Macks, Inc. and State Highway Administration.

Thank you for your call and letter. I look forward to meeting with you again and providing the answers to the rest of your questions within the next several weeks. If you have any questions, please feel free to contact me at 410-545-8616 or 1-800-446-5962.

Sincerely,

Natalie Hardy

Natalie B. Hardy
Special Assistant to the Director
Office of Environmental Design

Enclosures
cc: Mr. Charles B. Adams, Director of Environmental Design, State Highway Administration

WELLS 07.dn

My telephone number is _____

Maryland Relay Service for Impaired Hearing or Speech
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

bcc: Mr. James D. Hade, RLA, Noise Abatement Team Leader, State Highway Administration
Mr. T.E. Severe, Noise Abatement Team, State Highway Administration

Serial #: None
OED Serial#: None
Noise Customer #: 1844
Responding to letter dated: Follow-up to 04/25/99 letter and telephone call to Ms. Natalie Hardy
Saved: 07/14/99 8:49 AM by: T.E. Severe 410-545-8600
N:\OED\NOISE\CORRESP\1999\Drafts\WELLS07.doc

Enclosures: June 22, 1992 letter from SHA (one page)
November 18, 1985 – Memorandum of Understanding between SHA and Macks and Macks Inc. (two pages)
October 13, 1989 letter from SHA and First Addendum to Memorandum of Understanding (seven pages plus 11" x 17" map)

198

Maryland Department of Transportation
State Highway Administration

O. James Lighthizer
Secretary
Hal Kassoff
Administrator

June 22, 1992

Mr. Lawrence M. Macks
Vice President
Newmiss Limited Partnership
6615 Reistertown Road
Baltimore MD 21215

Dear Mr. Macks:

As part of the First Addendum to the Memorandum of Understanding between the State Highway Administration (SHA) and Newmiss Limited Partnership, SHA was responsible for the planting of 375 White Pine trees on the property of the Village of Montgomery Run.

We are pleased to inform you that SHA planted the required number of trees and has maintained those trees for the agreed upon one year guarantee period. This guarantee period is now complete and the trees were recently inspected and found to be in good condition. All future maintenance for the trees are now the responsibility of the property owner.

If you should have any questions on this matter, please feel free to contact me.

Sincerely,

Walter S. Kowalsky

Walter S. Kowalsky
Agreements Coordinator
Planning and Program
Development Division

cc: Mr. Charles B. Adams
Mr. John D. Bruck
Mr. David Beaulieu
Mr. Edward S. Harris
Mr. Neil J. Pedersen
Mr. Douglas Rose

My telephone number is (410) 333-1142

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

199 HO 661-501-770
Macks & Macks

Maryland Department of Transportation
State Highway Administration

William K. Hellmann
Secretary

Hal Kassoff
Administrator

November 18, 1985

MEMORANDUM OF UNDERSTANDING

The State Highway Administration
707 North Calvert Street
Baltimore, Maryland 21202

Macks and Macks Inc.
6615 Reisterstown Road
Baltimore, Maryland 21215

Whereas the State Highway Administration provided six alternates for the alignment of Maryland Route 100 extending from Interstate 95 and intersecting with Maryland Route 29. These alternates were analyzed by Howard County. Alternates 2, 3, 5 and 6 run through the Weidemeyer Property, University of Maryland Husbandry Farm, the Curtis Farm, and the Liberty Investment Property, and therefore, Macks and Macks Inc. (as contract purchasers of the Weidemeyer Property), the State Highway Administration and representatives of the Office of Planning and Zoning of Howard County entered into discussions pertaining to the northwestern shift of Alternates 2, 3, 5 and 6 as they crossed through the above referenced properties. The objectives of said discussions were to produce an alignment of Maryland Route 100 which would best serve the needs of the State Highway Administration, Howard County and the specific property owners of the properties mentioned above.

As a result of the discussions referred to above, the following has been agreed to by the State Highway Administration and Macks and Macks Inc.:

1. The State Highway Administration shall abandon the original alignment of Maryland Route 100 contained within Alternates 3, 5 and 6 as they cross Old Montgomery Road and pass through the University of Maryland Husbandry Farm, the Curtis Farm, the Weidemeyer Farm (hereinafter referred to as the Macks Property) and the Liberty Investment Property. The State Highway Administration agrees to conduct all further studies of alignment as they pertain to the above properties using the following criteria:

   a. Design speed of 70 MPH curvature (3°, 0 minutes) with a right-of-way width of 200' plus necessary slope easements.

My telephone number is (301)-659-1111
Teletypewriter for Impaired Hearing or Speech
383-7555 Baltimore Metro — 565-0451 D.C. Metro — 1-800-492-5062 Statewide Toll Free
P.O. Box 717 / 707 North Calvert St., Baltimore, Maryland 21203 - 0717

b. Maryland Route 100 shall run parallel to the northwestern boundaries of the Macks Property and shall bi-sect the northern most tip of the Macks Property.

c. Exhibit A, which is attached hereto and made a part hereof, shows generally the alignment referred to and contemplated by this agreement.

2. In consideration of the State Highway Administration's agreement to shift Maryland Route 100 in a northwestern direction as outlined in paragraph 1 and shown on Exhibit A, Macks and Macks Inc. as contract purchasers of the Weidemeyer Property, agrees to:

a. Show the right-of-way as contemplated by this agreement, on all sketches, plans and any and all plans required by Howard County during the subdivision process.

b. Dedicate to the State Highway Administration, the right-of-way for Maryland Route 100 required by the northern shift as contemplated by this agreement and fully shown on Exhibit A, by December 31, 1987.

3. The State Highway Administration recognizes that Macks and Macks Inc. requests an at-grade intersection between Maryland Route 100 and a public roadway in the general vicinity of the Macks Property. The State Highway Administration will, during project planning, investigate at-grade intersection possibilities along the length of Maryland 100 from the proposed Snowden River Parkway connection westerly to Maryland 104.

As evidence of the mutual agreement by the State Highway Administration and Macks and Macks Inc., with regard to the issues stated within this agreement, representatives of the State Highway Administration and Macks and Macks Inc. have executed this agreement on the 18th day of November 1985.

11/18/85

Hal Kassoff, Administrator
State Highway Administration

11/18/85

Lawrence M. Macks
Vice President
Macks and Macks Inc.

Maryland Department of Transportation
State Highway Administration

Richard H. Traino
Secretary
Hal Kassoff
Administrator

PROJECT DEVELOPMENT DIVISION

201

OCT 16 10 16 AM '89

October 13, 1989

Mr. Lawrence M. Macks
Vice President
Newmiss Limited Partnership
6615 Reisterstown Road
Baltimore, Maryland 21215

Dear Mr. Macks:

Thank you for your September 13th letter transmitting the executed copy of the First Addendum to the Memorandum of Understanding (MOU) between the State Highway Administration and the Newmiss Limited Partnership. I would like to take this opportunity to thank you for your cooperation and assistance that you put forth in connection with the negotiation and ultimately the execution of the MOU.

Enclosed is a copy of the above mentioned MOU, which has been executed by Hal Kassoff, Administrator; Jean Colburn, Assistant Attorney General; and myself.

Again, I would like to express my appreciation for the time, money and effort expended by your company in keeping your side of the agreeement.

Very truly yours,

Neil J. Pedersen

Neil J. Pedersen, Director
Office of Planning and
Preliminary Engineering

NJP:tn

Enclosure

cc: Mr. Hal Kassoff
Mr. Uri P. Avin
Mr. John D. Bruck
Mr. Louis H. Ege, Jr.

My telephone number is (301) 333-1110

Teletypewriter for Impaired Hearing or Speech
383-7555 Baltimore Metro - 565-0451 D.C. Metro - 1-800-492-5062 Statewide Toll Free

FIRST ADDENDUM TO MEMORANDUM OF UNDERSTANDING

This First Addendum to the Memorandum of Understanding ("Agreement") is made this 13th day of September 1989 [redacted] by and between the State Highway Administration, a modal administration for the Maryland Department of Transportation (the "SHA"), and Newmiss Ltd. Partnership, a Maryland limited partnership ("Newmiss").

WHEREAS, in November, 1985, Macks and Macks, Inc., a Maryland corporation ("Macks") contracted to purchase property located in Howard County, Maryland, known as the Wiedemeyer property; and

WHEREAS, since Alternative 3 of the proposed Maryland Route 100 between Interstate Route 95 and U.S. Route 29 would require a taking of a portion of the Wiedemeyer property, SHA and Macks came to an understanding in writing (Memorandum of Understanding dated November 18, 1985) as to an alignment that Maryland Route 100 would take if constructed through the Macks property, and the SHA believed this alignment best served the needs of SHA, Howard County and the public interest; and

WHEREAS, when SHA and Macks entered into the aforesaid Memorandum of Understanding neither party was aware of the development of the property known as Hunt Country Estates; and

WHEREAS, as a result of the development of Hunt Country Estates and the SHA's desire to move the alignment further away from Hunt Country Estates, it has been agreed that the aforesaid Memorandum of Understanding shall be modified; and

WHEREAS, Macks interest in the Wiedemeyer property was recently conveyed by Macks to Newmiss, and Newmiss, as successor in interest to Macks, has agreed to the aforesaid modification of the Memorandum of Understanding upon the terms and conditions hereinafter set forth.

NOW, THEREFORE, in consideration of the mutual covenants and conditions contained herein and the payment of the sum of One Dollar ($1.00), the receipt and sufficiency of which is hereby acknowledged, the parties agree as follows:

Section 1: Movement of Alignment

The location of the preferred alignment of the proposed Maryland Route 100 through the Newmiss (formerly Wiedemeyer) property as agreed to in the Memorandum of Understanding dated November 18, 1985 is hereby changed, and the new preferred alignment shall be located as shown on Exhibit 1, attached hereto and made a part hereof. The balance of this agreement is predicated upon the preferred alignment being adopted.

Section 2: In Fee Transfer from Newmiss to SHA

When the conditions below in Sections 3(A) through (D) are met and Newmiss obtains site development plan approval for the construction of 588 units as shown on Exhibit 2, and these units are approved by the FHA and VA for mortgage availability, then Newmiss shall convey to the SHA in fee simple the entire right-of-way areas together with all controls for access as shown on Exhibit 3. If the conditions in Sections 3(A) through (D) are not met then Newmiss shall convey the right-of-way areas and controls for access as shown on Exhibit 3 within the time limits set forth in Section 5 and for the consideration set forth in this Section 2 and, if applicable, Section 4. In addition, Newmiss shall grant easements for construction of slopes and drainage courses beyond the limits of the right-of-way. The slope limits as shown in Exhibit 1 are SHA's best current estimate of the limits of the area required for slope easements from Newmiss. This area is subject to refinement by SHA during SHA's final design phase.

Title to all property conveyed by Newmiss to SHA shall be good and marketable, free and clear of all liens and encumbrances, except for easements of record. All property shall be conveyed by Newmiss using SHA's standard deed which contains a covenant of special warranty. Newmiss shall deed the property to SHA for no consideration ($-0-). SHA agrees to plant 375 pine trees in the area shown in Exhibit 1 during the fall 1989 planting season. The trees shall be of a minimum height of 6 feet and a minimum caliper of 2 1/2 inches and the trees shall be warranted for a period of one year.

Section 3: Contingencies

As provided in Section 2 above, the transfer of title from Newmiss to SHA is conditioned upon the fulfillment of those contingencies listed below in sub-paragraphs (A), (B), (C) and (D). Newmiss covenants to use its best efforts to timely perform and fulfill the contingencies specified in sub-paragraphs (A), (B), (C) and (D) and SHA covenants to use its best efforts to timely perform and fulfill its obligations specified in sub-paragraph (D).

(A) - Achievable Density on the Newmiss Property

Newmiss represents its property is zoned RSA-8 and has a density allowable of 589 units. Newmiss will dedicate and convey the aforesaid right-of-way and controls subject to being able to build 588 units on the property, generally in a design as shown on Exhibit 2.

(B) - FHA/VA Mortgages Available for All Units

The dedication and conveyance of the aforesaid right-of-way is conditioned on all units shown on Exhibit 2 qualifying for FHA and VA loan limits for Howard County. If, because of the roadway construction of MD 100, qualification for FHA and VA financing cannot be obtained for the entire 588 units after Newmiss has made a good faith effort to obtain such financing, Newmiss shall be compensated for the aforesaid right-of-way and controls as specified in Section 4.

(C) - Right of Way Location on Newmiss Property

Exhibit 1 shows the fee simple right-of-way and controls for access which the SHA desires for Maryland Route 100 and such right-of-way will be reserved by Newmiss on all of its plats for the development of the property. It is agreed by the parties that the alignment of Maryland Route 100 as shown on Exhibit 1 is the preferred location of the alignment, subject to necessary Federal and State approvals. Easements for slopes and drainage courses outside the fee simple right-of-way will be granted to SHA by Newmiss when Newmiss conveys the fee simple right-of-way to SHA or at such time as they are determined to be required. The slope limits as shown in Exhibit 1 are SHA's best current estimate of the limits of the area required for slope easements from Newmiss. This area is subject to refinement by SHA during the final design phase. In the event the easements for slopes and drainage courses are not defined or known until after delivery of the deed conveying the fee simple right-of-way, the covenant to convey the easements for slopes and drainage courses shall not merge into the fee simple deed but survive delivery and recordation thereof. Title to the easements shall be good and marketable, free and clear of all liens and encumbrances, except for easements of record. Newmiss will convey for no consideration ($-0-) the aforesaid easements using SHA's standard deed which contains a covenant of special warranty.

(D) - Redesign of Newmiss Plat

SHA recognizes that as a result of the relocation of the Maryland Route 100 right-of-way, Newmiss will have to redesign and resubmit plans to Howard County and procure new approvals of these amended designs for its development located on the property, such development known as the Village of Montgomery Run, a condominium development. SHA will ensure that any decisions as to approvals for which it has responsibility will be granted in a timely manner.

Section 4: Compensation for Lost Units

Newmiss represents its property is zoned RSA-8 and has a density allowable of 589 units. If not for the Maryland Route 100 right-of-way, Newmiss represents it could have achieved approval for 588 units and HUD financing. If as a result of the new preferred alignment or the shift of the new preferred alignment of Maryland Route 100 Newmiss is unable to obtain site development plan approval or approval for HUD financing for 588 units, then Newmiss will be compensated at fair market value for the value of each raw unit less than 588 that is approved except that in no case shall Newmiss be compensated for units which it actually constructs. For the purpose of this Agreement "value of a raw unit" shall mean the current land value at the time of take with RSA8 zoning in place. In order to establish fair market value, Newmiss shall select three fee appraisers from SHA's approved appraiser list. SHA shall solicit bids from each appraiser and award to the low bidder. If after review and approval of the appraisal by SHA, Newmiss and SHA cannot agree as to value both parties shall mutually select a second appraiser from SHA's approved list. After receipt of the second appraisal Newmiss and SHA shall once again enter into good faith negotiations and within ninety (90) days from commencement of these negotiations arrive at a mutually agreeable value for the lost units. Newmiss covenants that it will make a diligent good faith effort to obtain approval for 588 units and if it is demonstrated that a diligent good faith effort has not been made, Newmiss will not be compensated for lost units. In no case shall the amount to be compensated by SHA be greater than the fair market value compensation which would have been established if this addendum or the original memorandum of understanding had not been entered into.

If after Newmiss obtains record plat approval of the Village of Montgomery Run, SHA determines it requires additional land from Newmiss, SHA will compensate Newmiss for the fair market value of the number of units it acquires. If the parties are unable to agree as to fair market value of the additional land SHA shall file condemnation.

Section 5: Completion Date

The transfer of land and compensation for lost units (if any) shall take place within 24 months of the date of this Agreement unless Newmiss is diligently and in good faith pursuing the necessary approvals in which case the 24 month time period may be extended so long as Newmiss continues to act diligently and in good faith but in no event more than 36 months from the date of this Agreement or as otherwise agreed to by the parties. If title

to the land herein described is not transferred to SHA within 24 months from the date of this Agreement, Newmiss shall permit SHA and its contractors to enter upon Newmiss' land to construct Maryland Route 100.

Section 6: SHA Alternative Selection

The alignment shown in Exhibit 1 has been identified by SHA as the preferred alignment for the Maryland Route 100 project. Pursuant to requirements of the National Environmental Policy Act, alternatives to the preferred alignment have been and continue to be considered. The donation of property by Newmiss will not influence the environmental assessment of the Maryland Route 100 project, including determinations regarding the need for the project or final selection of an alternative. If SHA chooses not to construct Maryland Route 100 on the parcel to be donated SHA will offer to return the parcel to Newmiss for the amount of compensation it paid Newmiss.

Section 7: Headings

The headings of the paragraphs herein are for convenience only and shall not affect the meanings or interpretations of the contents thereof.

Section 8: Complete Agreement

This Agreement represents the complete understanding between the parties hereto and supersedes any and all prior negotiations, representations or agreements, either written or oral. This Agreement may be amended only by a written instrument signed by both parties.

Section 9: Time of Essence

Time shall be considered of the essence in this Agreement.

Section 10: Governing Law

This Agreement shall be governed by the laws of the State of Maryland and shall be binding on the parties hereto, their respective successors and assigns.

Section 11: Exhibits

Each writing or plat which is referred to herein as being attached hereto as an exhibit or as otherwise designated herein as an exhibit hereto is hereby made a part thereof.

As evidence of the mutual agreement by the State Highway Administration and Newmiss, representatives of the State Highway Administration and Newmiss have executed this Agreement on the day of , 1988.

WITNESS:

STATE HIGHWAY ADMINISTRATION

By: _____
Hal Kassoff
State Highway Administrator

WITNESS:

NEWMISS LIMITED PARTNERSHIP
By: Braces Associates, Incorporated, G. P.

By: _____
Lawrence M. Macks,
Vice President

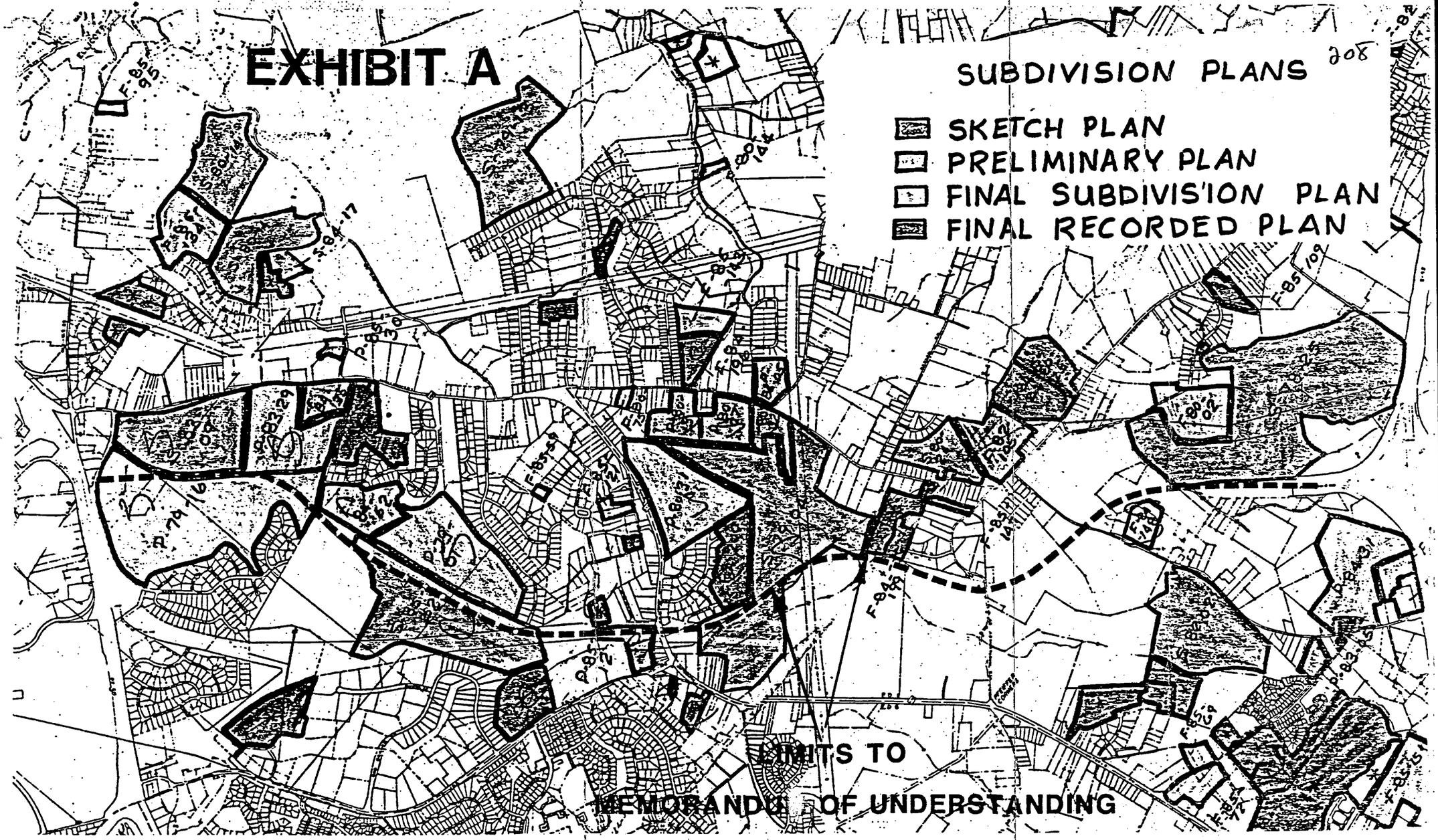
Recommended for Approval:

Neil J. Pedersen, Director
Office of Planning and
Preliminary Engineering

Approved as to form and legal sufficiency this 2nd day of September, 1988.

Jean Colburn
Assistant Attorney General

EXHIBIT A



LIMITS TO
MEMORANDUM OF UNDERSTANDING

2-09

Maryland Department of Transportation
State Highway Administration

Parris N. Glendening
Governor
John D. Porcari
Secretary
Parker F. Williams
Administrator

April 14,1999

Mr. and Mrs. John W. Wells
8583F Falls Run Road
Ellicott City MD 21043

Dear Mr. and Mrs. Wells:

This letter is a follow up to your recent meeting with Ms. Natalie B. Hardy, of my Office, regarding the alignment shift of MD 100 near the Village of Montgomery Run in Howard County. Thank you for your hospitality.

You inquired as to the relationship of the alignment shift of MD 100 to 8583 Falls Run Road. The shift in the highway alignment brought the road closer to 8611 and 8613 Falls Run Road, but did not change the alignment position relative to 8583 Falls Run Road. An analysis was performed to determine the effect of the alignment shift on those two buildings and it was determined there would be an increase in noise levels as a result of the shift. This was the basis for the two options the owners of units in the buildings were given, either for a sound barrier or for the State to purchase their condominiums.

As agreed, Ms. Hardy is providing you, under separate cover, the following materials:

- Final Environmental Impact Statement for Maryland Route 100, July 1989
- Final Supplemental Environmental Impact State Maryland Route 100, Vols. 1 & 2, December 1994
- Roadway Plan Sheets 51 and 52

My telephone number is _____

Maryland Relay Service for Impaired Hearing or Speech
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

Thank you again for your hospitality. We look forward to being able to reschedule our next meeting. If you have any questions please feel free to contact Ms. Hardy at 410-545-8616 or 1-800-446-5962.

Sincerely,

Charles B. Adams
Director
Office of Environmental Design

cc: The Honorable Elizabeth Bobo, Member, Maryland House of Delegates
The Honorable Edward J. Kasemeyer, Member, Senate of Maryland
Ms. Natalie B. Hardy, Special Assistant to the Director of Environmental Design, State Highway Administration

bcc: Mr. Robert Fisher, District Engineer, State Highway Administration
Mr. James D. Hade, Noise Abatement Team Leader, State Highway Administration
Mr. John M. Lewis, State Legislative Officer, Maryland Department of Transportation
Mr. T. E. Severe, Noise Abatement Team, State Highway Administration

Serial #: None
OED Serial#: None
Noise Customer #: 1844
Responding to letter dated: Follow-up to 04/12/99 meeting attended by Ms. Natalie B. Hardy at Mr. and Mrs. Wells' home
Saved: 04/13/99 10:38 AM by: Ted Severe 410-545-8600
N:\OED\NOISE\CORRESP\1999\WELLS03.doc

212

Customer Information View for 1998 for small Screens

ID #	MAP	DATE	Letter or Phone onl	LAST NAME	FIRST NAME	Active?
1844		3/17/99	Letter	WELLS	Mr. & Mrs. John W. (A	☒

STREET#	STREET NAME	COUNTY	CITY (Post office	ZIPCOD	Representative status
8583F	Falls Run Road	HO	Ellicott City	21043-7331	private

DAY PHONE	HOME PHONE	E-Mail address	COMMUNITY
	443-778-6085		Village of Montgomery Run

ROADWAY	Logical Project Limits
MD 100	

INQUIRY: Wants Barrier

RESPONSE: MD 100 align. shift did not affect 8583 - did affect 8611 & 86

Last Contact	Researcher	Primary Care "physician"
4/12/99	NBH	CBA

This is the person who is the primary phone contact at SHA.

This is the person who is performing the study.

FILE LOCATIO	OTHER	Current committmen

LAST action: 03/24/99 - letter from CBA - summary of letter in A_99INDEX.doc 04/12/99 - NBH had meeting w/Mr. & Mrs. Wells - sent letter 04/13/99 +/- from CBA - allign. shift did not affect 8583

Comments: This field can not be sorted or searched.: | OPPE or Hwy rep current type 1 inf:

Go to: Active Projects | Follow ups

(1) mtg w/ NBH - 4/12/99 @ Wells home

(2) align. shift of MD 100 did ~~affect~~ move closer to 8611 & 8613

(3) align shift did not change @ 8538 FALLS RUN RD.

7-13

Maryland Department of Transportation
State Highway Administration

Parris N. Glendening
Governor

John D. Porcari
Secretary

Parker F. Williams
Administrator

April 5, 1999

Mr. and Mrs. John W. Wells
8583F Falls Run Road
Ellicott City MD 21043

Dear Mr. and Mrs. Wells:

Thank your for your recent letter regarding the alignment shift of MD 100 near the Village of Montgomery Run in Howard County. I appreciate the opportunity to respond to your inquiries. We are currently gathering the information you requested. We expect to report our findings to you by the end of April.

Thank you again for your letter. If you have any questions, please feel free to contact Ms. Natalie B. Hardy, my Special Assistant, at 410-545-88616 or 1-800-446-5962.

Sincerely,

Charles B. Adams
Director
Office of Environmental Design

cc: The Honorable Elizabeth Bobo, Member, Maryland House of Delegates
The Honorable Edward J. Kasemeyer, Member, Senate of Maryland
Ms. Natalie B. Hardy, Special Assistant to the Director, State Highway Administration

My telephone number is _____

Maryland Relay Service for Impaired Hearing or Speech
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

bcc: Mr. Robert Fisher, District Engineer, State Highway Administration
Mr. James D. Hade, Noise Abatement Team Leader, State Highway Administration
Mr. John M. Lewis, State Legislative Officer, Maryland Department of Transportation
Mr. Eric G. Madden, Assistant to the Deputy Secretary, Maryland Department of Transportation
Mr. T. E. Severe, Noise Abatement Team, State Highway Administration

Serial #: None
OED Serial#: 99OED-07
Noise Customer #: 1844
Responding to letter dated: 03/29/99 letter to Mr. Charles B. Adams via FAX
Saved: 03/29/99 9:51 AM by: Ted Severe
N:\OED\NOISE\CORRESP\1999\WELLS02.doc

990ED-07

215

8583F Falls Run Road
Ellicott City, MD 21043
March 29, 1999

Charles B. Adams
P.O. Box 717
Baltimore, MD 21203-0717

Dear Mr. Adams:

Thank you for finally responding to the question we posed to you the week MD 100 opened regarding 8583 Falls Run Road and the noise associated with the alignment shift of MD 100. However, your letter sounded more like a general reply to the entire Village of Montgomery Run. It never even mentioned our specific building at 8583 Falls Run Road.

You stated in your letter that 8611 and 8613 Falls Run Road were "the only areas in the community that were affected by the alignment shift." Your data is incorrect. When we bought our home at 8583 Falls Run Road in February 1990, the builder had already built the berm, which did not extend behind either 8583 Falls Run Road or the buildings at 8611 and 8613 Falls Run Road. However, we were satisfied, at that time, that the distance and vegetation that existed between 8583 Falls Run Road and the original alignment of MD 100 would provide an acceptable buffer. Otherwise we never would have bought this property. Are you now trying to tell us that the alignment shift did not move MD 100 closer to our property at 8583 Falls Run Road? Please provide evidence to support this position.

We believe that if you review your records, you will find that the alignment shift did move MD 100 closer to our property, and that it is not the developer, but it is the state that is now responsible for providing an acceptable barrier between our bedroom and MD 100. You indicated in your letter that you cannot provide a buffer because: "Based upon the history of the construction of the Village of Montgomery Run and the noise issue associated with MD 100, we cannot offer any additional plantings." Please clarify what you meant by this comment, and provide documentation to support your findings.

Because you indicated the state is not going to provide tree plantings or a sound barrier, we are now formally requesting that you offer the homeowners at 8583 Falls Run Road the same buyout that was offered to property owners at 8611 and 8613 Falls Run Road. If the state refuses to buy out the homeowners at 8583 Falls Run Road, then we request that you provide full documentation as to why the state bought out these other properties, and not ours, and why the state will not assume responsibility for the negative impact of the alignment shift on 8583 Falls Run Road. Finally, please acknowledge, in writing and within five business days, that you have received this letter, provide us with written weekly updates as to the status of our requests, and provide copies of all documents that were gathered during your extensive four-month research.

Sincerely,

Amy S. Wells John W. Wells

216

Customer Information View for 1998 for small Screens

ID #	MAP	DATE	Letter or Phone onl	LAST NAME	FIRST NAME	Active?
1844		3/17/99	Phone?	WELLS	Mr. & Mrs. John W. (A	☒

STREET#	STREET NAME	COUNTY	CITY (Post office	ZIPCOD	Representative status
8583F	Falls Run Road	HO	Ellicott City	21043-7331	private

DAY PHONE	HOME PHONE	E-Mail address	COMMUNITY
	443-778-6085		Village of Montgomery Run

ROADWAY	Logical Project Limits	INQUIRY
MD 100		

RESPONSE	Last Contact	Researcher	Primary Care "physician"
	3/17/99		CBA

This is the person who is the primary phone contact at SHA.

FILE LOCATIO	OTHER	Current committmen
		Respond to questions in 03/29/99 fax letter by mid-April

This is the person who is performing the study.

LAST action

03/24/99 - letter from CBA - summary of letter in A_99INDEX.doc

Comments: This field can not be sorted or searched.

OPPE or Hwy rep current type 1 inf

Go to

Active Projects

Follow ups

217

Maryland Department of Transportation
State Highway Administration

Parris N. Glendening
Governor
John D. Porcari
Secretary
Parker F. Williams
Administrator

March 24, 1999

Ms. Amy Wells
8583 Falls Run Road
Ellicott City MD 21043-7331

Dear Ms. Wells:

This is a follow-up to our telephone conversations regarding a sound barrier and additional screen planting for the Village of Montgomery Run along MD 100. As I indicated to you, I needed to review our files to determine why a sound barrier for your community was not constructed with MD 100. I appreciate your patience as we gathered information to respond to your inquiry.

The State Highway Administration (SHA) evaluated areas along MD 100 for sound barriers in the 1989 Final Environmental Impact Statement (FEIS). The Village of Montgomery Run development did not exist at the time the original approval for MD 100 was received in 1989. The FEIS indicated that noise mitigation for the area would be provided by the developer. Once the construction of your community began, the developer built an earth berm for areas projected to be impacted by noise and several hundred white pine trees were planted to provide an additional buffer.

In 1994, a Supplemental FEIS was prepared by SHA to address anticipated impacts to the Deep Run stream system through a portion of the MD 100 corridor. It was determined that the original alignment could not be built because of these impacts. The Supplemental FEIS determined that a shift in a portion of the original alignment would increase noise levels at 8611 and 8613 Falls Run Road. These were the only areas in the community that were affected by the alignment shift. SHA offered the homeowners in both buildings an option for either a sound wall or total buyout. The homeowners unanimously opted for the buyout and SHA purchased both buildings. Since the homeowners voted for the buyout instead of a sound wall, the option for additional noise mitigation was waived.

My telephone number is _____

Maryland Relay Service for Impaired Hearing or Speech
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

You asked about additional evergreen tree plantings to help provide a buffer. Based upon the history of the construction of the Village of Montgomery Run and the noise issue associated with MD 100, we cannot offer any additional plantings. Other than the impacts associated with the shift of a portion of the MD 100 alignment, responsibility for noise control was the responsibility of the developer of your community.

Thank you for your interest in the Sound Barrier Program. I am sorry that I cannot offer a positive response to your request. If you need additional information regarding this matter, please do not hesitate to contact me at 410-545-8640 or 1-800-446-5962.

Sincerely,

Charles B. Adams
Director
Office of Environmental Design

cc: The Honorable Elizabeth Bobo, Member, Maryland House of Delegates
The Honorable Edward J. Kasemeyer, Member, Senate of Maryland
The Honorable James Robey, Howard County Executive

bcc: Mr. Robert L. Fisher, District Engineer, State Highway Administration
Mr. James D. Hade, Noise Abatement Team Leader, State Highway Administration
Ms. Natalie B. Hardy, Special Assistant to the Director, State Highway Administration
Mr. John M. Lewis, State Legislative Officer, Maryland Department of Transportation
Mr. Eric G. Madden, Assistant to the Deputy Secretary, Maryland Department of Transportation
Mr. T. E. Severe, Noise Abatement Team, State Highway Administration

Serial #: None
OED Serial#: None
Noise Customer #: 1844
Responding to letter dated:
Saved: 03/18/99 2:26 PM by: Ted Severe
N:\OED\NOISE\CORRESP\1999\WELLS01.doc

2 20

Maryland Department of Transportation
State Highway Administration

Parris N. Glendening
Governor
John D. Porcari
Secretary
Parker F. Williams
Administrator

November 24, 1999

Mrs. Cindy V. West
814 Waterford Drive
Frederick MD 21702-4088

Dear Mrs. West:

Thank you for your recent telephone conversation with Mr. Ted Severe, of our staff, regarding highway noise in the Waterford community, along southbound US 15 between Rosemont Avenue and Patrick Street, in Frederick County.

The State Highway Administration (SHA) has evaluated the Waterford community to determine if all of the following technical requirements for a sound barrier have been met: that the majority of the affected homes in the community predate the highway; that existing noise levels equal or exceed 66 decibels; and that we can build an effective barrier for $50,000 or less per benefited home. US 15 was opened in 1968 and the Waterford community was constructed beginning in the early 1990's. Based on this, the Waterford community is not eligible for consideration under the State's Sound Barrier Program because the community postdates the highway. Enclosed is a copy of our brochure, *Sound Barriers ... A Community Resource Guide*, for your information.

Independent of the evaluation of the Waterford community, SHA will also be addressing noise impacts as part of the I-270/US 15 Multi-Modal Corridor Study that is currently underway. The I-270/US 15 Multi-Modal Corridor Study is a joint study between SHA and the Mass Transit Administration (MTA), extending from the Shady Grove Metro Station in Montgomery County to Biggs Ford Road in Frederick County. A copy of the Spring 1999 *I-270/US 15 Multi-Modal Corridor Study* newsletter is also enclosed for your information.

My telephone number is _____

Maryland Relay Service for Impaired Hearing or Speech
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

Thank you again for your telephone call and interest in the State's Sound Barrier Program. I regret that I cannot provide a positive response. If you have any questions, please feel free to contact Mr. Jim Hade, our Noise Abatement Team Leader, at 410-545-8599 or 1-800-446-5962.

Sincerely,

Charles B. Adams
Director
Office of Environmental Design

Enclosures
cc: The Honorable Joseph R. Bartlett, Member, Maryland House of Delegates
The Honorable C. Sue Hecht, Member, Maryland House of Delegates
The Honorable Alexander Mooney, Member, Senate of Maryland
The Honorable Louise V. Snodgrass, Member, Maryland House of Delegates
James D. Hade, RLA, Noise Abatement Team Leader, State Highway Administration
Mr. T.E. Severe, Noise Abatement Team, State Highway Administration

bcc: Ms. Sharon Blankenship, Administrative Assistant, LAD, State Highway Administration (1 copy – pink)
Mr. Robert Fisher, District Engineer, State Highway Administration
Ms. Natalie B. Hardy, Special Assistant to the Director of Environmental Design, State Highway Administration
Ms. Irene Heline, Administrative Assistant to the Director of Environmental Design, State Highway Administration (2 copies)
Ms. Nanette M. Schieke, State Legislative Officer, Maryland Department of Transportation

Serial #: None
OED Serial#: None
Noise Customer #: 2114
Responding to letter dated: Follow-up to 11/18/99 telephone conversation between Mrs. West and Mr. Ted Severe
Saved: 11/18/99 12:04 PM by: T.E. Severe 410-545-8600
N:\OED\NOISE\CORRESP\1999\WEST01.doc

Enclosures:

One copy of MDOT/SHA brochure, ***Sound Barriers ... A Community Resource Guide***

One copy of ***I-270/US 15 Multi-Modal Corridor Study***, Issue No. 4, SPRING 1999

Thursday, November 18, 1999 11:38 AM tsevere

ID #	MAP	DATE	Letter or Phone onl	LAST NAME	FIRST NAME	Active?
2114		11/18/99	Phone	WEST	Mrs. Cindy V.	✔

STREET#	STREET NAME	COUNTY	CITY (Post office	ZIPCODE	Representative statu
814	Waterford Drive	FR	Frederick MD	21702	private

Elected Official whom has communicated direclty to us on this custome

DAY PHONE	HOME PHONE	E-Mail address	COMMUNITY
301-903-8406	301-662-0602		Waterford

Find Next

Logical Project Limits: SB US 15 between Rosemont Ave. and Patrick St. (MD 144)

ROADWAY: US 15

INQUIRY: Is there anything that can be done to reduce the highway noise?

RESPONSE: bad news - comm. fails for date (Type II) - mentioned I-270/US 15 Intermodal study

Last Contact: 11/18/99

Researcher:

Primary SHA Contact: Ted

2nd Contact:

FILE LOCATIO:

OTHER:

Current committmen: send Comm. Resource Guide

Do we owe a letter? ✔

Letter Commit due date: 11/24/99

LAST action:

Letter signed date:

Reason Letter is Late: n/a

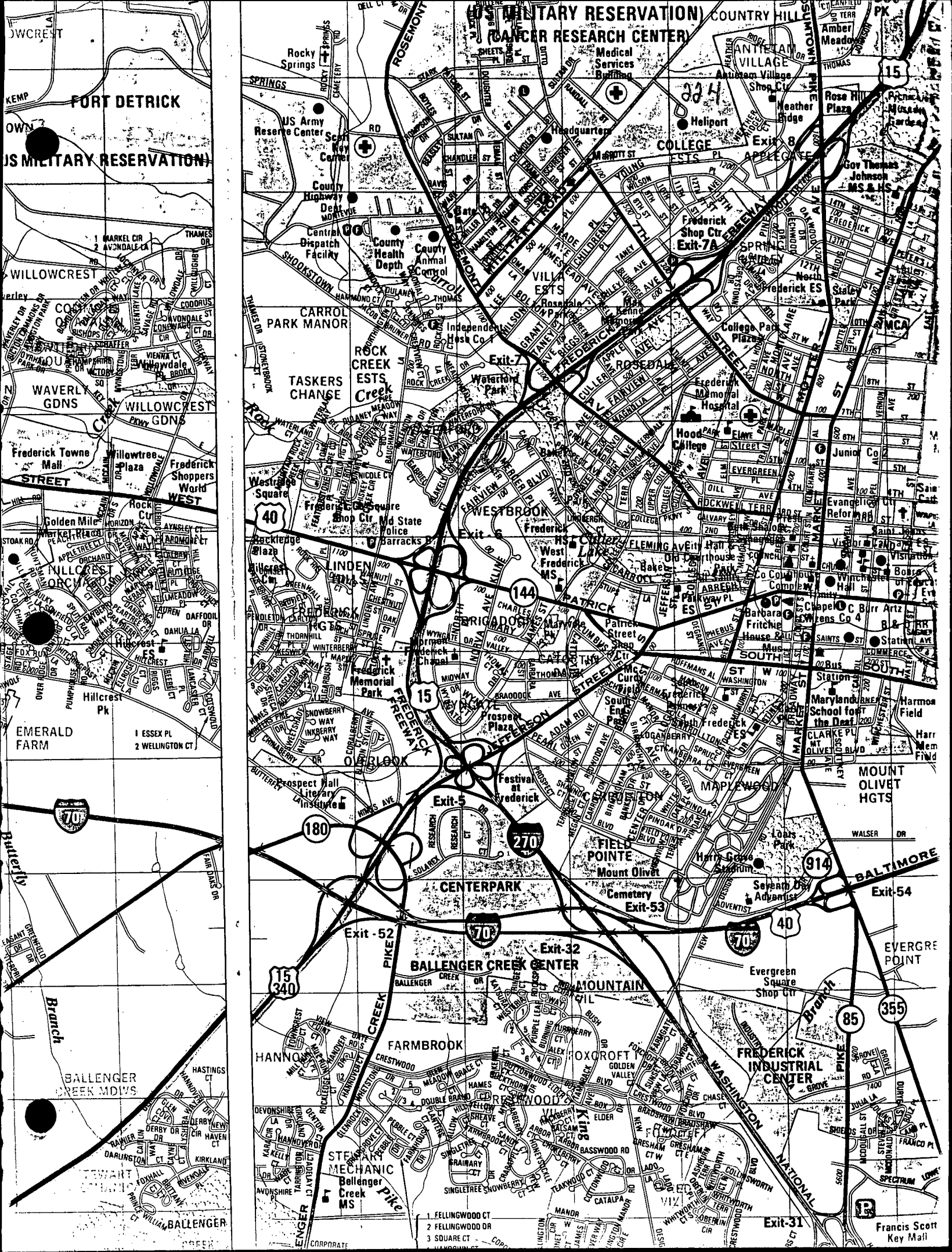
Comments: This field can not be sorted or searched.

OPPE or Hwy rep current type 1 inf

EO's - Dist. 3 - Sen. Alexander Mooney; Dels. Joseph R. Bartlett;C. Sue Hecht; Louise V. Snodgrass

Consultant Fir

To Meet 100% of our Commitments!


FORT DETRICK
US MILITARY RESERVATION
US MILITARY RESERVATION
CANCER RESEARCH CENTER
Rocky Springs
Medical Services Building
Antietam Village Shop Ctr
Heather Ridge
Heliport
US Army Reserve Center
Headquarters
County Highway Dept
Central Dispatch Facility
County Health Dept
County Animal Control
Frederick Shop Ctr
Exit-7A
Gov Thomas Johnson MS & HS
Rose Hill Plaza
Exit 8
Frederick North ES
Staley Park
College Park Plaza
Independent Hose Co
Exit-7
Waterford Park
Frederick Memorial Hospital
Hood College
Frederick Shop Ctr
Md State Police Barracks
Exit-6
Frederick HS
West Frederick MS
Cutler Lake
Baker Park
City Hall
Old Courthouse Park
Co Courthouse Complex
Winchester Hall
Visitor Ctr
Barbara Fritchie House & Mus
Chapel
C Burr Artz B & O RR Station
Bus Station
Maryland School for the Deaf
Harmon Field
Frederick Memorial Park
Prospect Plaza
Festival at Frederick
Exit-5
Prospect Hall Literary Institute
Loats Park
Harry Grove Stadium
Seventh Day Adventist
Cemetery
Exit-53
Exit-54
CENTERPARK
FIELD POINTE
Mount Olivet
Exit-52
Exit-32
BALLENGER CREEK CENTER
Evergreen Square Shop Ctr
FARMBROOK
FOXCROFT
FREDERICK INDUSTRIAL CENTER
Exit-31
Francis Scott Key Mall
BALLENGER CREEK MDWS
Bellenger Creek MS
WILLOWCREST
WAVERLY GDNS
WILLOWCREST GDNS
Frederick Towne Mall
Willowtree Plaza
Frederick Shoppers World
Golden Mile Market Place
Hillcrest Pk
EMERALD FARM
CARROLL PARK MANOR
ROCK CREEK ESTS
TASKERS CHANCE
Westridge Square
Rockledge Plaza
LINDEN
WESTBROOK
BRIGADOON
OVERLOOK
MAPLEWOOD
MOUNT OLIVET HGTS
EVERGREEN POINT
Exit-1
Exit-2
Exit-3
Exit-4
Exit-5
Exit-6
Exit-7
Exit-7A
Exit-8
Exit-31
Exit-32
Exit-52
Exit-53
Exit-54
1 FELLINGWOOD CT
2 FELLINGWOOD DR
3 SQUARE CT

225

Real Property Information

Maryland Department of Assessments and Taxation

Real Property System

[Go Back] [Start Over]

FREDERICK COUNTY

DISTRICT: 02 ACCT NO: 157748

Owner Information

Owner Name: WEST, RONNIE E. & CYNTHIA Y.

Use: TOWN HOUSE

Mailing Address: 814 WATERFORD DRIVE
FREDERICK MD 21702

Principal Residence: YES

Transferred From: WINCHESTER HOMES, INC.

Date: 04/28/1993 **Price:** $134,875

Deed Reference: 1) /1883/ 185
2)

Special Tax Recapture:

* NONE *

Tax Exempt: NO

Location Information [View Map]

Premises Address:
814 WATERFORD DRIVE
FREDERICK 21701

Zoning: R3

Legal Description:
LT 320 SEC 2 PLAT 4
2972 SQ FT
WATERFORD

Map	Grid	Parcel	Subdiv	Sect	Block	Lot	Group	Plat No:	46 71
412	11	1768		2		320	81	Plat Ref:	

Special Tax Areas **Town:** FREDERICK CITY
Ad Valorem: FRED CITY DIST 1 FIRE TAX

Primary Structure Data

Year Built:	Enclosed Area:	Property Land Area:	County Use:
1993	1,639 SF	2,972.00 SF	

Value Information

	Base Value	Current Value As Of 01/01/1999	Phase-In Value As Of 07/01/2000	Phase-in Assessments As Of 07/01/1999	Phase-in Assessments As Of 07/01/2000
Land:	36,000	36,000			
Impts:	75,010	71,970			
Total:	111,010	107,970	107,970	43,180	43,180
Pref Land:	0	0	0	0	0

Partial Exempt Assessments

	Code	07/01/1999	07/01/2000
County	000	0	0
State	000	0	0
Municipal	000	0	0

[Go Back] [Start Over]

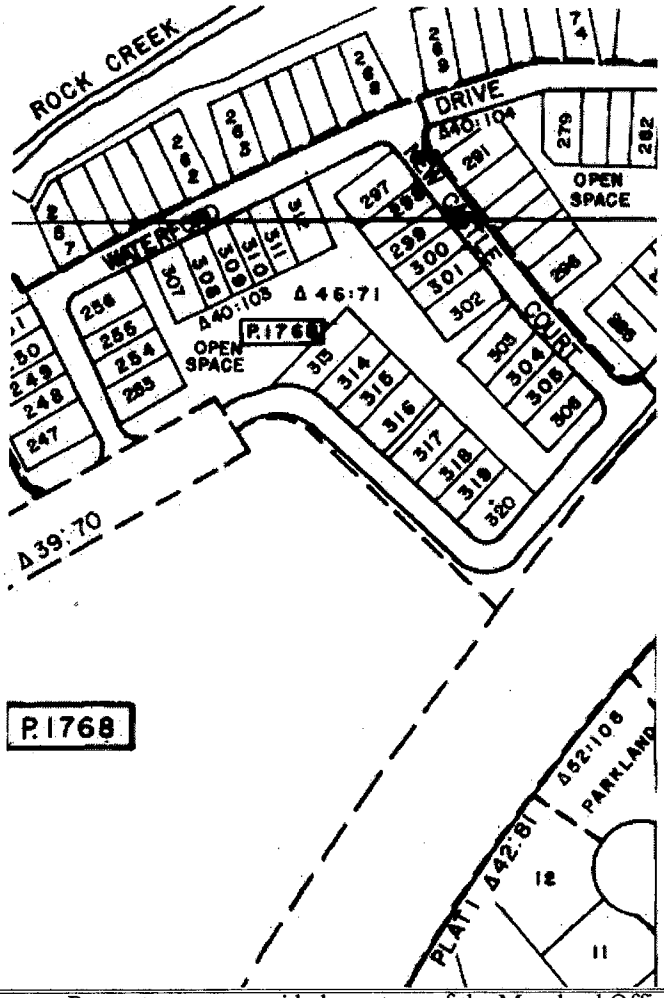
236

Real Property Information

Maryland Department of Assessments and Taxation

Real Property System

[Go Back] **Account ID : 1102157748** [Zoom In]



P.1768

Property maps provided courtesy of the Maryland Office of Planning © 1999.
For more information on electronic mapping applications, visit the Maryland Office of Planning web site at www.op.state.md.us.

Maryland Department of Transportation
State Highway Administration

3 37

SENT UP TO 4TH FLR 8/2/99

REC'D SIGNED COPY 8/25/99

Sent MYGRS, 8/2/99
Signed 8/4/99

August 23, 1999

Mr. Earl Williams
807 Biddle Road
Glen Burnie MD 21060-6924

Dear Mr. Williams:

The State Highway Administration has completed its evaluation of the East Glen Burnie community, adjacent to MD 10 north of the MD 10/MD 648 interchange in Anne Arundel County, for a sound barrier under the State's Sound Barrier Program. I appreciate your patience while we conducted this evaluation and the opportunity to provide you with the results.

It is my pleasure to inform you that the East Glen Burnie community meets the technical requirements for a sound barrier. The next step is for Anne Arundel County to agree to fund 20 percent of the cost to install the sound barrier. We will need this commitment before we can consider State funding for the barrier. Information regarding the funding requirements for this barrier has been forwarded to County Executive Janet S. Owens. We will coordinate with the County concerning funding and keep you informed as we work through this process.

Thank you again for your patience during this review and for your interest in the State's Sound Barrier Program. If you have any questions, please feel free to contact Mr. Charles B. Adams, our Director of Environmental Design, at 410-545-8640 or 1-800-446-5962.

Sincerely,

Parker F. Williams
Administrator

cc: The Honorable Joan Cadden, Member, Maryland House of Delegates
The Honorable Philip C. Jimeno, Member, Senate of Maryland
The Honorable John Leopold, Member, Maryland House of Delegates
The Honorable Mary Rosso, Member, Maryland House of Delegates
Mr. Charles B. Adams, Director of Environmental Design, State Highway Administration

My telephone number is 410-545-0400 or 1-800-206-0770

Maryland Relay Service for Impaired Hearing or Speech
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

bcc: Mr. Paul D. Armstrong, District Engineer, State Highway Administration
Mr. James D. Hade, Noise Abatement Team Leader, State Highway Administration
Ms. Natalie B. Hardy, Special Assistant to the Director, State Highway Administration
Ms. Nanette Schieke, State Legislative Officer, Maryland Department of Transportation
Mr. T.E. Severe, Noise Abatement Team, State Highway Administration

Serial #: None
OED Serial#: None
Noise Customer #: 1696
Responding to letter dated: Follow-up to 11/17/98 letter from Mr. Charles Adams
Saved: 07/30/99 9:14 AM by: T.E. Severe 410-545-8600
N:\OED\NOISE\CORRESP\1999\WILLMS01.doc

Wednesday, June 16, 1999 09:50 AM

ID #	MAP	DATE	Letter or Phone onl	LAST NAME	FIRST NAME	Active?
1696			phone	Williams	Earl	☑

STREET#:	STREET NAME	COUNTY	CITY (Post office	ZIPCODE	Representative statu
807	Biddle Road	AA	Glen Burnie	21060-6924	private

DAY PHONE	HOME PHONE	E-Mail address	COMMUNITY
			EAST GLEN BURNIE

ROADWAY:

Find Next

Logical Project Limits: MD 10

Stiemly Thompson Ave to MD 648

INQUIRY: wants barrier

RESPONSE: good news - commuity eligible for barrier - AA Co to match 20% of cost

Last Contact: 6/16/99

Researcher: KEN

Primary Care "physician"

FILE LOCATIO:

OTHER:

Current committmen: none

Commi t-ment

Do we owe a letter? ☐

Letter Commit due date:

Letter signed date:

Reason letter is late: n/a

LAST action:

Comments: This field can not be sorted or searched.

OPPE or Hwy. rep.current type 1 inf:

no phone number available thru internet search or in local white pages telephone directory - Mr. Williams is a friend/next door neighbor to Mr. Tom Myers, 805 Biddle Road, Glen Burnie MD 21060-6924, 410-761-2657

To Meet 100% of our Commitments!

230

Real Property Information

Maryland Department of Assessments and Taxation

Real Property System

[Go Back] [Start Over]

ANNE ARUNDEL COUNTY

DISTRICT: 05 SUBD: 230 ACCT NO: 00148500

Owner Information

Owner Name: WILLIAMS 2ND, EARL D
WILLIAMS, SANDRA L

Use: RESIDENTIAL

Mailing Address: 807 BIDDLE RD
GLEN BURNIE MD 21060-6924

Principal Residence: YES

Transferred From:

Date: 08/15/1984 **Price:** $62,000

Deed Reference: 1) /3774/ 569
2)

Special Tax Recapture:

* NONE *

Tax Exempt: NO

Location Information [View Map]

Premises Address:
807 BIDDLE RD
GLEN BURNIE 21060

Zoning: R5

Legal Description:
LT 15
807 BIDDLE RD
EAST GLEN BURNIE

Map	Grid	Parcel	Subdiv	Sect	Block	Lot	Group	Plat No:
10	14	254	230			15	81	Plat Ref: 21/ 4

Special Tax Areas

Town:

Ad Valorem:

Primary Structure Data

Year Built:	Enclosed Area:	Property Land Area:	County Use:
1972	1,530 SF	7,500.00 SF	

Value Information

	Base Value	Current Value As Of 01/01/1999	Phase-In Value As Of 07/01/1999	Phase-in Assessments As Of 07/01/1998	Phase-in Assessments As Of 07/01/1999
Land:	40,620	40,870			
Impts:	70,990	77,860			
Total:	111,610	118,730	113,983	44,640	45,590
Pref Land:	0	0	0	0	0

Partial Exempt Assessments

	Code	07/01/1998	07/01/1999
County	000	0	0
State	000	0	0
Municipal	000	0	0

[Go Back] [Start Over]

HDR_Site_Number	County	Route (Common)	Side (Common)	Access
AA-004	AA	MD 10	S	FC

Community Name

East Glen Burnie (South Bound)

Combined Community Name

East Glen Burnie

Community Limits (General)

Between the Baltimore Annapolis Boulevard (MD 648) Interchange and the Stiemly Thompson Avenue Bridge

Community Limits (Location)

Southwestern Quadrant of the Stiemly Thompson Avenue (CO 3806) Bridge

Community Limits (Specific)

From the Stiemly Thompson Avenue (CO 3806) Bridge to 3,000' South of the Stiemly Thompson Avenue (CO 3806) Bridge

Principal Street

Biddle Road, Madeline Avenue and Ditty Court

HDR Description Concensus

✔

Notes: PRELIMINARY - PLEASE CHECK WITH HDR TEAM

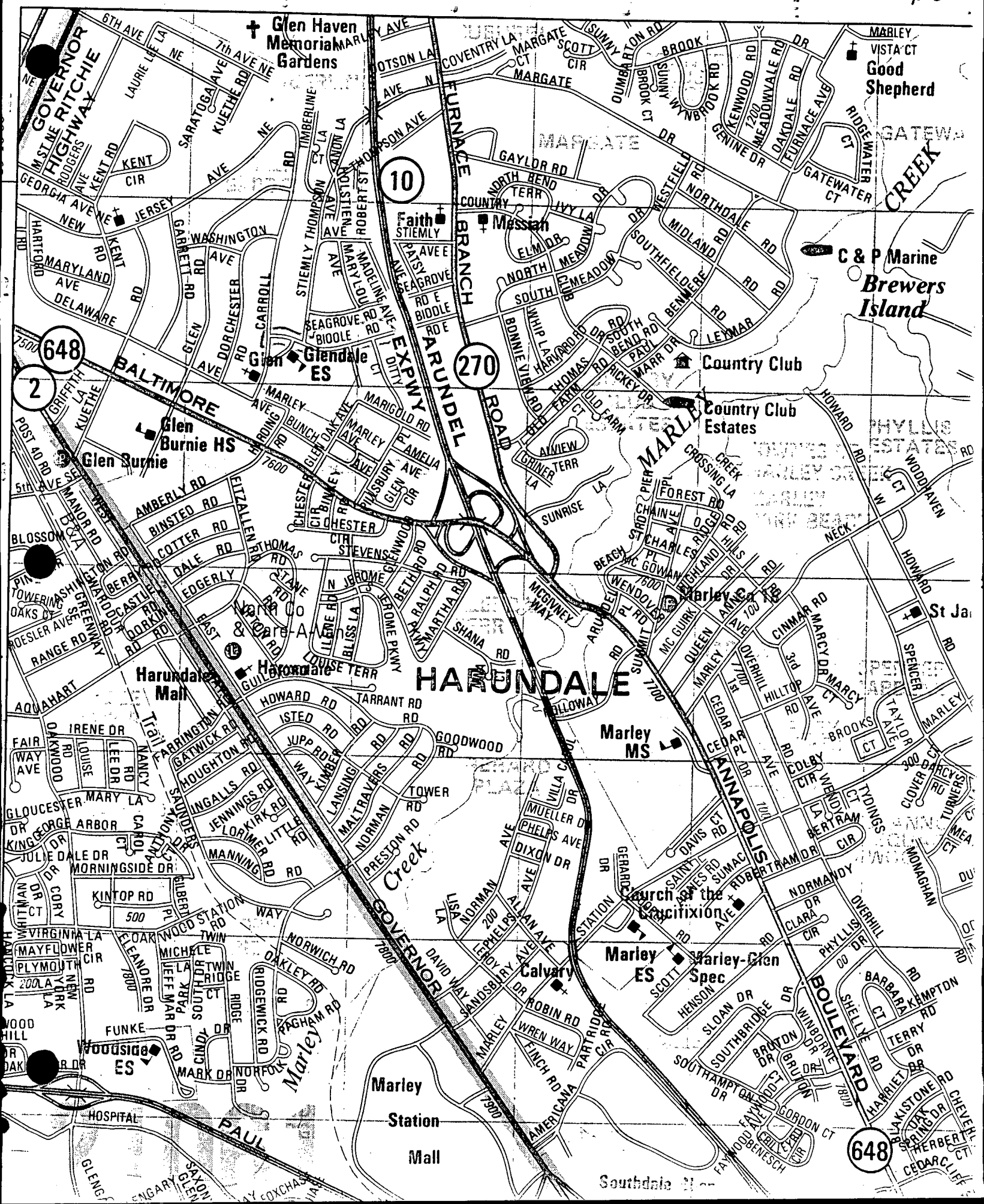
Under Study

HDR_Route_Code	Include in 1999 Secretary's Report	Added to 1999 Secretary's Report	Com
avb	✔	✔	

910,000 FT

232

Joins Map 3



Maryland Department of Transportation
State Highway Administration

Parris N. Glendening
Governor
John D. Porcari
Secretary
Parker F. Williams
Administrator

233

May 3, 1999

David A. Willis
Market Research Consultant
6015 State Bridge Road, #13202
Duluth, GA 30097

Dear Mr. Willis:

Thank you for your recent letter requesting information on Maryland's Sound Barrier Program. I appreciate the opportunity to respond to your inquiry.

You asked about the level of expenditures made by the Maryland Department of Transportation on controlled-access highway sound barrier walls. The enclosed graphs depict the level of expenditure in both our Type I and Type II programs over the past 14 years. For the Type II, or retrofit, program we have spent to date, $84.1 million and for the Type I program, $70.2 million.

With respect to future expenditures, each fall we begin the funding process for planning priorities for the coming six years. In the last fiscal cycle, we funded the initiation of 10 new projects for which we plan to begin construction in the summer of 2001 with completion by the fall of 2003. The aggregate value of those projects is anticipated to be approximately $21 million. Future years' expenditures have yet to be determined.

With respect to wall material preferences, the Maryland Department of Transportation has considered many materials in the construction of sound barriers and has settled on the use of pre-cast concrete panels for all barriers except those that must be mounted on bridge structures. Most of our barriers carry an exposed aggregate on the residential side and a double raked finish on the highway side which is then stained. In the case of bridge structure-mounted barriers, we most often use corrugated steel, polyester powder-coated to match the project colors. The Department also calls for some barriers to contain noise absorptive qualities. Many of the recent absorptive barriers utilize recycled rubber tires as part of the surface treatment.

My telephone number is _____

Maryland Relay Service for Impaired Hearing or Speech
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

As more and more highways require improvements through existing communities, we have been experiencing a need for barriers with absorptive surfaces to minimize sound being reflected over the barriers into the communities. We are also examining the inclusion of "Public Art" on some of our barriers. Our first effort has been to sponsor a competition of local and national artists in order to create form-liners to simulate a low-relief sculptured surface so that the State can provide a more attractive alternative for barriers that are directly adjacent to the shoulder of the highway.

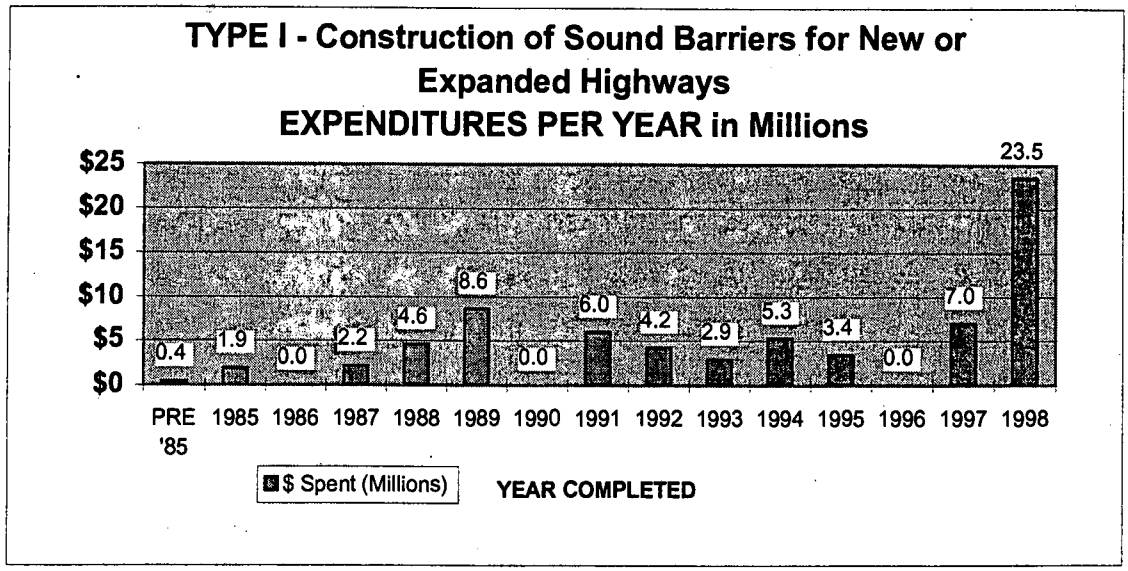
Thank you for your inquiry. If you have any questions, please feel free to contact Mr. James Hade, our Noise Abatement Team Leader, at 410-545-8599 or by E-mail at jhade@state.md.us.

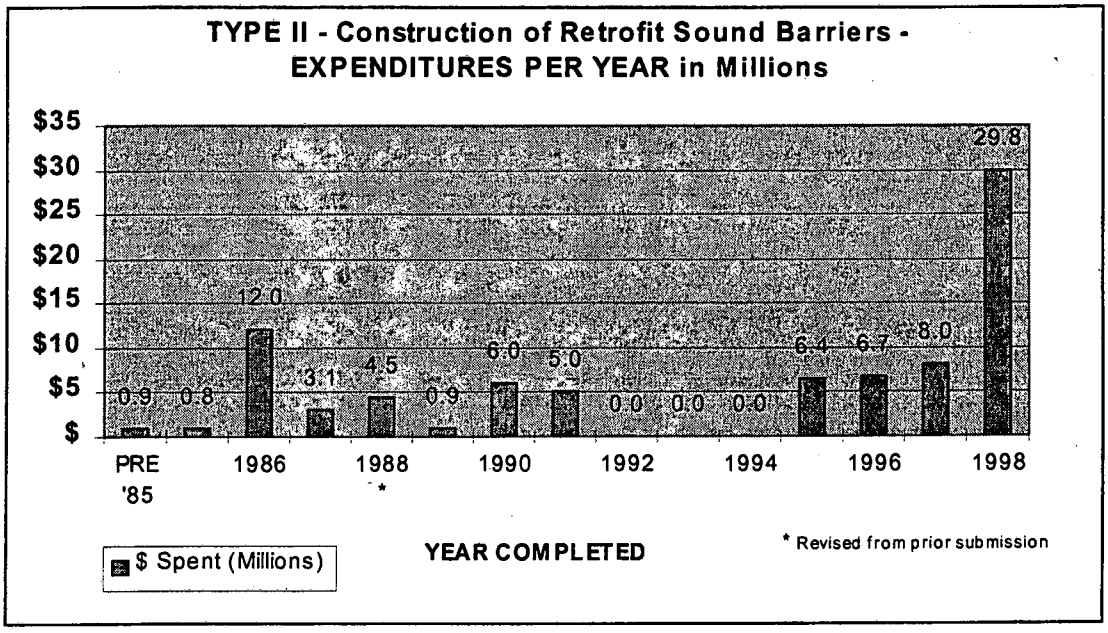
Sincerely,

Charles B. Adams
Director
Office of Environmental Design

Enclosure
cc: Mr. James D. Hade, RLA, Noise Abatement Team Leader, State Highway Administration

235


TYPE I - Construction of Sound Barriers for New or Expanded Highways
EXPENDITURES PER YEAR in Millions
$25
$20
$15
$10
$5
$0
0.4
1.9
0.0
2.2
4.6
8.6
0.0
6.0
4.2
2.9
5.3
3.4
0.0
7.0
23.5
PRE '85
1985
1986
1987
1988
1989
1990
1991
1992
1993
1994
1995
1996
1997
1998
$ Spent (Millions)
YEAR COMPLETED


TYPE II - Construction of Retrofit Sound Barriers -
EXPENDITURES PER YEAR in Millions
$35
$30
$25
$20
$15
$10
$5
$
0.9
0.8
12.0
3.1
4.5
0.9
6.0
5.0
0.0
0.0
0.0
6.4
6.7
8.0
29.8
PRE '85
1986
1988 *
1990
1992
1994
1996
1998
$ Spent (Millions)
YEAR COMPLETED
* Revised from prior submission

bcc: Ms. Natalie B. Hardy, Special Assistant to the Director, State Highway Administration
Mr. John M. Lewis, State Legislative Officer, Maryland Department of Transportation
Mr. T. E. Severe, Noise Abatement Team, State Highway Administration

Serial #: None
OED Serial #: None
Noise Customer #: 1871
Responding to letter dated: 04/11/99 letter to MDOT forwarded to SHA/OED/NAT 04/16/99
Saved: 04/28/99 8:16 AM by: Ted Severe 410-545-8600
N:\OED\NOISE\CORRESP\1999\WILLIS01.doc

Customer Information View for 1998 for small Screens

ID #	MAP	DATE	Letter or Phone onl	LAST NAME	FIRST NAME	Active?
1872		4/16/99	Letter	WILLIS	David A.	

STREET#	STREET NAME	COUNTY	CITY (Post office	ZIPCOD	Representative status
6015	State Bridge Road, #13202		Duluth GA	30097	private

DAY PHONE	HOME PHONE	ROADWAY	E-Mail address	COMMUNITY

Find Next

Logical Project Limits

INQUIRY: info on level of expenditures on sound barriere, etc.

RESPONSE: letter answering Inquiries

Last Contact | Researcher | Primary Care "physician": Jim Hade

FILE LOCATIO | OTHER | Current committmen

This Database designed by James

LAST action

Comments: This field can not be sorted or searched | OPPE or Hwy rep current type 1 inf

INBOUND REC'D 4/20/99 fr CBA

238

*Forward to Charlie Adams SHA-HQ

Maryland Department of Transportation
P.O. Box 8755
BWI Airport, MD 21240

April 11th, 1999

Dear Sir or Madam,

I am looking for information on the level of expenditures by the department on freeway sound barrier walls. I would also like to know if the state has any preferences on the type of walls specified, i.e. wood, steel, concrete block, or pre-cast concrete. Any trends in the level of spending over the next 5 years or in the type of sound wall specified. I look forward to hearing from you and should you have any questions please do not hesitate to contact me.

Sincerely,

David A. Willis
Market Research Consultant

6015 State Bridge Road, #13202
Duluth, GA 30097

Phone 770-418-1966
Fax 770-418-0323

David A. Willis
6015 State Bridge Road
#13202
Duluth, GA 30097

NORTH METRO GA 30026
PM
12 APR
1999

USA H
First Class Rate

239

Maryland DOT
P.O. Box 8755
BWI Airport, MD 21240
SHA- Sound barriers Dept.

21240+0755

240

Maryland Department of Transportation
State Highway Administration

Parris N. Glendening
Governor
John D. Porcari
Secretary
Parker F. Williams
Administrator

April 29, 1999

Mr. Jim Wolfe
915 Rose Anne Road
Glen Burnie MD 21060

Dear Mr. Wolfe:

This letter is a follow-up to my letter to you regarding a sound barrier for the Acreslee community. We have determined that your community, adjacent MD 10 and Furnace Branch Road in Anne Arundel County, meets the technical eligibility requirements for a sound barrier.

There is one action that needs to be taken by Anne Arundel County before State funds for the design and construction of a barrier are considered. The State's Sound Barrier Program requires that Anne Arundel County agree to fund 20 percent of the cost to install the sound barrier before State funding for a barrier is considered. We will forward the details regarding this barrier to County Executive Janet S. Owens. State funding will be considered once the County has implemented their required action.

Thank you for your patience during this review and your interest in the State's Sound Barrier Program. If you have any questions, please feel free to contact Mr. James Hade, our Noise Abatement Team Leader, at 410-545-8599 or 1-800-446-5962.

Sincerely,

Charles B. Adams
Director
Office of Environmental Design

cc: The Honorable Joan Cadden, Member, Maryland House of Delegates
The Honorable Philip C. Jimeno, Member, Senate of Maryland
The Honorable John Leopold, Member, Maryland House of Delegates
The Honorable Mary Rosso, Member, Maryland House of Delegates
Mr. James D. Hade, RLA, Noise Abatement Team Leader, State Highway Administration

My telephone number is _____

Maryland Relay Service for Impaired Hearing or Speech
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

bcc: Mr. Paul D. Armstrong, District Engineer, State Highway Administration
Ms. Catherine Dorsey, Legislative Assistant to Delegate Leopold
Ms. Natalie B. Hardy, Special Assistant to the Director, State Highway Administration
Mr. John M. Lewis, State Legislative Officer, Maryland Department of Transportation
Mr. T. E. Severe, Noise Abatement Team, State Highway Administration

Serial #: None
OED Serial#: None
Noise Customer #: 1144
Responding to letter dated: Follow-up to 11/18/98 letter to Mr. Wolfe from Mr. Charles B. Adams
Saved: 04/27/99 4:09 PM by: Ted Severe 410-545-8600
N:\OED\NOISE\CORRESP\1999\WOLFE01.doc

242

Customer Information View for 1998 for small Screens

ID #	MAP	DATE	Letter or Phone on!	LAST NAME	FIRST NAME	Active?
1144	E-12	8/2/96		WOLFE	JIM	☒

STREET#	STREET NAME	COUNTY	CITY (Post office	ZIPCOD	Representative status
915	ROSE ANNE ROAD	AA	GLEN BURNIE	21060	Community Representative

DAY PHONE	HOME PHONE	ROADWAY	E-Mail address	COMMUNITY
	410-761-2411		buylow@qis.net	ACRESLEE

Find Next

Logical Project Limits	MD 10	INQUIRY
JCT OF FURNACE BRANCH ROAD & ARUNDEL XWY		Wants barrier

RESPONSE	Last Contact	Researcher	
10 PUSHED THROUGH TO 648 AND THEN 100 -- NEED INF	2/24/98	PHILIP	Primary Care "physician"

FILE LOCATIO	OTHER	Current committmen
PDT's WORKING FILES -- DESK		RESEARCH 'START BALL ROLLING" -- "DO WE NEED MEASUREMENTS OR WHAT"

LAST action

INQUIRY FROM CBA -- RE: TELEPHONE CALL 12/30/97 -- RESEARCH SITUATION "WHAT HAPPENED TO HIS ORIGINAL INQUIRY FROM THE '96 PUBLIC MEETING OF SHA FOLKS WITH COMMUNITY AND REP. RZEPKOWSKI?"

Comments: This field can not be sorted or searched. | OPPE or Hwy rep.current type 1 inf

'75 house too far from road / '97 road expanded(closer) and increased (traffic) do they qualify now?

343

I-495 Sound Barrier

Wolfe's Subdivision

Property Owner	Address	Principal Residence?
Bhutani, Ravender & K R	7108 Greentree Road Bethesda, Maryland 20817-1506	yes
Burkhardt, Gloria M TR	7201 Barnett Road Bethesda, Maryland 20817-1502	yes
Maguire, Teresa C	7203 Barnett Road Bethesda, Maryland 20817-1502	yes
Destefano, Frank T & E B	7207 Barnett Road Bethesda, Maryland 20817-1502	yes
Hutchby, Audrey F et AL TR	7211 Barnett Road Bethesda, Maryland 20817-1502	yes
Smith, Marc J & P J	7215 Barnett Road Bethesda, Maryland 20817-1502	yes
Panas, Rosemary	7217 Barnett Road Bethesda, Maryland 20817-1502	yes
Oka, Takami & K	7219 Barnett Road Bethesda, Maryland 20817-1502	yes
Schulz, Stephan & C 1734	7223 Barnett Road Bethesda, Maryland 20817-1502	yes

Information obtained from State Department of Assessments and Taxation website, www.dat.state.md.us

2424

11/16/99

Natalie:

Here is the list of property owners for the Barnett Rd/Wolfe's Subdivision Community Meeting

TTFN

Fred

245

WR&A
Engineers
Planners

WHITMAN, REQUARDT AND ASSOCIATES, LLP
2315 Saint Paul Street
Baltimore, Maryland 21218

Phone: (410) 235-3450
Fax: (410) 243-5716

COVER SHEET

FAX

Date: November 16, 1999

To: Fred Eisen

From: Regina M. Bright, P.E.

Organization: SHA - OED

Project: I-495 - Noise Abatement Wall at Barnett Road
WR&A W.O.: 31053

Fax #: 410-209-5003

Page(s): 2

☐ *Urgent* *For Review* *Please Comment* *Please Reply* *Hard Copy to Follow*

Remarks:

Fred-

Please find following a list of property owners and addresses within the Wolfe's Subdivision (residences along Barnett Road and at the corner of Greentree Road and Barnett Road). If you need additional information, please let me know.

Thank you,
Regina

247

Maryland Department of Transportation
State Highway Administration

Parris N. Glendening
Governor

John D. Porcari
Secretary

Parker F. Williams
Administrator

September 3, 1999

Ms. Judy Yeager
26 Aliceview Court
Timonium MD 21093-3368

Dear Ms. Yeager:

This is a follow-up to our recent telephone conversation regarding a sound barrier for the Priceville community along I-83 in Baltimore County. As we discussed, enclosed are copies of correspondence between the State Highway Administration and constituents of the Priceville community regarding this issue. Thank you again for your telephone call. If you have any questions, please feel free to contact me at 410-545-8616 or 1-800-446-5962.

Sincerely,

Natalie B. Hardy
Special Assistant to the Director
Office of Environmental Design

Enclosures

My telephone number is _____

Maryland Relay Service for Impaired Hearing or Speech
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

bcc: Ms. Irene Heline, Administrative Assistant to the Director, Office of Environmental Design, State Highway Administration (2 copies)
Mr. T.E. Severe, Noise Abatement Team, State Highway Administration

Serial #: None
OED Serial#: None
Noise Customer #: 374, 1732, 1808, 1936
Responding to letter dated: Follow-up to 09/02/99 telephone conversation between Ms. Yeager and Ms. Hardy
Saved: 09/03/99 10:24 AM by: T.E. Severe 410-545-8600
N:\OED\NOISE\CORRESP\1999\YEAGER02.doc

Enclosures:

03/01/99 letter to Mr. and Mrs. William Bennet from Mr. Parker F. Williams

08/13/99 letter to Mr. William R. Jones from Mr. Parker F. Williams

03/01/99 letter to Mr. Elmer Mack from Mr. Parker F. Williams

03/01/99 letter to Ms. Arlene Shepherd from Mr. Parker F. Williams

02/09/99 letter to Ms. Arlene Shepherd from Mr. Charles B. Adams, Director of Environmental Design, includes ***Letter Report I-83 at Priceville, Baltimore County, Maryland, JMT Job No. 96117.16***, January 7, 1999 (Revised February 2, 1999)

Maryland Department of Transportation
State Highway Administration

Parris N. Glendening
Governor
John D. Porcari
Secretary
Parker F. Williams
Administrator

349

T.G. SEVERS
CORR. BOOK

March 1, 1999

Mr. and Mrs. William Bennett
601 Priceville Avenue
Sparks MD 21152

Dear Mr. and Mrs. Bennett:

The State Highway Administration has completed its review of the Priceville community along I-83 for consideration of a sound barrier. I appreciate your patience while this evaluation was conducted.

It is my pleasure to inform you that a portion of the Priceville community that includes your home meets the technical requirements for a sound barrier. In conformity with Maryland's Sound Barrier Policy, Baltimore County will need to adopt a local noise ordinance to address noise impacts upon new development. The County must also agree to fund 20 percent of the cost to install the sound barrier for Priceville before State funding for a barrier will be considered.

Thank you for your interest in this issue. If you need additional information, please do not hesitate to contact Mr. Charles B. Adams, our Director of Environmental Design, who may be reached at 410-545-8640 or 1-800-446-5962.

Sincerely,

Parker F. Williams
Administrator

cc: The Honorable Andrew P. Harris, Member, Senate of Maryland
The Honorable A. Wade Kach, Member, Maryland House of Delegates
The Honorable Martha S. Klima, Member, Maryland House of Delegates
Mr. Charles B. Adams, Director of Environmental Design, State Highway Administration

My telephone number is _____

Maryland Relay Service for Impaired Hearing or Speech
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

Maryland Department of Transportation
State Highway Administration

750

Parris N. Glendening
Governor

John D. Porcari
Secretary

Parker F. Williams
Administrator

August 13, 1999

Mr. William R. Jones
4 Bellclare Circle
Sparks MD 21152-9118

Dear Mr. Jones:

Thank your for your recent internet message regarding a sound barrier for the Priceville community along I-83 in Baltimore County. The State Highway Administration has completed a review of this community for a sound barrier. I appreciate the opportunity to provide you with the results of that review.

It is my pleasure to inform you that the northern portion of the Priceville community meets the technical requirements for a sound barrier under the State's Sound Barrier Program. There are two actions that need to be taken by Baltimore County before State funds for the design and construction of a sound barrier are considered. Baltimore County must adopt a local noise ordinance to address noise impacts for future, new residential development adjacent to State highways and interstates and also agree to fund 20 percent of the cost to install the sound barrier. Baltimore County is in the process of implementing such an ordinance. Enclosed is a copy of our brochure, *Sound Barriers ... A Community Resource Guide*, for your information.

Thank you again for your internet message and interest in the State's Sound Barrier Program. If you have any questions, please feel free to contact Mr. Charles B. Adams, our Director of Environmental Design, at 410-545-8640 or 1-800-446-5962.

Sincerely,

Parker F. Williams
Administrator

Enclosure
cc: The Honorable Andrew P. Harris, Member, Senate of Maryland
The Honorable A. Wade Kach, Member, Maryland House of Delegates
The Honorable Martha S. Klima, Member, Maryland House of Delegates
Mr. Charles B. Adams, Director, Office of Environmental Design, State Highway Administration

My telephone number is 410-545-0400 or 1-800-206-0770

Maryland Relay Service for Impaired Hearing or Speech
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

251

Maryland Department of Transportation
State Highway Administration

Parris N. Glendening
Governor

John D. Porcari
Secretary

Parker F. Williams
Administrator

March 1, 1999

Mr. Elmer Mack
18 Bellclare Circle
Sparks MD 21152

Dear Mr. Mack:

The State Highway Administration has completed its review of the Priceville community along I-83 for consideration of a sound barrier. I appreciate your patience while this evaluation was conducted.

It is my pleasure to inform you that a portion of the Priceville community that includes your home meets the technical requirements for a sound barrier. In conformity with Maryland's Sound Barrier Policy, Baltimore County will need to adopt a local noise ordinance to address noise impacts upon new development. The County must also agree to fund 20 percent of the cost to install the sound barrier for Priceville before State funding for a barrier will be considered.

Thank you for your interest in this issue. If you need additional information, please do not hesitate to contact Mr. Charles B. Adams, our Director of Environmental Design, who may be reached at 410-545-8640 or 1-800-446-5962.

Sincerely,

Parker F. Williams
Administrator

cc: The Honorable Andrew P. Harris, Member, Senate of Maryland
The Honorable A. Wade Kach, Member, Maryland House of Delegates
The Honorable Martha S. Klima, Member, Maryland House of Delegates
Mr. Charles B. Adams, Director of Environmental Design, State Highway Administration

My telephone number is 410-545-0400 or 1-800-206-0770

Maryland Relay Service for Impaired Hearing or Speech
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

252

Maryland Department of Transportation
State Highway Administration

Parris N. Glendening
Governor

John D. Porcari
Secretary

Parker F. Williams
Administrator

March 1, 1999

Ms. Arlene Shepherd
16 Bellclare Circle
Sparks MD 21152

Dear Ms. Shepherd:

The State Highway Administration has completed its review of the Priceville community along I-83 for consideration of a sound barrier. I appreciate your patience while this evaluation was conducted.

It is my pleasure to inform you that a portion of the Priceville community that includes your home meets the technical requirements for a sound barrier. In conformity with Maryland's Sound Barrier Policy, Baltimore County will need to adopt a local noise ordinance to address noise impacts upon new development. The County must also agree to fund 20 percent of the cost to install the sound barrier for Priceville before State funding for a barrier will be considered.

Thank you for your interest in this issue. If you need additional information, please do not hesitate to contact Mr. Charles B. Adams, our Director of Environmental Design, who may be reached at 410-545-8640 or 1-800-446-5962.

Sincerely,

Parker F. Williams
Administrator

cc: The Honorable Andrew P. Harris, Member, Senate of Maryland
The Honorable A. Wade Kach, Member, Maryland House of Delegates
The Honorable Martha S. Klima, Member, Maryland House of Delegates
Mr. Charles B. Adams, Director of Environmental Design, State Highway Administration

My telephone number is 410-545-0400 or 1-800-206-0770

Maryland Relay Service for Impaired Hearing or Speech
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

253

Maryland Department of Transportation
State Highway Administration

Parris N. Glendening
Governor
John D. Porcari
Secretary
Parker F. Williams
Administrator

February 9, 1999

Ms. Arlene Shepherd
16 Bellclare Circle
Sparks MD 21152

Dear Ms. Shepherd:

This is a follow-up to your telephone conversation with Mr. Fred Eisen of my staff regarding noise measurements taken for the Priceville community adjacent to I-83. I appreciate your patience as we continue to conduct the analysis for your community.

On December 9-10 and December 15-16, 1998, noise measurements were taken in your community at nine different sites adjacent to I-83. The twenty minute measurements indicated on Table 1 were taken along Bellclare Circle and Priceville Road. The twenty-four hour measurement indicated on Drawing 2, taken at your home, indicates that noise levels reached 72 decibels (dBA), which exceed the noise impact threshold of 66 dBA as stated in Maryland's Sound Barrier Policy. Additionally, other homes in your community meet or exceed the 66 dBA impact threshold as indicated on Table 1. As you discussed with Mr. Eisen, the evaluation to determine if your area meets all the requirements for a sound barrier is ongoing. Once a determination is made, we will contact you with the results. You may expect to hear from us by mid-March. A copy of the Letter Report I-83 at Priceville with attachments is enclosed for your information.

Thank you again for your patience. If you have any questions or need additional information, please do not hesitate to contact me or Mr. Eisen at 410-545-8598 or 1-800-545-5962.

Sincerely,

Charles B. Adams
Director
Office of Environmental Design

Enclosures
cc: The Honorable Andrew P. Harris, Member, Senate of Maryland
The Honorable A. Wade Kach, Member, Maryland House of Delegates
The Honorable Martha S. Klima, Member, Maryland House of Delegates
Mr. Frederick A. Eisen, Noise Abatement Team, State Highway Administration

My telephone number is _____

Maryland Relay Service for Impaired Hearing or Speech
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

254

LETTER REPORT

I-83 AT PRICEVILLE

BALTIMORE COUNTY, MARYLAND
JMT JOB NO. 96117.16

PREPARED FOR THE:

STATE HIGHWAY ADMINISTRATION
OFFICE OF ENVIRONMENTAL DESIGN

JANUARY 7, 1999
REVISED FEBRUARY 2, 1999

PREPARED BY:

JOHNSON, MIRMIRAN & THOMPSON
72 LOVETON CIRCLE
BALTIMORE, MARYLAND 21152-0949

JOHNSON, MIRMIRAN & THOMPSON
Engineering A Brighter Future

JOHNSON, MIRMIRAN & THOMPSON
Engineering A Brighter Future
72 Loveton Circle Baltimore, Maryland 21152-0949 Telephone (410)329-3100 Fax (410)472-2200

255

January 7, 1999
Revised February 2, 1999

Mr. Charles B. Adams, Director
Office of Environmental Design
Maryland State Highway Administration
707 North Calvert Street
Baltimore, Maryland 21202

Attn: Mr. Fred Eisen

RE: Noise Abatement Analysis and Design Statewide
BCS 95-33
I-83 at Priceville
JMT Job No. 96117.16

Gentlemen:

We have completed the requested ambient testing and determined the degree and extent of impact within the Priceville Community and are hereby submitting three (3) copies of the results. To summarize, we have determined that 12 residences are impacted by noise from I-83. They are as follows:

- 12 Bellclare Circle
- 13 Bellclare Circle
- 14 Bellclare Circle
- 15 Bellclare Circle
- 16 Bellclare Circle
- 18 Bellclare Circle
- 26 Bellclare Circle
- 601 Priceville Avenue
- 604 Priceville Avenue
- 604A Priceville Avenue
- 1309 Priceville Avenue
- 15109 Priceville Road

The instruments used in the testing were the Metrosonics db-308 and db-3080 noise analyzers. Each meter was calibrated prior to the testing, set to record in the 'Slow' response rate and fitted with wind screens. Wind conditions during the testing were noted on site sketches. The meters were set to record data in one minute intervals. Using short time intervals enabled us to more accurately eliminate intervals that had been affected by background noise.

Twenty-four hour testing was performed adjacent to I-83 at 16 Bellclare Circle on December 9 & 10, 1998 (refer to site sketch for location). From the test results the peak noise window was determined to be between the hours of 7:00 A.M. and 10:00 A.M. The short-term test noise levels (Leq, dBA) were adjusted based on the peak hourly Leq of the twenty-four hour test. The worst-case adjusted ambient measurements were used to establish the extent of impact.

Short-term tests were performed at 8 locations. For the duration of all short-term testing, notations were made indicating times at which background noises were present. In cases where the noted times exhibited a substantial increase in noise, they were not included in the computed Leq; therefore, the Leq values shown in the table within are representative of ambient noise, generally not affected by background noise.

Attached is a brief test summary, mapping showing impacted residences, location sketches, site photographs and 24-hour and short-term testing printouts. If the 66 dBA contour line impacted a property, the residence on the property is considered to be impacted.

If you should have any questions or require any additional information, please do not hesitate to contact this office.

Very truly yours,

JOHNSON, MIRMIRAN & THOMPSON

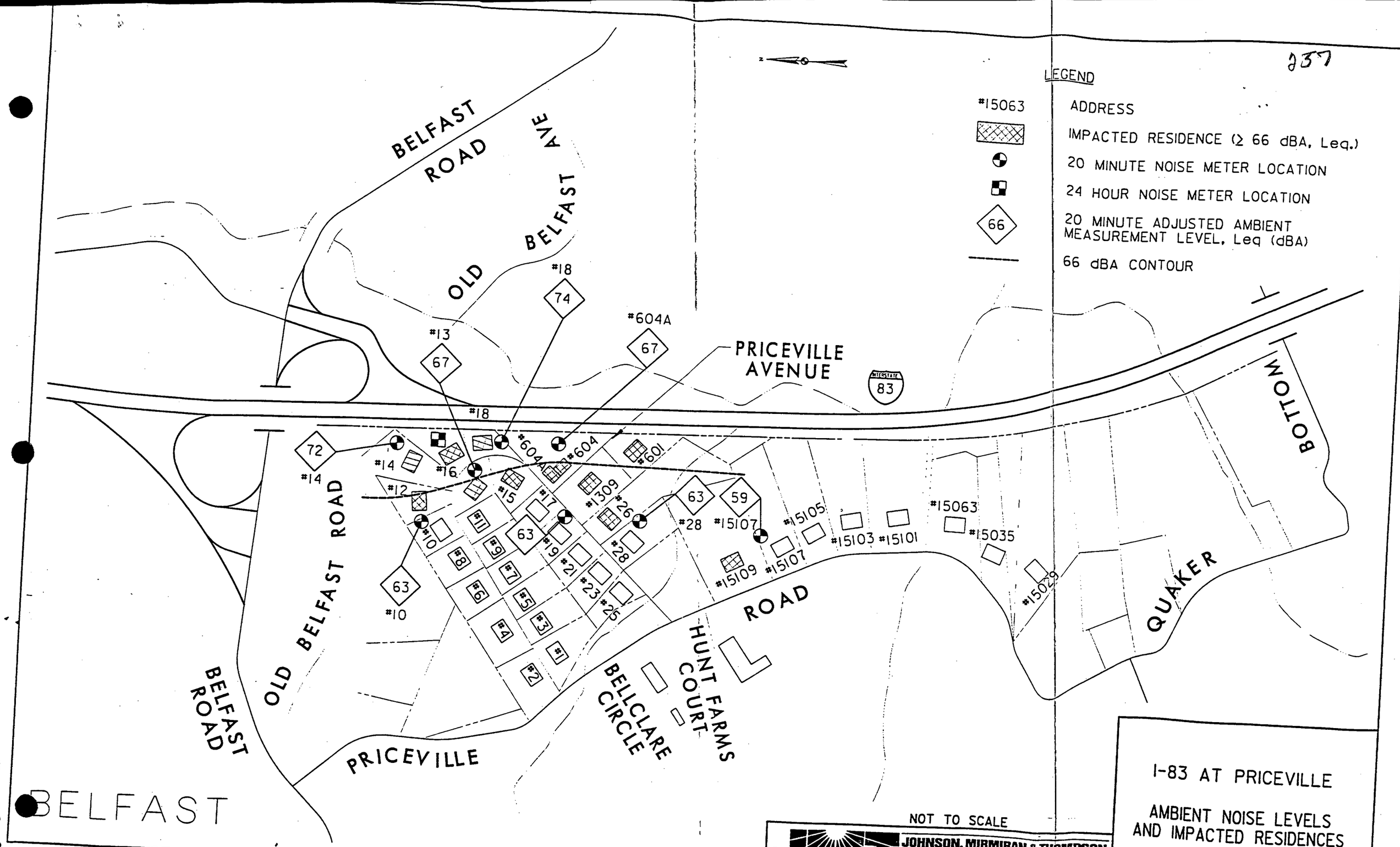
Walter Kulis

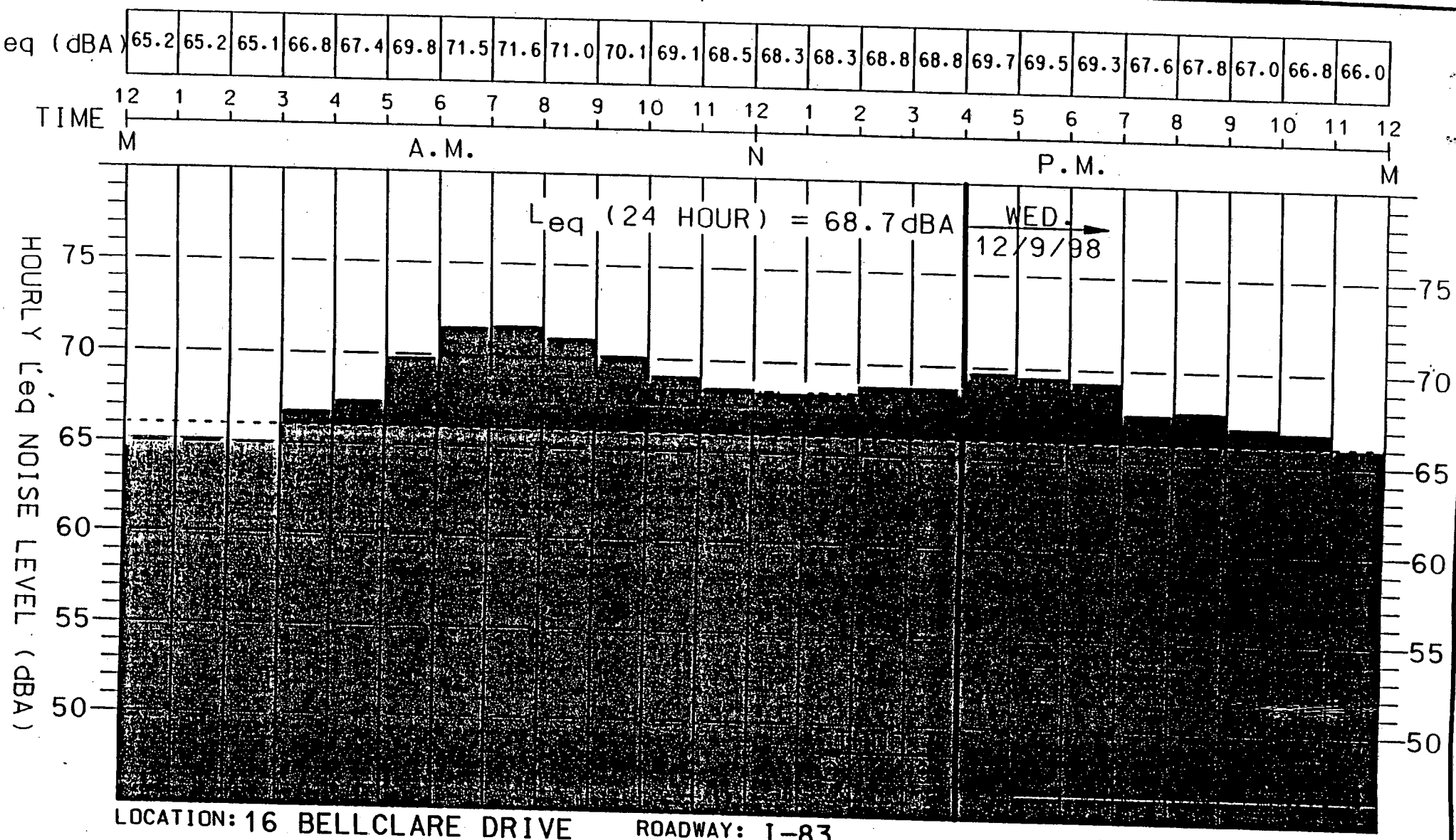
Walter R. Kulis, P.E.
Senior Associate

WRK/TPL/rmw

cc: Tracy Lombardo
Scott Mednick

L:\WP_JOB\EXCHANGE\396117\16-PRICEVILLE.WPD


LEGEND
#15063
ADDRESS
IMPACTED RESIDENCE (≥ 66 dBA, Leq.)
20 MINUTE NOISE METER LOCATION
24 HOUR NOISE METER LOCATION
66
20 MINUTE ADJUSTED AMBIENT MEASUREMENT LEVEL, Leq (dBA)
66 dBA CONTOUR
BELFAST ROAD
OLD BELFAST AVE
OLD BELFAST ROAD
BELFAST ROAD
PRICEVILLE AVENUE
INTERSTATE 83
PRICEVILLE
BELLCLARE CIRCLE
HUNT FARMS COURT
ROAD
QUAKER
BOTTOM
BELFAST
#18
74
#13
67
#604A
67
72
#14
#14
#16
#12
#604A
#604
#601
#1309
#26
#15
#17
#11
#10
63
#10
#8
#9
#19
#21
#28
#6
#7
#23
#5
#25
#4
#3
#1
#2
63
#28
#15107
59
#15105
#15107
#15109
#15103
#15101
#15063
#15035
#15029
NOT TO SCALE
JOHNSON, MIRMIRAN & THOMPSON
Engineering A Brighter Future
72 Loveton Circle Baltimore, Maryland 21152-0949
I-83 AT PRICEVILLE
AMBIENT NOISE LEVELS AND IMPACTED RESIDENCES
DRAWING NO. 1



LOCATION: 16 BELLCLARE DRIVE ROADWAY: I-83

DATE: DECEMBER 9, 1998 - DECEMBER 10, 1998

DIURNAL NOISE ANALYSIS

JMT

DRAWING NO. 2

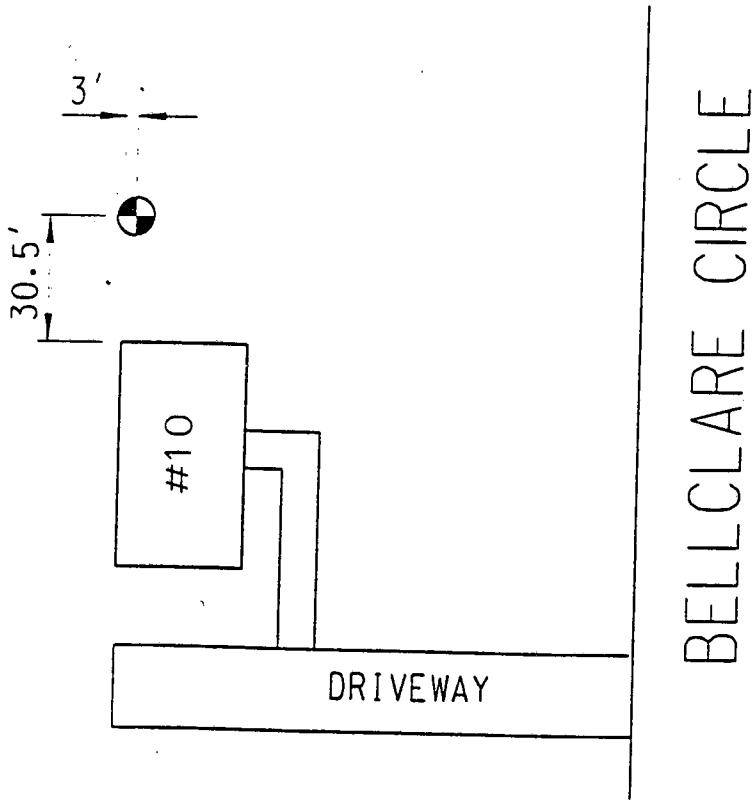
JMT

259

EQUIPMENT: METER METROSONICS db-308
RESPONSE: ____ FAST X SLOW X A-WEIGHTING

ADDRESS:	10 BELLCLARE CIRCLE	
DATE:	12/15/98	12/16/98
WIND COND.:	CALM	CALM
TIME:	8:20 AM	8:20 AM
Leq:	60.9 dBA	62.2 dBA
L MAX:	66.5 dBA	65.8 dBA
DURATION:	20 MIN.	20 MIN.

SITE SKETCH
(NOT TO SCALE)



MAJOR SOURCES:	I-83	I-83
BACKGROUND NOISE:	8:24. :36 CAR	8:32 MAIL TRUCK 8:38 GEESE
OTHER NOTES:		

JMT

J60

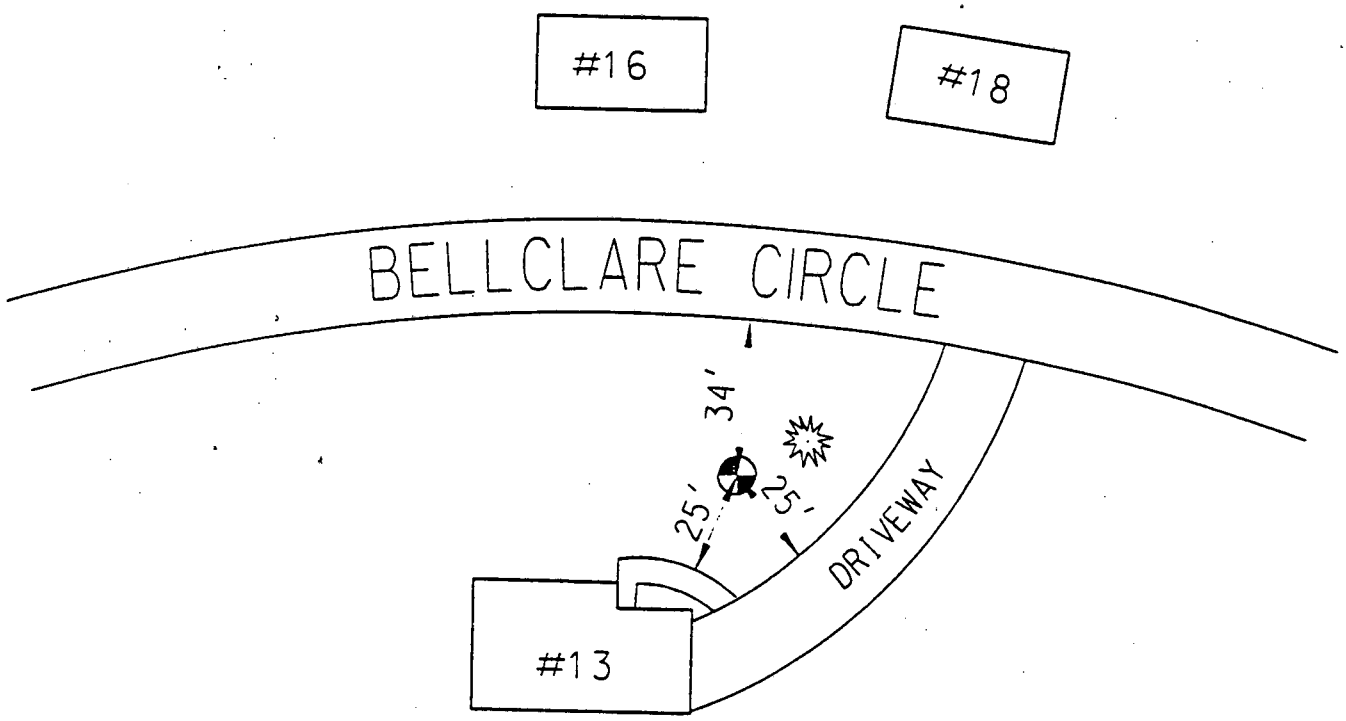
EQUIPMENT: METER METROSONICS db-3080
RESPONSE: _____ FAST X SLOW X A-WEIGHTING

ADDRESS:	13 BELLCLARE CIRCLE	
DATE:	12/15/98	12/16/98
WIND COND.:	CALM	CALM
TIME:	8:20 AM	8:20 AM
Leq:	64.4 dBA	65.5 dBA
L MAX:	70.1 dBA	72.1 dBA
DURATION:	20 MIN.	20 MIN.

SITE SKETCH

(NOT TO SCALE)

I-83



MAJOR SOURCES:	I-83	I-83
BACKGROUND NOISE:		
OTHER NOTES:		

JMT

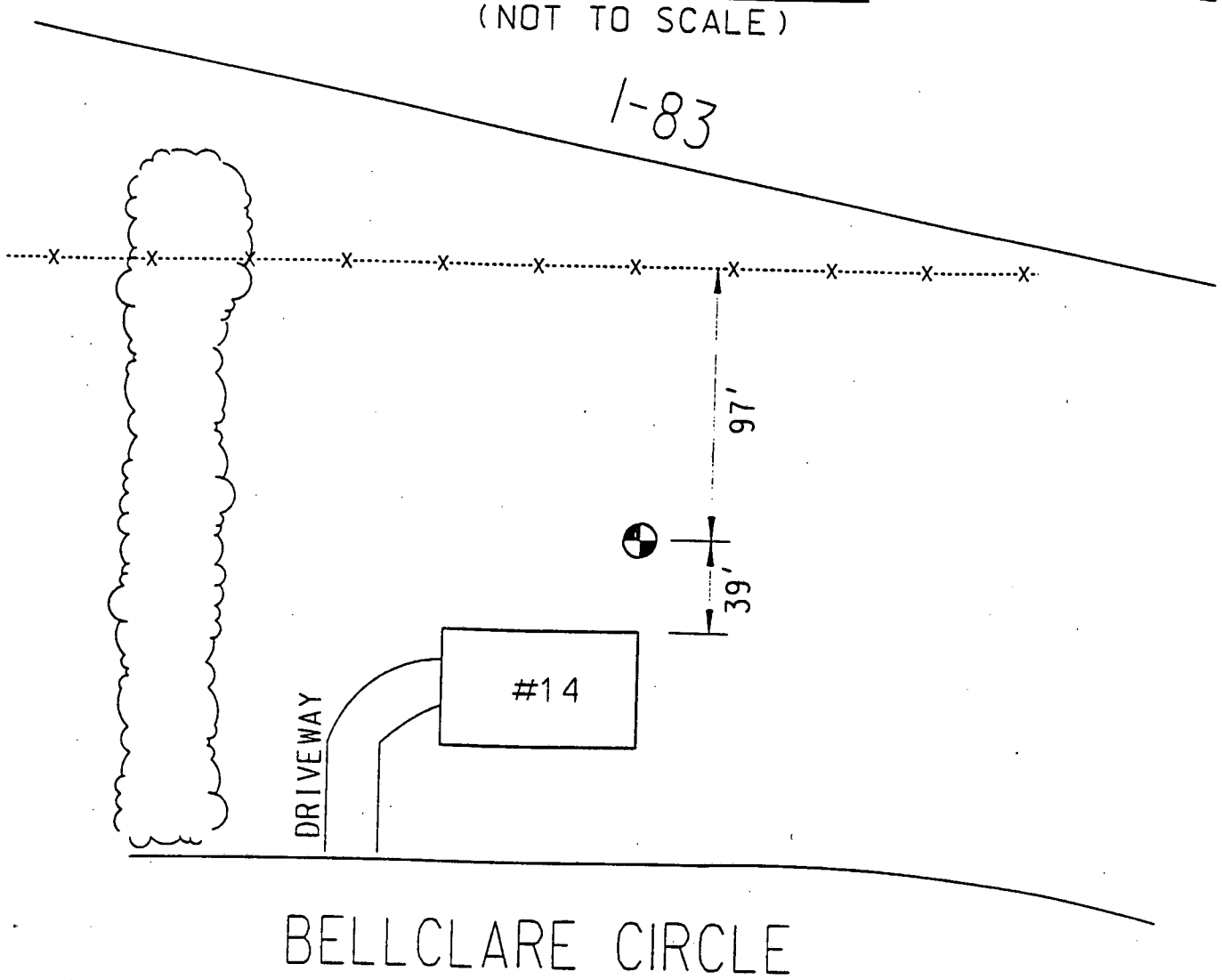
761

EQUIPMENT: METER METROSONICS db-308
RESPONSE: _____ FAST X SLOW X A-WEIGHTING

ADDRESS:	14 BELLCLARE CIRCLE	
DATE:	12/15/98	12/16/98
WIND COND.:	CALM	CALM
TIME:	9:00 AM	9:00 AM
Leq:	70.2 dBA	69.4 dBA
L MAX:	76.7 dBA	76.4 dBA
DURATION:	20 MIN.	20 MIN.

SITE SKETCH

(NOT TO SCALE)



MAJOR SOURCES:	I-83	I-83
BACKGROUND NOISE:		
OTHER NOTES:		

JMT

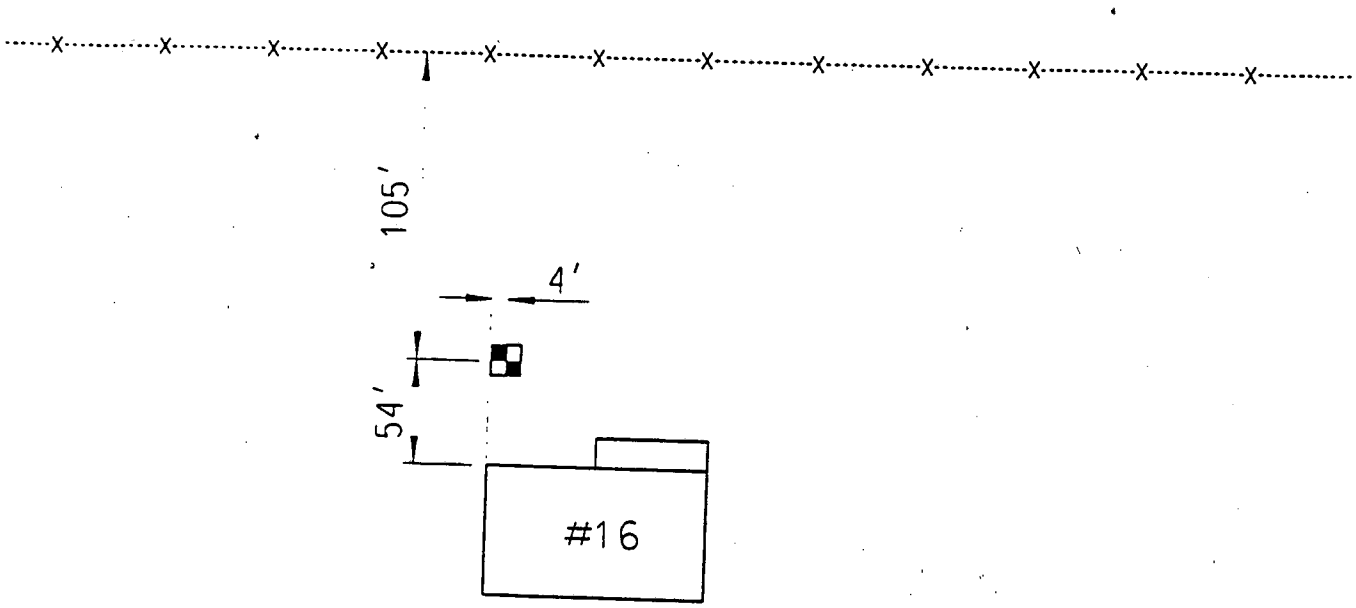
262

EQUIPMENT: METER METROSONICS db-0308
RESPONSE: ____ FAST X SLOW X A-WEIGHTING

ADDRESS:	16 BELLCLARE CIRCLE
DATE:	12/9/98 - 12/10/98
WIND COND.:	5 MPH FROM N 160°W
TIME:	4:00 PM
Leq:	68.7 dBA
L MAX:	———
DURATION:	24 HOUR

SITE SKETCH

(NOT TO SCALE)



BELLCLARE CIRCLE

MAJOR SOURCES:	I-83
BACKGROUND NOISE:	
OTHER NOTES:	

JMT

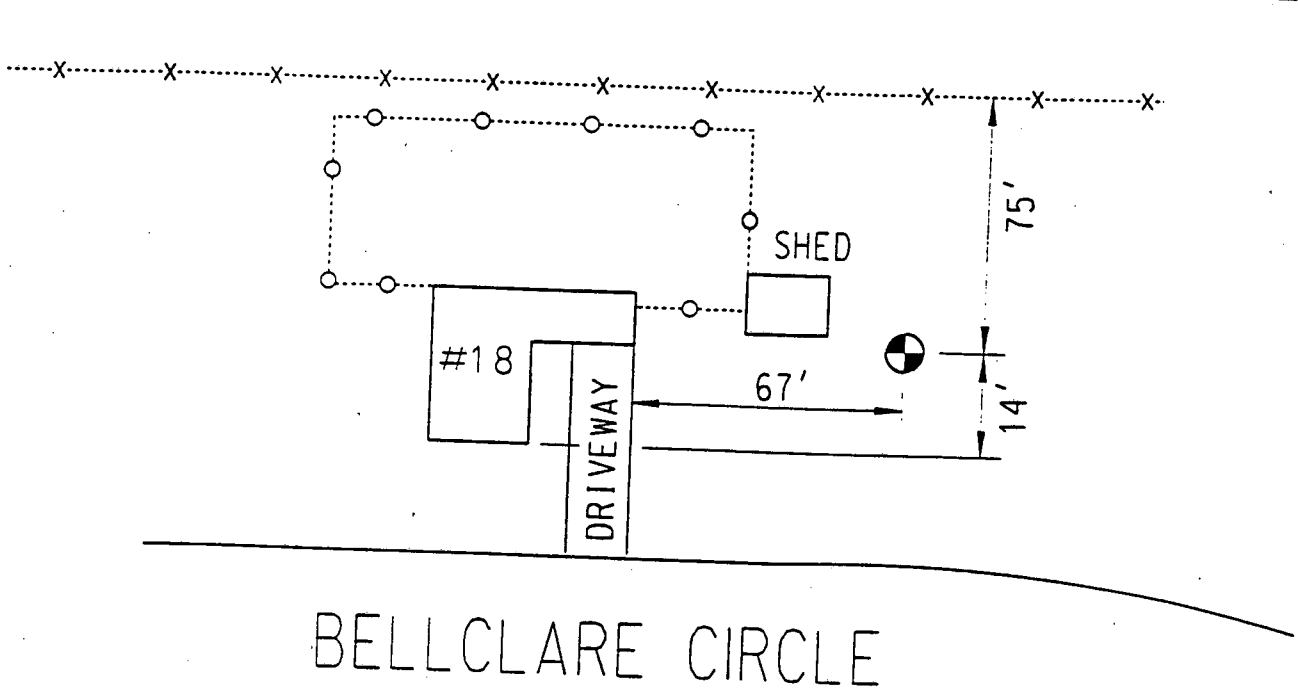
263

EQUIPMENT: METER METROSONICS db-308
RESPONSE: ____ FAST X SLOW X A-WEIGHTING

ADDRESS:	18 BELLCLARE CIRCLE	
DATE:	12/15/98	12/16/98
WIND COND.:	CALM	CALM
TIME:	8:20 AM	8:20 AM
Leq:	72.9 dBA	73.0 dBA
L MAX:	79.7 dBA	81.8 dBA
DURATION:	20 MIN.	20 MIN.

SITE SKETCH

(NOT TO SCALE)



MAJOR SOURCES:	I-83	I-83
BACKGROUND NOISE:	8:20. :21. :38. :39 DOG 8:34. :35. :36 CAR	8:24. :25 PLANE
OTHER NOTES:		

JMT

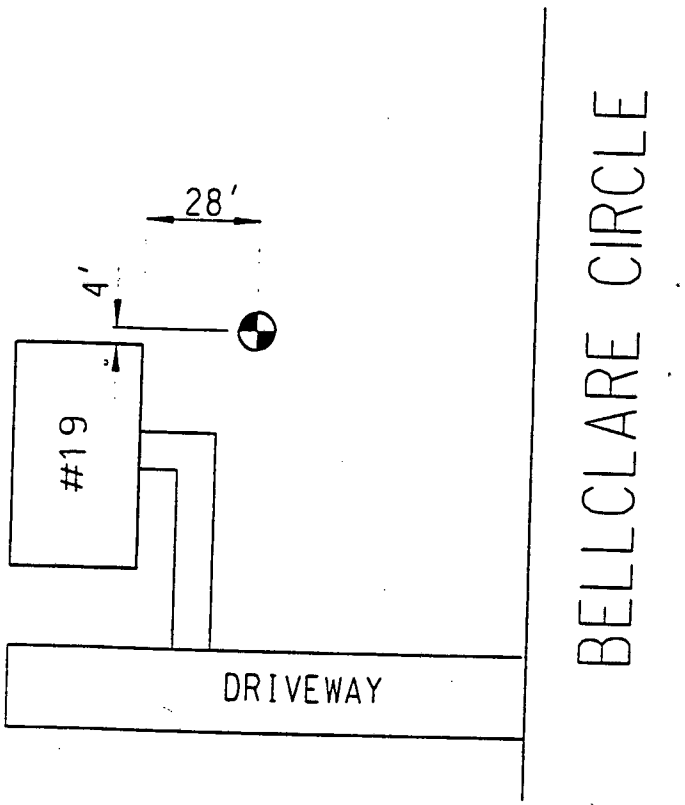
264

EQUIPMENT: METER METROSONICS db-308
RESPONSE: _____ FAST X SLOW X A-WEIGHTING

ADDRESS:	19 BELLCLARE CIRCLE	
DATE:	12/15/98	12/16/98
WIND COND.:	CALM	CALM
TIME:	7:40 AM	7:40 AM
Leq:	60.1 dBA	62.5 dBA
L MAX:	69.1 dBA	74.8 dBA
DURATION:	20 MIN.	20 MIN.

SITE SKETCH

(NOT TO SCALE)



MAJOR SOURCES:	I-83	I-83
BACKGROUND NOISE:	7:47 CAR	7:41. :45. :58 CAR 7:54 DOG 7:59 SCHOOL BUS
OTHER NOTES:		

JMT

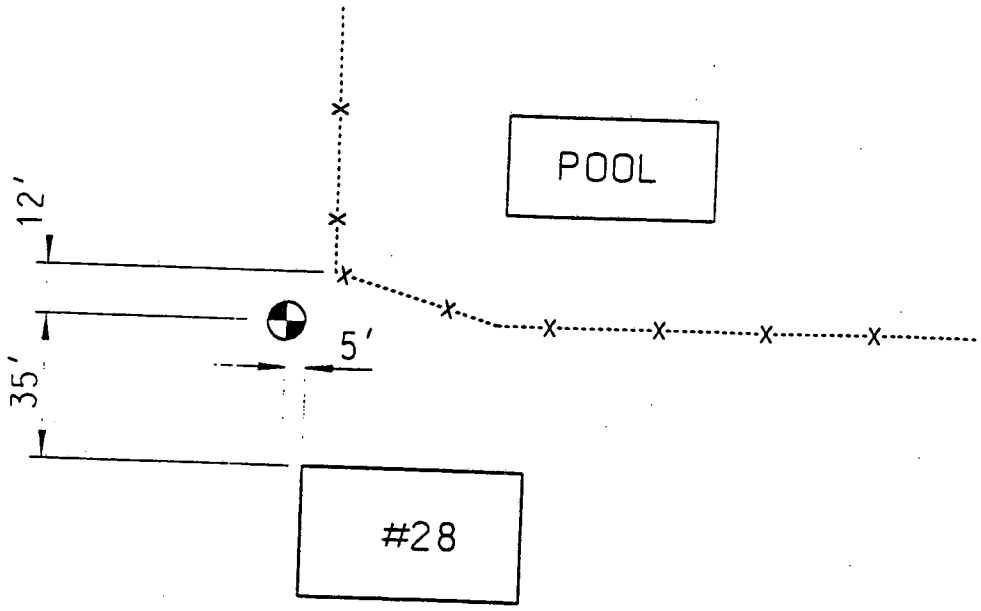
265

EQUIPMENT: METER METROSONICS db-3080
RESPONSE: ____ FAST X SLOW X A-WEIGHTING

ADDRESS:	28 BELLCLARE CIRCLE	
DATE:	12/15/98	12/16/98
WIND COND.:	CALM	CALM
TIME:	7:40 AM	7:40 AM
Leq:	58.6 dBA	62.8 dBA
L MAX:	65.4 dBA	66.0 dBA
DURATION:	20 MIN.	20 MIN.

SITE SKETCH

(NOT TO SCALE)



BELLCLARE CIRCLE

MAJOR SOURCES:	I-83	I-83
BACKGROUND NOISE:		
OTHER NOTES:		

JMT

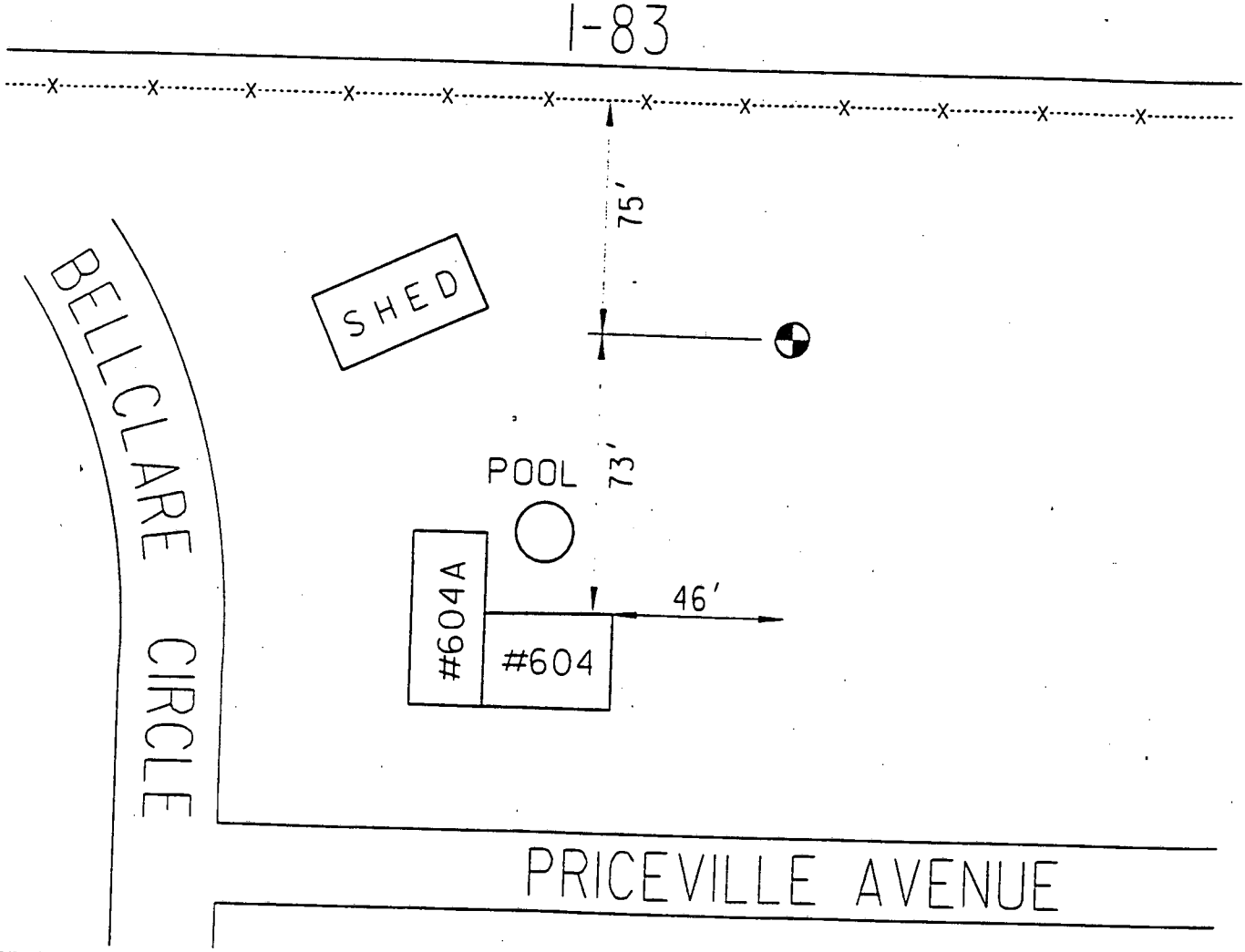
266

EQUIPMENT: METER METROSONICS db-308
RESPONSE: _____ FAST X SLOW X A-WEIGHTING

ADDRESS:	604A PRICEVILLE AVENUE	
DATE:	12/15/98	12/16/98
WIND COND.:	CALM	CALM
TIME:	7:40 AM	7:40 AM
Leq:	66.2 dBA	67.1 dBA
L MAX:	71.2 dBA	71.8 dBA
DURATION:	20 MIN.	20 MIN.

SITE SKETCH

(NOT TO SCALE)



MAJOR SOURCES:	I-83	I-83
BACKGROUND NOISE:		
OTHER NOTES:		

JMT

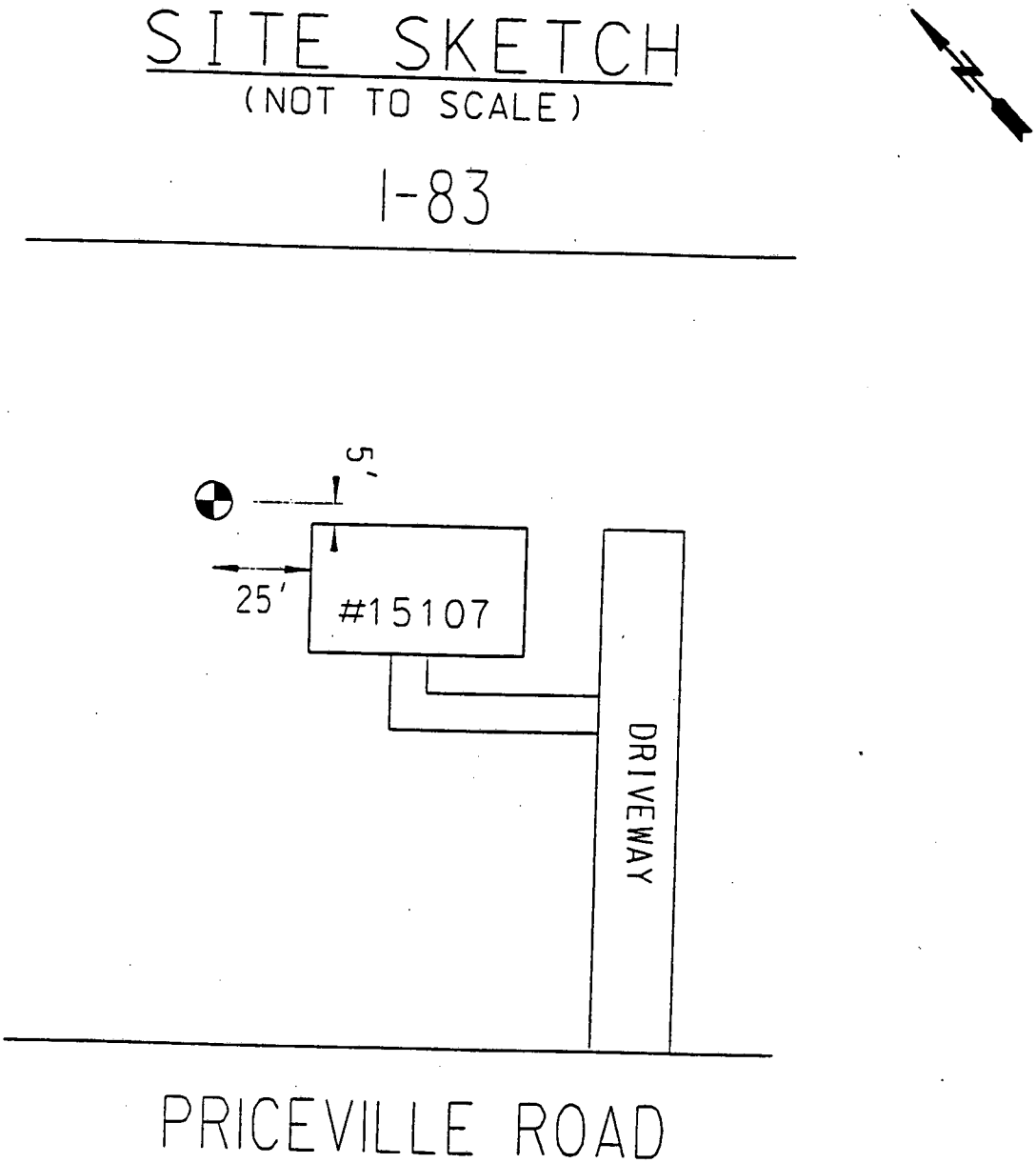
267

EQUIPMENT: METER METROSONICS db-308
RESPONSE: _____ FAST X SLOW X A-WEIGHTING

ADDRESS:	15107 PRICEVILLE ROAD	
DATE:	12/15/98	12/16/98
WIND COND.:	CALM	CALM
TIME:	7:00 AM	7:00 AM
Leq:	59.0 dBA	59.3 dBA
L MAX:	68.7 dBA	65.1 dBA
DURATION:	20 MIN.	20 MIN.

SITE SKETCH

(NOT TO SCALE)



MAJOR SOURCES:	I-83	I-83
BACKGROUND NOISE:	7:05 HELICOPTER	7:10, :11 HELICOPTER
OTHER NOTES:		

268

UNITED STATES POSTAL SERVICE

Search Stamps Track/Confirm ZIP Codes
Rate Calculator Change of Address Home

ZIP+4 Code Lookup

Look up another ZIP+4 Code | Questions and Comments

The standardized address is:

26 ALICEVIEW CT
TIMONIUM MD 21093-3368

Carrier Route : **C026** *County* : **BALTIMORE**
Delivery Point : **26** *Check Digit* : **7**

Version 3.2 Database 08/1999

Developed by the USPS National Customer Support Center

269

Maryland Department of Transportation
State Highway Administration

Parris N. Glendening
Governor

John D. Porcari
Secretary

Parker F. Williams
Administrator

September 2, 1999

Ms. Judy Yeager
26 Alliceview Court
Timonium MD 21093

Dear Ms. Yeager:

This is a follow-up to our recent telephone conversation regarding a sound barrier for the Priceville community in Baltimore County. I appreciate the opportunity to provide you with the following information. Per your request enclosed is a copy of an article in the September issue of the Country Chronicle entitled *"No Sound Barriers, Relief From I-83 Noise 'til 2003"*. Thank you for your telephone call. If you need additional information, feel free to call me at 410-545-8616.

Sincerely,

Natalie Hardy
Special Assistant to the Director
Office of Environmental Design

My telephone number is _____

Maryland Relay Service for Impaired Hearing or Speech
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

bcc: Ms. Irene Heline, Administrative Assistant to the Director, Office of Environmental Design, State Highway Administration (2 copies)
Mr. T.E. Severe, Noise Abatement Team, State Highway Administration

Serial #: None
OED Serial#: None
Noise Customer #: None
Responding to letter dated: Follow-up to 09/02/99 telephone conversation between Ms. Yeager and Ms. Natalie Hardy
Saved: 09/02/99 12:18 PM by: T.E. Severe 410-545-8600
N:\OED\NOISE\CORRESP\1999\YEAGER01.doc

271

Maryland Department of Transportation
State Highway Administration

Parris N. Glendening
Governor
John D. Porcari
Secretary
Parker F. Williams
Administrator

April 6, 1999

Ms. Elizabeth Young
311 Columbus Road
Glen Burnie MD 21061

Dear Ms. Young:

This letter is a follow-up to my recent letter regarding the sound barrier evaluation for the Brooklyn Terrace community along MD 10 in Anne Arundel County. I appreciate the opportunity to provide you with the results of this evaluation.

The State Highway Administration evaluated the Brooklyn Terrace community to determine if it met the technical requirements for a sound barrier under the State's Sound Barrier Program. The evaluation determined if all of the following technical criteria were met: the majority of the affected homes in the community predated the highway; existing noise levels met or exceeded the 66 decibel impact threshold; and an effective barrier can be built for a reasonable cost.

Our analysis showed that there were only two impacted residences in the community at the end of Cherry Lane. The park in your community was also considered in our evaluation but active recreational uses such baseball and soccer, etc., are not considered noise-sensitive uses. The community center building does not appear to facilitate an outdoor noise-sensitive use. When we evaluated barriers to protect the two impacted residences, we found that two additional residences would benefit. The estimated cost for a sound barrier to protect the Brooklyn Terrace community would be $357,300. When we divided the four benefitted residences into this cost, we found that the cost per residence would be $89,316. The State's maximum cost for a barrier is $50,000 per residence. The Brooklyn Terrace community does not meet the cost criterion and, therefore, does not qualify for our Sound Barrier Program.

My telephone number is _____

Maryland Relay Service for Impaired Hearing or Speech
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

Thank your for your patience while we conducted our evaluation. I regret that I cannot provide you with a positive response. If you have any questions, please feel free to contact me or Ms. Natalie B. Hardy, my Special Assistant, at 410-545-8616 or1-800-446-5962.

Sincerely,

Charles B. Adams
Director
Office of Environmental Design

cc: The Honorable Joan Cadden, Member, Maryland House of Delegates
The Honorable Philip C. Jimeno, Member, Senate of Maryland
The Honorable John Leopold, Member, Maryland House of Delegates
The Honorable Mary Rosso, Member, Maryland House of Delegates
Ms. Natalie B. Hardy, Special Assistant to the Director, State Highway Administration

bcc: Mr. Paul D. Armstrong, District Engineer, State Highway Administration
Ms. Catherine Dorsey, Legislative Assistant to Delegate John Leopold
Mr. James D. Hade, Noise Abatement Team Leader, State Highway Administration
Mr. John M. Lewis, State Legislative Officer, Maryland Department of Transportation
Mr. T. E. Severe, Noise Abatement Team, State Highway Administration

Serial #: None
OED Serial#: None
Noise Customer #: 1702
Responding to letter dated: Follow-up to 01/28/99 letter from Mr. Charles B. Adams
Saved: 04/05/99 10:13 AM by: Ted Severe 410-545-8600
N:\OED\NOISE\CORRESP\1999\YOUNG02.doc

274

Maryland Department of Transportation
State Highway Administration

Parris N. Glendening
Governor
John D. Porcari
Secretary
Parker F. Williams
Administrator

January 28, 1999

Ms. Elizabeth Young
311 Columbus Road
Glen Burnie MD 21061

Dear Ms. Young:

This is a follow-up to your telephone conversation with Mr. Kenneth Polcak, of my office, regarding the noise measurements for the Brooklyn Terrace community along MD 10. I appreciate the opportunity to provide you with this information.

On December 9 and 10, 1998, two types of noise measurements were taken at eight different locations in your community. The fifteen-minute noise measurements (Table 1), performed at eight locations, indicate the highest noise measurement was 69 decibels (dBA) at 317 Cherry Lane, which is the closest home to MD 10. The twenty-four hour noise measurements (Tables 2, 3 and 4), performed at three locations closest to the highway, indicate the meter at 317 Cherry Lane received noise levels above the State's impact threshold of 66 dBA. As you discussed with Mr. Polcak, the evaluation to determine if your area meets all the requirement for a sound barrier is ongoing. Once a determination is made, we will contact you with the results. You may expect to hear from us by the end of February. A copy of the Noise Monitoring Report for I-695/MD10 with attachments is enclosed for your information.

Thank you again for your interest in the Sound Barrier Program. If you have any questions or need additional information, please do not hesitate to contact me or Ms. Natalie Hardy, Special Assistant to the Director at 410-545-8616 or 1-800-446-5962

Sincerely,

Eugene J. Miller

for Charles B. Adams
Director
Office of Environmental Design

Enclosure
cc: Ms. Natalie B. Hardy, Special Assistant to the Director, State Highway Administration
Mr. Kenneth Polcak, Noise Abatement Team, State Highway Administration

My telephone number is _____

Maryland Relay Service for Impaired Hearing or Speech
1-800-735-2258 Statewide Toll Free

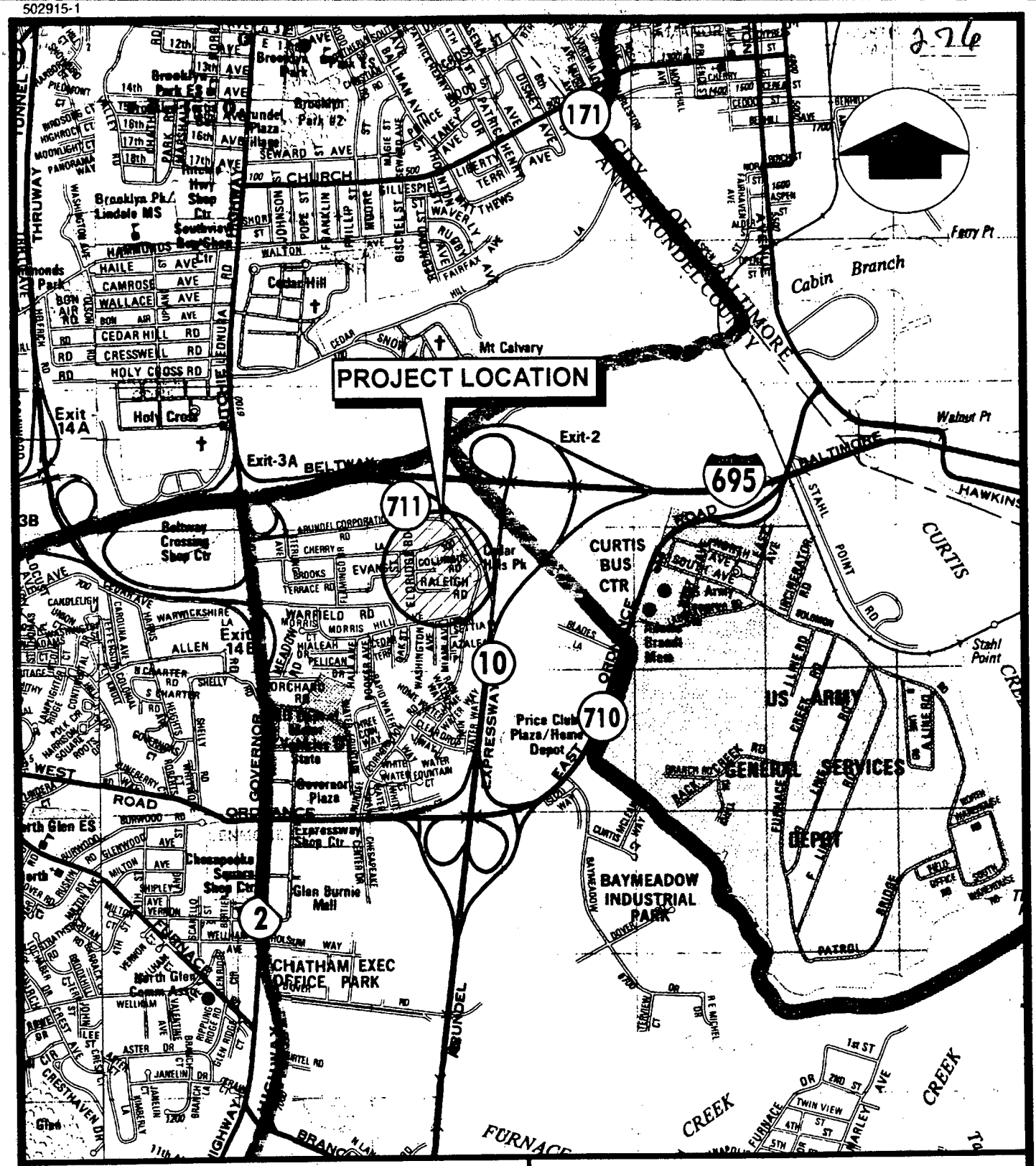
Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

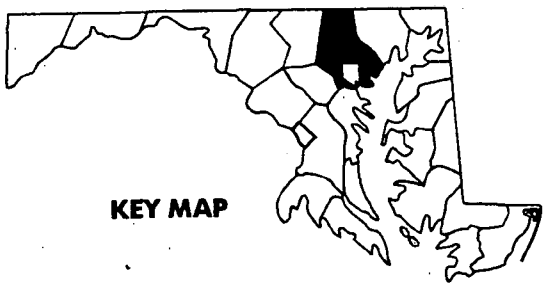
bcc: Ms. Leslie A. Frelow, Assistant Director, Office of Administrative Services, Maryland Department of Transportation
Mr. James D. Hade, Noise Abatement Team Leader, State Highway Administration
Mr. Eric G. Madden, Assistant to the Deputy Secretary, Maryland Department of Transportation
Mr. Paul D. Armstrong, District Engineer, State Highway Administration
Mr. Ted Severe, Noise Abatement Team, State Highway Administration

Serial #: None
OED Serial#: None
Noise Customer #: 1702
Responding to letter dated: Follow-up to letter sent 12.22/98 from Charles B. Adams
Saved: 01/21/99 3:18 PM by: Ken Polcak
N:\OED\NOISE\CORRESP\1999\YOUNG01.doc

502915-1

276





I-695 / MD 10

LOCATION MAP

DATE	SCALE IN MILES	FIGURE
DEC. 1998	6 0 6	1

277

Maryland Department of Transportation
State Highway Administration

I-695/MD 10
Noise Monitoring Report

Prepared by:
THE WILSON T. BALLARD CO.
17 GWYNNS MILL COURT
OWINGS MILLS, MARYLAND 21117

Table of Contents

List of Figures

List of Tables

I-695/MD 10
Noise Monitoring Report

I. Introduction

A short-term and 24-hour noise monitoring study was recently completed by The Wilson T. Ballard Company for the Maryland State Highway Administration to evaluate noise levels of the residential community located along the I-695/MD 10 interchange. Figure 1 shows the location of the community.

To best evaluate the noise levels, readings were taken at 5 separate locations. In addition to the short-term readings, 24-hour measurements were taken to better judge the existing noise environment as a whole.

II. Noise Monitoring Procedure

Noise measurements were gathered in accordance with the State Highway Administration noise criteria. In this study, the noise levels are presented in terms of the A-weighted equivalent sound level, abbreviated as Leq. Leq is a single number represented of the actual fluctuating sound level that accounts for all the sound energy during a given period of time. The units are A-weighted decibels, or dBA. The A-weighting means that the sound is measured by a method that approximates the response of the human ear, with de-emphasis of the low and very high frequencies and emphasis on the mid-frequency noise level range.

The 24-hour measurements were used to adjust the short-term measurements taken in the community. This was achieved by adding, to the noise levels from the 15-minute measurements, the difference between the peak noise level from the 24-hour measurement at the time of day when the 15-minute reading was taken. This allows an adjusted ambient level to be found based on both the short and long-term readings.

280

III. Findings

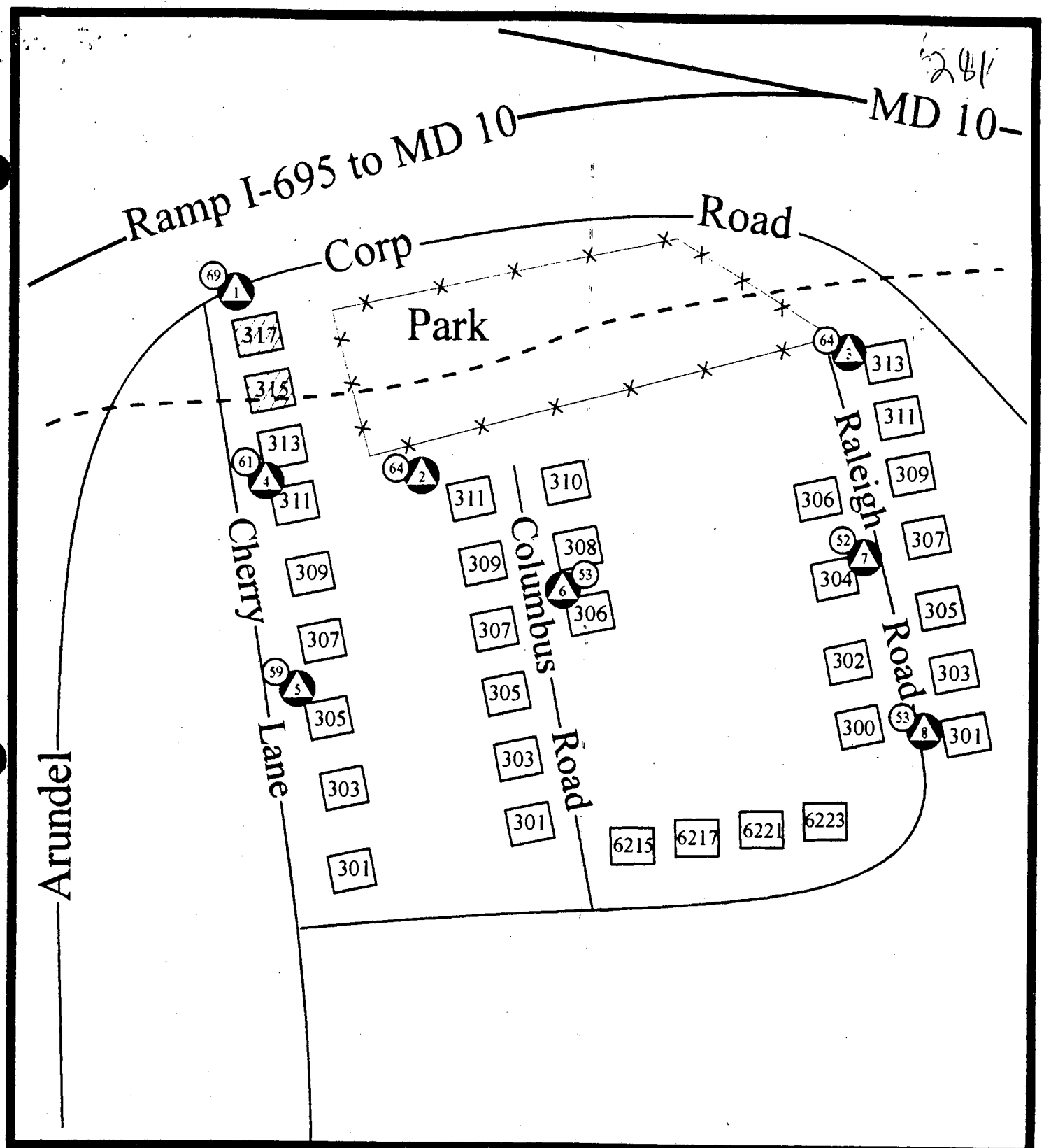
Table 1 shows the recorded measurements (Leq) for each 15-minute interval and the date and time of the measurement. The table also shows the adjusted ambient levels, based on the 15-minute intervals and adjusted to the 24-hour readings, to best represent the existing noise levels in the community.

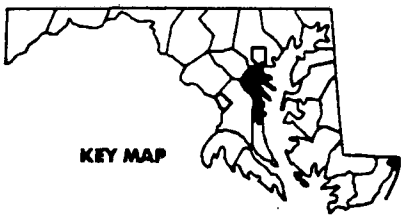
The 24-hour measurements are displayed in Tables 2-4/ Graphs 1-3. The noise levels are at the peak during the morning and afternoon rush hour. The peak noise level is shown in table 1 along with the date and time of the 24-hour measurement. The short-term measurements were consistent with the 24-hour reading.

The adjusted ambient readings exceed the 66-dBA criteria at 1 of the 8 sites. There are only two impacted residences in the community. The impacted addresses are 317 and 315 Cherry Lane. Figure 3 shows the location of the receptors along with the impacted residences.

Table 1: Noise Measurements

Site	Date	Start	Finish	Measured Leq (dBA)	Adjusted Ambient
311 Cherry Lane	12/10/98	2:30 PM	2:45 PM	59	61
305 Cherry Lane	12/10/98	2:30 PM	2:45 PM	57	59
306 Columbus Road	12/10/98	2:30 PM	2:45 PM	51	53
304 Raleigh Road	12/10/98	2:30 PM	2:45 PM	50	52
301 Raleigh Road	12/10/98	2:30 PM	2:45 PM	51	53
317 Cherry Lane	12/09/98-12/10/98	1:00 PM	1:00 PM	-	69
311 Columbus Road	12/09/98-12/10/98	12:25 PM	12:25 PM	-	64
313 Raleigh Road	12/09/98-12/10/98	1:00 PM	1:00 PM	-	64





Legend

Adjusted Ambient — 69 — 1 — Receptor

Impacted Residence

- - - - 66 dBA Contour

I-695 at MD 10

Brooklyn Terrace

December 1998

Fig. 2

Table 2: I-695/MD 10 Interchange

242

24-Hour Measurement Study

Test Date: Start=1:00 pm 12/09/98
End=1:00 pm 12/10/98

Route:1-695/ MD10
Location: 317 Cherry Lane

Sub-interval(min)= 30
# of Intervals/hour= 2

Interval	1	2	Hourly Leq
1:00pm	67	66	66.50
2:00pm	66	67	66.50
3:00pm	66	68	67.00
4:00pm	68	68	68.00
5:00pm	68	69	68.50
6:00pm	68	68	68.00
7:00pm	67	67	67.00
8:00pm	65	65	65.00
9:00pm	65	65	65.00
10:00pm	65	64	64.50
11:00pm	63	64	63.50
12:00am	62	61	61.50
1:00am	61	60	60.50
2:00am	60	61	60.50
3:00am	60	59	59.50
4:00am	63	61	62.00
5:00am	61	62	61.50
6:00am	63	64	63.50
7:00am	67	67	67.00
8:00am	67	67	67.00
9:00am	68	66	67.00
10:00am	65	65	65.00
11:00am	65	64	64.50
12:00pm	65	65	65.00

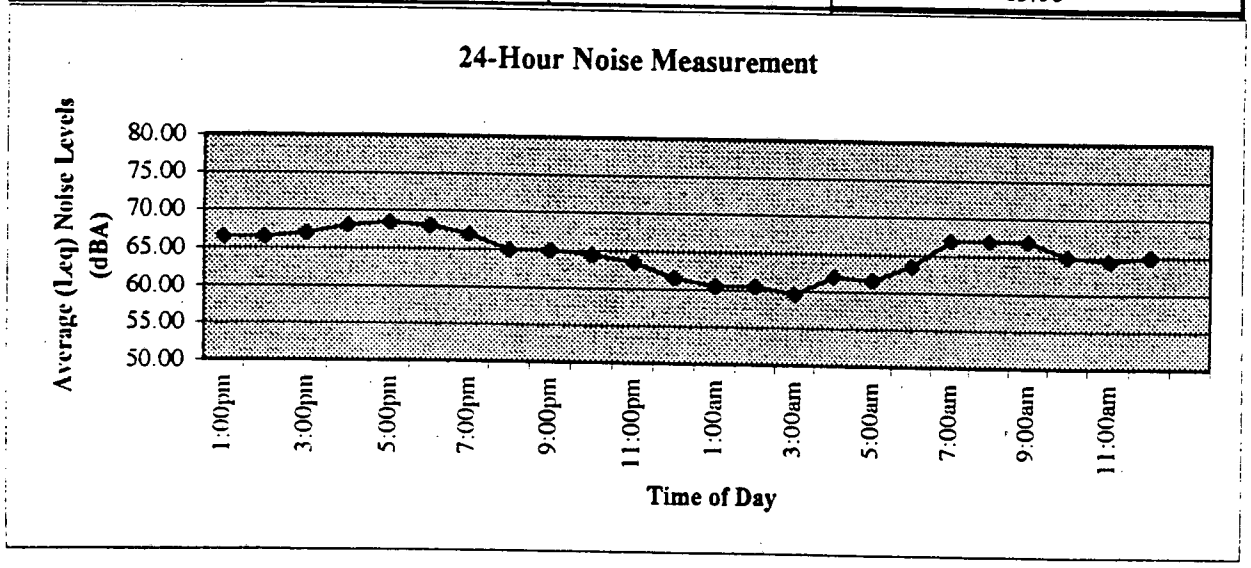


Table 3: I-695/MD 10 Interchange

283

24-Hour Measurement Study

Test Date: Start=12:25 pm 12/09/98
End=12:25 pm 12/10/98

Route:I-695/ MD10
Location: 311 Columbus Road

Sub-interval(min)= 30
# of Intervals/hour= 2

Interval	1	2	Hourly Leq
12:00am	61	61	61.00
1:00pm	61	60	60.50
2:00pm	60	61	60.50
3:00pm	61	63	62.00
4:00pm	62	62	62.00
5:00pm	62	63	62.50
6:00pm	63	63	63.00
7:00pm	62	61	61.50
8:00pm	61	61	61.00
9:00pm	61	62	61.50
10:00pm	61	59	60.00
11:00pm	60	60	60.00
12:00am	57	58	57.50
1:00am	57	56	56.50
2:00am	57	58	57.50
3:00am	57	62	59.50
4:00am	57	58	57.50
5:00am	59	60	59.50
6:00am	61	62	61.50
7:00am	64	63	63.50
8:00am	64	63	63.50
9:00am	62	59	60.50
10:00am	58	59	58.50
11:00am	58	57	57.50

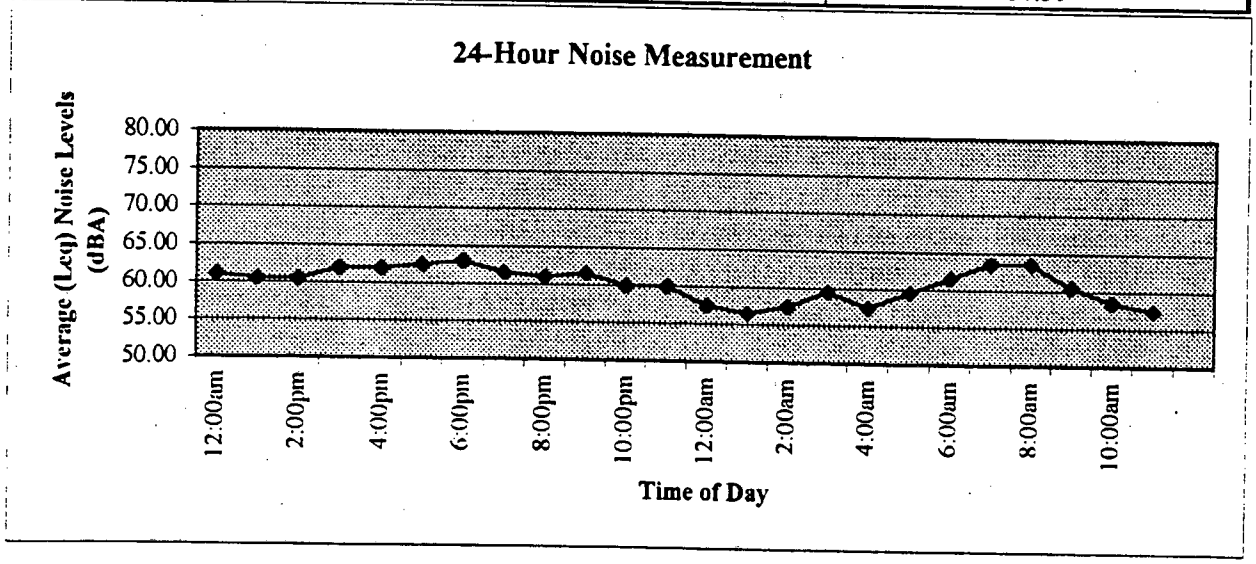


Table 4: I-695/MD 10 Interchange

28.4

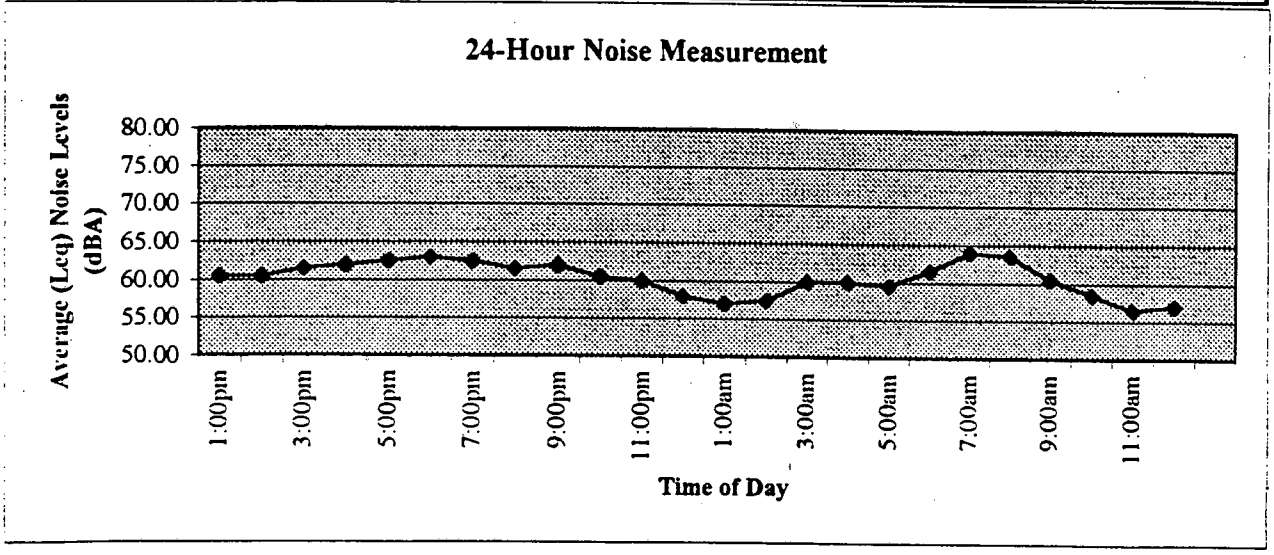
24-Hour Measurement Study

Test Date: Start=1:00 pm 12/09/98
End=1:00pm 12/10/98

Route:I-695/ MD10
Location: 313 Raleigh Road

Sub-interval(min)= 30
# of Intervals/hour= 2

Interval	1	2	Hourly Leq
1:00pm	61	60	60.50
2:00pm	61	60	60.50
3:00pm	60	63	61.50
4:00pm	62	62	62.00
5:00pm	62	63	62.50
6:00pm	63	63	63.00
7:00pm	63	62	62.50
8:00pm	62	61	61.50
9:00pm	62	62	62.00
10:00pm	61	60	60.50
11:00pm	60	60	60.00
12:00am	58	58	58.00
1:00am	57	57	57.00
2:00am	57	58	57.50
3:00am	60	60	60.00
4:00am	61	59	60.00
5:00am	59	60	59.50
6:00am	61	62	61.50
7:00am	64	64	64.00
8:00am	64	63	63.50
9:00am	62	59	60.50
10:00am	58	59	58.50
11:00am	57	56	56.50
12:00pm	58	56	57.00



APPENDIX

The Wilson T. Ballard
Noise Measurement Data Sheet

246

Page: 1 of

Field Personnel: MKK

Date: 12-9-98

Equipment: Meter No. #1607

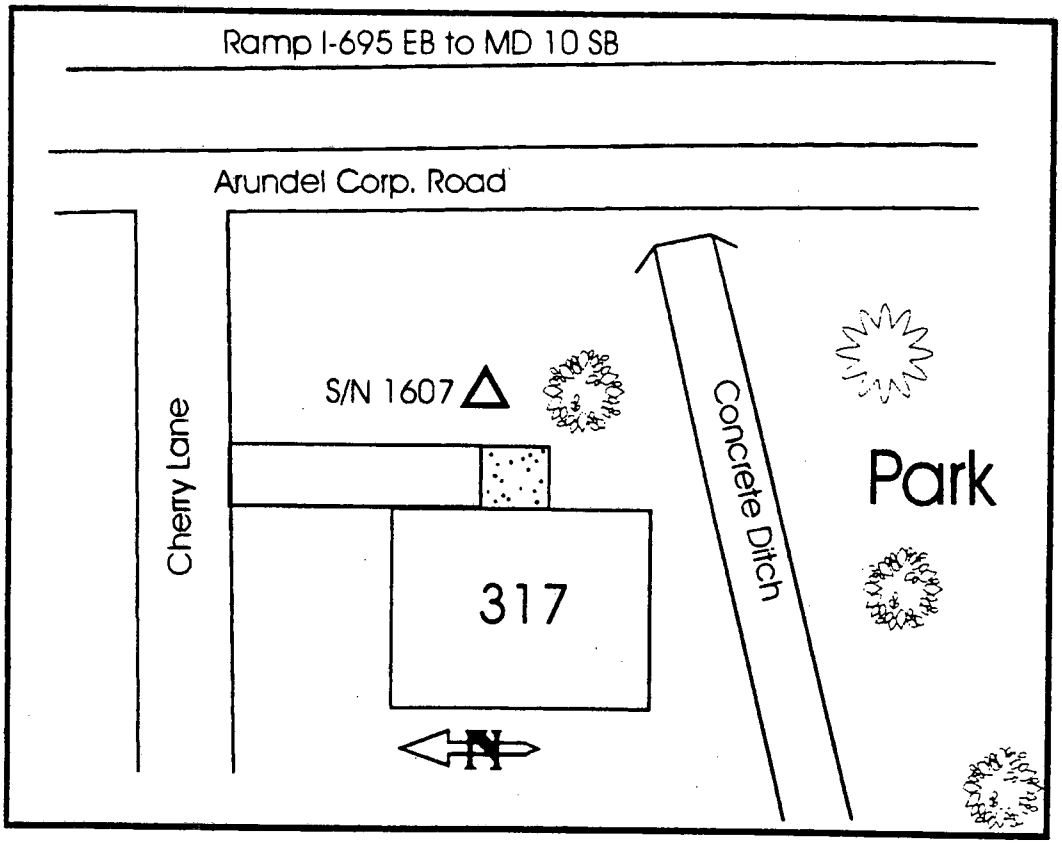
Picture No. 13

Weather Conditions: Calm Temp. 50 Wind(Spd/Dir) 10 mph

Route: I-695/MD 10 Location: 317 Cherry Lane

Community: Brooklyn Terrace

Site Diagram



Start Time: 12:15 PM

Interval: 30 Min (24HR)

Events Log

Time	Event

Comments/Notes

The Wilson T. Ballard
Noise Measurement Data Sheet

287

Page: 2 of

Field Personnel: MKK

Date: 12-9-98

Equipment: Meter No. #1608

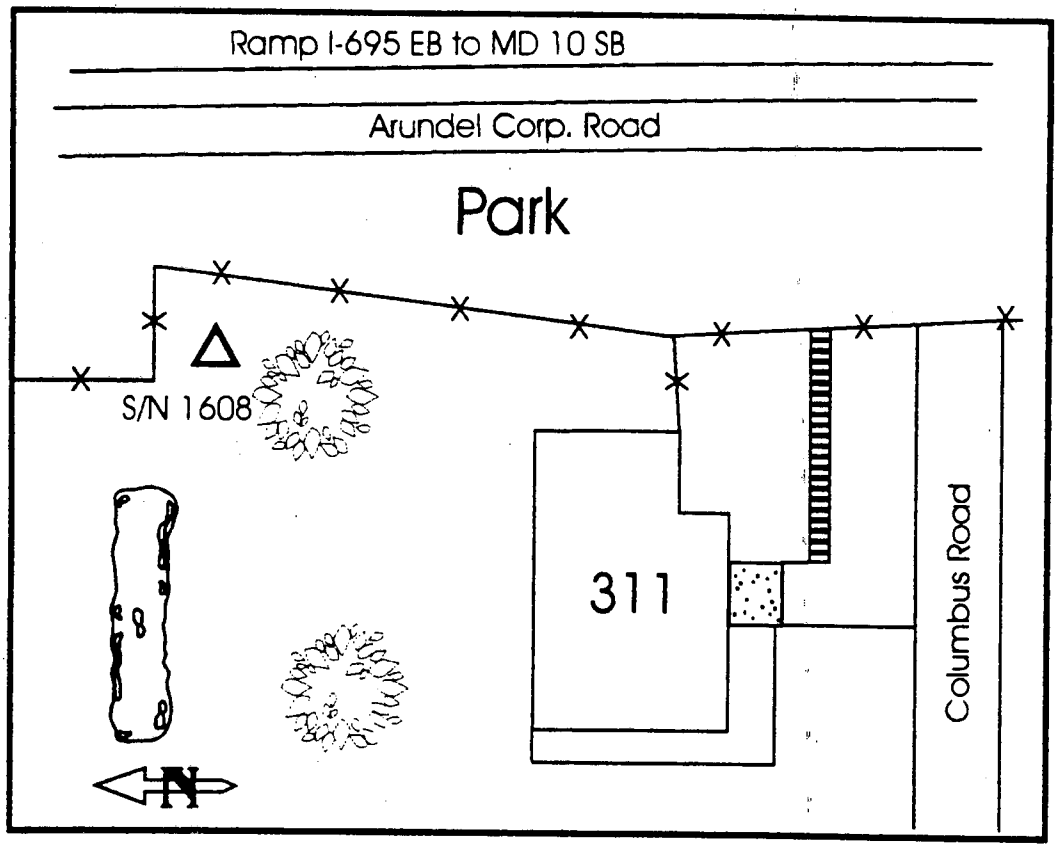
Picture No. 14

Weather Conditions: Calm Temp. 50 Wind(Spd/Dir) 10 mph

Route: I-695/MD 10 Location: 311 Columbus Road

Community: Brooklyn Terrace

Site Diagram



Start Time: 11:15 AM

Interval: 30 Min (24HR)

Events Log

Time	Event

Comments/Notes

288

The Wilson T. Ballard
Noise Measurement Data Sheet

Page: 3 of

Field Personnel: MKK

Date: 12-9-98

Equipment: Meter No. #1606

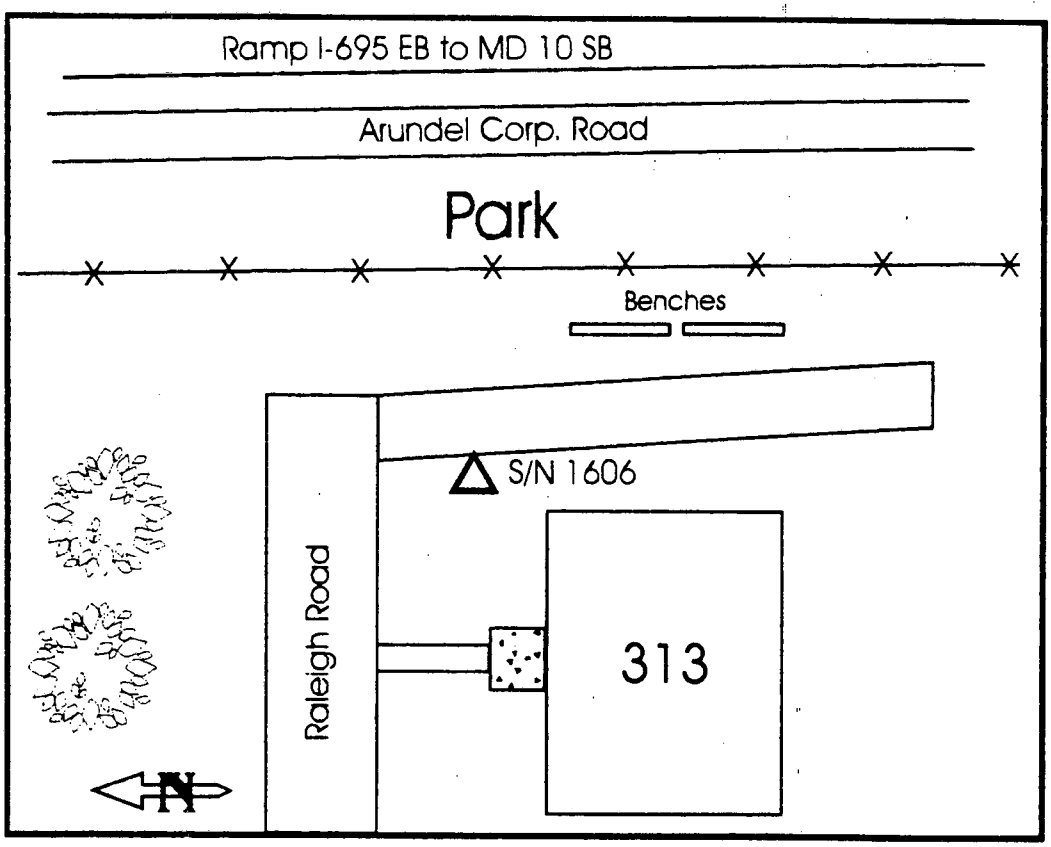
Picture No. 15

Weather Conditions: Calm Temp. 50 Wind(Spd/Dir) 10 mph

Route: I-695/MD 10 Location: 313 Raleigh Road

Community: Brooklyn Terrace

Site Diagram



Start Time: 11:45 AM

Interval: 30 Min (24HR)

Events Log

Time	Event

Comments/Notes

289

The Wilson T. Ballard
Noise Measurement Data Sheet

Page: 4 of

Field Personnel: LJS/JDR Date: 12-10-98

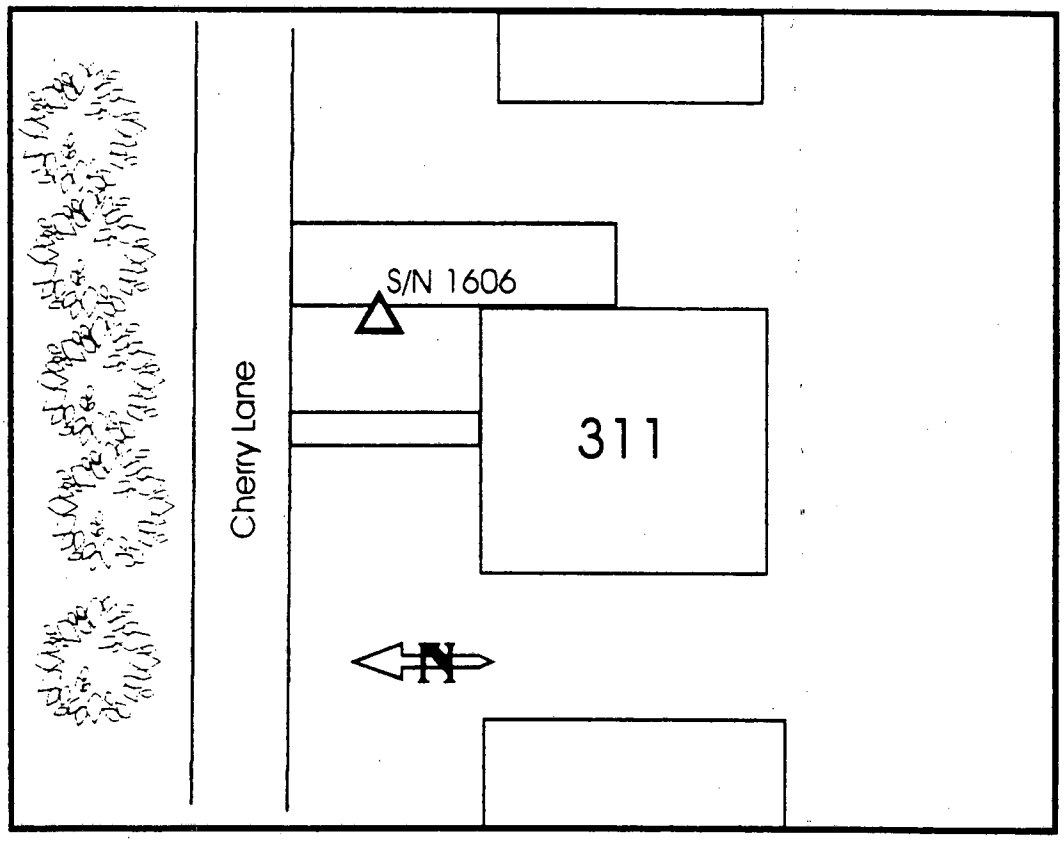
Equipment: Meter No. #1606 Picture No. 16

Weather Conditions: Calm Temp. 50 Wind(Spd/Dir) 10 mph

Route: I-695/MD 10 Location: 311 Cherry Lane

Community: Brooklyn Terrace

Site Diagram



Start Time: 2:30 PM

Interval: 15 Min

Events Log

Time	Event

Comments/Notes

2.90

The Wilson T. Ballard
Noise Measurement Data Sheet

Page: 5 of

Field Personnel: LJS/JDR

Date: 12-10-98

Equipment: Meter No. #1607

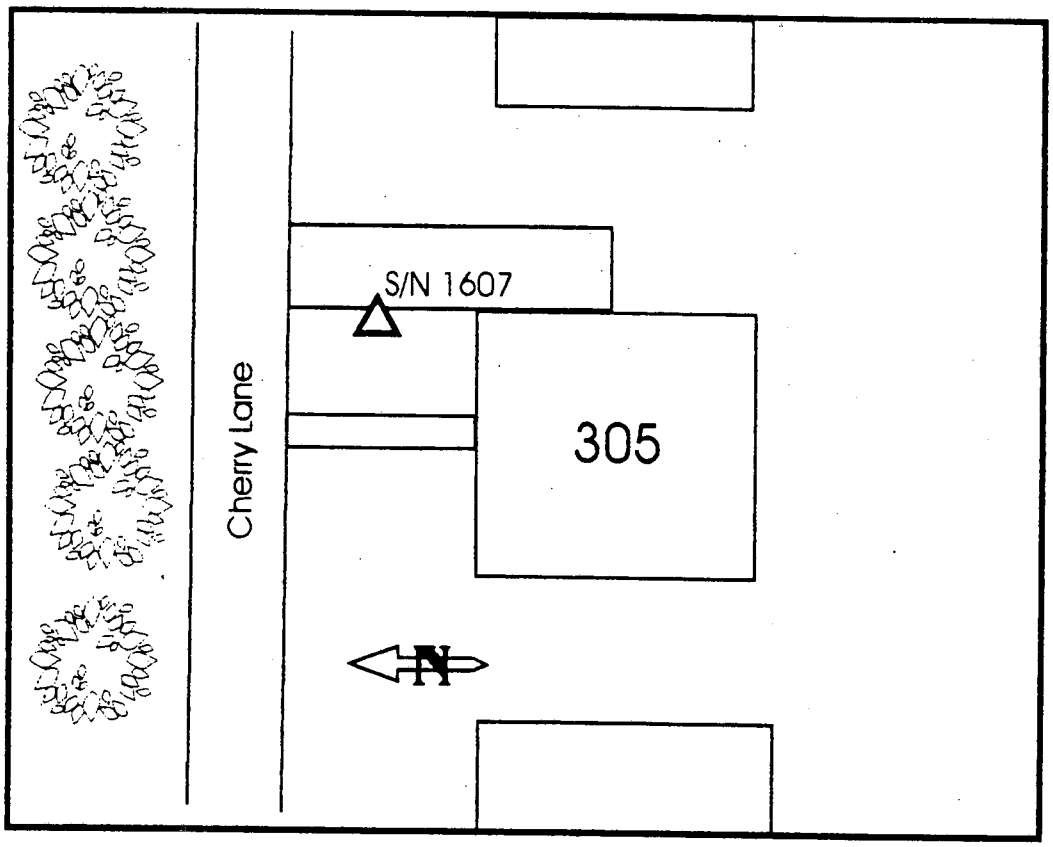
Picture No. 17

Weather Conditions: Calm Temp. 50 Wind(Spd/Dir) 10 mph

Route: I-695/MD 10 Location: 305 Cherry Lane

Community: Brooklyn Terrace

Site Diagram



Start Time: 2:30 PM

Interval: 15 Min

Events Log

Time	Event

Comments/Notes

The Wilson T. Ballard
Noise Measurement Data Sheet

291

Page: 6 of

Field Personnel: LJS/JDR

Date: 12-10-98

Equipment: Meter No. #1608

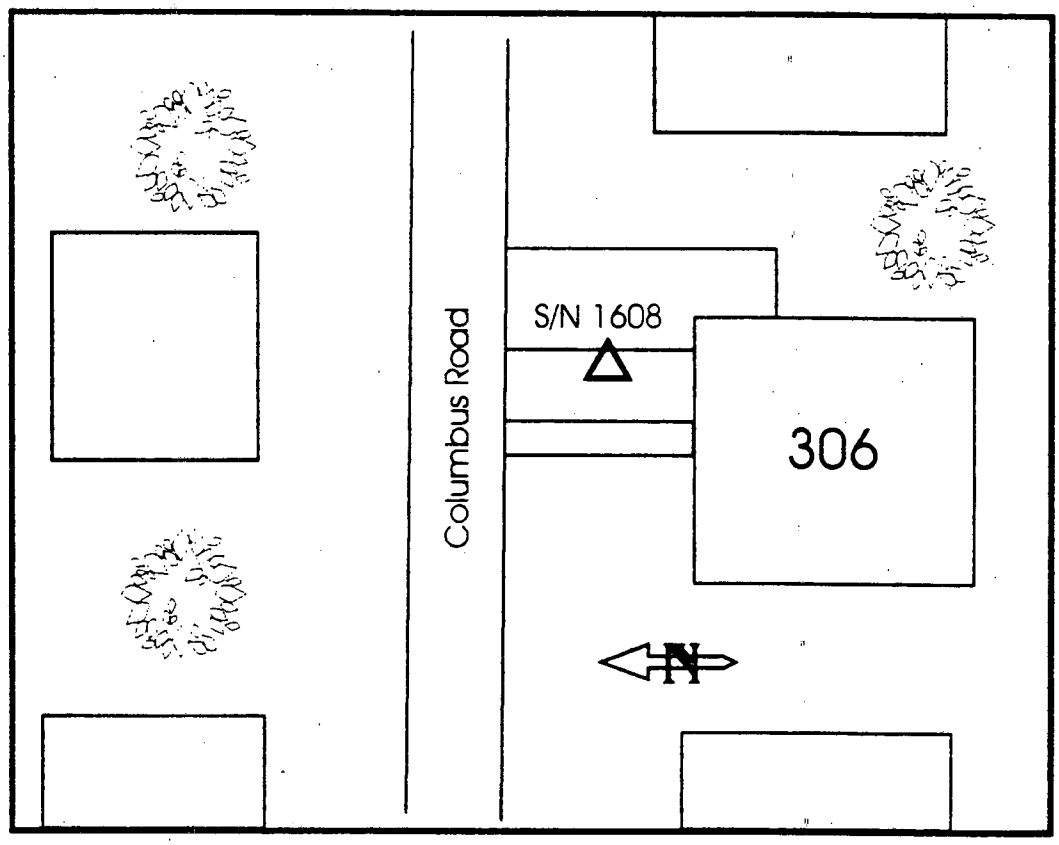
Picture No. 18

Weather Conditions: Calm Temp. 50 Wind(Spd/Dir) 10 mph

Route: I-695/MD 10 Location: 306 Columbus Road

Community: Brooklyn Terrace

Site Diagram



Start Time: 2:30 PM

Interval: 15 Min

Events Log

Time	Event

Comments/Notes

The Wilson T. Ballard
Noise Measurement Data Sheet

29 a

Page: 7 of

Field Personnel: LJS/JDR

Date: 12-10-98

Equipment: Meter No. #2572

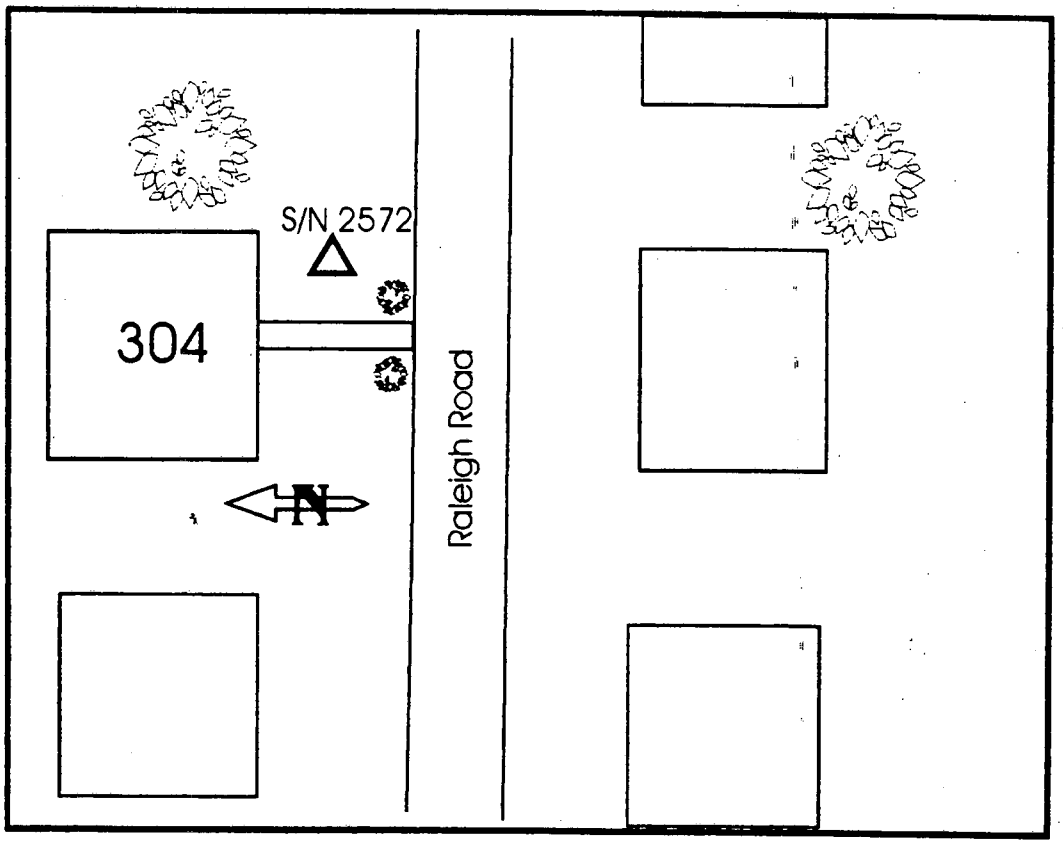
Picture No. 19

Weather Conditions: Calm Temp. 50 Wind(Spd/Dir) 10 mph

Route: I-695/MD 10 Location: 304 Raleigh Road

Community: Brooklyn Terrace

Site Diagram



Start Time: 2:30 PM

Interval: 15 Min

Events Log

Time	Event

Comments/Notes

293

The Wilson T. Ballard
Noise Measurement Data Sheet

Page: 8 of

Field Personnel: LJS/JDR

Date: 12-10-98

Equipment: Meter No. #2573

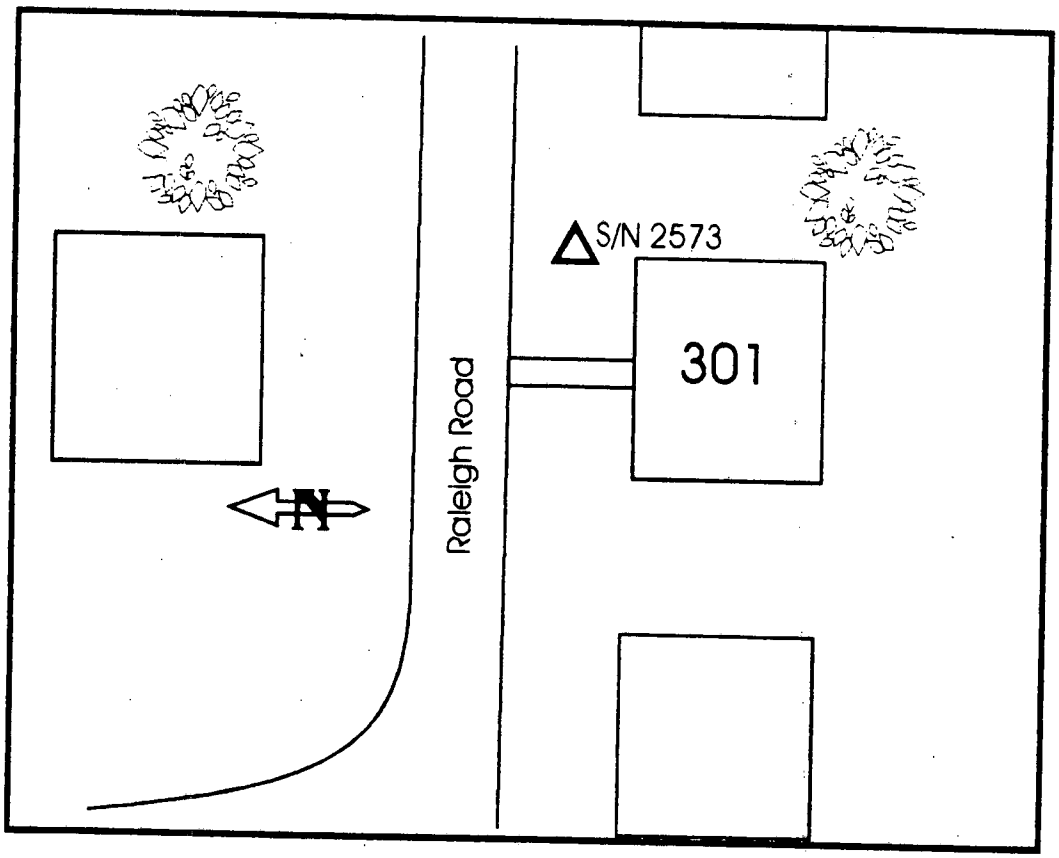
Picture No. 20

Weather Conditions: Calm Temp. 50 Wind(Spd/Dir) 10 mph

Route: I-695/MD 10 Location: 301 Raleigh Road

Community: Brooklyn Terrace

Site Diagram



Start Time: 2:30 PM

Interval: 15 Min

Events Log

Time	Event

Comments/Notes

DRAFT 1/25/99

29.4

Ms. Elizabeth Young
311 Columbus Road
Glen Burnie MD 21061

Dear Ms. Young:

This is a follow-up to your telephone call with Mr. Kenneth Polcak, of my office, regarding the noise measurements for the Brooklyn Terrace community along MD 10. I appreciate the opportunity to provide you with this information.

On December 9 and 10, 1998, two types of noise measurements were taken at eight different locations in your community. The fifteen-minute noise measurements (Table 1), performed at eight locations, indicate the highest noise measurement was 69 decibels (dBA) at 317 Cherry Lane, which is the closest home to MD 10. The twenty-four hour noise measurements (Tables 2, 3 and 4), performed at three locations closest to the highway, indicate the meter at 317 Cherry Lane received noise levels above the State's impact threshold of 66 dBA. As you discussed with Mr. Ken Polcak, our evaluation to determine if your area meets all the requirement for a sound barrier is ongoing. Once a determination has been made, we will contact you with the results. You may expect to hear from us by the end of February. A copy of the Noise Monitoring Report for I-695/MD10 with attachments is enclosed for your information.

Thank you again for your interest in the Sound Barrier Program. If you have any questions or need additional information, please do not hesitate to contact me or Ms. Natalie Hardy, Special Assistant to the Director at 410-545-8616 or 1-800-446-5962

Sincerely,

Charles B. Adams
Director
Office of Environmental Design

Enclosure
cc: Ms. Natalie B. Hardy, Special Assistant to the Director, State Highway Administration
Mr. Kenneth Polcak, Noise Abatement Team, State Highway Administration

bcc: Ms. Leslie A. Frelow, Assistant Director, Office of Administrative Services, Maryland Department of Transportation
Mr. James D. Hade, Noise Abatement Team Leader, State Highway Administration
Mr. Eric G. Madden, Assistant to the Deputy Secretary, Maryland Department of Transportation
Mr. Paul D. Armstrong, District Engineer, State Highway Administration
Mr. Ted Severe, Noise Abatement Team, State Highway Administration

Serial #: None
OED Serial#: None
Noise Customer #: 1702
Responding to letter dated: Follow-up to letter sent 12.22/98 from Charles B. Adams
Saved: 01/21/99 3:18 PM by: Ken Polcak
N:\OED\NOISE\CORRESP\1999\Drafts\YOUNG01.doc

296

Maryland Department of Transportation
State Highway Administration

Parris N. Glendening
Governor

John D. Porcari
Secretary

Parker F. Williams
Administrator

October 22, 1999

Mr. and Mrs. Nieves M. Zaldivar
3208 Park View Road
Chevy Chase MD 20815-5644

Dear Mr. and Mrs. Zaldivar:

This letter is a follow-up to the Park View Estates informational meeting held on May 20 regarding the proposed sound barrier. I appreciate the opportunity to update you on the status of this project. The State Highway Administration has contacted Montgomery County's Maryland-National Capital Park and Planning Commission (MNCPPC) to inquire about the possibility of locating a portion of the proposed sound barrier on park property. We are awaiting MNCPPC's response which will determine which of the barrier options that we have developed are still viable considerations. We will keep you informed as the project progresses.

Thank you again for your continued interest in the State's Sound Barrier Program. If you have any questions, please feel free to contact Ms. Natalie Hardy, of our staff, at 410-545-8616 or 1-800-446-5962.

Sincerely,

Eugene J Miller

for Charles B. Adams
Director
Office of Environmental Design

cc: The Honorable Leon G. Billings, Member, Maryland House of Delegates
The Honorable Sharon Grosfeld, Member, Maryland House of Delegates
The Honorable John Adams Hurson, Member, Maryland House of Delegates
The Honorable Betty Ann Krahnke, Montgomery County Council
The Honorable Christopher Van Hollen, Jr., Member, Senate of Maryland
Ms. Natalie B. Hardy, Special Assistant to the Director of Environmental Design, State Highway Administration

My telephone number is _____

Maryland Relay Service for Impaired Hearing or Speech
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

bcc: Ms. Sharon Blankenship, Administrative Assistant, LAD, State Highway Administration (1 copy – pink)
James D. Hade, RLA, Noise Abatement Team Leader, State Highway Administration
Ms. Irene Heline, Administrative Assistant to the Director of Environmental Design, State Highway Administration (2 copies)
Ms. Theo Owens, Special Assistant to the District Engineer, State Highway Administration
Ms. Nanette M. Schieke, State Legislative Officer, Maryland Department of Transportation
Mr. T.E. Severe, Noise Abatement Team, State Highway Administration
Mr. Charlie K. Watkins, District Engineer, State Highway Administration

Serial #: None
OED Serial#: None
Noise Customer #:
Responding to letter dated: Interim follow-up letter to 05/20/99 community informational meeting
Saved: 10/19/99 11:28 AM by: T.E. Severe 410-545-8600
N:\OED\NOISE\CORRESP\1999\PKVWinterim.doc

298

Maryland Department of Transportation
State Highway Administration

Parris N. Glendening
Governor
John D. Porcari
Secretary
Parker F. Williams
Administrator

November 9, 1999

Mr. Yaddollah Zanjani
8401 Seven Locks Road
Bethesda MD 20817-2006

Dear Mr. Zanjani:

This is a follow-up to the recent letter from Mr. Charles B. Adams, the State Highway Administration's Director of Environmental Design, regarding the proposed sound barrier for the Burning Tree Estates community along I-495 in Montgomery County. We wish to schedule a meeting with you to discuss the permanent placement of the sound barrier. Please contact me at your earliest convenience to schedule this meeting. I can be reached at 410-545-8616 or 1-800-446-5962.

Sincerely,

Natalie B. Hardy
Special Assistant to the Director
Office of Environmental Design

cc: Mr. Charles B. Adams, Director of Environmental Design, State Highway Administration

My telephone number is _____

Maryland Relay Service for Impaired Hearing or Speech
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

bcc: Ms. Sharon Blankenship, Administrative Assistant, LAD, State Highway Administration (1 copy – pink)
James D. Hade, RLA, Noise Abatement Team Leader, State Highway Administration
Ms. Irene Heline, Administrative Assistant to the Director of Environmental Design, State Highway Administration (2 copies)
Ms. Theo Owens, Special Assistant to the District Engineer, State Highway Administration
Ms. Nanette M. Schieke, State Legislative Officer, Maryland Department of Transportation
Mr. T.E. Severe, Noise Abatement Team, State Highway Administration
Mr. Charlie K. Watkins, District Engineer, State Highway Administration

Serial #: None
OED Serial#: None
Noise Customer #:
Responding to letter dated: Follow-up to 10/07/99 community meeting follow-up letter from Mr. Charles Adams to Burning Tree Estates homeowners
Saved: 11/09/99 12:04 PM by: T.E. Severe 410-545-8600
N:\OED\NOISE\CORRESP\1999\BRNTREEMtg.doc

Maryland Department of Transportation
State Highway Administration

Parris N. Glendening
Governor
John D. Porcari
Secretary
Parker F. Williams
Administrator

'3.00

September 7, 1999

Yaddollah D. Zanjani
8401 Seven Locks Road
Bethesda MD 20817-2006

Dear Yaddollah Zanjani:

The State Highway Administration will conduct an informational meeting for the homeowners in the Burning Tree Estates community affected by the construction of the proposed sound barrier along I-495 adjacent to the community. The meeting is scheduled for Wednesday, September 22, from 7:00 p.m. - 9:00 p.m. at the Seven Locks Elementary School, 9500 Seven Locks Road, Bethesda, Maryland.

The following details will be discussed:

- Location of the sound barrier;
- Potential right of way needs.

Your attendance at this meeting is needed in order to determine a consensus on the above issues. We look forward to meeting with you on September 22. If you have any questions before our meeting, please feel free to contact me or Ms. Natalie B. Hardy, my Special Assistant, at 410-545-8616 or 1-800-446-5962.

Sincerely,

Charles B. Adams
Director
Office of Environmental Design

cc: Ms. Natalie B. Hardy, Special Assistant to the Director, State Highway Administration

My telephone number is _____

Maryland Relay Service for Impaired Hearing or Speech
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

bcc: Ms. Sharon Blankenship, Administrative Assistant, LAD, State Highway Administration (1 copy – pink)
Mr. James D. Hade, Noise Abatement Team Leader, State Highway Administration
Ms. Irene Heline, Administrative Assistant to the Director of Environmental Design, State Highway Administration (2 copies)
Ms. Theo Owens, Special Assistant to the District Engineer, State Highway Administration
Ms. Nanette M. Schieke, State Legislative Officer, Maryland Department of Transportation
Mr. T.E. Severe, Noise Abatement Team, State Highway Administration
Mr. Charlie K. Watkins, District Engineer, State Highway Administration

Serial #: None
OED Serial#: None
Noise Customer #:
Responding to letter dated:
Saved: 09/03/99 1:58 PM by: T.E. Severe 410-545-8600
N:\OED\NOISE\CORRESP\1999\BRNTREEM.doc

30d

Maryland Department of Transportation
State Highway Administration

Parris N. Glendening
Governor
John D. Porcari
Secretary
Parker F. Williams
Administrator

April 29, 1999

Mr. Duane Zopp
15 Rolling Greens Court
Lutherville MD 21093

Dear Mr. Zopp:

Thank you for providing your mailing address as requested in my recent letter to you. As promised, I am forwarding, for your use, copies of the following:

- "Maryland Department of Transportation State Highway Administration Sound Barrier Policy," May 1998
- "NEPA And Noise – An Historical Perspective," May 1998
- "The Maryland Sound Barrier Program - Policies, Programs and People," July 1998

Thank you for your interest in the State's Sound Barrier Program. I trust this information will be helpful for your research paper. If you have any questions, please feel free to contact Mr. Ken Polcak, of our Noise Abatement Team, at 410-545-8601, 1-800-446-5962 or by E-mail at kpolcak@sha.md.us.

Sincerely,

Charles B. Adams
Director
Office of Environmental Design

Enclosure
cc: Mr. James D. Hade, RLA, Noise Abatement Team Leader, State Highway Administration
Mr. Kenneth D. Polcak, Environmental Analyst, Noise Abatement Team, State Highway Administration

My telephone number is _____

Maryland Relay Service for Impaired Hearing or Speech
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

bcc: Ms. Natalie B. Hardy, Special Assistant to the Director, State Highway Administration
Mr. John M. Lewis, State Legislative Officer, Maryland Department of Transportation
Mr. T. E. Severe, Noise Abatement Team, State Highway Administration

Serial #: None
OED Serial#: None
Noise Customer #: 1860
Responding to letter dated: Follow-up to E-mail letter from Mr. Charles B. Adams responding to 04/13/99 e-mail request from Mr. Zopp
Saved: 04/29/99 9:59 AM by: Ted Severe 410-545-8600
N:\OED\NOISE\CORRESP\1999\ZOPP02.doc

From: Duane Zopp <DZOPP@albancat.com>
To: 'Sound Barrier' <BARRIER@sha.state.md.us>
Date: 4/26/99 12:43pm
Subject: RE: Maryland's Sound Barrier Program

Dear Mr. Adams,
Thanks for taking the time to respond to my e-mail. I would appreciate a copy of the
NEPA and Maryland Sound Barrier Program policies. My home address as follows:

Duane Zopp
15 Rolling Greens Court
Lutherville, MD 21093

Thanks,
Duane Zopp

>----------
>From: Sound Barrier[SMTP:BARRIER@sha.state.md.us]
>Sent: Monday, April 26, 1999 10:33 AM
>To: Duane Zopp
>Cc: KPolcak@sha.state.md.us
>Subject: Maryland's Sound Barrier Program
>
> April 26, 1999
>
>Mr. Duane Zopp
>dzopp@albancat.com
>
>Dear Mr. Zopp:
>
> Thank your for your recent e-mail requesting information about Maryland's
>Sound Barrier Program. I appreciate the opportunity to respond to your
>inquiry.
>
> Maryland is one of the leading states in the construction of sound barriers
>to reduce the effects of highway noise on communities. The decisions on
>where sound barriers are built are based upon an administrative policy.
>There is no legislation in Maryland requiring the installation of sound
>barriers. A legislative panel was, however, convened in 1996 to assist the
>Department of Transportation with the review of its Sound Barrier Policy and
>recommended where revisions were needed. Some of the topics addressed
>included who should be eligible, impact definitions, cost considerations, and
>local noise control requirements.
>
> The policy addresses two circumstances in which communities are considered
>for sound barriers referred to as Type I and Type II. Type I sound barriers
>are considered in conjunction with new highway construction or the expansion
>of existing highways. Decisions on where to build a sound barriers are based
>upon an environmental analysis performed during the highway planning phase.
>The analysis determines if a noise impact will result from the improvements
>and whether the approval criteria contained in our Sound Barrier Policy are
>met. To be considered for a Type I barrier, all of the following technical

>criteria must be met: the majority of the affected homes must predate the
>environmental document for the improvements; noise levels are at or exceed
>the 66 decibel (dBA) impact threshold; and an effective barrier can be built
>for a maximum of $50,000 per benefited residence.
>
> Type II, or retrofit, sound barriers involve construction for communities
>that predate the original highway and where no improvements to the highway
>are planned. To be considered for a Type II barrier, all of the following
>technical criteria must be met: the majority of the affected homes must
>predate the highway; existing noise levels equal or exceed the 66 decibel
>impact threshold; and an effective barrier can be built for a maximum of
>$50,000 per benefited residence.
>
> You asked, how the sound barrier program is funded. Funds for sound barrier
>projects come from a combination of Federal, State, and local sources,
>depending on the specifics of the project. Federal funds are granted to the
>State on an annual basis for use in the overall transportation program. For
>example, in a project involving a Type I sound barrier, the Federal funding
>percentage would be 80 percent, with the remaining 20 percent would come from
>State funds. In a project involving a Type II sound barrier, 80 percent of
>the funding would be from
>
> Federal funds and the remaining 20 percent would be from the County in which
>the project is located. Our policy requires that the local jurisdiction,
>County, agree to fund 20 percent of the total project cost.
>
> You also inquired about the recent decision to build a sound barrier for the
>Lutherville community along I-83, which we identify as Longford North. This
>decision was based on prior commitments made to the community under earlier
>criteria. Though the area does not technically meet the Type II eligibility
>criteria under the current Policy, we classify the project as a Type II.
>Before State funding is identified, Baltimore County needs to commit the 20%
>cost-share of the project and adopt a local noise ordinance to address
>control of highway noise upon new residential development. The County is in
>the process of enacting the noise ordinance and working to identify the 20%
>cost share.
>
> In addition to the Sound Barrier Program as a resource there are three other
>documents that may be of assistance. A document that gives a chronology and
>history of the Federal legislative and regulatory action as it relates to
>highway noise entitled "NEPA and Noise--An Historical Perspective." The
>National Environmental Protection Act (NEPA) addresses environmental issues
>such as noise. NEPA was initially signed and mandated in 1971. Before this
>date there were no regulations which governed environmental protection. All
>of the actions, programs, and policies at the State level were developed
>based upon guidance from this Federal regulation. Another document that
>would be helpful entitled, "The Maryland Sound Barrier Program * Policies,
>Programs and People," which indicates the development of the Policy. This
>document gives a good comprehensive history of the State's policy.
>Unfortunately, these documents are not available on the worldwide web, so
>therefore I need your mailing address so that they can be forwarded to you.
>
> Thank you again for you E-mail. If you have any questions, please feel free
>to contact me or Mr. Ken Polcak, of our Noise Abatement Team, at

>410-545-8601, 1-800-446-5962, or by e-mail at kpolcak@sha.state.md.us.
>
> Sincerely,
> Charles B. Adams
> Director
> Office of Environmental Design
>
>cc: Mr. Ken Polcak, Environmental Analyst, State Highway Administration
>
>Enclosures to be sent upon receipt of a postal address:
> -Maryland Department of Transportation State Highway
> Administration Sound Barrier Policy, May 11, 1998
> -NEPA AND NOISE * An Historical Perspective, May 1998
> -THE MARYLAND SOUND BARRIER PROGRAM, Policies,
> Programs and People, by Charles B. Adams, Director of
> Environmental Design, SHA, July 14, 1998

3 07

Customer Information View for 1998 for small Screens

ID #	MAP	DATE	Letter or Phone onl	LAST NAME	FIRST NAME	Active?
1869		4/13/99	e-mail	ZOPP	Duane	☐

STREET#	STREET NAME	COUNTY	CITY (Post office	ZIPCOD	Representative status
15	Rolling Greens Court	BA	Lutherville MD	21093	private

DAY PHONE	HOME PHONE	ROADWAY	E-Mail address	COMMUNITY
			dzopp@albancat.co	Lutherville

Find Next

Logical Project Limits

INQUIRY: info on sound barriers for research paper

RESPONSE

Last Contact	Researcher	Primary Care "physician"
4/26/99	KEN P	

FILE LOCATIO

OTHER

Current committmen

This Database designed by James

LAST action

04/26/99 - E-mail response to inbound E-mail from Mr. Zopp - requested mailing address and promised several articles to assist with research paper 04/29/99 +/- - send as-promised articles to Mr. Zopp via USPS

Comments: This field can not be sorted or searched.

OPPE or Hwy rep current type 1 inf

From: Sound Barrier
To: internet: DZopp@albancat.com
Date: 4/26/99 10:33am
Subject: Maryland's Sound Barrier Program

April 26, 1999

Mr. Duane Zopp
dzopp@albancat.com

Dear Mr. Zopp:

Thank your for your recent e-mail requesting information about Maryland's Sound Barrier Program. I appreciate the opportunity to respond to your inquiry.

Maryland is one of the leading states in the construction of sound barriers to reduce the effects of highway noise on communities. The decisions on where sound barriers are built are based upon an administrative policy. There is no legislation in Maryland requiring the installation of sound barriers. A legislative panel was, however, convened in 1996 to assist the Department of Transportation with the review of its Sound Barrier Policy and recommended where revisions were needed. Some of the topics addressed included who should be eligible, impact definitions, cost considerations, and local noise control requirements.

The policy addresses two circumstances in which communities are considered for sound barriers referred to as Type I and Type II. Type I sound barriers are considered in conjunction with new highway construction or the expansion of existing highways. Decisions on where to build a sound barriers are based upon an environmental analysis performed during the highway planning phase. The analysis determines if a noise impact will result from the improvements and whether the approval criteria contained in our Sound Barrier Policy are met. To be considered for a Type I barrier, all of the following technical criteria must be met: the majority of the affected homes must predate the environmental document for the improvements; noise levels are at or exceed the 66 decibel (dBA) impact threshold; and an effective barrier can be built for a maximum of $50,000 per benefited residence.

Type II, or retrofit, sound barriers involve construction for communities that predate the original highway and where no improvements to the highway are planned. To be considered for a Type II barrier, all of the following technical criteria must be met: the majority of the affected homes must predate the highway; existing noise levels equal or exceed the 66 decibel impact threshold; and an effective barrier can be built for a maximum of $50,000 per benefited residence.

You asked, how the sound barrier program is funded. Funds for sound barrier projects come from a combination of Federal, State, and local sources, depending on the specifics of the project. Federal funds are granted to the State on an annual basis for use in the overall transportation program. For example, in a project involving a Type I sound barrier, the Federal funding percentage would be 80 percent, with the remaining 20 percent would come from State funds. In a project involving a Type II sound barrier, 80 percent of

the funding would be from

Federal funds and the remaining 20 percent would be from the County in which the project is located. Our policy requires that the local jurisdiction, County, agree to fund 20 percent of the total project cost.

You also inquired about the recent decision to build a sound barrier for the Lutherville community along I-83, which we identify as Longford North. This decision was based on prior commitments made to the community under earlier criteria. Though the area does not technically meet the Type II eligibility criteria under the current Policy, we classify the project as a Type II. Before State funding is identified, Baltimore County needs to commit the 20% cost-share of the project and adopt a local noise ordinance to address control of highway noise upon new residential development. The County is in the process of enacting the noise ordinance and working to identify the 20% cost share.

In addition to the Sound Barrier Program as a resource there are three other documents that may be of assistance. A document that gives a chronology and history of the Federal legislative and regulatory action as it relates to highway noise entitled "NEPA and Noise--An Historical Perspective." The National Environmental Protection Act (NEPA) addresses environmental issues such as noise. NEPA was initially signed and mandated in 1971. Before this date there were no regulations which governed environmental protection. All of the actions, programs, and policies at the State level were developed based upon guidance from this Federal regulation. Another document that would be helpful entitled, "The Maryland Sound Barrier Program Policies, Programs and People," which indicates the development of the Policy. This document gives a good comprehensive history of the State's policy. Unfortunately, these documents are not available on the worldwide web, so therefore I need your mailing address so that they can be forwarded to you.

Thank you again for you E-mail. If you have any questions, please feel free to contact me or Mr. Ken Polcak, of our Noise Abatement Team, at 410-545-8601, 1-800-446-5962, or by e-mail at kpolcak@sha.state.md.us.

Sincerely,
Charles B. Adams
Director
Office of Environmental Design

cc: Mr. Ken Polcak, Environmental Analyst, State Highway Administration

Enclosures to be sent upon receipt of a postal address:
- Maryland Department of Transportation State Highway Administration Sound Barrier Policy, May 11, 1998
- NEPA AND NOISE An Historical Perspective, May 1998
- THE MARYLAND SOUND BARRIER PROGRAM, Policies, Programs and People, by Charles B. Adams, Director of Environmental Design, SHA, July 14, 1998

CC: KPolcak

3.10

Maryland Department of Transportation
State Highway Administration

Parris N. Glendening
Governor

John D. Porcari
Secretary

Parker F. Williams
Administrator

April 26, 1999

Mr. Duane Zopp
dzopp@albancat.com

Dear Mr. Zopp:

Thank your for your recent e-mail requesting information about Maryland's Sound Barrier Program. I appreciate the opportunity to respond to your inquiry.

Maryland is one of the leading states in the construction of sound barriers to reduce the effects of highway noise on communities. The decisions on where sound barriers are built are based upon an administrative policy. There is no legislation in Maryland requiring the installation of sound barriers. A legislative panel was, however, convened in 1996 to assist the Department of Transportation with the review of its Sound Barrier Policy and recommended where revisions were needed. Some of the topics addressed included who should be eligible, impact definitions, cost considerations, and local noise control requirements.

The policy addresses two circumstances in which communities are considered for sound barriers referred to as Type I and Type II. Type I sound barriers are considered in conjunction with new highway construction or the expansion of existing highways. Decisions on where to build a sound barriers are based upon an environmental analysis performed during the highway planning phase. The analysis determines if a noise impact will result from the improvements and whether the approval criteria contained in our Sound Barrier Policy are met. To be considered for a Type I barrier, all of the following technical criteria must be met: the majority of the affected homes must predate the environmental document for the improvements; noise levels are at or exceed the 66 decibel (dBA) impact threshold; and an effective barrier can be built for a maximum of $50,000 per benefited residence.

Type II, or retrofit, sound barriers involve construction for communities that predate the original highway and where no improvements to the highway are planned. To be considered for a Type II barrier, all of the following technical criteria must be met: the majority of the affected homes must predate the highway; existing noise levels equal or exceed the 66 decibel impact threshold; and an effective barrier can be built for a maximum of $50,000 per benefited residence.

My telephone number is _____

Maryland Relay Service for Impaired Hearing or Speech
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

You asked, how the sound barrier program is funded. Funds for sound barrier projects come from a combination of Federal, State, and local sources, depending on the specifics of the project. Federal funds are granted to the State on an annual basis for use in the overall transportation program. For example, in a project involving a Type I sound barrier, the Federal funding percentage would be 80 percent, with the remaining 20 percent would come from State funds. In a project involving a Type II sound barrier, 80 percent of the funding would be from

Federal funds and the remaining 20 percent would be from the County in which the project is located. Our policy requires that the local jurisdiction, County, agree to fund 20 percent of the total project cost.

You also inquired about the recent decision to build a sound barrier for the Lutherville community along I-83, which we identify as Longford North. This decision was based on prior commitments made to the community under earlier criteria. Though the area does not technically meet the Type II eligibility criteria under the current Policy, we classify the project as a Type II. Before State funding is identified, Baltimore County needs to commit the 20% cost-share of the project and adopt a local noise ordinance to address control of highway noise upon new residential development. The County is in the process of enacting the noise ordinance and working to identify the 20% cost share.

In addition to the Sound Barrier Program as a resource there are three other documents that may be of assistance. A document that gives a chronology and history of the Federal legislative and regulatory action as it relates to highway noise entitled "NEPA and Noise--An Historical Perspective." The National Environmental Protection Act (NEPA) addresses environmental issues such as noise. NEPA was initially signed and mandated in 1971. Before this date there were no regulations which governed environmental protection. All of the actions, programs, and policies at the State level were developed based upon guidance from this Federal regulation. Another document that would be helpful entitled, "The Maryland Sound Barrier Program – Policies, Programs and People," which indicates the development of the Policy. This document gives a good comprehensive history of the State's policy. Unfortunately, these documents are not available on the worldwide web, so therefore I need your mailing address so that they can be forwarded to you.

Thank you again for you E-mail. If you have any questions, please feel free to contact me or Mr. Ken Polcak, of our Noise Abatement Team, at 410-545-8601, 1-800-446-5962, or by E-mail at kpolcak@sha.state.md.us.

Sincerely,

Charles B. Adams
Director
Office of Environmental Design

cc: Mr. Ken Polcak, Environmental Analyst, State Highway Administration

Enclosures to be sent upon receipt of a postal address:

- Maryland Department of Transportation State Highway Administration Sound Barrier Policy, May 11, 1998
- NEPA AND NOISE – An Historical Perspective, May 1998
- THE MARYLAND SOUND BARRIER PROGRAM, Policies, Programs and People, by Charles B. Adams, Director of Environmental Design, SHA, July 14, 1998

Sent by "Barrier@sha.state.md.us" on 04/26/99, at 10:34 a.m.

bcc: Mr. Charles B. Adams, Director, Office of Environmental Design, State Highway Administration
Mr. James D. Hade, Noise Abatement Team Leader, State Highway Administration
Ms. Natalie B. Hardy, Special Assistant to the Director, State Highway Administration
Mr. John M. Lewis, State Legislative Officer, Maryland Department of Transportation
Mr. T. E. Severe, Noise Abatement Team, State Highway Administration

Serial #: None
OED Serial#: None
Noise Customer #: 1860
Responding to letter dated: E-mail request received 04/13/99 from Mr. Duane Zopp [dzopp1@triton.towson.edu]
Saved: 04/19/99 10:01 AM by: Ken Polcak
N:\OED\NOISE\CORRESP\1999\ZOPPe_ml.doc

Enclosures to be sent upon receipt of a postal address:

- Maryland Department of Transportation State Highway Administration Sound Barrier Policy, May 11, 1998
- NEPA AND NOISE – An Historical Perspective, May 1998
- THE MARYLAND SOUND BARRIER PROGRAM, Policies, Programs and People, by Charles B. Adams, Director of Environmental Design, SHA, July 14, 1998

3/4.

From: dzopp1 <dzopp1@triton.towson.edu>
To: MDSHAHQ.SHADGN(Barrier)
Date: 4/13/99 12:08am
Subject: state legislation re: sound barriers and Lutherville

I am doing a research paper on the sound barriers along Marylands highways. I have the human intrest information but what I need is the record of events regarding state legislation for installing the barriers. Also, how are the barriers financed. I understand there have been recent decisions made for the Lutherville area along the I83 corridor; any legislation information regarding these events would be greatly appreciated.

Thank you,
Duane Zopp
dzopp@albancat.com

Customer Information View for 1998 for small Screens

ID #	MAP	DATE	Letter or Phone onl	LAST NAME	FIRST NAME	Active?
1866		4/13/99	e-mail	ZOPP	Duane	

Print this record

STREET#	STREET NAME	COUNTY	CITY (Post office	ZIPCOD	Representative status
					private

DAY PHONE	HOME PHONE	E-Mail address	COMMUNITY
		dzopp@albancat.co	

ROADWAY

Find Next

Logical Project Limits

INQUIRY: info on sound barriers for research paper

RESPONSE: send Barrier Policy, NEPA and NOISE, MD Sound Barier Pr

Last Contact | Researcher | Primary Care "physician"

FILE LOCATIO | OTHER | Current committmen

LAST action

Comments: This field can not be sorted or searched. | OPPE or Hwy rep.current type 1 inf

Go to

Active Projects

Follow ups