



**Maryland Department of Transportation
State Highway Administration**

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

MEMORANDUM

TO: Ms. Cynthia Simpson
Deputy Director
Office of Planning and Preliminary Engineering

FROM: Charles B. Adams
Director
Office of Environmental Design

DATE: November 15, 2001

SUBJECT: Consolidated Transportation Program Update

In response to your request, the following are the costs from this office for use in this year's CTP update:

Reforestation	\$4,356.00 / Acre
Sound Barriers Type I and Type II (Exclusive of Special Finishes)	\$27.00 /SF
Special Finishes contingency (such as brick, special stone, and coloration)	\$12.00 /SF
Sound Barrier planter for sections directly adjacent to a highway shoulder (this price is exclusive of additional stormwater /quality/ quantity management costs associated with closing a highway section)	\$200.00 / LF

The customary contingency values should be added to these costs for determining a preliminary estimate.

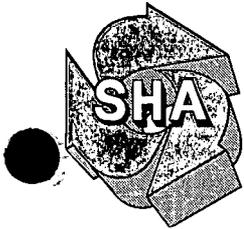
If you have any questions, please contact Mr. Dan Uebersax, Division Chief, Landscape Architecture Division, at 410-545-8603 or, by e-mail, at duebersax@sha.state.md.us.

cc: Ms. Susie Jacobs
Mr. Ken Oldham
Mr. Dan Uebersax
Mr. Jim Hade

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**

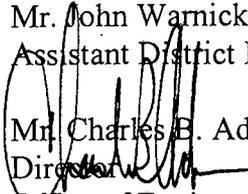
2
Parris N. Glendening
Governor

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Secretary

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MEMORANDUM

TO: Mr. John Warnick,
Assistant District Engineer for Construction

FROM: 
Mr. Charles B. Adams
Director
Office of Environmental Design

DATE: October 3, 2001

SUBJECT: MO7985126, Noise Abatement Project along I-495
Absorptive finishes.

This memorandum is to confirm discussions that we had last week regarding the need for absorptive surfaces on the barriers for the subject project. The outer loop barrier, along Barnett Road between Greentree Road and I-270, does not need to be absorptive but was specified as such and is approximately 27,218 square feet.

It has been determined that a portion of the barrier along the inner loop west of Greentree Road does need to be absorptive. Without the absorptive treatment, the residences on the outer loop along Barnett Road would not receive the levels of noise abatement that the Administration had promised. The area that needs to be absorptive is approximately 28,752 square feet, an increase of 1,534 square feet over what is in the contract. The portion of the wall which has to be absorptive extends from the eastern end, west of the Greentree Road Bridge, to caisson #100 at or about station 315 + 84 (at the post above the eastern end of the grade-beam over the stream). If you have any questions, please do not hesitate to call Mr. James Hade, of this office, at 410-545-8599.

cc: Mr. Earle Freedman, Director, Office of Bridge Development
James D. Hade, RLA, Team Leader for Noise Abatement
Ms. Kelly Nash, Project Manager, Office of Bridge Development

My telephone number is _____

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

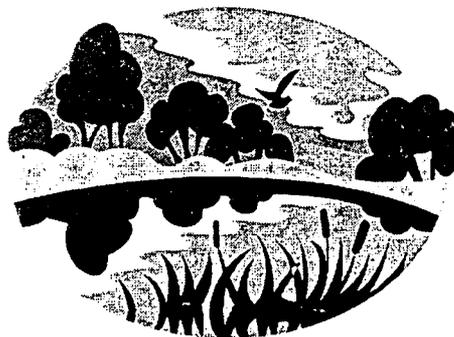
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Maryland Department of Transportation
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DATE: 9/26/07



COVER MEMORANDUM
OFFICE OF ENVIRONMENTAL DESIGN

TO: Sharon Schirmer
(NAME/OFFICE/TELEPHONE)

FROM: Kathleen Hardy
(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: _____
Per our conversation this week.
Kathleen Hardy

My telephone number is _____

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Street Address: 707 North Calvert Street • Baltimore, Maryland 21202



**Maryland Department of Transportation
State Highway Administration**

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Parris N. Glendening
Governor

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Memorandum

TO: Ms. Sharon Schirmer
Human Resources
District 4

FROM: Natalie Hardy 
Special Assistant to the Director
Office of Environmental Design

DATE: September 26, 2001

SUBJECT: Reservation for the Assembly Room in Brooklandville
Thursday, October 25, 2001

This memorandum serves as a follow up to our conversation regarding the use of the Assembly Room in Brooklandville on Thursday, October 25, 2001. The purpose of the training will be to provide training on the Office of Environmental Design's Noise Abatement Manual for all consultants. We are planning to have approximately 30 to 40 participants at the training session beginning at 9:00. A complimentary breakfast will be serve. The following materials would be needed:

- Flip charts/markers
- Overhead projector
- Screen
- A sign in table near the door
- Table with chairs to seat 50 people
- A table for the complimentary breakfast

Attached is a diagram of the proposed seating for the room. Any suggestions you may have are welcomed. If you need additional information, feel free to contact me at 410-545-8616.

Attachment

cc: Sharon Blankenship, OED's Quality Coordinator

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

Set up

Front

Flip chart 5

Presenters
table

Projector

Podium

Table 10 chairs

Door

Sign
In
Table

Door

Back

Table Refreshments

Back
↓



Maryland Department of Transportation
State Highway Administration

from the desk of
CHARLIE ADAMS



6

TO: Chris Davenport

DATE: _____

✓ Miles of sound barriers

✓ Miles built/year

• Map of US 29 planned sound barriers.

✓ Map of existing & proposed sound barriers

• Cost of US 29 sound barriers

{
• CTP Sound barrier commitments
• Miles of sound barrier that will be built for 6 yr. period.

Annual report
to the Board

Game to reporter 8/01

7

Christian Davenport

Staff Writer

The Washington Post

Howard County Bureau
10490 Little Patuxent Pkwy.
Suite 650
Columbia, MD 21044
(410) 772-2300

(410) 772-2305
fax: (410) 772-2330
pager: (202) 996-0323
davenportc@washpost.com

[Faint, illegible handwritten notes or signatures covering the lower half of the page.]

From: FRANCES WARD
To: CHARLES ADAMS; JIM HADE; NATALIE HARDY
Date: 6/29/01 9:52AM
Subject: MEDIA REQUEST from the Wash. POST

Charlie,

Yesterday Chris Davenport of the Washington Post-Howard Co. office interviewed Neil about the MD 216 road improvement project in Howard County (US 29 to I-95)

This is the section where we have existing sound barriers on the south side but not the north side. Neil answered questions about the project scope and the project development process and gave a basic explanation of our sound barrier policy.

Neil also explained that since the original fed approval was for a 4-lane road and now SHA is looking at a 6-lane road, we are studying the options and that there is no final decision yet on a sound barrier for the north side.

The reporter had a number of questions concerning the sound barrier policy, see below. We also sent him to the website for information.

He understood it would take time for a reply. We need to set up a phone interview with you for Monday or Tuesday. Also I will need to get a copy of the actual policy to send to him.

Here's the questions:

1) When did SHA begin construction of sound barriers?

2) How many linear miles of sound barriers along State roads? *58.93 miles*

3) Can you compare the initial year with today? (Neil says you have a growth chart)

4) What is the typical height, width and thickness of a barrier?

5) How many on the state system are retrofits? *Type II*

6) How much is the new MD 216 south side barrier going to cost?
(Neil told him we would not have any estimates for a north side barrier)

7) What happens in a case like this when a road is approved but is not actually constructed for some time later and then there is additional residential development in the area. What happens to the newer residents?

8) What is the cost per mile for a barrier?

Thanks for your help.
Fran
x7308

CC: NEIL PEDERSEN; VALERIE BURNETTE-EDGAR

Expr1000	Project Type	COUNTY	ROUTE	COMMUNITY	COMPLETION	Cost w/no overhead	Total Project Length'	BARRIER_TY	Barrier Manufacturer
		AA	MD 10	LENDALE TERRACE	1987	\$106,000.00	490	PRE-CAST CONCRETE	Smith Midland
		AA	MD 10	SOUTHDALE	1987	\$2,065,551.00	7100	PRE-CAST CONCRETE	Fanwall
		AA	I-685	Arundel Hills, Lindale Haights, Lynnbrook (Arundel Hills - Inner Loop), Linticum/Shipleigh (East Linticum Haights and Grove Court)	1889	\$1,457,514.00	6083	PRE-CAST CONCRETE	Smith Midland
		AA	MD 665	ANNAPOLIS/Fedaratowne-Fairfax rd.	1981	\$1,561,000.00	2720	PRE-CAST CONCRETE	Smith Midland
		AA	US 50/301	Greenwood Acres Barrier	1993	\$480,194.00	1280	PRE-CAST CONCRETE	
		AA	US 50	HERITAGE HARBOUR/NORTH RIVER FOREST	1894	\$2,460,700.00	9050		
		AA	I-97	GLEN BURNIE- FERNDAL	1995	\$3,430,550.00	9157	PRE-CAST CONCRETE	Smith Midland
		AA	I-97	GLEN BURNIE PARK- PARKE WEST	1997	\$3,006,800.00	9945	PRE-CAST CONCRETE	
		AA	I-97	Brookfield	1887	\$827,418.00	2540	PRE-CAST CONCRETE	
		AA	US 50	Winchester Haights	1997	\$875,548.00	3650	PRE-CAST CONCRETE	
		BA	MD 695	LOGAN VILLAGE	1882	\$275,400.00	1275	GLASS-FIBER REINFORCED CEMENT	
		BA	I-785	OWINGS MILLS	1885	\$1,002,500.00	3007	WOOD,WOOD,BERM	Wayarhauser
		BA	I-785	PIKESVILLE	1985	\$900,001.00	7800	PRE-CAST CONCRETE/BERM	Smith Midland
		BA	MD 702	ESSEX	1889	\$1,242,000.00	6384	PRE-CAST CONCRETE	Fanwall
		BA	MD 695	LOGAN VILLAGE	1982	\$242,330.00	1275	PRE-CAST CONCRETE	
		BA	I-695/83	Thomleigh/Longford	1998	\$5,228,667.00	6425	PRE-CAST CONCRETE	J.R. SLAW/JTE
		BA	I-695	Fishtown, Longmeadow, Edan Roc, Knollcrest, Grasty, Hillstead, Rockland	1998	\$9,077,040.00	29468	PRE-CAST CONCRETE	Smith Midland
		HO	MD 100	Hunt Country Est./Mont.Meadows/Glen Mar/Timber Run/Knollview/Brampton Hills/ Columbia Hills	1989	\$5,086,270.00	14480	PRE-CAST CONCRETE/MASONRY	Concrete Placement Systems
		MO	I-495	BETHESDA/ROCK CREEK or Rolling Hills/Spring Hill Barriar and Parkview Barrier and Locust Hill Estates Barrier	1988	\$2,647,000.00	6418	PRE-CAST CONCRETE	Fanwall
		MO	I-270	OLD TILDEN FARM	1888	\$1,700,000.00	4925	PRE-CAST CONCRETE	Smith Midland
		MO	I-270	BRIGHTON VILLAGE	1889	\$1,909,275.00	4691	PRE-CAST CONCRETE	Smith Midland
		MO	I-270	ROCKMADE/ROCKSHIRE	1989	\$1,922,400.00	4080	PRE-CAST CONCRETE	Smith Midland
		MO	I-270	SADDLEBROOK	1889	\$203,520.00	636	PRE-CAST CONCRETE	Smith Midland
		MO	I-270	WOODLEY GARDENS	1989	\$1,435,752.00	2000	PRE-CAST CONCRETE	Smith Midland
		MO	I-370	ROSEDALE APTS./GAITHERSBURG	1989	\$453,700.00	1000	PRE-CAST CONCRETE	Smith Midland
		MO	I-270	FOX CHAPEL	1881	\$1,102,500.00	1710	PRE-CAST CONCRETE	Smith Midland
		MO	I-495	Arrowood Barrier and Thomely Court Barrier (formerly Cardarock)	1994	\$2,851,776.00	7410	PRE-CAST CONCRETE	
		PG	MD 187	MISTLETOE GARDENS- LAUREL	1878	\$156,895.00	1300	CONCRETE WITH FOAM CORE	
		PG	MD 410	LANHAM	1988	\$273,000.00	885	PRE-CAST CONCRETE	Smith Midland
		PG	US 50	CITY OF BOWIE	1891	\$1,870,776.00	4446	PRE-CAST CONCRETE	Smith Midland
		PG	US 50	CARSONDALE/WHITFIELD WOODS	1991	\$550,500.00	2800	PRE-CAST CONCRETE	Smith Midland
		PG	US 50	CITY OF BOWIE	1892	\$1,476,974.00	4604	PRE-CAST CONCRETE	Smith Midland
		PG	I-495	CENTENNIAL VILLAGE	1997	\$965,885.00	1813	PRE-CAST CONCRETE	
		PG	US 50	Entarprise/ Lottsford / Willow Grove	1898	\$6,156,995.00	12346	PRE-CAST CONCRETE	Smith Midland
		AA	I-695	Crestwood Barrier	1890	\$1,048,780.00	2250	PRE-CAST CONCRETE	
		BA	I-685	LOCHEARN	1985	\$641,232.00	3140	PRE-CAST CONCRETE	Fanwall
		BA	I-695	CATONSVILLE: Shady Nook Barrier (Inner Loop) and Wade Avanaa Barriar (Outer Loop)	1886	\$1,858,890.00	3888	PRE-CAST CONCRETE	Smith Midland
		BA	I-695	Woodcroft Barriers	1986	\$3,561,420.00	7452	PRE-CAST CONCRETE	Fanwall
		BA	I-695	Windsor Mill Road - Liberty Road Barrier	1987	\$3,121,821.00	8736	PRE-CAST CONCRETE	Smith Midland
		BA	I-63	PINE VALLEY	1989	\$888,850.00	1872	PRE-CAST CONCRETE	
		BA	I-695	Campus Hills Barrier and Hampton Barrier and Concordia Barrier	1890	\$2,910,656.00	7000	PRE-CAST CONCRETE	Smith Midland
		BA	I-695	CATONSVILLE (need to change to Delray/Summit Park Barrier)	1890	\$2,055,556.00	2074	PRE-CAST CONCRETE	
		BA	I-695	Arbutus Barrier (along I-695)	1896	\$4,400,000.00	8850	PRE-CAST CONCRETE	Smith Midland
		BA	I-695	Stoneridge/Dulanay Towers Barrier and Graen Ridge Barrier	1997	\$2,447,830.00	4350	PRE-CAST CONCRETE	
		BA	I-695	Ridanwood Barrier and Orchard Hills Barrier	1898	\$4,537,533.00	6675	PRE-CAST CONCRETE	Superior Concrete
		BA	I-695	Baynasville/Cromwall-Coventry Barriers	1898	\$5,584,674.00	6225	PRE-CAST CONCRETE	SUPERIOR CONCRETE
		BA	I-85	Arbutus Barrier (along I-95)	1899	\$5,874,356.00	12075	PRE-CAST CONCRETE	JTE/CONC. PLACEMENT SYS.
		BA	I-695	WESTVIEW PARK	1999	\$4,071,834.00	8100	PRE-CAST CONCRETE	Smith Midland
		HO	I-95	TIMBERVIEW	1891	\$468,900.00	1620	PRE-CAST CONCRETE	
		HO	I-70	Brinklaigh Barrier	1998	\$851,063.83	2067	PRE-CAST CONCRETE	JTE
		MO	I-495	Forast Glen Knolls Barriar (formerly Forast Glen)	1882	\$890,000.00	2168	GLASS-FIBER REINFORCED CEMENT	
		MO	I-495	Cenroll Springs Barrier (formerly SILVER SPRING- Westview Or./Tarr.)	1986	\$1,740,731.00	3000	PRE-CAST CONCRETE	FANWALL
		MO	I-495	Silver Spring Barriers	1888	\$2,178,558.00	4859	PRE-CAST CONCRETE/STEEL	
		MO	I-495	Franklin Knolls/Warretton Vill./Hilandale Hts./Oakview	1881	\$4,016,105.00	7132	PRE-CAST CONCRETE	
		MO	I-495	Forest Glen Knolls Barrier (Replacement) (formerly Forest Glen)	1995	\$890,000.00	2168	PRECAST CONCRETE	
		MO	I-495	Ashburton/Farmwood Barriers and Alta Vista Gardens Barrier and Stratton Woods Barrier	1887	\$4,284,703.00	11028	PRE-CAST CONCRETE, Racycled Tires	DuBrook/ Concrata Placement Systems
		MO	I-495	Woodside Forest Barriers	1998	\$1,285,814.00	3455	PRE-CAST CONCRETE	Stata System
		MO	I-495	Indian Spring Barrier	1888	\$1,039,321.00	3773	Pre-cast Concrete	Stata System
		PG	I-95	OXON HILL/CAMP SPRINGS	1986	\$1,185,592.00	3078	PRE-CAST CONCRETE	Smith Midland
		PG	I-95	NEW CARROLLTON	1988	\$3,631,877.00	10325	WOOD	Wayarhauser
		PG	I-495	Holly Hill Manor/ Hillendale Forest	1886	\$2,284,253.00	5182	PRE-CAST CONCRETE	
		PG	I-95	BIRCHWOOD CITY	1991	\$1,904,000.00	4020	PRE-CAST CONCRETE	
		PG	I-95	GLENARDEN	1995	\$2,067,000.00	4650	PRE-CAST CONCRETE	
		PG	I-85	Waikar Hill (West Laural) Barrier	1895	\$4,360,000.00	8940	PRE-CAST CONCRETE	
		PG	US 50	LANDOVER HILLS/BELLMEADE	1996	\$2,273,000.00	3230	PRE-CAST CONCRETE	Smith Midland
		PG	I-95	LAUREL RIDGE	1998	\$2,987,529.00	6425	PRE-CAST CONCRETE	Stata System
		PG	I-95	CALVERTON	1998	\$822,075.00	1712	PRE-CAST CONCRETE	STATE SYSTEM
		PG	I-85	KINGSWOOD	1888	\$965,045.00	1920	PRE-CAST CONCRETE	STATE SYSTEM
		PG	I-485	LANHAM STATION	1998	\$1,500,900.00	3012	Pre-cast Concrata	
		PG	I-485	LANHAM STATION	1999	\$1,361,702.00	2450	PRE-CAST CONCRETE	DIX HILL

70 projects

363218
68.79 miles

Expr1000	Project Type	COUNTY	ROUTE	COMMUNITY	COMPLETION	Cost w/no overhead	Total Project Length'	BARRIER_TY	Barrier Manufacturer
		AA	MD 10	GLENDAL TERRACE	1987	\$108,000.00	490	PRE-CAST CONCRETE	Smith Midland
		AA	MD 10	SOUTHDALE	1987	\$2,065,551.00	7100	PRE-CAST CONCRETE	Fanwall
		AA	1-695	Arundel Hills, Lindale Heights, Lynnbrook (Arundel Hills - Inner Loop), Linticum/Shiple (East Linticum Heights and Grove Court)	1989	\$1,457,514.00	6093	PRE-CAST CONCRETE	Smith Midland
		AA	MD 665	ANNAPOLIS/Federaltowne-Fairfax rd.	1991	\$1,561,000.00	2720	PRE-CAST CONCRETE	Smith Midland
		AA	US 50/301	Greenwood Acres Barrier	1993	\$480,194.00	1280	PRE-CAST CONCRETE	
		AA	US 50	HERITAGE HARBOUR/NORTH RIVER FOREST	1994	\$2,460,700.00	9050		
		AA	1-97	GLEN BURNIE - FERNDAL	1995	\$3,430,550.00	9157	PRE-CAST CONCRETE	Smith Midland
		AA	1-97	GLEN BURNIE PARK- PARKE WEST	1997	\$3,006,800.00	9945	PRE-CAST CONCRETE	
		AA	1-97	Brookfield	1997	\$827,418.00	2540	PRE-CAST CONCRETE	
		AA	US 50	Winchester Heights	1997	\$875,548.00	3850	PRE-CAST CONCRETE	
		BA	MD 695	LOGAN VILLAGE	1982	\$275,400.00	1275	GLASS-FIBER REINFORCED CEMENT	
		BA	1-795	OWINGS MILLS	1985	\$1,002,500.00	3007	WOOD,WOOD,BERM	Weyerhaeuser
		BA	1-795	PIKESVILLE	1985	\$900,001.00	7600	PRE-CAST CONCRETE/BERM	Smith Midland
		BA	MD 702	ESSEX	1989	\$1,242,000.00	6384	PRE-CAST CONCRETE	Fanwall
		BA	MD 695	LOGAN VILLAGE	1992	\$242,330.00	1275	PRE-CAST CONCRETE	
		BA	1-695/83	Thomleigh/Longford	1998	\$5,228,667.00	6425	PRE-CAST CONCRETE	J.R. SLAW/JTE
		BA	1-695	Fishtown, Longmeadow, Eden Roc, Knollcrest, Grasty, Hillstead, Rockland	1998	\$9,077,040.00	29469	PRE-CAST CONCRETE	Smith Midland
		HO	MD 100	Hunt Country Est./Mont.Meadows/Glen Mar/Timber Run/Knollview/Brampton Hills/ Columbia Hills	1999	\$5,086,270.00	14490	PRE-CAST CONCRETE/MASONRY	Concrete Placement Systems
		MO	1-495	BETHESDA/ROCK CREEK or Rolling Hills/Spring Hill Barrier and Parkview Barrier and Locust Hill Estates Barrier	1988	\$2,647,000.00	6418	PRE-CAST CONCRETE	Fanwall
		MO	1-270	OLD TILDEN FARM	1988	\$1,700,000.00	4925	PRE-CAST CONCRETE	Smith Midland
		MO	1-270	BRIGHTON VILLAGE	1989	\$1,909,275.00	4691	PRE-CAST CONCRETE	Smith Midland
		MO	1-270	ROCKMEADE/ROCKSHIRE	1989	\$1,822,400.00	4080	PRE-CAST CONCRETE	Smith Midland
		MO	1-270	SADDLEBROOK	1989	\$203,520.00	636	PRE-CAST CONCRETE	Smith Midland
		MO	1-270	WOODLEY GARDENS	1989	\$1,435,752.00	2000	PRE-CAST CONCRETE	Smith Midland
		MO	1-370	ROSDALE APTS /GAITHERSBURG	1989	\$453,700.00	1000	PRE-CAST CONCRETE	Smith Midland
		MO	1-270	FOX CHAPEL	1991	\$1,102,500.00	1710	PRE-CAST CONCRETE	Smith Midland
		MO	1-495	Arrowood Barrier and Thomely Court Barrier (formerly Carderock)	1994	\$2,851,776.00	7410	PRE-CAST CONCRETE	
		PG	MD 197	MISTLETOE GARDENS- LAUREL	1978	\$156,895.00	1300	CONCRETE WITH FOAM CORE	
		PG	MD 410	LANHAM	1988	\$273,000.00	985	PRE-CAST CONCRETE	Smith Midland
		PG	US 50	CITY OF BOWIE	1991	\$1,870,776.00	4446	PRE-CAST CONCRETE	Smith Midland
		PG	US 50	CARSONDALE/WHITFIELD WOODS	1991	\$550,500.00	2800	PRE-CAST CONCRETE	Smith Midland
		PG	US 50	CITY OF BOWIE	1992	\$1,476,974.00	4604	PRE-CAST CONCRETE	Smith Midland
		PG	1-495	CENTENNIAL VILLAGE	1997	\$965,985.00	1813	PRE-CAST CONCRETE	
		PG	US 50	Enterprise/ Lottsford / Willow Grove	1998	\$6,158,995.00	12346	PRE-CAST CONCRETE	Smith Midland

34 projects

183314
34.72 miles

Expr1000	Project Type	COUNTY	ROUTE	COMMUNITY	COMPLETION	Cost w/no overhead	Total Project Length'	BARRIER_TY	Barrier Manufacturer
II	II	AA	I-695	Crestwood Barrier	1990	\$1,049,790.00	2250	PRE-CAST CONCRETE	
II	II	BA	I-695	LOCHEARN	1985	\$841,232.00	3140	PRE-CAST CONCRETE	Fanwall
II	II	BA	I-695	CATONSVILLE: Shady Nook Barrier (Innar Loop) and Wade Avenua Barrier (Outer Loop)	1986	\$1,858,890.00	3888	PRE-CAST CONCRETE	Smith Midland
II	II	BA	I-695	Woodcroft Barriars	1986	\$3,561,420.00	7452	PRE-CAST CONCRETE	Fanwall
II	II	BA	I-695	Windsor Mill Road - Liberty Road Barrier	1987	\$3,121,821.00	8736	PRE-CAST CONCRETE	Smith Midland
II	II	BA	I-83	PINE VALLEY	1989	\$888,950.00	1872	PRE-CAST CONCRETE	
II	II	BA	I-695	Campus Hills Barrier and Hampton Barrier and Concordia Barrier	1990	\$2,910,656.00	7000	PRE-CAST CONCRETE	Smith Midland
II	II	BA	I-695	CATONSVILLE (need to change to Delray/Summit Park Barrier)	1990	\$2,055,556.00	2074	PRE-CAST CONCRETE	
II	II	BA	I-695	Arbutus Barrier (along I-695)	1996	\$4,400,000.00	8850	PRE-CAST CONCRETE	Smith Midland
II	II	BA	I-695	Stonaridge/Dulaney Towers Barrier and Grean Ridga Barrier	1997	\$2,447,830.00	4350	PRE-CAST CONCRETE	
II	II	BA	I-695	Ridarwood Barrier and Orchard Hills Barrier	1998	\$4,537,533.00	6675	PRE-CAST CONCRETE	Superior Concreta
II	II	BA	I-695	Baynesville/Cromwell-Coventry Barriars	1998	\$5,584,674.00	6225	PRE-CAST CONCRETE	SUPERIOR CONCRETE
II	II	BA	I-95	Arbutus Barrier (along I-95)	1999	\$5,674,356.00	12075	PRE-CAST CONCRETE	JTE/CONC. PLACEMENT SYS.
II	II	BA	I-695	WESTVIEW PARK	1999	\$4,071,834.00	9100	PRE-CAST CONCRETE	Smith Midland
II	II	HO	I-95	TIMBERVIEW	1991	\$468,900.00	1620	PRE-CAST CONCRETE	
II	II	HO	I-70	Brinklaigh Barrier	1998	\$851,063.83	2067	PRE-CAST CONCRETE	JTE
II	II	MO	I-495	Forest Glan Knolls Barrier (formerly Forest Glan)	1982	\$890,000.00	2168	GLASS-FIBER REINFORCED CEMENT	
II	II	MO	I-495	Carroll Springs Barrier (formerly:SILVER SPRING- Wastview Dr./Tarr.)	1986	\$1,740,731.00	3000	PRE-CAST CONCRETE	FANWALL
II	II	MO	I-495	Silver Spring Barriars	1988	\$2,179,559.00	4859	PRE-CAST CONCRETE/STEEL	
II	II	MO	I-495	Franklin Knolls/Warreton Vill./Hillandala Hts./Oakview	1991	\$4,016,105.00	7132	PRE-CAST CONCRETE	
II	II	MO	I-495	Forest Glan Knolls Barrier (Replacemant) (formerly Forest Glan)	1995	\$890,000.00	2168	PRECAST CONCRETE	
II	II	MO	I-495	Ashburton/Famwood Barriars and Alta Vista Gardens Barrier and Stratton Woods Barrier	1997	\$4,284,703.00	11028	PRE-CAST CONCRETE, Recycdad Tires	DuBrook/ Concreta Placement Systems
II	II	MO	I-495	Woodside Forest Barriars	1998	\$1,285,914.00	3455	PRE-CAST CONCRETE	State System
II	II	MO	I-495	Indian Spring Barrier	1998	\$1,039,321.00	3773	Pre-cast Concrete	State System
II	II	PG	I-95	OXON HILL/CAMP SPRINGS	1986	\$1,165,592.00	3079	PRE-CAST CONCRETE	Smith Midland
II	II	PG	I-95	NEW CARROLLTON	1986	\$3,631,677.00	10325	WOOD	Wayarhauser
II	II	PG	I-95	COLLEGE PARK	1988	\$2,284,253.00	5182	PRE-CAST CONCRETE	
II	II	PG	I-495	Holly Hill Manor/ Hillandale Forest	1991	\$1,904,000.00	4020	PRE-CAST CONCRETE	
II	II	PG	I-95	BIRCHWOOD CITY	1995	\$2,067,000.00	4650	PRE-CAST CONCRETE	
II	II	PG	I-95	GLENARDEN	1995	\$4,360,000.00	8940	PRE-CAST CONCRETE	
II	II	PG	I-95	Walker Hill (West Laurel) Barrier	1996	\$2,273,000.00	3230	PRE-CAST CONCRETE	Smith Midland
II	II	PG	US 50	LANDOVER HILLS/BELLMEADE	1998	\$2,987,529.00	6425	PRE-CAST CONCRETE	State System
II	II	PG	I-95	LAUREL RIDGE	1998	\$822,075.00	1712	PRE-CAST CONCRETE	STATE SYSTEM
II	II	PG	I-95	CALVERTON	1998	\$965,045.00	1920	PRE-CAST CONCRETE	STATE SYSTEM
II	II	PG	I-95	KINGSWOOD	1998	\$1,500,000.00	3012	Pre-cast Concrete	
II	II	PG	I-495	LANHAM STATION	1999	\$1,361,702.00	2450	PRE-CAST CONCRETE	DIX HILL

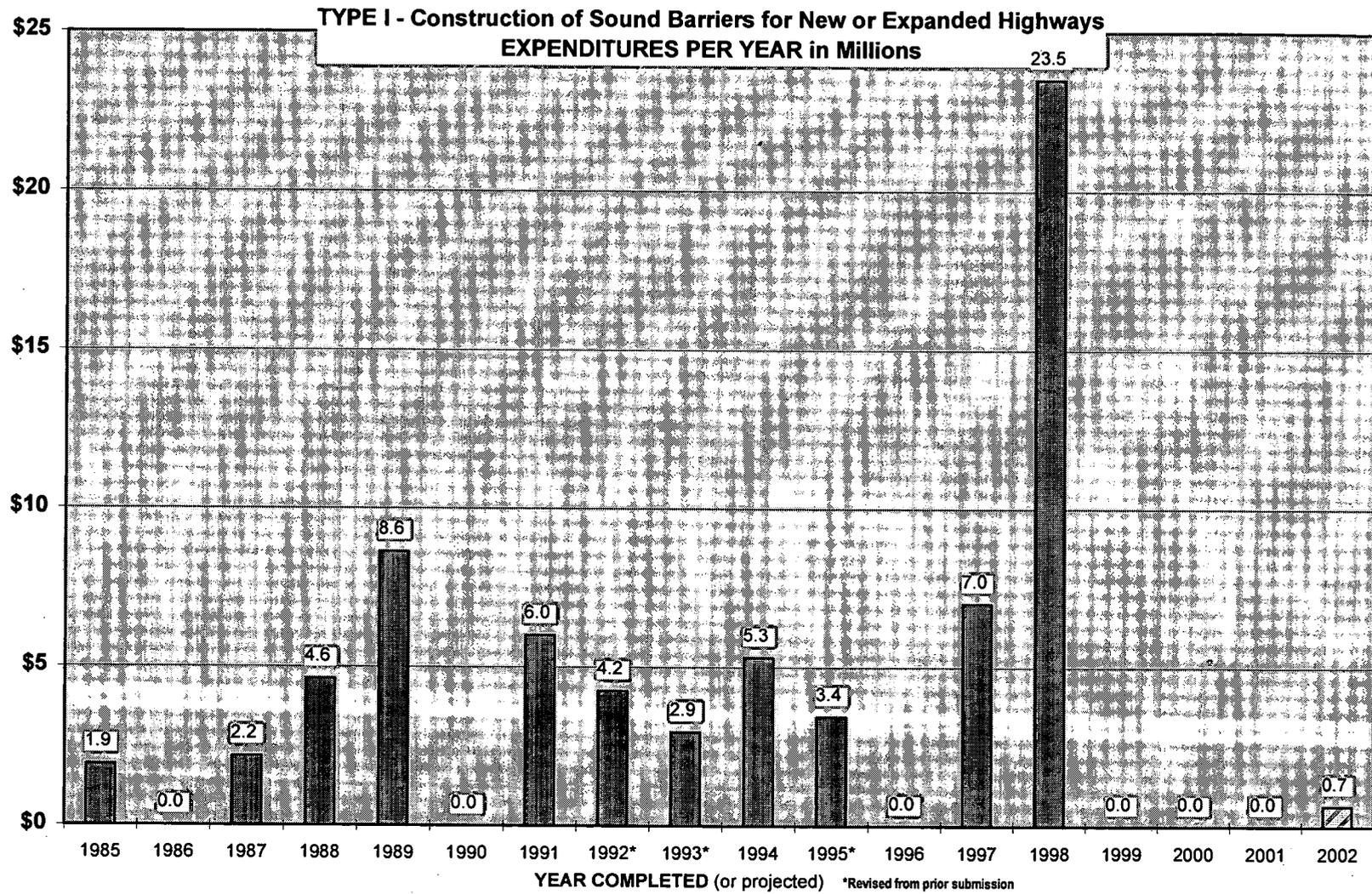
36 projects

179902

34.07 miles

MARYLAND STATE HIGHWAY ADMINISTRATION

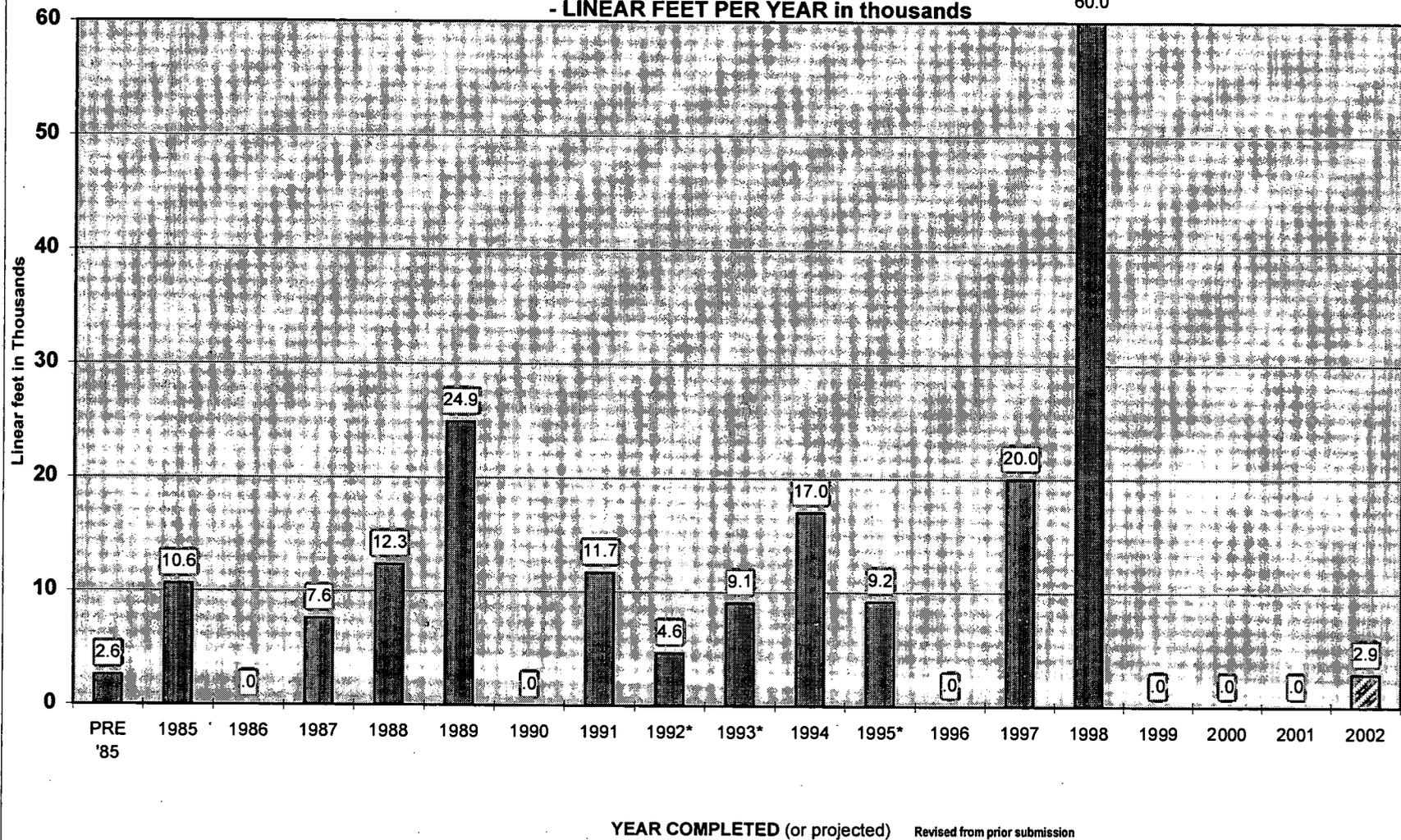
12



Feb 1999

MARYLAND STATE HIGHWAY ADMINISTRATION

TYPE I - Construction of Sound Barriers for New or Expanded Highways - LINEAR FEET PER YEAR in thousands

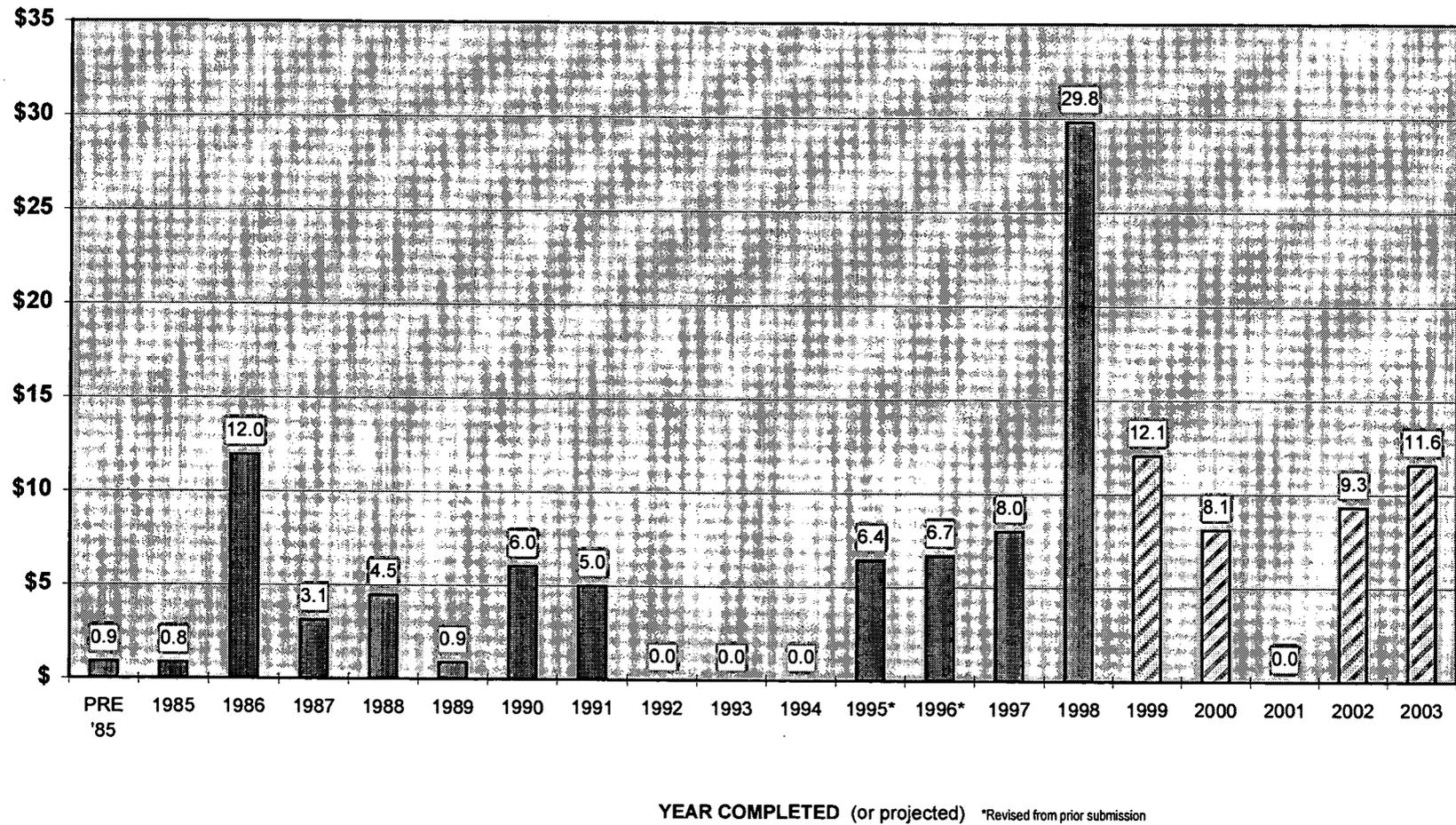


YEAR COMPLETED (or projected) Revised from prior submission



MARYLAND STATE HIGHWAY ADMINISTRATION

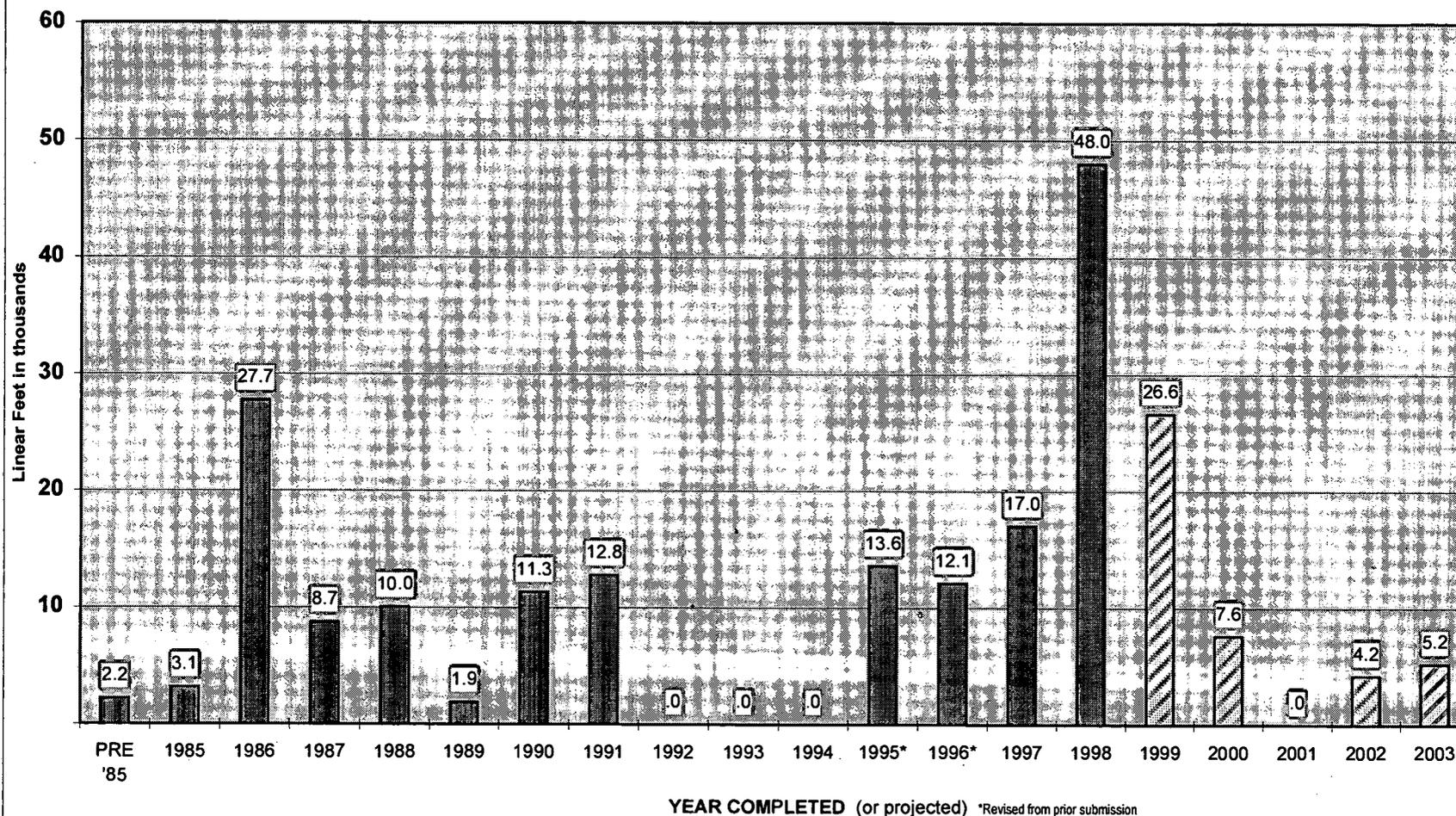
TYPE II - Construction of Retrofit Sound Barriers - EXPENDITURES PER YEAR in Millions



Feb. 1997

MARYLAND STATE HIGHWAY ADMINISTRATION

TYPE II - Construction of Retrofit Sound Barriers - LINEAR FEET PER YEAR in thousands



YEAR COMPLETED (or projected) *Revised from prior submission



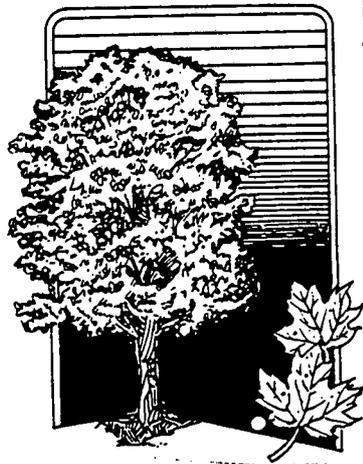


Maryland Department of Transportation
State Highway Administration

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

16

DATE: 9/19/2001



COVER MEMORANDUM
OFFICE OF ENVIRONMENTAL DESIGN

TO: Senator GREEN
(NAME/OFFICE/TELEPHONE)

FROM: JIM HARDE / SHA.OED-LAND ARCH DIV. / 410 545 8599
(NAME/OFFICE/TELEPHONE)

TOTAL NUMBER OF PAGES: 4
(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: _____

Senator Green
Please feel free to call with further questions.
Charlie Adams will call you at his first opportunity.
JIM HARDE.

CC: NATALIE HARDY

My telephone number is 410 545 8599

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

US 50, Princeton Square Sound Barrier Vote Receipt status as of 9/18/2001

Title	FirstName	LastName	Suffix	MailAddress	HouseNo	PremiseAddress	Phone	Vote Received
Mr. and Mrs.	George	Wells		4508 Collington Road Bowie MD 20715-2562	4508	Collington Road, Bowie MD 20715-2562	301-	Y
Mr. and Mrs.	James E.	Thomas		4602 Collington Road Bowie MD 20715-2564	4602	Collington Road, Bowie MD 20715-2564	301-262-1140	Y
Ms.	Mary L.	Wells		5000 Collington Road Bowie MD 20715-2541	5000	Collington Road, Bowie MD 20715-2541	301-	Y
Mr.	Donald L.	Crowell	, Jr.	14101 Manchester Road Upper Marlboro MD 20774-0534	4600	Langston Drive, Bowie MD 20715-2553	301-	Y
Ms.	Benida	Nichols		4601 Langston Drive Bowie MD 20715-2553	4601	Langston Drive, Bowie MD 20715-2553	301-	Y
Mr.	Benjamin	Addo		4602 Langston Drive Bowie MD 20715-2553	4602	Langston Drive, Bowie MD 20715-2553	301-	Y
Ms.	Joyce A.	Giannakis		4603 Langston Drive Bowie MD 20715-2553	4603	Langston Drive, Bowie MD 20715-2553	301-	Y
Mr. and Mrs.	Paul T.	Hessler		4604 Langston Drive Bowie MD 20715-2554	4604	Langston Drive, Bowie MD 20715-2554	301-	Y
Ms.	Michell M.	Price		4605 Langston Drive Bowie MD 20715-2553	4605	Langston Drive, Bowie MD 20715-2553	301-	Y
Ms.	Evelyn M.	Manson		4606 Langston Drive Bowie MD 20715-2554	4606	Langston Drive, Bowie MD 20715-2554	301-	Y
Mr. and Mrs.	Gopal	Bagadia		4607 Langston Drive Bowie MD 20715-2553	4607	Langston Drive, Bowie MD 20715-2553	301-464-5378	Y
Mr.	Alberto J.	Baca	, Jr.	4608 Langston Drive Bowie MD 20715-2554	4608	Langston Drive, Bowie MD 20715-2554	301-262-2613	Y
Ms.	Natalie R.	Robertson		4609 Langston Drive Bowie MD 20715-2553	4609	Langston Drive, Bowie MD 20715-2553	301-352-8958	NO
Mr.	John H.	Elmore		14639 London Lane Bowie MD 20715-2578	14639	London Lane, Bowie MD 20715-2578	301-	Returned as Undeliverable
Ms. Ms.	Ann C. Katherine R.	Steinke Stud		14641 London Lane Bowie MD 20715-2578	14641	London Lane, Bowie MD 20715-2578	301-	Y
Ms.	Viva L.	Proctor		14643 London Lane Bowie MD 20715-2578	14643	London Lane, Bowie MD 20715-2578	301-262-1429	Y
Ms.	Laverne M.	Marshall		14645 London Lane Bowie MD 20715-2578	14645	London Lane, Bowie MD 20715-2578	301-809-3831	Y
Mr. and Mrs.	Clarence O.	Mayfield	, Jr.	14647 London Lane Bowie MD 20715-2578	14647	London Lane, Bowie MD 20715-2578	301-	NO
Ms.	Thomasina T.	Rivera		14649 London Lane Bowie MD 20715-2578	14649	London Lane, Bowie MD 20715-2578	301-	Y

US 50, Princeton Square Sound Barrier Vote Receipt status as of 9/18/2001 Page 2 of 3

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Title	FirstName	LastName	Suffix	MailAddress	HouseNo	PremiseAddress	Phone	Vote Received
Mr.	Robert W.	Phillips		14651 London Lane Bowie MD 20715-2578	14651	London Lane, Bowie MD 20715-2578	301-464-4544	Y
Ms.	Sherri J.	Younger		14653 London Lane Bowie MD 20715-2578	14653	London Lane, Bowie MD 20715-2578	301-	Y
Mr. and Mrs.	Saverio J.	Rizzello		14621 Roxbury Road Glenelg MD 21737-9611	14655	London Lane, Bowie MD 20715-2578	301-854-6193	NO
Ms.	Catherine C.	Brown		14657 London Lane Bowie MD 20715-2578	14657	London Lane, Bowie MD 20715-2578	301-	Y
Mr. and Mrs.	Brian J.	Rumsey		4801 Briercrest Court Bowie MD 20720-4841	14659	London Lane, Bowie MD 20715-2578	301-	Y
Ms.	Anita M.	Kellams		14665 London Lane Bowie MD 20715-2576	14665	London Lane, Bowie MD 20715-2576	301-	Y
Mr. and Mrs.	Michael J.	Carzon		2307 Nantucket Drive Crofton MD 21114-1654	14667	London Lane, Bowie MD 20715-2576	301-858-1550	Y
Mr.	Raymond L.	Wingo		14669 London Lane Bowie MD 20715-2576	14669	London Lane, Bowie MD 20715-2576	301-352-0727	Y
Ms.	Joy K.	Harley		14671 London Lane Bowie MD 20715-2576	14671	London Lane, Bowie MD 20715-2576	301-352-6201	Y
Mr. Ms.	Lloyd M. Dorothy A.	Ballinger Alexander		14673 London Lane Bowie MD 20715-2576	14673	London Lane, Bowie MD 20715-2576	301-805-4449	Y
Mr. and Mrs.	Gary E.	Harris		14735 London Lane Bowie MD 20715-2549	14735	London Lane, Bowie MD 20715-2549	301-	Y
L. Barrett Contracting Company				1309 Ritchie Road Capitol Heights MD 20743-0491	14737	London Lane, Bowie MD 20715-2549	301-350-0414	Y
Ms.	Joy M.	Aguda		14739 London Lane Bowie MD 20715-2549	14739	London Lane, Bowie MD 20715-2549	301-	Y
Mr. and Mrs.	Jeffrey S.	Haller		14741 London Lane Bowie MD 20715-2549	14741	London Lane, Bowie MD 20715-2549	301-262-7029	Y
Mr. and Mrs.	Jermaine	Lewis		14743 London Lane Bowie MD 20715-2549	14743	London Lane, Bowie MD 20715-2549	301-352-8253	Y
Ms.	Carolyn D.	Blue		14745 London Lane Bowie MD 20715-2549	14745	London Lane, Bowie MD 20715-2549	301-	Y
Ms.	Artheretta O.	Butler		14747 London Lane Bowie MD 20715-2549	14747	London Lane, Bowie MD 20715-2549	301-	Y
Mr.	James P.	Wenig		14749 London Lane Bowie MD 20715-2549	14749	London Lane, Bowie MD 20715-2549	301-	NO
Ms.	Tammie	Armstrong		14751 London Lane Bowie MD 20715-2549	14751	London Lane, Bowie MD 20715-2549	301-809-3353	NO
Mr.	Edward D.	Ost		2413 Keyberry Lane Bowie MD 20715-2849	14753	London Lane, Bowie MD 20715-2549	301-805-4790	Y

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Title	FirstName	LastName	Suffix	MailAddress	HouseNo	PremiseAddress	Phone	Vote Received
Mr. and Mrs.	Richard D.	Beck	, Jr.	14755 London Lane Bowie MD 20715-2549	14755	London Lane, Bowie MD 20715-2549	301-	Y
Mr. and Mrs.	Satya P.	Ahuja		14757 London Lane Bowie MD 20715-2549	14757	London Lane, Bowie MD 20715-2549	301-464-3195	Y
Mr. and Mrs.	Jonathan E.	Bancroft		14803 London Lane Bowie MD 20715-2544	14803	London Lane, Bowie MD 20715-2544	301-	Returned as Undeliverable
Ms.	Brenda L.	Reavis		14805 London Lane Bowie MD 20715-2544	14805	London Lane, Bowie MD 20715-2544	301-	Y
Ms.	Mary T.	Anderson		14807 London Lane Bowie MD 20715-2544	14807	London Lane, Bowie MD 20715-2544	301-390-6718	Y
Mr. and Mrs.	Phillip W.	Franks		14809 London Lane Bowie MD 20715-2544	14809	London Lane, Bowie MD 20715-2544	301-805-1276	NO



**Maryland Department of Transportation
State Highway Administration**

Ken Polcak

Parris N. Glendening
Governor

John D. Porcari
Secretary

Parker F. Williams
Administrator

JP

MEMORANDUM

TO: Mr. Ken McDonald, Chief
Engineering Access Permits Division

ATTN: Mr. Joe Katzenberger
Area Engineer

FROM: Charles B. Adams, Director
Office of Environmental Design *for* 

DATE: July 26, 2001

SUBJECT: Seven Oaks Parcel 10 – Response to Comments

This memorandum is in response to the submission of additional information needed from the consultant and in response to comments provided by this office on a noise evaluation for the subject subdivision located along MD 32 in Anne Arundel County. This additional information adequately addressed the several comments we provided.

The information presented by the developer does appear to support the assertion that the future 66 decibel line falls within the 135-foot wooded buffer and that, according to current traffic predictions for the next 20 years, noise levels will be below 66 decibels. This office wishes to relay to Anne Arundel County, however, that changes in regional development patterns or land uses may alter the nature and volume of traffic. These changes may also result in changes to the noise environment and result in a future noise impact (thus the recommended 335-foot setback as adopted in the County's ordinance).

If you have any questions, please let me know or feel free to call Mr. James Hade, Team Leader for Noise Abatement at 410-545-8599 or Mr. Ken Polcak, also on the Noise Abatement Team, at 410-545-8601.

cc: Mr. Greg Welker, District Engineer
Mr. James D. Hade, Noise Abatement Team Leader
Ms. Natalie B. Hardy, Special Assistant to the Director, Office of Environmental Design
Mr. Kenneth D. Polcak, Environmental Analyst, Noise Abatement Team

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

Mr. Ken McDonald
Page Two

Serial #: n/a

OED Serial#: None

Noise Customer #: None – see Seven Oaks – Parcel 10 subdivision in Anne Arundel County, MD 32

Responding to letter dated: 6/20/01 Memo from Ken McDonald by Joe Katzenberger, SHA Eng. Access Permits.

Saved: 07/20/01 by: Ken Polcak

C:\County Subdiv Evaluations\AA\Seven Oaks parcel 10 commentsMD32.doc



**Maryland Department of Transportation
State Highway Administration**

Ken Polcak
Parris N. Glendening
Governor

John D. Porcari *JD*
Secretary

Parker F. Williams
Administrator

MEMORANDUM

TO: Mr. Ken McDonald, Chief
Engineering Access Permits Division

FROM: Charles B. Adams, Director *Charles Adams for*
Office of Environmental Design

DATE: July 20, 2001

SUBJECT: Wakefield Business Park – Noise Evaluation

This is to confirm our concurrence with the findings contained in the report prepared by Mr. Joseph Knepper.

The information, while it lacks the technical support of an acoustic model, does appear to support the assertion that the proposed home site is outside the current 65 decibel line. The report suggests that the grading and the location of commercial structures may further reduce traffic noise levels at the proposed home site. In light of the fact that an acoustic model was not performed, this office wishes to relay to Anne Arundel County that changes in regional development patterns or land uses may alter the nature and volume of traffic. These changes may also result in changes to the noise environment and may cause a future noise impact (thus the recommended 640-foot setback as adopted in the County's ordinance).

If you have any questions, please let me know or feel free to call Mr. James Hade, Team Leader for Noise Abatement at 410-545-8599, or Mr. Ken Polcak, also on the Noise Abatement Team at 410-545-8601.

cc: Mr. Greg Welker, District Engineer
Mr. James D. Hade, Noise Abatement Team Leader
Ms. Natalie B. Hardy, Special Assistant to the Director, Office of Environmental Design
Mr. Kenneth D. Polcak, Environmental Analyst, Noise Abatement Team

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**Maryland Department of Transportation
State Highway Administration**

Parris N. Glendening
Governor

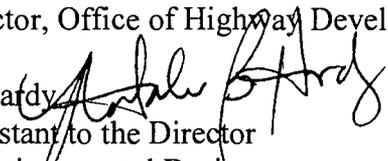
John D. Porcari
Secretary

Parker F. Williams
Administrator

23

MEMORANDUM

TO: Kirk McClelland
Acting Director, Office of Highway Development

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

DATE: May 14, 2001

SUBJECT: Training on Maryland's Sound Barrier Policy

The Office of Environmental Design has conducted (13) half day training sessions entitled "Maryland's Sound Barrier Policy, You Have Questions-Here are the Answers." The training development team wanted to capture an audience of State Highway Administration (SHA) employees that attend meetings were highway traffic noise might be an issue. Our initial needs assessment in February 2000 indicated that 400 employees who attended and presented information at public meetings could probably find this information beneficial. To date, approximately 234 employees have attended the training sessions throughout the organization.

According to our records we still need to capture the following individuals in the Office of Highway Design: Division Chiefs, Project Managers and Special Project staff.

We would like to give everyone the opportunity to receive this information; therefore four additional training sessions have been added to registrar for your Unit Training Coordinator (UTC) to register staff. Those dates are June 12, 14, 26 and 28 in the 211 Building. If you need further information please feel free to contact me at 410-545-8616. Enclosed for your information is a training packet and video "Maryland Sound Barrier Program."

Enclosure

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**

Parris N. Glendening
Governor

John D. Porcari
Secretary

Parker F. Williams
Administrator

24

MEMORANDUM

TO: Robert L. Fisher
District Engineer

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

DATE: May 14, 2001

SUBJECT: Training on Maryland's Sound Barrier Policy

The Office of Environmental Design has conducted (13) half day training sessions entitled "Maryland's Sound Barrier Policy, You Have Questions-Here are the Answers." The training development team wanted to capture an audience of State Highway Administration (SHA) employees that attend meetings where highway traffic noise might be an issue. Our initial needs assessment in February 2000 indicated that 400 employees who attended and presented information at public meetings could probably find this information beneficial. To date, approximately 234 employees have attended the training sessions throughout the organization.

According to our records we still need to capture the following individuals in District 7: ADE's and Engineering System Design Teams, Resident Maintenance Engineers and ROW Chief.

We would like to give everyone the opportunity to receive this information; therefore four additional training sessions have been added to registrar for your Unit Training Coordinator (UTC) to register staff. Those dates are June 12, 14, 26 and 28 in the 211 Building. If you need further information please feel free to contact me at 410-545-8616. Enclosed for your information is a training packet and video "Maryland Sound Barrier Program."

Enclosure

My telephone number is _____

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Street Address: 707 North Calvert Street • Baltimore, Maryland 21202



**Maryland Department of Transportation
State Highway Administration**

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

MEMORANDUM

TO: Paul D. Armstrong
District Engineer

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

DATE: May 14, 2001

SUBJECT: Training on Maryland's Sound Barrier Policy

The Office of Environmental Design has conducted (13) half day training sessions entitled "Maryland's Sound Barrier Policy, You Have Questions-Here are the Answers." The training development team wanted to capture an audience of State Highway Administration (SHA) employees that attend meetings were highway traffic noise might be an issue. Our initial needs assessment in February 2000 indicated that 400 employees who attended and presented information at public meetings could probably find this information beneficial. To date, approximately 234 employees have attended the training sessions throughout the organization.

According to our records we still need to capture the following individuals in District 5: Assistant District Engineers, Resident Maintenance Engineers, Special Project Engineers and ROW Chief.

We would like to give everyone the opportunity to receive this information; therefore four additional training sessions have been added to registrar for your Unit Training Coordinator (UTC) to register staff. Those dates are June 12, 14, 26 and 28 in the 211 Building. If you need further information please feel free to contact me at 410-545-8616. Enclosed for your information is a training packet and video "Maryland Sound Barrier Program."

Enclosure

My telephone number is _____

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**Maryland Department of Transportation
State Highway Administration**

Parris N. Glendening
Governor

John D. Porcari
Secretary

Parker F. Williams
Administrator

ale

MEMORANDUM

TO: Charlie K. Watkins
District Engineer

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

DATE: May 14, 2001

SUBJECT: Training on Maryland's Sound Barrier Policy

The Office of Environmental Design has conducted (13) half day training sessions entitled "Maryland's Sound Barrier Policy, You Have Questions-Here are the Answers." The training development team wanted to capture an audience of State Highway Administration (SHA) employees that attend meetings were highway traffic noise might be an issue. Our initial needs assessment in February 2000 indicated that 400 employees who attended and presented information at public meetings could probably find this information beneficial. To date, approximately 234 employees have attended the training sessions throughout the organization.

According to our records we still need to capture the following individuals in District 3: Resident Maintenance Engineers and ROW Chief.

We would like to give everyone the opportunity to receive this information; therefore four additional training sessions have been added to registrar for your Unit Training Coordinator (UTC) to register staff. Those dates are June 12, 14, 26 and 28 in the 211 Building. If you need further information please feel free to contact me at 410-545-8616. Enclosed for your information is a training packet and video "Maryland Sound Barrier Program."

Enclosure

My telephone number is _____

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**Maryland Department of Transportation
State Highway Administration**

Parris N. Glendening
Governor

John D. Porcari
Secretary

Parker F. Williams
Administrator

27

MEMORANDUM

TO: David J. Malkowski
District Engineer

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

DATE: May 14, 2001

SUBJECT: Training on Maryland's Sound Barrier Policy

The Office of Environmental Design has conducted (13) half day training sessions entitled "Maryland's Sound Barrier Policy, You Have Questions-Here are the Answers." The training development team wanted to capture an audience of State Highway Administration (SHA) employees that attend meetings where highway traffic noise might be an issue. Our initial needs assessment in February 2000 indicated that 400 employees who attended and presented information at public meetings could probably find this information beneficial. To date, approximately 234 employees have attended the training sessions throughout the organization.

According to our records we still need to capture the following individuals in District 4: Assistant District Engineers, Resident Maintenance Engineers and ROW Chief.

We would like to give everyone the opportunity to receive this information; therefore four additional training sessions have been added to registrar for your Unit Training Coordinator (UTC) to register staff. Those dates are June 12, 14, 26 and 28 in the 211 Building. If you need further information please feel free to contact me at 410-545-8616. Enclosed for your information is a training packet and video "Maryland Sound Barrier Program."

Enclosure

My telephone number is _____

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Street Address: 707 North Calvert Street • Baltimore, Maryland 21202



Maryland Department of Transportation
State Highway Administration

26
Parris N. Glendening
Governor

John D. Porcari
Secretary

Parker F. Williams
Administrator

MEMORANDUM

TO: The Honorable John D. Porcari
Secretary

FROM: Mr. Parker F. Williams
Administrator

DATE: May 11, 2001

SUBJECT: 20 Percent County Match for Special Sound Barrier Finishes

Our Type II sound barrier program requires the county, in which a barrier will be located, to fund 20 percent of the construction cost of the project. In 1999, Prince George's County Executive Wayne K. Curry indicated the availability of \$2.6 million to be used toward the County's share of certain eligible barriers. He further specifically requested that five of the proposed barriers be constructed with a brick appearance and that four of the barriers be constructed with the "art relief panels" commissioned from Mr. Steven Wietzman. The amount offered by Mr. Curry, however, is approximately \$234,000 short of the total estimated cost to build all of those projects, even if we used our traditional sound barrier finishes.

We have spoken with Ms. Betty Hager Francis, Prince George's County Director of Public Works and Transportation, about the pilot brick-finish project along I-95/I-495 near Auth Road, in light of the requirement for the 20 percent match. She reiterated that the County only has a fixed amount of money for its share. She also indicated that, since the County was not a part of the selection process for the brick finish, the County should not have to increase its match for the project beyond the estimated cost of a "normal" barrier. She did indicate that she liked the particular brick design that will be used for the pilot project and that the County may be willing to accept the additional cost for brick finishes on future barriers, based on two commitments from the State. These are that the State commit to:

1. consult with the County on the use of brick designs on future barriers in the County; and
2. retrofit the existing barrier on US 50, between MD 410 and MD 202, with the "artistic" panels. Doing so would involve replacement of some of the existing panels with the "artistic" panels. The County would agree to fund 20 percent of the retrofit costs.

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

21

The Honorable John D. Porcari
Page Two

We would appreciate your direction on the approach to take with the County. Should we require that the County provide 20 percent for the brick finish on the pilot project? Or, should we use this pilot project to determine what the cost is going to be for future brick-finish barriers? We could then include this new cost in the County's 20-percent match for future barriers that have a brick finish.

Enclosures

cc: Mr. Charles B. Adams, Director of Environmental Design, State Highway Administration
James D. Hade, RLA, Noise Abatement Team Leader, State Highway Administration
Mr. Neil J. Pedersen, Deputy Administrator for Planning and Engineering, State Highway Administration

30

The Honorable John D. Porcari
Page Three

Saved: 05/15/01 11:45 AM by: T.E. Severe 410-545-8600
N:\OED\NOISE\CORRESP\2001\Porcari_brickcostshare.doc



Wayne K. Curry
County Executive

THE PRINCE GEORGE'S COUNTY GOVERNMENT

OFFICE OF THE COUNTY EXECUTIVE

31



October 14, 1999

The Honorable Parris N. Glendinging
Governor
State of Maryland
100 State Circle
Annapolis, Maryland 21401

*cc Chief Adams
Neil Tabasco
Carol Edward*
*Charlie - what he needs
to move forward
on book.*
*Neil/Carol - no to
funding
commitment*

Dear Parris:

Thank you for your recent letter notifying Prince George's County that the State Highway Administration has completed noise studies that identified two additional sound barriers in the County as eligible for inclusion in the State's sound barrier construction program. These two are in addition to the seven barriers identified previously for inclusion in the program. The additional sites identified for barriers are the western portion of the White Oak community and an extension of the barrier serving the Hollywood community. The construction of these sound barriers certainly will improve the quality of life for residents adjacent to the Capital Beltway.

Secretary of Transportation John Porcari and State Highway Administrator Parker Williams have advised that Prince George's County must commit to fund 20 percent of the construction cost for all nine of the new sound barriers. I understand that the County must provide the State with the funding commitment prior to the start of design and construction of these needed sound barriers.

Please accept this letter as the commitment of Prince George's County to fund the required 20 percent share of the construction cost, up to \$2.6 million, for the sound barriers noted on the enclosure, subject to the conditions set forth below.

14741 Governor Oden Bowie Drive, Upper Marlboro, Maryland 20772
(301) 952-4131
TDD (301) 925-5167



32

We recognize our current Capital program of \$2.6 million does not equal the required 20 percent match of the current estimated construction cost of the nine barriers as noted on the enclosure. We believe that the barrier construction cost may be conservative. With an eight percent reduction in the total construction cost, the County's \$2.6 million would fund the local share for all nine barriers. Should the construction cost remain the same or increase, we propose a priority list for sound barrier construction be developed by the State and approved by the County. This priority list and refined cost estimates would be the basis for either seeking additional funding or deferring one or more barriers until the funding becomes available.

Further, given the proliferation of less than aesthetically pleasing sound barriers in the Metropolitan area, the County believes that it is time to address the issue of aesthetics. We support and appreciate the opportunity to have demonstration sound barriers using brick or a brick-like facing constructed in Prince George's County in locations we can mutually agree upon. As part of this demonstration project, we would expect that the County would fund 20 percent of the currently estimated cost to construct brick or brick-like sound barriers at the locations identified on the enclosed chart.

In addition, we request the State to construct the remaining sound barriers using the artistic treatments developed by Brentwood artist Steven Weitzman. It is our understanding that there is little or no additional cost to use these artistic elements, for which form liners already exist over the cost of the standard State sound barrier. Color renderings of these barriers are enclosed to this letter. If necessary, the County would be willing to participate in a very modest construction cost increase to achieve the aesthetic benefit in the County.

I believe that it is time that the State recognize the need to increase State Aid to the local jurisdictions to address additional funding requirements. Virtually every local jurisdiction in the State has a backlog of bridge, roadway and concrete replacement needs primarily due to funding limitations. While sound barriers and other State programs add to the quality of life for our constituents, required local funding on these programs further reduces the amount of funds available to address local bridge, roadway and pedestrian needs. Your support is solicited to increase the amount of State and/or Federal aid received by the local jurisdictions. Alternatively, the State could fund all or a portion of the local backlog of bridge replacement needs to offset the local funds required on the sound barriers and other State programs such as sidewalks and enhancements.

33

Please feel free to call me or Mr. P. Michael Errico, my Deputy Chief Administrative Officer, if there are any questions regarding our funding commitments or our request for increased funding assistance. We look forward to mutually addressing these concerns.

Sincerely,



Wayne K. Curry
County Executive

Enclosures

cc: John D. Porcari, Secretary, Maryland Department of Transportation
Parker F. Williams, Administrator, State Highway Administration
P. Michael Errico, Deputy Chief Administrative Officer
Betty Hager Francis, Director, Department of Public Works and Transportation



STATE HIGHWAY ADMINISTRATION
99 OCT 19 PM 3:17
ADMINISTRATIVE SERVICES OFFICE

Enclosure

34

Approved State Sound Barriers
In
Prince George's County

Location	SHA Total Cost	Prince George's County Share
1. I95/495 at Auth Village*	1,190,000	238,000
2. I95/495 at Woodlane*	1,270,000	254,000
3. I95/495 at Temple Hill Terrace*	3,800,000	760,000
4. I95/495 at Yorkshire Village*	1,740,000	348,000
5. I95/495 at Princeton/Andrew Manor*	1,190,000	238,000
6. I95 at Powder Mill Estates**	780,000	156,000
7. I95/495 at Hollywood Extension**	1,480,000	296,000
8. I495 at White Oak Manor**	1,220,000	244,000
9. I495 at Knollwood**	1,500,000	300,000
Estimated Totals	\$14,170,000	\$2,834,000

*Brick

**Steven Weitzman design elements



Wayne K. Curry
County Executive

THE PRINCE GEORGE'S COUNTY GOVERNMENT

OFFICE OF THE COUNTY EXECUTIVE



35

April 4, 2000

Mr. Parker F. Williams, Administrator
Maryland State Highway Administration
707 North Calvert Street
Baltimore, Maryland 21203

Dear Mr. Williams:

Thank you for your recent letter regarding the progress made towards the construction of the much-needed sound barrier along the inner loop of the Capital Beltway (I-95/495) for the Auth Village community. The efforts of your staff in moving this project forward are appreciated.

Please accept this letter as Prince George's County's commitment to provide its 20 percent share of the funding to improve the quality of life for the residents of Auth Village. As previously discussed, this 20 percent commitment is contingent upon the construction of this sound barrier using brick materials.

Again, thank you for moving this project forward. We look forward to the project's completion. Should you have any further questions regarding the funding of this sound barrier, please contact Ms. Betty Hager Francis, Director, Department of Public Works and Transportation (DPW&T), at (301) 883-5600.

Sincerely,

Wayne K. Curry
County Executive

cc: The Honorable Dorothy F. Bailey, Chair, Prince George's County Council
Barbara L. Holtz, Deputy Chief Administrative Officer
Betty Hager Francis, Director, DPW&T

14741 Governor Oden Bowie Drive, Upper Marlboro, Maryland 20772
(301) 952-4131
TDD (301) 925-5167



Maryland Department of Transportation
State Highway Administration

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

36

DATE: 5/7/01

COVER MEMORANDUM
OFFICE OF ENVIRONMENTAL DESIGN



TO: Guy Leonard Clinton Gazette
(NAME/OFFICE/TELEPHONE)

FROM: Natalie Hardy State Highway Adm.
(NAME/OFFICE/TELEPHONE)

TOTAL NUMBER OF PAGES: 24
(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: Per our discussion, I'm faxing a copy of the map distributed to the community and a copy of the Community Resource Guide on Sound Barriers. Feel free to call if you need additional information.

Natalie Hardy
Special Assistant to the Director
DED 410-209-5003

My telephone number is 410-209-5003

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

IMPORTANT MESSAGE

37

FOR NBADATE 5/4 TIME 3:00 AM P.M.M GUY LEONARD (REPORTER)
OF CLINTON GAZETTEPHONE 301-731-2179
AREA CODE NUMBER EXTENSION FAX OK (H) 301-862-4807 MOBILE
AREA CODE NUMBER TIME TO CALL

TELEPHONED	<input checked="" type="checkbox"/>	PLEASE CALL	<input checked="" type="checkbox"/>
CAME TO SEE YOU	<input type="checkbox"/>	WILL CALL AGAIN	<input type="checkbox"/>
WANTS TO SEE YOU	<input type="checkbox"/>	RUSH	<input type="checkbox"/>
RETURNED YOUR CALL	<input type="checkbox"/>	SPECIAL ATTENTION	<input type="checkbox"/>

MESSAGE NEWSPAPER ARTICLE ~~WAS TO~~APPEAR IN CLINTON GAZETTERE: AURA VILLAGES & WALTER AVNOT RECEIVING BORDER PROTECTIONavail after 10:00 AM - MON. - 10:30performed called 5/7/00 11:00 AM

SIGNED

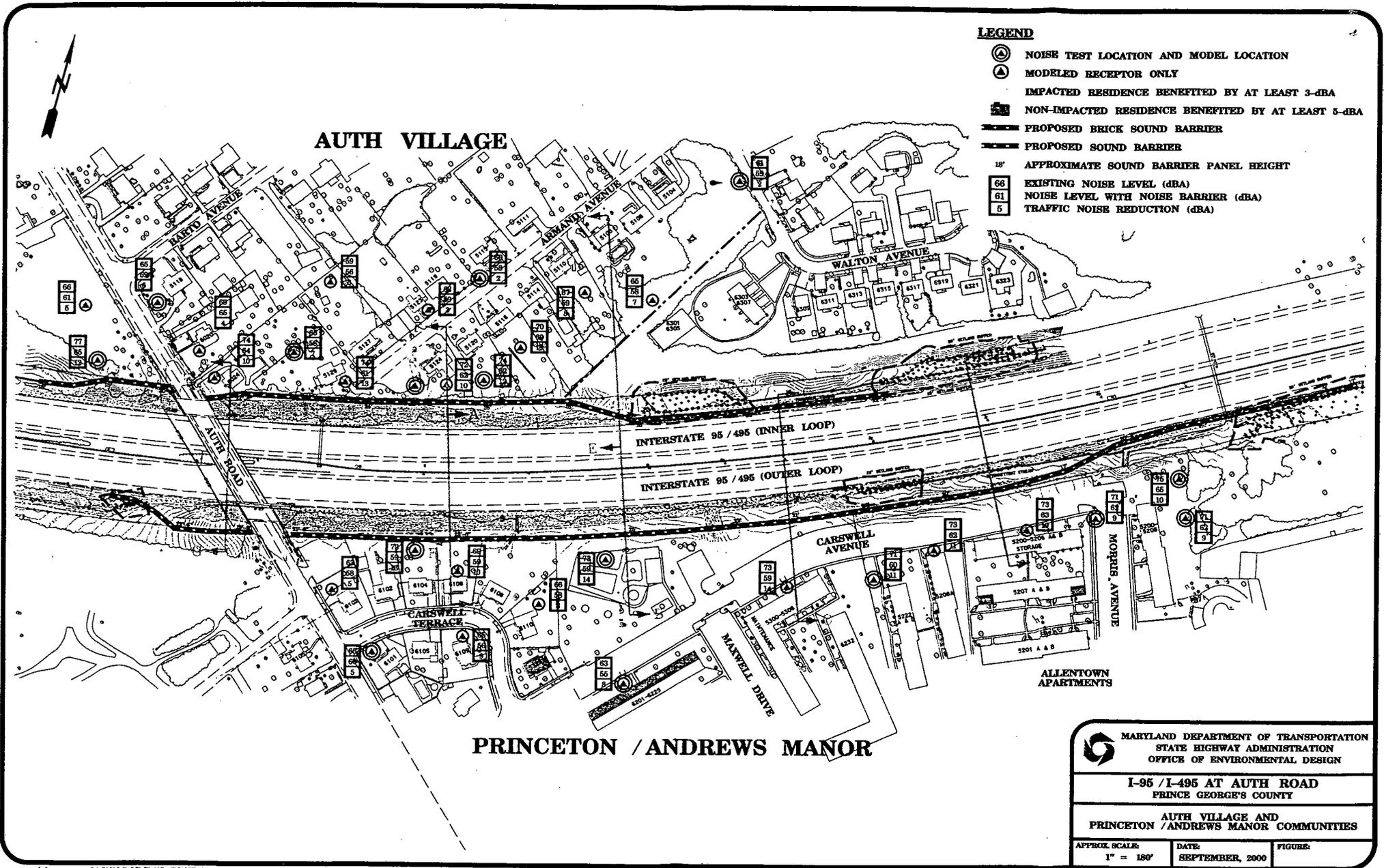


Is this ^{Specifically,}

38.

301-731-2141-

Schedule



LEGEND

- ⊙ NOISE TEST LOCATION AND MODEL LOCATION
- ⊕ MODELED RECEPTOR ONLY
- IMPACTED RESIDENCE BENEFITTED BY AT LEAST 3-dBA
- NON-IMPACTED RESIDENCE BENEFITTED BY AT LEAST 5-dBA
- ▬ PROPOSED BRICK SOUND BARRIER
- ▬ PROPOSED SOUND BARRIER
- 15' APPROXIMATE SOUND BARRIER PANEL HEIGHT
- 66 EXISTING NOISE LEVEL (dBA)
- 61 NOISE LEVEL WITH NOISE BARRIER (dBA)
- 5 TRAFFIC NOISE REDUCTION (dBA)

AUTH VILLAGE

PRINCETON / ANDREWS MANOR


MARYLAND DEPARTMENT OF TRANSPORTATION
 STATE HIGHWAY ADMINISTRATION
 OFFICE OF ENVIRONMENTAL DESIGN

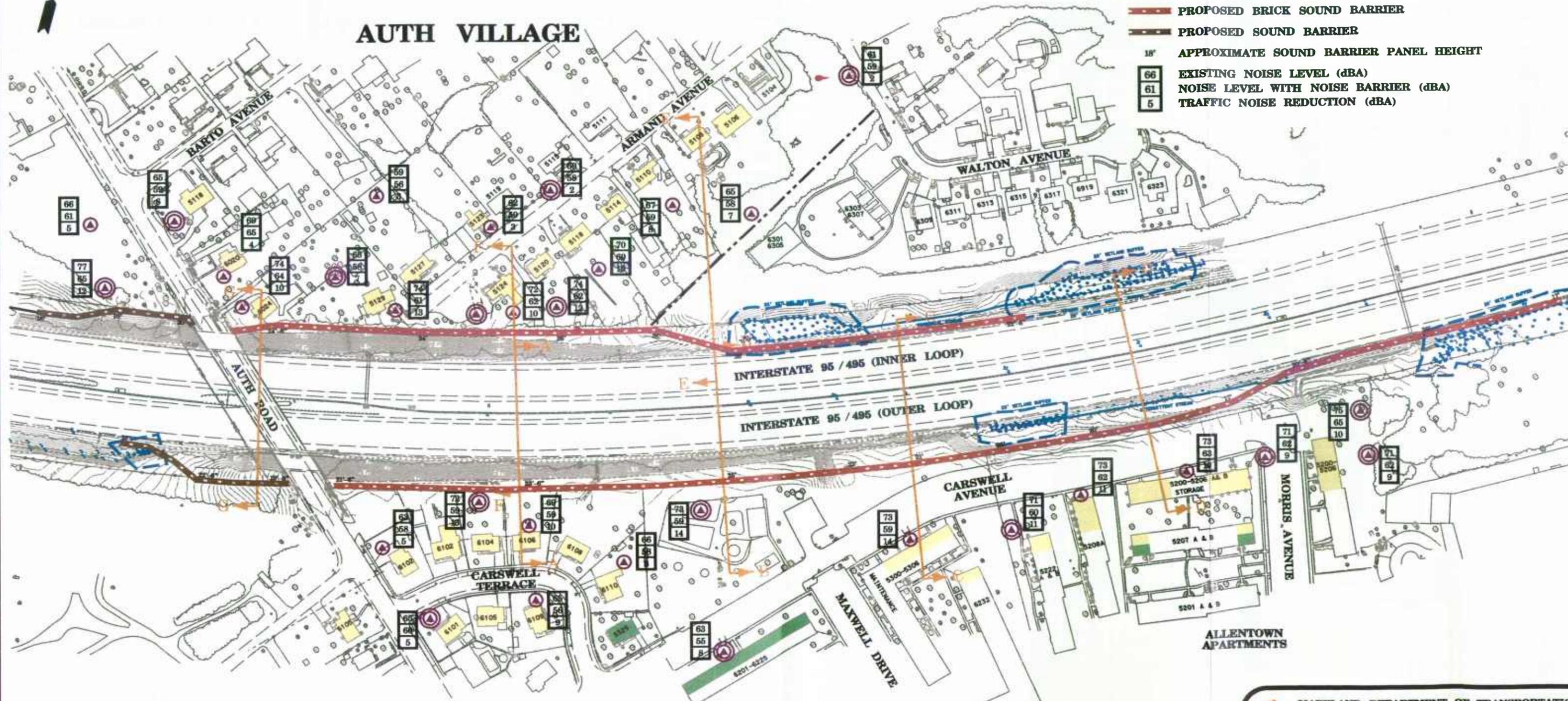
I-95 / I-495 AT AUTH ROAD
 PRINCE GEORGE'S COUNTY

AUTH VILLAGE AND PRINCETON / ANDREWS MANOR COMMUNITIES

APPROX SCALE: 1" = 180'	DATE: SEPTEMBER, 2000	FIGURE:
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LEGEND

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AUTH VILLAGE

PRINCETON / ANDREWS MANOR

MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION
OFFICE OF ENVIRONMENTAL DESIGN

I-95 / I-495 AT AUTH ROAD
PRINCE GEORGE'S COUNTY

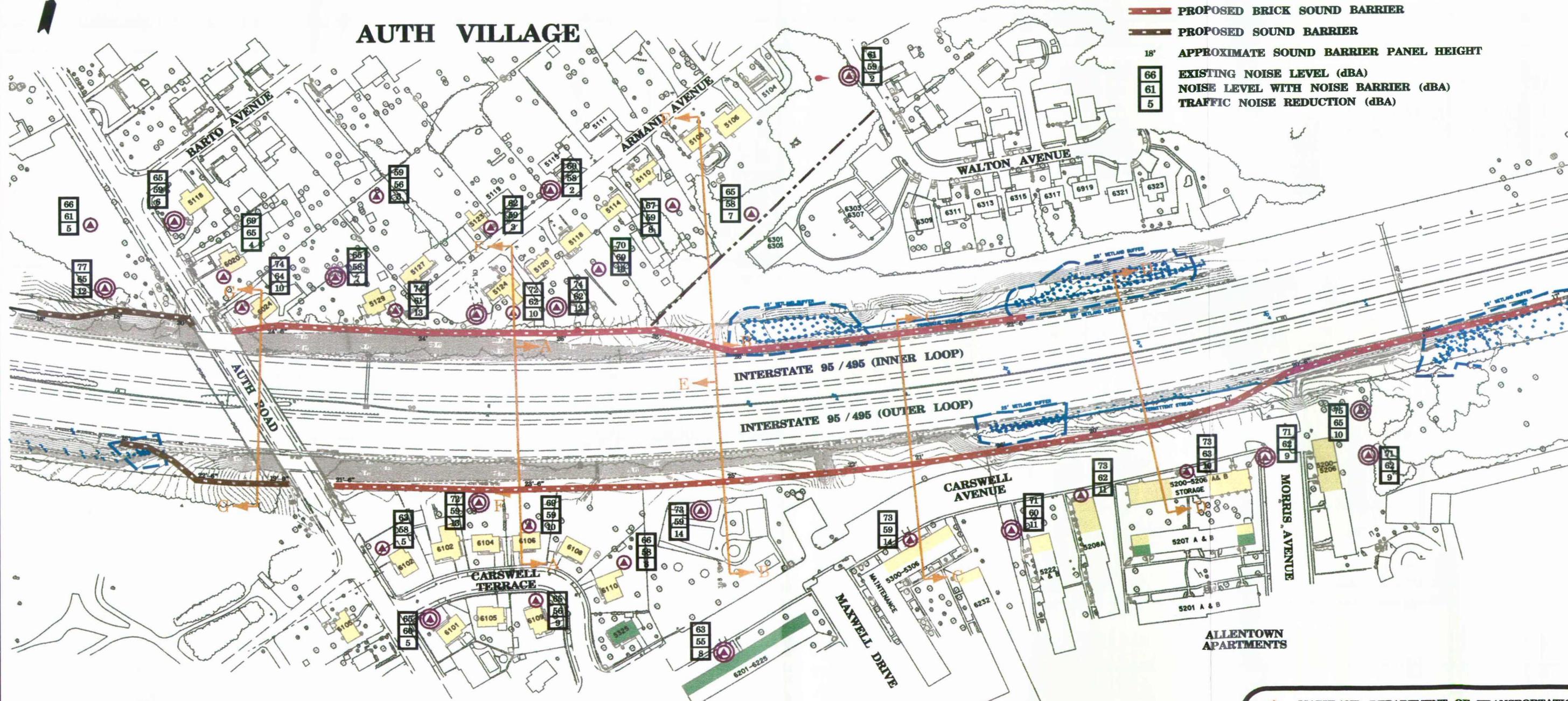
**AUTH VILLAGE AND
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AUTH VILLAGE



PRINCETON / ANDREWS MANOR

MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION
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I-95 / I-495 AT AUTH ROAD
PRINCE GEORGE'S COUNTY

**AUTH VILLAGE AND
PRINCETON / ANDREWS MANOR COMMUNITIES**

APPROX SCALE: 1" = 180'	DATE: SEPTEMBER, 2000	FIGURE:
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To: JACKIE LEE
ADMINISTRATIVE OFFICER
STATE HIGHWAY
707 N CALVERT ST
BALTIMORE, MD 21202

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- How to sidestep the number one reason why training fails
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- What is the most critical step in developing training?
- How to ensure your training accomplishes its intended results
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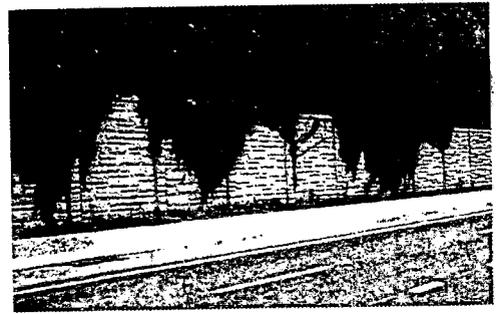
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CARDHOLDER'S NAME _____

SIGNATURE _____

The Maryland Department of Transportation's State Highway Administration (SHA) realizes that noise from roadway traffic close to communities can impact the quality of life. SHA evaluates sound barriers for communities impacted by highway noise under two circumstances:

1. when new highway construction takes place or an existing highway is expanded; and
2. along existing highways independent of improvements.



Sound barriers for new highway construction or expansion
SHA asks several questions in evaluating whether a community is eligible for a sound barrier under this circumstance. All must be answered:

- Did the majority of impacted homes exist before the approval date of the environmental document for the proposed highway improvements?
- Will noise levels equal or exceed 66 decibels as a result of the planned improvements?
- Even if noise levels do not reach 66 decibels, will noise levels increase by 10 decibels?
- Can an effective sound barrier be built for under \$50,000 per benefited residence?
- Will the improvements result in an increase in noise levels over a no-build situation?

Retrofit Program
Sound barriers near existing highways
SHA asks several questions in evaluating whether a community is eligible for a sound barrier under this circumstance. All must be answered:

- Did the majority of homes impacted exist before the highway was constructed?
- Do noise levels equal or exceed 66 decibels?
- Can an effective sound barrier be built for under \$50,000 per benefited residence?
- Has the county adopted a local ordinance consistent with state requirements addressing noise control for future development adjacent to state highways?
- Will the local jurisdiction agree to fund 20 percent of the project?
- Will any right of way needed to construct the barrier be donated?
- Do 75 percent of the impacted residents approve of the project?

If all of these are met, the timetable for design and construction of a barrier will be based upon the availability of funding in SHA's construction program.

Effectiveness of a sound barrier
 Effective sound barriers are high enough to block the highway traffic from view and long enough to prevent noise from coming around the ends of the barrier. Therefore, homes that are situated high above the barrier's top may not be effectively protected. This would include a multi-story building or homes located at a distance from the highway. Openings or gaps in a barrier for driveways or intersecting streets would also limit its effectiveness. In this case, sound barriers are designed to protect outdoor living space nearest the highway.

Potential Questions and Answers

Question: My home is located close to a highway and I think I need a sound barrier. What do I do first?
 In this situation, the State would advise a citizen to write or call the State Highway Administration to register a complaint regarding highway traffic noise.

Write to: State Highway Administration
 Office of Environmental Design
 P.O. Box 707
 Baltimore MD 21202

Call the: State Highway Administration
 410-545-8640 or 1-800-446-5962

Question: How long does the evaluation for a sound barrier take and what are the steps involved?

The sound barrier evaluation for a community along an existing highway usually takes approximately six to nine months. The evaluation process consists of data research of the homes in a community to determine if they were built prior to the roadway; if so, then noise measurements are conducted to determine if existing levels equal or exceed 66 decibels. If levels are at or above 66 decibels, impacts are said to exist, and an in-depth analysis is conducted. This assessment focuses on the feasibility of construction; if an effective barrier can be built given the lay of the land, or if there are any other conditions that would prevent construction of an effective barrier. The analysis will examine how many impacted and non-impacted residences would benefit from the barrier, and the associated cost of the barrier system.

In evaluating a sound barrier for a community that is potentially affected by new highway construction or expansion, the overall process is essentially the same with two minor distinctions. First, regarding the data research, the community must have been built prior to the approval of the proposed highway improvements (not the original highway). Second, for new highway construction or expansion projects, noise levels must reach or exceed 66 decibels based on future traffic volume forecasts (typically 20 years +/- into the future). Noise impacts may also result if substantial increases over existing noise levels are expected to result from the project.

To receive a copy of the
**State Highway Administration's
Sound Barrier Policy**
call the Director of
Environmental Design
Charles B. Adams
at 410-545-8640 or
1-800-446-5962
or visit us online at
www.sha.state.md.us

State of Maryland
Governor Parris N. Glendening

Lieutenant Governor
Kathleen Kennedy Townsend

**Maryland Department of
Transportation**
Secretary John D. Porcari

State Highway Administration
Administrator
Parker F. Williams

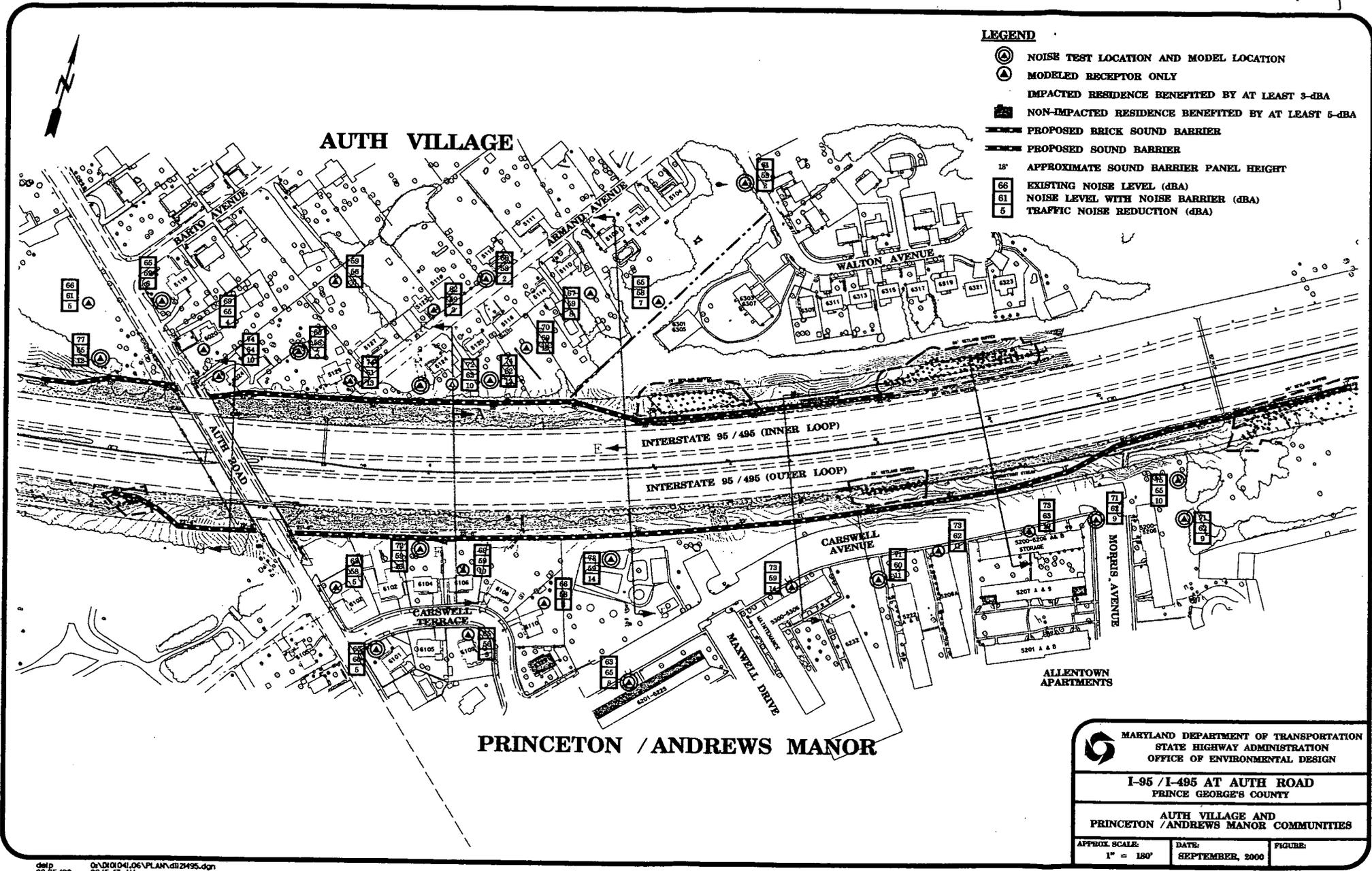
**The Maryland Department of Transportation
State Highway Administration
P.O. Box 707
Baltimore MD 21202**

43
**Community Resource
Guide On
Sound Barriers**



**Maryland Department of
Transportation
State Highway Administration**





- LEGEND**
- ⊙ NOISE TEST LOCATION AND MODEL LOCATION
 - ⊕ MODELED RECEPTOR ONLY
 - ▣ IMPACTED RESIDENCE BENEFITTED BY AT LEAST 3-dBA
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MARYLAND DEPARTMENT OF TRANSPORTATION
 STATE HIGHWAY ADMINISTRATION
 OFFICE OF ENVIRONMENTAL DESIGN

I-95 / I-495 AT AUTH ROAD
 PRINCE GEORGE'S COUNTY

AUTH VILLAGE AND
 PRINCETON / ANDREWS MANOR COMMUNITIES

APPROX SCALE: 1" = 180'	DATE: SEPTEMBER, 2000	FIGURE:
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Maryland Department of Transportation
State Highway Administration

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

45

FAX COVER MEMORANDUM

DATE: 4/19/01

OFFICE OF ENVIRONMENTAL
DESIGN



NOISE ABATEMENT TEAM

TO: Kevin Nowak
(Name / Office / Telephone)

FROM: Natalie Hardy
(Name / Office / Telephone)

TOTAL NUMBER OF PAGES: 2 (Including this FAX Cover Memorandum)

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

Thank you for your cooperation.

COMMENTS:

*Per our conversation,
Natalie*

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, Maryland 21203-0717
Street Address: 707 North Calvert Street · Baltimore, Maryland 21202



Maryland Department of Transportation
State Highway Administration

Parris N. Glendening
Governor

John D. Porcari
Secretary

Parker F. Williams
Administrator

46

513
7/15

March 29, 2001

Mr. Joseph P. Martin
7224 Longwood Drive
Bethesda MD 20817-2122

Dear Mr. Martin:

This is a follow-up to your recent letter regarding the construction schedule for the sound barrier for the Longwood community, along the inner loop of I-495 from Bradley Boulevard to Greentree Road in Montgomery County. I appreciate the opportunity to update you on the schedule.

The sound barrier for the Longwood community is being constructed under contract number MO7985126 and also includes two other sound barriers (Barnett Road/Wolf's Subdivision and Bradley Manor) immediately adjacent to the Longwood community. The contractor will develop a schedule for the sequence of construction that will determine where work will begin and end. Advertisement of the project occurred in December 2000, bids were opened in January 2001, and the contractor was issued a Notice to Proceed on or about March 26, 2001.

Thank you for your letter and continuing interest in the State's Sound Barrier Program. If you have any additional questions or concerns, please do not hesitate to contact me at 410-545-8616 or 1-800-446-5962 or, by e-mail, at nhardy@sha.state.md.us.

Sincerely,

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

Thank you

Ms. Hardy - Can you give me the name & phone # of the contractor?

cc: Mr. Charles B. Adams, Director, Office of Environmental Design

Is it appropriate for me to call them and ask about the schedule or should this be done by 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

John Martin

WK-301-587-6700-x-103 H-301-365-6124

Please let me know

call 2/20/01



**Maryland Department of Transportation
State Highway Administration**

March 26, 2001

47
Parris N. Glendening
Governor
John D. Porcari
Secretary
Parker F. Williams
Administrator

MEMORANDUM:

TO: Mr. Alan Krimm
Team Leader
Contract Awards Team

FROM: Mr. Charles B. Adams
Director
Office of Environmental Design

SUBJECT: Contract No: MO9045126
PDMS No.: 154333
Sound Barrier Project - I-495 Inner Loop from 1000' West of MD 185
(Connecticut Ave.) to 500' West of MD 185

RE: Request for Delay of Notice to Proceed

The Office of Environmental Design requests that the current Notice to Proceed date be revised from August 1, 2001 to September 11, 2001. The owners of the Outdoor Nursery School also operate a swim club, which utilizes a county and local road, and have requested that we not start construction until after Labor Day. We are intending to utilize this county and local road during construction, which would interfere with the operation of the swim club if we hold the current NTP date. The project has an advertisement date of May 17, 2001.

Thank you in advance for your cooperation on this request. If you have any questions or require any additional information, please contact Jim Hade, our Noise Abatement Team Leader, at extension 8599.

cc: Mr. Jim Hade
Mr. John Narer

N:/OED/Noise/Projects/Type_II/Outdoor Nursery School/revisedntp.doc

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

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

48

FAX COVER MEMORANDUM

DATE: 3/18/01

OFFICE OF ENVIRONMENTAL
DESIGN



NOISE ABATEMENT TEAM

TO: Delegate Kittleman
(Name / Office / Telephone)

FROM: Natalie Hardy SHA 545-8616
(Name / Office / Telephone)

TOTAL NUMBER OF PAGES: 2 (Including this FAX Cover Memorandum)

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

Thank you for your cooperation.

COMMENTS: *Per your request, here's the description for US29 from MD 99 to MD 100. Feel free to call if you need additional information.*
Natalie

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, Maryland 21203-0717
Street Address: 707 North Calvert Street · Baltimore, Maryland 21202

Summary of US 29 from MD 99 to MD 100
March 19, 2001

To improve highway safety and reduce traffic delays for Howard County motorists, the MDOT has proposed improvements to US 29 between MD 99 and MD 100. The construction project will upgrade US 29 by providing one additional travel lane in each direction between US 40 and MD 100, sound barriers, ramp improvements providing additional capacity from northbound US 29 to westbound I-70, roadway resurfacing, landscaping, striping and signage. The widening is designed to take place in the median.

As part of the construction project, sound barriers along southbound US 29 from Frederick Road to south of St. Johns Lane will be constructed with State and County funding.

The project includes widening the fly-over ramp from southbound US 29 to eastbound MD 100 to two lanes and the correction of the line striping on eastbound MD 100 to accommodate the fly-over ramp changes. The project also includes providing a ramp movement from northbound US 29 to westbound I-70 that will reduce weaving by giving motorists along northbound US 29 two options for accessing westbound I-70.

The above project is currently being studied for potential impacts as a result of the following improvement to US 29:

- US 29 from MD 99 to MD 100 resurfacing is proposed
- US 29 from MD 40 to MD 100 widening to alleviate congestion @ MD 100
- Noise barrier construction along Southbound US 29 from MD 144 (Frederick Road) to South of St. Johns Lane



Maryland Department of Transportation
State Highway Administration

Parris N. Glendening
Governor

John D. Porcari
Secretary

Parker F. Williams
Administrator

50

Please reply to:

Office of District Engineer
5111 Buckeystown Pike
Frederick MD 21704

March 7, 2001

Mr. Matthew T. Horton
7937 Tralee Ct.
Laurel, MD 20723

Re: Contract #HO7415170
FAP #AC-NH-G-109-1(30)N
Median Widening & Interchange US 29 @ John Hopkins/Gorman Road

Dear Matthew,

Your letter to Mr. Robey has been sent to the State Highway Administration (SHA) to answer. SHA is building the U.S. 29 Median Widening and Interchange project at Johns Hopkins Road. The SHA designed and is building this project.

The effect of roads on people, trees, and streams is given very serious study by SHA. Options are looked at in the planning of a possible project. One of the options in most cases is a "no build" option. In this case, present and future traffic levels are so high that improvements must be made now. Congestion causes air pollution and costs citizens money.

Highway designers must meet many requirements, including environmental concerns. The new road must be able to handle the present traffic and allow room to grow. The traffic and the safety of the public control how large the road must be.

The new roads must tie-in to the existing ground at some point. This is usually a cut (new road is lower) or a fill (new road is higher). The slope of the ground at the edge of the road must be as flat as possible. This helps to hold the weight of the cars and prevent erosion.

The limits of cuts and fills control the limits of grading. The grading controls which trees must be removed. The trunks of some trees are back far enough but the roots are exposed, so the tree has to be removed. SHA is required to replace the trees that are removed. This is called reforestation. The SHA will plant more than 14 acres of trees to replace the ones that were removed.

My telephone number is (800) 635-5119

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

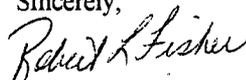
51

Mr. Horton
March 7, 2001
Page Two

We thank you for writing your letter to us. Hearing your comments helps us to know the concerns of the public. If you have any other questions, please call the SHA engineer at the project. His name is Ron Ritz and you can call him at (410) 792-2292. If you wish, he will give you a tour of the project, with your parents' permission.

Best wishes with school and scouting.

Sincerely,



Robert L. Fisher
District Engineer

cc: The Honorable James N. Robey, Howard County Executive
Gus Payne, Area Engineer, State Highway Administration, w/attachment
Mr. Ron Ritz, Project Engineer, State Highway Administration, w/attachment

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Mr. Horton
March 7, 2001
Page Three

bcc: Ms. Natalie B. Hardy, Special Assistant to the Director of Environmental Design, State Highway
Administration
Ms. Nanette M. Schieke, State Legislative Officer, Maryland Department of Transportation

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County	Community	State Cost	County Match
Anne Arundel	Riverview/Lindamoor	\$ 3,870,000	\$ 770,000
	Total	\$ 3,100,000	\$ 770,000
	State Share	\$ 2,330,000	
Baltimore County	Country Club Park	\$ 2,060,000	\$ 410,000
	Longford North	\$ 1,666,915	\$ 330,000
	Woodholme Avenue	\$ 1,520,000	\$ 300,000
	Prieeville	\$ 1,340,000	\$ 270,000
	Relay (Cedar Heights, Richardson Mews, etc)	\$ 4,400,000	\$ 880,000
	Ridge Grove, Woodland Heights	\$ 5,360,000	\$ 1,070,000
	Oriole Avenue	\$ 874,800	\$ 175,000
	Total	\$ 17,221,715	\$ 3,435,000
State Share	\$ 13,786,715		
Howard	Columbia Hills	\$ 1,360,000	\$ 270,000
	Highridge	\$ 2,240,000	\$ 450,000
	Allview Estates	\$ 2,320,000	\$ 460,000
	The Orchards/Skyview/Brinkley	\$ 3,040,000	\$ 610,000
	Hunt Club Estates	\$ 1,170,000	\$ 230,000
	Guilford Downs	\$ 1,130,000	\$ 262,000
	Atholton Manor	\$ 2,140,000	\$ 430,000
	Total	\$ 13,400,000	\$ 2,712,000
State Share	\$ 10,688,000		
Montgomery	Wildwood Hills	\$ 900,000	\$ 180,000
	Wildwood Manor	\$ 2,140,000	\$ 430,000
	Longwood	\$ 1,680,000	\$ 340,000
	Forest Glen	\$ 1,060,000	\$ 210,000
	Bradley Manor	\$ 1,570,000	\$ 310,000
	Burning Tree Estates	\$ 4,090,000	\$ 820,000
	Wolfe's Subdivision	\$ 780,000	\$ 157,000
	Parkview Estates	\$ 1,230,000	\$ 250,000
	Forest Glen Park	\$ 2,660,000	\$ 530,000
	Outdoor Nursery School	\$ 530,000	\$ 110,000
	Total	\$ 16,640,000	\$ 3,337,000
State Share	\$ 13,303,000		
Prince George's	Auth Village	\$1,110,000	\$220,000
	Princeton Manor	\$1,190,000	\$240,000
	Powder Mill Estates	\$780,000	\$160,000
	Knollwood	\$1,490,000	\$298,000
	Woodlane	\$1,272,000	\$254,000
	Temple Hills Terrace	\$3,208,000	\$642,000
	Yorkshire Village	\$1,740,000	\$348,000
	Hollywood (Extension)	\$1,480,000	\$300,000
	Total	\$12,270,000	\$2,462,000
State Share	\$9,808,000		
Total Project Costs (Funded)		\$68,431,715	
Total County Share (Funded)		\$ 12,716,000	
Current State Share		\$55,715,715	
*Note: There are approximately 12 communities awaiting funding, eight of which in Anne Arundel County			
County has not committed funding share for communities that meet technical requirements and have been announced.			
Anne Arundel	Lynbrook Extension	\$350,000	\$70,000
	Aereslec	\$1,220,000	\$240,000
	East Glen Burnie	\$2,650,000	\$530,000
	Glendale Terrace/Glenhester	\$640,000	\$130,000
	Oakdale	\$1,120,000	\$220,000
	Community adjacent to Doll Apartments	\$610,000	\$120,000
	Glenwood	\$650,000	\$130,000
	Total	\$7,240,000	\$1,440,000
State Share	\$5,800,000		
Total Project Costs (not Funded)		\$7,240,000	
Total County Share (not Funded)		\$1,440,000	

PROVIDED WEEK of 3/5/01 to Administrator P.F. Williams

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Type II Barriers in the Program by County

<i>County</i>	<i>Community</i>	<i>State Cost</i>	<i>County Match</i>
Anne Arundel	Riverview/Lindamoore	\$3,870,000	\$770,000
Subtotal		\$3,100,000	\$770,000
Baltimore County	Country Club Park	\$2,060,000	\$410,000
	Longford North	\$1,666,915	\$330,000
	Woodholme Avenue	\$1,520,000	\$300,000
	Priceville	\$1,340,000	\$270,000
	Relay (Cedar Heights, Richardson Mews, etc)	\$4,400,000	\$880,000
	Ridge Grove, Woodland Heights	\$5,360,000	\$1,070,000
	Oriole Avenue	\$874,800	\$175,000
Subtotal		\$17,221,715	\$3,435,000
	After Deduction of County's match	\$13,786,715	
Howard	Columbia Hills	\$1,360,000	\$270,000
	Highridge	\$2,240,000	\$450,000
	Allview Estates	\$2,320,000	\$460,000
	The Orchards/Skyview/Brinkley	\$3,040,000	\$610,000
	Hunt Club Estates	\$1,170,000	\$230,000
	Guilford Downs	\$1,130,000	\$262,000
	Atholton Manor	\$2,140,000	\$430,000
Subtotal		\$13,400,000	\$2,712,000
	After Deduction of County's match	\$10,688,000	
Montgomery	Wildwood Hills	\$900,000	\$180,000
	Wildwood Manor	\$2,140,000	\$430,000
	Longwood	\$1,680,000	\$340,000
	Forest Glen	\$1,060,000	\$210,000
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	Parkview Estates	\$1,230,000	\$250,000
	Forest Glen Park	\$2,660,000	\$530,000
	Outdoor Nursery School	\$530,000	\$110,000
Subtotal		\$16,640,000	\$3,337,000
	After Deduction of county's match	\$13,303,000	

County	Community	State Cost	County Match
Prince George's	Auth Village	\$1,110,000	\$220,000
	Princeton Manor	\$1,190,000	\$240,000
	Powder Mill Estates	\$780,000	\$160,000
	Knollwood	\$1,490,000	\$298,000
	Woodlane	\$1,272,000	\$254,000
	Temple Hills Terrace	\$3,208,000	\$642,000
	Yorkshire Village	\$1,740,000	\$348,000
	Hollywood (Extension)	\$1,480,000	\$300,000
	Subtotal		\$12,270,000
	After Deduction of county match	\$9,808,000	

Total match from all Counties	Total deduction After counties' match	\$50,685,715,000	\$12,716,000
	Total w/o County's Match	\$63,401,715,000	

*Note: There are approximately 12 communities awaiting funding, eight of which in Anne Arundel County.

Anne Arundel County Communities Awaiting Funding Meets Technical Requirements and Announced

Community	State Cost	County Match
Lynnbrook Extension	\$350,000	\$70,000
Acreslee	\$1,220,000	\$240,000
East Glen Burnie	\$2,650,000	\$530,000
Glendale Terrace/Glenchester	\$640,000	\$130,000
Oakdale	\$1,120,000	\$220,000
Community adjacent to Doll Apartments	\$610,000	\$120,000
Glenwood	\$650,000	\$130,000
Deduction of County's match	\$7,240,000	\$1,440,000
Total w/o County's Match	\$8,680,000	

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From: GERRY FLETCHER
To: NATALIE HARDY
Date: 3/7/01 9:44AM
Subject: Re: Call from Mr. Jim Kinnear

It is, but someone needs to call Mr. Kinnear and explain. That was the request from the Secretary's Office when they transferred Mr. Kinnear to our office.

Thanks!

>>> NATALIE HARDY 03/07/01 09:00AM >>>
Hi Gerry,

Charlie asked me to provide you with this information.

On 3/6/01 Mr. Jim Kinnear, Remax Realtor, call to determine if a sound barrier would be built for an undeveloped area in the Elibank community. I indicated that the State Highway Administration had conducted a sound barrier evaluation for the Lawyers Hill (Elibank Drive) community, along southbound I-95 between the I-95/I-895 interchange and Montgomery Road, in Howard County. It was determined that the community did not meet the cost criterion in the policy and therefore was ineligible for a barrier.

Note: There is a community, Lawyers Hill opposite the Elibank area, which meets the technical requirements for a sound barrier.

I hope this information is helpful,

Natalie

Noise Complaint Inquiry - Checklist

File? Y/N

51

Date of Inquiry 3/6/07

Received by M Hardy

Name Jim Kinnear

Address Remax Realty

Day Phone 410-423-5217

Other Phone _____

*****GENERAL INFORMATION*****

HIGHWAY NAME/ROUTE NO. I 95

COMMUNITY/AREA NAME Elibank

LOCATION ALONG HIGHWAY _____

DESCRIBE NATURE OF COMPLAINT

wanted to know if a barrier is planned for the area.

*****FOLLOW UP*****

DATE _____ BY _____



RE/MAX Advantage Realty <i>An Independent Member Broker</i>	<input type="checkbox"/> Columbia Office	<input type="checkbox"/> Eldersburg Office	<input type="checkbox"/> Reisterstown Office
	8815 Centre Park Drive	1720 Liberty Road	365 Main Street
	Columbia, MD 21045	Eldersburg, MD 21784	Reisterstown, MD 21136
	410-740-1200 Fax 410-740-1293	410-549-3500 Fax 410-549-4559	410-833-7000 Fax 410-833-1790

FAX COVER SHEET

DATE: 3/6/01

TO: GEORGE

FAX NUMBER: _____

FROM: JIM KIRKNER 410-423-5217

COMMENTS: Works for a realtor who is looking @ a new subdivision and heard

Email sent; see attached.

Natalie
 Please discuss
 w/me.
 Thanks
 Charlie
 Julie Meyer

Original Documents: To Follow By Mail
 To Follow By Overnight Delivery
 Will Not Follow

This document being transmitted consists of 1 page(s), plus this cover sheet. If you did not receive all pages being transmitted, please call me.

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59



STATE OF MARYLAND
OFFICE OF THE GOVERNOR

HOWARD COUNTY COUNCIL
RECEIVED

01 JAN 11 PM 2:21

PARRIS N. GLENDENING
GOVERNOR
ANNAPOLIS, MARYLAND
37A
JED ST
ANNAPOLIS, MARYLAND
FOLI
DAN NORTH
WASHINGTON

January 8, 2001

The Honorable Christopher Merdon
Howard County Council
3430 Courthouse Drive
Ellicott City MD 21043

Dear Chris:

The State Highway Administration has continued its review of communities in Howard County to determine their eligibility for sound barriers. As a result, it is my pleasure to inform you that the Lawyers Hill community, along northbound I-95 from Montgomery Road to the I-95/I-895 interchange, meets the technical requirements for the State's Sound Barrier Program.

Quality of life issues, such as sound barriers, have been and continue to be cornerstones of my Administration. Whether the issue is highway noise or the conditions in neighborhoods, we strive to provide the best quality of living for our citizens. Significant work in sound barriers have been made during the past five years and will continue to be made. We will continue to work to provide relief to communities affected by highway noise.

Thank you for your continuing interest in the State's Sound Barrier Program. If you have any questions, please feel free to contact Mr. John D. Porcari, Secretary, Maryland Department of Transportation, at 410-865-1000.

Sincerely,

Parris N. Glendening
Governor

cc: The Honorable John D. Porcari, Secretary, Maryland Department of Transportation
Mr. Parker F. Williams, Administrator, State Highway Administration

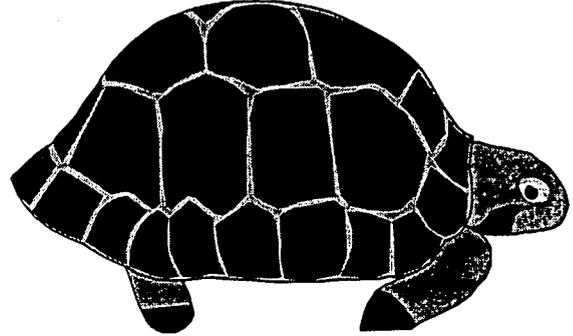


Maryland Department of Transportation
State Highway Administration

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

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DATE: 2/23/01



COVER MEMORANDUM
OFFICE OF ENVIRONMENTAL DESIGN

TO: Harvey Gold
(NAME/OFFICE/TELEPHONE)

FROM: Natalie Hardy / SHA - 410-545-8616
(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: Per our discussion

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
The Secretary's Office

Larry M. Glendon
Governor

Kathleen Kennedy Townsend
Lt. Governor

John D. Percari
Secretary

Beverley K. Swaim-Staley
Deputy Secretary

61

July 11, 2000

The Honorable Janet S. Owens
Anne Arundel County Executive
Arundel Center
P.O. Box 2700
Annapolis MD 21404-2700

Dear County Executive Owens:

Thank you for your recent letter regarding the 20 percent local match requirement for sound barriers. I appreciate the opportunity to respond to your request.

The local match requirement was included in our updated Sound Barrier Policy, which was developed with the assistance of a panel of State legislators. It was felt that, for communities eligible for our Type II or retrofit program, it was appropriate for the counties to participate in the cost of these barriers. While I certainly understand your budgetary concerns, we are unable to waive this requirement. To do so would have significant statewide fiscal impact involving millions of dollars in additional State funding.

You also requested that we consider a test using the Carsonite barrier system. We are aware of this system, and its manufacturer installed test panels several years ago at a site we have near the Baltimore-Washington International Airport. We are always interested in new products that could reduce the cost of sound barriers. A significant concern with the Carsonite system, however, is its appearance. While we do not consider it to be appropriate for use on an entire barrier, we would consider using it where a lighter weight barrier is required, such as across bridges where weight is a concern.

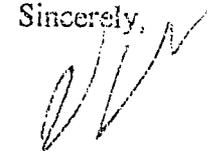
You may be interested to know that we have recently answered an inquiry from another local jurisdiction that was seeking funding alternatives. We would allow the use of Highway User Revenues made available to Anne Arundel County to fulfill the local 20 percent contribution.

The Honorable Janet S. Owens
Page Two

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Thank you again for your letter. While I regret that I cannot offer a positive response to your funding suggestion, we look forward to working through the funding and aesthetic issues with Anne Arundel County. If you have any additional questions or concerns, please do not hesitate to contact Mr. Charles B. Adams, Director of Environmental Design, State Highway Administration at 410-545-8640 or 1-800-446-5962 or, by email, at cadams@sha.state.md.us. He will be happy to assist you. Of course, you should always feel free to contact me directly.

Sincerely,



John D. Porcari
Secretary

cc: Mr. Charles B. Adams, Director of Environmental Design, State Highway
Administration
Ms. Beverley K. Swaim-Staley, Deputy Secretary, Maryland Department of
Transportation
Mr. Parker F. Williams, Administrator, State Highway Administration



**Maryland Department of Transportation
State Highway Administration**

REN
Parris N. Glendening
Governor

John D. Porcari
Secretary

Parker F. Williams
Administrator

63

MEMORANDUM

TO: Mr. Ken McDonald, Chief
Engineering Access Permits Division

ATTN: Mr. Rich Zeller
Area Engineer

FROM: Charles B. Adams, Director
Office of Environmental Design

BY: Kenneth D. Polcak *KDP*
Noise Abatement Design and Analysis Team

DATE: February 13, 2001

SUBJECT: Twin Oaks property – proposed subdivision along I-695

This memorandum is in response to the submission regarding a Noise Evaluation Analysis for the subject property. The following comments are offered on the study and report as prepared by Mr. Joseph E. Knepper, Jr.

A review of the noise measurement data, provided in the study and upon which the judgement of "no-impact" is being based, seemed to show some discrepancy or uncertainty based on SHA experience and knowledge of conditions in the area. It has been observed that this area of the Beltway is quite prone to evening rush hour traffic slow-downs and back-ups. We must be certain that such traffic conditions did not exist during the measurements done by the consultant. Given the apparent lack of visibility of the highway from the site and the lack of comment or information regarding traffic conditions in the report, the overall levels seem somewhat lower than expected. Two random spot checks of the noise level on the site by our staff yielded Leq noise levels of approximately 61 decibels (dBA), which is 5-6 dBA higher than the levels in the consultant's report. The spot check location selected was approximately 40 feet behind the existing barn structure (comparable setback distance as site 2). This was also substantially farther from the highway than both sites 1 and 3 (where the consultant's study reported evening rush-hour noise levels well below 60 dBA). For purposes of documentation, some revisions to the report should be made to address the measurement data issue outlined in this memorandum.

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

Mr. Ken McDonald, Chief
Page Two

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We do acknowledge that the overall outcome will apparently not change, however, it is important to note that levels appear to be higher than reported in the consultant's study. With the current readings of around 61 dBA (measured by SHA), it would appear that, under current traffic conditions, the County requirements would still be satisfied.

Our concern, however, is that the study does not address the potential for noise increases in the future as traffic volumes continue to increase. With the current readings in the range of 61 dBA beyond the existing 60-foot "noise buffer" shown on the plat, it would appear that this should not be a problem, but some assessment of that increase potential should be included. This assessment should consider the level of traffic currently present on I-695 in the peak noise hour versus the ultimate capacity of the highway as it currently exists and some judgement of increase potential given.

Finally, in the absence of an actual site plan, it is suggested that the two proposed lots and dwellings be orientated such that noise-sensitive, outdoor activity areas are as far from the highway as possible. Also, consider placing backyards adjacent to or behind the houses to provide additional shielding and buffering.

If you have any questions, please let me know or feel free to call Mr. James Hade, Team Leader for Noise Abatement. Mr. Hade may be reached at 410-545-8599 or, by e-mail, at jhade@sha.state.md.us.

cc: Mr. Paul D. Armstrong
Mr. James D. Hade
Ms. Natalie B. Hardy
Mr. Kenneth D. Polcak

65

Mr. Ken McDonald, Chief
Page Three

Serial #: n/a

OED Serial#: None

Noise Customer #: None – see Twin Oaks subdivision in Anne Arundel County, I-695

Responding to letter dated: 1/8/01 Memo from Ken McDonald , SHA Engineering Access Permits Division.

02/13/01 1:59 PM by Ken Polcak OED – Noise Team

N:\OED\NOISE\CORRESP\2001\Reports\TWINOAKS-SUB695.doc

66

OFFICE OF ENVIRONMENTAL DESIGN
OED WEB Page Activity
2001

- Wildflowers (Bruce Knott)
- Scenic Byways (Terry Maxwell)
- Champion Trees (Joe Vervier)
- Cooperative Planting (Fran Bateman)
- Project Cloverleaf (Leroy Jonas)
- Sound Barrier Policy (Jim Hade)

MONTH: January 2001 NO. OF INQUIRIES: 5

NATURE OF INQUIRIES:

Date	Inquiry
1. 1/7/01	Chris Peabody, I-495 Charred Oak Estates, inquiring about eligibility for barrier
2. 1/16/01	Daryl South, I-495 Carderock Springs, inquiring about eligibility for barrier
3. 1/19/01	Allan Dale, asking for schedule of barrier construction in Howard County
4. 1/23/01	Kent Shackelford, asking questions on how barriers work for a Science project.
5. 1/26/01	George Brown, Massachussetts requesting copy of Policy
6.	
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Reports

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Maryland Department of Transportation
State Highway Administration

John D. Porcari
Secretary

Parker F. Williams
Administrator

January 31, 2001

Memorandum

TO: Mr. Neil Pedersen, Deputy Administrator
Planning and Engineering

FROM: Mr. Charles B. Adams, Director
Office of Environmental Design

BY: Mr. James D. Hade, RLA *for Adams*
Team Leader for Noise Abatement

RE: The Ardmore sound barrier and property issues with the Ebenezer United
Methodist Church

Please find attached, three plan representations of the proposed sound barrier. Two of the plans reflect the property purchases proposals that the Ebenezer United Methodist Church is pursuing to reduce what the Church leadership anticipates as a visual impact of the barrier on the facility.

The first plan shows the currently proposed barrier with an estimated construction cost of approximately \$870,000.

The second plan shows a barrier turned back along Ebenezer Lane and follows the assumption that the Church would purchase the home at 4831 Jefferson Street. The estimated cost of that barrier option is approximately \$836,000 (a cost reduction of \$34,000 over the current plan).

The third plan shows a barrier terminating adjacent to Ebenezer Lane and assumes the Church would purchase the homes at 4831, and 4827 Jefferson Street. The cost of the third option is approximately \$783,000 (a cost reduction of \$87,000 over the current design).

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Addendum for 2/12/2001 meeting w. Major Riddick

	SF	SF change	Cost @ 16.54	Savings over State design	Total Project cost	Savings over State design
State Design	32,232		\$ 533,117		\$ 870,264	
Turn-back along Ebenezer protecting 4910 Jefferson (closes one entrance)	31,967	265	\$ 528,734	\$ 4,383	\$ 863,109	\$ 7,155
Purchase of 4910 Jefferson on State alignment (42' cut back)	31,347	885	\$ 518,479	\$ 14,638	\$ 846,369	\$ 23,895
Turn-back along Ebenezer, Church purchases 4910 Jefferson	30,967	1,265	\$ 512,194	\$ 20,923	\$ 836,109	\$ 34,155
State Alignment with Church purchasing 4910, and 4827	29,005	3,227	\$ 479,743	\$ 53,375	\$ 783,135	\$ 87,129

SHA Proposal - IN DESIGN

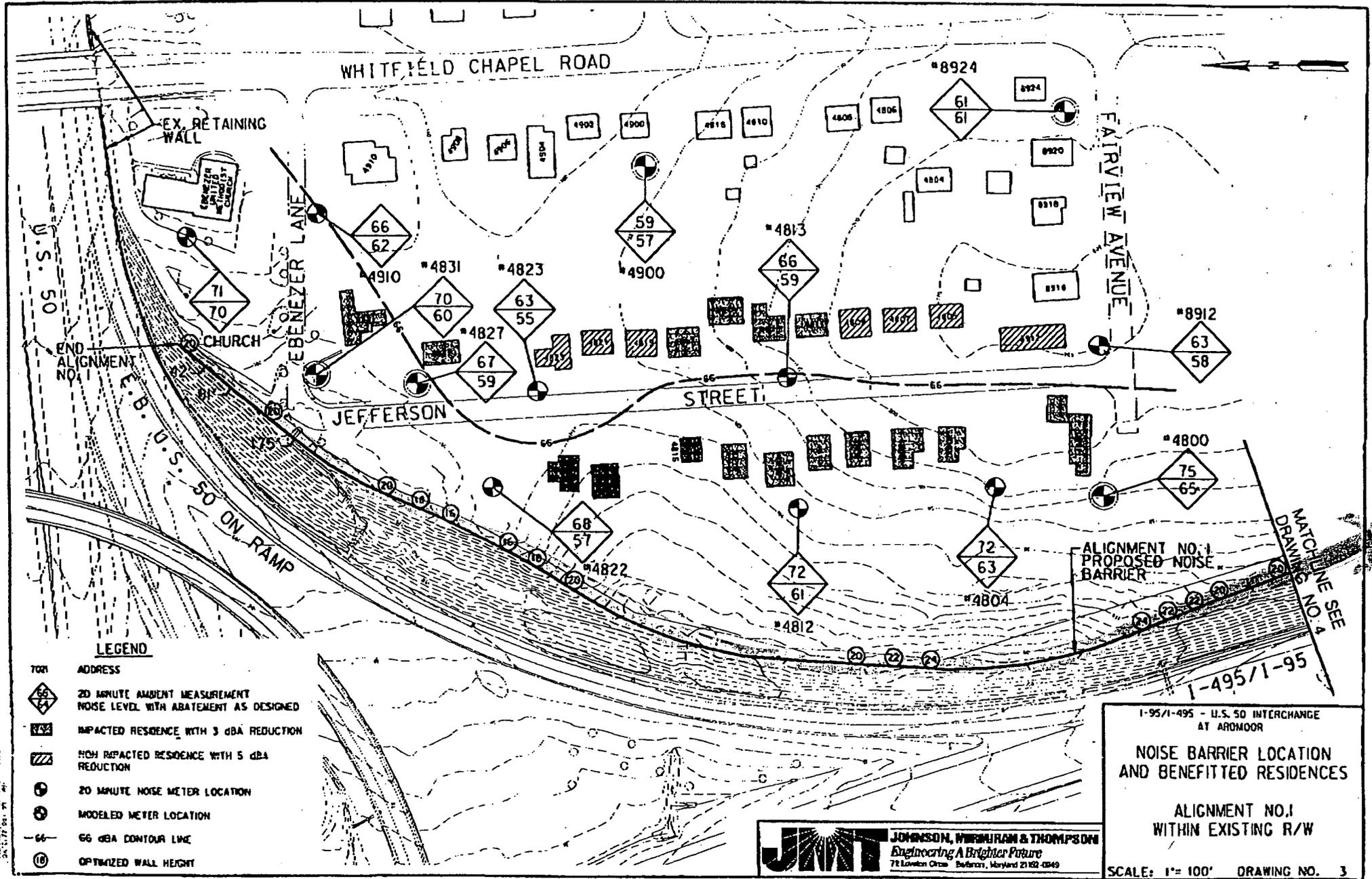
COST = \$ 870,264.00

69
1

OCT-25-99 MON 1:44 PM JMT MARYLAND

FAX NO. 410-472-2200

P. 2



LEGEND

- 701 ADDRESS
- 20 MINUTE AMBIENT MEASUREMENT NOISE LEVEL WITH ABATEMENT AS DESIGNED
- IMPACTED RESIDENCE WITH 3 dBA REDUCTION
- HIGH IMPACTED RESIDENCE WITH 5 dBA REDUCTION
- 20 MINUTE NOISE METER LOCATION
- MODELED METER LOCATION
- 66 dBA CONTOUR LINE
- OPTIMIZED WALL HEIGHT

1-95/1-495 - U.S. 50 INTERCHANGE AT AROMOOR

NOISE BARRIER LOCATION AND BENEFITED RESIDENCES

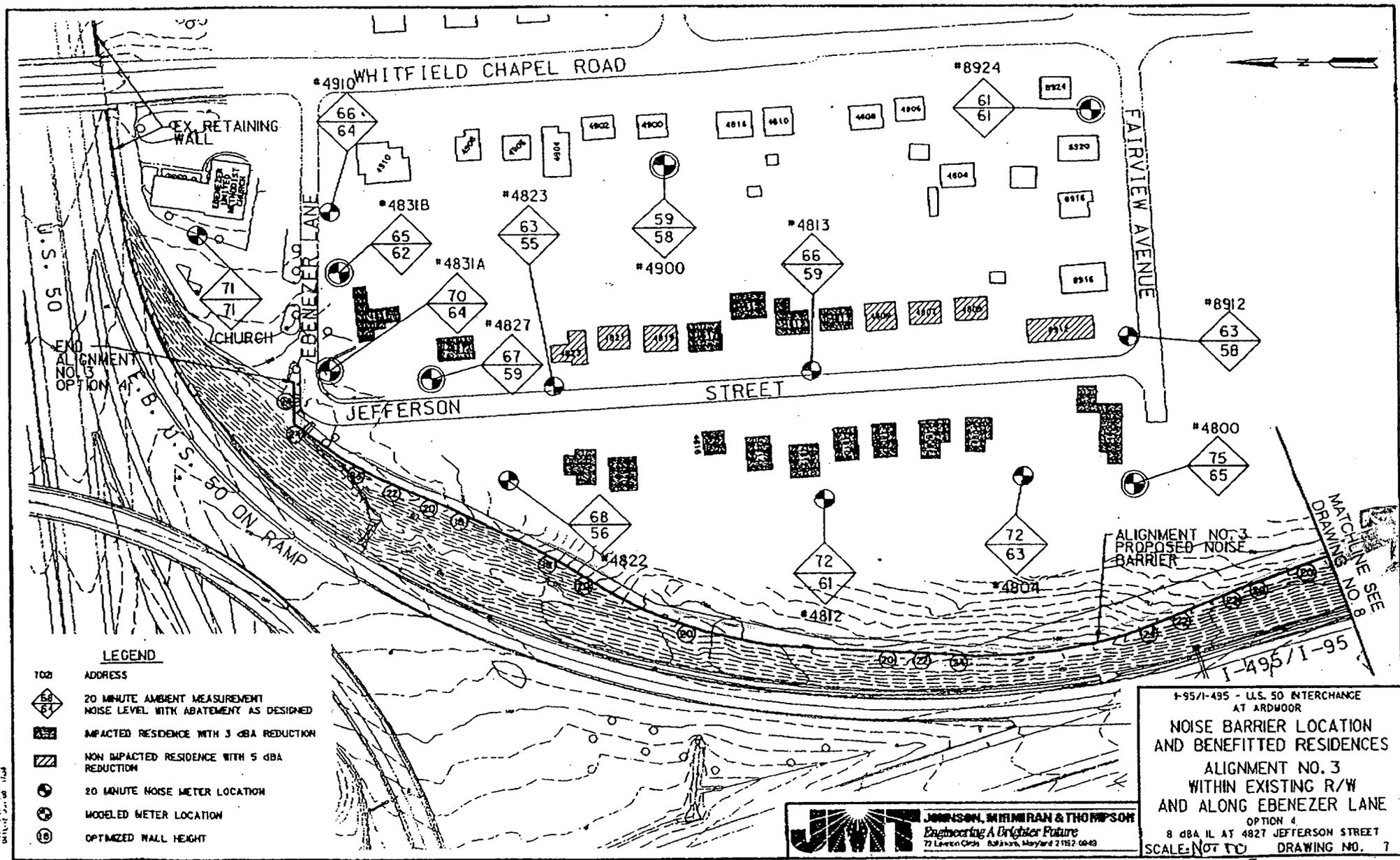
ALIGNMENT NO. 1 WITHIN EXISTING R/W

SCALE: 1" = 100' DRAWING NO. 3

JMT JOHNSON, MURPHY & THOMPSON
 Engineering A Brighter Future
 712 Lovell Circle Beltsville, Maryland 21052-0949

Church purchase of 4831 Jefferson st.
 BARRIER COST = \$836,109.00 Δ = \$34,155.00

70
 (N)



LEGEND

- 702 ADDRESS
- 20 MINUTE AMBIENT MEASUREMENT NOISE LEVEL WITH ABATEMENT AS DESIGNED
- IMPACTED RESIDENCE WITH 3 dBA REDUCTION
- NON IMPACTED RESIDENCE WITH 5 dBA REDUCTION
- 20 MINUTE NOISE METER LOCATION
- MODELED METER LOCATION
- OPTIMIZED WALL HEIGHT

I-95/I-495 - U.S. 50 INTERCHANGE AT ARDMOOR
 NOISE BARRIER LOCATION AND BENEFITTED RESIDENCES
 ALIGNMENT NO. 3 WITHIN EXISTING R/W AND ALONG EBENEZER LANE
 OPTION 4
 8 dBA IL AT 4827 JEFFERSON STREET
 SCALE: NOT TO SCALE DRAWING NO. 7

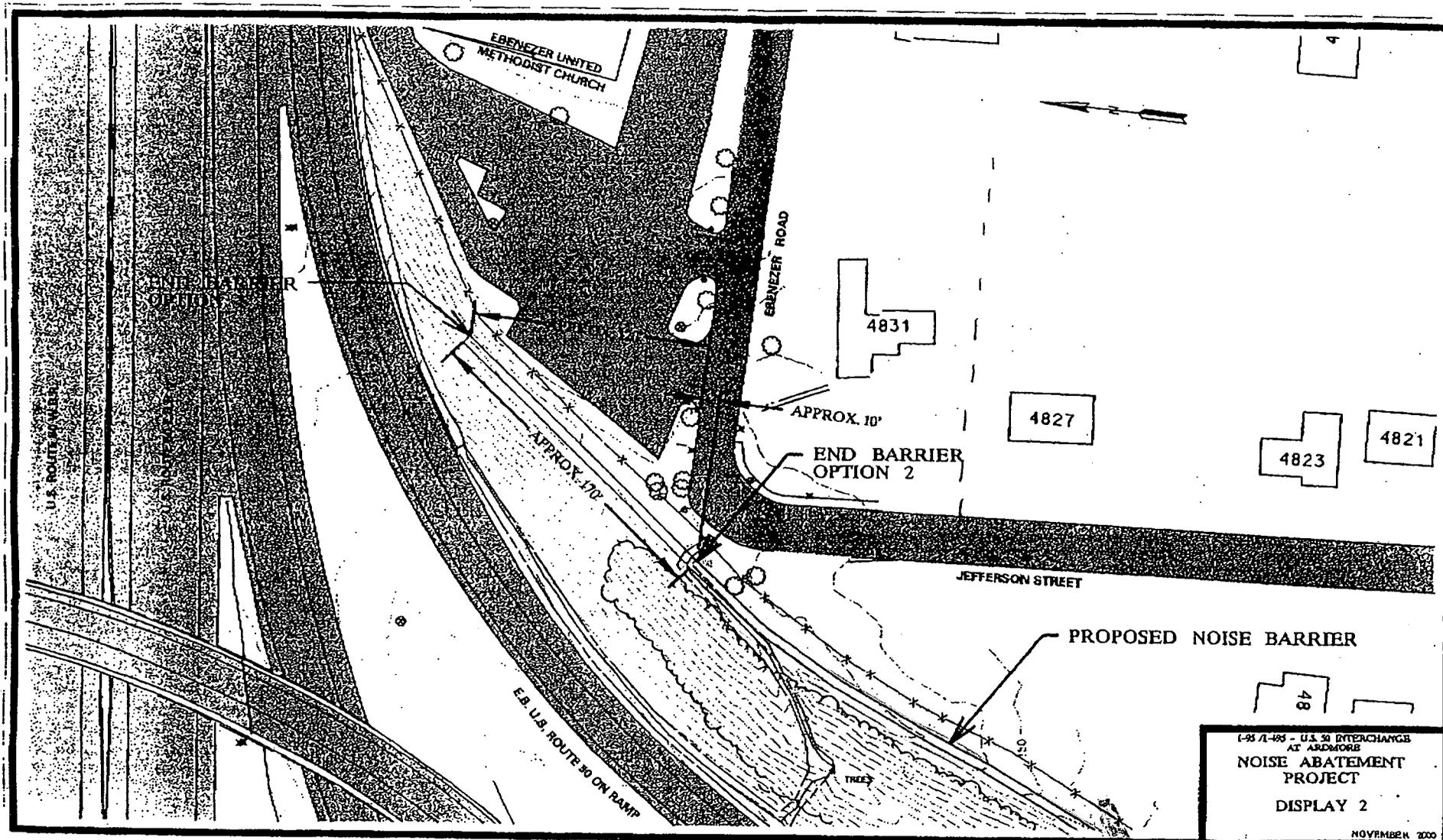
JMT JOHNSON, MITHRAN & THOMPSON
 Engineering A Brighter Future
 77 Laven Circle, Baltimore, Maryland 21152-0049

All work performed in accordance with the contract documents.

Church purchase of 4831 and 4827 Jefferson st.

BARRIER COST = \$ 783,135.00 Δ = \$ - 87,129.00

12
3



Not to Scale

01/31/2001

09:33

JMT BALTIMORE → 4102095003

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