

NOISE ABATEMENT TEAM
OFFICE OF ENVIRONMENTAL DESIGN
CITIZENS' CORRESPONDENCE

A - L

2002

JANUARY THRU DECEMBER

CITIZENS' CORRESPONDENCE

A - L

2002

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**Maryland Department of Transportation
State Highway Administration**

Parris N. Glendening
Governor

John D. Porcari
Secretary

Parker F. Williams
Administrator

January 23, 2002

Mr. James J. Ackerman
P.O. Box 3426
Crofton MD 21114-0426

Dear Mr. Ackerman:

This letter is a follow-up to your recent telephone conversation with Mr. Ted Severe, of our staff, regarding highway noise levels in the Grosvenor Mews community between the I-270 East Spur and MD 355 (Rockville Pike) in Montgomery County. I appreciate the opportunity to respond to your inquiry.

You requested information on the "history" of the I-270 East Spur. The I-270 East Spur was constructed in 1959 and 1960 with two lanes in each direction and linked I-495 from MD 355 (Rockville Pike) to I-270 near Tuckerman Lane. In 1989, a third lane in each direction was approved to utilize the existing median. These additional lanes were constructed in 1993.

The State Highway Administration (SHA) considers the need for sound barriers in two circumstances, designated "Type I" and "Type II." In "Type I" situations, barriers are considered when a new highway is being built or an existing highway is being expanded. Sound barriers were considered for this area in the environmental analysis approved in 1989 for the single lane addition in both directions utilizing the median of I-270. Sound barriers were not approved because future noise levels resulting from the construction of the new lanes would not increase by 5 decibels or more over not constructing the lanes, and, by constructing the new lanes in the median, the roadway would not bring traffic closer to the existing community.

When a highway already exists and is *not* being expanded—so that Type I criteria do not apply—a community that predates the original highway may be considered for a "Type II," or "retrofit," barrier. The intent of the Type II program is to address areas of noise impact along highways that were built before environmental analyses became a part of the highway development process. SHA has evaluated the Grosvenor Mews community for a sound barrier under the Type II portion of our Sound Barrier Program. Our investigation determined that the majority of the homes of the Grosvenor Mews community were constructed in the mid-1980s, after the 1964 system opening date for I-270. Based on this information, we cannot consider the Grosvenor Mews community for a sound barrier because it postdates I-270.

My telephone number is _____

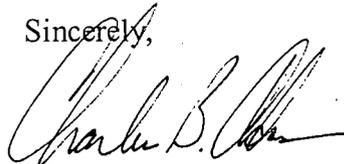
Maryland Relay Service for Impaired Hearing or Speech
1-800-735-2258 Statewide Toll Free

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

Mr. James J. Ackerman
Page Two

Thank you for your telephone call and interest in the State's Sound Barrier Program. I regret that I cannot provide a positive response. If you have additional questions or concerns, please do not hesitate to contact Mr. James Hade, our Noise Abatement Team Leader, at 410-545-8599 or 1-800-446-5962 or, by e-mail, at jhade@sha.state.md.us. He will be happy to assist you.

Sincerely,



Charles B. Adams
Director
Office of Environmental Design

cc: The Honorable William A. Bronrott, Member, Maryland House of Delegates
The Honorable Howard A. Denis, Member, Montgomery County Council
The Honorable Brian E. Frosh, Member, Senate of Maryland
The Honorable Marilyn R. Goldwater, Member, Maryland House of Delegates
James D. Hade, RLA, Noise Abatement Team Leader, State Highway Administration
The Honorable Nancy K. Kopp, Member, Maryland House of Delegates
Mr. Charlie K. Watkins, District Engineer, State Highway Administration

Mr. James J. Ackerman
Page Three

bcc: Ms. Nanette M. Schieke, State Legislative Officer, Maryland Department of
Transportation
Mr. T.E. Severe, Noise Abatement Team, State Highway Administration

Serial #: None

OED Serial#: None

Noise Customer #: 1766

Responding to letter dated: Follow-up to 01-04-2002 telephone conversation between Mr.
Ackerman and Mr. Ted Severe

Saved: 01/09/02 3:51 PM by: T.E. Severe

N:\OED\NOISE\CORRESP\2002\ACKERMAN01.doc

NOISE INQUIRY CHECKLIST

DATE 4 JAN 2002 FILE? Y/N _____

CUSTOMER ID. # 1766 RECEIVED BY T.E. SEVERE

NAME MR. JAMES J. ACKERMANN

ADDRESS P.O. BOX 3426

CROFTON MD 21114-0426
(include zip code)

DAY TELEPHONE (H) 301-261-3475 (WORK / HOME)

OTHER TELEPHONE email: ackermann@erols.com

*** INQUIRY INFORMATION SUMMARY ***

HIGHWAY NAME / ROUTE NO. I-270 EAST SPUR

COMMUNITY / AREA NAME GROSVENDOR SQUARE

LOCATION ALONG HIGHWAY BETWEEN I-270 EASTSPUR & MD ~~355~~ 355

SUMMARY OF INQUIRY would like barrier - too noisy - would like ^(@KING. CHAS. WAY)

Copy of "history" of I-270 EAST SPUR (Pavement History) -

*** FOLLOW-UP ***

DATE 4 JAN 2002 BY T.E. SEVERE

"HISTORY" WOULD TAKE 7-10 DAYS TO RESEARCH & PROVIDE

*** REFERENCE FILES ***

| | | | | | | |
|--|--|--|------------------------------------|-----------------------|----------------------|-------------------------------------|
| ID # | MAP | DATE | Letter or Phone onl | LAST NAME | FIRST NAME | Active? |
| 1766 | | 01/13/1999 | Phone | ACKERMANN | Mr. James J. | <input checked="" type="checkbox"/> |
| STREET# | STREET NAME | COUNTY | CITY (Post office) | ZIPCODE | Representative statu | |
| | P.O. Box 3426 | MO | Clinton | 21114-0426 | community repre | |
| Elected Official whom has communicated directly to us on this custome | | | | | | Find Next |
| DAY PHONE | HOME PHONE | E-Mail address | COMMUNITY | | | |
| | 301-261-3475 | ackermann@erols.c | Grosvenor Mews/Grosvenor Square | | | |
| Logical Project Limits | ROADWAY: I-270 | BarrierName | | | | |
| RESPONSE | INQUIRY | Would like to know the schedule planned for this community | | | | 2nd Contact |
| | | Last Contact | Researcher: | Primary SHA Contact | | |
| | | 01/04/2002 | referred to Jim | | | |
| FILE LOCATIO | OTHER | Current committmen | nbh | Construction Projects | | |
| Do we owe a letter? | Letter Commit due date: | 01/18/2002 | | | | |
| <input checked="" type="checkbox"/> | Letter signed date | | Reason Letter is Late | | | |
| LAST action | 01-04-2002 Mr. Ackerman called - would like "history" of I-270 East Spur near Grosvenor Square - possible Type I with last widening of I-270 ES? | | | | | Hot Projects |
| | | | | | | ALL Projects |
| | | | | | | |
| Comments: This field can not be sorted or searched.: | | | OPPE or Hwy rep.current type 1 inf | | | |
| 01/2002 EO's Dist. 18 Sen. Brian E. Frosh; Dels. William A. Bronrott; Marilyn R. Goldwater; Nancy K. Kopp; MO Cnd Howard A. Denis President of Grosvenor Square Homeowners Assn. President Mr. Louis Berlin, 5103 King Charles Way, Bethesda MD 20814 301-530-5737 01-13-1999 OED/NAT to send a copy of Policy and look into complaint | | | | | | |
| Comment Journal, and letter hyperlinks | K | | | | | |
| Consultant Fir | 1-888-375-1975 outside MD | | | | | |

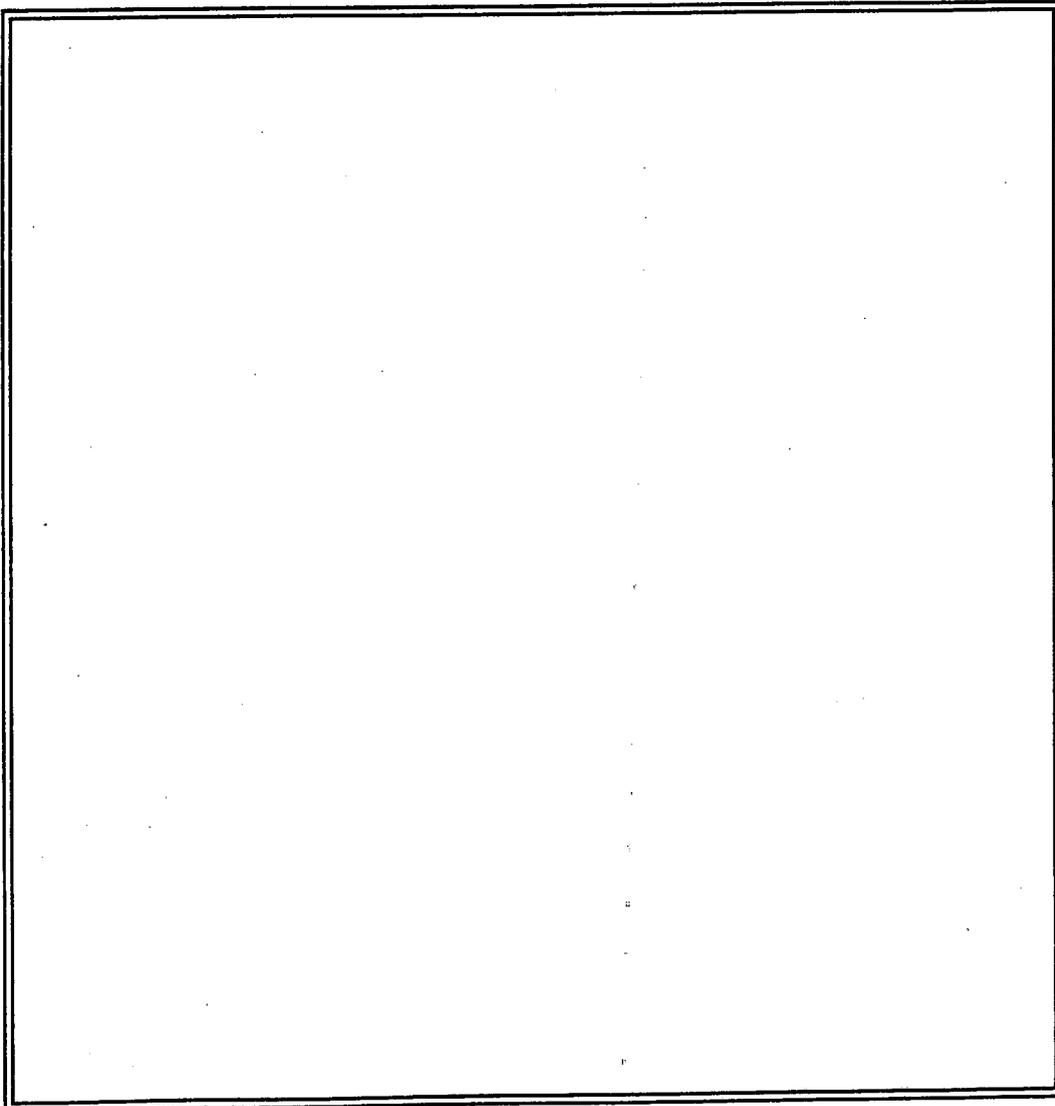
To Meet 100% of our Commitments!

A Noise Abatement Eligibility Assessment

for

“The Noise Triangle”

I 270: East and West Spurs,
I 495 between the I 270 Spurs,
and I 495 south of the I 270 West spur



Prepared by the Noise Abatement Team
of
the Maryland State Highway Administration

June 1997

TYPE II Policy Eligibility Assessment Sheet

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County: Montgomery

Highway Location: I 270 East Spur, from 4,000' East of MD 187 (Old Georgetown Road) to MD 355 (Rockville Pike)

Highway system completion date: 4 lanes, 1963

| Community Names | Map Symbol |
|---------------------------|------------|
| Grosvenor, Grosvenor Park | C |
| Grosvenor Mews | D |

Street names:

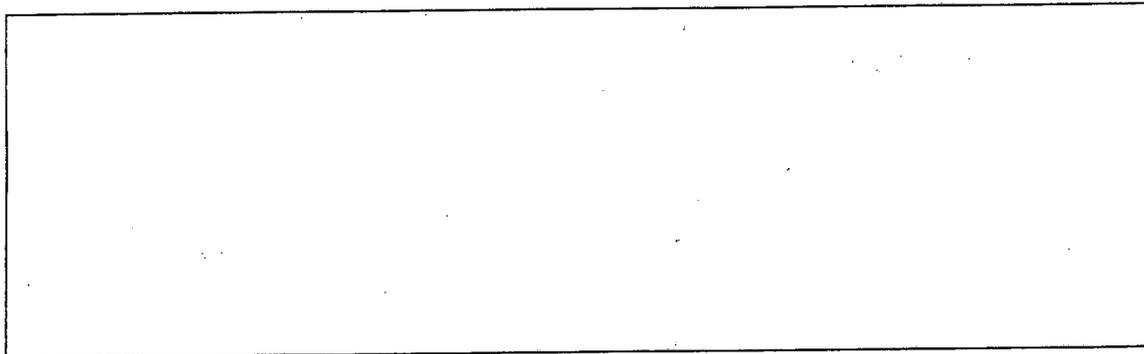
Englishman Court, Englishman Drive, Englishman Place, Nioud Court, Grove Ridge Place, Grosvenor Lane, King Charles Way

| Community or Street | Home Construction Date Range | Majority impacted meet date | Cost of Abatement @ 16.54/SF | benefited residences | Cost Per Residence |
|---------------------------|------------------------------|-----------------------------|------------------------------|----------------------|--------------------|
| Grosvenor Park, Grosvenor | ≥ 1982 | NO | N/A | N/A | N/A |
| King Charles Way | ≥ 1980 | NO | N/A | N/A | N/A |

Conclusions: All residences were constructed after highway system completion date and are therefore ineligible for Type II noise abatement consideration.

Historical Information: Noise barriers were considered in previous Type I analyses (dated 1988-89), but were not approved based on prevailing State policy and criteria at the time. The project involved a single lane addition in each direction within the existing median. Barriers were not approved because:

- Future noise levels resulting from the project (build) would not exceed "no-build" levels by 5 dBA or more.
- Residences were all constructed after the original highway.
- Median widening would not place traffic closer to the adjacent residences.



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| Name | Account | Street | OWN OCC | Map Parcel |
|------------------------------|-------------|---------------------|---------|------------|
| <u>GROSVENOR SQUARE</u> | 07 02393656 | KING CHARLES WAY | N | HP12 |
| <u>GROSVENOR SQUARE</u> | 07 02432634 | KING CHARLES WAY | N | HP12 |
| <u>GROSVENOR SQUARE</u> | 07 02432645 | KING CHARLES WAY | N | HP12 |
| <u>GROSVENOR SQUARE</u> | 07 02445682 | KING CHARLES WAY | N | HP13 |
| <u>GROSVENOR SQUARE</u> | 07 02445853 | KING CHARLES WAY | N | HP22 |
| <u>GROSVENOR SQUARE</u> | 07 02446128 | KING CHARLES WAY | N | HP22 |
| <u>GROSVENOR SQUARE</u> | 07 02445693 | KING CHARLES WAY | N | HP23 |
| <u>GROSVENOR SQUARE</u> | 07 02445966 | KING CHARLES WAY | N | HP23 |
| <u>GROSVENOR SQUARE</u> | 07 02445977 | KING CHARLES WAY | N | HP23 |
| <u>SCHIMMEL CHRISTOP</u> | 07 02446185 | 5100 KING CHARLES W | H | HP22 |
| <u>BERTON MONICA L</u> | 07 02393667 | 5101 KING CHARLES W | H | HP12 |
| <u>YOLLES MONTY N &</u> | 07 02446174 | 5102 KING CHARLES W | H | HP22 |
| <u>BERLIN LOUIS R</u> | 07 02393678 | 5103 KING CHARLES W | H | HP12 |
| <u>KRASNEY JEFFREY L</u> | 07 02446163 | 5104 KING CHARLES W | H | HP22 |
| <u>SALAMON JASON A &</u> | 07 02393680 | 5105 KING CHARLES W | H | HP12 |
| <u>CANTOR MICHAEL D</u> | 07 02446152 | 5106 KING CHARLES W | H | HP22 |
| <u>WIDOME JAN M</u> | 07 02393691 | 5107 KING CHARLES W | H | HP12 |
| <u>OYEWOLE OLUSOLA</u> | 07 02446141 | 5108 KING CHARLES W | H | HP22 |
| <u>THADANI ASHOK</u> | 07 02393703 | 5109 KING CHARLES W | H | HP12 |
| <u>LEE JEANNIE & C W</u> | 07 02446130 | 5110 KING CHARLES W | H | HP22 |
| <u>BRISKMAN PETER S</u> | 07 02393714 | 5111 KING CHARLES W | H | HP12 |
| <u>TEAGUE DAVID</u> | 07 02393725 | 5113 KING CHARLES W | H | HP12 |
| <u>RASKIN SHERYL A E</u> | 07 02393736 | 5115 KING CHARLES W | H | HP12 |
| <u>ROSEN LISA ANNE</u> | 07 02393747 | 5121 KING CHARLES W | H | HP12 |
| <u>ROBINSON SHARON</u> | 07 02393758 | 5123 KING CHARLES W | H | HP12 |
| <u>GOLDBERG PATRICIA</u> | 07 02393760 | 5125 KING CHARLES W | H | HP12 |
| <u>FOLEY JENNIFER J</u> | 07 02393771 | 5127 KING CHARLES W | H | HP12 |
| <u>THE GOVERNMENT OF</u> | 07 02393782 | 5129 KING CHARLES W | N | HP12 |
| <u>LIRIANO BELKYS</u> | 07 02393793 | 5133 KING CHARLES W | H | HP12 |
| <u>OCHSMAN JOANNE</u> | 07 02393805 | 5135 KING CHARLES W | H | HP22 |
| <u>CHEUNG CHUI W L</u> | 07 02393816 | 5137 KING CHARLES W | N | HP12 |
| <u>RUBEN SCOTT K & C</u> | 07 02393827 | 5139 KING CHARLES W | H | HP12 |

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 1765

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| | | | | |
|------------------------------|-------------|---------------------|---|------|
| <u>CHOWDHURY NURUL</u> | 07 02393838 | 5141 KING CHARLES W | H | HP12 |
| <u>LEACH PAMELA R Z</u> | 07 02393840 | 5143 KING CHARLES W | H | HP12 |
| <u>PENN DENNIS H</u> | 07 02432656 | 5147 KING CHARLES W | H | HP12 |
| <u>DELDUKE PHILIP C</u> | 07 02432667 | 5149 KING CHARLES W | H | HP12 |
| <u>GRIFFIS JEAN M ET</u> | 07 02432678 | 5151 KING CHARLES W | N | HP12 |
| <u>AUSTON DONNA M</u> | 07 02432680 | 5153 KING CHARLES W | H | HP12 |
| <u>STARR EVVA K & IR</u> | 07 02432691 | 5155 KING CHARLES W | H | HP12 |
| <u>GOLDBERG BRUCE N</u> | 07 02432703 | 5157 KING CHARLES W | H | HP13 |
| <u>NUNLIST RONALD K</u> | 07 02432714 | 5159 KING CHARLES W | N | HP13 |
| <u>SHAPIRO BRUCE H</u> | 07 02432725 | 5161 KING CHARLES W | H | HP13 |
| <u>WILNER BRUCE D &</u> | 07 02432736 | 5165 KING CHARLES W | H | HP13 |
| <u>HUANG MINCHI & R</u> | 07 02432747 | 5167 KING CHARLES W | H | HP13 |
| <u>GOLDBERG JONATHAN</u> | 07 02432758 | 5169 KING CHARLES W | H | HP13 |
| <u>KARUNARATRA B C E</u> | 07 02432760 | 5171 KING CHARLES W | H | HP13 |
| <u>COORDINATION COUN</u> | 07 02432771 | 5173 KING CHARLES W | N | HP13 |
| <u>ROSE MICHAEL T &</u> | 07 02432782 | 5175 KING CHARLES W | N | HP13 |
| <u>STADLER PETER & J</u> | 07 02432793 | 5177 KING CHARLES W | N | HP13 |
| <u>SOKOL LORRAINE L</u> | 07 02432805 | 5179 KING CHARLES W | H | HP13 |
| <u>BONEVAL HALUK & S</u> | 07 02283477 | 5201 KING CHARLES W | H | HP22 |
| <u>WONG MAY C TR</u> | 07 02283466 | 5203 KING CHARLES W | H | HP22 |
| <u>GRIFFITH RONALD W</u> | 07 02283455 | 5205 KING CHARLES W | H | HP22 |
| <u>PHILPOT FRANK A</u> | 07 02283433 | 5207 KING CHARLES W | H | HP22 |
| <u>GUTTMANN REUBEN A</u> | 07 02283444 | 5209 KING CHARLES W | H | HP22 |
| <u>SMITH CLAUDIA M</u> | 07 02283422 | 5211 KING CHARLES W | H | HP22 |
| <u>CHEPELINSKY ANA B</u> | 07 02283411 | 5213 KING CHARLES W | H | HP22 |
| <u>ONEIL WALTER R</u> | 07 02283397 | 5215 KING CHARLES W | H | HP22 |
| <u>KAUFMANN DEBRA J</u> | 07 02283400 | 5217 KING CHARLES W | H | HP22 |
| <u>SHIN YOUNG M</u> | 07 02283386 | 5219 KING CHARLES W | H | HP22 |
| <u>SOLOMON JUDITH T</u> | 07 02283375 | 5223 KING CHARLES W | H | HP22 |
| <u>LUBAR TODD D ET A</u> | 07 02283364 | 5225 KING CHARLES W | H | HP22 |
| <u>HSUEH VIVIEN C</u> | 07 02283353 | 5227 KING CHARLES W | N | HP22 |
| <u>GREENBERG JILL S</u> | 07 02283331 | 5229 KING CHARLES W | H | HP22 |
| <u>BRONDER DAVID M</u> | 07 02283342 | 5231 KING CHARLES W | H | HP22 |
| <u>KUPERMAN SHARAN J</u> | 07 02283320 | 5233 KING CHARLES W | H | HP22 |
| <u>LYMAN DOROTHY B</u> | 07 02283318 | 5235 KING CHARLES W | H | HP22 |
| <u>YUN JOON S & M U</u> | 07 02283295 | 5237 KING CHARLES W | H | HP22 |
| <u>MOORE KATHRYN M</u> | 07 02283307 | 5239 KING CHARLES W | H | HP22 |
| <u>SAPIR PHILIP & M</u> | 07 02283284 | 5241 KING CHARLES W | H | HP22 |
| <u>GOLDMAN RICHARD D</u> | 07 02445842 | 5300 KING CHARLES W | H | HP23 |
| <u>ANAUT ROBERTO J &</u> | 07 02445705 | 5301 KING CHARLES W | H | HP13 |
| <u>ZAVALA MARIA E</u> | 07 02445831 | 5302 KING CHARLES W | H | HP23 |
| <u>SABOL LOUISE A</u> | 07 02445716 | 5303 KING CHARLES W | H | HP13 |
| <u>GORDON STANLEY &</u> | 07 02445820 | 5304 KING CHARLES W | H | HP23 |
| <u>MAGRUDER VIRGINIA</u> | 07 02445727 | 5305 KING CHARLES W | H | HP13 |

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| | | | | |
|------------------------------|-------------|---------------------|---|------|
| <u>PARMLY MICHAEL E</u> | 07 02445818 | 5306 KING CHARLES W | H | HP23 |
| <u>MCCULLOUGH REBECC</u> | 07 02445738 | 5307 KING CHARLES W | H | HP13 |
| <u>RIDLEY PORTLAND</u> | 07 02445807 | 5308 KING CHARLES W | H | HP23 |
| <u>MANZOOR PERVAIZ</u> | 07 02445740 | 5309 KING CHARLES W | N | HP13 |
| <u>GUPTA PRAVEEN K &</u> | 07 02445795 | 5310 KING CHARLES W | N | HP23 |
| <u>BERGMAN ELIHU</u> | 07 02445751 | 5311 KING CHARLES W | H | HP13 |
| <u>TSENG SHENSHO & W</u> | 07 02445784 | 5312 KING CHARLES W | N | HP23 |
| <u>SILVA GUSTAVO A &</u> | 07 02445762 | 5313 KING CHARLES W | H | HP13 |
| <u>WALL HELEN G</u> | 07 02445773 | 5314 KING CHARLES W | H | HP23 |
| <u>TORRES ROSA &</u> | 07 02445988 | 5317 KING CHARLES W | H | HP13 |
| <u>KENTON THOMAS O</u> | 07 02446117 | 5318 KING CHARLES W | H | HP23 |
| <u>DA ROCHA SONIA C</u> | 07 02445990 | 5319 KING CHARLES W | H | HP13 |
| <u>STERN BRUCE L & N</u> | 07 02446106 | 5320 KING CHARLES W | H | HP23 |
| <u>WU MARIETTA H &</u> | 07 02446004 | 5321 KING CHARLES W | N | HP13 |

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|------------------------------|-------------|---------------------|---------|------------|
| <u>HUGHES FRANK A &</u> | 07 02446094 | 5322 KING CHARLES W | H | HP23 |
| <u>SHARKEY MARIJON</u> | 07 02446015 | 5323 KING CHARLES W | H | HP23 |
| <u>STADLER PETER & J</u> | 07 02446083 | 5324 KING CHARLES W | N | HP23 |
| <u>LEE YOUNG H</u> | 07 02446026 | 5325 KING CHARLES W | H | HP23 |
| <u>GORODETZKY MARK S</u> | 07 02446072 | 5326 KING CHARLES W | H | HP23 |
| <u>MARGOLIS ADAM E</u> | 07 02446037 | 5327 KING CHARLES W | H | HP23 |
| <u>GRETSCHEL MARY M</u> | 07 02446061 | 5328 KING CHARLES W | H | HP23 |
| <u>LI WEN &</u> | 07 02446048 | 5329 KING CHARLES W | H | HP23 |
| <u>WANG PAUL W TR</u> | 07 02446050 | 5330 KING CHARLES W | H | HP23 |
| <u>JAN ROLY R</u> | 07 02445864 | 5333 KING CHARLES W | H | HP22 |
| <u>MELE CHRISTOPHER</u> | 07 02445875 | 5335 KING CHARLES W | H | HP22 |
| <u>LAWRENCE SIDNEY &</u> | 07 02445886 | 5337 KING CHARLES W | H | HP22 |
| <u>MONSANTO LISA M C</u> | 07 02445897 | 5339 KING CHARLES W | H | HP22 |
| <u>BRADBY HELEN K</u> | 07 02445900 | 5341 KING CHARLES W | H | HP22 |
| <u>COORDINATION COUN</u> | 07 02445911 | 5345 KING CHARLES W | N | HP22 |
| <u>GARCIA RAMBENWAL</u> | 07 02445922 | 5347 KING CHARLES W | H | HP22 |
| <u>EYZAGUIRRE VICTOR</u> | 07 02445933 | 5349 KING CHARLES W | H | HP22 |
| <u>APPLETON C J 3RD</u> | 07 02445944 | 5351 KING CHARLES W | H | HP22 |
| <u>OHARE GEORGE J &</u> | 07 02445955 | 5353 KING CHARLES W | H | HP22 |

Previous

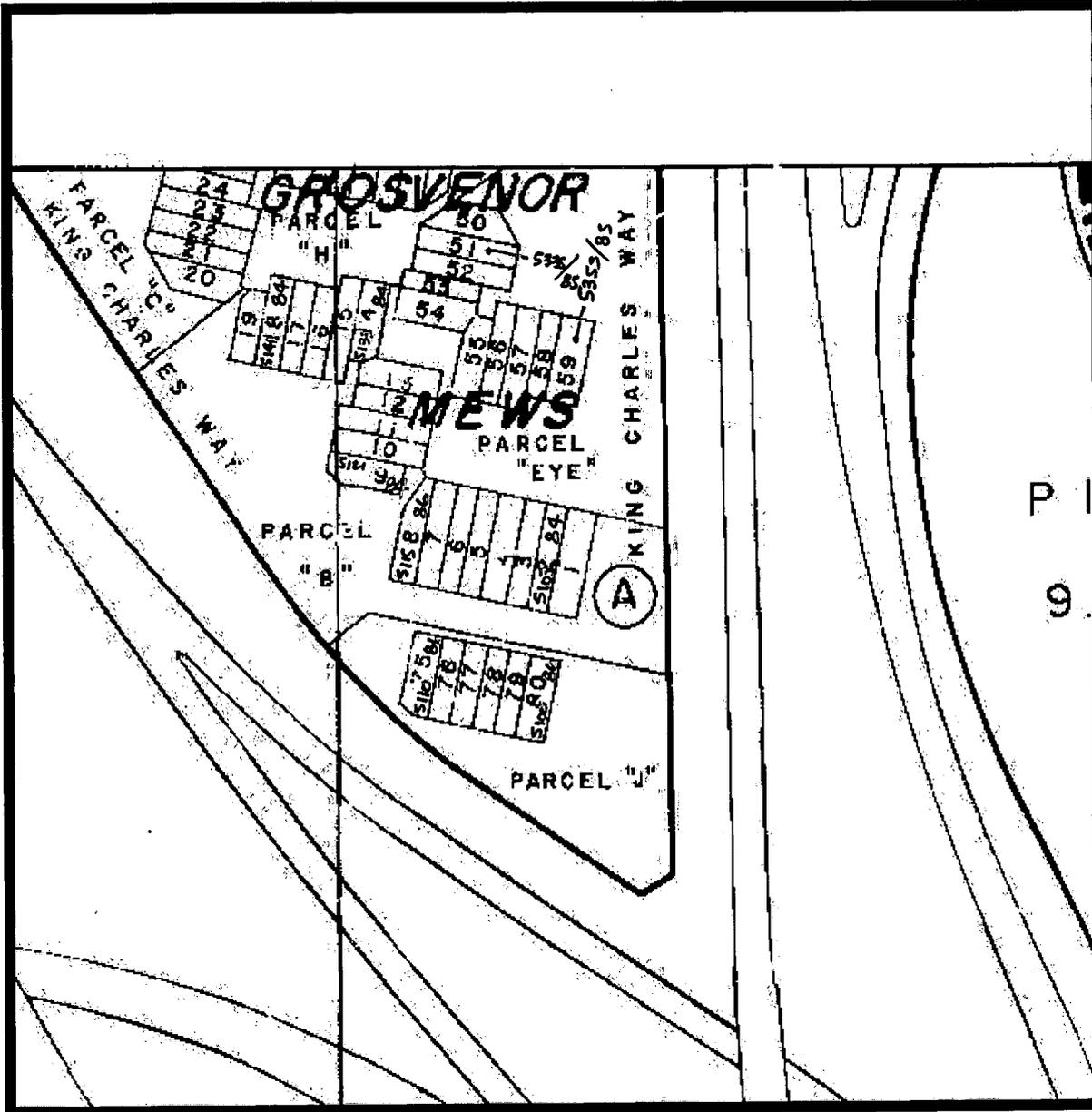
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|---|---|---|

Account Identifier: District - 07 Account Number - 02446185

Owner Information

| | | | |
|-------------------------|---|-----------------------------|----------------------|
| Owner Name: | SCHIMMEL, CHRISTOPHER A ET AL | Use: | RESIDENTIAL |
| | | Principal Residence: | YES |
| Mailing Address: | 5100 KING CHARLES WAY BETHESDA MD 20814-2138 | Deed Reference: | 1) /17310/ 218 2) |

Location & Structure Information

| | | |
|---|-----------------------|--|
| Premises Address 5100 KING CHARLES WAY BETHESDA 20814-2138 | Zoning RT12 | Legal Description GROSVENOR MEWS |
|---|-----------------------|--|

| Map | Grid | Parcel | Subdivision | Section | Block | Lot | Group | Plat No: |
|------|------|--------|-------------|---------|-------|-----|-------|-----------|
| HP22 | | | 185 | | A | 80 | 80 | Plat Ref: |

| Special Tax Areas | Town Ad Valorem Tax Class |
|-------------------|---------------------------|
| | 38 |

| Primary Structure Built | Enclosed Area | Property Land Area | County Use |
|-------------------------|---------------|--------------------|------------|
| 1986 | 1,326 SF | 1,674.00 SF | 116 |

| Stories | Basement | Type | Exterior |
|---------|----------|----------|----------|
| 2 | YES | END UNIT | BRICK |

Value Information

| | Base Value | Value As Of | Phase-in Assessments | |
|--------------------|----------------|----------------|----------------------|----------------|
| | | | As Of | As Of |
| Land: | 85,000 | 01/01/2001 | 07/01/2001 | 07/01/2002 |
| Improvements: | 109,150 | 127,450 | | |
| Total: | 194,150 | 212,450 | 200,250 | 206,350 |
| Preferential Land: | 0 | 0 | 0 | 0 |

Transfer Information

| | | |
|-------------------------------------|---------------------------|-------------------------|
| Seller: GROSS, LYDIA R ET AL | Date: 07/20/1999 | Price: \$207,800 |
| Type: IMPROVED ARMS-LENGTH | Deed1: /13353/ 215 | Deed2: |
| Seller: LYDIA R GROSS | Date: 04/18/1995 | Price: \$0 |
| Type: NOT ARMS-LENGTH | Deed1: / 7232/ 47 | Deed2: |
| Seller: | Date: 08/01/1986 | Price: \$143,000 |
| Type: IMPROVED ARMS-LENGTH | Deed1: | Deed2: |

Exemption Information

| Partial Exempt Assessments | Code | 07/01/2001 | 07/01/2002 |
|----------------------------|------|------------|------------|
| County | 000 | 0 | 0 |
| State | 000 | 0 | 0 |
| Municipal | 000 | 0 | 0 |

Tax Exempt: NO
Exempt Class:

Special Tax Recapture:

* NONE *

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Account Identifier: District - 07 Account Number - 02393678

Owner Information

Owner Name: BERLIN, LOUIS R Use: RESIDENTIAL
 Principal Residence: YES
 Mailing Address: 5103 KING CHARLES WAY Deed Reference: 1) / 6812/ 453
 BETHESDA MD 20814 2)

Location & Structure Information

Premises Address: 5103 KING CHARLES WAY Zoning: RT12 Legal Description: GROSVENOR MEWS
 BETHESDA 20814

| Map | Grid | Parcel | Subdivision | Section | Block | Lot | Group | Plat No: |
|-------------------------|----------|--------|---------------------------|---------------|-------|--------------------|-------|------------|
| HP12 | | | 185 | | A | 2 | 80 | Plat Ref: |
| Special Tax Areas | | | Town Ad Valorem Tax Class | | | | | |
| Primary Structure Built | | | 38 | Enclosed Area | | Property Land Area | | County Use |
| 1984 | | | | 1,296 SF | | 1,608.00 SF | | 116 |
| Stories | Basement | | Type | | | Exterior | | |
| 2 | YES | | CENTER UNIT | | | BRICK | | |

Value Information

| | Base Value | Value As Of | Phase-in Assessments | |
|--------------------|------------|-------------|----------------------|------------|
| | | | As Of | As Of |
| Land: | 85,000 | 01/01/2001 | 85,000 | 07/01/2002 |
| Improvements: | 102,540 | 01/01/2001 | 124,980 | 07/01/2002 |
| Total: | 187,540 | 01/01/2001 | 209,980 | 07/01/2002 |
| Preferential Land: | 0 | 01/01/2001 | 0 | 07/01/2002 |

Transfer Information

Seller: Date: Price:
 Type: Deed1: Deed2:
 Seller: Date: Price:
 Type: Deed1: Deed2:
 Seller: Date: Price:
 Type: Deed1: Deed2:

Exemption Information

| Partial Exempt Assessments | Code | 07/01/2001 | 07/01/2002 |
|----------------------------|------|------------|------------|
| County | 000 | 0 | 0 |
| State | 000 | 0 | 0 |
| Municipal | 000 | 0 | 0 |

Tax Exempt: NO
 Exempt Class:

Special Tax Recapture:

* NONE *



**Maryland Department of Transportation
State Highway Administration**

17
Parris N. Glendening
Governor

John D. Porcari
Secretary

Parker F. Williams
Administrator

April 10, 2002

Mr. Ernest A. Arizzi
6 Chautaugua Road
Arnold MD 21012-2511

Dear Mr. Arizzi:

This letter is a follow-up for your recent e-mail message to the State Highway Administration's (SHA) Administrator's Office regarding highway noise abatement near your home in the Winchester Estates community along northbound MD 2 (Governor Ritchie Highway) north of the US 50/US 301/MD 2 interchange in Anne Arundel County. I appreciate the opportunity to respond to your inquiry.

The State Highway Administration (SHA) considers the need for sound barriers in two circumstances, designated "Type I" and "Type II." In "Type I" situations, barriers are considered when a new highway is being built or an existing highway is being expanded. SHA performs an environmental analysis to determine if future noise levels will equal or exceed the impact threshold of 66 decibels and will increase by at least three decibels over the condition of *not* improving the highway, and, if so, whether those noise levels can be reduced for a reasonable cost. Affected homes must predate the approval of the highway improvements. The basis for the requirement of a minimum of a three decibel change is that the human ear can only begin to discern sound level changes between three and five decibels.

When a highway already exists and is *not* being expanded—so that Type I criteria do not apply—a community that predates the original highway may be considered for a "Type II," or "retrofit," barrier. The intent of the Type II program is to address areas of noise impact along highways that were built before environmental analyses became a part of the highway development process and is a fully controlled-access highway where access is by interchange rather than at-grade intersections. All of the following technical criteria must be met for a barrier to be approved: the majority of homes must predate the highway; existing noise levels must equal or exceed the 66 decibel impact threshold; and we must be able to build an effective barrier for \$50,000 or less per benefited home. If these criteria are met, the County in which the community is located must have an ordinance that addresses the impact of noise on new residential development, and the County must agree to fund 20 percent of the barrier cost. MD 2 (Governor Ritchie Highway) is not a fully controlled-access highway and, therefore, is not eligible for the State's Type II program. Enclosed, for your information, is a copy of our brochure, *Community Resource Guide On Sound Barriers*, that outlines the State's Sound Barrier Policy.

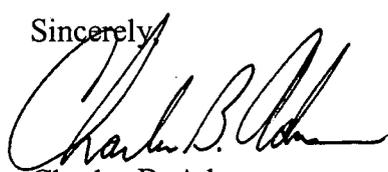
My telephone number is _____

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. Ernest A. Arizzi
Page Two

Thank you for your e-mail inquiry and interest in the State's Sound Barrier Program. I regret that I cannot provide a positive response. If you have additional questions or concerns, please do not hesitate to contact Mr. James Hade, our Noise Abatement Team Leader, at 410-545-8599 or 1-800-446-5962 or, by e-mail, at jhade@sha.state.md.us. He will be happy to assist you.

Sincerely,

Charles B. Adams
Director
Office of Environmental Design

Enclosure

- cc: The Honorable John C. Astle, Member, Senate of Maryland
- The Honorable Michael E. Busch, Member, Maryland House of Delegates
- The Honorable Virginia P. Clagett, Member, Maryland House of Delegates
- The Honorable C. Richard D'Amato, Member, Maryland House of Delegates
- James D. Hade, RLA, Noise Abatement Team Leader, State Highway Administration
- The Honorable Cathleen M. Vitale, Member, Anne Arundel County Council
- Mr. Greg Welker, District Engineer, State Highway Administration
- Mr. Parker F. Williams, Administrator, State Highway Administration

Mr. Ernest A. Arizzi
Page Three

bcc: Ms. Nanette M. Schieke, State Legislative Officer, Maryland Department of
Transportation
Mr. T.E. Severe, Noise Abatement Team, State Highway Administration

Serial #: None

OED Serial#: None

Noise Customer #: 2564

Responding to letter dated: Follow-up to 03-21-2002 e-mail message from Mr. Arizzi to SHA Administrator's office requesting noise abatement help from the State; e-mail message forwarded to OED/NAT 03-26-2002 by Mr. Chris Diaczok for Noise Abatement Team response
Saved: 03/27/02 10:14 AM by: T.E. Severe
N:\OED\NOISE\CORRESP\2002\ARIZZI01.doc

Enclosure:

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

20

From: JIM HADE
To: MATTHEW MANN; TED SEVERE
Date: 3/27/02 7:59AM
Subject: Re: Noise Barriers

Gentlemen:

Please develop a response to this inquiry that was received by FHWA and forwarded to Parker and Charlie.

Thanks
Jim

>>> SHA Administrator 03/26/02 05:18PM >>>
Dear Mr. Arizzi:

Thank you for your email. I have forwarded your inquiry to Mr. Charles Adams, of our Office of Environmental Design. He will have the appropriate person respond to you directly.

Thank you again,

Chris Diaczok

>>> "Ernest A. Arizzi" <earizzi@comcast.net> 03/21/02 06:24PM >>>
To Whom it May Concern:

I am a home owner and my property fronts Route 2 - Ritchie Hwy. I am beginning inquiries regarding noise abatement help from the state in the form of a noise barrier or a noise screen. I need direction in who to contact or if any programs exist for residential noise complaints.

Thank you,

Ernest A. Arizzi
6 Chautaugua Rd.
Arnold, MD. 21012
HM: 410-349-3913
CP: 410-570-0428

→ PHONE LISTED: "ALASKA JONES" — Same address

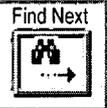
Customer Info. View for 2001

Wednesday, March 27, 2002 09:33 AM

TSevere

21

| | | | | | | |
|---------|-----------------|------------|---------------------|------------|----------------------|-------------------------------------|
| ID # | MAP | DATE | Letter or Phone onl | LAST NAME | FIRST NAME | Active? |
| 2564 | | 03/27/2002 | E-mail | ARIZZI | Mr. Ernest A. | <input checked="" type="checkbox"/> |
| STREET# | STREET NAME | COUNTY | CITY (Post office | ZIPCODE | Representative statu | |
| 6 | Chautaugua Road | AA | Arnold | 21012-2511 | private | |



Elected Official whom has communicated directly to us on this custome

| | | | |
|--------------|--------------|--------------------|--------------------|
| DAY PHONE | HOME PHONE | E-Mail address | COMMUNITY |
| 410-570-0428 | 410-349-3913 | earizzi@comcast.ne | Winchester Estates |

Logical Project Limits | ROADWAY: MD 2 | BarrierName

NB MD above Baltimore-Annapolis Boulevard

| | | |
|--|---|-----------------------|
| RESPONSE | INQUIRY | 2nd Contact |
| MD 2 not fully controlled-access hwy - comm not eligible for Type II barrier | Highway noisy - wants State help in form of noise barrier or noise screen | |
| | Last Contact | Researcher |
| | 03/27/2002 | |
| | Primary SHA Contact | Construction Projects |
| | None | |

| | | |
|--------------|-------|--------------------|
| FILE LOCATIO | OTHER | Current committmen |
| | | |

| | | | |
|-------------------------------------|-------------------------|--------------------|-----------------------|
| Do we owe a letter? | Letter Commit due date: | Letter signed date | Reason Letter is Late |
| <input checked="" type="checkbox"/> | 04/10/2002 | | n/a |

LAST action |

3-27-02 Mr. Arizzi's e-mail inquiry forwarded to OED/NAT from SHA Admin Office - Mr. Arizzi also contacted FHWA (Mr. Max Azizi)



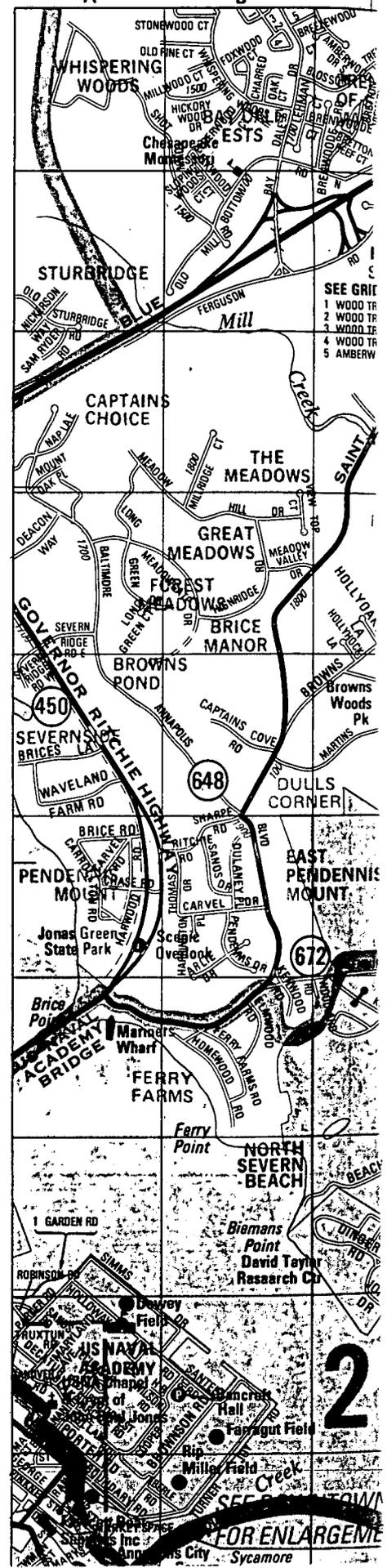
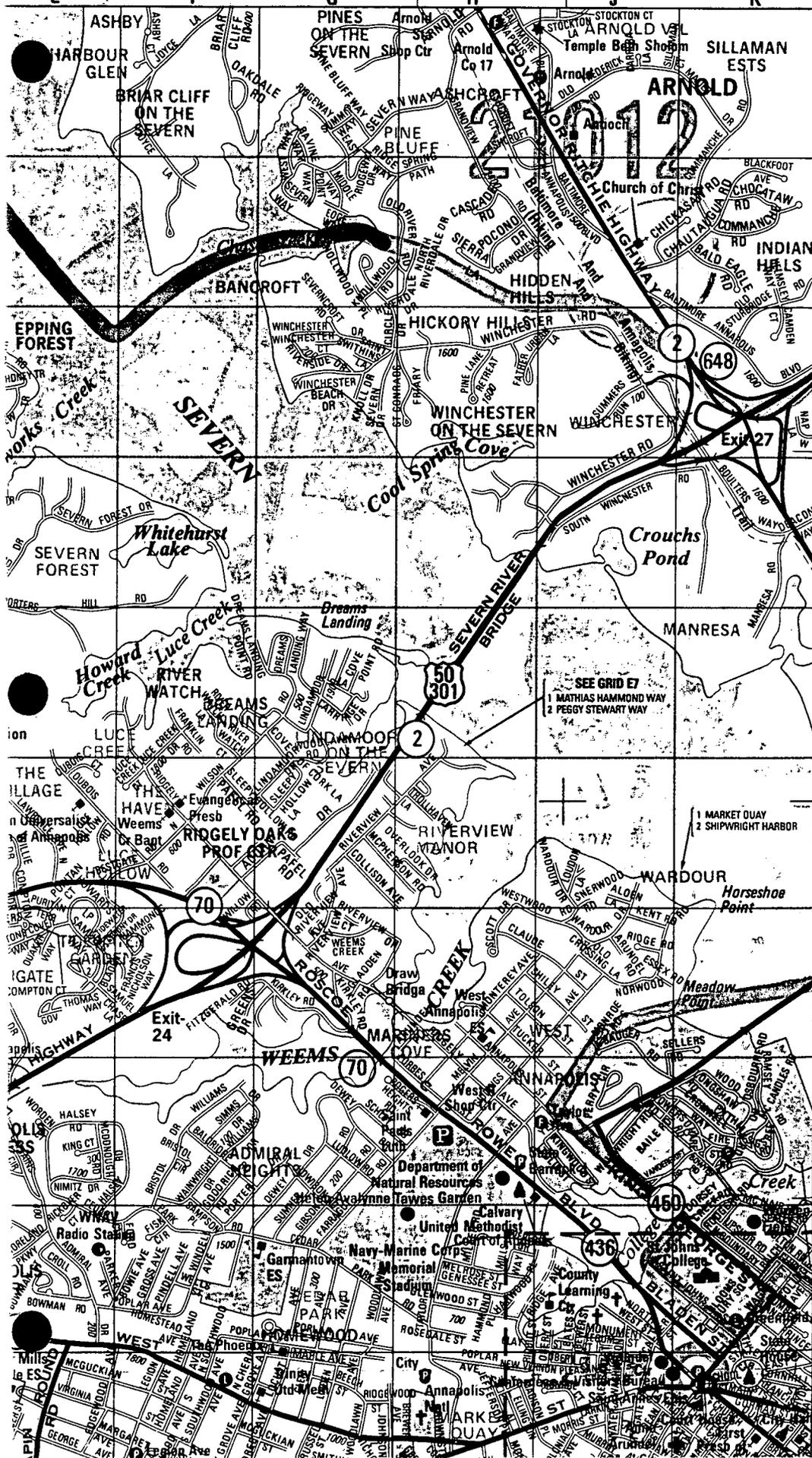
Comments: This field can not be sorted or searched.: | OPPE or Hwy rep.current type 1 inf |

03-2002 EO's Dist. 30 Sen. John C. Astle; Dels. Michael E. Busch; Virginia P. Clagett; C. Richard D'Amato; AA Cncl Cathleen M. Vitale

Comment Journal, and letter hyperlinks | \\shadgn\vol1\user\oed\Noise\Dbase\Customer_notes\

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 2 WOOD TR
 3 WOOD TR
 4 WOOD TR
 5 AMBERW

SEE GRID E7
 1 MATHIAS HAMMOND WAY
 2 PEGGY STEWART WAY

1 MARKET QUAY
 2 SHIPWRIGHT HARBOR

SEE GRID
 1 GARDEN RD

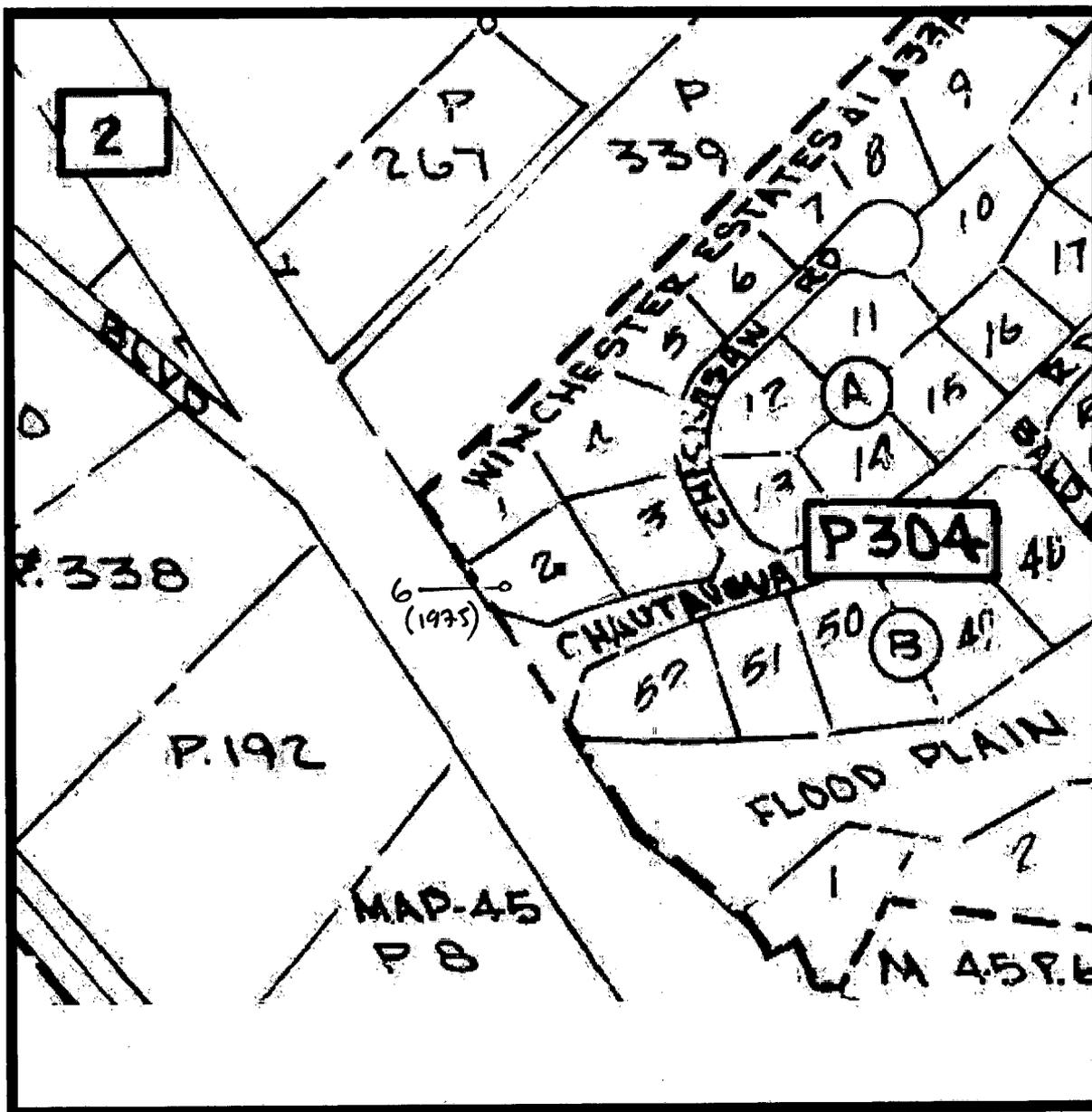
FOR ENLARGEMENT
 Sycamore



Maryland Department of Assessments and Taxation
ANNE ARUNDEL COUNTY
Real Property Data Search

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District - 03 Subdistrict - 912 Account Number - 32070011



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- [Lat / Long](#)
- [Road Atlas Key](#)
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Location:

6 Chautaugua Rd
 Arnold, MD
 21012-2511, US

STREET MAP
AERIAL PHOTO

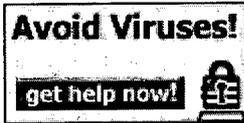
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E-MAIL/AERIAL PHOTO

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Map Legend

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ARNOLD, MD 21012
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**Maryland Department of Transportation
State Highway Administration**

17
Parris N. Glendening
Governor

John D. Porcari
Secretary

Parker F. Williams
Administrator

June 26, 2002

Mr. John N. Armetta
8703B Fowler Avenue
Parkville MD 21234-4230

Dear Mr. Armetta:

This letter is a follow-up to your recent letter to Senator John R. Schneider regarding the sound barrier for the Ridge Grove community adjacent to the inner loop of I-695 from Harford Road to beyond Putty Hill Avenue in Baltimore County. I appreciate the opportunity to provide the following information.

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

The State Highway Administration has evaluated the Ridge Grove community for eligibility under our Type II sound barrier program. This evaluation determined that the Ridge Grove area met all of the requirements for a sound barrier. Additionally, Baltimore County has agreed to fund 20 percent of the barrier cost. We are just in the beginning stages of design for the project. The goal for the project will be to reduce highway traffic noise for all of the impacted preexisting homes in the community. When the initial analysis was conducted in 1999, we took measurements at your father's home, which you indicated predated the highway, and did not show that noise levels exceeded the impact threshold at that location. Additional noise level measurements will be taken as a part of the design for the project to determine if conditions have changed in the interim. These measurements have not yet been taken. After the preliminary sound barrier design has been developed, SHA will conduct an informational meeting for all impacted and benefited property owners to present the design and respond to questions. We anticipate being able to conduct the community meeting after the first of next year.

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. John N. Armetta
Page Two

Thank you for your interest in the State's Sound Barrier Program. If you have additional questions or concerns, please do not hesitate to contact Mr. James Hade, our Noise Abatement Team Leader, at 410-545-8599 or 1-800-446-5962 or, by e-mail, at jhade@sha.state.md.us. He will be happy to assist you.

Sincerely,



Charles B. Adams
Director
Office of Environmental Design

- cc: The Honorable Joseph Bartenfelder, Member, Baltimore County Council
- James D. Hade, RLA, Noise Abatement Team Leader, Office of Environmental Design
State Highway Administration
- The Honorable Katherine Klausmeier, Member, Maryland House of Delegates
- Mr. David J. Malkowski, District Engineer, State Highway Administration
- The Honorable James F. Ports, Jr., Member, Maryland House of Delegates
- The Honorable Alfred W. Redmer, Jr., Member, Maryland House of Delegates
- The Honorable John R. Schneider, Member, Senate of Maryland

Mr. John N. Armetta
Page Three

bcc: Mr. Allen Jacobs, Project Manager, Noise Abatement Team, Office of Environmental Design, State Highway Administration
Ms. Nicole Ross, Special Assistant to the Director, Office of Environmental Design, State Highway Administration
Ms. Nanette M. Schieke, State Legislative Officer, Maryland Department of Transportation
Mr. T.E. Severe, Noise Abatement Team, State Highway Administration

Serial #: None

OED Serial#: None

Noise Customer #: 2143

Responding to letter dated: Follow-up to 06-12-2002 letter from Mr. Armetta to Sen. John R. Schneider (Mr. Jim Hade cc'd on this letter) regarding the sound barrier for Ridge Grove community; Mr. Armetta wants the senator to intervene on Mr. Armetta's behalf so that the proposed sound barrier will protect Mr. Armetta's home on Fowler Avenue (noise level measurements used to design the sound barrier have not yet, as of 06-17-2002, been taken; therefore, the exact endpoint of the proposed sound barrier will not be known until a design has been created; community meeting to present the barrier most likely to occur after first of year (2003))

Saved: 06/17/02 4:05 PM by: T.E. Severe

N:\OED\NOISE\CORRESP\2002\ARMETTAJN01.doc

John N. Armetta
8703 Fowler Avenue
Baltimore, MD 21234

June 12, 2002

Senator John Schneider
Miller Senate Office Building
3 East 11 Bladen Street
Annapolis, MD 21401

RE: Request for Minor Extension of
Beltway Noise Abatement Wall

Dear Senator Schneider:

Reference is made to my telephone conversation of today, June 12, with Paula Martin, Administrative Assistant to former Senator Bromwell, who referred my concerns to your office for assistance. In addition I make reference to my continuous conversations with Councilman Bartenfelder's office regarding this matter. They have expressed a keen interest and that office has also referred me to you for assistance.

By way of introduction my name is John Armetta. I reside at 8703 Fowler Avenue, Parkville, Maryland 21234 where I have been a resident most of my life. My home stands directly behind the Baltimore Beltway. The parcel of land where I live is to receive a noise abatement wall; however, according to officials of the Maryland Highway Administration the noise abatement wall will end just short of my house, thus, providing no noise protection against the horrendously loud and continuous traffic sounds of the Beltway. I personally have spoken to Jim Hade of the State Highway Administration who informed me this project was to end short of protecting my home and they had no interest in extending the noise abatement wall past my property to protect my family.

I request that your office intervene on my behalf and instruct that the State Highway Administration reconsider and extend the noise abatement wall past my property to protect my family.

Please feel free to contact me at anytime regarding this matter. I can be reached at 410-882-0333 (home) or 410-960-5397 (work). Thank you for your attention to this extremely important matter.

Very truly yours,



John Armetta

cc: Councilman Joseph Bartenfelder
Kathy Klausmeyer
Ruth Baisden
Jim Hade

Customer Info. View for 2001

Monday, June 17, 2002 02:59 PM

TSevere

| | | | | | | |
|---|-------------------------|--|--|-------------|----------------------|-------------------------------------|
| ID # | MAP | DATE | Letter or Phone onl | LAST NAME | FIRST NAME | Active? |
| 2143 | | 04/05/2000 | PHONE | ARMETTA | Mr. John | <input checked="" type="checkbox"/> |
| STREET#: | STREET NAME | COUNTY | CITY (Post office) | ZIPCODE | Representative statu | |
| 8703B | Fowler Avenue | BA | Parkville | 21234-4230 | private | |
| Elected Official whom has communicated directly to us on this custome | | | | | | |
| DAY PHONE | HOME PHONE | E-Mail address | COMMUNITY | | | |
| | 410-822-0333 | | Ridge Grove | | | |
| Logical Project Limits | ROADWAY: | I-695 | BarrierName | | | |
| inner loop I-495 from Harford Rd to east of Putty Hill Ave | | | | | | |
| RESPONSE | INQUIRY | | | 2nd Contact | | |
| Will invite to community meeting to show results | | | wants barrier extended | | | |
| | | | Last Contact | Researcher: | Primary SHA Contact | Construction Projects |
| | | | 06/12/2002 | | Jim | |
| FILE LOCATIO | OTHER | Current committmen | | | | |
| | | to invite to meeting, to show terminus justification | | | | |
| Do we owe a letter? | Letter Commit due date: | 04/06/2001 | | | | |
| <input checked="" type="checkbox"/> | Letter signed date | | Reason Letter is Late | n/a | | |
| LAST action | | | | | | |
| 6/12/02: citizen called Jim and requested extension of barrier Surveyor showed wall terminus. 04-18-02 Mr. Armetta called; spoke w/Ted Severe; would like to know status of project & how will the barrier go; will it include his home? | | | | | | |
| Comments: This field can not be sorted or searched.: OPPE or Hwy rep.current type 1 inf | | | | | | |
| 03/2001 EO's Dist. 8 Sen. Thomas L. Bromwell; Dels. Katherine Klausmeier, James F. Ports, Jr.; Alfred W. Redmer, Jr.; BA Cnclmn Joseph Bartenfelder | | | | | | |
| Comment Journal, and letter hyperlinks | | | \\shadgn\vol1\user\oed\Noise\Dbase\Customer_notes\ | | | |
| Consultant Fir | | | 1-888-375-1975 outside MD | | | |



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|---|---|---|

STR

Account Identifier: District - 14 Account Number - 2200008583

Owner Information

| | | | |
|-------------------------|---|-----------------------------|----------------------|
| Owner Name: | ARMETTA JOHN N ARMETTA CLARA M | Use: | RESIDENTIAL |
| Mailing Address: | 8703B FOWLER AVE BALTIMORE MD 21234-4230 | Principal Residence: | YES |
| | | Deed Reference: | 1) / 9734/ 489 2) |

Location & Structure Information

| | | |
|--|---------------|--|
| Premises Address 8703 B FOWLER AVE | Zoning | Legal Description .799 AC 8703B FOWLER AV ES ARMETTA |
|--|---------------|--|

| Map | Grid | Parcel | Subdivision | Section | Block | Lot | Group | Plat No: | Plat Ref: |
|-----|------|--------|-------------|---------|-------|-----|-------|----------|-----------|
| 81 | 4 | 143 | | | | 5 | 82 | | 63/ 86 |

| | | |
|--------------------------|----------------------------------|--|
| Special Tax Areas | Town Ad Valorem Tax Class | |
|--------------------------|----------------------------------|--|

| | | | |
|--|----------------------------------|---|-------------------------|
| Primary Structure Built 1983 | Enclosed Area 1,320 SF | Property Land Area 34,804.00 SF | County Use 04 |
|--|----------------------------------|---|-------------------------|

| | | | |
|---------------------|------------------------|------------------------------|----------------------------------|
| Stories 1 | Basement YES | Type STANDARD UNIT | Exterior Siding SIDING |
|---------------------|------------------------|------------------------------|----------------------------------|

Value Information

| | Base Value | Phase-in Assessments | | |
|--------------------|----------------|----------------------|----------------|----------------|
| | | Value As Of | As Of | As Of |
| | | 01/01/2000 | 07/01/2001 | 07/01/2002 |
| Land: | 35,950 | 35,950 | | |
| Improvements: | 118,240 | 116,240 | | |
| Total: | 154,190 | 152,190 | 152,190 | 152,190 |
| Preferential Land: | 0 | 0 | 0 | 0 |

Transfer Information

| | | |
|---------------------------------------|---------------------------|-------------------|
| Seller: ARMETTA JOHN N | Date: 04/29/1993 | Price: \$1 |
| Type: NOT ARMS-LENGTH | Deed1: / 9734/ 489 | Deed2: |
| Seller: ARMETTA JOSEPH VINCENT | Date: 12/18/1992 | Price: \$0 |
| Type: NOT ARMS-LENGTH | Deed1: / 9516/ 199 | Deed2: |
| Seller: | Date: | Price: |
| Type: | Deed1: | Deed2: |

Exemption Information

| | | | |
|-----------------------------------|--------------|------------|------------|
| Partial Exempt Assessments | Class | 07/01/2001 | 07/01/2002 |
| County | 000 | 0 | 0 |
| State | 000 | 0 | 0 |
| Municipal | 000 | 0 | 0 |

Tax Exempt: NO
Exempt Class:

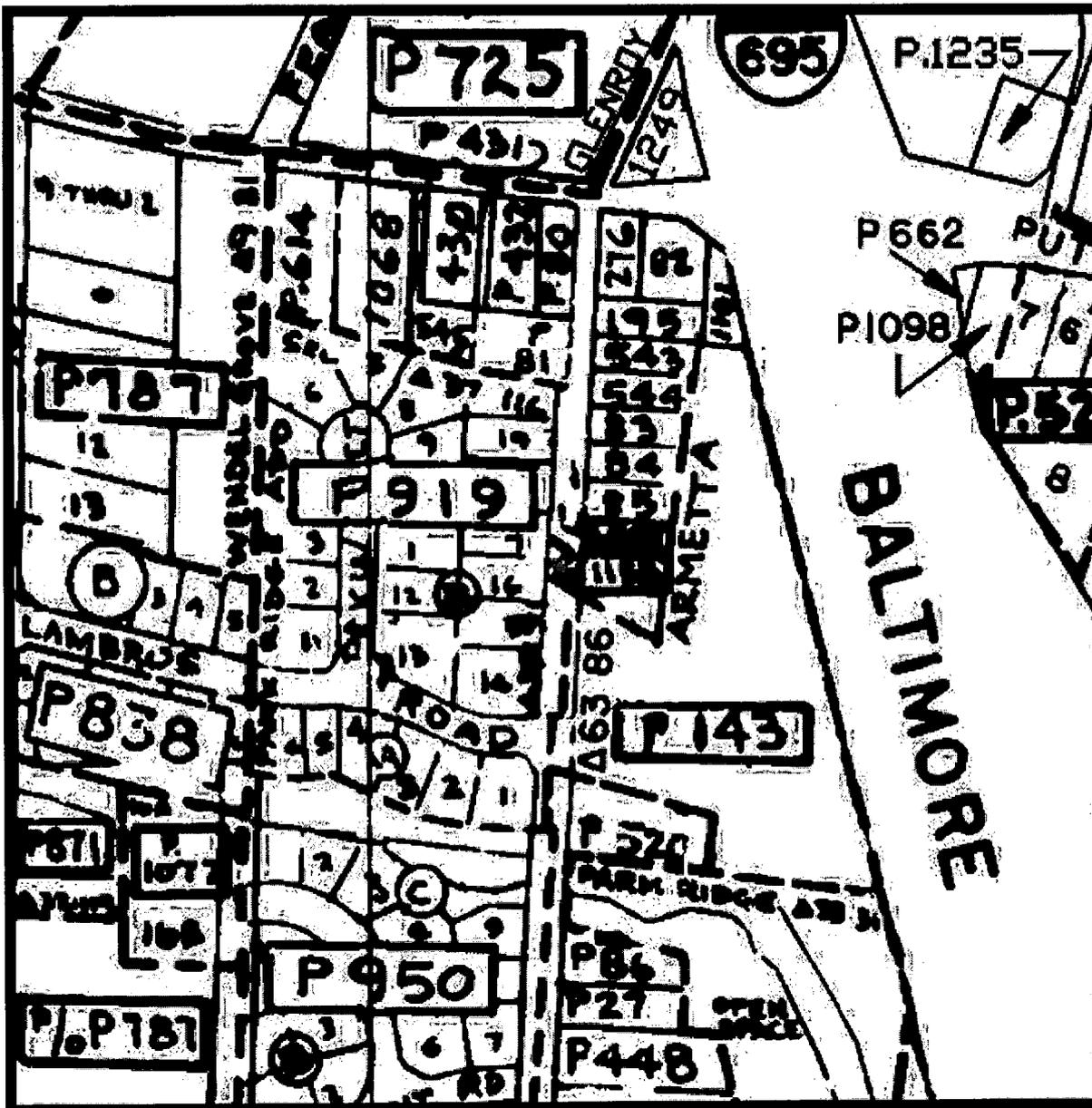
Special Tax Recapture:
HOMEOWNERS TAX CREDIT



Maryland Department of Assessments and Taxation
BALTIMORE COUNTY
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District - 14 Account Number - 2200008583



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34

B



**Maryland Department of Transportation
State Highway Administration**

35
Parris N. Glendening
Governor
John D. Porcari
Secretary
Parker F. Williams
Administrator

January 10, 2002

Dr. Bozena D. Baden
6800 Friendship Court
Clinton MD 20735-2117

Dear Doctor Baden:

This letter is a follow-up to your recent telephone conversation with Mr. James Hade, our Noise Abatement Team Leader, regarding a sound barrier along northbound MD 5 near Friendship Court in Prince George's County. I appreciate the opportunity to respond to your inquiry.

The State Highway Administration (SHA) considers the need for sound barriers in two circumstances, designated "Type I" and "Type II." In "Type I" situations, barriers are considered when a new highway is being built or an existing highway is being expanded. When a highway already exists and is *not* being expanded—so that Type I criteria do not apply—a community that predates the original highway may be considered for a "Type II," or "retrofit," barrier. The intent of the Type II program is to address areas of noise impact along highways that were built before environmental analyses became a part of the highway development process and are full controlled access highways where access to the highway is by interchange rather than at-grade intersections. MD 5, as a system, is not a fully controlled-access highway and, therefore, we are unable to consider a sound barrier along northbound MD 5 near Friendship Court.

Thank you for your telephone call and continuing interest in the State's Sound Barrier Program. I regret that I cannot provide a positive response. If you have additional questions or concerns, please do not hesitate to contact Mr. Hade at 410-545-8599 or 1-8000-446-5962 or, by e-mail, at jhade@sha.state.md.us. He will be happy to assist you.

Sincerely,

Charles B. Adams
Director
Office of Environmental Design

- cc: The Honorable Thomas V. Mike Miller, Member, Senate of Maryland
The Honorable James E. Proctor, Jr., Member, Maryland House of Delegates
The Honorable Joseph F. Vallario, Jr., Member, Maryland House of Delegates
The Honorable M.H. Jim Estep, Member, Prince George's County Council
James D. Hade, RLA, Noise Abatement Team Leader, State Highway Administration
Mr. Charlie K. Watkins, District Engineer, State Highway Administration

My telephone number is _____

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

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

Dr. Bozena D. Baden
Page Two

bcc: Ms. Nanette M. Schieke, State Legislative Officer, Maryland Department of
Transportation
Mr. T.E. Severe, Noise Abatement Team, State Highway Administration

Serial #: None

OED Serial#: None

Noise Customer #: 2396

Responding to letter dated: Follow-up to 01-08-2002 telephone conversation between Dr. Baden and
Mr. James Hade

Saved: 01/08/02 3:04 PM by: T.E. Severe

N:\OED\NOISE\CORRESP\2002\BADENBD01.doc

37

From: JIM HADE
To: TED SEVERE
Date: 1/8/02 12:46PM
Subject: Letter to Dr. Baden

Ted:

Please prepare a letter to Dr. Baden based upon the last letter to Estep indicating MD 5 is not full control of access.

Thanks
Jim

Customer Info. View for 2001

Tuesday, January 08, 2002 12:49 PM

TSevere

38

| | | | | | | |
|---|---|---|--|------------------------|----------------------|-------------------------------------|
| ID # | MAP | DATE | Letter or Phone onl | LAST NAME | FIRST NAME | Active? |
| 2396 | | 05/07/2001 | Phone | BADEN | Dr. Bozena D. | <input checked="" type="checkbox"/> |
| STREET# | STREET NAME | COUNTY | CITY (Post office) | ZIPCODE | Representative statu | |
| 6800 | Friendship Court | PG | Clinton | 20735-2117 | private | |
| Elected Official whom has communicated directly to us on this custome | | | | | | Find Next |
| DAY PHONE | HOME PHONE | E-Mail address | COMMUNITY | | | |
| | 301-856-2619 | | Friendship Court | | | |
| Logical Project Limits | ROADWAY: MD 5 | BarrierName | | | | |
| NB MD 5 just south of MD 5 and Malcom Road intersection | | | | | | |
| RESPONSE | INQUIRY | | | | 2nd Contact | |
| described Type I & II criteria - investigating MD 5 for controlled access sections eligible for Type II - results by end-July 2001 | | | | wants sound barrier | | |
| Last Contact | Researcher | Primary SHA Contact | | Construction Projects. | | |
| 08/29/2001 | | Natalie | | | | |
| FILE LOCATIO | OTHER | Current committmen | | | | |
| | | investigate and report by end-July 2001 | | | | |
| Do we owe a letter? | Letter Commit due date: | 05/17/2001 | | | | |
| <input checked="" type="checkbox"/> | Letter signed date: | 05/31/2001 | Reason Letter is Late n/a | | | |
| LAST action | 8/29/01 Dr. Baden called for NBH to inquire status of her 05/01 request for sound barrier | | | | | |
| Comments: This field can not be sorted or searched.: OPPE or Hwy rep.current type 1 inf | | | | | | |
| 05/2001 EO's Dist. 27A Sen. Thomas V. Mike Miller, Jr.; Dels. James E. Proctor, Jr.; Joseph F. Vallario, Jr.; PG Cndcmn M.H. Jim Estepp called 5/7/01 spoke with Ted Severe 5/31/2001 sent letter - described Type I & II criteria - MD 5 to be evaluated in controlled access areas for eligibility for Type II consideration - results due by end-Jlyu 2001 | | | | | | |
| Comment Journal, and letter hyperlinks | | | \\shadgn\vol1\user\oed\Noise\ibase\Customer_notes\ | | | |
| Consultant Fir | 1-888-375-1975 outside MD | | | | | |



To Meet 100% of our Commitments!

39

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Maryland Department of Assessments and Taxation
 PRINCE GEORGE'S COUNTY
 Real Property Data Search

[Go Back](#)
[View Map](#)
[New Search](#)

Account Identifier: District - 09 Account Number - 0932392

Owner Information

Owner Name: BADEN,BOZENA D Use: RESIDENTIAL
 Principal Residence: NO
 Mailing Address: 6800 FRIENDSHIP CT Deed Reference: 1) / 6264/ 858
 CLINTON MD 20735-2117 2)

Location & Structure Information

Premises Address: 6800 FRIENDSHIP CT Zoning: R80 Legal Description: CHARLES G SCHULTZ
 CLINTON 20735

| Map | Grid | Parcel | Subdivision | Section | Block | Lot | Group | Plat No: | Plat Ref: |
|-----|------|--------|-------------|---------|-------|-----|-------|----------|-----------|
| 116 | D1 | | 7300 | | | 117 | 81 | | A-9547 |

Special Tax Areas: Town Ad Valorem Tax Class 08

| Primary Structure Built | Enclosed Area | Property Land Area | County Use |
|-------------------------|---------------|--------------------|------------|
| 1954 | 875 SF | 15,994.00 SF | 001 |

| Stories | Basement | Type | Exterior |
|---------|----------|---------------|----------|
| 1 | YES | STANDARD UNIT | BRICK |

Value Information

| | Base Value | Phase-in Assessments | | |
|--------------------|------------|------------------------|------------------|------------------|
| | | Value As Of 01/01/2002 | As Of 07/01/2001 | As Of 07/01/2002 |
| Land: | 51,190 | 51,190 | | |
| Improvements: | 46,060 | 52,310 | | |
| Total: | 97,250 | 103,500 | 97,250 | 99,333 |
| Preferential Land: | 0 | 0 | 0 | 0 |

Transfer Information

| Seiler: | Date: | Price: |
|----------------------|-------------|----------|
| OURSLER,DOROTHY V | 01/31/1986 | \$64,500 |
| Type: | Deed1: | Deed2: |
| IMPROVED ARMS-LENGTH | / 4730/ 305 | |
| Seiler: | Date: | Price: |
| | | |
| Type: | Deed1: | Deed2: |
| | | |
| Seller: | Date: | Price: |
| | | |
| Type: | Deed1: | Deed2: |
| | | |

Exemption Information

| Partial Exempt Assessments | Code | 07/01/2001 | 07/01/2002 |
|----------------------------|------|------------|------------|
| County | 000 | 0 | 0 |
| State | 000 | 0 | 0 |
| Municipal | 000 | 0 | 0 |

Tax Exempt: NO
 Exempt Class:

Special Tax Recapture:

* NONE *

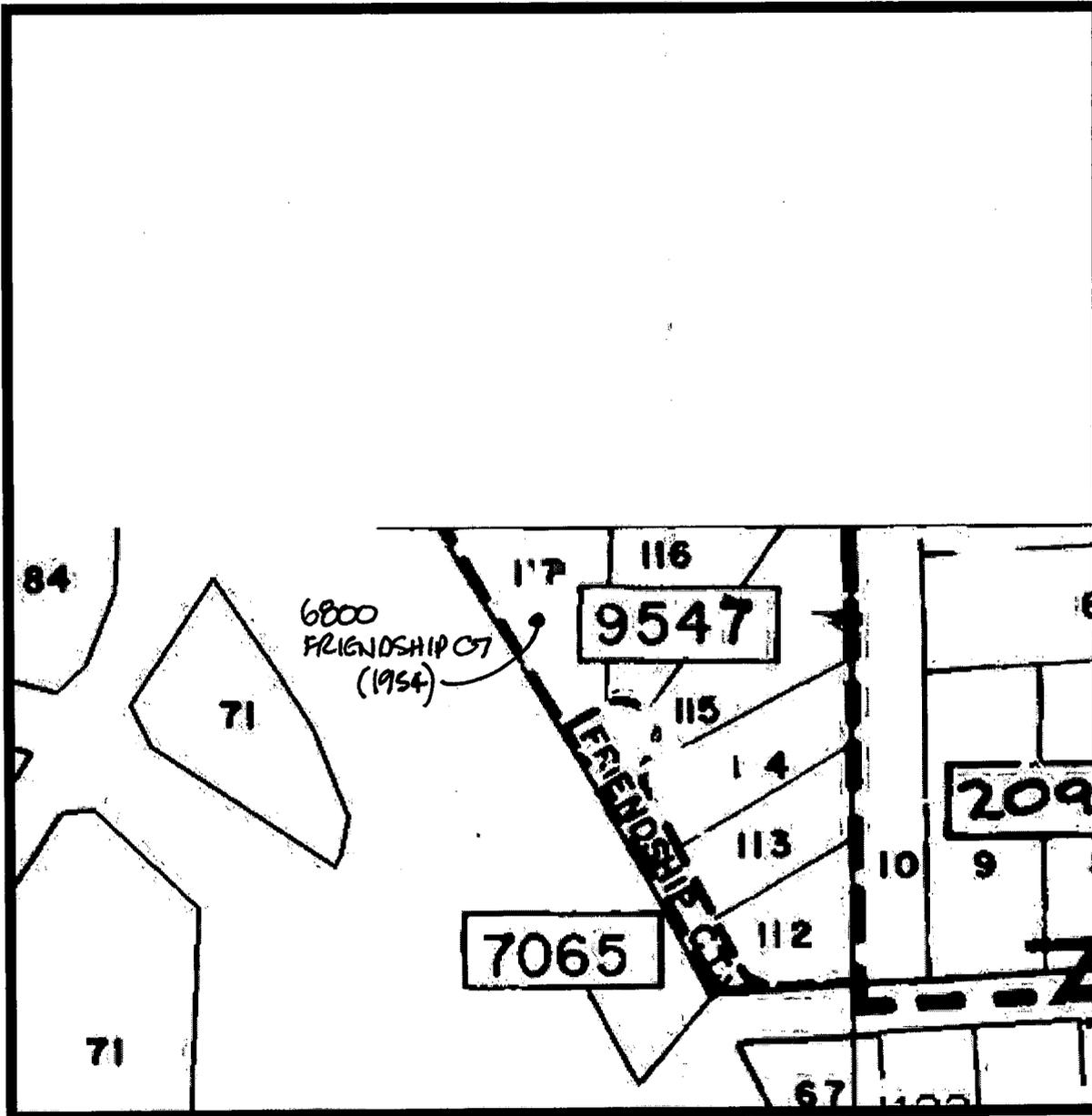
40



Maryland Department of Assessments and Taxation
PRINCE GEORGE'S COUNTY
Real Property Data Search

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[New Search](#)

District - 09 Account Number - 0932392



Property maps provided courtesy of the Maryland Department of Planning ©2000.
For more information on electronic mapping applications, visit the Maryland Department of Planning web site at www.mdp.state.md.us



**Maryland Department of Transportation
State Highway Administration**

41

Parris N. Glendening
Governor

John D. Porcari
Secretary

Parker F. Williams
Administrator

November 21, 2002

Mr. Brett Baker
iowagian@comcast.net

Dear Mr. Baker:

Thank you for your recent e-mail messages to inquire about sound barriers in Maryland that are either currently under construction or planned for construction, specifically adjacent to eastbound US 50 east of MD 424 (Davidsonville Road) in Anne Arundel County. I appreciate the opportunity to respond to your inquiry.

The State Highway Administration (SHA) considers the need for sound barriers in two circumstances, designated "Type I" and "Type II." In "Type I" situations, barriers are considered when a new highway is being built or an existing highway is being expanded. At this time, we have no plans to improve this portion of US 50 that would warrant a Type I sound barrier evaluation. If such a project were planned for this segment of US 50, however, we would analyze the impact of the proposed improvements on projected future noise levels. We would, specifically, determine whether future highway noise levels will equal or exceed the impact threshold of 66-decibels. If so, then we would also determine whether the highway noise would be at least three-decibels higher than it would have been if the highway were not improved. A three-decibel increase is required because the human ear only begins to discern a change in noise levels if the change is between three and five-decibels. The homes that would be impacted by any such increase in highway noise would also have to predate the approval of the highway improvements. If these conditions were met, we would then determine whether we could reduce the excess noise levels for a reasonable cost.

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

My telephone number is _____

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

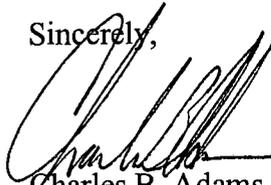
Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

Mr. Brett Baker
Page Two

The State Highway Administration has evaluated the two communities, Rutland Estates and Eagles Passage, immediately east of MD 424 (Davidsonville Road) along eastbound US 50 for consideration for sound barriers under our Type II program. The majority of homes in the Rutland Estates community were constructed in the late 1970s to early 1980s after the 1954 opening date of US 50. The majority of homes in the Eagles Passage community were constructed in the mid-1990s also after the 1954 opening date of US 50. Based on this information, these communities cannot be considered for Type II sound barriers. You can find an on-line copy of our *Community Resource Guide On Sound Barriers* at www.marylandroads.com/oed/soundbar.htm. This Guide outlines the State's Sound Barrier Policy.

Thank you for your e-mail message and interest in the State's Sound Barrier Program. If you have additional questions or concerns, please do not hesitate to contact Ms. Nicole Ross, of our staff, at 410-545-8616 or 1-800-446-5962 or, by e-mail, at nross@sha.state.md.us. She will be happy to assist you.

Sincerely,



Charles B. Adams
Director
Office of Environmental Design

- cc: Ms. Nicole Ross, Special Assistant to the Director, Office of Environmental Design,
State Highway Administration
- Mr. Greg Welker, District Engineer, State Highway Administration

Mr. Brett Baker
Page Three

Bcc: James D. Hade, RLA, Noise Abatement Team Leader, Office of Environmental Design, State Highway Administration
Ms. Nanette M. Schieke, State Legislative Officer, Maryland Department of Transportation
Mr. T. E. Severe, Administrative Assistant, Noise Abatement Team, Office of Environmental Design, State Highway Administration

Serial #: None

OED Serial#: None

Noise Customer #: 2649

Responding to letter dated: Follow-up to e-mail messages inquiring about sound barriers either under construction or planned for construction in the State; additional e-mail communication refined the area of interest to eastbound US 50 east of MD 424/Davidsonville Road between US 50 mile markers 17 and 19 (communities of Rutland Estates and Eagles Passage)

Saved: 11/12/02 10:43 AM by: T.E. Severe

N:\OED\NOISE\CORRESP\2002\BAKERB01.doc

44

From: IRENE HELINE
To: iowagian@comcast.net
Date: 11/21/02 11:06AM
Subject: Sound Barriers in Maryland

Mr. Brett Baker
iowagian@comcast.net

Dear Mr. Baker:

Thank you for your recent e-mail messages to inquire about sound barriers in Maryland that are either currently under construction or planned for construction, specifically adjacent to eastbound US 50 east of MD 424 (Davidsonville Road) in Anne Arundel County. I appreciate the opportunity to respond to your inquiry.

The State Highway Administration (SHA) considers the need for sound barriers in two circumstances, designated "Type I" and "Type II." In "Type I" situations, barriers are considered when a new highway is being built or an existing highway is being expanded. At this time, we have no plans to improve this portion of US 50 that would warrant a Type I sound barrier evaluation. If such a project were planned for this segment of US 50, however, we would analyze the impact of the proposed improvements on projected future noise levels. We would, specifically, determine whether future highway noise levels will equal or exceed the impact threshold of 66-decibels. If so, then we would also determine whether the highway noise would be at least three-decibels higher than it would have been if the highway were not improved. A three-decibel increase is required because the human ear only begins to discern a change in noise levels if the change is between three and five-decibels. The homes that would be impacted by any such increase in highway noise would also have to predate the approval of the highway improvements. If these conditions were met, we would then determine whether we could reduce the excess noise levels for a reasonable cost.

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

The State Highway Administration has evaluated the two communities, Rutland Estates and Eagles Passage, immediately east of MD 424 (Davidsonville Road) along eastbound US 50 for consideration for sound barriers under our Type II program. The majority of homes in the Rutland Estates community were constructed in the late 1970s to early 1980s after the 1954 opening date of US 50. The majority of homes in the Eagles Passage community were constructed in the mid-1990s also after the 1954 opening date of US 50. Based on this information, these communities cannot be considered for Type II sound barriers. You can find an on-line copy of our Community Resource Guide On Sound Barriers at www.marylandroads.com/oed/soundbar.htm. This Guide outlines the State's Sound Barrier Policy.

Thank you for your e-mail message and interest in the State's Sound Barrier Program. If you have additional questions or concerns, please do not hesitate to contact Ms. Nicole Ross, of our staff, at 410-545-8616 or 1-800-446-5962 or, by e-mail, at nross@sha.state.md.us. She will be happy to assist you.

Sincerely,
Charles B. Adams
Director

45

Office of Environmental Design

cc: Ms. Nicole Ross, Special Assistant to the Director, Office of Environmental Design, State Highway Administration

Mr. Greg Welker, District Engineer, State Highway Administration

CC: CHARLES ADAMS; GREGORY WELKER; JIM HADE; NICOLE ROSS; TED SEVERE

46

From: MATTHEW MANN
To: JIM HADE
Date: 11/11/02 4:00AM
Subject: Rutland Estates or Eagles Passage

Jim,

It seems like the customer is interested in either Rutland Estates or Eagles Passage. These communities both postdate according to our database. Traditionally, we've been using a 1954 Highway Date for US 50/301. This portion of the roadway is actually Interstate 595 according to SHA's Highway Location Reference. Interstate mile marker 17 to 19, would approximately correspond to milepoints 2.53 to 4.54 in Anne Arundel County. Even if the customer actually meant the north side of Route 50, the area would still postdate (Lake of the Pines and DeCesaris Development). This stretch of highway is like a postdating corridor.

I've placed a packet of backup data in your mailbox. Please let me know if you need anything else.

Matthew

>>> JIM HADE 2002-11-08 14:47:32 >>>

Matthew:

Can you please locate this area for us for Tuesday? I have no mapping that gives me a direct correlation.

Thanks

Jim

>>> Brett Baker <iowagian@comcast.net> 11/06/02 06:48PM >>>

Nicole,

The area that I am interested in is between mile markers 17 and 19 on the south side of Route 50.

Thanks,

Brett Baker

----- Original Message -----

From: "JIM HADE" <JHade@sha.state.md.us>

To: <iowagian@comcast.net>

Cc: "NICOLE ROSS" <NRoss@sha.state.md.us>

Sent: Wednesday, November 06, 2002 9:16 AM

Subject: Schedule of sound barriers under construction or planned to be constructed

> Mr. Brett Baker

> iowagian@comcast.net

>

> Dear Mr. Baker:

>

> Thank you for e-mail message requesting information regarding

> sound barriers either under construction or planned to be constructed in

> the State of Maryland. I appreciate the opportunity to respond to your

> request.

>

47

- > In order to provide the information you desire, it would be
- > helpful to know what community or area of the State of Maryland for
- > which you want sound barrier information? This information from you
- > will enable us to provide the data you are most interested in.
- >
- > Thank you again for your inquiry and interest in the State's
- > Sound Barrier Program. Please contact Ms. Nicole Ross, our Community
- > Liaison at 410-545-8616, 1-800-446-5962 (if calling within the State of
- > Maryland), 1-888-375-1975 (if from calling from outside the State of
- > Maryland), by FAX, at 1-410-209-5003 or, by e-mail, at
- > NRoss@sha.state.md.us. She will be happy to assist you.
- >
- > Sincerely,
- > James D. Hade, RLA
- > Noise Abatement Team Leader
- > Office of Environmental Design
- > Maryland State Highway Administration
- > MAIL STOP C-303
- > 707 North Calvert Street
- > Baltimore MD 21202-3668

CC: NICOLE ROSS; TED SEVERE

48

From: JIM HADE
To: MATTHEW MANN
Date: 11/8/02 2:47PM
Subject: Re: Schedule of sound barriers under construction or planned to be constructed

Matthew:

Can you please locate this area for us for Tuesday? I have no mapping that gives me a direct correlation.

Thanks
Jim

>>> Brett Baker <iowagian@comcast.net> 11/06/02 06:48PM >>>
Nicole,

The area that I am interested in is between mile markers 17 and 19 on the south side of Route 50.

Thanks,

Brett Baker

----- Original Message -----

From: "JIM HADE" <JHade@sha.state.md.us>
To: <iowagian@comcast.net>
Cc: "NICOLE ROSS" <NRoss@sha.state.md.us>
Sent: Wednesday, November 06, 2002 9:16 AM
Subject: Schedule of sound barriers under construction or planned to be constructed

> Mr. Brett Baker
> iowagian@comcast.net
>
> Dear Mr. Baker:
>
> Thank you for e-mail message requesting information regarding
> sound barriers either under construction or planned to be constructed in
> the State of Maryland. I appreciate the opportunity to respond to your
> request.
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> In order to provide the information you desire, it would be
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> Sincerely,
> James D. Hade, RLA
> Noise Abatement Team Leader

49

- > Office of Environmental Design
- > Maryland State Highway Administration
- > MAIL STOP C-303
- > 707 North Calvert Street
- > Baltimore MD 21202-3668

CC: NICOLE ROSS; TED SEVERE

50

From: Brett Baker <iowagian@comcast.net>
To: <NRoss@sha.state.md.us>
Date: 11/6/02 6:51PM
Subject: Re: Schedule of sound barriers under construction or planned to be constructed

Nicole,

The area that I am interested in is between mile markers 17 and 19 on the south side of Route 50.

Thanks,

Brett Baker

----- Original Message -----

From: "JIM HADE" <JHade@sha.state.md.us>
To: <iowagian@comcast.net>
Cc: "NICOLE ROSS" <NRoss@sha.state.md.us>
Sent: Wednesday, November 06, 2002 9:16 AM
Subject: Schedule of sound barriers under construction or planned to be constructed

> Mr. Brett Baker
> iowagian@comcast.net
>
> Dear Mr. Baker:
>
> Thank you for e-mail message requesting information regarding
> sound barriers either under construction or planned to be constructed in
> the State of Maryland. I appreciate the opportunity to respond to your
> request.
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> In order to provide the information you desire, it would be
> helpful to know what community or area of the State of Maryland for
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> Sound Barrier Program. Please contact Ms. Nicole Ross, our Community
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> Maryland), by FAX, at 1-410-209-5003 or, by e-mail, at
> NRoss@sha.state.md.us. She will be happy to assist you.
>
> Sincerely,
> James D. Hade, RLA
> Noise Abatement Team Leader
> Office of Environmental Design
> Maryland State Highway Administration
> MAIL STOP C-303
> 707 North Calvert Street
> Baltimore MD 21202-3668

51

From: Brett Baker <iowagian@comcast.net>
To: <barrier@sha.state.md.us>
Date: 11/3/02 9:46PM
Subject: Sound Barrier Construction Schedule

How would I obtain a schedule of Sound Barriers under construction or planned to be constructed?

Thanks,

Brett Baker

CC: <iowagian@comcast.net>

| | | | | | | |
|---|--|---------------------|---|-----------|----------------------|-------------------------------------|
| ID # | MAP | DATE | Letter or Phone onl | LAST NAME | FIRST NAME | Active? |
| 2649 | | 11/12/2002 | E-mail | BAKER | Mr. Brett | <input checked="" type="checkbox"/> |
| STREET# | STREET NAME | COUNTY | CITY (Post office) | ZIPCODE | Representative statu | |
| | | AA | | | private | |
| Elected Official whom has communicated directly to us on this custome | | | | | | Find Next |
| DAY PHONE | HOME PHONE | E-Mail address | COMMUNITY | | | |
| | | iowagian@comcast. | Rutland Estates/Eagles Passage | | | |
| Logical Project Limits | ROADWAY: US 50 | BarrierName | | | | |
| EB US 50 east of MD 424 | | | | | | |
| RESPONSE | INQUIRY | | | | | 2nd Contact |
| Rutland Estates & Eagles Passage communities postdate US 50, therefore, not eligible for Type II consideration | | | how to obtain schedule of barriers under construction or planned to be constructed? | | | |
| Last Contact | Researcher | Primary SHA Contact | | | | |
| 11/03/2002 | | None | | | | |
| FILE LOCATIO | OTHER | Current committmen | Construction Projects | | | |
| | | | offer to send Community Resource Guide if Mr. Baker provides a mailing address | | | |
| Do we owe a letter? | Letter Commit due date: | 11/20/2002 | | | | |
| <input checked="" type="checkbox"/> | Letter signed date | | Reason Letter is Late | n/a | | |
| LAST action | | | | | | |
| Comments: This field can not be sorted or searched.: OPPE or Hwy rep.current type 1 inf | | | | | | |
| <p>11-06-2002 Mr. Baker e-mailed Nicole Ross and indicated he was interested in the area along EB US 50 between Mile Markers 17 and 19 (subsequent research found that the Rutland Estates and Eagles Passage communities are in this area along EB US 50)</p> <p>11-06-2002 Jim Hade e-mailed Mr. Baker to ask what community or area in MD he was most interested in so that we could provide the information he desired</p> <p>11-3-02 Mr. Baker e-mailed "Barrier" to ask how he could "obtain a schedule of sound barriers under construction or planned to be constructed?"</p> | | | | | | |
| Comment Journal, and letter hyperlinks | \\shadgn\vol1\user\oed\Noise\ibase\Customer_notes\ | | | | | |
| Consultant Fir | 1-888-375-1975 outside MD | | | | | |



To Meet 100% of our Commitments!



Maryland Department of Transportation
The Secretary's Office

53

Parris N. Glendening
Governor

Kathleen Kennedy Townsend
Lt. Governor

John D. Porcari
Secretary

Beverley K. Swaim-Staley
Deputy Secretary

February 14, 2002

Ms. O.W. Barley
6323 Walton Avenue
Suitland MD 20746-3865

Dear Ms. Barley:

Thank you for your letter to Governor Parris N. Glendening regarding a sound barrier to protect the Andrews Square (Walton Avenue) community along the inner loop of I-95/I-495. The Governor received your letter and asked me to respond to you on his behalf.

Under the State's Sound Barrier program, we evaluate communities for increases in highway noise when new highways are built or existing highways are expanded (our "Type I" program). We also evaluate communities that were built before an adjacent highway was originally constructed (our "Type II" program). The State Highway Administration (SHA) studied your area's eligibility for a sound barrier under our Type II program. In doing so, SHA staff first documented the construction dates of the homes compared to the 1964 opening date of the Capital Beltway (I-95/I-495). This research revealed that two subdivisions are actually at issue: Andrews Square along Walton Avenue and Andrews Manor (the community to which SHA refers as "Auth Village"). Because homes in the Andrews Square subdivision—including the five homes along Walton Avenue—were constructed between 1979 and 1981, after the 1964 opening of I-95/I-495, they do not meet our date criterion and cannot be considered for our program. The Andrews Manor ("Auth Village") community, however, does meet our date criterion.

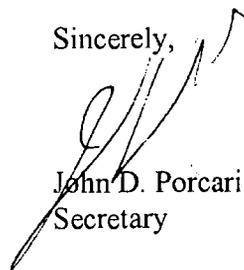
The sound barrier that is being constructed was not designed to protect any of the homes along Walton Avenue, but to reduce noise at the impacted homes along Armand Avenue that pre-date the 1964 opening of I-495. In order for the barrier to protect the last home along Armand Avenue adequately, it would have to extend past that house far enough to block the sound waves coming from the highway.

Ms. O.W. Barley
Page Two

You also asked why Virginia builds barriers for new communities. While I cannot answer for the Commonwealth of Virginia, I can give some insight into how some "newer" communities may receive barriers in Maryland. We consider that homes "pre-date" the new highway or highway expansion, if the building permits for those homes are issued before we receive final approval for the highway project. This allows us to consider such homes for sound barriers. To receive barriers, such homes must meet all of the requirements of our Type I program. Because the highway has not been expanded since your community was built, the Type I program does not apply.

Thank you again for your letter. The Governor appreciates hearing from you, and on his behalf, I also thank you for your interest in this very important issue. If you need further assistance, please do not hesitate to contact Mr. Charles B. Adams, SHA's Director of Environmental Design at 410-545-8640, 1-800-446-5962, or cadams@sha.state.md.us. He will be happy to assist you.

Sincerely,



John D. Porcari
Secretary

- cc: Mr. Charles B. Adams, Director of Environmental Design, State Highway Administration
- The Honorable Anthony Brown, Member, Maryland House of Delegates
- The Honorable Ulysses Currie, Member, Senate of Maryland
- The Honorable Dereck Davis, Member, Maryland House of Delegates
- The Honorable M.H. Jim Estep, Member, Prince George's County Council
- The Honorable Melony Griffith, Member, Maryland House of Delegates
- Mr. Charlie K. Watkins, District Engineer, State Highway Administration
- Mr. Parker F. Williams, Administrator, State Highway Administration

Ms. Ophelia W. Barley
Page Three

bcc: James D. Hade, RLA, Noise Abatement Team Leader, State Highway Administration
Mr. Neil J. Pedersen, Deputy Administrator for Planning and Engineering, State Highway Administration
Mr. T.E. Severe, Noise Abatement Team, State Highway Administration

Our various counties decide how close to a highway a home can be built. The answer can, in fact, be different in one county than in another.

Serial #: WSC 7719

OED Serial#: None

Noise Customer #: 2336

Responding to letter dated: Follow-up to 12-10-2001 letter from Ms. Barley to Gov. Glendening requesting barrier for homes along Walton Avenue and referred to SHA OED/NAT for response on 12/17/2001. Ms. Barley contacted SHA's Noise Abatement team on 01-19-2001 by phone and a letter was sent to her, dated 01-30-2001, explaining how the Andrews Square community (including the five homes along Walton Avenue) was not eligible for a Type II sound barrier

Saved: 12/17/01 3:03 PM by: T.E. Severe
N:\OED\NOISE\CORRESP\2002\BARLEYOW01.doc

6323 Walton Avenue
Suitland, MD 20746
December 10, 2001

Attention: Maryland Governor Parris N. Glendening
State House
100 State Circle
Annapolis, MD 21401

Mr. Governor Glendening,

Several months ago I wrote to several Maryland State officials, including your office, regarding sound barriers for the 6300 Walton Avenue residents within the AUTH Road corridor. I've attended several neighborhood meetings held this year to discuss sound barriers plan and the improvements around AUTH Road. During one of the meetings the spokesperson announced the approval for the sound barriers construction plans. The spokesperson at the meeting stated that several homes on Walton Avenue would be left exposed per the highway administration office. My reaction was not a warm one, I was livid! I am an honest taxpayer and citizen of Maryland. To have the sound barriers cover some of the homes and leave my home exposed is an INSULT!

Since I have been rudely eliminated from coverage I feel that the state of Maryland owes me a refund for funds contributed towards the construction of these sound barriers! My home is as important as any other homeowner property. I have been patient and have not heard from your office nor the highway administration division regarding my first letter. I feel that my state and county officials do not give very much thought to some of its fine up standing citizens, as myself. Many groups shouting, "Can't We All Just Get Along and In Numbers We Conquer", sure, if fair treatment was being directed to everyone! Instead the county and state officials have caused a ruckus among neighbors!

The neighborhood committee chairperson stated that due to lack of funds the state highway and county officials' decided it wasn't feasible to cover 6323, 6321, and several others along Walton Avenue. I couldn't believe my ears that a rude smirk was presented towards citizens' property as if it was a game! If the county can not afford to cover all the homes, than the county can't afford any coverage! I am angry and very dismay about the situation. When there is a problem everyone wants others to lend a hand of support. I am requesting that support from you office. Mr. Governor your assistant is in desire need! My home is in jeopardy without the sound barrier coverage. Who will assist me when my walls are damaged due to the vibration of 495-highway traffic behind my home? In my opinion, the sound barriers should have been installed prior to building the homes along Walton Avenue years ago. Why am I left out of the loop coverage?

As I mentioned earlier, my tax paid dollars are being contributed to the State treasury just as others are. If this were the street you reside, you would expect the sound barriers to cover your area just as it covers your neighbors. I have attached a copy of the first letter I sent to several state and county officials. Can I depend on my governor support? My home needs the sound barriers coverage desperately! I look forward in hearing from you very soon.

Upset Citizen,

Ms. O. W. Barley
(202) 283-6686 (office)

6323 Walton Avenue
Suitland, MD 20746
May 16, 2001

Attention: Maryland Governor Parris N. Glendening
State House
100 State Circle
Annapolis, MD 21401

Mr. Governor Glendening,

As a homeowner of the Auth Road corridor, I was presented with some very distressing news regarding the "Approval of the Master Plan and Sectional Map Amendment CR-68-200 (DR-2)" for the sound barrier walls along Auth Road and Walton Avenue.

I was informed that the sound barrier walls would not protect several of the homes (approx. 5)! The remaining homes will be exposed to the after mass from the highway traffic due to the proposed walls. As a taxpayer and hopefully retiring within my selected neighborhood, I am appalled at the decision to cover a few homes on the same side of the street as my home, leaving my home exposed! My investment is as important to me as your home(s) investments are important to you. How can your office expect citizens, as myself, to support your efforts when you failed to treat resident in the same neighborhood with equal consideration of coverage? My home, 6323 Walton Avenue, is the last home within the cul-de-sac and receives equal, if not more of the disturbance as your selected homes you are covering.

I have tried repeatedly contacting several Maryland Officials and agencies in hopes of resolving this matter to no avail. The state officials of Maryland of Prince George's County accepted my tax dollars in good faith but yet shafted me and several of my neighbors like yesterday trash! Your agency is using my tax dollars to construct the barriers why in GOD's name wasn't the remaining homes included, such as my HOME? When the after mass of disturbance causes my windows to shake, walls cracking etc. will your office repair the damages with tax dollars?

I was informed by Ms. Natalie Hardy of the Office of the Highway Commissioner, that the highway commissioner uses some rational formula to determine that the remaining homes did not fit the requirements that your guidelines required!!! Now it does not take a rock science to see that I, as well as my neighbors, are being SNOWED! What's appropriate for the other neighbors applies to us all! If it were your neighborhood and close to the 495 highway and Branch Avenue location your homes would be included without a BLINK of an EYE! In my opinion your agency sees my home is a minor issue, "lets kick it DOWN and ignore those peasant". How can you sleep at night and know that your decision will destroy the same citizens that voted you in your office, homes will be damage and very expensive to repair!

On January 14th I spoke with a Ms. Hardy regarding this matter. She responded from her cell phone (410) 545-5500 (at least that's what I was led to believe) in which I did not buy her explanation of the Maryland Transportation Public Affairs Traffic Division decision. I explained to her that I do not wish to be left exposed to the noise, and that my home deserves the same consideration as the surrounding homes! There has been two civic meetings held that I was able to attend; however, the speaker evaded the discussion of the sound barrier walls altogether. The speaker spoke on revising the shopping plaza along the Allentown Road area! That's not what several neighbors nor I wanted to hear! We are concern for our property and neighborhood. The state of Virginia has placed sound barrier walls up along 495 highway to protect the NEW homes, why in GOD's name PRINCE GORGES County Officials doesn't treat their citizens as citizens, instead of WASTE!

I am very upset that my state officials do not give a hoot for the citizens' homes as they would theirs! I feel that if the State of Maryland will support a portion of 6300 block of Walton Avenue why leave the 4 or 5 homes out in the cold! Jesus quoted suffer little children and inherit the kingdom of heaven, will you make it in?

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We need the same sound barrier walls placed around our homes using the same tax dollars as the original homes. If you have any decency of compassion for the other Walton Avenue residents and including myself, your office will not add "OUR HANDS ARE TIED or I FEEL YOUR PAIN!!!" insults to OUR WOUNDS. I want my home saved just as the other homes are considered. I have been patience and taken for granted, please do not continue to add insult to injury. I look forward to hearing from you personally. I can be reached on (202) 283 - 6686 from 7:00 a.m. til 4:00 p.m. Do not fail me anymore please. Attachments included.

Upset Voter,

Ms. Aphelin Barley

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Office of THE GOVERNOR'S OFFICE MAIL FORM

INSTRUCTIONS: Please investigate the attached and take whatever action is necessary to respond to our constituent's concerns. When completed, please forward the response, the original letter and back-up to the unit indicated below. Also, if there are any questions as to how to respond, please call the unit listed below.

Letter ID: 164091
Receive Date: 12/14/2001 12:45:05 PM
Letter Date: 12/10/2001
Deadline Date: 12/28/2001

From:
O.W. Barley
6323 Walton Aveune
Suitland ,MD 20746

Subject: GENERAL Requests sound barriers to be installed on Auth Road.

History Log:

| Date Completed | Action Taken | Completed By | Assigned By |
|------------------------|----------------------|-------------------|-------------------|
| 12/14/2001 01:35:20 PM | Correspondence Entry | H8: Demetria Hall | H8: Demetria Hall |
| 12/14/2001 04:11:51 PM | Subject Entry | H8: Kelly Walker | H8: Kelly Walker |

RE-DIRECT INFORMATION

If the response to this correspondence should be handled by another agency, please complete the following information and forward the completed form and the correspondence to the proper agency. Also, copy the completed form and send the copy to the unit indicated above.

Re-directed to: _____

Date: _____



Customer Info. View for 2001

Friday, February 15, 2002 08:50 AM

TSevere

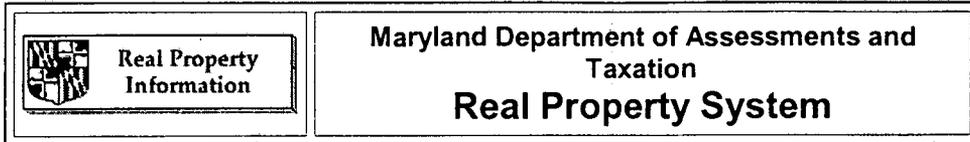
60

| | | | | | | |
|--|-------------------|-----------------------------|--|------------|----------------------|-------------------------------------|
| ID # | MAP | DATE | Letter or Phone onl | LAST NAME | FIRST NAME | Active? |
| 2336 | | 01/22/2001 | Phone | BARLEY | Ms. Ophelia W. | <input checked="" type="checkbox"/> |
| STREET# | STREET NAME | COUNTY | CITY (Post office) | ZIPCODE | Representative statu | |
| 6323 | Walton Avenue | PG | Suitland | 20746-3865 | private | |
| Elected Official whom has communicated directly to us on this custome | | | | | | Find Next |
| DAY PHONE | HOME PHONE | E-Mail address | COMMUNITY | | | |
| 202-283-6686 | 301-899-7444 | | Andrews Square (Walton Avenue) | | | |
| Logical Project Limits | ROADWAY: I-95/495 | BarrierName | | | | |
| inner loop I-495 just before Auth Road | | | | | | |
| RESPONSE | INQUIRY | | | | | 2nd Contact |
| bad news - community ineligible for barrier - fails for date | | Can I have a sound barrier? | | | | |
| Last Contact | Researcher: | Primary SHA Contact | | | | |
| 12/14/2001 | | Natalie | Construction Projects | | | |
| FILE LOCATIO | OTHER | Current committmen | | | | |
| Do we owe a letter? <input checked="" type="checkbox"/> Letter Commit due date: 12/21/2001 | | | | | | |
| Letter signed date: 02/14/2002 Reason Letter is Late: n/a | | | | | | |
| LAST action | | | | | | |
| 2-14-02 Sec. Porcari responded to 12-10-2001 letter from Ms. Barley and reiterated why Walton Av homes are not eligible for a barrier due to postdating I-95/I-495 | | | | | | |
| Comments: This field can not be sorted or searched.: OPPE or Hwy rep.current type 1 inf | | | | | | |
| 01/2001 - EO's - Dist. 25 - Sen. Ulysses Curie; Dels. Anthony Brown; Dereck Davis; Melony Griffith; PG Councilman M.H. Jim Estep 12-17-01 (rec'd at OED/NAT) - (in letter dated 12-10-01 and rec'd at Gov Office 12-14-01) Ms. Barley wrote to Gov - very upset that Walton Av homes will not receive protection from Auth Village barrier - wants Gov to intervene and provide barrier 01-19-01 Ms. Barley called and spoke with Ms. Natalie Hardy - response letter (dated 01-30-01) described Type I & II criteria and that the Andrews Square (including the homes on Walton Av) community postdated I-95/I-495 and was not eligible for a Type II barrier | | | | | | |
| Comment Journal, and letter hyperlinks | | | \\shadgn\vol1\user\oed\Noise\ibase\Customer_notes\ | | | |
| Consultant Fir | | | 1-888-375-1975 outside MD | | | |



To Meet 100% of our Commitments!

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[\[Go Back\]](#)

[\[Start Over\]](#)

PRINCE GEORGES COUNTY

DISTRICT: 06 ACCT NO: 0416172

Owner Information

Owner Name: BARLEY, OPHELIA W **Use:** RESIDENTIAL
Mailing Address: 6323 WALTON AVE **Principal Residence:** YES
 SUTLAND MD 20746-3865

Transferred

From: TROUT, WILLIAM H JR & DIANE M **Date:** 09/10/1997 **Price:** \$144,000

Deed Reference: 1) /11647/ 19 **Special Tax Recapture:**

2)

* NONE *

Tax Exempt: NO

Location Information [View Map]

Premises Address: 6323 WALTON AVE
 SUTLAND 20746
Zoning: R80
Legal Description:

ANDREWS SQUARE >

| | | | | | | | | |
|-----------------|---------------|---------------|-------------|--------------|------------|--------------|------------------|--------|
| Map Grid | Parcel | Subdiv | Sect | Block | Lot | Group | Plat No: | A-9339 |
| 98 | C1 | 445 | | | 12 | 82 | Plat Ref: | |

Special Tax Areas

Town:
Ad Valorem:
Tax Class: 08

Primary Structure Data

| | | | |
|--------------------|-----------------------|----------------------------|--------------------|
| Year Built: | Enclosed Area: | Property Land Area: | County Use: |
| 1981 | 1,132 SF | 7,897.00 SF | 001 |

Value Information

| | Base Value | Current Value | Phase-In Value | Phase-in Assessments | |
|-------------------|-------------------|----------------------|-----------------------|-----------------------------|--------------|
| | | As Of | As Of | As Of | As Of |
| | | 01/01/2000 | 07/01/2001 | 07/01/2000 | 07/01/2001 |
| Land: | 45,380 | 45,380 | | | |
| Impts: | 92,940 | 92,750 | | | |
| Total: | 138,320 | 138,130 | 138,130 | 55,250 | 138,130 |
| Pref Land: | 0 | 0 | 0 | 0 | 0 |

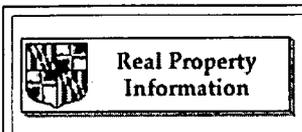
Partial Exempt Assessments

| | Code | 07/01/2000 | 07/01/2001 |
|------------------|-------------|-------------------|-------------------|
| County | 000 | 0 | 0 |
| State | 000 | 0 | 0 |
| Municipal | 000 | 0 | 0 |

[\[Go Back\]](#)

[\[Start Over\]](#)

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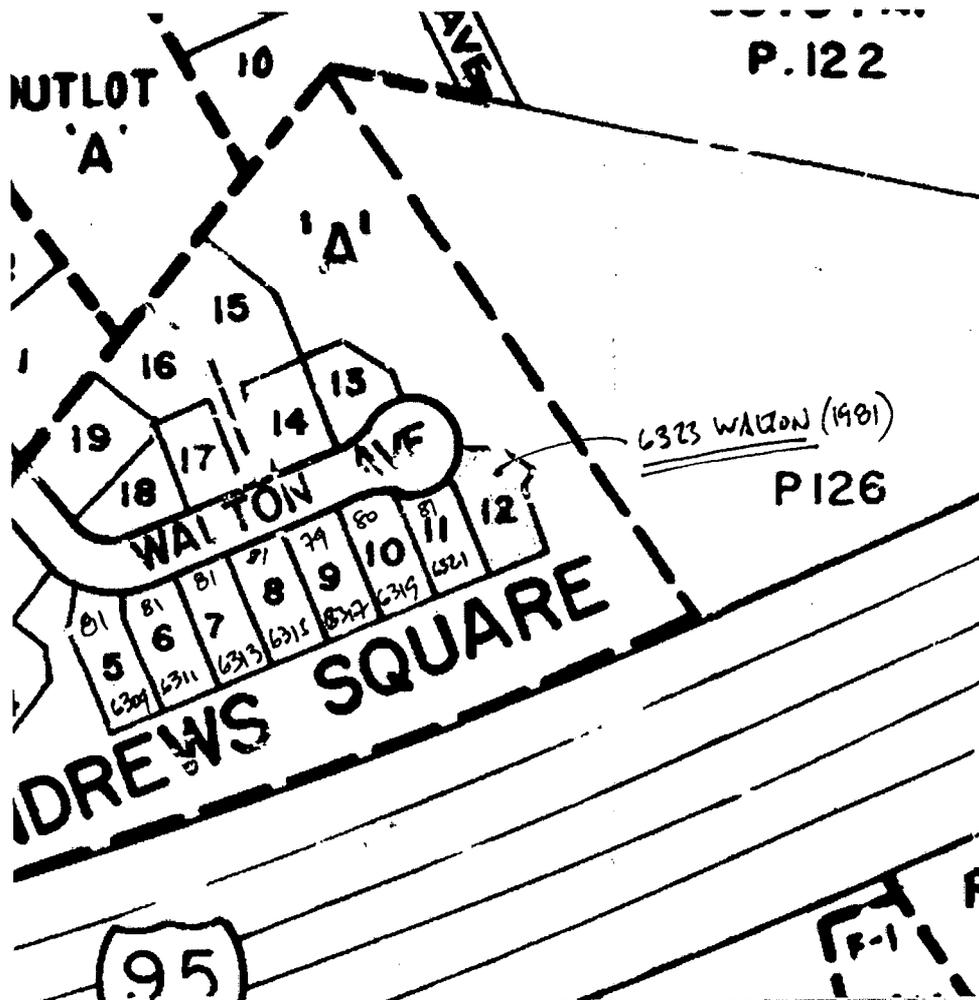


Maryland Department of Assessments and Taxation
Real Property System

[Go Back]

Account ID : 17060416172

[Zoom In]



Property maps provided courtesy of the Maryland Department of Planning © 2000.
For more information on electronic mapping applications, visit the Maryland Department of Planning web site at www.mdp.state.md.us.



**Maryland Department of Transportation
State Highway Administration**

Parris N. Glendening
Governor

John D. Porcari
Secretary

Parker F. Williams
Administrator

63

January 30, 2001

Ms. Ophelia W. Barley
6323 Walton Avenue
Suitland MD 20746-3865

Dear Ms. Barley:

This letter is a follow-up to your recent telephone conversation with Ms. Natalie Hardy, of our staff, regarding a sound barrier to protect the Andrews Square (Walton Avenue) community along the inner loop of I-495 just before Auth Road in Prince George's County. I appreciate the opportunity to respond to your inquiry.

The State Highway Administration (SHA) considers the need for sound barriers in two circumstances, designated "Type I" and "Type II." In "Type I" situations, barriers are considered when a new highway is being built or an existing highway is being expanded. We do so to comply with environmental laws that were passed in the 1970s that require the evaluation of a range of potential environmental impacts, including noise. Under these laws, SHA performs an environmental analysis to determine if future noise levels will equal or exceed the impact threshold of 66 decibels and, if so, whether those noise levels can be reduced for a reasonable cost. Affected homes must predate the approval of the highway improvements.

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

My telephone number is _____

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

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

Ms. Ophelia W. Barley
Page Two

The State Highway Administration has evaluated the adjacent community of Auth Village for a sound barrier and determined that that community meets all of the technical requirements for a Type II sound barrier as defined previously. Your community, identified as Andrews Square, is immediately east of and adjacent to Auth Village and has also been evaluated for a sound barrier. The results of SHA's investigation determined that homes along Walton Avenue were constructed in the early 1980s, after the 1964 opening date for the Capital Beltway (I-95/I-495). Based on this information, we cannot construct a sound barrier for the Andrews Square community along Walton Avenue because it postdates I-95/I-495.

Thank you for your telephone call and interest in the State's Sound Barrier Program. I regret that I cannot provide a positive response. If you have additional questions or concerns, please do not hesitate to contact Ms. Hardy at 410-545-8616 or 1-800-446-5962 or, by e-mail, at nhardy@sha.state.md.us. She will be happy to assist you.

Sincerely,



for Charles B. Adams
Director
Office of Environmental Design

- cc: The Honorable Anthony Brown, Member, Maryland House of Delegates
- The Honorable Ulysses Currie, Member, Senate of Maryland
- The Honorable Dereck Davis, Member, Maryland House of Delegates
- The Honorable M.H. Jim Estep, Member, Prince George's County Council
- The Honorable Melony Griffith, Member, Maryland House of Delegates
- Ms. Natalie B. Hardy, Special Assistant to the Director, Office of Environmental Design,
State Highway Administration

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Ms. Ophelia W. Barley
Page Three

bcc: James D. Hade, RLA, Noise Abatement Team Leader, State Highway Administration
Ms. Nanette M. Schieke, State Legislative Officer, Maryland Department of
Transportation
Mr. T.E. Severe, Noise Abatement Team, State Highway Administration
Mr. Charlie K. Watkins, District Engineer, State Highway Administration
Ms. Theo Owens, Special Assistant to the District Engineer, State Highway
Administration

Serial #: None

OED Serial#: None

Noise Customer #: 2336

Responding to letter dated: Follow-up to 01/19/2001 telephone conversation between Ms.
Barley and Ms. Natalie Hardy

Saved: 01/22/01 2:54 PM by: T.E. Severe 410-545-8600

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Maryland Department of Transportation
The Secretary's Office

Parris N. Glendening
Governor

Kathleen Kennedy Townsend
Lt. Governor

John D. Porcari
Secretary

Beverly K. Swaim-Staley
Deputy Secretary

April 30, 2001

Mr. Angelo Meoli
6105 Cable Avenue
Camp Springs MD 20746-3827

Dear Mr. Meoli:

Thank you for your recent email message to Senator Paul S. Sarbanes regarding the extension of the proposed sound barrier for the Auth Village community, located along the inner loop of I-495 east of Auth Road, in Prince George's County to include the homes along Walton Avenue. Senator Sarbanes forwarded your email message to me and asked that I respond directly to you.

The State Highway Administration (SHA) considers the need for sound barriers in two circumstances, designated "Type I" and "Type II." In "Type I" situations, barriers are considered when a new highway is being built or an existing highway is being expanded. "Type II" situations consider sound barriers for communities that predate the original highway. The Auth Village project is a Type II, or retrofit, project.

The intent of the Type II program is to address areas of noise impact along highways that were built before environmental analyses became a part of the highway development process. All of the following technical criteria must be met for a barrier to be approved: the majority of homes must predate the highway (this criterion is required by the Federal Highway Administration as a condition for Federal funding), existing noise levels must equal or exceed the 66 decibel impact threshold, and an effective barrier must be able to be built for \$50,000 or less per benefited home. If these criteria are met, the local jurisdiction must have an ordinance that addresses the impact of noise on new residential development and must agree to fund 20 percent of the barrier cost.

In your letter, you indicate that not all of the homes along the highway will be protected by the proposed sound barrier. The first step in the evaluation of the Auth Village community was to analyze the eligibility of the community on the basis of the construction dates of the homes compared to the 1964 opening date of the Capital Beltway (I-95/I-495). Our research revealed that two subdivisions are actually at issue: Andrews Square, along Walton Avenue (which does not meet our date criterion) and Andrews Manor (which SHA calls "Auth Village" and which does meet our date criterion). Because none of the homes in the Andrews Square subdivision were constructed before I-95/I-495, we could not consider a sound barrier for that subdivision.

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

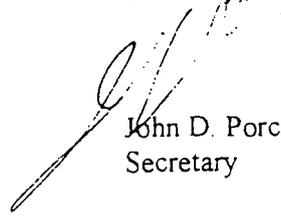
Mr. Angelo A. Meoli
Page Two

The Auth Village Civic Association has previously asked what the cost would be to extend the proposed sound barrier to protect the homes in the Andrews Square subdivision. Such an extension would add approximately 1,103 linear feet, or 17,356 square feet, of sound barrier to the present design. The estimated cost to extend this barrier would be \$562,334.

The evaluation of the Auth Village (Andrews Manor) community determined that it meets all of the technical requirements for a Type II sound barrier. Prince George's County has agreed to fund 20 percent of the barrier's cost of construction. State funding for the project has been budgeted, and design of the barrier has begun. Based on the design schedule, we anticipate that construction will begin this Summer.

Thank you again for your email message to Senator Sarbanes. If you have any additional questions or concerns, please do not hesitate to contact Mr. Charles B. Adams, SHA's Director of Environmental Design at 410-545-8640, 1-800-446-5962 or, by email, at cadams@sha.state.md.us. He will be happy to assist you.

Sincerely,



John D. Porcari
Secretary

- cc: The Honorable Paul S. Sarbanes, United States Senate
- The Honorable Anthony Brown, Member, Maryland House of Delegates
- The Honorable Ulysses Currie, Member, Senate of Maryland
- The Honorable Dereck Davis, Member, Maryland House of Delegates
- The Honorable M.H. Jim Estep, Member, Prince George's County Council
- The Honorable Melony Griffith, Member, Maryland House of Delegates
- Mr. Charles B. Adams, Director of Environmental Design, State Highway Administration
- Mr. Parker F. Williams, Administrator, State Highway Administration

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Mr. Angelo A. Meoli
Page Three

bcc: Ms. Valerie Burnette Edgar, Director of Communications, State Highway Administration
James Hade, RLA, Noise Abatement Team Leader, State Highway Administration
Ms. Natalie B. Hardy, Special Assistant to the Director, Office of Environmental Design,
State Highway Administration
Ms. Theo Owens, Special Assistant to the District Engineer, State Highway
Administration
Ms. Nanette M. Schieke, State Legislative Officer, Maryland Department of
Transportation
Mr. T.E. Severe, Noise Abatement Team, State Highway Administration
Mr. Charlie K. Watkins, District Engineer, State Highway Administration

Serial #: WSC 4654

OED Serial#: None

Noise Customer #: None

Responding to letter dated: Follow-up to 03/20/2001 letter from Sen. Sarbanes to Sec. Porcari
on behalf of Mr. Angelo Meoli of Auth Village in Prince George's County

Saved: 03/28/01 2:17 PM by: T.E. Severe 410-545-8600

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Maryland Department of Transportation
State Highway Administration

69
Parris N. Glendening
Governor
John D. Porcari
Secretary
Parker F. Williams
Administrator

March 19, 2001

The Honorable Albert R. Wynn
Congress of the United States
House of Representatives
6009 Oxon Hill Road
Oxon Hill MD 20745

Dear Congressman Wynn:

Thank you for your recent letter to Mr. Charlie Watkins, our District Engineer, regarding the sound barrier for the Auth Village community, along the inner loop of I-95/I-495 at Auth Road in Prince George's County. Mr. Watkins forwarded your letter to me for response. I appreciate the opportunity to provide you with information that may be helpful to you in framing a response to your constituent, Ms. Teena Green.

As Ms. Green noted in her letter to you, the State Highway Administration (SHA) considers the need for sound barriers in two circumstances, designated "Type I" and "Type II." In "Type I" situations, barriers are considered when a new highway is being built or an existing highway is being expanded. We do so to comply with environmental laws that were passed in the 1970s that require the evaluation of potential environmental impacts, including noise. Under these laws, SHA performs an environmental analysis to determine if future noise levels will equal or exceed the impact threshold of 66 decibels and, if so, whether those noise levels can be reduced for a reasonable cost. Affected homes must predate the approval of the highway improvements.

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

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

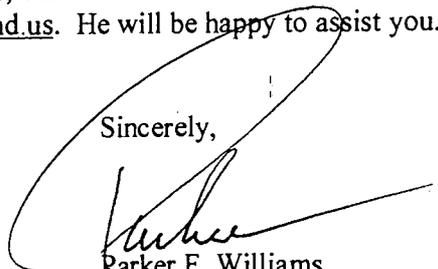
The Honorable Albert R. Wynn
Page Two

Ms. Green mentions that the proposed barrier will not protect five homes along Walton Avenue. The first step in the evaluation of Auth Village was to analyze the eligibility of the community on the basis of the construction dates of the homes compared to the 1964 opening date of the Capital Beltway (I-95/I-495). Our research revealed that two subdivisions are actually at issue: Andrews Square (which does not meet our date criterion) and Andrews Manor (the community to which SHA refers as "Auth Village," and which does meet our date criterion). Because none of the homes in the Andrews Square subdivision, including the five homes along Walton Avenue, were constructed before I-95/I-495, we could not justify a sound barrier for that subdivision.

The Auth Village Civic Association also asked what the cost would be to extend the proposed sound barrier to protect the Walton Avenue homes. Such an extension would add approximately 1,103 linear feet, and 17,356 square feet, of barrier to the present design. The estimated cost to extend this barrier would be \$562,334.

The evaluation of the Auth Village (Andrews Manor) community determined that it meets all of the technical requirements for a Type II sound barrier. Prince George's County has agreed to fund 20 percent of the barrier's cost of construction. State funding for the project has been budgeted, and the design for the barrier has begun. Based on the design schedule, we anticipate that construction will begin this Summer. For your information, enclosed are copies of our *Sound Barrier Policy* and our *Community Resource Guide On Sound Barriers*.

Thank you again for your letter. If you have additional questions or concerns, please do not hesitate to contact Mr. Charles B. Adams, our Director of Environmental Design, at 410-545-8640, 1-800-446-5962, or cadams@sha.state.md.us. He will be happy to assist you. Of course, you should always feel free to contact me directly.

Sincerely,

Parker F. Williams
Administrator

- Enclosures
- cc: Mr. Charles B. Adams, Director of Environmental Design, State Highway Administration
 - The Honorable Anthony Brown, Member, Maryland House of Delegates
 - The Honorable Ulysses Currie, Member, Senate of Maryland
 - The Honorable Dereck Davis, Member, Maryland House of Delegates
 - The Honorable M.H. Jim Estepp, Member, Prince George's County Council
 - The Honorable Melony Griffith, Member, Maryland House of Delegates
 - Mr. Charlie K. Watkins, District Engineer, State Highway Administration

The Honorable Albert R. Wynn
Page Three

bcc: Ms. Valerie Burnette Edgar, Director of Communications, State Highway Administration
James D. Hade, RLA, Noise Abatement Team Leader, State Highway Administration
Ms. Natalie B. Hardy, Special Assistant to the Director, Office of Environmental Design,
State Highway Administration
Ms. Theo Owens, Special Assistant to the District Engineer, State Highway
Administration
Ms. Nanette M. Schieke, State Legislative Officer, Maryland Department of Transportation
Mr. T.E. Severe, Noise Abatement Team, State Highway Administration

Serial #: None

OED Serial#: None

Noise Customer #: 1302

Responding to letter dated: Follow-up to Congressman Wynn's 03-06-2001 letter to Mr. Charlie K. Watkins, SHA District 3 Engineer

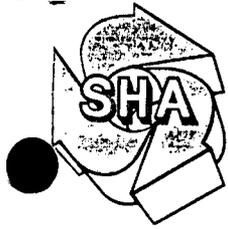
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N:\OED\NOISE\CORRESP\2001\WYNNAR01.doc

Enclosures:

One copy of *Maryland Department of Transportation State Highway Administration Sound Barrier Policy*, dated May 11, 1998

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



Maryland Department of Transportation
State Highway Administration

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

78

December 18, 2002

Ms. Ellen M. Beausoleil
Elkridge Assembly Rooms
6204 Lawyers Hill Road
Elkridge MD 21075-5210

Dear Ms. Beausoleil:

This letter is a follow-up to your recent letter to and telephone conversations with Ms. Nicole Ross, of our staff, regarding the status of the sound barrier project for the Lawyers Hill community, along northbound I-95 from Montgomery Road to the I-95/I-895 interchange in Howard County. I appreciate the opportunity to bring you up to date on the project.

As you are aware, the State Highway Administration (SHA) has determined that the Lawyers Hill community meets the eligibility criteria for our Type II sound barrier program. Once a positive determination regarding eligibility has been reached, we notify the County in which the community is located so they may begin to consider the local funding share of 20 percent of the cost to install the sound barrier. After receiving this County commitment, the State then looks at the timeframe for funding for design and construction. Howard County officials have been notified of the eligibility of Lawyers Hill and they have made the commitment to seek County-funding for the local share. The timing of the County's budget initiative is dependent upon when State funds are approved for the project.

State-funding is based upon availability of State funds in general and the number of other eligible communities that may also be in line, but not yet funded. Prioritization for funding is based upon the order in which each County has made a commitment to the local share and then by the age of the communities on the list in each County. At this time, there are no funds available in our capital program for new sound barrier projects, through fiscal year 2008. Each year, when the Department of Transportation's six year Consolidated Transportation Program (CTP) is updated, funding for new projects, including sound barriers is addressed. Given our current fiscal situation, no new sound barrier funding is available. At such time as new funding is available, the Lawyers Hill community will be given full consideration for inclusion in our capital program for design and construction.

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

MS. Mary Brown
6199 Lawyers Hill Rd.
Elkridge, Md. 21075
-5209

Ms. Ellen Beausoleil
Page Two

74

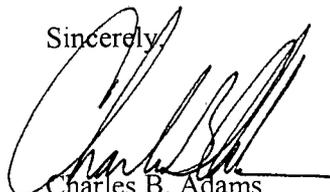
You asked how many Howard County communities are eligible for sound barriers and still waiting to receive them. Please refer to the following table. It lists the communities in question, the associated highway, and where they stand with respect to funding for construction.

Type II Sound Barrier Projects for Howard County

| Highway | Community | Status |
|---------|---|---|
| I-95 | High Ridge | Funded for construction |
| US 29 | Allview Estates Atholton Manor Guilford Downs | Funded for construction subject to County budget approval of local share. |
| I-70 | The Orchards/ Skyview Brinkleigh/ | Funded for construction subject to County budget approval of local share. |
| I-95 | Hunt Club Estates | Funded for construction subject to County budget approval of local share. |
| I-95 | Lawyers Hill | Eligible; County Commitment made, State funding not available. |
| I-95 | Timberview Extension | Eligible; County Commitment made, State funding not available. |
| I-95 | Holiday Hills | Eligible; County Commitment made, State funding not available. |

Thank you for your letter, your telephone conversations and your continuing interest in the State's Sound Barrier Program. If you have additional questions or concerns, please do not hesitate to contact Ms. Ross at 410-545-8616 or 1-800-446-5962 or, by e-mail, at nross@sha.state.md.us. She will be happy to assist you.

Sincerely,



Charles B. Adams

Director

Office of Environmental Design

- cc: Ms. Mary Brown, President, Elkridge Assembly Rooms
Mr. Robert L. Fisher, District Engineer, State Highway Administration
Mr. Edward J. Huber, Jr., Chairman, Highway Noise Committee, Greater Elkridge Community Association
The Honorable Edward J. Kasemeyer, Member, Senate of Maryland
The Honorable James E. Malone, Jr., Member, Maryland House of Delegates
The Honorable Christopher Merdon, Member, Howard County Council
The Honorable Donald E. Murphy, Member, Maryland House of Delegates
The Honorable James N. Robey, Howard County Executive
Ms. Nicole Ross, Special Assistant to the Director, Office of Environmental Design, State Highway Administration

Ms. Ellen Beausoleil
Page Two

bcc: Ms. Elizabeth Calia, Division Chief, Howard County Transportation and Special Projects
Division
James D. Hade, RLA, Noise Abatement Team Leader, Office of Environmental Design, State
Highway Administration
Ms. Nanette M. Schieke, State Legislative Officer, Maryland Department of Transportation
Mr. T.E. Severe, Noise Abatement Team, Office of Environmental Design, State Highway
Administration

Serial #: None

OED Serial#: None

Noise Customer #: 2118

Responding to letter dated: Follow-up to 11-19-2002 letter and several telephone conversations between Ms. Beausoleil and Ms. Nicole Ross regarding the status of the sound barrier project for the Lawyers Hills community in Howard County; Ms. Beausoleil also requested a list of sound barrier-eligible communities in HO Co that are waiting to receive barriers; Ms. Beausoleil also requested an explanation of the process a community follows to receive a barrier from the time of eligibility through the actual construction of the barrier (typically, how long does this process take)

Saved: 12/13/02 12:01 PM by: T.E. Severe

N:\OED\NOISE\CORRESP\2002\BEAUSOLEIL01.doc

76

From: NICOLE ROSS
To: JIM HADE
Date: 12/12/02 5:54PM
Subject: Ellen Beausoleil...Lawyers Hill community in Howard Co.

Jim,

This is a follow up to our conversation regarding Ms. Beausoleil. I provided a verbal response to Ms. Beausoleil this afternoon. I told her that we would send her a written response to her November 19 letter within the next 7 to 10 business days. In addition to the questions she raises in her letter, she would also like for us to address the following issues:

1) Please explain the entire process for receiving a barrier once a community has been found to be eligible for a barrier; for example, how long does it take for a typical community to receive a wall once it has been approved?

2) How many communities in Howard Co. are eligible for a barrier and are still waiting to receive one?

Ted has a copy of the letter and he has already initiated a response to Ms. Beausoleil; however, after speaking to Charlie about this issue, he suggested that I receive the actual nuts and bolts of the letter from you. Please provide this information to Ted as I will not be in the office tomorrow. This letter has been given a December 17 response date. Thanks for your help in this matter,

Nicole

CC: TED SEVERE

November 19, 2002

Ms. Nicole Ross
Community Liaison for State Barriers
Maryland Department of Transportation
P.O. Box 717
Baltimore, Maryland 21203-0717

Dear Nicole,

Thank you for returning my phone call today. Per our conversation, I wanted to let you know that I am a Board Member of the Elkridge Assembly Rooms located in the Lawyers Hill Historic District in Howard County. On behalf of our community, I am making a formal request to be put on the distribution list for any relevant correspondence related to the planning and implementation of the sound barrier for the section of I-95 affecting Lawyers Hill.

You mentioned in your message that the State was waiting for Howard County to agree to the required 20% of the project funding. Natalie Hardy, who I understand is no longer with your office, informed me in January of 2001 that the commitment had already been made. I was under the impression we were waiting for the project to be included in the five-year state plan, which is updated every fall.

I am gravely disappointed to hear that two years after receiving approval for the sound barrier, we are no closer to obtaining any relief. This has been a thirty-year effort; I have copies of letters and correspondence dating back to the early 1970's.

Please let me know if there is anything we can do at the community level to expedite this project. Thank you for your support and I look forward to hearing from you.

Sincerely,



Ellen Beausoleil
Elkridge Assembly Rooms
6204 Lawyers Hill Road
Elkridge, MD 21075
ebeausoleil@earthlink.net

- cc: The Honorable Edward J. Kasemeyer, Member, Senate of Maryland
- The Honorable James N. Robey, Howard County Executive
- Mrs. Mary Brown, President, Elkridge Assembly Rooms
- Mr. Edward Huber, Chairman of Highway Noise Committee for GECA

78

Jim Jones
Comm

November 19, 2002

RECEIVED

Ms. Nicole Ross
Community Liaison for State Barriers
Maryland Department of Transportation
P.O. Box 717
Baltimore, Maryland 21203-0717

2002 NOV 25 A 10: 55

HOWARD COUNTY
EXECUTIVE

RECEIVED
NOV 21 2002
COMMUNITY DEVELOPMENT

Dear Nicole,

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Please let me know if there is anything we can do at the community level to expedite this project. Thank you for your support and I look forward to hearing from you.

Sincerely,

Ellen Beausoleil
Elkridge Assembly Rooms
6204 Lawyers Hill Road
Elkridge, MD 21075
ebeausoleil@earthlink.net

RECEIVED
DEPT. OF PUBLIC WORKS
DIRECTOR'S OFFICE

2002 NOV 27 PM 2: 30

cc: The Honorable Edward J. Kasemeyer, Member, Senate of Maryland
The Honorable James N. Robey, Howard County Executive
Mrs. Mary Brown, Elkridge Assembly Rooms, President
Mr. Ed Huber, Chairman of Highway Noise Committee for GECA

79

BUREAU OF ENGINEERING

Transportation and Special Projects Division



Fax

DATE: 12/12/02

TO: Jim Hade

FAX: _____ PHONE: _____

FROM: LIZ CAUA

FAX: _____ PHONE: _____

SUBJECT: letter as per your request

OF PAGES (including cover): 2

COMMENTS:

Customer Info. View for 2001

Friday, December 13, 2002 01:01 PM

Admin

| | | | | | | |
|---------|-------------------|------------|---------------------|------------|----------------------|-------------------------------------|
| ID # | MAP | DATE | Letter or Phone onl | LAST NAME | FIRST NAME | Active? |
| 2118 | | 11/30/1999 | Letter | BEAUSOLEIL | Ms. Ellen M. | <input checked="" type="checkbox"/> |
| STREET# | STREET NAME | COUNTY | CITY (Post office | ZIPCODE | Representative statu | |
| 6204 | Lawyers Hill Road | HO | Elkridge | 21075-5210 | community repre | |

80

Elected Official whom has communicated directly to us on this custome

| | | | |
|-----------|--------------|---------------------|--------------|
| DAY PHONE | HOME PHONE | E-Mail address | COMMUNITY |
| | 410-379-6672 | ebeausoleil@earthli | Lawyers Hill |

Logical Project Limits

| | |
|--|-------------|
| ROADWAY: I-95 | BarrierName |
| NB I-95 from Montgomery Rd to I-95/I-895 interchange | |

RESPONSE

| | | |
|---------------|-------------|---------------------|
| INQUIRY | 2nd Contact | |
| wants barrier | Jim | |
| Last Contact | Researcher | Primary SHA Contact |
| 11/19/2002 | Jim | none |

FILE LOCATIO

| | |
|--------------|--|
| OTHER | Current committmen |
| Lawyers Hill | to provide update info; list of comm ellgible & waiting for barriers; description of process |

Do we owe a letter?

| | |
|-------------------------|------------|
| Letter Commit due date: | 09/01/2000 |
| Letter signed date | |
| Reason Letter is Late | n/a |

LAST action

11-19-02 See below



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

10/2000 EO's - Dist. 12A - Sen. Edward J. Kasemeyer, Dels. James E. Malone, Jr.; Donald E. Murphy; HO Co Councilman Christopher Merdon Effective 01-01-2003 EO's Dist. 12A Sen. Edward J. Kasemeyer, Del. Steven S. DeBoy, Sr.; James E. Malone, Jr.; HO Cnd Christopher Merdon Telephone listing is for MICHAEL J. BRAND at the above address. 12-13-02 Ms. Beausoleil is a member of the "Elkridge Assembly Rooms" and is a community representative. 11/19/02: Wrote/phoned Nicole; wants to know status of Lawyers Hill sound barrier; what is process that a comm follows to receive a barrier after being declared eligible and how long does it typically take to get the wall constructed; would like a list of communities eligible for barriers that are still waiting to receive them 01-23-2001 Letter sent to Lawyers Hill community by PFW indicating Lawyers Hill eligible for Type II barrier and that HO Co needs to agree to fund 20% of barrier cost before State can consider funding the project; cost info has been sent to HO Co Exec. Robey; SHA to keep community informed of progress 03/08 - Mrs. Beausoleil called and spoke w/NBH - wanted to know if HO Co had committed 20% cost for barrier - County commitment for FY2005 01/12/00 - called in and gave permission for noise measurements to be taken "wants Gov. to use part of \$1 Billion surplus to mandate sound barrier for community" letter to resident

Comment Journal, and letter hyperlinks

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called her on
11/19/02 - LYM

81

January 23, 2001

Ms. Ellen Beausoleil
6204 Lawyers Hill Road
Elkridge MD 21075-5210

Dear Ms. Beausoleil:

RE: Property at 6204 Lawyers Hill Road, Elkridge MD 21075-5210

The State Highway Administration (SHA) has completed its review of the eligibility of the Lawyers Hill community, along northbound I-95 from Montgomery Road to the I-95/I-895 interchange in Howard County, for a sound barrier under the State's Sound Barrier Program. I appreciate your patience while we conducted this review.

It is my pleasure to inform you that the Lawyers Hill community meets the technical requirements for a sound barrier. The next step is for Howard County to agree to fund 20 percent of the sound barrier's cost. We need this commitment before we consider State funding for the barrier. Information regarding the funding requirements for this barrier will be forwarded to County Executive James N. Robey. We will coordinate with Howard County concerning the funding and keep you informed as we work through this process.

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

Sincerely,

Parker F. Williams
Administrator

cc: Mr. Charles B. Adams, Director of Environmental Design, State Highway Administration
The Honorable Edward J. Kasemeyer, Member, Senate of Maryland
The Honorable James E. Malone, Jr., Member, Maryland House of Delegates
The Honorable Christopher Merdon, Member, Howard County Council
The Honorable Donald E. Murphy, Member, Maryland House of Delegates
The Honorable James N. Robey, Howard County Executive

Lake Avenue
Lawyers Hill Community
Ellen Beausoleil
410-379-6670

6204 Lawyers Hill Rd.
Elkridge, Md.

~~2001~~ - Lawyers Hill
Fully Eligible Tugott
Project

Ms. Ellen Beausoleil
Page Two

bcc: Ms. Valerie Burnette Edgar, Director of Communications, State Highway Administration
Mr. Robert Fisher, District Engineer, State Highway Administration
James D. Hade, RLA, Noise Abatement Team Leader, State Highway Administration
Ms. Natalie B. Hardy, Special Assistant to the Director of Environmental Design, State
Highway Administration
Ms. Nanette M. Schieke, State Legislative Officer, Maryland Department of
Transportation
Mr. T.E. Severe, Noise Abatement Team, State Highway Administration

Serial #: None

OED Serial#: None

Noise Customer #: 2118

Responding to letter dated: Follow-up "good news" letter from SHA Admin. Williams after Gov.
Glendening's "good news" announcement to Dist. 12A delegation and HO Co Executive
Saved: 01/17/01 12:08 PM by: T.E. Severe 410-545-8600
N:\OED\NOISE\CORRESP\2001\LAWYERSHILL01M.doc

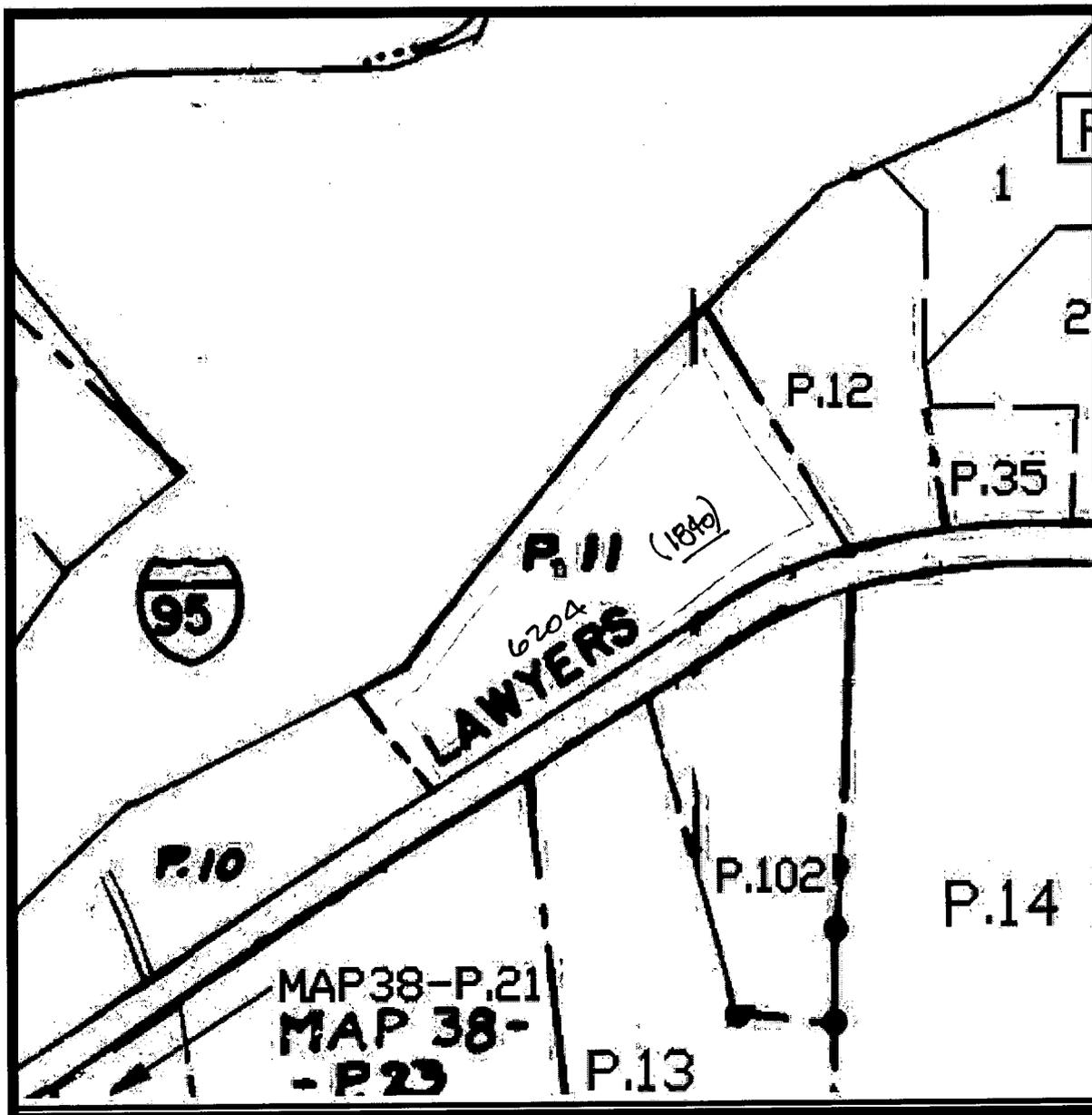
85



Maryland Department of Assessments and Taxation
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District - 01 Account Number - 172131



Property maps provided courtesy of the Maryland Department of Planning ©2001.
For more information on electronic mapping applications, visit the Maryland Department of Planning
web site at www.mdp.state.md.us



17

To I-695

To US-1

510,000 FT

To Harbor Tunnel

To I-695

Joins Inset Below

500,000 FT

39°12'30"

To I-695

For Continuation

PSCD

VALLEY

STATE

PATAPSCO VALLEY

STATE PARK

COUNTY PATAPSCO

AVALON AREA

PARK

HARBOR

ELKRIDGE

MONTGOMERY

MEMORNE ESTATES

TROY HILL

CORPORATE CENTER

CAPITOL MHP

HARWOOD PARK

HARWOOD WOODS

HANOVER CROSSING

HANOVER GRANT

HANOVER VALLEY

ELKRIDGE IND PK

HARWOOD IND PK

HANOVER WOODS

HANOVER GRANT

HANOVER VALLEY

PATAPSCO

VALLEY

STATE

PATAPSCO

Exit-6

Exit-46

Exit-47

Exit-1

107

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6204 Lawyers Hill Rd
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21075-5210, US

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 21075-5210, US



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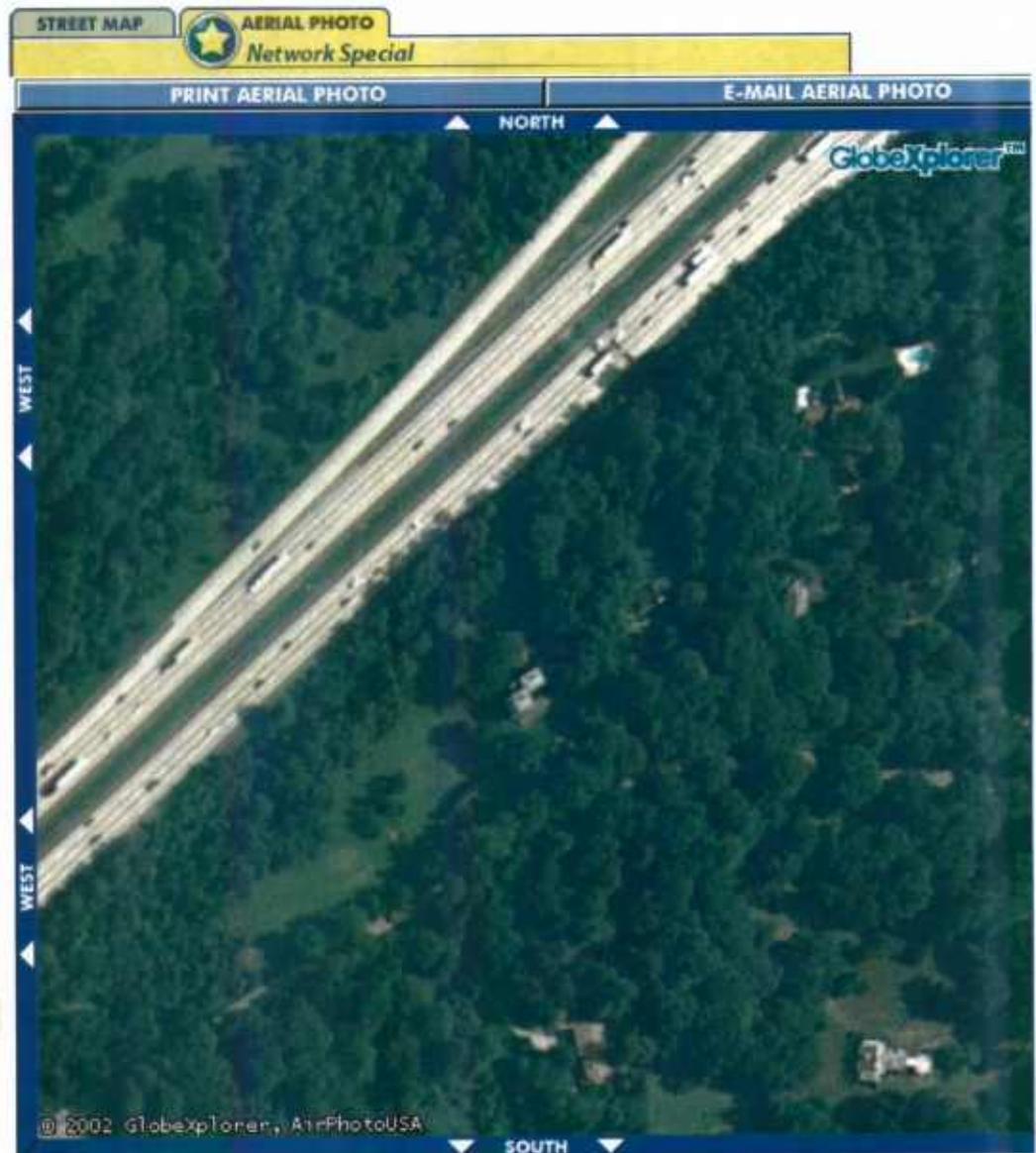


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Maryland Department of Transportation
State Highway Administration

Parris N. Glendening
 Governor

John D. Porcari
 Secretary

Parker F. Williams
 Administrator

February 21, 2002

Mr. Evan Belaga
 3 Steffens Point Heights
 Annapolis MD 21401-2264

Dear Mr. ~~Belaga~~: *Evan*

This letter is a follow-up to our recent telephone conversation regarding a sound barrier for the Admiral Heights community along eastbound US 50 near Worden Court, Halsey Road, Bristol and Williams Drives in Anne Arundel County. I appreciate the opportunity to respond to your inquiry.

The State Highway Administration will perform a technical re-evaluation of the Admiral Heights community near the streets named above, based on the most recent widening of US 50 near the community. However, because of the recent detailed analyses for the Kirkley Road community, that area will not be part of this re-evaluation. We have performed numerous evaluations of this area to determine its eligibility for a sound barrier. These evaluations have confirmed that only one home is experiencing noise levels at or above our impact threshold of 66 decibels. This is primarily due to the relocation of the mainline of the highway away from the community when US 50 was reconstructed. A sound barrier to reduce noise levels at this one home would greatly exceed our maximum cost per residence of \$50,000. It is for these reasons that the Kirkley Road Creek community along US 50 is not eligible for our sound barrier program. One of our consultants will be contacting you and other nearby residents shortly to coordinate the taking of noise level measurements. We will be happy to discuss the results with you after they have been compiled.

Thank you for your telephone call and interest in the State's sound barrier program. If you have additional questions or concerns, please do not hesitate to contact Mr. James Hade, our Noise Abatement Team Leader, at 410-545-8599 or 1-800-446-5962 or, by e-mail, at jhade@sha.state.md.us. He will be happy to assist you.

Very truly yours,

Neil J. Pedersen
 Deputy Administrator for
 Planning and Engineering

cc: Mr. Charles B. Adams, Director of Environmental Design, State Highway Administration
 The Honorable John C. Astle, Member, Senate of Maryland
 The Honorable Michael E. Busch, Member, Maryland House of Delegates
 The Honorable Virginia P. Clagett, Member, Maryland House of Delegates
 The Honorable C. Richard D'Amato, Member, Maryland House of Delegates
 James D. Hade, RLA, Noise Abatement Team Leader, State Highway Administration
 The Honorable Barbara D. Samorajczyk, Member, Anne Arundel County Council
 Mr. Greg Welker, District Engineer, State Highway Administration
 My telephone number is _____

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

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

Mr. Evan Belaga
Page Two

bcc: Ms. Valerie Burnette Edgar, Director of Communications, State Highway Administration
Ms. Nicole Ross, Policy Analyst/State Legislative Officer, State Highway Administration
Ms. Nanette M. Schieke, State Legislative Officer, Maryland Department of
Transportation
Mr. T.E. Severe, Noise Abatement Team, State Highway Administration

Serial #: None

OED Serial#: None

Noise Customer #: 2543

Responding to letter dated: Follow-up to 02-11-2002 telephone conversation between Mr. Belaga and Mr. Neil Pedersen. Mr. Belaga also requested a copy of the State's Sound Barrier Policy; Mr. James Hade provided same via e-mail 02-11-2002.

Saved: 02/11/02 2:49 PM by: T.E. Severe

N:\OED\NOISE\CORRESP\2002\BELAGA01.doc

91

From: "Evan Belaga" <ebelaga@erols.com>
To: "Neil Pedersen" <npedersen@sha.state.md.us>
Date: Fri, Feb 8, 2002 1:38 PM
Subject: highway sound barriers

Neil, do you have any info yet on the sound barriers?

Thanks, Evan. tel 410.263.2102

CC: "RAJA VEERAMACHANENI" <RVeeramachaneni@sha.state.md.us>

Customer Info. View for 2001

Monday, February 11, 2002 03:09 PM

TSevere

92

| | | | | | | |
|---------|-----------------------|------------|---------------------|------------|----------------------|-------------------------------------|
| ID # | MAP | DATE | Letter or Phone onl | LAST NAME | FIRST NAME | Active? |
| 2543 | | 02/11/2002 | | BELAGA | Mr. Evan | <input checked="" type="checkbox"/> |
| STREET# | STREET NAME | COUNTY | CITY (Post office | ZIPCODE | Representative statu | |
| 3 | Steffen Point Heights | AA | Annapolis | 21401-2264 | community repre | |



Elected Official whom has communicated directly to us on this custome

| | | | |
|------------------------|----------------|-------------------|-----------------|
| DAY PHONE | HOME PHONE | E-Mail address | COMMUNITY |
| 443-482-9640 | 410-263-2102 | ebelaga@erols.com | Admiral Heights |
| Logical Project Limits | ROADWAY: US 50 | BarrierName | |

| | | |
|---|------------|-----------------------------|
| RESPONSE | INQUIRY | 2nd Contact |
| to re-investigate Type I evaluation of US 50; Kirkley Rd area not included in this re-eval; results by ?? | | |
| Last Contact | Researcher | Primary SHA Contact |
| 02/11/2002 | | None |
| FILE LOCATIO | OTHER | Current committmen |
| | | to re-evaluate Admiral Hgts |



| | | | |
|-------------------------------------|-------------------------|--------------------|-----------------------|
| Do we owe a letter? | Letter Commit due date: | Letter signed date | Reason Letter is Late |
| <input checked="" type="checkbox"/> | 02/28/2002 | | n/a |

LAST action

2-8-02 Mr. Belaga contacted Mr. Neil Pedersen by e-mail & phone; OED/NAT to e-mail copy of Sound Barrier Policy

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

2/2002 EO's Dist. 30 Sen. John C. Astle; Dels. Michael E. Busch; Virginia P. Clagett; C. Richard D'Amato; AA Cnd Barbara D. Samorajczyk

Comment Journal, and letter hyperlinks \\shadgn\vol1\user\oed\Noise\Dbase\Customer_notes\

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94

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| | |
|--|---|
| Maryland Department of Assessments and Taxation ANNE ARUNDEL COUNTY Real Property Data Search | Go Back View Map New Search |
|--|---|

Account Identifier: District - 06 Subdivision - 010 Account Number - 90037657

Owner Information

| | | | |
|-------------------------|--|-----------------------------|----------------------|
| Owner Name: | BELAGA, EVAN | Use: | RESIDENTIAL |
| | | Principal Residence: | NO |
| Mailing Address: | 3 STEFFEN POINT HTS ANNAPOLIS MD 21401-2264 | Deed Reference: | 1) / 9373/ 560 2) |
| | <i>410.263.2102</i> <i>443.482.9690</i> | | |

Location & Structure Information

| | | |
|---|----------------------|---|
| Premises Address | Zoning | Legal Description |
| 1 F STEFFEN POINT DR ANNAPOLIS 21401 | R1 WATERFRONT | PT LT B 1F STEFFEN POINT DR STEFFEN POINT |

| | | | | | | | | | |
|------------|-------------|---------------|--------------------|----------------|--------------|------------|--------------|-----------------|------------------|
| Map | Grid | Parcel | Subdivision | Section | Block | Lot | Group | Plat No: | Plat Ref: |
| 2Z | 5 | 611 | 10 | | | B | 82 | | 226/ 19 |

| | |
|--------------------------|----------------------------------|
| Special Tax Areas | Town Ad Valorem Tax Class |
| | ANNAPOLIS |

| | | | |
|--------------------------------|----------------------|---------------------------|-------------------|
| Primary Structure Built | Enclosed Area | Property Land Area | County Use |
| 1957 | 1,221 SF | 69,044.00 SF | |

| | | | |
|----------------|-----------------|---------------|-----------------|
| Stories | Basement | Type | Exterior |
| 1 | NO | STANDARD UNIT | FRAME |

Value Information

| | Base Value | Value | | |
|--------------------|----------------|----------------|----------------------|----------------|
| | | As Of | Phase-in Assessments | As Of |
| | | 01/01/2000 | 07/01/2001 | 07/01/2002 |
| Land: | 221,230 | 261,640 | | |
| Improvements: | 80,850 | 89,720 | | |
| Total: | 302,080 | 351,360 | 334,932 | 351,360 |
| Preferential Land: | 0 | 0 | 0 | 0 |

Transfer Information

| | | |
|--|---------------------------|-------------------------|
| Seller: GRAY, ROBERT K | Date: 08/20/1999 | Price: \$405,000 |
| Type: IMPROVED ARMS-LENGTH | Deed1: / 4481/ 483 | Deed2: |
| Seller: GASTROCK TRSTEEJR CHARLES C | Date: 10/21/1987 | Price: \$0 |
| Type: NOT ARMS-LENGTH | Deed1: | Deed2: |
| Seller: | Date: | Price: |
| Type: | Deed1: | Deed2: |

Exemption Information

| Partial Exempt Assessments | Code | 07/01/2001 | 07/01/2002 |
|----------------------------|------|------------|------------|
| County | 000 | 0 | 0 |
| State | 000 | 0 | 0 |
| Municipal | 000 | 0 | 0 |

Tax Exempt: NO
Exempt Class:

Special Tax Recapture:

EO'S - DIST. 30

Jen: John E. Astle
Deb: Michael E. Busch
Virginia P. Glagett
C. Richard D'Amato

** NONE **

AD Co Corp Dist. 6

Barbara D. Samorajczyk

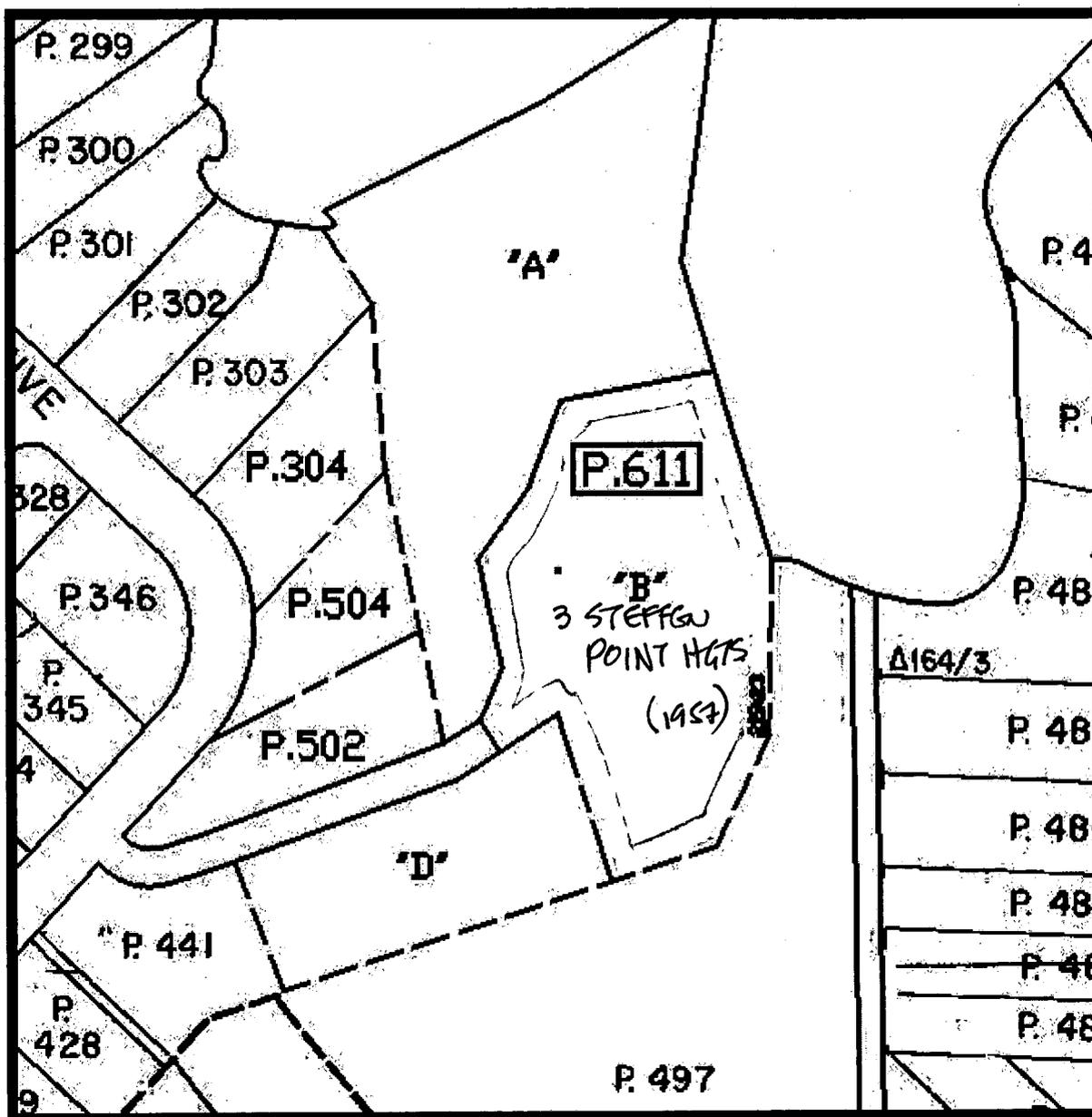
95



Maryland Department of Assessments and Taxation
ANNE ARUNDEL COUNTY
Real Property Data Search

Go Back
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New Search

District - 06 Subdistrict - 010 Account Number - 90037657



Property maps provided courtesy of the Maryland Department of Planning ©2000.
For more information on electronic mapping applications, visit the Maryland Department of Planning web site at www.mdp.state.md.us

96



Urgent

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Answer 3 simple questions to get your gifts

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Promotions



Find a Map

Street (e.g., 1600 Pennsylvania Ave)

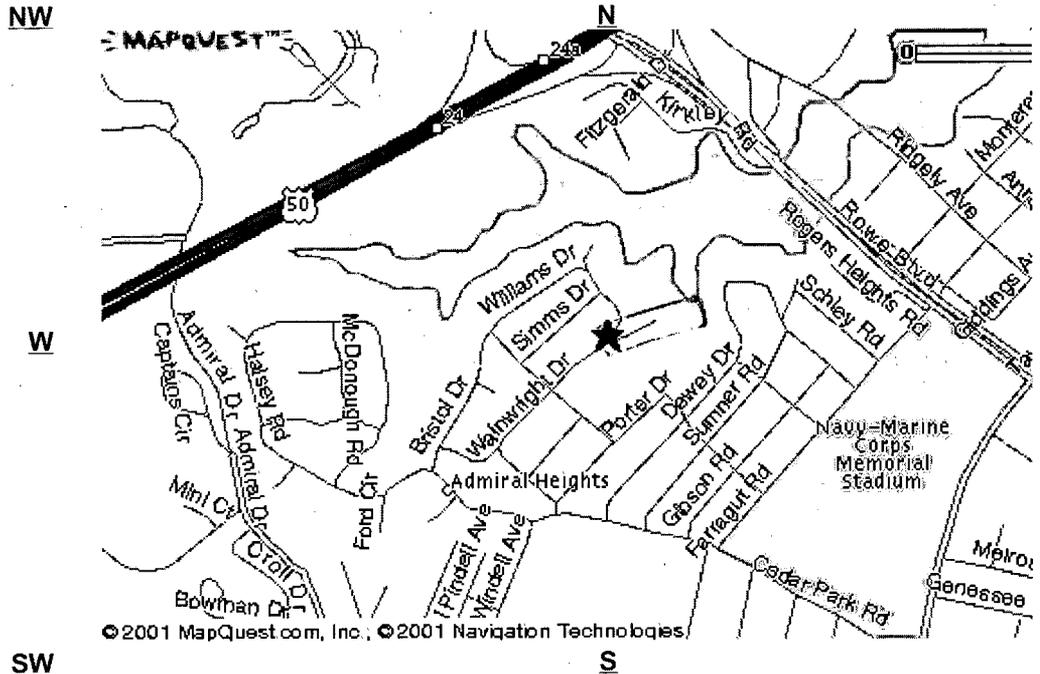
City (e.g., Washington)

Zip

State Required
 Select a State

Listing:

Evan Belaga
 3 Steffen Point Hts
 ANNAPOLIS MD 21401
 410-263-2102



○ Center ● Zoom In ○ Zoom Out ○ Identify Icon



97



| | |
|-------------------------|-------------------|
| Criminal Records | PublicData |
| All available states | Joe Smith |

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[Yellow Pages](#)
[White Pages](#)
[Reverse Lookup](#)
[Toll-Free](#)
[International Links](#)
[Web Sites](#)

Need a Map or Driving Directions? Use the search form below to find the information you need.

Promotions



Find a Map

Street (e.g., 1600 Pennsylvania Ave)

City (e.g., Washington)

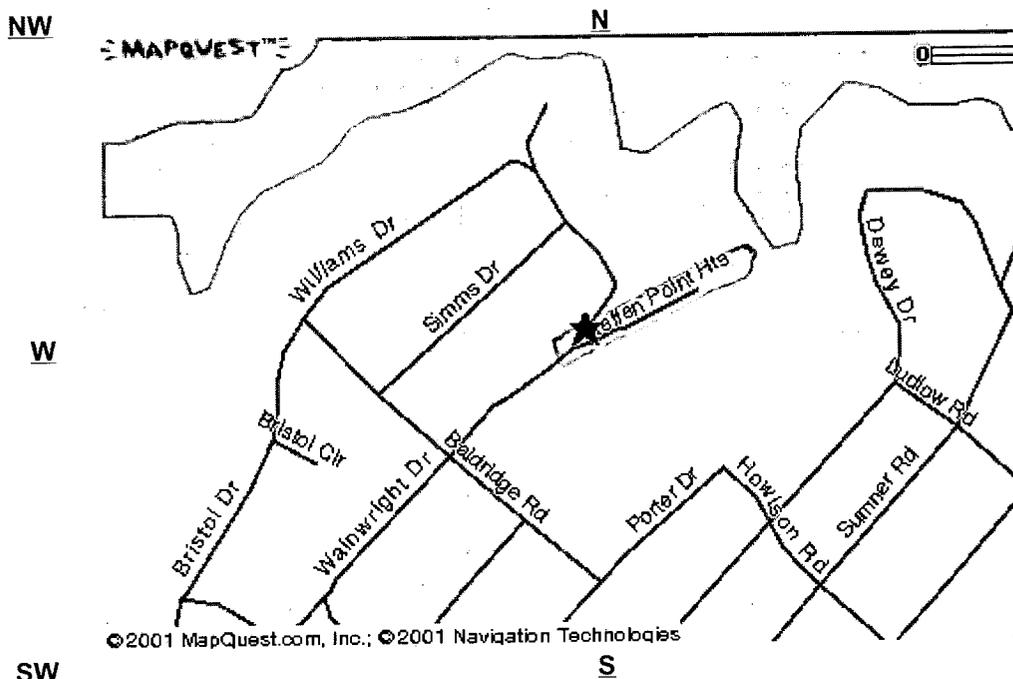
Zip

State Required

Find It

Listing:

Evan Belaga
 3 Steffen Point Hts
 ANNAPOLIS MD 21401
 410-263-2102



Center Zoom Out Identify Icon



Get Driving Directions

WEEMS CREEK REF. MAT'L

98

Customer Info. View for 2001

Friday, February 15, 2002 03:44 PM

TSevere

| | | | | | | |
|---|--------------------|----------------|---------------------------------|----------------|----------------------|--------------------------|
| ID # | MAP | DATE | Letter or Phone onl | LAST NAME | FIRST NAME | Active? |
| 1139 | F-13 | 07/22/1996 | letter and phone | CRONIN / QUADE | Richard / Catherine | <input type="checkbox"/> |
| STREET# | STREET NAME | COUNTY | CITY (Post office) | ZIPCODE | Representative statu | |
| 244 | Kirkley Road | AA | Annapolis | 21401 | | |
| Elected Official whom has communicated directly to us on this custome | | | | | | Find Next |
| DAY PHONE | HOME PHONE | E-Mail address | COMMUNITY | | | |
| 202-366-9424 | 410-571-1759 | | Weems Creek (Kirkley Road Area) | | | |
| Logical Project Limits | ROADWAY: US 50/301 | BarrierName | | | | |

| | | |
|-----------------------|---------------|---------------------|
| RESPONSE | INQUIRY | 2nd Contact |
| studying | wants barrier | |
| Last Contact | Researcher | Primary SHA Contact |
| 08/28/1998 | | JIM |
| Construction Projects | | |

| | | |
|---------------------|-------------------------|-----------------------|
| FILE LOCATIO | OTHER | Current committmen |
| LL | | POLICY REVIEW |
| Do we owe a letter? | Letter Commit due date: | |
| | Letter signed date | Reason Letter is Late |
| LAST action | | |

Faxed report abstract. 7/30/97 phone call. Community mtg. tonight.

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

4/10/98 - Note from Philip Troll to Charlie Adams: "I had a conversation with Mr. Cronin - he was the citizen who gave us notice of the April 3rd article in THE CAPITAL about the delay in noise wall funding. (Rose Mullhausen is preparing a Parker letter to the editor on this). Both he and his friend Mr. Wayson (a lawyer) have been having a series of talks with Del. Busch and evidently Mr. Cronin has been talking with Edie Segrese expressing his concern over their small community being left out of the barrier deal because they are not as vocal as the Riverview folk.

Mr. Cronin just asked that I pass on to you this message: "Please! Don't forget us out here - We're very interested in hearing good news and hearing it soon." End 4/10/98

| | |
|--|---------------------------|
| Comment Journal, and letter hyperlinks | |
| Consultant Fir | 1-888-375-1975 outside MD |

To Meet 100% of our Commitments!

March 26, 1999

Ms. Catherine E. Quade
Mr. Richard J. Cronin
244 Kirkley Road
Annapolis MD 21401

Dear Ms. Quade and Mr. Cronin:

This letter is a follow-up to the February 26 letter from Governor Glendening to you regarding a sound barrier for the Kirkley Road community along US 50 in Anne Arundel County. I appreciate your patience as we finalized the review for this area.

The State Highway Administration (SHA) has evaluated the Kirkley Road community to determine if it meets the eligibility requirements for a State-funded sound barrier. As outlined in a previous letter to you, the eligibility criteria include: existing noise levels must equal or exceed the impact threshold of 66 decibels (dBA); the majority of the impacted homes in a community must predate the original highway; and it must be possible to build an effective barrier for a reasonable cost.

The evaluation determined that the noise-level threshold is only exceeded at 246 Kirkley Road, a home built in 1988, after the of US 50. Because noise levels are lower than the impact threshold, the Kirkley Road area is not eligible for a sound barrier. Additionally, our records show that only four of seventeen homes in this community predate the construction of US 50.

Thank you again for your patience. I regret I cannot provide a positive response to your situation. If you have any questions, please feel free to call Mr. Charles B. Adams, SHA's Director of Environmental Design, at 410-545-8640 or 1-800-446-5962.

Sincerely,

John D. Porcari
Secretary

cc: The Honorable John C. Astle, Member, Senate of Maryland
The Honorable Michael Busch, Member, Maryland House of Delegates
The Honorable Virginia Clagett, Member, Maryland House of Delegates
The Honorable Richard D'Amato, Member, Maryland House of Delegates
Mr. Charles B. Adams, Director of Environmental Design, State Highway Administration
Mr. Parker F. Williams, Administrator, State Highway Administration

Ms. Catherine E. Quade
Mr. Richard J. Cronin
Page Two

bcc: Mr. Paul D. Armstrong, District Engineer, State Highway Administration
Mr. James Hade, Noise Abatement Team Leader, State Highway Administration
Ms. Natalie B. Hardy, Special Assistant to the Director, State Highway Administration
Mr. Eric G. Madden, Assistant to the Deputy Secretary, Maryland Department of Transportation
Mr. John Petty, Assistant to the Secretary, Maryland Department of Transportation
Mr. T.E. Severe, Noise Abatement Team, State Highway Administration

Serial #: None
OED Serial#: None
Noise Customer #: 1139
Responding to letter dated: 02/26/98 from Gov. Glendening
Saved: 03/08/99 1:47 PM by: Ted Severe
N:\OED\NOISE\CORRESP\1999\QUADE02.doc

October 28, 1998

Ms. Catherine E. Quade
Mr. Richard J. Cronin
244 Kirkley Road
Annapolis MD 21401

Dear Ms. Quade and Mr. Cronin:

This is a follow up to the October 19 Consolidated Transportation Program (CTP) tour meeting held in Annapolis and my August 24 letter to you regarding a sound barrier for the Kirkley Road area adjacent to US 50. I understand your desire for a sound barrier and your concern over the timeliness of the conclusion of the technical analyses and the communication of the results. The review of the most recent information was completed just prior to the CTP meeting, which is the reason that you had not yet received the results.

As was outlined in my previous letter, the purpose of our Type II, or retrofit program is to construct sound barriers for communities that predate the original highway. The intent of this program is to address areas of noise impact along highways that were built before environmental analyses became part of the highway development process. To be eligible, the majority of the impacted residences in a community must predate the original highway; existing noise levels must equal or exceed the impact threshold of 66 decibels (dBA); and we must be able to build an effective barrier at a reasonable cost (maximum of \$50,000 per benefited residence).

Measurements were taken in September on the highway side of your home, at the Weems School, at the house at 246 Kirkley Road, at the bend in Kirkley Road closest to US 50, and at the point at which your driveway meets Kirkley Road. At only one of those locations, 246 Kirkley Road, were noise levels recorded at or above the impact threshold. These measurements are consistent with those taken in the past. I have enclosed a copy of the measurement summary for your information.

The impacted residence at 246 Kirkley Road was built in 1988, after the opening of US 50 in 1954. Even if that home had predated the highway, however, a barrier to protect that home would cost in excess of \$100,000 per benefited residence, which is well above our \$50,000 limit. We regret that, although you are bothered by traffic noise from US 50, your community does not meet the requirements for a sound barrier. Also enclosed is the brochure that details the State's Sound Barrier Program, which may be of interest to you in understanding our decision.

Ms. Catherine E. Quade
Mr. Richard J. Cronin
Page Two

At the CTP meeting, you remarked that the State Highway Administration (SHA) has conducted noise measurements over the past several years in the Kirkley Road community. The most recent commitment to perform additional measurements was as a result of your concerns that the data previously taken did not accurately reflect the noise environment of your neighborhood. A series of measurements were taken prior to the afternoon peak period at several locations within the community. These measurements were taken at this time of day because the previous continuous 24-hour measurements along this section of US 50 that showed noise levels are loudest during the mid- to- late afternoon.

Thank you again for your patience while we reevaluated the eligibility of your community for a sound barrier. I regret I am unable to offer a positive response to your request. If you have any questions, please do not hesitate to contact Mr. Charles B. Adams, SHA's Director of Environmental Design, at 410-545-8640 or 1-800-446-5962.

Sincerely,

David L. Winstead
Secretary

- cc: The Honorable John C. Astle, Member, Senate of Maryland
- The Honorable Phillip C. Bissett, Member, Maryland House of Delegates
- The Honorable Michael E. Busch, Member, Maryland House of Delegates
- The Honorable Virginia C. Clagett, Member, Maryland House of Delegates
- Mr. Charles B. Adams, Director of Environmental Design, State Highway Administration
- Mr. Parker F. Williams, Administrator, State Highway Administration

Ms. Catherine E. Quade
Mr. Richard J. Cronin
Page Three

- bcc: Mr. Paul D. Armstrong, District Engineer, State Highway Administration
Ms. Claire DeBakey, Special Assistant to the Administrator, State Highway Administration
Ms. Leslie A. Frelow, Assistant Director, Office of Administrative Services, Maryland Department of Transportation
Mr. James Hade, Noise Abatement Team Leader, State Highway Administration
Ms. Natalie Hardy, Special Assistant to the Director, State Highway Administration
Mr. Eric G. Madden, Assistant to the Deputy Secretary, Maryland Department of Transportation
Mr. Philip Troll, Noise Abatement Team, State Highway Administration
Ms. Sherry Varner, Correspondence Team, Maryland Department of Transportation

Noise Customer #: 1139
Drafted by: OED/LAD/NAT - October 22, 1998
N:\OED\NOISE\CORRESP\1998\QUADE02.DOC

February 26, 1999

Ms. Catherine E. Quade
Mr. Richard J. Cronin
244 Kirkley Road
Annapolis MD 21401

Dear Ms. Quade and Mr. Cronin:

Thank you for your letter regarding a sound barrier for the Kirkley Road community along US 50 in Anne Arundel County. I appreciate your sharing your concerns with me and agree we need to be sensitive to the effects of highway noise.

Quality of life issues, such as sound barriers, have been and continue to be one of the cornerstones of my Administration. Whether the issue is highway noise or the condition of our neighborhoods, we strive to provide the best quality of living for our citizens. Major investments in sound barriers have been made during the past four years and will continue to be made as we work to provide relief where noise abatement is needed and warranted.

The Maryland Department of Transportation worked with State legislators to develop a Sound Barrier Policy that addresses the needs of adversely affected communities. This policy established a set of criteria that communities need to meet in order to qualify for a sound barrier. I recently appointed Mr. John D. Porcari as the new Secretary of the Maryland Department of Transportation and have asked him to look into your case. Following his review, I will accept his decision as final.

Thank you again for your letter. Secretary Porcari will investigate this matter and contact you directly.

Sincerely,

Parris N. Glendening
Governor

cc: The Honorable John D. Porcari, Secretary, Maryland Department of Transportation

Ms. Catherine E. Quade
Mr. Richard J. Cronin
Page Two

- bcc: Mr. Charles B. Adams, Director of Environmental Design, State Highway Administration
- Mr. Paul D. Armstrong, District Engineer, State Highway Administration
- Ms. Valerie Burnette Edgar, Director, Office of Communications, State Highway Administration
- Ms. Leslie A. Frelow, Assistant Director, Office of Administrative Services, Maryland Department of Transportation
- Mr. Jim Gring, Special Assistant to the Deputy Chief of Staff, Governor's Office
- Mr. James Hade, Noise Abatement Team Leader, State Highway Administration
- Ms. Natalie Hardy, Special Assistant to the Director, State Highway Administration
- Mr. John M. Lewis, State Legislative Officer, Maryland Department of Transportation
- Mr. Eric G. Madden, Assistant to the Deputy Secretary, Maryland Department of Transportation
- Mr. T. E. Severe, Noise Abatement Team, State Highway Administration
- Ms. Sherry Varner, Correspondence Team, Maryland Department of Transportation

Serial #: 9801

OED Serial#: None

Noise Customer #: 1139

Responding to letter dated: Letter dated 01/05/99 to Governor

Saved: 01/14/99 10:09 AM by: Ted Severe

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**Maryland Department of Transportation
State Highway Administration**

Parris N. Glendening
Governor

John D. Porcari
Secretary

Parker F. Williams
Administrator

October 2, 2002

Mr. Robert L. Bolton
9111 Riverhill Road
Laurel MD 20723-1781

Dear Mr. Bolton:

Thank you for your recent telephone conversation with Mr. Ted Severe, of our staff, regarding your ballot card for construction of a sound barrier for the High Ridge community along northbound I-95 from the Patuxent River bridge to the I-95/MD 216 interchange in Howard County. I appreciate the opportunity to provide you with a replacement ballot and the instructions for its return.

The State's Sound Barrier Policy requires that we must have a 75 percent concurrence from the impacted property owners in a community for the construction of a sound barrier project in order to finalize the design and perform the actual construction of the sound barrier. This concurrence process is accomplished by providing ballot cards to the impacted property owners that they must sign and return to the State Highway Administration (SHA). Enclosed, for your use, is a replacement ballot card. It is postage-paid and pre-addressed. Please check off the appropriate box, sign your name, fold the card in half with the SHA address to the outside, seal the folded card with tape and place the card in the mail before next Friday, October 11, 2002.

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

Sincerely,

Nicole Ross
Special Assistant to the Director
Office of Environmental Design

Enclosure

cc: Mr. Charles B. Adams, Director, Office of Environmental Design, State Highway Administration
James D. Hade, RLA, Noise Abatement Team Leader, Office of Environmental Design, State Highway Administration

My telephone number is _____

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

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

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October 2, 2002

Mr. Robert L. Bolton
9111 Riverhill Road
Laurel MD 20723-1781

Dear Mr. Bolton:

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Sincerely,



Nicole Ross
Special Assistant to the Director
Office of Environmental Design

Enclosure

cc: Mr. Charles B. Adams, Director, Office of Environmental Design, State Highway Administration
James D. Hade, RLA, Noise Abatement Team Leader, Office of Environmental Design, State Highway Administration

Mr. Robert L. Bolton
Page Two

bcc: Mr. Ted Severe, Administrative Assistant, Noise Abatement Team, Office of
Environmental Design, State Highway Administration

Serial #: None

OED Serial#: None

Noise Customer #:

Responding to letter dated: Follow-up to 10-02-2002 telephone conversation between Mr. Bolton and Mr. Ted Severe, following Mr. Severe's 10-01-2002 telephone message to Mr. Bolton to contact OED/NAT regarding his ballot card for the High Ridge sound barrier project. Mr. Bolton's residence is one of the impacted homes in the High Ridge community

Saved: 10/02/02 1:29 PM by: T.E. Severe

N:\OED\NOISE\CORRESP\2002\BOLTONRL01.doc



**Maryland Department of Transportation
State Highway Administration**

109

Parris N. Glendening
Governor

John D. Porcari
Secretary

Parker F. Williams
Administrator

November 4, 2002

Mr. David W. Brown
Knopf & Brown
401 East Jefferson Street
Suite 206
Rockville MD 20850

Dear Mr. Brown:

This letter is in response to your June 24 letter to me and the meeting that we had on September 5 regarding noise impacts from the I-270 east spur reconstruction project upon the St. Marks Church property. I apologize for the delay in getting this information to you. As the analysis was performed a number of years ago, it has taken time to research the project files of our consultant to get all of the information requested.

Specifically, at the September 5 meeting, you requested certain information as follows:

1. A copy of the environmental re-evaluation for the subject project. A copy of this document, dated November 9, 2000 is enclosed.
2. Documentation on the 447 foot and 990 foot in length sound barriers that were analyzed with respect to St. Marks Church and the Cloisters community. Enclosed are four (4) 11" x 17" exhibits that show the barriers analyzed. The first of these indicates the extent of the 999' barrier and noise level data for two receptor points, one at the church property and the other along Valerian Lane in the residential community. The 999' barrier extended to the southerly limit of construction of the project. The second exhibit shows the 447' barrier analyzed for St. Marks Church. This is the barrier that was discussed in the FONSI for the project. The third and fourth exhibits indicate two shortened barrier options adjacent to the ramp from I-270 to Old Georgetown Road. These were analyzed after we received the opinion from church representatives that they were not in favor of a barrier that would extend along the church frontage past the ramp tie-in to Old Georgetown Road. The noise level reduction from these barriers would have been minimal and noise levels would have remained above the impact threshold, which led us to the conclusion that a barrier was not reasonable.
3. Documentation on meetings between SHA and St. Marks Church representatives relating to the sound barrier issue. Enclosed is a copy of a memorandum dated November 15, 1994 attached to which is a memorandum documenting a meeting on October 12, 1994 relating to this issue.

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

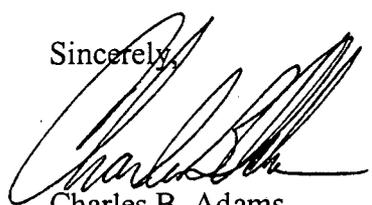
Mr. David W. Brown
Page Two

- 4. Information relating to the cost of a linear foot of standard sound barrier and a linear foot of screen fence similar to that which was constructed adjacent to the Heritage Walk community.
 - Based upon bid prices for the sound barrier recently constructed for the Wildwood Manor community, a linear foot of standard sound barrier, twenty (20) feet in height would be \$460. Using the cost of the screen fence constructed at Heritage Walk, a linear foot of screen fence eight (8) feet in height would be \$120.50.

As I indicated when we last spoke, SHA is committed to provide screening for St. Marks Church. We cannot extend this to cover the adjoining residences as they were previously determined not to qualify for a sound barrier.

This is all of the information that my notes indicate you requested. If you have any questions or feel this does not reflect what you had asked for, please let me know. You may reach me at 410-545-8640.

Sincerely,



Charles B. Adams
Director
Office of Environmental Design

Enclosures

cc: Ms. Laurie Hanig, Esq.

Mr. David W. Brown
Page Three

bcc: Jim Hade

Serial #: None

OED Serial#: None

Noise Customer #:

Responding to letter dated:

Saved: 11/06/02 12:14 PM by: T.E. Severe

N:\OED\NOISE\CORRESP\2002\BROWNDW01.doc

Noise Team

118

LAW OFFICES OF

KNOPF & BROWN

401 EAST JEFFERSON STREET

SUITE 206

ROCKVILLE, MARYLAND 20850

(301) 545-6100

November 1, 2002

FAX: (301) 545-6103

E-MAIL BROWN@KNOPF-BROWN.COM

WRITER'S DIRECT DIAL

(301) 545-6105

DAVID W. BROWN

Charles B. Adams, Director
Office of Environmental Design
State Highway Administration
Post Office Box 717
Baltimore, Maryland 21203-0717

Re: Project: I-270 at MD 187
And Tuckerman Lane
Project No. M0401B3C

Dear Charlie:

When we met on September 5th to discuss my letter of June 24th, my clients and I came away optimistic that this matter would be quickly and favorably resolved. Since then everything has pointed in quite the opposite direction.

We talked on September 24th. You were much more negative about our proposed solution than you had been at the meeting. Yet it was clear in that conversation (to both of us) that there was some misunderstanding on your part about what the FONSI record showed as of 1997 in Noise Sensitive Area F-2, as detailed in my earlier letter.

To assist in resolving the matter, you said in that conversation that you would promptly provide me the following information: (1) a copy of the 2000 update on the FONSI; (2) a copy of all drawings and other papers associated with the initial FONSI-described noise walls of 999' and 447' adjacent to St. Mark Church; showing location, height, etc.; (3) a copy of any SHA notes or memoranda on meetings with Church officials relative to the FONSI-described noise barrier entitlement; and (4) current prices (per foot) of (a) standard SHA noise wall and (b) screening wall of the type used at Heritage Walk. I have yet to receive any of this.

We are now in the fifth month since I first wrote, and we seem to be moving only backward. It is especially disappointing considering our earlier cooperative work together. When can I expect to hear from you?

Very truly yours,



David W. Brown



**Maryland Department of Transportation
State Highway Administration**

113

Parris N. Glendening
Governor

John D. Porcari
Secretary

Parker F. Williams
Administrator

April 5, 2002

Mr. O. Boone Bucher
President and CEO
Concrete Solutions, Inc.
3300 Bee Caves Road, Suite 650
Austin TX 78746-6797

Dear Mr. Bucher:

This letter is a follow-up to your recent presentation here in our office regarding your company's product, Soundsorb. Thank you for coming and providing the information on this product.

Based on the testing procedures that your product has undergone and other information you provided on Soundsorb, it appears that we should not experience the exfoliation of the product from the freeze/thaw cycles of our region's weather. The cement-based product is formable to provide a variety of textures and finishes which is compatible with the variety of barrier finishes that we are considering. We are satisfied that this material is acceptable for use on sound barriers requiring an absorptive finish here in Maryland and, therefore, would accept its use for that purpose.

Again, thank you for your presentation. If you have additional information on your product or additional questions for us, please do not hesitate to contact Mr. James Hade, our Noise Abatement Team Leader, at 410-545-8600 or, by e-mail, at jhade@sha.state.md.us. He will be happy to assist you.

Sincerely,

A handwritten signature in black ink, appearing to read 'Charles B. Adams'.

Charles B. Adams
Director
Office of Environmental Design

cc: James D. Hade, RLA, Noise Abatement Team Leader, Office of Environmental Design,
State Highway Administration
Mr. Paul Finnerty, Office of Materials and Technology, State Highway Administration

My telephone number is _____

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

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

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Mr. O. Boone Bucher
Page Two

bcc: Mr. T.E. Severe, Noise Abatement Team, State Highway Administration

Serial #: None

OED Serial#: None

Noise Customer #: N/A

Responding to letter dated: Follow-up to 02-21-2002 presentation by Mr. Bucher at SHA

Saved: 03/25/02 8:31 AM by: T.E. Severe

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Concrete Solutions, Inc.

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January 11, 2002

Jim Hade, RLA
Team Leader, Noise Abatement
707 N. Calvert Street
Baltimore, MD 21202

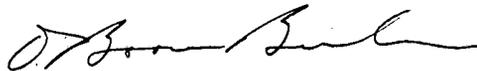
Dear Jim,

Thank you for your help in answering my question concerning the pre-approval process for acoustical materials by the Maryland DOT.

Please find attached the ASTM C-423 test results as requested. The test was performed using a flat surface (no texture), as different textures will improve the absorption values slightly. Our material will mirror or replicate all standard and most custom concrete liner textures. Our web site contains photos of textures used on projects over the years (www.soundsorb.com).

I look forward to your comments.

Best regards,



O. Boone Bucher
President and CEO

jag
Enc. test reports

116

Report No. 9002.1

No. of Pages 3

NRC Test Report
for
Concrete Safety Systems
on
Open Cellular Cementitious Material
As Licensed by Concrete Solutions, Inc.

NU LABORATORIES, INC.

312 Old Allerton Road, Annandale, NJ

(908)713-9300

WWW.NULABS.COM

E-Mail: sales@nulabs.com

15 April 1999

| Prepared By | Checked By | Approved By |
|----------------------|----------------------|----------------------|
| B. J. Snyder | M. Lowman | T. S. Bragg |
| <i>B. J. Snyder</i> | <i>M. Lowman</i> | <i>T. S. Bragg</i> |
| <i>21 April 1999</i> | <i>21 April 1999</i> | <i>21 April 1999</i> |

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1. INTRODUCTION

The sound absorption coefficient of a surface in a specified frequency band is, aside from the effects of diffraction, the fraction of randomly incident sound energy absorbed or otherwise not reflected. The unit of measurement is sabin per square foot.

The noise reduction coefficient, NRC, is the average of the sound absorption coefficients at 250, 500, 1000, and 2000 Hz expressed to the nearest integral multiple of 0.05.

2. APPLICABLE STANDARD

Measurements were made according to:

ASTM Designation: C 423-90a, "Standard Test Method for Sound Absorption and Sound Absorption Coefficients by the Reverberation Room Method."

Standard Mountings are defined in:

ASTM Designation: E 795-91, "Standard Practices for Mounting Test Specimens During Sound Absorption Test."

3. TEST SPECIMEN

The test specimen consisted of four 24" wide by 96" long by 8" thick panels, arranged in a Type A mounting, forming a test specimen 96" wide, 96" long, and 8" thick. Each panel was made up of a 3" thick open cellular cementitious material facing and a 5" thick concrete backing. There was a wooden frame placed around the perimeter edges of the specimen to minimize edge absorption. The specimen was submitted for testing by Concrete Safety Systems and was identified as "Open Cellular Cementitious Material as licensed by Concrete Solutions, Inc." The weight of the test specimen was 4669 pounds. The area used to calculate absorption coefficients was 64 square feet, the face area of the specimen.

4. TEST RESULTS

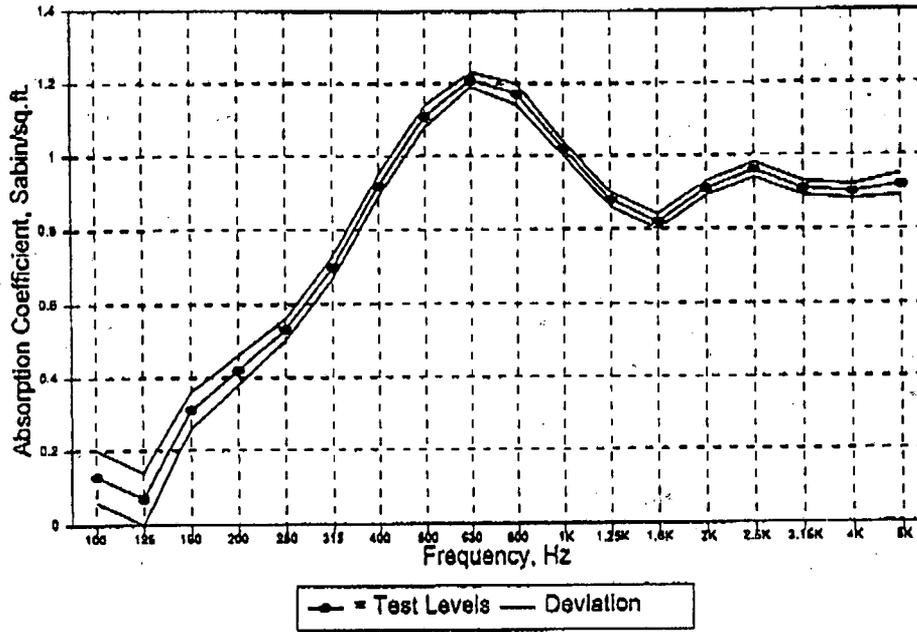
The calculated values of the sound absorption of the specimen and sound absorption coefficients together with the calculated measurement uncertainty for each are tabulated and shown graphically in Figure 1.

5. DISPOSITION OF TEST SPECIMEN

The test specimen was held at Cedar Knolls Acoustical Laboratories for pick up by Concrete Safety Systems.

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NRC=0.90



| Frequency (Hz) | Absorption (Sabin) | Deviation | Coefficient (Sabin/ft²) | Deviation |
|------------------------------|--------------------|-----------|-------------------------|-----------|
| 100 | 8 ± | 4.5 | 0.13 ± | 0.07 |
| 125 | 4.3 ± | 4.7 | 0.07 ± | 0.07 |
| 160 | 19.8 ± | 3.4 | 0.31 ± | 0.05 |
| 200 | 26.8 ± | 2.4 | 0.42 ± | 0.04 |
| 250 | 34 ± | 2 | 0.53 ± | 0.03 |
| 315 | 45 ± | 1.9 | 0.7 ± | 0.03 |
| 400 | 58.7 ± | 1.9 | 0.92 ± | 0.03 |
| 500 | 71 ± | 1.8 | 1.11 ± | 0.03 |
| 630 | 77.4 ± | 1.4 | 1.21 ± | 0.02 |
| 800 | 75.1 ± | 1.7 | 1.17 ± | 0.03 |
| 1K | 65.4 ± | 1 | 1.02 ± | 0.02 |
| 1.25K | 56 ± | 1 | 0.88 ± | 0.02 |
| 1.6K | 52.7 ± | 1.2 | 0.82 ± | 0.02 |
| 2K | 57.9 ± | 1.1 | 0.91 ± | 0.02 |
| 2.5K | 61.7 ± | 1 | 0.96 ± | 0.02 |
| 3.15K | 58 ± | 1.4 | 0.91 ± | 0.02 |
| 4K | 57.7 ± | 1.1 | 0.9 ± | 0.02 |
| 5K | 58.9 ± | 2 | 0.92 ± | 0.03 |
| Noise Reduction Coefficient, | | | 0.90 | |

Open Cellular Cementitious Material
 As Licensed by Concrete Solutions, Inc.
 for
 Concrete Safety Systems
 Figure 1

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C



**Maryland Department of Transportation
State Highway Administration**

120

Parris N. Glendening
Governor

John D. Porcari
Secretary

Parker F. Williams
Administrator

August 23, 2002

Mr. James S. Campbell
Jcampbell@zappusa.com
8 Pheasant Run Court
Lutherville-Timonium MD 21093-4013

Dear Mr. Campbell:

Thank you for your recent e-mail message requesting information regarding the sound barrier for the Longford North community along southbound I-83 above Seminary Avenue in Baltimore County. I appreciate the opportunity to respond to your inquiry.

You may review plans for the sound barrier project at the construction trailer located near the project site. Please contact Mr. David Bond, the State Highway Administration's Project Engineer for this project, at the construction trailer at 410-561-2160 or, by e-mail, at dbond@sha.state.md.us. Notice To Proceed was given to the sound barrier project's contractor on June 17, 2002. Initial construction activities are beginning and construction is anticipated to take up to a year to complete.

Thank you for your interest in the State's Sound Barrier Program. If you have additional questions or concerns, please do not hesitate to contact Ms. Nicole Ross, of our staff, at 410-545-8616 or 1-800-446-5962 or, by e-mail, at nross@sha.state.md.us. She will be happy to assist you.

Sincerely,

Charles B. Adams

Director

Office of Environmental Design

cc: Mr. David Bond, Project Engineer, State Highway Administration
The Honorable Dana M. Stein, Member, Maryland House of Delegates
The Honorable Paula Colodny Hollinger, Member, Senate of Maryland
Mr. David J. Malkowski, District Engineer, State Highway Administration
The Honorable T. Bryan McIntire, Member, Baltimore County Council
The Honorable Dan K. Morhaim, Member, Maryland House of Delegates
Ms. Nicole Ross, Special Assistant to the Director, Office of Environmental Design, State Highway Administration
The Honorable Robert A. Zirkin, Member, Maryland House of Delegates

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. James S. Campbell
Page Two

bcc: James D. Hade, RLA, Noise Abatement Team Leader, State Highway Administration
Ms. Nanette M. Schieke, State Legislative Officer, Maryland Department of
Transportation
Mr. T.E. Severe, Noise Abatement Team, State Highway Administration
Ms. Linda Singer, Community Liaison, State Highway Administration

Serial #: None

OED Serial#: None

Noise Customer #: 2306

Responding to letter dated: Follow-up to 08-13-2002 e-mail message from Mr. Campbell to
"barrier" requesting where he can "fin[d] information on the plans for the sound barrier to be
erected along 83 south approaching 695"

Saved: 08/23/02 9:28 AM by: T.E. Severe

N:\OED\NOISE\CORRESP\2002\Drafts\CAMPBELLJS01.doc



Maryland Department of Transportation
State Highway Administration

122

Parris N. Glendening
Governor

John D. Porcari
Secretary

Parker F. Williams
Administrator

November 8, 2002

Dr. Charles C. Carter
The National Transportation Center
Morgan State University
Montebello D-211
1700 East Cold Spring Lane
Baltimore MD 21251-0002

Dear Dr. Carter:

This letter is a follow-up to your recent e-mail message to let us know that some of the material regarding sound barriers along I-695 in Baltimore County provided to you electronically several days ago was not able to be "opened." I apologize for the inconvenience and am enclosing a hard copy of the material that you were unable to print.

Thank you for your patience and understanding. If you have additional questions or concerns, please do not hesitate to contact me at 410-545-8599 or, by e-mail, at jhade@sha.state.md.us.

Sincerely,

James D. Hade, RLA
Noise Abatement Team Leader
Office of Environmental Design

Enclosure

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

My telephone number is _____

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

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

Dr. Charles C. Carter
Page Two

bcc: Ms. Nicole Ross, Special Assistant to the Director, Office of Environmental Design,
State Highway Administration
Mr. T. E. Severe, Administrative Assistant, Noise Abatement Team, Office of
Environmental Design

Serial #: None

OED Serial#: None

Noise Customer #:

Responding to letter dated: Follow-up to 11-07-2002 e-mail message from Dr. Carter
indicating that one of the e-mailed .pdf files sent on 11-06-2002 could not be opened

Saved: 11/08/02 11:22 AM by: T.E. Severe

N:\OED\NOISE\CORRESP\2002\CARTERCC01.doc

Enclosure:

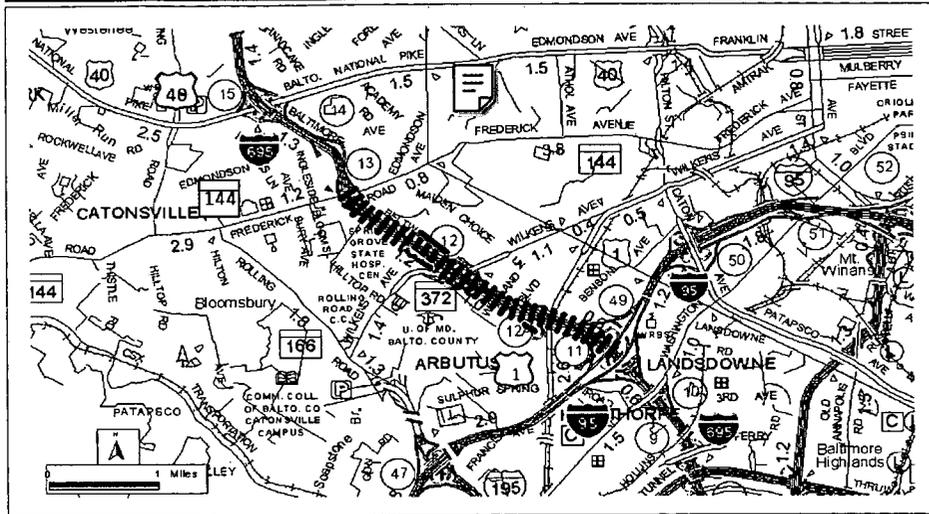
One copy of .pdf file regarding sound barrier projects along I-695 in Baltimore County (total of
six pages that include two "plan" sheets [H-33 and H-52] and four pages of tables entitled
"System Preservation Minor Project Program" [H-41, H-45, H-48 and H-52])

Note: Two barriers and one extension under construction

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STATE HIGHWAY ADMINISTRATION -- Baltimore County -- Line 2

INTERSTATE CONSTRUCTION PROGRAM



PROJECT: I-695, Baltimore Beltway

DESCRIPTION: Add an additional lane southbound from south of MD 144 to I-95. Also includes the reconstruction of the US 1 bridge (2.9 miles).

JUSTIFICATION: This project will provide improved capacity, safety and operations for this segment of I-695.

SMART GROWTH STATUS:

- Project Not Location Specific or Location Not Determined
- Project Within PFA
- Project Outside PFA; Subject to Exception
- Grandfathered
- Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

- I-695, at MD 26 Outer Loop Ramp widening (Construction Program)
- I-695, at MD 140 (Construction Program)
- I-695, Noise Barriers (System Preservation Program)
- I-695, I-95 to I-70 (D&E Program)
- I-695, at MD 26 (D&E Program)

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP: The cost decrease of \$4.4 million is due to a lower bid price.

| Federal Funding By Year of Obligation | | | | | | |
|---------------------------------------|----------|----------|----------|----------|-----------------|------------------|
| PHASE | FFY 2002 | FFY 2003 | FFY 2004 | FFY 2005 | FFY 2006 - 2007 | FEDERAL CATEGORY |
| PP | 0 | 0 | 0 | 0 | 0 | ---- |
| PE | 0 | 0 | 0 | 0 | 0 | ---- |
| RW | 0 | 0 | 0 | 0 | 0 | ---- |
| CO | 11028 | 13814 | 14308 | 9585 | 0 | NHS/HPP |

| POTENTIAL FUNDING SOURCE: | | | | | | | | | | |
|---------------------------|---|------------------|-------------------|------------------|----------------------------|----------------|----------------|----------------|--------|----------------|
| | <input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER | | | | | | | | | |
| PHASE | PROJECT CASH FLOW | | | | | | | | | |
| | TOTAL ESTIMATED COST (\$000) | EXPEND THRU 2001 | CURRENT YEAR 2002 | BUDGET YEAR 2003 | FOR PLANNING PURPOSES ONLY | | | | | SIX YEAR TOTAL |
| | | | | |2004..... |2005..... |2006..... |2007..... | | |
| Planning | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Engineering | 2,835 | 2,835 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Right-of-way | 7,459 | 1,299 | 1,412 | 1,661 | 1,611 | 1,476 | 0 | 0 | 6,160 | 0 |
| Construction | 56,576 | 129 | 12,630 | 16,061 | 16,633 | 11,123 | 0 | 0 | 56,447 | 0 |
| Total | 66,870 | 4,263 | 14,042 | 17,722 | 18,244 | 12,599 | 0 | 0 | 62,607 | 0 |
| Federal-Aid | 56,640 | 3,100 | 12,129 | 15,110 | 15,565 | 10,736 | 0 | 0 | 53,540 | 0 |

FUNCTION:

STATE - Principal Arterial
 FEDERAL - Interstate

STATE SYSTEM: Primary

DAILY TRAFFIC: (USAGE IMPACTS)

CURRENT (2000) - 177,500

PROJECTED (2025) - 250,000

OPERATING COST IMPACT: \$20,000 per year

175

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

STATE HIGHWAY ADMINISTRATION -- BALTIMORE COUNTY LINE 10

| ITEM NO. | ROUTE NO. | DESCRIPTION AND IMPROVEMENT TYPE | TOTAL ESTIMATED COST (\$000's) | CONSTRUCTION START Status as of December 1, 2001 |
|--|-----------|--|--------------------------------|--|
| <u>Fiscal Year 2001 Completions</u> | | | | |
| <u>Resurface/Rehabilitate</u> | | | | |
| 1 | US 1 | Belair Road; Miller Road to Mt. Vista Road; mill and resurface | 398 | Completed |
| 2 | US 40 | Pulaski Highway; MD 43 to Ebenezer Road; mill and resurface westbound roadway | 89 | Completed |
| 3 | MD 137 | Mt. Carmel Road; I 83 to MD 45; resurface | 34 | Completed |
| 4 | MD 146 | Dulaney Valley Road; Seminary Avenue to beginning of 2 lane section; resurface | 353 | Completed |
| 5 | MD 147 | Harford Road; Edwards Avenue to Northwind Road; resurface | 98 | Completed |
| <u>Bridge Replacement/Rehabilitation</u> | | | | |
| 6 | I 95 | Bridges 0325301 and 0325302 over I 195; bridge rehabilitation | 681 | Completed |
| <u>Safety/Spot Improvement</u> | | | | |
| 7 | MD 25 | Falls Road; at Somerset Place; improve shoulder | 70 | Completed |
| 8 | US 40 | Baltimore National Pike; 970 feet west of Geipe Road to 525 feet east of Rolling Road; beautification and pedestrian safety improvements | 1,113 | Completed |
| 9 | I 83 | Harrisburg Expressway; 0.6 mile north of Cold Bottom Road crossing Piney Creek; slope protection | 414 | Completed |
| 10 | CO 722 | Greenspring Avenue; at I 695 ramp and MD 133 to Valley Park Drive; add thru lane southbound (Note: The cost shown represents SHA share of project cost.) | 889 | Completed |
| <u>Noise Barriers</u> | | | | |
| 11 | I 95 | North of Metropolitan Boulevard to north of Southwestern Boulevard; noise barrier | 6,657 | Completed |

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

126

STATE HIGHWAY ADMINISTRATION -- BALTIMORE COUNTY LINE 10 (cont'd)

| ITEM NO. | ROUTE NO. | DESCRIPTION AND IMPROVEMENT TYPE | TOTAL ESTIMATED COST (\$000's) | CONSTRUCTION START Status as of December 1, 2001 |
|--|-----------|--|--------------------------------|--|
| <u>Fiscal Years 2002 and 2003 (cont'd)</u> | | | | |
| <u>Bridge Replacement/Rehabilitation (cont'd)</u> | | | | |
| 43 | I 95 | I 95/I 495 (Capital Beltway) to I 695 (Baltimore Beltway); deck overlays (Note: Cost for entire project shown in Baltimore, Howard and Prince George's Counties.) | 7,744 | Under construction |
| 44 | MD 147 | Harford Road; North of Sunshine Avenue to south of MD 152; box culverts | 658 | FY 2002 |
| <u>Safety/Spot Improvement</u> | | | | |
| 45 | MD 7 | Philadelphia Road; at Cowenton Avenue/Ebenezer Road; provide left turn lanes and signalization (Note: The cost shown represents SHA share of project cost.) | 549 | Under construction |
| 46 | MD 26 | Liberty Road; Schnaper Drive to Offutt Road; provide center turn lane (Funded for preliminary engineering only) | 115 | PE Underway |
| 47 | MD 26 | Liberty Road; Washington Avenue to Outer Loop ramp from I 695; intersection improvements (Funded for preliminary engineering only) | 118 | PE Underway |
| 48 | US 40 | Pulaski Highway; at Golden Ring Road; geometric improvements | 360 | FY 2002 |
| 49 | MD 43 | White Marsh Boulevard; Walther Boulevard to Perry Hall Boulevard; improve taper into left turn bays (Funded for preliminary engineering only) | 53 | PE Underway |
| 50 | MD 43 | White Marsh Boulevard; at Honeygo Boulevard; intersection improvements and landscape | 901 | Completed |
| 51 | MD 45 | York Road; Seminary Avenue to Ridgely Road; widen to provide center turn lane (Funded for preliminary engineering only) | 119 | PE Underway |
| 52 | MD 45 | York Road; at Broadmead Community entrance; add southbound left turn lane | 410 | Under construction |
| 53 | I 83 | Harrisburg Expressway; (Northbound) South of Seminary Avenue to south of Timonium Road; widen to add lane and construct noise barrier for community of Country Club Park | 7,436 | FY 2003 |

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

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STATE HIGHWAY ADMINISTRATION -- BALTIMORE COUNTY LINE 10 (cont'd)

| ITEM NO. | ROUTE NO. | DESCRIPTION AND IMPROVEMENT TYPE | TOTAL ESTIMATED COST (\$000's) | CONSTRUCTION START Status as of December 1, 2001 |
|--|-----------|--|--------------------------------|--|
| <u>Fiscal Years 2002 and 2003 (cont'd)</u> | | | | |
| <u>Neighborhood Conservation (cont'd)</u> | | | | |
| 75 | MD 157 | Merrit Boulevard; Peninsula Boulevard to Wise Avenue; streetscape (Funded for preliminary engineering only) | 150 | FY 2003 |
| 76 | MD 542 | Loch Raven Boulevard; Taylor Avenue to north of Joppa Road; streetscape | 4,405 | Under construction |
| <u>Noise Barriers</u> | | | | |
| 77 | I 83 | Harrisburg Expressway; (Southbound) 3100 feet north of Seminary Avenue to Seminary Avenue Bridge; noise barrier | 2,457 | FY 2002 |
| 78 | I 83 | Harrisburg Expressway; 350 feet south of Belfast Road to 2,650 feet south of Belfast Road; noise barrier along southbound roadway (Priceville) (Note: Preliminary engineering to begin in Fiscal Year 2004, construction in Fiscal Year 2005) | 1,071 | |
| 79 | I 195 | Metropolitan Boulevard; 600 feet south of Francis Avenue Bridge to 400 feet northwest of US 1; noise barriers (Cedar Heights, Richardson Mews and Francis Avenue) (Note: Preliminary engineering to begin in Fiscal Year 2003, construction in Fiscal Year 2005) | 3,517 | |
| 80 | I 695 | Baltimore Beltway; Joppa Road to Thornton Road and outer loop at Greenspring Avenue; noise barriers | 13,611 | Under construction |
| 81 | I 695 | Baltimore Beltway; MD 140 (Reisterstown Road) to 3,950 feet northwest of MD 140; noise barrier along outer loop (Woodholme Avenue) (Note: Preliminary engineering to begin in Fiscal Year 2003, construction in Fiscal Year 2004) | 1,215 | |
| 82 | I 695 | Baltimore Beltway; (Inner Loop) 400 feet east of MD 147 to 300 feet east of Putty Hill Avenue and (Outer Loop) 400 feet east of Avondale Road to 250 feet east of MD 147; noise barriers (Ridge Grove/Woodland Heights) (Note: Preliminary engineering to begin in Fiscal Year 2003, construction in Fiscal Year 2004) | 4,284 | |

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

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STATE HIGHWAY ADMINISTRATION -- BALTIMORE COUNTY LINE 10 (cont'd)

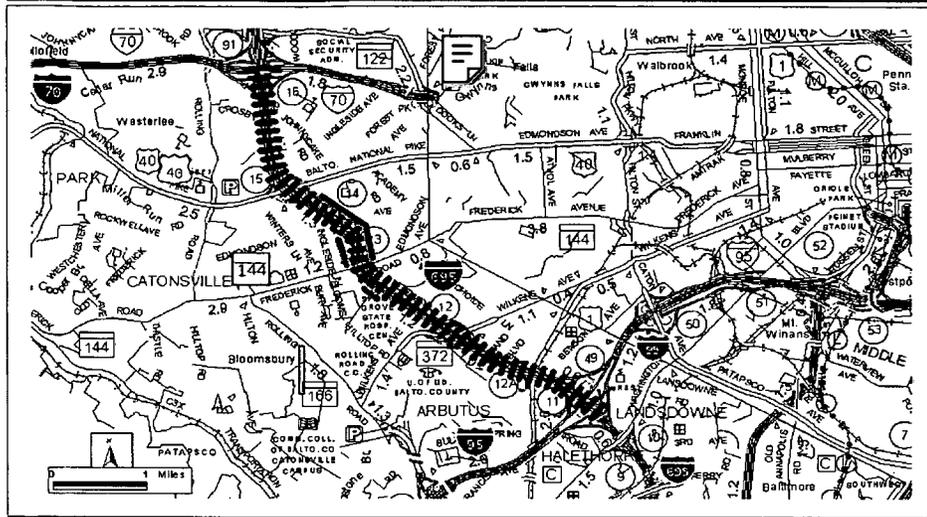
| ITEM NO. | ROUTE NO. | DESCRIPTION AND IMPROVEMENT TYPE | TOTAL ESTIMATED COST (\$000's) | CONSTRUCTION START Status as of December 1, 2001 |
|---|-----------|---|--------------------------------|--|
| <u>Fiscal Years 2002 and 2003 (cont'd)</u> | | | | |
| <u>Noise Barriers (cont'd)</u> | | | | |
| 83 | MD 695 | Baltimore Beltway; North of MD 150 to south of Back River Bridge; noise barrier along outer loop (Oriole Avenue) (Note: Preliminary engineering to begin in Fiscal Year 2003, construction in Fiscal Year 2005) | 631 | |
| <u>Environmental Preservation</u> | | | | |
| 84 | US 40 | Baltimore National Pike; Howard County Line to Baltimore City Line; landscape | 100 | Concepts Underway |
| 85 | I 83 | Harrisburg Expressway; at Shawan Road Interchange; landscape | 412 | FY 2003 |
| 86 | I 83 | Harrisburg Expressway; at Warren Road Interchange; landscape | 228 | Under Construction |
| 87 | I 695 | Baltimore Beltway; at various sound barriers along I 695; landscape | 410 | Under Construction |
| <u>Commuter Action Improvements</u> | | | | |
| 88 | I 83 | Harrisburg Expressway; at Mt. Carmel Road and at Middletown Road; resurface existing ridesharing lots | 327 | Under construction |
| <u>Sidewalks</u> | | | | |
| 89 | US 1 | Belair Road; Plumer Avenue to Necker Avenue; retrofit sidewalks - 2,000 linear feet | 84 | Completed |
| 90 | MD 25 | Falls Road; at Fairfield Avenue; retrofit sidewalks - 150 linear feet | 15 | Completed |
| 91 | MD 41 | Perring Parkway; at Hillsway Avenue; retrofit sidewalks - 400 linear feet | 19 | Completed |
| 92 | MD 45 | York Road; Timonium Road to Padonia Road; retrofit sidewalks - ADA ramps | 70 | Completed |

Note: Barrier commitments to be built with highway widening - Not funded for construction

129

STATE HIGHWAY ADMINISTRATION -- Baltimore County -- Line 11

INTERSTATE DEVELOPMENT AND EVALUATION PROGRAM



PROJECT: I-695, Baltimore Beltway

DESCRIPTION: Study to upgrade existing I-695 to an 8 lane freeway from I-95 to I-70 (5.67 miles).

JUSTIFICATION: This project would improve the capacity, operation and safety of this segment of I-695.

SMART GROWTH STATUS:

- Project Not Location Specific or Location Not Determined
- Project Within PFA
- Grandfathered
- Project Outside PFA; Subject to Exception
- Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

- I-695, I-95 to MD 144 (Construction Program)
- I-695, at MD 140 (Construction Program)
- I-695, at MD 26 Outer Loop Ramp (Construction Program)
- I-695, I-83 JFX to I-95 (D&E Program)
- I-695, at MD 26 (D&E Program)

STATUS: Final Engineering underway.

SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP: None.

| Federal Funding By Year of Obligation | | | | | | |
|---------------------------------------|----------|----------|----------|----------|-----------------|------------------|
| PHASE | FFY 2002 | FFY 2003 | FFY 2004 | FFY 2005 | FFY 2006 - 2007 | FEDERAL CATEGORY |
| PP | 0 | 0 | 0 | 0 | 0 | ---- |
| PE | 721 | 721 | 1020 | 0 | 0 | NHS |
| RW | 0 | 0 | 0 | 0 | 0 | ---- |
| CO | 0 | 0 | 0 | 0 | 0 | ---- |

| PHASE | POTENTIAL FUNDING SOURCE: | | | | | | | SIX YEAR TOTAL | BALANCE TO COMPLETE |
|--------------|---|------------------------|-------------------|------------------|--|---|---|----------------|---------------------|
| | <input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER | | | | | | | | |
| | TOTAL ESTIMATED COST (\$000) | TOTAL EXPEND THRU 2001 | CURRENT YEAR 2002 | BUDGET YEAR 2003 | PROJECT CASH FLOW FOR PLANNING PURPOSES ONLY | | | | |
| Planning | 1,426 | 1,426 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Engineering | 10,705 | 6,725 | 1,380 | 1,143 | 1,457 | 0 | 0 | 3,980 | |
| Right-of-way | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Construction | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Total | 12,131 | 8,151 | 1,380 | 1,143 | 1,457 | 0 | 0 | 3,980 | |
| Federal-Aid | 7,165 | 4,703 | 721 | 721 | 1,020 | 0 | 0 | 2,462 | |

FUNCTION:

STATE - Principal Arterial

FEDERAL - Interstate

STATE SYSTEM: Primary

DAILY TRAFFIC: (USAGE IMPACTS)

CURRENT (2000) - 178,000

PROJECTED (2025) - 254,000

OPERATING COST IMPACT: N/A

130

From: JIM HADE
To: TED SEVERE
Date: 11/8/02 9:36AM
Subject: Fwd: Re: Sound Barriers along I-695

Ted:
Please prepare a cover letter, print the associated file for Dr. Carter.
Thanks
Jim

James Hade, RLA
Team Leader for Noise Abatement
Ph 410-545-8599
Fx 410-209-5003

>>> "Dr. Carter, Charles C" <ccarter@eng.morgan.edu> 11/08/02 09:05AM >>>
I'm sorry, MDBAR98LST1.pdf came through fine. It's
02-07_CTP_BA-selected1.pdf that is having trouble. Something having to do
with acrobat reader. Please send "overland" at your convenience. Thanks.

C. Carter
NTC, MSU

At 08:04 AM 11/7/2002 -0500, you wrote:

>Dr. Charles C. Carter
>National Transportation Center
>Morgan State University
>
>Dear Dr. Carter:
>
> I am sorry that you did not receive that one file. I will
>attempt to send it again. If it does not make it this time we would be
>happy to print it and send it "overland". Since it is the same filey
>type as the file: 02-07_CTP_BA-Selected.PDF, it seems that it would not
>be for a lack of software on your computer.

>Sincerely

>James Hade, RLA
>Team Leader for Noise Abatement
>Ph 410-545-8599
>Fx 410-209-5003

>>> "Dr. Carter, Charles C" <ccarter@eng.morgan.edu> 11/06/02 04:58PM

>James Hade

>I did not receive the attached file MDBAR98LST1.pdf, evidently because

>I
>lack certain software on my PC could you mail it? no rush

>thanks

>regards

Dr. Charles C. Carter
The National Tran Ctr.
Montebello D-211
1700 E. Cold Spring Ln
Baltimore MD 21251

THE NATIONAL
TRANSPORTATION CENTER

MORGAN STATE
UNIVERSITY

MONTEBELLO D-211

1700 EAST COLD
SPRING LANE

BALTIMORE
MD 21251-

0002

131

>C. Carter
>NTC, MSU
>
>



Maryland Department of Transportation
State Highway Administration

130

Parris N. Glendening
Governor

John D. Porcari
Secretary

Parker F. Williams
Administrator

November 22, 2002

Mr. Raymond G. Carter, Jr.
311 Charles Hall Drive
Millersville MD 21108-2161

Dear Mr. Carter:

This letter is a follow-up to your conversation with Mr. James Hade, our Noise Abatement Team Leader, at the recent MD 3 Public Workshop held November 7 at the Village Commons Community Center, 1326 Main Chapel Way, Gambrills, Maryland. I appreciate the opportunity to respond to your questions to Mr. Hade.

The State Highway Administration (SHA) considers the need for sound barriers in two circumstances, designated "Type I" and "Type II." In "Type I" situations, barriers are considered when a new highway is being built or an existing highway is being expanded. As you know from attending the public workshop, MD 3 is being studied for highway and safety improvements. As part of this study, we will be analyzing the impact of the proposed improvements on projected future noise levels. We will, specifically, determine whether future highway noise levels will equal or exceed the impact threshold of 66-decibels. If so, then we will also determine whether the highway noise would be at least three decibels higher than it would have been if the highway were not improved. A three-decibel increase is required because the human ear only begins to discern a change in noise levels if the change is between three and five-decibels. The homes that would be impacted by any such increase in highway noise would also have to predate the approval of the highway improvements. If these conditions were met, we would then determine whether we could reduce the excess noise levels for a reasonable cost.

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

My telephone number is _____

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

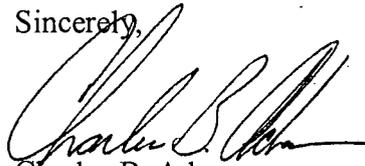
Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

Mr. Raymond G. Carter, Jr.
Page Two

The Millersville Forest community has been studied for consideration for a sound barrier under the Type II program. The majority of homes in the community along Charles Hall Drive, adjacent to the ramp from MD 32 to southbound MD 3, were constructed between the mid-1980s and 2000 after the improvements to the MD 32/MD 3 interchange and ramp to its present configuration about 1971. Based on this information, the Millersville Forest community cannot be considered for a Type II sound barrier because it postdates MD 32.

Thank you for your conversation with Mr. Hade and your interest in the State's Sound Barrier Program. If you have additional questions or concerns, please do not hesitate to contact Mr. Hade at 410-545-8599 or 1-800-446-5962 or, by e-mail, at jhade@sha.state.md.us. He will be happy to assist you.

Sincerely,



Charles B. Adams

Director

Office of Environmental Design

cc: The Honorable Robert C. Baldwin, Member, Maryland House of Delegates
The Honorable David G. Boschert, Member, Maryland House of Delegates
The Honorable Bill D. Burlison, Member, Anne Arundel County Council
The Honorable Janet Greenip, Member, Maryland House of Delegates
James D. Hade, RLA, Noise Abatement Team Leader, Office of Environmental Design,
State Highway Administration
The Honorable Robert R. Neall, Member, Senate of Maryland
Mr. Chris Weber, Office of Planning and Preliminary Engineering, State Highway
Administration
Mr. Greg Welker, District Engineer, State Highway Administration

Mr. Raymond G. Carter, Jr.
Page Three

Bcc: Ms. Nicole Ross, Special Assistant to the Director, Office of Environmental Design,
State Highway Administration
Ms. Nanette M. Schieke, State Legislative Officer, Maryland Department of
Transportation
Mr. T.E. Severe, Administrative Assistant, Noise Abatement Team, Office of
Environmental Design, State Highway Administration

Serial #: None

OED Serial#: None

Noise Customer #: 2652 .

Responding to letter dated: Follow-up to conversation between Mr. Carter and Mr. James Hade at MD 3 Public Workshop held 11-07-2002; Mr. Carter believes his community along Charles Hall Drive predates the construction of MD 32 and is asking for a Type II noise study; SHA to research community to determine if a noise study may be warranted

Saved: 11/14/02 11:03 AM by: T.E. Severe

N:\OED\NOISE\CORRESP\2002\CARTERRG01.doc

135

From: JIM HADE
To: TED SEVERE
Date: 11/8/02 11:35AM
Subject: MD32 @ MD3/ I-97, Please make new customer record...

Ted:

At last night's public workshop on the MD 3 corridor analysis I was approached by Mr. Raymond Carter of 311 Charles Hall Drive, Millersville MD 21108 (Day 410-865-8859) requesting a type II study. His community is along the ramp from EB MD 32 to SB MD 3 (full control access section). He claims that the majority of homes predate the construction of MD 32. I shared that we would look into the matter by investigating the tax records first to determine the date, and based upon that may take an initial noise reading to determine if there is an impact. I shared that at the distance the community is from both highways that we would not expect to find an impact.

Please locate the Environmental documents for this project and determine what they say about his community. Please work with Matthew to determine a community name (you can probably get it from the tax assessment site), and (without copying documents) brief me on what we said before if anything.

If the document did not analyze this area and it predates, we may initiate a Type II analysis.

Based on our findings, please prepare a letter to him thanking him for his input at the meeting, and indicating our status on his request. We will need to complete the research, and prepare the draft letter before next Friday. Please CC Mr. Chris Weber of OPPE, in addition to our usual customers.

Please note that other residents in the same area indicated that the trees that were planted in the Right of Way, with the highway project, have since died. I will pass a copy of this message to Mr. Ken Oldham to investigate that part.

(4) 410-923-1504

Thanks

James Hade, RLA
Team Leader for Noise Abatement
Ph 410-545-8599
Fx 410-209-5003

"MILLERSVILLE FOREST"

CC: CHARLES ADAMS; CHRIS WEBER; DAN UEBERSAX; GREGORY WELKER; KEN OLDHAM; KEN POLCAK; NICOLE ROSS

EO'S - DIST. 33 Sen. Robert R. Neill
Del. Robert C. Baldwin
David G. Boschest
Janet Greenigs

MD 32 -

MD 3 -

1926/1960/1972/1984

AAW - DIST. 4

Bill D. Burlison

Customer Info. View for 2001

Thursday, November 14, 2002 09:47 AM

TSevere

| | | | | | | |
|------|-----|------------|--------------------|-----------|---------------------|-------------------------------------|
| ID # | MAP | DATE | Letter or Phone on | LAST NAME | FIRST NAME | Active? |
| 2652 | | 11/13/2002 | | CARTER | Mr. Raymond G., Jr. | <input checked="" type="checkbox"/> |

| | | | | | |
|---------|--------------------|--------|--------------------|------------|----------------------|
| STREET# | STREET NAME | COUNTY | CITY (Post office) | ZIPCODE | Representative statu |
| 311 | Charles Hall Drive | AA | Millersville | 21108-2161 | private |



Elected Official whom has communicated directly to us on this custome

| | | | |
|--------------|--------------|----------------|---------------------|
| DAY PHONE | HOME PHONE | E-Mail address | COMMUNITY |
| 410-865-8859 | 410-923-1504 | | Millersville Forest |

| | | |
|------------------------|---------|-------------|
| Logical Project Limits | ROADWAY | BarrierName |
| | MD 3 | |

adjacent to off-ramp from MD 32 to SB MD 3

| | | |
|----------|---------|-------------|
| RESPONSE | INQUIRY | 2nd Contact |
|----------|---------|-------------|

| | | |
|---------------------------|------------|---------------------|
| wants Type II noise study | | |
| Last Contact | Researcher | Primary SHA Contact |
| 11/07/2002 | | Jim |

Construction Projects

| | | |
|--------------|-------|--------------------|
| FILE LOCATIO | OTHER | Current committmen |
| | | |

| | | |
|-------------------------------------|------------------------|------------|
| Do we owe a letter? | Letter Commit due date | 11/19/2002 |
| <input checked="" type="checkbox"/> | | |

| | | |
|-------------|--------------------|-----------------------|
| LAST action | Letter signed date | Reason Letter is Late |
| | | n/a |

Hot Projects



All Projects



11-7-02 Mr. Carter met Mr. Jim Hade at MD 3 Public Workshop; claims majority of homes in his community predate construction of MD 32; wants Type II noise study; SHA to research and report results to Mr. Carter

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

11-2002 EO's Dist. 33 Sen. Robert R. Neall; Dels. Robert C. Baldwin; David G. Boschert; Janet Greenip; AA Cncl Bill D. Burlison

| | |
|--|--|
| Comment Journal, and letter hyperlinks | \\shadgn\vol1\user\oed\Noise\Dbase\Customer_notes\ |
|--|--|

| | |
|----------------|---------------------------|
| Consultant Fir | 1-888-375-1975 outside MD |
|----------------|---------------------------|

To Meet 100% of our Commitments!

138

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| | | |
|---|---|---|
|  | Maryland Department of Assessments and Taxation ANNE ARUNDEL COUNTY Real Property Data Search | Go Back View Map New Search |
|---|---|---|

Account Identifier: District - 04 Subdivision - 478 Account Number - 90040262

Owner Information

| | | | |
|-------------------------|---|-----------------------------|----------------------|
| Owner Name: | CARTER JR, RAYMOND G CARTER, LUCY P | Use: | RESIDENTIAL |
| Mailing Address: | 311 CHARLES HALL RD MILLERSVILLE MD 21108-2161 | Principal Residence: | YES |
| | | Deed Reference: | 1) /10110/ 723 2) |

Location & Structure Information

| | | |
|--|----------------------|--|
| Premises Address 311 CHARLES HALL RD MILLERSVILLE 21108 | Zoning RLD | Legal Description LT 2 311 CHARLES HALL RD MILLERSVILLE FOREST |
|--|----------------------|--|

| Map | Grid | Parcel | Sub Distrct | Subdivision | Section | Block | Lot | Group | Plat No: | Plat Ref: |
|-----|------|--------|-------------|-------------|---------|-------|-----|-------|----------|-----------|
| 30 | 16 | 470 | | 478 | | | 2 | 81 | | 91/ 18 |

| | |
|--------------------------|----------------------------------|
| Special Tax Areas | Town Ad Valorem Tax Class |
|--------------------------|----------------------------------|

| Primary Structure Built | Enclosed Area | Property Land Area | County Use |
|-------------------------|-----------------|--------------------|------------------------|
| 1991 | 2,260 SF | 43,560.00 SF | |
| Stories | Basement | Type | Exterior SIDING |
| 2 | YES | STANDARD UNIT | |

Value Information

| | Base Value | Value As Of 01/01/2002 | Phase-in Assessments | |
|--------------------|----------------|------------------------|----------------------|------------------|
| | | | As Of 07/01/2002 | As Of 07/01/2003 |
| Land: | 69,890 | 89,890 | | |
| Improvements: | 147,400 | 209,540 | | |
| Total: | 217,290 | 299,430 | 244,670 | 272,050 |
| Preferential Land: | 0 | 0 | 0 | 0 |

Transfer Information

| | | |
|-----------------------------------|---------------------------|-------------------------|
| Seller: MOLES, THOMAS J | Date: 01/02/2001 | Price: \$333,000 |
| Type: IMPROVED ARMS-LENGTH | Deed1: /10110/ 723 | Deed2: |
| Seller: KENT NANCY L | Date: 02/04/1991 | Price: \$235,000 |
| Type: IMPROVED ARMS-LENGTH | Deed1: / 5256/ 734 | Deed2: |
| Seller: | Date: | Price: |
| Type: | Deed1: | Deed2: |

Exemption Information

| Partial Exempt Assessments | Class | 07/01/2002 | 07/01/2003 |
|----------------------------|-------|------------|------------|
| County | 000 | 0 | 0 |
| State | 000 | 0 | 0 |
| Municipal | 000 | 0 | 0 |

Tax Exempt: NO
Exempt Class:

Special Tax Recapture:
* NONE *

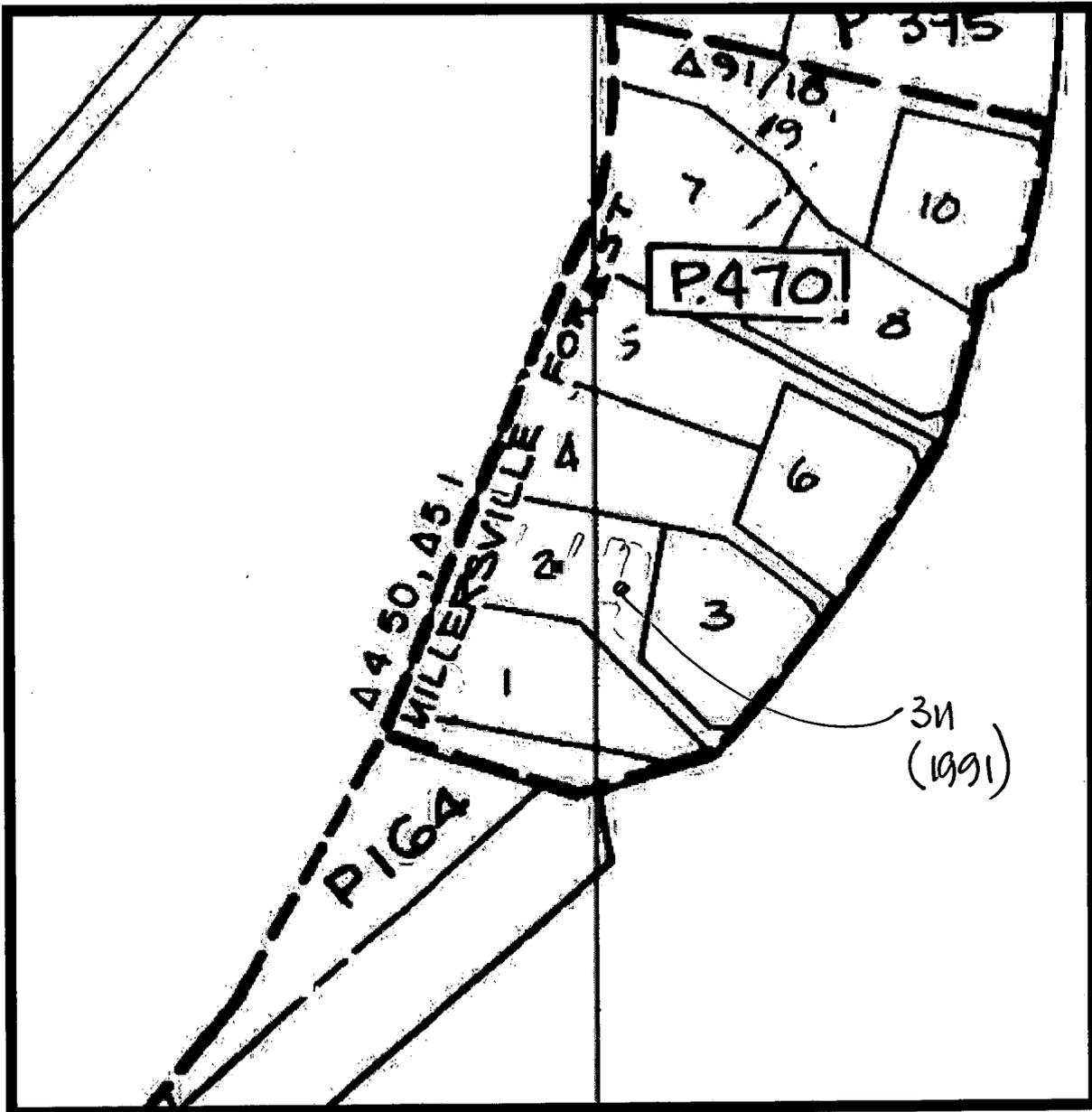


Maryland Department of Assessments and Taxation
ANNE ARUNDEL COUNTY
Real Property Data Search

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District - 04 Subdistrict - 478 Account Number - 90040262



Property maps provided courtesy of the Maryland Department of Planning ©2001.
For more information on electronic mapping applications, visit the Maryland Department of Planning web site at www.mdp.state.md.us



**Maryland Department of Transportation
State Highway Administration**

140

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

July 1, 2002

Ms. Dawn Chaikin
9423 Rockville Pike
Bethesda MD 20814-3911

Dear Ms. Chaikin:

This letter is a follow-up to your recent e-mail messages to and telephone conversations with Ms. Nicole Ross, of our staff, regarding a sound barrier near your home in the Locust Hill Estates community at MD 355 (Rockville Pike) in Montgomery County. I appreciate the opportunity to respond to your inquiry.

The State Highway Administration (SHA) considers the need for sound barriers in two circumstances, designated "Type I" and "Type II." In "Type I" situations, barriers are considered when a new highway is being built or an existing highway is being expanded. There are no plans for highway expansion improvements to MD 355 (Rockville Pike) near your home that warrant a Type I sound barrier evaluation.

When a highway already exists and is *not* being expanded—so that Type I criteria do not apply—a community that predates the original highway may be considered for a "Type II," or "retrofit," barrier. The intent of the Type II program is to address areas of noise impact along highways that were built before environmental analyses became a part of the highway development process and are fully controlled-access highways where access to the highway is by interchange rather than at-grade intersections. MD 355 (Rockville Pike) is not a fully-controlled access highway and, therefore, cannot be considered for a sound barrier under the Type II portion of the State's Sound Barrier Program. Enclosed, for your information, is a copy of our brochure, *Community Resource Guide On Sound Barriers*, that outlines the State's Sound Barrier Policy.

You requested when Rockville Pike (MD 355) was constructed. Our research has determined that the section of Rockville Pike (MD 355) that is adjacent to your property was originally constructed in its present 3-lane configuration in 1958.

My telephone number is _____

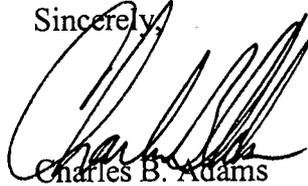
Maryland Relay Service for Impaired Hearing or Speech
1-800-735-2258 Statewide Toll Free

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

Ms. Dawn Chaikin
Page Two

Thank you for your e-mail messages, telephone calls and interest in the State's Sound Barrier Program. If you have additional questions or concerns, please do not hesitate to contact Ms. Ross at 410-545-8616 or 1-800-446-5962 or, by e-mail, at nross@sha.state.md.us. She will be happy to assist you.

Sincerely,



Charles B. Adams
Director
Office of Environmental Design

Enclosure

- cc: The Honorable William A. Bronrott, Member, Maryland House of Delegates
- The Honorable Howard A. Denis, Member, Montgomery County Council
- The Honorable Brian E. Frosh, Member, Senate of Maryland
- The Honorable Marilyn R. Goldwater, Member, Maryland House of Delegates
- The Honorable Susan C. Lee, Member, Maryland House of Delegates
- Ms. Nicole Ross, Special Assistant to the Director, Office of Environmental Design, State Highway Administration
- Mr. Charlie K. Watkins, District Engineer, State Highway Administration

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Ms. Dawn Chaikin
Page Three

bcc: James D. Hade, RLA, Noise Abatement Team Leader, State Highway Administration
Ms. Nanette M. Schieke, State Legislative Officer, Maryland Department of
Transportation
Mr. T.E. Severe, Noise Abatement Team, State Highway Administration

Serial #: None

OED Serial#: None

Noise Customer #: 2611

Responding to letter dated: Follow-up to original 06-18-2002 e-mail inquiry and subsequent e-mails and telephone conversations between Ms. Chaikin and Ms. Nicole Ross

Saved: 06/27/02 8:38 AM by: T.E. Severe

N:\OED\NOISE\CORRESP\2002\CHAIKIN01.doc

Enclosure:

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

143

From: NICOLE ROSS
To: WINDOWINFO@aol.com
Date: 6/26/02 2:46PM
Subject: Re: 355

Ms. Chaikin,

We were able to identify the actual construction date of MD 355 — 1958. We are in the process of providing a letter of response to you which explains why your community is ineligible to receive a sound barrier. You will also receive a copy of our brochure, *Community Resource Guide On Sound Barriers*, that outlines the State's Sound Barrier Policy. You should receive the letter within 5-7 business days. If you have any questions or concerns about this matter, please do not hesitate to e-mail or call me at 410-545-8616. Thanks,

Nicole Ross
Special Assistant to the Director of the Office of Environmental Design
Maryland State Highway Administration, C-303
707 N. Calvert Street
Baltimore, MD 21202
410-545-8616

>>> <WINDOWINFO@aol.com> 06/26/02 02:37PM >>>
Nicole,

Just wanted to check to see if you had any luck with finding out about 355,
as far as a date is concerned.

Thanks,

Dawn

CC: TED SEVERE

144

From: <WINDOWINFO@aol.com>
 To: <barrier@sha.state.md.us>
 Date: 6/18/02 10:45AM
 Subject: Sound barrier

Who should I call to inquire about a sound barrier on a state road, and or an 8ft. fence permit.

My address is

9423 Rockville Pike.
 Bethesda, Md 20814 - 3911

(A state road, maintained by Montgomery County)
 The block next to me has the 8ft. fence provided by the state.

Thank you,

Dawn Chaikin
 301-530-1511
 Fx- 301-530-6511

EO'S DIST. 16 - Sen. Brian E. Rook
 Del. William A. Brownell
 Marilyn R. Goldwater
 Susan C. Lee

MCO Comm → DIST.
 HOWARD. A. DENNIS

HWY : MD 355 / ROCKVILLE AVE
 COMM. : LOCUST HILL ESTATES

NOISE INQUIRY CHECKLIST

DATE 6/25/02 FILE? Y/N _____

CUSTOMER ID. # _____ RECEIVED BY Nicole Ross (e-mail)

NAME Dawn Chaikin

ADDRESS 9423 Rockville Pike

Bethesda, Md. 20914
(include zip code)

DAY TELEPHONE 301-530-1511 (WORK / HOME)

OTHER TELEPHONE _____

*** INQUIRY INFORMATION SUMMARY ***

HIGHWAY NAME / ROUTE NO. Md. 355

COMMUNITY / AREA NAME _____

LOCATION ALONG HIGHWAY _____

SUMMARY OF INQUIRY ① Wanted to know if community is eligible for a sound barrier

② Inquired about an 8ft. fence permit

*** FOLLOW-UP ***

DATE 6/25/02 BY Nicole Ross

① Explained to Ms. Chaikin that her home does not predate construction of Md. 355.

② Md. 355 is not a fully-controlled access highway.

③ 8ft. Fence - Referred her to Montg. Co. Roads

*** REFERENCE FILES ***

Customer Info. View for 2001

Thursday, June 27, 2002 07:58 AM

TSevere

| | | | | | | |
|---------|----------------|------------|--------------------|------------|----------------------|-------------------------------------|
| ID # | MAP | DATE | Letter or Phone on | LAST NAME | FIRST NAME | Active? |
| 2611 | | 06/26/2002 | E-mail/Phone | CHAIKIN | Ms. Dawn | <input checked="" type="checkbox"/> |
| STREET# | STREET NAME | COUNTY | CITY (Post office | ZIPCODE | Representative statu | |
| 9423 | Rockville Pike | MO | Bethesda | 20814-3911 | private | |



Elected Official whom has communicated directly to us on this custome

| | | | |
|------------------|--------------|-------------------|-------------------------------|
| DAY PHONE | HOME PHONE | E-Mail address | COMMUNITY |
| FAX 301-530-6511 | 301-530-1511 | windowinfo@aol.co | Locust Hill Estates at MD 355 |

Logical Project Limits | ROADWAY: MD 355 | BarrierName

NB MD 355 (Rockville Pike) above I-495

| | | |
|--|---|-------------|
| RESPONSE | INQUIRY | 2nd Contact |
| (verbal) described Type I & II criteria - comm NOT eligible for Type II because MD 355 is NOT fully-controlled access state hwy; referred fence issue to MOC | is community eligible for a barrier? How to get 8-ft high fence permit? | |
| | Last Contact | Researcher |
| | 06/25/2002 | |
| | Primary SHA Contact | Nicole |
| | Construction Projects | |

| | | |
|---|------------------------------------|---------------------------|
| FILE LOCATIO | OTHER | Current committmen |
| | | none |
| Do we owe a letter? <input checked="" type="checkbox"/> | Letter Commit due date: 07/05/2002 | |
| | Letter signed date | Reason Letter is Late n/a |



LAST action | 6-26-02-Ms. Chaikin e-mailed Nicole; wanted to know construction date of MD 355; Nicole told her the date was 1958; Will send a written response.

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

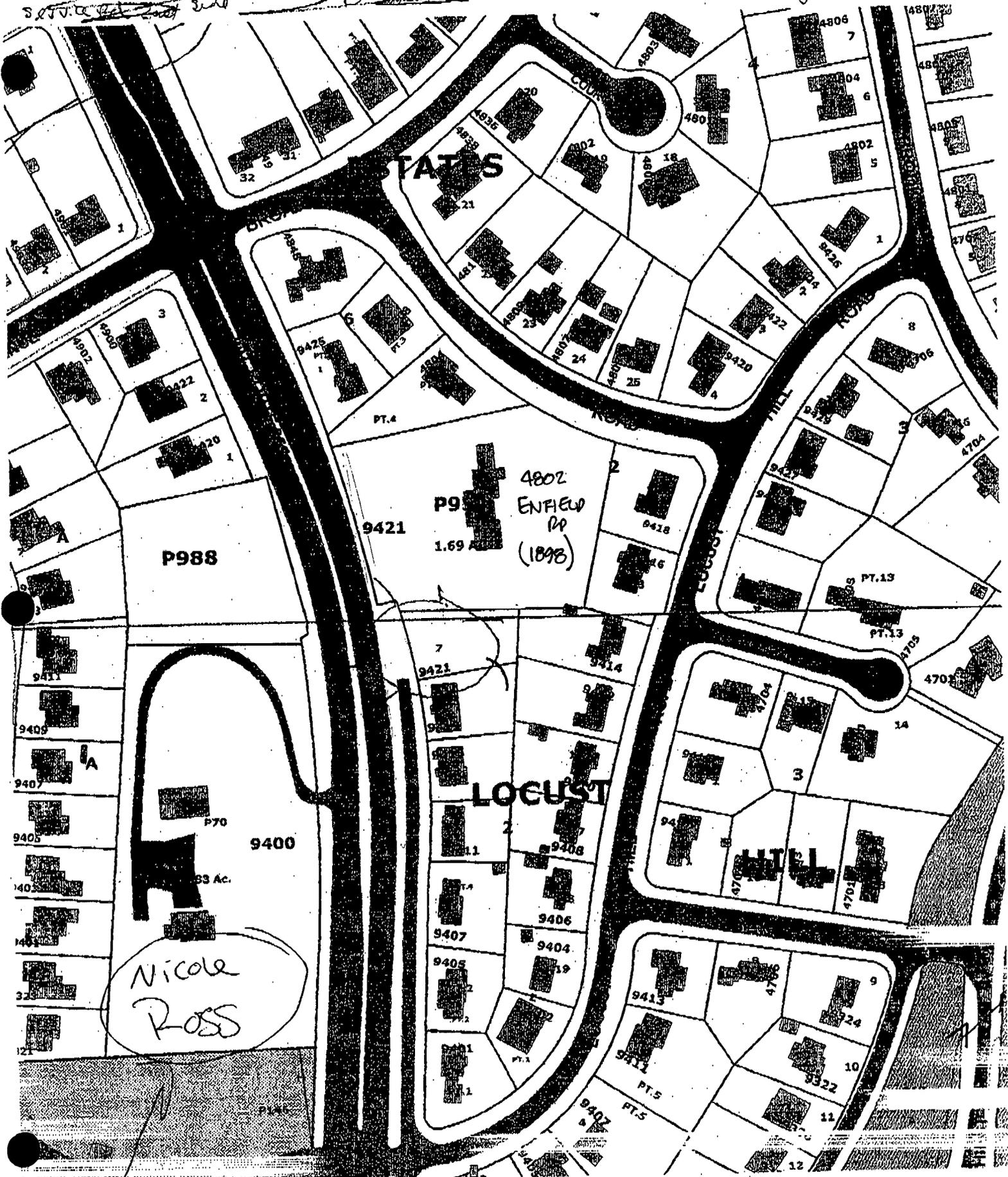
06-2002 EO's Dist. 16 Sen. Brian E. Frosh; Dels. William A. Bronrott; Marilyn R. Goldwater; Susan C. Lee; MO Cncl Howard A. Denis
 9423 Rockville Pike = 9423 Wisconsin Avenue, Bethesda MD 20814-3911; property just purchased 06-10-2002 Ms. Chaikin originally e-mailed SHA/OED on 6-18-2002 with same questions 6-25-02 Ms. Chaikin spoke w/Nicole Ross; comm not eligible for barrier (not fully controlled access hwy); referred her to Mont. County for fence permit question

Comment Journal, and letter hyperlinks | \\shadgn\vol1\userloed\Noise\ibase\Customer_notes\

Consultant Fir | 1-888-375-1975 outside MD

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555 ~~800-876-7143~~ Agent. 147



TO: ~~Vera Funder~~

FROM: Dawn Chaikin

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Netscape Presents

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MAPQUEST

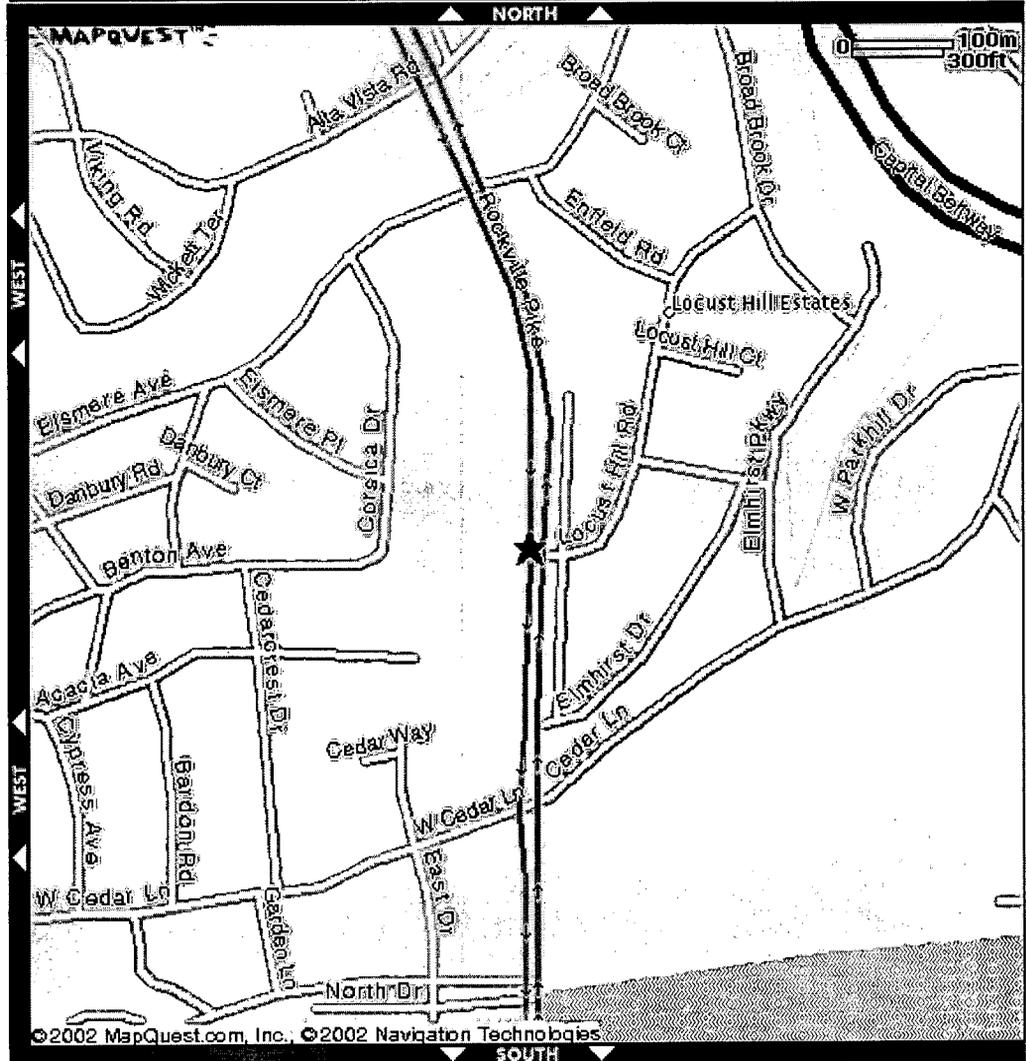
ROSIE O'DONN

Plus 5 more books for \$2

maps

- Address
- Airport
- ZIP Code
- City
- Area Code
- Lat / Long
- Road Atlas Key
- Saved Maps

Location:
 9423 Rockville Pike
 Bethesda, MD
 20814-3911, US



What's Nearby

Search for the nearest:

- 
 - SixFlags**
 - 
-

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 Find the lowest fares to Washington DC and surrounding area!
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- [Washington, DC News](#)
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- [Washington, DC Entertainment](#)

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MAPS DRIVING DIRECTIONS ROAD TRIP PLANNER YELLOW PAGES

maps

- Address
- Airport
- ZIP Code
- City
- Area Code
- Lat / Long
- Road Atlas Key
- Saved Maps

Location:

9423 Rockville Pike
Bethesda, MD
20814-3911, US

STREET MAP AERIAL PHOTO PRINT/AERIALPHOTO E:MAIL/AERIALPHOTO



What's Nearby

Search for the nearest:

-
- SixFlags**
-

Search

Orbitz Travel Deals

- **Flights:**
[Find the lowest fares to Washington DC and surrounding area!](#)
- **Rental Cars:**
[Find special offers on rental prices now!](#)
- **Lodging:**
[Find discounted rates on premier hotels in your destination city!](#)



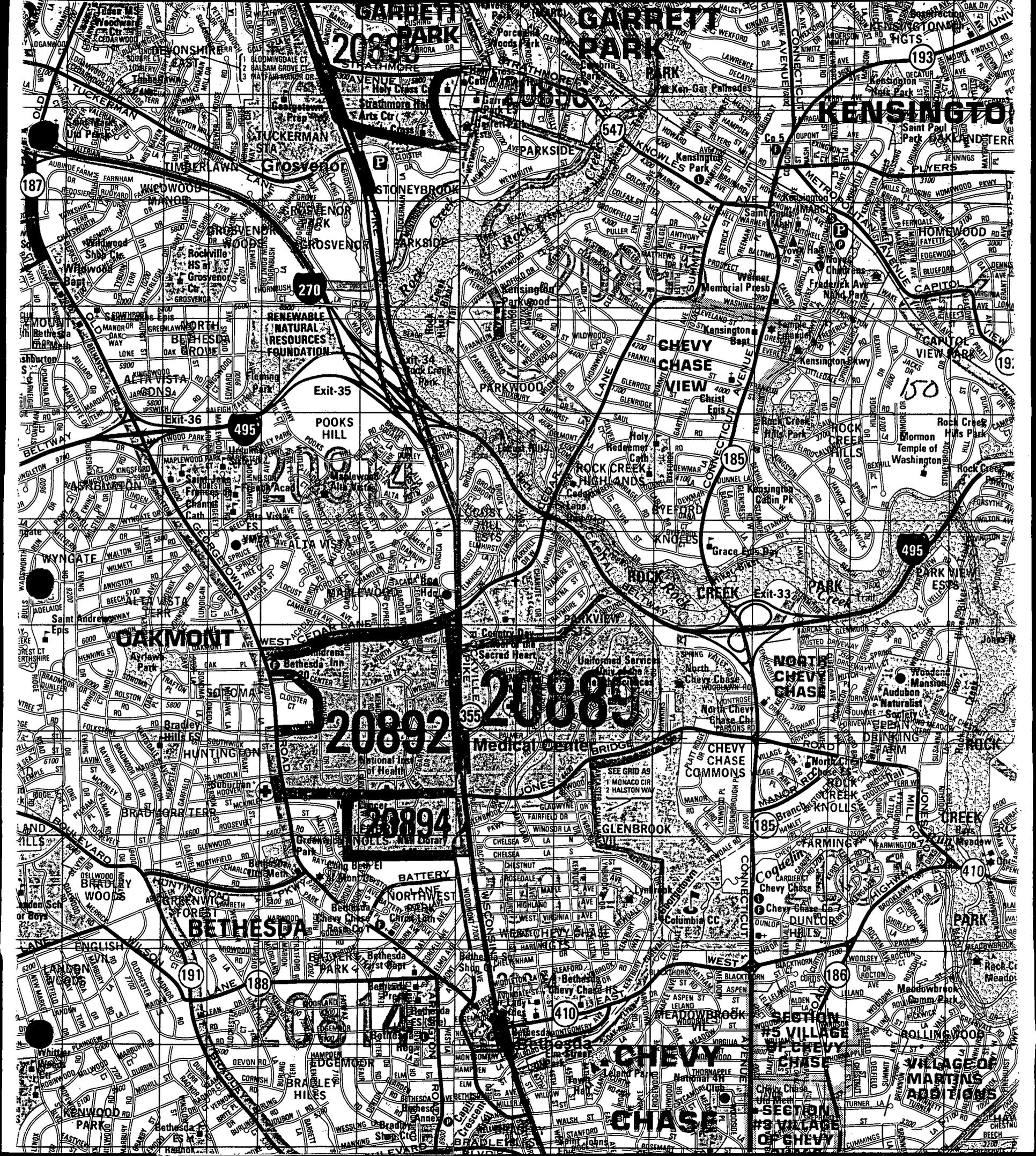
City Guide

- [Washington, DC Dining](#)
- [Washington, DC News](#)
- [Washington, DC Movies](#)
- [Washington, DC Entertainment](#)

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Map Legend



20893

20890

20815

270

547

193

187

495

495

150

191

20889

20892

20894

20814

410

191

188

410

186

CHEVY CHASE

VILLAGE OF MARTIN ADDITIONS

SECTION #5 VILLAGE OF CHEVY CHASE

SECTION #3 VILLAGE OF CHEVY CHASE

151

Click here for a plain text ADA compliant screen.

| | | |
|---|--|---|
|  | Maryland Department of Assessments and Taxation MONTGOMERY COUNTY Real Property Data Search | Go Back View Map New Search |
|---|--|---|

Account Identifier: District - 07 Account Number - 00596951

Owner Information

| | | | |
|------------------|--|----------------------|-----------------------|
| Owner Name: | CHAIKIN, DAWN | Use: | RESIDENTIAL |
| Mailing Address: | 9423 WISCONSIN AVE BETHESDA MD 20814-3911 | Principal Residence: | NO |
| | | Deed Reference: | 1) 7/21234/ 542 2) |

Location & Structure Information

| | | |
|---------------------------------------|--------|-------------------|
| Premises Address | Zoning | Legal Description |
| ROCKVILLE PIK? BETHESDA 20814-3911 | R60 | LOCUST HILL EST |

"9421"

| Map | Grid | Parcel | Subdivision | Section | Block | Lot | Group | Plat No: | 1345 |
|--------------------------------|------|-----------------|----------------------------------|-------------|---------------------------|-----|-------------------|-----------|------|
| HP22 | | | 66 | | 2 | 7 | 81 | Plat Ref: | |
| Special Tax Areas | | | Town Ad Valorem Tax Class | | 38 | | | | |
| Primary Structure Built | | | Enclosed Area | | Property Land Area | | County Use | | |
| 0000 | | | | | 12,140.00 SF | | 910 | | |
| Stories | | Basement | | Type | | | Exterior | | |

Value Information

| | Base Value | Value As Of 01/01/2002 | Phase-in Assessments | |
|--------------------|----------------|------------------------|----------------------|------------------|
| | | | As Of 07/01/2001 | As Of 07/01/2002 |
| Land: | 140,520 | 162,120 | | |
| Improvements: | 0 | 0 | | |
| Total: | 140,520 | 162,120 | 140,520 | 147,720 |
| Preferential Land: | 0 | 0 | 0 | 0 |

Transfer Information

| | | |
|---------------------------------|--------------------|------------------|
| Seller: CP DEVELOPMENT L L C | Date: 06/10/2002 | Price: \$805,909 |
| Type: IMPROVED ARMS-LENGTH | Deed1: /21234/ 542 | Deed2: |
| Seller: CLIFFORD, CLARK M & M K | Date: 11/21/2001 | Price: \$194,000 |
| Type: UNIMPROVED ARMS-LENGTH | Deed1: /20021/ 423 | Deed2: |
| Seller: | Date: | Price: |
| Type: | Deed1: | Deed2: |

Exemption Information

| Partial Exempt Assessments | Class | 07/01/2001 | 07/01/2002 |
|----------------------------|-------|------------|------------|
| County | 000 | 0 | 0 |
| State | 000 | 0 | 0 |
| Municipal | 000 | 0 | 0 |

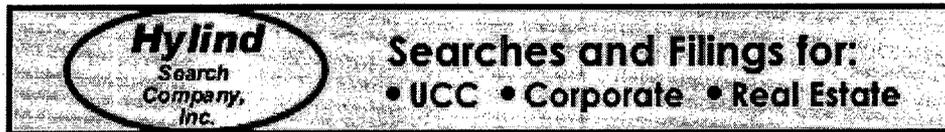
| | |
|----------------|-------------------------------|
| Tax Exempt: NO | Special Tax Recapture: |
| Exempt Class: | * NONE * |

153

| | | | | | |
|-------------------------------|-------------|---------------------|---|-----|---|
| <u>MURPHY JEROME S &</u> | 07 00598128 | 9606 BELLEVUE DR | H | 000 | 6 |
| <u>NASH CHARREE H</u> | 13 01142315 | 4411 EVERETT ST | N | 000 | 6 |
| <u>OMALLEY JOSEPH P &</u> | 07 00596836 | 9308 W PARKHILL DR | H | 000 | 6 |
| <u>ORTNER DONALD J &</u> | 13 01144894 | 4510 WOODFIELD RD | H | 000 | 6 |
| <u>PARVER ALAN K & S</u> | 13 01143764 | 4510 SAUL RD | H | 000 | 6 |
| <u>PERRY WESLEY S & A</u> | 13 01141184 | 10103 ASHWOOD DR | H | 000 | 6 |
| <u>RABBITT JOSEPH B &</u> | 13 01144713 | 9804 WILDWOOD RD | H | 000 | 6 |
| <u>RADACK DANIEL J &</u> | 13 01139146 | 10144 CRESTWOOD RD | H | 000 | 6 |
| <u>SCHWEITZER DAN & J</u> | 07 00644157 | 5009 ALTA VISTA CT | H | 000 | 6 |
| <u>SHOEMAKER LAWRENCE</u> | 13 01144495 | 4410 WOODFIELD RD | N | 000 | 6 |
| <u>SIZEMORE WALTER C</u> | 13 01145683 | 4707 SAUL RD | H | 000 | 6 |
| <u>SMITH JAMES B JR &</u> | 13 01145774 | 10003 WILDWOOD CT | H | 000 | 6 |
| <u>SPARGO WILLIAM J</u> | 13 01141550 | 9610 CEDAR LA | H | 000 | 6 |
| <u>SWENDIMAN ROBERT C</u> | 13 01146095 | 9908 WILDWOOD RD | H | 000 | 6 |
| <u>VAMVAS PAUL S &</u> | 13 01143651 | 9911 THORNWOOD RD | H | 000 | 6 |
| <u>WALSH JOSEPH J ET</u> | 07 00598482 | 9700 BELLEVUE DR | H | 000 | 6 |
| <u>ZEIGLER WILLIAM A</u> | 13 01141388 | 9710 PARKWOOD DR | H | 000 | 6 |
| <u>ADAMS NATALIE ET A</u> | 07 00643404 | 5106 VIKING RD | H | 000 | 7 |
| <u>BIGLEY JOSEPH A &</u> | 13 01139523 | 4302 EVERETT ST | H | 000 | 7 |
| <u>CHAIKIN DAWN</u> | 07 00596951 | ROCKVILLE PIK | N | 000 | 7 |
| <u>CODA JOSEPH T & C</u> | 13 01140225 | 4408 EDGEFIELD RD | H | 000 | 7 |
| <u>DASLER ADOLPH R &</u> | 13 01140533 | 10005 WILDWOOD CT | H | 000 | 7 |
| <u>DEAN DOROTHY M</u> | 13 01143343 | WILDWOOD RD | N | 000 | 7 |
| <u>DODSON DANIEL L ET</u> | 13 01146290 | 10105 ASHWOOD DR | H | 000 | 7 |
| <u>DRURY BRUCE B & C</u> | 07 00598584 | 9309 W PARKHILL DR | H | 000 | 7 |
| <u>DYE WILLISTON L &</u> | 07 00597157 | 9709 BELLEVUE DR | H | 000 | 7 |
| <u>FLETCHER WILLIAM W</u> | 13 01139591 | 9906 WILDWOOD RD | H | 000 | 7 |
| <u>GIOVANNI LEO M & M</u> | 13 01141572 | 4503 SAUL RD | H | 000 | 7 |
| <u>GOTTLIEB LESTER J</u> | 07 00643780 | 9608 ALTA VISTA TER | H | 000 | 7 |
| <u>GRYMES RICHARD A &</u> | 13 01146927 | 4508 WOODFIELD RD | H | 000 | 7 |
| <u>HART THOMAS H & SH</u> | 13 01139988 | 4408 WOODFIELD RD | H | 000 | 7 |
| <u>HECK BRADFORD S &</u> | 13 01141297 | 4813 EDGEFIELD RD | H | 000 | 7 |
| <u>HU HONG B &</u> | 13 01141286 | 10113 CRESTWOOD RD | H | 000 | 7 |
| <u>JALALI LEYLA</u> | 07 00597523 | 9604 BELLEVUE DR | H | 000 | 7 |
| <u>KAVANAGH JAMES H &</u> | 13 01142543 | 9612 CEDAR LA | H | 000 | 7 |
| <u>KERZNER BENNY & S</u> | 07 00597682 | 9413 LOCUST HILL RD | H | 000 | 7 |
| <u>KHATRI IBRAHIM M &</u> | 07 00596608 | 4806 BROAD BROOK DR | H | 000 | 7 |
| <u>KIESEWETTER PATRIC</u> | 13 01146120 | 4607 ROXBURY DR | H | 000 | 7 |
| <u>LEIBSLY FRANKLIN W</u> | 07 00644170 | 5101 VIKING RD | H | 000 | 7 |
| <u>LEVENSON JENIFER</u> | 07 00643962 | 9619 ALTA VISTA TER | H | 000 | 7 |
| <u>MACKEMULL VIOLET M</u> | 13 01143398 | 4508 DELMONT LA | H | 000 | 7 |
| <u>MAHONY ANN G</u> | 13 01146621 | 4543 EVERETT ST | H | 000 | 7 |
| <u>MCNAMARA WILLIAM S</u> | 13 01143695 | 4617 SAUL RD | H | 000 | 7 |
| <u>MIELE THOMAS A</u> | 13 01142953 | 9712 PARKWOOD DR | H | 000 | 7 |

| | | | | | |
|-------------------------------|-------------|---------------------|---|-----|---|
| <u>MURRAY KATHLEEN C</u> | 13 01144052 | 4509 ROXBURY DR | H | 000 | 7 |
| <u>MYRANT SAMUEL B &</u> | 07 00597988 | 9310 W PARKHILL DR | H | 000 | 7 |
| <u>NAHIN RICHARD L &</u> | 13 01142931 | 10100 WILDWOOD RD | H | 000 | 7 |
| <u>NIGHTINGALE STEPHE</u> | 07 00597088 | 4703 BROAD BROOK DR | H | 000 | 7 |
| <u>NUNEZSANDOVAL OSCA</u> | 07 00643415 | 5011 ALTA VISTA CT | H | 000 | 7 |
| <u>ORLOFF DAVID G</u> | 13 01145238 | 4508 ROXBURY DR | H | 000 | 7 |
| <u>PRICE V E & F R</u> | 13 01144655 | EDGEFIELD RD | N | 000 | 7 |
| <u>RATCLIFF JUDITH A</u> | 07 00596632 | 4903 ASBURY LA | H | 000 | 7 |
| <u>REES MARK B & ELIZ</u> | 13 01139498 | 9618 PARKWOOD DR | H | 000 | 7 |
| <u>REIDY PATRICIA J</u> | 13 01141207 | 4513 SAUL RD | H | 000 | 7 |
| <u>RODRIGUEZ ANTONIO</u> | 07 00643596 | 5118 WICKETT TER | H | 000 | 7 |
| <u>SCHOEPF ALFRED & I</u> | 13 01145080 | 9913 THORNWOOD RD | H | 000 | 7 |
| <u>SHERMAN ESTHER S E</u> | 07 00644192 | 5012 ALTA VISTA RD | H | 000 | 7 |
| <u>STEPHAN ROBT M & F</u> | 13 01145912 | 4513 DELMONT LA | H | 000 | 7 |

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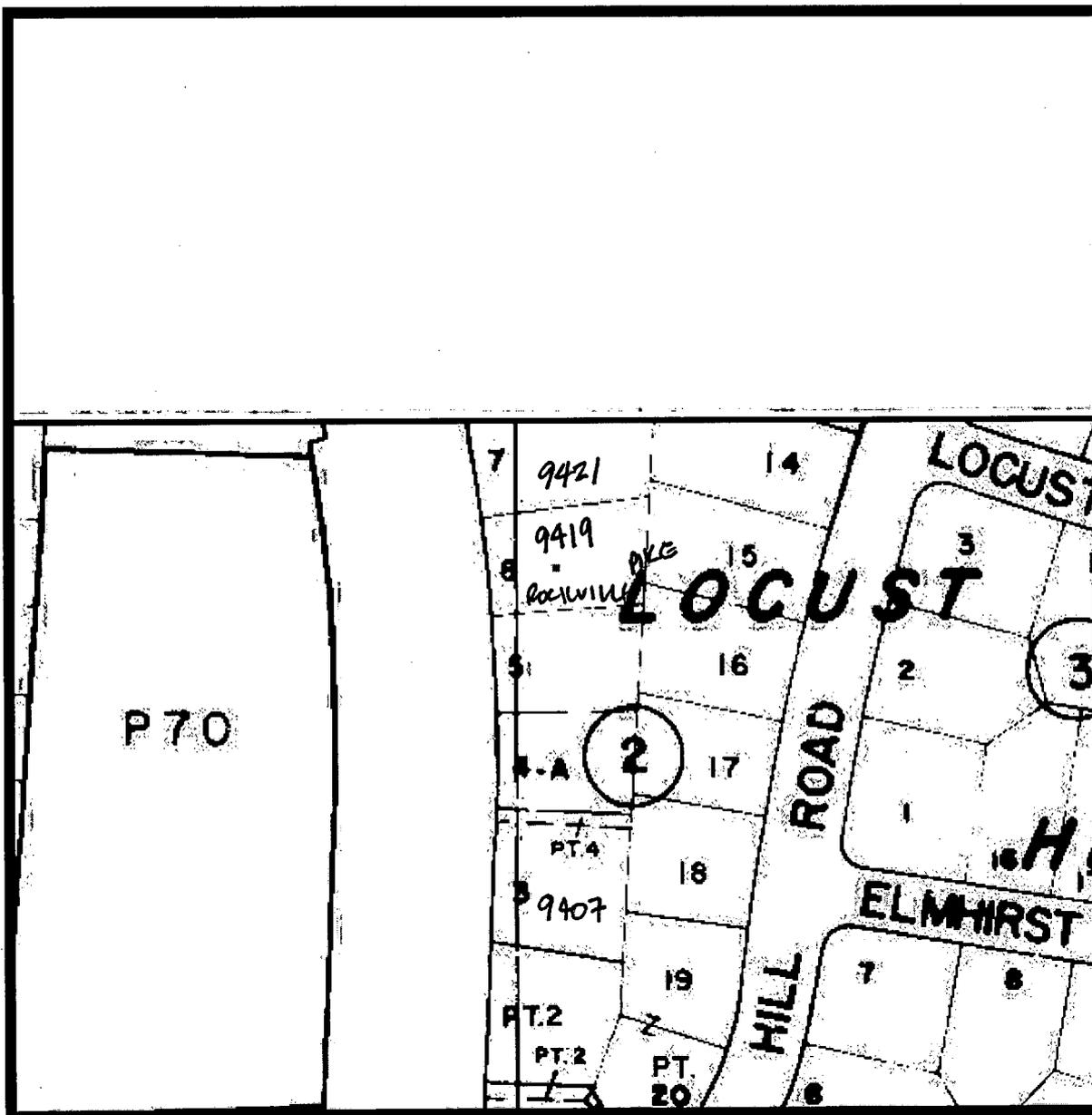
| Name | Account | Street | OWN OCC | Town Parcel | Lot |
|-------------------------------|-------------|---------------------|---------|-------------|-----|
| <u>SINGH RITIN & M R</u> | 07 00643767 | 5122 WICKETT TER | H | 000 | 5 |
| <u>THOMPSON PATRICIA</u> | 13 01142840 | 4613 SAUL RD | H | 000 | 5 |
| <u>VAN DIJK HANNE N &</u> | 13 01145615 | 9908 PARKWOOD DR | H | 000 | 5 |
| <u>AFSAH SHAKEB & S</u> | 07 00644066 | 9621 ALTA VISTA TER | H | 000 | 6 |
| <u>ANDERSON LAWRENCE</u> | 13 01142190 | 9902 THORNWOOD RD | H | 000 | 6 |
| <u>BLAGG CARMELINDA &</u> | 13 01140681 | 4806 EDGEFIELD RD | H | 000 | 6 |
| <u>BLOEDORN CHARLENE</u> | 07 00598493 | 4804 BROAD BROOK DR | H | 000 | 6 |
| <u>BROWN JAMES B & A</u> | 13 01140373 | 9616 PARKWOOD DR | H | 000 | 6 |
| <u>CHAISON KENNETH W</u> | 07 00643825 | 5005 WICKETT TER | H | 000 | 6 |
| <u>CHONLEE ANGIE J &</u> | 07 00644146 | 9612 ALTA VISTA TER | H | 000 | 6 |
| <u>CROCKETT ARTHUR ET</u> | 13 01143376 | 4506 ROXBURY DR | H | 000 | 6 |
| <u>DABNEY CATHERINE V</u> | 13 01140475 | 4410 EDGEFIELD RD | H | 000 | 6 |
| <u>DEAN DOROTHY M</u> | 13 01143332 | 9915 WILDWOOD RD | N | 000 | 6 |
| <u>DRACHMAN RICHARD J</u> | 07 00597102 | 9311 W PARKHILL DR | H | 000 | 6 |
| <u>FAM W MITTIAS & N</u> | 07 00643643 | 5120 WICKETT TER | H | 000 | 6 |
| <u>FINK CARL M &</u> | 13 01142793 | 9910 PARKWOOD DR | N | 000 | 6 |
| <u>FISHER ROBERT F &</u> | 07 00644330 | 5108 VIKING RD | H | 000 | 6 |
| <u>GIBBONS MARY J</u> | 13 01141548 | 4605 ROXBURY DR | H | 000 | 6 |
| <u>GOODYEAR FRANKLIN</u> | 07 00597170 | 4701 BROAD BROOK DR | H | 000 | 6 |
| <u>GRIEBL HOLGER &</u> | 13 01145353 | 4541 EVERETT ST | H | 000 | 6 |
| <u>HYDE GEO R & J M</u> | 13 01142350 | 10007 CRESTWOOD RD | H | 000 | 6 |
| <u>INSCOE JOSEPH K&M</u> | 13 01142372 | 10007 THORNWOOD RD | H | 000 | 6 |
| <u>KENDALL PAUL A & C</u> | 13 01142598 | 4615 SAUL RD | H | 000 | 6 |
| <u>LOURIE R GREGORY E</u> | 13 01144952 | 4305 EVERETT ST | H | 000 | 6 |
| <u>MANNING ROBERT A &</u> | 07 00598471 | 9427 LOCUST HILL RD | H | 000 | 6 |
| <u>MARSHALL JAMES E 2</u> | 13 01144518 | 10102 WILDWOOD RD | H | 000 | 6 |
| <u>MARTIN M DALE & M</u> | 13 01141435 | 4811 EDGEFIELD RD | H | 000 | 6 |
| <u>MATUS JOSEPH H & N</u> | 13 01139408 | 4511 DELMONT LA | H | 000 | 6 |
| <u>MCCLUSKY ROBERT S</u> | 07 00644328 | 5010 ALTA VISTA RD | H | 000 | 6 |
| <u>MENDELSON MICHAEL</u> | 13 01143035 | 4611 WOODFIELD RD | H | 000 | 6 |
| <u>MOREY THOMAS C</u> | 13 01147022 | 4510 DELMONT LA | H | 000 | 6 |
| <u>MORSE ROBERT G & A</u> | 13 01140191 | 10111 CRESTWOOD RD | H | 000 | 6 |



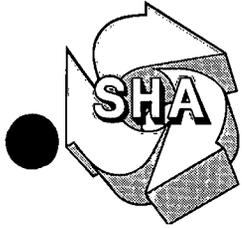
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District - 07 Account Number - 00597751



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**Maryland Department of Transportation
State Highway Administration**

Parris N. Glendening
Governor

John D. Porcari
Secretary

Parker F. Williams
Administrator

August 14, 2002

Mr. Pierre Christie
Envogue1@msn.com

Dear Mr. Christie:

Thank you for your recent e-mail message requesting information regarding sound barriers near where you are constructing a home near Redmiles Road in Laurel, Prince George's County. I appreciate the opportunity to respond to your inquiry.

The State Highway Administration (SHA) considers the need for sound barriers in two circumstances, designated "Type I" and "Type II." In "Type I" situations, barriers are considered when a new highway is being built or an existing highway is being expanded. SHA performs an analysis to determine if future noise levels will equal or exceed the impact threshold of 66 decibels and will increase by at least three decibels over the condition of *not* improving the highway, and, if so, whether those noise levels can be reduced for a reasonable cost. Affected homes must predate the approval of the highway improvements. The basis for the requirement of a minimum of a three decibel change is that the human ear can only begin to discern sound level changes between three and five decibels. There are no plans for the widening of I-95 in this area that would require Type I sound barrier evaluation.

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

The area of Redmiles and Kenny Roads has been studied by SHA to determine whether it met the criteria for inclusion in the existing West Laurel sound barrier project area. Noise measurements showed that the residences in this area which are closest to I-95 experienced a maximum noise level of 63 decibels. Under the State's Sound Barrier Policy, an area must meet or exceed the 66 decibel impact threshold to be considered for a sound barrier. The area where your home is currently under construction was undeveloped at the time of the noise study. Based on this information, the area where your home being constructed cannot be considered for a sound barrier provided by the State. A copy of our brochure, *Community Resource Guide On Sound Barriers*, can be viewed on the SHA website at www.marylandroads.com/oed/soundbar/htm. This brochure outlines the State's Sound Barrier Policy.

My telephone number is _____

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

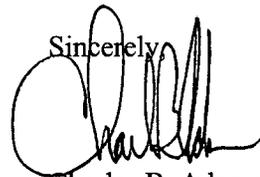
Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

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Mr. Pierre Christie
Page Two

The Maryland-National Capital Park and Planning Commission (M-NCPPC) has imposed certain development regulations concerning highway traffic noise for new home sites adjacent to highways. You may wish to contact Mr. Alan Hirsch, Supervisor of the Subdivision Section of the M-NCPPC's Development Review Division, at 301-952-3530 for additional information.

Thank you for your e-mail message and interest in the State's Sound Barrier Program. If you have additional questions or concerns, please do not hesitate to contact Ms. Nicole Ross, of our staff, at 410-545-8616 or 1-800-446-5962 or, by e-mail, at nross@sha.state.md.us. She will be happy to assist you.

Sincerely,


Charles B. Adams
Director
Office of Environmental Design

- cc: The Honorable Thomas E. Dernoga, Member, Prince George's County Council
- The Honorable Arthur Dorman, Member, Senate of Maryland
- The Honorable Barbara A. Frush, Member, Maryland House of Delegates
- The Honorable Pauline H. Menes, Member, Maryland House of Delegates
- The Honorable Brian R. Moe, Member, Maryland House of Delegates
- Ms. Nicole Ross, Special Assistant to the Director, Office of Environmental Design, State Highway Administration
- Mr. Charlie K. Watkins, District Engineer, State Highway Administration

Mr. Pierre Christie
Page Three

bcc: James D. Hade, RLA, Noise Abatement Team Leader, State Highway Administration
Ms. Nanette M. Schieke, State Legislative Officer, Maryland Department of
Transportation
Mr. T.E. Severe, Noise Abatement Team, State Highway Administration

Serial #: None

OED Serial#: None

Noise Customer #:

Responding to letter dated: Follow-up to 08-09-2002 e-mail message from Mr. Christie to "barrier"; Mr. Christie, in his original e-mail, did not provide address information; Mr. Ted Severe e-mailed Mr. Christie for address information and Mr. Christie's reply indicated that the home was adjacent to southbound I-95 along Redmiles Road in Prince George's County and is currently under construction; research indicates that this area was studied for inclusion with the existing West Laurel barrier project but noise levels only reached 63 dBA; Mr. Christie was unsure of exact house number (79??) for his new home on Redmiles Road.

Saved: 08/09/02 11:14 AM by: T.E. Severe

N:\OED\NOISE\CORRESP\2002\CHRISTIEP01.doc

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From: TED SEVERE
To: envogue1@msn.com
Subject: Response to your recent e-mail message regarding a sound barrier along I-95

Dear Mr. Christie:

Mr. Charles B. Adams, Director of the State Highway Administration's Office of Environmental Design, has received your recent e-mail message requesting information about the possibility of a sound barrier being constructed near where you are having your new home constructed adjacent to southbound I-95 in the Rocky Gorge Estate community in Prince George's County. Mr. Adams has asked me to forward his response to you.

Sincerely,
Theodore E. Severe
Administrative Assistant
Noise Abatement Team
Office of Environmental Design

August 14, 2002

Mr. Pierre Christie
Envogue1@msn.com

Dear Mr. Christie:

Thank you for your recent e-mail message requesting information regarding sound barriers near where you are constructing a home near Redmiles Road in Laurel, Prince George's County. I appreciate the opportunity to respond to your inquiry.

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brochure, Community Resource Guide On Sound Barriers, can be viewed on the SHA website at www.marylandroads.com/oed/soundbar/htm. This brochure outlines the State's Sound Barrier Policy.

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Thank you for your e-mail message and interest in the State's Sound Barrier Program. If you have additional questions or concerns, please do not hesitate to contact Ms. Nicole Ross, of our staff, at 410-545-8616 or 1-800-446-5962 or, by e-mail, at nross@sha.state.md.us. She will be happy to assist you.

Sincerely,
Charles B. Adams
Director
Office of Environmental Design

cc: The Honorable Thomas E. Dernoga, Member, Prince George's County Council
The Honorable Arthur Dorman, Member, Senate of Maryland
The Honorable Barbara A. Frush, Member, Maryland House of Delegates
The Honorable Pauline H. Menes, Member, Maryland House of Delegates
The Honorable Brian R. Moe, Member, Maryland House of Delegates
Ms. Nicole Ross, Special Assistant to the Director, Office of Environmental Design, State
Highway Administration
Mr. Charlie K. Watkins, District Engineer, State Highway Administration

CC: JIM HADE; NICOLE ROSS

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From: "Pierre Christie" <Envogue1@msn.com>
To: "TED SEVERE" <TSevere@sha.state.md.us>
Date: 8/9/02 9:15AM
Subject: Re: Request for information regarding a sound barrier along I-95in the Laurel, M

Ted:

Thank you for your prompt reply. The property is located in PG county, laurel, md 20707, it is at the end of the 7100 block of Redmiles Rd. I beleive the address is 71--()ninety something. its a new construction, in which they have just remove the trees. Its at the end of Redmiles Road closes to I-95.

Hope you can locate it with the info I have provided.

Sincerely

P. Christie

----- Original Message -----

From: TED SEVERE

Sent: Friday, August 09, 2002 7:24 AM

To: envogue1@msn.com

Cc: JIM HADE; KEN POLCAK; NICOLE ROSS

Subject: Request for information regarding a sound barrier along I-95in the Laurel, Maryland area

Mr. Christie:

Thank you for your inquiry regarding highway traffic noise from I-95 in the Laurel, Maryland area. We would be very happy to respond to your question, however, in order for us to do so, we need to know the exact address of the property that you are interested in purchasing. Our research is property-address driven and without the address, we are unable to provide you with an accurate response.

Thank you in advance for providing this information. Would you also provide a home or work telephone number where you can be reached during the day?

Sincerely,
Ted Severe
Administrative Assistant
Noise Abatement Team
Office of Environmental Design
Maryland State Highway Administration
Phone: 410-545-8600
E-mail: tsevere@sha.state.md.us

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From: TED SEVERE
To: envogue1@msn.com
Subject: Request for information regarding a sound barrier along I-95 in the Laurel, Maryland area

Mr. Christie:

Thank you for your inquiry regarding highway traffic noise from I-95 in the Laurel, Maryland area. We would be very happy to respond to your question, however, in order for us to do so, we need to know the exact address of the property that you are interested in purchasing. Our research is property-address driven and without the address, we are unable to provide you with an accurate response.

Thank you in advance for providing this information. Would you also provide a home or work telephone number where you can be reached during the day?

Sincerely,
Ted Severe
Administrative Assistant
Noise Abatement Team
Office of Environmental Design
Maryland State Highway Administration
Phone: 410-545-8600
E-mail: tsevere@sha.state.md.us

CC: JIM HADE; KEN POLCAK; NICOLE ROSS

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From: "Pierre Christie" <Envogue1@msn.com>
To: <barrier@sha.state.md.us>
Date: 8/8/02 10:21PM
Subject: New Construction

Dear Sir/ Madame:

I plan on purchasing a home in Laurel, MD. The home will be built about 50 to 75 ft from I-95 and the noise level is very high. What are the chances of a noise barrier being built on I-95 close to the home?

your prompt reply would be appreciated

Sincerely

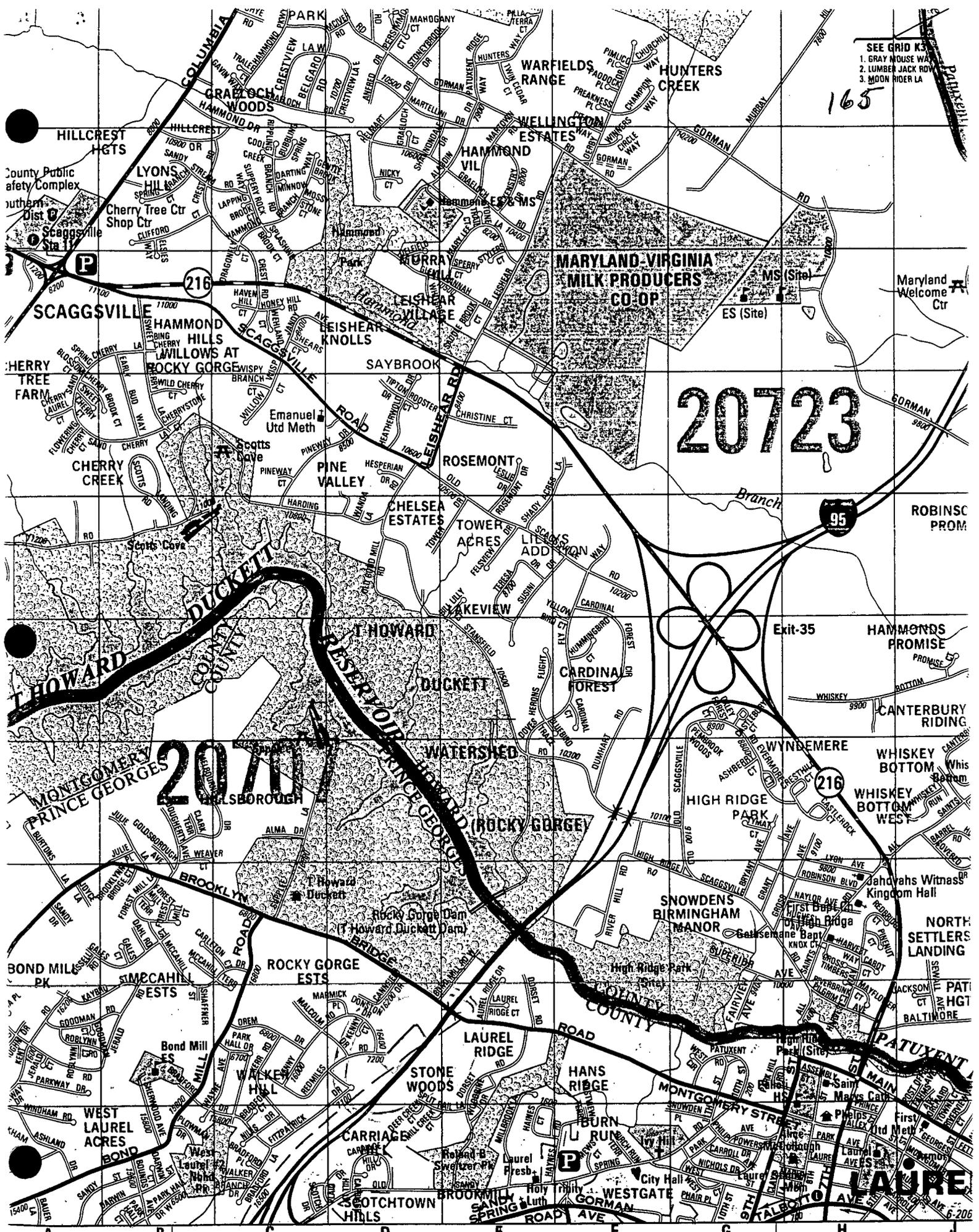
P. Christie

SEE GRID K3
1. GRAY MOUSE WAY
2. LUMBER JACK RD
3. MOON RIGER LA

165

20723

20710



830,000 FT To 1495

76°52'30" MD GRID 840,000 FT
See ADC's "PRINCE GEORGES COUNTY, MD STREET MAP" For Continuation

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 PRINCE GEORGE'S COUNTY
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Account Identifier: District - 10 Account Number - 0994152

Owner Information

Owner Name: GFC DEVELOPMENT LLC Use: RESIDENTIAL
 Principal Residence: NO
 Mailing Address: 3380 DANMARK DR Deed Reference: 1) /15620/ 210
 GLENWOOD MD 21738-9409 2)

Location & Structure Information

Premises Address: 7115 REDMILES RD LAUREL 20707-3265
 Zoning: RR Legal Description: LAUREL

| Map | Grid | Parcel | Subdivision | Section | Block | Lot | Group | Plat No: |
|-----|------|--------|-------------|---------|-------|-----|-------|-----------|
| 2 | E4 | 101 | | | | | 81 | Plat Ref: |

Special Tax Areas: Town Ad Valorem Tax Class 08

| Primary Structure Built | Enclosed Area | Property Land Area | County Use |
|-------------------------|---------------|--------------------|------------|
| 0000 | | 3.26 AC | 002 |

| Stories | Basement | Type | Exterior |
|---------|----------|------|----------|
| | | | |

Value Information

| | Base Value | Phase-in Assessments | | |
|--------------------|------------|------------------------|------------------------|------------------------|
| | | Value As Of 01/01/2002 | Value As Of 07/01/2002 | Value As Of 07/01/2003 |
| Land: | 68,800 | 68,800 | | |
| Improvements: | 0 | 0 | | |
| Total: | 68,800 | 68,800 | 68,800 | 68,800 |
| Preferential Land: | 0 | 0 | 0 | 0 |

Transfer Information

Seller: MARMIC TRUST Date: 03/25/2002 Price: \$70,000
 Type: NOT ARMS-LENGTH Deed1: /15620/ 210 Deed2:
 Seller: ANSELMO, MICHAEL A & MARY H Date: 01/31/2002 Price: \$0
 Type: NOT ARMS-LENGTH Deed1: /15433/ 99 Deed2:
 Seller: UNKNOWN Date: 05/19/1992 Price: \$0
 Type: UNKNOWN Deed1: / 8313/ 315 Deed2:

Exemption Information

| Partial Exempt Assessments | Class | 07/01/2002 | 07/01/2003 |
|----------------------------|-------|------------|------------|
| County | 000 | 0 | 0 |
| State | 000 | 0 | 0 |
| Municipal | 000 | 0 | 0 |

Tax Exempt: NO Special Tax Recapture:
 Exempt Class:

Go's - Dist. 21 - Sen Arthur Dorner
 Del. Barbara A. Frush
 Pauline H. Menes
 Brian R. Moe

* NONE *
 PG Co Com
 DIST# 1 -
 Thomas E. Derraga

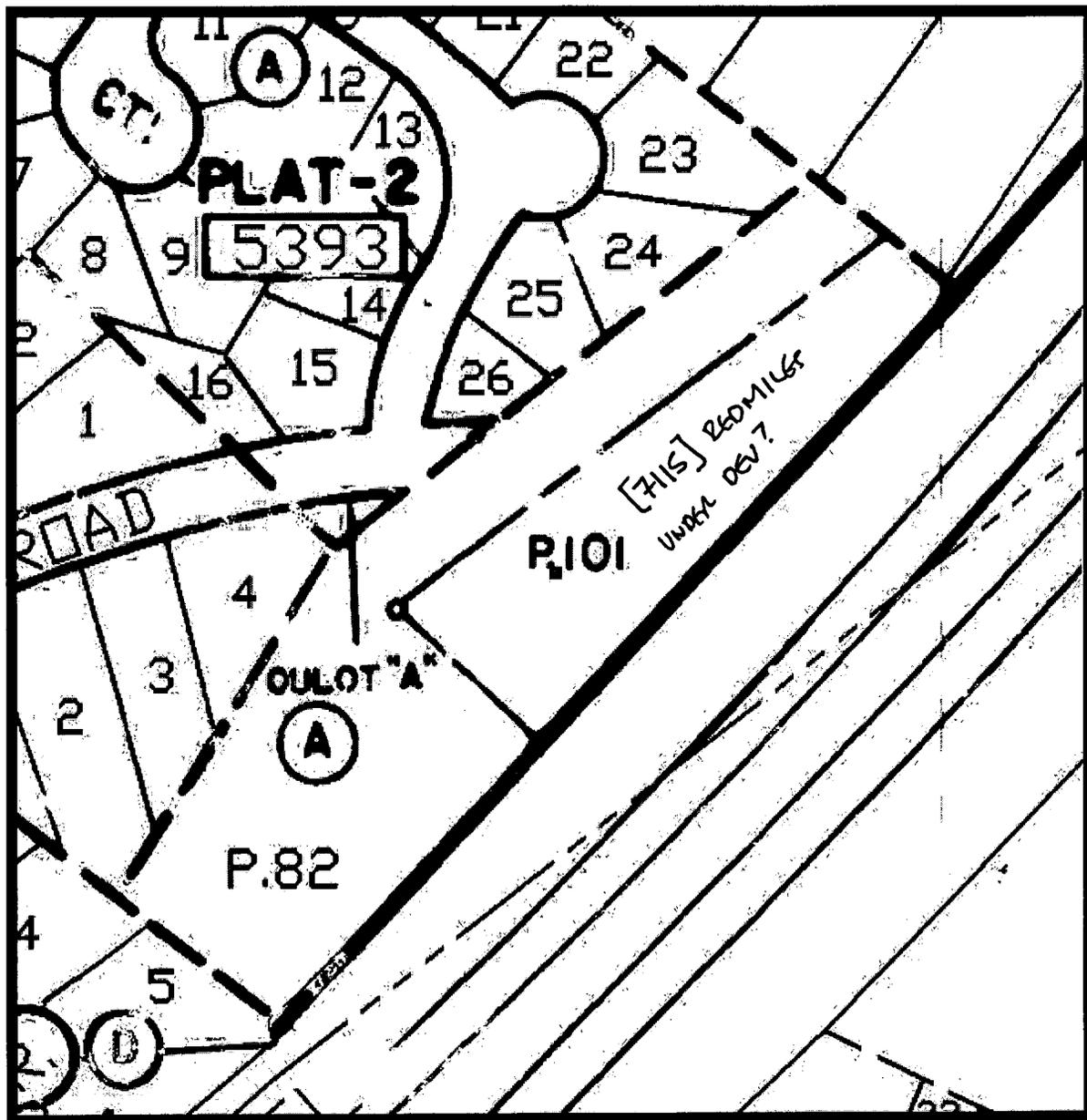
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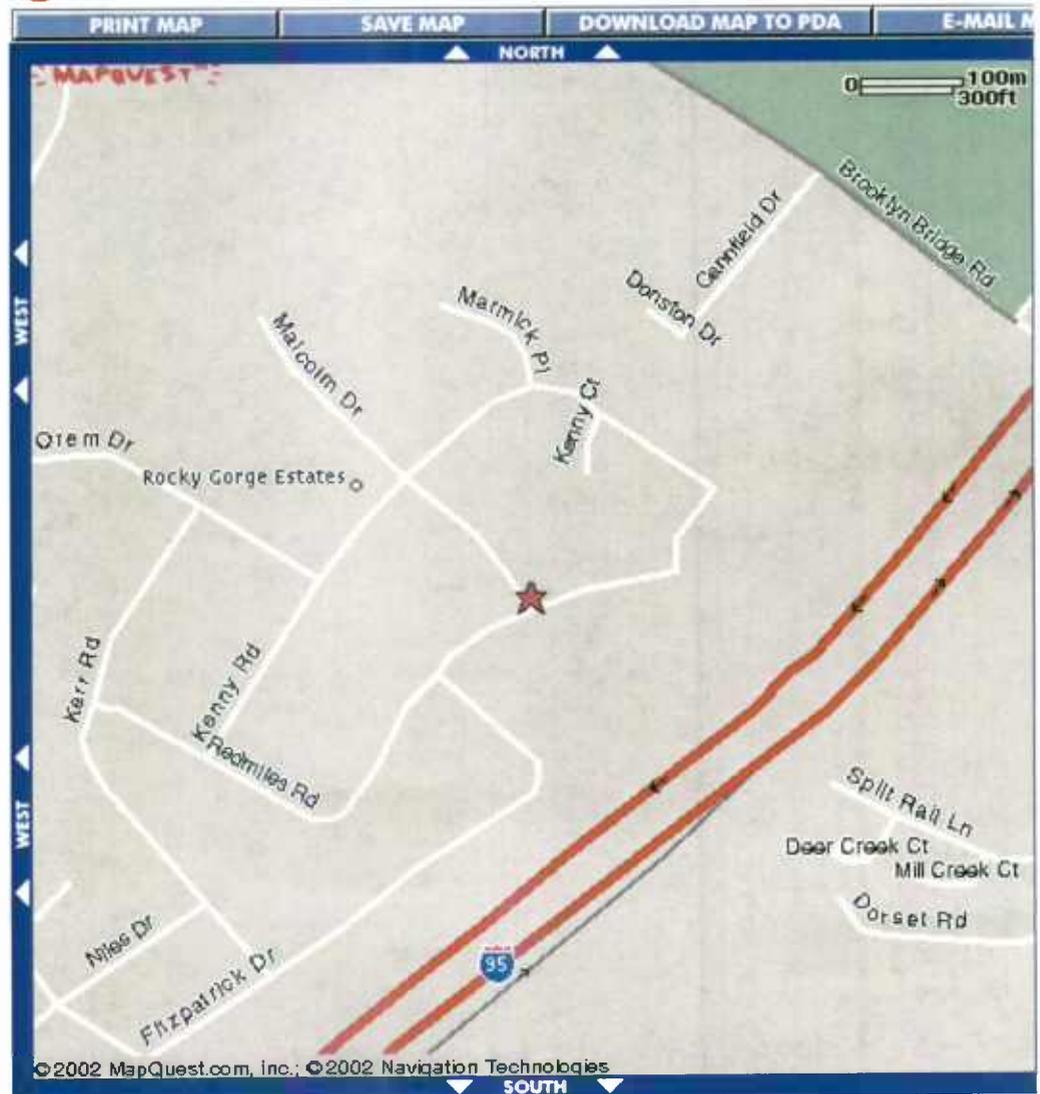
maps

- Address
- Airport
- ZIP Code
- City
- Area Code
- Lat / Long
- Road Atlas Key
- Saved Maps

7100 Redmiles Rd
Laurel, MD
20707-3266, US

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 - SixFlags
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- Baltimore Entertainment

Yellow Pages

Search Laurel for:

Auto repair

CLICKING ON MAP WILL: Zoom In Re-center Move Location

ADDITIONAL MAP FEATURES: Customize Map Add A Location

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Map Legend

168

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MAPQUEST



MAPS DRIVING DIRECTIONS ROAD TRIP PLANNER YELLOW PAGES

maps

- Address
- Airport
- ZIP Code
- City
- Area Code
- Lat / Long
- Road Atlas Key
- Saved Maps

7100 Redmiles Rd
Laurel, MD
20707-3266, US

STREET MAP AERIAL PHOTO
Map a New Location Get Directions To This Location

PRINT MAP SAVE MAP DOWNLOAD MAP TO PDA E-MAIL M



What's Nearby

Search for the nearest:

- KOA
- SixFlags
- [Other Country, etc.]

Search

Orbitz Travel Deals

- **Flights:**
Find the lowest fares to Baltimore, MD and surrounding area!
- **Rental Cars:**
Find special offers on rental prices now!
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Find discounted rates on premier hotels in your destination city!



City Guide

- Baltimore Dining
- Baltimore News
- Baltimore Movies
- Baltimore Entertainment

Yellow Pages

Search Laurel for:

Auto repair

CLICKING ON MAP WILL: Zoom In Re-center Move Location

ADDITIONAL MAP FEATURES: [Customize Map](#) [Add A Location](#)

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MAPQUEST



MAPS DRIVING DIRECTIONS ROAD TRIP PLANNER YELLOW PAGES

maps

- Address
- Airport
- ZIP Code
- City
- Area Code
- Lat / Long
- Road Atlas Key
- Saved Maps

7100 Redmiles Rd
Laurel, MD
20707-3266, US

What's Nearby

Search for the nearest:

-
- SixFlags**
-

Search

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- **Flights:**
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Find discounted rates on premier hotels in your destination city!



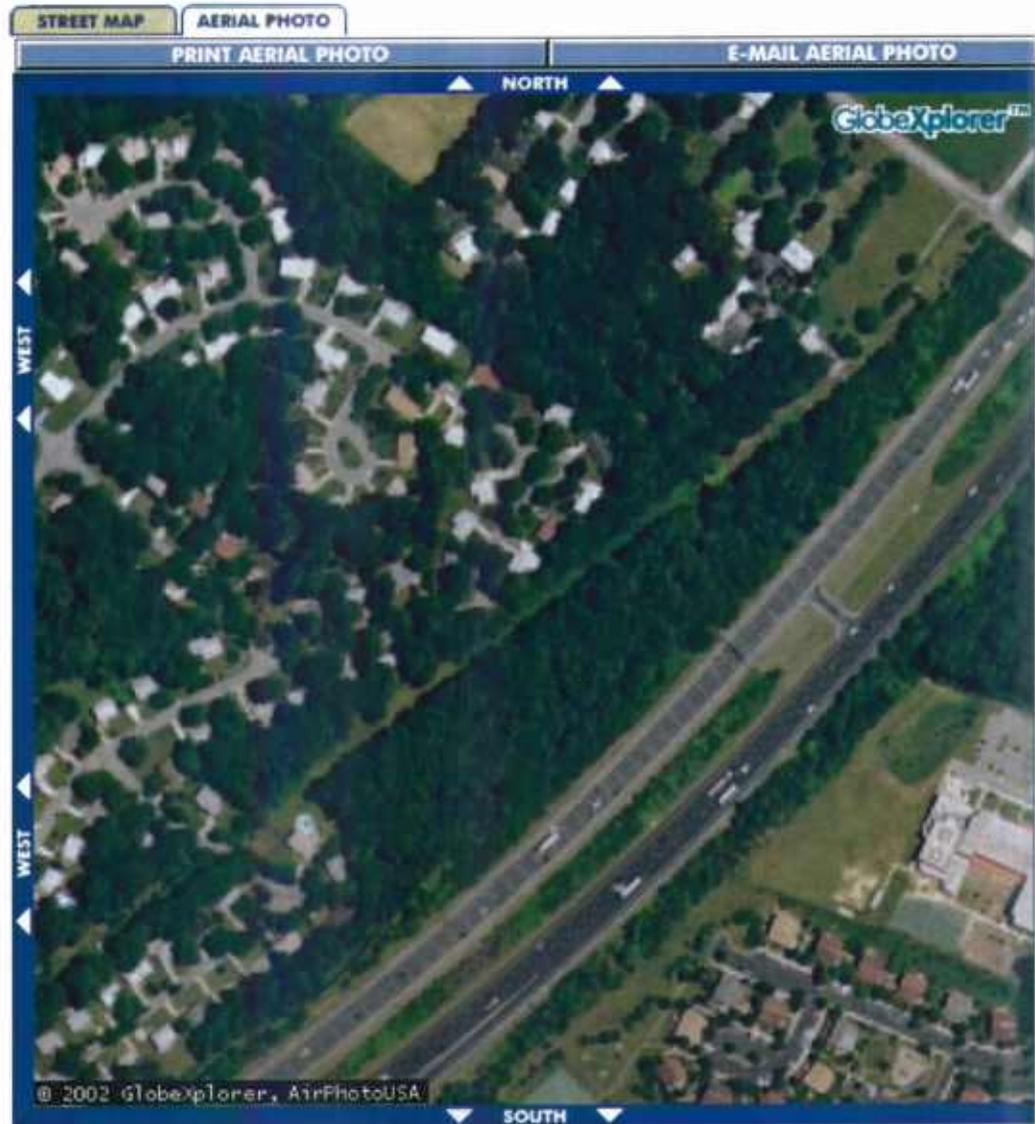
City Guide

- Baltimore Dining
- Baltimore News
- Baltimore Movies
- Baltimore Entertainment

Yellow Pages

Search Laurel for:

Auto repair



CLICKING ON PHOTO WILL: Zoom In Re-center

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MAPQUEST.



casting
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MAPS
DRIVING DIRECTIONS
ROAD TRIP PLANNER
YELLOW PAGES

maps

- [Address](#)
- [Airport](#)
- [ZIP Code](#)
- [City](#)
- [Area Code](#)
- [Lat / Long](#)
- [Road Atlas Key](#)
- [Saved Maps](#)

What's Nearby

Search for the nearest:

-
- SixFlags**
-

Orbitz Travel Deals

- **Flights:**
[Find the lowest fares to Baltimore, MD and surrounding area!](#)
- **Rental Cars:**
[Find special offers on rental prices now!](#)
- **Lodging:**
[Find discounted rates on premier hotels in your destination city!](#)



City Guide

- [Baltimore Dining](#)
- [Baltimore News](#)
- [Baltimore Movies](#)
- [Baltimore Entertainment](#)

Yellow Pages

Search **Laurel** for:

**7100 Redmiles Rd
Laurel, MD
20707-3266, US**

STREET MAP
AERIAL PHOTO
PRINT AERIAL PHOTO
E-MAIL AERIAL PHOTO

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[Map Legend](#)



**Maryland Department of Transportation
State Highway Administration**

170

Parris N. Glendening
Governor

John D. Porcari
Secretary

Parker F. Williams
Administrator

March 7, 2002

Mr. Carlo Colella
4503 Franklin Street
Kensington MD 20895-4212

Dear Mr. Colella:

This letter is a follow-up to your recent telephone conversation with Mr. Ted Severe, of our staff, regarding a sound barrier for the Rock Creek Highland community along the outer loop of I-495 between Connecticut Avenue (MD 185) and Cedar Lane in Montgomery County. I appreciate the opportunity to respond to your inquiry concerning your possible purchase of a home on Culver Street in the Rock Creek Highland community.

The State Highway Administration (SHA) considers the need for sound barriers in two circumstances, designated "Type I" and "Type II." In "Type I" situations, barriers are considered when a new highway is being built or an existing highway is being expanded. When a highway already exists and is *not* being expanded—so that Type I criteria do not apply—a community that predates the original highway may be considered for a "Type II," or "retrofit," barrier. The intent of the Type II program is to address areas of noise impact along highways that were built before environmental analyses became a part of the highway development process. All of the following technical criteria must be met for a barrier to be approved: the majority of homes must predate the highway; existing noise levels must equal or exceed the 66 decibel impact threshold; and we must be able to build an effective barrier for \$50,000 or less per benefited home. If these criteria are met, the County in which the community is located must have an ordinance that addresses the impact of noise on new residential development, and the County must agree to fund 20 percent of the barrier cost. SHA has recently completed a sound barrier analysis for this area and determined that a barrier cannot be constructed because the estimated cost of a sound barrier exceeds our \$50,000 cost per residence criterion. Enclosed, for your information, is our brochure, *Community Resource Guide On Sound Barriers*, that outlines the State's Sound Barrier Policy.

My telephone number is _____

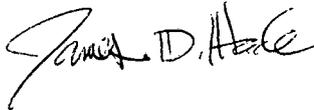
Maryland Relay Service for Impaired Hearing or Speech
1-800-735-2258 Statewide Toll Free

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

Mr. Carlo Colella
Page Two

Thank you for your telephone call and interest in the State' Sound Barrier Program. I regret that I cannot provide a positive response. If you have additional questions or concerns, please do not hesitate to contact me at 410-545-8599 or 1-800-446-5962 or, by e-mail, at jhade@sha.state.md.us.

Sincerely,



James D. Hade, RLA
Noise Abatement Team Leader
Office of Environmental Design

Enclosure

- cc: Mr. Charles B. Adams, Director, Office of Environmental Design
- The Honorable Derick P. Berlage, Member, Montgomery County Council
- The Honorable Leon G. Billings, Member, Maryland House of Delegates
- The Honorable Sharon M. Grosfeld, Member, Maryland House of Delegates
- The Honorable John Adams Hurson, Member, Maryland House of Delegates
- The Honorable Christopher Van Hollen, Jr., Member, Senate of Maryland
- Mr. Charlie K. Watkins, District Engineer, State Highway Administration

Mr. Carlo Colella
Page Three

bcc: Ms. Nanette M. Schieke, State Legislative Officer, Maryland Department of
Transportation
Mr. T.E. Severe, Noise Abatement Team, State Highway Administration

Serial #: None

OED Serial#: None

Noise Customer #: 2548

Responding to letter dated: Follow-up to 02-21-2002 telephone conversation between Mr.
Colella and Mr. Ted Severe

Saved: 02/22/02 2:23 PM by: T.E. Severe

N:\OED\NOISE\CORRESP\2002\COLELLA01.doc

Enclosure:

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

NOISE INQUIRY CHECKLIST

DATE 2/21/02 FILE? Y/N _____

CUSTOMER ID. # 2548 RECEIVED BY T.E. SEVRE

NAME MR. CARLO COLELLA

ADDRESS 4503 FRANKLIN ST

KENSINGTON MD 20895-4212
(include zip code)

DAY TELEPHONE (301) 564-3792 (WORK / HOME)

OTHER TELEPHONE (301) 405-2987 email: ccolella@umd.edu

*** INQUIRY INFORMATION SUMMARY ***

HIGHWAY NAME / ROUTE NO. I-495

COMMUNITY / AREA NAME ROCK CREEK HIGHLAND

LOCATION ALONG HIGHWAY OUTER LOOP I-495 from CONN. AV TO CEDAR LA.

SUMMARY OF INQUIRY interested in purchasing 9636 CULVER ST, KENSINGTON -
wanted to know if barrier is planned for this section of I-495

*** FOLLOW-UP ***

DATE 2/22/02 BY T.E. SEVRE

SHA HAS NO PLANS, AT THIS TIME, FOR A SOUND BARRIER
ALONG THE OUTER LOOP OF I-495 between Conn. Av (MD 185)
AND CEDAR LAKE (per JIM WADDE)

*** REFERENCE FILES ***

1734

Customer Info. View for 2001

Thursday, February 21, 2002 01:06 PM

TSevere

| | | | | | | |
|---------|-----------------|------------|---------------------|------------|----------------------|-------------------------------------|
| ID # | MAP | DATE | Letter or Phone onl | LAST NAME | FIRST NAME | Active? |
| 2548 | | 02/21/2002 | Phone | COLELLA | Mr. Carlo | <input checked="" type="checkbox"/> |
| STREET# | STREET NAME | COUNTY | CITY (Post office) | ZIPCODE | Representative statu | |
| 4503 | Franklin Street | MO | Kensington | 20895-4212 | private | |



Elected Official whom has communicated directly to us on this custome

| | | | |
|--------------|--------------|------------------|---------------------|
| DAY PHONE | HOME PHONE | E-Mail address | COMMUNITY |
| 301-405-2987 | 301-564-3792 | ccolella@umd.edu | Rock Creek Highland |

Logical Project Limits | ROADWAY: I-495 | BarrierName

outer loop I-495 from Connecticut Av (MD 185) to Cedar Lane

| | | |
|--------------|--|---------------------|
| RESPONSE | INQUIRY | 2nd Contact |
| | is barrier planned for this side of I-495? | |
| Last Contact | Researcher: | Primary SHA Contact |
| 02/21/2002 | | Ted |

| | | | |
|--------------|-------|--------------------|-----------------------|
| FILE LOCATIO | OTHER | Current committmen | Construction Projects |
| | | | |

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|-------------------------------------|-------------------------|--------------------|-----------------------|
| Do we owe a letter? | Letter Commit due date: | Letter signed date | Reason Letter is Late |
| <input checked="" type="checkbox"/> | 03/07/2002 | | n/a |

LAST action

02-21-02 Mr. Colella called; spoke w/Ted Severe; interested in buying 9636 Culver St, Kensington; wants to know if there are plans for a barrier on outer loop I-495 between Conn Av and Cedar La; appreciated all assistance SHA personnell gave him today



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

02-2002 EO's Dist. 18 Sen. Christopher Van Hollen, Jr.; Dels. Leon G. Billings; Sharon M. Grosfeld; John Adams Hurson; MO Cncl Derick P. Berlage

Comment Journal, and letter hyperlinks \\shadgn\vol1\user\oed\Noise\ibase\Customer_notes\

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To Meet 100% of our Commitments!

ADP 213 NW

INTERSECTION 211 NW Joins I-95

210 NW
209 NW

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KENSINGTON

GARRETT PARK

CHEVY CHASE VIEW

NORTH CHEVY CHASE

CHEVY CHASE COMMONS

GLENBROOK

CHEVY CHASE

ROCK CREEK

FOREST GLEN

FOREST GLEN PARK

WASHINGTON

Medical Center

SEE GRID A9
1 MONACO CIR
2 HALSTON WA

Columbia CC

COQUETIN

ROCK CREEK BOYS

ROCK CREEK MEADOWBROOK

ROCK CREEK POOL

ROCK CREEK FOREST

CHRIST THE KING

ROCK CREEK

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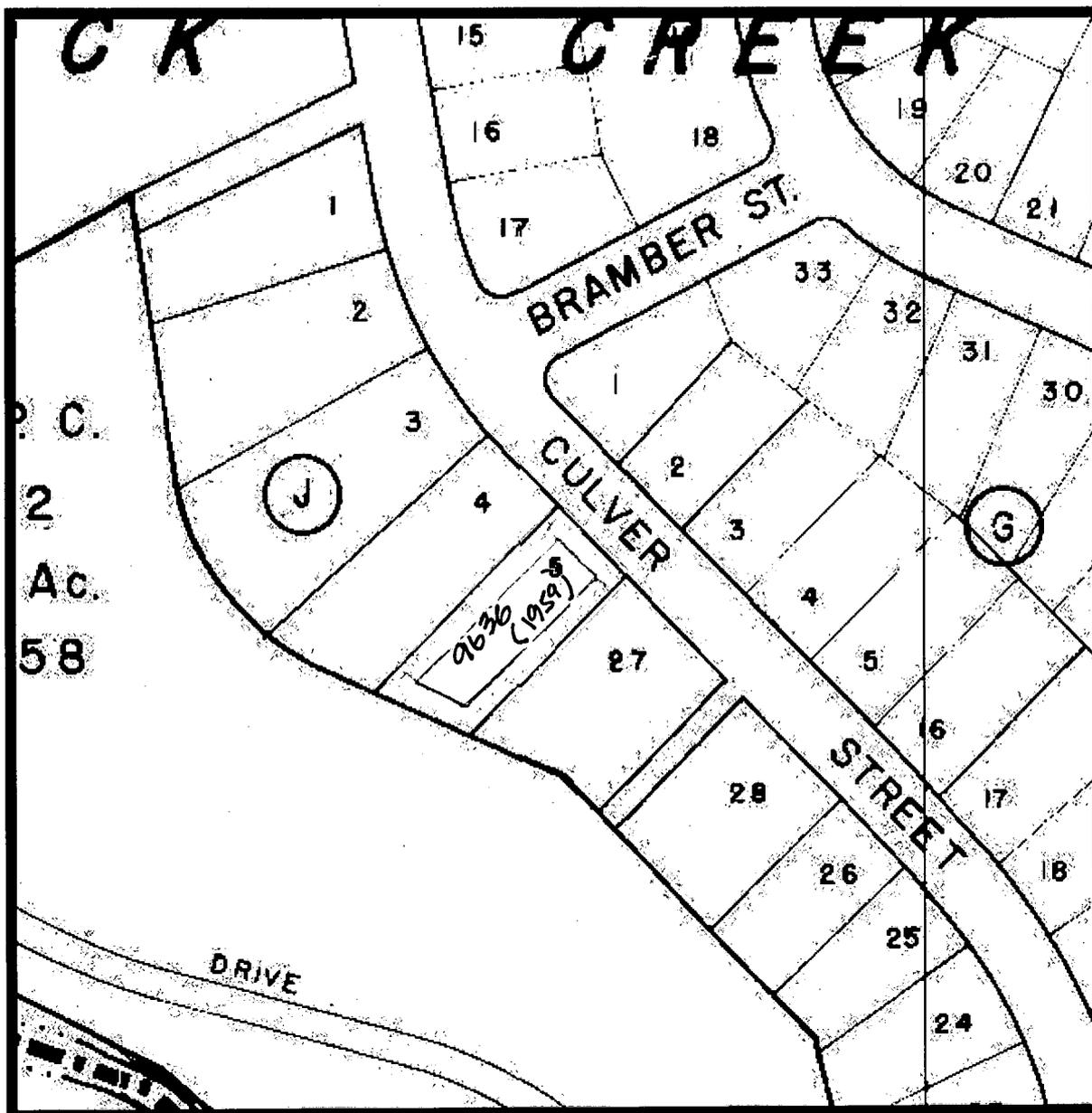
179



Maryland Department of Assessments and Taxation
MONTGOMERY COUNTY
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[New Search](#)

District - 13 Account Number - 01369582



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**Maryland Department of Transportation
State Highway Administration**

178

Parris N. Glendening
Governor

John D. Porcari
Secretary

Parker F. Williams
Administrator

June 3, 2002

Mr. and Mrs. Kenneth A. Collins
1472 Jordan Avenue
Crofton MD 21114-2141

Dear Mr. and Mrs. Crofton:

This letter is a follow-up to your recent letter to Mr. Lawrence E. Elliott, the State Highway Administration's District 5 Assistant District Engineer for Traffic, regarding highway traffic noise from MD 424 (Davidsonville Road) near your home in Crofton Park, Anne Arundel County. Mr. Elliott forwarded your letter to our office and I appreciate the opportunity to respond to your inquiry.

The State Highway Administration (SHA) considers the need for sound barriers in two circumstances, designated "Type I" and "Type II." In "Type I" situations, barriers are considered when a new highway is being built or an existing highway is being expanded. SHA performs an analysis to determine if future noise levels will equal or exceed the impact threshold of 66 decibels and will increase by at least three decibels over the condition of *not* improving the highway, and, if so, whether those noise levels can be reduced for a reasonable cost. Affected homes must predate the approval of the highway improvements. The basis for the requirement of a minimum of a three decibel change is that the human ear can only begin to discern sound level changes between three and five decibels. Currently, there are no plans for highway improvements for MD 424 that would warrant a Type I sound barrier evaluation.

When a highway already exists and is *not* being expanded—so that Type I criteria do not apply—a community that predates the original highway may be considered for a "Type II," or "retrofit," barrier. The intent of the Type II program is to address areas of noise impact along highways that were built before environmental analyses became a part of the highway development process and are fully controlled-access highways where access to the highway is by interchange rather than at-grade intersections. All of the following technical criteria must be met for a barrier to be approved: the majority of homes must predate the highway; existing noise levels must equal or exceed the 66 decibel impact threshold; and we must be able to build an effective barrier for \$50,000 or less per benefited home. If these criteria are met, the County in which the community is located must have an ordinance that addresses the impact of noise on new residential development, and the County must agree to fund 20 percent of the barrier cost. MD 424 (Davidsonville Road) is not a fully-controlled access highway and, based on this information, cannot be considered for a Type II sound barrier. Enclosed, for your information, is a copy of our brochure, *Community Resource Guide On Sound Barriers*, that outlines the State's Sound Barrier Policy.

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

1179

Mr. and Mrs. Kenneth A. Collins
Page Two

Thank you for your letter and interest in the State's Sound Barrier Program. If you have additional questions or concerns, please do not hesitate to contact Ms. Nicole Ross, of our staff, at 410-545-8616 or 1-800-446-5962 or, by e-mail, at nross@sha.state.md.us. She will be happy to assist you.

Sincerely,



Charles B. Adams

Director

Office of Environmental Design

Enclosure

cc: The Honorable Robert C. Baldwin, Member, Maryland House of Delegates
The Honorable David G. Boschert, Member, Maryland House of Delegates
Mr. Lawrence E. Elliott, Assistant District Engineer – Traffic, State Highway
Administration
The Honorable Janet Greenip, Member, Maryland House of Delegates
The Honorable John J. Klocko, III, Member, Anne Arundel County Council
The Honorable Robert R. Neall, Member, Senate of Maryland
Ms. Nicole Ross, Special Assistant to the Director, Office of Environmental Design, State
Highway Administration
Mr. Greg Welker, District Engineer, State Highway Administration

180

Mr. and Mrs. Kenneth A. Collins
Page Three

bcc: James D. Hade, RLA, Noise Abatement Team Leader, State Highway Administration
Ms. Nanette M. Schieke, State Legislative Officer, Maryland Department of
Transportation
Mr. T.E. Severe, Noise Abatement Team, State Highway Administration

Serial #: None

OED Serial#: None

Noise Customer #: 2597

Responding to letter dated: Follow-up to 05-14-2002 letter from Mr. & Mrs. Collins to Mr. Lawrence E. Elliott, D-5 ADE-Traffic; Mr. Elliott forwarded the Collins' letter to OED/NAT for response

Saved: 05/31/02 9:34 AM by: T.E. Severe

N:\OED\NOISE\CORRESP\2002\COLLINSKA01.doc

Enclosure:

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



**Maryland Department of Transportation
State Highway Administration**

**138 Defense Highway
Annapolis, Maryland 21401**

1181

Parris N. Glendening
Governor

John D. Porcari
Secretary

Parker F. Williams
Administrator

May 28, 2002

Mr. and Ms. Kenneth Collins
1472 Jordan Ave.
Crofton MD 21114

Ref.: MD 424 General
Anne Arundel County

Dear Mr. and Ms. Collins:

Thank you for your letter requesting some kind of sound barrier along MD 424 in the vicinity of your property.

We have forwarded your inquiry to Mr. Charles B. Adams, Director of the Office of Environmental Design for his review and direct response. Mr. Adams can also be reached by telephone at 410-545-8640 or by mail at State Highway Administration, 707 N. Calvert Street, Baltimore MD 21203.

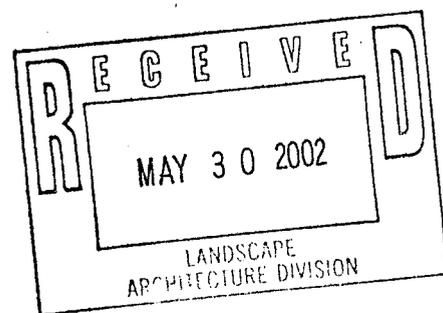
Again, thank you for your continued interest and if further discussion is desirable please feel free to contact me at 410-841-1003 or 1-800-331-5603.

Sincerely,

A handwritten signature in cursive script that reads "Lawrence E. Elliott".

Lawrence E. Elliott
Assistant District Engineer Traffic

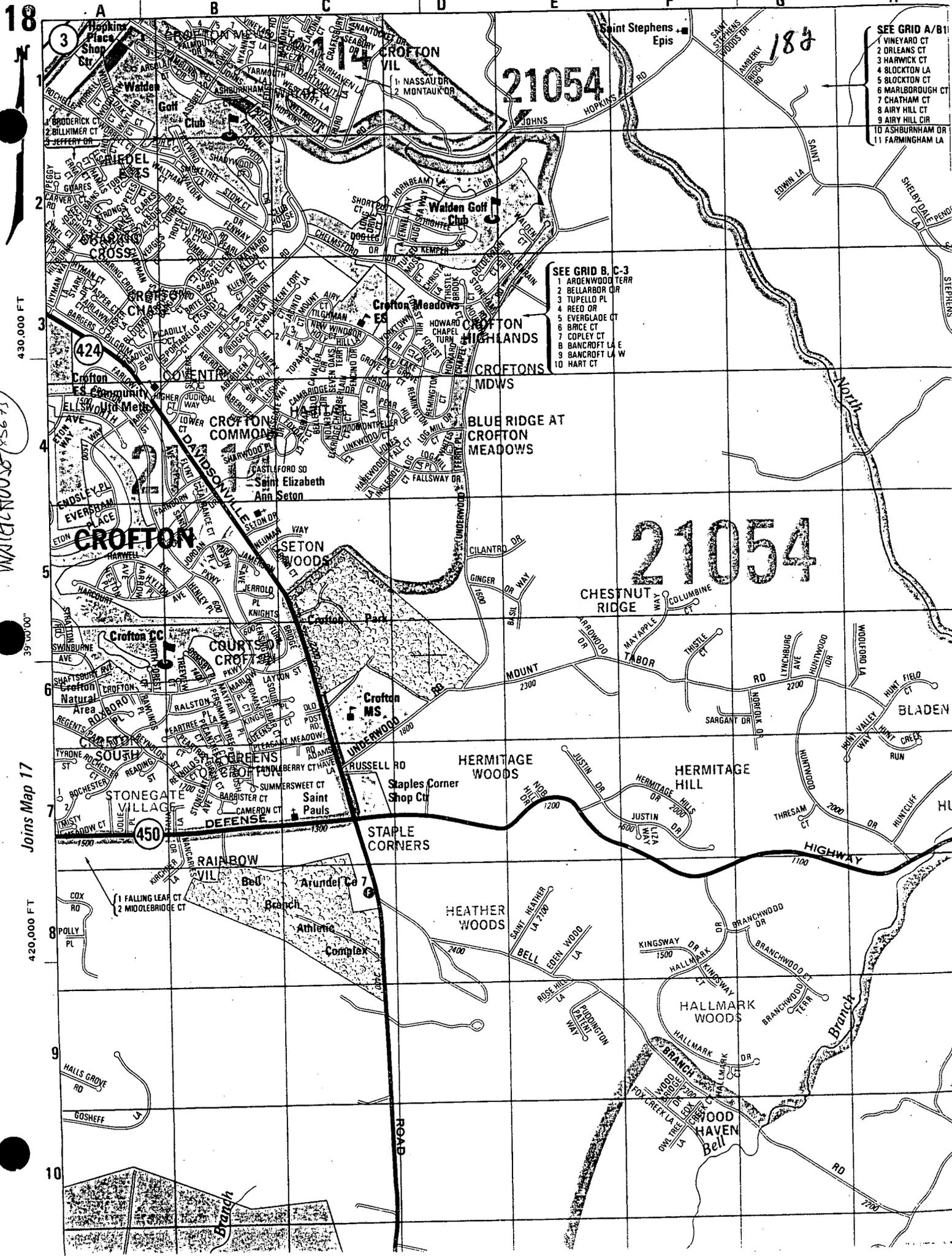
Cc: Gregory D. Welker
Charles Adams w/Att.



My telephone number is 1-800-331-5603 / 410-841-5450

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



- SEE GRID A/B/1
- VINEYARD CT
 - ORLEANS CT
 - HARWICK CT
 - BLOCKTON LA
 - BLOCKTON CT
 - MARLBOROUGH CT
 - CHATHAM CT
 - AIRY HILL CIR
 - AIRY HILL CIR
 - ASHBURNHAM DR
 - FARMINGHAM LA

- SEE GRID B, C-3
- ARDENWOOD TERR
 - BELLARBOR DR
 - TUPELLO PL
 - REED DR
 - EVERGLADE CT
 - BRICE CT
 - COPELY CT
 - BANCROFT LA E
 - BANCROFT LA W
 - HART CT

LYNN WATERHOUSE (567)

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CROFTON

CROFTON VIL

CROFTON HIGHLANDS

CROFTON MDWS

BLUE RIDGE AT CROFTON MEADOWS

SETON WOODS

HERMITAGE WOODS

STAPLE CORNERS

HEATHER WOODS

HALLMARK WOODS

WOOD HAVEN

Branch

CHESTNUT RIDGE

HERMITAGE HILLS

STAPLES CORNER SHOP CT

SANT HEATHER LA 7100

HALLMARK CT

WOOD BRIDGE

Branch

SHELLEY DALE PERDIT

BLADEN

HUNTELEE

BRANCHWOOD DR

BRANCHWOOD DR

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North

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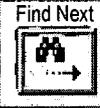
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Customer Info. View for 2001

Friday, May 31, 2002 09:44 AM

TSevere

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|---------|---------------|------------|---------------------|------------|-----------------------|-------------------------------------|
| ID # | MAP | DATE | Letter or Phone onl | LAST NAME | FIRST NAME | Active? |
| 2597 | | 05/30/2002 | Letter | COLLINS | Mr. & Mrs. Kenneth A. | <input checked="" type="checkbox"/> |
| STREET# | STREET NAME | COUNTY | CITY (Post office) | ZIPCODE | Representative statu | |
| 1472 | Jordan Avenue | AA | Crofton | 21114-2141 | private | |



Elected Official whom has communicated directly to us on this custome

| | | | |
|-----------|--------------|----------------|--------------|
| DAY PHONE | HOME PHONE | E-Mail address | COMMUNITY |
| | 410-721-4290 | | Crofton Park |

Logical Project Limits | ROADWAY: MD 424 | BarrierName

SB MD 424 (Davidsonville Rd) between Lang and Seton Drives

| | | |
|--|--|---------------------|
| RESPONSE | INQUIRY | 2nd Contact |
| described Type I & II criteria; no long-range plans for MD 424; not fully-controlled access and not elibigle for Type II | MD 424 noisy - wants a sound barrier to protect their property | |
| Last Contact | Researcher | Primary SHA Contact |
| 05/30/2002 | | none |

| | | | |
|--------------|-------|--------------------|-----------------------|
| FILE LOCATIO | OTHER | Current committmen | Construction Projects |
| | | | none |

send Community Resource Guide

| | | | |
|-------------------------------------|-------------------------|--------------------|-----------------------|
| Do we owe a letter? | Letter Commit due date: | Letter signed date | Reason Letter is Late |
| <input checked="" type="checkbox"/> | 06/14/2002 | | n/a |

LAST action |

5-30-02 Rec'd letter from Mr./Mrs. Collins forwarded by D-5 ADE-Traf. Lawrence Elliott to respond to request for a sound barrier for this home



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

05-2002 EO's Dist. 33 Sen. Robert R. Neall; Dels. Robert C. Baldwin; David G. Boschert; Janet Greenip; AA Cncl John J. Klocko, III

Comment Journal, and letter hyperlinks | \\shadgn\vol1\user\oed\Noise\Ibase\Customer_notes\

Consultant Fir | 1-888-375-1975 outside MD

To Meet 100% of our Commitments!

184

Click here for a plain text ADA compliant screen.

| | |
|--|---|
| Maryland Department of Assessments and Taxation ANNE ARUNDEL COUNTY Real Property Data Search | Go Back View Map New Search |
|--|---|

Account Identifier: District - 02 Subdivision - 205 Account Number - 02789860

Owner Information

| | | | |
|-------------------------|--|-----------------------------|----------------------|
| Owner Name: | COLLINS, KENNETH A COOK, BARBARA A | Use: | RESIDENTIAL |
| Mailing Address: | 1472 JORDAN AVE CROFTON MD 21114-2141 | Principal Residence: | YES |
| | | Deed Reference: | 1) / 3142/ 478 2) |

(4) 410-721-2440

Location & Structure Information

| | | |
|----------------------------------|---------------|--|
| Premises Address | Zoning | Legal Description |
| 1472 JORDAN AVE CROFTON 21114 | R5 | LT 566 SC 6 PL 15 1472 JORDAN AVE CROFTON PARK |

| Map | Grid | Parcel | Subdivision | Section | Block | Lot | Group | Plat No: | 15 |
|-----|------|--------|-------------|---------|-------|-----|-------|-----------|-------|
| 43 | 7 | 191 | 205 | 6 | | 566 | 82 | Plat Ref: | 37/ 4 |

| | | |
|--------------------------|----------------------------------|---------|
| Special Tax Areas | Town Ad Valorem Tax Class | CROFTON |
|--------------------------|----------------------------------|---------|

| | | | |
|--------------------------------|----------------------|---------------------------|-------------------|
| Primary Structure Built | Enclosed Area | Property Land Area | County Use |
| 1973 | 2,426 SF | 14,667.00 SF | |

| | | | |
|----------------|-----------------|---------------|------------------------|
| Stories | Basement | Type | Exterior SIDING |
| 1 | NO | STANDARD UNIT | |

Value Information

| | Base Value | Phase-in Assessments | | |
|--------------------|------------|----------------------|------------|------------|
| | | Value As Of | As Of | As Of |
| Land: | 72,660 | 01/01/2000 | 07/01/2001 | 07/01/2002 |
| Improvements: | 112,200 | 72,660 | | |
| Total: | 184,860 | 115,630 | 187,146 | 188,290 |
| Preferential Land: | 0 | 188,290 | 0 | 0 |

Transfer Information

| | | |
|----------------------|---------------|---------------|
| Seller: | Date: | Price: |
| Type: UNKNOWN | 10/31/1978 | \$20,000 |
| Seller: | Deed1: | Deed2: |
| Type: | / 3142/ 478 | |
| Seller: | Date: | Price: |
| Type: | Deed1: | Deed2: |

Exemption Information

| | | | |
|-----------------------------------|--------------|------------|------------|
| Partial Exempt Assessments | Class | 07/01/2001 | 07/01/2002 |
| County | 000 | 0 | 0 |
| State | 000 | 0 | 0 |
| Municipal | 000 | 0 | 0 |

| | |
|---|--|
| <p>Tax Exempt: NO</p> <p>Exempt Class:</p> <p><i>EO'S - Dist 33 - Sen. Robert R. Neall</i></p> <p><i>Del. Robert C. Baldwin</i></p> <p><i>David G. Boschest</i></p> <p><i>Janet Greenup</i></p> | <p>Special Tax Recapture:</p> <p><i>AA W: DIST. 3 *NONE*</i></p> <p><i>John J. Klocko III</i></p> |
|---|--|

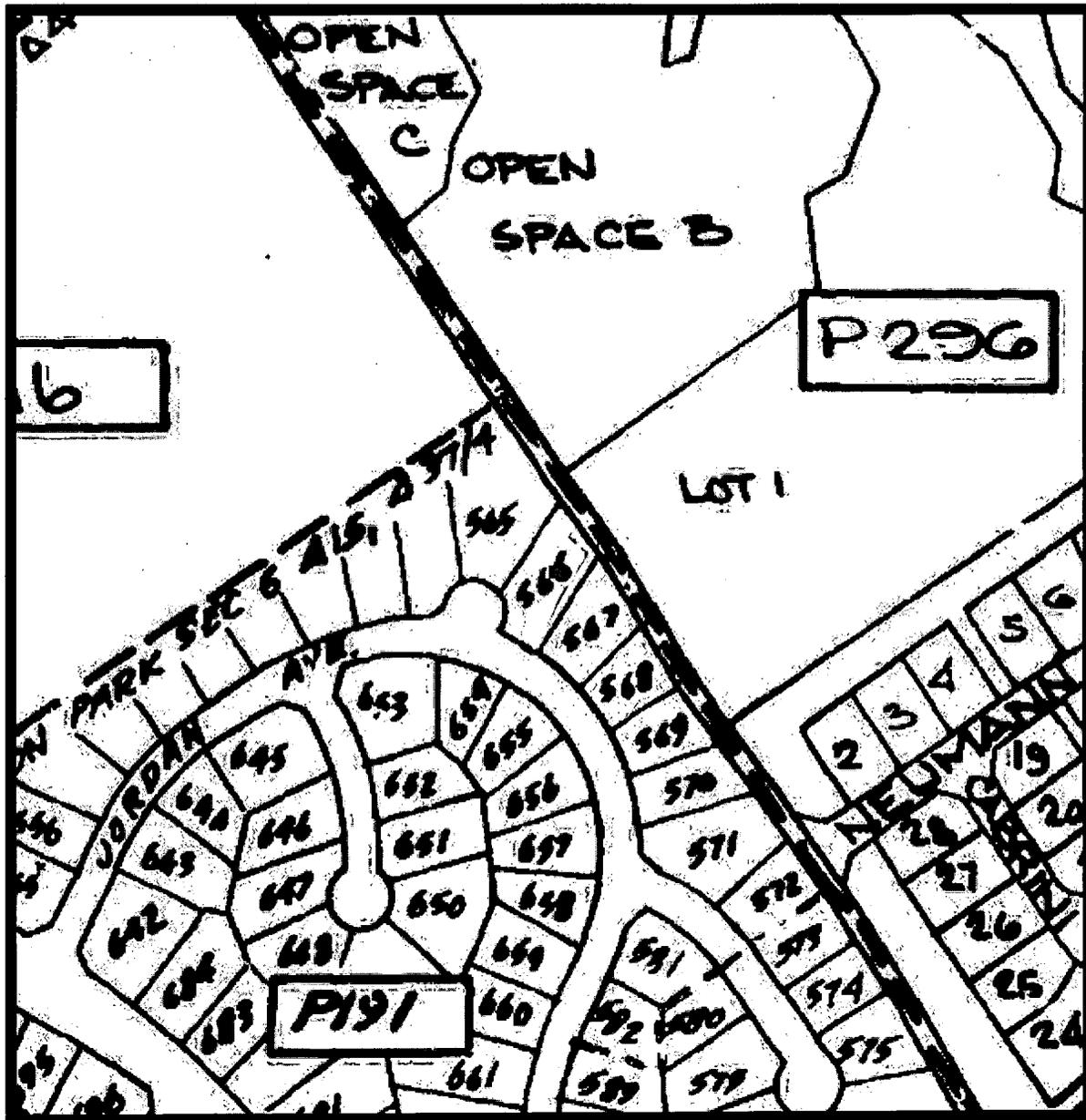
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District - 02 Subdistrict - 205 Account Number - 02789860



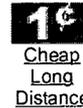
Property maps provided courtesy of the Maryland Department of Planning ©2001.
For more information on electronic mapping applications, visit the Maryland Department of Planning web site at www.mdp.state.md.us

1186

Collins, James F Jr

2573 Ambling Circle
Crofton, MD 21114
410-721-4048

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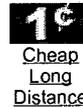


[More Info On James F Jr Collins](#)

Collins, Joseph W

2460 Shadywood Circle
Crofton, MD 21114
410-451-0539

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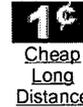


[More Info On Joseph W Collins](#)

Collins, Kenneth A

1472 Jordan Ave
Crofton, MD 21114
410-721-2490

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Collins, Mark

2801 Erna Court
Crofton, MD 21114
410-451-8753

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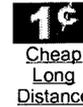


[More Info On Mark Collins](#)

Collins, Patrick O and Cindy

1709 Tipton Dr
Crofton, MD 21114
410-721-8251

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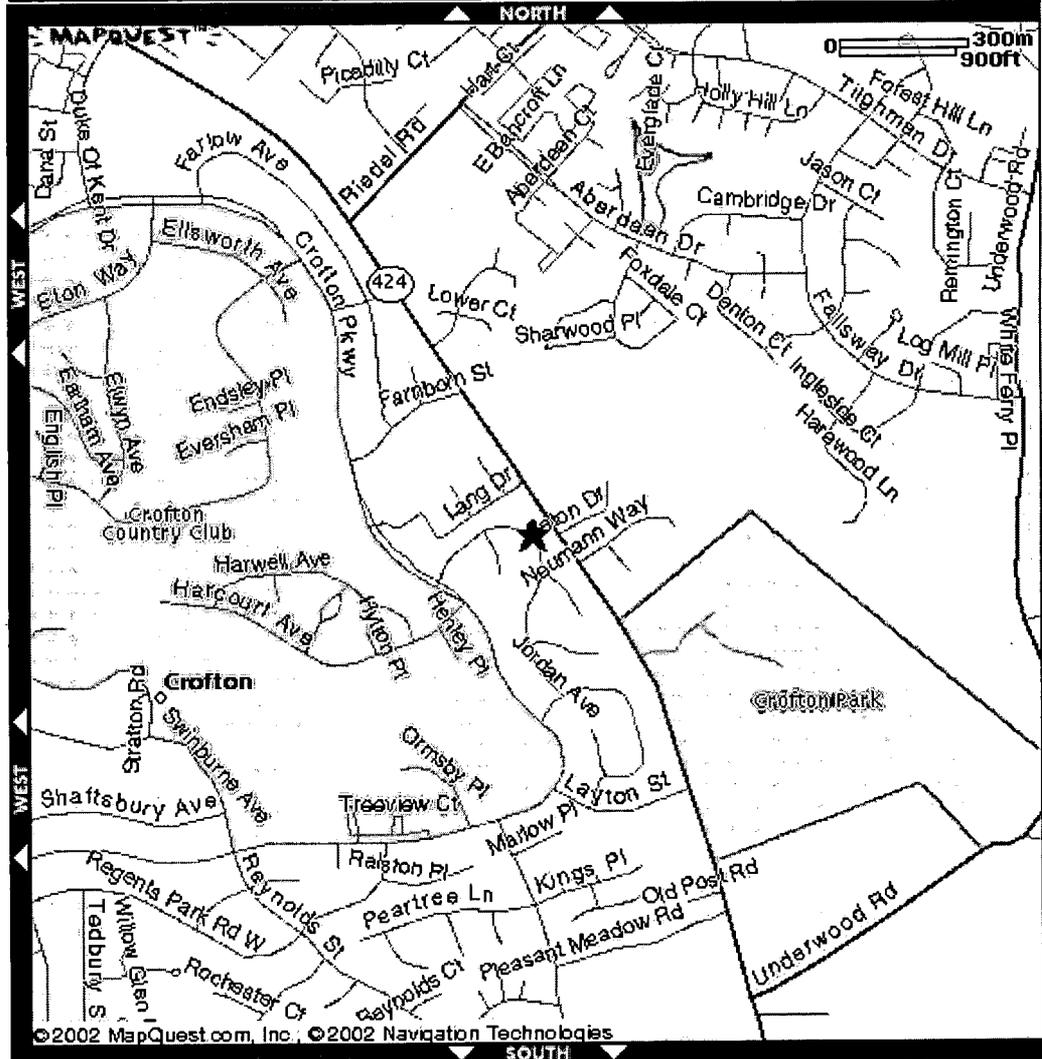
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 Crofton, MD
 21114-2141, US

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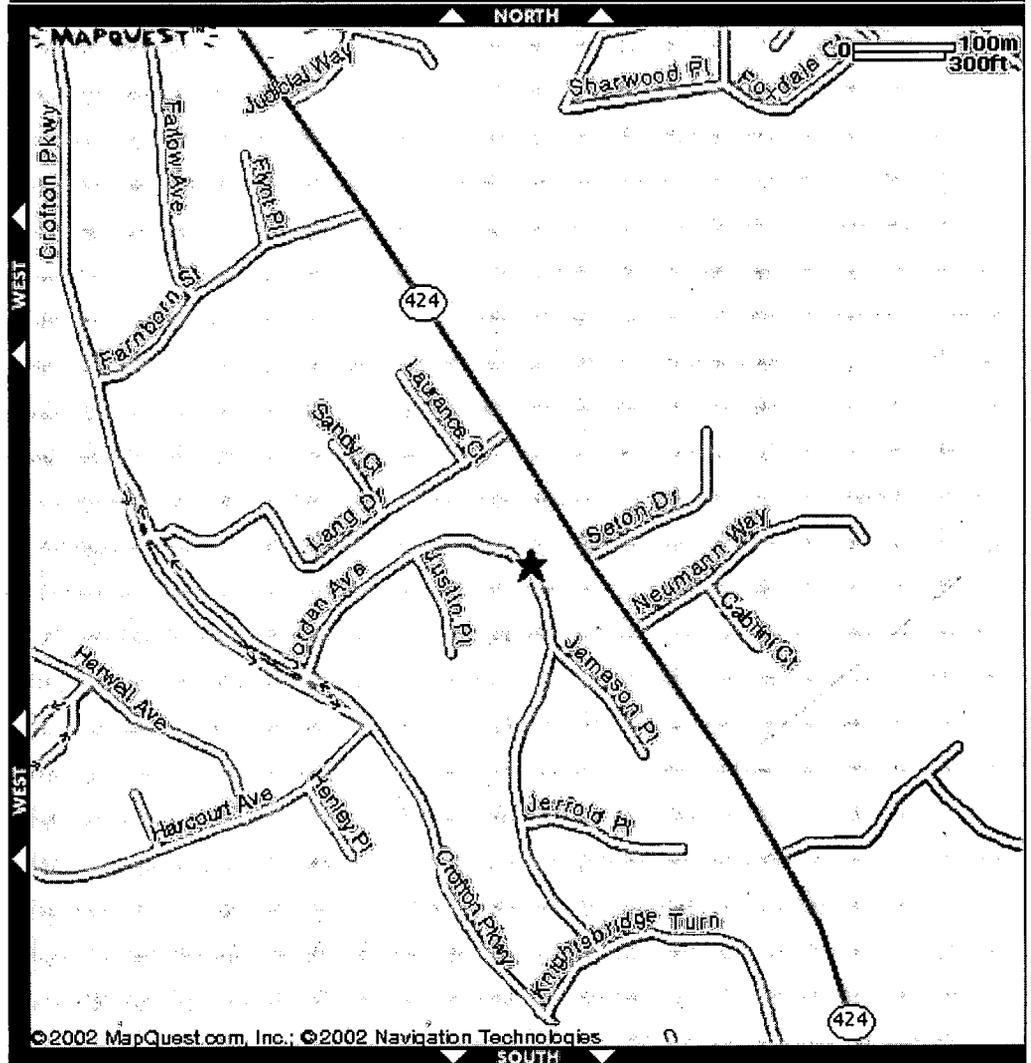
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**Maryland Department of Transportation
State Highway Administration**

Parris N. Glendening
Governor

John D. Porcari
Secretary

Parker F. Williams
Administrator

November 12, 2002

Ms. Karen Connolly
Presidential Builders, Inc.
P.O. Box 918
Severna Park MD 21146-0918

Dear Ms. Connolly:

This letter is a follow-up to the report from Scantek, Inc. regarding noise level measurements taken for the Phelps property located on both sides of MD 10 just south of Holloway Road in Anne Arundel County. MD10 in this area is a 6-lane divided highway. The development consists of two separate sites; one adjacent to northbound MD10 at the end of Gerard Road, and a second adjacent to southbound MD10 at the end of Norman Avenue. I appreciate the opportunity to respond to you concerning this report.

The State Highway Administration (SHA) has reviewed the Scantek, Inc. report for the Phelps property along MD 10. Our review and analysis of this report indicates that it should analyze noise levels at the property line and should focus on "worst case" noise rather than just measured existing noise levels. This "worst case" would also have to be supported by the use of the Federal Highway Administration's Traffic Noise Model (TNM) computer modeling program utilizing level of service "D" volumes and speeds. The effects of the proposed grading for the homes should also be included in the analysis. A preliminary independent analysis suggests that noise levels at the lot line could exceed 70 decibels. This information seems to be corroborated by Scantek's background paragraph in the July 22nd letter to you (where the analyzed receptor site is in the middle of the lot).

My telephone number is _____

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

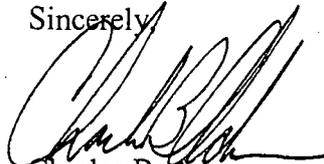
**Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202**

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Ms. Karen Connolly
Page Two

If you have any questions, please do not hesitate to contact Mr. James Hade, our Noise Abatement Team Leader, at 410-545-8599 or 1-800-446-5962 or, by e-mail, at jhade@sha.state.md.us. He will be happy to assist you.

Sincerely,



Charles B. Adams

Director

Office of Environmental Design

cc: Ms. Lori Allen, Planner III, Anne Arundel County Office of Planning and Zoning
The Honorable Joan Cadden, Member, Maryland House of Delegates
James D. Hade, RLA, Noise Abatement Team Leader, Office of Environmental Design,
State Highway Administration
The Honorable Philip C. Jimeno, Member, Senate of Maryland
The Honorable Daniel E. Klosterman, Jr., Member, Anne Arundel County Council
The Honorable John R. Leopold, Member, Maryland House of Delegates
The Honorable Mary M. Rosso, Member, Maryland House of Delegates
Mr. Greg Welker, District Engineer, State Highway Administration

11.93

Ms. Karen Connolly
Page Three

Bcc: Michael K. Kelly, P.E., The Wilson T. Ballard Company
Ms. Nicole Ross, Special Assistant to the Director, Office of Environmental Design,
State Highway Administration
Ms. Nanette M. Schieke, State Legislative Officer, Maryland Department of
Transportation
Mr. T.E. Severe, Administrative Assistant, Noise Abatement Team, Office of
Environmental Design, State Highway Administration

Serial #: None

OED Serial#: None

Noise Customer #: None

Responding to letter dated: Follow-up to 10-25-2002 W.T. Ballard review of 07-22-2002
Scantek, Inc. report on noise levels taken at Phelps Property in Anne Arundel County on 03-27
and 03-28-2002

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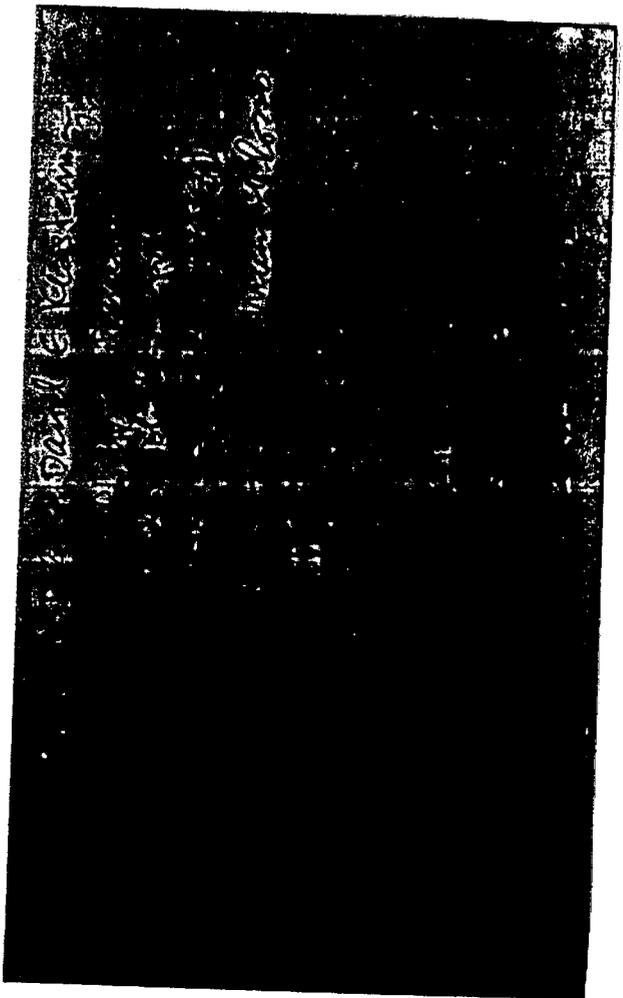
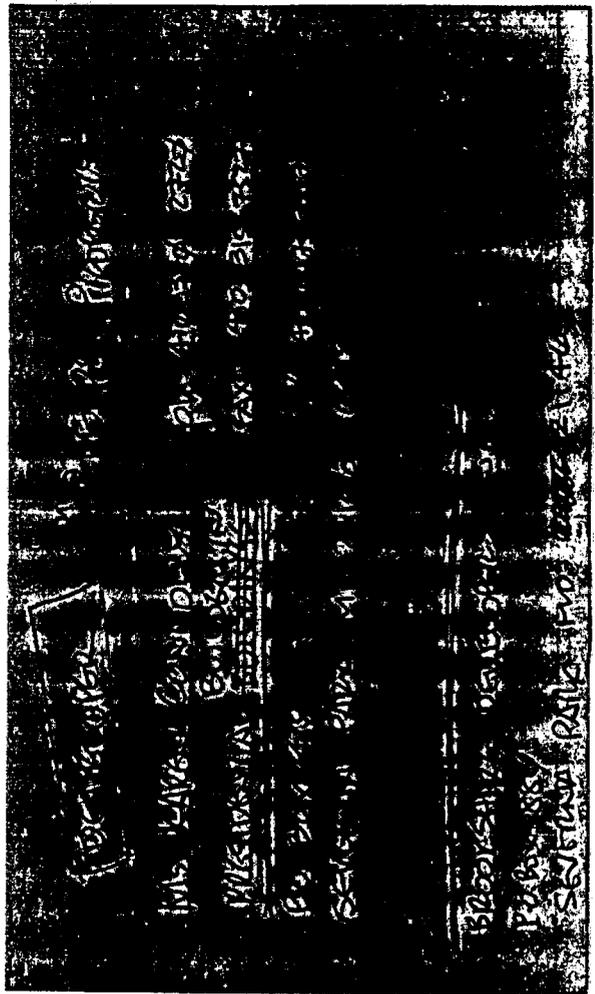
10/25/02

Charlie

This one came in directly from the developer, not through the County or access permits.

Since developers could have any number of design iterations before a subdivision proposal is submitted to the County - we could be potentially opening the door to another un-regulated workload. Is there any way to get the County to become more independent? -> like Montgomery or Howard?
J

Jim: Please prepare a reply to the developer with a cc to Anne Arundel staff. This analysis has to focus on worst case noise, not measured noise and must be supported by a TNM analysis.
Charlie



1-195

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THE WILSON T. BALLARD COMPANY
CONSULTING ENGINEERS
17 GWYNNS MILL COURT
OWINGS MILLS, MARYLAND 21117
TELEPHONE (410) 363-0150
FAX (410) 363-7811

October 25, 2002

Charles B. Adams, Director
Office of Environmental Design
Maryland Department of Transportation
State Highway Administration
707 North Calvert Street
Baltimore, Maryland 21202

Attn: Mr. Jim Hade

Re: Highway Noise Analysis,
Statewide
Report Review
MD10: Phelps Property
File: 500-032.11

Dear Mr. Adams,

We have reviewed the Letter Report for the subject property, which was prepared by Scantek, Inc. for Presidential Buildings. The purpose of this report is to demonstrate compliance with the Anne Arundel County Zoning Ordinance (Article 26, Title 3, Subtitle 1, paragraph 3-107) as it relates to residential noise from adjacent MD10. MD10 in this area is a 6-lane divided highway. The development consists of two separate sites; one adjacent to northbound MD10 at the end of Gerard Road, and a second adjacent to southbound MD10 at the end of Norman Avenue.

County zoning requires a 420-foot setback from the pavement edge of MD10; except this setback may be reduced if "a noise study is conducted to determine the decibel reading at the property line using the State Highway Administration Model". It is also required that the noise level at the lot line be no more than 66 dBA, and that the State Department of Transportation approve the reduced setback. The nearest lot line is 180 feet from the edge of pavement of northbound MD10, and 170 feet from the edge of pavement of southbound MD10.

Based on a site visit by the undersigned, a preliminary TNM analysis, and our review of the data presented in the referenced report, we do not believe that the report, as presented, satisfies the

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requirements of Anne Arundel County, or the needs of the State Highway Administration. We offer the following comments:

1. Ambient measurements were taken over two days in March, 2002. We do not believe that this represents the worse case ambient noise levels. We suggest that additional ambient measurements be taken on weekends, after Memorial Day. This would include the effect of vehicles traveling to and from the various recreation and boating facilities in Anne Arundel county and the Eastern Shore. It is possible that this section of MD10 is operating near capacity during this period. The lots are within 200 of the edge of pavement of MD10. It is not reasonable that the maximum noise level this close to a major limited-access 6-lane highway would only be 63 dBA, as presented in the report by Scantek.
2. The Anne Arundel ordinance requires that noise levels be analyzed using the "State Highway Administration Model" which is currently TNM. The report by Scantek refers to a previous analysis that did include "using a computer program", which required "construction of a noise barrier." No data is provided for this previous study. In addition, no mention is made of future noise levels or the 'worse case' noise levels at roadway capacity.
3. The existing conditions and future conditions that would provide the maximum noise levels should be analyzed using TNM. Traffic data should be obtained from the County or the State, or calculated by the developer. As an alternative, worse case traffic volumes using Level of Service D volumes and speeds should be used. The effects of the proposed grading for the homes should also be included in the analysis. A preliminary TNM analysis performed by the undersigned using both 2001 traffic (obtained from SHA web site) and Level of Service D traffic indicates that the maximum anticipated noise levels at the lot lines would exceed 70 dBA.
4. As previously stated the proposed lots are adjacent to MD 10, just north of Marley Station Road. South of Marley Station Road there are existing noise barriers adjacent to both northbound MD10 and southbound MD10. This indicates that noise levels would exceed criteria in this section of MD10.

Mr. Charles B. Adams
Phelps Property
October 25, 2002
Page 2

197

Include herewith is a copy of the referenced report for this subdivison prepared by Scantek Inc, along with a vicinity map. If you have any questions or require additional information please contact the undersigned.

Very truly yours,

THE WILSON T. BALLARD COMPANY

By 

cc: File

199

Scantek, Inc.**Sound & Vibration Instrumentation and Engineering****REPORT**

Date: July 22, 2002
From: Richard J. Peppin, President
To: Ms. Karen Connolly, Presidential Buildings fx 410-315-7527 ph 410-370-2720 BY FAX
Subject: Site noise survey: Presidential Buildings (REVISED version of 02/04/01 faxed to 410-647-7127)

Dear Ms. Connolly,

BACKGROUND: Previously, your consultant determined estimated noise levels at the site of the proposed development (off MD Rt. 10 in Glen Burnie, MD) using a computer program. If the software is accurate, it may mean the construction of a noise barrier. MD Department of Transportation criteria state that barriers are needed if levels are 66 dBA or more (paraphrasing) although they seem to apply only to new construction, expansion, or existing homes. Since the estimated levels are so close to, but slightly above, the criteria, making an accurate measurement in the field may show, with better precision, the actual sound level data.

PROCEDURE: We visited the site on March 27th and 28th, 2002. We set up set up two calibrated noise monitoring stations, one at each location, made a 24-hr survey at each, and collected data. This report presents the results. The western property, off Norman Avenue extended, was designated as location 1; the eastern property, off Gerard Drive, extended, was designated as location 2. Microphones were set up approximately 5-ft above the ground: Approximate locations of microphones, as indicated by S. Andrako, are shown on attached two sketches of areas containing lot 18, and lot 25 (Fig 1 and Fig 2).

Weather was spring like- sunny on both days, recorded temperature ranged from a low of 14 °C on March 28th to a high of 16 °C on March 27th.

RESULTS:

Figure 3 shows the A-weighted, averaged, sound pressure level at Location 1, every 30-minutes, from 3:08pm on March 27th to 3:08pm on March 28th. The maximum, 62.1 dBA, of the 30-minute averages occurred at interval 35 (7:38am on March 28). The minimum, 49.8 dBA, occurred at interval 23 (1:38am on March 27)

Figure 4 shows the A-weighted, averaged, sound pressure level at Location 2, every 30-minutes, from 3:32pm on March 27th to 3:32pm on March 28th. The maximum, 63.3 dBA, of the 30-minute averages occurred at interval 5 (5:02pm on March 27). The minimum, 51.4 dBA, occurred at interval 24 (2:32am on March 27).

Note if every 30-minute average is below some value, than the combination of two (or more) 30-minute averages, to obtain an hourly (or more) average will also be below that value. So at no time did the hourly average exceed any of the maximum reported. Furthermore, there were some questions about the effects of trees and other foliage on the noise measured at site at the time of the test. In general, results measured are independent of the trees on the site for two reasons: 1) many of the trees and foliage were bare due to the time of season, and 2) any trees and foliage bare or not, contribute very little to any sound attenuation unless very dense and very extensive, which was not the case at the site.

SUMMARY: Measured results show the A-weighted, hourly average, is below 63 dBA at either location.

Cordially,



Richard J. Peppin, P.E.



200

NORTH

LOCATION 1

Figure 1

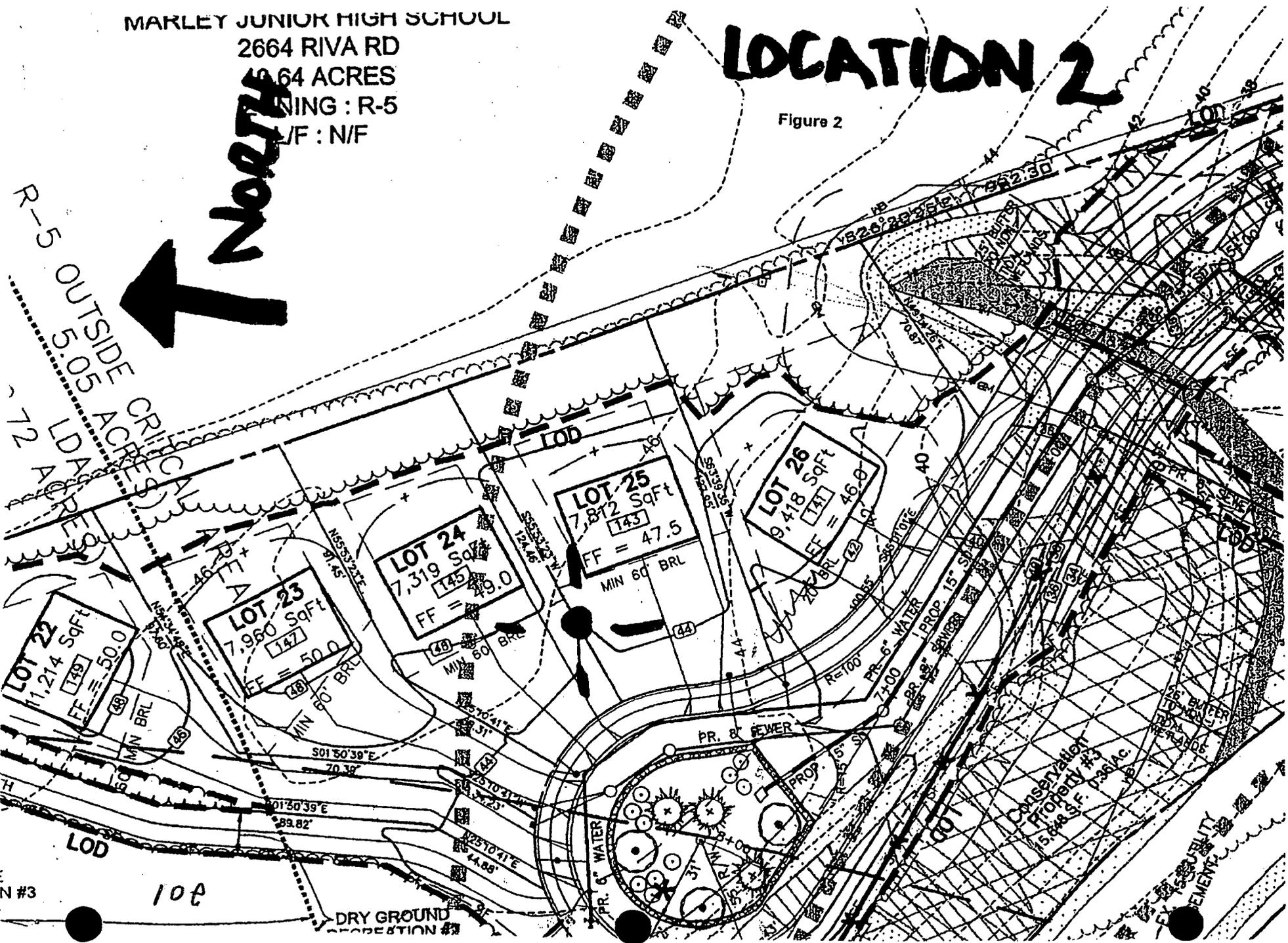
MARLEY JUNIOR HIGH SCHOOL
 2664 RIVA RD
 10.64 ACRES
 ZONING : R-5
 L/F : N/F

LOCATION 2

Figure 2

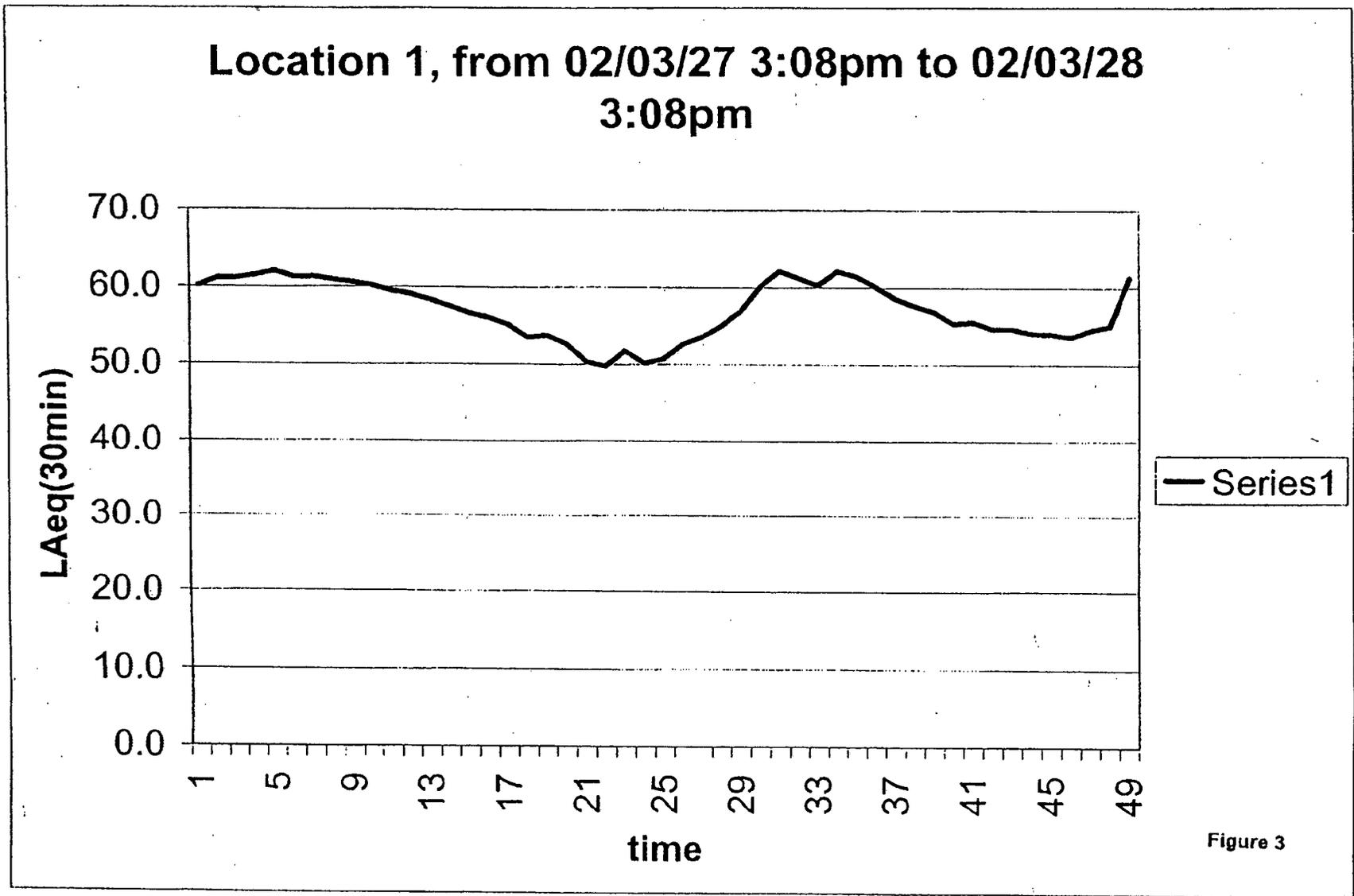
North

R-5 OUTSIDE CRITICAL AREA
 5.05 ACRES
 72' ALDA

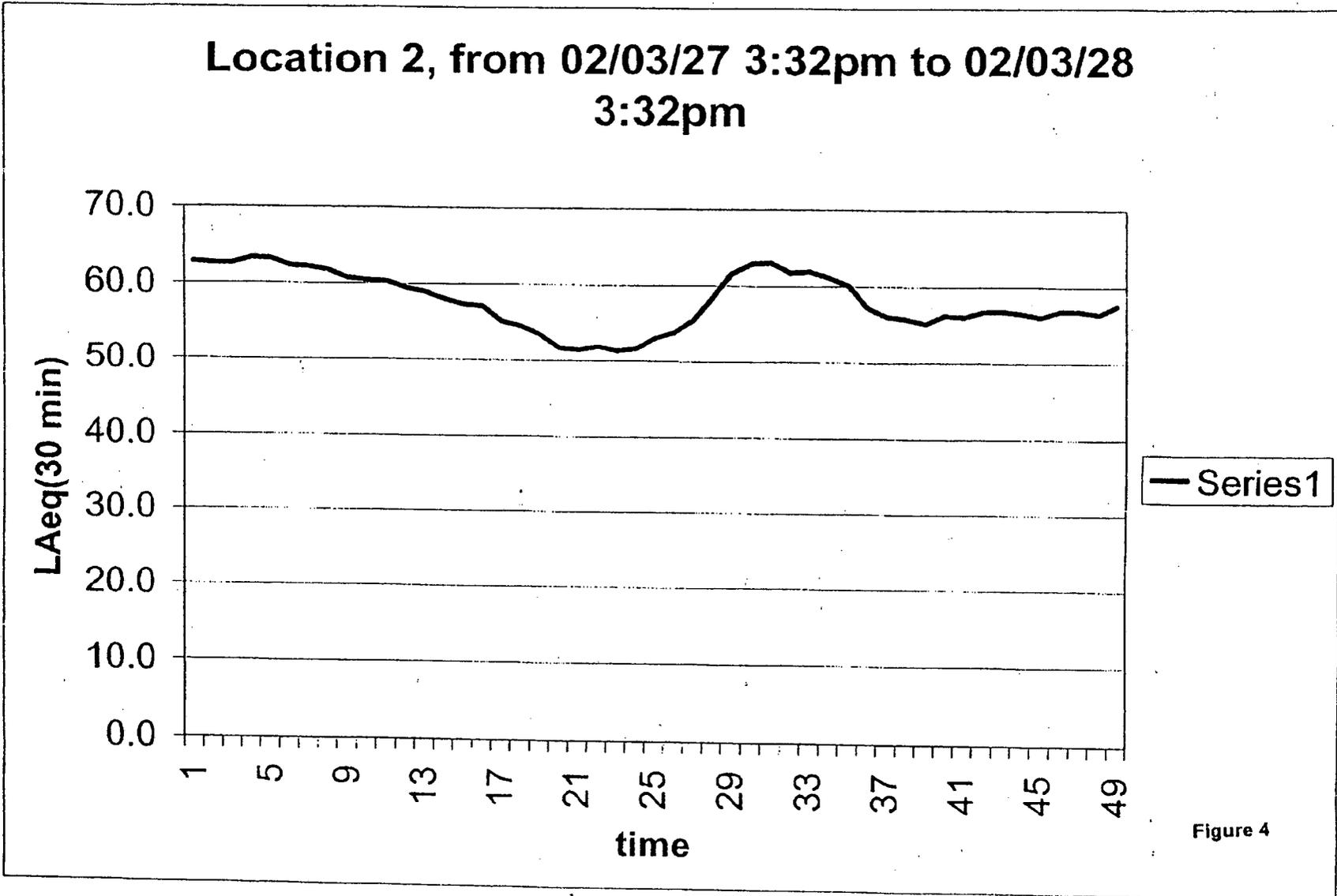


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203



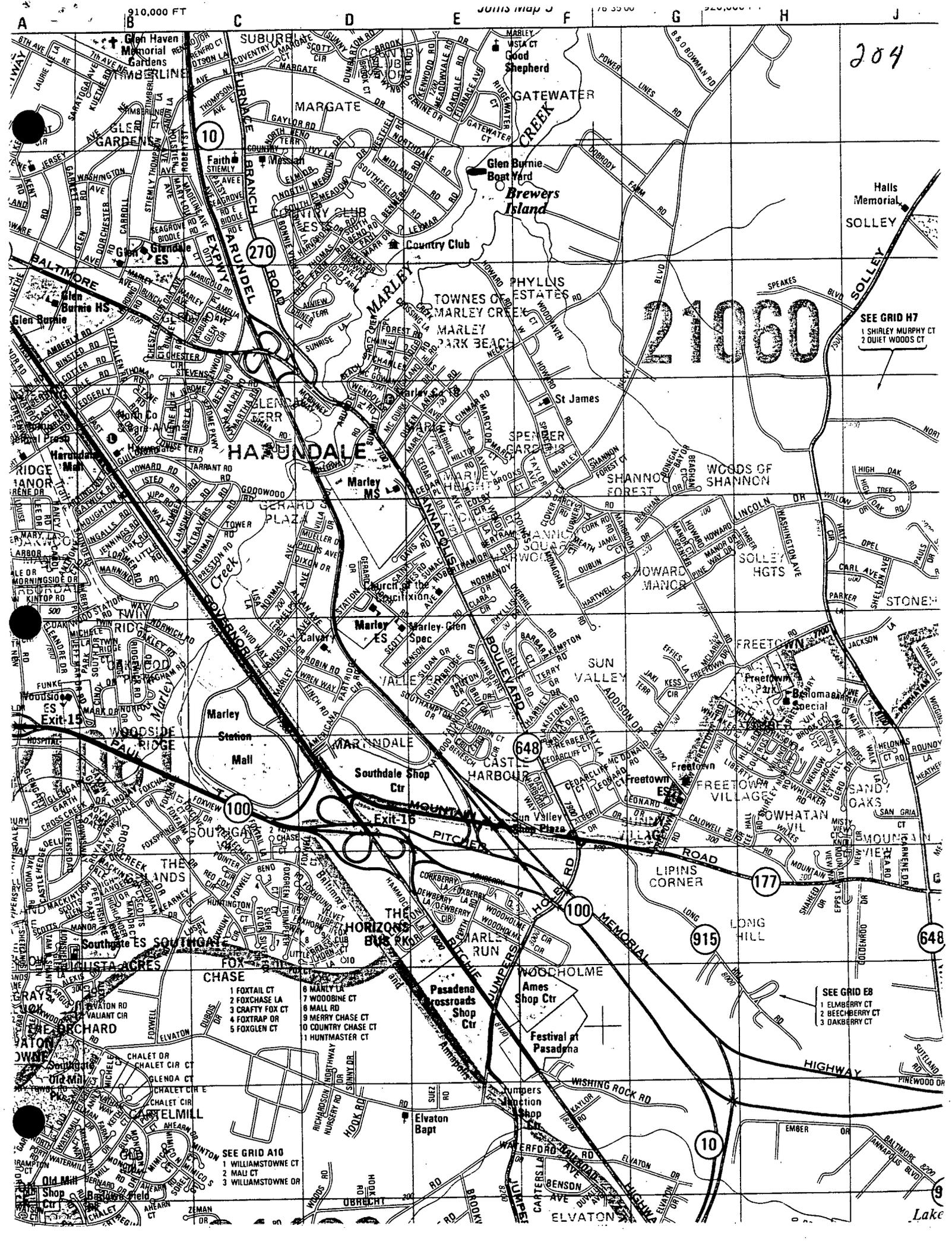
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2 DUET WOODS CT

SEE GRID E8
1 ELMBERRY CT
2 BECCABERRY CT
3 DAKBERRY CT

SEE GRID A10
1 WILLIAMSTOWNE CT
2 MAU CT
3 WILLIAMSTOWNE DR





Maryland Department of Transportation
State Highway Administration

205

Parris N. Glendening
Governor

John D. Porcari
Secretary

Parker F. Williams
Administrator

May 13, 2002

Mr. Liles Creighton, II
100 Riverview Avenue
Annapolis MD 21401-1122

Dear Mr. Creighton:

This letter is a follow-up to your recent telephone conversation with Mr. James Hade, our Noise Abatement Team Leader, inquiring about the status of the sound barrier for the Riverview Manor community along eastbound US 50 between Ridgely Avenue and the Severn River Bridge in Annapolis. I appreciate the opportunity to bring you up to date with the following information.

The Sound Barrier Policy offers noise abatement when a majority of the impacted homes in a community predate the highway. In the Riverview Manor community, a majority of the homes do predate US 50 as a four-lane, divided highway. The commercial area near your home similarly predates US 50. Because the commercial area is approximately the same age as the adjacent residential community, we needed to consider the possible impacts that a sound barrier would have on the visual access that the existing commercial establishments have enjoyed over the years. One of the goals of the project, therefore, was to try to retain as much visual access to the commercial area as possible without severely compromising the noise reduction goals of the sound barrier project.

The first thing that we look at in designing a barrier is "what does it take" to get good noise abatement levels in the community. We seek to achieve a 7 to 10 decibel reduction for the most severely impacted receivers. On this project, one of the more severely impacted areas, your front yard, currently receives 72 decibels of highway traffic noise. We will have achieved a minimum reduction of 11 decibels at that location. In order for us to achieve greater levels of protection for your back yard and retain visual access to the commercial area, the barrier would have to continue along Riverview Avenue behind the nearest commercial building for approximately 130 feet.

There were three factors that limited the maximum possible level of abatement for your back yard by such a barrier:

1. There are overhead electric and underground gas and water-main utilities that constrained how far the barrier could be turned back along Riverview Avenue;
2. Access to the front of the commercial area is, in part, by the remaining fragment of the old location of Riverview Avenue along US 50, which is still Anne Arundel County right-of-way. By cutting off this access, it could be argued that we would have effectively "taken" that part of the commercial property. This is not an option under our Sound Barrier Policy.
3. The commercial area requested that visual access from US 50 to be retained as much as possible. The State had previously eliminated vehicular access to that establishment with the improvements to US 50 which the owners argue has made continuing business, as before, most difficult.

My telephone number is _____

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

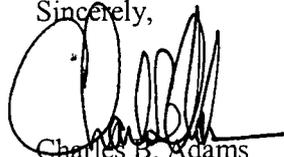
Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

Mr. Liles Creighton, II
Page Two

One of the next biggest factors is whether the "after barrier" noise levels from the highway are below the State's 66 decibel impact threshold and are more or less consistent across the community. The sound barrier that has been designed and is now under construction was designed to provide similar benefits to all of the impacted homeowners in Riverview Manor community. The project will essentially push the impact threshold line to be at the sound barrier. The human ear can begin to perceive changes in noise levels between 3 and 5 decibels. We believe that we have met the goals to mitigate the highway traffic noise levels in the Riverview Manor community with the limitations that we have encountered. I regret that we could not help you further with this matter.

Thank you for your continuing interest in the State's Sound Barrier Program. If you have additional questions or concerns, please do not hesitate to contact Mr. Hade at 410-545-8599 or 1-800-446-5962 or, by e-mail, at jhade@sha.state.md.us. He will be happy to assist you.

Sincerely,



Charles B. Adams
Director
Office of Environmental Design

- cc: The Honorable John C. Astle, Member, Senate of Maryland
- The Honorable Michael E. Busch, Member, Maryland House of Delegates
- The Honorable Virginia P. Clagett, Member, Maryland House of Delegates
- The Honorable C. Richard D'Amato, Member, Maryland House of Delegates
- The Honorable Barbara D. Samorajczak, Member, Anne Arundel County Council
- James D. Hade, RLA, Noise Abatement Team Leader, State Highway Administration
- Mr. Greg Welker, District Engineer, State Highway Administration

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Mr. Liles Creighton, II
Page Three

bcc Ms. Nicole Ross, Special Assistant to the Director, Office of Environmental Design, State
Highway Administration
Ms. Nanette M. Schieke, State Legislative Officer, Maryland Department of Transportation
Mr. T.E. Severe, Noise Abatement Team, State Highway Administration

Serial #: None

OED Serial#: None

Noise Customer #: 2427

Responding to letter dated: Follow-up to 04-23-2002 telephone conversation between Mr. Creighton and Mr. Jim Hade regarding the sound barrier project for the Riverview Manor community (eastbound side of US 50 between Ridgely Avenue and the Severn River Bridge

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Customer Info. View for 2001

Friday, April 26, 2002 08:26 AM

TSevere

| | | | | | | |
|---------|------------------|------------|--------------------|------------|----------------------|-------------------------------------|
| ID # | MAP | DATE | Letter or Phone on | LAST NAME | FIRST NAME | Active? |
| 2427 | | 06/27/2001 | Phone | CREIGHTON | Mr. Liles, II | <input checked="" type="checkbox"/> |
| STREET# | STREET NAME | COUNTY | CITY (Post office) | ZIPCODE | Representative statu | |
| 100 | Riverview Avenue | AA | Annapolis | 21401-1122 | community repre | |

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Elected Official whom has communicated directly to us on this custome

| | | | |
|-----------|--------------|----------------|---------------------|
| DAY PHONE | HOME PHONE | E-Mail address | COMMUNITY |
| | 410-573-0067 | lcrai@aol.com | Riverview/Lindamoor |

Logical Project Limits | ROADWAY: US 50 | BarrierName

US 50 between Severn River Bridge and Ridgely Avenue

| | | |
|---|---|---------------------|
| RESPONSE | INQUIRY | 2nd Contact |
| Jim said that he would pull a summary of issues together for management review. Project will not stop for this. | Wants project stopped until wall is resolved for his home | Ted, Natalie |
| | Last Contact | Researcher: |
| | 04/23/2002 | Primary SHA Contact |
| | | Jim |

| | | |
|--------------|-------|----------------------|
| FILE LOCATIO | OTHER | Current committmen |
| | | to summarize options |

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

LAST action | Letter signed date |

4/23/02: to JDH: Mr. Creighton was angry that the State never returned information on the proposed terminus of the barrier, and the benefit for his home. (See customer notes for complete summary of conversation).



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

2-28-02 Mr. Creighton called seeking update on project; spoke w/Ted Severe; NTP just given 2-25-02 per NAT status page; suggested Mr. Creighton call back in several weeks for Proj. Eng. Name and phone number; also gave Al Jacobs as direct NAT contact

06/2001 EO's Dist. 30 Sen. John C. Astle; Dels. Michael Busch; Virginia Clagett; Richard D'Amato; AA Cncl. Barbara D. Samorajczak

12-05-01 Mr. Creighton called; is president of Garden Farms Comm. Assn.; is preparing newsletter and wants update status of barrier project - told that bid opening scheduled for 12-20-2001; copies of plans should be avail. In Dist. Office

Comment Journal, and letter hyperlinks | \\shadgntvol1\user\oed\Noise\IDbase\Customer_notes\2427.doc

Consultant Fir | 1-888-375-1975 outside MD

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ANNE ARUNDEL COUNTY
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Account Identifier: District - 02 Subdivision - 000 Account Number - 02801400

Owner Information

Owner Name: CREIGHTON, BEVERLY C
 CREIGHTON ET AL, LILES
Use: RESIDENTIAL
Principal Residence: YES
Mailing Address: 100 RIVERVIEW AVE
 ANNAPOLIS MD 21401
Deed Reference: 1) / 5768/ 76
 2) / 6610/ 587
 ADDITIONAL REFERENCE RECORDED

Location & Structure Information

Premises Address 100 RIVERVIEW AVE
 ANNAPOLIS 21401
Zoning R2
Legal Description 1.63 ACRES
 100 RIVERVIEW AVE
 WELLSVIEW

| Map | Grid | Parcel | Subdivision | Section | Block | Lot | Group | Plat No: Plat Ref: |
|-------------------------|----------|---------------|---------------------------------|--------------------|----------|------------|-------|-----------------------|
| 45 | 17 | 218 | | | | | 81 | |
| Special Tax Areas | | | Town Ad Valorem Tax Class | | | | | |
| Primary Structure Built | | | Enclosed Area | Property Land Area | | County Use | | |
| 1900 | | | 2,476 SF | 1.63 AC | | | | |
| Stories | Basement | Type | | | Exterior | | | |
| 2 | NO | STANDARD UNIT | | | SIDING | | | |

Value Information

| | Base Value | Value As Of 01/01/2002 | Phase-in Assessments | |
|--------------------|----------------|------------------------------|----------------------|---------------------|
| | | | As Of 07/01/2001 | As Of 07/01/2002 |
| Land: | 96,300 | 87,800 | | |
| Improvements: | 77,000 | 111,360 | | |
| Total: | 173,300 | 199,160 | 173,300 | 181,920 |
| Preferential Land: | 0 | 0 | 0 | 0 |

Transfer Information

Seller: COLLISON JR, WALTER N
Type: NOT ARMS-LENGTH
Date: 09/28/1992
Deed1: / 5768/ 76
Price: \$0
Deed2: / 6610/ 587
Seller: COLLISON, SARAH E
Type: NOT ARMS-LENGTH
Date: 12/10/1991
Deed1: / 5473/ 487
Price: \$0
Deed2:
Seller:
Date:
Price:
Type:
Deed1:
Deed2:

Exemption Information

| Partial Exempt Assessments | Class | 07/01/2001 | 07/01/2002 |
|----------------------------|-------|------------|------------|
| County | 000 | 0 | 0 |
| State | 000 | 0 | 0 |
| Municipal | 000 | 0 | 0 |

Tax Exempt: NO
Exempt Class:

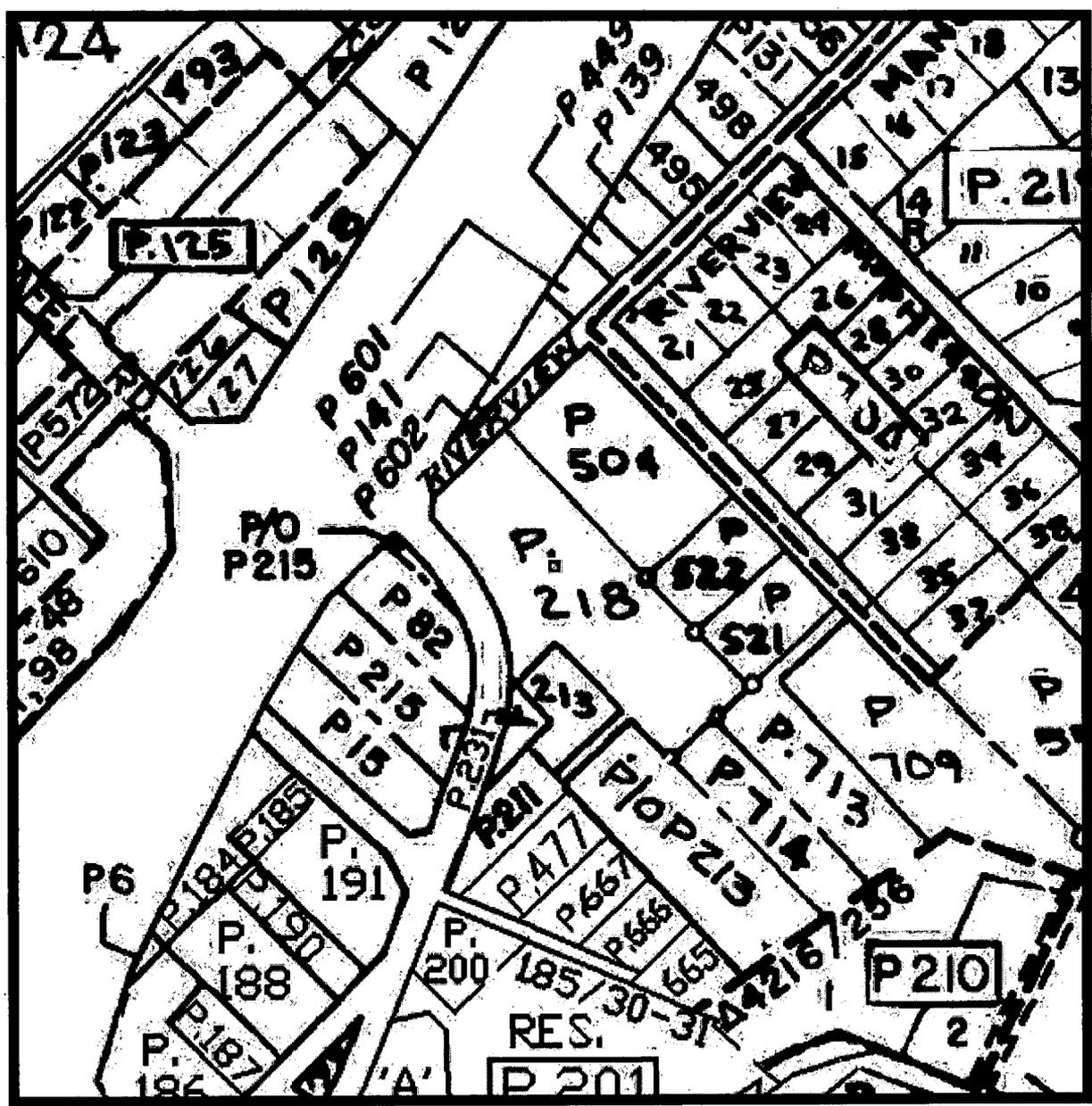
Special Tax Recapture:

* NONE *

110

| | | |
|---|--|---|
|  | Maryland Department of Assessments and Taxation ANNE ARUNDEL COUNTY Real Property Data Search | Go Back View Map New Search |
|---|--|---|

District - 02 Subdistrict - 000 Account Number - 02801400



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**Maryland Department of Transportation
State Highway Administration**

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

April 15, 2002

Ms. Gertrude Dailey
508 Jones Road
Severn MD 21144

Dear Ms. Dailey:

This letter is a follow-up to your inquiry to Delegate Mary Ann Love regarding information about any plans or proposals for a sound barrier adjacent to the ramp from eastbound MD 100 to southbound I-97 in Anne Arundel County. I appreciate the opportunity to provide the following information.

The State Highway Administration (SHA) considers the need for sound barriers in two circumstances, designated "Type I" and "Type II." In "Type I" situations, barriers are considered when a new highway is being built or an existing highway is being expanded. We do so to comply with environmental laws that require the evaluation of a range of potential environmental impacts, including noise. Under these laws, SHA performs an environmental analysis to determine if future noise levels will equal or exceed the impact threshold of 66 decibels and will increase by at least three decibels over the condition of *not* improving the highway, and, if so, whether those noise levels can be reduced for a reasonable cost. Affected homes must predate the approval of the highway improvements. The basis for the requirement of a minimum of a three decibel change is that the human ear can only begin to discern sound level changes between three and five decibels.

The Snowdentown community, along Jones Road and the ramp from eastbound MD 100 to southbound I-97 in Anne Arundel County, was investigated as part of the noise study for the construction of MD 100 in 1987. At the time of the analysis only one residence was found to have a potential impact. A number of noise abatement alternatives were considered. The cost of either abatement alternative was in excess of \$1,814,000 (for the one residence) and exceeded our \$40,000 cost per residence criterion. Based on this information, neither a sound barrier wall nor earthen berm could be recommended for construction along this portion of the highway.

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

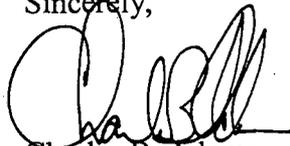
Ms. Gertrude Dailey
Page Two

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

In investigating this community under the State’s Type II program, we have found that the records we normally consult do not list the home construction dates. We are working with Anne Arundel County to determine the building permit dates for the respective properties in this community. With that information, we will be able to continue to determine this community’s eligibility for consideration of a Type II sound barrier. We will forward the results of that analysis as soon as it is completed.

Thank you for your inquiry. If you have additional questions or concerns, please do not hesitate to contact Ms. Nicole Ross, our Noise Abatement Community Liaison, at 410-545-8616 or 1-800-446-5962 or, by e-mail, at NRoss@sha.state.md.us. She will be happy to assist you.

Sincerely,



Charles B. Adams
Director
Office of Environmental Design

- cc: The Honorable James E. De Grange, Sr., Member, Senate of Maryland
- James D. Hade, RLA, Noise Abatement Team Leader, Office of Environmental Design,
State Highway Administration
- The Honorable Daniel E. Klosterman, Jr., Member, Maryland House of Delegates
- The Honorable Mary Ann Love, Member, Maryland House of Delegates
- Ms. Nicole Ross, Noise Abatement Community Liaison, Office of Environmental
Design, State Highway Administration
- The Honorable James E. Rzepkowski, Member, Maryland House of Delegates
- The Honorable Theodore J. Sophocleus, Member, Maryland House of Delegates

Ms. Gertrude Dailey
Page Three

bcc: Ms. Nanette M. Schieke, State Legislative Officer, Maryland Department of
Transportation
Mr. T.E. Severe, Noise Abatement Team, State Highway Administration
Mr. Gregory D. Welker, District Engineer, State Highway Administration

Serial #: None

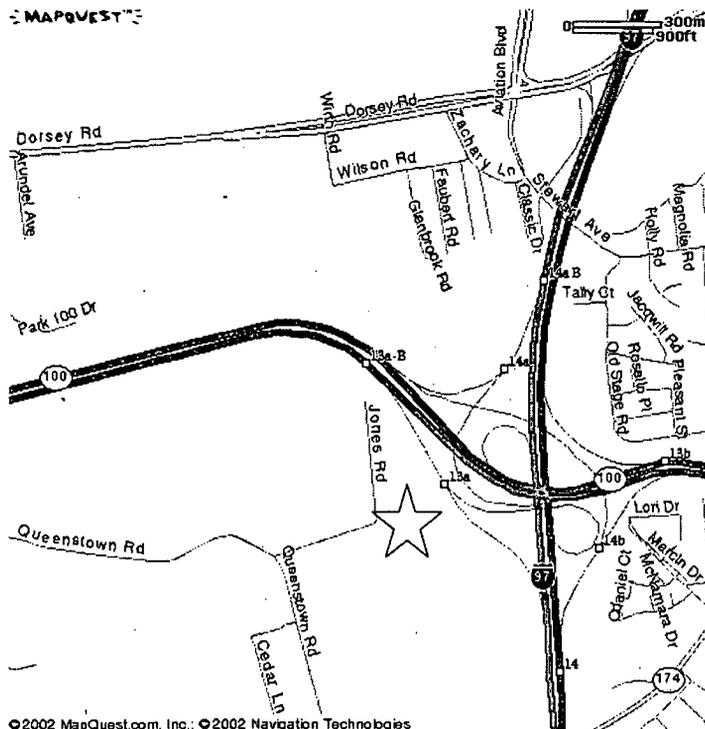
OED Serial#: None

Noise Customer #: 2567

Responding to letter dated: Follow-up to 03-28-2002 letter from Dist. Eng. Welker to Del. Mary Ann Love advising her that her inquiry about MD 100 at I-97 was being forwarded to SHA/OED for response. Del. Love wrote to Dist. Eng. Welker in a 3-26-2002 letter inquiring if there were "plans/proposals for a noise wall in the Severn area along MD 100."

Saved: 04/12/02 10:12 AM by: James Hade, RLA

N:\OED\NOISE\CORRESP\2002\DAILEYG01.doc



Noise Team

Please prepare a
reply to Greg for
my signature.

Charlie



**Maryland Department of Transportation
State Highway Administration**

138 Defense Highway
Annapolis, Maryland 21401

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

March 28, 2002

The Honorable Mary Ann Love
Maryland House of Delegates
214 Lowe House Office Building
6 Governor Bladen Boulevard
Annapolis MD 21401-1991

Dear Delegate Love:

Thank you for your recent letter regarding the noise level in the Severn area of MD 100 in Anne Arundel County. We appreciate your sharing these concerns with us.

We have forwarded your letter to Mr. Charles Adams, Director of our Office of Environmental Design and trust you will hear from him soon.

Thank you again for your letter. If you have any additional questions, please do not hesitate to contact me at 410-841-1001.

Sincerely,

Gregory D. Welker
District Engineer

cc: Mr. Charles Adams (w/enclosure)

My telephone number is 1-800-331-5603 / 410-841-5450

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

MARY ANN LOVE
STATE DELEGATE
32nd Legislative District
Anne Arundel County

Deputy Majority Whip

Chairman
Anne Arundel County Delegation
Economic Matters Committee



217 Annapolis Office
214 Lowe House Office Building
Annapolis, Maryland 21401-1991
410-841-3233 · 301-858-3233

District Office
410-761-9963

The Maryland House of Delegates
ANNAPOLIS, MARYLAND 21401-1991

March 26, 2002

Mr. Gregory D. Welker
District Engineer
Maryland Department of Transportation
State Highway Administration
138 Defense Highway
Annapolis, Maryland 21401

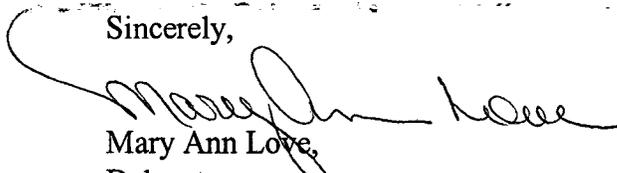
Dear Mr. Welker:

Ms. Gertrude Dailey who resides at 508 Jones Road in Severn has brought to my attention that the noise level coming off Route 100 in her area has increased. Apparently, there is a tree border between the back of her property and the road but it is not helping with this problem.

The purpose of my letter is to inquire about any plans/proposals for a noise wall in the Severn area along Route 100. If there are none at this time, I wish to ask that you look into this situation to see what can be done to lower the level of noise in any residential areas.

Awaiting your response, I remain

Sincerely,


Mary Ann Love,
Delegate

MAL/kr

cc: Melvin Kelly, Severn Improvement Association
Gertrude Dailey

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ANNE ARUNDEL COUNTY
 Real Property Data Search

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Account Identifier: District - 04 Subdivision - 000 Account Number - 01342203

Owner Information

Owner Name: DAILEY, GERTRUDE
 DAILEY, ROBERT
Use: RESIDENTIAL
Principal Residence: YES
Mailing Address: 508 JONES RD
 SEVERN MD 21144-1301
Deed Reference: 1) / 2456/ 686
 2)

Location & Structure Information

Premises Address 508 JONES RD
 SEVERN 21144
Zoning W1
Legal Description 1.4977 ACRES
 508 JONES RD
 SNOWDENTOWN

| Map | Grid | Parcel | Subdivision | Section | Block | Lot | Group | Plat No: |
|-----|------|--------|-------------|---------|-------|-----|-------|-----------|
| 9 | 21 | 532 | | | | | 81 | Plat Ref: |

Special Tax Areas Town Ad Valorem Tax Class

| Primary Structure Built | Enclosed Area | Property Land Area | County Use |
|-------------------------|---------------|--------------------|------------|
| 1972 | 2,236 SF | 1.49 AC | |

| Stories | Basement | Type | Exterior SIDING |
|---------|----------|---------------|-----------------|
| 1 | YES | STANDARD UNIT | |

Value Information

| | Base Value | Value As Of 01/01/2002 | Phase-in Assessments | |
|--------------------|----------------|------------------------|----------------------|------------------|
| | | | As Of 07/01/2001 | As Of 07/01/2002 |
| Land: | 54,900 | 64,900 | | |
| Improvements: | 119,350 | 124,360 | | |
| Total: | 174,250 | 189,260 | 174,250 | 179,253 |
| Preferential Land: | 0 | 0 | 0 | 0 |

Transfer Information

Seller: UNKNOWN
Date: 12/17/1971
Type: UNKNOWN
Deed1: / 2456/ 686
Price: \$0
Seller:
Date:
Type:
Deed1:
Price:
Seller:
Date:
Type:
Deed1:
Price:
Deed2:

Exemption Information

| Partial Exempt Assessments | Code | 07/01/2001 | 07/01/2002 |
|----------------------------|------|------------|------------|
| County | 000 | 0 | 0 |
| State | 000 | 0 | 0 |
| Municipal | 000 | 0 | 0 |

Tax Exempt: NO
Exempt Class:

Special Tax Recapture:

* NONE *

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Find Person: r dailey

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Dailey, Rhonda
 532 Jones Rd
 Severn, MD 21144
 410-787-2544

[Did you go to school with Rhonda Dailey?](#)
[Search public records.](#)
[Click Here to Send Flowers!](#)



[More Info On Rhonda Dailey](#)

Dailey, Robert
 508 Jones Rd
 Severn, MD 21144
 410-761-5816

[Did you go to school with Robert Dailey?](#)
[Search public records.](#)
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[More Info On Robert Dailey](#)

Listings 1-2 of 2

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 Del. Mary Ann Love
 James E. Rzepkowski
 Theodore J. Sophocleus

~~AA CO - DIST - 2 -~~
 Daniel E Klosterman, Jr.

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- Ex-Gi
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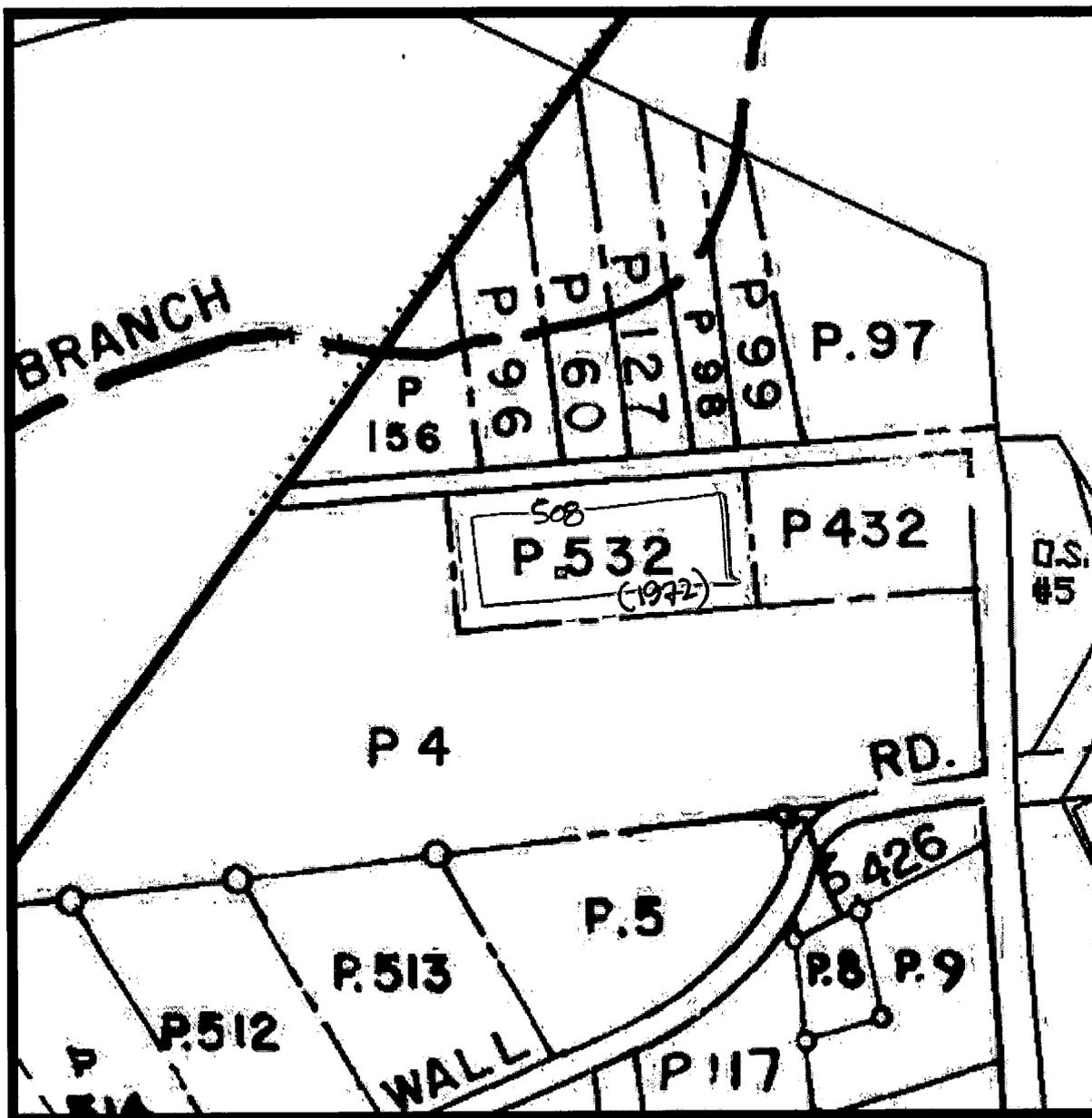
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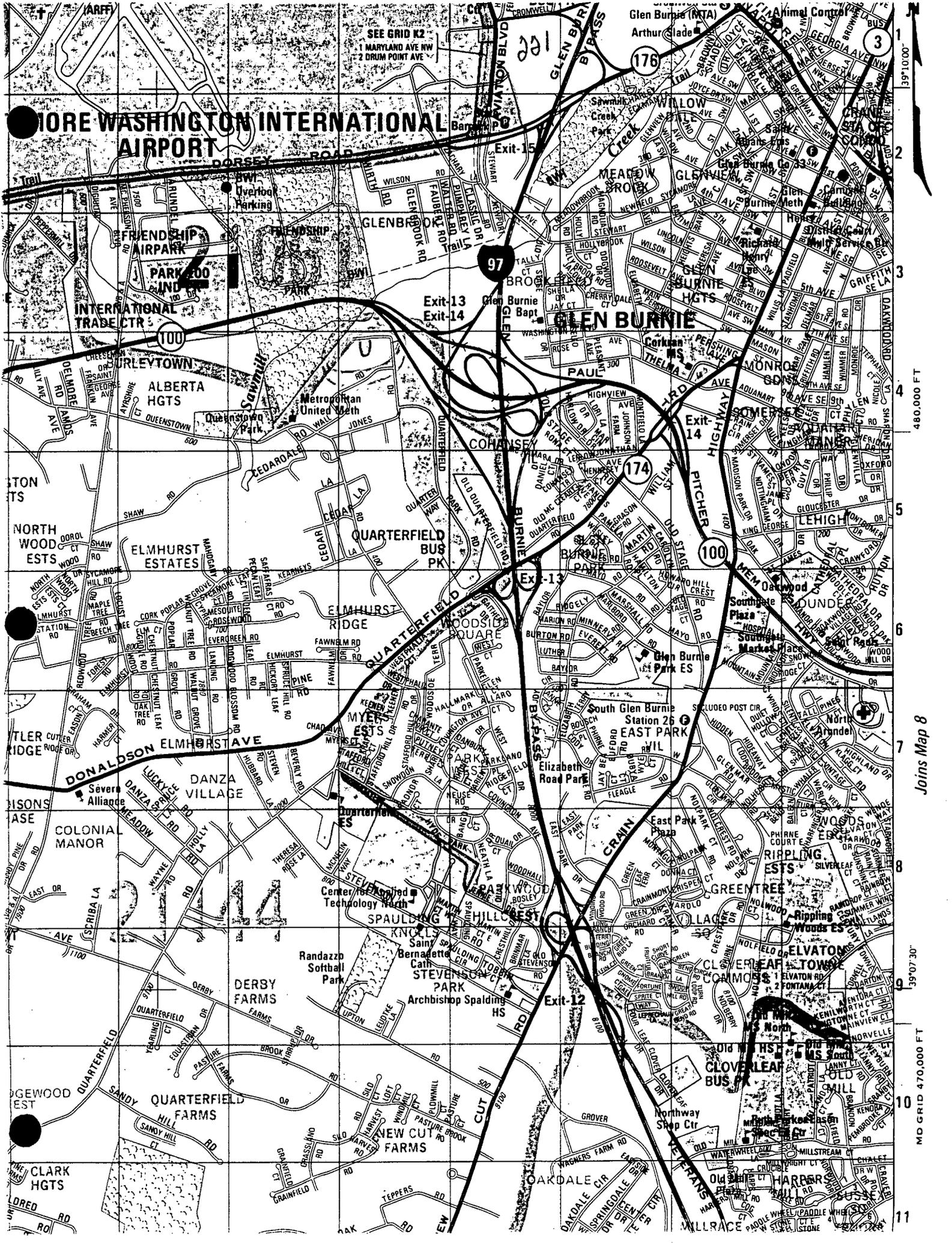
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Location:

508 Jones Rd
 Severn, MD
 21144-1301, US

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21144-1301, US

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Location:

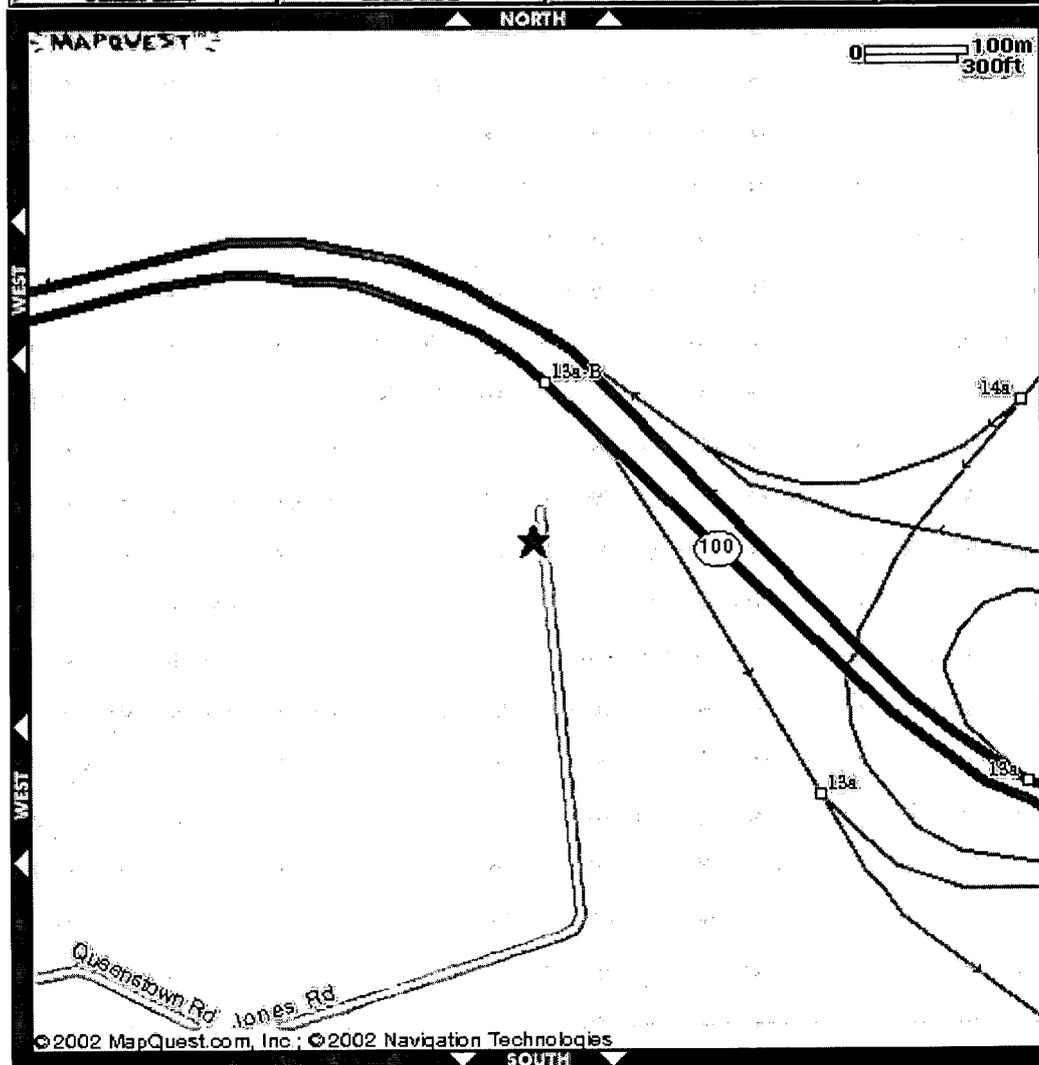
508 Jones Rd
 Severn, MD
 21144-1301, US



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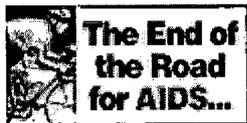


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**Maryland Department of Transportation
State Highway Administration**

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Parris N. Glendening
Governor

John D. Porcari
Secretary

Parker F. Williams
Administrator

May 20, 2002

Miriam W. Daniel, Esq.
109 North Adams Street
Rockville MD 20850-2234

Dear Ms. Daniel:

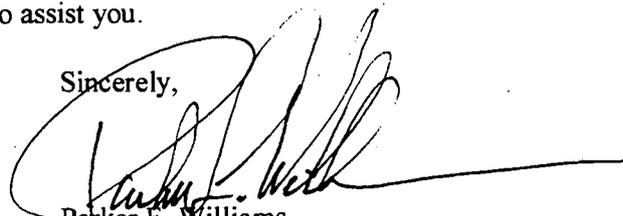
Thank you for your recent letter on behalf of your client, Mr. Harry A. Popores, a resident of the Caulfield community along northbound I-270 at Game Preserve Road in Montgomery County. I appreciate the opportunity to respond to Mr. Popores' concerns.

The retaining wall along the eastern edge of Mr. Popores' property has been incorporated into the overall project design. This design change reduced the cost-per-residence to build a sound barrier for the Caulfield community to \$191,300, from the previous estimate of \$231,000. Your observation concerning cost averaging is correct: Since the cost-per-residence for the Caulfield community exceeds \$100,000, we are unable to average the costs for this community with the Gunners View and Caulfield communities.

Based on this information, we cannot consider a sound barrier to protect the Caulfield community along I-270 at Game Preserve Road. Although we understand that noise levels will be higher for Mr. Popores and the Caulfield community, we do not exercise discretionary flexibility in these matters. If we were to make exceptions for this community, then others would expect similar treatment, and the "reasonableness" test in the State's Sound Barrier Policy would no longer have meaning.

Thank you again for your letter on behalf of Mr. Popores. I regret that I cannot provide a positive response. If you have additional questions, please do not hesitate to contact Ms. Nicole Ross, Special Assistant to our Director of Environmental Design, at 410-545-8616, 1-800-446-5962 or, by e-mail, at nross@sha.state.md.us. She will be happy to assist you.

Sincerely,



Parker F. Williams
Administrator

cc: The Honorable Phil Andrews, Member, Montgomery County Council
The Honorable Kumar P. Barve, Member, Maryland House of Delegates
The Honorable Jennie M. Forehand, Member, Senate of Maryland
The Honorable Michael R. Gordon, Member, Maryland House of Delegates
The Honorable Cheryl C. Kagan, Member, Maryland House of Delegates
Mr. Harry A. Popores
Ms. Nicole Ross, Special Assistant to the Director of Environmental Design, State Highway Administration

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

Maryland Relay Service for Impaired Hearing or Speech
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Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

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Miriam W. Daniel, Esq.
Page Two

bcc: Mr. Charles B. Adams, Director of Environmental Design, State Highway Administration
Ms. Valerie Burnette Edgar, Director of Communications, State Highway Administration
James D. Hade, RLA, Noise Abatement Team Leader, State Highway Administration
Mr. Mark Lotz, Project Manager, The Wilson T. Ballard Company
Mr. Neil J. Pedersen, Deputy Administrator for Planning and Engineering, State Highway Administration
Mr. T.E. Severe, Noise Abatement Team, State Highway Administration
Mr. Charlie K. Watkins, District Engineer, State Highway Administration

Serial #: 02May4

OED Serial#: None

Noise Customer #: 1898

Responding to letter dated: Follow-up to 04-25-2002 letter from Ms. Daniels to Mr. Parker Williams requesting reconsideration of a sound barrier to protect Mr. Popores' property on Game Preserve Road

Saved: 05/07/02 11:00 AM by: T.E. Severe

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MARYLAND STATE HIGHWAY ADMINISTRATION
THE ADMINISTRATOR'S OFFICE (PHONE 410-545-0400 FAX 410-209-5009)

REQUEST FOR PREPARATION OF CORRESPONDENCE

PLEASE RETURN THIS FORM AND PREPARED CORRESPONDENCE TO ADMINISTRATOR'S OFFICE

(Attn: Donna Austin)

CONTROL # 02May4

LOG DATE: 05/01/2002

SENDER: DANIEL, MIRIAM

SUBJECT: SOUND BARRIERS FOR CAULFIELD COMMUNITY

- PREPARE RESPONSE FOR ADMINISTRATOR'S SIGNATURE
- PREPARE RESPONSE FOR SECRETARY'S SIGNATURE
- PREPARE RESPONSE FOR GOVERNOR'S SIGNATURE
- REPLY DIRECTLY, CC: ADMINISTRATOR
- PREPARE RESPONSE FOR ADMINISTRATOR FOR GOVERNOR'S SIGNATURE
- PREPARE RESPONSE FOR SECRETARY FOR GOVERNOR'S SIGNATURE

| THE ADMINISTRATOR'S OFFICE | |
|----------------------------|-------|
| DRAFTED BY: | _____ |
| SIGNIFICANT REVISIONS BY: | _____ |
| TYPED: | _____ |
| PROOFED: | _____ |
| DATE IN: | _____ |
| APPROVED: | _____ |
| FOLLOW UP BY: | _____ |
| DUE DATE: | _____ |

ASSIGNED TO: ADAMS

TO BE RETURNED TO ADMINISTRATOR'S OFFICE BY: 05/07/2002

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

TYPED BY: T.E. SEVERE

PROOFREAD BY: J. HADE ; N. ROSS ; C.B. ADAMS

SENIOR MANAGER'S APPROVAL: cba

WAS THERE PERSONAL CONTACT WITH THE SENDER? [] YES [] NO

REMARKS: _____

Routing Slip for Noise Team Correspondence

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Document Miriam Daniel, Esq.

For whose signature PEW Due Date 05/07/02 BY NOON

Initiator Ted Severe Routing PRELIM DRAFT 5/7/02 5/7/02 [Signature]
Date Initials

Al Jacobs _____
Date Initials

Gary Wantz _____
Date Initials

Ken Polcak _____
Date Initials

Content Review Jim Hade 5/7/02 [Signature]
Date Initials

Nicole Ross 5/7/02 [Signature]
Date Initials

Format Review Sharon Blankenship _____
Date Initials

Irene Heline _____
Date Initials

Final Approval Charles B. Adams 5/8/2002 cba
Date Initials

Dan Uebersax _____
Date Initials

Note/Comments

130

LAW OFFICES

Miriam W. Daniel

109 North Adams Street
Rockville, Maryland 20850

(301) 251-4001
Fax (301) 251-4003

Member of MD
& D.C. Bars

April 25, 2002

Parker F. Williams
Administrator of the State Highway Administration
P.O. Box 717
Baltimore Md. 21203-0717
Attn. Mark Lotz

Re: I - 270 at Watkins Mill Road Extended

Dear Mr. Williams:

I am writing with reference to your letter dated April 10, 2001. I had written to you on March 12, 2001 regarding the sound barrier which Mr. Harry Popores requested to protect his residence, one of the homes located in the Caulfield community, from excessive noise generated by the construction of Maryland's I-270 at Watkins Mill Road Extended.

I appreciated your prompt response. You wrote back that the modifications to the design of the build alternates, and in particular the addition of a retaining wall along the eastern edge of Mr. Popores' property, warranted a reanalysis of the noise impacts.

I am now in receipt of the final version of the environmental assessment of I-270 at Watkins Mill Road Extended. According to this document noise mitigation is not considered reasonable for the Caulfield community because the barriers would incur a cost per benefited residence of \$191,300.00. As you point out in your letter, if the cost per benefited residence were less than \$100,000.00 per residence, the State Highway Administration policy for combining mitigation costs associated with two noise sensitive areas would apply so that the costs for the Gunners View Community would be averaged together with the costs for the Caulfield Community. If these costs were to be averaged together, the costs for noise mitigation in the two communities would satisfy the \$50,000.00 per residence cost criteria for the selected alternative.

April 25, 2002

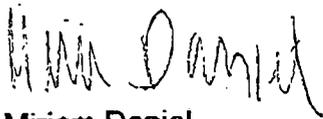
231

I respectfully request that you examine the reanalysis of the noise impact for the Caulfield community and more particularly determine whether the addition of the proposed retaining wall along the eastern edge of Mr. Popores's property reduces the cost per benefited residence in the community to less than \$100,000.00 per residence.* If, according to your regulations, further consideration of these costs still does not merit construction of a sound barrier, I would request that you exercise your administrative discretion to build such a sound barrier because of the extreme situation in which Mr. Popores and members of his family will find themselves without construction of a sound barrier.

Finally, you stated that landscaping decisions affecting the Popores property would be made at a later date. Can you inform me when these decisions will be made and provide me with the name and telephone number of the person who will be making these decisions?

I appreciate your attention to this matter.

Sincerely,



Miriam Daniel

* According to the Sound Barrier Policy " sound barrier cost is based upon the estimated cost of the barrier system, i.e. posts, panels, foundations and retaining walls required solely to support the sound barrier.



**Maryland Department of Transportation
State Highway Administration**

NOISE
OIMAR40

Parris N. Glendening
Governor

John D. Porcari
Secretary

Parker F. Williams
Administrator

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April 10, 2001

Miriam W. Daniel, Esquire
109 North Adams Street
Rockville MD 20850

Dear Ms. Daniel:

Thank you for forwarding your client's concerns about noise levels as a result of Maryland's I-270 at Watkins Mill Road Extended project planning study. Your participation in the study is appreciated.

Your concerns, and the reasons that Mr. Popores supports the construction of sound barriers along southbound I-270 at the Caulfield community, are understood. The State Highway Administration (SHA) has evaluated the need for noise abatement based on the existing and projected noise levels for both the build and no-build alternates. For your reference I have enclosed a brochure entitled "Community Resource Guide On Sound Barriers" which provides information on how sound barriers are implemented by SHA. We want to clarify that this project is currently in the planning phase and that final design will not begin until location and design approvals are obtained at the end of this calendar year. As you correctly noted, final decisions on the construction of Type I sound barriers will not be made until the final design stage is underway.

As you know from conversations with SHA representatives on the project team, there have been several modifications to the design of the build alternates since the Location/Design Public Hearing. These revisions, such as the addition of a proposed retaining wall along the eastern edge of Mr. Popores' property, warrant reanalysis of the noise impacts. This reanalysis is soon to be underway. We would like to point out, however, that SHA's policy for combining mitigation costs associated with two noise-sensitive areas (NSAs) applies only to NSAs with an estimated mitigation cost of less than \$100,000 per residence; therefore, the Caulfield NSA may not be eligible for the application of this policy.

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

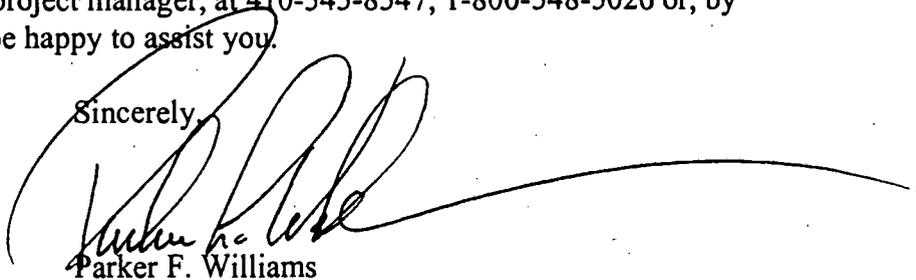
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Ms. Miriam W. Daniel
Page Two

Upon completion of the noise reanalysis, the results along with other environmental impact assessments will be published in the project's final environmental document. This document is scheduled for completion in late Fall of this year. The other concern relative to landscaping will be considered during the design phase.

Thank you again for your participation in this study and for bringing to our attention your client's important concerns. I trust that you will remain involved in this study and continue to offer comments as we progress. If you have any additional questions or concerns, please do not hesitate to contact Mr. Mark Lotz, the project manager, at 410-545-8547, 1-800-548-5026 or, by email, at mlotz@wtbco.com. He will be happy to assist you.

Sincerely,



Parker F. Williams
Administrator

Enclosure

- cc: The Honorable Kumar P. Barve, Maryland House of Delegates
- The Honorable Jennie M. Forehand, Senate of Maryland
- The Honorable Michael R. Gordon, Maryland House of Delegates
- The Honorable Cheryl C. Kagan, Maryland House of Delegates

Miriam W. Daniel
Page Three

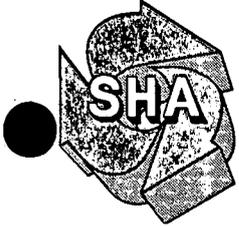
bcc: File (with incoming)
Ms. Anne Elrays, Environmental Manager-PPD, State Highway Administration
Mr. Mark Lotz, Consultant/Project Manager, PPD, State Highway Administration
(with incoming)
Mr. James Wynn, Assistant Division Chief-PPD, State Highway Administration

Serial #: 01Mar40
OED Serial#: None
Noise Customer #: 1898 (Porpores)
Responding to letter dated: Follow-up to 03/19/2001 letter from Ms. Daniel on behalf of client,
Mr. Harry Porpores, to Mr. Parker F. Williams – letter generated by PPD
Saved: 05/11/01 8:30 AM by: T.E. Severe 410-545-8600 (transcribed PPD signed letter)
N:\OED\NOISE\CORRESP\2001\Drafts\DANIEL01.doc

Enclosure:

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

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**Maryland Department of Transportation
State Highway Administration**

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

May 29, 2002

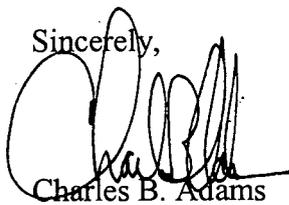
Ms. Linda C. Davis
7721 Twin Oaks Way
Laurel MD 20723-1182

Dear Ms. Davis:

Thank you for your recent e-mail message to Ms. Nicole Ross, of our staff, regarding the traffic noise levels near the US 29/Hopkins-Gorman Road interchange in Howard County. I appreciate the opportunity to respond to your latest inquiry.

The State Highway Administration is willing to take 24-hour noise measurements near your home after the completion of the current construction and when all of the ramps and lanes have been opened to traffic. The purpose of this 24-hour noise level measurement test will be to determine if the measured noise levels are within the predicted noise levels for the design year 2020. Construction of the project is anticipated to be completed by late Fall 2002. The 24-hour noise level test will most likely occur in the Spring of 2003. We appreciate your patience and understanding and will contact you prior to taking the measurements.

Thank you again for your e-mail message and continued interest in the State's Sound Barrier Program. If you have additional questions or concerns in the interim, please do not hesitate to contact Ms. Ross at 410-545-8616 or 1-800-446-5962 or, by e-mail, at nross@sha.state.md.us. She will be happy to assist you.

Sincerely,


Charles B. Adams
Director
Office of Environmental Design

- cc: Mr. Robert L. Fisher, District Engineer, State Highway Administration
The Honorable Guy Guzzone, Member, Howard County Council
The Honorable Shane E. Pendergrass, Member, Maryland House of Delegates
Ms. Nicole Ross, Special Assistant to the Director, Office of Environmental Design, State Highway Administration
The Honorable Sandra B. Schrader, Member, Senate of Maryland
The Honorable Frank S. Turner, Member, Maryland House of Delegates

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

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Ms. Linda C. Davis
Page Two

bcc : James D. Hade, RLA, Noise Abatement Team Leader, Office of Environmental Design,
State Highway Administration
Ms. Deanna Peel, Special Assistant to the Honorable Guy Guzzone
Mr. Kenneth D. Polcak, Environmental Analyst, Noise Abatement Team, State
Highway Administration
Mr. Doug Evans, Project Engineer, Highway Design Division, State Highway
Administration
Ms. Nanette M. Schieke, State Legislative Officer, Maryland Department of
Transportation
Mr. T.E. Severe, Noise Abatement Team, State Highway Administration

Serial #: None

OED Serial#: None

Noise Customer #: 2573

Responding to letter dated: Follow-up to 05-10-2002 e-mail message from Ms. Davis to Ms.
Nicole Ross as a follow-up to 05-06-2002 letter from Mr. Charles Adams to Ms. Davis

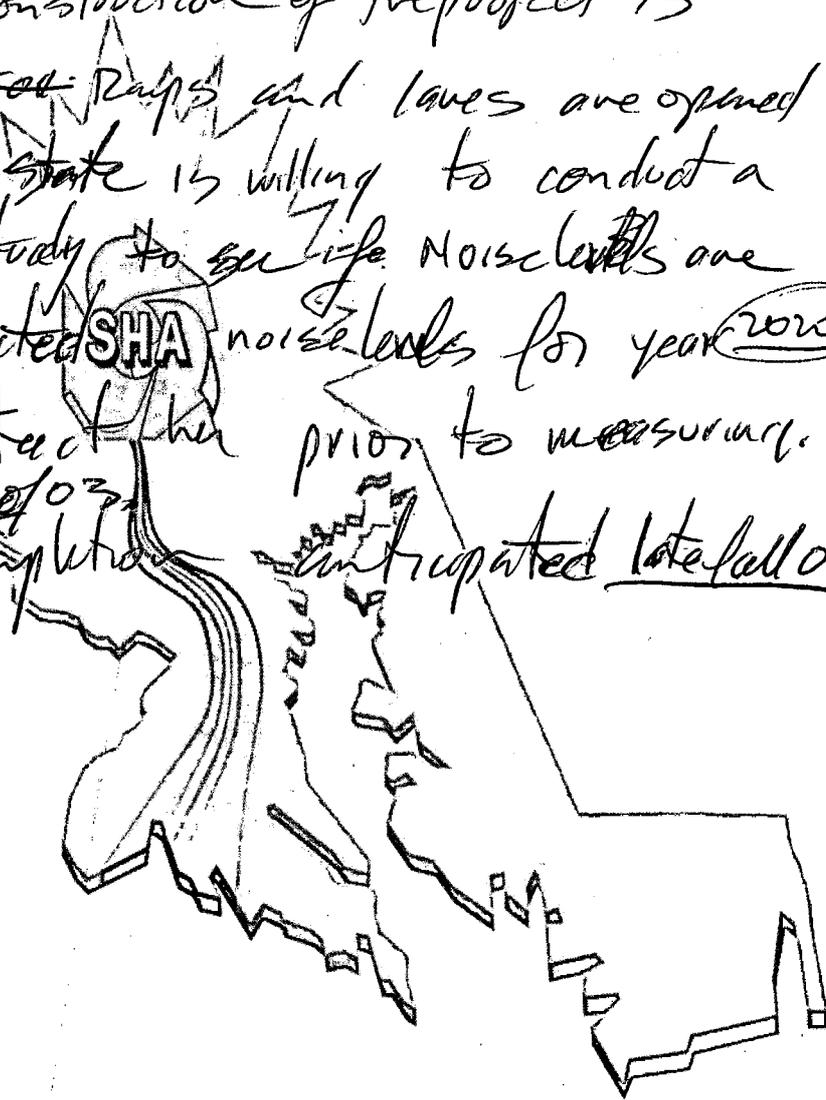
Saved: 05/21/02 9:18 AM by: T.E. Severe

N:\OED\NOISE\CORRESP\2002\DAVISLC02.doc

Ted

Please prepare a response that indicates that after all construction of the project is completed and all ~~access~~ ramps and lanes are opened to traffic the state is willing to conduct a 24 hour noise study to see if noise levels are within the predicted ~~SHA~~ noise levels for year 2020

We will contact her prior to measurement.
most likely spring 02
Construct completion anticipated late fall 02



SANDRA B. SCHRADER
13th Legislative District
Howard and Prince George's Counties

Education, Health, and
Environmental Affairs Committee



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Annapolis Office
431 Miller Senate Building
Annapolis, Maryland 21401-1991
410-841-3572 · 301-858-3572
1-800-492-7122 Ext. 3572
Fax 410-841-3455 · 301-858-3455
E-Mail Sandra_Schrader@senate.state.md.us

The Senate of Maryland
ANNAPOLIS, MARYLAND 21401-1991

Home
9433 Sunfall Court
Columbia, Maryland 21046
301-490-8217

May 14, 2002

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

Dear Mr. Adams;

I am writing to you with regard to the traffic noise levels near the US 29/Hopkins-Gorman Road interchange at US 29 in Howard County.

In your recent letter to Ms. Linda Davis, you cited the results of a 1999 noise study done for this area, and discussed the noise levels predicted through the year 2020. Given the fact that all the trees, which provided a natural buffer between residences and the highway, have been removed, the noise level today is far greater than it was in 1999. I would like to suggest that the State Highway Department conduct another noise survey and re-evaluate the future predictions for noise levels at that location.

The lives of the residents at this interchange are being completely disrupted. They are inconvenienced on a daily basis and for many, the noise is becoming an unbearable irritation. It is my hope that you will do your utmost to re-study this issue and, ultimately, resolve to the satisfaction of the residents.

Sincerely,

A handwritten signature in cursive script that reads "Sandra B. Schrader".

Sandra B. Schrader

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From: JIM HADE
To: NICOLE ROSS
Date: 5/10/02 10:03AM
Subject: Re: Response to the Director of Environmental Design, Charles B. Adams

Nicole:

I will need to sit down with Ken, and review the existing noise report, as well as the current status of the project. Since the contractor has not pulled out and removed the temporary jersey barrier, there is no sense in taking measurements until things "come back to normal".

Jim

>>> NICOLE ROSS 05/10/02 09:35AM >>>

Jim,

I just received an email below from Ms. Linda Davis regarding the analysis of the Hopkins-Gorman Road interchange. It seems Ms. Davis is not pleased with our response and would like for us to perform another noise analysis. Is this something that could be or needs to be done? Please advise...

Nicole

>>> "Linda.Dana Davis" <ldgdavis@juno.com> 05/09/02 04:52PM >>>

Dear Ms. Ross,

I would like to respond the letter I received from Mr. Charles B. Adams dated May 6, 2002. and was given your name and e-mail address.

While I do appreciate a response, my perception in reading Mr. Adams' letter is that I'm being told the State Highway Administration is sorry, they've already done everything they can.

There are a lot of assumptions here. Such as, "...noise anticipated from the project.", "it was assumed that no substantial shielding effects would exist from trees or other vegetation in the area...", "These noise levels, as forecast in the analysis of the Hopkins-Gorman Road interchange...", "the predicted increase was only three decibels..." and "...noise level forecasts were made assuming that there was no substantial acoustical shielding effects from vegetation". Certainly forecasts, predictions and assumptions may be right on, but the possibility exists that they may incorrect. The weather forecast for today was 77 degrees yet the temperature never reached beyond 60 degrees.

I acted on this forecast because they are usually correct, sending my son to school in shorts when he should really have worn long pants and a jacket.

I know for a fact that it is louder now because I live here and experience it. I know that previously I was comfortable keeping my windows open on a cool night whereas now I mostly prefer them closed to help decrease the traffic noise.

It is not my intention to sound ungrateful. Indeed, I look forward to the landscape screen plantings for the visual buffering effect they will offer. However, I would like to inquire regarding the possibilities of repeating a noise analysis now that construction is near completion and traffic is using the circle and bridge.

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Thank you for your consideration in this matter.

Sincerely,
Linda Davis

CC: KEN POLCAK; TED SEVERE



IV. IMPACT ASSESSMENT AND FEASIBILITY OF NOISE ABATEMENT

A. Impact Assessment

The Maryland State Highway Administration (SHA) Sound Barrier Policy, dated May 11, 1998, states that mitigation shall be considered for receptors that will experience future noise levels equal to or exceeding 66 dBA, or exceeding existing noise levels by 10 dBA or more, resulting from the construction of new highways or through lane additions to existing highways. **Table 5** shows those receptors being impacted by each of the alternatives. The following is a brief description of potential NSA impacts.

Table 5
Predicted Design Year Noise Levels

| Noise Sensitive Area | Receptor No. | Receptor Location | Existing Noise Level Leq(dBA) | 2020 No-Build Leq(dBA) | 2020 Build Leq(dBA) |
|---|--------------|----------------------------|-------------------------------|------------------------|---------------------|
| 1 Graeloch Woods | 1-1 | Volleyball Court | 63 | 64 | 66 |
| | 1-2 | Columbia Pike | 59 | 61 | 63 |
| 2 Gavin Way/Tralee Court | 2-1 | 7954 Gavin Way | 60 | 65 | 68 |
| | 2-2 | 7936 Tralee Court | 60 | 65 | 67 |
| | 2-3 | 7929 Tralee Court | 55 | 61 | 63 |
| 3 Hammond Parkway | 3-1 | 7913 Hammond Parkway | 55 | 61 | 64 |
| | 3-2 | 7922 Hammond Parkway | 54 | 54 ¹ | 55 |
| 4 Hammond Park (Gorman Road / Belgaro Road) | 4-1 | Belgaro Road | 54 | 54 ¹ | 55 |
| | 4-2 | 7896 Hammond Parkway | 54 | 54 ¹ | 61 |
| | 4-3 | 7888 Hammond Parkway | 59 | 61 | 66 |
| | 4-4 | 10721 Gorman Road | 63 | 63 | 64 |
| | 4-5 | 10713 Gorman Road | 63 | 64 | 64 |
| | 4-6 | 10709 Gorman Road | 63 | 65 | 66 |
| | 4-7 | 7805 Belgaro Road | 55 | 55 ¹ | 57 |
| 5 Twin Oaks | 5-1 | 10652 Gorman Road | 59 | 62 | 66 |
| | 5-2 | 7721 Twin Oaks Way | 50 | 55 | 58 |
| | 5-3 | 10644 Gorman Road | 51 | 56 | 58 |
| 6 US 29 East (1) | 6-1 | Columbia Pike | 60 | 64 | 67 |
| | 6-2 | Columbia Pike | 60 | 64 | 69 |
| | 6-3 | Columbia Pike | 60 | 63 | 65 |
| 7 US 29 East (2) | 7-1 | 7525 Columbia Pike | 70 | 70 | 74 |
| | 7-2 | 7529 Columbia Pike | 65 | 67 | 70 |
| 8 Old Columbia Road | 8-1 | 10909 Old Columbia Road | 57 | 64 | 65 |
| | 8-2 | Old Columbia Road | 68 | 70 | 71 |
| 9 Korean Presbyterian Church | 9-1 | Korean Presbyterian Church | 55 | 61 | 67 |
| 10 The Trellises at Montpelier | 10-1 | Under Construction | 53 | 60 | 62 |

¹ Receptors that are isolated from the existing roadway system. No build noise levels are estimated from monitored levels.

Noise levels exceeding SHA impact criteria.

NSA 1 (Graeloch Woods)

Traffic noise levels resulting from the proposed interchange will not exceed the SHA impact criteria in the immediate area of the residences. However, the most southern residence has a

U.S. 29 / Hopkins – Gorman Road Interchange



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volleyball/badminton court in the front yard, 180' from U.S. 29, where noise levels are anticipated to be 66 dBA and is considered impacted. No-Build noise levels will not exceed SHA criteria.

NSA 2 (Gavin Way / Tralee Court)

The five residences closest to U.S. 29, represented by Receptors 2-1 and 2-2, are anticipated to experience noise levels from 67-68 dBA, as a result of project improvements. These levels exceed the SHA criteria. As a result, the first row of receptors in this community is considered impacted. No-Build noise levels are lower than the SHA criteria.

NSA 3 (Hammond Parkway)

None of the residences represented by NSA 3 will experience noise levels exceeding SHA criteria for either the Build or No-Build condition.

NSA 4 (Hammond Park – Gorman Road/Belgaro Road)

Two of the seven receptors representing this community will experience noise levels exceeding SHA criteria and are considered impacted if project improvements are made. Receptor 4-3 is an individual residence at the intersection of Hammond Parkway and Hopkins-Gorman Road. This residence will experience design year noise levels of 66 dBA. This impact can be attributed to the close proximity of Ramps 3 and 5 of the proposed interchange. Of the other residences adjacent to existing Gorman Road, Receptor 4-6 will experience design year noise levels of 66 dBA and is considered impacted. Receptors 4-4 and 4-5 will not exceed SHA criteria due to the relocation of Hopkins-Gorman Road 80' to 150' to the north of these residences. The primary noise source for Receptors 4-4, 4-5, and 4-6 is Hopkins-Gorman Road. No-Build noise levels will not exceed SHA criteria at any receptor.

NSA 5 (Twin Oaks)

Of the eight Twin Oaks residences, only Receptor 5-1 will experience noise levels exceeding SHA criteria and is considered impacted. Noise levels at Receptor 5-1 are anticipated to be 66 dBA, due to the residence's closer proximity to Hopkins-Gorman Road, the dominant noise source. No-Build noise levels will be lower than SHA criteria levels.

NSA 6 (U.S. 29 East (1))

Two of the three receptors for NSA 6 will be impacted based on SHA criteria. As a result of the proposed improvements, noise levels at Receptors 6-1 and 6-2 will be 67 dBA and 69 dBA respectively. No-Build noise levels will not exceed SHA criteria.

NSA 7 (U.S. 29 East (2))

Either the Build or No-Build condition will impact both receptors for NSA 7. As a result of the proposed improvements, noise levels of 74 dBA and 70 dBA are anticipated at Receptors 7-1 and 7-2.

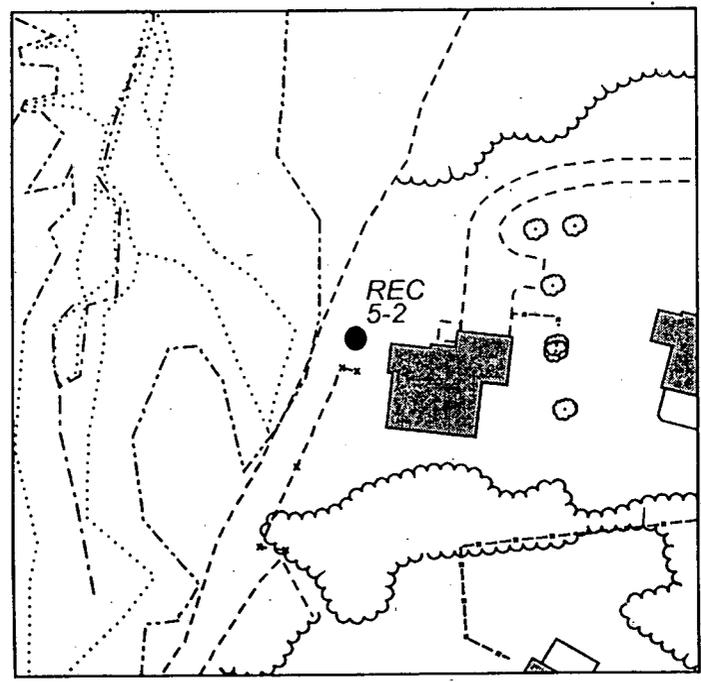
NSA 8 (Old Columbia Road)

Receptor 8-2, a single family residence and out buildings, will be impacted as a result of proposed improvements. It is anticipated that Receptor 8-2 will experience noise levels of 71 dBA. No-Build noise levels at Receptor 8-2 will be 70 dBA. These levels are primarily due to the receptors close

| Noise Receptor Monitoring Profile | | | | | |
|-----------------------------------|---|--------|----|-------|-------------|
| Project: | US 29/Hopkins - Gorman Road Interchange | | | | |
| Site: | Site 5-2 | | | | |
| Monitoring Equipment: | Metrosonics DB3080 | | | | |
| Date: | | | | | |
| Weather: | | | | | |
| Analyst: | Chuck Lippy | | | | |
| Site Conditions | | | | | |
| 7721 Twin Oaks Way | | | | | |
| Traffic Count | | | | | |
| Avg. Vehicle Speed: | | 30 MPH | | | |
| Veh. Mix: | Auto | MT | HT | Buses | Motorcycles |
| EB | 80 | 0 | 1 | 0 | 0 |
| WB | 82 | 0 | 1 | 0 | 0 |



Noise Receptor Site Sketch



| ***** | | TIME HISTORY REPORT | | |
|--|-------------|---------------------|------|------|
| Filename | NSA_5-02 | TIME | Lav | Lmax |
| Test Location | NSA_5-02 | | dBA | dBA |
| Employee Name | Chuck Lippy | 02/24/99 | | |
| Employee Number | | 16:59:55 | 47.9 | 49.9 |
| Department | ENV | 17:00:25 | 48.7 | 52.5 |
| ***** | | 17:00:55 | 50.3 | 60.7 |
| | | 17:01:25 | 50.6 | 59.4 |
| METROSONICS db-3080 V1.11 | | 17:01:55 | 48.4 | 51.2 |
| SERIAL # 2556 | | 17:02:25 | 49.5 | 52.0 |
| REPORT PRINTED ON | | 17:02:55 | 47.9 | 50.4 |
| 02/25/99 at 11:47:45 | | 17:03:25 | 49.8 | 53.4 |
| | | 17:03:55 | 51.0 | 53.6 |
| User ID: 555502 | | 17:04:25 | 50.2 | 56.8 |
| | | 17:04:55 | 49.9 | 57.6 |
| LOGGING STARTED.....02/24/99 at 16:59:55 | | 17:05:25 | 47.9 | 50.8 |
| TOTAL LOGGING TIME... 0 DAYS 00:15:04 | | 17:05:55 | 49.0 | 51.5 |
| LOGGING STOPPED.....02/24/99 at 17:14:59 | | 17:06:25 | 48.9 | 50.9 |
| TOTAL INTERVALS.....30 | | 17:06:55 | 48.8 | 51.5 |
| INTERVAL LENGTH.....00:00:30 | | 17:07:25 | 49.2 | 52.8 |
| FILTER.....A WT. | | 17:07:55 | 46.2 | 47.1 |
| | | 17:08:25 | 46.3 | 47.0 |
| PRE-TEST CALIBRATION TIME: | | 17:08:55 | 46.6 | 48.1 |
| 02/24/99 AT 15:31:32 | | 17:09:25 | 49.4 | 52.8 |
| PRE-TEST CALIBRATION RANGE: | | 17:09:55 | 52.2 | 56.6 |
| 41.9 TO 141.9dB | | 17:10:25 | 55.7 | 61.6 |
| POST-TEST CALIBRATION TIME: | | 17:10:55 | 50.2 | 55.4 |
| 02/24/99 AT 17:24:14 | | 17:11:25 | 47.5 | 49.5 |
| POST-TEST CALIBRATION RANGE: | | 17:11:55 | 46.9 | 48.0 |
| 41.9 TO 141.9dB | | 17:12:25 | 48.9 | 49.9 |
| | | 17:12:55 | 49.8 | 52.8 |
| Lav..... 49.9dB | | 17:13:25 | 49.5 | 53.1 |
| Lmax..... 61.6dB 02/24/99 AT 17:10:39 | | 17:13:55 | 49.2 | 53.2 |
| | | 17:14:25 | 54.0 | 57.2 |

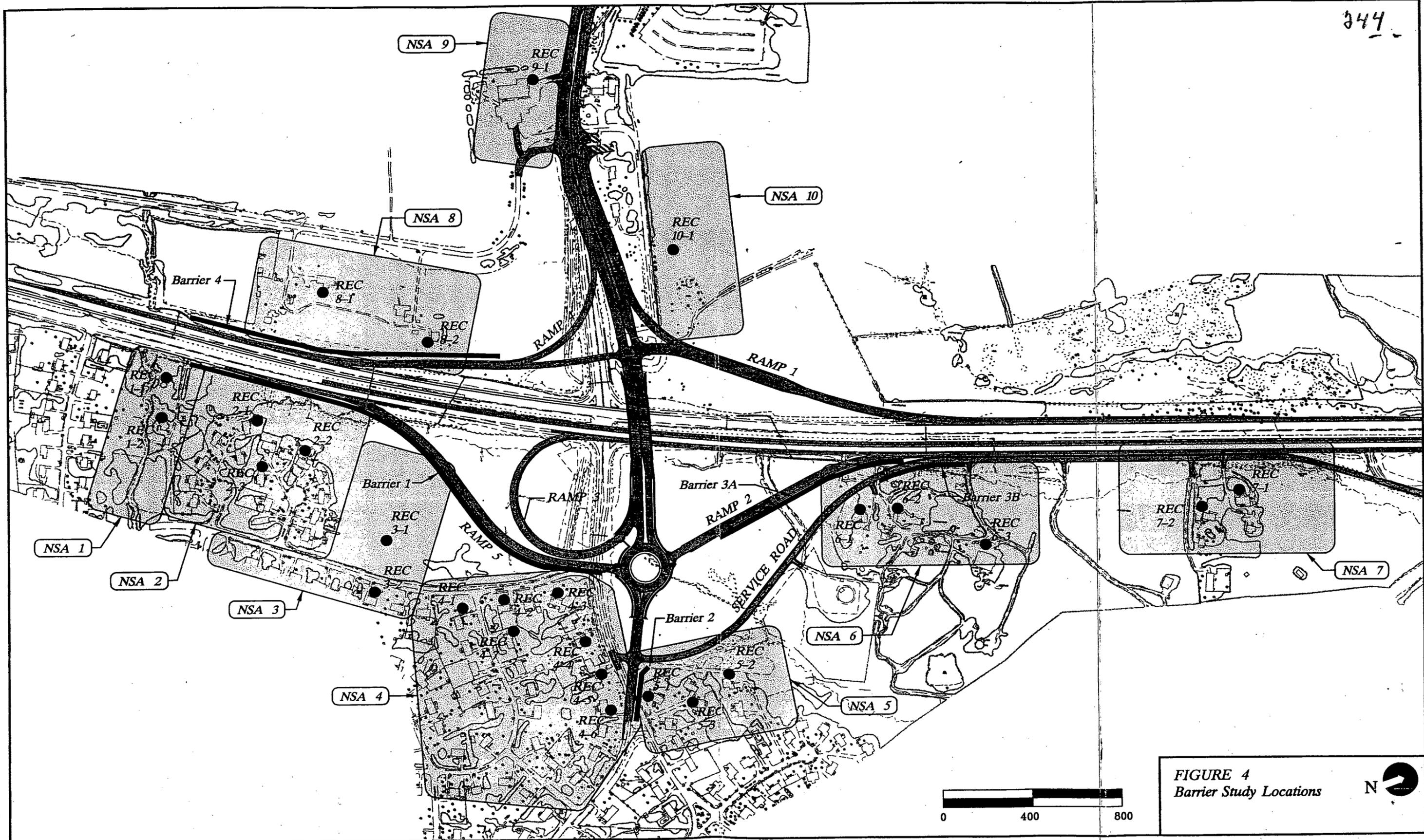
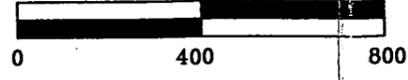


FIGURE 4
Barrier Study Locations





**Maryland Department of Transportation
State Highway Administration**

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Parris N. Glendening
Governor

John D. Porcari
Secretary

Parker F. Williams
Administrator

May 6, 2002

Ms. Linda C. Davis
7721 Twin Oaks Way
Laurel MD 20723-1182

Dear Ms. Davis:

This letter is a follow-up to your recent e-mail message to Mr. Steven Foster, Chief of the Office of Highway Design Plans and Surveys Division, regarding the traffic noise levels near the US 29/Hopkins-Gorman Road interchange at US 29 in Howard County. I appreciate the opportunity to respond to your concerns.

As you may recall, your property was specifically studied as a receptor site in the State Highway Administration's (SHA) noise impact analysis for the US 29/Hopkins-Gorman Road interchange project. As part of that analysis, the effects of the construction of the service road, the realignment of Hopkins-Gorman Road, and the construction of the roundabout and ramps were all taken into account in assessing the future level of noise anticipated from the project. Additionally, it was assumed that no substantial shielding effects would exist from trees or other vegetation in the area, thus, the projections as stated in the analysis represent a "worst-case" statement of future noise levels.

The existing noise level at your home was measured at 50 decibels in early 1999, prior to the beginning of any construction. The analysis showed that, if the project were not built (called the "no-build" alternative), the level of noise at your home from the existing roadway system in the area would rise to 55 decibels by the design year 2020. With the improvements and new roadway construction associated with the interchange project, the 2020 design year noise level would rise to 58 decibels. These noise levels, as forecast in the analysis of the Hopkins-Gorman Road interchange with US 29, are well below the impact threshold of 66 decibels, which must be reached before any consideration of noise abatement can be made. While there would be a noticeable change in the noise level over time, the actual level is well below that required to consider noise barriers. SHA would also consider noise abatement if an increase of ten decibels or more was forecast. However, the predicted increase was only three decibels and this ten decibel difference was also not met.

The issue of loss of the existing trees and other vegetation in the area is a regrettable but unavoidable aspect of highway construction. As mentioned earlier, the noise level forecasts were made assuming that there was no substantial acoustical shielding effects from vegetation. The analysis results indicate that the loss of the vegetation in the area does not present a major acoustical impact, but a perceived impact through loss of a visual buffer is recognized. To mitigate the situation, landscape screen plantings are proposed for the area as part of the overall project. In addition, the overall design was revised to: 1) tighten the embankment slopes for the service road and; 2) shift the service road slightly farther away from the residences. The goal was to minimize the overall disruption of the area and the loss of vegetation.

My telephone number is _____

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

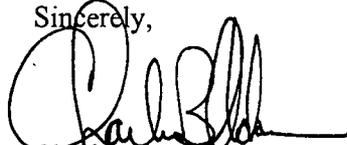
Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

246

Ms. Linda C. Davis
Page Two

Thank you for your e-mail message and interest in the State's Sound Barrier Program. I regret that I cannot provide a positive response. If you have additional questions or concerns, please do not hesitate to contact Ms. Nicole Ross, Special Assistant to the Director, at 410-545-8616 or 1-800-446-5962 or, by e-mail, at nross@sha.state.md.us. She will be happy to assist you.

Sincerely,



Charles B. Adams

Director

Office of Environmental Design

cc: Mr. Robert L. Fisher, District Engineer, State Highway Administration
The Honorable Guy Guzzone, Member, Howard County Council
James D. Hade, RLA, Noise Abatement Team Leader, State Highway Administration
The Honorable Shane E. Pendergrass, Member, Maryland House of Delegates
Ms. Nicole Ross, Special Assistant to the Director, Office of Environmental
Design, State Highway Administration
The Honorable Sandra B. Schrader, Member, Senate of Maryland
The Honorable Frank S. Turner, Member, Maryland House of Delegates

247

Ms. Linda C. Davis
Page Three

bcc: Ms. Deanna Peel, Special Assistant to the Honorable Guy Guzzone
Mr. Kenneth D. Polcak, Environmental Analyst, Noise Abatement Team, State
Highway Administration
Mr. Doug Evans, Project Engineer, Highway Design Division, State Highway
Administration
Ms. Nanette M. Schieke, State Legislative Officer, Maryland Department of
Transportation
Mr. T.E. Severe, Noise Abatement Team, State Highway Administration

Serial #: None

OED Serial#: None

Noise Customer #: 2573

Responding to letter dated: Follow-up to 04-18-2002 e-mail from Ms. Davis to Mr. Steven Foster,
Chief, OHD Plats & Surveys – Mr. Foster forwarded Ms. Davis' e-mail to OED/NAT for response to
sound barrier concerns

Saved: 04/30/02 10:07 AM by: T.E. Severe

N:\OED\NOISE\CORRESP\2002\DAVISLC01.doc

248

From: STEVEN FOSTER
To: JIM HADE; TED SEVERE
Date: 4/19/02 1:29PM
Subject: Re: Route 29 / Gorman Road Interchange

To all,

This is associated with the US 29 interchange project at MD 216. I will send an e-mail to Ms. Davis indicating that we will get back to her after researching the information from the project.

Steve

>>> JIM HADE 04/19/2002 11:45:39 AM >>>

Ted:

Please look this address up, figure out which project it is associated with, and research the results of the Noise analysis to prepare a response.

Thanks
Jim

>>> LISA CHOPLIN 04/19/02 11:12AM >>>

Jim:

Doug Evans is on vacation. Since this is noise wall related, can either you or someone in your office respond to this citizens concerns?

Please let me know.

Lisa

Lisa B. Choplin
Assistant Chief
Highway Design Division, Mailstop C-102
Maryland State Highway Administration
707 North Calvert Street
Baltimore Maryland 21202

Phone: 410-545-8824
Toll Free: 1-888-243-9550
Fax: 410-209-5001
Email: lchoplin@sha.state.md.us

>>> STEVEN FOSTER 04/18/02 12:45PM >>>

Ken Briggs,
Lisa Choplin,
Doug Evans,

I am not sure who is following this project that could respond to Ms. Davis. Doug, you and I were involved when studies were done about the noise and shifting the roadway. I recall we met with the three property owners and letters were exchanged, etc. Mr. Davis was involved in those meetings.

I would appreciate it if someone could contact Ms. Davis to respond. If you agree, I will send a response back indicating that someone will contact her within the next week.

Steve

>>> "Linda.Dana Davis" <ldgdavis@juno.com> 04/18/02 11:30AM >>>
Mr. Foster,

249

I live at 7721 Twin Oaks Way, next to service road that has been built parallel to Rt. 29. Already, I (and our neighbors) notice that the noise level of traffic is definitely greater since the removal of a large quantities of trees which used to serve as a buffer.

Additionally, because the new traffic circle brings the interchange and traffic even closer to our homes, and we have no buffer, I anticipate the noise will further increase once the circle and bridge are open with a full compliment of vehicles using it. I see that sound barriers are being placed just south of us. I would like to inquire if there plans for sound walls north of the interchange?

Linda Davis
301-317-0278

CC: DOUG EVANS; KEN POLCAK; LISA CHOPLIN; NICOLE ROSS

250

From: JIM HADE
To: TED SEVERE
Date: 4/19/02 11:45AM
Subject: Re: Route 29 / Gorman Road Interchange

Ted:

Please look this address up, figure out which project it is associated with, and research the results of the Noise analysis to prepare a response.

Thanks
Jim

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Lisa B. Choplin
Assistant Chief
Highway Design Division, Mailstop C-102
Maryland State Highway Administration
707 North Calvert Street
Baltimore Maryland 21202

Phone: 410-545-8824
Toll Free: 1-888-243-9550
Fax: 410-209-5001
Email: lchoplin@sha.state.md.us

>>> STEVEN FOSTER 04/18/02 12:45PM >>>

Ken Briggs,
Lisa Choplin,
Doug Evans,

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Steve

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251

to inquire if there plans for sound walls north of the interchange?

Linda Davis
301-317-0278

CC: DOUG EVANS; KEN POLCAK; LISA CHOPLIN; NICOLE ROSS; STEVEN FOSTER

252

From: STEVEN FOSTER
To: Linda.Dana Davis
Date: 4/19/02 2:31PM
Subject: Re: Route 29 / Gorman Road Interchange

Ms. Davis,

Thank you for your inquiry about the US 29 project at MD 216. Since I have not been involved with the ongoing project activities for almost two years, shortly after the meeting with your husband and neighbors. It might be better for those closer to the project to answer your questions. I have forwarded your e-mail to several people that were involved with the project to help respond to your inquiry.

I anticipate that they will look at the project plans and files. This will help them understand the area near your home to answer your questions. I would expect that someone will contact you sometime next week. Please contact me if you have not heard from anyone by late next week. My phone number is 410-545-8938 or toll free at 1-800-492-0472.

Thanks, Steve

>>> "Linda.Dana Davis" <ldgdavis@juno.com> 04/18/2002 11:30:37 AM >>>
Mr. Foster,

I live at 7721 Twin Oaks Way, next to service road that has been built parallel to Rt. 29.

Already, I (and our neighbors) notice that the noise level of traffic is definitely greater since the removal of a large quantities of trees which used to serve as a buffer. Additionally, because the new traffic circle brings the interchange and traffic even closer to our homes, and we have no buffer, I anticipate the noise will further increase once the circle and bridge are open with a full compliment of vehicles using it. I see that sound barriers are being placed just south of us. I would like to inquire if there plans for sound walls north of the interchange?

Linda Davis
301-317-0278

Customer Info. View for 2001

Friday, April 26, 2002 04:19 PM

TSevere

| | | | | | | |
|---------|---------------|------------|--------------------|------------|----------------------|-------------------------------------|
| ID # | MAP | DATE | Letter or Phone on | LAST NAME | FIRST NAME | Active? |
| 2573 | | 04/23/2002 | E-mail | DAVIS | Ms. Linda C. | <input checked="" type="checkbox"/> |
| STREET# | STREET NAME | COUNTY | CITY (Post office) | ZIPCODE | Representative statu | |
| 7721 | Twin Oaks Way | HO | Laurel | 20723-1182 | private | |



Elected Official whom has communicated directly to us on this custome

| | | | |
|-----------|--------------|-------------------|-------------------------------|
| DAY PHONE | HOME PHONE | E-Mail address | COMMUNITY |
| | 301-317-0278 | ldgdavis@juno.com | Twin Oaks/Hopkins Gorman Road |

Logical Project Limits | ROADWAY: US 29 | BarrierName

NE quadrant of US 29/Johns Hopkins Rd in HO Co

| | | |
|--------------|--|---------------------|
| RESPONSE | INQUIRY | 2nd Contact |
| | are barriers planned north of US 29/Hopkins-Gorman Rd? | |
| Last Contact | Researcher: | Primary SHA Contact |
| 04/18/2002 | | |
| FILE LOCATIO | OTHER | Current committmen |
| | | None |



| | | |
|-------------------------------------|-------------------------|-----------------------|
| Do we owe a letter? | Letter Commit due date: | Reason Letter is Late |
| <input checked="" type="checkbox"/> | 05/01/2002 | n/a |
| LAST action | Letter signed date | |

4-18-02 e-mail to Mr. Steven Foster (Chief, Plats & Surveys); indicates noise levels higher since many trees have been cut; expects noise to get worse when bridge and circle fully open to traffic; are barriers planned north of interchange?

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

04-2002 EO's Dist. 13A Sen. Sandra B. Schrader; Dels. Shane E. Pendergrass; Frank S. Turner; HO Cncl Guy Guzzone; Ms. Deanna Peel, Legislative Asst. to Mr. Guzzone

Comment Journal, and letter hyperlinks | \\shadgnvol1\user\oed\Noise\abase\Customer_notes |

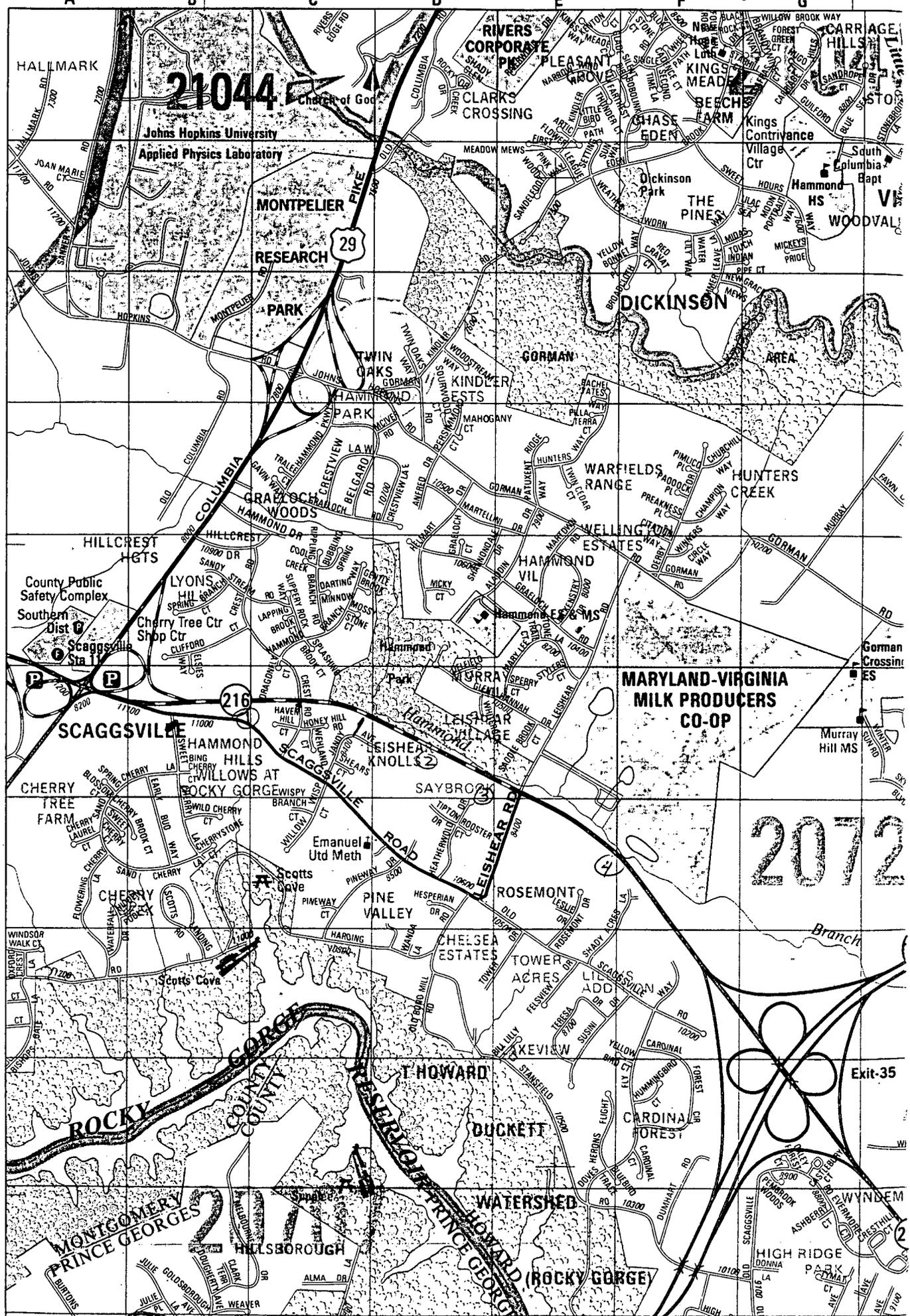
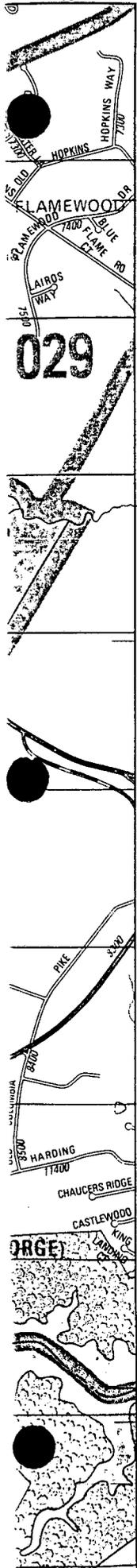
Consultant Fir | 1-888-375-1975 outside MD

To Meet 100% of our Commitments!

254

21044

2072



155

Click here for a plain text ADA compliant screen.

| | |
|--|---|
|  Maryland Department of Assessments and Taxation HOWARD COUNTY Real Property Data Search | Go Back View Map New Search |
|--|---|

Account Identifier: District - 06 Account Number - 493254

Owner Information

| | |
|--|---|
| Owner Name: DAVIS DANA A DAVIS LINDA C T/E | Use: RESIDENTIAL |
| Mailing Address: 7721 TWIN OAKS WAY LAUREL MD 20723-1182 | Principal Residence: YES |
| | Deed Reference: 1) / 3633/ 963 2) |

Location & Structure Information

| | | |
|---|----------------------|--|
| Premises Address 7721 W TWIN OAKS WAY LAUREL 20723 | Zoning R20 | Legal Description LOT 10 .813 A 7721 TWIN OAKS WAY TWIN OAKS |
|---|----------------------|--|

| Map | Grid | Parcel | Subdivision | Section | Block | Lot | Group | Plat No: | 6460 |
|-----|------|--------|-------------|---------|-------|-----|-------|-----------|------|
| 41 | 24 | 16 | | | | 10 | 81 | Plat Ref: | |

| | | |
|--------------------------|----------------------------------|--------------------------|
| Special Tax Areas | Town Ad Valorem Tax Class | A/V, M/P, METRO FIRE TAX |
|--------------------------|----------------------------------|--------------------------|

| | | | |
|--|----------------------------------|---|-------------------|
| Primary Structure Built 1986 | Enclosed Area 2,418 SF | Property Land Area 35,414.00 SF | County Use |
|--|----------------------------------|---|-------------------|

| | | | |
|---------------------|------------------------|------------------------------|--------------------------|
| Stories 2 | Basement YES | Type STANDARD UNIT | Exterior FRAME |
|---------------------|------------------------|------------------------------|--------------------------|

Value Information

| | Base Value | Value As Of 01/01/2002 | Phase-In Assessments As Of 07/01/2001 | As Of 07/01/2002 |
|--------------------|----------------|------------------------|---------------------------------------|------------------|
| Land: | 84,470 | 96,470 | | |
| Improvements: | 161,360 | 191,910 | | |
| Total: | 245,830 | 288,380 | 245,830 | 260,013 |
| Preferential Land: | 0 | 0 | 0 | 0 |

*FO'S - DIST. 13A
Sen. Sandra B. Schwach
Del: Shane E. Pendragon
Frank S. Turner
ACCU: GUY GORON/Dean Paul*

Transfer Information

| | | |
|---|--|--|
| Seller: KONOPACKI WILLIAM A Type: IMPROVED ARMS-LENGTH | Date: 12/28/1995 Deed1: / 3633/ 963 | Price: \$240,000 Deed2: |
| Seller: CONSOLIDATED HOME BUILDING Type: IMPROVED ARMS-LENGTH | Date: 09/29/1986 Deed1: / 1533/ 2 | Price: \$177,715 Deed2: |
| Seller: EVERGREEN VALLEY ASSOC LTD PARTNER Type: NOT ARMS-LENGTH | Date: 04/01/1986 Deed1: / 1459/ 96 | Price: \$284,000 Deed2: |

Exemption Information

| Partial Exempt Assessments | Class | 07/01/2001 | 07/01/2002 |
|----------------------------|-------|------------|------------|
| County | 000 | 0 | 0 |
| State | 000 | 0 | 0 |
| Municipal | 000 | 0 | 0 |

Tax Exempt: NO Special Tax Recapture: * NONE *

Montana - 50 dBA (1250' f US 29)

*Build - 59
NB - 55 } RECEPTOR*

*BUILD -> 58 dBA
NO-BUILD -> 55 dBA*

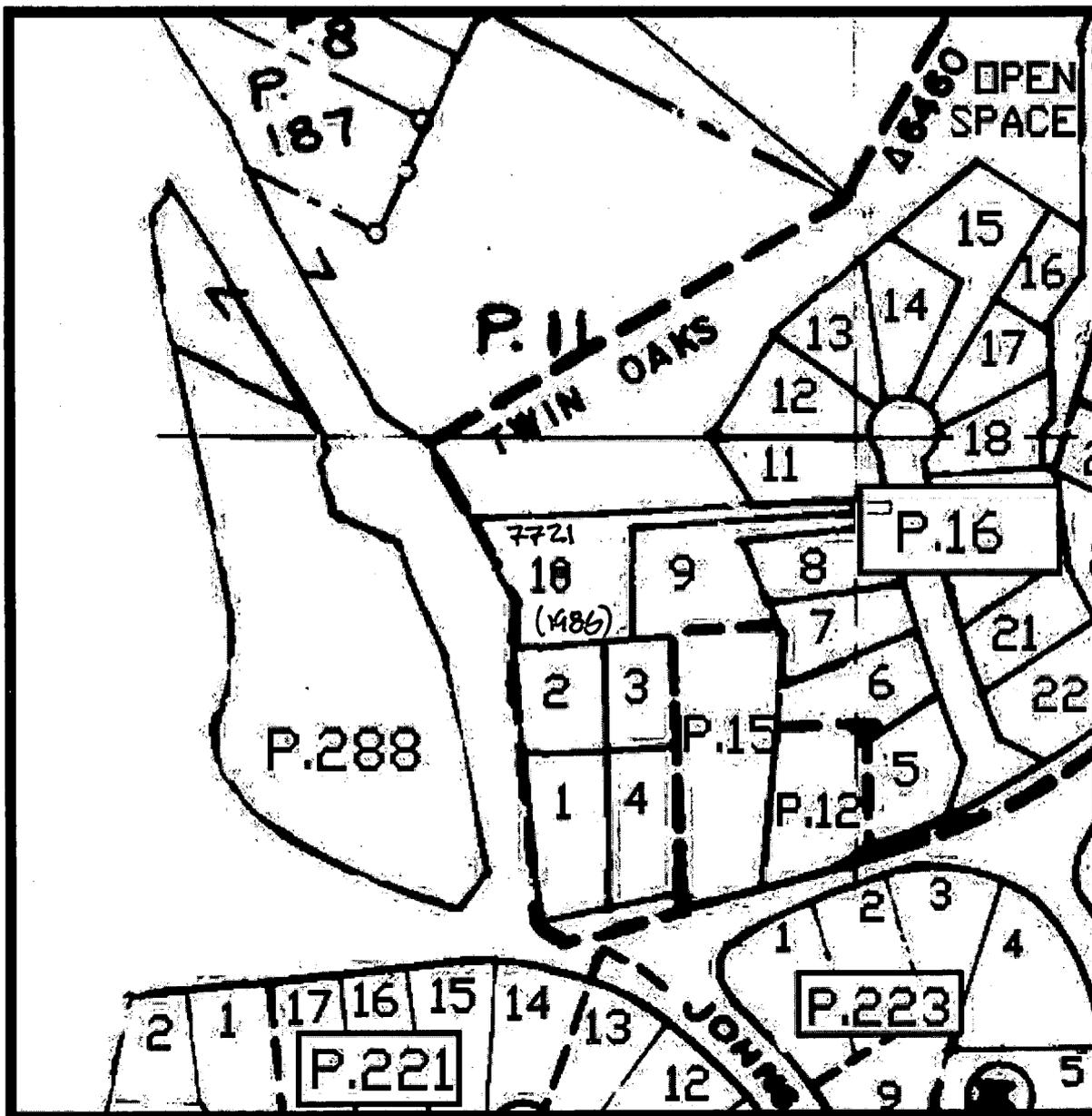
256



Maryland Department of Assessments and Taxation
HOWARD COUNTY
Real Property Data Search

Go Back
View Map
New Search

District - 06 Account Number - 493254



Property maps provided courtesy of the Maryland Department of Planning ©2001.
For more information on electronic mapping applications, visit the Maryland Department of Planning web site at www.mdp.state.md.us

NSA S



IV. IMPACT ASSESSMENT AND FEASIBILITY OF NOISE ABATEMENT

A. Impact Assessment

The Maryland State Highway Administration (SHA) Sound Barrier Policy, dated May 11, 1998, states that mitigation shall be considered for receptors that will experience future noise levels equal to or exceeding 66 dBA, or exceeding existing noise levels by 10 dBA or more, resulting from the construction of new highways or through lane additions to existing highways. Table 5 shows those receptors being impacted by each of the alternatives. The following is a brief description of potential NSA impacts.

Table 5
Predicted Design Year Noise Levels

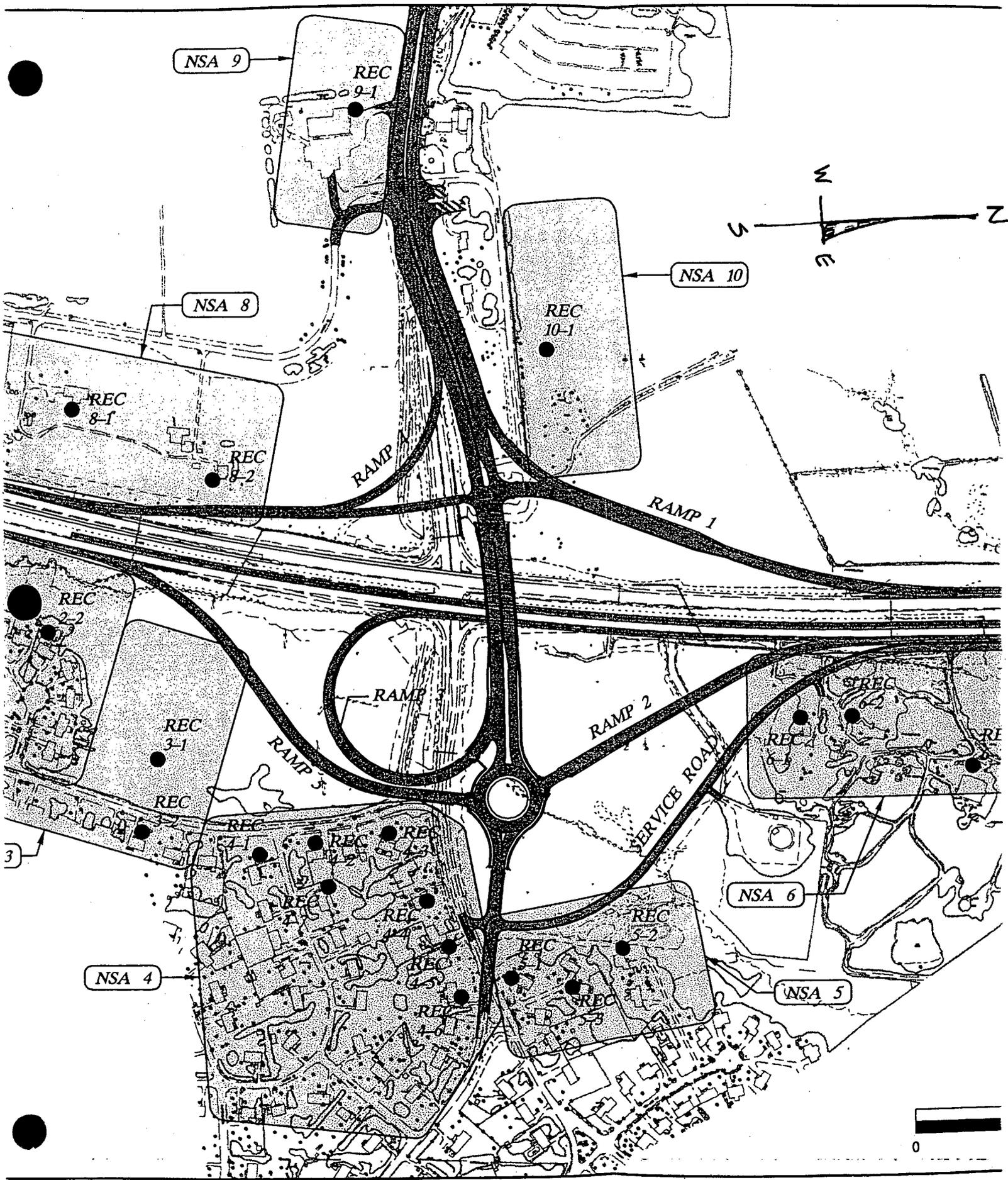
| Noise Sensitive Area | Receptor No. | Receptor Location | Existing Noise Level Leq(dBA) | 2020 No-Build Leq(dBA) | 2020 Build Leq(dBA) |
|---|--------------|----------------------------|-------------------------------|------------------------|---------------------|
| 1 Graeoch Woods | 1-1 | Volleyball Court | 63 | 64 | 66 |
| | 1-2 | Columbia Pike | 59 | 61 | 63 |
| 2 Gavin Way/Tralee Court | 2-1 | 7954 Gavin Way | 60 | 65 | 68 |
| | 2-2 | 7936 Tralee Court | 60 | 65 | 67 |
| | 2-3 | 7929 Tralee Court | 55 | 61 | 63 |
| 3 Hammond Parkway | 3-1 | 7913 Hammond Parkway | 55 | 61 | 64 |
| | 3-2 | 7922 Hammond Parkway | 54 | 54 ¹ | 55 |
| 4 Hammond Park (Gorman Road / Belgaro Road) | 4-1 | Belgaro Road | 54 | 54 ¹ | 55 |
| | 4-2 | 7896 Hammond Parkway | 54 | 54 ¹ | 61 |
| | 4-3 | 7888 Hammond Parkway | 59 | 61 | 66 |
| | 4-4 | 10721 Gorman Road | 63 | 63 | 64 |
| | 4-5 | 10713 Gorman Road | 63 | 64 | 64 |
| | 4-6 | 10709 Gorman Road | 63 | 65 | 66 |
| | 4-7 | 7805 Belgaro Road | 55 | 55 ¹ | 57 |
| 5 Twin Oaks | 5-1 | 10652 Gorman Road | 59 | 62 | 66 |
| | 5-2 | 7721 Twin Oaks Way | 50 | 55 | 58 |
| | 5-3 | 10644 Gorman Road | 51 | 56 | 58 |
| 6 US 29 East (1) | 6-1 | Columbia Pike | 60 | 64 | 67 |
| | 6-2 | Columbia Pike | 60 | 64 | 69 |
| | 6-3 | Columbia Pike | 60 | 63 | 65 |
| 7 US 29 East (2) | 7-1 | 7525 Columbia Pike | 70 | 70 | 74 |
| | 7-2 | 7529 Columbia Pike | 65 | 67 | 70 |
| 8 Old Columbia Road | 8-1 | 10909 Old Columbia Road | 57 | 64 | 65 |
| | 8-2 | Old Columbia Road | 68 | 70 | 71 |
| 9 Korean Presbyterian Church | 9-1 | Korean Presbyterian Church | 55 | 61 | 67 |
| 10 The Trellises at Montpelier | 10-1 | Under Construction | 53 | 60 | 62 |

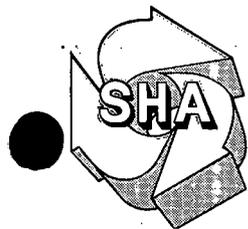
¹ Receptors that are isolated from the existing roadway system. No build noise levels are estimated from monitored levels.

Noise levels exceeding SHA impact criteria.

NSA 1 (Graeoch Woods)

Traffic noise levels resulting from the proposed interchange will not exceed the SHA impact criteria in the immediate area of the residences. However, the most southern residence has a





**Maryland Department of Transportation
State Highway Administration**

Parris N. Glendening
Governor

John D. Porcari
Secretary

Parker F. Williams
Administrator

April 25, 2002

Mr. and Mrs. John Denk
jd47829@myactv.net

Dear Mr. and Mrs. Denk:

This is a follow-up to your recent e-mail message regarding the use of trees, or vegetation, as a means of highway traffic noise abatement. I appreciate the opportunity to respond to your inquiry.

In general, for a sound barrier (either natural or man-made) to be effective, it must be high enough and long enough to block the view of the road. The Federal Highway Administration (FHWA) discusses the use of vegetation as possible means of noise abatement:

"Vegetation, which is so high, wide, and dense that it cannot be seen over or through, can decrease highway traffic noise. However, it requires a 61-meter [200 feet] width of such vegetation to reduce noise by 10 decibels, which cuts in half the loudness of traffic noise. It is not feasible to plant enough vegetation along a road to achieve such reductions. If vegetation already exists, it can be saved to maintain a psychological relief, if not an actual lessening of traffic noise levels. If vegetation does not exist, it can be planted for psychological relief, not to reduce traffic noise levels."

This would mean that a stand of mature trees would have to offer dense vegetative cover from the ground to the top of the trees. The trees would also need to be evergreens in order to offer year-round protection. For more information from FHWA, please refer to their website, <http://www.fhwa.dot.gov/environment/probresp.htm>. A possible choice for a fairly rapid-growing evergreen to plant would be "Leyland cypress." The Latin name for this tree is *Cupressocyparis leylandii* and nurseries can respond to this name as well.

My telephone number is _____

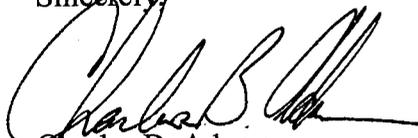
Maryland Relay Service for Impaired Hearing or Speech
1-800-735-2258 Statewide Toll Free

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

Mr. and Mrs. John Denk
Page Two

Thank you for your e-mail message. If you have additional questions or concerns, please do not hesitate to contact Ms. Nicole Ross, our Community Liaison, at 410-545-8616 or 1-800-446-5962 or, by e-mail, at nross@sha.state.md.us. She will be happy to assist you.

Sincerely,



Charles B. Adams
Director
Office of Environmental Design

cc: James D. Hade, RLA, Noise Abatement Team Leader, State Highway Administration
Mr. Fred Crozier, District Engineer, State Highway Administration
Ms. Nicole Ross, Noise Abatement Team Community Liaison, Office of Environmental Design, State Highway Administration

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Mr. and Mrs. John Denk
Page Three

bcc: Ms. Nanette M. Schieke, State Legislative Officer, Maryland Department of
Transportation
Mr. T.E. Severe, Noise Abatement Team, State Highway Administration

Serial #: None

OED Serial#: None

Noise Customer #: [cannot assign number until OED/NAT receives actual address of Mr. & Mrs. Denk to fill out Customer Database entry]

Responding to letter dated: Follow-up to 04-19-2002 e-mail message from Mr. & Mrs. Denk to "barrier" requesting info on evergreen tree, or vegetative, planting that could be used as a "natural sound barrier" on their property along westbound I-70 near Clear Spring, MD (specific address not provided in their e-mail)

Saved: 04/19/02 3:50 PM by: T.E. Severe

N:\OED\NOISE\CORRESP\2002\DENKJ01.doc

J6J

From: CHARLES ADAMS
To: internet: jd47829@myactv.net
Date: 4/26/02 9:01AM
Subject: Use of Vegetation for Highway Noise Abatement

April 25, 2002

Mr. and Mrs. John Denk
jd47829@myactv.net

Dear Mr. and Mrs. Denk:

This is a follow-up to your recent e-mail message regarding the use of trees, or vegetation, as a means of highway traffic noise abatement. I appreciate the opportunity to respond to your inquiry.

In general, for a sound barrier (either natural or man-made) to be effective, it must be high enough and long enough to block the view of the road. The Federal Highway Administration (FHWA) discusses the use of vegetation as possible means of noise abatement:

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Sincerely,

Charles B. Adams
Director
Office of Environmental Design

cc: James D. Hade, RLA, Noise Abatement Team Leader, State Highway Administration
Mr. Fred Crozier, District Engineer, State Highway Administration
Ms. Nicole Ross, Noise Abatement Team Community Liaison, Office of Environmental Design, State Highway Administration

CC: JIM HADE; NICOLE ROSS

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From: "Jeannie & John" <jd47829@myactv.net>
To: <barrier@sha.state.md.us>
Date: 4/19/02 8:21AM
Subject: Natural Sound Barriers

To Whom it may Concern,

We recently purchased a house and property in the Clear Spring area, which is adjacent to the west bound lane of I-70 about 1 mile west of Exit 18. We obviously knew the highway was there when we bought the house and I'm sure we'll eventually get used to the road noise.

However, we were wondering if there was a fast growing evergreen tree or large bush, that would act as a natural sound barrier, which could be planted along our property line to help cut down on the noise.

I would imagine the state has done a certain amount of research in this area and we would like to take advantage of that research if possible.

Any info you could give us would be greatly appreciated.

Thank You, John Denk

John A. Denk

20207 KELLY LA

HAGERSTOWN MD 21742

301-766-4129

~~John A. Denk~~ ??
former address?



**Maryland Department of Transportation
State Highway Administration**

264

Parris N. Glendening
Governor

John D. Porcari
Secretary

Parker F. Williams
Administrator

November 6, 2002

Mr. Joseph DiNunno
44 Carriage Lane
Annapolis MD 21401-1006

Dear Mr. DiNunno:

Thank you for your letter regarding the sound barrier being constructed for the Lindamoor community, along westbound US 50 from the Severn River Bridge to just beyond Ridgely Avenue, in Anne Arundel County. I appreciate the opportunity to respond to your concerns, and I apologize for the delay in furnishing the materials that you had requested.

Your desire that we provide more noise protection for the Lindamoor community is understood. Consideration for a sound barrier under our Type II program is based upon protecting homes that pre-date the construction of the highway and are "impacted" by highway noise. This means that they experience traffic noise levels that equal or exceed 66 decibels. For the most severely impacted homes, we strive to achieve a ten-decibel reduction in noise levels. Homes that are not impacted may or may not benefit from a barrier that is built to reduce noise experienced by impacted homes. Also, homes that are farther away from the highway receive less noise and generally benefit less from a sound barrier. The difference in noise levels can be explained by the fact that, as noise moves farther away from its source, it loses intensity.

Our study measured noise over a 24-hour period at 35 Carriage Drive as part of the initial design work. The highest noise levels occurred during the day, between 6 a.m. and 4 p.m., and ranged from 62 to 65 decibels. After the barrier is constructed, we anticipate that peak noise levels in this area will range between 59 and 60 decibels, which is consistent with the anticipated after-barrier noise levels for homes nearest the highway. A copy of the results, "Diurnal Noise Analysis, Exhibit 1," is enclosed. Because the level of existing noise in the Cove of Cork area does not exceed our noise impact threshold of 66 decibels, the area targeted for abatement by the proposed noise barrier was limited to the homes along Acorn Drive.

The barrier, as it is currently designed, will extend approximately 300 feet past the end of Acorn Drive and terminate on the knoll that lies about 400 to 450 feet west of the bridge. This alignment will reduce highway noise by approximately three to five decibels across the Cove between US 50 and the Cove of Cork community. Further extension of the barrier toward the Severn River is not planned, as the present design will achieve the desired noise reductions at the impacted homes.

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

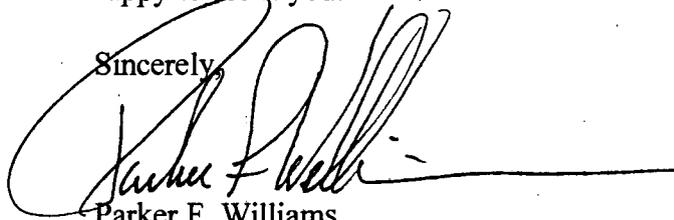
Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

265

Mr. Joseph DiNunno
Page Two

Thank you again for your letter and your interest in the State's Sound Barrier Program. I trust that this explanation is helpful to you. If you have additional questions, please do not hesitate to contact Mr. James Hade, SHA's Noise Team Leader, at 410-545-8599, 1-800-446-5962, or jhade@sha.state.md.us. He will be happy to assist you.

Sincerely,



Parker F. Williams
Administrator

Enclosure

- cc: The Honorable John C. Astle, Member, Senate of Maryland
The Honorable Michael E. Busch, Member, Maryland House of Delegates
The Honorable Virginia P. Clagett, Member, Maryland House of Delegates
The Honorable Richard D'Amato, Member, Maryland House of Delegates
James D. Hade, RLA, Noise Abatement Team Leader, State Highway Administration
The Honorable Barbara D. Samorajczyk, Member, Anne Arundel County Council

Mr. Joseph DiNunno
Page Three

bcc: Mr. Charles B. Adams, Director of Environmental Design, State Highway Administration
Mr. Neil J. Pedersen, Deputy Administrator for Planning and Engineering, State Highway Administration
Mr. Kenneth D. Polcak, Environmental Analyst, Noise Abatement Team, State Highway Administration
Ms. Nicole Ross, Special Assistant to the Director of Environmental Design, State Highway Administration
Mr. T.E. Severe, Noise Abatement Team, State Highway Administration
Mr. Gregory Welker, District Engineer, State Highway Administration

Serial #: 02Oct26

OED Serial#: None

Noise Customer #: 322

Responding to letter dated: Follow-up to letters from Mr. Di Nunno to SHA Administrator Williams (10-07-2002) and Lt. Gov. Townsend (10-06-2002) indicating that his community is not being adequately protected from highway traffic noise and the lack of cooperation from SHA personnel

Saved: 10/10/02 3:56 PM by: T.E. Severe

N:\OED\NOISE\CORRESP\2002\DiNUNNO01.doc

Enclosure:

One copy of **EXHIBIT 1** – Diurnal Noise Analysis

268

44 Carriage Lane
Lindamoor on the Severn
Annapolis, Md. 21401
October 7, 2002

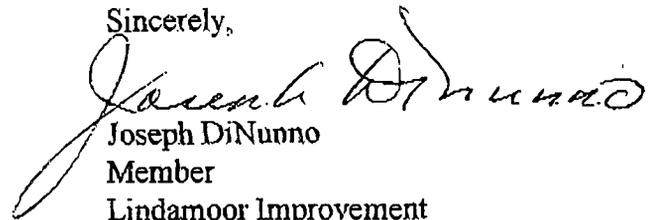
The Honorable Parker F. Williams
Administrator, SHA
State of Maryland
P.O. Box 717
Baltimore, Md. 21203

Dear Sir:

The enclosed letter expresses a continued community concern about noise from traffic as it crosses the Severn River bridge. This has been a point of issue of long standing. It is being addressed partially by a current barrier construction project. However, our community-- Lindamoor on the Severn-- is likely to benefit little from the project as currently designed and now being executed. We believe that this community is deserving more relief than it is getting. We truly resent having our well being sacrificed to the trucks and beach goers that traverse at high speed this crucial crossing. Making it possible for better beach access was one of the major goals of previous administrations. That goal was reached but not without impact on the well being of this community. We look to officials like you to help rectify an un-intended impact. We know that highway officials like to build high speed roads, not barriers to noise. Roads do benefit many, but, benefits for the many do not justify undue impacts on a few, especially if such impacts can be mitigated. We ask that you have your people re-look at this issue.

Incidentally, I have been trying for weeks to get from your Environmental Design Division the environmental design basis for the current project--particularly why the barrier will not be carried to the bridge, and the pre-barrier and post-barrier noise levels most recently measured, or calculated for our community. That office has not been responsive.

Sincerely,



Joseph DiNunno
Member
Lindamoor Improvement
Association (LIA)

cc. Steve Morris, President
Lindamoor Improvement Association

269

44 Carriage Lane
Lindamoore on the Severn
Annapolis, Md. 21401
October 6, 2002

The Honorable Kathleen Townsend
Lt. Governor
State of Maryland
Office of the Governor
100 State Circle
Annapolis, Md. 21401

Dear Lt. Governor,

Elderly people like myself listen with interest, concern and much skepticism, the rhetoric and promises that make up so much of the pre-election season. Like Charlie Brown of the comics, we really want to believe and trust but, too many times have been deceived and disappointed.

At this particular time, we in this community are really put out with the decision by State Highway authorities to limit the placement of noise barriers along Route 301 East, as it approaches the Severn River Bridge. In doing so, most of the noise reduction benefits Lindamoore had hoped for and have needed for years will again be denied. As to promises, I enclose a letter to us from Governor Glendening in 1998. His was a promise only partially fulfilled. We are glad for our neighbors who will benefit from the project currently underway but believe Lindamoore is being shorted. We understand that major reasons for not extending the barrier to the bridge are: (1) that "it would be difficult" and (2) the barrier extension would not sufficiently abate the Lindamoore impact. This answer does not sell!! We have seen the Highway Department undertake many more difficult projects than this extension would entail, and this community merits the most that the technology enables, not the least. A less than perfect solution is still better than none for those in need of relief.

The current practices of the Highway Administration is to give more priority to noise abatement for new construction than to highways such as Route 50/301 which was just "modified and enlarged". What nonsense! Above certain levels, noise is dangerous to the health and well-being of those so exposed. Abatement measures need to be prioritized by the impact, real or potential, that highway noise imposes on people nearby, not on whether the highway is new or old. Further, significant impacts from noise are experienced well beyond the immediate roadside. You are invited to visit Lindamoore and experience the situation for yourself.

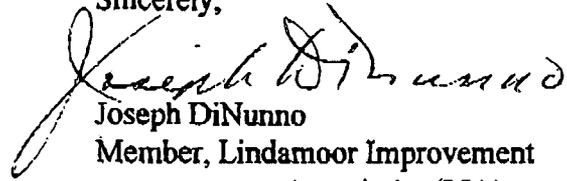
This Rt. 301/Severn River noise barrier project has been a low priority issue for the Highway Administration for over 20 years and even now is proceeding with the very minimum barrier construction. Additional abatement measures for our community might well include (1) the extension of the north side barrier to the bridge, (2) greater enforcement of the 55 mph speed limit in the area and (3) the prohibition on the bridge of the use of "jake brakes". Trucks,

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especially those using jake brakes, are the major source of noise, causing peak sounds well above dangerous levels. States other than Maryland are known to have restricted use of such brakes.

You and your rival recently committed support for major new transportation projects should you be elected. I suggest that addressing long standing problems like ours might win you more support than committing to high impact and costly, controversial new ones. Yours is an opportunity to right a long-standing wrong. I hope that you can find time during these busy days for you to address this issue. Surely you realize that elected officials who have had an opportunity to serve are judged more by what you have done than promises of what you will do.

Sincerely,



Joseph DiNunno
Member, Lindamoor Improvement
Association(LIA)

STATE OF MARYLAND
OFFICE OF THE GOVERNOR

271

PARRIS N. GLENDENING
GOVERNORANNAPOLIS OFFICE
STATE HOUSE
100 STATE CIRCLE
ANNAPOLIS, MARYLAND 21401
(410) 974-3901
(TOLL FREE) 1-800-811-8336WASHINGTON OFFICE
SUITE 311
444 NORTH CAPITOL STREET, N.W.
WASHINGTON, D.C. 20001
(202) 624-1430
TDD (410) 333-3098

October 30, 1998

Mr. Joseph Dinunno
44 Carriage Drive
Annapolis MD 21401

Dear Mr. Dinunno:

For more than two decades, your community has been working to have sound barriers installed along US 50 and your homes. With the passage earlier this year of a noise ordinance by the Anne Arundel County government, the Lindamoore community fully met the State's criteria for a sound barrier. While funding for this barrier was not included in the Maryland Department of Transportation's draft capital budget, I am pleased that, after discussions with the Department, funding for the barriers will be included in its final budget, which will be presented to the General Assembly in January.

Construction of sound barriers is important to maintaining the quality of life in our established communities. My Administration has continually focused on projects that improve the quality of life for our citizens, and I am glad that we will be able to fund these much needed sound barriers.

You and your neighbors in Lindamoore are to be commended for your persistence in pursuing this project. Thank you for becoming actively involved in improving your community, and I am pleased that we were able to be of assistance.

Sincerely,

A handwritten signature in black ink that reads "Parris N. Glendening".
Parris N. Glendening
Governor

272

MARYLAND STATE HIGHWAY ADMINISTRATION
THE ADMINISTRATOR'S OFFICE (PHONE 410-545-0400 FAX 410-209-5009)

REQUEST FOR PREPARATION OF CORRESPONDENCE

PLEASE RETURN THIS FORM AND PREPARED CORRESPONDENCE TO ADMINISTRATOR'S OFFICE

(Attn: Donna Austin)

CONTROL # 02Oct26

LOG DATE: 10/10/2002

SENDER: DINUNNO, JOSEPH

SUBJECT: SOUND BARRIERS INSTALLED ALONG US 50

- PREPARE RESPONSE FOR ADMINISTRATOR'S SIGNATURE
- PREPARE RESPONSE FOR SECRETARY'S SIGNATURE
- PREPARE RESPONSE FOR GOVERNOR'S SIGNATURE
- REPLY DIRECTLY, CC: ADMINISTRATOR
- PREPARE RESPONSE FOR ADMINISTRATOR FOR GOVERNOR'S SIGNATURE
- PREPARE RESPONSE FOR SECRETARY FOR GOVERNOR'S SIGNATURE

| THE ADMINISTRATOR'S OFFICE | |
|----------------------------|-------|
| DRAFTED BY: | _____ |
| SIGNIFICANT REVISIONS BY: | _____ |
| TYPED: | _____ |
| PROOFED: | _____ |
| DATE IN: | _____ |
| APPROVED: | _____ |
| FOLLOW UP BY: | _____ |
| DUE DATE: | _____ |

ASSIGNED TO: ADAMS

TO BE RETURNED TO ADMINISTRATOR'S OFFICE BY: 10/16/2002

RESPONSE PREPARED BY: T.E. SEVERE XB600
(Name / Telephone / Date)

TYPED BY: T.E. SEVERE

PROOFREAD BY: J. HADE / K. POLCAK / N. ROSS / E. ADAMS

SENIOR MANAGER'S APPROVAL: cha

WAS THERE PERSONAL CONTACT WITH THE SENDER? [] YES [] NO

REMARKS: _____

Customer Info. View for 2001

Thursday, October 10, 2002 03:29 PM

TSevere

| | | | | | | |
|----------|----------------|------------|---------------------|------------|----------------------|--------------------------|
| ID # | MAP | DATE | Letter or Phone onl | LAST NAME | FIRST NAME | Active? |
| 332 | F-13 | 03/01/1988 | | Di NUNNO | Joseph J. | <input type="checkbox"/> |
| STREET#: | STREET NAME | COUNTY | CITY (Post office | ZIPCODE | Representative statu | |
| 44 | Carriage Drive | AA | Annapolis | 21401-1006 | | |



Elected Official whom has communicated directly to us on this custome

| | | | |
|-----------|--------------|----------------|---|
| DAY PHONE | HOME PHONE | E-Mail address | COMMUNITY |
| | 301-266-5178 | jjdi@erols.com | Riverview/Lindamoor/Garden Farms (Linda |

Logical Project Limits | ROADWAY: US 50/301 | BarrierName

EB US 50 just west of Severn River Bridge on oppoiste side of Cove of Cork

| | | |
|--|--|---------------------|
| RESPONSE | INQUIRY | 2nd Contact |
| Will check availability of reports, plans etc. | would like noise reports for WB Riv/Lind barrier | |
| Last Contact | Researcher: | Primary SHA Contact |
| 07/03/2002 | Ken | |

| | | | | |
|--------------|-------|--|-----|-----------------------|
| FILE LOCATIO | OTHER | Current committmen | Ted | Construction Projects |
| | | Call back after return from conference week of 7/15/02 | | |

| | | | |
|--------------------------|-------------------------|--------------------|-----------------------|
| Do we owe a letter? | Letter Commit due date: | Letter signed date | Reason Letter is Late |
| <input type="checkbox"/> | | | |

LAST action:



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

06-2002 EO's Dist. 30 - Sen. John C. Astle; Dels. Michael Busch; Virginia Clagett; Richard D'Amato; AA Councilmember Barbara D. Samorajczyk
 7/3/02 KDP spoke to Mr.DiN.he wanted to get info. on exactly where barrier will end at end of Acom Drive
 6-25-02 Mr. Di Nunno called; spoke w/Ted Severe; is an engineer; wants copies of noise studies for WB barrier for Lindamoor comm; his home is on Cove of Cork opp. 41 Acom Dr.; concerned about reflected noise between the barriers and around ends of barriers; TES updated this entry and provided Ken Polcak's phone number and e-mail address so that Mr. Di Nunno could request info directly
 7-29-1997 - no entry data available

Comment Journal, and letter hyperlinks

Consultant Fir | 1-888-375-1975 outside MD

To Meet 100% of our Commitments!



SEE GRID E7
1 MATHIAS HAMMOND WAY
2 PEGGY STEWART WAY

1 MARKET QUAY
2 SHIPWRIGHT HARBOR

436

2

70

70

450

436

450

436

450

275

Click here for a plain text ADA compliant screen.



Maryland Department of Assessments and Taxation
ANNE ARUNDEL COUNTY
 Real Property Data Search

[Go Back](#)
[View Map](#)
[New Search](#)

Account Identifier: District - 02 Subdivison - 485 Account Number - 90013594

Owner Information

Owner Name: DI NUNNO TRUSTEE, JOSEPH J
 DI NUNNO TRUSTEE, MARY E
Use: RESIDENTIAL
Principal Residence: YES
Mailing Address: 44 CARRIAGE DR
 ANNAPOLIS MD 21401-1006
Deed Reference: 1) / 9468/ 128
 2)

Location & Structure Information

Premises Address: 44 CARRIAGE DR
 ANNAPOLIS 21401
Zoning: R2
Legal Description: LT 10 PL 1
 44 CARRIAGE LA
 LINDAMOOR ON SEVERN
Waterfront: WATERFRONT

| Map | Grid | Parcel | Subdivison | Section | Block | Lot | Group | Plat No: | Plat Ref: |
|-----|------|--------|------------|---------|-------|-----|-------|----------|-----------|
| 45 | 11 | 100 | 485 | | | 10 | 81 | | 2/ 11 |

| Special Tax Areas | Town Ad Valorem Tax Class | Primary Structure Built | Enclosed Area | Property Land Area | County Use |
|-------------------|---------------------------|-------------------------|---------------|--------------------|-----------------|
| | | 1980 | 2,181 SF | 35,700.00 SF | |
| Stories | Basement | | | Type | Exterior |
| 1 | YES | | | STANDARD UNIT | FRAME |

Value Information

| | Base Value | Phase-In Assessments | | |
|--------------------|----------------|------------------------|------------------------|------------------------|
| | | Value As Of 01/01/2002 | Value As Of 07/01/2002 | Value As Of 07/01/2003 |
| Land: | 133,430 | 335,420 | | |
| Improvements: | 171,200 | 189,970 | | |
| Total: | 304,630 | 525,390 | 378,216 | 451,802 |
| Preferential Land: | 0 | 0 | 0 | 0 |

Transfer Information

Seller: DINUNNO, JOSEPH J
Type: NOT ARMS-LENGTH
Date: 10/14/1999
Deed1: / 9468/ 128
Price: \$0
Deed2:
Seller:
Type: UNKNOWN
Date: 04/07/1978
Deed1: / 3067/ 475
Price: \$70,000
Deed2:
Seller:
Type:
Date:
Deed1:
Price:
Deed2:

Exemption Information

| Partial Exempt Assessments | Class | 07/01/2002 | 07/01/2003 |
|----------------------------|-------|------------|------------|
| County | 000 | 0 | 0 |
| State | 000 | 0 | 0 |
| Municipal | 000 | 0 | 0 |

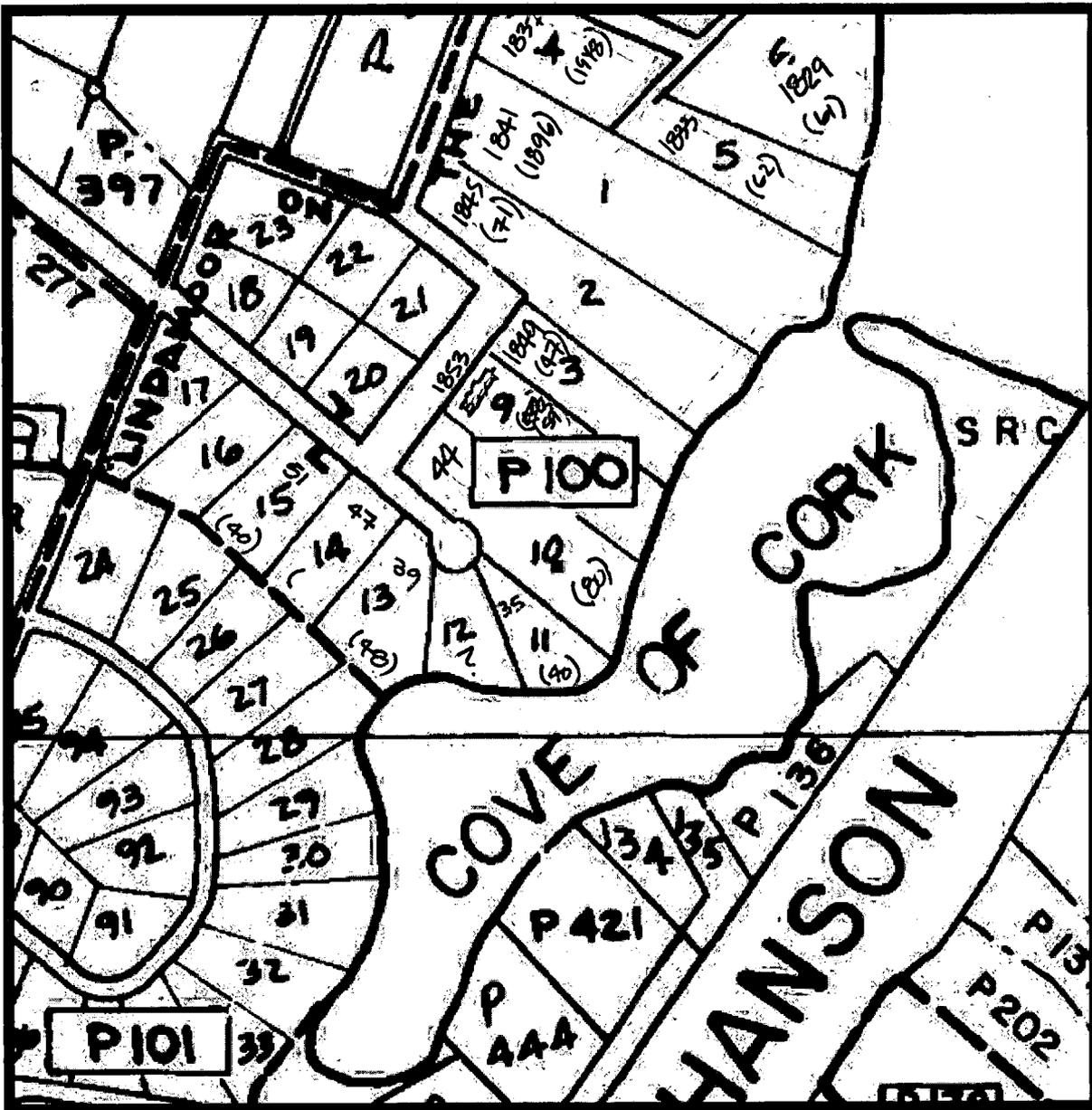
Tax Exempt: NO
Exempt Class:
Special Tax Recapture:
 * NONE *



Maryland Department of Assessments and Taxation
ANNE ARUNDEL COUNTY
Real Property Data Search

Go Back
View Map
New Search

District - 02 Subdistrict - 485 Account Number - 90013594



Property maps provided courtesy of the Maryland Department of Planning ©2001.
For more information on electronic mapping applications, visit the Maryland Department of Planning web site at
www.mdp.state.md.us



**Maryland Department of Transportation
State Highway Administration**

277

Parris N. Glendening
Governor

John D. Porcari
Secretary

Parker F. Williams
Administrator

July 17, 2002

Ms. Deborah M. Doss
1666 Sham Court
Annapolis MD 21401-5638

Dear Ms. Doss:

Thank you for your recent letter regarding a sound barrier for the Revell Downs community, along westbound US 50/US 301 near Bay Head Road in Anne Arundel County. I appreciate the opportunity to respond to your inquiry.

The State Highway Administration (SHA) considers the need for sound barriers in two circumstances, designated "Type I" and "Type II." In "Type I" situations, barriers are considered when a new highway is being built or an existing highway is being expanded. Prior to the approval of the last improvement work on this section of US 50, SHA performed an analysis to determine if future noise levels will equal or exceed the impact threshold of 66 decibels and whether noise levels would increase by at least 5 decibels over the condition of *not* improving the highway, and, if so, whether those noise levels could be reduced for a reasonable cost. Only the affected homes that predated the approval of the highway improvements were considered. The basis for the requirement of a minimum of a 5 decibel change is that the human ear can only begin to discern out-door sound level changes between 3 and 5 decibels. The 1981 Final Environmental Impact Statement (FEIS) for the US 50/US 301 highway improvements near the Revell Downs community indicated that noise levels would not increase over the condition of not constructing the improvements. A 1987 re-analysis was performed which showed that the proposed highway project would not result in a substantial change in the noise levels over the no-build situation, therefore, no Type I sound abatement was warranted for this area.

When a highway already exists and is *not* being expanded—so that Type I criteria do not apply—a community that predates the original highway may be considered for a "Type II," or "retrofit," barrier. The intent of the Type II program is to address areas of noise impact along highways that were built before environmental analyses became a part of the highway development process. All of the following technical criteria must be met for a barrier to be approved: the majority of homes must predate the highway; existing noise levels must equal or exceed the 66 decibel impact threshold; and we must be able to build an effective barrier for \$50,000 or less per benefited home. If these criteria are met, the County in which the community is located must have an ordinance that addresses the impact of noise on new residential development, and the County must agree to fund 20 percent of the barrier cost. The SHA evaluated the Revell Downs community for Type II noise abatement and determined that the majority of the homes in the community were constructed in the mid-1980s, after the 1954 opening date for US 50/US 301. Based on this information, the Revell Downs community cannot be considered for a Type II sound barrier.

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

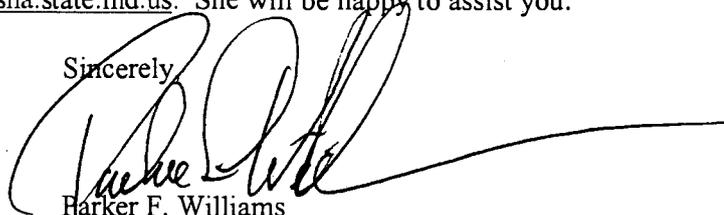
Ms. Deborah M. Doss
Page Two

It is my understanding that, at your request, Mr. James Hade, our Noise Abatement Team Leader, and Ms. Nicole Ross, Special Assistant to our Director of Environmental Design, attended the Revell Downs community meeting on June 3. One topic of discussion at the meeting was the community's ineligibility for noise abatement under the State's Sound Barrier Program. Copies of our brochure, *Community Resource Guide On Sound Barriers*, were also distributed at the meeting. In the event that you did not receive one, I have enclosed a copy for your review.

You also expressed a concern about the traffic that uses East College Parkway as a short-cut to and from US 50. As is stated in the brochure, our Sound Barrier Policy is intended only to reduce the impact of highway traffic noise on communities that meet the criteria outlined above. We appreciate your concern regarding the traffic on East College Parkway, however, it is operated and maintained by Anne Arundel County, and not the State of Maryland. If you would like to contact the County regarding your concerns with East College Parkway, please feel free to contact Mr. Ronald Bowen, the County's Director of Public Works, at 2662 Riva Road, Annapolis Maryland 21401. Mr. Bowen may also be reached at 410-222-7092.

Thank you again for your letter and interest in the State's Sound Barrier Program. If you have any additional questions or concerns, please do not hesitate to contact Ms. Ross at 410-545-8616, 1-800-446-5962, or nross@sha.state.md.us. She will be happy to assist you.

Sincerely



Parker F. Williams
Administrator

Enclosure

- cc: Mr. Ronald Bowen, Director of Public Works, Anne Arundel County
- The Honorable John C. Astle, Member, Senate of Maryland
- The Honorable Michael E. Busch, Member, Maryland House of Delegates
- The Honorable Virginia P. Clagett, Member, Maryland House of Delegates
- The Honorable C. Richard D'Amato, Member, Maryland House of Delegates
- James D. Hade, RLA, Noise Abatement Team Leader, Office of Environmental Design,
State Highway Administration
- Ms. Nicole Ross, Special Assistant to the Director, Office of Environmental Design, State
Highway Administration
- The Honorable Cathleen M. Vitale, Member, Anne Arundel County Council

Ms. Deborah M. Doss
Page Three

bcc: Mr. Charles B. Adams, Director of Environmental Design, State Highway Administration Mr.
Neil J. Pedersen, Deputy Administrator for Planning and Engineering, State Highway
Administration
Mr. T.E. Severe, Noise Abatement Team, State Highway Administration
Mr. Greg Welker, District Engineer, State Highway Administration

Serial #: None
OED Serial#: None
Noise Customer #: 2585

Responding to letter dated: Follow-up to 06-16-2002 letter to SHA Administrator Williams from Ms. Doss "[issuing] a complaint about US 50"; her complaint concerns high levels of traffic noise that she is experiencing at her home adjacent to US 50; she requested Mr. James Hade attend the 06-03-2002 Revel Downs community meeting to explain the Sound Barrier Policy as it related to her community; community did not exist at time of 1981 FEIS for US 50/US 301 improvements and no Type I evaluation warranted; majority of homes in community constructed in mid-1980s after 1954 opening of US 50; therefore, community postdates US 50 and cannot be considered for Type II barrier
Saved: 07/09/02 11:45 AM by: T.E. Severe
N:\OED\NOISE\CORRESP\2002\DOSSDM01.doc

Enclosure:

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

Red 280
sent
7/11/02

MARYLAND STATE HIGHWAY ADMINISTRATION
THE ADMINISTRATOR'S OFFICE (PHONE 410-545-0400 FAX 410-209-5009)

REQUEST FOR PREPARATION OF CORRESPONDENCE

PLEASE RETURN THIS FORM AND PREPARED CORRESPONDENCE TO ADMINISTRATOR'S OFFICE

(Attn: Donna Austin)

CONTROL # 02Jul9

LOG DATE: 07/08/2002

SENDER: DOSS, DEBORAH M.

SUBJECT: NOISE BARRER FOR US 50 IN THE REVELL DOWNS COMMUNITY

- PREPARE RESPONSE FOR ADMINISTRATOR'S SIGNATURE
- PREPARE RESPONSE FOR SECRETARY'S SIGNATURE
- PREPARE RESPONSE FOR GOVERNOR'S SIGNATURE
- REPLY DIRECTLY, CC: ADMINISTRATOR
- PREPARE RESPONSE FOR ADMINISTRATOR FOR GOVERNOR'S SIGNATURE
- PREPARE RESPONSE FOR SECRETARY FOR GOVERNOR'S SIGNATURE

| THE ADMINISTRATOR'S OFFICE | |
|----------------------------|-------|
| DRAFTED BY: | _____ |
| SIGNIFICANT REVISIONS BY: | _____ |
| TYPED: | _____ |
| PROOFED: | _____ |
| DATE IN: | _____ |
| APPROVED: | _____ |
| FOLLOW UP BY: | _____ |
| DUE DATE: | _____ |

ASSIGNED TO: ADAMS

TO BE RETURNED TO ADMINISTRATOR'S OFFICE BY: 07/11/2002

RESPONSE PREPARED BY: T.E. SEVERE X 8500 7/8/02
(Name / Telephone / Date)

TYPED BY: T.E. SEVERE

PROOFREAD BY: N. ROSS / C.B. ADAMS

SENIOR MANAGER'S APPROVAL: cha

WAS THERE PERSONAL CONTACT WITH THE SENDER? YES [] NO

REMARKS: _____

1666 Sham Ct
Annapolis, MD 21401

281

June 16, 2002

Parker F. Williams
Maryland Department of Transportation
State Highway Administration
PO Box 707
Baltimore, MD 21202

Dear Parker F. Williams,

I would like to issue a complaint about US 50. I live in the Revell Downs community and the noise from US 50 is so loud that I cannot open my windows. I would like to ask if this community may get a noise barrier.

Also, I would like to complain about the traffic on E College Pkwy in the summer months. This has become a short cut for people and the line of traffic is getting out of hand. If we could get a noise barrier this would no longer be visible and people would stop using this as an access road to the bridge.

I hope that we can resolve this matter together.

Sincerely yours,



Deborah M. Doss

Deborah W.

282

| | | | | | | | |
|---|-------------------------|---------------------|-----------------------|--|----------------------|-------------------------------------|---------|
| Customer Info. View for 2001 | | | | Monday, July 08, 2002 03:39 PM | | | TSevere |
| ID # | MAP | DATE | Letter or Phone onl | LAST NAME | FIRST NAME | Active? | |
| 2585 | | 05/09/2002 | Phone | DOSS | Ms-Debbie | <input checked="" type="checkbox"/> | |
| STREET# | STREET NAME | COUNTY | CITY (Post office | ZIPCODE | Representative statu | | |
| 1666 | Sham Court | AA | Annapolis | 21401-5638 | private | | |
| Elected Official whom has communicated directly to us on this custome | | | | AA Co Exec Janet S. Owens (Aide - Ms. Gail Sm | | Find Next | |
| DAY PHONE | HOME PHONE | E-Mail address | COMMUNITY | | | | |
| 410-393-8035 | 410-626-8409 | | Revell Downs | | | | |
| Logical Project Limits | ROADWAY | US 50 | BarrierName | | | | |
| WB US 50 between Bay Head Rd and MD 179 | | | | | | | |
| RESPONSE | INQUIRY | | | | 2nd Contact | | |
| described Type I & II criteria; comm did not exist for 1981 FEIS for US 50/301 improvements; No Type I; postdates US 50/301; not eligible for Type II; comm given this infor 06-03-02 at comm mtg | | | | called AA Co Exec office with a noise issue | | | |
| Last Contact | Researcher | Primary SHA Contact | | Construction Projects | | | |
| 07/08/2002 | | Charlie | | | | | |
| FILE LOCATIO | OTHER | Current committmen | | none | | | |
| Do we owe a letter? | Letter Commit due date: | 07/11/2002 | Reason Letter is Late | | | | |
| <input checked="" type="checkbox"/> | Letter signed date | | n/a | | | | |
| LAST action | | | | | | | |
| 7-8-02 Rec'd 6-16-02 letter from Ms. Doss; issuing a noise complaint for US 50 (Revell Downs); this letter a follow-up to 6-3-02 meeting attended by Jim Hade & Nicole Ross; commnity postdates US50; ineligible for Type II; comm did not exist for 1982 FEIS; | | | | | | | |
| Comments: This field can not be sorted or searched.: OPPE or Hwy rep.current type 1 inf | | | | | | | |
| 05-2002 Dist. 30 Sen. John C. Astle; Dels. Michael E. Busch; Virginia P. Clagett; C. Richard D'Amato; AA Cndl Cathleen M. Vitale | | | | | | | |
| 5-9-02 Ms. Doss called AA Co Exec office with a noise issue; Ms. Gail Smith called CBA for response and wishes to receive copy of OED/NAT response when avail. | | | | | | | |
| Comment Journal, and letter hyperlinks | | | | \\shadgn\vol1\user\oed\Noise\Dbase\Customer_notes\ | | | |
| Consultant Fir | | | | 1-888-375-1975 outside MD | | | |

- Hot Projects
- ALL Projects
- Hot Projects

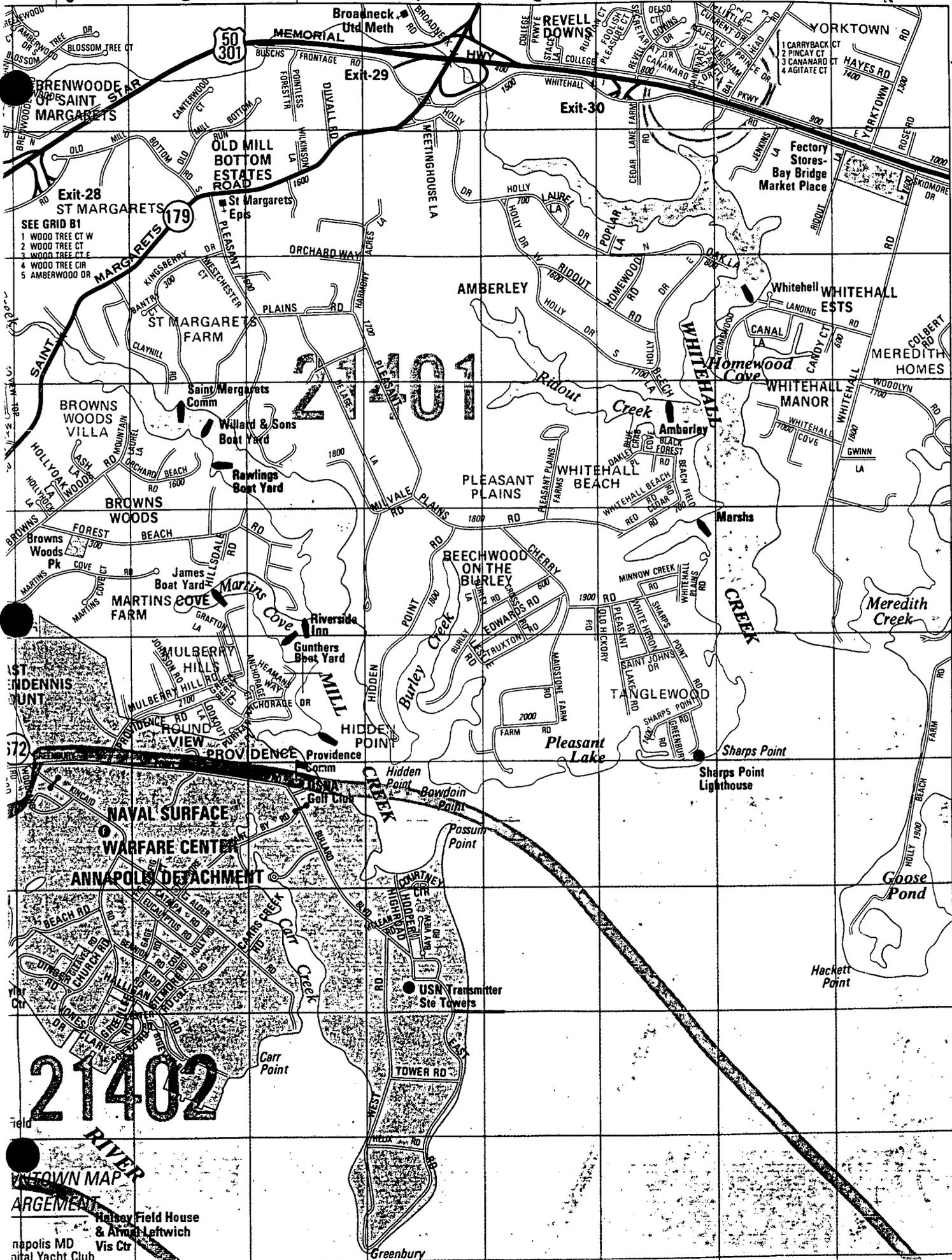
To Meet 100% of our Commitments!

950,000 FT

76°27'30"

Joins Map 16

960,000 FT



Exit-28
ST MARGARETS

SEE GRID B1

- 1 WOOD TREE CT W
- 2 WOOD TREE CT
- 3 WOOD TREE CT E
- 4 WOOD TREE CIR
- 5 AMBERWOOD DR

21401

AMBERLEY
Whitehall
Homewood Cove
Pleasant Plains
Whitehall Beach
Marshes

21402

NAVAL SURFACE
WARFARE CENTER
ANNAPOLIS DETACHMENT

USN Transmitter
Sic Towers

Greenbury

1
2
3
4
5
6
7
8
9
10

430,000 FT

39°00'00"

420,000 FT

Joins Map 22

21402

RIVER

TOWN MAP

ARGEMENT

Halbay Field House
& Anna Leftwich
Vis Ctr

Annapolis MD
Digital Yacht Club

284

Click here for a plain text ADA compliant screen.

| | |
|--|---|
|  Maryland Department of Assessments and Taxation ANNE ARUNDEL COUNTY Real Property Data Search | Go Back View Map New Search |
|--|---|

Account Identifier: District - 03 Subdivision - 684 Account Number - 90021228

Owner Information

| | | | |
|-------------------------|---|-----------------------------|----------------------|
| Owner Name: | DOSS, ARTHUR | Use: | RESIDENTIAL |
| | | Principal Residence: | YES |
| Mailing Address: | 1666 SHAM CT ANNAPOLIS MD 21401-5638 | Deed Reference: | 1) / 9040/ 523 2) |

Location & Structure Information

| | | |
|--|---------------------|--|
| Premises Address 1666 SHAM CT ANNAPOLIS 21401 | Zoning R5 | Legal Description LT 220 SC 2 PL 1 1666 SHAM CT REVELL DOWNS |
|--|---------------------|--|

| Map | Grid | Parcel | Subdivision | Section | Block | Lot | Group | Plat No: | 1 |
|-----|------|--------|-------------|---------|-------|-----|-------|-----------|--------|
| 40 | 18 | 451 | 684 | 2 | | 220 | 80 | Plat Ref: | 82/ 11 |

| | |
|--------------------------|----------------------------------|
| Special Tax Areas | Town Ad Valorem Tax Class |
|--------------------------|----------------------------------|

| Primary Structure Built | Enclosed Area | Property Land Area | County Use |
|-------------------------|---------------|--------------------|------------|
| 1985 | 820 SF | 8,196.00 SF | |

| Stories | Basement | Type | Exterior |
|---------|----------|-------------|----------|
| SPFOY | | SPLIT FOYER | SIDING |

Value Information

| | Base Value | Value | | | Phase-in Assessments | | |
|---------------------------|------------|------------|------------|------------|----------------------|-------|-------|
| | | As Of | As Of | As Of | As Of | As Of | As Of |
| | | 01/01/2001 | 07/01/2001 | 07/01/2002 | | | |
| Land: | 61,040 | 61,040 | | | | | |
| Improvements: | 58,610 | 69,400 | | | | | |
| Total: | 119,650 | 130,440 | 123,246 | 126,842 | | | |
| Preferential Land: | 0 | 0 | 0 | 0 | | | |

Transfer Information

| | | |
|-----------------------------------|---------------------------|-------------------------|
| Seller: KAPLOW, ANNETTE M | Date: 02/16/1999 | Price: \$135,000 |
| Type: IMPROVED ARMS-LENGTH | Deed1: / 9040/ 523 | Deed2: |
| Seiler: ALMON, E THOMAS | Date: 10/07/1992 | Price: \$128,000 |
| Type: IMPROVED ARMS-LENGTH | Deed1: / 5779/ 842 | Deed2: |
| Seiler: UNKNOWN | Date: 02/04/1985 | Price: \$80,350 |
| Type: UNKNOWN | Deed1: / 3847/ 314 | Deed2: |

Exemption Information

| Partial Exempt Assessments | Class | 07/01/2001 | 07/01/2002 |
|----------------------------|-------|------------|------------|
| County | 000 | 0 | 0 |
| State | 000 | 0 | 0 |
| Municipal | 000 | 0 | 0 |

| | |
|-----------------------|-------------------------------|
| Tax Exempt: NO | Special Tax Recapture: |
| Exempt Class: | * NONE * |

286

E



**Maryland Department of Transportation
State Highway Administration**

287

Parris N. Glendening
Governor

John D. Porcari
Secretary

Parker F. Williams
Administrator

June 18, 2002

Mr. Richard D. Ely
9221 Winding Way
Ellicott City MD 21043-6445

Dear Mr. Ely:

This letter is a follow-up to our September 23, 2001 letter to you regarding the post-construction noise level measurement study for the Columbia Hills community, along northbound US 29 from MD 108 to south of the US 29/MD 100 interchange in Howard County. I appreciate the opportunity to provide the following information.

The State Highway Administration (SHA) has completed its post-construction measurement study. Our analysis has determined that the barrier is performing better than predicted. Please refer to the attached plan for complete information. This plan is a modification of the one distributed at the July 2000 community meeting and shows the noise receptor locations with their July 2000 values and the recently taken noise level measurements and their associated insertion losses. Also attached, for your information, is a copy of the full report, *Post Noise Barrier Construction Ambient Test Results, US 29/MD 108 Interchange, Columbia Hills, Howard County, Maryland, SHA Contract No. HO7945124*, dated June 3, 2002.

Thank you for your patience while we conducted this follow-up post-construction noise level evaluation. If you have additional questions or concerns, please do not hesitate to contact Mr. James Hade, our Noise Abatement Team Leader at 410-545-8599 or 1-800-446-5962 or, by e-mail, at jhade@sha.state.md.us. He will be happy to assist you.

Sincerely,

A handwritten signature in black ink, appearing to read 'Charles B. Adams'.

Charles B. Adams

Director

Office of Environmental Design

Attachments

cc: The Honorable Edward J. Kasemeyer, Member, Senate of Maryland
The Honorable Elizabeth Bobo, Member, Maryland House of Delegates
The Honorable Christopher Merdon, Member, Maryland House of Delegates
James D. Hade, RLA, Noise Abatement Team Leader, State Highway Administration
Mr. Robert L. Fisher, District Engineer, State Highway Administration

My telephone number is _____

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

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

Mr. Richard D. Ely
Page Two

bcc: Ms. Nicole Ross, Special Assistant to the Director, Office of Environmental Design, State Highway Administration
Ms. Nanette M. Schieke, State Legislative Officer, Maryland Department of Transportation
Mr. T.E. Severe, Noise Abatement Team, State Highway Administration

Serial #: None

OED Serial#: None

Noise Customer #: 1164

Responding to letter dated: Follow-up to 09-23-2001 letter to Mr. Richard Ely providing post-barrier construction noise level measurements for the Columbia Hills community

Saved: 06/10/02 11:21 AM by: T.E. Severe

N:\OED\NOISE\CORRESP\2002\ELYRD01.doc

Enclosure

One copy (2 pages) of cover letter with synopsis of results of post-construction report, dated June 5, 2002

One copy (11 x 17) of July 2000 community meeting display showing barrier alignment; noise receptor information modified to show 07-2000 noise levels and measured post-barrier construction noise levels; insertion losses indicate barrier is performing well and that the measured noise levels are averaging 2-3 dBA lower that predicted (greater sound attenuation)

One copy (11 x 17) of July 2000 community meeting display showing barrier alignment, noise receptor information and existing and predicted noise levels for each receptor

One copy of *Post Noise Barrier Construction Ambient Test Results, US 29/MD 108 Interchange, Columbia Hills, Howard County, Maryland, SHA Contract No. HO7945124*, dated June 3, 2002.



Offices in: Baltimore, Maryland
Charleston, West Virginia
Pittsburgh, Pennsylvania
Richmond, Virginia
York, Pennsylvania

June 5, 2002

Mr. Charles B. Adams, Director
Office of Environmental Design
Maryland State Highway Administration
707 North Calvert Street
Baltimore, Maryland 21202

Attn: Mr. Jim Hade

RE: Highway Noise Analysis and Sound Barrier Design Services
BCS 2001-08B
US 29 at Columbia Hills
JMT Job No. 300602-01

Gentlemen:

Jim:
Please draft a letter to Richard Ely transmitting and summarizing the results.
Thanks
Charlie

We have completed the requested post wall construction ambient testing and modeling for the Columbia Hills Community and are hereby submitting three (3) copies of the results. To summarize, at all front row locations tested, the measured ambient noise level is at or within 3 dBA less than the predicted traffic noise level as shown to the public at the public informational meeting held on July 13, 2000. At the two test locations farther from the highway, 9233 Spring Valley Road and 9128 Sybert Drive, the measured ambient noise level is below the predicted traffic noise level by 7 dBA.

Testing was performed during the PM peak hours between 3 p.m. and 5:30 p.m. at 11 locations. At 9249 Spring Valley Road, continuous testing was performed at two different locations. Site 'A' was at 5 feet above ground level and site 'B' was at 5 feet above the top of the noise barrier. The continuous test at 9249 Spring Valley Road, site 'B', indicated a continuous 57 dBA Leq noise throughout the testing. Therefore, no adjustments were deemed necessary to any of the tests performed. Short-term (20-minute) tests were performed at all other locations along with simultaneous traffic counting and speed checks.

Test results at each location were within 1 dBA on the two days of testing. The only exception to this was at 9233 Spring Valley Road where there was a 3 dBA variance between the two days of testing. We feel that the increase on the second day was not caused by traffic, but by an increase in the general background noise. We conclude this because the continuous test at 9249 Spring Valley Road, which is much closer to the traffic source, did not exhibit a change in noise level. However, we have shown the highest of the test results on the attached exhibit.

The instrument used for testing was the Metrosonics db-308 noise analyzer. Each meter was calibrated prior to the testing, set to record in the 'Slow' response rate and fitted with windscreens. Wind conditions during the testing were noted on site sketches. The meters were set to record data in one-minute intervals. Using short time intervals enabled us to more accurately eliminate intervals that had been affected by background noise. For the duration of all short-term testing, notations were made

Johnson, Mirmiran and Thompson
June 5, 2002
JMT Job No. 300602.01
Page 2

indicating times at which background noises were present. In cases where the noted times exhibited a substantial increase in noise, they were not included in the computed Leq; therefore, the Leq values shown in the display within are representative of ambient noise, generally not affected by background noise.

Traffic was counted on US 29 NBR & SBR and the on-ramp from MD 108 WB to US 29 NB. In addition, traffic was video taped during some of the testing periods each day. Speed checks were performed by driving the roadways during testing and also performed by comparing the time and distance between two established points.

Attached is an exhibit showing the noise barrier location, the traffic noise levels without abatement, the predicted traffic noise level with abatement as designed, and post construction noise test results. Also included is the exhibit shown to the public at the public informational meeting held on July 13, 2000.

If you should have any questions or require any additional information, please do not hesitate to contact this office.

Very truly yours,

JOHNSON, MIRMIRAN & THOMPSON



Walter R. Kulis, P.E.
Vice President

WRK/TPS

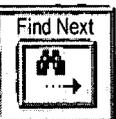
cc: Tracy Seymour
Scott Mednick

Customer Info. View for 2001

Thursday, June 06, 2002 03:45 PM

TSevere

| | | | | | | |
|---------|-------------|------------|---------------------|------------|----------------------|-------------------------------------|
| ID # | MAP | DATE | Letter or Phone onl | LAST NAME | FIRST NAME | Active? |
| 1164 | D-12 | 02/10/1997 | | ELY | Mr. Richard D. | <input checked="" type="checkbox"/> |
| STREET# | STREET NAME | COUNTY | CITY (Post office | ZIPCODE | Representative statu | |
| 9221 | Winding Way | HO | Ellicott City | 21043-6445 | Community Repr | |



Elected Official whom has communicated directly to us on this custome

| | | | |
|--------------|--------------|----------------|----------------|
| DAY PHONE | HOME PHONE | E-Mail address | COMMUNITY |
| 410-539-1730 | 410-995-0292 | | Columbia Hills |

Logical Project Limits

| | |
|---------|-------------|
| ROADWAY | BarrierName |
| US 29 | |

US 29 at MD 108 - northeast quadrant of interchange

| | | |
|--|--|-----------------------|
| RESPONSE | INQUIRY | 2nd Contact |
| project on schedule-to advertise by end of year (00) - construction start in Spring 2001 | Status of barrier contract - for gen'l comm mto report | |
| | Last Contact | Researcher |
| | 11/29/2000 | KEN |
| | Primary SHA Contact | Construction Projects |

| | | |
|--------------|-------|--------------------|
| FILE LOCATIO | OTHER | Current committmen |
| | | none |

| | | |
|--------------------------|-------------------------|-----------------------|
| Do we owe a letter? | Letter Commit due date: | Reason Letter is Late |
| <input type="checkbox"/> | | |
| LAST action | Letter signed date | |

11/29/00 - phone inquiry taken by KDP PNG LETTER FUNDING APPROVED (PER CBA) 07/06 - Mr. Ely will meet with NBH and Fred Eisen 07/10 at 7:00 pm



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

06/2000 - EO's - Dist. 12B - Sen. Edward J. Kasemeyer, Del. Elizabeth Bobo; HO Cnd Christopher Merdon 5/5/98 - Fred Eisen to Natalie: Current status for the Columbia Hills Community noise wall is as follows: We have taken additional noise measurements Requested and recived exiting utility information from all utility companies with facilities in the area of the noise wall Requested and recived additional survey information Project is tenativly scheduled for a preliminary field investigation on August 15, 1998. (design is 30% complete)

Comment Journal, and letter hyperlinks

Consultant Fir

1-888-375-1975 outside MD

To Meet 100% of our Commitments!



Maryland Department of Transportation
The Secretary's Office

Parris N. Glendonig
Governor

Kathleen Kennedy Townsend
Lt. Governor

John D. Porcari
Secretary

Beverly K. Swalm-Staley
Deputy Secretary

December 27, 2002

Donald E. English, Jr., Esq.
Morgan, Lewis & Bockius, LLP
Counselors at Law
1111 Pennsylvania Avenue, N.W.
Washington DC 20004-2541

Dear Mr. English:

Thank you for your Maryland Public Information Act (MPIA) request. You had asked for copies of documents, including internal memoranda, that are related to noise-level measurement studies, construction of sound barriers, and funding for sound barriers for any areas that are adjacent to the Capital Beltway (I-495), between the Potomac River and Old Georgetown Road (MD 187), in Montgomery County.

Sound barriers exist at several locations along this segment of the Capital Beltway. They include barriers that, generally speaking, run from: Old Georgetown Road to east of Fernwood Road (inner and outer loops); Fernwood Road to west of Fernwood Road (outer loop); west of Fernwood Road to Greentree Road (inner loop); Greentree Road to I-270 West Spur (outer loop); Greentree Road to Bradley Boulevard (inner loop); Bradley Boulevard to east of River Road (inner loop); Bradley Boulevard to north of River Road (outer loop); and River Road to south of River Road (outer loop). In addition, noise-level studies may have been performed for communities that did not, in the end, receive barriers. We interpret your request to include all such communities.

Mr. James Hade, Team Leader of the State Highway Administration's (SHA) Noise Abatement Team, is the custodian of these records. He has reviewed your request and informs me that the time needed to assemble these documents will be considerable and will far exceed the number of free hours that the MPIA allows. The number of copies also will easily exceed the number of free copies allowed by the MPIA. And because some of these documents may be privileged or non-disclosable, some review by the Attorney General's staff will be required.

While we certainly want to provide you and your clients with access to all of the requested documents that are not otherwise privileged or non-disclosable, we thought that you would want to know that, if we were to provide the information in the manner requested, the cost to you and your clients could be substantial. We therefore suggest that you and Mr. Edward S. Harris, Counsel to SHA, work together to develop a more cost-effective way to meet your needs. You may reach Mr. Harris at 410-545-0040. He has been briefed on your request and awaits your call.

294

Donald E. English, Jr., Esq.
Page Two

Thank you again for your letter. If you have any additional questions or concerns, please do not hesitate to contact Mr. Harris. He will be happy to assist you.

Sincerely,



John D. Porcari
Secretary

cc: James Hade, RLA, Noise Abatement Team Leader, State Highway Administration
Edward S. Harris, Esq., Counsel to the State Highway Administration
Mr. Parker F. Williams, Administrator, State Highway Administration

Donald E. English, Jr., Esq.
Page Three

bcc: Mr. Charles B. Adams, Director of Environmental Design, State Highway Administration
Michael E. Kenney, Esq., Assistant Attorney General, State Highway
Administration
Mr. Neil J. Pedersen, Deputy Administrator for Planning and Engineering, State Highway
Administration
Ms. Nicole Ross, Special Assistant to the Director of Environmental Design, State
Highway Administration
Mr. T.E. Severe, Noise Abatement Team, State Highway Administration
Mr. Charlie K. Watkins, District Engineer, State Highway Administration

Serial #: WSC 10757

OED Serial#:

Noise Customer #: 2340

Responding to letter dated: Interim follow-up response to Mr. English's 11-22-2002 letter to MDOT Secretary Porcari requesting "copies of any documents, including internal memoranda or other documents related to noise level measurement studies, the construction of sound barriers and funding for sound barriers for any areas adjacent to the beltway in Montgomery County, Maryland, between the Potomac River and Old Georgetown Road.

Saved: 12/04/02 5:03 PM by: T.E. Severe

N:\OED\NOISE\CORRESP\2002\ENGLISHDE02.doc

Morgan, Lewis & Bockius LLP
1111 Pennsylvania Avenue, NW
Washington, DC 20004
Tel: 202.739.3000
Fax: 202.739.3001
www.morganlewis.com

Morgan Lewis
C O U N S E L O R S A T L A W

Donald E. English
202-739-5986
denglish@morganlewis.com

NOV 27 2002

SECRETARY
DEPARTMENT OF TRANSPORTATION

November 22, 2002

**BY CERTIFIED MAIL
RETURN RECEIPT REQUESTED**

Secretary John D. Porcari
Maryland Department of Transportation
Post Office Box 8755
BWI Airport, MD 21240

Subject: MPIA Request re: Sound Barriers in Montgomery County, MD

Dear Secretary Porcari:

I represent local community organizations that seek the installation of noise barriers to abate the impact of the increasing noise from the Capital Beltway. Pursuant to the Maryland Public Information Act (MPIA), State Government Article §§ 10-611 to 628 and the Maryland Department of Transportation regulation 11.01.13, I hereby request copies of any documents, including internal memoranda or other documents related to noise level measurement studies, the construction of sound barriers and funding for sound barriers for any areas adjacent to the beltway in Montgomery County, Maryland, between the Potomac River and Old Georgetown Road.

If, for any reason, you determine that portions of the requested information are exempt from disclosure under the MPIA or applicable regulations, please delete any alleged exempt material, inform me of the basis for the exemption claims, and furnish copies of those portions of the documents you determine are not exempt along with an index itemizing the documents that you consider to be exempt. My consent to the deletion of material at this time is designed to facilitate your prompt response and in no way waives our right to appeal any determination that you may make regarding the applicability of any MPIA exemptions to the requested documents.



Secretary John D. Porcari
November 22, 2002
Page 2

Morgan Lewis
C O U N S E L O R S A T L A W

If you have any questions regarding this request, please contact me at 202.739.5986. Thank you in advance for your cooperation.

Sincerely,

Donald E. English
Counsel for the Bannockburn and Al Marah Communities

298

Correspondence Details**Case ID: 10757 English, Donald E.**

Case ID: 10757
Constituent: English, Donald E.
Address: 1111 Pennsylvania Avenue, NW
Washington, DC 20004
Document Date: 11/22/2002
Bar Code: 00008919
Corr. Type: In
Confidential: No
Subject: SHA-General
Stand on issue: Neither
How corr. was received: US Postal Mail
Tone of letter: Neither
Current Owner: Helene, Irene
Date Assigned: 12/02/2002
Deadline Date: 12/09/2002
Date Closed:
Respond On Behalf Of: Prepare Response For Secretary's Signature
External Code:
Comments: MPIA Request re: Sound Barriers in Montgomery County

Due to Parker's
office on 12/16/02

Donald E. English, Esquire
Morgan Lewis, Counselors at Law
1111 Pennsylvania Avenue, NW
Washington D. C. 20004

299
DRAFT
by Mike Kennedy
x0064

December 4, 2002

Re: MPIA Request re: Sound Barriers in
Montgomery County, MD

Dear Mr. English:

This is a preliminary response to your November 22, 2002 MPIA request addressed to Transportation Secretary John D. Porcari on the above.

Your request is far broader than your May 22, 2002 request and will require considerable search and preparation time and copying. There are several existing sound barrier installations along both loops of the Capital Beltway in the segment you specified, among them Burning Tree Estates, Longwood, Barnett Road, Bradley Manor (MO 798), the Fernwood Road projects (M 730) and two CABN projects. Your request asks for noise level measurement studies, sound barrier construction records and funding records, as well as related internal memoranda.

Our Noise Abatement Team has initiated a plan for pulling and assembling the records. It will take far longer than the first two free hours covered by the Act (State Government Article, sec. 10-621 (b).), even before any copies are charged. Also, because you ask for internal memoranda and other related documents that may be privileged and / or non-disclosable under the Act, the preparation time will require personal supervision by our attorneys on a document-by-document basis. We can and must charge a reasonable fee for this. Please advise us before we go further with this daunting task, of the financial commitment and guarantee you and your clients can make.

Better still, for both your clients and SHA, might be a smaller, more specific request that would provide all the information you need while not burdening your clients with a huge expense, and not burdening our employees with a time-consuming collateral work.

On the financial commitment, and other details, please respond directly to Mr. James D. Hade, the Noise Abatement Team Leader, at _____. Having already spent nearly two hours on your new request, we cannot proceed further without your commitment.

Thank you for your cooperation.

Very truly yours

Parker Williams
SHA Administrator



**Maryland Department of Transportation
State Highway Administration**

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

June 25, 2002

Donald E. English, Jr., Esq.
Morgan, Lewis & Bockius, LLP
Counselors at Law
1111 Pennsylvania Avenue, N.W.
Washington DC 20004-2541

Dear Mr. English:

This letter is to bring you up to date on the status of the noise level study being conducted for the Al Marah community along the inner loop of I-495 between the I-495X (Cabin John Parkway) interchange and River Road in Montgomery County. I appreciate your patience while we have been conducting our study and wish to provide the following information.

The State Highway Administration (SHA) has taken noise level measurements and traffic counts in and adjacent to the Al Marah community during the late summer and fall of 2001. Those measurements and counts were used to calibrate the Traffic Noise Model so that we could analyze predicted noise levels using higher traffic volumes that have been counted at nearby counting stations. Approximately eighteen homes have been determined to receive highway traffic noise levels ranging between 67 and 69 decibels from I-495. The attached table lists the addresses of these impacted homes and their respective noise level results. We would like to point out that the number of impacted homes from this latest noise level study is greater than was determined in the 1988 *Technical Noise Report for Interstate 495, River Road to the Potomac River, Montgomery County, Maryland*. That report concluded that only four residences would experience highway noise levels in excess of 67 decibels, based on the Sound Barrier Policy in effect at that time.

The information derived from the current noise level study is being applied to a sound barrier analysis for the community to determine if a barrier could adequately protect the impacted homes in the community as well as the cost of a barrier. We anticipate being able to provide the results of this sound barrier analysis by the end of August. One aspect of a sound barrier analysis is determining the estimated cost of construction for the sound barrier being analyzed.

We wish to make clear that we are proceeding on the basis that the community agrees, in principle, to funding the cost of the barrier above the \$40,000 per impacted and benefited residence that the State is willing to contribute and where those residences would receive a benefit of at least 5 decibels from a barrier. We recently received an inquiry from Ms. Noreen Shanbacker, President of the Al Marah/ Riverway Neighborhood Association, who indicated that the Association was not aware of your communications with us. We have set up a meeting with Ms. Shanbacker and the Al Marah / Riverway Neighborhood Association for July 25th.

My telephone number is _____

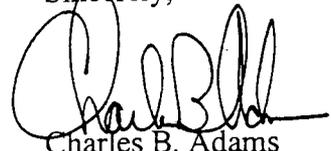
Maryland Relay Service for Impaired Hearing or Speech
1-800-735-2258 Statewide Toll Free

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

Donald E. English, Jr., Esq.
Page Two

Thank you for your continued patience and interest in the State's Sound Barrier Program. If you have additional questions or concerns, please do not hesitate to contact Mr. James Hade, our Noise Abatement Team Leader, at 410-545-8599 or 1-800-446-5962 or, by e-mail, at jhade@sha.state.md.us. He will be happy to assist you.

Sincerely,



Charles B. Adams
Director
Office of Environmental Design

Attachment

- cc: The Honorable Brian E. Frosh, Member, Senate of Maryland
- The Honorable William A. Bronrott, Member, Maryland House of Delegates
- The Honorable Marilyn R. Goldwater, Member, Maryland House of Delegates
- The Honorable Susan C. Lee, Member, Maryland House of Delegates
- The Honorable Howard A. Denis, Member, Maryland House of Delegates
- James D. Hade, RLA, Noise Abatement Team Leader, State Highway Administration
- Mr. Charlie K. Watkins, District Engineer, State Highway Administration
- Mr. Michael Kenney, Office of Counsel, State Highway Administration

Impacted Residences in the Al Marah Community

| Address | Modeled Noise Level |
|---------------------------|----------------------------|
| 29 Pepperell Court | 68 decibels |
| 33 Pepperell Court | 69 decibels |
| 34 Pepperell Court | 68 decibels |
| 7513 Pepperell Drive | 67 decibels |
| 7517 Pepperell Drive | 68 decibels |
| 7521 Pepperell Drive | 69 decibels |
| 7525 Pepperell Drive | 69 decibels |
| 7529 Pepperell Drive | 68 decibels |
| 7533 Pepperell Drive | 67 decibels |
| 7537 Pepperell Drive | 67 decibels |
| 7541 Pepperell Drive | 69 decibels |
| 7548 Pepperell Drive | 67 decibels |
| 7552 Pepperell Drive | 67 decibels |
| 7555 Pepperell Drive | 68 decibels |
| 7613 Royal Dominion Drive | 67 decibels |
| 7617 Royal Dominion Drive | 67 decibels |
| 7621 Royal Dominion Drive | 67 decibels |
| 7625 Royal Dominion Drive | 67 decibels |

Donald E. English, Jr., Esq.
Page Four

bcc: Ms. Nicole Ross, Special Assistant to the Director, Office of Environmental Design, State Highway Administration
Ms. Nanette M. Schieke, State Legislative Officer, Maryland Department of Transportation
Mr. T.E. Severe, Noise Abatement Team, State Highway Administration

Serial #: None

OED Serial#: None

Noise Customer #: 2340

Responding to letter dated: Interim letter to Mr. English to bring him up to date on the status of the noise level study of the Al Marah community; the noise barrier analysis is using information from the noise level study to develop a sound barrier design and an estimated cost

Saved: 06/05/02 4:17 PM by: T.E. Severe

N:\OED\NOISE\CORRESP\2002\ENGLISHDE01.doc

Attachment:

Table: Impacted Residences in the Al Marah Community indicating which homes in the Al Marah community are impacted and what their respective measured noise levels are (table lists 18 addresses and noise levels ranging between 67 and 69 decibels)

Customer Info. View for 2001

Wednesday, June 05, 2002 02:33 PM

TSevere

| | | | | | | |
|---------|---------------------------|------------|---------------------|------------|-------------------------|-------------------------------------|
| ID # | MAP | DATE | Letter or Phone onl | LAST NAME | FIRST NAME | Active? |
| 2340 | | 01/24/2001 | Phone, fax, email | ENGLISH | Mr. Donald E, Jr., Esq. | <input checked="" type="checkbox"/> |
| STREET# | STREET NAME | COUNTY | CITY (Post office) | ZIPCODE | Representative statu | |
| 1111 | Pennsylvania Avenue, N.W. | MO | Washington DC | 20004-2541 | community repre | Find Next |

Elected Official whom has communicated directly to us on this custome

| | | | |
|------------------------|----------------|-------------------|--------------------------|
| DAY PHONE | HOME PHONE | E-Mail address | COMMUNITY |
| 202-739-3001 FAX | 202-739-5986 | denglish@morganle | Al Marah and Bannockburn |
| Logical Project Limits | ROADWAY: I-495 | BarrierName | |

inner loop I-495 from Cabin John Pkwy to River Road

| | | |
|--|--|---------------------|
| RESPONSE | INQUIRY | 2nd Contact |
| SHA willing to re-extend 1990 CABN agreement to Al Marah - comm to fund diff over \$40K and work details w/MO Co - mtg to be approx. 12/01 | wants to join in CABN agreement re-extension to include Al Marah & Bannockburn | |
| Last Contact | Researcher | Primary SHA Contact |
| 04/10/2001 | | Jim |

| | | |
|--------------|-------|--|
| FILE LOCATIO | OTHER | Current committmen |
| | | do noise study of Al Marah - report results, offer barrier design & cost at comm mtg |

| | | |
|---|------------------------|------------|
| Do we owe a letter? <input checked="" type="checkbox"/> | Letter Commit due date | 02/02/2001 |
| | Letter signed date | 02/06/2001 |
| | Reason Letter is Late | n/a |

LAST action:

5-30-02 Mr. English wrote letter (dated 5-22-02) to SHA requesting info under freedom of information laws; SHA Legal Div to prepare response to his request by 6-28-02

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

01/2001 EO's - Dist. 16 - Sen. Brian E. Frosh; Dels. William Bronrott, Marilyn Goldwater, Susan C. Lee; MO Councilman Howard A. Denis Mr. English is an attorney and his firm's name is Morgan, Lewis & Bockius, LLP at the above address - firm's basic telephone number: 202-739-3000 2/06/01 - sent letter to Mr. English - Bannockburn not eligible for barrier but Al Marah is - SHA willing to re-end 1990 CABN agreement to Al Marah if cost over \$40K is paid by community 04/10 Mr. English contacted OED/NAT and stated he was representative for Al Marah and Bannockburn communities and requested that noise level evaluations be started

Comment Journal, and letter hyperlinks \\shadgn\vol1\user\oed\Noise\ibase\Customer_notes\

Consultant Fir 1-888-375-1975 outside MD

To Meet 100% of our Commitments!



**Maryland Department of Transportation
State Highway Administration**

from the desk of
MICHAEL P. KENNEY
Assistant Attorney General

6-25-02

Dear Tim -

For your file, here is a
copy of the Attorney General's
response to Mr. English's
Public Information Act
request.

[Handwritten signature]

P.S. Your e-mail also has a copy of Chas. Adams
letter to Mr. English of the same date.

J. JOSEPH CURRAN, JR.
Attorney General

CARMEN M. SHEPARD
DONNA HILL STATON
Deputy Attorneys General

EDWARD R.K. HARGADON
Assistant Attorney General
Counsel to the Department of Transportation

OFFICE OF



THE ATTORNEY GENERAL
Department of Transportation
State Highway Administration
707 North Calvert Street
Baltimore, MD 21202
(410) 545-0040
Fax (410) 209-5007

MO W [499] ALMSMAN
307 EDWARD S. HARRIS
Assistant Attorney General
Counsel to the State Highway Administration

JANET BUSH HANDY
LINDA D. STROZYK
Assistant Attorneys General
Deputy Counsel

CAROLYN M. FRANK
LAURIE R. HANIG
MICHAEL P. KENNEY
LAURI A. MCGUIRE
SCOT D. MORRELL
BRYAN L. PERRY
LIBBY C. RAPPAPORT
KEVIN REYNOLDS
Assistant Attorneys General

Donald E. English, Esquire
Morgan Lewis, Counselors at Law
1111 Pennsylvania Avenue, NW
Washington DC, 20004

Re: MPIA Request—Sound Barriers in
Montgomery County, MD

June 25, 2002

Dear Mr. English:

This letter responds to your May 22, 2002 request to Transportation Secretary John. D. Porcari under the Maryland Public Information Act for documents on noise level measurement studies related to a request for highway traffic noise abatement along the Inner Loop of I-495 in Montgomery County, between River Road and Cabin John Parkway.

A study is currently underway, by our consultants, Wallace Montgomery & Associates - Skelly & Loy, Inc. Joint Venture (hereinafter the "Consultants"). The "Milestones" sheet is furnished herewith, outlining the scope, details and standards. Also furnished is the Consultant's February 6, 2001 proposal to perform the project.

Because of technical difficulties our analysis is not yet complete. We do have some preliminary noise level results, which we are furnishing. At this stage of the study, SHA is working closely with the Consultants to create a reliable computerized Traffic Noise Model (TNM) that will reflect and conform to actual field noise level measurements. Numerous details such as topography, vegetation and man-made improvements, must be fed into the data base in the detailed set-up stage to ensure that the TNM will match the various measured noise levels and is otherwise sufficiently reliable for use in calculating additional variables such as greater traffic volume, different monitoring locations, isolation of other noise sources, etc.. Once the TNM is sufficiently fine-tuned, the barrier and cost analysis is expected to follow by the end of August, at which time we will schedule a meeting with the community to present the results and answer questions.

Donald E. English, Esquire
June 25, 2002
Page 2

Ordinarily, inspection of interagency and intra-agency memoranda and letters, including those between the government and its consultants (see *office of the Governor v. Washington Post Company*, 360 Md. 520, 759 A. 2d 249 (2000) and *County of Madison v. U.S. Dept. of Justice*, 641 F. 2d 1036 (1st Cir. 1981), may be denied in the custodian's discretion, under the MPIA, State Government Article of the Annotated Code, sec. 10-618 (b). In this case, however, we will furnish the complete final noise report, including traffic data, because it is essentially scientific, technical, factual data and calculations, without bias. Although it may be "pre-decisional" information, it is the fixed side of any future decisions on the issue of barriers *vel non*, the other side being the eligibility criteria outlined in the letters to you from Charles B. Adams of SHA.

As to your request for any documents "since 1997, including internal memoranda or other documents related to noise level measurement studies and the construction of sound barriers for the Al Marah and Bannockburn communities..." , we have assembled several file folders:

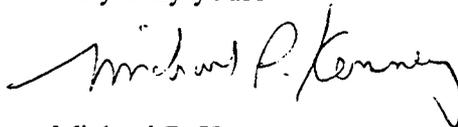
Much of the correspondence in these files is between you and Charles B. Adams and / or James D. Hade. We presume you have retained copies in your own files.

Most, if not all, the other material in our files consists of interagency and intra-agency memoranda, correspondence and e-mails in-house and with the Consultants consisting of Technical Submissions and Review Comments about ironing out details in the TNM and the study in progress. As such, it is covered by the same MPIA exception in SG 10-618 (b).

You had asked for an index of the material not furnished. Such an index does not now exist and therefore falls outside the definition of public records in the MPIA and COMAR 11.01.13.02 (6). If we do make such an index, it would be a long and slow process requiring an attorney as well as the custodian to personally list each document and review it for possible deletions of exempt material. As such, it would be a time-consuming chore and a huge expense for your clients under SG 10-621, and, we think, of negligible value to you.

The law requires us to advise you of your remedies if you are dissatisfied with our response. These remedies are stated in the Act, SG 10-622 and 10-623 and in COMAR 11.01.13.11.

Very truly yours



Michael P. Kenney
Assistant Attorney General

Enclosure

The Al Marah Schedule shall include, but may not be limited to, the following milestones.

HIGHWAY NOISE MEASUREMENT REPORT

| | |
|---|--------------------------|
| Notice to Proceed | August 15, 2001 |
| Measurements taken by | September 7, 2001 |
| Draft Highway Noise Measurement Technical Submission | September 17, 2001 |
| SHA Review and Comment <i>[Additional Technical Submissions may be necessary]</i> | September 24, 2001 |
| SHA Issues Notice to Proceed/Not to Proceed on Sound Barrier Analysis | September 24, 2001 |
| Draft Highway Noise Measurement Report | October 22, 2001 |
| SHA Review and Comment | October 29, 2001 |
| Final Highway Noise Measurement Report <i>[Revision may be necessary]</i> | November 12, 2001 |

SOUND BARRIER ANALYSIS REPORT (TENTATIVE)

| | |
|---|--------------------|
| Notice to Proceed | September 24, 2001 |
| Draft Sound Barrier Analysis Technical Submissions | October 29, 2001 |
| TNM Model Calibration includes the following | |
| Appendix B - TNM Model Input | |
| • Includes detailed discussion of TNM model objects used and assumptions | |
| Appendix C - TNM Model Calibration | |
| • TNM Model Approximations | |
| • TNM Calibration Run | |
| • TNM Model Calibration Table, etc. | |
| Appendix D - TNM Model Calibration Traffic Map to Scale showing Measured vs. Modeled Noise Levels | |
| SHA Review and Comment <i>[additional Technical Submissions may be necessary]</i> | November 5, 2001 |
| Sound Barrier Design Goal Compliance includes the following: | November 26, 2001 |
| Sound Barrier Design Goal Compliance | |
| TNM Runs | |
| SHA Review and Comment <i>[additional Technical Submissions may be necessary]</i> | December 3, 2001 |
| Sound Barrier Design includes the following: | |
| Appendix E - Sound Barrier Design | |
| • Sound Barrier Design Goal Compliance | |
| • Sound Barrier Analysis Summary | |
| • TNM Runs | |
| Map to Scale showing Modeled 66-dB(A) Contour, 7 and 5-dB(A) Insertion Loss Contours, Impacted and Benefited Residences | |
| SHA Review and Comment <i>[additional Technical Submissions may be necessary]</i> | December 14, 2001 |
| Draft Sound Barrier Analysis Report | January 31, 2001 |

SHA Review and Comment

November 1, 2001

Final Sound Barrier Analysis Report [*Revision may be necessary*]

November 15, 2001

WALLACE, MONTGOMERY & ASSOCIATES
SKELLY & LOY, INC.
A Joint Venture

311 110 West Road, Suite 345
Towson, Maryland 21204
(phone) 410-494-9093
(fax) 410-825-5714

February 6, 2001

Mr. Frederick Eisen
Office of Environmental Design
Noise Abatement Team - POD 305
707 North Calvert Street
Baltimore, Maryland 21202

*Revised Proposal
(Note R in lower corner)
Orig Proposal had
error in Spreadsheet
Correct Amount
\$ 58,520.*

RE: Proposal of Engineering Services
BCS No. 98-12C, Assignment #5
Al Marah Noise Study
WM&A No. 199014.05

Gentlemen:

In response to your request, we are pleased to submit this proposal to provide engineering services for noise monitoring, impact determination, preliminary sound barrier design and preparation of a report. Specific services to be provided are as follows:

1. Task 1 - Noise Measurement /Impact Determination/Noise Measurement Report

A detailed noise measurement program will be initiated for the Al Marah community outlined by MD SHA. The study area is along inner loop of I-495 between Cabin John Parkway and River Road near Carderock Springs in Montgomery County, Maryland. The community is located along Pepperell Drive, Pepperell Court, and Royal Dominion Drive.

Numerous locations will be monitored throughout the community, primarily consisting of extended (24-hour) and short-term (15- to 20-minute) measurement periods. The monitoring site coverage will be sufficient enough to provide a reasonable estimate of the noise impacts caused by I-495. The project team will monitor 8 sites at a time consisting of simultaneous extended (24-hour) and short-term (15- to 20-minute) sites. The sites will be arranged to measure noise simultaneously at first-, second-, and third-row homes to document background noise as well as to determine peak noise hour and impact delineation. Sound statistics will include Leq, Lmax, Lmin, L(90), and L(10) at 5 minute intervals for the 24-hour duration.

It is understood that this study will focus on noise emitted from I-495, and a noise measurement configuration will be developed to isolate noise emitted from Cabin John Parkway and I-495. Isolating the noise emitted from Cabin John Parkway should yield impacts associated with I-495. A separate monitoring location along Cabin John Parkway will be monitored away from I-495 contribution to ascertain the overall noise levels associated with this road. Impacts delineated under this phase will be associated with I-495 only as instructed by MD SHA.

The monitoring will be in compliance with the Federal Highway Administration's (FHWA) Measurement of Highway Related Noise, Report No. PD-96-046, May 1996. A total of five Metrosonics dB 3080, a dB 312 (Type 1) and two dB 308 noise analyzers will be used for the study. The measured sound levels will be compared to State/Federal criteria to determine if abatement criteria are exceeded and document a 66 dBA contour.

Three copies of a draft "Highway Traffic Noise Measurement Study" report will be compiled for this community and submitted to MD SHA for approval. This draft version will be printed on colored paper to signify its draft status. Revisions will be made to the report based upon MD SHA comments, and a revised draft will be sent for concurrence. Once MD SHA issues

concurrency on this report, a final copy will be issued. If noise abatement criteria is exceeded based upon the results of the Task 1 studies, the project team will move forward with Task 2, preliminary sound barrier design, upon MD SHA notification.

2. Task 2 - Sound Barrier Acoustical Design/Sound Barrier Analysis Report

If the results of the Task 1 studies indicate a noise impact, a preliminary sound barrier study will be performed for the impacted community upon MD SHA approval. This study will employ FHWA's Traffic Noise Model (TNM 1.1) as the primary modeling software. It is assumed that MD SHA will provide all digital topography mapping, traffic data, and digital photography. The digital data will be used to assemble model inputs for terrain lines, ground zones, tree zones, building rows, and roadway and barrier details. Several barrier alternatives will be analyzed to reduce the noise from I-495 only; abatement will not be evaluated for receptors that exceed for other local roads (Cabin John Parkway, River Road). A feasibility and reasonableness evaluation will be conducted according to State guidance. The intent of this study is to acoustically design a sound barrier that meets the required reductions stipulated by MD SHA. The results of the study will be the length, location, and height of a sound barrier to be used when the structural design of the barrier system is initiated.

We will perform a Constructability Review to identify potential problems related to construction of the proposed noise barriers including site access, environmental constraints, utilities, R/W, construction methods, procedures, materials, etc. This will include performing a site investigation as well as reviewing record plans of the project area.

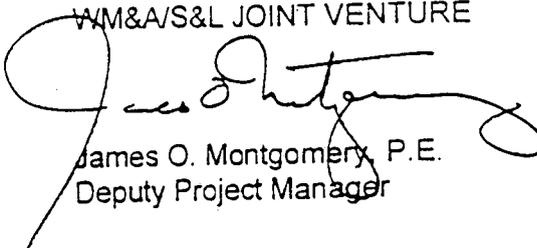
The results will be documented in a Draft "Sound Barrier Analysis Report". MD SHA's comments will be incorporated into the draft, and a final draft will be submitted for concurrence. Three copies of the Final Sound Barrier Report will be supplied after all comments are incorporated into the final draft. This task will be initiated only if the community is found to exceed noise abatement criteria based upon the results of Task 1.

This work will be completed under BCS No. 98-12C and is identified as Assignment #5. The fee for the assignment shall not exceed Fifty-Eight Thousand Five Hundred Twenty Dollars (\$58,520.). Our scope of work and man-hour and fee estimate are enclosed for your review.

We will await your authorization before proceeding with this work. Your prompt review and approval is requested. If you have any questions or require additional information, please call.

Very truly yours,

WM&A/S&L JOINT VENTURE



James O. Montgomery, P.E.
Deputy Project Manager

MAN-HOUR ESTIMATE

| ITEM OF WORK | PRINCIPAL | SR. NOISE SPEC | NOISE SPEC | CONSTR ENGR | TOTAL |
|--|-----------|----------------------|---------------|----------------|-------|
| TASK 1 - NOISE MEASUREMENT/IMPACT DETERMINATION/DOCUMENTATION | | | | | |
| Noise Monitoring | | 50 | 125 | | 175 |
| Report Preparation | | 60 | 75 | | 135 |
| Project Management, Coordination & Meetings | 16 | 35 | | | 51 |
| Sub-Total | 16 | 145 | 200 | 0 | 361 |
| TASK 2 - PRELIMINARY SOUND BARRIER DESIGN | | | | | |
| Sound Barrier Study | | 80 | 200 | | 280 |
| Constructability Investigation | | | | 56 | 56 |
| Report Preparation | | 80 | 100 | 16 | 196 |
| Project Management, Coordination & Meetings | 24 | 30 | | 8 | 62 |
| Sub-Total | 24 | 190 | 300 | 80 | 594 |
| <i>Total Task 1 and Task 2</i> | 40 | 335 | 500 | 80 | 955 |

Al Marah/Riverway Neighborhood Association
12 Royal Dominion Court
Bethesda, Maryland 20817

315

April 15, 2002

Mr. James Hade
Team Leader Noise Abatement
Maryland State Highway
707 North Calvert Street
Baltimore, MD 21202

Dear Mr. Hade:

I am writing to you on behalf of the Al Marah/Riverway Neighborhood Association located in Bethesda, Maryland.

As you are aware, last year (Summer/Fall 2001) a study was conducted to assess the noise level of our community as it relates to the Capital Beltway. Our Association would like to request a meeting with you and/or the appropriate members of your organization for the purpose of: 1) receiving a briefing on the noise evaluation study; and 2) discussing the process for obtaining sound barriers for our community.

We would like to have this meeting at your earliest convenience. If you have any questions, I can be reached at 202-712-5979 (day) or by email at: Shanbacker2@aol.com. I, or Ellen Wright, chair of our Beltway subcommittee, will call your office next week to set up an appointment at a mutually convenient time.

We greatly appreciate your attention to our request. Thank you very much.

Sincerely,

Noreen Shanbacker
President

316



**Maryland Department of Transportation
State Highway Administration**

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

June 25, 2002

Donald E. English, Jr., Esq.
Morgan, Lewis & Bockius, LLP
Counselors at Law
1111 Pennsylvania Avenue, N.W.
Washington DC 20004-2541

Dear Mr. English:

This letter is to bring you up to date on the status of the noise level study being conducted for the Al Marah community along the inner loop of I-495 between the I-495X (Cabin John Parkway) interchange and River Road in Montgomery County. I appreciate your patience while we have been conducting our study and wish to provide the following information.

The State Highway Administration (SHA) has taken noise level measurements and traffic counts in and adjacent to the Al Marah community during the late summer and fall of 2001. Those measurements and counts were used to calibrate the Traffic Noise Model so that we could analyze predicted noise levels using higher traffic volumes that have been counted at nearby counting stations. Approximately eighteen homes have been determined to receive highway traffic noise levels ranging between 67 and 69 decibels from I-495. The attached table lists the addresses of these impacted homes and their respective noise level results. We would like to point out that the number of impacted homes from this latest noise level study is greater than was determined in the 1988 *Technical Noise Report for Interstate 495, River Road to the Potomac River, Montgomery County, Maryland*. That report concluded that only four residences would experience highway noise levels in excess of 67 decibels, based on the Sound Barrier Policy in effect at that time.

The information derived from the current noise level study is being applied to a sound barrier analysis for the community to determine if a barrier could adequately protect the impacted homes in the community as well as the cost of a barrier. We anticipate being able to provide the results of this sound barrier analysis by the end of August. One aspect of a sound barrier analysis is determining the estimated cost of construction for the sound barrier being analyzed.

We wish to make clear that we are proceeding on the basis that the community agrees, in principle, to funding the cost of the barrier above the \$40,000 per impacted and benefited residence that the State is willing to contribute and where those residences would receive a benefit of at least 5 decibels from a barrier. We recently received an inquiry from Ms. Noreen Shanbacker, President of the Al Marah/ Riverway Neighborhood Association, who indicated that the Association was not aware of your communications with us. We have set up a meeting with Ms. Shanbacker and the Al Marah / Riverway Neighborhood Association for July 25th.

My telephone number is _____

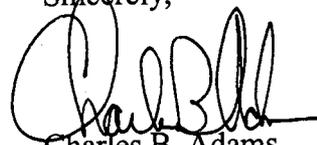
Maryland Relay Service for Impaired Hearing or Speech
1-800-735-2258 Statewide Toll Free

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

Donald E. English, Jr., Esq.
Page Two

Thank you for your continued patience and interest in the State's Sound Barrier Program. If you have additional questions or concerns, please do not hesitate to contact Mr. James Hade, our Noise Abatement Team Leader, at 410-545-8599 or 1-800-446-5962 or, by e-mail, at jhade@sha.state.md.us. He will be happy to assist you.

Sincerely,



Charles B. Adams
Director
Office of Environmental Design

Attachment

- cc: The Honorable Brian E. Frosh, Member, Senate of Maryland
- The Honorable William A. Bronrott, Member, Maryland House of Delegates
- The Honorable Marilyn R. Goldwater, Member, Maryland House of Delegates
- The Honorable Susan C. Lee, Member, Maryland House of Delegates
- The Honorable Howard A. Denis, Member, Maryland House of Delegates
- James D. Hade, RLA, Noise Abatement Team Leader, State Highway Administration
- Mr. Charlie K. Watkins, District Engineer, State Highway Administration
- Mr. Michael Kenney, Office of Counsel, State Highway Administration

Impacted Residences in the Al Marah Community

| Address | Modeled Noise Level |
|---------------------------|----------------------------|
| 29 Pepperell Court | 68 decibels |
| 33 Pepperell Court | 69 decibels |
| 34 Pepperell Court | 68 decibels |
| 7513 Pepperell Drive | 67 decibels |
| 7517 Pepperell Drive | 68 decibels |
| 7521 Pepperell Drive | 69 decibels |
| 7525 Pepperell Drive | 69 decibels |
| 7529 Pepperell Drive | 68 decibels |
| 7533 Pepperell Drive | 67 decibels |
| 7537 Pepperell Drive | 67 decibels |
| 7541 Pepperell Drive | 69 decibels |
| 7548 Pepperell Drive | 67 decibels |
| 7552 Pepperell Drive | 67 decibels |
| 7555 Pepperell Drive | 68 decibels |
| 7613 Royal Dominion Drive | 67 decibels |
| 7617 Royal Dominion Drive | 67 decibels |
| 7621 Royal Dominion Drive | 67 decibels |
| 7625 Royal Dominion Drive | 67 decibels |

Donald E. English, Jr., Esq.
Page Four

bcc: Ms. Nicole Ross, Special Assistant to the Director, Office of Environmental Design, State Highway Administration
Ms. Nanette M. Schiecke, State Legislative Officer, Maryland Department of Transportation
Mr. T.E. Severe, Noise Abatement Team, State Highway Administration

Serial #: None

OED Serial#: None

Noise Customer #: 2340

Responding to letter dated: Interim letter to Mr. English to bring him up to date on the status of the noise level study of the Al Marah community; the noise barrier analysis is using information from the noise level study to develop a sound barrier design and an estimated cost

Saved: 06/05/02 4:17 PM by: T.E. Severe

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Attachment:

Table: Impacted Residences in the Al Marah Community indicating which homes in the Al Marah community are impacted and what their respective measured noise levels are (table lists 18 addresses and noise levels ranging between 67 and 69 decibels)

Customer Info. View for 2001

Wednesday, June 05, 2002 02:33 PM

TSevere

| | | | | | | |
|---------|---------------------------|------------|---------------------|------------|-------------------------|-------------------------------------|
| ID # | MAP | DATE | Letter or Phone onl | LAST NAME | FIRST NAME | Active? |
| 2340 | | 01/24/2001 | Phone, fax, email | ENGLISH | Mr. Donald E, Jr., Esq. | <input checked="" type="checkbox"/> |
| STREET# | STREET NAME | COUNTY | CITY (Post office) | ZIPCODE | Representative statu | |
| 1111 | Pennsylvania Avenue, N.W. | MO | Washington DC | 20004-2541 | community repre | |



Elected Official whom has communicated directly to us on this custome

| | | | |
|------------------------|----------------|-------------------|--------------------------|
| DAY PHONE | HOME PHONE | E-Mail address | COMMUNITY |
| 202-739-3001 FAX | 202-739-5986 | denglish@morganle | AI Marah and Bannockburn |
| Logical Project Limits | ROADWAY: I-495 | BarrierName | |

inner loop I-495 from Cabin John Pkwy to River Road

| | | |
|--|--|---------------------|
| RESPONSE | INQUIRY | 2nd Contact |
| SHA willing to re-extend 1990 CABN agreement to AI Marah - comm to fund diff over \$40K and work details w/MO Co - mtg to be approx. 12/01 | wants to join in CABN agreement re-extension to include AI Marah & Bannockburn | |
| Last Contact | Researcher | Primary SHA Contact |
| 04/10/2001 | | Jim |

Construction Projects

| | | |
|--------------|-------|--|
| FILE LOCATIO | OTHER | Current committmen |
| | | do noise study of AI Marah - report results, offer barrier design & cost at comm mtg |

Hot Projects

| | | |
|-------------------------------------|-------------------------|------------|
| Do we owe a letter? | Letter Commit due date: | 02/02/2001 |
| <input checked="" type="checkbox"/> | Letter signed date | 02/06/2001 |
| | Reason Letter is Late | n/a |



All Projects



LAST action

5-30-02 Mr. English wrote letter (dated 5-22-02) to SHA requesting info under freedom of information laws; SHA Legal Div to prepare response to his request by 6-28-02

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

01/2001 EO's - Dist. 16 - Sen. Brian E. Frosh; Dels. William Bronrott; Marilyn Goldwater; Susan C. Lee; MO Councilman Howard A. Denis Mr. English is an attorney and his firm's name is Morgan, Lewis & Bockius, LLP at the above address - firm's basic telephone number: 202-739-3000 2/06/01 - sent letter to Mr. English - Bannockburn not eligible for barrier but AI Marah is - SHA willing to re-end 1990 CABN agreement to AI Marah if cost over \$40K is paid by community 04/10 Mr. English contacted OED/NAT and stated he was representative for AI Marah and Bannockburn communities and requested that noise level evaluations be started

Comment Journal, and letter hyperlinks \\shadgn\vol1\user\oed\Noise\Dbase\Customer_notes\

Consultant Fir 1-888-375-1975 outside MD

To Meet 100% of our Commitments!

TABLE - SHA

Dist on/12 - took in /12/01 - cost =

noise was credit = predict peak

noise level on I-495 =

Morgan, Lewis & Bockius LLP
1111 Pennsylvania Avenue, NW
Washington, DC 20004
Tel: 202.739.3000
Fax: 202.739.3001
www.morganlewis.com

Morgan Lewis
COUNSELORS AT LAW

05/25/02
INBOUND for
MR. GNGLIST

RECEIVED

Donald E. English
202-739-5986
denGLISH@morganlewis.com

SECRETARY
DEPARTMENT OF TRANSPORTATION

May 22, 2002

**BY CERTIFIED MAIL
RETURN RECEIPT REQUESTED**

Secretary John D. Porcari
Maryland Department of Transportation
Post Office Box 8755
BWI Airport, MD 21240

Mr. Porcari
Please prepare response for counselors.

Subject: MPIA Request re: Sound Barriers in Montgomery County, MD

Dear Secretary Porcari:

I represent local community organizations that seek the installation of noise barriers to abate the awful impact of the increasing noise from the Beltway. Pursuant to the Maryland Public Information Act (MPIA), State Government Article §§ 10-611 to 628 and the Maryland Department of Transportation regulation 11.01.13, I hereby request copies of any documents since 1997, including internal memoranda or other documents related to noise level measurement studies and the construction of sound barriers for the Al Marah and Bannockburn communities along the inner loop of I-495 between the I-495/Cabin John Parkway interchange and River Road in Montgomery County, Maryland.

If, for any reason, you determine that portions of the requested information are exempt from disclosure under the MPIA or applicable regulations, please delete any alleged exempt material, inform me of the basis for the exemption claims, and furnish copies of those portions of the documents you determine are not exempt along with an index itemizing the documents that you consider to be exempt. My consent to the deletion of material at this time is designed to facilitate your prompt response and in no way waives our right to appeal any determination that you may make regarding the applicability of any MPIA exemptions to the requested documents.



322

Morgan Lewis
COUNSELORS AT LAW

Secretary John D. Porcari
May 22, 2002
Page 2

If you have any questions regarding this request, please contact me at 202.739.5986. Thank you in advance for your cooperation.

Sincerely,

RECEIVED

Donald E. English
Counsel for the Bannockburn and Al Marah Communities

J. JOSEPH CURRAN, JR.
Attorney General

CARMEN M. SHEPARD
DONNA HILL STATON
Deputy Attorneys General

EDWARD R.K. HARGADON
Assistant Attorney General
Counsel to the Department of Transportation

OFFICE OF



THE ATTORNEY GENERAL
Department of Transportation
State Highway Administration
707 North Calvert Street
Baltimore, MD 21202
(410) 545-0040
Fax (410) 209-5007

323
EDWARD S. HARRIS
Assistant Attorney General
Counsel to the State Highway Administration

JANET BUSH HANDY
LINDA D. STROZYK
Assistant Attorneys General
Deputy Counsel

CAROLYN M. FRANK
LAURIE R. HANIG
MICHAEL P. KENNEY
LAURI A. McGUIRE
SCOT D. MORRELL
BRYAN L. PERRY
LIBBY C. RAPPAPORT
KEVIN REYNOLDS
Assistant Attorneys General

Donald E. English, Esquire
Morgan Lewis, Counselors at Law
1111 Pennsylvania Avenue, NW
Washington DC, 20004

Re: MPIO Request—Sound Barriers in
Montgomery County, MD

June 25, 2002

Dear Mr. English:

This letter responds to your May 22, 2002 request to Transportation Secretary John. D. Porcari under the Maryland Public Information Act for documents on noise level measurement studies related to a request for highway traffic noise abatement along the Inner Loop of I-495 in Montgomery County, between River Road and Cabin John Parkway.

A study is currently underway, by our consultants, Wallace Montgomery & Associates – Skelly & Loy, Inc. Joint Venture (hereinafter the “Consultants”). The “Milestones” sheet is furnished herewith, outlining the scope, details and standards. Also furnished is the Consultant’s February 6, 2001 proposal to perform the project.

Because of technical difficulties our analysis is not yet complete. We do have some preliminary noise level results, which we are furnishing. At this stage of the study, SHA is working closely with the Consultants to create a reliable computerized Traffic Noise Model (TNM) that will reflect and conform to actual field noise level measurements. Numerous details such as topography, vegetation and man-made improvements, must be fed into the data base in the detailed set-up stage to ensure that the TNM will match the various measured noise levels and is otherwise sufficiently reliable for use in calculating additional variables such as greater traffic volume, different monitoring locations, isolation of other noise sources, etc.. Once the TNM is sufficiently fine-tuned, the barrier and cost analysis is expected to follow by the end of August, at which time we will schedule a meeting with the community to present the results and answer questions.

Donald E. English, Esquire
June 25, 2002
Page 2

Ordinarily, inspection of interagency and intra-agency memoranda and letters, including those between the government and its consultants (see *office of the Governor v. Washington Post Company*, 360 Md. 520, 759 A. 2d 249 (2000) and *County of Madison v. U.S. Dept. of Justice*, 641 F. 2d 1036 (1st Cir. 1981), may be denied in the custodian's discretion, under the MPIA, State Government Article of the Annotated Code, sec. 10-618 (b). In this case, however, we will furnish the complete final noise report, including traffic data, because it is essentially scientific, technical, factual data and calculations, without bias. Although it may be "pre-decisional" information, it is the fixed side of any future decisions on the issue of barriers *vel non*, the other side being the eligibility criteria outlined in the letters to you from Charles B. Adams of SHA.

As to your request for any documents "since 1997, including internal memoranda or other documents related to noise level measurement studies and the construction of sound barriers for the Al Marah and Bannockburn communities..." , we have assembled several file folders:

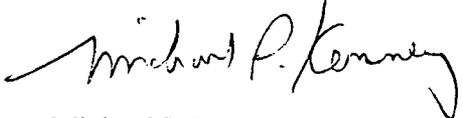
Much of the correspondence in these files is between you and Charles B. Adams and / or James D. Hade. We presume you have retained copies in your own files.

Most, if not all, the other material in our files consists of interagency and intra-agency memoranda, correspondence and e-mails in-house and with the Consultants consisting of Technical Submissions and Review Comments about ironing out details in the TNM and the study in progress. As such, it is covered by the same MPIA exception in SG 10-618 (b).

You had asked for an index of the material not furnished. Such an index does not now exist and therefore falls outside the definition of public records in the MPIA and COMAR 11.01.13.02 (6). If we do make such an index, it would be a long and slow process requiring an attorney as well as the custodian to personally list each document and review it for possible deletions of exempt material. As such, it would be a time-consuming chore and a huge expense for your clients under SG 10-621, and, we think, of negligible value to you.

The law requires us to advise you of your remedies if you are dissatisfied with our response. These remedies are stated in the Act, SG 10-622 and 10-623 and in COMAR 11.01.13.11.

Very truly yours



Michael P. Kenney
Assistant Attorney General

Enclosure

The Al Marah Schedule shall include, but may not be limited to, the following milestones.

HIGHWAY NOISE MEASUREMENT REPORT

| | |
|---|--------------------------|
| Notice to Proceed | August 15, 2001 |
| Measurements taken by | September 7, 2001 |
| Draft Highway Noise Measurement Technical Submission | September 17, 2001 |
| SHA Review and Comment <i>[Additional Technical Submissions may be necessary]</i> | September 24, 2001 |
| SHA Issues Notice to Proceed/Not to Proceed on Sound Barrier Analysis | September 24, 2001 |
| Draft Highway Noise Measurement Report | October 22, 2001 |
| SHA Review and Comment | October 29, 2001 |
| Final Highway Noise Measurement Report <i>[Revision may be necessary]</i> | November 12, 2001 |

SOUND BARRIER ANALYSIS REPORT (TENTATIVE)

| | |
|---|---------------------------|
| Notice to Proceed | September 24, 2001 |
| Draft Sound Barrier Analysis Technical Submissions | October 29, 2001 |
| TNM Model Calibration includes the following | |
| Appendix B - TNM Model Input | |
| • Includes detailed discussion of TNM model objects used and assumptions | |
| Appendix C - TNM Model Calibration | |
| • TNM Model Approximations | |
| • TNM Calibration Run | |
| • TNM Model Calibration Table, etc. | |
| Appendix D - TNM Model Calibration Traffic Map to Scale showing Measured vs. Modeled Noise Levels | |
| SHA Review and Comment <i>[additional Technical Submissions may be necessary]</i> | November 5, 2001 |
| Sound Barrier Design Goal Compliance includes the following: | November 26, 2001 |
| Sound Barrier Design Goal Compliance | |
| TNM Runs | |
| SHA Review and Comment <i>[additional Technical Submissions may be necessary]</i> | December 3, 2001 |
| Sound Barrier Design includes the following: | |
| Appendix E - Sound Barrier Design | |
| • Sound Barrier Design Goal Compliance | |
| • Sound Barrier Analysis Summary | |
| • TNM Runs | |
| Map to Scale showing Modeled 66-dB(A) Contour, 7 and 5-dB(A) Insertion Loss Contours, Impacted and Benefited Residences | |
| SHA Review and Comment <i>[additional Technical Submissions may be necessary]</i> | December 14, 2001 |
| Draft Sound Barrier Analysis Report | January 31, 2001 |

SHA Review and Comment

November 1, 2001

Final Sound Barrier Analysis Report *[Revision may be necessary]*

**November 15,
2001**

WALLACE, MONTGOMERY & ASSOCIATES
SKELLY & LOY, INC.
A Joint Venture

110 West Road, Suite 345
Towson, Maryland 21204
(phone) 410-494-9093
(fax) 410-825-5714

327

February 6, 2001

Mr. Frederick Eisen
Office of Environmental Design
Noise Abatement Team - POD 305
707 North Calvert Street
Baltimore, Maryland 21202

*Revised Proposal
(Note R in lower corner)*

*Orig. Proposal had
error in Spreadsheet
Correct Amount
\$ 58,520.*

RE: Proposal of Engineering Services
BCS No. 98-12C, Assignment #5
AI Marah Noise Study
WM&A No. 199014.05

Gentlemen:

In response to your request, we are pleased to submit this proposal to provide engineering services for noise monitoring, impact determination, preliminary sound barrier design and preparation of a report. Specific services to be provided are as follows:

1. Task 1 - Noise Measurement /Impact Determination/Noise Measurement Report

A detailed noise measurement program will be initiated for the AI Marah community outlined by MD SHA. The study area is along inner loop of I-495 between Cabin John Parkway and River Road near Carderock Springs in Montgomery County, Maryland. The community is located along Pepperell Drive, Pepperell Court, and Royal Dominion Drive.

Numerous locations will be monitored throughout the community, primarily consisting of extended (24-hour) and short-term (15- to 20-minute) measurement periods. The monitoring site coverage will be sufficient enough to provide a reasonable estimate of the noise impacts caused by I-495. The project team will monitor 8 sites at a time consisting of simultaneous extended (24-hour) and short-term (15- to 20-minute) sites. The sites will be arranged to measure noise simultaneously at first-, second-, and third-row homes to document background noise as well as to determine peak noise hour and impact delineation. Sound statistics will include Leq, Lmax, Lmin, L(90), and L(10) at 5 minute intervals for the 24-hour duration.

It is understood that this study will focus on noise emitted from I-495, and a noise measurement configuration will be developed to isolate noise emitted from Cabin John Parkway and I-495. Isolating the noise emitted from Cabin John Parkway should yield impacts associated with I-495. A separate monitoring location along Cabin John Parkway will be monitored away from I-495 contribution to ascertain the overall noise levels associated with this road. Impacts delineated under this phase will be associated with I-495 only as instructed by MD SHA.

The monitoring will be in compliance with the Federal Highway Administration's (FHWA) Measurement of Highway Related Noise, Report No. PD-96-046, May 1996. A total of five Metrosonics dB 3080, a dB 312 (Type 1) and two dB 308 noise analyzers will be used for the study. The measured sound levels will be compared to State/Federal criteria to determine if abatement criteria are exceeded and document a 66 dBA contour.

Three copies of a draft "Highway Traffic Noise Measurement Study" report will be compiled for this community and submitted to MD SHA for approval. This draft version will be printed on colored paper to signify its draft status. Revisions will be made to the report based upon MD SHA comments, and a revised draft will be sent for concurrence. Once MD SHA issues

concurrency on this report, a final copy will be issued. If noise abatement criteria is exceeded based upon the results of the Task 1 studies, the project team will move forward with Task 2, preliminary sound barrier design, upon MD SHA notification.

2. Task 2 - Sound Barrier Acoustical Design/Sound Barrier Analysis Report

If the results of the Task 1 studies indicate a noise impact, a preliminary sound barrier study will be performed for the impacted community upon MD SHA approval. This study will employ FHWA's Traffic Noise Model (TNM 1.1) as the primary modeling software. It is assumed that MD SHA will provide all digital topography mapping, traffic data, and digital photography. The digital data will be used to assemble model inputs for terrain lines, ground zones, tree zones, building rows, and roadway and barrier details. Several barrier alternatives will be analyzed to reduce the noise from I-495 only; abatement will not be evaluated for receptors that exceed for other local roads (Cabin John Parkway, River Road). A feasibility and reasonableness evaluation will be conducted according to State guidance. The intent of this study is to acoustically design a sound barrier that meets the required reductions stipulated by MD SHA. The results of the study will be the length, location, and height of a sound barrier to be used when the structural design of the barrier system is initiated.

We will perform a Constructability Review to identify potential problems related to construction of the proposed noise barriers including site access, environmental constraints, utilities, R/W, construction methods, procedures, materials, etc. This will include performing a site investigation as well as reviewing record plans of the project area.

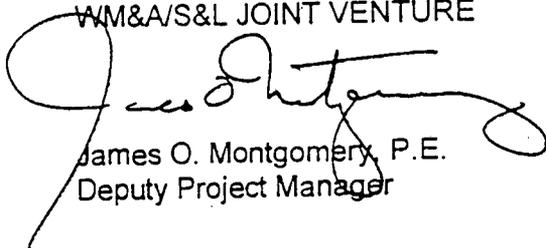
The results will be documented in a Draft "Sound Barrier Analysis Report". MD SHA's comments will be incorporated into the draft, and a final draft will be submitted for concurrence. Three copies of the Final Sound Barrier Report will be supplied after all comments are incorporated into the final draft. This task will be initiated only if the community is found to exceed noise abatement criteria based upon the results of Task 1.

This work will be completed under BCS No. 98-12C and is identified as Assignment #5. The fee for the assignment shall not exceed Fifty-Eight Thousand Five Hundred Twenty Dollars (\$58,520.). Our scope of work and man-hour and fee estimate are enclosed for your review.

We will await your authorization before proceeding with this work. Your prompt review and approval is requested. If you have any questions or require additional information, please call.

Very truly yours,

WM&A/S&L JOINT VENTURE



James O. Montgomery, P.E.
Deputy Project Manager

MAN-HOUR ESTIMATE

| ITEM OF WORK | PRINCIPAL | SR. NOISE SPEC | NOISE SPEC | CONSTR ENGR | TOTAL |
|--|-----------|----------------------|---------------|----------------|-------|
| TASK 1 - NOISE MEASUREMENT/IMPACT DETERMINATION/DOCUMENTATION | | | | | |
| Noise Monitoring | | 50 | 125 | | 175 |
| Report Preparation | | 60 | 75 | | 135 |
| Project Management, Coordination & Meetings | 16 | 35 | | | 51 |
| Sub-Total | 16 | 145 | 200 | 0 | 361 |
| TASK 2 - PRELIMINARY SOUND BARRIER DESIGN | | | | | |
| Sound Barrier Study | | 80 | 200 | | 280 |
| Constructability Investigation | | | | 56 | 56 |
| Report Preparation | | 80 | 100 | 16 | 196 |
| Project Management, Coordination & Meetings | 24 | 30 | | 8 | 62 |
| Sub-Total | 24 | 190 | 300 | 80 | 594 |
| <i>Total Task 1 and Task 2</i> | 40 | 335 | 500 | 80 | 955 |

COST AND PRICE SUMMARY

| Direct Labor | Rate | Hours | Amount | |
|---|---------|--------|-----------------|-----------------|
| Sr. Noise Specialist | \$27.00 | 335 | \$9,045.00 | |
| Noise Specialist | \$18.50 | 500 | \$9,250.00 | |
| Construction Engineer | \$33.00 | 80 | \$2,640.00 | |
| | | | | |
| Avg Rate = | \$20.95 | 915 | \$20,935.00 | \$20,935 |
| | | | | |
| Indirect Costs | | | | <u>\$27,216</u> |
| PB & OH | 130 | % | | |
| Sub-Total | | | | \$48,151 |
| | | | | |
| Fee | 10 | % | | <u>\$4,815</u> |
| Sub-Total | | | | \$52,966 |
| | | | | |
| Direct Costs | | | | |
| Meals & Lodge(4 people 5 nts @ \$65/nt) | | | \$1,300.00 | |
| Mileage (2500 miles @ \$.31/mile) | | | \$775.00 | |
| Video Camera Rental (1 wks @\$150/wk) | | | \$150.00 | |
| Reproduction (1500 copies @ \$.12/copy) | | | \$180.00 | |
| Color Copies (300 copies @ \$1.75/copy) | | | \$525.00 | |
| Misc.- Postage, Parking, Photos, Delivery, etc. | | | <u>\$204.00</u> | |
| | | | \$3,134.00 | \$3,134 |
| | | | | |
| Principals' Compensation | | | | |
| Time | 40 | Hrs at | \$55.00 | \$2,200.00 |
| 10% Fee | | | | <u>\$220.00</u> |
| | | | | \$2,420.00 |
| | | | | |
| Total Price This Proposal | | | | <u>\$58,520</u> |

Al Marah/Riverway Neighborhood Association
12 Royal Dominion Court
Bethesda, Maryland 20817

33'

April 15, 2002

Mr. James Hade
Team Leader Noise Abatement
Maryland State Highway
707 North Calvert Street
Baltimore, MD 21202

Dear Mr. Hade:

I am writing to you on behalf of the Al Marah/Riverway Neighborhood Association located in Bethesda, Maryland.

As you are aware, last year (Summer/Fall 2001) a study was conducted to assess the noise level of our community as it relates to the Capital Beltway. Our Association would like to request a meeting with you and/or the appropriate members of your organization for the purpose of: 1) receiving a briefing on the noise evaluation study; and 2) discussing the process for obtaining sound barriers for our community.

We would like to have this meeting at your earliest convenience. If you have any questions, I can be reached at 202-712-5979 (day) or by email at: Shanbacker2@aol.com. I, or Ellen Wright, chair of our Beltway subcommittee, will call your office next week to set up an appointment at a mutually convenient time.

We greatly appreciate your attention to our request. Thank you very much.

Sincerely,

Noreen Shanbacker
President



Maryland Department of Transportation
State Highway Administration

332

Parris N. Glendening
Governor

John D. Porcari
Secretary

Parker F. Williams
Administrator

November 14, 2002

Mr. Michael Espenshade
14017 Monticello Drive
Cooksville MD 21723-9609

Dear Mr. Espenshade:

Thank you for your recent e-mail message regarding tree plantings near the Villa Monticello community along westbound I-70 east of the I-70/MD 97 interchange in Howard County. I appreciate the opportunity to respond to your inquiry.

In our June 3 letter to you, we indicated that the State Highway Administration (SHA) had studied the Villa Monticello community for eligibility for the State's Sound Barrier Program. Our investigation determined that the western end of the community, near Reys Road, did predate I-70 but the cost of a sound barrier to protect those homes exceeded the Policy's maximum of \$50,000 per benefiting residence cost criterion. The eastern portion of the community where you reside postdates I-70 and is not eligible for Type II sound barrier consideration.

You asked about any tree planting programs that your community could use to help with noise problems on I-70. When it is determined that a community does not meet the technical criteria of the Sound Barrier Policy, there are no other State-funded options, such as tree plantings, available.

Thank again for your e-mail message. If you have additional questions or concerns, please do not hesitate to contact Ms. Nicole Ross, of our staff, at 410-545-8616 or 1-800-446-5962 or, by e-mail, at nross@sha.state.md.us. She will be happy to assist you.

Sincerely,

A handwritten signature in black ink, appearing to read 'Charles B. Adams', written over a horizontal line.

Charles B. Adams
Director
Office of Environmental Design

cc: The Honorable Gail H. Bates, Member, Maryland House of Delegates
Mr. Robert L. Fisher, District Engineer, State Highway Administration
The Honorable Robert L. Flanagan, Member, Maryland House of Delegates
The Honorable Allan Kittleman, Member, Howard County Council
The Honorable Robert H. Kittleman, Member, Senate of Maryland
Ms. Nicole Ross, Special Assistant to the Director, Office of Environmental Design,
State Highway Administration

My telephone number is _____

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

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

Mr. Michael Espenshade
Page Two

Bcc: Mr. Chris Diaczok, Administrative Assistant, Administrator's Office, State Highway Administration
James D. Hade, RLA, Noise Abatement Team Leader, Office of Environmental Design, State Highway Administration
Ms. Nanette M. Schieke, State Legislative Officer, Maryland Department of Transportation
Mr. T.E. Severe, Administrative Assistant, Noise Abatement Team, Office of Environmental Design, State Highway Administration

Serial #: None

OED Serial#: None

Noise Customer #: 2594

Responding to letter dated: Follow-up to 10-23-2002 e-mail message from Mr. Espenshade to "SHA Administrator" and forwarded to Mr. Charles Adams/OED by Mr. Chris Diaczok for response

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334

From: SHA Administrator
To: Mike Espenshade
Date: 10/23/02 11:48AM
Subject: Re: Highway noise

Dear Mr. Espenshade:

Thank you for your email. I have forwarded your inquiry to Mr. Charles Adams, Director of our Office of Environmental Design. He will have the appropriate person respond to you directly.

Thank you again,

Chris Diaczok

>>> "Mike Espenshade" <mike@comdos.com> 10/23/02 11:29AM >>>

I wrote to you about 5 months ago and was told we do not qualify for a sound barrier along RT 70.

I was wondering if there is a tree planting program that we can use in our community to help with noise problems of RT 70?

Mike Espenshade
14017 Monticello Dr.
Cookeville MD 21723

CC: CHARLES ADAMS; IRENE HELINE



**Maryland Department of Transportation
State Highway Administration**

335

Parris N. Glendening
Governor

John D. Porcari
Secretary

Parker F. Williams
Administrator

June 3, 2002

Mr. Michael Espenshade
14017 Monticello Drive
Cocksville MD 21723-9609

Dear Mr. Espenshade:

This letter is a follow-up to your recent e-mail message to the State Highway Administration's Administrator's Office regarding highway traffic noise levels being experienced by the Villa Monticello community along westbound I-70 east of the I-70/MD 97 interchange in Howard County. I appreciate the opportunity to respond to your concerns.

The State Highway Administration (SHA) considers the need for sound barriers in two circumstances, designated "Type I" and "Type II." In "Type I" situations, barriers are considered when a new highway is being built or an existing highway is being expanded. SHA performs an analysis to determine if future noise levels will equal or exceed the impact threshold of 66 decibels and will increase by at least three decibels over the condition of *not* improving the highway, and, if so, whether those noise levels can be reduced for a reasonable cost. Affected homes must predate the approval of the highway improvements. The basis for the requirement of a minimum of a three decibel change is that the human ear can only begin to discern sound level changes between three and five decibels. At present, there are no plans for the widening of I-70 in this area and, therefore, Type I sound barrier consideration is not warranted.

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

My telephone number is _____

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

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

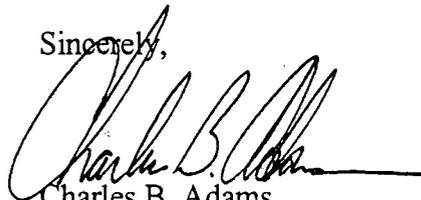
336

Mr. Michael Espenshade
Page Two

The State Highway Administration has studied the western end of the Villa Monticello community to determine its eligibility for Type II sound barrier consideration and found that only a few homes near Reps Road predate I-70. The estimated cost of a sound barrier to protect these homes exceeded the State's maximum cost per residence of \$50,000. The group of homes to the east of these homes, which includes yours, has only recently been constructed and, therefore, postdates I-70. Based on this information, the eastern end of the Villa Monticello community is not eligible for consideration for a Type II sound barrier. Enclosed, for your information, is a copy of our brochure, *Community Resource Guide On Sound Barriers*, that outlines the State's Sound Barrier Policy.

Thank you for your e-mail message and interest in the State's Sound Barrier Program. If you have additional questions or concerns, please do not hesitate to contact Ms. Nicole Ross, of our staff, at 410-545-8616 or 1-800-446-5962 or, by e-mail, at nross@sha.state.md.us. She will be happy to assist you.

Sincerely,



Charles B. Adams
Director
Office of Environmental Design

Enclosure

- cc: The Honorable Gail H. Bates, Member, Maryland House of Delegates
- Mr. Robert L. Fisher, District Engineer, State Highway Administration
- The Honorable Robert L. Flanagan, Member, Maryland House of Delegates
- The Honorable Allan Kittleman, Member, Howard County Council
- The Honorable Robert H. Kittleman, Member, Senate of Maryland
- Ms. Nicole Ross, Special Assistant to the Director, Office of Environmental Design, State Highway Administration

3.1
337

Mr. Michael Espenshade
Page Three

bcc: Mr. Chris Diaczok, Administrative Assistant, Administrator's Office, State Highway Administration
James D. Hade, RLA, Noise Abatement Team Leader, State Highway Administration
Ms. Nanette M. Schieke, State Legislative Officer, Maryland Department of Transportation
Mr. T.E. Severe, Noise Abatement Team, State Highway Administration

Serial #: None

OED Serial#: None

Noise Customer #: 2594

Responding to letter dated: Follow-up to 05-13-2002 e-mail message to SHA Administrator's Office and forwarded to OED/NAT 05-21-2002 by Mr. Chris Diaczok for response

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Enclosure:

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

3391



Maryland Department of Assessments and Taxation
HOWARD COUNTY
Real Property Data Search

[Go Back](#)
[View Map](#)
[New Search](#)

District - 04 Account Number - 357930



Property maps provided courtesy of the Maryland Department of Planning ©2001.
For more information on electronic mapping applications, visit the Maryland Department of Planning web site at www.mdp.state.md.us

21797

SYKESVILLE

340

GREATER CARROLL
IND PARK

PATAPSCO VALLEY
STATE PARK
Branch

GAITHER HGT'S
PATAPSCO ESTS
PATAPSCO VALLEY OVERLOOK
LEXINGTON RUN
BOULDER HILL ES

HUGG-THOM
WMA

COUNTY
COUNTY

21784

BALTIMORE

RED LION INN
ESTATES

WESTCLIFFE
MANOR

RIDGEWAYS

GERBER KNOLL

21723

VILLA
MONTICELLO

FIABLE
JUSTIFIABLE

Exit-
76

FREDERICK
CARRIAGE MILL
SYCAMORE SPRING

ROXBURY
MILLS ROAD

NATIONAL
AVE GREEN

BARBARA
CIR

PIKE

COOKSVILLE

Howard County
Service Center

21794

ANNAN
PIPES
Weigh
Station



**Maryland Department of Transportation
State Highway Administration**

341

Parris N. Glendening
Governor

John D. Porcari
Secretary

Parker F. Williams
Administrator

June 3, 2002

Mr. Michael Espenshade
14017 Monticello Drive
Cocksville MD 21723-9609

Dear Mr. Espenshade:

This letter is a follow-up to your recent e-mail message to the State Highway Administration's Administrator's Office regarding highway traffic noise levels being experienced by the Villa Monticello community along westbound I-70 east of the I-70/MD 97 interchange in Howard County. I appreciate the opportunity to respond to your concerns.

The State Highway Administration (SHA) considers the need for sound barriers in two circumstances, designated "Type I" and "Type II." In "Type I" situations, barriers are considered when a new highway is being built or an existing highway is being expanded. SHA performs an analysis to determine if future noise levels will equal or exceed the impact threshold of 66 decibels and will increase by at least three decibels over the condition of *not* improving the highway, and, if so, whether those noise levels can be reduced for a reasonable cost. Affected homes must predate the approval of the highway improvements. The basis for the requirement of a minimum of a three decibel change is that the human ear can only begin to discern sound level changes between three and five decibels. At present, there are no plans for the widening of I-70 in this area and, therefore, Type I sound barrier consideration is not warranted.

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

My telephone number is _____

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

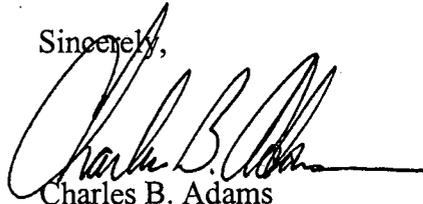
Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

Mr. Michael Espenshade
Page Two

The State Highway Administration has studied the western end of the Villa Monticello community to determine its eligibility for Type II sound barrier consideration and found that only a few homes near Repts Road predate I-70. The estimated cost of a sound barrier to protect these homes exceeded the State's maximum cost per residence of \$50,000. The group of homes to the east of these homes, which includes yours, has only recently been constructed and, therefore, postdates I-70. Based on this information, the eastern end of the Villa Monticello community is not eligible for consideration for a Type II sound barrier. Enclosed, for your information, is a copy of our brochure, *Community Resource Guide On Sound Barriers*, that outlines the State's Sound Barrier Policy.

Thank you for your e-mail message and interest in the State's Sound Barrier Program. If you have additional questions or concerns, please do not hesitate to contact Ms. Nicole Ross, of our staff, at 410-545-8616 or 1-800-446-5962 or, by e-mail, at nross@sha.state.md.us. She will be happy to assist you.

Sincerely,



Charles B. Adams
Director
Office of Environmental Design

Enclosure

- cc: The Honorable Gail H. Bates, Member, Maryland House of Delegates
- Mr. Robert L. Fisher, District Engineer, State Highway Administration
- The Honorable Robert L. Flanagan, Member, Maryland House of Delegates
- The Honorable Allan Kittleman, Member, Howard County Council
- The Honorable Robert H. Kittleman, Member, Senate of Maryland
- Ms. Nicole Ross, Special Assistant to the Director, Office of Environmental Design, State Highway Administration

Mr. Michael Espenshade
Page Three

bcc: Mr. Chris Diaczok, Administrative Assistant, Administrator's Office, State Highway Administration
James D. Hade, RLA, Noise Abatement Team Leader, State Highway Administration
Ms. Nanette M. Schieke, State Legislative Officer, Maryland Department of Transportation
Mr. T.E. Severe, Noise Abatement Team, State Highway Administration

Serial #: None

OED Serial#: None

Noise Customer #: 2594

Responding to letter dated: Follow-up to 05-13-2002 e-mail message to SHA Administrator's Office and forwarded to OED/NAT 05-21-2002 by Mr. Chris Diaczok for response

Saved: 05/22/02 12:29 PM by: T.E. Severe

N:\OED\NOISE\CORRESP\2002\ESPENSHADE01.doc

Enclosure:

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

344

From: "Mike Espenshade" <mike@comdos.com>
To: "NICOLE ROSS" <nross@sha.state.md.us>
Date: 5/21/02 4:25PM
Subject: Re: Sound Barriers

My address is 14017 Monticello Dr. Cooksville, Md 21723

----- Original Message -----

From: "NICOLE ROSS" <nross@sha.state.md.us>

To: <mike@comdos.com>

Sent: Tuesday, May 21, 2002 2:53 PM

Subject: Sound Barriers

> Dear Mr. Espenshade,

>

> Thank you for your recent email request regarding the level of noise
> along Rt. 70 in Howard County. In order to adequately respond to your
> request, please send me your complete mailing address via email. The
> State Highway Administration's Noise Abatement Team uses one's mailing
> address to find the exact location of where a sound barrier may/may not
> be built. If you have additional questions or concerns about this
> matter, please do not hesitate to contact me at 410-545-8616. I will be
> happy to assist you.

>

>

> Nicole Ross.

> Special Assistant to the Director of the Office of Environmental

> Design

> Maryland State Highway Administration, C-303

> 707 N. Calvert Street

> Baltimore, MD 21212

> 410-545-8616

>

345

From: SHA Administrator
To: Mike Espenshade
Date: 5/21/02 12:32PM
Subject: Re:

Dear Mr. Espenshade:

Thank you for your email. I have forwarded your inquiry to Mr. Charles Adams, of our Office of Environmental Design. He will have the appropriate person respond to you directly.

Thank you again,

Chris Diaczok

>>> "Mike Espenshade" <mike@comdos.com> 05/13/02 03:15PM >>>

We live in a community of about 28 houses in Howard County.

Our community backs to Rt.70 and the noise level has increased dramatically in the past year.

Who do I need to contact about options we have concerning the noise?

Thank You,

Mike Espenshade

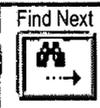
CC: CHARLES ADAMS; IRENE HELINE

Customer Info. View for 2001

Wednesday, May 22, 2002 09:13 AM

TSevere

| | | | | | | |
|---------|------------------|------------|---------------------|------------|----------------------|-------------------------------------|
| ID # | MAP | DATE | Letter or Phone onl | LAST NAME | FIRST NAME | Active? |
| 2594 | | 05/22/2002 | E-mail | ESPENSHADE | Mr. Michael | <input checked="" type="checkbox"/> |
| STREET# | STREET NAME | COUNTY | CITY (Post office | ZIPCODE | Representative statu | |
| 14017 | Monticello Drive | HO | Cooksville | 21723-9609 | private | |



Elected Official whom has communicated directly to us on this customer

| | | | |
|-----------|------------|-----------------|------------------|
| DAY PHONE | HOME PHONE | E-Mail address | COMMUNITY |
| | | mike@comdos.com | Villa Monticello |

Logical Project Limits | ROADWAY: I-70 | BarrierName

WB I-70 east of MD 97 interchange

| | | |
|---|------------|---|
| RESPONSE | INQUIRY | 2nd Contact |
| described Type I & II criteria; home in postdate section of comm; fails for Type II; send Comm Resource Guide | | noise from I-70 increased dramatically in past year; what can be done about it? |
| Last Contact | Researcher | Primary SHA Contact |
| 05/21/2002 | | none |

| | | | |
|--------------|-------|--------------------|-----------------------|
| FILE LOCATIO | OTHER | Current committmen | Construction Projects |
| | | none | |

| | | |
|---|------------------------------------|----------------------------|
| Do we owe a letter? <input checked="" type="checkbox"/> | Letter Commit due date: 05/31/2002 | Reason Letter is Late: n/a |
|---|------------------------------------|----------------------------|

LAST action | Letter signed date

5-13-02 Mr. Espenshade e-mailed SHA Administrator; forwarded to OED/NAT 5-21-02 for response



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

05-2002 EO's Dist. 14B Sen. Robert H. Kittleman; Dels. Gail H. Bates; Robert L. Flanagan; HO Cnd Allan Kittleman

Comment Journal, and letter hyperlinks | \\shadgnvol1\user\oed\Noise\Ibase\Customer_notes\

Consultant Fir | 1-888-375-1975 outside MD

To Meet 100% of our Commitments!

347

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- Address
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- ZIP Code
- City
- Area Code
- Lat / Long
- Road Atlas Key
- Saved Maps

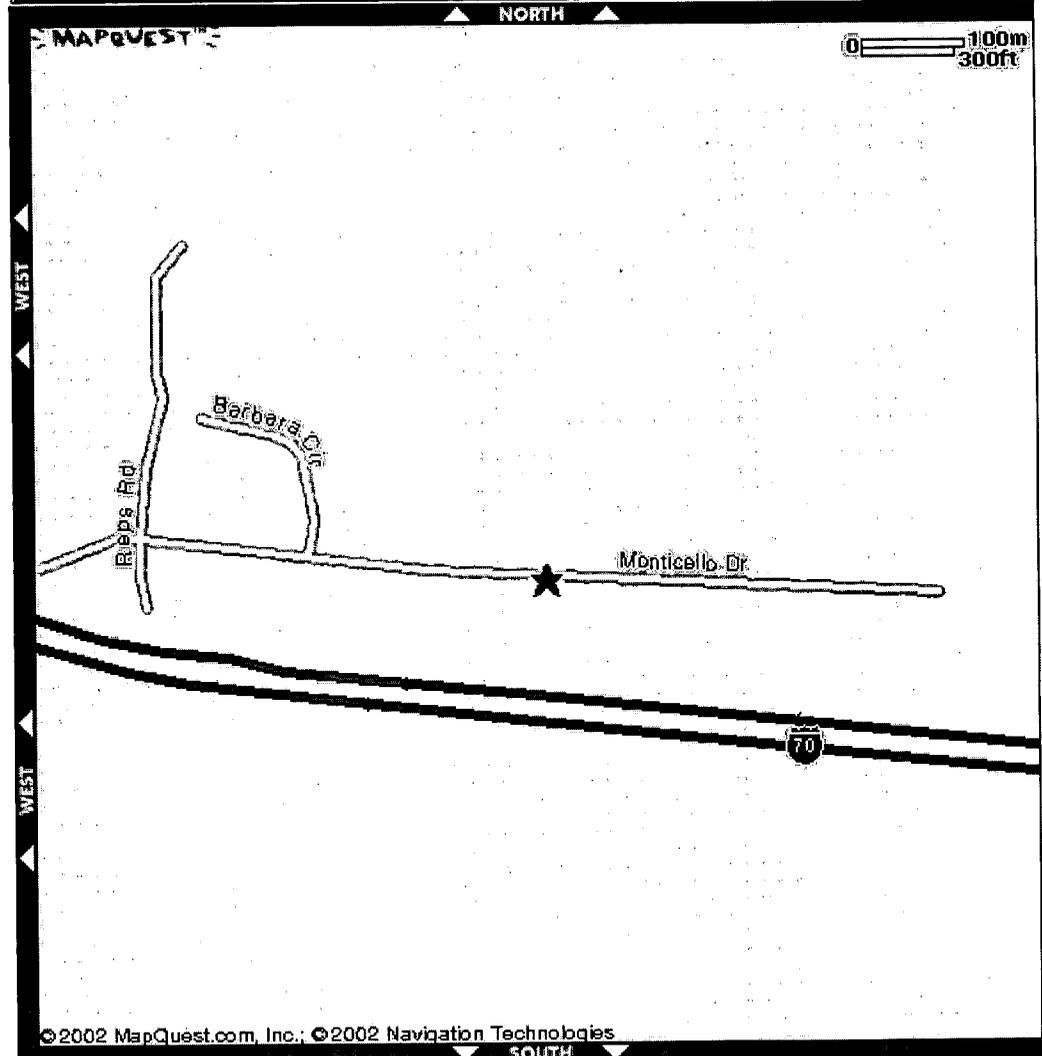
Location:

14017 Monticello Dr
Cookeville, MD
21723-9609, US

STREET MAP AERIAL PHOTO

Map a New Location Get Directions To This Location

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CLICKING ON MAP WILL: Zoom In Re-center Move Location

ADDITIONAL MAP FEATURES: [Customize Map](#) [Add A Location](#)

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Click here for a plain text ADA compliant screen.

| | |
|--|---|
| Maryland Department of Assessments and Taxation HOWARD COUNTY Real Property Data Search | Go Back View Map New Search |
|--|---|

Account Identifier: District - 04 Account Number - 357930

Owner Information

| | | | |
|-------------------------|---|-----------------------------|----------------------|
| Owner Name: | ESPENSHADE MICHAEL ESPENSHADE DEBRA T/E | Use: | RESIDENTIAL |
| | | Principal Residence: | YES |
| Mailing Address: | 14017 MONTICELLO DR COOKSVILLE MD 21723-9609 | Deed Reference: | 1) / 5451/ 683 2) |

Location & Structure Information

| | | |
|--|------------------------|--|
| Premises Address 14017 MONTICELLO DR COOKSVILLE 21723 | Zoning RCDEO | Legal Description LOT 29 40,897 SQ 14017 MONTICELLO DR SS HARLMAN PH2 RSB PARB PH1 |
|--|------------------------|--|

| Map | Grid | Parcel | Subdivision | Section | Block | Lot | Group | Plat No: | 12202 |
|-----|------|--------|-------------|---------|-------|-----|-------|-----------|-------|
| 9 | 19 | 346 | | | | 29 | 81 | Plat Ref: | |

| | | |
|--------------------------|----------------------------------|--------------------------------|
| Special Tax Areas | Town Ad Valorem Tax Class | NO A/V, NO M/P, RURAL FIRE TAX |
|--------------------------|----------------------------------|--------------------------------|

| Primary Structure Built | Enclosed Area | Property Land Area | County Use |
|-------------------------|---------------|--------------------|------------|
| 2001 | 2,176 SF | 40,897.00 SF | 000000 |

| Stories | Basement | Type | Exterior Siding |
|---------|----------|---------------|-----------------|
| 2 | YES | STANDARD UNIT | SIDING |

Value Information

| | Base Value | Value | | |
|--------------------|----------------|------------------|------------------|------------------|
| | | As Of 01/01/2002 | As Of 07/01/2001 | As Of 07/01/2002 |
| Land: | 87,880 | 107,430 | | |
| Improvements: | 185,370 | 203,580 | | |
| Total: | 273,250 | 311,010 | 273,250 | 285,836 |
| Preferential Land: | 0 | 0 | 0 | 0 |

Transfer Information

| | | |
|---|---------------------------|-------------------------|
| Seller: CORNERSTONE HOMES INC | Date: 05/01/2001 | Price: \$337,907 |
| Type: IMPROVED ARMS-LENGTH | Deed1: / 5451/ 683 | Deed2: |
| Seller: HEWITT PATSY KAY TRUSTEE | Date: 01/08/2001 | Price: \$120,000 |
| Type: UNIMPROVED ARMS-LENGTH | Deed1: / 5307/ 430 | Deed2: |
| Seller: | Date: | Price: |
| Type: | Deed1: | Deed2: |

Exemption Information

| Partial Exempt Assessments | Class | 07/01/2001 | 07/01/2002 |
|----------------------------|-------|------------|------------|
| County | 000 | 0 | 0 |
| State | 000 | 0 | 0 |
| Municipal | 000 | 0 | 0 |

Tax Exempt: NO **Special Tax Recapture:**

* NONE *

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Maryland Department of Assessments and Taxation
HOWARD COUNTY
Real Property Data Search

Go Back
View Map
New Search

District - 04 Account Number - 357930



Property maps provided courtesy of the Maryland Department of Planning ©2001.
For more information on electronic mapping applications, visit the Maryland Department of Planning web site at www.mdp.state.md.us

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maps

- Address
- Airport
- ZIP Code
- City
- Area Code
- Lat / Long
- Road Atlas Key
- Saved Maps

Location:

14017 Monticello Dr
Cookeville, MD
21723-9609, US



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CLICKING ON PHOTO WILL: Zoom In Re-center

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Map Legend



**Maryland Department of Transportation
State Highway Administration**

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

September 27, 2002

Ms. Sandra G. Ewing, Community Manager
Stonebridge Homeowners Association
Vanguard Management Associates
P. O. Box 39
Germantown, Md. 20875-0039

Dear Ms. Ewing:

Thank you for your recent letter and authorization for the State Highway Administration (SHA) to enter onto common areas of the Stonebridge Homeowners Association for the purpose of conducting soil boring tests for foundation design in connection with the construction of the proposed of sound barrier for the Stonebridge community. However, SHA's need for entry onto the common areas of the Stonebridge community may not be limited to the taking of soil borings.

We need to confirm with you that there may be a need to make additional surveys and utility designations to support the design of the sound barrier project. These additional entries will also include but may not be limited to a Preliminary Investigation Meeting that needs to be held on site in order to be able to address any additional issues that may arise. We do not anticipate that these additional entries will cause damage to the community's property.

Thank you for your support and continued cooperation. If you have any questions or concerns, please do not hesitate to contact me at 410-545-8598 or 1-800-446-5962 or, by e-mail, at gwantz@sha.state.md.us.

If you concur with our request for additional entries onto the common areas of the Stonebridge community, please sign this letter below and return it in the enclosed envelope.

- I concur with SHA's request for additional entries onto Stonebridge community common areas to perform additional surveys and investigations as may be needed.
- I do not concur with SHA's request for additional entries onto Stonebridge community common areas to perform additional surveys and investigations as may be needed.

Sandra G. Ewing, Community Manager

Sincerely,

Gary N. Wantz
Project Manager

cc: Mr. Charles B. Adams, Director, Office of Environmental Design, State Highway Administration
Ms. Bernice Stossel, Community Manager, Vanguard Management Associates
Mr. Timothy Henderson, President, Stonebridge Homeowners Association

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

357

Ms. Sandra G. Ewing
Page Two

bcc: James D. Hade, RLA, Noise Abatement Team Leader, State Highway Administration
Michael K. Kelly, P.E., Wilson T. Ballard Company
Mr. Douglas E. Mills, District 3 Right of Way, State Highway Administration
Mr. David M. Parkhurst, Engineer, Office of Materials and Technology, State Highway Administration
Mr. Augustine Rebish, District 3 Utilities Engineer, State Highway Administration
Ms. Nicole Ross, Special Assistant to the Director, Office of Environmental Design, State
Highway Administration
Ms. Nanette M. Schieke, State Legislative Officer, Maryland Department of Transportation
Mr. T.E. Severe, Noise Abatement Team, State Highway Administration
Mr. Charlie K. Watkins, District Engineer, State Highway Administration

Serial #: None

OED Serial#: None

Noise Customer #:

Responding to letter dated:

Saved: 09/26/02 2:54 PM by: T.E. Severe

N:\OED\NOISE\CORRESP\2002\EWINGSG01stonebridge.doc

353

STONEBRIDGE HOMEOWNERS ASSOCIATION
C/O VANGUARD MANAGEMENT
P.O. BOX 39
GERMANTOWN, MD 20875

September 23, 2002

State Highway Administration
ATTN: Kenneth D. Polcak
707 North Calvert St.
Baltimore, MD 21202

Dear Mr. Polcak:

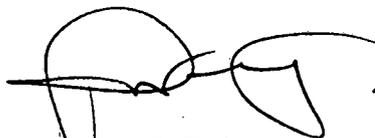
Thank you for taking the time to meet with the Board of Directors last week. Please consider this letter authorization for the State Highway Administration to enter onto the common areas of the Stonebridge Homeowners Association for the purpose of conducting boring tests in connection with the proposed construction of a sound wall.

During the September 17th meeting, you agreed to provide certain information relative to the proposed wall, including:

- the estimated useful life of the proposed wall;
- the estimated replacement cost of the proposed wall;
- confirmation that the proposed wall meets the requirements of the local fire department in terms of access to the rear of the homes abutting the wall;
- the manufacturers'/builders' warranty

Please direct the above information to my attention at the above address. If you have any questions, please feel free to contact me @ 301-540-8600 x 3319.

Sincerely,
The Board of Directors
STONEBRIDGE HOMEOWNERS ASSOCIATION



Sandra G. Ewing
Community Manager
sewing@vanguardmgt.com

Fax Cover Sheet

DATE: 9/25/02

TIME: 1:30 P.M.

TO: Dave Parkhurst
Office of Materials and Technology

PHONE: (410) 321-3187
FAX: (410) 321-3099

FROM: Gary N. Wantz
Project Manager

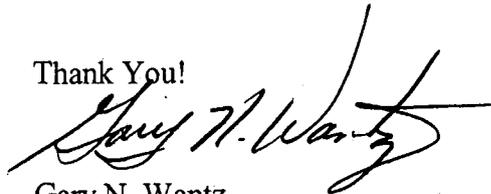
PHONE: (410)545-8598
FAX: (410)209-5003

RE: MD28 – MO528B21 – Muddy Branch Rd to 1000' E. Muddy Branch

Number of pages including cover sheet:2

Message: The following is a letter from Stonebridge Homeowners Association giving State Highway Administration authorization to continue conducting boring test on there property . If you need additional information, please contact Gary Wantz, the project engineer, at (410) 545-8598.

Thank You!



Gary N. Wantz

355

F



**Maryland Department of Transportation
State Highway Administration**

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

August 23, 2002

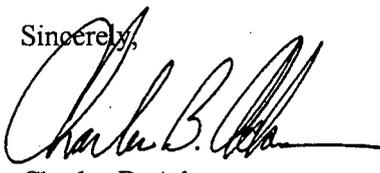
Ms. Debra Fazi
10187 Owen Brown Road
Columbia MD 21044-3917

Dear Ms. Fazi:

This letter is a follow-up to your recent telephone conversations with Ms. Nicole Ross, of our staff, regarding the noise measurements taken in conjunction with the sound barrier being designed for the Atholton Manor community along southbound US 29 between Broken Land Parkway and Seneca Drive in Howard County. I appreciate the opportunity to respond to your inquiry.

The noise measurement report for the Atholton Manor community reported that the closest noise measurement location to your home was 10184 Owen Brown Road. This home is across the street from yours. The noise level at your home should be comparable based on the distance from US 29. The noise level for 10184 Owen Brown Road was 56 decibels, well below the Sound Barrier Policy noise impact threshold of 66 decibels. Please refer to the attached chart that lists the Ambient Noise Measurements taken in the community. Receptor 8 was 10184 Owen Brown Road. The enclosed aerial photograph shows the locations of the noise receptors for the Atholton Manor community. 10184 Owen Brown Road is highlighted in green and 10187 Owen Brown Road, across the street, is highlighted in orange.

Thank for your telephone calls and interest in the State's Sound Barrier Program. If you have additional questions or concerns, please do not hesitate to contact Ms. Ross at 410-545-8616 or 1-800-446-5962 or, by e-mail, at nross@sha.state.md.us. She will be happy to assist you.

Sincerely,

Charles B. Adams
Director
Office of Environmental Design

Enclosures

- cc: The Honorable Elizabeth Bobo, Member, Maryland House of Delegates
- Mr. Robert L. Fisher, District Engineer, State Highway Administration
- The Honorable Guy Guzzone, Member, Maryland House of Delegates
- The Honorable Edward J. Kasemeyer, Member, Senate of Maryland
- Ms. Nicole Ross, Special Assistant to the Director, Office of Environmental Design, State Highway Administration

My telephone number is _____

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

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

Ms. Debra Fazi
Page Two

bcc: James D. Hade, RLA, Noise Abatement Team Leader, State Highway Administration
Ms. Deanna Peel, Special Assistant to the Honorable Guy Guzzone, Member, Howard County Council
Ms. Nanette M. Schieke, State Legislative Officer, Maryland Department of Transportation
Mr. T.E. Severe, Noise Abatement Team, State Highway Administration

Serial #: None

OED Serial#: None

Noise Customer #: 2620

Responding to letter dated: Follow-up to several telephone conversations between Ms. Fazi and Ms. Nicole Ross, most recently 08-16-2002; in that conversation it was relayed that OED/NAT was still waiting to obtain the noise report results; Ms. Fazi had given permission to use her home in the latest noise level measurements taken in order to continue the design of the sound barrier to protect the Atholton Manor community; although her home is not impacted, Ms. Fazi was included in the invitation group to attend the 10-15-2002 community meeting for the Atholton Manor/Guilford Downs communities to present the sound barrier designs for the two communities and obtain the 75% concurrence required to continue the project.

Saved: 08/19/02 8:59 AM by: T.E. Severe

N:\OED\NOISE\CORRESP\2002\Drafts\FAZID01.doc

Enclosures:

One copy of *Ambient Noise Measurements* page from noise report dated July 2, 1999

One copy (11 x17) of aerial photograph, *Study Area Impact Zone Map*, from 07-02-1999 noise report showing locations of noise receptors; Receptor 8 (10184 Owen Brown Road) was highlighted in green; Ms. Fazi's home, 10187 Owen Brown Road, was highlighted in orange.

Summary information – Atholton Manor

August 16, 2002

Ms Debra Fazi
10187 Owen Brown Rd.

Research of noise measurement report (by Wilson T. Ballard Co.)- dated July 2, 1999

Closest measurement receptor was in front yard of 10184 Owen Brown Rd..... noise levels should be “comparable” based on distance from US 29. Could be a few decibels higher in backyard area of FAZI at 10187 Owen Brown Rd. Determined FAZI residence would not be within 66 decibel impact zone.

Measured level was 52 decibels (average (Leq)); from 24 hour tests, we found a maximum variation in level of 4 decibels higher..... thus, highest “adjusted” level was 56 decibels..... well below 66 decibel impact threshold.

SEE ATTACHED TABLE and STUDY AREA MAP

Green high-light shows measurement site and data
Orange high-light shows FAZI residence (10187 Owen Brown Rd)

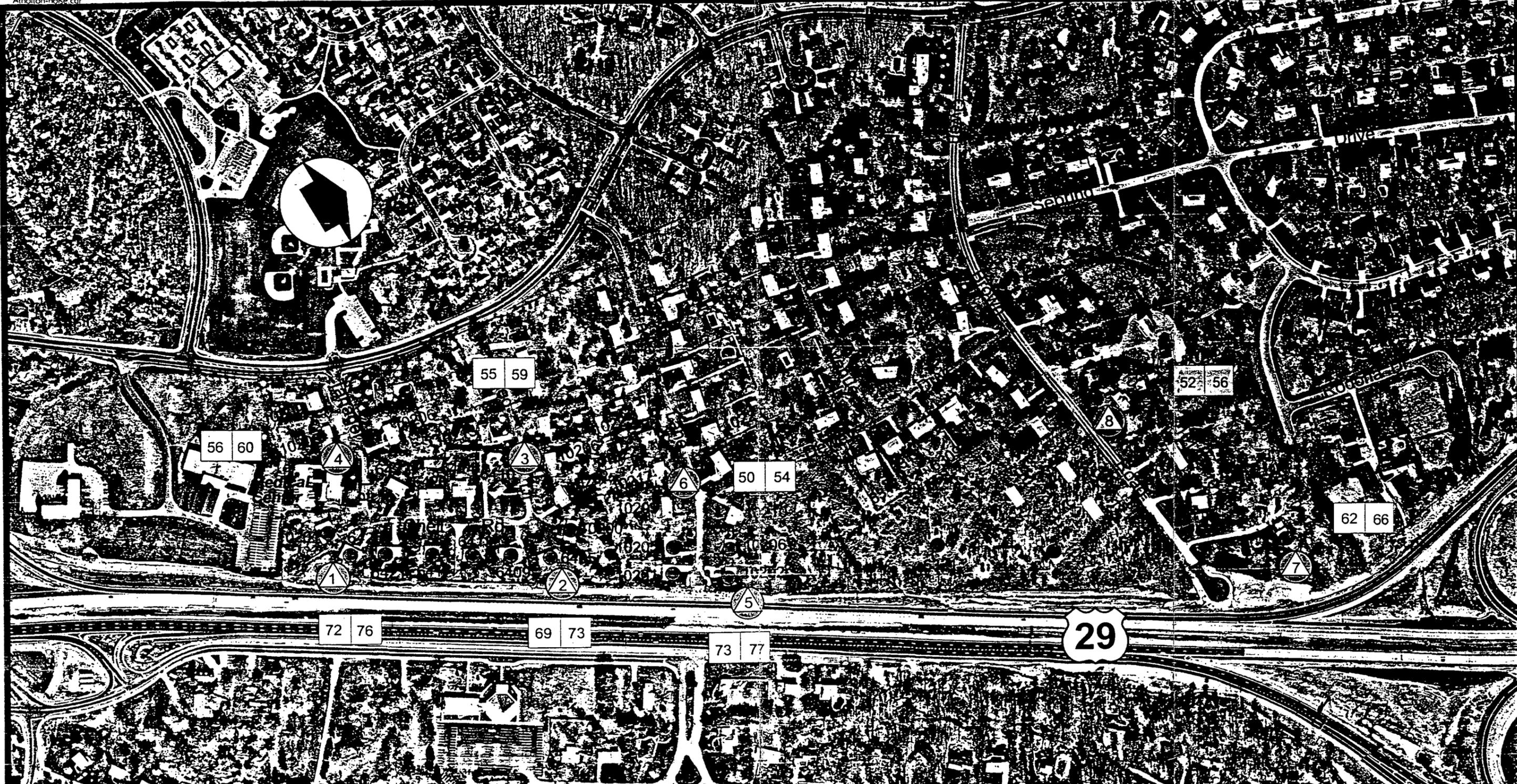
Prepared by : Ken Polcak
Noise Abatement Design and Analysis
410-545-8601

Ambient Noise Measurements

In acoustical studies, measurement of the ambient noise levels is required to establish the basis of impact analysis. The field ambient noise levels provided in the following table were recorded over 15-minute intervals; and represent a generalized view of the existing levels. Because all the residences are located adjacent the existing highway (see the Study Area Impact Zone Map in Section 3), field ambient noise levels are a result of background and highway noise. In addition to the 15-minute field ambient noise level measurements, one 24-hour field ambient noise level measurement was taken (see the Study Area Impact Zone Map in Section 3 for the locations [receptor sites] where field ambient noise measurement levels were taken). An adjusted peak ambient noise level was developed for each 15-minute receptor using data collected by the 24-hour field ambient noise level measurement. The adjusted ambient noise levels provided in the following table represent the anticipated peak noise levels over a 24-hour period.

The field ambient noise level measurements were taken between December, 1998 and January, 1999 utilizing an American National Standards Institute (ANSI) Type 2 Integrating Sound Level Meter, Model DB308, manufactured by Metrosonics, Inc. The measurements recorded by the meters are provided in Appendix D. During the field ambient noise level measurement sessions, classified vehicle counts were taken that separated traffic into three classes of vehicle: automobiles, medium-duty trucks and heavy-duty trucks. These vehicle counts were used to calibrate the noise model described under the topic of Noise Modeling Procedures.

| Receptor | Address | Description | Field Ambient | Date and Time | Adjusted Ambient |
|----------|-----------------------|-------------|---------------|------------------|------------------|
| 1 | 6425 Chell Road | Residence | 72 | 12/23/98 3:00 pm | 76 |
| 2 | 6405 Chell Road | Residence | 69 | 12/23/98 3:00 pm | 73 |
| 3 | 10206 Westwood Road | Residence | 55 | 1/4/99 10:10 am | 59 |
| 4 | 10205 Tanager Road | Residence | 56 | 1/4/99 10:10 am | 60 |
| 5 | 10202 Bradley Lane | Residence | 73 | 1/4/99 10:50 am | 77 |
| 6 | 10217 Bradley Lane | Residence | 50 | 1/4/99 10:50 am | 54 |
| 7 | 10116 Owen Brown Road | Residence | 62 | 1/4/99 11:25 am | 66 |
| 8 | 10184 Owen Brown Road | Residence | 52 | 1/4/99 11:25 am | 56 |



LEGEND

- Impacted
- ▲ Receptor Site
- Adjusted Ambient Level
- ⚡ Measured Ambient Level

U.S. ROUTE 29 - ATHOLTON MANOR

**Study Area
Impact Zone Map**

DATE: JULY, 1999

SCALE IN FEET: 300 0 300

3.2

361

From: NICOLE ROSS
To: KEN POLCAK
Date: 8/12/02 9:18AM
Subject: Noise Report for Atholton Manor community

Ken,

We have received a call from Mrs. Debra Fazi of Columbia, Md. regarding the proposed sound barrier for the Atholton Manor community (southbound US 29 between Broken Land Parkway and Seneca Drive). **She would like to know if the noise level near her home is above 66 decibels? If not, what is it? Do you have a copy of the noise report?**

FYI — We recently sent out a letter of invitation for the informational meeting on the Atholton Manor and Guilford Downs communities. We sent Mrs. Fazi a letter as a courtesy. She is not one of the impacted homes. I do not believe the noise levels near her home are above 66 decibels based upon this information. However, I just want to be sure before I respond to her request. Thanks for your help,

Nicole

CC: JIM HADE; TED SEVERE

- o Called her on 8/16/02 @ 11:55 a.m. as a follow-up.
- o Told her that we are still waiting to receive the noise report/measurements.
- o She was one of the homes where the consultants took measurements
- * o Will keep her posted on any future findings.

Customer Info. View for 2001

Friday, August 16, 2002 03:19 PM

TSevere

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| | | | | | | |
|----------|-----------------|------------|---------------------|------------|----------------------|-------------------------------------|
| ID # | MAP | DATE | Letter or Phone onl | LAST NAME | FIRST NAME | Active? |
| 2620 | | 08/16/2002 | Phone | FAZI | Ms. Debra | <input checked="" type="checkbox"/> |
| STREET#: | STREET NAME | COUNTY | CITY (Post office | ZIPCODE | Representative statu | |
| 10187 | Owen Brown Road | HO | Columbia | 21044-3917 | private | |

Elected Official whom has communicated directly to us on this custome

| | | | |
|-----------|--------------|----------------|----------------|
| DAY PHONE | HOME PHONE | E-Mail address | COMMUNITY |
| | 410-730-2107 | | Atholton Manor |

Logical Project Limits | ROADWAY: US 29 | BarrierName

SB US 29 from Broken Land Pkwy to Exit 17

| | | |
|----------|---|---------------------|
| RESPONSE | INQUIRY | 2nd Contact |
| | is noise level near her home above 66 dBA? What is it? Wants copy of noise report | |
| | Last Contact | Researcher: |
| | 08/16/2002 | Primary SHA Contact |
| | | Nicole |

| | | | |
|--------------|-------|--------------------|-----------------------|
| FILE LOCATIO | OTHER | Current committmen | Construction Projects |
| | | | |

| | | | |
|-------------------------------------|-------------------------|--------------------|-----------------------|
| Do we owe a letter? | Letter Commit due date: | Letter signed date | Reason Letter is Late |
| <input checked="" type="checkbox"/> | 08/23/2002 | | n/a |

LAST action |

8-16-02 Nicole called Ms. Fazi for follow-up; told sha still waiting for noise report; her home was one near where consultant took measurement; will keep her posted with info updates

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

08-2002 EO's Dist. 12B Sen. Edward J. Kasemeyer, Del. Elizabeth Bobo; HO Cncl Guy Guzzone, Ms. Deanna Peel, Special Assistant to Mr. Guzzone
 8-12-02 Ms. Fazi called; spoke w/Nicole Ross; is noise level near her home above 66 dBA? If Not, what is level? Wants copy of noise report

Comment Journal, and letter hyperlinks | \\shadgn\vol1\user\oed\Noise\IDbase\Customer_notes\

Consultant Fir | 1-888-375-1975 outside MD

To Meet 100% of our Commitments!



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Maryland Department of Assessments and Taxation
 HOWARD COUNTY
 Real Property Data Search

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Account Identifier: District - 05 Account Number - 367875

Owner Information

Owner Name: FAZI CHRISTIAN & WF Use: RESIDENTIAL
 Principal Residence: YES
 Mailing Address: 10187 OWEN BROWN RD Deed Reference: 1) / 736/ 208
 COLUMBIA MD 21044-3917 2)

Location & Structure Information

Premises Address: 10187 OWEN BROWN ROAD Zoning: R20 Legal Description: LOT BL B 12
 COLUMBIA 21044 ATHOLTON MANOR S 1

| Map | Grid | Parcel | Subdivision | Section | Block | Lot | Group | Plat No: Plat Ref: |
|-------------------------|----------|---------------|---------------------------------|---------------------|------------|-----|-------|-----------------------|
| 36 | 13 | 239 | | | | | 81 | |
| Special Tax Areas | | | Town Ad Valorem Tax Class | A/V, METRO FIRE TAX | | | | |
| Primary Structure Built | | Enclosed Area | Property Land Area | | County Use | | | |
| 1959 | | 2,376 SF | 23,958.00 SF | | | | | |
| Stories | Basement | Type | | Exterior | | | | |
| 1 1/2 | YES | STANDARD UNIT | | BRICK | | | | |

Value Information

| | Base Value | Phase-in Assessments | | |
|--------------------|----------------|----------------------|----------------|----------------|
| | | Value As Of | As Of | As Of |
| | | 01/01/2002 | 07/01/2002 | 07/01/2003 |
| Land: | 83,320 | 97,660 | | |
| Improvements: | 143,220 | 167,280 | | |
| Total: | 226,540 | 264,940 | 239,340 | 252,140 |
| Preferential Land: | 0 | 0 | 0 | 0 |

Transfer Information

| Seller: | Date: | Price: |
|---------|--------|--------|
| Type: | Deed1: | Deed2: |
| Seller: | Date: | Price: |
| Type: | Deed1: | Deed2: |
| Seller: | Date: | Price: |
| Type: | Deed1: | Deed2: |

Exemption Information

| Partial Exempt Assessments | Class | 07/01/2002 | 07/01/2003 |
|----------------------------|-------|------------|------------|
| County | 000 | 0 | 0 |
| State | 000 | 0 | 0 |
| Municipal | 000 | 0 | 0 |

Tax Exempt: NO
 Exempt Class:

Special Tax Recapture:

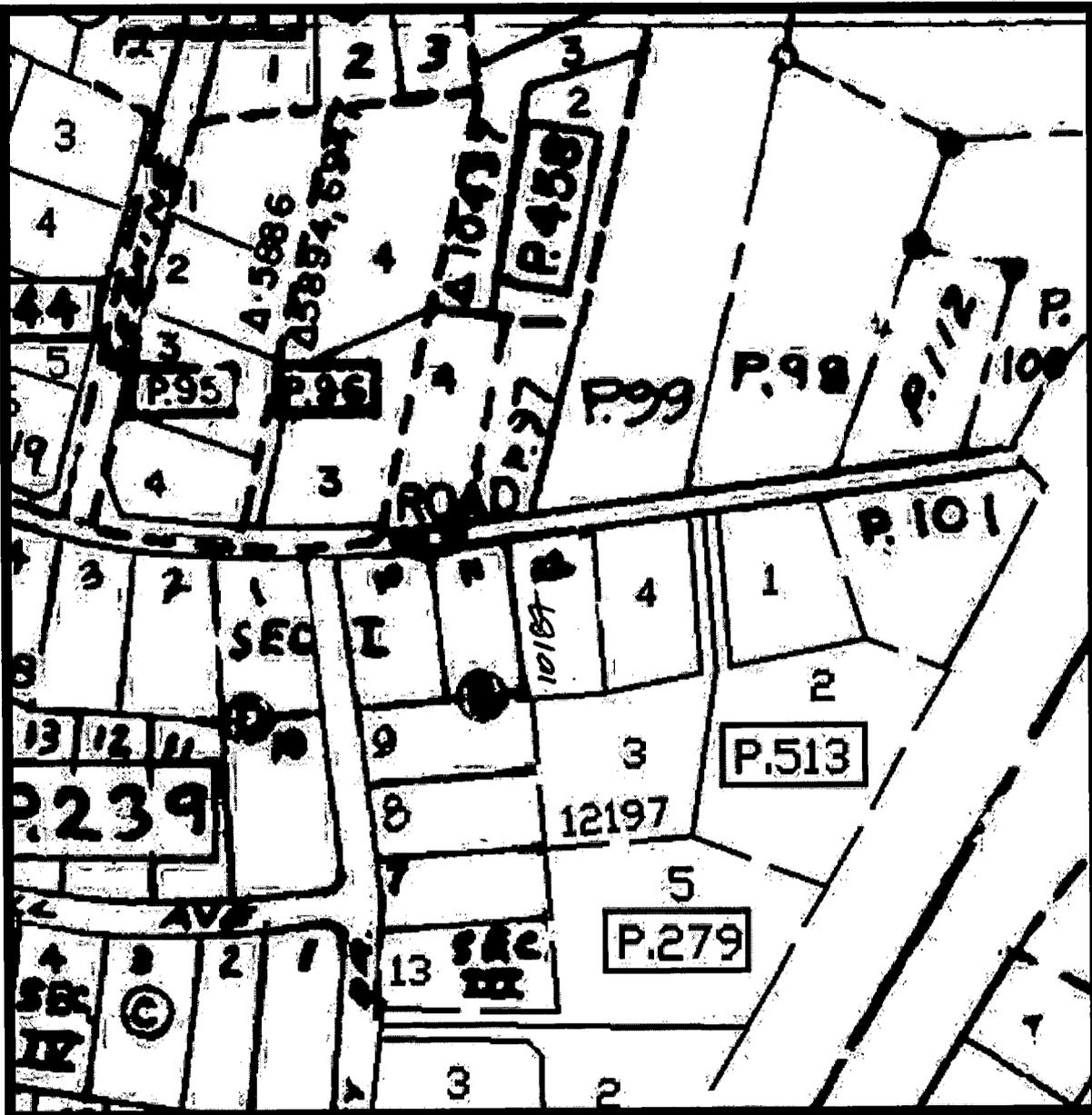
* NONE *



Maryland Department of Assessments and Taxation
HOWARD COUNTY
Real Property Data Search

Go Back
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District - 05 Account Number - 367875



Property maps provided courtesy of the Maryland Department of Planning ©2001.
For more information on electronic mapping applications, visit the Maryland Department of Planning web site at
www.mdpr.state.md.us

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Make an important decision today.



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find area code

find zip code

find email

find web site

Search Services

- find a person
- find a business
- find an area code
- find a zip code
- find an email
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- find a date **NEW!**

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- find by phone number
- find by address

Other

- make a map
- int'l directories
- toll free numbers



new search

Try Public Records! Listings 1-1 of 1

Fazi, Chris
 10187 Owen Brown Rd
 Columbia, MD 21044
 410-730-2107

[Did you go to school with Chris Fazi?](#)
[Search public records.](#)



[More Info On Chris Fazi](#)

Listings 1-1 of 1

new search

Rela



Expan

Choos

DM

Soci

Milita

Crimi

Publ

Drivi

Statt

Bas



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

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

10187 Owen Brown Rd
Columbia, MD
21044-3917

Howard County

367



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

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

Your representatives to the Maryland General Assembly are:

Senator Edward J. Kasemeyer
Delegate Elizabeth Bobo

Your Legislative District is 12B

- Legislative District Map for Election District 12B
- Legislative District Map for the entire State of Maryland

Your Congressional representation is:

Senator Barbara A. Mikulski
Senator Paul S. Sarbanes
Representative Benjamin L. Cardin

Your Congressional Election District is 3

- Congressional District Map for the entire State of Maryland

Other Maryland Elected and Appointed Officials

The returns provided by the *Who Are Your Elected Officials?* look up are your **CURRENT** elected officials who remain in office until after the General Election in November 2002. For information about your new election district, see the General Assembly's web page on redistricting and choose **Court of Appeals Legislative Districting Plan of 2002**. On the map page, choose "Find an Address" and type in your address to find your new election district. To see a list of candidates for that election district, visit the State Board of Elections website.

Disclaimer:

This service is based on zip+4 zip code districting. A small percentage of residences are located in zip+4 districts which cut across legislative district boundaries. Also, the United States Postal Service is constantly adjusting zip code boundaries. These changes are incorporated into this service on an annual basis, a parameter set by the company that supplies us with the zip code/districting information. As a result, if you live in one of the recently revised or newly created zip codes, or a zip+4 district which crosses legislative district boundaries, you may get no response to your inquiry or the response may be

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inaccurate.

In addition, if you receive your mail at a Post Office box and **do not have the option of home delivery**, then your address may be returned as invalid. Again, this is due to the zip+4 zip code database which is based on the U.S. Postal Service's database. If the Postal Service does not recognize your home address, this form will not either.

If you have any questions about your elected officials or your election district, please contact your local Board of Elections (e.g., if you live in Garrett County, contact the Garrett County Board of Elections).

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

Created by Dr. Edward C. Papenfuse & Gil Funk. Programming revised August 2001 by Wei Yang. Assistance in the initial development of this application was provided by Betsy Bodziak, Ben Szoko, Charles T. Dorsey, Chris Hill, David Hildebrand, and Sujal Shah.

This program runs on a Maryland State Archives' web server. The application uses Semaphore Corporation's ZP4 Software package to process the user's address and return their zip+4 zip code. The Election District information was purchased from The SoftEdge, Inc. The legislative information is provided by the Maryland Manual On-Line.

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

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**Maryland Department of Transportation
State Highway Administration**

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

November 27, 2002

Dr. and Mrs. Michael Frazier
4722 Keppler Place
Temple Hills Md 20748-2150

Dear Dr. and Mrs. Frazier:

Thank you for attending the November 18 informational meeting, hosted by the State Highway Administration (SHA) in the Cafeteria of the Princeton Elementary School, 6101 Baxter Drive, Suitland, regarding the proposed sound barriers for the Yorkshire Village and Woodlane communities, located in the southwest and northwest quadrants, respectively, of the I-95/I-495/MD 5 interchange in Prince George's County. I appreciate the opportunity to provide the following information.

The purpose of the meeting was to discuss the proposed sound barrier project and to seek concurrence, by written ballot, for the construction of the sound barriers from at least 75 percent of the property owners in the two communities whose homes are currently experiencing highway traffic noise levels of 66-decibels or higher. These homes were indicated on the hand-out plan sheet by the orange color. As part of the meeting's discussions, the question was asked why some of the homes along Keppler Place were not included among the homes to be protected by the sound barrier for the Yorkshire Village community.

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

The Yorkshire Village community has been studied to determine its eligibility for a Type II sound barrier as outlined above. The evaluation determined that several homes along portions of Brentley Road, Ludlow Drive, and Keppler Road predated the 1964 opening date of I-95/I-495 (the Capital Beltway) and are experiencing current highway traffic noise levels of 66-decibels or higher. The proposed sound barrier has been designed to provide noise abatement for these homes. Several additional homes along the same streets, farther back from the highway, will also receive some noise abatement benefit from the barrier. Our date study of the community, using tax records, determined that the homes along Keppler Place were constructed during two time periods: 4501 through 4609 Keppler Place between 1961 and 1963; and 4700 through 4722 Keppler Place between 1993 and 1995. Only the 4501 through 4609 Keppler Place homes predate the 1964 opening of I-95/I-495 and were considered for Type II noise abatement.

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

Dr. and Mrs. Michael Frazier
Page Two

In November 1998, Governor Parris N. Glendening announced that the Yorkshire [Village] community was eligible for a sound barrier. An announcement letter was sent to only member of the Yorkshire Village community that, up to that point in time, had contacted SHA about a sound barrier for the community. In his letter, the Governor indicated that the homes that would be protected by this proposed sound barrier would be those that pre-dated I-95/I-495. He also indicated that homes that were built more recently did not qualify for consideration. The homes along Keppler Place, 4700 through 4722, fall into this group. A copy of the Governor's letter is enclosed.

In May 1999, you contacted Mr. James Hade, our Noise Abatement Team Leader, and requested copies of maps of the communities showing where the sound barriers were to be located along I-95/I-495 just west of the I-95/I-495/MD 5 interchange. These maps were faxed to you for your use. The locations shown on these maps were preliminary in that they indicated the study limits for the three communities. When these location maps were produced, the final technical noise analysis for the design phase for the three barriers had not begun and the specific barrier lengths, heights, and alignments had not been established. Since sending those location maps, the designs for the barriers have begun and the current alignments were presented to the respective communities at meetings on November 18 (Yorkshire Village and Woodlane) and November 19 (Temple Hills Terrace).

Construction of the sound barriers for both the Yorkshire Village and Woodlane communities is anticipated to begin in the Fall of 2003. It is also anticipated that the project will take approximately one year to complete.

Thank you again for attending the meeting on November 18. If you have additional questions or concerns, please do not hesitate to contact Ms. Nicole Ross, of our staff, at 410-545-8616 or 1-800-446-5962 or, by e-mail, at nross@sha.state.md.us. She will be happy to assist you.

Sincerely,

Charles B. Adams
Director
Office of Environmental Design

- Enclosures
- cc: James D. Hade, RLA, Noise Abatement Team Leader, State Highway Administration
 - The Honorable Kerry A. Hill, Member, Maryland House of Delegates
 - The Honorable Tony Knotts, Member, Prince George's County Council
 - The Honorable Gloria G. Lawlah, Member, Senate of Maryland
 - The Honorable Obie Patterson, Member, Maryland House of Delegates
 - Ms. Nicole Ross, Special Assistant to the Director, Office of Environmental Design, State Highway Administration
 - The Honorable David M. Valderrama, Member, Maryland House of Delegates
 - Mr. Charlie K. Watkins, District Engineer, State Highway Administration

Dr. and Mrs. Michael Frazier
Page Three

bcc: Ms. Nanette M. Schieke, State Legislative Officer, Maryland Department of
Transportation
Mr. T.E. Severe, Noise Abatement Team, State Highway Administration

Serial #: None

OED Serial#: None

Noise Customer #: 1810

Responding to letter dated: Follow-up to 11-18-2002 SHA-hosted community meeting for the Yorkshire Village and Woodlane communities; Dr. Frazier (4722 Keppler Place) and Mr. Johnson (4705 Keppler Place) attended the meeting and requested an explanation as to why their portion of the Yorkshire Village community along the cul-de-sac of Keppler Place (4700 thru 4722) was not considered eligible for inclusion in the Type II sound barrier proposed for the Yorkshire Village community

Saved: 11/26/02 3:07 PM by: T.E. Severe

N:\OED\NOISE\CORRESP\2002\FRAZIERM01.doc

Enclosures:

One copy of 11-09-1998 "good news" letter from Gov. Glendening to Ms. Ruth Royster (Ms. Royster, up to that point in time, was the only person in the Yorkshire Village to contact SHA and request consideration for a sound barrier.



PARRIS N. GLENDENING
GOVERNOR

November 9, 1998

ANNAPOLIS OFFICE
STATE HOUSE
100 STATE CIRCLE
ANNAPOLIS, MARYLAND 21401
(410) 974-3901
(TOLL FREE) 1-800-811-8336

WASHINGTON OFFICE
SUITE 311
444 NORTH CAPITOL STREET, N.W.
WASHINGTON, O.C. 20001
(202) 624-1430

TDO (410) 333-3098

Ms. Ruth E. Royster
5401 Keppler Road
Temple Hills MD 20748-2141

Dear Ms. Royster:

This letter is a follow up to your request for a sound barrier for the Yorkshire community. The State Highway Administration has completed its review of the Yorkshire area to determine if it meets the requirements for a barrier.

It is my pleasure to inform you the Yorkshire community does meet the technical requirements for a sound barrier. This pertains to those homes built prior to the construction of I-495. Those homes that were built more recently do not qualify for consideration. Prince George's County will need to agree to fund 20 percent of the barrier costs before we consider the availability of funds for the design and construction of a barrier. Once Prince George's County indicates its willingness to provide the local match, the schedule for both design and construction will be determined when funds are available in the State's capital budget. I have asked State Highway Administrator Parker F. Williams to have his staff keep you informed of our progress as we work through the funding process.

Thank you for your patience while we conducted our investigation. If you need any additional information, please do not hesitate to contact Mr. Charles B. Adams, the State Highway Administration's Director of Environmental Design, at 410-545-8640 or 1-800-446-5962.

Sincerely,

Parris N. Glendening
Governor

cc: Mr. Charles B. Adams, Director of Environmental Design, State Highway Administration
Mr. Parker F. Williams, Administrator, State Highway Administration

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G



**Maryland Department of Transportation
State Highway Administration**

Parris N. Glendening
Governor

John D. Porcari
Secretary

Parker F. Williams
Administrator

October 7, 2002

Mr. James R. Garrett
P.O. Box 816
10220 Falls Road
Brooklandville MD 21022-0816

Dear Mr. Garrett:

This letter is a follow-up to a telephone conversation between Ms. Cynthia Pollock, of Baltimore County Councilmember Kevin Kamenetz' office, and Ms. Nicole Ross, of our staff, on your behalf, regarding the sound barrier adjacent to the inner loop of I-695 near your home in Baltimore County. I appreciate the opportunity to respond to your inquiry.

The sound barrier along the inner loop of I-695 near your home was constructed as part of the widening of I-695 between Reisterstown Road (MD 140) and I-83. This barrier was designed to protect the homes in the Rockland area existing at the time the widening project was approved. The barrier does not extend all the way to Falls Road because it was of sufficient length to give 7 to 10 decibels of noise reduction for the Rockland area homes. It was never the intention of the State Highway Administration (SHA) to construct a sound barrier all the way to Falls Road because there are no homes in that area eastward beyond your home.

Similarly, there is a "gap" between the barrier protecting the Rockland community and the barrier that ends near Grasty Road, west of the Rockland community. As there are no homes in this area, there was no need for a sound barrier along this portion of the inner loop of I-695. While you may hear highway traffic noise from this direction, we are confident that the anticipated noise reduction levels have been achieved.

My telephone number is _____

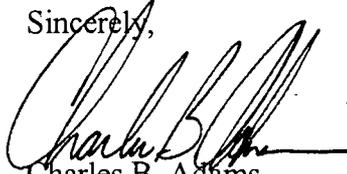
Maryland Relay Service for Impaired Hearing or Speech
1-800-735-2258 Statewide Toll Free

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

Mr. James R. Garrett
Page Two

Thank you for your interest in the State's Sound Barrier Program. If you have additional questions or concerns, please do not hesitate to contact Ms. Ross at 410-545-8616 or 1-800-446-5962 or, by e-mail, at nross@sha.state.md.us. She will be happy to help you.

Sincerely,



Charles B. Adams
Director
Office of Environmental Design

- cc: The Honorable James W. Campbell, Member, Maryland House of Delegates
- The Honorable Barbara A. Hoffman, Member, Senate of Maryland
- The Honorable Kevin Kamenetz, Member, Baltimore County Council
- Mr. David J. Malkowski, District Engineer, State Highway Administration
- The Honorable Maggie L. McIntosh, Member, Maryland House of Delegates
- Ms. Cynthia Pollock, Assistant to the Honorable Kevin Kamenetz, Member, Baltimore County Council
- The Honorable Samuel I. Rosenberg, Member, Maryland House of Delegates
- Ms. Nicole Ross, Special Assistant to the Director, Office of Environmental Design, State Highway Administration

Mr. James R. Garrett
Page Three

bcc: James D. Hade, RLA, Noise Abatement Team Leader, State Highway Administration
Ms. Nanette M. Schieke, State Legislative Officer, Maryland Department of
Transportation
Mr. T.E. Severe, Noise Abatement Team, State Highway Administration
Ms. Linda Singer, Community Liaison, State Highway Administration

Serial #: None

OED Serial#: None

Noise Customer #: 1232

Responding to letter dated: Follow-up to 09-19-2002 telephone conversation between Ms Cynthia Pollock, of BA Cnclmn Kamenetz' office, and Ms. Nicole Ross; Mr. Garrett wanted to know why there was a huge "gap" in the barrier along I-695 near Falls Road; he feels his home is not protected by the barrier (NOTE: Mr. Garrett's home is located adjacent to the existing barrier in virtually the center of the barrier)

Saved: 09/25/02 10:31 AM by: T.E. Severe

N:\OED\NOISE\CORRESP\2002\GARRETTJR01.doc

NOISE INQUIRY CHECKLIST

DATE 9/19/02 FILE? Y/N _____

CUSTOMER ID. # _____ RECEIVED BY Nicole Ross

NAME Mr. Jim Garret (Mrs. Cynthia Pollock from Councilman Kamenev's office called first)

ADDRESS 10220 Falls Rd. → 410-887-3385

Brocklandville, Md. 21022
(include zip code)

DAY TELEPHONE 410-825-0374 (WORK) / HOME)

OTHER TELEPHONE N/A

*** INQUIRY INFORMATION SUMMARY ***

HIGHWAY NAME / ROUTE NO. I-695

COMMUNITY / AREA NAME N/A

LOCATION ALONG HIGHWAY Between Falls Rd. + Greenspring Ave.

SUMMARY OF INQUIRY Would like to know why there's a huge gap in the barrier on I-695 near Falls Rd. His home is not protected by the barrier.

*** FOLLOW-UP ***

DATE _____ BY _____

1) BARRIER DESIGNED TO PROTECT HOMES OF ROCKLAND COMM - NOT INTENDED TO EXTEND ALL THEWAY TO FALLS ROAD (NO RESIDENCES THERE)

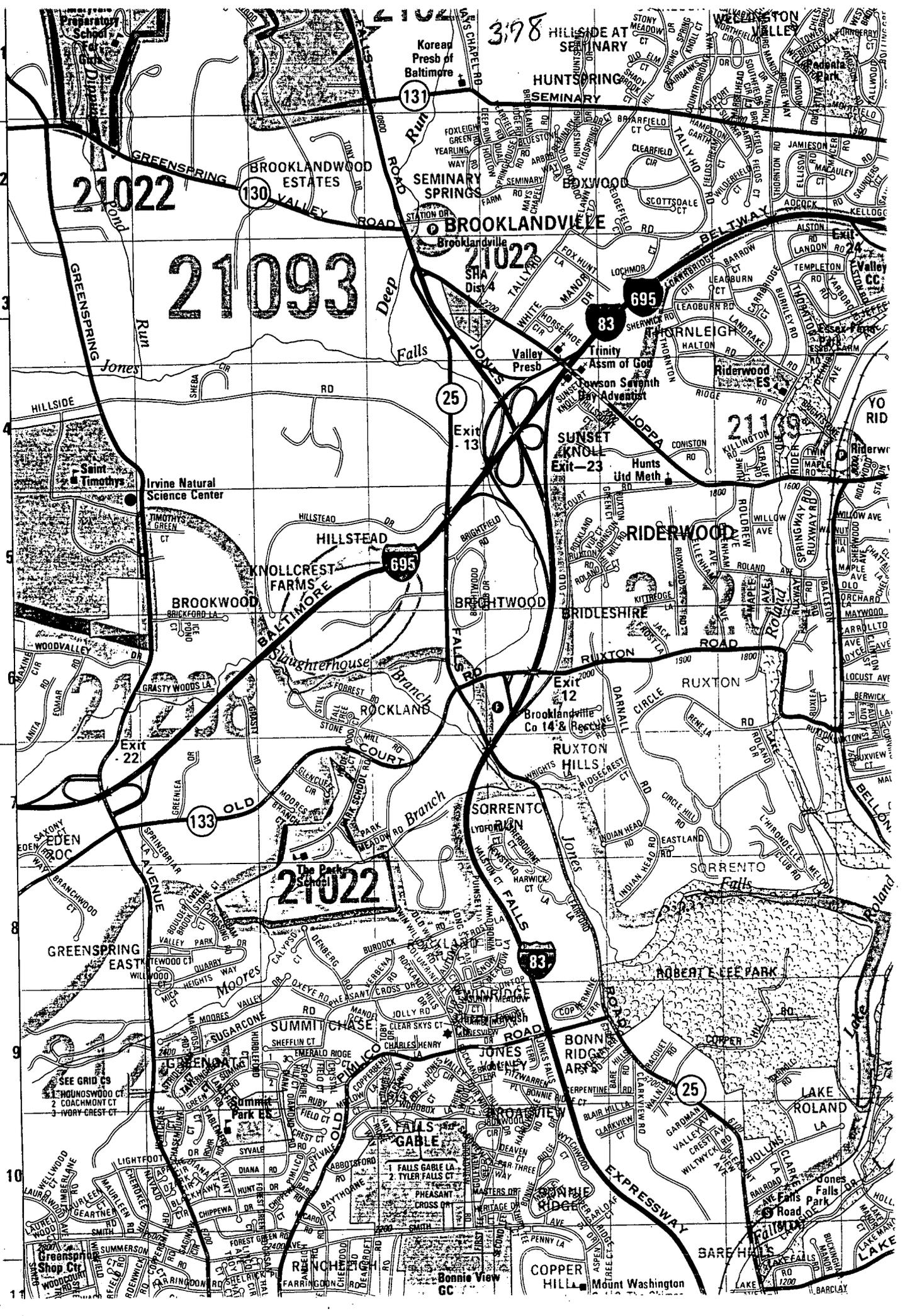
2) "GAP" BETWEEN BARRIER AT END OF GRASBY ROAD & ROCKLAND HAS NO HOMES TO PROTECT

*** REFERENCE FILES ***

39°25'00"

Joins Map 25 570,000 FT

39°22'30"



21022

21093

21200

21022

3178

HILLSIDE AT SEMINARY

HUNTSPRING SEMINARY

SEMINARY SPRINGS

BROOKLANDVILLE

21022

695

83

25

EXIT 13

695

83

EXIT 23

EXIT 12

83

25

EXIT 22

133

83

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25

83

25

Irvine Natural Science Center

Saint Timothy's

HILLSIDE

GREENSPRING

21022

21022

21022

21022

HILLSTEAD

KNOLLCREST FARMS

BROOKWOOD

WOODVALLEY

21200

21022

21022

21022

BRIGHTWOOD

BRIDLESHIRE

RUXTON HILLS

SORRENTO

21022

21022

21022

21022

ROCKLAND

BRIDLESHIRE

RUXTON

SORRENTO

21022

21022

21022

21022

LAKE ROLAND

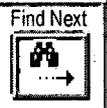
379

Customer Info. View for 2001

Wednesday, September 25, 2002 09:20 AM

TSevere

| | | | | | | |
|---------|-------------|------------|--------------------|-----------|----------------------|-------------------------------------|
| ID # | MAP | DATE | Letter or Phone on | LAST NAME | FIRST NAME | Active? |
| 1232 | C12 | 03/20/1997 | phone | GARRETT | Mr. James Rea | <input checked="" type="checkbox"/> |
| STREET# | STREET NAME | COUNTY | CITY (Post office) | ZIPCODE | Representative statu | |
| 10220 | Falls Road | BA | Brooklandville | 210220816 | | |



Elected Official whom has communicated directly to us on this custome BA Cnclmn Kevin Kamenetz (Ms. Cynthia Polloc

| | | | |
|--------------|--------------|----------------|-----------|
| DAY PHONE | HOME PHONE | E-Mail address | COMMUNITY |
| 410-825-0374 | 410-825-0374 | | Rockland |

| | | |
|------------------------|----------------|-------------|
| Logical Project Limits | ROADWAY: I-695 | BarrierName |
|------------------------|----------------|-------------|

Inner Loop I-695 E. of Greenspring Ave. to Falls Rd.

| | | |
|-----------------------|--|-----------------------|
| RESPONSE | INQUIRY | 2nd Contact |
| Scheduled for 1/27/99 | Wants to know details of proposed wall | |
| Last Contact | Researcher: | Primary SHA Contact |
| 01/25/1999 | FRED | FRED |
| | | Construction Projects |

| | | |
|--------------|-------|----------------------------|
| FILE LOCATIO | OTHER | Current committmen |
| Active | | Take followup measurements |

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

LAST action

9-19-2002 Cncl. Kamenetz' office called on behalf of Mr. Garrett;



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

09-2002 EO's Dist. 42 Sen. Barbara A. Hoffman; Dels. James W. Campbell; Maggie L. McIntosh; Samuel I. Rosenberg; BA Cncl Kevin A. Kamenetz

Comment Journal, and letter hyperlinks

Consultant Fir 1-888-375-1975 outside MD

To Meet 100% of our Commitments!

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Maryland Department of Assessments and Taxation
BALTIMORE COUNTY
Real Property Data Search

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[View Map](#)
[New Search](#)

Account Identifier: District - 03 Account Number - 0307002221

Owner Information

Owner Name: GARRETT JAMES REA **Use:** RESIDENTIAL
Principal Residence: YES
Mailing Address: PO BOX 816 **Deed/Reference:** 1) /11712/ 608
10220 FALLS RD 2)
BROOKLANDVILLE MD 21022-0816

Location & Structure Information

Premises Address: 10220 FALLS RD **Zoning:** **Legal Description:**
1 & PT AC R/W LEAD
FALLS RD
1320 N OLD COURT RD

| Map | Grid | Parcel | Subdivision | Section | Block | Lot | Group | Plat No: |
|-----|------|--------|-------------|---------|-------|-----|-------|-----------|
| 69 | 7 | 484 | | | | | 81 | Plat Ref: |

| Special Tax Areas | Town Ad Valorem Tax Class |
|-------------------------|---------------------------|
| Primary Structure Built | Enclosed Area |

| Primary Structure Built | Enclosed Area | Property Land Area | County Use |
|-------------------------|---------------|--------------------|------------|
| 1951 | 4,682 SF | 1.80 AC | 04 |

| Stories | Basement | Type | Exterior |
|---------|----------|---------------|-----------------|
| 2 | NO | STANDARD UNIT | 1/2 BRICK FRAME |

Value Information

| | Base Value | Phase-in Assessments | | |
|--------------------|----------------|------------------------|------------------------|------------------------|
| | | Value As Of 01/01/2002 | Value As Of 07/01/2002 | Value As Of 07/01/2003 |
| Land: | 243,000 | 243,000 | | |
| Improvements: | 393,050 | 419,510 | | |
| Total: | 636,050 | 662,510 | 644,870 | 653,690 |
| Preferential Land: | 0 | 0 | 0 | 0 |

Transfer Information

Seller: GARRETT ROBERT/JAMES REA **Date:** 07/23/1996 **Price:** \$0
Type: NOT ARMS-LENGTH **Deed1:** /11712/ 608 **Deed2:**
Seller: GARRETT HARRISON **Date:** 04/19/1995 **Price:** \$0
Type: NOT ARMS-LENGTH **Deed1:** /11015/ 120 **Deed2:**
Seller: GARRETT HARRISON **Date:** 07/29/1992 **Price:** \$0
Type: NOT ARMS-LENGTH **Deed1:** / 3191/ 177 **Deed2:**

Exemption Information

| Partial Exempt Assessments | Class | 07/01/2002 | 07/01/2003 |
|----------------------------|-------|------------|------------|
| County | 000 | 0 | 0 |
| State | 000 | 0 | 0 |
| Municipal | 000 | 0 | 0 |

Tax Exempt: NO **Exempt Class:** Ed's - DIST. 42 - Sen. Barbara A. Hoffmann **Special Tax Recapture:**

Del. James W. Campbell * NONE *
Maggie L. McIntosh
Samuel I. Rosenhan
BAC Kevin Kamenetz

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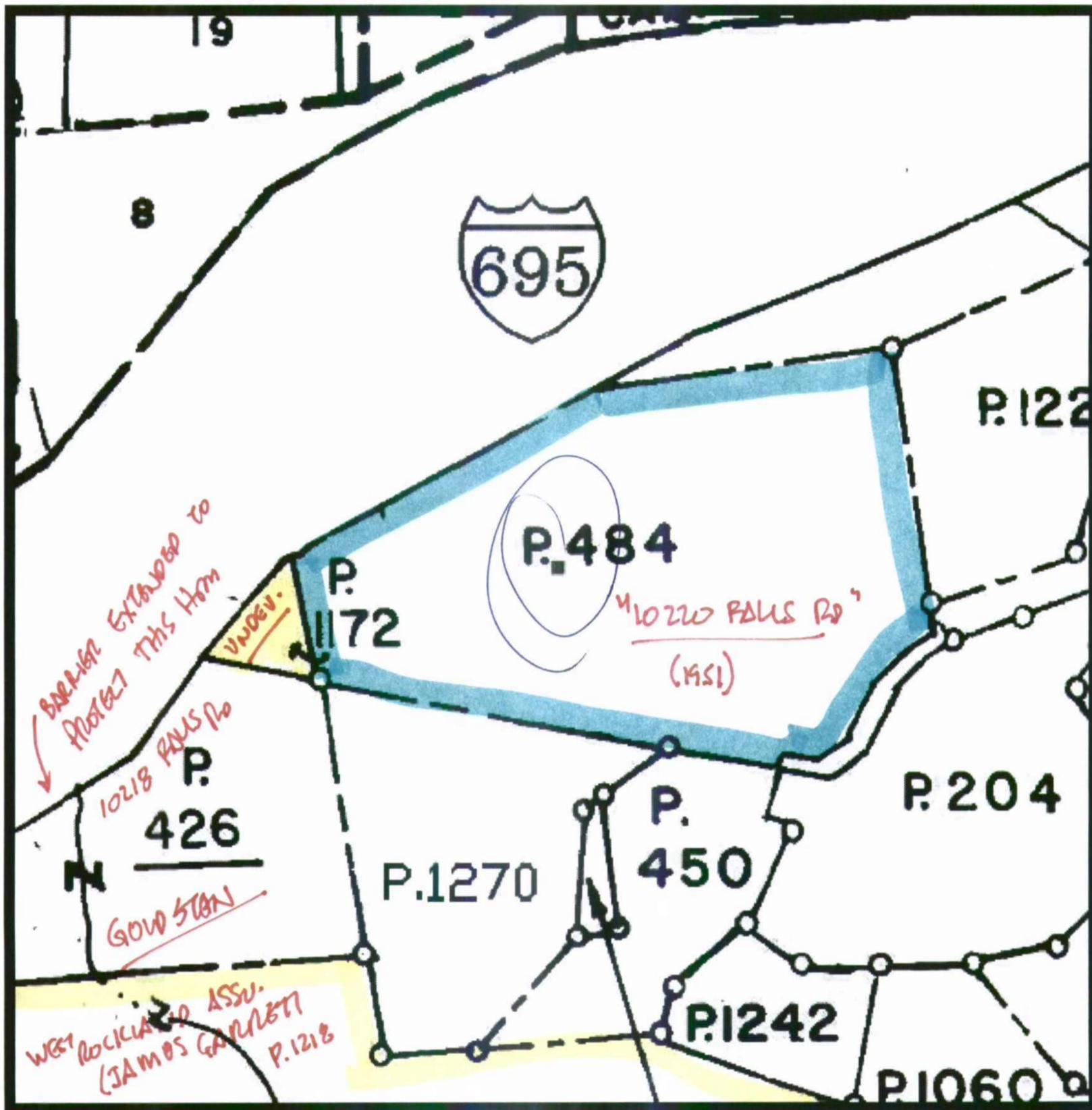
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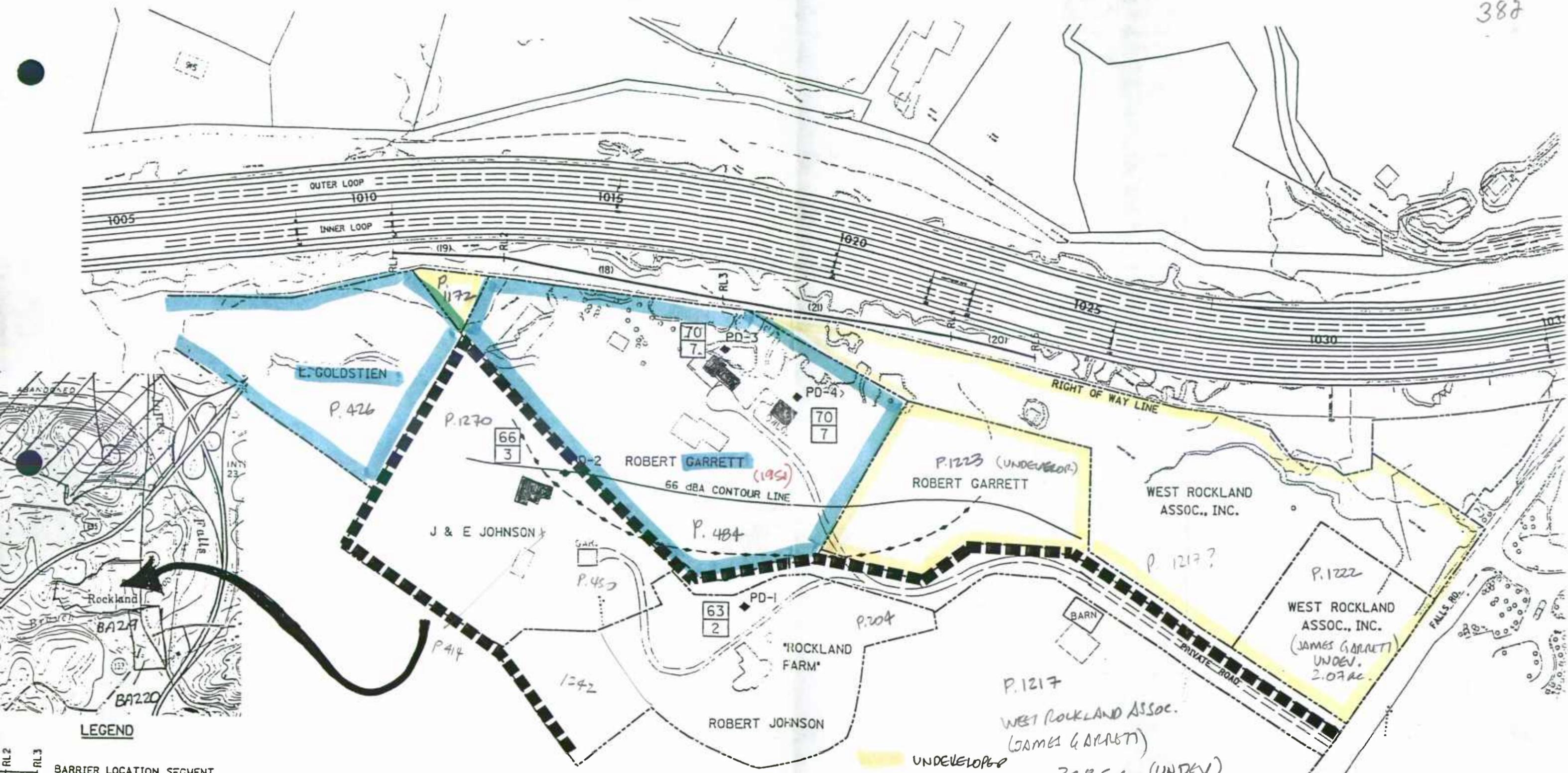
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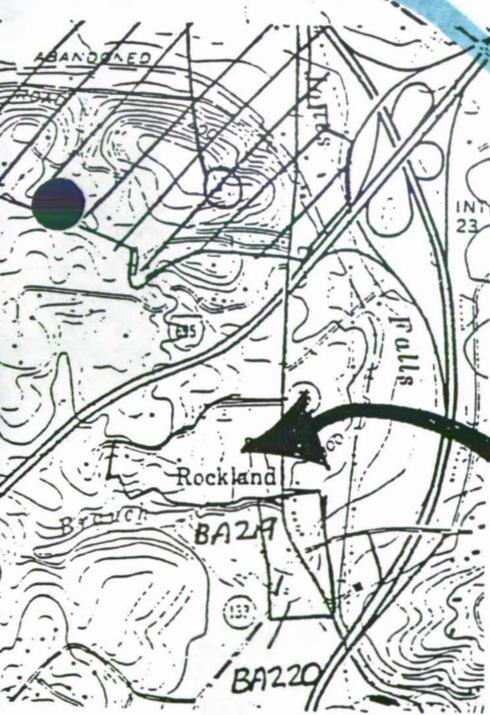
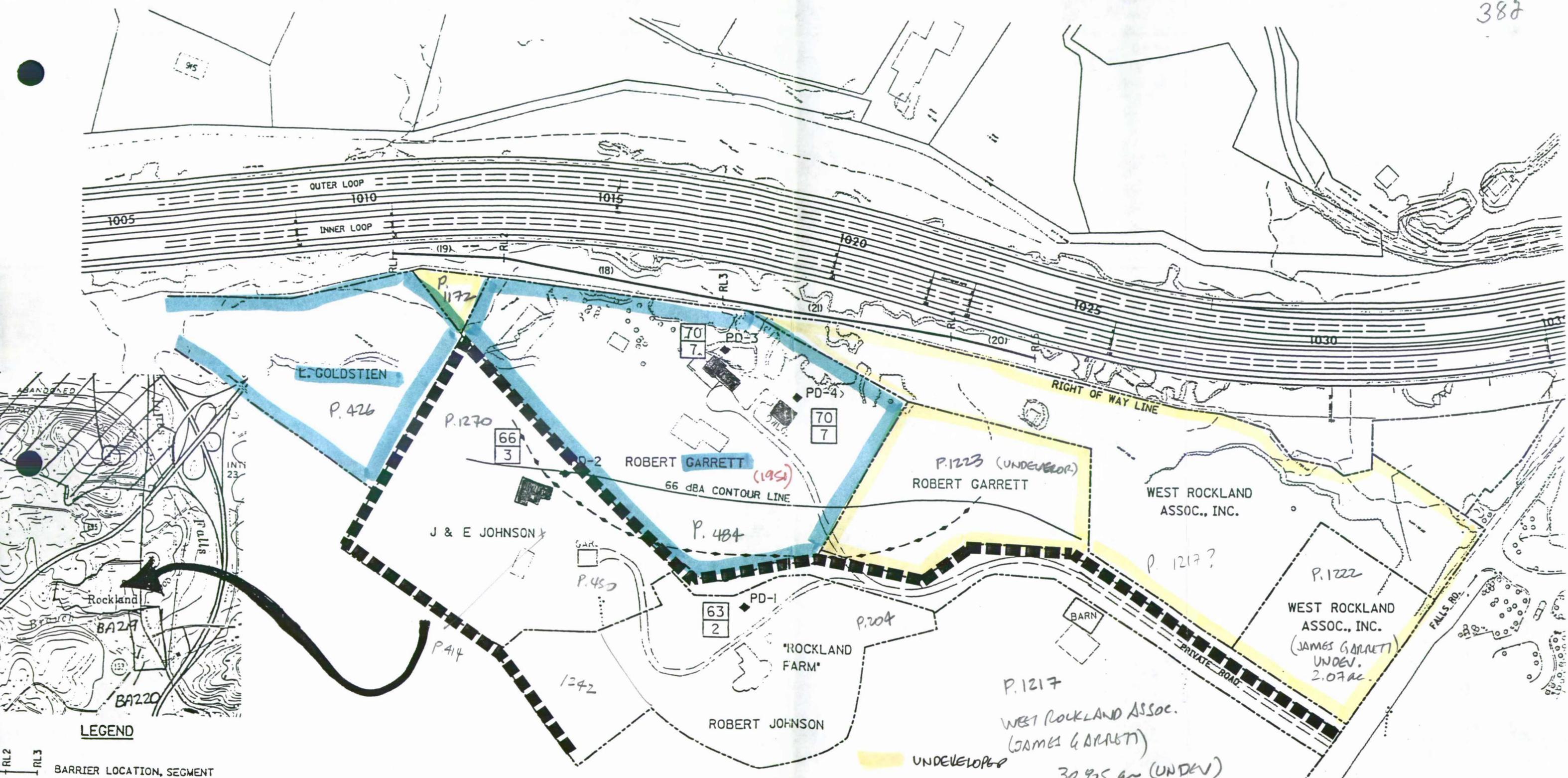


LEGEND

- RL2
RL3
BARRIER LOCATION, SEGMENT
- PD-2
NOISE RECEPTOR
- 70
5
2020 UNABATED NOISE LEVEL (dBA)
ABATED NOISE LEVEL INSERTION LOSS (dBA)
- IMPACTED AREA CONTOUR LINE
- 3 dBA INSERTION LOSS CONTOUR LINE
- ■
Historic boundary - "Rockland Farm"

- Residence impacted & benefited by a minimum 3 dBA reduction
- Residence not impacted & benefited by a minimum 5 dBA reduction

| | | |
|---|------------------|--------------|
| MARYLAND DEPARTMENT OF TRANSPORTATION STATE HIGHWAY ADMINISTRATION I-695 WIDENING MD 140 TO I-83 SOUTH (JFX) NOISE ANALYSIS | | |
| PLAN NSA 10 - BARRIER J | | |
| SHA - 12/97 | Scale 1"=200' | Exhibit 4 |



LEGEND

- RL2, RL3 BARRIER LOCATION, SEGMENT
- PD-2 NOISE RECEPTOR
- 70, 5 2020 UNABATED NOISE LEVEL (dBA)
- ABATED NOISE LEVEL INSERTION LOSS (dBA)
- IMPACTED AREA CONTOUR LINE
- 3 dBA INSERTION LOSS CONTOUR LINE
- Historic boundary - "Rockland Farm"

- ▬ - Residence impacted & benefited by a minimum 3 dBA reduction
- ▨ - Residence not impacted & benefited by a minimum 5 dBA reduction

MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION
I-695 WIDENING
MD 140 TO I-83 SOUTH (JFX)
NOISE ANALYSIS

PLAN NSA 10 - BARRIER J

SHA - 12/97

| | |
|------------------|--------------|
| Scale 1"=200' | Exhibit 4 |
|------------------|--------------|

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July 22, 1998

Ms. Nancy B. Hill
P.O. Box 601
10216 Falls Road
Brooklandville MD 21022

Dear Ms. Hill:

Thank you for forwarding a copy of your recent letter to Senator Barbara Hoffman regarding a sound barrier for the Rockland community adjacent to I-695. The Senator also contacted me about your concerns and I would like to take this opportunity to respond.

In your letter, you expressed concern about the construction of sound barriers adjacent to I-695, the Baltimore Beltway, between Grasty Road and Falls Road. You were correct that Mr. John Lewis of my office had indicated that the barrier would be extended to protect the Goldstein home. The design for this extension is completed, and construction is expected to begin by September.

The sound barrier to protect the residences that abut the Beltway in the Rockland area west of Falls Road has been completed, with the exception of the extension for the Goldstein home. This barrier is designed to protect the existing homes in this area. It does not extend all the way to Falls road because it was not necessary to take the barrier to Falls Road to protect these homes. It was never the intention of the State Highway Administration (SHA) to construct a barrier all the way to Falls Road, because there are no homes in that area that would experience noise levels above 66 decibel impact threshold.

↑ NO HOMES EAST OF MR GARRETT'S HOME (P. 424)

Similarly, the Rockland community, which is entered from Old Court Road, will not be impacted above the 66 decibel threshold. For this reason, once the extension to protect the Goldstein home is completed, there will be an area where there will be no barrier between that end and the beginning of the Grasty Road barrier.

also - Mr. GARRETT is also

" WEST ROCKLAND ASSOC., INC "

CONTROLLING PARCELS 1217
1222
1223

July 22, 1998

Ms. Nancy B. Hill
P.O. Box 601
10216 Falls Road
Brooklandville MD 21022

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↪ NO HOMES EAST OF MR GARRETT'S HOME (P. 484)

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also - Mr. GARRETT is also
"WEST ROCKLAND ASSOC., INC."

CONTROLLING PARCELS 1217
1222
1223

Ms. Nancy B. Hill
Page Two

Thank you again for your letter sharing your concerns with me. I hope this has helped to clarify the question. If you need additional information regarding this matter, please do not hesitate to contact Mr. Charles B. Adams, SHA's Director of Environmental Design, who may be reached at 410-545-8640 or 1-800-446-5962.

Sincerely,

David L. Winstead
Secretary

- cc: The Honorable Barbara A. Hoffman, Member, Senate of Maryland
- The Honorable James W. Campbell, Member, Maryland House of Delegates
- The Honorable Maggie L. McIntosh, Member, Maryland House of Delegates
- The Honorable Samuel I. Rosenberg, Member, Maryland House of Delegates
- Mr. Charles B. Adams, Director of Environmental Design, State Highway Administration
- Mr. John M. Lewis, Jr. State Legislative Officer, Maryland Department of Transportation
- Mr. Parker F. Williams, Administrator, State Highway Administration

Ms. Nancy B. Hill
Page Three

- bcc: Ms. Sharon Blankenship, Secretary, Landscape Architecture Division, State Highway Administration
- Ms. Claire DeBakey, Special Assistant to the Administrator, State Highway Administration
- Ms. Leslie Frelow, Assistant to the Deputy Secretary, Maryland Department of Transportation
- Mr. James Hade, Noise Abatement Team Leader, State Highway Administration
- Mr. Dave J. Malkowski, District Engineer, State Highway Administration
- Ms. Linda Singer, Special Assistant to the District Engineer, State Highway Administration
- Mr. Philip Troll, Noise Abatement Team, State Highway Administration
- Ms. Sherry Varner, Correspondence Team, Maryland Department of Transportation, **Serial #11631**

Serial: #11631
 Drafted by: OED/LAD/NAT -- June 30, 1998
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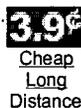
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**Maryland Department of Transportation
State Highway Administration**

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

March 13, 2002

Mr. and Mrs. Robert E. Gaylor
10737 Scaggsville Road
Laurel MD 20723-1223

Dear Mr. and Mrs. Gaylor:

This letter is a follow-up to our February 13, 2002 letter (photocopy enclosed) to you regarding the December 12, 2001 State Highway Administration (SHA)-hosted informational meeting held at the Banneker Room of the George Howard Building in Ellicott City. That letter provided you with a summary of the meeting, a sheet with issues raised at the meeting and SHA's responses as well as all of the materials distributed at the meeting. Also included was a postage-paid ballot for you to indicate whether or not you were in favor of the construction of a sound barrier to provide noise level reductions near your home as part of the MD 216 highway project.

We received your returned ballot on February 26, 2002 (photocopy enclosed). However, there was no designation for or against the construction of the sound barrier near your home. We attempted to contact you several times by telephone at 301-725-5632, left messages on your answering machine and have not yet received your call. As we indicated in our last letter, SHA needs to obtain concurrence for the construction of a sound barrier from at least 75 percent of the homeowners who will be impacted by highway traffic noise from the relocated MD 216. Your home is one of those impacted properties. We are enclosing a duplicate ballot for you to designate your approval or disapproval of the construction of a sound barrier near your home. Please indicate your choice by marking the appropriate box, signing your names and returning the ballot to us. The ballot is postage-paid. After choosing and signing, please fold the ballot in half with the return address to the outside, seal it with tape and return it to us by March 22, 2002. After all of the ballots have been received from the community, the results will be forwarded to you.

Thank you for your patience and understanding in this matter. If you have any questions or concerns about the project, please do not hesitate to contact me at 410-545-8599 or 1-800-446-5962 or, by e-mail, at jhade@sha.state.md.us.

Sincerely,

James D. Hade, RLA
Noise Abatement Team Leader
Office of Environmental Design

Enclosures

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

My telephone number is _____

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

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

Mr. and Mrs. Robert E. Gaylor
Page Two

bcc: Ms. Nanette M. Schieke, State Legislative Officer, Maryland Department of
Transportation
Mr. T.E. Severe, Noise Abatement Team, State Highway Administration

Serial #: None

OED Serial#: None

Noise Customer #: None

Responding to letter dated: Follow-up to 02-13-2002 letter with summary of meeting, issues raised and
SHA's responses to those issues, all of the materials distributed at the meeting and a postage-paid ballot
to be signed and returned to SHA by 03-11-2002

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Enclosures:

Photocopy of 02-13-2002 letter to Mr. and Mrs. Gaylor

Photocopy of Mr. and Mrs. Gaylor's returned ballot with neither for nor against construction of a sound
barrier as part of the MD 216 highway project designated, date stamped received 02-26-2002

A new, duplicate postage-paid ballot with a requested return-by date of 03-22-2002



**Maryland Department of Transportation
State Highway Administration**

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Parris N. Glendening
Governor

John D. Porcari
Secretary

Parker F. Williams
Administrator

September 25, 2002

Mr. Michael D. Grant
President
Bethesda Place Community Council, Inc.
6722 Surreywood Lane
Bethesda MD 20817-1569

Dear Mr. Grant:

This is a follow-up to your letter to Mr. Kenneth Polcak, our Environmental Analyst on our Noise Abatement Team, asking questions with respect to the noise analysis for the Bethesda Place community, also known as Stratton Woods, located in the southeastern quadrant of the I-270 West Spur/Democracy Boulevard interchange in Montgomery County. I appreciate the opportunity to respond to your questions and apologize for the delay in getting these responses back to you.

Your questions were technically detailed and also policy-based. Our responses to your questions can be found in the attached enclosure.

Thank you for your letter. We appreciate your understanding during the time it has taken to respond to your questions. If you have additional questions or concerns, please do not hesitate to contact Mr. Polcak at 410-545-8601 or 1-800-446-5962 or, by e-mail, at kpolcak@sha.state.md.us. He will be happy to assist you.

Sincerely,

Charles B. Adams

Director
Office of Environmental Design

Enclosure
cc:

The Honorable William A. Bronrott, Member, Maryland House of Delegates
The Honorable Howard A. Denis, Member, Montgomery County Council
The Honorable Brian E. Frosh, Member, Senate of Maryland
The Honorable Marilyn R. Goldwater, Member, Maryland House of Delegates
The Honorable Susan C. Lee, Member, Maryland House of Delegates
Mr. Kenneth D. Polcak, Environmental Analyst, Noise Abatement Team, Office of
Environmental Design, State Highway Administration
Mr. Charlie K. Watkins, District Engineer, State Highway Administration

My telephone number is _____

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

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

Mr. Michael D. Grant
Page Two

bcc: James D. Hade, RLA, Noise Abatement Team Leader, State Highway Administration
Ms. Nicole Ross, Special Assistant to the Director, Office of Environmental Design, State Highway Administration
Ms. Nanette M. Schieke, State Legislative Officer, Maryland Department of Transportation
Mr. T.E. Severe, Noise Abatement Team, State Highway Administration

Serial #: None

OED Serial#: None

Noise Customer #: 2329

Responding to letter dated: Follow-up to 03-27-2002 letter from Mr. Grant to Mr. Ken Polcak with technical questions regarding the noise analysis in conjunction with the environmental document for the Stratton Woods community in Montgomery County

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Enclosure:

One copy of *RE: I-270 West Spur Noise Analysis Response to Multiple Questions*, 4 pages

One copy of *Fact Sheet: The Effects of Traffic Volume Changes on Noise Levels*

RE: I-270 WEST SPUR NOISE ANALYSIS – BETHESDA PLACE
RESPONSE TO MULTIPLE QUESTIONS

Historical perspective on environmental noise studies for the community:

Subsequent to the 1997 approval of the Finding of No Significant Impact (FONSI) document, an environmental re-evaluation was completed in the Fall of 2000. The purpose of the re-evaluation was to review the current design proposals for consistency with the approved document. As part of that re-evaluation, a re-assessment of the noise analysis results was conducted utilizing the latest Federal Highway Administration computer noise prediction program, TNM (Traffic Noise Model). The re-evaluation confirmed prior results that found insufficient increases in noise to warrant consideration of noise abatement. These conclusions were based on a comparison of noise levels from the proposed project (the "build" condition) with: 1) the "no-build" condition and; 2) the cumulative effects of prior improvements to the I-270 West Spur (i.e. noise from the original 4-lane section of the I-270 West Spur, compared to "build" noise levels).

Question 1: RE: Cumulative Impacts / Traffic Growth

In the assessment of traffic noise impacts related to a highway expansion project, it is the State Highway Administration's (SHA) policy to assess the cumulative effects of interim expansions of the subject roadway that may have occurred since the construction of adjacent homes. In such analyses, the maximum noise-generating scenario, in terms of traffic volumes, is the basic assumption for what is called the "baseline condition." The "baseline condition" is defined as the roadway that existed at the time the homes were constructed with the maximum number of vehicles (autos and trucks) traveling at the highest speed. Our observations are that such conditions generally exist for a period of time just prior to, and just after, the "rush hour" periods during the day. As you are likely observe on almost a daily basis, once the rush hour sets in, the overall volume of traffic is so great that the actual speed of the traffic decreases, or fluctuates greatly, and, correspondingly, the level of noise actually goes down.

In the case of Bethesda Place, the cumulative effects analysis did consider the four-lane facility and the noise levels associated with that configuration. That condition was then compared with the future "design year" 2020 traffic noise levels from the improved/expanded roadway and the projected volume of traffic for that year. The projected design year traffic volumes inherently take traffic growth into account by inclusion of factors such as planned future growth and development in the region and the capacity of the various roadways in the regional network.

I-270 West Spur Noise Analysis – Bethesda Place
Response to Multiple Questions
Page Two

One factor that must be emphasized is that all roadways have a “maximum noise-generating capacity,” which is related to how many vehicles can travel the roadway in a given period of time (typically, 1 hour) at an optimum, or maximum, speed. This is the rationale governing the consideration of cumulative effects. The comparison of the “baseline” roadway with the future “build” condition (i.e., proposed improvements) focuses on how much would noise increase based on the expansion of the roadway from, in this case, 2 lanes in each direction, to 3 lanes. In addition, the other improvements to the interchange areas are also considered in a “build versus baseline” comparison for cumulative effects. In the case of Bethesda Place, neither the cumulative effects analysis, nor the build versus no-build analysis showed a 3 decibel or greater increase. Without at least a 3 decibel increase, noise abatement is not considered reasonable under SHA policy.

There is a clear explanation for the relatively small increase in noise and it is discussed in detail in the attached “fact sheet” entitled “*The Effects of Traffic Volume Changes on Noise Levels*”. It can also be explained using the analogy of a sports stadium. Assume that a stadium has 50,000 people and the home team scores; the noise level will be quite substantial. Now, add another 5,000 or even 10,000 people to the stands. Would the same stadium with 55,000 or 60,000 people cheering sound any different? The overall perceived level of noise will be virtually the same. The more people that are already in the stadium, the greater the total number that must be added to perceptibly affect the overall noise level. The same holds true with traffic noise. Specifically, the traffic forecasts for the I-270 West Spur and the interchange show a maximum 60 percent increase in traffic, for the afternoon rush hour period projected out to the “design year 2020”. As would be expected, based on the above, the increase in noise will be less than 3 decibels.

The large differences in noise that are cited in your letter would not represent a true “apples-to-apples” comparison, particularly for those involving measured data. It is very likely that such data would not correspond to “worst case” conditions. Other variables such as weather and variations in traffic conditions are also present. By requirement, it is under “worst likely case” conditions that impacts must be judged. The intention is to determine the highest noise levels that could occur, based on the capacity (i.e. number of lanes) of the roadway at a given point in time with a given traffic make-up. This is why such judgements and predictions are made by computer modeling, not measurements. Computer modeling allows for the equalization of certain variables and conditions between differing roadway configurations and gives an unbiased comparison based on worst case traffic operations and the roadway capacity (i.e., number of lanes) and physical position of the roadways.

Question 2: RE: Changes in Noise Levels for Non-peak Periods

Experience has shown that the greatest variation in noise level occurs over the course of a typical day. However, this fact is not relevant when judging the degree of noise impact. Noise impact is linked to the highest noise levels that are associated with worst case traffic conditions, based on observed traffic conditions. Certainly, if one were to compare noise levels from the middle of the night ten years ago with noise levels just prior to rush hour today or ten years from now, the difference, or "increase," would be substantial. This scenario is also not relevant and not an "apples-to-apples" comparison. It does not accurately characterize the extent to which the proposed highway improvements would affect noise levels. The goal in assessing the "increase" in noise associated with the project is to analyze and compare the highest potential noise levels that would occur with the original (pre-project) roadway configuration and with the proposed improved, or expanded roadway. In each case, the roadway configuration is assumed to have traffic volumes and speeds that would produce the maximum amount of noise for the number of available travel lanes.

With regard to the effects of individual vehicle passbys, such effects are not specifically addressed in the Federal regulations, although such "events" undoubtedly present an additional periodic annoyance. However, the volume of traffic forecast to utilize the ramps and other roadways in the overall network and their forecast speeds all contribute to the overall noise level and are accounted for in the noise prediction procedure.

Question 3: RE: Analysis of Cumulative Effects for the Community Along Greentree Road

While the consideration of cumulative effects is an important aspect of the overall analysis of noise from highway projects, there must be physical alteration of the adjacent roadway next to the subject community for any kind of potential change in noise to occur. In the case of the section of Bethesda Place south of the interchange at Democracy Blvd., there are no improvements proposed to the northbound lanes of the I-270 West Spur. There is an extension of the southbound acceleration lane from the Democracy Boulevard interchange on-ramp, however, this extension does not constitute, nor function as, a capacity-increase for the I-270 West Spur facility. Thus, the homes along the Greentree Road section of Bethesda Place were judged to be outside the limits of the proposed highway improvements. The reason the Greentree Road area was considered in earlier environmental studies was that there were alternative designs which showed expansion of the ramp approach lanes on the northbound side that would have placed traffic closer to the community. Ultimately, those alternatives were not adopted.

I-270 West Spur Noise Analysis – Bethesda Place
Response to Multiple Questions
Page Four

As indicated previously, any roadway, based on the number of through travel lanes, will have a maximum noise-generating capacity. When the numbers of automobiles, trucks, and other vehicles exceed a certain critical volume, they will no longer be able to travel at the maximum speed and, thus, the overall noise level will actually go down somewhat as the number of vehicles continues to increase. As traffic volumes continue to rise, the speeds continue to decline, resulting in a corresponding further decrease in noise.

To address noise effects for communities beyond the limits of a particular project is simply not practical. There is no clear way to define a practical limit of influence.

Question 4: RE: Broadening of Type II Criteria for Date Eligibility

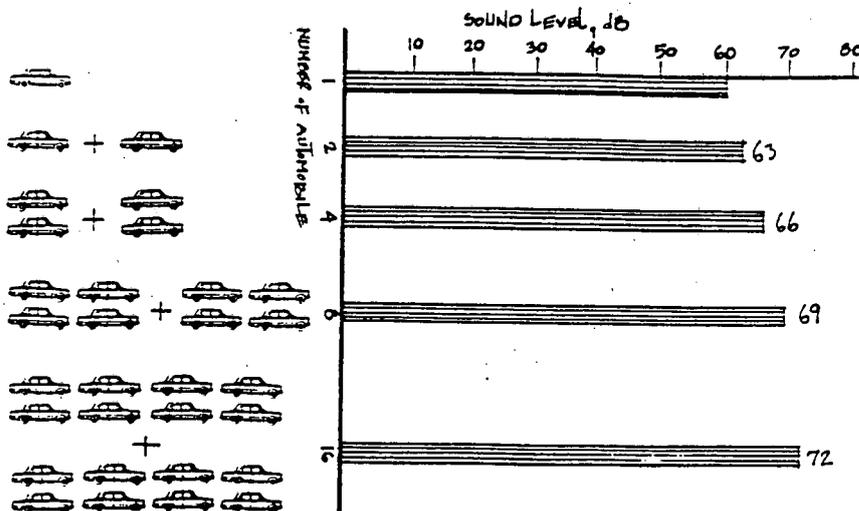
Current Federal law limits consideration of Type II noise abatement to those communities which pre-date the original highway construction. The original intent in the Federal regulations in establishment of a Type II, or "retrofit" noise abatement program was to provide a mechanism by which states could, on a voluntary basis, address noise issues that resulted from highway construction that occurred prior to the passage of the National Environmental Policy Act (NEPA) and subsequent establishment of the Federal regulations related to the analysis and abatement of highway noise. In the "pre-NEPA" world, requirements to consider environmental impacts to pre-dating homes (including noise) were not part of the highway development process. For situations in which the construction of the original highway created the potential for noise impact in existing communities, the Type II program provides a means to address and/or minimize identified impacts. Under current Federal law, Federal-Aid highway funds cannot be used for Type II projects for communities, which do not pre-date the original highway construction. The State's Sound Barrier Policy, then, only allows for the consideration of pre-dating homes.

FACT SHEET

THE EFFECTS OF TRAFFIC VOLUME CHANGES ON NOISE LEVELS

The intensity of noise generated from highway traffic is related to several major factors including distance of the receptor from the highway, the number or volume of vehicles and their travel speed, and the mix of vehicle types (that is, number of trucks versus autos, etc.). This discussion focuses on the overall volume of highway traffic and how changes in the number of vehicles affect the overall noise level generated from the highway.

In general, it can be correctly stated that an increase in traffic volume will cause increased noise. However, the amount of increase in noise will depend on the relative increase in traffic volume, as illustrated below:



It is generally accepted that the average person can just begin to perceive a change in noise level of about 3 decibels (dBA). This 3 dBA change represents a doubling of the total noise "energy". In each instance, the adjacent illustration shows that for an increase of 3 dBA in the overall noise level to occur, the number of vehicles must be doubled (that is, increased by 100%), and that this doubling must occur regardless of the actual volume of traffic. For example, if a highway carrying 5,000 vehicles per hour produces an overall noise level of 80 dBA, the traffic volume must increase to 10,000 vehicles per hour for the

overall noise level to increase by 3 to 83 dBA. The conclusion is that as the total number of vehicles on a roadway increases, it requires more and more additional vehicles to cause a noticeable change in the overall noise level.

In reality, on highways such as freeways, interstates, or other controlled-access roadways, traffic volumes are so high that relative changes in vehicle volume over time are typically well below the doubling or 100% change that would be necessary to affect a 3 dBA change in the noise level. The incremental addition of 100, 200, or even 1000 vehicles per hour to the example highway with 5,000 vehicles per hour is not sufficient to contribute enough additional energy to effect the overall noise level by a perceptible amount. This, of course assumes that the vehicles individually would produce similar noise levels (as in the illustration), and does not address changes in the mix of vehicle types, such as the number of large, heavy-duty trucks versus autos, for example.

This condition is often manifested in the results of noise impact studies for projects to widen existing highways, especially those with already substantial traffic volumes. For projects which widen within an existing median (that is, do not place traffic closer to adjacent receptors or properties), only the incremental growth in traffic over time contributes to increased noise levels. The ultimate growth in traffic will be somewhat constrained by the capacity of the highway, as will the resulting noise level.

Even if a highway is widened to the outside of the existing roadway, the increased capacity of the new expanded roadway and expected growth in traffic volume over time will still only account for a fraction of the total traffic on the highway. In this example, the addition of a small fraction of the total traffic slightly closer to adjacent properties would contribute to the total noise level, but still represents only a fraction of the total noise emanating from the highway. For example, if a 6-lane highway is widened by one lane in each direction to a total of 8 lanes, one-eighth of the total traffic would be placed approximately 12 feet closer to the adjacent property (the typical width of one highway lane). In such cases, the resultant increase in noise is still typically well below the 3 dBA perception threshold. This would generally apply only if the distance shift is small relative to the overall distance between the existing highway and adjacent property, meaning, for example, that the noise increase would be greater if the distance to the adjacent property were 25 feet, than if the distance were 100 feet.

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BETHESDA PLACE COMMUNITY COUNCIL, INC.
7605 Arlington Road, Suite 100
Bethesda, MD 20814.

March 27, 2002

Mr. Ken Polchak
Maryland State Highway Administration
Highway Design Division
707 N. Calvert Street
Baltimore, MD 21202

Dear Mr. Polchak:

I am writing to you to follow up on a meeting we held last year in the Bethesda Place Community about the highway construction project at I-270 and Democracy Boulevard. This project borders the Bethesda Place community, and we believe adversely affects our neighborhood due to increased noise and visual intrusion.

Over the past year, Keith Kucharek, the SHA Project Manager, has met with members of the Bethesda Place Community Council multiple times to discuss landscaping options for reducing the impacts of this project on our community. Through these efforts, SHA has agreed to add some vegetative screening to reduce views of traffic on the highway ramp. We greatly appreciate the efforts of Mr. Kucharek to minimize the visual impacts of this project on our community. We recognize, however, that additional tree plantings will do very little to reduce noise levels. We had asked SHA to re-examine its noise analysis and the need for noise barriers, particularly in regard to the cumulative impact of highway projects on our community. We feel that our request for noise barriers and information on the noise analysis has not been adequately addressed.

We would like to meet with you to discuss the noise analysis for this project. We believe we would qualify for barriers if cumulative impacts were appropriately considered in the analysis. In order to address our concerns, we hope that you will respond to the following objections/questions:

*How were the cumulative impacts of highway projects accounted for in your noise analysis?
Did the analysis account for induced traffic due to the highway improvement projects?*

When our community was constructed in 1978, I-270 was a four-lane divided highway (two lanes in each direction). It has since been expanded to six-lanes (three lanes in each direction), and the ramp near our community has been widened from one lane to two lanes. The current construction project will bring additional traffic near our neighborhood since the ramp that is currently used only by traffic traveling from I-270 northbound onto Democracy Boulevard eastbound is being reconfigured to allow use by traffic traveling both eastbound and westbound on Democracy Boulevard. This interchange reconfiguration will likely double the amount of traffic on the ramp near our community. Democracy Boulevard is also being widened as part of this project.

Over the past few years, there has been a substantial increase in understanding of the phenomenon of "induced traffic" – when you provide more capacity, traffic growth increases more dramatically than if the capacity increase were not provided. Clearly, the amount of traffic utilizing a 6-lane highway is much larger than the amount utilizing a 4-lane highway – potentially up to 50 percent larger. We believe that if the increased traffic volumes are fully accounted for, this would demonstrate that the cumulative impact of the highway projects is at least a 3 decibel increase in noise levels.

Already, we have seen noise levels increase 4 to 10 decibels since the 1980s. According to a fact sheet provided by SHA to our community in March 1993, noise levels measured in August 1986 were 63 to 65 dBA in the Bethesda Place/Stratton Commons community. According to the Noise Report for the I-270 at Democracy Boulevard Study, noise levels in our community are projected to range from 67 to 75 dBA in 2020. Since a 10 decibel increase is perceived as a doubling in noise, parts of our community will experience approximately twice the level of noise compared to 16 years ago. Were it not for the widening of I-270 from four to six lanes, the levels of traffic to produce such noise level increases would not occur.

Does the analysis take into account changes in noise levels for non-peak traffic conditions? Wouldn't there be a much more substantial noise increase during off-peak periods?

It appears that all the noise analysis is based on worst hourly noise levels. While the worst noise levels are certainly a major concern, what causes the most disruption to people's lives is the inability to enjoy their own backyards on weekends and evenings and to open their windows at night. By bringing more traffic on the ramp near our community, we will hear twice as much of the individual "zoom" of cars using the ramp. The amount of this kind of annoying noise will dramatically increase with the highway project; yet, this is not accounted for in the noise studies. Moreover, the wider 6 lane highway encourages vehicles to drive faster than if the road were only four lanes, leading to higher noise levels at night and off-peak times.

The portion of our community along Greentree Road was not fully considered in noise analysis for the existing highway project because it was viewed as "outside the limits of construction of the Selected Alternative." However, we believe that a cumulative impact analysis of noise at this location (including a re-examination of noise associated with the original I-270 widening using newer data and methods) would show that it warrants noise barriers. We ask that you please analyze this portion of our community.

The Greentree Road section of our community directly faces I-270 and was most directly affected by the widening of I-270 by two additional lanes in the early 1990s. According to our records from that project, the construction was expected to result in an increase of 1 to 3 dBA (in year 2010), which at the time did not meet criteria (criteria required a 5 dBA increase).

We believe that if the original I-270 widening project were re-examined in the context of new data and noise prediction methodologies, it would show that our community meets the criteria of a 3 dBA increase. Some questions about the earlier analyses should be answered: Did those analyses take into account the large increase in traffic associated with the highway widening (e.g., induced traffic)? It would be useful to re-examine the older studies in light of new data to determine whether the project is resulting in substantially more traffic than originally projected, which in turn, is resulting in increased noise. Moreover, did the older studies predict the substantial increase in heavy-duty trucks and light-duty trucks (minivans, pick-ups, and SUVs) on the road, which are larger, heavier, and create more noise than automobile traffic? Did the older studies account for the increase in free-flow traffic speeds in our region (traffic moving at 65 mph or higher rather than 55 or 60 mph)? How would the newest noise models represent the impact of the widening of I-270 combined with the addition of lanes for the highway ramp and current reconfiguration project, which is designed to eliminate merging and increase traffic speeds? Given that Greentree Road is part of the same community impacted by the current highway project, we feel that it is important to examine our community as a whole.

Finally, while we believe that our community does qualify for a Type I barrier due to the cumulative impacts of the highway project on our community, we strongly believe that Type II criteria should be broadened to include communities such as ours.

Our community appears to be an ideal candidate for noise barriers. We exceed the minimum noise level of 67 dBA required for consideration. Moreover, SHA's studies find that noise barriers are feasible, would be effective at reducing noises by up to 9 dBA, and meet the cost-effectiveness criteria. The reasons we have been

Page 3

March 27, 2002

denied barriers are: 1) We have been told that we do not meet SHA criteria for a Type I barrier because the difference in noise levels between no-build and build alternatives is less than 3 dBA (as noted above, we believe this finding is flawed); and 2) Our neighborhood does not meet criteria for a Type II barrier because a majority of the homes in our community were built after the construction of the highway itself.

While we believe that further analysis will demonstrate that our community should in fact qualify for a Type I barrier, we question the policy for Type II barriers, which only allows for construction of a barrier if the homes pre-date the original highway. Over the past 20 years, perceived noise levels have more than doubled in our community. The capacity of I-270 was increased by 50 percent, from a four-lane road to a six-lane road. Traffic levels are dramatically higher, people are driving faster, more heavy trucks are on the road, and people are driving bigger SUVs and minivans. As a result, homes that could once enjoy their back yards no longer find them useable because traffic noise is so loud that it is difficult to hear conversation. The nature of the roadway has changed so dramatically that one could say that it really does not function as the same road as it did 24 years ago.

Type II noise barriers are currently being constructed along portions of I-495 that affect significantly fewer homes and are significantly less cost-effective than a barrier would be for our community. Most of the residents of these communities receiving barriers likely purchased their homes after construction of the original highway, and in fact, quite a few of the homes that benefit from new barriers are significantly newer than our homes. In order to have a cost-effective and equitable noise program for residents of our state, we believe that the SHA should expand the eligibility for Type II barriers to communities along highways such as our that have had dramatic increases in road noise (10 decibels +) over time.

We would like to meet with you and other SHA noise experts or SHA managers to truly explore these noise issues. A thorough analysis of noise taking into consideration all the factors is extremely important to us. These noise predictions are the only obstacle preventing our community from qualifying for noise mitigation. As noted above, we meet all other criteria. Yet, we do not believe the noise prediction methodology used for the analysis has adequately accounted for the true cumulative impact of highway projects on our community. We ask that SHA re-examine the data and provide detailed explanations to us of measured and projected noise levels with and without all of the highway projects so that we can assess the actual magnitude of noise increases. We also would greatly appreciate receiving full copies of the actual studies and results so that we more fully understand the scope of analysis conducted in advance of meeting with your SHA noise experts.

Please contact me at 301-365-8257 (evening) or 703-218-2692 (day) to discuss this project. Our community association Board of Directors is planning to meet on April 16, 2002 to discuss this issue again. We would appreciate a response and would be pleased to meet directly with you at that time.

Sincerely,



Michael Grant
President
Bethesda Place Community Council, Inc.

cc: Keith Kucharek, SHA; Kirk G. McClelland, SHA
Sen. Brian Frosh; Del. William Bronrott; Del. Marilyn Goldwater; Del. Nancy Kopp
The Honorable Doug Duncan

SENATOR BRIAN E. FROSH
DELEGATE WILLIAM A. BRONROTT
DELEGATE MARILYN GOLDWATER
DELEGATE SUSAN C. LEE

300
16TH DISTRICT DELEGATION
446 MILLER SENATE BUILDING
ANNAPOLIS, MARYLAND 21401-1991
301-858-1124 / 410-841-1124

THE MARYLAND GENERAL ASSEMBLY
SIXTEENTH DISTRICT DELEGATION

April 5, 2002

Mr. John Porcari
Secretary MDOT
PO Box 8755
BWI Airport
Baltimore, MD 21240-0755

Please Prepare Response for Secretary's
Signature

Dear John:

We have received the enclosed correspondence from The Bethesda Place Community Council, regarding noise abatement plans for the I-270/Democracy Boulevard project. The Council believes that while visual screening is planned for the area, the noise analysis for the area is not adequately addressed. The group has asked for a meeting regarding this issue. Would you please look into this matter and provide us with a report.

We appreciate your assistance with this constituent concern. Best regards.

Sincerely,

Brian E. Frosh William A. Bronrott Marilyn Goldwater Susan C. Lee

BEF/WAB/MG/SCL/lcs
Enclosure



BETHESDA PLACE COMMUNITY COUNCIL, INC.
7605 Arlington Road, Suite 100
Bethesda, MD 20814

March 30, 2002

Mr. William A. Bronrott
Ms. Marilyn Goldwater
Ms. Nancy Kopp
District 16, Montgomery County
Lowe Home Office Building
84 College Avenue
Annapolis, MD 21401 - 1991

Dear Mr. Bronrott, Ms. Goldwater, and Ms. Kopp:

Last summer, I wrote to you regarding concerns of the Bethesda Place Community Council with the Maryland State Highway Administration's (SHA) interchange project at I-270 and Democracy Boulevard. I am writing this letter to update you on the current situation.

Keith Kucharek, the Project Manager for this project, has met with members of the Bethesda Place Community Council multiple times to discuss landscape improvements to the project. Through these efforts, SHA has agreed to improve the landscaping plan to provide some vegetative screening from the highway ramp. We greatly appreciate these efforts to block our view of traffic on the highway ramp, and feel that SHA has been responsive to our concerns about the visual impact of the project.

We continue to believe, however, that SHA has not adequately addressed noise issues associated with the project. We recognize that additional tree plantings will do very little to reduce noise from the highway, which is our primary concern. We recently wrote a letter to the noise expert at SHA, Mr. Ken Polcak, asking for more information on the noise analysis that was conducted for the project (see attached). We strongly feel that the noise analysis conducted for the project was inadequate, and does not fully account for the cumulative impacts of multiple highway projects on our community. This is extremely important to us because the noise analysis is the only reason we do not qualify for barriers. Our community meets all other criteria, including feasibility, effectiveness, and cost.

We also have reviewed Montgomery County planning documents to identify whether the county has any policies on traffic noise that address our community. According to the "1992 Approved and Adopted North Bethesda/Garrett Park Master Plan" (December 1992, amended November 1994 and June 1997, p. 253):

"Noise attenuation walls should be provided at locations where existing residences will be subjected to high noise levels when the I-270 spurs are widened."

Despite the Master Plan, noise walls were not provided when I-270 was widened, and the current interchange project is further adversely affecting our community. We ask that you please work with us to ensure that the Maryland SHA takes full consideration for the cumulative impacts of highway projects on our community and that the county follows through with its Master Plan. Please contact me at 301-365-8257 (evening) or 703-218-2692 (day) to discuss this project. Our community association Board of Directors is planning to meet on April 16, 2002 to discuss this issue again, and we would appreciate any input or support you could provide.

Sincerely,



Michael Grant
President, Bethesda Place Community Council, Inc.

Noisi Team
408



Maryland Department of Transportation
The Secretary's Office

Parris N. Glendening
Governor

Kathleen Kennedy Townsend
Lt. Governor

John D. Porcari
Secretary

Beverley K. Swalm-Staley
Deputy Secretary

April 29, 2002

The Honorable Brian E. Frosh
Senate of Maryland
Suite 800 West
Bethesda MD 20814-3417

The Honorable William A. Bronrott
Maryland House of Delegates
4415 Rosedale Avenue
Bethesda MD 20814-4752

The Honorable Marilyn R. Goldwater
221 Lowe House Office Building
Annapolis MD 21401-1991

The Honorable Susan C. Lee
Maryland House of Delegates
221 Lowe House Office Building
Annapolis MD 21401-1991

Dear Senator Frosh and Delegates Bronrott, Goldwater, and Lee:

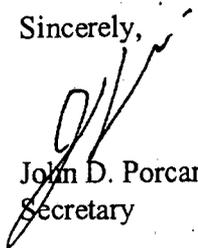
Thank you for your letter on behalf of the Bethesda Place Community Council regarding the Bethesda Place community, also known as Stratton Woods, located in the southeastern quadrant of the I-270 West Spur/Democracy Boulevard interchange in Montgomery County. I appreciate the opportunity to respond to your inquiry.

Mr. Michael Grant has written to us directly asking a number of detailed technical and policy based questions. The State Highway Administration's (SHA) Office of Environmental Design is preparing a thorough response to those issues and expects to be able to provide that information in a couple of weeks. The SHA will provide you with a copy of that response and would be happy to arrange for a representative to discuss the issues with you.

The Honorable Brian E. Frosh
The Honorable William A. Bronrott
The Honorable Marilyn R. Goldwater
The Honorable Susan C. Lee
Page Two

Thank you again for your letter. If you have any additional questions or concerns, please do not hesitate to contact Mr. Charles B. Adams, SHA's Director of Environmental Design at 410-545-8640, 1-800-446-5962 or, by e-mail, at cadams@sha.state.md.us. He will be happy to assist you. Of course, you should not hesitate to contact me directly.

Sincerely,



John D. Porcari
Secretary

- cc: The Honorable Howard A. Denis, Member, Montgomery County Council
Mr. Charles B. Adams, Director of Environmental Design, State Highway Administration
Mr. Parker F. Williams, Administrator, State Highway Administration
Mr. Charlie K. Watkins, District Engineer, State Highway Administration

The Honorable Brian E. Frosh
The Honorable William A. Bronrott
The Honorable Marilyn R. Goldwater
The Honorable Susan C. Lee
Page Three

bcc: Ms. Valerie Burnette Edgar, Director of Communications, State Highway Administration
Mr. Neil J. Pedersen, Deputy Administrator for Planning and Engineering, State Highway Administration
Ms. Nicole Ross, Special Assistant to the Director, Office of Environmental Design, State Highway Administration
Ms. Nanette M. Schieke, State Legislative Officer, Maryland Department of Transportation
Mr. T.E. Severe, Noise Abatement Team, State Highway Administration
Mr. Charlie K. Watkins, District Engineer, State Highway Administration

Serial #: WSC 8856
OED Serial#: None
Noise Customer #: 2329
Responding to letter dated: 04-05-2002 from the District 16 delegation (signed by the Senator and the three Delegates) whom forwarded a copy of Mr. Michael Grant's 03-27-2002 letter to Mr. Ken Polcak, SHA/OED/NAT and 03-30-2002 letter to District 16 delegation (similar to Mr. Polcak's letter)
Saved: 04/11/02 2:13 PM by: James Hade, RLA
N:\OED\NOISE\CORRESP\2002\FROSH01.doc

Customer Info. View for 2001

Wednesday, September 18, 2002 07:36 AM

TSevere

| | | | | | | |
|----------|-----------------|------------|---------------------|------------|----------------------|-------------------------------------|
| ID # | MAP | DATE | Letter or Phone onl | LAST NAME | FIRST NAME | Active? |
| 2329 | | 01/03/2001 | Phone | GRANT | Michael D. | <input checked="" type="checkbox"/> |
| STREET#: | STREET NAME | COUNTY | CITY (Post office | ZIPCODE | Representative statu | |
| 6722 | Surreywood Lane | MO | Bethesda | 20817-1569 | community repre | |

Elected Official whom has communicated directly to us on this custome

| | | | |
|--------------|--------------|--------------------|---|
| DAY PHONE | HOME PHONE | E-Mail address | COMMUNITY |
| 703-218-2692 | 301-365-8257 | mgrant@icfconsulti | Stratton Commons (Includes Grubby Thick |

Logical Project Limits | ROADWAY: I-270 W.sp. | BarrierName

S/E Quad.@ Democracy Blvd.

| | | |
|---|---|-------------|
| RESPONSE | INQUIRY | 2nd Contact |
| Working on addressing specific ?'s in letter. | Why no barriers with 270 spur improvements? Want SHA rep. to meet with community | Jim |
| | Last Contact | Researcher |
| | 04/11/2002 | Ken |
| | Primary SHA Contact | Ken |
| | Construction Projects | |

| | | |
|---|-------------------------|--|
| FILE LOCATIO | OTHER | Current committmen |
| Active Type I | | Letter response to Mr. G. and electeds |
| Do we owe a letter? <input checked="" type="checkbox"/> | Letter Commit due date: | |
| | Letter signed date | Reason Letter is Late |
| | | n/a |

LAST action |

4-9-02 Letter from Dist. 16 sent to Sec. Porcari to request revisiting noise analysis issue for this community; response is for Sec/MDOT's signature by 4-12-02



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

03-2002 EO's Dist. 16 Sen. Brian E. Frosh; Dels. William A. Bronrott; Marilyn R. Goldwater; Susan C. Lee; MO Cnd Howard A Denis
 Mr. Grant is President of the Bethesda Place Community Council, Inc.
 3-28-02 Mr. Grant called for Ken; spoke w/Ted Severe; Bethesa Place Comm Org sending 3-pg letter with questions on noise analysis for comm & invite to 4-16-02 meeting (letter mailed 3-27-02)- rec'd letter 3-28-02 April 2001: SHA invited to come to come to community assoc. mtg to respond to letter requesting reconsideration of noise abatement or at least screen fence or plantings. CBA indicates allowing screen plantings where feasible, but since there is no disturbance or re-alignments of roadway a fence is not called for. 4/10/2001: JDH received message of postponed community mtg to 4/17 1/4/01 - KDP left voice-mail message; still need to talk directly. 01/26 - Mr. Grant called again.

Comment Journal, and letter hyperlinks | \\shadgn\vol1\user\oed\Noise\Dbase\Customer_notes\ |

Consultant Fir | | 1-888-375-1975 outside MD

To Meet 100% of our Commitments!

406

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Maryland Department of Assessments and Taxation
MONTGOMERY COUNTY
 Real Property Data Search

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[New Search](#)

Account Identifier: District - 07 Account Number - 01747198

Owner Information

Owner Name: GRANT, MICHAEL D & N I Use: RESIDENTIAL
 Principal Residence: YES
 Mailing Address: 6722 SURREYWOOD LN Deed Reference: 1) /18626/ 107
 BETHESDA MD 20817-1569 2)

Location & Structure Information

Premises Address: 6722 SURREYWOOD LA Zoning: R90 Legal Description: STRATTON COMMONS
 BETHESDA 20817-1569

| Map | Grid | Parcel | Subdivision | Section | Block | Lot | Group | Plat No: |
|------------------------------|----------|--------|---------------------------|------------------------|-------|--------------------------------|-------|----------------|
| GP42 | | | 149 | | A | 27 | 80 | Plat Ref: |
| Special Tax Areas | | | Town Ad Valorem Tax Class | | | | | |
| Primary Structure Built 1978 | | | 38 | Enclosed Area 1,540 SF | | Property Land Area 2,002.00 SF | | County Use 116 |
| Stories | Basement | | Type | | | Exterior | | |
| 2 | YES | | CENTER UNIT | | | BRICK | | |

Value Information

| | Base Value | Phase-in Assessments | | |
|--------------------|----------------|------------------------|------------------|------------------|
| | | Value As Of 01/01/2001 | As Of 07/01/2002 | As Of 07/01/2003 |
| Land: | 72,500 | 85,000 | | |
| Improvements: | 156,690 | 152,180 | | |
| Total: | 229,190 | 237,180 | 234,516 | 237,180 |
| Preferential Land: | 0 | 0 | 0 | 0 |

Transfer Information

Seller: BROSEUS, ROGER W Date: 12/14/2000 Price: \$291,000
 Type: IMPROVED ARMS-LENGTH Deed1: /18626/ 107 Deed2:
 Seller: Date: 07/17/1992 Price: \$225,000
 Type: IMPROVED ARMS-LENGTH Deed1: /10510/ 85 Deed2:
 Seller: Date: Price:
 Type: Deed1: Deed2:

Exemption Information

| Partial Exempt Assessments | Class | 07/01/2002 | 07/01/2003 |
|----------------------------|-------|------------|------------|
| County | 000 | 0 | 0 |
| State | 000 | 0 | 0 |
| Municipal | 000 | 0 | 0 |

Tax Exempt: NO
 Exempt Class:

Special Tax Recapture:

* NONE *

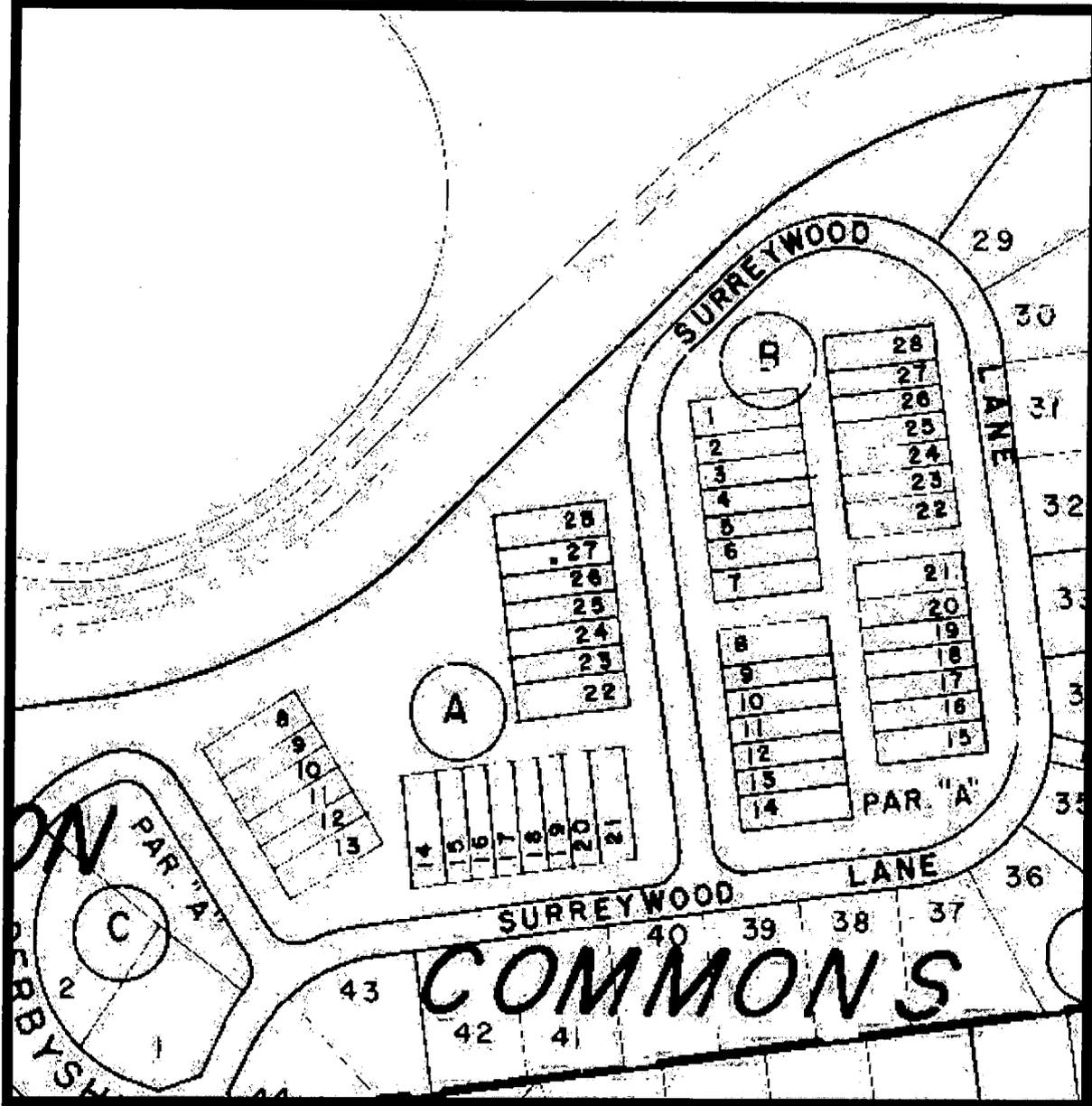
407



Maryland Department of Assessments and Taxation
MONTGOMERY COUNTY
Real Property Data Search

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New Search

District - 07 Account Number - 01747198



Property maps provided courtesy of the Maryland Department of Planning ©2001.
For more information on electronic mapping applications, visit the Maryland Department of Planning web site at www.mdp.state.md.us

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**Maryland Department of Transportation
State Highway Administration**

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

May 1, 2002

Mr. Brian R. Harder
bharder@sharpstreet.com
6716 Hunter Road
Elkridge MD 21075-5546

Dear Mr. Harder:

This letter is a follow-up to your recent e-mail message with several additional questions relating to the sound barrier project for the Hunt Club Estates community along northbound I-95 near Montgomery Road in Howard County. I appreciate the opportunity to respond to your latest inquiry.

The page in the *Consolidated Transportation Program* that lists the Hunt Club Estates sound barrier project is page H-130, Item Number 32. The proposed sound barrier for the pre-dating portion of the Hunt Club Estates community will be designed to provide a seven to ten decibel noise level reduction for the impacted homes. The barrier will extend some distance past the last pre-dating home in order to provide adequate protection. At this point in time, we have not determined where the exact southern termination point of the proposed sound barrier will be.

You asked about the elevation of the highway with respect to the community. Often when a highway is significantly elevated above the community, the outside edge of the road's shoulder will partially shield some of the noise from the traffic in the far traffic lanes. This effect is most prominent for homes closest to the roadway. For homes farther from the road, this "barrier effect" tends to diminish as the distance from the roadway increases.

Noise level measurements are currently being taken that will be used in the computer model to determine the design of the proposed sound barrier. The computer model also considers the alignment of the proposed barrier, the alignment of the highway, the topography of the area, the existing homes and other structures, vegetation or lack thereof, etc. to determine the optimum sound barrier design. Enclosed, for your use, is a copy of the Federal Highway Administration pamphlet, *Highway Traffic Noise*, that discusses sound barriers and some of the considerations that go into sound barrier design.

My telephone number is _____

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

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

410

Mr. Brian R. Harder
Page Two

Thank you for your e-mail message and continuing interest in the State's Sound Barrier Program. If you have additional questions or concerns, please do not hesitate to contact Ms. Nicole Ross, of our staff, at 410-545-8616 or 1-800-446-5962 or, by e-mail, at nross@sha.state.md.us. She will be happy to assist you.

Sincerely,



Charles B. Adams

Director

Office of Environmental Design

Enclosure

cc: Mr. Robert L. Fisher, District Engineer, State Highway Administration
James D. Hade, RLA, Noise Abatement Team Leader, State Highway Administration
The Honorable Edward J. Kasemeyer, Member, Senate of Maryland
The Honorable James E. Malone, Jr., Member, Maryland House of Delegates
The Honorable Christopher Merdon, Member, Howard County Council
The Honorable Donald E. Murphy, Member, Maryland House of Delegates
Ms. Nicole Ross, Special Assistant to the Director, Office of Environmental Design, State Highway Administration

Mr. Brian R. Harder
Page Three

bcc: Ms. Nanette M. Schieke, State Legislative Officer, Maryland Department of
Transportation
Mr. T.E. Severe, Noise Abatement Team, State Highway Administration

Serial #: None

OED Serial#: None

Noise Customer #: 2571

Responding to letter dated: Follow-up to 04-29-2002 e-mail from Mr. Harder to Mr. Charles
Adams thanking him for his recent response and also asking several more questions

Saved: 04/29/02 3:53 PM by: T.E. Severe

N:\OED\NOISE\CORRESP\2002\HARDERBR02.doc

DUE 5/10/02

418

From: JIM HADE
 To: TED SEVERE
 Date: 4/29/02 9:37AM
 Subject: Re: Sound Barriers

Ted:

Please prepare a response:

1. Give him the page number in the CTP ← H-130 - Item No. 32
2. The barrier will be designed to give 7 - 10 decibels of protection to the predating impacted homes. Sometimes a barrier will go some distance past the last predating home to give it reasonable protection. At this time we cannot say how far the barrier will need to go to give the predating homes this level of abatement.

Thanks
 Jim

>>> <bharder@sharpstreet.com> 04/29/02 08:58AM >>>

Thank you Mr. Adams for such a thorough answer. I really appreciate the time you took to inform me of all the issues. I have only two follow-up questions.

1. I have not been able to identify the project you speak off in the transportation plan. You said:

The sound

- > barrier to protect the impacted pre-dating homes will start
- > approximately 2,000 feet south of Montgomery Road and extend north to a
- > point just south of Montgomery Road and is designed to protect only the
- > pre-dating homes.

Is this work on a schedule or has it only been approved.

2. My second question has to do with the road elevation. I-95 is significantly elevated above the homes below in the area south of Hunt Club Road. This elevation seems to compound the noise problem in the area. I understand many of the homes south of Hunt Club do not pre-date I-95, however, is there any evidence or a study that shows how this elevated area affects parts of the older community which may not be directly adjacent to the elevated area? Or are barriers always only adjacent to the homes they protect?

Thanks again for your earlier response. It is very appreciated..

Brian

----- Original Message -----

From: "CHARLES ADAMS" <CAdams@sha.state.md.us>

To: <bharder@sharpstreet.com>

Cc: "JIM HADE" <JHade@sha.state.md.us>; "NICOLE ROSS" <NRoss@sha.state.md.us>; "TED SEVERE" <TSevere@sha.state.md.us>

Sent: Tuesday, April 23, 2002 10:27 AM

Subject: Sound Barriers

>

>

> April 23, 2002

>

>

> Mr. Brian R. Harder

413

- > bharder@sharpstreet.com
- > 6716 Hunter Road
- > Elkridge MD 21075-5546
- >
- > Dear Mr. Harder:
- >
- > This letter is a follow-up to your recent e-mail inquiry to the
- > Maryland State Highway Administration (SHA) regarding a proposed sound
- > barrier project adjacent to the northern portion of the Hunt Club
- > Estates community along northbound I-95 from approximately 4,500 feet
- > north of MD 100 to Montgomery Road in Howard County. I appreciate the
- > opportunity to respond to your inquiry.
- >
- > The State Highway Administration (SHA) considers the need for
- > sound barriers in two circumstances, designated "Type I" and "Type II."
- > In "Type I" situations, barriers are considered when a new highway is
- > being built or an existing highway is being expanded. We do so to
- > comply with environmental laws that require the evaluation of a range of
- > potential environmental impacts, including noise. There are no plans,
- > at this time, for the expansion of I-95 in this area, therefore, a
- > barrier cannot be considered under the Type I criteria.
- >
- > When a highway already exists and is not being expanded-so that
- > Type I criteria do not apply-a community that predates the original
- > highway may be considered for a "Type II," or "retrofit," barrier. The
- > intent of the Type II program is to address areas of noise impact along
- > highways that were built before environmental analyses became a part of
- > the highway development process. All of the following technical
- > criteria must be met for a barrier to be approved: the majority of
- > homes must predate the highway; existing noise levels must equal or
- > exceed the 66 decibel impact threshold; and we must be able to build an
- > effective barrier for \$50,000 or less per benefited home. If these
- > criteria are met, the County in which the community is located must have
- > an ordinance that addresses the impact of noise on new residential
- > development, and the County must agree to fund 20 percent of the barrier
- > cost.
- >
- > The Hunt Club Estates community has been evaluated for a sound
- > barrier under the Type II portion of our program as outlined above. Our
- > investigation determined that when the overall Hunt Club Estates
- > community was analyzed, less than 50 percent of the impacted homes
- > pre-date I-95. In that scenario, a sound barrier could not be approved.
- > However, since a majority of the homes north of Hunt Club Road
- > pre-dated I-95, we were able to consider a barrier for that portion of
- > the community. The homes directly adjacent to Hunt Club Road on both
- > sides of the street and the homes between Hunt Club Road and Montgomery
- > Road were constructed before the opening of I-95 in 1971. The homes
- > along Hunter Road and the cul-de-sac streets off Hunter Road were
- > constructed between 1974 and 1993, after the opening of I-95. The sound
- > barrier to protect the impacted pre-dating homes will start
- > approximately 2,000 feet south of Montgomery Road and extend north to a
- > point just south of Montgomery Road and is designed to protect only the
- > pre-dating homes.
- > You asked: "Is there a document which lists all ongoing or future
- > sound barrier [projects]?"
- > Yes, the Consolidated Transportation Program lists all of the proposed

414

> Type II projects that have received funding approval. This document is
> available on-line at: <http://www.mdot.state.md.us/transplan/index.html>;
> this is the Maryland Department of Transportation's (MDOT) "State Report
> on Transportation" page. On this page, please select "FY 2001-2006" and
> it will take you to MDOT's Consolidated Transportation Program FY
> 2001-2006. Select the county of interest under the "State Highway
> Administration" heading and then scroll through the pages until you get
> to the listing of sound barrier projects.

>
> Thank you for your e-mail message and interest in the State's
> Sound Barrier Program. I regret that I cannot provide a positive
> response. If you have additional questions or concerns, please do not
> hesitate to contact Ms. Nicole Ross, our Community Liaison, at
> 410-545-8616 or 1-800-446-5962 or, by e-mail, at nross@sha.state.md.us.
> She will be happy to assist you.

>
> Sincerely,

>
>
>
>
> Charles B. Adams
> Director
> Office of Environmental Design

>
> cc: Mr. Robert L. Fisher, District Engineer, State Highway
> Administration
> James D. Hade, RLA, Noise Abatement Team Leader, State Highway
> Administration
> The Honorable Edward J. Kasemeyer, Member, Senate of Maryland
> The Honorable James E. Malone, Jr., Member, Maryland House of
> Delegates
> The Honorable Christopher Merdon, Member, Howard County Council
> The Honorable Donald E. Murphy, Member, Maryland House of
> Delegates
> Ms. Nicole Ross, Noise Abatement Team Community Liaison, Office
> of Environmental
> Design, State Highway Administration
>

CC: NICOLE ROSS



**Maryland Department of Transportation
State Highway Administration**

415

Parris N. Glendening
Governor

John D. Porcari
Secretary

Parker F. Williams
Administrator

April 23, 2002

Mr. Brian R. Harder
bharder@sharpstreet.com
6716 Hunter Road
Elkridge MD 21075-5546

Dear Mr. Harder:

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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

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Mr. Brian R. Harder
Page Two

You asked: "Is there a document which lists all ongoing or future sound barrier [projects]?"
Yes, the *Consolidated Transportation Program* lists all of the proposed Type II projects that have received funding approval. This document is available on-line at:
<http://www.mdot.state.md.us/transplan/index.html>; this is the Maryland Department of Transportation's (MDOT) "State Report on Transportation" page. On this page, please select "FY 2001-2006" and it will take you to MDOT's *Consolidated Transportation Program FY 2001-2006*. Select the county of interest under the "State Highway Administration" heading and then scroll through the pages until you get to the listing of sound barrier projects.

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Sincerely,



Charles B. Adams
Director
Office of Environmental Design

cc: Mr. Robert L. Fisher, District Engineer, State Highway Administration
James D. Hade, RLA, Noise Abatement Team Leader, State Highway Administration
The Honorable Edward J. Kasemeyer, Member, Senate of Maryland
The Honorable James E. Malone, Jr., Member, Maryland House of Delegates
The Honorable Christopher Merdon, Member, Howard County Council
The Honorable Donald E. Murphy, Member, Maryland House of Delegates
Ms. Nicole Ross, Noise Abatement Team Community Liaison, Office of Environmental Design, State Highway Administration

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Mr. Brian R. Harder
Page Three

bcc: Mr. Chris Diaczok, Administrative Assistant, State Highway Administration
Ms. Nanette M. Schieke, State Legislative Officer, Maryland Department of
Transportation
Mr. T.E. Severe, Noise Abatement Team, State Highway Administration

Serial #: None

OED Serial#: None

Noise Customer #: 2571

Responding to letter dated: Follow-up to 04-07-2002 e-mail message from Mr. Harder and sent to the
SHA Administrator's office; Mr. Chris Diaczok forwarded Mr. Harder's message to OED/NAT on 04-11-
2002 for response

Saved: 04/17/02 12:15 PM by: T.E. Severe

N:\OED\NOISE\CORRESP\2002\HARDERBR01.doc

418

From: CHARLES ADAMS
To: internet: bharder@sharpstreet.com
Date: 4/23/02 10:27AM
Subject: Sound Barriers

April 23, 2002

Mr. Brian R. Harder
bharder@sharpstreet.com
6716 Hunter Road
Elkridge MD 21075-5546

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<http://www.mdot.state.md.us/transplan/index.html>; this is the Maryland Department of Transportation's (MDOT) "State Report on Transportation" page. On this page, please select "FY 2001-2006" and it will take you to MDOT's Consolidated Transportation Program FY 2001-2006. Select the county of interest

419

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Sincerely,

Charles B. Adams
Director
Office of Environmental Design

cc: Mr. Robert L. Fisher, District Engineer, State Highway Administration
James D. Hade, RLA, Noise Abatement Team Leader, State Highway Administration
The Honorable Edward J. Kasemeyer, Member, Senate of Maryland
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The Honorable Christopher Merdon, Member, Howard County Council
The Honorable Donald E. Murphy, Member, Maryland House of Delegates
Ms. Nicole Ross, Noise Abatement Team Community Liaison, Office of Environmental Design, State Highway Administration

CC: JIM HADE; NICOLE ROSS; TED SEVERE



**Maryland Department of Transportation
State Highway Administration**



Parris N. Glendening
Governor
David L. Winstead
Secretary
Parker F. Williams
Administrator

420

**NOISE BARRIER
BUILD/NO BUILD
CONCURRENCE MEMORANDUM**

TO: Mr. Parker F. Williams
Administrator

THROUGH: Mr. Douglas R. Rose, Chief Engineer
Mr. Neil J. Pedersen, Director, Office of Planning and Preliminary Engineering

FROM: Mr. Charles B. Adams
Mr. Louis H. Ege, Jr. *Chairman H. Ege*
Co-Chair, Standing Committee on Traffic Noise

DATE: September 1, 1998

SUBJECT: Northbound Interstate Route 95
From 4500' N. Of MD 100 to Montgomery Road
The Community of Hunt Club Estates in Howard County

The Standing Committee on Traffic Noise has evaluated the Hunt Club Estates area to determine if the technical criteria for a sound barrier are met and to develop a build or no build recommendation.

The Hunt Club Estates community, a development of single family homes is located adjacent to northbound I-95, south of Montgomery Road. (shown on the enclosed map). There are two distinct parts of the community with respect to the age of the homes. One area consists of homes that existed when I-95 was built. A second area consists of homes built after I-95. The internal roadway system for the newer portion of the community is an extension of streets built to serve the original homes. Two scenarios were analyzed. Scenario 'A' considered only the older homes and Scenario 'B' looked at the entire portion of the community that fronts I-95.

IMPACT DATA

- Scenario 'A'
 - Number of impacted residences - 15
 - Number that pre-date the highway - 15
 - % that pre-date highway - 100%

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

- Scenario 'B'
 - Number of impacted residences - 41
 - Number that pre-date the highway - 17
 - % that pre-date highway - 41%

BARRIER BENEFIT DATA

- Scenario 'A'
 - Number of impacted residences receiving 3dBA or greater benefit - 15
 - Number of non-impacted residences receiving 5dBA or greater benefit - 13
 - Total number of benefiting residences - 28
- Scenario 'B'
 - Number of impacted residences receiving 3dBA or greater benefit - 41
 - Number of non-impacted residences receiving 5dBA or greater benefit - 3
 - Total number of benefiting residences - 44

COST DATA

- Scenario 'A'
 - Estimated barrier cost at \$16.54/sf \$ 595,400
 - Cost/residence \$ 21,264
- Scenario 'B'
 - Estimated barrier cost at \$16.54/sf \$ 982,476
 - Cost/residence \$ 22,329

COMMENTS:

Scenario 'A'

A sound barrier will reduce the noise level at all 15 impacted residences. The barrier cost is based on a constant height wall, 18 feet in height and 2000 feet in length for a total square footage of 36,000 square feet. A sound barrier to protect the impacted homes that predate I-95 would also provide protection to approximately 8 of the homes that were built after I-95.

Scenario 'B'

This alternates will reduce the noise level at all 41 impacted residences. The barrier cost is based on a constant height wall, 18 feet in height and 3300 feet in length for a square foot total of 59,400 square feet. If the entire area of the community which fronts on I-95 is considered, 41 homes are impacted and 41% predate I-95. An effective barrier could be built at a cost/residence of +/- \$22,867. While a sound barrier is cost effective, less than 50% of the impacted homes predate I-95 and the total area would not qualify for a barrier based on the date criterion.

House Date Research Site Number: Ho-001
Hunt Club Estates
I-95 - Northbound
Highway System Opening Date = 1971

Scenario 'A'
Scenario 'B'

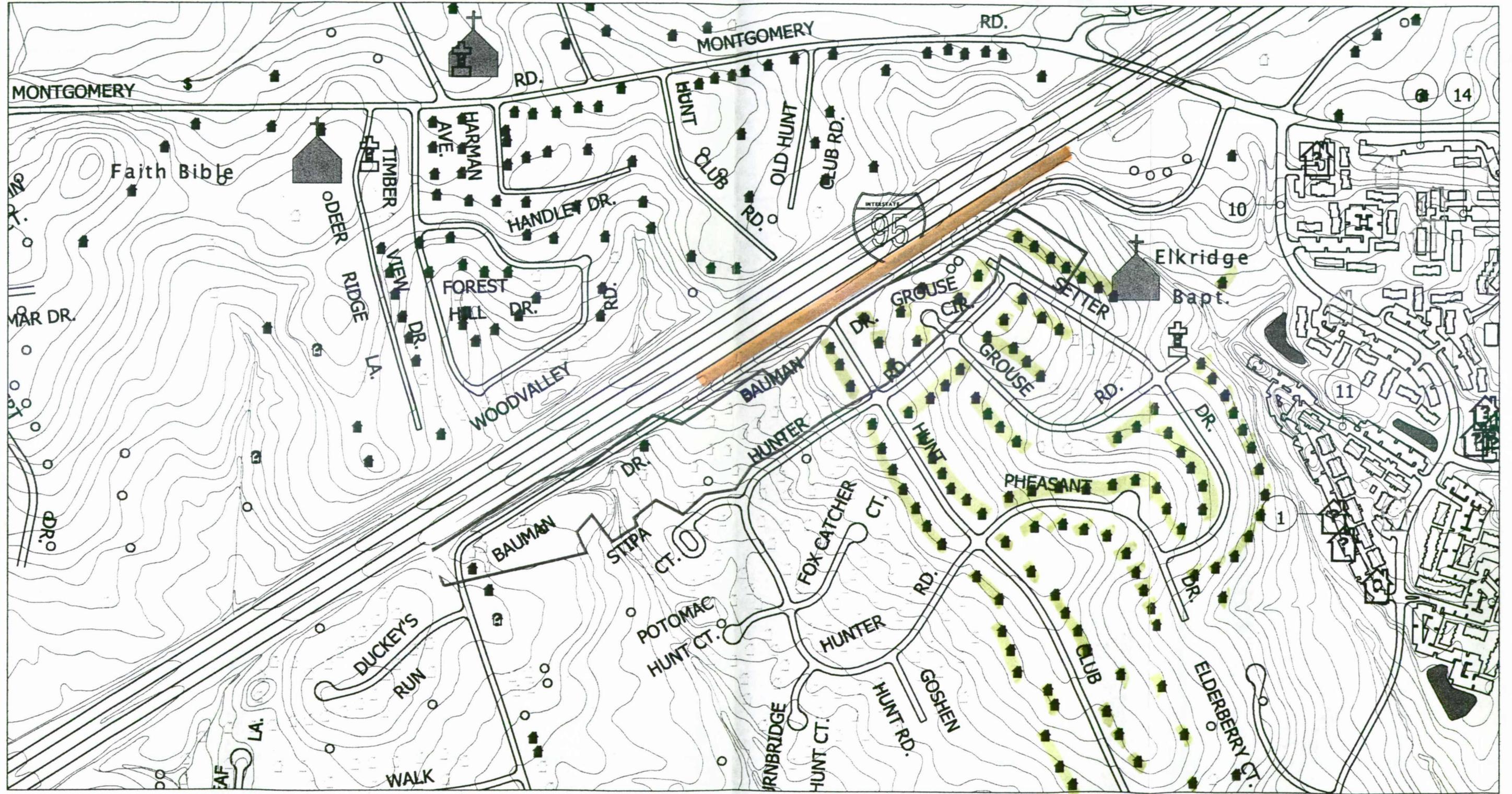
Predating Home
Postdating Home



House Date Research Site Number: Ho-001
Hunt Club Estates
I-95 - Northbound
Highway System Opening Date = 1971

Scenario 'A'
Scenario 'B'

Predating Home
Postdating Home



From: SHA Administrator
To: bharder@sharpstreet.com
Date: 4/11/02 12:45PM
Subject: Re: Question regarding sound barrier program.

Dear Mr. Harder:

Thank you for your email. I have forwarded your inquiry to Mr. Charles Adams, of our Office of Environmental Development. He will have the appropriate person respond to you directly.

Thank you again,

Chris Diaczok

>>> <bharder@sharpstreet.com> 04/07/02 11:37PM >>>
To whom it may concern,

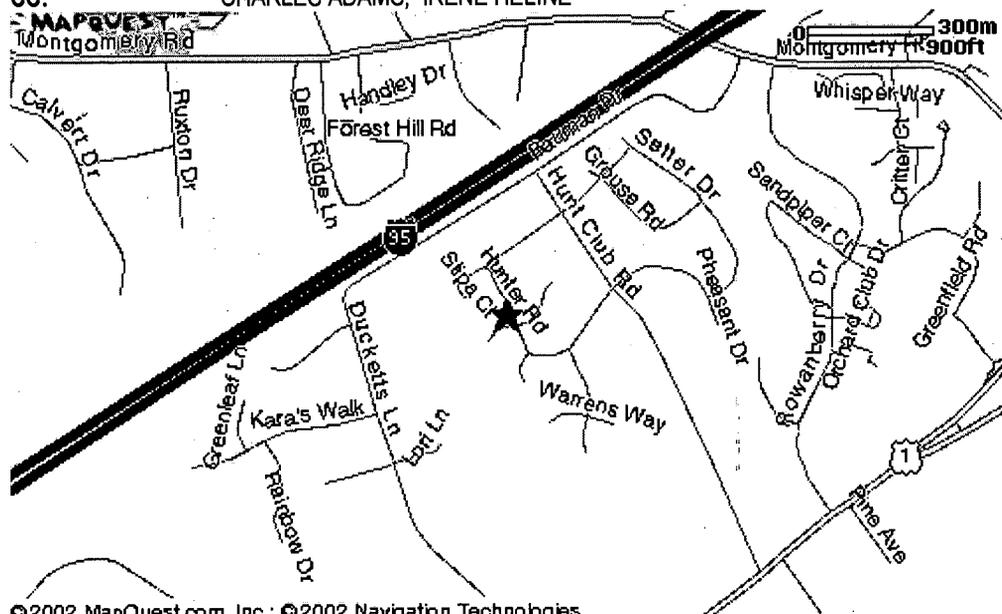
I was told by someone in my home association that there is or was a plan for sound barriers along the east side of Interstate 95 just north of Route 100 in Howard county. After an exhaustive search on your site, I have not been able to uncover such a program or plan.

Does such a program exist? Is there a document which lists all ongoing or future sound barrier programs?

Thanks in advance for the help!!

Brian Harder
Howard County Resident

CC: CHARLES ADAMS; IRENE HELINE



425

Customer Info. View for 2001

Wednesday, April 17, 2002 11:13 AM

TSevere

| | | | | | | |
|----------|-------------|------------|--------------------|------------|----------------------|-------------------------------------|
| ID # | MAP | DATE | Letter or Phone on | LAST NAME | FIRST NAME | Active? |
| 2571 | | 04/17/2002 | E-mail | HARDER | Mr. Brian R. | <input checked="" type="checkbox"/> |
| STREET#: | STREET NAME | COUNTY | CITY (Post office) | ZIPCODE | Representative statu | |
| 6716 | Hunter Road | HO | Elkridge | 21075-5546 | private | |



| | | | |
|---|---------------|-------------------|------------------------------|
| Elected Official whom has communicated directly to us on this custome | | | |
| DAY PHONE | HOME PHONE | E-Mail address | COMMUNITY |
| | 410-379-2026 | bharder@sharpstre | Hunt Club Estates (postdate) |
| Logical Project Limits | ROADWAY: I-95 | BarrierName | |

| | | | |
|--|------------|---|-----------------------|
| NB I-95 from MD 100 to approx. 4500 feet N of MD 100 | | | |
| RESPONSE | INQUIRY | 2nd Contact | |
| gave Type I & II criteria - Mr. Harder resides in post-dating area - barrier only to protect pre-dating homes toward Montgomery Rd along NB I-95 | | is a barrier planned for east side of I-95 just north of MD 100 | |
| Last Contact | Researcher | Primary SHA Contact | Construction Projects |
| 04/11/2002 | | None | |

| | | |
|---|------------------------------------|---------------------------|
| FILE LOCATIO | OTHER | Current committmen |
| | | none |
| Do we owe a letter? <input checked="" type="checkbox"/> | Letter Commit due date: 04/23/2002 | |
| LAST action | Letter signed date | Reason Letter is Late n/a |



[Large empty text area for notes or comments]

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

04-2002 Dist. 12A Sen. Edward J. Kasemeyer; Dels. James E. Malone, Jr.; Donald E. Murphy; HO Cncl Christopher Merdon 4-11-02 Chris Diaczok e-mailed Mr. Harder to advise that his inquiry was being forwarded to OED/NAT for reponse to inquiry 4-7-02 Mr. Harder e-mailed SHA Administrator

Comment Journal, and letter hyperlinks \\shadgn\vol1\user\oed\Noise\ibase\Customer_notes

Consultant Fir 1-888-375-1975 outside MD

To Meet 100% of our Commitments!

POSTDATES

426

Click here for a plain text ADA compliant screen.



Maryland Department of Assessments and Taxation
 HOWARD COUNTY
 Real Property Data Search

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Account Identifier: District - 01 Account Number - 235109

Owner Information

Owner Name: HARDER BRIAN R
 HARDER MICHELLE R
Use: RESIDENTIAL
Principal Residence: YES
Mailing Address: 6716 HUNTER RD
 ELKRIDGE MD 21075-5546
Deed Reference: 1) / 5453/ 143
 2)

(H) 410-374-2026 em: bhavder@sharpstreet.com

Location & Structure Information

Premises Address 6716 S HUNTER ROAD
 ELKRIDGE 21075
Zoning R12
Legal Description LOT 100 .2463 A
 6716 HUNTER ROAD
 HUNT CLUB ESTATES S5 A2

| Map | Grid | Parcel | Subdivision | Section | Block | Lot | Group | Plat No: | Plat Ref: | |
|-----|------|--------|-------------|---------|-------|-----|-------|----------|-----------|------|
| 38 | 7 | 515 | | | | 100 | 82 | | | 9072 |

Special Tax Areas Town Ad Valorem Tax Class A/V, METRO FIRE TAX

| Primary Structure Built | Enclosed Area | Property Land Area | County Use |
|-------------------------|---------------|--------------------|------------|
| 1992 | 2,256 SF | 10,728.00 SF | |
| Stories | Basement | Type | Exterior |
| 2 | YES | STANDARD UNIT | FRAME |

Value Information

| | Base Value | Value As Of | Phase-in Assessments | |
|--------------------|----------------|----------------|----------------------|----------------|
| | | 01/01/2000 | 07/01/2001 | 07/01/2002 |
| Land: | 65,720 | 64,720 | | |
| Improvements: | 115,200 | 114,680 | | |
| Total: | 180,920 | 179,400 | 179,400 | 179,400 |
| Preferential Land: | 0 | 0 | 0 | 0 |

Transfer Information

Seller: HOSMAN PAUL F TRUSTEE
Type: IMPROVED ARMS-LENGTH
Date: 05/02/2001
Deed1: / 5453/ 143
Price: \$245,000
Deed2:
Seller: HOSMAN PAUL F
Type: NOT ARMS-LENGTH
Date: 04/22/1999
Deed1: / 4708/ 103
Price: \$0
Deed2:
Seller: PARAGON ASSOCIATES INC
Type: IMPROVED ARMS-LENGTH
Date: 10/15/1993
Deed1: / 3020/ 101
Price: \$183,000
Deed2:

Exemption Information

| Partial Exempt Assessments | Class | 07/01/2001 | 07/01/2002 |
|----------------------------|-------|------------|------------|
| County | 000 | 0 | 0 |
| State | 000 | 0 | 0 |
| Municipal | 000 | 0 | 0 |

Tax Exempt: NO
Exempt Class:

Special Tax Recapture:

* NONE *

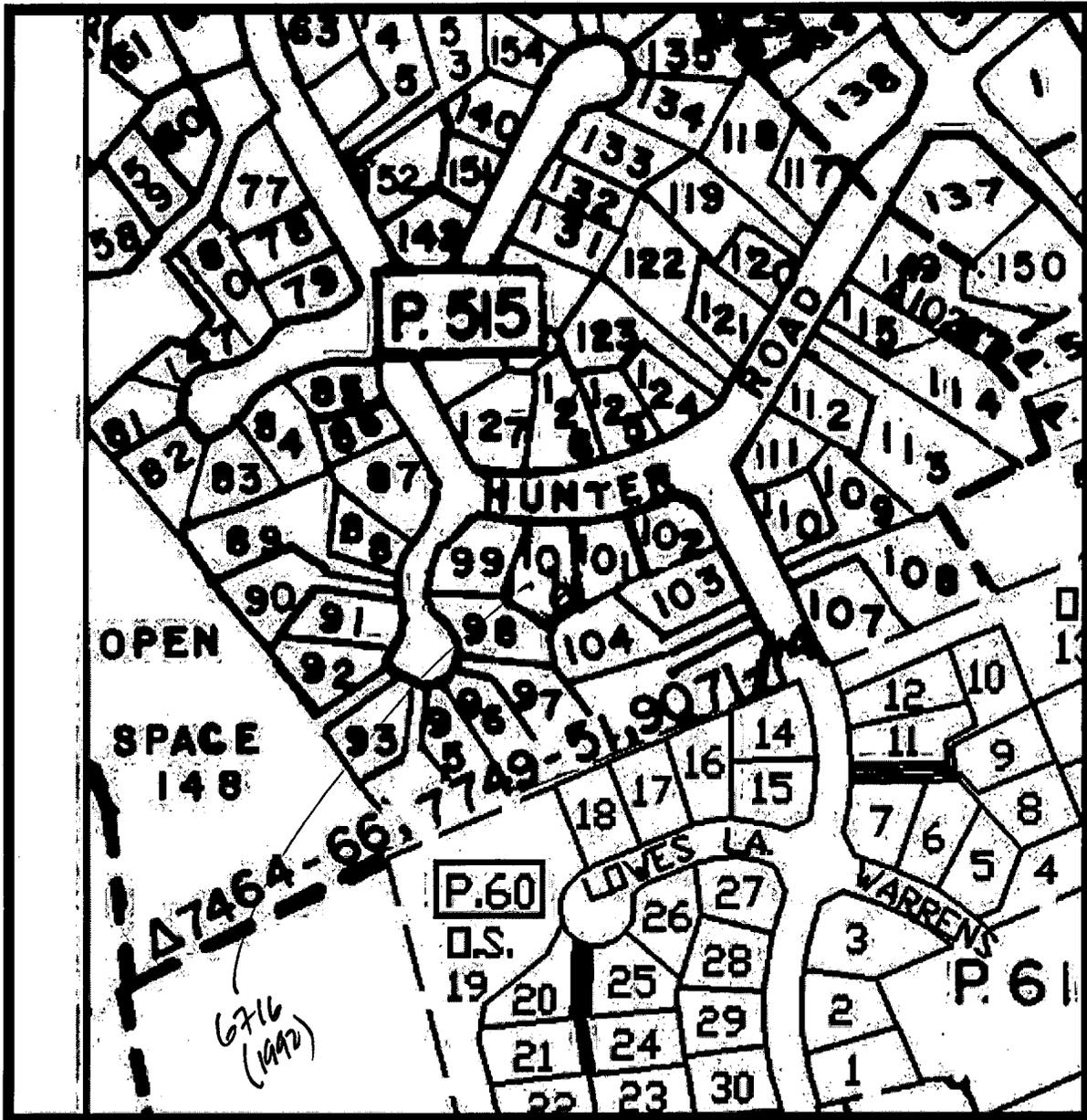
427



Maryland Department of Assessments and Taxation
HOWARD COUNTY
Real Property Data Search

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District - 01 Account Number - 235109



Property maps provided courtesy of the Maryland Department of Planning ©2001.
For more information on electronic mapping applications, visit the Maryland Department of Planning web site at www.mdp.state.md.us

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- find a business
- find an area code
- find a zip code
- find an email
- find a web site

Advanced Searches

- find by phone number
- find by address

Other

- make a map
- int'l directories
- toll free numbers



Find Person: harder

new search

Try Public Records!

Listings 1-1 of 1

Harder, Brian
 6716 Hunter Rd
 Elkridge, MD 21075
 410-379-2026

[Did you go to school with Brian Harder?](#)
[Search public records.](#)
[Click Here to Send Flowers!](#)



[More Info On Brian Harder](#)

Listings 1-1 of 1

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Choos

DM

Soci

Milita

Crimin

Publ

Drivin

State

Bar



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[help](#) | [corporate info](#) | [power your site](#) | [privacy policy](#)





**Maryland Department of Transportation
State Highway Administration**

429

Parris N. Glendening
Governor

John D. Porcari
Secretary

Parker F. Williams
Administrator

April 25, 2002

Mr. William J. Harms, III
Wharms@comcast.net
6009 Bauman Drive
Elkridge MD 21075-5501

Dear Mr. Harms:

This letter is a follow-up to your recent e-mail inquiry regarding a proposed sound barrier project adjacent to the northern portion of the Hunt Club Estates community along northbound I-95 from approximately 4,500 feet north of MD 100 to Montgomery Road in Howard County. I appreciate the opportunity to respond to your inquiry.

The State Highway Administration (SHA) considers the need for sound barriers in two circumstances, designated "Type I" and "Type II." In "Type I" situations, barriers are considered when a new highway is being built or an existing highway is being expanded. We do so to comply with environmental laws that require the evaluation of a range of potential environmental impacts, including noise. There are no plans, at this time, for the expansion of I-95 in this area, therefore, a barrier cannot be considered under the Type I criteria.

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

The Hunt Club Estates community has been evaluated for a sound barrier under the Type II portion of our program as outlined above. Our investigation determined that when the overall Hunt Club Estates community was analyzed, less than 50 percent of the impacted homes pre-date I-95. In that scenario, a sound barrier could not be approved. However, since a majority of the homes north of Hunt Club Road pre-dated I-95, we were able to consider a barrier for that portion of the community. The homes directly adjacent to Hunt Club Road on both sides of the street and the homes between Hunt Club Road and Montgomery Road were constructed before the opening of I-95 in 1971. The homes along Hunter Road and the cul-de-sac streets off Hunter Road were constructed between 1974 and 1993, after the opening of I-95. The sound barrier to protect the impacted pre-dating homes will start approximately 2,000 feet south of Montgomery Road and extend north to a point just south of Montgomery Road and is designed to protect only the pre-dating homes.

My telephone number is _____

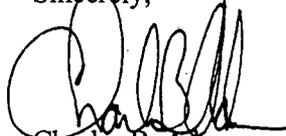
Maryland Relay Service for Impaired Hearing or Speech
1-800-735-2258 Statewide Toll Free

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

Mr. William J. Harms, III
Page Two

Thank you for your e-mail message and interest in the State's Sound Barrier Program. I regret that I cannot provide a positive response. If you have additional questions or concerns, please do not hesitate to contact Ms. Nicole Ross, our Community Liaison, at 410-545-8616 or 1-800-446-5962 or, by e-mail, at nross@sha.state.md.us. She will be happy to assist you.

Sincerely,



Charles B. Adams
Director
Office of Environmental Design

- cc: Mr. Robert L. Fisher, District Engineer, State Highway Administration
James D. Hade, RLA, Noise Abatement Team Leader, State Highway Administration
The Honorable Edward J. Kasemeyer, Member, Senate of Maryland
The Honorable James E. Malone, Jr., Member, Maryland House of Delegates
The Honorable Christopher Merdon, Member, Howard County Council
The Honorable Donald E. Murphy, Member, Maryland House of Delegates
Ms. Nicole Ross, Noise Abatement Team Community Liaison, Office of Environmental Design, State Highway Administration

Mr. William J. Harms, III
Page Three

bcc: Ms. Nanette M. Schieke, State Legislative Officer, Maryland Department of
Transportation
Mr. T.E. Severe, Noise Abatement Team, State Highway Administration

Serial #: None

OED Serial#: None

Noise Customer #: 2574

Responding to letter dated: Follow-up to 04-23-2002 e-mail message from Mr. Harms to "barrier"
inquiring if the Hunt Club Estates sound barrier will "be going by [his] house; Mr. Harms' home is in the
Hunt Club Estates postdate section of the community south of Hunt Club Road

Saved: 04/24/02 9:01 AM by: T.E. Severe

N:\OED\NOISE\CORRESP\2002\HARMSWJ01.doc

432

From: Bill <wharms@comcast.net>
To: <barrier@sha.state.md.us>
Date: 4/23/02 3:19PM
Subject: Sound Barrier

I live next to I-95. The surveyors have been in the neighborhood apparently getting ready to put up a sound barrier. How can I find out if the barrier will be going up by our house?

Bill Harms
6009 Bauman Drive
Elkridge, MD 21075

433

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Maryland Department of Assessments and Taxation
 HOWARD COUNTY
 Real Property Data Search

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Account Identifier: District - 01 Account Number - 182781

Owner Information

Owner Name: HARMS WILLIAM J III Use: RESIDENTIAL
 HARMS REBECCA M T/E
 Principal Residence: YES
 Mailling Address: 6009 BAUMAN DRIVE Deed Reference: 1) / 4072/ 617
 ELKRIDGE MD 21075-5501 2)
 (H) 410 - 579 - 4590

Location & Structure Information

Premises Address: 6009 SE BAUMAN DRIVE Zoning: R12 Legal Description: LOT 1 .342 A
 ELKRIDGE 21075 6009 BAUMAN DRIVE
 NASON PROPERTY

| Map | Grid | Parcel | Subdivision | Section | Block | Lot | Group | Plat No: | 7963 |
|-----|------|--------|-------------|---------|-------|-----|-------|-----------|------|
| 37 | 12 | 348 | | | | 1 | 82 | Plat Ref: | |

Special Tax Areas: Town Ad Valorem Tax Class A/V, METRO FIRE TAX

Primary Structure Built 1992 Enclosed Area 1,854 SF Property Land Area 14,897.00 SF County Use

Stories 2 Basement NO Type SPLIT LEVEL Exterior FRAME

Value Information

| | Base Value | Phase-in Assessments | | |
|--------------------|------------|------------------------|------------------------|------------------------|
| | | Value As Of 01/01/2000 | Value As Of 07/01/2001 | Value As Of 07/01/2002 |
| Land: | 56,540 | 57,170 | | |
| Improvements: | 67,260 | 94,300 | | |
| Total: | 123,800 | 151,470 | 142,246 | 151,470 |
| Preferential Land: | 0 | 0 | 0 | 0 |

Transfer Information

Seller: WELLS EDWARD L Date: 09/29/1997 Price: \$154,900
 Type: IMPROVED ARMS-LENGTH Deed1: / 4072/ 617 Deed2:
 Seller: LOVERDE JOSEPH T Date: 02/19/1993 Price: \$135,000
 Type: UNKNOWN Deed1: / 2798/ 435 Deed2:
 Seller: PARADISE BUILDERS INC Date: 10/21/1991 Price: \$0
 Type: NOT ARMS-LENGTH Deed1: / 2408/ 437 Deed2:

Exemption Information

| Partial Exempt Assessments | Class | 07/01/2001 | 07/01/2002 |
|----------------------------|-------|------------|------------|
| County | 000 | 0 | 0 |
| State | 000 | 0 | 0 |
| Municipal | 000 | 0 | 0 |

Tax Exempt: NO
 Exempt Class:

Special Tax Recapture:

* NONE *

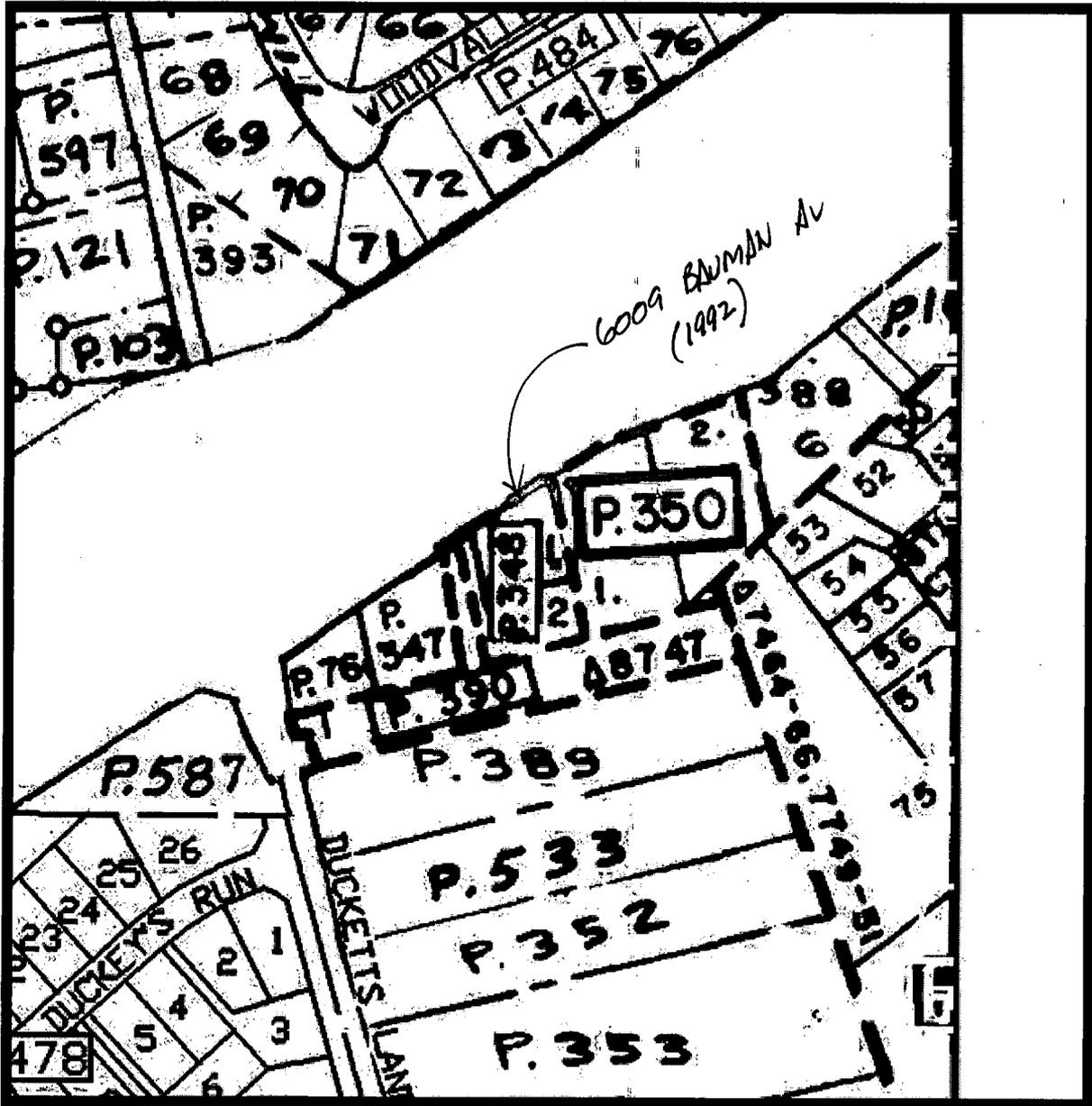
434



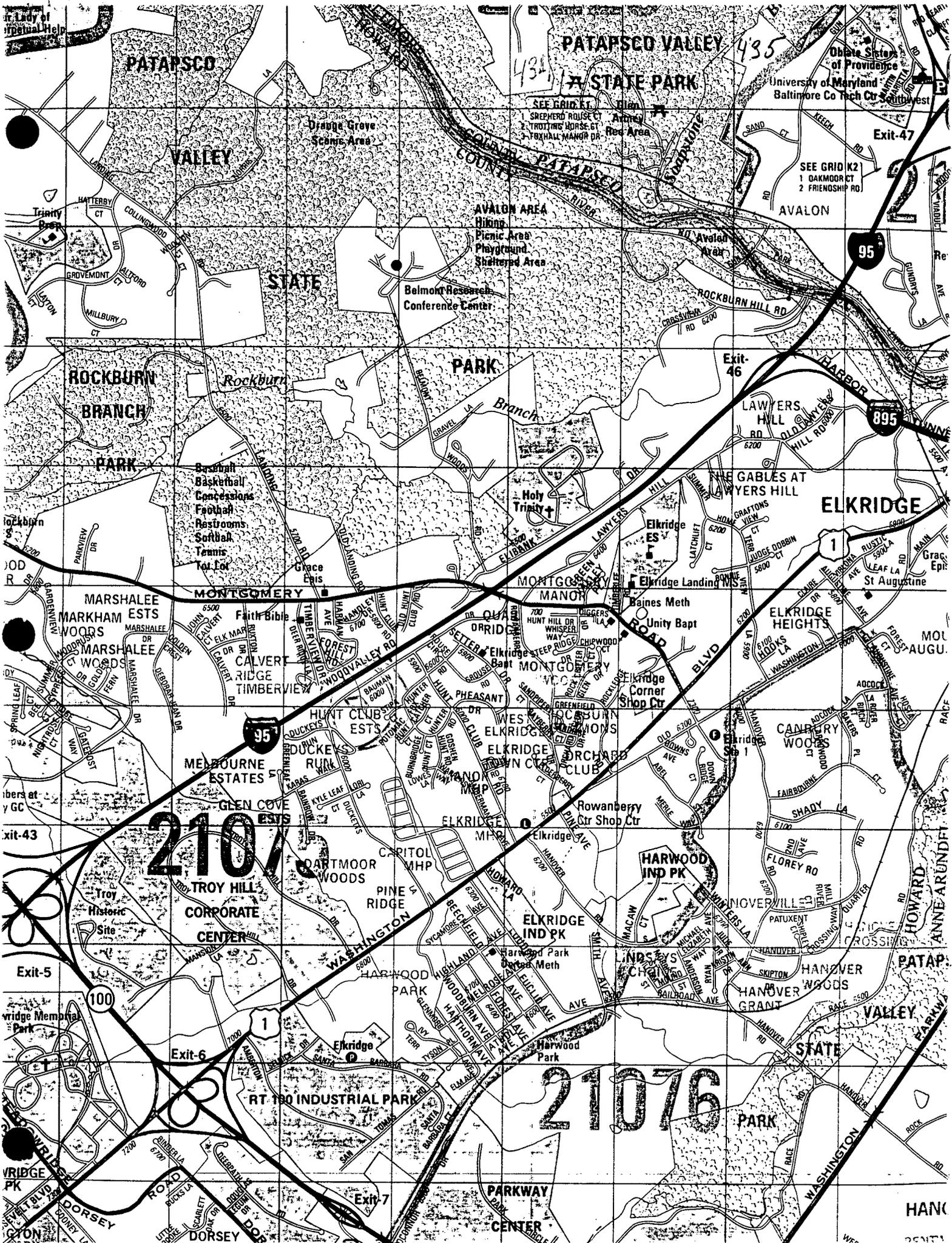
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District - 01 Account Number - 182781



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21076

21076

435

21

PATAPSCO VALLEY

PATAPSCO VALLEY

STATE PARK

VALLEY

Orange Grove
Scenic Area

AVALON AREA
Picnic Area
Playground
Shattered Area

Belmont Research
Conference Center

SEE GRID K2
1 OAKMOOR CT
2 FRIENDSHIP RD

AVALON

Exit-47

ROCKBURN
BRANCH

Rockburn

PARK

Branch

Exit-46

LAWYERS
HILL

895

Baseball
Basketball
Concessions
Football
Restrooms
Softball
Tennis
Tot Lot

Holy
Trinity

Elkridge
ES

ELKRIDGE

MONTGOMERY

MONTGOMERY

Baines Meth
Unity Bapt

ELKRIDGE
HEIGHTS

MARSHALEE
MARKHAM ESTS
WOODS

MELBOURNE
ESTATES

GLEN COVE
ESTS

QUARTMOOR
WOODS

PINE
RIDGE

TROY HILL
CORPORATE
CENTER

ELKRIDGE
IND PK

HARWOOD
IND PK

ELKRIDGE
IND PK

HARWOOD
IND PK

NOVERVILLE'S

HANOVER
WOODS

PATAPSCO VALLEY

RT 190 INDUSTRIAL PARK

21076

PARK

PARKWAY
CENTER

HANC

CENT

Customer Info. View for 2001

Tuesday, April 23, 2002 04:50 PM

TSevere

| | | | | | | |
|----------|--------------|------------|---------------------|------------|----------------------|-------------------------------------|
| ID # | MAP | DATE | Letter or Phone onl | LAST NAME | FIRST NAME | Active? |
| 2574 | | 04/23/2002 | E-mail | HARMS | Mr. William J, III | <input checked="" type="checkbox"/> |
| STREET#: | STREET NAME | COUNTY | CITY (Post office) | ZIPCODE | Representative statu | |
| 6009 | Bauman Drive | HO | Elkridge | 21075-5501 | private | |



Elected Official whom has communicated directly to us on this custome

| | | | |
|-----------|--------------|------------------|------------------------------|
| DAY PHONE | HOME PHONE | E-Mail address | COMMUNITY |
| | 410-579-4590 | wharms@comcast.n | Hunt Club Estates (Postdate) |

Logical Project Limits | ROADWAY: I-95 | BarrierName

NB I-95 between Ducketts Lane and Hunt Club Road

| | | |
|---|------------------------------------|-----------------------|
| RESPONSE | INQUIRY | 2nd Contact |
| gave Type I & II criteria - lives in postdate area not being protected by barrier | will barrier be going by his home? | |
| Last Contact | Researcher | Primary SHA Contact |
| 04/23/2002 | | |
| FILE LOCATIO | OTHER | Construction Projects |
| | Current committmen | None |
| | none | |

| | | | |
|-------------------------------------|-------------------------|--------------------|-----------------------|
| Do we owe a letter? | Letter Commit due date: | Letter signed date | Reason Letter is Late |
| <input checked="" type="checkbox"/> | 05/03/2002 | | n/a |

LAST action | 4-23-02 Mr. Harms e-mailed "barrier" with his inquiry



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

04-2002 EO's Dist. 12A Sen. Edward J. Kasemeyer; Dels. James E. Malone, Jr.; Donald E. Murphy; HO Cncl. Christopher Merdon

Comment Journal, and letter hyperlinks | \\shadgn\vol1\user\oed\Noise\Dbase\Customer_notes\

Consultant Fir | 1-888-375-1975 outside MD

To Meet 100% of our Commitments!

USE
HARBER
RESPONSE

437



**Maryland Department of Transportation
State Highway Administration**

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

October 4, 2002

Ms. Sharon E. Harris
207 Woodholme Avenue
Baltimore MD 21208-1407

Dear Ms. Harris:

This letter is a follow-up to your recent telephone conversation with Mr. Ted Severe, of our staff, regarding the sound barrier project for the Woodholme Avenue community in the southwest quadrant of the I-695/MD 140 interchange in Baltimore County. I appreciate the opportunity to respond to your inquiry.

The Woodholme Avenue community meets all of the State Highway Administration's (SHA) technical requirements for a sound barrier. However, the construction schedule for the project has not yet been finalized. When the schedule has been established, SHA will conduct a community meeting for all of the property owners of the Woodholme Avenue community who are impacted by the highway traffic noise and would benefit from the construction of this sound barrier. At that meeting, the design for the sound barrier would be presented and SHA would seek to determine that 75 percent of the impacted property owners are in favor of the construction of the sound barrier. The date for this community meeting has not been established but invitations will be sent out to the community approximately 30 days before the date that the meeting would take place.

Thank you for your telephone call and interest in the State's Sound Barrier Program. If you have additional questions or concerns, please do not hesitate to contact Ms. Nicole Ross, also of our staff, at 410-545-8616 or 1-800-446-5962 or, by e-mail at nross@sha.state.md.us. She will be happy to assist you.

Sincerely,

Charles B. Adams
Director
Office of Environmental Design

cc:

- The Honorable Paula Colodny Hollinger, Member, Senate of Maryland
- The Honorable Kevin Kamenetz, Member, Baltimore County Council
- Mr. David J. Malkowski, District Engineer, State Highway Administration
- The Honorable Dan K. Morhaim, Member, Maryland House of Delegates
- Ms. Nicole Ross, Special Assistant to the Director, Office of Environmental Design, State Highway Administration
- Mr. T.E. Severe, Noise Abatement Team, State Highway Administration
- The Honorable Dana M. Stein, Member, Maryland House of Delegates
- The Honorable Robert A. Zirkin, Member, Maryland House of Delegates

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

Ms. Sharon E. Harris
Page Two

bcc: James D. Hade, RLA, Noise Abatement Team Leader, State Highway Administration
Ms. Nanette M. Schieke, State Legislative Officer, Maryland Department of
Transportation
Ms. Linda Singer, Community Liaison, State Highway Administration

Serial #: None

OED Serial#: None

Noise Customer #: 2193

Responding to letter dated: Follow-up to 09-26-2002 telephone conversation between Ms. Harris and Mr. Ted Severe; Ms. Harris wants to know the status of the sound barrier project for the Woodholme Avenue community as her home (just purchased 01-21-2001) is on market for sale and she wishes to have some kind of written statement from SHA (either mail or e-mail) that project is going to be carried out (she apparently wishes to use the sound barrier as selling plus for her home)

Saved: 09/27/02 3:40 PM by: T.E. Severe

N:\OED\NOISE\CORRESP\2002\HARRISSE01.doc

NOISE INQUIRY CHECKLIST

DATE 9/26/02 FILE? Y/N _____

CUSTOMER ID. # 2193 RECEIVED BY T.E. SEVERE

NAME Ms. SHARON E. HARRIS

ADDRESS 207 WOODHOUSE AV
BALTIMORE MD 21208-1407
(include zip code)

DAY TELEPHONE (H) 410.602-3459 (WORK / HOME)

OTHER TELEPHONE email: husher1@msn.com

*** INQUIRY INFORMATION SUMMARY ***

HIGHWAY NAME / ROUTE NO. I-695

COMMUNITY / AREA NAME WOODHOUSE AV

LOCATION ALONG HIGHWAY SE QUADRANT OF I-695/MD 140

SUMMARY OF INQUIRY 1) WANTS STATEMENT FROM SHA (either mail or email)
that barrier project is going to be completed 2) home (purchased
1/12/01) is on market & would like to use barrier as selling
point.

*** FOLLOW-UP ***

DATE _____ BY _____

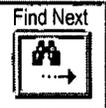
*** REFERENCE FILES ***

Customer Info. View for 2001

Friday, September 27, 2002 03:14 PM

TSevere

| | | | | | | |
|----------|------------------|------------|---------------------|------------|----------------------|-------------------------------------|
| ID # | MAP | DATE | Letter or Phone onl | LAST NAME | FIRST NAME | Active? |
| 2193 | | 05/22/2000 | Phone | HARRIS | Mr. Husher | <input checked="" type="checkbox"/> |
| STREET#: | STREET NAME | COUNTY | CITY (Post office) | ZIPCODE | Representative statu | |
| 207 | Woodholme Avenue | BA | Baltimore | 21208-1407 | private | |



Elected Official whom has communicated directly to us on this custome

| | | | |
|--------------|--------------|-----------------|------------------|
| DAY PHONE | HOME PHONE | E-Mail address | COMMUNITY |
| 410-585-3189 | 410-602-3459 | husher1@msn.com | Woodholme Avenue |

Logical Project Limits | ROADWAY: I-695 | BarrierName

outer loop I-695 from MD 140 to approx. I-795 on ramp

| | | |
|---|--|---------------------|
| RESPONSE | INQUIRY | 2nd Contact |
| community meets technical requirements - funding not yet identified | what is status of sound barrier project? | |
| | Last Contact | Researcher: |
| | 09/26/2002 | Primary SHA Contact |
| | | Natalie |

| | | | |
|---|------------------------------------|--------------------|---------------------------|
| FILE LOCATIO | OTHER | Current committmen | Construction Projects |
| | | | |
| Do we owe a letter? <input checked="" type="checkbox"/> | Letter Commit due date: 05/30/2000 | Letter signed date | Reason Letter is Late n/a |

LAST action | 09-26-02 Mrs. Sharon Harris called; spoke w/Ted Severe; requested status of barrier project; home is for sale and wishes to provide information about barrier to assist in sale of property



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

05/2000 - EO's - Dist. 11 - Sen. Paula Colodny Hollinger; Dels. Dana M. Stein; Dan K. Morhaim; Robert Zirkin; BA Cnd Kevin Kamenetz
 05-22-2000 (Spoke with NBH) Mr. Harris interested in purchasing 207 Woodholme Avenue - he lives at 3447 Carriage Hill Circle, Apt. T-1, Randallstown MD 21133-3082; Community meets technical criteria - funding not yet identified 09-26-2002 (This note added by TES) Mr. Harris purchased this property as of 01-12-2001, per Real Property System

Comment Journal, and letter hyperlinks | \\shadgn\vol1\user\oed\Noise\Dbase\Customer_notes\

Consultant Fir | 1-888-375-1975 outside MD

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LEGEND

 Insertion Loss
 Noise Level without Barrier
 Noise Level with Barrier
 Receptor
 Barrier
 66 dBA contour

 Impacted & Benefited Res.
 Benefited Res.



 Predating Homes
 Postdating Homes
 Impacted Homes Benefited by 3 dBA
 Non-Impacted Homes Benefited by 5 dBA

**I-695
 at Woodholme Avenue**
 Dec. 1998 Fig. 2

LEGEND

- Insertion Loss
- Noise Level without Barrier
- Noise Level with Barrier
- Impacted & Benefited Res.
- Benefited Res.
- Receptor
- Barrier
- 66 dBA contour



- Predating Homes
- Postdating Homes
- Impacted Homes Benefited by 3 dBA
- Non-Impacted Homes Benefited by 5 dBA

I-695
at Woodholme Avenue

Dec. 1998 Fig. 2

442

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Account Identifier: District - 03 Account Number - 0303004640

Owner Information

| | | | |
|-------------------------|--|-----------------------------|----------------------------------|
| Owner Name: | HARRIS HUSHER L,SR | Use: | RESIDENTIAL |
| Mailing Address: | 207 WOODHOLME AVE BALTIMORE MD 21208-1407 | Principal Residence: | YES |
| | | Deed Reference: | 1) /14918/ 692 2) /14918/ 688 |

Location & Structure Information

| | | |
|-------------------------|---------------|---|
| Premises Address | Zoning | Legal Description |
| 207 WOODHOLME AVE | | 207 WOODHOLME AVE SWR E WOODLAWN AVE |

| Map | Grid | Parcel | Subdivision | Section | Block | Lot | Group | Plat No: |
|-----|------|--------|-------------|---------|-------|-----|-------|-----------|
| 78 | 1 | 384 | | | | | 81 | Plat Ref: |

| | |
|--------------------------|----------------------------------|
| Special Tax Areas | Town Ad Valorem Tax Class |
| | |

| Primary Structure Built | Enclosed Area | Property Land Area | County Use |
|-------------------------|---------------|--------------------|------------|
| 1901 | 2,240 SF | 1.02 AC | 04 |

| Stories | Basement | Type | Exterior |
|---------|----------|---------------|----------|
| 1 1/2 | YES | STANDARD UNIT | FRAME |

Value Information

| | Base Value | Phase-in Assessments | | |
|--------------------|----------------|------------------------|------------------------|------------------------|
| | | Value As Of 01/01/2002 | Value As Of 07/01/2002 | Value As Of 07/01/2003 |
| Land: | 85,690 | 85,690 | | |
| Improvements: | 91,110 | 88,460 | | |
| Total: | 176,800 | 174,150 | 174,150 | 174,150 |
| Preferential Land: | 0 | 0 | 0 | 0 |

Transfer Information

| | | |
|---------------------------------------|---------------------------|---------------------------|
| Seller: CHASE BANK OF TEXAS NA | Date: 01/12/2001 | Price: \$165,900 |
| Type: NOT ARMS-LENGTH | Deed1: /14918/ 692 | Deed2: /14918/ 688 |
| Seller: DOBB JOSEPH | Date: 06/11/1999 | Price: \$173,623 |
| Type: IMPROVED ARMS-LENGTH | Deed1: /13812/ 726 | Deed2: |
| Seller: CARRICK MARY P | Date: 05/18/1988 | Price: \$113,000 |
| Type: IMPROVED ARMS-LENGTH | Deed1: / 7864/ 52 | Deed2: |

Exemption Information

| Partial Exempt Assessments | Class | 07/01/2002 | 07/01/2003 |
|----------------------------|-------|------------|------------|
| County | 000 | 0 | 0 |
| State | 000 | 0 | 0 |
| Municipal | 000 | 0 | 0 |

Tax Exempt: NO **Special Tax Recapture:** * NONE *

EO's - DIST. 11 Sen. Paula Colabony Hollings
 Del. Dana M Stein
 Dan K. Morhaim
 Robert A. Zirk

BA Co - Kevin Kamenetz

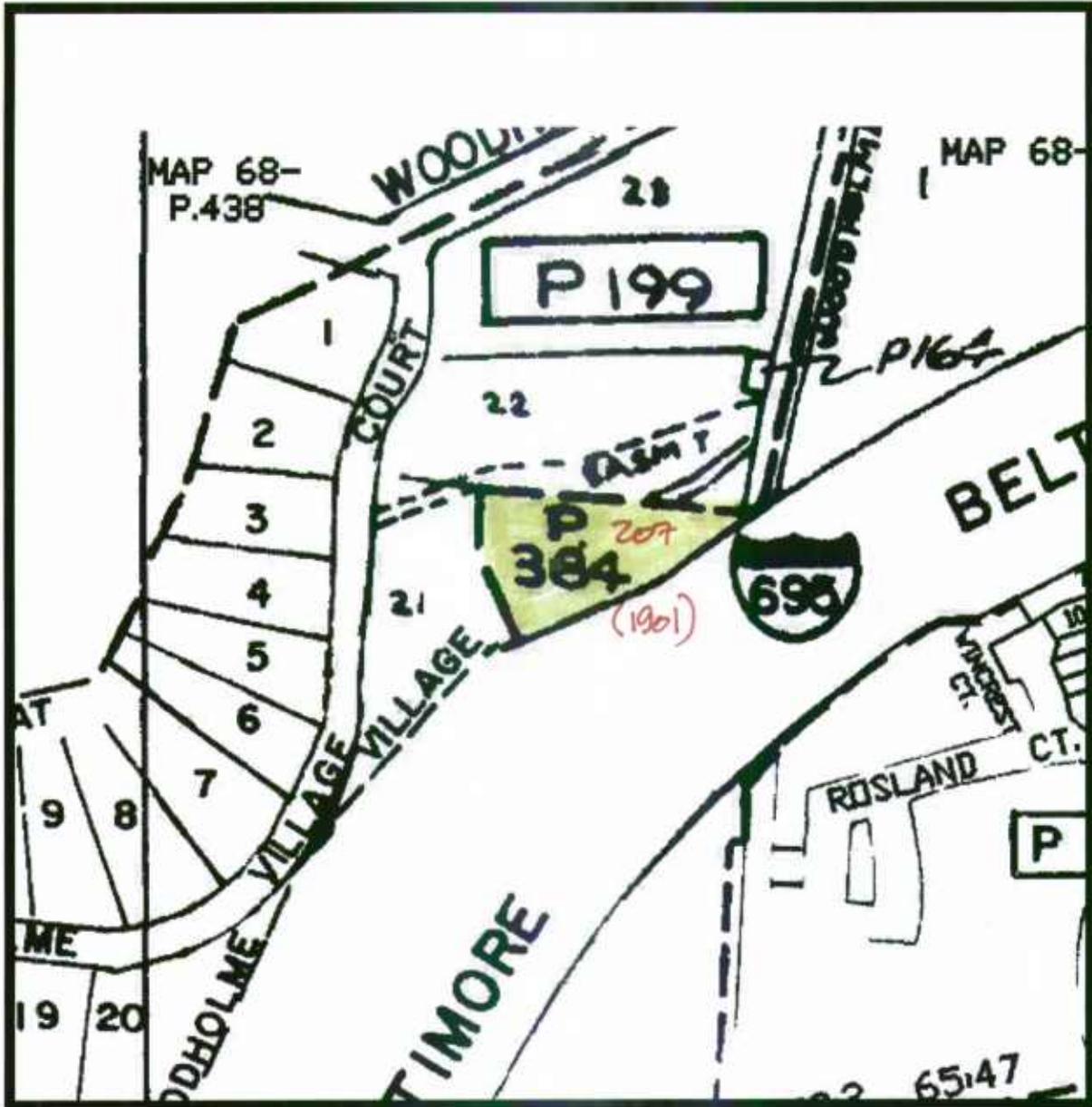
443



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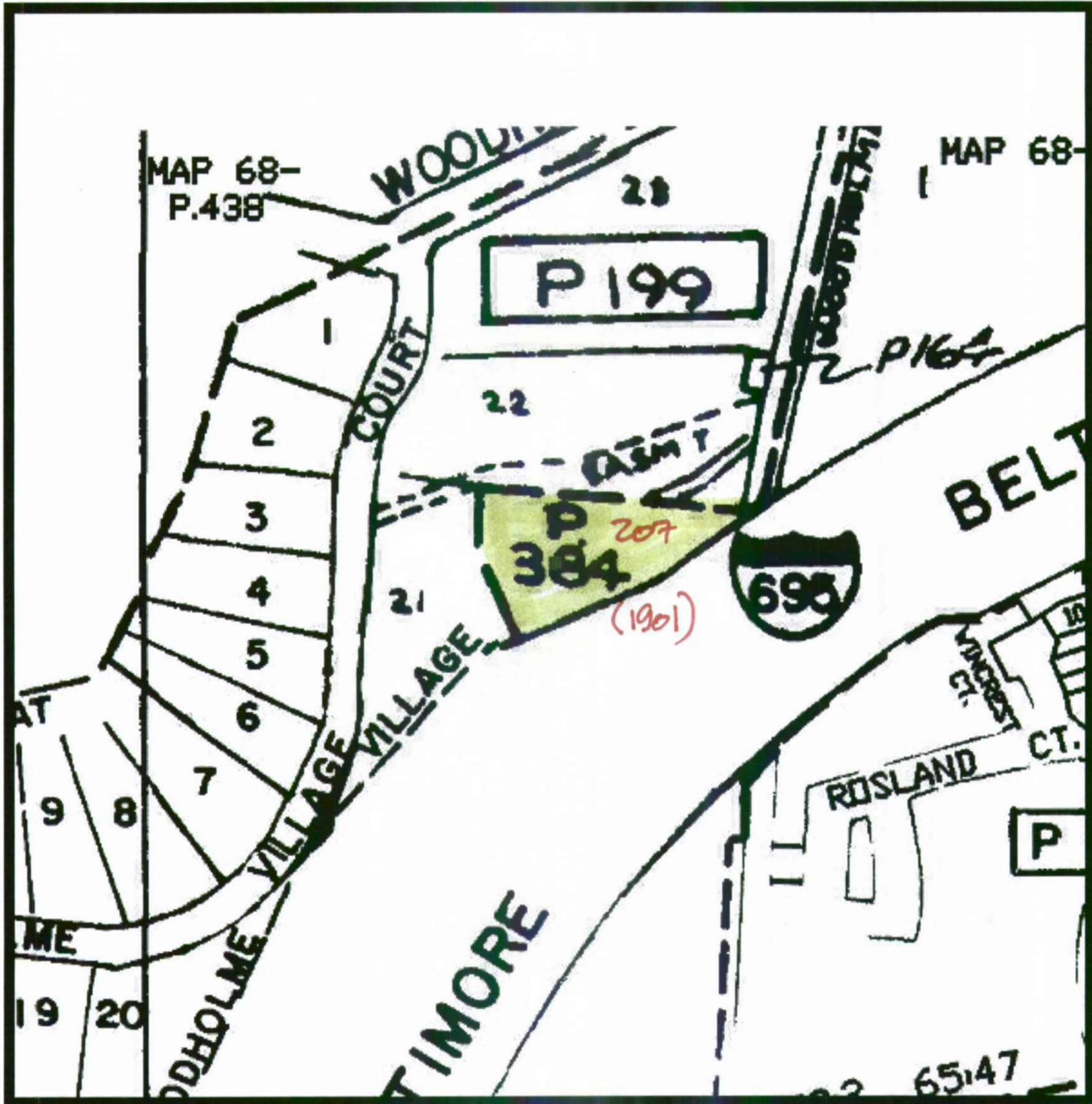
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- **ZIP Code**
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- SixFlags**
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Search

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Map Legend

446

From: JIM HADE
To: Internet: hattgary@aol.com
Date: 4/11/02 1:54PM
Subject: Trees

April 11, 2002

Ms. Patti Hattenburg
hattgary@aol.com

Dear Ms. Hattenburg:

This is a follow-up to your recent e-mail inquiry regarding the use of trees, or vegetation, as a sound barrier. I appreciate the opportunity to respond to your inquiry.

For a sound barrier (either natural or man-made) to be effective, it must be high enough and long enough to block the view of the road. The Federal Highway Administration (FHWA) discusses the use of vegetation as possible means of noise abatement:

"Vegetation, which is so high, wide, and dense that it cannot be seen over or through, can decrease highway traffic noise. However, it requires a 61-meter [200 feet] width of such vegetation to reduce noise by 10 decibels, which cuts in half the loudness of traffic noise. It is not feasible to plant enough vegetation along a road to achieve such reductions. If vegetation already exists, it can be saved to maintain a psychological relief, if not an actual lessening of traffic noise levels. If vegetation does not exist, it can be planted for psychological relief, not to reduce traffic noise levels."

This would mean that the trees would have to be at least 20 feet high, on average, and offer dense vegetative cover from the ground to the top of the trees. The trees would also need to be evergreens in order to offer year-round protection. For more information from FHWA, please refer to their website, <http://www.fhwa.dot.gov/environment/probresp.htm>.

You mentioned that you have a false kamani tree. We researched this particular tree on the internet (source: University of Hawaii, Botany Department) and the information we found indicates that the false kamani is one of the few trees in Hawaii that loses its leaves, which may not make the best buffer planting.

Thank you for your inquiry. If you have additional questions, please do not hesitate to contact me. My e-mail address is jhade@sha.state.md.us.

Sincerely,
James D. Hade, RLA
Noise Abatement Team Leader
Office of Environmental Design
Maryland State Highway Administration

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



**Maryland Department of Transportation
State Highway Administration**

April 11, 2002

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

Ms. Patti Hattenburg
hattgary@aol.com

Dear Ms. Hattenburg:

This is a follow-up to your recent e-mail inquiry regarding the use of trees, or vegetation, as a sound barrier. I appreciate the opportunity to respond to your inquiry.

For a sound barrier (either natural or man-made) to be effective, it must be high enough and long enough to block the view of the road. The Federal Highway Administration (FHWA) discusses the use of vegetation as possible means of noise abatement:

"Vegetation, which is so high, wide, and dense that it cannot be seen over or through, can decrease highway traffic noise. However, it requires a 61-meter [200 feet] width of such vegetation to reduce noise by 10 decibels, which cuts in half the loudness of traffic noise. It is not feasible to plant enough vegetation along a road to achieve such reductions. If vegetation already exists, it can be saved to maintain a psychological relief, if not an actual lessening of traffic noise levels. If vegetation does not exist, it can be planted for psychological relief, not to reduce traffic noise levels."

This would mean that the trees would have to be at least 20 feet high, on average, and offer dense vegetative cover from the ground to the top of the trees. The trees would also need to be evergreens in order to offer year-round protection. For more information from FHWA, please refer to their website, <http://www.fhwa.dot.gov/environment/probresp.htm>.

You mentioned that you have a false kamani tree. We researched this particular tree on the internet (source: University of Hawaii, Botany Department) and the information we found indicates that the false kamani is one of the few trees in Hawaii that loses its leaves, which may not make the best buffer planting.

Thank you for your inquiry. If you have additional questions, please do not hesitate to contact me. My e-mail address is jhade@sha.state.md.us.

Sincerely,

James D. Hade, RLA
Noise Abatement Team Leader
Office of Environmental Design
Maryland State Highway Administration

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

My telephone number is _____

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

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

448

Ms. Patti Hattenburg
Page Two

bcc: Ms. Nicole Ross, Special Assistant to the Director, Office of Environmental Design, State
Highway Administration
Mr. T.E. Severe, Noise Abatement Team, State Highway Administration

Serial #: None

OED Serial#: None

Noise Customer #:

Responding to letter dated: Follow-up to 02-28-2002 e-mail inquiries from Ms. Hattenburg to "barrier"

Saved: 04/05/02 9:49 AM by: T.E. Severe

N:\OED\NOISE\CORRESP\2002\HATTENBURG01.doc

449

From: <Hattgary@aol.com>
To: <barrier@sha.state.md.us>
Date: 2/28/02 2:59AM
Subject: trees

Do trees create a sound barrier. We have a false Kamani tree in Kona, HI and have been told this is a sound barrier. Some people have stated that special concrete is a better sound barrier. Please advise.
thanks
Patti Hattenburg

FHWA: Highway Traffic Noise in US Per
<http://www.fhwa.dot.gov/environment/probresp.htm>

450

From: <Hattgary@aol.com>
To: <barrier@sha.state.md.us>
Date: 2/28/02 3:02AM
Subject: More information

Please email the information on "sound Barrier" What is recommended in a residential area. What do you recommend to create a sound barrier.
thank you
Patti Hattenburg

451



**Maryland Department of Transportation
State Highway Administration**

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

May 23, 2002

M' Masako Hennequin
Masako_hennequin@dot.state.ak.us

Dear M' Hennequin:

Thank you for your e-mail inquiry regarding the use of recycled tires in soundwalls. Unfortunately, we are unfamiliar with the publication you cited, ASCENT. Would it be possible for you to provide an internet source or a copy of the article, "Recycled Tires in Soundwalls Dampen New Tires' Noise" in order to be able to adequately respond to your question?

The State Highway Administration has accepted a recycled tire absorptive mix on barriers that require an absorptive surface, which must exhibit an NRC of .80. Beyond that, much of the information is proprietary which we do not have. The local supplier of that product is Concrete Precast Systems. Their address is 4215 Lafayette Center Drive, Suite 1, Chantilly VA 20151-1209. Mr. Paul Ogorchock is the president of the firm and he can be reached at 703-222-9700 or FAX at 703-222-6998 or, e-mail, at pogorchock@cpsprecast.com.

If you have further questions, please do not hesitate to contact me by FAX at 410-209-5003 or, by e-mail, at jhade@sha.state.md.us. Thank you again for your inquiry.

Sincerely,

James D. Hade, RLA
Noise Abatement Team Leader
Office of Environmental Design
Maryland State Highway Administration

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

NOTE: Letter e-mailed 05-23-2002; paper copy not sent.

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

M' Masako Hennequin
Page Two

452

bcc: Ms. Nicole Ross, Special Assistant to the Director, Office of Environmental Design, State
Highway Administration
Mr. T.E. Severe, Noise Abatement Team, State Highway Administration

Serial #: None

OED Serial#: None

Noise Customer #:

Responding to letter dated: Follow-up to 05-16-2002 e-mail message from M' Hennequin, Alaska DOT, to "barrier" requesting info in light of Fall 2000 issue of ASCENT, article entitled "Recycled Tires in Soundwalls Dampen New Tires' Noise"; M' Hennequin is evaluating different sound barrier systems and requested info about this particular system. Before OED/NAT can comment on the article, it needs to obtain a copy

Saved: 05/17/02 12:01 PM by: T.E. Severe

N:\OED\NOISE\CORRESP\2002\HENNEQUIN01.doc

453

From: JIM HADE
To: Internet: Masako_hennequin@dot.state.ak.us
Date: 5/23/02 12:07PM
Subject: Absorptive Noise Barriers

May 23, 2002

M' Masako Hennequin
Masako_hennequin@dot.state.ak.us

Dear M' Hennequin:

Thank you for your e-mail inquiry regarding the use of recycled tires in soundwalls. Unfortunately, we are unfamiliar with the publication you cited, ASCENT. Would it be possible for you to provide an internet source or a copy of the article, "Recycled Tires in Soundwalls Dampen New Tires' Noise" in order to be able to adequately respond to your question?

The State Highway Administration has accepted a recycled tire absorptive mix on barriers that require an absorptive surface, which must exhibit an NRC of .80. Beyond that, much of the information is proprietary which we do not have. The local supplier of that product is Concrete Precast Systems. Their address is 4215 Lafayette Center Drive, Suite 1, Chantilly VA 20151-1209. Mr. Paul Ogorchock is the president of the firm and he can be reached at 703-222-9700 or FAX at 703-222-6998 or, e-mail, at pogorchock@cpsprecast.com.

If you have further questions, please do not hesitate to contact me by phone at 410-545-8599, or by FAX at 410-209-5003 or, by e-mail, at jhade@sha.state.md.us. Thank you again for your inquiry.

Sincerely,

James D. Hade, RLA
Noise Abatement Team Leader
Office of Environmental Design
Maryland State Highway Administration

cc: Mr. Charles B. Adams, Director, Office of Environmental Design, State Highway Administration
Mr. Paul Orgochock, Concrete Precast Systems

CC: Internet: pogorchock@cpsprecast.com

454

From: Masako Hennequin <masako_hennequin@dot.state.ak.us>
To: <barrier@sha.state.md.us>
Date: 5/16/02 8:09PM
Subject: Recycled Tires in Soundwalls

I have read the article "Recycled Tires In Soundwalls Dampen New Tires' Noise" in ASCENT, Fall 2000 issue.

I am currently evaluating different sound barrier systems, and I would like to learn more about this sound barrier.

Could you please send me detailed information of this sound barrier?

I'd really appreciate it.

Thank you very much.

Masako Hennequin



**Maryland Department of Transportation
State Highway Administration**

Parris N. Glendening
Governor

John D. Porcari
Secretary

Parker F. Williams
Administrator

March 5, 2002

455

Mr. and Mrs. Brian A. Hickey
4404 Samar Street
Beltsville MD 20705-2465

Dear Mr. and Mrs. Hickey:

This letter is a follow-up to your recent telephone conversation with Mr. Ted Severe, of our staff, regarding highway traffic noise near your home in the Chestnut Hills community adjacent to Baltimore Avenue (US 1) and Rhode Island Avenue and also near the National Agricultural Research Center in Beltsville in Prince George's County. I appreciate the opportunity to respond to your inquiry.

The State Highway Administration (SHA) considers the need for sound barriers in two circumstances, designated "Type I" and "Type II." In "Type I" situations, barriers are considered when a new highway is being built or an existing highway is being expanded. We do so to comply with environmental laws that require the evaluation of a range of potential environmental impacts, including noise. Under these laws, SHA performs an environmental analysis to determine if future noise levels will equal or exceed the impact threshold of 66 decibels and will increase by at least three decibels over the condition of *not* improving the highway, and, if so, whether those noise levels can be reduced for a reasonable cost. Affected homes must predate the approval of the highway improvements. The basis for the requirement of a minimum of a three decibel change is that the human ear can only begin to discern sound level changes between three and five decibels. As there are no plans for the widening of US 1 near your home, Type I criteria cannot be applied.

When a highway already exists and is *not* being expanded—so that Type I criteria do not apply—a community that predates the original highway may be considered for a "Type II," or "retrofit," barrier. The intent of the Type II program is to address areas of noise impact along highways that were built before environmental analyses became a part of the highway development process and is a fully controlled-access highway with access to the highway is by interchange rather than at-grade intersections. Because US 1 in this area is not a fully controlled-access highway, the Chestnut Hills community cannot be considered for a sound barrier under the State's Sound Barrier Program. As was discussed, we are enclosing a copy of our brochure, *Community Resource Guide On Sound Barriers*, that outlines the State's Sound Barrier Policy and a copy of the Federal Highway Administration's pamphlet, *Highway Traffic Noise*.

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

456

Mr. and Mrs. Brian A. Hickey
Page Two

Thank you for your telephone call and your interest in the State's Sound Barrier Program. I regret that I cannot provide a positive response. If you have additional questions or concerns, please do not hesitate to contact Mr. James Hade, our Noise Abatement Team Leader, at 410-545-8599 or 1-800-446-5962 or, by e-mail, at jhade@sha.state.md.us. He will be happy to assist you.

Sincerely,



Charles B. Adams

Director

Office of Environmental Design

Enclosures

cc: The Honorable Arthur Dorman, Member, Senate of Maryland
The Honorable Barbara A. Frush, Member, Maryland House of Delegates
James D. Hade, RLA, Noise Abatement Team Leader, State Highway Administration
The Honorable Thomas R. Hendershot, Member, Prince George's County Council
The Honorable Pauline H. Menes, Member, Maryland House of Delegates
The Honorable Brian R. Moe, Member, Maryland House of Delegates
Mr. T.E. Severe, Noise Abatement Team, State Highway Administration
Mr. Charlie K. Watkins, District Engineer, State Highway Administration

Mr. and Mrs. Brian A. Hickey
Page Three

457

bcc: Ms. Nanette M. Schieke, State Legislative Officer, Maryland Department of
Transportation

Serial #: None

OED Serial#: None

Noise Customer #: 2549

Responding to letter dated: Follow-up to 02-25-2002 telephone conversation between Mrs. Hickey and Mr. Ted Severe; Mrs. Hickey indicated that many trees were destroyed in the National Agricultural Research Center adjacent to her home and her community by the recent tornado that went thru College Park and that now highway traffic noise is more noticeable than before; the Hickey home had several damaged windows from the tornado and all the windows in the homes have been subsequently been replaced (cost of approx. \$7,000.00 per Mrs. Hickey); wants to know what can be done about the highway traffic noise

Saved: 02/26/02 12:51 PM by: T.E. Severe

N:\OED\NOISE\CORRESP\2002\HICKEYBA01.doc

Enclosures:

One copy each of:

MDOT/SHA brochure, *Community Resource Guide On Sound Barriers*

FHWA pamphlet, *Highway Traffic Noise*, dated September 1980

458

NOISE INQUIRY CHECKLIST

DATE 25 FEB 2002 FILE? Y/N _____

CUSTOMER ID. # 2549 RECEIVED BY T.E. SEVERE

NAME MR & MRS BRIAN A. HICKEY

ADDRESS 4404 SAMAR STREET

BELTSVILLE MD 20705-2465
(include zip code)

DAY TELEPHONE (H) 301-937-5097 (WORK / HOME)

OTHER TELEPHONE (W) 703-974-4723 email: jean.t.hickey@verizon.com

*** INQUIRY INFORMATION SUMMARY ***

HIGHWAY NAME / ROUTE NO. I-95/495

COMMUNITY / AREA NAME CHESTNUT HILLS

LOCATION ALONG HIGHWAY ALONG US 1 NEAR RIDGE ISLAND AV

SUMMARY OF INQUIRY TREES DOWN IN AG. RES. CTG ADJACENT TO

COMMUNITY - TREES DOWN DUE TO RECENT TORNADO - REPLACED

ALL WINDOWS IN HOME - NOW EXPERIENCING "INCREASED"

NOISE FROM HWY (CAPITAL BELTWAY) - WHAT CAN BE DONE?

*** FOLLOW-UP ***

DATE 2/25/02 BY _____

1) Sendin copy of RESOURCE GUIDE & FHWA pamphlet, Highway Traffic Noise

*** REFERENCE FILES ***

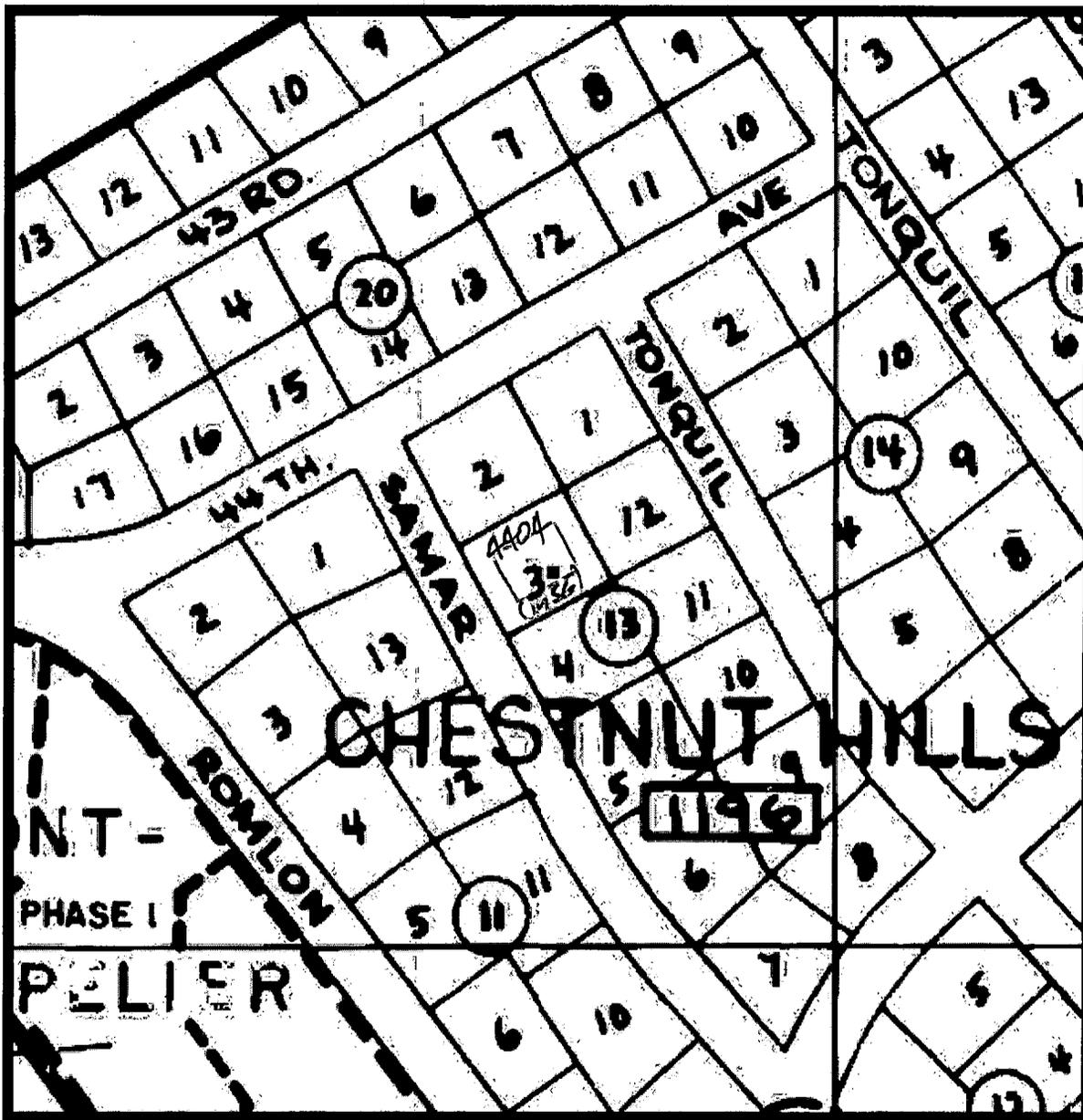
4.60



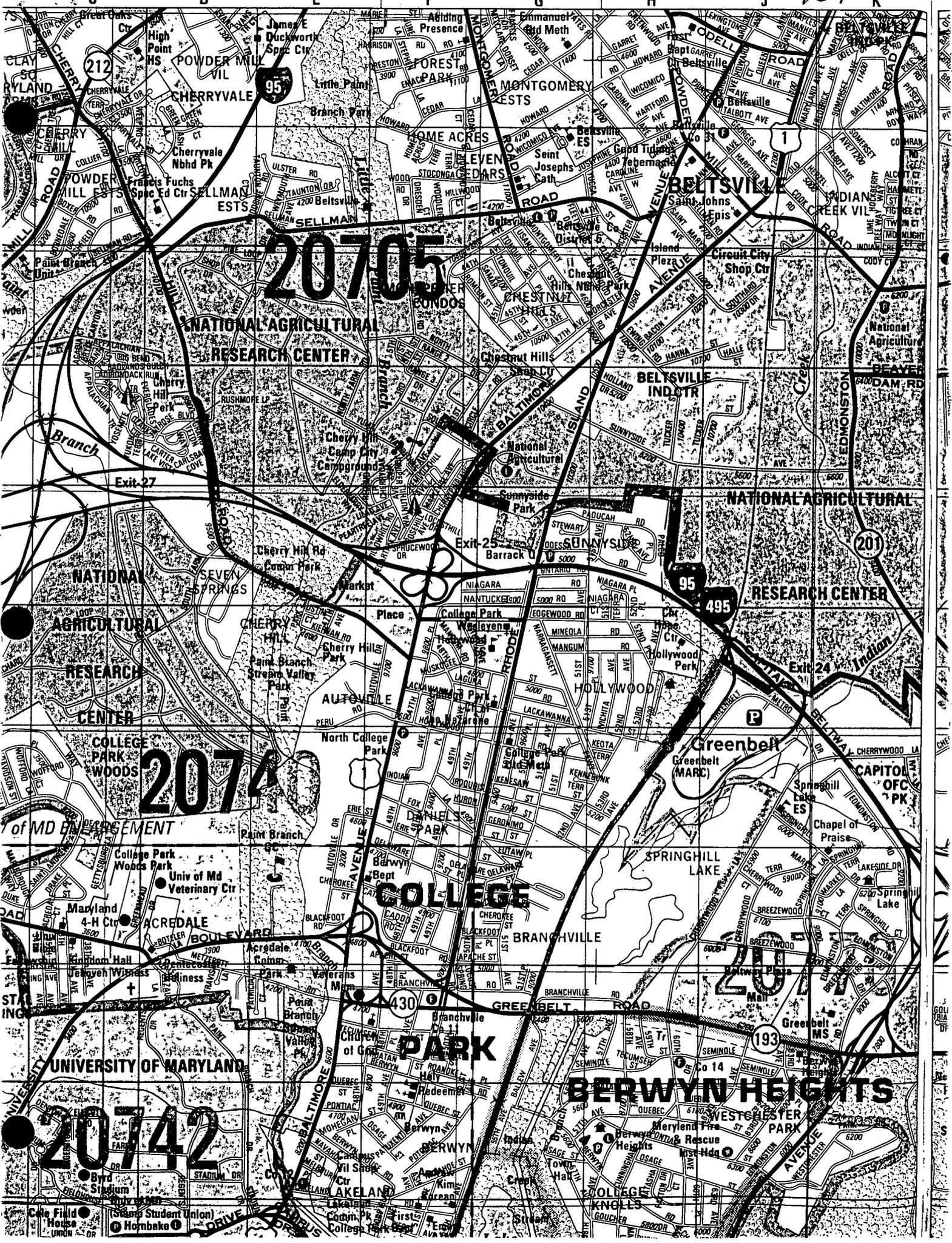
Maryland Department of Assessments and Taxation
PRINCE GEORGE'S COUNTY
Real Property Data Search

Go Back
View Map
New Search

District - 01 Account Number - 0046672



Property maps provided courtesy of the Maryland Department of Planning ©2001.
For more information on electronic mapping applications, visit the Maryland Department of Planning web site at www.mdp.state.md.us



20705

20740

20742

20743

NATIONAL AGRICULTURAL RESEARCH CENTER

NATIONAL AGRICULTURAL RESEARCH CENTER

NATIONAL AGRICULTURAL RESEARCH CENTER

COLLEGE PARK WOODS

GREENBELT

UNIVERSITY OF MARYLAND

BERWYN HEIGHTS

212

95

95

201

430

193

Exit 27

Exit 25

Exit 24

of MD

BOULEVARD

STATION

Field House

Student Union

Hornbake

UNION

College

Customer Info. View for 2001

Monday, February 25, 2002 10:53 AM

TSevere

| | | | | | | |
|----------|--------------|------------|---------------------|------------|----------------------|-------------------------------------|
| ID # | MAP | DATE | Letter or Phone onl | LAST NAME | FIRST NAME | Active? |
| 2549 | | 02/25/2002 | Phone | HICKEY | Mr. & Mrs. Brian A. | <input checked="" type="checkbox"/> |
| STREET#: | STREET NAME | COUNTY | CITY (Post office) | ZIPCODE | Representative statu | |
| 4404 | Samar Street | PG | Beltsville | 20705-2465 | private | |



Elected Official whom has communicated directly to us on this custome

| | | | |
|--------------|--------------|---------------------|----------------|
| DAY PHONE | HOME PHONE | E-Mail address | COMMUNITY |
| 703-974-4723 | 301-937-5097 | jean.t.hickey@veriz | Chestnut Hills |

Logical Project Limits | ROADWAY: | I-95/I-495 | BarrierName

Outer loop I-95/495 near I-95/I-495/US 1 interchange

| | | |
|----------|--|------------------------|
| RESPONSE | INQUIRY | 2nd Contact |
| | lost trees due to tornado, much noisier, what can ber done? | |
| | Last Contact | Researcher: |
| | 02/25/2002 | Primary SHA Contact |
| | | Ted. |

| | | | |
|---------------------|-------------------------|-----------------------|--------------------------|
| FILE LOCATIO | OTHER | Current committmen | Construction Projects |
| | | | |
| Do we owe a letter? | Letter Commit due date: | Reason Letter is Late | n/a |
| | Letter signed date | | |

LAST action |

2-25-02 Mrs. Hickey called; spoke w/Ted Severe; lost many trees in Ag. Research Center adjacent to home due to tornado; recently replaced all windows; noisier now that trees are down; what can be done to reduce highway noise?



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

02-2002 Dist. 21 Sen. Arthur Dorman; Dels. Barbara A. Frush; Pauline H. Menes; Brian R. Moe; PG Cncl. Thomas R. Hendershot

Comment Journal, and letter hyperlinks | \\shadgn\vol1\user\oed\Noise\Ibase\Customer_notes\

Consultant Fir | 1-888-375-1975 outside MD

To Meet 100% of our Commitments!



**Maryland Department of Transportation
State Highway Administration**

Parris N. Glendening
Governor

John D. Porcari
Secretary

Parker F. Williams
Administrator

June 26, 2002

Mr. Alexander E. Hyman, Jr.
10312 Colesville Road
Silver Spring MD 20910-1941

Dear Mr. Hyman:

This letter is a follow-up to your telephone conversation with Mr. Ted Severe, of our staff, regarding highway traffic noise abatement near your home in the Northwood Park community, adjacent to southbound US 29 (Colesville Road) and near Eastwood Avenue in Silver Spring, Montgomery County. I appreciate your patience and the opportunity to respond to your inquiry.

The State Highway Administration (SHA) considers the need for sound barriers in two circumstances, designated "Type I" and "Type II." In "Type I" situations, barriers are considered when a new highway is being built or an existing highway is being expanded. An analysis is performed to determine if future noise levels will equal or exceed the impact threshold of 66 decibels and will increase by at least three decibels over the condition of *not* improving the highway, and, if so, whether those noise levels can be reduced for a reasonable cost. Affected homes must predate the approval of the highway improvements. The basis for the requirement of a minimum of a three decibel change is that the human ear can only begin to discern sound level changes between three and five decibels. In 1988, we analyzed US 29 from Sligo Creek Parkway to the Montgomery County/Howard County line to determine the affect that planned improvements would have on the noise environment. The analysis determined that noise levels would exceed the 66 decibel impact threshold. A sound barrier to reduce noise levels was found not to be feasible because of the existing driveways to homes along the highway. Also, noise levels, with the construction of the highway improvements, would be approximately the same as levels if the improvements were not made.

When a highway already exists and is *not* being expanded—so that Type I criteria do not apply—a community that predates the original highway may be considered for a "Type II," or "retrofit," barrier. The intent of the Type II program is to address areas of noise impact along highways that were built before environmental analyses became a part of the highway development process and are fully controlled-access where access to the highway is by interchange rather than at-grade intersections. All of the following technical criteria must be met for a barrier to be approved: the majority of homes must predate the highway; existing noise levels must equal or exceed the 66 decibel impact threshold; and an effective barrier must be able to be built for \$50,000 or less per benefited home. If these criteria are met, the County in which the community is located must have an ordinance that addresses the impact of noise on new residential development, and the County must agree to fund 20 percent of the barrier cost. Since Colesville Road (US 29) through Silver Spring is not a fully controlled access highway, the Northwood Park community is not eligible for a Type II sound barrier under the State's Sound Barrier Program. Enclosed, for your information, is a copy of our brochure, *Community Resource Guide On Sound Barriers*, that outlines the State's Sound Barrier Policy.

My telephone number is _____

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

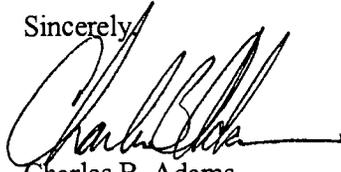
Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

Mr. Alexander E. Hyman, Jr.
Page Two

You indicated that you had seen the community resource information on our Web-page which stated that "...*In some cases, SHA can offer alternatives to help reduce noise levels.*" When a pre-dating community that is adjacent to a fully controlled-access highway is found to be impacted by highway traffic noise, but a barrier is not feasible or too costly, the State can sometimes examine the feasibility of landscape screen plantings. Screens of this nature do not mitigate noise levels but do help to reduce the visual effect of passing traffic. Unfortunately because US 29 is not a fully controlled-access highway, we are unable to consider screening under the Type II noise abatement program.

Thank you for your telephone call and interest in the State's Sound Barrier Program. If you have additional questions or concerns, please do not hesitate to contact Ms. Nicole Ross, also of our staff, at 410-545-8616 or 1-800-446-5962 or, by e-mail, at nross@sha.state.md.us. She will be happy to assist you.

Sincerely,



Charles B. Adams
Director
Office of Environmental Design

Enclosure

- cc: The Honorable Derick P. Berlage, Member, Montgomery County Council
- James D. Hade, RLA, Noise Abatement Team Leader, State Highway Administration
- The Honorable Henry B. Heller, Member, Maryland House of Delegates
- The Honorable Adrienne A. Mandel, Member, Maryland House of Delegates
- The Honorable Carol S. Petzold, Member, Maryland House of Delegates
- The Honorable Leonard H. Teitelbaum, Member, Senate of Maryland
- Mr. Charlie K. Watkins, District Engineer, State Highway Administration

465

Mr. Alexander E. Hyman, Jr.
Page Three

bcc: Ms. Nanette M. Schieke, State Legislative Officer, Maryland Department of
Transportation
Mr. T.E. Severe, Noise Abatement Team, State Highway Administration

Serial #: None

OED Serial#: None

Noise Customer #: 2477

Responding to letter dated: Follow-up to 09-27-2001 telephone conversation between Mr. Hyman and
Mr. Ted Severe

Saved: 06/21/02 3:45 PM by: T.E. Severe

N:\OED\NOISE\CORRESP\2002\HYMANAEJR01.doc

Enclosure:

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

du 10/10/01
466

NOISE INQUIRY CHECKLIST

DATE 27 SEP 01 FILE? Y/N _____

CUSTOMER ID. # 2477 RECEIVED BY T.E. SEVERE

NAME ALEXANDER E. HYMAN, JR.

ADDRESS 10312 COLESVILLE RD

SILVER SPRING MD 20901-1941
(include zip code)

DAY TELEPHONE (H) 301-681-5665 (WORK / HOME)

OTHER TELEPHONE (W) 301-657-830270 x 214

email: alexhymanjr@aol.com
*** INQUIRY INFORMATION SUMMARY ***

HIGHWAY NAME / ROUTE NO. US 29

COMMUNITY / AREA NAME FOUR CORNERS/NORTHWOOD PARK

LOCATION ALONG HIGHWAY US 29 @ EASTWOOD AV 1/2

SUMMARY OF INQUIRY house on hillside - wants to know what "other" means that we referred to on website.

10/11 - MR. HYMAN CALLED TO LET SHA KNOW ABOUT A PRODUCT TO SOUND PROOF WINDOWS (REPLACEMENT LAMINATED GLASS FOR EX WINDOWS) @ WWW.SOUNDPROOFWINDOWS.COM - A CALY. CO. FOLLOW-UP ***

DATE 9/27/01 BY T.E. SEVERE

1 - sent Comm. Person Guide 2 - US 29 (Colesville Rd) NOT full control access in this area; not eligible for Type II. 3 -

*** REFERENCE FILES ***

Customer Info. View for 2001

Thursday, September 27, 2001 12:36 PM

TSevere

| | | | | | | |
|--|---|---------------------------|---|---|-----------------------|-------------------------------------|
| ID # | MAP | DATE | Letter or Phone onl | LAST NAME | FIRST NAME | Active? |
| 2477 | | 09/27/2001 | Phone | HYMAN | Mr. Alexander E., Jr. | <input checked="" type="checkbox"/> |
| STREET# | STREET NAME | COUNTY | CITY (Post office) | ZIPCODE | Representative statu | |
| 10312 | Colesville Road | MO | Silver Spring | 20901-1941 | private | Find Next |
| Elected Official whom has communicated directly to us on this custome | | | | | | |
| DAY PHONE | HOME PHONE | E-Mail address | COMMUNITY | | | |
| 301-657-0270 X214 | 301-681-5665 | alexhymanjr@aol.co | Northwood Park | | | |
| Logical Project Limits | ROADWAY: US 29 | INQUIRY | BarrierName | | | |
| SB US 29 near Eastwood Avenue | | | saw website; wants to know what can be done to reduce noise i | | | |
| RESPONSE | Last Contact | Researcher | Primary SHA Contact | 2nd Contact | | |
| described Type I & II criteria - US 29 not full controlled-access in this area - not eligible for Type II | | 09/27/2001 | Ted | | | |
| FILE LOCATIO | OTHER | Current committmen | | | | |
| send copy of Comm Reource Guide brochure | | | | | | |
| Do we owe a letter? | Letter Commit due date: | 10/11/2001 | | | | |
| <input checked="" type="checkbox"/> | Letter signed date | Reason Letter is Late n/a | | | | |
| LAST action | 9-27-01 Mr. Hyman called; spoke with Ted Severe; saw SHA website, home on hillside, barrier probably not practical, wants to know what other measures State can provide as implied from website | | | | | |
| Comments: This field can not be sorted or searched.: OPPE or Hwy rep.current type 1 inf | | | | | | |
| 09/2001 EO's Dist. 19 Sen Leonard H. Teitelbaum; Dels. Henry B. Heller, Adrienne A. Mandel; Carol S. Petzold; MO Crd Derick P. Berlage | | | | | | Construction Projects |
| Comment Journal, and letter hyperlinks | | | | \\shadgnvol1\user\oed\Noise\Dbase\Customer_notes\ | | |
| Consultant Fir | | | | 1-888-375-1975 outside MD | | |



To Meet 100% of our Commitments!



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Northwood Cr (1904-2001)
Great Knolls ES

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Hillandale Co 12
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Unitarian U of Silver Sp

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|---|--|
|  <p>Real Property Information</p> | <p>Maryland Department of Assessments and Taxation Real Property System</p> |
|---|--|

[\[Go Back\]](#)

MONTGOMERY COUNTY

[\[Start Over\]](#)

DISTRICT: 13 ACCT NO: 01032386

Owner Information

Owner Name: HYMAN, ALEXANDER E JR **Use:** RESIDENTIAL
Mailing Address: 10312 COLESVILLE RD **Principal Residence:** YES
 SILVER SPRING MD 20901-1941

Transferred

From: THOMAS H & S C OTWELL **Date:** 06/19/1998 **Price:** \$149,000

Deed Reference: 1) /15960/ 733 **Special Tax Recapture:**

2)

* NONE *

Tax Exempt: NO

Location Information [\[View Map\]](#)

Premises Address: 10312 COLESVILLE RD **Zoning:** R60 **Legal Description:** NORTHWOOD PARK 1ST A
 SILVER SPRING 20901 DD

| | | | | | | | | |
|------------|-------------|---------------|---------------|-------------|--------------|------------|--------------|-----------------|
| Map | Grid | Parcel | Subdiv | Sect | Block | Lot | Group | Plat No: |
| JP43 | | | 20 | | A | P4 | 81 | Plat Ref: |

Special Tax Areas **Town:** **Ad Valorem:** **Tax Class:** 38

Primary Structure Data

| | | | |
|--------------------|-----------------------|----------------------------|--------------------|
| Year Built: | Enclosed Area: | Property Land Area: | County Use: |
| 1949 | 1,543 SF | 8,497.00 SF | 111 |

Value Information

| | Base Value | Current Value | Phase-In Value | Phase-in Assessments | | |
|---------------|----------------|---------------|----------------|----------------------|------------|-----------|
| | | | | As Of | As Of | |
| | | As Of | As Of | 07/01/2001 | 07/01/2002 | |
| Land: | 62,490 | 01/01/1999 | 62,490 | 07/01/2002 | 148,380 | NOT AVAIL |
| Impts: | 85,890 | | 85,890 | | 0 | NOT AVAIL |
| Total: | 148,380 | | 148,380 | | | |
| Pref Land: | 0 | | 0 | | | |

Partial Exempt Assessments

| | Code | 07/01/2001 | 07/01/2002 |
|-----------|------|------------|------------|
| County | 000 | 0 | 0 |
| State | 000 | 0 | 0 |
| Municipal | 000 | 0 | 0 |

[\[Go Back\]](#)

[\[Start Over\]](#)

US 29 NOT FULL CONTROLLED - ACCESS IN SILVER SPRING.

EO's = DIST. 19 - Sen. Leonard H. Teitelbaum Obs: Henry B. Helber

MO Co: DIST. 5 - Derick P. Berlage

Adrienne A. Mandel
 Cand S. Petzold

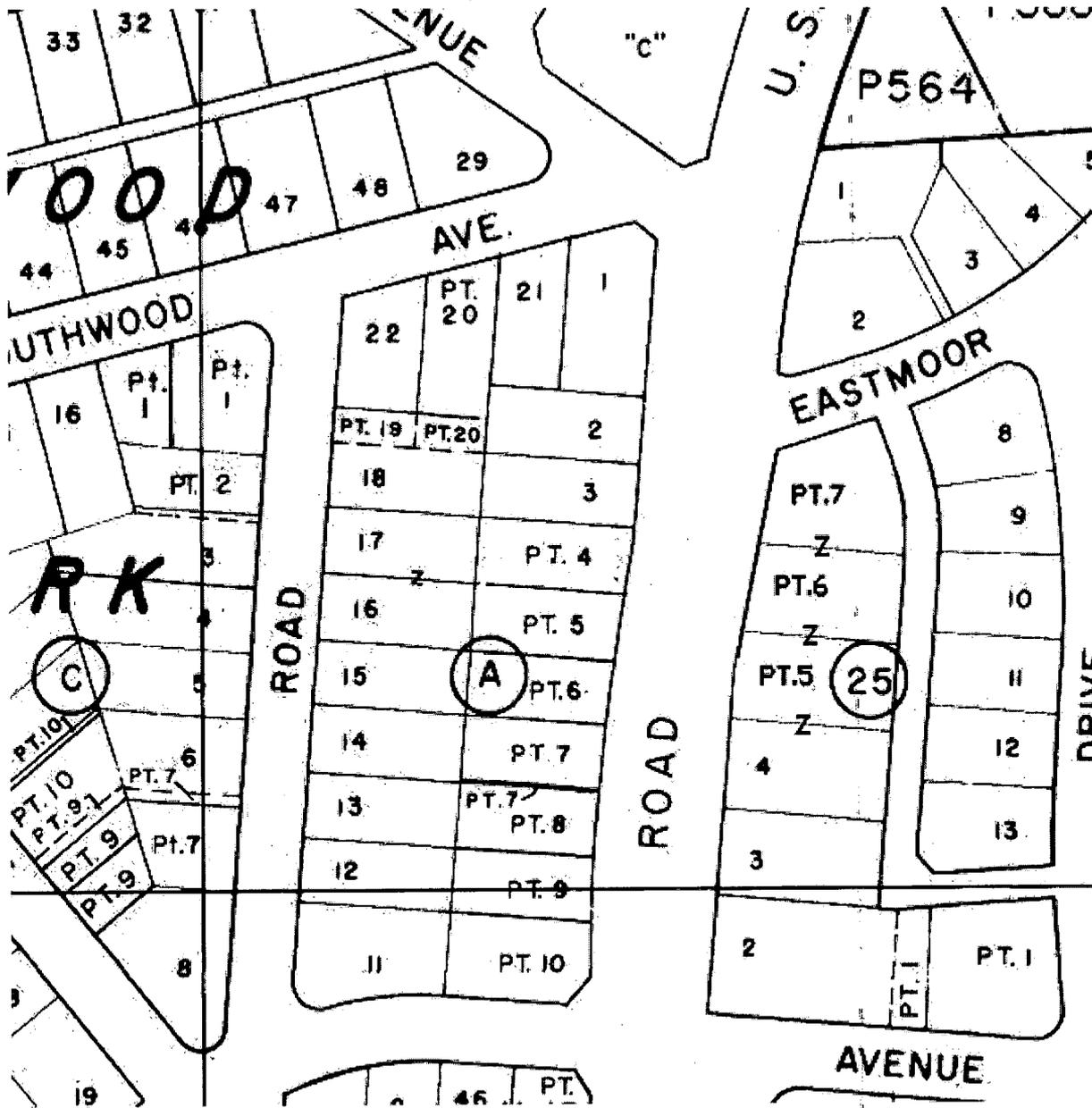
470

| | | |
|--|----------------------------------|---|
| | Real Property Information | Maryland Department of Assessments and Taxation Real Property System |
|--|----------------------------------|---|

[Go Back]

Account ID : 161301032386

[Zoom In]



Property maps provided courtesy of the Maryland Department of Planning © 2000.

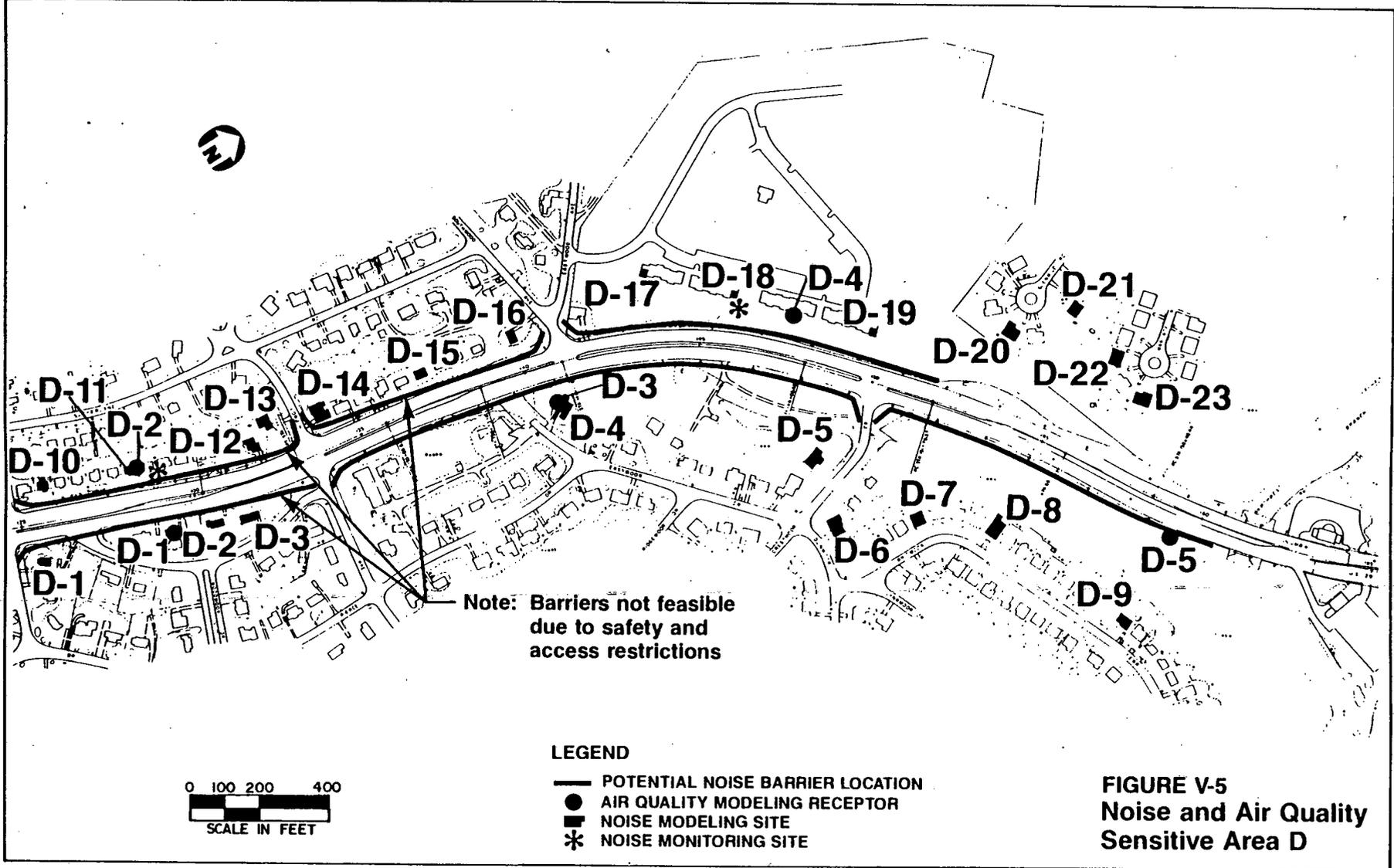
For more information on electronic mapping applications, visit the Maryland Department of Planning web site at www.mdp.state.md.us.

TABLE V-1

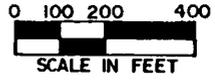
LOCATION OF NOISE MEASUREMENT/MODELING SITES
 U.S. ROUTE 29
 MONTGOMERY COUNTY, MARYLAND

| Noise Sensitive Area | Noise Modeling Site | Description of Modeling Site |
|----------------------|---------------------|----------------------------------|
| A | A-1 | Residences, North Hills of Sligo |
| | A-2 | Residences, North Hills of Sligo |
| | A-3 | Residences, North Hills of Sligo |
| | A-4 | Residences, North Hills of Sligo |
| | A-5 | Residences, North Hills of Sligo |
| | A-6 | Residences, North Hills of Sligo |
| | A-7 | Christ Congregational U.C.C |
| | A-8 | Residences, North Hills of Sligo |
| B | B-1 | Residences, Fairway |
| | B-2 | Residences, Fairway |
| | B-3 | Residences, Fairway |
| | B-4 | Residences, Fairway |
| C | C-1 | Marvin Memorial Church |
| D | D-1 | Residences, Pinecrest |
| | D-2 | Residences, Pinecrest |
| | D-3 | Residences, Pinecrest |
| | D-4 | Residences, Woodmoor |
| | D-5 | Residences, Woodmoor |
| | D-6 | Residences, Woodmoor |
| | D-7 | Residences, Woodmoor |
| | D-8 | Residences, Woodmoor |
| | D-9 | Residences, Woodmoor |
| | D-10 | Residences, Northwood Park |
| | D-11 | Residences, Northwood Park |
| | D-12 | Residences, Northwood Park |
| | D-13 | Residences, Northwood Park |
| | D-14 | Residences, Northwood Park |
| | D-15 | Residences, Northwood Park |
| | D-16 | Residences, Northwood Park |
| | D-17 | Apartments, Kinsman Farms |
| | D-18 | Apartments, Kinsman Farms |
| | D-19 | Apartments, Kinsman Farms |
| | D-20 | Apartments, Kinsman Farms |
| | D-21 | Apartments, Kinsman Farms |
| | D-22 | Apartments, Kinsman Farms |
| | D-23 | Apartments, Kinsman Farms |

V-14



Note: Barriers not feasible due to safety and access restrictions



- LEGEND**
- POTENTIAL NOISE BARRIER LOCATION
 - AIR QUALITY MODELING RECEPTOR
 - NOISE MODELING SITE
 - * NOISE MONITORING SITE

FIGURE V-5
Noise and Air Quality
Sensitive Area D

The existing noise level at a front row location, approximately 45 feet from the southbound roadway, is 71 dBA. Traffic noise from I-495 is noticeable and contributes to the background noise in this area. Front row noise levels are not significantly affected due to the high noise levels generated by traffic on U.S. Route 29.

Noise Sensitive Area C is represented by the Marvin Memorial Church located between the eastbound and westbound lanes of University Boulevard east of U.S. Route 29. The intersection of University Boulevard and U.S. Route 29, also known as Four Corners, is a commercial district. Traffic signals at the major intersection cause intermittent traffic flow past the Marvin Memorial Church on three sides.

The existing noise level, measured at the corner of U.S. Route 29 and eastbound MD Route 193, is 71 dBA. Setback from U.S. Route 29 is 30 feet which is selected to represent the nearest face of the church building. Approximately 1-2 dBA of the total noise level is due to traffic operations on MD Route 193.

Noise Sensitive Area D includes four communities located along U.S. Route 29, Pinecrest and Woodmoor on the east side and Northwood Park and Kinsman Farms on the west side. This residential area, continues from Timberwood Road approximately 3000 feet to Northwest Branch Park.

The existing noise level at a Northwood Park residence facing the southbound lanes of U.S. Route 29, approximately 40 feet from the roadway, is 70 dBA. This setback is typical for residences located in Northwood Park between Timberwood Road and Southwood Avenue. Many of these residences, although close to the highway, are elevated six to eight feet above the roadway.

Apartment units at Kinsman Farms are located on a hill above U.S. Route 29 which follows an uphill grade as it approaches Southwood Avenue. This hill provides partial shielding for many front row residences in Kinsman Farms. The existing noise level at a setback of approximately 80 feet is 64 dBA. This noise level represents a worst-case situation since many units are set back farther from the roadway. The hillside provides an efficient natural terrain barrier as setback from U.S. Route 29 increases.

Existing noise levels are 72 dBA and 71 dBA at Pinecrest and Woodmoor respectively. These are single family residential communities and setback from U.S. Route 29 varies from 55 feet to 80 feet at front row receptors.

Noise Sensitive Area E includes Burnt Mills Hills and Burnt Mills Village located east and west of U.S. Route 29, respectively. Extending from 1000 feet south of Burnt Mills Avenue to Northwest Drive, this area is comprised of single family residences that are situated from 3 to 8 feet above the roadway as it ascends from south to north. Setback from the roadway varies from 35 to 90 feet at front row receptors.

The existing noise level in Burnt Mills Hills, at the corner of U.S. Route 29 and Southwest Drive, is 70 dBA. The existing noise level in Burnt Mills Village, at a residence south of Burnt Mills Avenue approximately 80 feet from the southbound roadway, is 65 dBA. Residences between Burnt Mills Avenue and

TABLE VI-2
 SUMMARY OF IMPACTS
 ALTERNATIVES A/B/D-1
 NOISE LEVELS Leq, dBA
 U.S. ROUTE 29
 MONTGOMERY COUNTY, MARYLAND

| NSA | DESCRIPTION | Receptors | | | | | | | | | |
|-----|----------------------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|------|----|----|
| | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| A | Sligo | (72) | (72) | (72) | (72) | (72) | (72) | (72) | (72) | | |
| B | Fairway | (71) | (71) | (71) | (71) | | | | | | |
| C | Marvin Memorial Church | (72) | | | | | | | | | |
| D | Pinecrest | (70) | (71) | (67) | | | | | | | |
| | Woodmoor | (70) | 61 | 62 | 64 | 66 | 63 | | | | |
| | Northwood Park | (70) | (70) | (73) | (68) | (69) | (70) | (70) | | | |
| | Kinsman Farms | 62 | 64 | 64 | 61 | 58 | 60 | 62 | | | |
| E | Burnt Mills Hills | (71) | (72) | (70) | (70) | (71) | | | | | |
| | Burnt Mills Village | (71) | 64 | 66 | (72) | (72) | | | | | |
| F | Burnt Mills Townhouses | (67) | 66 | 65 | | | | | | | |
| | Dumont Oaks | 55 | 54 | 63 | | | | | | | |
| | Tartan Ridge Townhouses | 54 | 56 | 63 | 60 | | | | | | |
| | Point Apts. | 62 | | | | | | | | | |
| G | Oak Hill Apts. | 65 | 64 | 63 | | | | | | | |
| | White Oak Towers | 57 | 58 | | | | | | | | |
| | Springbrook Manor | 64 | 64 | 64 | 61 | 64 | 63 | 58 | 62 | 64 | |
| H | Bronzgate Apts. | 66 | 65 | 66 | | | | | | | |
| | Rolling Acres/Inverleigh | 65 | (67) | (68) | (68) | (71) | (71) | | | | |
| I | Shanandale Drive | 66 | (67) | 66 | 60 | | | | | | |
| J | Res. N. of Fairland Rd | 65 | (70) | | | | | | | | |
| | Fairland Elementary School | 59 | 64 | | | | | | | | |
| K | Windsor Court Apts. | 64 | 66 | | | | | | | | |
| | Avonshire Apts. | (71) | (68) | (69) | (67) | | | | | | |
| L | Greencastle Lakes | (68) | 63 | (67) | 65 | 60 | 63 | | | | |
| | Paint Branch High School | 60 | 63 | | | | | | | | |
| | Perrywood Estates | 65 | (70) | 66 | 62 | 66 | 64 | 59 | | | |
| M | Country Place Apts. | 62 | 65 | | | | | | | | |
| | Oakhurst | (67) | (67) | (67) | 63 | | | | | | |
| | Blackburn Road | 64 | 66 | 66 | | | | | | | |
| N | Dustin (SE) | 57 | | | | | | | | | |
| | Dustin (E) | 61 | | | | | | | | | |
| | Primeton Baptist Church | (69) | | | | | | | | | |
| | Dustin (SW) | (70) | | | | | | | | | |

() Future predicted noise level exceeds the FHWA NAC, Category B, of 67 dBA.

TABLE VI-3
 SUMMARY OF IMPACTS
 ALTERNATIVES C/D-3
 NOISE LEVELS, Leq, dBA
 U.S. ROUTE 29
 MONTGOMERY COUNTY, MARYLAND

| NSA | DESCRIPTION | Receptors | | | | | | | | | |
|-----|----------------------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|------|------|----|
| | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| A | Sligo | (75) | (75) | (75) | (75) | (75) | (75) | (74) | (75) | | |
| B | Fairway | (74) | (74) | (74) | (74) | | | | | | |
| C | Marvin Memorial Church | (75) | | | | | | | | | |
| D | Pinecrest | (74) | (74) | (71) | | | | | | | |
| | Woodmoor | (74) | 64 | 65 | (68) | (69) | (67) | | | | |
| | Northwood Park | (73) | (73) | (77) | (71) | (73) | (74) | (73) | | | |
| | Kinsman Farms | 65 | (67) | (67) | 64 | 61 | 63 | 65 | | | |
| E | Burnt Mills Hills | (75) | (75) | (74) | (73) | (74) | | | | | |
| | Burnt Mills Village | (75) | (68) | (69) | (75) | (75) | | | | | |
| F | Burnt Mills Townhouses | (70) | (69) | (68) | | | | | | | |
| | Dumont Oaks | 58 | 58 | 66 | | | | | | | |
| | Tartan Ridge Townhouses | 57 | 60 | 66 | 64 | | | | | | |
| | Point Apts. | 65 | | | | | | | | | |
| G | Oak Hill Apts. | (68) | (67) | 66 | | | | | | | |
| | White Oak Towers | 60 | 61 | | | | | | | | |
| | Springbrook Manor | (67) | (68) | (67) | 64 | (67) | (67) | 62 | 66 | (68) | |
| H | Bronzagate Apts. | (69) | (68) | (69) | | | | | | | |
| | Rolling Acres/Inverleigh | (68) | (70) | (72) | (71) | (75) | (74) | | | | |
| I | Shanadale Drive | (69) | (70) | (69) | 63 | | | | | | |
| J | Res. N. of Fairland Rd | (68) | take | | | | | | | | |
| | Fairland Elementary School | 62 | (67) | | | | | | | | |
| K | Windsor Court Apts. | (67) | (69) | | | | | | | | |
| | Avonshire Apts. | (74) | (71) | (72) | (70) | | | | | | |
| L | Greencastle Lakes | (70) | 65 | (70) | (68) | 63 | 66 | | | | |
| | Paint Branch High School | 63 | (67) | | | | | | | | |
| | Perrywood Estates | (68) | (73) | (70) | 66 | (69) | (67) | 62 | | | |
| M | Country Place Apts. | 66 | (68) | | | | | | | | |
| | Oakhurst | (70) | (70) | (70) | 66 | | | | | | |
| | Blackburn Road | (67) | (70) | (69) | | | | | | | |
| N | Dustin (SE) | 60 | | | | | | | | | |
| | Dustin (E) | 64 | | | | | | | | | |
| | Primeton Baptist Church | (72) | | | | | | | | | |
| | Dustin (SW) | (73) | | | | | | | | | |
| | line shift: | | | | | | | | | | |
| | Dustin (SE) | (66)* | | | | | | | | | |
| | Dustin (E) | 66 | | | | | | | | | |
| | Primeton Baptist Church | 55 | | | | | | | | | |
| | Dustin (SW) | 65 | | | | | | | | | |

() Future predicted noise level exceeds the FHWA NAC, Category B, of 67 dBA.
 * Impact due to significant increase over Existing

would increase 3 dBA, relative to Alternatives A and B, at first-row locations. (See Figure V-3).

Noise Sensitive Area C

Noise Sensitive Area C represents the Marvin Memorial Methodist Church. Predicted noise levels at the church are:

| | |
|----------------------|------------|
| | <u>C-1</u> |
| Alternatives A/B/D-1 | 72 |
| Alternatives C/D-3-2 | 75 |

The Church building would experience future predicted noise levels of 72 dBA for Alternatives A, B, and D(3-1-3), and increase 3 dBA to 75 dBA for Alternatives C and D-3-2. All alternatives would exceed the NAC at the Marvin Memorial Church. Approximately 1-2 dBA of the noise levels experienced at the Church would be contributed by traffic operations on MD Route 198, University Boulevard.

Predicted interior noise level would be approximately 54 dBA for Alternatives C and D-3-2. This analysis was based upon a first-row condition incorporating the following assumptions:

1. The church is air-conditioned and windows would be kept closed during worst-case traffic conditions;
2. Exterior wall construction would provide a minimum transmission loss of 50 dB. This would be a typical range for brick on wood frame construction with a plaster or gypsum board interior surface.
3. A typical ground level corner room facing U.S. Route 29 would be approximately 9 feet x (12+24) feet and contain 5 windows, each 3 feet x 5 feet.
4. Existing windows were single pane glass in good condition. This assumes a transmission loss of approximately 15 dB through the window area.

This analysis for the existing condition would predict a total transmission loss of approximately 21 dBA. Therefore, the church interior would be impacted approximately 2 dBA in excess of the NAC, Category E, noise level of 52 dBA for Alternatives C and D-3-2.

Noise Sensitive Area D

Noise Sensitive Area D extends from Timberwood Avenue to Northwest Branch Park and includes the communities of Northwood Park, Kinsman Farms, Pinecrest and Woodmoor. Approximately 60 front row single family residences are located in this area along with 27 apartment units housed in four buildings.

Topography, setback and residential density vary among the four communities, thereby resulting in variation of noise impacts relative to each community. Noise Sensitive Area D is presented in Figure V-5.

First-row receptors in the community of Pinecrest would experience future noise levels of 67-71 dBA for Alternatives A, B, and D(3-1-3). The community of Pinecrest is represented by modeling sites D-1 to D-3. All first-row receptors would be impacted in excess of the NAC. Future noise levels would increase by 3-4 dBA to 71-74 dBA for Alternatives C and D-3. Setback varies from 55-80 feet from the northbound travel lanes of U.S. Route 29, and terrain features are relatively consistent with respect to the roadway alignment.

For first-row receptors located in Woodmoor, future predicted noise levels would vary with setback distance from U.S. Route 29 and shielding effects from natural terrain features. Setback distance in Woodmoor varies from 50-300 feet from the northbound travel lanes of U.S. Route 29 and many residences are elevated with respect to the roadway alignment. Future predicted noise levels would be 61-70 dBA for Alternatives A, B, and D(3-1-3). Because of the variation in setback, not all first-row receptors would experience impacts from Alternatives A, B, and D(3-1-3). An increase of 3-4 dBA for Alternative C and D-3 would result in future predicted noise levels of 64-74 dBA. All first-row receptors would experience impacts as a result of the implementation of Alternatives C and D-3. Woodmoor is represented by modeling sites D-4 to D-9.

Predicted noise levels for sites within NSA D are:

| | <u>Pinecrest</u> | | | <u>Woodmoor</u> | | | | | |
|-------------------------------|------------------|------------|------------|-----------------|------------|------------|------------|------------|------------|
| | <u>D-1</u> | <u>D-2</u> | <u>D-3</u> | <u>D-4</u> | <u>D-5</u> | <u>D-6</u> | <u>D-7</u> | <u>D-8</u> | <u>D-9</u> |
| Alternatives A/B/D (3-1-3) | 70 | 71 | 67 | 70 | 61 | 62 | 64 | 66 | 63 |
| Alternatives C/D-3 | 74 | 74 | 71 | 74 | 64 | 65 | 68 | 69 | 67 |

First-row receptors in the community of Northwood Park would experience future noise levels of 68-73 dBA for Alternatives A, B, and D(3-1-3) and all first-row receptors would be impacted in excess of the NAC. Future predicted noise levels would increase by 3-4 dBA to 71-77 dBA for Alternatives C and D-3. Setback varies from 40-65 feet from the southbound travel lanes of U.S. Route 29. Some receptors would receive shielding of the near lanes of U.S. Route 29 by retaining walls and small embankments. However, shielding effects would only account for a 1-2 dBA reduction of U.S. Route 29 noise levels in Northwood Park. Modeling sites for Northwood Park are represented by locations D-10 to D-16 in Figure V-5.

The community of Kinsman Farms consists of apartment units and townhouses. Setback and terrain features vary throughout the area. Future predicted noise levels would be 58-64 dBA for Alternatives A, B, and D(3-1-3). First-row receptors located in Kinsman Farms would not be impacted in excess of the NAC for Alternatives A, B, and D(3-1-3). Noise levels would increase 3 dBA for Alternatives C and D-3. However, impacts would only be present for the

apartment units which are located approximately 90 feet from the southbound travel lanes of U.S. Route 29. Impacts would not be defined for the townhouse units which are setback a minimum of 200 feet from, and elevated with respect to, the roadway and experience effective reduction of U.S. Route 29 noise levels by an embankment adjacent to the southbound lanes. Kinsman Farms is represented by modeling sites D-17 to D-23.

Northwood Park

| | <u>D-10</u> | <u>D-11</u> | <u>D-12</u> | <u>D-13</u> | <u>D-14</u> | <u>D-15</u> | <u>D-16</u> |
|----------------------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|
| Alternatives A/B/D (3-1-3) | 70 | 70 | 73 | 68 | 69 | 70 | 70 |
| Alternatives C/D-3 | 73 | 73 | 77 | 71 | 73 | 74 | 73 |

Kinsman Farms

| | <u>D-17</u> | <u>D-18</u> | <u>D-19</u> | <u>D-20</u> | <u>D-21</u> | <u>D-22</u> | <u>D-23</u> |
|----------------------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|
| Alternatives A/B/D (3-1-3) | 62 | 64 | 64 | 61 | 58 | 60 | 62 |
| Alternatives C/D-3 | 65 | 67 | 67 | 64 | 61 | 63 | 65 |

Noise Sensitive Area E

Noise Sensitive Area E includes Burnt Mills Village and Burnt Mills Hills. A total of 23 critical receptors are located along U.S. Route 29 within these two communities.

Predicted noise levels for sites within NSÁ E are:

| | <u>Burnt Mills Hills</u> | | | | | <u>Burnt Mills Village</u> | | | | |
|----------------------------|--------------------------|------------|------------|------------|------------|----------------------------|------------|------------|------------|-------------|
| | <u>E-1</u> | <u>E-2</u> | <u>E-3</u> | <u>E-4</u> | <u>E-5</u> | <u>E-6</u> | <u>E-7</u> | <u>E-8</u> | <u>E-9</u> | <u>E-10</u> |
| Alternatives A/B/D (3-1-3) | 71 | 72 | 70 | 70 | 71 | 71 | 64 | 66 | 72 | 72 |
| Alternatives C/D-3 | 75 | 75 | 74 | 73 | 74 | 75 | 68 | 69 | 75 | 75 |

All first-row receptors would exceed the NAC in Burnt Mills Hills. Future predicted noise levels would be 70-72 dBA for Alternatives A, B, and D(3-1-3). Setback from U.S. Route 29 varies from 35-50 feet and some shielding of U.S. Route 29 occurs due to small embankments along the northbound lanes of the roadway. Future predicted noise levels would increase 3-4 dBA for Alternatives C and D-3. Receptors in Burnt Mills Hills are represented by modeling sites E-1 to E-5 on Figure V-6.

For first-row receptors located in Burnt Mills Village, future noise levels would vary due to effective shielding of some receptors (e.g., E-7) by the embankment along the southbound lanes of U.S. Route 29. Setback distance in Burnt Mills Village is 40-95 feet from the southbound travel lanes of U.S. Route

Noise Sensitive Area D: Pinecrest, Woodmoor, ~~Northwood Park~~ Kinsman Farms

Future noise levels without a barrier for Alternative D(3-1-3) would be 67-70 dBA in the Community of Pinecrest. Future noise levels without a barrier for Alternative C would increase approximately 3-4 dBA. Alternative D(3-1-3) would require access openings in the barrier at Circle Drive which would compromise abatement of first-row receptors located adjacent to the openings.

Approximately eight first-row residences face U.S. Route 29 in the community of Pinecrest. Abatement would be effective for concepts which would deny access to Circle Drive. A barrier approximately 890 feet in length and 11 feet high would provide a 10-12 dBA reduction of noise levels for receptor locations in NSA D Pinecrest (Figure V-5). The barrier would be located between stations 125 and 133+20. The average setback distance of the barrier from the near travel lane of U.S. Route 29 would be approximately 24 feet. Total cost would be approximately \$265,000 or \$22,084/residence for 12 impacted receptors benefitting from the barrier system. However, this mitigation measure would not be physically feasible because access to the community would be denied. This loss of access would primarily affect existing driveway and garage combinations which are currently oriented with respect to U.S. Route 29.

Table VI-5

| NSA | Area | Barrier Height | Receptors | | | Sq. Ft. | Cost |
|-----|----------------------|----------------|-----------|----|----|---------|-----------|
| | | | D1 | D2 | D3 | | |
| D | Pinecrest (D1-D3) | 0 | 74 | 74 | 71 | - | - |
| | | 11 | 63 | 62 | 61 | 9,782 | \$254,114 |
| | | 16 | 58 | 58 | 57 | 14,229 | \$384,183 |
| | | 21 | 56 | 56 | 56 | 18,675 | \$504,225 |
| | | 26 | 55 | 55 | 55 | 23,122 | \$624,294 |

Alternative C-2 at Pinecrest. Abatement schemes would require restriction of individual access to residential units along U.S. Route 29.

Based upon a review of all reasonableness and feasibility criteria, mitigation measures evaluated for Pinecrest would not be considered reasonable or feasible because of safety and access criteria, a substantial increase in noise levels would not result from the U.S. Route 29 improvements, and the majority of the impacted residences were constructed after the roadway was opened.

Future noise levels without a barrier for approximately 35 first-row residences in the community of Woodmoor would range from 61-70 dBA for Alternatives D(3-1-3) and increase 3 dBA to 64-74 dBA for Alternatives C and D-3. Noise levels vary significantly for first-row receptors in Woodmoor due to the variation in setback from U.S. Route 29.

Abatement schemes for Woodmoor would not be affected by various concepts developed for the Alternatives. Access would be retained at Crestmoor Drive resulting in a barrier consisting of two sections located between stations 134 and 160. A barrier 16-21 feet in height and approximately 2,260 feet in length would provide a 4-11 dBA reduction of noise levels in Woodmoor. Wraps where the barrier would turn back at Crestmoor Drive would be required for each barrier section to ensure effective reductions for receptors located near the access opening (Figure V-5). Approximate cost of the barrier system would be \$1,168,000 or \$48,667/residence. Approximately 24 impacted receptors would receive a minimum benefit of 5 dBA reduction of noise levels from the barrier system. Abatement analysis results for the various conceptual barrier heights are presented for Alternatives C and D-3 in Table VI-6.

Table VI-6

| NSA | Area | Barrier Height | Receptors | | | | | | Sq. Ft. | Cost |
|-----|----------|----------------|-----------|----|----|----|----|----|---------|-------------|
| | | | D4 | D5 | D6 | D7 | D8 | D9 | | |
| D | Woodmoor | 0 | 74 | 64 | 65 | 68 | 69 | 67 | - | - |
| | | 11 | 67 | 58 | 60 | 64 | 67 | 64 | 24,515 | \$661,905 |
| | | 16 | 63 | 57 | 59 | 62 | 64 | 63 | 35,658 | \$962,766 |
| | | 21 | 60 | 56 | 58 | 60 | 63 | 63 | 46,801 | \$1,263,627 |
| | | 26 | 59 | 55 | 58 | 59 | 61 | 63 | 57,944 | \$1,564,488 |

Abatement schemes not affected by individual concepts at Woodmoor.

Based upon a review of all reasonableness and feasibility criteria, mitigation measures evaluated for Woodmoor would not be considered reasonable or feasible because of cost, safety and access criteria, a substantial increase in noise levels would not result from the U.S. Route 29 improvements, and the majority of the impacted residences were constructed after the roadway was opened.

Approximately 26 first-row receptors face U.S. Route 29 in Northwood Park. All first-row receptors would be impacted for Alternative D(3-1-3) and Alternatives C and D-3. Future non-abated noise levels would be 68-73 dBA for Alternative D(3-1-3). Future non-abated noise levels for Alternatives C and D-3 would be on the order of 3 dBA greater than Alternative D(3-1-3). Implementation of noise walls for the community of Northwood Park would require denial of existing individual access to first-row receptors immediately adjacent to U.S. Route 29, therefore, mitigation at this location would not be physically feasible.

Future noise levels with a barrier would be reduced 8-13 dBA in Northwood Park with a barrier 11-16 feet in height (Figure V-5). Abated noise levels would be 61-65 dBA. Twenty-six impacted receptors would receive effective reductions with the proposed barrier. The barrier would be located between stations 125 and 140+80. Approximate length of the barrier would be 1510 feet. As previously discussed for Woodmoor, wraps would be required in Northwood

Park at the access opening to Lorain Avenue to ensure the acoustic integrity of the barrier system. The barrier would cost approximately \$490,000 or \$18,846/residence. Table VI-7 presents future predicted noise levels for various barrier height options.

Table VI-7

| NSA | Area | Barrier Height | Receptors | | | | | | | Sq. Ft. | Cost |
|-----|----------------|----------------|-----------|-----|-----|-----|-----|-----|-----|---------|-------------|
| | | | D10 | D11 | D12 | D13 | D14 | D15 | D16 | | |
| D | Northwood Park | 0 | 73 | 73 | 77 | 71 | 73 | 74 | 73 | - | - |
| | | 11 | 63 | 64 | 65 | 63 | 62 | 66 | 64 | 18,663 | \$503,901 |
| | | 16 | 58 | 60 | 60 | 58 | 58 | 61 | 60 | 27,146 | \$732,942 |
| | | 21 | 56 | 57 | 58 | 56 | 56 | 58 | 57 | 35,629 | \$961,983 |
| | | 26 | 54 | 55 | 57 | 54 | 55 | 56 | 55 | 44,112 | \$1,191,024 |

Abatement schemes would require restriction of individual access to residential units along U.S. Route 29.

Based upon a review of all reasonableness and feasibility criteria, mitigation measures evaluated for Northwood Park would not be considered reasonable or feasible because of safety and access criteria, a substantial increase in noise levels would not result from the U.S. Route 29 improvements, and the majority of the impacted residences were constructed after the roadway was opened.

Future noise levels without a barrier at approximately 25 first-row receptors in Kinsman Farms would range from 58-64 dBA for Alternative D(3-1-3) and from 61-67 dBA for Alternatives C and D-3. No impact is present for Alternative D(3-1-3) due to setback distance from U.S. Route 29 and shielding of several first-row receptor locations by an earth berm along the southbound lanes of U.S. Route 29.

It would be feasible to place a barrier along U.S. Route 29 to reduce noise levels, associated with Alternatives C and D-3, for the townhouse units in Kinsman Farms north of Eastwood Avenue. The barrier would be located between stations 141+60 and 151+70. A total of 15 impacted residential units would benefit from a barrier, and a 3-10 dBA reduction would be possible with a barrier 21 feet in height and 1,110 feet in length (Figure V-5). A wrap would be required at Eastwood Avenue. The approximate cost of the barrier would be \$627,000 or \$41,800/residence. Table VI-8 presents future predicted noise levels for various barrier height options. A final determination of reasonableness and feasibility would be evaluated during final design of the U.S. Route 29 improvements.

Table VI-8

| NSA | Area | Barrier Height | Receptors | | | | | | | Sq. Ft. | Cost |
|-----|---------------|----------------|-----------|-----|-----|-----|-----|-----|-----|---------|-----------|
| | | | D17 | D18 | D19 | D20 | D21 | D22 | D23 | | |
| D | Kinsman Farms | 0 | 65 | 67 | 67 | 64 | 61 | 63 | 65 | - | - |
| | | 11 | 64 | 61 | 65 | 64 | 61 | 63 | 65 | 12,163 | \$328,401 |
| | | 16 | 62 | 59 | 65 | 64 | 61 | 63 | 65 | 17,691 | \$477,657 |
| | | 21 | 59 | 57 | 64 | 64 | 61 | 63 | 65 | 23,219 | \$626,913 |
| | | 26 | 56 | 55 | 64 | 64 | 61 | 63 | 65 | 28,748 | \$776,196 |

Abatement schemes not affected by individual concepts.

Noise Sensitive Area E: Burnt Mills Hills, Burnt Mills Village

Five first-row receptors face U.S. Route 29 adjacent to the northbound lanes of U.S. Route 29 in Burnt Mills Hills. Future noise levels without a barrier would be 70-72 dBA for Alternative D-1. Future noise levels would increase by 3 dBA for Alternatives C/D-3 to 73-75 dBA.

A barrier system, consisting of four sections to allow for local access, would provide a 10-12 dBA reduction of noise levels in Burnt Mills Hills (Figure V-6). The barrier would be located between stations 186 and 198+40. The barrier system would be approximately 1246 feet in length and 11-16 feet in height. Total cost of the barrier system would be \$295,000, or \$26,818/residence. A total of 11 impacted receptors would receive a minimum benefit of 5 dBA reduction of noise levels. Access would be retained for Burnt Mills Avenue, Southwest Drive and Northwest Drive. Openings placed in a barrier system to provide access to local communities generally result in decreased barrier acoustical performance. Also, residents located near openings would receive little or no benefit from the barrier system.

The effect of multiple segmented barrier sections, with wraps provided at access openings, is often to physically and visually disrupt community cohesion between adjacent neighborhoods. Additionally, wraps would require additional right-of-way acquisition, further impacting residents located at access areas. This effect is often gaged to a non-desirable by affected residents. A final determination of reasonableness and feasibility would be evaluated during final design of the U.S. Route 29 improvement. Results of the abatement analysis for Burnt Mills Hills are presented in Table VI-9.

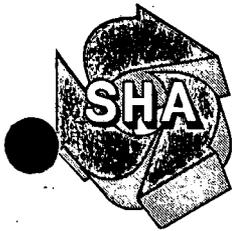
TABLE A.1

U.S. ROUTE 29 SUMMARY OF EXISTING AMBIENT NOISE AND STAMINA 2.0 CALIBRATION PROCEDURE

| Meas./Modeling Site | Measure Site Description | Monitoring Data | | | Modeled Calib. L(eq) | Diff. | Modeled Existing L(eq) | 20 Minute Traffic Data | | | Set-back feet | Notes | |
|---------------------|--------------------------|-----------------|--------|-------------|----------------------|-------|------------------------|------------------------|----|----|---------------|-------|--|
| | | L(min) | L(max) | Meas. L(eq) | | | | auto | mt | ht | | | % ht |
| A-03 | N. Hills of Sligo (W) | 61.9 | 82.6 | 68.9 | 69.0 | -0.1 | 72 | 847 | 32 | 7 | 0.79 | 50 | periodic backup in nb lane due to parked vehicle at roadside |
| A-07 | Christ Cong. Church | 62.8 | 85.4 | 70.5 | 69.0 | 1.5 | 71 | 744 | 23 | 8 | 1.03 | 60 | |
| B-01 | Fairway | 55.3 | 86.0 | 68.9 | 68.0 | 0.9 | 71 | 814 | 23 | 16 | 1.88 | 40 | |
| C-01 | Marvin Mem. Meth. Church | 57.2 | 85.0 | 70.4 | 69.3 | -0.9 | 72 | 712 | 10 | 10 | 1.37 | 30 | traffic (215, 7,1) signalized intersection at MD 193 and U.S. Route 29 resulting in a 1 dBA increase of total noise level. |
| D-02 | Pinecrest | - | - | - | 70.1 | - | 72 | - | - | - | - | 55 | modeled only |
| D-04 | Woodmoor | - | - | - | 69.2 | - | 71 | - | - | - | - | 80 | modeled only |
| D-11 | Northwood Park | 67.8 | 85.6 | 72.8 | 71.0 | 1.8 | 70 | 963 | 32 | 11 | 1.09 | 53 | background due to cicadas=70-71 dBA measure influenced by cicadas |
| D-18 | Kinsman Farm | 54.4 | 82.1 | 67.8 | 64.0 | 3.8 | 64 | 909 | 16 | 7 | 0.75 | 80 | cicadas in background=mid/low 50's background due to cicadas=63; children playing, shouting |
| E-04 | Burnt Mills Hills (E) | 58.9 | 78.9 | 67.5 | 68.3 | -0.8 | 70 | 836 | 28 | 9 | 1.03 | 50 | |
| E-07 | Burnt Mills Village (W) | 58.0 | 87.2 | 65.0 | 63.2 | 1.8 | 65 | 767 | 35 | 10 | 1.23 | 55 | |
| F-02 | Point Apts./ Burnt Mills | 46.2 | 79.8 | 64.4 | 66.0 | -1.6 | 66 | 769 | 17 | 7 | 0.88 | 95 | |
| F-04 | Dumont Oaks | 50.4 | 65.3 | 55.5 | 54.6 | 0.9 | 55 | 823 | 31 | 7 | 0.81 | 155 | |
| F-08 | Tartan Ridge Townhouses | 42.4 | 74.1 | 56.8 | 57.8 | -1.0 | 56 | 693 | 24 | 10 | 1.38 | 80 | cicadas in background=mid/low 50's earth mounding for 180 degrees of viewing angle |
| G-02 | Oak Hill Apts. | 52.2 | 74.1 | 61.4 | 63.7 | -2.3 | 63 | 907 | 22 | 12 | 1.28 | 155 | Service Rd. @ 70 ft. w/ (192,2,0) traffic |
| G-05 | White Oak Towers | 46.4 | 68.4 | 57.5 | 60.5 | -3.0 | 58 | 815 | 22 | 9 | 1.06 | 220 | |
| G-11 | Springbrook Manor | 46.2 | 89.3 | 63.2 | 67.2 | -4.0 | 64 | 811 | 24 | 28 | 3.24 | 95 | |

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485



**Maryland Department of Transportation
State Highway Administration**

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

May 30, 2002

Mr. Michael T. Irwin
23 Valerian Court
Rockville MD 20852-3431

Dear Mr. Irwin:

This letter is a follow-up to the recent telephone conversation with Mr. Mark Luckner, legislative aide to Delegate John Adams Hurson, regarding a sound barrier for the Timberlawn community along the westbound I-270 East Spur in Montgomery County. I appreciate the opportunity to provide the following information.

The State Highway Administration (SHA) considers the need for sound barriers in two circumstances, designated "Type I" and "Type II." In "Type I" situations, barriers are considered when a new highway is being built or an existing highway is being expanded. For the median widening improvement adjacent to your community in the early 1990s, SHA performed an environmental analysis to determine if future noise levels would equal or exceed the impact threshold of 66 decibels and would increase by at least five decibels over the condition of *not* improving the highway, and, if so, whether those noise levels could be reduced for a reasonable cost. Affected homes must have predated the approval of the highway improvements. The Timberlawn community was analyzed in the March 1997 *Finding of No Significant Impact I-270 at MD 187 and I-270 Spur at Democracy Boulevard*. The analysis determined that the change in noise levels would be two decibels over the condition of not building the improvement. Based on this information, noise abatement under the Type I portion of the Sound Barrier Program was not warranted.

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

My telephone number is _____

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

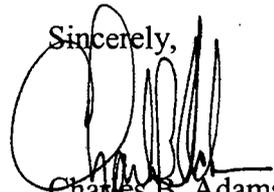
Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

Mr. Michael T. Irwin
Page Two

The State Highway Administration has evaluated the Timberlawn community to determine if it meets the technical requirements for a Type II sound barrier as outlined above. The majority of the homes of the Timberlawn community were constructed between 1981 and 1987, after the opening date for the I-270 East Spur in 1964. Based on this information, the Timberlawn community cannot be considered for a Type II sound barrier because it postdates the I-270 East Spur. Enclosed is a copy of our brochure, *Community Resource Guide On Sound Barriers*, that outlines the State's Sound Barrier Policy.

Thank you for your interest in the State's Sound Barrier Program. If you have additional questions or concerns, please do not hesitate to contact Ms. Nicole Ross, of our staff, at 410-545-8616 or 1-800-446-5962 or, by e-mail, at nross@sha.state.md.us. She will be happy to assist you.

Sincerely,



Charles B. Adams

Director

Office of Environmental Design

Enclosure

- cc: The Honorable William A. Brönrott, Member, Maryland House of Delegates
- The Honorable Howard A. Denis, Member, Montgomery County Council
- The Honorable Brian E. Frosh, Member, Senate of Maryland
- The Honorable Marilyn R. Goldwater, Member, Maryland House of Delegates
- The Honorable John Adams Hurson, Member, Maryland House of Delegates
- The Honorable Susan C. Lee, Member, Maryland House of Delegates
- Mr. Mark Luckner, Legislative Aide to the Honorable John Adams Hurson
- Ms. Nicole Ross, Special Assistant to the Director, Office of Environmental Design, State Highway Administration
- Mr. Charlie K. Watkins, District Engineer, State Highway Administration

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Mr. Michael T. Irwin
Page Three

bcc: James D. Hade, RLA, Noise Abatement Team Leader, State Highway Administration
Ms. Nanette M. Schieke, State Legislative Officer, Maryland Department of
Transportation
Mr. T.E. Severe, Noise Abatement Team, State Highway Administration

Serial #: None

OED Serial#: None

Noise Customer #: 2595

Responding to letter dated: Follow-up to 05-22-2002 telephone call from Del. Hurson's aide, Mr. Mark Luckner, on behalf of Mr. Michael T. Irwin to Mr. Andy Scott at MDOT. Mr. Scott contacted Ms. Nicole Ross, OED/NAT, and provided address only for Mr. Irwin and Mr. Irwin's desire to find out if a barrier is going to be built along westbound I-270 East Spur and, if not, how could one be asked for

Saved: 05/22/02 2:38 PM by: T.E. Severe

N:\OED\NOISE\CORRESP\2002\IRWINMT01.doc

Enclosure:

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

NOISE INQUIRY CHECKLIST

DATE 5/22/02

FILE? Y/N _____

CUSTOMER ID. # 2595

RECEIVED BY Nicole Ross

NAME Mr. Mike Irwin

ADDRESS 23 Vateria Court

Rockville, Md. 20852

(include zip code)

DAY TELEPHONE 301-770-0061

(WORK / HOME) HOME

OTHER TELEPHONE _____

*** INQUIRY INFORMATION SUMMARY ***

HIGHWAY NAME / ROUTE NO. I-270

COMMUNITY / AREA NAME Timberlawn

LOCATION ALONG HIGHWAY I-270 NB E. Spur at Old Georgetown Rd.

SUMMARY OF INQUIRY Del. Hurson's Leg. Aide (Mark Luckner) called Andy Scott (MDOT) on 5/21/02. Andy called me on 5/21/02 and wanted to know if & when a barrier will be built along I-270. If not, why?, and how can he get one.

*** FOLLOW-UP ***

DATE _____

BY _____

ingrid f. l. crst 1901-87 - post date 1230 East 1st (1964) i. not el. of Ty II

*** REFERENCE FILES ***

490

Customer Info. View for 2001

Wednesday, May 22, 2002 02:59 PM

TSevere

| | | | | | | |
|---------|----------------|------------|---------------------|------------|----------------------|-------------------------------------|
| ID # | MAP | DATE | Letter or Phone onl | LAST NAME | FIRST NAME | Active? |
| 2595 | | 05/22/2002 | Phone | IRWIN | Mike | <input checked="" type="checkbox"/> |
| STREET# | STREET NAME | COUNTY | CITY (Post office) | ZIPCODE | Representative statu | |
| 23 | Valerian Court | MO | Rockville | 20852-3431 | private | |



| | | | |
|---|---|----------------|------------|
| Elected Official whom has communicated directly to us on this custome | Del. John Hurson's Leg. Aide (Mark Luckner) | | |
| DAY PHONE | HOME PHONE | E-Mail address | COMMUNITY |
| | 301-770-0061 | | Timberlawn |
| Logical Project Limits | ROADWAY: I-270 | BarrierName | |

I-270 NB E. Spur at Old Georgetown Road (exit 1)

| | | |
|--|------------|--|
| RESPONSE | INQUIRY | 2nd Contact |
| described Type I & II criteria; '97 FONSI determined only 2 dBA increase over no-build; No Type I warranted; majority homes built 81-87 - postdates I-270 - no Type II eligibility | | Wanted to know if there are plans to install a sound barrier |
| Last Contact | Researcher | Primary SHA Contact |
| 05/22/2002 | | Nicole |
| FILE LOCATIO | OTHER | Current committmen |
| | | Construction Projects |

| | | | |
|-------------------------------------|-------------------------|--------------------|-----------------------|
| Do we owe a letter? | Letter Commit due date: | Letter signed date | Reason Letter is Late |
| <input checked="" type="checkbox"/> | 05/31/2002 | | n/a |

LAST action

5/22/02 Del. John Hurson's Aide, Mark Luckner, contacted Andy Scott (MDOT) on behalf of Mr. Irwin; Mr. Irwin wanted to know if & when a sound barrier will be built along I-270 at Old Georgetown Rd. If not, how or what can they do to get one.



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

05-2002 EO's - Dist. 16 - Sen. Brian E. Frosh, Dels. William Bronrott, Marilyn Goldwater, Susan C. Lee; MO Cnd Howard A. Denis

Comment Journal, and letter hyperlinks \\shadgn\vol1\user\oed\Noise\ibase\Customer_notes\

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Account Identifier: District - 04 Account Number - 02150812

Owner Information

Owner Name: IRWIN, MICHAEL T & L K Use: RESIDENTIAL
 Principal Residence: YES
 Mailing Address: 23 VALERIAN CT Deed Reference: 1) /17244/ 259
 ROCKVILLE MD 20852-3431 2)

Location & Structure Information

Premises Address: 23 VALERIAN CT Zoning: R90 Legal Description: TIMBERLAWN
 ROCKVILLE 20852-3431

| Map | Grid | Parcel | Subdivision | Section | Block | Lot | Group | Plat No: |
|-------------------------|----------|----------|---------------------------|--------------------|------------|-----|-------|-----------|
| GP63 | | | 49 | | J | 42 | 80 | Plat Ref: |
| Special Tax Areas | | | Town Ad Valorem Tax Class | | | | | |
| Primary Structure Built | | | Enclosed Area | Property Land Area | County Use | | | |
| 1984 | | | 1,906 SF | 4,060.00 SF | 116 | | | |
| Stories | Basement | Type | Exterior | | | | | |
| 2 | YES | END UNIT | 1/2 BRICK FRAME | | | | | |

Value Information

| | Base Value | Phase-in Assessments | | |
|--------------------|----------------|----------------------|----------------|----------------|
| | | Value As Of | As Of | As Of |
| | | 01/01/2001 | 07/01/2001 | 07/01/2002 |
| Land: | 90,000 | 81,000 | | |
| Improvements: | 185,000 | 213,330 | | |
| Total: | 275,000 | 294,330 | 281,443 | 287,886 |
| Preferential Land: | 0 | 0 | 0 | 0 |

Transfer Information

Seller: MARGEL, STUART & J Date: 06/30/1999 Price: \$299,000
 Type: IMPROVED ARMS-LENGTH Deed1: /17244/ 259 Deed2:
 Seller: CHARLES & E L ANELLO Date: 12/11/1997 Price: \$275,000
 Type: IMPROVED ARMS-LENGTH Deed1: /15368/ 249 Deed2:
 Seller: Date: 12/23/1987 Price: \$255,000
 Type: IMPROVED ARMS-LENGTH Deed1: / 8084/ 208 Deed2:

Exemption Information

| Partial Exempt Assessments | Class | 07/01/2001 | 07/01/2002 |
|----------------------------|-------|------------|------------|
| County | 000 | 0 | 0 |
| State | 000 | 0 | 0 |
| Municipal | 000 | 0 | 0 |

Tax Exempt: NO
 Exempt Class:

Special Tax Recapture:
 * NONE *

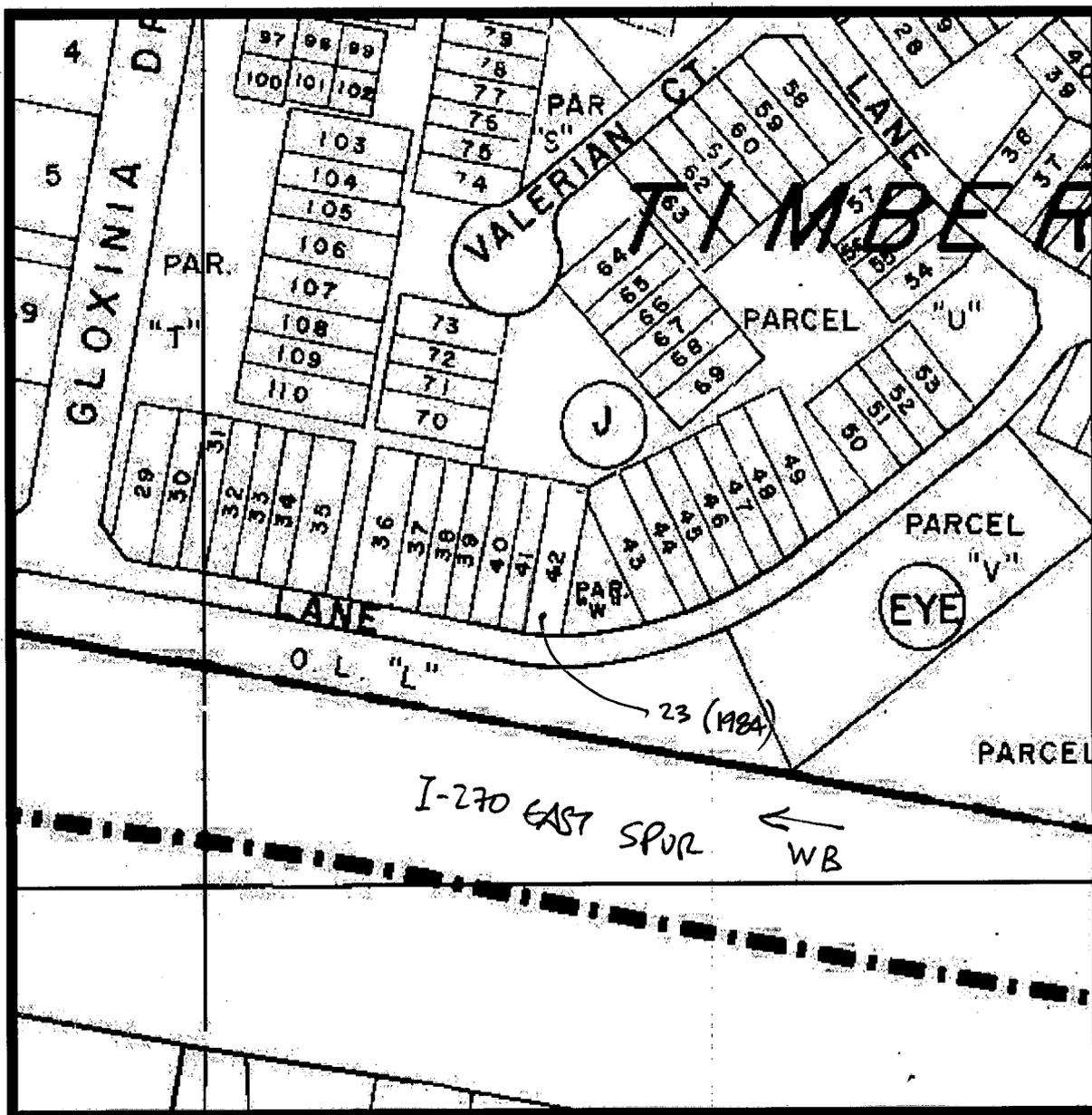
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49/3



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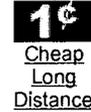
Try Public Records!

Listings 1-4 of 4

Irwin, Lorie and Mike

23 Valerian Court
Rockville, MD 20852
301-770-0061

Did you go to school with Lorie Irwin?
Search public records.
Register your own .NAME domain now!



More Info On Lorie and Mike Irwin



Irwin, Lorie and Mike

23 Valerian Court
Rockville, MD 20852
301-770-0137

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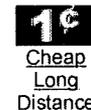


More Info On Lorie and Mike Irwin

Irwin, Mike and Lorie

23 Valerian Court
Rockville, MD 20852
301-770-0061

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Search public records
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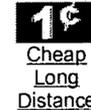


More Info On Mike and Lorie Irwin

Irwin, Mike and Lorie

23 Valerian Court
Rockville, MD 20852
301-770-0137

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- Expans
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- DMV
- Soci
- Milita
- Crimin
- Publi
- Drivir
- State
- Bac
- Insta
- Bac
- C
- P
- R
- Gov
- Ag
- Power
- Onl

494

[More Info On Mike and Lorie Irwin](#)

Listings 1-4 of 4

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495

J



Maryland Department of Transportation
State Highway Administration

496

Parris N. Glendening
Governor

John D. Porcari
Secretary

Parker F. Williams
Administrator

February 8, 2002

Mr. Robert I. Jacobson
7505 Shadywood Road
Bethesda MD 20817-2065

Dear Mr. Jacobson:

Thank you for your recent e-mail message regarding the status of the sound barrier project for the Burning Tree Estate community, along the outer loop of I-495 from Bradley Boulevard to River Road in Montgomery County. I appreciate the opportunity to provide this update.

The sound barrier project for the Burning Tree Estates community is currently under way. The State Highway Administration Project Engineer assigned to this project is Mr. Joe Alley. He can be reached at 301-365-6504 or 301-365-6505 and his e-mail address is jalley@sha.state.md.us. Currently, the project is scheduled to be completed by Spring 2003.

Thank you again for your e-mail message and continuing interest in the State's Sound Barrier Program. If you have additional questions or concerns, please do not hesitate to contact Mr. James Hade, our Noise Abatement Team Leader, at 410-545-8599 or 1-800-446-5962 or, by e-mail at jhade@sha.state.md.us. He will be happy to assist you.

Sincerely,

Charles B. Adams
Director
Office of Environmental Design

cc: Mr. Joe Alley, Project Engineer, State Highway Administration
The Honorable Jean B. Cryor, Member, Maryland House of Delegates
James D. Hade, RLA, Noise Abatement Team Leader, State Highway Administration
The Honorable Richard La Vay, Member, Maryland House of Delegates
The Honorable Jean W. Roesser, Member, Senate of Maryland
The Honorable Mark K. Shriver, Member, Maryland House of Delegates
Mr. Charlie K. Watkins, District Engineer, State Highway Administration

My telephone number is _____

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

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

1497

Mr. Robert I. Jacobson
Page Two

bcc: Ms. Nanette M. Schieke, State Legislative Officer, Maryland Department of
Transportation
Mr. T.E. Severe, Noise Abatement Team, State Highway Administration

Serial #: None
OED Serial#: None
Noise Customer #: 1289
Responding to letter dated: Follow-up to 01-26-2002 e-mail message from Mr. Jacobson to
Mr. Charles Adams requesting update information on sound barrier project for Burning Tree
Estates (actual start date and approx. date of completion).
Saved: 01/28/02 2:26 PM by: T.E. Severe
N:\OED\NOISE\CORRESP\2002\JACOBSON01.doc

498

From: Robert Jacobson <sabert@erols.com>
To: <cadams@sha.state.md.us>, <nhardy@sha.state.md.us>
Date: 1/26/02 2:01PM
Subject: Noise Barriers

Please tell us the latest schedule for the actual start and estimated finish dates of the construction of the noise barrier segment on the west (outer) side of I-495 between River Road and the junction with the I-270 spur.

With appreciation,

Robert Jacobson
7505 Shadywood Road
Bethesda, MD 20817
(301)469-6212

499

From: JIM HADE
To: TED SEVERE
Date: 1/28/02 7:42AM
Subject: Fwd: Noise Barriers

Ted:
Please prepare a response.

Thanks
Jim

James Hade, RLA
Team Leader for Noise Abatement
Ph 410-545-8599
Fx 410-209-5003

500

From: CHARLES ADAMS
To: JIM HADE
Date: 1/28/02 7:40AM
Subject: Fwd: Noise Barriers

Jim, please respond to the attached request.

Thanks

Charlie

Customer Info. View for 2001

Monday, January 28, 2002 12:52 PM

TSevere

| | | | | | | |
|---------|----------------|------------|--------------------|------------|----------------------|-------------------------------------|
| ID # | MAP | DATE | Letter or Phone on | LAST NAME | FIRST NAME | Active? |
| 1289 | 37-J1 | 07/21/1997 | | JACOBSON | Mr. & Mrs. Robert I. | <input checked="" type="checkbox"/> |
| STREET# | STREET NAME | COUNTY | CITY (Post office) | ZIPCODE | Representative statu | |
| 7505 | Shadywood Road | MO | Bethesda | 20817-2065 | | |

Elected Official whom has communicated directly to us on this custome

| | | | |
|-----------|--------------|------------------|---|
| DAY PHONE | HOME PHONE | E-Mail address | COMMUNITY |
| | 301-469-6212 | sabert@erols.com | Burning Tree Estates/Seven Locks Manor/ |

Logical Project Limits ROADWAY: I-495 BarrierName

outer loop I-495, Bradley Blvd. to River Road

| | | |
|----------|---|---------------------|
| RESPONSE | INQUIRY | 2nd Contact |
| | Contacted District -- Pass on to us -- Noise Triangle | Jim |
| | Last Contact | Researcher |
| | 01/26/2002 | Primary SHA Contact |
| | | Natalie |

| | | | |
|--------------|-------|--------------------|-----------------------|
| FILE LOCATIO | OTHER | Current committmen | Construction Projects |
| | | | |

| | | |
|--------------------------|-------------------------|-----------------------|
| Do we owe a letter? | Letter Commit due date: | Reason Letter is Late |
| <input type="checkbox"/> | | |
| LAST action | Letter signed date | |
| | | |

1-26-02 Mr. Jacobson e-mailed CBA & Natalie Hardy to determine schedule for Buring Tree Estates barrier (actual start date and est. completion date)



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

02/2000 - EO's - Dist. 15 - Sen. Jean B. Roesser, Dels. Jean Cryor; Richard La Vay; Mark K. Shriver; MO Cnclmn Howard A. Denis 11-16-01 Mr. Jacobson called; spoke w/Ted Severe; inquired about status of project; told that NTP has been given and contractor to locate trailer & SHA to assign inspector; also gave ADE John Wamick's name and dist phone number as local contact 5/29/01 Mr. & Mrs. Jacobson called and spoke with Mr. Ted Severe; wanted info from 5/23 mtg - told them that flood plain issue was resolved; ad date mid-July 01 and construction to begin late 2001 - they seemed satisfied with this info 6/26/2000: He wanted to know if the issues raised at the community meeting had been resolved, and how those resolutions would be communicated back to the community. Wishes to be called by 6/28/2000 with form/ date of proposed communication. 01/08/98 - sent DLW letter- policy review - Fall 06/26/2000 - Mr. Jacobson spoke w. Jim - See below 06/28 - NBH spoke w/Mr. Jacobson - will update once 75% of the ballots have been received

Comment Journal, and letter hyperlinks \\SHADGNIVOL1\user\oed\Noise\DATABASE\customer_notes\1289.doc

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50251



**Maryland Department of Transportation
State Highway Administration**

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

May 9, 2002

Mr. Henry L. Jacocks
9501 Surratts Manor Drive
Clinton MD 20735-3083

Dear Mr. Jacocks:

This letter is a follow-up to your e-mail inquiry to Mr. Eric Foster, supervisor of the County Transportation Planning Division of the Prince George's County Planning Department. Your e-mail inquiry was forwarded to the Maryland State Highway Administration's Office of Environmental Design in order to respond to your questions regarding noise abatement for the Surratt's Manor community along MD 5 between Surratts Road and Woodyard Road in Prince George's County. I appreciate the opportunity to respond to your inquiry.

The State Highway Administration (SHA) considers the need for sound barriers in two circumstances, designated "Type I" and "Type II." In "Type I" situations, barriers are considered when a new highway is being built or an existing highway is being expanded. SHA performs an environmental analysis to determine if future noise levels will equal or exceed the impact threshold of 66 decibels and will increase by at least three decibels over the condition of *not* improving the highway, and, if so, whether those noise levels can be reduced for a reasonable cost. Affected homes must predate the approval of the highway improvements. The basis for the requirement of a minimum of a three decibel change is that the human ear can only begin to discern sound level changes between three and five decibels. The area along MD 5 where your home is located was studied in the 1988 Final Environmental Impact Statement for the widening of MD 5. It was noted that this area was not yet developed and, therefore, no noise abatement was warranted.

When a highway already exists and is *not* being expanded—so that Type I criteria do not apply—a community that predates the original highway may be considered for a "Type II," or "retrofit," barrier. The intent of the Type II program is to address areas of noise impact along highways that were built before environmental analyses became a part of the highway development process and the highway is fully controlled-access where access to the highway is by interchange rather than at-grade intersections. All of the following technical criteria must be met for a barrier to be approved: the majority of homes must predate the highway; existing noise levels must equal or exceed the 66 decibel impact threshold; and we must be able to build an effective barrier for \$50,000 or less per benefited home. If these criteria are met, the County in which the community is located must have an ordinance that addresses the impact of noise on new residential development, and the County must agree to fund 20 percent of the barrier cost. MD 5, as a highway system, is not a fully controlled-access highway and the homes in your community postdate its construction, therefore, we are unable to consider sound barriers along MD 5 between Surratts Road and Woodyard Road. Enclosed, for your information, is a copy of our brochure, *Community Resource Guide On Sound Barriers*, that outlines the State's Sound Barrier Policy.

My telephone number is _____

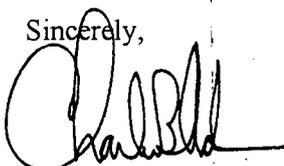
Maryland Relay Service for Impaired Hearing or Speech
1-800-735-2258 Statewide Toll Free

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

Mr. Henry L. Jacocks
Page Two

Thank you for your e-mail message and interest in the State's Sound Barrier System. I regret that I cannot provide a positive response. If you have additional questions or concerns, please do not hesitate to contact Ms. Nicole Ross, of our staff, at 410-545-8616 or 1-800-46-5962 or, by e-mail, at nross@sha.state.md.us. She will be happy to assist you.

Sincerely,



Charles B. Adams
Director
Office of Environmental Design

Enclosure

- cc: The Honorable M.H. Jim Estep, Member, Prince George's County Council
- Mr. Eric Foster, Supervisor, Transportation Planning Section, Maryland-National Capital Park and Planning Commission, Prince George's County
- The Honorable Thomas V. Mike Miller, President, Senate of Maryland
- The Honorable James E. Proctor, Jr., Member, Maryland House of Delegates
- Ms. Nicole Ross, Special Assistant to the Director, Office of Environmental Design, State Highway Administration
- The Honorable Joseph F. Vallario, Jr., Member, Maryland House of Delegates
- Mr. Charlie K. Watkins, District Engineer, State Highway Administration

Mr. Henry L. Jacocks
Page Three

bcc: James D. Hade, RLA, Noise Abatement Team Leader, State Highway Administration
Ms. Nanette M. Schieke, State Legislative Officer, Maryland Department of
Transportation
Mr. T.E. Severe, Noise Abatement Team, State Highway Administration

Serial #: None
OED Serial#: None
Noise Customer #:
Responding to letter dated:
Saved: 05/07/02 3:02 PM by: T.E. Severe
N:\OED\NOISE\CORRESP\2002\JACOCKS01.doc

Enclosure

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

505

From: "Foster, Eric" <Eric.Foster@ppd.mncppc.org>
To: "Dooley Jim (SHA) (E-mail)" <jdooley@sha.state.md.us>
Date: 5/7/02 10:22AM
Subject: E-MAIL FROM HENRY JACOCKS

Jim--Here is the e-mail that Mr. Jacocks was referring to in his e-mail to you yesterday.

Eric J. Foster, P.E.
Supervisor, Transportation Planning Section
Countywide Planning Division
Prince George's County Planning Department
M-NCPPC
County Administration Building
Upper Marlboro, MD 20772-3037
(301) 952-3117
Fax (301) 952-3612

-----Original Message-----

From: Foster Eric J
Sent: Monday, August 14, 2000 2:02 PM
To: "NEHLOD@AOL.COM"
Cc: "Magee Yvonne S"; "jdooley@sha.state.md.us"; "Thaden Doug R"
Subject: Re: Plans for the MD Rt 5 Overpass of Surratts Road

Mr. Jacocks:

Thank you for your inquiry on the planned MD 5/Surratts Road Interchange. This future improvement is on the County's Adopted and Approved Subregion V Master Plan. It is also listed as new construction start priority number 9 (out of 10) in the County's November, 1999 Joint Signature (Executive/Council/Delegation) Letter (to MDOT) on State Transportation Project Priorities.

The funding (and scheduling) for State Highway projects is identified in the Maryland DOT's Consolidated Transportation Program, or CTP, which is updated annually in the State budget. The most recent CTP shows funding for engineering and right-of-way acquisition for this project, but none for construction.

What does this mean? It means that most of activities preparatory to construction have either been completed or are underway.

So, what about the construction funding? The allocation of construction funds in the CTP occurs by action of the Governor and General Assembly, consulting with the County's recommendations from the Joint Signature Letter. However, the current CTP reflects the priorities of the

506

previous

(1997) Joint Signature Letter; the 1999 Joint Signature Letter is expected to be more fully reflected in the FY 2001-2006 CTP. We haven't seen this new CTP yet (it will probably be presented in November), so stay tuned.

Local newspapers usually cover this with an article summarizing the changes from the previous year's CTP.

What about the plans for ramps and noise walls? We have the ramps laid out on our 1"=200' scale topo sheets, and may also have copies of more detailed

preliminary engineering information from MDOT. Our office is on the 4th

floor of the County Administration Building in Upper Marlboro. However, we

do not have information on the prospective locations of noise barriers at

this time. Therefore, I am forwarding your request to Mr. Jim Dooley at the

State Highway Administration (part of MDOT) so you can obtain information

on the status of their work on the final design of this project, including noise walls.

I hope this information is helpful to you in learning more about the design

and scheduling of this project. Mr. Doug Thaden in our office is available

to show the public the information on our topo sheets and the plans in our

files. He can be reached at 301 952 3943 or dthaden@mncppc.state.md.us.

Eric Foster, Supervisor

Transportation Planning Section/Countywide Planning Division Prince George's County Planning Department/M-NCPPC

Forward Header

Subject: Plans for the MD Rt 5 Overpass of Surratts Road
Author: <NEHLOD@aol.com> at inet
Date: 08/13/2000 6:04 PM

Ms Maggee:

It is my understanding there are plans to construct another MD Rt 5 (Branch Ave) overpass, this one going over Surratts Road. The last time

checked, the plans existed but were not funded, so no start date for construction was available. That was about 2 to 3 years ago. A lot may

507

have changed since then. So, now I would like to know the current status of those plans and whether or not funding has been appropriated and authorized for this project. If funding has been or is planned to be made available, what is the best estimate for the planned start date of this construction project?

What is the planned project duration? Do the most current plans call for

the inclusion of sound barriers for the private property with homes and townhomes immediately adjacent to both sides of MD Route 5 between Surratts Road and Woodyard Road? If so, I would be very grateful to know the specifics of the barrier walls (i.e wall height, length, etc).

Additionally, I would be grateful to know the plans for accessing MD Rt 5 from Surratts Road and exiting MD Rt 5 to Surratts Road. If there are

no current plans for barrier walls, I would be very interested in, having such plans included into the "MD RT 5 Overpass of Surratts Road" plans.

I am assuming it may not be too late to include sound reduction barrier walls into construction plans. Can you provide such information such that I can know the current status of the plans and their most likely implementation, to include the project schedule? Your attention to

this matter will be greatly appreciated. An e-mail response to NEHLOD@AOL.COM is more than acceptable. However, if you must use the

postal system, my address is as follows:
Henry Jacocks, 9501 Surratts Manor Drive, Clinton, MD 20735-3083.

Sincerely,
Henry L. Jacocks,
301 868-0878

508

Customer Info. View for 2001

Tuesday, May 07, 2002 02:25 PM

TSevere

| | | | | | | |
|---------|----------------------|------------|---------------------|------------|----------------------|-------------------------------------|
| ID # | MAP | DATE | Letter or Phone onl | LAST NAME | FIRST NAME | Active? |
| 2583 | | 05/07/2002 | E-mail | JACOCKS | Mr. Henry L. | <input checked="" type="checkbox"/> |
| STREET# | STREET NAME | COUNTY | CITY (Post office | ZIPCODE | Representative statu | |
| 9501 | Surratts Manor Drive | PG | Clinton | 20735-3083 | private | |

Find Next

Elected Official whom has communicated directly to us on this custome

| | | | |
|----------------------|--------------|----------------|-----------|
| DAY PHONE | HOME PHONE | E-Mail address | COMMUNITY |
| 202-488-9740 EXT 148 | 301-868-0878 | nehlod@aol.com | Clinton |

| | | |
|------------------------|---------------|-------------|
| Logical Project Limits | ROADWAY: MD 5 | BarrierName |
|------------------------|---------------|-------------|

NB & SB MD 5 between Surratts Rd & Woodyard Rd

| | | |
|----------|--|-----------------------|
| RESPONSE | INQUIRY | 2nd Contact |
| | status of "sound barriers" along MD 5 between Surratts Rd and Woodyard Rd? | |
| | Last Contact | Researcher |
| | 05/06/2002 | |
| | Primary SHA Contact | Construction Projects |
| | none | |

| | | |
|--------------|-------|--------------------|
| FILE LOCATIO | OTHER | Current committmen |
|--------------|-------|--------------------|

| | | |
|--------------------------|-------------------------|-----------------------|
| Do we owe a letter? | Letter Commit due date: | Reason Letter is Late |
| <input type="checkbox"/> | | n/a |
| LAST action | Letter signed date | |

5-6-02 Mr. Jacocks e-mailed Mr. Jim Dooley; requested status of noise barriers along MD 5 between Surratts Rd & Woodyard Rd; e-mail forwarded to OED/NAT for response; Mr. Jacocks had originally contacted Mr. Eric Foster at MNCPPC



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

05/2002 EO's Dist. 27A Sen. Thomas V. Mike Miller, Jr.; Dels. James E. Proctor, Jr.; Joseph F. Vallario, Jr.; PG Cnclmn M.H. Jim Estepp
 Second e-mail address for Mr. Jacocks at his place of employment is: hjacocks@titan.com

Comment Journal, and letter hyperlinks \\shadgn\vol\1\user\oed\Noise\ibase\Customer_notes\

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 PRINCE GEORGE'S COUNTY
 Real Property Data Search

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Account Identifier: District - 09 Account Number - 0971143

Owner Information

Owner Name: JACOBS, HENRY L & DOLLY J Use: RESIDENTIAL
 Principal Residence: YES
 Mailing Address: 9501 SURRATTS MANOR DR Deed Reference: 1) / 8164/ 59
 CLINTON MD 20735 2)

Location & Structure Information

Premises Address: 9501 SURRATTS MANOR DR Zoning: R80 Legal Description: FOX RUN ESTATES>
 CLINTON 20735

| Map | Grid | Parcel | Subdivision | Section | Block | Lot | Group | Plat No: | Plat Ref: |
|-------------------------|------|----------|---------------------------|--------------------|-------|------------|-------|----------|-----------|
| 116 | F4 | | 3870 | 4 | H | 9 | 81 | | A-9064 |
| Special Tax Areas | | | Town Ad Valorem Tax Class | | | | | 08 | |
| Primary Structure Built | | | Enclosed Area | Property Land Area | | County Use | | | |
| 1992 | | | 1,806 SF | 17,197.00 SF | | 001 | | | |
| Stories | | Basement | | Type | | Exterior | | | |
| 2 | | YES | | STANDARD UNIT | | FRAME | | | |

Value Information

| | Base Value | Value | | |
|--------------------|----------------|------------------|------------------|------------------|
| | | As Of 01/01/2002 | As Of 07/01/2001 | As Of 07/01/2002 |
| Land: | 51,310 | 51,310 | | |
| Improvements: | 121,850 | 148,610 | | |
| Total: | 173,160 | 199,920 | 173,160 | 182,080 |
| Preferential Land: | 0 | 0 | 0 | 0 |

Transfer Information

Seller: COSTAIN WASHINGTON Date: 01/02/1992 Price: \$201,230
 Type: IMPROVED ARMS-LENGTH Deed1: / 8164/ 59 Deed2:
 Seller: Date: 08/29/1986 Price: \$0
 Type: UNKNOWN Deed1: / 6410/ 714 Deed2:
 Seller: Date: Price:
 Type: Deed1: Deed2:

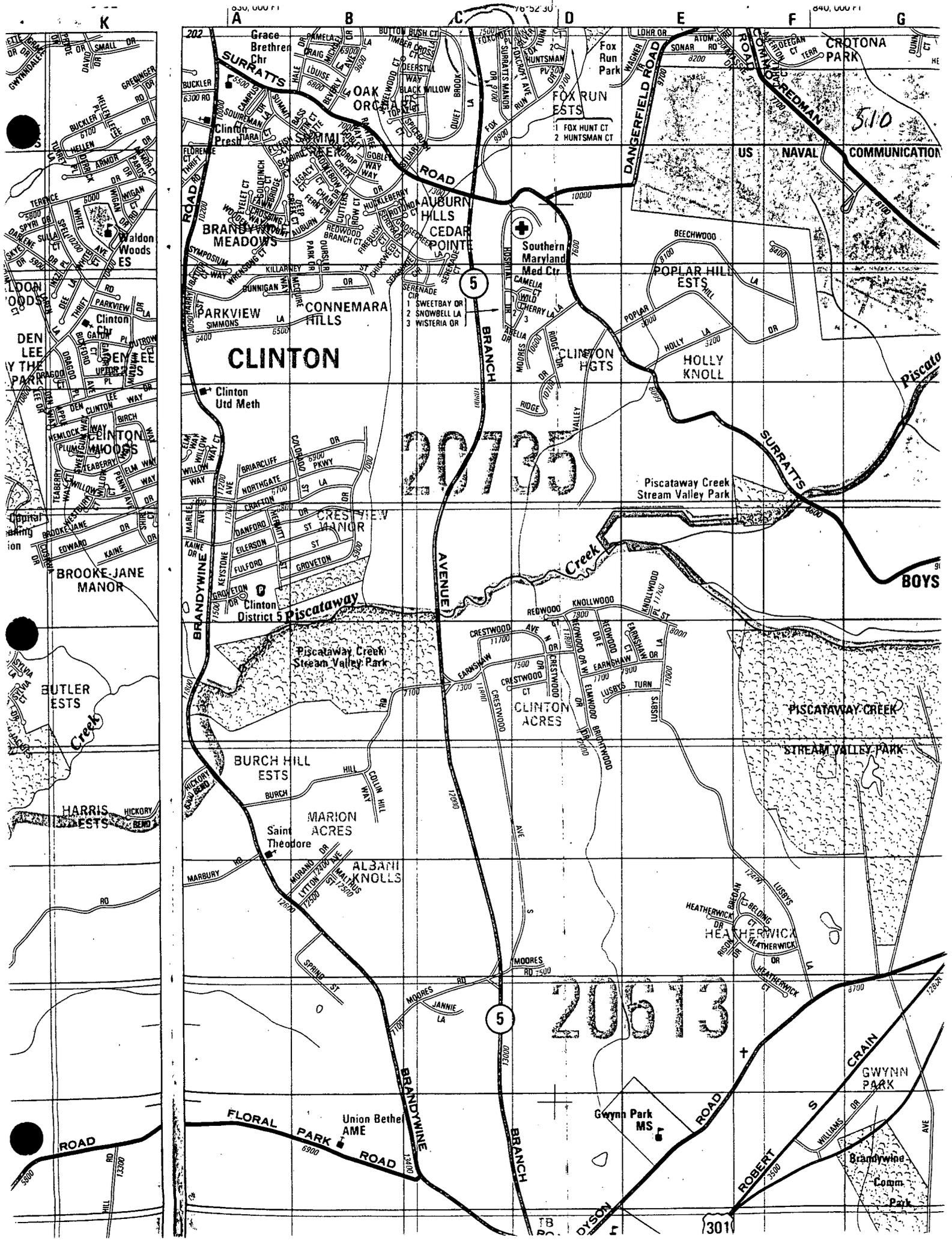
Exemption Information

| Partial Exempt Assessments | Class | 07/01/2001 | 07/01/2002 |
|----------------------------|-------|------------|------------|
| County | 000 | 0 | 0 |
| State | 000 | 0 | 0 |
| Municipal | 000 | 0 | 0 |

Tax Exempt: NO
 Exempt Class:

Special Tax Recapture:

* NONE *



CLINTON

20735

20613

SURRATTS

OAK ORC

FOX RUN ESTS

CROTONA PARK

US NAVAL COMMUNICATION

BRANDY MANOR MEADOWS

CONNEMARA HILLS

Southern Maryland Med Ctr

POPLAR HILL ESTS

PARKVIEW SIMMONS

CLINTON Utd Meth

CLINTON HGTS

HOLLY KNOLL

BRANDY MANOR

CLINTON WOODS

Piscataway Creek Stream Valley Park

BROOKE-JANE MANOR

CLINTON DISTRICT 5

Piscataway Creek Stream Valley Park

CLINTON ACRES

PISCATAWAY CREEK

BURCH HILL ESTS

MARION ACRES

STREAM VALLEY PARK

SAINT THEODORE

ALBANI KNOLLS

HEATHERWICK

FLORAL PARK

Union Bethel AME

Gwynn Park MS

GWYNN PARK

BRANDY MANOR

BRANDY MANOR

Brandywine Comm Park

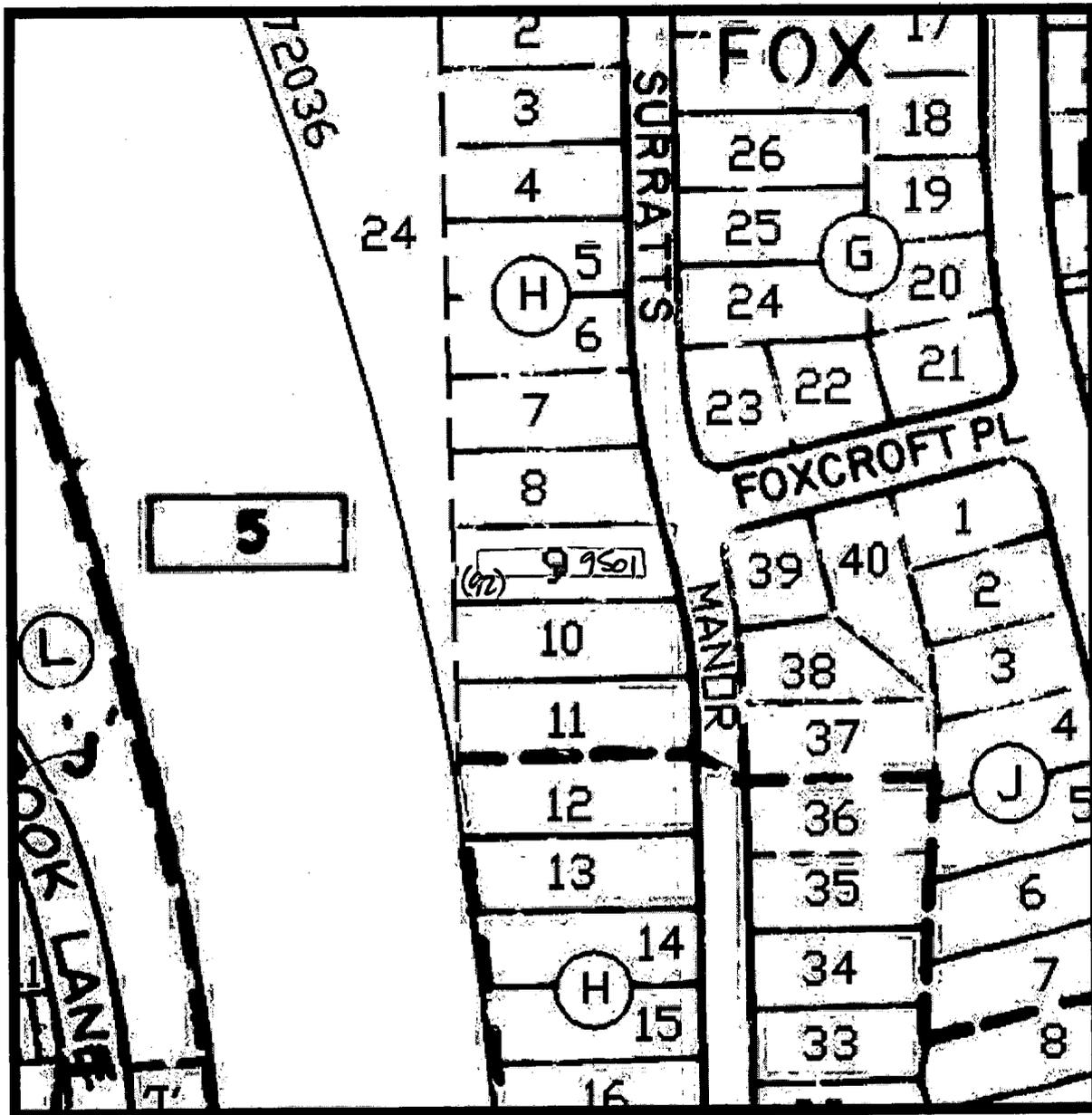
511



Maryland Department of Assessments and Taxation
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District - 09 Account Number - 0971143





**Maryland Department of Transportation
State Highway Administration**

512

Parris N. Glendening
Governor

John D. Porcari
Secretary

Parker F. Williams
Administrator

May 20, 2002

Ms. Helene W. Jeng
16 Woodholme Village Court
Pikesville MD 21208-1408

Dear Ms. Jeng:

This letter is a follow-up to your recent telephone conversation with Mr. Ted Severe, of our staff, regarding a sound barrier for the Woodholme Village community located between I-695 and I-795 in Baltimore County. I appreciate the opportunity to respond to your inquiry.

The State Highway Administration (SHA) considers the need for sound barriers in two circumstances, designated "Type I" and "Type II." In "Type I" situations, barriers are considered when a new highway is being built or an existing highway is being expanded. SHA performs an environmental analysis to determine if future noise levels will equal or exceed the impact threshold of 66 decibels and will increase by at least three decibels over the condition of *not* improving the highway, and, if so, whether those noise levels can be reduced for a reasonable cost. Affected homes must predate the approval of the highway improvements. The basis for the requirement of a minimum of a three decibel change is that the human ear can only begin to discern sound level changes between three and five decibels. There are no plans, at this time, to widen I-695 or I-795 in this area.

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

My telephone number is _____

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

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

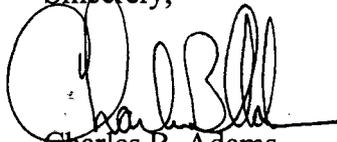
513

Ms. Helene W. Jeng
Page Two

The Woodholme Avenue and Woodholme Village communities, along the outer loop of I-695 beginning at MD 140 (Reisterstown Road) toward the I-695/I-795 interchange, have been evaluated under the Type II portion of the State's Sound Barrier Program. The Woodholme Avenue community meets all of the technical criteria and Baltimore County has agreed to fund its share of a barrier's cost for this community. Construction is anticipated to begin in the Spring of 2004. Our investigation of the Woodholme Village community determined that the homes in this community were constructed between 1978 and 1986, after the opening date of I-695 in 1962 and the 1977 approval date for the I-695/I-795 interchange. Based on this information, the Woodholme Village community is not eligible for our Type II Sound Barrier Program. We have enclosed a copy of our brochure, *Community Resource Guide On Sound Barriers*, that outlines the State's Sound Barrier Policy.

Thank you for your telephone call and interest in the State's Sound Barrier Program. If you have additional questions or concerns, please do not hesitate to contact Ms. Nicole Ross, also of our staff, at 410-545-8616 or 1-800-446-5962 or, by e-mail, at nross@sha.state.md.us. She will be happy to assist you.

Sincerely,



Charles B. Adams

Director

Office of Environmental Design

Enclosure

cc: The Honorable Michael J. Finifter, Member, Maryland House of Delegates
The Honorable Paula Colodny Hollinger, Member, Senate of Maryland
The Honorable Kevin Kamenetz, Member, Baltimore County Council
Mr. David J. Malkowski, District Engineer, State Highway Administration
The Honorable Dan K. Morhaim, Member, Maryland House of Delegates
Ms. Nicole Ross, Special Assistant to the Director, Office of Environmental Design, State Highway Administration
Mr. T.E. Severe, Noise Abatement Team, State Highway Administration
The Honorable Robert A. Zirkin, Member, Maryland House of Delegates

Ms. Helene W. Jeng
Page Three

bcc: James D. Hade, RLA, Noise Abatement Team Leader, State Highway Administration
Ms. Nanette M. Schieke, State Legislative Officer, Maryland Department of
Transportation
Ms. Linda Singer, Community Liaison, State Highway Administration

Serial #: None

OED Serial#: None

Noise Customer #: 2589

Responding to letter dated: Follow-up to 05-15-2002 telephone conversation between Ms. Jeng and Mr. Ted Severe regarding a possible sound barrier for the Woodholme Village community along Woodholme Village Court

Saved: 05/16/02 9:50 AM by: T.E. Severe

N:\OED\NOISE\CORRESP\2002\JENG01.doc

Enclosures:

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

NOISE INQUIRY CHECKLIST

DATE 5/15/02 FILE? Y/N _____

CUSTOMER ID. # ~~2589~~ 2589 RECEIVED BY T.E. SEVERC

NAME MS. HELENE JENS

ADDRESS 16 WOODHOLME VILLAGE COURT
PIKESVILLE MD 21208-1408
(include zip code)

DAY TELEPHONE (H) 410-653-2953 (WORK / HOME)

OTHER TELEPHONE (W) 410-767-4458 em: hjens@mdp.state.md.us

*** INQUIRY INFORMATION SUMMARY ***

HIGHWAY NAME / ROUTE NO. I-695

COMMUNITY / AREA NAME WOODHOLME VILLAGE

LOCATION ALONG HIGHWAY OUTER LOOP I-695 @ I-795

SUMMARY OF INQUIRY highway much noisier; wanted to know when
to send a petition for from community for a sound barrier

*** FOLLOW-UP ***

DATE 5/15/02 BY _____

1) briefly explained tech. criteria 2) said it would take 7-10 days
to research and respond - FROM FILE: WOODHOLME VILLAGE
POSTALCS I-695 and I-795 (1978-1986, majority 2
TOTAL = 23 13 = 1978)

*** REFERENCE FILES ***

516

Click here for a plain text ADA compliant screen.

| | | |
|---|---|---|
|  | Maryland Department of Assessments and Taxation BALTIMORE COUNTY Real Property Data Search | Go Back View Map New Search |
|---|---|---|

Account Identifier: District - 03 Account Number - 1800000910

Owner Information

Owner Name: JENG BIH-JING Use: RESIDENTIAL
 JENG HELENE W

Principal Residence: YES

Mailing Address: 16 WOODHOLME VILLAGE CT
 BALTIMORE MD 21208-1408

Deed Reference: 1) / 6084/ 237
 2)

*Librarian
 Md. Dept. of Planning*

(H) 410.653.2453 (W) 410.767.4458 em: hjeng@mdp.state.md.us

Location & Structure Information

Premises Address: 16 WOODHOLME VILLAGE CT Zoning: Legal Description: .759 AC
 910 SW WOODHOLME AV
 WOODHOLME VILLAGE

| Map | Grid | Parcel | Subdivision | Section | Block | Lot | Group | Plat No: | Plat Ref: |
|-----|------|--------|-------------|---------|-------|-----|-------|----------|-----------|
| 78 | 1 | 199 | | | | 8 | 81 | | 41/ 47 |

Special Tax Areas: Town Ad Valorem Tax Class

| Primary Structure Built | Enclosed Area | Property Land Area | County Use |
|-------------------------|---------------|--------------------|------------|
| 1978 | 2,376 SF | 33,062.00 SF | 04 |

| Stories | Basement | Type | Exterior Siding |
|---------|----------|---------------|-----------------|
| 2 | YES | STANDARD UNIT | SIDING |

Value Information

| | Base Value | Phase-in Assessments | | |
|--------------------|----------------|------------------------|------------------------|------------------------|
| | | Value As Of 01/01/2002 | Value As Of 07/01/2001 | Value As Of 07/01/2002 |
| Land: | 57,260 | 87,260 | | |
| Improvements: | 146,390 | 158,870 | | |
| Total: | 203,650 | 246,130 | 203,650 | 217,810 |
| Preferential Land: | 0 | 0 | 0 | 0 |

Transfer Information

Seller: ABRAMS HAROLD L Date: 10/03/1979 Price: \$105,000
 Type: IMPROVED ARMS-LENGTH Deed1: / 6084/ 237 Deed2:
 Seller: Date: Price:
 Type: Deed1: Deed2:
 Seller: Date: Price:
 Type: Deed1: Deed2:

Exemption Information

| Partial Exempt Assessments | Class | 07/01/2001 | 07/01/2002 |
|----------------------------|-------|------------|------------|
| County | 000 | 0 | 0 |
| State | 000 | 0 | 0 |
| Municipal | 000 | 0 | 0 |

Tax Exempt: NO
 Exempt Class:

Special Tax Recapture:

GO'S - DIST. 11 Sen. Paul Colton Hollinger
 Del. Michael J. Finifter
 Dan. K. Morhein
 Robert A. Zirk

* NONE *

*Be Co J. Byrge
 Kevin Kamenetz*

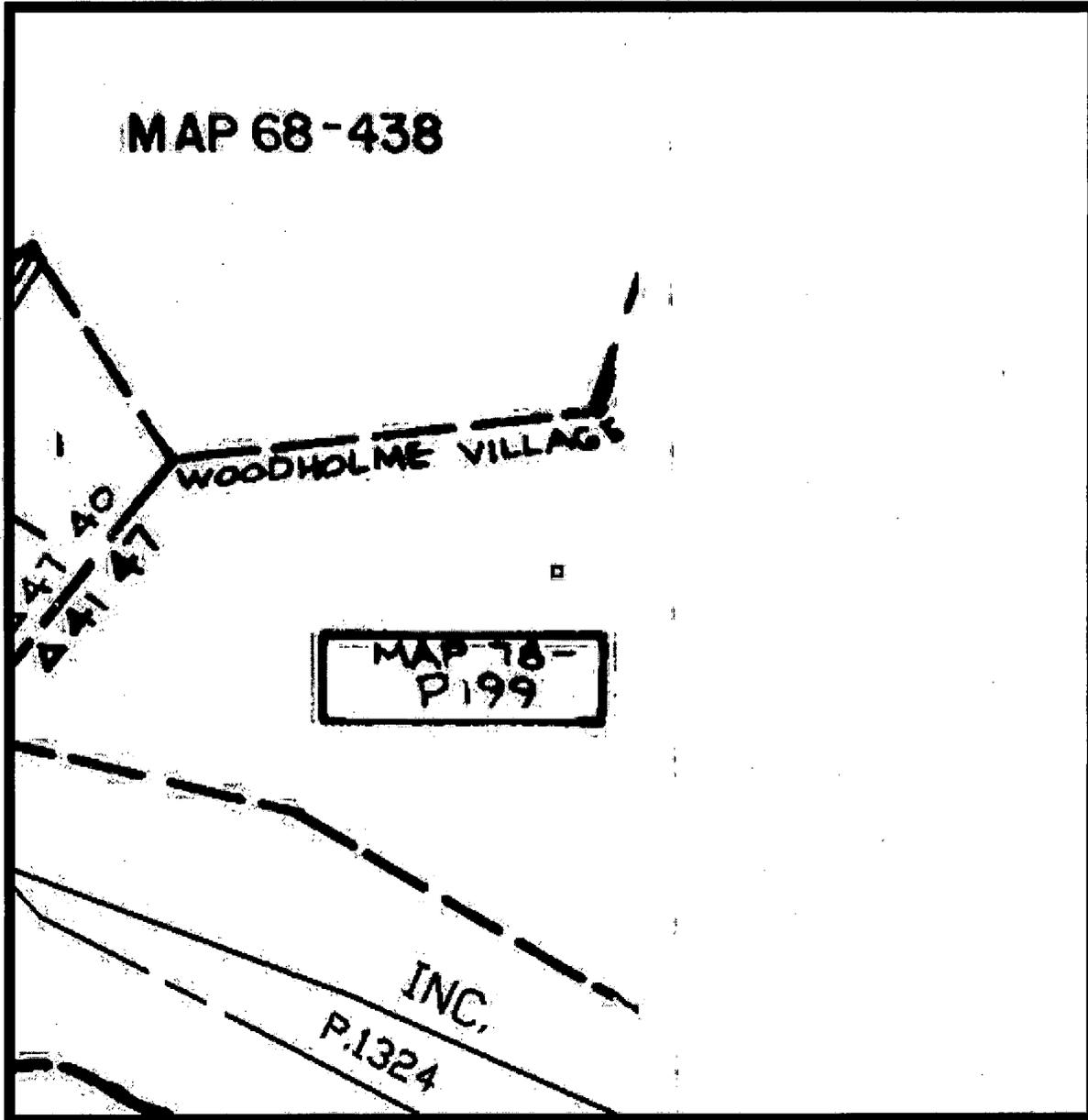
517



Maryland Department of Assessments and Taxation
BALTIMORE COUNTY
Real Property Data Search

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[New Search](#)

District - 03 Account Number - 1800000910



Property maps provided courtesy of the Maryland Department of Planning ©2001.
For more information on electronic mapping applications, visit the Maryland Department of Planning web site at www.mdp.state.md.us

Customer Info. View for 2001

Thursday, May 16, 2002 08:11 AM

TSevere

| | | | | | | |
|---------|-------------------------|------------|--------------------|------------|----------------------|-------------------------------------|
| ID # | MAP | DATE | Letter or Phone on | LAST NAME | FIRST NAME | Active? |
| 2589 | | 05/15/2002 | Phone | JENG | Ms. Helene W. | <input checked="" type="checkbox"/> |
| STREET# | STREET NAME | COUNTY | CITY (Post office) | ZIPCODE | Representative statu | |
| 16 | Woodholme Village Court | BA | Pikesville | 21208-1408 | private | |



Elected Official whom has communicated directly to us on this custome

| | | | |
|--------------|--------------|-------------------|-------------------------|
| DAY PHONE | HOME PHONE | E-Mail address | COMMUNITY |
| 410-767-4458 | 410-653-2453 | hjeng@mdp.state.m | Woodholme Village Court |

Logical Project Limits | ROADWAY: I-695 | BarrierName

outer loop I-695 between MD 140 and I-795, nearer I-795

| | | |
|----------|--|-----------------------|
| RESPONSE | INQUIRY | 2nd Contact |
| | highway very noisy; would like sound barrier | |
| | Last Contact | Researcher |
| | 05/15/2002 | |
| | Primary SHA Contact | Construction Projects |
| | Ted | |

| | | |
|--------------|-------|--------------------|
| FILE LOCATIO | OTHER | Current committmen |
| | | |

| | | | |
|-------------------------------------|-------------------------|--------------------|-----------------------|
| Do we owe a letter? | Letter Commit due date: | Letter signed date | Reason Letter is Late |
| <input checked="" type="checkbox"/> | 05/24/2002 | | n/a |

LAST action

5-15-02 Ms. Jeng called; spoke w/Ted Severe; highway traffic noise has gotten much worse; what does their community need to do to get a sound barrier



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

05-2002 EO's Dist. 11 Sen. Paula Colodny Hollinger; Dels. Michael J. Finifter, Dan K. Morhaim; Robert A. Zirkin; BA Cncl Kevin Kamenetz
 Ms. Jeng is a librarian for the Maryland Department of Planning.

| | |
|--|--|
| Comment Journal, and letter hypertexts | \\shadgn\vol1\user\oed\Noise\Dbase\Customer_notes\ |
| Consultant Fir | 1-888-375-1975 outside MD |

To Meet 100% of our Commitments!



**Maryland Department of Transportation
State Highway Administration**

519

Parris N. Glendening
Governor.

John D. Porcari
Secretary

Parker F. Williams
Administrator

November 27, 2002

Mr. and Mrs. Joseph E. Johnson
4705 Keppler Place
Temple Hills Md 20748-2100

Dear Mr. and Mrs. Johnson:

Thank you for attending the November 18 informational meeting, hosted by the State Highway Administration (SHA) in the Cafeteria of the Princeton Elementary School, 6101 Baxter Drive, Suitland, regarding the proposed sound barriers for the Yorkshire Village and Woodlane communities, located in the southwest and northwest quadrants, respectively, of the I-95/I-495/MD 5 interchange in Prince George's County. I appreciate the opportunity to provide the following information.

The purpose of the meeting was to discuss the proposed sound barrier project and to seek concurrence, by written ballot, for the construction of the sound barriers from at least 75 percent of the property owners in the two communities whose homes are currently experiencing highway traffic noise levels of 66-decibels or higher. These homes were indicated on the hand-out plan sheet by the orange color. As part of the meeting's discussions, the question was asked why some of the homes along Keppler Place were not included among the homes to be protected by the sound barrier for the Yorkshire Village community.

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

The Yorkshire Village community has been studied to determine its eligibility for a Type II sound barrier as outlined above. The evaluation determined that several homes along portions of Brentley Road, Ludlow Drive, and Keppler Road predated the 1964 opening date of I-95/I-495 (the Capital Beltway) and are experiencing current highway traffic noise levels of 66-decibels or higher. The proposed sound barrier has been designed to provide noise abatement for these homes. Several additional homes along the same streets, farther back from the highway, will also receive some noise abatement benefit from the barrier. Our date study of the community, using tax records, determined that the homes along Keppler Place were constructed during two time periods: 4501 through 4609 Keppler Place between 1961 and 1963; and 4700 through 4722 Keppler Place between 1993 and 1995. Only the 4501 through 4609 Keppler Place homes predate the 1964 opening of I-95/I-495 and were considered for Type II noise abatement.

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. and Mrs. Joseph E. Johnson
Page Two

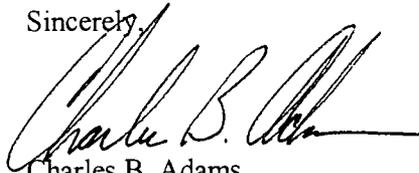
In November 1998, Governor Parris N. Glendening announced that the Yorkshire [Village] community was eligible for a sound barrier. An announcement letter was sent to the only member of the Yorkshire Village community that, up to that point in time, had contacted SHA about a sound barrier for the community. In his letter, the Governor indicated that the homes that would be protected by this proposed sound barrier would be those that pre-dated I-95/I-495. He also indicated that homes that were built more recently did not qualify for consideration. The homes along Keppler Place, 4700 through 4722, fall into this group. A copy of the Governor's letter is enclosed.

In May 1999, your neighbor, Dr. Michael Frazier, of 4722 Keppler Place, contacted Mr. James Hade, our Noise Abatement Team Leader, and requested copies of maps of the communities showing where the sound barriers were to be located along I-95/I-495 just west of the I-95/I-495/MD 5 interchange. These maps were faxed to him for his use. The locations shown on these maps were preliminary in that they indicated the study limits for the three communities. When these location maps were produced, the final technical noise analysis for the design phase for the three barriers had not begun and the specific barrier lengths, heights, and alignments had not been established. Since sending those location maps, the designs for the barriers have begun and the current alignments were presented to the respective communities at meetings on November 18 (Yorkshire Village and Woodlane) and November 19 (Temple Hills Terrace).

Construction of the sound barriers for both the Yorkshire Village and Woodlane communities is anticipated to begin in the Fall of 2003. It is also anticipated that the project will take approximately one year to complete.

Thank you again for attending the meeting on November 18. If you have additional questions or concerns, please do not hesitate to contact Ms. Nicole Ross, of our staff, at 410-545-8616 or 1-800-446-5962 or, by e-mail, at nross@sha.state.md.us. She will be happy to assist you.

Sincerely,



Charles B. Adams
Director
Office of Environmental Design

Enclosures

- cc: James D. Hade, RLA, Noise Abatement Team Leader, State Highway Administration
- The Honorable Kerry A. Hill, Member, Maryland House of Delegates
- The Honorable Tony Knotts, Member, Prince George's County Council
- The Honorable Gloria G. Lawlah, Member, Senate of Maryland
- The Honorable Obie Patterson, Member, Maryland House of Delegates
- Ms. Nicole Ross, Special Assistant to the Director, Office of Environmental Design, State Highway Administration
- The Honorable David M. Valderrama, Member, Maryland House of Delegates
- Mr. Charlie K. Watkins, District Engineer, State Highway Administration

Mr. and Mrs. Joseph E. Johnson
Page Three

bcc: Ms. Nanette M. Schieke, State Legislative Officer, Maryland Department of
Transportation
Mr. T.E. Severe, Noise Abatement Team, State Highway Administration

Serial #: None

OED Serial#: None

Noise Customer #:

Responding to letter dated: Follow-up to 11-18-2002 SHA-hosted community meeting for the
Yorkshire Village and Woodlane communities; Dr. Frazier (4722 Keppler Place) and Mr. Johnson (4705
Keppler Place) attended the meeting and requested an explanation as to why their portion of the Yorkshire
Village community along the cul-de-sac of Keppler Place (4700 thru 4722) was not considered eligible
for inclusion in the Type II sound barrier proposed for the Yorkshire Village community

Saved: 11/26/02 3:07 PM by: T.E. Severe

N:\OED\NOISE\CORRESP\2002\JOHNSONJE01.doc

Enclosures:

One copy of 11-09-1998 "good news" letter from Gov. Glendening to Ms. Ruth Royster (Ms. Royster, up
to that point in time, was the only person in the Yorkshire Village to contact SHA and request
consideration for a sound barrier).



522

PARRIS N. GLENDENING
GOVERNOR

ANNAPOLIS OFFICE
STATE HOUSE
100 STATE CIRCLE
ANNAPOLIS, MARYLAND 21401
(410) 974-3901
(TOLL FREE) 1-800-811-8336

WASHINGTON OFFICE
SUITE 311
444 NORTH CAPITOL STREET, N.W.
WASHINGTON, D.C. 20001
(202) 624-1430

TOD (410) 333-3098

November 9, 1998

Ms. Ruth E. Royster
5401 Keppler Road
Temple Hills MD 20748-2141

Dear Ms. Royster:

This letter is a follow up to your request for a sound barrier for the Yorkshire community. The State Highway Administration has completed its review of the Yorkshire area to determine if it meets the requirements for a barrier.

It is my pleasure to inform you the Yorkshire community does meet the technical requirements for a sound barrier. This pertains to those homes built prior to the construction of I-495. Those homes that were built more recently do not qualify for consideration. Prince George's County will need to agree to fund 20 percent of the barrier costs before we consider the availability of funds for the design and construction of a barrier. Once Prince George's County indicates its willingness to provide the local match, the schedule for both design and construction will be determined when funds are available in the State's capital budget. I have asked State Highway Administrator Parker F. Williams to have his staff keep you informed of our progress as we work through the funding process.

Thank you for your patience while we conducted our investigation. If you need any additional information, please do not hesitate to contact Mr. Charles B. Adams, the State Highway Administration's Director of Environmental Design, at 410-545-8640 or 1-800-446-5962.

Sincerely,

Parris N. Glendening
Governor

cc: Mr. Charles B. Adams, Director of Environmental Design, State Highway Administration
Mr. Parker F. Williams, Administrator, State Highway Administration

523

K



**Maryland Department of Transportation
State Highway Administration**

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

August 2, 2002

Ms. JoAnn Keller
233 Wyngate Drive
Frederick MD 21701-6257

Dear Ms. Keller:

This letter is a follow-up to your recently submitted comment card from the June 2002 Location/Design Public Hearing for the I-270/US 15 Multi-Modal Corridor Study. Mr. Russell Walto, State Highway Administration (SHA) Project Manager for the Study, forwarded your comment card to Mr. James Hade, our Noise Abatement Team Leader, so that we could respond directly to your concerns. I appreciate the opportunity to do so.

The State Highway Administration (SHA) considers the need for sound barriers in two circumstances, designated "Type I" and "Type II." In "Type I" situations, barriers are considered when a new highway is being built or an existing highway is being expanded. SHA performs an analysis to determine if future noise levels will equal or exceed the impact threshold of 66 decibels and will increase by at least three decibels over the condition of *not* improving the highway, and, if so, whether those noise levels can be reduced for a reasonable cost. Affected homes must predate the approval of the highway improvements. The basis for the requirement of a minimum of a three decibel change is that the human ear can only begin to discern sound level changes between three and five decibels. As part of the environmental analysis for the I-270/US 15 Multi-Modal Corridor Study, the Wyngate community is being analyzed to determine the potential impact from highway traffic noise. That analysis is anticipated to be completed sometime in the Fall of 2003.

When a highway already exists and is *not* being expanded—so that Type I criteria do not apply—a community that predates the original highway may be considered for a "Type II," or "retrofit," barrier. The intent of the Type II program is to address areas of noise impact along highways that were built before environmental analyses became a part of the highway development process. All of the following technical criteria must be met for a barrier to be approved: the majority of homes must predate the highway; existing noise levels must equal or exceed the 66 decibel impact threshold; and we must be able to build an effective barrier for \$50,000 or less per benefited home. If these criteria are met, the local jurisdiction in which the community is located must have regulations that address the impact of noise on new residential development, and the local jurisdiction must agree to fund 20 percent of the barrier cost. The Wyngate community has been evaluated for a Type II sound barrier and the analysis has determined that the community meets all the technical criteria as outline above. However, the City of Frederick needs to adopt regulations to address noise impacts upon new residential development adjacent to State Highways. The City of Frederick would also need to agree to fund 20 percent of the cost to install the sound barrier before State funding for a barrier can be considered. Information regarding funding requirements for a sound barrier for the Wyngate community has been forwarded the Mayor of the City of Frederick.

My telephone number is _____

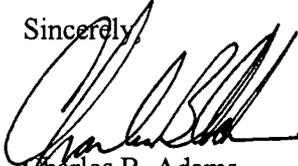
Maryland Relay Service for Impaired Hearing or Speech
1-800-735-2258 Statewide Toll Free

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

Ms. JoAnn E. Keller
Page Two

Thank you for your interest in the State's Sound Barrier program. If you have additional questions or concerns, please do not hesitate to contact Ms. Nicole Ross, of our staff, at 410-545-8616 or 1-800-446-5962 or, by e-mail, at nross@sha.state.md.us. She will be happy to assist you.

Sincerely,



Charles B. Adams
Director
Office of Environmental Design

- cc: The Honorable Joseph R. Bartlett, Member, Maryland House of Delegates
- The Honorable Jennifer P. Dougherty, Mayor, City of Frederick
- Mr. Robert L. Fisher, District Engineer, State Highway Administration
- James D. Hade, RLA, Noise Abatement Team Leader, Office of Environmental Design, State Highway Administration
- The Honorable C. Sue Hecht, Member, Maryland House of Delegates
- The Honorable Alexander E. Mooney, Member, Senate of Maryland
- Ms. Nicole Ross, Special Assistant to the Director, Office of Environmental Design, State Highway Administration
- The Honorable Louise V. Snodgrass, Member, Maryland House of Delegates
- Mr. Russell Walto, Project Manager, Project Planning Division, State Highway Administration

Ms. JoAnn E. Keller
Page Three

bcc: Ms. Nanette M. Schieke, State Legislative Officer, Maryland Department of
Transportation
Mr. T.E. Severe, Noise Abatement Team, State Highway Administration

Serial #: None

OED Serial#: None

Noise Customer #: 2584

Responding to letter dated: Follow-up to 06-15-2002 (dated by Ms. Keller) I-270/US 15 Multi-Modal Corridor Study Location/Design Public Hearing Comment Card submitted by Ms. Keller to SHA; Mr. Russell Walto, Project Manager for the Study, forwarded the comment card to Mr. Jim Hade (rec'd. 07-23-2002 at OED/NAT) for response to highway traffic noise concerns of Ms. Keller

Saved: 07/24/02 9:41 AM by: T.E. Severe

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**Maryland Department of Transportation
State Highway Administration**

Parris N. Glendening
Governor

John D. Porcari
Secretary

Parker F. Williams
Administrator

July 19, 2002

Ms. JoAnn E. Keller
233 Wyngate Drive
Frederick MD 21701

Dear Ms. Keller:

Thank you for your interest in Maryland's I-270/US 15 Multi-Modal Corridor Study, and for sending your comment card from the June 2002 Location/Design Public Hearings Brochure. Your comments are appreciated and will be incorporated into the public record for this study.

As you know, the State Highway Administration (SHA) and Maryland Transit Administration (MTA) are currently completing project planning studies for transportation improvements along the I-270/US 15 Corridor, as part of the State of Maryland's I-270/US 15 Multi-Modal Corridor Study. The project team, which consists of a multi-jurisdictional group of Federal, State, and local governmental agencies, has been evaluating both transit and highway transportation strategies to improve safety conditions and relieve the current and projected congestion along the I-270/US 15 Corridor, in both Frederick County and Montgomery County.

Please note that a copy of your comment card has been forwarded to Mr. Jim Hade of SHA Noise Abatement Team to address your concern regarding noise levels in your community. If you have any questions, he may be reached at 410-545-8599 or 1-800-446-5962 or, by e-mail, at jhade@sha.state.md.us.

At this point, we are still receiving comments as a result of the public hearings and availability of the Draft Environmental Impact Statement. Tentatively, we anticipate identifying a preferred SHA and MTA Alternate in Winter 02/03. The SHA and MTA will then prepare a Final Environmental Impact Statement and request approval of the document from the Federal Highway Administration and Federal Transit Administration in Fall 2003.

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

Answer

T1 T2 - explain

T1 community will be analyzed
as part of proposed improvements.

T2 community found eligible
- however

- No Land use control
- County funding.

• Should the improvements for
I 270 / US 15 be funded for
construction - noise barriers
will be built with the improvements.

Ms. JoAnn E. Keller
Page Two

Again, thank you for your interest in this study and for bringing to our attention your important concerns. If you have any questions, please call Russell Walto, the project manager, at 410-545-8547 or toll-free at 800-548-5026, or email him at rwalto@sha.state.md.us.

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

By:



Russell Walto
Project Manager
Project Planning Division

cc: Transcript
Ms. Anne Elrays, Environmental Manager, State Highway Administration
Mr. Jim Hade, Noise Abatement Team, State Highway Administration (w/incoming)
Mr. James Wynn, Assistant Division Chief, State Highway Administration

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

I 270 / US 15 MULTI-MODAL CORRIDOR STUDY
Project Planning Study
Project No. FR192B11
Location/Design Public Hearings

Tuesday, June 25, 2002
Seneca Valley High School
12700 Middlebrook Road
Germantown, MD 20874

Thursday, June 27, 2002
Urbana High School
3471 Campus Drive
Ijamsville, MD 21754

Please Print NAME Jo Ann E. Keller DATE 6-15-02
ADDRESS 233 WYNGATE DRIVE
CITY FREDERICK STATE MD ZIP 21701

I/We wish to comment or inquire about the following aspects of this project:

Living on Wyngate Drive means that my backyard is connected to 15N, between Dillman Street and the 1442 east exit. The noise level is much worse now than it was four (4) years ago. I am hoping that any new plans will include noise barriers for this section of 15N.

Sincerely,
JoAnn E. Keller

Customer Info. View for 2001

Wednesday, July 24, 2002 08:56 AM

TSevere

| | | | | | | |
|--|--|--------------------|-----------------------|--|----------------------|-------------------------------------|
| ID # | MAP | DATE | Letter or Phone onl | LAST NAME | FIRST NAME | Active? |
| 2584 | | 05/08/2002 | Phone | KELLER | Ms. JoAnn E. | <input checked="" type="checkbox"/> |
| STREET# | STREET NAME | COUNTY | CITY (Post office) | ZIPCODE | Representative statu | |
| 233 | Wyngate Drive | FR | Frederick | 21701-6257 | private | |
| Elected Official whom has communicated directly to us on this custome | | | | | | |
| DAY PHONE | HOME PHONE | E-Mail address | COMMUNITY | | | |
| | 301-662-1766 | | Wyngate | | | |
| Logical Project Limits | ROADWAY | US 15 | BarrierName | | | |
| NB US 15 between Jefferson St and West Patrick St | | | | | | |
| RESPONSE | INQUIRY | | | | 2nd Contact | |
| verbal - gave good news that comm eligible for barrier (Type II) but FR Co/City needs noise ordinance before State funding can be considered | | | | is barrier going to be built this summer (2002)? | | |
| | | | | Last Contact | Researcher | Primary SHA Contact |
| | | | | 05/08/2002 | | Ted |
| FILE LOCATIO | OTHER | Current committmen | | Construction Projects | | |
| | | none | | | | |
| Do we owe a letter? | Letter Commit due date: | 08/06/2002 | | | | |
| <input checked="" type="checkbox"/> | Letter signed date | | Reason Letter is Late | n/a | | |
| LAST action | 7-19-02 Ms. Keller returned comment card from 06-02 public hearing; Mr. Russ Walto referred her comment to OED/NAT (Jim Hade) for response | | | | | |
| Comments: This field can not be sorted or searched.. | | | | | | |
| OPPE or Hwy rep.current type 1 inf | | | | | | |
| 05-2002 EO's Dist. 3 Sen. Alexander Mooney; Dels. Joseph R. Bartlett; C. Sue Hecht; Louise V. Snodgrass; FR City Mayor Jennifer P. Dougherty; FR CO Bd of Co Commissioners - Pres. David P. Gray | | | | | | |
| 5-8-02 Ms. Keller called; spoke w/Ted Severe; she read in local paper that her community was eligible for a barrier & wanted to know if it would be built this summer; told her that while community is eligible, City and/or County needs to have noise ordinance addressing noise issue in new developments adjacent to State hihgways before State funding can be considered. While disapponited that a barrier won't be built this summer, Ms. Keller appreciated the information provided to her. | | | | | | |
| Comment Journal, and letter hyperlinks | | | | \\shadgn\vol1\user\oed\Noise\Dbase\Customer_notes\ | | |
| Consultant Fir | | | | 1-888-375-1975 outside MD | | |



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- City
- Area Code
- Lat / Long
- Road Atlas Key
- Saved Maps

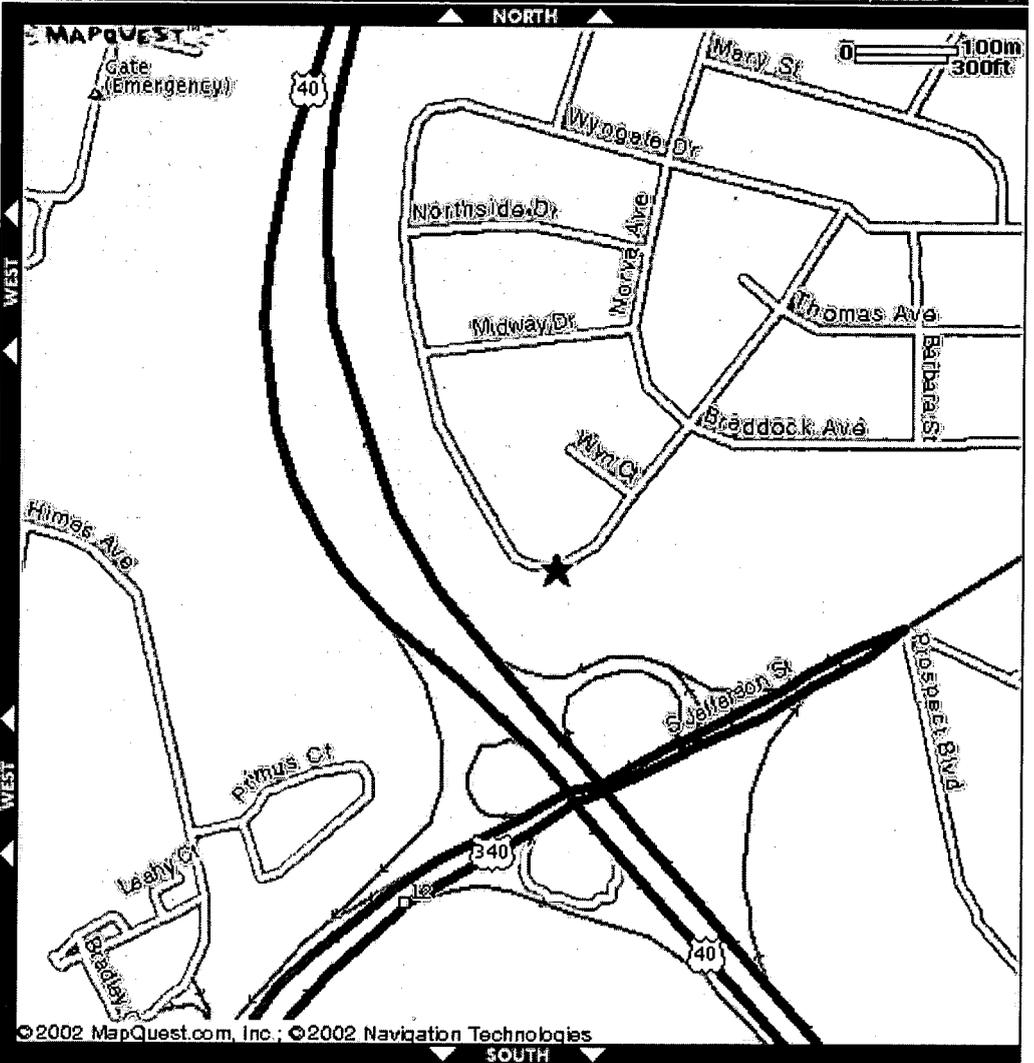
Location:

233 Wyngate Dr
Frederick, MD
21701-6257, US

STREET MAP AERIAL PHOTO

Map a New Location Get Directions To This Location

PRINT/MAP SAVE MAP DOWNLOAD MAP TO PDA E-MAIL



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- Old Country Store

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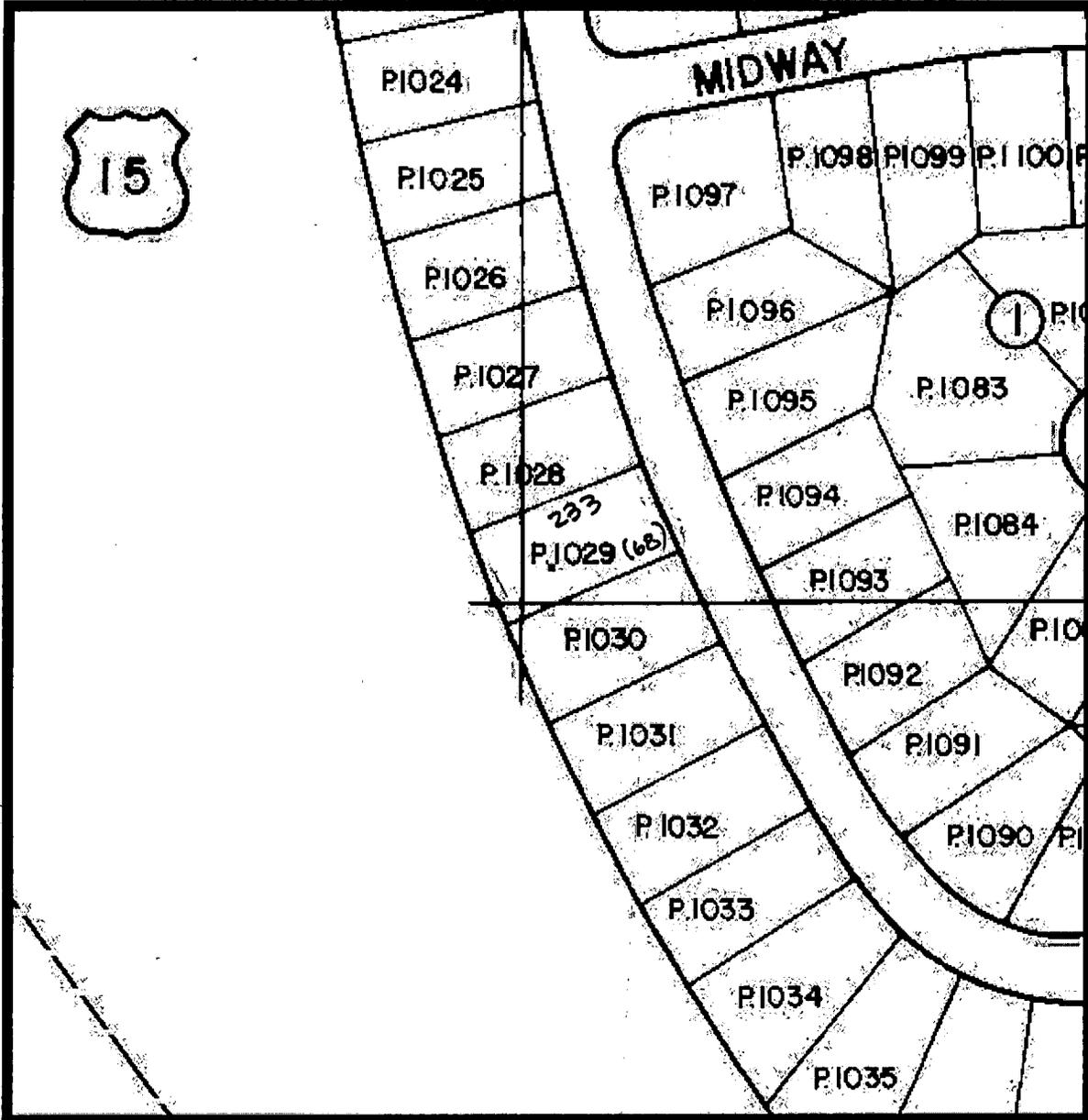
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keller

First Name (e.g., George)

Street Name (e.g., Pennsylvania)

wyngate

City

frederick and

State Required

Maryland

Zip Code



Your search is based on: j keller wyngate in frederick MD

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Residential Listings

Keller, J E

233 Wyngate Dr FREDERICK, MD 21701

301-662-1766

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**Maryland Department of Transportation
State Highway Administration**

538

Parris N. Glendening
Governor

John D. Porcari
Secretary

Parker F. Williams
Administrator

January 22, 2002

Ms. Patricia A. Kilduff
1224 Ten Oaks Road
Halethorpe MD 21227-1317

Dear Ms. Kilduff:

This letter is a follow-up to the recent e-mail message from Mr. Scott Mednick, of Johnson Mirmiran & Thompson, and the recent telephone conversation with Mr. Ted Severe, of our staff, regarding post-sound barrier construction noise level measurements near your home on Ten Oaks Road in Baltimore County.

Enclosed, for your information, are the noise level measurement results from the October 4, 2000 test date and a plan showing the locations of the receptors (noise measuring devices). These results are from two receptor locations on your property and indicate that noise levels were from 59.4 to 60.8 decibels. These noise levels are below the State Highway Administration's impact threshold of 66 decibels. Noise level measurements taken before the construction of the sound barrier were 68 to 69 decibels. The sound barrier design predicted an approximate five decibel decrease in noise levels with the barrier in place. As you can see, the noise level reduction is approximately nine decibels after the construction of the barrier.

Thank you for your telephone call and interest in the State's Sound Barrier Program. If you have additional questions or concerns, please do not hesitate to contact Mr. James Hade, our Noise Abatement Team Leader, at 410-545-8599 or 1-800-446-5962 or, by e-mail, at jhade@sha.state.md.us. He will be happy to assist you.

Sincerely,

Charles B. Adams
Director
Office of Environmental Design

Enclosures

cc: James D. Hade, RLA, Noise Abatement Team Leader, State Highway Administration
The Honorable Edward J. Kasemeyer, Member, Senate of Maryland
Mr. David J. Malkowski, District Engineer, State Highway Administration
The Honorable James E. Malone, Jr., Member, Maryland House of Delegates
Mr. Scott Mednick, Project Engineer, Johnson Mirmiran & Thompson
The Honorable G. Samuel Moxley, Member, Baltimore County Council
The Honorable Donald E. Murphy, Member, Maryland House of Delegates
Mr. T.E. Severe, Noise Abatement Team, State Highway Administration

My telephone number is _____

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

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

539

Ms. Patricia A. Kilduff
Page Two

bcc: Ms. Nanette M. Schieke, State Legislative Officer, Maryland Department of
Transportation
Ms. Linda Singer, Community Liaison, State Highway Administration

Serial #:
OED Serial#:
Noise Customer #:
Responding to letter dated:
Saved: 01/10/02 9:23 AM by: T.E. Severe
N:\OED\NOISE\CORRESP\2002\KILDUFF01.doc

Enclosures:

One copy (each): Noise Abatement Walls – I-695 at Ten Oaks Road and Greystone Road, plan showing
noise receptor locations at 1224 Ten Oaks Road

NOISE ABATEMENT WALLS - I-695 AT TEN OAKS ROAD AND GREYSTONE ROAD

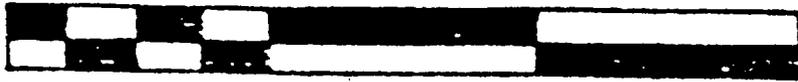
AMBIENT TEST RESULTS
(Leq, dBA)

| Receiver Site | Test Time | Test Date | Monitored Level | Ambient Noise Level * |
|------------------------|--------------|-----------|-----------------|-----------------------|
| | | | | |
| 1224 Ten Oaks Road (A) | 8:40-9:00 AM | 10/04/00 | 60.0 | 60 |
| | 7:35-7:55 AM | 10/05/00 | 60.7 | 61 |
| 1224 Ten Oaks Road (B) | 9:13-9:33 AM | 10/04/00 | 60.8 | 61 |
| | 7:35-7:55 AM | 10/05/00 | 59.4 | 59 |

* - Monitored Level rounded to nearest whole decibel.

100' 0 100' 200'

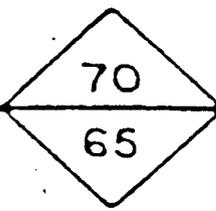
541



SCALE

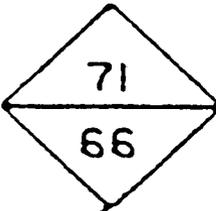
TEN OAKS RD

1224

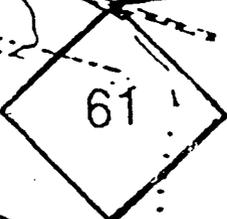


Design Predictions
(for year 2015)

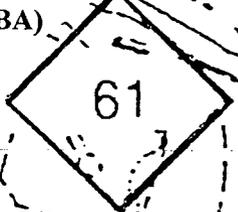
1244



Highest Monitored Noise Levels - 10/2000 (in decibels - dBA)



1224 (B)



1224 (A)

Noise Barrier

18'

17'

LEGEND

- 5001 RECEPTOR NAME
-  FIRST FLOOR/GROUND NOISE LEVEL (Leq) WITHOUT ABATEMENT FUTURE (2015)
-  FIRST FLOOR/GROUND NOISE LEVEL (Leq) WITH ABATEMENT FUTURE (2015)
- 15' HEIGHT IN FEET OF BARRIER
-  EXISTING AMBIENT NOISE LEVEL (Leq) (2000)

I-695 Inner Loop

*NOTE: FROM 1993 NOISE REPORT

Customer Info. View for 2001

Thursday, January 10, 2002 08:17 AM

TSevere

| | | | | | | |
|---------|---------------|------------|--------------------|------------|----------------------|-------------------------------------|
| ID # | MAP | DATE | Letter or Phone on | LAST NAME | FIRST NAME | Active? |
| 2301 | | 11/02/2000 | Phone | KILDUFF | Ms. Patricia A. | <input checked="" type="checkbox"/> |
| STREET# | STREET NAME | COUNTY | CITY (Post office) | ZIPCODE | Representative statu | |
| 1224 | Ten Oaks Road | BA | Halethorpe | 21227-1317 | private | |



Elected Official whom has communicated directly to us on this custome

| | | | |
|-----------|--------------|-------------------|----------------------------------|
| DAY PHONE | HOME PHONE | E-Mail address | COMMUNITY |
| | 410-242-5876 | trishk666@aol.com | Maiden Choice ES (Ten Oaks Road) |

Logical Project Limits | ROADWAY: | I-695 | BarrierName | Arbutus Barrier (along I-695 Inner Loop)

Inner loop I-695 at US 1 (S/W Blvd.)

| | | |
|----------|---|-----------------------|
| RESPONSE | INQUIRY | 2nd Contact |
| | want are results of recent noise measurements | |
| | Last Contact | Researcher |
| | 01/04/2002 | |
| | Primary SHA Contact | Construction Projects |
| | Natalie | |

| | | |
|--------------|-------|--------------------|
| FILE LOCATIO | OTHER | Current committmen |
| | | none |

| | | | |
|-------------------------------------|-------------------------|--------------------|-----------------------|
| Do we owe a letter? | Letter Commit due date: | Letter signed date | Reason Letter is Late |
| <input checked="" type="checkbox"/> | 01/18/2002 | | n/a |

LAST action

1-4-02 Ms. Kilduff called; spoke w/Ted Severe; wants noise results from post-construction test; says noise levels are worse now than before; what can be done?



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

11/2000 EO's Dist. 12A Sen. Edward J. Kasemeyer; Dels. James E. Malone, Jr.; Donald E. Murphy; BA Cnd G. Samuel Moxley 1-3-02 Scott Mednick (JMT) e-mailed OED/NAT; Ms. Kilduff wants to know results of noise level measurements (post-const); asserts that it is still too noisy; if windows are open while she is on phone, the other party thinks she is outside 10/8/2001 Ms. Kilduff called - spoke w/Ted Severe - still wants to know results of noise measurements taken near her home - still a lot of traffic noise 11-2-2000 (verbal) placing name in database and will keep informed of future info

Comment Journal, and letter hyperlinks | \\shadgn\vol1\user\oed\Noise\Ibase\Customer_notes\

Consultant Fir | 1-888-375-1975 outside MD

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543

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Account Identifier: District - 13 Account Number - 1302570170

Owner Information

Owner Name: KILDUFF MICHAEL J Use: RESIDENTIAL
KILDUFF PATRICIA A
Mailing Address: 1224 TEN OAKS RD Principal Residence: YES
BALTIMORE MD 21227-1317 Deed Reference: 1) / 8312/ 713
2)

Location & Structure Information

| Premises Address | | | Zoning | Legal Description | | | | | | |
|-------------------------|----------|--------|---------------------------|-------------------|--------------------|------------------|------------|-----------|--------------|--|
| 1224 TEN OAKS RD | | | | LEEDS | | | | | | |
| Map | Grid | Parcel | Subdivision | Section | Block | Lot | Group | Plat No: | | |
| 101 | 17 | 1309 | | | | 80 | 80 | Plat Ref: | 17 13/ 21 | |
| Special Tax Areas | | | Town Ad Valorem Tax Class | | Property Land Area | | County Use | | | |
| Primary Structure Built | | | Enclosed Area | | 6,000.00 SF | | 04 | | | |
| 1944 | | | 1,344 SF | | | | | | | |
| Stories | Basement | | Type | | | Exterior | | | | |
| 2 | YES | | STANDARD UNIT | | | ASBESTOS SHINGLE | | | | |

Value Information

| | Base Value | Value | | | Phase-in Assessments | | |
|--------------------|------------|------------|------------|------------|----------------------|-------|-------|
| | | As Of | As Of | As Of | As Of | As Of | As Of |
| Land: | 33,500 | 01/01/2001 | 07/01/2001 | 07/01/2002 | | | |
| Improvements: | 74,090 | 33,500 | 70,460 | | | | |
| Total: | 107,590 | 103,960 | 103,960 | 103,960 | | | |
| Preferential Land: | 0 | 0 | 0 | 0 | | | |

Transfer Information

Seller: SUMMERS JAMES KEVIN Date: 11/01/1989 Price: \$119,900
Type: IMPROVED ARMS-LENGTH Deed1:
Seller: Date: Price:
Type: Deed1: Deed2:
Seller: Date: Price:
Type: Deed1: Deed2:

Exemption Information

| Partial Exempt Assessments | Code | 07/01/2001 | 07/01/2002 |
|----------------------------|------|------------|------------|
| County | 000 | 0 | 0 |
| State | 000 | 0 | 0 |
| Municipal | 000 | 0 | 0 |

Tax Exempt: NO
Exempt Class:

Special Tax Recapture:

* NONE *

NOISE INQUIRY CHECKLIST

DATE 4 JAN ~~2002~~ 2002 FILE? Y/N _____

CUSTOMER ID. # 2301 RECEIVED BY T.E. SENGLE

NAME MS. TRISH KILDUFF

ADDRESS 1224 TEN OAKS ROAD

HALETHORPE MD 21227-1317
(include zip code)

DAY TELEPHONE (4) 410-242-5876 (WORK / HOME)

OTHER TELEPHONE _____

*** INQUIRY INFORMATION SUMMARY ***

HIGHWAY NAME / ROUTE NO. I-695

COMMUNITY / AREA NAME MAIDEN CREEK E.S (TEN OAKS ROAD)

LOCATION ALONG HIGHWAY INNER LOOP I-695 @ KEEPS AV

SUMMARY OF INQUIRY WANTS RESULTS OF POST-CONST. NOISE LEVEL TESTS -
WHY NO BARRIAGE ON RAMP ON HER SIDE OF I-695 - IF WINDOWS
OPEN IN SUMMER & SHE IS ON PHONE - OTHER PARTY CANNOT HEAR HER -
NOISE IS WORSE SINCE BARRIAGE AND ADDITIONAL NEW CONSTRUCTION

*** FOLLOW-UP ***

DATE _____ BY _____

*** REFERENCE FILES ***

545

From: "Mednick, Scott" <SMednick@jmt-engineering.com>
To: "JHade@SHA.state.md.us" <JHade@SHA.state.md.us>
Date: 1/3/02 3:27PM
Subject: Homeowner request for noise test results

Jim, Ted,

I wanted to let you know we received a call from an unhappy homeowner. The homeowner Trish Kilduff of 1224 Tenoaks Rd (410-242-5876) (I think near Wilkens Ave noise wall) called today asking about the results of noise testing that was done and what will be done about the noise. She said when she is on the phone in her house with the windows open, the person she is talking to thinks she is outside because it is so noisy. I asked her to call Jim Hade as it is stated on the contact letter she received prior to the noise testing, and that I would also let Jim know that she is inquiring about the information.

Scott.

CC: "TSevere@SHA.state.md.us" <TSevere@SHA.state.md.us>, "Kulis, Walt" <WKulis@jmt-engineering.com>

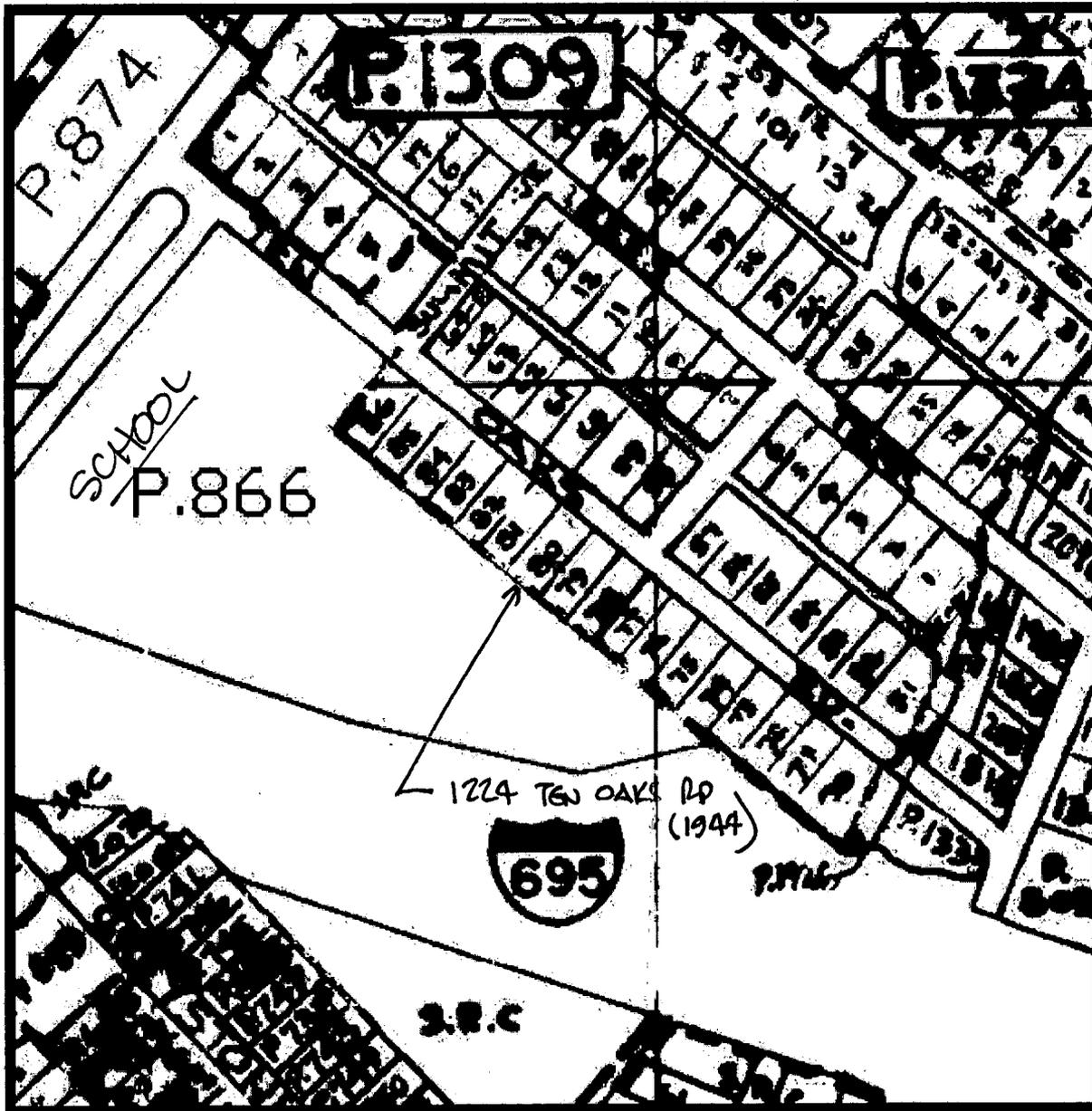
546



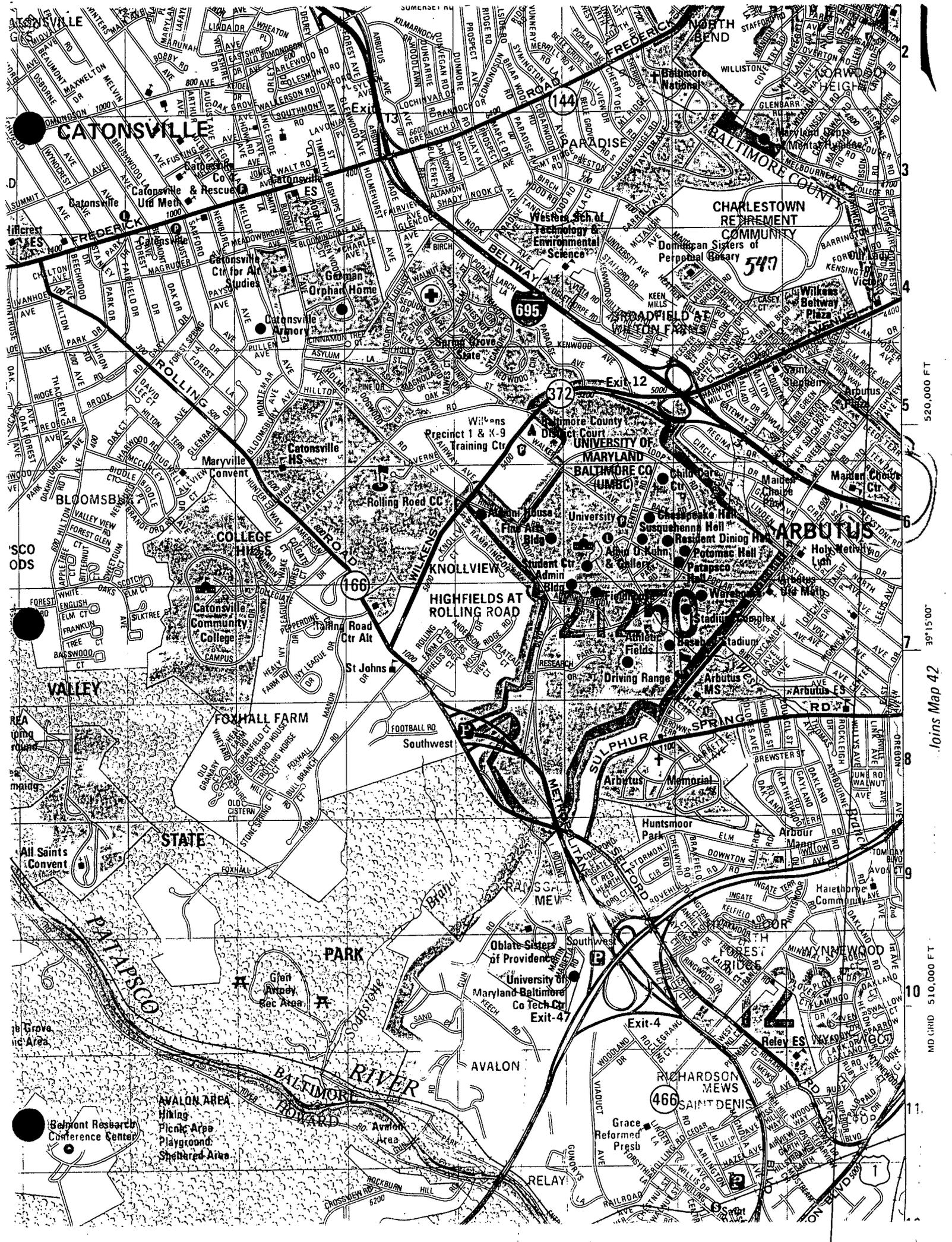
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CATONSVILLE

BALTIMORE COUNTY

CHARLESTOWN RECREATION COMMUNITY

HIGHFIELDS AT ROLLING ROAD

VALLEY

STATE

PARK

BALTIMORE RIVER

AVALON

Belmont Research Conference Center

AVALON AREA Hiking, Picnic Area, Playground, Sheltered Area

520,000 FT.

30°15'00"

Joins Map 42

MD GRID 510,000 FT.

11

10

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5

4

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2

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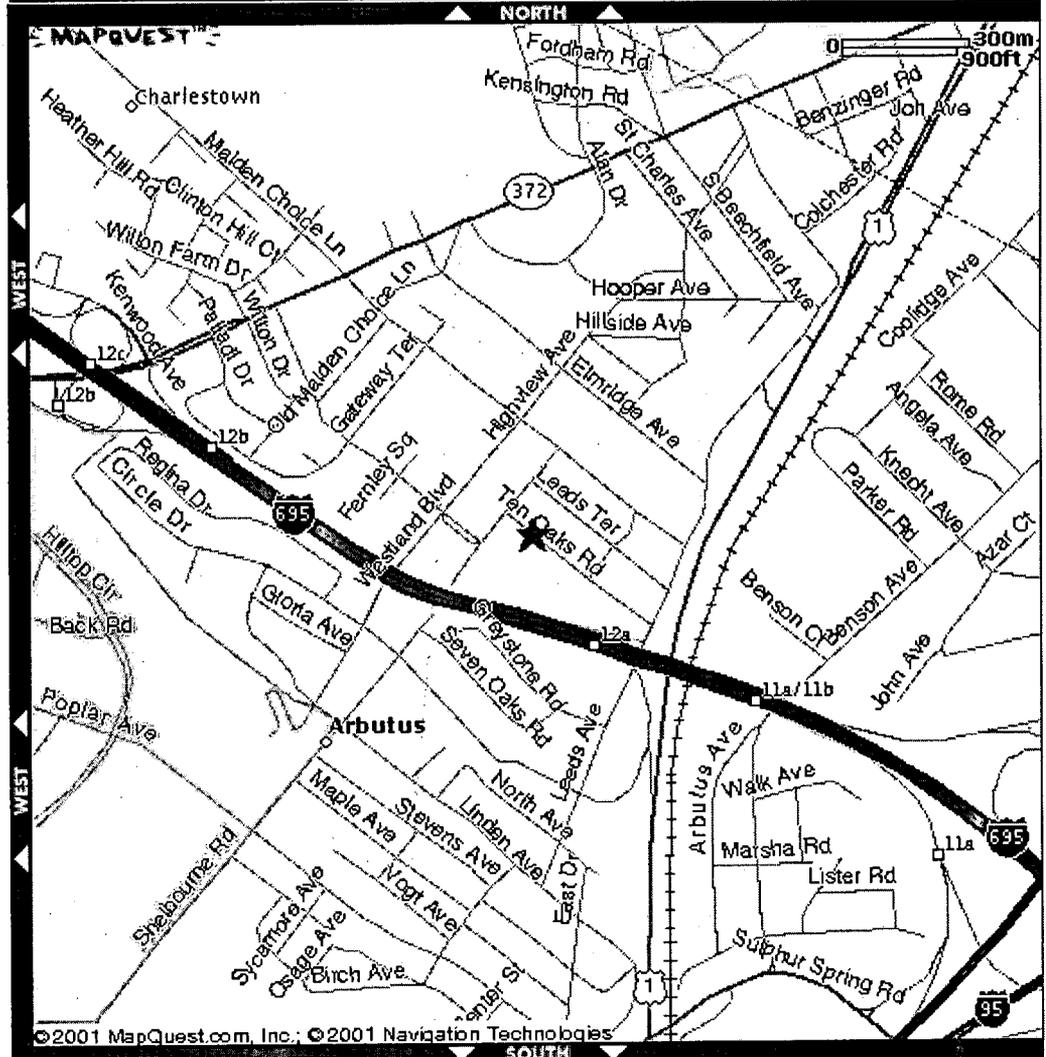
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21227-1317, US

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Location:

1224 10 Oaks Rd
 Baltimore, MD
 21227-1317, US

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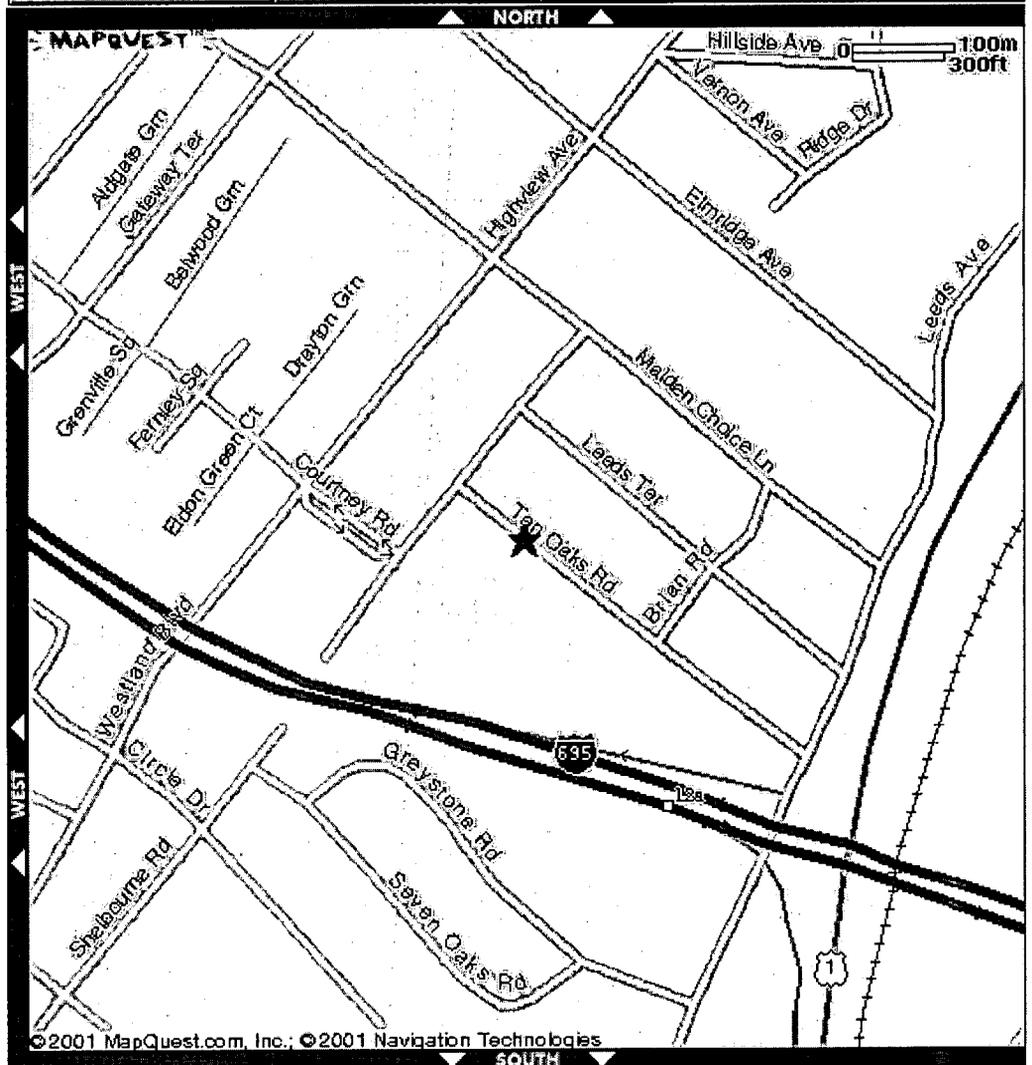


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Your search is based on: 410 2425876

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Reverse Telephone Listings

Kilduff, Michael & Trish

1224 10 Oaks Rd
ARBUTUS, MD 21227

[Maps & Directions](#)

[410-242-5876](tel:410-242-5876)
[Click to Call Now](#)

Kilduff, Trish & Michael

1224 10 Oaks Rd
ARBUTUS, MD 21227

[Maps & Directions](#)

[410-242-5876](tel:410-242-5876)
[Click to Call Now](#)



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**Maryland Department of Transportation
State Highway Administration**

551

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

April 5, 2002

Mr. Sung Man Kim
2796 Rogers Avenue
Ellicott City MD 21043-3312

Dear Mr. Kim:

This is a follow-up to your recent letter regarding highway traffic noise near your home in the Robnan Acres community, adjacent to eastbound I-70 near Rogers Avenue in Howard County. I appreciate the opportunity to respond to you.

You said in your letter that there are a total of eight homes in your community. Our mapping and aerial surveys indicate only five homes west of Rogers Avenue on Tax Map Parcels 558, 95, and 96. These homes range from approximately 250 feet to over 700 feet from I-70. We studied only the homes on the west side of Rogers Avenue since that street would interrupt a barrier alignment along the highway.

We can only consider abatement for the pre-dating homes that are actually impacted by highway traffic noise and can only count those homes that are benefited by at least 5 decibels. Our analysis showed that only one home site, yours, has an impact of 66 decibels. We only count as many benefiting homes as homes that are impacted when determining the reasonableness of considering a barrier. When we looked at the design of a wall to protect the one impacted home and one benefited home, the cost per residence is \$220,000. Some of the other homes that you indicated would not notice a difference in sound levels even if a wall were built, so they cannot reasonably be counted as being "benefited."

When a pre-dating, impacted home does not meet the other eligibility criteria, we may consider the planting of trees and shrubs to aid the screening of the highway or we may be able to consider the construction of a wooden privacy fence. A screen fence that we could consider would only be eight feet tall. During a recent site visit, we found that the only reasonable location for a screen fence would be at the right-of-way line. Because your home and yard are elevated with respect to the highway (I-70), such a screen fence would not provide any screening of the vehicles on I-70 from your yard. We also agree with your conclusion that additional plantings are not feasible.

You asked about a wooden fence similar to that found at the western end of the noise barrier along I-70, east of St. Johns Lane. The wooden "extension" of that barrier was neither constructed nor funded by the State. We have constructed wooden sound barrier walls in two other areas in the state. For us to construct a wall similar to the one you indicated would require a wall, foundation, and attachment system to resist very strong wind storms that would, in turn, elevate the cost of this wooden fence to be more or less equivalent to the cost of a concrete sound barrier.

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. Sung Man Kim
Page Two

Thank you for your letter. I regret that I cannot provide a positive response. If you have additional questions or concerns, please do not hesitate to contact Mr. James Hade, our Noise Abatement Team Leader, at 410-545-8599 or 1-800-446-5962 or, by e-mail, at jhade@sha.state.md.us.

Sincerely,



Charles B. Adams
Director
Office of Environmental Design

cc: The Honorable Gail H. Bates, Member, Maryland House of Delegates
Mr. Robert L. Fisher, District Engineer, State Highway Administration
The Honorable Robert L. Flanagan, Member, Maryland House of Delegates
James D. Hade, RLA, Noise Abatement Team Leader, State Highway Administration
The Honorable Robert H. Kittleman, Member, Senate of Maryland
The Honorable Christopher Merdon, Member, Howard County Council
Ms. Nicole Ross, Special Assistant to the Director of Environmental Design

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Mr. Sung Man Kim
Page Two

bcc: Ms. Nanette M. Schieke, State Legislative Officer, Maryland Department of
Transportation
Mr. T.E. Severe, Noise Abatement Team, State Highway Administration

Serial #: None

OED Serial#: None

Noise Customer #: 2009

Responding to letter dated: Follow-up to letter dated 03-15-2002 from Mr. Kim to Mr. Charles Adams; Mr. Kim contends there are 8 homes in his community with approx. 1/10 mile between homes; many full-grown deciduous trees exist and survival rate of evergreens would be very low; Mr. Kim still desires SHA to construct a wooden fence adjacent to his home that would be similar to one near St. Johns Lane and I-70 in lieu of a concrete sound barrier because he believes it is more cost effective than a concrete barrier

Saved: 03/20/02 10:16 AM by: T.E. Severe

N:\OED\NOISE\CORRESP\2002\KIMSM02.doc

554

2796 Rogers Ave.
Ellicott City, MD 21043
March 15, 2002

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

Dear Mr. Adams:

Thank you for your letter in response to the ongoing discussion about a sound barrier for the Robnan Acres community, adjacent to eastbound I-70 near the Rogers Avenue overpass in Howard County.

In Robnan Acres community, there is a total of 8 homes, including mine. There is a 1/10 mile distance between homes. Thus, it is not just my home that is beneficiary of some type of barrier – screening or otherwise.

Regarding screen plantings, there are already full grown deciduous trees. Survival rate for evergreen trees will be very low.

A more important issue is that of sound barriers. In your letter you mentioned, again, the prohibitive cost of putting up a sound barrier. Unfortunately, you did not respond to the suggestion in my last letter of considering a treated lumber barrier vs. a concrete barrier. Would it not be more cost effective to erect the former barrier, such as the one at St. Johns Lane and I-70?

I thank you for your attention in this matter, and await a response from you soon. Feel free to call me at 410-465-0941 with any questions that you may have.

Sincerely,



Sung Man Kim
Owner of the property

- cc: The Honorable Gail H. Bates, Member, Maryland House of Delegates
- Mr. Robert L. Fisher, District Engineer, State Highway Administration
- The Honorable Robert L. Flanagan, Member, Maryland House of Delegates
- Mr. James D. Hade, Noise Abatement Team Leader, Office of Environmental Design, State Highway Administration
- The Honorable Robert H. Kittleman, Member, Maryland House of Delegates
- The Honorable Christopher Merdon, Member, Howard County Council

Jim:
Please draft a
response by
4/5.
Thanks
Charlie

Customer Info. View for 2001

Tuesday, March 19, 2002 04:37 PM

TSevere

556

| | | | | | | |
|---|--|---------------------|-----------------------|------------|----------------------|-------------------------------------|
| ID # | MAP | DATE | Letter or Phone onl | LAST NAME | FIRST NAME | Active? |
| 2009 | | 11/08/1999 | Phone | KIM | Mr. Sung Man | <input checked="" type="checkbox"/> |
| STREET# | STREET NAME | COUNTY | CITY (Post office) | ZIPCODE | Representative statu | |
| 2796 | Rogers Avenue | HO | Ellicott City | 21043-3312 | private | Find Next |
| Elected Official whom has communicated directly to us on this custome | | | | | | |
| DAY PHONE | HOME PHONE | E-Mail address | COMMUNITY | | | |
| 410-465-7311 | 410-465-0941 | | Robnan Acres | | | |
| Logical Project Limits | ROADWAY | I-70 | BarrierName | | | |
| EB I-70 - SW quadrant at Rogers Avenue overpass | | | | | | |
| RESPONSE | INQUIRY | | 2nd Contact | | | |
| 10-06 Bad news - unable to provide sound barrier for one home - fails for cost (\$440,000 - 1 impacted + 3 benefited) - cost/res. = \$56,200 | | | wants barrier | | Jim | |
| Last Contact | Researcher | Primary SHA Contact | | | | |
| 03/19/2002 | | Natalie | Construction Projects | | | |
| FILE LOCATIO | OTHER | Current committmen | | | | |
| Do we owe a letter? | Letter Commit due date: | 12/14/2001 | | | | |
| <input checked="" type="checkbox"/> | Letter signed date: | 12/20/2001 | Reason Letter is Late | | | |
| LAST action | 3-19-02 Rec'd letter dated 3-15-02 to CBA; claims 8 homes in comm w/0.10 mi between homes; feels survival rate of evergreens to be low; still wants a wooden fence | | | | | |
| Comments: This field can not be sorted or searched. OPPE or Hwy rep.current type 1 inf | | | | | | |
| 11/99 EO's Dist. 14B Sen. Robert H. Kittleman; Dels. Robert L. Flanagan; Gail H. Bates; HO Cnd Christopher Merdon 2-19-02 - Rec'd letter to CBA from Mr. Kim dated 2-11-2002 - wants screen planting to provide screening when tree don't have leaves (approx.7 months of year); wants a wooden wall similar to I-70 & St. Johns La instead of concrete 12-03-01 Rec'd letter from Mr. Kim (postmarked 11-30-01) - thanks for copy of Policy - noise levels over 66 dBA, what is State going to do? Cited examples of locations that have gotten barriers (along I-495 & MD 100) - Mr. Kim wants same treatment 11-15-01 Ms. Andra Tayler called and requested a copy of the Sound Barrier Policy for Mr. Kim 10/11/01 Natalie called Mr. Kim - noise is louder; wants SHA to re-evaluate and provide wood fence or concrete wall; trees have been removed 10-8-01 Mr. Kim called; message taken for NBH to call 9/20/2000 Mr. Kim called for Natalie, see notes doc. 07/06 - Mr. Kim called and left message w/NBH - is waiting for results of the study 08/21 - Mr. Kim called -left message on voice mail - wants to know status of barrer eval that due at end of month 11/12/99 - bad news - community ineligible - postdates I-70 (1967) and Community was constructed in 1992 - sent Community Resource Guide 6 homes in comm. - 3 predate - 1 over 500' from highway (not impacted) - therefore, 2 homes not majority - not eligible 01/07 - follow-up to meeting - community to be studied further - results to be reported by end-Aug. 2000 05/03 - Mr. Kim called - NBH indicated that study is on schedule - results to be sent when available 07/12/2000 -Mr. Kim called for status report of study - NBH called and left message that the study is anticipated to be complete by end-Aug.2000 | | | | | | |
| Comment Journal, and letter hyperlinks | \\SHADGNIVOL1\user\oed\Noise\DATABASE\customer_notes\2009.doc | | | | | |
| Consultant Fir | 1-888-375-1975 outside MD | | | | | |

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557



**Maryland Department of Transportation
State Highway Administration**

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

March 5, 2002

Mr. Sung Man Kim
2796 Rogers Avenue
Ellicott City MD 21043-3312

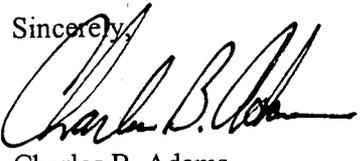
Dear Mr. Kim:

Thank you for your recent letter regarding highway traffic noise near home in the Robnan Acres community, adjacent to eastbound I-70 near Rogers Avenue in Howard County. I appreciate the opportunity to respond to your latest inquiry.

The State Highway Administration (SHA) has evaluated the Robnan Acres community for a sound barrier and determined that only one home predates I-70 and is impacted by highway traffic noise. That evaluation also found that the cost to protect that one home was estimated to be \$440,000. Our cost-per-residence criterion is \$50,000 per benefiting residence. Because the cost-per-residence criterion is exceeded the Robnan Acres community cannot be considered for a sound barrier.

Since your home predates I-70 and is impacted by highway traffic noise, our Landscape Operations Division of the Office of Environmental Design will investigate the feasibility of additional screening options near your home. A representative from our Landscape Operations Division will be contacting you within the next two weeks. We will inform you of the results of their investigation when it is completed.

Thank you again for your letter. If you have additional questions or concerns, please do not hesitate to contact Mr. James Hade, our Noise Abatement Team Leader, at 410-545-8599 or 1-800-446-5962 or, by e-mail, at jhade@sha.state.md.us.

Sincerely,


Charles B. Adams
Director
Office of Environmental Design

- cc: The Honorable Gail H. Bates, Member, Maryland House of Delegates
- Mr. Robert L. Fisher, District Engineer, State Highway Administration
- The Honorable Robert L. Flanagan, Member, Maryland House of Delegates
- James D. Hade, RLA, Noise Abatement Team Leader, State Highway Administration
- The Honorable Robert H. Kittleman, Member, Senate of Maryland
- The Honorable Christopher Merdon, Member, Howard County Council
- Mr. Kenneth Oldham, Division Chief, Landscape Operations, Office of Environmental Design, State Highway Administration

My telephone number is _____

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

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

Mr. Sung Man Kim
Page Three

bcc: Mr. Fran Bateman, Landscape Operations Division, Office of Environmental Design, State Highway Administration
Ms. Susan Heidebrecht, Landscape Operations Division, Office of Environmental Design, State Highway Administration
Ms. Nanette M. Schieke, State Legislative Officer, Maryland Department of Transportation
Mr. T.E. Severe, Noise Abatement Team, State Highway Administration

Serial #: None

OED Serial#: None

Noise Customer #: 2009

Responding to letter dated: Follow-up to 02-11-2002 letter from Mr. Kim to Mr. Charles Adams (cc copy of Mr. Kim's letter was also sent to Jim Hade and received 02-13-2002 at OED/NAT)

Saved: 02/19/02 3:04 PM by: T.E. Severe

N:\OED\NOISE\CORRESP\2002\KIMSM01.doc

2796 Rogers Ave.
Ellicott City, MD 21043
February 11, 2002

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

Dear Mr. Adams:

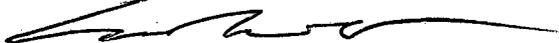
Thank you for your letter in response to the ongoing discussion about a sound barrier for the Robnan Acres community, adjacent to eastbound I-70 near the Rogers Avenue overpass in Howard County.

I want to address two items in your letter dated December 20, 2001. The first regards screen planting. Although screen planting provides psychological relief from the view of traffic, you wrote, "Unfortunately, the area adjacent to the highway near your home already has mature trees and we feel that a screen planting under such shady conditions *in the summer* would be unsuccessful" (emphasis added). Five months of the year there is screening from the highway; but for seven months of the year, many leaves from the trees are gone and traffic is in plain view of my home and the noise is worse. If you come to see this, I will be glad to show you what I am talking about.

The second topic regards the cost-per-residence issue for a concrete type sound barrier. Your office's budget is a maximum of \$50,000 per residence. There are other types of barriers that should fit within that cost frame. For example, at St. John's Lane and Interstate 70 (West) there is a treated lumber noise wall. This type of barrier would be acceptable for me.

Please help us reduce the noise. I thank you for your attention in this matter, and await a response from you soon. Feel free to call me at 410-465-0941 with any questions that you may have.

Sincerely,



Sung Man Kim

cc: The Honorable Robert L. Flanagan, Member, Maryland House of Delegates
The Honorable Robert H. Kittleman, Member, Maryland House of Delegates
Mr. James D. Hade, Noise Abatement Team Leader, Office of Environmental
Design, State Highway Administration
The Honorable Christopher J. McCabe, Member Senate of Maryland
The Honorable Christopher Merdon, Member, Howard County Council

Hoise Team

Please draft a

reply.

Charlie

Red of CBS 2/19/02

561

2796 Rogers Ave.
Ellicott City, MD 21043
February 11, 2002

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

Dear Mr. Adams:

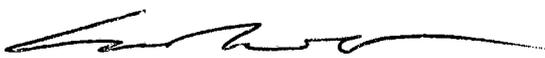
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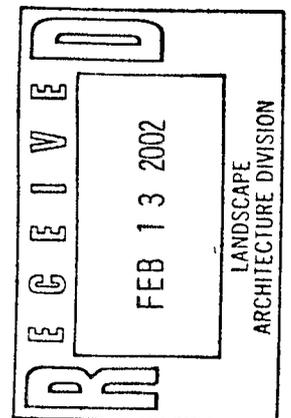
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Sincerely,



Sung Man Kim

cc: The Honorable Robert L. Flanagan, Member, Maryland House of Delegates
The Honorable Robert H. Kittleman, Member, Maryland House of Delegates
Mr. James D. Hade, Noise Abatement Team Leader, Office of Environmental Design, State Highway Administration
The Honorable Christopher J. McCabe, Member Senate of Maryland
The Honorable Christopher Merdon, Member, Howard County Council



Customer Info. View for 2001

Tuesday, February 19, 2002 02:15 PM

TSevere

562

| | | | | | | |
|---------|---------------|------------|---------------------|------------|----------------------|-------------------------------------|
| ID # | MAP | DATE | Letter or Phone onl | LAST NAME | FIRST NAME | Active? |
| 2009 | | 11/08/1999 | Phone | KIM | Mr. Sung Man | <input checked="" type="checkbox"/> |
| STREET# | STREET NAME | COUNTY | CITY (Post office) | ZIPCODE | Representative statu | |
| 2796 | Rogers Avenue | HO | Ellicott City | 21043-3312 | private | |

Elected Official whom has communicated directly to us on this custome

| | | | |
|--------------|--------------|----------------|--------------|
| DAY PHONE | HOME PHONE | E-Mail address | COMMUNITY |
| 410-465-7311 | 410-465-0941 | | Robnan Acres |

Logical Project Limits | ROADWAY: I-70 | BarrierName

EB I-70 - SW quadrant at Rogers Avenue overpass

| | | |
|--|---------------------|-----------------------|
| RESPONSE | INQUIRY | 2nd Contact |
| 10-06 Bad news - unable to provide sound barrier for one home - falls for cost (\$440,000 - 1 impacted + 3 benefited) - cost/res. = \$56,200 | wants barrier | Jim |
| | Last Contact | Researcher |
| | 02/19/2002 | |
| | Primary SHA Contact | Construction Projects |
| | Natalie | |

| | | |
|---|------------------------------------|-----------------------|
| FILE LOCATIO | OTHER | Current committmen |
| | | |
| Do we owe a letter? <input checked="" type="checkbox"/> | Letter Commit due date: 12/14/2001 | |
| | Letter signed date: 12/20/2001 | Reason Letter is Late |

2-19-02 - Rec'd letter to CBA from Mr. Kim dated 2-11-2002 - wants screen planting to provide screening when tree don't have leaves (approx.7 months of year); wants a wooden wall similar to I-70 & St. Johns La instead of concrete

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

11/99 EO's Dist. 14B Sen. Robert H. Kittlemans; Dels. Robert L. Flanagan; Gail H. Bates; HO Cnd Christopher Merdon 12-03-01 Rec'd letter from Mr. Kim (postmarked 11-30-01) - thanks for copy of Policy - noise levels over 66 dBA, what is State going to do? Cited examples of locations that have gotten barriers (along I-495 & MD 100) - Mr. Kim wants same treatment 11-15-01 Ms. Andra Tayler called and requested a copy of the Sound Barrier Policy for Mr. Kim. 10/11/01 Natalie called Mr. Kim - noise is louder; wants SHA to re-evaluate and provide wood fence or concrete wall; trees have been removed 10-8-01 Mr. Kim called; message taken for NBH to call 9/20/2000 Mr. Kim called for Natalie, see notes doc. 07/06 - Mr. Kim called and left message w/NBH - is waiting for results of the study 08/21 - Mr. Kim called -left message on voice mail - wants to know status of barrier eval that due at end of month 11/12/99 - bad news - community ineligible - postdates I-70 (1967) and Community was constructed in 1992 - sent Community Resource Guide 6 homes in comm. - 3 predate - 1 over 500' from highway (not impacted) - therefore, 2 homes not majority - not eligible 01/07 - follow-up to meeting - community to be studied further - results to be reported by end-Aug. 2000 05/03 - Mr. Kim called - NBH indicated that study is on schedule - results to be sent when available 07/12/2000 -Mr. Kim called for status report of study - NBH called and left message that the study is anticipated to be complete by end-Aug.2000

Comment Journal, and letter hyperlinks | \\SHADGNIVOL1\user\oed\Noise\DATABASE\customer_notes\2009.doc

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To Meet 100% of our Commitments!





**Maryland Department of Transportation
State Highway Administration**

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

May 1, 2002

Ms. Ethel Klavan
5450 Whitley Park Terrace, Apartment 208
Bethesda MD 20814-2008

Dear Ms. Klavan:

This letter is a follow-up to your recent telephone conversation with Mr. Ted Severe, of our staff, regarding highway traffic noise near the Whitley Park Terrace condominiums adjacent to the inner loop of I-495 between MD 187 (Old Georgetown Road) and the I-495/I-270 East Spur interchange in Montgomery County. I appreciate the opportunity to respond to your inquiry.

The State Highway Administration (SHA) considers the need for sound barriers in two circumstances, designated "Type I" and "Type II." In "Type I" situations, barriers are considered when a new highway is being built or an existing highway is being expanded. SHA performs an environmental analysis to determine if future noise levels will equal or exceed the impact threshold of 66 decibels and will increase by at least three decibels over the condition of *not* improving the highway, and, if so, whether those noise levels can be reduced for a reasonable cost. Affected homes must predate the approval of the highway improvements. The basis for the requirement of a minimum of a three decibel change is that the human ear can only begin to discern sound level changes between three and five decibels. SHA is considering various transportation capacity improvements for the entire I-495 corridor. As we come closer to narrowing the various proposals, we will also analyze the environmental impacts for each proposal, including noise level impacts. Ms. Sue Rajan, with SHA's Office of Planning and Preliminary Engineering, may be able to offer you additional information on this subject. She can be reached at 410-545-8514 or, by e-mail, at srajan@sha.state.md.us. She will be happy to assist you.

My telephone number is _____

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

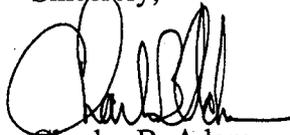
**Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202**

Ms. Ethel Klavan
Page Two

When a highway already exists and is *not* being expanded—so that Type I criteria do not apply—a community that predates the original highway may be considered for a “Type II,” or “retrofit,” barrier. The intent of the Type II program is to address areas of noise impact along highways that were built before environmental analyses became a part of the highway development process. All of the following technical criteria must be met for a barrier to be approved: the majority of homes must predate the highway; existing noise levels must equal or exceed the 66 decibel impact threshold; and we must be able to build an effective barrier for \$50,000 or less per benefited home. If these criteria are met, the County in which the community is located must have an ordinance that addresses the impact of noise on new residential development, and the County must agree to fund 20 percent of the barrier cost. The Pooks Hill community, which includes the Whitley Park Terrace condominiums, was evaluated for a Type II sound barrier as outlined above. The investigation determined that the majority of homes in the community were constructed after the 1964 opening date of I-495. Based on this information, the Pooks Hill community cannot be considered for Type II sound barriers. Enclosed, for your information, is a copy of our brochure, *Community Resource Guide On Sound Barriers*, the outlines the State’s Sound Barrier Policy.

Thank you for your telephone call and interest in the State’s Sound Barrier Program. I regret that I cannot provide a positive response. If you have additional questions or concerns, please do not hesitate to contact Ms. Nicole Ross, of our staff, at 410-545-8616 or 1-800-446-5962 or, by e-mail, at nross@sha.state.md.us. She will also be happy to assist you.

Sincerely,



Charles B. Adams
Director
Office of Environmental Design

Enclosure

- cc: The Honorable William A. Bronrott, Member, Maryland House of Delegates
- The Honorable Howard A. Denis, Member, Montgomery County Council
- The Honorable Brian E. Frosh, Member, Senate of Maryland
- The Honorable Marilyn R. Goldwater, Member, Maryland House of Delegates
- The Honorable Susan C. Lee, Member, Maryland House of Delegates
- Ms. Sue Rajan, Office of Planning and Preliminary Engineering, State Highway Administration
- Ms. Nicole Ross, Special Assistant to the Director, Office of Environmental Design, State Highway Administration
- Mr. T.E. Severe, Noise Abatement Team, State Highway Administration
- Mr. Charlie K. Watkins, District Engineer, State Highway Administration

565

Ms. Ethel Klavan
Page Three

bcc: James D. Hade, RLA, Noise Abatement Team Leader, State Highway Administration
Ms. Nanette M. Schieke, State Legislative Officer, Maryland Department of
Transportation

Serial #: None

OED Serial#: None

Noise Customer #: 2575

Responding to letter dated: Follow-up to 04-24-2002 telephone conversation between Ms.
Klavan and Mr. Ted Severe

Saved: 04/25/02 9:58 AM by: T.E. Severe

N:\OED\NOISE\CORRESP\2002\KLAVAN01.doc

Enclosure:

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

566

NOISE INQUIRY CHECKLIST

DATE 4/24/02 FILE? Y/N _____

CUSTOMER ID. # 2575 RECEIVED BY T.E. SEVERE

NAME Ms. ETHEL KLAVAN

ADDRESS 5450 WHITLEY PARK TERRACE, Apt. 208
BETHESDA MD 20814-2008
(include zip code)

DAY TELEPHONE (H) 301-564-0058 (WORK / HOME)

OTHER TELEPHONE _____

*** INQUIRY INFORMATION SUMMARY ***

HIGHWAY NAME / ROUTE NO. I-495

COMMUNITY / AREA NAME POOKS HILL / WHITLEY PARK TERRACE

LOCATION ALONG HIGHWAY inner loop I-495 between I-495/I-270 2.5 &

SUMMARY OF INQUIRY MD 187 (Old Georgetown Rd)

neighbors in condo ass'n are complaining about heavy traffic noise -
especially when outside in pool area - condos are in converted
hotel

*** FOLLOW-UP ***

DATE 4/25/02 BY _____

checked file - POOK Hill potdate I-495 - ∴ not elig for
Type II

*** REFERENCE FILES ***

Customer Info. View for 2001

Thursday, April 25, 2002 08:55 AM

TSevere

| | | | | | | |
|---------|--------------------------------|------------|---------------------|------------|----------------------|-------------------------------------|
| ID # | MAP | DATE | Letter or Phone onl | LAST NAME | FIRST NAME | Active? |
| 2575 | | 04/25/2002 | Phone | KLAVAN | Mrs. Ethel | <input checked="" type="checkbox"/> |
| STREET# | STREET NAME | COUNTY | CITY (Post office) | ZIPCODE | Representative statu | |
| 5450 | Whitley Park Terrace, Apt. 208 | MO | Bethesda | 20814-2008 | private | |

Elected Official whom has communicated directly to us on this custome

| | | | |
|-----------|--------------|----------------|---------------------------------|
| DAY PHONE | HOME PHONE | E-Mail address | COMMUNITY |
| | 301-564-0058 | | Pooks Hill/Whitley Park Terrace |

Logical Project Limits

| | | |
|---|-------|-------------|
| ROADWAY | I-495 | BarrierName |
| inner loop I-495 betw. I-495/I-270 East Spur interchange & MD 187 (Old Georgetown Rd) | | |

| | | |
|--|---|---------------------|
| RESPONSE | INQUIRY | 2nd Contact |
| provided Type I & II criteria - fails for date for Type II | neighbors in condo ass'n complain it's too noisy from I-495 traffic | |
| Last Contact | Researcher | Primary SHA Contact |
| 04/24/2002 | | Ted |

| | | | |
|--------------|-------|--------------------|-----------------------|
| FILE LOCATIO | OTHER | Current committmen | Construction Projects |
| | | | |

| | | | | |
|-------------------------------------|-------------------------|------------|-----------------------|-----|
| Do we owe a letter? | Letter Commit due date: | 05/06/2002 | Reason Letter is Late | n/a |
| <input checked="" type="checkbox"/> | Letter signed date | | | |

LAST action

4-24-02 Mrs. Klavan called; spoke w/Ted Severe; she says many of her condo neighbors say that traffic hwy noise is getting too loud, esp. when they are at pool area outside; what, if anything, can be done?

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

04-2002 EO's Dist. 16 Sen. Brian E. Frosh; Dels. William A. Bronrott; Marilyn R. Goldwater; Susan C. Lee; MO Cncl. Howard A. Denis

Comment Journal, and letter hyperlinks \\shadgn\vol1\user\hoed\Noise\Ibase\Customer_notes\

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To Meet 100% of our Commitments!

568

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| | | |
|---|---|---|
|  | Maryland Department of Assessments and Taxation MONTGOMERY COUNTY Real Property Data Search | Go Back View Map New Search |
|---|---|---|

Account Identifier: District - 07 Account Number - 02904282

Owner Information

Owner Name: KLVAN, STANLEY & ~~ETHEL~~
Use: RESIDENTIAL CONDO
Principal Residence: YES
Mailing Address: 5450 WHITLEY PARK TER #208
 BETHESDA MD 20814 - 2008
Deed Reference: 1) /12938/ 381
 2)
 301-564-0058

Location & Structure Information

Premises Address: 5450 WHITLEY PARK TER
 BETHESDA 20814
 CONDO UNIT: HR-208
Zoning: R30
Legal Description: UN HR-208
 WHITLEY PARK PH 7 /POOKS HILL

| Map | Grid | Parcel | Subdivision | Section | Block | Lot | Group | Plat No: |
|------|------|--------|-------------|---------|-------|-----|-------|-----------|
| HP12 | | | 196 | | | | 81 | Plat Ref: |

| Special Tax Areas | Town Ad Valorem Tax Class |
|-------------------|---------------------------|
| | 38 |

| Primary Structure Built | Enclosed Area | Property Land Area | County Use |
|-------------------------|---------------|--------------------|------------|
| 1990 | 1,468 SF | 1,523.00 SF | 119 |

| Stories | Basement | Type | Exterior |
|---------|----------|------------------|----------|
| | | CONDO RESIDENTIA | |

Old hotel converted to condos.

Value Information

| | Base Value | Value As Of | Phase-in Assessments | |
|--------------------|------------|-------------|----------------------|------------|
| | | | As Of | As Of |
| Land: | 69,000 | 01/01/2002 | 07/01/2001 | 07/01/2002 |
| Improvements: | 161,000 | 76,500 | | |
| Total: | 230,000 | 198,500 | 230,000 | 245,000 |
| Preferential Land: | 0 | 275,000 | 0 | 0 |

Transfer Information

Seller: UTC PROPERTIES #6 INC
Type: IMPROVED ARMS-LENGTH
Date: 09/22/1994
Deed1: /12938/ 381
Price: \$192,000
Deed2:
Seller: BEACON HILL JOINT VENTURE
Type: NOT ARMS-LENGTH
Date: 07/08/1994
Deed1: /12756/ 422
Price: \$5,000,000
Deed2:
Seller:
Type: NOT ARMS-LENGTH
Date: 01/31/1991
Price: \$0
Deed1:
Deed2:

Exemption Information

| Partial Exempt Assessments | Class | 07/01/2001 | 07/01/2002 |
|----------------------------|-------|------------|------------|
| County | 000 | 0 | 0 |
| State | 000 | 0 | 0 |
| Municipal | 000 | 0 | 0 |

Tax Exempt: NO
Exempt Class:

Special Tax Recapture:

EO's - DIST. 16 Sen. Brian E. Frosh
 Del. William D. Brown
 Marilyn R. Goldwater
 Susan C. Lee

* NONE *
 MOCO: DIST. 1 - Howard A. Dem

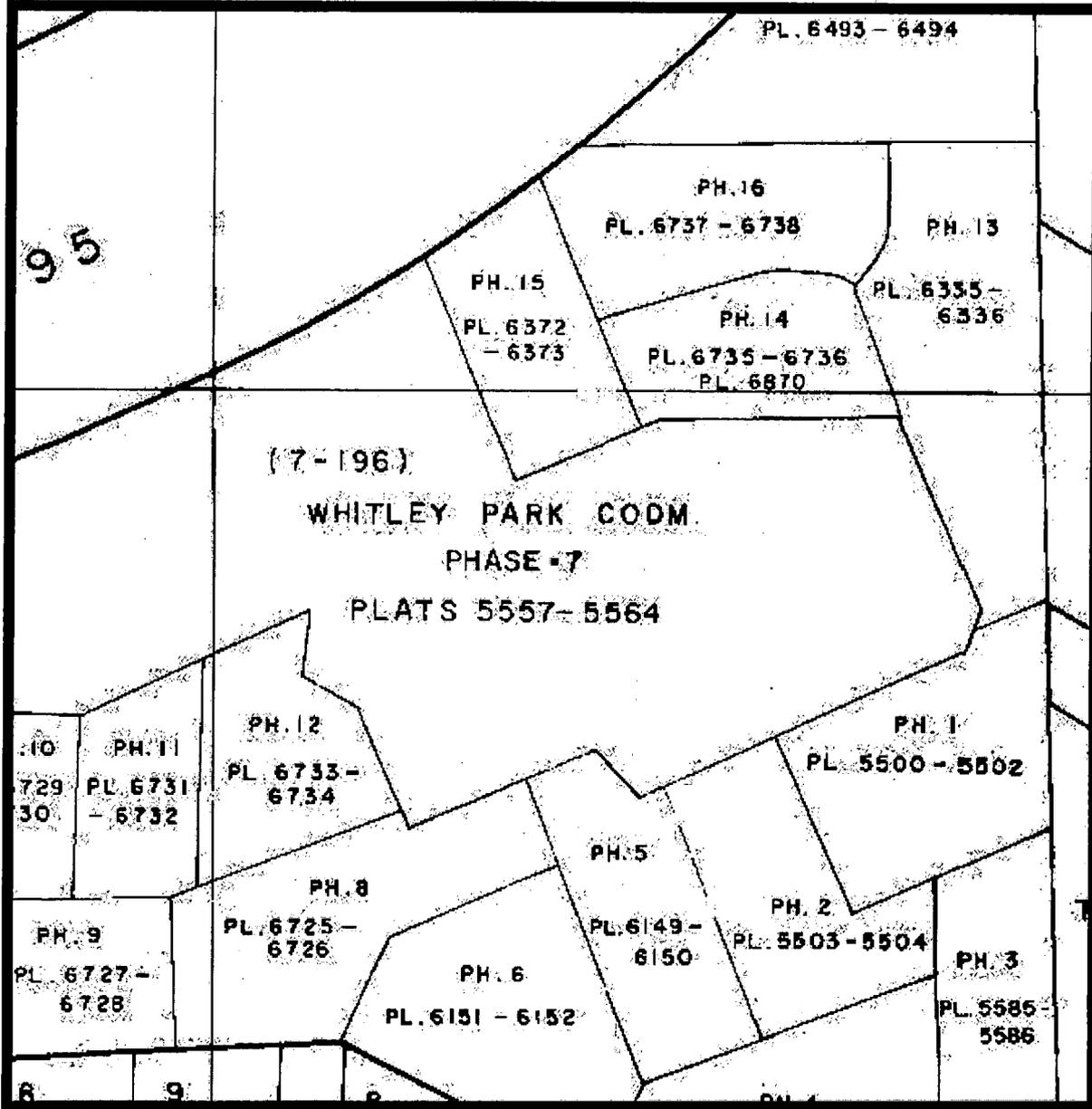
569



Maryland Department of Assessments and Taxation
MONTGOMERY COUNTY
Real Property Data Search

Go Back
View Map
New Search

District - 07 Account Number - 02904282



Property maps provided courtesy of the Maryland Department of Planning ©2001.
For more information on electronic mapping applications, visit the Maryland Department of Planning web site at www.mdp.state.md.us



Maryland Department of Transportation
The Secretary's Office

500

Parris N. Glendening
Governor

David L. Winstead
Secretary

John D. Porcari
Deputy Secretary

April 8, 1998

The Honorable Douglas M. Duncan
Montgomery County Executive
101 Monroe Street
2nd floor
Rockville MD 20850

Dear Doug:

The State Highway Administration (SHA) has received inquiries from a number of communities in the 16th District regarding their eligibility for sound barriers. As a result of recent policy changes, we reviewed these communities to determine if they meet the revised requirements.

The communities of Al Marah/Carderock, Carderock Springs, Cloisters Home Owners Association, Heritage Walk, Pooks Hill and Timberlawn/Tuckerman Walk were each a part of this effort. In addition to meeting other criteria which are designed to ensure State-funded barriers are provided in the most equitable manner possible, a community must predate the original highway. Unfortunately, these communities do not meet this criterion and consequently do not qualify for barriers.

Thank you for your patience while we conducted our investigation. If you need any additional information regarding any of these communities, please do not hesitate to contact Mr. Charles B. Adams, SHA's Director of Environmental Design, at 410-545-8640 or 1-800-446-5962.

Sincerely,

David L. Winstead
Secretary

cc: Mr. Charles B. Adams, Director of Environmental Design, State Highway Administration
Mr. Parker F. Williams, Administrator, State Highway Administration

My telephone number is 410-865-1000

TTY For the Deaf: (410) 865-1342

Post Office Box 8755, Baltimore/Washington International Airport, Maryland 21240-0755



**Maryland Department of Transportation
State Highway Administration**

571

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

September 4, 2002

Mr. Alex M. Kras
9540 Wandering Way
Columbia MD 21045-3244

Dear Mr. Kras:

Thank you for your e-mail message regarding a sound barrier for the Village of Oakland Mills along northbound US 29 south of the US 29/MD 175 interchange in Howard County. I appreciate the opportunity to respond to your inquiry.

The State Highway Administration (SHA) considers the need for sound barriers in two circumstances, designated "Type I" and "Type II." In "Type I" situations, barriers are considered when a new highway is being built or an existing highway is being expanded. SHA performs an analysis to determine if future noise levels will equal or exceed the impact threshold of 66 decibels and will increase by at least three decibels over the condition of *not* improving the highway, and, if so, whether those noise levels can be reduced for a reasonable cost. Affected homes must predate the approval of the highway improvements. The basis for the requirement of a minimum of a three decibel change is that the human ear can only begin to discern sound level changes between three and five decibels. There are presently no plans for highway improvements for US 29 in the vicinity of the US 29/MD 175 interchange that would warrant a Type I sound barrier evaluation.

When a highway already exists and is *not* being expanded—so that Type I criteria do not apply—a community that predates the original highway may be considered for a "Type II," or "retrofit," barrier. The intent of the Type II program is to address areas of noise impact along highways that were built before environmental analyses became a part of the highway development process. All of the following technical criteria must be met for a barrier to be approved: the majority of homes must predate the highway; existing noise levels must equal or exceed the 66 decibel impact threshold; and we must be able to build an effective barrier for \$50,000 or less per benefited home. If these criteria are met, the County in which the community is located must have an ordinance that addresses the impact of noise on new residential development, and the County must agree to fund 20 percent of the barrier cost. SHA has evaluated the Village of Oakland Mills for a Type II sound barrier as outlined above. Our evaluation determined that the majority of homes were constructed in the early 1970's, after the construction began for the dualization of US 29 in this area in 1969. Based on this information, the Village of Oakland Mills cannot be considered for a Type II sound barrier because it postdates US 29. Enclosed, for your information, is a copy of our brochure, *Community Resource Guide On Sound Barriers*, that outlines the State's Sound Barrier Policy.

My telephone number is _____

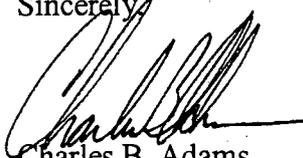
Maryland Relay Service for Impaired Hearing or Speech
1-800-735-2258 Statewide Toll Free

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

Mr. Alex M. Kras
Page Two

Thank you again for your e-mail message and interest in the State's Sound Barrier Program. If you have additional questions or concerns, please do not hesitate to contact Ms. Nicole Ross, of our staff, at 410-545-8616 or 1-800-446-5962 or, by e-mail, at nross@sha.state.md.us. She will be happy to assist you.

Sincerely,



Charles B. Adams
Director
Office of Environmental Design

Enclosure

- cc: Mr. Robert L. Fisher, District Engineer, State Highway Administration
- The Honorable Guy Guzzone, Member, Howard County Council
- The Honorable Shane E. Pendergrass, Member, Maryland House of Delegates
- Ms. Nicole Ross, Special Assistant to the Director, Office of Environmental Design, State Highway Administration
- The Honorable Sandra B. Schrader, Member, Senate of Maryland
- The Honorable Frank S. Turner, Member, Maryland House of Delegates

Mr. Alex M. Kras
Page Three

bcc: James D. Hade, RLA, Noise Abatement Team Leader, State Highway Administration
Ms. Nanette M. Schieke, State Legislative Officer, Maryland Department of
Transportation
Mr. T.E. Severe, Noise Abatement Team, State Highway Administration

Serial #: None

OED Serial#: None

Noise Customer #: 2624

Responding to letter dated: Follow-up to 08-30-2002 e-mail message from Mr. Kras to
"barrier" requesting "what actions can [he] take to advocate for such a structure [vertical/sound
barrier]?"

Saved: 09/03/02 9:05 AM by: T.E. Severe

N:\OED\NOISE\CORRESP\2002\KRASAM01.doc

Enclosure:

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

574

From: <ALM4EVER@aol.com>
To: <barrier@sha.state.md.us>
Date: 8/30/02 5:03PM
Subject: Sound Barrier

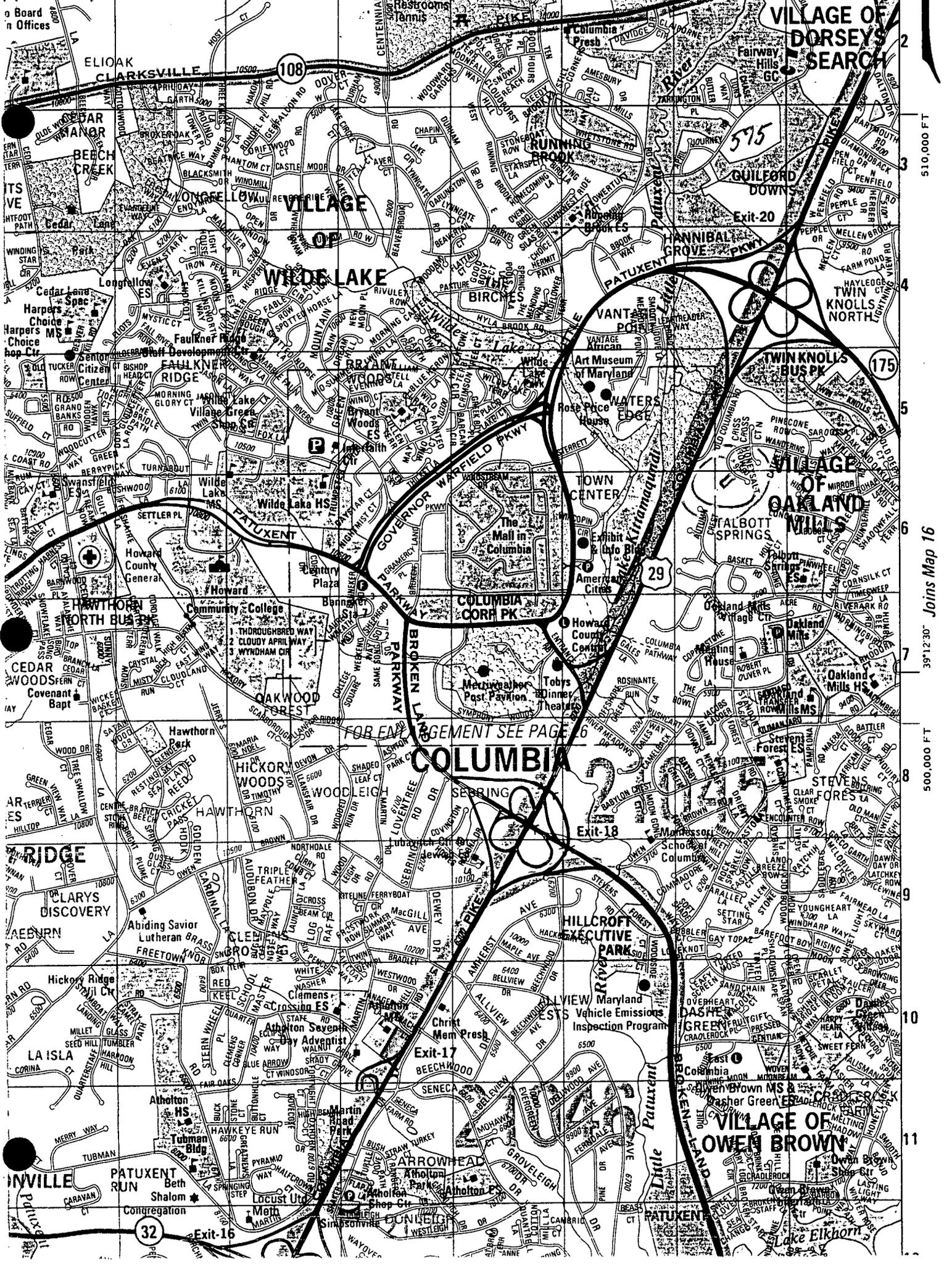
To Whom It May Concern:

My name is Alex Kras. My wife and I recently moved into a single family home within the Village of Oakland Mills (Columbia, MD. However, there is one concern that has arisen.

Our property backs to Route 29, right before the exit for Route 175 Eastbound. Not only does this pose a safety hazzard, but it produces a good deal of road noise. I have seen many sections of vertical barrier erected recently along Route 29. My question is such: What actions can I take to advocate for such a structure?

Our current address is 9540 Wandering Way Columbia, MD 21045. Along Wandering Way, there are several other properties affected by this and I am confident other residents on Wandering Way feel similarly. I look forward to any feedback you might have.

Thank you,
Alex M. Kras



Board
n Offices

VILLAGE OF
DORSEY'S
SEARCH

108

575

VILLAGE
OF
WIDE LAKE

Exit-20

WIDE LAKE

175

WIDE LAKE

VILLAGE
OF
OAKLAND
MILLS

WIDE LAKE

HAWTHORN
NORTH BLVD

OAKWOOD
FOREST

COLUMBIA
CORP PK

HICKORY
WOODS

HICKORY
RIDGE

LA ISLA

ATHLTON
HS

INVILLE

Exit-18

HILLCROFT
EXECUTIVE
PARK

Exit-17

VIEW Maryland

Exit-16

VILLAGE OF
OWEN BROWN

510,000 FT

39°12'30" Joins Map 16

500,000 FT

11

Customer Info. View for 2001

Tuesday, September 03, 2002 08:22 AM

TSevere

576

| | | | | | | |
|---|---|--------------------------------------|----------------------------|------------|-----------------------|-------------------------------------|
| ID # | MAP | DATE | Letter or Phone onl | LAST NAME | FIRST NAME | Active? |
| 2624 | | 09/03/2002 | E-mail | KRAS | Mr. Alex M. | <input checked="" type="checkbox"/> |
| STREET# | STREET NAME | COUNTY | CITY (Post office | ZIPCODE | Representative statu | |
| 9540 | Wandering Way | HO | Columbia | 21045-3244 | private | |
| Elected Official whom has communicated directly to us on this custome | | | | | | |
| DAY PHONE | HOME PHONE | E-Mail address | COMMUNITY | | | |
| | | ALM4EVER@aol.co | Village of Oakland Mills | | | |
| Logical Project Limits | ROADWAY | US 29 | BarrierName | | | |
| NB US 29 just south of US 29/MD 175 interchange (SE quadrant of interchange) | | | | | | |
| RESPONSE | INQUIRY | | | | | 2nd Contact |
| described Type I & II; fails for date (early 70's - this area US 29 1969) | wants barrier | | | | | |
| | Last Contact | Researcher | Primary SHA Contact | | Construction Projects | |
| | 08/30/2002 | | None | | | |
| FILE LOCATIO | OTHER | Current committmen | | | | |
| | | none - sent copy of Comm. Res. Guide | | | | |
| Do we owe a letter? | Letter Commit due date: | 09/13/2002 | | | | |
| <input checked="" type="checkbox"/> | Letter signed date | | Reason Letter is Late: n/a | | | |
| LAST action | 8-30-02 Rec'd e-mail from Mr. Kras; wants barrier for his community | | | | | |
| Comments: This field can not be sorted or searched.: OPPE or Hwy rep.current type 1 inf | | | | | | |
| 09-2002 EO's Dist. 13A Sen. Sandra B. Schrader; Dels. Shane E. Pendergrass; Frank S. Turner; HO Cncl Guy Guzzone; Ms. Deanna Peel, Spec. Asst. to Mr. Guzzone | | | | | | |
| Comment Journal, and letter hyperlinks | \\shadg\vol1\user\oed\Noise\Dbase\Customer_notes\ | | | | | |
| Consultant Fir | 1-888-375-1975 outside MD | | | | | |



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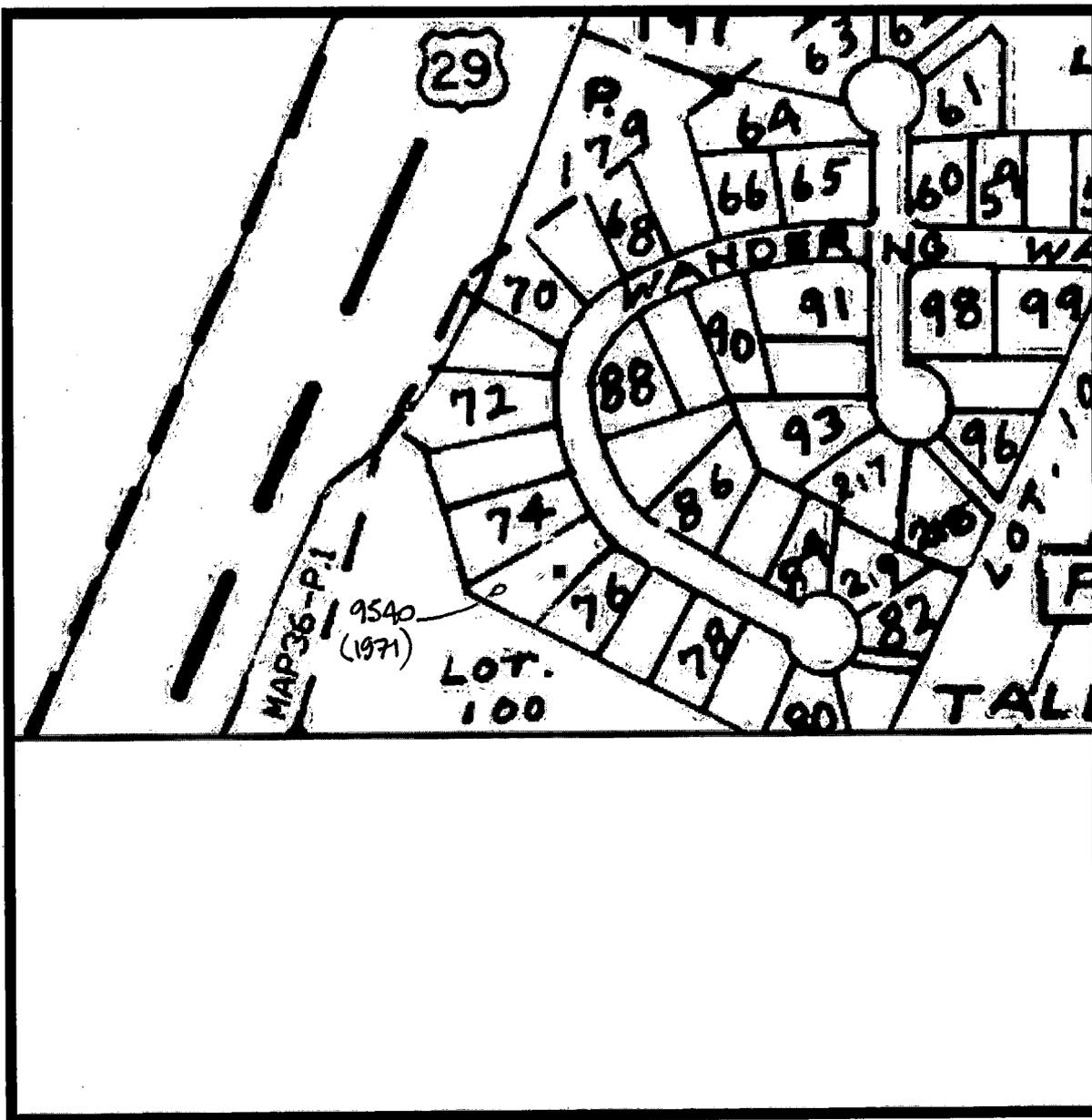
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**Maryland Department of Transportation
State Highway Administration**

580

Parris N. Glendening
Governor

John D. Porcari
Secretary

Parker F. Williams
Administrator

June 26, 2002

Mr. Paul H. Lebowitz
5 English Ivy Court
Rockville MD 20854-2942

Dear Mr. Lebowitz:

This is a follow-up to the letter you received from Montgomery County Councilman Phil Andrews regarding a sound barrier to protect the Orchard Ridge community along southbound I-270 between Falls Road/Maryland Avenue and Wooten Parkway in Montgomery County. Mr. Andrews forwarded a copy of his letter to our office in order that we may be able to respond to you directly. I appreciate the opportunity to provide the following information.

The State Highway Administration (SHA) considers the need for sound barriers in two circumstances, designated "Type I" and "Type II." In "Type I" situations, barriers are considered when a new highway is being built or an existing highway is being expanded. SHA performs an analysis to determine if future noise levels will equal or exceed the impact threshold of 66 decibels and will increase by at least three decibels over the condition of *not* improving the highway, and, if so, whether those noise levels can be reduced for a reasonable cost. Affected homes must predate the approval of the highway improvements. The basis for the requirement of a minimum of a three decibel change is that the human ear can only begin to discern sound level changes between three and five decibels. When I-270 was widened to its current configuration, noise impacts were addressed in the 1984 *Finding of No Significant Impact* document. This document indicates that there were no homes adjacent to the southbound side of Seven Locks Road between Falls Road and what is now Wooten Parkway. Because there were no homes along this section of roadway, a Type I sound barrier evaluation of the area was not warranted.

When a highway already exists and is *not* being expanded—so that Type I criteria do not apply—a community that predates the original highway may be considered for a "Type II," or "retrofit," barrier. The intent of the Type II program is to address areas of noise impact along highways that were built before environmental analyses became a part of the highway development process. All of the following technical criteria must be met for a barrier to be approved: the majority of homes must predate the highway, existing noise levels must equal or exceed the 66 decibel impact threshold; and we must be able to build an effective barrier for \$50,000 or less per benefited home. If these criteria are met, the County in which the community is located must have an ordinance that addresses the impact of noise on new residential development, and the County must agree to fund 20 percent of the barrier cost. SHA has evaluated the Orchard Ridge community for a Type II sound barrier as outlined above. Our investigation has determined that the majority of homes in the Orchard Ridge community were built between 1985 and 1988, after the opening date of I-270 in 1964. Based on this information, the Orchard Ridge community cannot be considered for a Type II sound barrier because it postdates I-270. Also, the Montgomery County Detention Center and the Rockville District County Police Station, built approximately 1975, occupies the property between Seven Locks Road and I-270 along this same section of southbound I-270. Enclosed is a copy of our brochure, *Community Resource Guide On Sound Barriers*, that outlines the State's Sound Barrier Policy.

My telephone number is _____

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

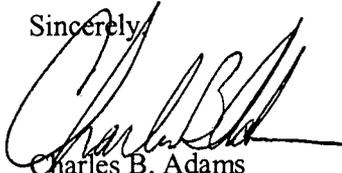
Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

581

Mr. Paul H. Lebowitz
Page Two

Thank you for your interest in the State's Sound Barrier Program. If you have additional questions or concerns, please do not hesitate to contact Ms. Nicole Ross, of our staff, at 410-545-8616 or 1-800-446-5962 or, by e-mail, at nross@sha.state.md.us. She will be happy to assist you.

Sincerely,



Charles B. Adams
Director
Office of Environmental Design

Enclosure

- cc: The Honorable Phil Andrews, Member, Montgomery County Council
- The Honorable Kumar P. Barve, Member, Maryland House of Delegates
- The Honorable Jennie M. Forehand, Member, Senate of Maryland
- The Honorable Michael R. Gordon, Member, Maryland House of Delegates
- The Honorable Cheryl C. Kagan, Member, Maryland House of Delegates
- Ms. Nicole Ross, Special Assistant to the Director, Office of Environmental Design, State Highway Administration
- Mr. Charlie K. Watkins, District Engineer, State Highway Administration

582

Mr. Paul H. Lebowitz
Page Three

bcc: James D. Hade, RLA, Noise Abatement Team Leader, State Highway Administration
Ms. Nanette M. Schieke, State Legislative Officer, Maryland Department of
Transportation
Mr. T.E. Severe, Noise Abatement Team, State Highway Administration

Serial #: None

OED Serial#: None

Noise Customer #: 2599

Responding to letter dated: Follow-up to 06-03-2002 letter from MO Councilman. Phil Andrews to Mr. Paul H. Lebowitz; Mr. Charles Adams was cc'd. on that letter and a copy forwarded to OED/NAT for response to Mr. Lebowitz' request for a sound barrier for his community

Saved: 06/06/02 2:23 PM by: T.E. Severe

N:\OED\NOISE\CORRESP\2002\LEBOWITZPH01.doc

Enclosure

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

Customer Info. View for 2001

Thursday, June 06, 2002 11:23 AM

TSevere

| | | | | | | |
|---------|-------------------|------------|--------------------|------------|----------------------|-------------------------------------|
| ID # | MAP | DATE | Letter or Phone on | LAST NAME | FIRST NAME | Active? |
| 2599 | | 06/06/2002 | Letter | LEBOWITZ | Mr. Paul H. | <input checked="" type="checkbox"/> |
| STREET# | STREET NAME | COUNTY | CITY (Post office) | ZIPCODE | Representative statu | |
| 5 | English Ivy Court | MO | Rockville | 20854-2942 | private | |

Elected Official whom has communicated directly to us on this custome

MO Co Cncl Phil Andrews



| | | | |
|--------------|--------------|----------------|---------------|
| DAY PHONE | HOME PHONE | E-Mail address | COMMUNITY |
| 301-424-0231 | 301-738-0390 | | Orchard Ridge |

| | | |
|------------------------|----------------|-------------|
| Logical Project Limits | ROADWAY: I-270 | BarrierName |
|------------------------|----------------|-------------|

SB I-270 between Maryland Av & Wooten Pkwy, homes are adjacent to Seven Locks Rd

| | | |
|----------|---|-------------|
| RESPONSE | INQUIRY | 2nd Contact |
| | would like barrier along I-270 to protect community | |
| | Last Contact | Researcher |
| | 06/06/2002 | |
| | Primary SHA Contact | Charlie |
| | Construction Projects | |

| | | |
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| FILE LOCATIO | OTHER | Current committmen |
|--------------|-------|--------------------|

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|-------------------------------------|-------------------------|--------------------|-----------------------|
| Do we owe a letter? | Letter Commit due date: | Letter signed date | Reason Letter is Late |
| <input checked="" type="checkbox"/> | 06/19/2002 | | n/a |

LAST action

6-6-02 MO Cncl Andrews forwarded his 6-3-02 letter to Mr. Lebowitz to CBA for response (recd 6-6-02); cc'd Dist. 17; requests SHA look into possible barrier for Orchard Ridge community



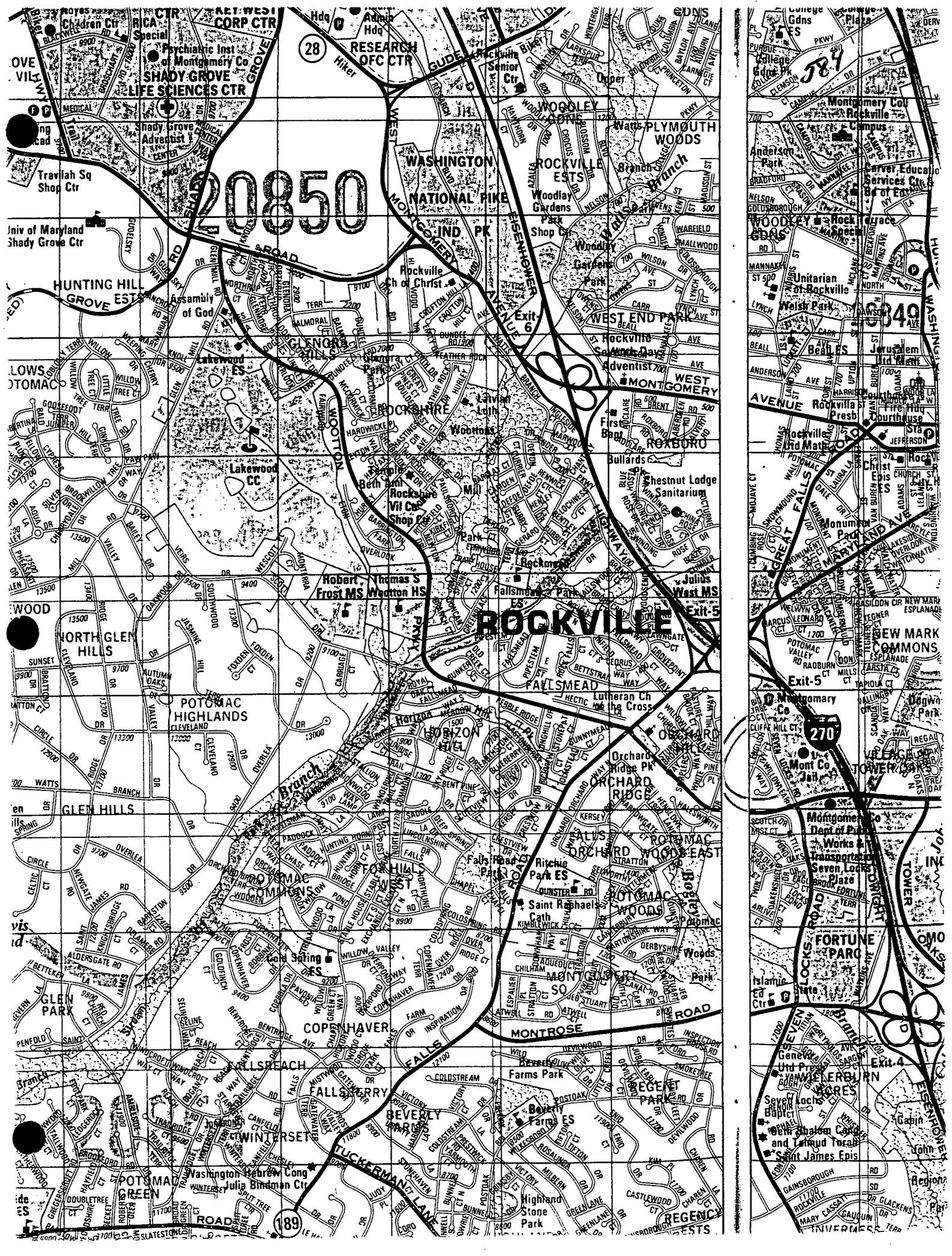
Comments: This field can not be sorted or searched.: OPPE or Hwy rep.current type 1 inf

6-2002 EO's Dist. 17 Sen. Jennie M. Forehand; Dels. Kumar P. Barve; Michael R. Gordon; Cheryl C. Kagan; MO Cncl Phil Andrews
 06-06-02 Research into community shows majority of homes of Orchard Ridge built 1986; date of FONSI for I-270 widening is 09-28-84

Comment Journal, and letter hyperlinks \shadgn\vol1\user\oed\Noise\ibase\Customer_notes\

Consultant Fir 1-888-375-1975 outside MD

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ORCHARD RIDGE

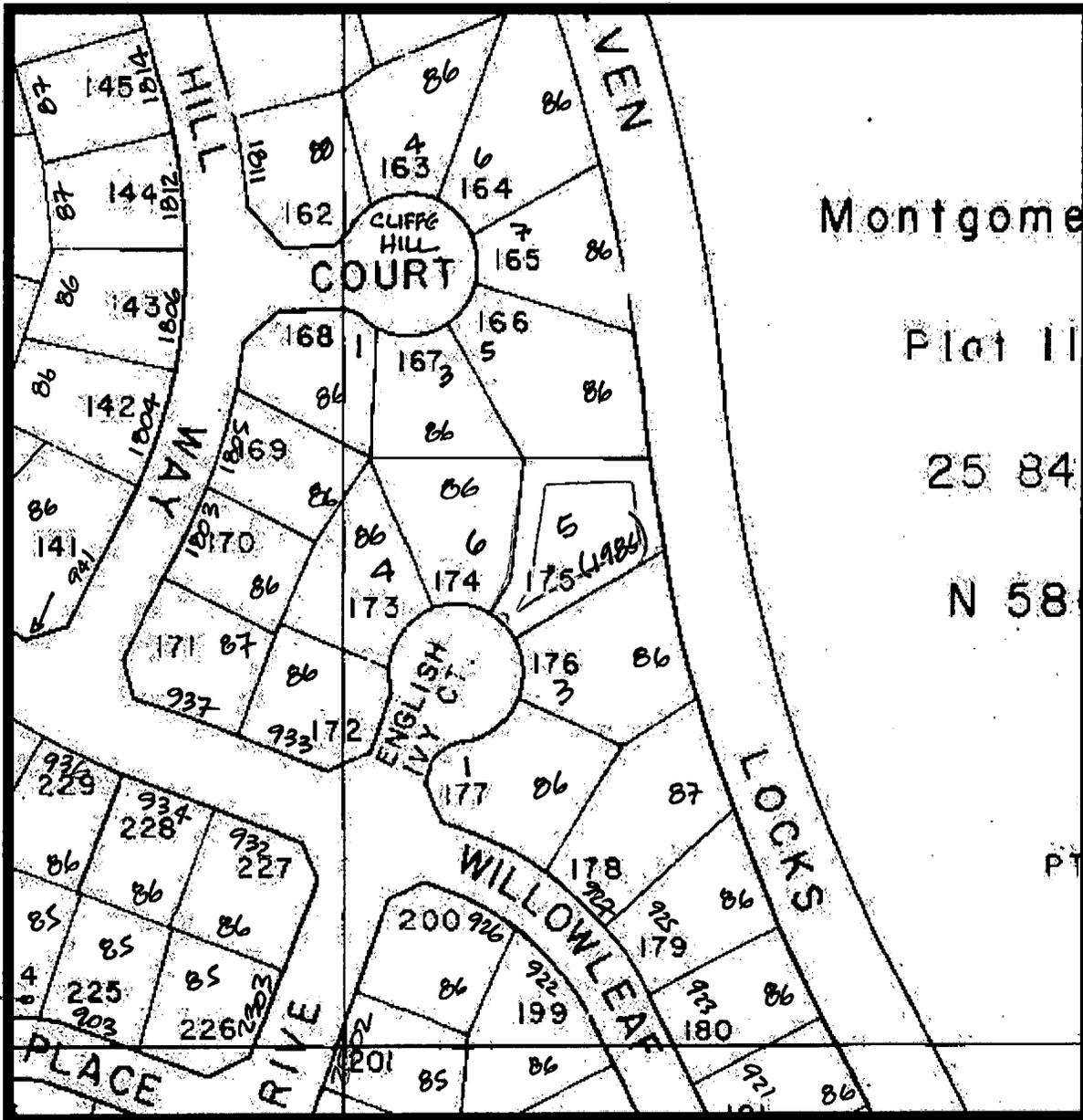
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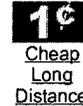


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Lebowitz, Edith S
11410 Strand Dr
Rockville, MD 20852
301-468-1780

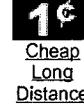
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Lebowitz, Paul
5 English Ivy Court
Rockville, MD 20854
301-424-0231

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Lebowitz, Paul
5 English Ivy Court
Rockville, MD 20854
301-738-0390

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| Name | Account | Street | OWN OCC | Map Parcel |
|------------------------------|-------------|---------------------|---------|------------|
| <u>CRANFORD H BRUCE</u> | 04 02575700 | 1 CLIFFE HILL CT | H | GR21 |
| <u>CHAMBERS KYLE R &</u> | 04 02575697 | 3 CLIFFE HILL CT | H | GR21 |
| <u>CHAZIN HOWARD D &</u> | 04 02575653 | 4 CLIFFE HILL CT | H | GR21 |
| <u>MANDERS NORMAN F</u> | 04 02575686 | 5 CLIFFE HILL CT | H | GR21 |
| <u>ELIEZER SHIMON &</u> | 04 02575664 | 6 CLIFFE HILL CT | H | GR21 |
| <u>SHANNON EDWARD J</u> | 04 02575675 | 7 CLIFFE HILL CT | H | GR21 |
| <u>GALEN RICHARD E &</u> | 04 02575722 | 1803 CLIFFE HILL WA | H | GR21 |
| <u>AZHDAM DAVID</u> | 04 02575573 | 1804 CLIFFE HILL WA | H | GR21 |
| <u>HALPERT DAVID & J</u> | 04 02575711 | 1805 CLIFFE HILL WA | H | GR21 |
| <u>KOGOK ROBERT E &</u> | 04 02575584 | 1806 CLIFFE HILL WA | H | GR21 |
| <u>QUINTERO JUAN D &</u> | 04 02575642 | 1811 CLIFFE HILL WA | H | GR21 |
| <u>TOFIGH AMIR &</u> | 04 02575414 | 1812 CLIFFE HILL WA | H | GR21 |
| <u>HAKIMZADEH SHARIA</u> | 04 02575425 | 1814 CLIFFE HILL WA | H | GR21 |
| <u>ENGEL MARC R & C</u> | 04 02575436 | 1816 CLIFFE HILL WA | H | GR21 |
| <u>KULLEN TODD P & M</u> | 04 02575447 | 1818 CLIFFE HILL WA | H | GR21 |
| <u>EIDELMAN MARK D E</u> | 04 02575458 | 1820 CLIFFE HILL WA | H | GR21 |

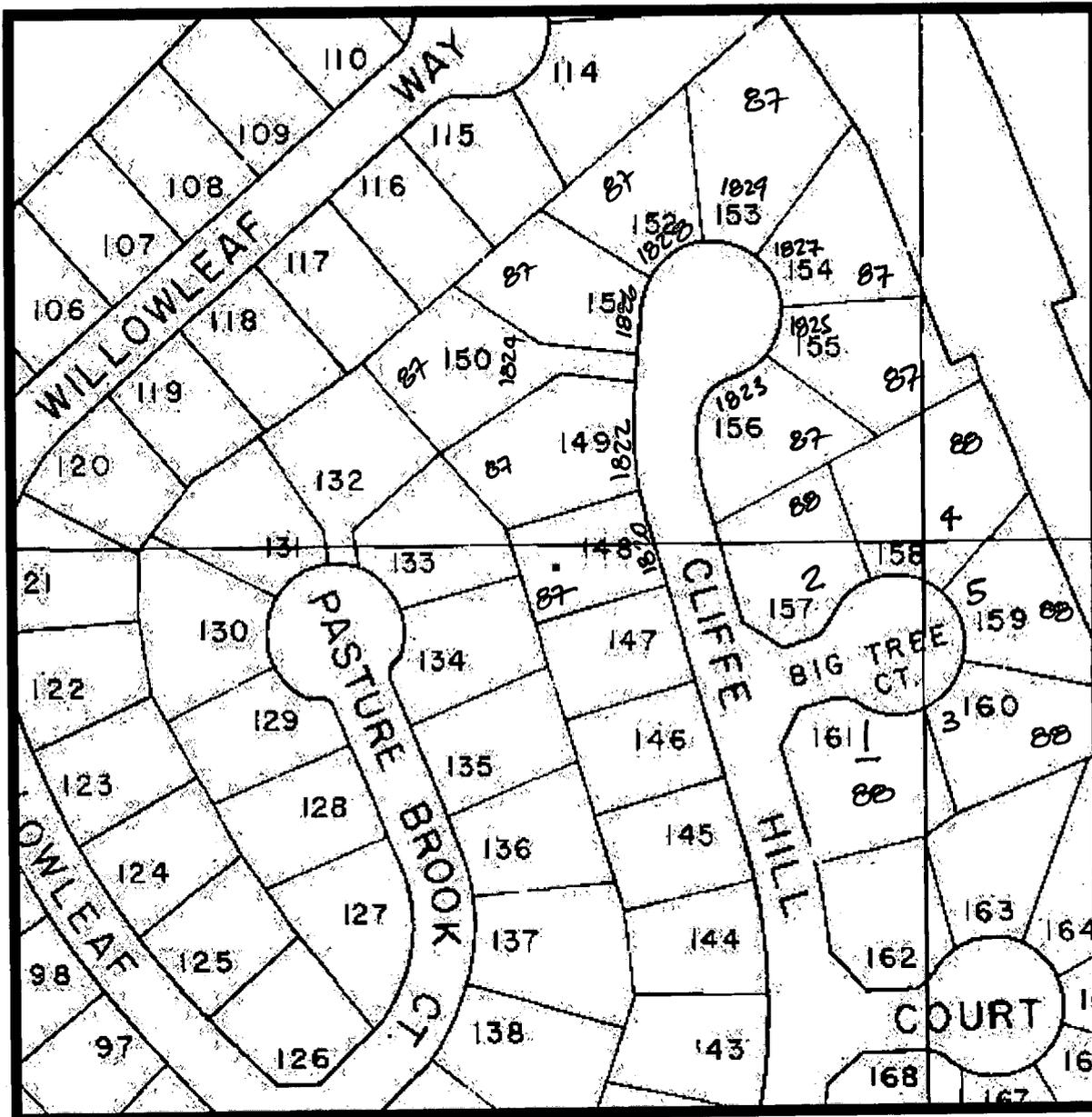
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Thursday, June 06, 2002 11:46 AM

TSevere

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|---------|-----------------|------------|---------------------|------------|----------------------|--------------------------|
| ID # | MAP | DATE | Letter or Phone onl | LAST NAME | FIRST NAME | Active? |
| 395 | E-10 | 06/09/1989 | | GASTFREUND | Ms. Diane | <input type="checkbox"/> |
| STREET# | STREET NAME | COUNTY | CITY (Post office | ZIPCODE | Representative statu | |
| 1828 | Cliffe Hill Way | MO | Rockville | 20854-2900 | | |

Elected Official whom has communicated directly to us on this custome

| | | | |
|-----------|------------|----------------|----------------------------|
| DAY PHONE | HOME PHONE | E-Mail address | COMMUNITY |
| | | | Orchard Ridge/Orchard Hill |

Logical Project Limits

| | |
|--|-------------|
| ROADWAY: I-270 | BarrierName |
| SB I-270 between Maryland Av & Wooten Pkwy, homes are adjacent to Seven Locks Rd | |

| | | |
|--------------|------------|---------------------|
| RESPONSE | INQUIRY | 2nd Contact |
| | | |
| Last Contact | Researcher | Primary SHA Contact |
| | | |
| FILE LOCATIO | OTHER | Current committmen |
| | | |

| | | | |
|---------------------|---|--------------------|-----------------------|
| Do we owe a letter? | Letter Commit due date: | Letter signed date | Reason Letter is Late |
| | | | |
| LAST action | 6-6-02 Owner of Record (as of 10-15-2001) is Mr. and Mrs. Julio E. Garcia | | |
| | | | |

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

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|------------------------------------|
| OPPE or Hwy rep.current type 1 inf |
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Comment Journal, and letter hyperlinks

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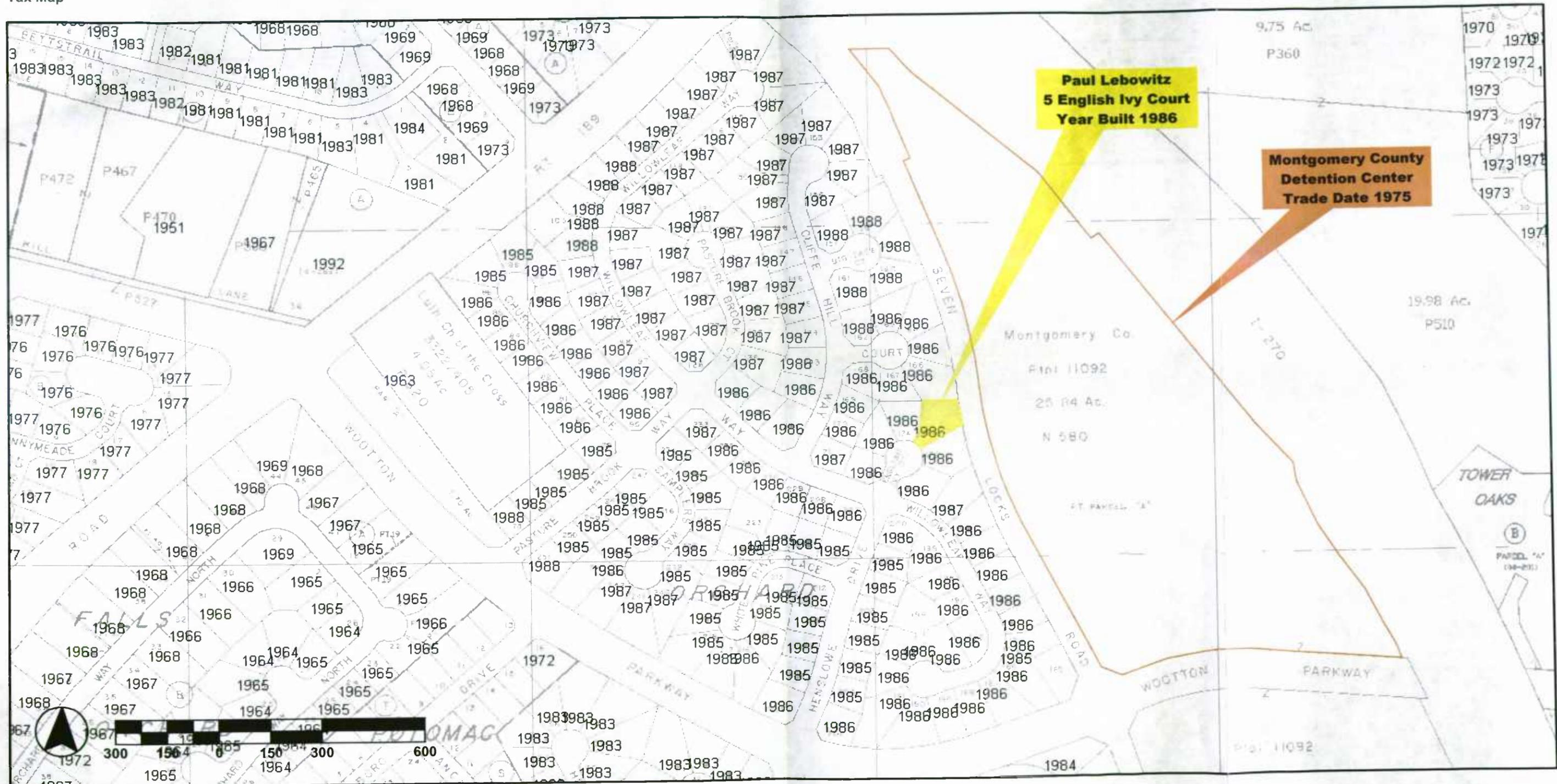
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CONSTRUCTION HISTORY

ORCHARD HILL STUDY AREA

STUDY AREA

Tax Map

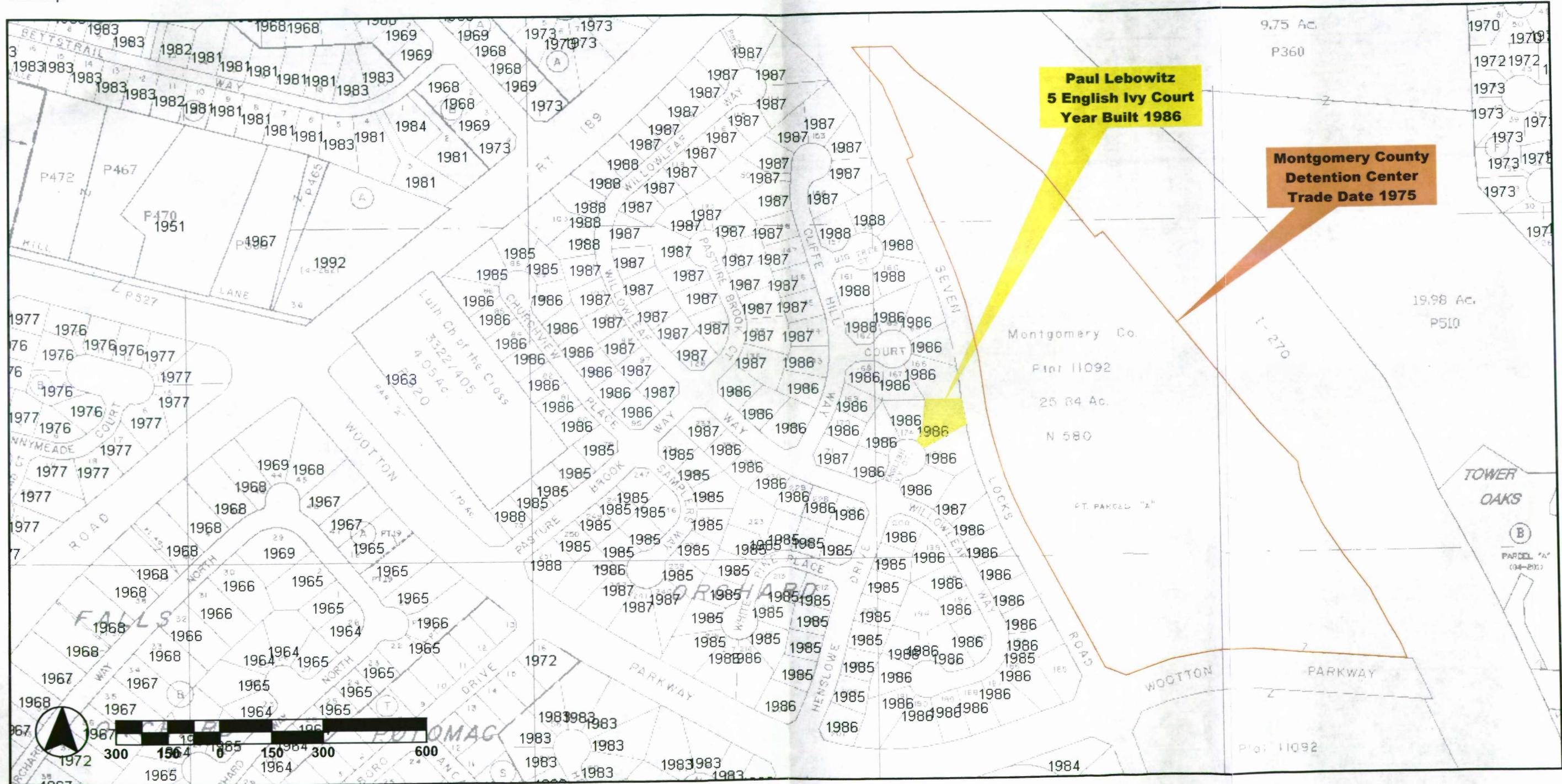


CONSTRUCTION HISTORY

ORCHARD HILL STUDY AREA

STUDY AREA

Tax Map



CONSTRUCTION HISTORY

ORCHARD HILL STUDY AREA

STUDY AREA

Aerial Photograph



CONSTRUCTION HISTORY

ORCHARD HILL STUDY AREA

STUDY AREA

Aerial Photograph





**Maryland Department of Transportation
State Highway Administration**

593

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

November 22, 2002

Ms. Joy Levy
JLevy@dnr.state.md.us

Dear Ms. Levy:

This letter is a follow-up to your recent e-mail message regarding the status of the sound barrier projects in three areas adjacent to I-695 in the Catonsville vicinity that were announced in August 1999 as being eligible for sound barriers. I appreciate the opportunity to provide the following information on the status of these projects.

The three areas along I-695 that are eligible for sound barriers are:

- Catonsville Heights/Edmondson Ridge (outer loop) - between Baltimore National Pike (US 40) and the Edmondson Avenue interchange
- Dunmoore Estates/Eden Terrace (inner loop) - between the Edmondson Avenue and Frederick Road (MD 144) interchanges
- Sylvan Hills/Catonsville Knolls, West Kenwood Avenue (inner and outer loop) - just north of the I-695/Wilkens Avenue interchange

The only area, at the present time, where sound barriers are being constructed is the Sylvan Hills/Catonsville Knolls, West Kenwood Avenue area along both the inner and outer loops of I-695 just north of the I-695/Wilkens Avenue interchange. The sound barriers for this area are being constructed in conjunction with the widening of I-695 that will add a through traffic lane to the outer loop of I-695 from Frederick Road to Southwestern Boulevard. Construction for the widening and the associated sound barriers is currently under way and is anticipated to be completed by the Fall of 2004.

The sound barriers for the other two areas, Catonsville Heights/Edmondson Ridge and Dunmoore Estates/Eden Terrace, must be constructed on retaining walls that need to be designed with the highway improvements for those areas. The sound barriers for these communities will be included with the future widening of I-695, which has not yet been funded.

My telephone number is _____

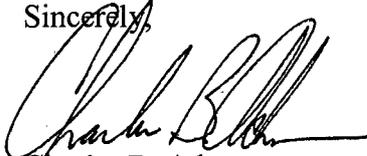
Maryland Relay Service for Impaired Hearing or Speech
1-800-735-2258 Statewide Toll Free

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

Ms. Joy Levy
Page Two

Thank you for your e-mail message and interest in the State's Sound Barrier Program. If you have additional questions or concerns, please do not hesitate to contact Ms. Nicole Ross, of our staff, at 410-545-8616 or 1-800-446-5962 or, by e-mail, at nross@sha.state.md.us. She will be happy to assist you.

Sincerely,



Charles B. Adams
Director
Office of Environmental Design

- cc: The Honorable Edward J. Kasemeyer, Member, Senate of Maryland
- Mr. David J. Malkowski, District Engineer, State Highway Administration
- The Honorable James E. Malone, Jr., Member, Maryland House of Delegates
- Ms. Kate Mazzara, Project Engineer, Office of Highway Design, State Highway Administration
- The Honorable G. Samuel Moxley, Member, Baltimore County Council
- The Honorable Donald E. Murphy, Member, Maryland House of Delegates
- Ms. Nicole Ross, Special Assistant to the Director, Office of Environmental Design, State Highway Administration

Ms. Joy Levy
Page Three

bcc: James D. Hade, RLA, Noise Abatement Team Leader, Office of Environmental Design,
State Highway Administration
Ms. Nanette M. Schieke, State Legislative Officer, Maryland Department of
Transportation
Mr. T.E. Severe, Administrative Assistant, Noise Abatement Team, Office of
Environmental Design, State Highway Administration
Ms. Linda Singer, Community Liaison, State Highway Administration

Serial #: None

OED Serial#: None

Noise Customer #: None

Responding to letter dated: Follow-up to 11-14-2002 e-mail message from Ms. Levy to
"barrier"; she is interested in purchasing a home on Woodlawn Avenue in the Catonsville area
and has been led to believe that sound barriers are to be constructed within the next two years;
she wants to know if this can be confirmed

Saved: 11/15/02 11:11 AM by: T.E. Severe

N:\OED\NOISE\CORRESP\2002\LEVYJ01.doc

596

From: TED SEVERE
To: JLevy@dnr.state.md.us
Subject: Response to 11-14-2002 e-mail message to SHA "barrier . . ."

Dear Ms. Levy:

Thank you for your recent e-mail message regarding sound barriers along I-695 in the Catonsville area of Baltimore County. Mr. Charles Adams, Director of the Office of Environmental Design, has asked me to forward his response to you.

Thank you for contacting the State Highway Administration.

Sincerely,
Ted Severe
Administrative Assistant
Noise Abatement Team
Office of Environmental Design
State Highway Administration

November 22, 2002

Ms. Joy Levy
JLevy@dnr.state.md.us

Dear Ms. Levy:

This letter is a follow-up to your recent e-mail message regarding the status of the sound barrier projects in three areas adjacent to I-695 in the Catonsville vicinity that were announced in August 1999 as being eligible for sound barriers. I appreciate the opportunity to provide the following information on the status of these projects.

The three areas along I-695 that are eligible for sound barriers are:

- Catonsville Heights/Edmondson Ridge (outer loop) - between Baltimore National Pike (US 40) and the Edmondson Avenue interchange
- Dunmoore Estates/Eden Terrace (inner loop) - between the Edmondson Avenue and Frederick Road (MD 144) interchanges
- Sylvan Hills/Catonsville Knolls, West Kenwood Avenue (inner and outer loop) - just north of the I-695/Wilkens Avenue interchange

The only area, at the present time, where sound barriers are being constructed is the Sylvan Hills/Catonsville Knolls, West Kenwood Avenue area along both the inner and outer loops of I-695 just north of the I-695/Wilkens Avenue interchange. The sound barriers for this area are being constructed in conjunction with the widening of I-695 that will add a through traffic lane to the outer loop of I-695 from Frederick Road to Southwestern Boulevard. Construction for the widening and the associated sound barriers is currently under way and is anticipated to be completed by the Fall of 2004.

The sound barriers for the other two areas, Catonsville Heights/Edmondson Ridge and Dunmoore Estates/Eden Terrace, must be constructed on retaining walls that need to be designed with the highway improvements for those areas. The sound barriers for these communities will be included with the future widening of I-695, which has not yet been funded.

Thank you for your e-mail message and interest in the State's Sound Barrier Program. If you have additional questions or concerns, please do not hesitate to contact Ms. Nicole Ross, of our staff, at 410-545-8616 or 1-800-446-5962 or, by e-mail, at nross@sha.state.md.us. She will be happy to assist

597

you.

Sincerely,
Charles B. Adams
Director
Office of Environmental Design

cc: The Honorable Edward J. Kasemeyer, Member, Senate of Maryland
Mr. David J. Malkowski, District Engineer, State Highway Administration
The Honorable James E. Malone, Jr., Member, Maryland House of Delegates
Ms. Kate Mazzara, Project Engineer, Office of Highway Design, State Highway
Administration
The Honorable G. Samuel Moxley, Member, Baltimore County Council
The Honorable Donald E. Murphy, Member, Maryland House of Delegates
Ms. Nicole Ross, Special Assistant to the Director, Office of Environmental Design,
State Highway Administration

CC: NICOLE ROSS

598

From: "Levy, Joy" <JLevy@dnr.state.md.us>
To: "TED SEVERE" <TSevere@sha.state.md.us>
Date: 11/22/02 4:29PM
Subject: RE: Response to 11-14-2002 e-mail message to SHA "barrier . . ."

thank you for the information!

-----Original Message-----

From: TED SEVERE [mailto:TSevere@sha.state.md.us]
Sent: Friday, November 22, 2002 4:13 PM
To: JLevy@dnr.state.md.us
Cc: NICOLE ROSS
Subject: Response to 11-14-2002 e-mail message to SHA "barrier . . ."

Dear Ms. Levy:

Thank you for your recent e-mail message regarding sound barriers along I-695 in the Catonsville area of Baltimore County. Mr. Charles Adams, Director of the Office of Environmental Design, has asked me to forward his response to you.

Thank you for contacting the State Highway Administration.

Sincerely,
Ted Severe
Administrative Assistant
Noise Abatement Team
Office of Environmental Design
State Highway Administration

November 22, 2002

Ms. Joy Levy
JLevy@dnr.state.md.us

Dear Ms. Levy:

This letter is a follow-up to your recent e-mail message regarding the status of the sound barrier projects in three areas adjacent to I-695 in the Catonsville vicinity that were announced in August 1999 as being eligible for sound barriers. I appreciate the opportunity to provide the following information on the status of these projects.

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- Dunmoore Estates/Eden Terrace (inner loop) - between the Edmondson Avenue and Frederick Road (MD 144) interchanges
- Sylvan Hills/Catonsville Knolls, West Kenwood Avenue (inner and outer loop) - just north of the I-695/Wilkens Avenue interchange

599

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The sound barriers for the other two areas, Catonsville Heights/Edmondson Ridge and Dunmoore Estates/Eden Terrace, must be constructed on retaining walls that need to be designed with the highway improvements for those areas. The sound barriers for these communities will be included with the future widening of I-695, which has not yet been funded.

Thank you for your e-mail message and interest in the State's Sound Barrier Program. If you have additional questions or concerns, please do not hesitate to contact Ms. Nicole Ross, of our staff, at 410-545-8616 or 1-800-446-5962 or, by e-mail, at nross@sha.state.md.us. She will be happy to assist you.

Sincerely,
Charles B. Adams
Director
Office of Environmental Design

- cc: The Honorable Edward J. Kasemeyer, Member, Senate of Maryland
- Mr. David J. Malkowski, District Engineer, State Highway Administration
- The Honorable James E. Malone, Jr., Member, Maryland House of Delegates
- Ms. Kate Mazzara, Project Engineer, Office of Highway Design, State Highway Administration
- The Honorable G. Samuel Moxley, Member, Baltimore County Council
- The Honorable Donald E. Murphy, Member, Maryland House of Delegates
- Ms. Nicole Ross, Special Assistant to the Director, Office of Environmental Design, State Highway Administration

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 the Backbone of eMaryland, the Digital State.

600

From: <JLevy@dnr.state.md.us>
To: <barrier@sha.state.md.us>
Date: 11/14/02 3:28PM

Hi - I am buying a home on Woodlawn Avenue in Catonsville. This is located just inside the Beltway between Frederick Road and Edmonson Avenue. I've been told that that section of the Inner Loop is supposed to get a sound barrier within the next year or two. Can you please confirm this? Thanks!
Joy Levy



**Maryland Department of Transportation
State Highway Administration**

691

Parris N. Glendening
Governor

John D. Porcari
Secretary

Parker F. Williams
Administrator

October 11, 2002

Ms. Yuanjun Li
8737 Ruppert Court
Ellicott City MD 21043-5451

Dear Ms. Li:

Thank you for your recent e-mail messages to Mr. James Hade, our Noise Abatement Team Leader, regarding the highway traffic noise evaluation for northbound US 29 between MD 103 (Montgomery Road) and Frederick Road in Howard County. I appreciate the opportunity to respond to your inquiry.

The State Highway Administration (SHA) will send a representative to the Ellicott's Choice Townhome Association meeting to be held October 23, 2002, at 7:00 p.m. at the Ellicott Mills Middle School, 4445 Montgomery Road, Ellicott City. Our representative will be able to provide the latest information regarding the sound barrier investigation along northbound US 29 adjacent to the community.

You suggested that we utilize the Federal Highway Administration Traffic Noise Model (TNM) program, version 2.0. Mr. Kenneth Polcak, our Noise Abatement Team's Environmental Analyst, is a member of the Transportation Research Board (TRB) and was a member of the TRB review panel for the TNM program. SHA's Noise Abatement Team is currently using TNM 2.0 for its computer modeling.

Thank you again for your e-mail messages and continuing interest in the State's Sound Barrier Program. If you have additional questions or concerns, please do not hesitate to contact Mr. Hade at 410-545-8599 or 1-800-446-5962 or, by e-mail, at jhade@sha.state.md.us. He will be happy to assist you.

Sincerely,

Charles B. Adams
Director
Office of Environmental Design

cc: The Honorable Gail H. Bates, Member, Maryland House of Delegates
Mr. Robert L. Fisher, District Engineer, State Highway Administration
The Honorable Robert L. Flanagan, Member, Maryland House of Delegates
James D. Hade, RLA, Noise Abatement Team Leader, State Highway Administration
The Honorable Robert H. Kittleman, Member, Senate of Maryland
The Honorable Christopher Merdon, Member, Howard County Council
Mr. Kenneth D. Polcak, Environmental Analyst, Noise Abatement Team, Office of Environmental Design, State Highway Administration

My telephone number is _____

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

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

Ms Yuanjun Li
Page Two

bcc: Ms. Nicole Ross, Special Assistant to the Director, Office of Environmental Design, State Highway Administration
Ms. Nanette M. Schieke, State Legislative Officer, Maryland Department of Transportation
Mr. T.E. Severe, Noise Abatement Team, State Highway Administration

Serial #: None

OED Serial#: None

Noise Customer #: 2429

Responding to letter dated: Follow-up to 2 e-mail messages from Ms. Li to Mr. James Hade requesting update on status of noise study of community that can be presented at association meeting on 10-23-2002; asked that SHA send representatives (engineers) to that meet to respond to questions and also asked to RSVP by 10-09-2002 (the date the association is setting the 10-23 meeting agenda); 2nd e-mail suggested that SHA utilize latest FHWA Traffic Noise Model program (TNM2.0)

Saved: 10/04/02 11:45 AM by: T.E. Severe

N:\OED\NOISE\CORRESP\2002\LI02.doc

603

From: "Yuanjun Li" <yuanjunl@hotmail.com>
To: <jhade@sha.state.md.us>
Date: 10/2/02 3:51PM
Subject: US 29 Sound Barrier Issues

To: James Hade, SHA
From: Yuanjun Li, Ellicott City, Howard County
Date: 10/2/02
Re: US 29 Sound Barrier Issues

Dear Mr. Hade:

I greatly appreciate the follow-up letter, dated of 5/10/02, from Mr. Charles Adams, Director of SHA Environmental Design Office, to respond my inquiry regarding the US29 sound barrier analysis issues (for Ellicott's Choice Community, Toll House Road).

Mr. Adams' letter informed that the evaluation of the Type I sound barrier is still on-going and SHA will conduct a community meeting to share the results of the analysis. I would like to request for the process status update again. There will be a community meeting for Ellicott's Choice Community on October 23, Wednesday, 7:00pm at Ellicott Mills Middle School. It was scheduled by the Board of Directors of the Ellicott's Choice Townhome Association for its community business. Residents may ask about US29 sound barrier issue again at the meeting as happened in the previous meeting. I hope I will have something to update them. If SHA could send a few engineers to explain to the community directly at the meeting, it would be the best. Please let me know as soon as possible since the Board is going to put together a meeting agenda by next Thursday, 10/9/02.

- 4445 Mount. Rd
E.C.

Thank you.

--Yuanjun

=====
Ms. Yuanjun Li
8737 Ruppert
Ellicott City, MD 21043
410-480-2678
yuanjunl@hotmail.com
=====

Send and receive Hotmail on your mobile device: <http://mobile.msn.com>

CC: <cadams@sha.state.md.us>, <cmerdon@co.ho.md.us>, <halphyl@connext.net>, <yuanjunl@hotmail.com>

604

From: "Yuanjun Li" <yuanjunl@hotmail.com>
To: <jhade@sha.state.md.us>
Date: 10/2/02 4:47PM
Subject: FYI: FHWA TNM - Model for Noise Impacts

To: James Hade, SHA
From: Yuanjun Li, Ellicott City, Howard County
Date: 10/2/02
Re: US 29 Sound Barrier Issues

Dear Mr. Hade,

I just sent you an email regarding the US 29 noise barrier issue today. Now I would like to provide some additional information on the new state-of-the-art computer model used for predicting noise impacts in the vicinity of highways - FHWA Traffic Noise Model (TNM). The introduction can be found in an article (FHWA Model Predicts Noise Impacts) published in "Public Roads" March/April 2002 issue.
<http://www.volpe.dot.gov/acoustics/proj2.html>

for more information, please visit FHWA TNM Web site:
<http://www.thewalljournal.com/a1f04/tnm>

Other Information:
Volpe Center Acoustics Facility Web site
<http://www.volpe.dot.gov/acoustics/index.html>
and
FHWA Highway Traffic Noise Web site
<http://www.fhwa.dot.gov/environment/noise.htm>

To purchase TNM version 2.0, please visit McTrans Web site (<http://mctrans.ce.ufl.edu/>), or contact
McTrans Center
University of Florida
2088 Northeast Waldo Road
Gainesville, FL 32609
352-392-0378; 352-392-3224 fax

I'm not trying to sell any products for them. I believe that you and your co-workers are all experts in highway environment impact analysis. I'm sure you have already known about or even is using this new technology. I just hope that this new model can help to speed up the evaluation of US 29 noise impacts.

Thank you for your attention.

--Yuanjun

=====
Ms. Yuanjun Li
8737 Ruppert
Ellicott City, MD 21043
410-480-2678
yuanjunl@hotmail.com
=====

605

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CC: <cadams@sha.state.md.us>, <cmerdon@co.ho.md.us>, <halphyl@connext.net>,
<yuanjunl@hotmail.com>

606

From: JIM HADE
To: TED SEVERE
Date: 10/4/02 9:50AM
Subject: Yuanjun Li, two inbounds

Ted:
Please start a folder for Ms. Li.

Thanks
Jim

CC: NICOLE ROSS

Customer Info. View for 2001

Friday, October 04, 2002 10:47 AM

TSevere

| | | | | | | |
|---------|---------------|------------|--------------------|------------|----------------------|-------------------------------------|
| ID # | MAP | DATE | Letter or Phone on | LAST NAME | FIRST NAME | Active? |
| 2429 | | 06/27/2001 | E-mail | LI | Ms. Yuanjun | <input checked="" type="checkbox"/> |
| STREET# | STREET NAME | COUNTY | CITY (Post office) | ZIPCODE | Representative statu | |
| 8737 | Ruppert Court | HO | Ellicott City | 21043-5451 | private | |



| | | | |
|---|----------------|--------------------|--|
| Elected Official whom has communicated directly to us on this custome | | | |
| DAY PHONE | HOME PHONE | E-Mail address | COMMUNITY |
| 410-732-0500 X1055 | 410-480-2678 | yuanjunl@hotmail.c | Bluffs at Ellicott Mills/Toll House/Keywaydi |
| Logical Project Limits | ROADWAY: US 29 | BarrierName | |

NB US 29 from MD 103 to US 40

| | | |
|--------------|---|-----------------------|
| RESPONSE | INQUIRY | 2nd Contact |
| | wants sound barrier on NB side of US 29 | |
| Last Contact | Researcher: | Primary SHA Contact |
| 10/02/2002 | | Natalie |
| | Current committmen | Construction Projects |

| | | |
|--------------|-------|--|
| FILE LOCATIO | OTHER | perform add'l investigation and report results by end-Oct 2001 |
|--------------|-------|--|

| | |
|---|------------------------------------|
| Do we owe a letter? <input checked="" type="checkbox"/> | Letter Commit due date: 07/03/2001 |
| Letter signed date: 07/02/2001 | Reason Letter is Late: n/a |

LAST action |

10-4-02 Ms. Li sent 2 e-mails to Jim Hade; requests update on status of noise evaluation; asks SHA to send reps to 10-23-02 Ass'n meeting w/RSVP before 10-9-02 to set agenda; suggests SHA use TNM2.0 if not already doing so



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

06/2001 EO's Dist. 14B Sen. Robert H. Kittleman; Dels. Robert L. Flanagan; Gail H. Bates; HO Cnd. Christopher Merdon Ms. Li is Senior Transportation Planner for the Baltimore Metropolitan Council, 2700 Lighthouse Point, Suite 310, Baltimore MD 21224-4774; Phone number is above Home phone number is also a FAX number. 5-1-02 Ms. Li e-mailed Jim Hade; wants results of Toll House evaluation and when meeting will be held (promised by end-Mar 2002); wants copy of info on SB US29 sound barrier 12-13-01 Ms. Li emailed & requested that all cc's on 12-6-01 letter be notified that issues are for place of residence & not business - also to please use home address - looking forward to receipt of evaluation report 12-6-01 Letter sent (post-HO Co CTP Mtg on 11-8-01) - discussed reflected noise and that Bluffs at Ellicott Mills/Toll House/Keywaydin comm being evaluated for a Type I barrier (expansion of US 29) - results due by end-Jan 2002 9/4/01 - sent interim letter stating additional analysis being done with results by end-Oct 2001 9-5-01 Ms. Li called and spoke with Jim Hade 7-31-01 Ms. Li sent in letter with many technical questions that require additional investigation and analysis - results to be provided by end-Oct 2001 07/02/01 - bad news - fails Type I for no 3 dBA increase over no-build - fails Type II for postdating US 29

Comment Journal, and letter hyperlinks | \shadgn\vol1\user\oed\Noise\Dbase\Customer_notes

Consultant Fir | 1-888-375-1975 outside MD

To Meet 100% of our Commitments!



**Maryland Department of Transportation
State Highway Administration**

609

Parris N. Glendening
Governor

John D. Porcari
Secretary

Parker F. Williams
Administrator

May 10, 2002

Ms. Yuanjun Li
8737 Ruppert Court
Ellicott City MD 21403-5451

Dear Ms. Li:

This letter is a follow-up to your recent e-mail message requesting an update on the status of the noise barrier analysis for the Toll House community along northbound US 29 between MD 103 and Frederick Road in Howard County. I appreciate your patience while we have been conducting our evaluation and the opportunity to provide the following information.

The evaluation of the Toll House community for a Type I sound barrier is still on-going. We apologize for the delays in reporting the findings on the community. Unforeseen issues have arisen during the investigation and are still being evaluated. The noise report for southbound US 29 between MD 99 and MD 100 has not been finalized. We will be happy to provide you with copies of both reports when they become available. We will also organize and conduct a community meeting to share the results of the analysis.

Thank you for your e-mail message and continuing patience during this evaluation. If you have additional questions or concerns, please do not hesitate to Mr. James Hade, our Noise Abatement Team Leader, at 410-545-8599 or 1-800-446-5962 or, by e-mail, at jhade@sha.state.md.us. He will be happy to assist you.

Sincerely,

Charles B. Adams

Director

Office of Environmental Design

cc: The Honorable Gail H. Bates, Member, Maryland House of Delegates
Mr. Robert L. Fisher, District Engineer, State Highway Administration
The Honorable Robert L. Flanagan, Member, Maryland House of Delegates
James D. Hade, RLA, Noise Abatement Team Leader, Office of Environmental Design,
State Highway Administration
The Honorable Robert H. Kittleman, Member, Senate of Maryland
The Honorable Christopher Merdon, Member, Howard County Council

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

610

Ms. Yuanjun Li
Page Two

bcc: Ms. Nicole Ross, Special Assistant to the Director, Office of Environmental Design, State Highway Administration
Ms. Nanette M. Schieke, State Legislative Officer, Maryland Department of Transportation
Mr. T.E. Severe, Noise Abatement Team, State Highway Administration

Serial #: None

OED Serial#: None

Noise Customer #: 2429

Responding to letter dated: Follow-up to 05-01-2002 e-mail message from Ms. Li to Mr. James Hade requesting update on analysis for Toll House community along NB US 29 between MD 103 and Frederick Road; she also requested a copy of study for southbound US 29 (same general location along US 29 and across the highway from the Toll House communities); she would like to have this information to present to the Ellicott's Choice Townhouse Association at their early June 2002 meeting

Saved: 05/01/02 2:48 PM by: T.E. Severe
N:\OED\NOISE\CORRESP\2002\LI01.doc

611

From: JIM HADE
To: TED SEVERE
Date: 5/1/02 10:52AM
Subject: Re: US 29 sound barrier issue

Ted:

Please initiate a response folder. I'll speak with Charlie on what we'll say.

Jim

>>> "Yuanjun Li" <yuanjunl@hotmail.com> 05/01/02 10:16AM >>>
May 1, 2002

Dear Mr. Hade,

Thank you for SHA's letter of February 8, 2002, from Mr. Charles Adams, regarding the sound barrier issue. It indicated in the letter that an update on this issue would be provided by the end of March and a community meeting would be scheduled to respond to any questions that remain.

I appreciate your response and still waiting for the update. Since the study for US 29 Southbound sound barrier has been done and the decision has been made, I would like to obtain a report on that as well.

The residents in our community (Ellicott's Choice of the Toll House area) are expecting to receive the study results from SHA soon. The Ellicott's Choice Townhouse Association has formed a Task Force on this issue. Mr. Adam's letter was copied to all Board members and an update was given to the residents at the community meeting of February 19, 2002. We hope to give them another update in early June.

Thank you for your attention. We look forward to your reply.

Sincerely,

Yuanjun Li

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<http://www.hotmail.com>

CC: DENNIS HASKINS; NICOLE ROSS

Customer Info. View for 2001

Wednesday, May 01, 2002 11:15 AM

TSevere

| | | | | | | |
|---------|---------------|------------|--------------------|------------|----------------------|-------------------------------------|
| ID # | MAP | DATE | Letter or Phone on | LAST NAME | FIRST NAME | Active? |
| 2429 | | 06/27/2001 | E-mail | LI | Ms. Yuanjun | <input checked="" type="checkbox"/> |
| STREET# | STREET NAME | COUNTY | CITY (Post office) | ZIPCODE | Representative statu | |
| 8737 | Ruppert Court | HO | Ellicott City | 21043-5451 | private | |



| | | | |
|---|----------------|-------------------|--|
| Elected Official whom has communicated directly to us on this custome | | | |
| DAY PHONE | HOME PHONE | E-Mail address | COMMUNITY |
| 410-732-0500 X1055 | 410-480-2678 | yuanjun@hotmail.c | Bluffs at Ellicott Mills/Toll House/Keywaydi |
| Logical Project Limits | ROADWAY: US 29 | BarrierName | |

NB US 29 from MD 103 to US 40

| | | |
|--------------|---|---------------------|
| RESPONSE | INQUIRY | 2nd Contact |
| | wants sound barrier on NB side of US 29 | |
| Last Contact | Researcher: | Primary SHA Contact |
| 05/01/2002 | | Natalie |

Construction Projects

| | | |
|--------------|-------|--|
| FILE LOCATIO | OTHER | Current commitmen |
| | | perform add'l investigation and report results by end-Oct 2001 |

Hot Projects

| | | |
|-------------------------------------|-------------------------|------------|
| Do we owe a letter? | Letter Commit due date: | 07/03/2001 |
| <input checked="" type="checkbox"/> | Letter signed date | 07/02/2001 |
| | Reason Letter is Late | n/a |



ALL Projects

LAST action

5-1-02 Ms. Li e-mailed Jim Hade; wants results of Toll House evaluation and when meeting will be held (promised by end-Mar 2002); wants copy of info on SB US29 sound barrier



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

06/2001 EO's Dist. 14B Sen. Robert H. Kittleman; Dels. Robert L. Flanagan; Gail H. Bates; HO Cnd. Christopher Merton Ms. Li is Senior Transportation Planner for the Baltimore Metropolitan Council, 2700 Lighthouse Point, Suite 310, Baltimore MD 21224-4774; Phone number is above Home phone number is also a FAX number. 12-13-01 Ms. Li emailed & requested that all cc's on 12-6-01 letter be notified that issues are for place of residence & not business - also to please use home address - looking forward to receipt of evaluation report 12-6-01 Letter sent (post-HO Co CTP Mtg on 11-8-01) - discussed reflected noise and that Bluffs at Ellicott Mills/Toll House/Keywaydin comm being evaluated for a Type I barrier (expansion of US 29) - results due by end-Jan 2002 9/4/01 - sent interim letter stating additional analysis being done with results by end-Oct 2001 9-5-01 Ms. Li called and spoke with Jim Hade 7-31-01 Ms. Li sent in letter with many technical questions that require additional investigation and analysis - results to be provided by end-Oct 2001 07/02/01 - bad news - fails Type I for no 3 dBA increase over no-build - fails Type II for postdating US 29

Comment Journal, and letter hyperlinks \\shadgn\vol1\user\oed\Noise\Ibase\Customer_notes\

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To Meet 100% of our Commitments!



**Maryland Department of Transportation
State Highway Administration**

Parris N. Glendening
Governor

John D. Porcari
Secretary

Parker F. Williams
Administrator

February 8, 2002

«Title» «FirstName» «LastName»«Suffix»
«MailAddress»

Dear «Title2» «LastName»:

This letter is to provide an update on the status of the highway noise level evaluation for the Bluffs at Ellicott Mills, Toll House and Keywaydin communities along northbound US 29 between MD 103 (Montgomery Road) and Frederick Road in Howard County. I appreciate your patience and apologize for the delays while we have been working on this evaluation.

The State Highway Administration is continuing the evaluation of this matter, which has taken longer than anticipated. We hope to be able to resolve the issues and provide you with an update by the end of March of this year. We will schedule a community meeting at that time to respond to any questions that may remain.

Thank you again for your patience as we continue to conduct our evaluation. If you have any questions or concerns as we finish our investigation, please do not hesitate to contact Mr. James Hade, our Noise Abatement Team Leader, at 410-545-8599 or 1-800-446-5962 or, by e-mail, at jhade@sha.state.md.us. He will be happy to assist you.

Sincerely,

Charles B. Adams
Director
Office of Environmental Design

cc: The Honorable Gail H. Bates, Member, Maryland House of Delegates
Mr. Robert L. Fisher, District Engineer, State Highway Administration
The Honorable Robert L. Flanagan, Member, Maryland House of Delegates
James D. Hade, RLA, Noise Abatement Team Leader, State Highway Administration
The Honorable Robert H. Kittleman, Member, Senate of Maryland
The Honorable Christopher Merdon, Member, Howard County Council

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

«Title» «Title» «LastName»«Suffix»

Page Two

bcc: Ms. Nanette M. Schieke, State Legislative Officer, Maryland Department of
Transportation
Mr. T.E. Severe, Noise Abatement Team, State Highway Administration

Serial #: None

OED Serial#: None

Noise Customer #: 2429

Responding to letter dated: Interim update on evaluation for Toll House/Bluffs at Ellicott
Mills/Keyway in communities along NB US 29 from MD 103 (Montgomery Road) to Frederick
Road) in Howard County

Saved: 01/29/02 4:24 PM by: T.E. Severe

N:\OED\NOISE\CORRESP\2002\RUPPERTCT01M.doc

615

| Title | FirstName | LastName | Suffix | Title2 | Text | MailAddress |
|---------------|-------------|-----------|--------|------------|------|---|
| The Honorable | Robert H. | Kittleman | | Senator | | Senate of Maryland 429 Miller Senate Building 11 Bladen Street Annapolis MD 21401-1991 |
| The Honorable | Robert L. | Flanagan | | Delegate | | Maryland House of Delegates 405 Lowe House Office Building 6 Governor Bladen Boulevard Annapolis MD 21401-1991 |
| The Honorable | Christopher | Merdon | | Councilman | | Howard County Council 3430 Court House Drive Ellicott City MD 21043-4392 |
| Mr. | Eric | Guy | | Mr. | | Tollhouse Condominium Association 8873 Manahan Drive Ellicott City MD 21043-5400 |
| Mr. | Robert | Anderson | | Mr. | | President The Bluffs at Ellicott Mills 8601 Joseph Ellicott Court Ellicott City MD 21043-5457 |
| Ms. | Yuanjun | Li | | Ms. | | 8737 Ruppert Court Ellicott City MD 21043-5451 |



**Maryland Department of Transportation
State Highway Administration**

November 27, 2002

Parris N. Glendening
Governor

John D. Porcari
Secretary

Parker F. Williams
Administrator

Mr. George A. Link, Jr.
Vice President
Seminary Ridge Owners Association, Inc.
18 Scottsdale Court
Lutherville-Timonium MD 21093-4714

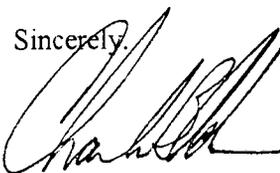
616

Dear Mr. Link:

This letter is a follow-up to the Seminary Ridge Owners Association meeting on November 21. We thank you for extending an invitation to Mr. Kenneth Polcak, our Noise Abatement Team's Environmental Analyst, to attend the meeting to respond to questions and concerns from your association's members regarding the recently completed sound barrier along the outer loop of I-695 from Thornton Road to Joppa Road. I appreciate the opportunity to respond to your group's concerns.

Based on our previous commitment to the Seminary Ridge community, the State Highway Administration will perform a noise measurement study to verify the sound barrier's performance. In order to provide the best before and after picture, we will select the sites used for previous noise studies done before the installation of the sound barrier. We anticipate taking the necessary measurements by the Spring of 2003. The taking of noise level measurements is dependent on the weather conditions and we appreciate your patience and understanding during these winter months where the weather conditions can be an impediment to our field activities. This work will be performed by one of our noise consultants who will contact the respective homeowners prior to setting up their equipment and taking the measurements.

Thank you again for your invitation to Mr. Polcak and your continuing interest in the State's Sound Barrier Program. If you have additional questions or concerns, please do not hesitate to contact Ms. Nicole Ross, also of our staff, at 410-545-8616 or by e-mail. at nross@sha.state.md.us. She will be happy to assist you.

Sincerely,


Charles B. Adams
Director
Office of Environmental Design

cc: The Honorable James W. Campbell, Member, Maryland House of Delegates
The Honorable Barbara A. Hoffman, Member, Senate of Maryland
Mr. David J. Malkowski, District Engineer, State Highway Administration
The Honorable Maggie L. McIntosh, Member, Maryland House of Delegates
Mr. Kenneth D. Polcak, Environmental Analyst, Noise Abatement Team, Office of Environmental Design, State highway Administration
The Honorable Samuel I. Rosenberg, Member, Maryland House of Delegates
Ms. Nicole Ross, Special Assistant to the Director, Office of Environmental Design, State Highway Administration
The Honorable Wayne M. Skinner, Member, Baltimore County Council
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

617

Mr. George A. Link, Jr.
Page Two

bcc: James D. Hade, RLA, Noise Abatement Team Leader, Office of Environmental Design,
State Highway Administration
Ms. Nanette M. Schieke, State Legislative Officer, Maryland Department of Transportation
Mr. T.E. Severe, Administrative Assistant, Noise Abatement Team, Office of Environmental
Design, State Highway Administration

Serial #: None

OED Serial#: None

Noise Customer #: 2651

Responding to letter dated: Follow-up to 11-21-2002 Seminary Ridge Owners Association meeting;
Mr. Ken Polcak attended the meeting to respond to questions from the group's members concerning the
recently completed sound barrier adjacent to the community along the outer loop of I-695 from Thornton
Road to Joppa Road

Saved: 11/22/02 3:16 PM by: T.E. Severe

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Maryland Department of Transportation
State Highway Administration

OFFICE OF ENVIRONMENTAL DESIGN

from the desk of Ken Polcak

Letter: to George A. Link
Sennary Ridge

Following up to 11/21 meeting
attended by me (KDP).

Based on past commitment
we will proceed w/ meas.
study to "validate the
existing, ~~ground~~ exterior
ground level noise levels"
targeting specifically
sites measured in previous
studies ^{done} prior to barrier being
built.

PAMELA W. LINK
18 SCOTTSDALE CT.
LUTHERVILLE, MD 21093

619

November 5, 2002

Mr. Ken Polcak
State Highway Administration
Landscape Department
707 N. Calvert Street
Baltimore, Maryland 21202

Dear Ken:

Thank you for making my chore of a phone call last week a pleasure.

I confirmed the date of our Seminary Ridge Owners Association Meeting and have written a formal request as you advised (attached).

Having you as our speaker to discuss and answer pertinent questions (as well as why the barriers on the church side of the beltway are higher, etc.) would be wonderful.

(My car died - well - better it than me; and, the letter to Mr. Adams was in the shop with my car. Just when I thought I was off to a good start.)

Thanks again for speaking with me.

Sincerely,

Pam Link

(410-296-2880)

Seminary Ridge Owners Association Inc.

18 Scottsdale Court
Lutherville, Maryland 21093
410-296-2880

November 1, 2002

FEDERAL EXPRESS

Mr. Charles Adams, Director
Office of Environmental Design
State Highway Administration
707 N. Calvert Street
Baltimore, Maryland 21202

Subject: Request for Speaker - November 21, 2002, 8:00 p.m.

For: Seminary Ridge Owners Association Annual Meeting

Location: Lutherville Elementary School
1700 York Road - Library
Lutherville, Maryland 21093

Dear Mr. Adams:

We would like to request that Mr. Ken Polcak be our Guest Speaker to address the topic of Beltway Noise as it affects our residents.

Specifically, we are requesting the results (and explanations thereof) of the original Noise Studies performed at each location prior to the installation of the sound barriers.

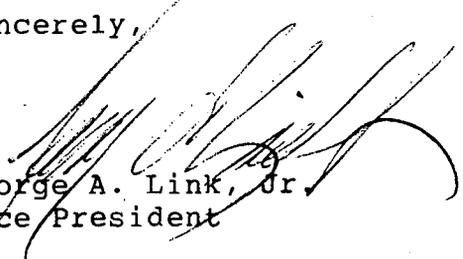
For comparison purposes, we request Noise Studies be performed at the exact same locations as the original ones. We realize that these readings, to be a fair comparison, need to be taken at a time consistent with the original decibal readings (environmental conditions, season, etc.). Possibly we could be advised of an expected scheduling date for these at our meeting.

The numerous complaints from our residents have been constant before and after the installation of the sound barriers. The expertise of your speaker would provide our residents with an invaluable understanding of the performance and expectations of these barriers.

We are extremely hopeful that you will be able to schedule us.

Thank you for your consideration.

Sincerely,



George A. Link, Jr.
Vice President

pwl

621

Customer Info. View for 2001

Friday, November 22, 2002 01:17 PM

TSevere

| | | | | | | |
|---------|------------------|------------|---------------------|------------|-----------------------|-------------------------------------|
| ID # | MAP | DATE | Letter or Phone onl | LAST NAME | FIRST NAME | Active? |
| 2651 | | 11/12/2001 | Letter | LINK | Mr. & Mrs. George A., | <input checked="" type="checkbox"/> |
| STREET# | STREET NAME | COUNTY | CITY (Post office) | ZIPCODE | Representative statu | |
| 18 | Scottsdale Court | BA | Lutherville-Timon | 21093-4714 | community repre | |

| | | | |
|---|--------------|----------------|-----------|
| Elected Official whom has communicated directly to us on this custome | Find Next | | |
| DAY PHONE | HOME PHONE | E-Mail address | COMMUNITY |
| | 410-296-2880 | | Longford |

| | | |
|--|----------------|-------------|
| Logical Project Limits | ROADWAY: I-695 | BarrierName |
| outer loop I-695 between I-83 and Joppa Rd (?) | | |

| | | |
|----------|--|-----------------------|
| RESPONSE | INQUIRY | 2nd Contact |
| | wants Ken Polcak to attend 11-21-02 ass'n meeting to provide noise info on community | |
| | Last Contact | Researcher |
| | 11/01/2002 | |
| | Primary SHA Contact | Construction Projects |
| | None | |

| | | |
|--------------|-------|--|
| FILE LOCATIO | OTHER | Current committmen |
| | | SHA to perform post-barrier noise study by Spring 2003 (weather dependent) |

| | | |
|-------------------------------------|-------------------------|-----------------------|
| Do we owe a letter? | Letter Commit due date: | 12/02/2002 |
| <input checked="" type="checkbox"/> | Letter signed date | Reason Letter is Late |
| | | n/a |

LAST action

11-21-02 Ken Polcak attended Seminary Ridge Owners Ass'n., Inc. meeting; SHA to perform post-barrier measurement study by Spring 2003, weather permitting



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

11-2002 EO's Dist. 42 Sen. Barbara A. Hoffman; Dels. James W. Campbell; Maggie L. McIntosh; Samuel I. Rosenberg; BA Cncl Wayne M. Skinner (these EO's are current until 12-2002) as of 01/2003 EO's Dist. 42 Sen. James Brochin; Dels. Susan L.M. Aumann; William J. Frank; John G. Trueshler; BA Cncl Kevin Kamenetz
 11-12-2002 CBA forwarded letter from Mr. Link that invites Mr. Ken Polcak to attend 11-21-02 comm assn mtg to address noise questions that affect the comm

| | |
|--|---|
| Comment Journal, and letter hyperlinks | \\shadgn\vol1\user\oed\Noise\Dbase\Customer_notes |
| Consultant Fir | 1-888-375-1975 outside MD |

To Meet 100% of our Commitments!



**Maryland Department of Transportation
State Highway Administration**

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

June 14, 2002

Mr. Stephen J. Loewinger
8505 Carlynn Drive
Bethesda MD 20817-4307

Dear Mr. Loewinger:

This letter is a follow-up to your recent telephone conversations with Ms. Sue Rajan, of the State Highway Administration's Office of Planning and Preliminary Engineering and Ms. Nicole Ross, of my staff. You expressed two concerns: tree removal along the Capital Beltway near your community; and a sound barrier for the Congressional Country Club Estates community along the inner loop of I-495 from MacArthur Boulevard to Persimmon Tree Road in Montgomery County. I appreciate the opportunity to respond to your inquiries.

Representatives from the State Highway Administration have visited your community recently to observe the existing vegetation conditions in the area you designated. There are no records indicating that any vegetation has been removed adjacent to the Congressional Country Club community along I-495. These representatives also came into the community near your home and observed that I-495 is hardly visible from that vantage point.

Regarding the issues of a sound barrier for Congressional Country Club Estates, the State Highway Administration (SHA) considers the need for sound barriers in two circumstances, designated "Type I" and "Type II." Type I addresses noise impacts associated with highway expansion and Type II addresses noise impacts from existing highways. I would like to explain the "Type II" situation first and how it applies to the Congressional Country Club Estates community. When a highway already exists and is *not* being expanded, a community that predates the original highway may be considered for a "Type II," or "retrofit," sound barrier. The intent of the Type II program is to address areas of noise impact along highways that were built before environmental analyses became a part of the highway development process. The first criterion that must be met for a community to be eligible for our Type II program is the majority of the impacted homes must predate the highway. If this criterion is met, we would proceed to determine if noise levels equal or exceed the 66 decibel impact threshold and whether an effective sound barrier could be built for \$50,000 or less per benefited home. If both of these criteria are met, the local jurisdiction in which the community is located must have an ordinance that addresses the impact of noise on new residential development and the local jurisdiction must agree to fund 20 percent of the barrier's cost. SHA has evaluated the Congressional Country Club Estates community and determined that the community is not eligible because the majority of the residences were constructed in 1977, after the original highway construction of I-495 in 1964.

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. Stephen J. Loewinger
Page Two

In "Type I" situations, sound barriers are considered when a new highway is being built or an existing highway is being expanded. As part of the environmental approval process for the last widening of I-495 in your area, SHA performed an environmental analysis to determine if the planned improvements would have an adverse noise impact on communities in the project area. This analysis determined that the improvements would result in noise level impacts to a number of communities. The analysis also determined that the cost of sound barriers to protect these communities exceeded the State's maximum cost for \$40,000 per impacted and benefited residence (the cost per residence value in effect at that time). Those communities joined together to form an organization called *Citizens Against Beltway Noise* (CABN) to seek legal action to obtain sound barriers. In 1990, an agreement was reached with CABN. The agreement stated that SHA would fund the cost of the sound barriers to its maximum of \$40,000 per residence with the balance over \$40,000 being provided by the property owners. Two of the member communities agreed to this funding arrangement. Montgomery County agreed to advance the funds over \$40,000 to SHA and then recover these funds through the establishment of special tax districts for the impacted and benefited residences. The areas that entered into the subject agreement are located on Thornley Court, including the Gibson Zion Church and along Arrowood Road. The remaining communities did not elect to participate in the cost-sharing agreement, including Congressional Country Club Estates. Enclosed, as you requested, is a copy of the *Technical Noise Report Interstate 495 River Road to the Potomac River, Montgomery County, Maryland*, dated June 1988.

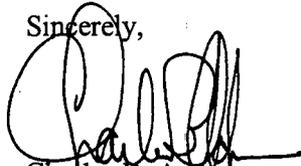
The previously mentioned noise analysis determined that a sound barrier along the inner loop of I-495 to provide noise abatement for the Congressional Country Club Estates and Evergreen communities would have cost, in 1988, approximately \$3.56 million or \$142,400 per residence for the 25 qualifying residences in both communities. In 1999, residents from the Carderock Springs community approached SHA seeking relief from highway traffic noise. SHA indicated the willingness to re-extend the original offer to those communities that did not accept the CABN offer. That offer provides for the State to fund up to \$40,000 per impacted and benefited home, existing at the time of the original offer, toward the cost of a sound barrier with the community funding the balance.

To proceed with a detailed noise analysis for the residences in the Congressional Country Club Estates community, the community needs to contact SHA and Montgomery County indicating its willingness to accept the offer based on the outcome of the detailed noise analysis. Mr. Bob Simpson, Senior Planning Specialist in the Montgomery County Department of Public Works and Transportation, is the Montgomery County contact. His mailing address is: Executive Office Building, 10th Floor, 101 Monroe Street, Rockville, Maryland 20850-2540. His telephone number is 240-777-7193 and his FAX number is 240-777-7178. The Congressional Country Club Estates community should choose a representative and have that person contact Mr. Simpson.

Mr. Stephen J. Loewinger
Page Three

I apologize for this lengthy reply, but hope it has provided a clearer picture of the options for a sound barrier for your community. If you have additional questions or concerns, please do not hesitate to contact Ms. Ross at 410-545-8616 or 1-800-446-5962 or, by e-mail, at nross@sha.state.md.us. She will be happy to assist you.

Sincerely,



Charles B. Adams
Director
Office of Environmental Design

Enclosure

- cc: The Honorable William A. Bronrott, Member, Maryland House of Delegates
- The Honorable Howard A. Denis, Member, Maryland House of Delegates
- The Honorable Brian E. Frosh, Member, Senate of Maryland
- The Honorable Marilyn R. Goldwater Member, Maryland House of Delegates
- The Honorable Susan C. Lee, Member, Maryland House of Delegates
- Mr. Ken Oldham, Division Chief, Landscape Operations Division, Office of Environmental Design, State Highway Administration
- Ms. Sue Rajan, Project Engineer, Office of Planning and Preliminary Engineering, State Highway Administration
- Ms. Nicole Ross, Special Assistant to the Director, Office of Environmental Design, State Highway Administration
- Mr. Bob Simpson, Senior Planning Specialist, Montgomery County Department of Public Works and Transportation
- Mr. Charlie K. Watkins, District Engineer, State Highway Administration

625

Mr. Stephen J. Loewinger
Page Four

bcc: James D. Hade, RLA, Noise Abatement Team Leader, State Highway Administration
Mr. Wayne Mowdy, Fairland Shop, District 3, State Highway Administration
Ms. Nanette M. Schieke, State Legislative Officer, Maryland Department of
Transportation
Mr. T.E. Severe, Noise Abatement Team, State Highway Administration
Mr. Joe Vervier, Project Manager, Landscape Operations Division, Office of Environmental
Design, State Highway Administration
Mr. Greg Wallace, Landscape Operations Division, Office of Environmental Design, State
Highway Administration

Serial #: None

OED Serial#: None

Noise Customer #: 590

Responding to letter dated: Follow-up to 05-22 & 05-23-2002 telephone conversations between Mr. Loewinger and Ms. Sue Rajan and Ms. Nicole Ross regarding Mr. Loewinger's concerns over removed and unreplaced evergreen trees and the lack of a sound barrier for the Congressional Country Club Estates community

Saved: 05/24/02 12:50 PM by: T.E. Severe

N:\OED\NOISE\CORRESP\2002\LOEWINGER01.doc

Enclosure:

Once copy of *Technical Noise Report, Interstate Route 495 River Road to the Potomac River, Montgomery County, Maryland*, Contract No. M355-110-372, dated June 1988, 38 pages

Customer Info. View for 2001

Thursday, May 23, 2002 10:26 AM

TSevere

626

| | | | | | | |
|---------|---------------|------------|---------------------|------------|----------------------|--------------------------|
| ID # | MAP | DATE | Letter or Phone onl | LAST NAME | FIRST NAME | Active? |
| 590 | F-10 | 04/26/1989 | | LOEWINGER | Mr. Stephen J. | <input type="checkbox"/> |
| STREET# | STREET NAME | COUNTY | CITY (Post office | ZIPCODE | Representative statu | |
| 8505 | Carlynn Drive | MO | Bethesda | 20817-4307 | | |

Elected Official whom has communicated directly to us on this custome

| | | | |
|--------------|------------|----------------|------------------------------------|
| DAY PHONE | HOME PHONE | E-Mail address | COMMUNITY |
| 301-656-8388 | | | Congressional Country Club Estates |

Logical Project Limits

| | |
|---|-------------|
| ROADWAY: I-495 | BarrierName |
| inner loop I-495 between MacArthur Blvd and Persimmon Tree Rd | |

RESPONSE

| | |
|--|-----------------------|
| INQUIRY | 2nd Contact |
| what happened to replacement of trees removed years ago? Why still no barrier? | |
| Last Contact | Researcher |
| 05/22/2002 | |
| Primary SHA Contact | Construction Projects |
| None | |

| | | |
|--------------|-------|--------------------|
| FILE LOCATIO | OTHER | Current committmen |
| | | |

| | | | |
|--------------------------|-------------------------|--------------------|-----------------------|
| Do we owe a letter? | Letter Commit due date: | Letter signed date | Reason Letter is Late |
| <input type="checkbox"/> | | | |

5/22/02: Nicole: Contacted Sue Rajan; Wanted to know why his community does not have a sound barrier as opposed to others in his area; Also, what happened to the evergreen trees that served as a buffer for noise?

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

05/2002 EO's Dist. 16 Sen. Brian E. Frosh; Dels. William Bronrott; Marilyn Goldwater; Susan C. Lee; MO Cncl Howard A. Denis

Comment Journal, and letter hyperlinks

Consultant Fir 1-888-375-1975 outside MD

To Meet 100% of our Commitments!



LOEWINGGRφ1.dn

627

From: JOE VERVIER
To: GREG WALLACE
Date: 6/3/02 8:51AM
Subject: Re: 8505 Carlynn Drive

Greg:

Thanks for looking into this for me. I will keep you posted on what the expectations will be of LOD regarding this issue.

--J

>>> GREG WALLACE 06/03/02 08:48AM >>>
Joe,

I checked out the residence at 8505 Carlynn Drive in Bethesda, and found no reason why this house should be planted with any evergreen screening. You have to struggle to see I-495 and the noise was barely noticeable. There is a substantial existing forest between the house in question and I-495. If any planting was to be done here, I feel it would start a chain reaction among other houses in this area requesting planting.

Thanks,

Greg

CC: KEN OLDHAM; TED SEVERE

WAYNE
~~Wayne~~ Mowdy - FAIRLAND SHOP (D-3)
301-572-5166

6/3 - 10:45 am
Appt w/ Wayne Mowdy @ Fairland Shrs -
They show Persimmon Tree Rd w/
Grathersburg Shop. - will drive to site & check out -
will also check w/ Grath. Shop.

628

From: GREG WALLACE
To: JOE VERVIER
Date: 6/3/02 8:48AM
Subject: 8505 Carlynn Drive

Joe,

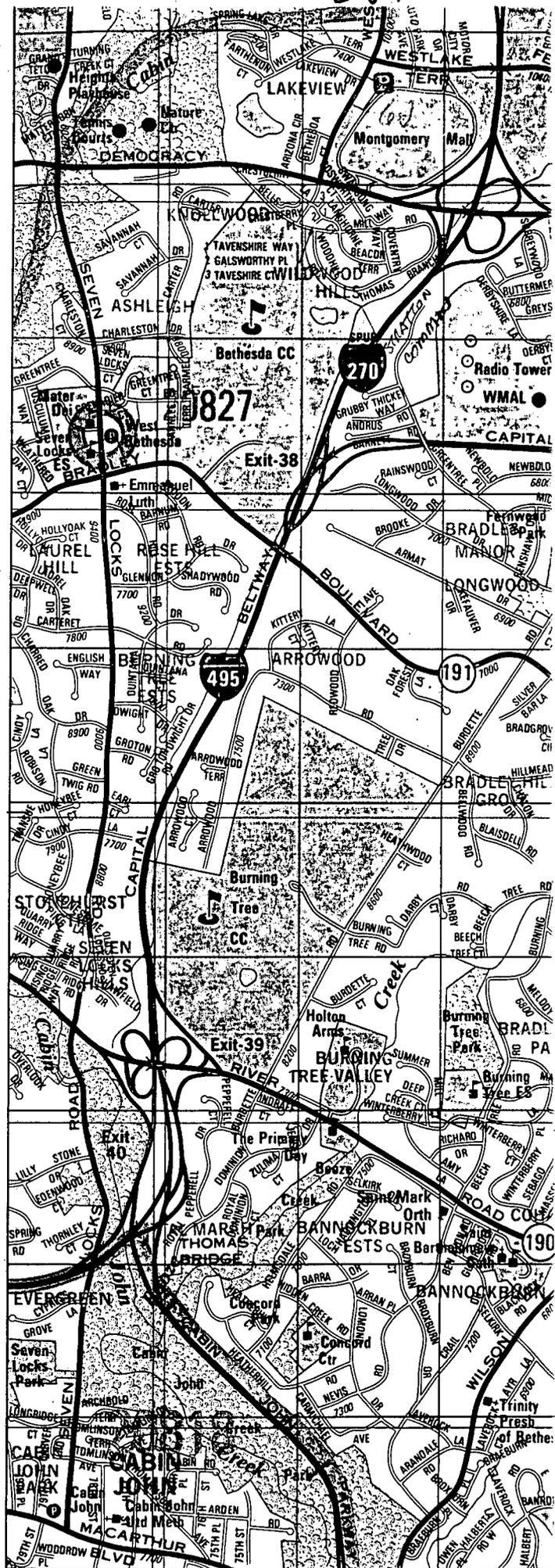
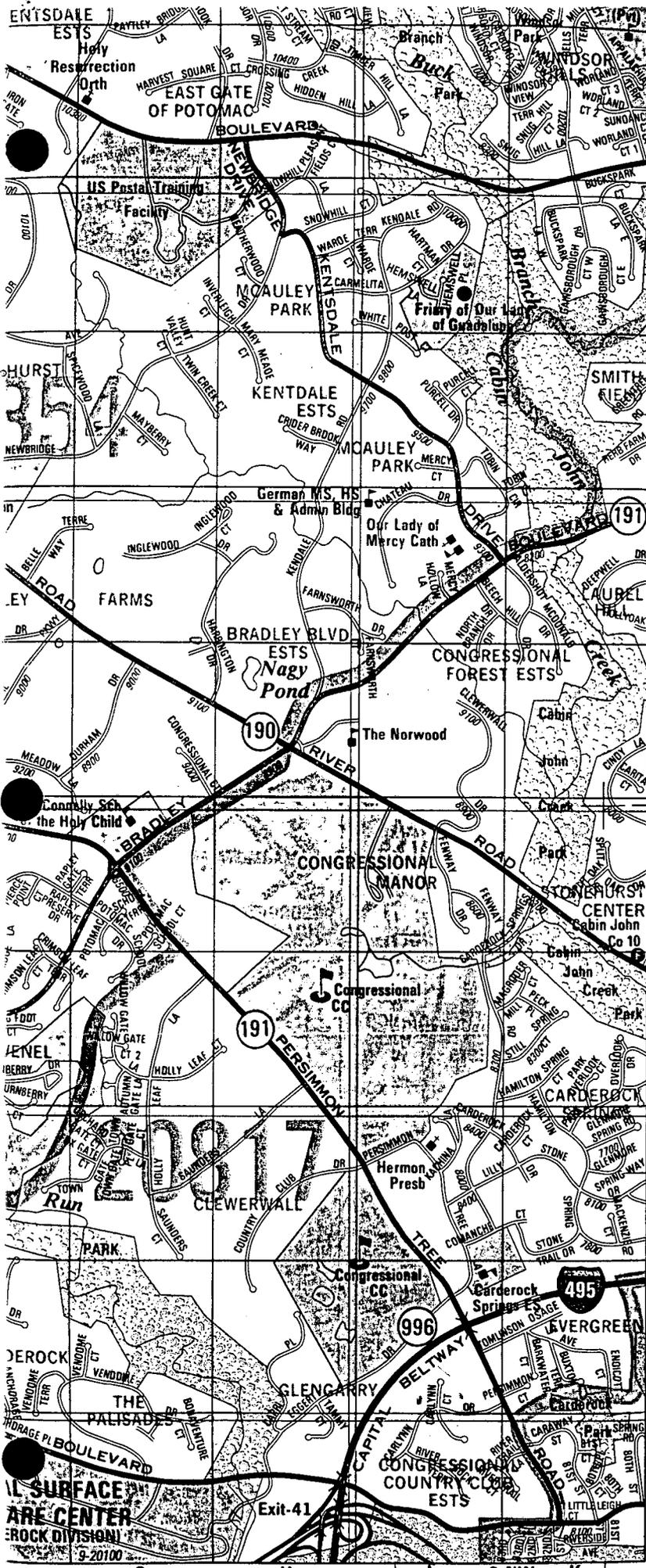
I checked out the residence at 8505 Carlynn Drive in Bethesda, and found no reason why this house should be planted with any evergreen screening. You have to struggle to see I-495 and the noise was barely noticeable. There is a substantial existing forest between the house in question and I-495. If any planting was to be done here, I feel it would start a chain reaction among other houses in this area requesting planting.

Thanks,

Greg

CC: TED SEVERE

RE: Mr. Stephen J. Loewinger
8505 CARLYNN DRIVE
Bethesda MD 20817-4307



629

630

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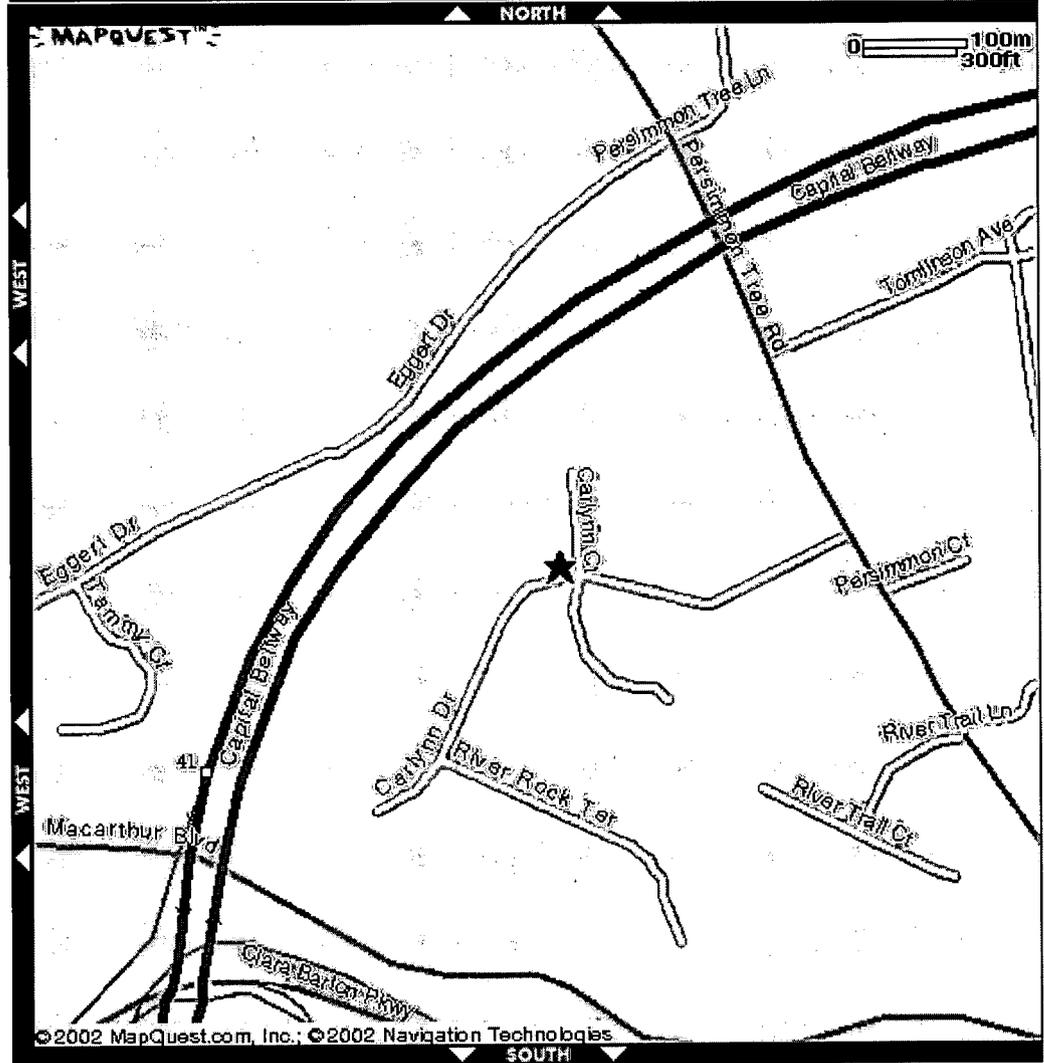
- Address
- Airport
- ZIP Code
- City
- Area Code
- Lat / Long
- Road Atlas Key
- Saved Maps

Location:
8505 Carlynn Dr
Bethesda, MD
20817-4307, US

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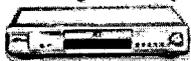
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Samsung DVD Player



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- City
- Area Code
- Lat / Long
- Road Atlas Key
- Saved Maps

Location:

8505 Carlynn Dr
Bethesda, MD
20817-4307, US



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Yellow Pages

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Map Legend

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- Area Code
- Lat / Long
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- Saved Maps

Location:
8505 Carlynn Dr
Bethesda, MD
20817-4307, US

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City Guide

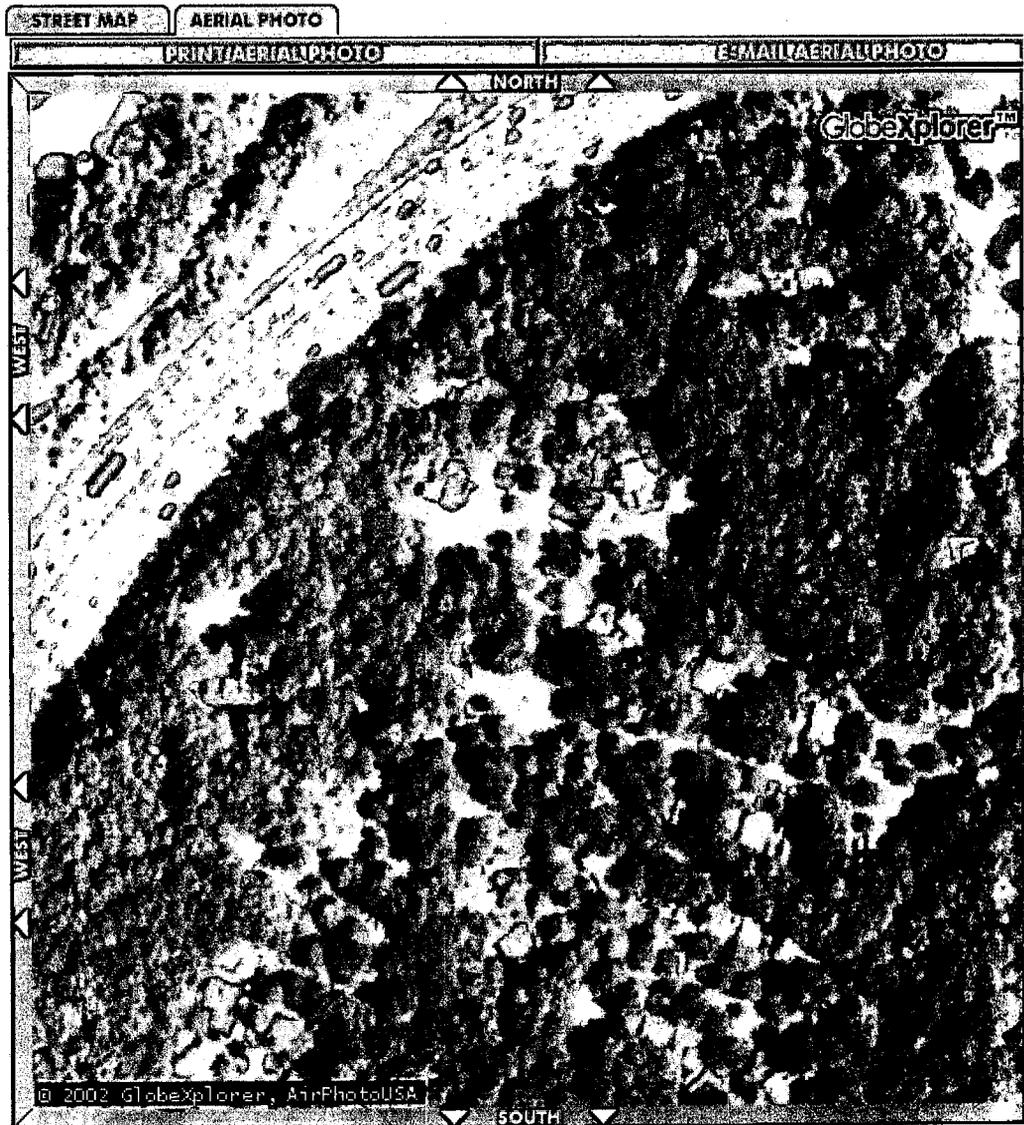
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Map Legend

633

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Maryland Department of Assessments and Taxation
MONTGOMERY COUNTY
Real Property Data Search

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[View Map](#)
[New Search](#)

Account Identifier: District - 07 Account Number - 01692103

Owner Information

Owner Name: LOEWINGER, STEPHEN J Use: RESIDENTIAL
Principal Residence: YES
Mailing Address: 8505 CARLYNN DR Deed Reference: 1) /13089/ 109
BETHESDA MD 20817 - 4307 2)

Location & Structure Information

Premises Address: 8505 CARLYNN DR Zoning: RE2 Legal Description: CONG COUNTRY CLUB ES
BETHESDA 20817 TATES

| Map | Grid | Parcel | Subdivision | Section | Block | Lot | Group | Plat No: | 10941 |
|-------------------------|------|----------|---------------------------|--------------------|------------|-----|----------|-----------|-------|
| GN12 | | | 144 | | B | 18 | 81 | Plat Ref: | |
| Special Tax Areas | | | Town Ad Valorem Tax Class | 42 | | | | | |
| Primary Structure Built | | | Enclosed Area | Property Land Area | County Use | | | | |
| 1978 | | | 3,029 SF | 46,285.00 SF | 111 | | | | |
| Stories | | Basement | | Type | | | Exterior | | |
| 2 | | YES | | STANDARD UNIT | | | FRAME | | |

Value Information

| | Base Value | Value | | | Phase-in Assessments | | |
|--------------------|------------|------------|------------|------------|----------------------|-------|-------|
| | | As Of | As Of | As Of | As Of | As Of | As Of |
| Land: | 133,900 | 01/01/2002 | 07/01/2001 | 07/01/2002 | | | |
| Improvements: | 299,390 | 217,150 | 318,660 | | | | |
| Total: | 433,290 | 535,810 | 433,290 | 467,463 | | | |
| Preferential Land: | 0 | 0 | 0 | 0 | | | |

Transfer Information

Seller: STEPHEN J & N-J LOEWINGER Date: 11/21/1994 Price: \$0
Type: NOT ARMS-LENGTH Deed1: /13089/ 109 Deed2:
Seller: Date: 04/03/1979 Price: \$232,000
Type: IMPROVED ARMS-LENGTH Deed1: / 5303/ 95 Deed2:
Seller: Date: Price:
Type: Deed1: Deed2:

Exemption Information

| Partial Exempt Assessments | Class | 07/01/2001 | 07/01/2002 |
|----------------------------|-------|------------|------------|
| County | 000 | 0 | 0 |
| State | 000 | 0 | 0 |
| Municipal | 000 | 0 | 0 |

Tax Exempt: NO Special Tax Recapture: * NONE *

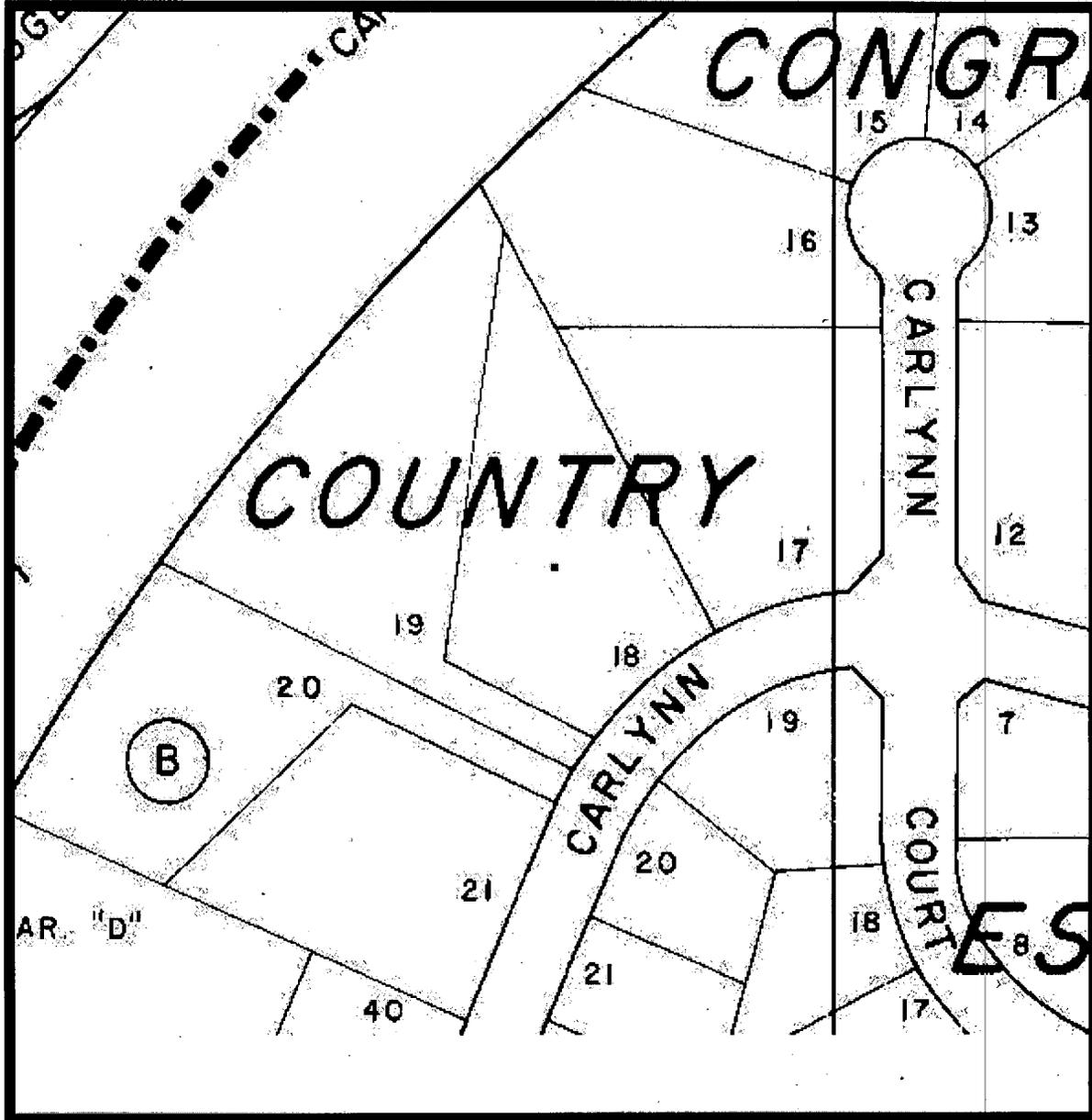
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Loewinger, Nina
 5225 Pooks Hill Rd
 Bethesda, MD 20814
 301-897-9180

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Loewinger Stephen J
 7900 Wisconsin Ave
 Bethesda, MD 20814
 301-656-8388

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CARLYNN COURT / CARLYNN DRIVE ONLY

| Name | Account | Street | OWN OCC | Map Parcel |
|------------------------------|-------------|-----------------------|---------|------------|
| <u>PERSIMMON TREE CO</u> | 07 01692125 | CARLYNN DR | N | GN11 |
| <u>RICK STUART D &</u> | 07 01692251 | 6800 CARLYNN CT 77 | H | GN11 |
| <u>SAGOFF MARK & K</u> | 07 01692240 | 6801 CARLYNN CT 77 | H | GN11 |
| <u>RODMAN ROY S & L</u> | 07 01692262 | 6804 CARLYNN CT 77 | H | GN11 |
| <u>WANDNER STEPHEN A</u> | 07 01692238 | 6805 CARLYNN CT 77 | H | GN11 |
| <u>POKORNY GREGORIO</u> | 07 01692273 | 6808 CARLYNN CT 77 | H | GN11 |
| <u>ELIAS VICTOR & G</u> | 07 01692227 | 6809 CARLYNN CT 76 | H | GN11 |
| <u>RAMSEY JAMES P &</u> | 07 01692284 | 6812 CARLYNN CT 77 | H | GN11 |
| <u>SHAPIRO SHELBY</u> | 07 01692216 | 6813 CARLYNN CT 77 | H | GN12 |
| <u>MITCHELL SUSAN G</u> | 07 01692295 | 6816 CARLYNN CT 77 | H | GN11 |
| <u>FINLEY JOHN R & L</u> | 07 01692205 | 6817 CARLYNN CT 77 | H | GN12 |
| <u>POSILKIN ROBERT S</u> | 07 01692307 | 6820 CARLYNN CT 77 | H | GN12 |
| <u>BOSE AMAL K & T</u> | 07 01692318 | 6824 CARLYNN CT 76 | H | GN12 |
| <u>SCHLAFMAN TEVIA &</u> | 07 01692045 | 6901 CARLYNN CT 78 | H | GN12 |
| <u>HUTCHINSON SYDNEY</u> | 07 01692080 | 6910 CARLYNN CT 78 | H | GN12 |
| <u>KAZMI SALMAN O &</u> | 07 01692056 | 6911 CARLYNN CT 78 | N | GN12 |
| <u>SPERLING FRANK</u> | 07 01692078 | 6920 CARLYNN CT 78 | H | GN12 |
| <u>CHABAY ILAN ET AL</u> | 07 01692067 | 6921 CARLYNN CT 78 | H | GN12 |
| <u>ROYSTON GERALD M</u> | 07 01692136 | 8400 CARLYNN DR 77 | H | GN12 |
| <u>GELFAND MICHAEL C</u> | 07 01692001 | 8401 CARLYNN DR UNDEV | N | GN12 |
| <u>NASH JOHN F JR</u> | 07 01692147 | 8404 CARLYNN DR 77 | H | GN12 |
| <u>GELFAND MICHAEL C</u> | 07 01692012 | 8405 CARLYNN DR UNDEV | N | GN12 |
| <u>KATCHER MAX & I</u> | 07 01692158 | 8408 CARLYNN DR 777 | H | GN12 |
| <u>SALERIAN ALEN ET</u> | 07 01692023 | 8409 CARLYNN DR 77 | H | GN12 |
| <u>SUOMI STEPHEN J</u> | 07 01692160 | 8412 CARLYNN DR 77 | H | GN12 |
| <u>SCHINDLER REINHAR</u> | 07 01692171 | 8416 CARLYNN DR 76 | H | GN12 |
| <u>ABBELL MICHAEL &</u> | 07 01692034 | 8417 CARLYNN DR 78 | H | GN12 |
| <u>SAPIR JUDITH S</u> | 07 01692182 | 8420 CARLYNN DR 77 | H | GN12 |
| <u>GLAZER SIDNEY M &</u> | 07 01692193 | 8424 CARLYNN DR 77 | H | GN12 |
| <u>DAHREDDINE ELIZAB</u> | 07 01692091 | 8501 CARLYNN DR 78 | H | GN12 |
| <u>KULLICK MARGARITA</u> | 07 01692535 | 8504 CARLYNN DR 77 | H | GN12 |
| <u>LOEWINGER STEPHEN</u> | 07 01692103 | 8505 CARLYNN DR 78 | H | GN12 |

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| | | | | | |
|------------------------------|-------------|-----------------|---------------|---|------|
| <u>BUCK CRAIG G</u> | 07 01692546 | 8508 CARLYNN DR | 77 | N | GN12 |
| <u>CHO PERRY & MICHE</u> | 07 01692114 | 8509 CARLYNN DR | 78 | H | GN12 |
| <u>EULE NORMAN L & E</u> | 07 01692557 | 8512 CARLYNN DR | 77 | H | GN11 |
| <u>SINGER RICHARD B</u> | 07 01692331 | 8513 CARLYNN DR | 78 | H | GN12 |
| <u>WALDO JEFFREY F &</u> | 07 01692342 | 8517 CARLYNN DR | 79 | H | GN12 |
| <u>MONNIG DANIEL J &</u> | 07 01692568 | 8520 CARLYNN DR | 77 | H | GN11 |
| <u>BELOTTE JOSEPH C</u> | 07 01692353 | 8521 CARLYNN DR | 77 | H | GN11 |
| <u>DWYER KEVIN P & E</u> | 07 01692570 | 8524 CARLYNN DR | 77 | H | GN11 |
| <u>LIN NANCHANG & N</u> | 07 01692364 | 8525 CARLYNN DR | 77 | H | GN11 |
| <u>CHAN MARY Y ET AL</u> | 07 01692375 | 8529 CARLYNN DR | 76 | H | GN11 |
| <u>KUCIK GEORGE R &</u> | 07 01692477 | 8600 CARLYNN DR | 78 | H | GN11 |
| <u>WINE L MARK & B</u> | 07 01692386 | 8601 CARLYNN DR | 77 | H | GN11 |
| <u>LINKER MARSHALL E</u> | 07 01692466 | 8604 CARLYNN DR | 78 | H | GN11 |
| <u>THURSZ HADASSAH N</u> | 07 01692397 | 8605 CARLYNN DR | 77 | H | GN11 |
| <u>SADKER DAVID G &</u> | 07 01692455 | 8608 CARLYNN DR | 78 | H | GN11 |
| <u>GRANT DANIEL V 3R</u> | 07 01692400 | 8609 CARLYNN DR | 77 | H | GN11 |
| <u>BURCH GARY A &</u> | 07 01692444 | 8612 CARLYNN DR | 77 | H | GN11 |
| <u>WHITMORE DAVID W</u> | 07 01692411 | 8613 CARLYNN DR | 76 | H | GN11 |
| <u>ARAOZ GUSTAVO F &</u> | 07 01692433 | 8616 CARLYNN DR | 77 | H | GN11 |
| <u>FRASER TERRY L &</u> | 07 01692422 | 8617 CARLYNN DR | 77 | H | GN11 |

| | | |
|-----------------|-----------|-----------|
| 44 HOMES | 1976 - 45 | 10% |
| 3 UNDERGROUNDS | 1977 - 30 | 61% ← |
| | 1978 - 13 | 27% |
| <u>52 TOTAL</u> | 1979 - 1 | <u>2%</u> |
| | <u>49</u> | |
| | +3 | |