

NOISE ABATEMENT TEAM
OFFICE OF ENVIRONMENTAL DESIGN
CITIZENS' CORRESPONDENCE

A - L

2005

JANUARY THRU DECEMBER

7

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Robert L. Ehrlich, Jr., *Governor*
Michael S. Steele, *Lt. Governor*



Robert L. Flanagan, *Secretary*
Neil J. Pedersen, *Administrator*

Maryland Department of Transportation

February 23, 2005

Ms. Wendy S. Adams
3825 Rolling Way
Baltimore MD 21236-5209

Dear Ms. Adams:

Thank you for your recent email inquiry regarding the construction of a sound barrier for the Rolling Crest community, along the outer loop of I-695 between US 1 (Belair Road) and the Putty Hill Avenue overpass 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 is planning to improve (widen) I-695 between I-83 and MD 702. However, this improvement project is not yet funded for design or construction. As part of the highway development process for the widening project, communities adjacent to the highway will be evaluated for a variety of environmental impacts, including highway traffic noise. Ms. Catherine Ford is the Environmental Manager for the I-695 improvements and can be contacted at 410-545-8558 or 1-866-527-0502 or, by email, at cford@sha.state.md.us. She will be pleased to assist you.

When a highway already exists and is *not* being expanded—so that Type I criteria do not apply—communities may be considered for our "Type II," or "retrofit," sound barrier 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. A number of criteria must be met for a Type II barrier to be approved. First, the county in which the community is located must have an ordinance that addresses the impact of highway traffic noise on new residential development. In addition, the highway in question must be a controlled-access highway (one with interchanges rather than at-grade intersections). If both of these conditions exist, then all of the following technical criteria must also be met: the majority of impacted homes must predate the highway; existing noise levels must equal or exceed the 66-decibel impact threshold; and it must be possible to build an effective barrier for \$50,000 or less per benefited home. If all of these criteria are met, the county must then agree to fund 20 percent of the barrier cost.

My telephone number/toll-free number is 410-545-8640 or 1-800-446-5962
Maryland Relay Service for Impaired Hearing or Speech 1.800.735.2258 Statewide Toll Free

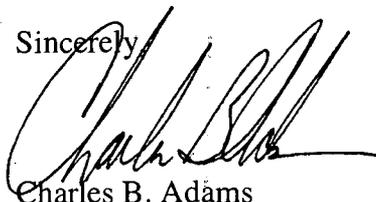
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202 • Phone 410.545.0300 • www.marylandroads.com

Ms. Wendy S. Adams
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The State Highway Administration has evaluated the Rolling Crest community's eligibility for our Type II sound barrier program as outlined above. Our research has determined that the majority of the homes in the community were built in 1987, after the 1962 opening of I-695. Based on this information, the Rolling Crest community 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.

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

Sincerely,



Charles B. Adams

Director

Office of Environmental Design

Enclosure

cc: The Honorable Joseph Bartenfelder, Member, Baltimore County Council
The Honorable Joseph C. Boteler, III, Member, Maryland House of Delegates
The Honorable Eric M. Bromwell, Member, Maryland House of Delegates
The Honorable John W.E. Cluster, Jr., Member, Maryland House of Delegates
Ms. Catherine Ford, Environmental Manager, Office of Planning and Preliminary,
Engineering, State Highway Administration
The Honorable Katherine A. Klausmeier, Member, Senate of Maryland
Mr. David J. Malkowski, District Engineer, State Highway Administration
Ms. Nicole Ross, Special Assistant to the Director, Office of Environmental Design, State
Highway Administration

Ms. Wendy S. Adams
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bcc: Ms. Karen Arnold, Environmental Analyst, Office of Planning and Preliminary Engineering, State Highway Administration
James D. Hade, RLA, Noise Abatement Team Leader, State Highway Administration
Mr. Joseph Kresslein, Assistant Division Chief, Project Planning, Office of Planning and Preliminary Engineering, State Highway Administration
Mr. T.E. Severe, Administrative Assistant, Noise Abatement Team, State Highway Administration
Ms. Frances Ward, Community Liaison, State Highway Administration

Serial #: None

OED Serial#: None

Noise Customer #: 2881

Responding to letter dated: Follow-up to 02-14-2005 email from Ms. Adams to "barrier"; Ms. Adams wrote:

"I was wondering if there were plans to install any barriers along the corridor of 695 between 95 and Belair Road traveling west?"

Saved: 02/16/05 2:10 PM by: T.E. Severe

N:\OED\NOISE\CORRESP\2005\ADAMSW01.doc

Enclosure:

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

*Call 2/23/05**6*

From: "Wendysadams" <wendysadams@verizon.net>
To: <barrier@sha.state.md.us>
Date: 02/14/2005 12:31:51 AM
Subject: Barrier Request Information

I was wondering if there were plans to install any barriers along the corridor of 695 between 95 and Belair Road traveling west?

Thank you
Wendy Adams
3825 Rolling Way
Baltimore, MD 21236
410-661-5549

aka W.S. Dyches



Customer Info. View for 2003

Wednesday, February 16, 2005 11:01 AM

Admin

ID #	MAP	DATE	Letter or Phone on	LAST NAME	FIRST NAME	Active?
2881		02/16/2005	Email	ADAMS	Ms. Wendy S.	<input checked="" type="checkbox"/>
STREET#	STREET NAME	COUNTY	CITY (Post office)	ZIPCODE	Representative stat	
3825	Rolling Way	BA	Baltimore	21236-5209	private	
Elected Official whom has communicated directly to us on this cu						Find Next
DAY PHONE	HOME PHONE	E-Mail address	COMMUNITY	HDR Dbase Link		
	410-661-5549	wendysadams@veri	Rolling Crest			
Logical Project Limit	ROADWAY	I-695	BarrierNam			
WB I-695 approx. midway between US 1 and Putty Hill Av overpass						
RESPONSE	INQUIRY					2nd Contact
described Type I & II; I-695 planned to be widened between I-83 & MD 702 w/Type I eval - not funded for design or construction; fails for date for Type II			are plans to build barriers along WB I-695 between US 1 & Putty Hill Av?			
Last Conta	Researcher	Primary SHA Contact				
02/14/2005		None	Construction Projects			
FILE LOCATION	OTHER	Current committm	send copy of Community Resource Guide			
Do we owe a letter <input checked="" type="checkbox"/>	Letter Commit due da	02/23/2005				
Letter signed dat	Reason Letter Is Lat	n/a				
LAST action: 2-14-05 Ms. Adams emailed "barrier"; wants to know if there are plans for barrier along WB I-695 between US 1 & Putty Hill Av						
Comments: This field can not be sorted or searched. OPPE or Hwy. rep current type I						
2-16-2005 Real Property System lists Owner of Record as "Wendy S. Dyches," effective 08-26-1987; Reverse phone number look-up gives name of "W. S. Dyches"						
All Elected Officials: 02-2005 Dist. 8 Sen. Katherine A. Klausmeier; Dels. Joseph C. Boteler, III; Eric M. Bromwell; John W.E. Cluster, Jr.; BA Cncl 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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DYCHES, W S [more info](#)

Nottingham, MD 21236-5209

(410) 661-5549

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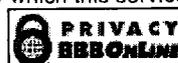
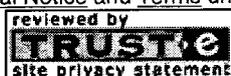
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 Maryland Department of Assessments and Taxation BALTIMORE COUNTY Real Property Data Search	Go Back View Map New Search Ground Rent
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Account Identifier: District - 14 Account Number - 2000008323

Owner Information

Owner Name:	DYCHES WENDY S	Use:	RESIDENTIAL
		Principal Residence:	YES
Mailing Address:	3825 ROLLING WAY BALTIMORE MD 21236-5209	Deed Reference:	1) / 7654/ 684 2)

Location & Structure Information

Premises Address	Legal Description
3825 ROLLING WAY	.0560 AC ROLLING CREST

Map	Grid	Parcel	Sub District	Subdivision	Section	Block	Lot	Group	Plat No:	Plat Ref:
81	4	362					47	82		54/ 47

Special Tax Areas	Town Ad Valorem Tax Class	Primary Structure Built	Enclosed Area	Property Land Area	County Use
		1987	1,268 SF	2,439.00 SF	04

Stories	Basement	Type	Exterior
2	YES	END UNIT	SIDING

Value Information

	Base Value	Phase-in Assessments		
		Value As Of 01/01/2003	As Of 07/01/2004	As Of 07/01/2005
Land:	28,500	32,000		
Improvements:	61,440	65,410		
Total:	89,940	97,410	94,920	97,410
Preferential Land:	0	0	0	0

Transfer Information

Seller: ROLLING CREST DE VELOPMENT INC	Date: 08/26/1987	Price: \$84,690
Type: IMPROVED ARMS-LENGTH	Deed1: / 7654/ 684	Deed2:
Seller:	Date:	Price:
Type:	Deed1:	Deed2:
Seller:	Date:	Price:
Type:	Deed1:	Deed2:

Exemption Information

Partial Exempt Assessments	Class	07/01/2004	07/01/2005
County	000	0	0
State	000	0	0
Municipal	000	0	0

Tax Exempt: NO Exempt Class: EO's - DIST. 8	Special Tax Recapture: * NONE * BA EO: Joseph Bartenfelder
--	--

Sen. Katherine A. Klausmeier
 Del. Joseph C. Boteler III
 Eric M. Brownfeld
 John W.E. Cluster, Jr.

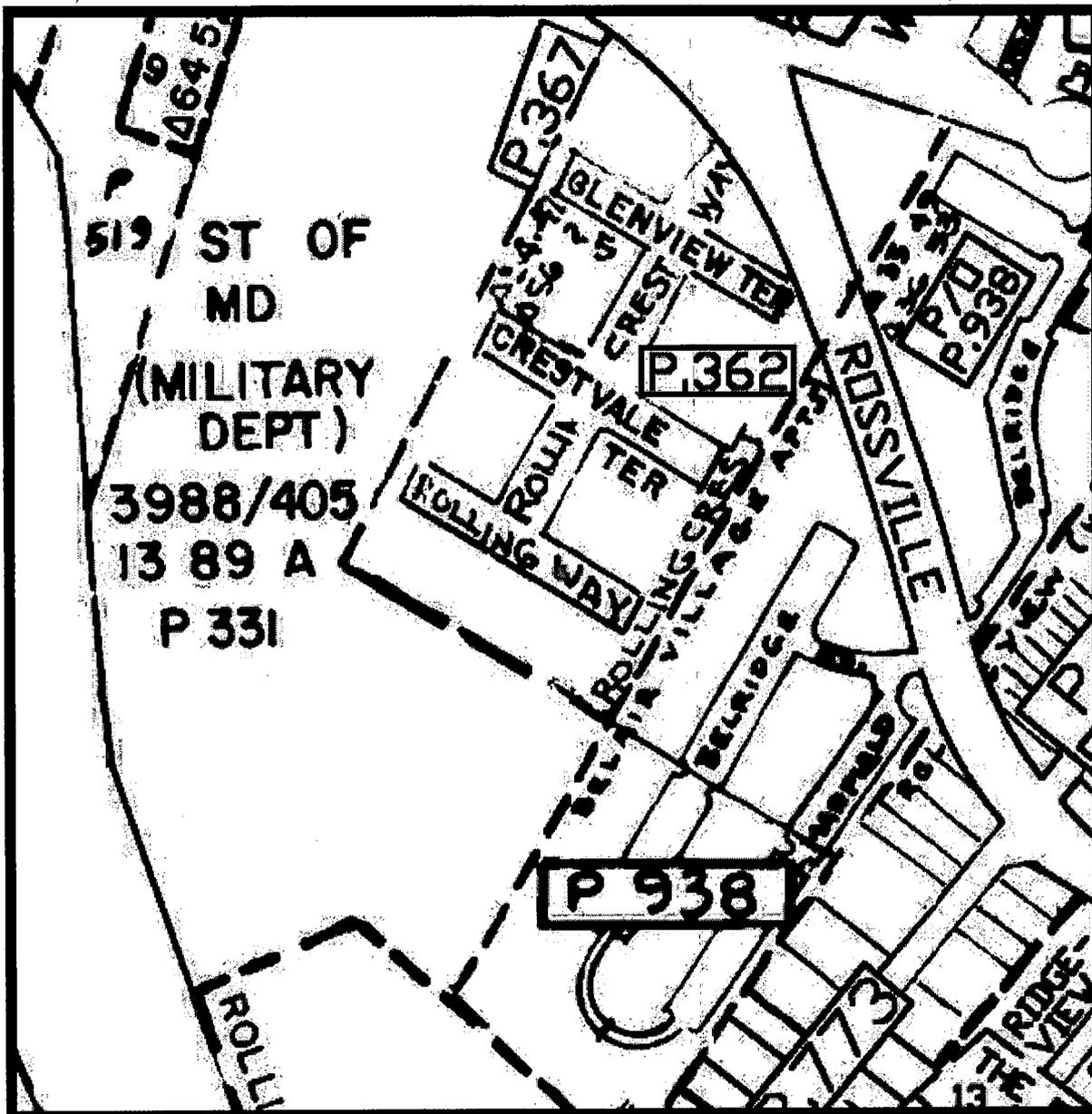
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BALTIMORE COUNTY
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District - 14 Account Number - 2000008323



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For more information on electronic mapping applications, visit the Maryland Department of Planning
web site at www.mdp.state.md.us/webcom/index.html

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<u>ST JAMES EVANGELI</u>	02 0219001870	3528 ROLLING RD	N	77	539
<u>RANDALL MONICA M</u>	14 2000008310	3800 ROLLING WAY 1987	H	81	362
<u>MEEHAN JOSHUA L</u>	14 2000008311	3801 ROLLING WAY 1987	H	81	362
<u>FRENCHY DANIEL C</u>	14 2000008309	3802 ROLLING WAY 1987	H	81	362
<u>SCHNEIDER LEONARD</u>	14 2000008312	3803 ROLLING WAY 1987	H	81	362
<u>LIEBERMANN CARL R</u>	14 2000008308	3804 ROLLING WAY 1987	H	81	362
<u>BONA ANTHONY FRAN</u>	14 2000008313	3805 ROLLING WAY 1987	H	81	362
<u>COLTON RICHARD N</u>	14 2000008307	3806 ROLLING WAY 1987	H	81	362
<u>FARREN PHYLLIS E</u>	14 2000008314	3807 ROLLING WAY 1987	H	81	362
<u>BILBROUGH DONNA M</u>	14 2000008306	3808 ROLLING WAY 1987	H	81	362
<u>ESKANDER EHAB</u>	14 2000008315	3809 ROLLING WAY 1987	N	81	362
<u>BIELSKI JODY</u>	14 2000008305	3810 ROLLING WAY 1987	N	81	362
<u>BELZNER STEPHANIE</u>	14 2000008316	3811 ROLLING WAY 1987	H	81	362
<u>FERRETTI ERICK A</u>	14 2000008317	3813 ROLLING WAY 1987	H	81	362
<u>KADALA DEAN K</u>	14 2000008324	3814 ROLLING WAY 1987	H	81	362
<u>BOWERS MATTHEW W</u>	14 2000008318	3815 ROLLING WAY 1987	H	81	362
<u>FILIPIAK JEFFREY</u>	14 2000008325	3816 ROLLING WAY 1987	H	81	362
<u>WIESENMAYER CHAD</u>	14 2000008319	3817 ROLLING WAY 1987	H	81	362
<u>BARNES JAMES C</u>	14 2000008326	3818 ROLLING WAY 1987	H	81	362
<u>NEITHERCOTT ROBER</u>	14 2000008320	3819 ROLLING WAY 1987	H	81	362
<u>EMERY MICHAEL J</u>	14 2000008327	3820 ROLLING WAY 1987	H	81	362
<u>PEREZ GLORIA</u>	14 2000008321	3821 ROLLING WAY 1987	H	81	362
<u>ROGERS BRIAN S</u>	14 2000008328	3822 ROLLING WAY 1987	H	81	362
<u>BLOUGH GARY A</u>	14 2000008322	3823 ROLLING WAY 1987	N	81	362
<u>CAULEY EUGENE FJR</u>	14 2000008329	3824 ROLLING WAY 1987	H	81	362
<u>DYCHES WENDY S</u>	14 2000008323	3825 ROLLING WAY 1987	H	81	362
<u>DE LA CRUZ ZELDA</u>	14 2000008330	3826 ROLLING WAY 1987	H	81	362
<u>SHELTON DARLENE R</u>	14 2000008331	3828 ROLLING WAY 1987	H	81	362
<u>WARD TIMOTHY R</u>	14 2000008332	3830 ROLLING WAY 1987	H	81	362
<u>BALSER MARC D</u>	02 1800013058	3922 N ROLLING RD	H	77	809
<u>BRIGGS JOYCE A</u>	02 1800013060	3922 ROLLING RD	H	77	809
<u>ERWIN MICHAELJR</u>	02 1800013052	3922 ROLLING RD	H	77	809
<u>FRIEDLAND ALAN R</u>	02 1800013056	3922 ROLLING RD	N	77	809
<u>GERSHOWITZ BENJAM</u>	02 1800013054	3922 ROLLING RD	N	77	809
<u>MILLER MARCIA KUR</u>	02 1800013059	3922 ROLLING RD	H	77	809
<u>NUSHOLTZ VIVIAN B</u>	02 1800013061	3922 ROLLING RD	H	77	809
<u>OSULA OLUBUNMI</u>	02 1800013062	3922 ROLLING RD	N	77	809
<u>PAZOUREK LARRY J</u>	02 1800013063	3922 ROLLING RD	N	77	809
<u>PURNELL DOROTHY L</u>	02 1800013055	3922 ROLLING RD	H	77	809
<u>SHUMAN MICHAEL L</u>	02 1800013057	3922 ROLLING RD	H	77	809

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<u>SYDER THEODORE P</u>	02 1800013053	3922 ROLLING RD	H	77	809
<u>ALSTON BARBARA</u>	02 1800013075	3924 ROLLING RD	H	77	809
<u>BRADFORD DORIS E</u>	02 1800013065	3924 N ROLLING RD	H	77	809
<u>BURWELL KATHY B</u>	02 1800013067	3924 N ROLLING RD	H	77	809
<u>FAIR HENRY M</u>	02 1800013066	3924 N ROLLING RD	H	77	809
<u>JOHNSON FRANK T</u>	02 1800013072	3924 ROLLING RD	H	77	809
<u>MAYBIN REGINA A</u>	02 1800013073	3924 ROLLING RD	N	77	809
<u>MAZZIOTT ROBERT P</u>	02 1800013074	3924 ROLLING RD	H	77	809
<u>MYERS SHARON K</u>	02 1800013064	3924 N ROLLING RD	N	77	809
<u>SAMOWITZ FAITH</u>	02 1800013068	3924 ROLLING RD	N	77	809
<u>SAMUEL ELLEN S</u>	02 1800013070	3924 ROLLING RD	H	77	809
<u>SILBERMAN HELEN</u>	02 1800013069	3924 ROLLING RD	N	77	809
<u>WATSON DOROTHY</u>	02 1800013071	3924 N ROLLING RD	H	77	809
<u>BODENHEIMER HEIDI</u>	02 1800013088	3926 ROLLING RD	H	77	809
<u>BROOKS TRACY</u>	02 1800013092	3926 ROLLING RD	H	77	809
<u>BROOKSBATTLE ZORI</u>	02 1800013097	3926 ROLLING RD	H	77	809
<u>BROWN JERAI</u>	02 1800013089	3926 N ROLLING RD	H	77	809
<u>BRYANT KYRONE D</u>	02 1800013096	3926 ROLLING RD	H	77	809
<u>CARTER DONALD E</u>	02 1800013091	3926 ROLLING RD	H	77	809
<u>COLEMAN THELMA</u>	02 1800013099	3926 ROLLING RD	N	77	809

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Name	Account	Street	OWN OCC	Map Parcel
<u>JOHNSON CHARLES W</u>	02 0218470350	3403 N ROLLING RD	H	77 535
<u>FELTON CALVIN P</u>	02 0219320350	3405 ROLLING RD	H	77 535
<u>BROWN PRINCESS Y</u>	02 0212840120	3409 ROLLING RD	H	77 324
<u>PAIGE PAUL E</u>	02 0219610350	3411 ROLLING RD	H	77 536
<u>SAUTER MAURICE EJ</u>	02 0219000230	3414 ROLLING RD	N	77 196
<u>HARTMAN CLARA E</u>	02 0208000391	3418 ROLLING RD	H	77 345
<u>SALKOSKI VINCENT</u>	02 0219001511	3500 ROLLING RD	H	77 541
<u>COUTO RUTH ANN</u>	02 0207470223	3501 ROLLING RD	H	77 536
<u>FARAONE ANGELO</u>	02 0219271480	3503 ROLLING RD	H	77 536
<u>JOBE GARNETTA H</u>	02 0202651410	3504 ROLLING RD	H	77 541
<u>BELL OPHIE D</u>	02 0202200380	3505 ROLLING RD	H	77 536
<u>BARTHOLOMEW TAMMY</u>	02 0202851930	3506 ROLLING RD	H	77 541
<u>TUCKER DALLAS GJR</u>	02 0220800250	3507 ROLLING RD	H	77 536
<u>CURE JOHN R</u>	02 0219710710	3508 ROLLING RD	H	77 541
<u>LYNCH BRYAN A</u>	02 0202370420	3509 N ROLLING RD	H	77 536
<u>WOOD STEPHEN BRUC</u>	02 0211770150	3511 ROLLING RD	H	77 536
<u>BAYER HOHMAN DERR</u>	02 0202003420	3512 ROLLING RD	N	77 541
<u>NEARY ROBERT A</u>	02 0220660200	3513 N ROLLING RD	H	77 536
<u>SCHMIDT ARTHUR HJ</u>	02 0207470040	3514N ROLLING RD	H	77 1123
<u>SHIPLEY HAROLD CJ</u>	02 0219320420	3517 ROLLING RD	H	77 536
<u>JOHNSON DARRELL S</u>	02 0219580020	3518 ROLLING RD	H	77 1122
<u>TATE SHELIA</u>	02 0202650910	3519 N ROLLING RD	H	77 536
<u>KOPPEL TED</u>	02 0207580750	3520 ROLLING RD	N	77 539
<u>BURRUS JOSH W</u>	02 0216150090	3521 ROLLING RD	H	77 536
<u>BARD ROLLEN LSR</u>	02 0218720630	3522 N ROLLING RD	H	77 539
<u>SUPIK JEFFREY LYN</u>	02 2000006835	3523 ROLLING RD	N	77 882
<u>CARY ALBERT BJR</u>	02 0211350760	3524 ROLLING RD	H	77 539
<u>SUPIK JEFFREY LYN</u>	02 2000006837	3525 ROLLING RD	H	77 882
<u>JOHNSON VIVIAN LE</u>	02 0219710370	3526 ROLLING RD	H	77 539
<u>ROCKDALE LLC</u>	02 2000006836	3527 ROLLING RD	N	77 882

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Image Date: 01-Jun-2001

The interface features a central aerial photograph of a residential area with a road and green spaces. The map is overlaid with a grid of 'GlobeXplorer' logos. Navigation is controlled by four directional pan buttons: 'Pan North' (top), 'Pan South' (bottom), 'Pan West' (left), and 'Pan East' (right). Below the map is a zoom control bar with a 'Zoom Out' button on the left and a 'Zoom In' button on the right. Between these buttons are seven zoom level indicators: 'Nation', 'Region', 'City', 'Street', and 'House', each represented by a square icon of varying detail. A central arrow button is also present. The copyright notice '© 2005 GlobeXplorer, AirPhotoUSA' is located at the bottom left of the map area.

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3825 Rolling Way, White Marsh, MD 21236
 Carney, Maryland, United States 04 April 1994

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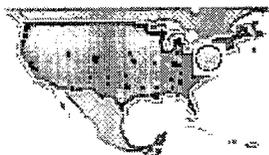
3825 rolling way

City

baltimore

State

md



Longitude

Latitude

-76.51624

39.37659

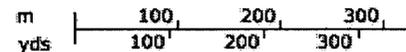


Size

OUT



Image courtesy of the U.S. Geological Survey





Robert L. Ehrlich, Jr., Governor
Michael S. Steele, Lt. Governor

Robert L. Flanagan, Secretary
Neil J. Pedersen, Administrator

Maryland Department of Transportation

June 30, 2005

Dr. Keiron Bailey, Ph.D.
Assistant Professor
Department of Geography and Regional Development
University of Arizona
kbailey@email.arizona.edu

Dear Dr. Bailey:

Thank you for your recent email to Ms. Karen Saab, of the Maryland Department of Transportation, regarding sound barrier design. Your email was forwarded to our Noise Abatement Team in the Office of Environmental Design and I appreciate the opportunity to respond to your inquiry. We have read, with interest, your letter and reference articles.

Your letter asked: *"As a first step in this parameterization, it would help us greatly if you could explain what design parameters are used by Maryland DoT for noise walls (for example: height, color, construction material, plant coverage and so on). These factors are more likely to be gross morphological and visual character, rather than specific surface treatments or artwork applied after construction."*

Noise barrier design is driven largely by computer modeling, Federal Highway Administration's "Traffic Noise Model" (TNM) which is designed to show "what it takes" to provide a minimum of 7 to 10 decibels of abatement at the most severely impacted homes. The most effective barriers are constructed either near the source of the traffic noise or near the homes. In order to have a cost effective barrier solution (a lower height wall), the high ground is typically selected. These factors help to determine the required height and length of a proposed sound barrier.

Community participation is a part of the Department's Policy. We require that 75% of the homes that are impacted by highway traffic noise agree that highway traffic noise abatement is desired before investing in the design of the structures that can add millions of dollars of cost to the cost of a highway project. The first preference for barrier construction is an earthen berm, which can be planted to soften the views and to create interest. Earthen berms require a large right-of-way to construct (six feet horizontal for every foot of height).

The next preferred construction material is pre-cast concrete. It is the most durable material requiring the least maintenance and is the most flexible for the application of a variety of surface textures and finishes. Sometimes an acoustic design requires the use of a noise absorptive finish. Absorptive materials are more porous, and fragile, and require the use of a formliner with good relief.

Because of structural limitations, noise barriers retrofitted onto bridge structures cannot typically exceed 14 feet in height and are generally constructed of a lighter weight durable material such as corrugated metal.

My telephone number/toll-free number is 410-545-8640 or 1-800-446-5962
Maryland Relay Service for Impaired Hearing or Speech 1.800.735.2258 Statewide Toll Free

Dr. Keiron Bailey, Ph.D.
Page Two

You also asked: *"However, if you can also separately characterize artwork and other overlay treatments used, that would be helpful too."*

Landscape Architects are responsible for the selection of the surface texture and finish which is strongly influenced by the finishes that already exist along a given highway corridor. Our standard finish has been a double raked finish with one of three stain colors in the earth tone range from light tan to a "park-service brown" to achieve a consistent color within a corridor. We have seen other areas of the country where there are radical changes in barrier finishes on adjacent walls, which are not aesthetically pleasing. The driver or passenger experience is normally at a high speed, so a wide variety of designs and finishes can be potentially annoying.

On all projects, we aggressively plant trees, shrubs and vines to soften the appearance of the walls. In instances where the highway is on fill and the barrier is close to the roadway, or where rights of way are limited, heavy screen plantings can be challenging as the space is small and the roadside environment is very hostile to vegetation success.

Local jurisdictions are increasingly aware of how landscape views and local landmarks can be hidden by the subsequent construction of walls or berms. We have prepared designs using simulated brick and various simulated stone designs. At least one local government requested that we consider incorporating a design or feature that would identify the area that the traveling public may be driving through that did not rely on highway signage. On that project, we prepared a design for a simulated granite block finish. The contractor found it challenging to match the texture and was entirely unable to match the color schemes on the referee panel. Ultimately a monotone color was selected which, while complementary, does not mimic the local stone as was originally intended. We have had similar difficulties getting contractors to match a brick design with a range of colors and had to drop back to a monotone.

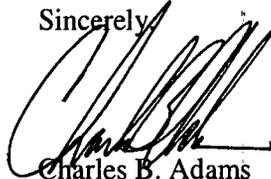
In the mid 1990s in order to increase the possible appearance options, we initiated a design competition inviting a group of public artists to provide design themes that would portray a Maryland "landscape" theme intended for the highway side of a barrier. We have recently constructed a highway project where these "landscape" bas-relief design panels have been included in the sound barrier design and have received mostly favorable comments. We have found, however, that political leaders can be somewhat nervous about the long term suitability of what seems fashionably acceptable today.

It has been customary for us to offer an exposed aggregate surface on the residential side of any given barrier. Quartz gravel has been a common natural decorative material in the landscape, particularly in the coastal plain region of Maryland where a majority of barriers have been constructed. Having this "standard" treatment makes it easy for residents to "visit and view" the homeowner side of an existing barrier.

Dr. Keiron Bailey, Ph.D.
Page Three

Thank you again for your email. If you have additional questions, please do not hesitate to contact Mr. James Hade, our Noise Abatement Team Leader, at 410-545-8599 or 1-888-375-1975 or, by email at jhade@sha.state.md.us. He will be pleased to assist you.

Sincerely,



Charles B. Adams
Director
Office of Environmental Design

cc: James D. Hade, RLA, Noise Abatement Team Leader, State Highway Administration

Dr. Keiron Bailey, Ph.D.
Page Four

bcc: Mr. Kenneth D. Polcak, Environmental Analyst, Noise Abatement Team, SHA
Mr. T.E. Severe, Administrative Assistant, Noise Abatement Team, SHA
Mr. Dan Uebersax, Chief, Landscape Architecture Division, Office of Environmental Design, SHA

Serial #: None
OED Serial#: None
Noise Customer #:

Responding to letter dated: Follow-up to 04-19-2005 email from Dr. Bailey to Ms. Karen Saab, MDOT; Dr. Bailey's email was forwarded to SHA Administration 06-09-2005 and ultimately forwarded to OED/NAT 06-13-2005 for response; the following is Dr. Bailey's original inbound email message divided with response points as required:

<p>From: Keiron Bailey [mailto:kbailey@email.arizona.edu] Sent: Monday, April 18, 2005 1:49 PM To: Karen Saab</p>	
<p>Subject: Questions about noise wall design: help sought from MDOT</p>	
<p>Dear Ms.Saab, I would be very grateful for your assistance with some questions about noise wall design. In case you are wondering why I am sending this request to you, I hope that you can direct my query to the appropriate expert within MDOT. Allow me to outline briefly what we are working on.</p>	
<p>Background For the past six years I have been collaborating with Dr. Grossardt of the Kentucky Transportation Center to improve public involvement in highway design and other infrastructure issues. We have developed a high-performance public involvement protocol that we call Structured Public Involvement or SPI. Our overall intent is not to eliminate the role of the professional in design processes, but to obtain some structured guidance from the community regarding the properties of potential designs and to allow the professionals to focus on creating highly preferred designs within the preferred envelope. With the mandate for public involvement and with increasing expectations on the part of citizens, we believe that this SPI protocol that uses advanced visualization and decision theoretic methods to improve satisfaction with the design and engineering product will be increasingly integrated into design processes. A range of SPI research and application is featured on the TRB's Public Involvement Committee Corner webpage (see papers listed under Innovative Public Involvement Techniques at http://trb-pi.hshassoc.com/publicationsandarticles.htm)</p>	
<p>Within this broad SPI framework the specific project I discuss here involves improving noise wall design aesthetics.</p>	
<p>The CAVE Method The visual evaluation method we are using is called Casewise Visual Evaluation or CAVE. Here's how it works, in outline. We show computer-generated images or 3D or virtual reality visualizations of potential designs at community forums and solicit viewer preferences using an electronic polling system. This gathers data rapidly, anonymously and fairly from all participants. We take this preference information and evaluate which specific design elements people are responding to. Professionals need to know more than just Scenario A is preferred to Scenario B. We need to know why and it is particularly useful to know which design elements influence preference and by how much. This is, so far, similar to the Visual Preference Survey, or VPS (r) designed by Anton Nelessen. You may have heard of or used the VPS (r). However, there are some key differences between the VPS and the CAVE method.</p>	

<p>Using the VPS, it is not clear to participants which elements are preferred. With the CAVE system, these preferences are calculated analytically using a fuzzy logic based modeling approach. Once the sample preferences have been analyzed, public preferences for any potential designs can be generated. Based on a small sample of potential designs we can estimate public preference for designs that have not been shown. This has three major advantages. It speeds the process up and it allows designers to focus on generating a smaller range of preferred combinations instead of expending time and money generating potentially disliked designs. It also gives the community a sense that their voices have been heard and that they have had some genuine input into the design envelope. Further, because preference data is gathered from each community, each set of preferences is unique to that area. This method recognizes - within reasonable limits set by overall legal, cost and resource issues - diversity in design, rather than seeking to impose a single template on all. All of this generates greater public satisfaction with process and product.</p>	<p>SHA needs to answer these questions in order to properly respond:</p> <ol style="list-style-type: none"> 1. Regarding the residential side, this may be a valuable tool to "improving aesthetics". However, we have not received any specific complaints on the residential side of our barriers in order to raise the question. If we contemplate offering special finishes on the residential side, it may limit what we can do, or the quality of what is possible, on the highway side. 2. Our larger concern of aesthetics is one of the highway side of the barrier. <ol style="list-style-type: none"> a. Two things tend to rule: <ol style="list-style-type: none"> i. Corridor consistency ii. Ability to secure the desired appearance in a low bid contract. 3. The primary issue on the highway side is <ol style="list-style-type: none"> a. Who is the aesthetic customer? <ol style="list-style-type: none"> i. Residents ii. Local drivers iii. Regional drivers <p>Any dissatisfaction that we may have noticed is on one of three fronts:</p> <ol style="list-style-type: none"> 1. Noise barriers take away views of the scenic landscape of this region. Most complaints are along the lines of being walled in. 2. Some noise barriers appear too bold in color. 3. Some noise barrier finishes appear inconsistent. <p>Number 2 is a candidate for this procedure, but we find that this is not a very big problem. Numbers 1, and 3 are really contract document (specification) problems, and specification enforcement.</p> <p>"Design envelope" suggests that this method is for a larger effort, such as a highway on new alignment. This method may be the equivalent of going to the emergency room for a band-aid.</p>
<p>SPI using CAVE offers many other advantages including a compact, rapid and inexpensive public involvement process that effectively gathers preference data from a small number of focus group meetings instead of needing repeated engagements with large and unfocused groups which often generate unclear or conflicting recommendations. For the highway study, three two hour meetings were needed to generate effective design recommendations. For all of these reasons you can see that this structured, analytic approach is why we call our overall protocol Structured Public Involvement or SPI; I'm sure you've seen enough results of unstructured public involvement to appreciate what this means.</p>	
<p>Previous Studies As I mentioned, the CAVE process is relatively new. It is also proprietary. However it has been used by the Kentucky Transportation Cabinet and other urban design coalitions to evaluate public preference for a number of infrastructure designs and its results so far have been recognized in various professional forums. For example you can find details of successful applications of this method to a Kentucky rural highway design on the FHWA website. (See the Kentucky rural highway design case described at http://www.fhwa.dot.gov/tcsp/case8.htm). You can also see the results of another successful application of the CAVE process to an urban transit-oriented development discussed in the Transportation Research Board's IDEA report. This case study has also been published in the IT Journal of the American Planning Association (See p.12-14, http://www.planning.org/infotech/member/newsletters/pdf/04spring.pdf).</p>	<p>The samples cited appear to be more relevant to very large transportation projects with a high potential of visual impacts.</p>
<p>The point is that the CAVE method allows us to evaluate the visual preference for any infrastructure option as long as we can characterize the design in ways that make sense to designers. For the transit development, we collaborated with a well-known architect and her design team because the domain was architectural. For the highway design problem we collaborated with State Engineers and Planners. In each case the SPI advantages translate from theory into practice. We have seen very encouraging results so far in terms of public satisfaction with SPI design processes; we have documented feedback and comments from third-party evaluators including "we've never seen this level of public involvement before" (Citizens Advisory panel for the transit-oriented development case shown above).</p>	
<p>But you can also see that SPI is a highly collaborative process: while we have developed advanced participation methods, these cannot be implemented without professional collaboration. We are not designers and we lack expert knowledge of the specific infrastructure being proposed.</p>	
<p>Details of Information Request As you can see, in this case what is missing from our approach is expert knowledge of how noise wall designs are characterized. We are seeking information in three key areas:</p>	
<p>1. As a first step in this parameterization, it would help us</p>	<p>Noise barrier design is driven largely by computer modeling (TNM) which is designed</p>

<p>greatly if you could explain what design parameters are used by Maryland DoT for noise walls (for example: height, color, construction material, plant coverage and so on). These factors are more likely to be gross morphological and visual character, rather than specific surface treatments or artwork applied after construction.</p>	<p>to show "what it takes" to provide a minimum of 7 to 10 decibels of abatement at the most severely impacted homes. The most effective barriers are constructed either near the source of the traffic noise, or near the homes. In order to have a cost effective barrier solution (a lower height wall), the high ground is typically selected. These factors determine the required height and length of a barrier proposal.</p> <p>The first preference for barrier construction is an earthen berm, which can be planted to soften the views and to create interest. Earthen berms require a large right of way to construct (six feet horizontal for every foot of height).</p> <p>The next preferred construction material is pre-cast concrete. It is the most durable material, requiring the least maintenance, and is the most flexible for the application of a variety of surface textures and finishes. Sometimes an acoustic design requires the use of a noise absorptive finish. Absorptive materials are more porous, and fragile, and require the use of a formliner with good relief.</p> <p>Because of structural limitations, Noise barriers retrofitted onto bridge structures cannot typically exceed 14' in height, and are generally constructed of a lighter weight durable material such as corrugated metal.</p> <p>The selection of the surface texture and finish is driven mostly by what finishes are already along a given highway corridor. We have seen other areas of the country where there are radical changes in barrier finishes on adjacent walls, which is not aesthetically pleasant. The driver, or passenger experience is normally at a high speed, so a wide variety of designs and finishes can be potentially annoying.</p> <p>On all projects, we aggressively plant trees, shrubs, and vines to soften the appearance of the walls. In instances where the highway is on fill, and the barrier is close to the roadway, plantings can be challenging as the roadside environment is very hostile to vegetation success.</p>
<p>2. However, if you can also separately characterize artwork and other overlay treatments used, that would be helpful too.</p>	<p>On the other hand, since landscape views and local land-marks can be hidden by the subsequent construction of walls, or berms, at least one local government requested that we consider incorporating a design or feature that would assist the traveling public in (recognizing) areas that they may be driving through aside from highway signage. On that project we prepared a design for a simulated granite to match a referee panel that was prepared to mimic the natural stone in the area. The contractor found it challenging to match the texture and was entirely unable to match the color schemes on the referee panel. Ultimately a monotone color was selected which, while complementary, does not mimic the local stone as was originally intended. We have had similar difficulties getting contractors to match a brick design with a range of colors, and had to drop back to a monotone.</p> <p>In the mid 1990's, in order to increase the appearance options, we initiated a design competition inviting a group of public artists to provide design themes that would portray a Maryland "landscape" theme. We have recently constructed one wall with those panels which has received mostly favorable comments. We have found, however, that the political leaders are somewhat nervous about the long term suitability of what seems fashionably acceptable today.</p>
<p>3. If there are overall constraints that you are obligated to respect during the design and build process, whether customary or legal, please could you identify these for us.</p>	<p>It has been customary for us to offer an exposed aggregate surface on the residential side of any given barrier. Quartz gravel has been a common natural decorative material in the landscape, particularly in the coastal Plain region of Maryland where a majority of barriers are constructed. Having a standard treatment makes it easy for residents to "go and view" the home-owner side of an existing barrier.</p>
<p>If you feel these questions are better addressed by other members of the Maryland DoT team we would be very grateful if you could put us in touch with these experts. If you would like clarification on any aspect of this request please feel free to call me or email me; I teach Monday and Wednesday mornings but if you call at this time, you can leave a message and I will get back to you right away. My contact details are listed below. My colleague Dr. Ted Grossardt is also fully involved and I have taken the liberty of cc'ing him with this note. If you like you can also talk with him about this project; he is at 859 257 4513 x291.</p>	
<p>We thank you very much in advance for your assistance with these questions. We really appreciate the time and effort DoT professionals, such as you, take to help us out with requests of this type. Of course we would be very happy to share the results of this research with you once the project is complete.</p>	
<p>We look forward to meeting you perhaps at a future TRB meeting to discuss these issues in more detail or if, you are curious, we would be happy to talk with you and show you more of CAVE and/or other high-performance analytic processes we have developed under the Structured Public Involvement framework.</p>	
<p>Keiron Bailey Ph.D. Assistant Professor</p>	

Department of Geography and Regional Development University of Arizona	
Affiliate Member, Transportation Research Board	
Contact Harvill Box #2, 1103 East 2nd Street, Tucson AZ 85641 Tel: 520 626 4096 Fax: 520 621 2889	

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J5

From: IRENE HELINE
To: JIM HADE; TED SEVERE
Date: 06/13/2005 7:52:15 AM
Subject: Fwd: FW: Questions about noise wall design: help sought from MDOT

Good Morning,

Please respond to the attached e-mail regarding sound barriers.

Thanks,

Irene

>>> STEPHANIE COATES 06/09/2005 8:39:40 AM >>>
Irene,

This should have been directed to your office.

**Chris,Claire,
Noise Walls is an OED issue**

>>> SHA Administrator 06/08/2005 2:09:12 PM >>>
Good afternoon,

Would you please determine whether this email should be answered by OPPE and, if so, have an appropriate person contact Dr. Bailey directly, with a cc: to SHAADMIN?
This email fell through the cracks, so the sooner someone can answer Dr. Bailey, the better. Sorry for the inconvenience.

Thanks,

Claire

>>> Karen Saab 04/19/2005 10:30:43 AM >>>
Please respond. Thank you

From: Keiron Bailey [<mailto:kbailey@email.arizona.edu>]
Sent: Monday, April 18, 2005 1:49 PM
To: Karen Saab
Subject: Questions about noise wall design: help sought from MDOT

Dear Ms.Saab, I would be very grateful for your assistance with some questions about noise wall design. In case you are wondering why I am sending this request to you, I hope that you can direct my query to the appropriate expert within MDOT. Allow me to outline briefly what we are working on.

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to improve public involvement in highway design and other infrastructure issues. We have developed a high-performance public involvement protocol that we call Structured Public Involvement or SPI. Our overall intent is not to eliminate the role of the professional in design processes, but to obtain some structured guidance from the community regarding the properties of potential designs and to allow the professionals to focus on creating highly preferred designs within the preferred envelope. With the mandate for public involvement and with increasing expectations on the part of citizens, we believe that this SPI protocol that uses advanced visualization and decision theoretic methods to improve satisfaction with the design and engineering product will be increasingly integrated into design processes. A range of SPI research and application is featured on the TRB's Public Involvement Committee Corner webpage (see papers listed under Innovative Public Involvement Techniques at <http://trb-pi.hshassoc.com/publicationsandarticles.htm>)

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The visual evaluation method we are using is called Casewise Visual Evaluation or CAVE. Here's how it works, in outline. We show computer-generated images or 3D or virtual reality visualizations of potential designs at community forums and solicit viewer preferences using an electronic polling system. This gathers data rapidly, anonymously and fairly from all participants. We take this preference information and evaluate which specific design elements people are responding to. Professionals need to know more than just Scenario A is preferred to Scenario B. We need to know why and it is particularly useful to know which design elements influence preference and by how much. This is, so far, similar to the Visual Preference Survey, or VPS (r) designed by Anton Nelessen. You may have heard of or used the VPS (r). However, there are some key differences between the VPS and the CAVE method.

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SPI using CAVE offers many other advantages including a compact, rapid and inexpensive public involvement process that effectively gathers preference data from a small number of focus group meetings instead of needing repeated engagements with large and unfocused groups which often generate unclear or conflicting recommendations. For the highway study, three two hour meetings were needed to generate effective design recommendations. For all of these reasons you can see that this structured, analytic approach is why we call our overall protocol Structured Public Involvement or SPI; I'm sure you've seen enough results of unstructured public involvement to appreciate what this means.

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2. However, if you can also separately characterize artwork and other overlay treatments used, that would be helpful too.
3. If there are overall constraints that you are obligated to respect during the design and build process, whether customary or legal, please could you identify these for us.

If you feel these questions are better addressed by other members of the Maryland DoT team we would be very grateful if you could put us in touch with these experts. If you would like clarification on any aspect of this request please feel free to call me or email me; I teach Monday and Wednesday mornings but if you call at this time, you can leave a message and I will get back to you right away. My contact details are listed below. My colleague Dr. Ted Grossardt is also fully involved and I have taken the liberty of cc: ing

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him with this note. If you like you can also talk with him about this project; he is at 859 257 4513 x291.

We thank you very much in advance for your assistance with these questions. We really appreciate the time and effort DoT professionals, such as you, take to help us out with requests of this type. Of course we would be very happy to share the results of this research with you once the project is complete.

We look forward to meeting you perhaps at a future TRB meeting to discuss these issues in more detail or if, you are curious, we would be happy to talk with you and show you more of CAVE and/or other high-performance analytic processes we have developed under the Structured Public Involvement framework.

Keiron Bailey Ph.D.

Assistant Professor

Department of Geography and Regional Development

University of Arizona

Affiliate Member, Transportation Research Board

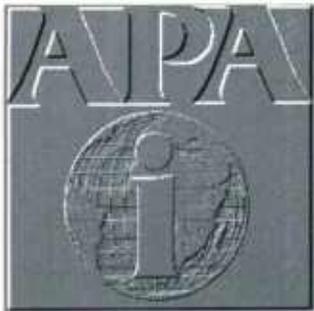
Contact

Harvill Box #2, 1103 East 2nd Street, Tucson AZ 85641

Tel: 520 626 4096

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CC: CHARLES ADAMS



INFOTEXT

Information Technology Division of the American Planning Association
Spring 2004 ■ Issue 79

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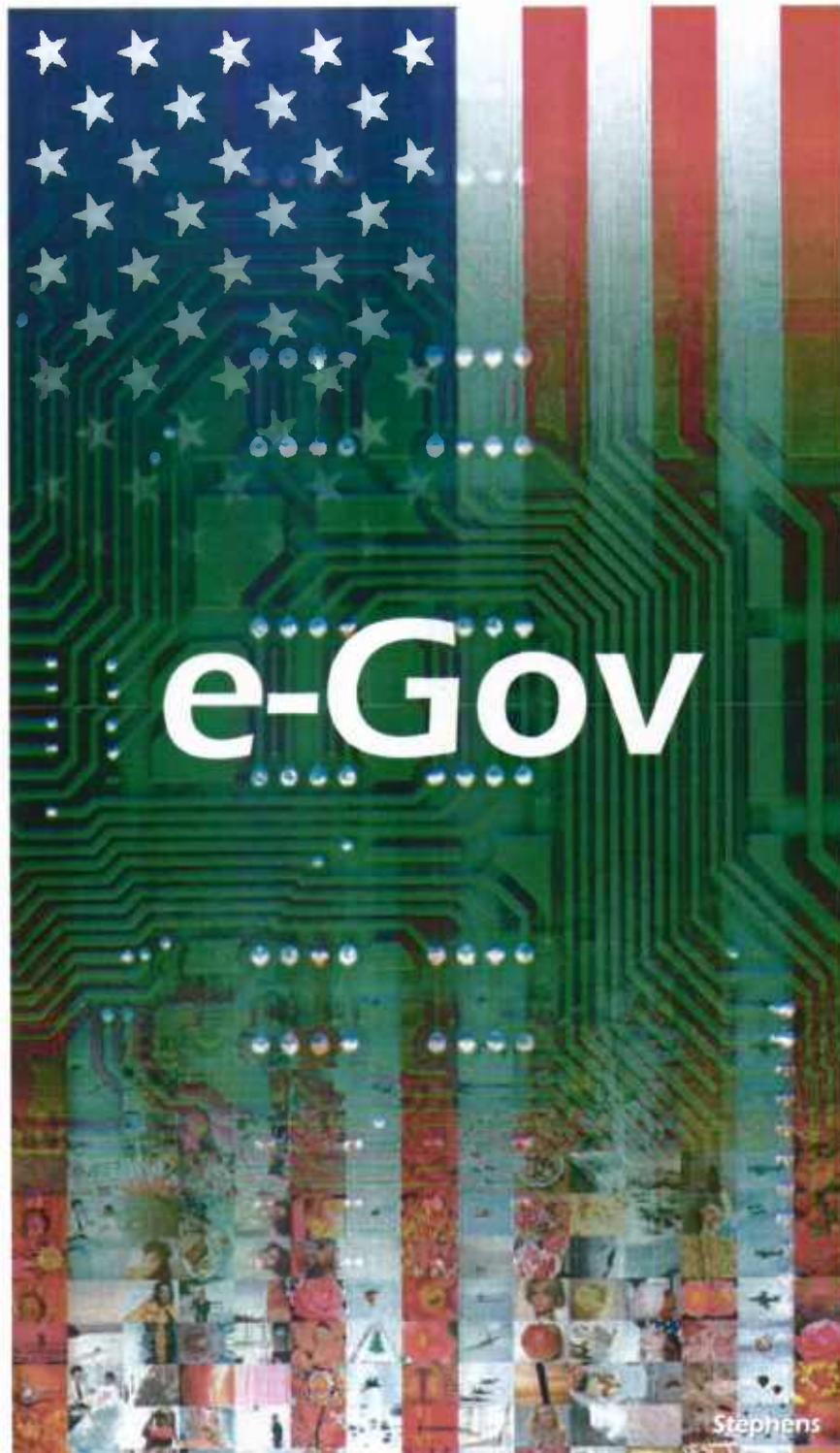
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Figure 1

Structured Public Involvement using Casewise Visual Evaluation (CAVE)

By Keiron Bailey and Ted Grossardt

Worldwide, the last decade and a half has seen an increasing clamor from citizens and stakeholders for more of a voice in infrastructure decision making. Over this same period, the social and regulatory environment within which professionals must work has changed. No longer can public involvement be performed on a proforma basis (c.f. Arnstein 1969); instead, it has become an article of faith that, as far as possible, all stakeholders opinions must be consulted and their concerns must be integrated effectively into planning and design. In many countries, these imperatives have been codified by legislation that mandates public involvement (c.f. ISTEA 1991 for transportation planning in the US).

Advanced geospatial and geovisual technologies, such as Geographic Information Systems (GIS) and 3D visualization, are increasingly used in the fields of urban design, planning and transportation management. Their flexibility and analytic advantages are clear to professionals. In the case of GIS, powerful spatial analytic capacities allow rapid alternatives analysis, or comparative locational evaluations, and they permit the integrating of a much larger volume of information, than was possible using previous methods. With 3D visualization, architects' visions can be translated into visual impressions, and these may be assessed by a range of stakeholders before a single stone has been laid. Designs can be adjusted easily and quickly, and feedback sought in very short timeframes.

More recently, a crossover movement has begun to gather steam. GIS and computer visualization technologies are converging, as vendors add geospatial capacities and improve interoperability with visualization packages, while simultaneously GIS vendors extend the visualization capacity of their software to handle and process 3D and VR-compatible files.

Yet, although geovisual and geospatial technologies possess numerous conceptual advantages, it is widely recognized that the seductive promises of these technologies for improving participatory decision making have not yet been fully realized. Despite enormous efforts directed at refining the systems, and popularizing them, they are not always as intuitive or as easy to use as some of their proponents claim. Nor has

their functionality been maximized. After all, if citizens have to be extensively trained in the vocabulary and syntax of professional designers, engineers and planners, or even software developers, before they can participate in visualizing developments, or in using GIS, then these technologies cannot, in fairness, be considered "democratizing factors."

A variety of obstacles face professionals as they attempt to integrate the technologies into participatory decision support systems. It is clear that a certain level of expert knowledge is necessary to participate fully in GIS based analyses, or to develop urban design scenarios that can be presented using 3D visualization. Moreover, in many places professionals feel that there is an increasing imperative to make use of these technologies wherever possible. In some cases it appears that an adoption momentum has built up that makes it hard to modulate their impact. In other situations it can appear to participants that the advanced methods themselves drive the entire process, controlling the design envelope and shaping the content of public discourse. The danger of advanced technology, then, is that if used improperly it may further remove control from public participants, and it may be seen to impede genuine citizen input rather than further it.

To address these concerns, the Structured Public Involvement (SPI) framework has been devised (Bailey et al. 2002). This protocol is aimed at increasing stakeholder satisfaction with planning and design processes for public infrastructure. It uses various advanced methods including an electronic polling system, 3D visualization and Geographic Information Systems (GIS) systems to increase public participation in decisions that affect their neighborhoods and communities. SPI is a framework within which a range of new, and powerful, geospatial and geovisual analytic methods can be embedded. This paper briefly outlines the application of one of these methods, Casewise Visual Evaluation or CAVE, to a transit-oriented development.

Casewise Visual Evaluation (CAVE)

Today, Virtual Reality and 3D visualization

are often used to evaluate stakeholder preference for potential developments. However, the *modus operandi* of the complete visualization decision system is rarely specified. Typically, a small set of pre-built visualizations (A, B and C) are shown to focus groups and a choice is offered between A, B and C or they can be scored for preference, such as with the Visual Preference Survey or VPS® developed by Nelessen (1994). However, although it is accepted that the visualizations are comprised of a complex assembly of design elements, it is not clear which elements control preference and by how much they do so. Landscape theorists (e.g. Whitmore et al. 1994) developed a visual assessment method that used pairwise comparisons, as favored by decision theorists, but even in simple cases this method requires exhaustive set of comparisons between hundreds of pairs of images. Thus, it is not practical for public assessment of complex composite images such as urban developments, when participants have limited time. The result is that no truly effective visual evaluation system existed to "unpack" which design elements influenced public preference and by how much.

The Casewise Visual Evaluation (CAVE) methodology was developed to facilitate quantitative visual preference comparisons between complex design options even when complete scoring of every possible design is not undertaken (Bailey et al. 2001). It is based on a non-linear fuzzy-logic based system modeling that has demonstrated competence in modeling ecosystem behavior (e.g. Meesters et al. 1998).

Treating the visual preference system as a non-linear, partial-knowledge system, the CAVE method allows a small subset of visual evaluations to be performed. Each image is composed of a set of design elements, each of which can vary; for example, building height might vary from "low" through "low-medium" all the way to "high." Sample images are coded in terms of their input variables. Participants evaluate the content of this set of images or visualizations and their preference scores are recorded. While these known scores do not cover all possible design alternatives, a fuzzy logic neural network model is used to "build" a public preference knowledge base around the known points. The CAVE methodology uses adverbial categories for element definition, a useful advantage when soliciting input from public forums. And because it is based on non-linear modeling principles, it takes into account interaction effects. Realistically, people's preferences for design elements are affected by the presence of other design elements; for example, preferences for development density may be affected by the

height of the development. CAVE handles this non-linearity and therefore generates a more realistic public preference model.

Once the public preference knowledge base is built, it can then be interrogated for any possible design combination, including ones that have not been visualized or scored, to predict public preference and thereby provide guidance for design professionals. Design combination "sweet spots" of high preference can be identified and public preference "sinkholes" (i.e. highly disliked design combinations) can be avoided. Thus, a relatively small investment in scoping the design problem with focus groups can isolate a set of highly preferred design element combinations. This knowledge can be embedded in a formal planning support system used by professionals for purposes such as optimizing public preference for constrained improvements, benefit-cost analysis of new alternatives and so on.

Application of CAVE

The Transit Authority of River City (TARC) is in the preliminary engineering phases of developing a light-rail transit system running from downtown Louisville, Kentucky to the city's southern suburbs. In collaboration with the research team, TARC wished to test an innovative methodology for improving community participation in the design of a light rail transit-oriented development for the Smoketown/Shelby Park area. The Smoketown/Shelby Park neighborhood is a low-income area located to the south of the University of Louisville Medical Center. The primary purpose of the research was to help community participants identify preferred design criteria for their local transit oriented area, defined as this particular transit station and a two-block radius around it.

The research team collaborated with the Urban Design Studio (UDS) to determine significant architectural design elements and how these could be classified along linear scales. This procedure allowed any image of a design (scenario) to be classified in terms of its architectural design properties. For example, *height* was considered an important design variable. Others included *density*, *typology* and *open space type*. Each element had a range, encompassing several verbal categories. Each of the verbal categories was assigned a numerically equivalent range. This process was repeated for the other design elements. The complete set of these elements and their classifications was termed the *Design Vocabulary*. The UDS then assisted the research team in choosing a sample of stock images of such transit-oriented developments, covering a

(Continued on page 14)

preference

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Figure 2

(Continued from page 13)
range of the possible elemental variables. Figure 1 shows one stock image.

To evaluate the images, a series of small focus group meetings was held in accessible neighborhood locations such as churches and middle school cafeterias. Bearing in mind the working patterns of the local residents, these meetings were held at times favored by the community. At each meeting the aims were explained, the stock images were shown, and a short period of facilitated discussion was encouraged. Preference scores were gathered rapidly and anonymously using a *SharpeDecisions®* electronic polling system.

A multi-variable fuzzy-logic model was then built and examined in detail using the *FuzzyKnowledgeWalker* and the 3-D surface slice tools. Figure 2 [back cover] shows a two-dimensional slice through the four-dimensional knowledge base. Preference (z-axis) response to Density and Height variation is shown, with the Typology and Open Space held constant. Typology (TYP) is given as 37 units, which represents a Typology of "Assembly" class, while Open Space is of 0 ("Sidewalk") type. Most of the surface area of this chart shows combinations that are colored green or blue (representing preference values from "OK" to "desirable"). The general pattern of preference change trending from left to right along the x-axis shows that moderately high density always shows high, while a preference "sinkhole" exists where density is moderately low in combination with medium height. Clearly, it is better to avoid this design combination if possible. The high point on this surface (color coded purple) occurs in a zone where density is moderately high and height is low. This can be thought of as a design "sweet spot." The lowest preference on this surface is given by the yellow color in the bottom of the sinkhole, however, this is not the lowest preference possible (color red). Imagine moving across the preference surface from the lowest point on the sinkhole to the highest point on the peak. This transect trends from medium high density to medium low density while the height reduces from about 4 stories to between 2 and 3. This tradeoff zone is the most sensitive in the model.

Although Figure 2 shows one small slice through the four-dimensional knowledge base, there are many possible design permutations that cannot be seen here. However, the walker tool enabled the design team to interrogate the knowledge base quickly. For example, to see how preference changed in response to changing typology the inputs were

manipulated accordingly and corresponding changes in the output (preference) were observed and documented.

The public preference knowledge base was interrogated by the architectural design team and engineering partners to evaluate highly preferred potential design combinations. These data were then used to build 3D models and to create Virtual Reality visualizations that were shown to the same focus groups in an iterative process. The results were encouraging. Public participants commented favorably on the CAVE process, noting that they had "not seen this level of public involvement before" in infrastructure planning projects. They also noted their appreciation of the direct connection between their preferences and the characteristics of the architectural models presented for their final inspection.

Over the past five years the CAVE method, among others, has been embedded in an SPI framework and this has been applied successfully to a wide range of complex design, planning and policy analysis problems in the U.S. These problems have included highway corridor location decision-making; rural highway improvement options; suburban interchange design and transit-oriented development in a low-income neighborhood.

Structured Public Involvement and its complementary embedded methods such CAVE can only be implemented with the cooperation of architecture, planning, design and engineering professionals. The methods do not substitute for their judgment in their areas of expertise. Instead, each method is tailored around the question at hand in such a way that it allows stakeholders more input into the design problem and gives professionals clear guidance from this input. In effect, instead of the advanced technology imposing its demands on reluctant participants, the focus of the process is moved away from the technology itself and onto the requirements of the stakeholders. Using CAVE within an SPI framework, visualization mediates between the professionals and the participants. It allows the professionals to present a range of their most innovative designs and, at the same time, encourages the local stakeholders to participate and feel that their views help shape the future of their neighborhood. Both stakeholders and professionals can appreciate this approach.



(Continued from page 7)

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Project Outreach Websites

By Mike Gritz

When a special planning project comes up, what technology tools can a government planning department use to increase public participation while being more efficient and effective as a planning agency? One tool that should be considered as part of the planning process is a project website. These websites can be outside the realm of core Government websites with their own easily remembered domain names. These websites may be updated quickly by the planning team working on the project.

How does a project website benefit outside customers such as citizens, developers or contractors? They allow for improved participation. Some project website have seen an increase of over a 900% in completed citizens surveys over traditional planning/town hall style meetings. Customers are able to access information at their convenience versus the Planning Staff's convenience, at anytime of the day, anonymously, and as some have said "it's more fun, plus, who wants to go to a government meeting right after work when you have kids, shopping and are dead tired after a hard days work".

On the Planners side, a project website has many benefits as well. It's the great equalizer when it comes to information distribution. Everyone gets the information at the same time so there's no perception of favoritism. Posting information once saves staff's time & money versus making phone calls and sending letters. It also puts the responsibility on the interested parties to keep up with project information instead of planning staff as many may now just enter their email address into a box on the website and receive email notices of changes or newsletters. Planners have said that a project website also helps make sure information that is distributed (maps, survey results, meeting notices/agendas) are consistent and helps keep track of the projects progress. These websites don't have to be complex either as many of them have a start date and a time they expire when the project is completed, although one may want to keep them online to show off the project teams good work and as a resource for others.

Planning project websites are an essential part of e-government as they improve public participation, public outreach, assist in making more information available in an equal and fair manner. Although Planning practices still demand traditional town hall meetings, the public is expecting more and more of these technology enabled access to government services. In these days of tight budgets, governments are as well.



outreach

CORP2004

The 9th International Symposium on information and communication technologies (ICT) in urban and spatial planning and impacts of ICT on physical space was held at the Vienna University of Technology from 25-27 February. The major topic of CORP2004 was "IT-Regions: Innovation and Technology as driving forces for sustainable urban and regional development."

All papers are online at the www.CORP.at website. Individual papers are listed alphabetically by author, and all papers are contained in the "Proceedings."

InfoTech officers Milton Ospina and Ric Stephens delivered presentations on "GIS Supports Planning and the Public Participation Process with Planning Support Systems" and "Smart Communities" respectively.

More information on this event will be described in an upcoming issue of the American Planning Association "Planning" magazine.

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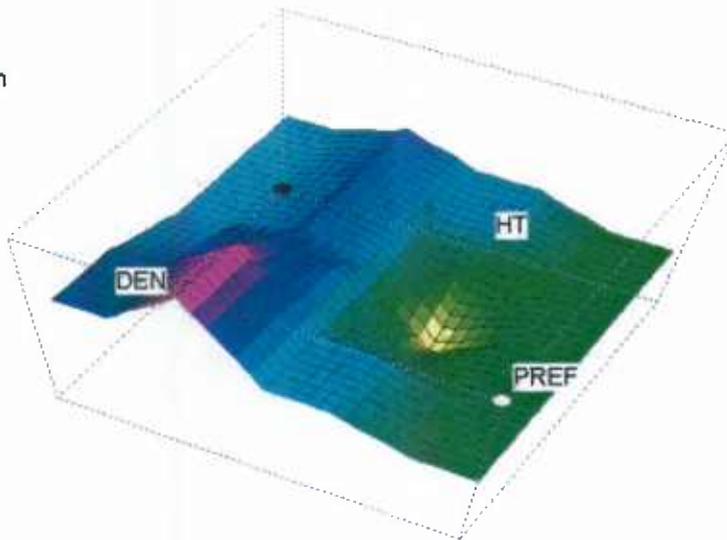


Fig. 3 Example slice through community preference knowledge base. See page 12



The Information Technology Division is charting the new technologies for the American Planning Association. Planners everywhere need to understand the use and planning implications of new systems: computer simulation, GIS, telecommunications, and computer-based information resources. [Web www.apa-it.org](http://www.apa-it.org)

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Public Involvement Strategies for Shaping Communities

This case study presents examples of how four TCSP projects have applied innovative approaches to public involvement. Drawing on lessons from these and numerous other TCSP projects, it identifies a wide range of techniques that can be applied to engage the public in transportation and community planning.

The Federal Highway Administration's Transportation and Community and System Preservation Pilot Program (TCSP) has funded projects in all 50 states and the District of Columbia that link transportation, community, and system preservation practices. Many of these projects have included innovative public involvement techniques that seek to involve citizens in a meaningful way in shaping the future of their communities. These projects are taking the term "public involvement" far beyond the traditional public hearing format. Through hands-on techniques such as charrettes, design workshops, facilitated discussions, and preference surveys, members of the general public, government staff and elected officials, and developers engage in a dialogue over how the design of their communities and transportation systems could be improved.

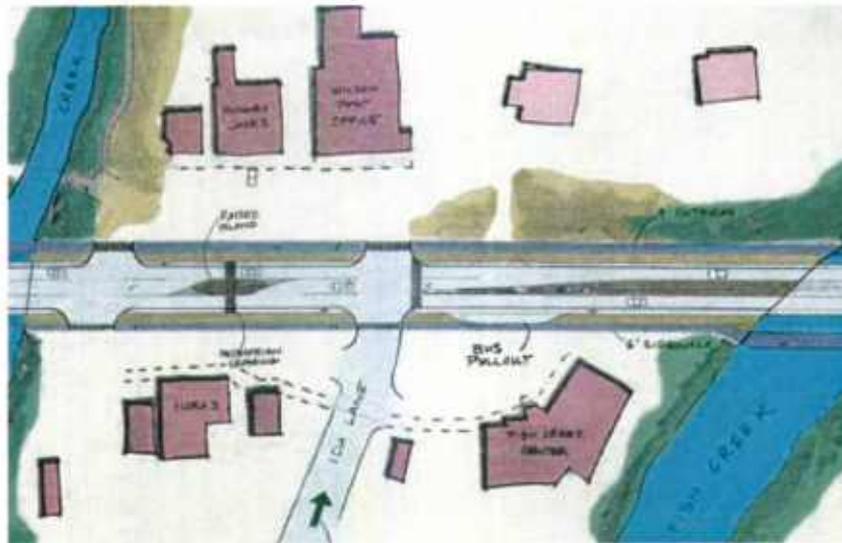
The scale of TCSP projects ranges from the redesign of a suburban shopping mall in Saginaw, Michigan to the development of alternative growth futures for a 10county region of northern Utah. Yet regardless of whether the subject is a site, corridor, or entire metropolitan area, similar lessons have emerged with respect to public involvement. First, a good public involvement process leads to better plans and projects. If engineers, planners, and developers listen carefully to the people they serve, the resulting plans and projects more closely address the needs and reflect the values of the community. Second, the benefits of a strong public involvement process flow in the opposite direction as well. By engaging in a dialogue with the public, people with technical expertise can help others improve their understanding of the opportunities and constraints faced in planning transportation systems and designing communities.

TCSP projects are supporting other related initiatives to link transportation and community practices and improve public involvement. These initiatives include other Federal aid projects, context sensitive design practices increasingly being adopted by State Departments of Transportation (DOTs), the Federal Transit Administration's emphasis on transit supportive land use for existing transit projects and for new fixed projects, Brownfields cleanup and redevelopment projects supported by the U.S. Environmental Protection Agency, and the community revitalization efforts underway at the Department of Housing and Urban Development, as well as regional and local comprehensive planning efforts throughout the country.

Successful Public Involvement Examples

The Wilson Charrette

Wilson is an unincorporated community of about 300 residents in Teton County, Wyoming. Located on a mountain pass near the burgeoning Jackson Hole area, it has managed to escape gentrification pressures but not traffic impacts, as commuters increasingly drive State Highway 22 through the town seeking affordable housing in Idaho. A Fiscal Year (FY) 1999 TCSP grant allowed Teton County to fund mixed-use village and highway corridor planning for Wilson. This area was identified in the county's transportation plan as one of a number of appropriate locations for a "mixed-use village." By focusing development in compact, walkable communities such as Wilson, the county hopes to reduce the transportation investment needs associated with future growth.



Preferred corridor design emerging from the Wilson charrette. The roadway includes two 12-foot travel lanes, a 14-foot center left turn lane/median, and two four and a half to fivefoot bike lanes/shoulders. Pedestrian improvements include a paved sidewalk on the south side of the roadway, a crushed gravel pathway on the north side, crosswalks at the intersection, and a pedestrian bridge over a creek. Shared driveways consolidate business access.

Courtesy Teton County and Charlier Associates.

The planning effort for Wilson was expanded to consider not just land use, but also the imminent reconstruction of a U.S. Forest Service (USFS) road intersecting the state highway in the town, as well as the longer-term need for reconstruction of the State highway as identified by the Wyoming DOT.

The county chose a short but intensive process to maximize citizen input within the timeframe required for the USFS road reconstruction. The county's planning team first conducted interviews with 17 property owners, local residents, staff of WYDOT, and other stakeholders to identify concerns regarding existing conditions and plans. Then, the team conducted a weeklong charrette that included a mix of public presentations, small group discussions, workshops, and meetings with business owners as well as students. In an iterative process, the planning team presented concepts to the public, obtained feedback, and refined and developed the concepts. The charrette was remarkably well attended, with evening public workshops averaging 75 participants and with over 130 people participating in total. Topics covered in the charrette included design alternatives for Highway 22 and its intersection with the USFS road; future land use designations; wildlife corridors and wetlands; residential and commercial use typologies; bicycle and pedestrian access; and maintaining affordability.

The results of the charrette included a Corridor Plan for Highway 22, a Community Plan encompassing all of Wilson, and a Mixed-use Village Plan for the center of Wilson. Public response to the charrette process was overwhelmingly positive, and residents of the community vowed to work together to see that the recommendations included in these plans are implemented. Examples of charrette recommendations include:

- Reduce the Highway 22 cross section proposed in the USFS road reconstruction plan from five lanes to two lanes with a center left turn/median lane;
- Include pedestrian walkways and consolidate driveways along the State highway corridor;
- Limit the area zoned commercial and allow mixed-use development within this area; and
- Limit the size of commercial buildings and residential lots, discourage lot consolidation, and allow accessory units, to maintain the small scale character of the community and preserve affordability.

This charrette has been such a positive experience for the community.

- Community member comment on Wilson Charrette

Since the charrette, the county has obtained right-of-way and funding for pedestrian paths for a 1,000foot section of Highway 22 that will be reconstructed in conjunction with the USFS road reconstruction, a project which is being funded by FHWA. Also, FHWA has changed its plans for the road reconstruction to no longer include a widening of

Highway 22 to five lanes. However, WYDOT has expressed some concerns about the proposed median concept, primarily because of increased construction and maintenance costs. 37

Anchorage on the Move

An FY 1999 TCSP grant of \$250,000 allowed the Anchorage Metropolitan Area Transportation Study (AMATS) to examine its public participation process. Through the Anchorage on the Move project, AMATS worked with Resource Solutions at the University of Alaska Anchorage to find out how AMATS could improve its approach to soliciting public input into transportation planning.

The project started with an effort to compile public frustrations and concerns about the planning process and participation opportunities. This was done through a series of interviews, questionnaires, and public meetings with citizens who have been involved in transportation planning, representatives of stakeholder groups, and other community members. A special effort was made to target underrepresented groups, such as ethnic minorities and the disabled. In a further series of meetings, participants made suggestions for how to improve the public process, and project staff drafted a public participation program for AMATS. Public meetings were marked by a strong reliance on small group discussion formats. These discussions were thoroughly documented and all comments were inventoried in order to determine the issues and concerns of greatest significance. The entire process was designed as an intense, focused effort with frequent meetings occurring over roughly a nine month period.

The products of the Anchorage on the Move effort include:

- A recommended public participation program, packaged as a toolbox of strategies and techniques for involving the public in transportation planning, and intended for local agency staff;
- "Tip sheets" for people involved in planning and implementing public participation activities; and
- A Citizens Handbook that includes basic area transportation facts and figures, an overview of AMATS and its planning processes, an introduction to transportation funding, public participation opportunities, sources of additional information, and answers to frequently asked questions.

One of the significant findings of the effort was the need for greater emphasis on public education. Opportunities for public input, such as public meetings, already exist. However, people often lack a basic understanding of how the transportation planning process works, what are the key issues, or how and why they should become involved. A fundamental recommendation of the study was that AMATS continually feed information to the public through the mass media, Internet, mailings, and other mechanisms.

"Unless you have public education, you can't have public involvement."

- Meg King, Resource Solutions, University of Alaska Anchorage

To begin to implement the study's recommendations, AMATS has revised its notification procedures for meetings, providing a tentative agenda at least two weeks in advance, notifying people of action items at least one week before, and posting background information on the Internet. They will be testing additional recommendations in their upcoming Long Range Transportation Planning and Transportation Improvement Program updates, as well as in planning studies for specific projects. In the future, the Anchorage on the Move project team hopes to be able to design an effective and crosscutting public education program to complement their public involvement strategies.

Alternative Futures in Lansing

The Lansing, Michigan metropolitan area, population 450,000, spans three counties and 78 local jurisdictions. Assisted by an FY 1999 TCSP grant, the Tri-County Regional Planning Commission (TCRPC) has spearheaded an effort to bring together local government staff, elected officials, and citizens to create a vision for the region's future. The vision exercise has focused on land use and environmental issues related to development patterns as well as on transportation requirements to serve development. A series of public forums are complemented by a stakeholders' group, a public opinion survey, a visual preference survey, a local leader survey and briefings, and a quantitative analysis of the impacts of alternative scenarios.

At the initial set of town forums in July 2001, draft regional land use and transportation goals and objectives were presented for public input. In December 2001, a second round of forums was held for the purpose of discussing

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alternative land use scenarios and their impacts. Both events, held at four locations throughout the region, were remarkably well attended: over 400 people participated in the first set of forums and nearly 300 participated in the second set. The organizers attribute much of this success to a well crafted media plan that resulted in strong media coverage immediately prior to the forums, along with coordinated mailings.



Citizens participate in a small group discussion at a forum on regional growth in Lansing, Michigan.

Courtesy Tri County Regional Planning Commission.

In the public forums, about 80 percent of participants preferred a city centered land use scenario with strong environmental protection measures over a "business as usual" development scenario. The support of nearly half of these people, however, was contingent upon making revisions to the scenario compared to the version originally presented to them. The opportunity for citizen review and input led to the crafting of transportation and land use principles that are more broadly acceptable and stand a greater chance of successful implementation.

In an evaluation of the meetings, most people expressed guarded optimism that their concerns had been heard, but had mixed opinions about whether the suggested changes would actually be implemented. TCRPC is committed to adopting a regional transportation/land use vision consistent with public input and to carrying out its recommendations. Implementation, however, will primarily involve working with local jurisdictions and state agencies to obtain changes to land use regulations and funded transportation projects - a multiyear process.

Teenagers Tackle Transportation

With the support of an FY 2000 TCSP grant, planners in St. Lucie County, Florida are engaging teenagers in transportation planning. Concerned that the general public does not understand or have easy access to the transportation planning process, the county is working with the metropolitan planning organization (MPO), school board, and teenagers at the local high school with three primary objectives:

- To educate students about transportation issues so they can participate both now and later in life as adults;
- To use students to bring information to adults in an engaging and non-threatening manner; and
- To involve a constituency dependent upon alternative forms of transportation in identifying and planning for transit, bicycle, and pedestrian needs.



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Students in St. Lucie, Florida, produce a video explaining the transportation planning process.

Courtesy Jody Bonet, St. Lucie County Planning Department

By June of 2002, students produced eight videos covering different aspects of transportation, including careers/roles, transit, greenways/trails, how to survey a community, and how to put together an alternative transportation plan. A journalism class interviewed people from the community about their transportation-related needs and concerns. After completing the videos and interviews, students developed an alternative transportation plan focusing on transit, pedestrian, and bicycle needs and presented this plan to the MPO. The intent is to use it as input for local and State transportation plans. The students also developed a web site and booklets so that the process can be repeated in other school systems.

Techniques and Lessons Learned

These projects provide just a few examples of the successes demonstrated by TCSP projects using innovative public involvement methods. There is no one-size-fits-all approach to public involvement; different techniques are suited to different applications. Taken together, however, the projects sponsored by the TCSP program provide a menu of techniques and lessons that others can use to design successful and meaningful public involvement processes for transportation and community planning.

Lesson #1: Make Meetings Accessible

Many of the most effective and engaging public involvement techniques require face-to-face interaction in a meeting, forum, or workshop setting. The first challenge is to get people to attend the event. This challenge is reduced if the event is convenient for people in terms of time, location, and supporting services. This means holding the event at a location that is within the community and familiar to people, such as a community center, church, or library; holding it in the evening to allow people who work different shifts to attend; and providing supporting services such as food, child care, and translation services in a community with a non-English speaking population. After developing an interactive outreach presentation to engage people in a regional comprehensive planning exercise, the New Orleans Regional Planning Commission took this presentation first to neighborhood association meetings, which typically had about 10 to 15 people in attendance, before speaking to larger groups.

"We are taking our presentation to the community, rather than asking people to come to us."

- Jim Harvey, New Orleans Regional Planning Commission

Publicity is a second key to good turnout. Strong media coverage just prior to an event can pique interest as well as educate people about the issues at stake. Reaching people with multiple invitations - e.g., through mailings, newspaper, television, schools, and personal invitations - is much more effective than a single channel of communication. Organizers of the regional growth forums in Lansing attribute much of their successful turnout to a coordinated media plan developed in advance of the public events. 40

The publicity should make a compelling case for why people should attend. Abstract objectives, such as "help develop a regional plan," are much less likely to grab peoples' attention than identifying specific problems to be addressed - such as traffic congestion on a local arterial, loss of farmland, or an abandoned property in need of redevelopment. For example, planners in Saginaw, Michigan used the media to highlight traffic problems in the vicinity of a suburban shopping mall, and explained how people could help redesign the area to reduce traffic congestion, by attending a charrette.

Lesson #2: Make Meetings Engaging

"In 20 years of doing this, I've never permitted anything to be done like a traditional hearing... they just don't work."

- Paul Hamilton, TriCounty Regional Planning Commission, Lansing, Michigan

A good public event should be collaborative rather than confrontational; it should be engaging and fun; and it should provide a learning experience for all involved. A number of techniques can be used individually or in combination to accomplish these objectives in the context of transportation and community planning.

Instead of the traditional two-minute individual comment format, planners Paul Hamilton in Lansing and Charles Trainor in Boise, Idaho prefer an approach in which a presentation is followed by **small group breakout/discussion sessions**, followed by "report backs" to the larger group. This format engages people in conversation around a specific issue and allows different groups to tackle different issues in some depth. Agencies running meetings in this format have trained their staff to be facilitators, and have also utilized consultants and local volunteers with skills in facilitation.

Design workshops are a variation on the small group approach for situations in which the focus is on transportation or community design elements for a specific area. Participants are given maps, tracing paper, and drawing materials and asked to sketch and/or list things such as existing conditions, improvements needed, and future design concepts. The participants' sketches and ideas are then refined by design professionals to create a graphical record of the concepts generated in the workshop. Public design workshops have been used in TCSP projects to develop strategies to make a suburban shopping mall in Saginaw, Michigan more pedestrian friendly and to develop roadway design concepts in the town of Wilson, Wyoming.

In a variation on the design workshop, participants are given colored chips that represent units of different types of development, such as housing, office, retail, mixed-use buildings, and public space. They are asked to arrange the chips on a map of the area being studied. This approach was used to help local residents and business owners design transit-oriented "villages" in Fort Worth, Texas. The Fort Worth workshop was particularly interesting because of its emphasis on fiscal responsibility. Each public investment item was given a price tag, and each group was given a cap on the amount of public money it could spend. Each item was also given a public-private leverage ratio, and door prizes were awarded to groups with the highest leverage.

Planners in Charlottesville, Virginia devised a **game playing exercise** to engage people in a regional planning initiative workshop. In this exercise, each player selected a different alternative future theme for the area. The themes, named after old television shows, represented overarching descriptions of how the region could look and function in the future. The themes included:

- Grizzly Adams - Preserve open space and ecosystems;
- Green Acres - Maximize rural lifestyles;
- Petticoat Junction - Make light rail visible;
- Price is Right - Let the market be the driver;
- Let's Make a Deal - Establish equity among jurisdictions; and
- Lost in Space - Maximize technology.

Groups of participants decided what type of land use patterns would maximize their theme, and put colored dots representing urban, suburban, and rural community types on a laminated map. The dots had different values representing their ability to absorb population growth; each group had to reach the same population target in its scenario. 41

Inviting children to participate in a design workshop can help break down barriers between adult participants and can bring a fresh perspective to an event. Both the Saginaw and Wilson charrettes included a session in which children from a local school sketched out their own design ideas for the community. The videos being created in St. Lucie County are being told with a high school student's perspective and language - and thus are likely to be more accessible to a broader population than if they were created by planners with a more technical language and viewpoint.



Residents of the EvansvilleRosedale neighborhood of Fort Worth, Texas allocate chips corresponding to different land uses in a proposed transit village. Hands-on workshops such as this are one technique for engaging the public in the planning process.

Courtesy City of Fort Worth

Technology can facilitate both small group and large group discussions. One such technology is electronic voting. Organizers of the town forums in Lansing used wireless electronic voting devices that were loaned by a local university. These were used to tally poll results and to create statistics and graphs for preprogrammed questions. In addition to providing instantaneous feedback, the voting devices encourage people to express their true opinions (since the votes are anonymous) in cases where they might be reluctant to share opinions which might be unpopular. Facilitators of group discussions also found the voting devices helpful in screening ideas from participants: a proposal from one participant can be put up to vote, to see whether it has broader merit or is an idea without popular support.

In Anchorage, Alaska, planners used a graffiti wall, covered with paper on which people can either write or draw their thoughts, as another way of encouraging people to express themselves without having to make a public statement.

Technology can also help people understand the impacts of alternate choices. Visual preference surveys have been applied in Hartford, Lansing, Saginaw, Michigan, and Charlottesville to help people visualize what alternative growth patterns might look like and identify preferred patterns. People are shown design options for similar uses (e.g., suburban standalone retail versus mixed use) and asked to choose a preferred option or rate the appeal of a single option on a scale. Visual impact is only one measure of performance for development, but it is an important one that is becoming progressively easier to introduce with the advent of computer graphics technologies. Visual preference surveys have been administered as one component of a broader public event as well as via the Internet.



3-D Rendering of participants' preferred design option for U.S. 460

Courtesy Kentucky Transportation Center

Visualization techniques also have been applied specifically to help design transportation facilities. An FY 1999 TCSP project in Kentucky explored the use of two dimensional, three dimensional, and virtual reality visualization techniques to solicit public involvement on roadway design features. Also as part of this project, a new method for capturing peoples' tastes and design preferences was tested. Developed by the Kentucky Transportation Center, this modeling process, known as Casewise Visual Evaluation (CAVE), allows citizens to clearly express their design preferences regarding a roadway or transportation oriented development. CAVE can capture preferences for various combinations of design features and also can be applied in as little as a one hour public meeting. This method allows the engineer, architect, or planner to gather detailed design input before the design process starts, so that they can better understand the needs of the community and can create initial designs that are likely to be reviewed positively by the community.

These techniques were applied to potential designs for U.S. 460 through the Bluegrass Region of central Kentucky, and tested in a series of three focus groups with local residents. One result of this project was The Visualization Guide, a CDROM tool produced for the Kentucky Transportation Cabinet (KYTC) that explains the advantages, disadvantages, and costs of various visualization techniques and software. The KYTC is beginning to utilize visualization and preference analysis techniques as part of a larger effort to redesign its public involvement process.

"Visualization is one tool we are using to integrate contextsensitive design into transportation planning. Our goal is to be able to come to a consensus with the community on how the roadway should look."

- John Carr, Kentucky Transportation Cabinet

Quantitative measures of performance such as congestion, emissions, and land development are an important part of any alternatives analysis and help the public understand the benefits and impacts of each alternative. Emerging geographic information systems (GIS)based models and visual simulation techniques are making analytical results more accessible to the public. In San Diego, for example, the PLACE3S model was used to illustrate the economic development potential of each land parcel in the Mid City neighborhood under different zoning scenarios. Traffic simulation models can illustrate queues associated with different levels of development or roadway designs.

In the not too distant future, planners envision that it will be common practice to have computers at public meetings that allow people to test policies and actions on their own. PLACE3S already has been used in community workshops to allow people to analyze different zoning scenarios and compare results in real time. The value of such applications as a learning tool cannot be underestimated. When people have the opportunity to try different policies themselves and visualize the results, they will gain a much greater understanding of the interrelationships among

various transportation and land use issues and will be able to support the planning process in a more informed manner.

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Lesson #3: Use Complementary Strategies

Public events, while an important component of an outreach strategy, are only one way of reaching people and soliciting their input. Even with engaging and accessible public meetings, only a limited number of people may participate, and an even smaller number feel comfortable expressing their views in this type of forum. TCSP projects are employing a variety of complementary strategies such as focus groups, interviews, stakeholder committees, opinion surveys, and other creative outreach strategies to solicit broader community input and help shape the plan or project development process.

"We were concerned that just relying on public meetings would only draw on people who usually participate in community activities. We used a combination of focus groups and a quantitative survey to broaden our public outreach."

- Kirsten Merriman, City of Burlington, Vermont

Focus groups engage only a small number of people at a time and require a trained facilitator, so they are not a cost effective method for obtaining large scale public involvement. However, they can be extremely useful for helping project staff understand the viewpoints of specific stakeholder groups. For example, in Honolulu, Hawaii, city transportation staff held focus groups with eight stakeholder groups - including taxi drivers, hotel operators, and delivery operators - to identify specific concerns with respect to traffic and pedestrian needs in the Waikiki resort area. The Capitol Region Council of Governments held focus groups with developers in the Hartford region to discuss barriers to creating transit supportive development projects.

Focus groups have also been used in Burlington, Vermont, where separate focus groups were held with seniors, business owners, neighborhood associations, and youth to identify strengths and weaknesses of the project neighborhood. The findings were also used to help shape a public opinion survey.

Focus groups have served as an effective evaluation tool in Saginaw to provide feedback on a visual preference survey; and in Boise, where a focus group was held with local staff and officials who were invited to project meetings but did not attend. One key finding of the Boise session was that staff in some city departments simply had not been informed of the meeting even though staff in other departments had been - leading the project team to conclude that they needed to improve internal communication practices.

Interviews with key stakeholders, such as leaders of local business, neighborhood or advocacy groups or human service providers, can serve a similar purpose. Planners in Springfield, Massachusetts performed one-on-one interviews with community leaders as one of the first steps in undertaking a master plan for a 75-acre Brownfields site and an adjacent historic neighborhood. In Wilson, Wyoming, a county led planning team conducted interviews with property owners, local residents, stakeholders, and the state DOT to identify specific concerns that they had as well as opinions about existing plans, in advance of undertaking a public design charrette. Interviews are a good technique to use early in the planning process. Interviews are being used not only to identify needs and concerns but also to identify other groups, leaders, and community members whose participation should be solicited, as well as to obtain feedback on the proposed planning process/approach.

"Our focus group with developers helped us to identify some of the political and economic obstacles to new models of regional development."

- Linda Osten, Capitol Region Council of Governments, Hartford, CT

Another widely used approach to obtaining ongoing public input is the stakeholder committee. The committee is typically used to provide overall direction to the project as well as provide feedback from the viewpoint of different constituencies. TCSP project sponsors have found it important to include a broad base of representation on the committee, including elected officials, community and advocacy groups, business and private sector interests, public agency staff, and other stakeholders. In order to maintain a manageable committee size, committees are often comprised of representatives of different stakeholder groups, rather than unaffiliated individuals, especially for projects of a broad geographic scale. It may be desirable to establish a separate technical committee to oversee the development of a modeling tool or other technique; planners in Charlottesville report losing interest among some

members of their advisory committee who were not attracted to the details of model development (a significant focus in the first year of the project). The technical committee should include at least a small number of interested stakeholder representatives who can serve as liaisons to a policy or advisory committee. 44

The selection of committee members may also vary depending upon the objectives of a project. The Metropolitan Washington Council of Governments, for example, established its project committee with the objective of using it as an implementation tool. The focus of the Council's project was on identifying and implementing regional high priority greenways and circulation systems, consistent with an adopted regional vision. The Council felt that by establishing a committee that included high level elected and appointed officials - rather than lower level agency staff - to identify and prioritize projects, that these stakeholders would take ownership of projects and would be in a better position to advocate for their implementation.

Opinion surveys are another technique to solicit feedback from the community. While opinion surveys at a regional level are typically conducted by telephone, when the focus is on a specific neighborhood, distributing surveys "on the street" can prove to be a successful and more engaging technique. For example, a project team working on revitalizing North Street in Burlington, Vermont distributed surveys using a variety of techniques including door-to-door canvassing, drop boxes at corner stores, a community fair, and English as a Second Language (ESL) classes. In doing so, they were able to explain the purpose of the survey to many people and obtained over 400 completed surveys. While not a completely random methodology, it did provide an opportunity for broad community input.



Planners come to the public at a fair in Hartford, Connecticut

Courtesy Capitol Region Council of Governments

Appearances at community events can also help bring planning staff "to the people." The Capitol Region Council of Governments in Hartford reports strong public response to a mobile display booth on regional growth that it uses at community fairs throughout the region.

Lesson #4: Value Peoples' Input

Perhaps the most important long-term strategy for maintaining public involvement is to demonstrate to people that their involvement is valuable. Some TCSP projects reported having to work with a public that initially was either skeptical or downright cynical about whether their views would be listened to and whether it would be worth their time to be involved in the process. This can be a problem, for example, in economically depressed communities - such as Burlington's Old North End - where revitalization plans have been made in the past but never implemented. Barriers of skepticism and cynicism can be overcome, however, by persistently cultivating relationships and by demonstrating implementation commitments. Furthermore, if people become invested in the development of a plan, they are more likely to support and advocate for its implementation.

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"We had to sit through lots of meetings where people had time to vent their angers and frustrations. Now we are past this point and people are ready to roll up their sleeves and talk about implementation."

- Katie Galluzzo, City Planner, City of Springfield, Massachusetts

Specific tactics that help people feel that their input is valued include:

- Soliciting input early in the process, not just after the plan or project has largely been decided;
- Changing policies or designs when there is clear public support for such a change;
- Responding to all public comments - even if a particular comment cannot be addressed in the plan or design, explaining why it cannot be addressed; and
- Perhaps most importantly, projecting the right attitude: that staff are genuinely interested in learning from people rather than simply soliciting input to fulfill a requirement.

The benefits of a collaborative approach are evident to the private sector as well as to public agencies. According to the Mid-America Council of Governments (MARC) in Kansas City, Missouri, a developer involved in MARC's Quality Places outreach effort redesigned a proposed development to be responsive to community concerns, gaining the support of the community. The developer, who was proposing a neotraditional neighborhood on the site of a horse farm, held a week-long charrette to which members of the public were invited. The developer responded to the public's concerns about issues such as preserving the historic character and natural beauty of the area. At the same time, the developer was able to educate the public about why they wanted to incorporate traditional neighborhood design, mixed use, and recreational trails. At the end of the final presentation, the developer received a standing ovation.

CONCLUSIONS

People throughout the country are paying increasing attention to the physical form of their community. Americans are examining the design of development projects and their interrelationships with transportation systems and public spaces. They are questioning the implications of past and present design practices with respect to their impact on community character, accessibility, economic development, and the natural environment. And they are helping to develop and implement new transportation and land use design practices that preserve the most valuable qualities of their communities, while enhancing access, protecting the environment, and fostering sustainable economic growth.

"Because of our efforts to educate people about transit-supportive development, we are finding that both local planners and developers are more conscious of design issues such as pedestrian access, building setbacks, parking placement, building density, and mixed uses."

- Marlene Nagel, MidAmerica Regional Council, Kansas City, Missouri

Projects funded through the Federal Highway Administration's TCSP program are demonstrating innovative public involvement techniques to assist communities in tackling their transportation and design problems. A few examples illustrate specific ways in which a community-driven TCSP process has affected the design and implementation of projects:

- In Wilson, Wyoming, pedestrian walkways and crossings are being incorporated into the redesign of a highway intersection;
- In St. Lucie County, Florida, the alternative transportation plan contributed to increased support by the St. Lucie MPO for a municipal services tax to encourage additional transit investments for the county's first fixed-route bus system along U.S. 1;
- In San Diego, California, community input led to the redesign of proposed bus access ramps to shorten walking distances and allow for streetfronting retail development.

The results of these and other TCSP projects are clear: a collaboration between the designers of a project - engineers, planners, developers - and the general public - including community and stakeholder groups and their representatives - leads to projects that meet the needs of local communities while at the same time reducing the regional impacts of transportation and development.

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FOR FURTHER INFORMATION**TCSP Project Contacts**

Anchorage, Alaska
Anchorage on the Move
James Armstrong
Anchorage Metropolitan Area Transportation Study
9073437991

Meg King
Resource Solutions, University of Alaska Anchorage
9072572716
www.uaa.alaska.edu/enri/rs_site/amats.html

San Diego, California
PLACE3S Planning Method
California Energy Commission
Nancy Hanson
(916) 6543948
www.energy.ca.gov/places/
See also: TCSP Case Study #4

Hartford, Connecticut
Picture it Better Together
Capitol Region Council of Governments
Linda Osten
(860) 5222217
www.crcog.org
See also: TCSP Case Study #3

Washington, D.C.
Metropolitan Greenways and Circulation Systems
Gerald Miller
Metropolitan Washington Council of Governments/
Transportation
Planning Board
(202) 9623319
www.mwcog.org
See also: TCSP Case Study #5

St. Lucie, Florida
Teenagers Tackling Transportation
Jody Bonet, St. Lucie County, FL
(561) 4621492

Honolulu, Hawaii
Livable Waikiki
City and County of Honolulu
Cheryl Soon
(808) 5234125

Kentucky
Transportation Planning and Context Sensitive Design
Visualization CD and Guide:
Ted Grossardt
University of Kentucky Transportation Center
(859) 2430971 x25
cvoz.uky.edu/psa/TCSP/TCSPHome.htm

Kansas City, Missouri
Smart Choices
Mid America Regional Council
Marlene Nagel
(816) 4744240
www.marc.org/cqp.htm
www.marc.org/archives/tsdforumreview.htm

Troy, New York
South Troy Waterfront Redevelopment Project
Frederick Ring
City of Troy
(518) 2704577
Fort Worth, Texas
Corridor Redevelopment and Transit Linkages
Peggy McCook

City of Fort Worth
(817) 8718008
Houston, Texas
Main Street Corridor Planning and Research Project

City of Houston
Patricia Rincon-Kallman
(713) 8377858
www.ci.houston.tx.us/pd/
See also: TCSP Case Study #2

Burlington, Vermont
North Street Revitalization Project
City of Burlington
Kirsten Merriman
(802) 8657144
Charlottesville, Virginia

Eastern Planning Initiative
Thomas Jefferson Planning District Commission
Harrison Rue
(434) 9797310
www.tjpd.org
See also: TCSP Case Study #6

Teton Co., Wyoming
Mapping for a Millenium (The Wilson Charrette)
Theresa DeGroh
Teton County Planning Department
(307) 7333959
www.tetonwyo.org/plan/

Other Public Involvement Resources

Federal Highway Administration
Office of Environment and Planning
www.fhwa.dot.gov/environment/pubinv2.htm

Federal Transit Administration

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Lansing, Michigan
Tri -County Regional Growth Study
Paul Hamilton
Tri -County Regional Planning Commission
(517) 3930342
www.tricountygrowth.com

Office of Planning

TCSP Program:
FHWA - Office of Planning
400 7th Street SW
Washington, D.C. 20590
www.fhwa.dot.gov/tcsp

Saginaw, Michigan
Retrofitting Anytown, USA
Saginaw Metropolitan Area Transportation Study
Vanessa Farr
(517) 7976800
See also: TCSP Case Study #1

This page last modified on July 21, 2004

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United States Department of Transportation - Federal Highway Administration



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Robert L. Ehrlich, Jr., *Governor*
Michael S. Steele, *Lt. Governor*

Robert L. Flanagan, *Secretary*
Neil J. Pedersen, *Administrator*

Maryland Department of Transportation

September 1, 2005

Ms. Cathy J. Barton
517 Kansala Drive
Annapolis MD 21401-8101

Dear Ms. Barton:

This letter is a follow-up to your recent email regarding a sound barrier for the Twin Hills community located just west of Crownsville Road approximately midway between I-97 and MD 450 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 I-97 that would warrant a Type I sound barrier evaluation.

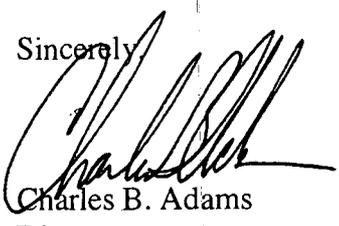
When a highway already exists and is *not* being expanded—so that Type I criteria do not apply—communities may be considered for our "Type II," or "retrofit," sound barrier program. The intent of the Type II program is to address areas of noise impact along highways that were built before environmental analyses became a part of the highway development process. A number of criteria must be met for a Type II barrier to be approved. The first criterion that must be met is that the majority of the impacted homes must pre-date the original construction of the highway. If they do not, then we cannot consider this community for our program. This is the case with the Twin Hills community. Our records indicate that the majority of the homes in the Twin Hills community were built in 1993 after the 1981 approval of the environmental document for I-97. Based on this information, the Twin Hills community is not eligible for our Type II 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/toll-free number is 410-545-8640 or 1-800-446-5962
Maryland Relay Service for Impaired Hearing or Speech 1.800.735.2258 Statewide Toll Free

Street Address: 707 North Calvert Street • Baltimore, Maryland 21202 • Phone 410.545.0300 • www.marylandroads.com

Ms. Cathy J. Barton
Page Two

Thank you for your email and 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 email, at jhade@sha.state.md.us. He will be pleased to assist you.

Sincerely


Charles B. Adams
Director
Office of Environmental Design

Enclosure

- cc: The Honorable David G. Boschert, Member, Maryland House of Delegates
- The Honorable Janet Greenip, Member, Senate of Maryland
- James D. Hade, RLA, Noise Abatement Team Leader, State Highway Administration
- The Honorable Anthony McConkey, Member, Maryland House of Delegates
- The Honorable Barbara D. Samorajczyk, Member, Maryland House of Delegates
- Mr. Gregory D. Welker, District Engineer, State Highway Administration

Ms. Cathy J. Barton
Page Three

bcc: Mr. Chris Diaczok, Administrative Assistant, Administrator's Office, State Highway Administration
Mr. T.E. Severe, Administrative Assistant, Noise Abatement Team, State Highway Administration

Serial #: None

OED Serial#: None

Noise Customer #: 2957

Responding to letter dated: Follow-up to 07-20-2005 email from Ms. Barton to "barrier"; Ms. Barton wrote:

"I am a resident of Annapolis (Twin Hills) who lives near Rt. 97 and there is a lot of noise coming from the highway. I am contacting you to inquire as to what procedures must be followed to request sound barriers along Route 97 to extend them through Annapolis. We discussed this at our last community meeting."

Saved: 08/26/05 11:40 AM by: T.E. Severe

N:\OED\NOISE\CORRESP\2005\BARTONCJ01.doc

Enclosure:

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

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From: SHA Administrator
To: IRENE HELINE
Date: 08/23/2005 5:22:00 PM
Subject: Fwd: Sound barriers along Route 97 in Annapolis

Hi Irene -

Please have the appropriate person respond directly, with a cc/bcc to this email address.

Thanks,
Chris

>>> Cathy Barton <bcathy@american.edu> 07/20/2005 12:10:20 PM >>>

I am a resident of Annapolis (Twin Hills) who lives near Rt. 97 and there is a lot of noise coming from the highway. I am contacting you to inquire as to what procedures must be followed to request sound barriers along Route 97 to extend them through Annapolis. We discussed this at our last community meeting.

Sincerely,
Cathy Barton
517 Kansala Drive
Annapolis, MD 21401 - 8101

EO's - DIST. 33A Sen. Janet Greenup
Debs. David G. Boschen
Anthony McConkey

AA Co - Barbara D. Samorajczyk

SYLMAC

TWIN HILLS -
- post date I-97 (1987)
- ~ 1500 ft fr I-97 (too far)
1200-1500
- behind SYLMAC
- may be getting more noise
fr MD 46 to I-97

58

From: IRENE HELINE
To: TED SEVERE
Date: 08/24/2005 7:17:21 AM
Subject: Fwd: Sound barriers along Route 97 in Annapolis

Ted,

Please prepare a response for the attached with a cc to "SHA Administrator".

Thanks,

Irene

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From: Cathy Barton <bcathy@american.edu>
To: <barrier@sha.state.md.us>
Date: 07/20/2005 12:12:07 PM
Subject: Fw: Sound barriers along Route 97 in Annapolis

----- Forwarded by Cathy Barton/bcathy/AmericanU on 07/20/2005 12:11 PM

Cathy
Barton/bcathy/Ame
ricanU
07/20/2005 12:10
PM
To
shaadmin@sha.state.md.us
cc
Subject
Sound barriers along Route 97 in
Annapolis

I am a resident of Annapolis (Twin Hills) who lives near Rt. 97 and there is a lot of noise coming from the highway. I am contacting you to inquire as to what procedures must be followed to request sound barriers along Route 97 to extend them through Annapolis. We discussed this at our last community meeting.

Sincerely,
Cathy Barton
517 Kansala Drive
Annapolis, MD 21401

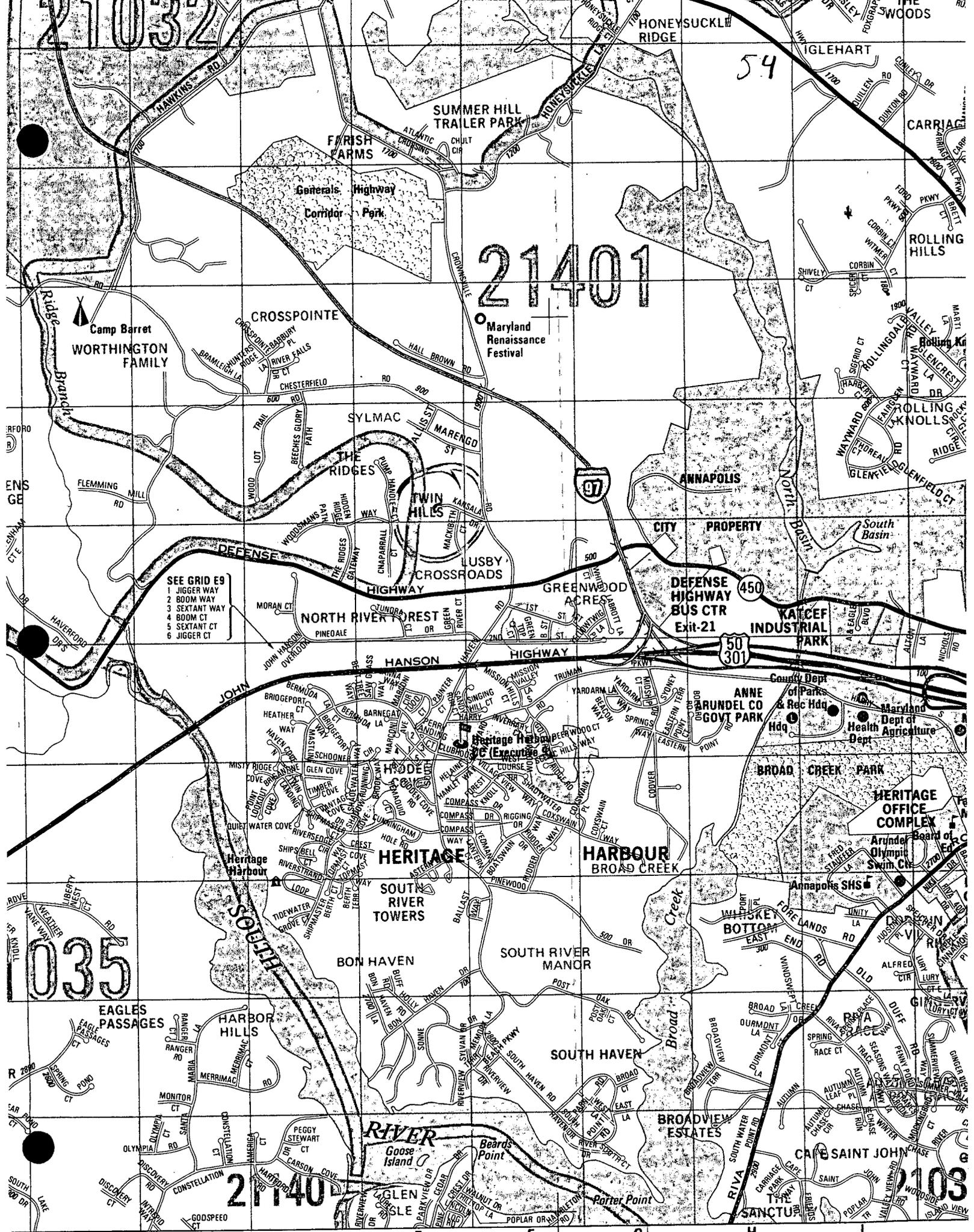
POSTDATES FOR TYPE A

I-97 = 1981

SYLMAC - Indig f TYPE D
because feasible bar
could be built

TWIN HILLS - POSTDATES FOR TYPE A

ex. bar on I-97 an all route
of MD 32



21401

SEE GRID E9
 1 JIGGER WAY
 2 BOOM WAY
 3 SEXTANT WAY
 4 BOOM CT
 5 SEXTANT CT
 6 JIGGER CT

1035

2103

910,000 FT

Joins Map 24

76°35'00"

MD GRID 920,000 FT

© ALEXANDRIA DI

Customer Info. View for 2003

Friday, August 26, 2005 10:21 AM

Admin

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ID #	MAP	DATE	Letter or Phone on	LAST-NAME	FIRST-NAME	Active?
2957		08/26/2005	Email	BARTON	Ms. Cathy J.	<input checked="" type="checkbox"/>
STREET#	STREET-NAME	COUNTY	CITY (Post office)	ZIPCODE	Representative stat	
517	Kansala Drive	AA	Annapolis	21401-8101	private	Find Next
Elected Official whom has communicated directly to us on this cu						
DAY-PHONE	HOME PHONE	E-Mail address	COMMUNITY	HDR Dbase Link		
		bcathy@american.	Twin Hills			
Logical Project Limit	ROADWAY	I-97	BarrierNm			
west of Crownsville Rd approx midway between I-97 and MD 450 (just south of Sylmac)						
RESPONSE	INQUIRY					2nd Contact
described Type I & II criteria; no plans for I-97 warranting Type I eval; fails for Type II for date; also comm too far from I-97 for a barrier to be effective; may be getting noise from MD 450			want to know procedures to get a barrier			
FILE LOCATION	OTHER	Current committm	Primary SHA Contact	Construction Projects		
			None			
Do we owe a letter?	Letter Commit due da	08/31/2005	Reason Letter is Lat	n/a		
<input checked="" type="checkbox"/>	Letter signed dat					
LAST action	7-20-05 Ms. Barton emailed "barrier"; wants to know procedures to request sound barrier for Twin Hills comm					
Comments: This field can not be sorted or searched.	OPPE or Hwy. rep. current type I I					
All Elected Officials: 08-2005 EO's Dist. 33A Sen. Janet Greenip; Dels. David G. Boschert; Anthony McConkey; AA Cncl Barbara D. Samorajczyk						
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!

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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 Ground Rent
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Account Identifier: District - 02 Subdivision - 852 Account Number - 90058957

Owner Information

Owner Name:	BARTON, FRANK J BARTON, CATHY J	Use:	RESIDENTIAL
Mailing Address:	1018 PLUM CREEK DR CROWNSVILLE MD 21032-1322	Principal Residence:	NO YES
		Deed Reference:	1) /16355/ 536 2)

em: bcathy@american.edu

Location & Structure Information

Premises Address 517 KANSALA DR ANNAPOLIS 21401	Legal Description LT 12 PL 2 517 KANSALA DR TWIN HILLS
--	--

Map	Grid	Parcel	Sub District	Subdivision	Section	Block	Lot	Assesment Area	Plat No:	
44	21	82		852			12	3	2	
									Plat Ref:	109/ 19

Special Tax Areas	Town Ad Valorem Tax Class
Primary Structure Built 1994	Enclosed Area 3,472 SF
Stories 2	Property Land Area 2.34 AC
Basement YES	County Use
	Type STANDARD UNIT
	Exterior SIDING

Value Information

	Base Value	Value		Phase-in Assessments	
		As Of	As Of	As Of	As Of
Land:	151,530	01/01/2003	07/01/2005	07/01/2006	
Improvements:	280,450				
Total:	431,980	431,980	431,980	NOT AVAIL	NOT AVAIL
Preferential Land:	0	0	0	NOT AVAIL	NOT AVAIL

Transfer Information

Seller: LAMPE, TRACIE L	Date: 05/26/2005	Price: \$715,000
Type: IMPROVED ARMS-LENGTH	Deed1: /16355/ 536	Deed2:
Seller: LAMPE, MICHAEL A	Date: 06/09/2004	Price: \$0
Type: NOT ARMS-LENGTH	Deed1: /14929/ 630	Deed2:
Seller: SYLMAC INC	Date: 05/26/1993	Price: \$92,500
Type: IMPROVED ARMS-LENGTH	Deed1: / 6084/ 391	Deed2:

Exemption Information

Partial Exempt Assessments	Class	07/01/2005	07/01/2006
County	000	0	0
State	000	0	0
Municipal	000	0	0

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

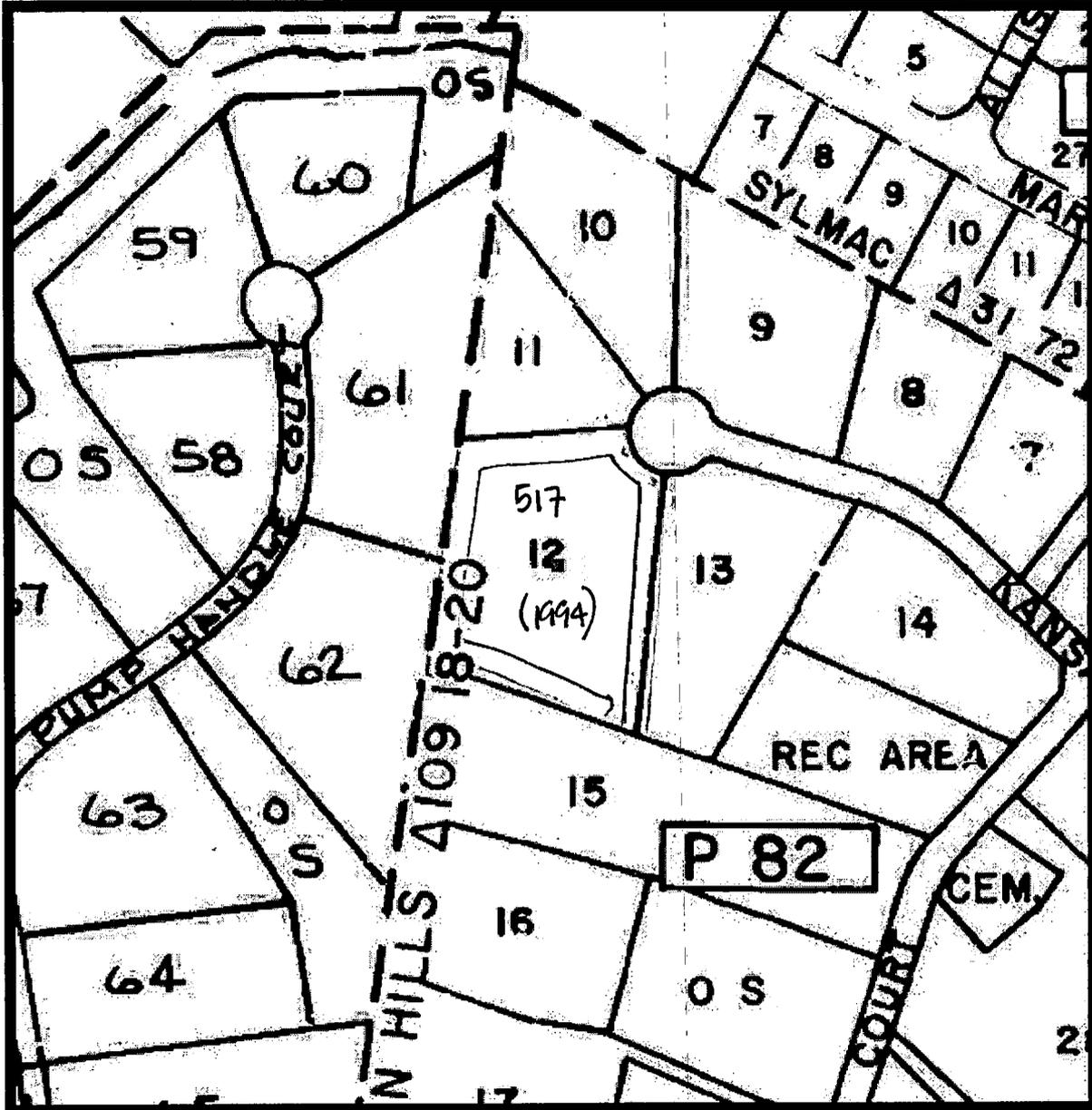
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District - 02 Subdistrict - 852 Account Number - 90058957



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web site at www.mdp.state.md.us/webcom/index.html

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Search TerraServer



517 Kansala Dr, Annapolis, MD 21401
 8 km SW of Arnold, Maryland, United States 4/4/1994

Street
517 kansala drive

City
annapolis

State
md



Longitude Latitude
 -76.58887 38.99123

Size

OUT

IN

GO

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Aerial Photo Topo Map

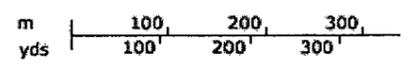


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Weather Forecast
Maps for this point

Powered by
INFOWeather

Image courtesy of the U.S. Geological Survey



House and Home Demographics:

- Schools, Crime and Demographics for 21032
- Schools, Crime and Demographics for 21035



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Name	Account	Street	OWN OCC	Map Parcel
<u>TWIN HILLS HOMEOW</u>	02 852 90102193	KANSALA DR	N	44 82
<u>HOLLAND TERRE V</u>	02 852 90058946	500 KANSALA DR	1994 H	44 82
<u>PULCHER ALICIA V</u>	02 852 90058965	501 KANSALA DR	1997 H	44 82
<u>POSTEN GUY D</u>	02 852 90058948	502 KANSALA DR	1993 H	44 82
<u>DAVIS RANDY L</u>	02 852 90058966	503 KANSALA DR	1993 H	44 82
<u>CLEAVER CLARENCE</u>	02 852 90058950	504 KANSALA DR	1993 H	44 82
<u>ONKEN STEVEN E</u>	02 852 90058964	505 KANSALA DR	1993 H	44 82
<u>MILETICH CHARLES</u>	02 852 90058951	506 KANSALA DR	1995 H	44 82
<u>GILL ARTHUR J</u>	02 852 90058963	507 KANSALA DR	1993 H	44 82
<u>ELWOOD JOHN</u>	02 852 90058949	508 KANSALA DR	1993 H	44 82
<u>JENKINS ROBERT J</u>	02 852 90058947	510 KANSALA DR	1994 H	44 82
<u>CUMMINS EDWARD T</u>	02 852 90058952	512 KANSALA DR	1995 H	44 82
<u>GIMBERT JR KENNET</u>	02 852 90058959	513 KANSALA DR	1993 H	44 82
<u>HOWARTH TRUSTEE K</u>	02 852 90058953	514 KANSALA DR	1993 H	44 82
<u>MATERA TRUSTEE PA</u>	02 852 90058958	515 KANSALA DR	1993 H	44 82
<u>WRIGHT DALE M</u>	02 852 90058954	516 KANSALA DR	1993 H	44 82
<u>BARTON FRANK J</u>	02 852 90058957	517 KANSALA DR	1993 N	44 82
<u>BOLSCH THOMAS A</u>	02 852 90058955	518 KANSALA DR	1994 H	44 82
<u>AMES JOHN B</u>	02 852 90058956	519 KANSALA DR	1993 H	44 82

[97 = 1987 / 1981 - Envir. Doc



Maryland Department of Transportation
The Secretary's Office

Robert L. Ehrlich, Jr.
Governor
Michael S. Steele
Lt. Governor
Robert L. Flanagan
Secretary
James F. Ports, Jr.
Deputy Secretary

October 19, 2005

Mr. William J. Bavis
19512 Cameron Mill Road
Parkton, Maryland 21120

Dear Mr. Bavis:

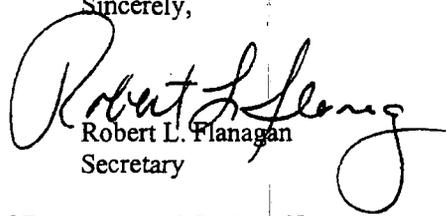
Thank you for your email to Governor Robert L. Ehrlich, Jr. regarding the proposed sound barrier for the Priceville community, located along southbound I-83, just south of Old Belfast Road, in Baltimore County. The Governor received your email and asked me, as Secretary of the Maryland Department of Transportation, to respond on his behalf.

The rural character of the land surrounding I-83 in northern Baltimore County is certainly beautiful. At the same time, noise generated from this highway adversely affects the quality of life of the residents of the Priceville community. For thirty years, both the federal government and the State of Maryland have recognized highway noise impacts as deserving of mitigation under certain circumstances. The purpose of Maryland's Type II, or retrofit, sound barrier program is to provide such mitigation for communities in which the majority of impacted residences predate the highway and which meet other criteria. The Priceville community, which requested the barrier, meets all of the Type II requirements, including very high levels of highway-generated noise and the requirement that the community predate the highway—which it did for over 30 years.

While we understand that you would rather not have a barrier in this location at all, perhaps you will be reassured to know that the State Highway Administration (SHA) strives to design its projects to fit into their surrounding environments. It is therefore SHA's intent to design a barrier that will be compatible with the rural setting of the area, while it provides much-needed relief from high noise levels.

Thank you, again, for your email. The Governor appreciates hearing from you, and on his behalf, I thank you for your concern about this very important matter. If you have any further questions or comments, please do not hesitate to contact Mr. Charles B. Adams, Director of Environmental Design, SHA at 410-545-8640, toll-free 800-446-5862 or via email at cadams@sha.state.md.us. SHA will be pleased to assist you.

Sincerely,


Robert L. Flanagan
Secretary

- cc: Mr. Charles B. Adams, Director of Environmental Design, SHA
- The Honorable Larry E. Haines, Member, Senate of Maryland
- The Honorable A. Wade Kach, Member, Maryland House of Delegates
- The Honorable T. Bryan McIntire, Member, Baltimore County Council
- Mr. Neil J. Pedersen, Administrator, SHA

My telephone number is 410-865-1000
Toll Free Number 1-888-713-1414 TTY User Call Via MD Relay
7201 Corporate Center Drive, Hanover, Maryland 21076

Mr. William J. Bavis
Page Two

bcc: James Hade, RLA, Noise Abatement Team Leader, State Highway Administration
Mr. David J. Malkowski, District Engineer, State Highway Administration
Mr. T.E. Severe, Administrative Assistant, Noise Abatement Team, State Highway Administration
Mr. Douglas H. Simmons, Deputy Administrator for Planning and Engineering, State Highway Administration
Ms. Frances Ward, Community Liaison, State Highway Administration

Serial #: WCS 21263

OED Serial#: None

Noise Customer #: 2963

Responding to letter dated: Follow-up to 09-18-2005 email from Mr. Bavis to Gov. Ehrlich: Mr. Bavis wrote:

"I would like to voice my opposition to the construction of sound barriers on Route 83 in the vicinity of Belfast Road.

"The rural area of Route 83 is among the most beautiful highways in the country. Construction of sound barriers will destroy this environment.

"Further, the reported cost of this project, when viewed in light of the number of residential properties affected, is a huge waste of taxpayer money - regardless of the government source of those funds.

"Please prevent this travesty.

"Thank you for your consideration of this request."

Saved: 09/21/05 11:45 AM by: T.E. Severe

N:\OED\NOISE\CORRESP\2005\BAVISWJ01.doc

62

From: williambavis@comcast.net
Sent: Sunday, September 18, 2005 8:13 PM
To: Governor
Subject: [Constituent Services] Sound Barriers on Route 83
NAME
Mr. William J. Bavis

ADDRESS
19512 Cameron Mill Road
Parkton, MD
21120 - 8110
Phone Number: 410-357-0578
Work Number: 410-453-0900
Original Message:

Honorable Robert Ehrlich:

I would like to voice my opposition to the construction of sound barriers on Route 83 in the vicinity of Belfast Road.

The rural area of Route 83 is among the most beautiful highways in the country. Construction of sound barriers will destroy this environment.

Further, the reported cost of this project, when viewed in light of the number of residential properties affected, is a huge waste of taxpayer money - regardless of the governmental source of those funds.

Please prevent this travesty.

Thank you for your consideration of this request.

63

Correspondence Details**Case ID: 21263 Bavis, William**

Case ID: 21263
Constituent: Bavis, William
Address: 19512 Cameron Mill Road
Parkton, MD 21120
Document Date: 09/18/2005
Bar Code: 00021604
Corr. Type: In
Confidential: No
Subject: SHA-General
Stand on issue: Neither
How corr. was received: Governor's Correspondence System (E-mail)
Tone of letter: Neither
Current Owner: Heline, Irene
Date Assigned: 09/20/2005
Deadline Date: 09/27/2005
Date Closed:
Respond On Behalf Of: Prepare Response For Secretary's Signature On Behalf Of Governor
External Code: 297930
Comments: Constituent is not pleased with the construction of sound barriers along I-83.

64

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: 297930
Receive Date:
Letter Date: 9/18/2005
Deadline Date: 10/19/2005

From:
William Bavis
19512 Cameron Mill Rd.
Parkton ,MD 21120

Subject: MDOT- State Highway Admin. (SHA) Constituent is not pleased with the construction of sound barriers along I-83.

History Log:

<u>Date Completed</u>	<u>Action Taken</u>	<u>Completed By</u>	<u>Assigned By</u>
9/19/2005 09:17:46 AM	Correspondence Entry	Ryan Lancaster	Ryan Lancaster
9/19/2005 09:19:40 AM	Subject Entry	Ryan Lancaster	Ryan Lancaster

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: _____



65

Route Assignments

Case ID: 21263 Bavis, William

Status	Route Address	Role	Action
Past	SHA	Correspondence Manager	View
Current	Irene Heline	Response Drafter	Profile
• due in Administrator's office at noon on 09 23 05			
Future	MarylN Hill	Agency User Administrator	Profile
Future	SHA	Response Reviewer	Review
Future	MarylN Hill	Agency User Administrator	Profile
Future	TSO	Correspondence Manager	Review
Future	TSO	Signature	Close

Customer Info. View for 2003

Wednesday, September 21, 2005 07:51 AM

Admin

66

ID #	MAP	DATE	Letter or Phone on	LAST NAME	FIRST NAME	Active?
2963		09/21/2005	Email	BAVIS	Mr. William J.	<input checked="" type="checkbox"/>
STREET#	STREET NAME	COUNTY	CITY (Post office)	ZIP CODE	Representative stat	
19512	Cameron Mill Road	BA	Parkton	21120-8910	private	

Elected Official whom has communicated directly to us on this cu

DAY PHONE	HOME PHONE	E-Mail address	COMMUNITY	HDR Dbase Link
410-453-0900	410-357-0578	williambavis@comc	Cameron Hill	

Logical Project Limit: ROADWAY: I-83 Barrier Nam

west of I-83 between Exits 33 (Parkton) and 36 (York Rd)

RESPONSE:	INQUIRY:	2nd Contact
described Type I & II criteria; Priceville met all Type II criteria; schedule to begin construction in late 2006;	does not like sound barrier for Priceville - wants it stopped	
	Last Conta	Researcher
	09/18/2005	
	Primary SHA Contact	Construction Projects
	None	

FILE LOCATION:	OTHER:	Current committm
		sent Community Resource Guide

Do we owe a letter?	Letter Commit due da	09/23/2005	Reason Letter is Lat	n/a
<input checked="" type="checkbox"/>	Letter signed dat			

LAST action: 9-18-05 Mr. Bavis emailed Gov; opposes Priceville sound barrier because it would destroy beautiful rural environment; cost is too high & waste of taxpayer money; wants Gov to "prevant this travesty"

Comments: This field can not be sorted or searched. OPPE or Hwy rep current type 11

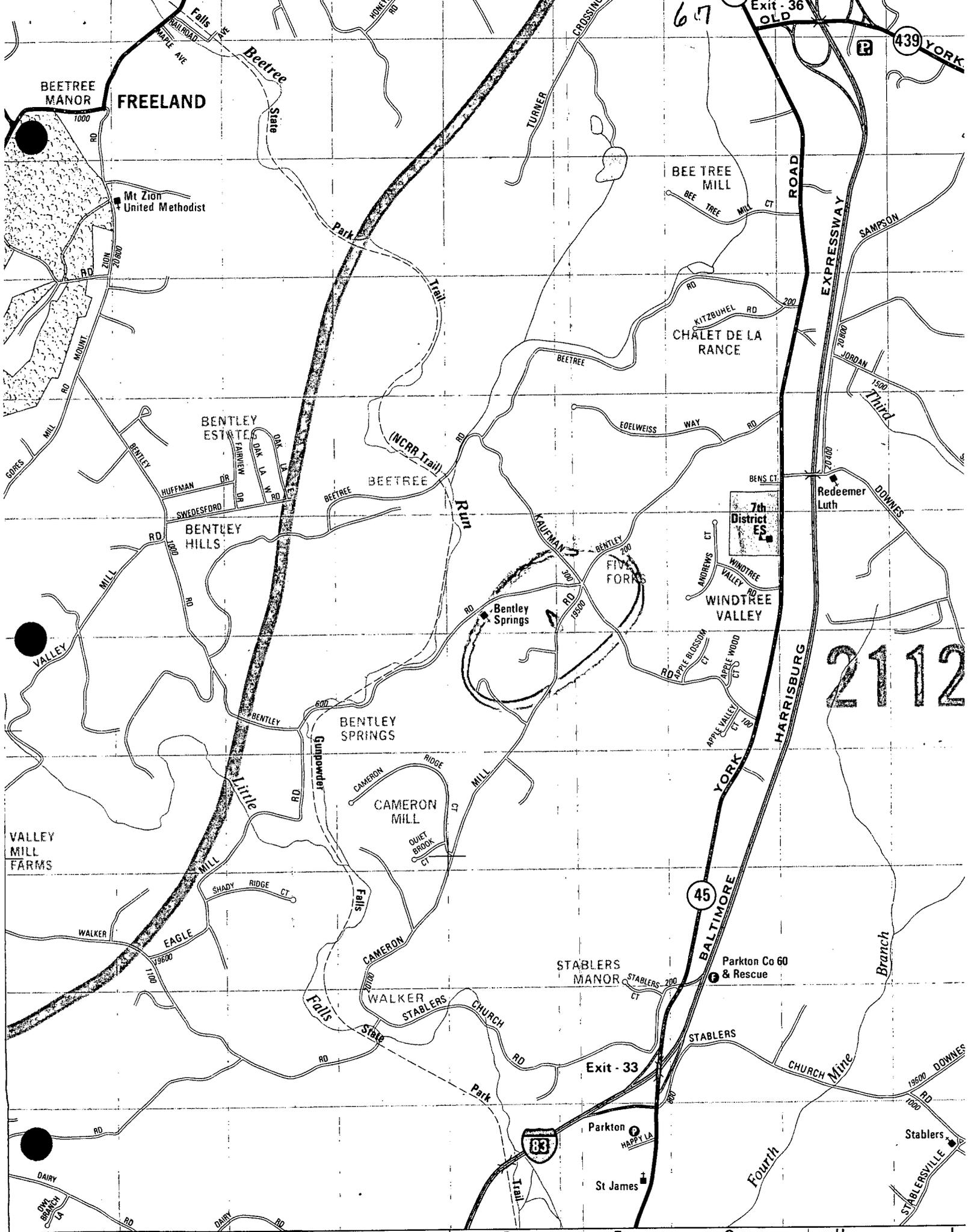
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All Elected Officials: 09-2005 EO's Dist. 5B Sen. Larry E. Haines; Del. A. Wade Kach; BA Cncl T. Bryan McIntire

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!



67

Exit - 36
OLD

439 YORK

2112

45

BALTIMORE

Parkton Co 60
& Rescue

Exit - 33

83

Parkton
HAPPY LA

St James

A B C D E F G H J
890,000 FT 76°40'00" Joins Map 7 MD GRID 900,000 FT

68

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 Ground Rent
---	--

Account Identifier: District - 07 Account Number - 2200022161

Owner Information

Owner Name:	BAVIS WILLIAM J FARRELL RHONDA A	Use:	RESIDENTIAL
Mailing Address:	19512 CAMERON MILL RD PARKTON MD 21120-8910	Principal Residence:	YES
		Deed Reference:	1) /13871/ 573 2)

Location & Structure Information

Premises Address 19512 CAMERON MILL RD	Legal Description 3.054 AC 19512 CAMERON MILL RD CAMERON HILL
--	---

Map	Grid	Parcel	Sub District	Subdivision	Section	Block	Lot	Assessment Area	Plat No:	Plat Ref:
12	13	237			1		5	2	1	67/ 79

Special Tax Areas	Town Ad Valorem Tax Class
Primary Structure Built	Enclosed Area
1996	3,442 SF
Property Land Area	County Use
3.05 AC	04

Stories	Basement	Type	Exterior
2	YES	STANDARD UNIT	SIDING

Value Information

	Base Value	Phase-in Assessments		
		Value As Of 01/01/2005	Value As Of 07/01/2005	Value As Of 07/01/2006
Land:	84,350	144,600		
Improvements:	301,320	348,040		
Total:	385,670	492,640	421,326	456,982
Preferential Land:	0	0	0	0

Transfer Information

Seller: BURCHELL EDWARD A JR	Date: 06/30/1999	Price: \$392,000
Type: IMPROVED ARMS-LENGTH	Deed1: /13871/ 573	Deed2:
Seller: BURCHELL EDWARD A JR	Date: 03/12/1996	Price: \$0
Type: NOT ARMS-LENGTH	Deed1: /11473/ 241	Deed2:
Seller: JGS CAMERON L L C	Date: 08/28/1995	Price: \$90,000
Type: UNIMPROVED ARMS-LENGTH	Deed1: /11186/ 729	Deed2:

Exemption Information

Partial Exempt Assessments	Class	07/01/2005	07/01/2006
County	000	0	0
State	000	0	0
Municipal	000	0	0

Larry E. Haines

Tax Exempt: NO *EO's Dist. SB Sen. A Wade Kash* Special Tax Recapture: *BA CO: T. Brian McIntire*

Del. A Wade Kash

* NONE *

BA CO: T. Brian McIntire

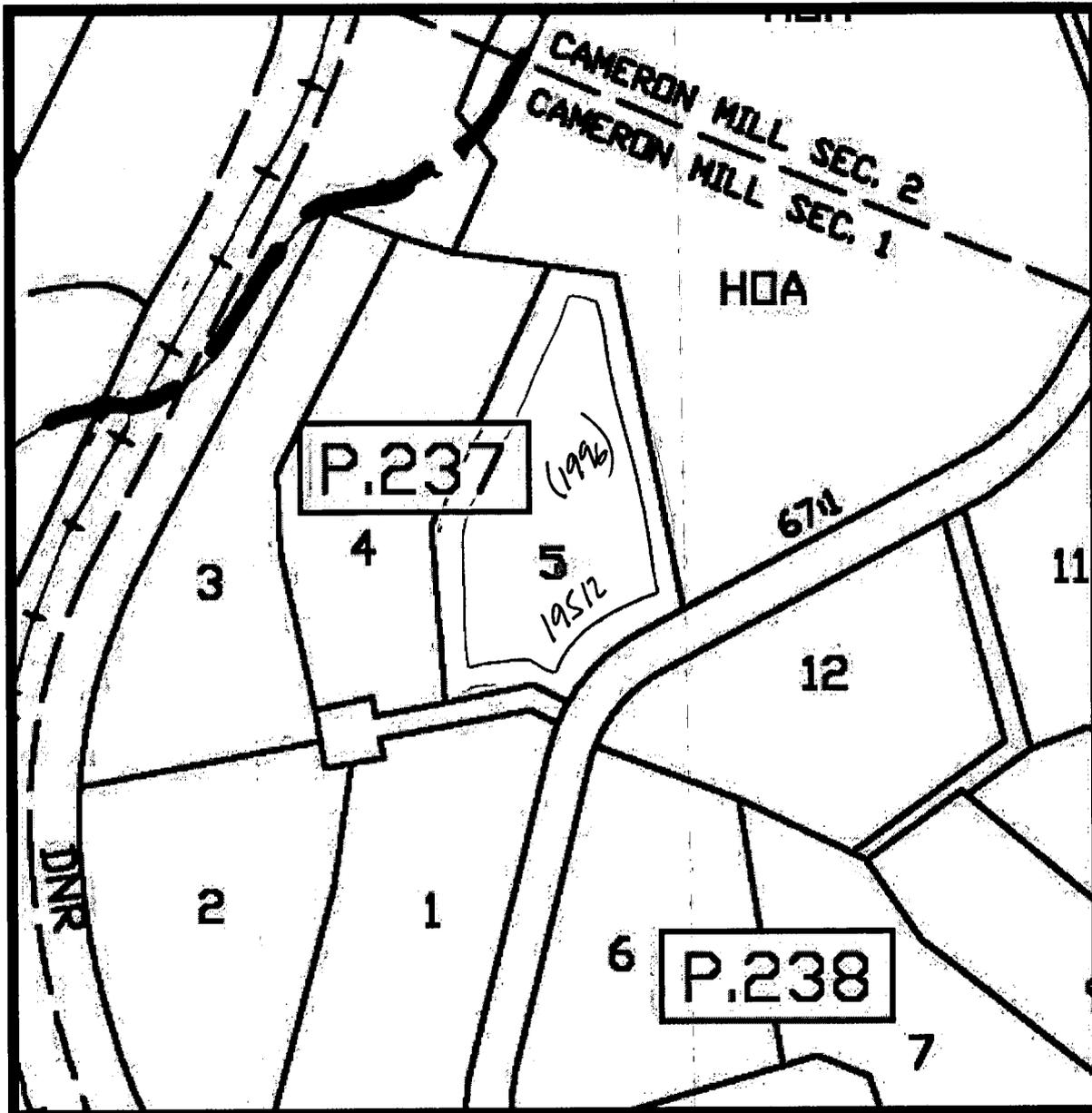
69



Maryland Department of Assessments and Taxation
BALTIMORE COUNTY
Real Property Data Search

Go Back
View Map
New Search

District - 07 Account Number - 2200022161



Property maps provided courtesy of the Maryland Department of Planning ©2004.
For more information on electronic mapping applications, visit the Maryland Department of Planning
web site at www.mdp.state.md.us/webcom/index.html



70

Robert L. Ehrlich, Jr., *Governor*
Michael S. Steele, *Lt. Governor*

Robert L. Flanagan, *Secretary*
Neil J. Pedersen, *Administrator*

Maryland Department of Transportation

January 24, 2005

Ms. Mary T. Bohlen
Town of Berlin
10 Williams Street
Berlin MD 21811-1233

Dear Ms. Bohlen:

Thank you for your recent email requesting sound barrier information for the Dr. William Henry Park adjacent to US 113 in the Town of Berlin, Worcester 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 113 that would warrant a Type I sound barrier evaluation. If such a project were planned for this segment of US 113, 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—communities may be considered for our "Type II," or "retrofit," sound barrier 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. A number of criteria must be met for a Type II barrier to be approved. First, the county in which the community is located must have an ordinance that addresses the impact of highway traffic noise on new residential development. In addition, the highway in question must be a controlled-access highway (one with interchanges rather than at-grade intersections). If both of these conditions exist, then all of the following technical criteria must also be met: the majority of impacted homes must predate the highway; existing noise levels must equal or exceed the 66-decibel impact threshold; and it must be possible to build an effective barrier for \$50,000 or less per benefited home. If all of these criteria are met, the county must then agree to fund 20 percent of the barrier cost.

My telephone number/toll-free number is 410-545-8640 or 1-800-446-5962
Maryland Relay Service for Impaired Hearing or Speech 1.800.735.2258 Statewide Toll Free

Street Address: 707 North Calvert Street • Baltimore, Maryland 21202 • Phone 410.545.0300 • www.marylandroads.com

Ms. Mary T Bohlen
Page Two

The State Highway Administration has evaluated the Town of Berlin's eligibility for our Type II sound barrier program as outlined above. Our research has determined that US 113 is not a fully controlled-access highway and, therefore, would not be eligible for our Type II sound barrier program.

You asked about "information on right-of-ways, setbacks, etc." We would like to refer you to our District 1 Office that includes Worcester, Wicomico, Somerset and Dorchester Counties. The District Engineer is Mr. Donnie L. Drewer. The mailing address is P.O. Box 2679, 660 West Road, Salisbury MD 21802-2679. The phone number is 410-677-4006. Mr. Drewer can also be contacted by email at ddrewer@sha.state.md.us. He will be pleased to assist you with information regarding rights-of-way, setbacks and so on.

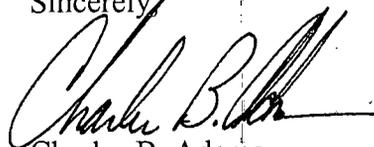
"Program Open Space" is administered by the State's Department of Natural resources. Information on this program can be found at the following web address:

<http://www.dnr.state.md.us/pos.html>

You can contact Mr. Tim Brower, Regional Administrator for Program Open Space, at 201 Baptist Street, Suite 22, Salisbury MD 21801-4969. Mr. Brower can be also be reached at 410-543-6738 and, by email, at tbrower@dnr.state.md.us. He will also be pleased to assist you.

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

Sincerely,



Charles B. Adams

Director

Office of Environmental Design

cc: The Honorable Bennett Bozman, Member, Maryland House of Delegates
The Honorable Norman H. Conway, Member, Maryland House of Delegates
Mr. Donnie L. Drewer, District Engineer, State Highway Administration
The Honorable Rex Hailey, Mayor, Town of Berlin
Ms. Nicole Ross, Special Assistant to the Director, Office of Environmental Design, State Highway Administration
The Honorable J. Lowell Stoltzfus, Member, Senate of Maryland

Ms. Mary T. Bohlen
Page Three

bcc: Mr. Gary Davis, Regional Planner, Regional and Intermodal Planning Division, Office of Planning and Preliminary Engineering, State Highway Administration
James D. Hade, RLA, Noise Abatement Team Leader, State Highway Administration
Mr. T.E. Severe, Administrative Assistant, Noise Abatement Team, State Highway Administration

Serial #: None

OED Serial#: None

Noise Customer #:

Responding to letter dated: Follow-up to 01-13-2005 email from Ms. Bohlen to OED/NAT;
Ms. Bohlen wrote:

"The Town of Berlin Parks Commission is seeking information regarding sound barriers along Rt. 113 in Berlin adjacent to Dr. William Henry Park. Specifically, they are interested in using vegetation – rather than concrete barriers – to create a visually pleasing barrier as well as buffer the park from some of the highway sound. We believe that Program Open Space funds can be used for this type of project, but would like information on right-of-ways, setbacks, etc. from your department.

"Thank you."

Saved: 01/19/05 1:06 PM by: TSevere

N:\OED\NOISE\CORRESP\2004\TOWNofBERLIN01.doc

73

From: JIM HADE
To: Ted Severe
Date: 01/13/2005 11:01:01 AM
Subject: Re: Sound buffer

Ted:

Please see the regional planner for Worcester County to solicit information on "program open space". I am not sure whether this is a State administered program so our direction will depend, in part, on that matter.

The way I read this, it does not, on the surface, look like a request for an "alternate" barrier. Please let me know what you find out.

Thanks
Jim

James Hade, RLA
Noise Abatement Team Leader
Maryland State Highway Administration
Ph 410-545-8599
Fx 410-209-5003

>>> "Mary Bohlen" <mbohlen@townofberlinmd.com> 01/13/05 9:43 AM >>>

The Town of Berlin Parks Commission is seeking information regarding sound barriers along Rt. 113 in Berlin adjacent to Dr. William Henry Park. Specifically, they are interested in using vegetation - rather than concrete barriers - to create a visually pleasing barrier as well as buffer the park from some of the highway sound. We believe that Program Open Space funds can be used for this type of project, but would like information on right-of-ways, setbacks, etc. from your department.

Thank you.

Mary T. Bohlen
Town of Berlin
10 William Street
Berlin, MD 21811 - 1233
Ph: 410-641-2770
Fx: 410-641-2316
mbohlen@townofberlinmd.com

CC: Nicole Ross, Dan Uebersax, Ken Polcak

↳ Re to DIST 1 -
D. Gem.
D

1/14 -
called Gary Davis
x 5675

forwarded his email
to Gary - cc'd
JIM
NICOLE

DIST. 1 gdavis1e

EO's - DIST. 3^B Sen. J. Lowell Stoltzfus
Dds. Bennett Bozman
Norman H. Conway

Town of Berlin
The Hon. Rex Hailey
MAYOR
10 WILLIAM ST
BERLIN MD
21811

74

From: GARY DAVIS
To: JIM HADE; TED SEVERE
Date: 01/14/2005 1:29:40 PM
Subject: Fwd: Re: Sound buffer

Ted,

Program Open Space is administered by the Department of Natural Resources. Information about the program is available at this web address:

<http://www.dnr.state.md.us/pos.html>

The Mayor of Berlin should contact Tim B^yower in reference to her particular project.

Tim Brower
Regional Administrator
Program Open Space
201 Baptist Street, Suite 22
Salisbury, MD 21801-4969
410-543-6738
410-543-6768 (fax)
tbrower@dnr.state.md.us

I hope this information is what you need for your response.

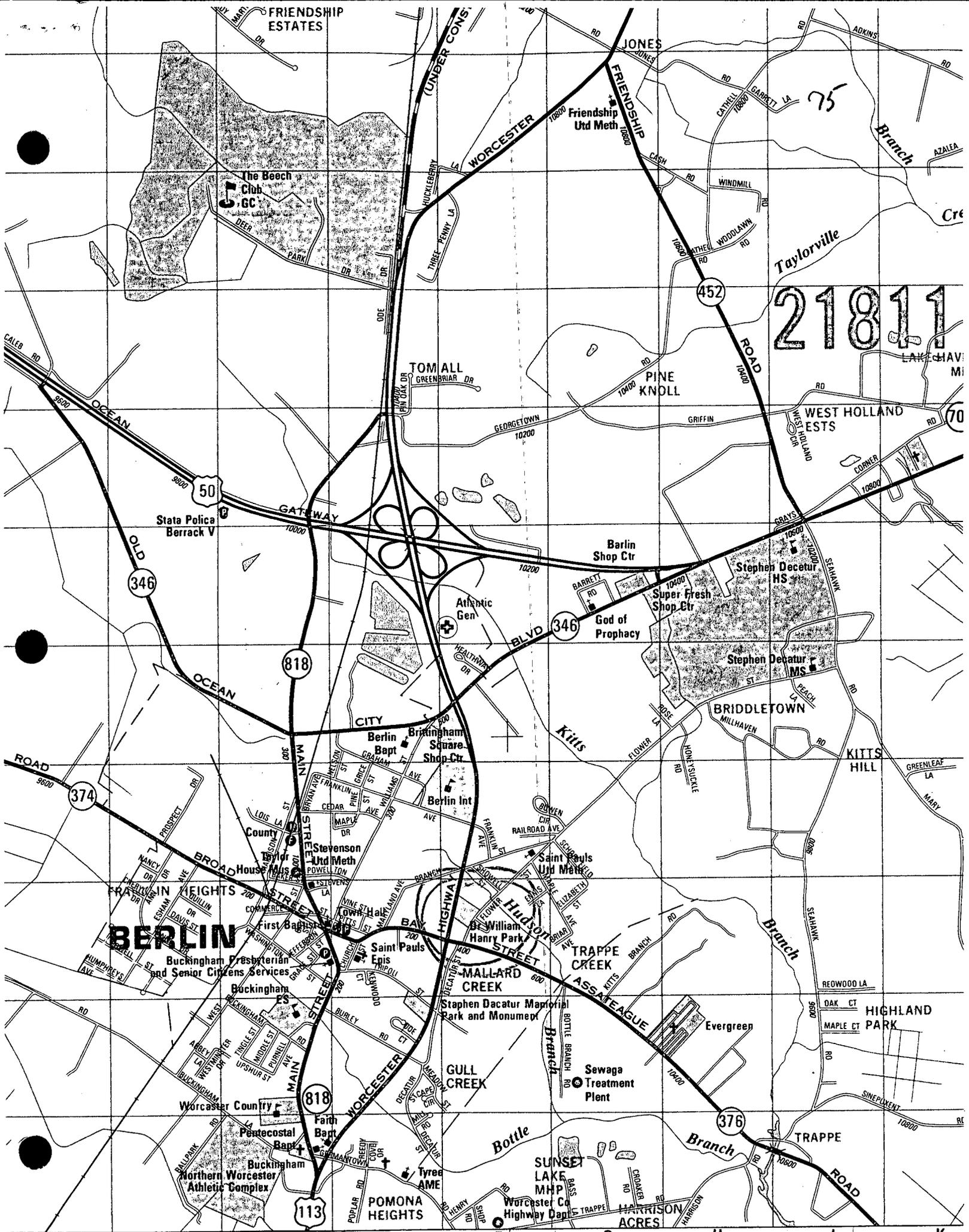
Thanks,
Gary

>>> TED SEVERE 01/14/05 12:04PM >>>
Dear Gary -

Thank you for taking my call. Please let us know what you find out. Thanks for your help.

Ted Severe
Administrative Assistant
Noise Abatement Team
Office of Environmental Design
Phone: 8600

CC: JIM DOOLEY; MIKE HALEY



21811



76

Robert L. Ehrlich, Jr., *Governor*
Michael S. Steele, *Lt. Governor*

Robert L. Flanagan, *Secretary*
Neil J. Pedersen, *Administrator*

Maryland Department of Transportation

January 24, 2005

Ms. Megan Breen
729 Dairy Road
Parkton MD 21120-9513

Dear Ms. Breen:

This is a follow-up to your recent telephone conversation with Mr. Ted Severe, of our staff, regarding a sound barrier for the Dairy Road community along southbound I-83 at Dairy Road 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. At this time, we have no plans to improve this portion of I-83 that would warrant a Type I sound barrier evaluation. If such a project were planned for this segment of I-83, 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—communities may be considered for our "Type II," or "retrofit," sound barrier 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. A number of criteria must be met for a Type II barrier to be approved. First, the county in which the community is located must have an ordinance that addresses the impact of highway traffic noise on new residential development. In addition, the highway in question must be a controlled-access highway (one with interchanges rather than at-grade intersections). If both of these conditions exist, then all of the following technical criteria must also be met: the majority of impacted homes must predate the highway; existing noise levels must equal or exceed the 66-decibel impact threshold; and it must be possible to build an effective barrier for \$50,000 or less per benefited home. If all of these criteria are met, the county must then agree to fund 20 percent of the barrier cost.

My telephone number/toll-free number is 410-545-8640 or 1-800-446-5262
Maryland Relay Service for Impaired Hearing or Speech 1.800.735.2258 Statewide Toll Free

Street Address: 707 North Calvert Street • Baltimore, Maryland 21202 • Phone 410.545.0300 • www.marylandroads.com

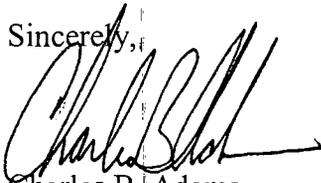
77

Ms. Megan Breen
Page Two

The State Highway Administration has evaluated the Dairy Road at I-83 community's eligibility for our Type II sound barrier program as outlined above. Our research has determined that the majority of the homes in the community were built well after the 1962 opening of I-83. Based on this information the Dairy Road at I-83 community 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.

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 email, at nross@sha.state.md.us. She will be pleased to assist you.

Sincerely,



Charles B. Adams
Director
Office of Environmental Design

Enclosure

cc:

- The Honorable Larry E. Haines, Member, Senate of Maryland
- The Honorable A. Wade Kach, Member, Maryland House of Delegates
- Mr. David J. Malkowski, District Engineer, State Highway Administration
- The Honorable T. Bryan McIntire, Member, Baltimore County Council
- Ms. Nicole Ross, Special Assistant to the Director, Office of Environmental Design, State Highway Administration
- Mr. T.E. Severe, Administrative Assistant, Noise Abatement Team, State Highway Administration

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Ms. Megan Breen
Page Three

bcc: James D. Hade, RLA, Noise Abatement Team Leader, State Highway Administration
Ms. Frances Ward, Community Liaison, State Highway Administration

Serial #: None

OED Serial#: None

Noise Customer #: 2871

Responding to letter dated: Follow-up to 01-18-2005 telephone conversation between Ms. Breen and Mr. Ted Severe; Ms. Breen wanted to know if any sound barriers were planned for I-83 in the Parkton/Dairy Road area

Saved: 01/20/05 3:07 PM by: TSevere

N:\OED\NOISE\CORRESP\2004\BREENM01.doc

Enclosure:

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

Customer Info. View for 2003

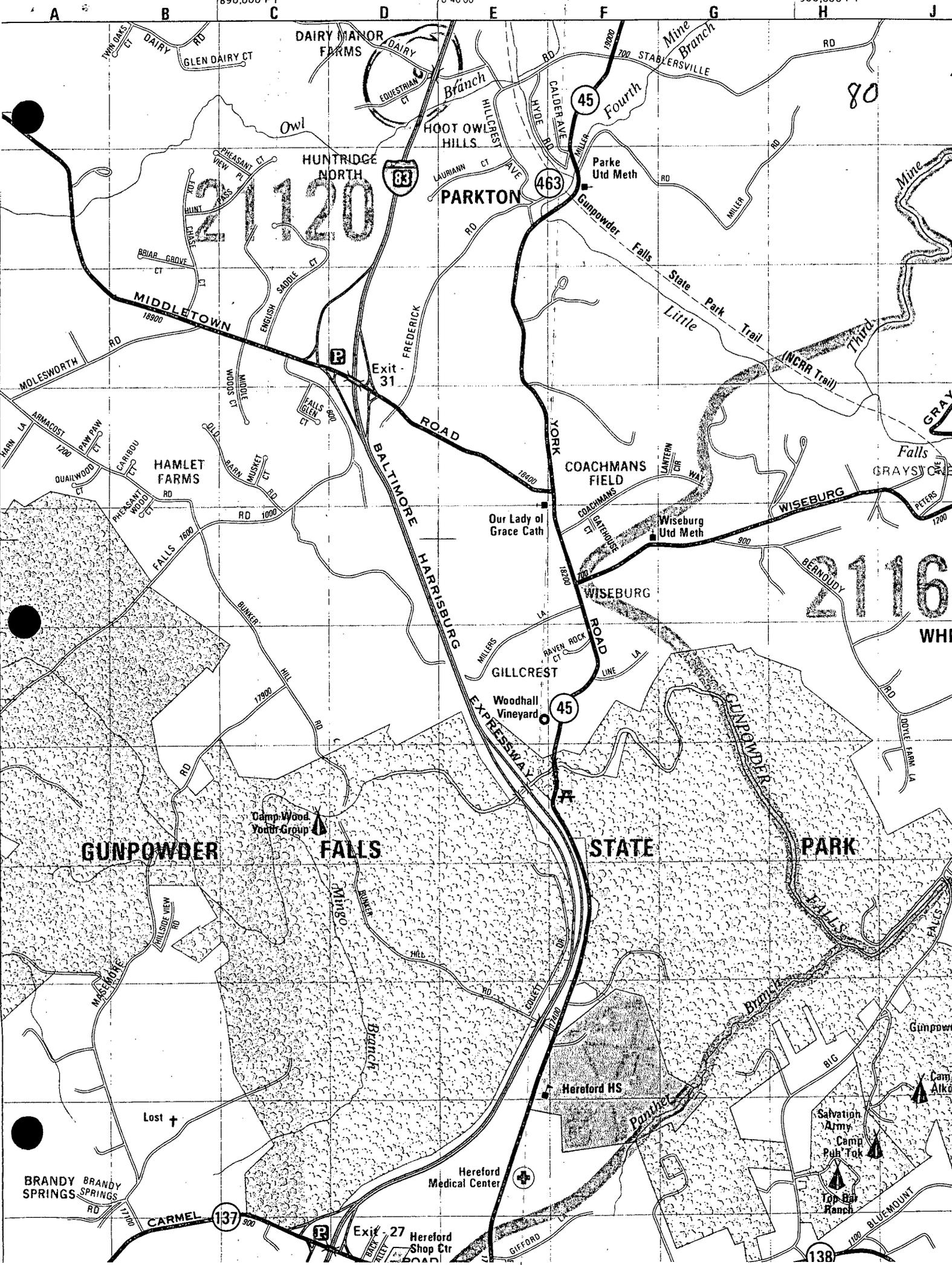
Thursday, January 13, 2005 03:55 PM

Admin

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ID #	MAP	DATE	Letter or Phone on	LAST NAME	FIRST NAME	Active?
2871		01/13/2005	Phone	BREEN	Ms. Megan	<input checked="" type="checkbox"/>
STREET#	STREET NAME	COUNTY	CITY (Post office)	ZIPCODE	Representative statu	
729	Dairy Road	BA	Parkton	21120-9513	private	Find Next
Elected Official whom has communicated directly to us on this custome						
DAY PHONE	HOME PHONE	E-Mail address	COMMUNITY	HDR Dbase Link		
410-986-4628	410-357-4251	megan.breen@veriz	Dairy Road			
Logical Project Limits	ROADWAY: I-83	BarnerName				
SB I-83 at Dairy Road						
RESPONSE	INQUIRY					2nd Contact
described Type I & II; no plans for I-83 warranting Type I eval; fails for date for Type II (majority postdate I-83)			are barriers planned along I-83 near Parkton?			
Last Contact	Researcher	Primary SHA Contact				
01/13/2005		Ted	Construction Projects			
FILE LOCATIO	OTHER	Current committmen	send Comm Resource Guide			
Do we owe a letter? <input checked="" type="checkbox"/>	Letter Commit due date: 01/21/2005					
Letter signed date	Reason Letter is Late	n/a				
LAST action	1-13-05 Ms. Breen called; spoke w/Ted Severe; are barriers planned for Parkton; explained Type I & II, no plans for I-83 warranting Type I; fails for Type II for low number of pre-dating homes; to researcha and send letter					
Comments: This field can not be sorted or searched.	OPPE or Hwy rep.current type 1 inf					
All Elected Officials: 01-2005 EO's Dist 5B Sen. Larry E. Haines; Del. A. Wade Kach; BA Cncl T. Bryan McIntire						
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!



81



- Home
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- Famous Places
- Web Services
- About

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729 Dairy Rd, Parkton, MD 21120
 23 km N of Baltimore, Maryland, United States 04 April 1994

[Download](#) | [E-mail](#) | [Info](#) | [Print](#) | [Order Photo](#) | [World File](#)

Aerial Photo [Topo Map](#)

Street

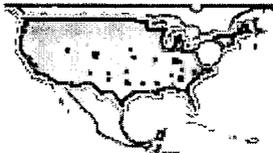
729 dairy rd

City

parkton

State

md



Longitude Latitude

-76.67127

39.64827



OUT

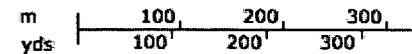


IN

Size



Image courtesy of the U.S. Geological Survey



82

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 Ground Rent
---	--

Account Identifier: District - 06 Account Number - 1800000369

Owner Information

Owner Name:	KUHL DANIEL E	Use:	RESIDENTIAL
		Principal Residence:	YES
Mailing Address:	729 DAIRY RD PARKTON MD 21120-9513	Deed Reference:	1) /17972/ 14 2)

Location & Structure Information

Premises Address 729 DAIRY RD	Legal Description .6875 AC 729 DAIRY RD 2640FT W YORK RD
---	--

Map	Grid	Parcel	Sub District	Subdivision	Section	Block	Lot	Group	Plat No: Plat Ref:
12	20	166						81	

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

Primary Structure Built	Enclosed Area	Property Land Area	County Use
1890	1,328 SF	29,947.00 SF	04

Stories	Basement	Type	Exterior
2	YES	STANDARD UNIT	SIDING

Value Information

	Base Value	Phase-in Assessments		
		Value As Of 01/01/2005	As Of 07/01/2004	As Of 07/01/2005
Land:	46,980	76,480		
Improvements:	93,250	129,320		
Total:	140,230	205,800	140,230	162,086
Preferential Land:	0	0	0	0

Transfer Information

Seller: KUHL DANIEL E	Date: 05/09/2003	Price: \$0
Type: NOT ARMS-LENGTH	Deed1: /17972/ 14	Deed2:
Seller: CHIANIS ALEXIA A	Date: 04/30/2002	Price: \$174,000
Type: IMPROVED ARMS-LENGTH	Deed1: /16361/ 734	Deed2:
Seller: SEATON GEORGE E	Date: 06/25/2001	Price: \$0
Type: NOT ARMS-LENGTH	Deed1: /15333/ 426	Deed2:

Exemption Information

Partial Exempt Assessments	Class	07/01/2004	07/01/2005
County	000	0	0
State	000	0	0
Municipal	000	0	0

Tax Exempt: NO **Special Tax Recapture:** * NONE *

*EO's DIST. 5B Sen. Fanny E. Haines
Del. A Wade Kesh*

*BA Co
T. Bryan McIntire*

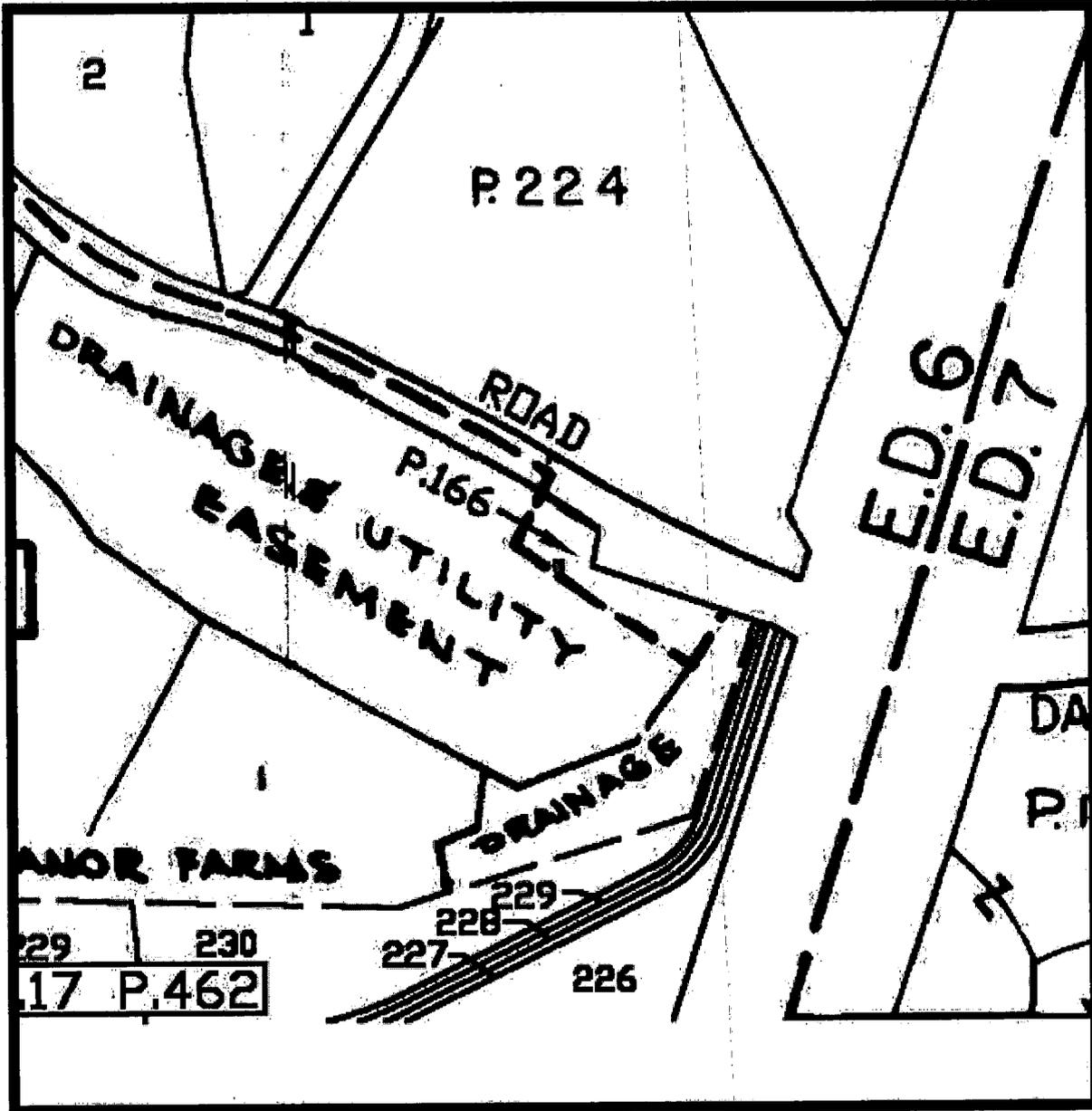
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BALTIMORE COUNTY
Real Property Data Search

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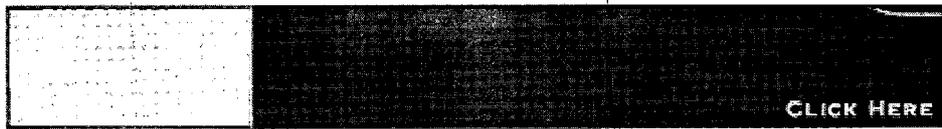
District - 06 Account Number - 1800000369



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For more information on electronic mapping applications, visit the Maryland Department of Planning web site at www.mdp.state.md.us/webcom/index.html

84



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BALTIMORE COUNTY
 Real Property Data Search

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Page 1 of 1

1-83 = 1962

Name	Account	Street	OWN OCC	Map Parcel
ASPER CHARLES PRE	07 0702047105	DAIRY RD	N	12 69
ASPER CHARLES PRE	07 1600010054	DAIRY RD	N	12 154
BALTIMORE COUNTY	01 0102000166	DAIRY AVE	N	101 1196
BALTIMORE COUNTY	01 1600007399	DAIRY RD	N	101 1682
BUTLER WILLIAM N	06 1600012906	DAIRY RD	H	12 72
CHELLIS HELEN MTR	06 2100007223	DAIRY RD	N	12 72
CHELLIS HELEN MTR	06 2100007224	DAIRY RD	N	12 72
CHELLIS HELEN MTR	06 2100007225	DAIRY RD	N	12 72
CHELLIS HELEN MTR	06 2100005933	DAIRY RD	N	12 144
GOODMAN GEORGE T	01 2200007039	DAIRY RD	N	101 2119
HANSON PETER EDWA	07 0702047101	DAIRY RD	N	12 26
HANSON PETER EDWA	07 0702047102	DAIRY RD	N	12 28
KERNAN EDWARD W	01 2200007041	DAIRY RD	N	101 1698
LAMBORN HOWARD F	07 2100006092	DAIRY RD	N	12 214
ODONNELL JOHN BJR	01 0102850490	DAIRY RD	N	101 1701
PARKTON MILL PROP	07 2100013792	DAIRY RD	N	12 43
PARKTON MILL PROP	07 2100013791	DAIRY RD	N	12 220
ROMOSER MARY CATH	01 2200007040	DAIRY RD	N	101 2120
STATE OF MARYLAND	07 0719072084	DAIRY RD	N	12
STATE OF MARYLAND	07 0719072116	DAIRY RD	N	12
STATE OF MARYLAND	07 0719072118	DAIRY RD	N	12
VACHINO EDWARD A	06 1600009938	DAIRY RD	N	12 150
WALTERS DANIEL W	06 1700012721	DAIRY RD	N	12 144
THOMAS MANUFACTUR	07 1600010353	100 DAIRY RD 110	N	12 155
THOMAS MANUFACTUR	07 1700013328	100 DAIRY RD 110	N	12 155
KRUMHOLTZ CHARLES	07 0716045130	115 DAIRY RD 1960	H	12 99
HURLEY MARY GENEV	07 1600005876	116 DAIRY RD 1950	H	12 60
ROSER STUART T	07 0718047960	203 DAIRY RD 1968	H	12 114
AYRES CHRISTOPHER	07 0718047528	209 DAIRY RD 1955	H	12 42
HAMMOND ROBERT B	07 0708001120	440 DAIRY RD 1887	H	12 27
KISER WILLIAM BUR	07 0705061700	502 DAIRY RD 1941	H	12 126
DZIEWANOWSKI DANI	06 2300010275	711 DAIRY RD 2002	D	17 462
JOHNSON DAVID M	06 2200002919	712 DAIRY RD 2000	D	12 224

85

DZIEWANOWSKI RICH	06 2300010276	713 DAIRY RD 2002	H	17	462
DORSEY TERRANCE P	06 2300010277	715 DAIRY RD 2003	H	17	462
FRONEBERGER MARIA	06 2300010278	717 DAIRY RD 2002	H	17	462
SEIBERT KRISTEN A	06 2300010279	719 DAIRY RD 2003	H	17	462
FIERRO EUGENE A2N	06 2300007207	726 DAIRY RD 1999	H	12	248
KUHL DANIEL E	06 1800000369	729 DAIRY RD 1890	H	12	166
KUTRIK J MICHAELJ	06 1700012718	731 DAIRY RD 1978	H	12	144
BACON ALLAN T	06 2100005932	733 DAIRY RD 1978	H	12	814
CHELLIS HELEN MTR	06 1700012720	735 DAIRY RD UNDEV	N	12	144
WALTERS DANIEL W	06 1600007327	737 DAIRY RD 1939	D	12	143
REED PAUL T	06 2400001041	920 DAIRY RD 2003	H	12	23
HERRMANN ERIC	06 2400003232	977 DAIRY RD UNDEV	N	12	150
VANCURA TIMOTHY S	06 2000000780	1001 DAIRY RD 1991	H	12	191
ROWE LYTTTELTON W	06 1700011563	1030 DAIRY RD 1986	H	11	292
KOKOSINSKI RAYMON	06 1700011562	1100 DAIRY RD 1979	H	11	292
PEREGOY DONALD N	06 1700011565	1107 DAIRY RD 1979	H	11	292
UBALDO MARY E	06 1700011564	1120 DAIRY RD 1984	H	11	292
LIPSTEIN DANIEL J	06 1600000734	1124 DAIRY RD 1978	H	11	178
MCNEALY CHRISTOPH	06 1900010685	1127 DAIRY RD 1984	H	11	149
BELTRAN IVAN	06 1600002797	1130 DAIRY RD	H	11	263
CATTAIL POND LLC	06 2300011650	1131 DAIRY RD	N	11	305
PANZARELLA JOHN C	06 2300011649	1131 DAIRY RD	H	11	305
YENSER GARY L	06 2300011648	1133 DAIRY RD	H	11	305
FRANKLIN SHELDON3	06 2300011646	1135 DAIRY RD	H	11	305
WILLARD JOHN V	06 2200006580	1140 DAIRY RD	H	11	263
MICHENFELDER CARL	06 2200006581	1144 DAIRY RD	H	11	263
SMITH JOHN HAGAN	06 2200025491	1201 DAIRY RD	H	11	390
MARTIN ANTHONY J	06 2300011645	1203 DAIRY RD	H	11	305
GOLDMAN STEPHEN A	06 2200025424	1205 DAIRY RD	H	11	389
GOLDMAN STEPHEN A	06 2300011644	1207 DAIRY RD	N	11	305
GANOVSKI MICHAEL	06 2300011647	1209 DAIRY RD	H	11	305
HOWARD DOROTHY M	06 1600000697	1212 DAIRY RD	H	11	77
DILL JAMES W SR	06 1600000700	1220 DAIRY RD	H	11	241
WILLIMAN ELLEN H	06 2400006020	1222 DAIRY RD	N	11	413
HILL ALBERT H	06 1600007692	1225 DAIRY RD	H	11	280
WILLIMAN ELLEN H	06 2400006019	1226 DAIRY RD	N	11	413
RICHLAND BUILDING	06 2400006018	1228 DAIRY RD	N	11	127
POWERS RICHARD P	06 1600007288	1229 DAIRY RD	H	11	276
OPENSHAW BEVERLY	06 1600003777	1301 DAIRY RD	H	11	260
GIDDINGS MICHAEL	06 0605034060	1304 DAIRY RD	H	11	206
RUHL JOHN R	06 2100004842	1313 DAIRY RD	H	11	342
COFFEEN THOMAS W	06 2300003913	1316 DAIRY RD	D	11	232
CALP MARY P	06 0603000350	1323 DAIRY RD	H	11	50
MATTERSON CONRAD	06 0603000101	1324 DAIRY RD	N	11	49

READY MICHAEL A

06 2400003036

1326 DAIRY RD

H

11 412

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666

13 666

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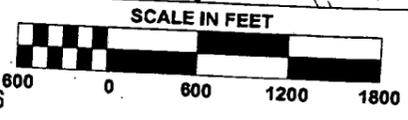
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PROPERTY MAPPING SECTION

The information shown on this map has been compiled from deed
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the Maryland Department of Planning, Property Mapping Section,
Room 1191, 301 W. Preston St., Baltimore, MD 21201-2268.

REVISOR: DATE MAY 04 BY RAM USER

PROPERTY LINES
SUBDIVISION BOUNDARY
TOWN BOUNDARY
PRIVATE ROAD
STREET LINES
CONTINGENT OWNERSHIP

PARCELS UNREGISTERED - PLAN (APPLICABLE TO IDENTIFY OWNERSHIP) MUST BE PRECEDED BY
SCALE 1"=500' (RF 1:7200)

LAST P. NO. QUARTER QUARTERS



BALTIMORE COUNTY,
MARYLAND

219885.1mN
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C



Robert L. Ehrlich, Jr., *Governor*
Michael S. Steele, *Lt. Governor*

Robert L. Flanagan, *Secretary*
Neil J. Pedersen, *Administrator*

Maryland Department of Transportation

June 30, 2005

Ms. Andrea L. Capuyan
9009 Dumhart Road
Laurel MD 20723-1212

Dear Ms. Capuyan:

This letter is a follow-up to your recent inquiry to Howard County Councilmember Guy Guzzone regarding a sound barrier for the Dumhart Road community located adjacent to southbound I-95 from the ramp from eastbound MD 216 to southbound I-95 to Stansfield Road in Howard County. I appreciate the opportunity to respond to your inquiry.

Last year, the State Highway Administration (SHA) received a request to investigate the Dumhart Road community to determine its eligibility for a Type II sound barrier. Our initial research determined that the community met our date criterion for consideration for a Type II sound barrier. Your home is one of the affected homes in the Dumhart Road community.

A letter was sent to all of the affected homeowners in the Dumhart Road community to obtain their concurrence to perform a highway noise level study. SHA needs to obtain a 75 percent concurrence from the affected homeowners in order to proceed with the noise study. A postage-pre-paid ballot was included with that letter. We have not yet achieved the required 75 percent concurrence from the community. Your ballot is among the small group of homeowners who have not returned their respective ballots. Enclosed is a duplicate of your ballot for you to indicate your choice of "Yes" or "No" for the performing of the noise study. If two names are indicated on the ballot, the "Yes" or "No" selection should be made and both signatures be written. Please indicate your choice, sign the card, fold it in half with the return address to the outside, seal it with several pieces of tape and return it to SHA as soon as possible. Please do not use double-stick tape.

If we receive the 75 percent concurrence from the pre-dating homeowners during the first part of July, we can move forward with a noise study of the Dumhart Road community. The study will be conducted in four parts:

1. The first part being the noise study where the noise measurements will be taken and we anticipate being able to provide results of the noise study by the end of this year;
2. The second is computer noise modeling where, using data from the noise study, the noise model is "built" and calibrated;
3. The third would be barrier modeling where we perform analyses with the noise model to determine the most efficient and cost-effective barrier design;
4. The fourth would consist of a feasibility analysis and construction estimate where we investigate whether the barrier can be built for \$50,000 or less per benefited home and environmental constraints with minimal utility impacts. If it is determined that the Dumhart Road community is impacted by highway traffic noise levels of 66-decibels or higher, we would anticipate being able to provide results of the feasibility study by the Summer of 2006.

My telephone number/toll-free number is 410-545-8640 or 1-800-446-5962
Maryland Relay Service for Impaired Hearing or Speech 1.800.735.2258 Statewide Toll Free

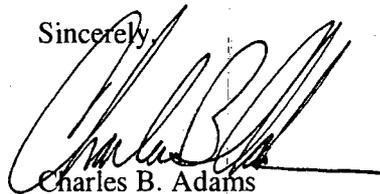
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202 • Phone 410.545.0300 • www.marylandroads.com

Ms. Andrea L. Capuyan
Page Two

However, we need to share that should the results of this barrier analysis indicate that an effective barrier could be built for a reasonable cost for the Dumhart Road community, there would be no State funds available for any new Type II sound barriers state-wide through Fiscal Year 2010. When funding for Type II sound barriers becomes available, Howard County would need to agree to fund 20 percent of the sound barrier's cost, as indicated above, before the State could consider funding the sound barrier for the Dumhart Road community.

Thank you for participating in this balloting process for the Dumhart Road community. If you have any 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 email, at jhade@sha.state.md.us. He will be pleased to assist you.

Sincerely,



Charles B. Adams
Director
Office of Environmental Design

Enclosure

- cc: The Honorable Charles Feaga, Member, Howard County Council
- Mr. David J. Coyne, 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
- The Honorable Neil F. Quinter, Member, Maryland House of Delegates
- The Honorable Sandra B. Schrader, Member, Senate of Maryland
- The Honorable Frank S. Turner, Member, Maryland House of Delegates

Ms. Andrea L. Capuyan
Page Three

bcc: Ms. Deanna Peel, Special Assistant to the Honorable Guy Guzzone, Member, Howard
County Council
Mr. T.E. Severe, Administrative Assistant, Noise Abatement Team, State Highway
Administration

Serial #: None

OED Serial#: None

Noise Customer #:

Responding to letter dated: Follow-up to 06-16-2005 email and telephone request from Ms. Deanna Peel, Legislative Assistant for HO Co Councilman Guy Guzzone, to Mr. Jim Hade; the Councilman received an inquiry from Ms. Capuyan for sound barriers for the Dumhart Road community; Ms. Peel wrote:

"As we discussed, a constituent of Councilman Guzzone had some questions about sound barriers in her area. The constituent, Andrea Leigh Capuyan, resides on Dumhart Road which parallels I-95 southbound just below Route 216. She has been following the construction of Route 216 over the past several years and the sound barriers that were part of that project. She wanted to know if there were any plans to extend barriers down the 95 merge lane from 216 or along I-95 to the reservoir. Since these are state roads and sound barriers are state government issues, I am referring this to you. I would appreciate it if you could respond to Ms. Capuyan directly and copy Councilman Guzzone.

"Thank you."

Saved: 06/16/05 2:55 PM by: T.E. Severe
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Enclosure:

One duplicate copy of the 03-02-2004 postage pre-paid ballot sent to Mr. and Mrs. Gregory Wayne C. Capuyan; the original 04-15-2004 return-by date was lined through and indicated to be returned to SHA "as soon as possible"; the duplicate ballot is dated June 16, 2005.

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From: JIM HADE
To: TED SEVERE
Date: 06/16/2005 12:38:40 PM
Subject: Fwd: Sound barriers

Ted:
Please research, and prepare a folder with draft reply today. Tomorrow the office will be out, and I will be out on Monday too.

Thanks

Jim

>>> "Guy Guzzone" <gguzzone@co.ho.md.us> 06/16/2005 10:22:59 AM >>>
To: Mr. Jim Hade, State Highway Administration, Noise Abatement Team

Dear Mr. Hade,

As we discussed, a constituent of Councilman Guzzone had some questions about sound barriers in her area. The constituent, Andrea Leigh Capuyan, resides on Dumhart Road which parallels I-95 southbound just below Route 216. She has been following the construction of Route 216 over the past several years and the sound barriers that were part of that project. She wanted to know if there were any plans to extend barriers down the 95 merge lane from 216 or along I-95 to the reservoir. Since these are state roads and sound barriers are state government issues, I am referring this to you. I would appreciate it if you could respond to Ms. Capuyan directly and copy Councilman Guzzone.

Thank you.

Deanna Peel, Special Assistant, Office of Chairman Guy Guzzone

Guy Guzzone, Chairman
Howard County Council
3430 Courthouse Drive
Ellicott City, MD 21043
410-313-2001

CC: CHARLES ADAMS; DAN UEBERSAX

LAST LETTER W/ BALLOT

93

SGT TO DUMHART RD

3/2/04

March 2, 2004

Mr. and Mrs. Gregory Wayne C. Capuyan
9009 Dumhart Road
Laurel MD 20723-1212 Address

Dear Mr. and Mrs. Capuyan:

RE: Property at 9009 Dumhart Road, Laurel MD 20723-1212

The State Highway Administration (SHA) has received a request to investigate the Dumhart Road community, located along southbound I-95 from the ramp from eastbound MD 216 to just south of Stansfield Road, in Howard 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 our "Type II," or "retrofit," sound barrier 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 Type II barrier to be approved: the majority of impacted 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 highway traffic noise on new residential development, and the county must agree to fund 20 percent of the barrier cost.

The State Highway Administration has determined that the homes along Dumhart Road and on Stansfield Road nearest southbound I-95 meet the date criterion for consideration for a Type II sound barrier as outlined above. Because of the time and cost involved in an analysis, our next step is to determine the community's concurrence to proceed with a noise study from at least 75 percent of the pre-dating homeowners that are the most likely impacted by highway traffic noise. Enclosed is a printed, postage-prepaid ballot that asks for your signature and your choice of "Yes" or "No" for performing the study. If two names are indicated on the ballot, the selection should be made and both signatures be written. Please indicate your choice, sign the card, fold it in half with the return address to the outside, seal it with several pieces of tape and return it to SHA by April 15, 2004. Please do not use double-stick tape.

Mr. and Mrs. Gregory Wayne C. Capuyan
Page Two

If we receive the 75 percent concurrence from the pre-dating homeowners to move forward with a noise study of the Dumhart Road community, the study will be conducted in four parts:

1. The first part being the noise study where the noise measurements will be taken and we anticipate being able to provide results of the noise study by the end of August 2004;
2. The second is computer noise modeling where, using data from the noise study, the noise model is "built" and calibrated;
3. The third would be barrier modeling where we perform analyses with the noise model to determine the most efficient and cost-effective barrier design;
4. The fourth would consist of a feasibility analysis and construction estimate where we investigate whether the barrier can be built for \$50,000 or less per benefited home and environmental constraints with minimal utility impacts. If it is determined that the Ardwick community is impacted by highway traffic noise levels of 66-decibels or higher, we would anticipate being able to provide results of the feasibility study by the Spring of 2005.

However, we need to share, given the current fiscal challenges facing the State, should the results of this barrier analysis indicate that an effective barrier could be built for a reasonable cost for the Dumhart Road community, there would be no State funds available for any new Type II sound barriers state-wide through Fiscal Year 2009. When funding for Type II sound barriers becomes available, Howard County would need to agree to fund 20 percent of the sound barrier's cost, as indicated above, before the State could consider funding the sound barrier for the Dumhart Road community.

Thank you for participating in this balloting process for the Dumhart Road community. If you have any 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 Christopher Merdon, Member, Howard County Council
The Honorable Shane E. Pendergrass, Member, Maryland House of Delegates
The Honorable Neil F. Quinter, 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. and Mrs. Gregory Wayne C. Capuyan
Page Three

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, Administrative Assistant, Noise Abatement Team, State Highway Administration

Serial #: None

OED Serial#: None

Noise Customer #:

Responding to letter dated: Follow-up to 02-11-2004 letter from Sen. Schrader to Mr. Charles Adams:

"I have heard recently from residents who live in The Forest neighborhood in the Laurel area of Howard County. This is an established neighborhood that has experienced a decline in its quality of life because of the increased noise from I-95.

"Sound barriers erected on the North side of I-95 deflect traffic noise back to the South side where there are no barriers. While the residents on the North side are enjoying benefits of sound barriers, the residents on the South side are suffering from even more noise than before barrier construction began.

"I am requesting that a noise abatement study be done in this neighborhood and that sound barrier construction be seriously considered.

"Thank you for your attention to this important matter."

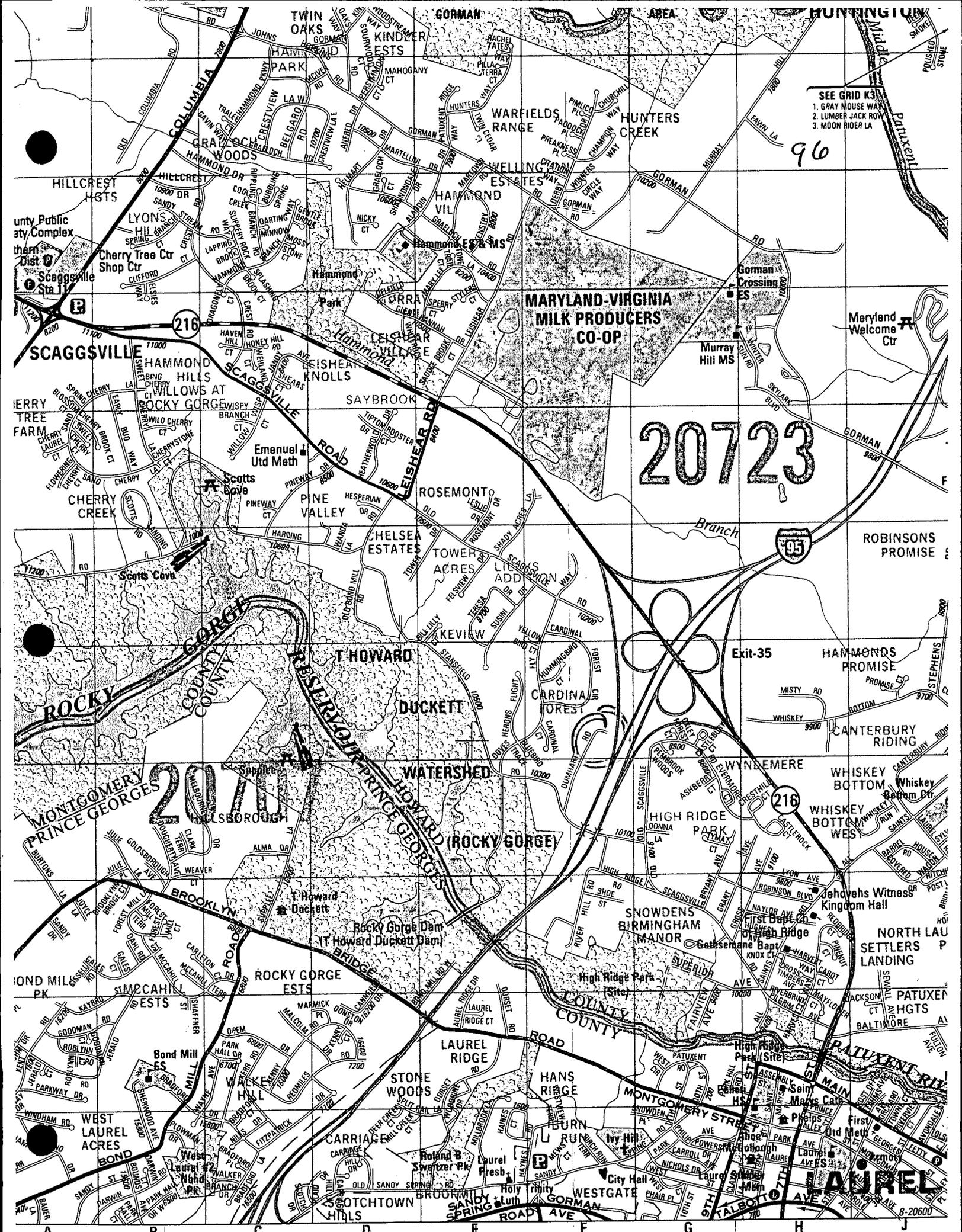
The Forest and Cardinal Forest communities fail for date for Type II barrier consideration, however, the majority of homes along Dumhart Road (between I-95 and The Forest community) meet the Type II date criterion; noise study being proposed for Dumhart Road if 75% of property owners indicate that they are in favor of noise study by completing and returning a provided, postage pre-paid ballot.

Saved: 02/25/04 11:17 AM by: TSevere

N:\OED\NOISE\CORRESP\2004\DUMHARTRD01M.doc

Enclosure:

Postage pre-paid, pre-addressed ballot to indicate "yes" of "no" for the performance of a noise study for the Dumhart Road community



SEE GRID K3
 1. GRAY MOUSE WAY
 2. LUMBER JACK ROW
 3. MOON RIDER LA

96

20723

20711

97

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 Ground Rent
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Account Identifier: District - 06 Account Number - 422144

Owner Information

Owner Name:	CAPUYAN GREGORY WAYNE C CAPUYAN ANDREA L T/E	Use:	RESIDENTIAL
		Principal Residence:	YES
Mailing Address:	9009 DUMHART RD LAUREL MD 20723-1212	Deed Reference:	1) / 7583/ 563 2)

Location & Structure Information

Premises Address 9009 DUMHART RD LAUREL 20723	Legal Description .6302 A. 9009 DUMHART RD LAUREL
--	---

Map	Grid	Parcel	Sub District	Subdivision	Section	Block	Lot	Assesment Area	Plat No: Plat Ref:
47	19	809						2	

Special Tax Areas	Town Ad Valorem Tax Class	A/V, METRO FIRE TAX
--------------------------	----------------------------------	---------------------

Primary Structure Built	Enclosed Area	Property Land Area	County Use
2001	1,584 SF	27,442.00 SF	
Stories	Basement	Type	Exterior
1 1/2	YES	STANDARD UNIT	SIDING

Value Information

	Base Value	Value As Of	Phase-in Assessments	
			As Of	As Of
Land:	92,070	01/01/2005	07/01/2004	07/01/2005
Improvements:	118,340	143,110		
Total:	210,410	365,030	210,410	261,950
Preferential Land:	0	0	0	0

Transfer Information

Seller: MERSON WILLIAM JAY KURT	Date: 09/05/2003	Price: \$325,000
Type: IMPROVED ARMS-LENGTH	Deed1: / 7583/ 563	Deed2:
Seller: SALZMAN NANCY JANE	Date: 08/09/2000	Price: \$50,000
Type: NOT ARMS-LENGTH	Deed1: / 5169/ 110	Deed2:
Seller:	Date:	Price:
Type:	Deed1:	Deed2:

Exemption Information

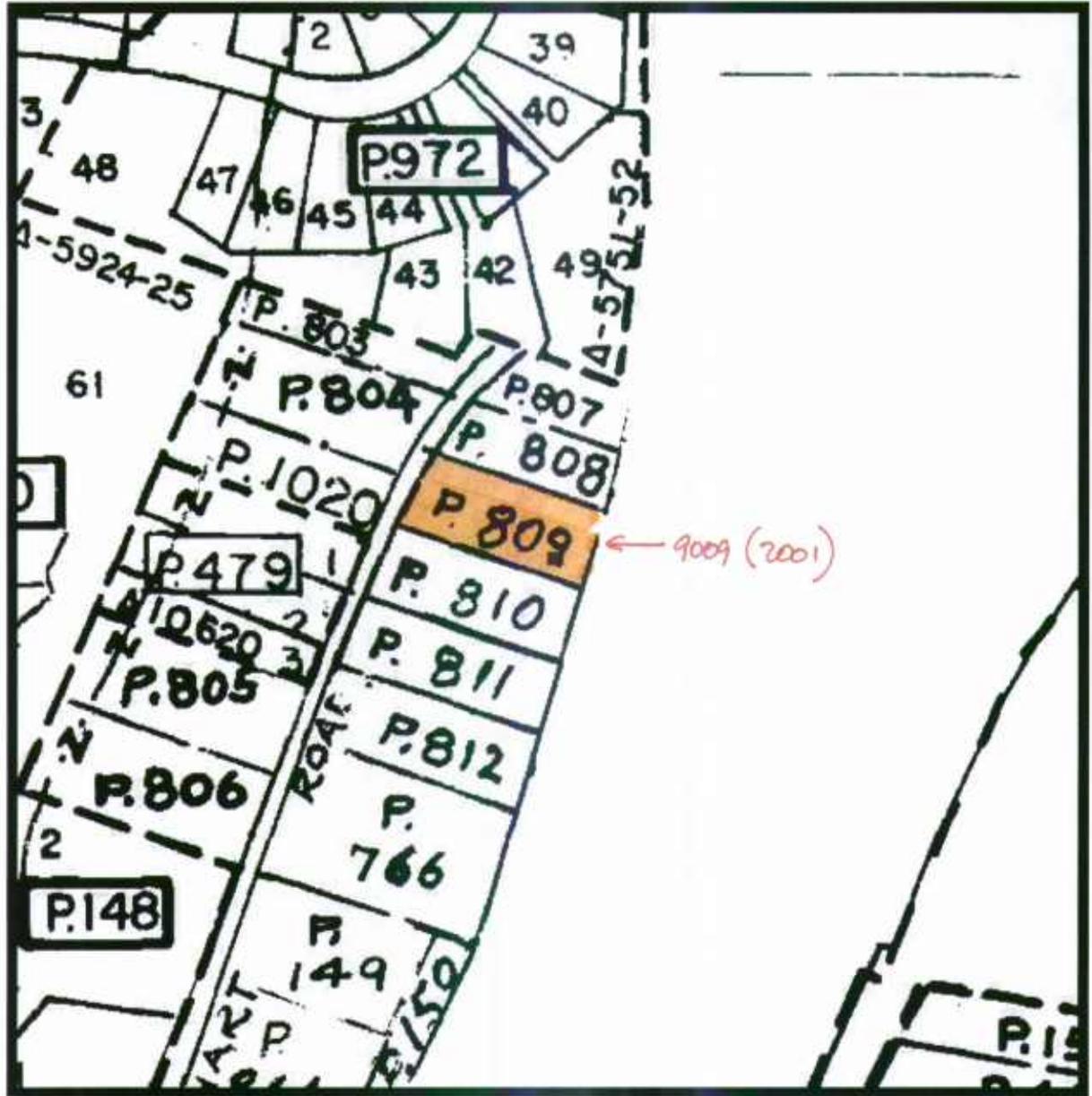
Partial Exempt Assessments	Class	07/01/2004	07/01/2005
County	000	0	0
State	000	0	0
Municipal	000	0	0

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

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	<p>Maryland Department of Assessments and Taxation HOWARD COUNTY Real Property Data Search</p>	<p>Go Back View Map New Search</p>
---	---	--

District - 06 Account Number - 422144



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 web site at www.mdp.state.md.us/webcom/index.html



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Street
9009 dumhart rd

City
laurel

State
md

GO



9009 Dumhart Rd, Laurel, MD 20723
North Laurel, Maryland, United States 4/7/2002

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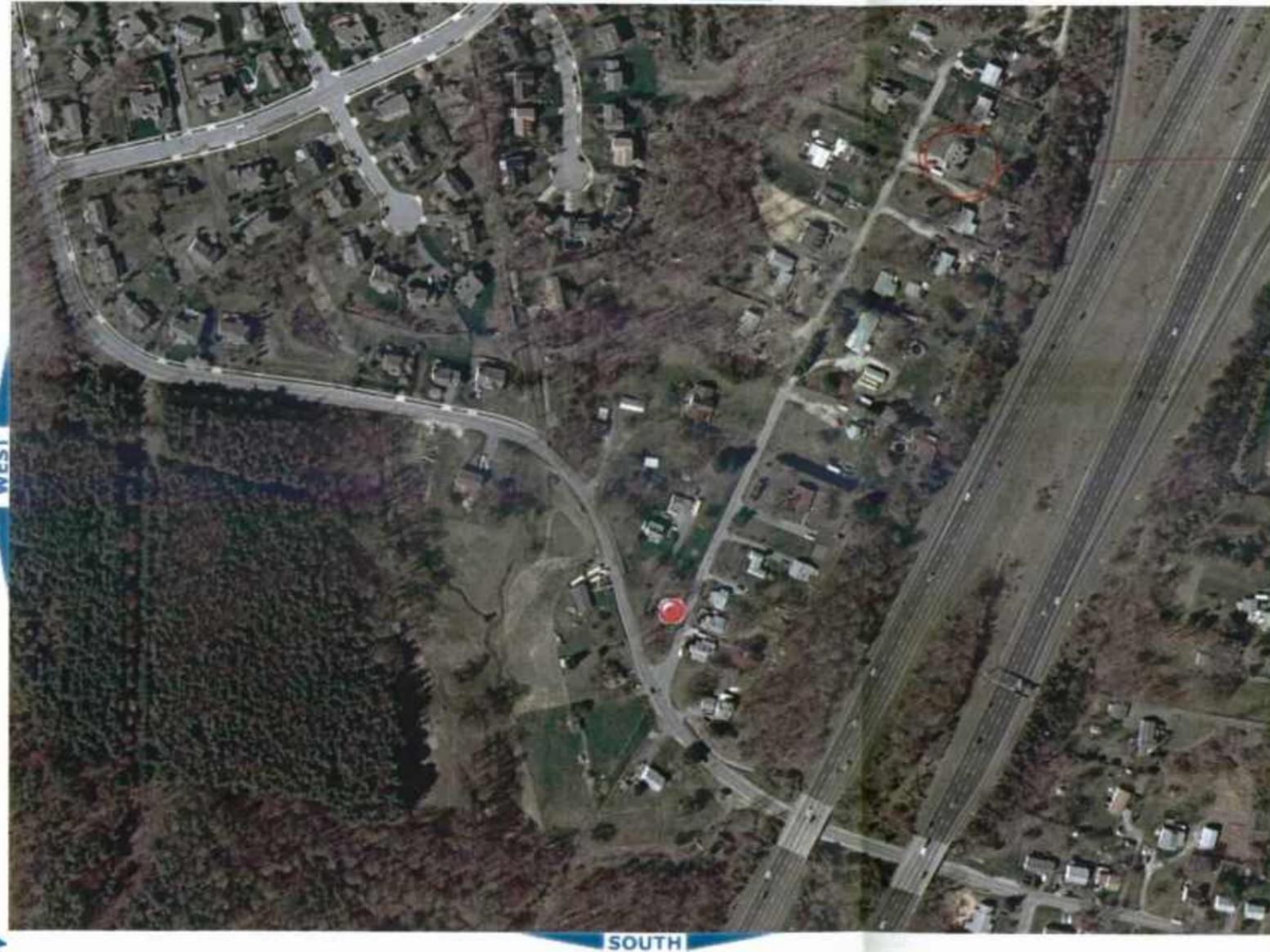
Urban Areas Aerial Photo



Longitude Latitude

-76.86943 39.12311

GO



I-95 (NB)
9009 (2001)

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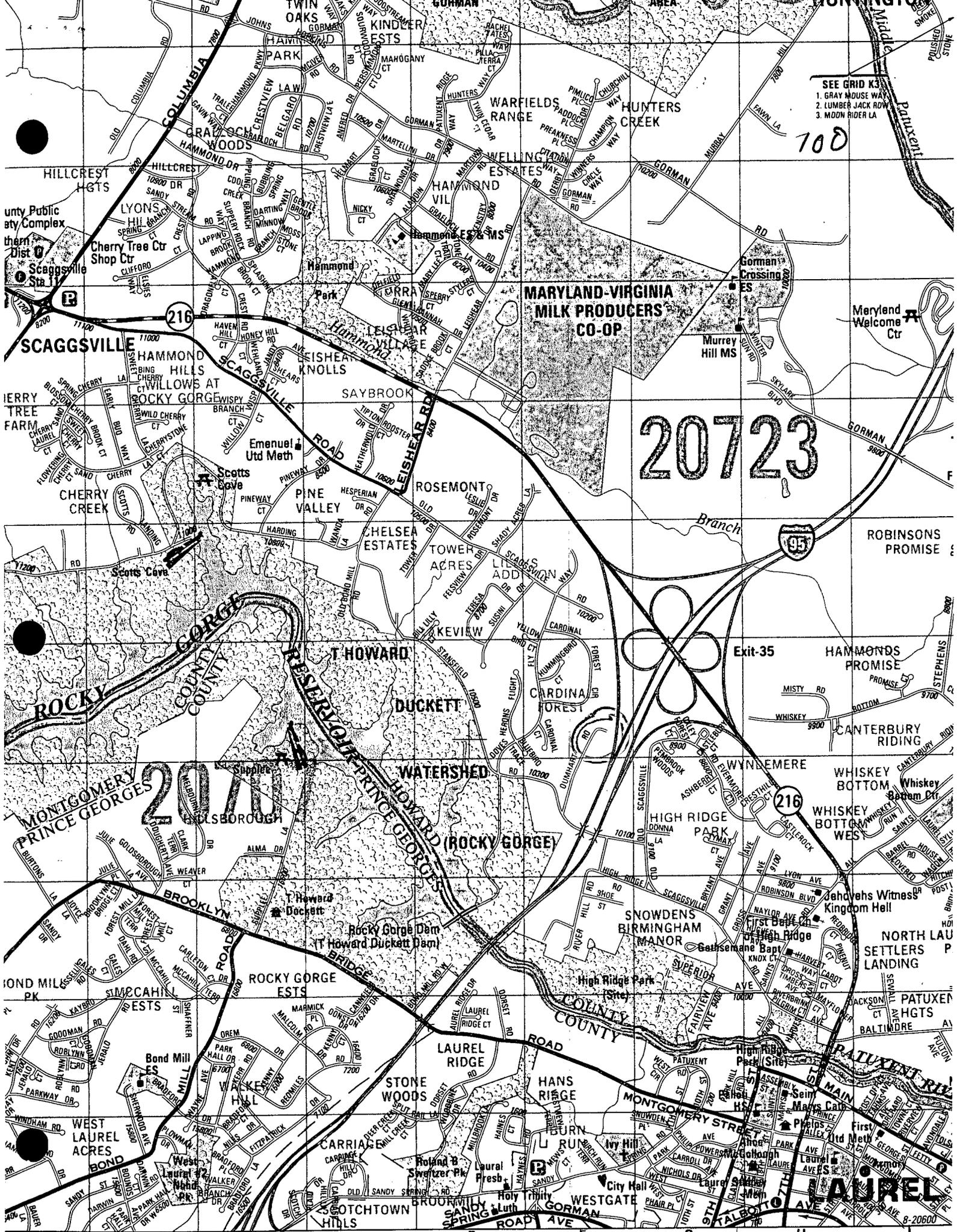
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Image courtesy of the U.S. Geological Survey



House and Home Demographics:

- Schools, Crime and Demographics for 20707
- Schools, Crime and Demographics for 20723



SEE GRID K3
1. GRAY MOUSE WAY
2. LUMBER JACK ROW
3. MOON RIDER LA

20723

100



Maryland Department of Transportation
The Secretary's Office

101
Robert L. Ehrlich, Jr.
Governor

Michael S. Steele
Lt. Governor

Robert L. Flanagan
Secretary

James F. Ports, Jr.
Deputy Secretary

September 7, 2005

Ms. Melia A. Carlson
8831 Victory Avenue
Parkville, Maryland 21234-4211

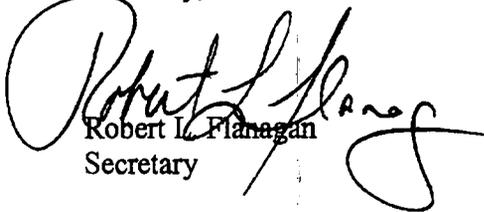
Dear Ms. Carlson:

Thank you for your email to Governor Robert L. Ehrlich, Jr. regarding the sound barrier for the Ridge Grove community, along eastbound I-695, from Harford Road (MD 147) to east of Putty Hill Road, in Baltimore County. The Governor received your email and asked me, as Secretary of the Maryland Department of Transportation, to respond on his behalf.

The State Highway Administration (SHA) is planning to widen I-695 between I-83 and MD 702. The Ridge Grove community, along the inner loop of I-695, and the Woodland Heights community, along the outer loop of I-695, both east of Harford Road (MD 147), are eligible for Type II, or retrofit, sound barriers. Engineering and financial considerations dictate that these barriers be incorporated into our plans to widen I-695 in this area. Funding for the design and construction of this widening has not yet been identified, though we are continuing to explore sources for such funding. We appreciate your continued patience and understanding during this period.

Thank you again for your email. 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, 800-446-5962 or, by email, at cadams@sha.state.md.us. SHA will be pleased to assist you.

Sincerely,



Robert L. Flanagan
Secretary

cc: Mr. Charles B. Adams, Director of Environmental Design, SHA
The Honorable Joseph Bartenfelder, Member, Baltimore County Council
The Honorable Joseph C. Boteler, III, Member, Maryland House of Delegates
The Honorable Eric M. Bromwell, Member, Maryland House of Delegates
The Honorable John W.E. Cluster, Jr., Member, Maryland House of Delegates
The Honorable Katherine A. Klausmeier, Member, Senate of Maryland
Mr. Neil J. Pedersen, Administrator, SHA

My telephone number is 410-865-1000
Toll Free Number 1-888-713-1414 TTY User Call Via MD Relay
7201 Corporate Center Drive, Hanover, Maryland 21076

Ms. Melia A. Carlson
Page Two

- bcc: Ms. Karen Arnold, Environmental Analyst, Office of Planning and Preliminary Engineering, SHA
- James Hade, RLA, Noise Abatement Team Leader, SHA
- Mr. Joseph Kresslein, Assistant Division Chief, Project Planning, Office of Planning and Preliminary Engineering, SHA
- Mr. David J. Malkowski, District Engineer, SHA
- Mr. T.E. Severe, Administrative Assistant, Noise Abatement Team, SHA
- Mr. Douglas H. Simmons, Deputy Administrator for Planning and Engineering, SHA
- Ms. Frances Ward, Community Liaison, SHA

Serial #: WCS 20692

OED Serial#: None

Noise Customer #: 2953

Responding to letter dated: Follow-up to 08-01-2005 email from Ms. Carlson to Gov. Erhlich; Ms. Carlson wrote:

"Good Morning: I'm writing regarding the installation of sound barriers along the inner loop of 695 at the Harford Road entrance ramp. I'm a resident of Baltimore County whose property runs along side of the beltway. I've been requesting information regarding the installation of barrier walls along this location since 2000 since we purchased our home. I've been through Baltimore County with their response being the state of Maryland has cut their funding for this project at this location. I've been informed that there are only 5 subdivisions in Baltimore County that do NOT have the barrier walls installed. I also know these walls are being installed along 685 on the west side of town as well as along 83. When can I expect this project to be completed at my location. Apparently, Baltimore County feels its the shortcoming of the State of Maryland as to why this project will not be completed. Any information you can offer me would be greatly appreciated. Thank you in advance."

NOTE: A review of the Noise Abatement Team Customer Database found no entry for the address: 8831 Victory Avenue, Parkville MD 21234-4211.

Saved: 08/09/05 1:27 PM by: T.E. Severe

N:\OED\NOISE\CORRESP\2005\CARLSONMA01.doc

From: meliacarlson@yahoo.com
Sent: Monday, August 01, 2005 12:41 PM
To: Governor
Subject: [Constituent Services] Sound Barriers around the 695 InnerLoop
NAME
Ms Melia A Carlson

ADDRESS
8831 Victory Avenue
Parkville, Maryland
21234-4211
Phone Number: 410-882-1287
Work Number: 410-887-5302
Fax Number: 410-887-5304

Original Message:

Good Morning: I'm writing regarding the installation of sound barriers along the inner loop of 695 at the Harford Road entrance ramp. I'm a resident of Baltimore County whose property runs along side of the beltway. I've been requesting information regarding the installation of barrier walls along this location since 2000 since we purchased our home. I've been through Baltimore County with their response being the State of Maryland has cut their funding for this project at this location. I've been informed that there are only 5 subdivisions in Baltimore County that do NOT have the barrier walls installed. I also know these walls are being installed along 685 on the west side of town as well as along 83. When can I expect this project to be completed at my location. Apparently, Baltimore County feels its the shortcoming of the State of Maryland as to why this project will not be completed. Any information you can offer me would be greatly appreciated. Thank you in advance.



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Correspondence Details**Case ID: 20692 Carlson, Melia**

Case ID: 20692
Constituent: Carlson, Melia
Address: 8831 Victory Avenue
Parkville, MD 21234-4211
Document Date: 08/01/2005
Bar Code:
Corr. Type: In
Confidential: No
Subject: SHA-General
Stand on issue: Neither
How corr. was received: Governor's Correspondence System (E-mail)
Tone of letter: Neither
Current Owner: Helene, Irene
Date Assigned: 08/05/2005
Deadline Date: 08/12/2005
Date Closed:
Respond On Behalf Of: Prepare Response For Secretary's Signature On Behalf Of Governor
External Code: 294678
Comments: Expresses concern regarding the sound barriers around the 695 inner loop.

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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: 294678
Receive Date:
Letter Date: 8/1/2005
Deadline Date: 8/31/2005

From:
Melia A. Carlson
8831 Victory Ave.
Parkville ,MD 21234-4211

Subject: MDOT- State Highway Admin. (SHA) Expresses concern regarding the sound barriers around the 695 Inner loop.

History Log:

<u>Date Completed</u>	<u>Action Taken</u>	<u>Completed By</u>	<u>Assigned By</u>
8/1/2005 12:44:00 PM	Correspondence Entry	Executive Services: Brenda Martin	Executive Services: Brenda Martin
8/1/2005 12:46:13 PM	Subject Entry	Executive Services: Brenda Martin	Executive Services: Brenda Martin

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 2003

Tuesday, August 09, 2005 01:34 PM

Admin

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ID #	MAP	DATE	Letter or Phone on	LAST NAME	FIRST NAME	Active?
2953		08/09/2005	Email	CARLSON	Ms. Mella A.	<input checked="" type="checkbox"/>
STREET#	STREET NAME	COUNTY	CITY (Post office)	ZIP CODE	Representative stat	
8831	Victory Avenue	BA	Parkville	21234-4211	private	
Elected Official whom has communicated directly to us on this cu						
DAY PHONE	HOME PHONE	E-Mail address	COMMUNITY	HDR Dbase Link		
410-887-5302	410-882-1287	mellacarson@yahoo	Ridge Grove			
Logical Project Limit	ROADWAY	I-695	Barrier Nam			
EB I-695 from Harford Rd (MD 147) to east of Putty Hill Rd						
RESPONSE	INQUIRY			2nd Contact		
	when is barrier to be constructed					
	Last Conta	Researcher	Primary SHA Contact			
	08/09/2005		None	Construction Projects		
FILE LOCATION	OTHER	Current commitm				
Do we owe a letter?	Letter Commit due da	08/10/2005				
<input checked="" type="checkbox"/>	Letter signed dat		Reason Letter is Lat	n/a		
LAST action	8-9-05 Rec'd email from Ms. Carlson via Gov. Office (WCS 20692); Ms. Carlson wants to know when barrier to be built for Ridge Grove comm (to be done w/widening of I-695 in her area; funding for design & construction not yet identified)					
Comments: This field can not be sorted or searched.						
OPPE or Hwy rep.current type 1						



All Elected Officials: 08-2005 EO's Dist. 8 Sen. Katherine A. Klausmeier; Dels. Joseph C. Boteler, III; Eric M. Bromwell; John W.E. Cluster, Jr.; BA Cncl Joseph Bartenfelder

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!



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 Maryland Department of Assessments and Taxation BALTIMORE COUNTY Real Property Data Search	Go Back View Map New Search Ground Rent
---	--

Account Identifier: District - 14 Account Number - 2300012732

Owner Information

Owner Name:	BARRETT RONALD E	Use:	RESIDENTIAL
		Principal Residence:	YES
Mailing Address:	8831 VICTORY AVENUE BALTIMORE MD 21234-4211	Deed Reference:	1) /14702/ 377 2)
		<i>em: meliacarlson@yahoo.com</i>	
	<i>(H) 410-882-1287 (W) 410-887-5302 FAX: 410-887-5304</i>		

Location & Structure Information

Premises Address 8831 VICTORY AVE	Legal Description LTS367-369 PT365,366 SES VICTORY AVE RIDGE GROVE
---	--

Map	Grid	Parcel	Sub District	Subdivision	Section	Block	Lot	Assesment Area	Plat No:	
71	21	1141					365	3	3	3
									Plat Ref:	7/ 39

Special Tax Areas	Town Ad Valorem Tax Class	Enclosed Area	Property Land Area	County Use
Primary Structure Built		1,572 SF	22,335.00 SF	04
1948				

Stories	Basement	Type	Exterior
1 1/2	YES	STANDARD UNIT	BRICK

Value Information

	Base Value	Value As Of	Phase-in Assessments	
			As Of	As Of
Land:	33,330	01/01/2003	07/01/2004	07/01/2005
Improvements:	71,630	35,830		
Total:	104,960	99,310	125,080	135,140
Preferential Land:	0	135,140	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	07/01/2004	07/01/2005
County	000	0	0
State	000	0	0
Municipal	000	0	0

Tax Exempt: NO	Special Tax Recapture:
Exempt Class: <i>EO's DIST. 3</i>	<i>* NONE *</i>
<i>Sen. Kathleen A. Klausmeier</i>	
<i>Del. Joseph C. Boteler III</i>	
<i>Eric M. Bronnwell</i>	
<i>John W. E. Clouston Jr</i>	
<i>Josef Bankfeld</i>	

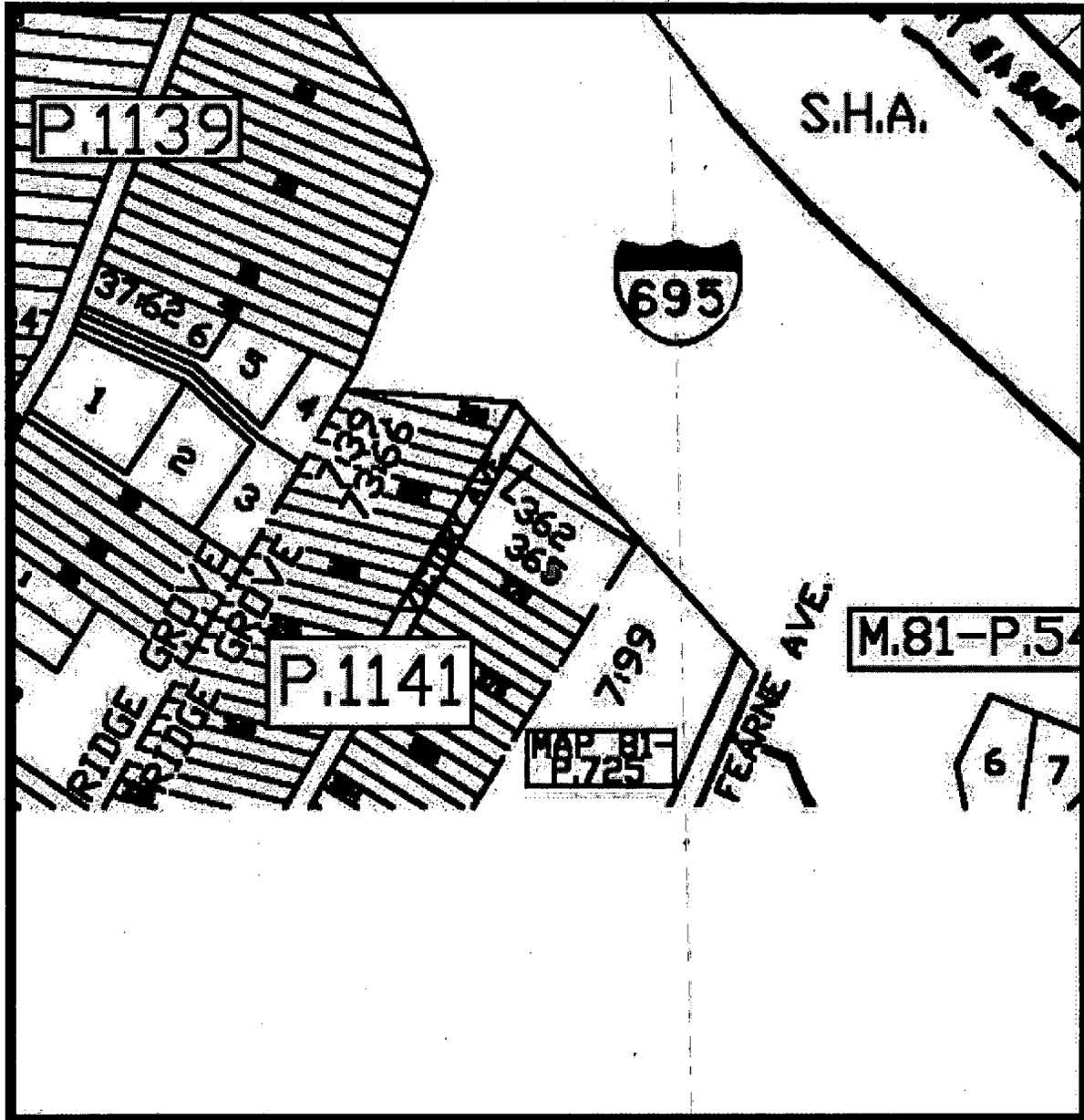
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Maryland Department of Assessments and Taxation
BALTIMORE COUNTY
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District - 14 Account Number - 2300012732



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web site at www.mdp.state.md.us/webcom/index.html

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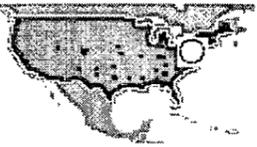


8831 Victory Ave, Parkville, MD 21234
 Baltimore, Maryland, United States 4/4/1994

Street
 8831 victory av

City
 parkville

State
 md



Longitude Latitude
 -76.52333 39.38043

Size

OUT

IN

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Aerial Photo

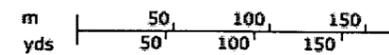


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House and Home Demographics:

- [Schools, Crime and Demographics for 21234](#)
- [Schools, Crime and Demographics for 21236](#)

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<u>SHIPLEY MADELINE</u>	13 1319320020	1957 VICTORY DR	H	109	364
<u>ENEY MICHAEL S</u>	13 1302571270	1958 VICTORY DR	H	109	364
<u>GAREY STEPHEN R</u>	13 1302571310	1959 VICTORY DR	H	109	364
<u>WEBER BRIAN SCOTT</u>	13 1323154090	1961 VICTORY DR	H	109	364
<u>SLACK WAYNE S</u>	13 1313201310	1963 VICTORY DR	H	109	364
<u>WEEDON THOMAS L</u>	13 1318100740	1965 VICTORY DR	N	109	364
<u>SLACK DANIEL J</u>	13 1319480110	1967 VICTORY DR	H	109	364
<u>BERTAZON FRANK LJ</u>	13 1318470040	1969 VICTORY DR	H	109	364
<u>CLIFFORD RICHARD</u>	13 1303370410	1971 VICTORY DR	H	109	364
<u>MACKEY DAVID KENN</u>	13 1303670580	1973 VICTORY DR	H	109	364
<u>ELLIOTT ARNOLD PJ</u>	14 1403024100	8805 VICTORY AVE 1932	H	71	1141
<u>MAZOR NADIA</u>	14 1413023851	8806 VICTORY AVE 1947	H	71	1141
<u>SEXTON JAMES M</u>	14 1416045376	8809 VICTORY AVE 1948	H	71	1141
<u>GORDON RUSSELL SC</u>	14 1419033890	8810 VICTORY AVE 1949	H	71	1141
<u>KLOID MICHAEL E</u>	14 1402001225	8812 VICTORY AVE 1949	H	71	1141
<u>TRESS EDWIN JJR</u>	14 1419052780	8813 VICTORY AVE 1928	H	71	1141
<u>KRESSLEIN ROBERT</u>	14 1419015620	8814 VICTORY AVE 1923	H	71	1141
<u>WAGNER RICHARD C</u>	14 1423003530	8815 VICTORY AVE 1954	H	71	1141
<u>CLARK DENNIS</u>	14 1402068220	8816 VICTORY AVE 1924	H	71	1141
<u>FROMM EDWARD</u>	14 1422035100	8817 VICTORY AVE 1933	H	71	1141

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BALTIMORE COUNTY
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Name	Account	Street	OWN OCC	Map Parcel
<u>SULLIVAN DAVID W</u>	14 1420067610	8817H VICTORY AVE 1962	H	71 1141
<u>COLEMAN LAURENCE</u>	14 1403051110	8818 VICTORY AVE 1950	H	71 1141
<u>FORD ROBERT J</u>	14 1423018280	8819 VICTORY AVE 1930	H	71 1141
<u>HALLAMEYER RONALD</u>	14 1408007040	8820 VICTORY AVE 1923	H	71 1141
<u>KLOID JOSEPH E</u>	14 1419074820	8821 VICTORY AVE 1940	H	71 1141
<u>CHASON JOSHUA M</u>	14 1406059480	8824 VICTORY AVE 1951	H	71 1141
<u>DIVENANZIO JOSEPH</u>	14 1406010700	8825 VICTORY LN 1949	H	71 1141
<u>MARTIN RICHARD W</u>	14 1413026570	8826 VICTORY AVE 1942	N	71 1141
<u>FERNANDES SABINA</u>	14 1404023352	8827 VICTORY AVE 1949	H	71 1141
<u>ZAWORSKI WAYNE T</u>	14 1412075040	8828 VICTORY AVE 1947	H	71 1141
<u>ROBINSON DENNON V</u>	14 1408033790	8829 VICTORY AVE 1948	H	71 1141
<u>HOLTHAUS WALTER J</u>	14 1402038025	8830 VICTORY AVE 1925	H	71 1141
<u>BARRETT RONALD E</u>	14 2300012732	8831 VICTORY AVE 1948	H	71 1141
<u>THOMAS KAREN ANNE</u>	14 1402047175	8832 VICTORY AVE 1951	H	71 1141
<u>THOMAS LEOCADIA</u>	14 1420030650	8834 VICTORY AVE 1951	H	71 1141

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Maryland Department of Assessments and Taxation
BALTIMORE COUNTY
 Real Property Data Search

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Page 1 of 2

Name	Account	Street	OWN OCC	Map Parcel
<u>BALD JOHN WJR</u>	14 1418000526	VICTORY AVE	N	81 677
<u>BARTGIS KENNETH</u>	14 1401050621	VICTORY AVE	N	81 677
<u>CASTINO MICHAEL A</u>	14 1405000301	VICTORY AVE	N	81 677
<u>MARTIN STEPHEN EU</u>	14 1413024601	VICTORY AVE	N	81 677
<u>MAZOR NADIA H</u>	14 1413023850	VICTORY AVE	N	71 1141
<u>MILLER GEORGE GSR</u>	14 1411077025	VICTORY AVE	N	81 677
<u>PARKWOOD CEMETERY</u>	14 1416001200	VICTORY AVE	N	81 193
<u>PARKWOOD CEMETERY</u>	14 1416001201	VICTORY AVE	N	81 193
<u>PICKA ANTONJR</u>	14 1416045375	VICTORY AVE	N	71 1141
<u>SHAFFER ALICIA L</u>	14 1600002576	VICTORY AVE	N	81 677
<u>SHAFFER ALICIA L</u>	14 1600006723	VICTORY AVE	N	81 677
<u>STATE OF MARYLAND</u>	14 1402000169	VICTORY AVE	N	71 1141
<u>STATE OF MARYLAND</u>	14 1419075882	VICTORY AVE	N	71 1141
<u>STATE OF MARYLAND</u>	14 1419075886	VICTORY AVE	N	71 1141
<u>STATE OF MARYLAND</u>	13 1319848295	VICTORY DR	N	109 364
<u>STATE OF MARYLAND</u>	13 1319848385	VICTORY DR	N	109 364
<u>STEINER MATTHEW C</u>	14 1408081276	VICTORY AVE	N	81 677
<u>GRAP EDWARD N</u>	13 1307580810	1903 VICTORY DR	H	109 364
<u>TRENT AUDREY L</u>	13 1316550040	1905 VICTORY DR	H	109 364
<u>BALTIMORE COUNTY</u>	13 1302190525	1906 VICTORY DR	N	109 364
<u>LIBERTO CHERYL LY</u>	13 1301290000	1907 VICTORY DR	H	109 364
<u>SCHMID JOHN3RD</u>	13 1319071500	1908 VICTORY DR	H	109 364
<u>HALL GORDON BRENT</u>	13 1307581460	1909 VICTORY DR	H	109 364
<u>KIBLER MATTHEW P</u>	13 1314900076	1910 VICTORY DR	N	109 364
<u>BRAUN DONALD R</u>	13 1302651440	1911 VICTORY DR	H	109 364
<u>BAIR THOMAS A2ND</u>	13 1312201030	1912 VICTORY DR	H	109 364
<u>JONES JOSEPH</u>	13 1303470200	1913 VICTORY DR	H	109 364
<u>OCONNELL ROBERT</u>	13 1303850000	1914 VICTORY DR	N	109 364
<u>HELWIG ANDREW H</u>	13 1308300130	1915 VICTORY DR	H	109 364
<u>MACDONALD ALAN FR</u>	13 1302651931	1916 VICTORY DR	H	109 364

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<u>PIPPENGER JUDITH</u>	13 1318470050	1917 VICTORY DR	H	109	364
<u>RAFFERTY JENNIFER</u>	13 1323920030	1918 VICTORY DR	H	109	364
<u>DONELSON ROBERT J</u>	13 1304500310	1919 VICTORY DR	H	109	364
<u>KIBLER MATTHEW P</u>	13 1314900072	1920 VICTORY DR	N	109	364
<u>WILLIAMS MICHAEL</u>	13 1311150070	1921 VICTORY DR	H	109	364
<u>KIBLER MATTHEW P</u>	13 1314900073	1922 VICTORY DR	N	109	364
<u>DEVANEY DAVID J</u>	13 1323000070	1923 VICTORY DR	H	109	364
<u>CHILDS KENNETH E</u>	13 1301020000	1924 VICTORY DR	H	109	364
<u>HALL LILA MARIE</u>	13 1316600510	1925 VICTORY DR	H	109	364
<u>JACKSON DARREL L</u>	13 1318101020	1926 VICTORY DR	H	109	364
<u>SCHWARZKOPF JOHN</u>	13 1306200070	1927 VICTORY DR	H	109	364
<u>BROPHY MELISSA D</u>	13 1304750380	1928 VICTORY DR	H	109	364
<u>LITZ ERIC P</u>	13 1306200050	1929 VICTORY DR	H	109	364
<u>MARTINEZ EILEEN J</u>	13 1319270550	1930 VICTORY DR	H	109	364
<u>WILLIAMS JOHN F</u>	13 1323501740	1931 VICTORY DR	H	109	364
<u>SUTER MICHAEL</u>	13 1308001970	1932 VICTORY DR	H	109	364
<u>CLAYVILLE GARY H</u>	13 1306350070	1933 VICTORY DR	H	109	364
<u>SECRETARY OF HOUS</u>	13 1306450060	1934 VICTORY DR	N	109	364
<u>WATSON JAMES A3RD</u>	13 1318101070	1935 VICTORY DR	H	109	364
<u>MULLINEAUX HERBER</u>	13 1313855010	1936 VICTORY DR	H	109	364
<u>CONRAD PEGGY</u>	13 1302570740	1937 VICTORY DR	H	109	364
<u>ZOEPFL MONICA A</u>	13 1326655010	1938 VICTORY DR	H	109	364
<u>WADE MARGARET V</u>	13 1306350340	1939 VICTORY DR	H	109	364
<u>BELL MELVIN HOWAR</u>	13 1301540030	1940 VICTORY DR	N	109	364
<u>FLYNN ELIZABETH B</u>	13 1306350380	1941 VICTORY DR	H	109	364
<u>SECRETARY OF HOUS</u>	13 1302570001	1942 VICTORY DR	N	109	364
<u>BLACKLEDGE CHARLE</u>	13 1306350060	1943 VICTORY DR	H	109	364
<u>HOFMANN BRUCE EDW</u>	13 1313550390	1944 VICTORY DR	H	109	364
<u>NEWHART CAROL L</u>	13 1314100170	1945 VICTORY DR	N	109	364
<u>COCKRELL JAMES A</u>	13 1303471540	1946 VICTORY DR	N	109	364
<u>TIGNALL MICHAEL D</u>	13 1306200040	1947 VICTORY DR	H	109	364
<u>MCNALLY MICHAEL R</u>	13 1326400220	1948 VICTORY DR	H	109	364
<u>THOMAS KIMBERLY D</u>	13 1323501041	1949 VICTORY DR	H	109	364
<u>LEWIS FRANCIS M</u>	13 1312200990	1950 VICTORY DR	H	109	364
<u>EILERMAN SUSAN B</u>	13 1323000030	1951 VICTORY DR	H	109	364
<u>RICHMOND JIMMIE A</u>	13 1318350950	1952 VICTORY DR	H	109	364
<u>KIBLER JOSEPH T</u>	13 1319390220	1953 VICTORY DR	N	109	364
<u>JAROWSKI PAMELA L</u>	13 1311570340	1954 VICTORY DR	H	109	364
<u>KOHLER BOYD SJR</u>	13 1308651080	1955 VICTORY DR	H	109	364
<u>BEAL BANK S S B</u>	13 1313004000	1956 VICTORY DR	N	109	364

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Robert L. Ehrlich, Jr., Governor
Michael S. Steele, Lt. Governor



Robert L. Flanagan, Secretary
Neil J. Pedersen, Administrator

Maryland Department of Transportation

June 9, 2005

Ms. Debbie Carpel
5225 Pooks Hill Road
Bethesda MD 20814-6702

Dear Ms. Carpel:

This letter is a follow-up to your recent email regarding a sound barrier for the Promenade Towers at Pooks Hill in the southwest quadrant of the I-495/MD 355 (Rockville Pike) 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. While we have no immediate plans to improve this portion of I-495 that would warrant a Type I sound barrier evaluation, 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 highway traffic noise level impacts. Ms. Sue Rajan, of 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.

When a highway already exists and is *not* being expanded—so that Type I criteria do not apply—communities may be considered for our "Type II," or "retrofit," sound barrier 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. A number of criteria must be met for a Type II barrier to be approved. The first criterion that must be met is that the majority of the impacted homes must pre-date the original construction of the highway. If they do not, then we cannot consider these communities for our program. This is the case with the Promenade Towers at Pooks Hill. Our records indicate that the Promenade Towers was built in 1973 after the 1964 opening of I-95/I-495. Based on this information, the Promenade Towers at Pooks Hill community is not eligible for our Type II 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.

Sound barriers are designed to reduce the impact of highway traffic noise in the ground-level outdoor living spaces of residences adjacent to them. Were a sound barrier to be constructed along I-495 near the Promenade Towers, it would have little effect on noise levels for the apartments on the upper floors of the building.

My telephone number/toll-free number is 410-545-8640 or 1-800-446-5962
Maryland Relay Service for Impaired Hearing or Speech 1.800.735.2258 Statewide Toll Free

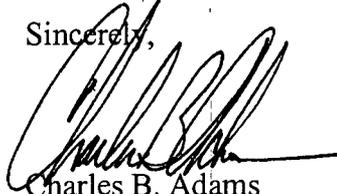
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202 • Phone 410.545.0300 • www.marylandroads.com

Ms. Debbie Carpel
Page Two

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Thank you for your email 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 email, at jhade@sha.state.md.us. He will be pleased 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
James D. Hade, RLA, Noise Abatement Team Leader, State Highway Administration
The Honorable Susan C. Lee, Member, Maryland House of Delegates
Mr. Charlie K. Watkins, District Engineer, State Highway Administration

Ms. Debbie Carpel
Page Three

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bcc: Ms. Karen Arnold, Environmental Analyst, Office of Planning and Preliminary Engineering, State Highway Administration
James D. Hade, RLA, Noise Abatement Team Leader, State Highway Administration
Mr. Joseph Kresslein, Assistant Division Chief, Project Planning, Office of Planning and Preliminary Engineering, State Highway Administration
Mr. T.E. Severe, Administrative Assistant, Noise Abatement Team, State Highway Administration

Serial #: None

OED Serial#: None

Noise Customer #: 2920

Responding to letter dated: Follow-up to 05-20-2005 email from Ms. Carpel to "barrier"; Ms. Carpel wrote:

"I live in the Promenade that overlooks the beltway/495 spur at 355 (Rockville Pk. Wisc Ave.) I moved to and end unit in the South building. At this location I overlook the front entrance where the Metro Ride ON bus goes through all day with a loud roaring noise and a huge open space from the beltway where I get to listen to the trucks roar by 24/7. There is no sound barrier at this location and I think there should be as the noise echoes and is amplified by the brick of our 18 story bldg. I know the building has been here for over 30 years and sound barriers did not exist nor were they needed until the past 10 years probably.

"I also get to listen to the subway roaring as it comes above ground until 1 AM? Or whenever. The airplanes helicopters which fly overhead also add to the symphony of constant noise.

"Two things I would like to know.

"1. Is there any way to get the noise level tested

"2. Is there any hope of getting a sound wall at this location or would it just additionally amplify the sound up to the apartments increasing the noise level.

"Thanks for your time."

Saved: 06/03/05 4:31 PM by: T.E. Severe

N:\OED\NOISE\CORRESP\2005\CARPELD01.doc

Enclosure:

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

From: "Debbie" <dlc123@erols.com>
To: <barrier@sha.state.md.us>
Date: 05/20/2005 5:42:55 PM
Subject: 495 AT 355 - NOISE IN APARTMENT BLDG.

Promenade 5/23/05
Registered = 06/01/05
178

I live in the Promenade that overlooks the beltway/495 spur at 355 (Rockville Pk. Wisc Ave). I moved to and end unit in the South building. At this location I overlook the front entrance where the Metro Ride On bus goes through all day with a loud roaring noise and a huge open space from the beltway where I get to listen to the trucks roar by 24/7. There is no sound barrier at this location and I think there should be as the noise echoes and is amplified by the brick of our 18 story bldg. I know the building has been here for over 30 years and sound barriers did not exist nor were they needed until the past 10 years probably.

I also get to listen to the subway roaring as it comes above ground until 1 AM? or whenever. The airplanes helicopters which fly overhead constantly also add to the symphony of constant noise.

Two things I would like to know.

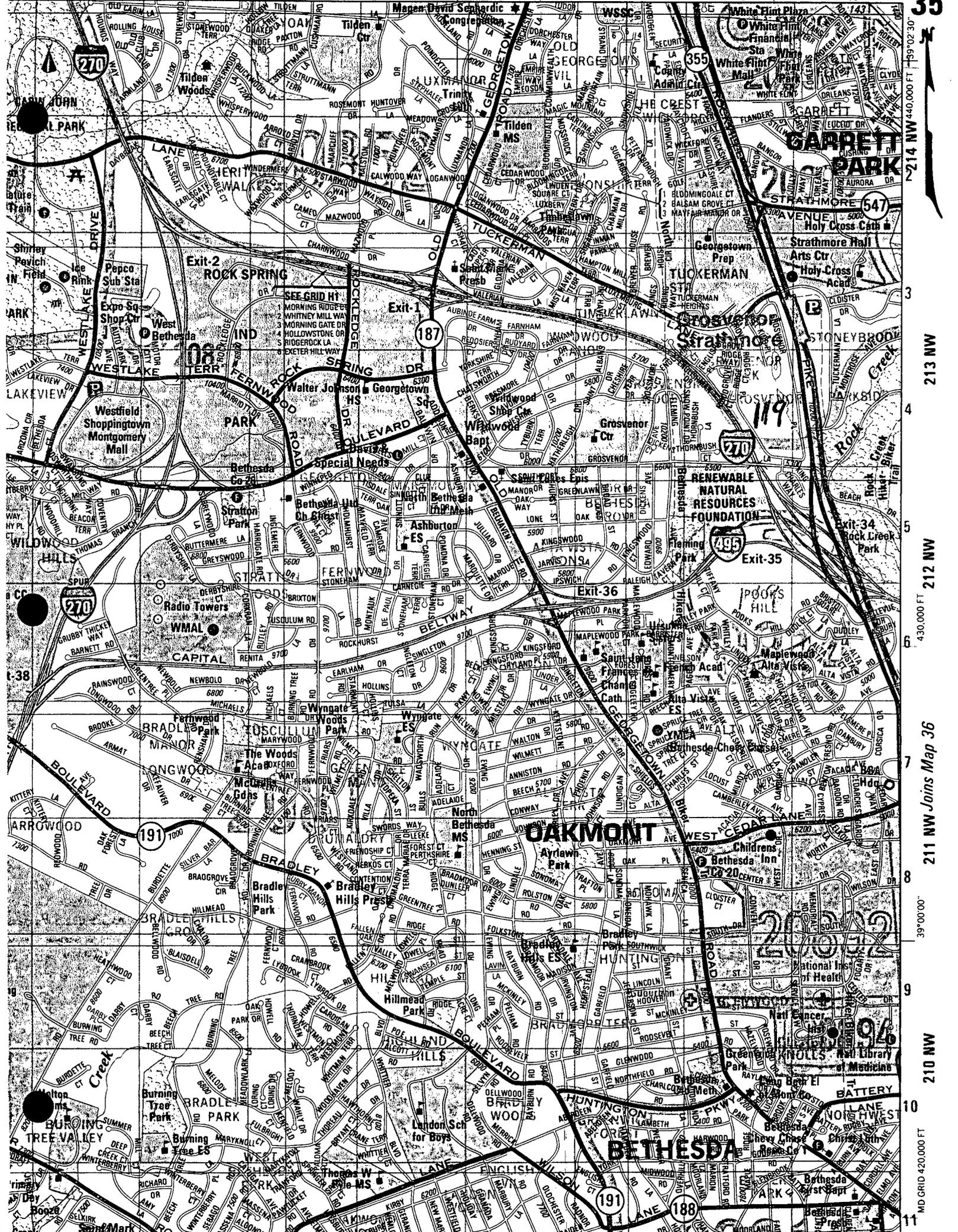
1. Is there any way to get the noise level tested
2. Is there any hope of getting a sound wall at this location or would it just additionally amplify the sound up to the apartments increasing the noise level.

Thanks for your time.
sincerely,
Debbie Carpel
Promenade Apts.
Bethesda, MD
20814

The Promenade - 5225 Rooms Hill Rd

301-530-7200

Prom Towers Mgmt Corp - 301-493-4700



35
214 NW 440,000 FT 499,000 FT
213 NW
212 NW
430,000 FT
211 NW Joins Map 36
210 NW
39° 00' 00"
210 NW
11

Customer Info. View for 2003

Monday, May 23, 2005 11:44 AM

Admin

130

ID #:	MAP	DATE:	Letter or Phone on:	LAST NAME:	FIRST NAME:	Active?
2920		05/23/2005	Email	CARPEL	Ms. Debbie	<input checked="" type="checkbox"/>
STREET#:	STREET NAME:	COUNTY:	CITY (Post office):	ZIP CODE:	Representative stat:	
5225	Pooks Hill Road	MO	Bethesda	20814-6702	private	

Elected Official whom has communicated directly to us on this cu

DAY PHONE:	HOME PHONE:	E-Mail address:	COMMUNITY:	HDR Dbase Link
	301-493-5966	dic123@erols.com	Promenade	at Pooks Hill
Logical Project Limit:	ROADWAY:	I-495	Barrier Nam:	

SW Quadrant of I-495/MD 355 (inner loop side)

RESPONSE:	INQUIRY:	2nd Contact
	wants noise level measurement and a barrier	
	Last Conta:	Researcher:
	05/20/2005	Primary SHA Contact
		Construction Projects

FILE LOCATION:	OTHER:	Current committm:	None
----------------	--------	-------------------	------

Do we owe a lette:	Letter Commit due da:	Reason Letter is Lat:	n/a
	Letter signed dat:		

5-20-05 Ms. Carpel email "barrier"; lives in hi-rise apt bldg; wants noise levels measured; wants barrier to reduce sounds for upper floor apts

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

All Elected Officials:	05-2005 EO's Dist. 16 Sen. Brian E. Frosh; Dels. William A. Bronrott; Marilyn R. Goldwater; Susan C. Lee; MO Cnd Howard A. Denis
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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Maryland Department of Assessments and Taxation
MONTGOMERY COUNTY
Real Property Data Search

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Account Identifier: District - 07 Account Number - 00418610

Owner Information

Owner Name: PROMENADE TOWERS MUTUAL HOUSING CORP-BOARD OF DIR Use: APARTMENTS
Principal Residence: NO
Mailing Address: 5225 POOKS HILL RD Deed Reference: 1) / 5535/ 115
BETHESDA MD 20814-2052 2)

Location & Structure Information

Premises Address
5225 POOKS HILL RD
BETHESDA 20814

Legal Description
PAR J POOKS HILL

Map	Grid	Parcel	Sub District	Subdivision	Section	Block	Lot	Assesment Area	Plat No: Plat Ref:
HP12		N508		1				2	
Special Tax Areas				Town Ad Valorem Tax Class	38				
Primary Structure Built			Enclosed Area		Property Land Area		County Use		
-0000 → 1973					24.77 AC		115		
Stories		Basement		Type		Exterior			

Value Information

	Base Value	Value As Of	Phase-in Assessments	
			As Of	As Of
Land:	26,974,500	01/01/2005	07/01/2004	07/01/2005
Improvements:	69,162,000	75,653,100		
Total:	96,136,500	176,524,000	96,136,500	148,150,033
Preferential Land:	0	0	0	0

Transfer Information

Seller: Date: 06/23/1980 Price: \$0
Type: IMPROVED ARMS-LENGTH Deed1: / 5535/ 115 Deed2:
Seller: Date: Price:
Type: Deed1: Deed2:
Seller: Date: Price:
Type: Deed1: Deed2:

Exemption Information

Partial Exempt Assessments	Class	07/01/2004	07/01/2005
County	020	272,350	419,800
State	020	272,350	419,800
Municipal	000	0	0

Tax Exempt: PARTIAL COUNTY AND STATE
Exempt Class:

Special Tax Recapture:

60's - DIST. 16 In Brian E. Prose

* NONE *

Del. Wm. A. Brownrott
Marilyn R. Gutteridge
Susan C. Lee

MWG Howard A. Dan

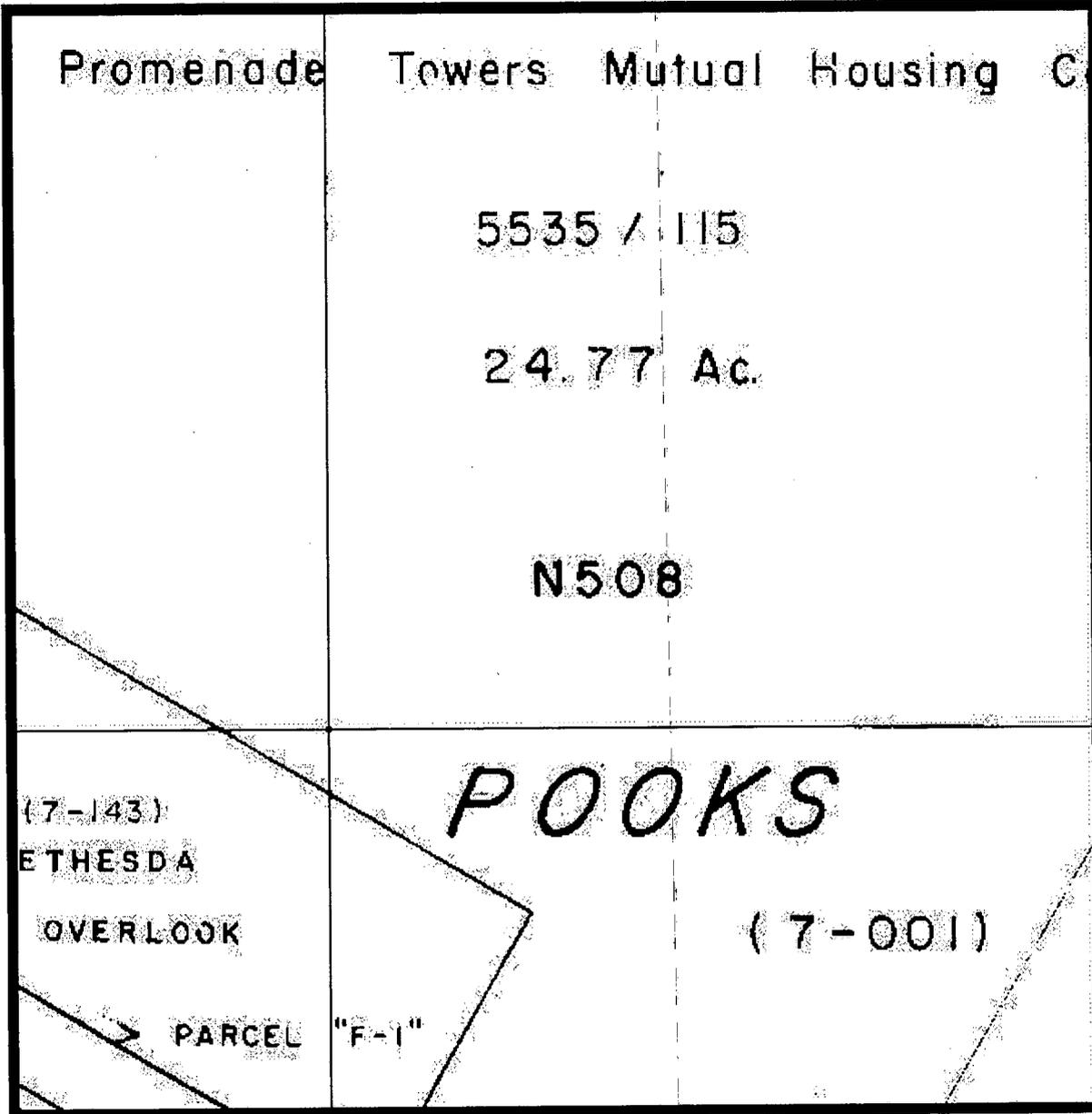
122



Maryland Department of Assessments and Taxation
MONTGOMERY COUNTY
Real Property Data Search

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District - 07 Account Number - 00418610



Property maps provided courtesy of the Maryland Department of Planning ©2004.
For more information on electronic mapping applications, visit the Maryland Department of Planning
web site at www.mdp.state.md.us/webcom/index.html

H 1

HP 123

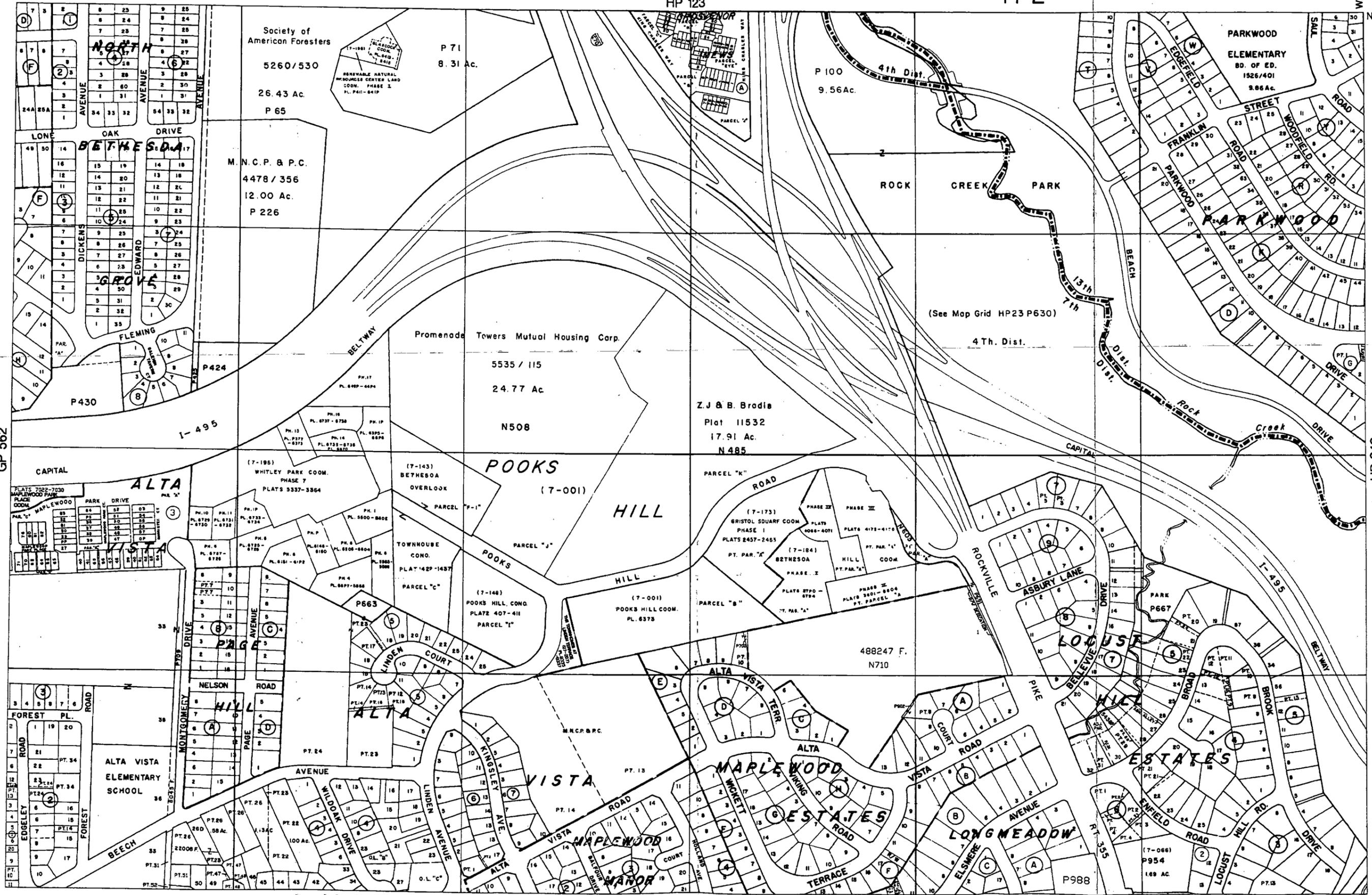
H 2

183

N48000

HP 342

P 2



P 2

GP 562

N44000

H 1

HP 121

H 2

N48000

124



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5225 Pooks Hill Rd, Bethesda, MD 20814
 6 km SW of Wheaton, Maryland, United States 4/7/2002

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Street
5225 pooks hill rd

City
bethesda

State
md

GO



Longitude Latitude
 -77.10685 39.01547

GO

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 Maps for this point

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Size

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Urban Areas Aerial Photo Topo Map

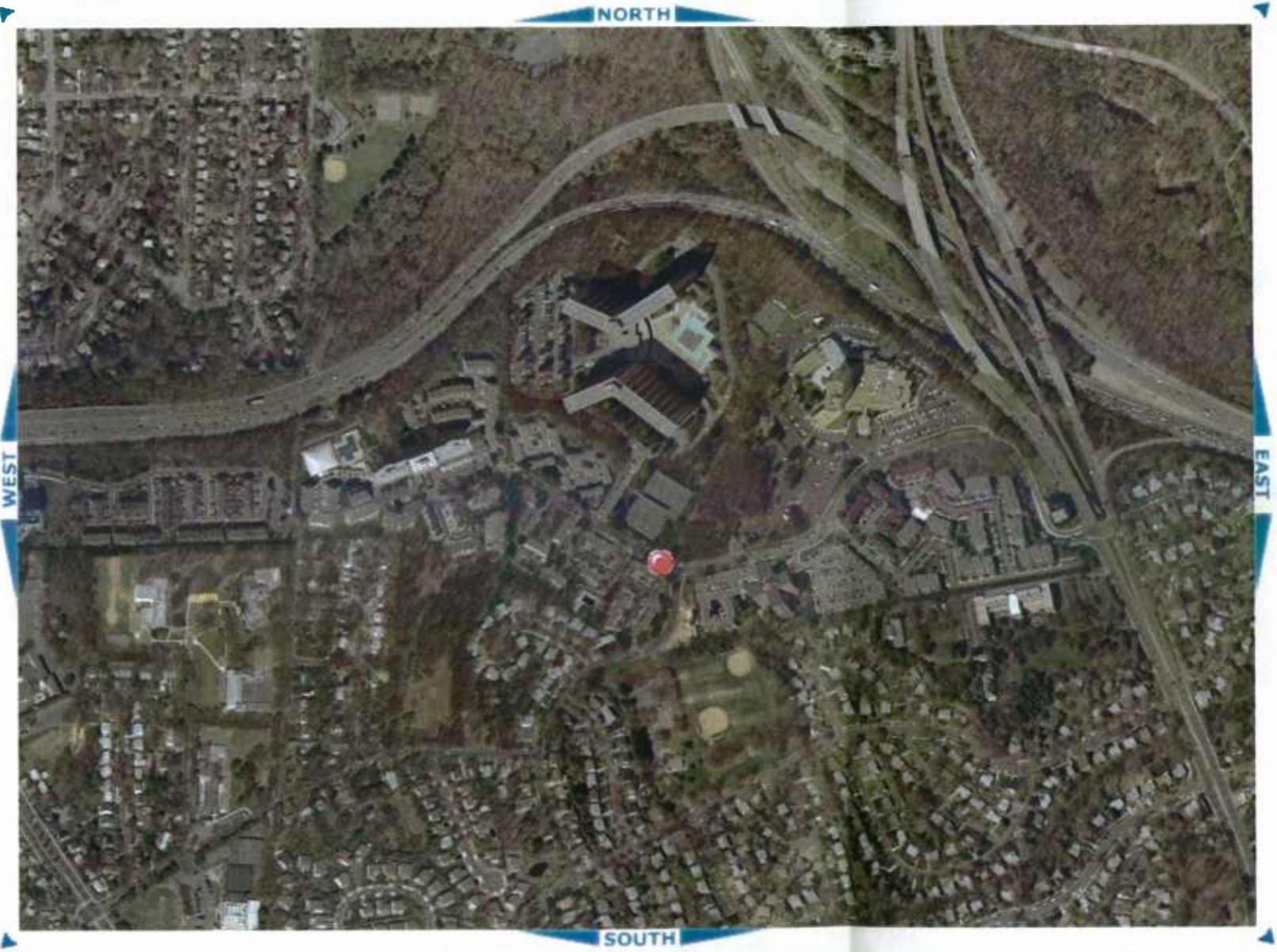


Image courtesy of the U.S. Geological Survey

House and Home Demographics:

- Schools, Crime and Demographics for 20814
- Schools, Crime and Demographics for 20815

125



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Searching for D Carpel? Find it at Mamma.com

Results: 1 listing matching "carpel, d, bethesda, MD"

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Sort by: Filter:

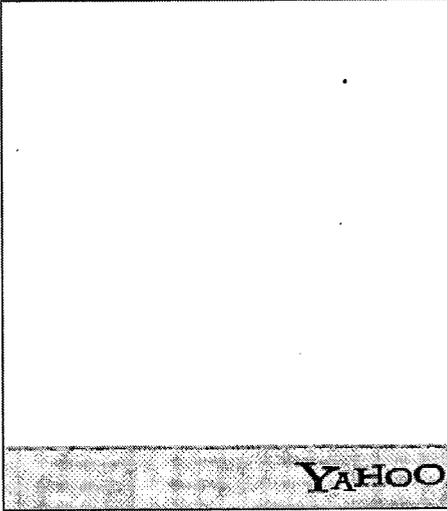
CARPEL, D [more info](#)
 5225 Pooks Hill Rd
 Bethesda, MD 20814-6702
 (301) 493-5966

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[Find All Records for D Carpel](#)
[Check Address History for D Carpel](#)
[Find School Information on D Carpel](#)
[Find D Carpel's Email Address](#)

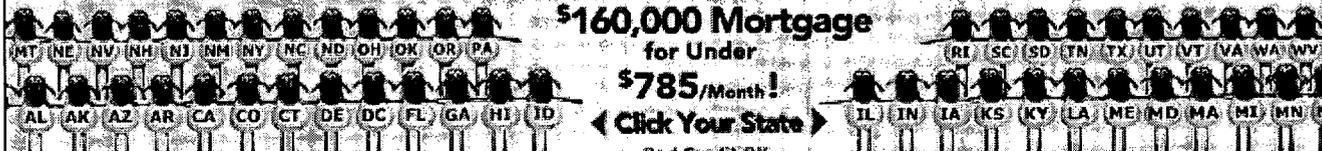
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Robert L. Ehrlich, Jr., Governor
Michael S. Steele, Lt. Governor

Robert L. Flanagan, Secretary
Neil J. Pedersen, Administrator

Maryland Department of Transportation

January 24, 2005

M' B. Kacey Carter
Landscape Designer
Morris & Ritchie Associates
1220-C East Joppa Road, Suite 505
Towson MD 21286-5811

Dear M' Carter:

Thank you for your recent email inquiry regarding sound barriers for future developments adjacent to the northern end of I-795 near Reisterstown 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. At this time, we have no plans to improve this portion of I-795 that would warrant a Type I sound barrier evaluation. If such a project were planned for this segment of I-795, 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—communities may be considered for our "Type II," or "retrofit," sound barrier 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. A number of criteria must be met for a Type II barrier to be approved. First, the county in which the community is located must have an ordinance that addresses the impact of highway traffic noise on new residential development. In addition, the highway in question must be a controlled-access highway (one with interchanges rather than at-grade intersections). If both of these conditions exist, then all of the following technical criteria must also be met: the majority of impacted homes must predate the highway; existing noise levels must equal or exceed the 66-decibel impact threshold; and it must be possible to build an effective barrier for \$50,000 or less per benefited home. If all of these criteria are met, the county must then agree to fund 20 percent of the barrier cost. Type II criteria do not apply to new residential developments.

My telephone number/toll-free number is 410-545-8640 or 1-800-446-5962

Maryland Relay Service for Impaired Hearing or Speech 1.800.735.2258 Statewide Toll Free

Casey Carter
410.821.1690

MORRIS RITCHIE ASSOC.
110 West R.R.
TOWSON 21284

I-95 @ Kenwood Ave over
pass - Balto. County

Any barrier plans now or future?

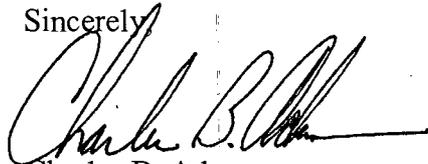
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M' B. Kacey Carter
Page Two

Requirements for and regulations regarding sound barriers in conjunction with future residential development along I-795 near Reisterstown would be from the Baltimore County Department of Permits and Development Management. Residential development plans would have to include information regarding noise abatement for the new homes that may be constructed adjacent to State highways in Baltimore County. This would be part of the County permit process to address the County's Noise Mitigation Ordinance, PDM - Policy No. X, that became effective July 1, 1999. The mailing address for the Department of Permits and Development Management is 111 West Chesapeake Avenue, Towson MD 21204-4615. The Director of this Department is Mr. Timothy Kotroco and his phone number and email address are, respectively, 410-887-3353 and tkotroco@co.ba.md.us.

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

Sincerely



Charles B. Adams
Director
Office of Environmental Design

- cc: Mr. Timothy Kotroco, Director, Baltimore County Department of Permits and Development Planning
Mr. David J. Malkowski, District Engineer, State Highway Administration
Ms. Nicole Ross, Special Assistant to the Director, Office of Environmental Design, State Highway Administration

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M' B. Kacey Carter
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
Mr. T.E. Severe, Administrative Assistant, Noise Abatement Team, State Highway Administration
Ms. Frances Ward, Community Liaison, State Highway Administration

Serial #: None

OED Serial#: None

Noise Customer #:

Responding to letter dated: Follow-up to 01-10-2005 email from M' Carter to "shaadmin"; M' Carter wrote:

"I am contacting you to gain information for requirements and regulations for construction of sound barrier walls for future residential developments located adjacent to I-795 near Reisterstown MD. If you could please contact me with information for supply a telephone contact in which I might find the information I am looking for."

Saved: 01/19/05 11:33 AM by: TSevere

N:\OED\NOISE\CORRESP\2004\CARTERBKACEY01.doc

du
1/21/05
130

From: JIM HADE
To: TSevere@sha.state.md.us
Date: 01/13/2005 7:31:46 AM
Subject: Re: Fwd: information for construction of sound barrier walls along I-795

Ted:
Please respond with the Type I and Type II summaries, and that the Planning and Zoning folks in Baltimore County can provide information regarding new developments.

Thanks
Jim

James Hade, RLA
Noise Abatement Team Leader
Maryland State Highway Administration
Ph 410-545-8599
Fx 410-209-5003
>>> IRENE HELINE 01/13/05 7:16 AM >>>
FYI,

Irene

>>> SHA Administrator 01/12/2005 3:46:02 PM >>>
Hi Irene -

Please have the appropriate person respond directly with a cc/bcc to this address.

Thanks!
Adrienne

CC: NRoss@sha.state.md.us, IHeline@sha.state.md.us

RACs
Dept. J. Permits
an David Mgt
111. W. Chesapeake Ave
IBawor MD 21204
Mr. Timothy Kotroco, Div.

131

From: "Carter, B.Kacey" <KCarter@mragta.com>
To: "shaadmin@sha.state.md.us" <shaadmin@sha.state.md.us>
Date: 01/10/2005 1:37:26 PM
Subject: information for construction of sound barrier walls along I-795

I am contacting you to gain information for requirements and regulations for construction of sound barrier walls for future residential developments located adjacent to I-795 near Reisterstown MD. If you could please contact me with information for supply a telephone contact in which I might find the information I am looking for.

Thanks so much

B. Kacey Carter
Landscape Designer
Morris & Ritchie Associates
1220-C East Joppa Road, Suite 505
Towson, MD 21286 — *SBU*

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From: IRENE HELINE
To: JIM HADE; NICOLE ROSS; TED SEVERE
Date: 01/13/2005 7:16:18 AM
Subject: Fwd: information for construction of sound barrier walls along I-795

FYI,

Irene

>>> SHA Administrator 01/12/2005 3:46:02 PM >>>

Hi Irene -

Please have the appropriate person respond directly with a cc/bcc to this address.

Thanks!
Adrienne



CATONSVILLE P2 M. [Signature]
(1/6/04)

133

Robert L. Ehrlich, Jr., Governor
Michael S. Steele, Lt. Governor

Robert L. Flanagan, Secretary
Neil J. Pedersen, Administrator

Maryland Department of Transportation

February 14, 2005

«Title» «FirstName» «LastName»«Suffix»
«MailAddress»

Dear «Title»«LastName»:

RE: Property at «HouseNo» «PremiseAddress»

This letter is a follow-up to the December 13, 2004 informational meeting, hosted by the State Highway Administration (SHA) in the Meeting Room of the Catonsville Library. The purpose of the meeting was to provide information regarding the proposed sound barriers for the Eden Terrace and Catonsville Heights communities as part of the widening of the Outer Loop of I-695 from just above Ingleside Avenue to south of Frederick Road in Baltimore County. This project is only funded for design at this time. Funding for actual construction of the improvements has not yet been identified. Our records indicate that you were unable to attend the meeting and I appreciate the opportunity to provide you with information and materials from the meeting.

The purpose of the meeting was to discuss the proposed sound barriers that would be constructed with the I-695 highway widening project adjacent to the Eden Terrace and Catonsville Heights communities. SHA also wished to seek concurrence, by written ballot, for the construction of the sound barrier from at least 75 percent of the "impacted" property owners whose homes will be impacted by future highway traffic noise from the proposed widening. This project would eventually connect to the highway widening project currently finishing in the Wilkins Avenue area. We are happy to provide you with copies of all of the material distributed at the meeting. These items include:

- The meeting's Agenda;
- A sound information sheet listing typical noises found in the environment and their respective decibel levels;
- Plan sheets showing the alignment of the sound barriers for the community;
- A cross-section sheet showing the highway, the barriers and their relationship to the community at several points; and
- A copy of our brochure, *Community Resource Guide On Sound Barriers*.
- For "impacted" homeowners, a postage pre-paid mail-in ballot to be returned to SHA by March 15, 2005

On the plan sheets, "impacted" homes, as defined above, are indicated with blue color. Homes that would not be impacted but would also benefit from the proposed barriers are indicated by the blue cross-hatching. After the ballots have been received and tabulated by SHA, the results will be forwarded to the community.

My telephone number/toll-free number is 410-545-8640 or 1-800-446-5962
Maryland Relay Service for Impaired Hearing or Speech 1.800.735.2258 Statewide Toll Free

Street Address: 707 North Calvert Street • Baltimore, Maryland 21202 • Phone 410.545.0300 • www.marylandroads.com

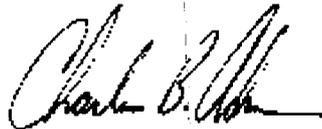
<Title> <FirstName> <LastName> <Suffix>
Page Two

<Text>

During the discussions at the meeting, questions were raised about the exact northern end point of the sound barrier near Ingleside Avenue. The "exact" northern end point of the barrier is not yet known and will be determined during the design phase of the project. There will be eventually be an additional project to improve the outer loop of I-695 between Ingleside Avenue and US 40 (Baltimore National Pike) where the sound barrier from this project would be extended, as required northward to US 40 from its to-be-determined northern terminus. That project has not yet been funded for design and construction.

Thank you for your interest in the State's Sound Barrier Program. If you have any questions or concerns regarding highway noise issues, please do not hesitate to contact Ms. Nicole Ross, of our staff, at 410-545-8616 or 1-800-446-5962 or, by email, at nross@sha.state.md.us. If you have any questions or concerns regarding the I-695 highway widening project, please do not hesitate to contact Ms. Catherine Mazzara, who is the Project Engineer for the project, at 410-545-8826 or 1-TOLL FREE or, by email, at kmazzara@sha.state.md.us. They both will be pleased to assist you.

Sincerely,



Charles B. Adams
Director
Office of Environmental Design

- cc: The Honorable Emmett C. Burns, Jr., Member, Maryland House of Delegates
- The Honorable Steven J. DeBoy, Jr., Member, Maryland House of Delegates
- The Honorable Edward J. Kasemeyer, Member, Senate of Maryland
- The Honorable Delores G. Kelley, 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. Catherine Mazzara, Project Engineer, Community Design Division, Office of Highway Design, State Highway Administration
- The Honorable Stephen G. Samuel Moxley, Member, Baltimore County Council
- The Honorable Shirley Nathan-Pulliam, Member, Maryland House of Delegates
- Ms. Nicole Ross, Special Assistant to the Director, Office of Environmental Design, State Highway Administration

<Title> <FirstName> <LastName><Suffix>
Page Three

bcc: Ms. Karen Arnold, Environmental Analyst, Office of Planning and Preliminary Engineering, State Highway Administration
James D. Hade, RLA, Noise Abatement Team Leader, State Highway Administration
Mr. Joseph Kresslein, Assistant Division Chief, Project Planning, Office of Planning and Preliminary Engineering, State Highway Administration
Mr. T.E. Severe, Administrative Assistant, Noise Abatement Team, State Highway Administration
Ms. Frances Ward, Community Liaison, State Highway Administration

Serial #: None

OED Serial#: None

Noise Customer #: <Cust>

Responding to letter dated: Follow-up to 12-13-2004 SHA-hosted community informational meeting for the Eden Terrace/Catonsville Heights communities (outer loop I-695 between Ingleside Avenue to south of Frederick Road); project to extend/relocate/place new sound barriers as part of highway widening improvement project; to connect south of Frederick Road to just completely widening project in Wilkins Avenue vicinity

Saved: 02/10/05 9:28 AM by: T.E. Severe

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Enclosures:

One each of the following:

- The meeting's Agenda
- Sound Information Sheet
- **Community Resource Guide On Sound Barriers**
- Plans of preliminary design of sound barriers for Eden Terrace and Catonsville Heights communities
- Cross-Sections of roadway showing relationship between highway, berms, barriers and homes
- For impacted property owners only – Ballot (post-paid)

Title	FirstName	LastName	Suffix	Cust	MailAddress	HouseNo	PremiseAddress	Text
Mr. and Mrs.	Jesse G.	Long			6 Arbutus Avenue Catonsville MD 21228-3461	6	Arbutus Avenue, Catonsville MD 21228-3461	Our study has determined that you are one of the homeowners from whom we need to obtain concurrence for the construction of the sound barrier referred to above. We have included a ballot card that asks for your signature and approval or disapproval of the construction of the sound barrier. If two names are indicated on the ballot card, a "yes" or "no" selection should be made and both signatures should be written. The ballot is postage-paid. Please indicate your choice, sign the card, fold it in half with the return address to the outside, seal it with several pieces of tape and return it by March 15, 2005. Please do not use double-stick tape.
Ms.	Cathleen S.	Maben			10 Arbutus Avenue Catonsville MD 21228-3461	10	Arbutus Avenue, Catonsville MD 21228-3461	
Ms.	Charmaine Y.	Sullivan			12 Arbutus Avenue Catonsville MD 21228-3461	12	Arbutus Avenue, Catonsville MD 21228-3461	
Mr. and Mrs.	Louis	Bradley	, Sr.		15 Arbutus Avenue Catonsville MD 21228-3419	15	Arbutus Avenue, Catonsville MD 21228-3419	Our study has determined that you are one of the homeowners from whom we need to obtain concurrence for the construction of the sound barrier referred to above. We have included a ballot card that asks for your signature and approval or disapproval of the construction of the sound barrier. If two names are indicated on the ballot card, a "yes" or "no" selection should be made and both signatures should be written. The ballot is postage-paid. Please indicate your choice, sign the card, fold it in half with the return address to the outside, seal it with several pieces of tape and return it by March 15, 2005. Please do not use double-stick tape.
Ms.	Doris L.	Ellers			100 Delrey Avenue Catonsville MD 21228-3301			
Mr. and Mrs.	Christopher J.	Sanick			102 Delrey Avenue Catonsville MD 21228-3301			
Mr.	Calvin D.	McKesson			107 Delrey Avenue Catonsville MD 21228-3302	107	Delrey Avenue, Catonsville MD 21228-3302	Our study has determined that you are one of the homeowners from whom we need to obtain concurrence for the construction of the sound barrier referred to above. We have included a ballot card that asks for your signature and approval or disapproval of the construction of the sound barrier. If two names are indicated on the ballot card, a "yes" or "no" selection should be made and both signatures should be written. The ballot is postage-paid. Please indicate your choice, sign the card, fold it in half with the return address to the outside, seal it with several pieces of tape and return it by March 15, 2005. Please do not use double-stick tape.
Mr. and Mrs.	Paul S.	Hamshey			109 Delrey Avenue Catonsville MD 21228-3302	109	Delrey Avenue, Catonsville MD 21228-3302	Our study has determined that you are one of the homeowners from whom we need to obtain concurrence for the construction of the sound barrier referred to above. We have included a ballot card that asks for your signature and approval or disapproval of the construction of the sound barrier. If two names are indicated on the ballot card, a "yes" or "no" selection should be made and both signatures should be written. The ballot is postage-paid. Please indicate your choice, sign the card, fold it in half with the return address to the outside, seal it with several pieces of tape and return it by March 15, 2005. Please do not use double-stick tape.
Ms.	Nancy Ann	Johnson			110 Delrey Avenue Catonsville MD 21228-3301	110	Delrey Avenue, Catonsville MD 21228-3301	Our study has determined that you are one of the homeowners from whom we need to obtain concurrence for the construction of the sound barrier referred to above. We have included a ballot card that asks for your signature and approval or disapproval of the construction of the sound barrier. If two names are indicated on the ballot card, a "yes" or "no" selection should be made and both signatures should be written. The ballot

							is postage-paid. Please indicate your choice, sign the card, fold it in half with the return address to the outside, seal it with several pieces of tape and return it by March 15, 2005. Please do not use double-stick tape.	
Ms.	Elaine D.	Maisel			111 Delrey Avenue Catonsville MD 21228-3302	111	Delrey Avenue, Catonsville MD 21228-3302	Our study has determined that you are one of the homeowners from whom we need to obtain concurrence for the construction of the sound barrier referred to above. We have included a ballot card that asks for your signature and approval or disapproval of the construction of the sound barrier. If two names are indicated on the ballot card, a "yes" or "no" selection should be made and both signatures should be written. The ballot is postage-paid. Please indicate your choice, sign the card, fold it in half with the return address to the outside, seal it with several pieces of tape and return it by March 15, 2005. Please do not use double-stick tape.
Mr. and Mrs.	Charles J.	Lanham			112 Delrey Avenue Catonsville MD 21228-3301	112	Delrey Avenue, Catonsville MD 21228-3301	Our study has determined that you are one of the homeowners from whom we need to obtain concurrence for the construction of the sound barrier referred to above. We have included a ballot card that asks for your signature and approval or disapproval of the construction of the sound barrier. If two names are indicated on the ballot card, a "yes" or "no" selection should be made and both signatures should be written. The ballot is postage-paid. Please indicate your choice, sign the card, fold it in half with the return address to the outside, seal it with several pieces of tape and return it by March 15, 2005. Please do not use double-stick tape.
Ms.	Elsie	Porter			570 Edmondson Avenue Catonsville MD 21228-3439	570	Edmondson Avenue, Catonsville MD 21228-3439	Our study has determined that you are one of the homeowners from whom we need to obtain concurrence for the construction of the sound barrier referred to above. We have included a ballot card that asks for your signature and approval or disapproval of the construction of the sound barrier. If two names are indicated on the ballot card, a "yes" or "no" selection should be made and both signatures should be written. The ballot is postage-paid. Please indicate your choice, sign the card, fold it in half with the return address to the outside, seal it with several pieces of tape and return it by March 15, 2005. Please do not use double-stick tape.
Mr. and Mrs.	Philip M.	Brumagin			572 Edmondson Avenue Catonsville MD 21228-3439	572	Edmondson Avenue, Catonsville MD 21228-3439	Our study has determined that you are one of the homeowners from whom we need to obtain concurrence for the construction of the sound barrier referred to above. We have included a ballot card that asks for your signature and approval or disapproval of the construction of the sound barrier. If two names are indicated on the ballot card, a "yes" or "no" selection should be made and both signatures should be written. The ballot is postage-paid. Please indicate your choice, sign the card, fold it in half with the return address to the outside, seal it with several pieces of tape and return it by March 15, 2005. Please do not use double-stick tape.
Mr. and Mrs.	Ricky L.	Mariner			574 Edmondson Avenue Catonsville MD 21228-3439	574	Edmondson Avenue, Catonsville MD 21228-3439	Our study has determined that you are one of the homeowners from whom we need to obtain concurrence for the construction of the sound barrier referred to above. We have included a ballot card that asks for your signature and approval or disapproval of the construction of the sound barrier. If two names are indicated on the ballot card, a "yes" or "no" selection should be made and both signatures should be written. The ballot is postage-paid. Please indicate your choice, sign the card, fold it in half with the return address to the outside, seal it with several pieces of tape and return it by March 15, 2005. Please do not use double-stick tape.
Ms.	Holly	Rhodes			601 Edmondson Avenue Catonsville MD 21228-3304	601	Edmondson Avenue, Catonsville MD 21228-3304	Our study has determined that you are one of the homeowners from whom we need to obtain concurrence for the construction of the sound barrier referred to above. We have included a ballot card that asks for your

							signature and approval or disapproval of the construction of the sound barrier. If two names are indicated on the ballot card, a "yes" or "no" selection should be made and both signatures should be written. The ballot is postage-paid. Please indicate your choice, sign the card, fold it in half with the return address to the outside, seal it with several pieces of tape and return it by March 15, 2005. Please do not use double-stick tape.
Ms.	Sharon L.	Fish		603 Edmondson Avenue Catonsville MD 21228-3304	603	Edmondson Avenue, Catonsville MD 21228-3304	Our study has determined that you are one of the homeowners from whom we need to obtain concurrence for the construction of the sound barrier referred to above. We have included a ballot card that asks for your signature and approval or disapproval of the construction of the sound barrier. If two names are indicated on the ballot card, a "yes" or "no" selection should be made and both signatures should be written. The ballot is postage-paid. Please indicate your choice, sign the card, fold it in half with the return address to the outside, seal it with several pieces of tape and return it by March 15, 2005. Please do not use double-stick tape.
Mr.	Richard D.	Henderson		1 Fairview Avenue Catonsville MD 21228-4617	1	Fairview Avenue, Catonsville MD 21228-4617	Our study has determined that you are one of the homeowners from whom we need to obtain concurrence for the construction of the sound barrier referred to above. We have included a ballot card that asks for your signature and approval or disapproval of the construction of the sound barrier. If two names are indicated on the ballot card, a "yes" or "no" selection should be made and both signatures should be written. The ballot is postage-paid. Please indicate your choice, sign the card, fold it in half with the return address to the outside, seal it with several pieces of tape and return it by March 15, 2005. Please do not use double-stick tape.
Mr. and Mrs.	Roy	Holmes		2 Fairview Avenue Catonsville MD 21228-4616	2	Fairview Avenue, Catonsville MD 21228-4616	Our study has determined that you are one of the homeowners from whom we need to obtain concurrence for the construction of the sound barrier referred to above. We have included a ballot card that asks for your signature and approval or disapproval of the construction of the sound barrier. If two names are indicated on the ballot card, a "yes" or "no" selection should be made and both signatures should be written. The ballot is postage-paid. Please indicate your choice, sign the card, fold it in half with the return address to the outside, seal it with several pieces of tape and return it by March 15, 2005. Please do not use double-stick tape.
Mr.	Douglas M.	Clay		3 Fairview Avenue Catonsville MD 21228-4617	3	Fairview Avenue, Catonsville MD 21228-4617	Our study has determined that you are one of the homeowners from whom we need to obtain concurrence for the construction of the sound barrier referred to above. We have included a ballot card that asks for your signature and approval or disapproval of the construction of the sound barrier. If two names are indicated on the ballot card, a "yes" or "no" selection should be made and both signatures should be written. The ballot is postage-paid. Please indicate your choice, sign the card, fold it in half with the return address to the outside, seal it with several pieces of tape and return it by March 15, 2005. Please do not use double-stick tape.
Ms.	Bessie L.	Flood		4 Fairview Avenue Catonsville MD 21228-4616	4	Fairview Avenue, Catonsville MD 21228-4616	Our study has determined that you are one of the homeowners from whom we need to obtain concurrence for the construction of the sound barrier referred to above. We have included a ballot card that asks for your signature and approval or disapproval of the construction of the sound barrier. If two names are indicated on the ballot card, a "yes" or "no" selection should be made and both signatures should be written. The ballot is postage-paid. Please indicate your choice, sign the card, fold it in half with the return address to the outside, seal it with several pieces of tape and return it by March 15, 2005. Please do not use double-stick tape.

Mr.	King Gui	Lin		5 Fairview Avenue Catonsville MD 21228-4617	5	Fairview Avenue, Catonsville MD 21228-4617	Our study has determined that you are one of the homeowners from whom we need to obtain concurrence for the construction of the sound barrier referred to above. We have included a ballot card that asks for your signature and approval or disapproval of the construction of the sound barrier. If two names are indicated on the ballot card, a "yes" or "no" selection should be made and both signatures should be written. The ballot is postage-paid. Please indicate your choice, sign the card, fold it in half with the return address to the outside, seal it with several pieces of tape and return it by March 15, 2005. Please do not use double-stick tape.
Mr.	William M.	Blackwell		7 Fairview Avenue Catonsville MD 21228-4617	7	Fairview Avenue, Catonsville MD 21228-4617.	Our study has determined that you are one of the homeowners from whom we need to obtain concurrence for the construction of the sound barrier referred to above. We have included a ballot card that asks for your signature and approval or disapproval of the construction of the sound barrier. If two names are indicated on the ballot card, a "yes" or "no" selection should be made and both signatures should be written. The ballot is postage-paid. Please indicate your choice, sign the card, fold it in half with the return address to the outside, seal it with several pieces of tape and return it by March 15, 2005. Please do not use double-stick tape.
Mr. and Mrs.	Stephen	Power		122 Forest Avenue Catonsville MD 21228-3440	122	Forest Avenue, Catonsville MD 21228-3440	Our study has determined that you are one of the homeowners from whom we need to obtain concurrence for the construction of the sound barrier referred to above. We have included a ballot card that asks for your signature and approval or disapproval of the construction of the sound barrier. If two names are indicated on the ballot card, a "yes" or "no" selection should be made and both signatures should be written. The ballot is postage-paid. Please indicate your choice, sign the card, fold it in half with the return address to the outside, seal it with several pieces of tape and return it by March 15, 2005. Please do not use double-stick tape.
Mr. and Mrs.	Walter G.	Deeley		124 Forest Avenue Catonsville MD 21228-3440	124	Forest Avenue, Catonsville MD 21228-3440	Our study has determined that you are one of the homeowners from whom we need to obtain concurrence for the construction of the sound barrier referred to above. We have included a ballot card that asks for your signature and approval or disapproval of the construction of the sound barrier. If two names are indicated on the ballot card, a "yes" or "no" selection should be made and both signatures should be written. The ballot is postage-paid. Please indicate your choice, sign the card, fold it in half with the return address to the outside, seal it with several pieces of tape and return it by March 15, 2005. Please do not use double-stick tape.
Mr.	Timothy	Prevatt		128 Forest Avenue Catonsville MD 21228-3440	128	Forest Avenue, Catonsville MD 21228-34401	Our study has determined that you are one of the homeowners from whom we need to obtain concurrence for the construction of the sound barrier referred to above. We have included a ballot card that asks for your signature and approval or disapproval of the construction of the sound barrier. If two names are indicated on the ballot card, a "yes" or "no" selection should be made and both signatures should be written. The ballot is postage-paid. Please indicate your choice, sign the card, fold it in half with the return address to the outside, seal it with several pieces of tape and return it by March 15, 2005. Please do not use double-stick tape.
Mr. and Mrs.	David F.	Frey		10 Glencoe Avenue Catonsville MD 21228-4628	10	Glencoe Avenue, Catonsville MD 21228-4628	Our study has determined that you are one of the homeowners from whom we need to obtain concurrence for the construction of the sound barrier referred to above. We have included a ballot card that asks for your signature and approval or disapproval of the construction of the sound barrier. If two names are indicated on the ballot card, a "yes" or "no" selection should be made and both signatures should be written. The ballot

							is postage-paid. Please indicate your choice, sign the card, fold it in half with the return address to the outside, seal it with several pieces of tape and return it by March 15, 2005. Please do not use double-stick tape.
Mr. and Mrs.	James E.	Swan		12 Glencoe Avenue Catonsville MD 21228-4628	12	Glencoe Avenue, Catonsville MD 21228-4628	Our study has determined that you are one of the homeowners from whom we need to obtain concurrence for the construction of the sound barrier referred to above. We have included a ballot card that asks for your signature and approval or disapproval of the construction of the sound barrier. If two names are indicated on the ballot card, a "yes" or "no" selection should be made and both signatures should be written. The ballot is postage-paid. Please indicate your choice, sign the card, fold it in half with the return address to the outside, seal it with several pieces of tape and return it by March 15, 2005. Please do not use double-stick tape.
Mr. and Mrs.	Carl H.	Lamy		110 Glenwood Avenue Catonsville MD 21228-3443			
Mr. and Mrs.	Salvatore C.	Grasso	, Jr.	112 Glenwood Avenue Catonsville MD 21228-3442			
Mr. and Mrs.	Kenneth R.	Morgan		113 Glenwood Avenue Catonsville MD 21228-3443	113	Glenwood Avenue, Catonsville MD 21228-3443	Our study has determined that you are one of the homeowners from whom we need to obtain concurrence for the construction of the sound barrier referred to above. We have included a ballot card that asks for your signature and approval or disapproval of the construction of the sound barrier. If two names are indicated on the ballot card, a "yes" or "no" selection should be made and both signatures should be written. The ballot is postage-paid. Please indicate your choice, sign the card, fold it in half with the return address to the outside, seal it with several pieces of tape and return it by March 15, 2005. Please do not use double-stick tape.
Mr. and Mrs.	James A.	Laun		10346 Waverly Woods Drive Ellicott City MD 21042-1666	114	Glenwood Avenue, Catonsville MD 21228-3442	
Ms.	Sherry Lynn	Carmody		116 Glenwood Avenue Catonsville MD 21228-3442	116	Glenwood Avenue, Catonsville MD 21228-3442	Our study has determined that you are one of the homeowners from whom we need to obtain concurrence for the construction of the sound barrier referred to above. We have included a ballot card that asks for your signature and approval or disapproval of the construction of the sound barrier. If two names are indicated on the ballot card, a "yes" or "no" selection should be made and both signatures should be written. The ballot is postage-paid. Please indicate your choice, sign the card, fold it in half with the return address to the outside, seal it with several pieces of tape and return it by March 15, 2005. Please do not use double-stick tape.
Mr. and Mrs.	Melvin	Medicus		117 Glenwood Avenue Catonsville MD 21228-3443	117	Glenwood Avenue, Catonsville MD 21228-3443	Our study has determined that you are one of the homeowners from whom we need to obtain concurrence for the construction of the sound barrier referred to above. We have included a ballot card that asks for your signature and approval or disapproval of the construction of the sound barrier. If two names are indicated on the ballot card, a "yes" or "no" selection should be made and both signatures should be written. The ballot is postage-paid. Please indicate your choice, sign the card, fold it in half with the return address to the outside, seal it with several pieces of tape and return it by March 15, 2005. Please do not use double-stick tape.
Mr. and Mrs.	Lawrence H.	Snoots		118 Glenwood Avenue Catonsville MD 21228-3442	118	Glenwood Avenue, Catonsville MD 21228-3442	Our study has determined that you are one of the homeowners from whom we need to obtain concurrence for the construction of the sound barrier referred to above. We have included a ballot card that asks for your signature and approval or disapproval of the construction of the sound barrier. If two names are indicated on the ballot card, a "yes" or "no" selection should be made and both signatures should be written. The ballot

							is postage-paid. Please indicate your choice, sign the card, fold it in half with the return address to the outside, seal it with several pieces of tape and return it by March 15, 2005. Please do not use double-stick tape.	
Mr. and Mrs.	Robert C.	Strauss			119 Glenwood Avenue Catonsville MD 21228-3443	119	Glenwood Avenue, Catonsville MD 21228-3443	Our study has determined that you are one of the homeowners from whom we need to obtain concurrence for the construction of the sound barrier referred to above. We have included a ballot card that asks for your signature and approval or disapproval of the construction of the sound barrier. If two names are indicated on the ballot card, a "yes" or "no" selection should be made and both signatures should be written. The ballot is postage-paid. Please indicate your choice, sign the card, fold it in half with the return address to the outside, seal it with several pieces of tape and return it by March 15, 2005. Please do not use double-stick tape.
Mr. Ms.	James W. Christine D.	Smith Young			602 Woodsdale Road Catonsville MD 21228-3341	602	Woodsdale Road, Catonsville MD 21228-3341	Our study has determined that you are one of the homeowners from whom we need to obtain concurrence for the construction of the sound barrier referred to above. We have included a ballot card that asks for your signature and approval or disapproval of the construction of the sound barrier. If two names are indicated on the ballot card, a "yes" or "no" selection should be made and both signatures should be written. The ballot is postage-paid. Please indicate your choice, sign the card, fold it in half with the return address to the outside, seal it with several pieces of tape and return it by March 15, 2005. Please do not use double-stick tape.
Ms.	Carole V.	Grenoble			604 Woodsdale Road Catonsville MD 21228-3341	604	Woodsdale Road, Catonsville MD 21228-3341	Our study has determined that you are one of the homeowners from whom we need to obtain concurrence for the construction of the sound barrier referred to above. We have included a ballot card that asks for your signature and approval or disapproval of the construction of the sound barrier. If two names are indicated on the ballot card, a "yes" or "no" selection should be made and both signatures should be written. The ballot is postage-paid. Please indicate your choice, sign the card, fold it in half with the return address to the outside, seal it with several pieces of tape and return it by March 15, 2005. Please do not use double-stick tape.
Mr. and Mrs.	Michael J.	Schatz			606 Woodsdale Road Catonsville MD 21228-3341	606	Woodsdale Road, Catonsville MD 21228-3341	Our study has determined that you are one of the homeowners from whom we need to obtain concurrence for the construction of the sound barrier referred to above. We have included a ballot card that asks for your signature and approval or disapproval of the construction of the sound barrier. If two names are indicated on the ballot card, a "yes" or "no" selection should be made and both signatures should be written. The ballot is postage-paid. Please indicate your choice, sign the card, fold it in half with the return address to the outside, seal it with several pieces of tape and return it by March 15, 2005. Please do not use double-stick tape.
Mr.	William W.	Miller			607 Woodsdale Road Catonsville MD 21228-3342	607	Woodsdale Road, Catonsville MD 21228-3342	
Mr. and Mrs.	Donald F.	Belton			609 Woodsdale Road Catonsville MD 21228-3342	609	Woodsdale Road, Catonsville MD 21228-3342	
Mr. and Mrs.	Harold E.	Lacey			610 Woodsdale Road Catonsville MD 21228-3341	610	Woodsdale Road, Catonsville MD 21228-3341	Our study has determined that you are one of the homeowners from whom we need to obtain concurrence for the construction of the sound barrier referred to above. We have included a ballot card that asks for your signature and approval or disapproval of the construction of the sound barrier. If two names are indicated on the ballot card, a "yes" or "no" selection should be made and both signatures should be written. The ballot is postage-paid. Please indicate your choice, sign the card, fold it in half with the return address to the outside, seal it with several pieces of tape and return it by March 15, 2005. Please do not use double-stick tape.

							return it by March 15, 2005. Please do not use double-stick tape.
Mr. and Mrs.	Robert J.	Homans			611 Woodsdale Road Catonsville MD 21228-3342	611	Woodsdale Road, Catonsville MD 21228-3342
Mr. and Mrs.	Dale B.	Ruckle			613 Woodsdale Road Catonsville MD 21228-3342	613	Woodsdale Road, Catonsville MD 21228-3342
Mr. and Mrs.	Michael F.	O'Neil			614 Woodsdale Road Catonsville MD 21228-3341	614	Woodsdale Road, Catonsville MD 21228-3341 Our study has determined that you are one of the homeowners from whom we need to obtain concurrence for the construction of the sound barrier referred to above. We have included a ballot card that asks for your signature and approval or disapproval of the construction of the sound barrier. If two names are indicated on the ballot card, a "yes" or "no" selection should be made and both signatures should be written. The ballot is postage-paid. Please indicate your choice, sign the card, fold it in half with the return address to the outside, seal it with several pieces of tape and return it by March 15, 2005. Please do not use double-stick tape.
Mr. and Mrs.	David A.	Trump			615 Woodsdale Road Catonsville MD 21228-3342		
Mr. and Mrs.	Otis James	Bednego		, Jr.	617 Woodsdale Road Catonsville MD 21228-3342		
Mr. and Mrs.	Douglas G.	Lafon			618 Woodsdale Road Catonsville MD 21228-3341	618	Woodsdale Road, Catonsville MD 21228-3341 Our study has determined that you are one of the homeowners from whom we need to obtain concurrence for the construction of the sound barrier referred to above. We have included a ballot card that asks for your signature and approval or disapproval of the construction of the sound barrier. If two names are indicated on the ballot card, a "yes" or "no" selection should be made and both signatures should be written. The ballot is postage-paid. Please indicate your choice, sign the card, fold it in half with the return address to the outside, seal it with several pieces of tape and return it by March 15, 2005. Please do not use double-stick tape.
Mr. and Mrs.	Francis X.	Votta			619 Woodsdale Road Catonsville MD 21228-3342		



Maryland Department of Transportation
The Secretary's Office

January 5, 2005

143
Robert L. Ehrlich, Jr.
Governor

Michael S. Steele
Lt. Governor

Robert L. Flanagan
Secretary

James F. Ports, Jr.
Deputy Secretary

Ms. Trish Cunningham
618 Biggs Avenue
Frederick, Maryland 21702-4110

Dear Ms. Cunningham:

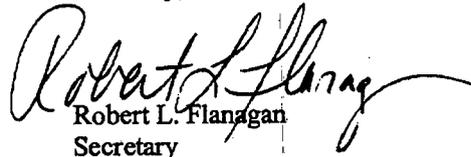
Thank you for your email regarding the City of Frederick's new land use ordinance. I appreciate the opportunity to provide the following information.

The noise level information that the City of Frederick requested from the State Highway Administration's (SHA) Office of Environmental Design was forwarded to the City on December 17. This information will be used by the City in its land use ordinance. Should the City of Frederick pass its land use ordinance and commit to fund its share of the costs for Type II sound barriers for the eligible communities, the State would still need to identify when funding would become available before any design and construction schedule commitments could be made. At this time, no new funding for new Type II sound barriers is available in our six-year capital program period, FY 2005-2010.

As a result of the planned improvements for the I-270/US 15 corridor, construction of Type II sound barriers would be dependent upon the feasibility of constructing any of the barriers so that they would not have to be relocated when any expansion of US 15 would occur. If, for instance, additional right-of-way would be required or retaining walls would have to be built to support any of the sound barriers, this would likely mean, for cost reasons, that barriers could not be built in advance of any widening.

Thank you again for your email and your 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 at 410-545-8599, 1-800-446-5962 or, by, email, at jhade@sha.state.md.us. SHA will be pleased to assist you.

Sincerely,


Robert L. Flanagan
Secretary

cc: The Honorable Galen R. Clagett, Member, Maryland House of Delegates
The Honorable Jennifer P. Dougherty, Mayor, The City of Frederick
The Honorable Barbara A. Mikulski, Member, United States Senate
The Honorable Richard B. Weldon, Jr., Member, Maryland House of Delegates
Mr. Charles B. Adams, Director of Environmental Design, SHA
James Hade, RLA, Noise Abatement Team Leader, SHA
Mr. Neil J. Pedersen, Administrator, SHA

My telephone number is 410-865-1000
Toll Free Number 1-888-713-1414 TTY User Call Via MD Relay
7201 Corporate Center Drive, Hanover, Maryland 21076

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Ms. Trish Cunningham
Page Two

bcc: Ms. Karen Arnold, Environmental Analyst, Office of Planning and Preliminary Engineering, SHA
Mr. Robert L. Fisher, District Engineer, SHA
Mr. Joseph Kresslein, Assistant Division Chief, Project Planning, Office of Planning and Preliminary Engineering, SHA
Ms. Nicole Ross, Special Assistant to the Director, Office of Environmental Design, SHA
Mr. T.E. Severe, Administrative Assistant, Noise Abatement Team, SHA
Mr. Douglas H. Simmons, Deputy Administrator for Planning and Engineering, SHA

Serial #: WCS 18127

OED Serial#: None

Noise Customer #: 1966

Responding to letter dated: Follow-up to 12-13-2004 email from Ms. Cunningham to Sec. Flanagan;
Ms. Cunningham wrote:

"Thank you for your response to my e-mail. In your letter you state that the "new land use ordinance" needs to be passed before we can get the relief we need. I have been in touch with my City and I am informed that it would take one day to whip this up. The problem is that at this point Mr. Hade has not sent the mapping information needed to do so. I would ask that you look into what is holding this information up.

"I would also ask that you add the e-mail addy to the cc list at the bottom of your letters so I may cc them back as to my answer to you. This way we are all on the same page and just maybe you can all stop repeating the same things I already know.

"Respectfully."

Ms. Cunningham cc'd Del. Richard B. Weldon, Jr., Del. Galen R. Clagett, Frederick Mayor Jennifer P. Dougherty, Mr. James D. Hade, and Sen. Barbara A. Mikulski [Please note that Mr. Weldon does not represent the portion of Frederick (County or City) in which Ms. Cunningham resides. Del. Patrick Hogan and Sen. Alexander X. Mooney, who also represent Ms. Cunningham, were not cc'd]

Saved: 12/15/04 12:32 PM by: TSevere

N:\OED\NOISE\CORRESP\2004\Drafts\CUNNINGHAMT01.doc

145

From: <trish@quiet15.com>
To: <secretary@mdot.state.md.us>
Date: Mon, Dec 13, 2004 2:04 PM
Subject: US15

Dear Secretary Flanagan,
Thank you for your response to my e-mail. In your letter you state that the "new land use ordinance" needs to be passed before we can get the relief we need. I have been in touch with my City and I am informed that it would take one day to whip this up. The problem is that at this point Mr. Hade has not sent the mapping information needed to do so. I would ask that you look into what is holding this information up.
I would also ask that you add the e-mail addy to the cc list at the bottom of your letters so I may cc them back as to my answer to you. This way we are all on the same page and just maybe you can all stop repeating the same things I already know.

Respectfully,

Trish Cunningham
620 Biggs Ave.
Frederick. MD 21702
301-620-7521

CC: <richard_weldon@house.state.md.us>, <galen_clagett@house.state.md.us>, <Mayor@cityoffrederick.com>, <JHade@sha.state.md.us>, <//mikulski.senate.gov/mailform.html@quiet15.com>



146

Correspondence Details**Case ID: 18127 Cunningham, Trish**

Case ID: 18127
Constituent: Cunningham, Trish
Address: 620 Biggs Avenue
Frederick, MD 21702
Document Date: 12/13/2004
Bar Code:
Corr. Type: In
Confidential: No
Subject: SHA-General
Stand on issue: Neither
How corr. was received: Email
Tone of letter: Neither
Current Owner: Heline, Irene
Date Assigned: 12/14/2004
Deadline Date: 12/21/2004
Date Closed:
Respond On Behalf Of: Prepare Response For Secretary's Signature
External Code:
Comments: Writes regarding US 15.

149

Route Assignments

Case ID: 18127 Cunningham, Trish

Status	Route Address	Role	Action	Deadline
Past	SHA	Correspondence Manager	View	12/21/2004
Current	Irene Heline	Response Drafter	Draft	12/21/2004
• Due in Adm. office on 12/17/04				
Future	SHA	Correspondence Manager	Profile	12/21/2004
Future	SHA	Response Reviewer	Review	12/21/2004
Future	SHA	Correspondence Manager	Review	12/21/2004
Future	TSO	Correspondence Manager	Review	12/21/2004
Future	TSO	Signature	Close	12/21/2004



148

From: JIM HADE
To: CHARLES ADAMS
Date: 12/15/2004 10:01:36 AM
Subject: Phone call from Delegate Claggett's office

Charlie:

I just received a call from Carolyn from Delegate Claggett's office inquiring about our intended delivery date for the technical information to support the proposed ordinance for development in the City of Frederick along State Highways.

I shared with her that we intended to deliver the information before the end of the year, and that we too, would be responding with this information to the constituent on behalf of the Secretary.

Jim

James Hade, RLA
Noise Abatement Team Leader
Maryland State Highway Administration
Ph 410-545-8599
Fx 410-209-5003

CC: DAN UEBERSAX; NICOLE ROSS; VALERIE BURNETTE-EDGAR

149

From: JIM HADE
To: TED SEVERE
Date: 12/13/2004 4:34:24 PM
Subject: Fwd: Re: New Email from "Trish" in Frederick

Ted:

We will need to prepare a response in advance of the Secretary's in-bound.

The main points:

1. We will be transmitting the technical information to the City of Frederick before the end of the year.
2. Should the City pass legislation soon after, and agree to fund their share of the barriers, the State will need to identify when funding would become available before a commitment for any schedule is made.
3. Because of the planned improvements along US 15, the cost of an interim noise abatement project could be somewhat higher than a stand-alone project because the State would need to construct any barriers in a position that would not be impacted by future construction.

Thanks

See you Wednesday.

Jim

>>> BOB FISHER 12/13/2004 3:53:53 PM >>>

"Trish" continues with her efforts. The District has proposed Fund 77 project/Safety Resurfacing for US 15 which "could" incorporate rubber-asphalt in Trish's area of the highway. She believes whole heartedly that this is one answer to her noise problem. She knows that we do not have the project funded and it is a "shelf" job for future. Just FYI. Bob

Sincerely,

Robert L. Fisher
District Engineer
State Highway Administration
Telephone: 301-624-8101 or 800-635-5119

>>> JIM HADE 12/13/2004 2:29:12 PM >>>

Charlie:

This just came in. The primary recipient was the Secretary. She also copied

<richard_weldon@house.state.md.us>
<galen_clagett@house.state.md.us>
<Mayor@cityoffrederick.com>
<JHade@sha.state.md.us>
<mikulski.senate.gov/mailform.html@quiet15.com>

This past week we made adjustments to some of the modeled roads to correct the truck percentages (up from zero). We are currently preparing the letter to go out to the City of Frederick regarding recommenced minimum setbacks for new developments. I hope that most would understand that it would likely take far more than "one day to whip this up" regarding the proposed ordinance.

James Hade, RLA
Noise Abatement Team Leader
Maryland State Highway Administration
Ph 410-545-8599
Fx 410-209-5003

150

>>> <trish@quiet15.com> 12/13/2004 3:04:21 PM >>>

Dear Secretary Flanagan,

Thank you for your response to my e-mail. In your letter you state that the "new land use ordinance" needs to be passed before we can get the relief we need. I have been in touch with my City and I am informed that it would take one day to whip this up. The problem is that at this point Mr. Hade has not sent the mapping information needed to do so. I would ask that you look into what is holding this information up.

I would also ask that you add the e-mail addy to the cc list at the bottom of your letters so I may cc them back as to my answer to you. This way we are all on the same page and just maybe you can all stop repeating the same things I already know.

Respectfully,

Trish Cunningham
620 Biggs Ave.
Frederick. MD 21702
301-620-7521

CC: NICOLE ROSS

Customer Info. View for 2003

Wednesday, December 15, 2004 12:36 PM

Admin

ID #	MAP	DATE	Letter or Phone onl	LAST NAME	FIRST NAME	Active?
1966		09/20/1999	phone only	CUNNINGHAM	Ms. Patricia A.	<input checked="" type="checkbox"/>
STREET#	STREET NAME	COUNTY	CITY (Post office)	ZIPCODE	Representative statu	
618	Biggs Avenue	FR	Frederick	21702-4110	private	

Elected Official whom has communicated directly to us on this custome						Find Next
DAY PHONE	HOME PHONE	E-Mail address	COMMUNITY	HDR Dbase Link		
	301-620-7521	trishac48@earthlink	Villa Estates			

Logical Project Limits	ROADWAY: US 15	BarrierName
7th St. to Rosemont Ave.		

RESPONSE	INQUIRY	2nd Contact
I270/US 15 under study for transportation options, community qualifies T2 but County needs ordinance & 20%		
Last Contact	Researcher	Primary SHA Contact
12/15/2004	Jim	Jim

FILE LOCATIO	OTHER	Current committmen
Villa Estates		send copy of most recent noise report for Villa Estates area

Do we owe a letter?	Letter Commit due date:	Letter signed date	Reason Letter is Late

LAST action: 12-13-04 Ms. Cunningham emailed Sec/MDOT; rec'd at OED/NAT 12-15-04; indicates SHA needs to provide tech info to City of Frederick; also that agency could "take 1 day to whip [the ordinance] up"

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

Ms. Egbert is now also using her maiden name of "Cunningham" (post-divorce info provided 10-08-03)
 11-16-04 Mr. Cunningham emailed Jim Hade; questions Category E interior 55 dBA L10 noise levels; why a new noise study when area already is eligible
 3-4-04 - 1-19-04 e-mail from Ms. Cunningham to Sec/MDOT forwarded to SHA/OED/NAT for response; wants to know if 5 Type II elig communities in Frederick City were reported to City & County officials; wants copy of noise study that qualified Villa Estates 2-12-04 Ms. Egbert called; spoke w/Ted Severe; asked if Spring Ridge was elig for barrier (no - postdates); she indicated that FR Co may be developing noise ord; will provide copy to OED when avail 10/8/03 Ms. Egbert called; spoke w/Ted Severe; related that Asphalt-Rubber materials sent to Sec/MDOT were rec'd; copies forwarded to OMT & evaluation info to be sent to her; found noise report & will forward same ASAP; 7/11/03 : Jim returned call to say that letter and informatin would be sent out next week. 7/11/03 AM: called and spoke with Lee Johnson asking about the promise of report. 7/2/03 Ms. Egbert called; spoke w/Ted Severe; would like a copy of noise study approp. to Biggs Ave. 06-03-03 Ms. Egbert called; spoke w/Ted Severe; asked SHA to consider rubber paving www.rubberpavements.org) rather than barrier; does not want a barrier; has own website

All Elected Officials: 06-2003 EO's Dist. 3A Sen. Alexander X. Mooney; Dels. Galen R. Clagett; Patrick N. Hogan; Fred. Mayor Jennifer P. Dougherty

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

To Meet 100% of our Commitments!

152

D



153

Robert L. Ehrlich, Jr., *Governor*
Michael S. Steele, *Lt. Governor*

Robert L. Flanagan, *Secretary*
Neil J. Pedersen, *Administrator*

Maryland Department of Transportation

June 9, 2005

Mr. James C. Dailey
Property Manager
Chambers Management, Inc.
General Offices
12051 Tech Road, Suite B
Silver Spring MD 20904-1999

Dear Mr. Dailey:

This is a follow-up to your recent letter to the Maryland Transportation Authority regarding a sound barrier for the Belle Pointe along the outer loop of I-95/I-495 between the Greenbelt Road (MD 193) overpass and the ramp to northbound Kenilworth Avenue (MD 201) in Prince George's County. The Maryland Transportation Authority forwarded your inquiry to the State Highway Administration (SHA) because this roadway falls under SHA's jurisdiction. 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. While we have no immediate plans to improve this portion of I-495 that would warrant a Type I sound barrier evaluation, 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 highway traffic noise level impacts. Ms. Sue Rajan, of 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.

When a highway already exists and is *not* being expanded—so that Type I criteria do not apply—communities may be considered for our "Type II," or "retrofit," sound barrier 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. A number of criteria must be met for a Type II barrier to be approved. The first criterion that must be met is that the majority of the impacted homes must pre-date the original construction of the highway. If they do not, then we can not consider these communities for our program. This is the case with the Belle Pointe development. Our records indicate that the majority of the homes in the Belle Pointe community were built between 1990 and 2003 after the 1964 opening of I-95/I-495. Based on this information, the Belle Pointe community is not eligible for our Type II 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/toll-free number is 410-545-8640 or 1-800-446-5962
Maryland Relay Service for Impaired Hearing or Speech 1.800.735.2258 Statewide Toll Free

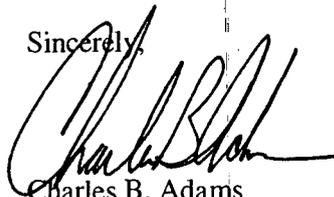
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202 • Phone 410.545.0300 • www.marylandroads.com

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Mr. James C. Dailey
Page Two

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

Sincerely,



Charles B. Adams

Director

Office of Environmental Design

Enclosure

cc: The Honorable Tawanna P. Gaines, Member, Maryland House of Delegates
James D. Hade, RLA, Noise Abatement Team Leader, State Highway Administration
The Honorable Anne Healey, Member, Maryland House of Delegates
The Honorable Douglas J.J. Peters, Member, Prince George's County Council
The Honorable Paul G. Pinsky, Member, Senate of Maryland
The Honorable Justin D. Ross, Member, Maryland House of Delegates
Mr. Charlie K. Watkins, District Engineer, State Highway Administration

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Mr. James C. Dailey
Page Three

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

Serial #: None

OED Serial#: None

Noise Customer #:

Responding to letter dated: Follow-up to 04-25-2005 letter from Mr. Dailey to the Maryland
Transportation Authority; this letter was forwarded to SHA/OED from MdTA for response (rec'd. 05-25-
2005); Mr. Dailey wrote:

*"The HOA has members whose Lots are in close proximity to Interstate 95. The members are
curious as to whether the Maryland Transportation Authority has plans to install a sound barrier in this
location.*

"Please advise. Thank you."

There was a post-it note attached to Mr. Dailey's letter that was dated 05-19-2005 and read:

"Deb, Please forward this inquiry to Charlie Adams at SHA."

The post-it note was initialed "DN" (assumed to be Doug Novocin).

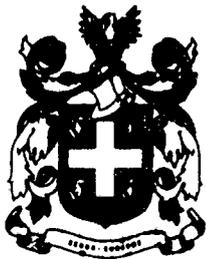
Saved: 06/03/05 3:47 PM by: T.E. Severe

N:\OED\NOISE\CORRESP\2005\BELLEPOINT01.doc

Enclosure:

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

Dennis 156



Chambers

Chambers Management Inc.

GENERAL OFFICES

12051 TECH ROAD, SUITE B • SILVER SPRING, MARYLAND 20904-1999

TEL. (301) 680-0700 TOLL FREE (866) 680-0800
FAX. 301-680-0380 CHMBMGMT@AOL.COM

REAL ESTATE
MANAGEMENT
SALES
INVESTMENT

April 25, 2005.

Maryland Transportation Authority
2310 Broening Highway
Suite 150
Baltimore, MD 21224

RE: Belle Point HOA
Greenbelt, MD

Dear Sir or Madam:

The HOA has members whose Lots are in close proximity to Interstate 95. The members are curious as to whether the Maryland Transportation Authority has plans to install a sound barrier in this location.

Please advise. Thank you.

Very Truly Yours,

James C. Dailey
Property Manager

CC: - Board of Directors

RECEIVED
APR 28 2005

RECEIVED
MAY 25 2005
LANDSCAPE ARCHITECTURE DIVISION

We Work For You

157

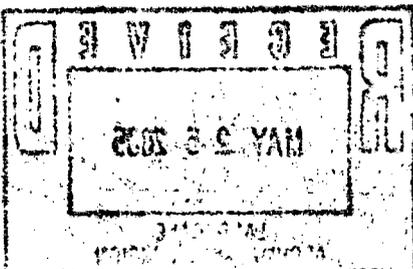
05/19/05

Deb,

Please forward
this inquiry to
Charlie Adams
at SHA

Noise Team *DNJ*
F.Y.I.

2 marks



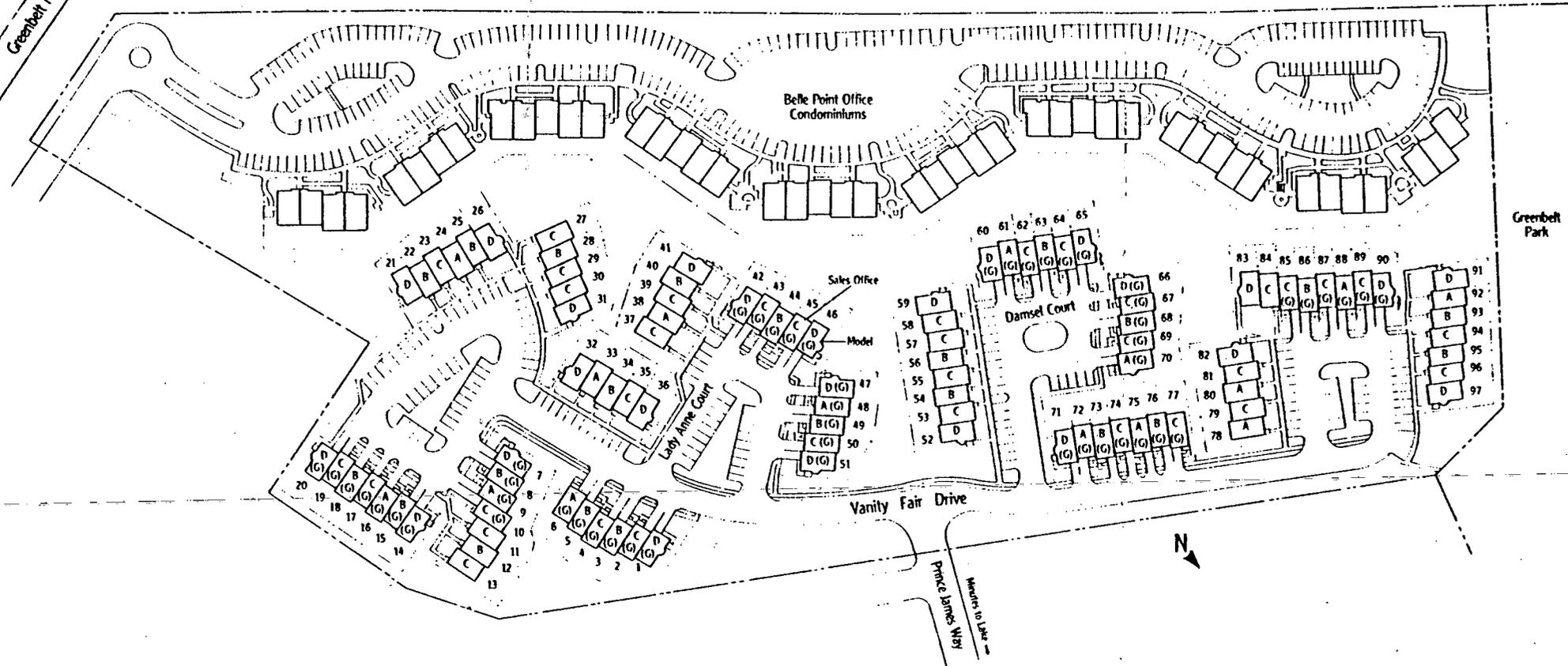
SITE PLAN

158

I-95/1-495

Capital Beltway

Greenbelt Road



MILTON AT

BELLE POINT

Dimensions and details are subject to change.

RESEARCH

CENTER

Area 400

Area 500

Area 1000

20705

139

GREENBELT

SEE GRID E10
1 FRANKFORT PL
2 WINTERGREEN CT

20771

OMNI COMMERCE CTR

HANOVER OFC PK

ENGLISH COUNTRY MANOR

NEW CARROLLTON

NASA GODDARD SPACE FLIGHT CENTER

Parasitology Institute
US Federal Courthouse
Greenbelt State Hwy Admin

National Agriculture Substation

GOLDEN TRIANGLE OFC PK

MD TRADE CTR

Cipriano Springs Shop

Schrom Hills Comm Park

Doctors Comm

Washington Bible Sch

WOODHOLM PRESLEY MANOR

SEABROOK

RAL

WOOD LA
ITOL OFC PK

SIDE DR
Spring Lake

S

T

K
6 NE

A
830,000 FT

B
6 NE

C
76°52'30"

D
7 NE

E
Joins Map 13

F
MD GRID 840,000 FT

G
8 NE

H

160

Click here for a plain text ADA compliant screen.



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

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[Ground Rent](#)

Account Identifier: District - 21 Account Number - 2295822

Owner Information

Owner Name: STEVENS, HARVEST & SYLVIA ETAL Use: COMMERCIAL CONDO
 Principal Residence: NO
 Mailing Address: 7747 BELLE POINT DR Deed Reference: 1) /16716/ 668
 GREENBELT MD 20770-3316 2)

Location & Structure Information

Premises Address: 7747 BELLE POINT DR
 GREENBELT 20770
 Legal Description: PHASE 3 BLDG 3
 UNIT 7747
 THE BELLE POINT

Map	Grid	Parcel	Sub District	Subdivision	Section	Block	Lot	Assesment Area	Plat No:	155020
34	D1			5515				1	Plat Ref:	

Special Tax Areas	Town	Ad Valorem	Tax Class
	GREENBELT		15

Primary Structure Built	Enclosed Area	Property Land Area	County Use
1990	930 SF	2,837.00 SF	065

Stories	Basement	Type	Exterior

Value Information

	Base Value	Value As Of	Phase-in Assessments	
			As Of	As Of
Land:	55,800	48,800	01/01/2004	07/01/2005
Improvements:	83,700	90,700		
Total:	139,500	139,500	139,500	139,500
Preferential Land:	0	0	0	0

Transfer Information

Seller: HAGEDORN, THOMAS M Type: MULT ACCTS ARMS-LENGTH	Date: 01/17/2003 Deed1: /16716/ 668	Price: \$400,000 Deed2:
Seller: SHONAR BANGLA INC Type: IMPROVED ARMS-LENGTH	Date: 03/10/1998 Deed1: /12018/ 426	Price: \$163,000 Deed2:
Seller: COLONY MACO PARTNERS L P Type: MULT ACCTS ARMS-LENGTH	Date: 06/30/1997 Deed1: /11515/ 676	Price: \$400,000 Deed2:

Exemption Information

Partial Exempt Assessments	Class	07/01/2004	07/01/2005
County	000	0	0
State	000	0	0
Municipal	000	0	0

Tax Exempt: NO
 Exempt Class:

EO'S DIST. re Sen. Paul G. Pinsky
 Del. Tawanna P. Gaines
 Anne Healey
 Justin D. Ross

Special Tax Recapture:

* NONE *

PG CO: DIST 6 Douglas Peter JJ.

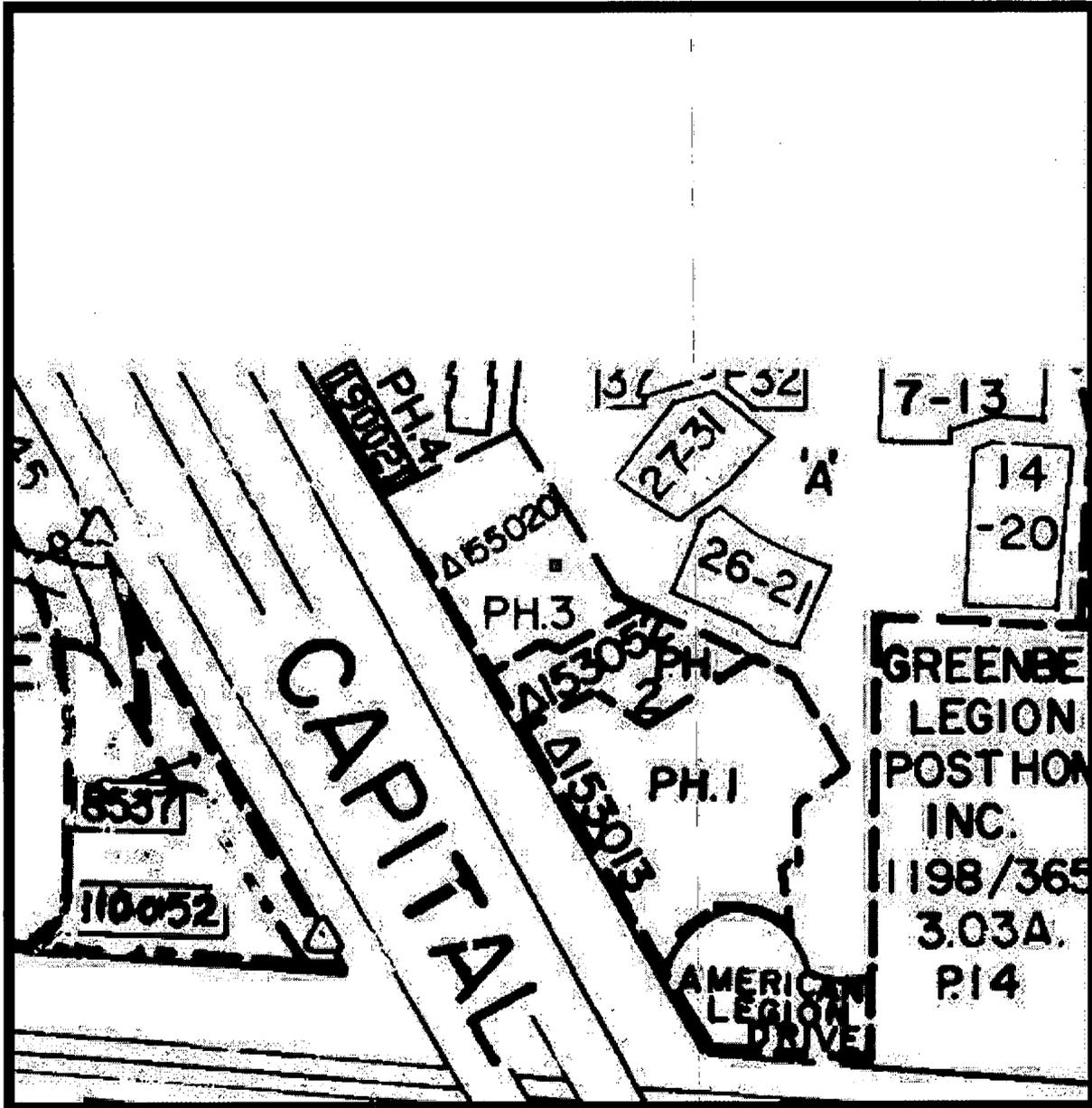
161



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

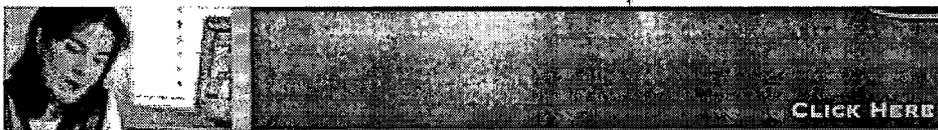
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[View Map](#)
[New Search](#)

District - 21 Account Number - 2295822



Property maps provided courtesy of the Maryland Department of Planning ©2004.
For more information on electronic mapping applications, visit the Maryland Department of Planning
web site at www.mdp.state.md.us/webcom/index.html

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

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

Page 1 of 1

"The Belle Point"

195/495 - 1964

Name	Account	Street	OWN OCC	Map Parcel
<u>SHONAR BANGLA INC</u>	21 3321593	BELLE POINT DR	N	26
<u>SWARM THOMAS A</u>	21 2295897	7701 BELLE POINT DR	1990 N	34
<u>PILEGGI ANTHONY R</u>	21 2295905	7703 BELLE POINT DR	N	34
<u>ROSS GREGORY W</u>	21 2295913	7705 BELLE POINT DR	N	34
<u>TAULELLE DONALD W</u>	21 2295921	7707 BELLE POINT DR	N	34
<u>SAHNI RAKESH C</u>	21 2295939	7709 BELLE POINT DR	1990 N	34
<u>HAVAS NICK IREN</u>	21 2295947	7711 BELLE POINT DR	N	34
<u>DUVALL BILLY R</u>	21 2295954	7713 BELLE POINT DR	N	34
<u>SAHNI RAKESH C</u>	21 2295962	7715 BELLE POINT DR	N	34
<u>LIMPUANGTHIP</u>	21 2295970	7721 BELLE POINT DR	1990 N	34
<u>VIDI PETER R</u>	21 2295988	7723 BELLE POINT DR	N	34
<u>LIMPUANGTHIP</u>	21 2295996	7725 BELLE POINT DR	N	34
<u>VIDI PETER R</u>	21 2296002	7727 BELLE POINT DR	N	34
<u>ROTHFELD ALAN</u>	21 2296010	7729 BELLE POINT DR	N	34
<u>RJC REALTY LLP</u>	21 2296028	7731 BELLE POINT DR	N	34
<u>RJC REALTY LLP</u>	21 2296036	7733 BELLE POINT DR	N	34
<u>WILLEY JEFF M</u>	21 2296044	7735 BELLE POINT DR	1990 N	34
<u>KHAN MOHAMMAD A</u>	21 2295798	7741 BELLE POINT DR	N	34
<u>PETERS KYUNG W</u>	21 2295806	7743 BELLE POINT DR	N	34
<u>SCHRIDER THERESA</u>	21 2295814	7745 BELLE POINT DR	N	34
<u>STEVENS HARVEST</u>	21 2295822	7747 BELLE POINT DR	N	34
<u>SCHRIDER THERESA</u>	21 2295830	7749 BELLE POINT DR	1990 N	34
<u>STEVENS HARVEST</u>	21 2295848	7751 BELLE POINT DR	1990 N	34
<u>WILLIS ARNOLD J</u>	21 2295855	7753 BELLE POINT DR	1990 - <i>Comm. Cont.</i>	34
<u>WILLIS MELOGRAN</u>	21 2295863	7755 BELLE POINT DR	1990 - <i>Comm. Cont.</i>	34
<u>WILLIS MELOGRAN</u>	21 2295871	7757 BELLE POINT DR	1990 - <i>N Comm. Cont.</i>	34
<u>WILLIS ARNOLD J</u>	21 2295889	7759 BELLE POINT DR	1990 - <i>N Comm.</i>	34
<u>WILLIS MELOGRAN</u>	21 3321486	7801 BELLE POINT DR	2000 N	26
<u>SHONAR BANGLA INC</u>	21 3321494	7803 BELLE POINT DR	2000 N	26
<u>WILLIS MELOGRAN</u>	21 3321502	7805 BELLE POINT DR	2000 N	26

PROPERTIES DESIGNATED AS
 "COMMERCIAL CONT."

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<u>SHONAR BANGLA INC</u>	21 3321510	7807 BELLE POINT DR	2000	N	26
<u>WILLIS MELOGRANA</u>	21 3321528	7809 BELLE POINT DR	2000	N	26
<u>GRADY ELDRIDGE C</u>	21 3321536	7811 BELLE POINT DR	2000	N	26
<u>OGUNDIPE EMMANUEL</u>	21 3321544	7813 BELLE POINT DR	2000	N	26
<u>GRADY ELDRIDGE C</u>	21 3321551	7815 BELLE POINT DR	2000	N	26
<u>SHONAR BANGLA INC</u>	21 3496148	7821 BELLE POINT DR	2003	N	26
<u>VINVIC ENTERPRISE</u>	21 3496155	7823 BELLE POINT DR	2003	N	26
<u>BURCH BURCH</u>	21 3496163	7825 BELLE POINT DR	2003	N	26
<u>GASKINS PROPRTIE</u>	21 3496171	7827 BELLE POINT DR	2003	N	26
<u>BURCH BURCH</u>	21 3496189	7829 BELLE POINT DR	2003	N	26
<u>GASKINS PROPRTIE</u>	21 3496197	7831 BELLE POINT DR	2003	N	26
<u>BURCH BURCH</u>	21 3496205	7833 BELLE POINT DR	2003	N	26
<u>CLANCY MICHAEL B</u>	21 3496213	7835 BELLE POINT DR	2003	N	26
<u>THATCHER REAL</u>	21 3568086	7841 BELLE POINT DR	2003	N	26
<u>CONERIC INC</u>	21 3568094	7843 BELLE POINT DR	2003	N	26
<u>SHONAR BANGLA INC</u>	21 3568102	7845 BELLE POINT DR	2003	N	26
<u>CONERIC INC</u>	21 3568110	7847 BELLE POINT DR	2003	N	26
<u>THATCHER REAL</u>	21 3568128	7849 BELLE POINT DR	2003	N	26
<u>ODOI ASSOCIATES</u>	21 3568136	7851 BELLE POINT DR	2003	N	26
<u>THATCHER REAL</u>	21 3568144	7853 BELLE POINT DR	2003	N	26
<u>THATCHER REAL</u>	21 3568151	7855 BELLE POINT DR	2003	N	26
<u>SALWA LLC</u>	21 3649696	7861 BELLE POINT DR		N	26
<u>SHONAR BANGLA INC</u>	21 3649704	7863 BELLE POINT DR		N	26
<u>AGENCY CONSULTING</u>	21 3649712	7865 BELLE POINT DR		N	26
<u>SHONAR BANGLA INC</u>	21 3649720	7867 BELLE POINT DR		N	26
<u>WHG INVESTMENTS</u>	21 3649738	7869 BELLE POINT DR		N	26
<u>SHONAR BANGLA INC</u>	21 3649746	7871 BELLE POINT DR		N	26
<u>WHG INVESTMENTS</u>	21 3649753	7873 BELLE POINT DR		N	26
<u>SHONAR BANGLA INC</u>	21 3649761	7875 BELLE POINT DR		N	26

National Agriculture
 BEAVER DAM RD
 201
 AGRICULTURAL
 ARCH CENTER
 Indian
 Exit 24
 BILMAY
 CHERRYWOOD LA
 CAPITOL OFC PK
 Springhill Lake
 Lakeside Dr
 Chapel of Praise
 Springhill Lake
 EMMINSTON
 193
 GOLDEN TRIANGLE OFC PK
 National Park
 Park Hdo
 Sweetgum
 Laurel
 Exit 22
 BELMAY
 HUNTING RIDGE
 GREENBELT
 PARK
 BELT
 WASHINGTON PKWAY





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Robert L. Ehrlich, Jr., Governor
Michael S. Steele, Lt. Governor

Robert L. Flanagan, Secretary
Neil J. Pedersen, Administrator

Maryland Department of Transportation

March 7, 2005

Mr. Douglas A. Dribben
10307 Winstead Court
Woodstock MD 21163-1353

Dear Mr. Dribben:

This letter is a follow-up to your recent telephone conversation with Mr. George Miller, of the State Highway Administration's District 7 Traffic Office, regarding noise abatement for the Waverly Woods community located along westbound I-70 approximately midway between Bethany Lane and I-70 Exit 83 (Marriottsville 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. While SHA has long range plans to widen I-70, at this time these improvements are only conceptual. Therefore, there are no immediate plans to improve this portion of I-70 that would warrant a Type I sound barrier evaluation. If you have questions regarding these long range plans, please do not hesitate to contact Ms. Lyn Erickson, the Regional Planner for Howard County in SHA's Regional and Intermodal Planning Division. Ms. Erickson can be reached at 410-545-5663 or, by email, at lerickson@sha.state.md.us. She will be pleased to assist you.

When the widening project is planned for this segment of I-70, 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—communities may be considered for our "Type II," or "retrofit," sound barrier 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. A number of criteria must be met for a Type II barrier to be approved. First, the county in which the community is located must have an ordinance that addresses the impact of highway traffic noise on new residential development. In addition, the highway in question must be a controlled-access highway (one with interchanges rather than at-grade intersections). If both of these conditions exist, then all of the following technical criteria must also be met: the majority of impacted homes must predate the highway; existing noise levels must equal or exceed the 66-decibel impact threshold; and it must be possible to build an effective barrier for \$50,000 or less per benefited home. If all of these criteria are met, the county must then agree to fund 20 percent of the barrier cost.

My telephone number/toll-free number is 410-545-8640 or 1-800-446-5962

Maryland Relay Service for Impaired Hearing or Speech 1.800.735.2258 Statewide Toll Free

Street Address: 707 North Calvert Street • Baltimore, Maryland 21202 • Phone 410.545.0300 • www.marylandroads.com

Mr. Douglas A. Dribben
Page Two

The State Highway Administration has evaluated the Waverly Woods community's eligibility for our Type II sound barrier program as outlined above. Our research has determined that the majority of homes in the Waverly Woods community were built in the early 1990s after the 1969 opening of I-70. Based on this information, the Waverly Woods community 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.

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

Sincerely,



Charles B. Adams
Director
Office of Environmental Design

Enclosure

- cc: The Honorable Gail H. Bates, Member, Maryland House of Delegates
- Ms. Lyn Erickson, Regional Planner, Regional and Intermodal Planning Division, State Highway Administration
- The Honorable Charles Feaga, Member, Howard County Council
- Mr. Robert L. Fisher, District Engineer, State Highway Administration
- The Honorable Allan H. Kittleman, Member, Senate of Maryland
- Mr. George Miller, District 7 Traffic, State Highway Administration
- The Honorable Warren E. Miller, Member, Maryland House of Delegates
- Ms. Nicole Ross, Special Assistant to the Director, Office of Environmental Design, State Highway Administration

Mr. Douglas A. Dribben
Page Three

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

Serial #: None
OED Serial#: None
Noise Customer #: 2886

Responding to letter dated: Follow-up to 03-02-2005 email from Mr. George Miller, D-7 Traffic, to Mr. Jim Hade; Mr. Miller wrote:

"I spoke with a Mr. Doug Dribben yesterday regarding the potential for noise abatement along I-70 west of the current noise abatement project that ends at Saint Johns Lane. Mr. Dribben indicated that he had visited our internet page and would like to discuss the guidelines regarding a project for his neighborhood.

"He is also aware of the SHA/County desire to construct a third through lane along I-70 in this area (project in concept development phase), and would like to know what the potential for a noise wall was if the third lane was constructed as planned.

"Please arrange to contact Mr. Dribben at: (W) 301-677-7009 Ext. 252 (C) 443-520-2788

"Thanks Jim. We appreciate your assistance in this matter."

Saved: 03/03/05 11:04 AM by: T.E. Severe
N:\OED\NOISE\CORRESP\2005\DRIBBENDA01.doc

Enclosure:

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

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From: GEORGE MILLER
To: JIM HADE
Date: 03/02/2005 8:43:44 AM
Subject: I-70 West of Saint Johns Lane Howard County

Jim,

I spoke with a Mr. Doug Dribben yesterday regarding the potential for noise abatement along I-70 west of the current noise abatement project that ends at Saint Johns Lane. Mr. Dribben indicated that he had visited our internet page and would like to discuss the guidelines regarding a project for his neighborhood.

He is also aware of the SHA/County desire to construct a third through lane along I-70 in this area (project in concept development phase), and would like to know what the potential for a noise wall was if the third lane was constructed as planned.

Please arrange to contact Mr. Dribben at:

(W) 301-677-7009 Ext. 252

(C) 443-520-2788

Thanks Jim. We appreciate your assistance in this matter.

GRM

Customer Info. View for 2003

Wednesday, March 02, 2005 11:33 AM

Admin

ID #	MAP	DATE	Letter or Phone on	LAST NAME	FIRST NAME	Active?
2886		03/02/2005	Phone	DRIBBEN	Mr. Douglas A.	<input checked="" type="checkbox"/>
STREET#	STREET NAME	COUNTY	CITY (Post office)	ZIP CODE	Representative stat	
10307	Winstead Court	HO	Woodstock	21163-1353	private	

Elected Official whom has communicated directly to us on this cu

DAY PHONE	HOME PHONE	E-Mail address	COMMUNITY	HDR Dbase Link
301-677-7009 X252	410-203-1-35		Waverly Woods/Wetherburn	
Logical Project Limit	ROADWAY	I-70	Barrier Nam	

WB I-70 approx. midway between Bethany La/Old Mill Rd and Marriottsville Rd (Exit 83)

RESPONSE	INQUIRY	2nd Contact
	is barrier planned along I-70 when 3rd lane is constructed?	
	Last Contact	Researcher
	03/01/2005	Primary SHA Contact
		Construction Projects
		None

FILE LOCATION	OTHER	Current commitm
		NAT to contact Mr. Dribben

Do we owe a letter	Letter Commit due da	Reason Letter is Lat
<input type="checkbox"/>		n/a
LAST action	Letter signed dat	

3-1-05 Mr. Dribben spoke w/George Miller (D-7 Traffic); Mr. Dribben is aware that 3rd lane is planned for I-70; wants to know if a barrier would be planned w/the widening

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

03-02-2005 Real Property indicates that Mr. Dribben's home was built in 1994; community ineligible for Type II for date

All Elected Officials: 03-2005 EO's Dist. 9A Sen. Allan H. Kittleman; Dels. Gail H. Bates; Warren E. Miller; HO Cnd Charles Feaga

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!

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IMPORTANT MESSAGE

FOR _____ A.M.

DATE _____ TIME _____ P.M.

M _____

OF _____

PHONE _____
AREA CODE NUMBER EXTENSION

FAX

MOBILE _____
AREA CODE NUMBER TIME TO CALL

TELEPHONED		PLEASE CALL	
CAME TO SEE YOU		WILL CALL AGAIN	
WANTS TO SEE YOU		RUSH	
RETURNED YOUR CALL		SPECIAL ATTENTION	

MESSAGE 3:22 PM - NIC - SHARON -

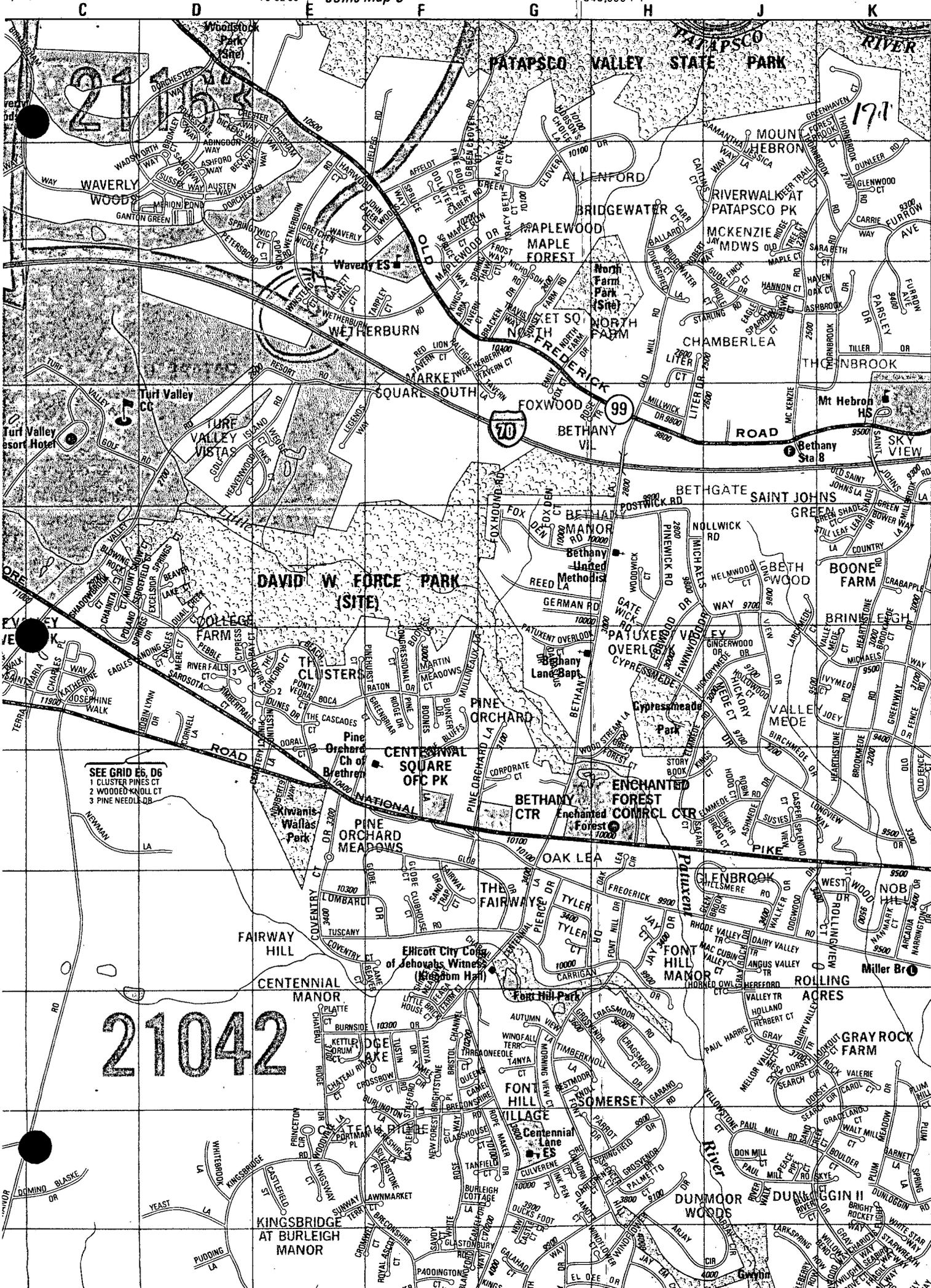
SPERO

8:08 AM - SHARON -

2:17 - 9:51 AM - Rhonda Spero -

RHONDA SPERO -

SIGNED



39°17'30" Joins Map 12

MD GRID 520,000 FT

SEE GRID E6, D6
 1 CLUSTER PINES CT
 2 WOODED KNOLL CT
 3 PINE NEEDLE DR

21042

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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 Ground Rent
--	--

Account Identifier: District - 02 Account Number - 362279

Owner Information

Owner Name:	DRIBBEN DOUGLAS A DRIBBEN MAURA S T/E	Use:	RESIDENTIAL
Mailing Address:	10307 WINSTEAD CT WOODSTOCK MD 21163-1353	Principal Residence:	YES
		Deed Reference:	1) / 3991/ 426 2)

(H) 410-203-1035 (W) 301-~~667~~677-7009 X252 cell-443-520-2788

Location & Structure Information

Premises Address 10307 SE WINSTEAD CT ELLCOTT CITY 21042	Legal Description LOT 52 .321 A 10307 WINSTEAD CT WAVERLY WOODS SEC II / <i>WETHERS BORN ?</i>
---	--

Map	Grid	Parcel	Sub District	Subdivision	Section	Block	Lot	Group	Plat No:	10083
17	7	697					52	80	Plat Ref:	1672/ 53

Special Tax Areas	Town Ad Valorem Tax Class	A/V, METRO FIRE TAX
--------------------------	----------------------------------	---------------------

Primary Structure Built	Enclosed Area	Property Land Area	County Use
1994	2,812 SF	14,002.00 SF	
Stories	Basement	Type	Exterior
2	YES	STANDARD UNIT	SIDING

Value Information

	Base Value	Phase-in Assessments		
		Value As Of	As Of	As Of
		01/01/2004	07/01/2004	07/01/2005
Land:	80,200	210,900		
Improvements:	184,010	193,890		
Total:	264,210	404,790	311,070	357,930
Preferential Land:	0	0	0	0

Transfer Information

Seller: ZEFTING DONALD	Date: 06/09/1997	Price: \$219,000
Type: IMPROVED ARMS-LENGTH	Deed1: / 3991/ 426	Deed2:
Seller: RICHMOND AMERICAN HOMES OF MD INC	Date: 10/27/1994	Price: \$232,690
Type: IMPROVED ARMS-LENGTH	Deed1: / 3371/ 644	Deed2:
Seller: WAVERLY WOODS INC	Date: 08/23/1993	Price: \$260,000
Type: NOT ARMS-LENGTH	Deed1: / 2957/ 195	Deed2:

Exemption Information

Partial Exempt Assessments	Class	07/01/2004	07/01/2005
County	000	0	0
State	000	0	0
Municipal	000	0	0

Tax Exempt: NO
Exempt Class: 60'i - DIST. 9A *See Alan H. Kuttler - Del. Alan H. Bates Warren E. Miller*

Special Tax Recapture:
 * NONE *
HO Co - Charles FEAGA

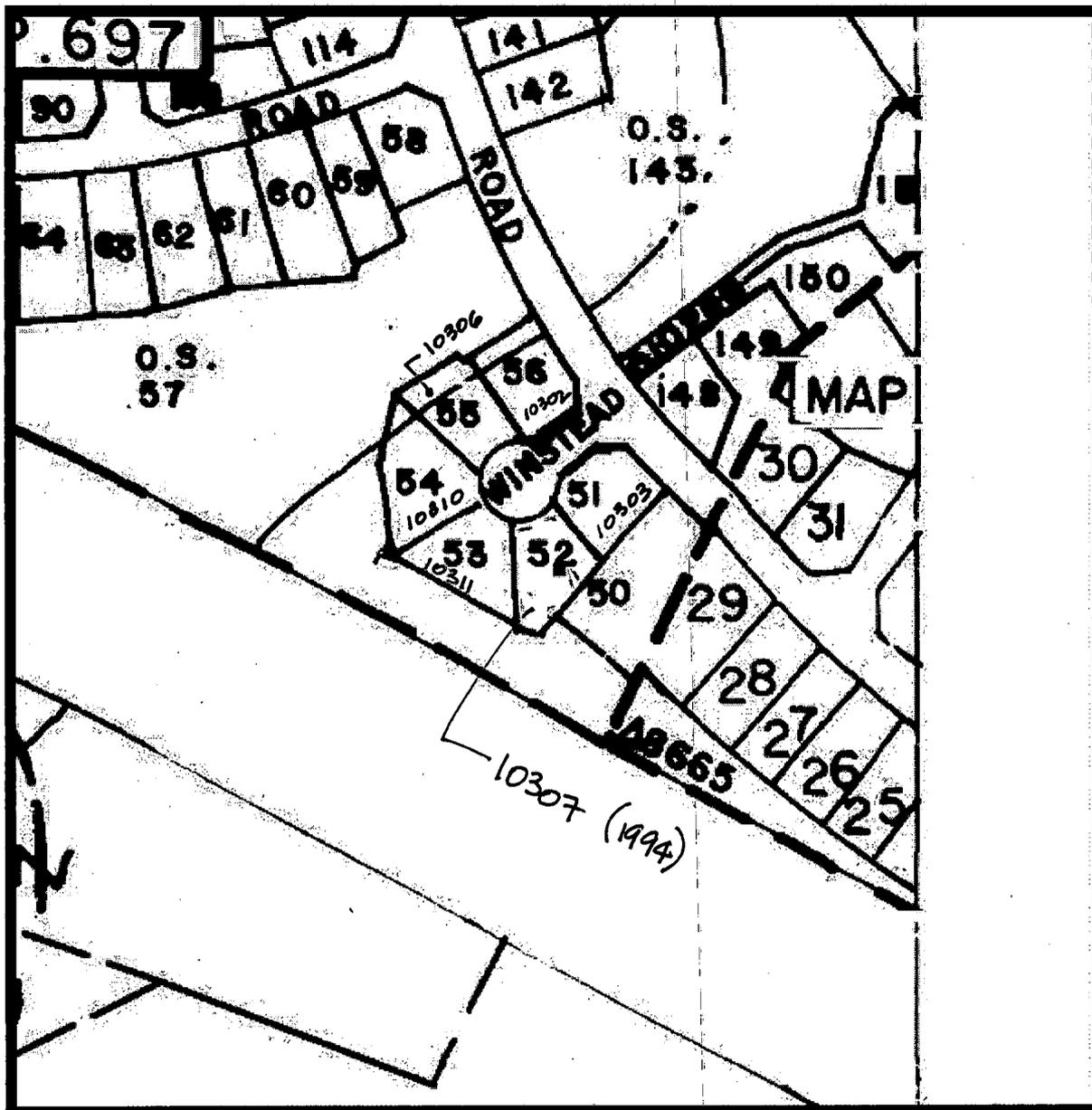


Maryland Department of Assessments and Taxation
HOWARD COUNTY
Real Property Data Search

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District - 02 Account Number - 362279

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Property maps provided courtesy of the Maryland Department of Planning ©2004.
For more information on electronic mapping applications, visit the Maryland Department of Planning
web site at www.mdp.state.md.us/webcom/index.html



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Maryland Department of Assessments and Taxation
HOWARD COUNTY
Real Property Data Search

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Name	Account	Street	OWN	OCC	Map	Parcel
<u>BERMAN ROBERT</u>	03 292398	WINSTEAD RD N/A	N		11	13
<u>COLEMAN RONALD K</u>	02 362317	10302 NW WINSTEAD C	1994	H	17	697
<u>FAULKNER ROAN S</u>	02 362260	10303 SE WINSTEAD C	1994	H	17	697
<u>LEE JUN</u>	02 362309	10306 NW WINSTEAD C	1994	H	17	697
<u>DRIBBEN DOUGLAS A</u>	02 362279	10307 SE WINSTEAD C	1994	H	17	697
<u>BERRY ROBERT</u>	02 362295	10310 WINSTEAD CT	1994	H	17	697
<u>OLDHAM THOMAS</u>	02 362287	10311 SW WINSTEAD C	1994	H	17	697

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Street

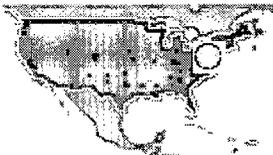
10307 winstead court

City

woodstock

State

md



Longitude Latitude

-76.87416 39.30395



The National Map

10307 Winstead Ct, Woodstock, MD 21163

27 km SW of Baltimore, Maryland, United States 08 April 1993

Download | E-mail | Info | Print | Order Photo | World File

Aerial Photo

Size

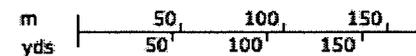
OUT



IN



Image courtesy of the U.S. Geological Survey



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INTERNATIONAL DIRECTORIES | BATCH PEOPLE SEARCHES



Get Started!

GO

SEARCH TOOLS FOR I

Searching for Douglas A Dribben? Find it at Mamma.com

Results: 1 listing matching "dribben, d, MD"

New Search

Modify Search

Printer-Friendly

DRIBBEN, DOUGLAS A

more info

Woodstock, MD 21163-1353 ?
(410) 203-1035 ✓

Save/Customize Listing in:

[My AddressBook](#) or [Outlook](#)

[E-mail Listing to Friends](#)

[Douglas A Dribben, More Info Available](#) [Locate anyone with Public Records](#)

[Did You Go to School with Douglas A Dribben?](#)

[Looking for Douglas A Dribben's Email?](#)

1 of 1

10307 WINSTEAD CT.

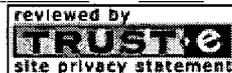


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Robert L. Ehrlich, Jr., Governor
Michael S. Steele, Lt. Governor

Robert L. Flanagan, Secretary
Neil J. Pedersen, Administrator

Maryland Department of Transportation

June 15, 2005

M' Jamie R. Embrey
1515 East Chesapeake Beach Road
Owings MD 20736-9250

Dear M' Embrey:

This letter is a follow-up to your recent email message regarding the Mount Harmony Bridge project near your home on MD 260 (Chesapeake Beach Road) in Owings, Calvert County. I appreciate the opportunity to respond to your question regarding berms and sound barriers.

You wrote: "I want to explore scenic methods of creating sound barriers along Route 260 on my property for traffic noise. Someone told me about "berms" but I cannot seem to find information regarding how to plan and build them. Can you direct me to a source?"

An earthen "berm" is essentially a long mound of earth. It can be an effective means of reducing highway traffic noise if it is high enough to interrupt the direct line of sight between the vehicles and adjacent receivers and long enough that the sound passing around the ends of the berm will be abated sufficiently. In order for a berm to be stable, it does require a lot of space. Its base should, typically, be approximately four times as wide as it is tall. For example, a ten foot high berm would require a base that is a minimum of forty feet wide. The base would actually be slightly wider than forty feet because one would have to have the top of the berm flattened somewhat and several feet wide, this width being added to the overall base width.

There are several web links about earthen berm design. These links are as follows:

Federal Highway Administration (FHWA):
http://www.fhwa.dot.gov/environment/ab_noise.htm

City of Farmington Hills, Michigan:
<http://www.ci.farmington-hills.mi.us/Services/PlanningAndCommDev/DesignGuidelinesAndChecklists/GeneralBerm.asp>

Washington State Department of Transportation:
<http://www.wsdot.wa.gov/EESC/Design/DesignManual/desEnglish/1140.pdf>

British Columbia:
http://www.th.gov.bc.ca/publications/eng_publications/environment/references/Noise_Control_Earth_Berms-Guidelines.pdf

We have also enclosed a copy of the FHWA pamphlet, *Highway Traffic Noise*, which discusses highway traffic noise and some of the means being used to lessen its impact. Earthen berms are briefly discussed. In addition to the FHWA pamphlet, we are including a copy of our brochure, *Community Resource Guide On Sound Barriers*, that outlines the State's Sound Barrier Policy.

My telephone number/toll-free number is 410-545-8640 or 1-800-446-5962
Maryland Relay Service for Impaired Hearing or Speech 1.800.735.2258 Statewide Toll Free

Street Address: 707 North Calvert Street • Baltimore, Maryland 21202 • Phone 410.545.0300 • www.marylandroads.com

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M' Jamie R. Embrey
Page Two

You also expressed concerns regarding access to your driveway, a drainage problem, the intersection of MD 260 and Boyd's Turn Road and possible wildflower plantings. By copy of this letter, we are forwarding the driveway access, drainage and MD 260/Boyd's Turn Road intersection concerns to our District 5 office, located at 138 Defense Highway, Annapolis MD 21401-7041. For your concerns regarding driveway access and the intersection, please do not hesitate to contact Ms. Kimberly Tran, Assistant District Engineer for Traffic, at 410-841-1019 or, by email, at ktran@sha.state.md.us. For your drainage concerns, please do not hesitate to contact Mr. John S. Mays, Assistant District Engineer for Maintenance, at 410-841-1039 or, by email, at jmays@sha.state.md.us. They will be pleased to assist you.

Thank you for email message. If you have additional highway traffic noise-related 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 email, at jhade@sha.state.md.us. He will also be pleased 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 David F. Hale, President, Calvert County Board of County Commissioners
Mr. John S. Mays, Assistant District Engineer for Maintenance, State Highway Administration
The Honorable Thomas V. Mike Miller, Member, Senate of Maryland
The Honorable James E. Proctor, Jr., Member, Maryland House of Delegates
Ms. Kimberly Tran, Assistant District Engineer for Traffic, State Highway Administration
The Honorable Joseph F. Vallario, Jr., Member, Maryland House of Delegates
Mr. Gregory D. Welker, District Engineer, State Highway Administration

M' Jamie R. Embrey
Page Three

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

Serial #: None
OED Serial#: None
Noise Customer #: 2913

Responding to letter dated: Follow-up to 05-13-2005 email from M' Embrey to "shaadmin" with copies to "barrier" and "wildflower"; M' Embrey wrote:

"Good Afternoon--

"I live on Route 260, in Calvert County, almost immediately after the area where the Mount Harmony Bridge construction will begin soon. My address is 1515 East Chesapeake Beach Road, Owings, Maryland.

"I have several areas that I wish to get information on prior to the meeting next Weds at Windy Hill Middle School. I'm not sure if this is County responsibility or State, but due to the upcoming construction, I believe these items need to be looked at.

"1. Lack of turn access into my driveway. I have no turn off lane on Route 260 into my driveway. Currently, traffic comes at full speed over the Mount Harmony Bridge, and from the ramp that goes under the bridge onto Route 260. There is a slight hill, and then my driveway. If I wish to turn into my driveway, I have to slow down dramatically in the right lane with traffic coming up fast behind me. This is a very dangerous situation.

"With the modifications being planned to the bridge, this situation can possibly get worse. What can be done to give me a pull off lane so that I can get out of traffic in order to make a right turn into my drive way?

"2. Drainage. There is a drainage hole on my land by the side of Route 260. There is no grate, and the ground is falling in. We asked someone to take a look at it once, and that's basically all they did. If I try to use this area as a pull off to get out of traffic, I will hit this drainage area, get stuck, and do damage to my car. What can be done to remedy this situation?

"3. Flashing signal at Route 260 and Boyd's Turn Road. This is a very dangerous intersection. It is a four way intersection with a flashing signal. At rush hours, it gets very scary. Both Windy Hill Middle and Elementary School buses must use this intersection to get children to school on Boyd's Turn Road. There is an Ace Hardware store, and on the other side, a little strip shopping mart, with several stores.

"What can be done to install a regular traffic signal, with turn lanes long enough to avoid the back up for cars heading east and making a left onto Boyds Turn Road.

"4. Berms/Sound Barriers. I want to explore scenic methods of creating sound barriers along Route 260 on my property for traffic noise. Someone told me about 'berms' but I cannot seem to find information regarding how to plan and build them. Can you direct me to a source?

"5. I would like more information on getting wildflowers put in the median strip from the Mount Harmony Road Bridge where it feeds Mount Harmony Road into Route 260. How can I get the state to develop this strip with wildflowers. Black-eyed susans would be great, and would come back year after year, and probably require little maintenance."

Saved: 06/08/05 8:46 AM by: T.E. Severe
N:\OED\NOISE\CORRESP\2005\EMBREYJR01.doc

Enclosures:

One copy each of:

- FHWA pamphlet, *Highway Traffic Noise*, dated September 1980
- MDOT/SHA brochure, *Community Resource Guide On Sound Barriers*

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TED SEVERE - Mount Harmony Bridge Project Calvert County

From: Jamie Embrey <JamieG0923@mac.com>
To: <shaadmin@sha.state.md.us>
Date: 05/11/2005 6:08 PM
Subject: Mount Harmony Bridge Project Calvert County
CC: <barrier@sha.state.md.us>, <wildflower@sha.state.md.us>

Good Afternoon--

I live on Route 260, in Calvert County, almost immediately after the area where the Mount Harmony Bridge construction will begin soon. My address is 1515 East Chesapeake Beach Road, Owings, Maryland.

I have several areas that I wish to get information on prior to the meeting next Weds at Windy Hill Middle School. I'm not sure if this is County responsibility or State, but due to the upcoming construction, I believe these items need to be looked at.

1. Lack of turn access into my driveway. I have no turn off lane on Route 260 into my driveway. Currently, traffic comes at full speed over the Mount Harmony Bridge, and from the ramp that goes under the bridge onto Route 260. There is a slight hill, and then my driveway. If I wish to turn into my driveway, I have to slow down dramatically in the right lane with traffic coming up fast behind me. This is a very dangerous situation.

With the modifications being planned to the bridge, this situation can possibly get worse. What can be done to give me a pull off lane so that I can get out of traffic in order to make a right turn into my drive way?

2. Drainage. There is a drainage hole on my land by the side of Route 260. There is no grate, and the ground is falling in. We asked someone to take a look at it once, and that's basically all they did. If I try to use this area as a pull off to get out of traffic, I will hit this drainage area, get stuck, and do damage to my car. What can be done to remedy this situation?
3. Flashing signal at Route 260 and Boyd's Turn Road. This is a very dangerous intersection. It is a four way intersection with a flashing signal. At rush hours, it gets very scary. Both Windy Hill Middle and Elementary School buses must use this intersection to get children to school on Boyd's Turn Road. There is an Ace Hardware store, and on the other side, a little strip shopping mart, with several stores.

What can be done to install a regular traffic signal, with turn lanes long enough to avoid the back up for cars heading east and making a left onto Boyds Turn Road.

4. Berms—Sound Barriers. I want to explore scenic methods of creating sound barriers along Route 260 on my property for traffic noise. Someone told me about "berms" but I cannot seem to find information regarding how to plan and build them. Can you direct me to a source?
5. I would like more information on getting wildflowers put in the median strip from the Mount Harmony Road Bridge where it feeds Mount Harmony Road into Route 260. How can I get the state to develop this strip with wildflowers. Black-eyed susans would be great, and would come back year after year, and probably require little maintenance.

du s/23/05

183

From: JIM HADE
To: TED SEVERE
Date: 05/12/2005 7:57:34 AM
Subject: Fwd: Mount Harmony Bridge Project Calvert County

Ted:

Please prepare a response for citizen (he/she?) Embrey concerning the design of a berm. Since it is apparent that this person is looking for technical information and not a state sponsored solution we can drop the Type I Type II explanation. We could enclose a community resource guide, though, as well as the Federal pamphlet.

Bruce:

We got this on our noise page as well so we will respond directly.

Thanks
Jim

>>> BRUCE KNOTT 05/12/2005 7:07:48 AM >>>
This was on the wildflower e-mail. Can you help this person.

Bruce Knott
8355 Pulaski Hwy
Baltimore, Md. 21237
410 780-6233
BKnott@shastateMD.US

>>> Jamie Embrey <JamieG0923@mac.com> 05/11/2005 7:07:40 PM >>>
Good Afternoon--

I live on Route 260, in Calvert County, almost immediately after the area where the Mount Harmony Bridge construction will begin soon. My address is 1515 East Chesapeake Beach Road, Owings, Maryland.

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CC: BRUCE KNOTT; DAN UEBERSAX; NICOLE ROSS

Customer Info. View for 2003

Wednesday, June 08, 2005 08:48 AM

Admin

ID #	MAP	DATE	Letter or Phone on	LAST NAME	FIRST NAME	Active?
2913		05/12/2005	Email	EMBREY	Mr. Jamie R.	<input checked="" type="checkbox"/>
STREET#	STREET NAME	COUNTY	CITY (Post office)	ZIP CODE	Representative stat	
1515	Chesapeake Beach Road East	CA	Owings	20736-9250	private	



Elected Official whom has communicated directly to us on this cu

DAY PHONE	HOME PHONE	E-Mail address	COMMUNITY	HDR Dbase Link
	410-257-6918	JamieG0923@mac.	Paris Pines	

Logical Project Limit: ROADWAY: MD 260 Barrier Nam

EB MD 260 between Paris Pines Court and Paris Estates Court

RESPONSE: INQUIRY: 2nd Contact

wants info about berms for noise abatement on his property

Last Contact	Researcher	Primary SHA Contact
05/11/2005		None

Construction Projects

FILE LOCATION: OTHER: Current commitm

Do we owe a letter Letter Commit due da 05/20/2005

Letter signed dat Reason Letter is Lat n/a

LAST action

5-11-05 Mr. Embrey emailed "shaadmin" w/"barrier" & "wildflower" as CCs; among other concerns he wants info on "scenic methods of creating sound barriers" by constructing berms on his prop for noise abatement

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

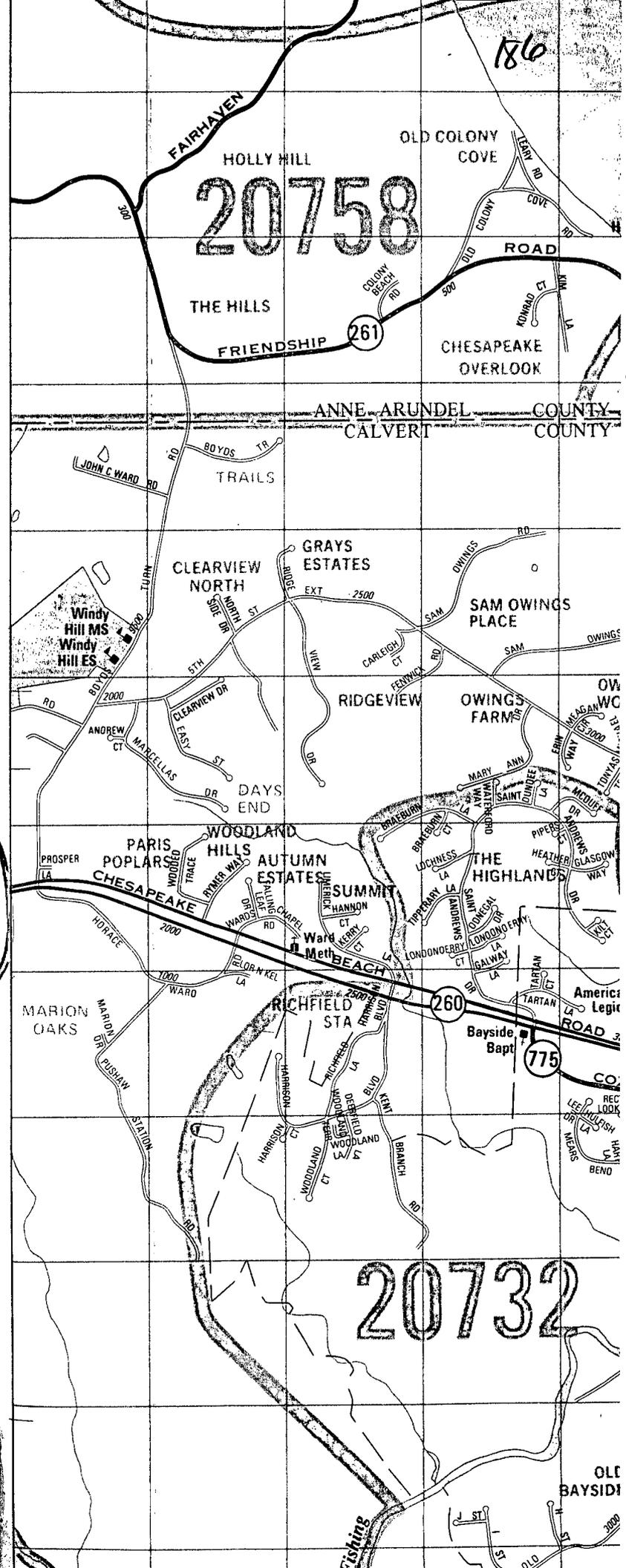
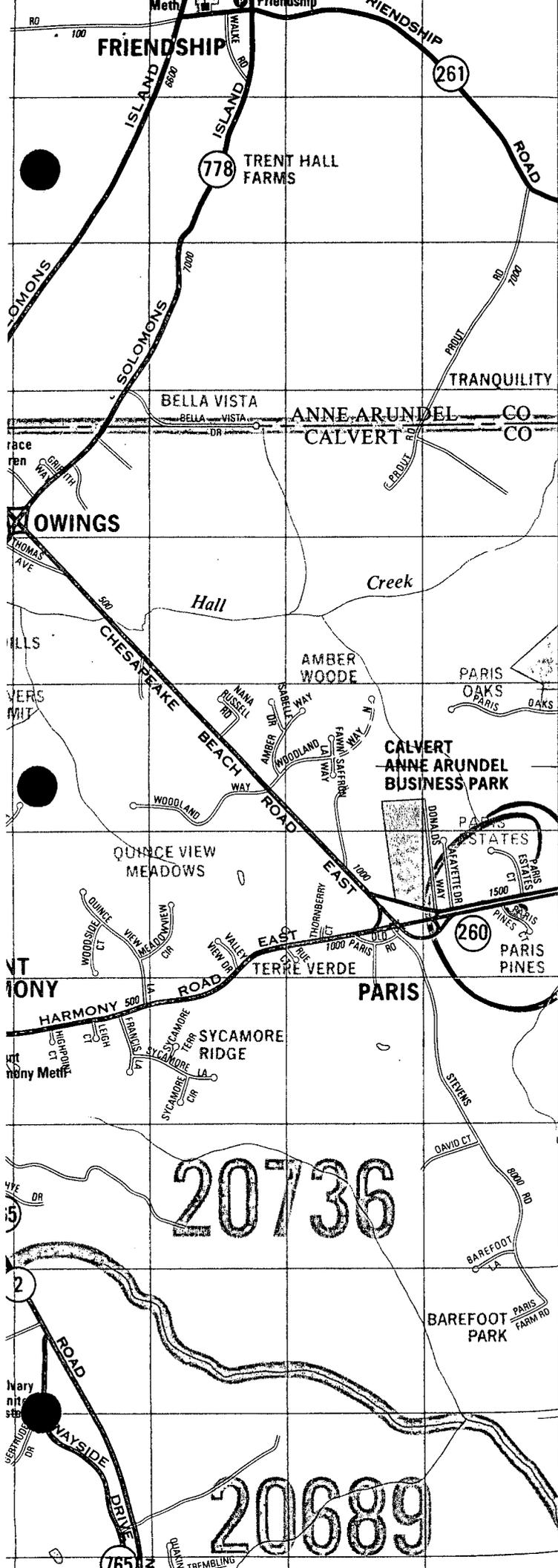
05-12-2005 Owner of Record, as of 09-24-2001, is Mr. John G. Tool. No telephone listing for "John G. Tool"

All Elected Officials: 05-2005 EO's Dist. 27A Sen. Thomas V. Mike Miller, Jr.; Dels. James E. Proctor, Jr.; Joseph F. Vallario, Jr.; CA BD of Comm. David F. Hale, President

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

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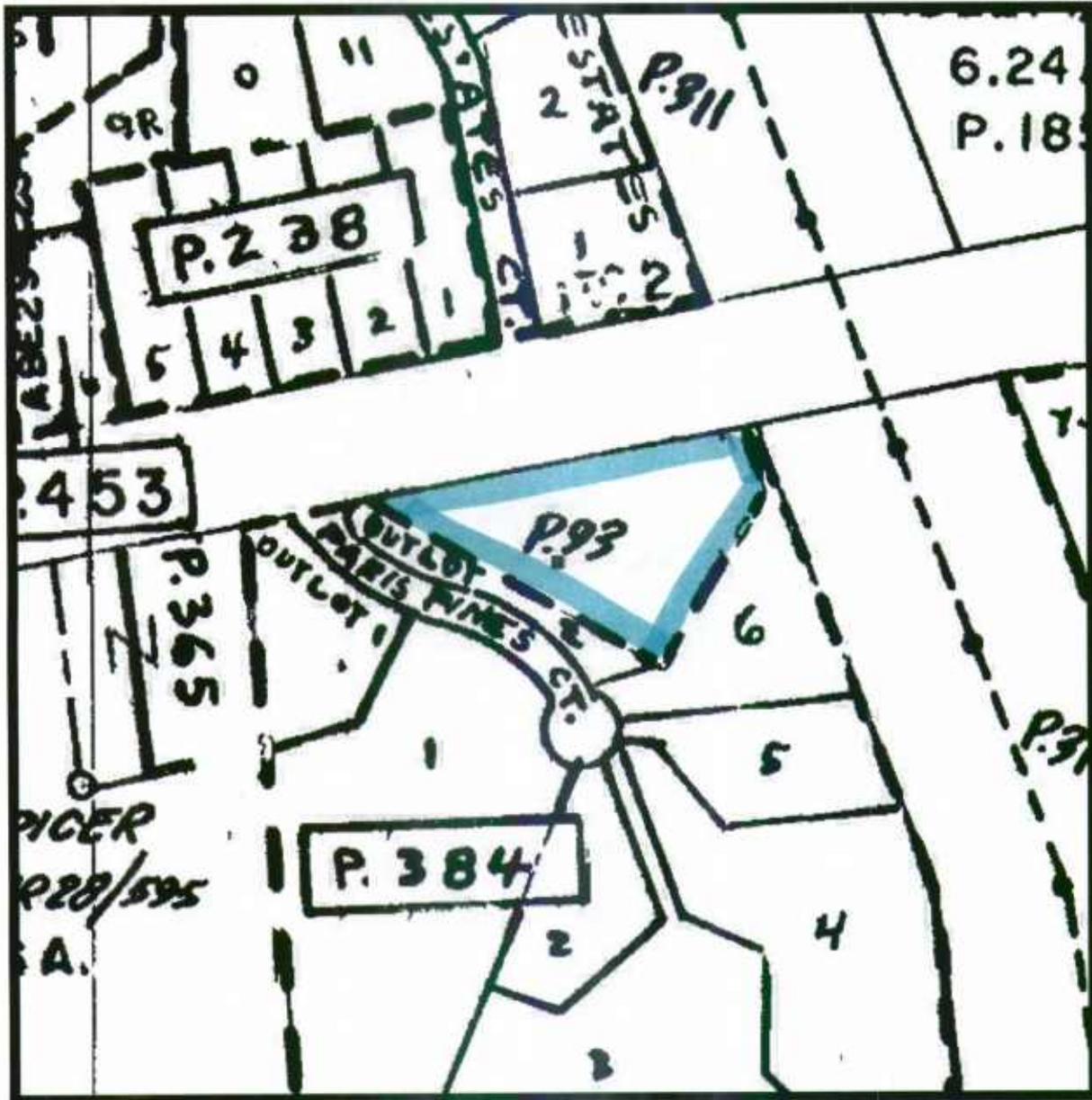
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District - 03 Account Number - 002799



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web site at www.mdp.state.md.us/webcom/index.html

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Image Date: 01-Jun-2001

The image shows an aerial satellite view of a road and surrounding forested area. The interface includes directional pan buttons: "Pan North" at the top, "Pan South" at the bottom, "Pan West" on the left, and "Pan East" on the right. A "GlobeXplorer" logo is visible in the top right corner of the image. Below the image is a toolbar with "Zoom Out" and "Zoom In" buttons, a vertical zoom slider, and a "Pan" button with an upward arrow. Below the zoom controls are buttons for "Nation", "Region", "City", "Street", and "House". A copyright notice at the bottom left of the image reads "@ 2005 Globexplorer, AirPhotoUSA".

Interact Tools

Two interactive tool icons are shown: "Zoom Tool" and "Pan Tool". The "Zoom Tool" icon depicts a hand holding a magnifying glass over a map, and the "Pan Tool" icon depicts a hand moving a map.

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 Paris, Maryland, United States 4/8/1993

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Street
1515 e chesapeake beach rd

City
owings

State
md



Longitude Latitude
 -76.57783 38.70211

Size

OUT

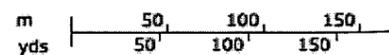


IN

Aerial Photo



Image courtesy of the U.S. Geological Survey



House and Home Demographics:

Schools, Crime and Demographics for 20736

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Michael S. Steele, *Lt. Governor*

Robert L. Flanagan, *Secretary*
Neil J. Pedersen, *Administrator*

Maryland Department of Transportation

May 6, 2005

Mr. David Esslinger
300 Jody Way
Lutherville-Timonium MD 21093-2919

Dear Mr. Esslinger:

This letter is a follow-up to your recent email regarding the sound barrier for the Pine Valley community along southbound I-83 from the Pine Wood Elementary School and Timonium Road 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. At this time, we have no plans to improve this portion of I-83 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—communities may be considered for our "Type II," or "retrofit," sound barrier 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. A number of criteria must be met for a Type II barrier to be approved. First, the county in which the community is located must have an ordinance that addresses the impact of highway traffic noise on new residential development. In addition, the highway in question must be a controlled-access highway (one with interchanges rather than at-grade intersections). If both of these conditions exist, then all of the following technical criteria must also be met: the majority of impacted homes must predate the highway; existing noise levels must equal or exceed the 66-decibel impact threshold; and it must be possible to build an effective barrier for \$50,000 or less per benefited home. If all of these criteria are met, the county must then agree to fund 20 percent of the barrier cost.

The State Highway Administration has evaluated the Pine Valley community's eligibility for our Type II sound barrier program as outlined above. Our evaluation determined that the Pine Valley community met the criteria for a Type II sound barrier and the barrier was constructed in 1989. The barrier is intended to protect the homes located along Deep Dale Road up to the Pine Wood Elementary School. The school itself is located quite a distance back from I-83 and its outdoor athletic fields are considered to not be noise-sensitive in their use. Sound barriers are intended to reduce the highway traffic noise levels for the communities adjacent to them and are not intended for use as "safety barriers" to the adjacent highway.

My telephone number/toll-free number is 410-545-8640 or 1-800-446-5962
Maryland Relay Service for Impaired Hearing or Speech 1.800.735.2258 Statewide Toll Free

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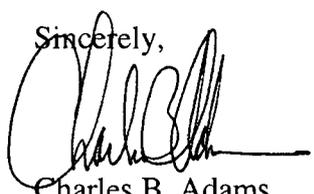
Mr. David Esslinger
Page Two

You indicate that the existing sound barrier is *"in place on the West side of I-83 from Timonium Road North up to Pinewood Elementary School [and] the barrier again resumes further North around Mays Chapel."*

The existing barrier ends near the Pine Wood Elementary School and there is no sound barrier north of the school. There is an earthen berm that is part of the Mays Chapel Village community north of the school and was created by and as part of the Mays Chapel community. The Mays Chapel Village community has been evaluated for its eligibility for our Type II sound barrier program. Our evaluation determined that the May Chapel Village community was built after the opening of I-83 in 1962. Based on this information, the Mays Chapel Village community is not eligible for our Type II sound barrier program.

Thank you for your email 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 email at nross@sha.state.md.us. She will be pleased to assist you.

Sincerely,



Charles B. Adams
Director
Office of Environmental Design

- cc: The Honorable Jon S. Cardin, Member, Maryland House of Delegates
- The Honorable Paula C. 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

Mr. David Esslinger
Page Three

bcc: James D. Hade, RLA, Noise Abatement Team Leader, State Highway Administration
Mr. T.E. Severe, Administrative Assistant, Noise Abatement Team, State Highway Administration
Ms. Frances Ward, Community Liaison, State Highway Administration

Serial #: None

OED Serial#: None

Noise Customer #: 2905

Responding to letter dated: Follow-up to 04-26-2005 email from Mr. Esslinger to "barrier";
Mr. Esslinger wrote:

"There is currently a sound barrier in place on the West side of I-83 from Timonium Road North up to Pinewood Elementary School. The barrier again resumes further North around Mays Chapel. I was wondering why the barrier ends at the school. The school is impacted by the noise generated by I-83 as well as the resident surrounding the school. A barrier along this stretch of highway would also reduce the likelihood of children climbing the fence currently in place and attempting to cross the highway. I believe that there was just such a fatality within the past few years."

Saved: 04/26/05 3:58 PM by: T.E. Severe

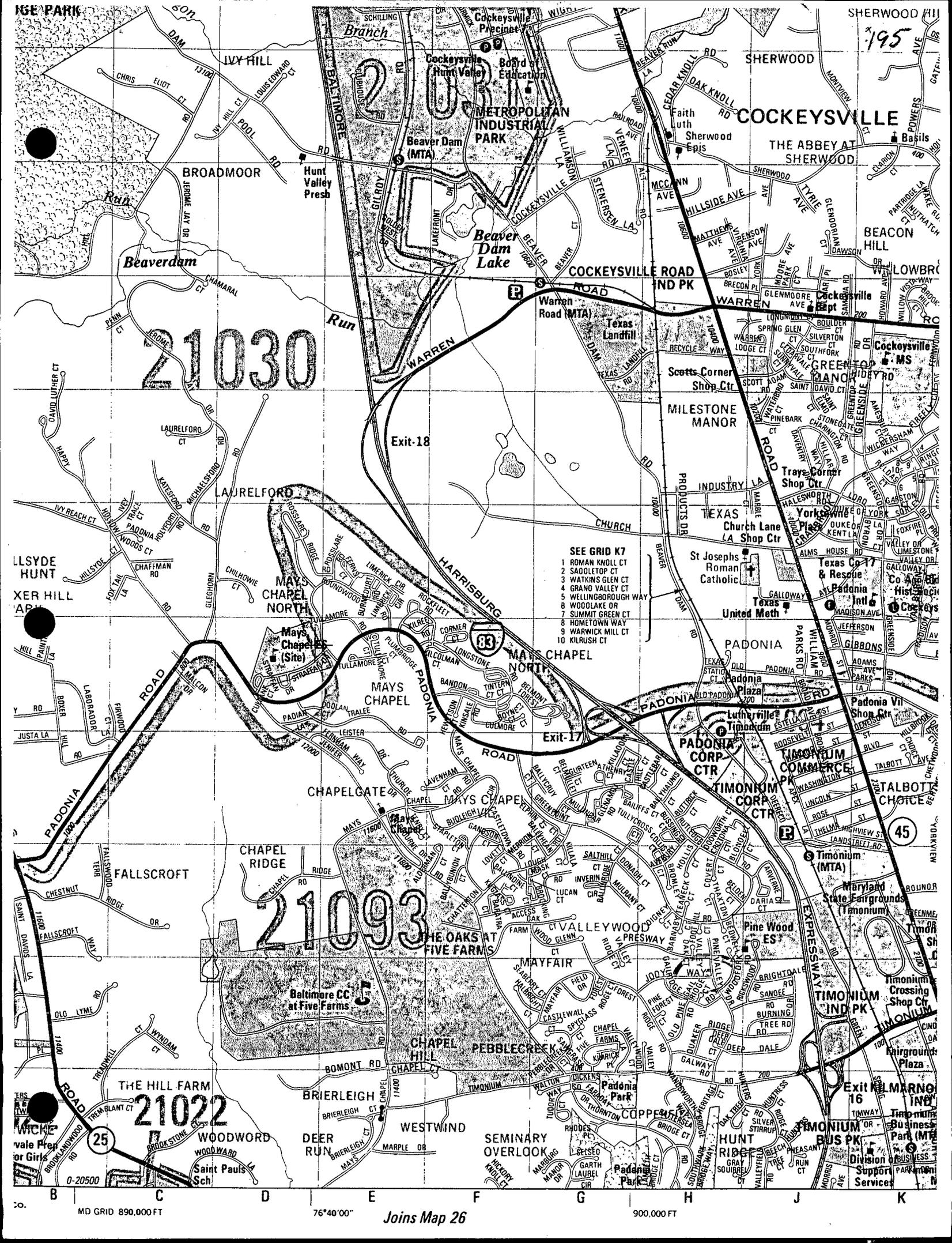
N:\OED\NOISE\CORRESP\2005\ESSLINGERD01.doc

194

From: "Esslinger, David" <David.Esslinger@bdk.com>
To: <barrier@sha.state.md.us>
Date: 04/26/2005 1:14:06 PM
Subject: I-83 Sound Barrier

There is currently a sound barrier in place on the West side of I-83 from Timonium Road North up to Pinewood Elementary School. The barrier again resumes further North around Mays Chapel. I was wondering why the barrier ends at the school. The school is impacted by the noise generated by I-83 as well as the residents surrounding the school. A barrier along this stretch of highway would also reduce the likelihood of children climbing the fence currently in place and attempting to cross the highway. I believe that there was just such a fatality within the past few years.

David Esslinger



21030

21093

21022

- SEE GRID K7
- 1 ROMAN KNOLL CT
 - 2 SADDLETOP CT
 - 3 WATKINS GLEN CT
 - 4 GRAND VALLEY CT
 - 5 WELLINGBOROUGH WAY
 - 6 WOODLAKE OR
 - 7 SUMMIT GREEN CT
 - 8 HOMETOWN WAY
 - 9 WARWICK HILL CT
 - 10 KILRUSH CT

Customer Info. View for 2003				Tuesday, April 26, 2005 03:23 PM		Admin	
ID #:	MAP	DATE:	Letter or Phone on	LAST NAME:	FIRST NAME:	Active?	
2905		04/26/2005	Email	ESSLINGER	Mr. David	<input checked="" type="checkbox"/>	
STREET#:	STREET NAME:		COUNTY:	CITY (Post office):	ZIP CODE:	Representative stat	
300	Jody Way		BA	Lutherville-Timoni	21093-2919	private	
Elected Official whom has communicated directly to us on this cu							Find Next
DAY PHONE:	HOME PHONE:	E-Mail address:		COMMUNITY:	HDR Dbase Link		
	410-560-0065	Esslinger@bdk.com		Valley Wood/Pine Valley			
Logical Project Limit:	ROADWAY:	I-83	Barrier Nam				
SB I-83 from Pinewood Elementary School to Timonium Rd							
RESPONSE:	INQUIRY:			2nd Contact			
describe Type I & II criteria; no plans to improve this area of I-83 warranting Type I eval; Mays Chapel comm fails Type II for date; barrier not intended for safety barrier				Why no barrier adjacent to Pinewood Elem School?			
FILE LOCATION:		OTHER:	Current commitm	Construction Projects			
			none	None			
Do we owe a letter?	Letter Commit due da	05/04/2005	Last Conta	Researcher	Primary SHA Contact		
<input checked="" type="checkbox"/>	Letter signed dat		04/25/2005		None		
LAST action	Reason Letter is Lat		n/a				
4-26-05 Mr. Esslinger emailed "barrier"; wants to know why no barrier behind Pinewood Elem School; barrier would prevent children from climbing fence & trying to cross I-83							
Comments: This field can not be sorted or searched. OPPE or Hwy rep.current type I I							
All Elected Officials: 04-2005 EO's Dist. 11 Sen. Paula C. Hollinger; Dels. Jon S. Cardin; Dan K. Morhaim; Robert A. Zirkin; BA Cndl T. Bryan Mcnitire							
Comment Journal, and letter hyperlinks \\shadgn\vol1\user\oed\Noise\Dbase\Customer_notes\							
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Account Identifier: District - 08 Account Number - 0805019440

Owner Information

Owner Name: ESSLINGER DAVID Use: RESIDENTIAL
ESSLINGER CARIN
Principal Residence: YES
Mailing Address: 300 JODY WAY RD Deed Reference: 1) /16732/ 204
LUTHERVILLE TIMONIUM MD 21093-2919 2)

(410) 560-0065 em: David.Esslinger@bdk.com

Location & Structure Information

Premises Address
300 JODY WAY

Legal Description

300 JODY WAY
VALLEY WOOD

Map	Grid	Parcel	Sub District	Subdivision	Section	Block	Lot	Assesment Area	Plat No:
60	4	563			2	F	25	2	Plat Ref: 29/ 13

Special Tax Areas	Town Ad Valorem Tax Class
Primary Structure Built 1963	Enclosed Area 2,117 SF
Stories 2	Property Land Area 15,929.00 SF
Basement NO	County Use 04
Type SPLIT LEVEL	Exterior FRAME

Value Information

	Base Value	Phase-in Assessments		
		Value As Of 01/01/2005	As Of 07/01/2004	As Of 07/01/2005
Land:	67,480	108,730		
Improvements:	158,440	218,540		
Total:	225,920	327,270	225,920	259,703
Preferential Land:	0	0	0	0

Transfer Information

Seller: ANDERSON KEVIN P Date: 08/21/2002 Price: \$302,000
Type: IMPROVED ARMS-LENGTH Deed1: /16732/ 204 Deed2:
Seller: EDDY TERESA A Date: 08/05/1981 Price: \$122,500
Type: IMPROVED ARMS-LENGTH Deed1: / 6315/ 517 Deed2:
Seller: Date: Price:
Type: Deed1: Deed2:

Exemption Information

Partial Exempt Assessments	Class	07/01/2004	07/01/2005
County	000	0	0
State	000	0	0
Municipal	000	0	0

Tax Exempt: NO
Exempt Class:

EOS DIST. B1 Sen Paula C. Hollinger
Del. Tom S. Carlin
Dan K. Morhain
Robert A. Finken

Special Tax Recapture:

* NONE *

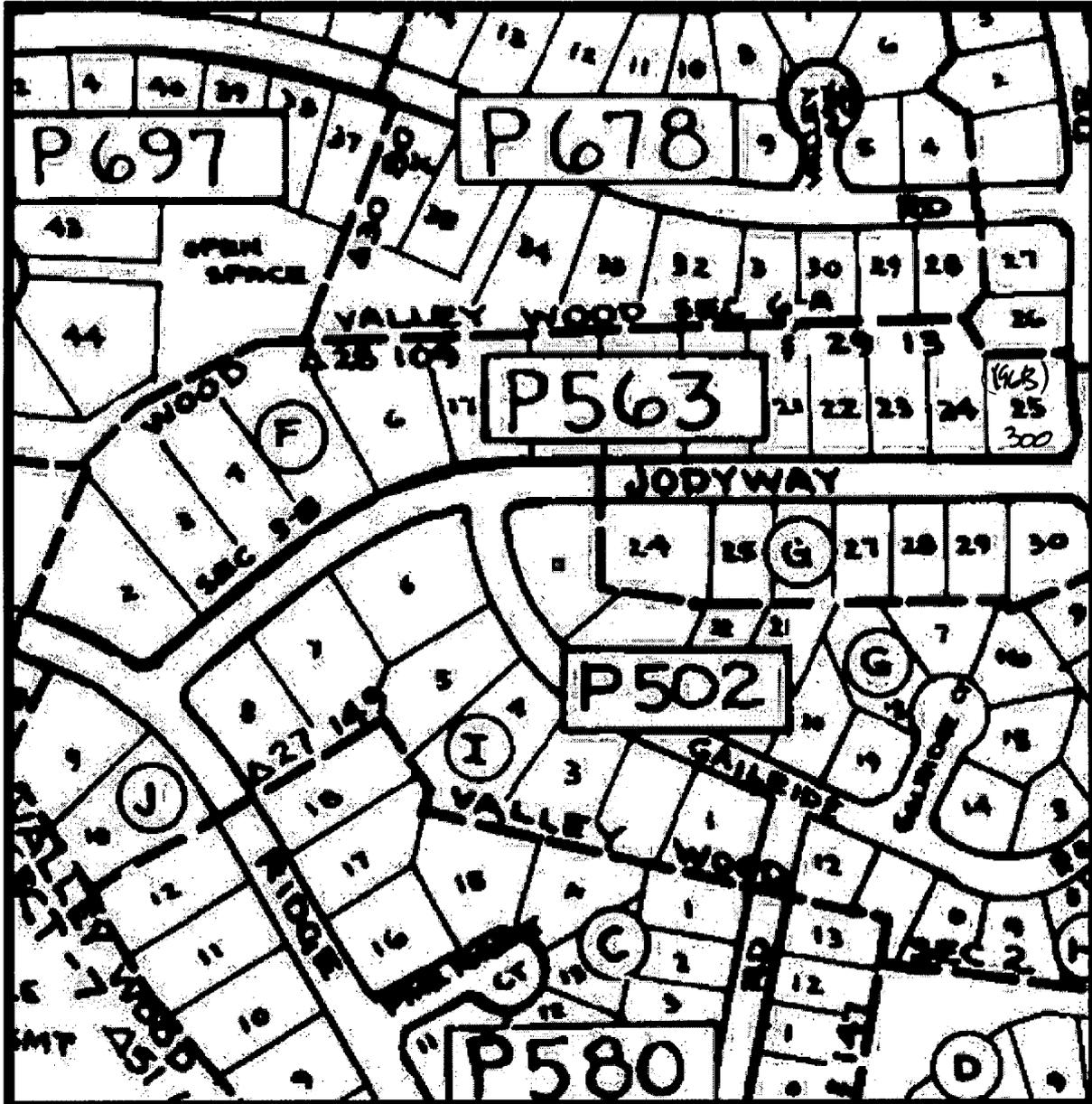
BALLO T. Bryja McIntire



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 Baltimore, Maryland, United States 4/4/1994

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State



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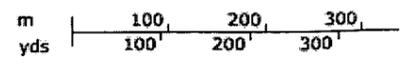
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- Schools, Crime and Demographics for 21030
 - Schools, Crime and Demographics for 21093

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ESSLINGER, DAVID K & CARIN

more info
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Lutherville, MD 21093-2919
(410) 560-0065

David K & Carin Esslinger, More Info Available.
Locate anyone with Public Records.
Find High School Info on David K & Carin Esslinger
Looking for David K & Carin Esslinger's Email?

Save/Customize Listing in:
My AddressBook or Outlook
E-mail Listing to Friends

1 of 2

ESSLINGER, J WARREN more info

14 Dublin Dr
Lutherville Timonium, MD 21093-5404
(410) 825-4468

J Warren Esslinger, More Info Available.
Locate anyone with Public Records.
Find High School Info on J Warren Esslinger
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2 of 2

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Name	Account	Street	OWN OCC	Map Parcel
<u>ESSLINGER DAVID</u>	08 0805019440	300 JODY WAY	H	60 563
<u>BONNER KEVIN M</u>	08 0803069020	301 JODY WAY	H	60 563
<u>DWYER RALPH D3RD</u>	08 0812061210	302 JODY WAY	H	60 563
<u>DYKMAN WILLIAM</u>	08 0804087120	303 JODY WAY	H	60 563
<u>KRONEBERGER ROBER</u>	08 0822001310	304 JODY WAY	H	60 563
<u>PASSMAN PHILIP C</u>	08 0805063530	305 JODY WAY	H	60 563
<u>WINGARD WILLIAM F</u>	08 0813043000	306 JODY WAY	H	60 563
<u>BRANDAU BEVERLY J</u>	08 0808006640	307 JODY WAY	H	60 563
<u>JUNKIN DAVID E</u>	08 0804002810	308 JODY WAY	H	60 563
<u>MCCOY MARK B</u>	08 0812002550	309 JODY WAY	H	60 563
<u>KOZLAY DOUGLAS E</u>	08 0811018610	310 JODY WAY	H	60 563
<u>SULPAR TODD B</u>	08 0816003610	311 JODY WAY	H	60 563
<u>RUSSO FRANK A</u>	08 0818072740	312 JODY WAY	H	60 563
<u>MARSHALL STEPHEN</u>	08 0808005170	313 JODY WAY	H	60 563
<u>SWORD STEPHEN T</u>	08 0816080070	314 JODY WAY	H	60 563
<u>KRAJEWSKI CLAIRE</u>	08 0812025150	316 JODY WAY	H	60 563
<u>BOOTE JOHN TJR</u>	08 0822001471	318 JODY WAY	H	60 563
<u>DELORENZO DOLORES</u>	08 0810046690	319 JODY WAY	H	60 502
<u>BROOKS DANIEL</u>	08 0820045970	320 JODY WAY	H	60 563
<u>CYPHERS MICHAEL C</u>	08 0819010750	321 JODY WAY	H	60 502
<u>SLATER BARBARA R</u>	08 0812084720	322 JODY WAY	H	60 502
<u>HOPF EDWARD WSR</u>	08 0808070060	323 JODY WAY	H	60 502
<u>EVANS L ROBERT</u>	08 0810046730	324 JODY WAY	H	60 563
<u>WATKINS EDITH FAR</u>	08 0811017930	326 JODY WAY	H	60 502

302

F



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Robert L. Ehrlich, Jr., *Governor*
Michael S. Steele, *Lt. Governor*

Robert L. Flanagan, *Secretary*
Neil J. Pedersen, *Administrator*

Maryland Department of Transportation

March 3, 2005

Mr. Zach Fisch
FSH Associates
8318 Forrest Street
Ellicott City MD 21043-4769

Dear Mr. Fisch:

Thank you for your telephone call requesting information on the sound barrier for the Hunt Club Estates community, located along northbound I-95 just south of the Montgomery Road overpass in Howard County. Enclosed is a copy of the display given out by the State Highway Administration at the Hunt Club Estates community informational meeting held February 5, 2003. The display shows the location of the sound barrier for the Hunt Club Estates running adjacent to Bauman Drive. The property that will become 5910 Hunt Club Road is located next to 5914 Hunt Club Road, near the center of the sound barrier currently under construction. The information on the display was obtained from the noise barrier design developed in the Traffic Noise Model (TNM) for the Hunt Club Estates project.

Thank you again for your telephone call. If you have any additional questions, please do not hesitate to contact me at 410-545-8599 or 1-800-446-5962 or, by email, at jhade@sha.state.md.us.

Sincerely,

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

Enclosure

cc: Mr. Charles B. Adams, Director, Office of Environmental Design, State Highway Administration
Mr. Robert L. Fisher, District Engineer, State Highway Administration

My telephone number/toll-free number is 410-545-8640 or 1-800-446-5962
Maryland Relay Service for Impaired Hearing or Speech 1.800.735.2258 Statewide Toll Free

Street Address: 707 North Calvert Street • Baltimore, Maryland 21202 • Phone 410.545.0300 • www.marylandroads.com

204

Mr. Zach Fisch
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, State Highway Administration

Serial #: None

OED Serial#: None

Noise Customer #:

Responding to letter dated: Follow-up to 03-02-2005 telephone conversation between Mr. Fisch and Mr. James Hade regarding the sound barrier currently under construction for the Hunt Club Estates community in HO Co and a parcel within the community to be developed and become "5910 Hunt Club Road."

Saved: 03/02/05 11:59 AM by: T.E. Severe

N:\OED\NOISE\CORRESP\2005\FISCHZ01.doc

Enclosure:

One copy of display from the 02-05-2003 SHA-hosted community meeting for Hunt Club Estates – also includes typical cross-sections

205

G



506

Robert L. Ehrlich, Jr., *Governor*
Michael S. Steele, *Lt. Governor*

Robert L. Flanagan, *Secretary*
Neil J. Pedersen, *Administrator*

Maryland Department of Transportation

May 31, 2005

Ms. Carol B. Gordon
President, Rosemont Citizens Association
9200 Rosemont Drive
Gaithersburg MD 20910-1514

Dear Ms. Gordon:

This letter is a follow-up to our recent email to you from Ms. Nicole Ross, of our staff, regarding the status of the noise level measurement study for the Rosemont community adjacent to eastbound I-370 between the interchanges for I-370/South Frederick Avenue and I-370/I-270 in Montgomery County. I appreciate the opportunity to provide the following update.

The Rosemont Community Highway Noise Measurement Report has been completed and a copy is enclosed for your use. The highway noise measurements were taken in July 2004 and April 2005. The highway noise analysis has determined that no residences in the Rosemont community study area experience noise levels that exceed the State Highway Administration impact threshold of 66 decibels. This is consistent with the expectations outlined in the 1982 Final Environmental Statement for the I-370 project. In that document the anticipated maximum noise levels, for the design year of 2006, were not greater than 66 dBA.

Thank you for your continued patience and understanding while we conducted this study. If you have additional questions regarding the noise study, please do not hesitate to contact Mr. Kenneth D. Polcak, our Noise Abatement Team's Environmental Analyst, at 410-545-8601 or 1-800-446-5962 or, by email, at kpolcak@sha.state.md.us. He will be pleased 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
Mr. Philip J. Lanciano
Mr. Ollie Mumpower, Director, Engineering Services, City of Gaithersburg
Mr. Kenneth D. Polcak, Environmental Analyst, State Highway Administration
The Honorable Luiz R.S. Simmons, Member, Maryland House of Delegates
Mr. Charlie K. Watkins, District Engineer, State Highway Administration

My telephone number/toll-free number is _____

Maryland Relay Service for Impaired Hearing or Speech 1.800.735.2258 Statewide Toll Free

107

Ms. Carol B. Gordon
Page Two

bcc: James D. Hade, RLA, Noise Abatement Team Leader, State Highway Administration
Mr. T.E. Severe, Administrative Assistant, Noise Abatement Team, State Highway
Administration
Ms. Karen Arnold, Office of Planning and Preliminary Engineering , MD SHA.

Serial #: None

OED Serial#: None

Noise Customer #: 2887

Responding to letter dated: Follow-up to 03-08-2005 email from Ms. Nicole Ross to Ms. Gordon apologizing for the length of time to perform the Rosemont noise level study; barring inclement weather the study was anticipated to be completed by the end of April 2005.

Saved: 04/29/05 1:11 PM by: T.E. Severeha9999z

N:\OED\NOISE\CORRESP\2005\GORDONCB01.doc

Enclosure:

One copy of letter report of results of *Rosemont Community Highway Noise Measurement Report – Final, Montgomery County, Maryland, Interstate 370 – Westbound*, May 2005, conducted by Whitman Requardt & Associates, LLP (Mr. Ken Bauer) (14 pages including 11 x 17 fold-out map)

208

From: JIM HADE
To: KEN POLCAK
Date: 05/09/2005 11:29:37 AM
Subject: Re: Noise study for Rosemont Subdivision in Gaithersburg

Ken:

This letter indicates an end of April response date.

Please provide response information to Ted by the end of today so we can respond to this community.

Thanks
Jim

James Hade, RLA
Noise Abatement Team Leader
Maryland State Highway Administration
Ph 410-545-8599
Fx 410-209-5003

>>> NICOLE ROSS 03/08/2005 6:08:16 PM >>>
Dear Mrs. Gordon,

Thank you for your recent e-mail regarding the status of the State Highway Administration's (SHA) noise level measurement study for the Rosemont community adjacent to eastbound I-370 between the interchanges for I-270/I-370/Frederick Avenue in Montgomery County. I appreciate your patience and the opportunity to provide the following information.

The noise study for the Rosemont community is still on-going. We anticipated being able to provide the results of the study by the end of January 2005; however, the various weather conditions (high winds, persistent snow on the ground, precipitation, etc.) have caused a delay in the completion of the study. We also apologize for not providing you with an update in a timely manner; however, once the results become available, we will provide you and the rest of the affected parties with a copy of the noise study. We anticipate being able to provide results by the end of April 2005, weather permitting (no precipitation, no snow on the ground, wind less than 10 miles per hour, etc.).

Thank you again for your continued patience and understanding while we have been conducting this study. Thank you also for your continuing interest in the State's Sound Barrier Program. If you have additional questions or concerns, please do not hesitate to contact me at 410-545-8616 or 1-800-446-5962 or, by e-mail, at nross@sha.state.md.us.

Sincerely,
Nicole Ross
Special Assistant to the Director
Office of Environmental Design

Nicole Ross
Special Assistant to the Director of Environmental Design
Maryland State Highway Administration, C-303
707 N. Calvert Street
Baltimore, Maryland 21202
410-545-8616 (office)
410-209-5003 (fax)
nross@sha.state.md.us

>>> "Carol Gordon" <cbgordon@verizon.net> 02/24/2005 4:32:32 PM >>>

209

Ms. Ross:

I left a voice mail message for you several days ago and have not heard back from you. I just tried calling again and got your voice mail. The menu said to press 0 if you needed to speak to someone, and that led to yet another voice mail. Therefore, I am trying this means of communication in the hopes of reaching you.

My name is Carol Blum Gordon and I am the president of the Rosemont Citizens Association. Rosemont is the subdivision in Gaithersburg in which a noise study is supposedly taking place. The study was to have been conducted during the summer of 2004 by the firm of Whitman, Requardt & Associates and Kenneth Polcak was the contact in your agency. The study was not concluded but rescheduled for January, 2005. To date, I have not received any information about the status of this study.

Interesting, but I found out a letter was sent from Mr. Adams to one of our residents, Phillip Lanciano and to an engineer for the City of Gaithersburg, Ollie Mumpower. I found out about these letters because Mr. Adams sent copies of these letters to several local elected officials, including my husband, Delegate Michael R. Gordon. I would greatly appreciate being put back into the information loop regarding this issue and not have to rely on getting information on a second-hand basis.

As Mr. Adams has designated you as the person who "will be pleased to assist you", I would request that you provide me with a status report on this study. Several of our residents are getting impatient for answers. You may contact me as follows:

Carol Blum Gordon, President
Rosemont Citizens Association
9200 Rosemont Drive
Gaithersburg, MD 20877-1514
Phone: 301-330-1897
Fax: 301-330-4431
Eddress: cbgordon@verizon.net

Thank you very much for your prompt attention to this request.

Carol B. Gordon

CC: DAN UEBERSAX; Gary Bush; NICOLE ROSS; TED SEVERE

210

From: JIM HADE
To: KEN POLCAK
Date: 05/09/2005 11:29:37 AM
Subject: Re: Noise study for Rosemont Subdivision in Gaithersburg

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James Hade, RLA
Noise Abatement Team Leader
Maryland State Highway Administration
Ph 410-545-8599
Fx 410-209-5003

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Thank you again for your continued patience and understanding while we have been conducting this study. Thank you also for your continuing interest in the State's Sound Barrier Program. If you have additional questions or concerns, please do not hesitate to contact me at 410-545-8616 or 1-800-446-5962 or, by e-mail, at nross@sha.state.md.us.

Sincerely,
Nicole Ross
Special Assistant to the Director
Office of Environmental Design

Nicole Ross
Special Assistant to the Director of Environmental Design
Maryland State Highway Administration, C-303
707 N. Calvert Street
Baltimore, Maryland 21202
410-545-8616 (office)
410-209-5003 (fax)
nross@sha.state.md.us

>>> "Carol Gordon" <cbgordon@verizon.net> 02/24/2005 4:32:32 PM >>>

211

Ms. Ross:

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Interesting, but I found out a letter was sent from Mr. Adams to one of our residents, Phillip Lanciano and to an engineer for the City of Gaithersburg, Ollie Mumpower. I found out about these letters because Mr. Adams sent copies of these letters to several local elected officials, including my husband, Delegate Michael R. Gordon. I would greatly appreciate being put back into the information loop regarding this issue and not have to rely on getting information on a second-hand basis.

As Mr. Adams has designated you as the person who "will be pleased to assist you", I would request that you provide me with a status report on this study. Several of our residents are getting impatient for answers. You may contact me as follows:

Carol Blum Gordon, President
Rosemont Citizens Association
9200 Rosemont Drive
Gaithersburg, MD 20877-1514
Phone: 301-330-1897
Fax: 301-330-4431
Eddress: cbgordon@verizon.net

Thank you very much for your prompt attention to this request.

Carol B. Gordon

CC: DAN UEBERSAX; Gary Bush; NICOLE ROSS; TED SEVERE

212

From: NICOLE ROSS
To: TED SEVERE
Date: 04/29/2005 9:51:15 AM
Subject: Fwd: Re: Noise study for Rosemont Subdivision in Gaithersburg

Ted,

Please initiate a folder for our response to Ms. Carol Gordon. "I will send you our last e-mail response to Ms. Gordon shortly. Thanks,

Nicole

>>> KEN POLCAK 04/25/2005 3:32:09 PM >>>
Cool..... finishing up the review of the second round testing stay tuned.....
Thanks for the friendly reminder..... I do appreciate it.

Ken

>>> NICOLE ROSS 04/25/2005 3:27:53 PM >>>
Ken,

This is just a friendly reminder about our response that is due to Ms. Carol Gordon. Please see attached.
Thanks,

Nicole

CC: JIM HADE; KEN POLCAK

213

From: NICOLE ROSS
To: TED SEVERE
Date: 04/29/2005 9:52:11 AM
Subject: Fwd: Re: Noise study for Rosemont Subdivision in Gaithersburg

Here's the e-mail that was sent to Ms. Gordon on March 8th. We will send her another response via e-mail.

CC: JIM HADE; KEN POLCAK

214

From: NICOLE ROSS
To: Carol Gordon
Date: 03/08/2005 6:08:16 PM
Subject: Re: Noise study for Rosemont Subdivision in Gaithersburg

Dear Mrs. Gordon,

Thank you for your recent e-mail regarding the status of the State Highway Administration's (SHA) noise level measurement study for the Rosemont community adjacent to eastbound I-370 between the interchanges for I-270/I-370/Frederick Avenue in Montgomery County. I appreciate your patience and the opportunity to provide the following information.

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Thank you again for your continued patience and understanding while we have been conducting this study. Thank you also for your continuing interest in the State's Sound Barrier Program. If you have additional questions or concerns, please do not hesitate to contact me at 410-545-8616 or 1-800-446-5962 or, by e-mail, at nross@sha.state.md.us.

Sincerely,
Nicole Ross
Special Assistant to the Director
Office of Environmental Design

Nicole Ross
Special Assistant to the Director of Environmental Design
Maryland State Highway Administration, C-303
707 N. Calvert Street
Baltimore, Maryland 21202
410-545-8616 (office)
410-209-5003 (fax)
nross@sha.state.md.us

>>> "Carol Gordon" <cbgordon@verizon.net> 02/24/2005 4:32:32 PM >>>
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215

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Carol Blum Gordon, President
Rosemont Citizens Association
9200 Rosemont Drive
Gaithersburg, MD 20877-1514
Phone: 301-330-1897
Fax: 301-330-4431
Eddress: cbgordon@verizon.net

Thank you very much for your prompt attention to this request.

Carol B. Gordon

CC: CHARLES ADAMS; JIM HADE; KEN POLCAK

216

Customer Info. View for 2003				Friday, April 29, 2005 02:13 PM		Admin	
ID #	MAP	DATE	Letter or Phone on	LAST NAME	FIRST NAME	Active?	
2665		01/14/2003	Phone	LANCIANO	Mr. Philip J.	<input checked="" type="checkbox"/>	
STREET#	STREET NAME	COUNTY	CITY (Post office)	ZIPCODE	Representative stat		
16305	South Westland Drive	MO	Gaithersburg	20877-1511	private		
Elected Official whom has communicated directly to us on this cu							
DAY PHONE	HOME PHONE	E-Mail address		COMMUNITY	HDR Dbase Link		
cell 202-353-6101	301-977-2870	mpoa1@hotmail.co		Rosemont			
Logical Project Limit	ROADWAY	I-370	BarrierNam				
adjacent to EB I-370 between I-270/370 I'chng & I-370/S. Fred. Av I'chng							
RESPONSE	INQUIRY			2nd Contact			
refer to letter in correspondence file for full response				is community eligible for a barrier?			
				Last Conta	Researcher	Primary SHA Contact	
				12/17/2004	Ken	Ted	
FILE LOCATION	OTHER	Current commitm		Construction Projects			
Active file 'E'		to perform noise measurements & report results by Summer 2003					
Do we owe a letter	Letter Commit due da	01/24/2003					
<input checked="" type="checkbox"/>	Letter signed dat	03/20/2003	Reason Letter is Lat	n/a			
LAST action	12-17-04 Mr. Lanciano called 12-15 & 17; spoke w/Nicole Ross; would like update on Rosemont noise study (stil on-going, anticipate reuslts by end-Jan 05 (weather permitting)						
Comments: This field can not be sorted or searched							
OPPE or Hwy rep current type							
3/16/04 KDP spoke to rep. from Deleg.Luiz Simmons ... 1-14-03 Mr. Lanciano called; spoke w/Ted Severe; asked if comm would be eligible for a sound barrier; 3/16/04 KDP- short conversation with a young male rep. from the Delegate Luiz Simmons' office re: Rosemont and Mr. Lanciano's letter that the Delegation was cc'd on...explained that this was an older follow-up commitment we had made to Mr. L. to revisit an earlier 1994 testing study.. indicated that their receipt of the cc was basically a courtesy and standard practice for us. He was appreciative and we confirmed that SHA does not expect or need anything from them. We would provide a copy of the Final Report when it is available.							
All Elected Officials	01-2003 EO's Dist. 17 Sen. Jennie M. Forehand; Del. Kumar P. Barve; Michael R. Gordon; Luiz R.S. Simmons; MO Cnd Phil Andrews						
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!



217

Robert L. Ehrlich, Jr., *Governor*
Michael S. Steele, *Lt. Governor*

Robert L. Flanagan, *Secretary*
Neil J. Pedersen, *Administrator*

Maryland Department of Transportation

January 24, 2005

Ms. Teena M. Green
President
Villages of Camp Springs Civic Association
6011 Darel Street
Suitland MD 20746-3835

Dear Ms. Green:

Thank you for your recent email to Ms. Nicole Ross, of our staff, regarding the repairs to the sound barrier for the Auth Village community along the inner loop of I-95/I-495 just east of Auth Road in Prince George's County. I appreciate the opportunity to respond to your inquiry.

The State Highway Administration (SHA) is beginning the engineering design for the repairs to the damaged portion of the sound barrier adjacent to the Auth Village community. The schedule for construction has not yet been determined but we would be happy to provide that information to you when it becomes available.

You requested that SHA send someone to attend an Association meeting regarding nearby highway projects that may have a temporary impact on the Auth Village community. Please contact Mr. Eric Marabello, a Project Manager in SHA's Office of Highway Design. He can be contacted at 410-545-8770 or 1-888-228-5003 or, by email, at emarabello@sha.state.md.us. He will be pleased to assist you.

You also asked: *"We also need a follow up on why such a small patch of landscaping was installed on the embankments of the sound barrier at Auth Road and the capital beltway, rather than landscaping the entire embankment as you do at other sites."*

In our November 13, 2003 letter to you and your organization, we indicated that our Landscape Operations inspector reviewed the plantings that were provided and determined that all of the design plantings had been installed and that the optimum planting density had been achieved. We also indicated that the planted materials just needed time to mature and fill in the spaces.

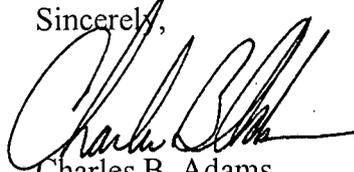
My telephone number/toll-free number is 410-545-8640 or 1-800-446-5962
Maryland Relay Service for Impaired Hearing or Speech 1.800.735.2258 Statewide Toll Free

Street Address: 707 North Calvert Street • Baltimore, Maryland 21202 • Phone 410.545.0300 • www.marylandroads.com

Ms. Teena M. Green
Page Two

Thank you again for your email and 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 email, at mross@sha.state.md.us. She will also be pleased to assist you.

Sincerely,



Charles B. Adams
Director
Office of Environmental Design

- cc: The Honorable Marilyn M. Bland, Member, Prince George's County
- The Honorable Anthony G. Brown, Member, Maryland House of Delegates
- The Honorable Ulysses Currie, Member, Senate of Maryland
- The Honorable Dereck E. Davis, Member, Maryland House of Delegates
- The Honorable Melony G. Griffith, Member, Maryland House of Delegates
- Mr. Eric Marabello, Project Manager, Office of Highway Design, State Highway Administration
- Ms. Nicole Ross, Special Assistant to the Director, Office of Environmental Design, State Highway Administration
- Mr. Charlie K. Watkins, District Engineer, State Highway Administration

Ms. Teena M. Green
Page Three

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

Serial #: None

OED Serial#: None

Noise Customer #: 1302

Responding to letter dated: Follow-up to 01-08-2005 email from Ms. Green to Ms. Nicole
Ross; Ms. Green wrote:

*"Can you give me a status on the repair of the sound barrier that was damaged by a truck crash
a few months ago at the Auth Road overpass in Prince George's County? Can you tell me when you
expect the missing panels to be replaced?"*

*"Also, we are in the process of setting up our civic association meetings for the year and we
would like to schedule someone from SHA to come out and review the road modifications at Branch and
Auth and any impact the road work may have on the immediate local community."*

*"We also need a follow up on why such a small patch of landscaping was installed on the
embankments of the sound barrier at Auth Road and the capital beltway, rather than the entire
embankment as you do at other sites."*

*"Please feel free to call me to discuss further and to let us know of your availability to discuss
these issues."*

Saved: 01/19/05 9:46 AM by: TSevere

N:\OED\NOISE\CORRESP\2004\GREENTEENA01.doc

J = 220

From: "TeenaG" <TeenaG@comcast.net>
To: "NICOLE ROSS" <NRoss@sha.state.md.us>
Date: 01/08/2005 10:16:16 AM
Subject: Auth Road Sound Barrier

Can you give me a status on the repair of the sound barrier that was damaged by a truck crash a few months ago at the Auth Road overpass in Prince George's County? Can you tell me when you expect the missing panels to be replaced?

Also, we are in the process of setting up our civic association meetings for the year and we would like to schedule someone from SHA to come out and review the road modifications at Branch and Auth and any impact the road work may have on the immediate local community.

We also need a follow up on why such a small patch of landscaping was installed on the embankments of the sound barrier at Auth Road and the capital beltway, rather than landscaping the entire embankment as you do at other sites.

Please feel free to call me to discuss further and to let us know of your availability to discuss these issues.

Thank you,

Teena Green, President Villages of Camp Springs Civic Association
(Formerly, Auth Village)

301-801-4942 mobile

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

From: NICOLE ROSS [mailto:NRoss@sha.state.md.us]
Sent: Wednesday, October 29, 2003 9:47 AM
To: teenaG@comcast.net
Cc: ERIC MARABELLO; JIM HADE
Subject: Auth Road Sound Barrier

Good morning Teena,

This is Nicole Ross, Community Liaison for sound barriers at SHA. I replaced Natalie Hardy about a year and a half ago. We are currently investigating your inquiry and anticipate having a response for you within the next week.

You indicated in your recent e-mail to Eric that the color of the sound barrier at the Auth Road overpass on the Capital Beltway is fading in some areas. Are you speaking about the colors facing the "highway" or the "community" side of the wall?

If you have additional questions or concerns about anything, please feel free to contact me at 410-545-8616 or by e-mail at nross@sha.state.md.us. Take care,

Nicole
>>> "TeenaG" <TeenaG@comcast.net> 10/28/03 07:52AM >>>

221

Eric,

It was good talking with you last evening about the proposed changes to MD 5 at the Capital Beltway and the Auth Road Sound Barrier. As you know, the Auth Village Civic Association has followed the MD 5 project design since its inception in 1997. We participated in the Design Focus Group over the years and I am pleased to see the improvements that your team made to the plan since our prior meeting in 2000.

--[clipped]--

As for the red-brick sound barrier at the Auth Road overpass on the Capital Beltway, there are a couple of issues. Now that Natalie Hardy is no longer on the project, can you please forward our concerns to the appropriate person.

- 1) The red brick barrier is color-fading badly in certain areas. Possibly these are defective panels or maybe they should have been sealed at installation time. An inspection is warranted.
- 2) A few years ago, state staff began installing plantings along the embankment at the Auth Road overpass in front of the red brick sound barriers of both sides of the Capital Beltway. To date, the planting has not been completed. Now that planting season is here again, we would like to know if planting will be completed this year.

Once again, it was good to meet you in person. Please keep us on your email list and if notices are put in the Fort Washington/Clinton Gazette, we will see them.

Thanks again,

Teena Green,
Auth Village Civic Association, Executive Board
South County Economic Development Association, Executive Board
Prince George's Civic Federation, Member
South County Coalition of Homeowner and Civic Associations

Nicole Ross
Special Assistant to the Director of Environmental Design
Maryland State Highway Administration, C-303
707 N. Calvert Street
Baltimore, Maryland 21202
410-545-8616 (office)
410-209-5003 (fax)
nross@sha.state.md.us

222

CC: "ERIC MARABELLO" <EMarabello@sha.state.md.us>, "JIM HADE"
<JHade@sha.state.md.us>, "Angelo Meoli" <avcavp1@aol.com>, "Phil Eppard" <eppardp@aol.com>,
<hillbtl@msn.com>, "Linda Belachew" <Linda.C.Belachew@slma.com>

223

From: NICOLE ROSS
To: TED SEVERE
Date: 01/14/2005 5:20:59 PM
Subject: Fwd: Auth Road Sound Barrier

Ted,

Please see the attached e-mail from Teena re: the Auth Road sound barrier project. Please initiate a response based upon our recent conversation. Thanks,

Nicole

Customer Info. View for 2003

Tuesday, January 18, 2005 02:45 PM

Admin

2.2.4

ID #:	MAP	DATE	Letter or Phone onl	LAST NAME	FIRST NAME	Active?
1302		08/21/1997	Phone	GREEN	Ms. Teena M.	<input checked="" type="checkbox"/>
STREET#:	STREET NAME	COUNTY	CITY (Post office)	ZIPCODE	Representative statu	
6011	Darel Street	PG	Suitland MD	20746-3835	community repre	

Elected Official whom has communicated directly to us on this custome					
DAY PHONE	HOME PHONE	E-Mail address	COMMUNITY	HDR Dbase Link	
301-801-4942 mobile	301-702-1416	teenag@comcast.ne	Auth Village		
Logical Project Limits	ROADWAY:	I-95/495	BarrierName		

Inner loop I-95/I-495, NE quadrant of Auth Road Overpass					
RESPONSE	INQUIRY	2nd Contact			
community meets criteria - PG Co agreed to 20% cost share - construction to begin by end of year 2000			wants barrier for community		
Last Contact	Researcher:	Primary SHA Contact			
01/08/2005	JIM	Natalie	Construction Projects		

FILE LOCATIO	OTHER	Current committmen	Natalie
BBB -- SEE ALSO FRANK VISPO		provide info on restaining plan; allow plantings to mature and fill in	
Do we owe a letter?	Letter Commit due date:	Letter signed date	Reason Letter is Late

1-8-05 Ms. Green emailed Nicole; wants to know when sound barrier will be repaired (truck drove thru barrier); would also like SHA rep to attend ass'n meeting to answer questions on projects that may affect the comm; also has landscape questions

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

Ms. Green is President of the Villages of Camps Springs Civic Association, Inc., P.O. Box 189, Camp Springs MD 20757-0189; PHONE: 301-702-1416; FAX: 301-702-0587; work number: 202-927-4772 EMAIL: authvillagecivic@aol.com phone commitment to study file.

10-28-03 Ms. Green e-mailed Eric Marabello; concerned about fading brick panels; feels that plantings are incomplete; SHA evaluating restaining of barriers & will provide updates as info is developed; plantings done to LAD plans - just need time to mature 2-5-02 Ms. Green called; spoke w/Ted Severe; wanted update on project; is underway; provided name & phone number of PE at trailer (Mr. Delroy Henson); Ms. Green seemed pleased with the progress of project so far 07/02/01 Ms. Green called and inquired about status of proj - spoke w/Ted Severe - told her that proj schedule was unchanged and proj to get under way this summer (2001); barrier to have brick appearance - 06/20/2000 - Ms. Green called & spoke w/NBH - wants to know why 6313 thru 6323 Walton Avenue (odd nos.) will not be protected by proposed sound barrier 08/21/97 - will study file for information - policy review - fall

All Elected Officials:	11-2003 EO's Dist. 25 Sen. Ulysses Currie; Dels. Anthony G. Brown; Dereck E. Davis; Melony G. Griffith; PG Cncl Marlynn M. Bland
Comment Journal, and letter hyperlinks	
Consultant Fir	1-888-375-1975 outside MD

To Meet 100% of our Commitments!

225



Robert L. Ehrlich, Jr., *Governor*
Michael S. Steele, *Lt. Governor*

Robert L. Flanagan, *Secretary*
Neil J. Pedersen, *Administrator*

Maryland Department of Transportation

December 6, 2005

Mr. H. Thomas Grimes
2275 Fairgrounds Road
P.O. Box 36
West Friendship MD 21794-0036

Dear Mr. Grimes:

This is a follow-up to your email to Mr. Joel K. Oppenheimer, P.E., Vice President of STV Incorporated, regarding noise abatement along eastbound I-70 near your home on Fairgrounds Road in Howard County. Mr. Oppenheimer forwarded your email to the State Highway Administration 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. At this time, we have no plans to improve this portion of I-70 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—communities may be considered for our "Type II," or "retrofit," sound barrier 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. A number of criteria must be met for a Type II barrier to be approved. First, the county in which the community is located must have an ordinance that addresses the impact of highway traffic noise on new residential development. In addition, the highway in question must be a controlled-access highway (one with interchanges rather than at-grade intersections). If both of these conditions exist, then all of the following technical criteria must also be met: the majority of impacted homes must predate the highway; existing noise levels must equal or exceed the 66-decibel impact threshold; and it must be possible to build an effective barrier for \$50,000 or less per benefited home. If all of these criteria are met, the county must then agree to fund 20 percent of the barrier cost.

My telephone number/toll-free number is 410-545-8640 or 1-800-446-5962
Maryland Relay Service for Impaired Hearing or Speech 1.800.735.2258 Statewide Toll Free

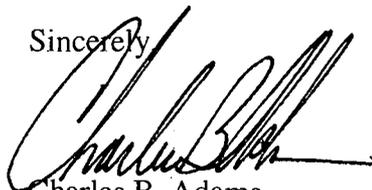
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202 • Phone 410.545.0300 • www.marylandroads.com

Mr. H. Thomas Grimes
Page Two

The State Highway Administration has performed a preliminary evaluation of the Fairgrounds Road community's eligibility for our Type II sound barrier program as outlined above. Our investigation has determined that, while your home was built before the opening of I-70 in 1969, the majority of homes that might be affected by highway traffic noise were built after 1969. The homes in your community are over 500 feet from I-70 and, because a seven to ten-decibel noise reduction cannot be achieved, a barrier would not be feasible. A sound barrier is most effective in reducing highway traffic noise for the homes close to and immediately adjacent to it. Based on this information, your home would not be eligible for our Type II sound barrier Program.

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

Sincerely,



Charles B. Adams

Director

Office of Environmental Design

cc: The Honorable Gail H. Bates, Member, Maryland House of Delegates
Mr. David J. Coyne, District Engineer, State Highway Administration
The Honorable Allan H. Kittleman, Member, Senate of Maryland
James D. Hade, RLA, Noise Abatement Team Leader, State Highway Administration
The Honorable Christopher Merdon, Member, Howard County Council
The Honorable Warren E. Miller, Member, Maryland House of Delegates
Mr. Joel K. Oppenheimer, P.E., Vice President, STV, Incorporated

2-2-17

Mr. H. Thomas Grimes
Page Three

bcc: Mr. Vaughn Lewis, Regional Planner, Regional and Intermodal Planning Division, Office of Planning and Preliminary Engineering, State Highway Administration
Mr. T.E. Severe, Administrative Assistant, Noise Abatement Team, State Highway Administration
Ms. Nicole Tyler, Special Assistant to the Director, Office of Environmental Design, State Highway Administration

Serial #: None

OED Serial#: None

Noise Customer #: 2976

Responding to letter dated: Follow-up to 11-18-2005 email from Mr. Grimes to Mr. Joel Oppenheimer, STV, Inc.; Mr. Oppenheimer forwarded Mr. Grimes' email to D-7 Dist. Eng. David J. Coyne, who, in turn, forwarded it to Mr. Vaughn Lewis, OPPE RIPD, who forwarded it to Mr. Charles Adams for ultimate response; Mr. Grimes wrote:

"We have lived since 1974 near the intersection of route 70 and route 32. The noise level has increased dramatically to the point that it is very difficult to be outside of our home and have a conversation. Do you know if there are any plans in the near future to install any noise abatement walls in this area?"

Saved: 11/23/05 3:42 PM by: T.E. Severe

N:\OED\NOISE\CORRESP\2005\GRIMESHT01.doc

4-828

Joel K. Oppenheimer, PE
Vice President
STV Incorporated
7125 Ambassador Road, Suite 200
Baltimore, Maryland 21244-2722
Direct Phone: 410-281-2850
Phone: 410-944-9112
Mobile Phone: 443-386-8513
Fax: 410-298-2794
E-Mail: joel.oppenheimer@stvinc.com (or oppenhjk@stvinc.com)

"thomas grimes"
<thomas.grimes@worldnet.att.net> To: <joel.oppenheimer@stvinc.com>
cc:
Subject: interstate 70 study
11/18/2005 10:11 AM

We have lived since 1974 near the intersection of route 70 and route 32. The noise level has increased dramatically to the point that it is very difficult to be outside of our home and have a conversation. Do you know if there are any plans in the near future to install any noise abatement walls in this area?

Your comments would be appreciated.

Thomas Grimes
2275 Fairground Road
P.O. Box 36
West Friendship, Maryland 21794

The information contained in this electronic message is intended only for the use of the individual or entity to which it is addressed and may contain information that is privileged, confidential and exempt from disclosure under applicable law. If the reader of this message is not the intended recipient, you are informed that any dissemination, copying or disclosure of the material contained herein, in whole or in part, is strictly prohibited. If you have received this transmission in error, please notify STV and purge this message.

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From: Vaughn Lewis
To: JIM HADE, KEN POLCAK
Date: 11/18/2005 11:10:46 AM
Subject: FW: interstate 70 study

Can one of you guys handle this?

I sent to Charlie - and got his vacation notice.

Thanks

Vaughn

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

From: Vaughn Lewis
Sent: Friday, November 18, 2005 11:08 AM
To: CHARLES ADAMS
Cc: Dave Coyne; Mary Deitz
Subject: FW: interstate 70 study

Charlie

The attached citizen inquiry was sent to Joel Oppenheimer, our consultant project manager for the I-70 feasibility study. Can you answer his question about noise walls?

Where he lives on Fairground road backs up to I-70, however it is west of MD 32 and 3+/- miles west of the project limits of the feasibility study. There are no planned or programmed capacity improvements in I-70 in Howard County west of US 40.

Thanks

Vaughn

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

From: Joel K Oppenheimer [mailto:Joel.Oppenheimer@stvinc.com]
Sent: Friday, November 18, 2005 10:56 AM
To: thomas grimes
Cc: DCoyne.First Administrative Group.Exchange; Mary Deitz
Subject: Re: interstate 70 study

Dear Mr. Grimes--

The feasibility study we are doing now is for I-70 beginning around the US 40 ramps where they tie into I-70 and going eastward towards the Baltimore/Howard County line.

I am copying your comments and passing them onto several SHA people who may be able to address your questions about noise walls. I copying Mary Deitz who is with the Regional and Intermodal Planning Division, Dave Coyne, who is the District Engineer for District 7 (Howard County) and several others.

Thanks for your question.

Joel Oppenheimer
Consultant Project Manager
I-70 Short Term and Long Term Needs Study (US 40 to Baltimore/Howard County Line)

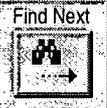
Customer Info. View for 2003

Wednesday, November 23, 2005 01:01 PM

Admin

230

ID #	MAP	DATE	Letter or Phone on	LAST NAME	FIRST NAME	Active?
2976		11/23/2005	Email	GRIMES	Mr. H. Thomas	<input checked="" type="checkbox"/>
STREET#	STREET NAME	COUNTY	CITY (Post office)	ZIP CODE	Representative stat	
2275	Fairgrounds Road	HO	West Friendship	21794-9603	private	



Elected Official whom has communicated directly to us on this cu

DAY PHONE	HOME PHONE	E-Mail address	COMMUNITY	HDR Dbase Link
	410-442-2246	thomas.grimes@wor	Fairgrounds Road	

Logical Project Limit: ROADWAY: I-70 BarrierNam

EB I-70 just east of HO Co Fairgrounds off Fairgrounds Rd

RESPONSE:	INQUIRY:	2nd Contact
described Type I & II criteria; no plans for I-70 in this area warranting Type I eval; fails for Type II for cost (one home to be protected and it is over 500' from hwy w/woods in between	are there plans to install noise abatement in his	
Last Contact	Researcher	Primary SHA Contact
11/18/2005		None

FILE LOCATION:	OTHER:	Current commitm	Construction Projects
		none	

Do we owe a letter?	Letter Commit due da	11/29/2005	Reason Letter is Lat	n/a
<input checked="" type="checkbox"/>	Letter signed dat			

LAST action: 11-18-05 Mr. Grimes emailed Mr. Joel Oppenheimer of STV, Inc. to inquire about noise abatement in his area; was informed that a study was under way between I-40 ramps to I-70 and HO Co/BA Co line;

Comments: This field can not be sorted or searched. OPPE or Hwy rep current type 11

All Elected Officials: 11-2005 EO's Dist. 9A Sen. Allan H. Kittleman; Dels. Gail H. Bates; Warren E. Miller; 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!

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Maryland Department of Assessments and Taxation
 HOWARD COUNTY
 Real Property Data Search

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[Ground Rent](#)

STR

Account Identifier: District - 03 Account Number - 286223

Owner Information

Owner Name: GRIMES H THOMAS Use: AGRICULTURAL
 Principal Residence: YES
 Mailing Address: 2275 FAIRGROUNDS RD Deed Reference: 1) / 691/ 603
 WEST FRIENDSHIP MD 21794-9603 2) / 5135/ 262

(H) 410-442-2246 em: thomas.grimes@wvoldnet.all.net

Location & Structure Information

Premises Address
 2275 FAIRGROUNDS RD
 WEST FRIENDSHIP 21794

Legal Description
 59.61 A
 2275 FAIRGROUNDS RD
 WEST FRIENDSHIP

Map	Grid	Parcel	Sub District	Subdivision	Section	Block	Lot	Assessment Area	Plat No: Plat Ref:
15	4	9						1	

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
1920	2,810 SF	59.61 AC	
Stories	Basement	Type	Exterior
2	YES	STANDARD UNIT	FRAME

Value Information

	Base Value	Phase-in Assessments			PREFERRED LAND VALUE INCLUDED IN LAND VALUE
		Value As Of 01/01/2004	As Of 07/01/2005	As Of 07/01/2006	
Land:	116,370	216,370			
Improvements:	133,150	148,050			
Total:	249,520	364,420	326,120	364,420	
Preferential Land:	26,370	26,370	26,370	26,370	

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	07/01/2005	07/01/2006
County	000	0	0
State	000	0	0
Municipal	000	0	0

Tax Exempt: NO
 Exempt Class: EO's DIST. 9A
 Special Tax Recapture: AGRICULTURAL TRANSFER TAX
 Sen Allan H. Kittleman
 Del. Gail H. Bates
 Warren E. Miller
 Hols
 Chris Mardon

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2275 Fairgrounds Rd, West Friendship, MD 21794
West Friendship, Maryland, United States 4/7/1993

Download | E-mail

Aerial Phot

Street
2275 fairgrounds rd

City
west friendship

State
md



Longitude Latitude
-76.96473 39.30799

Size

OUT

IN

WEST

NORTH

SOUTH

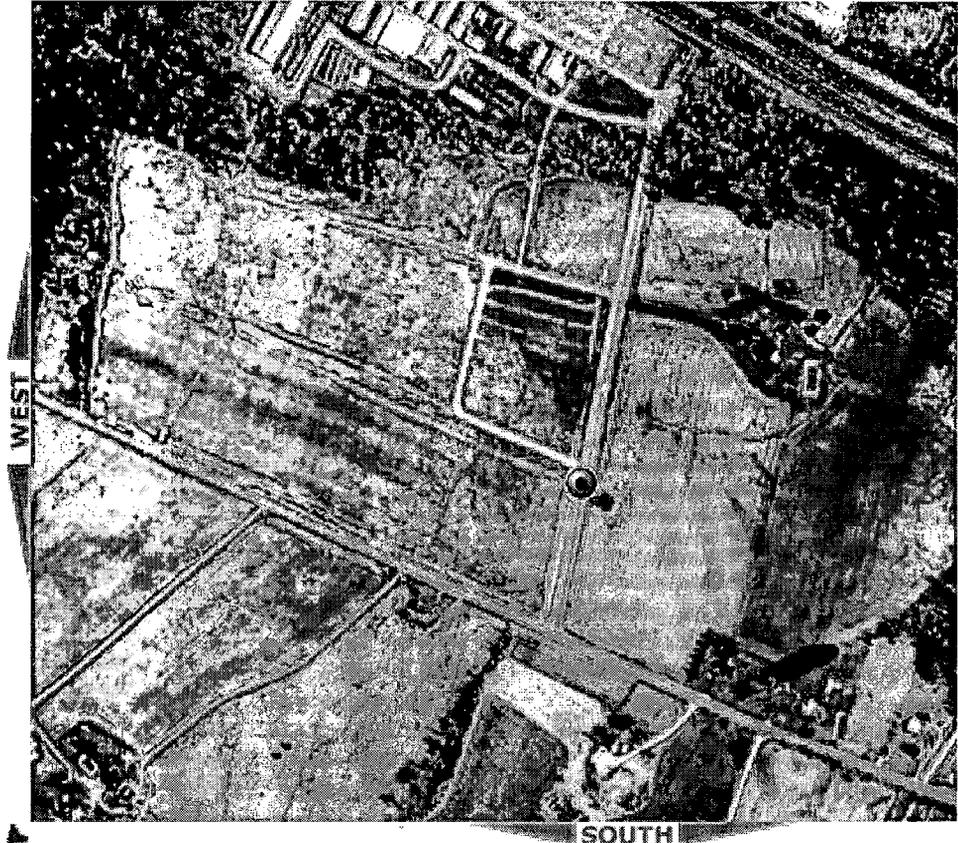


Image courtesy of the U.S. Geological Survey

m | i
yds | ft

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Maps for this point

Powered by
INFOWeather

House and Home Demographics:

- Schools, Crime and Demographics for 21042
- Schools, Crime and Demographics for 21784
- Schools, Crime and Demographics for 21794

Source=116649 Running Time 78.12 ms

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Server=TK2TERRAWE23

234



235

H



Maryland Department of Transportation
The Secretary's Office

236
Robert L. Ehrlich, Jr.
Governor

Michael S. Steele
Lt. Governor

Robert L. Flanagan
Secretary

James F. Ports, Jr.
Deputy Secretary

July 15, 2005

Mr. John F. Hartnett
9 Hunters Court
Timonium, Maryland 21093-4008

Dear Mr. Hartnett:

Thank you for your email to Governor Robert L. Ehrlich, Jr., regarding a sound barrier for the Hunt Ridge community along southbound I-83 south of Timonium Road in Baltimore County. The Governor received your letter and asked me to respond to you on his behalf.

The State Highway Administration (SHA) considers the need for sound barriers in two circumstances, designated as "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 I-83 that would warrant a Type I sound barrier evaluation. If such a project were planned for this segment of I-83, 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.

When a highway already exists and is *not* being expanded—so that Type I criteria do not apply—communities may be considered for our "Type II," or "retrofit," sound barrier 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. A number of criteria must be met for a Type II barrier to be approved. The first criterion that must be met is that the majority of the impacted homes must pre-date the original construction of the highway. If they do not, then we cannot consider this community for our program. This is the case with the Hunt Ridge community. Our records indicate that the majority of the homes in the Hunt Ridge community were built in the mid-1980s, after the 1962 opening of I-83. Based on this information, the Hunt Ridge community is not eligible for our Type II sound barrier program.

You indicated in your email that *"a new development just north of us on Timonium Road was ordered to erect barriers at their expense. Unfortunately the engineers...angled the barriers on the rear side directly at homes in Hunt Ridge. Hunt Ridge has been fighting for noise abatement since 1991. We are now the only quarter mile with homes abutting a major highway without the barriers between I-695 and Timonium Road. I don't understand how a church and its parking lot on I-695 can get barriers and we cannot."*

My telephone number is 410-865-1000
Toll Free Number 1-888-713-1414 TTY User Call Via MD Relay
7201 Corporate Center Drive, Hanover, Maryland 21076

Mr. John F. Hartnett
Page Two

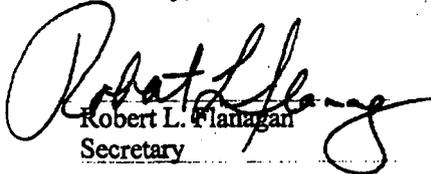
As you observed, the sound barrier along the ramp from Timonium Road to southbound I-83 was recently constructed on private property by the private developer for the new Holly Ridge community. The sound barrier was required as part of Baltimore County's development permit process.

The recently constructed SHA sound barrier, beginning just south of Pheasant Run Court and running along southbound I-83 and extending to the bridge at Seminary Avenue is for the Longford North community. This barrier was built to fulfill a commitment that was made by SHA in 1984 to the Longford North community. The barrier provides noise abatement for the impacted homes located on Branford Circle and both sides of Valleyfield Road. The original commitment to the Longford North community did not contemplate extending the barrier beyond its present northern terminus to either protect the Hunt Ridge community or to go all the way to Timonium Road.

Regarding the I-695 barrier you noted, sometimes a sound barrier can appear to not be protecting homes. For a sound barrier to be effective, it must be high enough (at a minimum) to break the line-of-sight from the outdoor living space to the highway. It must also be long enough to minimize sound from passing around the ends of the barrier. In an average setting, this means that a barrier must extend along the highway a distance equal to four times the distance from the impacted area to the barrier. For example, if a single impacted home is 100 feet from the roadway, a barrier to protect that home would need to be approximately 800 feet long (i.e., 400 feet on either side of the home). When there is a large expanse of an acoustically reflective surface, such as a parking lot or pond, a barrier may have to be extended even farther. The sound barrier along the inner loop of I-695 just east of Joppa Road was designed to protect the homes located in the Thornleigh community, just to the east of the Trinity Assembly of God Church and its parking lot. In order to protect the last homes along Carrbridge Circle and Sherwick Road, the sound barrier extends along I-695 adjacent to the church's parking lot ending near the church building itself. While the barrier extends to the church's parking lot, it was not designed to protect it.

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. James Hade, SHA's Noise Abatement Team Leader, at 410-545-8599, 1-800-446-5962 or, by email, at jhade@sha.state.md.us. He will be pleased to assist you.

Sincerely,


Robert L. Flanagan
Secretary

- cc: Mr. Charles B. Adams, Director of Environmental Design, SHA
- James Hade, RLA, Noise Abatement Team Leader, SHA
- The Honorable Paula C. Hollinger, Member, Senate of Maryland
- The Honorable Jon S. Cardin, Member, Maryland House of Delegates
- The Honorable Kevin Kamenetz, Member, Baltimore County Council
- The Honorable Dan K. Morhaim, Member, Maryland House of Delegates
- Mr. Neil J. Pedersen, Administrator, SHA
- The Honorable Robert A. Zirkin, Member, Maryland House of Delegates

Mr. John F. Hartnett
Page Three

bcc: Mr. David J. Malkowski, District Engineer, SHA
Mr. T.E. Severe, Administrative Assistant, Noise Abatement Team, SHA
Administration
Mr. Douglas H. Simmons, Deputy Administrator for Planning and Engineering, SHA
Highway Administration
Ms. Frances Ward, Community Liaison, SHA

Serial #: WCS 19939

OED Serial#: None

Noise Customer #: 2909

Responding to letter dated: Follow-up to 06-06-2005 email from Mr. Hartnett to Gov. Erhlich; Mr. Hartnett wrote:

"Back in 1986 my family moved from Connecticut to a lovely home in Hunt Ridge. We were concerned about the noise coming from I-83 as the house backed right up to the southbound lanes. Both the realtor and the neighbors we met assured us that the State Highway department had us scheduled for noise barriers within the next 5 years. Suddenly, the State had some budget problems and the barriers disappeared. The noise is unreal at times and has made some of the backyards unusable. A new development just north of us on Timonium Road was ordered to erect barriers at their expense. Unfortunately the engineers were either blind or just plain stupid and angled the barriers on the rear side at homes in Hunt Ridge. Hunt Ridge has been fighting for noise abatement since 1991. We are now the only quarter mile with homes abutting a major highway without the barriers between I-695 and Timonium Road. I don't understand how a church and its parking lot on I-695 can get barriers and we cannot. Can you help us?"

Saved: 06/09/05 3:23 PM by: T.E. Severe

N:\OED\NOISE\CORRESP\2005\HARTNETTJF01.doc

239,

From: JohnF219@msn.com
Sent: Monday, June 06, 2005 7:54 PM
To: Governor
Subject: [Web Form-Other] Sound barriers

NAME
John F Hartnett

ADDRESS
9 Hunters Court
Timonium, Maryland
21093-4008
Phone Number: 410-561-0249
MESSAGE:

Mr. Governor,
Back in 1986 my family moved from Connecticut to a lovely home in Hunt Ridge. We were concerned about the noise coming from I-83 as the house backed right up to the southbound lanes. Both the realtor and the neighbors we met assured us that the State Highway department had us scheduled for noise barriers within the next 5 years. Suddenly, the State had some budget problems and the barriers disappeared. The noise is unreal at times and has made some of the backyards unusable. A new development just north of us on Timonium Road was ordered to erect barriers at their expense. Unfortunately the engineers were either blind or just plain stupid and angled the barriers on the rear side directly at homes in Hunt Ridge. Hunt Ridge has been fighting for noise abatement since 1991. We are now the only quarter mile with homes abutting a major highway without the barriers between I-695 and Timonium Road. I don't understand how a church and its parking lot on I-695 can get barriers and we cannot. Can you help us?

240

**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: 291094
 Receive Date:
 Letter Date: 6/6/2005
 Deadline Date: 7/7/2005

From:
 John Hartnett
 9 Hunters Court
 Timonium, MD 21093-4008

Subject: MDOT- State Highway Admin. Expresses concern regarding no sound barriers between I-695 and Timonium Road.
 (SHA)

History Log:

Date Completed	Action Taken	Completed By	Assigned By
6/7/2005 08:58:01 AM	Correspondence Entry	Executive Services: Brenda Martin	Executive Services: Brenda Martin
6/7/2005 08:58:31 AM	Correspondence Entry	Executive Services: Brenda Martin	Executive Services: Brenda Martin
6/7/2005 08:58:32 AM	Correspondence Entry	Executive Services: Brenda Martin	Executive Services: Brenda Martin
6/7/2005 08:59:02 AM	Correspondence Entry	Executive Services: Brenda Martin	Executive Services: Brenda Martin
6/7/2005 08:59:02 AM	Correspondence Entry	Executive Services: Brenda Martin	Executive Services: Brenda Martin
6/7/2005 08:59:03 AM	Correspondence Entry	Executive Services: Brenda Martin	Executive Services: Brenda Martin
6/7/2005 09:48:19 AM	Subject Entry	Executive Services: Brenda Martin	Executive Services: Brenda Martin

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: _____

due @ SHA Adm 6/13/05 per 6/9/

WCS 19939

741

Customer Info. View for 2003

Thursday, June 09, 2005 01:50 PM

Admin

ID #	MAP	DATE	Letter or Phone on	LAST NAME	FIRST NAME	Active?
2909		05/03/2005	Email	HARTNETT	Mr. John F.	<input checked="" type="checkbox"/>
STREET#	STREET NAME	COUNTY	CITY (Post office)	ZIP CODE	Representative stat	
9	Hunters Court	BA	Lutherville-Timon	21093-4008	private	Find Next
Elected Official whom has communicated directly to us on this cu						
Sen. Barbara Mikulski						
DAY PHONE	HOME PHONE	E-Mail address	COMMUNITY	HDR Dbase Link		
	410-561-0249	johnf219@msn.com	Hunt Ridge			
Logical Project Limit	ROADWAY	I-83	Barrier Nam			
SB I-83 south of Timonium Rd to ex. Sound barrier for Longford North community						
RESPONSE	INQUIRY			2nd Contact		
described Type I & II criteria; no plans for I-83 warranting Type I eval for this area; fails for Type II for date (homes built mid-1980s, I-83 Is 1962)			developer of Holly Ridge built barrier directing noise into Hunt Ridge			
FILE LOCATION	OTHER	Current commitm	Primary SHA Contact	Construction Projects		
			None			
Do we owe a letter	Letter Commit due da	05/10/2005	Reason Letter is Lat	n/a		
LAST action	Letter signed dat					
6-6-05 Mr. Harnett emailed Governor; wants barrier; indicates that realtor assured that SHA was to build a barrier approx. 1991; private barrier just constructed at Timonium Rd & SHA barrier just built for Longford North; opening between Is Hunt Ridge						
Comments: This field can not be sorted or searched.						
OPPE or Hwy rep current type 1						

5-3-05 Sen. Mikulski wrote Sec/MDOT on 4-21-05 on behalf of Mr. Hartnett about his concerns on hwy traffic noise; response to the Senator w/Mr. Hartnett as a CC

All Elected Officials:	05-2005 EO's Dist. 11 Sen. Paula C. Hollinger; Dels. Jon S. Cardin; Dan K. Morhaim; Robert A. Zirkin; BA Cncl Kevin Kamenetz
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!

LATEST HUNT RIDGE CORP - MR ANZONEN



Maryland Department of Transportation
The Secretary's Office

Robert L. Ehrlich, Jr.
Governor

Michael S. Steele
Lt. Governor

Robert L. Flanagan
Secretary

James F. Ports, Jr.
Deputy Secretary

242

May 13, 2005

The Honorable Barbara A. Mikulski
United States Senate
Suite 503
Hart Senate Office Building
Washington, District of Columbia 20510-2003

Dear Senator Mikulski:

Thank you for your letter on behalf of your constituent, Mr. John Hartnett, regarding highway traffic noise affecting the Hunt Ridge community located along southbound I-83 south of Timonium Road in Baltimore County. I appreciate the opportunity to respond to you regarding Mr. Hartnett's 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. At this time, we have no plans to expand this portion of I-83, where a Type I sound barrier evaluation would be warranted. If such a project were planned for this segment of I-83, 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 the excess noise levels could be reduced for a reasonable cost.

When a highway already exists and is *not* being expanded—so that Type I criteria do not apply—communities may be considered for our "Type II," or "retrofit," sound barrier 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. A number of criteria must be met for a Type II barrier to be approved. First, the county in which the community is located must have an ordinance that addresses the impact of highway traffic noise on new residential development. In addition, the highway in question must be a controlled-access highway (one with interchanges rather than at-grade intersections). If both of these conditions exist, then all of the following technical criteria must also be met: the majority of impacted homes must predate the highway; existing noise levels must equal or exceed the 66-decibel impact threshold; and it must be possible to build an effective barrier for \$50,000 or less per benefited home. If all of these criteria are met, the county must then agree to fund 20 percent of the barrier cost.

My telephone number is 410-865-1000
Toll Free Number 1-888-713-1414 TTY User Call Via MD Relay
7201 Corporate Center Drive, Hanover, Maryland 21076

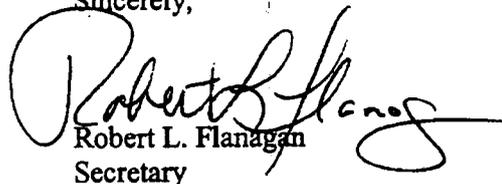
The Honorable Barbara A. Mikulski
Page Two

The State Highway Administration (SHA) has evaluated the Hunt Ridge community's eligibility for our Type II sound barrier program as outlined above. Our investigation has determined that the majority of homes in the Hunt Ridge community were built in the mid-1980s after the 1962 opening of I-83. Based on this information, the Hunt Ridge community is not eligible for our Type II sound barrier program.

The sound barrier along the ramp from Timonium Road to southbound I-83 was recently constructed by the private developer of the property to which the barrier is adjacent. This sound barrier was required as part of the Baltimore County's permit process for the development of this parcel of land and is not an SHA sound barrier. The recently constructed SHA sound barrier, beginning just south of Pheasant Run Court and running along southbound I-83 and extending to the bridge at Seminary Avenue, is for the Longford North community. This barrier was built to fulfill a commitment that was made by SHA in 1984 to the Longford North community. The original commitment did not contemplate extending the barrier beyond its present northern terminus to either protect the Hunt Ridge community or to go all the way to Timonium Road.

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 email, at cadams@sha.state.md.us. He will be pleased to assist you. Of course, you should not hesitate to contact me directly, if you prefer.

Sincerely,


Robert L. Flanagan
Secretary

cc: Mr. John A. Hartnett
Mr. Charles B. Adams, Director, Office of Environmental Design, SHA
Mr. Neil J. Pedersen, Administrator, SHA

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The Honorable Barbara A. Mikulski
Page Three

- bcc: Ms. Missy Cassidy, Director of Policy and Governmental Affairs, Maryland Department of Transportation
- Ms. Valerie Burnette Edgar, Director of Communications, SHA
- James Hade, RLA, Noise Abatement Team Leader, SHA
- Ms. Nicole Ross, Special Assistant to the Director, Office of Environmental Design, SHA
- Ms. Nanette M. Schieke, State Legislative Officer, Maryland Department of Transportation
- Mr. T.E. Severe, Administrative Assistant, Noise Abatement Team, SHA
- Mr. Douglas H. Simmons, Deputy Administrator for Planning and Engineering, SHA
- Ms. Frances Ward, Community Liaison, SHA
- Mr. David J. Malkowski, District Engineer, SHA
- Richard Y. Woo, Ph.D., Director of Policy and Research, State Highway Administration

Serial #: WCS 19520

OED Serial#: None

Noise Customer #: 2909

Responding to letter dated: Follow-up to 04-21-2005 letter to Sec. Flanagan from Sen. Mikulski;
Sen. Mikulski wrote:

"I am forwarding you information, a letter from our constituent, Mr. John Hartnett, who is concerned about highway noise. I hope you will keep Mr. Hartnett views in mind as you address this issue.

"Thank you very much for your consideration. I look forward to working with you on issues important to Maryland in the future."

Mr. Harnett emailed Sen. Mikulski on 04-13-2005 and wrote:

"As the story goes, you attended an affair several years ago in the backyard of residents in the Valleyfield section of Lutherville-Timonium and you couldn't hear yourself think. Suddenly those homes were fast-tracked for sound barriers.

"When we moved in the neighboring development, Hunt Ridge, in 1986 it was because according to our neighbors and the realtor sound barriers were to be installed by 1990. Suddenly we were taken off the list without a word.

"While you were not hearing yourself at that affair the residents of Hunt Ridge were [petitioning] and writing letters to everybody. I even got a reporter here to listen to the traffic. The State simply said too bad.

"Now a new development is going up along the southbound ramp from Timonium Road to I-83 with the developer placing [a sound] barrier that direct the highway noise right into Hunt Ridge.

"Can you help us?"

Saved: 05/05/05 12:36 PM by: T.E. Severe

N:\OED\NOISE\CORRESP\2005\MIKULSKIBA01.doc.doc

BARBARA A. MIKULSKI
MARYLAND

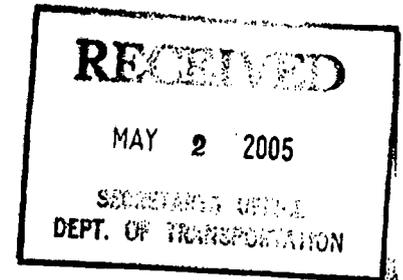
245
SUITE 503
HART SENATE OFFICE BUILDING
WASHINGTON, DC 20510-2003

(202) 224-4654
TDD: (202) 224-5223

United States Senate
WASHINGTON, DC 20510-2003

April 21, 2005

The Honorable Robert L. Flanagan
Secretary
Maryland Department of Transportation
7201 Corporate Center Drive
P.O. Box 548
Hanover, Maryland 21076-0548



Dear Secretary Flanagan:

I am forwarding you information, a letter from our constituent, Mr. John Hartnett, who is concerned about highway noise. I hope you will keep Mr. Hartnett views in mind as you address this issue.

Thank you very much for your consideration. I look forward to working with you on issues important to Maryland in the future.

Sincerely,

A handwritten signature in cursive script that reads "Barbara A. Mikulski".

Barbara A. Mikulski
United States Senator

BAM:km
Enclosure



SUITE 400
1629 THAMES STREET
BALTIMORE, MD 21231
(410) 962-4510

SUITE 202
60 WEST STREET
ANNAPOLIS, MD 21401-2448
(410) 263-1805

SUITE 406
6404 IVY LANE
GREENBELT, MD 20770-1407
(301) 345-5517

94 WEST WASHINGTON STREET
HAGERSTOWN, MD 21740-4804
(301) 797-2826

SUITE 1, BUILDING B
1201 PEMBERTON DRIVE
SALISBURY, MD 21801-2403
(410) 546-7711

246

From: johnf219@msn.com
Date: 4/13/2005 7:09:49 PM
To: webmail@mikulski-iq.senate.gov
Subject: www_email

Senator,

As the story goes, you attended an affair several years ago in the backyard of residents in the Valleyfield section of Lutherville-Timonium and you couldn't hear yourself think. Suddenly those homes were fast-tracked for sound barriers.

When we moved into the neighboring development, Hunt Ridge, in 1986 it was because according to our neighbors and the realtor sound barriers were to be installed by 1990. Suddenly we were taken off the list without a word.

While you were not hearing yourself at that affair the residents of Hunt Ridge were petitioning and writing letters to everybody. I even got a reporter here to listen to the traffic. The State simply said too bad.

Now a new development is going up along the southbound ramp from Timonium Road to I-83 with the developer placing osund barrier that direct the highway noise right into Hunt Ridge.

Can you help us?

==== Original Formatted Message Starts Here =====

<APP>SCCMAIL
<PREFIX>Mr.</PREFIX>
<FIRST>John</FIRST>
<LAST>Hartnett</LAST>
<ADDR1>9 Hunters Court</ADDR1>
<ADDR2></ADDR2>
<CITY>Timonium</CITY>
<STATE>MD</STATE>
<ZIP>21093</ZIP>



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Robert L. Ehrlich, Jr., Governor
Michael S. Steele, Lt. Governor

Robert L. Flanagan, Secretary
Neil J. Pedersen, Administrator

Maryland Department of Transportation

March 15, 2005

Mr. Charles H. Hochman
6202 Gideon Street
Bowie MD 20720-3864

Dear Mr. Hochman:

This letter is a follow-up to your recent telephone conversations with Mr. James D. Hade, our Noise Abatement Team Leader, and Mr. Ted Severe, also on our Noise Abatement Team, regarding noise abatement along MD 450 near the Fairview/Collington Cluster community in Prince George's County. I appreciate the opportunity to respond to your inquiry.

In the 1988 *Environmental Assessment, Section 4(f) Evaluation for Contract No. P 844-101-371 Maryland Route 450 Whitfield Chapel Road to West of Maryland Route 3, Prince George's County*, the Fairview/Collington Cluster community was studied for highway traffic noise impacts and was designated as Noise Sensitive Area 16 (NSA 16). The noise monitoring site was located at 6101 Gallery Street. The measured ambient noise level was 61 decibels. The analysis predicted that, in the Design Year 2105, the noise level at NSA 16 would be 62 decibels if the improvements were not made to MD 450. If the improvements were made to MD 450, the predicted traffic noise level would be 63 decibels. The designed improvements also relocated the portion of MD 450 adjacent to the Fairview/Collington Cluster community away from the community. Based on this information, no noise abatement was recommended for the Fairview/Collington Cluster community. The 1991 *Finding of No Significant Impact, Section 4(f) Evaluation for Contract No. P 844-102-371, Maryland Route 450, Whitfield Chapel Road to West of Maryland Route 3, Prince George's County* (FONSI) came to the same conclusion regarding the Fairview/Collington Cluster community as the 1988 *Environmental Assessment*. Again, no noise abatement was recommended for the Fairview/Collington Cluster community.

You asked why the Holmehurst West community, located adjacent to eastbound MD 450 just west of the MD 450/MD 193 intersection, received a sound barrier. During the 1997-1998 preliminary design studies for the MD 450 improvement project, the Holmehurst West community was reevaluated. That reevaluation determined that the community met all of the criteria for a I sound barrier and the barrier was constructed. Additionally, the original 1988 *Environmental Assessment* and 1991 *FONSI* identified three areas to be analyzed for noise abatement during the final design phase of the MD 450 improvement project. The 2000 *Environmental Reevaluation for MD 450* reexamined those three areas and determined that they would be impacted by highway traffic noise from the improvements and, therefore, were eligible for noise abatement. These areas were: NSA 31, the Westgate Woods community located along westbound MD 450 just east of Whitfield Chapel Road; NSA 37, the Highbridge community located along relocated MD 450 near its intersection with Greenville Lane; and the communities bordering the new intersection of the relocated MD 450 and MD 197 (Collington Road). The Westgate Woods community was predicted to experience a 10-12 decibel increase in noise levels over existing noise levels and the improvements to MD 450 moved the roadway closer to the community. The sound barriers for these three locations, as well as Holmehurst West, have been constructed.

My telephone number/toll-free number is 410-545-8640 or 1-800-446-5962
Maryland Relay Service for Impaired Hearing or Speech 1.800.735.2258 Statewide Toll Free

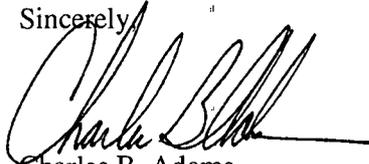
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202 • Phone 410.545.0300 • www.marylandroads.com

248.

Mr. Charles H. Hochman
Page Two

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

Sincerely



Charles B. Adams
Director
Office of Environmental Design

- cc: The Honorable Mary A. Conroy, Member, Maryland House of Delegates
The Honorable Leo E. Green, Member, Senate of Maryland
James D. Hade, RLA, Noise Abatement Team Leader, State Highway Administration
The Honorable James W. Hubbard, Member, Maryland House of Delegates
The Honorable Douglas J.J. Peters, Member, Prince George's County Council
Mr. T.E. Severe, Administrative Assistant, Noise Abatement Team, State Highway Administration
Mr. Charlie K. Watkins, District Engineer, State Highway Administration

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Mr. Charles H. Hochman
Page Three

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

Serial #: None

OED Serial#: None

Noise Customer #: 2877

Responding to letter dated: Follow-up to 03-04-2005 telephone conversation between Mr. Hochman and Mr. Jim Hade and his late 02/2005 telephone conversation between Mr. Hochman and Mr. Ted Severe; Mr. Hochman wanted reasons why his community (Fairview/Collington Cluster) did not receive a sound barrier and why the Holmehurst West community, to the west of the Fairview/Collington Cluster community, received a sound barrier

Saved: 03/07/05 9:54 AM by: T.E. Severe

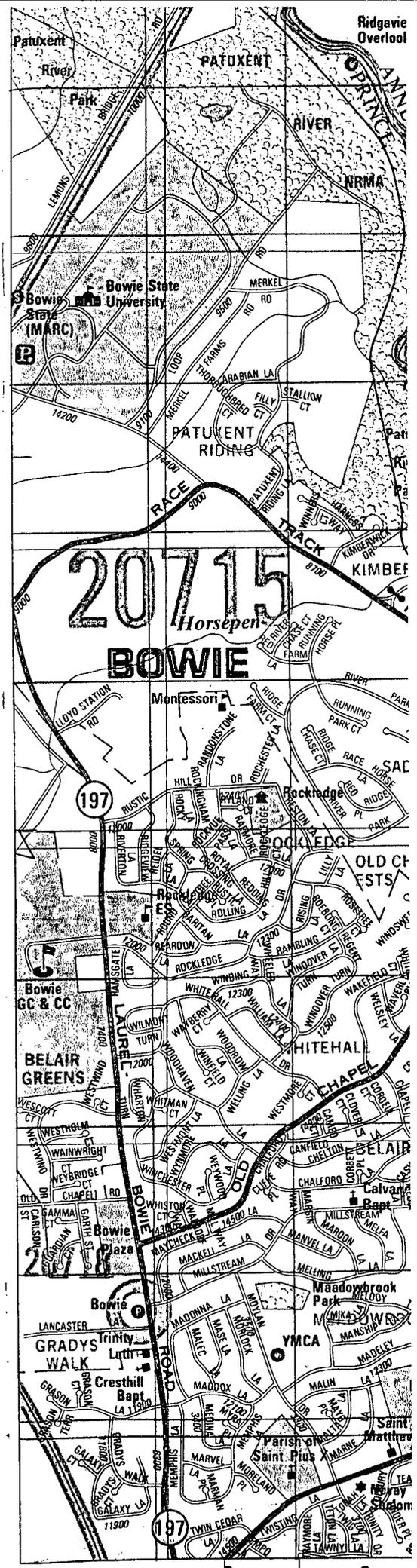
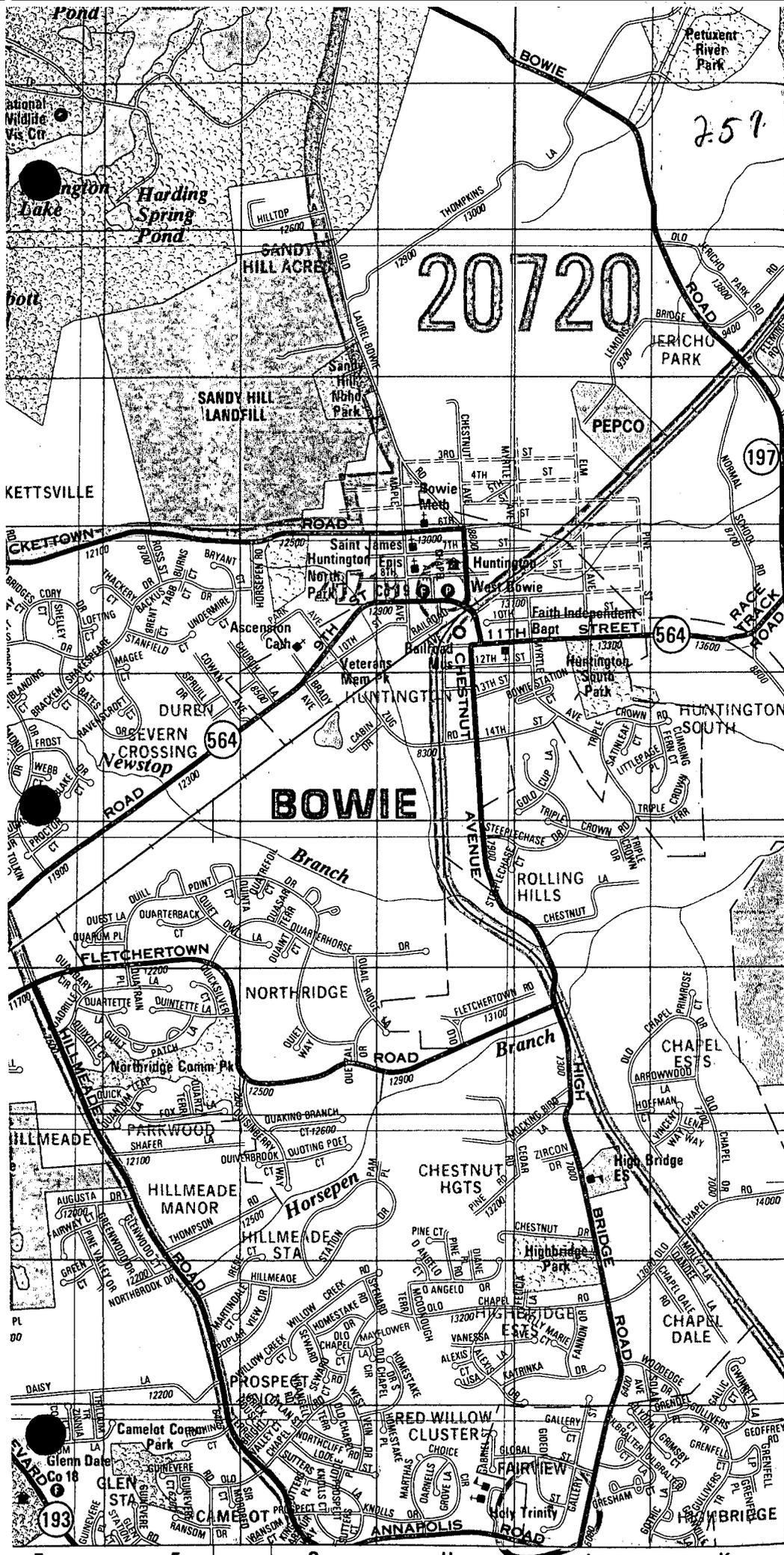
N:\OED\NOISE\CORRESP\2005\HOCHMANCH01.doc

Customer Info. View for 2003				Tuesday, February 08, 2005 03:02 PM			Admin
ID #:	MAP:	DATE:	Letter or Phone on:	LAST NAME:	FIRST NAME:	Active?	
2877		02/08/2005	Phone	HOCHMAN	Mr. Charles H.	<input checked="" type="checkbox"/>	
STREET#:	STREET NAME:	COUNTY:	CITY (Post office):	ZIP CODE:	Representative stat:		
6202	Gideon Street	PG	Bowie	20720-3864	community repre		
Elected Official whom has communicated directly to us on this cu							Find Next
DAY PHONE:	HOME PHONE:	E-Mail address:		COMMUNITY:	HDR Dbase Link		
202-366-4492	301-464-1028	charles.hochman@		Fairview (Collington Cluster)			
Logical Project Limit:	ROADWAY:	MD 450		Barrier Nam:			
WB MD 450 just west of High Bridge Road							
RESPONSE:	INQUIRY:			2nd Contact			
	wants justification for why his community is not						
	eligible for a Type I barrier						
	Last Conta:	Researcher:	Primary SHA		Contact		
	02/08/2005		Ted		Construction Projects		
FILE LOCATION:	OTHER:		Current commitm:				
Do we owe a letter <input checked="" type="checkbox"/>	Letter Commit due da:		Reason Letter is Lat:		n/a		
	Letter signed dat:						
LAST action:							
2-8-05 Mr. Hochman called; spoke w/Ted Severe; wants justificatoin why his community did not receive a Type I barrier; wishes to report these findings to the Fairview Homeowners Ass'n.							
Comments: This field can not be sorted or searched:							
OPPE or Hwy. rep.current type I							
All Elected Officials: 02-2005 EO's Dist. 23A Sen. Leo E. Green; Dels. Mary A. Conroy; James W. Hubbard; PG Cnd Douglas J.J. Peters							
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!

- ① NEWLY ASSIGNED MD 450 WAS MOVED AWAY FROM FAIRVIEW COMM
 - ② EX. AMBIGUOUS NOISE LEVEL in EA/PAUSE 61 dBA
 (2015) NOBULO - 62
 BUILD - 63
- ∴ NO NOISE ABATEMENT RECOMMEND - NOT NOISE GROW

PARALLEL RD (HOLMSTURGE WEST)



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Maryland Department of Assessments and Taxation
 PRINCE GEORGE'S COUNTY
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Account Identifier: District - 14 Account Number - 1698497

Owner Information

Owner Name: HOCHMAN, CHARLES H & JILL Use: RESIDENTIAL
 Principal Residence: YES
 Mailing Address: 6202 GIDEON ST Deed Reference: 1) / 5881/ 480
 BOWIE MD 20720-3864 2)

Location & Structure Information

Premises Address				Legal Description						
6202 GIDEON ST BOWIE 20720				COLLINGTON CLUSTER						
Map	Grid	Parcel	Sub District	Subdivision	Section	Block	Lot	Group	Plat No:	112098
46	B1			2911		A	18	81	Plat Ref:	
Special Tax Areas			Town	BOWIE						
			Ad Valorem							
			Tax Class	09						
Primary Structure Built			Enclosed Area	Property Land Area		County Use				
1984			2,710 SF	15,764.00 SF		001				
Stories	Basement		Type		Exterior					
2	YES		STANDARD UNIT		FRAME					

Value Information

	Base Value	Value As Of	Phase-in Assessments	
			As Of	As Of
Land:	51,170	01/01/2005	07/01/2004	07/01/2005
Improvements:	196,930	71,170		
Total:	248,100	319,040		
Preferential Land:	0	390,210	248,100	295,470
		0	0	0

Transfer Information

Seller: CARROLLTON LMTD Date: 04/26/1984 Price: \$144,500
 Type: IMPROVED ARMS-LENGTH Deed1: / 5881/ 480 Deed2:
 Seller: Date: Price:
 Type: Deed1: Deed2:
 Seller: Date: Price:
 Type: Deed1: Deed2:

Exemption Information

Partial Exempt Assessments	Class	07/01/2004	07/01/2005
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State	000	0	0
Municipal	000	0	0

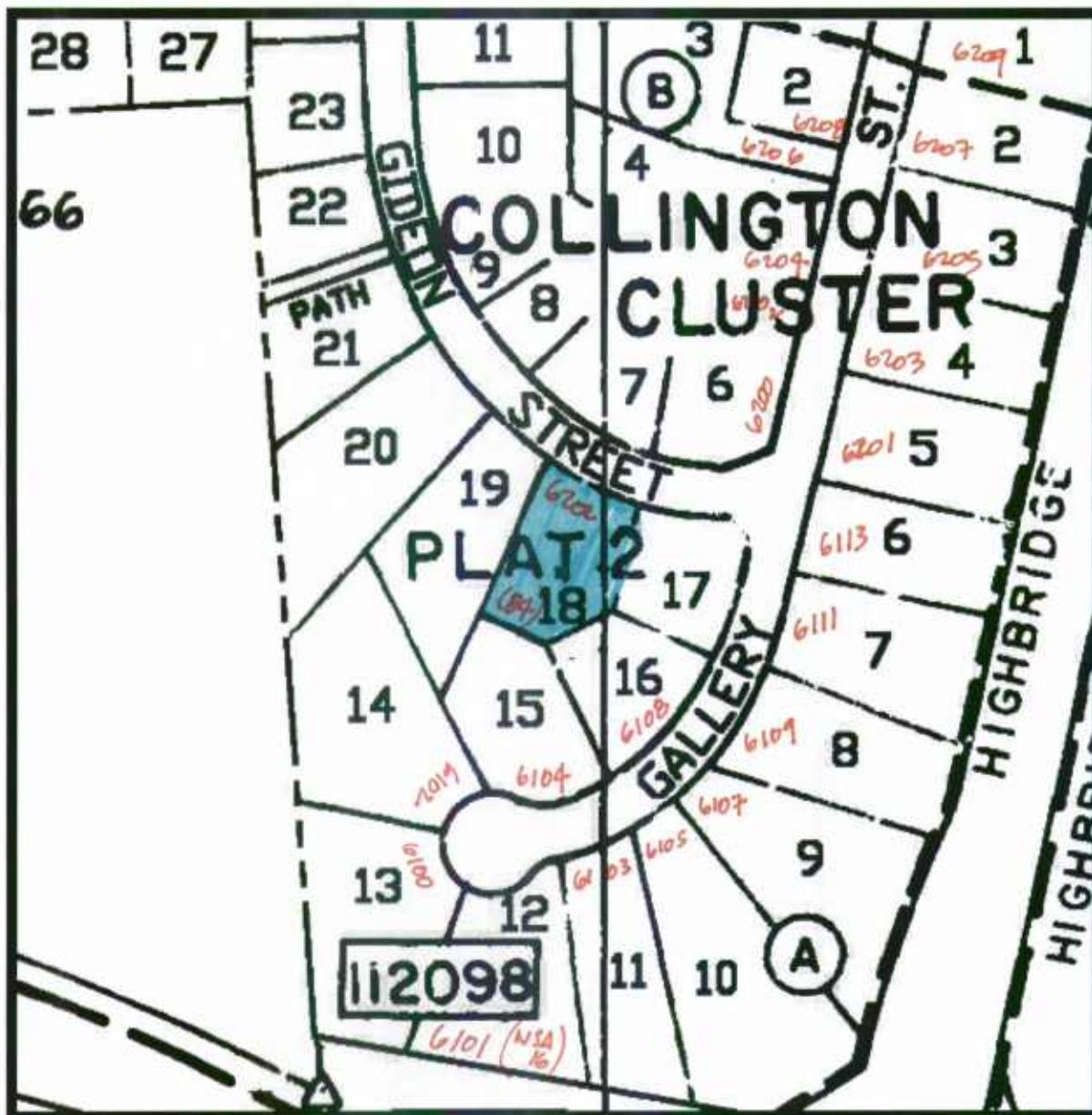
Tax Exempt: NO Special Tax Recapture:
 Exempt Class: *605- D11. 23A - Jan. Leo E. Green*
Del. Mary A. Conway
James W. Hubbard
 * NONE *



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District - 14 Account Number - 1698497



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web site at www.mdp.state.md.us/webcom/index.html

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6202 Gideon St, Bowie, MD 20720
 23 km NE of Washington, D.C., , United States 10 April 2002

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Street
6202 gideon st

City
bowie

State
md



Longitude Latitude

-76.77410 38.97423

Size

OUT

IN

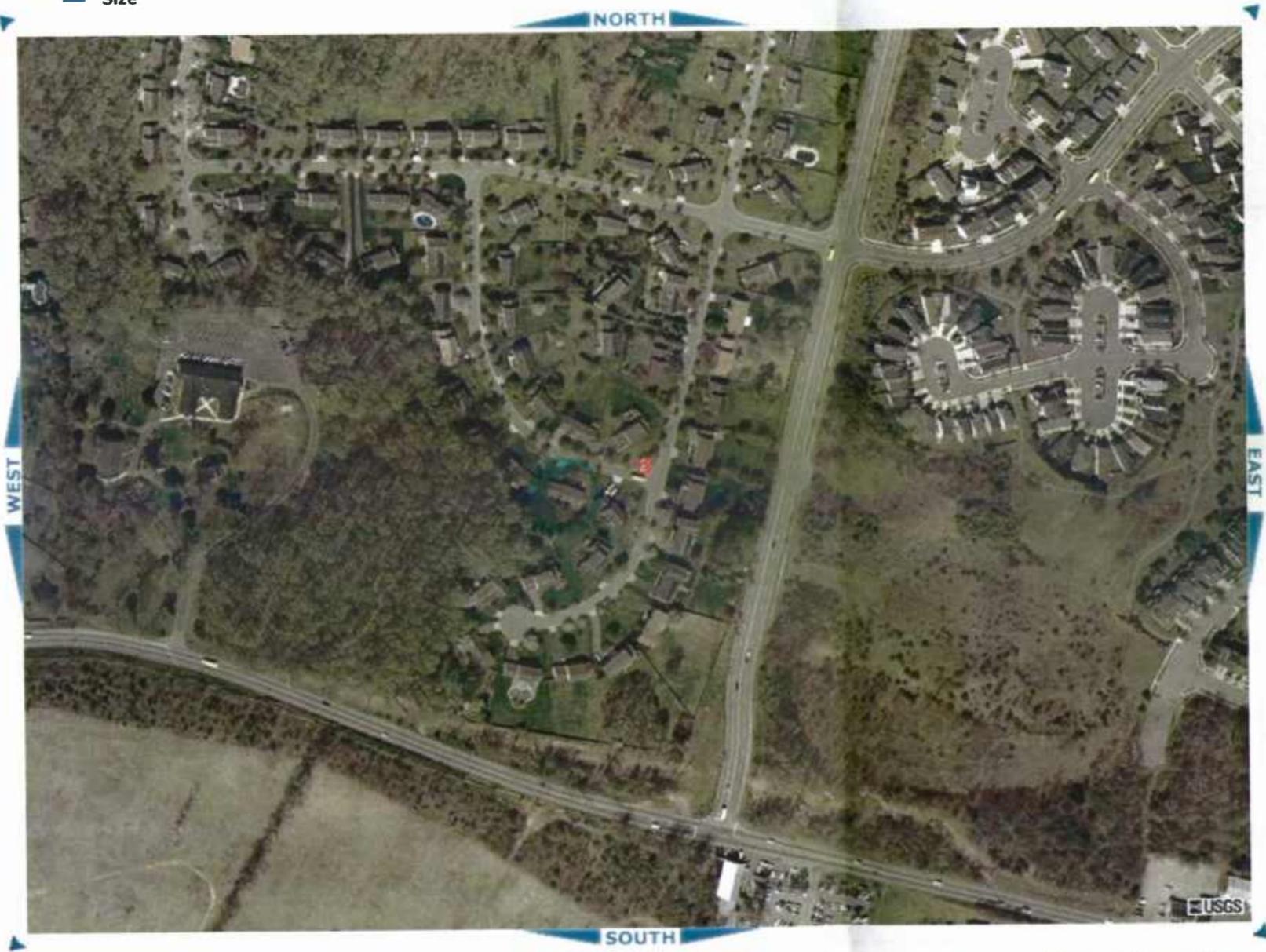
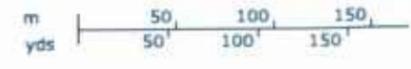


Image courtesy of the U.S. Geological Survey



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Name	Account	Street	OWN OCC	Map Parcel
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<u>LINDEN JOSEPH W</u>	14 1698448	6100 GALLERY ST	1985 H	46
<u>HARDY TYRONE E</u>	14 1698430	6101 GALLERY ST	1985 H	46
<u>RALPH JOHN E JR</u>	14 1698455	6102 GALLERY ST	1984 H	46
<u>BAKER HARVEY</u>	14 1698422	6103 GALLERY ST	1985 H	46
<u>HARRIS ANDRE</u>	14 1698463	6104 GALLERY ST	1984 H	46
<u>KOON JOHNNIE S</u>	14 1698414	6105 GALLERY ST	1985 N	46
<u>BRILES DAVID J</u>	14 1698406	6107 GALLERY ST	1984 H	46
<u>MCCARTHY THOMAS E</u>	14 1698471	6108 GALLERY ST	1984 H	46
<u>BLEACH RICHARD D</u>	14 1698398	6109 GALLERY ST	1985 H	46
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<u>BLIESNER TRISTAN</u>	14 1698604	6200 GALLERY ST	1984 H	46
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<u>GALGANO THOMAS G</u>	14 1698596	6202 GALLERY ST	1985 H	46
<u>FUSSELL WARREN</u>	14 1698356	6203 GALLERY ST	1986 H	46
<u>DAVIS HENRY M</u>	14 1698588	6204 GALLERY ST	1985 H	46
<u>DENNIN JOHN R</u>	14 1698349	6205 GALLERY ST	1984 H	46
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<u>SELBY ROBERT</u>	14 1698240	6300 GALLERY ST	H	37
<u>ULEVICH DAVID H</u>	14 1698075	6301 GALLERY ST	H	37
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<u>KRASKE RICHARD</u>	14 1698083	6303 GALLERY ST	H	37
<u>ELERIAN MOHAMED F</u>	14 1698265	6304 GALLERY ST	H	37
<u>MODALI SARMA B</u>	14 1698091	6305 GALLERY ST	H	37
<u>LOPEZ DUDLEY B</u>	14 1698109	6307 GALLERY ST	H	37

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<u>LINKER ERIC H</u>	14 1698117	6309 GALLERY ST	H	37
<u>FELIX ERNESTO B</u>	14 1698125	6401 GALLERY ST	H	37
<u>BROWN CHARLES G</u>	14 1698315	6402 GALLERY ST	H	37
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<u>ARCHER DAVIES</u>	14 1698141	6405 GALLERY ST	H	37
<u>SEHGAL ANIL</u>	14 1578434	6408 GALLERY ST	H	37
<u>WISE BRIAN K</u>	14 1578483	6409 GALLERY ST	H	37
<u>YATES RICKEY &</u>	14 1578442	6410 GALLERY ST	H	37
<u>DAVID MITCHELL G</u>	14 1578459	6412 GALLERY ST	H	37
<u>MCCREARY MAURICE</u>	14 1578475	6413 GALLERY ST	H	37
<u>HAIRSTON EARNEST</u>	14 1578467	6414 GALLERY ST	H	37
<u>HUBBARD JAMES W</u>	14 1698281	13305 GALLERY CT	H	37
<u>BOGLEY SAMUEL W</u>	14 1698299	13306 GALLERY CT	H	37
<u>KIM C S & YONG M</u>	14 1698273	13307 GALLERY CT	H	37
<u>JACKSON LEROY JR</u>	14 1698307	13308 GALLERY CT	H	37

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<u>KLEIN MITCHELL M</u>	14 1698489	6200 GIDEON ST	1985 H	46
<u>HOCHMAN CHARLES H</u>	14 1698497	6202 GIDEON ST	1984 H	46
<u>CADY RAYMOND M</u>	14 1698612	6203 GIDEON ST	1984 H	46
<u>ZIPPEL KENNETH P</u>	14 1698505	6204 GIDEON ST	1985 H	46
<u>MANN WILLIAM A</u>	14 1698620	6205 GIDEON ST	1984 H	46
<u>BRINTON HENRY C</u>	14 1698513	6206 GIDEON ST	1985 H	46
<u>CAMARDELLA ROSARI</u>	14 1698521	6208 GIDEON ST	1985 H	46
<u>STODGHILL WYNNE A</u>	14 1698638	6209 GIDEON ST	1986 H	46
<u>HOLLEY CHARLES E</u>	14 1698539	6210 GIDEON ST	1985 H	46
<u>KRIVAK JOSEPH J</u>	14 1698646	6211 GIDEON ST	1984 H	46
<u>DEMAIO LOUIS D</u>	14 1698547	6212 GIDEON ST	1986 H	46
<u>DIETZ RICHARD C</u>	14 1698653	6213 GIDEON ST	1984 H	46
<u>YOST KENNETH A</u>	14 1698554	6214 GIDEON ST	1985 H	46
<u>THOMAS ELIZABETH</u>	14 1698174	6215 GIDEON ST	1984 H	37
<u>FAUCETTE KAREN &</u>	14 1698166	6216 GIDEON ST	1986 H	37

NSA 110

208

Click here for a plain text ADA compliant screen.



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

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

Account Identifier: District - 14 Account Number - 1698430

Owner Information

Owner Name: HARDY, TYRONE E & VICTORIA L
Use: RESIDENTIAL
Principal Residence: YES
Mailing Address: 6101 GALLERY ST
 BOWIE MD 20720-3859
Deed Reference: 1) /16815/ 386
 2)

Location & Structure Information

Premises Address

6101 GALLERY ST
 BOWIE 20720

Legal Description

COLLINGTON CLUSTER

Map	Grid	Parcel	Sub District	Subdivision	Section	Block	Lot	Group	Plat No:	112098
46	B1			2911		A	12	81	Plat Ref:	

Special Tax Areas
 Town Ad Valorem Tax Class BOWIE 09

Primary Structure Built	Enclosed Area	Property Land Area	County Use
1985	2,710 SF	26,002.00 SF	001

Stories	Basement	Type	Exterior
2	YES	STANDARD UNIT	FRAME

Value Information

	Base Value	Phase-in Assessments		
		Value As Of	As Of	As Of
Land:	52,200	01/01/2005	07/01/2004	07/01/2005
Improvements:	212,610	72,200		
Total:	264,810	333,720	264,810	311,846
Preferential Land:	0	0	0	0

Transfer Information

Seller: QUADER, MARY L	Date: 02/05/2003	Price: \$284,900
Type: IMPROVED ARMS-LENGTH	Deed1: /16815/ 386	Deed2:
Seller: QUADER, DAVID G & MARY L	Date: 10/18/1995	Price: \$0
Type: NOT ARMS-LENGTH	Deed1: /10407/ 600	Deed2:
Seller: SEQUOIA FEDERAL	Date: 10/16/1992	Price: \$219,000
Type: IMPROVED ARMS-LENGTH	Deed1: / 8488/ 420	Deed2:

Exemption Information

Partial Exempt Assessments	Class	07/01/2004	07/01/2005
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
The Secretary's Office

259

Robert L. Ehrlich, Jr.
Governor

Michael S. Steele
Lt. Governor

Robert L. Flanagan
Secretary

James F. Ports, Jr.
Deputy Secretary

October 7, 2005

Mr. James McD. Hossbach
10 Hunters Court
Lutherville, Maryland 21093

Dear Mr. Hossbach:

Thank you for your letter to Governor Robert L. Ehrlich, Jr. regarding a sound barrier for the Hunt Ridge Community, along southbound I-83 to the south of Timonium Road, in Baltimore County. The Governor received your letter and asked me, as Secretary of the Maryland Department of Transportation, to respond on his behalf.

First, please let me reassure you that the State's Sound Barrier Policy is applied uniformly to all communities that request a barrier. Each of the five Baltimore County communities identified in the recent *Baltimore Sun* article was evaluated under the State's Type II Sound Barrier Program. These communities met all of the technical criteria for a Type II sound barrier: the majority of the homes were constructed before the adjacent highway; noise levels equaled or exceeded sixty-six decibels (the State's noise-level-impact threshold); and their respective barriers could be built for \$50,000 or less per impacted and benefited residence. With respect to the date criterion, the percentage of impacted homes in each community that predated the adjacent State highway is as follows:

- Woodholme Avenue (I-695 at Reisterstown Road) – 95 percent of the impacted homes predated the 1962 opening of I-695
- Priceville (southbound I-83 just south of Old Belfast Road) – 80 percent of the impacted homes predated the 1962 opening of I-83 (Baltimore-Harrisburg Expressway)
- Oriole Avenue (I-695 just north of Eastern Avenue [MD 150]) – 100 percent of the impacted homes predated the 1970 opening of Windlass Freeway portion of I-695
- Chesaco Park (I-695 north of Back River) – 52 percent of the impacted homes predated the 1970 opening of the Windlass Freeway portion of I-695
- Greenlawn/Windsor Park (I-695 just south of Windsor Mill Road) – 75 percent of the impacted homes predated the 1962 opening of I-695

The Hunt Ridge community, in contrast, failed to meet the date criterion for our Type II program, in that the majority of its impacted homes did not predate the highway. Your community does not, therefore, qualify for a sound barrier under the State's Type II program. Because a community must meet all technical criteria to be eligible for a barrier, when a community fails to meet any of the technical criteria, no further evaluations, including noise-level measurements, are performed. We are therefore unable to grant your request for a study of highway noise levels.

My telephone number is 410-865-1000
Toll Free Number 1-888-713-1414 TTY User Call Via MD Relay
7201 Corporate Center Drive, Hanover, Maryland 21076

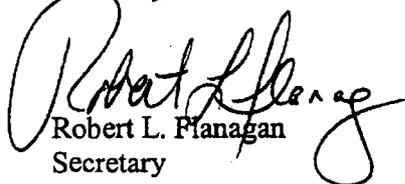
Mr. James McD. Hossbach
Page Two

The sound barriers along both sides of I-83, to the south of your community, were built by the State. These barriers have a sound-absorptive finish to minimize reflected highway-traffic noise. Even though the privately built barrier to the north of your community may not have such a finish, our noise specialists do not see how these barriers could create additional noise impact for you and your neighbors. If these barriers were to reflect any additional noise, we would expect that it would be less than one decibel—a change that is not noticeable to the human ear.

You indicate that Valleyfield residents “were able to get their wall after many years of letters, lawyers and meetings.” Actually, the recently constructed SHA sound barrier, beginning just south of Pheasant Run Court and running along southbound I-83 to the bridge at Seminary Avenue, is for the Longford North community. This barrier was constructed to honor a State commitment made to the Longford North community before the formal Sound Barrier Policy was adopted. The barrier provides noise abatement for impacted homes on Branford Circle and both sides of Valleyfield Road. The original sound barrier commitment for this community did not contemplate extending the barrier beyond its present northern terminus, either to protect the Hunt Ridge community or to go all the way to Timonium Road.

Thank you, again, for your letter. The Governor appreciates hearing from you, and on his behalf, I thank you for your concern about this very important matter. If you have any further questions or comments, please do not hesitate to contact Mr. Charles B. Adams, Director of Environmental Design, SHA at 410-545-8640, toll-free 800-446-5962 or via email at cadams@sha.state.md.us. SHA will be pleased to assist you.

Sincerely,


Robert L. Flanagan
Secretary

- cc: Mr. Charles B. Adams, Director of Environmental Design, SHA
- Mr. Edward C. Adams, Jr., Director, Baltimore County Department of Public Works
- The Honorable Jon S. Cardin, Member, Maryland House of Delegates
- The Honorable Paula C. Hollinger, Member, Senate of Maryland
- The Honorable Kevin Kamenetz, Member, Baltimore County Council
- The Honorable Dan K. Morhaim, Member, Maryland House of Delegates
- The Honorable James T. Smith, Jr., Baltimore County Executive
- Mr. Neil J. Pedersen, Administrator, SHA
- The Honorable Robert A. Zirkin, Member, Maryland House of Delegates

Mr. James McD. Hossbach
Page Three

bcc: James D. Hade, RLA, Noise Abatement Team Leader, SHA
Mr. David J. Malkowski, District Engineer, SHA
Ms. Nanette M. Schieke, State Legislative Officer, Maryland Department of Transportation
Mr. T.E. Severe, Administrative Assistant, Noise Abatement Team, SHA
Mr. Douglas H. Simmons, Deputy Administrator for Planning and Engineering, SHA
Ms. Frances Ward, Community Liaison, SHA

Serial #: WCS 21234

OED Serial#:

Noise Customer #: 1291

Responding to letter dated: Follow-up to 09-09-2005 letter from Mr. Hossbach to Gov. Ehrlich; Mr. Hossbach wrote:

*"I read with much interest the attached article in the Baltimore Sun – 9/02/05, regarding the construction of Sound Barriers being built for 5 communities. What truly caught my eye is the last sentence in the last paragraph **"MOST OF THE HOMES IN THE COMMUNITIES EXISTED BEFORE THE CONSTRUCTION OF THE HIGHWAYS"**.*

The attached letters will explain my concern over this decision, as we have been denied a Sound Barrier on I-83 (West Side) South of Timonium Road because our home did not exist before the construction of the highways. Why do these communities qualify "

My last letter to the County Executive explained when the Highway Department widened the East Side of the Timonium Road exit – we had to put up with all of the building noise for well over 1 month during the hours of 10:30 p.m. through 1:00 a.m. This noise along with the flashing lights from the trucks kept us awake during those hours, and we were told they did not want to stop traffic during the daylight hours, so we just once again had to put up with this additional disturbance. I also explained in this letter about the Sound Barriers that have been installed on either side of the remaining homes in the Hunt Ridge Development, which is giving us additional noise. Why are we being discriminated against? We have a lovely home and cannot enjoy the back yard due to the additional highway noise. When we purchased our home some 20+ years ago, the builder told us that a sound barrier would be built in the future. Well, that future has never arrived, and the noise level has more than tripled from the time we purchased our home. In fact, we have been told by 3 different Real Estate agents that this definitely would harm the sale of our home. Is this fair? We pay our taxes just like the others in the Valleyfield development and feel we are not given equal rights. I have been told that the neighbors in the Valleyfield development were able to get their wall after many years of letters, lawyers and meetings. We will continue to try to get assistance (Legal – Media – Senators) with this issue until this is resolved.

"At this time, I am requesting that you please have the SHA give us a sound reading over a 24-hour period and advise us if the area behind our home exceeds the 66-decibel impact, and give us a copy of this report. It would be appreciated if they especially check starting early in the morning when the dump trucks come out of the quarry, along with the other trucks and car traffic. As stated in all of our letters the noise level, at all hours, is a nuisance and undesirable."

Saved: 09/16/05 2:55 PM by: T.E. Severe

N:\OED\NOISE\CORRESP\2005\Drafts\HOSSBACHJMcD01.doc

262

9/14/05
Noise Team -
Charlie Kasa
copy [signature]

10 Hunters Court
Lutherville, MD 21093

September 9, 2005

Governor Robert L. Ehrlich, Jr.
State House
100 State Circle
Annapolis, MD 21401

Re: Sound Barriers for 5 Communities in Baltimore County

Dear Governor:

I read with much interest the attached article in the Baltimore Sun - 9/02/05, regarding the construction of Sound Barriers being built for 5 communities. What truly caught my eye is the last sentence in the last paragraph "**MOST OF THE HOMES IN THE COMMUNITIES EXISTED BEFORE THE CONSTRUCTION OF THE HIGHWAYS**".

The attached letters will explain my concern over this decision, as we have been denied a Sound Barrier on I-83 (West Side) South of Timonium Road because our home did not exist before the construction of the highways. Why do these communities qualify?

My last letter to the County Executive explained when the Highway Department widened the East Side of the Timonium Road exit - we had to put up with all of the building noise for well over 1 month during the hours of 10:30 p.m. through 1:00 a.m. This noise along with the flashing lights from the trucks kept us awake during those hours, and we were told they did not want to stop traffic during the daylight hours, so we just once again had to put up with this additional disturbance. I also explained in this letter about the Sound Barriers that have been installed on either side of the remaining homes in the Hunt Ridge Development, which is giving us additional noise. Why are we being discriminated against? We have a lovely home and cannot enjoy the back yard due to the additional highway noise. When we purchased our home some 20+ years ago, the builder told us that a sound barrier would be built in the future. Well, that future has never arrived, and the noise level has more than tripled from the time we purchased our home. In fact, we have been told by 3 different Real Estate agents that this definitely would harm the sale of our home. Is this fair? We pay our taxes just like the others in the Valleyfield development and feel we are not given equal rights. I have been told that the neighbors in

September 9, 2005
Governor Robert L. Ehrlich, Jr.

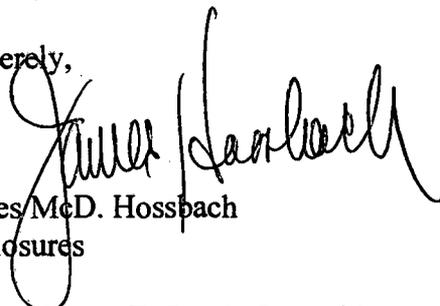
Page 2

the Valleyfield development were able to get their wall after many years of letters, lawyers and meetings. We will continue to try to get assistance (Legal - Media - Senators) with this issue until this is resolved.

At this time, I am requesting that you please have the SHA give us a sound reading over a 24-hour period and advise us if the area behind our home exceeds the 66-decibel impact, and give us a copy of this report. It would be appreciated if they especially check starting early in the morning when the dump trucks come out of the quarry, along with the other trucks and car traffic. As stated in all of our letters the noise level, at all hours, is a nuisance and undesirable.

Thank you!

Sincerely,



James McD. Hossbach
Enclosures

Cc: James T. Smith, Jr., Baltimore County Executive
Paula C. Hollinger, State Senator
Charles B. Adams, Director Office of Environmental Design
Edward C. Adams, Jr., Director of Public Works

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BALTIMORE COUNTY *The Sun* 9/2/05

Highway sound barriers to be built for 5 communities

Sound barriers will be built next to five Baltimore County communities adjacent to Interstate highways, Maryland officials said yesterday.

The state will spend \$12.23 million, \$2.8 million of which came from Baltimore County, to design and build the sound barriers.

The barriers are to be built at these locations:

- The Beltway (Interstate 695), outer loop west of Reisterstown Road, near the Woodholme Avenue community.
- Southbound Interstate 83, south of Belfast Road, near the Priceville community.
- The Beltway outer loop, from Eastern Avenue to north of Diamond Point Road, near the Oriole Avenue community.
- The Beltway outer loop, from Back River to the Amtrak railroad bridge, near the Chesaco Park community.
- The Beltway inner loop at Windsor Mill Road, near the Greenlawn/Windsor Park community.

Most of the homes in the communities existed before the construction of the highways, officials said.

April 25, 2005

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10 Hunters Court
Lutherville, MD 21093

Senator Paula Hollinger
2 Miller Senate Building
West Wing
11 Balden Street
Annapolis, MD 21401

Dear Senator Hollinger:

We have resided in the Hunt Ridge Community in Timonium, MD for 21 years. Our house backs up to I-83, along with seven other houses in the development. Over the years we have contacted persons at the county as well as written to the State Highway Department & spoken with them by phone to no avail, to our questions of when are we going to have the sound barrier wall behind our houses?

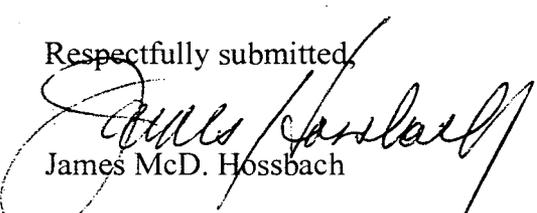
As you are well aware, the traffic on I-83 has quadrupled in the past years, which makes it impossible for us to have full enjoyment of our properties. The Valleyfield Development, which is just South of Hunt Ridge, had the barrier wall installed last summer (2004). The County has issued a permit for a developer to build 18 houses just North of our development (which borders Hunt Ridge) with the stipulation that they erect a sound barrier wall along I-83 & adjacent to the next to the last house in our area. They have nearly completed this wall and it now causes us to receive a greater effect of the road noise due to the configuration of these walls.

We are also annoyed by the construction of the wall on the East side of I-83, which is directly across from our development. This occurs at 11:00 p.m. until 1:00 a.m., which is most unreasonable, and I am sure that unless there is a special concern or deadline that this is not allowed by the State.

Having said all of this, it almost appears that someone at the State level is totally ignoring the above mentioned conditions of the seven or eight houses left without a sound wall and are now caught in this tunnel effect. To sum up this whole matter, we would like to know not if we are going to get this wall but when?

We thank you for reading this letter and are requesting that you give us a reply in person, which will allow you the opportunity to observe the situation.

Respectfully submitted,


James McD. Hossbach

Cc: Governor Robert L. Ehrlich, Jr.
Delegate Jon S. Cardin
Delegate Dan K. Morhaim
Delegate Robert A. Zirkin

TIMONIUM RD

No Wall ?

New Wall (UNDER CONST.)

3 NORTH BOUND LANES I-83

MEDIAN

3 SOUTH BOUND LANES I-83

New Wall ?

No Wall ?

Wall Const (2004)

BY DEVELOP.

18 PURPOSED
NEW HOUSES

8 HOUSES HUNTRIDGE

VALLEY FIELD
DEVEL

NORTH

NOT TO SCALE

998-

4/21/05

695

10 Hunters Court
Lutherville, MD 21093

June 24, 2005

The Honorable James T. Smith
County Executive Baltimore County
Executive Office
400 Washington Avenue
Towson, MD 21204

Dear County Executive:

I am writing to you and hoping you will be able to give us help with a very serious problem we have concerning our home in the Hunt Ridge community. We have on several occasions contacted officials in the Senate, The State Highway Department, Baltimore County, and only get sent from one to the other with no results. The enclosed letter was sent to State Senator Paula C. Hollinger, Governor Robert L. Ehrlich, Jr., Delegate Jon S. Cardin, Delegate Dan K. Morhaim, & Delegate Robert A. Zirkin on April 25, 2005. The response we received from the Senator along with a response she received from the State Highway Department. We truly appreciate the Senator trying to help us, but as you can see we are told we cannot have a sound wall due to the date of construction of the development. We have endured the constant increase in noise for 20 years from the traffic on I-83, which has more than tripled since we purchased our home; and the noise is now unbearable. I can honestly say that on nights when I cannot sleep due to the noise, I have counted over 100 trucks within 10 minutes. In addition to that, when the Highway Department is working on I-83 on the opposite side of the road from our house, they start after 10:30 p.m. and use trucks & tools that are extremely noisy, and they work until after 1:00 a.m. in the morning. Along with the noise from the construction of the highway, a truck with a warning light on top, drives back and forth causing these lights to shine into our bedroom, which also keeps us awake.

I understand from our neighbors in the Valleyfield development (adjacent to Hunt Ridge) that they were able to get a sound wall with the help of a senator, and someone in the Baltimore County Office. We now have a sound wall on either side of our property. Valleyfield has a wall and Baltimore County will issued permits for 18 homes on the North side of our property, requiring the Builder to construct a sound barrier wall prior to starting construction to this development. This is now giving us more noise due to the vortex effect of the two walls terminating on either side of our development.

Please advise whom we can contact to help with this nuisance problem. We have a lovely home & yard; however, we cannot enjoy the yard and are awakened by the truck noise day & night. We are paying our taxes the same as those who have property on either side of us, yet we are not allowed the same privileges. We feel that if the other homes on either side of us were considered and given the wall, we should be allowed the same, and not be discriminated against.

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June 24, 2005

The Honorable James T. Smith

Page 2

We would appreciate it if we could have a sound reading taken at 6:00 a.m., 5:00 p.m. or during the peak traffic hours. With the results of these readings, this should conclude the necessity of a barrier to close the only open area between I-695 and Timonium Road (which is an area running parallel to I-83, adjacent to the South bound lanes).

The attached letter from the State Highway Department is stating the conditions for Mays Chapel Village, and not the Hunt Ridge Development.

Thank you for your attention to this matter. We would appreciate a reply from you at your earliest convenience.

Sincerely,

James McD Hossbach

enclosures

Department of Public Works



Baltimore County

Office of the Director
111 W. Chesapeake Avenue
Towson, Maryland 21204
Tel: 410-887-3300 • Fax: 410-887-3406

*James T. Smith, Jr., County Executive
Edward C. Adams, Jr., Director*

July 21, 2005

Mr. James Hossbach
10 Hunters Court
Lutherville, Maryland 21093

Reference: Sound barrier request - Hunt Ridge community
I-83 (West side) south of Timonium Road

Dear Mr. Hossbach:

County Executive Jim Smith has requested that I respond on his behalf to your letter of June 24, 2005 pertaining to your request for a sound barrier between the Hunt Ridge Community and I-83. The information provided to you via your communications with State Senator Paula Hollinger (included in your communication to the County Executive) provides a sufficient summary of the "Type 1" and "Type 2" sound barrier programs that are available and the criteria that applies to each. Prior evaluation by the State Highway Administration (SHA) eliminated your community from the "Type 2" program because the homes in this area were constructed after I-83 was constructed.

The SHA implements both of these programs. With respect to the "Type 2" barriers, Baltimore County is required to fund 20% of the construction related costs for the projects that meet the SHA criteria prior to SHA moving forward with this project. There is a waiting list for the communities already approved for the "Type 2" sound barrier program. County funding that is currently available (\$3.2 million) to fund our cost requirements for these communities is no longer adequate to meet the demand. Substantial increases in the cost to implement these sound barrier costs has reduced the number of projects that we can fund at this time. It is also our understanding that SHA also is not in a position to fund all of these projects at this time. Baltimore County is not in a position to consider committing new funds to an expanded sound barrier program when we are challenged to fund the approved locations under the current program. Before we would even consider this, SHA would have to have a program for such, which it does not, and appears to be unlikely that this will occur any time in near future.

With respect to your assertion that the location of the sound barriers adjacent to your community has amplified the level of noise, we do not have the expertise nor experience to evaluate or comment on this. SHA has indicated that over 80% of the sound is absorbed by the surface of the wall. I can only suggest you request SHA evaluate this condition to see if it has merit.



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Mr. James Hossbach
July 21, 2005
Page - 2

Based on the current available sound barrier programs, the only way I foresee a sound barrier being installed at this location is if SHA widens I-83 adjacent to your community. If you have any further questions regarding this matter, please contact me at (410) 887-3306.

Sincerely,



Edward C. Adams, Jr.
Director of Public Works

ECA:RCB:SAW:JYD:plf

cc: James T. Smith, Jr.
Charles B. Adams, SHA
Erin P. Favazza

LR #15735

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Correspondence Details**Case ID: 21234 Hossbach, James**

Case ID: 21234
Constituent: Hossbach, James
Address: 10 Hunters Court
Lutherville, MD 21093
Document Date: 09/09/2005
Bar Code: 00021577
Corr. Type: In
Confidential: No
Subject: SHA-General
Stand on issue: Neither
How corr. was received: Governor's Correspondence System
Tone of letter: Neither
Current Owner: Helene, Irene
Date Assigned: 09/16/2005
Deadline Date: 09/23/2005
Date Closed:
Respond On Behalf Of: Prepare Response For Secretary's Signature On Behalf Of Governor
External Code: 297770
Comments: Constituent wants to know why his area has been denied a Sound Barrier on I-83.

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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: 297770
Receive Date: 9/15/2005 11:46:05 AM
Letter Date: 9/9/2005
Deadline Date: 10/17/2005

From: Mr. James McD Hossbach
10 Hunters Court
Lutherville ,MD 21093

Subject: MDOT- State Highway Admin. (SHA) Constituent wants to know why his area has been denied a Sound Barrier on I-83.

History Log:

Date Completed	Action Taken	Completed By	Assigned By
9/15/2005 12:04:00 PM	Correspondence Entry	Laura Blevins	Laura Blevins
9/15/2005 12:04:52 PM	Subject Entry	Laura Blevins	Laura Blevins

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 2003

Friday, September 16, 2005 03:39 PM

Admin

ID #	MAP	DATE	Letter or Phone on	LAST NAME	FIRST NAME	Active?
1291		07/21/1997	Phone	HOSSBACH	Mr. James McDonald	<input checked="" type="checkbox"/>
STREET#	STREET NAME	COUNTY	CITY (Post office)	ZIP CODE	Representative stat	
10	Hunters Court	BA	Lutherville-Timon	21093-4008		

Elected Official whom has communicated directly to us on this cu

DAY PHONE	HOME PHONE	E-Mail address	COMMUNITY	HDR Dbase Link
	410-252-1030	ajhossey@aol.com	Hunt Ridge	

Logical Project Limit ROADWAY: I-83 Barrier Nam

SB I-83 just below Timonium Road

RESPONSE	INQUIRY	2nd Contact
bad news - community (1983+/-) postdates I-83 - not eligible for barrier - I-83 opened 1962	Complaints of noise along highway - when are walls going up, giving truckers parking for	
	Last Conta	Researcher
	02/22/2000	PHILIP
		Primary SHA Contact

FILE LOCATION	OTHER	Current commitm	Construction Projects

Do we owe a letter <input checked="" type="checkbox"/>	Letter Commit due da	09/21/2005
LAST action	Letter signed dat	Reason Letter is Lat

9-9-05 Mr. Hossbach wrote to Gov.; wants to know why SHA is discriminating his comm & not providing a barrier; wants a 24-hr noise level test performed & a copy of the report

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

7/14/05: Del Cardin's office called to see if we had yet responded to Mr. Hossbach's recent letter. Jim indicated that the Noise Team has no record of a recent letter. Del. Will send request for response. 6-24-05 Mrs. Arlene Hossbach called; stated that overnight construction noise adjacent to her home near I-83 is unbearable; referred her to D-4 (Dist. Eng. & Dan Witt - provided phone numbers) 09/02/97 - letter from CBA to Mr. Hossbach - comm. not eligible for barrier because it postdates I-83 - sent copy of Sound Barrier Comm. Resource Guide, Noise Policy, FHWA Hwy. Traffic Noise pamphlet - other non-noise issues referred to MD State Police

All Elected Officials: 05-2003 EO's Dist. 11 Sen. Paula C. Hollinger; Dels. Jon S. Cardin; Dan K. Morhaim; Robert A. Zirkin; BA Cncl Kevin Kamenetz

Comment Journal, and letter hyperlinks

Consultant Fir 1-888-375-1975 outside MD

To Meet 100% of our Commitments!

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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](#)
[Ground Rent](#)

Account Identifier: District - 08 Account Number - 1800010768

Owner Information

Owner Name: HOSSBACH JAMES MCDONALD Use: RESIDENTIAL
HOSSBACH ARLENE E
Principal Residence: YES
Mailing Address: 10 HUNTERS CT Deed Reference: 1) / 6769/ 648
LUTH-TIMONIUM MD 21093-4008 2)

Location & Structure Information

Premises Address: 10 HUNTERS CT Legal Description: 16526 SQ FT .3794 AC HUNT RIDGE
Map Grid: 60 11 99 Parcel: 99 Sub District: Subdivision: 2 Section: 2 Block: B Lot: 8 Assessment Area: 2 Plat No: A Plat Ref: 47/ 26

Special Tax Areas: Town Ad Valorem Tax Class
Primary Structure Built: 1983 Enclosed Area: 2,580 SF Property Land Area: 16,526.00 SF County Use: 04
Stories: 2 Basement: NO Type: SPLIT LEVEL Exterior Siding:

Value Information

	Base Value	Value As Of	Phase-in Assessments	
			As Of	As Of
Land:	74,630	01/01/2005	07/01/2005	07/01/2006
Improvements:	145,300	118,630		
Total:	219,930	225,910	261,466	303,002
Preferential Land:	0	344,540	0	0

Transfer Information

Seller: CHESAPEAKE HOMES INCORPORATED Date: 08/20/1984 Price: \$113,390
Type: IMPROVED ARMS-LENGTH Deed1: / 6769/ 648 Deed2:
Seller: Date: Price:
Type: Deed1: Deed2:
Seller: Date: Price:
Type: Deed1: Deed2:

Exemption Information

Partial Exempt Assessments	Class	07/01/2005	07/01/2006
County	000	0	0
State	000	0	0
Municipal	000	0	0

Tax Exempt: NO Special Tax Recapture:
Exempt Class:

* NONE *

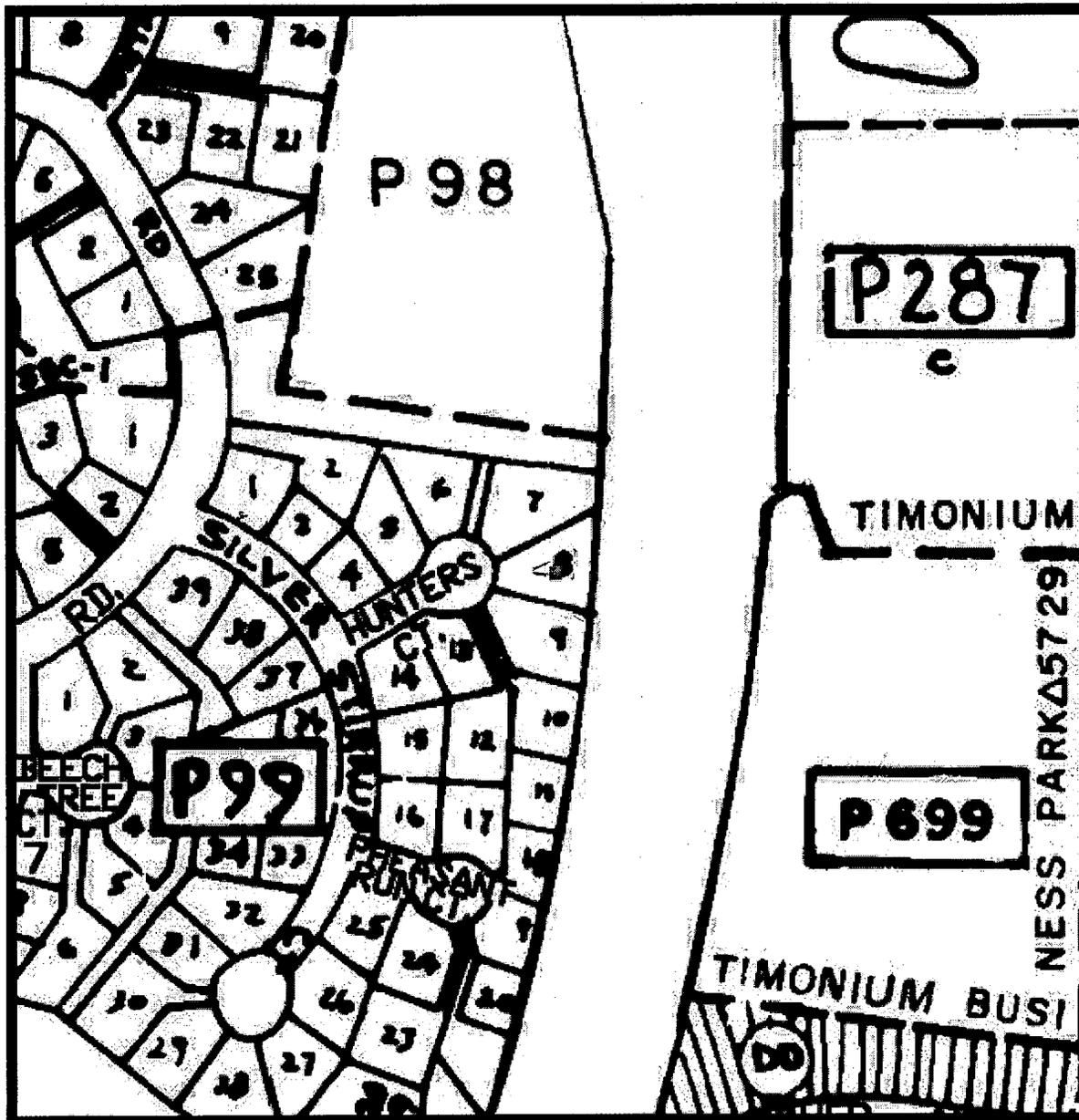
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Maryland Department of Assessments and Taxation
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District - 08 Account Number - 1800010768



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Robert L. Ehrlich, Jr., *Governor*
Michael S. Steele, *Lt. Governor*

Robert L. Flanagan, *Secretary*
Neil J. Pedersen, *Administrator*

Maryland Department of Transportation

May 31, 2005

Mr. Norman S. Hovermale
7106 Johnnycake Road
Baltimore MD 21244-2400

Dear Mr. Hovemale:

This is a follow-up to your recent telephone conversation with Mr. Ted Severe, of our staff, regarding a sound barrier for the Woodbridge Valley community located between eastbound I-70 and Johnnycake Road just west of Rolling Road 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. At this time, we have no plans to improve this portion of I-70 that would warrant a Type I sound barrier evaluation. If such a project were planned for this segment of I-70, 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—communities may be considered for our "Type II," or "retrofit," sound barrier 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. There are a number of eligibility criteria that must be met for a community to be considered for the Type II program. First, the highway in question must be a controlled-access highway (one with interchanges rather than at-grade intersections). Secondly, the majority of impacted homes must predate the highway.

My telephone number/toll-free number is _____
Maryland Relay Service for Impaired Hearing or Speech 1.800.735.2258 Statewide Toll Free

Street Address: 707 North Calvert Street • Baltimore, Maryland 21202 • Phone 410.545.0300 • www.marylandroads.com

Mr. Norman S. Hovermale
Page Two

The State Highway Administration has evaluated the Woodbridge Valley community's eligibility for our Type II sound barrier program as outlined above. Our investigation has determined that majority of the homes along Johnnycake Road were built in 1988, after the opening of I-70 in 1969. Based on this information, the Woodbridge Valley community is not eligible for our Type II 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 Program.

You indicated that I-70 has been widened near your home. We have reviewed the pavement history of I-70 in the area near your home and, other than several re-pavings together with minor re-grading to raise the shoulder elevation, there is no indication that the roadway has been widened.

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 email, at jhade@sha.state.md.us. He will be pleased to assist you.

Sincerely,



Charles B. Adams
Director
Office of Environmental Design

Enclosure

- cc: The Honorable Emmett C. Burns, Jr., Member, Maryland House of Delegates
- James D. Hade, RLA, Noise Abatement Team Leader, State Highway Administration
- The Honorable Adrienne A. Jones, Member, Maryland House of Delegates
- The Honorable Delores G. Kelley, Member, Senate of Maryland
- Mr. David J. Malkowski, District Engineer, State Highway Administration
- The Honorable Stephen G. Samuel Moxley, Member, Baltimore County Council
- The Honorable Shirley Nathan-Pulliam, Member, Maryland House of Delegates
- Mr. T.E. Severe, Administrative Assistant, Noise Abatement Team, State Highway Administration

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Mr. Norman S. Hovermale
Page Three

bcc: Ms. Frances Ward, Community Liaison, State Highway Administration

Serial #: None
OED Serial#: None
Noise Customer #: 780

Responding to letter dated: Follow-up to 05-18-2005 telephone conversation between Mr. Hovermale and Mr. Ted Severe regarding a sound barrier for his community on Johnnycake Road; Mr. Hovermale had written to SHA 02-25-1991 requesting a sound barrier and indicated that his community's developer that SHA was to have constructed a sound barrier after the completion of the building of their homes; in his 03-11-1991 response, Mr. Adams indicated that the community postdated I-70 and, therefore, was not eligible for a barrier and that the developer's statement about SHA providing a barrier was "simply not true"; Mr. Hovermale also indicated that he believed that I-70 had been widened since he moved into his home; a review of the I-70 pavement history showed that no widening of I-70 has occurred in this area; several repavings have been done

Saved: 05/19/05 8:32 AM by: T.E. Severe
N:\OED\NOISE\CORRESP\2005\HOVERMALENS01.doc

Enclosure:

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

due 5/21/05
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NOISE INQUIRY CHECKLIST

DATE 5/18/05 FILE? Y/N _____

CUSTOMER ID. # 780 RECEIVED BY T.E. SEVERE

NAME Mr. Norman S. Hovermale

ADDRESS 7106 Johnnycake Rd
Windsor Mill MD 21244-2400
(include zip code)

DAY TELEPHONE (H) 410-788-7630 (WORK / HOME)

OTHER TELEPHONE _____

*** INQUIRY INFORMATION SUMMARY ***

HIGHWAY NAME / ROUTE NO. I-70

COMMUNITY / AREA NAME WOODBIDGE VALLEY

LOCATION ALONG HIGHWAY EB I-70 between Johnnycake Rd & I-70

SUMMARY OF INQUIRY just west of Rolling Rd

wants barrier - can't use deck too noisy - states/
claim I-70 has been widened since home was built bought
in 1980

*** FOLLOW-UP ***

DATE 5/18/05 BY _____

- 1) SHD wrote to Mr H in 1991 (3/11/91) - comm problem
- then it was given same reason - pot holes I-70
- 2) review of pavement history of B&C section of I-70
- shows only repaving & no widening of road

*** REFERENCE FILES ***

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Customer Info. View for 2003

Thursday, May 19, 2005 07:37 AM

Admin

ID #	MAP	DATE	Letter or Phone on	LAST NAME	FIRST NAME	Active?
780	D-12	03/11/1991		HOVERMALE	Mr. Norman S.	<input type="checkbox"/>
STREET#	STREET NAME	COUNTY	CITY (Post office)	ZIPCODE	Representative stat	
7106	Johnnycake Road	BA	Windsor Mill	21244-2400		



Elected Official whom has communicated directly to us on this cu

DAY PHONE	HOME PHONE	E-Mail address	COMMUNITY	HDR Dbase Link
	410-788-7630		Woodbridge Valley (Johnnycake)	

Logical Project Limit	ROADWAY	I-695	Barrier Nam
-----------------------	---------	-------	-------------

EB I-70 between I-70 and Johnnycake Road just west of Rolling Road bridge

RESPONSE	INQUIRY	2nd Contact
	wants a barrier	
	Last Conta	Researcher
	05/18/2005	Primary SHA Contact
		Ted

FILE LOCATION	OTHER	Current commitm	Construction Projects
---------------	-------	-----------------	-----------------------

Do we owe a lette	Letter Commit due da	Reason Letter is Lat
	Letter signed dat	

5-18-05 Mr. Hoverdale called; spoke w/Ted Severe; wants to know if comm can get a barrier; indicated that I-70 has been widened in his area

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

All Elected Officials: 05-2005 EO's Dist. 10 Sen. Delores G. Kelley; Dels. Emmett C. Burns, Jr.; Adrienne A. Jones; Shirley Nathan-Pulliam; BA Cnd Stephen G. Samuel Moxley

Comment Journal, and letter hyperlinks

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

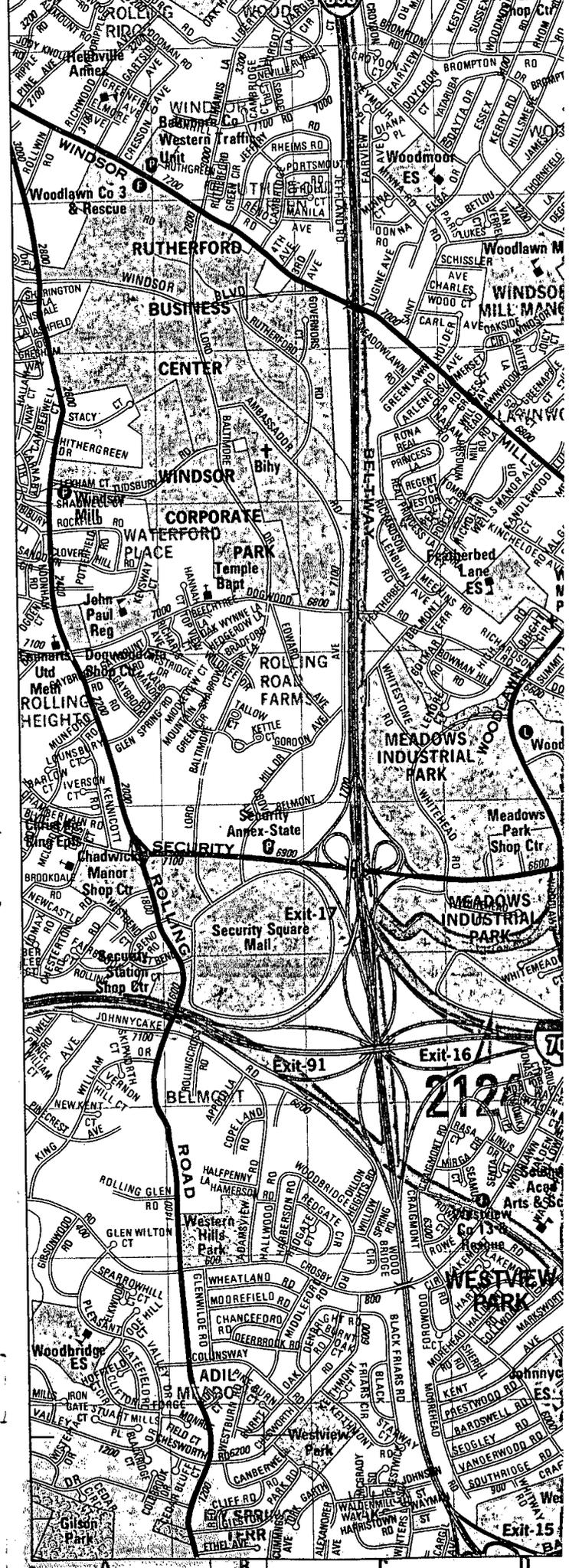
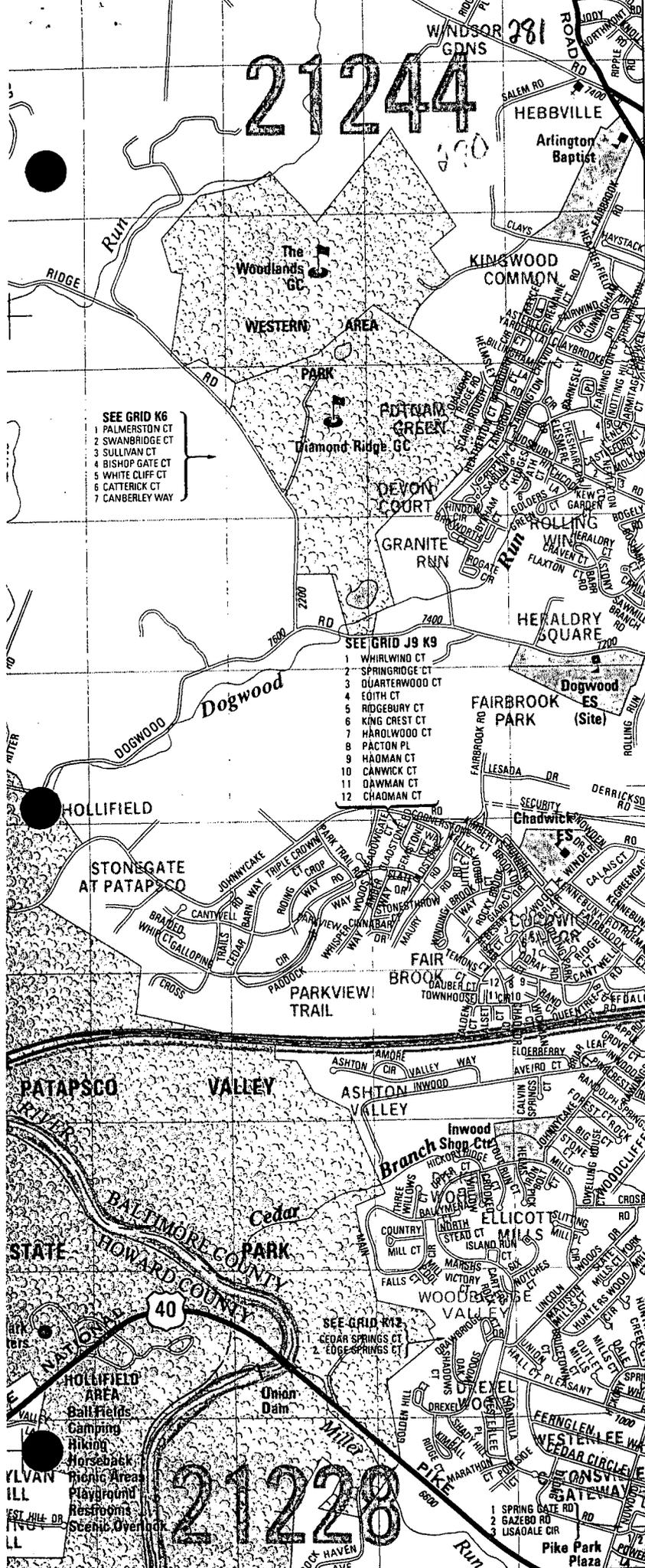
To Meet 100% of our Commitments!

21244

- SEE GRID K6
- 1 PALMERSTON CT
 - 2 SWANBRIDGE CT
 - 3 SULLIVAN CT
 - 4 BISHOP GATE CT
 - 5 WHITE CLIFF CT
 - 6 CATTERICK CT
 - 7 CANBERLEY WAY

SEE GRID J9 K9

- 1 WHIRLWIND CT
- 2 SPRINGRIDGE CT
- 3 QUARTERWOOD CT
- 4 EOTH CT
- 5 RIDGEBURY CT
- 6 KING CREST CT
- 7 HAROLDWOOD CT
- 8 PACTON PL
- 9 HAGMAN CT
- 10 CANWICK CT
- 11 DAYMAN CT
- 12 CHADMAN CT



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 <p>Maryland Department of Assessments and Taxation BALTIMORE COUNTY Real Property Data Search</p>	Go Back View Map New Search Ground Rent
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Account Identifier: District - 01 Account Number - 2000010396

Owner Information

Owner Name:	HOVERMALE NORMAN S, TRUSTEE	Use:	RESIDENTIAL
Mailing Address:	7106 JOHNNYCAKE RD BALTIMORE MD 21244-2400	Principal Residence:	YES
		Deed Reference:	1) /11528/ 199 2)

Location & Structure Information

Premises Address	Legal Description
7106 JOHNNYCAKE RD	.1105 AC 7106 JOHNNYCAKE RD JOHNNYCAKE

Map	Grid	Parcel	Sub District	Subdivision	Section	Block	Lot	Assesment Area	Plat No:	Plat Ref:
94	11	27					2	1		55/ 35

Special Tax Areas	Town Ad Valorem Tax Class
Primary Structure Built	Enclosed Area
1988	820 SF
	Property Land Area
	4,813.00 SF
	County Use
	04

Stories	Basement	Type	Exterior
SPFOY		SPLIT FOYER	SIDING

Value Information

	Base Value	Phase-in Assessments		
		Value As Of	As Of	As Of
Land:	33,210	01/01/2004	07/01/2004	07/01/2005
Improvements:	73,620	40,410		
Total:	106,830	129,580	114,413	121,996
Preferential Land:	0	0	0	0

Transfer Information

Seller: HOVERMALE NORMAN S	Date: 04/11/1996	Price: \$0
Type: NOT ARMS-LENGTH	Deed1: /11528/ 199	Deed2:
Seller: HOVERMALE NORMAN S	Date: 02/20/1992	Price: \$0
Type: NOT ARMS-LENGTH	Deed1: / 9065/ 301	Deed2:
Seller:	Date:	Price:
Type:	Deed1:	Deed2:

Exemption Information

Partial Exempt Assessments	Class	07/01/2004	07/01/2005
County	000	0	0
State	000	0	0
Municipal	000	0	0

Tax Exempt: NO	Special Tax Recapture:
Exempt Class: ED: DIST. 10.	* NONE *
See DeLores G. Kelley Deb. Emmett C. Burns, Jr. Adrienne A. Jones Shirley Nathan-Fuller	
BA co Steph G. Saunders Moxley	

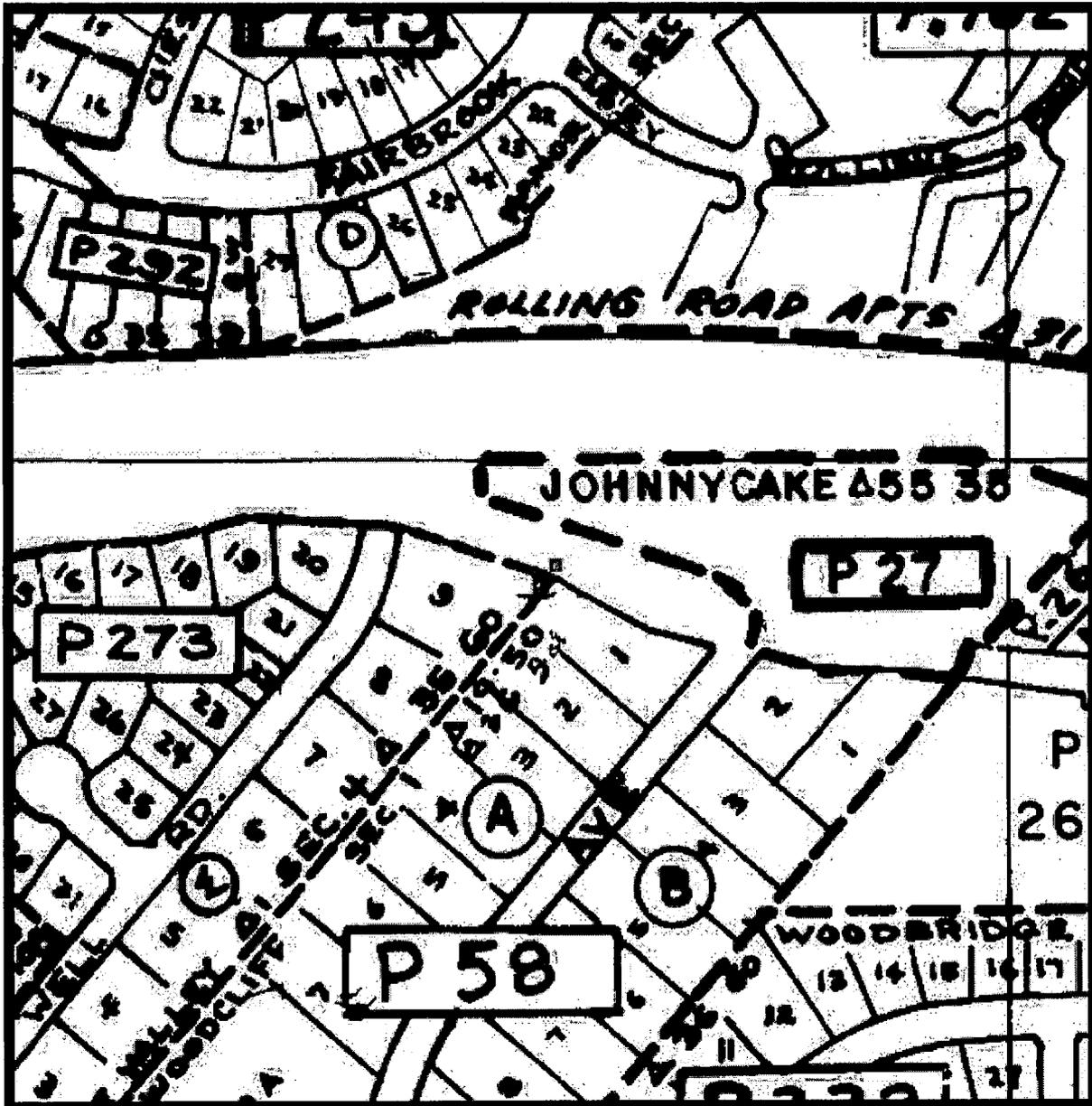
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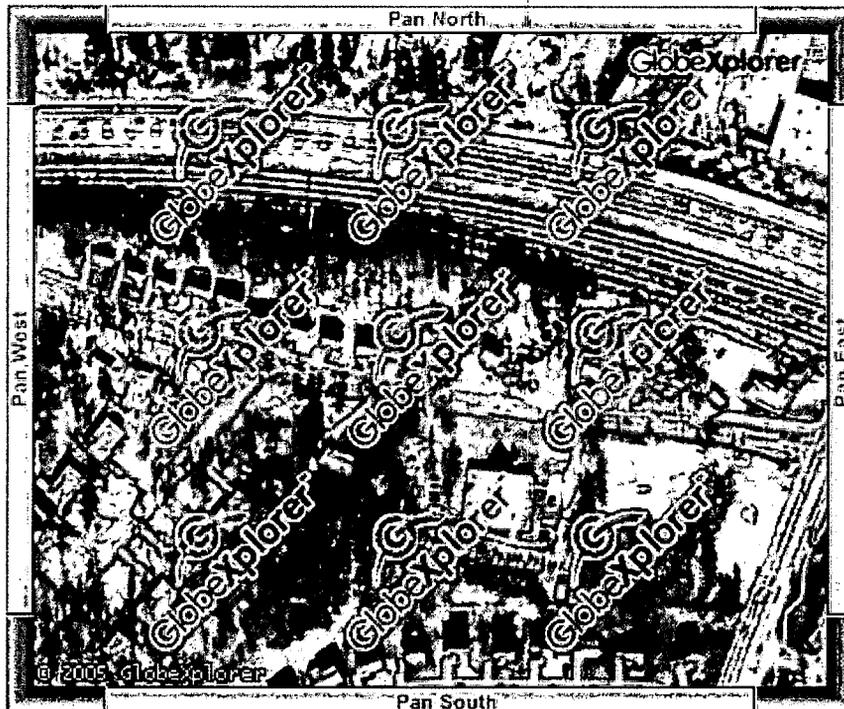
District - 01 Account Number - 2000010396



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web site at www.mdp.state.md.us/webcom/index.html

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Image Date: 01-Oct-2002



Nation Region City Street House

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7106 Johnnycake Rd, Woodlawn, MD 21244
Woodlawn, Maryland, United States 4/8/1993

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Street

7106 johnnycake rd

City

baltimore

State

md



Longitude

Latitude

-76.75715

39.30772



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Weather Forecast
Maps for this point



Powered by
INFOWeather

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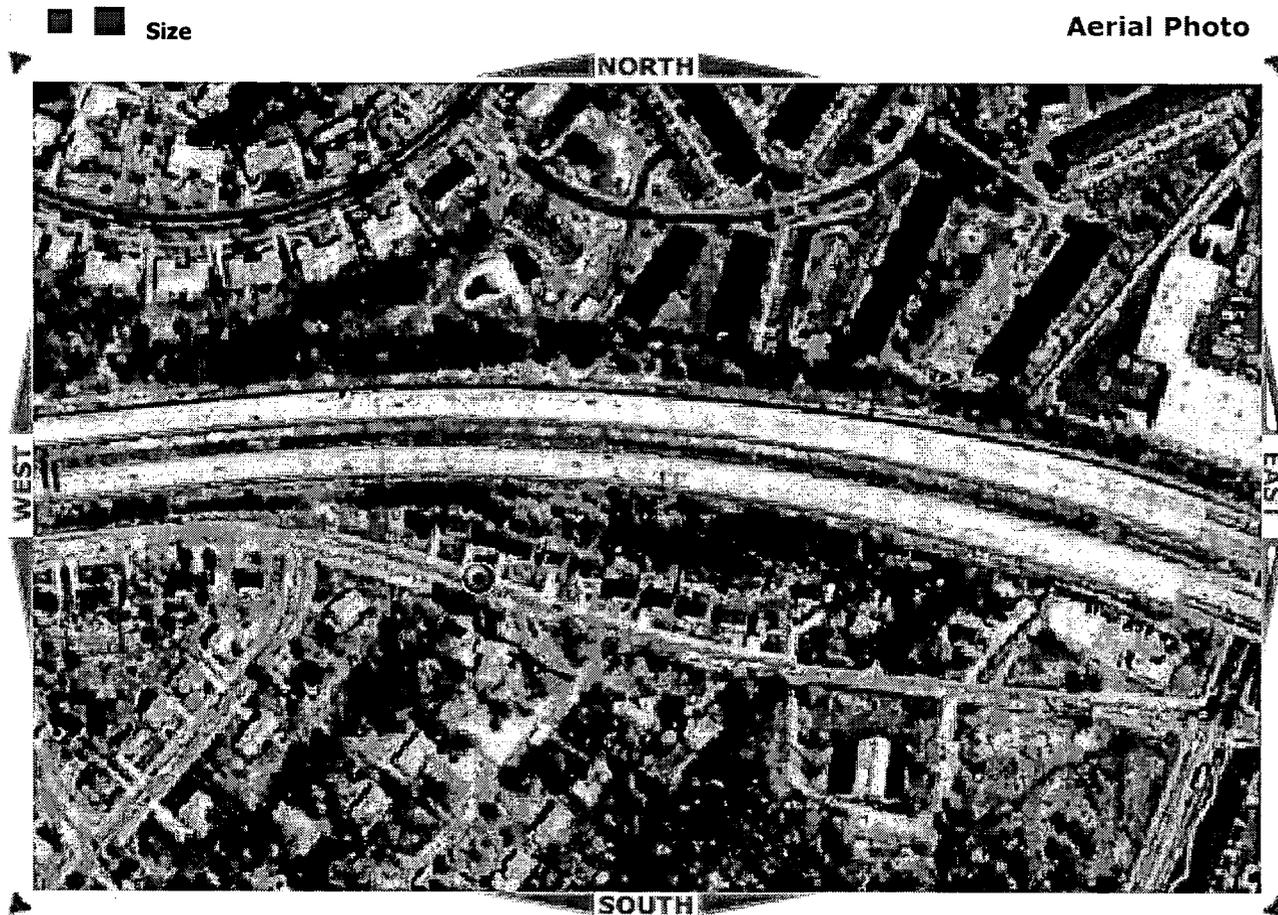


Image courtesy of the U.S. Geological Survey

House and Home Demographics:

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BALTIMORE COUNTY
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Name	Account	Street	OWN OCC	Map Parcel
<u>CONTRACTOR MUKHTA</u>	01 1800005763	6314 JOHNNYCAKE RD	H	95 438
<u>KOOPMAN ROBERT W</u>	01 0114652570	6315 JOHNNYCAKE RD	H	95 186
<u>DAVIS HELEN E</u>	01 1800005764	6316 JOHNNYCAKE RD	H	95 438
<u>SCOTT DENISE D</u>	01 0120800630	6317 JOHNNYCAKE RD	H	95 186
<u>BRIGHT KENNETH J</u>	01 1800005765	6318 JOHNNYCAKE RD	H	95 438
<u>UPSHUR GERTRUDE</u>	01 0119850430	6319 JOHNNYCAKE RD	H	95 186
<u>MERRITT KENNETH J</u>	01 1800005766	6320 JOHNNYCAKE RD	H	95 438
<u>LERCH JAMES R</u>	01 2200005920	6601 JOHNNYCAKE RD	N	95 11
<u>STIRN TIMOTHY R</u>	01 2200018331	6605 JOHNNYCAKE RD	H	95 427
<u>ISLAMIC SOCIETY</u>	01 0120800120	6607 JOHNNYCAKE RD	N	94 76
<u>TUCKER HARVEY ESR</u>	01 0120800830	6609 JOHNNYCAKE RD	H	94 311
<u>SHOVER HAROLD FRE</u>	01 0119321820	6611 JOHNNYCAKE RD	H	94 197
<u>EBBERTS EDGARJR</u>	01 0119321840	6613 JOHNNYCAKE RD	H	94 253
<u>SCHEUFELE JOHN</u>	01 2200005179	6613A JOHNNYCAKE RD	N	94 434
<u>JESSEN DOROTHY L</u>	01 2200005178	6615 JOHNNYCAKE RD	H	94 204
<u>MILLER ANNA M MIL</u>	01 0119001440	6617 JOHNNYCAKE RD	H	94 150
<u>HUSSAIN ABDUL NAS</u>	01 0108006450	6619 JOHNNYCAKE RD	H	94 284
<u>CAPOBIANCO ROCCO</u>	01 0103002540	6621 JOHNNYCAKE RD	H	94 173
<u>BOYD DONNA LYNN</u>	01 0120660030	6623 JOHNNYCAKE RD	H	94 248
<u>ISLAMIC SOCIETY O</u>	01 0102571970	6625 JOHNNYCAKE RD	N	94 188
<u>ISLAMIC SOCIETY O</u>	01 1900003130	6631 JOHNNYCAKE RD	N	94 208
<u>CHAUDRY KHALIDA A</u>	01 0116151891	6716 JOHNNYCAKE RD	D	94 31
<u>SHEIKH MANZOOR</u>	01 2000006849	6727 JOHNNYCAKE RD	H	94 33
<u>DOYLE PETER A</u>	01 2000003198	6801 JOHNNYCAKE RD	H	94 262
<u>BUTLER LLOYD L</u>	01 0102850430	7002 JOHNNYCAKE RD	H	94 417
<u>BUTLER ROBERT MIC</u>	01 0102850433	7006 JOHNNYCAKE RD	N	94 264
<u>TRUSTEES OF WESTS</u>	01 0120661520	7009 JOHNNYCAKE RD	N	94 266
<u>VEIT SAMUEL SJR</u>	01 0122250010	7017 JOHNNYCAKE RD	H	94 58
<u>RAJAN LYDIA EMILY</u>	01 2000010405	7030 JOHNNYCAKE RD	H	94 27
<u>GASKINS BETTY C</u>	01 2000010404	7032 JOHNNYCAKE RD	H	94 27

West

I-70 - ~~1969~~ 1969

<u>RAHMAN SYED M</u>	01 2000010403	<u>7034 JOHNNYCAKE RD</u>	1988	H	94	27
<u>SMITH ROY LEEJR</u>	01 2000010402	<u>7036 JOHNNYCAKE RD</u>	1988	H	94	27
<u>MUNIR SAFIA</u>	01 2000010401	<u>7038 JOHNNYCAKE RD</u>	1988	H	94	27
<u>VINCK WILLIAM G</u>	01 2000010400	<u>7040 JOHNNYCAKE RD</u>	1988	H	94	27
<u>VAIDYA MAULESH VA</u>	01 2000010399	<u>7100 JOHNNYCAKE RD</u>	1988	H	94	27
<u>VO SON</u>	01 2000010398	<u>7102 JOHNNYCAKE RD</u>	1988	H	94	27
<u>MEDINA JOSE A</u>	01 2000010397	<u>7104 JOHNNYCAKE RD</u>	1988	H	94	27
<u>HOVERMALE NORMAN</u>	01 2000010396	<u>7106 JOHNNYCAKE RD</u>	1988	H	94	27
<u>BLANKS LADDAVANH</u>	01 2000010395	<u>7108 JOHNNYCAKE RD</u>	1988	H	94	27
<u>BRENNAN TERRY J</u>	01 1900000935	<u>7200 JOHNNYCAKE RD</u>	1988 1988	H	94	60
<u>DAMRONGSRI VANCHA</u>	01 1600006317	7201 JOHNNYCAKE RD	1988	N	94	
<u>HONG RAYMOND F</u>	01 1900000936	<u>7202 JOHNNYCAKE RD</u>	1984	H	94	60
<u>AUSTIN ROBERT M</u>	01 1600006316	7203 JOHNNYCAKE RD		H	94	273
<u>TUMINELLO JOSEPH</u>	01 1600006315	7205 JOHNNYCAKE RD		H	94	273
<u>POLK WILLIE J</u>	01 1600006314	7207 JOHNNYCAKE RD		H	94	273
<u>HERNANDEZ JOSE F</u>	01 2000014639	<u>7208 JOHNNYCAKE RD</u>	1988	H	94	331
<u>DAVID TRACY J</u>	01 1600006313	7209 JOHNNYCAKE RD	1988	H	94	273
<u>ZEHNER DAVIDJR</u>	01 2000014638	<u>7210 JOHNNYCAKE RD</u>	1988	H	94	331
<u>DIAZ BRIAN FRANCI</u>	01 1600006312	7211 JOHNNYCAKE RD	-	H	94	273
<u>JAMES SALINA</u>	01 2000014637	<u>7212 JOHNNYCAKE RD</u>	1988	H	94	331
<u>BLACK WILSON J</u>	01 1600006311	7213 JOHNNYCAKE RD	-	H	94	273
<u>NGUYEN TAM M</u>	01 2000014636	<u>7214 JOHNNYCAKE RD</u>	1988	H	94	331
<u>JIMENEZ ALFREDO</u>	01 1600006310	7215 JOHNNYCAKE RD		H	94	273
<u>KHATIB ANISA S</u>	01 1600006309	7217 JOHNNYCAKE RD		H	94	273
<u>DURHAM LINDA C</u>	01 1600006438	7300 JOHNNYCAKE RD		H	94	345
<u>SHAW JOEL EDWARDJ</u>	01 1600006437	7304 JOHNNYCAKE RD		H	94	345
<u>VINTAGE MORTGAGE</u>	01 1600006436	7306 JOHNNYCAKE RD		N	94	345
<u>POLLARD LEONARD F</u>	01 1600006435	7308 JOHNNYCAKE RD		H	94	345
<u>CROMER JUNE E</u>	01 1600006434	7310 JOHNNYCAKE RD		H	94	345
<u>WHITE DONOVAN</u>	01 1600006433	7312 JOHNNYCAKE RD		H	94	345
<u>KREBS RICHARD F</u>	01 1600006432	7314 JOHNNYCAKE RD		H	94	345
<u>DAVIS JAMES K</u>	01 1600006431	7316 JOHNNYCAKE RD		H	94	345
<u>PFAU MICHAEL L</u>	01 2400001688	7611 JOHNNYCAKE RD		N	94	383
<u>MATTA JOSEPH</u>	01 2400001687	7613 JOHNNYCAKE RD		H	94	383
<u>WALKER BERTINA</u>	01 2400001686	7615 JOHNNYCAKE RD		H	94	383
<u>AULT LINDA A</u>	01 2300007994	7625 JOHNNYCAKE RD		H	94	444
<u>WENTWORTH HOMES I</u>	01 1700001601	7629 JOHNNYCAKE RD		N	94	442
<u>KHAN ZAHIR</u>	01 2200024607	7701 JOHNNYCAKE RD		H	94	460
<u>MCCRAY BRYANT D</u>	01 2200024608	7703 JOHNNYCAKE RD		N	94	373
<u>WEBB JAMES EARLJR</u>	01 2100011228	7705 JOHNNYCAKE RD		N	94	420

<u>WEBB JAMES EARLJR</u>	01 2100011231	7707 JOHNNYCAKE RD	N	94	420
<u>WILSON DAVID AKAL</u>	01 0111000160	7726 JOHNNYCAKE RD	N	87	333
<u>HONBARRIER BILLY</u>	01 0108651721	7818 JOHNNYCAKE RD	D	94	261
<u>ERBE GILBERT E</u>	01 0113402560	7930 JOHNNYCAKE RD	H	94	5
<u>ERBE GILBERT E</u>	01 0113402561	7930 JOHNNYCAKE RD	N	94	5
<u>CUSTER MARVIN L</u>	01 0103770360	7932 JOHNNYCAKE RD	H	94	3
<u>HAMILTON MARGARET</u>	01 0108002250	7935 JOHNNYCAKE RD	H	94	2
<u>HAMILTON LYDIA K</u>	01 0108000961	7941 JOHNNYCAKE RD	H	94	147
<u>STERNER ALLEN K S</u>	01 1700000261	8020 JOHNNYCAKE RD	D	94	78
<u>ARATA VINCENT J</u>	01 1700007368	8026 JOHNNYCAKE RD	H	94	192
<u>WOLFE WILLIAM L</u>	01 1800004128	8030 JOHNNYCAKE RD	H	94	90
<u>GRIFFITH ROSEMARY</u>	01 1600013634	8038 JOHNNYCAKE RD	D	94	358

[Previous](#)

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J



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Robert L. Ehrlich, Jr., *Governor*
Michael S. Steele, *Lt. Governor*

Robert L. Flanagan, *Secretary*
Neil J. Pedersen, *Administrator*

Maryland Department of Transportation

February 23, 2005

Mr. Brian K. Jefferson
1209 Castlewood Drive
Upper Marlboro MD 20774-2297

Dear Mr. Jefferson:

This letter is a follow-up to your recent telephone conversation with Ms. Nicole Ross, of our staff, regarding the results of the highway noise analysis for the Greenwood Manor community located in the northeast quadrant of the I-95/I-495/Ritchie Marlboro Road interchange in Prince George's County. I appreciate your patience while we conducted this analysis and the opportunity to provide the following information.

The highway noise analysis was performed to determine the traffic noise impacts on the Greenwood Manor community based on the relationship between existing noise levels and the predicted 2015 future "build" noise levels. For the analysis, 1991 traffic data was utilized to determine "existing" noise levels and 2015 "no-build" and future "build" traffic data was used to estimate future noise levels and the need for traffic noise mitigation. In 1991, Type I sound barrier criteria for evaluating reasonableness and feasibility included:

- Predicted noise level increases of 10 decibels or more over existing noise levels under the "build" condition; or
- Predicted noise levels approaching or exceeding 67 decibels under the "build" condition; and
- Predicted "build" noise levels exceeding predicted "no-build" noise levels by 5 or more decibels.

The study area was evaluated by modeling ten noise sensitive receptor locations in the Greenwood Manor community. The analysis results indicate that noise levels at eight of the ten receptor locations would exceed 66 decibels under the "build" condition. However, none of the receptor locations would experience "build" noise levels that would exceed the "no-build" noise levels by 5 decibels or more. None of the ten receptor locations would satisfy all three of the above 1991 reasonableness and feasibility criteria for a Type I noise barrier. Therefore, a sound barrier for the Greenwood Manor community cannot be recommended.

My telephone number/toll-free number is 410-545-8640 or 1-800-446-5962
Maryland Relay Service for Impaired Hearing or Speech 1.800.735.2258 Statewide Toll Free

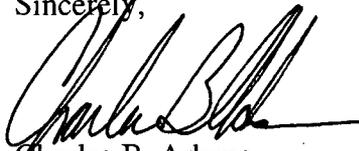
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202 • Phone 410.545.0300 • www.marylandroads.com

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Mr. Brian K. Jefferson
Page Two

Thank you for your telephone call and 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 email, at nross@sha.state.md.us. She will be pleased to assist you.

Sincerely,



Charles B. Adams
Director
Office of Environmental Design

- cc: The Honorable Anthony G. Brown, Member, Maryland House of Delegates
The Honorable Ulysses Currie, Member, Senate of Maryland
The Honorable Dereck E. Davis, Member, Maryland House of Delegates
The Honorable Samuel H. Dean, Member, Prince George's County Council
The Honorable Melony G. Griffith, 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. Brian K. Jefferson
Page Three

bcc: James D. Hade, RLA, Noise Abatement Team Leader, State Highway Administration
Ms. Odessa Phillip, Environmental Manager, Office of Planning and Preliminary
Engineering, State Highway Administration
Mr. T.E. Severe, Administrative Assistant, Noise Abatement Team, State Highway
Administration

Serial: None

OED Serial#: None

Noise Customer #: 2667

Responding to letter dated: Follow-up to 02-03-2005 telephone call between Mr. Jefferson and Ms. Odessa Phillip and 02-10-2005 telephone conversation between Mr. Jefferson and Ms. Nicole Ross; Mr. Jefferson was asking about the results of the highway noise analysis performed for the Greenwood Manor community in conjunction with the project to construct the I-95/I-495/Ritchie Marlboro Road interchange in PG Co

Saved: 02/15/05 3:47 PM by: T.E. Severe

N:\OED\NOISE\CORRESP\2005JEFFERSONBK01.doc

294

From: Odessa Phillip
To: NICOLE ROSS
Date: 02/03/2005 11:53:44 AM
Subject: Re: Citizen who made a noise request

I do have a telephone number for him 301-350-9026. Can you still keep me informed of what you find out just in case he calls me back in the future?

Thanks
Odessa

Odessa L. Phillip, PE
Environmental Manager
MD State Highway Administration
707 North Calvert Street, C-301
Baltimore, MD 21202
Phone: 410-545-2864
Email: ophillip@sha.state.md.us

>>> NICOLE ROSS 02/03/2005 11:52:14 AM >>>
Odessa,

Thanks for your e-mail. I've been in a meeting all morning. I'll check into this matter and get back to you sometime this afternoon. Do you have a telephone number for Mr. Jefferson? Thanks,

Nicole
>>> Odessa Phillip 02/03/2005 11:09:43 AM >>>
Nicole

I briefly mentioned a citizen who called me regarding the Capital Beltway noise studies when I bumped into you this morning. The citizen's name was Brian Jefferson and he lives at 1209 Castlewood Drive, Upper Marlboro MD. He stated that he had requested noise tests in his area approximately 2 years ago, especially after the opening of exit 13 along the Beltway. Do you have any records of what was done near his house, if anything? Do you have records of his previous correspondence?

Thanks
Odessa

Odessa L. Phillip, PE
Environmental Manager
MD State Highway Administration
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295

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Thanks
Odessa

RITCHIE MARLBORO MD
EXIT 13?

Odessa L. Phillip, PE
Environmental Manager
MD State Highway Administration
707 North Calvert Street, C-301
Baltimore, MD 21202
Phone: 410-545-2864
Email: ophillip@sha.state.md.us

CC: JIM HADE

Customer Info. View for 2003

Tuesday, February 15, 2005 03:55 PM

Admin

ID #	MAP	DATE	Letter or Phone on	LAST NAME	FIRST NAME	Active?
2667		01/27/2003	Phone	JEFFERSON	Ms. Uralene C./Mr. Bri	<input checked="" type="checkbox"/>
STREET#	STREET NAME	COUNTY	CITY (Post office)	ZIP CODE	Representative stat	
1209	Castlewood Drive	PG	Upper Marlboro	20774-2297	private	

Find Next



Elected Official whom has communicated directly to us on this cu						
DAY PHONE	HOME PHONE	E-Mail address	COMMUNITY	HDR Dbase Link		
	301-350-9026		Greenwood Manor			

Logical Project Limit	ROADWAY	I-495	Barrier Nam
NB I-95/I-495 just north of I-95/I-495/Ritchie Marlboro Rd interchange (under const.)			

RESPONSE	INQUIRY	2nd Contact
described Type I & II criteria; fails for date for Type II;	How can her community receive a sound wall?	
	Last Confa	Researcher
	02/03/2005	Primary SHA Contact
		Nicole

Construction Projects

FILE LOCATION	OTHER	Current commitfm

Hot Projects

Do we owe a letter?	Letter Commit due da	02/07/2003
<input checked="" type="checkbox"/>	Letter signed dat	
	Reason Letter Is Lat	n/a



2-3-05 Mr. Jefferson called; spoke w/Odessa Phillip, OPPE; what are results of recent noise study; 2-10-05 Nicole spoke with Mr. Jefferson

ALL Projects

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



8-11-04 Ms. Sue Rajan sent letter to Ms. Jefferson re: Capital Baltway Study; indicated that a noise analysis will be done; sent copy of Comm Resource Guide
 7-9-03 sent letter to Ms. Jefferson; SHA to do Type I noise eval; results by end-Nov 03; if impacted, barrier study results by end-July 04; community fails for Type II (postdates)
 1-27-03 Ms. Jefferson called; spoke w/ Nicole Ross; asked if her community could have a sound wall; told Nicole that we're creating a new exit on I-495 at Ritchie Marlboro Rd; will increase traffic & noise levels in community Owner of Record for this property is Mr. Brian K. Jefferson (as of 10-29-1997); community fails for date for Type II consideration; checking w/Mr. Joe Kresslein regarding re-evaluation (environmental) for the area for new interchange at I-95/I-495/Ritchie Marlboro Rd; to provide re-evaluation info to Noise Abatement Team

All Elected Officials:	01/2003 EO's Dist. 25 Sen. Ulysses Currie; Dels. Anthony G. Brown; Dereck E. Davis; Melony G. Griffith; PG Cnd Samuel H. Dean
------------------------	---

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!

297

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

[Go Back](#)
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[New Search](#)
[Ground Rent](#)

Account Identifier: District - 13 Account Number - 1381979

Owner Information

Owner Name: JEFFERSON, BRIAN K Use: RESIDENTIAL
 Principal Residence: YES
 Mailing Address: 1209 CASTLEWOOD DR Deed Reference: 1) /11742/ 612
 UPPER MARLBORO MD 20774-2297 2)

Location & Structure Information

Premises Address
 1209 CASTLEWOOD DR
 UPPER MARLBORO 20774

Legal Description

GREENWOOD MANOR

Map	Grid	Parcel	Sub District	Subdivision	Section	Block	Lot	Group	Plat No:	122027
74	E3			4126		C	12	82	Plat Ref:	

Special Tax Areas Town Ad Valorem Tax Class 08

Primary Structure Built	Enclosed Area	Property Land Area	County Use
1988	1,548 SF	18,657.00 SF	001

Stories	Basement	Type	Exterior
2	NO	SPLIT LEVEL	FRAME

Value Information

	Base Value	Phase-in Assessments	
		Value As Of 01/01/2003	Value As Of 07/01/2004
Land:	51,460	51,460	
Improvements:	83,450	118,320	
Total:	134,910	169,780	158,156
Preferential Land:	0	0	0

Transfer Information

Seller: KOLEN, BILLY L	Date: 10/29/1997	Price: \$137,450
Type: IMPROVED ARMS-LENGTH	Deed1: /11742/ 612	Deed2:
Seller: FOSTER-GREENWOOD	Date: 12/08/1987	Price: \$102,550
Type: IMPROVED ARMS-LENGTH	Deed1: / 6848/ 326	Deed2:
Seller:	Date: 06/23/1987	Price: \$0
Type: UNKNOWN	Deed1: / 6685/ 776	Deed2:

Exemption Information

Partial Exempt Assessments	Class	07/01/2004	07/01/2005
County	000	0	0
State	000	0	0
Municipal	000	0	0

Tax Exempt: NO
 Exempt Class:

Special Tax Recapture:

* NONE *

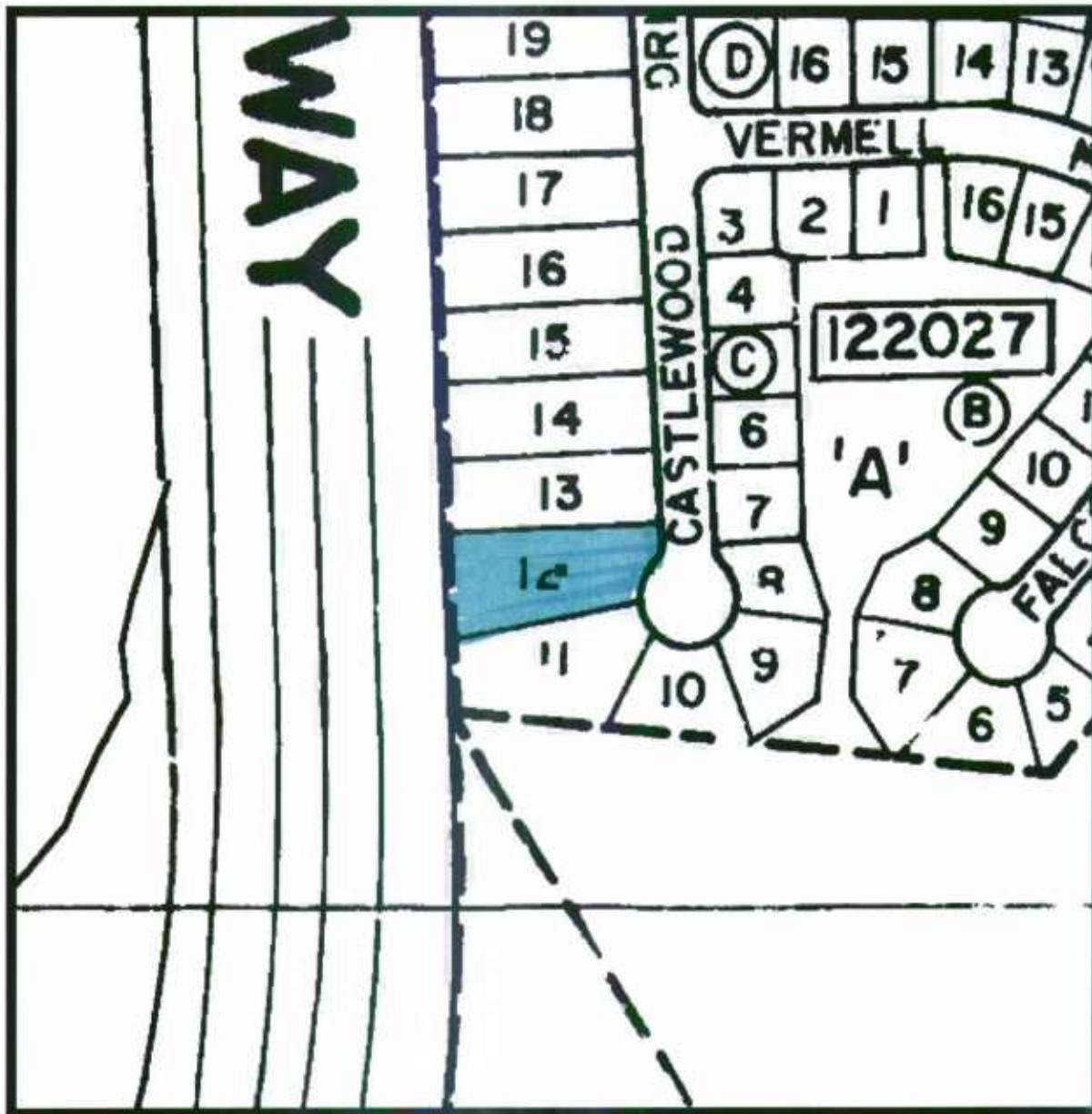
298



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

Go Back
View Map
New Search

District - 13 Account Number - 1381979



Property maps provided courtesy of the Maryland Department of Planning ©2004.
For more information on electronic mapping applications, visit the Maryland Department of Planning web site at
www.mdp.state.md.us/webcom/index.html

299



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Search TerraServer



1209 Castlewood Dr, Upper Marlboro, MD 20774
Largo, Maryland, United States 07 April 2002

Download | E-mail | Info | Prin

Urban Area

Street
1209 castlewood dr

City
upper marlboro

State
md



Longitude	Latitude
-76.84218	38.87316



Size



Image courtesy of the U.S. Geological Survey



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300

Robert L. Ehrlich, Jr., Governor
Michael S. Steele, Lt. Governor

Robert L. Flanagan, Secretary
Neil J. Pedersen, Administrator

Maryland Department of Transportation

April 11, 2005

Ms. Lynne M. Jones
2996 Normandy Drive
Ellicott City MD 21043-3344

Dear Ms. Jones:

This letter is a follow-up to your email to Howard County Councilman Charles Feaga regarding highway traffic noise along US 40 adjacent to the Normandy Heights Community in Howard County. Mr. Feaga forwarded your concerns and I appreciate the opportunity to respond.

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 40 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—communities may be considered for our "Type II," or "retrofit," sound barrier 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. The Type II component of our sound barrier program is limited to fully access controlled highways, those where access to and from the highway is at interchanges. In this instance, as US 40 is not a fully controlled-access highway, the Normandy Heights community cannot be considered for the Type II 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.

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 email, at nross@sha.state.md.us. She will be pleased to assist you.

Sincerely,

Charles B. Adams
Director
Office of Environmental Design

- cc: The Honorable Gail H. Bates, Member, Maryland House of Delegates
- The Honorable Charles Feaga, Member, Howard County Council
- Mr. Robert L. Fisher, District Engineer, SHA
- The Honorable Allan H. Kittleman, Member, Senate of Maryland
- The Honorable Christopher Merdon, Member, Howard County Council
- The Honorable Warren E. Miller, Member, Maryland House of Delegates
- Ms. Nicole Ross, Special Assistant to the Director, Office of Environmental Design, SHA

My telephone number/toll-free number is 410-545-8640 or 1-800-446-5962

Maryland Relay Service for Impaired Hearing or Speech, 1.800.735.2258 Statewide Toll Free

Street Address: 707 North Calvert Street • Baltimore, Maryland 21202 • Phone 410.545.0300 • www.marylandroads.com

Ms. Lynne M. Jones
Page Two

- bcc: James D. Hade, RLA, Noise Abatement Team Leader, State Highway Administration
- Ms. Karen Knight, Special Assistant to the Honorable Charles Feaga, Member, Howard County Council
- Mr. T.E. Severe, Administrative Assistant, Noise Abatement Team, State Highway Administration

Serial #: None

OED Serial#: None

Noise Customer #:

Responding to letter dated: Follow-up to 03-30-2005 email between Ms. Karen Knight, Special Assistant to HO Co Councilman Feaga and Ms. Nicole Ross on behalf of Ms. Lynne M. Jones; Ms. Jones is concerned about the highway traffic noise levels along US 40 adjacent to the Normandy Heights community; Ms. Jones emailed Mr. Feaga and wrote on 03-20-2005:

"I am curious, with the increased [traffic] over the years along Rt 40, particularly between Baltimore county and Rt 29, the residential areas (few) are there any consideration of Sound walls being put up? It is now impossible to communicate in our yard unless you are right next to each other due to the road noise. My property is bordered by Rt 40. I would appreciate your comment."

On 03-22-2005, Mr. Feaga wrote to Ms. Jones:

"Thank you for bringing your issue to my attention. I will need your mailing address. Sound barriers are extremely difficult to request. There are many criterias, the most critical one is the age of the neighborhood compared to the establishment of the road or if the road was on a "master plan" prior to neighborhood development. I will send you more information after I have your address."

On 03-22-2005, Ms. Jones responded to Mr. Feaga:

"My address is: 2996 Normandy Drive, Ellicott City 21043

"Neighborhood is in the 40-45 year old range. Rt 40 volume and speed has GREATLY increased in those 40+ years. It has become a Major connector road with Baltimore county both during the work week and on the weekends. Thanks for your assistance and information."

Saved: 04/01/05 12:00 PM by: T.E. Severe

N:\OED\NOISE\CORRESP\2005\JONESLYNNEM01.doc

Enclosure:

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

301

From: "Charles Feaga" <cfeaga@co.ho.md.us>
To: <nross@SHA.state.md.us>
Date: 03/30/2005 11:57:17 AM
Subject: Fw: sound barrier walls along rt 40

Dear Nicole,

It was a pleasure speaking with you today. I am actually not new to this position with the County Council. I worked as a special assistant to two other councilmembers for over 6 years but have been gone for the last four years. I remember alot of the sound barrier requirements, but am just a bit rusty on the latest details. I look forward to receiving the brochure and I thank you for responding to our constituent. I am sure I will be in touch with you again in the future.

Sincerely,

Karen Knight

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

From: "lynne jones" <joneslmob@yahoo.com>
To: "Charles Feaga" <cfeaga@co.ho.md.us>
Sent: Tuesday, March 22, 2005 7:33 PM
Subject: Re: sound barrier walls along rt 40

> Mr. Feaga
> My address is:
>
> Address: 2996 Normandy Drive
> Ellicott City 21043
>
> Neighborhood is in the 40-45 year old range.
> Rt. 40 volume and speed has GREATLY increased in those
> 40+ years.
> It has become a Major connector road with Baltimore
> county both during the work week and on the weekends.
> Thanks for your assistance and information.
>
> Lynne Jones
>
>
> --- Charles Feaga <cfeaga@co.ho.md.us> wrote:
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>> Thank you for bringing your issue to my attention.
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>> mailing address. Sound barriers are extremely
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>> you more information
>> after I have your address.

307

>> Sincerely,
>>
>> Charles C. Feaga
>> ----- Original Message -----
>> From: "lynne jones" <joneslmob@yahoo.com>
>> To: <cfeaga@co.ho.md.us>
>> Sent: Sunday, March 20, 2005 6:45 PM
>> Subject: sound barrier walls along rt 40
>>
>>
>>> Dear Mr. Feaga,
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>>> I am curious, with the increased over the years
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>>> Rt 40, particularly between Baltimore county and
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>> My
>>> property is bordered by route 40. I would
>> appreciate
>>> your comment.
>>>
>>> Thanks,
>>>
>>> Lynne Jones (Kitzmilller)
>>>
>>>
>>>
>>> _____
>>> Do you Yahoo!?
>>> Make Yahoo! your home page
>>> <http://www.yahoo.com/r/hs>
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> _____
> Do You Yahoo!?
> Tired of spam? Yahoo! Mail has the best spam protection around
> <http://mail.yahoo.com>
>

303

Due Date
April 6th
* E-mail / letter
of response

NOISE INQUIRY CHECKLIST

DATE 3-30-05

FILE? Y/N _____

CUSTOMER ID. # _____

RECEIVED BY Nicole Ross

NAME Mrs. Lynne Jones

ADDRESS 2996 Normandy Drive
Ellicott City, Md. 21043
(include zip code)

DAY TELEPHONE jonesmob@uphoo.com (WORK / HOME)

OTHER TELEPHONE _____

*** INQUIRY INFORMATION SUMMARY ***

HIGHWAY NAME / ROUTE NO. Rt. 40

COMMUNITY / AREA NAME _____

LOCATION ALONG HIGHWAY _____

SUMMARY OF INQUIRY Would like for her community
to receive a sound barrier.

*** FOLLOW-UP ***

DATE _____

BY _____

*** REFERENCE FILES ***

3480 Courthouse Drive → Send her a couple of copies
Charles C.

304

Lauren Knight
Councilman (Fee-ge)

NOISE INQUIRY CHECKLIST

DATE _____ FILE? Y/N _____

CUSTOMER ID. # _____ RECEIVED BY Micole

NAME Lynne Jones

ADDRESS 2996 Normandy Drive
Ellicott City, Md. 21043
(include zip code)

DAY TELEPHONE _____ (WORK / HOME)

OTHER TELEPHONE _____

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LOCATION ALONG HIGHWAY _____

SUMMARY OF INQUIRY Would like a

*** FOLLOW-UP ***

DATE _____ BY _____

*** REFERENCE FILES ***

305

From: NICOLE ROSS
To: Charles Feaga
Date: 03/31/2005 5:44:06 PM
Subject: Re: Fw: sound barrier walls along rt 40

Karen,

It was also a pleasure speaking with you yesterday. You should receive the brochures by this coming Monday and a copy of our response to Ms. Jones by April 8, 2005. Please feel free to contact me at anytime. Take care,

Nicole

Nicole Ross
Special Assistant to the Director of Environmental Design
Maryland State Highway Administration, C-303
707 N. Calvert Street
Baltimore, Maryland 21202
410-545-8616 (office)
410-209-5003 (fax)
nross@sha.state.md.us

>>> "Charles Feaga" <cfeaga@co.ho.md.us> 03/30/2005 12:02:00 PM >>>
Dear Nicole,

It was a pleasure speaking with you today. I am actually not new to this position with the County Council. I worked as a special assistant to two other councilmembers for over 6 years but have been gone for the last four years. I remember alot of the sound barrier requirements, but am just a bit rusty on the latest details. I look forward to receiving the brochure and I thank you for responding to our constituent. I am sure I will be in touch with you again in the future.

Sincerely,

Karen Knight

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Sent: Tuesday, March 22, 2005 7:33 PM
Subject: Re: sound barrier walls along rt 40

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> Thanks for your assistance and information.

306

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> > > Make Yahoo! your home page
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> Do You Yahoo!?
> Tired of spam? Yahoo! Mail has the best spam protection around
> <http://mail.yahoo.com>
>

CC: TED SEVERE

308

From: "Charles Feaga" <cfeaga@co.ho.md.us>
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>>>

>>> Lynne Jones (Kitzmilller)

>>>

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>>> _____
>>> Do you Yahoo!?

>>> Make Yahoo! your home page

>>> <http://www.yahoo.com/r/hs>

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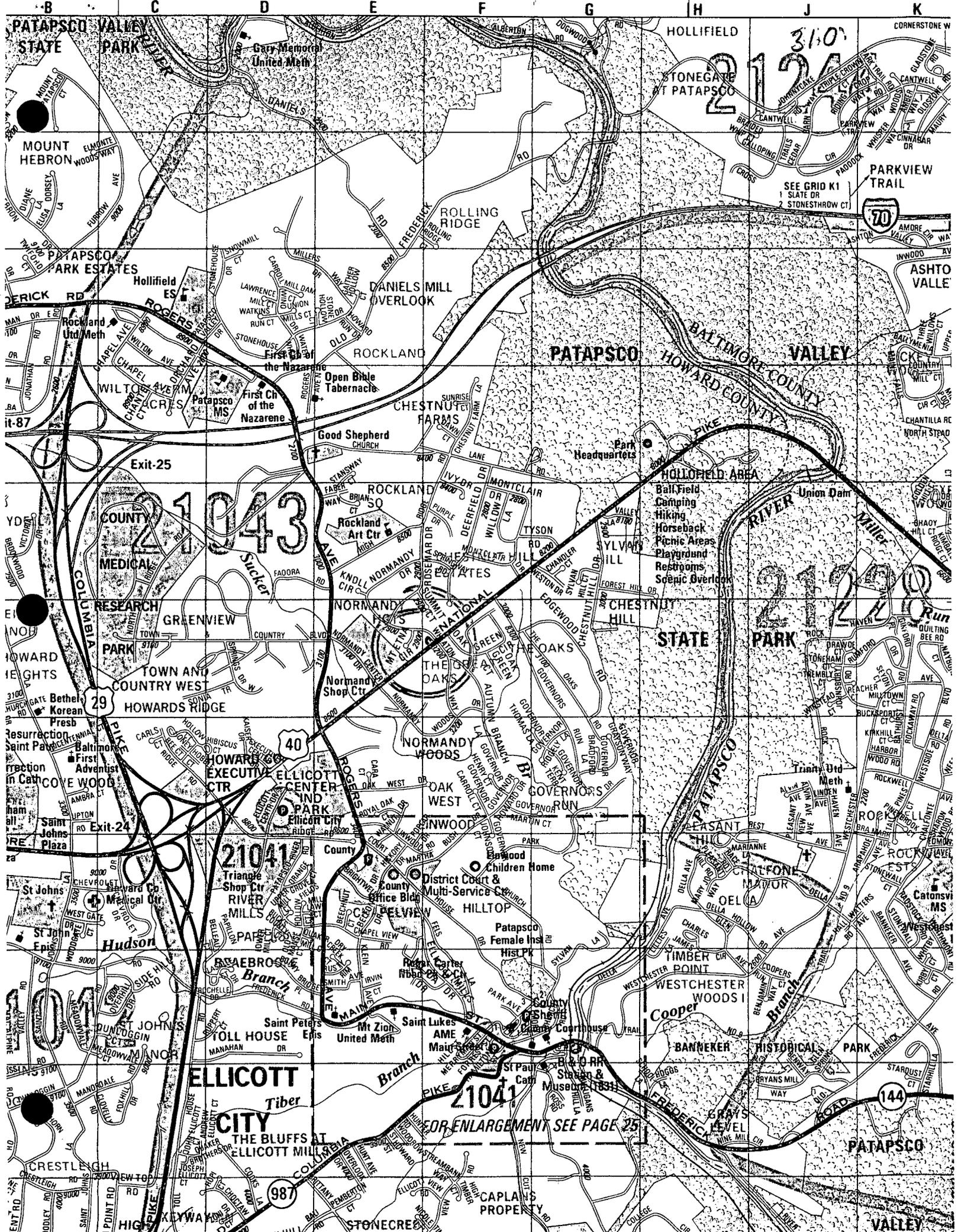
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> _____
> Do You Yahoo!?

> Tired of spam? Yahoo! Mail has the best spam protection around

> <http://mail.yahoo.com>

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FOR ENLARGEMENT SEE PAGE 25

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Maryland Department of Assessments and Taxation
HOWARD COUNTY
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Account Identifier: District - 02 Account Number - 239604

Owner Information

Owner Name: JONES ORMOND B Use: RESIDENTIAL
 JONES LYNNE M T/E
 Principal Residence: YES
 Mailing Address: 2996 NORMANDY DR Deed Reference: 1) / 4129/ 19
 ELLICOTT CITY MD 21043-3344 2)

En: joneslmob@yahoo.com (H) 410-465-7774

Location & Structure Information

Premises Address
 2996 NORMANDY DR
 ELLICOTT CITY 21043

Legal Description
 LOT 1 .688 A
 2996 NORMANDY DR
 NORMANDY HEIGHTS

Map	Grid	Parcel	Sub District	Subdivision	Section	Block	Lot	Group	Plat No:
18	19	143					1	1	Plat Ref:

Special Tax Areas Town Ad Valorem Tax Class A/V, METRO FIRE TAX

Primary Structure Built	Enclosed Area	Property Land Area	County Use
1960	1,957 SF	29,969.00 SF	
Stories	Basement	Type	Exterior
1	YES	STANDARD UNIT	STONE

Value Information

	Base Value	Phase-in Assessments		
		Value As Of	As Of	As Of
Land:	78,180	01/01/2004 123,100	07/01/2004	07/01/2005
Improvements:	146,490	165,450		
Total:	224,670	288,550	245,963	267,256
Preferential Land:	0	0	0	0

Transfer Information

Seller: NOTO THOMAS C Date: 12/08/1997 Price: \$196,000
 Type: IMPROVED ARMS-LENGTH Deed1: / 4129/ 19 Deed2:
 Seller: RIEHL WILLIAM D L/E Date: 12/20/1989 Price: \$189,000
 Type: IMPROVED ARMS-LENGTH Deed1: / 2100/ 586 Deed2:
 Seller: RIEHL WILLIAM K Date: 06/28/1984 Price: \$0
 Type: NOT ARMS-LENGTH Deed1: / 1263/ 370 Deed2:

Exemption Information

Partial Exempt Assessments	Class	07/01/2004	07/01/2005
County	000	0	0
State	000	0	0
Municipal	000	0	0

Tax Exempt: NO
 Exempt Class: EO'S - DIST. 9
 Sen. Allan W. Kittleson
 Del. Gail H. Bates
 Wanda E. Miller

Special Tax Recapture:
 HO CO *NONE*
 Christopher
 Miller

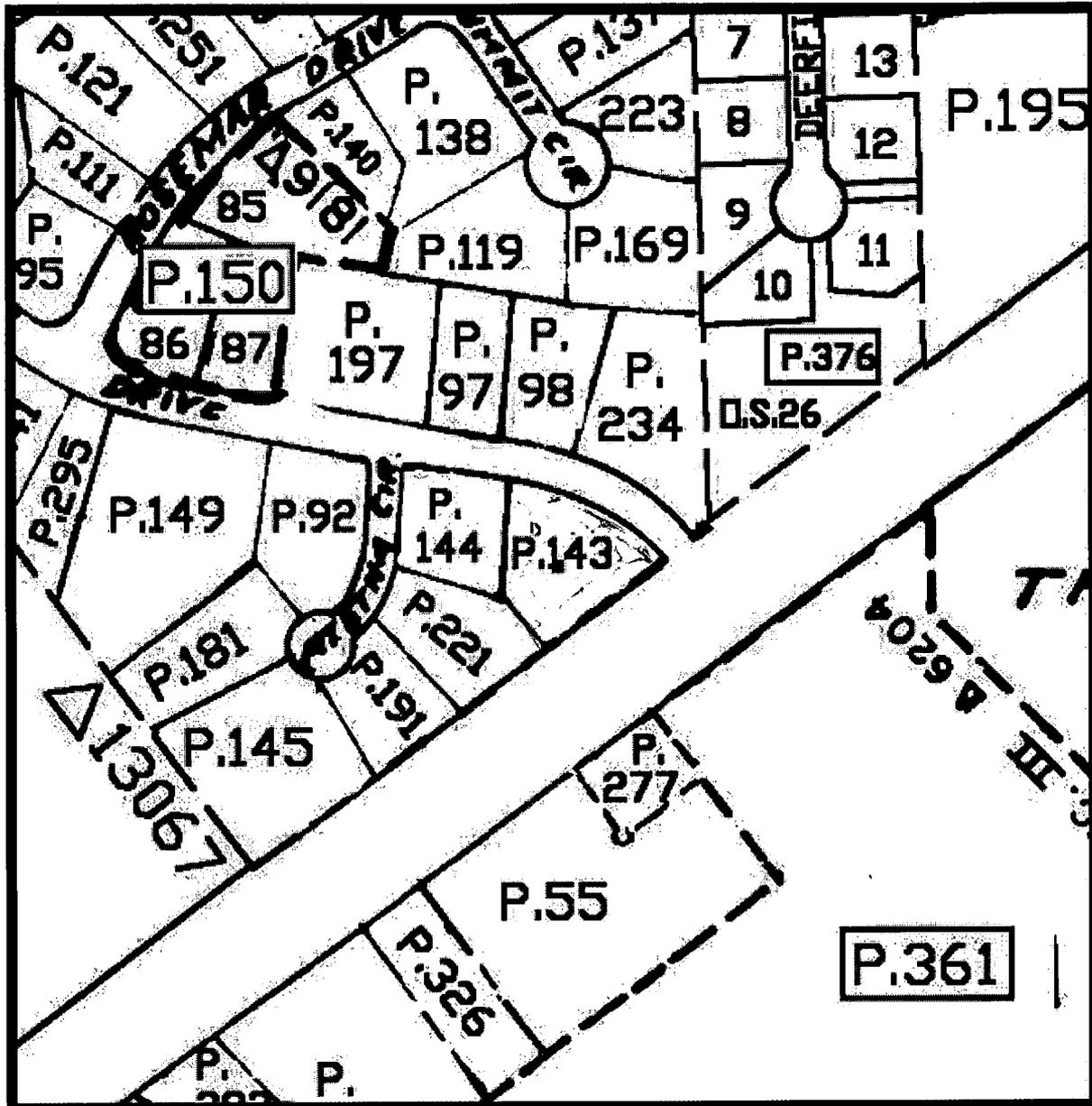
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Maryland Department of Assessments and Taxation
HOWARD COUNTY
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District - 02 Account Number - 239604



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2996 Normandy Dr, Ellicott City, MD 21043
Ellicott City, Maryland, United States 08 April 1993

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Street

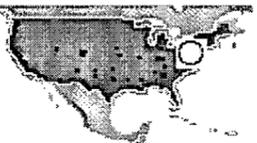
2996 normandy drive

City

ellicott city

State

md



Longitude Latitude

-76.80339 39.28714



Size

OUT

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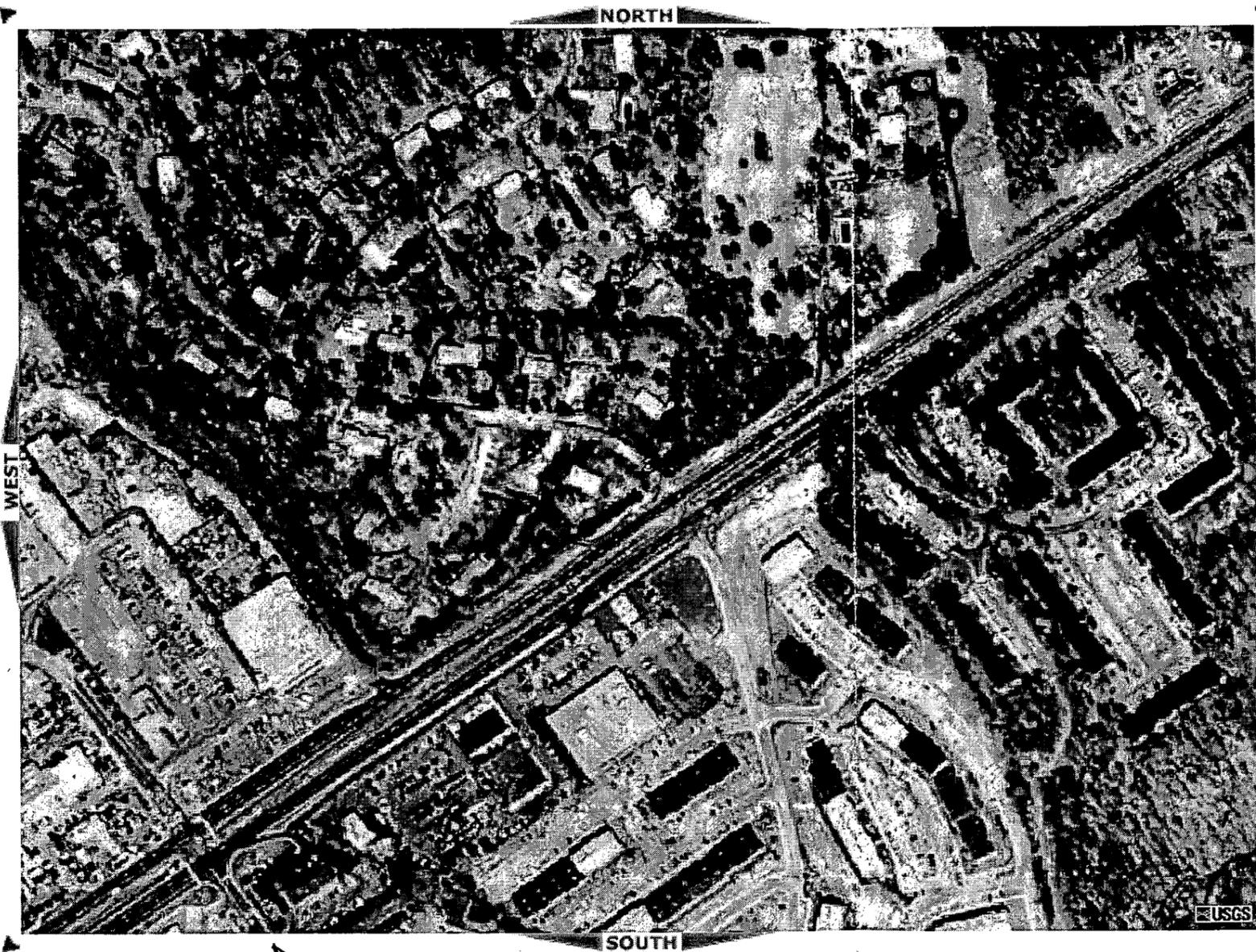
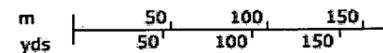


Image courtesy of the U.S. Geological Survey

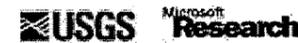


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Maryland Department of Assessments and Taxation
HOWARD COUNTY
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Name	Account	Street	OWN OCC	Map Parcel
<u>CRAY RICHARD M</u>	02 218224	2900 NORMANDY DR	H	18 118
<u>RIGGS DAVID K</u>	02 249510	2901 NORMANDY DR	H	18 118
<u>BELL ANDREW W</u>	02 206242	2904 NORMANDY DR	H	18 118
<u>COHEN STEPHEN</u>	02 214482	2907 NORMANDY DR	H	18 118
<u>PIERELLI EUGENE W</u>	02 237288	2908 NORMANDY DR	H	18 118
<u>WETHERALD TIMOTHY</u>	02 194503	2911 NORMANDY DR	H	18 118
<u>MAMMARELLA ANTHON</u>	02 227509	2912 NORMANDY DR	H	18 118
<u>CAMPBELL ELBERT E</u>	02 249987	2915 NORMANDY DR	H	18 118
<u>SIKORA MARY E</u>	02 243725	2916 NORMANDY DR	H	18 118
<u>LAUER STEPHEN L &</u>	02 224879	2919 NORMANDY DR	H	18 118
<u>SCHAEFER CHARLES</u>	02 245655	2920 NORMANDY DR	H	18 118
<u>BURNS MARK E</u>	02 205971	2923 NORMANDY DR	H	18 118
<u>GEISER LOUIS E</u>	02 241943	2924 NORMANDY DR	H	18 118
<u>BUSH JOHN C & WF</u>	02 198312	2927 NORMANDY DR	H	18 118
<u>OBRIEN RICHARD C</u>	02 238500	2928 NORMANDY DR	H	18 118
<u>SCHWARTZMAN JOHN</u>	02 218984	2931 NORMANDY DR	H	18 118
<u>BARRON ROBERT J</u>	02 240742	2932 NORMANDY DR	N	18 118
<u>MARSIGLIA CHARLES</u>	02 227975	2941 NORMANDY DR	H	18 118
<u>MARKOVITZ PAUL</u>	02 217805	2948 NORMANDY DR	H	18 118
<u>STERGER HENRY A &</u>	02 246139	2952 NORMANDY DR	H	18 142
<u>TROVATO JOSEPH V</u>	02 217686	2953 NORMANDY DR	H	18 161
<u>OLIVER TEERESA A</u>	02 222906	2956 NORMANDY DR	H	18 172
<u>BERMAN MICHAEL ED</u>	02 231956	2957 E NORMANDY DR	H	18 117
<u>FORNARIO NICHOLAS</u>	02 209322	2960 W NORMANDY DR	H	18 89
<u>MERCIER MAURICE W</u>	02 230143	2963 NORMANDY DR	H	18 95
<u>ARTHUR GARY JOHN</u>	02 220709	2964 NORMANDY DR	H	18 170
<u>WARD CHARLES L</u>	02 229420	2968 NORMANDY DR	H	18 141
<u>ELLIS JEFFREY E T</u>	02 210312	2972 W NORMANDY DR	H	18 295
<u>HIPSLEY DANIEL M</u>	02 210703	2977 NORMANDY DR	H	18 150
<u>KRIZE CARL P & WF</u>	02 224011	2980 W NORMANDY DR	H	18 149

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<u>MCHALE JOSEPH F</u>	02 191830	2981 NORMANDY DR	H	18	150
<u>GOTH ROBERT W JR</u>	02 248816	2984 NORMANDY DR	H	18	92
<u>GIGLIOTTI JOHN C</u>	02 232685	2985 NORMANDY DR	H	18	197
<u>PIERELL EUGENE L</u>	02 231301	2989 NORMANDY DR	H	18	97
<u>GOEHRING G H & WF</u>	02 212293	2992 W NORMANDY DR	H	18	144
<u>PARK HAEJUN</u>	02 194929	2993 NORMANDY DR	H	18	98
<u>JONES ORMOND B</u>	02 239604	2996 NORMANDY DR <u>1960</u>	H	18	143
<u>BISHOP WILLIAM F</u>	02 195275	2997 NORMANDY DR	H	18	234

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K



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Robert L. Ehrlich, Jr., *Governor*
Michael S. Steele, *Lt. Governor*

Robert L. Flanagan, *Secretary*
Neil J. Pedersen, *Administrator*

Maryland Department of Transportation

October 18, 2005

Ms. Nancy Kanzer
103 Kenilworth Park Drive
Towson MD 21204

Dear Ms. Kanzer:

This is a follow-up to your recent email to Mr. David J. Malkowski, District Engineer for the State Highway Administration, regarding a sound barrier along the inner loop of I-695 from the end of the existing sound barrier eastward toward York Road, 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. At this time, there are future plans to widen I-695 between I-83 and MD 702, but that work is not funded for construction at this time. The existing barrier along the eastbound portion of I-695 between Charles Street and York Road was built at its present location to accommodate this planned widening.

When a highway already exists and is *not* being expanded—so that Type I criteria do not apply—communities may be considered for our "Type II," or "retrofit," sound barrier 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.

There is an existing sound barrier on the outer loop of I-695 running between York Road and Charles Street where the present reconstruction of the I-695/York Road interchange and I-695 is under way. There is also an existing sound barrier along the eastbound inner loop (your side) of I-695 between Charles Street and the Kenilworth Bazaar that was built as a Type II sound barrier and was designed to protect the homes along Marleigh Circle to the west of Riderwood Hills Park. A sound barrier is most effective in reducing highway traffic noise for the homes immediately behind it and it is those homes that were targeted in the design development of the barrier system. Other dwellings located farther from the highway were not specifically targeted because they were not experiencing noise levels above our sixty six decibel impact threshold. The Kenilworth Park Apartment complex is approximately 750 feet south of I-695 with the Riderwood Hills Park between I-695 and Kenilworth Drive. The barrier along the inner loop was designed to extend far enough to the east to prevent noise from passing around the end to reach the Marleigh Circle residences. It was never intended to go farther east than its present terminus as the properties to the east of Riderwood Hill Park are all commercial.

My telephone number/toll-free number is 410-545-8640 or 1-800-446-5962
Maryland Relay Service for Impaired Hearing or Speech 1.800.735.2258 Statewide Toll Free

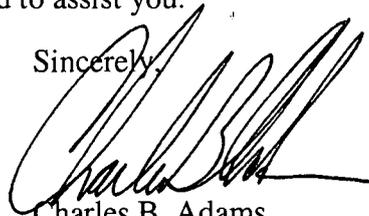
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202 • Phone 410.545.0300 • www.marylandroads.com

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Ms. Nancy Kanzer
Page Two

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

Sincerely,



Charles B. Adams

Director

Office of Environmental Design

cc: The Honorable Susan L.M. Aumann, Member, Maryland House of Delegates
The Honorable Jim Brochin, Member, Senate of Maryland
The Honorable William J. Frank, Member, Maryland House of Delegates
The Honorable Vincent J. Gardina, Member, Baltimore County Council
James D. Hade, RLA, Noise Abatement Team Leader, State Highway Administration
Mr. David J. Malkowski, District Engineer, State Highway Administration
The Honorable John G. Trueschler, Member, Maryland House of Delegates

Ms. Nancy Kanzer
Page Three

bcc: Mr. T.E. Severe, Administrative Assistant, Noise Abatement Team, State Highway
Administration
Ms. Frances Ward, Community Liaison, State Highway Administration

Serial #: None

OED Serial#: None

Noise Customer #: 2967

Responding to letter dated: Follow-up to 10-03-2005 email from Ms. Kanzer to D-4 Dist. Eng. Malkowski, who forwarded same to OED/NAT for response; Ms. Kanzer wrote:

"Who would I contact regarding this inquiry. Having recently moved into a complex on Kenilworth Drive in Baltimore County. It is close to 695 but there is heavy traffic noise. Upon investigation I find there is no sound barrier on the outer loop of 695 but there is one on the inner which makes it even noisier on my side. There is a rise on the Highway making the noise of vehicles even worse. There are sound barriers before and after the section, which is right behind Kenilworth Shops. Can anything be done to get sound barriers in that space?"

Ms. Kanzer did not provide her address with this email; OED/NAT sent an email inquiry for this information and she replied on 10-07-2005 with the following:

"My address is 103 Kenilworth Park Dr., Towson 21204. I love sitting on my porch but at times the noise (I face North, Highway 695) is so bad that I have to move inside. Greatly appreciate your looking into this. There are several apartment complexes along Kenilworth Drive but the noise is probably blocked by the shops at Kenilworth, whereas Ivy Hall (my complex) is directly behind the beltway. I would be glad to provide further information."

Saved: 10/14/05 2:26 PM by: T.E. Severe
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From: JIM HADE
To: TED SEVERE
Date: 10/07/2005 7:48:14 AM
Subject: Fwd: Re: Noise Inquiry at Kenilworth Drive

Response for resident in BA County.

>>> "Nancy Kanzer" <nkanzer@msn.com> 10/06/2005 5:11:29 PM >>>

Dear Mr. Hade, My address is 103 Kenilworth Park Dr., Towson 21204. I love sitting on my porch but at times the noise (I face North, Highway 695) is so bad that I have to move inside. Greatly appreciate your looking into this. There are several apartment complexes along Kenilworth Drive but the noise is probably blocked by the shops at Kenilworth, whereas Ivy Hall (my complex) is directly behind the beltway. I would be glad to provide further information. Sincerely, Nancy Kanzer

EO's DIST. 42 - Sen. Jim Broderick

Del. Susan L.M. Aumann

William J. Frank

John G. Trueschler

BA CO

Vincent J. Gardina

321

From: JIM HADE
To: nkanzer@msn.com
Date: 10/06/2005 11:37:32 AM
Subject: Noise Inquiry at Kenilworth Drive

Dear Ms. Kanzer:

Thank you for your recent email inquiry to State Highway Administration District Engineer David J. Malkowski regarding a sound barrier along the outer loop of I-695 near your home on Kenilworth Drive. In order to be able to fully research your inquiry, would you please provide us with the address of your inquiry, as our research is address-driven. After we receive your response, we anticipate being able to provide a preliminary response within 7-10 business days.

If you have additional questions or concerns, please do not hesitate me at 410-545-8599 or via email at jhade@sha.state.md.us.

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: MALKOWSKI, DAVID

Ex Bar on I.L. 1-695 to protect home on MARLEIGH CIRCLE -
KENILWORTH MAN COMPLETELY EXPOSED TO I-695

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From: JIM HADE
To: TED SEVERE
Date: 10/06/2005 8:10:06 AM
Subject: Fwd: Re: Noise Panels

Ted:

Please prepare the background, and initiate a response for Charlie's signature.

Thanks

James Hade, RLA
Noise Abatement Team Leader
Maryland State Highway Administration
Ph 410-545-8599
Fx 410-209-5003

>>> CHARLES ADAMS 10/06/2005 8:03:22 AM >>>
Jim, please respond to this inquiry.

Thanks

Charlie

>>> DAVID MALKOWSKI 10/04/2005 2:39:21 PM >>>
Ms. Kanzer,

Thank you for your email. By copy of this email, I am forwarding your question to Mr. Charles Adams, Director of the State Highway Administration Office of Environmental Design. Mr. Adams can be contacted at 410-545-8640 or via email at cadams@sha.state.md.us.

Please feel free to contact me if we can be of any further assistance.

Sincerely

David J. Malkowski
Metropolitan District Engineer
State Highway Administration - District 4
410-321-2810
dmalkowski@sha.state.md.us

>>> "Nancy Kanzer" <nkanzer@msn.com> 10/03/2005 9:30:30 AM >>>
Who would I contact regarding this inquiry. Have recently moved into a complex on Kenilworth Drive in Baltimore County. It is close to 695 and there is heavy traffic noise. Upon investigation I find there is no sound barrier on the outer loop of 695 but there is one on the inner loop which makes it even noisier on my side. There is a rise on the Highway making the noise of vehicles even worse. There are sound barriers before and after the section, which is right behind Kenilworth Shops. Can anything be done to get sound barriers in that space? Sincerely, N.Kanzer

CC: MATTHEW MANN

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Customer Info. View for 2003

Friday, October 07, 2005 02:29 PM

Admin

ID#	MAP	DATE	Letter or Phone on	LAST NAME	FIRST NAME	Active?
2967		10/07/2005	Email	KANZER	Ms. Nancy	<input checked="" type="checkbox"/>
STREET#	STREET NAME	COUNTY	CITY (Post office)	ZIPCODE	Representative stat	
103	Kenilworth Park Drive	BA	Towson	21204	private	



Elected Official whom has communicated directly to us on this call

DAY PHONE	HOME PHONE	E-Mail address	COMMUNITY	HDR Dbase Link
	410-296-4636	nkanzer@msn.com	Kenilworth Park Apartments	

Logical Project Limit	ROADWAY	I-695	BarrierNam
-----------------------	---------	-------	------------

Inner Loop I-695 adjacent to Riderwood Hills Park along Kenilworth Drive

RESPONSE	INQUIRY	2nd Contact
	wants barrier to fill space between end of ex barrier and York Rd	
Last Cont	Researcher	Primary SHA Contact
10/03/2005		None

FILE LOCATION	OTHER	Current commitm	Construction Projects

Do we owe a letter	Letter Commit due da	10/17/2005	Reason Letter is Lat	n/a
<input checked="" type="checkbox"/>	Letter signed dat			

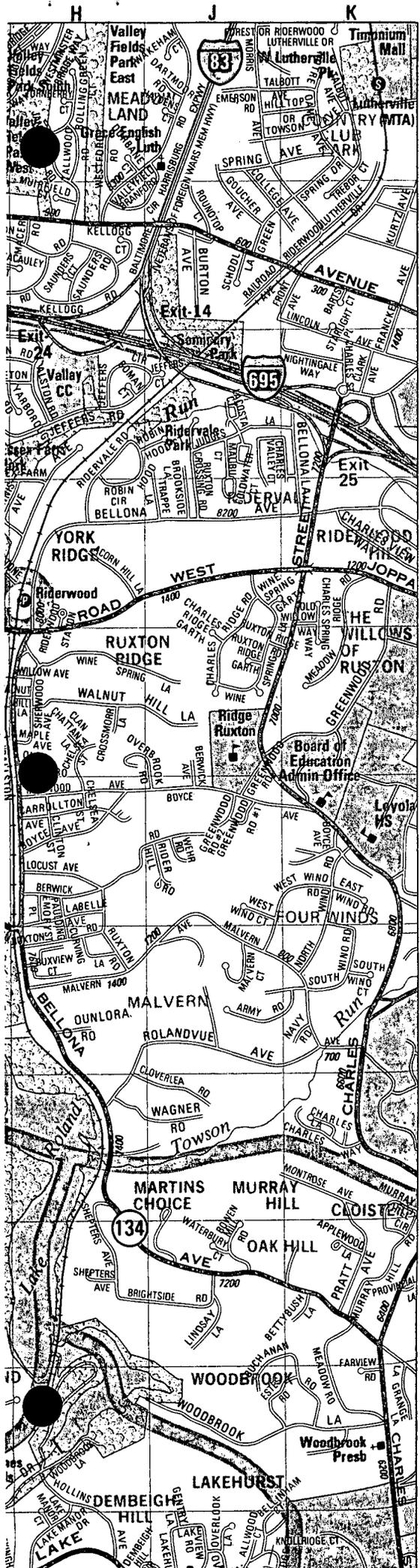
LAST action: 10-3-05 Ms. Kanzer emailed Mr. Dave Malkowski (D-4 Sist. Eng.); wants barrier on IL of I-695 to fill in space between end of ex. barrier & York Road

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

All Elected Officials: 10-2005 EO's Dist. 42 Sen. Jim Brochin; Dels. Susan L.M. Aumann; William J. Frank; John G. Trueschler; BA Cnd Vincent J. Gardina

Comment Journal, and letter hyperlinks \\shadgnvol1\user\oed\Noise\ibase\Customer_notes\ Consultant.Fr 1-888-375-1975 outside MD

To Meet 100% of our Commitments!



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Maryland Department of Assessments and Taxation
BALTIMORE COUNTY
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Account Identifier: District - 09 Account Number - 1900001671

Owner Information

Owner Name: IVY HALL REALTY LLC Use: APARTMENTS
Principal Residence: NO
Mailing Address: 216 SCHILLING CIR STE 300 Deed Reference: 1) /13293/ 736
HUNT VALLEY MD 21031-8632 2)

IVY HALL AT KENILWORTH - 101 KENILWORTH PARK DR TOWSON 410-828-4100

Location & Structure Information

Premises Address: KENILWORTH DR Legal Description: 11.809 AC
250 W CHARLES ST
KENILWORTH PARK APTS

Map	Grid	Parcel	Sub District	Subdivision	Section	Block	Lot	Assessment Area	Plat No:
69	6	929						2	47/ 79

Special Tax Areas	Town Ad Valorem Tax Class

Primary Structure Built	Enclosed Area	Property Land Area	County Use
-0000 → 1980 +/- - called off	10114	11.29 AC	11

Stories: Basement Type: Exterior

Value Information

	Base Value	Value As Of	Phase-in Assessments	
			As Of	As Of
Land:	1,355,700	3,389,400	01/01/2005	07/01/2006
Improvements:	6,892,000	5,605,100		
Total:	8,247,700	8,994,500	8,496,633	8,745,566
Preferential Land:	0	0	0	0

Transfer Information

Seller: KENILWORTH PARK REALTY & CO Date: 11/16/1998 Price: \$0
Type: NOT ARMS-LENGTH Deed1: /13293/ 736 Deed2:
Seller: INST OF MISSION HELPERS OF BALTO Date: 12/29/1980 Price: \$506,000
Type: IMPROVED ARMS-LENGTH Deed1: / 6245/ 368 Deed2:
Seller: Date: Price:
Type: Deed1: Deed2:

Exemption Information

Partial Exempt Assessments	Class	07/01/2005	07/01/2006
County	000	0	0
State	000	0	0
Municipal	000	0	0

Tax Exempt: NO
Exempt Class:

Special Tax Recapture:

* NONE *

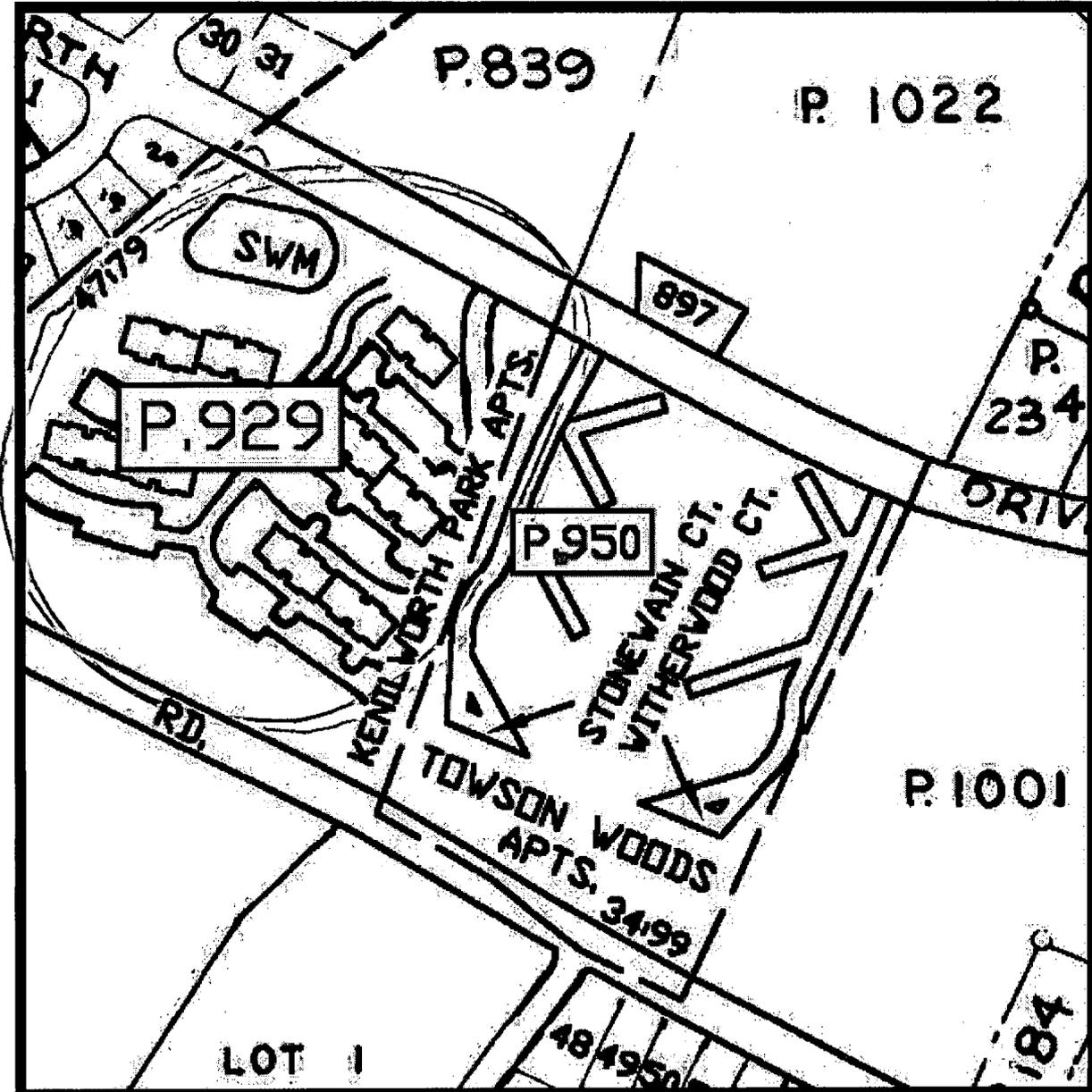
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Maryland Department of Assessments and Taxation
BALTIMORE COUNTY
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District - 09 Account Number - 1600000599



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web site at www.mdp.state.md.us/webcom/index.html

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Maryland Department of Assessments and Taxation
BALTIMORE COUNTY
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Account Identifier: District - 09 Account Number - 1600000599

Owner Information

Owner Name: TOWSON WOODS ASSOCIATES
C/O R MORROW
Use: APARTMENTS
Principal Residence: NO
Mailing Address: SUITE 3315
825 3RD AVE
NEW YORK NY 10022-7519
Deed Reference: 1) / 5562/ 799
2)

Location & Structure Information

Premises Address
24 WITHERWOOD CT

Legal Description
8.691 AC
CHESTNUT AV
TOWSON WOODS APTS

Map	Grid	Parcel	Sub District	Subdivision	Section	Block	Lot	Assessment Area	Plat No:
69	6	950						2	Plat Ref: 34/ 99

Special Tax Areas
Town
Ad Valorem
Tax Class

Primary Structure Built	Enclosed Area	Property Land Area	County Use
0000		8.69 AC	11
Stories	Basement	Type	Exterior

Value Information

	Base Value	Phase-in Assessments		
		Value As Of 01/01/2005	As Of 07/01/2005	As Of 07/01/2006
Land:	1,390,500	2,607,300		
Improvements:	3,258,500	2,410,500		
Total:	4,649,000	5,017,800	4,771,933	4,894,866
Preferential Land:	0	0	0	0

Transfer Information

Seller: REDWOOD TW STRAW CORP
Type: NOT ARMS-LENGTH
Date: 09/03/1975
Deed1: / 5562/ 799
Price: \$0
Deed2:
Seller:
Type:
Date:
Deed1:
Price:
Deed2:
Seller:
Type:
Date:
Deed1:
Price:
Deed2:

Exemption Information

Partial Exempt Assessments	Class	07/01/2005	07/01/2006
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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Street
kenilworth park drive

City
towson

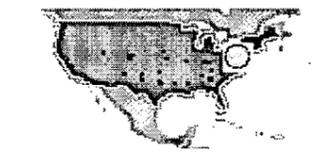
State
md



Kenilworth Park Dr, Towson, MD 21204
Riderwood Hills, Maryland, United States 4/4/1994

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Aerial Photo



Longitude Latitude

-76.62157 39.41154

Size

OUT

IN

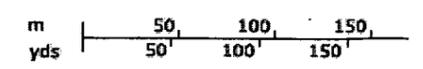


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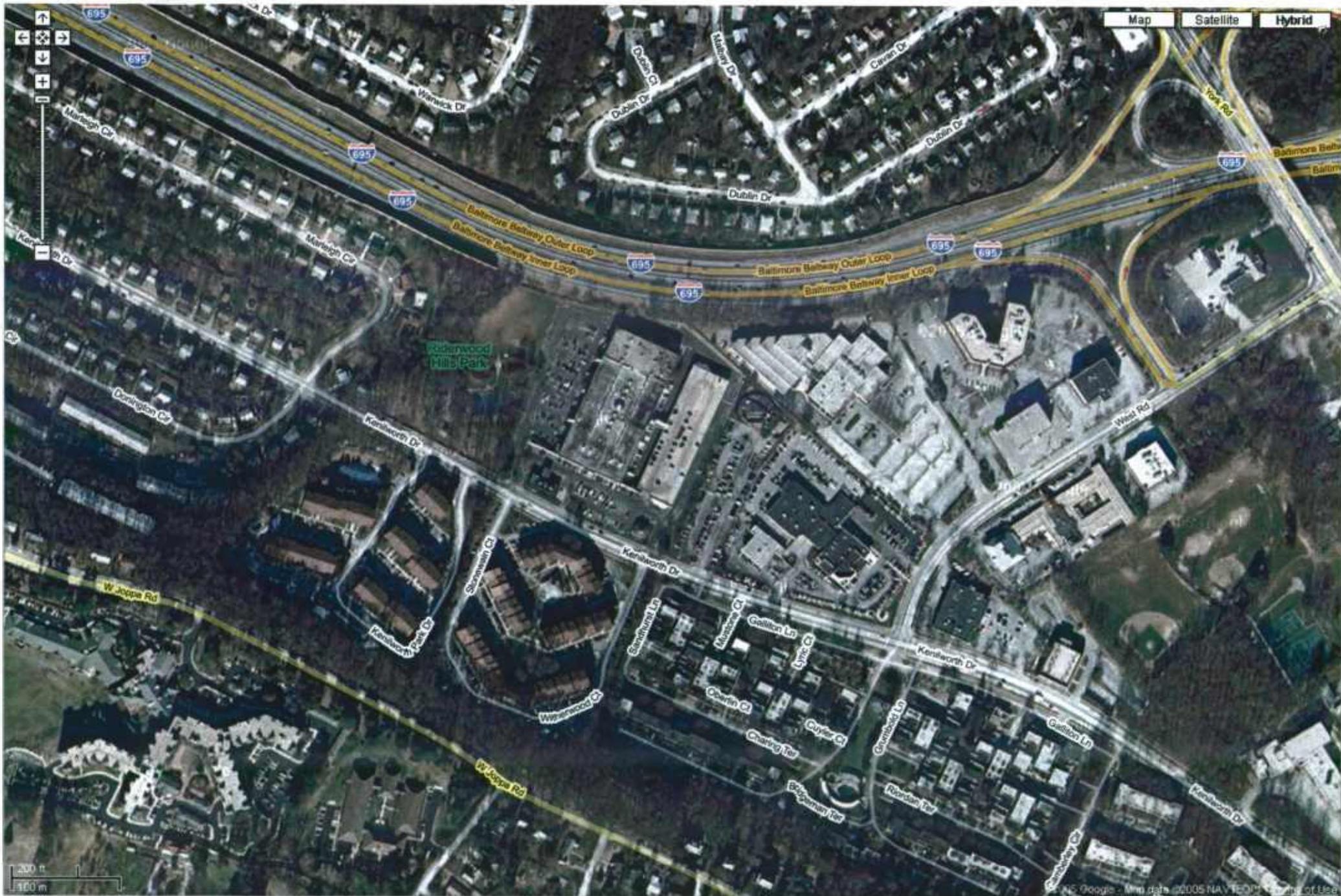
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Maps for this point

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Image courtesy of the U.S. Geological Survey



- House and Home Demographics:**
- Schools, Crime and Demographics for 21093
 - Schools, Crime and Demographics for 21204



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Robert L. Ehrlich, Jr., *Governor*
Michael S. Steele, *Lt. Governor*

Robert L. Flanagan, *Secretary*
Neil J. Pedersen, *Administrator*

Maryland Department of Transportation

April 18, 2005

Mr. Keith F. Kelley
119 Hedgewood Road
Lutherville-Timonium MD 21093-5533

Dear Mr. Kelley:

Thank you for your recent email regarding highway traffic noise near the Orchard Hills community along westbound I-695 between York Road and Charles Street in Baltimore County. I appreciate the opportunity to respond to your concerns.

In our October 29, 2001 letter to you, we indicated that the State Highway Administration (SHA) had reviewed past noise studies of the Orchard Hills community to assess the potential for highway noise increase over time. Our review determined that the noise levels at your home on Hedgewood Road were in the 50-59 decibel range, depending on the time of day. The lowest noise levels (50-51) decibels were occurring between 12 midnight and 4:00 am. All of these results were consistent with our expectations and experience in similar situations.

The current highway reconstruction of the York Road overpass and interchange has added its inherent construction noises to that of traffic. The work zone has a posted speed limit of 50 miles per hour for the safety of both the driving public and the construction workers working there. This posted speed reduction should slightly reduce the highway traffic noise. The "rumble strips" that have been temporarily installed on I-695 are safety reminders for drivers that they are approaching construction areas on the roadway and that they are to reduce their speed to the posted 50 miles per hour speed limit of the work zone. There is a set of these strips on westbound I-695 as one approaches York Road and a set on eastbound I-695 as one approaches the bridge reconstruction area over Falls Road. These strips should only remain in place through the completion of the construction projects. We appreciate your patience and understanding during the construction period.

My telephone number/toll-free number is 410-545-8640 or 1-800-446-5962
Maryland Relay Service for Impaired Hearing or Speech 1.800.735.2258 Statewide Toll Free

Street Address: 707 North Calvert Street • Baltimore, Maryland 21202 • Phone 410.545.0300 • www.marylandroads.com

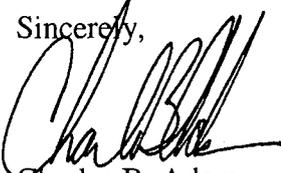
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Mr. Keith F. Kelley
Page Two

You noted: *"I am sure there are other methods which are used in Europe to reduce traffic noise that would do a much better job than spending a million dollars a mile on sound barriers. But I guess no one has given it much thought, since more sound barriers are being erected everyday"*

The current road surface of I-695 is asphalt. SHA has found that this surface is quieter than concrete pavement (I-695's original road surface). Rubberized asphalt road surfaces that are utilized in Europe are promising in some ways but do have particular limitations related to durability. Also, the longevity of the overall noise reduction from these "quiet" pavement surfaces is still in question. The sizes and weights of US vehicles (cars, trucks, SUVs, etc.), especially on interstate highways, cause the pavement surface to wear at a much more rapid rate than European counterparts. Concrete sound barriers are, therefore, the most cost effective means of reducing the impact of highway traffic noise for the communities immediately adjacent to them.

Thank you again for your email 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, of our staff, at 410-545-8616 or 1-800-446-5962 or, by email, at nross@sha.state.md.us. She will be pleased to assist you.

Sincerely,


Charles B. Adams
Director
Office of Environmental Design

- cc: The Honorable Susan L.M. Aumann, Member, Maryland House of Delegates
- The Honorable Jim Brochin, Member, Senate of Maryland
- The Honorable William J. Frank, Member, Maryland House of Delegates
- The Honorable T. Bryan McIntire, Member, Baltimore County Council
- Mr. David J. Malkowski, District Engineer, State Highway Administration
- Ms. Nicole Ross, Special Assistant to the Director, Office of Environmental Design, State Highway Administration
- The Honorable John G. Trueschler, Member, Maryland House of Delegates

Mr. Keith F. Kelley
Page Three

bcc: James D. Hade, RLA, Noise Abatement Team Leader, State Highway Administration
Mr. T.E. Severe, Administrative Assistant, Noise Abatement Team, State Highway Administration
Ms. Frances Ward, Community Liaison, State Highway Administration

Serial #: None

OED Serial#: None

Noise Customer #: 1650

Responding to letter dated: Follow-up to 04-11-2005 email from Mr. Kelley to "barrier"; Mr. Kelley wrote:

"I would like to congratulate your agency for the inefficient use of highway funds. "Sound Barriers" erected along the beltway in the area of Charles Street are absolutely worthless. Not only have they caused the noise levels in my neighborhood to increase since their erection, now I get to listen to what sounds like a helicopter hovering during none rush hour traffic. This is due to the installation of rumble warning strips before the road work on the bridge crossing Falls road. Keep up the good work, I love the traffic noise all day and night it does wonders for getting a good night's sleep.

"I live in the Orchard Hills community. I am sure there are other methods which are used in Europe to reduce traffic noise that would do a much better job than spending a million dollars a mile on noise barriers. But I guess no one has given it much thought, since more sound barriers are being erected everyday

"Best wishes"

Saved: 04/12/05 1:26 PM by: T.E. Severe

N:\OED\NOISE\CORRESP\2005\KELLEYKEITHF01.doc

334

From: "Keith Kelley" <kfkelley@comcast.net>
To: <barrier@sha.state.md.us>
Date: 04/11/2005 8:23:22 PM
Subject: Increase Noise Levels

I would like to congratulate your agency for the inefficient use of highway funds. "Sound Barriers" erected along the beltway in the area of Charles Street are absolutely worthless. Not only have they caused the noise levels in my neighborhood to increase since their erection, now I get to listen to what sounds like a helicopter hovering during none rush hour traffic. This is due to the installation of rumble warning strips before the road work on the bridge crossing Falls road. Keep up the good work, I love the traffic noise all day and night it does wonders for getting a good night's sleep.

I live in the Orchard Hills community, I am sure there are other methods which are used in Europe to reduce traffic noise that would do a much better job than spending a million dollars a mile on noise barriers. But I guess no one has given it much thought, since more sound barriers are being erected everyday

Best Wishes

Keith F. Kelley

335

Customer Info. View for 2003

Tuesday, April 12, 2005 12:21 PM

Admin

ID.#	MAP	DATE	Letter or Phone on	LAST NAME	FIRST NAME	Active?
1650	C-13	06/17/1998	Letter	Kelley	Mr. Keith F.	<input type="checkbox"/>
STREET#	STREET NAME	COUNTY	CITY (Post office)	ZIPCODE	Representative stat	
119	Hedgewood Road	BA	Lutherville-Timoni	21093-5533	private	Find Next
Elected Official whom has communicated directly to us on this cu						
DAY PHONE	HOME PHONE	E-Mail address	COMMUNITY	HDR Dbase Link		
CELL: 443-858-0766	410-828-7343	kkelley@comcast.n	Orchard Hills			
Logical Project Limit	ROADWAY	I-695	Barrier Nam	Orchard Hills Barrier		
outer loop I-695 York Rd to Charles St						
RESPONSE	INQUIRY		2nd Contact			
Draft letter reiterating results of past studies "in mill" as of 10/30/01 - ready to go out (KDP)			Requesting Noise Study			
Last Conta	Researcher	Primary SHA Contact				
04/11/2005	Ken			Construction Projects		
FILE LOCATION	OTHER	Current commitm				
Do we owe a letter <input checked="" type="checkbox"/> Letter Commit due dat 04/20/2005						
LAST action Letter signed dat Reason Letter is Lat						
4-11-05 Mr. Kelley emailed "barrier"; totally dissatisfied with sound barriers; says noise levels in his neighborhood have increased since barriers built; wants other methods similar to what is used in Europe to reduce highway noise						
Comments: This field can not be sorted or searched: OPPE or Hwy rep current type						
10/8/01 Mr. Kelley emailed SHA - says wall is not high enough - still noisy - would like rubberized asphalt surface like Europe 01/26/99 - letter from CBA - sent results of noise measurements - if questions, contact Ken Polcak 6/17/98: This is a follow up to your recent letter to Delegate Martha Klima requesting that a noise survey be performed for the Orchard Hills community. I appreciate your interest in this issue. We will perform another survey for the Orchard Hills community in July. We anticipate being able to complete and analyze the information and forward you the results by the end of July.						
All Elected Officials	04-2005 EO's Dist. 42 Sen. Jim Brochin; Dels. Susan L.M. Aumann; William J. Frank; John G. Trueschler; BA Cnd T. Bryan McIntire					
Comment Journal, and letter hyperlinks						
Consultant Fir	1-888-375-1975 outside MD					

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 Maryland Department of Assessments and Taxation BALTIMORE COUNTY Real Property Data Search	Go Back View Map New Search Ground Rent
--	--

Account Identifier: District - 09 Account Number - 0906572120

Owner Information

Owner Name: KELLEY KEITH F
 KELLEY EMILY R
Use: RESIDENTIAL
Principal Residence: YES
Mailing Address: 119 HEDGEWOOD RD
 LUTH-TIMONIUM MD 21093 -SS33
Deed Reference: 1) / 9666/ 671
 2)

410.828.7343 en: kfkelly@comcast.net

Location & Structure Information

Premises Address 119 HEDGEWOOD RD	Legal Description 119 HEDGEWOOD RD SS ORCHARD HILLS
---	--

Map	Grid	Parcel	Sub District	Subdivision	Section	Block	Lot	Assesment Area	Plat No:	2
60	24	590			2	3	25	2	Plat Ref:	21/ 31

Special Tax Areas	Town Ad Valorem Tax Class
Primary Structure Built	Enclosed Area

Primary Structure Built	Enclosed Area	Property Land Area	County Use
1956	1,664 SF	7,810.00 SF	04

Stories	Basement	Type	Exterior
2	NO		SIDING

Value Information

	Base Value	Value As Of	Phase-in Assessments	
			As Of	As Of
Land:	40,810	67,810	07/01/2004	07/01/2005
Improvements:	109,520	140,950		
Total:	150,330	208,760	150,330	169,806
Preferential Land:	0	0	0	0

Transfer Information

Seller: CORRENTI ANTHONY	Date: 03/23/1993	Price: \$147,000
Type: NOT ARMS-LENGTH	Deed1: / 9666/ 671	Deed2:
Seller: DAMELIO DAVID M	Date: 10/11/1989	Price: \$136,000
Type: IMPROVED ARMS-LENGTH	Deed1: / 8295/ 20	Deed2:
Seller:	Date:	Price:
Type:	Deed1:	Deed2:

Exemption Information

Partial Exempt Assessments	Class	07/01/2004	07/01/2005
County	000	0	0
State	000	0	0
Municipal	000	0	0

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

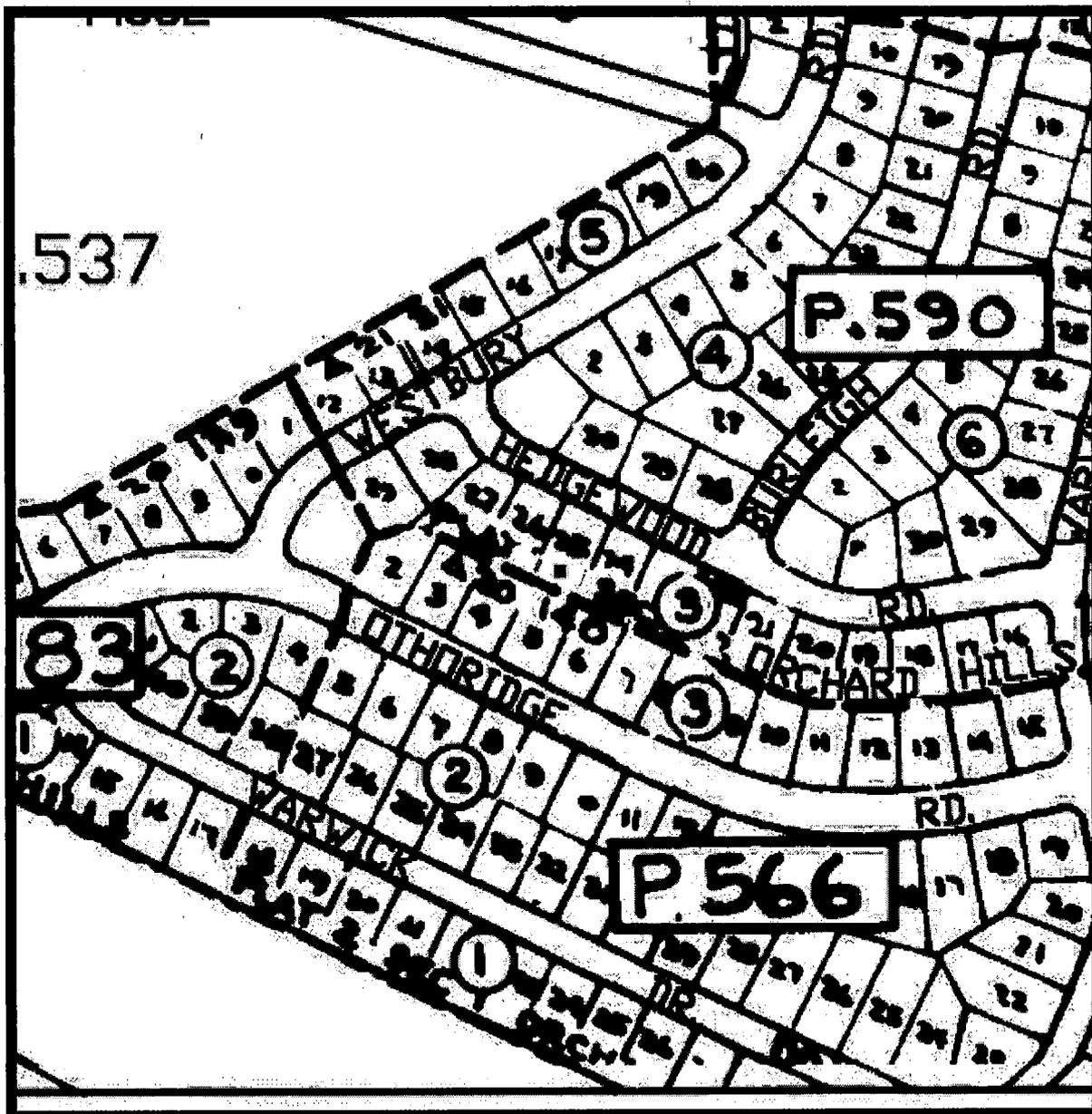
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Maryland Department of Assessments and Taxation
BALTIMORE COUNTY
Real Property Data Search

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District - 09 Account Number - 0906572120



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web site at www.mdp.state.md.us/webcom/index.html

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119 Hedgewood Rd, Lutherville Timonium, MD 21093
Baltimore, Maryland, United States 04 April 1994

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Street

119 hedgewood rd

City

lutherville timonium

State

md

OUT



IN

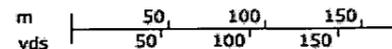
Longitude Latitude

-76.62179 39.41627



Aerial Photo

Image courtesy of the U.S. Geological Survey

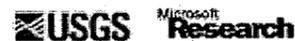


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SEARCH TOOLS FOR E

Buy flowers for Keith F Kelley. Same day delivery!

Results: 1 listing matching "kelley, 21093"

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KELLEY, KEITH F [more info](#)

119 Hedgewood Rd
 Timonium, MD 21093-5533
 (410) 828-7343

[Keith F Kelley, More Info Available.](#)
[Locate anyone with Public Records.](#)
[Did You Go to School with Keith F Kelley?](#)
[Looking for Keith F Kelley's Email?](#)

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1 of 1

Choose a letter

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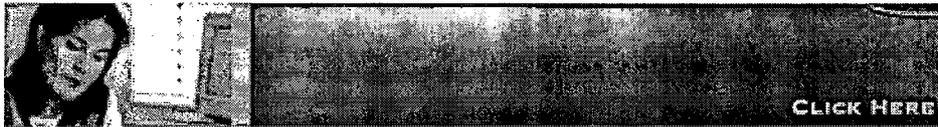


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BALTIMORE COUNTY
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Page 1 of 1

<u>Name</u>	<u>Account</u>	<u>Street</u>	<u>OWN OCC</u>	<u>Map Parcel</u>
<u>HULTING STEPHEN T</u>	09 0919713360	100 HEDGEWOOD RD	H	60 590
<u>BEJSHAK DAVID A</u>	09 0919328130	101 HEDGEWOOD RD	H	60 590
<u>HEMINGWAY GREGORY</u>	09 0912202020	102 HEDGEWOOD RD	H	60 590
<u>SNYDER LINDA BETH</u>	09 0919580990	103 HEDGEWOOD RD	H	60 590
<u>SKRAKOWSKI MARION</u>	09 0919001240	104 HEDGEWOOD RD	H	60 590
<u>ELLIOTT LILITH NA</u>	09 0908655960	105 HEDGEWOOD RD	H	60 590
<u>SHAVER MARK</u>	09 0903006140	107 HEDGEWOOD RD	H	60 590
<u>FOSTER JERI</u>	09 0919329920	109 HEDGEWOOD RD	H	60 590
<u>IGNACIO NARCISO E</u>	09 0906101940	111 HEDGEWOOD RD	H	60 590
<u>FRANCIS SANDRA L</u>	09 0913856380	113 HEDGEWOOD RD	H	60 590
<u>LEHNEIS NILS A</u>	09 0919610970	114 HEDGEWOOD RD	H	60 590
<u>BOBLOOCH FELIX M</u>	09 0919073710	115 HEDGEWOOD RD	H	60 590
<u>CRISPINO JOSEPH N</u>	09 0919077470	116 HEDGEWOOD RD	H	60 590
<u>BALTATZIS FOTINI</u>	09 0913402750	117 HEDGEWOOD RD	H	60 590
<u>ALLAN EDWARD T</u>	09 0912202000	118 HEDGEWOOD RD	H	60 590
<u>KELLEY KEITH F</u>	09 0906572120	119 HEDGEWOOD RD	H	60 590
<u>HILD LINDA MARIE</u>	09 0923504310	121 HEDGEWOOD RD	H	60 590
<u>ZALESKI ROBERT S</u>	09 0923503280	123 HEDGEWOOD RD	H	60 589



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Robert L. Ehrlich, Jr., *Governor*
Michael S. Steele, *Lt. Governor*

Robert L. Flanagan, *Secretary*
Neil J. Pedersen, *Administrator*

Maryland Department of Transportation

February 24, 2005

Mr. Donald P. Kolpack
9580 Glen Oaks Lane
Columbia MD 21046-1950

Dear Mr. Kolpack:

This letter is a follow-up to your recent telephone conversation with Mr. Ted Severe, of our staff, regarding a sound barrier for the Glen Oaks community, located in the northwest quadrant of the I-95/MD 32 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. At this time, we have no plans to further improve this portion of MD 32 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—communities may be considered for our "Type II," or "retrofit," sound barrier 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. A number of criteria must be met for a Type II barrier to be approved. First, the county in which the community is located must have an ordinance that addresses the impact of highway traffic noise on new residential development. In addition, the highway in question must be a controlled-access highway (one with interchanges rather than at-grade intersections). If both of these conditions exist, then all of the following technical criteria must also be met: the majority of impacted homes must predate the highway; existing noise levels must equal or exceed the 66-decibel impact threshold; and it must be possible to build an effective barrier for \$50,000 or less per benefited home. If all of these criteria are met, the county must then agree to fund 20 percent of the barrier cost.

My telephone number/toll-free number is 410-545-8640 or 1-800-446-5962
Maryland Relay Service for Impaired Hearing or Speech 1.800.735.2258 Statewide Toll Free

Street Address: 707 North Calvert Street • Baltimore, Maryland 21202 • Phone 410.545.0300 • www.marylandroads.com

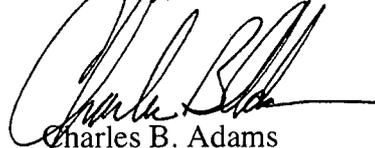
Mr. Donald P. Kolpack
Page Two

In 1997, the State Highway Administration evaluated the Glen Oaks community's eligibility for our Type II sound barrier program as outlined above. Our research determined that there were four pre-dating homes in the community, 9570, 9580, 9590 and 9594 Glen Oaks Lane. The cost-per-residence for a sound barrier to protect these four homes was estimated to be \$63,000, which exceeded the \$50,000 cost-per-residence limit. Based on this information, the Glen Oaks community could not be considered for a Type II sound barrier.

This information was provided to your late neighbor, Mr. Edward McCoy, of 9594 Glen Oaks Lane, in a June 11, 1997 letter (copy enclosed). Mr. McCoy, in 1999 communications with SHA, stated that his home and at least one of his neighbors' homes had been modified to "multi-family" dwellings and should be counted as two residences in the cost-per-residence calculations. SHA contacted the Howard County Department of Planning and Zoning to verify Mr. McCoy's assertion. That agency acknowledged that the Glen Oaks community was zoned for the type of "multi-family" dwelling that Mr. McCoy was indicating, however, no owners of any of the properties (9570, 9580, 9590, 9594, 9608 and 9612 Glen Oaks Lane) had applied for "rental licensing" for their respective properties. A copy of SHA's November 2, 1999 letter to Mr. Coy is also enclosed.

Thank you for your telephone call and 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, also of our staff, at 410-545-8616 or 1-800-446-5962 or, by email, at nross@sha.state.md.us. She will be pleased to assist you.

Sincerely,



Charles B. Adams

Director

Office of Environmental Design

Enclosures

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
The Honorable Neil F. Quinter, 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
Mr. T.E. Severe, Administrative Assistant, Noise Abatement Team, State Highway Administration
The Honorable Frank S. Turner, Member, Maryland House of Delegates

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Mr. Donald P. Kolpack
Page Three

bcc: James D. Hade, RLA, Noise Abatement Team Leader, State Highway Administration
Ms. Deanna Peel, Special Assistant to the Honorable Guy Guzzone, Howard County
Council

Serial #: None

OED Serial#: None

Noise Customer #: 2878

Responding to letter dated: Follow-up to 02-10-2005 telephone conversation between Mr. Kolpack and Mr. Ted Severe; Mr. Kolpack wanted to know when the promised sound barrier would be constructed for his community; He indicated that he was in possession of correspondence between the late Mr. Edward McCoy (9549 Glen Oaks Lane) and SHA indicating that a barrier would be constructed to protect his community

Saved: 02/22/05 9:43 AM by: T.E. Severe

N:\OED\NOISE\CORRESP\2005\KOLPACKDP01.doc

Enclosures:

One copy each of letters to Mr. Edward McCoy, of 9594 Glen Oaks Lane, dated 06-11-1997 and 11-02-1999, that indicate that the homes located on Glen Oaks Lane are not eligible for Type II noise barriers because the \$50,000 cost-per-residence criterion was exceeded (estimated to be approx. \$63,000 per residence); Mr. McCoy asserted that his home had been modified to have an apartment addition to his home, thereby making it count as two residences instead of just one and that at least one other neighbor had made a similar modification to his home; SHA checked with Howard County and, while the community was zoned to have apartments (making them a "multi-family" dwelling), none of the homes on Glen Oaks Lane (9570, 9580, 9590, 9594, 9608 or 9612) had made application with Howard County for their homes to be licensed as "multi-family" dwellings



Maryland Department of Transportation
State Highway Administration

David L. Winstead
Secretary

Parker F. Williams
Administrator

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June 11, 1997

Mr. Edward McCoy
9594 Glen Oaks Lane
Columbia, Maryland 21046

Dear Mr. McCoy:

We are writing to share the results of the noise monitoring study performed at 8590 Gilford Road at your request. A chart which includes a graph which shows the results of the test is enclosed for your information.

As indicated in our August 15, 1996 letter to you, requests for noise barriers are evaluated against criteria that include: whether the noise levels equal or exceed an impact threshold of 66 decibels, whether a majority of homes predate the highway, and whether an effective noise barrier can be built for a reasonable cost.

The 24-hour noise measurement taken on May 7-8, 1997, indicates that the noise impact threshold was exceeded during most of the daytime hours (from 5:00 AM until 11:00 PM). During this time the noise levels ranged from 66 dBA to 74 dBA.

Our study of the community indicates that four (4) houses predate MD 32. Of these houses three (3) exceed the impact threshold. Noise attenuation for those houses would cost approximately \$63,000 per protected residence. Our noise policy establishes a maximum limit of \$50,000 per protected residence for providing noise abatement. Unfortunately, your community would not qualify due to cost.

I am sorry that we cannot offer a more positive response to your request for noise abatement. If you have any questions regarding this information, please feel free to call Fred Eisen, of our Noise Abatement Team. Fred may be reached at (410) 545-8598.

Sincerely,

Charles B. Adams
Director
Office of Environmental Design

Enclosure

E:\cooresp\1997\drafts\McCoy2.doc

My telephone number is _____

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

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



Maryland Department of Transportation
State Highway Administration

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

November 2, 1999

Mr. Edward McCoy
9594 Glen Oaks Lane
Columbia MD 21046-1950

Dear Mr. McCoy:

This letter is a follow-up to the August 19 letter from Ms. Natalie Hardy, of our staff, regarding a sound barrier for the Glen Oaks community, in the northern quadrant of the I-95/MD 32 interchange, in Howard County. I appreciate your patience while we conducted our evaluation.

In recent telephone conversations with Ms. Hardy, you stated that your home and one or more of your neighbors' homes are now "multi-family" residences, and that this factor should be considered in the State Highway Administration's (SHA) calculation of impacted and benefiting homes. SHA contacted the Howard County Office of Planning and Zoning and the Department of Inspections and Permits in order to verify the presence of "multi-family" in the Glen Oaks community. The County indicated that there are no records of "multi-family" residences in your community. In any event, the cost to provide an effective sound barrier for these four homes is still approximately \$63,000 per home, which is greater than the allotted \$50,000 per home.

Thank you for your continued interest in the State's Sound Barrier Program. I regret that I cannot provide a positive response. If you have any questions, please feel free to contact Ms. Hardy at 410-545-8616 or 1-800-446-5062.

Sincerely,

for Charles B. Adams
Director
Office of Environmental Design

- cc: The Honorable Martin G. Madden, Member, Senate of Maryland
- The Honorable Shane Pendergrass, Member, Maryland House of Delegates
- The Honorable Frank S. Turner, Member, Maryland House of Delegates
- Ms. Natalie B. Hardy, Special Assistant to the Director of Environmental Design, State Highway Administration

My telephone number is _____

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

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

Customer Info. View for 2003				Friday, February 11, 2005 10:31 AM			Admin
ID #	MAP	DATE	Letter or Phone on	LAST NAME	FIRST NAME	Active?	
2878		02/11/2005	Phone	KOLPACK	Mr. Donald P.	<input checked="" type="checkbox"/>	
STREET#	STREET NAME	COUNTY	CITY (Post office)	ZIPCODE	Representative stat		
9580	Glen Oaks Lane	HO	Columbia	21045-1950	private		
Elected Official whom has communicated directly to us on this cu							
DAY PHONE	HOME PHONE	E-Mail address	COMMUNITY	HDR Dbase Link			
	301-725-4732	kolpa33@mybluelig	Glen Oaks				
Logical Project Limit	ROADWAY	MD 32	BarrierNam				
NW quadrant of I-95/MD 32 Interchange							
RESPONSE	INQUIRY			2nd Contact			
	when are promised barriers going to be built?						
	Last Conta	Researcher	Primary SHA Contact				
	02/10/2005		Ted	Construction Projects			
FILE LOCATION	OTHER	Current commitm					
Do we owe a letter?	Letter Commit due da	02/18/2005	Reason Letter is Lat	n/a			
LAST action	Letter signed dat						
2-10-05 Mr. Kolpack called; Ted Severe returned call; wants to know when barriers will be built to protect his community; neighbor to late Mr. Edward McCoy (9549); says he has copies of noise report that indicate community should get barrier							
Comments: This field can not be sorted or searched.							
02-10-05 Continuation of above: review of files indicate that four homes pre-dated improvements to MD 32 at I-95; homes were impacted but cost-per-residence was \$63,000; community failed for coat; Mr. McCoy indicated that he had added an apartment to his home making it two residences and to adjust the calculation accordingly and that at least one other home was similarly "two" residences; SHA checked with HO Co - they indicated that the residences could have apartments to make them "multiple" but none of the listed homes in the community had applied for the appropriate licensing for multiple units and, therefore, there were no multiple units in the community							
All Elected Officials:	02-2005 EO's Dist. 13 Sen. Sandra B. Schrader; Dels. Shane E. Pendergrass; Neil F. Quinter; Frank S. Turner; HO Cndl Guy Guzzone; Ms. Deanna Peel, Spec. Asst. to Mr. Guzzone						
Comment Journal, and letter hyperlinks	\\shadgnv01\user\oed\Noise\Dbase\Customer_notes\						
Consultant Fir	1-888-375-1975 outside MD						

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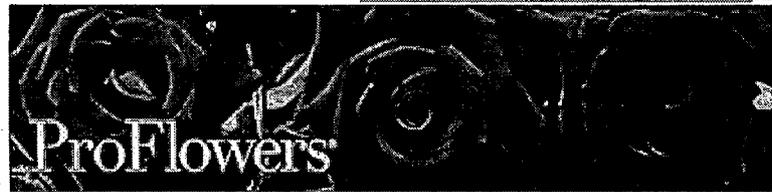
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Searching for Donald P Kolpack? Find it at Mamma.com

Results: 1 listing matching "(301) 725-4732"

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KOLPACK, DONALD P more info
Columbia, MD 21046-1950
(301) 725-4732

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[Donald P Kolpack, More Info Available.](#)
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[Looking for Donald P Kolpack's Email?](#)

1 of 1



2/10

9580 GLEN OAKS LA
COLUMBIA 21046-

en: kolpa33@mybluelight

[GLEN OAKS]?
~~WAAA~~

High
mybluelight.com

1999? BARBER PROMISED?
7/24-25/96

"McCoy"

EO's - DIST. 13 - Sen. Sandra B. Schwab
Del. Shan 2. Pendergast

Ho 40
Guy Guter

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Neil F. Turner
Frank S. Turner

Mr. Donald Kolpack
301.725.4732
Re: MD 32 of 7/1/95

Are they getting a noise
wall and when?

Mr. Kolpack is in
possession of the noise
study reports.

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Maryland Department of Assessments and Taxation
 HOWARD COUNTY
 Real Property Data Search

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[Ground Rent](#)

Account Identifier: District - 06 Account Number - 396127

Owner Information

Owner Name: KOLPACK DONALD P
 KOLPACK PAMELA L
Use: RESIDENTIAL
Principal Residence: NO
Mailing Address: 9570 GLEN OAKS LN
 COLUMBIA MD 21046-1950
Deed Reference: 1) / 3366/ 336
 2)

Location & Structure Information

Premises Address
 9570 GLEN OAKS LN
 COLUMBIA 21046
Legal Description
 .823 A
 9570 GLEN OAKS LN
 JESSUP

Map	Grid	Parcel	Sub District	Subdivision	Section	Block	Lot	Group	Plat No:
42	16	381						81	Plat Ref:

Special Tax Areas
 Town Ad Valorem Tax Class A/V, METRO FIRE TAX

Primary Structure Built	Enclosed Area	Property Land Area	County Use
1970	1,200 SF	35,849.00 SF	

Stories	Basement	Type	Exterior
1	YES	STANDARD UNIT	BRICK

Value Information

	Base Value	Value As Of 01/01/2005	Phase-in Assessments	
			As Of 07/01/2004	As Of 07/01/2005
Land:	72,190	126,120		
Improvements:	77,880	68,310		
Total:	150,070	194,430	150,070	164,856
Preferential Land:	0	0	0	0

Transfer Information

Seller: CHANCE JOHNNY C & WF	Date: 10/13/1994	Price: \$110,000
Type: IMPROVED ARMS-LENGTH	Deed1: / 3366/ 336	Deed2:
Seller:	Date:	Price:
Type:	Deed1:	Deed2:
Seller:	Date:	Price:
Type:	Deed1:	Deed2:

Exemption Information

Partial Exempt Assessments	Class	07/01/2004	07/01/2005
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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Maryland Department of Assessments and Taxation
HOWARD COUNTY
 Real Property Data Search

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Page 1 of 1

Name	Account	Street	OWN OCC	Map Parcel
<u>MCDONALD HOWARD L</u>	06 454933	9525 GLEN OAKS LN 1980	H	42 356
<u>KINDROCK TERESA A</u>	06 423280	9529 GLEN OAKS LN 1944	H	42 70
<u>DELLACROCE PETER</u>	06 468985	9530 GLEN OAKS LN	H	42 469
<u>NGUYEN HONG NHUNG</u>	06 468969	9534 GLEN OAKS LN	H	42 469
<u>COON KENNETH W</u>	06 468950	9536 SW GLEN OAKS L	H	42 469
<u>WILLIS DAVID HARR</u>	06 436927	9537 GLEN OAKS LN	H	42 72
<u>WRIGHT VERONICA L</u>	06 465544	9540 W GLEN OAKS LN	H	42 466
<u>CARUANO SILVANA</u>	06 465536	9542 GLEN OAKS LN	H	42 466
<u>FENWICK JOSEPH M</u>	06 465528	9544 GLEN OAKS LN	H	42 466
<u>JONES GWYNETH A</u>	06 465501	9546 W GLEN OAKS LN	H	42 466
<u>RIDGWAY DIANA</u>	06 465498	9548 W GLEN OAKS LN	H	42 466
<u>SUTTON CHARLES EA</u>	06 465471	9550 W GLEN OAKS LN	H	42 466
<u>JOSEPH KEYBO A</u>	06 465463	9554 GLEN OAKS LN	H	42 466
<u>CARPENTER CAROLYN</u>	06 465447	9558 GLEN OAKS LN	H	42 466
<u>SONNIER MARVA R</u>	06 419941	9559 GLEN OAKS LN	H	42 74
<u>CHANNAN GAURAV</u>	06 465439	9560 GLEN OAKS LN	H	42 466
<u>KOLPACK DONALD P</u>	06 396127	9570 GLEN OAKS LN 1970	N	42 381
<u>MACDONALD ERIC S</u>	16 200271	9573 NE GLEN OAKS L 1992	H	42 509
<u>LYON DAVID R</u>	16 200298	9577 NE GLEN OAKS L 1992	H	42 509
<u>KOLPACK DONALD P</u>	06 410367	9580 GLEN OAKS LN 1960	H	42 353
<u>FOIANI D LOUIS II</u>	16 200301	9581 NE GLEN OAKS L 1992	H	42 509
<u>HILL IRBY MELANIE</u>	16 200328	9585 NE GLEN OAKS L	H	42 509
<u>SOBER VERA K</u>	16 200336	9589 NE GLEN OAKS L	H	42 509
<u>WHIPPS DOROTHY M</u>	06 434576	9590 GLEN OAKS LN 1962	H	42 66
<u>OLSEN LAWRENCE G</u>	16 200344	9593 NE GLEN OAKS L	H	42 509
<u>GRAHAM KEVIN E</u>	16 200352	9597 NE GLEN OAKS L	H	42 509
<u>YOO KYUNG J</u>	16 200360	9601 NE GLEN OAKS L	H	42 509
<u>CHARLES STEVEN W</u>	16 200379	9605 NE GLEN OAKS L	H	42 509
<u>BROCK GERALD ANTH</u>	16 200425	9608 SW GLEN OAKS L 1992	H	42 509
<u>BORELLI RENAN A</u>	16 200387	9609 E GLEN OAKS LN	H	42 509

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<u>EFFIM PETER</u>	16 200417	9612 W GLEN OAKS LN 1992	H	42	509
<u>ROONEY RONALD</u>	16 200395	9613 SE GLEN OAKS L	H	42	509
<u>ALEMAN ROBERTO M</u>	16 200409	9617 SE GLEN OAKS L 1992	H	42	509

853

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	Maryland Department of Assessments and Taxation HOWARD COUNTY Real Property Data Search	Go Back View Map New Search Ground Rent
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Account Identifier: District - 06 Account Number - 393810

Owner Information

Owner Name:	MCCOY MICHAEL E	Use:	RESIDENTIAL
		Principal Residence:	YES
Mailing Address:	9594 GLEN OAKS LN COLUMBIA MD 21046-1950	Deed Reference:	1) / 2788/ 722 2)

Location & Structure Information

Premises Address	Legal Description
9594 ROUTE 32 COLUMBIA 21046	.6601 A 9594 ROUTE 32 JESSUP

Map	Grid	Parcel	Sub District	Subdivision	Section	Block	Lot	Group	Plat No: Plat Ref:
42	17	385						81	

Special Tax Areas	Town Ad Valorem Tax Class	A/V, METRO FIRE TAX
--------------------------	----------------------------------	---------------------

Primary Structure Built	Enclosed Area	Property Land Area	County Use
1971	1,232 SF	28,749.00 SF	

Stories	Basement	Type	Exterior
1	YES	STANDARD UNIT	BRICK

Value Information

	Base Value	Value As Of	Phase-in Assessments	
			As Of	As Of
Land:	68,710	122,570	07/01/2004	07/01/2005
Improvements:	120,230	140,250		
Total:	188,940	262,820	188,940	213,566
Preferential Land:	0	0	0	0

Transfer Information

Seller: MCCOY EDWARD L ET AL	Date: 02/25/1993	Price: \$0
Type: IMPROVED ARMS-LENGTH	Deed1: / 2788/ 722	Deed2:
Seller: BOWIE MICHAEL C	Date: 11/18/1987	Price: \$142,725
Type: IMPROVED ARMS-LENGTH	Deed1: / 1750/ 176	Deed2: / 2229/ 409
Seller: BOWIE MICHAEL C	Date: 06/05/1986	Price: \$0
Type: NOT ARMS-LENGTH	Deed1: / 1478/ 494	Deed2:

Exemption Information

Partial Exempt Assessments	Class	07/01/2004	07/01/2005
County	000	0	0
State	000	0	0
Municipal	000	0	0

Tax Exempt: NO
Exempt Class:

Special Tax Recapture:

* NONE *

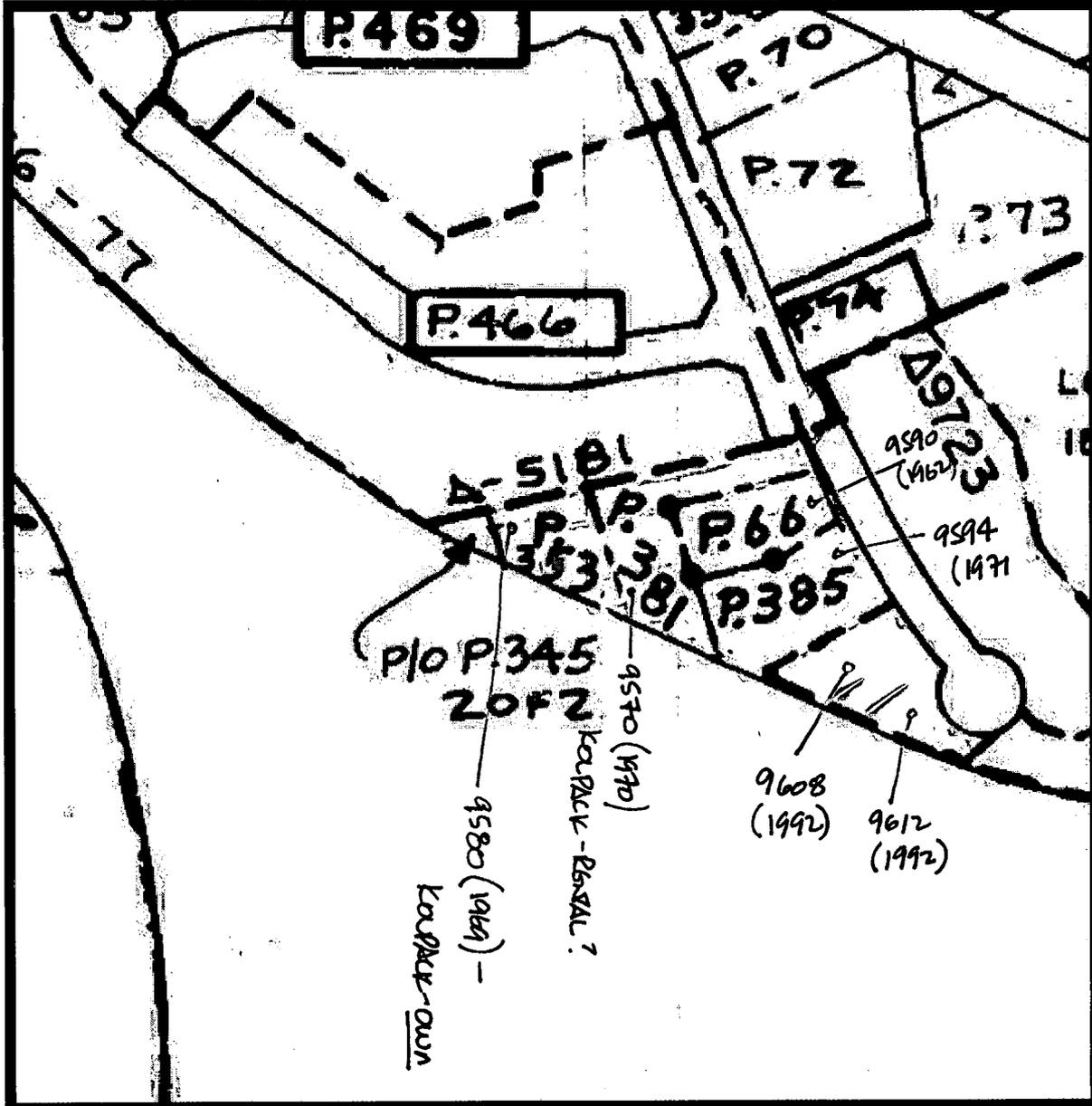


Maryland Department of Assessments and Taxation
HOWARD COUNTY
Real Property Data Search

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District - 06 Account Number - 410367



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39°10'00"

480,000 FT

Joins Map 19

39°07'30"

MD GRID 47



41046

20794

20763

20800

32

1

1

870,000 FT

Joins Map 17

Dor...

3.56



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9570 Glen Oaks Ln, Columbia, MD 21046
 22 km SW of Baltimore, Maryland, United States 08 April 1993

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Street
9570 glen oaks lane

City
columbia

State
md

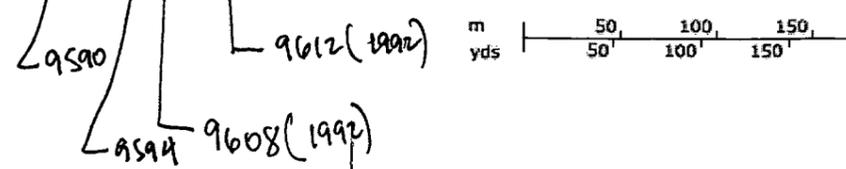


Longitude Latitude

-76.82985 39.16254



Image courtesy of the U.S. Geological Survey

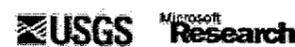


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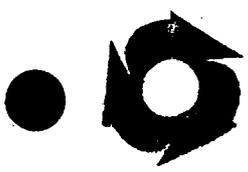
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Maryland Department of Transportation
The Secretary's Office

Robert L. Ehrlich, Jr.
Governor
Michael S. Steele
Lt. Governor
Robert L. Flanagan
Secretary
James F. Ports, Jr.
Deputy Secretary

October 24, 2005

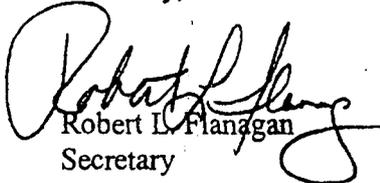
Mr. John K. Korah
1207 Ambridge Road
Bel Air, Maryland 21014

Dear Mr. Korah:

Thank you for your letter regarding your son, Ranjit John Korah. I am delighted to learn that he has completed the requirements for the rank of Eagle Scout in the Boy Scouts of America. This is a major milestone in Ranjit's life, and I extend my best wishes to him, for his achievement, as well as to you, for your involvement in and support of his Boy Scout career.

The Eagle Scout Service Project that Ranjit completed—the planning, planting of landscaping, and clean-up of the Fallston Park-n-Ride facility on MD 152—has greatly enhanced this facility. The State Highway Administration's (SHA) Landscape Operations Division, Office of Environmental Design, worked with Ranjit on his project. A representative of that office will be pleased to attend Ranjit's Eagle Scout Court of Honor on November 12 at the William N. McFaul Center, 525 West McPhail Road, in Bel Air to make a presentation on behalf of SHA.

Thank you, again, for your letter. If you have any further questions or comments, please do not hesitate to contact Mr. Charles B. Adams, Director of Environmental Design, SHA at 410-545-8640, toll-free 800-446-5962 or via email at cadams@sha.state.md.us. SHA will be pleased to assist you.

Sincerely,

Robert L. Flanagan
Secretary

- cc: Mr. Charles B. Adams, Director of Environmental Design, SHA
The Honorable Robert G. Cassilly, Member, Harford County Council
The Honorable Barry Glassman, Member, Maryland House of Delegates
The Honorable J. Robert Hooper, Member, Senate of Maryland
The Honorable Joanne S. Parrott, Member, Maryland House of Delegates
The Honorable Robert S. Wagner, President, Harford County Council
Mr. Neil J. Pedersen, Administrator, State Highway Administration

My telephone number is 410-865-1000
Toll Free Number 1-888-713-1414 TTY User Call Via MD Relay
7201 Corporate Center Drive, Hanover, Maryland 21076

Mr. John K. Korah
Page Two

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bcc: Ms. Valerie Burnette Edgar, Director of Communications, SHA
James Hade, RLA, Noise Abatement Team Leader, State Highway Administration
Mr. Leroy Jonas, Landscape Operations Division, State Highway Administration
Mr. Kenneth A. Oldham, Chief, Landscape Operations Division, Office of Environmental Design, State Highway Administration
Mr. T.E. Severe, Administrative Assistant, Noise Abatement Team, State Highway Administration
Mr. Douglas H. Simmons, Deputy Administrator for Planning and Engineering, State Highway Administration
Ms. Frances Ward, Community Liaison, State Highway Administration
Mr. David J. Malkowski, District Engineer, State Highway Administration

Serial #: WCS 21582

OED Serial#: None

Noise Customer #:

Responding to letter dated: Follow-up to 09-29-2005 letter from Mr. Korah to MDOT Sec. Flanagan on behalf of his son, Ranjit John Korah, requesting recognition of his son's achievement of the rank of Eagle Scout in the Boy Scouts of America; Mr. Korah wrote:

*"My name is John Korah and I am a proud father of a new Eagle Scout. This letter is to ask for your assistance in recognizing the achievement and service of my son, **Ranjit John Korah**, the new Eagle Scout of Boy Scout Troop 313 in Bel Air, Maryland.*

"Ranjit has enjoyed a world of opportunities through scouting and has accomplished so much; as a scout, he completed 29 merit badges, served as Senior Patrol Leader, Junior Assistant Scoutmaster, Bugler, Troop Guide, Patrol Leader and helped younger scouts advance through their scouting adventures. For his Eagle Service Project, Ranjit organized and carried out beautification of the Fallston Park-n-Ride on Maryland Route 152. His project included planning for and planting over 100 trees and shrubs and collecting debris and garbage from the site. His efforts, coupled with the great work of the supporting volunteers, helped to reinvigorate the Park-n-Ride's aesthetic quality.

Would you be kind enough to send Ranjit a letter of greeting, along with any other items you wish to be presented to him during a recognition ceremony to be held on November 12th, 2005, at 2:00 pm at the William N. McFaul Center, 525 West McPhail Road, Bel air, Maryland 21014.

Please address your letter and recognitions to Eagle Scout Ranjit John Korah, in care of the following address. All of the recognitions and letters will be compiled, placed in a binder or other suitable keepsake, and after they are read, will be displayed during this special occasion for Ranjit.

"1207 Ambridge Road

"Bel Air, Maryland 21014

Thank you very much for taking time from your busy work schedule to help this community and this unit recognize the personal achievement and service of my son."

Saved: 10/17/05 10:01 AM by: T.E. Severe

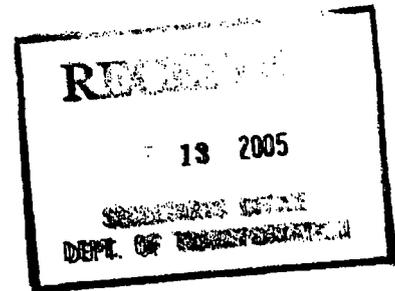
N:\OED\NOISE\CORRESP\2005\KORAHJK01.doc

Attachment

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September 29, 2005

Robert L. Flanagan
Secretary of Transportation
7201 Corporate Center Drive
PO Box 548
Hanover, MD 21076



Secretary Flanagan:

My name is John Korah and I am a proud father of a new Eagle Scout. This letter is to ask for your assistance in recognizing the achievements and service of my son, **Ranjit John Korah**, the new Eagle Scout of Boy Scout Troop 313 in Bel Air, Maryland.

Ranjit has enjoyed a world of opportunities through scouting and has accomplished so much; as a scout, he completed 29 merit badges, served as Senior Patrol Leader, Junior Assistant Scoutmaster, Bugler, Troop Guide, Patrol Leader and helped younger scouts advance through their scouting adventures. For his Eagle Service Project, Ranjit organized and carried out beautification of the Fallston Park-n-Ride on Maryland Route 152. His project included planning for and planting over 100 trees and shrubs and collecting debris and garbage from the site. His efforts, coupled with the great work of the supporting volunteers, helped to reinvigorate the Park-n-Ride's aesthetic quality.

Would you be kind enough to send Ranjit a letter of greeting, along with any other items you wish to be presented to him during a recognition ceremony to be held on November 12th, 2005, at 2:00pm at the William N. McFaul Center, 525 West McPhail Road, Bel air, Maryland 21014.

Please address your letter and recognitions to **Eagle Scout Ranjit John Korah**, in care of the following address. All of the recognitions and letters will be compiled, placed in a binder or other suitable keepsake, and after they are read, will be displayed during this special occasion for Ranjit.

1207 Ambridge Road
Bel Air, Maryland 21014

Thank you very much for taking time from your busy work schedule to help this community and this unit to recognize the personal achievement and service of my son.

Sincerely,

John Korah
Adult Member
Boy Scout Troop 313





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Robert L. Ehrlich, Jr., Governor
Michael S. Steele, Lt. Governor

Robert L. Flanagan, Secretary
Nell J. Pedersen, Administrator

Maryland Department of Transportation

September 7, 2004

Mr. Ranjit Korah
1207 Ambridge Road
Bei Air, MD 21014

Dear Mr. Korah:

I would like to thank you for selecting an Eagle Project that has helped the State Highway Administration (SHA) and the citizens of Maryland. This project has enhanced the plantings at the MD 152 Park-n-Ride located in Harford County, Maryland. We appreciate your help in the development of the design, preparing the planting plans for the project and the coordination of the construction with representatives of SHA.

The project was completed on May 22, 2004 and all work was performed satisfactorily. A recent review of the site indicated that the plants are doing well.

If you have any further questions or comments, please give me a call at (410) 545-8589 or 1 (800) 446-5962. It was a pleasure working with you on your Eagle planting project.

Sincerely,

Leroy Jonas
Landscape Operations Division
Office of Environmental Design

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Correspondence Details**Case ID: 21582 Korah, John**

Case ID: 21582
Constituent: Korah, John
Address: 1207 Ambridge Road
Bel Air, MD 21014
Document Date: 09/29/2005
Bar Code: 00021918
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: 10/13/2005
Deadline Date: 10/20/2005
Date Closed:
Respond On Behalf Of: Prepare Response For Secretary's Signature
External Code:
Comments: Writes regarding his son, Ranjit John Korah, and his achievements in the Eagle Scouts.

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Route Assignments

Case ID: 21582 Korah, John

Status	Route Address	Role	Action
Past	SHA	Correspondence Manager	View
Current	Irene Heline	Response Drafter	Profile
<ul style="list-style-type: none"> • Irene - L. Jonas wrote to Mr. Korah before about his accomplishments. Maybe he or someone else can and see if there is anything else we might add to be presented to him at his ceremony. due back here on 			
Future	Penny Johnson	Correspondence Manager	Profile
Future	Claire DeBakey	Response Reviewer	Profile
Future	Penny Johnson	Correspondence Manager	Profile
Future	TSO	Correspondence Manager	Review
Future	TSO	Signature	Close

3,635

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	Maryland Department of Assessments and Taxation HARFORD COUNTY Real Property Data Search	Go Back View Map New Search Ground Rent
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Account Identifier: District - 03 Account Number - 091597

Owner Information

Owner Name:	KORAH JOHN K KORAH ELIZABETH B	Use:	RESIDENTIAL
Mailing Address:	1207 AMBRIDGE ROAD BEL AIR MD 21014-6914	Principal Residence:	YES
		Deed Reference:	1) / 1469/1029 2)

Location & Structure Information

Premises Address 1207 AMBRIDGE ROAD BEL AIR 21014-6914	Legal Description LOT 11 BLK C 105X190 1207 AMBRIDGE ROAD VALE HILLS S4 PT 13/100
---	---

Map	Grid	Parcel	Sub District	Subdivision	Section	Block	Lot	Assessment Area	Plat No:	13100
48	2D	346		397	4	C	11	2	Plat Ref:	

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

Primary Structure Built	Enclosed Area	Property Land Area	County Use
1988	2,706 SF	19,950.00 SF	
Stories	Basement	Type	Exterior
2	YES	STANDARD UNIT	SIDING

Value Information

	Base Value	Value As Of	Phase-in Assessments	
		01/01/2005	07/01/2005	07/01/2006
Land:	64,240	112,990		
Improvements:	186,010	232,630		
Total:	250,250	345,620	282,040	313,830
Preferential Land:	0	0	0	0

Transfer Information

Seller: CONTINENTAL AFFILIATES INC	Date: 05/10/1988	Price: \$187,605
Type: IMPROVED ARMS-LENGTH	Deed1: / 1469/1029	Deed2:
Seller: VALE HILLS INCORPORATED	Date: 02/05/1988	Price: \$258,000
Type: NOT ARMS-LENGTH	Deed1: / 1452/1094	Deed2:
Seller: DAVIS W LESTER ET AL	Date: 11/14/1986	Price: \$184,000
Type: NOT ARMS-LENGTH	Deed1: / 1357/ 673	Deed2:

Exemption Information

Partial Exempt Assessments	Class	07/01/2005	07/01/2006
County	000	0	0
State	000	0	0
Municipal	000	0	0

Tax Exempt: NO *EO'S DIST 35A Sen. J. Robert Hoover* **Special Tax Recapture:**

*Debs. Barry Glasman
Joanne S. Parrett*

** NONE *
HACO Robert G. Cassin
DISTC
Robert S. Wagner*

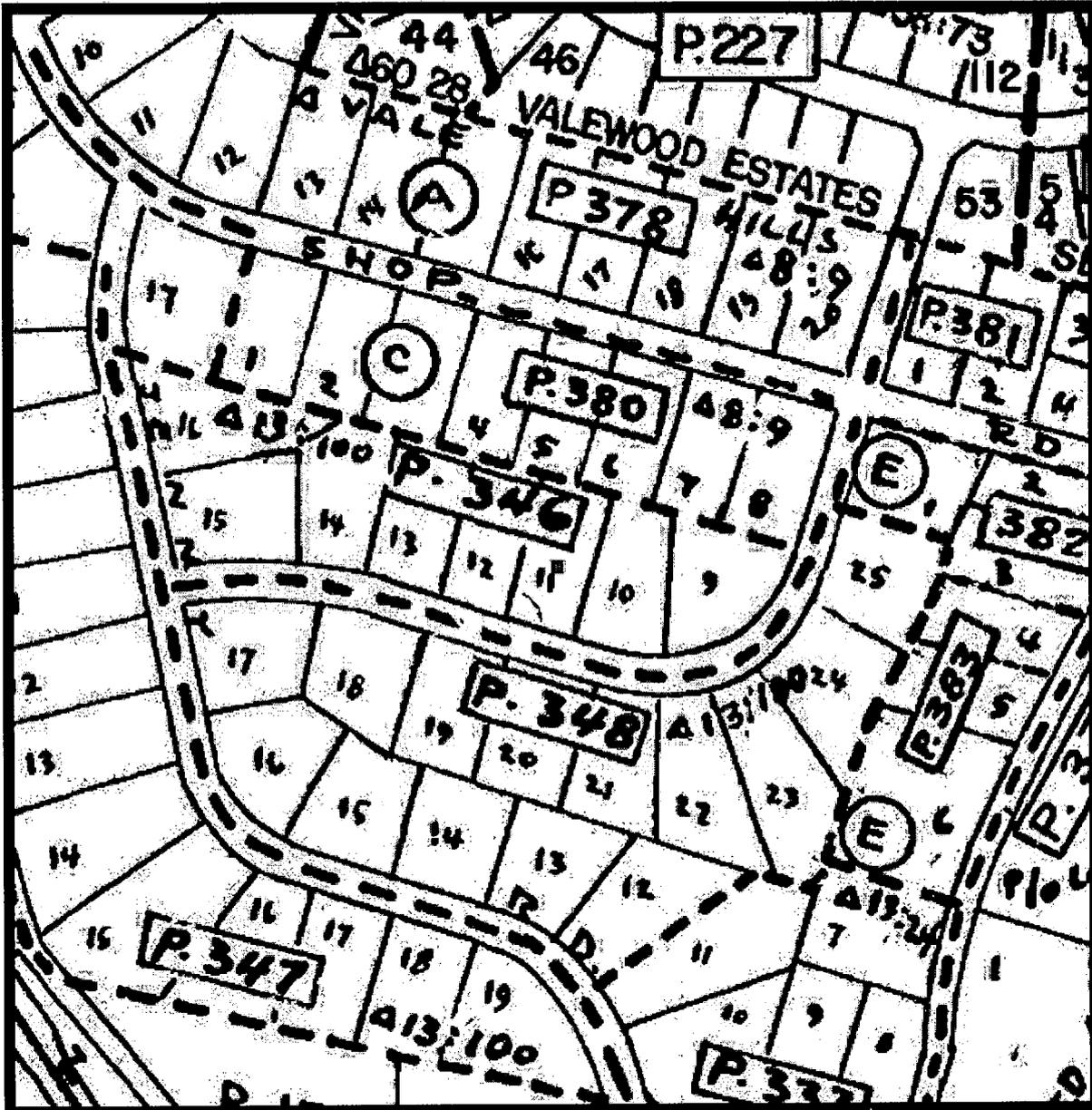
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Maryland Department of Assessments and Taxation
HARFORD COUNTY
Real Property Data Search

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District - 03 Account Number - 091597



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Robert L. Ehrlich, Jr., *Governor*
Michael S. Steele, *Lt. Governor*

Robert L. Flanagan, *Secretary*
Neil J. Pedersen, *Administrator*

Maryland Department of Transportation

August 26, 2005

Mr. Ravindra Laljani, P.E.
7705 Greenbrook Drive
Greenbelt MD 20770-3039

Dear Mr. Laljani:

This letter is a follow-up to your recent email inquiry regarding sound barriers along US 29 south of MD 32 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. At this time, SHA is in the preliminary design phase to complete the widening of northbound US 29 from the Middle Patuxent River bridge to Broken Land Parkway. This widening will take place in the median. If you have any questions regarding this project, please do not hesitate to contact Mr. Russell Anderson, the project manager for the US 29 widening project in our Office of Highway Development. Mr. Anderson can be reached by phone at 410-545-8839 and by email at randerson2@sha.state.md.us. He will be pleased to assist you.

When a highway already exists and is *not* being expanded—so that Type I criteria do not apply—communities may be considered for our "Type II," or "retrofit," sound barrier 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. A number of criteria must be met for a Type II barrier to be approved. First, the county in which the community is located must have an ordinance that addresses the impact of highway traffic noise on new residential development. In addition, the highway in question must be a controlled-access highway (one with interchanges rather than at-grade intersections). If both of these conditions exist, then all of the following technical criteria must also be met: the majority of impacted homes must predate the highway; existing noise levels must equal or exceed the 66-decibel impact threshold; and it must be possible to build an effective barrier for \$50,000 or less per benefited home. If all of these criteria are met, the county must then agree to fund 20 percent of the barrier cost. In the case of US 29 in Howard County, the majority of the homes must predate the 1970 dualization of the highway.

My telephone number/toll-free number is 410-545-8640 or 1-800-446-5962
Maryland Relay Service for Impaired Hearing or Speech 1.800.735.2258 Statewide Toll Free

Street Address: 707 North Calvert Street • Baltimore, Maryland 21202 • Phone 410.545.0300 • www.marylandroads.com

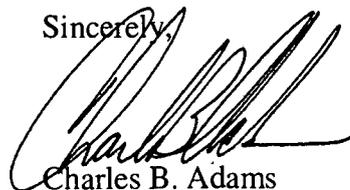
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Mr. Ravindra Laljani, P.E.
Page Two

The State Highway Administration has evaluated the Holiday Hills community, along southbound US 29 from the ramp from eastbound MD 32 to Rivers Edge Road for eligibility for our Type II sound barrier program as outlined above. Our investigation has determined that the Holiday Hills community (homes built prior to 1969) meets all of our technical criteria and is eligible for a Type II sound barrier. The proposed sound barrier would end at the north side of Rivers Edge Road. The homes south of Rivers Edge Road were constructed after the 1970 dualization of US 29 in this area and are not eligible for a Type II sound barrier. Howard County needs to agree to fund 20 percent of the Holiday Hills barrier's cost before the State can consider funding for the project. 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 email inquiry and interest in the State's Sound Barrier Program. If you have additional highway traffic noise 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 email, at jhade@sha.state.md.us. He will also be pleased to assist you.

Sincerely,



Charles B. Adams
Director
Office of Environmental Design

Enclosure

- cc: Mr. Russell Anderson, Project Manager, Office of Highway Development, State Highway Administration
- Mr. David J. Coyne, District Engineer, State Highway Administration
- James D. Hade, RLA, Noise Abatement Team Leader, State Highway Administration
- Mr. Kenneth A. Oldham, Chief, Landscape Operations Division, State Highway Administration
- The Honorable Shane E. Pendergrass, Member, Maryland House of Delegates
- The Honorable Neil F. Quinter, Member, Maryland House of Delegates
- The Honorable Sandra B. Schrader, Member, Senate of Maryland
- The Honorable Frank S. Turner, Member, Maryland House of Delegates
- The Honorable Ken Ulman, Member, Howard County Council

Mr. Ravindra Laljani, P.E.
Page Three

bcc: Ms. Karen Arnold, Environmental Analyst, Office of Planning and Preliminary Engineering, State Highway Administration
Mr. Joseph Kresslein, Assistant Division Chief, Project Planning, Office of Planning and Preliminary Engineering, State Highway Administration
Mr. David Posey, Landscape Operations Divisions, State Highway Administration
Mr. T.E. Severe, Administrative Assistant, Noise Abatement Team, State Highway Administration
Mr. Joe Vervier, Team Leader, Landscape Operations, State Highway Administration

Serial #: None

OED Serial#: None

Noise Customer #: 2668 (Ms. Dorothy Sinha)

Responding to letter dated: Follow-up to 08-12-2005 email from Mr. Laljani to "barrier"; Mr. Laljani wrote:

"Are there any plans to install noise barriers along US 29 southbound, south of Route 32, in Columbia, Howard County, MD? If so, where would I get information about the schedule for this? Thanks?"

Mr. Laljani did not provide a residential address in his email; Mr. Ted Severe replied to him by email requesting a residential address; the address given was 7109 Long View Road, Columbia, Maryland 21044-4233; OED/NAT has had contact from Ms. Dorothy Sinha, one of the co-owners of record for this address and Customer Database entry 2668, in January 2003; written response to Ms. Sinha was 02-05-2003.

Mr. Laljani called OED/NAT 08-19-2005 and spoke with Mr. Ted Severe; he indicated that he was putting a real estate contract on 7109 Long View Road; he also provided his current home address (to be there approx. one more month) and his cell and FAX numbers; Ted indicated that a letter was in the works and provided a synopsis of the response; Mr. Laljani thanked Ted for the information and suggested that we fax a copy of the letter to him (speedier reply)

Saved: 08/19/05 8:53 AM by: T.E. Severe
N:\OED\NOISE\CORRESP\2005\LALJANIR01.doc

Enclosure:

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

369

From: "Laljani, Ravindra" <rlaljani@gpworldwide.com>
To: <barrier@sha.state.md.us>
Date: 08/12/2005 4:17:59 PM
Subject: Sound barriers along US 20 south of Route 32 in Howard County

Dear Sir/Madam,

Are there any plans to install noise barriers along US 29 southbound, south of Route 32, in Columbia, Howard County, MD? If so, where would I get information about the schedule for this? Thanks.

Ravi Laljani, P.E.

CC: <rlaljani@yahoo.com>

370

From: TED SEVERE
To: rlaljani@gpworldwide.com
Subject: Sound Barriers along US 29 south of Route 32 in Howard County

Dear M' Laljani:

Thank you for your recent email inquiry regarding sound barriers along US 29 south of MD 32 in the Columbia area of Howard County. In order for us to be able to best respond to your inquiry, would you please provide us with your home address as we are assuming that the area along US 29 is near where you reside? Our research is based on specific property addresses.

Thank you again for your inquiry. If you have additional questions or concerns, please do not hesitate to contact me by phone at 410-545-8600 or, by email, at tsevere@sha.state.md.us.

Sincerely,
T.E. Severe
Administrative Assistant
Noise Abatement Team
Office of Environmental Design
Maryland State Highway Administration

Sent 8/19/05

CC: GARY WANTZ; JIM HADE; KEN POLCAK

371

From: "Laljani, Ravindra" <rlaljani@gpworldwide.com>
To: "TED SEVERE" <TSevere@sha.state.md.us>
Date: 08/17/2005 11:57:50 AM
Subject: RE: Sound Barriers along US 29 south of Route 32 in Howard County

The street address is:

7109 Long View Rd
Columbia, MD 21044

Thanks.
Ravi

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

From: TED SEVERE [mailto:TSevere@sha.state.md.us]
Sent: Wednesday, August 17, 2005 8:00 AM
To: Laljani, Ravindra
Cc: GARY WANTZ; JIM HADE; KEN POLCAK
Subject: Sound Barriers along US 29 south of Route 32 in Howard County

Dear M' Laljani:

Thank you for your recent email inquiry regarding sound barriers along US 29 south of MD 32 in the Columbia area of Howard County. In order for us to be able to best respond to your inquiry, would you please provide us with your home address as we are assuming that the area along US 29 is near where you reside? Our research is based on specific property addresses.

Thank you again for your inquiry. If you have additional questions or concerns, please do not hesitate to contact me by phone at 410-545-8600 or, by email, at tsevere@sha.state.md.us.

Sincerely,
T.E. Severe
Administrative Assistant
Noise Abatement Team
Office of Environmental Design
Maryland State Highway Administration

372

From: JIM HADE
To: TED SEVERE
Date: 08/15/2005 7:42:31 AM
Subject: Fwd: Noise barriers along US 29 south of Route 32

Ted:

Please prepare a folder and initiate a response.

Basically, Howard County has requested the state to complete the widening plans that were approved in the ~~1987~~ ^{VAS} FONSI. As a part of the engineering for that work, the noise impacts to adjacent communities will be evaluated.

At this time the schedule for engineering and analysis has not been finalized, but we would be happy to include you in future correspondence...

Jim

>>> MELINDA PETERS 08/14/2005 7:01:56 PM >>>
Jim/Ken,
Can you answer this e-mail?
thanks -melinda

Melinda B. Peters, P.E.
Project Manager, Highway Design Division
State Highway Administration
Office: (410) 545-8772
Cell: (443) 336-4845
Fax: (410) 209-5001
mpeters@sha.state.md.us

Customer Info. View for 2003

Friday, August 19, 2005 11:53 AM

Admin

ID #	MAP	DATE	Letter or Phone on	LAST NAME	FIRST NAME	Active?
2955		08/18/2005	Email	LALJANI	Mr. Ravindra, P.E.	<input checked="" type="checkbox"/>
STREET#	STREET NAME	COUNTY	CITY (Post office)	ZIP CODE	Representative stat	
7705	Greenbrook Drive	PG	Greenbelt	20770-3039	private	



Elected Official whom has communicated directly to us on this cu					
DAY PHONE	HOME PHONE	E-Mail address	COMMUNITY	HDR Dbase Link	
301-982-0839 FAX	240-643-0839 cell	raljani@gpworldwid	Riverside Estates		
Logical Project Limit	ROADWAY	US 29	Barrier Nam		

SB US 29 at US 29/Rivers Edge Rd intersection

RESPONSE	INQUIRY	2nd Contact
US 29 to complete widening NB from Middle Patuxent River to MD 175 in median; HO Co wants interchange built at US 29 & Rivers Edge Rd; Holiday Hills ellg Type II up to Rivers Edae Rd from MD 32	are barriers planned for US 29 south of MD 32	
FILE LOCATION	OTHER	Current commitm
		None

Do we owe a letter	Letter Commit due da	08/24/2005
<input checked="" type="checkbox"/>	Letter signed dat	
Reason Letter is Lat	n/a	

LAST action	8-19-05 Mr. Laljani called; spoke w/Ted Severe; making contract on 7109 Long View Rd; provided current address, cell & FAX numbers; to be at current address for about 1 month more; Ted provided synopsis of letter response;
-------------	--

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

8-12-05 Mr. Laljani emailed "barrier"; inquiring if there are plans to install noise barriers along SB
 08-18-2005 The Owners of Record for this property, from Real Property System, are Mr. & Mrs. Pradeep Sinha. Ms. Sinha is also Customer Database Entry 2668. This property is located just south of Rivers Edge Road at US 29; Barrier for Holiday Hills runs from ramp from MD 32 to Rivers Edge Rd and is not designed to go farther south.

All Elected Officials: 08-2005 EO's Dist. 13 Sen. Sandra B. Schrader; Dels. Shane E. Pendergrass; Neil F. Quinter; Frank S. Turner; HO Cncl Ken Ulman

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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374

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Maryland Department of Assessments and Taxation HOWARD COUNTY Real Property Data Search	Go Back View Map New Search Ground Rent
--	--

Account Identifier: District - 05 Account Number - 393256

HOLIDAY HILLS!

Owner Information

Owner Name: SINHA PRADEEP SINHA DOROTHY M WF	Use: RESIDENTIAL Principal Residence: YES Deed Reference: 1) / 1362/48 2)
--	---

Mailing Address: 7109 LONG VIEW RD
 COLUMBIA MD 21044-4233

No. 531-2489

Location & Structure Information

Premises Address 7109 SE LONG VIEW RD COLUMBIA 21044	Legal Description LOT 7 .323 A 7109 LONG VIEW RD RIVERSIDE SEC 1 AR 1
---	---

RIVERSIDE ESTATES

Map	Grid	Parcel	Sub District	Subdivision	Section	Block	Lot	Assesment Area	Plat No:	5474
41	11	440					7	2	Plat Ref:	

Special Tax Areas **Town Ad Valorem Tax Class** A/V, M/P, METRO FIRE TAX

Primary Structure Built	Enclosed Area	Property Land Area	County Use
1984	2,342 SF	14,069.00 SF	
Stories	Basement	Type	Exterior
2	YES	STANDARD UNIT	SIDING

Value Information

	Base Value	Phase-in Assessments		
		Value As Of 01/01/2005	As Of 07/01/2004	As Of 07/01/2005
Land:	87,550	245,230		
Improvements:	211,970	221,940		
Total:	299,520	467,170	299,520	355,403
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	07/01/2004	07/01/2005
County	000	0	0
State	000	0	0
Municipal	000	0	0

Tax Exempt: NO *EO's DIST. B. Sen. Sand B. Schwa* **Special Tax Recapture:** * NONE *
Exempt Class: *Det. Jan 2. Pending*
Neil R. Quintar
Frank S. Turner *Ho Co - Ken Ulman*

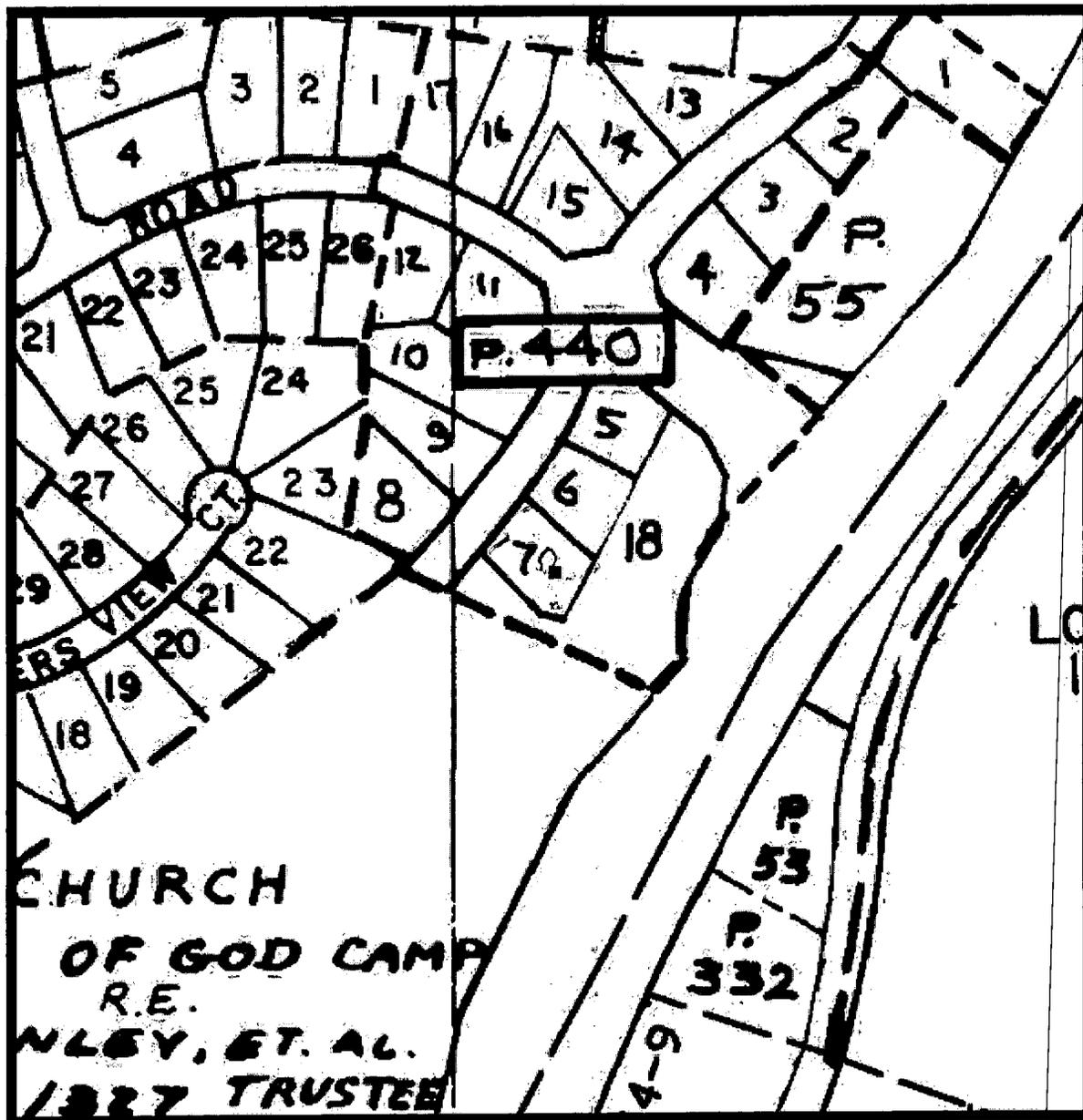
395



Maryland Department of Assessments and Taxation
HOWARD COUNTY
Real Property Data Search

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District - 05 Account Number - 393256



Property maps provided courtesy of the Maryland Department of Planning ©2004.
For more information on electronic mapping applications, visit the Maryland Department of Planning
web site at www.mdp.state.md.us/webcom/index.html

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7109 Long View Rd, Columbia, MD 21044
Columbia, Maryland, United States 4/4/1994

Street
7109 long view rd

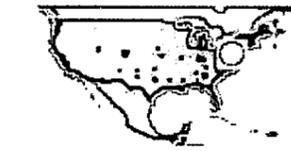
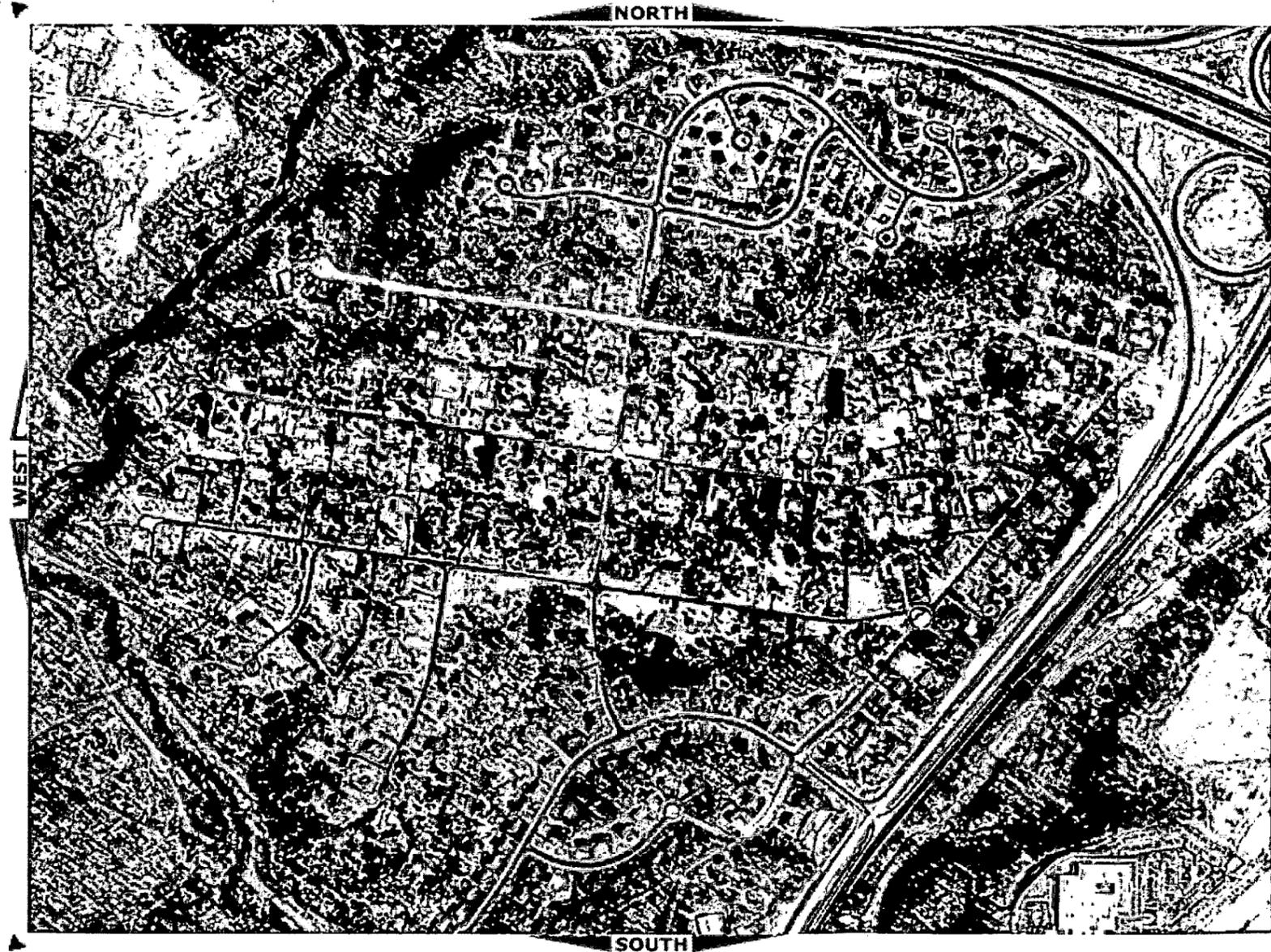
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columbia

State
md

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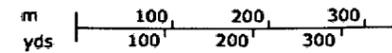
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IN



Longitude Latitude
-76.88479 39.17784

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Image courtesy of the U.S. Geological Survey



House and Home Demographics:

- Schools, Crime and Demographics for 20723
- Schools, Crime and Demographics for 21029





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Robert L. Ehrlich, Jr., *Governor*
Michael S. Steele, *Lt. Governor*

Robert L. Flanagan, *Secretary*
Neil J. Pedersen, *Administrator*

Maryland Department of Transportation

August 12, 2005

Mr. Steve Leskowitz
Agent for Decoverly IV Townhouse Association
The Management Group Associates, Inc.
1 Bank Street, Suite 250
Gaithersburg MD 20878-1504

Dear Mr. Leskowitz:

This is a follow-up to your recent letter to Mr. Charlie K. Watkins, State Highway Administration District Engineer; regarding a sound barrier for the Decoverly IV Townhouse community along Great Seneca Highway (MD 119) just east of the Sam Eig Highway 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. At this time, we have no plans to improve this portion of Great Seneca Highway (MD 119) 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—communities may be considered for our "Type II," or "retrofit," sound barrier 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. A number of criteria must be met for a Type II barrier to be approved. First, the county in which the community is located must have an ordinance that addresses the impact of highway traffic noise on new residential development. In addition, the highway in question must be a controlled-access highway (one with interchanges rather than at-grade intersections). If both of these conditions exist, then all of the following technical criteria must also be met: the majority of impacted homes must predate the highway; existing noise levels must equal or exceed the 66-decibel impact threshold; and it must be possible to build an effective barrier for \$50,000 or less per benefited home. If all of these criteria are met, the county must then agree to fund 20 percent of the barrier cost.

The State Highway Administration has evaluated the Decoverly IV Townhouse community's eligibility for our Type II sound barrier program as outlined above. Great Seneca Highway is not a fully controlled-access highway and, therefore, the Decoverly IV Townhouse community 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/toll-free number is 410-545-8640 or 1-800-446-5962
Maryland Relay Service for Impaired Hearing or Speech 1.800.735.2258 Statewide Toll Free

Street Address: 707 North Calvert Street • Baltimore, Maryland 21202 • Phone 410.545.0300 • www.marylandroads.com

Mr. Steve Leskowitz
Page Two

Thank you for your letter to District Engineer Watkins on behalf of the Decoverly IV Townhouse community and its interest in the State's Sound Barrier Program. If you have additional questions or concerns, please do not hesitate to contact Mr. James D. Hade, our Noise Abatement Team Leader, at 410-545-8599 or 1-800-446-5962 or, by email, at jhade@sha.state.md.us. He will be pleased 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
- James D. Hade, RLA, Noise Abatement Team Leader, State Highway Administration
- The Honorable Luis R.S. Simmons, Member, Maryland House of Delegates
- Mr. Charlie K. Watkins, District Engineer, State Highway Administration

Mr. Steve Leskowitz
Page Three

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

Serial #: None

OED Serial#: None

Noise Customer #:

Responding to letter dated: Follow-up to 08-01-2005 letter from Mr. Leskowitz to SHA Dist. Eng. Watkins; Mr. Watkins forwarded the letter to and received at OED/NAT 08-05-2005; Mr. Leskowitz wrote:

"I am writing on behalf of the Board of Directors for the Decoverly IV Townhouse Association. At a recent community meeting, a number of residents inquired about the possibility of installing noise barrier walls along Route 119 (Great Seneca Highway). Homes on Vanderbilt Circle and Vanderbilt Court back up to Great Seneca Highway, near the exit ramp leading to Sam Eig Highway.

"As traffic has increased in this area over the past several years, the amount of noise emanating from vehicles using Great Seneca Highway has increased significantly, and the noise is beginning to affect the comfort of residents in Decoverly IV Townhouse Association. Therefore, the Board requests that your department investigate the criteria needed to install a noise barrier wall and advise whether a wall could be installed.

"Thank you for your assistance with the above, and do not hesitate to call me should you have any questions."

Saved: 08/05/05 11:48 AM by: T.E. Severe

N:\OED\NOISE\CORRESP\2005\DECOVERLYTWNHSE01.doc

Enclosure:

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



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The Management Group
Associates, Inc.

A FULL SERVICE PROFESSIONAL PROPERTY MANAGEMENT COMPANY

August 1, 2005

Charlie K. Watkins, District Engineer
State Highway Administration
9300 Kenilworth Avenue
Greenbelt MD 20770

RE: Maryland Route 119
Great Seneca Highway

Dear Mr. Watkins:

I am writing on behalf of the Board of Directors for the Decoverly IV Townhouse Association. At a recent community meeting, a number of residents inquired about the possibility of installing noise barrier walls along Route 119 (Great Seneca Highway). Homes on Vanderbilt Circle and Vanderbilt Court back up to Great Seneca Highway, near the exit ramp leading to Sam Eig Highway.

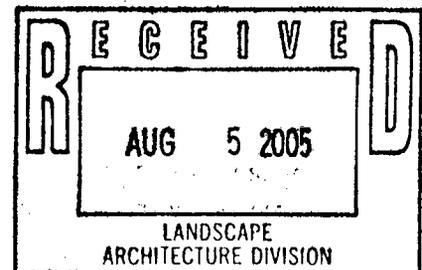
As traffic has increased in this area over the past several years, the amount of noise emanating from vehicles using Great Seneca Highway has increased significantly, and the noise is beginning to affect the comfort of residents in Decoverly IV Townhouse Association. Therefore, the Board requests that your department investigate the criteria needed to install a noise barrier wall and advise whether a wall could be installed.

Thank you for your assistance with the above, and do not hesitate to call me should you have any questions.

Sincerely,

Steve Leskowitz, Agent for
Decoverly IV Townhouse Association

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g:\de\sha



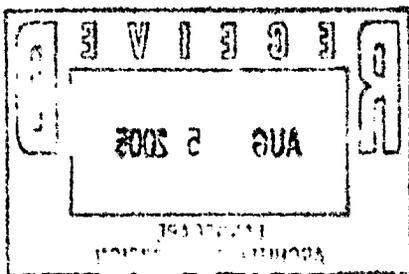
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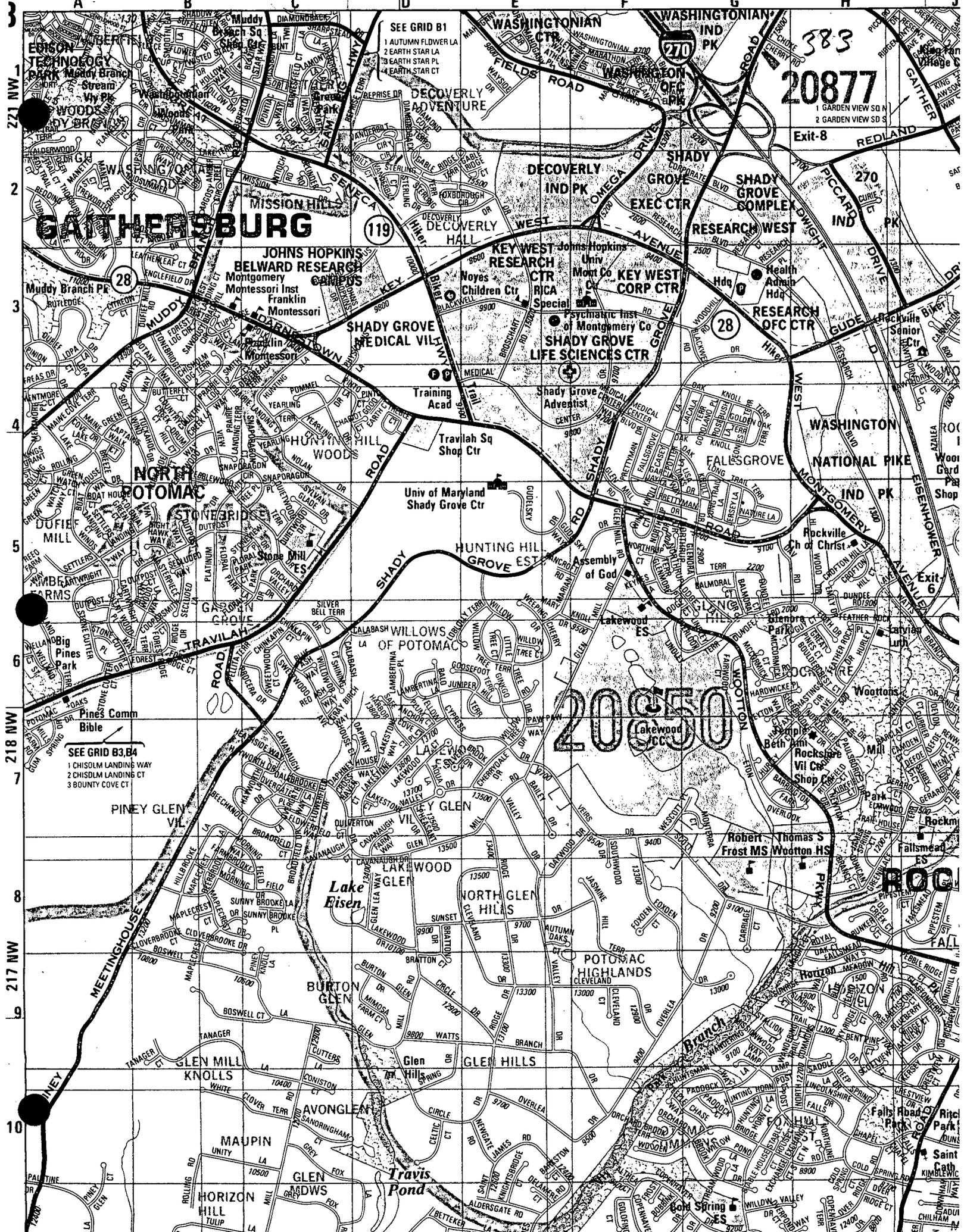
*Noise
Team*

*Many times the difference between failure
and success is doing something nearly right...
or doing it exactly right.*

Charlie

*Can you respond
to this letter
Thanks,
CKW*





383
20877
1 GARDEN VIEW SQ N
2 GARDEN VIEW SD S

20950
Lakewood
CC

20950
Robert Thomas S
Frost MS Wootton HS

SEE GRID B1
1 AUTUMN FLOWER LA
2 EARTH STAR LA
3 EARTH STAR PL
4 EARTH STAR CT

SEE GRID B3,B4
1 CHISOLM LANDING WAY
2 CHISOLM LANDING CT
3 BOUNTY COVE CT

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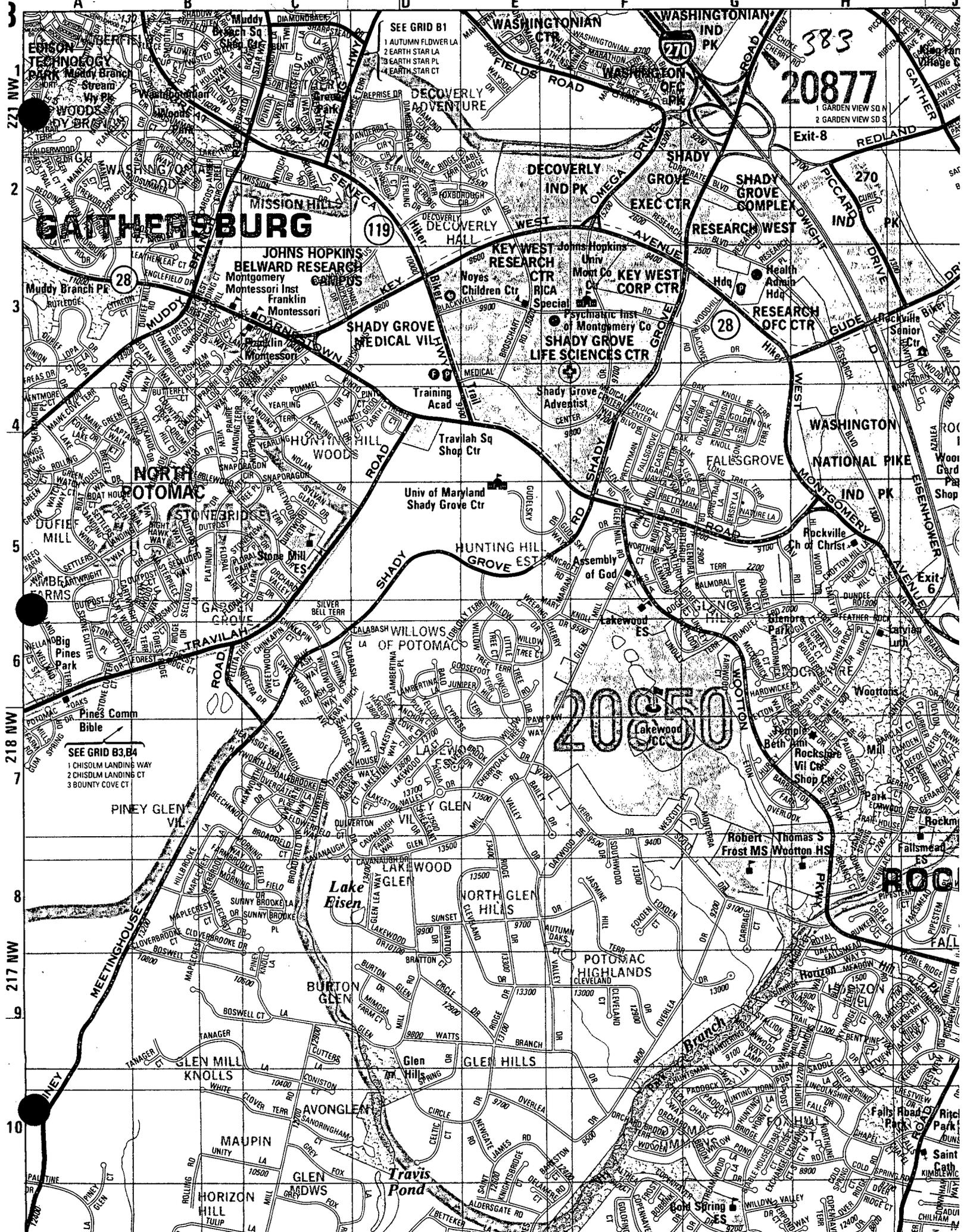
11 NW

740,000 FT 10 NW 77°12'30"

Joins Map 19

9 NW

750,000



384



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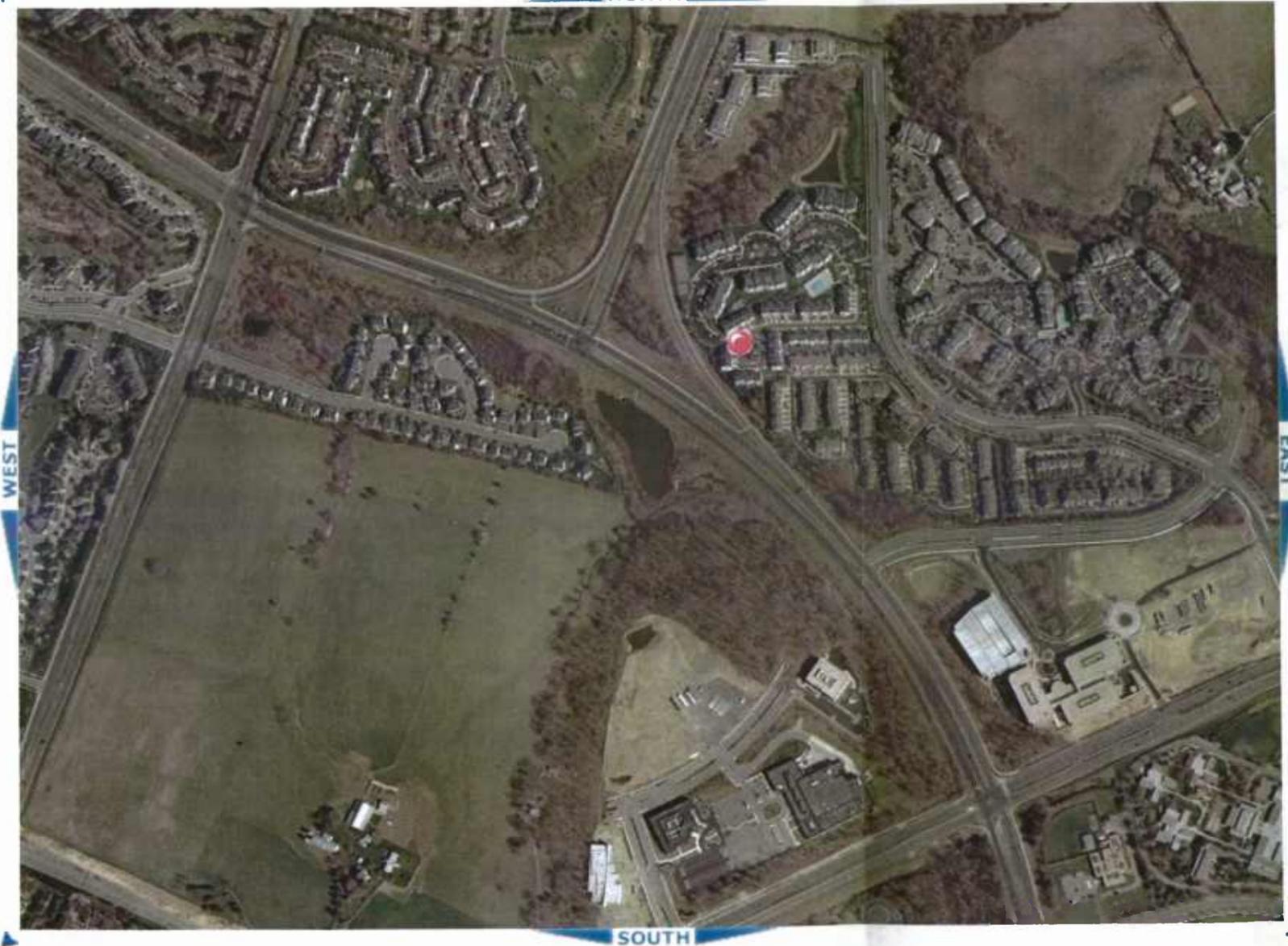


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Page 1 of 3

Name	Account	Street	OWN OCC	Map Parcel
<u>DECOVERLY FOUR TW</u>	09 02972194	VANDERBILT CT	²⁰⁸⁵⁰ N	FS41
<u>DECOVERLY IV TOWN</u>	09 02926701	VANDERBILT CIR	^{ROCKMUE} N	FS41
<u>FINKELSTEIN MARSH</u>	09 02972035	1 VANDERBILT CT	¹⁹⁹² H	FS31
<u>SABOUNI HOSSEIN</u>	09 02972046	3 VANDERBILT CT	¹⁹⁹² H	FS31
<u>WOORMAN MICHAEL H</u>	09 02972057	5 VANDERBILT CT	H	FS31
<u>AYALDE LILIANA</u>	09 02972068	7 VANDERBILT CT	N	FS31
<u>PELLETIER YVES M</u>	09 02972070	11 VANDERBILT CT	H	FS31
<u>HUBBARD HENRIETTA</u>	09 02972081	13 VANDERBILT CT	¹⁹⁹² H	FS31
<u>AFSHARIAN MARIA</u>	09 02972092	15 VANDERBILT CT	H	FS41
<u>KWAN GREGORY ET A</u>	09 02972104	17 VANDERBILT CT	H	FS41
<u>WILDMAN ROBERT D</u>	09 02972115	19 VANDERBILT CT	¹⁹⁹² H	FS41
<u>FRYE ROBERT E 2ND</u>	09 02972126	23 VANDERBILT CT	H	FS41
<u>KAMALI NAHID &</u>	09 02972137	25 VANDERBILT CT	H	FS41
<u>JENNISON RICHARD</u>	09 02972148	27 VANDERBILT CT	¹⁹⁹² H	FS41
<u>ROSE LINDA</u>	09 02972150	29 VANDERBILT CT	N	FS41
<u>CHEN PETER HS & W</u>	09 02972161	31 VANDERBILT CT	N	FS41
<u>THAI TO THI ET AL</u>	09 02972172	33 VANDERBILT CT	H	FS41
<u>LYNCH PAMELA A</u>	09 02972183	35 VANDERBILT CT	¹⁹⁹² H	FS41
<u>ENTEN MARY J</u>	09 02989786	10001 VANDERBILT CI	¹⁹⁹² H	FS42
<u>HEDAYAT HAMOON J</u>	09 02989775	10001 VANDERBILT CI	N	FS42
<u>HUANG CHUNYEN</u>	09 02989855	10001 VANDERBILT CI	H	FS42
<u>KAYE MOLLIE ET AL</u>	09 02989753	10001 VANDERBILT CI	H	FS42
<u>KOPPENHAFFER MARY</u>	09 02989866	10001 VANDERBILT CI	H	FS42
<u>LOEWENTRITT NEIL</u>	09 02989797	10001 VANDERBILT CI	H	FS42
<u>MARLOWE LARRY O</u>	09 02989811	10001 VANDERBILT CI	H	FS42
<u>NEMIER ERICH R</u>	09 02989742	10001 VANDERBILT CI	H	FS42
<u>SALT JAMES B</u>	09 02989822	10001 VANDERBILT CI	H	FS42
<u>SEXTON LORRAINE A</u>	09 02989800	10001 VANDERBILT CI	H	FS42
<u>SHEN DEFEN</u>	09 02989844	10001 VANDERBILT CI	H	FS42
<u>SHYU JENNY</u>	09 02989833	10001 VANDERBILT CI	H	FS42

1975 - DIST - 11
 Sen Jesse M. Ford -
 Col. Ken P. Bowie
 Michael R. Gordon
 Lt. R. S. Sw
 H

387

<u>WAHN ANDREW</u>	09 02989731	10001 VANDERBILT CI	H	FS42
<u>WEISE KAREN L</u>	09 02989764	10001 VANDERBILT CI	H	FS42
<u>ALBUQUERQUE CARME</u>	09 02989673	10003 VANDERBILT CI <u>1992</u>	H	FS42
<u>BURRELL GRETCHEN</u>	09 02989627	10003 VANDERBILT CI	H	FS42
<u>CHEN SHWUSHIUN T</u>	09 02989718	10003 VANDERBILT CI	N	FS42
<u>DENSON MICHELE M</u>	09 02989684	10003 VANDERBILT CI	H	FS42
<u>GAUSS RAYMOND T &</u>	09 02989707	10003 VANDERBILT CI	N	FS42
<u>HAN KWANG O & EUN</u>	09 02989651	10003 VANDERBILT CI	H	FS42
<u>HUDSON LISA A</u>	09 02989640	10003 VANDERBILT CI	H	FS42
<u>HUGHEY LINNIE</u>	09 02989593	10003 VANDERBILT CI	H	FS42
<u>HWANG TONY WEIYAN</u>	09 02989662	10003 VANDERBILT CI	H	FS42
<u>JACOBS EDNA J</u>	09 02989605	10003 VANDERBILT CI	H	FS42
<u>KHRIMIAN PAVEL ET</u>	09 02989695	10003 VANDERBILT CI	H	FS42
<u>KINDRA JASBIR S &</u>	09 02989638	10003 VANDERBILT CI	H	FS42
<u>LISTRANI PAUL J E</u>	09 02989616	10003 VANDERBILT CI	H	FS42
<u>MOSKOWITZ STEVEN</u>	09 02989720	10003 VANDERBILT CI	H	FS42
<u>AMINI AREZOU</u>	09 03009963	10007 VANDERBILT CI <u>1992</u>	H	FS42
<u>BALIN JASON E ET</u>	09 03010038	10007 VANDERBILT CI	H	FS42
<u>BUNDENS MARION E</u>	09 03009996	10007 VANDERBILT CI	H	FS42
<u>FRIEDMAN HELENE E</u>	09 03010073	10007 VANDERBILT CI	N	FS42
<u>GIYANANI RENU</u>	09 03010040	10007 VANDERBILT CI	H	FS42
<u>KREBS CHRISTINE</u>	09 03009974	10007 VANDERBILT CI	H	FS42
<u>LEE YEIN OK</u>	09 03010016	10007 VANDERBILT CI	H	FS42
<u>MATHIAS SHARON L</u>	09 03009985	10007 VANDERBILT CI	H	FS42
<u>MORRIS REGINE</u>	09 03010027	10007 VANDERBILT CI	H	FS42
<u>MUSHER ESTHER L</u>	09 03010005	10007 VANDERBILT CI	H	FS42
<u>RODAS HADLEY</u>	09 03009952	10007 VANDERBILT CI	H	FS42
<u>ROXAS RIMANDO D &</u>	09 03010051	10007 VANDERBILT CI	H	FS42
<u>SOLOMON JANICE M</u>	09 03010062	10007 VANDERBILT CI	H	FS42
<u>STEINBERGER SUSAN</u>	09 03009941	10007 VANDERBILT CI	H	FS42
<u>BAKOS PAL & E</u>	09 03014550	10009 VANDERBILT CI <u>1992</u>	H	FS42
<u>BARYSHEV MARINA</u>	09 03014481	10009 VANDERBILT CI	H	FS42
<u>DEGLER BARBARA J</u>	09 03014492	10009 VANDERBILT CI	H	FS42
<u>GUO SHERRY X Y ET</u>	09 03014468	10009 VANDERBILT CI	N	FS42
<u>HICKS MARY N</u>	09 03014470	10009 VANDERBILT CI	H	FS42
<u>KALEEM FARHEEN</u>	09 03014457	10009 VANDERBILT CI	H	FS42
<u>KHATIRI ALI M</u>	09 03014515	10009 VANDERBILT CI	H	FS42
<u>OBERFELD LAWRENCE</u>	09 03014504	10009 VANDERBILT CI	H	FS42
<u>REESE KAREN B</u>	09 03014572	10009 VANDERBILT CI	H	FS42
<u>ROZANSKY VAL</u>	09 03014561	10009 VANDERBILT CI	H	FS42

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<u>RUPARELIA SHREETI</u>	09 03014548	10009 VANDERBILT CI	H	FS42
<u>SUN MINCHUNG</u>	09 03014526	10009 VANDERBILT CI	N	FS42
<u>YELLIG ASHLEY S</u>	09 03014583	10009 VANDERBILT CI	H	FS42
<u>YONGVANICHJIT THA</u>	09 03014537	10009 VANDERBILT CI	H	FS42
<u>COHN JEREMY</u>	09 03039014	10010 VANDERBILT CI ¹⁹⁹³	H	FS42
<u>FOGLER SARAH E</u>	09 03038987	10010 VANDERBILT CI	H	FS42
<u>HEKMAT MARJAN C</u>	09 03039058	10010 VANDERBILT CI	H	FS42
<u>HINTON EUGENIA B</u>	09 03038976	10010 VANDERBILT CI	H	FS42
<u>HWANG RUEYLEE &</u>	09 03039047	10010 VANDERBILT CI	N	FS42
<u>LEITER SUSAN E</u>	09 03038998	10010 VANDERBILT CI	H	FS42
<u>MCLEAN FRESHTA L</u>	09 03039025	10010 VANDERBILT CI	H	FS42
<u>QUARCOO SAMUEL Q</u>	09 03039003	10010 VANDERBILT CI	H	FS42
<u>RICHARDS JOANN &</u>	09 03038965	10010 VANDERBILT CI	N	FS42
<u>STEPTOE SHIRLEY C</u>	09 03038943	10010 VANDERBILT CI	H	FS42
<u>TAJDAR AZIN</u>	09 03039036	10010 VANDERBILT CI	N	FS42
<u>YIM SOYEONG</u>	09 03038954	10010 VANDERBILT CI	N	FS42
<u>BRECHER HELENE G</u>	09 03045870	10012 VANDERBILT CI ¹⁹⁹³	H	FS42
<u>BRIER MARJORY F</u>	09 03045926	10012 VANDERBILT CI	H	FS42
<u>CALEM STEVEN E &</u>	09 03045835	10012 VANDERBILT CI	N	FS42
<u>CONYERS MARSHA M</u>	09 03045937	10012 VANDERBILT CI	H	FS42

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Name	Account	Street	OWN OCC	Map Parcel
<u>GORYACHEV YELENA</u>	09 03045983	10012 VANDERBILT CI ¹⁹⁹⁹	H	FS42
<u>IVANOVA MIRKA T</u>	09 03045948	10012 VANDERBILT CI	H	FS42
<u>KAVOUSSI ABOL HAS</u>	09 03045892	10012 VANDERBILT CI	H	FS42
<u>LAVU SUKADEV & VI</u>	09 03045846	10012 VANDERBILT CI	N	FS42
<u>ROMERO FERNANDO</u>	09 03045857	10012 VANDERBILT CI	H	FS42
<u>SIM HYUN S & J H</u>	09 03045904	10012 VANDERBILT CI	N	FS42
<u>VELEZ LOUIS A & E</u>	09 03045881	10012 VANDERBILT CI	H	FS42
<u>WARTOW FRANCINE M</u>	09 03045868	10012 VANDERBILT CI	H	FS42
<u>AFSHARIAN MARIA E</u>	09 03055231	10016 VANDERBILT CI ¹⁹⁹²	H	FS42
<u>CARROLLKING GABRI</u>	09 03055286	10016 VANDERBILT CI	H	FS42
<u>DEMARCO PAUL D</u>	09 03055275	10016 VANDERBILT CI	H	FS42
<u>ENRIGHT PAUL J &</u>	09 03055218	10016 VANDERBILT CI	H	FS42
<u>FRIEDSON ALISON E</u>	09 03055297	10016 VANDERBILT CI	H	FS42
<u>KERTES NOELLA</u>	09 03055220	10016 VANDERBILT CI	H	FS42
<u>MOON KEVIN</u>	09 03055207	10016 VANDERBILT CI	H	FS42
<u>PARSEE ARYA</u>	09 03055253	10016 VANDERBILT CI	H	FS42
<u>SABATO AIDA M</u>	09 03055264	10016 VANDERBILT CI	N	FS42
<u>SHANIDI AFARIN</u>	09 03055242	10016 VANDERBILT CI	H	FS42
<u>SHINE ROBIN</u>	09 03055300	10016 VANDERBILT CI	H	FS42
<u>WERNER AILENE J</u>	09 03055195	10016 VANDERBILT CI	H	FS42
<u>BADRA CHRISTINE</u>	09 03056430	10018 VANDERBILT CI ¹⁹⁹²	H	FS42
<u>BEHREND S ANN K</u>	09 03056394	10018 VANDERBILT CI	H	FS42
<u>BEVERLEY DOROTHY</u>	09 03056452	10018 VANDERBILT CI	H	FS42
<u>BUTCHER MARK E ET</u>	09 03056417	10018 VANDERBILT CI	H	FS42
<u>DIGRADO RAPHAEL S</u>	09 03056463	10018 VANDERBILT CI	H	FS42
<u>EHRlich GARY J</u>	09 03056496	10018 VANDERBILT CI	H	FS42
<u>FOELLER DAVID J &</u>	09 03056508	10018 VANDERBILT CI	H	FS42
<u>HALLAJIAN TALIN</u>	09 03056485	10018 VANDERBILT CI	H	FS42
<u>KOUTSANDREAS FAMI</u>	09 03056441	10018 VANDERBILT CI	N	FS42
<u>OCONELL MARNI M</u>	09 03056474	10018 VANDERBILT CI	H	FS42

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<u>RICHARD DANIELLE</u>	09 03056406	10018 VANDERBILT CI	H	FS42
<u>SHABANI LALEH ET</u>	09 03056428	10018 VANDERBILT CI	H	FS42
<u>CHUNG SHAO L ET A</u>	09 03085567	10019 VANDERBILT CI 1992	H	FS42
<u>CHURCHVILLE KARYN</u>	09 03077751	10019 VANDERBILT CI	H	FS42
<u>CORMIER MARY KATH</u>	09 03077738	10019 VANDERBILT CI	H	FS42
<u>DEANE DONNA M</u>	09 03077773	10019 VANDERBILT CI	H	FS42
<u>DYKMAN MARY H</u>	09 03077693	10019 VANDERBILT CI	H	FS42
<u>FLYNN GREGORY E</u>	09 03077784	10019 VANDERBILT CI	H	FS42
<u>GHANZANFARI FARKH</u>	09 03077762	10019 VANDERBILT CI	N	FS42
<u>GHAZANFARI FARKHO</u>	09 03077740	10019 VANDERBILT CI	N	FS42
<u>KI JANGHO & ROZAN</u>	09 03077795	10019 VANDERBILT CI	H	FS42
<u>MARANS SUSAN P</u>	09 03077682	10019 VANDERBILT CI	H	FS42
<u>NEWMARK SUZANNE B</u>	09 03077807	10019 VANDERBILT CI	H	FS42
<u>RAFF SAMUEL J ET</u>	09 03077705	10019 VANDERBILT CI	N	FS42
<u>SURREY KENNETH &</u>	09 03077727	10019 VANDERBILT CI	H	FS42
<u>TAPPIS RYAN P</u>	09 03077716	10019 VANDERBILT CI	H	FS42
<u>AUDIGIER MERCEDES</u>	09 03077498	10021 VANDERBILT CI 1992	N	FS42
<u>AYSCUE KAYELLEN</u>	09 03077556	10021 VANDERBILT CI	H	FS42
<u>CADEAUX SUSAN G</u>	09 03077580	10021 VANDERBILT CI	H	FS42
<u>CERESA JUDITH MAR</u>	09 03077534	10021 VANDERBILT CI	H	FS42
<u>COSTOLO RUIE P E</u>	09 03077512	10021 VANDERBILT CI	H	FS42
<u>FENDT KARL H</u>	09 03077501	10021 VANDERBILT CI	H	FS42
<u>HAGHANI NOOSHA</u>	09 03077567	10021 VANDERBILT CI	H	FS42
<u>HOLT VIVIANNE M &</u>	09 03077523	10021 VANDERBILT CI	H	FS42
<u>LEVINE ADAM</u>	09 03077591	10021 VANDERBILT CI	H	FS42
<u>LISS AMY</u>	09 03077603	10021 VANDERBILT CI	H	FS42
<u>REYES BERNADETTE</u>	09 03077614	10021 VANDERBILT CI	H	FS42
<u>SILVERBERG DENISE</u>	09 03077625	10021 VANDERBILT CI	H	FS42
<u>VALLANCE SUSANNA</u>	09 03077545	10021 VANDERBILT CI	H	FS42
<u>WONG KIAYONG &</u>	09 03077578	10021 VANDERBILT CI	H	FS42
<u>AYERS KARYN M & S</u>	09 03073491	10022 VANDERBILT CI 1995	N	FS42
<u>BOBILA NATALIE</u>	09 03073571	10022 VANDERBILT CI	H	FS42
<u>FOCHT CANDEE S</u>	09 03073514	10022 VANDERBILT CI	H	FS42
<u>HUNDAL SUKHWINDER</u>	09 03073536	10022 VANDERBILT CI	N	FS42
<u>LEPPERT PATRICIA</u>	09 03073593	10022 VANDERBILT CI	H	FS42
<u>LERNER JULIE E</u>	09 03073605	10022 VANDERBILT CI	H	FS42
<u>NOWICKI SHARON M</u>	09 03073558	10022 VANDERBILT CI	H	FS42
<u>RENEHAN BARBARA</u>	09 03073525	10022 VANDERBILT CI	H	FS42
<u>ROSIE CHEN</u>	09 03073582	10022 VANDERBILT CI	H	FS42
<u>SHAPIRO NANCY</u>	09 03073547	10022 VANDERBILT CI	H	FS42

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<u>SHOBRIDGE JASON</u>	09 03073560	10022 VANDERBILT CI	H	FS42
<u>VASS JIMMY D</u>	09 03073503	10022 VANDERBILT CI	H	FS42
<u>ASADOORIAN ELMAS</u>	09 03073662	10024 VANDERBILT CI 1995	N	FS42
<u>BAXTER MICHAEL C</u>	09 03073707	10024 VANDERBILT CI	H	FS42
<u>CHANG KENING</u>	09 03073616	10024 VANDERBILT CI	H	FS42
<u>DREHER JASON T &</u>	09 03073695	10024 VANDERBILT CI	H	FS42
<u>GOLODNER RICHARD</u>	09 03073651	10024 VANDERBILT CI	H	FS42
<u>HAVEN MEGHAN M ET</u>	09 03073673	10024 VANDERBILT CI	H	FS42
<u>HOLMES ETHAN P &</u>	09 03073720	10024 VANDERBILT CI	H	FS42
<u>JIANG GUILAN &</u>	09 03073684	10024 VANDERBILT CI	N	FS42
<u>LEE MINGU & YURI</u>	09 03073718	10024 VANDERBILT CI	H	FS42
<u>MARKOWITZ BRUCE &</u>	09 03073638	10024 VANDERBILT CI	H	FS42
<u>SHAH CHIRAG ET AL</u>	09 03073627	10024 VANDERBILT CI	H	FS42
<u>SHIPP THOMAS B</u>	09 03073640	10024 VANDERBILT CI	H	FS42
<u>FREEDMAN SHEPARD</u>	09 02972024	10028 VANDERBILT CI 1992	H	FS31
<u>CAO QIUHE &</u>	09 02972013	10030 VANDERBILT CI	H	FS31
<u>HAN TOK C & Y C</u>	09 02972002	10032 VANDERBILT CI	H	FS31
<u>RIEDER SANDRA A</u>	09 02971997	10034 VANDERBILT CI	H	FS31
<u>REZNICK WENDEE</u>	09 02971986	10036 VANDERBILT CI	H	FS31
<u>PARK E J & J</u>	09 02971975	10038 VANDERBILT CI	H	FS31

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Name	Account	Street	OWN OCC	Map Parcel
<u>HSU SULIEN &</u>	09 02971964	10100 VANDERBILT CI <i>1992</i>	N	FS41
<u>CHAN KIMHOU &</u>	09 02971953	10102 VANDERBILT CI	H	FS41
<u>CUNNINGHAM ANITA</u>	09 02971942	10104 VANDERBILT CI	H	FS41
<u>HICKS SAMUEL L &</u>	09 02971931	10106 VANDERBILT CI	H	FS41
<u>SCHACKNER DEBRA E</u>	09 02971920	10108 VANDERBILT CI	H	FS41
<u>ZAVADIL JEFFREY J</u>	09 02926962	10110 VANDERBILT CI	H	FS41
<u>HOPGOOD AHN</u>	09 02926712	10111 VANDERBILT CI <i>1992</i>	H	FS41
<u>AUKHERT NATALYA &</u>	09 02926723	10113 VANDERBILT CI	H	FS41
<u>SCHEIN RONNIE TRU</u>	09 02926951	10114 VANDERBILT CI	H	FS41
<u>HENRY BONNIE R</u>	09 02926734	10115 VANDERBILT CI	H	FS41
<u>FAMILI AHMAD R &</u>	09 02926940	10116 VANDERBILT CI	H	FS41
<u>LAZEROWICH STEVEN</u>	09 02926745	10117 VANDERBILT CI	H	FS41
<u>MANASSE HENRI R J</u>	09 02926938	10118 VANDERBILT CI	H	FS41
<u>ANAND RITA</u>	09 02926756	10119 VANDERBILT CI	H	FS41
<u>LAKIN RANDY A ET</u>	09 02926927	10120 VANDERBILT CI	H	FS41
<u>KRETA STEPHEN WIL</u>	09 02926767	10121 VANDERBILT CI <i>1992</i>	H	FS41
<u>STAMLER IRVING &</u>	09 02926916	10122 VANDERBILT CI	H	FS41
<u>COOPER ANDREW S &</u>	09 02926778	10123 VANDERBILT CI	H	FS41
<u>SUN WENMING</u>	09 02926905	10124 VANDERBILT CI	H	FS41
<u>KRIVITSKIY MIKHAI</u>	09 02926780	10127 VANDERBILT CI	H	FS41
<u>SOROSH KIANAZ A</u>	09 02926791	10129 VANDERBILT CI	H	FS41
<u>HASHEM DAVID M</u>	09 02926803	10131 VANDERBILT CI <i>1992</i>	H	FS41
<u>SADEK FAHIM S &</u>	09 02926814	10133 VANDERBILT CI	H	FS41
<u>ROBINS GLENN D &</u>	09 02926825	10135 VANDERBILT CI	H	FS41
<u>KLEINER ADAM S</u>	09 02926836	10137 VANDERBILT CI	H	FS41
<u>SHEGERIAN HEGHOUS</u>	09 02926847	10139 VANDERBILT CI	H	FS41
<u>SOOD HARTEJ S</u>	09 02926893	10140 VANDERBILT CI <i>1992</i>	H	FS41
<u>JONG JEHONG &</u>	09 02926882	10142 VANDERBILT CI <i>1992</i>	H	FS41
<u>KUKLOV DANILA &</u>	09 02926871	10144 VANDERBILT CI <i>1992</i>	H	FS41
<u>DURANRUESGA JORGE</u>	09 02926860	10146 VANDERBILT CI <i>1992</i>	H	FS41

RUBIN ROBERT

09 02926858

10148 VANDERBILT CI

1942

H

FS41

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Robert L. Ehrlich, Jr., *Governor*
Michael S. Steele, *Lt. Governor*

Robert L. Flanagan, *Secretary*
Neil J. Pedersen, *Administrator*

Maryland Department of Transportation

May 9, 2005

Ms. Amanda K. LeStrange
3672 Double Rock Lane
Baltimore MD 21234-4223

Dear Ms. LeStrange:

This letter is a follow-up to your recent email regarding highway traffic noise from I-695 near your home in the Double Rock Townhouse community located adjacent to eastbound I-695 near the ramp from I-695 to southbound US 1 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. At this time, SHA is planning to widen I-695 from I-83 to MD 702. As part of the planning process for the widening project, we will analyze 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 will 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 will also have to predate the approval of the highway improvements. If these conditions are met, we will then determine whether we can reduce the excess noise levels for a reasonable cost. Funding for the design and construction of the widening of I-695 between I-83 and MD 702 has not yet been identified.

When a highway already exists and is *not* being expanded—so that Type I criteria do not apply—communities may be considered for our "Type II," or "retrofit," sound barrier 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. A number of criteria must be met for a Type II barrier to be approved. First, the county in which the community is located must have an ordinance that addresses the impact of highway traffic noise on new residential development. In addition, the highway in question must be a controlled-access highway (one with interchanges rather than at-grade intersections). If both of these conditions exist, then all of the following technical criteria must also be met: the majority of impacted homes must predate the highway; existing noise levels must equal or exceed the 66-decibel impact threshold; and it must be possible to build an effective barrier for \$50,000 or less per benefited home. If all of these criteria are met, the county must then agree to fund 20 percent of the barrier cost.

My telephone number/toll-free number is 410-545-8640 or 1-800-446-5962
Maryland Relay Service for Impaired Hearing or Speech 1.800.735.2258 Statewide Toll Free

Street Address: 707 North Calvert Street • Baltimore, Maryland 21202 • Phone 410.545.0300 • www.marylandroads.com

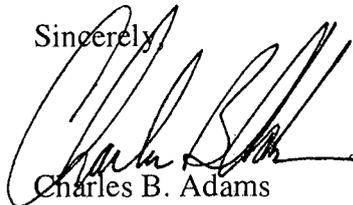
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Ms. Amanda K. LeStrange
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The State Highway Administration has evaluated the Double Rock Townhouse community's eligibility for our Type II sound barrier program as outlined above. Our evaluation has determined that the majority of the homes in the community were built between 1976 and 1978, after the 1962 opening of I-695. Based on this information, the Double Rock Townhouse community is not eligible for our Type II 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.

Thank you for your email 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 email, at nross@sha.state.md.us. She will be pleased to assist you.

Sincerely,



Charles B. Adams

Director

Office of Environmental Design

Enclosure

cc: The Honorable Joseph Bartenfelder, Member, Baltimore County Council
The Honorable Joseph C. Boteler, III, Member, Maryland House of Delegates
The Honorable Eric M. Bromwell, Member, Maryland House of Delegates
The Honorable John W.E. Cluster, Jr., Member, Maryland House of Delegates
The Honorable Katherine A. Klausmeier, Member, Senate of Maryland
Mr. David J. Malkowski, District Engineer, State Highway Administration
Ms. Nicole Ross, Special Assistant to the Director, Office of Environmental Design, State Highway Administration

Ms. Amanda K. LeStrange
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bcc: Ms. Karen Arnold, Environmental Analyst, Office of Planning and Preliminary Engineering, State Highway Administration
James D. Hade, RLA, Noise Abatement Team Leader, State Highway Administration
Mr. Joseph Kresslein, Assistant Division Chief, Project Planning, Office of Planning and Preliminary Engineering, State Highway Administration
Mr. T.E. Severe, Administrative Assistant, Noise Abatement Team, State Highway Administration
Ms. Frances Ward, Community Liaison, State Highway Administration

Serial #: None

OED Serial#: None

Noise Customer #: 2908

Responding to letter dated: Follow-up to 05-02-2005 email from Ms. LeStrange to "barrier"; Ms. LeStrange wrote:

"My house is less than 100 feet from 695, a major highway in the Baltimore Metropolitan area. There are many houses near me also along the same highway. I would like to know if this area has been checked to see how high the decibel reading is, because the noise for the highway is very extreme, even at night. At times the house will shake if a large truck or trailer will drive by.

"Address: 3672 Double Rock Ln.

"Parkville MD 21234

"Prompt attention to this area would be greatly appreciated,"

Saved: 05/03/05 12:00 PM by: T.E. Severe
N:\OED\NOISE\CORRESP\2005\LeSTRANGEAK01.doc

Enclosure:

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

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From: <xswimmer97@aol.com>
To: <barrier@sha.state.md.us>
Date: 05/02/2005 12:11:43 PM
Subject: Sound Barrier

My house is less than 100 feet from 695, a major highway in the Baltimore Metropolitan area. There are many houses near me also along the same highway. I would like to know if this area has been checked to see how high the decibel reading is, because the noise from the highway is very extreme, even at night. At times the house will shake if a large truck or trailer will drive by.

Address:

3672 Double Rock Ln.
Parkville MD 21234

Prompt attention to this area would be greatly appreciated,
Amanda LeStrange

398

Customer Info. View for 2003				Tuesday, May 03, 2005 10:16 AM		Admin	
ID #	MAP	DATE	Letter or Phone on	LAST NAME:	FIRST NAME:	Active?	
2908		05/03/2005	Email	LeSTRANGE	Ms. Amanda K.	<input checked="" type="checkbox"/>	
STREET#:	STREET NAME:		COUNTY:	CITY (Post office)	ZIPCODE	Representative stat	
3672	Double Rock Lane		BA	Baltimore	21234-4223	private	
Elected Official whom has communicated directly to us on this cu							Find Next
DAY PHONE:	HOME PHONE:	E-Mail address		COMMUNITY	HDR Dbase Link		
	410-882-5129	xswimmer97@aol.c		Double Rock Townhouses			
Logical Project Limit	ROADWAY:	I-695	BarrierNam				
EB I-695 near ramp to SB US 1							
RESPONSE:				INQUIRY:		2nd Contact	
described Type I & II; I-695 to be widened in area & environ impacts to be evaluated; fails for Type II for date				has a "decibel reading" been taken for this area?			
FILE LOCATION:		OTHER:		Current committm	Primary SHA Contact	Construction Projects	
				none			
Do we owe a lette	<input checked="" type="checkbox"/>	Letter Commit due da	05/11/2005	Last Confa	Researcher		
		Letter signed dat		05/02/2005			
LAST action		Reason Letter is Lat		n/a			
5-2-05 Ms. LeStrange emailed "barrier"; wants to know if "area has been checked to see how the decibel reading is"							
Comments: This field can not be sorted or searched: OPPE or Hwy rep.current type I I							
All Elected Officials: 05-2005 EO's Dist. 8 Sen. Katherine A. Klausmeier; Dels. Joseph C. Boteler, III; Eric M. Bromwell; John W.E. Cluster, Jr.; BA Cncl Joseph Bartenfelder							
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!



567

399

206

B C D E F G H J K
MD GRID 930,000 FT 76°32'30"

Joins Map 36

940,000 FT 76°30'00"

400

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 Ground Rent
--	--

Account Identifier: District - 14 Account Number - 1700004451

Owner Information

Owner Name: LESTRANGE AMANDA KATHRYN	Use: RESIDENTIAL
Mailing Address: 3672 DOUBLE ROCK LN BALTIMORE MD 21234-4223	Principal Residence: YES
	Deed Reference: 1) /20454/ 646 2)

H: (410) 882-5129 Cu: XSwimmer97@aol.com

Location & Structure Information

Premises Address 3672 DOUBLE ROCK LN	Legal Description DOUBLE ROCK LANE 3672 DOUBLE ROCK LN DOUBLE ROCK TOWNHOUSES
--	---

Map	Grid	Parcel	Sub District	Subdivision	Section	Block	Lot	Assesment Area	Plat No:
81	4	285					33	3	Plat Ref: 38/ 92

Special Tax Areas	Town Ad Valorem Tax Class
Primary Structure Built 1977	Enclosed Area 1,470 SF
	Property Land Area 2,918.00 SF
	County Use 04

Stories	Basement	Type	Exterior
2	YES	END UNIT	1/2 BRICK SIDING

Value Information

	Base Value	Value			Phase-in Assessments		
		As Of 01/01/2003	As Of 07/01/2004	As Of 07/01/2005	As Of 01/01/2003	As Of 07/01/2004	As Of 07/01/2005
Land:	26,500	26,500					
Improvements:	67,720	69,480					
Total:	94,220	95,980	95,392	95,980			
Preferential Land:	0	0	0	0			

Transfer Information

Seller: RAYMOND ANTHONY J, JR	Date: 07/28/2004	Price: \$149,500
Type: IMPROVED ARMS-LENGTH	Deed1: /20454/ 646	Deed2:
Seller: GIARDINA HARRY	Date: 11/28/1977	Price: \$44,800
Type: IMPROVED ARMS-LENGTH	Deed1: / 5829/ 887	Deed2:
Seller:	Date:	Price:
Type:	Deed1:	Deed2:

Exemption Information

Partial Exempt Assessments	Class	07/01/2004	07/01/2005
County	000	0	0
State	000	0	0
Municipal	000	0	0

Tax Exempt: NO
Exempt Class: 60's Dist

Sen. Kathleen A. Klausmeier
 Del. Joseph C. Boteler III
 Eric M. Bornell
 John W. E. Cluskey Jr.

Special Tax Recapture: * NONE *
 BSC Joseph Bart-John

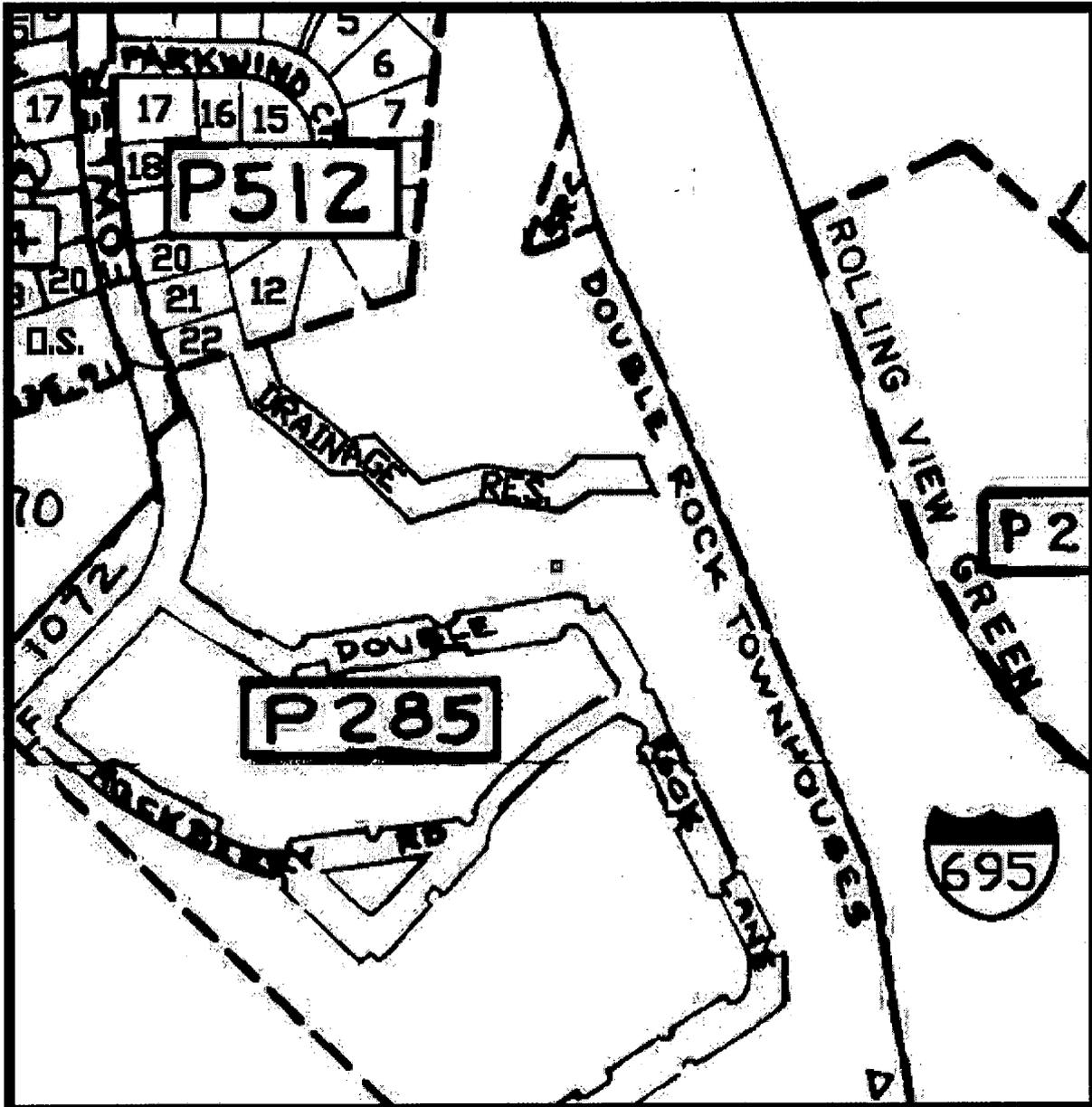
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District - 14 Account Number - 1700004451



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web site at www.mdp.state.md.us/webcom/index.html

1408



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3672 Double Rock Ln, Parkville, MD 21234
Carney, Maryland, United States 4/4/1994

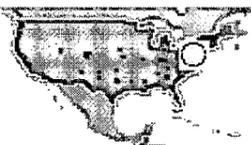
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Aerial Photo

Street
3672 double rock la

City
baltimore

State
md



Longitude Latitude
-76.52085 39.37326

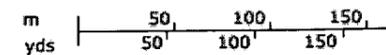


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Powered by
INFOWeather

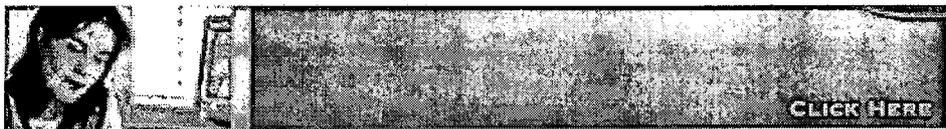
Image courtesy of the U.S. Geological Survey



House and Home Demographics:

- Schools, Crime and Demographics for 21234
- Schools, Crime and Demographics for 21236

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BALTIMORE COUNTY
 Real Property Data Search *I-695 - 1962*

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ADMS BUILT - 1976-1978 *FAILS TYPE II & DATE*

Name	Account	Street	OWN OCC	Map	Parcel
<u>DOUBLE ROCK ASSOC</u>	14 1700004588	DOUBLE ROCK LA	N	81	285
<u>DOUBLE ROCK ASSOC</u>	14 1700004589	DOUBLE ROCK LA	N	81	285
<u>DOUBLE ROCK ASSOC</u>	14 1700004591	DOUBLE ROCK LA	N	81	285
<u>MILBOURNE RONALD</u>	14 1700004585	3601 DOUBLE ROCK LA <i>1976</i>	H	81	285
<u>DUMEYER CLAIRE T</u>	14 1700004584	3603 DOUBLE ROCK LA	H	81	285
<u>SHIFLER M SANDRA</u>	14 1700004583	3605 DOUBLE ROCK LA	H	81	285
<u>GORDON JOHN L</u>	14 1700004582	3607 DOUBLE ROCK LA	H	81	285
<u>FAVARO PAULA</u>	14 1700004419	3608 DOUBLE ROCK LA	H	81	285
<u>SCHACHTNER LISA R</u>	14 1700004581	3609 DOUBLE ROCK LA	H	81	285
<u>MCGLYNN DONALD JA</u>	14 1700004420	3610 DOUBLE ROCK LA <i>1976</i>	H	81	285
<u>STRATMEYER MICHEL</u>	14 1700004580	3611 DOUBLE ROCK LA	H	81	285
<u>MILLER LAURIE A</u>	14 1700004421	3612 DOUBLE ROCK LA	H	81	285
<u>MILBURN REBECCA</u>	14 1700004579	3613 DOUBLE ROCK LN	H	81	285
<u>MENEGATTI ANTHONY</u>	14 1700004422	3614 DOUBLE ROCK LA	H	81	285
<u>BIEMILLER CHARLES</u>	14 1700004578	3615 DOUBLE ROCK LA <i>1976</i>	H	81	285
<u>MUNRO NANCY E</u>	14 1700004423	3616 DOUBLE ROCK LA	H	81	285
<i>D-2318</i> <u>VALENTINE JOSHUA</u>	14 1700004577	3617 DOUBLE ROCK LA	H	81	285
<u>DILLON JOAN T</u>	14 1700004424	3618 DOUBLE ROCK LA	H	81	285
<u>KAROW LAUREN A</u>	14 1700004576	3619 DOUBLE ROCK LN	H	81	285
<u>LUBINSKI KENNETH</u>	14 1700004425	3620 DOUBLE ROCK LA	H	81	285
<u>FILLING MATT A</u>	14 1700004575	3621 DOUBLE ROCK LA <i>1976</i>	H	81	285
<u>DECARLO JASON P</u>	14 1700004426	3622 DOUBLE ROCK LN	H	81	285
<u>SCHERER DAYLE L</u>	14 1700004574	3623 DOUBLE ROCK LA	H	81	285
<u>BROWN GARY A</u>	14 1700004427	3624 DOUBLE ROCK LA	H	81	285
<u>JEFFRIES PATRICIA</u>	14 1700004573	3625 DOUBLE ROCK LA <i>1976</i>	H	81	285
<u>BRESSLER DOROTHY</u>	14 1700004428	3626 DOUBLE ROCK LA	H	81	285
<u>MONTOYA ERIN K</u>	14 1700004572	3627 DOUBLE ROCK LN	H	81	285
<u>REILLY JAMES F</u>	14 1700004429	3628 DOUBLE ROCK LA	H	81	285
<u>SCHAP ROBERT J</u>	14 1700004571	3629 DOUBLE ROCK LA	H	81	285
<u>MELLOTT TRACY</u>	14 1700004430	3630 DOUBLE ROCK LN	H	81	285

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	<u>SHEUBROOK JOAN A</u>	14 1700004570	3631 DOUBLE ROCK LA 1976	H	81	285
	<u>PATRICK LYNNJR</u>	14 1700004431	3632 DOUBLE ROCK LA	H	81	285
	<u>FIEDLER JOSEPH</u>	14 1700004569	3633 DOUBLE ROCK LN	H	81	285
	<u>CHAPMAN ROBERT H4</u>	14 1700004432	3634 DOUBLE ROCK LN	H	81	285
	<u>SKEENS GENE A</u>	14 1700004568	3635 DOUBLE ROCK LA 1976	H	81	285
	<u>NIPPER GENE C</u>	14 1700004433	3636 DOUBLE ROCK LA	H	81	285
	<u>POTTER GILBERT R</u>	14 1700004567	3637 DOUBLE ROCK LA	H	81	285
	<u>KAIN CHARLES T</u>	14 1700004434	3638 DOUBLE ROCK LA	H	81	285
	<u>STOUT JACK N</u>	14 1700004566	3639 DOUBLE ROCK LA	N	81	285
	<u>DANIELS DEBORAH L</u>	14 1700004435	3640 DOUBLE ROCK LN	H	81	285
Box ✓	<u>LOWERY EDWARD E</u>	14 1700004565	3641 DOUBLE ROCK LA 1977	H	81	285
	<u>GOODHUES ELIZABET</u>	14 1700004436	3642 DOUBLE ROCK LA	H	81	285
	<u>OWINGS JANE M</u>	14 1700004564	3643 DOUBLE ROCK LA	N	81	285
	<u>HABEEB AEYSHA</u>	14 1700004437	3644 DOUBLE ROCK LN	H	81	285
Woolshleger	<u>WOOLSHLEGER ERIN</u>	14 1700004563	3645 DOUBLE ROCK LA 1977	H	81	285
	<u>OCCORSO NATALINA</u>	14 1700004438	3646 DOUBLE ROCK LN	H	81	285
	<u>HAASE DANA M</u>	14 1700004562	3647 DOUBLE ROCK LA	H	81	285
Box ✓	<u>HARVEY CAROL J</u>	14 1700004439	3648 DOUBLE ROCK LA	N	81	285
	<u>MUELLER JAMES K</u>	14 1700004561	3649 DOUBLE ROCK LA	H	81	285
	<u>MATUTINA ELMERA O</u>	14 1700004440	3650 DOUBLE ROCK LA 1977	H	81	285
	<u>JOHNSON DEBRA N</u>	14 1700004441	3652 DOUBLE ROCK LA	H	81	285
	<u>MITCHELL JOSEPH A</u>	14 1700004442	3654 DOUBLE ROCK LA	H	81	285
	<u>YOUNG GEORGE W</u>	14 1700004443	3656 DOUBLE ROCK LA	H	81	285
Box ✓	<u>RADEBAUGH GEORGE</u>	14 1700004444	3658 DOUBLE ROCK LA	H	81	285
	<u>RASPA PATRICIA AN</u>	14 1700004445	3660 DOUBLE ROCK LA 1977	H	81	285
	<u>CARR GEORGE W CR</u>	14 1700004446	3662 DOUBLE ROCK LA	H	81	285
	<u>BURCE JOSE A</u>	14 1700004447	3664 DOUBLE ROCK LA	H	81	285
	<u>HICKLIN ALMANDA B</u>	14 1700004517	3665 DOUBLE ROCK LN 1977	H	81	285
	<u>GREENE BEVERLY LY</u>	14 1700004448	3666 DOUBLE ROCK LA	H	81	285
	<u>CROUSE CAROLE S</u>	14 1700004516	3667 DOUBLE ROCK LA	H	81	285
	<u>GRIMM KATHLEEN M</u>	14 1700004449	3668 DOUBLE ROCK LA	H	81	285
	<u>BROOKS REBECCA M</u>	14 1700004515	3669 DOUBLE ROCK LA	H	81	285
Box ✓	<u>LODRICK CORY D</u>	14 1700004450	3670 DOUBLE ROCK LA 1977	H	81	285
	<u>CODY JOHN H</u>	14 1700004514	3671 DOUBLE ROCK LA	H	81	285
	<u>LESTRANGE AMANDA</u>	14 1700004451	3672 DOUBLE ROCK LN 1977	H	81	285
	<u>FREEZE CAROLEE</u>	14 1700004513	3673 DOUBLE ROCK LA	H	81	285
Box ✓	<u>WESS ROBERT LSR</u>	14 1700004452	3674 DOUBLE ROCK LA	H	81	285
	<u>MANUBAY SHIRLEY R</u>	14 1700004512	3675 DOUBLE ROCK LA 1977	N	81	285
	<u>DAHLEM STEPHEN A</u>	14 1700004453	3676 DOUBLE ROCK LA	H	81	285
	<u>VIRGIN WAYNE STEW</u>	14 1700004511	3677 DOUBLE ROCK LA	H	81	285

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<u>WINDHAM GLORIA AN</u>	14 1700004454	3678 DOUBLE ROCK LA	H	81	285
<u>DAIKER DAVID</u>	14 1700004510	3679 DOUBLE ROCK LN	H	81	285
<u>TANT MARY C</u>	14 1700004455	3680 DOUBLE ROCK LN	H	81	285
<u>BASSETT ROBERT JA</u>	14 1700004509	3681 DOUBLE ROCK LA 1977	H	81	285
<u>AMOS DAVID W</u>	14 1700004456	3682 DOUBLE ROCK LA	H	81	285
<u>REDEL JOHN EJ</u>	14 1700004508	3683 DOUBLE ROCK LA	H	81	285
<u>GRAVELL KAREN L</u>	14 1700004457	3684 DOUBLE ROCK LN	H	81	285
<u>KRUG JOSEPH C</u>	14 1700004507	3685 DOUBLE ROCK LA 1977	H	81	285
<u>SCHWARZ SEIBERT A</u>	14 1700004458	3686 DOUBLE ROCK LA	H	81	285
<u>BREYMAIER ANNE M</u>	14 1700004506	3687 DOUBLE ROCK LN	H	81	285
<u>KREFT GERARD A</u>	14 1700004459	3688 DOUBLE ROCK LN	H	81	285
<u>OBRIEN MARTHA</u>	14 1700004460	3690 DOUBLE ROCK LA 1977	H	81	285
<u>ROHLFING WILFRED</u>	14 1700004461	3692 DOUBLE ROCK LA	H	81	285
<u>SCEPANIAC ADAM F</u>	14 1700004462	3694 DOUBLE ROCK LA	H	81	285
<u>SHUMWAY MICHAEL R</u>	14 1700004463	3696 DOUBLE ROCK LA	H	81	285
<u>LEARY CAROLE</u>	14 1700004464	3698 DOUBLE ROCK LA	H	81	285
<u>ASHLEY PAMELA A</u>	14 1700004465	3700 DOUBLE ROCK LA 1978	H	81	285
<u>MANZO ROBERT G</u>	14 1700004466	3702 DOUBLE ROCK LN	H	81	285
<u>MCENTIRE CARL W</u>	14 1700004467	3704 DOUBLE ROCK LA	H	81	285
<u>ANTONAKOS KRISTIN</u>	14 1700004468	3706 DOUBLE ROCK LN 1978	H	81	285



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Name	Account	Street	OWN OCC	Map Parcel
<u>BUCKLEY SEWARD A</u>	14 1700004469	3708 DOUBLE ROCK LA	H	81 285
<u>SHAFFER WILLIAM J</u>	14 1700004470	3710 DOUBLE ROCK LN	H	81 285
<u>GELSO JOSEPH A</u>	14 1700004505	3711 DOUBLE ROCK LA	H	81 285
<u>WILLIAMS DIANE</u>	14 1700004471	3712 DOUBLE ROCK LN	H	81 285
<u>SCHULTZ JACQUELIN</u>	14 1700004504	3713 DOUBLE ROCK LN	H	81 285
<u>FRERE RON EJR</u>	14 1700004472	3714 DOUBLE ROCK LN	H	81 285
<u>KITCHEN DAVID J</u>	14 1700004503	3715 DOUBLE ROCK LN ¹⁹⁷⁸	H	81 285
<u>AGUENZA MILDRED M</u>	14 1700004473	3716 DOUBLE ROCK LN	H	81 285
<u>VOGTMAN DORIS S</u>	14 1700004502	3717 DOUBLE ROCK LA	H	81 285
<u>SNYDER WENDY R</u>	14 1700004474	3718 DOUBLE ROCK LA	H	81 285
<u>WARD DAVID A</u>	14 1700004501	3719 DOUBLE ROCK LA	H	81 285
<u>ROCK JAMES H</u>	14 1700004475	3720 DOUBLE ROCK LA	N	81 285
<u>JENKINS WILLIAM D</u>	14 1700004500	3721 DOUBLE ROCK LA ¹⁹⁷¹	H	81 285
<u>MOY PATRICK WAI Y</u>	14 1700004476	3722 DOUBLE ROCK LA	N	81 285
<u>CARR CHRISTOPHER</u>	14 1700004499	3723 DOUBLE ROCK LA	H	81 285
<u>BAKER JEAN MYERS</u>	14 1700004477	3724 DOUBLE ROCK LA	H	81 285
<u>WINDISCH DONNA J</u>	14 1700004498	3725 DOUBLE ROCK LA ¹⁹⁷⁸	H	81 285
<u>MEYERS RICHARD S</u>	14 1700004478	3726 DOUBLE ROCK LA	H	81 285
<u>LIBERTO LISA M</u>	14 1700004497	3727 DOUBLE ROCK LA	H	81 285
<u>KLIMA PAMELA</u>	14 1700004479	3728 DOUBLE ROCK LA	H	81 285
<u>ZEILER JASON M</u>	14 1700004496	3729 DOUBLE ROCK LA	H	81 285
<u>WAGNER KATHLEEN R</u>	14 1700004480	3730 DOUBLE ROCK LN	H	81 285
<u>COOK MICHAEL ALLE</u>	14 1700004495	3731 DOUBLE ROCK LA ¹⁹⁷⁸	H	81 285
<u>LOMBARDI ROBERT T</u>	14 1700004481	3732 DOUBLE ROCK LA	H	81 285
<u>JENKINS JASON</u>	14 1700004494	3733 DOUBLE ROCK LA	H	81 285
<u>SEYFFERT SEAN C</u>	14 1700004482	3734 DOUBLE ROCK LA	H	81 285
<u>MILLER WILLIAM G</u>	14 1700004493	3735 DOUBLE ROCK LA ¹⁹⁷⁸	H	81 285
<u>LEONARD GRACE A</u>	14 1700004483	3736 DOUBLE ROCK LA	H	81 285
<u>FIELDS DAVID W</u>	14 1700004492	3737 DOUBLE ROCK LA	H	81 285
<u>WOOD FREDERICK MJ</u>	14 1700004484	3738 DOUBLE ROCK LA	H	81 285

CA 200

CA 201

<u>KAUFMAN KAY W</u>	14 1700004491	3739 DOUBLE ROCK LA	H	81	285
<u>JAKELSKI DOUGLAS</u>	14 1700004485	3740 DOUBLE ROCK LA	H	81	285
<u>WEDGE ROBERT G</u>	14 1700004490	3741 DOUBLE ROCK LN 1978	H	81	285
<u>CUMMINS LEROY JOH</u>	14 1700004486	3742 DOUBLE ROCK LA	H	81	285
<u>DAY THOMAS NICHOL</u>	14 1700004489	3743 DOUBLE ROCK LA	H	81	285
<u>MORANDI LAUREN</u>	14 1700004487	3744 DOUBLE ROCK LN	H	81	285
<u>CRAYTON JAMES</u>	14 1700004488	3745 DOUBLE ROCK LA 1978	H	81	285

Previous

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Robert L. Ehrlich, Jr., *Governor*
Michael S. Steele, *Lt. Governor*

Robert L. Flanagan, *Secretary*
Neil J. Pedersen, *Administrator*

Maryland Department of Transportation

January 24, 2005

Mr. Richard K. Lindsay
District 2 Engineer
State Highway Administration
P.O. Box 299
615 Morgnec Road
Chestertown MD 21620-0299

Dear Mr. Lindsay:

Thank you for your recent memorandum regarding a feasibility study for a sound barrier on MD 404 adjacent to the Market Street overpass, near the Fairfield Court community in Denton, Caroline County. I appreciate the opportunity to respond to your inquiry on behalf of Mr. Richard Napier, of 1228 Fairfield Court, Denton.

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 MD 404 that would warrant a Type I sound barrier evaluation. If such a project were planned for this segment of MD 404, 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—communities may be considered for our "Type II," or "retrofit," sound barrier 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. A number of criteria must be met for a Type II barrier to be approved. First, the county in which the community is located must have an ordinance that addresses the impact of highway traffic noise on new residential development. In addition, the highway in question must be a controlled-access highway (one with interchanges rather than at-grade intersections). If both of these conditions exist, then all of the following technical criteria must also be met: the majority of impacted homes must predate the highway; existing noise levels must equal or exceed the 66-decibel impact threshold; and it must be possible to build an effective barrier for \$50,000 or less per benefited home. If all of these criteria are met, the county must then agree to fund 20 percent of the barrier cost.

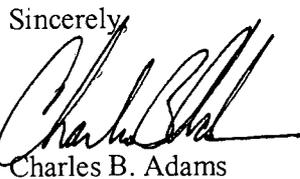
My telephone number/toll-free number is 410-545-8640 or 1-800-446-5962
Maryland Relay Service for Impaired Hearing or Speech 1.800.735.2258 Statewide Toll Free

Street Address: 707 North Calvert Street • Baltimore, Maryland 21202 • Phone 410.545.0300 • www.marylandroads.com

Mr. Richard K. Lindsay
Page Two

The State Highway Administration has evaluated the Fairfield Court community's eligibility for our Type II sound barrier program as outlined above. Our research has determined that MD 404 is not a fully controlled-access highway and, therefore, cannot be considered for a Type II sound barrier. Also, the homes in the Fairfield Court community were built between 1994 and 2004, with the majority built in 2003 and 2004. Based on this information, we must respectfully deny your request for a sound barrier feasibility study.

Thank you for your request on behalf of Mr. Napier. If you have additional questions, please do not hesitate to contact Ms. Nicole Ross, of our staff, at 410-545-8616 or 1-800-446-5962 or, by email, at nross@sha.state.md.us. She will be pleased to assist you.

Sincerely


Charles B. Adams
Director
Office of Environmental Design

- cc: The Honorable John W. Cole, President, Caroline County Board of County Commissioners
- Mr. Richard Napier
- The Honorable Edward J (E.J.) Pipkin, Member, Senate of Maryland
- Ms. Nicole Ross, Special Assistant to the Director, Office of Environmental Design, State Highway Administration
- The Honorable Michael D. Smigiel, Sr., Member, Maryland House of Delegates
- The Honorable Richard A. Sossi, Member, Maryland House of Delegates
- The Honorable Mary Roe Walkup, Member, Maryland House of Delegates

Mr. Richard K. Lindsay
Page Three

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

Serial #: None

OED Serial#: None

Noise Customer #: 2872

Responding to letter dated: Follow-up to 01-05-2005 memorandum from Dist. Eng. Lindsay to Mr. Charles Adams requesting a feasibility study for a sound barrier on MD 404 adjacent to both sides of the Market Street overpass in Denton, Caroline County
Dist. Eng. Lindsay wrote:

"We are requesting a feasibility study and recommendations for the placement of sound barrier wall on MD 404 on either side of the Market Street Overpass, in Caroline County. We are responding to a request from Mr. Robert Napier (his letter attached) at 1228 Fairfield Court in Denton, to investigate the need for sound barrier in the area. As Mr. Napier reports in his letter, his development has 58 homes, Mallard Landing has 54 town homes with more under construction, and 20 older homes along Main Street. His concerns are with increasing traffic noise and litter thrown from vehicles.

"Please advise our office of a time frame for receiving study data. If you should have any questions, please contact Tom Revelle of this office at your earliest convenience."

On 12-29-2004, Mr. Napier wrote to Mr. Tom Revelle in District 2:

"This is a follow up to our conversation Wednesday December 29, 2004 regarding a sound barrier wall along Route 404 By-Pass. At this time I am requesting a feasibility study be done related to the need of a sound barrier wall on Route 404 on either side of the Market Street overpass between mile marker 15.5 and 16.0.

"The volume of traffic along this corridor is continuing to increase, and the barrier will not only alleviate the traffic noise, but also the considerable trash and debris that seem to emanate from that traffic. A sound barrier wall is fast becoming a critical issue given the growing number of homes in the immediate area.

"In the Fairfield development there are 58 homes. Mallard Landing currently has 54 town homes with others under construction. In addition, there are approximately 20 older homes on Market Street proper. As you can envision this issue affects hundreds of people.

"Thank you in advance for your attention to this matter."

Saved: 01/20/05 9:29 AM by: TSevere

N:\OED\NOISE\CORRESP\2004\LINDSAYRK01-MD404.doc



411

Robert L. Ehrlich, Jr., *Governor*
Michael S. Steele, *Lt. Governor*

Robert L. Flanagan, *Secretary*
Neil J. Pedersen, *Administrator*

Maryland Department of Transportation

January 5, 2005

MEMORANDUM

TO: Mr. Charles Adams
Director, Office of Environmental design

FROM: Richard K. Lindsay
District Engineer

RE: MD 404 at Market Street Overpass
In Caroline County

We are requesting a feasibility study and recommendations for the placement of sound barrier wall on MD 404 on either side of the Market Street Overpass, in Caroline County. We are responding to a request from Mr. Robert Napier (his letter attached) at 1228 Fairfield Court in Denton, to investigate the need for sound barrier in the area. As Mr. Napier reports in his letter, his development has 58 homes, Mallard Landing has 54 town homes with more under construction, and 20 older homes along Main Street. His concerns are with increasing traffic noise and litter thrown from vehicles.

Please advise our office of a time frame for receiving study data. If you should have any questions, please contact Tom Revelle of this office at your earliest convenience.

RKL/TSR/tr
attachments
cc: file

410.778.3061 or 800.637.9740

Maryland Relay Service for Impaired Hearing or Speech: 1.800.735.2258 Statewide Toll Free

Office of District Engineer • Street Address: 615 Morgneec Road, P.O. Box 299 • Chestertown, Maryland 21620 • www.marylandroads.com



*Wise Team
FYI*

Robert L. Ehrlich, Jr., *Governor*
Michael S. Steele, *Lt. Governor*

Robert L. Flanagan, *Secretary*
Neil J. Pedersen, *Administrator*

412

Maryland Department of Transportation

January 5, 2005

Mr. Robert J. Napier
1228 Fairfield Court
Denton MD 21629

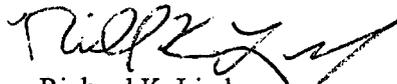
RE: MD 404 at Market Street Overpass

Dear Mr. Napier,

Thank you for your letter dated December 29, 2004 regarding sound barrier walls along MD 404 in Caroline County. You have requested a feasibility study for sound barriers on MD 404 on either side of the Market Street overpass. We are forwarding your request to Mr. Charles Adams, Director of our Office of Environmental Design. We will provide with the results of the study and recommendations from Mr. Adam's office as soon as receive them.

If you should have any questions, please call Tom Revelle, Engineering Systems Team Leader of this office at your earliest convenience. Tom may be reached at (410) 810-3277.

Respectfully Yours,


Richard K. Lindsay,
District Engineer

RKL/TSR/tr
cc: Mr. Charles Adams, Office of Environmental Design
file

41.3

Robert J. Napier
1228 Fairfield Ct.
Denton, MD 21629

December 29, 2004

SHA District 2
Attn: Tom Revelle
615 Morgnec Rd
P.O. Box 299
Chestertown, MD 21620

Dear Mr. Revelle,

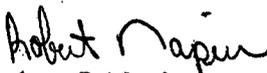
This is a follow up to our conversation Wednesday December 29, 2004 regarding a sound barrier wall along Route 404 By-Pass. At this time I am requesting a feasibility study be done related to the need of a sound barrier wall on Route 404 on either side of the Market Street overpass between mile marker 15.5 and 16.0.

The volume of traffic along this corridor is continuing to increase, and the barrier will not only alleviate the traffic noise, but also the considerable trash and debris that seem to emanate from that traffic. A sound barrier wall is fast becoming a critical issue given the growing number of homes in the immediate area.

In the Fairfield development there are 58 homes. Mallard Landing currently has 54 town homes with others under construction. In addition, there are approximately 20 older homes on Market Street proper. As you can envision this issue affects hundreds of people.

Thank you in advance for your attention to this matter.

Sincerely,


Robert J. Napier

4/1/04

Robert J. Napier
1228 Fairfield Ct.
Denton, MD 21629

December 29, 2004

SHA District 2
Attn: Tom Revelle
615 Morgnec Rd
P.O. Box 299
Chestertown, MD 21620

Dear Mr. Revelle,

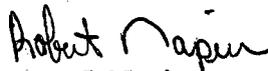
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The volume of traffic along this corridor is continuing to increase, and the barrier will not only alleviate the traffic noise, but also the considerable trash and debris that seem to emanate from that traffic. A sound barrier wall is fast becoming a critical issue given the growing number of homes in the immediate area.

In the Fairfield development there are 58 homes. Mallard Landing currently has 54 town homes with others under construction. In addition, there are approximately 20 older homes on Market Street proper. As you can envision this issue affects hundreds of people.

Thank you in advance for your attention to this matter.

Sincerely,


Robert J. Napier



415

Robert L. Ehrlich, Jr., *Governor*
Michael S. Steele, *Lt. Governor*

Robert L. Flanagan, *Secretary*
Neil J. Pedersen, *Administrator*

Maryland Department of Transportation

January 5, 2005

Mr. Robert J. Napier
1228 Fairfield Court
Denton MD 21629

RE: MD 404 at Market Street Overpass

Dear Mr. Napier,

Thank you for your letter dated December 29, 2004 regarding sound barrier walls along MD 404 in Caroline County. You have requested a feasibility study for sound barriers on MD 404 on either side of the Market Street overpass. We are forwarding your request to Mr. Charles Adams, Director of our Office of Environmental Design. We will provide with the results of the study and recommendations from Mr. Adam's office as soon as receive them.

If you should have any questions, please call Tom Revelle, Engineering Systems Team Leader of this office at your earliest convenience. Tom may be reached at (410) 810-3277.

Respectfully Yours,



Richard K. Lindsay,
District Engineer

RKL/TSR/tr

cc: ~~Mr. Charles Adams~~, Office of Environmental Design
file

416

Customer Info. View for 2003

Thursday, January 20, 2005 10:08 AM

Admin

ID #	MAP	DATE	Letter or Phone onl	LAST NAME	FIRST NAME	Active?
2872		01/20/2005	Letter	NAPIER	Mr. Robert J.	<input checked="" type="checkbox"/>
STREET#	STREET NAME	COUNTY	CITY (Post office	ZIPCODE	Representative statu	
1228	Fairfield Court	CO	Denton	21629-2008	private	
Elected Official whom has communicated directly to us on this custome						Find Next
DAY PHONE	HOME PHONE	E-Mail address	COMMUNITY	HDR Dbase Link		
	410-479-4896		Fairfield Court			
Logical Project Limits	ROADWAY	MD 404	BarrierName			
adjacent to MD 404/Market Street overpass (both sides)						
RESPONSE	INQUIRY			2nd Contact		
described Type I & II criteria; no plans for MD 404 warranting Type I eval; MD 404 not fully controlled-access and not eligible for Type II; comm also fails for date (maj home built 2003/2004)			wants feasibility study for barrier at MD 404/Market St bypass in Denton			
FILE LOCATIO	OTHER	Current committmen	None	Construction Projects		
		none				
Do we owe a letter?	Letter Commit due date	01/21/2005	Reason Letter is Late	n/a		
<input checked="" type="checkbox"/>	Letter signed date					
LAST action						
Comments: This field can not be sorted or searched.: OPPE or Hwy rep.current type 1 inf						
01-05-05 Rec'd memo from D-2 DE Lindsay requesting bamier feasibility study as requesting by Mr. Napier, MD 404 is not fully-controlled access and not eligible for Type II; Caroline Co does not have a noise ordinance for new development adj to State hwy; majority of homes in Mr. Napier's comm built 2003-2004, earliest home built 1993 (Fairfiled Court)						
All Elected Officials:	01-2005 EO's Dist. 36 Sen. Edward J. (E.J.) Pipkin; Dels. Michael D. Smigial, Sr.; Richard A. Sossi; Mary Roe Walkup; Caroline CO Bd of Co Comm Pres. John W. Cole					
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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4197

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Maryland Department of Assessments and Taxation
CAROLINE COUNTY
 Real Property Data Search

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Account Identifier: District - 03 Account Number - 036677

Owner Information

Owner Name: NAPIER, ROBERT J. & DANETTE H. Use: RESIDENTIAL
 Principal Residence: YES
 Mailing Address: 1228 FAIRFIELD COURT Deed Reference: 1) FDM/ 483/ 374
 DENTON MD 21629 -2608 2)
 (H) 410. 479-4896

Location & Structure Information

Premises Address: 1228 FAIRFIELD CT DENTON
 Legal Description: 5,850 SF LOT 48 FAIRFIELD SUBD PHASE 2 N/S FAIRFIELD COURT

Map	Grid	Parcel	Sub District	Subdivision	Section	Block	Lot	Group	Plat No:	Plat Ref:
106		858					48	81		8/6400

Special Tax Areas: Town Ad Valorem Tax Class: DENTON

Primary Structure Built	Enclosed Area	Property Land Area	County Use
2003	1,360 SF	5,850.00 SF	000000

Stories	Basement	Type	Exterior
2	NO	STANDARD UNIT	SIDING

Value Information

	Base Value	Phase-in Assessments		
		Value As Of 01/01/2005	As Of 07/01/2004	As Of 07/01/2005
Land:	20,000	52,920		
Improvements:	100,460	104,600		
Total:	120,460	157,520	120,460	132,813
Preferential Land:	0	0	0	0

Transfer Information

Seller: REAL ESTATE GENERAL, LTD Date: 04/23/2003 Price: \$147,250
 Type: IMPROVED ARMS-LENGTH Deed1: FDM/ 483/ 374 Deed2:
 Seller: CHRIS COILE DEVELOPMENT D, LLC Date: 12/31/2002 Price: \$40,000
 Type: UNIMPROVED ARMS-LENGTH Deed1: FDM/ 469/ 1 Deed2:
 Seller: Date: Price:
 Type: Deed1: Deed2:

Exemption Information

Partial Exempt Assessments	Class	07/01/2004	07/01/2005
County	000	0	0
State	000	0	0
Municipal	000	0	0

Tax Exempt: NO
 Exempt Class:

Special Tax Recapture:

EO DST 36

* NONE *

Sen. Edward J. (E.J.) Pipkin

Del. Michael D. Smigiel, Sr.

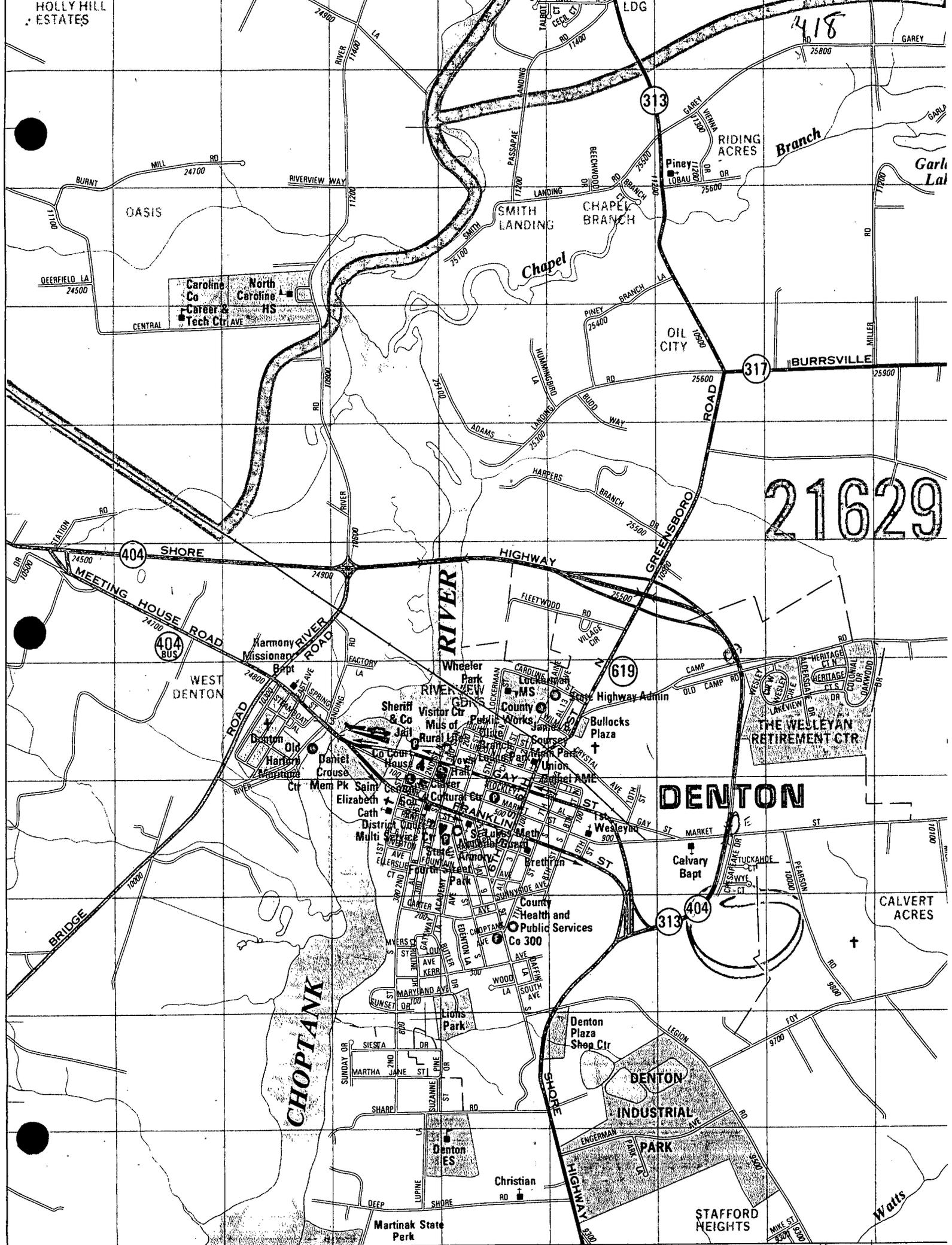
Richard A. Sossi

Mary Roe Walkup

CACTO
 - Carol Co

Bd of Co. Com
 John W. Cole
 Pres

HOLLY HILL
ESTATES



21629

DENTON

DENTON
INDUSTRIAL
PARK

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419.



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1228 Fairfield Ct, Denton, MD 21629
 Denton, Maryland, United States 25 March 1995

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Street

1228 fairfield ct

City

denton

State

md



Longitude

-75.81326

Latitude

38.88111

OUT

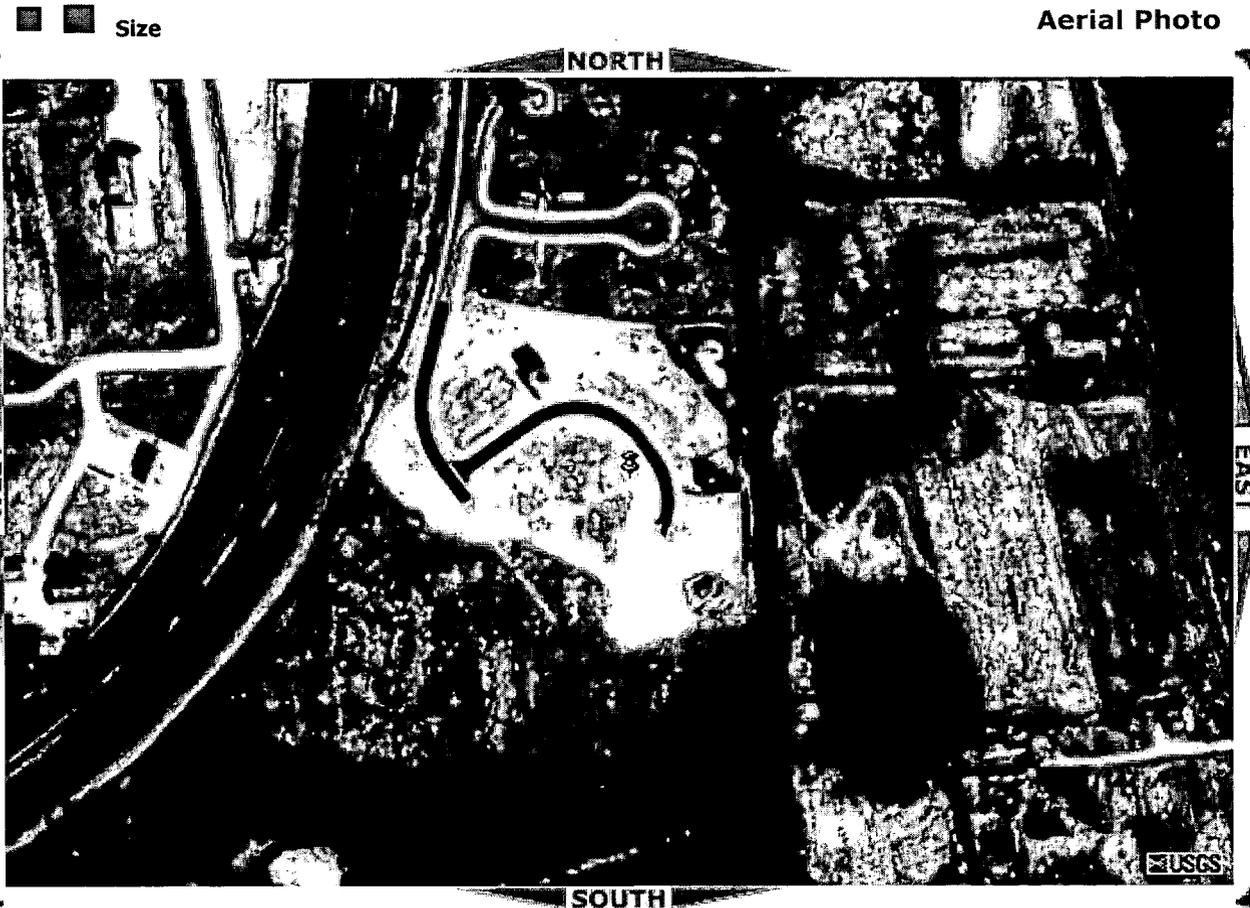
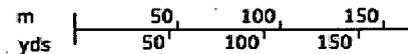


Image courtesy of the U.S. Geological Survey



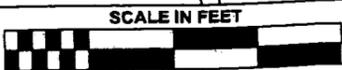


103

28

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102

MARYLAND DEPARTMENT OF PLANNING
PROPERTY MAPPING SECTION

PROPERTY LINE
EASEMENT BOUNDARY
TOWN BOUNDARY
POTENTIAL BOUNDARY
STREET RIGHT-OF-WAY
CONTRACTED CONSTRUCTION
FENCES, UNBUILT DRIVEWAYS, FENCES, UNBUILT DRIVEWAYS, FENCES, UNBUILT DRIVEWAYS



DENTON
CAROLINE COUNTY,
MARYLAND

102
MAP NO.

422

CLICK HERE



Maryland Department of Assessments and Taxation
CAROLINE COUNTY
Real Property Data Search

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

Page 1 of 1

Name	Account	Street	OWN OCC	Town Parcel Lot
<u>CHRIS COILE DEVELO</u>	03 024261	HOBBS RD	UNDEV N	010 858
<u>CHRIS COILE DEVELO</u>	03 035050	E/S MARYLAND AVENUE	UNDEV N	010 858
<u>JPA VENTURE LLC</u>	03 033570	SE/S MD RTE 404	UNDEV N	010 858
<u>BELAY JAMES P & BR</u>	03 035174	1201 FAIRFIELD CT	1997 N	010 858 1
<u>CHRIS COILE DEVELO</u>	03 036979	1314 FAIRFIELD CT	UNDEV N	010 858 1
<u>CHRIS COILE DEVELO</u>	03 036987	1313 FAIRFIELD CT	UNDEV N	010 858 2
<u>PHOENIX TAMARA L</u>	03 035166	1203 FAIRFIELD CT	2001 H	010 858 2
<u>REHN LINDY A</u>	03 035158	1205 FAIRFIELD CT	1994 H	010 858 3
<u>BROWN DENISE</u>	03 035131	1207 FAIRFIELD CT	2001 H	010 858 4
<u>PIERSON HIGGINS LL</u>	03 035123	CHESAPEAKE COURT	1997 (?) N	010 858 5
<u>CHEN WAI WAN</u>	03 035115	1211 FAIRFIELD CT	1995 H	010 858 6
<u>MILLIGAN ANNETTE M</u>	03 035107	1213 FAIRFIELD CT	1998 H	010 858 7
<u>ANGE MARY R</u>	03 035093	1215 FAIRFIELD CT	1996 H	010 858 8
<u>LEWIS WANDA G</u>	03 035085	1217 FAIRFIELD CT	1998 H	010 858 9
<u>STAFFORD JOHN MARS</u>	03 035077	1219 FAIRFIELD CT	1995 H	010 858 10
<u>BALL CORY L &</u>	03 035069	CHESAPEAKE COURT	1998 H	010 858 11
<u>3603 PARTNERSHIP L</u>	03 036359	1227 FAIRFIELD CT	2004 N	010 858 14
<u>BOYD DONALD W JR &</u>	03 035182	1200 FAIRFIELD CT	1999 H	010 858 42
<u>WARNER BRANDON M</u>	03 035190	1202 FAIRFIELD CT	1999 H	010 858 43
<u>GRAY DAVID R & BRE</u>	03 035204	1204 FAIRFIELD CT	1994 H	010 858 44
<u>MCCLYMENT MELANIE</u>	03 035212	1208 FAIRFIELD CT	1997 H	010 858 45
<u>SCANLON BRENDA M</u>	03 035220	1220 FAIRFIELD CT	1999 H	010 858 46
<u>PAPINEAU RONALD G</u>	03 036332	1223 FAIRFIELD CT	2004 N	010 858 12
<u>CHRIS COILE DEVELO</u>	03 036340	1225 FAIRFIELD CT	2003 N	010 858 13
<u>MUSE KERRY R & DAR</u>	03 036367	1229 FAIRFIELD CT	2003 N	010 858 15
<u>WEST JOHN D JR</u>	03 036375	1231 FAIRFIELD CT	2004 H	010 858 16
<u>COILE CHRIS & SUSAN</u>	03 036383	1303 CHESAPEAKE DR	2003 N	010 858 17
<u>INGRAM SHAWN L & T</u>	03 036391	1305 CHESAPEAKE DR	2003 H	010 858 18
<u>COILE CHRIS & SUSAN</u>	03 036405	1307 CHESAPEAKE DR	2003 N	010 858 19
<u>CHRIS COILE DEVELO</u>	03 036413	1309 CHESAPEAKE DR	2004 N	010 858 20
<u>COMPTON KATHERINE</u>	03 036421	1311 CHESAPEAKE DR	2004 H	010 858 21
<u>PINDELL TERRY L &</u>	03 036448	1310 CHESAPEAKE DR	2004 H	010 858 22
<u>FLYNN KENNETH J &</u>	03 036456	1308 CHESAPEAKE DR	2004 H	010 858 23

423

<u>HOLTHAUS RICHARD J</u>	03 036464	1306 CHESAPEAKE DR 2003 2004	H	010 858 24
<u>FITZGERALD THOMAS</u>	03 036472	1304 CHESAPEAKE DR 2004	H	010 858 25
<u>VALLTOS CHRISTOPHE</u>	03 036480	1302 CHESAPEAKE DR 2004	H	010 858 26
<u>COOLEY PATRICIA A</u>	03 036499	1301 FAIRFIELD CT 2003	H	010 858 27
<u>DETWILER BETTY E</u>	03 036502	1303 FAIRFIELD CT 2003	H	010 858 28
<u>PARKINSON JESSICA</u>	03 036510	1305 FAIRFIELD CT 2003	H	010 858 29
<u>CARANNANTE SALVATO</u>	03 036529	1307 FAIRFIELD CT 2003	N	010 858 30
<u>HARDESTY PRISCILLA</u>	03 036537	1309 FAIRFIELD CT 2003	H	010 858 31
<u>HARNED APRIL M</u>	03 036545	1311 FAIRFIELD CT 2003	H	010 858 32
<u>PARKER KATHLEEN R</u>	03 036553	1312 FAIRFIELD CT 2003	H	010 858 33
<u>POTTER ELIZABETH A</u>	03 036561	1310 FAIRFIELD CT 2003	H	010 858 34
<u>CAIN FRANCIS CHEST</u>	03 036588	1308 FAIRFIELD CT 2003	N	010 858 35
<u>CAIN FRANCIS CHEST</u>	03 036596	1306 FAIRFIELD CT 2006	N	010 858 36
<u>ALTHOFF CHARLES E</u>	03 036618	1208 CHESAPEAKE DR 2003	H	010 858 37
<u>MUSE KERRY R & DAR</u>	03 036626	1206 CHESAPEAKE DR 2002	N	010 858 38
<u>LAYFIELD DONNA M</u>	03 036634	1204 CHESAPEAKE DR 2003	N	010 858 39
<u>DOOLEY PATRICK J &</u>	03 036642	1202 CHESAPEAKE DR 2002	H	010 858 40
<u>BOLINGER ANGEL L</u>	03 036650	1200 CHESAPEAKE DR 2003	H	010 858 41
<u>GLAESER RAYMOND H</u>	03 036669	1226 FAIRFIELD CT 2003	H	010 858 47
<u>NAPIER ROBERT J &</u>	03 036677	1228 FAIRFIELD CT 2003	H	010 858 48
<u>CHRIS COILE DEVELO</u>	03 036685	1230 FAIRFIELD CT 2003	H	010 858 49

424



Robert L. Ehrlich, Jr., *Governor*
Michael S. Steele, *Lt. Governor*

Robert L. Flanagan, *Secretary*
Neil J. Pedersen, *Administrator*

Maryland Department of Transportation

December 14, 2005

Ms. Michelle Livingston
1898 Scaffold Way
Odenton MD 21113-2932

Dear Ms. Livingston:

This letter is a follow-up to your recent telephone conversation with Mrs. Nicole Tyler, of our staff, regarding a sound barrier for the Seven Oaks community along westbound MD 32 between the railroad and Town Center Boulevard 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 MD 32 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—communities may be considered for our "Type II," or "retrofit," sound barrier 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. A number of criteria must be met for a Type II barrier to be approved. The first criterion that must be met is that the majority of the impacted homes must pre-date the original construction of the highway. If they do not, then we cannot consider this community for our program. This is the case with the Seven Oaks community. Our records indicate that the majority of the homes in the Seven Oaks community were built this year (2005) after the 1991 opening of this portion of relocated MD 32. Based on this information, the Seven Oaks community is not eligible for our Type II 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.

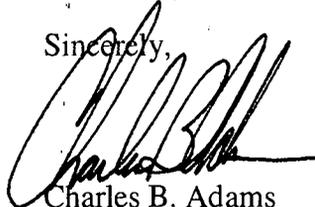
My telephone number/toll-free number is 410-545-8640 or 1-800-446-5962
Maryland Relay Service for Impaired Hearing or Speech 1.800.735.2258 Statewide Toll Free

Street Address: 707 North Calvert Street • Baltimore, Maryland 21202 • Phone 410.545.0300 • www.marylandroads.com

Ms. Michelle Livingston
Page Two

Thank you for your telephone call and 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 toll-free at 1-800-446-5962 or via email at jhade@sha.state.md.us. He will be pleased to assist you.

Sincerely,



Charles B. Adams

Director

Office of Environmental Design

Enclosure

- cc: The Honorable Bill D. Burlison, Member, Anne Arundel County Council
- The Honorable James E. DeGrange, Sr., Member, Senate of Maryland
- The Honorable Terry R. Gilleland, Jr., Member, Maryland House of Delegates
- James D. Hade, RLA, Noise Abatement Team Leader, State Highway Administration
- The Honorable Mary Ann Love, Member, Maryland House of Delegates
- The Honorable Theodore J. Sophocleus, Member, Maryland House of Delegates
- Mrs. Nicole Tyler, Special Assistant to the Director, Office of Environmental Design,
State Highway Administration
- Mr. Gregory D. Welker, District Engineer, State Highway Administration

476

Ms. Michelle Livingston
Page Three

bcc:

Mr. T.E. Severe, Administrative Assistant, Noise Abatement Team, State Highway
Administration

Serial #: None

OED Serial#: None

Noise Customer #: 2979

Responding to letter dated: Follow-up to 12-05-2005 telephone conversation between Ms. Livingston and Mrs. Nicole Tyler; Ms. Livingston asked how her community could receive a sound barrier (Ms. Livingston's property backs to MD 32); she also indicated that her home was just built (2005); subsequent date search of the homes in her community found that virtually all of them were built in 2005; these homes occupy the area bounded by Town Center Blvd. (west), Blue Water Blvd. (north); the railroad (east) and MD 32 (south); the community did not exist in 1983 when the environmental document for relocated MD 32 was approved; Ms. Livingston also called on 11-28-2005 and left a voice mail message for Mr. Charles Adams, that information forwarded to the Noise Team on 11-29-2005

NOTE: Comparison of the ADC mapbook for Anne Arundel County with the tax map for this community shows that the streets and layout do not match

Saved: 12/13/05 11:36 AM by: T.E. Severe
N:\OED\NOISE\CORRESP\2005\LIVINGSTONM01.doc

Enclosure:

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

4.27

NOISE INQUIRY CHECKLIST

DATE 12-5-05

FILE? Y/N _____

CUSTOMER ID. # _____

RECEIVED BY Nicole Tyler

NAME Michelle Livingston

ADDRESS 1898 Scaffold way
Odenton, Md. 21113-2932
(include zip code)

DAY TELEPHONE 410-786-6340 (WORK) / HOME)

OTHER TELEPHONE michele.livingston@cms.hhs.gov H = 410-674-4275

*** INQUIRY INFORMATION SUMMARY ***

HIGHWAY NAME / ROUTE NO. md. 32 near the Odenton exit

COMMUNITY / AREA NAME Seven Oaks Community

LOCATION ALONG HIGHWAY _____

SUMMARY OF INQUIRY ① How can her community receive a sound barrier?

*** FOLLOW-UP ***

DATE _____ BY _____

① HOMES JUST BUILT 2005 - FAILS FOR DATA FOR TYPE II

EO'S DIST-32 Gen James E. DeGrange, Sr.

Del. Terry R. Gitteland, Jr
Mary Ann Love

*** REFERENCE FILES ***

Theodore J. Sophocleus

AACO - Bill D. Burlison

428

From: James Hade
To: Nicole Tyler
Date: 11/29/2005 1:00:10 PM
Subject: FW: Jim, please call Michelle Livingston at 410 674-4275. She left a message on Nov 28, regarding s

Nicole:

Welcome back!

Here's your first new customer.

I'm copying Ted so he can begin the research.

Jim

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

From: CHARLES ADAMS
Sent: Tuesday, November 29, 2005 12:57 PM
To: James Hade
Subject: Jim, please call Michelle Livingston at 410 674-4275. She left a message on Nov 28, regarding sound

Jim, please call Michelle Livingston at 410 674-4275. She left a message on Nov 28, regarding sound barriers on MD 32 in Anne Arundel County.

Thanks

Charlie

CC: TED SEVERE

14 2:9

Customer Info. View for 2003

Tuesday, December 13, 2005 10:46 AM

Admin

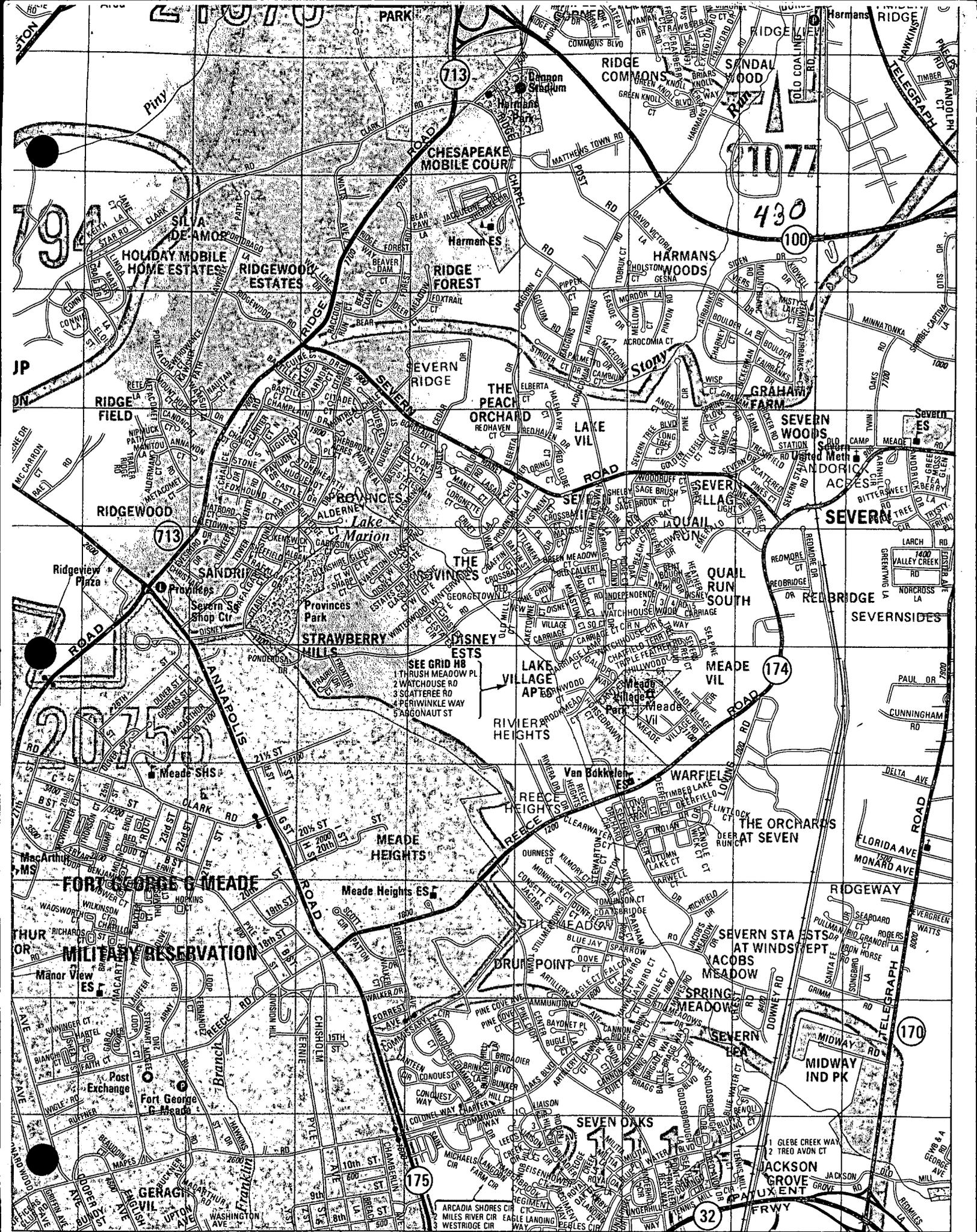
ID #	MAP	DATE	Letter or Phone on	LAST NAME	FIRST NAME	Active?
2979		12/06/2005	Phone	LIVINGSTON	Ms. Michelle	<input checked="" type="checkbox"/>
STREET#	STREET NAME	COUNTY	CITY (Post office)	ZIPCODE	Representative stat	
1898	Scaffold Way	AA	Odenton	21113-2932	private	
Elected Official whom has communicated directly to us on this cu						Find Next
DAY PHONE	HOME PHONE	E-Mail address	COMMUNITY	HDR Dbase Link		
410-786-6340	410-674-4275	michele.livingston@	Seven Oaks			
Logical Project Limit	ROADWAY	MD 32	BarrierNam			
WB MD 32 between railroad and Town Center Blvd						
RESPONSE	INQUIRY				2nd Contact	
described Type I & II criteria; no plans for improvements to MD 32 warranting Type I eval; homes just built in 2005, fails for date for Type II			can community get a sound barrier?			
FILE LOCATION	OTHER	Last Conta	Researcher	Primary SHA Contact	Construction Projects	
		12/05/2005		Nicole		
Do we owe a letter?	Letter Commit due da	12/14/2005	Current commitm	none		
<input checked="" type="checkbox"/>	Letter signed dat		Reason Letter is Lat	n/a		
LAST action	12-05-05 Ms. Livingston spoke w/Nicole Ross; just moved into her home adj to MD 32; development just built in 2005					
Comments: This field can not be sorted or searched.	OPPE or Hwy rep.current type I I					

All Elected Officials: 12-2005 EO's Dist. 32 Sen. James E. DeGrange, Sr.; Dels. Terry R. Gilleland, Jr.; Mary Ann Love; Theodore J. Sophocleus; AA Cnd 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!



794

JP

2075

THUR

B C D E F G H J K

713

1077

430

100

713

174

170

175

32

CHESAPEAKE MOBILE COUR

RIDGE FOREST

SEVERN RIDGE

THE PEACH ORCHARD

THE SWINGES

LAKE VILLAGE APES

REECE HEIGHTS

MEADE HEIGHTS

DRUM POINT

SEVEN OAKS

HARMANS WOODS

SEVERN WOODS

LAKE VIL

SEVERN VILLAGE

QUAIL RUN SOUTH

MEADE VIL

WARFIELD

THE ORCHARS AT SEVEN

SEVERN STA AT WINDST

JACKSON GROVE PATIENT

HOLIDAY MOBILE HOME ESTATES

RIDGEWOOD ESTATES

RIDGE FIELD

RIDGEWOOD

SANDRINE

ANNAPOLIS

FORT GEORGE MEADE

MILITARY RESERVATION

GERAGE VIL

UPTON

PROVINCES

STRAWBERRY HILLS

MEADE SHS

MEADE HEIGHTS ESTS

MEADE HEIGHTS EST

SEVERN MEADOWS

JACKSON GROVE

SEE GRID H8
1 THRUSH MEADOW PL
2 WATCHOUSE RD
3 SCATTEREE RD
4 PERIWINKLE WAY
5 AGONAUT ST

1 GLEBE CREEK WAY
2 TRED AVON CT
JACKSON GROVE PATIENT

Joins Map 12

880,000 FT

76°42'30"

431

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 Ground Rent
--	--

Account Identifier: District - 04 Subdivision - 680 Account Number - 90219760

Owner Information

Owner Name:	PCI SEVEN OAKS LLC	Use:	RESIDENTIAL
Mailing Address:	C/O BREN HOMES 5515 SECURITY LN 500 ROCKVILLE MD 20852	Principal Residence:	NO
		Deed Reference:	1) /16317/ 608 2)

Location & Structure Information

Premises Address	Legal Description
1898 SCAFFOLD WAY ODENTON 21113	LT 16 PAR 6A 1898 SCAFFOLD WAY SEVEN OAKS

Map	Grid	Parcel	Sub District	Subdivision	Section	Block	Lot	Assessment Area	Plat No:	Plat Ref:
21	10	53		680			16	2		250/ 35

Special Tax Areas	Town Ad Valorem Tax Class
Primary Structure Built -0000 2005	Enclosed Area

Primary Structure Built	Enclosed Area	Property Land Area	County Use
-0000 2005		3,556.00 SF	000000
Stories	Basement	Type	Exterior

Value Information

	Base Value	Value As Of 01/01/2005	Phase-in Assessments	
			As Of 07/01/2005	As Of 07/01/2006
Land:	15,750	50,000		
Improvements:	0	0		
Total:	15,750	50,000	27,166	38,582
Preferential Land:	0	0	0	0

Transfer Information

Seller: HALLE DEVELOPMENT INC	Date: 05/10/2005	Price: \$675,236
Type: MULT ACCTS ARMS-LENGTH	Deed1: /16317/ 608	Deed2:
Seller:	Date:	Price:
Type:	Deed1:	Deed2:
Seller:	Date:	Price:
Type:	Deed1:	Deed2:

Exemption Information

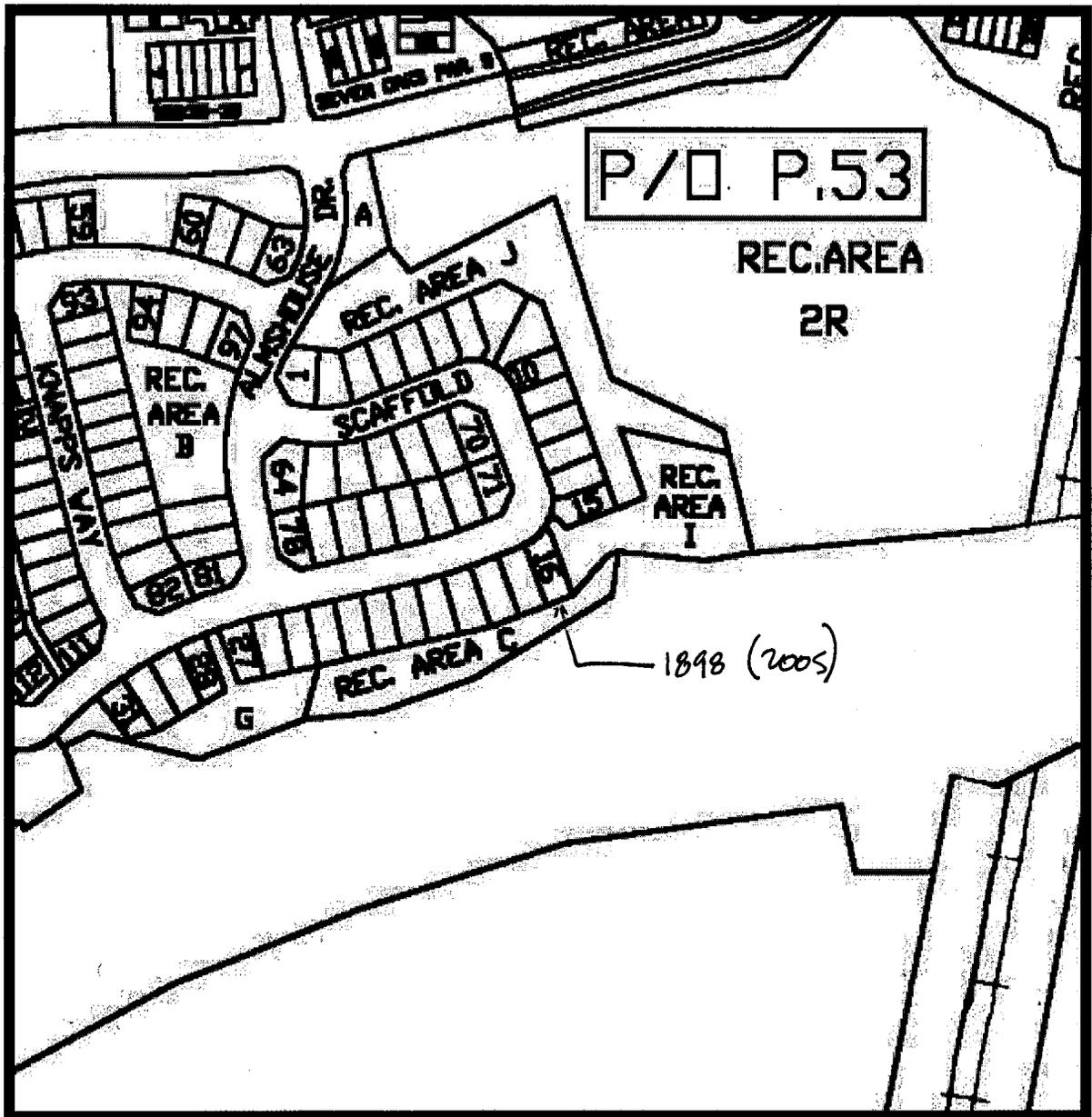
Partial Exempt Assessments	Class	07/01/2005	07/01/2006
County	000	0	0
State	000	0	0
Municipal	000	0	0

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

1432

	<p>Maryland Department of Assessments and Taxation ANNE ARUNDEL COUNTY Real Property Data Search</p>	<p>Go Back View Map New Search</p>
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District - 04 Subdistrict - 680 Account Number - 90219760



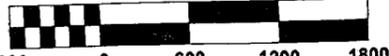
Property maps provided courtesy of the Maryland Department of Planning ©2004.
 For more information on electronic mapping applications, visit the Maryland Department of Planning
 web site at www.mdp.state.md.us/webcom/index.html

FORT GEORGE G. MEADE

MAP 19 P 371

MAP 20 P 35

SCALE IN FEET



COMPILED BY
MARYLAND DEPARTMENT OF PLANNING
PROPERTY MAPPING SECTION

The information shown on this map has been compiled from deed
conditions and each lot is set on actual survey. It should not be
used for legal descriptions. Users noting errors are urged to notify
the Maryland Department of Planning, Property Mapping Section,
Room 1101, 301 W. Madison St., Baltimore, MD 21201-3206.

REVISED TO: DATE NOV 04 BY GPM USER

PROPERTY LINE
SUBDIVISION BOUNDARY
TOWN BOUNDARY
PRIVATE ROAD
STREAM LINE

CONTINGENT OWNERSHIP
PARCEL NUMBERING - P-### (ASSIGNED TO IDENTIFY OWNERSHIP, MUST BE PRECEDED BY
A MAP NUMBER.)
SCALE 1"=600' (RF 1:7200)

LAST P. NO. QUARTER-QUADRANGLE DATE OF PHOTO SNA GRID



ANNE ARUNDEL COUNTY
MARYLAND

Charles
Parrish
443.253.3886



434



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

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

Page 1 of 2

Name	Account	Street	OWN	OCC	Map	Parcel
<u>PCI SEVEN OAKS LL</u>	04 680 90219807	1802 SCAFFOLD WAY	N		21	53
<u>PCI SEVEN OAKS LL</u>	04 680 90219841	1803 SCAFFOLD WAY	N		21	53
<u>PCI SEVEN OAKS LL</u>	04 680 90219806	1804 SCAFFOLD WAY	N		21	53
<u>PCI SEVEN OAKS LL</u>	04 680 90219840	1805 SCAFFOLD WAY	N		21	53
<u>PCI SEVEN OAKS LL</u>	04 680 90219805	1806 SCAFFOLD WAY	N		21	53
<u>PCI SEVEN OAKS LL</u>	04 680 90219839	1807 SCAFFOLD WAY	N		21	53
<u>PCI SEVEN OAKS LL</u>	04 680 90219804	1808 SCAFFOLD WAY	N		21	53
<u>PCI SEVEN OAKS LL</u>	04 680 90219838	1809 SCAFFOLD WAY	N		21	53
<u>HALLE DEVELOPMENT</u>	04 680 90219803	1812 SCAFFOLD WAY	N		21	53
<u>HALLE DEVELOPMENT</u>	04 680 90219802	1814 SCAFFOLD WAY	N		21	53
<u>HALLE DEVELOPMENT</u>	04 680 90219801	1816 SCAFFOLD WAY	N		21	53
<u>HALLE DEVELOPMENT</u>	04 680 90219800	1818 SCAFFOLD WAY	N		21	53
<u>HALLE DEVELOPMENT</u>	04 680 90219799	1820 SCAFFOLD WAY	N		21	53
<u>HALLE DEVELOPMENT</u>	04 680 90219798	1822 SCAFFOLD WAY	N		21	53
<u>HALLE DEVELOPMENT</u>	04 680 90219797	1824 SCAFFOLD WAY	N		21	53
<u>HALLE DEVELOPMENT</u>	04 680 90219796	1826 SCAFFOLD WAY	N		21	53
<u>HALLE DEVELOPMENT</u>	04 680 90219795	1828 SCAFFOLD WAY	N		21	53
<u>HALLE DEVELOPMENT</u>	04 680 90219794	1830 SCAFFOLD WAY	N		21	53
<u>OGUNKOYA ADEFOLAR</u>	04 680 90219793	1832 SCAFFOLD WAY 2005	H		21	53
<u>NAIR ANIL S</u>	04 680 90219869	1833 SCAFFOLD WAY 2005	H		21	53
<u>STEVENSON JOSEPH</u>	04 680 90219792	1834 SCAFFOLD WAY 2005	H		21	53
<u>JOHNSON RODNEY LY</u>	04 680 90219868	1835 SCAFFOLD WAY 2005	H		21	53
<u>STEPHEN STANISLAU</u>	04 680 90219791	1836 SCAFFOLD WAY 2005	N		21	53
<u>MITCHELL REGINALD</u>	04 680 90219867	1837 SCAFFOLD WAY 2005	H		21	53
<u>BAJI ADAM H</u>	04 680 90219790	1838 SCAFFOLD WAY 2005	H		21	53
<u>SAHA PRANAY</u>	04 680 90219866	1839 SCAFFOLD WAY 2005	H		21	53
<u>SHAKER ASRAF</u>	04 680 90219789	1840 SCAFFOLD WAY 2005	H		21	53
<u>KOFIE GILBERT Y</u>	04 680 90219865	1841 SCAFFOLD WAY 2005	H		21	53
<u>JOST WILLIAM A</u>	04 680 90219788	1842 SCAFFOLD WAY 2005	H		21	53
<u>RIPPY DAVID S</u>	04 680 90219864	1843 SCAFFOLD WAY 2005	N		21	53

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<u>DESAI JIGAR B</u>	04 680 90219787	1844 SCAFFOLD WAY	2005	N	21	53
<u>LOUANGRATH KHAMVI</u>	04 680 90219863	1845 SCAFFOLD WAY		N	21	53
<u>SHELTON ANNA L C</u>	04 680 90219786	1846 SCAFFOLD WAY		N	21	53
<u>SINGH AMANDEEP</u>	04 680 90219862	1847 SCAFFOLD WAY		N	21	53
<u>BAINÉ JACQUELINE</u>	04 680 90219785	1848 SCAFFOLD WAY		N	21	53
<u>SHAVER ANTHONY L</u>	04 680 90219861	1849 SCAFFOLD WAY		N	21	53
<u>WISEMAN WILLIAM A</u>	04 680 90219784	1850 SCAFFOLD WAY	2005	N	21	53
<u>FOSTERMIKE KAMEIK</u>	04 680 90219860	1851 SCAFFOLD WAY		N	21	53
<u>JOHNSON THOMAS D</u>	04 680 90219783	1852 SCAFFOLD WAY		N	21	53
<u>SANSOUCIE DAVID F</u>	04 680 90219859	1853 SCAFFOLD WAY		N	21	53
<u>DONYINAH EMMANUEL</u>	04 680 90219782	1854 SCAFFOLD WAY		H	21	53
<u>CRIDLIN CATHERINE</u>	04 680 90219858	1855 SCAFFOLD WAY	2005	H	21	53
<u>STEIN JOEL I</u>	04 680 90219781	1856 SCAFFOLD WAY		N	21	53
<u>GERAGHTY LINDA J</u>	04 680 90219857	1857 SCAFFOLD WAY		N	21	53
<u>BELD JARED R</u>	04 680 90219780	1858 SCAFFOLD WAY		N	21	53
<u>TORRES ELYSA L</u>	04 680 90219856	1859 SCAFFOLD WAY		H	21	53
<u>DOVALE KENNETH M</u>	04 680 90219779	1860 SCAFFOLD WAY	2005	H	21	53
<u>UNITAS PAMELA S</u>	04 680 90219778	1862 SCAFFOLD WAY		H	21	53
<u>RECTOR CLARENCE A</u>	04 680 90219777	1864 SCAFFOLD WAY		N	21	53
<u>VAN DEN HEUVEL ER</u>	04 680 90219776	1866 SCAFFOLD WAY		H	21	53
<u>NEUMANN WENDY</u>	04 680 90219775	1868 SCAFFOLD WAY		N	21	53
<u>STARR KYMM A</u>	04 680 90219774	1870 SCAFFOLD WAY	2005	H	21	53
<u>WATSON ANDREW</u>	04 680 90219773	1872 SCAFFOLD WAY		N	21	53
<u>CAIRNS CARA</u>	04 680 90219772	1874 SCAFFOLD WAY		N	21	53
<u>LEVERT TIMOTHY</u>	04 680 90219771	1876 SCAFFOLD WAY		N	21	53
<u>BROOKS DAMON L</u>	04 680 90219770	1878 SCAFFOLD WAY	2005	H	21	53
<u>DRINNON SUSAN L</u>	04 680 90219769	1880 SCAFFOLD WAY	2004	N	21	53
<u>MUELLER JOHN</u>	04 680 90219822	1881 SCAFFOLD WAY	2005	H	21	53
<u>COOK DOUGLAS</u>	04 680 90219768	1882 SCAFFOLD WAY		N	21	53
<u>THANT ORION</u>	04 680 90219821	1883 SCAFFOLD WAY		N	21	53
<u>SNIDOW TIMOTHY</u>	04 680 90219767	1884 SCAFFOLD WAY		N	21	53
<u>YEE MYINT M</u>	04 680 90219820	1885 SCAFFOLD WAY	2005	H	21	53
<u>CARR GEORGE N</u>	04 680 90219766	1886 SCAFFOLD WAY		H	21	53
<u>BECKER MARINA</u>	04 680 90219819	1887 SCAFFOLD WAY		H	21	53
<u>DANIELS WESLEY</u>	04 680 90219765	1888 SCAFFOLD WAY		N	21	53
<u>HASNAIN SHALNAZ</u>	04 680 90219818	1889 SCAFFOLD WAY		H	21	53
<u>MCDONALD GOLBERT</u>	04 680 90219764	1890 SCAFFOLD WAY	2005	H	21	53
<u>LUNA EDUARDO</u>	04 680 90219817	1891 SCAFFOLD WAY		H	21	53
<u>DUNBAR VINCENT D</u>	04 680 90219763	1892 SCAFFOLD WAY		H	21	53
<u>SHELTON STEFANEE</u>	04 680 90219816	1893 SCAFFOLD WAY		H	21	53

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<u>PCI SEVEN OAKS LL</u>	04 680 90219762	1894 SCAFFOLD WAY	N	21	53
<u>PCI SEVEN OAKS LL</u>	04 680 90219815	1895 SCAFFOLD WAY	N	21	53
<u>ADEWOLE OPEYEMI O</u>	04 680 90219761	1896 SCAFFOLD WAY	H	21	53
<u>MILLER LINDA L</u>	04 680 90219814	1897 SCAFFOLD WAY	H	21	53
<u>PCI SEVEN OAKS LL</u>	04 680 90219760	1898 SCAFFOLD WAY	N	21	53
<u>CHAN PIAO</u>	04 680 90219813	1899 SCAFFOLD WAY	H	21	53
<u>PCI SEVEN OAKS LL</u>	04 680 90219759	1900 SCAFFOLD WAY	N	21	53
<u>SINGH HARBINDER</u>	04 680 90219812	1901 SCAFFOLD WAY	H	21	53
<u>PCI SEVEN OAKS LL</u>	04 680 90219758	1902 SCAFFOLD WAY	N	21	53
<u>ZOU ZHI JUN</u>	04 680 90219811	1903 SCAFFOLD WAY	H	21	53
<u>PCI SEVEN OAKS LL</u>	04 680 90219757	1904 SCAFFOLD WAY	N	21	53
<u>SODEINDE SOLAGBAD</u>	04 680 90219810	1905 SCAFFOLD WAY	H	21	53
JANK BRG-0A PCI SEVEN OAKS LL	04 680 90219756	1906 SCAFFOLD WAY	N	21	53
<u>PARLETTE RICHARD</u>	04 680 90219809	1907 SCAFFOLD WAY	H	21	53
<u>PCI SEVEN OAKS LL</u>	04 680 90219755	1908 SCAFFOLD WAY	N	21	53
<u>GUO HONGZHI</u>	04 680 90219808	1909 SCAFFOLD WAY	H	21	53
<u>PCI SEVEN OAKS LL</u>	04 680 90219754	1910 SCAFFOLD WAY	N	21	53
<u>PCI SEVEN OAKS LL</u>	04 680 90219753	1912 SCAFFOLD WAY	N	21	53
<u>PCI SEVEN OAKS LL</u>	04 680 90219752	1914 SCAFFOLD WAY	N	21	53
<u>PCI SEVEN OAKS LL</u>	04 680 90219751	1916 SCAFFOLD WAY	N	21	53

Next

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ANNE ARUNDEL COUNTY
Real Property Data Search**

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<u>Name</u>	<u>Account</u>	<u>Street</u>	<u>OWN OCC</u>	<u>Map Parcel</u>
<u>GRIMSLEY MILTON</u>	04 680 90219750	1918 SCAFFOLD WAY	H	21 53
<u>NAQVI SYED F</u>	04 680 90219749	1920 SCAFFOLD WAY	H	21 53
<u>DHALIWAL TISHNA</u>	04 680 90219748	1922 SCAFFOLD WAY	H	21 53
<u>MOKOM CHRISTOPHER</u>	04 680 90219747	1924 SCAFFOLD WAY	H	21 53
<u>SESSOMS RANDY</u>	04 680 90219746	1926 SCAFFOLD WAY	H	21 53
<u>ATWELL III WILLIA</u>	04 680 90219745	1928 SCAFFOLD WAY	H	21 53

[Previous](#)



Maryland Department of Transportation
The Secretary's Office

438

Robert L. Ehrlich, Jr.
Governor

Michael S. Steele
Lt. Governor

Robert L. Flanagan
Secretary

James F. Ports, Jr.
Deputy Secretary

October 19, 2005

Dr. Steven A. Lloyd
5199 Columbia Road
Columbia, Maryland 21044-5508

Dear Dr. Lloyd:

Thank you for your email to Governor Robert L. Ehrlich, Jr. regarding a sound barrier for the Foresgate, Avalon and Bluffs communities, located adjacent to southbound US 29 between MD 108 (Clarksville Pike) and MD 175 (Little Patuxent Parkway), in Howard County. The Governor received your email and asked me, as Secretary of the Maryland Department of Transportation, to respond on his behalf.

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 further improve this portion of US 29 that would warrant a Type I sound barrier evaluation.

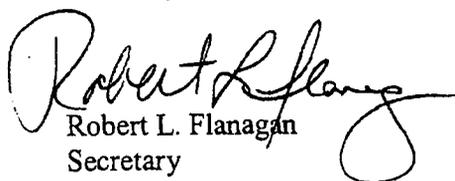
When a highway already exists and is *not* being expanded—so that Type I criteria do not apply—communities may be considered for our "Type II," or "retrofit," sound barrier program. The intent of the Type II program is to address areas of noise impact along highways that were built before environmental analyses became a part of the highway development process. A number of criteria must be met for a Type II barrier to be approved. The first criterion that must be met is that the majority of the impacted homes must pre-date the dualization of US 29 in this area. If they do not, then we cannot consider this community for our program. This is the case with the Foresgate, Avalon and Bluffs communities. Our records indicate that the majority of the homes in the Foresgate, Avalon and Bluffs communities were built between 1987 and 1990 after the 1969 dualization of US 29 in your area. Based on this information, the Foresgate, Avalon and Bluffs communities are not eligible for our Type II sound barrier program. Enclosed, for your information, is a copy of our brochure, *Community Resource Guide On Sound Barriers*, which outlines the State's Sound Barrier Policy.

My telephone number is 410-865-1000
Toll Free Number 1-888-713-1414 TTY User Call Via MD Relay
7201 Corporate Center Drive, Hanover, Maryland 21076

Dr. Steven A. Lloyd
Page Two

Thank you, again, for your email. The Governor appreciate hearing from you, and on his behalf, I thank you for your interest into this very important matter. If you have additional questions or concerns, please do not hesitate to contact Mr. Adams at 410-545-8599, toll-free 800-446-5962 or via email at cadams@sha.state.md.us. SHA will be pleased to assist you.

Sincerely,


Robert L. Flanagan
Secretary

Enclosure

cc: The Honorable Elizabeth Bobo, Maryland House of Delegates
Mr. James M. Irvin, Director, Howard County Department of Public Works
The Honorable Edward J. Kasemeyer, Senate of Maryland
The Honorable James N. Robey, Howard County Executive
The Honorable Ken Ulman, Member, Howard County Council
Mr. Charles B. Adams, Director of Environmental Design, SHA
Mr. David J. Coyne, District Engineer, SHA
James D. Hade, RLA, Noise Abatement Team Leader, SHA
Mr. Neil J. Pedersen, Administrator, SHA

Dr. Steven A. Lloyd
Page Three

- bcc: Ms. Valerie Burnette Edgar, Director of Communications, State Highway Administration
- James Hade, RLA, Noise Abatement Team Leader, State Highway Administration
- Ms. Nanette M. Schieke, State Legislative Officer, Maryland Department of Transportation
- Mr. T.E. Severe, Administrative Assistant, Noise Abatement Team, State Highway Administration
- Mr. Douglas H. Simmons, Deputy Administrator for Planning and Engineering, State Highway Administration
- Ms. Linda I. Singer, Legislative Manager, State Highway Administration

Serial #: None

OED Serial#: None

Noise Customer #: 2965

Responding to letter dated: Follow-up to 09-21-2005 email from Dr. Lloyd to Gov. Ehrlich and HO Co Exec. Robey; Dr. Lloyd's email was forwarded by Mr. James Irwin, HO Co Director of Public Works, to SHA Dist. Eng. Coyne, who, in turn, forwarded the email to OED/NAT for response; Dr. Lloyd wrote:

"I would like to inquire about the possibility of getting sound barriers placed along the west side of US Route 29 between Routes 108 and 175 (this includes both Dorsey Search and Wilde Lake, and is adjacent to the Columbia Town Center). I live in the Foresgate townhouses across from the Fairway Hills Golf Course. Other than our 100+ townhouses, the strip bounded by Columbia Road and Routes 108, 29 and 175 is exclusively apartments. This means that this strip along Route 29 is the highest population density real estate in Columbia, and perhaps in all of Howard County. While all along Route 29 there appear to be sound barriers being put up this summer and last, along portions of Route 29 that have very low population density (yet very expensive houses), we have yet to have any such barriers put up along our portion of Route 29. Now that it is basically a 6-lane limited access highway, I feel that the time has now come to put up additional sound barriers, especially when this corridor is being increasingly used by loud trucks as a night-time route between Washington and the Interstate 70 corridor.

"Are there currently any plans to erect a sound barrier along this portion of Route 29? If not, why? Whom should I contact to try to expedite such construction?"

Saved: 09/22/05 3:26 PM by: T.E. Severe
N:\OED\NOISE\CORRESP\2005\LLOYDSA01.doc

Enclosure:

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

From: Steven.Lloyd@jhuapl.edu
Sent: Wednesday, September 21, 2005 6:02 PM
To: Governor
Subject: [Constituent Services] sound barriers along the west side of Route 29
NAME
Dr. Steven A. Lloyd

ADDRESS
5199 Columbia Road
Columbia, MD
21044-5508
Phone Number: 410-997-2619
Original Message:

I would like to inquire about the possibility of getting sound barriers placed along the west side of US Route 29 between Routes 108 and 175 (this includes both Dorsey Search and Wilde Lake, and is adjacent to the Columbia Town Center) in Columbia, MD. I live in the Foresgate townhouses across from the Fairway Hills Golf Course. Other than our 100+ townhouses, the strip bounded by Columbia Road and Routes 108, 29 and 175 is exclusively apartments. This means that this strip along Route 29 is the highest population density real estate in Columbia, and perhaps in all of Howard County. While all along Route 29 there appear to be sound barriers being put up this summer and last, along portions of Route 29 that have very low population density (yet very expensive houses), we have yet to have any such barriers put up along our portion of Route 29. Now that it is basically a 6-lane limited access highway, I feel that the time has come to put up additional sound barriers, especially when this corridor is being increasingly used by loud trucks as a night-time route between Washington and the Interstate 70 corridor.

Are there currently any plans to erect a sound barrier along this portion of Route 29? If not, why? Whom should I contact to try to expedite such construction?

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Correspondence Details**Case ID: 21346 Lloyd, Steven A.**

Case ID: 21346
Constituent: Lloyd, Steven A.
Address: 5199 Columbia Road
Columbia, MD 21044
Document Date: 09/21/2005
Bar Code:
Corr. Type: In
Confidential: No
Subject: SHA-General
Stand on issue: Neither
How corr. was received: Governor's Correspondence System (E-mail)
Tone of letter: Neither
Current Owner: Helene, Irene
Date Assigned: 09/22/2005
Deadline Date: 09/29/2005
Date Closed:
Respond On Behalf Of: Prepare Response For Secretary's Signature On Behalf Of Governor
External Code: 298268
Comments: Constituent is requesting sound barriers be placed along the west side of US 29 betwee

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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: 298268
Receive Date:
Letter Date: 9/21/2005
Deadline Date: 10/24/2005

From: Steven A. Lloyd
5199 Columbia Road
Columbia, MD 21044

Subject: MDOT- State Highway Admin. (SHA) Constituent is requesting sound barriers be placed along the west side of US Route 29 between Routes 108 and 175.

History Log:

Date Completed	Action Taken	Completed By	Assigned By
9/22/2005 09:29:51 AM	Correspondence Entry	Laura Blevins	Laura Blevins
9/22/2005 09:31:07 AM	Subject Entry	Laura Blevins	Laura Blevins

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: _____



444

From: JIM HADE
To: TED SEVERE
Date: 09/22/2005 12:16:34 PM
Subject: Fwd: FW: Fw: QUESTIONS FROM THE HOME PAGE

Ted:

Please investigate this area, brief me on your findings after you have completed your research, then prepare a draft response.

Thanks!

Jim

>>> Dave Coyne 09/22/2005 11:48:55 AM >>>
Jim, would you please respond. Thank you.

Susan Hose
Executive Administrative Assistant
to the District Engineer
301-624-8104 or 800-635-5119

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

From: James Irvin [<mailto:jirvin@mail.co.ho.md.us>]
Sent: Thursday, September 22, 2005 11:09 AM
To: Steven.Lloyd@jhuapl.edu
Cc: James N Robey; Dave Coyne; danwoodruff@comcast.net; ""@tsohanlnx1.mdod.state.md.us; ssharar@co.ho.md.us
Subject: Re: Fw: QUESTIONS FROM THE HOME PAGE

Dear Mr. Lloyd:

The County Executive asked that I reply to your message concerning sound barriers for Route 29. Since Route 29 is maintained by the State Highway Administration, I am forwarding your e-mail to them for a reply.

James M. Irvin, Director
Department of Public Works
Howard County Government
3430 Court House Drive
Ellicott City, MD 21043
Phone: 410-313-4401
Fax: 410-313-3408

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

>To: <jnrobey@co.ho.md.us>
>Sent: Wednesday, September 21, 2005 5:42 PM
>Subject: QUESTIONS FROM THE HOME PAGE

>

>

>> Below is the result of your feedback form. It was submitted by
>> () on Wednesday, September 21, 2005 at 17:42:29

>> -----

445

>> -----

>>

>>

>> Name: Dr. Steven A. Lloyd

>>

>> -----: -----

>>

>> Addr1: 5199 Columbia Road

>>

>> City: Columbia

>>

>> State: MD

>>

>> Zip: 21044

>>

>> -----: -----

>>

>> Country: USA

>>

>> Telephone: 410-997-2619

>>

>> Email: Steven.Lloyd@jhuapl.edu

>>

>> -----: -----

>>

>> ExecQues: I would like to inquire about the possibility of getting
>> sound

>barriers placed along the west side of Route 29 between Routes 108 and
>175 (this includes both Dorsey Search and Wilde Lake, and is adjacent
>to the Columbia Town Center). I live in the Foresgate townhouses across
>from the Fairway Hills Golf Course. Other than our 100+ townhouses, the
>strip bounded by Columbia Road and Routes 108, 29 and 175 is
>exclusively apartments. This means that this strip along Route 29 is
>the highest population density real estate in Columbia, and perhaps in
>all of Howard County. While all along Route 29 there appear to be sound
>barriers being put up this summer and last, along portions of Route 29
>that have very low population density (yet very expensive houses), we
>have yet to have any such barriers put up along our portion of Route
>29. Now that it is basically a 6-lane limited access highway, I feel
>that the time has come to put up additional sound barriers, especially
>when this

>> corridor is being increasingly used by loud trucks as a night-time
>> route

>between Washington and the Interstate 70 corridor.

>>

>> Are there currently any plans to erect a sound barrier along this
>> portion

>of Route 29? If not, why? Whom should I contact to try to expedite such
>construction?

>>

>> Thank you for your concern.

>>

>> -Steven Lloyd

>> Dr. Steven A. Lloyd

>> 5199 Columbia Road

>> Columbia, MD 21044-5508

2146

>> U.S.A.
>> E-Mail: StevenLloyd@comcast.net
>>
>>
>> RespondHow: Postal
>>
>> -----
>> ----
>
>>
>>
>
>

CC: DAN UEBERSAX

Customer Info. View for 2003

Thursday, September 22, 2005 03:27 PM

Admin

ID #	MAP	DATE	Letter or Phone on	LAST NAME	FIRST NAME	Active?
2965		09/22/2005	Email	LLOYD	Dr. Steven A.	<input checked="" type="checkbox"/>
STREET#	STREET NAME	COUNTY	CITY (Post office)	ZIP CODE	Representative stat	
5199	Columbia Road	HO	Columbla	2104-5508	private	

Elected Official whom has communicated directly to us on this cu						Find Next
DAY PHONE	HOME PHONE	E-Mail address	COMMUNITY	HDR Dbase Link		
	410-997-2619	Steven.Lloyd@jhuap	Foresgate/Avalon Bluffs			

Logical Project Limit	ROADWAY	US 29	Barrier Nam
SB US 29 between MD 108 and MD 175			

RESPONSE	INQUIRY	2nd Contact
US 29 dualized 1969; enviro doc for widening approved 1987; comm bullt 1987-1990; provided Type I & II criteria; fails for Type I & II for date	how to get a barrier	
	Last Conta	Researcher
	09/22/2005	
	Primary SHA Contact	Construction Projects
	None	

FILE LOCATION	OTHER	Current committm
		none - sent Community Resource Guide

Do we owe a letter	Letter Commit due da	09/28/2005	Reason Letter is Lat	n/a
<input checked="" type="checkbox"/>	Letter signed dat			

LAST action
 9-21-05 Dr. Lloyd emailed HO Co Exec Robey regarding barriers for Foresgate comm; inquiry fwded by James Irwin to D-7 Eng. Coyne 09-22; fwded to OED/NAT 09-22

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

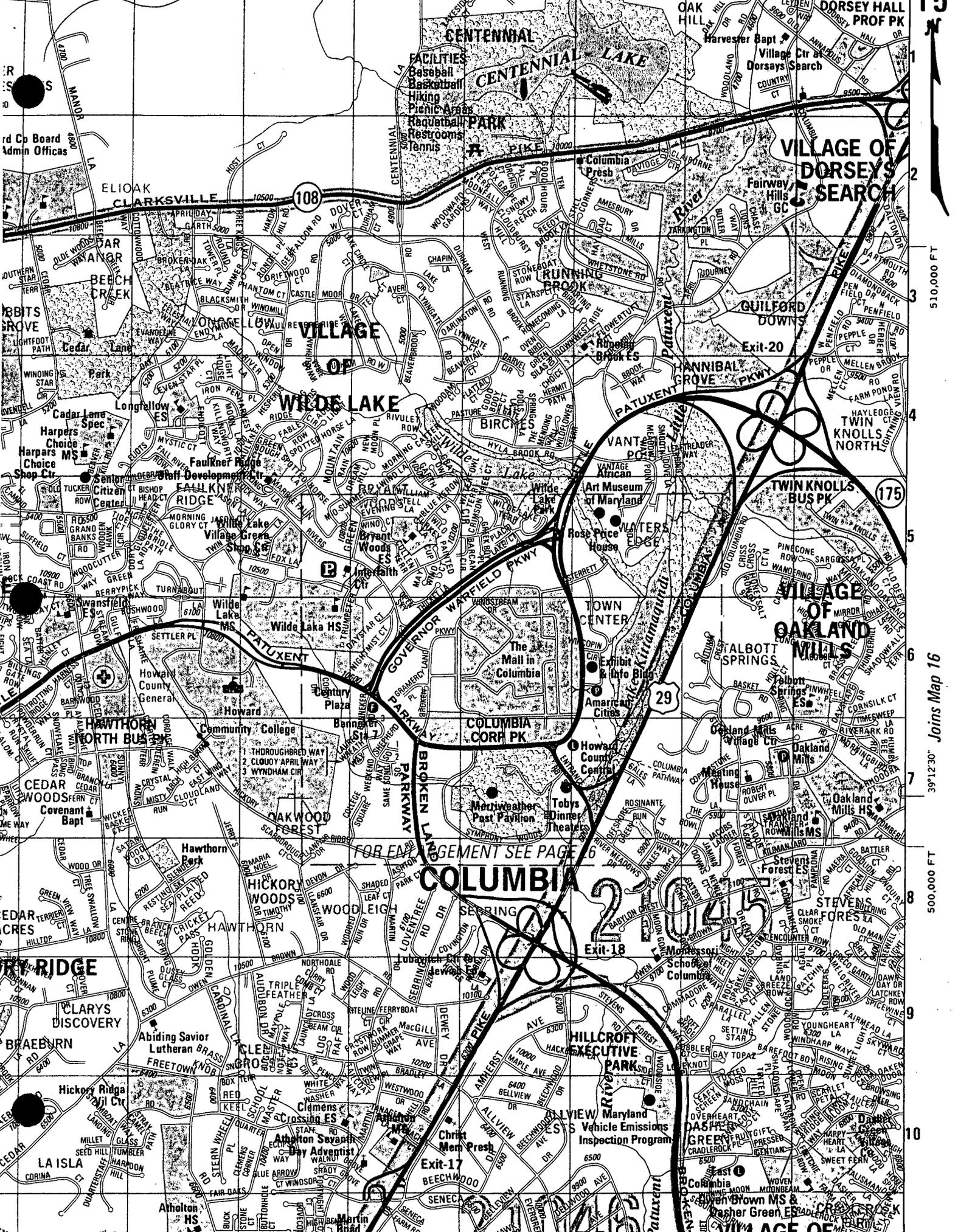
09-22-205 Secondary email address for Dr. Lloyd is: StevenLloyd@comcast.net

All Elected Officials: 09/2005 EO's Dist. 12B Sen. Edward J. Kasemeyer; Del. Elizabeth Bobo; HO Cncl Ken Ulman

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!



rd Cp Board Admin Offices

BBITS GROVE

EDAR WOODS

RY RIDGE

BRAEBURN

LA ISLA

CENTENNIAL PARK
FACILITIES
Baseball
Basketball
Hiking
Picnic Areas
Racquetball
Restrooms
Tennis

VILLAGE OF WIDE LAKE

WIDE LAKE

WILDE LAKE

Wilde Lake HS

Howard

Community College

OAKWOOD FOREST

HICKORY WOODS

HAWTHORN

CLAY'S DISCOVERY

Abiding Savior Lutheran

Atholton HS

COLUMBIA PRESB

BRUNNEN

BIRCHES

Art Museum of Maryland

WALTERS HOUSE

The Mall in Columbia

COLUMBIA CORP PK

Howard County Central

FOR EMPLOYMENT SEE PAGE 26

COLUMBIA

Exit-18

Christ Mem Presb

Exit-17

VILLAGE OF DORSEYS SEARCH

Fairway Hills GC

QUILFORD DOWNS

HANNIBAL GROVE

Exit-20

TOWN CENTER

AMERICAN CITIES

HOWARD COUNTY CENTRAL

Exit-18

Exit-18

HILLCROFT EXECUTIVE PARK

ALLVIEW MARYLAND

Exit-17

VILLAGE OF DORSEYS SEARCH

Exit-20

TWIN KNOLLS NORTH

TWIN KNOLLS BUS PK

VILLAGE OF OAKLAND MILLS

STALBOTT SPRINGS

Oakland Mills HS

Exit-18

Exit-18

Exit-18

Exit-18

Exit-18

VILLAGE OF OAKLAND MILLS

510,000 FT 39°12'30" Joins Map 16 500,000 FT

449

Click here for a plain text ADA compliant screen.



Maryland Department of Assessments and Taxation
HOWARD COUNTY
 Real Property Data Search

[Go Back](#)
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[New Search](#)
[Ground Rent](#)

Account Identifier: District - 15 Account Number - 088397

Owner Information

Owner Name: LLOYD STEVEN A Use: RESIDENTIAL CONDO
 KINCAID DAVID R
 Principal Residence: YES
 Mailing Address: 5199 COLUMBIA RD UN 53 Deed Reference: 1) / 6299/ 106
 COLUMBIA MD 21044-5508 2)

Location & Structure Information

Premises Address: 5199 SE COLUMBIA RD Legal Description: P/O PAR B1 P/O .7128
 COLUMBIA 21044 5199 COLUMBIA RD
 CONDO UNIT: 9 53 VIL DORSEY SEARCH S 3 A1

Map	Grid	Parcel	Sub District	Subdivision	Section	Block	Lot	Assessment Area	Plat No:	7985
30	9	397					9 53	1	Plat Ref:	

Special Tax Areas: Town Ad Valorem Tax Class A/V, METRO FIRE TAX

Primary Structure Built	Enclosed Area	Property Land Area	County Use
1988	1,731 SF	31,014.00 SF	
Stories	Basement	Type	Exterior
2	YES	CENTER UNIT	FRAME

Value Information

	Base Value	Phase-in Assessments		
		Value As Of 01/01/2004	Value As Of 07/01/2005	Value As Of 07/01/2006
Land:	36,000	90,000		
Improvements:	141,380	160,140		
Total:	177,380	250,140	225,886	250,140
Preferential Land:	0	0	0	0

Transfer Information

Seller: GAVENAS JEFFREY A Date: 07/23/2002 Price: \$187,000
 Type: IMPROVED ARMS-LENGTH Deed1: / 6299/ 106 Deed2:
 Seller: KEHOE HOMES OF ALLVIEW Date: 09/07/1988 Price: \$182,120
 Type: IMPROVED ARMS-LENGTH Deed1: / 1881/ 482 Deed2:
 Seller: Date: Price:
 Type: Deed1: Deed2:

Exemption Information

Partial Exempt Assessments	Class	07/01/2005	07/01/2006
County	000	0	0
State	000	0	0
Municipal	000	0	0

Tax Exempt: NO
 Exempt Class: Fb's DIST. 12B

*Sen. Ed. J. Kasemeyn
 Del. Eliz. Bobo*

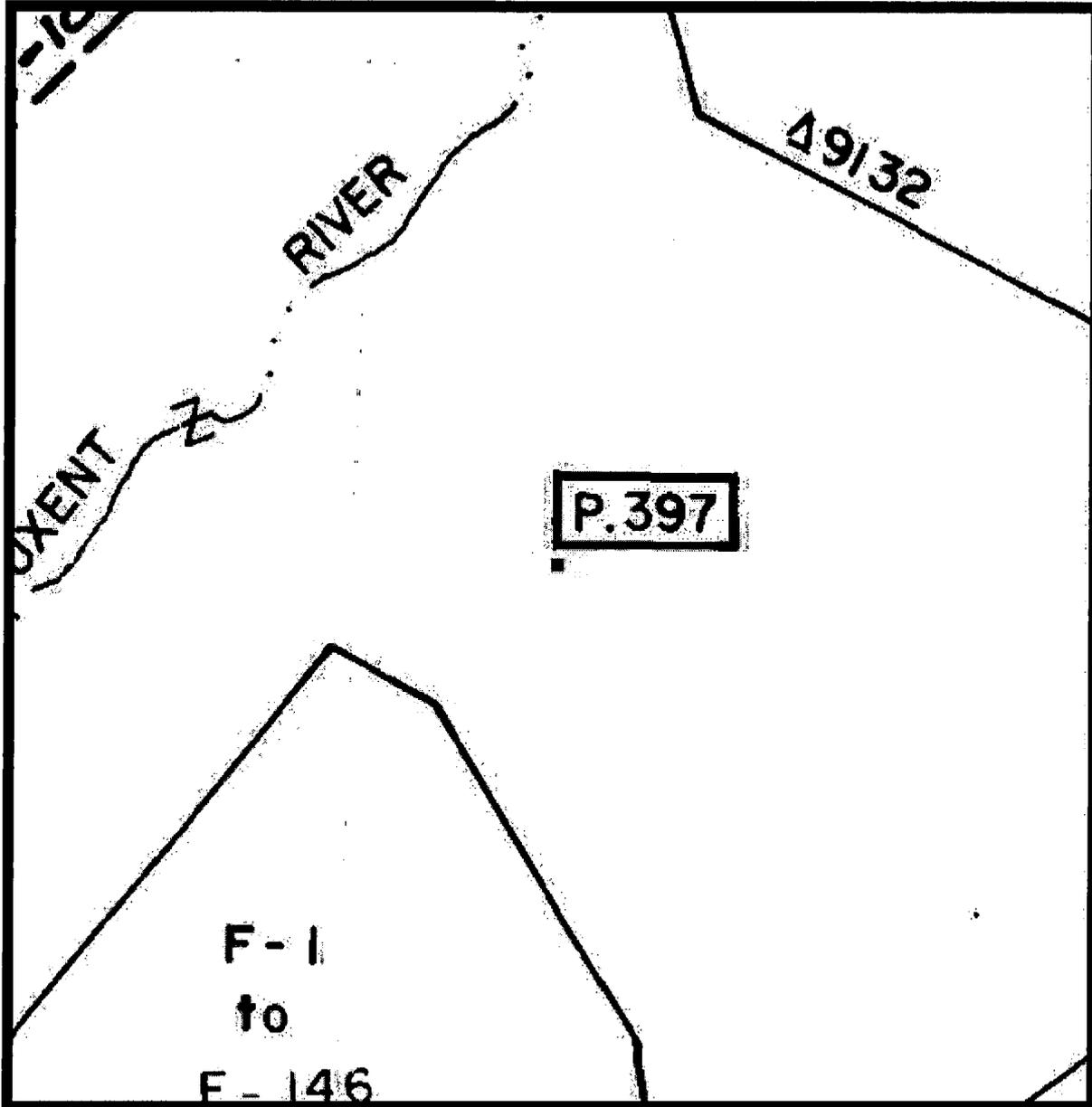
Special Tax Recapture:

* NONE *

*HOCO:
 Ken Ulman*

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

District - 15 Account Number - 088397



Property maps provided courtesy of the Maryland Department of Planning ©2004.
For more information on electronic mapping applications, visit the Maryland Department of Planning
web site at www.mdp.state.md.us/webcom/index.html

451

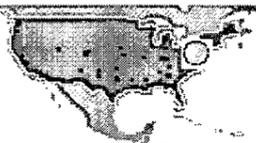


Search TerraServer

Street
5199 columbia road

City
columbia

State
md



Longitude Latitude
-76.84464 39.23615



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 Click to get
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 Maps for this point
 Powered by
 INFOWeather



5199 Columbia Rd, Columbia, MD 21044
Columbia, Maryland, United States 4/8/1993

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Aerial Photo Topo Map

OUT

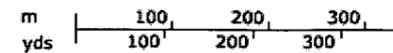
Size

+

IN



Image courtesy of the U.S. Geological Survey



House and Home Demographics:

- Schools, Crime and Demographics for 21042
- Schools, Crime and Demographics for 21044