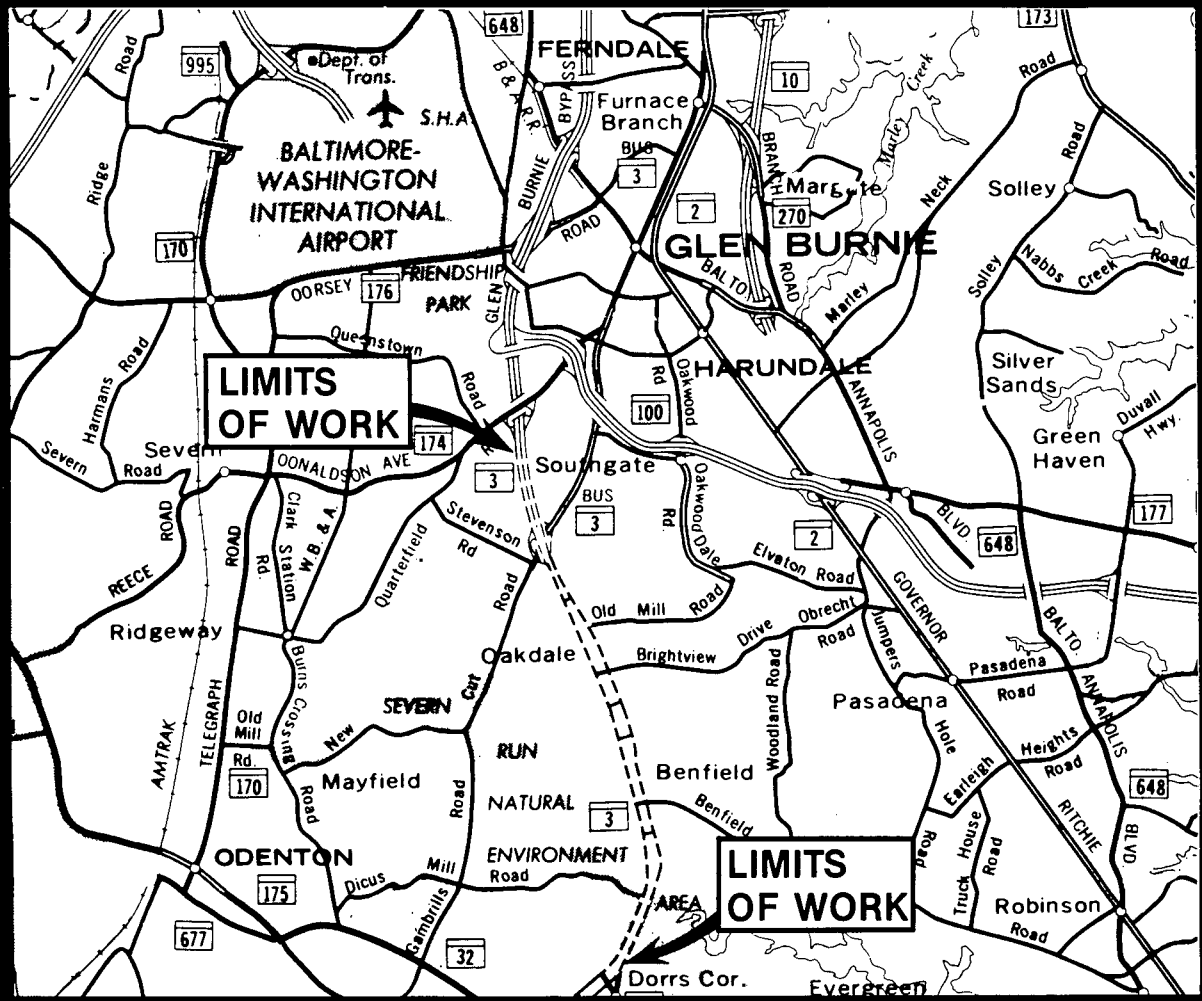


PROGRAMMATIC SECTION 4 (f) EVALUATION

CONTRACT NO. AA 132-201-572

BALTIMORE ANNAPOLIS TRANSPORTATION
CORRIDOR STUDY

(I-97) from Maryland Route 178 at Dorr's Corner
to South of Maryland Route 174 (Quarterfield Road)



prepared by
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

and
MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION

REPORT NUMBER: FHWA MD-84-06-F(P)

FEDERAL HIGHWAY ADMINISTRATION

REGION III

BALTIMORE-ANNAPOLIS TRANSPORTATION CORRIDOR STUDY

SECTION D

ADMINISTRATIVE ACTION

PROGRAMMATIC SECTION 4(f) EVALUATION

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

AND

MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION

SUBMITTED PURSUANT TO: 49 U.S.C. 303 (C) and 16 U.S.C. 470

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3/10/89

DATE

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3/21/89

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FOR Division Administrator
Federal Highway Administration

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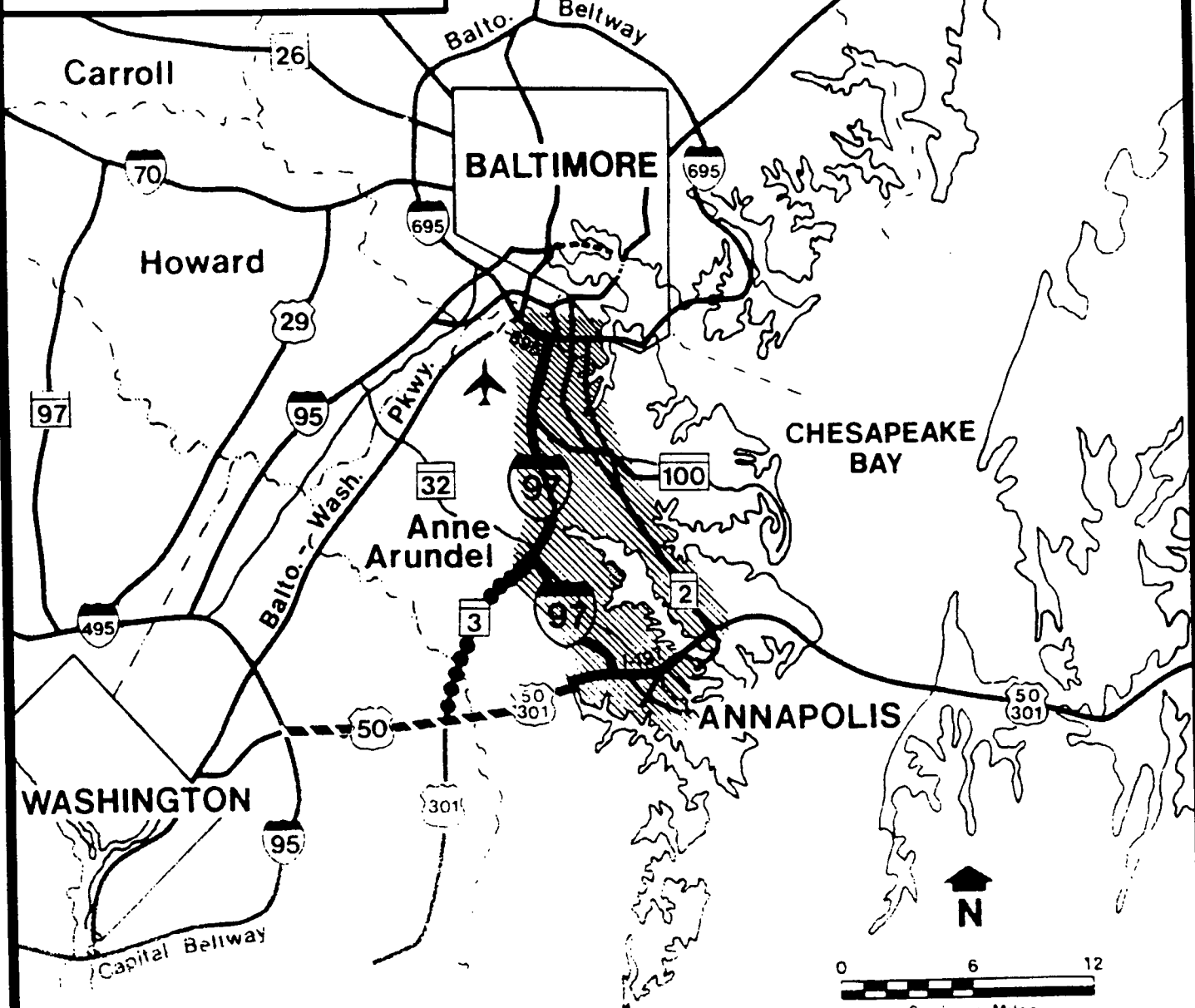
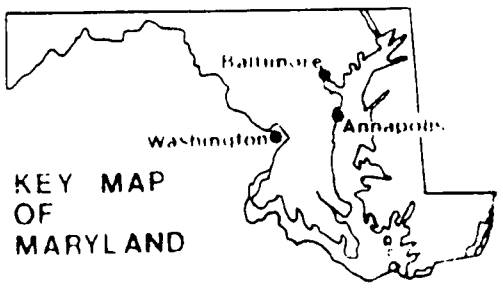
PROGRAMMATIC SECTION 4(f) EVALUATION
BALTIMORE/ANNAPOLIS TRANSPORTATION CORRIDOR STUDY
BALTIMORE BELTWAY TO ANNAPOLIS
IN ANNE ARUNDEL COUNTY, MARYLAND





Section 4(f) of the U.S. Department of Transportation Act of 1966 (49 U.S.C. 303 (C)), requires that the proposed use of any land from a significant publicly owned public park, recreation area, wildlife refuge, or historic site for a federally funded transportation project be given particular attention. Final action requiring the taking of such land must document that there are no feasible and prudent alternatives to its use. Additionally, a full evaluation of measures to minimize harm to that resource must be made and documented.

I. DESCRIPTION OF PROPOSED ACTION

This Programmatic Section 4(f) Evaluation addresses the upgrading of Md. 3 (from Md. 178 at Dorr's Corner to south of Md. 174) to a fully controlled access interstate facility (I-97). In particular, this document focuses on additional engineering modifications that result in property acquisition from the Severn Run Natural Environment Area (NEA). This document returns to the concept of a continuous west frontage road between Benfield Boulevard and Dicus Mill Road. These modifications, specifically the connection of Dicus Mill Road to the west frontage road, were very similar to those discussed in the 1985 Supplemental Section 4(f) Evaluation and the 1978 Draft Environmental Impact Statement/Section 4(f) Evaluation for the Baltimore Annapolis Transportation Corridor Study (BATCS). The major difference is that these draft documents discussed a continuous frontage road between Dicus Mill Road and New Cut Road. In this document the west frontage road remains segmented near the J.E. Smith Box Company property (as described in the 1987 Supplemental Section 4(f) Statement). With the exception of the area near Dicus Mill Road, the discussion in the 1987 document remains valid.

The upgrading of Md. 3 to interstate standards is part of the BATCS improvements (see Figure 1). The Baltimore/Annapolis Transportation Corridor (a 58-square mile area between Baltimore and Annapolis) experiences severe congestion and safety deficiencies that inhibit the safe and efficient movement of traffic. It is a key link in the Statewide Primary Highway System; its



-  BALTIMORE - ANNAPOLIS TRANSPORTATION CORRIDOR STUDY AREA
-  BALTIMORE - ANNAPOLIS I-97 AND OTHER HIGHWAY IMPROVEMENTS
-  WASHINGTON-ANNAPOLIS I-88 CONNECTION
-  WASHINGTON - BALTIMORE I-297 CONNECTION

BATCS (I-97) - Maryland Route 3

LOCATION MAP

FIGURE 1

primary function is to provide transportation between Baltimore and Annapolis. It is also an important connection for long-distance travel to the Eastern Shore and the Central and Western Maryland areas.

Existing Md. 3 is a four-lane highway with no control of access. The particular section between Md. 178 and Md. Business 3 is heavily developed with commercial and residential uses in the median and along both sides. This section also has many at-grade intersections, crossovers, and driveway entrances which, combined with the heavy development, cause severe traffic safety and operational problems (see Figure 2).

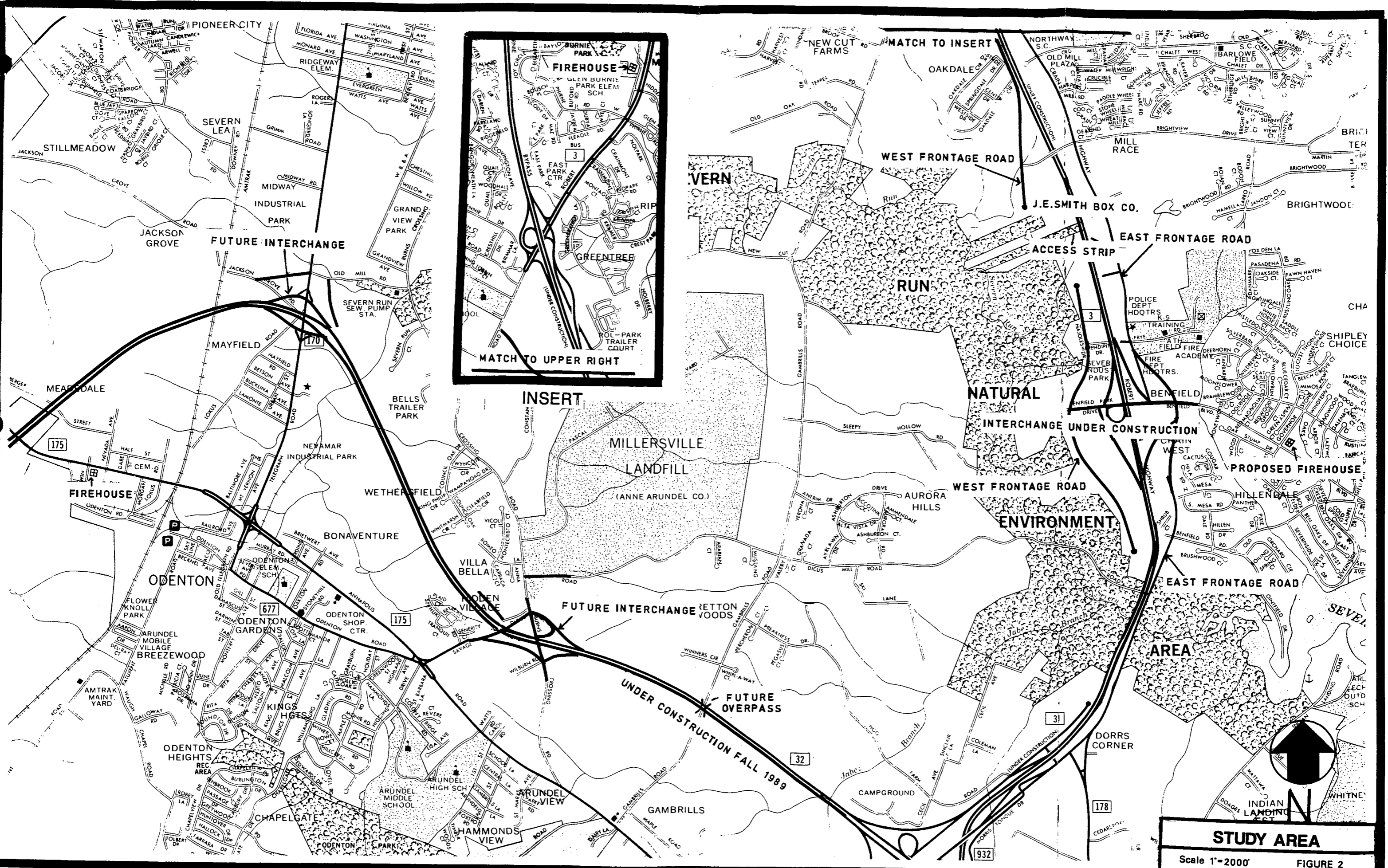
A Draft Environmental Impact Statement/Section 4(f) Evaluation (DEIS/4(f)) addressing the proposed improvements and impacts in this corridor was approved by the Federal Highway Administration (FHWA) on December 21, 1978. Location Public Hearings were held on January 30 and 31, and February 1, 1979.

The DEIS/4(f) described several alternates in the Md. 3 area, including continuous east and west frontage roads along Md. 3. In that document, the proposed continuous west frontage road between New Cut and Dicus Mill Roads resulted in property acquisition from the NEA at the future "access strip" and near Dicus Mill Road.

Additional coordination after the Public Hearing resulted in the selection of a segmented west frontage road, described in the Final Environmental Impact Statement (FEIS), in the Md. 3 area that did not require the acquisition of right-of-way from the NEA. One section of the proposed west frontage road began north of New Cut Road and ended approximately 1,200 feet south of Brightview Drive. The other segment of the west frontage road extended 2,100 feet north of and 3,600 feet south of the proposed Benfield Boulevard interchange providing access to residential and commercial properties in the area. Access between Dicus Mill Road and Md. 3 was to be denied in accordance with the upgrading of Md. 3 to an interstate facility (I-97).

The FEIS describing the selected alternate, Corridor Alternate 5 Modified, was approved by the FHWA on January 15, 1981. The selected alternate received location approval from the FHWA on March 9, 1981.

During design studies, the portion of the alternate described in the FEIS between Md. 178 and Md. 174 (Section D) was modified. The proposed typical section for mainline I-97 from south of Md. 174 to Md. 178 at Dorr's Corner consisted of two 36-foot roadways (three lanes in each direction) separated by a



STUDY AREA
 Scale 1"=2000' **FIGURE 2**

8

60-foot median. The existing northbound roadway of Md. 3 would be improved to serve as a continuous two-way east frontage road from Dorr's Corner to New Cut Road. A continuous two-way west frontage road, rather than a segmented road as described in the FEIS, was proposed from just north of New Cut Road to an at-grade intersection with Dicus Mill Road. The continuous west frontage road was again included as part of the project for this section of the BATCS corridor because a segmented road would not provide access to all properties in this corridor; would significantly increase response times for emergency vehicles; would result in dumping problems common to dead-end roads; and was not supported by various Anne Arundel County officials (e.g., police, fire, planning).

A Design Public Hearing was held on June 28, 1983 for Section D of the BATCS corridor. Design approval for this section was granted by the FHWA on December 15, 1983 (excepting those portions of the west frontage road subject to Section 4(f) approval). The continuous west frontage road was presented at the Design Public Hearing.

During design studies, revised traffic projections indicated the need for a fourth southbound lane on I-97 (not discussed in the FEIS), beginning in the vicinity of Brightview Drive and ending as a lane drop at the off ramp to eastbound Benfield Boulevard. This additional lane is needed to accommodate the high traffic volumes that would exit at the proposed Benfield Boulevard interchange. The additional fourth lane required the acquisition of approximately 0.33 acre from the Severn Run NEA. This impact was discussed in the 1985 and 1987 Supplemental Section 4(f) documents.

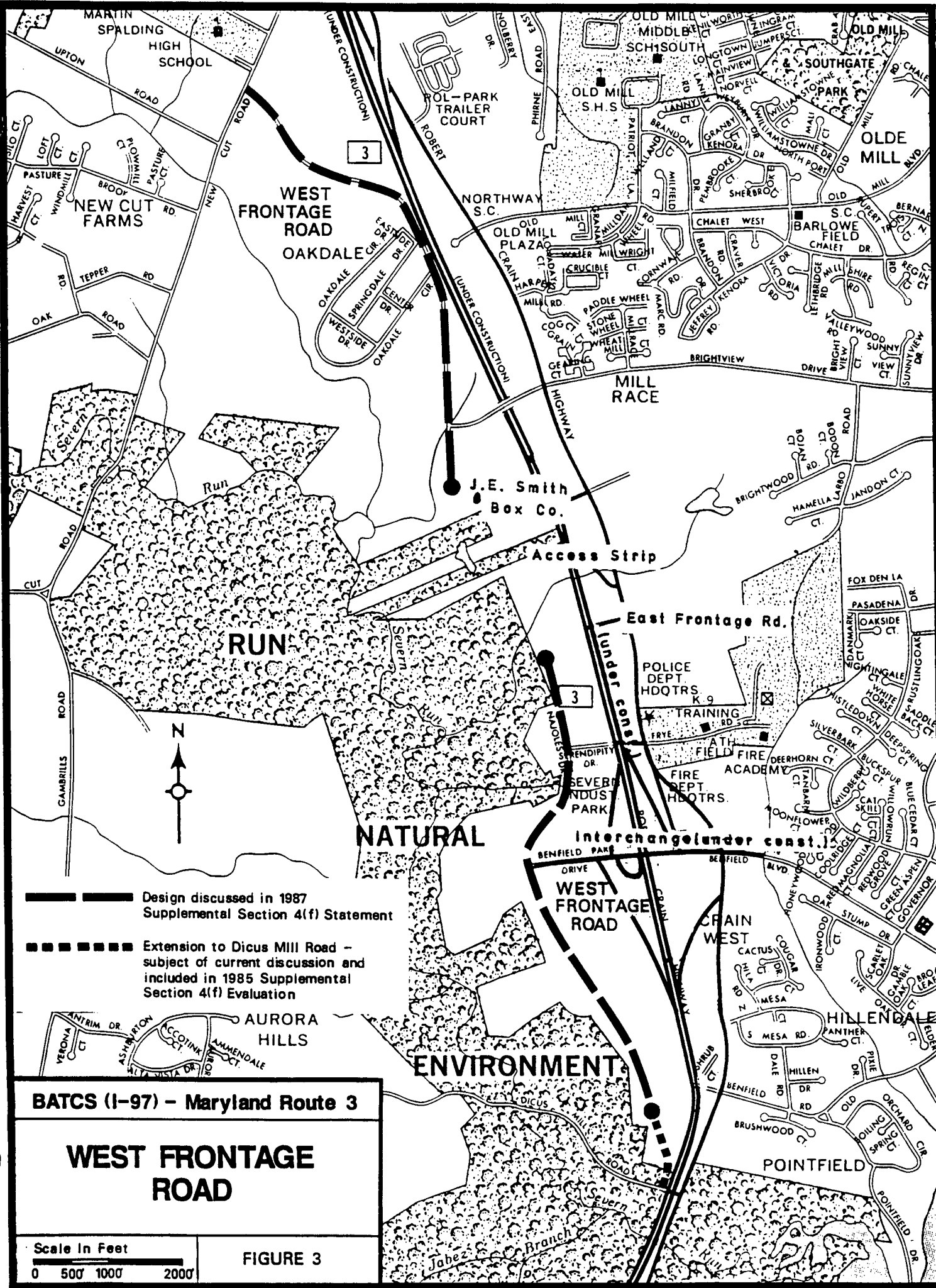
Re-evaluations completed for Section D of the BATCS corridor on June 11, 1984 and December 30, 1987 indicated that, other than Section 4(f) issues, design revisions, such as the fourth southbound lane did not result in significant impacts which were different from those discussed in the FEIS. These improvements were consistent with the engineering and environmental commitments discussed in the FEIS. These reevaluations were submitted to FHWA for their review.

A Supplemental Section 4(f) Evaluation documenting the impacts of a continuous west frontage road from New Cut Road to Dicus Mill Road was approved on January 10, 1985, and circulated in January of 1985. The continuous west frontage road required approximately 9 acres from the NEA, including 4.2 acres at the Dicus Mill Road connection. Later refinements reduced this latter impact

to 2.3 acres. The reasons for a continuous west frontage road ,however, were not perceived by the Maryland Department of Natural Resources (DNR), U. S. Department of the Interior (DOI), and the Severn River Commission to be critical enough to justify the taking of property from the NEA. They believed that the proximity of the Brightview Drive overpass connecting the east and west frontage roads did not isolate the area of the west frontage road near the J. E. Smith Box Company. They also believed that adequate access could be provided to properties on the west side of I-97 with the west frontage road segmented at the "access strip" (see Figure 3).

Following publication of the 1985 Supplemental Section 4(f) Evaluation, in an effort to reduce impacts to the NEA, and in response to objections raised by DNR and DOI, two portions of the west frontage road were eliminated from further consideration: 1) between the J.E. Smith Box Company property and north of the existing Najoles Drive cul-de-sac and 2) the segment from Dicus Mill Road north 1000 feet (see Figure 3). As a result, the segmented west frontage road would have been located in two sections: 1) from approximately 2500 feet north of Benfield Boulevard to 1000 feet north of Dicus Mill Road and 2) from the J.E. Smith Box Company property north to New Cut Road (see Figure 3). Access between Dicus Mill Road and I-97 was prohibited. The Supplemental Section 4(f) Statement, approved by FHWA on September 1, 1987, and circulated in September of 1987, reflected these revisions and indicated that construction of the segmented west frontage road did not require property from the NEA in the Dicus Mill Road area. That alignment was not significantly different from that shown and described in the FEIS.

This Programmatic Section 4(f) Evaluation returns to the concept of a continuous west frontage road only between Benfield Boulevard and Dicus Mill Road. The west frontage road would remain segmented between the J.E. Smith Box Company property and north of the Najoles Drive cul-de-sac. Since publication of the September 1987 Supplemental Section 4(f) Statement, it was again brought to the attention of SHA that, by severing Dicus Mill Road's connection to existing Md. 3 as proposed with the upgrading of Md. 3 to I-97 and by not connecting it to the west frontage road, residents in the Aurora Hills subdivision would experience adverse impacts, including indirect travel of up to seven miles and the loss of an eastern evacuation route, and the response times of emergency vehicles (police and fire) would be significantly increased (by



Design discussed in 1987
Supplemental Section 4(f) Statement

Extension to Dicus Mill Road -
subject of current discussion and
included in 1985 Supplemental
Section 4(f) Evaluation

ANTRIM DR. ACCOTINK CT. AMMENDALE DR. VERONA CT. ASTOR CT. AURORA HILLS

BATCS (I-97) - Maryland Route 3

WEST FRONTAGE ROAD

Scale In Feet
0 500 1000 2000

FIGURE 3

several minutes). Scenarios associated with a disconnected frontage road were discussed as part of the 1985 Supplemental Section 4(f) Evaluation.

The continuous west frontage road between Dicus Mill Road and Benfield Boulevard would provide a link that would satisfy the need for more direct access to Md. 3 (I-97) and Severna Park via Benfield Boulevard and allow residents to enjoy the degree of access they have today. To access the Severna Park area without this link, residents would have to travel up to seven additional miles via narrow, winding Gambrills/New Cut Roads or Dicus Mill/Burns Crossing Roads to Md. 32 to reach I-97 and Benfield Boulevard. Severna Park is a major source of shopping and services in this area (see Figure 2).

Although the fire station in Odenton is currently the first due station to the Aurora Hills area, this link would now allow the second and third due stations in the area (in the event of multiple alarms) to respond in a manner that does not result in an increase in response times. This area is already just beyond the maximum distance for adequate fire and ambulance service from surrounding fire stations in Odenton and Glen Burnie as a result of the upgrading of Md. 3 and Md. 32 and the associated changes in access points (see Figure 2 and letters from the Anne Arundel County Police and Fire Departments in Section VIII of this document). To make emergency vehicle response more acceptable for this area and to serve increasing area development, Anne Arundel County has proposed the construction of a fire station at Benfield Boulevard and Governor Stone Parkway. Additional and anticipated development in the Glen Burnie, Millersville, and Odenton areas has necessitated the need for an additional fire station and to serve those areas already at extreme distances for existing emergency service. It is the county's intent that this proposed station become the first due station for the area from Aurora Hills east to I-97 to bring response times to more acceptable levels. The provision of a connection between the west frontage road and Dicus Mill Road would allow this planned transfer of fire station service areas to occur.

In addition, the failure to connect Dicus Mill Road to the west frontage road, thereby creating a dead end, would encourage trash dumping along Dicus Mill Road in the NEA, loitering, and vandalism, and eliminate an eastern evacuation or detour route from the Aurora Hills area in the event of forest fires, accidents, downed electric poles and lines, etc. that would prevent egress via Gambrills Road. It would result in an increase in crime (or at least

residents' fear of crime) due to the presence of a dead-ended road with no through traffic and result in increased response times for police vehicles. By making this connection, Dicus Mill Road could also serve as a shorter detour route (compared to New Cut/Gambrills Roads) in the event of a major roadblocking accident in the southbound lanes of I-97 from this point south to the Md. 32 interchange.

The lack of a connection would also isolate residents and park users on the east side of the Severn Run any time the Dicus Mill Road bridge over this stream floods out (an average of four times a year for periods of up to four to five hours). Although this bridge was recently replaced by Anne Arundel County, flooding continues to be a problem. Raising the elevation of the new bridge to clear the floodplain could not be done because greater acquisition from the NEA and impacts to wetlands would have been required. Fire, police, and medical assistance for these people would generally be unavailable during these times. Two homes, owned by DNR, are occupied year round and are located in this area. This flooding also cuts off this area's eastern evacuation route. According to figures provided by DNR, 41,861 people used the NEA in 1987. Approximately 60% or 25,000 are estimated to have accessed the NEA via an entrance on Dicus Mill Road east of the Severn Run. These users consisted of fishermen, hikers, birdwatchers, campers, and the like. An average of 19 people per weekend used the year round youth group camping area off Dicus Mill Road in this area on 20 weekends during 1987 (385 people on 40 days camping total). See correspondence from DNR, Forest, Park and Wildlife Service, Park Manager, dated November 14, 1988, in Section VIII of this document. The severity of the potential for the isolation of this many people was only just recently realized.

The original decision to sever all connections between the west frontage road and Dicus Mill Road (as presented in the September 1987 Supplemental Section 4(f) Statement) was based on a misunderstanding on the part of SHA and Anne Arundel County of the acceptability of reduced access to the residents along Dicus Mill Road and their elected officials. This decision subsequently caused adverse public reaction which indicated that the amount of additional travel and compromising of safety resulting from the elimination of this connection was unacceptable. Representatives of the Aurora Hills subdivision presented their concerns to SHA and initiated a reappraisal of the original decision not to link Dicus Mill Road to the west frontage road (see

correspondence from the president of the Aurora Hills Civic Association, dated August 7, 1987, in Section VIII).

For these reasons, SHA has decided to modify the west frontage road to include a connection to Dicus Mill Road as now proposed. This connection is similar to those conceptual designs presented in the DEIS and 1985 Supplemental Section 4(f) Evaluation. The current geometric design has, however, been reduced to a minimum acceptable level consistent with public use to minimize the amount of property in the NEA impacted by the project to 0.29 acre. In the fall of 1988, 0.44 acre was identified as the amount of parkland affected- engineering refinement and use of a concrete barrier on the south side of the roadway has reduced this impact to 0.29 acre. The current impact is significantly less than the 4.2 acres (reduced to 2.3 acres in 1986) last envisioned in this area in 1984-1985. Anne Arundel County also concurs with this connection, which was selected after the study of other options and alignments (described in Section IV).

11. DESCRIPTION OF SECTION 4(f) PROPERTY

According to DNR, the Severn Run NEA is an undeveloped wooded area consisting of 1,448 acres owned by the State of Maryland and administered by DNR. It is intended to serve as an ecological reserve protecting the headwaters of the Severn River. The Severn River, its headwaters, and adjacent lands are included within the Maryland system of Scenic Rivers. DNR proposes to acquire an additional 126 acres. The majority of the NEA is located parallel to and west of Md. 3 from the crossing of Severn Run to south of New Cut Road. A smaller area is located east of Md. 3 in the vicinity of the Severn Run crossing.

Development of the NEA is limited to activities such as fishing, hunting, hiking, horseback riding, and nature interpretation. The Boy Scouts are the main users of a small, primitive youth group camping area located in the NEA approximately 300 feet to the north of Dicus Mill Road and just east of the Severn Run. This area is nearly one-half mile west of the proposed improvements. Several trails lead from Dicus Mill Road to spots along the Severn Run, but these are one-half mile from the project area and will not be affected. No other trails would be affected by the project. No major recreational facilities are planned. The importance of the NEA is related to its wilderness values. It also provides "buffer protection" to the Severn Run

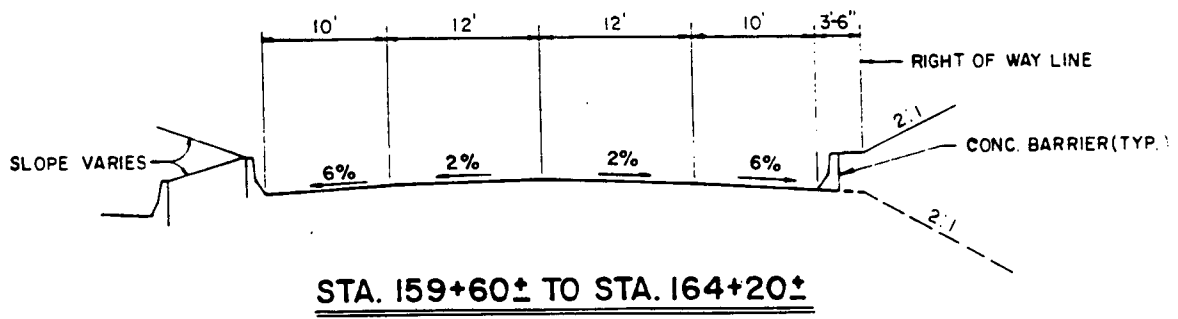
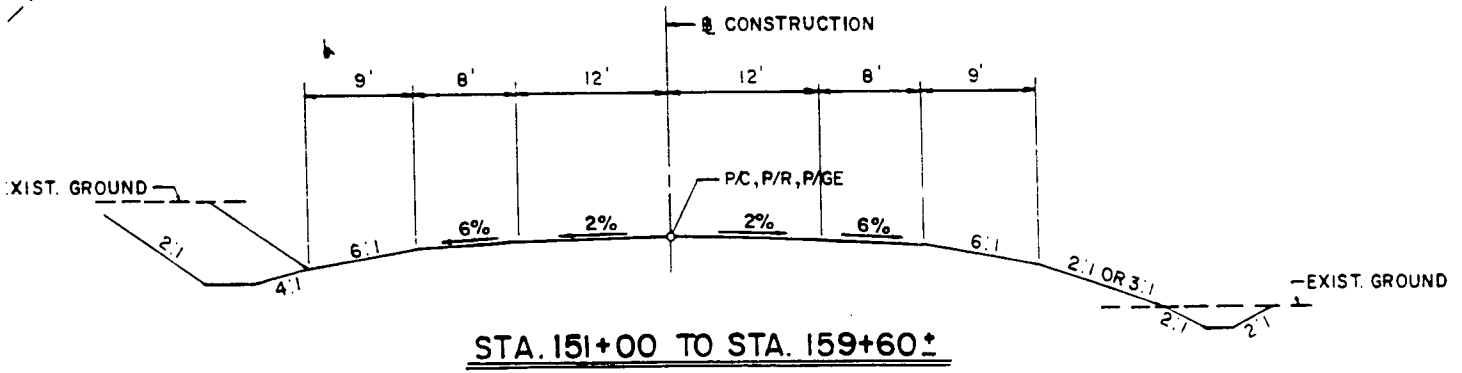
headwaters.

The NEA has also been designated by the state as an Area of Critical State Concern. This means that local and state agency projects should not degrade this area's natural environment and water quality.

III. DESCRIPTION OF IMPACTS

As previously stated, and in light of adverse community and safety impacts, SHA has modified its plans to provide a connection between Dicus Mill Road and the west frontage road. This road will continue to be segmented - terminated between the J.E. Smith Box Company property and approximately 2500 feet north of Benfield Boulevard. This was done to keep impacts to the NEA to a minimum.

The west frontage road would be extended approximately 1/4 mile south of the terminus described in the September 1987 Supplemental Section 4(f) Statement to a T-connection with Dicus Mill Road. It would follow the existing top of slope parallel and as close as possible to Md. 3 (I-97) utilizing minimum vertical and horizontal geometric design. Outside the NEA, the typical section of the roadway would consist of two 12-foot wide lanes, 8-foot wide shoulders, 9-foot wide safety grading (at 6:1 slopes), and 2:1 outside slopes (see Figure 4). Right-of-way for the west frontage road extension would also be required from one private property owner. In addition, this extension would cross the outer edge of an odd-shaped portion of the NEA in the northwest quadrant of the Dicus Mill Road/Md. 3 intersection which extends to the existing right-of-way line along Md. 3. Here, in the NEA, a closed roadway section consisting of two 12-foot wide lanes, 10-foot wide shoulders, and concrete barrier to the outside of the roadway (on the west side) would be used to minimize encroachment into the NEA (see Figure 4). Figure 5 illustrates the plan view of the proposed alignment and right-of-way requirements from the NEA. Approximately 0.29 acre of the NEA would be required for right-of-way acquisition to the west of the proposed roadway. Steep topography in this area requires the cutting and filling of slopes to support the new roadway. This is much less than the 4.2 and 2.3 acre impacts last envisioned and described in previous Section 4(f) documents. The impact is unavoidable because the park boundary is contiguous with the right-of-way line along Md. 3 and within 40 feet of the existing roadway. Shifting the location of the west frontage road would either increase impacts to the NEA or conflict with the location of I-97 which is already under

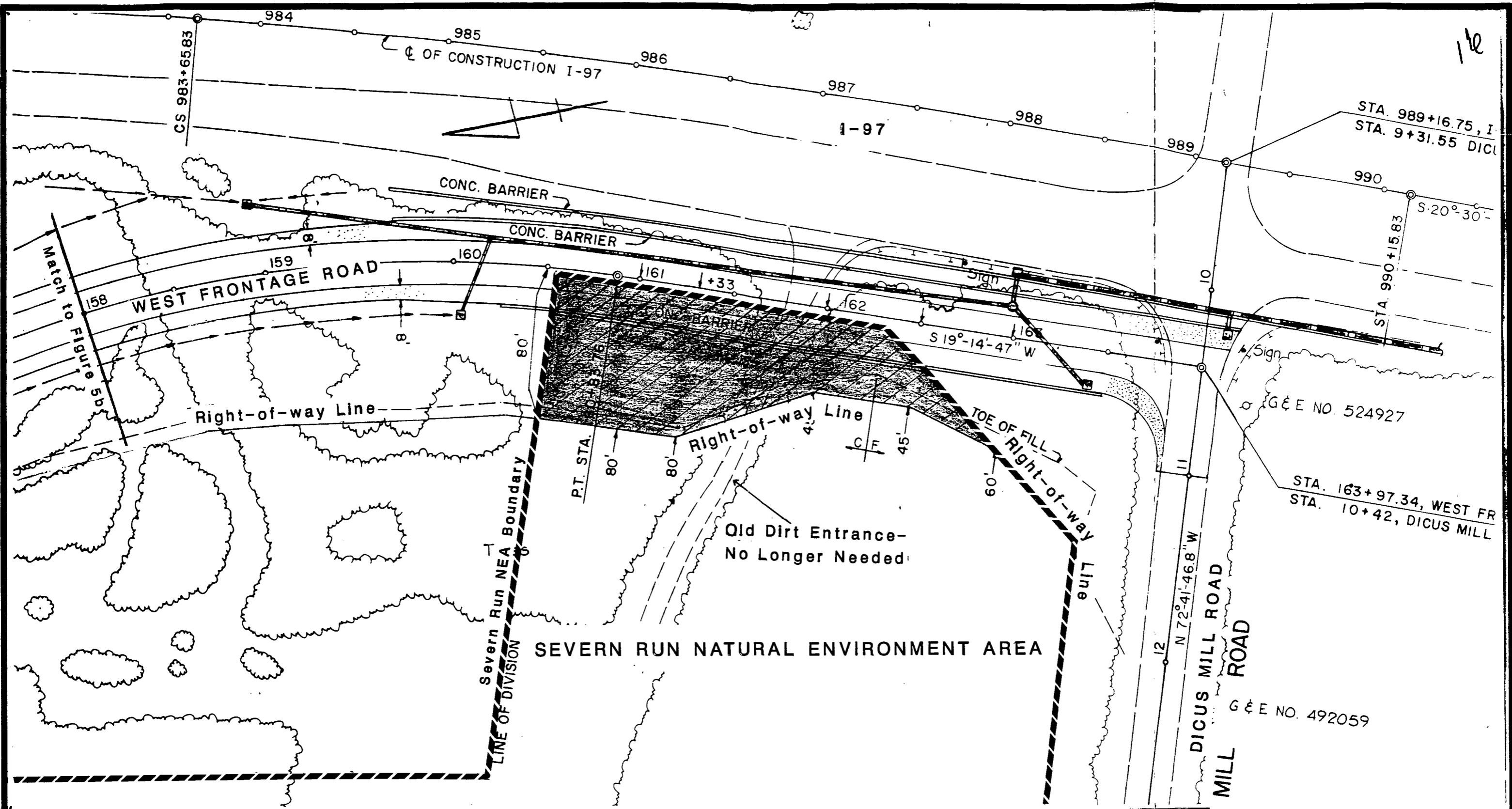


BATCS (I-97) - Maryland Route 3

TYPICAL SECTION

Not to Scale

FIGURE 4



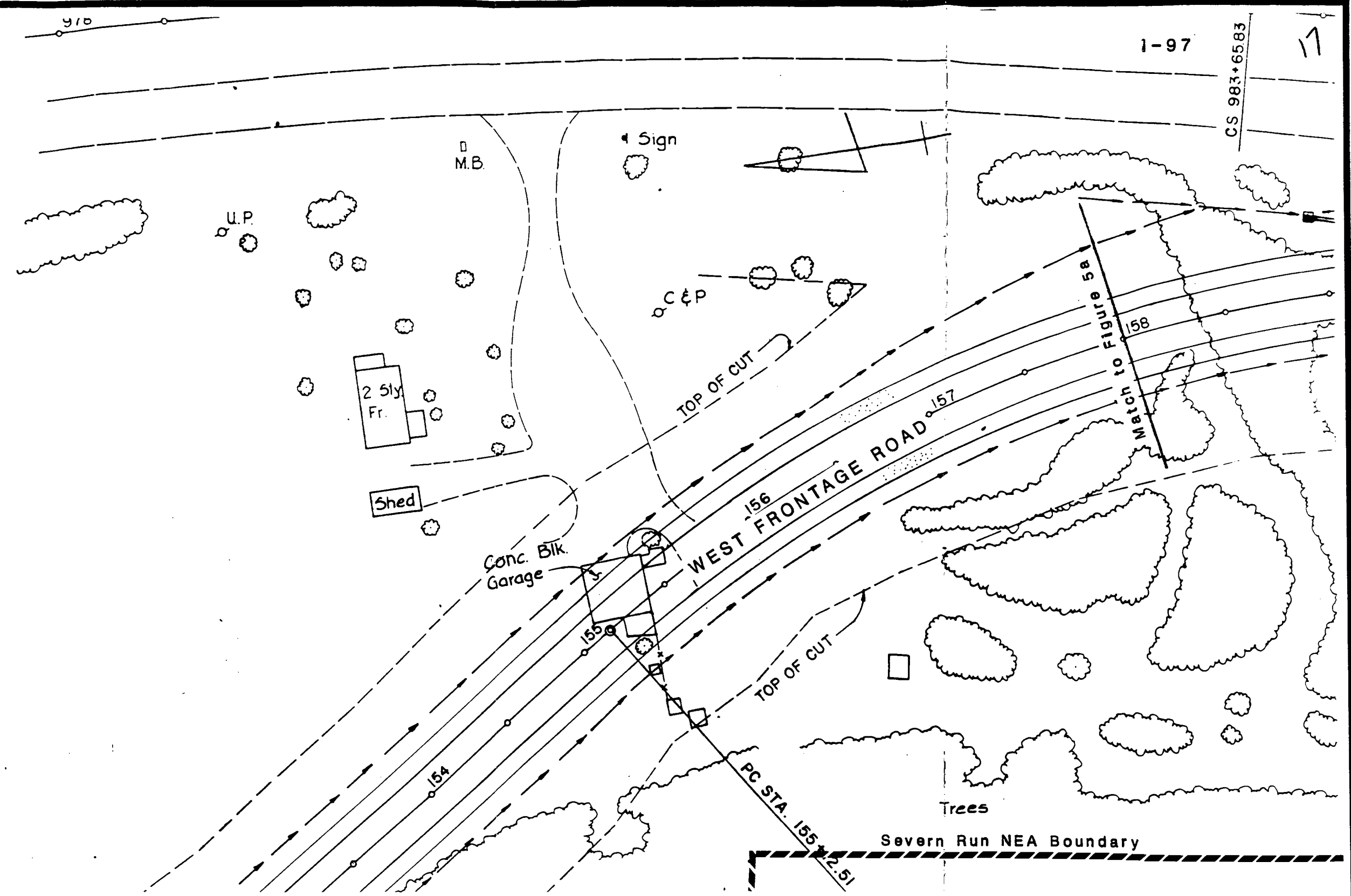
BATCS (I-97) - Maryland Route 3

DESIGN ALTERNATE

Scale 1"=50'

Figure 5a

E 906,250
N 456,500



BATCS (I-97) - Maryland Route 3

DESIGN ALTERNATE

Scale 1"=50'

Figure 5b

construction.

Anne Arundel County, including the fire and police departments, supports this connection (see correspondence in Section VIII of this document).

NEA property in this location was purchased with funds provided under Section 6(f)(3) of the Land and Water Conservation Fund Act of 1965 and will require replacement in the Severn River watershed on an equivalent fair market value basis. The fair market value of the replacement property must be at least equal to the fair market value of the property that is impacted. In addition, the replacement property must be of reasonably equivalent usefulness and location as the impacted property.

The land that would be acquired is undeveloped mixed deciduous/pine woods consisting of steep slopes. No existing or planned park facilities would be acquired or affected, nor would the removal of this land decrease the value of the NEA as a public educational or recreational resource or as an important buffer zone protecting the headwaters of the Severn River. No wetlands would be affected by this project- the closest wetlands are nearly one-half mile distant along the Severn Run. There are no formal or informal hiking or walking trails in the area, other than those along the Severn Run (approximately one-half mile distant).

The property to be acquired represents two one-hundredths of one percent of the total land area in the NEA and will be replaced in-kind. The SHA is coordinating with the DNR to develop a mitigation plan for the area impacted. DNR and SHA personnel met on February 18, and March 3, 1987, to identify replacement sites for the affected acreage at the "access strip" which was addressed in the 1987 Supplemental Section 4(f) Statement. SHA is acquiring several properties south of the "access strip" that will be denied access as a result of a segmented west frontage road in this location. A suitable replacement area has been identified within this excess acreage on the Pumphrey property, contiguous with another parcel identified as a mitigation site for the impacted area at the "access strip". This replacement property is acceptable to DNR (see letter, dated February 27, 1989, in the Correspondence section of this document) and is located in the Severn River watershed.

No other significant environmental impacts are associated with the proposed action. As previously stated, the final re-evaluation prepared for the entire project in Section D of the BATCS Corridor indicated that the proposed

improvements are consistent with the environmental commitments discussed in the FEIS.

IV. ALTERNATES CONSIDERED

Eight alternates have been studied to determine which provided the best combination of public access and least environmental impacts (see Table 1 and Figure 6).

1. No-Build Alternate

The No-Build Alternate consisted of the segmented frontage road described in the 1987 Supplemental Section 4(f) Statement. This alternate does not connect the west frontage road to Dicus Mill Road and is not a prudent and feasible alternative. This alternate does not serve the area residents' best interests, results in adverse, circuitous travel, interferes with the adequate provision of emergency service, results in a dead-end situation conducive to loitering, dumping and vandalism, and would isolate park users and residents located to the east side of Severn Run during times the Dicus Mill Road bridge over Severn Run floods out.

2. Alternate 1

Alternate 1 consisted of reconstructing a 0.7-mile long portion of Hog Farm Road from Cecil Avenue to Jabez Branch. This section of Hog Farm Road is substandard in terms of roadway width, lack of shoulders, poor horizontal and vertical roadway geometrics, etc. It would also utilize the remaining improved portions of Hog Farm Road east to the I-97 underpass and west to Preakness Drive. A new roadway segment would be constructed between Preakness Drive and Gambrills Road. This alternate resulted in adverse travel for residents of the Aurora Hills subdivision (nearly five miles of additional travel). Of all the alternates considered, this and the No-Build alternates resulted in the most lengthy response time for emergency vehicles to the youth group camping area. No parkland is impacted, but Jabez Branch is crossed. This alternate has been dropped from further consideration as not meeting the purpose and need to provide adequate emergency vehicle response times as well as an alternative evacuation route.

3. Alternate 2

Alternate 2 consisted of the construction of a new road from Dicus Mill Road at Aurora Road, southeast to the underpass at I-97. This alignment skirts,

TABLE 1

STUDY OF ACCESS FOR DICUS HILL ROAD

- ALTERNATE 1:** Reconstruct substandard portion of existing Hog Farm Road from Cecil Avenue to Jabez Branch.
- ALTERNATE 2:** Construct new road from Dicus Hill Road at Aurora Road to underpass of I-97.
- ALTERNATE 3:** Extend the proposed West Frontage Road to connect with existing Dicus Hill Road at its proposed terminus at Route 3.
- ALTERNATE 4:** Extend Benfield Park Drive to connect with existing Dicus Hill Road between Aurora Road and Severn Run Natural Environmental Area.
- ALTERNATE 5:** Construct new road from Dicus Hill Road 0.5 mile east of Aurora Road to intersect the West Frontage Road 0.3 mile south of Benfield Boulevard.
- LOCKED GATE OPTION:** Extend the west frontage road as a one lane road with locked gates for emergency vehicle use only to a connection with Dicus Hill Road at Md. 3.
- UNDERPASS:** Depress and extend Dicus Hill Road eastward under I-97 to a connection with the east frontage road.
- NO-BUILD:** No improvements. No connection between the west frontage road and Dicus Hill road.

	ALTERNATE 1	ALTERNATE 2	ALTERNATE 3	ALTERNATE 4	ALTERNATE 5	Locked Gate Option	Underpass	No-Build
Distance-firehouse* to Dicus Hill Road @ Aurora Road	4.6 miles	4.1 miles	3.4 miles**	2.8 miles	2.8 miles	3.4 miles	3.3 miles	4.8 miles
Response Time - firehouse* to Dicus Hill Road @ Aurora Road	8 minutes	7 minutes	5 minutes**	4 minutes	4 minutes	6 minutes***	5 minutes	8 miles
DISTANCE AND Response Time - firehouse* to Boy Scout Camp	5.5 miles	4.9 miles	2.1 miles	3 miles	3 miles	2.1 miles	1.7 miles	5.7 miles
	9 minutes	8 minutes	3 minutes	5 minutes	5 minutes	4 minutes	3 minutes	9 minutes
Wetlands Impact	2 locations 0.25 acre	3 locations 3 acres	NONE	2 locations 3.5 acres	1 location 2.6 acres	NONE	NONE	NONE
Flood Plain Impact	NONE	1 location	NONE	3 locations	1 location	NONE	NONE	NONE
Parkland Required	NONE	NONE	0.29 acre	4.2 acres	3.6 acres	0.22 acre	2 acres	NONE
Properties Isolated by Flooding	2 houses Scout Camp	2 houses Scout Camp	NONE	2 houses Scout Camp	2 houses Scout Camp	2 houses Scout Camp	NONE	2 houses Scout Camp
Length of Construction	0.7 mile	1.2 miles	0.2 mile	1.0 mile	0.6 mile	0.2 mile	0.5 mile	0
Estimated Constr. Cost	\$590,000	\$3,500,000	\$251,600	\$3,400,000	\$2,500,000	\$234,000	\$4,000,000	0

* Firehouse- proposed station at Governor Stone Parkway and Benfield Boulevard as planned by A.A. Co. to serve area

** Existing conditions- 1/2 mi. and 1 min. more for Odenton Station to respond to area

*** Additional time due to need to stop and unlock gates

but does not impact, the southern boundary of the NEA. Substantial wetland impacts (approximately 3 acres) and impacts to Jabez Branch (in-stream construction, nearness of construction activities) are associated with this alternate. DNR is also considering the acquisition of land along Jabez Branch for the protection and enhancement of this stream. DNR and the Severn River Commission are very concerned that additional disturbances to Jabez Branch will adversely affect water quality in the stream. This alternate also results in more adverse travel for residents and emergency equipment and does not accomplish the stated purpose and need. Furthermore, because of impacts and costs, this alternate is not considered prudent and feasible.

4. Alternate 3 (Selected)

This alternate consists of extending the proposed west frontage road 1/4 mile and connecting it to Dicus Mill Road in a T-intersection. It approximates existing access patterns and travel distances. Minimum geometric design for the roadway located parallel and as close to Md. 3 (I-97) as possible will be utilized to minimize property acquisition from the NEA. This alternate consists of the shortest construction length and cost. In light of the substantial access improvements involved compared to no connection at Dicus Mill Road and only 0.29 acre of the NEA affected, this linkage will best serve the public interest. Legitimate concerns raised by area residents regarding access have led SHA to select this option for further development. No other significant environmental concerns are associated with this alternate.

5. Alternate 4

Alternate 4 consisted of extending Benfield Boulevard/Benfield Park Drive to connect to Dicus Mill Road, approximately one-half mile east of Aurora Road. Emergency equipment response times and length of residential travel would be slightly reduced; however, impacts to wetlands (3.5 acres), floodplains, and the NEA would be the most severe under this alternate. Tributaries of the Severn Run would be crossed and approximately 4.2 acres of the NEA would be affected. This alternate is no longer being considered. It does not result in a minimization of harm to the Section 4(f) resource.

6. Alternate 5

This alternate consisted of constructing a new road from Dicus Mill Road, one-half mile east of Aurora Road to the west frontage road, approximately 0.3 mile south of Benfield Boulevard. Emergency equipment response times and length

of residential travel approximate that of Alternate 4, but again, substantial wetland (2.6 acres), floodplain, and parkland impacts are associated with this alternate. Approximately 3.6 acres of NEA are required. This alternate has been dropped from further consideration. It too, does not result in a minimization of harm to the Section 4(f) resource.

7. Locked Gate Option

This alternate was suggested by the Severn River Commission and consisted of a one-lane connection which would be gated on either end, locked and opened only in times of emergency - keys would be provided to fire and police personnel. Although this option addresses emergency vehicle access, it does not allow for residential access equivalent to that which exists today for Aurora Hills residents.

The construction of Alternate 3 as proposed for all traffic will have only minimal additional impact compared to the Locked Gate Option. Whereas Alternate 3 affects 0.29 acre of parkland, this option would only reduce impacts by approximately 0.07 acre to 0.22 acre, in fee for the roadway and supporting slopes. Slope construction and associated stormwater management and sediment and erosion control issues are equally relevant to the Locked Gate Option. Like Alternate 3, there are no wetland and floodplain impacts. In addition, Alternate 3 has the additional benefits, at little more impact, of accessibility for residents and the additional visibility the area would have if a through road was constructed (thereby decreasing the possible use of the area for dumping, loitering, crime, etc.). Besides the loss of serviceability under the Locked Gate Option, other problems exist related to lost keys, damaged or sabotaged locks, dumped material blocking the roadway, and delays to stop emergency equipment to unlock the gates.

To summarize, the parkland impacts associated with the Locked Gate Option are only minimally less than the selected alternate in terms of impacts to recreation facilities, wildlife values, and as a buffer to the Severn Run. Over 3500 vehicles per day (local traffic) are projected to use this portion of the west frontage road by the year 2006. This minimal reduction in impacts is not considered prudent and feasible when one considers this option's failure to meet the other goals of the project, such as access for the Aurora Hills area to Severna Park, increased visibility of the area to reduce dumping, crime, and loitering, providing an alternative evacuation route, and giving access to the

area between I-97 and Severn Run anytime the Dicus Mill Road bridge over the Severn Run floods out. Again, problems related to the locks are also disadvantages.

As such, this option has been dropped from further consideration.

8. Dicus Mill Road Underpass of I-97 Option

The construction of an underpass connecting Dicus Mill Road to the east frontage road was discussed in the 1985 Supplemental Section 4(f) Evaluation as a means of eliminating adverse travel. Dicus Mill Road and the east frontage road would have to be depressed nearly 24 feet to accommodate Dicus Mill Road's underpass of I-97. The resulting slopes and cuts required approximately two acres of additional right-of-way from the NEA on both the east and west sides of I-97. Also, the grade and elevation of I-97 could not be changed, without necessitating the complete reconstruction of the Severn Run bridges to the south. Although access approximates that of Alternate 3, it does not result in a minimization of harm to the Section 4(f) resource. This option is not prudent and feasible and has been dropped from consideration.

V. MITIGATION MEASURES

The proposed construction to connect the west frontage road to Dicus Mill Road affects approximately 0.29 acre of the NEA. This acquisition was reduced from the 4.2 and 2.3 acres described in previous Section 4(f) documents.

Section 6(f)(3) of the Land and Water Conservation Fund Act of 1965 requires the substitution of other recreational properties of at least equal fair market value and reasonably equivalent location and usefulness when Land and Water Conservation funded lands are converted to other than recreational use. Replacement land acreage will be provided to satisfy the equal fair market value requirement, subject to approval by DOI (all things being equal, this acreage would total 0.29 acre). Replacement land has been identified as a portion of the Pumphrey property (adjacent to the NEA) to be acquired by SHA and is acceptable to DNR and DOI. Side slopes adjacent to the NEA would be vegetated with grass and appropriate native species (seedlings).

Various measures have been identified that will help mitigate impacts associated with this project. Areas and slopes adjacent to Dicus Mill Road and the west frontage road would be vegetated, and special consideration would be given to ensure protection of the Severn Run NEA. Acidic leachate problems are

unlikely in the areas where deep cuts are required to connect the west frontage road to Dicus Mill Road. Acidic type soils are not known to be present in this area.

Appropriate sediment and erosion control measures, approved by the Department of the Environment, will be utilized and strictly enforced to minimize or eliminate the generation and transport of sediment within this portion of the drainage basin and to reduce water quality impacts. Straw bale sediment traps, silt fences, interceptor dikes and ditches, and other erosion control measures could be included for use in this area. In addition, stormwater management plans approved by the Department of the Environment will be implemented to reduce the amount of roadway runoff which could enter the Severn Run and its tributaries. The stormwater management methods employed will follow the standards and specifications for infiltration practices issued by the Department of the Environment and be strictly enforced. These regulations require stormwater management practices to be used in the following order of preference: on-site infiltration; flow attenuation by open, vegetated swales and natural depressions; stormwater retention structures; and stormwater detention structures.

Stormwater management detail is currently being developed, but infiltration trenches are being considered to provide qualitative stormwater management to protect water quality in the Severn Run. Stormwater management facilities (ponds) associated with the current roadway segments under construction in the area are located along I-97 approximately 1000 feet north of the existing Dicus Mill Road/Md. 3 intersection and along the west frontage road approximately 2500 feet north of Dicus Mill Road.

VI. COORDINATION

Over the years, this project has been coordinated with the DNR-Capital Programs Administration, DOI-National Park Service (NPS) and Fish and Wildlife Service (FWS), Severn River Commission, and Anne Arundel County's Office of Planning and Zoning, Fire Department, and Police Department.

This project and its impact on the NEA were discussed at Quarterly Interagency Review Meetings held on July 28, 1983 and October 27, 1983. Agencies represented included the National Marine Fisheries Service, NPS, FWS, U.S. Army Corps of Engineers, DNR- Water Resources Administration and Capital Programs Administration. These agencies were concerned with impacts to the NEA

and the Severn Run and its tributaries. They were awaiting preparation of the Section 4(f) document which was subsequently circulated for agency review in 1985. It was stated that impacted land must be appraised before suitable replacement land can be located.

Possible impacts to the NEA were discussed on June 18, 1982 at a meeting between DNR and SHA representatives. DNR and SHA again met on November 2, 1983 to discuss impacts of the west frontage road on the Severn Run NEA. DNR requested information on the J.E. Smith Box Company's proposed expansion and plans showing the proposed alignment of the frontage road and professed their desire to maintain the integrity of the NEA. At a meeting on March 17, 1986 to discuss the west frontage road and revisions which reduced impacts, DNR representatives suggested possible mitigation (sediment control, infiltration practices, vegetative screening) to further reduce impacts. DNR stated that they would initiate coordination with DOI regarding the Section 6(f) conversion and coordinate with SHA regarding land replacement efforts. Potential replacement sites for affected NEA acreage within the Severn River watershed were discussed at a meeting between DNR and SHA on February 18, 1987. At that time, DNR identified suitable replacement land along the Jabez Branch, but agreed to examine excess right-of-way adjacent to the park south of the Box Company as potential sites.

Written review and comment were received from DNR on November 29, 1983 (need for plans to evaluate impacts, especially details related to side slopes, drainage, and modifications at Dicus Mill Road; identification of areas of the NEA that may be affected by the project; and reminders that under Section 6(f), no prudent and feasible alternatives to the taking of federally funded parkland must be demonstrated), September 30, 1985 (values of NEA; concern for protection and integrity of the NEA; existing and potential uses of impacted areas; peripheral areas of the NEA are important as buffer; and if impacts are unavoidable, mitigation should include land replacement, fencing, and landscaping), July 3, 1986 (advising of Water Resources Administration requirements; need for land replacement, minimization of impacts and mitigation, including vegetative buffering; and all easements in fee), November 14, 1988 (numbers of park users in the NEA), December 8, 1988 (concurrence with the west frontage road connection to Dicus Mill Road as now planned and requirements to complete Section 6(f) conversion) and February 27, 1989 (advising that all

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impacted area is to be acquired in fee and replaced per federal regulations and acceptability of replacement land).

On February 3, 1984, a letter was sent to the Mid-Atlantic Regional Office of NPS informing them of this Administration's intent to prepare a Supplemental Section 4(f) document addressing the west frontage road (circulated in 1985 and 1987).

A field review of the west frontage road was conducted on November 14, 1983 with members of SHA, DNR, and FWS in attendance (the results of this review were documented in a letter from DNR, dated November 29, 1983, and previously detailed). Another field review was conducted on October 24, 1986 for the benefit of members of the Severn River Commission at which time they voiced their opposition to a connection at Dicus Mill Road. On March 3, 1987, SHA and DNR personnel met in the field to examine an area within excess SHA right-of-way (Pumphrey property) adjacent to the NEA that could be used as replacement land for the affected acreage. DNR agreed to recommend it to DOI as a suitable replacement site for the 0.3 acre impact at the "access strip". Additional acreage is available and suitable as replacement land for impacted parkland near Dicus Mill Road.

The Anne Arundel County Fire and Police Departments and Office of Planning and Zoning were in attendance at a meeting on September 7, 1984, and all provided comments by letters dated September 11, 19, and 25, 1984; October 24, 1985; November 13, 1985; and December 20, 1988 (see comments in Section VIII). Coordination was conducted by telephone with the Office of Planning and Zoning during October and November of 1986 and 1988 and with the Fire Department during October and November of 1988. In all cases, all three county agencies expressed and reaffirmed their position that the west frontage road should be connected to Dicus Mill Road to maintain adequate emergency vehicle response times, to avoid a dead-end situation conducive to dumping, vandalism, and loitering, and to allow for the new fire station at Governor Stone Parkway and Benfield Boulevard to serve its service area as planned.

Written comment was also received from the Aurora Hills Civic Association, which mounted a campaign in August 1987 to keep open an eastern entrance to their community. They stated that a connection of the west frontage road to Dicus Mill Road is needed as an eastern evacuation route, to keep emergency vehicle response to a minimum, to avoid stranding people between the Severn Run

and I-97 any time the Dicus Mill Road bridge over the Severn Run floods out, to prevent loitering and dumping at the dead-end, to reduce residents' fear of crime, and to avoid isolation of their growing area (see comments in Section VIII).

A meeting was held on September 8, 1986 between FHWA, SHA, and DOI-NPS and FWS to discuss any outstanding concerns associated with the west frontage road and to review design modifications that reduced impacts to the NEA. At the meeting's conclusion, NPS representatives would not agree to a continuous frontage road, but were agreeable to a service road connection with Dicus Mill Road- this connection seemed appropriate to maintain adequate emergency vehicle response. NPS has reaffirmed their agreement with this service road connection. Others continued to voice their opposition to the project.

SHA and FHWA personnel met with the Severn River Commission on September 25, 1986 to review the project and discuss impacts to the NEA. The Severn River Commission has previously provided comments on several occasions regarding their opposition to a connection to Dicus Mill Road. In letters dated November 23, 1987 and March 23, 1988, they also suggested use of a one-lane roadway with a locked gate for emergency vehicle use only to provide needed emergency vehicle access to the area, yet still protect the NEA. An examination of this option revealed only minimally less impacts than the selected alternate, but a host of disadvantages and problems. By letter, dated February 17, 1989 (included in the Correspondence section), the Severn River Commission stated that it now has no objections to the current revised plan for the connection and concurs with its design. They also requested that the replacement land be in the Severn River watershed (which is where it is located).

Coordination is currently underway with DNR and DOI regarding the land conversion required by this project. A draft version of this document has been reviewed by both agencies. In letters, dated February 14 and 27, 1989, both DOI and DNR have indicated their agreement with the assessment of impacts as a result of the proposed connection and the mitigation, specifically the replacement of land on the Pumphrey property. These agencies will not oppose the land transfer and will formally complete the Section 6(f) conversion once the Programmatic Section 4(f) document is approved.

VII. CONCLUDING STATEMENT

Based upon the above considerations, it has been determined that there is no prudent and feasible alternative to the use of approximately 0.29 acre of land in the Severn Run NEA to accommodate a connection between the west frontage road and Dicus Mill Road, and that the proposed action includes all possible planning to minimize harm to the NEA resulting from this use.

VIII. CORRESPONDENCE

Correspondence from reviewing agencies and organizations appears on the following pages.



ANNE ARUNDEL COUNTY POLICE DEPARTMENT

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HEADQUARTERS -
201 Robert Crain Highway,
Millersville, Maryland 21108
(301) 987-4050 867-4050

OL. WILLIAM S. LINDSEY
Chief of Police

September 11, 1984

September 14, 1984
Mr. Zembas:
For your attention.
RME

Mr. Steve J. Mandras
Project Engineer
Bureau of Highway Design
Maryland Department of Transportation
Room 500 - B
707 N. Calvert Street
Baltimore, Maryland 21202

Dear Mr. Mandris:

Thank you for your invitation to the meeting on September 7, 1984. After conferring with Chief Lindsey and Deputy Chief Wellhan, the continuous west frontage road adjacent to I-97 is the alternative favored by the Anne Arundel County Police Department. Listed below are the reasons for that choice.

- a. Response time would be increased to the Dicus Mill Road area due to the fact that access via Rt. 3 or the segmented access road would be denied.
- b. Segmented roadway would increase response time in that officers responding to calls could respond to the wrong section of the road.
- c. Segmented roadway would increase the traffic on the northern access road which could result in an increased number of accidents.
- d. During construction of I-97, if the present southbound lane is used for traffic, accidents will increase resulting in loss of life and property damage. If the continuous access road is used this could be used to handle the traffic, leaving the southbound lane free for construction.
- e. The segmented road would create "dead ends". This area is not well populated and could provide an area for kids to "hang out", be used as a dump and some sections could be used for speed contests.

Thank you for the opportunity for the Police Department to have some input into this project. If I can be of any further assistance, please contact my office at 987-4050, extension 282.

Sincerely,
Sgt. D. K. Rowland
Sergeant D. K. Rowland
Commander,
Traffic Safety Section

ANNE ARUNDEL COUNTY, MARYLAND

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987-4010

FIRE DEPARTMENT HEADQUARTERS
P.O. BOX 276
MILLERSVILLE, MARYLAND 21108

September 19, 1984

September 24, 1984
Mr. Zembas:
For your attention.
AK

Mr. Steve J. Mandras
Project Engineer
Bureau of Highway Design
State Highway Administration
Room 500-B
707 N. Calvert Street
Baltimore, Maryland 21202

Dear Mr. Mandras:

The Anne Arundel County Fire Department has reviewed the tentative proposal to close Dicus Mill Road at Md. Route 3. This action, coupled with the segmented service road that is planned for the west side of the new U.S. I-97, is in its entirety an unacceptable design.

The nearest fire departments to this area are (1) Engine and Paramedic Company 26 located at Crain Highway (Md. Business Rt. 3) and Hidden Brook Drive in Glen Burnie; and (2) Engine, Ladder, and Paramedic Company 28 located on Rt. 175 in Odenton. These two companies are located approximately five miles from the Dicus Mill Road and Rt. 3 intersection. This places these companies at the extreme distance for proper fire and life protection to the citizens in this area of Dicus Mill Road. In order to effectively provide fire and emergency medical service in a time frame that will be beneficial to extinguishing fires when they are small and saving the lives of heart attack and other serious injury time incidents, the fire department requires a response time of no more than 5 minutes. As can be readily noted, the intersection and surrounding area are just barely above that length of response time now. Any action which removes the expressway response capability to that area will seriously jeopardize our ability to render effective service to these citizens.

The projected dead-end planned for Dicus Mill Road, coupled with the removal of the intersection of Gambrills Road and Rt. 32 will require that Company 28 (Odenton) will have to travel a winding, unsafe, two-lane road (New Cut Road) to reach the eastern portion of Dicus Mill Road. In

Mr. Steve Mandras
Page 2
September 19, 1984

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In addition, the response of the second and third, etc., units will be required to drive inordinate distances to reach the scene. Since manpower required at the scene of a dwelling fire requires that at least four to five companies are dispatched, the time to get to the emergency is greatly increased. Increases in response time often creates additional fire service and civilian injuries.

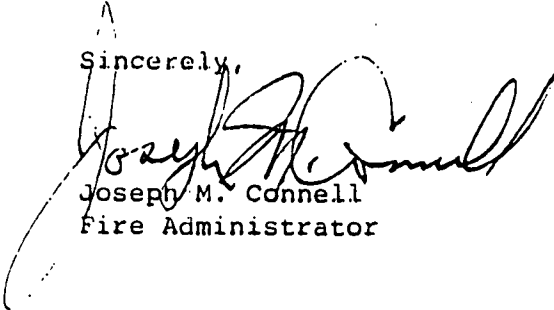
The projected segmenting of the western service road will increase response time to any fires or life threatening emergencies. In several cases, the fire department and medical service vehicles will have to pass the emergency to gain access to the problem area. There is also an increased chance of emergency vehicles responding to the wrong side of a segmented area and having to travel considerable distance (with the resulting loss of time) to get to the incident scene.

Due to the responsibility of the fire department in properly protecting life and property of the citizenry, we cannot support the segmented service road that has been proposed.

We must recommend that that western service road for I-97 be continuous from Crain Highway on the north through and connected to Dicus Mill Road on the south. The lives and property of the citizens of Anne Arundel County cannot be unduly jeopardized.

If I can be of further service, please contact me at your convenience.

Sincerely,



Joseph M. Connell
Fire Administrator

JMC/phf



ANNE ARUNDEL COUNTY

ANNAPOLIS, MARYLAND 21401

OFFICE OF PLANNING AND ZONING

September 25, 1984

Mr. Leonard Zembas, Bureau of
Highway Design
State Highway Administration
707 N. Calvert Street
Baltimore, MD 21203

October 1, 1984
Mr. Zembas:
For your attention.
BW

Re: I-97, West Parallel Service
Road

Dear Mr. Zembas:

We have reviewed the alternatives for the I-97 West Parallel Service Road, for a continuous or non-continuous design. It is our conclusion that a non-continuous, or segmented design would not only be poor network planning but would create several hazards to public safety.

If traffic is unable to travel uninterrupted along the west service road it will sharply increase the traffic load and congestion on the east service road. Since traffic congestion statistically results in higher accident rates, the probability of road blockage on the east service road will be much greater. This could lead to serious delays in responding to local emergencies in the area without an alternate detour for local traffic. Even though I-97 could function as a bypass of the potential blockage, the entire local corridor could be sealed off from access, including the County Police and Fire Headquarters facilities.

Another problem with discontinuous road segments is the potential for errors in the response of emergency vehicles going to the wrong section of road and having to backtrack. This is not only a waste of critical time but adds to the risk of emergency personnel in responding to calls.

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Mr. Leonard Zembas
September 15, 1984
Page 2

The creation of several dead end roads instead of a continuous service road would make police patrols more time consuming and less efficient resulting in either a reduction in security or a waste of public funds.

Elimination of access to Dicus Mill Road at Maryland Route 3 (I-97) would add several minutes travel for any emergency response. This condition could be seriously compounded by the possibility of Dicus Mill Road being closed by the flooding of Severn Run Stream. This has occurred in the past and is likely to occur again. Without access to Md. Route 3 or the future west service road, approximately 10 to 12 homes could be completely isolated with no alternate route. To eliminate the flooding potential, would require a new bridge and roadway over Severn Run at a higher elevation. Such a project would not be cost effective and would result in a much greater negative environmental impact to Severn Run than the service road connection near the ridgeline.

It should be noted that some of the proposed right-of-way for the west service road that is not yet park land is more environmentally sensitive than that which has been acquired. We strongly recommend that the road be designed to minimize disturbance to primary vegetation and unique natural habitats. Field inspection revealed that some dumping has occurred in the natural area from isolated access points. We believe the use of cul-de-sacs would add to the potential dumping problem in the future. A continuous road would add more visibility through traffic and patrols. Experience has shown that dead end roads attract "party" groups who litter the area with trash. This would not be compatible with good open space management and would add to the security burden.

In conclusion, Anne Arundel County recommends that a continuous west service road be constructed from Dicus Mill Road to New Cut Road as part of the I-97 project, rather than a segmented road. Not only would this alternative be safer and provide for more efficient distribution of traffic in the area but, it would minimize unnecessary vehicle travel and the related additional air-pollution.

If you have any questions regarding the above comments, we are available to discuss them.

Best regards,



Florence Beck Kurdle
Planning and Zoning Officer

FBK/RD/jls

cc: Steve Mandras, Highway Design,
State Highway Administration



ANNE ARUNDEL COUNTY
ANNAPOLIS, MARYLAND 21401

OFFICE OF PLANNING AND ZONING

October 24, 1985

October 28, 1985
Mr. Zembas:
For your attention.
EWV

Mr. Anthony M. Capizzi, Chief
Bureau of Highway Design
707 N. Calvert Street
Baltimore, MD 21202

ATTENTION: Mr. Jim Fritz

RE: I-97, Dicus Mill Road Bridge

Dear Mr. Capizzi:

In addition to our letter of September 25, 1984, regarding Dicus Mill Road and its connection to the West Service Road, we would like to emphasize certain additional facts.

Information from our Engineering and Maintenance Divisions has confirmed that the Dicus Mill Road bridge over Severn Run floods on the average of four times each year for periods up to four or five hours. In addition, the condition of the bridge has been found to be in need of major repair. Without these repairs, it will not safely support school buses, trucks or emergency vehicles.

Because of these conditions, we feel that it is imperative that Dicus Mill Road be connected to the West Frontage Road of I-97. This alternative would be far less damaging to the stream valley than reconstructing the bridge to a higher evaluation, not to mention less costly as well.

Please keep our office informed on the progress of this issue.

Best regards,

Roland Davis

Roland Davis
Senior Transportation Planner

RD/mac

ANNE ARUNDEL COUNTY, MARYLAND

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(301) 887-4010

FIRE DEPARTMENT HEADQUARTERS
P.O. BOX 276
MILLERSVILLE, MARYLAND 21108

November 13, 1985

November 20, 1985
Mr. Zamboni
For your attention.
BWW

Mr. Anthony M. Capizzi
Chief
Bureau of Highway Design
707 N. Calvert Street
Baltimore, Maryland 21202

RE: Justification for Continuous West Frontage Road for
New Route I-97

Dear Mr. Capizzi:

The Anne Arundel County Fire Department has again reviewed the proposal to close Dicus Mill Road at Route I-97. This proposal, in its present form, is totally unacceptable.

A recent development has made it more critical than ever that the proposed West Frontage Road of I-97 be connected to Dicus Mill Road. This development is that the bridge on Dicus Mill Road over Severn Run has been down-graded to a 1/4 ton capacity. This will make it impossible for fire apparatus coming from the east to reach the area of Dicus Mill Road between Severn Run and the current Route 3.

A map is enclosed (Enclosure #1) that depicts existing response routes of emergency units. The green line indicates response of the closest unit at present. Its distance is 4.17 miles and travel time is 5.56 minutes. The red line shows the alternate route, should the West Frontage Road not be continuous to Dicus Mill Road. The distance would increase to 5.49 miles and the time increase to 10 minutes, both unacceptable. The double black line across Dicus Mill Road shows the 3/4 ton bridge that now prevents fire apparatus from crossing. A detailed letter from our Traffic Department is being sent to further substantiate the above. This County's "Adequate Facilities Ordinance" has set a maximum fire response time of five minutes.

Response times are calculated by a Departmental Formula that estimates average travel time of an emergency response unit to be 3,960 feet per minute at 45 mph, considering the unit to be using an improved road that is relatively straight such as the current Route 3. A responding unit using a winding and hilly road such as Gambrills Road and Dicus Mill Road is considered able to travel 12,640 feet per minute at 30 mph.

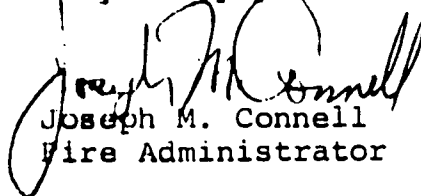
The next fire station being built by the County is Engine Company 4 located on Benfield Boulevard at Governor William Stone Parkway. This location and the response route is shown in yellow. It will by far be the closest company to Dicus Mill Road just west of Route 3. Should a fire occur on Dicus Mill Road just west of Route 3, this fire company would be rendered helpless by the proposed isolation of this area.

I have included (Enclosure #2) a copy of an article published in the "Journal of the American Medical Association" which shows that a rapid response of emergency help is essential to effective resuscitation (second page, paragraphs 2 & 3). These standards were developed by the "National Conference on Cardiopulmonary Resuscitation and Emergency Cardiac Care" 1984. In the absence of citizen CPR, a prompt response of emergency personnel is necessary to fall within the four (4) minute time frame.

Also included (Enclosure #3) are pages from the National Fire Protection Association, "Fire Protection Handbook", fifteenth edition, which shows the importance of both a five minute response and the standard time temperature curve which shows the five minute temperature increase to be 1,000^oF.

In conclusion, I respectfully request your careful review of our concerns for fire and medical assistance. I would further request that you keep me informed as to the progress of this urgent decision. Please let us hear from you.

Very truly yours,


Joseph M. Connell
Fire Administrator



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TORREY C. BROWN, M.D.
SECRETARY
JOHN R. GRIFFIN
DEPUTY SECRETARY

STATE OF MARYLAND
DEPARTMENT OF NATURAL RESOURCES
CAPITAL PROGRAMS ADMINISTRATION
TAWES STATE OFFICE BUILDING
ANNAPOLIS, MARYLAND 21401

FRED L. ESKEW
ASSISTANT SECRETARY
FOR CAPITAL PROGRAMS

September 26, 1985

MEMORANDUM

TO: Chip Price
FROM: Arnold Norden *AN*
SUBJ: I-97 Section 4(f) Involvement at Severn Run NEA

As our continuing coordination with SHA throughout the development of this progress indicates, we entertain considerable concern over the potential impact of proposed roadway expansion on this important portion of Maryland's park network. At present, no intensive recreational use is being made of any of the parcels that would be impacted. However, although planning for this park land is incomplete, these impacted parcels may very well be important future centers of public access and recreational use. Parcel 1 on Figure 4B was acquired as a point of access from existing Route 3. Since the proposed frontage road would provide this needed access, Parcel 1 is no longer needed, but parcels 2 and 3 are still vital for entry, parking and interpretive areas at the head of a nature trail system. Parcel 4 (Figure 4C), is unsurveyed, but could well include features that we would want to have along an interpretive trail.

In addition to this potential use for direct public recreation, these peripheral areas are vitaly important as a buffer limiting visual and noise intrusion into the central portions of this Natural Environment Area. If impact to these parcels cannot be avoided, the following mitigation may be appropriate, and should be explored with our planning staff.

1. Replacement of all land taken, regraded or included in easements that would restrict management.
2. Possible fencing along frontage roads to control access.
3. Appropriate landscaping to screen roadways from adjacent park land.

AWN:mle

cc: Tolly Peuleche'



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TORREY C. BROWN, M.D.
SECRETARY
JOHN R. GRIFFIN
DEPUTY SECRETARY

STATE OF MARYLAND
DEPARTMENT OF NATURAL RESOURCES
CAPITAL PROGRAMS ADMINISTRATION
TAWES STATE OFFICE BUILDING
ANNAPOLIS, MARYLAND 21401

FRED L. ESKEW
ASSISTANT SECRETARY
FOR CAPITAL PROGRAMS

September 30, 1985

Ms. Cynthia D. Simpson
Acting Chief
Environmental Management
State Highway Administration
707 North Calvert Street
Room 314
Baltimore, Maryland 21202

Re: Contract No. AA 132-201-572
Baltimore-Annapolis Transportation
Corridor Study (I-97) Section D
Section 4(f)

Dear Ms. Simpson:

Attached please find the comments from Mr. Arnold Norden of the Department of Natural Resources' Land Planning Services, concerning the above referenced project. Program Open Space shares Mr. Norden's concern for the integrity of the Severn Run Natural Environment Area, especially in the area of recreational use. Because of its designation as a natural environment area, Severn Run is used for such recreational uses as hiking and outdoor education. In addition, the Severn River of which Severn Run is part of, is designated as a Maryland Scenic River. A booklet describing the Severn Scenic River is enclosed.

As a Maryland Scenic River, which is actively used for recreational purposes, the Severn Run N.E.A. should be afforded the highest degree of protection from alternative land use proposals.

If I can be of further assistance, please advise.

Sincerely,

Chip Price
District Coordinator

CP/slt
Attachment
CC: Butch Norden

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TORREY C. BROWN, M.D.
SECRETARY
JOHN R. GRIFFIN
DEPUTY SECRETARY

STATE OF MARYLAND
DEPARTMENT OF NATURAL RESOURCES
CAPITAL PROGRAMS ADMINISTRATION
TAWES STATE OFFICE BUILDING
ANNAPOLIS, MARYLAND 21401

FRED L. ESKEW
ASSISTANT SECRETARY
FOR CAPITAL PROGRAMS

July 3, 1986

Mr. Don Sparklin
State Highway Administration
707 N. Calvert Street
Baltimore, Maryland 21203

Re: I-97 Review
Severn Run N.E.A.
Anne Arundel County
85-RPR-41

Dear Mr. Sparklin:

First, we sincerely apologize for the inordinate delay in providing the following review comments:

1. Our Water Resources Administration advises that:

- a. A State permit will be needed for construction within the non-tidal, 100 year floodplain of the Severn Run.
- b. Any construction on State land which involves more than 100 cubic yards or 5,000 square feet of disturbed area requires approval of an Erosion and Sediment Plan.
- c. State planned or financed projects require approval of stormwater management plans.

2. Since Federal funds were used for the Severn Run N.E.A. project, the U.S. Department of Interior's approval (under the 6F restrictions) will be required prior to the conversion of the land. The SHA must, in addition, make every effort to minimize impacts on the N.E.A.

3. The isolated tract of land located between I-97 and the frontage road is not included on the drawings but is listed or shown in the E.I.S. This omission should be corrected or clarified.

Mr. Don Sparklin
Page Two
July 3, 1986

4. All impacted areas (temporary construction, revertible or permanent easements, etc.) beyond the actual permanent right of way must be included for replacement.

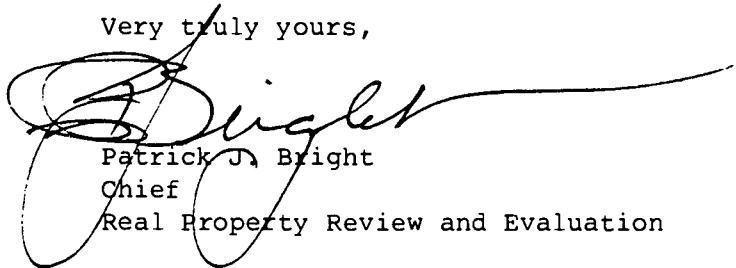
5. Consideration must be given to vegetative buffering to lessen audio/visual impacts of the roadway.

6. Design and construction must be such as to eliminate runoff from the roadway to the vernal ponds (station 63 to approximately 75). This may be accomplished by curb and gutter on the west side and draining to the east side with dry ponds or pits receiving the runoff for infiltration.

7. Finally, any deviation in the amount of taking, etc., must be reviewed.

Your understanding and patience is appreciated and if I may be of any assistance, in any way, please do not hesitate to call.

Very truly yours,



Patrick J. Bright
Chief
Real Property Review and Evaluation

PJB/bjp

Aurora Hills Civic Association
c/o 1319 Ashburton Drive
Millersville, Maryland 21108

August 7, 1987

Mr. Parker Andrews
Department of Public Works
One Harry S. Truman Parkway
Annapolis, Maryland 21401

Dear Parker:

The Aurora Hills Civic Association appreciated the opportunity to meet with you, and Messrs. Kroch, Hockstra, Fritz, and Boschert on Tuesday of this week. While we were unable to resolve the issue of the Dicus Mill Road closure, we expect that the proposal will be re-evaluated and further consideration can be given to the needs of those residents of the affected area. We sincerely hope that the adverse conditions that will result in the event of such closure can be avoided.

Our concerns are:

A. Safety

- Dicus Mill Road is a vital eastward evacuation route for residents of the area, as experienced during major forest fires in 1962 and 1974. Emergency vehicles also must access this road for timely service to the 200+ homes currently in the area. More recently, there have been numerous accidents involving power lines on Gambrills Road which required traffic to be rerouted via Dicus Mill Road to Route 3 thus allowing emergency vehicles unrestricted movement on Gambrills Road.
- In the event the proposed fire station is built at Benfield Boulevard, access to the area via Dicus Mill Road will be important for the fire department's response to any emergency situation.
- Police access the surrounding communities via Dicus Mill Road and preserving that access will help to keep response time at a minimum for 911 calls.

- Since Severn Run floods at the Dicus Mill Road bridge with every good rainfall, the residents on the eastern side of the bridge will be stranded and without the assistance of police, fire, or medical assistance.
- Residents fear that crime in the area will increase if Dicus Mill Road is dead-ended. The area will become a haven for those who seek a secluded area for the consumption of alcohol or drugs, making increased crime a foregone conclusion. This happened when the road was closed for recent bridge repairs.
- We share Mr. Boschert's concern that snow removal or other road repair would be considered low priority for Dicus Mill Road and residents along the one mile stretch of dead-ended road will be left stranded. Given the nature of the road itself, cars and school buses will not be able to safely negotiate the hills and curves in slick conditions.

B. Environmental Protection

The Aurora Hills community has a strong interest in protecting the Severn Run Environmental Protection area and related woodland and stream areas. We maintain a large wooded community recreation area that adjoins the Wells Branch, a feeder stream to the Severn Run. This area is kept clean and is a considerable asset to the community. AHCA has been involved many times in preservation activities related to the Severn Run Environmental Protection area; particularly road-side clean up campaigns, trail clean-up, observation of the area with reports to state and county officials.

- To dead-end Dicus Mill Road at the protected area will encourage trash dumping and related pollution particularly by those who find the nearby Landfill closed.
- If the road is closed, routine observations and reports by concerned citizens driving through the area will cease.
- As has been experienced, midnight dumping of septic materials will be greater since the passing of through traffic will be non-existent and there will be virtually no one to witness the offense.

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The environmental concerns of AHCA should carry great weight, as we have great practical experience in the environmental preservation of the area. We expect our views will be of great interest to county, state and federal environmental authorities and are surprised that no one has asked us.

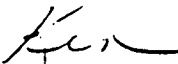
C. Traffic Patterns

- The closure of Dicus Mill Road would isolate a growing area currently consisting of 200+ homes from the only logical route to the greater Severna Park/Ritchie Highway area. We expect both the state and the county to consider the adverse impact of such a closure. In the event there have been impact studies done, we would like to know the results of these studies and why residents, or registered associations were not informed sooner of the intent to close Dicus Mill Road.
- Residents of Aurora Hills, Dicus Mill Road, Villa Verdi, Gambrills Road, and Bretton Woods will be forced to travel six times further for access to Severna Park. This is not time efficient, energy efficient or practical and will thereby encourage residents to avoid traveling or doing business in that area.
- The importance of this road is highlighted by the recent expenditure of approximately \$250,000 for the new bridge at Severn Run to keep access to Route 3 and Severna Park/Ritchie Highway open.

In conclusion, Aurora Hills requires a modest road to connect Dicus Mill Road to the surrounding area for the important reasons stated above. It is our opinion that the complete closure of Dicus Mill Road will have only negative impact. We see no positive features.

Once again, we appreciate your time and consideration in this matter and look forward to meeting with you again. We have met with Marsha Perry who is willing to schedule a meeting on this subject.

Very truly yours,


Kenneth R. Ramsey
President
Aurora Hills Civic Association

KRR/dap

copies:

Delegate Marsha G. Perry
215 Lowe House Office Building
Annapolis, Maryland 21401

Mr. David Boschert
County Councilman
44 Calvert Street
Annapolis, Maryland 21401

~~Mr. James Fritz~~
Bureau of Highway Design
State Highway Administration
211 E. Madison Street
Baltimore, Maryland 21202

Mr. Edward Loscot
State Highway Administration
138 Defense Highway
Annapolis, Maryland 21401



ANNE ARUNDEL COUNTY

ANNAPOLIS, MARYLAND 21404

November 23, 1987

Mr. Hal Kassoff
State Highway Administrator
707 N. Calvert St.
Baltimore, MD 21202

Dear Mr. Kassoff:

At our November meeting, the Severn River Commission was notified by staff and our County Council member that the State Highway Administration has decided to change its mind and build the connector road from the frontage road off Benfield Boulevard interchange to Dicus Mill Road.

The Commission was told by you in the spring of this year that State Highway Administration would not be involved any further. Therefore, to make us aware of the factual present situation, we would like to hear from you, since we have not received any further information after my discussion with the Director of Public Works and you regarding the limited road design for a single-lane, closed-off connector road for emergency use only.

We agreed with that concept as the maximum needed to provide the emergency access and still protect Severn Run and the N.E.A. You then sent your letter stating no further action by the State Highway Administration and any further discussion and design would be by Anne Arundel County.

The Commission voted to request this information from you to keep us fully informed, since we corresponded with you earlier on this matter. We hope to hear from you as soon as possible and look forward to your information.

Sincerely,

Carlo R. Brunori
Chairman
Severn River Commission
Thomas C. Andrews
Robert Bissell
David Boschert

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Senator John Cade
L. Eugene Cronin
Janice L. Hollmann
Robin Ward Ireland
Delegate Donald Lamb
Norman Lutkefedder
Alderman Pete Mager
James Peck
W. James Sears
Lina Vlavianos
A. L. Waldron

CRB/sks

cc: Richard H. Trainor
James Lighthizer
Robert Agee
Director of Public Works
Claude Vannoy
Tom Osborne

JAN 19 1988

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Mr. Carlo R. Brunori, Chairman
Severn River Commission
Anne Arundel County Government
Annapolis, Maryland 21404

Dear Mr. Brunori:

Thank you for your recent letter concerning the Dicus Mill Road Connection.

As you know, the State Highway Administration's position on this matter has changed. Our earlier willingness to drop the West Frontage Road/Dicus Mill Road connection was based on a misunderstanding about the degree of indirect travel acceptable to the community and their elected officials.

Several options were studied to determine which provided the best combination of public access and environmental impacts. A map and matrix summarizing the options studied are attached for your information. Please note that the selected alternate (#3) duplicates existing access and requires the transfer of only 0.5 acre of environmental area property from one location to another. In light of the substantial access improvements involved and the small environmental area to be relocated, we feel that a connection between the West Frontage Road and Dicus Mill Road will best serve the public interest.

We would be pleased to meet with you and the Commission to clarify this matter if you would like.

Sincerely,

ORIGINAL SIGNED BY:
HAL KASSOFF
Hal Kassoff
Administrator

HK/dg
Attachments

bcc: The Honorable John A. Cade
Mr. Bob B. Myers
Mr. Neil Pedersen
Mr. Louis H. Ege, Jr.
Mr. Edward M. Loskot
Mr. Edward H. Meehan
Mr. Anthony M. Capizzi
Mr. Robert Douglass

Dictated by J. Fritz-SHA ext 1298 1/14/88.



ANNE ARUNDEL COUNTY

ANNAPOLIS, MARYLAND 21404

March 23, 1988

Mr. Hal Kassoff
State Highway Administrator
707 North Calvert Street
Baltimore, Maryland 21202

Dear Mr. Kassoff:

The Severn River Commission voted at its March 3, 1988 Meeting to respond to your letter of January 19, 1988, in which you explained the change in position by the State Highway Administration, regarding the Dicus Mill Road connection. Last year, the problem seemed resolved in that; (1) The State Highway Administration had dropped all further plans and any further work would be up to the County (2) the last design agreed to showed a one lane connection to Dicus Mill Road from the west Frontage Road Cul-de-Sac, which would be gated and opened only in time of emergency need. The agreement worked out by the County (Dan Boyd, Public Works Director) and The State Highway Administration, was focused on the community need and request for an emergency road, if and when Dicus Mill Road is cut off from Gambrill Road, as had happened in an earlier accident. The blocked off one lane road would fulfill this emergency need, by providing police, emergency crew staff, state police personnel, etc., with keys to open the road when an emergency occur. This would take care of that stated need and also protect Severn Run and the Severn Run Natural Environmental Area from road pollution, noise and possible chemical spills.

The alternatives listed in your study attached to your letter of January 19, 1988, does not list the one-lane road blocked off for emergency use only. Alternative 3 should have an A and B option where you present alternative is 3A and ours a 3B. This would do the job and also present less hazard to the NEA and take less area. Also, last year we also recommended an option for an interchange at Gambrill Road and Route 32, to shorten the response time. The other alternatives offered, cutting through the NEA and for

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Jabez Branch (a critical natural trout stream being impacted now), are not considered as viable or feasible alternates by this Commission. Hopefully, the earlier agreed to plan with a blocked off emergency use only one lane road connection is to be seriously considered.

Therefore, we await your response for our comments in regard to the offered alternate which has the least impact to the environment and economy.

Also, in your letter of February 23, 1988, regarding Maryland Route 32 construction, you stated that a bridge over Picture Spring Brook was not justified. The Severn River Commission would like more information to justify what led to that conclusion at this early planning date. We would also like to be continually informed of your planning progress and the amount of wetlands impacted and forest habitat lost, and any mitigation plans for either. Thank you for your help and continued assistance with your planning process.

Sincerely,

Carlo R. Brunori

Carlo R. Brunori, Chairman
Severn River Commission

- Thomas C. Andrews
- Robert Bissell
- David Boschert
- Senator John Cade
- L. Euguen Cronin
- Roy Hoagland
- Delegate Donald Lamb
- Alderman Pete Mager
- James W. Peck
- Ann Pesiri Swanson
- W. James Sears
- Lina Vlavianos
- A. L. Waldron

cc: James Lighthizer; County Executive
Dr. Torrey Brown, Department of Natural Resources



*Maryland Department of Transportation
State Highway Administration*

Richard H. Trainor
Secretary

Hal Kassoff
Administrator

51

APR 27 1988

Mr. Carlo R. Brunori, Chairman
Severn River Commission
Anne Arundel County Government
Annapolis, Maryland 21404

Dear Mr. Brunori,

Thank you for your letter of March 23rd concerning the Dicus Mill Road connection.

The State Highway Administration's concerns in this matter extend beyond provision of emergency vehicle access. The original decision to sever all connections between the proposed West Frontage Road and Dicus Mill Road hinged upon a misunderstanding of the acceptability of reduced access to Aurora Hills Subdivision residents. Subsequently, representatives of the Aurora Hills Subdivision presented their concerns to the Administration and initiated a reappraisal of our decision. The result of this reappraisal was the alternate study with which you are already familiar. Please note that the "locked gate, single lane" option discussed in your recent letter will not provide access equivalent to that enjoyed today by Aurora Hills residents. For this reason, and in light of the legitimate concerns previously expressed by area residents, the Administration changed its plans and decided to include the connection now proposed. The current design has been reduced to a minimum acceptable level consistent with public use, in order to reduce the amount of environmental area that will need to be mitigated.

Regarding your concerns on the justification of a bridge carrying Relocated Maryland Route 32 over Picture Frame Branch (Picture Spring Brook), our hydrologic analysis of this crossing indicated that the discharges were sufficiently low to be conveyed by a series of pipe arch culverts without compromising the safety of the proposed highway or nearby residents. We did however study two other alternates, a box culvert and a bridge. The estimated costs associated with these three structures are: \$568,000 for the pipe arches; \$1,170,200 for a box culvert; and \$1,550,427 for a bridge. Since the discharges can safely be conveyed by pipe arch culverts and with the benefit of saving the citizens of Maryland nearly \$1,000,000, it was decided that the pipe arch culverts would be used as the proposed structure.

Please be assured that SHA is aware that Picture Frame Branch is classified as Class IV Recreational Trout Waters by the Maryland Department of Natural Resources. We will provide the full complement of protection during the proposed construction, and the culverts will be constructed in a manner so not to impede fish passage.

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My telephone number is (301) _____

Teletypewriter for Impaired Hearing or Speech
383-7555 Baltimore Metro - 565-0451 D.C. Metro - 1-800-492-5062 Statewide Toll Free
707 North Calvert St., Baltimore, Maryland 21203-0717

Mr. Carlo R. Brunori
Page Two

Thank you for your interest and concern. Please feel free to call me if you have further questions.

Sincerely,

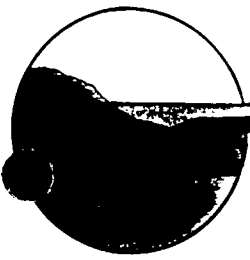
**ORIGINAL SIGNED BY:
HAL KASSOFF**

Hal Kassoff
Administrator

HK/mow

- bcc: Senator John Cade (w/attachment)
- Mr. Richard H. Trainor
- Mr. Bob B. Myers
- Mr. Neil Pedersen
- Mr. Louis H. Ege, Jr.
- Mr. Edward M. Loskot
- Mr. Edward H. Meehan
- Mr. Robert D. Douglass
- Mr. Anthony M. Capizzi

Dictated by James S. Fritz, 61.1, ext. 1298, 4/18/88
Contract No. AA 132-503-572



Maryland Department of Natural Resources

PROJECT DEVELOPMENT

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Forest, Park and Wildlife Service
Sandy Point State Park
800 Revell Highway
Annapolis, Maryland 21401
301-757-1841

Nov 18 12 16 PM '88

William Donald Schaefer
Governor

Torrey C. Brown, M.D.
Secretary

November 14, 1988

Donald E. MacLauchlan
Director

State Highway Administration
Project Development Division
707 N. Calvert Street
Baltimore, Maryland 21203

Dear Sir:

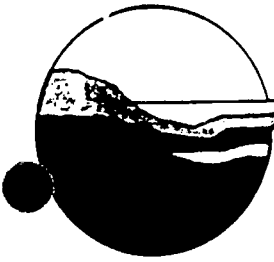
You requested the attendance for the Severn Run Environmental Area for the year 1987. The total for 1987 was 41,861 people. This number included campers, fishermen, hikers and birdwatchers. Severn Run Natural Resources Area covers over 1800 acres. Probably 60% of the 41,861 people that visited Severn Run were involved in the Dicus Mill Road area. This included the 385 campers in the Youth Group area.

Sincerely yours,

Thomas K. Palmer

Thomas K. Palmer
Assistant Park Manager

TKP/hkn



Maryland Department of Natural Resources

54

Capital Programs Administration
2012 Industrial Drive
Annapolis, Maryland 21401

William Donald Schaefer
Governor

Torrey C. Brown, M.D.
Secretary

Michael J. Nelson
Assistant Secretary
for Capital Programs

December 8, 1988

Mr. Hal Kassoff
State Highway Administrator
Maryland Department of
Transportation
707 North Calvert Street
Baltimore, Maryland 21202

Re: Severn Run Natural Environ-
mental Area
Interstate 97
Dicus Mill Road Connection

Dear Mr. Kassoff:

I am writing to follow-up on our telephone conversation concerning your request for additional Department of Natural Resources land for the above referenced project.

The Department of Natural Resources concurs with the connection of Dicus Mill Road with the west frontage road as presented in your October 25, 1988 memo and we understand that this will require an additional .44 acre of land for the right-of-way. As always, we will do everything possible to expedite approval of this request. As you know use of the land will require a 6(f) conversion approval by the National Park service and there are several items which we need from your Department in order to obtain approval. These items are:

1. A copy of an approved Supplemental Section 4(f) Statement for this project.
2. Real Estate Appraisals on the property to be converted and the replacement property. These appraisals must comply with the Uniform Appraisal Standards for Federal Land Acquisitions.
3. Survey plats of all properties involved.

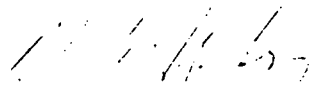
Telephone: (301) 974-7947
DNR TTY for Deaf: 301-974-3683

Mr. Hal Kassoﬀ
December 8, 1988
Page Two

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If you feel that it would be beneficial to meet with representatives of the National Park Service to discuss this project, please let me know and I will attempt to arrange such a meeting. If you need further information, please do not hesitate to contact me.

Sincerely,



Michael J. Nelson
Assistant Secretary

MJN:GKF/slt

CC: George Forlifer
Gene Cheers
Pat Bright
Sean McKewen
Cynthia Simpson
Neil Pederson

PROJECT
DEVELOPMENT
DIVISION

ANNE ARUNDEL COUNTY, MARYLAND

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DEC 27 11 31 AM '88



987-4010

FIRE DEPARTMENT HEADQUARTERS
P.O. BOX 276
MILLERSVILLE, MARYLAND 21108

December 20, 1988

Ms. Cynthia Simpson
Project Development Division
State Highway Administration
707 N. Calvert Street
Baltimore, Maryland 21202

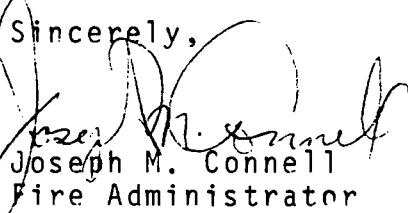
RE: Affirmation of support for road connection between
Dicus Mill Road and West Frontage Road - I-97
(Section D)

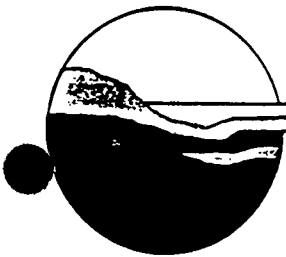
Dear Ms. Simpson:

As stated in our previous letters, the Anne Arundel County Fire Department is reaffirming its position that we must have access to Dicus Mill Road from West Frontage Road. Without this needed connection the emergency response times to citizens West of I-97 in this area would be dramatically increased and fall beyond nationally recognized emergency standards.

All the specific reasons presented in our letters dated September 19, 1984 and November 13, 1985 are still valid. In fact, since that time additional home construction in the area has only increased, making the need that much more critical.

Again, we respectfully request that you review our concerns and provide this much needed link. If you have any questions or need additional information, please contact me.

Sincerely,

Joseph M. Connell
Fire Administrator



Maryland Department of Natural Resources

PROJECT
DEVELOPMENT

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Capital Programs Administration
2012 Industrial Drive
Annapolis, Maryland 21401

DEC 30 10 02 AM '88

William Donald Schaefer
Governor

Torrey C. Brown, M.D.
Secretary

Michael J. Nelson
Assistant Secretary
for Capital Programs

December 22, 1988

Ms. Cynthia Wilkerson, Acting Chief
Planning and Grants Assistance
U.S. Department of the Interior
National Park Service
143 South Third Street
Philadelphia, Pennsylvania 19106

Re: LWCF #24-0021
Severn Run N.E.A.
Interstate 97/6(f) Conversion

Dear Ms. Wilkerson:

As your office is aware, we have been working with our State Highway Administration (SHA) to minimize the impact of the Interstate 97 project on Severn Run Natural Environment Area. In fact, as of last year, the area required for additional right-of-way had been reduced from 9 acres to 0.3 acre. A major reason for the acreage reduction was a design change which segmented the West Frontage Road and did not provide for a connection to Dicus Mill Road.

Recent public concern over a lack of access caused SHA to initiate a reappraisal of the original decision not to link Dicus Mill Road to the West Frontage Road. As a result of this study, SHA has decided to modify the West Frontage Road to include a connection to Dicus Mill Road. This connection is similar to those conceptual designs presented in the DEIS and the 1985 Supplemental Section 4(f) Evaluation. The current design has, however, been reduced to a minimum acceptable level consistent with public use, which in turn has kept the proposed impact to Severn Run to approximately 0.3 acre.

The Department of Natural Resources has reviewed this proposal and supports it as the solution to providing access to local residents while having little impact on Severn Run. I have enclosed a copy of SHA's Supplemental Section 4(f) Evaluation for your review. I will submit the

Telephone: (301) 974-7947
DNR TTY for Deaf: 301-974-3683

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Ms. Cynthia Wilkerson
December 22, 1988
Page Two

Section 6(f) conversion package as soon as the Section 4(f) Evaluation is approved and SHA provides us with appraisals of the impacted and replacement properties.

If you have any questions concerning this matter, please do not hesitate to contact me.

Sincerely,



Michael J. Nelson
State Liaison Officer

MJN:GKF:mrw
Enclosure

cc: Gene Cheers
Pat Bright
Sean McKewen
Cynthia Simpson



Maryland Department of Natural Resources

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Capital Programs Administration
2012 Industrial Drive
Annapolis, Maryland 21401

William Donald Schaefer
Governor

February 7, 1989

Torrey C. Brown, M.D.
Secretary

Michael J. Nelson
*Assistant Secretary
for Capital Programs*

Mr. James W. Coleman
Regional Director
Mid-Atlantic Region
National Park Service
143 South Third Street
Philadelphia, Pennsylvania 19106

Re: Severn Run Natural
Environment Area
L&WCF #24-00021

Dear Mr. Coleman:

Enclosed please find three copies of the Amendment to Project Agreement and the supporting documents necessary to amend the above referenced project. This amendment is needed to accommodate the construction of Interstate 97 and an associated access road adjacent to Severn Run Natural Environment Area.

The enclosed Supplemental Section 4(f) Statements will document that all practical alternatives to the conversion have been evaluated and rejected on a sound basis. The proposed replacement property has been evaluated and found to be of reasonably equivalent usefulness and location as that being converted. Real estate appraisals on all parcels involved are being prepared and they will be forwarded when they are completed.

I realize that the amendment cannot be approved until the real estate appraisals have been reviewed and the replacement land found to be of at least equal fair market value to the converted land, however, the construction of Interstate 97 is proceeding rapidly and our State Highway Administration requires the use of the land to be converted as soon as possible. Therefore, the Department of Natural Resources is hereby requesting the concurrence of the National Park Service to grant a Right of Entry to the State Highway Administration to allow the construction of Interstate 97 and an associated access road to proceed while the review of the Amendment for conversion takes place. I understand that this is not the normal procedure, however, I feel that the

Telephone: (301) 974-7947

DNR TTY for Deaf: 301-974-3683

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Mr. James W. Coleman
February 7, 1989
Page Two

State Highway Administration's cooperation in reducing the impact of this road on the Severn Run Natural Environment Area from 9± acres to 0.594± acres and their commitment to provide whatever replacement land is needed warrants your favorable consideration of this request.

Should you have any questions or require any additional information, please do not hesitate to contact me.

Sincerely,



Michael J. Nelson
State Liaison Officer

MJN:GKF/slt
Enclosures

CC: Hal Kassoff
Cynthia Simpson
Gene Cheers



United States Department of the Interior

NATIONAL PARK SERVICE

MID-ATLANTIC REGION
143 SOUTH THIRD STREET
PHILADELPHIA, PA. 19106



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IN REPLY REFER TO:

L32 (MAR-PD)

Mr. Louis Ege, Jr.
Deputy Director
Project Development Division
Maryland Department of Transportation
707 N. Calvert Street
Baltimore, Maryland 21203-0717

FEB 14 1989

Re: Contract No. AA132-201-572
Dicus Mill Road Construction

Dear Mr. Ege,

As per your request, we have reviewed the preliminary Section 4(f) document provided by the Department of Natural Resources regarding the Dicus Mill Road connection.

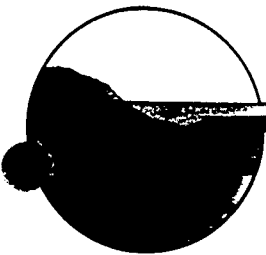
Based upon that review, we have no objections to a programmatic 4(F) being prepared. Subject to approval of the programmatic 4(f) document, we will give consideration to 6(f) conversion of the Severn Run property. Approval of this 6(f) will depend upon our acceptance of the entire conversion package to be forwarded to us by the staff of Maryland's Department of Natural Resources.

If you have any questions, please contact Jerry Pendleton (215) 597-6606. Thank you.

Sincerely,

Cynthia Wilkerson, Acting Chief
Planning and Grants Administration

cc: Robert Gift, Division of Environment and Recreation Assistance
George Forlifer, Maryland Dept. of Natural Resources



PROJECT
Maryland Department of Natural Resources

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Capital Programs Administration
2012 Industrial Drive
Annapolis, Maryland 21401
MAR 2 1 32 PM '89

William Donald Schaefer
Governor

Torrey C. Brown, M.D.
Secretary

Michael J. Nelson
Assistant Secretary
for Capital Programs

February 27, 1989

Mr. Louis H. Ege, Jr.
Deputy Director
Project Development Division, Rm. 506
State Highway Administration
707 North Calvert Street
Baltimore, Maryland 21202

RE: Draft Supplemental Section 4(f) Evaluation, I-97
from Md. Rt. 178 to Md. Rt. 174 (Severn Run NEA)
Contract No. AA 132-201-572.

The Department of Natural Resources, Capital Programs Administration has reviewed the referenced document. The following comments are submitted to help clarify certain statements in the report:

Section II Description of Section 4(f) Property

- Page 6- First sentence states that Severn Run NEA consists of 1,301 acres. The actual acreage is 1,448.
- Page 6- Fourth sentence states that DNR proposed to acquire an additional 137 acres. The actual acreage is 126.

Section III Description of Impacts

- Page 8- Second paragraph, seventh sentence states that the impact consists of "0.1 acre of right-of-way acquisition and 0.2 acre of revertible slope easement." This statement is incorrect because all of the impacted area must be acquired and replaced by SHA.
- Page 8- In the second paragraph it is stated that the "right-of-way width is approximately 20 feet." That width is inconsistent with Figures 4 and 5a, which show a much wider R-0-W.

Telephone: _____

DNR TTY for Deaf: 301-974-3683

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- Page 9- The first sentence at the top of the page states that land acquired with Land and Water Conservation Fund assistance must be replaced on a "1:1 basis", however, Federal law requires replacement on an equivalent fair market value basis which may require more or less acreage depending on the appraisals.
- Page 9- At the end of the second paragraph it is stated that "suitable replacement land could be identified" within nearby excess R-O-W. In fact, land has already been identified on the former Pump-hrey property which is considered acceptable for replacement by the Department of Natural Resources.


Section V Mitigation Measures

- Page 12- The first and fifth sentences in this section refer to the 0.2 acre revertible slope easement. These references should be deleted for the reasons stated previously.
- Page 12- The fourth sentence states that "Approximately 0.3 acre of replacement land will be provided on a 1:1 basis." Again, Federal law requires the replacement land to be of at least equal fair market value as the land being taken, therefore that sentence should begin "Sufficient acreage in replacement land will be provided to meet the equal fair market value requirement."
- Page 12- At the end of the third paragraph it is noted that the 0.2 acre "revertible easement" will be "vegetated consistent with the surrounding terrain. "Revegetation with appropriate native species would be very desirable and SHA should offer it as additional mitigation.

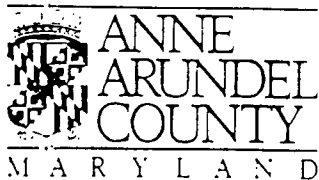
Section VII Concluding Statement

- Page 15- This statement contains another reference to the revertible slope easement; this should be eliminated.

If you have any questions concerning my comments, please contact me.

Sincerely,

Gene F. Cheers
Chief
Capital Improvements &
Environmental Review

cc: George Forlifer
Arnold Norden



HEB 89 10: 06

CHIEF ENGINEER

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OFFICE OF PLANNING AND ZONING
Severn River Commission

February 17, 1989

Mr. Edward G. Stein, Jr.
Assistant to the Chief Engineer
State Highway Administration
Room 404
707 North Calvert Street
Baltimore, Maryland 21202

RE: WEST FRONTAGE ROAD/DICUS MILL ROAD

Dear Mr. Stein:

The Severn River Commission is in receipt of the plans for the proposed West Frontage Road/Dicus Mill Road connection.

We were pleased to note the significant reduction in the amount of impacted acreage in the Severn Run Natural Environmental Area; the change from the original proposal of nine acres to .3 acres is substantial. The additional fact that the .3 acre loss "will be mitigated by purchase of replacement land to be turned over to DNR" is commendable. We would request, however, that the mitigation occur in the Severn River watershed.

The Commission has no objections to the proposed plan and concurs with its design. We do wish to commend SHA for revising these plans in response to Commission and citizen concerns. You and your staff have adequately and successfully accommodated these concerns.

Sincerely,

A handwritten signature in cursive script that reads "Roy A. Hoagland".

Roy A. Hoagland, Chairperson
Severn River Commission

RAH:vk

cc. L. Vlavianos, SRC
R. Waldron, SRC
H. Kassoff, SHA