

SUMMARY

MD 210 MULTI-MODAL STUDY

Summary

1. Administrative Action

- () Environmental Assessment
- () Draft Environmental Impact Statement
- (X) Final Environmental Impact Statement
- () Findings of No Significant Impact
- (X) Section 4(f) Evaluation

2. Information Contacts

Additional information concerning the proposed project may be obtained from:

Ms. Cynthia Simpson
Deputy Director
Office of Planning Preliminary Engineering
State Highway Administration
707 North Calvert Street
Mailstop C-301
Baltimore, Maryland 21202
Hours: 8:00 a.m. to 4:30 p.m.
Phone: (410) 545-8500

Ms. Caryn Brookman
Environmental Specialist
Federal Highway Administration
City Crescent Building
10 South Howard Street
Suite 2450
Baltimore, Maryland 21201
Hours: 7:30 a.m. to 4:00 p.m.
Phone: (410) 962-4440
Fax: (410) 962-4054

3. Introduction

This document presents the results of studies that have been completed to address both National Environmental Policy Act (NEPA) and US Army Corps of Engineers Section 404 Permit requirements. NEPA focuses on the environmental analysis of alternatives, whereas the Corps Section 404 permit addresses specific impacts to wetlands and Waters of the U.S. in accordance with the Clean Water Act. In addition, Section 4(f) requirements of the U.S. Department of Transportation Act are addressed.

4. Description of Proposed Action/Purpose and Need

MD 210, also known as Indian Head Highway, connects Washington, D.C. at its northern terminus with the town of Indian Head, in Charles County, approximately 20 miles south of the

Prince George's County/Washington, D.C. line. The project area lies within Prince George's County and extends approximately ten miles along MD 210, from I-95/I-495 (the Capital Beltway) to MD 228 (Figure S-1). The following 11 signalized intersections with MD 210 are located in the project area: Oxon Hill Road, Wilson Bridge Drive, Kerby Hill/Livingston Road, Livingston/Palmer Road, Old Fort Road North, Fort Washington Road, Swan Creek/Livingston Road, Old Fort Road South, Farmington Road, MD 373, and MD 228. However, intersection improvements at Oxon Hill Road and MD 228 are being addressed by other projects and are not included in this study.

The purpose of this study is to improve traffic operations and safety conditions along the segment of MD 210 from the Capital Beltway to MD 228. The need for this project is demonstrated by the peak hour delays and congestion that have become particularly prevalent at the 11 signalized intersections along this segment of MD 210 for through traffic and traffic accessing or crossing MD 210 from the side roads.

MD 210 serves as a major route connecting I-95/I-495, the District of Columbia and Virginia with southern Prince George's County and Charles County. MD 210 is a six-lane divided arterial highway with partial control of access. Access to and from MD 210 is mainly provided at signalized major intersections with some non-signalized access points between the intersections.

The existing 2000 average daily traffic (ADT) volumes on MD 210 range from approximately 68,600 vehicles per day (VPD) at a point just south of the I-295 "S-curve" ramps to 43,600 VPD north of MD 228. Traffic volumes are expected to increase steadily through the design year 2020. The projected daily volumes for the MD 210 no-build condition in the year 2020 range from 92,000 VPD south of the I-295 "S-curve" ramps to about 63,000 VPD north of MD 228.

According to level of service (LOS) analysis for existing MD 210, five of the eleven signalized intersections in the study are currently operating at failing conditions (LOS F). Future operations throughout the day are predicted to worsen along the MD 210 corridor and the number of hours each day that intersections will operate at LOS F will increase. By the year 2020, if no improvements are made, all eleven-study area intersections will reach LOS F, and some intersections will be handling almost twice the volume of traffic they were designed to handle.

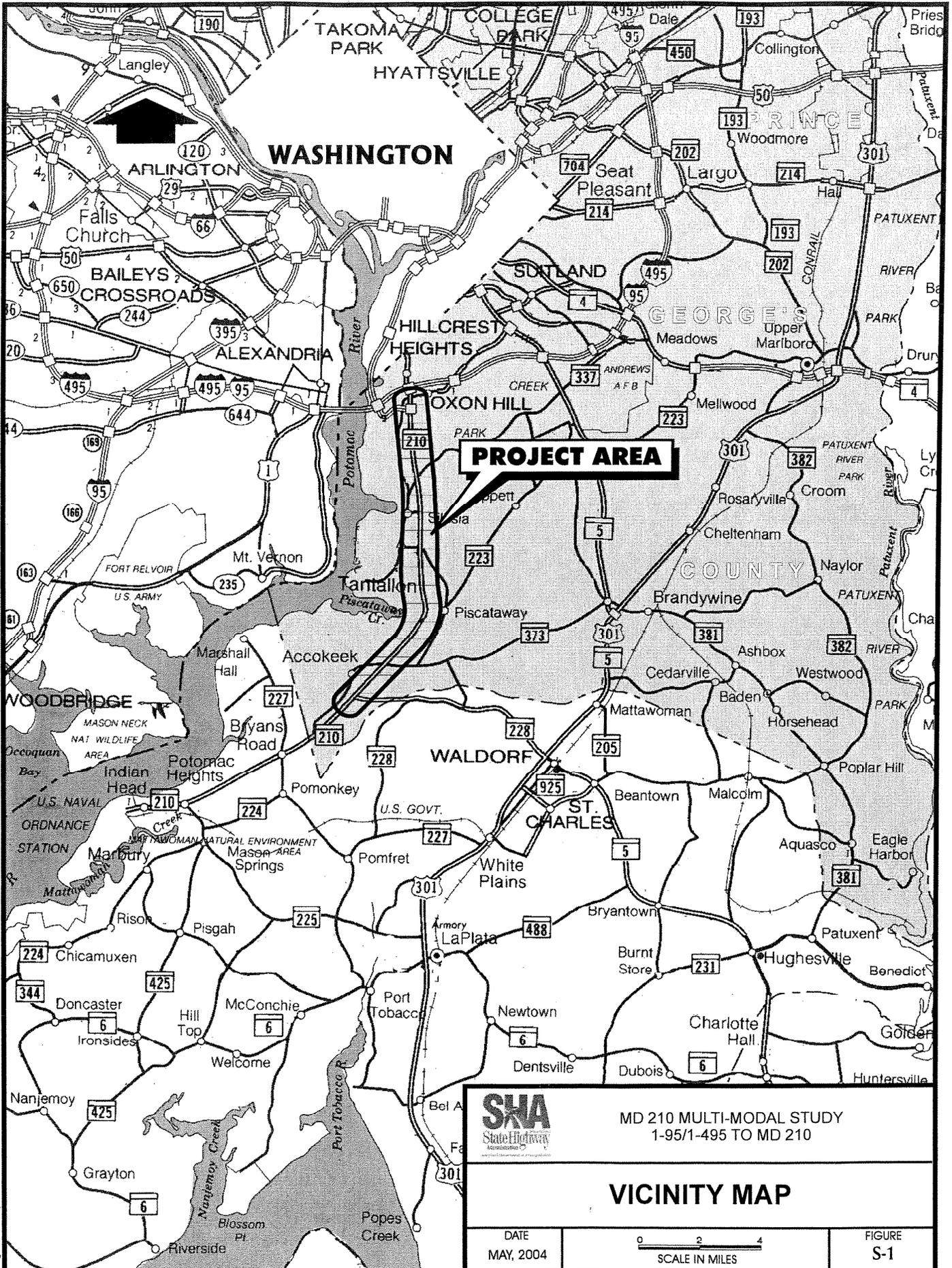


Fig. S-1 vicmap

A review of three-and-a-half-year accident history (January 1997 through July 2000) indicates the average accident rate for MD 210 between MD 228 and Fort Washington Road (6.0 miles) from 1997 through July 2000 was approximately equal to the statewide average accident rate for similarly designed rural/urban highways. The average accident rate for MD 210 between Fort Washington Road and the I-95/495 interchange (4.60 miles) was significantly higher than the statewide accident rate for similarly designed urban highways.

5. Alternatives Descriptions

A. Alternatives Presented in the Draft Environmental Impact Statement and at the Informational Public Workshop (May 2000)

As described in the Draft Environmental Impact Statement (DEIS), the following alternatives were presented at the Informational Public Workshop on May 15, 2000, and the Location/Design Public Hearing on June 21, 2001. (See Table S-1 for a summary of the environmental impacts)

1.) No-Build Alternative

This alternative included routine maintenance, minor construction projects and developer-based improvements associated with new developments. These minor improvements would not have been expected to measurably affect roadway capacity or safety.

2.) Alternative 5A: No High Occupancy Vehicle (HOV) Lanes

Alternative 5A included no HOV lanes on MD 210 (or side roads) and no widening of MD 210 other than that necessary in the immediate vicinity of an intersection location to support a given intersection improvement option (e.g., acceleration lanes, turn lanes, etc.). This alternative was predicted to reduce traffic congestion but not alleviate it altogether. Two sets of intersection capacity improvement options were considered with all of the proposed alternatives. The capacity options were as follows:

a.) Capacity Option 1

This included the least number of interchanges considered reasonable. Interchanges would only be provided at the Kerby Hill/Livingston Road and Livingston Road/Palmer Road intersections. The remaining intersections were proposed to be expanded with the existing traffic

signals to remain. Under this option, a 4th through lane in each direction was to be included on MD 210, from Old Fort Road North to Old Fort Road South.

b.) Capacity Option 2

Capacity Option 2 included the number of interchanges necessary to achieve satisfactory Levels of Service during the peak periods. Interchanges were proposed at the Kerby Hill Road/Livingston Road, Livingston Road/Palmer Road, Old Fort Road North, Fort Washington Road, Swan Creek Road/Livingston Road and Old Fort Road South locations. These interchanges were expected to operate LOS D or better for the weaves on and off MD 210 as well as the intersections proposed where the ramps tie into the side roads. Most of the ramp tie-in intersection locations would warrant traffic signals and should operate at LOS C or better during the peak period. The remaining intersections, Farmington Road and MD 373, were proposed to be expanded with the existing traffic signals to remain. As described in the DEIS, the following intersection locations were proposed to be upgraded as part of the Capacity Option 2:

- MD 210 Ramps to and from I-295
- Location A - Wilson Bridge Drive
- Location B - Livingston Road/Kerby Hill Road
- Location C - Palmer Road/Livingston Road
- Location D - Old Fort Road North
- Location E - Fort Washington Road
- Location F - Livingston Road/Swan Creek Road
- Location G - Old Fort Road South
- Location H - Farmington Road
- Location I - MD 373

3.) Alternative 5B

Alternative 5B consisted of the widening of MD 210 to provide two reversible, barrier-separated median HOV lanes. The southern limit of the proposed reversible HOV section was to be at Swan Creek Road, and the roadway would have transitioned to concurrent flow HOV south of that point. As described in the DEIS, the following intersection locations were proposed to be upgraded as part of Alternate 5B:

- MD 210 Ramps to and from I-295
- Location A - Wilson Bridge Drive

- Location B - Livingston Road/Kerby Hill Road
- Location C - Palmer Road/Livingston Road
- Location D - Old Fort Road North
- Location E - Fort Washington Road
- Location F - Livingston Road/Swan Creek Road
- Location G - Old Fort Road South
- Location H - Farmington Road
- Location I - MD 373

Alternative 5B was also developed with Capacity Option 1 and Capacity Option 2, as described above for Alternative 5A.

4.) **Alternative 5C**

Alternative 5C consisted of the widening of MD 210 to provide one concurrent flow HOV lane adjacent to the three existing general use lanes in each direction. As described in the DEIS, the following intersection locations were proposed to be upgraded as part of Alternate 5C:

- MD 210 Ramps to and from I-295
- Location A - Wilson Bridge Drive
- Location B - Livingston Road/Kerby Hill Road
- Location C - Palmer Road/Livingston Road
- Location D - Old Fort Road North
- Location E - Fort Washington Road
- Location F - Livingston Road/Swan Creek Road
- Location G – Old Fort Road South
- Location H – Farmington Road
- Location I - MD 373

Alternative 5C was also developed with Capacity Option 1 and Capacity Option 2, as described above for Alternative 5A.

B. Alternatives Dropped From Consideration

Subsequent to the June, 2001 Location/Design Public Hearing, the following were dropped from consideration:

1.) No-Build Alternative (Alternative 1)

Alternative 1 (No Build) was not selected because it does not satisfy the purpose and need.

2.) Alternative 5A

Alternative 5A was not selected because it would preclude any future accommodation of transit or other options to increase capacity on mainline MD 210.

3.) Alternative 5B

Alternative 5B was not selected primarily because of strenuous opposition voiced by the public to HOV lanes. Ultimately, this alternative resulted in higher costs and impacts compared to SHA-Selected Alternative 5A Modified presented at the Public Informational Workshop in September 2003 and described below in detail.

4.) Alternative 5C

Alternative 5C was also not selected because of the public opposition to HOV lanes. This alternative also had higher costs and impacts compared to Alternative 5A Modified.

5.) Capacity Option 1 (All Alternatives)

Capacity Option 1, which included improved at-grade intersections at all locations south from Palmer/Livingston Road, was not selected since failing intersections operations would occur in the design year at four locations.

6.) Value Pricing Feasibility Study

The Maryland Department of Transportation included the MD 210 corridor as part of a statewide Value Pricing Feasibility Study, investigating high occupancy toll (HOT) application in corridors that were considered HOV lanes. With the decision to not include HOV in the SHA-Selected Alternative, HOT lane consideration on MD 210 has been dropped.

C. **Preferred Alternative Presented at the Public Informational Workshop (September 2002)**

1.) **Alternative 5A Modified Mainline**

Following the Combined Location/Design Public Hearing, further studies were conducted to refine both the mainline alternatives and intersection improvements options. The considerable public opposition to the widening of MD 210 to provide HOV lanes was balanced against travel demand forecasting data indicating substantial increases in traffic volumes in the future.

In consideration of all comments received, the State Highway Administration (SHA) developed a modified alternative, Alternative 5A Modified. This modified alternative was only developed with Capacity Option 2 due to the level of support the interchanges received from the public and the fact that Capacity Option 1 would not provide acceptable levels of service. Alternative 5A Modified would provide six interchanges from Kerby Hill Road to Old Fort Road South, while maintaining the existing three through lanes in each direction (plus auxiliary lanes at the interchanges) with no HOV. However, the median would be widened to provide the Alternative 5C (concurrent HOV) footprint in the vicinity of the interchanges so as to not preclude additional improvements in the future. Bridge abutments for the side road overpasses would be set consistent with the Alternative 5C footprint, but the mainline lanes would generally coincide with the existing roadway pavement between the interchanges. Where needed, the right-of-way for the Alternative 5C footprint would be preserved through the development review process for the potential additional lane or other improvements in each direction throughout.

Designated bike lanes within the roadway, as well as sidewalks behind the curb, are included with all the proposed overpasses with Alternative 5A Modified. Bike travel along MD 210 would be accommodated under the alternative in the same manner as with current conditions. Bike travel will not be prohibited on the MD 210 shoulder, but, through various county projects and public information campaigns north-south bike travel will be encouraged on parallel county facilities, such as Oxon Hill Road and Livingston Road.

2.) **Location A – Wilson Bridge Drive Option A**

Wilson Bridge Drive Option A consists of an at-grade intersection with no widening of MD 210, but closure of the median opening and removal of the traffic signal, allowing right-in, right-out movements only. Improvements would be made to the internal roadway network for

the Brookside Condominiums and Wilson Towers Apartments to provide full range of access to MD 210 at the Kerby Hill Road interchange. Please see Figure II-5 and II-6.

3.) Location B – Kerby Hill Road Option C

Kerby Hill Road Option C consists of a grade-separation with interchange ramps in the northeast and southwest quadrants of Kerby Hill Road. The proposed Relocated Kerby Hill Road is realigned to the north side of the existing roadway on the west side of MD 210 for better geometrics and maintenance of traffic. See Figure II-6.

4.) Location C – Palmer/Livingston Road Option E

Palmer/Livingston Road option E consists of a half-diamond interchange on the east side of MD 210, with single-lane ramps each in the northeast and southeast quadrants. In the southwest quadrant, a 2-lane ramp from MD 210 southbound to Palmer/Livingston Road and a Palmer/Livingston roadway alignment is skewed rather sharply in relation to MD 210 in order to tie the vertical grade into existing Livingston Road on the west side of MD 210 with as few business displacements as possible. See Figure II-7.

5.) Location D – Old Fort Road North Option C

Old Fort Road North Option C consists of a diamond interchange at Old Fort Road North. See Figure II-8. Commitments have been made to keep the profile of the northwest quadrant ramp as low as possible to maximize visibility between MD 210 and the Livingston Square Shopping Center.

6.) Location E – Fort Washington Road Option D

Fort Washington Road Option D consists of a 3/4-diamond interchange with the relocated Fort Washington Road flyover north of the existing Tanallon Shopping Center. See Figure II-9

7.) Location F – Swan Creek Road

As of the September 2002 workshop, no preferred option had been identified for Location F and Options C and G were both under consideration.

a.) Option C

Swan Creek Option C consisted of an interchange with a loop ramp from MD 210 southbound to Relocated Swan Creek Road and an outer ramp from Relocated Swan Creek Road to MD 210 southbound in the southwest quadrant. On the east side of MD 210, a MD 210 northbound to Relocated Swan Creek Road outer ramp in the southeast quadrant and a Relocated Swan Creek Road to MD 210 northbound outer ramp in the northeast quadrant was proposed.

b.) Option G

Swan Creek Road Option G was developed at the request of the U. S. Army Corps of Engineers to minimize impacts to wetlands in the southwest intersection quadrant. Option G provides a configuration to restore the continuity of Livingston Road across MD 210 via an overpass. Redundant exit ramps are proposed from northbound MD 210 to Livingston Road to maximize visibility and accessibility to the Old Forte Village Shopping Center and Fort Washington Hospital. See Figure II-10 and II-11.

8.) Location G – Old Fort Road South Option C

Old Fort Road South Option C consists of a standard diamond interchange with Old Fort Road South over MD 210. Location G is the southernmost of the grade-separated interchanges proposed with the SHA-Selected Alternative. See Figure II-12.

9.) Location H – Farmington Road Option A

Farmington Road Option A includes minor improvements to widen the eastbound and westbound approaches of the at-grade intersection. See Figure II-15.

10.) Location I – MD 373 Option A

MD 373 Option A includes lengthening the accel/decel lanes on the MD 210 approaches to the intersections. See Figures II-16 and II-17.

D. SHA – Selected Alternative 5A Modified Subsequent to the September 2002 Public Informational Workshop

The SHA Administrator chose Alternative 5A Modified as the SHA-Selected Alternative on June 2, 2003.

The general description of the SHA-Selected Alternative is the same as what was described previously in the Preferred Alternative Presented at the Public Informational Workshop, with the exception that at Location F – Swan Creek Road Option G was included as part of the SHA-Selected Alternative.

Alternative 5A Modified has a total estimated cost of \$233.6 million. A breakdown by segment of Alternative 5A Modified costs is included on Tables S-2 and S-3.

6. Summary of Environmental Impacts

The SHA-Selected Alternative for the MD 210 Multi-Modal Study is an intricate combination of mainline and intersection improvements. However, by segmenting the project area, according to intersection location as shown in Figures S-2 through S-4, impacts can be broken down in such a way as to allow analysis of impacts under any number of likely build scenarios.

Table S-2 provides impact assessments for mainline MD 210 segments and intersection/interchange areas, with the segments and areas delineated as shown in Figures S-2 through S-4. Table S-3 provides impact assessments based on likely buildable segments 1 through 7. The segments, which begin from the north and end in the south, were based on the highest congested areas. The costs listed in Tables S-2 and S-3 are total costs including right-of-way, noise walls and mitigation, where applicable.

Socioeconomic

The SHA-Selected Alternative should reduce the response time of emergency vehicles.

Existing land use along MD 210 is a mixture of the following: residential, commercial, public/quasi-public and parkland, as well as some undeveloped areas. Planned land use in the study area is mostly residential but also includes commercial, public/quasi-public, parkland, employment and private open space land uses.

The MD 210 Multi-Modal Study has been evaluated and is consistent regarding the State of Maryland's Priority Places Strategy Executive Order. Of the ten-mile portion of MD 210 in the project area, all but approximately 1.3 miles is within a Priority Funding Area (PFA) designated by Prince George's County under the Maryland Priority Places Strategy. PFA gaps are present at two locations – between Old Fort Road North and Fort Washington Road, and at the crossing of Piscataway Creek.

Under Alternative 5A Modified fifteen residential and thirteen commercial displacements would occur. Additionally, one religious facility displacement, Shalom Ministries Worship Center, would be required with Alternative 5A Modified.

The total amount of right-of-way required would be 165 acres including 63.4 acres for proposed mitigation sites. Approximately 0.2 acre could be required from Henson Creek Stream Valley Park. A Section 4(f) Evaluation has been prepared to address these impacts (See Chapter V. Section 4 (f) Evaluation.)

An analysis of minority population groups and low income population groups in the study area indicates that no disproportionate amount of adverse impacts would occur as a result of the SHA-Selected Alternative. Most of the residential displacements are known to be non-minority, and there are no low income population areas impacted by the project. Thirteen business displacements could occur and several may have minority ownership and/or operation, but the number of minority displacements is not disproportionately high compared to the non-minority displacements.

The State Historic Preservation Officer (SHPO) has determined that four historic sites which are on or eligible for the National Register of Historic Places are located within the area of potential effect. These sites are Oxon Hill Manor, Broad Creek Historic District, Hovermale's Taste Best, and the J.R. Lee Manning House.

The project would have no physical impact to: Oxon Hill Manor, Hovermale's Taste Best or the J.R. Lee Manning House. However, Alternative 5A Modified would require acquisition of 0.21 acres within the Broad Creek Historic District for intersection improvements at Old Fort Road North. This area is located entirely within a parcel (Parcel 189) not contributing to the historic district. The SHPO concurred with the determination that the project would have no adverse effect on the Broad Creek Historic District. The interchange option proposed at Palmer/Livingston Road (Option E) would require a new access road to be constructed in front

of Hovermale's Taste Best. The SHPO has concurred provided that SHA will provide the SHPO with a plan of the SHA-Selected Alternative at 60% completion for final review and approval regarding Hovermale's Taste Best. The SHPO has concurred that there will be no adverse effect to Oxon Hill Manor and no impact to the J.R. Lee Manning House.

Secondary effects in terms of induced changes in the type of development that would occur in the MD 210 corridor are not expected. The SHA-Selected Alternative is in-keeping with transportation recommendations contained in the area master plans which would support the land use recommended in the master plans. Alternative 5A Modified would enhance intersection capacity affecting when development could occur and thus the rate of development; however, the SHA-Selected Alternative would not affect the type of development that would occur.

Cumulative effects to natural resources within the Secondary and Cumulative Effects Analysis (SCEA) boundary are the result of impacts to resources from other past, present and future actions in addition to the direct impacts that would result from Alternative 5A Modified. Surface waters, floodplains, wetlands, woodlands and prime farmland have all historically been impacted by development within the SCEA boundary and would be further impacted by Alternative 5A Modified. Overall, in the context of the current federal, state and local regulatory framework, future cumulative effects to resources, particularly floodplains, wetlands, parklands and agricultural land, are expected to be minor while impacts to surface waters from other future actions would be minimized and woodland impacts would be offset through conservation and reforestation. Protection of natural resources would be facilitated through permitting, planning and zoning, and approval processes that are conducted by those agencies that regulate potential efforts to resources.

Natural Resources

The following water resources impacts would result from Alternative 5A Modified: thirteen stream crossings (three new crossings and 10 modifications of existing) resulting in the channelization of 9,140 linear feet of waters of the U.S., of which 3,255 linear feet are ephemeral; encroachment on 3.40 acres of 100-year floodplain (associated with Henson Creek), and 1.3 acres of wetland impacts (palustrine emergent and forested).

Alternative 5A Modified would impact 58.2 acres of woodlands and six specimen trees would be removed.

Coordination with the United States Department of the Interior Fish and Wildlife Service (USFWS) did not identify any federally listed threatened and endangered species in the project area. Coordination with the Maryland Department of Natural Resources (MDNR) indicated that there are recent records for two state listed species of concern known to occur within the vicinity of the project area, Torrey's Rush (State Endangered) and Small-flowered-baby-blue-eyes (Highly State Rare.) Subsequent to completion of the DEIS, at the request of MDNR, SHA conducted a field survey in search of Torrey's rush and Small-flowered-baby-blue-eyes was identified near the project area but not within the project grading limits.

There are no impacts to the Chesapeake Bay Critical Area, which overlaps a portion of MD 210 in the southern part of the corridor.

Instream work within Henson Creek mainstem will be restricted from March 1 through June 15 of any year. If instream work is to involve construction of cofferdams, installation and dismantling of cofferdams within the stream will be restricted from the closure period appropriate to the stream impacted by the work. Should cofferdams be utilized, the diversion channel established by the cofferdam will be sized according to hydraulic requirements. Wherever possible, SHA will maintain at least 50% of the width of the stream open to allow for the passage of migratory fish. Width of the stream will be determined from the location of ordinary high water lines occurring under base flow conditions during the spawning season. During the design phase of the project, studies will be undertaken to assess potential secondary impacts to the lower portion of the watershed resulting from proposed stream relocation included in the project. Sinuosity and stream channel length will be replicated to the greatest extent possible in order to ensure that stream bank erosion and channel incising will not be exacerbated in downstream areas.

In order to minimize adverse changes to in stream hydrology and avoid excessive export of nutrients and sediments to downstream areas, mitigative measures will be employed. Tree and shrub removal in the work zone will be minimized and the cutting of the canopy provided by larger trees will be avoided wherever possible. In addition, protective fencing will be installed around individual trees or groups of trees that are to be conserved so that tree root systems and woodland soils are not compacted or otherwise disturbed by heavy equipment.

Best Management Practices will be used during all actions affecting instream waters.

Air Quality and Noise Impacts

A microscale air quality analysis was completed indicating that CO concentrations at all air quality receptors and all signalized intersections for the SHA-Selected Alternative are below the State and National Ambient Air Quality Standards in the one-hour and eight-hour analyses.

Seventy-two (72) receptor sites within 14 Noise Sensitive Areas (NSA) were selected to represent the overall noise environment and to determine locations where residences may be impacted by traffic noise associated with the SHA-Selected Alternative. Of the 14 NSA's, the Federal Noise Abatement Criteria were exceeded at 13, and noise mitigation was evaluated at each of these areas.

Upon review of the results, the SHA Administrator, in collaboration with FHWA, directed that barriers meeting reasonableness and feasibility criteria along the entirety of any community abutting proposed interchange/intersection improvements be recommended for further study with the SHA-Selected Alternative. This amounts to portions of six of the NSA's (NSA B, C, E, G, H and N), which would be considered further.

Mitigation

SHA-Selected Alternative 5A Modified would impact 1.3 acres of nontidal wetlands, within the Henson Creek Watershed and Piscataway Creek Watershed. The Parker Farm, located east of MD 210 in the Piscataway Creek watershed, was chosen as the most favorable wetland mitigation site. A majority of the site lies within the floodplain of Piscataway Creek and is used for production of row crops. The wetland creation and restoration areas are located on an interfluvium between two unnamed tributaries to Piscataway Creek.

Approximately seven acres of wetland creation, one acre of wetland restoration and sixteen acres of wetland preservation are proposed on the Parker Farm. The SHA proposes that 2.6 acres (2:1 replacement ratio) of the Parker Farm wetland creation be considered as mitigation for wetland impacts for the construction of Alternative 5A Modified. The SHA is investigating potential future projects with mitigation needs that fall within the Middle Potomac watershed for the remaining mitigation credit. If future projects are identified, SHA will request environmental agency concurrence to use the site as mitigation for the specified future projects.

Coordination with the FWS and the DNR indicates that no state rare or federal listed threatened or endangered species are known to exist in the wetland mitigation area. On April 23,

2004 the SHPO concurred that the proposed wetland mitigation will have no adverse impacts on historic standing structures and no impact on archeological resources. An initial field assessment and regulatory review indicates that there are no hazardous material issues with this mitigation project.

As a result of SHA's stream mitigation site search and interagency field meeting in April 2003, SHA has selected the restoration of approximately 2,200 linear feet of Tinkers Creek along the Potomac Airfield as mitigation for the proposed stream impacts associated with Alternative 5A Modified. SHA's project goals are to establish a stream channel that is connected to a forested floodplain with an adequate riparian buffer and to examine a range of potential planform changes to the stream channel including relocation.

Coordination with the FWS and the DNR indicates that no state rare or federal listed threatened or endangered species are known to exist in the Tinkers Creek stream mitigation study area. However, the forested area on the site contains Forest Interior Dwelling Bird (FID) species. DNR has documented the spawning activities of anadromous fish species in Tinkers Creek. These fish species should be adequately protected by the Use I instream work prohibition period, sediment and erosion control methods, and other Best Management Practices typically used for protection of stream resources. An initial field assessment and regulatory review indicates that there are no hazardous material issues with this mitigation project. On April 23, 2004, the SHPO concurred that the proposed stream mitigation will have no adverse impacts on historic standing structures and no impact on archeological resources.

In response to agency comments received on the MD 210 Draft Selected Alternative & Conceptual Mitigation package, SHA is proposing out-of-kind mitigation for the remaining unmitigated stream impacts. When funding is available, SHA will acquire the 6.5-acre forested wetland and forested upland parcel located at the southwest quadrant of MD 210 and Swan Creek Road. Preservation of the parcel will be assured through covenants and restrictions.

Carey Branch, located south of the Kerby Hill Road and MD 210 intersection, will be impacted by the preferred Alternative 5A Modified. The stream impact at this location is estimated to be 1205 linear feet. The segment of Carey Branch is characterized by poor channel definition and substantial erosion. The stream has migrated close to the existing edge of MD 210, exposing an underground utility pipe culvert. In addition, an abandoned box culvert remains in the middle of the channel that once accommodated a driveway access to a property on the west side of the stream. The environmental agencies stated at a field meeting on April 22, 2003 that SHA would receive credit for stream mitigation by providing better channel stability in

this reach and removing the abandoned box culvert. This mitigation would be considered in-kind 1:1 mitigation for stream impacts.

A list of the proposed stream impacts and associated mitigation is shown in the table below.

Proposed Stream Impacts and Proposed Mitigation

Proposed Impacts (LF)	Proposed Mitigation
1,205 (Carey Branch)	1205 LF (on-site, in-kind mitigation)
3,255 (Ephemeral)	No mitigation proposed for ephemeral impacts
2,200	2,200 LF mitigation at Tinkers Creek
2,480	Swan Creek Wetland purchase & protection (out-of-kind mitigation)

Total: 9,140 LF

**TABLE S-1
ENVIRONMENTAL SUMMARY OF ALTERNATIVES PRESENTED
AT THE LOCATION/DESIGN PUBLIC HEARING**

MD 210 Total Impacts	Alt. 1 No.- Build	Alternative 5A No HOV Lanes		Alternative 5B Reversible, Barrier- Separated HOV Lanes		Alternative 5C Concurrent Flow HOV Lanes	
		Intersect Capacity Option 1	Intersect Capacity Option 2	Intersect Capacity Option 1	Intersect Capacity Option 2	Intersect Capacity Option 1	Intersect Capacity Option 2
<u>Socio-Economic Environment</u>							
1. Displacements							
A. Residential	0	6 ^a	11 ^a	8 ^a	11 ^a	8 ^a	11 ^a
B. Business/Commercial	0	4 ^a	6 ^{a b}	4 ^a	6 ^{a b}	4 ^a	6 ^{a b}
C. Church/School	0	1	1	1	1	1	1
TOTAL	0	11	18	13	18	13	18
2. No. of Properties & Resources Affected							
A. Residential	0	61	95	137	157	129	150
B. Business/Commercial	0	21	33 ^c	35	38 ^c	35	38 ^c
C. Parkland or Recreation	0	1	1	2	2	2	2
D. Church/School	0	4	5	5	5	5	5
E. Historic/Archeological	0/0	1/0	1/0	1/0	1/0	1/0	1/0
TOTAL	0	88	135	180	203	172	196
3. Right of Way Required – Acres							
A. Residential	0	32.4	75.1	53.6	74.9	53.0	74.7
B. Business/Commercial	0	21.5	32.8 ^d	29.8	34.7 ^d	29.8	34.7 ^d
C. Parkland or Recreation	0	0.1	0.1	0.2	0.2	0.2	0.2
D. Church/School	0	2.8	2.8	3.8	3.4	3.1	2.7
E. Historic/Archeological	0/0	0.2/0	0.2/0	0.3/0	0.2/0	0.3/0	0.2/0
TOTAL	0	57.0	111.0	87.7	113.3	86.3	112.4
<u>Natural Environment</u>							
1. Number of Stream Crossings	0	16	15	22	22	22	22
2. 100-Year Floodplain Affected (Acres)	0	3.6	3.6	8.4	8.4	8.4	8.4
3. Wetlands Affected (Acres)	0	1.0	3.5	3.4	4.1 ^e	3.3	4.0
4. Waters of the U.S. Affected (LF)	0	3,700	9,085	14,450	17,020	13,350	15,400
5. Woodlands Affected (Acres)	0	27.3	60.0	55.9	81.5	54.9	80.5
6. Chesapeake Bay Critical Area (Acres)	0	0	0	7.3	7.3	7.3	7.3
<u>Air and Noise</u>							
1. Sites Exceeding State/National Ambient Air Quality Standards (2020)	0	0	0	0	0	0	0
2. Noise Sensitive Areas approaching or exceeding FHWA Noise Abatement Criteria (2020)/or having noise levels increase by 10dBA or more over ambient (existing) levels	13	13	13	13	13	13	13

^a Palmer/Livingston Option C and D have one additional business displacement and one additional residential displacement not reflected in this Summary Chart.

^b Swan Creek/Livingston Option E has one additional business displacement not reflected in this Summary Chart.

^c Swan Creek/Livingston Option E has 11 additional business/commercial properties affected that are not reflected in this Summary Chart.

^d Swan/Creek/Livingston Option E has an additional 5.6 acres right of way required from business/commercial properties that is not reflected in this Summary Chart.

^e The maximum impact for wetlands affected is 4.12 acres if Old Fort Road North Interchange Option D is used with Alternative 5B Capacity Option 2.

TABLE S-2 -- ENVIRONMENTAL SUMMARY OF SHA SELECTED ALTERNATIVE 5A MODIFIED INTERSECTIONS

INTERSECTION/INTERCHANGE OPTIONS	ALT. 1 NO-BUILD	MAINLINE	WILSON BRIDGE DRIVE	KERBY HILL ROAD	PALMER ROAD/LIVINGSTON ROAD	OLD FORT ROAD NORTH	FORT WASHINGTON ROAD	SWAN CREEK ROAD	OLD FORT ROAD SOUTH	FARMINGTON ROAD	MD 373	TOTAL
			OPTION A	OPTION C	OPTION E	OPTION C	OPTION D	OPTION G	OPTION C	OPTION A	OPTION A	
<i>Socioeconomic Environment</i>												
1. Displacements												
A. Residential	0	0	0	9	1	3	1	0	1	0	0	15
B. Business/Commercial	0	2	0	2	5	0	1	2	1	0	0	13
C. Place of Worship/School	0	0	0	1	0	0	0	0	0	0	0	1
TOTAL	0	2	0	12	6	3	2	2	2	0	0	29
2. No. of Properties & Resources Affected												
A. Residential	0	3	1	38	11	14	9	11	8	1	0	96
B. Business/Commercial	0	3	0	4	9	1	3	10	5	1	4	40
C. Parkland or Recreation*	0	0	0	0	1	0	0	0	0	0	0	1
D. Place of Worship/School	0	0	0	2	0	0	1	0	2	0	0	5
E. Historic/Archeological	0/0	0	0/0	0/0	0/0	1/0	0/0	0/0	0/0	0/0	0/0	1/0
TOTAL	0	6	1	44	21	16	13	21	15	2	4	143
3. Right-of-Way Required (Acres)												
A. Residential	0	57.5**	0.02	18.0	9.1	12.1	15.5	10.2***	3.9	0.3	0	126.7
B. Business/Commercial	0	2.1	0	2.6	2.9	0.6	1.1	21.7	2.3	0.3	0.4	34.0
C. Parkland or Recreation*	0	0	0	0	0.2	0	0	0	0	0	0	0.2
D. Place of Worship/School	0	0	0	2.7	0	0	0.8	0	0.5	0	0	4.0
E. Historic/Archeological	0/0	0	0/0	0/0	0/0	0.2/0	0/0	0/0	0/0	0/0	0/0	0.2/0
TOTAL	0	59.6	0.02	23.3	12.2	12.9	17.4	31.9	6.7	0.6	0.4	165.1
<i>Natural Environment</i>												
1. Number of Stream Crossings	0	7	0	3	1	1	0	0	0	1	0	13
2. 100-Year Floodplain Affected (Ac.)	0	0	0	0	3.4	0	0	0	0	0	0	3.4
3. Wetlands Affected (Acres)	0	0.15	0	0.01	0.55	0.25	0	0.34	0	0	0	1.3
4. Waters of the U.S. Affected (LF)	0	705	0	1,205	660	1,600	2,150	935	1,555	110	220	9,140
5. Woodlands Affected (Acres)	0	1.3	0	8.5	3.6	9.8	16.8	9.8	8.0	0.4	0	58.2
6. Chesapeake Bay Critical Area (Acres)	0	0	0	0	0	0	0	0	0	0	0	0
Cost (\$ Millions)	0	53.8	0.3	48.3	28.4	20.4	33.7	26.6	19.7	0.9	1.5	233.6

*The SHA-Selected Alternative will impact one publicly owned park and recreation area: the Henson Creek Stream Valley Park (0.2 ac.).

**Includes Parker Farm Mitigation Site.

***Includes Parcel 212 Mitigation Site.

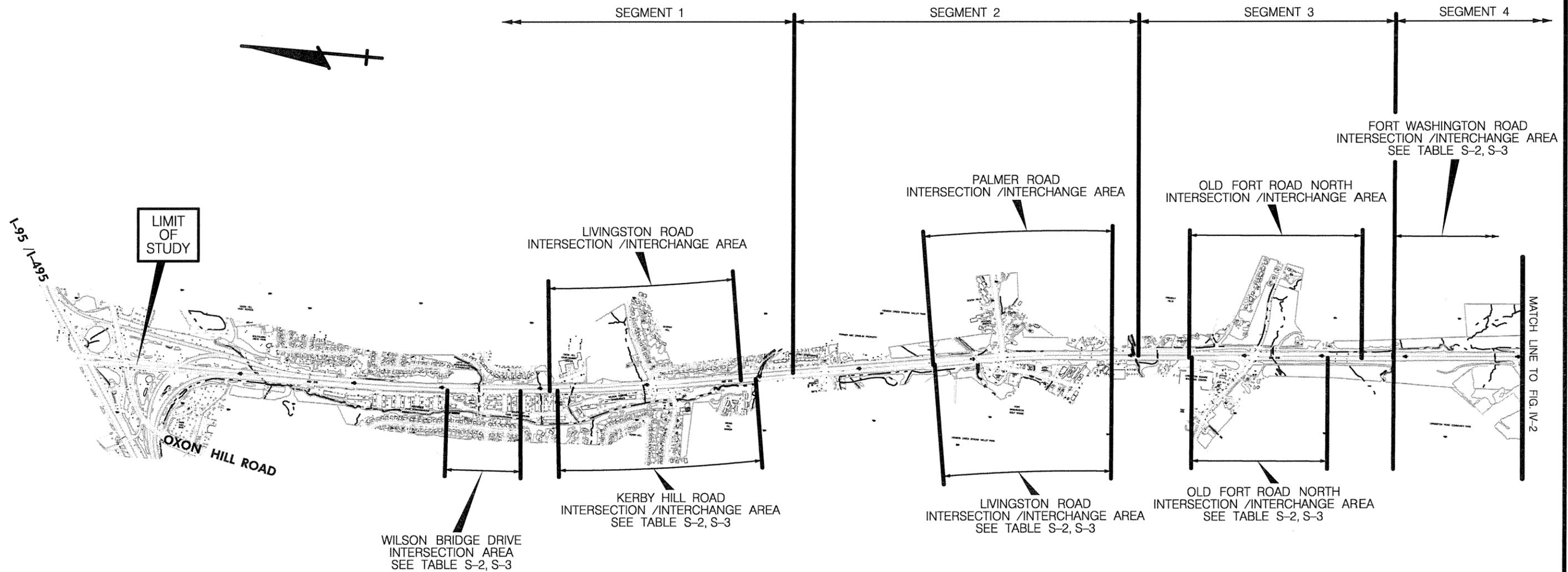
**TABLE S-3 -- ENVIRONMENTAL SUMMARY OF SHA SELECTED ALTERNATIVE 5A MODIFIED
LIKELY BUILDABLE SEGMENTS**

INTERSECTION/INTERCHANGE OPTIONS	ALT. 1 NO- BUILD	SEGMENT 1 MAINLINE WILSON BRIDGE DR. KERBY HILL ROAD	SEGMENT 2 MAINLINE PALMER/LIVINGSTON ROAD	SEGMENT 3 MAINLINE OLD FORT ROAD NORTH	SEGMENT 4 MAINLINE FT. WASHINGTON ROAD	SEGMENT 5 MAINLINE SWAN CREEK ROAD	SEGMENT 6 MAINLINE OLD FORT ROAD SOUTH	SEGMENT 7 MAINLINE FARMINGTON ROAD MD 373	TOTAL
<i>Socioeconomic Environment</i>									
1. Displacements									
A. Residential	0	9	1	3	1	0	1	0	15
B. Business/Commercial	0	2	7	0	1	2	1	0	13
C. Place of Worship/School	0	1	0	0	0	0	0	0	1
TOTAL	0	12	8	3	2	2	2	0	29
2. No. of Properties & Resources Affected									
A. Residential	0	42	11	14	9	11	8	8	96
B. Business/Commercial	0	4	12	1	3	10	5	5	40
C. Parkland or Recreation*	0	0	1	0	0	0	0	0	1
D. Place of Worship/School	0	2	0	0	1	0	2	0	5
E. Historic/Archeological	0/0	0/0	0/0	1/0	0/0	0/0	0/0	0/0	1/0
TOTAL	0	48	24	16	13	21	15	6	143
3. Right-of-Way Required (Acres)									
A. Residential	0	75.6**	9.1	12.1	15.5	10.2***	3.9	0.3	126.7
B. Business/Commercial	0	2.6	5.0	0.6	1.1	21.7	2.3	0.7	34.0
C. Parkland or Recreation*	0	0	0.2	0	0	0	0	0	0.2
D. Place of Worship/School	0	2.7	0	0	0.8	0	0.5	0	4.0
E. Historic/Archeological	0/0	0/0	0/0	0.2/0	0/0	0/0	0/0	0/0	0.2/0
TOTAL	0	80.9	14.3	12.9	17.4	31.9	6.7	1.0	165.1
<i>Natural Environment</i>									
1. Number of Stream Crossings	0	6	2	2	1	0	0	2	13
2. 100-Year Floodplain Affected (Ac.)	0	0	3.4	0	0	0	0	0	3.4
3. Wetlands Affected (Acres)	0	0.01	0.6	0.4	0.1	0.2	0	0	1.3
4. Waters of the U.S. Affected (LF)	0	1,450	1,010	1,640	2,150	1,005	1,555	330	9,140
5. Woodlands Affected (Acres)	0	8.5	3.7	10.7	17.1	9.8	8.0	0.4	58.2
6. Chesapeake Bay Critical Area (Acres)	0	0	0	0	0	0	0	0	0
Cost (\$ Millions)	\$0	\$54.9	\$48.5	\$24.7	\$37.4	\$36.0	\$24.3	\$7.8	\$233.6

*The SHA-Selected Alternative will impact one publicly owned park and recreation area: the Henson Creek Stream Valley Park (0.2 ac.).

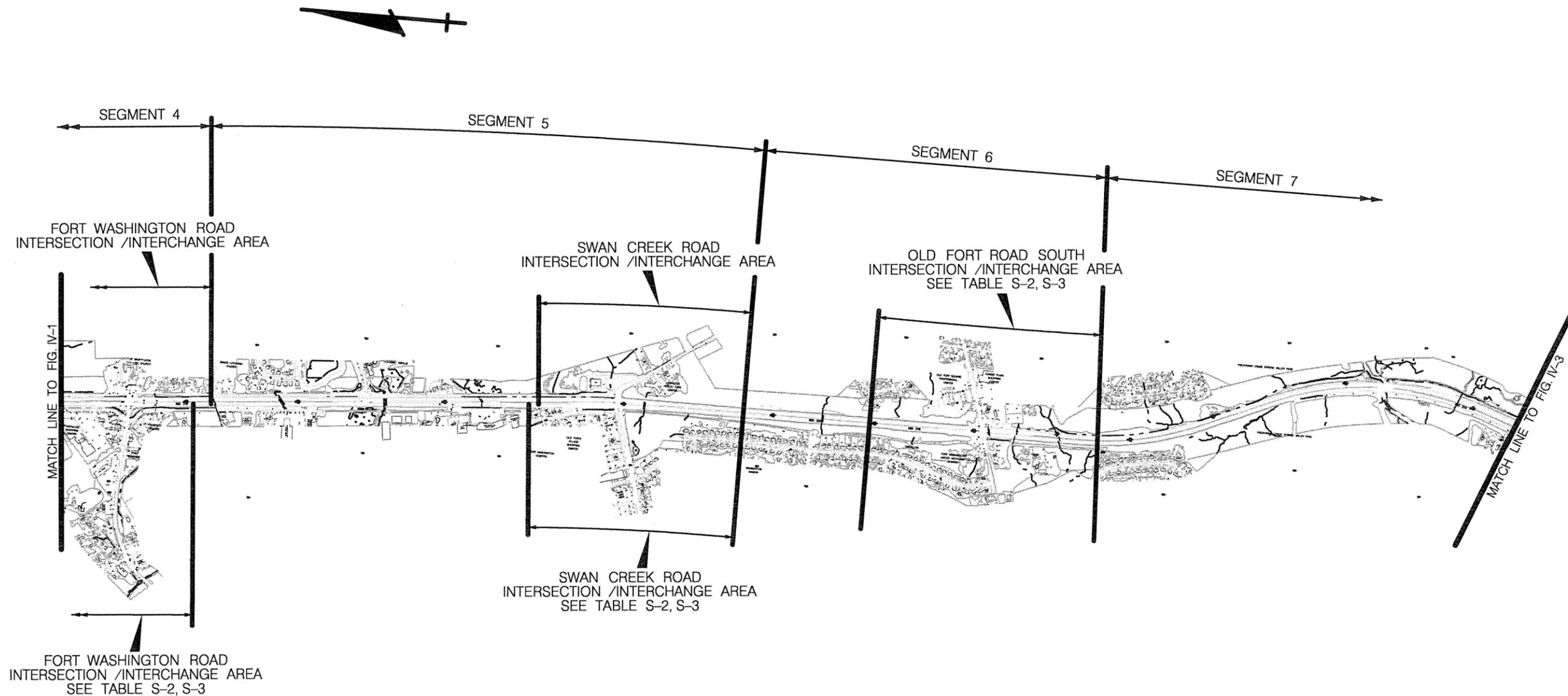
**Includes Parker Farm Mitigation Site.

***Includes Parcel 212 Mitigation Site.



- NOTES:
- FIGURES IV-1 THROUGH IV-3 INDICATE THE LIMITS THAT WERE USED FOR THE ASSESSMENT OF ENVIRONMENTAL IMPACTS FOR THE ALTERNATIVES AND OPTIONS UNDER CONSIDERATION. AN ENVIRONMENTAL SUMMARY FOR EACH INTERSECTION / INTERCHANGE AREA HAS BEEN PREPARED AND IS PROVIDED IN THE ABOVE REFERENCED TABLES. A TOTAL PROJECT ENVIRONMENTAL SUMMARY IS INCLUDED IN TABLE S-2, S-3.
 - IMPACTS ASSESSMENTS FOR THE LOCATIONS BETWEEN INTERSECTION / INTERCHANGE AREAS WERE COMBINED INTO ONE MD 210 MAINLINE IMPACTS SUMMARY. SEE TABLE S-2, S-3.

	MD 210 - I-95 /I-495 TO MD 228	
	IMPACTS ASSESSMENT KEY MAP	
DATE MAY, 2004	SCALE: 1" = 1500'	FIGURE S-2



NOTES:

1. FIGURES IV-1 THROUGH IV-3 INDICATE THE LIMITS THAT WERE USED FOR THE ASSESSMENT OF ENVIRONMENTAL IMPACTS FOR THE ALTERNATIVES AND OPTIONS UNDER CONSIDERATION. AN ENVIRONMENTAL SUMMARY FOR EACH INTERSECTION / INTERCHANGE AREA HAS BEEN PREPARED AND IS PROVIDED IN THE ABOVE REFERENCED TABLES. A TOTAL PROJECT ENVIRONMENTAL SUMMARY IS INCLUDED IN TABLE S-2, S-3.
2. IMPACTS ASSESSMENTS FOR THE LOCATIONS BETWEEN INTERSECTION /INTERCHANGE AREAS WERE COMBINED INTO ONE MD 210 MAINLINE IMPACTS SUMMARY. SEE TABLE S-2, S-3.



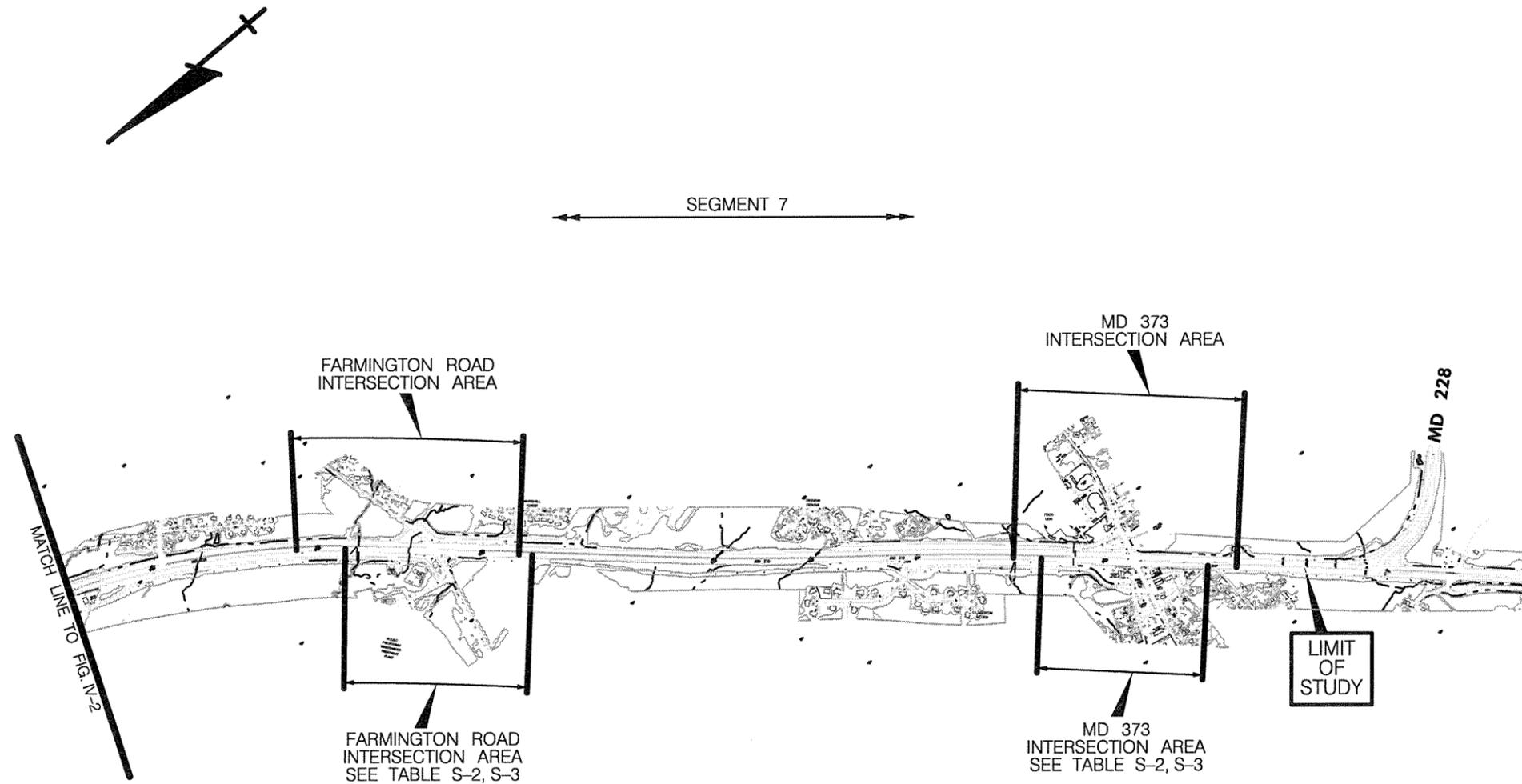
MD 210 - I-95 /I-495 TO MD 228

IMPACTS ASSESSMENT KEY MAP

DATE
MAY, 2004

SCALE: 1" = 1500'

FIGURE
S-3



NOTES:

1. FIGURES IV-1 THROUGH IV-3 INDICATE THE LIMITS THAT WERE USED FOR THE ASSESSMENT OF ENVIRONMENTAL IMPACTS FOR THE ALTERNATIVES AND OPTIONS UNDER CONSIDERATION. AN ENVIRONMENTAL SUMMARY FOR EACH INTERSECTION / INTERCHANGE AREA HAS BEEN PREPARED AND IS PROVIDED IN THE ABOVE REFERENCED TABLES. A TOTAL PROJECT ENVIRONMENTAL SUMMARY IS INCLUDED IN TABLE S-2, S-3.
2. IMPACTS ASSESSMENTS FOR THE LOCATIONS BETWEEN INTERSECTION / INTERCHANGE AREAS WERE COMBINED INTO ONE MD 210 MAINLINE IMPACTS SUMMARY. SEE TABLE S-2, S-3.



MD 210 - I-95 / I-495 TO MD 228

IMPACTS ASSESSMENT KEY MAP

DATE
MAY, 2004

SCALE: 1" = 1500'

FIGURE
S-4

7. Permits Required

Construction of this project would require review and approval for the following permits:

- U.S. Army Corps of Engineers: Section 404 Permit
- Maryland Department of the Environment: National Pollutant Discharge Elimination System (NPDES) Permit
- Maryland Department of the Environment: Approved Sediment and Erosion Plan
- Maryland Department of the Environment: Approved Stormwater Management Plan
- Maryland Department of the Environment: Water Quality Certificate
- Maryland Department of the Environment: Nontidal/Tidal Wetland and Waterways Permit
- Chesapeake Bay Critical Area Commission: Critical Area Law and Criteria Review

8. Public Involvement Process

This project planning study includes an extensive public involvement process. Components of the program have included:

- Project Initiation Field Review Meeting conducted with resource agency representatives, SHA, FHWA and others on April 20, 1998.
- A Focus Group comprised of local residents, business owners, elected officials, county representatives and SHA team members was formed in early 1998 and has met regularly throughout the study. The group's primary mission is to assist in the development of possible solutions for traffic congestion and safety concerns along the MD 210 corridor, to provide a local perspective to the study and communicate

citizens' concerns to SHA team members.

- Alternatives Public Workshop (held December 1998) to acquaint the public with the MD 210 project planning study and present a summary of conception engineering and environmental studies.
- Informational Public Workshop (held May 2000) to update the public concerning project issues, as well as to receive public input on the Alternatives Retained for Detailed Study.
- Location/Design Public Hearing (held June, 2001) to afford all interested persons the opportunity to present their views regarding the proposed locations and design of the project alternatives, including the associated social, economic and natural environmental effects.
- Public Informational Workshop (held September, 2002) to acquaint the public with the progress of the study to date and present the preferred alternative, alternatives previously considered and potential environmental impacts.
- Briefings to civic groups and community associations, the most substantive of which was a group of owners residing in the Brookside Park Condominium complex, near the MD 210/Wilson Bridge Drive intersection. The condominium owners were concerned with access to buses, the inconvenience caused by the proposed Wilson Bridge Drive median closure, the effects that additional traffic volumes would have on quality of life, the existing poor pavement condition in the complex, and potential cut-through traffic. Follow-up meetings were held with the group demonstrating, through computer traffic simulation, that over time, delays would become considerably longer at the existing Wilson Bridge Drive intersection and travel times for connecting to northbound MD 210 using the new Kerby Hill Road interchange will be comparable to those using the existing Wilson Bridge Drive intersection. The new service road from Kerby Hill Road and bus turnaround included in the SHA-Selected Alternative will allow transit patrons within the condominiums to get onto northbound buses without having to cross MD 210 on foot and stand on a shoulder next to high speed traffic, as they do currently.

- Briefings to a coalition of business owners. These included meetings with the owners and major tenants of the Olde Fort Village shopping center, at the northwest corner of MD 210/Swan Creek intersection, who were concerned with access and visibility to the shopping center with the proposed interchange improvements. Based on comments from a series of meetings, interchange design modifications to provide redundant access, and enhanced visibility to the shopping center were incorporated into the SHA-Selected Alternative.
- Briefings to elected officials.
- A comprehensive Environmental Justice outreach was conducted to identify low income or minority communities and determine the potential for disproportionate and adverse impacts. The outreach included formation of the Focus Group with diverse representation, a public involvement campaign which included two workshops and several community meetings, coordination with the National Association for the Advancement of Colored People (NAACP) and over 100 religious facilities, within the project area, that included an invitation to meet with SHA, and coordination with local elected officials and planning organizations.
- As part of the NEPA review process for the project, the U. S. Army Corps of Engineers (COE) and the U. S. Environmental Protection Agency (EPA) have been included as cooperating agencies.

9. Environmental Assessment Form (EAF)

The following Environmental Assessment Form is a requirement of the Maryland Environmental Policy Act and Maryland Department of Transportation Order 11.01.06.02. It's use is in keeping with the provisions of 1500.04(k) and 1506.2 and .6 of the Council of Environmental Quality Regulations, effective July 31, 1979, which recommend that duplication of Federal, State and Local procedures be integrated into a single process.

The checklist identifies specific areas of the natural and social-economic environment which have been considered while preparing this environmental assessment. The reviewer can refer to the appropriate section of the document, as indicated in the "Comment" column of the form, for a description of specific characteristics of the natural or social-economic environment within the proposed project area. It will also highlight any potential impacts, beneficial or adverse, that the action may incur. The "No" column indicates that during the scoping and early

coordination processes, that specific area of the environment was not identified to be within the project area or would not be impacted by the proposed action.

**MD 210 MULTI-MODAL STUDY
I-95/I-195 (Capital Beltway) to MD 228**

ENVIRONMENTAL ASSESSMENT FORM

	<u>YES</u>	<u>NO</u>	<u>COMMENTS</u>
A. Land Use Considerations			
1. Will the action be within the 100-year floodplain?	<u>X</u>	<u> </u>	<u>See Sections III.I, p. III-60 and IV.I, p. IV-50</u>
2. Will the action require a permit for construction or alteration within the 50 year floodplain?	<u> </u>	<u>X</u>	<u> </u>
3. Will the action require a permit for dredging, filling, draining or alternation of a wetland?	<u>X</u>	<u> </u>	<u>See Sections III.G., p. III-42 and IV.G., p. IV-35</u>
4. Will the action require a permit for the construction or operation of facilities for solid waste disposal including dredge and excavation spoil?	<u> </u>	<u>X</u>	<u> </u>
5. Will the action occur on slopes exceeding 15%?	<u> </u>	<u>X</u>	<u> </u>
6. Will the action require a grading plan or a sediment control permit?	<u>X</u>	<u> </u>	<u>See Sections III.E.2., p. III-33 and IV.E.2, p. IV-24</u>
7. Will the action require a mining permit for deep or surface mining?	<u> </u>	<u>X</u>	<u> </u>
8. Will the action require a permit for drilling a gas or oil well?	<u> </u>	<u>X</u>	<u> </u>

**MD 210 MULTI-MODAL STUDY
I-95/I-195 (Capital Beltway) to MD 228**

ENVIRONMENTAL ASSESSMENT FORM

	<u>YES</u>	<u>NO</u>	<u>COMMENTS</u>
9. Will the action require a permit for airport construction?	_____	<u>X</u>	_____
10. Will the action require a permit for the crossing of the Potomac River by conduits, cables or other like devices?	_____	<u>X</u>	_____
11. Will the action affect the use of a public recreation area, park, forest, wildlife management area, scenic river or wild land?	<u>X</u>	_____	<u>See Sections III.A.5., p. III-15, IV.A.5., p. IV-6 and V.D., p. V-3</u>
12. Will the action affect the use of any natural or manmade features that are unique to the county, state, or nation?	<u>X</u>	_____	<u>See Sections III.F.1., p. III-35 and IV.F.1., p. IV-26</u>
13. Will the action affect the use of an archaeological or historical site or structure?	<u>X</u>	_____	<u>See Sections III.D., p. III-24, IV.D., p. IV-21 and V.D., p. V-3</u>

B. Water Use Considerations

14. Will the action require a permit for the change of the course, current, or cross-section of a stream or other body of water?	<u>X</u>	_____	<u>See Sections III.F.1., p. III-35 and IV.F.1., p. IV-26</u>
15. Will the action require the construction, alteration, or removal of a dam, reservoir, or waterway obstruction?	_____	<u>X</u>	_____

**MD 210 MULTI-MODAL STUDY
I-95/I-195 (Capital Beltway) to MD 228**

ENVIRONMENTAL ASSESSMENT FORM

	<u>YES</u>	<u>NO</u>	<u>COMMENTS</u>
16. Will the action change the overland flow of storm water or reduce the absorption capacity of the ground?	<u>X</u>	<u> </u>	<u>See Sections III.F.2., p. III-41, p. IV.F.2, p. IV-34</u>
17. Will the action require a permit for the drilling of a well?	<u> </u>	<u>X</u>	<u> </u>
18. Will the action require a permit for water appropriation?	<u> </u>	<u>X</u>	<u> </u>
19. Will the action require a permit for the construction and operation of facilities for treatment or distribution of water?	<u> </u>	<u>X</u>	<u> </u>
20. Will the project require a permit for the construction and operation of facilities for treatment and/or land disposal of liquid waste derivatives?	<u> </u>	<u>X</u>	<u> </u>
21. Will the action result in any discharge into surface or subsurface water?	<u>X</u>	<u> </u>	<u>See Sections III.F., p. III-35 and IV.F., p. IV-25</u>
22. If so, will the discharge affect ambient water quality parameters and/or require a discharge permit?	<u>X</u>	<u> </u>	<u>See Sections IV.F.1., p. IV-26</u>

**MD 210 MULTI-MODAL STUDY
I-95/I-195 (Capital Beltway) to MD 228**

ENVIRONMENTAL ASSESSMENT FORM

	<u>YES</u>	<u>NO</u>	<u>COMMENTS</u>
C. Air Use Considerations			
23. Will the action result in any discharge into the air?	<u>X</u>	<u> </u>	See Sections III.L., p. III-71, IV.L., p. IV-72 and IV.O.2., p. IV-124
24. If so, will the discharge affect ambient air quality parameters or produce a disagreeable odor?	<u> </u>	<u>X</u>	
25. Will the action generate additional noise which differs in character or level from present conditions?	<u>X</u>	<u> </u>	See Sections III.K., p. III-66, IV.K., p. IV-56 and IV.O.3, p. IV-124
26. Will the action preclude future use of related air space?	<u> </u>	<u>X</u>	
27. Will the action generate any radiological, electrical, magnetic, or light influences?	<u> </u>	<u>X</u>	
D. Plants and Animals			
28. Will the action cause the disturbance, reduction or loss of any rare, unique or valuable plant or animal?	<u> </u>	<u>X</u>	See Sections III.J., p. III-60 and IV.J., p. IV-51
29. Will the action result in the significant reduction or loss of any fish or wildlife habitats?	<u> </u>	<u>X</u>	See Sections III.F.3., p. III-42, III.J., p. III-60, IV.F.3., p. IV-35 and IV.J., p. IV-51

**MD 210 MULTI-MODAL STUDY
I-95/I-195 (Capital Beltway) to MD 228**

ENVIRONMENTAL ASSESSMENT FORM

	<u>YES</u>	<u>NO</u>	<u>COMMENTS</u>
30. Will the action require a permit for the use of pesticides, herbicides or other biological, chemical or radiological control agents?	_____	<u>X</u>	_____
E. Socioeconomic			
31. Will the action result in a pre-emption or division of properties or impair their economic use?	<u>X</u>	_____	See Sections III.A., p. III-1, III.B., p. III-19 III.D., p. III-24, IV.A., p. IV-1, IV.B., p. IV-16 and IV.D., p. IV-21 _____
32. Will the action cause relocation of activities, structures, or result in a change in the population density or distribution?	<u>X</u>	_____	See Sections III.A., p. III-1 and IV.A., p. IV-1 _____
33. Will the action alter land values?	<u>X</u>	_____	See Sections III.A., p. III-1 and IV.A., p. IV-1 _____
34. Will the action affect traffic flow and volume?	<u>X</u>	_____	See Sections I.A., p. I-1, II.G., p. II-30, IV.A.7., p. IV-14, IV.L.6.a, p. IV-77 and IV.O.1., p. IV-123 _____
35. Will the action affect the production, extraction, harvest or potential use of a scarce or economically important resource?	_____	<u>X</u>	_____

**MD 210 MULTI-MODAL STUDY
I-95/I-195 (Capital Beltway) to MD 228**

ENVIRONMENTAL ASSESSMENT FORM

	<u>YES</u>	<u>NO</u>	<u>COMMENTS</u>
36. Will the action require a license to construct a sawmill or other plant for the manufacture of forest products?	_____	<u>X</u>	_____
37. Is the action in accord with federal, state, regional and local comprehensive or functional plans--including zoning?	<u>X</u>	_____	<u>See Section I.E., p. I-6</u>
38. Will the action affect the employment opportunities for persons in the area?	<u>X</u>	_____	<u>See Sections III.B., p. III-19 and IV.B., p. IV-16</u>
39. Will the action affect the ability of the area to attract new sources of tax revenue?	_____	<u>X</u>	_____
40. Will the action discourage present sources of tax revenue from remaining in the area to attract new sources of tax revenue?	_____	<u>X</u>	_____
41. Will the action affect the ability of the area to attract tourism?	_____	<u>X</u>	_____
D. Other Considerations			
42. Could the action endanger the public health, safety or welfare?	_____	<u>X</u>	_____

**MD 210 MULTI-MODAL STUDY
I-95/I-195 (Capital Beltway) to MD 228**

ENVIRONMENTAL ASSESSMENT FORM

	<u>YES</u>	<u>NO</u>	<u>COMMENTS</u>
43. Could the action be eliminated without deleterious effects to the public health, safety, welfare or the natural environment?	_____	<u>X</u>	<u>See Section I.B., p. I-1</u>
44. Will the action be of statewide significance	_____	<u>X</u>	_____
45. Are there any other plans or actions (federal, state, county or private) that, in conjunction with the subject action, could result in a cumulative or synergistic impact on the public health, safety, welfare, or environment?	<u>X</u>	_____	<u>See Section IV.M.2.b., p. IV-96</u>
46. Will the action require additional power generation or transmission capacity?	_____	<u>X</u>	_____
47. This agency will develop a complete environmental effects report on the proposed action.	<u>X*</u>	_____	<u>DEIS Document</u>

*In accordance with the Natural Environmental Policy Act, and 23 CFR 771, this Environmental Assessment has been prepared. This document satisfies the requirements of the Maryland Environmental Policy Act and the National Environmental Policy Act.