

**US 50 OVER SINEPUXENT BAY CROSSING STUDY
MD 611 to MD 378; and 5th Street to Somerset Street
Worcester County, Maryland**

ADMINISTRATIVE ACTION

**FINAL ENVIRONMENTAL IMPACT STATEMENT/
PROGRAMMATIC SECTION 4(f) EVALUATION**

Submitted pursuant to 42 U.S.C. 4332(2)(c), 49 U.S.C. 303, and the CEQ Regulations
(40 CFR 1500 et seq.)

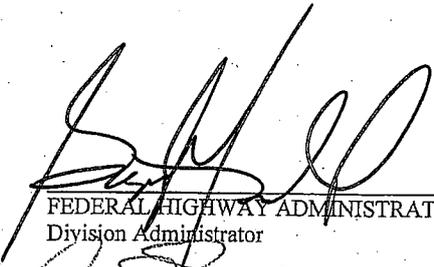
**U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
MARYLAND DIVISION**

and

**MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION**

Cooperating Agencies:

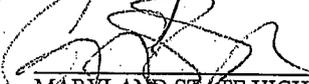
**U.S. ARMY CORPS OF ENGINEERS
U.S. ENVIRONMENTAL PROTECTION AGENCY
U.S. FISH AND WILDLIFE SERVICE
U.S. COAST GUARD
NATIONAL MARINE FISHERIES SERVICE
MARYLAND DEPARTMENT OF THE ENVIRONMENT**



FEDERAL HIGHWAY ADMINISTRATION
Division Administrator

5/24/12

Date



MARYLAND STATE HIGHWAY ADMINISTRATION
Director, Office of Planning and Preliminary Engineering

5/17/12

Date

The following persons may be contacted for additional information concerning this document:

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The proposed action consists of a transportation solution that addresses operational inadequacies and structural deficiencies and improves safety for all users of the U.S. 50 crossing of the Sinepuxent Bay in Worcester County, Maryland. The Selected Alternative is Alternative 5A, which consists of a new parallel bridge just north of U.S. 50, tying back into Division Street. The bridge would have a 30-foot high draw span and carry inbound and outbound traffic on four lanes. The higher draw span should also reduce the number of needed bridge openings. The typical section includes a seven-foot shoulder and five-foot eight-inch sidewalk along both sides of the roadway with a six-foot median. This typical section is designed to improve safety for all users of the U.S. 50 crossing including bicyclists and pedestrians. Environmental impacts associated with this project are summarized in Table S-1 and include residential and business displacements, right-of-way acquisitions, impacts to wetlands, Waters of the U.S., the 100-year floodplain, the Critical Area for the Chesapeake and Atlantic Coastal Bays (including buffer areas) and an adverse effect on the existing historic U.S. 50 bridge.