

**MD 32 PLANNING STUDY**  
from MD 108 to Interstate 70  
Howard County, Maryland

**ADMINISTRATIVE ACTION**

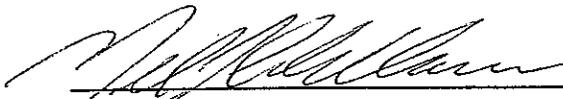
**FINAL ENVIRONMENTAL IMPACT STATEMENT**

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

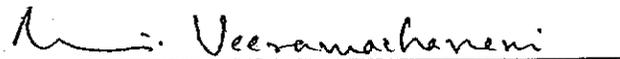
**US Department of Transportation  
Federal Highway Administration  
Maryland Division Office**

**Maryland Department of Transportation  
and State Highway Administration**

**Cooperating Agencies: US Army Corps of Engineers and US Environmental Protection Agency**

  
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FEDERAL HIGHWAY ADMINISTRATION  
Division Administrator

8/25/05  
\_\_\_\_\_  
Date

  
\_\_\_\_\_  
STATE HIGHWAY ADMINISTRATION  
Director, Office of Planning and Preliminary Engineering

6/27/05  
\_\_\_\_\_  
Date

The following persons may be contacted for additional information concerning this Final Environmental Impact Statement document:

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The purpose of this study is to improve traffic operations and safety conditions with a minimum impact to local residents, businesses, and the environment, as well as to provide continuity with the remaining portion of the system. The project includes the nine-mile section of MD 32 from MD 108 to I-70. Alternatives presented in the Draft Environmental Impact Statement and at the Location and Design Public Hearing included the No-Build Alternative, Build Alternative I, and Build Alternative II with dualization of the main line along the existing alignment and interchanges at Linden Church Road, Dayton Shop, Burntwoods Road, Rosemary Lane, MD 144, and I-70. Build Alternative I includes an additional interchange at Nixon's Farm Lane. Build Alternative II was subsequently modified to include additional minimization interchange options at Rosemary Lane and MD 144 to balance environmental impacts. Build Alternative II Modified is SHA's Selected Alternative. Environmental impacts associated with all the alternatives considered are summarized in Table S-1. Build Alternative II Modified would include residential and business displacements; right-of-way acquisitions; impacts to farmlands and forested land; and impacts to Waters of the US including wetlands; 100- year floodplain encroachment and no adverse effect to cultural resources.