

The purpose of this project is to eliminate structural deficiencies, improve traffic safety, and eliminate hydraulic deficiencies by replacing the existing bridge. This project will not result in any meaningful changes in traffic volumes, vehicle mix, location of the existing facility, or any other factor that would cause an increase in emissions impacts relative to the no-build alternative. As such, FHWA has determined that this project will generate minimal air quality impacts for Clean Air Act criteria pollutants and has not been linked with any special Mobile Source Air Toxics (MSAT) concerns. Consequently, this effort is exempt from analysis for MSATs.

Moreover, EPA regulations for vehicle engines and fuels will cause overall MSATs to decline significantly over the next twenty years. Even after accounting for a sixty-four percent increase in vehicle miles traveled (VMT), FHWA predicts MSATs will decline in the range of fifty-seven percent to eighty-seven percent, from 2000 to 2020, based on regulations now in effect, even with a projected sixty-four percent increase in VMT. This will both reduce the background level of MSATs as well as the possibility of even minor MSAT emissions from this project. In addition, an explicit PM2.5 hot-spot analysis was not completed for this project because Clean Air Act and 40 CFR 93.116 requirements were met without an explicit PM2.5 hot-spot analysis.

No displacements are required and no right-of-way will be required from any publicly-owned public park, recreation area, wildlife or waterfowl refuge or historic site. The proposed project is not located within a Frederick County Certified Priority Funding Area. This project is a minor system preservation and safety project and as such is not subject to the restrictions of the 1997 Smart Growth Priority Funding Areas Act.

The proposed project will not provide new access to any new development areas and will have no significant impacts. Therefore, secondary impacts are not anticipated as a result of this project. No disproportionately high or adverse effects on minority or low-income populations will occur as a result of this project. The project is not inconsistent with the Frederick County Comprehensive Plan, as adopted 1998.