

**Attachment C -
Post Final EIS Refinements**

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Approximate Change to Impacts																				
Refinement Number	FEIS Plate Number	Location	Source of Modification	Wetlands (acres)	Wetland Buffer (acres)	Waters of the US (Ephemeral - linear feet)	Waters of the US (Perennial/ Intermittent - linear feet)	Floodplain (acres)	Parks (acres)	Specimen Tree Impacts (each)	Forest Impacts (acres)	FIDS Impacts Direct/Indirect/Total (acres)	RTE Impacts (acres/ habitat)	Community Impacts	Cultural Resources	Noise and Air	Right of Way (acres)	Displacements (each)	Cost (\$ Millions) ¹	Description
A.1	6	Overhill Road	SHA Right of Way Division	0	0	0	0	0	0	0	-0.67	0/0/0	0	Reduced R/W take from seven properties	Minor Change in LOD – Previously Identified Low Potential Area - No Additional Impacts	No air/noise impacts	-1.28	0	-\$0.30	Overhill Road would be reconstructed/constructed to provide access to Cashell Estates properties. In the FEIS, the portion of existing Overhill Road that was shown being reconstructed was centered on the existing Overhill Road right of way. Due to the additional width of the new typical section (designed to meet Montgomery County standards), as well as the additional width needed for erosion and sediment control, the proposed right of way was shown impacting the properties on the east side of existing Overhill Road. By shifting the new roadway to the west slightly, closer to the ICC and onto properties that are scheduled to be displaced by the ICC, strip takes can be eliminated for five properties and reduced for two properties.
A.2	13 and 14	MD 97 Interchange	Safety Improvements	0	0	0	0	0	0	1	1.14	0/0/0	0	No changes near communities	Minor Change in LOD – Previously Identified Low Potential Area - No Additional Impacts	No air impacts. Minor changes in noise levels. No changes in barriers.	0.87	0	\$0.95	In the FEIS, the ICC at MD 97 interchange was shown with two exits from both directions of the ICC (one for Northbound MD 97 and one for Southbound MD 97). During the safety study process performed by SHA concurrently with the development and review of the FEIS, the potential to combine these dual exits into single exit points was studied. While the FEIS interchange configuration was in conformance with AASHTO, it was determined by the safety study process that it would be desirable (based on both AASHTO preferences and traffic operations/signing) to combine the exits into single exit points.
A.3	2	Metro Access Road	Safety Improvements	0	-0.001	0	0	0.001	0	2	1.25	0/0/0	0	No changes near communities	Reduction or No Change in LOD – No Additional Impacts	No air impacts. Minor changes in noise levels. No changes in barriers.	2.44	0	\$3.60	In the FEIS, the ICC at Metro Access Road/ Shady Grove Road Interchange was shown with two mainline lanes through the interchange versus the three lanes found elsewhere on the project. This configuration was based on high entering and exit volumes from ICC to the Metro Access Interchange. The safety study process performed by SHA identified this configuration as not being in conformance with the basic number of lanes criteria. While the configuration as shown in the FEIS did not show deficiencies in the traffic simulation, there was a desire of the team to conform to the basic number of lanes criteria. Further traffic simulations and study determined that the third thru lane in each direction would be beneficial to traffic operations in the near term, conform to AASHTO criteria, and would provide the flexibility to accommodate shifting traffic patterns within the interchange in the future with minimal capital expense.
A.4	2	Metro Access Road	Design Exception Review	0	0	0	0	0	0	0	0.05	0/0/0	0	No changes near communities; slight ramp shift (10') to the north	Minor Change in LOD – Within ROW – No Additional Impacts	No air/noise impacts	0	0	\$0.00	During a design review of the FEIS, Ramp F1 in the Metro Access Road interchange was found to contain a curve that did not meet AASHTO minimum curve length design criteria. The proposed refinement corrects this deficiency by a minor realignment of the ramp.
A.5	1	MD 355	Safety Improvements	0	0	0	0	0	0	0	0	0/0/0	0	Change in ramp configuration/mod. of cut/fill limits; no change near communities	Minor Change in LOD – Within ROW – No Additional Impacts	No air/noise impacts	0	0	\$0.10	As part of the SHA performed safety process, a study was conducted to determine alternate designs for the merging of Ramps L and M within the Metro Access Interchange. In the FEIS, Ramp M was shown merging with Ramp L using a yield condition, which would be undesirable from a traffic operations standpoint. The safety study revealed that a minor revision in ramp alignments at MD 355 would allow reconfiguration of the proposed signal to allow a right turn from Ramp L, in addition to a free right turn from Ramp M. This configuration allows the two ramps to remain separated, thereby eliminating the need for a yield or weaving condition.
A.6	6	ICC Station 174+00, Mill Creek Stream Valley Park	Regulatory Agency	0	0.14	0	0	0.08	0.05	0	0.05	0/0/0	0	No change near communities; pedestrian passage added to culvert configuration	Minor Change in LOD – Within ROW – No Additional Impacts	No air/noise impacts	0.05	0	\$0.00	During review of the FEIS, SHA in coordination with the regulating agencies studied numerous configurations of bridges and culverts at Station 174+00. At this location, the focus of the discussions was the appropriate method of crossing the tributary to Mill Creek and the two seeps that supply water to downstream wetlands. In addition, M-NCPPC desired that pedestrian passage be accommodated at this location as part of a future trail system. After review of the studies, it was determined that twin box culverts would be the appropriate solution at this location. One box culvert would carry the stream, while a second shorter culvert would serve as pedestrian and deer passage while also carrying flood flows. Geotechnical techniques would be used to control the seeps and allow the water to continue to feed the downstream wetlands.

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A.7	2	ICC Station 114+58 to Station 159+66	Design Exception Review	0	0	0	0	0	0	0	0	0	0/0/0	0	No change near communities	Minor Change in LOD - Within ROW - No Additional Impacts	No air impacts. Minor changes in noise levels. No changes in barriers.	0	0	\$0.00	The safety study process performed by SHA identified two curves on the ICC between Station 114+58 and Station 159+66 that did not meet AASHTO curve length criteria. The two curves would be removed and replaced with one long curve meeting AASHTO length criteria. The revision to the roadway baseline would not be significant and requires no additional impacts or right of way.
A.8	14	MD 97	Community	0	0	0	0	0	0	0	-0.06	0/0/0	0	Reduced impacts to visual buffer between ICC & Park Lake Dr. Community	Reduction or No Change in LOD - No Additional Impacts	No air impacts. Minor changes in noise levels. No changes in barriers.	-1.15	0	\$0.00	Through coordination with the local communities at MD 97, a request was received to review the potential to reduce the number of pedestrian crossings of Ramps associated with the shared use path on the west side of MD 97. The SHA reviewed this request and determined that it would be feasible to shift Ramps E and F such that a single intersection with MD 97 is formed, thereby reducing the number of ramp crossings on the pedestrian facility. In this manner the crossing would also take place at a signalized intersection. The alignment revision did not require a change in AASHTO design speeds and had little impact on the traffic operations of the interchange.	
A.9	6	Mill Creek Stream Valley Park, Station 174+50	Remnant wetland study	0.20	0.26	0	0	0	0	0	0	0/0/0	0	No change	Reduction or No Change in LOD - No Additional Impacts	No air/noise impacts	0	0	\$0.00	Impact to a seep within the limits of disturbance will cut off the hydrology to the remaining wetland system 1H. This is a change in impact analysis, not a change in the design shown in the FEIS.	
A.10	14	MD 97 Station 202+00	November 2005 Jurisdictional Determination	-0.21	-0.12	0	0	0	0	0	0	0/0/0	0	No change	Minor Change in LOD - Within ROW - No Additional Impacts	No air/noise impacts	0	0	\$0.00	The jurisdictional determination conducted in November 2005 reduced the size of the wetland 1FF, resulting in a decrease of impacts. This is a change in impact analysis, not a change in the design shown in the FEIS.	
A.11	8	North Branch Stream Valley Station 312+00	GEC Design Review	-0.01	0	0	0	0	0	0	0	0/0/0	0	No Change	Reduction or No Change in LOD - No Additional Impacts	No air/noise impacts	0	0	\$0.00	An impact analysis after the FEIS was published, not a change in the design, illustrated that there was a complete avoidance of wetland 1T.	
A.12	12A	North Branch Stream Valley Station 328+00	GEC Design Review	0	0	0	130	0	0	0	0	0/0/0	0	No Change	Minor Change in LOD - Within ROW - No Additional Impacts	No air/noise impacts	0	0	\$0.00	An impact analysis was conducted after the FEIS was published. It was determined through coordination with the resource agencies that the oxbow along the tributary to the North Branch (stream 1Z) would be impacted or would need to be relocated.	
A.13	8	Muncaster Mill Road	Montgomery County Emergency Services	0	0	0	0	0	0	0	0	0/0/0	0	No Change	Minor Change in LOD - Within ROW - No Additional Impacts	No air/noise impacts	-0.41	0	\$0.44	Addition of Emergency Vehicle Access Ramps from Muncaster Mill Road to/from the ICC at the request of Montgomery County to improve incident response times. In conjunction with this addition, the access to the pedestrian trail was moved from the east side of MD 115 to the west side.	
A.14	1.2	I-370	GEC Design Review	0	0	0	0	0	0	0	0	0/0/0	0	No Change	Reduction or No Change in LOD - No Additional Impacts	No air/noise impacts	0	0	\$0.00	Median on I-370 was revised from 36' to 30' to eliminate the need to widen both the inside and outside of the existing bridges on I-370. This shift also takes advantage of the existing full width abutments in the existing median. In coordination with this revision, the west end limit of work was revised from Station 5022+00 to Station 5020+00.	
A.15	8	Avery Park Drive	Community Request	0	0	0	0	0	0	0	0	0/0/0	0	Berm and plantings will provide additional visual buffer	Minor Change in LOD - Previously Identified Low Potential Area - No Additional Impacts	No air/noise impacts	0	0	\$0.00	The limits of disturbance were modified to include a berm to be constructed in coordination with the Avery Park Drive Community association. The berm, requested by the community, will provide a visual buffer between the community and the ICC. The berm will be constructed partially on the residences' property using entry agreements.	
A.16	6	Redland Road	GEC Design Review	0	0	0	0	0	0	0	0	0/0/0	0	No Change	Minor Increase in LOD - Previously Tested - No Additional Impacts	No air/noise impacts	0	0	\$0.00	The limits of disturbance at the Shady Grove Presbyterian Church were modified slightly - the previous limits of disturbance ran through the middle of the existing SWM pond. The limits of disturbance were adjusted to include the entire pond. This work will be completed using a construction easement.	

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A.17	2	Shady Grove / Metro Access Road	GEC Design Review	0	0	0	0	0	0	0	0	0	0/0/0	0	No Change	Reduction or No Change in LOD - No Additional Impacts	No air/noise impacts	0	0	\$0.00	The limits of disturbance at the Shady Grove Road / Metro Access Road Interchange were reduced to more accurately reflect the expected limits of work vs. the FEIS which showed the limits of disturbance at the limits of the existing right of way.
A.18	6 and 13	Nedham Rd, Garrett Road, Sycamore Lane	GEC Design Review	0	0	0	0	0	0	0	0	0/0/0	0	Cul-de-sac at Sycamore Lane & modification of both cul-de-sacs at Garrett Road and Nedham Road improve turn around capabilities for the community and access to SWM facilities.	Minor Change in LOD - Previously Identified Low Potential Area - No Additional Impacts	No air/noise impacts	0.23	0	\$0.00	The radius of the Nedham Rd and Garrett Rd cul de sacs were increased to meet the county requested size. A cul de sac was added at Sycamore Lane.	
A.19	14	MD 97	GEC Design Review	0	0	0	0	0	0	0	-1.97	0/0/0	0	Forest to remain will provide additional visual buffer	Reduction or No Change in LOD - No Additional Impacts	No air/noise impacts	0	0	\$0.00	The limits of disturbance were modified at MD 97, Ramp F right, to ensure preservation of an existing forest stand.	
A.20	14	MD 97	Community Request	0	0	0	0	0	0	0	0	0/0/0	0	Berm and plantings will provide additional visual buffer	Minor Change in LOD - Previously Identified Low Potential Area - No Additional Impacts	No air/noise impacts	0	0	\$0.00	The limits of disturbance were modified to include a berm to be constructed in coordination with the Brooke Manor Community association. The berm, requested by the community, will provide a visual buffer between the community and the ICC.	
A.21	2	Shady Grove Road and I-370 Interchange	Study to identify advance mitigation opportunities	0	0	0	0	0	0	0	0	0/0/0	0	No change	Reduction or No Change in LOD - No Additional Impacts	No air/noise impacts	0	0	\$0.00	An advanced reforestation site was identified in the southwest quadrant of the I-370/Shady Grove Road Interchange. This site was included in the FEIS LOD limits. This site will provide approximately 0.98 acres of reforestation credit for the project. Most of the site area is within existing SHA right-of-way. However, a portion of the southern edge runs along a WMATA property (tax map GS123 Parcel P284) as shown in the tax maps. SHA has an agreement with WMATA, because the resolved property map incorporates this property into the right-of-way of through highway.	
B.1	15	MD 28	GEC Design Review	0	0	0	0	0	0	0	-0.27	0/0/0	0	No change near communities	Reduction or No Change in LOD - No Additional Impacts	No air/noise impacts	-1.70	0	-\$0.80	Design refinements to tie construction to the existing roadway resulted in the MD 28 eastern limit of work being reduced approximately 430' and the western limit of work being reduced approximately 260'. The reconstruction of Wintergate Drive was reduced by 170'. Coordination with the MD 28 / MD 198 planning project reduced the limits of disturbance in the southwest quadrant by a maximum of 70', in southeast quadrant by approximately 170' and increased the limits of disturbance in the northeast quadrant by a maximum of 45'.	
B.2	15, 16, 17	ICC - mainline profile from Station 415+ to east of MD 182	GEC Design Review / Design exception Review	0	0	0	0	0	0	0	0	0/0/0	0	No change within Longmead community.	Change in grade in vicinity of Willow Grove	No air impacts. Minor changes in noise levels. Minor changes in barriers.	0	0	-\$2.00	Mainline profile raised a maximum of 8' and lowered a maximum of 4.4' between Station 415+00 and Station 482+00 to better balance earthwork, and improve ramp profile. This resulted in no changes to the limits of disturbance, but provides the opportunity to create an earth berm which increases the visual screening of the roadway from the Willow Grove property, which had been requested by the property owner. In accordance with the MOA, preliminary and final design of the berm and landscaping will be submitted to SHPO and the property owner for review and comment prior to implementation.	

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B.3	17	ICC / MD 182 Interchange	Safety Improvements	0	0	0	0	0	0	0	0	0	0/0/0	0	No change near Longmead community	Minor Increase in LOD - Previously Tested - No Additional Impacts	No air/noise impacts	0	0	\$0.20	Minor refinements made to MD 182 ramp curvature, approach/departure angles and profile for greater consistency with AASHTO criteria and for consistency throughout the project. These minor refinements created no changes in limits of disturbance, though a retaining wall was added right of Station 495+00 to avoid an increase in limits of disturbance.
B.4	17	MD 182 Layhill Local Park	GEC Design Review	0	0	0	-22	0	-0.22	0	-0.02	0/0/0	0	Reduced construction footprint, no change near communities	Reduction or No Change in LOD - No Additional Impacts	No air/noise impacts	-0.42	0	-\$0.12	Design refinements to tie construction to the existing roadway resulted in the MD 182 northern limit of work being reduced approximately 350' and the southern limit of work being reduced approximately 550'. MD 182 horizontal alignment north of station 305+00 realigned to tie-in more rapidly. Mainline profile between Station 504+00 and Station 524+00 raised a maximum of 2.3' and lowered a maximum of 3.4'. Limits of disturbance reduced due to limit of work reductions. Reduced impacts to Stream 2MA	
B.6b	19	Northwest Branch Park - Station 564+	Regulatory Agency	0	0	0	0	-0.04	-0.07	0	-0.01	0.001/0.012/0.013	0	No change near communities	Minor Change in LOD - Previously Identified Low Potential Area - No Additional Impacts	No air/noise impacts	0	0	\$0.00	Eastern abutment skewed on ICC bridge over Bonifant Road and Northwest Branch to better match existing contours and floodplain delineation. Overall limits of disturbance reduced within floodplain, though there is a minor increase on the south side of the bridge.	
B.8	20	Notley Road profile	GEC Design Review	0	0	0	0	0	0	0	0	0/0/0	0	Slight change in profile; No change near communities	Reduction or No Change in LOD - No Additional Impacts	No air/noise impacts	0	0	\$0.00	Notley Road profile refined to move sump off of bridge. This resulted in no changes to the limits of disturbance.	
B.9	20	ICC - mainline profile at Notley Road	GEC Design Review	0	0	0	0	0	0	0	0	0/0/0	0	Likely imperceptible change in noise level/barrier from Royal Forest Lane & Paula Lynn Drive	Reduction or No Change in LOD - No Additional Impacts	No air impacts. Minor changes in noise levels. Minor changes in barriers.	0	0	-\$2.50	Refinements to Notley Road profile noted above allowed for raising the ICC profile between Stations 614+00 to 652+00 a maximum of 8.9' and subsequently a reduction in waste material on the project. This resulted in no changes to the limits of disturbance.	
B.10	20, 25	ICC - Proposed trail from Notley Road to MD 650	Regulatory Agency/ GEC Design Review	0	0	0	0	0	0	0	0	0/0/0	0	Likely imperceptible change in noise level/barrier from Paula Lynn Dr.	Reduction or No Change in LOD - No Additional Impacts	No air impacts. Minor changes in noise levels. Minor changes in barriers.	0	0	\$0.00	Trail moved to south side of ICC from east of Notley Road to west of MD 650 to address Regulatory Agency concerns and enhance trail connectivity at MD 650. This resulted in no changes to the limits of disturbance.	
B.11	25	ICC / MD 650 Interchange	Safety Improvements	0	0	0	0	0	0	0	0.34	0.06/0.08/0.14	0	No change near communities	Minor Change in LOD - Previously Identified Low Potential Area - No Additional Impacts	No air/noise impacts	0.34	0	\$0.00	Minor refinements made to MD 650 ramp curvature, approach/departure angles and profile for greater consistency with AASHTO criteria and for consistency throughout project. This resulted in minor increases to the LOD. These minor increases occur along both ramps on the east side of MD 650. There are no associated park impacts.	
B.12	25	MD 650	GEC design review	0	0	0	0	0	0	0	-0.02	0.003/0/0.003	0	No change near communities	Minor Increase in LOD - Previously Tested - No Additional Impacts	No air/noise impacts	-2.88	-2	-\$3.23	Design refinements to tie construction to the existing roadway resulted in the MD 650 northern limit of work being reduced approximately 300' and the southern limit of work being reduced approximately 400'. Limits of disturbance reduced due to limit of work reductions. Two displacements were avoided in northwest quadrant.	

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B.14	26	ICC - Mainline profile adjustment between Station 695+ and Station 735+.	GEC Design Review	0	0	0	0	0	0	0	-0.53	-0.44/-0.42/-0.86	0	Likely imperceptible change in noise level/barrier from Spring Oak Estates	Reduction or No Change in LOD - No Additional Impacts	No air impacts. Minor changes in noise levels. Minor changes in barriers.	-0.53	0	-\$2.8	Mainline profile refined (raised a maximum of 14.7') between Good Hope and Paint Branch to better balance earthwork. Limits of disturbance decreased overall, though it increased by a small amount in some areas.
B.15	27	ICC - horizontal and vertical alignment adjustment from bridge crossing Gum Springs and Paint Branch to Countryside community.	GEC Design Review	0.01	0.01	0	0	0	0	0	0.27	0.001/0.004/0.005	0	Alignment shift away from Countryside Ct; likely imperceptible change in noise level/barrier from Countryside, Fairland Estates, Hardings Run communities	Minor Change in LOD - Previously Identified Low Potential Area - No Additional Impacts	No air impacts. Minor changes in noise levels. Minor changes in barriers.	0.27	0	-\$2.6	Horizontal and vertical refinement made to mainline to reduce length and height of retaining wall left of Station 760+00. This refinement pulled the ICC slightly away from the residences in Countryside (an 18' high wall had been proposed left of Station 760+00 immediately adjacent to the abutting residential parcels; whereas with the refinement a 12' wall 12' away from the property line is needed). The refinements also reduce the need for a retaining wall right of Station 766+00 and better balance the earthwork from Station 748+00 to 780+00 by raising the profile a maximum of 14.6'. The limits of disturbance increased in some areas and decreased in others. There is a slight increase of impact to wetland system 3M.
B.17	27	Station 756+00	Remnant wetland study	0.19	0.31	0	0	0	0	0	0	0/0/0	0	No change	Reduction or No Change in LOD - No Additional Impacts	No air/noise impacts	0	0	\$0.0	Impact to a seep within the limits of disturbance will cut off the hydrology to the remaining wetland system 3O. This is a change in impact analysis, not a change in the design shown in the FEIS.
B.19	27	Upper Paint Branch Stream Valley Park Sta 750+	FHWA Section 4(f) Determination	0.00	0	0	0	0	4.9	0	0	0/0/0	0	No change	Reduction or No Change in LOD - No Additional Impacts	No air/noise impacts	0	0	\$0.0	Consistent with the Section 4(f) Evaluation Addendum prepared in response to comments received on the FEIS/Section 4(f) Evaluation, the description of the Dedicated Transportation Area uses through the Upper Paint Branch Stream Valley Park have been modified. Three parcels on the eastern edge of the park were purchased with the intent of using them for parkland prior to the ICC alignment being shifted north in the park to avoid natural environmental impacts. As depicted in the Section 4(f) Addendum, these parcels are now being considered Section 4(f) resources.
C.3	28	EB ICC off-ramp to Briggs Chaney	Safety Improvements	0	0	0	0	0	0	0	0	0/0/0	0	No change	Reduction or No Change in LOD - No Additional Impacts	No air/noise impacts	0	0	\$0.50	The deceleration lane for the eastbound ICC to Briggs Chaney Road loop ramp was lengthened to provide a longer deceleration lane. Modification required additional impervious surface and a wider bridge over Ramp SE
C.4	28	NW quadrant of the ICC/US 29 interchange	Regulatory Agency	0	0	0	0	0	0	0	0	0/0/0	0	Conservation easement will provide protection for the existing vegetated buffer between the facility and the Avonshire community in perpetuity.	Reduction or No Change in LOD - No Additional Impacts	No air/noise impacts	0	0	\$0.00	A request was made by a Resource Agency to protect the existing wooded area between Ramps SW and SE and the Avonshire residential community by placing a conservation easement on the undisturbed portion of the property currently owned by SHA. This conservation easement will preserve 5 acres forest, 0.2 acres wetland, 0.4 acres wetland buffer and 480 linear feet of stream in perpetuity.
C.5	28	NE quadrant of the ICC/US 29 interchange	Developer	0	0	0	0	0	0	0	-0.08	0/0/0	0	No change	Minor Change in LOD in vicinity archaeological site 18MO609 - to be covered by Phase II investigation	No air/noise impacts	-0.10	0	\$0.00	An auto park developer requested a modification of the limits of disturbance in the NE quadrant of the interchange so that a fire loop road, required by Montgomery County, could be provided around his proposed new dealership. SHA agreed to the requested change and reduction in limits of disturbance, but required the developer to accommodate ICC drainage through this area with his improvements, and to work with SHA on two other parcels he owns east of here that may require ICC work on them.

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C.9	28	ICC at US 29 Interchange	Traffic Analysis	0	0	0	24	0	0	2	0.44	0/0/0	0	No change	Reduction or No Change in LOD – No Additional Impacts	No air/noise impacts	0.28	0	\$3.00	Ramps WS and NE were changed from single lane to two lanes in order to better accommodate heavy projected traffic volumes as well as potential future shifting traffic patterns within the ICC/US 29 interchange. This required adjustments in two other ramps (WS and SE), limit of grading lines and limits of disturbance lines in isolated areas, particularly north of the ICC near the existing regional pond and south of the pond adjacent to Tanglewood residences. No direct additional residential property impacts were caused, however the fill and limits of disturbance lines moved closer to their property line. The northern limits of disturbance change resulted in minor stream (3R), floodplain and forest impact increases.
C.10	28/29	SB US 29 to Fairland Road ramp	SHA/GEC	0	0	0	0	0	0	0	0	0/0/0	0	No change	Reduction or No Change in LOD – No Additional Impacts	No air/noise impacts	0.93	0	\$1.00	The previously noted future southbound US-29 off-ramp to Fairland Road has been added as an ICC improvement. This was recommended in order to allow the ICC and existing US-29/Fairland Road intersection to operate acceptably in the interim should the ICC be open to traffic before the US-29/Fairland Road grade separation and interchange is open.
C.11	29	US 29 improvements south of Fairland Road	SHA/GEC	0	0	0	0	0	0	0	0	0/0/0	0	No change	Minor Change in LOD – Within ROW – No Additional Impacts	No air/noise impacts	0	0	\$1.75	An auxiliary lane in both directions was added to US-29 between Fairland Road and the Randolph Road ramps as an interim solution, assuming the ICC is open to traffic before the US-29 improvements between Briggs Chaney and Randolph Road are constructed and open to traffic. These impacts were accounted for in the US-29 FEIS.
C.12	31	Briggs Chaney	Safety Improvements	0	0	0	0	0	0	0	0.06	0/0/0	0	Improved access to ICC on ramp from Gentry Ridge CT; minor realignment of bike trail tie-in to Briggs Chaney	Reduction or No Change in LOD – No Additional Impacts	No air/noise impacts	0.39	0	\$0.20	The ICC off-ramp intersection at Briggs Chaney Road was modified to better accommodate truck turning movements, and a realignment of the Briggs Chaney Road/on-ramp intersection, to align with Gentry Ridge Court, was made to avoid an access concern for these residences. Modification led to a slight change in the limit of grading and limits of disturbance line.
C.14	27	Station 783+00	Remnant wetland study	0.07	0.23	0	0	0	0	0	0	0/0/0	0	No change	Reduction or No Change in LOD – No Additional Impacts	No air/noise impacts	0	0	\$0.00	As a result of the remnant wetland study requested by the Regulatory Agencies, it was determined that the entire wetland system 3PA would be impacted. This is a change in impact analysis, not a change in the design shown in the FEIS.
C.15	32	Between Little Paint Branch Park and Old Gunpowder Road	SHA	0	0	0	0	0	0	0	0	0/0/0	0	No change	Reduction or No Change in LOD – No Additional Impacts	No air/noise impacts	0	0	\$0.15	This revision includes the addition of a section of bike trail along the south side of the ICC from Little Paint Branch Park (Sta. 887+) to Old Gunpowder Road.
D.1	32	ICC between Brigg's Chaney and Little Paint Branch	Regulatory Agency	0.07	0.18	0	0	0.49	0	0	-0.01	-0.81/-0.23/-1.04	0	No change	Minor Change in LOD – Within ROW – No Additional Impacts	No air impacts. Minor changes in noise levels. Minor changes in barriers.	0	0	\$0.60	Resource Agencies requested that the bridge over Little Paint Branch be raised to provide a minimum underclearance of at least 30 feet. Raising of the profile led to increasing the fill, limit of grading line and limits of disturbance in all four quadrants, as well as additional permanent wetland impacts to wetland 3X, particularly the two fingers to the north and south of the eastern bridge abutment. The modification was accomplished without an impact to the park property in the southeast quadrant, avoiding a new 4(f) impact.
D.3	33	NE quadrant of the ICC/ I-95 interchange.	Safety Improvements	0	0	0	0	0	0	0	0	0/0/0	0	No change	Minor Change in LOD – Within ROW – No Additional Impacts	No air and noise impacts	0.36	0	\$0.50	The potential weave from Ramp I-C to Ramp I-G was eliminated and the Ramp I-C gore moved further to the north on Ramp I-GG to eliminate this potential undesired movement. The modification required an increase in the limit of grading and the potential addition of a short retaining wall, but no change in limits of disturbance. Ramp I-C traffic will now proceed to Ramp I-GG (modified) and then north via the CD road to NB I-95. Ramp I-G traffic will be given the option to proceed directly onto I-95 or enter the CD road via Ramp I-GG (modified).

Attachment C - Post Final EIS Refinements

Refinement Number	FEIS Plate Number	Location	Source of Modification	Approximate Change to Impacts														Cost (\$ Millions) ¹	Description		
				Wetlands (acres)	Wetland Buffer (acres)	Waters of the US (Ephemeral - linear feet)	Waters of the US (Perennial/ Intermittent - linear feet)	Floodplain (acres)	Parks (acres)	Specimen Tree Impacts (each)	Forest Impacts (acres)	FIDS Impacts Direct/Indirect/Total (acres)	RTE Impacts (acres/ habitat)	Community Impacts	Cultural Resources	Noise and Air	Right of Way (acres)			Displacements (each)	
D.6	36	NE quadrant of the I-95/Old Gunpowder Road overpass.	SHA Right-of-Way	0	0	0	0	0	0	0	0	0	0/0/0	0	No change	Reduction or No Change in LOD - No Additional Impacts	No air and noise impacts	0	-1	-\$0.50	Upon further investigation, it was determined that the impact to the residential property in the northeast quadrant of the I-95/Old Gunpowder interchange was so minor that this property did not need to be acquired. The displacement of this residence was therefore removed.
D.7	33	I-95 at ICC	Traffic Analysis	0	0	0	0	0	0	0	0	0	0/0/0	0	No change	Reduction or No Change in LOD - No Additional Impacts	No air/noise impacts	0	0	\$0.00	Two I-95/ICC interchange ramps (Ramp I-K and Ramp I-A) were changed from single lane to two lanes to provide greater operational flexibility for the merging of these two ramps on a CD prior to merging with southbound I-95. This modification required minor adjustments in the alignment and pavement, but no change in the proposed location of the retaining wall adjacent to the bog.
D.8	37	I-95 Station 820-830	Jurisdictional Determination	0	0	-966	0	0	0	0	0	0	0/0/0	0	No change	Reduction or No Change in LOD - No Additional Impacts	No air/noise impacts	0	0	\$0.00	Ephemeral stream WYY was determined not to be jurisdictional during the January 2006 jurisdictional determination with the Regulatory Agencies. This is a change in impact analysis, not a change in the design shown in the FEIS.
D.9	39	I-95 Station 925-935	Jurisdictional Determination	0	0	0	-5	0	0	0	0	0	0/0/0	0	No change	Reduction or No Change in LOD - No Additional Impacts	No air/noise impacts	0	0	\$0.00	The jurisdictional limits of stream WOO were reduced during the January 2006 jurisdictional determination with the Regulatory Agencies. This is a change in impact analysis, not a change in the design shown in the FEIS.
E.6	40	ICC/US 1 interchange	Traffic Analysis	0	0	0	0	0.02	0	0	0	0	0/0/0	0	No change	Reduction or No Change in LOD - No Additional Impacts	No air and noise impacts	0	0	\$0.00	A modification to the continuous flow intersection's westernmost intersection was made that eliminated the need for a signal in the westbound direction. This movement has been replaced with a free flow right turn lane that will be merged back to westbound ICC just beyond the intersection.
Totals				0.32	1.01	-966	127	0.55	4.66	5	-0.04	-1.19/-0.55/-1.74	0					-2.31	-3	-1.86	

Footnotes

¹ Construction estimates are neat construction including contingency plus Right of Way including contingency.