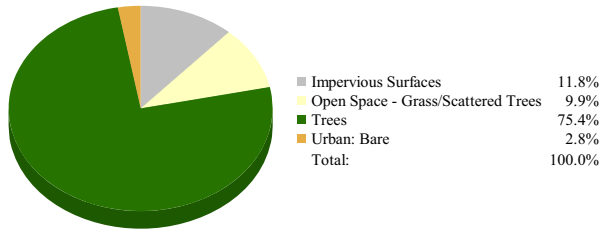
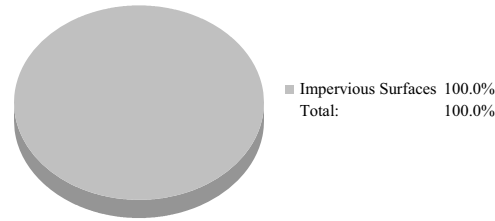


Interim Capital Crescent Trail



Interim Capital Crescent Trail Proposed Rail Line



Air Quality Results

Pounds Removed per Year

Pollutant	2001	Rail Line
Carbon Monoxide:	74	0
Nitrogen Dioxide:	298	0
Ozone:	581	0
Particulate Matter:	491	0
Sulfur Dioxide:	238	0
Total:	1,683	0

By absorbing and filtering out nitrogen dioxide (NO₂), sulfur dioxide (SO₂), ozone (O₃), carbon monoxide (CO), and particulate matter less than 10 microns (PM₁₀) in their leaves, urban trees perform a vital air cleaning service that directly affects the well-being of urban dwellers. This model, UFORE, developed by the US Forest Service, estimates the annual air pollution removal rate of trees within a defined study area for the pollutants listed below. To calculate the dollar value of these pollutants, economists use "externality" costs, or indirect costs borne by society such as rising health care expenditures and reduced tourism revenue. The actual externality costs used in the model is set by the each state, Public Services Commission.

Benefits Summary

Landcover Change (acres)			
Landcover	Current Use	Rail Line	
Tree Canopy:	17		
(The Interim Capital Crescent Trail totals 22 acres)			
Air Pollution Benefits			Change
Pollutants Removed (lbs):	1,683	0	-1,683
\$ Amount:	\$3,918	\$0	-\$3,918
Carbon Stored (tons):	719	0	-719
Carbon Sequestered (lbs):	6	0	-6

Stormwater Results

Stormwater Volume Change Summary

2-yr, 24-hr Rainfall: 3.25 in.

*Curve Number reflecting conditions in 2001 (current use):

70

*Curve Number reflecting conditions if area is used for rail line:

98

Increase in stormwater runoff due to rail line use:

173,607 cu. ft.

Construction cost, per cu. ft. of stormwater, to build retention facility :

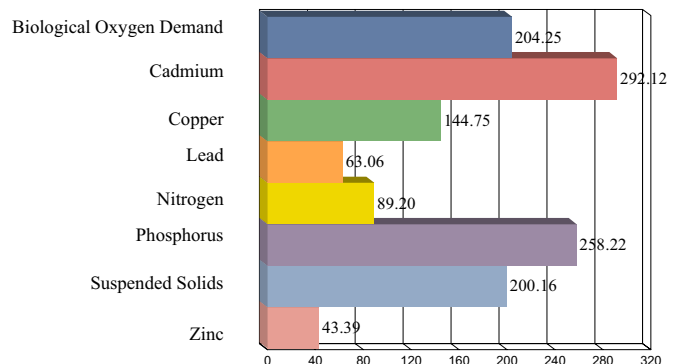
\$2.00

Added cost of stormwater retention resulting from use for rail line:

\$347,215

Water Quality (Contaminant Loading)

Percent Change in Contaminant Loadings from 2001 (current use) to use for rail line



Notes: *The stormwater calculations are based on curve number which is an index developed by the NRCS, to represent the potential for storm water runoff within a drainage area. Curve numbers range from 30 to 100. The higher the curve number the more runoff will occur. The change in curve number reflects the increase in the volume of stormwater runoff.

The landcover data used was classified from Ikonos satellite imagery collected during the summer of 2001. The Interim Capital Crescent Trail (Georgetown Branch Trail) from Silver Spring to Bethesda, Maryland was digitized using Montgomery County, Maryland orthoimagery collected in August 2006. The trail was buffered to a 33 foot extent on both sides.