



Martin O'Malley, Governor  
Anthony G. Brown, Lt. Governor

John D. Porcari, Secretary  
Neil J. Pedersen, Administrator

Maryland Department of Transportation

DSregid:1000

July 20, 2007

RE: Project No. MO426M11  
I-270/MD 121 Interchange Improvement  
Montgomery County, Maryland  
Request for Location Approval

Mr. Nelson J. Castellanos  
Division Administrator  
Federal Highway Administration  
City Crescent Building  
10 South Howard Street, Suite 2450  
Baltimore MD 21201

Attn: ~~Mr. Phillip Bell~~

SATID AFTAB

Dear Mr. Castellanos:

In accordance with the CEQ Regulations and 23 CFR 771, the State Highway Administration (SHA) recommends that the subject project be classified as a Categorical Exclusion (CE). This CE is requested in conjunction with a request for Interstate Access Point Approval (IAPA), a federal action that is required in order to implement safety and capacity improvements at the I-270/MD 121 interchange in Montgomery County, Maryland (**Attachment 1**). The IAPA was submitted to SHA on July 6, 2007 for review. No state or federal money will be used for any portion of this project.

The I-270/MD 121 interchange is located in Clarksburg, Maryland in northern Montgomery County. The interchange provides regional access from communities within the I-270 corridor to the south (Germantown, Gaithersburg, and Rockville) and to the north (Hyattstown and the city of Frederick) to the Clarksburg Town Center, Comsat, and Gateway 270 employment centers, as well as residential neighborhoods in Clarksburg. Clarksburg Road (MD 121) provides local and regional access to the Clarksburg community (**Attachment 2**).

My telephone number/toll-free number is \_\_\_\_\_

Maryland Relay Service for Impaired Hearing or Speech: 1.800.735.2258 Statewide Toll Free

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## **Purpose and Need**

The purpose of the I-270/MD 121 improvements is to enhance vehicular, transit, pedestrian and bicycle accessibility and provide safety and capacity improvements at the I-270/MD 121 interchange to support the Cabin Branch development. Existing MD 121 consists of one lane in each direction, east and west of I-270. MD 121 widens to a four-lane bridge over I-270, with a five-foot sidewalk on the north side and a four-foot shoulder on the south side. Stop signs control left-turning vehicles on ramp approaches to MD 121. East of the interchange, MD 121 ties into the newly constructed Stringtown Road extension project. I-270 through the study area is a six-lane, limited access expressway with three lanes in each direction, narrowing to two lanes in each direction north of MD 121. The High-Occupancy-Vehicle (HOV) lane in the northbound direction of I-270 ends at MD 121. Interchange ramps consist of loop ramps and directional ramps in the northwest and southwest quadrants. A SHA maintenance yard consisting of two salt domes is located in the southwest quadrant of the interchange. The posted speeds for the study sections are 55 miles per hour along I-270 and 40 miles per hour along MD 121 in the vicinity of the MD 121 interchange. The existing westbound to southbound MD 121 inner loop ramp to southbound I-270 meets AASHTO standards but contributes to slower speeds, due to the tight curve, as MD 121 traffic merges with high speed southbound I-270 traffic. In addition, the existing MD 121 bridge and ramp configurations do not allow for continued development and growth within the project area.

The Clarksburg area is undergoing a transformation from a rural area to a small town. According to the Montgomery County Department of Park and Planning Commission (MNCPPC), the population tripled between 2000 and 2005 (a growth rate of 219 percent), and is projected to grow by another 154 percent between 2005 and 2010. The recent growth can be attributed to several new developments known as Cabin Branch, located in the vicinity of MD 121 (Clarksburg Road), west of I-270. These new developments not only have an effect on the population growth, but SHA data revealed that between years 2001 and 2004, Annual Average Daily Traffic (AADT) volumes on MD 121 have been increasing steadily. Between years 2001 and 2004, AADT volumes east of I-270 increased by 36%.

The Cabin Branch development is proposed to be built in two phases. In 2004, the Montgomery County Planning Board approved the Phase 1 Cabin Branch Preliminary Plan of Subdivision for 1,600 dwelling units, 1.5 million square feet of employment uses, and 500 dwelling units for elderly housing, all estimated for implementation by 2015. The Phase 2 Cabin Branch Preliminary Plan (286 dwelling units and 898,000 square feet of employment uses) is pending Montgomery County Planning Board action. The estimated time for implementation of Phase 2 is between 2015 and 2030. The approved development for the Phase 1 Cabin Branch site is a 540-acre, mixed-use development site in the southwest quadrant of the interchange at I-270 and MD 121. The development is bounded by MD 121 (Clarksburg Road), a rural major collector to the north and west; West Old Baltimore Road to the south; and I-270 to the east.

## **Existing and Future Traffic Conditions**

### Existing Traffic Conditions

Existing peak hour critical lane volumes (CLV) were calculated at ramp intersections on MD 121 based on procedures followed by the MNCPPC. According to the Montgomery County Annual Growth Policy for this sub area, the CLV must not exceed 1,450. Results yielded CLV's of 473 (AM) and 440 (PM) at the northbound ramp and 321(AM) and 217 (PM) at the southbound ramp. The CLV exceeded the maximum volume at five locations outside of the project limits. The Level of Service (LOS) was calculated during AM and PM peak periods on segments of I-270 before and after the MD 121 interchange using the Highway Capacity Manual (HCM), 2000 Edition. LOS A through C indicate free-flowing to stable flowing conditions, while LOS D through F indicate moderate to stop-and-go conditions resulting in significant delays. The results, based upon 2004 peak hour volumes interpolated from the SHA I-270/US 15 Multi-Modal Corridor Study, yielded LOS values between A and C.

### Future Peak Hour Volume Increases

Results of a CLV analysis for the Cabin Branch Phases 1 and 2 developments and 100% of the other eleven pipeline developments (**Attachment 3**) indicate that the projected peak hour CLV would increase by 175% (AM) and 150% (PM) over existing conditions at the intersection of MD 121 with the northbound I-270 on/off ramp. Higher increases of 321% (AM) and 465% (PM) are projected at the intersection of MD 121 with the southbound I-270 on/off ramp. The high percentage increase is a result of the Cabin Branch development.

### Future Traffic Conditions at Mainline Sections and Ramp Junctions

The 2004 and forecasted 2015 and 2030 peak hour No-Build traffic volumes used in these analyses were modeled for the overall I-270/US 15 Corridor Study using the Metropolitan Washington Council of Governments (MWCOC) methodologies and Round 6.4A land use data provided by the MNCPPC. These volumes encompass the approved Cabin Branch development and eleven other pipeline developments within the Clarksburg area. The capacity needs of the eleven pipeline projects that are part of the overall development plan for the Clarksburg area are also addressed by the currently proposed capacity improvements for MD 121 and the ramp termini intersections. The models assume that the capacity on mainline I-270 is being constrained in order to encourage the use of other transportation modes (transit, bus car pool). Peak hour volumes were used to determine the LOS 2014 and 2030 No-Build conditions at mainline locations and at ramp junctions upstream and downstream of the I-270/MD 121 interchange.

**Table 1. No-Build and Build Alternatives Traffic Volume**

<b>Location</b>	<b>2004</b>	<b>2015 (No Build and Build)</b>	<b>2030 (No Build and Build)</b>
<b>I-270, between MD 109 and MD 121</b>	85,225	77,300	109,500
<b>I-270, between MD 121 and MD 27</b>	96,275	108,200	142,600
<b>I-270, south of MD 27</b>	107,225	120,800	148,000
<b>MD 121, west of I-270</b>	3,225	12,900	14,600
<b>MD 121, east of I-270</b>	12,125	19,600	23,900

**Table 2. 2004 and 2030 No-Build Level of Service**

<b>I-270 Mainline Locations</b>	<b>2004 No-Build</b>		<b>2030</b>	
	<b>LOS AM</b>	<b>LOS PM</b>	<b>LOS AM</b>	<b>LOS PM</b>
<b>SB I-270 North of MD 121</b>	<b>C</b>	<b>A</b>	<b>D</b>	<b>B</b>
<b>SB I-270 South of MD 121</b>	<b>C</b>	<b>B</b>	<b>F</b>	<b>C</b>
<b>NB I-270 South of MD 121</b>	<b>A</b>	<b>C</b>	<b>B</b>	<b>E</b>
<b>NB I-270 North of MD 121</b>	<b>A</b>	<b>C</b>	<b>B</b>	<b>F</b>
<b>SB I-270, at MD 121, off-ramp</b>	<b>C</b>	<b>B</b>	<b>D</b>	<b>B</b>
<b>NB I-270, at MD 121, on-ramp</b>	<b>B</b>	<b>C</b>	<b>B</b>	<b>D</b>
<b>SB I-270, at MD 121, on-ramp</b>	<b>C</b>	<b>B</b>	<b>F</b>	<b>C</b>
<b>NB I-270, at MD 121, off-ramp</b>	<b>A</b>	<b>C</b>	<b>B</b>	<b>D</b>

Results show an acceptable LOS at each location under 2004 No-Build conditions. However, 2030 No-Build conditions yielded a poor LOS at the following mainline sections and entrance ramps:

- Southbound I-270, south of MD 121 (AM)
- Northbound I-270, south of MD 121 (PM)
- Southbound I-270 at MD 121, on-ramp (AM)
- Northbound I-270, north of MD 121 (PM)

Currently, the I-270/MD 121 interchange serves as the closest I-270 access point with direct access to the Cabin Branch development and eleven proposed pipeline developments in the Clarksburg area. Among them are the Gateway 270 Corporate Park, the Clarksburg Town Center, and Clarksburg Village.

Anticipated as a result of the eleven pipeline developments are more than 856,000 square feet of new office/retail/industrial and mixed-use space with 6,414 residential units. The estimated timeline for implementation is between 2015 and 2030. The proposed Little Seneca Creek Parkway interchange, located one mile south of MD 121, is included in the Clarksburg Area Master Plan and is currently in the planning stage as part of the I-270/US 15 Multi-Modal Corridor Study. This proposed new interchange would become the primary access point for the following developments: The Clarksburg Town Center, the southern portion of Cabin Branch, Corridor Cities Transitway (CCT) terminal station at COMSAT, the extension lane along I-270, and the general purpose lane (GPL) ramps to the proposed Little Seneca Creek Parkway. As such, higher 2030 traffic volumes are projected to use the proposed Little Seneca Creek Parkway interchange, while higher 2015 interim traffic volumes are projected to use the MD 121 interchange for trips to Clarksburg and the Cabin Branch development. The proposed Little Seneca Creek Parkway interchange is located south of West Old Baltimore Road, on the east side of I-270, about one and a half miles away from the MD 121 interchange (**Attachment 4**).

### **Safety**

Accident data was reviewed for I-270 and MD 121 within the study limits for a three-year period between 2002 and 2004. Results for I-270 indicated that a total of 30 accidents occurred during years 2002-2004, and one accident resulted in fatality. Accidents involving injury and property damage resulted in significantly higher accident rates than statewide averages for I-270. Of the total number of accidents, 21 (70%) reported the probable cause as failure to pay attention.

Predominate collision types were rear end (43%) and fixed-object (23%). According to the collision diagram, an almost equal distribution of them occurred in northbound and southbound directions and approximately 30% of the accidents occurred at the MD 121 bridge overpass.

Accident data at the I-270/ MD 121 interchange indicated that a total of three accidents occurred during years 2002-2004, and no fatalities were reported. Accident totals fell below the statewide average rate for similar facilities between the same period. Collision types were reported as rear end, fixed-object and other.

Results for the I-270 ramps indicated that two accidents occurred during years 2002 and 2003, and no fatalities were reported. Collision types were fixed-object and run-off road that occurred on northbound and southbound off-ramps, respectively.

## **Alternatives Considered**

### Alternative 1: No-Build Alternative

The No-Build Alternative reflects the existing condition of the interchange with the new construction of Stringtown Road east of the study area (**Attachment 5**). It is shown for purposes of comparison since it is a developer funded project and if the proposed I-270/MD 121 interchange improvements are not built, then the Cabin Branch development cannot be fully built out.

### Build Alternatives

Either of the following proposed build alternatives will provide improved access to the existing commercial and residential areas as well as to growth areas, while maintaining traffic operations on the interstate system.

### Alternative 2

Alternative 2 provides a new single lane ramp from eastbound MD 121 to southbound I-270 along the property line of the SHA salt dome facility south of the interchange (**Attachment 6**). The MD 121 bridge and roadway will be widened to three (12-15 foot) lanes in each direction separated by a four-foot to twenty-foot variable-width median. The existing stop-controlled ramp termini intersections will be modified to include signals and widening to accommodate two left turn lanes for northbound to westbound movements. The existing ramp from westbound MD 121 to southbound I-270 is maintained. A shared use sidewalk and bikeway is also proposed on the bridge.

### Alternative 3

Alternative 3 provides a new single lane southbound directional ramp from eastbound MD 121 as in Alternative 2, but also proposes closing the existing inner loop ramp from westbound MD 121 to southbound I-270 and providing a new ramp connection with a double left turn lane movement from the median of westbound MD 121 (**Attachment 7**). The bridge and roadway approaches will be widened to accommodate double left turn lanes in the westbound direction. The proposed ramp would curve around the salt storage facility and connect into the proposed eastbound ramp. The existing stop-controlled ramp termini intersections will be modified to include signals which will also control exit movements from the salt storage facility. A shared use sidewalk and bikeway is also proposed on the bridge.

A public hearing was held on January 30, 2007 at the Clarksburg High School. The purpose of this hearing was to acquaint the public with the project and to provide an opportunity for all interested persons to present their view regarding the proposed location and design of the alternatives under consideration. Approximately fifty people attended the hearing. The general response of the attendees at the meeting and via comment cards was a favorable opinion of Alternative 2. Alternative 2 has been designated as SHA's preferred alternative and was presented at the Interagency Review meeting held on March 20, 2007. Alternative 2 reflects the desires of the county and public to keep the existing loop ramp open. This alternative eliminates an additional signal for westbound to southbound traffic, is consistent with Adequate Public Facilities (APF) requirements, avoids physical impacts to the SHA maintenance salt domes, and is the least expensive alternative due to the minimal widening of the MD 121 bridge.

### **Environmental Effects**

No significant environmental impacts are expected to occur as a result of this project. The project area has been extensively disturbed by construction of the existing interchange and MD 121, as well as utility improvements and commercial development. Coordination with the US Fish and Wildlife Service and the Maryland Department of Natural Resources (DNR) indicates that there are no records of any state or federal currently listed rare, threatened, or endangered plant or animal species within the project area (**Attachments 8 and 9**).

Coordination with the DNR, Environmental Review Unit indicates that the project study area includes both Use I-P (Water Contact Recreation, Protection of Nontidal Warmwater Aquatic Life and Public Water Supply), and Use IV-P (Recreational Trout Waters and Public Water Supply) streams. Generally, no instream work is permitted in Use I streams during the period of March 1 through June 15, inclusive, during any year; or in Use IV streams during the period of March 1 through May 31, inclusive, during any year (**Attachment 10**).

No direct impacts are expected to result from the proposed project, but there are existing palustrine wetland systems near the project site (**Attachment 11**). Should there be disturbance within the wetland or in-stream areas, including modifications to existing drainage structures, permits will be required from Maryland Department of the Environment (MDE) and the US Army Corps of Engineers (COE). Sediment and erosion control measures will be strictly enforced during construction to minimize water quality impacts.

No cultural resources listed on or eligible for listing on the National Register of Historic Places were identified within the study area. The Maryland Historical Trust (MHT) has concurred that there will be no significant cultural resources affected by the proposed I-270/MD 121 improvements (**Attachment 12**).

The I-270/MD 121 interchange is located in Clarksburg, Maryland in northern Montgomery County. It is within the Priority Places Funding Area and the Clarksburg Policy Area of the County (**Attachment 13**).

Presidential Executive Order 12898, issued on February 11, 1994, requires federal agencies to identify and address, as appropriate, disproportionately high and adverse human health and environmental effects of its programs, policies, and activities on minority populations and low-income populations. Based on the 2000 census data, minority individuals comprise approximately 23 percent of all individuals living in the census tracts that surround the project area. Within Montgomery County, 6.4 percent of the people live in households below the poverty level (Census 2000).

As shown in Table 3, 23 % of the population in the project area is comprised of minorities compared to 44% of the county minority population. However, the 2000 median household income in Montgomery County was \$71,551, compared to \$77,679 in the project area and \$52,868 in Maryland. In 1990, the median household income was \$68,672 in the project area (census tracts 7003.02, 7003.04 and 7003.08) compared to \$54,089 in Montgomery County, and \$39,386 in Maryland (1990 census). Based on this information and the minimal impacts expected, no disproportionately high or adverse effects on minority or low-income populations are anticipated as a result of this project.

**Table 3: Demographics- Race**

	Maryland		Montgomery County		Project Area	
	Number	Percent	Number	Percent	Number	Percent
White	3,391,308	64	565,719	64.8	7,707	76.01
Black/African-American	1,477,411	27.9	132,356	15.1	1,051	10.96
American Indian/Alaska Native	15,423	0.3	2,544	0.3	22	0.00
Asian	210,929	4.0	98,651	11.3	1,151	11.94
Native Hawaiian/OPI	2,303	0.0	412	0.0	4.0	0.00
Hispanic	316,257	6.0	100,604	12.0	785	0.09
Other	95,525	1.8	43,642	5.0	142	1.00

Source: <http://www.census.gov>, Census 2000

Project area = Census tracts 7003.02, 7003.04 and 7003.08



No right-of-way will be required from any publicly owned public park, recreation area, or wildlife refuge. No displacements and no detours are required for the proposed bridge widening and ramp construction. This project is not inconsistent with the Montgomery General Plan Refinement, 1993.

Noise analysis is not warranted since the project does not result in any through traffic capacity improvements. Additionally, since proposed development is designed with ample setbacks from the proposed interchange, no existing or proposed noise receptors are within the study area.

The I-270/MD 121 study area is located in Montgomery County, Maryland, near Germantown, Gaithersburg Rockville, Hyattstown and the city of Frederick. Montgomery County, Maryland is in the Washington, DC-MD-VA nonattainment areas for ozone, fine particulate matter (PM<sub>2.5</sub>) and Carbon Monoxide (CO). The project was identified in the 2006-2011 Transportation Improvement Program and approved as TIP No. 06TIP7911. Microscale air quality analysis was completed in 2002 for the mainline I-270/US 15 Multi-Modal Corridor Study. The maximum one-hour and eight-hour CO levels were predicted at 37 analysis sites within the I-270/US 15 study area. A combined total of over 600 receptors were analyzed at these sites.

In the I-270/MD121 project area, based on the one-hour predicted CO levels, the air quality is predicted to improve or stay the same at 12 sites that were analyzed as part of the larger I-270/US 15 Multi-modal Corridor Study. All predicted concentrations are below the applicable one-hour National Ambient Air Quality Standard (NAAQS) of 35 ppm and eight-hour NAAQS of 9 ppm.

Projects that require hotspot analysis for PM<sub>2.5</sub> are those projects that are Projects of Air Quality Concern as enumerated in 40 CFR 93.123(b)(1), as amended:

- (i) New or expanded highway projects that have a significant number of or significant increase in diesel vehicles;
- (ii) Projects affecting intersections that are at Level-of-Service D, E, or F with a significant number of diesel vehicles, or those that will change to Level-of-Service D, E, or F because of increased traffic volumes from a significant number of diesel vehicles related to the project;
- (iii) New bus and rail terminals and transfer points that have a significant number of diesel vehicles congregating at a single location;
- (iv) Expanded bus and rail terminals and transfer points that significantly increase the number of diesel vehicles congregating at a single location; and,
- (v) Projects in or affecting locations, areas, or categories of sites which are identified in the PM<sub>10</sub> or PM<sub>2.5</sub> applicable implementation plan or implementation plan submission, as appropriate, as sites of violation or possible violation.

SHA has prepared the following analysis:

- The I-270/MD 121 project does not meet the criteria to be considered a project of air quality concern as set forth in 40 CFR 93.123(b)(1), as amended primarily because the project is a new connector highway primarily used by gasoline vehicles. Existing MD 121 is a two-lane roadway with truck traffic estimated to be 3%. Future truck traffic is estimated to be 4%.
- MD 121 provides an east/west route from the Cabin Branch development to Clarksburg and provides a connection to I-270 for existing and future residential development and local businesses east and west of I-270. Access is provided to the Cabin Branch development via MD 121. The widening of the MD 121 bridge over I-270 from a two-lane to a three-lane bridge, in each direction, is needed to accommodate projected traffic volumes. The construction of a new southbound ramp to I-270 as well as the signalization of ramp termini on MD 121 is needed to accommodate projected traffic volumes as well as improve the operation of MD 121 in the area of the interchange. In accordance with FHWA guidance, "40 CFR 93.123(b)(1)(i) should be interpreted as applying only to projects that would involve a significant increase in the number of diesel trucks on the facility". This project does not increase the through traffic capacity of I-270; therefore, the No-Build and Build volumes and truck percentages on I-270 are expected to be equal.
- Section 176(c) of the Clean Air Act and the federal conformity rule require that transportation plans and programs conform to the intent of the state air quality implementation plan (SIP) through a regional emissions analysis in PM<sub>2.5</sub> nonattainment areas. The National Capital Region 2005 Constrained Long Range Transportation Plan (CLRP) and the 2006-2011 Transportation Improvement Program (TIP) have been determined to conform to the intent of the SIP. The U.S. Department of Transportation made a PM<sub>2.5</sub> conformity determination on the CLRP and TIP on February 21, 2006, and thus there is a currently conforming transportation plan and TIP in accordance with 40 CFR 93.114. The current conformity determination is consistent with the final conformity rule found in 40 CFR Parts 51 and 93. The I-270/US 15 Corridor (Shady Grove Metro to I-70) project is listed as Project ID:M12S in the referenced regional air interchange reconfiguration projects, such as the I-270/MD 121 Cabin Branch project, are exempt from regional emissions analysis requirements. Conformity to the purpose of the SIP means that the transportation activity will not cause new air quality violations, worsen existing violations, or delay timely attainment of the relevant national ambient air quality standards (NAAQS or "standards").

Based on the preceding review and analysis, it is determined that the I-270/MD 121 project meets the Clean Air Act and 40 CFR 93.109 requirements. These requirements are met for particulate matter without a project-level hot-spot analysis, since the project has **not been found to be a project of air quality concern** as defined under 40 CFR 92.123(b)(1). Since the project meets the Clean Air Act and 40 CFR 93.109 requirements, the project will not cause or contribute to a new violation of the PM<sub>2.5</sub> NAAQS, or increase the frequency or severity of a violation. The MDE and the US Environmental Protection agency (EPA) agreed with this finding on March 14. The project was posted for a 15-day public comment period in January 2007. No comments were received within the time period.

FHWA *Guidance on Air Toxic Analysis in NEPA Documents* requires analysis of Mobile Source Air Toxics (MSAT) under specific conditions. The EPA has designated six prioritized MSATs which are known or probable carcinogens, or can cause chronic respiratory effects. The six prioritized MSATs are: Benzene; Acrolein; Formaldehyde; 1,3-Butadiene, Acetaldehyde; and Diesel Exhaust (Diesel Exhaust Gases and Diesel Particulate Matter). The I-270/MD 121 Cabin Branch project would be considered in the category: “***Projects with Low Potential MSAT Effects***”, as described in the reference guidance. An example of this type of project is a minor widening project, where design year traffic (AADT) is not projected to exceed 150,000.

For the I-270/MD 121 Cabin Branch project, the 2030 ADT estimated for the build alternatives is slightly higher than that for the No-Build Alternative because the additional capacity increases the efficiency of the roadway and attracts rerouted trips from elsewhere in the transportation network (**Table 1**). Therefore, due to this slight increase, a qualitative MSAT analysis is necessary.

Included herein is a basic analysis of the likely MSAT emission impacts of this project. However, available technical tools do not enable us to predict the project-specific health impacts of the emission changes associated with the build alternatives. Due to these limitations, the following discussion is included in accordance with CEQ regulations (40 CFR 1502.22(b)) regarding incomplete or unavailable information:

- Evaluating the environmental and health impacts from MSATs on a proposed highway project would involve several key elements, including emissions modeling and dispersion modeling in order to estimate ambient concentrations resulting from the estimated emissions, exposure modeling in order to estimate human exposure to the estimated concentrations, and then final determination of health impacts based on the estimated exposure. Each of these steps is encumbered by technical shortcomings or uncertain science that prevents a more complete determination of the MSAT health impacts of this project.

- The EPA tools to estimate MSAT emissions from motor vehicles are not sensitive to key variables determining emissions of MSATs in the context of highway projects. The tools to predict how MSATs disperse are also limited. Even if emission levels and concentrations of MSATs could be accurately predicted, shortcomings in current techniques for exposure assessment and risk analysis preclude reaching meaningful conclusions about project-specific health impacts. Research into the health impacts of MSATs is ongoing. For different emission types, there are a variety of studies that show that some either are statistically associated with adverse health outcomes through epidemiological studies (frequently based on emissions levels found in occupational settings) or that animals demonstrate adverse health outcomes when exposed to large doses. The EPA is in the process of assessing the risks of various kinds of exposures to these pollutants.
- As discussed above, technical shortcomings of emissions and dispersion models and uncertain science with respect to health effects prevent meaningful or reliable estimates of MSAT emissions and effects of this project. However, even though reliable methods do not exist to accurately estimate the health impacts of MSATs at the project level, it is possible to qualitatively assess the levels of future MSAT emissions under the project. Although a qualitative analysis cannot identify and measure health impacts from MSATs, it can give a basis for identifying and comparing the potential differences among MSAT emissions if any from the selected Build Alternative 2.

For the selected Build Alternative 2, the amount of MSATs emitted would be proportional to the vehicle miles traveled, or VMT. The VMT estimated for the Build Alternative 2 is slightly greater than that of the No-Build Alternative, because the Build Alternative 2 will increase the capacity and efficiency of the roadway, and may attract additional trips from elsewhere in the transportation network. The increase in VMT would lead to higher MSAT emissions along the I-270 corridor for the build alternatives, along with a corresponding decrease in MSAT emissions for adjacent routes and local roads. The emissions increase due to increased VMT is offset somewhat by lower MSAT emission rates due to increased speeds, since according to EPA's MOBILE6 emissions model, emissions of all of the priority MSATs, except for diesel particulate matter, decrease as speed increases. The extent to which these speed-related emissions decreases will offset VMT-related emissions increases cannot be reliably projected due to the inherent deficiencies of technical models. In addition, construction of the southbound ramp will reduce congestion and idling, thereby reducing emissions. Furthermore, at both the project location and regionally, MSAT concentrations will decrease in future years due to EPA's vehicle emission and fuel regulations. Refer to Figure 1.

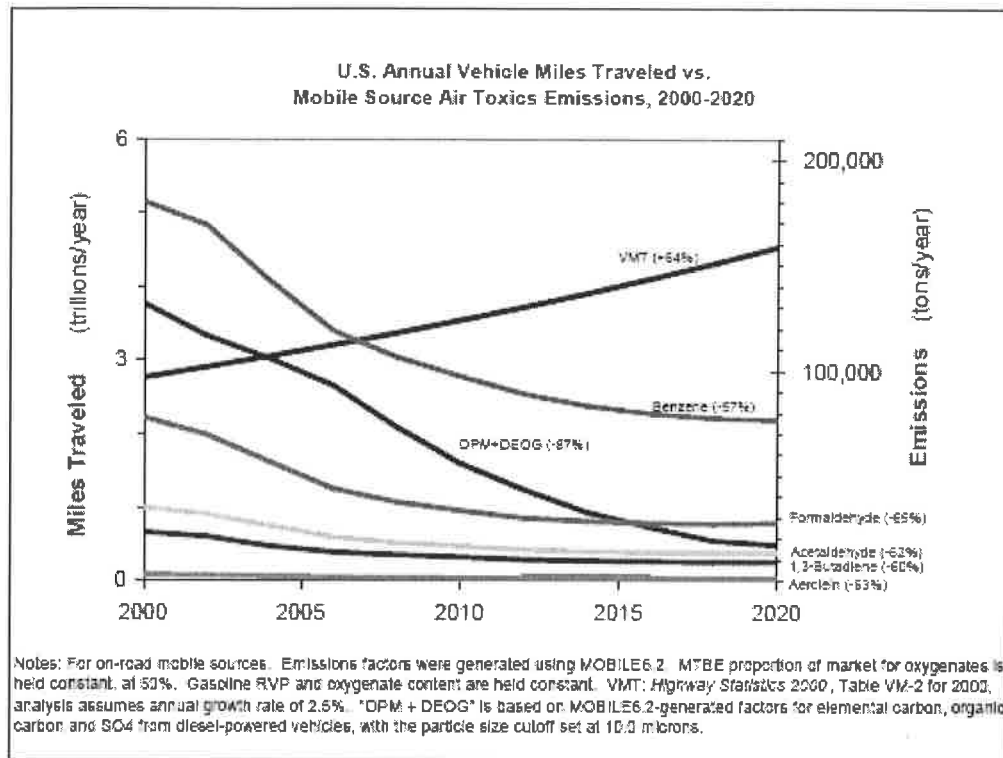


Figure 1

The I-270/MD 121 bridge widening and ramp construction contemplated as part of the build alternatives will have the effect of moving some traffic closer to nearby homes and businesses; therefore, there may be localized areas where ambient concentrations of MSATs could be higher under the build alternatives than the No-Build Alternative. However, as discussed above, the magnitude and the duration of these potential increases compared to the No-Build Alternative cannot be accurately quantified due to the inherent deficiencies of current models. In addition, on a regional basis, EPA's vehicle and fuel regulations coupled with fleet turnover will cause future region-wide MSAT levels to be significantly lower than today in almost all cases.

The I-270/MD 121 project, including Phases 1 and 2, will not result in any meaningful changes in traffic volumes, vehicle mix, or any other factor that would cause an increase in emissions impacts. As such, FHWA has determined that this project will generate minimal air quality impacts for the Clean Air Act criteria pollutants and has not been linked with any special MSAT concerns.

### Indirect and Cumulative Effects Analysis

The primary purpose of the bridge widening and ramp construction is to facilitate planned economic development. The Phase 1 Cabin Branch development project is dependent on the construction of the I-270/MD 121 project. Therefore, the direct impacts from the Phase 1 Cabin Branch development would be considered indirect impacts of the I-270/MD 121 roadway improvements. The Indirect and Cumulative Effects (ICE) Analysis boundary reflects all parcels and subdivisions for the Phase 1 and Phase 2 Cabin Branch developments, which are either directly impacted by or immediately adjacent to the project (**Attachment 14**).

Existing land use within the ICE boundary ranges from mixed use residential (single-family homes, townhomes, and condominiums), commercial, and office development to forest and agricultural lands. The area within the ICE boundary was zoned R-200 (Single Family Detached) in 1993. Currently, the properties within the ICE area are zoned MXPDP (Mixed-Use, Planned Development), RMX-1/TDR (Residential Transfer Development Rights), or I-3 (Industrial Park).

The Clarksburg Master Plan and Hyattsville Special Study Area, approved in June 1994, indicates that most of the area within the ICE boundary is proposed to be developed for commercial, office, and residential uses (**Attachment 15**).

The Cabin Branch Phases 1 and 2 are located within a PFA and the Clarksburg Policy Area of Montgomery County.

**Table 4.** Cabin Branch Developments Anticipated Impacts

	Phase 1	Phase 2
<b>Residential/Business Displacements</b>	0	0
<b>Floodplains (acres)</b>	0	< 5
<b>Streams (linear feet)</b>	0	60-70
<b>Historic Sites</b>	None	None
<b>Forest (acres)</b>	< 5 acres	60-70
<b>Wetlands (acres)</b>	0	< 1 acre
<b>RTE Species</b>	None	None
<b>Noise</b>	-	-

\* If West Old Baltimore Road is widened, forest impacts within Black Hill Regional Park will occur.

\*\* The project is not of air quality concern

The Phase 1 Cabin Branch Development is scheduled for construction in the Spring of 2008. There are no impacts to 100-year floodplains, streams, wetlands, or state or federal listed rare, threatened, or endangered plant or animal species within the Phase 1 area (**Table 4**). There are less than five acres of woodland impacts. The MHT concurred with Winchester Homes that historic properties under Phase 1 and 2 will not be impacted by the proposed development (**Attachment 16**). No business or residential displacements are required. There are few single-family homes on large properties with large set backs of more than 100 feet from the I-270 roadway, thus there are no noise receptors for Phase 1 as there are no capacity improvements.

The Phase 2 Cabin Branch Development has not yet been approved. The Phase 2 Cabin Branch Development may impact less than five acres of 100-year floodplains and 60-70 linear feet of unnamed tributaries, both associated with Little Seneca Lake, may be required. Less than one acre of palustrine wetlands will be required. Should there be any disturbance within wetlands or in-stream areas, permits and mitigation would likely be required from Maryland Department of the Environment and the US Army Corps of Engineers. Sediment and erosion control, as well as stormwater management would also be required to minimize potential water quality impact during construction.

The Phase 2 Cabin Branch Development may impact up to 65-70 acres of forest within Black Hill Regional Park if West Old Baltimore Road is widened to improve the Arterial Standards by the Cabin Branch Developer. A requirement of the Preliminary Plan approval is to improve West Old Baltimore Road to Arterial Standards. This widening would impact the park with tree clearing and grading. It will be determined whether the park will be impacted during detailed site plan development. No impacts to state or federal listed rare, threatened, or endangered plant or animal species are expected within the Phase 2 area. In accordance with the Maryland Forest Conservation Act of 1991, the developer, if making an application for a subdivision, grading permit, or sediment control plan on a tract of 40,000 square feet or more, must submit, for approval, to the Montgomery County Department of Permitting Services (DPS), a Forest Stand Delineation (FSD) identifying the existing forest cover, and a Forest Conservation Plan (FCP). On May 17, 2007, the Montgomery County DPS approved the Cabin Branch FCP for Phase 1.

While it is anticipated that it is unlikely 65-70 acres of forest impacts within Black Hill Park will occur, the developer would be required to coordinate with the park to minimize impacts, should they be proposed. Additionally, similar to Phase 1, the developer would be required to develop a FCP as well as stream, wetland and floodplain buffers to minimize natural impacts. The clearing of trees within buffer areas is restricted unless managed for timber under a Forest Management Plan approved by the Maryland Department of Natural Resources.

Within the ICE boundary, eleven other previously approved pipeline developments are proposed within the Clarksburg Policy Area of Montgomery County, primarily east of I-270 (**Attachment 3**). The eleven pipeline projects are divided into geographic areas, according to the Clarksburg Master Plan, 1994(**Table 5**).

**Table 5. Eleven Pipeline Projects by Geographic Area**

Projects	Geographic Area	Acres	Historic Sites	Floodplains	Wetlands	Forests
Catawba Manor	Town Center District	635	One site located near the Clarksburg Town Center	None	Clarksburg Town Center location	Located near the Clarksburg Town Center
Clarksburg Town Center						
Clarksburg Ridge						
Gateway Commons	Transit Corridor District	990	Several sites are located near the Highlands at Clarksburg, COMSAT, and Clarksburg Village	None	None	Located near the Highlands at Clarksburg, Gateway 270 Corp Park, and Clarksburg Village
Gateway 270 Corp Park						
COMSAT Development						
Highlands at Clarksburg						
Clarksburg Village						
Summerfield Crossing	Brink Road Transition Area	860	None	None	None	None
Hurley Ridge						
Arora Hills	Newcut Road Neighborhood	1,060	One site located near Arora Hills	None	None	None

The eleven proposed pipeline projects are located within the Little Seneca Creek watershed. Approximately 8,700 acres in Clarksburg drain to the Little Seneca Lake, a major reservoir which provides additional flow to the Potomac River during periods of drought. There are three sub-watersheds within the project limits. The largest is Little Seneca Creek, followed by the Ten Mile Creek and Cabin Branch.



Ten Mile Creek has valuable natural resources that could be affected by proposed development projects. Many mitigation strategies for the eleven pipeline projects have been proposed to help protect key natural features. Several proposed strategies include the following:

- A forested conservation area along all streams.
- All key development areas are subject to more rigorous development review procedures.
- Mainstems of all the streams be acquired by the public as part of a greenway network and, where possible, the first and second order tributaries.
- Extraordinary mitigation for land uses which involve extensive impervious surfaces near sensitive headwater areas.

To protect and enhance the Little Seneca Watershed, in which the eleven pipeline projects are located, and its sensitive environmental areas, the Clarksburg Master Plan and Hyattsville Special Study Area's plan recommend the following actions:

- Consider the special qualities of Ten Mile Creek Area. This includes low-density land use patterns and the use of appropriate Best Management Practices.
  - In the Town Center District, residential densities beyond transit stop walking distances are lowered, and a limit is imposed on employment.
  - West of I-270, a 15 percent impervious cap and a square footage cap are placed on employment uses.
  - Extensive green space beyond standard stream buffers is recommended for the area bounded by Ten Mile Creek and MD 121.
  - Public parkland dedication will be required for the Ten Mile Creek mainstem stream buffers and possibly for the first and second order tributaries.
- Designate a forested buffer along all streams. All development in Montgomery County is required to protect stream buffers along perennial and intermittent streams as part of the Planning Board approval of subdivisions. It is strongly encouraged that landowners allow stream buffer areas within 175 feet of the stream to remain undisturbed and to permit trees to regenerate if the area is not presently wooded.
- Protect environmentally sensitive areas such as mature hardwood forests, wetlands, areas of unique vegetation, and prime wildlife habitat. The Master Plan responds to the importance of preserving large contiguous areas of trees by keeping the most heavily wooded areas, which are west of I-270, in low density rural and agricultural uses.

- Support a “no net loss of wetlands” policy. The Master Plan recognizes the critical role of wetlands by recommending a “no net loss” objective. Montgomery County Planning Department staff and staff of the Nontidal Wetlands Division of the Maryland State Department of Natural Resources are working together to produce a Nontidal Wetlands Functional Assessment (NWFA). The NWFA will identify the locations of existing wetlands and potential mitigation sites, and assess the functions and values of the wetlands.
- Assure that existing high water quality standards be maintained. The Master Plan strives to maintain or improve existing water quality by first minimizing new development as much as possible in the most sensitive watersheds and promotes environmentally sensitive design and construction of development and infrastructure in Clarksburg.
- Maintain the environmental qualities of headwater streams. Sensitive headwaters are affected in Ten Mile Creek by the development of the west side of the Clarksburg Town Center and between I-270 and the Creek as well as a small portion of the Transit Corridor Area. These areas are included in the Special Protection Area.
- Endorse agricultural BMPs in strict accord with the practices prescribed by the Maryland Department of Agriculture and Montgomery Soil Conservation District. One of the major sources of stream pollution in the area is agricultural runoff. The Montgomery Soil Conservation District offers free technical assistance with the development and implementation of a soil conservation and water quality plan. This voluntary program relies on the renter/landowner to contact District staff, who will visit the property to determine which BMPs might reduce agricultural non-point source pollution.

The Town Center District will be located near the Clarksburg Historic District to help foster community identity and reinforce the traditional center of Clarksburg. The Clarksburg Master Plan, 1994 guidelines encourage infill within the historic district in accord with the historic development patterns and assure that future development around the historic district complements the district’s scale and character.

**ICE conclusion:**

Direct project impacts are minor. Indirect socio-economic impacts under both phases are also minor as there are few residences, and no affected significant cultural resources. Indirect natural impacts are minor overall as well, as there are no state or federal listed rare, threatened, or endangered species, and minor aquatic impacts including floodplains, streams and wetlands. There is the potential for indirect impacts to forests within Black Hill Park under Phase 2. Although there could be impacts to the park/forest within the ICE boundary under Phase 2, the developer is required to coordinate with affected park officials as well as appropriate county/state agencies to minimize impacts. Mitigation strategies will be consistent with the recommendations in the Clarksburg Master Plan, 1994.

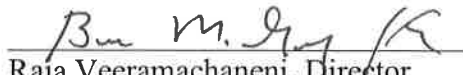
Cumulative effects to community resources, including population and economy, will be beneficial. Future development within the ICE boundary will stimulate the local economy, attracting people and business and creating more jobs within designated growth areas consistent with county master plans. There could be cumulative impacts to several of the resources including parks, floodplains, streams, forest, and wetlands. These potential cumulative effects to natural resources, although adverse, would be minimized through regulation by applicable federal, state, and local laws for avoidance, minimization, and/or mitigation.

In sum, the proposed project will not involve any significant environmental impacts to socio-economic, natural, or cultural resources. It will not induce unplanned significant foreseeable alterations in land use or affect planned growth. As such, we request your concurrence in classifying this project as a CE. If you agree with the determination, please indicate your approval below. Additionally, your signature below will constitute Location Approval for the proposed project.

Sincerely,

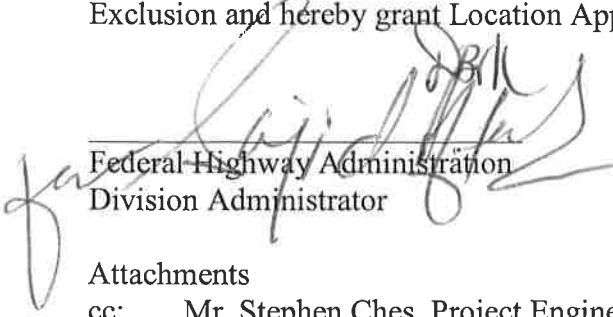
Neil J. Pedersen  
Administrator

by:

  
Raja Veeramachaneni, Director  
Office of Planning and  
Preliminary Engineering

Mr. Nelson J. Castellanos  
Page Twenty

We concur with your determination that this project meets the criteria for a Categorical Exclusion and hereby grant Location Approval.

  
Federal Highway Administration  
Division Administrator

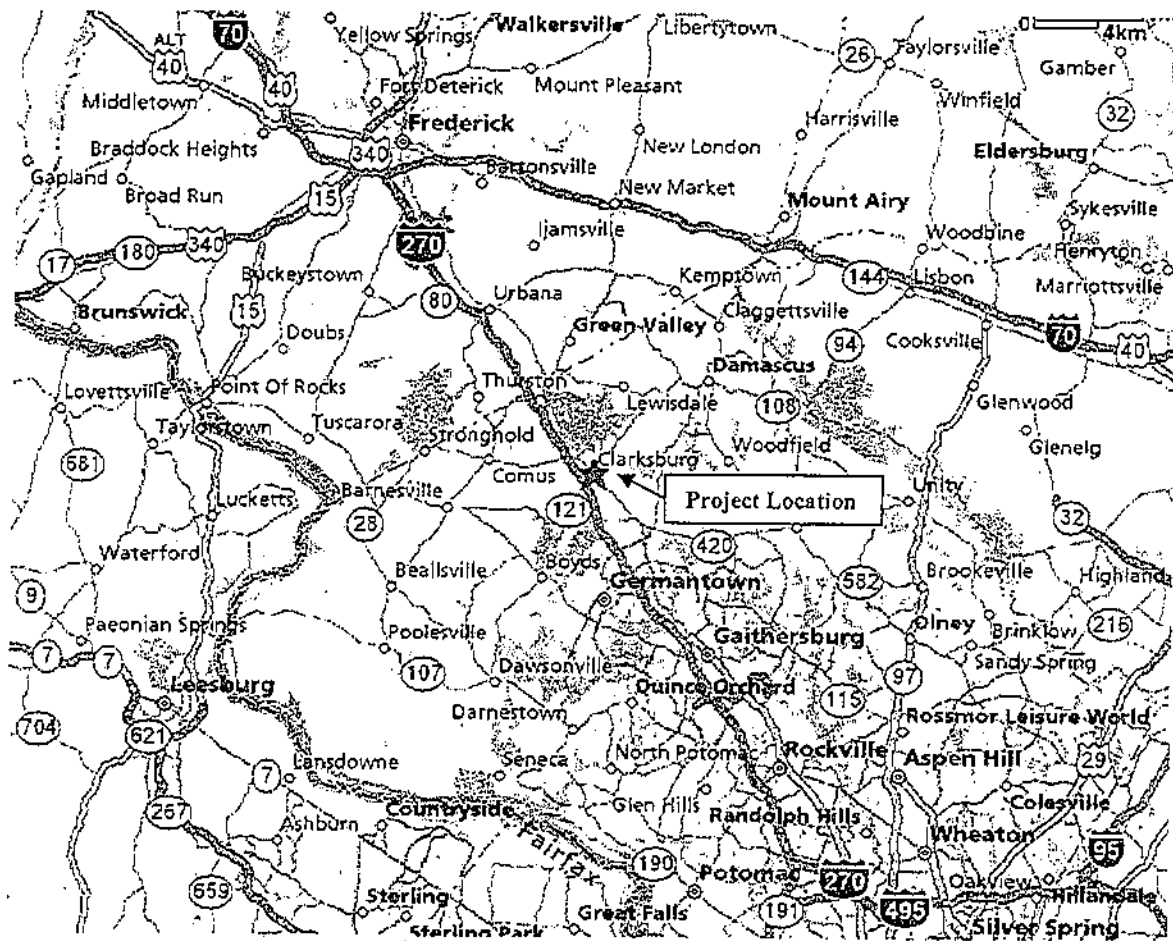
08/14/07  
Date

Attachments

cc: Mr. Stephen Ches, Project Engineer, Highway Development Division, SHA  
Ms. Anne Elrays, Group Leader, Project Planning Division, SHA (w/Attachments)  
Mr. Steven Foster, Chief, Engineering Access Permits Division, SHA (w/Attachments)  
Mr. Bruce M. Grey, Deputy Director, Office of Planning and Preliminary Engineering, SHA  
Mr. Joseph Kresslein, Assistant Division Chief, Project Planning Division, SHA (w/Attachments)  
Mr. Darrell Mobley, District Engineer, District 3, SHA  
Ms. Heather Murphy, Assistant Division Chief, Office of Planning and Preliminary Engineering, SHA  
Ms. Susan Ridenour, Division Chief, Environmental Programs Division, SHA (w/Attachments)  
Mr. Shiva Shrestha, Regional Planner, Regional and Intermodal Planning Division, SHA (w/Attachments)  
Mr. Russell Walto, Project Manager, Project Planning Division, SHA (w/Attachments)  
Mr. Dennis Yoder, Assistant Division Chief, Regional and Intermodal Planning Division, SHA

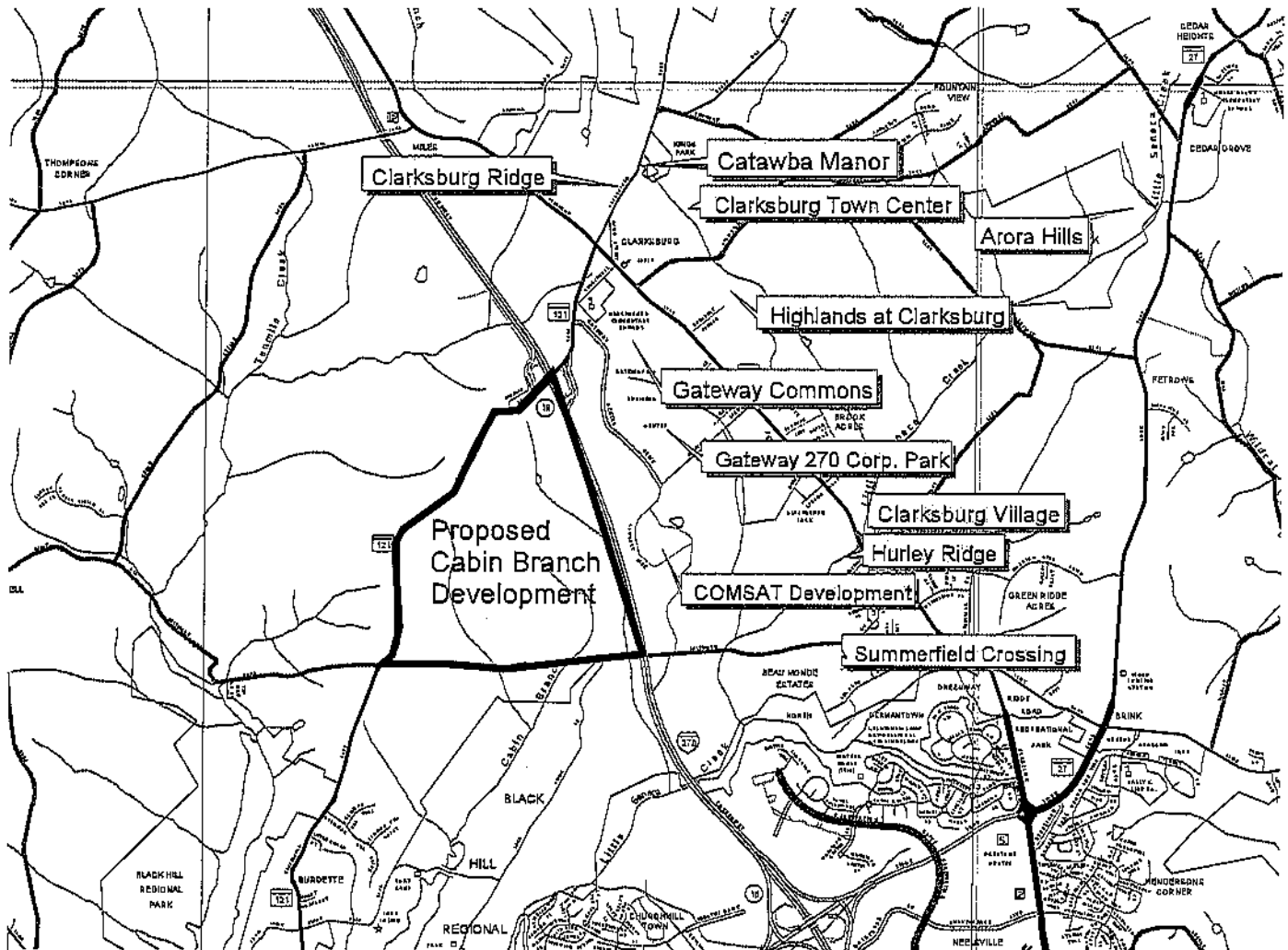


I-270 CORRIDOR  
I-270/MD 121 Interchange Project Area  
Montgomery County, Maryland



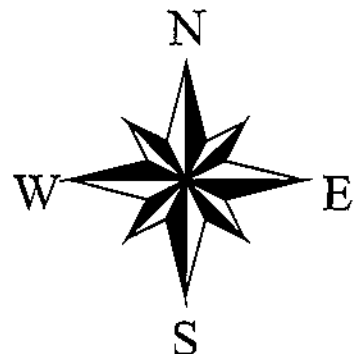
# Eleven Pipeline Developments

Clarksburg Policy Area of Montgomery County



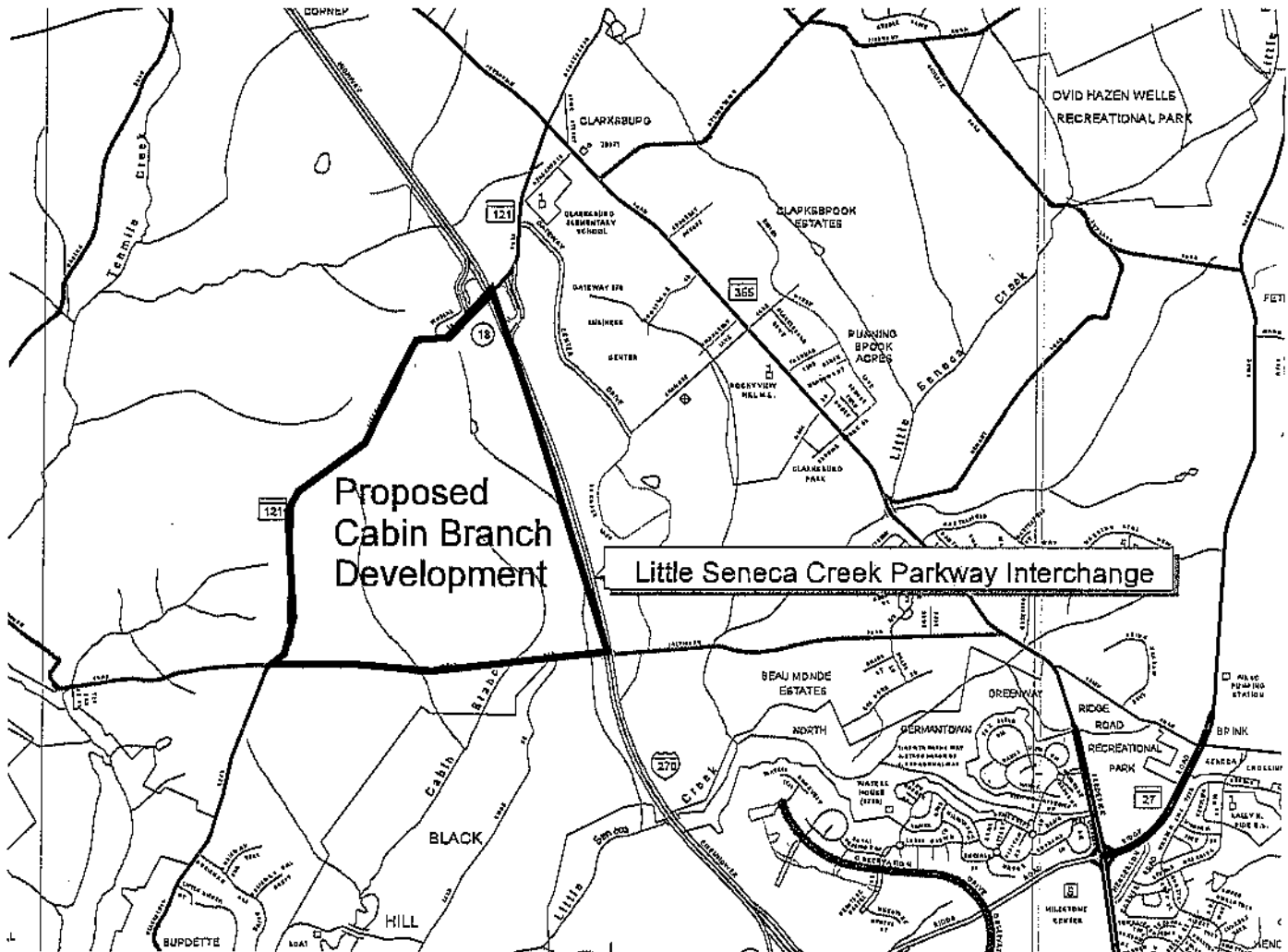
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-  DOQQ Index
-  County



# Proposed Little Seneca Creek Parkway Interchange

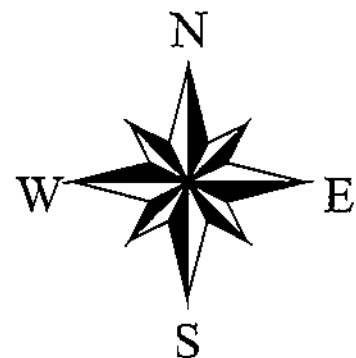
Clarksburg Policy Area of Montgomery County



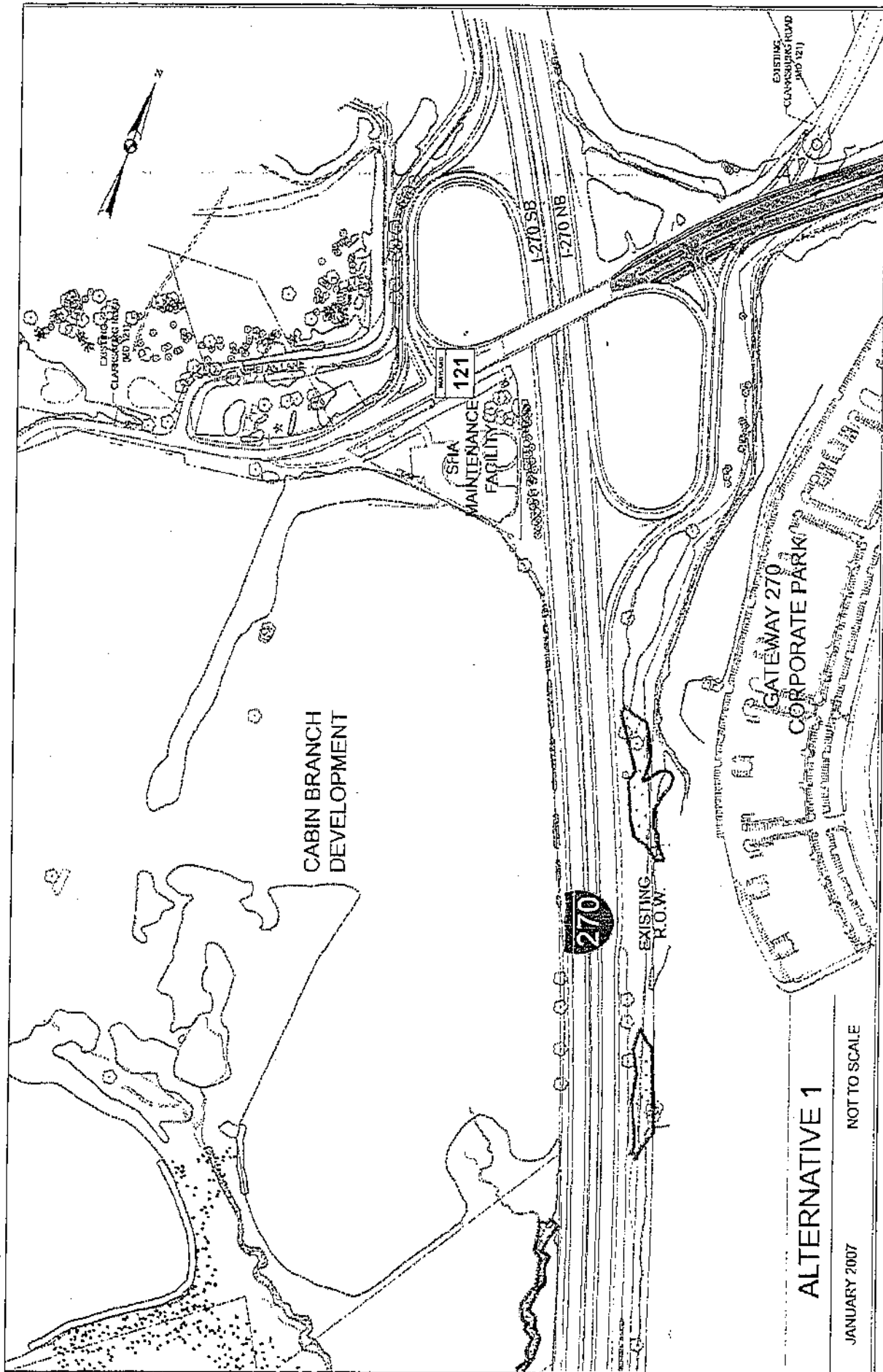
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-  DOQQ Index
-  County



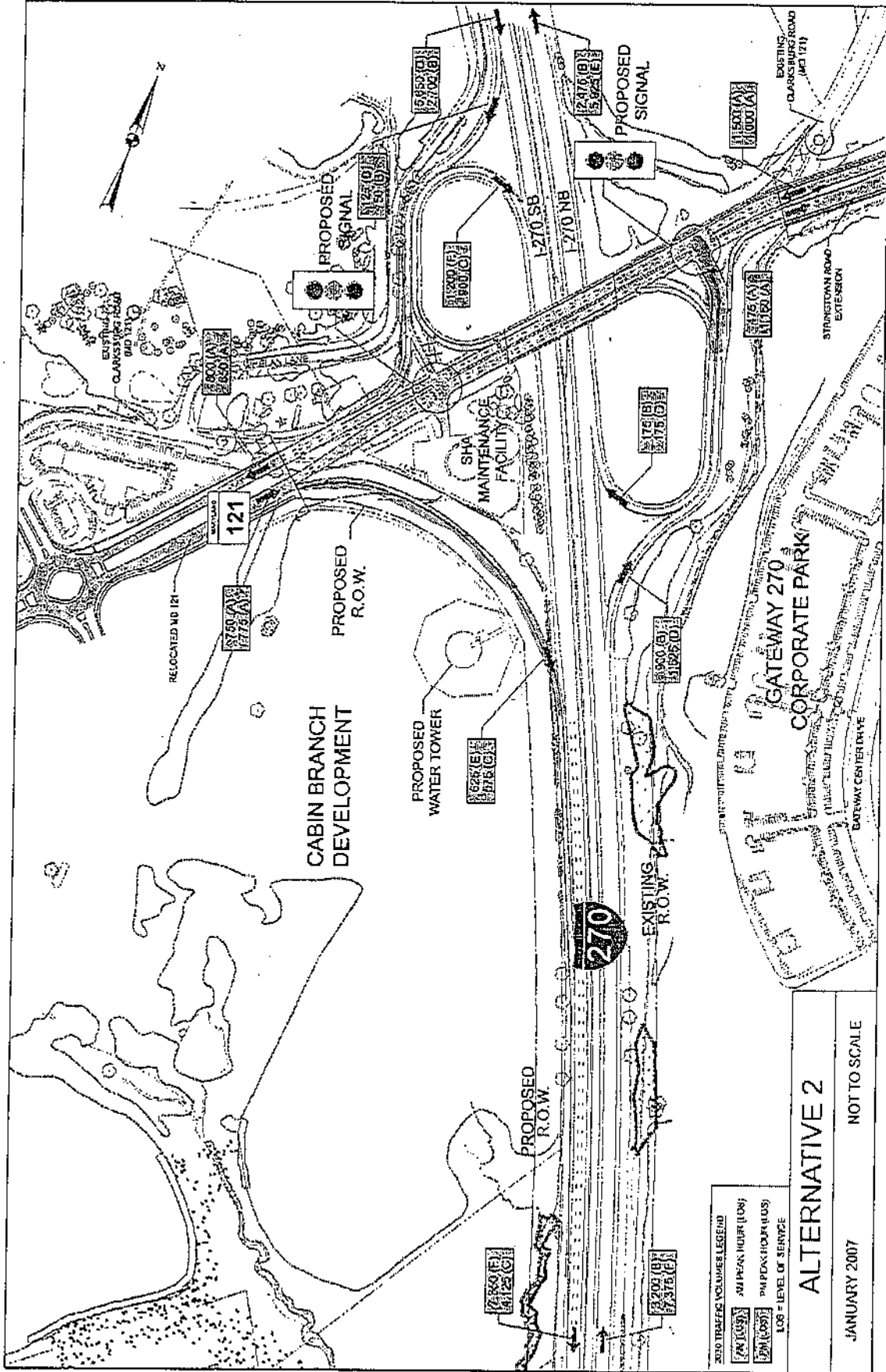




ALTERNATIVE 1

JANUARY 2007

NOT TO SCALE

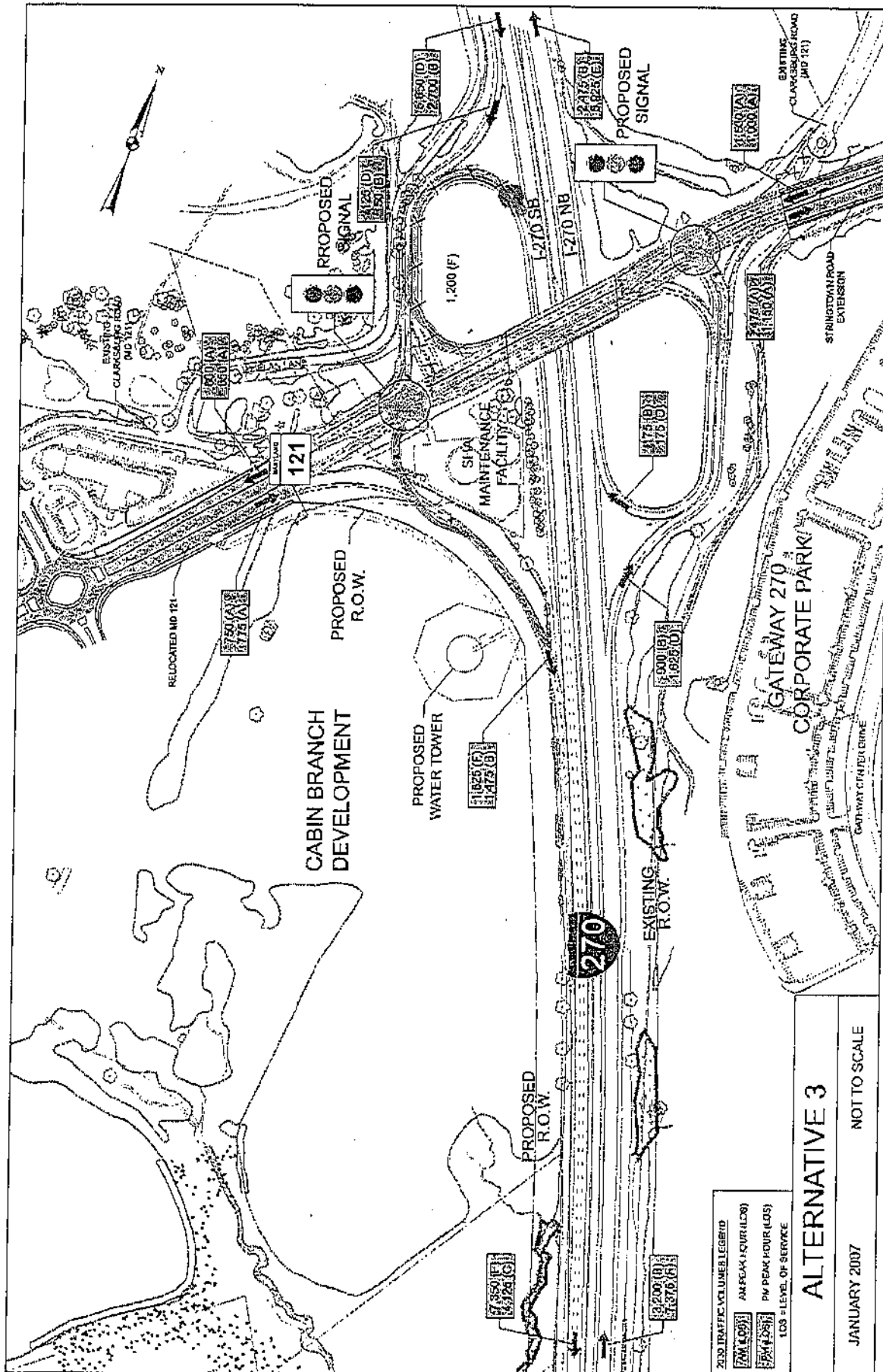


2010 TRAFFIC VOLUME LEGEND  
 1,500 (B) AM PEAK HOUR (LOS)  
 1,200 (C) PM PEAK HOUR (LOS)  
 LOS = LEVEL OF SERVICE

## ALTERNATIVE 2

JANUARY 2007

NOT TO SCALE



2010 TRAFFIC VOLUMES LEGEND  
 AM PEAK HOUR (LOS)  
 PM PEAK HOUR (LOS)  
 LOS = LEVEL OF SERVICE

# ALTERNATIVE 3

JANUARY 2007 NOT TO SCALE



# United States Department of the Interior



## FISH AND WILDLIFE SERVICE

Chesapeake Bay Field Office

177 Admiral Cochrane Drive

Annapolis, MD 21401

**RECEIVED**

SEP 25 2006

Ans'd.....

September 19, 2006

KCI Technologies  
10 North Park Drive  
Hunt Valley, MD 21030

ATTN: Kelly Lyles

RE: I-270/MD 121 Cabin Branch Project Planning Study Montgomery County MD

Dear Ms. Lyles:

This responds to your letter, received August 09, 2006, requesting information on the presence of species which are federally listed or proposed for listing as endangered or threatened within the vicinity of the above referenced project area. We have reviewed the information you enclosed and are providing comments in accordance with section 7 of the Endangered Species Act (87 Stat. 884, as amended; 16 U.S.C. 1531 *et seq.*).

Except for occasional transient individuals, no federally proposed or listed endangered or threatened species are known to exist within the project impact area. Therefore, no biological assessment or further section 7 consultation is required with the U.S. Fish and Wildlife Service. Should project plans change, or if additional information on the distribution of listed or proposed species becomes available, this determination may be reconsidered.

This response relates only to federally protected threatened or endangered species under our jurisdiction. It does not address the Service's concerns pursuant to the Fish and Wildlife Coordination Act or other legislation. For information on the presence of other rare species, you should contact Ms. Lori Byrne of the Maryland Heritage and Wildlife Division at (410) 260-8573.

We appreciate the opportunity to provide information relative to fish and wildlife issues, and thank you for your interest in these resources. If you have any questions or need further assistance, please contact Devin Ray at (410) 573-4531.

Sincerely,

*Mary Ratnaswamy*

Mary J. Ratnaswamy, Ph.D.  
Program Supervisor, Threatened and Endangered Species



**MARYLAND**  
DEPARTMENT OF  
NATURAL RESOURCES

Robert L. Ehrlich, Jr., Governor

Michael S. Steele, Lt. Governor

C. Ronald Franks, Secretary

September 11, 2006

Ms. Kelly Lyles  
KCI Technologies, Inc.  
10 North Park Drive  
Hunt Valley, MD 21030-1846

**RECEIVED**

**SEP 15 2006**

**Ans'd.....**

**RE: Environmental Review for I-270/MD 121 Cabin Branch Project Planning Study,  
Clarksburg, Montgomery County, Maryland.**

Dear Ms. Lyles:

The Wildlife and Heritage Service has determined that there are no State or Federal records for rare, threatened or endangered species within the boundaries of the project site as delineated. As a result, we have no specific comments or requirements pertaining to protection measures at this time. This statement should not be interpreted however as meaning that rare, threatened or endangered species are not in fact present. If appropriate habitat is available, certain species could be present without documentation because adequate surveys have not been conducted.

Thank you for allowing us the opportunity to review this project. If you should have any further questions regarding this information, please contact me at (410) 260-8573.

Sincerely,

Lori A. Byrne,  
Environmental Review Coordinator  
Wildlife and Heritage Service  
MD Dept. of Natural Resources

ER #2006.1905.mo



**MARYLAND**  
DEPARTMENT OF  
NATURAL RESOURCES

Robert L. Ehrlich, Jr., Governor

Michael S. Steele, Lt. Governor

C. Ronald Franks, Secretary

August 10, 2006

**RECEIVED**

AUG 14 2006

Ans'd.....

M' Kelly Lyles  
KCI Technologies  
10 North Park Drive  
Hunt Valley, Maryland 21030-1846

Dear M' Lyles:

This letter is in response to your letter of request, dated August 1, 2006, for information on the presence of fishery resources in the vicinity of the proposed I-270/MD 121 Cabin Branch Project Planning Study in Montgomery County.

From the information provided for review, it appears that the proposed study area includes both Use I-P (Water Contact Recreation, Protection of Nontidal Warmwater Aquatic Life and Public Water Supply), and Use IV-P (Recreational Trout Waters and Public Water Supply) streams. All streams within the study area (Washington Metropolitan Drainage Area) flow to Little Seneca Lake. The only Use IV-P stream within the study area is the small unnamed tributary on the eastern side of the site that flows to Little Seneca Creek. All other streams on the site are classified as Use I-P. Generally, no instream work is permitted in Use I streams during the period of March 1 through June 15, inclusive, during any year; or in Use IV streams during the period of March 1 through May 31, inclusive, during any year.

Anadromous fish species are not present within the study area streams due to natural barriers located downstream in the Potomac River. However, these streams do support many resident populations of several fish species typically found in the region. Table A2-4 (attached) lists fish species documented by our Maryland Biological Stream Survey Program in the Potomac Washington Metro Basin. Many of these species could be found near your project site. All of these fish species should be adequately protected by the Use I instream work prohibition period, sediment and erosion control methods, and other Best Management Practices typically used for protection of stream resources during highway projects.

If you have any questions concerning these comments, you may contact me at 410-260-8331.

Sincerely,

*Ray C. Dintaman, Jr.*  
Ray C. Dintaman, Jr., Director  
Environmental Review Unit

Attachment

Table A2-4. Fish species found in 1994 MBSS project sampling vs supplemental sampling, Potomac Washington Metro Basin

Fish Species	MBSS Study	Supplemental Sampling
AMERICAN EEL	X	X
BANDED KILLIFISH	X	X
BLACK CRAPPIE		X
BLACKNOSE DACE	X	X
BLUEGILL	X	X
BLUESPOTTED SUNFISH		X
BLUNTNOST MINNOW	X	X
BROWN BULLHEAD	X	X
BROWN TROUT		X
CENTRAL STONEROLLER	X	X
CHAIN PICKEREL	X	X
CHANNEL CATFISH		X
COMMON CARP		X
COMMON SHINER	X	X
CREEK CHUB	X	X
CREEK CHUBSUCKER	X	X
CUTLIPS MINNOW	X	X
EASTERN MUDMINNOW	X	X
EASTERN SILVERY MINNOW	X	X
FALLFISH	X	X
FANTAIL DARTER	X	X
FATHEAD MINNOW	X	X
GIZZARD SHAD	X	X
GOLDEN REDHORSE	X	
GOLDEN SHINER	X	
GOLDFISH	X	X
GREEN SUNFISH	X	X
GREENSIDE DARTER	X	X
LAMPREY	X	X
LARGEMOUTH BASS	X	X
LEPOMIS HYBRID	X	X
LONGEAR SUNFISH		X
LONGNOSE DACE	X	X
MOSQUITOFISH	X	X
MOTTLED SCULPIN	X	X
NORTHERN HOGSUCKER	X	X
NOTROPIS SP.		X
POTOMAC SCULPIN	X	X
PUMPKINSEED	X	X



# Environmental Setting

Rubble Landfill

Business Park

Cabin Branch  
Development

## LEGEND



Wood lot

Pond

Possible wetland

SHA Salt Dome

I-270 Delineated wetlands

Potentially affected  
agricultural area

Concurrence with the MD State Highway Administration's  
Determination(s) of Eligibility and/or Effects

Project Number: MO426M11

MHT Log No. 200700068

Project Name: I-270 to MD 121 Interchange Improvements

County: Montgomery

Letter Date: January 15, 2006

The Maryland Historical Trust has reviewed the documentation attached to the referenced letter and concurs with the MD State Highway Administration's determinations as follows:

Eligibility (as noted in the Eligibility Table [Attachment 4]):

- ☒ Concur  
☐ Do Not Concur

Effect (as noted in the Effects Table [Attachment 4]):

- ☒ No Properties Affected  
☐ No Adverse Effect  
☐ Conditioned upon the following action(s) (see comments below)  
☐ Adverse Effect

Agreement with FHWA's Section 4(f) criteria of temporary use (as detailed in the referenced letter, if applicable):

- ☐ Agree

Comments:

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By:

Tim Donlan  
MD State Historic Preservation Office/  
Maryland Historical Trust

1/12/07  
Date

Return by U.S. Mail or Facsimile to:  
Mr. Donald Sparklin, Division Chief, Project Planning Division,  
MD State Highway Administration, P.O. Box 717, Baltimore, MD 21203-0717  
Telephone: 410-545-2883 and Facsimile: 410-209-5004

cc: Dr. Julie M. Schablitsky, SHA

JAN 18 '07

Robert L. Ehrlich, Jr., Governor  
Michael S. Steele, Lt. Governor



Maryland Department of Transportation

Robert L. Flanagan, Secretary  
Neil J. Pedersen, Administrator

January 8, 2007

Re: Project No. MO426M11  
I-270 at MD 121  
Interchange Improvement  
Montgomery County, Maryland  
USGS Germantown 7.5' Quadrangle

Mr. J. Rodney Little  
State Historic Preservation Officer  
Maryland Historical Trust  
100 Community Place  
Crownsville MD 21032-2023

Dear Mr. Little:

#### **Introduction and Project Description**

This letter serves to inform the Maryland Historical Trust (MHT) of the Maryland State Highway Administration's (SHA) finding that there will be no historic properties affected by the proposed Project No. MO426M11. SHA proposes to assist the Cabin Branch Management, LLC (Cabin Branch) with improvements to the I-270 at MD 121 interchange as a result of the Cabin Branch development, which will be located along the southwest quadrant of the interchange. SHA and Cabin Branch are considering two build alternatives.

#### **Alternatives Retained for Detailed Study**

No-Build Alternate 1: SHA would maintain existing conditions with new improvements to Stringtown Road to the east.

Build Alternate 2 - Cabin Branch Required Improvements: SHA would provide a new single lane southbound directional ramp from eastbound MD 121 along the property line of the SHA salt dome facility to I-270 south of the interchange (**Attachment 1**). The bridge and roadway will be widened to three (12 foot to 15 foot) lanes in each direction separated by a 4-foot to 20-foot median. The existing stop-controlled ramp termini intersections will be modified to include signals and widening to accommodate two left turn lanes for northbound to westbound movements. The existing westbound MD 121 to southbound I-270 inner loop ramp is maintained. A 10-foot shared use sidewalk and

My telephone number/toll-free number is \_\_\_\_\_  
Maryland Relay Service for impaired Hearing or Speech 1.800.735.2258 Statewide Toll Free

Street Address: 707 North Calvert Street • Baltimore, Maryland 21202 • Phone: 410.543.0300 • [www.marylandroads.com](http://www.marylandroads.com)

bikeway is proposed on the north side of the bridge. The existing stop controlled ramp termini intersections will be modified to include signals.

Build Alternate 3 – Combined South Bound Ramp: SHA would provide a new single lane southbound directional ramp from eastbound MD 121 as in Alternative 2 above (**Attachment 1**). This alternate would close the existing westbound inner loop ramp and provide a new ramp connection with a double left turn lane movement from the median of westbound MD 121. The bridge and roadway approaches will be widened to accommodate double left turn lanes in the westbound direction. The alignment of the ramp will be curved around the salt storage facility and connect into the proposed eastbound ramp. The existing stop-controlled ramp termini intersections will be modified to include signals which will also control exit movements from the salt storage facility. A 10-foot shared use sidewalk and bikeway is proposed on the north side of the bridge.

#### **Funding**

Private funds are anticipated for this project, but SHA will issue an access permit.

#### **Area of Potential Effects**

In determining the Area of Potential Effects (APE) for this project, SHA considered possible visual, audible, atmospheric or physical impacts to historic properties, including standing structures and archeological sites. The APE for this project is restricted to the area where work will occur as indicated on the attached SHA quadrangle map for Germantown (**Attachment 2**).

#### **Identification Methods and Results**

Potentially significant architectural and archeological resources were both researched as part of the historic investigation instigated by the proposed interchange project.

*Architecture:* SHA Architectural Historian Anne Bruder consulted the SHA-GIS Cultural Resources Database, MIHP forms, photographs, and conducted a field visit on December 12, 2006. SHA identified one historic standing structure located within the APE and prepared a short DOE for the Clarksburg Venture LTD Partnership Dwelling (**Attachment 3**). Photos and a location map are attached to the DOE form.

Historically, the project area included in the APE consisted of rural farmland. In the past five years, suburban development has rapidly encroached upon the area. The majority of the project area was evaluated in 2005 as part of the Cabin Branch Mixed Use Planned Development study. At this time, historic standing structures located within the

Mr. J. Rodney Little

I-270 at MD 121

Page Three

Cabin Branch development, located southwest of the interchange, were determined not eligible for the National Register of Historic Places (NRHP) (see MHT project log No. 200563435). Because of rolling terrain and new infill construction, historic properties such as the Clarksburg Historic District (MIHP No. M:13-10) and the Moneysworth Farm (MIHP No. M:13-14), located northeast and northwest of the project area, are outside of the APE.

#### *Clarksburg Venture LTD Partnership Dwelling*

The Clarksburg Venture LTD Partnership dwelling, located in the vicinity of 22900 Whelan Road, Boyds, Maryland, stands in the northwest corner of the I-270 and MD 121 Interchange, directly west of the I-270 southbound ramps. The stone foundation for a possible outhouse is located in the northeast portion of the property, while a covered well is directly north of the house. The house dates from the 1910s or 1920s and is reminiscent of mail-order houses sold by companies such as Sears & Roebuck during the first quarter of the twentieth century.

The house is not associated with events or a person of state, local, or national significance and is not eligible for the NRHP under Criteria A and B. Due to the poor condition of the house, the integrity of design, materials, workmanship, and feeling have been compromised. In addition, the house is not an exceptional example of an early twentieth century mail-order house in Montgomery County. SHA has determined that the Clarksburg Venture LTD Partnership Dwelling is not eligible for listing in the NRHP under Criteria A, B, or C. The property was not evaluated under Criterion D.

SHA has determined that the I-270 at MD 121 Interchange Improvement project will have no impact on the Clarksburg Venture LTD Partnership Dwelling (**Attachment 4**).

*Archeology:* SHA Archeologist Carol A. Ebricht assessed the archeological potential of the project area through consultation of the SHA-GIS Cultural Resources Database, historic and environmental mapping, prior studies, and a field visit made on December 12, 2006.

There are no recorded archeological sites in the project area. Portions of the project area were included in, or immediately adjacent to, prior archeological surveys. Kavanagh (1981) examined sections of I-270 and MD 121 at the reconnaissance level. Fischler et al. (1995) conducted background research and minimal Phase I testing for the Food and Drug Administration, on property that is now within the proposed Cabin Branch

Mr. J. Rodney Little  
I-270 at MD 121  
Page Four

development. One of three sites recorded by Fischler et al. (18MO409) is close to, but outside, the APE for the I-270 and MD 121 interchange improvement project. Site 18MO409 was subsequently examined by Shellenhamer et al. (2006) at the Phase II level and determined ineligible for NRHP listing. A field visit to the project area on December 12, 2006 showed that the proposed interchange improvements will be confined to areas disturbed by prior road construction, drainage features, and the SHA maintenance facility. The proposed work is unlikely to impact any intact, significant, archeological resources. No further archeological work is recommended.

#### **Review Request**

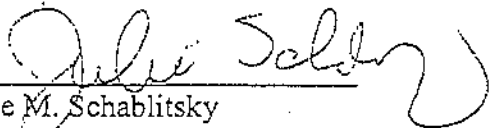
Please examine the attached maps, plans, and Eligibility and Effects Table. We request your concurrence by **February 15, 2007** that there would be no historic properties affected by the I-270 at MD 121 Interchange Improvements. By carbon copy, we invite the Montgomery County Historic Preservation Commission to provide comments and participate in the Section 106 process. Pursuant to the requirements of the implementing regulations found at 36 CFR Part 800, SHA seeks their assistance in identifying historic preservation issues as they relate to this specific project (see 36 CFR 800.2 (c)(4) and (6), and 800.3(f) for information regarding the identification and participation of consulting parties, and §800.4, and §800.5 regarding the identification of historic properties and assessment of effects). For additional information regarding the Section 106 regulations, see the Advisory Council on Historic Preservation's website, [www.achp.gov](http://www.achp.gov), or contact the Maryland State Highway Administration or the Maryland Historical Trust. If no response is received by February 15, 2007, we will assume that these offices decline to participate. Please call Ms. Anne Bruder at 410-545-8559 (or via email at [abruder@sha.state.md.us](mailto:abruder@sha.state.md.us)) with questions regarding standing structures for this project. Ms. Carol Ebright may be reached at 410-545-2879 (or via email at [cebright@sha.state.md.us](mailto:cebright@sha.state.md.us)) with concerns regarding archeology.

Mr. J. Rodney Little  
I-270 at MD 121  
Page Five

Very truly yours,

Bruce M. Grey  
Deputy Director  
Office of Planning and  
Preliminary Engineering

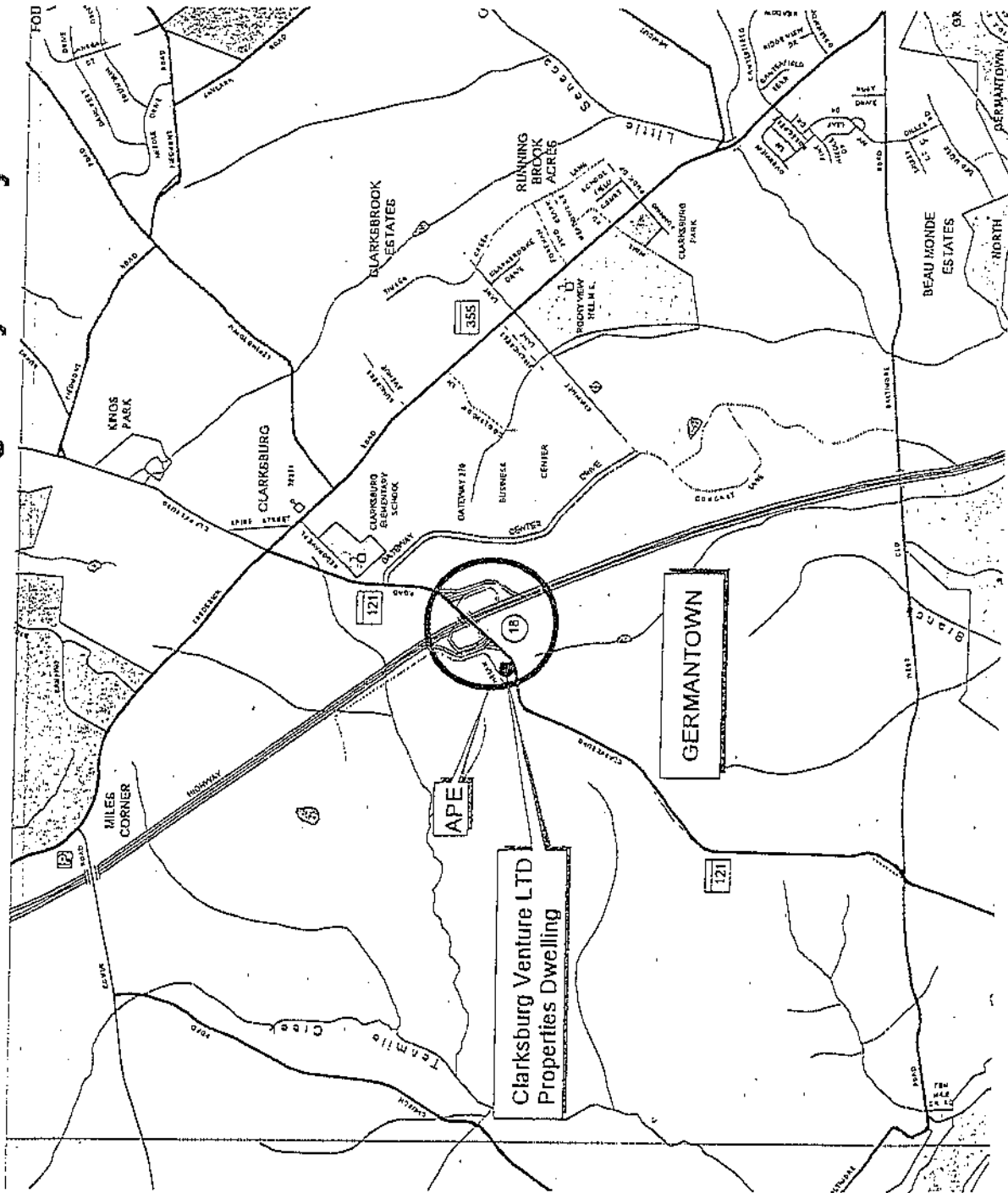
by:

  
Julie M. Schablitsky  
Cultural Resources Team Leader  
Project Planning Division

- Attachments: 1) Project Plans and Project Location Map  
2) APE Map  
3) Short DOE Form, Photographs and Map  
4) Eligibility and Effects Table

cc: Ms. Anne Bruder, SHA-PPD (w/Attachments)  
Ms. Carol Ebright, SHA-PPD (w/Attachments)  
Ms. Anne Elrays, SHA-PPD (w/Attachments)  
Mr. Joseph Kresslein, SHA-PPD (w/Attachments)  
Ms. Kelly Lyles, SHA-PPD (w/Attachments)  
Dr. Julie M. Schablitsky, SHA-PPD  
Mr. Russell Walto, SHA-PPD  
Ms. Gwen Marcus Wright, Montgomery County Historic Preservation  
Commission (w/Attachments)

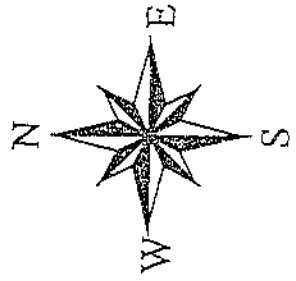
# USGS Quad Germantown Montgomery County



**Roads**

CO  
IS  
MD  
OP  
SR  
US  
MU  
GV

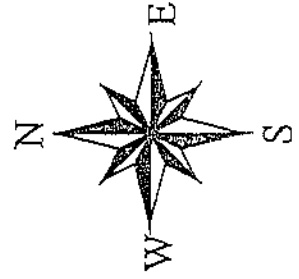
USGS Topo Quad Index  
DOQQ Index  
County





## Roads

County



1.8 Miles

## 5.0

5.0

**MARYLAND HISTORICAL TRUST  
SHORT FORM FOR INELIGIBLE PROPERTIES**

Property Name: Clarksburg Venture LTD Partnership Dwelling  
Address: 22900 Whelan Lane Northwest quadrant of I-270 and MD 121, west of SB ramp  
City: Boys (Clarksburg), MD Zip Code: 20841 County: Montgomery  
USGS Quadrangle(s): Germantown  
Tax Map Parcel Number(s): 800 Tax Map Number: EW  
Project: I-270 at MD 121 Interchange Improvements Agency: FHWA/MD SHA  
Agency Prepared By: MD SHA  
Preparer's Name: Anne E. Bruder/Patti Kuhn Date Prepared: 12/14/2006  
Preparer's Eligibility Recommendation: X Eligibility not recommended  
*Complete if the property is a non-contributing resource to a NR district/property:*  
Name of the District/Property: \_\_\_\_\_  
Inventory Number: \_\_\_\_\_ Eligible: \_\_\_\_\_ yes Listed: \_\_\_\_\_ yes

**Description of Property and Justification:** *(Please attach map and photo)*

The single family dwelling in the vicinity of 22900 Whelan Road in Boys, Maryland stands in the northwest corner of the I-270 and MD 121 Interchange, directly west of the I-270 southbound ramps. An allee of trees lines the west side of the house. The stone foundation for an outhouse is located in the northeast portion of the property, while a well is covered over and is directly north of the house.

This two story house is three bays wide and constructed of wood framing. Its original unpainted German siding has been clad in Bricktex siding. The house is capped by a gambrel roof covered in metal sheets pressed to resemble wood shingles. The roof has overhanging eaves and a thin molded cornice. An exterior brick chimney is located on the rear elevation and an interior concrete block chimney pierces the roof near the east elevation. Fenestration consists of 6/6 windows and 1/1 windows; however a few of the windows have been replaced with 1/1 vinyl-sash windows. A large number of the window openings as well as the front door have been enclosed with plywood. The front and rear elevations each have a shed dormer with two 1/1 windows. A one-story porch with a shed roof lines the main elevation and is supported by two canted Tuscan columns. A porch rail with squared balusters stands on the west side of the porch and the remaining rails have been removed. The roof of the porch is failing and a section of the fascia has separated from the roof. Small one-story shed additions are located on both the rear and the east elevations.

The house sits on small section encompassing the southeast corner of parcel 800, which is bisected by Whelan Lane. Parcel 800 appears to be historically associated with the Moneysworth Farm (MIHP #: M: 13/14), part of an eighteen-century land patent owned by John Belt. The house dates from the 1910s or 1920s and is reminiscent of mail order houses sold by companies such as Sears, Roebuck during the first quarter of the twentieth century.

The Clarksburg Venture LTD Partnership Dwelling is not associated with events that have made a significant contribution to the broad patterns of our history and is not eligible for the National Register of Historic Places under Criterion A. Although the

**MARYLAND HISTORICAL TRUST REVIEW**

Eligibility recommended \_\_\_\_\_ Eligibility not recommended \_\_\_\_\_

MHT Comments:

\_\_\_\_\_  
Reviewer, Office of Preservation Services

\_\_\_\_\_  
Date

\_\_\_\_\_  
Reviewer, National Register Program

\_\_\_\_\_  
Date

NR-ELIGIBILITY REVIEW FORM

Clarksburg Venture LTD Partnership Dwelling

Page 2

Moneysworth Farm was determined eligible for listing in the NRHP under Criterion B, the house does not contribute to the historic context of the Moneysworth Farm and is not associated with the prominent families associated with the farm. Therefore, the single dwelling is not eligible for the NRHP under Criterion B. Due to the poor condition of the house, the integrity of design, materials, workmanship, and feeling have been compromised. In addition, the house is not an exceptional example of an early twentieth century mail order house in Montgomery County. The house is not eligible for the NRHP under Criterion C. The property at was not evaluated under Criterion D. The Clarksburg Venture LTD Partnership Dwelling is not eligible for listing in the NRHP under Criteria A, B, or C.

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended \_\_\_\_\_ Eligibility not recommended \_\_\_\_\_

MHT Comments:

\_\_\_\_\_  
Reviewer, Office of Preservation Services

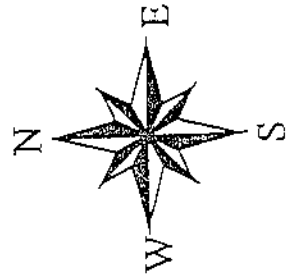
\_\_\_\_\_  
Date

\_\_\_\_\_  
Reviewer, National Register Program

\_\_\_\_\_  
Date

[illegible]

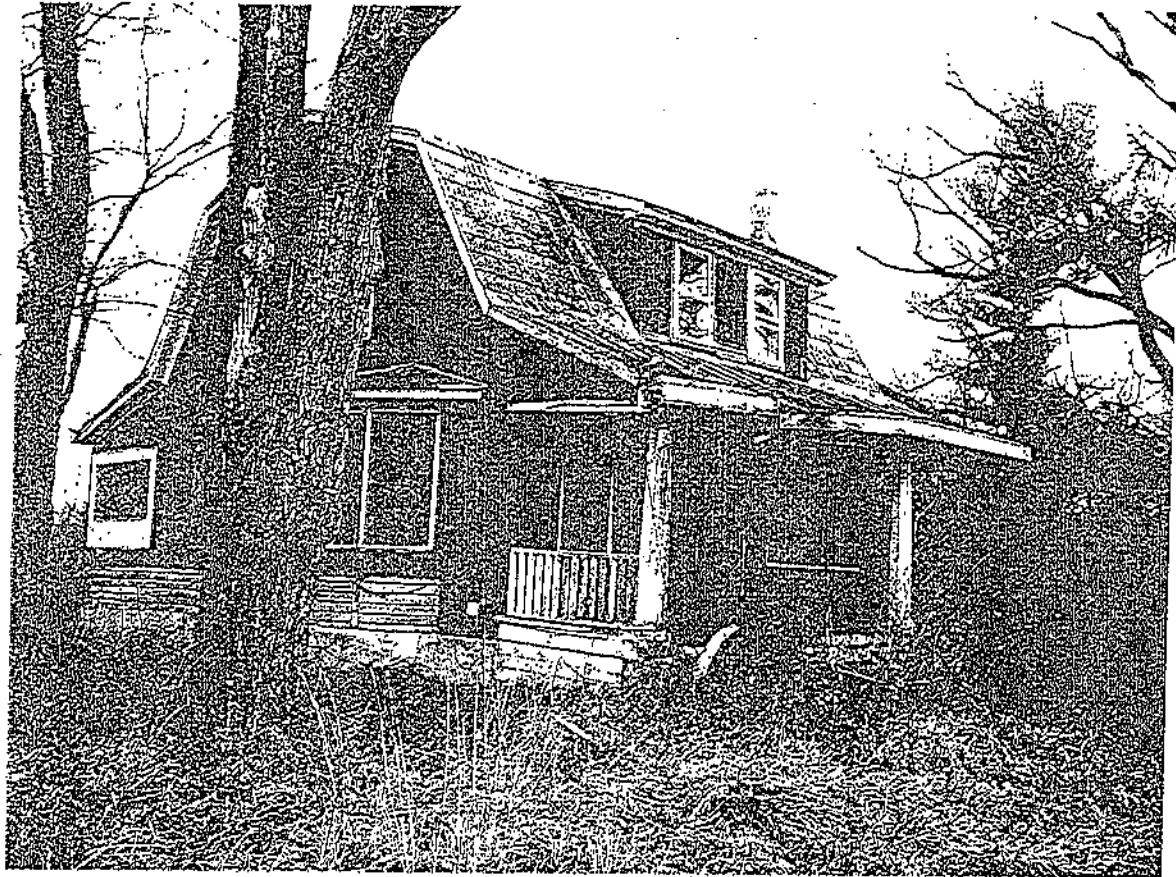
County



2 Miles

1





Clarksburg Venture LTD Properties Dwelling, looking northeast

## Attachment 4

## Hybrid Eligibility/Effect Table

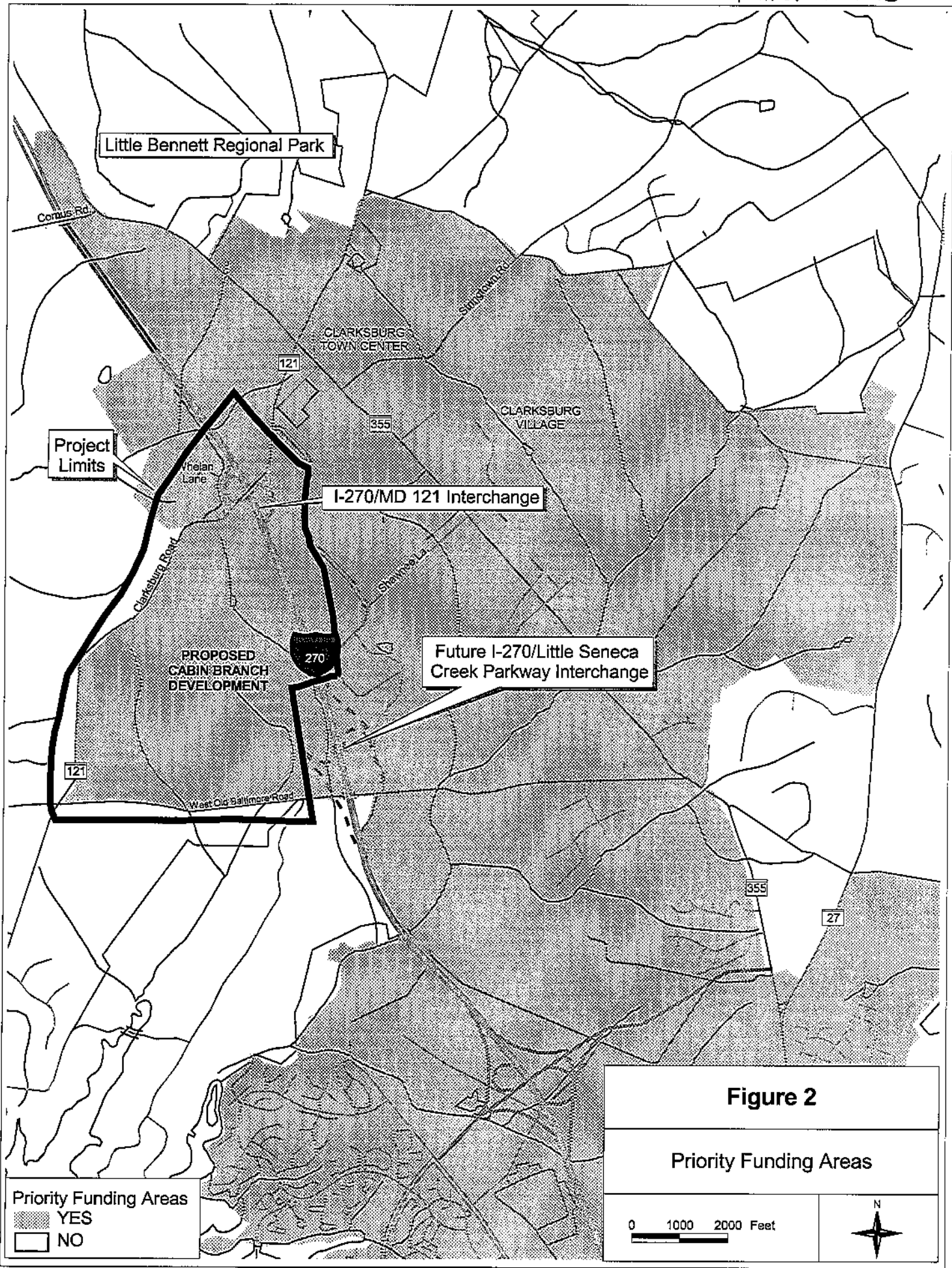
Project Name

January 4, 2007

Resource	Type	SHA NR Det.	SHPO Opinion	No Build		Alternate # 1		Alternate # 2		Attachment	Remarks
				Impact	SHPO Concur	Impact	SHPO Concur	Impact	SHPO Concur		
Clarksburg Venture LTD Partnership Dwelling	S	X	Requested 1/15/ 2007	Requested 1/15/2007	None	Requested 1/15/2007	Requested 1/15/2007	None	Requested 1/15/2007	3	
Effect			Requested 1/15/2007	Requested 1/15/2007	NPA	Requested 1/15/2007	Requested 1/15/2007	NPA	Requested 1/15/2007		

## Codes:

Resource Types: S (Structure), A (Archeological Site), HD (Historic District), NHL (National Historic Landmark)  
 NR Determination: ND (Not Determined), X (Not Eligible), NR (Eligible), NRL (Listed), NHL (Landmark)  
 SHPO Opinion: (B) designates opinion regarding boundary, Code following date signifies SHPO opinion  
 Impact: None, No Adverse, Adverse  
 Effect: NPA (No Properties Affected), NAE (No Adverse Effect), AE (Adverse Effect)  
 Bold rows indicate review action requested



**Figure 2**

Priority Funding Areas

Priority Funding Areas  
YES  
NO

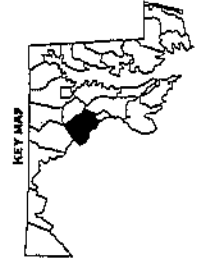
0 1000 2000 Feet



**MONTGOMERY  
COUNTY  
MARYLAND**

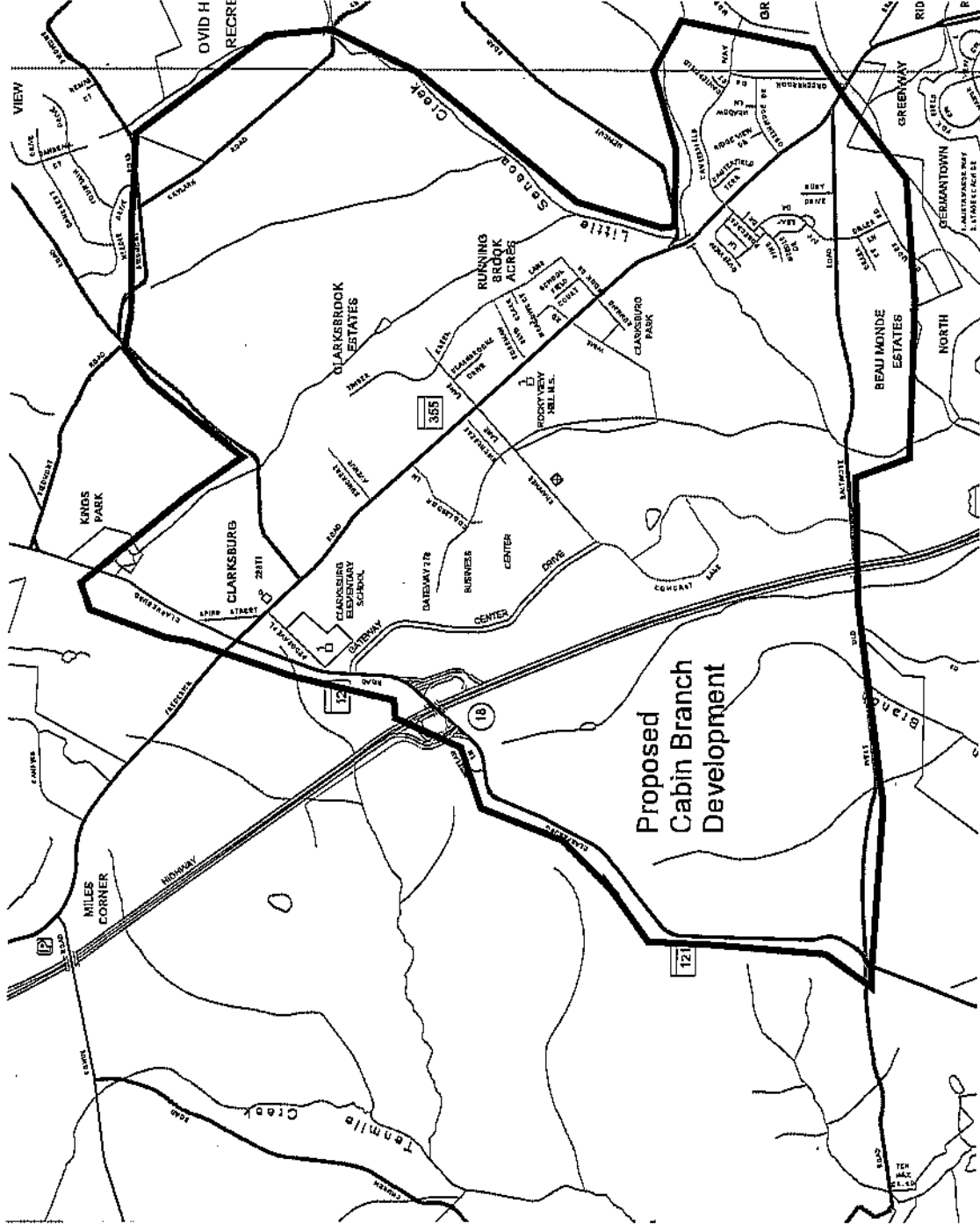
PLANNING DIVISION  
DEPARTMENT OF TRANSPORTATION  
STUDY TO IMPROVE BUS SERVICE

1:50,000  
1:25,000  
1:12,500



STATEWIDE GRID MAP KEY

C-10	D-10	D-11
D-9	D-10	D-11
E-9	E-10	E-11
F-9	F-10	F-11



1:30000

Germanatown Quad

I-270/MD 121 Interchange Improvements

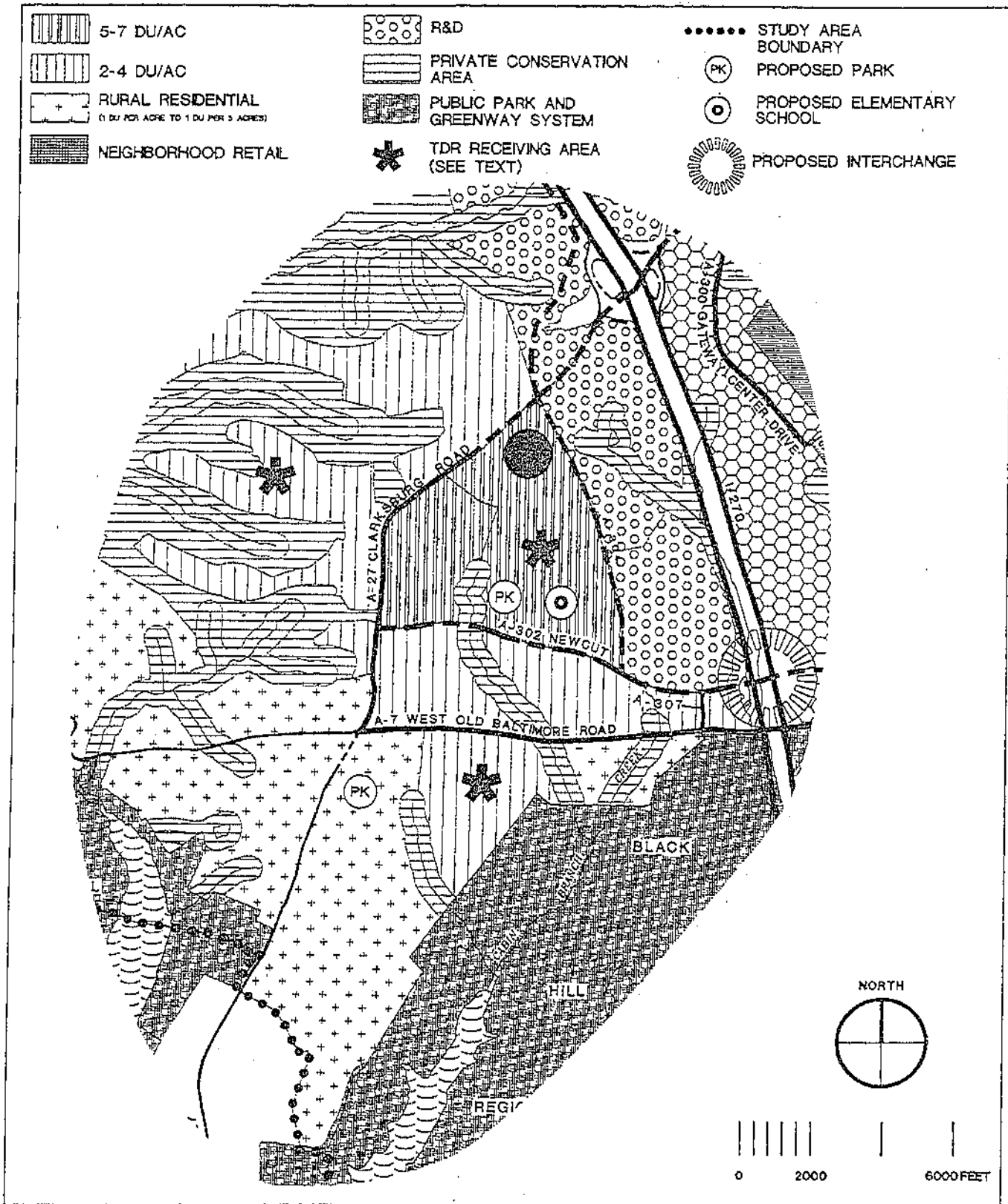
**ICE Boundary**





# Cabin Branch Neighborhood Land Use Plan

Figure 26



MHT

4109674071

p. 12



Maryland Department of Planning  
Maryland Historical Trust

Robert L. Ehrlich, Jr.  
Governor

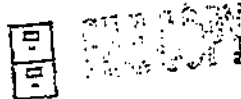
Michael S. Steele  
Lt. Governor

Audrey E. Scott  
Secretary

Florence B. Burian  
Deputy Secretary

February 28, 2006

Ms. Janet Vine  
Chief, Regulatory Branch  
Baltimore District  
U.S. Army Corps of Engineers  
PO Box 1715  
Baltimore, MD 21203



Re: Cabin Branch Mixed Use Planned Development -- 200563435 \ N63442 \ D63443  
William Shaw House (MIHP M: 13-21) and Edward Waters Farm (M: 13-23)  
Clarksburg, Montgomery County, Maryland

Dear Ms. Vine:

The Maryland Historical Trust (Trust) has received the requested Determination of Eligibility (DOE) forms for the above-referenced properties. It is our understanding that the proposed Cabin Branch Development requires wetland permits from the Corps and Maryland Department of the Environment (MDE). We have reviewed the DOE forms and other project information in accordance with Section 106 of the National Historic Preservation Act and Sections 5A-325 and 5A-326 of the Maryland State Finance and Procurement Article, as appropriate, and are writing to provide our determination that the proposed project will have "no effect" on historic properties.

The Trust received initial notice of the undertaking from MDE on April 21, 2005. Our June 14, 2005 letter requested Phase II archaeological investigations and Determination of Eligibility forms necessary to identify historic properties that may be affected by the project. The report on Phase II archaeological investigations was received by the Trust on November 21, 2005. Our comments on the report and determination that further investigations were not warranted were included in a February 16, 2006 letter.

The completed DOE forms were prepared by William Lebovich and received by the Trust on February 28, 2006. The Trust concurs with the preparer's recommendation that neither property is eligible for listing in the National Register of Historic Places. The forms were complete, well researched and written, and consistent with *The Standards and Guidelines for Architectural and Historical Investigations in Maryland*. They will be accessioned into the Maryland Inventory for the benefit of future researchers.

Thank you for providing us this opportunity to comment and for your cooperation throughout our consultation regarding this undertaking. If you have questions or require assistance, please contact me (regarding historic built environment) at [jsager@mdp.state.md.us](mailto:jsager@mdp.state.md.us) 410-514-7636 or Dixie Henry (regarding archeology) at [dhenry@mdp.state.md.us](mailto:dhenry@mdp.state.md.us) 410-514-7638.

Sincerely,

Jonathan Sager  
Preservation Officer  
Maryland Historical Trust

JEN: 200600559  
(C) George Harrison (DOE)  
Paul Cusick (COE)  
Amanda Sigallite (MDE)

Jane Mallory (Leiderman Soltesz Associates, Inc.)  
Philip J. Hill (Archeological Testing and Consulting, Inc.)



Maryland Department of Planning  
Maryland Historical Trust

Robert L. Ehrlich, Jr.  
Governor

Michael S. Steele  
Lt. Governor

Audrey E. Scott  
Secretary

Florence B. Surian  
Deputy Secretary

February 16, 2005

Ms. Janet Vine  
Chief, Regulatory Branch  
Baltimore District  
U.S. Army Corps of Engineers  
P.O. Box 1715  
Baltimore, MD 21203-1715

Re: Joint Federal/State Application for the Alteration of any Floodplain, Waterway, Tidal or Nontidal Wetland in Maryland -- Cabin Branch Mixed Use Planned Development, Clarksburg, Montgomery County, Maryland -- 200563435 \N63442 \D63443

Dear Ms. Vine:

The Maryland Historical Trust (Trust) has received a draft copy of a Phase II archeological report as well as additional information related to the above-referenced undertaking. The Trust provided earlier comments regarding the project in a letter dated June 14, 2005. We have carefully reviewed the Phase II report and other documents and are writing to provide our comments in accordance with Section 106 of the National Historic Preservation Act and Sections 5A-325 and 5A-326 of the Annotated Code of Maryland, as appropriate.

**Archeology:** The draft report, *A Phase II Archeological Evaluation of Sites 18MO409 and 18MO410, Located Within Cabin Branch: A Residential Development Situated on Clarksburg and W. Old Baltimore Roads in Montgomery County, Maryland*, was submitted by Archeological Testing and Consulting, Inc. and presents the necessary documentation on the goals, methods, results, and recommendations of the Phase II investigations that were conducted within the project area. The document is well-written and is consistent with the reporting requirements of the *Standards and Guidelines for Archeological Investigations in Maryland* (Shaffer and Cole 1994). Attachment 1 lists our specific comments regarding the draft itself, and we would like to ask that these items be addressed in the preparation of the final document.

The Phase II investigations were carried out during August and September of 2005 and examined sites 18MO409 and 18MO410 as part of the planning efforts for the Cabin Branch subdivision project. Both of these sites had first been identified during a Phase I archeological survey that was conducted by Greenhorne & O'Mara in 1995, and the Trust requested that Phase II evaluative testing be conducted at the two sites prior to construction. Site 18MO409 is located on the east side of Clarksburg Road and has been identified as a mid-nineteenth to early-twentieth century farmstead. A total of 3,479 artifacts were recovered during the Phase II study, including fragments of brick, plaster, and window glass, ceramic floor tiles, machine-cut nails, fragments of earthenware, whiteware, and redware, oyster and clam shells, and a variety of bottle and container glass fragments. The study also identified two cultural features including a fence post and a modern trash dump.

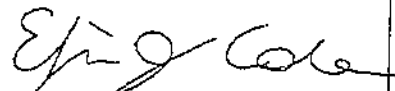
Similarly, site 18MO410 has also been identified as a mid-nineteenth to early-twentieth century farmstead and has yielded a comparable artifact assemblage consisting of brick, window glass, and mortar fragments, machine-cut nails, bottle glass, and fragments of earthenware, stoneware, and porcelain. As noted in the Phase II report, however, it appears that both of these archeological resources have been significantly impacted by a variety of ground disturbing activities including previous demolition, excavation, grading, and landscaping activities, as well as twentieth-century agricultural activities and modern trash disposal. Several of the Phase II test units have, in fact, evidenced a mix of both historic and modern materials, suggesting that the sites have retained very little of their integrity. For these reasons, Archeological Testing and Consulting has recommended that sites 18MO409 and 18MO410 are not eligible for the National Register of Historic Places.

After carefully reviewing the draft Phase II report, we concur that the integrity of these two sites has been greatly compromised by a wide range of ground disturbing activities. It is our opinion that sites 18MO409 and 18MO410 do not meet the criteria for eligibility in the National Register given their loss of integrity and inability to yield any additional information. Therefore, further investigation of these two sites is not warranted.

**Historic Built Environment:** The project site contains three locations included in the Maryland Inventory of Historic Properties (MIHP). The Byrne-Magee Farm \ Warfield Farmhouse (MIHP# M: 13-24) was determined ineligible for listing in the National Register in 2002. On behalf of Cabin Branch Management, LLC, Archeological Testing and Consulting, Inc. provided the Trust with draft Determination of Eligibility (DOE) forms for the two other locations, the Edward Waters Farm (MIHP# M: 13-23) and the William Shaw House (MIHP# M: 13-21). The two forms require revision prior to review and processing by the Trust, and they are being returned to Archeological Testing and Consulting, Inc. Attachment II contains specific comments regarding the forms. Completion of the revised DOE forms will allow the Corps and the Trust to assess the effects of the proposed undertaking on any historic properties within the project site.

We look forward to working with you to successfully complete the consultation for this project. If you have questions regarding this matter, please contact me (for archeology) at [dhenry@mdp.state.md.us](mailto:dhenry@mdp.state.md.us) \ 410-514-7638 or Jonathan Sager (for historic built environment) at [jsager@mdp.state.md.us](mailto:jsager@mdp.state.md.us) \ 410-514-7636. Thank you for your ongoing cooperation and for providing us this opportunity to comment.

Sincerely,



Elizabeth J. Cole  
Administrator, Project Review and Compliance

DLH/JES/200503500

cc: George Harrison (COE)  
Phil Cwiek (COE)  
Amanda Sigillito (MDE)  
Jane Mallory (Loisderman Soltesz Associates, Inc.)  
Phillip J. Hill (Archeological Testing and Consulting, Inc.)