



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

Beverley K. Swaim-Staley, *Secretary*
Neil J. Pedersen, *Administrator*

MARYLAND DEPARTMENT OF TRANSPORTATION

August 13, 2010

Re: Project No. MO593A25
MD 185 at Jones Bridge Road/Kensington Parkway
Intersection Improvements
Montgomery County, Maryland

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

Attention: Ms. Keilyn Perez

Dear Mr. Castellanos:

In accordance with the CEQ Regulations and 23 CFR 771, the Maryland State Highway Administration (SHA), requests that the proposed intersection improvements at MD 185 (Connecticut Avenue) and Jones Bridge Road/Kensington Parkway in Montgomery County be classified as a Categorical Exclusion (CE).

Existing Conditions/Project Need

The project is located at the intersection of MD 185 and Jones Bridge Road/Kensington Parkway in Montgomery County (**Attachment 1**). The project limits extend along MD 185 from south of I-495 (Capital Beltway) to north of Manor Road, and along Kensington Parkway from MD 185 to Montrose Driveway. MD 185 runs north-south and is classified as a Principle Arterial in the Functional Classification System. The Average Daily Traffic (ADT) on MD 185 was 57,600 vehicles per day (VPD) in 2008, and is expected to increase to 61,150 VPD by 2011. Trucks account for five percent of the current and future ADT. Jones Bridge Road is an east-west Major Collector roadway connecting MD 185 with MD 355/Bethesda to the west and MD 410 (East West Highway) to the east. The ADT for Jones Bridge Road was 20,475 VPD in 2008, and is expected to increase to 24,900 VPD by 2011. Kensington Parkway is a Collector roadway with a 2008 ADT of 2,000 VPD that is expected to increase to 5,425 VPD by 2011.

My telephone number/toll-free number is _____

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Street Address: 707 North Calvert Street • Baltimore, Maryland 21202 • Phone 410.545.0300 • www.roads.maryland.gov

Existing MD 185 is a divided roadway consisting of two 11-foot wide through lanes and one 11-foot wide through/right turn shared lane in each direction, and a varying width raised grassed median. Left turns are prohibited from MD 185 to Jones Bridge Road and Kensington Parkway. Existing eastbound Jones Bridge Road consists of double left turn lanes, one through lane, and one through/right turn shared lane on the approach, and two lanes on the departure. Existing westbound Jones Bridge Road has one through lane, one through/right turn shared lane, and one exclusive right turn lane on the approach and two lanes on the departure. The existing typical section of Kensington Parkway includes one left-turn lane and one lane for all movements on the approach and one departure lane.

Land use within the immediate project area is predominately residential, with governmental/institutional land uses located in the surrounding areas. The northwest, northeast and southeast quadrants of the intersection are completely comprised of single-family suburban style homes. The Howard Hughes Medical Institute is located in the southwest quadrant. Approximately 1.2 miles west of the intersection, Jones Bridge Road intersects with MD 355 where the National Naval Medical Center (NNMC) and the National Institutes of Health (NIH) are located. SHA is evaluating these intersection improvements in order to prepare for the influx of jobs that are expected to be added to the NNMC as part of the Base Realignment and Closure (BRAC) process. In addition, job growth is also expected at NIH.

Proposed Action

The purpose of this project is to reduce roadway congestion and improve traffic flow and safety at the intersection. The improvements are needed in order to prepare for the influx of workers and traffic to the Bethesda NNMC that is expected to result from BRAC. The project consists of adding a southbound exclusive right turn lane on MD 185 from the I-495 ramp to Jones Bridge Road and adding an additional through lane on northbound MD 185 from 300 feet north of Manor Road to I-495. The length of the roadway widening on MD 185 is approximately 0.4 mile. Lane widths will be reduced from 11 feet to 10 feet so that a two-foot bicycle use shoulder can be provided in each direction on MD 185. Additional work consists of roadway resurfacing, pavement removal, installation/upgrade/modification of sidewalks, fencing, concrete medians, traffic signals, signing, pedestrian ramps, landscaping, utility relocations, slope grading and drainage improvements consisting of installation of culverts, pipes, inlets, junction boxes, manholes, pipe extensions, bio-retention facilities and stormwater management retrofits.

Fee-simple right-of-way and/or easements will be required from a total of 21 properties, 19 of which are residential. In general, the right-of-way needs are linear and necessary for sidewalk installation, construction staging, grading and landscaping. See **Table 1** for a summary of right-of-way requirements.

Table 1: Right-of-way Requirements

Fee-simple	Revertible Easements	Temporary Construction Easements
0.04 acre	0.10 acre	0.15 acre

Environmental

On April 2, 2009, an Informal Public Workshop meeting was held at the Bethesda-Chevy Chase High School (4301 East-West Highway) to discuss the purpose and need of the project, explain the proposed schedule and receive public comments (**Attachment 2**). As a result of the community meeting, SHA has shifted the widening along northbound MD 185 to the existing median in order to avoid residential displacements. In addition to the community meeting, SHA routinely met with neighborhood groups and surrounding institutions to refine project details and address any comments or concerns regarding the improvements. SHA will continue to work with the community and surrounding institutions throughout project development to minimize impacts to the extent possible.

On August 4, 2010, the Maryland Historical Trust (MHT) determined that no historic properties would be impacted by the proposed improvements (**Attachment 3**). As part of their determination, MHT agreed with SHA's determination that the Gilliland-Bloom House (MIHP No. M:35-57) is eligible for listing on the National Register of Historic Places, but since the proposed project would not impact its historic boundary, a no effect determination was made. Additionally, MHT concurred that it is unlikely that any potentially significant archeological resources will be impacted and no further archeological investigations are required.

Coordination with SHA's Environmental Programs Division confirmed that no wetlands, wetland buffers, waterways or 100-year floodplains will be impacted by the proposed improvements. The proposed improvements will not impact fisheries resources, especially since sediment and erosion control methods, and other Best Management Practices typically used for the protection of stream resources will be utilized. The project is not located within the Chesapeake and Atlantic Coastal Bays Critical Area. The project would not impact any proposed or listed federal or state rare, threatened or endangered plant or animal species (**Attachments 4 & 5**).

The proposed project will increase capacity only at the immediate intersection and will limit roadway widening to approximately 0.4 mile along MD 185. As such, no significant capacity improvements are proposed and air and noise analyses are not warranted. This project is identified as MO593A25 in the current STIP and 09TIP-M5-1 in the current TIP. This project is exempt from the requirement that a conformity determination be made (U.S. EPA Criteria and Procedures for Determining Conformity to State or Federal Implementation Plans, Programs or Projects-Final Rule).

This project will not result in any meaningful changes in traffic volumes, vehicular mix, location of the existing facility, or any other factor that would cause an increase in emissions impacts relative to the No-Build Alternative. As such, this project will generate minimal air quality impacts for the Clean Air Act criteria pollutants and has not been linked with any special Mobile Source Air Toxics (MSAT) concern. Consequently, this project is exempt from an analysis for MSATs.

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MD 185 at Jones Bridge Road/Kensington Parkway
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Moreover, the EPA regulations for vehicle engines and fuels will cause overall MSATs to decline significantly over the next 20 years. Even after accounting for a 64 percent increase in vehicle miles traveled (VMT), FHWA predicts MSATs will decline in the range of 57 percent to 87 percent, from 2000 to 2020, based on regulations now in effect, even with a projected 64 percent increase in VMT. This will both reduce the background level of MSATs as well as the possibility of even minor MSAT emissions from this project.

Projects which are exempt from project level conformity are also exempt from the PM2.5 project level conformity determination requirements, in accordance with 40 CFR 93.126. Exempt projects are listed in 40 CFR 93.126 in Table 2 and the proposed project is an example of Safety—Projects that correct, improve or eliminate a hazardous location or feature projects in that table. This project will improve safety and will not increase through traffic capacity.

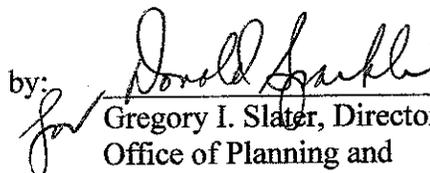
No right-of-way would be required from any publicly-owned public park, recreation area, wildlife or waterfowl refuge or historic sites. The project is located within a Priority Funding Area, and is therefore consistent with Maryland's Smart Growth Legislation. The proposed project will not provide new access to any new or planned development areas. Therefore, indirect impacts are not anticipated as a result of this project. No disproportionately high or adverse effects on minority or low-income populations will occur as a result of this project. The project is consistent with the Montgomery County General Plan, Adopted 1993.

Summary

In summary, the proposed project will not involve any significant environmental impacts to socioeconomic, natural or cultural resources. It will not induce significant foreseeable alterations in land use or affect planned growth. As such, we request your concurrence in classifying this project as a CE. In addition, your signature below will constitute Location Approval for this project.

Sincerely,

Neil J. Pedersen
Administrator

by: 

Gregory I. Slater, Director
Office of Planning and
Preliminary Engineering

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MD 185 at Jones Bridge Road/Kensington Parkway
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CONCURRENCE:

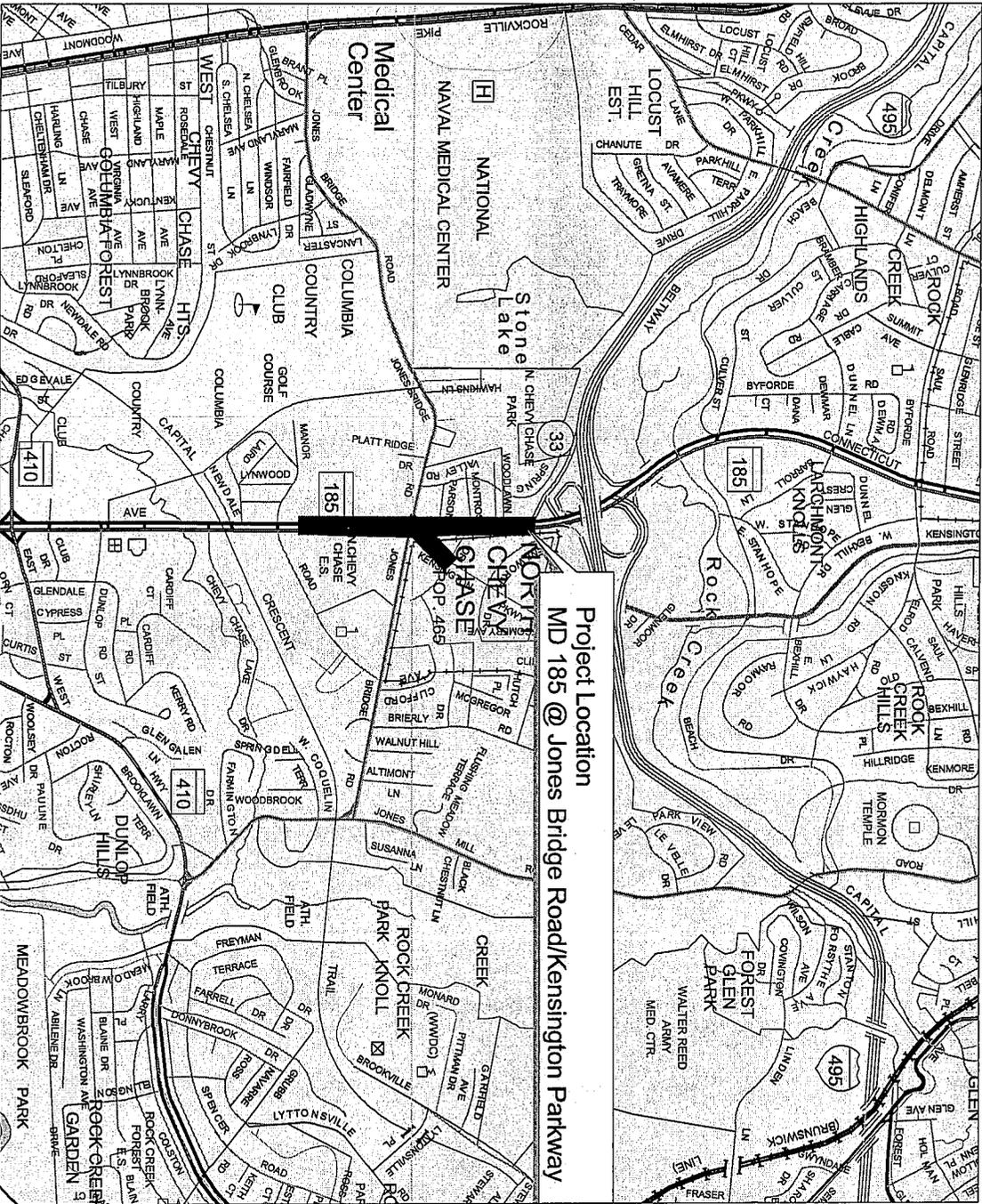
for 
Federal Highway Administration
Division Administrator

September 13, 2010
Date

Attachments

cc: Ms. Yuqiong Bai, Project Manager, Highway Design Division, SHA (w/Attachments)
Mr. Thomas G. Hinchliffe, Real Property Manager, Office of Real Estate, SHA
Mr. Todd Nichols, Chief, Environmental Programs Division, SHA
Mr. Bradley Smith, Environmental Manager, Environmental Planning Division, SHA
(w/Attachments)
Mr. Guy Talerico, Acting Chief, Federal Aid Programming Section, SHA

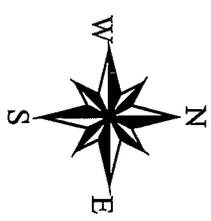
Project Location Map MD 185 @ Jones Bridge Road/Kensington Parkway Montgomery County



Project Location
MD 185 @ Jones Bridge Road/Kensington Parkway



- USGS Topo Quad Index**
- CO
 - IS
 - MD
 - OP
 - SR
 - US
 - MU
 - GV
- Roads**
- County



Kensington Parkway



Base Realignment and Closure (BRAC) Intersection Improvement Projects Bethesda

PROJECT NEWSLETTER • MARCH 2009

Design Progresses on 4 BRAC-related Intersections

The Maryland State Highway Administration (SHA) has initiated design activities for the four intersections in the vicinity of the National Naval Medical Center (NNMC) most affected by the Base Realignment and Closure (BRAC). Below are the project background, schedule, and information on the upcoming Public Informational Workshop where concept plans for the four intersection projects will be presented to the community.

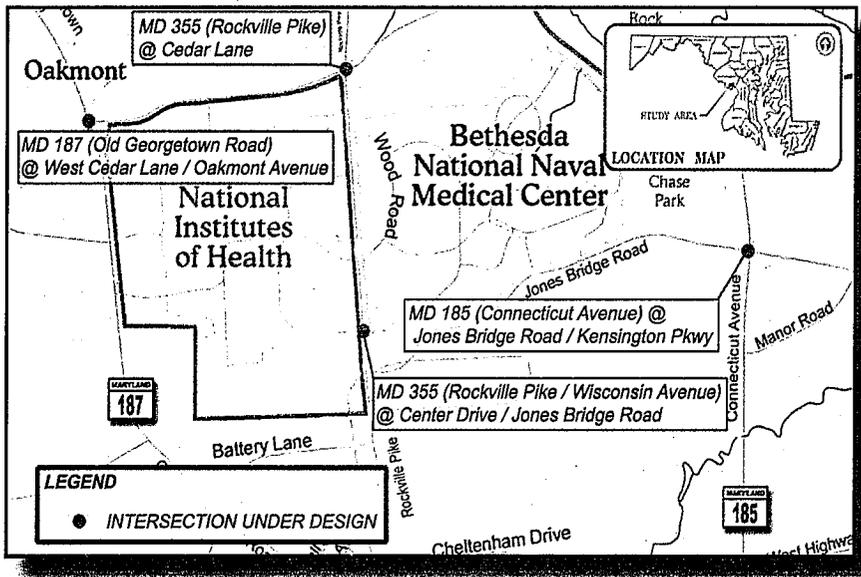
Attend the Public Meeting

SHA invites you to attend an Informational Workshop at which transportation improvements associated with four intersections near NNMC will be presented. This meeting format will allow attendees to review the concepts at their own pace and provide feedback. SHA staff and other agency representatives will be available to discuss the project issues, answer questions, and address any concerns you may have. No formal presentation will be given. Feel free to arrive at any time and walk through at your own convenience.

WHEN:	WHERE:
Thursday, April 2, 2009 5:30 PM to 7:30 PM	Bethesda - Chevy Chase High School - Gymnasium 4301 East - West Highway Bethesda, MD 20814

Project Background

Base Realignment and Closure, or "BRAC," is the congressionally authorized process used by the U.S. Department of Defense to reorganize and consolidate its military bases nationwide. In preparation for the 40,000 to 60,000 direct and indirect jobs coming to Maryland over the next six to ten years, SHA is designing short-term intersection improvements at four intersections in the Bethesda area (see map).





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

Beverley K. Swaim-Staley, *Secretary*
Neil J. Pedersen, *Administrator*

Maryland Department of Transportation

July 20, 2010

Re: Project No. MO593A21
BRAC Intersection: MD 185 (Connecticut Avenue) and Jones Bridge Road/Kensington Parkway
Montgomery County
USGS *Kensington* and *Washington West*
7.5' Quadrangles

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 proposed Project No. MO593A21 MD 185 (Connecticut Avenue) at Jones Bridge Road/Kensington Parkway Base Re-alignment and Closures (BRAC)-related intersection improvement project will have no adverse effect on historic properties. This is one of four interrelated Base Re-alignment and Closures (BRAC) related intersection improvement projects in Montgomery County:

- MD 187 (Old Georgetown Road) at West Cedar Lane/Oakmont Avenue;
- MD 355 (Rockville Pike) at Cedar Lane;
- MD 355 (Rockville Pike) at Jones Bridge Road; and
- MD 185 (Connecticut Avenue) at Jones Bridge Road.

The eligibility and effects at MD 187 at West Cedar Lane/Oakmont Avenue was coordinated with the MHT via letters on December 4, 2008 and June 12, 2009. The MHT concurred with SHA's findings of No Adverse Effect for this intersection on August 13, 2009. The eligibility and effects at MD 355 at Cedar Lane was coordinated with the MHT via letter on April 28, 2010. The MHT concurred with SHA's findings of No Adverse Effect for this intersection on June 1, 2010. The eligibility and effects at MD 355 and Jones Bridge Road was coordinated with MHT via letter dated April 29, 2010. The MHT concurred with SHA's findings of No Adverse Effect for this intersection on June 1, 2010.

My telephone number/toll-free number is _____
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BRAC Intersection: MD 185 (Connecticut Avenue) at Jones Bridge Road/Kensington Parkway

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SHA is proposing intersection improvements at the intersection of MD 185 (Connecticut Avenue) and Jones Bridge Road/Kensington Parkway in Montgomery County. The improvements are needed in order to prepare for the influx of workers to the Bethesda National Naval Medical Center that is expected to result from BRAC. The project limits extend along MD 185 from I-495 to north of Manor Road, along Jones Bridge Road from west of Platt Ridge Drive to Montgomery Avenue, and along Kensington Parkway from MD 185 to south of Montrose Driveway. Work consists of roadway widening to provide additional turning and through lanes at the intersection. Additional work consists of roadway resurfacing, pavement removal, installation/upgrade/modification of sidewalks, retaining walls, bus pads, fencing, concrete medians, traffic signals, signing, pedestrian ramps, landscaping, utility relocations, slope grading and drainage improvements consisting of the installation of culverts, pipes, inlets, junction boxes, manholes, pipe extensions, bio-retention facilities and stormwater management retrofits. Additional right-of-way and easements will be required from several adjacent properties. In order to complete the improvements, 53,635 square feet of fee simple right-of-way, 25,751 of revertible easement, and 20,207 square feet of temporary construction easement will be required.

Project plans are included as Attachment 1.

Funding

Federal funds are anticipated for this project.

Area of Potential Effects

In determining the Area of Potential Effects (APE) for this project, SHA considered direct and indirect impacts to historic properties. In order to consider the area or areas within which the project may directly or indirectly cause alterations in the character of use of historic properties, the APE has been defined to encompass the worst case Limits of Disturbance (LOD) and extend 250 feet from the outermost edge of the LOD as indicated on the attached SHA quadrangle maps for Kensington and Washington West (Attachment 2). The archeology survey area is defined as the worst case limits of disturbance (LOD).

Identification Methods and Results

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

Architecture: SHA Architectural Historian Jennifer Goold consulted the SHA-GIS Cultural Resources Database, the Maryland Inventory of Historic Properties (MIHP), the National Register of Historic Places (NRHP), and conducted research at the Enoch Pratt Free Library and on the Internet. Multiple field visits were made between March 2009 and August 2009.

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BRAC Intersection: MD 185 (Connecticut Avenue) at Jones Bridge Road/Kensington Parkway

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The APE for this project is comprised of the LOD plus 250 feet to encompass direct and indirect impacts on historic standing structures.

The project intersection is located in Chevy Chase, Maryland, which is a prosperous northern suburb of Washington D.C. The area is currently characterized by large institutional properties, including the Howard Hughes Medical Institute (HHMI), and leafy late 19th to late-20th century residential suburbs. The main north-south roadway in the project area, MD 185 (Connecticut Avenue), is a primary commuter route between Washington D.C. and suburban Maryland.

When the Rockville Turnpike was reconstructed at the turn of the 20th century, affluent D.C. residents began to settle the rural agricultural area and build large estate homes along the turnpike. Simultaneously, a pair of developers purchased several huge tracts of land west of the Rockville Pike that would become Chevy Chase. The development company extended Connecticut Avenue (MD 185) into Maryland and built an electric railway to open the area for a massive planned suburban home development. The existing character of standing structures in the area was largely completed in post Great Depression through the post WWII-era, when most of the remaining large properties were converted to institutional or commercial uses or were redeveloped as residential neighborhoods. The regional building boom of the late 1990s and early 2000s has impacted the area. Institutions, large and small, have continued to develop their properties through the present day and several large properties in the project area were also redeveloped as large-scale, dense residential developments.

Three previously recorded properties are located within the APE at MD 185 (Connecticut Avenue) and Jones Bridge Road:

- Gilliland-Bloom House (M:35-057),
- Hurley-Sutton House (M:35-056), and
- King-Sutton House (M:35-055).

Although these houses have MIHP identification numbers, there was no documentation on file for them.

Properties Not Previously Evaluated for NRHP

Three properties that were previously identified but not yet evaluated for NRHP eligibility were examined. Two of these individual resources are recommended eligible for the NRHP.

The Gilliland-Bloom House is recommended as eligible for listing in the NRHP under Criterion C. The house is a particularly fine example of Queen Anne influenced architecture erected in the last quarter of the 19th century in the Chevy Chase area. It retains an especially high degree of integrity of design and materials and its deep set back and wooded lot contribute to the significance of the property. SHA prepared a

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BRAC Intersection: MD 185 (Connecticut Avenue) at Jones Bridge Road/Kensington Parkway

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Determination of Eligibility (DOE) form for Gilliland-Bloom House, which is provided in Attachment 3.

The Hurley House is recommended as eligible for listing in the NRHP under Criterion C. The Hurley House is a fine, and increasingly rare, example of the vernacular buildings erected in the Chevy Chase area at the turn of the 20th century and is a modest interpretation of the Queen Anne Style. SHA prepared a Determination of Eligibility (DOE) form for Hurley House, which is provided in Attachment 3.

The King House is recommended as not eligible for listing in the NRHP. Built as one of three adjacent late 19th century and early 20th century houses along Jones Bridge Road, the house is not part of the historical trend of suburbanization in Chevy Chase and does not meet Criterion A. The property is not associated with a significant person and does not meet Criterion B. The late-19th century Italianate-influenced vernacular dwelling is not representative of the predominant architectural trends from the time period when it was built and it has also lost integrity through alterations including replacement materials and an addition. Thus the property does not meet Criterion C. The property was not evaluated under Criterion D. SHA prepared a Determination of Eligibility (DOE) form for King House, which is provided in Attachment 3.

Newly Identified Properties

SHA conducted an intensive survey of the APE and identified two districts that are comprised of previously unidentified resources that are fifty years old or older. The districts consist of suburban neighborhoods located in the project area. One of the districts is recommended eligible for the NRHP.

The Spring Valley Survey District (M:35-163) is recommended as eligible for listing in the NRHP under Criteria A and C. Spring Valley is a mid-20th century residential neighborhood that was established as part of Chevy Chase. Initially platted in 1927, Spring Valley was first improved by developer Fulton R. Gordon and now includes sixty single-family dwellings. The district is significant for its collection of mid-20th century houses with a period of significance extending from 1948 to 1957. Although not the work of a single master architect or builder, this neighborhood has remained intact. Because of its two distinct development periods, the district presents only three domestic forms: Cape Cod house, ranch house, and split-level house. Only five houses in the neighborhood date from after the period of significance and Spring Valley has maintained sufficient integrity to convey its significance as one of the best preserved mid-20th century communities in Montgomery County. SHA prepared a Determination of Eligibility (DOE) form for Spring Valley Survey District, which is provided in Attachment 3.

The Kenilworth Survey District (M:1-164) is recommended as not eligible for listing in the NRHP. Kenilworth/Village of North Chevy Chase is a suburban neighborhood with buildings dating from the turn of the 20th century through 2009.

Mr. J. Rodney Little

BRAC Intersection: MD 185 (Connecticut Avenue) at Jones Bridge Road/Kensington Parkway

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Although the district is representative of the suburban growth in Montgomery County, the neighborhood does not have a sufficient concentration of resources to represent any one particular phase of development, largely because of many re-subdivisions that have altered the neighborhood plan created in 1895. Furthermore, alterations to older houses are prevalent and extensive new construction is found in the neighborhood. Thus the district does not create a cohesive community that reflects its initial developer or its greatest development phase. SHA prepared a Determination of Eligibility (DOE) form for Kenilworth Survey District, which is provided in Attachment 3.

Historic Structures Impact Analysis

SHA finds that proposed Project No. MO593A21 MD 185 (Connecticut Avenue) at Jones Bridge Road/Kensington Parkway intersection improvement project will have no adverse impacts on historic standing structures.

The proposed intersection improvements at MD 185 (Connecticut Avenue) and Jones Bridge Road are in character with the existing appearance of this intersection. The historic boundary of the Spring Valley Survey District (M:35-163) extends to SHA's right-of-way along the west side of MD 185 and the north side of Jones Bridge Road. Care was taken within the project design to minimize the easement requirements within the boundaries for properties recommended as eligible for the NRHP. There will be impacts within the historic boundary and 0.056 acre (2444 square feet) of perpetual easement, 0.085 acre (3705 square feet) of revertible easement, and 0.079 acre (3444 square feet) of temporary construction easement from the 16 acre property. The proposed work items at the Spring Valley Survey District include construction of one traffic lane within the existing SHA right-of way between I-495 (Washington D.C. Beltway) and Jones Bridge Road. The proposed easements along Connecticut Avenue will provide for construction of new sidewalks and for construction staging area, grading, and landscaping. Sidewalks and driveways will be reconstructed in the Spring Valley Survey District along Jones Bridge Road between MD 185 (Connecticut Avenue) and Spring Valley Road. The proposed easements will provide for reconstruction of sidewalks and for construction staging area, grading, and landscaping.

The Spring Valley Survey District contains a noteworthy collection of sixty mid-20th century residential buildings, consisting of Cape Cod, ranch, and split-level homes. The district is recommended as eligible for listing in the NRHP under Criterion A and C as an intact mid-20th century suburban development in Montgomery County. Character-defining features of the district will not be impacted by the project. The district is significant for its important association with the development of Chevy Chase and for the architecture of the houses. No historic standing structures are located with the LOD. Project impacts are largely limited to loss of vegetative buffer for homes along Connecticut Avenue. Landscaping for these properties has been installed by the individual owners, does not adhere to a neighborhood landscape plan, and is not a character-defining feature for the district. The Project plans include extensive landscape planting, including over 300 trees along Connecticut Avenue, to maintain the landscape

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BRAC Intersection: MD 185 (Connecticut Avenue) at Jones Bridge Road/Kensington Parkway

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quality of the area. Thus, the project will not alter the characteristics that make the property eligible for listing in the NRHP. The project will have no adverse impacts on the Spring Valley Survey District.

The historic boundaries of the Gilliland-Bloom House (M:35-057) and the Hurley House (M:35-056) extend to SHA's rights-of-way along the north side of Jones Bridge Road. There will be no impacts within the historic boundaries for these properties. The proposed work item on Jones Bridge Road adjacent to the properties consists of roadway resurfacing. The project will not alter the characteristics that make the property eligible for listing in the NRHP. The project will have no adverse impacts on the Gilliland-Bloom House and the Hurley House.

Upon your agreement that the 0.056 acre (2444 square feet) of perpetual easement and 0.085 acre (3705 square feet) of revertible easement will not adversely impact the Spring Valley Survey District, SHA intends to propose a *de minimis* impact finding to the Federal Highway Administration for Section 4(f) use of the property.

In addition, 0.079 acre (3444 square feet) of temporary construction easement is needed from the Spring Valley Survey District to construct the project. Given that these improvements would occur by temporary occupancy only, the requirements of Section 4(f) would not apply to the temporary construction easements based on your agreement with the following criteria as the official with jurisdiction:

- The duration of the impact will be temporary, i.e., less than the time needed for construction of the project;
- There will be no change in the ownership of the land;
- The scope of the work will be minor, i.e., both the nature and the magnitude of the changes to the Section 4(f) resource are minimal;
- There are no anticipated permanent adverse physical impacts; and
- The land being used will be fully restored, i.e., the resource will be returned to a condition which is at least as good as that which existed prior to the project.

SHA concludes that the proposed intersection improvement project will have no adverse impacts on historic standing structures.

Archeology: SHA Archeologist Lisa Kraus assessed the potential of the referenced project based on review of previous archeological studies (Harris and Fracchi 2007, Koski-Karell 1996), topographic and historic maps, aerial photographs, and site file data in the SHA-GIS Cultural Resources Database. A field visit was made on May 19, 2009.

According to the Montgomery County soil survey, the areas around the intersection of MD 185 and Jones Bridge Road are classed as a combination of Glenelg Silt Loam and Urban Land, with slopes ranging from 8-15%. This indicates that there are may be some intact soils in the APE; however, the slopes are somewhat steeper than

Mr. J. Rodney Little

BRAC Intersection: MD 185 (Connecticut Avenue) at Jones Bridge Road/Kensington Parkway

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those usually associated with prehistoric archeological sites (which are more commonly found in areas with slopes of 0-5%).

No archeological sites are recorded in the survey area, but the entire area where the intersection improvements will take place has not previously been surveyed. Historic maps (Martenet 1865, Hopkins 1878) show structures in the vicinity, and a road corresponding to the alignment of modern Jones Bridge Road apparently existed as early as 1865. Structures shown on historic maps appear to have been located outside the APE.

Prior archeological surveys conducted nearby (Koski-Karell 1996, Harris and Fracchia 2007) identified prehistoric sites on terraces both north and south of Jones Bridge Road; Jones Bridge Road itself has been graded, and is located along steep slopes to either side. The earlier surveys also reported more modern disturbance of sites than anticipated, primarily due to rapid development in the area following World War II.

During the May 19 site visit, Dr. Kraus observed that the APE has been previously disturbed by road, residential, commercial and utility construction. Although the areas south of Jones Bridge Road (and east of MD 185) may be, on the whole, less disturbed, the area that falls within the survey area has been impacted by landscaping, fencing and other activities related to the nearby residential development, such as utility installation.

In light of the prior disturbance and low probability of intact archeological remains within the survey area, it is unlikely that any potentially significant archeological resources will be impacted, and no further archeological investigation is recommended.

Review Request

Please examine the attached maps, plans, and Effects Table (Attachment 5). We request your concurrence by August 20, 2010 Hurley House (M:35-056); Gilliland-Bloom House (M:35-057); and Spring Valley Survey District (M:35-163) are the only NRHP eligible or listed architectural resources within the APE and that there would be no adverse effects on historic properties by the intersection improvement project at MD 185 and Jones Bridge Road/Kensington Parkway. Based on your concurrence with our determination of no adverse effect and consideration of the views of any consulting parties participating in the Section 106 consultation, SHA intends to request that the Federal Highway Administration make a de minimis impact finding for the minor Section 4(f) use of the Spring Valley Survey District (M: 35-163). By carbon copy, we invite Montgomery Preservation, Inc., Montgomery County Historic Preservation Commission, and Chevy Chase Valley 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)(3) and (5), 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

Mr. J. Rodney Little

BRAC Intersection: MD 185 (Connecticut Avenue) at Jones Bridge Road/Kensington
Parkway

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additional information regarding the Section 106 regulations, see the Advisory Council on Historic Preservation's website, www.achp.gov, or contact the Maryland State Highway Administration or the Maryland Historical Trust. If no response is received by August 20, 2010, we will assume that these offices decline to participate. Please call Jennifer Goold at 410-545-2899 (or via email at jgoold@sha.state.md.us) with questions regarding standing structures for this project. Lisa Kraus may be reached at 410-545-2884 (or via email at lkraus@sha.state.md.us) with concerns regarding archeology.

Very truly yours,


for Julie M. Schablitsky
Assistant Division Chief
Environmental Planning Division

- Attachments:
- 1) Project Plans
 - 2) Area of Potential Effects Maps
 - 3) DOEs
 - 4) Historic Map
 - 5) Eligibility/Effects Table

cc:

- Mr. Adrian Andreassi, North Chevy Chase Village
- Ms. Jennifer Goold, SHA-EPLD
- Dr. Lisa Kraus, SHA-EPLD
- Ms. Christina Lavoie, SHA-EPLD
- Ms. Lorraine Pearsall, Montgomery Preservation, Inc. (w/ Attachments)
- Dr. Julie Schablitsky, SHA-EPLD
- Mr. Bradley Smith, SHA-EPLD
- Mr. Ken Strickland, Chevy Chase Valley
- Mr. Scott Whipple, Montgomery County Historic Preservation Commission (w/ Attachments)

Hybrid Eligibility/Effects Table

Attachment #5

Project Name BRAC Intersection: MD 185 (Connecticut Avenue) and Jones Bridge Road/Kensington Parkway

July 20, 2010

Resource	Type	SHA NR Det.	SHPO Opinion	Impact	SHPO Concur	Attachment	Remarks
Gilliland-Bloom House (M:35-057)	S	NR		None		3	
Hurley-Sutton House (M:35-056),	S	NR		None		3	
King-Sutton House (M:35-055)	S	X				3	
Spring Valley Survey District	HD	NR		No Adverse		3	
Kenilworth Survey District	HD	X				3	
Effect				NAE			

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

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

Project Number: MO593A21 **MHT Log No.** 201003498
Project Name: BRAC Intersection: MD 185 (Connecticut Avenue) and Jones Bridge Road/
Kensington Parkway
County: Montgomery
Letter Date: July 20, 2010

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 5]):

- Concur
- Do Not Concur – See Continuation Sheet

Effect (as noted in the Effects Table [N/A]):

- 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):

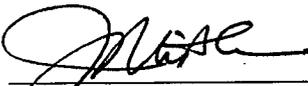
- Agree

Agreement with FHWA's de minimus impact finding (as detailed in the referenced letter, if applicable):

- Agree

Comments:

SEE ATTACHED CONTINUATION SHEET

By:  8-4-10
MD State Historic Preservation Office/ Date
Maryland Historical Trust

Return by U.S. Mail or Facsimile to:
Dr. Julie M. Schablitsky, Assistant Division Chief, Environmental Planning Division,
MD State Highway Administration, P.O. Box 717, Baltimore, MD 21203-0717
Telephone: 410-545-8870 and Facsimile: 410-209-5004

Cc: Scott Whipple (Montgomery County HPC)

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

**CONTINUATION SHEET #1
Maryland Historical Trust Comments**

Project Number: MO593A21

MHT Log No. 201003498

Project Name: BRAC Intersection: MD 185 (Connecticut Avenue) and Jones Bridge Road / Kensington Parkway

The Maryland Historical Trust (Trust) provides the following comments in addition to the concurrence indicated on the previous page:

The Trust has reviewed the Determination of Eligibility (DOE) Forms prepared by EHT Tracerics, Inc on behalf of the State Highway Administration (SHA) for the BRAC Intersection Project at MD 185 and Jones Bridge Road / Kensington Parkway in Montgomery County. Our opinions regarding the National Register eligibility of the properties are provided below:

The Trust concurs with SHA that the following property is eligible for listing in the National Register of Historic Places:

- Gilliland-Bloom House (MIHP No. M:35-57), 4025 Jones Bridge Road, Chevy Chase, Md.

The Trust concurs with SHA that the following properties are not eligible for listing in the National Register of Historic Places:

- King House (MIHP No. M:35-55), 4021 Jones Bridge Road, Chevy Chase, Md;
- Kenilworth Survey District (MIHP No. M:35-164), Roughly bounded by Connecticut Avenue, Jones Bridge Road, I-495 and Clifford Avenue, Chevy Chase, Md.

The Trust does not concur with SHA regarding the National Register eligibility determinations for the following properties:

- Hurley House (MIHP No. M:35-56), 4023 Jones Bridge Road, Chevy Chase, Md. This property possesses marginal material integrity and lacks architectural and historical significance. This property is *not eligible* for listing in the National Register of Historic Places.
- Spring Valley Survey District (MIHP No. M:35-163), Roughly bounded by Jones Bridge Road, Connecticut Avenue and Woodlawn Road, Chevy Chase, Md. Mid-twentieth-century subdivisions are ubiquitous resources within the suburban landscape and should possess integrity of community design and distinctive architectural styles to be considered significant and representative of the suburban movement. The Spring Valley Survey District does not possess innovative or exemplary design or amenities. The buildings within the survey district lack sufficient architectural distinction to distinguish this neighborhood from the larger suburban environment. This property is *not eligible* for listing in the National Register of Historic Places. The Spring Valley Survey District is *not eligible* for listing in the National Register of Historic Places.



Martin O'Malley, Governor
Anthony G. Brown, Lt. Governor
John R. Griffin, Secretary
Eric Schwaab, Deputy Secretary

January 13, 2009

Mr. Bruce M. Grey
Maryland Department of Transportation
State Highway Administration
707 North Calvert Street
Baltimore, MD 21202

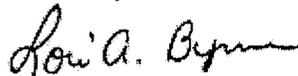
RE: Environmental Review for Project No. MO593A21, Bethesda BRAC Intersections Improvements, Montgomery County, Maryland.

Dear Mr. Grey:

For the intersections of MD 355 at West Cedar Lane, MD 355 at Jones Bridge Road, MD 187 at West Cedar Lane and MD 185 at Jones Bridge Road, 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# 2008.2492.mo
Cc: G. Golden, DNR



United States Department of the Interior

FISH AND WILDLIFE SERVICE
Chesapeake Bay Field Office
177 Admiral Cochrane Drive
Annapolis, MD 21401
410/573-4575



January 7, 2009

State Highway Administration
Maryland Department of Transportation
707 North Calvert Street
Baltimore, MD 21202

2009 JAN 07 10 27 AM

RE: *Project No. MO593A21 Bethesda BRAC Intersections Improvements Montgomery County*

Dear: Bruce M. Grey

This responds to your letter, received December 10, 2008, 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 reference 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 with the U.S. Fish and Wildlife Service is required. 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. For information on the presence of other rare species, you should contact Lori Byrne of the Maryland Wildlife and Heritage Division at (410) 260-8573.

Effective August 8, 2007, under the authority of the Endangered Species Act of 1973, as amended, the U.S. Fish and Wildlife Service (Service) removed (delist) the bald eagle in the lower 48 States of the United States from the Federal List of Endangered and Threatened Wildlife. However, the bald eagle will still be protected by the Bald and Golden Eagle Protection Act, Lacey Act and the Migratory Bird Treaty Act. As a result, starting on August 8, 2007, if your project may cause "disturbance" to the bald eagle, please consult the "National Bald Eagle Management Guidelines" dated May 2007.

If any planned or ongoing activities cannot be conducted in compliance with the National Bald Eagle Management Guidelines (Eagle Management Guidelines), please contact the Chesapeake Bay Ecological Services Field Office at 410-573-4573 for technical assistance. The Eagle Management Guidelines can be found at:

<http://www.fws.gov/migratorybirds/issues/BaldEagle/NationalBaldEagleManagementGuidelines.pdf>

In the future, if your project can not avoid disturbance to the bald eagle by complying with the Eagle Management Guidelines, you will be able to apply for a permit that authorizes the take of bald and golden eagles under the Bald and Golden Eagle Protection Act, generally where the take to be authorized is associated with otherwise lawful activities. This proposed permit process will not be available until the Service issues a final rule for the issuance of these take permits under the Bald and Golden Eagle Protection Act.

An additional concern of the Service is wetlands protection. Federal and state partners of the Chesapeake Bay Program have adopted an interim goal of no overall net loss of the Basin's remaining wetlands, and the long term goal of increasing the quality and quantity of the Basin's wetlands resource base. Because of this policy and the functions and values wetlands perform, the Service recommends avoiding wetland impacts. All wetlands within the project area should be identified, and if construction in wetlands is proposed, the U.S. Army Corps of Engineers, Baltimore District, should be contacted for permit requirements. They can be reached at (410) 962-3670.

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

Sincerely,



Leopoldo Miranda Castro
Field Supervisor