

**ATTACHMENT F:**  
APE Delineation

**Corridor Cities Transitway (Section 106)**  
**Attachment F**  
APE Delineation

**APE Delineation**

The APE is defined as the geographic area or areas within which an undertaking may directly or indirectly cause alterations in the character or use of historic properties (36 CFR Part 800.16(d)). The **APE** was determined and documented (36 CFR Part 800.4(a)(1)) based on information and photographs gathered from field visits conducted in late 2013 and early 2014.

The historic architectural APE is based on the potential limit of disturbance (LOD) for the project, as well as the indirect effect potential, namely visual, atmospheric, and audible (see Attachment B). The generally heavily developed nature of the suburban and semi-urban communities in Gaithersburg and Rockville was taken into consideration. Due to this extensive development and also the generally horizontal nature of the undertaking, the historic architectural APE is relatively narrow. On average, the APE extends one tax parcel boundary depth, taking aerial crossings into consideration. However, in instances where parcels are very large, the APE boundary is reduced to reasonably reflect the undertaking's potential indirect effects. The APE at the western half of CCT Service via Universities at Shady Grove is narrower because the alignment would be entirely within the existing roadway alignment in that area. The APE includes undeveloped former agricultural fields near the Watkins Mill Town Center development, and the Ward House/Belward Farm and England/Crown Farm properties. While developed with buildings and structures, the Montgomery County Police/Fire Training Facility also consists of large open areas. Therefore, the historic architectural APE at these four properties is wider and is often the same as the property boundaries.

# **ATTACHMENT G:** Potential Historic Properties

**Corridor Cities Transitway (Section 106)**  
**Attachment G**  
Potential Historic Properties

**Previously Identified Resources in the APE**

Research material from the MHT Library (March 19, 2013 visit) and information from previous Section 106 documents, namely those for the I-270/US 15 Multi-Modal Corridor Study, were used to identify previously documented resources and any data concerning possible historic properties not yet identified within the APE (36 CFR Part 800.4(a)(2)). Three NRHP-eligible resources were identified within the APE: 1) *Metropolitan Branch, Baltimore and Ohio (B&O) Railroad* (M:37-16), 2) *Ward House/Belward Farm* (M:20-21), and 3) *England/Crown Farm* (M:20-17) (see Attachment B; Attachment D, Table 1). Field visits verified the existence, and current condition and integrity levels of these architectural resources.

Changes have occurred at the two farm properties since the original NRHP evaluations. The historic property boundary for Ward House/Belward Farm was revised from 124 acres to 107 acres due to property development by its current owner, Johns Hopkins University. MHT concurred with the new boundary on June 26, 2008. A tenant house, and its associated pumphouse, garage, shed and enclosed pen (all located on the east side of the Ward House/Belward Farm property), and some fencing north of the main farm complex, are within the project LOD. According to USGS topographic maps, the tenant house was constructed sometime between 1928 and 1944; it is located along the path of the proposed CCT alignment.

England/Crown Farm has been modified by private mixed-use development. During a site visit in late 2013, buildings were being built in former farm fields northwest of Decoverly Drive. While the southeast portion of the property is planned for later stages of development, this area was bordered by new fencing, and had a large fill pile and an excavation site for the development's communal building. Due to permitting requirements, the U.S. Army Corps of Engineers coordinated with MHT for this mixed-use project. This included a submittal of farmhouse and log house rehabilitation plans to MHT for certification that they conform to The Secretary of the Interior's Standards for the Treatment of Historic Properties. These were approved by MHT on August 22, 2012. During the site visit, the main farm house and the log house were being rehabilitated, to be sold and used for single-family residential use. A fire on May 29, 2011, destroyed the dairy barn, the hay barn, the milkhouse, the small barn, the feed chute/cow holding structure, and a shed. A lawn has been planted in their place. Because of these alterations, we will develop an addendum to the property's Determination of Eligibility form to reevaluate the property for the NRHP, and if eligible, revise the boundary.

A number of previously recorded archeological sites have been identified within the APE and just outside of it (see Attachment D, Table 2). As noted in Table 2, nine previously recorded archeological sites have not yet been evaluated for the NRHP, and seven have been determined not eligible.

The proposed archeological APE is based on the LOD where potential direct effects are anticipated to occur (**Attachment C**).

The APE may be revised as the alignment is refined or design of the undertaking advances.

## **Corridor Cities Transitway (Section 106)**

### **Attachment G**

#### Potential Historic Properties

#### **Potential Historic Properties Identification**

Properties greater than 45 years old, and not previously listed in or evaluated for the NRHP, were identified within the APE. The Secretary of the Interior guidelines for NRHP evaluation is for buildings, structures, objects, sites, or features 50 years of age or older. However, consistent with common cultural resource management practices, the age limit was lowered for this undertaking to include resources 45 years or older to account for lead-time between the preparation of environmental documentation and actual project construction.

Four properties were identified within the historic architectural APE. All are in Gaithersburg: 1) State Highway Administration (SHA) Maintenance Facility – Gaithersburg Shop, 2) National Institute of Standards and Technology (NIST) Headquarters (originally National Bureau of Standards), 3) a former single-family residence at 895 Quince Orchard Road, and 4) a single-family residence at 899 Quince Orchard Road (see Attachment D, Table 3). Build years were obtained from the Real Property database of the Maryland Department of Assessment & Taxation website, and by studying aerials and topographic maps at [www.historicaerials.com](http://www.historicaerials.com). The properties are marked on the map in Attachment B and there are photographs and bird's eye views in Attachment E. Determination of Eligibility Forms are recommended for the SHA Maintenance Facility and NIST Headquarters, and a Short Forms for Ineligible Resources for each of the two residences.

A Phase I study is being conducted to identify archeological resources.

**ATTACHMENT H:**  
Identified Consulting Parties

**Corridor Cities Transitway (Section 106)**

**Attachment H**

Identified Consulting Parties

**Identified Consulting Parties**

We have identified the following organizations and agencies to be additional consulting parties for this undertaking. Many were consulting parties during the I-270/US 15 Multi-Modal Corridor Study:

Identified Consulting Parties	
<i>Agency/Organization</i>	<i>Contact</i>
City of Gaithersburg	Mr. Matthew T. Bowling, Planner
City of Rockville	Ms. Robin Ziek, Preservation Planner
Gaithersburg-North Potomac-Rockville Coalition	Ms. Donna Baron, Coordinator
Gaithersburg Historical Association	Ms. Judy Christensen
Heritage Tourism Alliance of Montgomery County	Ms. Sarah L. Rogers, Executive Director
Johns Hopkins Real Estate	Mr. David M. McDonough, Senior Director
The Maryland-National Capital Park and Planning Commission (M-NCPPC)	Mr. Scott Whipple, Supervisor of Historic Preservation Section
Montgomery County Historical Society	Mr. Thomas Kuehhas, Executive Director
Montgomery Preservation, Inc.	Ms. Judith Christensen, Director
National Institute of Standards and Technology	Ms. Susan P. Cantilli, AIA, Planning and Space Management Group Leader
Peerless Rockville	Ms. Eileen McGuckian, Interim Executive Director
Preservation Maryland	Mr. Tyler Gearhart, Executive Director

FTA would like MHT's concurrence that these consulting parties may be appropriately invited to participate in the Section 106 process (36 CFR Part 800.3(f)).



Maryland Department of Planning  
Maryland Historical Trust

Sustain *2011* ——— Attain *2010*

June 10, 2014

Brigid Hynes-Cherin  
Regional Administrator  
Federal Transit Administration, Region III  
1760 Market St., Suite 500  
Philadelphia, PA 19103-4124



Re: Corridor-Cities Transitway (CCT) Bus Rapid Transit Project  
Montgomery County, Maryland  
Initiation of Section 106 Consultation

Dear Ms. Hynes-Cherin:

Thank you for your recent letter, dated and received by the Maryland Historical Trust (Trust) on April 18, 2014, regarding the above-referenced project.

Your submittal formally initiated consultation with the Trust, Maryland’s State Historic Preservation Office, pursuant to Section 106 of the National Historic Preservation Act, for this federally assisted undertaking. Trust staff appreciated the opportunity to meet with staff from the Federal Transit Administration (FTA), Maryland Transit Administration (MTA), and project consultants on May 12, 2014, to discuss the project’s scope, schedule, and related historic preservation issues. Based on the discussions at our recent meeting, as well as our review of the submitted materials, we offer the following comments and concurrence.

**Project Description:** The project entails construction of an approximately nine-mile bus rapid transitway along the I-270 corridor extending between the Shady Grove Metrorail Station in Rockville, MD and the Metropolitan Grove MARC Station in Gaithersburg, MD. In addition to the exclusive transitway, the undertaking includes construction of related stations, parking lots, transit amenities, and an operations and maintenance facility. While the proposed transitway was originally part of the I-270/US 15 Multi-Modal Corridor Study, the current project has independent utility from the highway components and is proceeding as a standalone undertaking.

**Area of Potential Effects:** The Trust concurs with FTA/MTA’s defined Area of Potential Effects (APE) for historic architectural and archeological resources, illustrated in Attachments B and C of FTA’s submittal. We recognize that FTA/MTA may make further refinements to its APEs as planning proceeds - based on alignment changes, the addition of ancillary actions, or other modifications.

**Identification and Evaluation of Historic Properties:** The prior planning for the I-270/US 15 Multi-Modal Corridor Study generated useful information regarding known historic and archeological resources in the vicinity of the current undertaking. FTA/MTA reassessment of the APE identified four additional resources within the historic built environment that require evaluation for the National Register of Historic Places. The Trust agrees with the proposed survey treatment for these resources. We also agree that the England/Crown Farm (MIHP No. M: 20-17) warrants a reevaluation and boundary revision since the former agricultural property has recently undergone residential development. We understand that FTA/MTA has completed a Phase I archeological survey within those undisturbed sections of the APE likely to have a potential for the presence of archeological resources. We look forward to receiving a copy of the draft Phase I report for review and comment, when available.

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

Richard Eberhart Hall, AICP, Secretary  
Amanda Stakem Conn, Esq., Deputy Secretary

Maryland Historical Trust - 100 Community Place - Crownsville - Maryland - 21032  
Tel: 410.514.7600 - Toll Free: 1.800.756.0119 - TTY users: Maryland Relay - MHT.Maryland.gov

Brigid Hynes-Cherin  
Corridor Cities Transitway Bus Rapid Transit Project  
Initiation of Section 106 Consultation  
June 10, 2014  
Page 2 of 2

**Consulting Parties:** We agree with the list of potential consulting parties for this undertaking, presented in Attachment H of FTA's submittal. As the Section 106 coordination and public outreach efforts progress, additional relevant parties may be identified and invited to participate in the consultation.

We look forward to ongoing consultation with FTA, MTA, and other involved parties to successfully complete the Section 106 consultation for this undertaking as project planning proceeds. If you have questions or need further assistance, please contact Tim Tamburrino (for historic structures) at [tim.tamburrino@maryland.gov](mailto:tim.tamburrino@maryland.gov) / 410-514-7637 or me (for archeology) at [beth.cole@maryland.gov](mailto:beth.cole@maryland.gov) / 410-514-7631. Thank you for providing us this opportunity to comment.

Sincerely,



Beth Cole  
Administrator, Project Review and Compliance

BC/TJT/201401883

cc: Daniel Koenig (FTA DC)  
Rick Kiegel (MTA)  
John Newton (MTA)



**MARYLAND TRANSIT ADMINISTRATION**

**MARYLAND DEPARTMENT OF TRANSPORTATION**

Martin O'Malley, Governor • Anthony G. Brown, Lt. Governor  
James T. Smith, Jr., Secretary • Robert L. Smith, Administrator

June 12, 2014

Mr. Matthew T. Bowling, Planner  
City of Gaithersburg  
Planning and Code Administration  
Historic Preservation Advisory Committee  
31 S. Summit Avenue  
Gaithersburg, MD 20877

**Re: Section 106 Consulting Party Invitation**  
Corridor Cities Transitway Bus Rapid Transit Project  
Cities of Gaithersburg and Rockville, Montgomery County, Maryland

Dear Mr. Bowling:

The Maryland Transit Administration (MTA), in coordination with the Federal Transit Administration (FTA) as the lead Federal agency, is inviting your agency to participate as a consulting party in the Section 106 process for the Corridor Cities Transitway (CCT) Bus Rapid Transit project. This approximately nine-mile bus rapid transitway project would extend between the Shady Grove Metrorail Station in Rockville, Maryland, and the Metropolitan Grove MARC Station in Gaithersburg, Maryland (see **Attachment**). FTA has initiated formal Section 106 consultation with the Maryland State Historic Preservation Office (MD SHPO) for this project, in accordance with Section 106 of the National Historic Preservation Act and its implementing regulations, 36 CFR Part 800, and as such, your agency has been identified as a potential consulting party.

The CCT would travel entirely on an exclusive transitway with stations and amenities very similar to light rail, and would consist of two lanes that together are 28 feet in width. For the vast majority of the corridor, the alignment would run either adjacent to or in the median of the existing roadway. Enhanced bus stations would be specially designed for the CCT and include shelters, seating, fare machines, and both fixed and variable signage. Parking is planned for five of the stations, using existing lots and those associated with future private development. The project also includes an operations and maintenance facility located near the north end of the proposed transitway. The CCT would provide transit service to new and existing centers of commerce and residential development such as the Life Sciences Center and King Farm in Rockville along twelve stations. The project website is [www.mta.maryland.gov/cct](http://www.mta.maryland.gov/cct).

Historic properties potentially affected by the undertaking are being identified along the CCT corridor (36 CFR Part 800.4). Tasks include the identification and National Register of Historic Places evaluation of potential historic properties, and the completion of an archaeological assessment and field survey. An assessment of effects on historic properties will be made to determine the need for a Memorandum of Agreement to resolve any adverse effects (36 CFR Part 800.5).

As a representative of local government, the City of Gaithersburg can have a consultative role in the Section 106 process for this undertaking (36 CFR Part 800.2(c)(3)). Therefore, MTA, on behalf of FTA, is inviting your agency to participate as a consulting party in the Section 106 process (36 CFR Part

6 St. Paul Street • Baltimore, Maryland 21202-1614 • TTY 410-539-3497 • Toll Free 1-866-743-3682

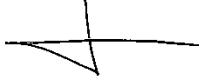
800.3(f)), and therefore receive CCT documents and correspondence associated with historic properties from FTA, MTA, and the MD SHPO.

To accept this invitation, you can contact me at the address on this letterhead or [jnewton@mta.maryland.gov](mailto:jnewton@mta.maryland.gov). Please provide your response within 30 days of receipt of this letter. In addition, please provide any changes to the following information we have for your agency:

<b>Agency Name</b>	City of Gaithersburg
<b>Contact Name</b>	Mr. Matthew T. Bowling, Planner
<b>Mailing Address</b>	Planning and Code Administration Historic Preservation Advisory Committee 31 S. Summit Avenue Gaithersburg, MD 20877
<b>Phone</b>	(301) 258-6330
<b>e-mail</b>	<a href="mailto:mbowling@gaitthersburgmd.gov">mbowling@gaitthersburgmd.gov</a>

Please contact Dan Reagle on my staff at 410.767.3769 or [DReagle1@mta.maryland.gov](mailto:DReagle1@mta.maryland.gov), if you have questions or comments about the project or your potential role as a consulting party.

Sincerely,



John Newton, Manager  
Environmental Planning Division

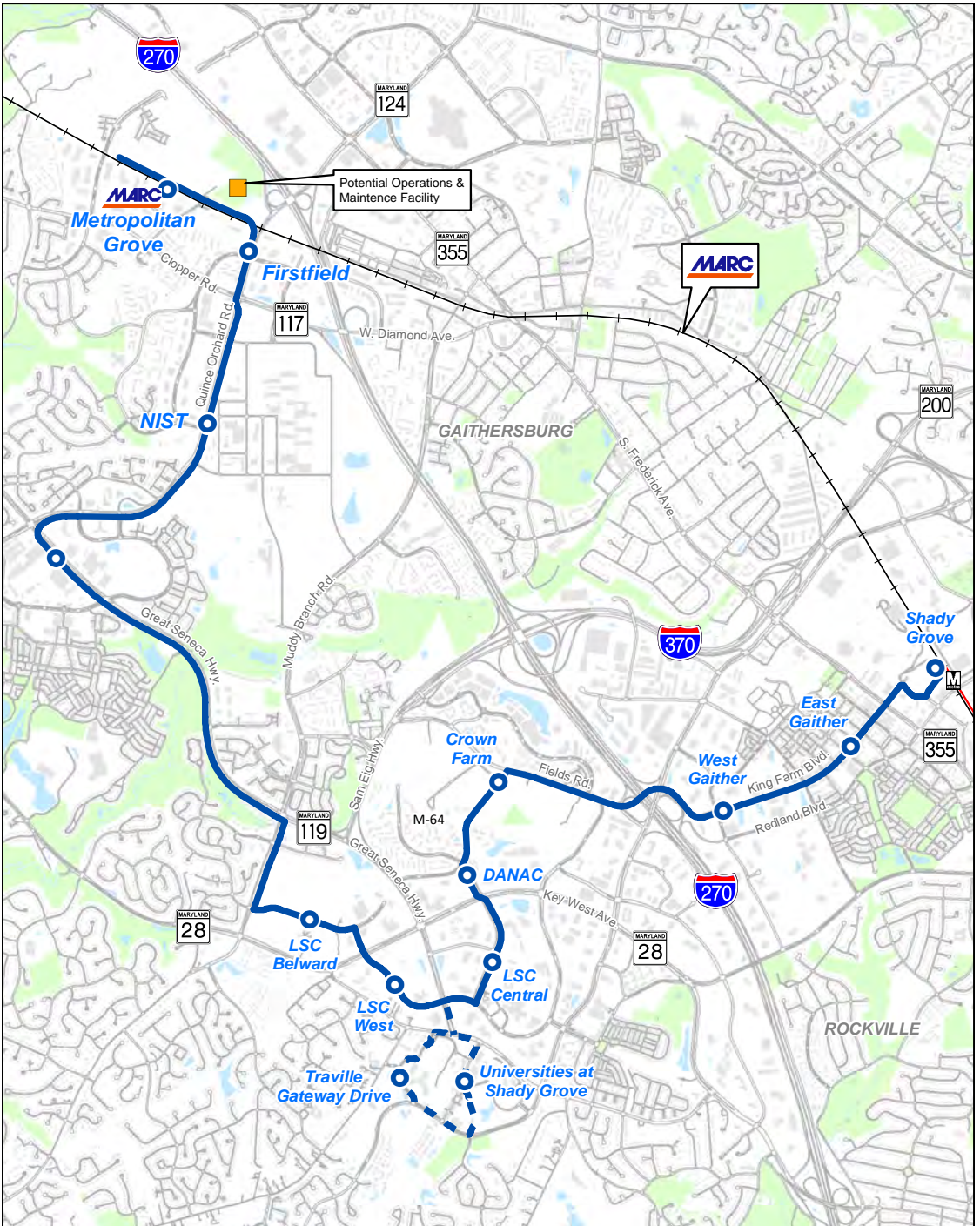
Attachment: Location Map

cc: Ms. Elizabeth Cole, Maryland Historical Trust  
Mr. Rick Kiegel, Maryland Transit Administration  
Mr. Dan Koenig, Federal Transit Administration  
Mr. Dan Reagle, Maryland Transit Administration  
Ms. Christeen Taniguchi, RK&K, LLP

Section 106 Consulting Party Invitees

- City of Gaithersburg
- City of Rockville
- Gaithersburg-North Potomac-Rockville Coalition
- Gaithersburg Historical Association
- Heritage Tourism Alliance of Montgomery County
- Johns Hopkins Real Estate
- The Maryland-National Capital Park and Planning Commission (M-NCPPC)
- Montgomery County Historical Society
- Montgomery Preservation, Inc.
- National Institute of Standards and Technology
- Peerless Rockville
- Preservation Maryland


**ATTACHMENT:**  
Location Map



**Legend**

- Transitway (CCT Direct Service)
- - - CCT Service via Universities at Shady Grove
- Station Locations

0 0.25 0.5 1 Miles



## Corridor Cities Transitway

### Project Overview

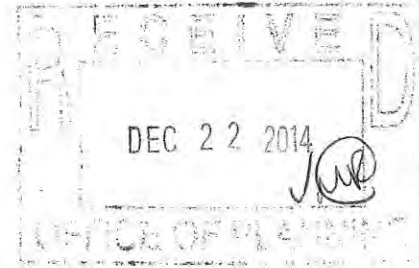




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December 11, 2014

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



**RE: Identification and Evaluation of Historic Architectural Properties Technical Report  
Corridor Cities Transitway Bus Rapid Transit Project  
Cities of Gaithersburg and Rockville, Montgomery County, Maryland**

**Attention:** Ms. Elizabeth Cole, MHT  
Mr. Jonathan Sager, MHT

Dear Mr. Little:

The Federal Transit Administration (FTA), in coordination with the Maryland Transit Administration (MTA), recently submitted *the Identification and Evaluation of Historic Properties Technical Report for the Corridor Cities Transitway (CCT) Bus Rapid Transit project in Montgomery County* to the Maryland Historical Trust (MHT) for review and comment in accordance with Section 106 of the National Historic Preservation Act of 1966, as amended (NHPA). The Area of Potential Effects (APE) of the proposed undertaking includes a portion of the National Institute of Standards and Technology (NIST) campus in Gaithersburg and NIST is a consulting party to the Section 106 compliance process.

The documentation and assessment of the NIST campus was completed to support the FTA's identification of historic properties within the APE defined for the undertaking and is not a holistic investigation of the significance and integrity of the campus as a whole, or of its individual elements. While the FTA investigation recommended a historic district encompassing the 579-acre campus, in its entirety, documentation and analysis in the Determination of Eligibility (DOE) form is limited to seven (7) contributing and fourteen (14) non-contributing resources within the project APE. As stewards of the federal property, NIST is concerned over the depth of the documentation to support a determination of eligibility for the entire campus. Elizabeth Patel, FTA Environmental Protection Specialist, was advised that NIST does not support the analysis or conclusions in the draft NIST DOE related to the historic district in a September 23, 2014 email.

NIST requests that MHT delay any decision on a determination of eligibility for the NIST campus until we complete a comprehensive architectural investigation. As recently discussed with Jonathan Sager, MHT Preservation Officer, a NIST evaluation of the campus in accordance

with Section 110 of NHPA is underway and is scheduled for a summer 2015 completion. This investigation includes the development of the historic contexts appropriate to the evaluation of the property and its components applying the National Register Criteria for Evaluation (36 CFR 60 [a-d]). Boundaries for any historic property identified will be defined to encompass the full extent of significant resources that retain their integrity. The results of these investigations will be presented in a detailed technical report with accompanying Maryland Inventory of Historic Places (MIHP) and DOE forms.

We look forward to continued participation as a consulting party in the Section 106 process for the CCT.

Sincerely,



Stephen Salber  
Chief Facilities Management Officer  
Office of Facilities and Property Management

cc: Ms. Elizabeth Patel (FTA)  
✓ Mr. Dan Reagle, MTA  
Ms. Virginia Holtzman-Bell, NIST  
Mr. Clyde Messerly, NIST  
Ms. Susan Cantilli, NIST

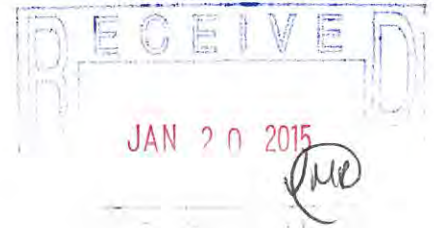


Maryland Department of Planning  
Maryland Historical Trust

Sustainable Attainable

January 12, 2015

Reginald B. Lovelace  
Deputy Regional Administrator  
Federal Transit Administration, Region III  
1760 Market St., Suite 500  
Philadelphia, PA 19103-4124



Re: Corridor-Cities Transitway (CCT) Bus Rapid Transit Project  
Montgomery County, Maryland  
Section 106 Consultation – Identification and Evaluation of Historic Properties

Dear Mr. Lovelace:

Thank you for your recent letters, dated October 23, 2014 and received by the Maryland Historical Trust (Trust) on October 29, 2014, regarding the above-referenced project.

Your submittals provided the Trust with the results of FTA/MTA's efforts to identify and evaluate historic properties within the project's area of potential effects (APE), for review and concurrence. The Trust, Maryland's State Historic Preservation Office, reviewed the information pursuant to Section 106 of the National Historic Preservation Act. Based on careful consideration of the submitted documentation, we offer the comments and concurrence presented below and in the attachment to this letter.

**Archeology:** Trust staff reviewed the following draft report, prepared by RK&K: *Corridor Cities Transitway, Phase I Archeological Survey Technical Report, Montgomery County, Maryland* (Emory and Ross 2014). The report presents documentation on the goals, methods, results, and recommendations of Phase I archeological survey conducted within the project area. The archeological investigations and resulting report meet the specifications of the Trust's *Standards and Guidelines for Archeological Investigations in Maryland* (Shaffer and Cole 1994). Attachment 1 lists our specific comments on the draft report itself. We ask FTA/MTA to have the consultant address these issues in the preparation of the final document. We await receipt of two copies of the final report, along with an electronic copy of the report in PDF format on disk, for our library.

The Phase I survey identified six new archeological sites within and immediately adjacent to the study area. Site 18MO270 (CT M-4 site) represents the remains of outbuildings and resources associated with the late 19<sup>th</sup> – late 20<sup>th</sup> c. Warfield farmstead. Testing identified the remains of foundations to two small outbuildings, landscape features, and a low density artifact scatter. The survey also revealed disturbances from demolition, grading and filling actions, and subsequent refuse disposal. Site 18MO722 (M-10 OMF site) consists of a low density of prehistoric lithics recovered from plowzone contexts. The site likely represents a short term camp used for lithic reduction and tool maintenance. Site 18MO723 (M-16 NIST site) consists of a scatter of late 19<sup>th</sup> – 20<sup>th</sup> c. domestic and architectural artifacts associated with refuse disposal from structures outside the APE and a single prehistoric flake. Site 18MO725 (M-50 Belward Farm Tenant site) encompasses a scatter of late 19<sup>th</sup> – mid 20<sup>th</sup> c. domestic, architectural and personal artifacts associated with two former tenant houses on the Belward Farm complex (M: 20-21). Testing also recovered a light scatter of prehistoric lithic artifacts from the plowzone suggesting short term use of the site for tool manufacture/maintenance. The survey did not identify any intact features or cultural deposits with the potential to yield substantive information at these four sites. Various disturbances have also impacted the sites' integrity. Based on the study results, we concur with FTA/MTA that the following four sites do not meet the criteria for eligibility in the National Register of Historic Places given their lack of

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

Richard Eberhart Hall, AICP Secretary  
Amanda Stakem Conn, Esq., Deputy Secretary

integrity and inability to provide important information: 18MO720, 18MO722, 18MO723, 18MO725. Further consideration of these four sites is not warranted for this project.

Sites 18MO721 (M-6 Metropolitan Grove site) and 18MO724 (M-41 Rock Shelter site) are both located outside the current APE. Further investigation of these sites is not presently warranted and the sites' eligibility for the National Register remains unevaluated at this time. FTA/MTA may need to include site protection measures as part of its future construction contracts to ensure that the resources are not inadvertently damaged by project related activities and equipment.

Finally, FTA/MTA was not able to complete the survey efforts within a few small portions of the APE, (sections of M-10, M-17 and M-18) due to access denial issues. As noted in Attachment 1, FTA/MTA should determine whether or not field investigations are still warranted for those parcels, based on the results of the background research and testing within the other portions of the study area. We await ongoing consultation with FTA/MTA during project planning to address any additional identification efforts, if needed.

**Historic Built Environment:** Trust staff reviewed the following report prepared for FTA/MTA by RK&K, LLP: *Corridor Cities Transitway Identification and Evaluation of Historic Architectural Properties Technical Report* (RK&K 2014). The report and associated survey documentation are intended to update previous studies of the project area. New documentation was provided for six properties within the project's APE. Two existing National Register-eligible properties were revisited while four new resources were assessed for National Register eligibility. Our comments regarding the eligibility of historic properties for listing in the National Register are provided below.

Ward House / Belward Farm (MIHP No. M: 20-21): Updated information for this National Register-eligible property was provided on an Addendum Sheet. The Trust agrees that the property remains eligible for listing in the National Register of Historic Places with the historic boundary delineated in 2008. We also agree with FTA/MTA's assessment of contributing and non-contributing resources on the historic property.

England-Crown Farm (MIHP No. M: 20-17): Since the previous investigation of this historic resource property in 1996, the property has undergone several alterations including a fire and the transformation of the farm into a mixed-used development. The farmhouse and several outbuildings have been restored but the overall acreage of the property has been substantially reduced. The Trust agrees that the property remains eligible for listing in the National Register of Historic Places under Criterion C. It is the Trust's opinion that the historic boundary for the property be reduced in size from 47 acres to only include the tax parcel associated with 605 Steinbeck Avenue, its current street address.

National Institute of Standards and Technology (MIHP No. M: 20-47): The Trust agrees with FTA/MTA that this property is eligible for listing in the National Register of Historic Places under Criteria A and C. We also understand that the U.S. Department of Commerce is currently undertaking a separate identification and evaluation effort of the NIST property in accordance with Section 110(a)(2)(A). We look forward to receiving that documentation from the Department of Commerce and we will take the new information into consideration during future planning and decision-making efforts. In the meantime, we have accepted the results and conclusions presented in FTA/MTA's survey documentation.

SHA Gaithersburg Maintenance Facility (MIHP No. M: 21-263): The Trust agrees that this property is not eligible for listing in the National Register of Historic Places.

895 Quince Orchard Road, Gaithersburg, MD: The Trust agrees that this property is not eligible for listing in the National Register of Historic Places.

899 Quince Orchard Road, Gaithersburg, MD: The Trust agrees that this property is not eligible for listing in the National Register of Historic Places.

We look forward to ongoing consultation with FTA, MTA, and other involved parties to successfully complete the Section 106 consultation for this undertaking as project planning proceeds. If you have questions or need further assistance, please contact Beth Cole (for archeology) at [beth.cole@maryland.gov](mailto:beth.cole@maryland.gov) / 410-514-7631 or Tim Tamburrino (for historic structures) at [tim.tamburrino@maryland.gov](mailto:tim.tamburrino@maryland.gov) / 410-514-7637. Thank you for providing us this opportunity to comment.

Sincerely,



Elizabeth Hughes  
Acting Director/State Historic Preservation Officer

EH/BC/TJT/201405606

cc: Elizabeth Patel (FTA DC)  
Rick Kiegel (MTA)  
John Newton (MTA)  
Julie Schablitsky (SHA)  
Donna Baron (Gaithersburg-North Potomac-Rockville Coalition)  
Susan P. Cantilli (NIST)  
David M. McDonough (Johns Hopkins University)  
Nancy Pickard (Peerless Rockville)  
John Schlichting (City of Gaithersburg)  
Scott Whipple (M-NCPPC)  
Judith Christensen (MPI)  
Nicholas Redding (Preservation Maryland)

**ATTACHMENT 1**  
**TRUST COMMENTS ON DRAFT PHASE I ARCHEOLOGY REPORT**  
**CORRIDOR CITIES TRANSITWAY, MONTGOMERY COUNTY, MD**

1. Add the location of archeological survey area M-17 to Figure 40.
2. Figure 46 should illustrate the limits of the parcels within archeological survey area M-10 where access was denied.
3. Figure 48 should label Areas 1, 2 and 3 within archeological survey area M-16.
4. Chapter V – Results of the Survey and Analysis should add brief sections for archeological survey areas M-17 and M-18 and note that no field work was done in these areas due to access denial. While no field work occurred in these areas, the report should discuss whether or not archeological investigations are still warranted, based on the results of the background research and testing within the other portions of the study area.
5. Add and label the site boundaries for 18MO725 on Figure 54.
6. The figure titles for the photographs, including artifact and site photos, should include the relevant archeological site number.
7. Chapter VI - Conclusions and Recommendations should address whether or not further archeological field investigations are warranted for those parcels where access was denied (sections of M-10, M-17 and M-18), based on the results of the background research and testing within the other portions of the study area. If testing is still recommended, the chapter should include a figure illustrating those parcels that need further investigation. In addition, the chapter should acknowledge that additional Phase I archeological investigations may be needed of additional areas identified for project alignment modifications, ancillary actions, or environmental mitigation. FTA/MTA will continue to consult with the Trust during project planning and address any additional identification, where needed.
8. The Artifact Catalog (Appendix D) should insert a line break or bold section break to differentiate between the various site numbers listed in the catalog. The table is difficult to read in its current format.
9. Add an appendix that contains a copy of the ARPA permit, or other form of access approval, for the archeological investigations conducted on the federal property owned by NIST.
10. Please provide two copies of the final report, along with an electronic copy of the report in PDF format on disk, for our library.



U.S. Department  
of Transportation  
**Federal Transit  
Administration**

REGION III  
Delaware, District of  
Columbia, Maryland,  
Pennsylvania, Virginia,  
West Virginia

1760 Market Street  
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Philadelphia, PA 19103-4124  
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215-656-7260 (fax)

April 14, 2016

Mr. David McDonough  
Johns Hopkins Facilities and Real Estate  
3910 Keswick Road, N3100  
Baltimore, Maryland 21211

**Re: Corridor Cities Transitway Project – Section 106 Effects Assessment**

Dear Mr. McDonough:

Thank you for your February 26, 2016 letter regarding the Corridor Cities Transitway (CCT) project. FTA appreciates your participation in the Section 106 consultation process for this project and your review of FTA's eligibility determination and assessment of effects pursuant to Section 106 of the National Historic Preservation Act. After review of your comments from your February 26, 2016 letter, FTA maintains its previous National Register of Historic Places eligibility and effects determination with respect to the Ward House/Belward Farm property from our January 27, 2016 letter.

If you have any questions, please contact Mr. Daniel Koenig, Environmental Protection Specialist, at (202) 219-3528 or via email at [daniel.koenig@dot.gov](mailto:daniel.koenig@dot.gov).

Sincerely,

Terry Garcia Crews  
Regional Administrator

cc: Beth Cole, MHT  
Jean Wolfers-Lawrence, MTA



Maryland Department of Planning  
Maryland Historical Trust

Larry Hogan, Governor  
Boyd Rutherford, Lt. Governor

David R. Craig, Secretary  
Wendi W. Peters, Deputy Secretary

March 8, 2016

Terry Garcia Crews  
Regional Administrator  
Federal Transit Administration, Region III  
1760 Market St., Suite 500  
Philadelphia, PA 19103-4124

Re: Corridor-Cities Transitway (CCT) Bus Rapid Transit Project  
Montgomery County, Maryland  
Section 106 Effects Assessment and Section 4(f) Intent to Make De Minimis Finding

Dear Ms. Crews:

Thank you for providing the Maryland Historical Trust (Trust) with the Federal Transit Administration's (FTA) assessment of effects on historic properties for the Corridor-Cities Transitway (CCT) Bus Rapid Transit Project. FTA's submittal represents ongoing consultation to assess the project's effects on historic properties, pursuant to Section 106 of the National Historic Preservation Act of 1966, as amended, and the Maryland Historical Trust Act of 1985, as amended, State Finance and Procurement Article §§ 5A-325 and 5A-326 of the Annotated Code of Maryland. We conducted a thorough review of the materials and we are writing to provide our comments and concurrence.

**Area of Potential Effects:** The Trust concurs with FTA's refined Area of Potential Effects (APE) for historic architectural and archeological resources, as described in your cover letter and illustrated in Figure 1 of the *Section 106 Effects Report*. The revised APE reflects changes in the project design to avoid the Ward House/Belward Farm (MIHP No. M: 20-21). The CCT bus will operate within the existing shared lanes on Muddy Branch Road and Darnestown Road, thus eliminating the potential for direct or indirect effects on the Belward Farm.

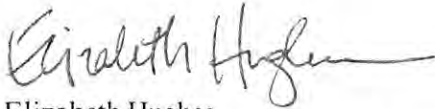
**Assessment of Effects:** The FTA conducted multiple studies along the proposed CCT corridor to locate significant archeological sites and historic standing structures. These efforts resulted in the identification of three historic properties that are eligible for listing in the National Register of Historic Places within the Area of Potential Effects (APE) for this undertaking. They include the Metropolitan Branch of the Baltimore & Ohio Railroad (MIHP No. M: 37-16), the England/Crown Farm (MIHP No. M: 20-17) and the National Institute of Standards and Technology (NIST) Headquarters (MIHP No. M: 20-47).

The Trust completed a thorough review of the information presented in the *Section 106 Finding of Effects Report* and the *Corridor Cities Transitway Phase I Archeological Survey Technical Report* (Emory and Ross 2014) and took into consideration the views of the public and the Section 106 Consulting Parties. Based upon the results of the FTA's studies and consultation, the Trust agrees with the FTA that the undertaking will have a **no adverse effect** on historic properties.

**De Minimis Impact Determination:** The Trust acknowledges the FTA's intent to seek a de minimis impact finding pursuant to Section 4(f) of the Department of Transportation Act of 1966 for the Metropolitan Branch of the Baltimore & Ohio Railroad and the NIST Headquarters.

If you have questions or need further assistance, please contact Beth Cole (for archeology) at [beth.cole@maryland.gov](mailto:beth.cole@maryland.gov) / 410-514-7631 or Tim Tamburrino (for historic structures) at [tim.tamburrino@maryland.gov](mailto:tim.tamburrino@maryland.gov) / 410-514-7637. Thank you for providing us this opportunity to comment.

Sincerely,



Elizabeth Hughes  
Director/State Historic Preservation Officer

EH/TJT/201600462

cc: Kathleen Zubrycki (FTA)  
Elizabeth Patel (FTA)  
Dan Koenig (FTA)  
Rick Kiegel (MTA)  
Kelly Lyles (MTA)  
Donna Baron (Gaithersburg-North Potomac-Rockville Coalition)  
Susan P. Cantilli (NIST)  
David M. McDonough (Johns Hopkins University)  
Nancy Pickard (Peerless Rockville)  
John Schlichting (City of Gaithersburg)  
Scott Whipple (M-NCPPC)  
Judith Christensen (MPI)  
Nicholas Redding (Preservation Maryland)



**MARYLAND TRANSIT ADMINISTRATION**

**MARYLAND DEPARTMENT OF TRANSPORTATION**

Martin O'Malley, Governor • Anthony G. Brown, Lt. Governor  
James T. Smith, Jr., Secretary • Robert L. Smith, Administrator

January 8, 2014

Ms. Lori Byrne  
Wildlife and Heritage Division  
Department of Natural Resources  
580 Taylor Avenue  
Tawes State Office Building, E-1  
Annapolis, Maryland 21401

Project: Corridor Cities Transitway

Subject: Request for Information on State Listed Rare, Threatened, and Endangered Species

Dear Ms. Byrne,

The Maryland Transit Administration (MTA) is proposing the Corridor Cities Transitway (CCT) project in Montgomery County, MD. The project spans nine miles from the MARC Metropolitan Grove Station to the METRO Shady Grove Station. The CCT project will expand the roadway along much of the project alignment to create a designated travel lane for the CCT rapid transit bus. The project will also call for construction of 14 stations across the alignment.

We are requesting information regarding the potential presence of listed rare, threatened or endangered species within or near the project area. A project vicinity map is enclosed to aid your review (Attachment 1).

If you have any questions concerning this project, please contact me at [JNewton@mta.maryland.gov](mailto:JNewton@mta.maryland.gov) or 410.767.3769. Thank you for your assistance.

Sincerely,

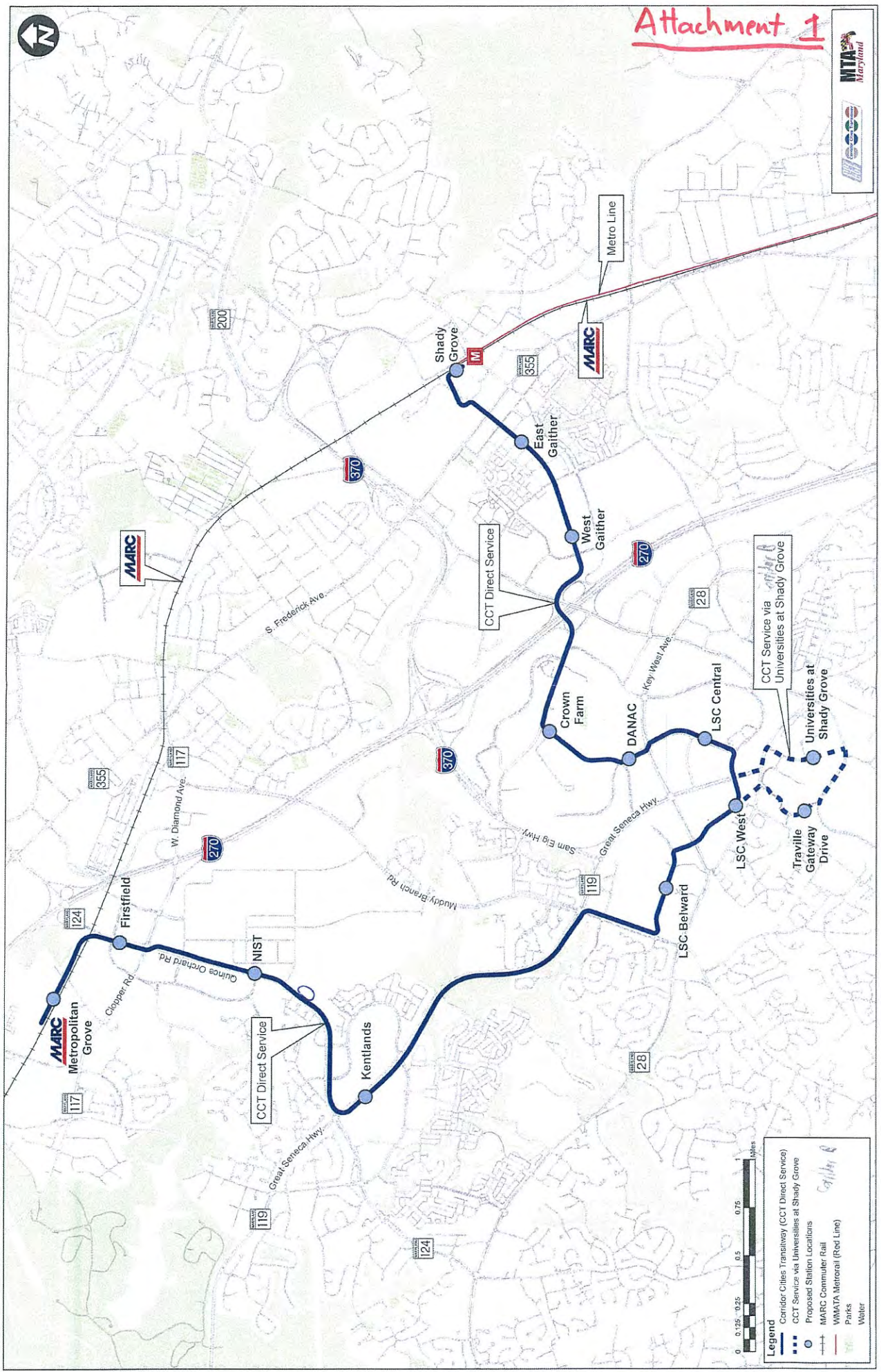
A handwritten signature in blue ink, appearing to read "John Newton", written over a horizontal line.

John Newton  
Manager  
Environmental Planning Division

Enclosure

cc: Eric Almquist, RK&K  
Rick Kiegel, MTA  
Erron Ramsey, RK&K

# Attachment 1



**Coordination Sheet for Maryland Department of Natural Resources, Environmental Review Unit information on fisheries resources, including anadromous fish, related to project locations and study areas**

DATE OF REQUEST: **December 4, 2013**

PROJECT NAME AND LOCATION: **Corridor Cities Transitway (see enclosed Vicinity Map)**

NAME OF STREAM(S) (and MDE Use Classification) WITHIN THE STUDY AREA: Unnamed tributary to Watts Branch (Use I-P), 3 unnamed tributaries to Muddy Branch (between the headwaters and confluence with Rich Branch, Use I-P), Muddy Branch (section from headwaters to confluence with Rich Branch, Use I-P), unnamed tributary to Long Draught Branch (Use I-P), Long Draught Branch (confluent to Great Seneca Creek, Use I-P)

SUB-BASIN (6 digit watershed): 021402

-----  
DNR RESPONSE (sections below to be completed by MD DNR):

\_\_\_ Generally, no instream work is permitted in Use I streams during the period of March 1 through June 15, inclusive, during any year.

\_\_\_ Where presence of yellow perch has been documented in the vicinity of an instream project area, generally no instream work is permitted in Use I and Certain Use II waters during the period of February 15 through June 15, inclusive, during any year.

\_\_\_ Generally, no instream work is permitted in Use III streams during the period of October 1 through April 30, inclusive, during any year.

\_\_\_ Generally, no instream work is permitted in Use IV streams during the period of March 1 through May 31, inclusive, during any year.

\_\_\_ Other applicable site specific time of year restriction information:

ADDITIONAL FISHERIES RESOURCE NOTES:

ADDITIONAL COMMENTS ON BEST MANAGEMENT PRACTICES:

MD DNR, Environmental Review Unit signature

-----  
\_\_\_\_\_

DATE: -----  
PHONE: 410-260-8334



U.S. Fish and Wildlife Service

## Natural Resources of Concern

**This resource list is to be used for planning purposes only — it is not an official species list.**

**Endangered Species Act species list information for your project is available online and listed below for the following FWS Field Offices:**

**CHESAPEAKE BAY ECOLOGICAL SERVICES FIELD OFFICE**  
177 ADMIRAL COCHRANE DRIVE  
ANNAPOLIS, MD 21401  
(410) 573-4500

***Project Name:***

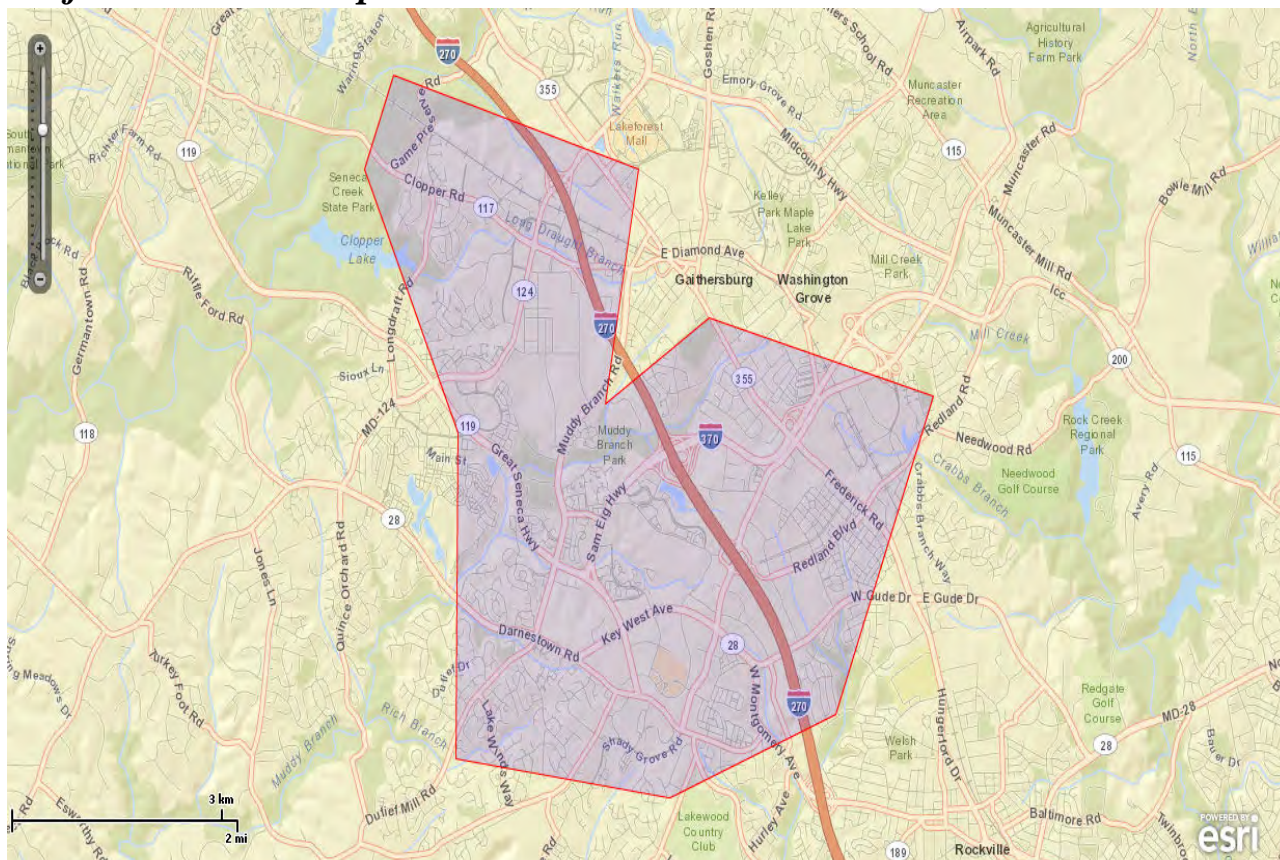
Corridor Cities Transitway



U.S. Fish and Wildlife Service

## Natural Resources of Concern

### ***Project Location Map:***



### ***Project Counties:***

Montgomery, MD

### ***Geographic coordinates (Open Geospatial Consortium Well-Known Text, NAD83):***

MULTIPOLYGON (((-77.2488795 39.1502417, -77.244073 39.1598391, -77.2035609 39.150255, -77.2090541 39.1262889, -77.191888 39.1350774, -77.1548091 39.1270879, -77.1709453 39.0945879, -77.1984111 39.0860609, -77.2337733 39.0900447, -77.23343 39.1233592, -77.2488795 39.1502417)))

### ***Project Type:***

Transportation



## Natural Resources of Concern

### ***Endangered Species Act Species List ([USFWS Endangered Species Program](#)).***

*There are no listed species found within the vicinity of your project.*

### **Critical habitats within your project area:**

*There are no critical habitats within your project area.*

### ***FWS National Wildlife Refuges ([USFWS National Wildlife Refuges Program](#)).***

*There are no refuges found within the vicinity of your project.*

### ***FWS Migratory Birds ([USFWS Migratory Bird Program](#)).***

Most species of birds, including eagles and other raptors, are protected under the Migratory Bird Treaty Act (16 U.S.C. 703). Bald eagles and golden eagles receive additional protection under the [Bald and Golden Eagle Protection Act](#) (16 U.S.C. 668). The Service's [Birds of Conservation Concern \(2008\)](#) report identifies species, subspecies, and populations of all migratory nongame birds that, without additional conservation actions, are likely to become listed under the Endangered Species Act as amended (16 U.S.C 1531 et seq.).

*Migratory bird information is not available for your project location.*

### ***NWI Wetlands ([USFWS National Wetlands Inventory](#)).***

The U.S. Fish and Wildlife Service is the principal Federal agency that provides information on the extent and status of wetlands in the U.S., via the National Wetlands Inventory Program (NWI). In addition to impacts to wetlands within your immediate project area, wetlands outside of your project area may need to be considered in any evaluation of project impacts, due to the hydrologic nature of wetlands (for example, project activities may affect local hydrology within, and outside of, your immediate project area). It may be helpful to refer to the USFWS National Wetland Inventory website. The designated FWS office can also assist you. Impacts to wetlands and other aquatic habitats from your project may be subject to regulation under Section 404 of the Clean Water Act, or other State/Federal Statutes. Project Proponents should discuss the relationship of these requirements to their project with the Regulatory Program of the appropriate



U.S. Fish and Wildlife Service

## Natural Resources of Concern

[U.S. Army Corps of Engineers District.](#)

**The following wetlands intersect your project area:**

Wetland Types	NWI Classification Code	Approximate Acres
Freshwater Emergent Wetland	<a href="#">PEM1A</a>	0.666152
Freshwater Forested/Shrub Wetland	<a href="#">PFO1A</a>	2.316112
Freshwater Pond	<a href="#">PUBHh</a>	1.560942
Freshwater Forested/Shrub Wetland	<a href="#">PFO1E</a>	15.132668
Freshwater Emergent Wetland	<a href="#">PEM1A</a>	2.479012
Freshwater Pond	<a href="#">PUBHh</a>	0.85565
Freshwater Pond	<a href="#">PUBFx</a>	0.980063
Freshwater Pond	<a href="#">PUBHh</a>	1.894543
Freshwater Forested/Shrub Wetland	<a href="#">PFO/SS1E</a>	0.923274
Freshwater Emergent Wetland	<a href="#">PEM5E</a>	1.606411
Freshwater Pond	<a href="#">PUBHx</a>	0.339117
Freshwater Forested/Shrub Wetland	<a href="#">PFO1A</a>	5.000098
Freshwater Emergent Wetland	<a href="#">PEM1A</a>	0.326624
Freshwater Forested/Shrub Wetland	<a href="#">PFO1A</a>	19.484102
Freshwater Pond	<a href="#">PUBHh</a>	0.182435
Freshwater Emergent Wetland	<a href="#">PEM1A</a>	1.967328
Freshwater Pond	<a href="#">PUBHh</a>	0.202728
Freshwater Pond	<a href="#">PUBHh</a>	1.153446
Freshwater Forested/Shrub Wetland	<a href="#">PFO1A</a>	5.619907
Freshwater Emergent Wetland	<a href="#">PEM5A</a>	1.812367
Freshwater Forested/Shrub Wetland	<a href="#">PFO1A</a>	1.191296
Freshwater Forested/Shrub Wetland	<a href="#">PSS1A</a>	0.909008
Freshwater Forested/Shrub Wetland	<a href="#">PSS1A</a>	1.323316
Freshwater Forested/Shrub Wetland	<a href="#">PFO1A</a>	9.559569
Freshwater Forested/Shrub Wetland	<a href="#">PFO1A</a>	7.259691
Freshwater Emergent Wetland	<a href="#">PEM1A</a>	9.25329
Freshwater Pond	<a href="#">PUBFx</a>	0.461493
Freshwater Pond	<a href="#">PUBHh</a>	0.229678
Freshwater Pond	<a href="#">PUBHh</a>	1.207757
Freshwater Pond	<a href="#">PUBHh</a>	0.520271
Freshwater Pond	<a href="#">PUBHx</a>	6.570629



## Natural Resources of Concern

Freshwater Pond	<a href="#">PUBHx</a>	1.407843
Freshwater Pond	<a href="#">PUBHh</a>	1.442099
Freshwater Emergent Wetland	<a href="#">PEMSA</a>	2.724424
Freshwater Emergent Wetland	<a href="#">PEM5EH</a>	2.078704
Freshwater Forested/Shrub Wetland	<a href="#">PSS1A</a>	0.460608
Freshwater Pond	<a href="#">PUBHh</a>	1.574139
Freshwater Emergent Wetland	<a href="#">PEM1Eh</a>	0.75254
Freshwater Pond	<a href="#">PUBHh</a>	4.075595
Freshwater Forested/Shrub Wetland	<a href="#">PFO/SS1A</a>	3.194732
Freshwater Emergent Wetland	<a href="#">PEM1A</a>	0.636221
Freshwater Pond	<a href="#">PUBHx</a>	0.840158
Freshwater Pond	<a href="#">PUBHh</a>	0.362032
Freshwater Forested/Shrub Wetland	<a href="#">PFO1A</a>	0.722557
Freshwater Pond	<a href="#">PUBHh</a>	0.401485
Freshwater Pond	<a href="#">PUBHh</a>	0.376842
Freshwater Pond	<a href="#">PUBHh</a>	5.798001
Freshwater Forested/Shrub Wetland	<a href="#">PFO/SS1A</a>	2.558844
Freshwater Pond	<a href="#">PUBHh</a>	0.786013
Freshwater Emergent Wetland	<a href="#">PEMSA</a>	0.534863
Freshwater Forested/Shrub Wetland	<a href="#">PFO1C</a>	1.022742
Freshwater Emergent Wetland	<a href="#">PEM1A</a>	2.887002
Freshwater Emergent Wetland	<a href="#">PEM1A</a>	2.450097
Freshwater Forested/Shrub Wetland	<a href="#">PSS1/EMICx</a>	1.622535
Freshwater Forested/Shrub Wetland	<a href="#">PFO1A</a>	5.730317
Freshwater Pond	<a href="#">PUBHh</a>	0.490199
Freshwater Pond	<a href="#">PUBHh</a>	0.607035
Freshwater Forested/Shrub Wetland	<a href="#">PFO1A</a>	3.49625
Freshwater Forested/Shrub Wetland	<a href="#">PFO1A</a>	0.640373
Freshwater Pond	<a href="#">PUBHh</a>	3.389435
Freshwater Pond	<a href="#">PUBHh</a>	8.403631
Freshwater Forested/Shrub Wetland	<a href="#">PFO1A</a>	3.629262
Freshwater Forested/Shrub Wetland	<a href="#">PSS1/EM1A</a>	6.325264
Freshwater Pond	<a href="#">PUBHx</a>	1.732226
Freshwater Forested/Shrub Wetland	<a href="#">PFO1A</a>	1.517958
Freshwater Forested/Shrub Wetland	<a href="#">PFO1A</a>	0.522834
Freshwater Forested/Shrub Wetland	<a href="#">PFO1/SS1A</a>	3.115679



U.S. Fish and Wildlife Service

## Natural Resources of Concern

Freshwater Forested/Shrub Wetland	<a href="#">PSS1A</a>	2.620375
Freshwater Forested/Shrub Wetland	<a href="#">PFO1A</a>	4.753885
Freshwater Pond	<a href="#">PUBHh</a>	4.194381
Freshwater Forested/Shrub Wetland	<a href="#">PFO1A</a>	7.900111
Freshwater Pond	<a href="#">PUBHh</a>	0.471956
Freshwater Emergent Wetland	<a href="#">PEM1Fh</a>	0.53153
Freshwater Emergent Wetland	<a href="#">PEM1Fx</a>	0.725472
Freshwater Emergent Wetland	<a href="#">PEM5A</a>	2.386348
Freshwater Forested/Shrub Wetland	<a href="#">PFO1A</a>	1.980031
Lake	<a href="#">L1UBHh</a>	86.242925
Lake	<a href="#">L1UBHh</a>	0.922917
Freshwater Forested/Shrub Wetland	<a href="#">PSS1/EM1A</a>	2.676354
Freshwater Forested/Shrub Wetland	<a href="#">PFO1A</a>	0.816048
Freshwater Pond	<a href="#">PUBHh</a>	0.228477
Freshwater Emergent Wetland	<a href="#">PEM1A</a>	0.209565
Freshwater Pond	<a href="#">PUBHx</a>	0.344828
Freshwater Emergent Wetland	<a href="#">PEM1Eh</a>	0.570048



*Martin O'Malley, Governor*  
*Anthony G. Brown, Lt. Governor*  
*Joseph P. Gill, Secretary*  
*Frank W. Dawson III, Deputy Secretary*

February 7, 2014

Mr. John Newton  
Maryland Transit Administration  
6 St. Paul Street  
Baltimore, MD 21202-1614

**RE: Environmental Review for Proposed Lane for CCT Rapid Transit Bus from MARC Metropolitan Grove Station to METRO Shady Grove Station, Plus 14 Stations, Montgomery County, Maryland.**

Dear Mr. Newton:

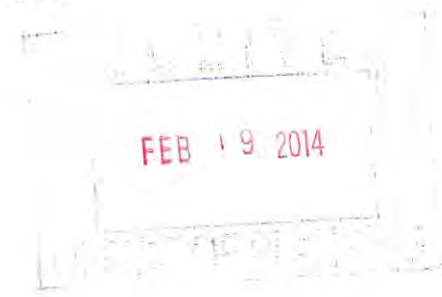
The Wildlife and Heritage Service has determined that there is a portion of this project route that has potential concerns for rare, threatened or endangered species concerns, located near Traville Gateway Drive. There is a record for state-listed endangered Potato Dandelion (*Krigia dandelion*), known to occur within close proximity to the portion of the proposed track and station here. This species could potentially occur on the project site itself, in areas of appropriate habitat. Habitat for the Potato Dandelion is described as open-canopy forest, both moist and dry, with serpentine soils.

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# 2014.0067.mo  
Cc: D. Brinker, DNR





**MARYLAND TRANSIT ADMINISTRATION**

**MARYLAND DEPARTMENT OF TRANSPORTATION**

Martin O'Malley, Governor • Anthony G. Brown, Lt. Governor  
James T. Smith, Jr., Secretary • Robert L. Smith, Administrator

April 14, 2014

Ms. Lori Byrne  
Wildlife and Heritage Division  
Department of Natural Resources  
580 Taylor Avenue, Tawes State Office Building, E-1  
Annapolis, Maryland 21401

RE: Corridor Cities Transitway  
Limits of Disturbance and the Endangered Potato Dandelion (*Krigia dandelion*)

Dear Ms. Byrne,

The Maryland Transit Administration (MTA) is in the planning stage for the Corridor Cities Transitway (CCT) project in Montgomery County, Maryland. In your Environmental Review letter for this project dated February 7, 2014, you notified the MTA that there is record for the state-listed endangered potato dandelion (*Krigia dandelion*) within close proximity to the proposed CCT alignment and station at Traville Gateway Drive.

The habitat for potato dandelion, according to Brown and Brown's *Herbaceous Plants of Maryland* (1964), is "fields and edges of wooded areas," and its habitat according to MDNR is "open canopy forest, both moist and dry with serpentine soils." The proposed CCT limit of disturbance (LOD) would not impact fields, edges of woods, or open canopy forest and the soils within the LOD in this location (as per the GIS NRCS soil classification) are Glenelg silt loam, not a serpentine soil. It is possible that your letter was referencing the nearby edge of woods along Traville Gateway Drive. Note, however, that our LOD is located wholly within existing pavement along Traville Gateway Drive, with the exception of the potential station location shown on the attached map. All impacts would be contained within landscaped areas adjacent to existing roadways, and therefore would not impact the potato dandelion habitat.

We hope that this additional information will remove any concern about this project potentially impacting the potato dandelion. If you have any questions concerning this project, please contact me at [DReagle1@mta.maryland.gov](mailto:DReagle1@mta.maryland.gov) or 410.767.3771.

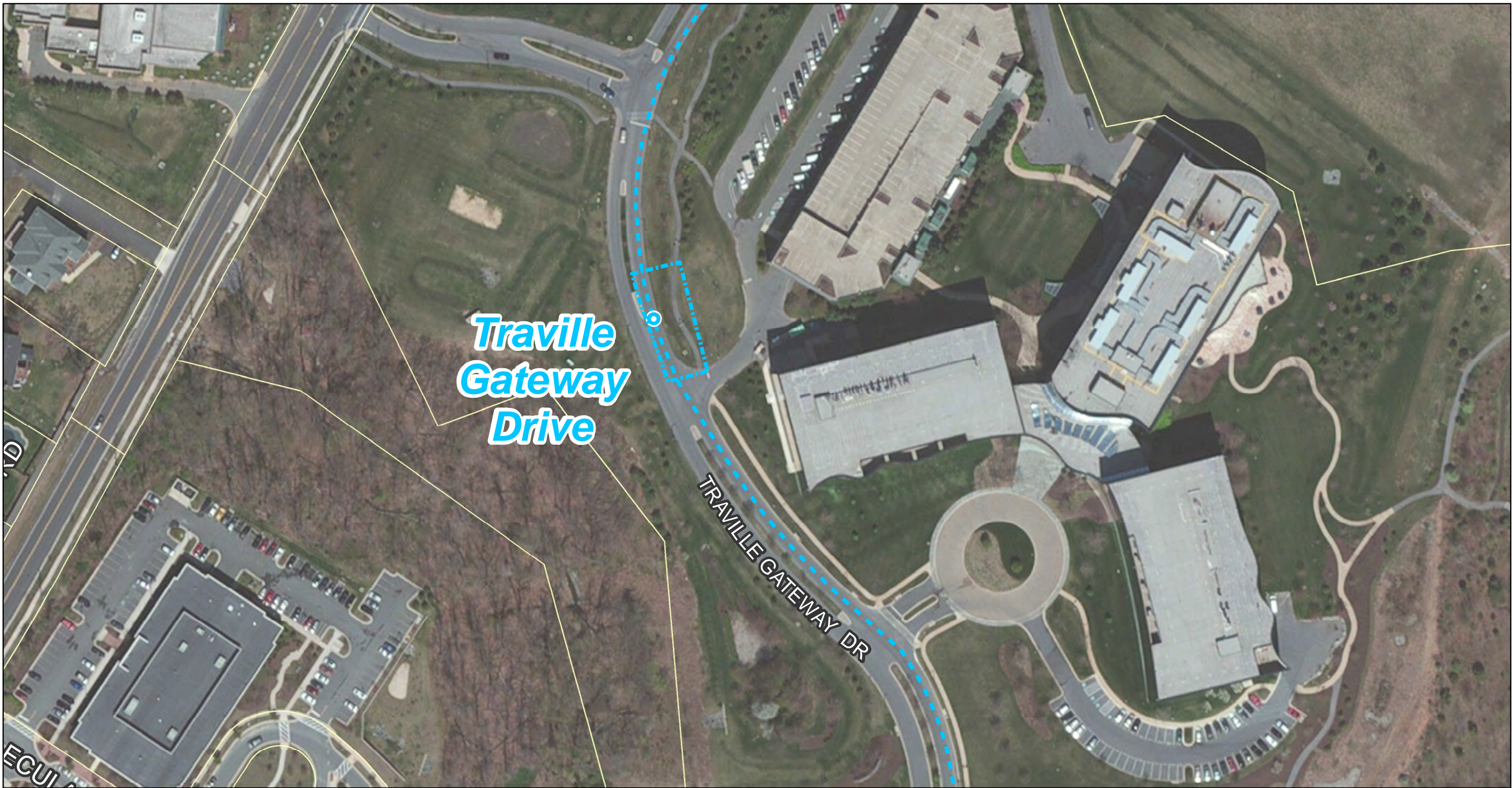
Sincerely,

A handwritten signature in blue ink that reads "Dan Reagle". The signature is written in a cursive, flowing style.

Dan Reagle  
Office of Planning




Enclosure

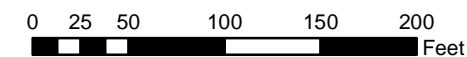
cc: Eric Almquist RK&K  
Rick Kiegel, MTA



**Legend**

**Proposed Alignment**

-  Proposed Limits of Disturbance
-  Proposed Transitway
-  Proposed Station Location



**Environmental Features**

Date: April 2014



**Martin O'Malley, Governor**  
**Anthony G. Brown, Lt. Governor**  
**Joseph P. Gill, Secretary**  
**Frank W. Dawson III, Deputy Secretary**

May 29, 2014

Mr. Dan Reagle  
Maryland Transit Administration  
6 St. Paul Street  
Baltimore, MD 21202-1614

**RE: Follow-Up to Environmental Review for Corridor Cities Transitway, Montgomery County, Maryland.**

Dear Mr. Reagle:

Thank you for providing us with April 14, 2014 letter clarifying the project's limits-of-disturbance in regard to the nearby occurrence of state-listed endangered Potato Dandelion (*Krigia dandelion*). Based on your description of the lack of suitable habitat within the LOD, we have no further concerns for direct impacts to this species from the proposed project.

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# 2014.0583.mo  
Cc: D. Brinker, DNR  
Environmental Review Unit, DNR



*Martin O'Malley, Governor*  
*Anthony G. Brown, Lt. Governor*  
*Joseph P. Gill, Secretary*  
*Frank W. Dawson III, Deputy Secretary*

## **Coordination Sheet for Maryland Department of Natural Resources, Environmental Review Unit information on fisheries resources, including anadromous fish, related to project locations and study areas**

DATE OF REQUEST: **December 4, 2013**

PROJECT NAME AND LOCATION: **Corridor Cities Transitway (see enclosed Vicinity Map); a transit project study area**

NAME OF STREAM(S) (and MDE Use Classification) WITHIN THE STUDY AREA: Unnamed tributary to Watts Branch (Use I-P), 3 unnamed tributaries to Muddy Branch (between the headwaters and confluence with Rich Branch, Use I-P), Muddy Branch (section from headwaters to confluence with Rich Branch, Use I-P), unnamed tributary to Long Draught Branch (Use I-P), Long Draught Branch (confluent to Great Seneca Creek, Use I-P)

SUB-BASIN (6 digit watershed): 021402

-----  
DNR RESPONSE (sections below to be completed by MD DNR):

  X   Generally, no instream work is permitted in Use I streams during the period of March 1 through June 15, inclusive, during any year.

ADDITIONAL FISHERIES RESOURCE NOTES:

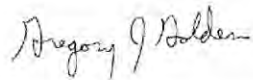
Most of the streams in the study area are Use I-P streams, as referenced above. It is worth noting that portions of the Great Seneca Creek mainstem are Use IV-P (stocked trout and public water supply), and Crabbs Creek to the northeast of the Shady Grove Station is Use IV (stocked trout). These streams or their tributaries are near the borders of the study area. Great Seneca Creek does have adult trout stocked seasonally, for recreational fishing. Warmwater fish populations are expected, and in most cases documented, in all of the referenced streams in the study area. The time of year restriction listed above is applicable for the entire study area.

Regarding survey data: the streams in the area support many resident fish species documented by our Maryland Biological Stream Survey. There are Maryland Biological Stream Survey (MBSS) stations in the vicinity and general region. MBSS data can be accessed via the MDDNR web page at <http://mdimap.towson.edu/streamhealth/>, allowing access to resource surveys in neighboring tributaries.

ADDITIONAL COMMENTS ON BEST MANAGEMENT PRACTICES:

Given that the project study has much yet to accomplish, especially for any future engineering and design activities, we will keep to general terms in this response, but note that we are available for further review and coordination. Proactive and precautionary stormwater management and sediment and erosion control strategies and techniques are essential to good project planning in this study area. Many current development aspects in the area have stressed the local streams for decades. Attention to good planning measures, and later implementation and inspection techniques, to protect water quality and aquatic habitat will be important for protecting these streams during any project construction. More specific environmental Best Management Practices can be developed as planning continues.

MD DNR, Environmental Review Unit signature



-----  
DATE: ----- 3/28/14 -----  
PHONE: 410-260-8331



**United States Department of the Interior**

U.S. Fish & Wildlife Service  
Chesapeake Bay Field Office  
177 Admiral Cochrane Drive  
Annapolis, MD 21401  
410/573 4575



Online Certification Letter

Today's date:

Project:

Dear Applicant for online certification:

Thank you for using the U.S. Fish and Wildlife Service (Service) Chesapeake Bay Field Office online project review process. By printing this letter in conjunction with your project review package, you are certifying that you have completed the online project review process for the referenced project in accordance with all instructions provided, using the best available information to reach your conclusions. This letter, and the enclosed project review package, completes the review of your project in accordance with the Endangered Species Act of 1973 (16 U.S.C. 1531-1544, 87 Stat. 884), as amended (ESA). This letter also provides information for your project review under the National Environmental Policy Act of 1969 (P.L. 91-190, 42 U.S.C. 4321-4347, 83 Stat. 852), as amended. A copy of this letter and the project review package must be submitted to this office for this certification to be valid. This letter and the project review package will be maintained in our records.

Based on this information and in accordance with section 7 of the Endangered Species Act (87 Stat. 884, as amended; 16 U.S.C. 1531 et seq.), we certify that except for occasional transient individuals, no federally proposed or listed endangered or threatened species are known to exist within the project 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 additional information on threatened or endangered species in Maryland, you should contact the Maryland Wildlife and Heritage Division at (410) 260-8540. For information in Delaware you should contact the Delaware Natural Heritage and Endangered Species Program, at (302) 653-2880. For information in the District of Columbia, you should contact the National Park Service at (202) 535-1739.

The U.S. Fish and Wildlife Service also works with other Federal agencies and states to minimize loss of wetlands, reduce impacts to fish and migratory birds, including bald eagles, and restore habitat for wildlife. Information on these conservation issues and how development projects can avoid affecting these resources can be found on our website ([www.fws.gov/chesapeakebay](http://www.fws.gov/chesapeakebay))

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 Chesapeake Bay Field Office Threatened and Endangered Species program at (410) 573-4527.

Sincerely,

Genevieve LaRouche  
Field Supervisor



# United States Department of the Interior



FISH AND WILDLIFE SERVICE

Chesapeake Bay Field Office  
177 Admiral Cochrane Drive  
Annapolis, Maryland 21401  
<http://www.fws.gov/chesapeakebay>

March 14, 2016

Mr. Daniel Koenig  
Environmental Protection Specialist  
Federal Transit Administration, Region 3  
1990 K St. NW, Suite 510  
Washington, DC 20006

*Re: "Not likely to adversely affect" determination for northern long-eared bat for the Corridor Cities Transitway Bus Rapid Transit Project, Montgomery County, Maryland*

Dear Mr. Koenig:

The U.S. Fish and Wildlife Service (Service) has received your February 17, 2016 letter requesting informal consultation regarding the potential impacts of the Corridor Cities Transitway Project to the threatened northern long-eared bat (*Myotis septentrionalis*). Information on the project was provided in the February 17, 2006 letter and through emailed information and phone conversations that began in July 2015. The Service has evaluated the potential effects of the Corridor Cities Project to the threatened northern long-eared bat. The comments provided below are in accordance with Section 7 of the Endangered Species Act (87 Stat. 884, as amended; 16 U.S.C. 1531 *et seq.*).

The purpose of this proposed project is to construct a 9-mile bus transit way in Montgomery County, Maryland. It will be constructed along the I-270 corridor between the Shady Grove Metrorail Station in Rockville and the Metropolitan Grove MARC Station in Gaithersburg. The alignment would run either adjacent to or in the median of the existing roadway. The project would clear approximately 31 acres of forest in areas along the existing 9-miles of roadway. However, the forest clearing will occur outside of the period of April 1 to August 31.


The northern long-eared bat was listed April 2, 2015 and a final 4(d) rule was released on January 14, 2016. The northern long-eared bat is a temperate, insectivorous migratory bat that hibernates in mines and caves in the winter and summers in wooded areas. There is a concern that clearing of forests could destroy maternity colonies of this species. However, since the forest clearing for this proposed project will be conducted outside the period of April 1 to August 31 when female bats are raising young, we conclude that the project is not likely to adversely affect the northern long-eared bat.

We appreciate the opportunity to provide information relevant to threatened and endangered fish and wildlife resources. This Endangered Species Act determination does not exempt this project

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IN AMERICA 

from obtaining all other permits and approvals that may be required by other state or federal agencies. Should you have any questions or concerns regarding this letter, please contact Cherry Keller of my Endangered Species staff at (410) 573-4532 or by email at [cherry\\_keller@fws.gov](mailto:cherry_keller@fws.gov).

Sincerely,

A handwritten signature in black ink, appearing to read "Genevieve LaRouche". The signature is fluid and cursive, with a prominent initial "G" and a long, sweeping tail.

Genevieve LaRouche  
Field Supervisor

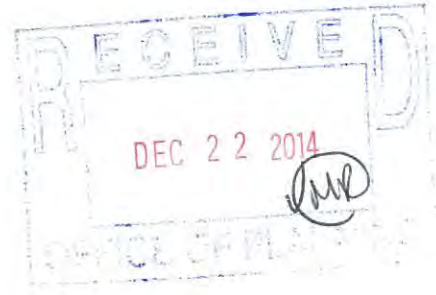


DEPARTMENT OF THE ARMY  
BALTIMORE DISTRICT, CORPS OF ENGINEERS  
P.O. BOX 1715  
BALTIMORE, MD 21203-1715

DEC 15 2014

Operations Division

Mr. Dan Reagle  
Maryland Transit Administration  
Office of Planning  
6 St. Paul Street, Room 923  
Baltimore, Maryland 21202



Dear Mr. Reagle:

This is in response to your e-mail dated October 21, 2014 requesting a preliminary determination of the presence or indications of the approximate location(s) of waters of the United States, including wetlands on your property located at along the southern portion of the proposed Corridor Cities Transit Way (CCT) alignment, in Montgomery County, Maryland. Your project has been assigned the file name, **CENAB-OP-RMN (MTA/Corridor Cities Transitway (CCT)/Preapp) 2012-02804-M15**.

Field inspections were conducted on May 14 and August 13, 2014 with representatives of MTA, RK&K, the Corps, and MDE. This preliminary jurisdictional determination finds that there "may be" waters of the United States, including wetlands within the review area as indicated by the approximate location(s) of waters of the United States, including wetlands within the review area on the enclosed drawing dated October 22, 2014 and identifies all potential jurisdictional waters and wetlands within the review area. These areas may be regulated by this office pursuant to Section 404 of the Clean Water Act.

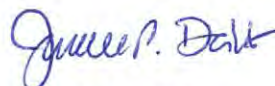
This preliminary jurisdictional determination is based on the information included on the enclosed Preliminary Jurisdictional Determination Form and is not appealable. If you do not agree with the extent of waters or wetlands and this preliminary JD, you are hereby advised of your option to request and obtain an approved JD from this office at the address above. An approved JD is an official, written Corps determination stating the presence or absence of jurisdictional waters of the United States and identifies the limits of waters of the United States on a project site. An approved JD can be relied upon for a period of 5 years and can be appealed through the Corps' administrative appeal process set out at 33 CFR Part 331.

You are reminded that any grading or filling of waters of the United States, including wetlands, is subject to Department of the Army authorization. State and local authorizations may be required to conduct activities in these locations. Wetlands under the jurisdiction of the Maryland Department of the Environment (MDE) may be located on the parcel. You may contact the MDE for information regarding jurisdiction and permitting requirements at (410) 537-3768. In addition, the Interstate Land Sales Full Disclosure Act may require that prospective buyers be made aware, by the seller, of the Federal authority over any waters of the United States, including wetlands, being purchased.

In future correspondence and permit applications regarding this alignment, please include the file number located in the first paragraph of this letter.

If you have any questions concerning this matter, please call Mr. Jack Dinne of this office at 410 962-6005.

Sincerely,



Joseph P. DaVia  
Chief, Maryland Section Northern

Enclosures

Cc:  
Ms. Emily Dolbin, MDE-Nontidal Wetlands Division

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To identify how we can better serve you, we need your help. Please take the time to fill out our new customer service survey at: <http://www.nab.usace.army.mil/Missions/Regulatory.aspx>

**NOTIFICATION OF ADMINISTRATIVE APPEAL OPTIONS AND PROCESS AND  
REQUEST FOR APPEAL (NAO/NAP fact sheet & RFA form)**

Applicant: Maryland Transit Administration		File Number: 2012-02804-M15	Date: <b>DEC 15 2014</b>
Attached is:			See Section below
	INITIAL PROFFERED PERMIT (Standard Permit or Letter of permission)		A
	PROFFERED PERMIT (Standard Permit or Letter of permission)		B
	PERMIT DENIAL		C
	APPROVED JURISDICTIONAL DETERMINATION		D
X	PRELIMINARY JURISDICTIONAL DETERMINATION		E

**SECTION I - The following identifies your rights and options regarding an administrative appeal of the above decision. Additional information may be found at <http://usace.army.mil/inet/functions/cw/cecwo/reg> or Corps regulations at 33 CFR Part 331.**

**A: INITIAL PROFFERED PERMIT: You may accept or object to the permit.**

- **ACCEPT:** If you received a Standard Permit, you may sign the permit document and return it to the Baltimore District Engineer for final authorization. If you received a Letter of Permission (LOP), you may accept the LOP and your work is authorized. Your signature on the Standard Permit or acceptance of the LOP means that you accept the permit in its entirety, and waive all rights to appeal the permit, including its terms and conditions, and approved jurisdictional determinations (JD) associated with the permit.
- **OBJECT:** If you object to the permit (Standard or LOP) because of certain terms and conditions therein, you may request that the permit be modified accordingly. You must complete Section II of this form and return the form to the Baltimore District Engineer. Your objections must be received by the Baltimore District Engineer within 60 days of the date of this notice, or you will forfeit your right to appeal the permit in the future. Upon receipt of your letter, the Baltimore District Engineer will evaluate your objections and may: (a) modify the permit to address all of your concerns, (b) modify the permit to address some of your objections, or (c) not modify the permit having determined that the permit should be issued as previously written. After evaluating your objections, the Baltimore District Engineer will send you a proffered permit for your reconsideration, as indicated in Section B below.

**B: PROFFERED PERMIT: You may accept or appeal the permit**

- **ACCEPT:** If you received a Standard Permit, you may sign the permit document and return it to the Baltimore District Engineer for final authorization. If you received a Letter of Permission (LOP), you may accept the LOP and your work is authorized. Your signature on the Standard Permit or acceptance of the LOP means that you accept the permit in its entirety, and waive all rights to appeal the permit, including its terms and conditions, and approved jurisdictional determinations associated with the permit.
- **APPEAL:** If you choose to decline the proffered permit (Standard or LOP) because of certain terms and conditions therein, you may appeal the declined permit under the Corps of Engineers Administrative Appeal Process by completing Section II of this form and sending the form to the North Atlantic Division Engineer, ATTN: CENAD-PD-PSD-O, Fort Hamilton Military Community, Building 301, General Lee Avenue, Brooklyn, NY 11252-6700. This form must be received by the North Atlantic Division Engineer within 60 days of the date of this notice with a copy furnished to the Baltimore District Engineer.

**C: PERMIT DENIAL: You may appeal the denial of a permit under the Corps of Engineers Administrative Appeal Process by completing Section II of this form and sending the form to the North Atlantic Division Engineer, ATTN: CENAD-PD-PSD-O, Fort Hamilton Military Community, Building 301, General Lee Avenue, Brooklyn, NY 11252-6700. This form must be received by the North Atlantic Division Engineer within 60 days of the date of this notice with a copy furnished to the Baltimore District Engineer.**

**D: APPROVED JURISDICTIONAL DETERMINATION: You may accept or appeal the approved JD or provide new information.**

- **ACCEPT:** You do not need to notify the Corps to accept an approved JD. Failure to notify the Corps within 60 days of the date of this notice, means that you accept the approved JD in its entirety, and waive all rights to appeal the approved JD.
- **APPEAL:** If you disagree with the approved JD, you may appeal the approved JD under the Corps of Engineers Administrative Appeal Process by completing Section II of this form and sending the form to the North Atlantic Division Engineer, ATTN: CENAD-PD-PSD-O, Fort Hamilton Military Community, Building 301, General Lee Avenue, Brooklyn, NY 11252-6700. This form must be received by the North Atlantic Division Engineer within 60 days of the date of this notice with a copy furnished to the Baltimore District Engineer.

E: PRELIMINARY JURISDICTIONAL DETERMINATION: You do not need to respond to the Corps regarding the preliminary JD. The Preliminary JD is not appealable. If you wish, you may request an approved JD (which may be appealed), by contacting the Corps district for further instruction. Also you may provide new information for further consideration by the Corps to reevaluate the JD.

**SECTION II - REQUEST FOR APPEAL or OBJECTIONS TO AN INITIAL PROFFERED PERMIT**

REASONS FOR APPEAL OR OBJECTIONS: (Describe your reasons for appealing the decision or your objections to an initial proffered permit in clear concise statements. You may attach additional information to this form to clarify where your reasons or objections are addressed in the administrative record.)

ADDITIONAL INFORMATION: The appeal is limited to a review of the administrative record, the Corps memorandum for the record of the appeal conference or meeting, and any supplemental information that the review officer has determined is needed to clarify the administrative record. Neither the appellant nor the Corps may add new information or analyses to the record. However, you may provide additional information to clarify the location of information that is already in the administrative record.

**POINT OF CONTACT FOR QUESTIONS OR INFORMATION:**

If you have questions regarding this decision and/or the appeal process you may contact:

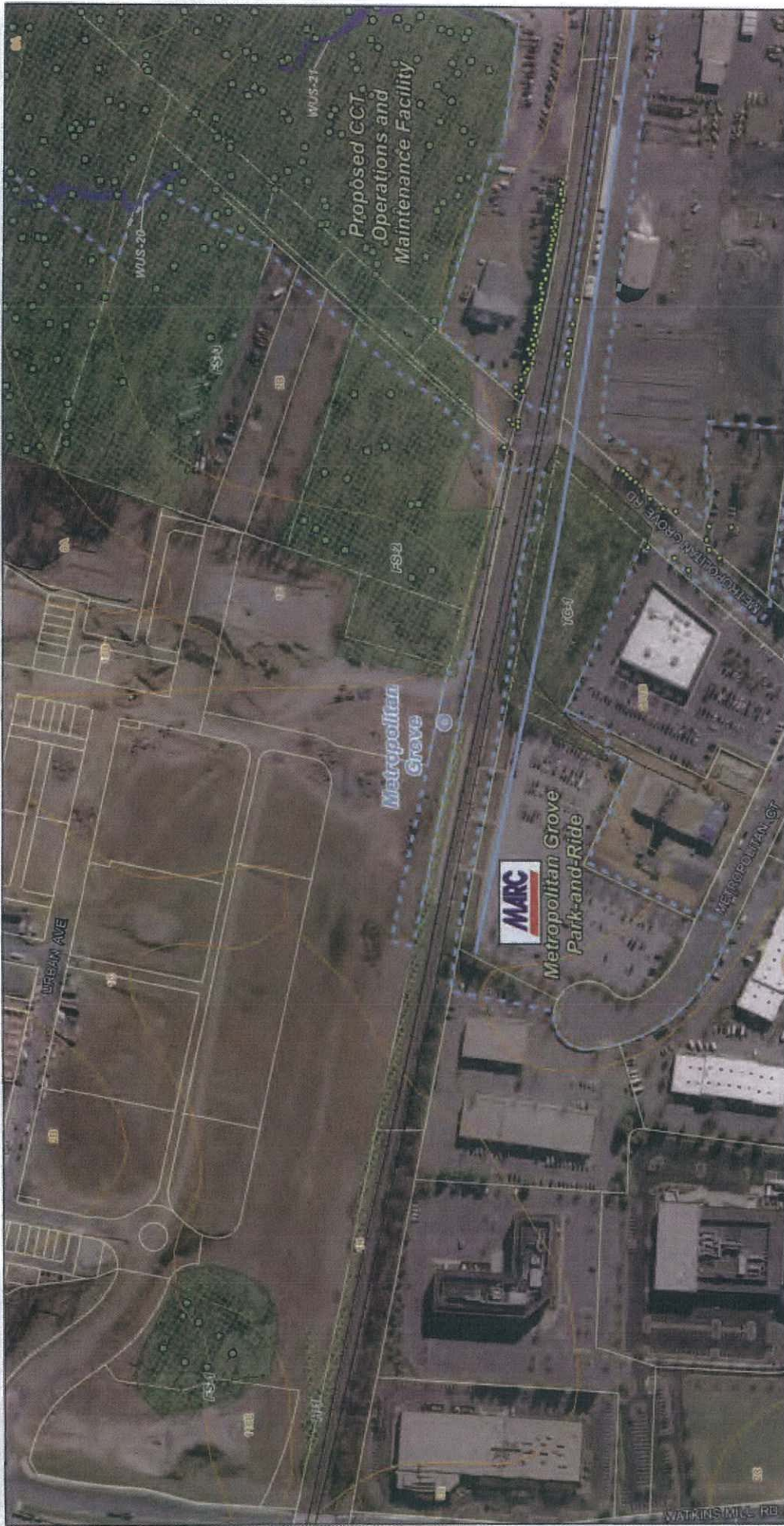
Ms. Sandy Zelen  
U.S. Army Corps of Engineers, Baltimore District  
ATTN: CENAB-OP-R  
Regulatory Branch, Baltimore District  
Baltimore, MD 21203-1715  
(410) 962-6028 or 3670

If you only have questions regarding the appeal process you may also contact:

Mr. James W. Haggerty  
Administrative Appeals Review Officer  
North Atlantic Division, Corps of Engineers Fort Hamilton  
General Lee Avenue , Military Community Bldg. 301  
Brooklyn, NY 11252-6700  
Telephone: (718) 765-7163  
Email: James.W.Haggerty@usace.army.mil

RIGHT OF ENTRY: Your signature below grants the right of entry to Corps of Engineers personnel, and any government consultants, to conduct investigations of the project site during the course of the appeal process. You will be provided a 15 day notice of any site investigation, and will have the opportunity to participate in all site investigations.

_____ Signature of appellant or agent.	Date:	Telephone number:
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**Legend**

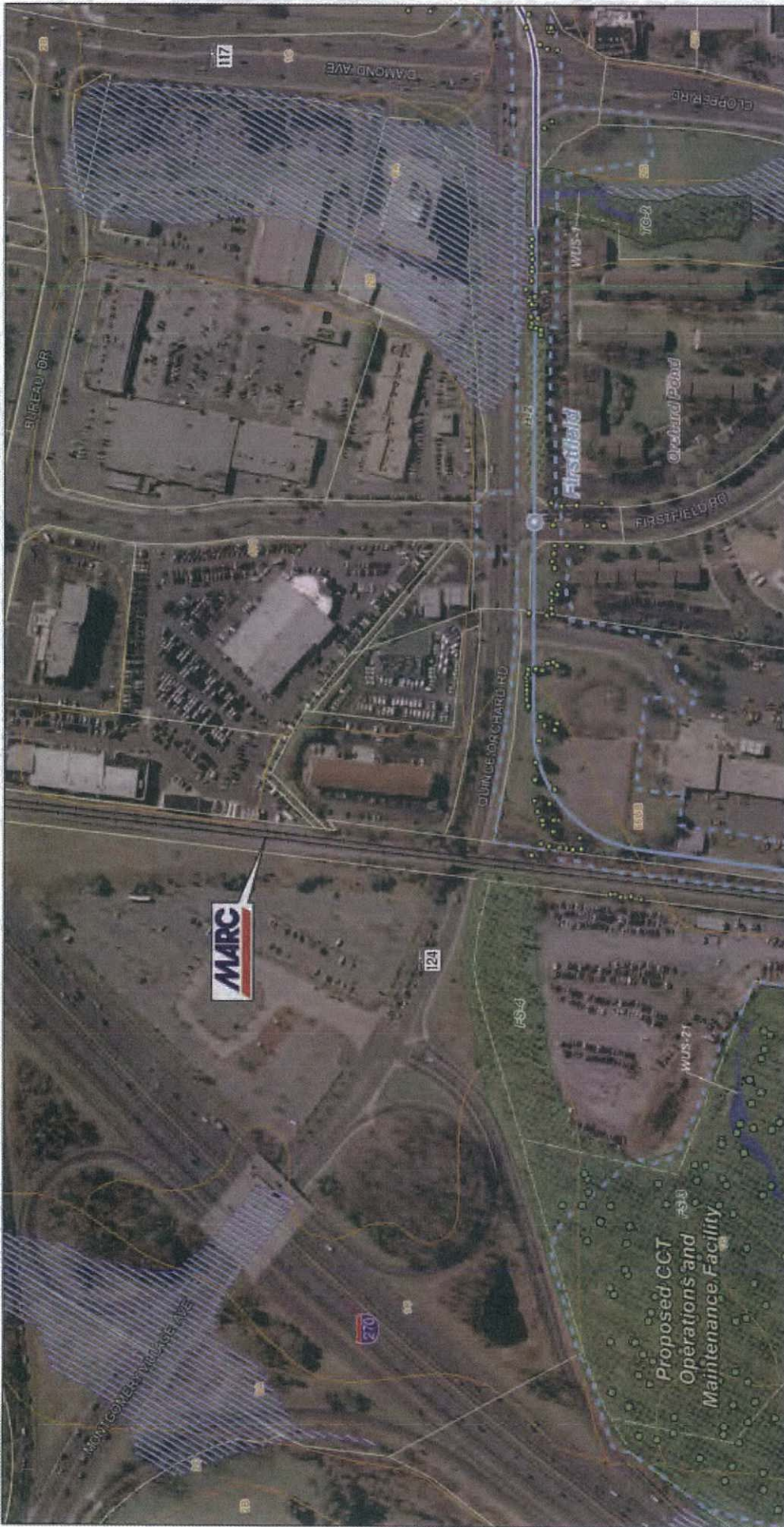
- Transitway (CCT Direct Service at Grade)
- Transitway (CCT Direct Service Below Grade)
- Transitway (CCT Direct Service Aerial Structure)
- CCT Service via Universities at Shady Grove
- Station Locations
- Units of Disturbance
- MDDEP Water Quality Sampling Stations
- Wetlands - Field Verified
- Waters of the US - Field Verified
- 100 Year Floodplain
- Sole
- Specimen Trees (L&P DBM) - Field Verified
- Street Trees/Individual Trees (L&P DBM) - Field Verified
- Forest Stands - Field Verified
- Tree Cover - Field Verified
- Hedgerow - Field Verified
- Property Boundaries

**MTA Maryland**

**Corridor Cities Transitway**

**Appendix B. Wetlands, Waters of the US, Soils, Forests, Hedgerows, and Street Trees**  
 Page 1 of 16  
 Date: 10/22/2014

0 50 100 200 300 400 Feet




**Appendix B. Wetlands, Waters of the US, Soils, Forests, Hedgerows, and Street Trees**

Page 2 of 16  
Date: 10/22/2014


**Legend**

<ul style="list-style-type: none"> <li> Transboundary (CCT Direct Services at Grade)</li> <li> Transboundary (CCT Direct Services Below Grade)</li> <li> Transboundary (CCT Direct Services Aerial Structure)</li> <li> CCT Service Via Underpasses at Study Grove</li> <li> Station Locations</li> <li> Units of Disturbance</li> </ul>	<ul style="list-style-type: none"> <li> MDCFP Water Quality Sampling Stations</li> <li> Wetlands - Field Verified</li> <li> Wetlands of the US - Field Verified</li> <li> 500 Year Floodplain</li> <li> Soil</li> </ul>	<ul style="list-style-type: none"> <li> Specimen Trees (&gt;30" DBH) - Field Verified</li> <li> Street Tree/Individual Trees (&lt;30" DBH) - Field Verified</li> <li> Forest Stands - Field Verified</li> <li> Tree Cover - Field Verified</li> <li> Hedgerow - Field Verified</li> <li> Property Boundaries</li> </ul>	<ul style="list-style-type: none"> <li> Specimen Trees (&gt;30" DBH) - Field Verified</li> <li> Street Tree/Individual Trees (&lt;30" DBH) - Field Verified</li> <li> Forest Stands - Field Verified</li> <li> Tree Cover - Field Verified</li> <li> Hedgerow - Field Verified</li> <li> Property Boundaries</li> </ul>
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**MTA Maryland**



**N**



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**Legend**

- Transitway (CCT Direct Service at Grade)
- Transitway (CCT Direct Service Below Grade)
- Transitway (CCT Direct Service Above Structure)
- CCT Service via Universities at Shady Grove
- Station Location
- Limits of Disturbance
- MDCR Water Quality Sampling Station
- Wetlands - Field Verified
- Waters of the US - Field Verified
- 500 Year Floodplain
- Soil
- Specimen Tree (>30" DBH) - Field Verified
- Street Tree/Individual Tree (<30" DBH) - Field Verified
- Forest Stand - Field Verified
- Tree Cover - Field Verified
- Hedgerow - Field Verified
- Property Boundaries


**Appendix B. Wetlands, Waters of the US, Soils, Forests, Hedgerows, and Street Trees**

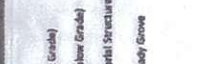
Page 3 of 16  
Date: 10/22/2014






















**MTA Maryland**

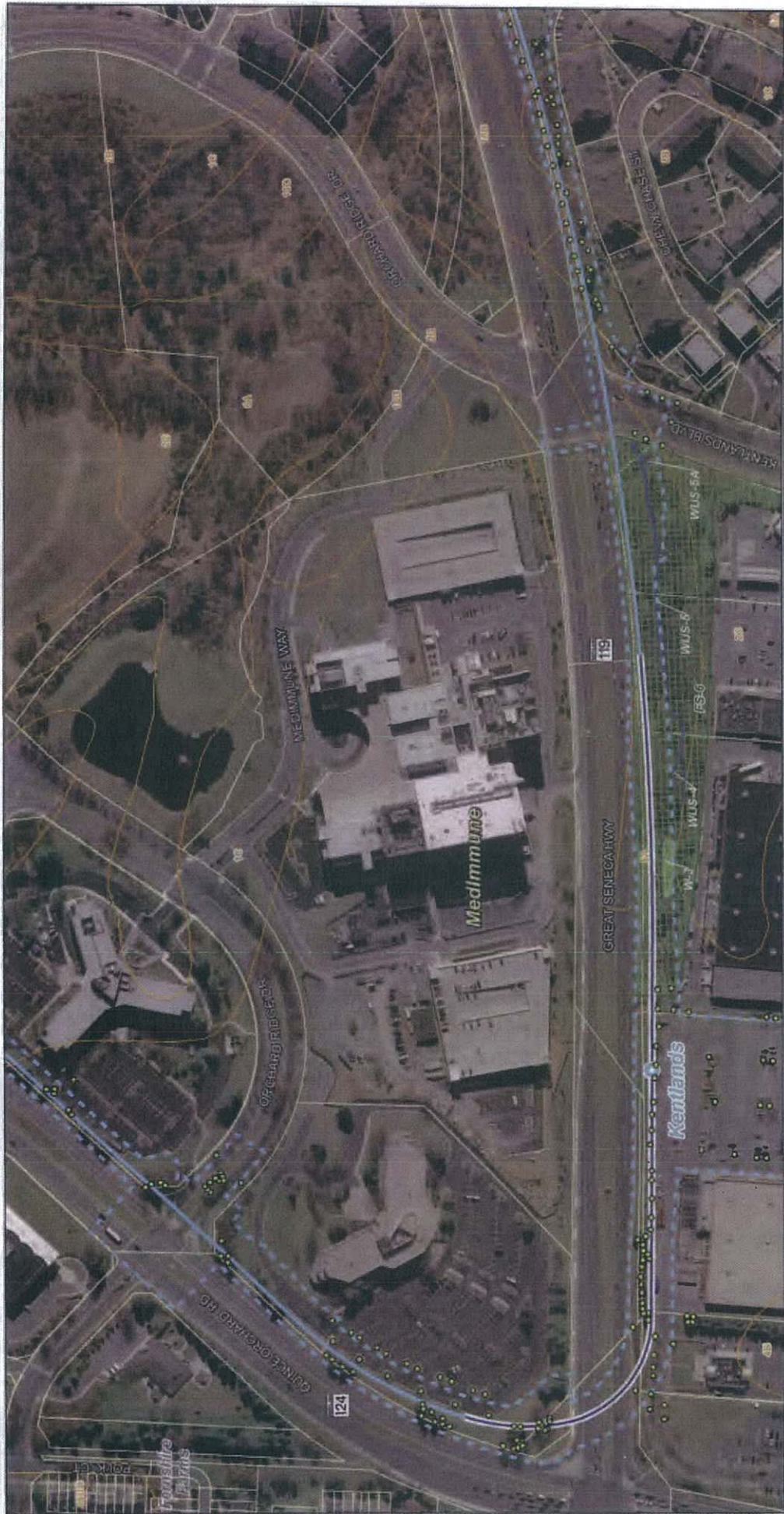




**Appendix B. Wetlands, Waters of the US, Soils, Forests, Hedgerows, and Street Trees**  
Page 4 of 16  
Date: 10/22/2014

**Legend**

-  Transitway (CT Direct Service at Curbside)
-  Transitway (CT Direct Service Below Grade)
-  Transitway (CT Direct Service Aerial Structure)
-  CCT Service via Universities at Shady Grove
-  Station Locations
-  Limits of Disturbance
-  MCOUP Water Quality Sampling Station
-  Wetlands - Field Verified
-  Waters of the US - Field Verified
-  100 Year Floodplain
-  Salt
-  Specimen Tree (≥30" DBH) - Field Verified
-  Street Tree (Individual Tree <30" DBH) - Field Verified
-  Forest Stand - Field Verified
-  Tree Cover - Field Verified
-  Hedgerow - Field Verified
-  Property Boundaries



**Legend**

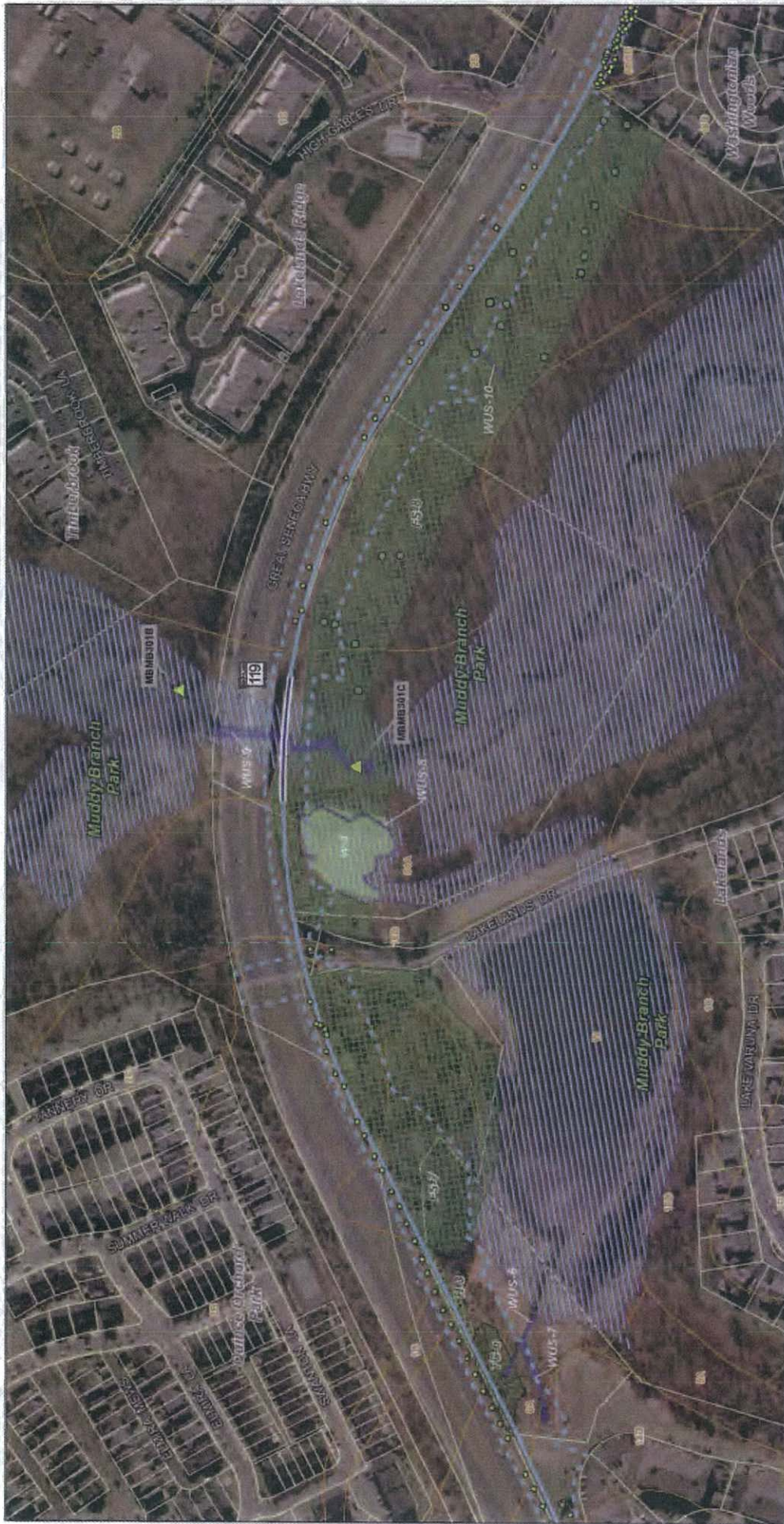
- TransShare (CCT Direct Service at Grade)
- TransShare (CCT Direct Service Below Grade)
- TransShare (CCT Direct Service Aerial Structure)
- CCT Service via Universities at Study Scope
- Station Locations
- Limits of Disturbance
- MDDEP Water Quality Sampling Stations
- Wetlands - Field Verified
- Waters of the US - Field Verified
- 500 Year Floodplain
- Soils
- Species Trees (≥30" DBH) - Field Verified
- Street Trees (Individual Tree <30" DBH) - Field Verified
- Forest Stands - Field Verified
- Tree Cover - Field Verified
- Hedgecove - Field Verified
- Property Boundaries

**MTA Maryland**

**Appendix B. Wetlands, Waters of the US, Soils, Forests, Hedgerows, and Street Trees**

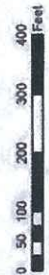
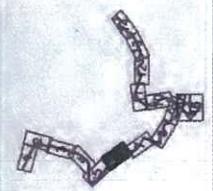
Page 5 of 16  
Date: 10/22/2014

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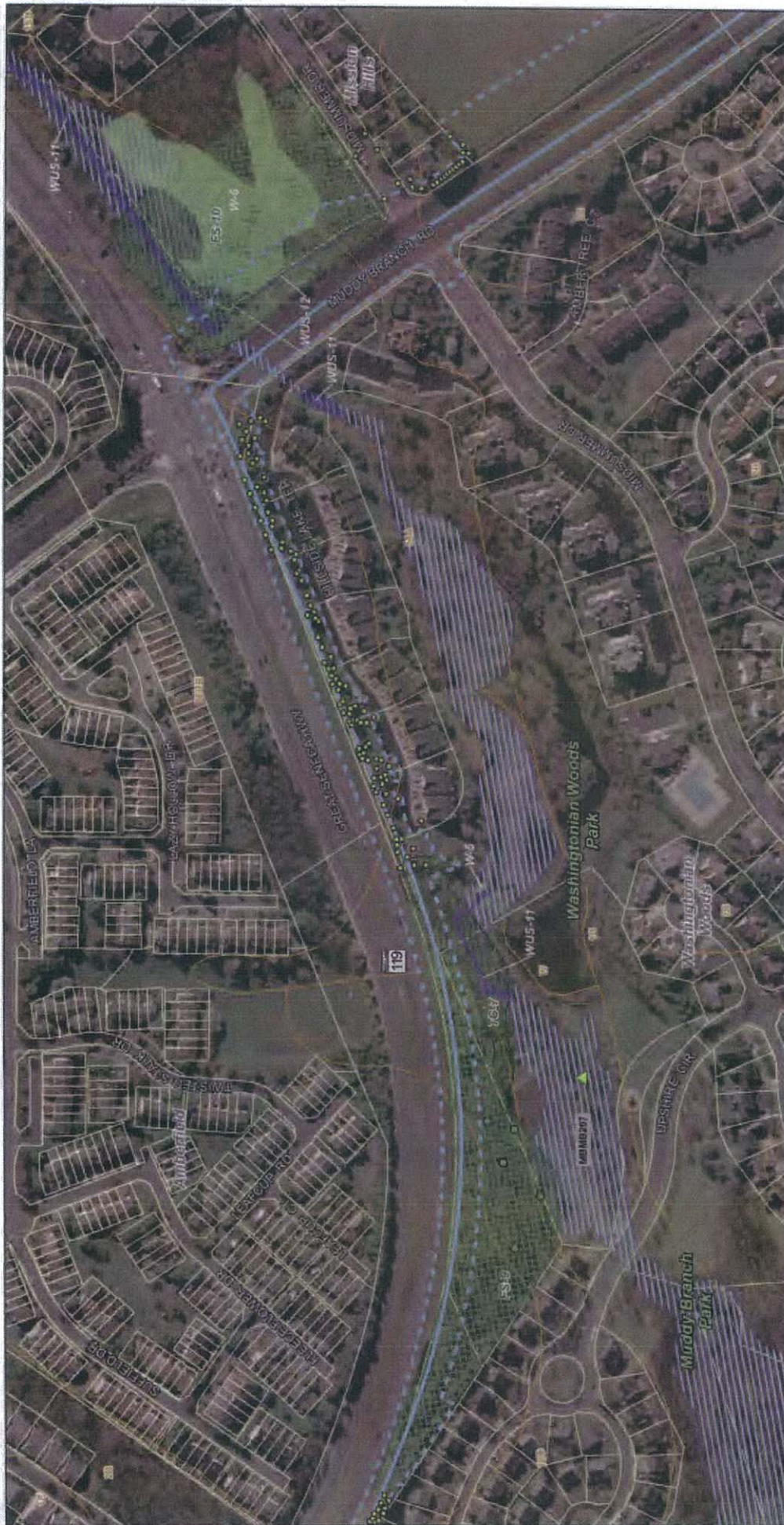
- Transitway (CCT Direct Service at Grade)
- Transitway (CCT Direct Service Below Grade)
- Transitway (CCT Direct Service Aerial Structure)
- CCT Service via Universities at Gandy Grove
- Station Location
- Limits of Displacement
- MCOUP Water Quality Sampling Stations
- Wetlands - Field Verified
- Waters of the US - Field Verified
- 100 Year Floodplain
- Soils
- Specimen Trees (≥30' DBH) - Field Verified
- Street Tree/Individual Tree (≤30' DBH) - Field Verified
- Forest Stand - Field Verified
- Tree Cover - Field Verified
- Hedgerow - Field Verified
- Property Boundaries



**Appendix B. Wetlands, Waters of the US, Soils, Forests, Hedgerows, and Street Trees**

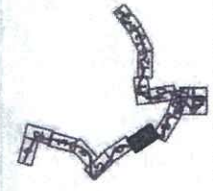
Page 6 of 16

Date: 10/22/2014



**Legend**

- Transitway (CCT Direct Service at Grade)
- Transitway (CCT Direct Service Below Grade)
- Transitway (CCT Direct Service Aerial Structure)
- CCT Service via Unincorporated at Study Grove
- Station Locations
- Limits of Disturbance
- MDCRP Water Quality Sampling Stations
- Wetlands - Field Verified
- Waters of the US - Field Verified
- 100 Year Floodplain
- Soils
- Specimen Trees (L&P DBP) - Field Verified
- Street Tree/Individual Tree (C&P DBP) - Field Verified
- Forest Stands - Field Verified
- Tree Cover - Field Verified
- Hedgerow - Field Verified
- Property Boundaries



**Appendix B. Wetlands, Waters of the US,  
Soils, Forests, Hedgerows, and Street Trees**  
Page 7 of 16  
Date: 10/22/2014



**Legend**

- Transitway (CCT Direct Service at Grady)
- Transitway (CCT Direct Service at Grady)
- Transitway (CCT Direct Service at Grady)
- CCT Service Via Universities at Shady Grove
- Station Location
- Limits of Disturbance
- MDDP Water Quality Sampling Stations
- Wetlands - Field Verified
- Waters of the US - Field Verified
- 100 Year Floodplain
- Soils
- Speckled Trees (2.30' DBH) - Field Verified
- Scrub Tree/Individual Tree (<10' DBH) - Field Verified
- Forest Stands - Field Verified
- Tree Cover - Field Verified
- Hedgecove - Field Verified
- Property Boundaries

**MTA Maryland**

**Corridor Cities Transitway**

**Appendix B. Wetlands, Waters of the US, Soils, Forests, Hedgerows, and Street Trees**

Page 8 of 16  
Date: 10/22/2014

0 50 100 200 300 400 Feet



**Legend**

- Transitway (CCT Direct Service at Grade)
- Transitway (CCT Direct Service Below Grade)
- Transitway (CCT Direct Service Aerial Structure)
- CCT Service via Unimodal at Study Corridor
- Station Location
- Limit of Disturbance
- MDGP Meter Quality Sampling Stations
- Wetlands - Field Verified
- Waters of the US - Field Verified
- 100 Year Floodplain
- Soils
- Specimen Trees (≥30" DBH) - Field Verified
- Street Tree/Individual Tree (<30" DBH) - Field Verified
- Forest Stands - Field Verified
- Tree Cover - Field Verified
- Hedgecrows - Field Verified
- Property Boundaries

**MTA Maryland**

**Corridor Cities Transitway**

**Appendix B. Wetlands, Waters of the US, Soils, Forests, Hedgecrows, and Street Trees**

Page 9 of 16  
Date: 10/22/2014

0 50 100 200 300 400 Feet

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**Legend**

- Transitway (CT Direct Service at Grade)
- Transitway (CT Direct Service Below Grade)
- Transitway (CT Direct Service Aerial Structure)
- CT Service Via Universities at Study Caves
- Station Location
- Units of Disturbance
- ACDP Water Quality Sampling Stations
- Wetlands - Field Verified
- Waters of the US - Field Verified
- 100 Year Floodplain
- Salt
- Specimen Trees (≥30" DBH) - Field Verified
- Street Tree/Individual Tree (≥30" DBH) - Field Verified
- Forest Stands - Field Verified
- Tree Cover - Field Verified
- Hedge-row - Field Verified
- Property Boundaries

**MTA Maryland**

**Corridor Cities Transitway**

**Appendix B. Wetlands, Waters of the US, Soils, Forests, Hedgerows, and Street Trees**

Page 10 of 16

Date: 10/22/2014

0 50 100 200 300 400 Feet



**Legend**

- Transitway (CCT Direct Service at Grade)
- Transitway (CCT Direct Service Below Grade)
- Transitway (CCT Direct Service Aerial Structure)
- CCT Service via Universities at Shady Grove
- Sanborn Locations
- Units of Disturbance
- MDC/DF Meter Quality Sampling Stations
- Wetlands - Field Verified
- Waters of the US - Field Verified
- 500 Year Floodplain
- Soils
- Specimen Trees (LSP DBM) - Field Verified
- Small Tree/Individual Tree (CSP DBM) - Field Verified
- Forest Stands - Field Verified
- Tree Cover - Field Verified
- Hedgerow - Field Verified
- Property Boundaries

**MTA Maryland**

**Washington Corridor Transitway**

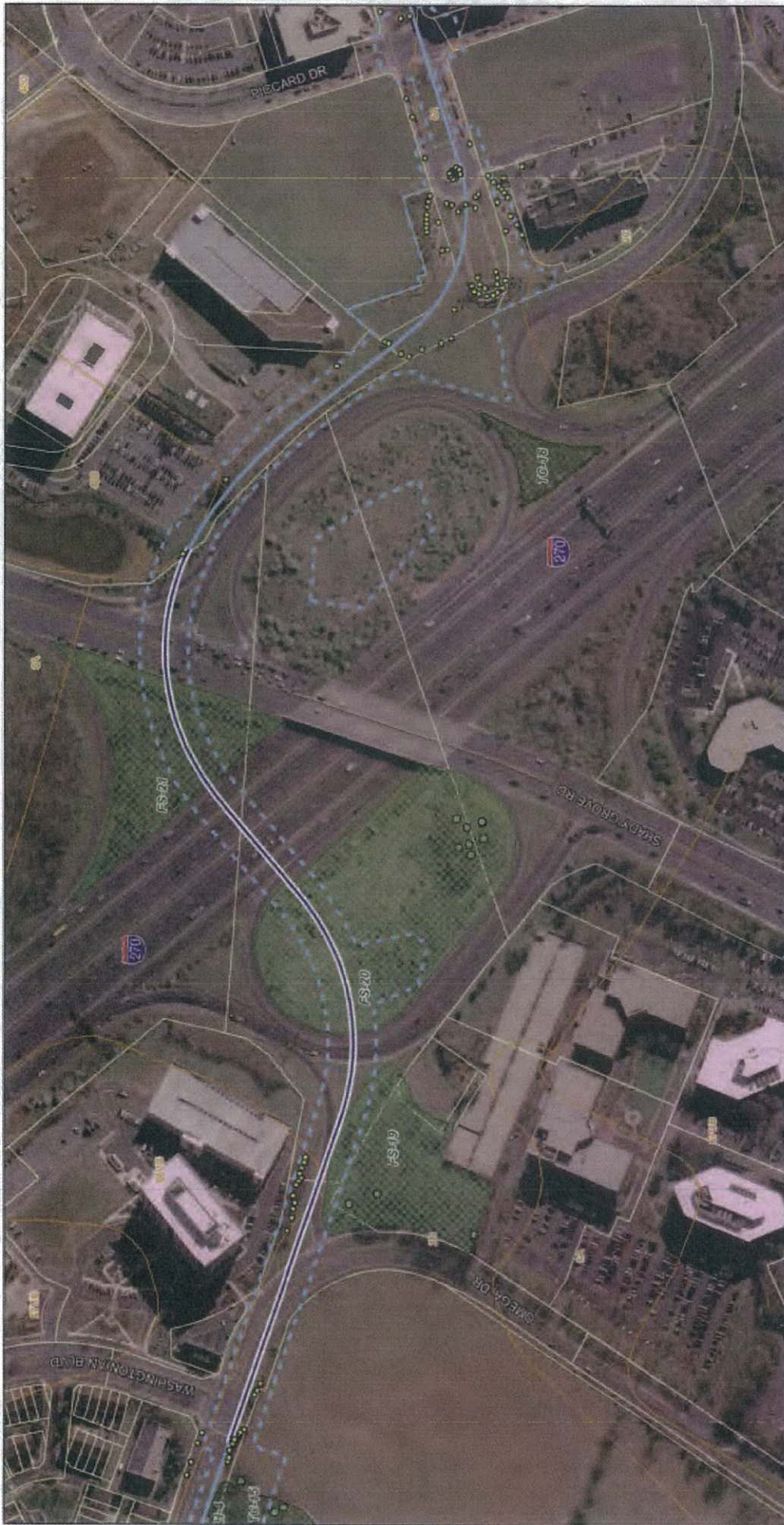
**Appendix B. Wetlands, Waters of the US, Soils, Forests, Hedgerows, and Street Trees**

Page 11 of 16  
Date: 10/22/2014

0 50 100 200 300 400 Feet

North Arrow

Inset Map of Maryland



**Legend**

- Transitway (CCT Direct Service at Grade)
- Transitway (CCT Direct Service Below Grade)
- Transitway (CCT Direct Service Aerial Structure)
- CCT Service via Universities at Shady Grove
- Station Locations
- Limits of Disturbance
- MCDP Water Quality Sampling Stations
- Wetlands - Field Verified
- Wetlands of the US - Field Verified
- 100 Year Floodplain
- Silt
- Specimen Trees (≥30' DBH) - Field Verified
- Street Tree (Individual Tree <30' DBH) - Field Verified
- Forest Stand - Field Verified
- Tree Cover - Field Verified
- Hedge-row - Field Verified
- Property Boundaries

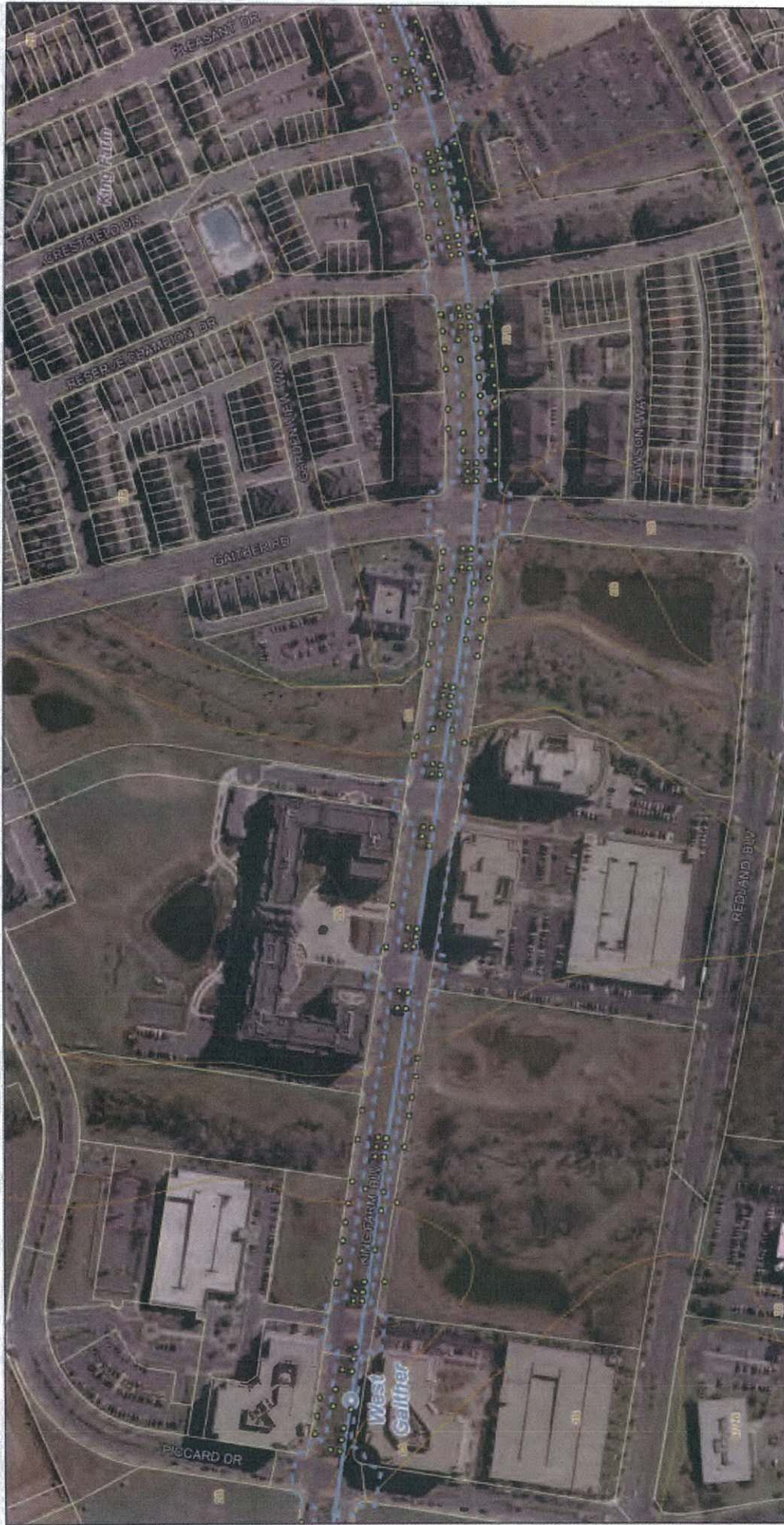
**MTA Maryland**

**Corridor Cities Transitway**

**Appendix B. Wetlands, Waters of the US, Soils, Forests, Hedgerows, and Street Trees**

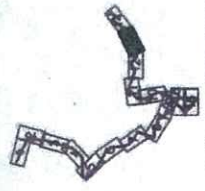
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0 50 100 200 300 400 Feet

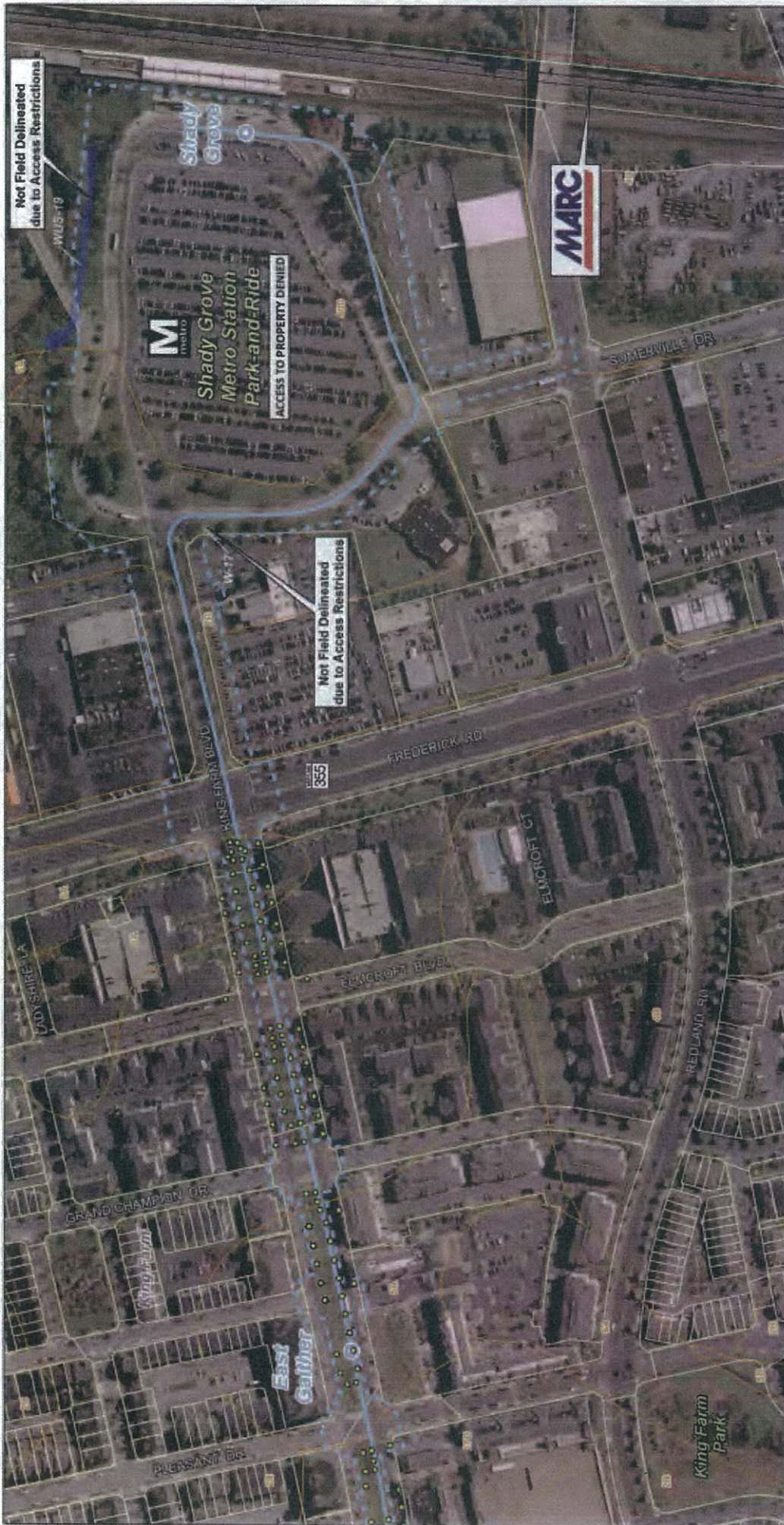


**Legend**

- Transectway (CCT Direct Services as Graded)
- Transectway (CCT Direct Services Below Grade)
- Transectway (CCT Direct Services Aerial Structure)
- CCT Service via Universities at Shady Grove
- MDCUP Water Quality Sampling Stations
- Wetlands - Field Verified
- Waters of the US - Field Verified
- 500 Year Floodplain
- Soils
- Scatter Trees (20' DBH) - Field Verified
- Street Tree/Individual Tree (10' DBH) - Field Verified
- Forest Stands - Field Verified
- Tree Cover - Field Verified
- Hedgerow - Field Verified
- Property Boundaries
- Station Locations
- Limits of Disturbance



**Appendix B. Wetlands, Waters of the US,  
Soils, Forests, Hedgerows, and Street Trees**  
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**Legend**

- Transitway (CCT Direct Service at Grade)
- Transitway (CCT Direct Service Below Grade)
- Transitway (CCT Direct Service Aerial Structure)
- CCT Service via Universities at Shady Grove
- Station Location
- Limits of Disturbance
- MDOT Water Quality Sampling Station
- Wetlands - Field Verified
- Waters of the US - Field Verified
- 100 Year Floodplain
- Silt
- Shedden Trees (>20" DBH) - Field Ver. Field
- Street Tree/Individual Tree (<20" DBH) - Field Verified
- Forest Stands - Field Verified
- Tree Cover - Field Verified
- Hedgerow - Field Verified
- Property Boundaries

**MTA Maryland**




**Corridor Cities Transitway**

**Appendix B. Wetlands, Waters of the US, Soils, Forests, Hedgerows, and Street Trees**

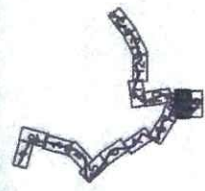
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Scale: 0 50 100 200 300 400 Feet



**Appendix B. Wetlands, Waters of the US, Solis, Forests, Hedgerows, and Street Trees**  
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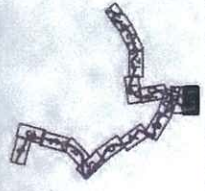
**Legend**

Transitway (CCT Direct Service at Grade)	MDC/EP Water Quality Sampling Stations	Specimen Trees (>30" DBH) - Field Verified
Transitway (CCT Direct Service Below Grade)	Wetlands - Field Verified	Street Tree/Individual Tree (<30" DBH) - Field Verified
Transitway (CCT Direct Service Aerial Structure)	Waters of the US - Field Verified	Forest Stands - Field Verified
CCT Service via Universities at Shady Grove	100 Year Floodplain	Tree Cover - Field Verified
Station Locations	Solis	Hedgerow - Field Verified
Limits of Disturbance		Property Boundaries



**Legend**

- Transition (CCT Direct Service at Grade)
- Transition (CCT Direct Service Below Grade)
- Transition (CCT Direct Service Above Structure)
- CCT Service via Universities at Shady Grove
- Station Locations
- Limits of Disturbance
- MDCSP Water Quality Sampling Stations
- Wetlands - Field Verified
- Wetlands of the US - Field Verified
- 100 Year Floodplain
- Soils
- Specimen Trees (≥ 30" DBH) - Field Verified
- Street Tree/Individual Tree (≥ 30" DBH) - Field Verified
- Forest Stands - Field Verified
- Tree Cover - Field Verified
- Hedgerow - Field Verified
- Property Boundaries



**Appendix B. Wetlands, Waters of the US,  
Soils, Forests, Hedgerows, and Street Trees**  
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