

# PUBLIC NOTICE

US Army  
Corps  
of Engineers  
Baltimore  
District

In Reply to Application Number  
CENAB-OP-RMS(MO DPW&T/MONTROSE PKWY  
WEST/RD XING & BRIDGE)04-62544-11

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**Comment Period: April 15, 2005 to May 31, 2005**

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THE PURPOSE OF THIS PUBLIC NOTICE IS TO SOLICIT COMMENTS FROM THE PUBLIC ABOUT THE WORK DESCRIBED BELOW. AT THIS TIME, NO DECISION HAS BEEN MADE AS TO WHETHER OR NOT CORPS APPROVAL WILL BE GRANTED.

A Corps public hearing will be held on May 18, 2005, in the 4th floor jury room in the Montgomery County Judicial Center at 50 Maryland Avenue in Rockville, Maryland. Displays may be viewed beginning at 6 p.m. The hearing will start at 6:30 p.m. Persons wishing to give oral testimony are encouraged to arrive at the hearing site early to sign up at the sign-in table. Anyone who is hearing impaired and desires to attend this hearing, please notify Mr. George Harrison (george.harrison@nab02.usace.army.mil) or teletype to 1-800-735-2258 (Statewide toll free). Mr. Harrison's telephone number is (410) 962-6002. All requests for an oral, sign language interpreter must be received by May 2, 2005. To the extent that this is feasible and possible, an interpreter will be provided. By regulation (33 CFR 327.8), the Corps will not provide rebuttal to the public hearing testimony. Oral comments will be limited to three minutes duration. Additional comments may be submitted in written form.

The Baltimore District has received an application for a Department of the Army permit and/or verification of eligibility for authorization under the Maryland State Programmatic General Permit (MDSPPG-2) pursuant to Section 404 of the Clean Water Act (33 U.S.C. 1344), as described below:

APPLICANT: *Montgomery County DPW&T*  
Attn: *Kenneth Kendall*  
*Div of Engineering Services*  
*101 Monroe Street, 11th Floor*  
*Rockville, MD 20850-2540*

LOCATION: *In Old Farm Creek, in Rockville, Montgomery County, Maryland.*

WORK: *To discharge fill in jurisdictional waters of the U.S., including wetlands, for the purpose of constructing two highway crossings of Old Farm Creek, a crossing of a perennial tributary to Old Farm Creek, and a crossing of an unnamed intermittent tributary. The total impact to areas regulated by the Corps of Engineers is 0.94 acre. The work is associated with construction, by the Montgomery County Department of Public Works and Transportation (MCDPWT), of a new four-lane parkway known as Montrose Parkway West. The project study limits for Montrose Parkway West extend from just east of I-270 on Montrose Road to just east of MD Route 355 on Randolph Road. The applicant proposes to mitigate wetland and stream impacts by creating 0.20 acres of non-tidal wetlands along the parkway and providing a bioretention facility just south of Tilden Lane to treat the runoff from a parking lot. All work is to be completed in accordance with the enclosed plan(s). If you have any questions concerning this matter, please contact Mr. George Harrison, at (410) 962-6002.*

The applicant, MCDPWT, has determined that the Montrose Parkway West project is a stand-alone project having independent utility from two other projects proposed in the vicinity. The three stand-alone projects include the following:

1. For the project known as Montrose Parkway West, MCDPWT proposes the widening of existing Montrose Road to 6 lanes from just east of I-270 to Tildenwood Road. At Tildenwood Road, a new 4-lane parkway would be constructed, veering southward from existing Montrose Road to traverse a corridor that has been reserved for a highway on the County Master Plan. The parkway would follow this corridor to a terminus on Randolph Road, just east of MD 355.

2. The Maryland State Highway Administration (SHA) proposes to construct an interchange to replace the intersection of existing Montrose Road and MD Route 355. This project also includes an overpass of the CSX Railroad tracks in order to eliminate the impact of traffic stoppage during train passings, which disrupts the operation of the intersection. There are no wetlands or waters impacts associated with the interchange project.

3. MCDPWT has a planning study underway to evaluate a parkway known as Montrose Parkway East. This project would be an extension of Montrose Parkway West, and the limits are from just east of the CSX Railroad to Viers Mill Road (MD Route 586).

The three projects have distinct project purposes and could operate independently of one another. None of the three projects require the completion of the others in order to be usable, or to meet their purpose. Funding priorities within MCDPWT and SHA have dictated that Montrose Parkway West would be constructed first, followed by SHA's interchange project. MCDPWT has not made any decision concerning the construction of Montrose Parkway East.

Having evaluated Montrose Parkway West as an independent project from just east of I-270 on existing Montrose Road to just east of MD Route 355 on Randolph Road, MCDPWT has elected to construct Montrose Parkway West in phases. The Corps is evaluating both Phase I and Phase II. The limits of the first phase of construction of Montrose Parkway West are as follows:

Existing Montrose Road would be widened to six lanes from just east of I-270 (at Tower Oaks Blvd) to Tildenwood Drive. At Tildenwood Drive, a new four-lane parkway would be constructed, veering southward from existing Montrose Road to traverse a corridor which has been reserved for a new highway on the County Master Plan. The parkway would terminate at "Old" Old Georgetown Road. Just east of the intersection with Tildenwood Drive, the parkway would incorporate a new intersection with existing Montrose Road, and approximately 800 feet of existing Montrose Road would be reconstructed, eastward to Evelyn Drive, including the crossing of Old Farm Creek. The existing stream crossing is a box culvert, which would be replaced with a 50-foot long bridge. East of Evelyn Drive, there would be no improvements to existing Montrose Road, and existing Montrose Road would retain its current five-lane cross section. The parkway consists of two 11-foot lanes in each direction, a 20-foot median, and a hiker-biker trail along the roadway. The median is reduced to 12 feet at sensitive areas. The parkway would include an 89-foot bridge over Old Farm Creek and a separate hiker/biker trail bridge over Old Farm Creek. The perennial tributary to Old Farm Creek would be crossed with a 150-foot long bottomless arch culvert. An intermittent tributary would be piped.

Phase II would extend the parkway from "Old" Old Georgetown Road to Randolph Road, just east of MD Route 355, creating a new intersection at MD Route 355. There are no wetlands or waters impacts associated with Phase II. Phase II would not be needed if SHA advances their interchange project.

MCDPWT has incorporated numerous features to minimize impacts to aquatic resources. As previously mentioned, the box culvert carrying Old Farm Creek under existing Montrose Road would be replaced with a 50-foot bridge. This would remove the constriction in the stream that currently impedes fish passage. The 50-foot bridge would accommodate the safe passage of wildlife beneath the roadway. At the 89-foot bridge carrying the parkway over Old Farm Creek, wildlife passage would be accommodated beneath the parkway. A 500-foot retaining wall would be incorporated along the eastbound parkway to minimize encroachment into a wetland. A 150-foot retaining wall would be incorporated along the westbound parkway to avoid encroachment into Old Farm Creek. The stream banks of Old Farm Creek would be stabilized in the vicinity of both crossings to provide a consistent channel width through the project, thereby improving the stream morphology. In the vicinity of Old Farm Creek, stormwater would be managed in underground structures to avoid additional wetland/floodplain impacts. The two culverts would incorporate high headwalls in order to reduce the length of the culverts, thereby reducing impacts to waters of the U.S.

Total aquatic impacts for Montrose Parkway West include the following:

Permanent Nontidal Wetland Impacts	0.20 Acres	
Permanent Stream Impacts	0.54 Acres	
Temporary Nontidal Wetland Impacts	0.14 Acres	
Temporary Stream Impacts	0.06 Acres	
Total Impact to Regulated Resources	0.94 Acres	Regulated by Corps
Permanent Floodplain Fill	1.51 Acres	Not Regulated by Corps
Temporary Floodplain Impact	0.88 Acres	Not Regulated by Corps

The decision whether to approve this project will be based on an evaluation of the probable impact including cumulative impacts of the proposed activity on the public interest. That decision will reflect the national concern for both protection and utilization of important resources. The benefit which reasonably may be expected to accrue from the proposal must be balanced against its reasonably foreseeable detriments. All factors which may be relevant to the proposal will be considered including the cumulative effects thereof; among those are conservation, economics, aesthetics, general environmental concerns, wetlands, cultural values, fish and wildlife values, flood hazards, flood plain values, land use, navigation, shoreline erosion and accretion, recreation, water supply and conservation, water quality, energy needs, safety, food and fiber production, and, in general, the needs and welfare of the people.

The Corps of Engineers is soliciting comments from the public; Federal, State, and local agencies and officials; Indian Tribes; and other interested parties in order to consider and evaluate the impacts of this proposed activity. Any comments received will be considered by the Corps of Engineers to determine whether to issue, modify, condition or not grant approval for this proposal. To make this decision, comments are used to assess impacts on endangered species, historic properties, water quality, general environmental effects, and the other public interest factors listed above. Comments are used in the preparation of an Environmental Assessment and/or an Environmental Impact Statement pursuant to the National Environmental Policy Act. Comments are also used to determine the overall public interest of the proposed activity.

The applicant is required to obtain a water quality certification in accordance with Section 401 of the Clean Water Act from the Maryland Department of the Environment.

Written comments concerning the work described above related to the factors listed above or other pertinent factors must be received by the District Engineer, US Army Corps of Engineers, Baltimore District, PO Box 1715, Baltimore, Maryland 21203-1715, within the comment period as specified above to receive consideration.

The applicant must obtain any State or local government permits which may be required.

A preliminary review of this application indicates that the proposed work will not affect listed species or their critical habitat pursuant to Section 7 of the Endangered Species Act as amended. As the evaluation of this application continues, additional information may become available which could modify this preliminary determination.

Review of the latest published version of the National Register of Historic Places indicates that no registered properties listed as eligible for inclusion therein are located at the site of the proposed work.

The evaluation of the impact of the work described above on the public interest will include application of the guidelines promulgated by the Administrator, U.S. Environmental Protection Agency, under authority of Section 404 of the Clean Water Act.

It is requested that you communicate the foregoing information concerning the proposed work to any persons known by you to be interested and not being known to this office, who did not receive a copy of this notice.

FOR THE DISTRICT ENGINEER:

*Paul R. Wettlaufer*  
*for* WALTER WASHINGTON, JR.  
Chief, Maryland Section Southern

TOWER OAKS BLYD.

GREEN  
DURRYFIELD  
PLANT LANE  
FARM HAVEN  
NORTH FARM LANE  
FARM

MONTROSE ROAD

Current  
Tunnel

I-270



Match Line

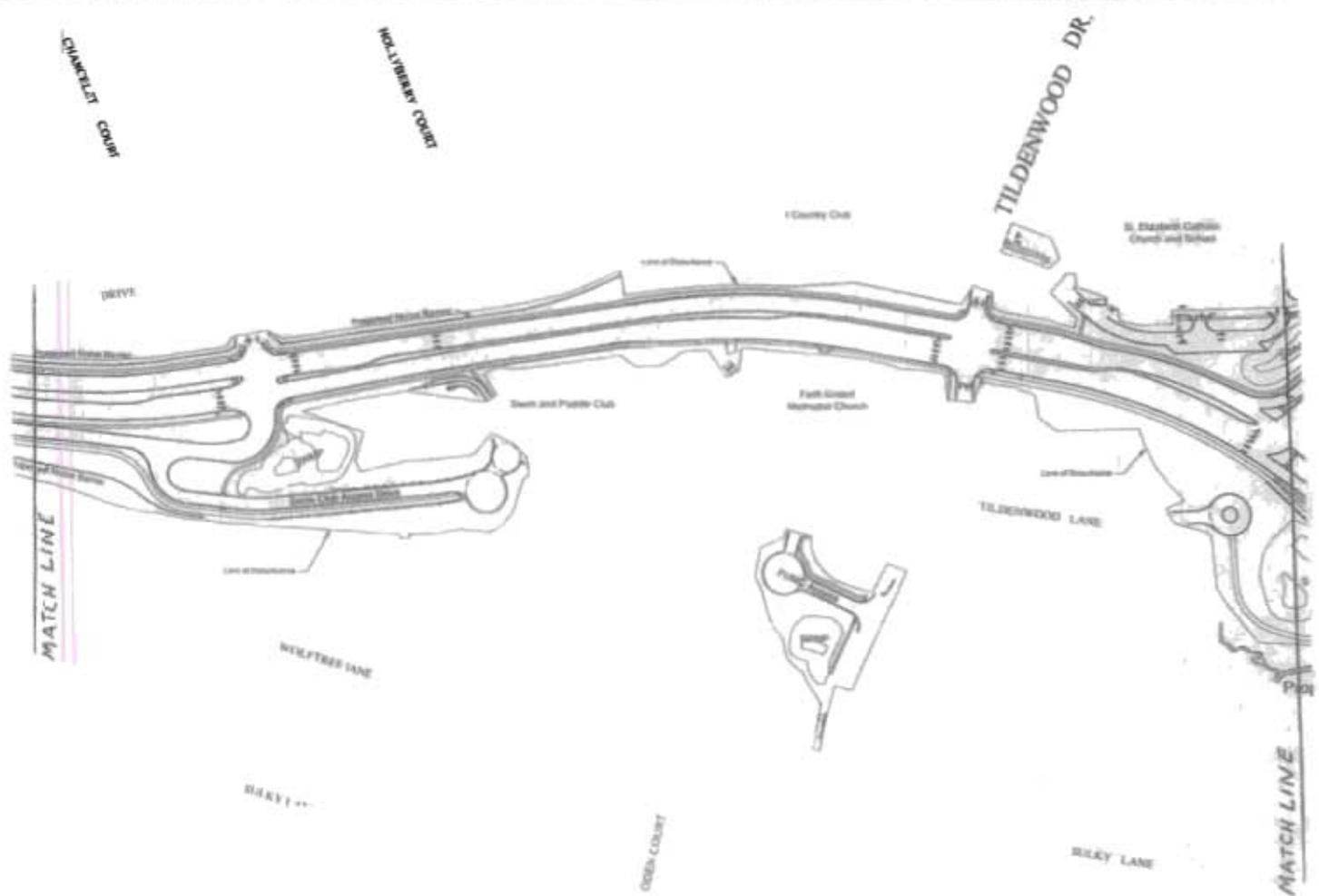
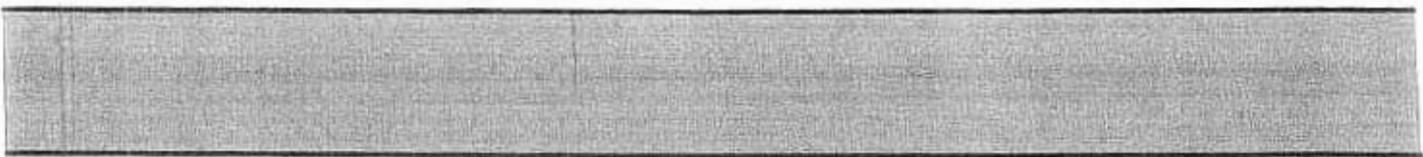
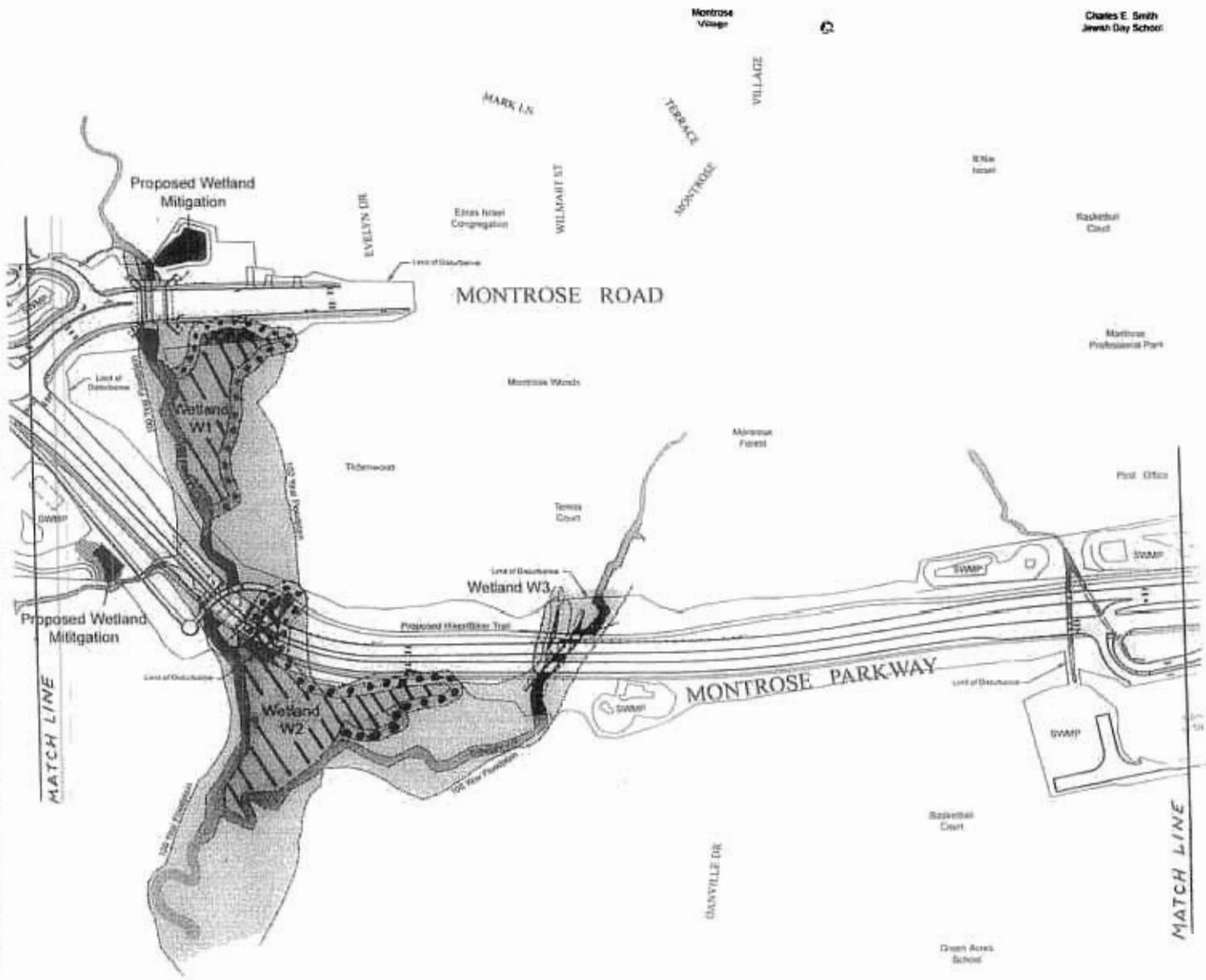


PLATE OF 14

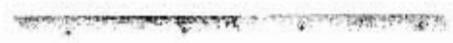


Charles E. Smith  
Jewish Day School



-  Wetland Buffer
-  Existing Wetland
-  Wetland Impact

PLATE 3 OF 14



May

The Pavilion  
Apartments

44  
100

Hebrew Community  
Center of Greater  
Washington

Jewish  
Social  
Service  
Agency

Beth  
Atlantic

Angels  
Crosby

4235  
Feet

EAST JEFFERSON ST.

MONTROSE ROAD

Cherophon Tractland Developments

Orty

Wetland W4

Lot of 260,000 sq. ft.

MONTROSE PARKWAY

Lot of 200,000 sq. ft.

MATCH LINE

The Executive

County  
Museum

Essex  
Permanents

EXECUTIVE BLVD

MATCH LINE

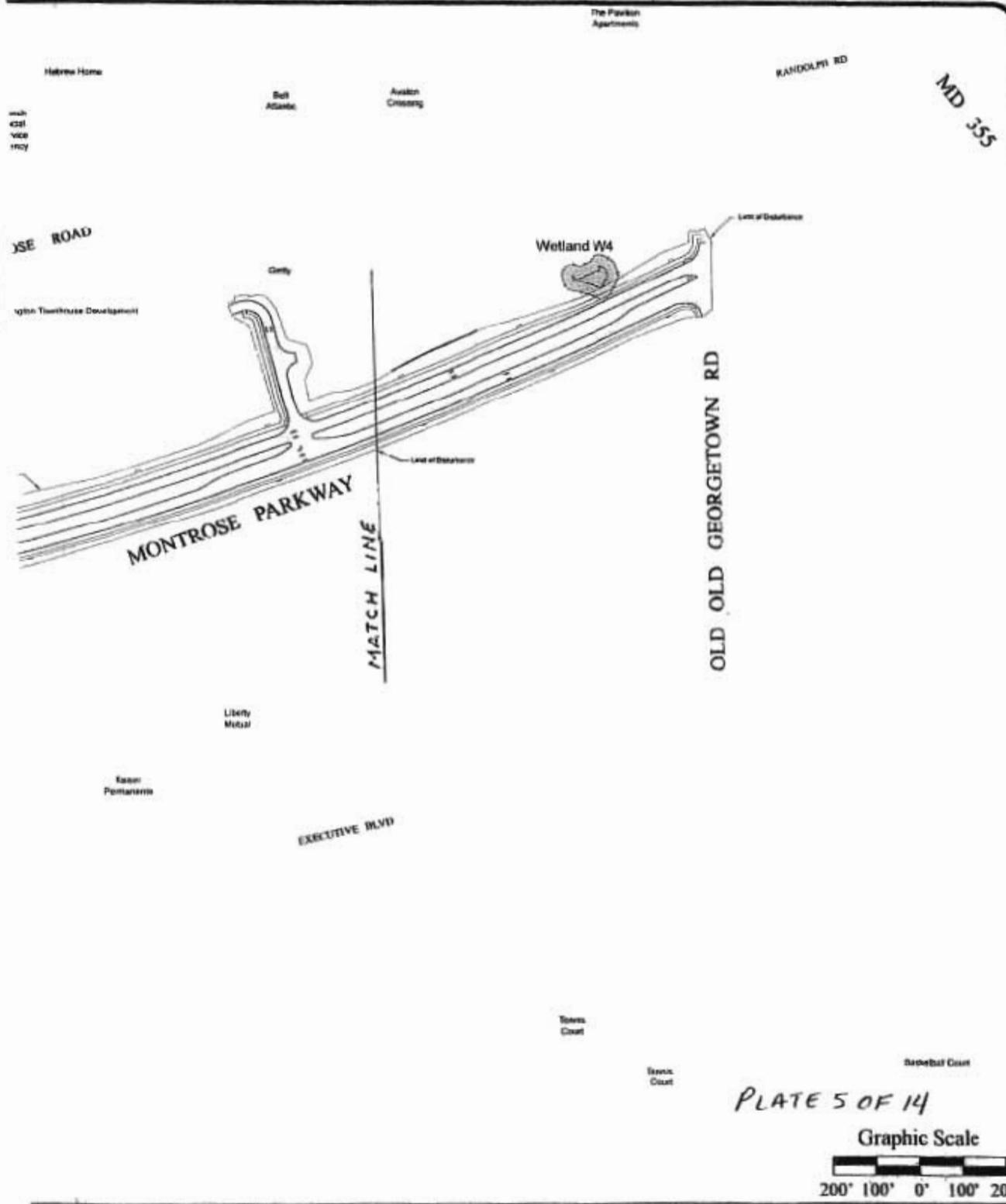
East Potomac  
301 E Jefferson St.

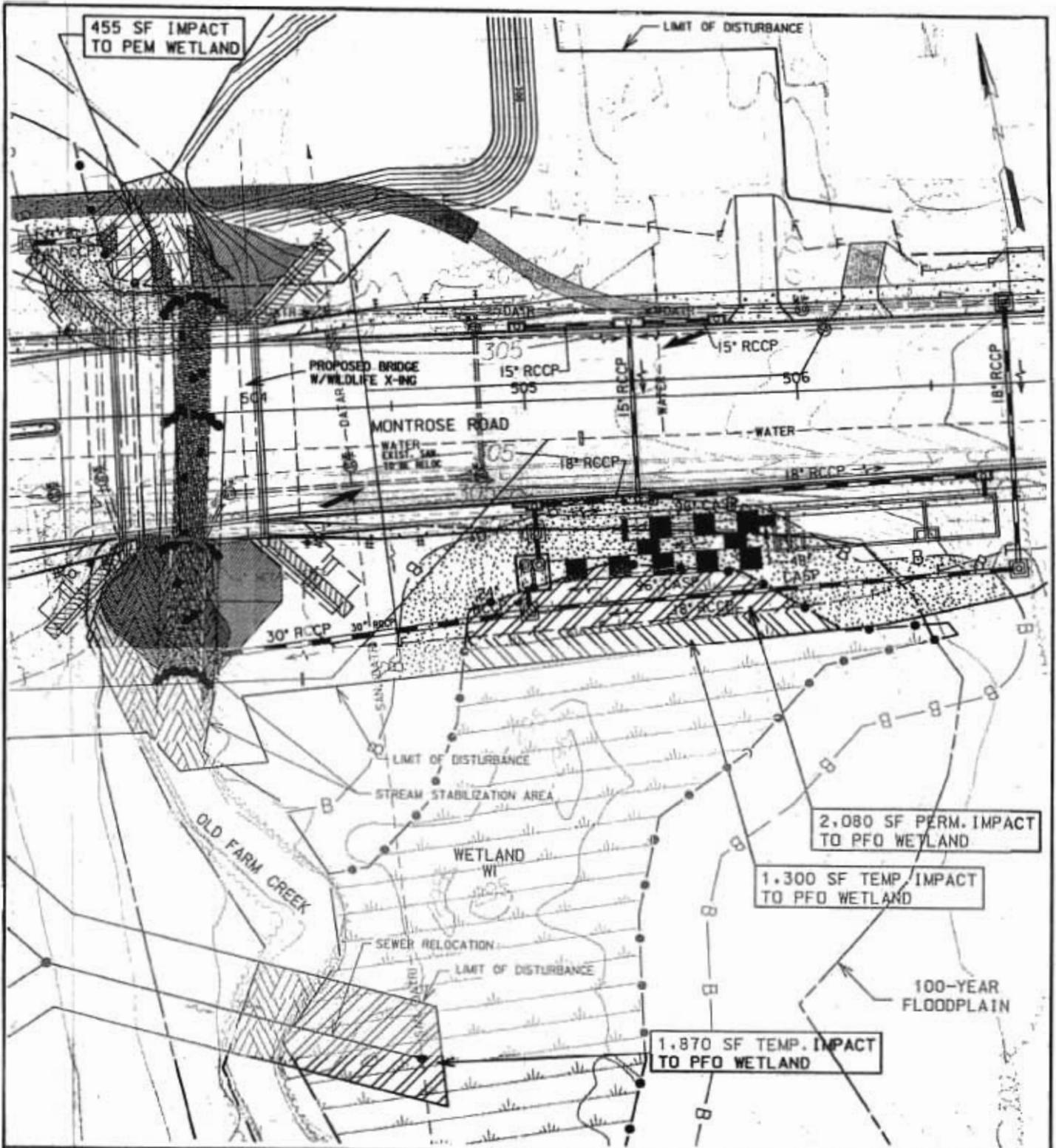
U.S. DEPARTMENT OF THE ARMY

Tennis  
Court

Tennis  
Court

May 18, 2005





**WETLAND IMPACT PLATE**

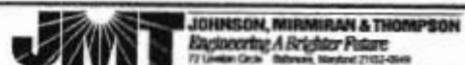
- WETLAND IMPACT
- WETLAND BUFFER IMPACT
- W.U.S. IMPACT

**IMPACTS THIS PLATE**

	TEMPORARY	PERMANENT
PFO WETLAND	3,170 S.F.	2,080 S.F.
PEM WETLAND	S.F.	455 S.F.
WATERS OF THE U.S.	1,150 S.F.	3,050 S.F.
WATERS OF THE U.S. WETLAND BUFFER	35 L.F.	120 L.F.
FLOODPLAIN	S.F.	8,285 S.F.
	13,775 S.F.	10,395 S.F.

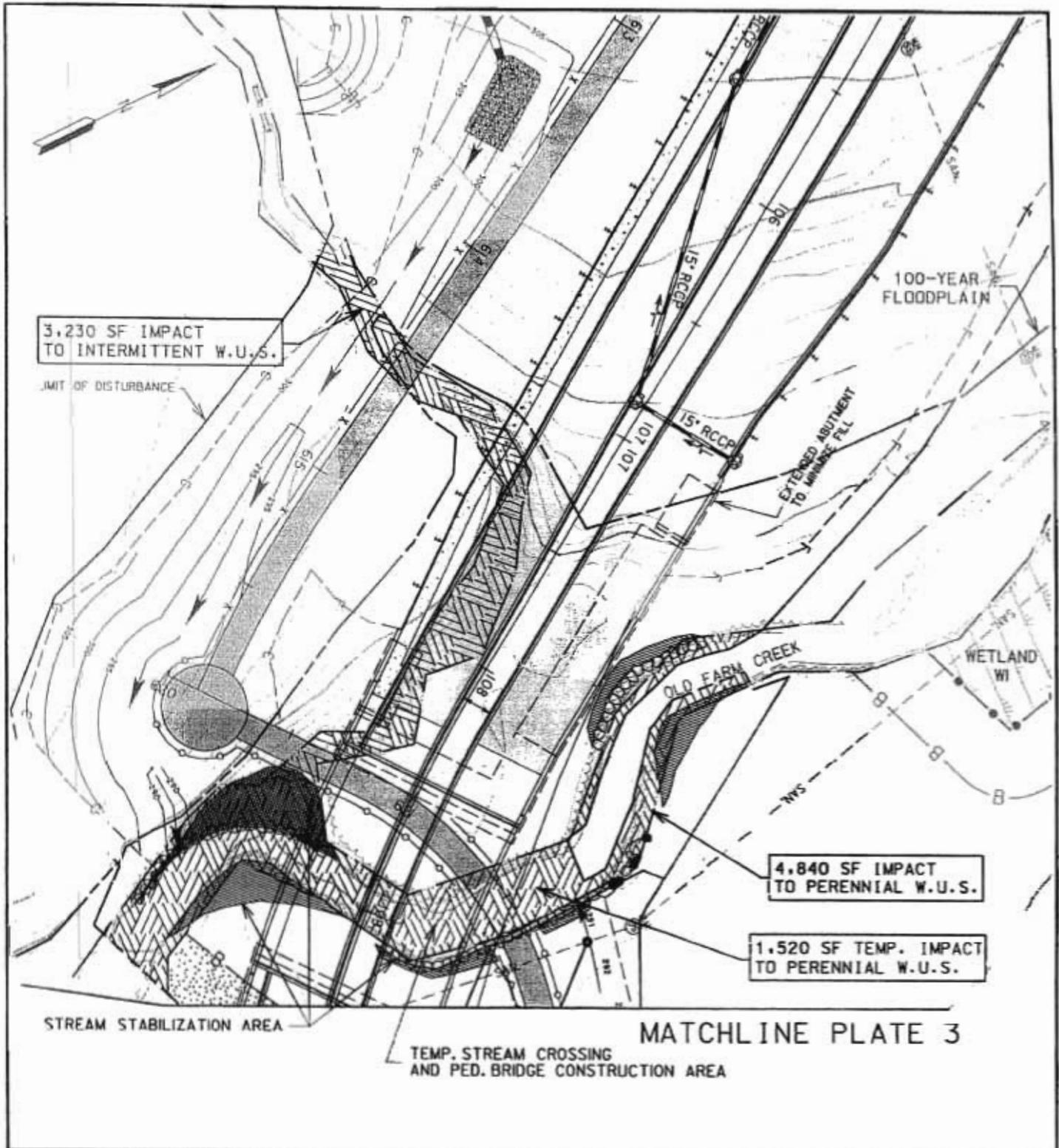
**MONTROSE PARKWAY  
FROM 1300' +/- EAST OF I-270 TO  
OLD OLD GEORGETOWN ROAD**

MONTGOMERY COUNTY  
DEPARTMENT OF PUBLIC WORKS AND TRANSPORTATION  
ROCKVILLE, MARYLAND



WETLAND NO. W1.W2.W5 | PLATE NO. 6 OF 14

SCALE: 1" = 50' | DATE: APRIL 2005



STREAM STABILIZATION AREA

MATCHLINE PLATE 3

TEMP. STREAM CROSSING AND PED. BRIDGE CONSTRUCTION AREA

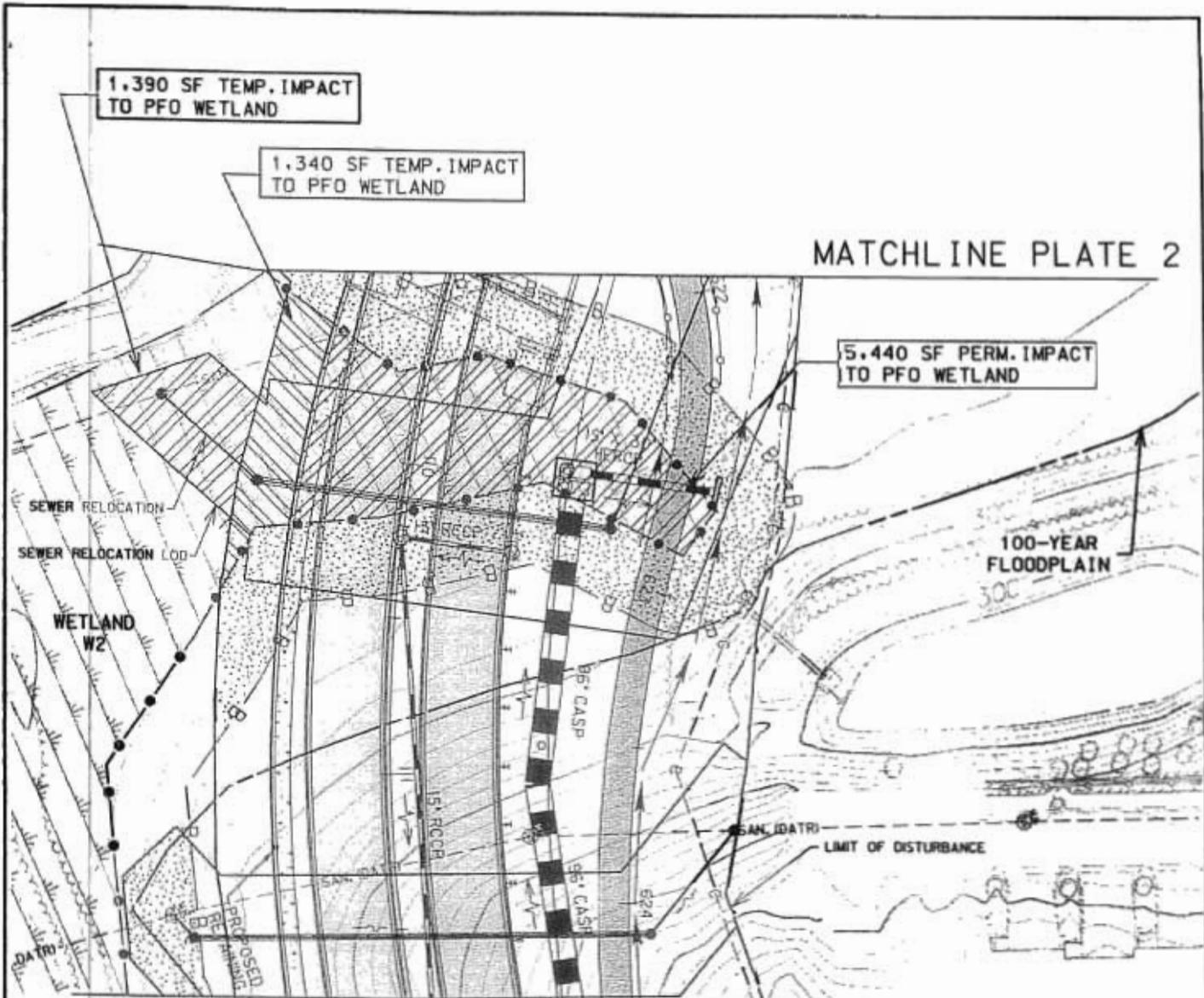
WETLAND IMPACT PLATE			
	WETLAND IMPACT		
	WETLAND BUFFER IMPACT		
	W.U.S. IMPACT		
	IMPACTS THIS PLATE		
	TEMPORARY	PERMANENT	
PFO WETLAND	S.F.	S.F.	
PEM WETLAND	S.F.	S.F.	
WATERS OF THE U.S.	1,520 S.F.	8,070 S.F.	
WATERS OF THE U.S. WETLAND BUFFER	L.F.	975 L.F.	
FLOODPLAIN	S.F.	550 S.F.	
	7,730 S.F.	17,755 S.F.	

**MONTROSE PARKWAY**  
FROM 1300' +/- EAST OF I-270 TO  
OLD OLD GEORGETOWN ROAD

MONTGOMERY COUNTY  
DEPARTMENT OF PUBLIC WORKS AND TRANSPORTATION  
ROCKVILLE, MARYLAND

**JMT** JOHNSON, MERRILL & THOMPSON  
*Engineering A Brighter Future*  
12 Landon Circle • Bethesda, Maryland 20814-4840

WETLAND NO. <b>W2</b>	PLATE NO. <b>7</b> OF <b>14</b>
SCALE: <b>1" = 50'</b>	DATE: <b>APRIL 2005</b>



MATCHLINE PLATE 2

MATCHLINE PLATE 4



WETLAND IMPACT PLATE

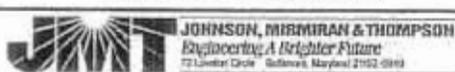
- WETLAND IMPACT
- WETLAND BUFFER IMPACT
- W.U.S. IMPACT

IMPACTS THIS PLATE

	TEMPORARY		PERMANENT	
	S.F.	S.F.	S.F.	S.F.
PFO WETLAND	2,730		5,440	
PEM WETLAND				
WATERS OF THE U.S.				
WATERS OF THE U.S. WETLAND BUFFER				
FLOODPLAIN	4,570		20,320	

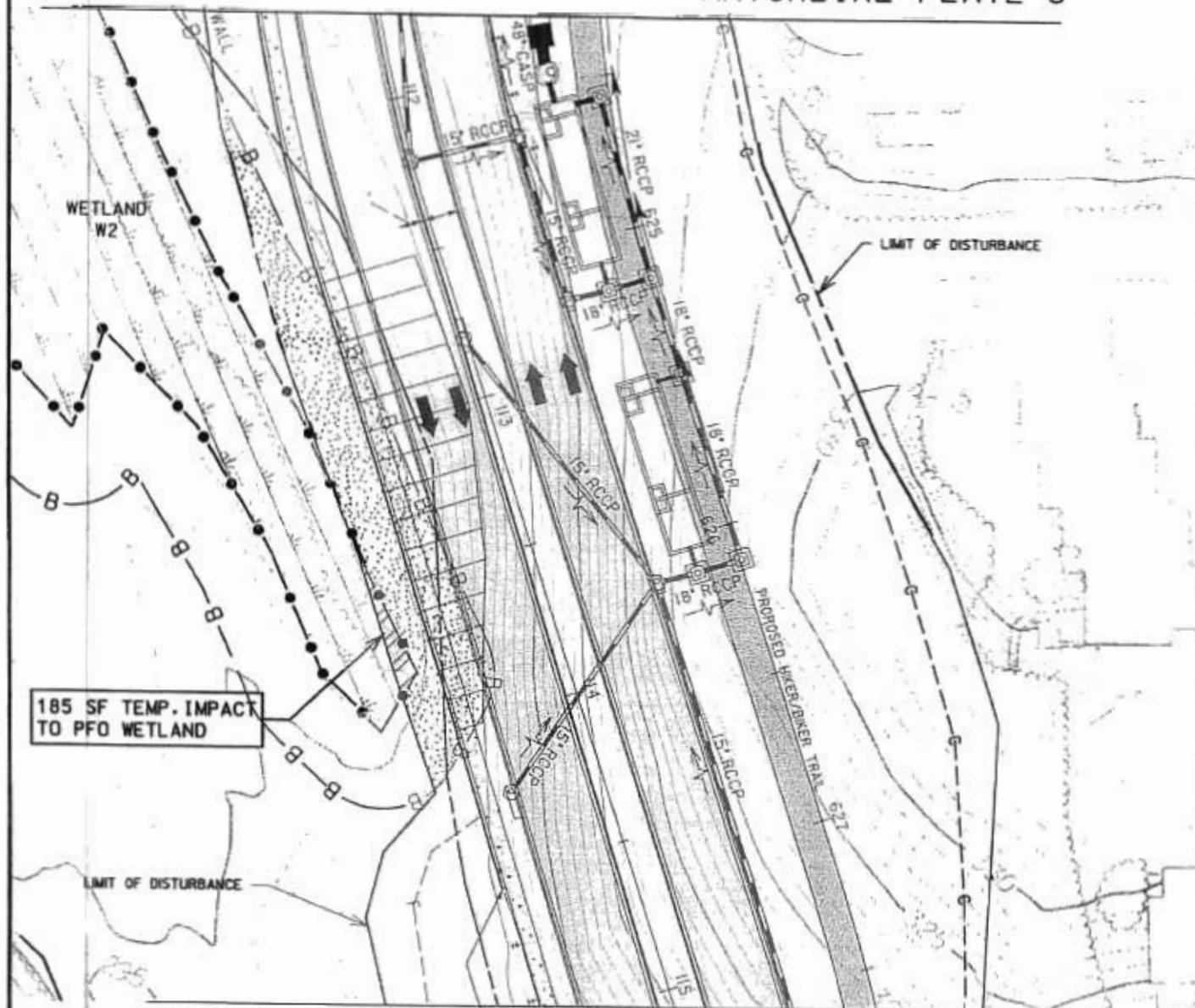
MONTROSE PARKWAY  
FROM 1300' +/- EAST OF I-270 TO  
OLD OLD GEORGETOWN ROAD

MONTGOMERY COUNTY  
DEPARTMENT OF PUBLIC WORKS AND TRANSPORTATION  
ROCKVILLE, MARYLAND



WETLAND NO. W2 | PLATE NO. 8 OF 14  
SCALE: 1" = 50' | DATE: APRIL 2005

MATCHLINE PLATE 3



MATCHLINE PLATE 5

WETLAND IMPACT PLATE

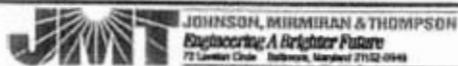
-  WETLAND IMPACT
-  WETLAND BUFFER IMPACT
-  W.U.S. IMPACT

IMPACTS THIS PLATE  
TEMPORARY      PERMANENT

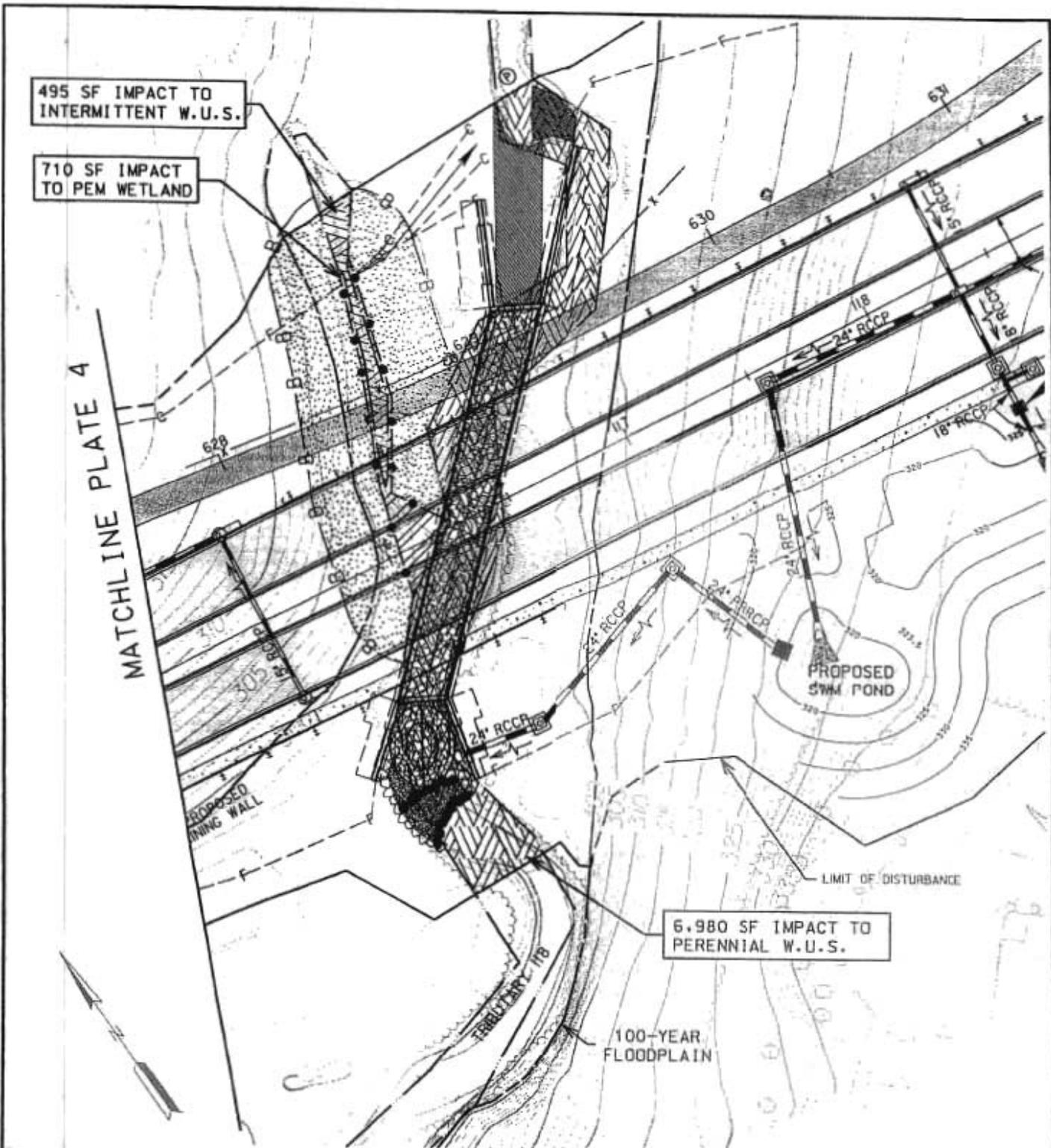
PFO WETLAND	185	S.F.		5.1	S.F.
PEM WETLAND		S.F.			S.F.
WATERS OF THE U.S.		S.F.			S.F.
WATERS OF THE U.S.		L.F.			L.F.
WETLAND BUFFER		S.F.	4,320		S.F.
FLOODPLAIN	5,180	S.F.		2,050	S.F.

MONTROSE PARKWAY  
FROM 1300' +/- EAST OF I-270 TO  
OLD OLD GEORGETOWN ROAD

MONTGOMERY COUNTY  
DEPARTMENT OF PUBLIC WORKS AND TRANSPORTATION  
ROCKVILLE, MARYLAND



WETLAND NO. W2      PLATE NO. 9 OF 14  
SCALE: 1" = 50'      DATE: APRIL 2005



495 SF IMPACT TO INTERMITTENT W.U.S.

710 SF IMPACT TO PEM WETLAND

MATCHLINE PLATE 4

6,980 SF IMPACT TO PERENNIAL W.U.S.

**WETLAND IMPACT PLATE**

- WETLAND IMPACT
- WETLAND BUFFER IMPACT
- W.U.S. IMPACT

**IMPACTS THIS PLATE**

	TEMPORARY	PERMANENT
PFO WETLAND	S.F.	S.F.
PEM WETLAND	S.F.	710 S.F.
WATERS OF THE U.S.	S.F.	7,475 S.F.
WATERS OF THE U.S. WETLAND BUFFER	L.F.	465 L.F.
FLOODPLAIN	S.F.	6,310 S.F.
	7,155 S.F.	15,295 S.F.

- PFO WETLAND
- PEM WETLAND
- WATERS OF THE U.S.
- WATERS OF THE U.S. WETLAND BUFFER
- FLOODPLAIN

	TEMPORARY	PERMANENT
PFO WETLAND	S.F.	S.F.
PEM WETLAND	S.F.	710 S.F.
WATERS OF THE U.S.	S.F.	7,475 S.F.
WATERS OF THE U.S. WETLAND BUFFER	L.F.	465 L.F.
FLOODPLAIN	S.F.	6,310 S.F.
	7,155 S.F.	15,295 S.F.

**MONTROSE PARKWAY**  
FROM 1300' +/- EAST OF I-270 TO  
OLD OLD GEORGETOWN ROAD

MONTGOMERY COUNTY  
DEPARTMENT OF PUBLIC WORKS AND TRANSPORTATION  
ROCKVILLE, MARYLAND

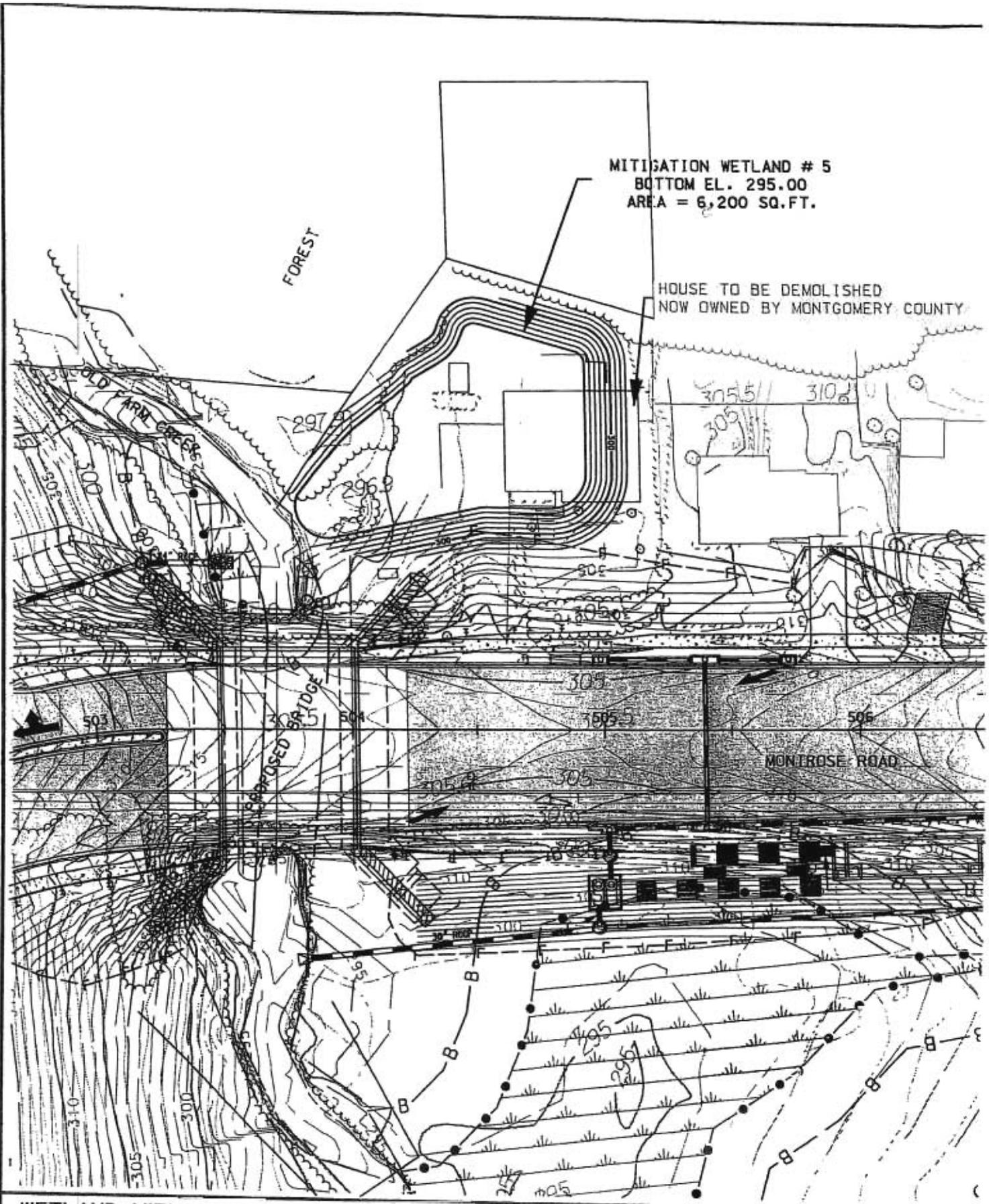


JOHNSON, MIRMAN & THOMPSON  
Engineering. A Brighter Future  
77 Lovell Circle, Baltimore, Maryland 21102-0946

WETLAND NO. W2      PLATE NO. 10 OF 14  
SCALE: 1" = 50'      DATE: APRIL 2005







**WETLAND MITIGATION CONCEPT - PLAN 1**

MONTGOMERY COUNTY  
 DEPARTMENT OF PUBLIC WORKS AND TRANSPORTATION  
 ROCKVILLE, MARYLAND

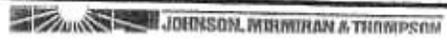
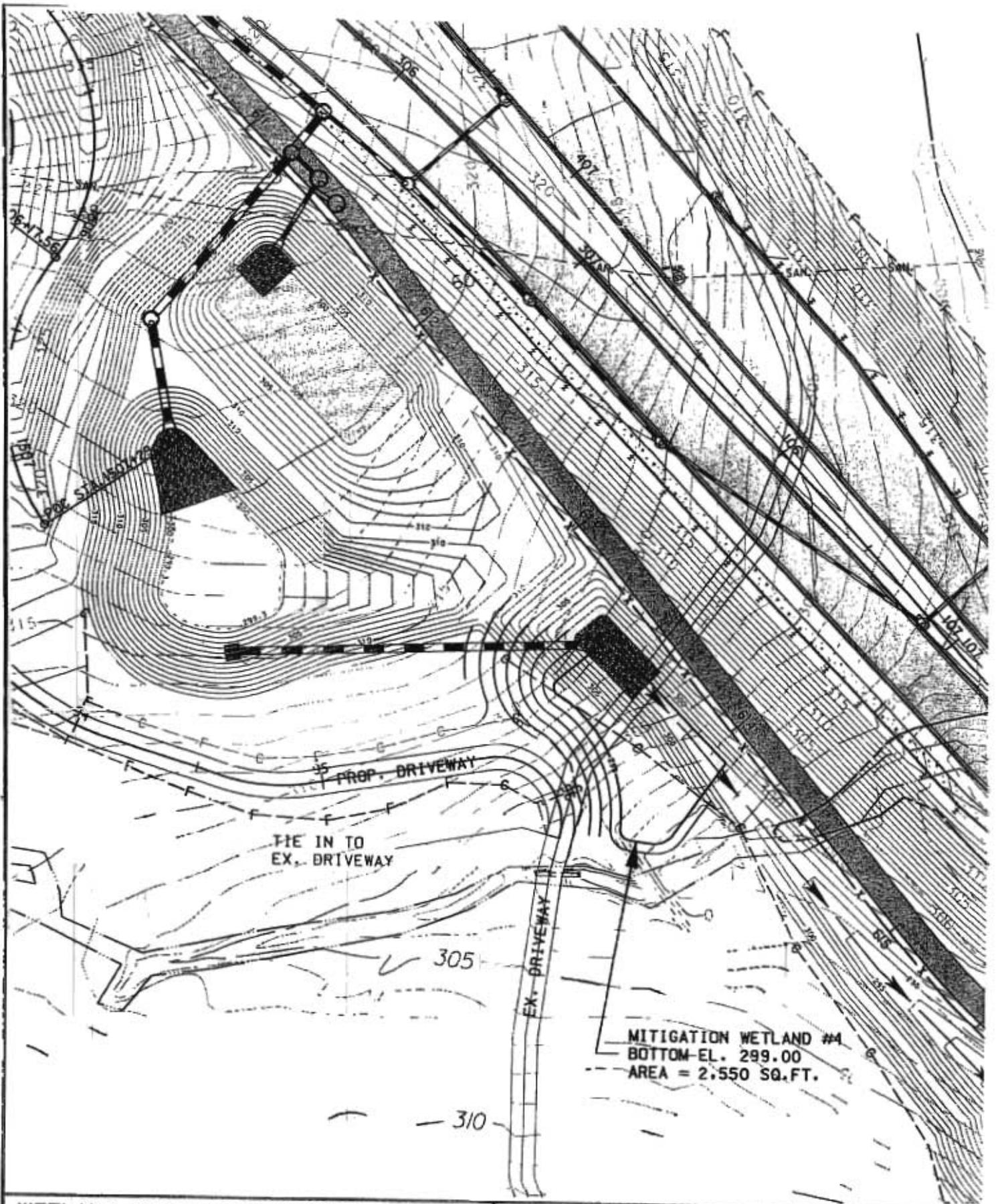


PLATE 13 OF 14  
 MONTROSE PARKWAY  
 FROM 1300' +/- EAST OF I-270 TO  
 OLD OLD GEORGETOWN ROAD



**WETLAND MITIGATION CONCEPT - PLAN 2**

MONTGOMERY COUNTY  
 DEPARTMENT OF PUBLIC WORKS AND TRANSPORTATION  
 ROCKVILLE, MARYLAND



JOHNSON, IRWIN & THOMPSON  
 Engineering A Better Future

PLATE 14 OF 14

**MONTROSE PARKWAY**  
 FROM 1300' +/- EAST OF I-270 TO  
 OLD OLD GEORGETOWN ROAD