



MONTGOMERY COUNTY PLANNING DEPARTMENT
THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

MCPB
ITEM NO.
7-24-08

July 10, 2008

MEMORANDUM

TO: Montgomery County Planning Board

VIA: Gwen Wright, Chief *GW*
Countywide Planning Division

Dan Hardy, Acting Chief *DKH*
Transportation Planning

Sue Edwards, Team Leader *sue*
Community-Based Planning

FROM: Josh Penn: 301-495-4546, for Environmental Planning, and *JP*
Larry Cole: 301-495-4528, for Transportation Planning *LC*

PROJECT: Ridge Road at Snowden Farm Parkway Intersection Improvements

REVIEW TYPE: Water Quality Plan, and Mandatory Referral No. 08805-DPS-1

APPLICANTS: Water Quality Plan: Clarksburg Skylark LLC and Clarksburg Village LC
Mandatory Referral: Montgomery County Department of Permitting Services (DPS)

APPLYING FOR: Plan Approval

COMMUNITY-BASED PLANNING TEAM AREA: I-270 Corridor

RECOMMENDATIONS:

Water Quality Plan

Staff recommends that the Board approve the Preliminary/Water Quality Plan for the proposed project (see Attachment 1: Vicinity Map) with the following condition:

1. Construction must conform to the conditions stated in the Montgomery County Department of Permitting Services (DPS) letter dated April 17, 2008, approving the elements of the SPA Preliminary/Final Water Quality Plan under DPS's purview (see Attachment 2).

Mandatory Referral

Staff recommends that the Board approve the proposed project with the following comments:

1. Narrow the travel lanes on Ridge Road to eleven feet and widen the southbound shoulder to six feet to improve on-road bicycle accommodation. Provide a marked bike lane connection for on-road bicyclists between the end of the proposed shoulder and Brink Road.
2. Widen the northbound roadway to 40 feet to provide a six-foot-wide bike lane to accommodate on-road bicyclists.
3. Provide dual, directional handicap ramps at the northeast and northwest corners of the Brink Road intersection and provide a median refuge on the north leg of Ridge Road at this intersection.
4. Provide dual, directional handicap ramps at the northwest and southwest corners of the Snowden Farm Parkway intersection and provide median refuges on the north and south legs of Ridge Road at this intersection.
5. Provide street trees - *Acer rubrum* 'Autumn Flame' 2-1/2"-3" cal., planted at fifty feet on center along Ridge Road.
6. Provide continuous street lighting along Ridge Road to AASHTO lighting standards by means of standard cobrahead fixtures with cutoff dark-sky-friendly luminaires.

PREVIOUS BOARD ACTION, RELATED PROJECTS, AND SITE DESCRIPTION: This project would be constructed by Clarksburg Village, L.C. and Clarksburg Skylark, L.L.C. under permit from the Montgomery County Department of Permitting Services as a condition of approval for Preliminary Plans 1-02033 and 1-01030. The review of the related construction of Snowden Farm Parkway between Ridge Road and 320 feet north of Morning Star Drive has been delayed but will be the subject of a separate future Mandatory Referral review (No. 08802-DPS-1).

The property is located within the Clarksburg Special Protection Area (SPA). Most of the project site is bordered by undeveloped land (see Attachment 3). A WSSC water tower is located approximately midway between Brink Road and the proposed Snowden Farm Parkway along the east side of Ridge Road. A cluster of a half-dozen single-family homes is at the northern project limit. While the driveway aprons for some of these properties would be reconstructed, no additional right-of-way would be required.

PROJECT DESCRIPTION

The project would widen Ridge Road (MD27) between Brink Road for a distance of approximately one-half mile, and would construct the intersection with the proposed Snowden Farm Parkway (see Attachments 4a-d).

The existing two-lane roadway of Ridge Road, which widens to four lanes plus turn lanes and median in the immediate vicinity of the Brink Road intersection, would be widened to provide two northbound through lanes and three southbound through lanes between Brink Road and the proposed Snowden Farm Parkway, plus turn lanes at the intersections. (This would complete the Master Plan-recommended southbound roadway but not the ultimate northbound roadway.) The proposed travel lanes along Ridge Road would be twelve-foot-wide, divided by a twenty-foot-wide landscaped median. An eight-foot-wide shared-use path would be provided on the west side of the road.

North of Snowden Farm Parkway, the roadway would transition to the existing two-lane undivided roadway.

STAFF ANALYSIS

Master Plan Background

The Clarksburg Master Plan recommends Ridge Road (MD27) as:

- a six-lane divided Major Highway in a 150-foot-wide right-of-way between Brink Road and Snowden Farm Parkway
- a four-lane divided major Highway in a 120-foot-wide right-of-way north of Snowden Farm Parkway.

The proposed project would provide three southbound lanes between Brink and Snowden Farm. The three northbound lanes departing the Brink Road intersection would change to two northbound lanes plus two left turn lanes to Snowden Farm Parkway. The third northbound lane would be terminated as a left turn lane.

Snowden Farm Parkway (A-305) is recommended in the Clarksburg Master Plan as a four-lane divided Arterial in a 120-foot-wide right-of-way. This configuration would be provided by the proposed project.

Mandatory Referral Review

This project would be constructed by Clarksburg Village, L.C. and Clarksburg Skylark, L.L.C. under permit from the Montgomery County Department of Permitting Services. Our Mandatory Referral review of this project is unusual in that a project performed in the public right-of-way is most often referred to us by Montgomery County Department of Transportation or the State

Highway Administration. This project is the result of Planning Board requirement for development approval, but the details of this off-site project were not reviewed as part of that approval.

In the past, such projects were granted construction permits without a review by our staff. However, Article 28 requires public agencies “proposing to locate, construct, or authorize” projects in the public right-of-way to submit such projects to the Commission. We have been working with County Executive agencies to coordinate these types of projects that are associated with developments, and our recommendation on how we should handle this coordination is on the Board’s July 21st agenda as one of the Growth Policy studies.

Typical Roadway Section

Ridge Road serves as the border between the Rural area to the east and the Suburban area to the west, as defined in last year’s Road Code update. For such border roads, the roadway design should follow the standards for the more heavily developed area.

Over the past year, a stakeholders group convened by the Executive has been following up the Road Code update with work on the County’s Roadway Standards. It is likely that the standard travel lane width in Suburban areas will be reduced to eleven feet, and that there will also be a requirement for 6-foot-wide on-road bike lanes.

We recommend that the travel lanes on Ridge Road be narrowed from 12 feet to 11 feet and that the proposed shoulders be widened to six feet to improve on-road bicycle accommodation.

Pedestrian and Bicyclist Accommodation

On-Road Bike Accommodation

No on-road bike accommodation was recommended in the 1994 Clarksburg Master Plan. The Preliminary Plan opinions for 1-01030 and 1-02033 were issued in 2002. The 2005 Countywide Bikeways Functional Master Plan subsequently recommended a signed shared roadway (bicycle use of the travel lanes adjacent to the curb). SHA’s 2007 Bicycle and Pedestrian Design Guidelines for roads such as Ridge Road, which has an ADT over 20,000 vehicles per day and a design speed of 50 mph, recommends six-foot-wide bike lanes. As noted above, separate on-road bike lanes will likely become standard practice on most Arterials and Major Highways with the update of the County’s Roadway Standards.

While the proposed four-foot-wide shoulder on the southbound roadway would accommodate bicyclists, six-foot-wide bike lanes recommended by staff would provide better accommodation on a busy high-speed road. A restriping of the proposed pavement can accomplish this goal without affecting the overall pavement width. The proposed southbound shoulders end about 300 feet short of the Brink Road intersection. We recommend the on-road bike accommodation also be extended to the intersection by striping a bike lane immediately to the left of the right turn lane.

No northbound on-road bike accommodation is proposed and the proposed pavement width of 36 feet is insufficient to accommodate bicyclists, and is less than the County's current standard of 38 feet. Whereas the southbound roadway would be open-section (with a shoulder, but without curb and gutter), the northbound roadway is proposed to be curbed and the existing roadway shoulder removed, reducing rather than enhancing on-road bike accommodation. We recommend that the pavement width of the northbound roadway be widened to 40 feet to accommodate a six-foot-wide bike lane for on-road bicyclists. If a six-foot-wide bike lane is not provided, a waiver would be required from SHA.

Stormwater from the recommended four additional feet of pavement would need to be managed and treated but this would not affect the Water Quality Plan for the project since there is not an impervious cap in this area. This issue is addressed in Site Imperviousness below.

Off-Road Bike Accommodation

Off-road bike accommodation would be provided via an eight-foot-wide shared use path along the west side of Ridge Road, separated from the roadway by a six-foot-wide (min.) landscape panel.

Pedestrian Accommodation

Pedestrians would be accommodated on the proposed shared use path on the west side of Ridge Road. No sidewalk is proposed on the east side of the road.

Lighting

Continuous roadway lighting is not proposed along Ridge Road but should be provided to AASHTO guidelines by means of standard cobrahead fixtures with cutoff dark-sky-friendly luminaires.

Landscaping/Streetscaping

The proposed project would provide street trees along the west side of Ridge Road as well as in the twenty-foot-wide median. We recommend that the street trees should be *Acer rubrum* 'Autumn Flame' 2-1/2"-3" cal., planted at fifty feet on center per the Clarksburg Streetscape Plan.

ENVIRONMENTAL

The site is in the Clarksburg Special Protection Area Development of the property is subject to the Special Protection Area Law, and a water quality plan is required. Under the SPA law, Montgomery County Department of Permitting Services (MCDPS) and the Planning Board have different responsibilities in the review of the water quality plan. MCDPS reviewed and conditionally approved the elements of the preliminary/final water quality plan under their purview on May 17, 2008. The Planning Board's responsibility is to determine if the

environmental guidelines for special protection areas, forest conservation requirements, and site imperviousness requirements are satisfied.

Environmental Guidelines

The site includes no existing forest, no wetlands, and no environmental buffers. There are no slopes greater than 15 percent in the project area. The proposed project complies with the Environmental Guidelines.

Forest Conservation

Maryland Route 27 (Ridge Road) is a state highway. State highway projects are subject to Section 5-103 of the Natural Resources Article of the Maryland Code and are reviewed for forest conservation purposes by the Maryland Department of Natural Resources (DNR). Therefore, no Planning Board action on forest conservation is required.

Site Imperviousness

The subject site is located within the Clarksburg Special Protection Area. There are no impervious limits in this area of the SPA. The project consists of only the roadway paving and an eight foot wide shared use trail.

Stormwater Management/Water Quality Plan

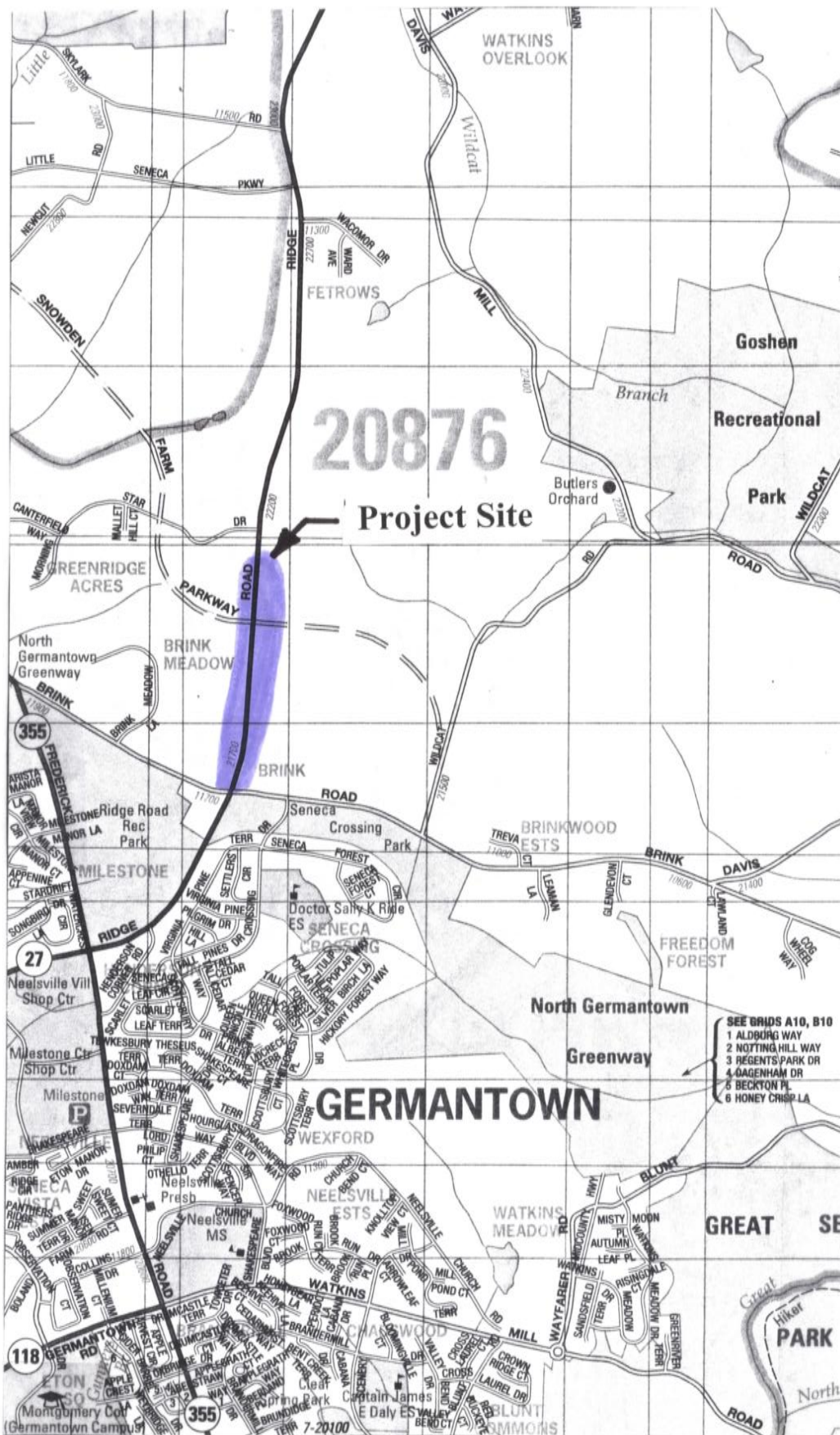
At the pre-submission meeting which occurs prior to development of the water quality plan, the following site performance goals were established:

1. Minimize storm flow run off increases.
2. Minimize sediment loading.
3. Maintain stream base flows by providing recharge.

Where required, channel protection will be provided via the retrofit of the existing wet pond in the Greenridge Acres subdivision. Interim channel protection volume will be provided in the proposed sediment control basin adjacent to the MD 27 until A-305 is built and the Greenridge Acres pond retrofit. Quality control will be provided via a combination of treatments that includes flat bottom swales and nine pocket sand filters before entering the wet pond. Quality pretreatment will be provided by vegetated filtering prior to run-off entering the sand filters. All of the proposed sidewalks and bike paths will be constructed using porous pavement. Recharge will be provided via porous pavement, in the flat bottom swales, under the sand filters, and/or at the sand filter outfalls.

PUBLIC OUTREACH

A community meeting for this project was held by the developer of Clarksburg Village on March 3, 2008.



VICINITY MAP
 Scale: 1"=2,000'



DEPARTMENT OF PERMITTING SERVICES

Isiah Leggett
County Executive

Carla Reid Joyner
Director

April 17, 2008

Mr. David Waterman
Apex Engineering
15850 Crabbs Branch Way, Suite 200
Rockville, Maryland 20855

Re: **Revised Preliminary/Final Water
Quality Plan for Maryland Route 27
improvements**
SM File #: 229576
Tract Size/Zone: 9.8 acres/RE-2,C-Inn
Total Concept Area: 7.1 acres
Watershed: Little Seneca Creek

SPECIAL PROTECTION AREA

Dear Mr. Waterman:

Based on a review by the Department of Permitting Services Review Staff, the Revised Preliminary/Final Water Quality Plan (P/FWQP) for the above mentioned site is conditionally approved. This approval is for the elements of the Final Water Quality Plan of which DPS has lead agency responsibility, and does not include limits on imperviousness or stream buffer encroachments.

Site Description: The development proposal is for the improvement of MD Route 27. This was originally approved with the construction of Arterial Route A-305 from the intersection with MD Route 27 to Clarksburg Village. This approval will separate the MD 27 and A-305 work into two plans with separate Water Quality Plans so that construction of each can proceed independently. There are no other changes proposed to the previously approved plans. This is located within the Little Seneca Creek watershed of the Clarksburg Special Protection Area.

Stormwater Management: Where required, channel protection will be provided via the retrofit of the existing wet pond in the Greenridge Acres subdivision. Interim channel protection volume will be provided in the proposed sediment basin adjacent to MD 27 until A-305 is built and the Greenridge Acres pond is retrofit. Quality control will be provided via a combination of treatments that includes flat bottom swales and nine pocket sand filters before entering the wet pond. Quality pretreatment will be provided by vegetated filtering prior to runoff entering the sand filters. All of the proposed sidewalks and bikepaths will be constructed using porous pavement. Recharge will be provided via porous pavement, in the flat bottom swales, under the sand filters or at the sand filter outfalls.

Sediment Control: Redundant sediment control structures are to be used throughout the site. The use of sediment traps with forebays will be acceptable. The total storage volume is to be a minimum of 125% of the normally required volume. All sediment trapping structures are to be equipped with dewatering devices. The following features are to be incorporated into the detailed sediment control plan:

Attachment 2

1. The earth dikes that feed the sediment traps are to be constructed using trapezoidal channels to reduce flow rates.
2. Silt fence alone will not be allowed as a perimeter control. The use of super silt fence will be acceptable for small areas of disturbance.

Performance Goals: The performance goals that were established at the pre-application meeting are to be met as specified in the Preliminary and Final Water Quality Plans. They are as follows:

1. Minimize storm flow run off increases.
2. Minimize sediment loading.
3. Maintain stream base flows by providing recharge.

Monitoring: The monitoring must be in accordance with the BMP monitoring protocols which have been established by the Department of Permitting Services (DPS) and Department of Environmental Protection (DEP). The monitoring requirements are described in the "Attachment to the Preliminary/Final Water Quality Plan" memorandum by DEP dated August 10, 2007 and included with the original Preliminary/Final Water Quality Plan approval letter.

Prior to the start of any monitoring activity, a meeting is to be held on site with DEP, DPS, and those responsible for conducting the monitoring to establish the monitoring parameters.

Conditions of Approval: The original conditions of approval still apply and must be addressed in the initial submission of a detailed sediment control/stormwater management plan. This list may not be all inclusive and may change based on available information at the time of the subsequent plan reviews:

1. Provide a dam breach analysis to show that the pond will pass safely through the proposed road culvert.
2. Structures in the road right-of-ways need approval from MSHA or MCDPW&T as appropriate.
3. Provide a letter of permission from the owner of the pond at Greenridge Acres allowing the pond retrofit to provide channel protection volume for the roadway.
4. Provide clear access to all stormwater management structures. Areas of bikepaths or sidewalks that are crossed or used for maintenance must be full depth paving to support a fully loaded maintenance vehicle. Additionally, drive aprons may be required.
5. Water quality structures that are to be used for sediment control must have a minimum undisturbed buffer of two feet from the bottom of the sediment trap to the bottom of the stormwater structure.
6. All of the proposed sand filters will need to be on stormwater parcels or be within the road right-of-way.

David Waterman
April 17, 2008
Page 3

7. Prior to permanent vegetative stabilization, all disturbed areas must be topsoiled per the latest Montgomery County Standards and Specifications for Topsoiling.

Any divergence from the information provided to this office; or additional information received during the development process; or a change in an applicable Executive Regulation may constitute grounds to rescind or amend any approval actions taken, and to reevaluate the site for additional or amended Water Quality Plan requirements.

If you have any questions regarding these actions, please feel free to contact Leo Galanko at (240) 777-6242.

Sincerely,



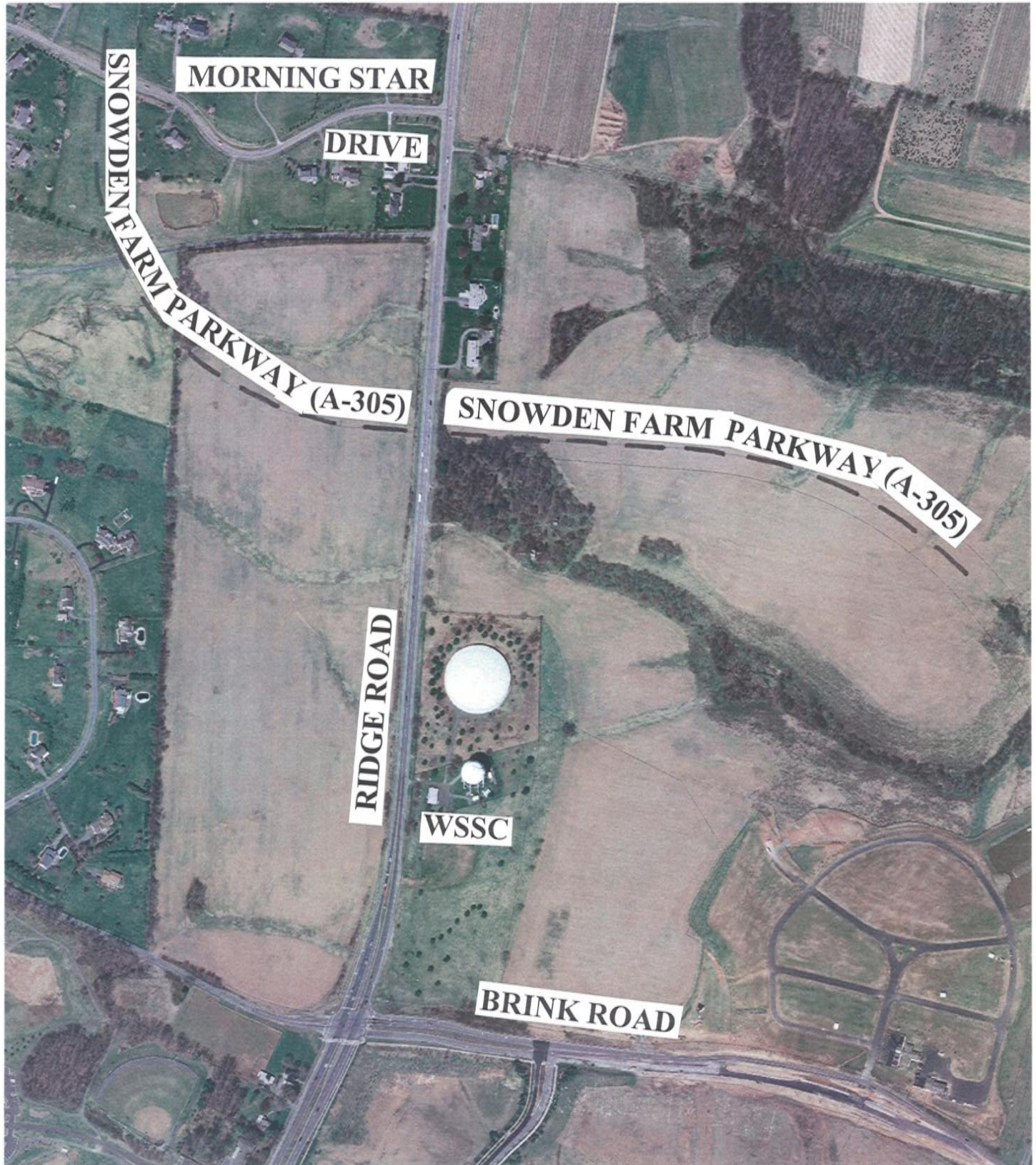
Richard R. Brush, Manager
Water Resources Section
Division of Land Development Services

RRB:dm: CN229576

cc: C. Conlon (MNCPPC-DR)
D. Johnsen (MNCPPC-ER)
L. Galanko
R. Gauza (DEP)
SM File # 229576

QN: on-site
QL: on-site
Recharge provided

RIDGE ROAD AT SNOWDEN FARM PARKWAY



Attachment 3

Map Compiled On 07-10-2008 at 02:16 PM
Map Scale: 1 inch = 500 feet or 1:6000

0 500 Feet



NOTICE

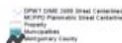
The planimetric, property, and topographic information shown on this map is based on copyrighted Map Products from the Montgomery County Department of Park and Planning of the Maryland-National Capital Park and Planning Commission, and may not be copied or reproduced without written permission from M-NCPPC.

Property lines are compiled by adjusting the property lines to topography created from aerial photography and should not be interpreted as actual field surveys. Planimetric features were compiled from 1:14,400 scale aerial photography using stereo photogrammetric methods. All planimetric and property-based features are collected at 1:2,400 scale and are +/- 2.5 feet of their true location.

This map is created from a variety of data sources, and may not reflect the most current conditions in any one location and may not be completely accurate or up to date. This map may not be the same as a map of the same area plotted at an earlier time as the data are continuously updated. Use of this map, other than for general planning purposes, is not recommended. Copyright 2003.



The Maryland-National Capital Park and Planning Commission
Montgomery County Department of Park and Planning
Transportation Planning Unit
8787 Georgia Avenue | Silver Spring, Maryland 20910
301.495.4525 voice | 301.495.1302 fax | <http://www.mc-mncppc.org>



MARYLAND ROUTE 27

ROAD IMPROVEMENTS - PHASE 3 BRINK ROAD TO PROPOSED ROAD A305 DESIGN SPEED = 50 MPH ROAD CLASSIFICATION = ARTERIAL

LEGEND

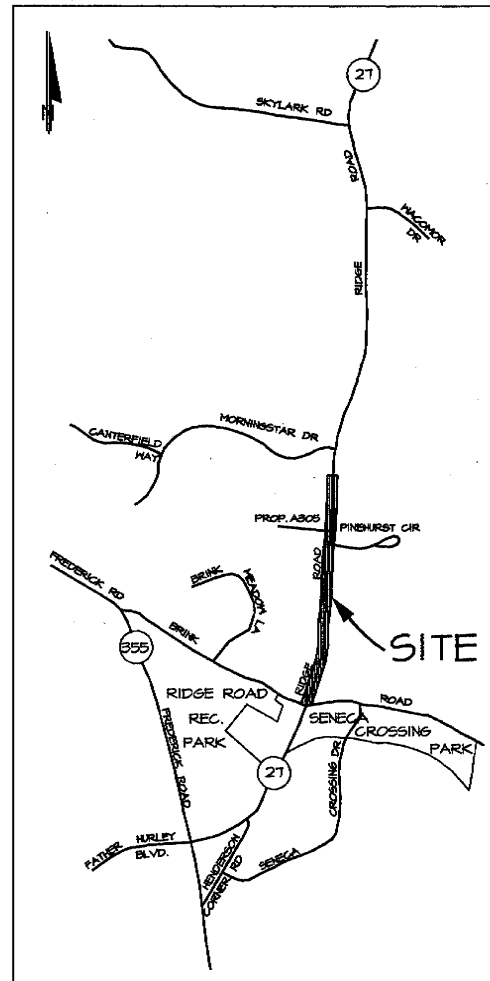
- ⊙ EX. SIGN
- ⊗ EX. POST
- ⊗ EX. TREE TO BE REMOVED
- * EX. GUY WIRE
- EX. UTILITY POLE
- TSI— EX. TRAFFIC SIGNAL INTERCONNECT
- ⊗ EX. TRAFFIC SIGNAL POLE
- ⊗ EX. FIRE HYDRANT
- ⊙ EX. STREET LIGHT
- ⊙ EX. WATER VALVE

STORM DRAIN AND PAVING NOTES

1. The contractor must contact "Miss Utility" at 1-800-251-TTTT, 48 hours before excavating.
2. Information concerning existing underground utilities was obtained from available records. The contractor must determine the exact location and elevation of existing utilities by digging test pits, by hand, at all utility crossings well in advance of trenching. If clearance is less than shown on this plan, contact the Engineer before proceeding with construction. Revisions to the approved plans may be required.
3. All materials for construction shall be in accordance with the latest edition of the general specifications of the Maryland State Highway Administration, Montgomery County, and MSJC.
4. All storm drain, curb and gutter, driveways and sidewalks shall be constructed in accordance with the latest edition of standard details of the Maryland State Highway Administration and Montgomery County.
5. Trench backfill shall be provided in accordance with Section 204, 2001 MDOT/SHA Standards & Specifications for Construction and Materials.
6. Provide positive drainage of all areas disturbed by construction. Minimum slope in paved areas is 1%. Minimum slope of graded areas is 2%. Maximum slope on earth banks is 3% unless otherwise approved.
7. When tying into existing pavement, saw cut paving edge to provide a clean, straight and vertical joint. When removing existing curb or sidewalk, remove to the nearest joint.
8. Contractor is responsible for adjusting utility tops to finish grade.
9. Handicap parking, signing, access, handrails and railings for the disabled shall conform to the "Americans with Disabilities Act," (ADA) requirements.
10. Traffic must be maintained on all roadways within the construction area unless otherwise permitted by the engineer. No lane closure shall be permitted between 6-4 am or 3-7 pm, Monday through Friday, unless otherwise approved by the engineer. Deployment and design of all traffic control devices shall be in accordance with the latest edition of the Manual on Uniform Traffic Control Devices (MUTCD).
11. For types of structures refer to the Standard Storm Drainage Details of the Washington Suburban Sanitary Commission, Maryland State Highway Administration, and Montgomery County, unless otherwise specified.
12. Sidewalk ramps shall be in accordance with MSJC Standard 655.11 (Type 2) with width of grass strips as shown hereon (shown as * on plan).
13. All manhole frames and covers to be placed in open space between back of curb and face of sidewalk whenever possible.
14. Where any part of the storm drain system is located in fill section, provide fill material in accordance with Section 204, 2001 MDOT/SHA Standards & Specifications for Construction and Materials.
15. Field adjustments shall be made as necessary to provide a smooth transition both vertically and horizontally from existing to proposed paving, curb and gutter.
16. It is the Contractor's responsibility to insure that all local, State and Federal Construction Safety Regulations are followed during construction.

NOTES:

1. ALL STORM DRAINAGE SHOWN HEREON TO BE MAINTAINED BY MSJC UNLESS OTHERWISE NOTED.
2. EOP ELEVATION SHOWN HEREON TO BE USED FOR INFORMATION ONLY. CONSTRUCTION ELEVATIONS SHOULD BE OBTAINED FROM STAKEOUT CUT SHEET.
3. INFORMATION CONCERNING EXISTING UNDERGROUND UTILITIES WAS OBTAINED FROM AVAILABLE RECORDS. THE CONTRACTOR MUST DETERMINE THE EXACT LOCATION AND ELEVATION OF ALL EXISTING UTILITIES AND UTILITY CROSSING BY DIGGING TEST PITS BY HAND, WELL IN ADVANCE OF THE START OF EXCAVATION. CLEARANCES LESS THAN SHOWN ON THIS PLAN MUST BE BROUGHT TO THE ATTENTION OF THE ENGINEER. REVISIONS TO THE PLAN MAY BE NECESSARY.



SITE VICINITY MAP
SCALE 1"=1500'

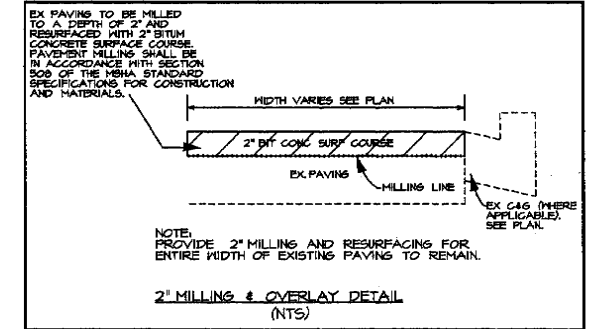
PROFESSIONAL CERTIFICATION

I HEREBY CERTIFY THAT THESE DOCUMENTS WERE PREPARED OR APPROVED BY ME, AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MARYLAND, LICENSE NO. 18411, EXPIRATION DATE: 11/09/2008

SIGNATURE: MARY MARCOU FERTIG DATE: _____

INDEX:

1. COVER SHEET
2. PLAN VIEW
3. PLAN VIEW
4. PLAN VIEW
5. SECTIONS AND DETAILS
6. SECTIONS
7. SECTIONS AND DETAILS



2" HOT MIX ASPHALT SUPERPAVE
12.5 MM FOR SURFACE, PG64-22, LEVEL 3
4" HOT MIX ASPHALT SUPERPAVE
14.0 MM FOR BASE, PG64-22
LEVEL 3 (2'-6" LIFTS)

12" BASE COURSE USING
GRADED AGGREGATE (2'-6" LIFTS)

ROUTE 27 PAVING SECTION NTS

1.5" HOT MIX ASPHALT SUPERPAVE
4.5 MM FOR SURFACE, PG64-22, LEVEL 1
2.5" HOT MIX ASPHALT SUPERPAVE
14.0 MM FOR BASE, PG64-22, LEVEL 1

4" BASE COURSE USING
GRADED AGGREGATE

BIKE PATH PAVING SECTION NTS

PAVING SECTION NOTES:

1. ROUTE 27 AND BIKE PATH PAVING SECTIONS SHOWN HEREON ARE FROM PREVIOUS DEVELOPER IMPROVEMENTS TO MARYLAND ROUTE 27 PLANS PREPARED BY RKKK, AS REVISED 4-11-04.
2. PAVING SECTION FOR MARYLAND ROUTE 27 SHALL BE TAKEN TO CURB FILLETS ON PROPOSED ROAD A305.

THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION
DEPARTMENT OF PARK AND PLANNING

M-NCPPC RECORD FILE NO. 2002.53

DATE APPROVED: _____

ENGINEERING SUPERVISOR
THIS IS NOT A PERMIT TO
BEGIN CONSTRUCTION

This approval is for Technical Review only. For permit information, contact Harry De Hoff, Inspection Supervisor at (301) 452-2259.

THE ROAD IMPROVEMENT IS REQUIRED AS
A CONDITION OF APPROVAL FOR:

CLARKSBURG VILLAGE PRELIMINARY PLAN PP # 1-01030

GREENWAY VILLAGE PRELIMINARY PLAN PP # 1-02038

DEVELOPER
CLARKSBURG SKYLARK L.L.C.
ARTERY PLAZA
7200 WISCONSIN AVENUE, SUITE 1000
BETHESDA, MD 20814
301-961-8300
ATTN: NOOSHIN AMIRPOUR

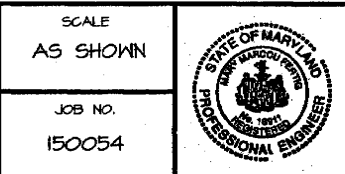
DEVELOPER
CLARKSBURG VILLAGE, L.L.C.
6820 ELM STREET, SUITE 200
MCLEAN, VIRGINIA 22101
703-734-9130
ATTN: THOMAS MARSHALL

CALL "MISS UTILITY" AT 1-800-251-TTTT
48 HOURS PRIOR TO START OF WORK.



NO.	REVISION	BY	DATE
3	ADDRESS 2/21/06 COMMENTS	SKY	6/06
2	ADDRESS 30% COMMENTS	SKY	12/05
1	ADDRESS PRELIMINARY FIELD INVESTIGATION COMMENTS	AS	10/05/04

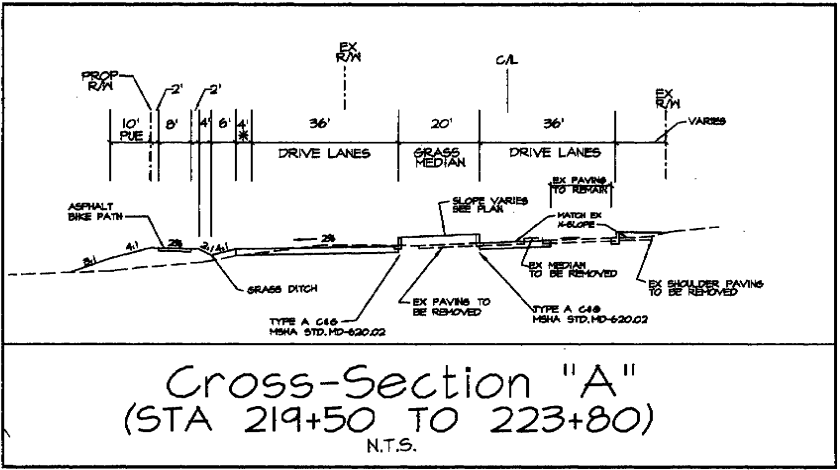
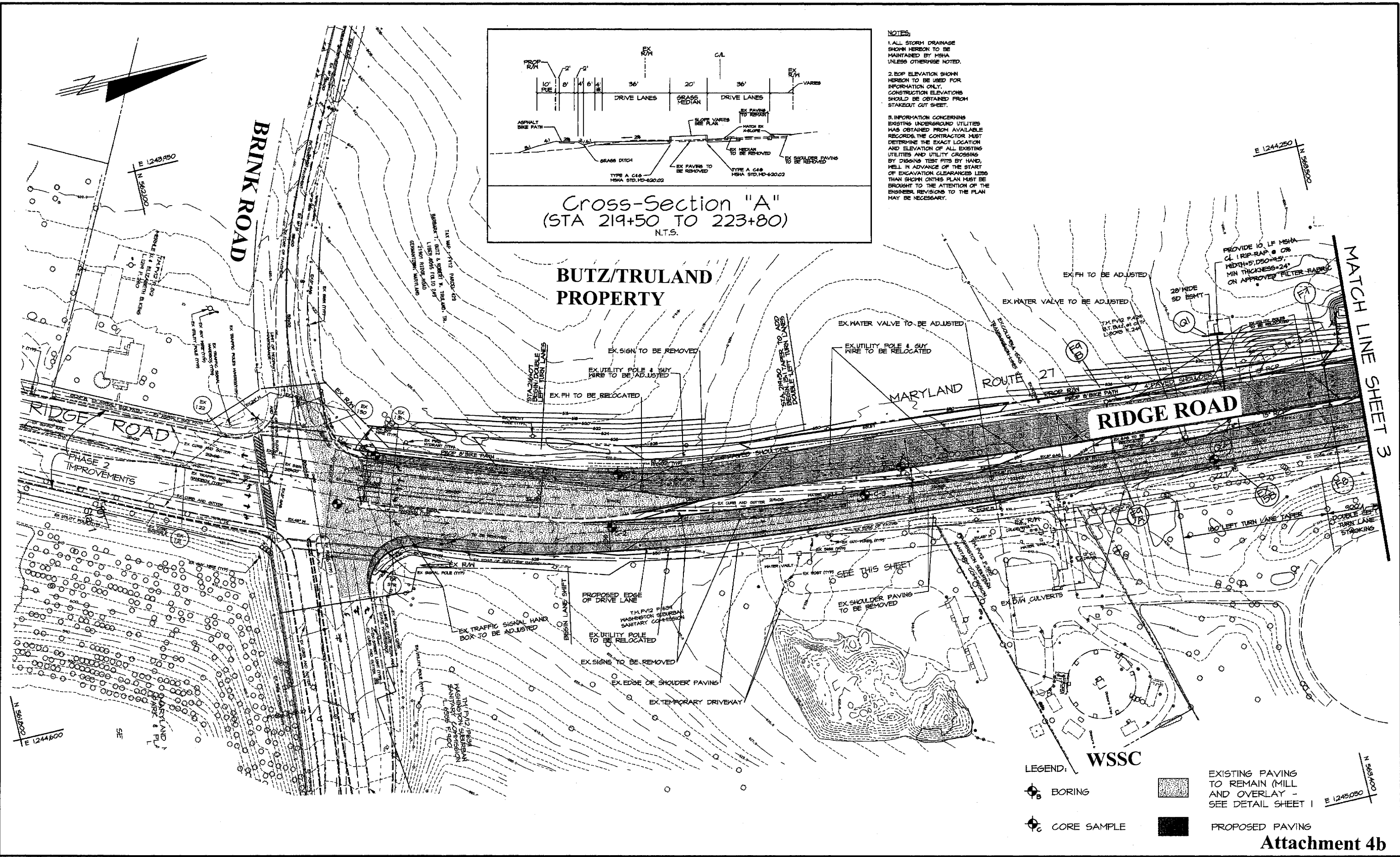
DATE	SCALE	JOB NO.	PLAN LOCATION
OCTOBER 2005	AS SHOWN	150054	ENGINEER/Phase3/Final/Pavstorm/COVLSHT
DESIGNED PAS			PEN TABLE
TECHNICIAN MTT			<input checked="" type="checkbox"/> LEVEL SYMBOLLOGY
CHECKED MMF			



COVER SHEET.

ROAD IMPROVEMENTS - PHASE 3
BRINK ROAD TO PROPOSED ROAD A305
MARYLAND ROUTE 27
2ND ELECTION DISTRICT
MONTGOMERY COUNTY, MARYLAND

SHEET 1 OF 7



- NOTES:**
1. ALL STORM DRAINAGE SHOWN HEREON TO BE MAINTAINED BY MSHA UNLESS OTHERWISE NOTED.
 2. EOP ELEVATION SHOWN HEREON TO BE USED FOR INFORMATION ONLY. CONSTRUCTION ELEVATIONS SHOULD BE OBTAINED FROM STAKEOUT CUT SHEET.
 3. INFORMATION CONCERNING EXISTING UNDERGROUND UTILITIES HAS OBTAINED FROM AVAILABLE RECORDS. THE CONTRACTOR MUST DETERMINE THE EXACT LOCATION AND ELEVATION OF ALL EXISTING UTILITIES AND UTILITY CROSSING BY DIGGING TEST PITS BY HAND, WELL IN ADVANCE OF THE START OF EXCAVATION. CLEARANCES LESS THAN SHOWN ON THIS PLAN MUST BE BROUGHT TO THE ATTENTION OF THE ENGINEER. REVISIONS TO THE PLAN MAY BE NECESSARY.

BUTZ/TRULAND PROPERTY

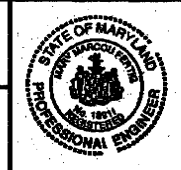
- LEGEND:**
- BORING
 - CORE SAMPLE
 - EXISTING PAVING TO REMAIN (MILL AND OVERLAY - SEE DETAIL SHEET 1)
 - PROPOSED PAVING

15850 CRABBS BRANCH WAY, SUITE 200
ROCKVILLE, MARYLAND 20855-2622
301-411-0200 FAX 301-475-0164

NO.	REVISION	BY	DATE
3	ADDRESS 2/21/06 COMMENTS	SKY	6/06
2	ADDRESS 30% COMMENTS	HL	10/05
1	ADDRESS PRELIMINARY FIELD	AS	10/05/04
1	INVESTIGATION COMMENTS		

DATE	OCT. 2005
DESIGNED	PAS
TECHNICIAN	NAV
CHECKED	MMF
PLAN LOCATION	.../ENG/Phase3/Plan3/PavingForm/PLAN3.SHT
PEN TABLE	<input checked="" type="checkbox"/> LEVEL SYMBOLOLOGY

SCALE
1"=50'
JOB NO.
150054

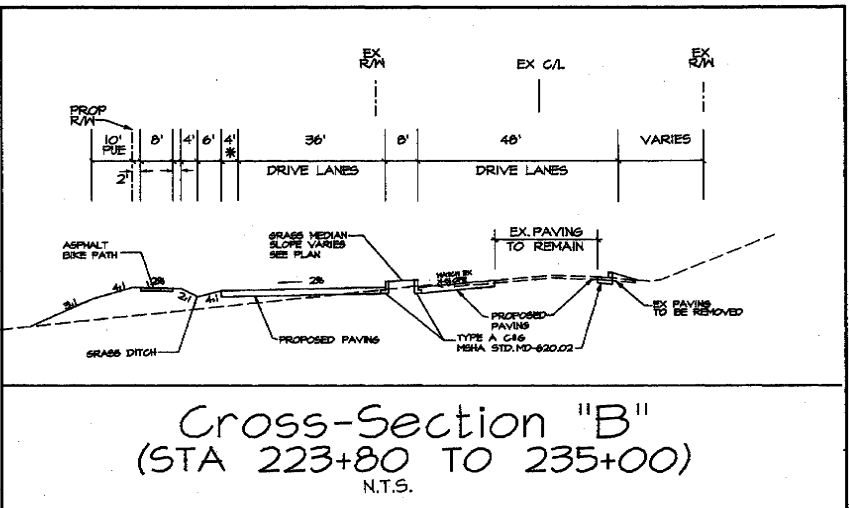
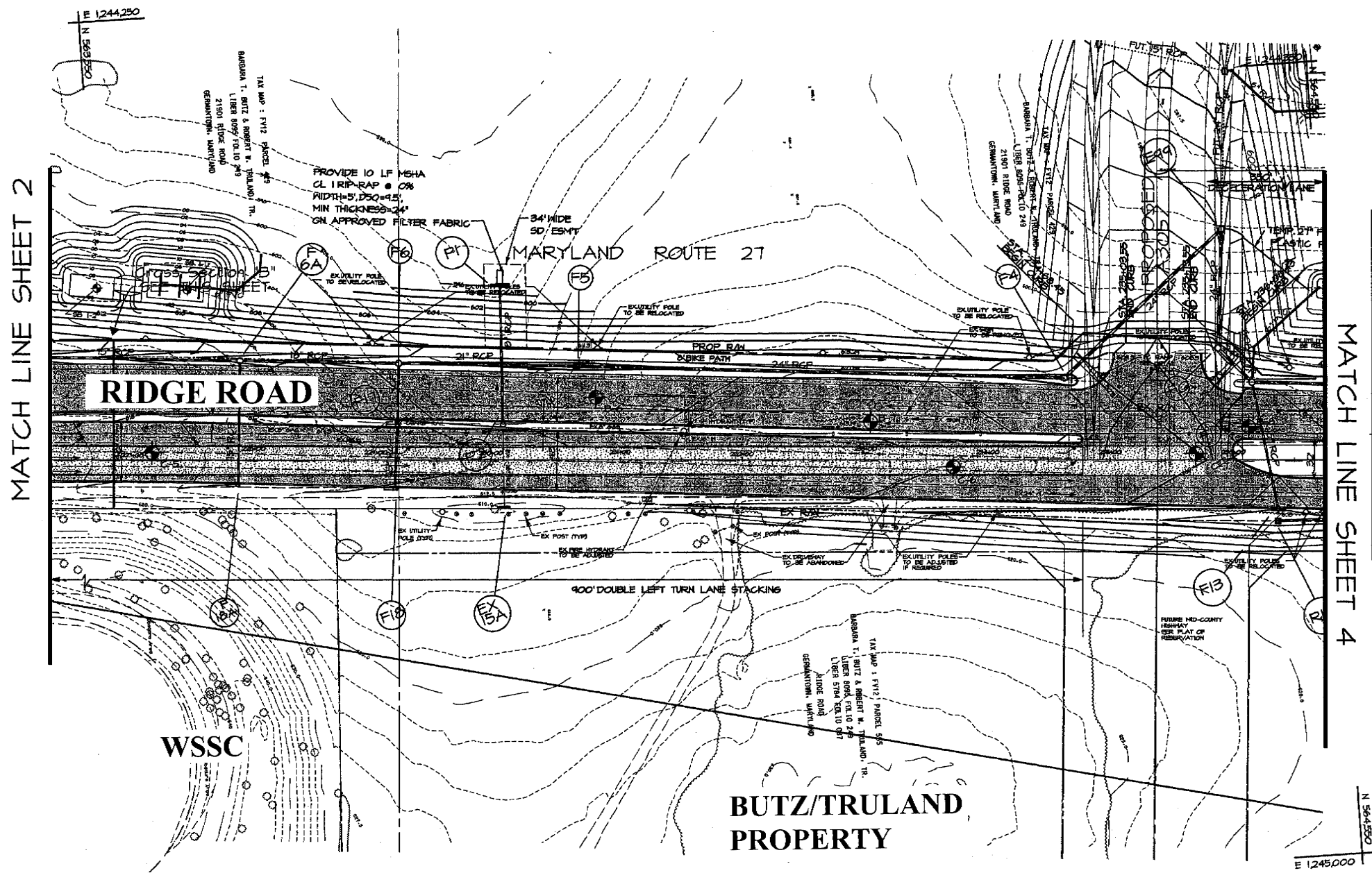


ROAD IMPROVEMENTS PLAN

ROAD IMPROVEMENTS - PHASE 3
BRINK ROAD TO PROPOSED ROAD A305
MARYLAND ROUTE 27
2ND ELECTION DISTRICT
MONTGOMERY COUNTY, MARYLAND

SHEET
2 OF
1

Attachment 4b



- NOTES:**
1. ALL STORM DRAINAGE SHOWN HEREON TO BE MAINTAINED BY MSHA UNLESS OTHERWISE NOTED.
 2. EOP ELEVATION SHOWN HEREON TO BE USED FOR INFORMATION ONLY. CONSTRUCTION ELEVATIONS SHOULD BE OBTAINED FROM STAKEOUT CUT SHEET.
 3. INFORMATION CONCERNING EXISTING UNDERGROUND UTILITIES HAS OBTAINED FROM AVAILABLE RECORDS. THE CONTRACTOR MUST DETERMINE THE EXACT LOCATION AND ELEVATION OF ALL EXISTING UTILITIES AND UTILITY CROSSING BY DIGGING TEST PITS BY HAND, WELL IN ADVANCE OF THE START OF EXCAVATION. CLEARANCES LESS THAN SHOWN ON THIS PLAN MUST BE BROUGHT TO THE ATTENTION OF THE ENGINEER. REVISIONS TO THE PLAN MAY BE NECESSARY.

- LEGEND:**
- BORING
 - CORE SAMPLE
 - EXISTING PAVING TO REMAIN (MILL AND OVERLAY - SEE DETAIL SHEET 1)
 - PROPOSED PAVING

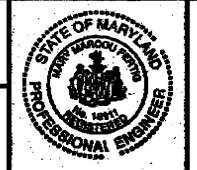
Attachment 4c

15850 GRABBS BRANCH WAY, SUITE 200
ROCKVILLE, MARYLAND 20855-2622
301-417-0200 FAX 301-415-0164

NO.	REVISION	BY	DATE
3	ADDRESS 2/21/06 COMMENTS	SKY	6/06
2	ADDRESS 30% COMMENTS	SKY	12/05
1	ADDRESS PRELIMINARY FIELD	AS	10/05/04
1	INVESTIGATION COMMENTS		

DATE	OCT. 2005
DESIGNED	PAS
TECHNICIAN	NAV
CHECKED	MMF
PLAN LOCATION	Phase 3/Plan/Powerstorm/Plan 3.SHT
PEN TABLE	<input checked="" type="checkbox"/> LEVEL SYMBOLS

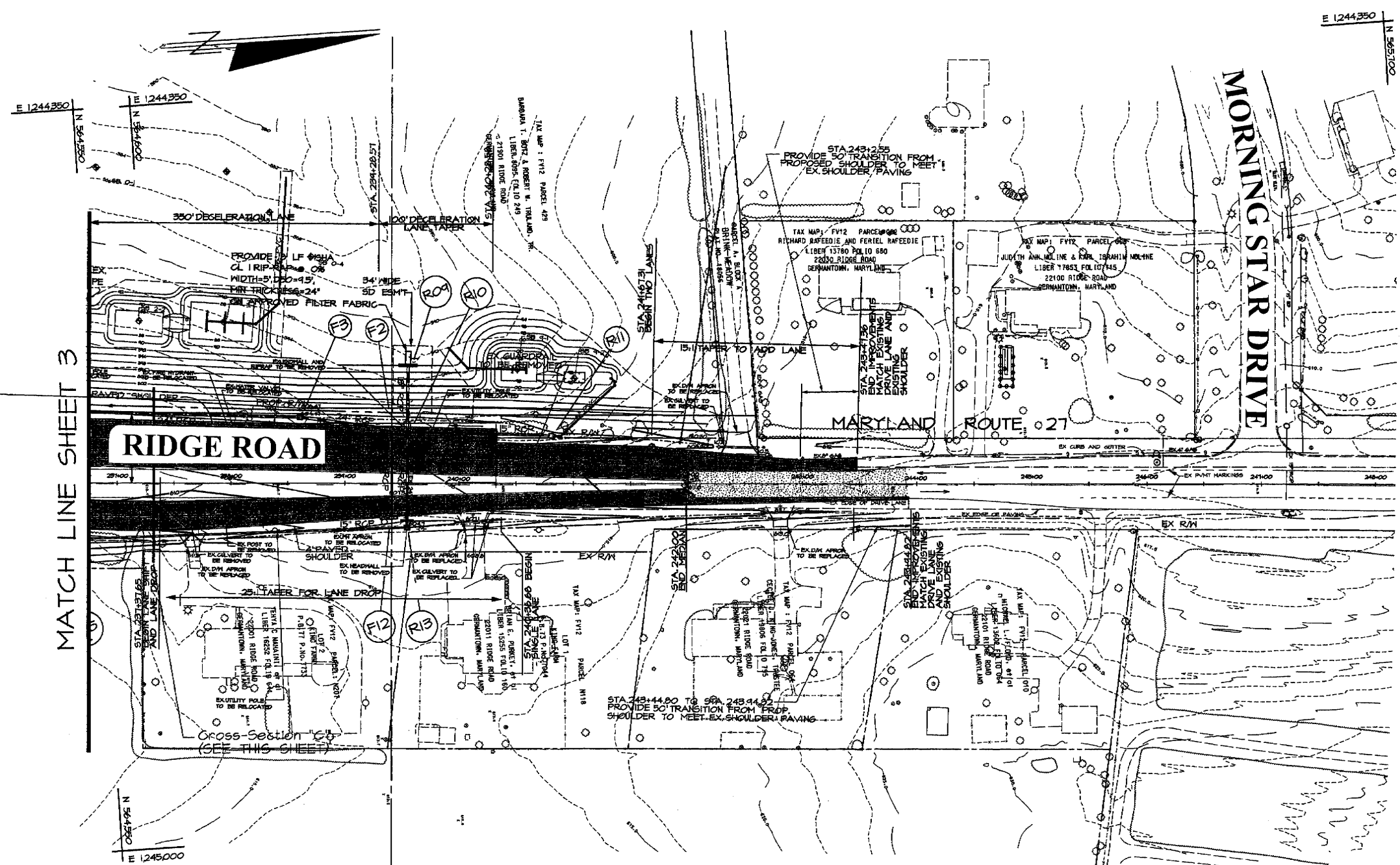
SCALE	1"=50'
JOB NO.	150054



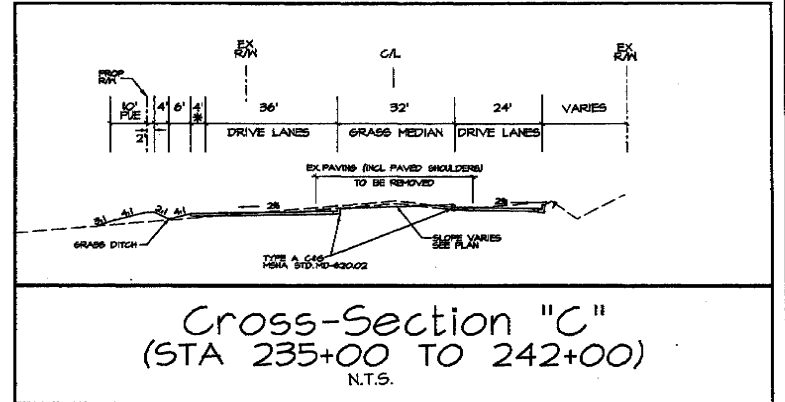
ROAD IMPROVEMENTS PLAN

ROAD IMPROVEMENTS - PHASE 3
BRINK ROAD TO PROPOSED ROAD A305
MARYLAND ROUTE 27
2ND ELECTION DISTRICT
MONTGOMERY COUNTY, MARYLAND

SHEET	3 of 7
-------	--------



MATCH LINE SHEET 3



NOTES:

1. ALL STORM DRAINAGE SHOWN HEREON TO BE MAINTAINED BY MSHA UNLESS OTHERWISE NOTED.
2. EOP ELEVATION SHOWN HEREON TO BE USED FOR INFORMATION ONLY. CONSTRUCTION ELEVATIONS SHOULD BE OBTAINED FROM STAKEOUT CUT SHEET.
3. INFORMATION CONCERNING EXISTING UNDERGROUND UTILITIES HAS OBTAINED FROM AVAILABLE RECORDS. THE CONTRACTOR MUST DETERMINE THE EXACT LOCATION AND ELEVATION OF ALL EXISTING UTILITIES AND UTILITY CROSSINGS BY DIGGING TEST PITS BY HAND, WELL IN ADVANCE OF THE START OF EXCAVATION. CLEARANCES LESS THAN SHOWN ON THIS PLAN MUST BE BROUGHT TO THE ATTENTION OF THE ENGINEER. REVISIONS TO THE PLAN MAY BE NECESSARY.

- LEGEND:**
- BORING
 - CORE SAMPLE
 - EXISTING PAVING TO REMAIN (MILL AND OVERLAY - SEE DETAIL SHEET 1)
 - PROPOSED PAVING

Attachment 4d

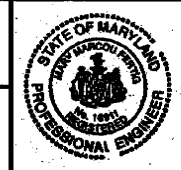
15850 CRABBS BRANCH WAY, SUITE 200
ROCKVILLE, MARYLAND 20855-2622
301-417-0200 FAX 301-415-0164

NO.	REVISION	BY	DATE
3	ADDRESS 2/27/06 COMMENTS	SKY	6/06
2	ADDRESS 30% COMMENTS	SKY	12/05
1	ADDRESS PRELIMINARY FIELD INVESTIGATION COMMENTS	AS	10/05/04

DATE	OCT. 2005
DESIGNED	PAS
TECHNICIAN	NAV
CHECKED	MMF
PLAN LOCATION	ENG/Phase3/Plan/Pavstrm/Plan4.SHT
PEN TABLE	<input checked="" type="checkbox"/> LEVEL SYMBOLS

SCALE
1"=50'

JOB NO.
150054



ROAD IMPROVEMENTS PLAN

ROAD IMPROVEMENTS - PHASE 3
BRINK ROAD TO PROPOSED ROAD A305
MARYLAND ROUTE 27
2ND ELECTION DISTRICT
MONTGOMERY COUNTY, MARYLAND

SHEET
4 OF
7