



MCDOT CIP Project No. 501109 Snouffer School Road, Mandatory Referral, MR2012003

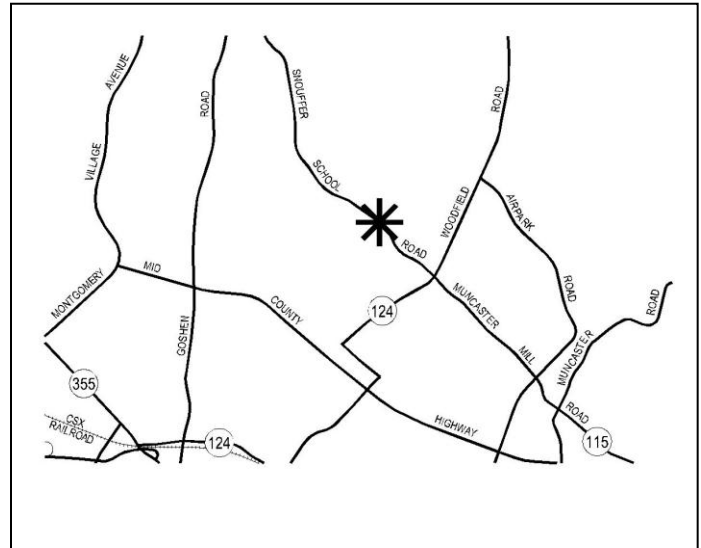
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Completed: 9/25/12

Description

Montgomery County Department of Transportation (MCDOT) CIP Project, No. 501109, Facility Planning Phases 1 and 2 will result in upgrades to Snouffer School Road by providing a consistent five-lane arterial, including a center turn lane. The project limits are between Sweet Autumn Drive (860 feet west of Woodfield Road, MD 124) and Centerway Road. The project includes 5.5-foot on-road bike lanes, an 8-foot shared-use path, and a 5-foot sidewalk.

This 1.1 mile long project is located within the Gaithersburg Vicinity Master Plan area.



Summary

This project improves the entire segment of Snouffer School Road to be a consistent five-lane roadway within the project limits and impacts the entrances to two parks. It will improve traffic flow by providing a continuous roadway cross-section and standard lane widths and encourage alternative means of mobility through proposed bicycle and pedestrian facilities. The project is in compliance with the 1985 *Gaithersburg Vicinity Master Plan*, 2005 *Countywide Bikeways Functional Master Plan*, the County's *Context Sensitive Road Design Standard*, and the latest *Environmental Site Design* requirements. The project will improve pedestrian and bicycle connectivity, and safely accommodate left-turns to commercial properties along Snouffer School Road within the Montgomery County Airpark area. Refer to Attachment No. 1 for MCDOT project description form and Attachment No. 2 for a location map with the project limits.

Recommendations

Planning Department Staff recommends approval and transmittal of the following comments to MCDOT:

1. Enhance pedestrian safety at the non-standard locations of pedestrian crosswalks (offset from intersections) by adding the following:
 - a. Signs and markings to direct pedestrians to designated offset intersection crossings and measures to discourage crossing where typical crosswalks would otherwise be found; and
 - b. Advance warning signs for motorists alerting them to the potential presence of pedestrians crossing at the non-standard locations.
2. Submit final construction plans to the M-NCPPC Department of Parks for review as part of the park permit process to ensure that all work is performed in accordance with M-NCPPC standard details, specifications, and policies, including M-NCPPC Section 705 - Seeding and Sodding for Turf Areas, Section 723 - Landscape Soil (Topsoil), Section 721 – Tree Preservation, Section 722 – Plant Installation and Final Planting Requirements, as revised 01-08.
3. Specific known issues should be addressed as follows.
 - a. At the Nike Missile Local Park entrance located at station 22+00:
 - i. Demonstrate that the current poorly draining low point at the east side of the entrance will properly drain; and
 - ii. Include a note on the construction drawings requiring the contractor to relocate the park sign to a location determined by M-NCPPC for good visibility once the roadway construction has been completed.
 - b. At the Green Farm Conservation Park entrance located at station 12+00:
 - i. Replace the trees impacted by construction in-kind on a per-inch caliper basis; and
 - ii. Include a note on the construction drawings requiring the contractor to relocate the park sign to a location determined by M-NCPPC for good visibility once the roadway construction has been completed.
4. Ensure adequate lighting at all intersections and marked crosswalks within the project limits.

Project History and Current Status

Facility Planning Phase I began in April 2005 and was completed in July 2006.

A Project Prospectus dated April 2006 analyzed five alternative concepts:

1. No Build;
2. Improvements within the 80-foot right-of-way;
3. Ultimate Improvements within a 100-foot right-of-way with pavement widening evenly between the north and south side;
4. Ultimate Improvements within a 98-foot right-of-way with pavement widening shifted to the north side; and
5. Ultimate Improvements within a 100-foot right-of-way with pavement widening shifted to the south side.

The recommended alternative for Facility Planning Phase II preliminary design had a 69-foot curb-to-curb roadway width and a variable right-of-way width between approximately 88 and 100 feet. The preliminary design was completed in Facility Planning Phase II in October 2007.

The project was dormant for several years after Facility Planning Phase II was completed because of a lack of funding until the final design phase started in September 2010. It is now anticipated that construction plans will be finalized in January 2013. Construction is scheduled to begin in November 2015 and to be completed in December 2017.

Typically, a project is submitted to the Planning Board by MCDOT for Mandatory Referral at or near the completion of the Preliminary Engineering phase. This project, however, was not submitted at that time because MCDOT was aware that it would not be proceeding to subsequent phases until funding was provided for Final Design Phase II. Ideally, the project would have been submitted once this funding was established and work began on the final design phase. But, in this case, the mandatory referral was further delayed to revise the plans after completion of the Facility Planning Phase II to be consistent with the subsequently adopted Context Sensitive Road Design Standards and environmental regulations adopted for water quality treatment.

The application was filed by MCDOT for Mandatory Referral review on August 9, 2012. This scheduled Planning Board hearing is within the required 60-day review period.

Nearby Related Transportation Projects and Studies

This project is one of four on-going roadway projects (listed below) in Gaithersburg's Montgomery County Airpark area. The first two projects will improve Snouffer School Road at the northern and southern termini of the project limits, respectively. As shown on Attachments No. 3 and 4, the following are nearby related on-going transportation projects and studies:

1. MCDOT CIP Project No. 509119, Snouffer School Road North (Webb Tract) would widen this road from two to four lanes between Centerway Road and Ridge Heights Drive. This CIP project is intended to improve access from Snouffer School Road to the Multi-Agency Service Park, CIP Project No. 470907, located on the former Webb Tract. The project includes an intersection improvement at Centerway Road and a traffic signal installation at the intersection with Alliston Hollow Way. This CIP project is designing two through lanes in each direction, an 8-foot shared use path on the north side, and a 5-foot sidewalk on the south side. Construction of this CIP project is scheduled to begin in November 2014 and be finished in December 2016.
2. The Maryland State Highway Administration (SHA) Consolidated Transportation Program (CTP) Project No. MO6325184, MD 124 (Woodfield Road) Phase II would widen Woodfield Road from four to six lanes between Midcounty Highway (MD 124) to a point south of Airpark Road. This SHA project includes improvements at the intersection of Woodfield Road and Snouffer School Road/Muncaster Mill Road (MD 115). The 2005 semi-final design was postponed, and then recently re-initiated for this 35% design-build project. The projected advertisement date is July 2015.
3. MCDOT Facility Planning Project for the Midcounty Corridor Study between Ridge Road (MD 27) and Goshen Road is considering recommended alternatives to be retained for detailed study. One of the nine alternatives includes "Alternative 1- No Build". This alternative is to implement eight on-going road projects within the project limits. One of the eight projects is this Snouffer School Road CIP Project. The Study is scheduled to identify the preferred alternative to be retained in the summer of 2013.
4. The MCDOT Facility Planning Phase II Study for Goshen Road South will widen this road from the existing two to a four lane highway between Girard Street and Warfield Road. Design is scheduled to be finished in the winter of 2014. Construction is projected to start in the winter of 2017 and end in the summer of 2018.

Existing Conditions

Snouffer School Road is currently posted at 40 mph and varies from 2 to 5 lanes, as follows:

1. From Centerway Road to 300 feet to the east: one travel lane in each direction.
2. From 300 feet east of Centerway Road to Earhart Circle/Flower Hill Way: one travel lane in each direction and a center turn lane.
3. From Earhart Circle/Flower Hill Way to 700 feet west of Bonanza Way: two eastbound travel lanes, one westbound lane, and a center turn lane.

4. From 700 feet west of Bonanza Way to Sweet Autumn Drive: two eastbound travel lanes, two westbound lanes, and a center turn lane.

A sidewalk exists along the entire length of the south side within the project limits. On the north side, a sidewalk exists only along the segment from 240 feet east of Centerway Road to 340 feet east of Earhart Circle/Flower Hill Way.

Proposed Roadway Typical Sections

The proposed preliminary and final design for the roadway is shown on Attachment No. 5. The right-of-way of the proposed typical section is 87 feet, 8 inches wide where bio-swales are not required to satisfy the new environmental regulations. The right-of-way of the proposed typical section with bio-swales is 100 feet, 4 inches wide.

Within the proposed 87- to 100-foot rights-of-way, the 66-foot, five-lane pavement section consists of two 11-foot-wide travel lanes in each direction, one 11-foot-wide continuous center turn lane, and 5.5-foot bike lanes in each direction. On the north side, an eight-foot concrete shared-use path is provided along the back of the curb. On the south side, a five-foot concrete sidewalk is provided with a minimum four-foot green space between the curb and sidewalk.

Given the unique conditions along Snouffer School Road, exceptions to the master plan, bikeway plan, and Context Sensitive Road Design Standards are proposed as follows:

1. A continuous 11-foot center turn lane is included in the design to provide safer driveway access due to close driveway spacing;
2. The outside lanes are 11-foot wide due to significant truck traffic and to provide additional clearance for on-road bicyclists;
3. The resulting curb-to-curb width is 66 feet;
4. An eight-foot wide shared-use path along the north side provides connectivity to recommended bike paths at the project limits; and
5. The buffer width between the curb and sidewalk is increased to 16.67 feet at the bio-swale locations.

At the project's northern terminus, a separate right-turn lane is proposed to turn into Turkey Thicket Drive and the entrance to Green Farm Conservation Park. The concurrent Snouffer School Road North CIP project will continue a 4-to-5 lane cross-section from Centerway Road to Ridge Heights Drive.

Right-of-Way Acquisition

Additional right-of-way must be acquired (including "fee take" areas) beyond the 80-foot master planned right-of-way to provide the bicycle facilities and accommodate the necessary water quality facilities required by the new environmental regulations.

Bicycle and Pedestrian Accommodations

As previously noted, pedestrian and bicycle accommodations include:

1. A 5-foot concrete sidewalk with handicapped ramps along the south side;
2. An 8-foot concrete shared use path on the north side; and
3. 5.5-foot on-road bike lanes in each direction.

Master Plan Consistency - Roadways

The 1985 Gaithersburg Vicinity Master Plan, as amended in 1990, recommends Snouffer School Road as an arterial, A-16, with an 80-foot right-of-way and four through travel lanes. An additional center turn lane was proposed as part of this project to safely accommodate left turns along this segment of Snouffer School Road in the Montgomery County Airpark area because of the numerous closely spaced curb-cuts. Master plans typically recommend minimum right-of-way widths and address only through lanes. Features such as a center turn lane, transition lanes, and left and right turn lanes at intersections are addressed in more detail during project planning. The project is, therefore, consistent with the Master Plan.

Master-Plan Consistency - Bikeways

The 2005 Countywide Bikeways Functional Master Plan recommends bike lanes, BL-36, along this segment of Snouffer School Road. The project proposes to add a shared-use path to provide connectivity to the following recommended bikeways:

1. A shared-use path, SP-28, along the roadway segment north of Centerway Road; and
2. A dual bikeway, DB-28, along Woodfield Road (MD 124).

The recommended bike lanes and an additional shared-used path are provided, and the project is, therefore, consistent with the Master Plan.

Street Trees

Instead of being located between the curb and sidewalk, street trees are proposed to be located behind the sidewalk and shared-use path to satisfy the setbacks required of roadways with a 40-mph design speed.

Park Impacts

The project impacts an area of approximately 9,893 square feet (or 0.227 acre). This area is comprised of the following:

1. 6,171 square feet (0.142 acre) is in the Cabin Branch Stream Valley Park located at the western limit of the project. Most of the impact is associated with the temporary relocation of a tributary to the Cabin Branch.
2. 3,722 square feet (0.085 acre) is in the Nike Missile Local Park. The impact is associated with improvements at the existing park entrance for stormwater management and grading improvements.

The impacted park land is shown on Attachment No. 6. A Park Construction Permit was submitted to the Montgomery County Department of Parks and M-NCPPC's Park Development Division on March 6, 2012.

The nearby Green Farm Conservation Park has a driveway located northwest of the intersection with Centerway Road. This driveway was improved to roadway standards and named Turkey Thicket Drive as part of the County's Multi Agency Service Park (formerly known as the Webb Tract) construction. At the entrance to Green Farm Conservation Park, trees must be replaced and the relocated Park sign must be visible as described in Comment 3b herein.

Environmental Requirements

After Facility Planning Phase II was completed, new water quality requirements resulted in the need for bio-swales, a porous concrete sidewalk, and groundwater recharge facilities. At locations that bio-swales are not feasible, supplemental underground sand filters are proposed.

The project limits are not located within a Special Protection Area. The project's Stormwater Management (SWM) Concept was reviewed and approved by the Montgomery County Department of Permitting Services (DPS) on June 6, 2011 (refer to Attachment No. 7). In the southwest corner of the intersection of Snouffer School Road and Centerway Road, Outfall 2 is located within the Stream Valley Buffer (refer to Attachment No. 8). It is preferable to have SWM facilities located outside of stream buffers if not precluded by engineering considerations. Staff has coordinated with the DPS stormwater plan reviewer, who will see if modifications can be made to reduce buffer impacts during the next phase of the DPS review.

The NRI/FSD plan was previously reviewed and approved by M-NCPPC Staff. The project received a Forest Conservation exemption, No. 42011196E, on May 18, 2011 (refer to Attachment No. 9). MCDOT's Tree Save Plan is under review as part of the subsequent finalized construction plans.

A Letter of Authorization was issued by the Maryland Department of the Environment Water Management Administration on August 9, 2012, approving the joint federal/state permit (refer to Attachment No. 10).

Noise Assessment

A noise assessment was conducted in accordance with the County Assessment and Abatement Program, coordinated between MCDOT and DPS. A public hearing was held on September 19, 2012, to present the noise study to interested persons. Only two areas had projected noise levels to consider abatement measures more than a tree buffer but were found to be not feasible access because of restrictions and excessive cost. A Planning Board approval of the noise analysis is not required because Snouffer School Road is an existing roadway with the same master-planned designation.

Historic Preservation

There are no historic resources within the project limits that are listed on the Locational Atlas or the Master Plan of Historic Preservation.

Utilities and Proposed Street Lighting

PEPCO will be preparing a utility pole relocation plan. To minimize impacts to the gas transmission line on the north side of the road, the County and PEPCO can offset these poles 5 feet behind the gas line.

Sixty-nine 150-watt high-pressure sodium light fixtures are proposed to be attached to the relocated PEPCO poles using 16-foot arms with the light fixtures 26 feet above the roadway surface. With the lighting fixtures on PEPCO poles, the spacing of the street lights would be irregular but designed to provide adequate illumination at the all intersections and marked crosswalks within the project limits.

Related to this work are proposed "fee take areas" that were shown on the plats for park property and reflected in the area totals above. These areas will be revised to reflect perpetual easements during the finalization of the plats.

Vehicular Traffic Volume

The average daily traffic (ADT) is projected to increase from an average of 25,000 in 2011 to an estimated 30,250 in 2025 between Sweet Autumn Drive and Centerway Road.

Intersection Congestion Levels

A final Traffic Analysis Report was submitted that calculated the critical lane volumes (CLV) and volume to capacity ratios (V/C) at the six existing intersections along Snouffer School Road within the project limits. The table below shows the CLV and V/C values during the weekday morning peak period (6:30 to 9:30 a.m.) and the evening peak period (4:00 to 7:00 p.m.). A V/C ratio of 1.0 is considered to have a CLV value of 1,600.

Intersection with Snouffer School Road	Weekday Peak Hour	Traffic Condition					
		Existing		Future		Improved Future	
		CLV	V/C	CLV	V/C	CLV	V/C
Woodfield Road	Morning	1,138	0.71	1,324	0.83	n/a	n/a
	Evening	1,356	0.85	1,493*	0.93	n/a	n/a
Cherry Laurel Lane/Mooney Drive	Morning	847	0.53	895	0.56	-----	-----
	Evening	850	0.53	905	0.57	-----	-----
Mallory Place	Morning	714	0.45	842	0.53	-----	-----
	Evening	690	0.43	786	0.49	-----	-----
Bonanza Way	Morning	739	0.46	833	0.52	-----	-----
	Evening	873	0.55	973	0.61	-----	-----
Flower Hill Way/Earhart Court	Morning	831	0.52	923	0.58	-----	-----
	Evening	1,387	0.87	953	0.60	-----	-----
Centerway Road	Morning	1,464*	0.92	1,373	0.86	1,140	0.71
	Evening	938	0.59	1,447*	0.90	1,256	0.79

As indicated with an asterisk above, the CLV values at two intersections exceed the congestion standard of 1,425 for intersections located within the Montgomery Village/Airpark Policy Area. The following intersection improvements were identified that would increase their capacity and lower their CLV:

1. Snouffer School Road-Muncaster Mill Road (MD 115) and Woodfield Road (MD 124): An additional lane is proposed for all four approaches to this intersection as part of SHA CTP Project No. MO6325271, which would widen MD 124.
2. Snouffer School Road and Centerway Road: A separate northbound right-turn lane is proposed as an interim improvement associated with the subject CIP project. Another MCDOT CIP project (No. 509119 - Snouffer School Road North (Webb Tract), would widen Snouffer School Road north of Centerway Road where the northbound right-turn lane would be restriped as a combined right-turn/through lane.

Traffic Signal Warrants

Traffic signal warrant studies were performed to determine if a traffic signal is needed at the Snouffer School Road intersections with Mallory Place, Bonanza Way, and Flower Hill Way/Earhart Court.

The studies found that the peak-hour and four-hour vehicular volume warrants are satisfied and are triggered by the right turn volumes from Bonanza Way at the intersection with Snouffer School Road. In lieu of a traffic signal installation, however, these right turns are proposed to be accommodated by restriping the existing single approach lane on Bonanza Way to be two lanes. The need for a traffic signal installation will be restudied in the future. None of the other intersections met traffic signal warrant criteria.

Crash Analysis

The most-recent crash (i.e., accident) data was collected between 1997 and 2003 along Snouffer School Road within the project limits. A total of 119 collisions were reported within this six-year period. The type of reported crashes varied: 22% rear-end crashes, 15% left-turn crashes, 13% fixed object crashes, and 12% right angle crashes. Injuries occurred in 17% of the total crashes. There were no fatalities. Approximately half of the crashes occurred at the intersection with Woodfield Road and intersections near the Montgomery County Airpark as indicated in the following table:

Intersection with Snouffer School Road	Number of Crashes	
	Sum over 6 Years	Pedestrian injuries
Woodfield Road	15	1
Cherry Laurel Lane/Mooney Drive	15	0
Mallory Place	2	0
Bonanza Way	10	0
Flower Hill Way/Earhart Court	9	1
Centerway Road	1	0

The accident rate is 168.95 crashes per 100 million vehicle miles of travel based on the number of crashes over a five year period along this 1.2-mile section with an Average Daily Traffic (ADT) rate of 30,000. This rate is considered low when compared to the SHA reported rate of 336.2 for comparable non-divided highways. The proposed continuous center turn lane and right-turn lanes at intersections could further reduce the rear-end crashes.

Parking

Parking is not permitted today or proposed in the future along Snouffer School Road or along the intersecting streets of Flower Hill Way and Centerway Road. On-street parking is not prohibited on the other intersecting streets along Snouffer School Road within the project limits.

Public Outreach

A public meeting was held during the Facility Planning Phase I study on September 27, 2005 with newsletters distributed to interested parties on September 2005, October 2005, and May 2006. A public meeting was also held on September 20, 2011, for Facility Planning’s 50% complete design with a newsletter distributed to interested parties in September 2011. A public meeting was held on September 19, 2012, to present the project’s noise study to the interested parties.

Conclusion

The project is at the 90% design stage and most of the major design issues have been resolved. We believe that MCDOT has worked diligently to ensure that the design is in compliance with the applicable master plans and standards. We recommend that the Planning Board approve the project with the comments enumerated above.

EA:LC:ha: N:\Area 2 Division\Axler\mimo to mcpb re Snouffer School Rd 9-24-12 Final

Attachments:

1. Project Description Form for the subject MCDOT CIP No. 501109
2. Location Map with the Project Limits
3. Nearby Transportation Projects
4. Midcounty Corridor Study Alternatives Retained for Detailed Study Map
5. Proposed Roadway Typical Sections
6. Parkland Impacts
7. Letter from DPS to Ken Kendall dated June 6, 2011, accepting the Stormwater Management Concept
8. Outfall 2 located within the Stream Valley Buffer
9. Letter from Doug Johnsen to Bruce Johnston dated May 18, 2011, granting the Forest Conservation Exemption
10. Letter of Authorization from the Maryland Department of the Environment Water Management Administration dated August 9, 2012, approving the Joint Federal/State Permit

Snouffer School Road -- No. 501109

Category
Subcategory
Administering Agency
Planning Area

Transportation
Roads
Transportation
Gaithersburg Vicinity

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

January 08, 2012
No
None.
Final Design Stage

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY11	Est. FY12	Total 6 Years	FY13	FY14	FY15	FY16	FY17	FY18	Beyond 6 Years
Planning, Design, and Supervision	4,005	401	1,102	2,502	568	412	137	730	555	100	0
Land	1,983	0	0	1,983	1,132	758	93	0	0	0	0
Site Improvements and Utilities	3,550	0	0	3,550	0	0	730	2,820	0	0	0
Construction	14,172	0	0	14,172	0	0	0	3,000	9,272	1,900	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	23,710	401	1,102	22,207	1,700	1,170	960	6,550	9,827	2,000	0

FUNDING SCHEDULE (\$000)

	Total	FY11	FY12	Total 6 Years	FY13	FY14	FY15	FY16	FY17	FY18	Beyond 6 Years
G.O. Bonds	20,295	401	1,102	18,792	1,700	1,170	795	4,550	8,577	2,000	0
Impact Tax	2,165	0	0	2,165	0	0	165	2,000	0	0	0
Intergovernmental	1,250	0	0	1,250	0	0	0	0	1,250	0	0
Total	23,710	401	1,102	22,207	1,700	1,170	960	6,550	9,827	2,000	0

DESCRIPTION

This project provides for the design, land acquisition, and construction of 5,850 linear feet of roadway widening along Snouffer School Road between Sweet Autumn Drive and Centerway Road. The roadway typical section consists of two through lanes in each direction, a continuous center turn lane and 5.5-foot bike lanes in each direction with an 8-foot shared use path on the north side and a 5-foot sidewalk on the south side within a 90' right-of-way. The typical section was previously approved by the Council's Transportation, Infrastructure, Energy and Environment Committee. The project will require approximately 1.44 acres of land acquisition and will include street lights, storm drainage, stormwater management, and landscaping. Utility relocations include water, sewer, gas, and approximately 77 PEPCO poles. The Maryland State Highway Administration (MSHA) MD 124 Phase II project will widen the approximate 900 linear foot segment on Snouffer School Road between Sweet Autumn Drive and Woodfield Road.

The County's Smart Growth Initiative site at the Webb Tract includes the Montgomery County Public Schools (MCPS) Food Distribution Facility and the Public Safety Training Academy relocation. The Snouffer School Road North CIP (No. 501109) will widen the 3,400 linear foot segment of Snouffer School Road between Centerway Road and Ridge Heights Drive to provide improved access to the planned multi-agency service park at the Webb Tract.

CAPACITY

The projected Average Daily Traffic (ADT) for 2025 is 30,250.

ESTIMATED SCHEDULE

Final design will be completed in the Winter of 2013, land acquisition will be completed in the Winter of 2014, utility relocations will be completed in the Spring of 2016, and construction will begin in the Fall of 2015 and be completed in approximately 24 months.

JUSTIFICATION

The Airpark Project Area of the Gaithersburg Vicinity Planning Area of the county is experiencing rapid growth with plans for new offices, shops, residential communities, and restaurants. The Snouffer School Road improvements project is needed to meet traffic and pedestrian demands of existing and future land uses. This project meets the recommendations of the area Master Plans, enhances regional connectivity, and follows the continuity of adjacent developer improvements. It will improve traffic flow by providing continuous roadway cross section and standard lane widths and encourage alternative means of mobility through proposed bicycle and pedestrian facilities. The Department of Transportation (DOT) completed the facility planning - Phase I study in FY06. Facility planning - Phase II was completed in FY08 in the Facility Planning Transportation Project (No. 509337).

OTHER

Special Capital Projects Legislation will be proposed by the County Executive.

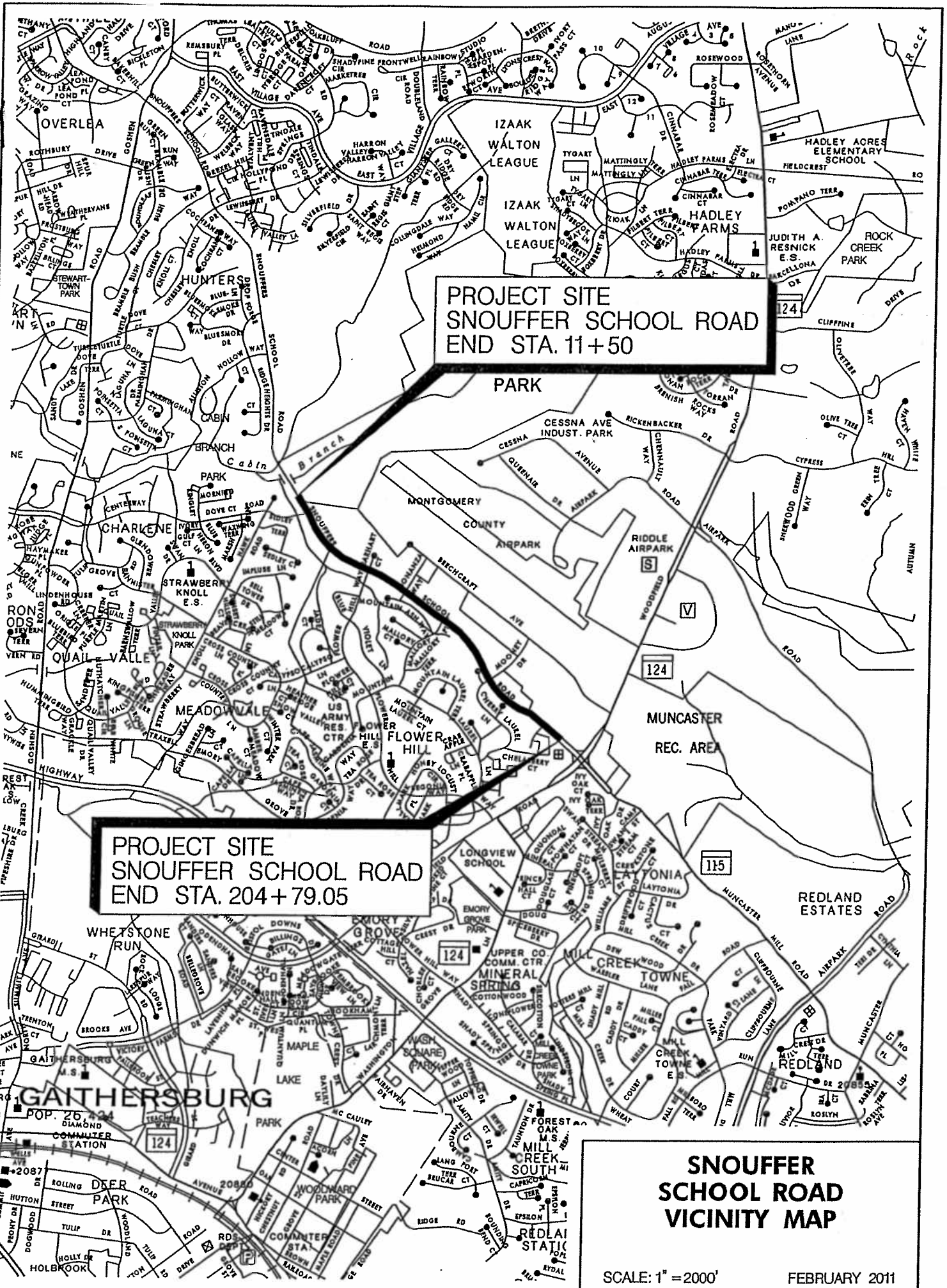
FISCAL NOTE

Intergovernmental revenues represent the Washington Suburban Sanitary Commission's (WSSC) share of the water and sewer relocation costs. Expenditure schedule reflects fiscal capacity.

OTHER DISCLOSURES

- A pedestrian impact analysis has been completed for this project.

APPROPRIATION AND EXPENDITURE DATA	COORDINATION	MAP
Date First Appropriation	Washington Suburban Sanitary Commission	See Map on Next Page
First Cost Estimate	Department of Permitting Services	
Current Scope	PEPCO	
Last FY's Cost Estimate	Verizon	
Appropriation Request	Washington Gas	
Appropriation Request Est.	Department of General Services	
Supplemental Appropriation Request		
Transfer		
Cumulative Appropriation		
Expenditures / Encumbrances		
Unencumbered Balance		
Partial Closeout Thru		
New Partial Closeout		
Total Partial Closeout		



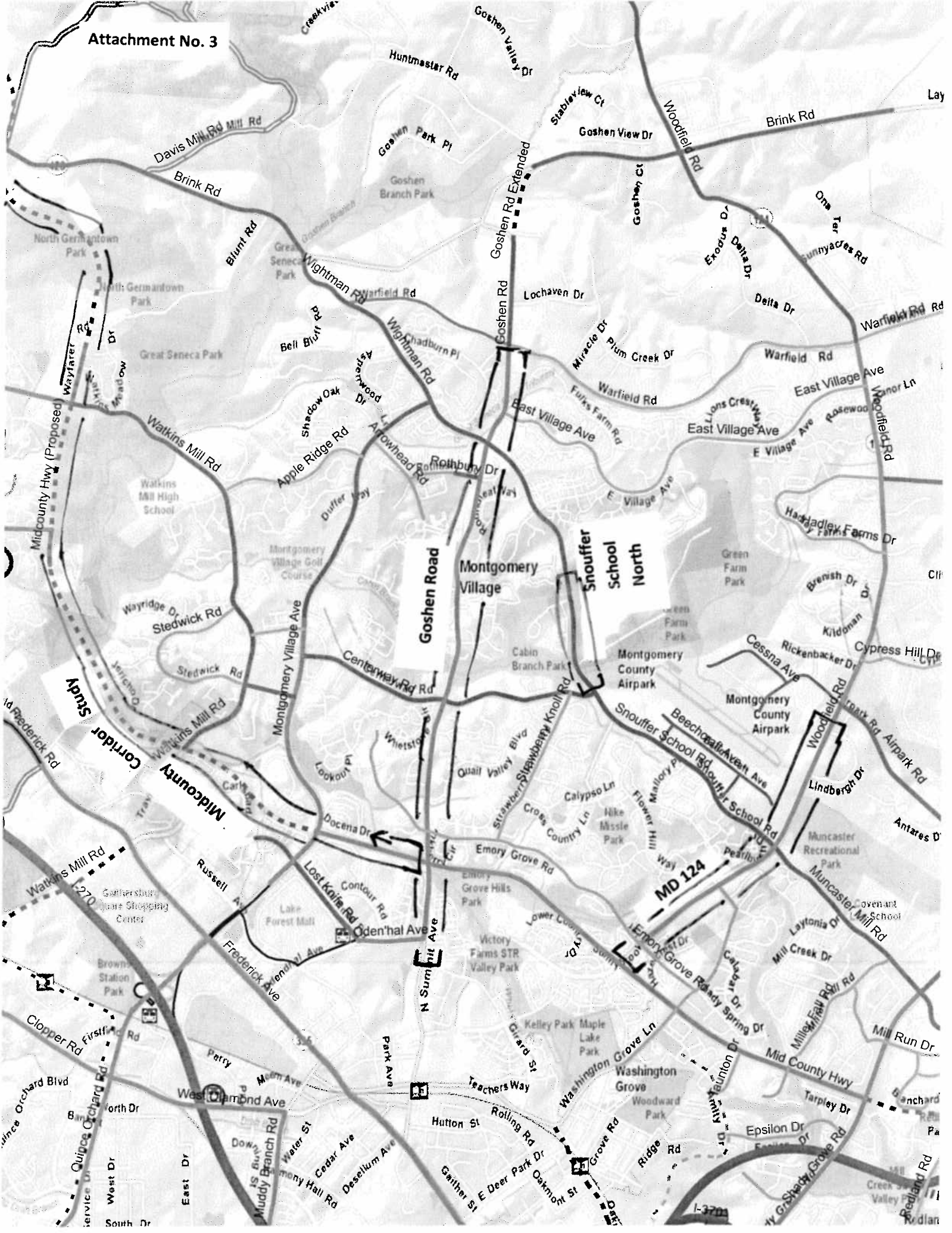
SNOUFFER SCHOOL ROAD VICINITY MAP

SCALE: 1" = 2000'

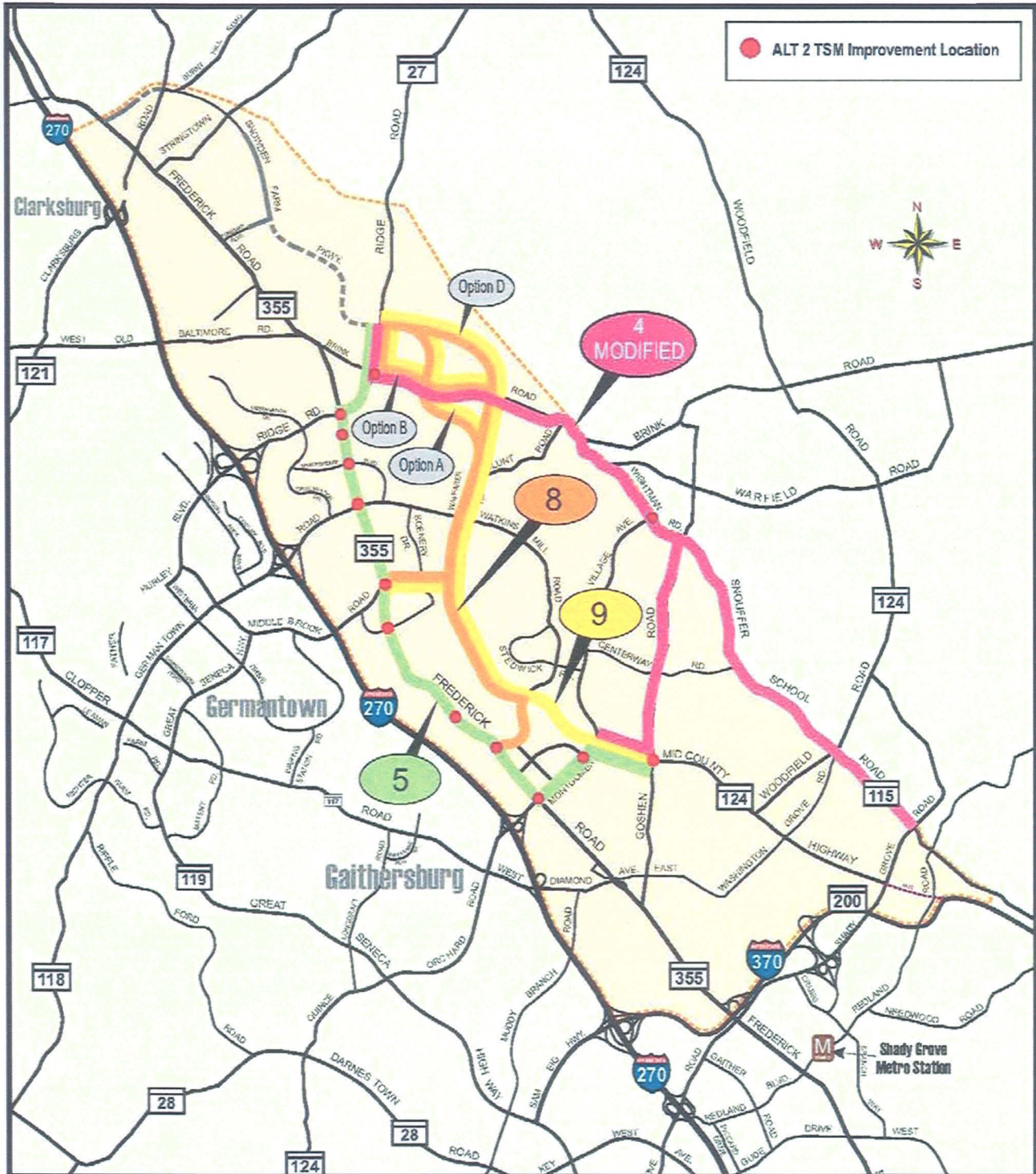
FEBRUARY 2011

DATE: 1/20/11
DRAWN BY: J. B. ...
CHECKED BY: ...
SCALE: 1" = 2000'

Attachment No. 3



MIDCOUNTY CORRIDOR STUDY
ALTERNATIVES RETAINED FOR DETAILED STUDY MAP

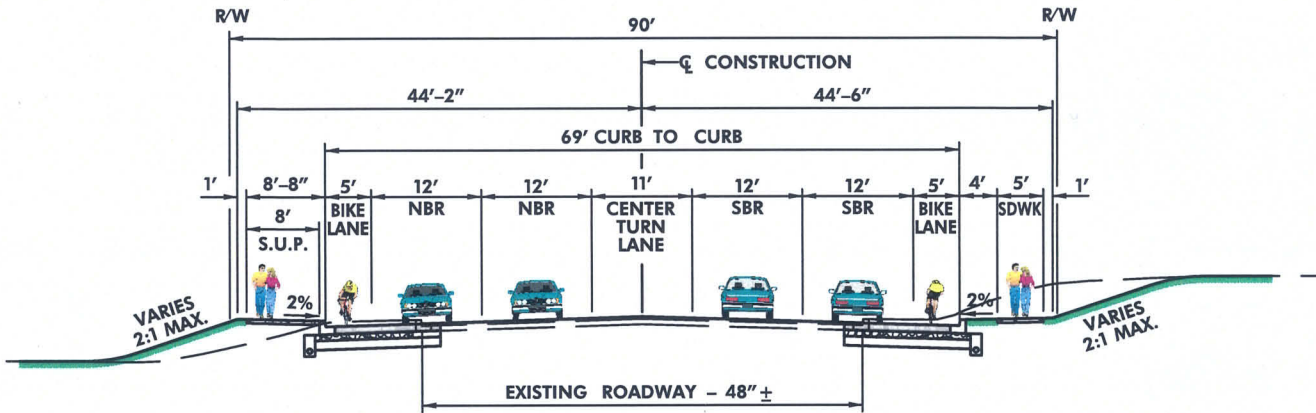


Alternatives Retained for Detailed Study

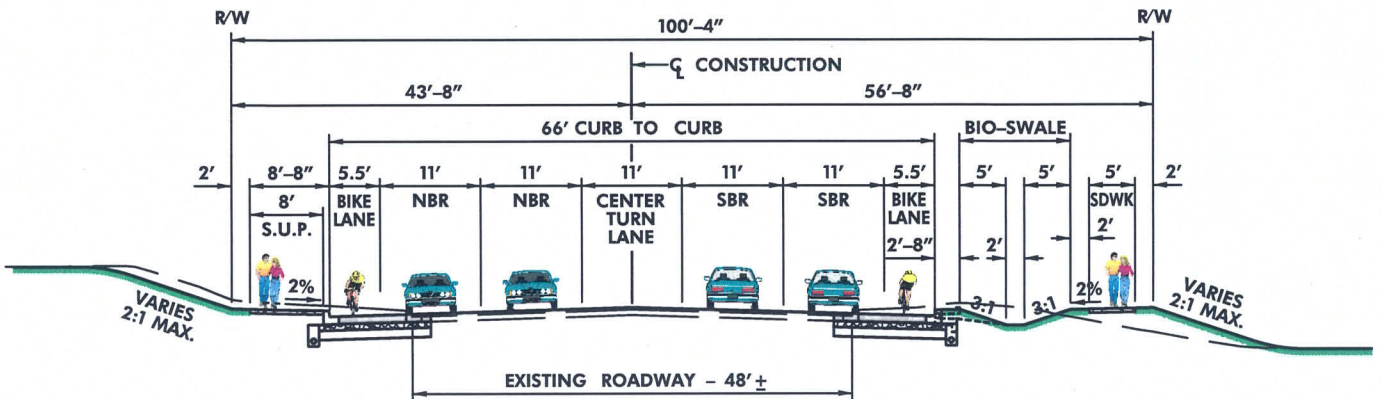
- Alternative 1, No Build;
- Alternative 2, Transportation Systems Management/Travel Demand Management;
- Alternative 4 Modified, Brink-Wightman-Goshen-Snouffer School-Muncaster Mill;
- Alternative 5, MD 355 with Service Roads;
- Alternative 8, Master Plan Alignment truncated at Watkins Mill Road;
- Alternative 9, Master Plan Alignment; and
- Master Plan Alignment Northern Terminus Options A, B, and D.



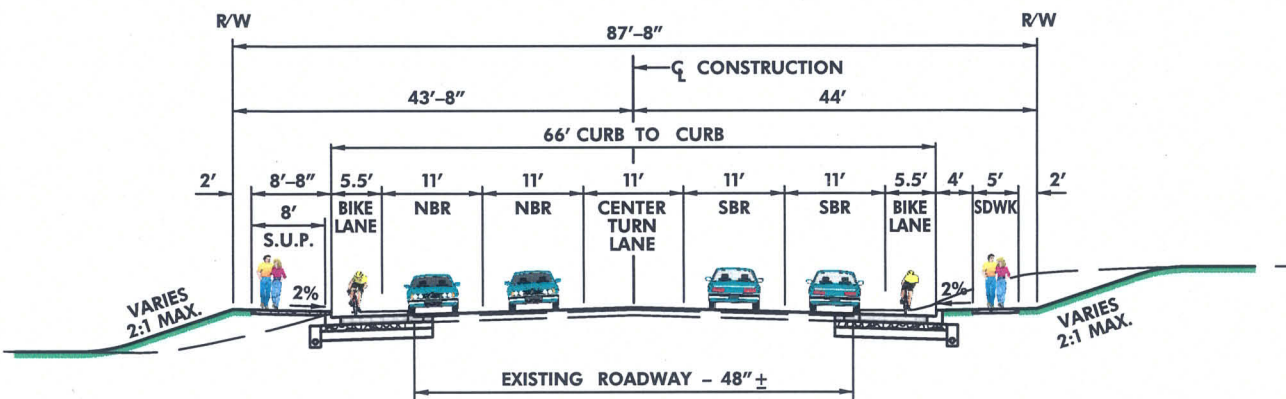
SNOUFFER SCHOOL ROAD ROADWAY TYPICAL SECTIONS



SNOUFFER SCHOOL ROAD – FACILITY PLANNING SECTION

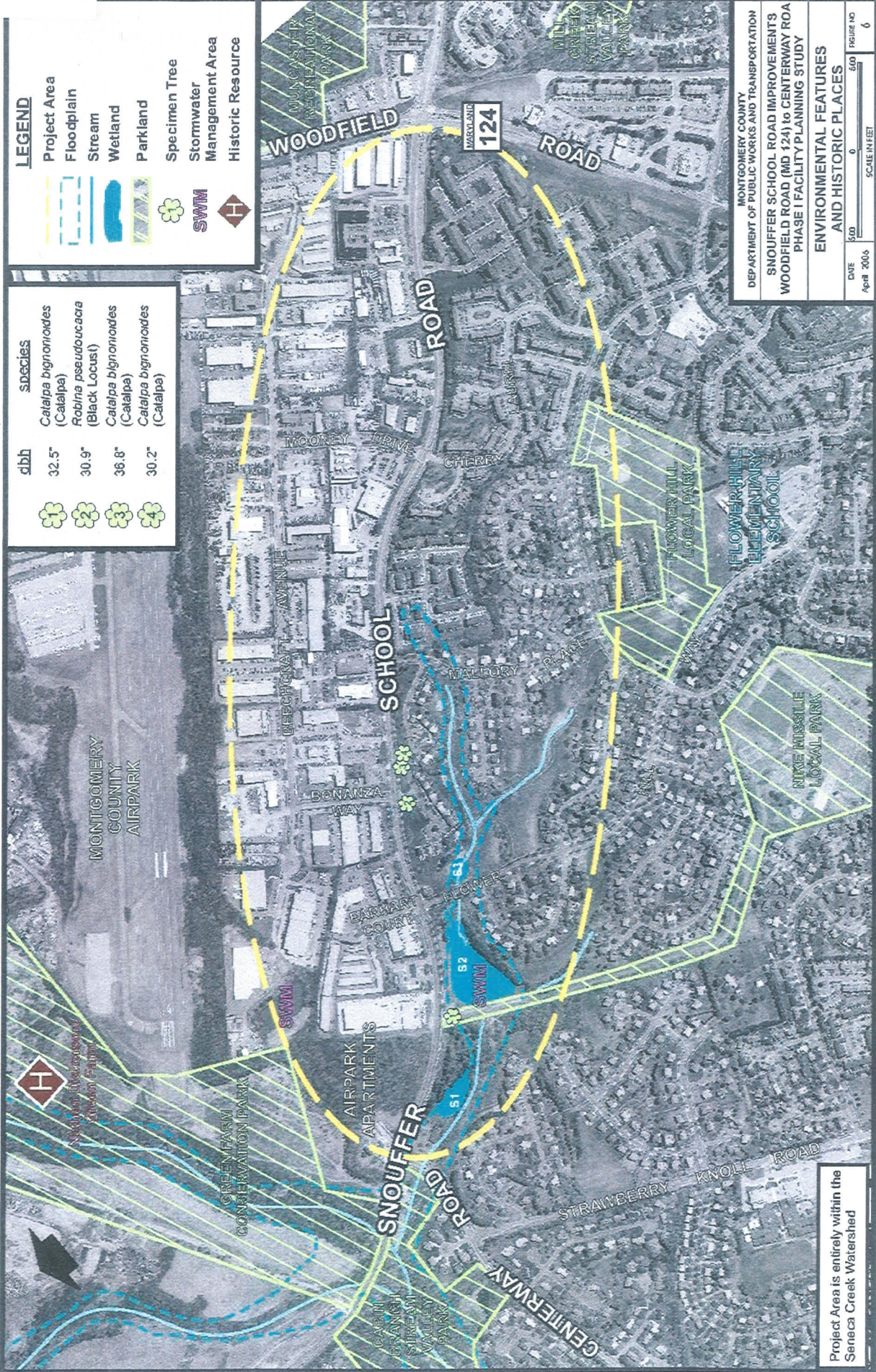


ENVIRONMENTAL SITE DESIGN SECTION



NORMAL SECTION

SNOUFFER SCHOOL ROAD – FINAL DESIGN SECTIONS



LEGEND

- Project Area
- Floodplain
- Stream
- Wetland
- Parkland
- Specimen Tree
- Stormwater Management Area
- Historic Resource

dbh	Species
32.5"	Catalpa bignonioides (Catalpa)
30.9"	Robinia pseudacacia (Black Locust)
36.8"	Catalpa bignonioides (Catalpa)
30.2"	Catalpa bignonioides (Catalpa)

MONTGOMERY COUNTY
 DEPARTMENT OF PUBLIC WORKS AND TRANSPORTATION
 SNOUFFER SCHOOL ROAD IMPROVEMENTS
 WOODFIELD ROAD (MD 124) to CENTERWAY ROAD
 PHASE I FACILITY PLANNING STUDY
 ENVIRONMENTAL FEATURES
 AND HISTORIC PLACES
 DATE: April 2005
 SCALE: 1" = 500'
 FIGURE NO. 6

Project Area is entirely within the Seneca Creek Watershed

RECEIVED
DOT

JUN 08 2011



DIVISION OF TRANSPORTATION
Isiah Leggett
County Executive

DEPARTMENT OF PERMITTING SERVICES

Carla Reid
Director

June 6, 2011

Ken Kendall
Montgomery County DOT
100 Edson Park Drive, 4th Floor
Gaithersburg, Maryland 20878

Re: **Revised Stormwater Management CONCEPT**
Request for Souffer School Road Widening
CIP #: 501109
SM File #: 231081
Tract Size/Zone: 17.8 Ac. / Roadway
Total Concept Area: 9.08 Ac.
Watershed: Great Seneca Creek

Dear Mr. Kendall:

Based on a review by the Department of Permitting Services Review Staff, the stormwater management concept for the above mentioned site is **acceptable**. The stormwater management concept proposes to meet required stormwater management goals via 3 bio-retention facilities, 7 structural sand filters, 2 recharge trenches and porous concrete sidewalks where feasible. Environmental Site Design (ESD) volume that is not provided for within the proposed facilities is hereby waived to the 2 existing downstream regional stormwater management ponds (Flower Hill I & II).

The following items will need to be addressed **during** the detailed sediment control/stormwater management plan stage:

1. Prior to permanent vegetative stabilization, all disturbed areas must be topsoiled per the latest Montgomery County Standards and Specifications for Topsoiling.
2. A detailed review of the stormwater management computations will occur at the time of detailed plan review. The design computations shall reflect MDE's current process and criteria for ESD requirements. The existing computations reference water quality and channel protection volumes which are no longer calculated separately.
3. An engineered sediment control plan must be submitted for this development.
4. All filtration media for manufactured best management practices, whether for new development or redevelopment, must consist of MDE approved material.
5. Provide driveway aprons or another form of acceptable vehicular access for inspection and maintenance to all proposed stormwater management facilities.

This list may not be all-inclusive and may change based on available information at the time.

Payment of a stormwater management contribution in accordance with Section 2 of the Stormwater Management Regulation 4-90 **is not required**.

This letter must appear on the sediment control/stormwater management plan at its initial submittal. The concept approval is based on all stormwater management structures being located outside of the Public Utility Easement, the Public Improvement Easement, and the Public Right of Way unless specifically approved on the concept plan. 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 stormwater management requirements. If there are subsequent additions or modifications to the development, a separate concept request shall be required.

If you have any questions regarding these actions, please feel free to contact Mike Geier at 240-777-6342.

Sincerely,



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

RRB: tla CN231081 Snouffer School Rev.mjg.doc

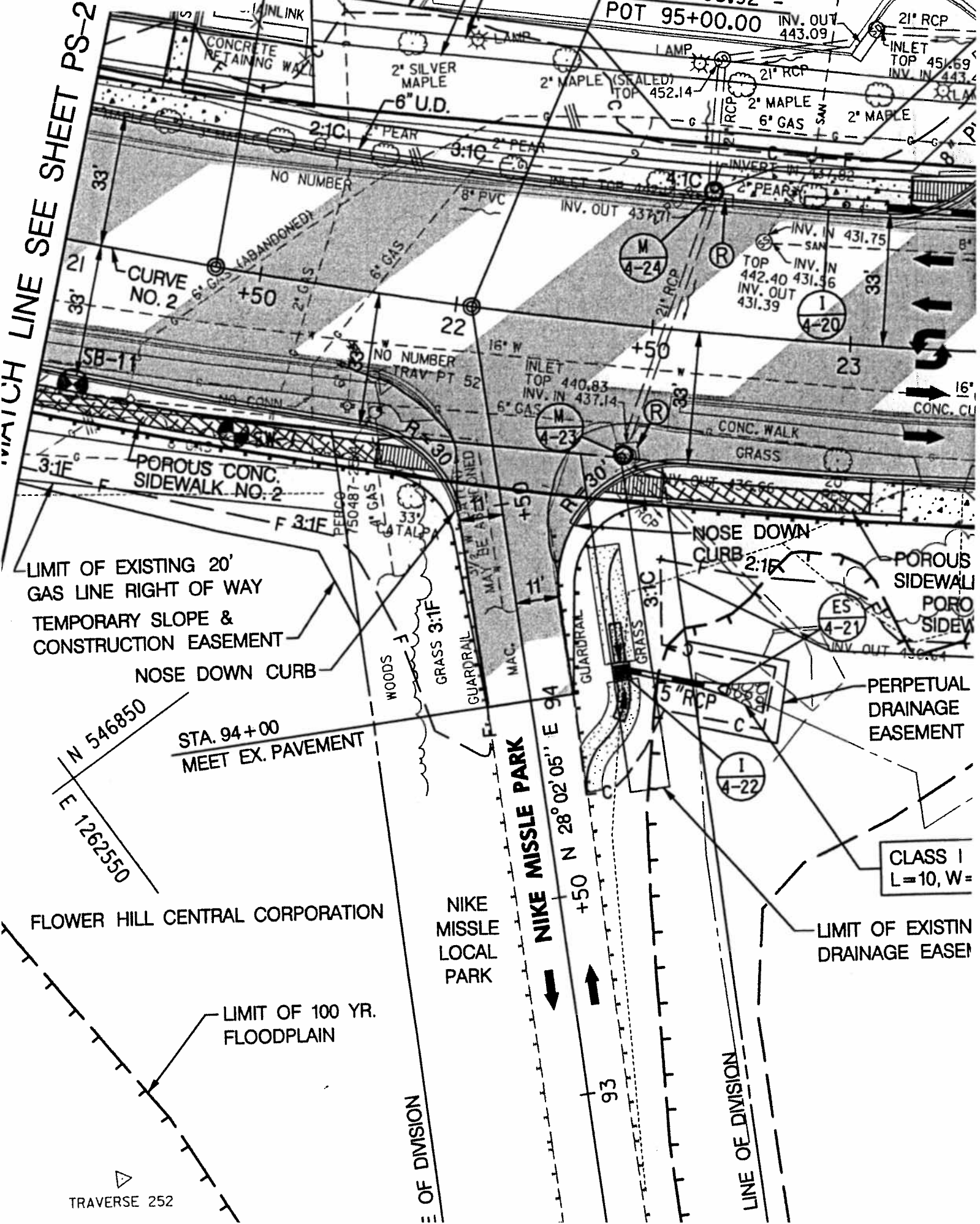
cc: C. Conlon
SM File # 231081

ESD Acres: 2
STRUCTURAL Acres: 6
WAIVED Acres: 1

Attachment No. 8

PUBLIC UTILITY EASEMENT
CONC. POC 22+03.92 =
POT 95+00.00
SAN. C.O. ϕ

WATCH LINE SEE SHEET PS-2



LIMIT OF EXISTING 20'
GAS LINE RIGHT OF WAY
TEMPORARY SLOPE &
CONSTRUCTION EASEMENT

NOSE DOWN CURB

PERPETUAL
DRAINAGE
EASEMENT

STA. 94+00
MEET EX. PAVEMENT

CLASS I
L=10, W=

FLOWER HILL CENTRAL CORPORATION

NIKE
MISSILE
LOCAL
PARK

LIMIT OF 100 YR.
FLOODPLAIN

LIMIT OF EXISTIN
DRAINAGE EASEM

TRaverse 252

LINE OF DIVISION

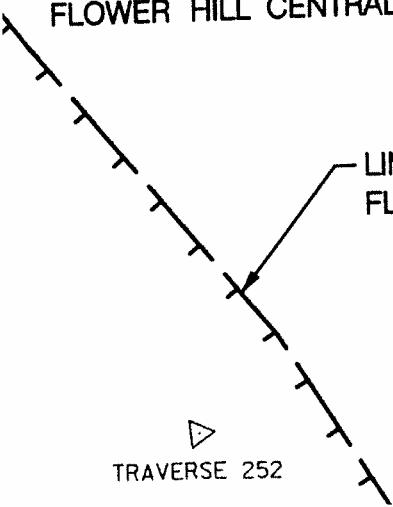
LINE OF DIVISION

NIKE MISSILE PARK

N 28°02'05" E 94

93

N 546850
E 1262550





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

May 18, 2011

Mr. Bruce Johnston, Chief
Montgomery County Dept. of Transportation
100 Edison Park Dr., 4th Floor
Gaithersburg, MD 20878

Re: Forest Conservation Exemption
Property Name: Snouffer School Road Widening, Centerway Rd. to Woodfield Rd.
Plan Number: 42011196E

Dear Mr. Johnston:

Based on the review by staff of the Montgomery County Planning Department, the Forest Conservation Exemption submitted on May 11, 2011 for the plan identified above, is confirmed. The project site is exempt from Article II of the Montgomery County Code, Chapter 22A (Forest Conservation Law), Section 22A-5(e) because the site is a State or County highway construction activity that is subject to Section 5-103 of the Natural Resources Article of the Maryland Code or Section 22A-9 of the Forest Conservation Law. The site is also subject to a Tree Save Plan under Section 22A-6(b).

A Tree Save Plan must be submitted to the Development Application and Regulatory Coordination Division in conjunction with any application to which it is a necessary component with an application before the Planning Board. The tree save plan must be prepared and signed by a certified arborist.

Since the property is subject to the Montgomery County Forest Conservation law there shall be no clearing of forest, understory, tree removal, or demolition on the subject site prior to the approval of the tree save plan. If there are any subsequent modifications to the plan approved on this date, a separate amendment must be submitted to M-NCPPC for review and approval prior to the submission of a tree save plan.

If you have any questions regarding these actions, please feel free to contact me at 301-495-4712 or douglas.johnsen@montgomeryplanning.org.

Sincerely,

A handwritten signature in black ink that reads "Doug Johnson".

Doug Johnson, RLA
Development Application and Regulatory Coordination Division

Cc: 42011196E
Ms. Jennifer Rohrer

STATE OF MARYLAND
DEPARTMENT OF THE ENVIRONMENT
WATER MANAGEMENT ADMINISTRATION
LETTER OF AUTHORIZATION

RECEIVED

AUG 14 2012

THE WILSON T. BALLARD CO.
BY

AUTHORIZATION NUMBER: 12-NT-0137/201260574

EFFECTIVE DATE: August 09, 2012

EXPIRATION DATE: August 09, 2015



AUTHORIZED PERSON: Montgomery County Department of Transportation
100 Edison Park Drive, 4th Floor
Gaithersburg, Maryland 20878
Attn: **Mr. Bruce E. Johnston P.E.**

IN ACCORDANCE WITH ENVIRONMENT ARTICLE §5-503(a) AND §5-906(b), ANNOTATED CODE OF MARYLAND (2007 REPLACEMENT VOLUME), COMAR 26.17.04 AND 26.23.01, AND 26.08.02 AND THE ATTACHED CONDITIONS OF AUTHORIZATIONS, Montgomery County Department of Transportation ("AUTHORIZED PERSON"), IS HEREBY AUTHORIZED BY THE WATER MANAGEMENT ADMINISTRATION ("ADMINISTRATION") TO CONDUCT A REGULATED ACTIVITY IN A NONTIDAL WETLAND, BUFFER, OR EXPANDED BUFFER, AND/OR TO CHANGE THE COURSE, CURRENT OR CROSS-SECTION OF WATERS OF THE STATE, IN ACCORDANCE WITH THE ATTACHED PLANS APPROVED BY THE ADMINISTRATION ON August 9, 2012 ("APPROVED PLAN") AND PREPARED BY The Wilson T. Ballard Company AND INCORPORATED HEREIN, AS DESCRIBED BELOW:

Roadway widening along approximately 1.1 miles of Snouffer School Road from 750 feet north of Woodfield Road to approximately 225 feet north of Center way Road. The work includes grading, filling, adding storm drain pipe and construction of storm drain outfalls. The work also includes replacement of an existing culvert and relocation of a segment of stream channel. The project will permanently impact 362 linear feet (2,160 sq. ft.) of stream & 8061sq. ft of 100 year flood plain and temporarily impact 80 linear feet (409 sq. ft) of the stream & 3383 sq ft of 100 year floodplain. The project also permanently impacts 2295 sq. ft. of non-tidal wetlands buffer. The project is located along Snouffer School Road in Montgomery County.

MD Grid Coordinates: 166285 x 385367

William Seiger

William Seiger, Chief
Waterway Construction Division

Attachments: Conditions of Authorization
MDSPGP-4 Cat A-B (1), E (1), & E (8)

Cc WMA Compliance Division w/ file:
Mr. Richard Feustle, The Wilson T. Ballard Company

THE FOLLOWING CONDITIONS OF AUTHORIZATION APPLY TO ALL ACTIVITIES AUTHORIZED BY
AUTHORIZATION NUMBER 12-NT-0137/201260574

Page 2 of 3

1. **Validity:** Authorization is valid only for use by Authorized Person. Authorization may be transferred only with prior written approval of the Administration. In the event of transfer, transferee agrees to comply with all terms and conditions of Authorization.
2. **Initiation of Work, Modifications and Extension of Term:** Authorized Person shall initiate authorized activities with two (2) years of the Effective Date of this Authorization or the Authorization shall expire. Authorized Person may submit written requests to the Administration for (a) extension of the period for initiation of work, (b) modification of Authorization, including the Approved Plan, or, (c) not later than 45 days prior to Expiration Date, an extension of the term. Requests for modification shall be in accordance with applicable regulations and shall state reasons for changes, and shall indicate the impacts on non-tidal wetlands, streams, and the floodplain, as applicable. The Administration may grant a request at its sole discretion.
3. **Responsibility and Compliance:** Authorized Person is fully responsible for all work performed and activities authorized by this Authorization shall be performed in compliance with this Authorization and Approved Plan. Authorized Person agrees that a copy of the Authorization and Approved Plan shall be kept at the construction site and provided to its employees, agents and contractors. A person (including Authorized Person, its employees, agents or contractors) who violates or fails to comply with the terms and conditions of this Authorization, Approved Plan or an administrative order may be subject to penalties in accordance with §5-514 and §5-911, Department of the Environment Article, Annotated Code of Maryland (2007 Replacement Volume).
4. **Failure to Comply:** If Authorized Person, its employees, agents or contractors fail to comply with this Authorization or Approved Plan, the Administration may, in its discretion, issue an administrative order requiring Authorized Person, its employees, agents and contractors to cease and desist any activities which violate this Authorization, or the Administration may take any other enforcement action available to it by law, including filing civil or criminal charges.
5. **Suspension or Revocation:** Authorization may be suspended or revoked by the Administration, after notice of opportunity for a hearing, if Authorized Person: (a) submits false or inaccurate information in Permit application or subsequently required submittals; (b) deviates from the Approved Plan, specifications, terms and conditions; (c) violates, or is about to violate terms and conditions of this Authorization; (d) violates, or is about to violate, any regulation promulgated pursuant to Title 5, Department of the Environment Article, Annotated Code of Maryland as amended; (e) fails to allow authorized representatives of the Administration to enter the site of authorized activities at any reasonable time to conduct inspections and evaluations; (f) fails to comply with the requirements of an administrative action or order issued by the Administration; or (g) does not have vested rights under this Authorization and new information, changes in site conditions, or amended regulatory requirements necessitate revocation or suspension.
6. **Other Approvals:** Authorization does not authorize any injury to private property, any invasion of rights, or any infringement of federal, State or local laws or regulations, nor does it obviate the need to obtain required authorizations or approvals from other State, federal or local agencies as required by law.
7. **Site Access:** Authorized Person shall allow authorized representatives of the Administration access to the site of authorized activities during normal business hours to conduct inspections and evaluations necessary to assure compliance with this Authorization. Authorized Person shall provide necessary assistance to effectively and safely conduct such inspections and evaluations.
8. **Inspection Notification:** Authorized Person shall notify the Administration's Compliance Program at least five (5) days before starting authorized activities and five (5) days after completion. For Allegany, Garrett, and Washington counties, Authorized Person shall call 301-689-1480. For Carroll, Frederick, Howard, Montgomery, and Prince George's counties, Authorized Person shall call 301-665-2850. For Baltimore City, Anne Arundel, Baltimore, Calvert, Charles, and St. Mary's, Authorized Person shall call 410-537-3510. For Caroline, Cecil, Dorchester, Harford, Kent, Queen Anne's, Somerset, Talbot, Wicomico and Worcester, Authorized Person shall call 410-901-4020. If Authorization is for a project that is part of a mining site, please contact the Land Management Administration's Mining Program at 410-537-3557 at least five (5) days before starting authorized activities and five (5) days after completion.
9. **Sediment Control:** Authorized Person shall obtain approval from the Montgomery County Department of Permitting Services for a grading and sediment control plan specifying soil erosion control measures. The approved grading and sediment control plan shall be included in the Approved Plan, and shall be available at the construction site.

10. Federally Mandated State Authorizations:

Water Quality Certification: Water Quality Certification is granted for this project provided that all work is performed in accordance with the authorized project description and associated conditions.

Coastal Zone Consistency: This Authorization constitutes official notification that authorized activities are consistent with the Maryland Coastal Zone Management Program, as required by Section 307 of the Federal Coastal Zone Management Act of 1972, as amended. Activities within the following counties are not subject to this requirement: Allegany, Carroll, Frederick, Garrett, Howard, Montgomery, and Washington.

11. **Best Management Practices During Construction:** Authorized Person, its employees, agents and contractors shall conduct authorized activities in a manner consistent with the Best Management Practices specified by the Administration.
12. **Disposal of Excess:** Unless otherwise shown on the Approved Plan, all excess fill, spoil material, debris, and construction material shall be disposed of outside of non-tidal wetlands, non-tidal wetlands buffers, and the 100-year floodplain, and in a location and manner which does not adversely impact surface or subsurface water flow into or out of non-tidal wetlands.
13. **Temporary Staging Areas:** Temporary construction trailers or structures, staging areas and stockpiles shall not be located within non-tidal wetlands, non-tidal wetlands buffers, or the 100-year floodplain unless specifically included on the Approved Plan.
14. **Temporary Stream Access Crossings:** Temporary stream access crossings shall not be constructed or utilized unless shown on the Approved Plan. If temporary stream access crossings are determined necessary prior to initiation of work or at any time during construction, Authorized Person, its employees, agents or contractors shall submit a written request to the Administration and secure the necessary permits or approvals for such crossings before installation of the crossings. Temporary stream access crossings shall be removed and the disturbance stabilized prior to completion of authorized activity or within one (1) year of installation.
15. **Discharge:** Runoff or accumulated water containing sediment or other suspended materials shall not be discharged into waters of the State unless treated by an approved sediment control device or structure.
16. **In-stream Construction Prohibition:** To protect important aquatic species, motor driven construction equipment shall not be allowed within stream channels unless on authorized ford crossings. Activities within stream channels are prohibited as determined by the classification of the stream (COMAR 26.08.02.08): Cabin Branch is a Use I waterway; in-stream work may not be conducted from March 1 through June 15 inclusive, of any year.
17. **In-stream Blasting:** Authorized Person shall obtain prior written approval from the Administration before blasting or using explosives in the stream channel.
18. **Minimum Disturbance:** Any disturbance of stream banks, channel bottom, wetlands, and wetlands buffer authorized by this Authorization or Approved Plan shall be the minimum necessary to conduct permitted activities. All disturbed areas shall be stabilized vegetatively no later than seven (7) days after construction is completed or in accordance with the approved grading or sediment and erosion control plan.
19. **Restoration of Construction Site:** Authorized Person shall restore the construction site upon completion of authorized activities. Undercutting, meandering or degradation of the stream banks or channel bottom, any deposition of sediment or other materials, and any alteration of wetland vegetation, soils, or hydrology, resulting directly or indirectly from construction or authorized activities, shall be corrected by Authorized Person as directed by the Administration.

U.S. ARMY CORPS OF ENGINEERS AUTHORIZATION

The U.S. Army Corps of Engineers has reviewed this activity and has granted authorization under the Maryland State Programmatic General Permit (MDSPGP-4), as a Category A activity B (1), E (1), & E (8). The terms and conditions of the MDSPGP-4, as outlined in the enclosed attachment, should be followed when performing the authorized work..