



## DEPARTMENT OF TRANSPORTATION

Marc Elrich  
*County Executive*

Christopher R. Conklin  
*Director*

July 7, 2022

Mr. Ryan Sigworth, Planner II  
Up-County Planning Division  
The Maryland-National Capital  
Park & Planning Commission  
2425 Reedie Dr  
Wheaton, MD 20902

RE: Preliminary Plan No. 120220010  
Miles Coppola  
Preliminary Plan & Traffic Impact Study Letter

Dear Mr. Sigworth:

This letter replaces MCDOT's Preliminary Plan letter dated June 7, 2022.

This letter is provided as a follow up to plan review performed by the Development Review Committee at its September 28, 2021 meeting. The Department of Transportation (MCDOT) has completed its review of the preliminary plan uploaded to eplans on May 9, 2022, and Traffic Impact Study (TIS) submitted by Lenhart Traffic Consulting, Inc dated July 14, 2021. Based on these documents and related discussions with Montgomery Planning and the Maryland State Highway Administration (MDSHA), MCDOT recommends approval of the plan subject to the following comments.

**Preliminary Plan Review Comments**

1. All Planning Board Opinions relating to this plan or any subsequent revision, project plans or site plans should be submitted to the Department of Permitting Services (DPS) in the package for record plats, storm drain, grading or paving plans, or application for access permit. Include this letter and all other correspondence from this department.
2. The subject property is located to the northeast of Interstate I-270, northwest of Clarksburg Road and to the west of Frederick Road (MD 355). The Project is divided into two distinct development areas, a smaller development area with direct vehicular access to Clarksburg Road via a proposed private road

**Office of the Director**

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*Located one block west of the Rockville Metro Station*

and a larger development area that will be provided access via a newly proposed public road "bypass" that will connect to the west side of Clarksburg Road and to the south of Frederick Road (MD 355).

3. Since Frederick Road (MD 355) is maintained by Maryland State Highway Administration (MDSHA), MCDOT does not have any jurisdiction other than the maintenance and operation of traffic signal and sidewalk on state-maintained roadways. Per Montgomery County Code Chapter 50 Section 4.2, MCDOT shall provide recommendations about the subject property for the attention of the concerned agencies.

### **Significant Preliminary Plan Review Comments**

#### **Existing Roadways**

1. Frederick Road (MD 355) is classified as an Arterial (A-251) with two existing travel lanes and a right-of-way (ROW) of 130-feet. We recommend the applicant dedicate 35-foot to conform to the master plan. We recommend the applicant construct a 6-foot wide sidewalk with a minimum 6-foot bikeable shoulder along their street frontage. We defer to MDSHA for all other access and improvements to Frederick Road (MD 355).
2. Clarksburg Road is classified as an Arterial (A-27) with 2 travel lanes and a right-of-way (ROW) of 80-feet. We recommend the applicant dedicate to conform to the master plan width. We recommend that the applicant be responsible to build at a minimum, an 11-foot wide sidepath and a 5-foot conventional bike lane along the Clarksburg Road street frontage.

The applicant shall construct the bicycle lanes along Clarksburg Road from the bypass to Gateway Center Drive as recommended in the Bicycle Master Plan. The Bicycle Master Plan recommends conventional bike lanes with a buffer; however, DOT is concerned that treatment within the bicycle travel lane buffer with only will need some kind of physical treatment to discourage cars parking in the bike lanes. Concrete curbs are the recommended treatment with a six-inch curb. The details for the bicycle lane including the buffer design and other necessary improvements will be determined at the time of the first site plan submission. At the permit stage, necessary transitions for the facility, signing and marking and mill and over lay will be determined by MCDOT.

- a. The certified preliminary plan shall reflect the following proposed frontage improvements from centerline of the roadway to the property line:
  - i. Sta. 0+00 to Sta. 4+28.48:
    - One-12-foot traffic lane
    - 10-foot shoulder
    - 7-foot tree panel
    - 10-foot sidewalk
    - 1-foot maintenance strip

- ii. Sta. 4+28.48 to Sta. 14+91.08
  - One-12-foot traffic lane
  - 2-foot buffer
  - 5-foot conventional bike lane
  - 7-foot tree panel at a minimum (may vary)
  - 11-foot sidepath
  - 3-foot maintenance strip

### Proposed Roadways

- 3. Bypass: We recommend the applicant dedicate 130-foot right-of-way and construct the entirety of the proposed roadway that passes through the subject property connecting Frederick Road (MD 355) to Clarksburg Road to conform 2014 Ten Mile Creek Area Limited Amendment.

The applicant is responsible to construct an interim roadway condition which does not include master planned transit travel lanes for the CCT. However, the dedicated right-of-way of 130-ft shall be sufficient to accommodate the ultimate condition in the future.

- a. The certified preliminary plan shall reflect the following proposed frontage improvements for the proposed public roadway from the north (or east) edge of the proposed roadway to its south (or west) edge:
  - Two-12-foot traffic lanes
  - 7.5-foot tree panel
  - 11-foot sidepath
  - 7-foot minor species tree panel

Note: In the case an additional sidewalk is proposed north of the road, all details to be evaluated at the site plan stage.
- b. Construction:
  - i. As shown on plan titled "Overall Application Area", the applicant must construct a "T" intersection connecting the north/south section of the new bypass, with the east/west section out to Frederick Road (MD 355), through the "orphan parcel."
  - ii. At the time of the "T" intersection construction, the applicant must grade out the area where the mini roundabout may be located. The applicant has provided a concept plan for a roundabout option that fits within the 130-foot ROW.
  - iii. The proposed retaining walls are to be located as close to edge of the right-of-way as possible. The proposed retaining wall shall be designed and constructed to accommodate the roundabout option.
  - iv. The plan shows a 7-foot buffer between the property line and the proposed sidewalk. At certified preliminary plan the buffer should be 2-foot as mentioned in comment 3.a.

- v. There shall be no parking along the proposed roadway.
  - vi. In the case of a sidewalk addition to the north side of the road, all details will be reviewed at the site plan stage.
  - vii. We recommend reducing the number of lead walks to one per building along the bypass ROW to reduce imperviousness prior to site plan.
  - viii. Note that 600 cubic feet are needed to plant any tree species in the tree panels.
  - ix. Maintenance and liability might be needed for the second row of trees located behind the sidewalk along the bypass.
- c. Design:
- i. The applicant must include the final details with the "T" intersection plans for the mini roundabout, with truck apron and any final details including truck turning movements to be provided at the Permit Stage in the event that MCDOT were to decide to construct the roundabout.
  - ii. The design of the left turn storage lane onto Street B is to be reviewed again at the site plan stage with MCDOT and DPS.
- d. Orphan Parcel:
- i. The proposed bypass will connect to Frederick Road (MD 355) next to Fire Station #35 through a property that is referred to as the "orphan parcel" due to the absence of ownership. The applicant must work with MCDOT and the County Attorney's office to obtain title or otherwise acquire the "orphan parcel" through condemnation on an expedited basis, and a participation agreement in which the applicant is to assume the cost of the acquisition. The applicant must enter into a road participation agreement with MCDOT to design and construct the bypass.
  - ii. The applicant is required to construct the road including the section in the Orphan parcel.
- e. We defer to the Maryland State Highway Administration (MDSHA) for comments regarding intersection of this roadway with Frederick Road (MD 355) which is maintained by MDSHA.
4. The applicant proposes all planned internal roads be classified as Private Roads with narrower than standard road right-of-way widths, reduced centerline radii and lesser intersection truncations.
- The applicant states the property's location justifies the use of private roads which will allow deviations from public road standards to meet the requirements of the Environmental Guidelines for development within the SPA, CEE Overlay and the Limited Amendment area. The applicant states the proposed designs meet minimum fire access requirements, are environmentally preferable, and allow for better use of the tract area under development.

MCDOT Response: We support Planning Board approval of the private streets request subject to execution and recordation of a Declaration of Restrictive Covenants (for private roads). The deed

reference for this document is to be identified on the record plat. Private common driveways and private streets shall be determined through the subdivision process as part of the Planning Board's approval of a preliminary plan. The composition, typical section, horizontal alignment, profile, and drainage characteristics of private common driveways and private streets, beyond the public right-of-way, shall be approved by the Planning Board during their review of the preliminary plan. All other County Code and AASHTO standards for the roads should be met, including but not limited to sight distance, horizontal and vertical curve.

5. All private streets and alleys should be located on their own separate parcel. Recorded covenant for the operation and maintenance of any private streets (including alleys), storm drainage systems, and/or open space areas.
6. The intersection spacing for all the proposed private streets with the public streets should meet the minimum spacing per Montgomery County Code (MCC) 50-4.3(E)(2)(f).
7. The proposed private streets must be sufficiently wide to accommodate two-way vehicular traffic. Private streets are to be designed to allow at a minimum a SU-30 truck to circulate without crossing the centerline nor the curbline.
8. There is an existing bus stop on Clarksburg Road that is also used as a layover and turnaround location for 2 routes. Commuters have been using the area to park and get on the bus. A bus shelter should be provided. Please coordinate with Mr. Wayne Miller of our Division of Transit Services to coordinate location of the shelter. Mr. Miller may be contacted at 240 777-5836 or at [Wayne.Miller2@montgomerycountymd.gov](mailto:Wayne.Miller2@montgomerycountymd.gov).
9. **Road Grade:**
  - a. Grade establishments for all new public streets and/or pedestrian paths must be approved prior to submission approval of the record plat. We defer to MDSHA to approve road grades within SHA's ROW.
  - b. The proposed horizontal and vertical grades for the proposed County Maintained Road meet ASSHTO and Montgomery County's standards.
10. **Sight Distance:**
  - a. At the certified preliminary plan, the applicant will need to submit a Sight Distance Evaluation certification form for the "T" intersection of the proposed bypass and private street D (Sta. 10+19.60).
  - b. The following sight distance studies have been accepted. A copy of the accepted Sight Distances Evaluation certification forms is enclosed for your information and reference.
    - i. Proposed Street A (private) at Clarksburg Road. Note that if this proposed private road connects in two places along Clarksburg Road all design details will be evaluated at the site plan stage.

- ii. Proposed bypass at Clarksburg Road.
  - iii. Proposed Street B (private) at proposed bypass.
  - c. The applicant is responsible to ensure sight distance which should be clear of any existing or proposed obstructions within the line of sight (tree trimming and/or removal, relocation of existing utility pole, removal of street parking etc.) to achieve a minimum sight distance in each direction.
  - d. We defer to MDSHA for the sight distance evaluation for all proposed intersection(s) and access point(s) along Frederick Road (MD 355).
11. At the signing and marking plan, the plan shall show appropriate signage for restricting motorized vehicles (MUTCD Sign R5-3) along the 11-ft wide sidewalk. Please coordinate with our Division of Traffic Engineering and Operations at [trafficops@montgomerycountymd.gov](mailto:trafficops@montgomerycountymd.gov) during the time of signing and marking plan for details.
12. **Storm Drain Study:** The proposed roadway cross section for the bypass is an interim condition. The applicant shall design the proposed storm drain system to accommodate the ultimate condition of the public roadway with the transit lanes. The proposed storm drain system should be reviewed approved by DPS at the permit stage. We defer to MDSHA for runoff from the site draining to an existing downstream storm drain system maintained by MDSHA.
13. The applicant will provide adequate Public Utility Easements to serve the proposed subdivision. The public utility easements will be provided adjacent to the public right of way or be accessible from the public right of way as approved by the appropriate utility companies. Utility company concurrence shall be adequately demonstrated during the Site Plan review process.
14. Prior to certified preliminary plan the stormwater management in the right-of-way must be approved by DPS.

#### **Standard Preliminary Plan Review Comments**

- 1. Design all vehicular access points and alleys to be at-grade with sidewalk, dropping down to street level between the sidewalk and roadway. This also applies to locations internal to the site.
- 2. Forest Conservation Easements are NOT ALLOWED to overlap any easement.
- 3. Upgrade pedestrian facilities at intersections along the site frontage and at adjacent intersections to comply with current ADA standards.
- 4. Ensure curve radii of 15-foot, or as small as practicable to accommodate target design vehicles without intrusion into bicycle or pedestrian travel ways.
- 5. Stop sign locations, crosswalks and markings will be reviewed and completed during the signing and marking stage.
- 6. Underground utilities and ensure adequate Public Utility Easements.

7. No steps, stoops, balconies or retaining walls for the development are allowed in county right-of-way. No door swings into county ROW.
8. The owner will be required to submit a recorded covenant for the operation and maintenance of any private storm drain systems, and/or open space areas prior to MCDPS approval of the record plat. The deed reference for this document is to be provided on the record plat.
9. Provide on-site handicap access facilities, parking spaces, ramps, etc. in accordance with the Americans with Disabilities Act.
10. Relocation of utilities along existing roads to accommodate the required roadway improvements shall be the responsibility of the applicant.
11. Trees in the County rights of way – spacing and species to be in accordance with the applicable MCDOT standards. Tree planning within the public right of way must be coordinated with DPS Right-of-Way Plan Review Section.
12. If the proposed development will alter any existing streetlights, replacement of signing, and/or pavement markings, please contact Mr. Dan Sanayi of our Traffic Engineering Design and Operations Section at (240) 777-2190 for proper executing procedures. All costs associated with such relocations shall be the responsibility of the applicant.
13. Permit and bond will be required as a prerequisite to MCDPS approval of the record plat. The permit will include, but not necessarily be limited to, the following improvements:
  - a. Street grading, paving, shoulders, bike facilities and handicap ramps (if any), storm drainage and appurtenances, and street trees along proposed bypass.
  - b. Permanent monuments and property line markers, as required by Section 50-4.3(G) of the Subdivision Regulations.
  - c. Erosion and sediment control measures as required by Chapter 19 and on-site stormwater management where applicable shall be provided by the Developer (at no cost to the County) at such locations deemed necessary by the Department of Permitting Services (DPS) and will comply with their specifications. Erosion and sediment control measures are to be built prior to construction of streets, houses and/or site grading and are to remain in operation (including maintenance) as long as deemed necessary by the DPS.
  - d. Enclosed storm drainage and/or engineered channel (in accordance with the MCDOT Storm Drain Design Criteria) within the County rights-of-way and all drainage easements.
  - e. Developer shall ensure final and proper completion and installation of all utility lines underground, for all new road construction.
  - f. Developer shall provide streetlights in accordance with the specifications, requirements, and standards prescribed by the MCDOT Division of Traffic Engineering and Operations.

**Traffic Impact Study**

Total development evaluated by the report and analysis includes the construction of up to 326 multifamily units. Vehicular access is planned to be provided via a public street connected to the west side of Clarksburg Road and south of Frederick Road (MD 355), as well as a private street connected to the west side of Clarksburg Road.

The traffic counts taken on October 7, 2020 are in accordance with the Maryland-National Capital Park and Planning Commission (M-NCPPC)-Memorandum dated September 17, 2020- "Briefing on Temporary Policy for Traffic Counts Collection and Transportation Impact Study Submission During COVID-19 Pandemic".

Adequacy Determination:

1. The study (page-16) indicates that the subject development will generate more than 50 total weekday peak hour person trips; therefore, the Motor Vehicle Adequacy test is required.
2. The study indicates that the analysis for pedestrian, transit and bicycle system adequacy is not required since the proposed development does not generate more than 50 trips for any of the tests. We accept this conclusion.

Motor Vehicles System Adequacy

1. The TIS indicates this study was prepared in accordance with the Fall 2017 Local Area Transportation Review (LATR) guidelines.
2. The site and study intersections fall within both the LATR's Clarksburg Transportation and Clarksburg Town Center Policy Areas. Intersection 1 and 2 are located within the Clarksburg Transportation Policy Area (yellow) where the Critical Lane Volume Methodology (CLV) is required. If the CLV exceeds 1,350, the Highway Capacity Manual (HCM) analysis must be completed. If HCM analysis is required, the average delay adequacy threshold for these intersections is 51 seconds/vehicle. The subject site and remaining two studied intersections are located within the Clarksburg Town Center Policy Area (orange) where the congestion threshold is established at a maximum overall average delay of 63 seconds/vehicle.
3. Based on traffic counts completed in accordance with the MNCPPC- Memorandum dated September 17, 2020, report, each studied intersection will operate within the congestion standard for each respective Policy Area during both the AM and PM peak hours. We concur with the consultant's conclusion.
4. We defer to the Maryland State Highway Administration (MDSHA) for comments regarding intersections maintained by MDSHA jurisdiction with the exception the maintenance and operation of traffic signal on state-maintained roadways.

Traffic Signal Warrant Analysis



1. A traffic signal warrant analysis was performed for the future intersections at either end of the master-planned bypass road connecting Frederick Road (MD 355) to Clarksburg Road. For the purposes of the analysis, it was assumed that all traffic currently making an eastbound-left-turn or southbound-right-turn movement at the existing intersection of Frederick Road (MD 355) and Clarksburg Road would divert to use the bypass.
2. The applicant states that the results of the analyses show that neither intersection will require signalization under total conditions.
  - a. Clarksburg Road and proposed bypass intersection: We **agree** with the applicant's determination that a traffic signal is not warranted at this intersection.
  - b. Frederick Road (MD 355) and proposed bypass intersection: We **do not agree** with the applicant's determination. Due to the close proximity of the intersection of proposed bypass and Frederick Road (MD 355) to the planned and approved traffic signal for the Fire Station #35 approved by MDSHA, we strongly recommend a new traffic signal or modifications to the approved traffic signal at the Fire Station be considered by MDSHA at this location. The applicant must coordinate the installation and any operations modification for this traffic light with MDSHA, MCDOT and the fire station. We defer to MDSHA to make final determinations.

*Pedestrian and Bicycle Impact Statement*

1. The consultant provided an evaluation of the pedestrian and bicycle access and circulation in the vicinity of the site and the transit and other non-automotive operations in the study area. The consultant provided the location of sidewalks, pedestrian signal heads, accessible ramps and bus stops and routes within the study area. The report evaluated crosswalks and pedestrian crossing timing at each signalized intersection, indicating their adequacy.
2. The applicant provided the locations of bus stops and the routes; amenities at the stops were identified.
3. We concur with the consultant's conclusion regarding the pedestrian and bicycle system adequacy.

Thank you for the opportunity to review this preliminary plan. If you have any questions or comments regarding this letter, please contact myself for this project at [brenda.pardo@montgomerycountymd.gov](mailto:brenda.pardo@montgomerycountymd.gov) or at (240) 777-7170.

Sincerely,

*Brenda M. Pardo*

Brenda M. Pardo, Engineer III

Mr. Ryan Sigworth  
Preliminary Plan No. 120200100  
July 7, 2022  
Page 10

Development Review Team  
Office to Transportation Policy

[SharePoint\teams\DOT\Director's Office\Development Review\Brenda\Preliminary Plan\PP120200010 Miles Coppola\120200010-Miles Coppola-DOT Preliminary Plan Letter 7.7.22](#)

Attachments: Approved Sight Distance Study

cc: Correspondence folder FY 2022

cc-e:	Robert R. Harris	Lerch, Early & Brewer, Chtd
	Jim Soltesz	Soltesz
	Kamal Hamud	MCDOT DTEO
	Mark Terry	MCDOT DTEO
	Atiq Panjshiri	MCDPS RWPR
	Sam Farhadi	MCDPS RWPR
	Rebecca Torma	MCDOT OTP



**MONTGOMERY COUNTY, MARYLAND**  
DEPARTMENT OF PUBLIC WORKS AND TRANSPORTATION  
DEPARTMENT OF PERMITTING SERVICES

**SIGHT DISTANCE EVALUATION**

Facility/Subdivision Name: **MILES COPPOLA**

Preliminary Plan Number: **1- 20220010**

Street Name: **EX. CLARKSBURG ROAD**

Master Plan Road  
Classification: **ARTERIAL**

Posted Speed Limit: **30** mph

Street/Driveway #1 (**STREET A**)

Street/Driveway #2 ( )

Sight Distance (feet) OK?  
Right **325 feet (Westbound)** ✓  
Left **325 feet (Eastbound)** ✓

Sight Distance (feet) OK?  
Right \_\_\_\_\_  
Left \_\_\_\_\_

Comments: **Sight distance is acceptable**

Comments: **Sight distance is acceptable**

**GUIDELINES**

Classification or Posted Speed  
(use higher value)

Required  
Sight Distance  
in Each Direction\*

Tertiary - 25 mph  
Secondary - 30  
Business - 30  
Primary - 35  
**Arterial - 40**  
(45)  
Major - 50  
(55)

150'  
200'  
200'  
250'  
**325'**  
400'  
475'  
550'

\*Source: AASHTO

Sight distance is measured from an eye height of 3.5' at a point on the centerline of the driveway (or side street) 6' back from the face of curb or edge of traveled way of the intersecting roadway where a point 2.75' above the road surface is visible. (See attached drawing)

**ENGINEER/ SURVEYOR CERTIFICATE**

I hereby certify that this information is accurate and was collected in accordance with these guidelines.

*KL V*

Signature

**5/3/2022**

Date

**33901**

PLS/P.E. MD Reg. No.

**Montgomery County Review:**

☒ Approved

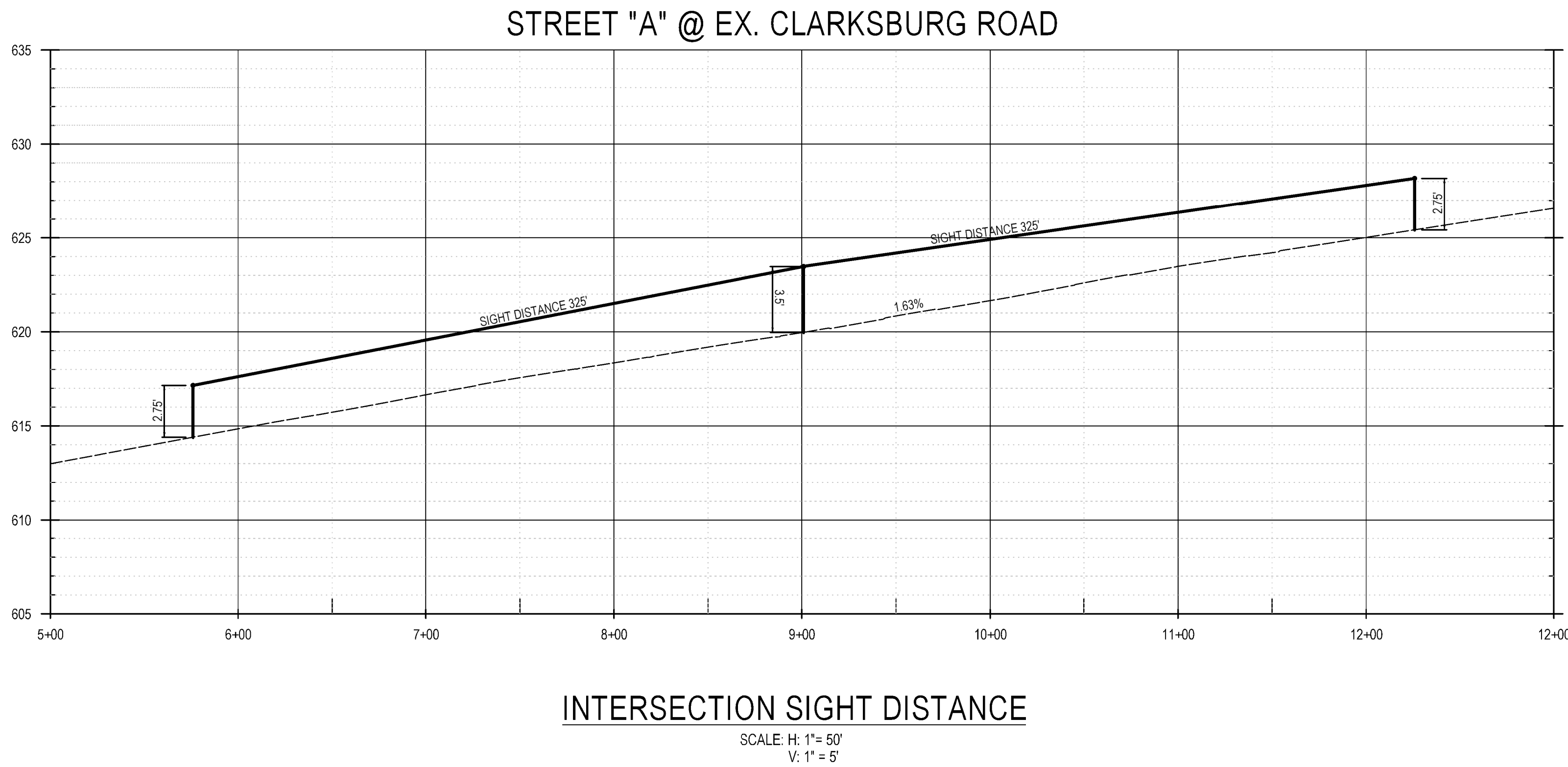
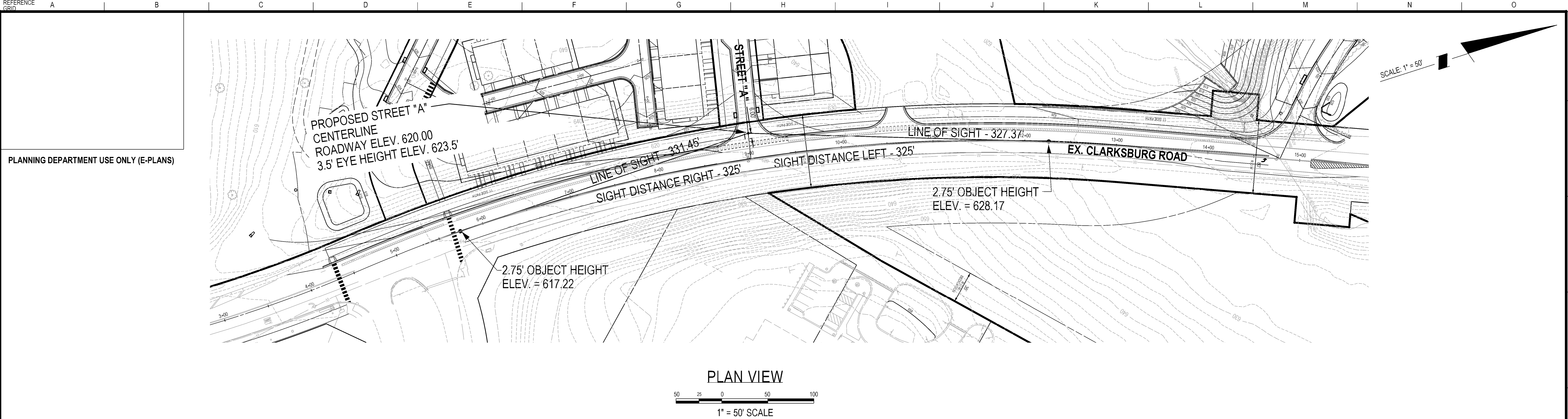
☐ Disapproved:

By: *Brenda M. Pardo*

Date: **6/7/22**



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**MONTGOMERY COUNTY, MARYLAND**  
DEPARTMENT OF PUBLIC WORKS AND TRANSPORTATION  
DEPARTMENT OF PERMITTING SERVICES

**SIGHT DISTANCE EVALUATION**

Facility/Subdivision Name: MILES COPPOLA Preliminary Plan Number: 1- 20220010

Street Name: EX. CLARKSBURG ROAD Master Plan Road Classification: ARTERIAL

Posted Speed Limit: 30 mph

Street/Driveway #1 ( STREET A ) Street/Driveway #2 ( )

Sight Distance (feet) OK? Right 325 feet (Westbound) Left 325 feet (Eastbound)

Comments: Sight distance is acceptable

**GUIDELINES**

Classification or Posted Speed (use higher value)	Required Sight Distance in Each Direction*
Tertiary - 25 mph	150
Secondary - 30	200
Business - 30	200
Primary - 35	250
Arterial - 40	325
Major - 50	400
(55)	475
	550

\*Source: AASHTO

Sight distance is measured from an eye height of 3.5' at a point on the centerline of the driveway (or side street) 6' back from the face of curb or edge of traveled way of the intersecting roadway where a point 2.75' above the road surface is visible. (See attached drawing)

**ENGINEER/ SURVEYOR CERTIFICATE**

I hereby certify that this information is accurate and was collected in accordance with these guidelines.

Signature: [Signature] Date: 5/3/2022

33901  
PLS/P.E. MD Reg. No.

Montgomery County Review:  
☐ Approved  
☐ Disapproved  
By: \_\_\_\_\_  
Date: \_\_\_\_\_

Form Reformat: March, 2009

**SOLTESZ, INC.**

Rockville  
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Engineering  
Surveying  
Planning  
Environmental Sciences

NO.	REVISIONS	BY	DATE
1	DESIGNED: S.A.C.		DECEMBER 2021
2	TECHNICIAN: L.A.P.		
3	CHECKED: R.M.M.		
4	CAD STANDARDS VERSION: V8 - NCS		

**MISS UTILITY NOTE**

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 CROSSINGS BY DIGGING TEST PITS BY HAND, WELL IN ADVANCE OF THE START OF EXCAVATION. CONTACT "MISS UTILITY" AT 1-800-257-7777, 48 HOURS PRIOR TO THE START OF EXCAVATION. IF CLEARANCES ARE LESS THAN SHOWN ON THIS PLAN OR TWELVE (12) INCHES, WHICHEVER IS LESS, CONTACT THE ENGINEER AND THE UTILITY COMPANY BEFORE PROCEEDING WITH CONSTRUCTION. CLEARANCES LESS THAN NOTED MAY REQUIRE REVISIONS TO THIS PLAN.

**OWNER/DEVELOPER/APPLICANT**

BROOKFIELD WASHINGTON, LLC  
3201 JERMANTOWN ROAD  
SUITE #150  
FAIRFAX, VA 22030  
(703) 209-3495  
CRIS MAINA

MAP 9 GRID C4	
TAX MAP EW	ZONING CATEGORY: R-90 / CRT
WSSC 200' SHEET 223NW13, 233 NW14 232NW13, 232NW14	
SITE DATUM HORIZONTAL: NAD 83/91 VERTICAL:	

**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. \_\_\_\_\_ EXPIRATION DATE: \_\_\_\_\_

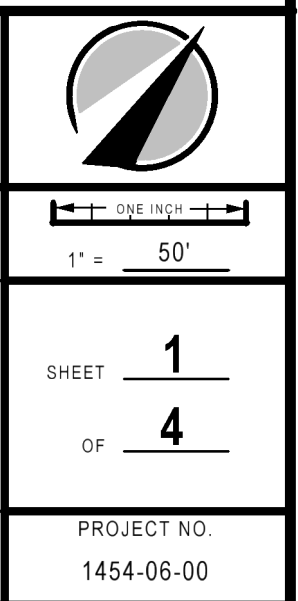
**SIGHT DISTANCE EXHIBIT- STREET A**

**PRELIMINARY PLAN**  
**MILES COPPOLA**

CLARKSBURG (2ND) ELECTION DISTRICT, MONTGOMERY COUNTY, MARYLAND

SHEET 1  
OF 4

PROJECT NO.  
1454-06-00







**MONTGOMERY COUNTY, MARYLAND**  
DEPARTMENT OF PUBLIC WORKS AND TRANSPORTATION  
DEPARTMENT OF PERMITTING SERVICES

**SIGHT DISTANCE EVALUATION**

Facility/Subdivision Name: MILES COPPOLA Preliminary Plan Number: 1- 20220010

Street Name: CLARKSBURG ROAD Master Plan Road Classification: ARTERIAL

Posted Speed Limit: 30 mph

Street/Driveway #1 (PRIMARY ACCESS ROAD) Street/Driveway #2 ( \_\_\_\_\_ )

Sight Distance (feet) OK?  
Right 325 feet (Westbound)   
Left 325 feet (Eastbound)

Sight Distance (feet) OK?  
Right \_\_\_\_\_  
Left \_\_\_\_\_

Comments: Sight distance is acceptable

Comments: Sight distance is acceptable

**GUIDELINES**

Classification or Posted Speed (use higher value)	Required Sight Distance in Each Direction*
Tertiary - 25 mph	150'
Secondary - 30	200'
Business - 30	200'
Primary - 35	250'
Arterial - 40	325'
(45)	400'
Major - 50	475'
(55)	550'

\*Source: AASHTO

Sight distance is measured from an eye height of 3.5' at a point on the centerline of the driveway (or side street) 6' back from the face of curb or edge of traveled way of the intersecting roadway where a point 2.75' above the road surface is visible. (See attached drawing)

**ENGINEER/ SURVEYOR CERTIFICATE**

I hereby certify that this information is accurate and was collected in accordance with these guidelines.

5/3/22  
Signature Date

33901  
PLS/P.E. MD Reg. No.

**Montgomery County Review:**

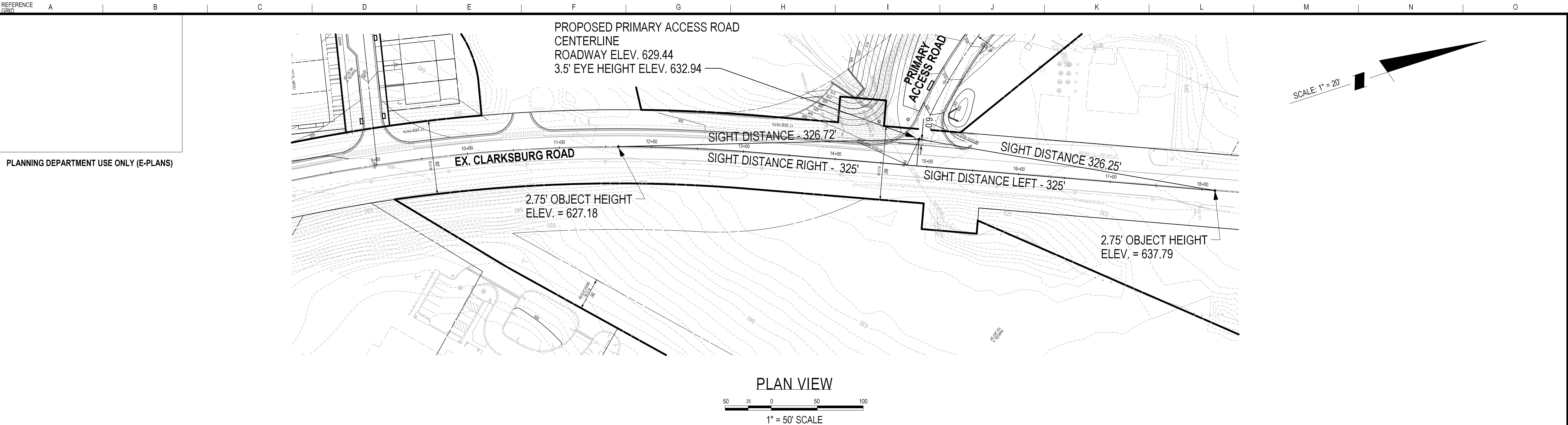
☒ Approved

☐ Disapproved:

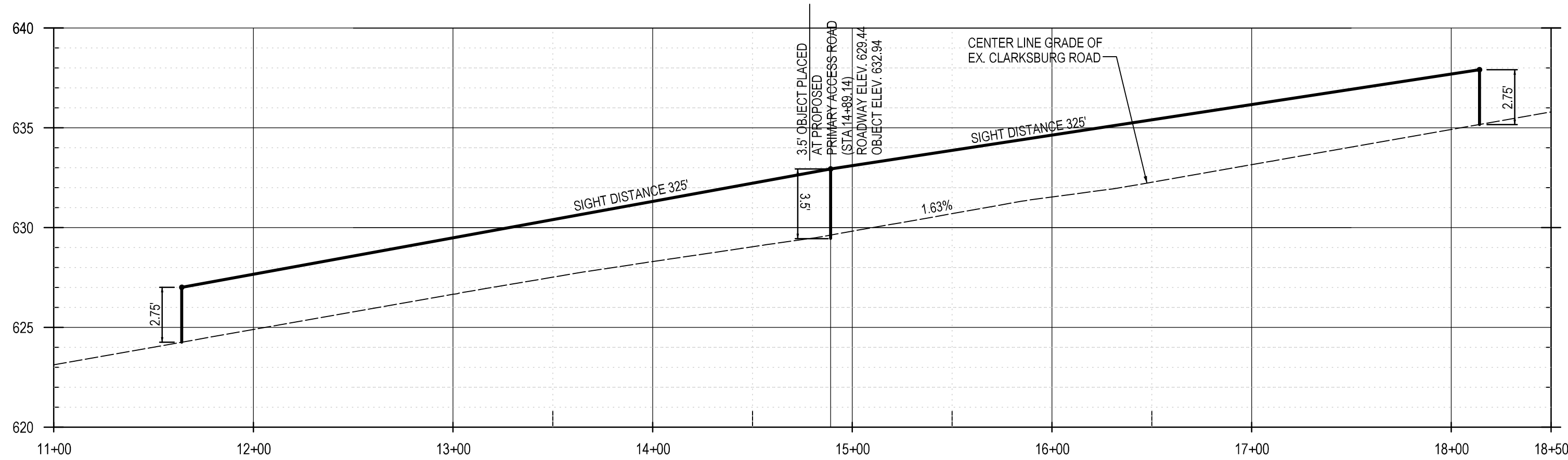
By: Brenda M. Pardo

Date: 6/7/22

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### PRIMARY ACCESS ROAD @ EX. CLARKSBURG ROAD



### INTERSECTION SIGHT DISTANCE

SCALE: H: 1" = 50'  
V: 1" = 5'



MONTGOMERY COUNTY, MARYLAND  
DEPARTMENT OF PUBLIC WORKS AND TRANSPORTATION  
DEPARTMENT OF PERMITTING SERVICES

#### SIGHT DISTANCE EVALUATION

Facility/Subdivision Name: <b>MILES COPPOLA</b>	Preliminary Plan Number: <b>1- 20220010</b>
Street Name: <b>CLARKSBURG ROAD</b>	Master Plan Road Classification: <b>ARTERIAL</b>
Posted Speed Limit: <b>30</b> mph	
Street/Driveway #1 ( <b>PRIMARY ACCESS ROAD</b> )	Street/Driveway #2 ( )
Sight Distance (feet) OK? Right <b>325 feet</b> (Westbound) Left <b>325 feet</b> (Eastbound)	Sight Distance (feet) OK? Right Left
Comments: <b>Sight distance is acceptable</b>	Comments: <b>Sight distance is acceptable</b>

#### GUIDELINES

Classification or Posted Speed (Use higher value)	Required Sight Distance in Each Direction*	Sight distance is measured from an eye height of 5.5' at a point on the centerline of the driveway (or side street) 6' back from the face of curb or edge of traveled way of the intersecting roadway where a point 2.75' above the road surface is visible. (See attached drawing)
Tertiary - 25 mph	150'	
Secondary - 30	200'	
Business - 30	200'	
Primary - 35	250'	
Arterial - 40	325'	
Major - (45)	400'	
50	475'	
(55)	550'	

\*Source: AASHTO

#### ENGINEER/ SURVEYOR CERTIFICATE

I hereby certify that this information is accurate and  
was collected in accordance with these guidelines.

Signature: *[Signature]* Date: **5/3/22**

**33901**  
PLS/P.E. MD Reg. No.

#### Montgomery County Review:

☐ Approved  
☐ Disapproved:

By: \_\_\_\_\_  
Date: \_\_\_\_\_

Form Information:  
Rev. 2020



Engineering  
Surveying  
Planning  
Environmental Sciences

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Waldorf  
Leonardtown  
Frederick  
Soltesz DC, LLC

NO.	REVISIONS	BY	DATE
1	DATE: DECEMBER 2021		
DESIGNED: S.A.C.	CAD STANDARDS VERSION: V8 - NCS	TECHNICIAN: L.A.P.	CHECKED: R.M.M.

#### MISS UTILITY NOTE

INFORMATION CONCERNING EXISTING UNDERGROUND UTILITIES  
WAS OBTAINED FROM AVAILABLE RECORDS. THE CONTRACTOR  
MUST DETERMINE THE EXACT LOCATION AND ELEVATION OF ALL  
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LESS, CONTACT THE ENGINEER AND THE UTILITY COMPANY  
BEFORE PROCEEDING WITH CONSTRUCTION. CLEARANCES LESS  
THAN NOTED MAY REQUIRE REVISIONS TO THIS PLAN.

#### OWNER/DEVELOPER/APPLICANT

BROOKFIELD WASHINGTON, LLC  
3201 JERMANTOWN ROAD  
SUITE #150  
FAIRFAX, VA 22030  
(703) 209-3495  
CRIS MAINA

#### MAP 9 GRID C4

TAX MAP EW	ZONING CATEGORY: R-90 / CRT
WSSC 200' SHEET 223NW13, 233 NW14 232NW13, 232NW14	
SITE DATUM HORIZONTAL: <b>NAD 83/91</b> VERTICAL:	

#### 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. \_\_\_\_\_, EXPIRATION DATE: \_\_\_\_\_

### SIGHT DISTANCE EXHIBIT - PRIMARY ACCESS ROAD

## PRELIMINARY PLAN MILES COPPOLA

CLARKSBURG (2ND) ELECTION DISTRICT, MONTGOMERY COUNTY, MARYLAND



1" = \_\_\_\_\_

SHEET **2**  
OF **4**

PROJECT NO.  
1454-06-00



**MONTGOMERY COUNTY, MARYLAND**  
DEPARTMENT OF PUBLIC WORKS AND TRANSPORTATION  
DEPARTMENT OF PERMITTING SERVICES

**SIGHT DISTANCE EVALUATION**

Facility/Subdivision Name: **MILES COPPOLA** Preliminary Plan Number: **1- 20220010**

Street Name: **PRIMARY ACCESS ROAD** Master Plan Road Classification: **ARTERIAL**

Posted Speed Limit: **30** mph

Street/Driveway #1 (**STREET B**) Street/Driveway #2 ( )

Sight Distance (feet) OK?  
Right **325 feet (Westbound)** ✓  
Left **325 feet (Eastbound)** ✓

Sight Distance (feet) OK?  
Right \_\_\_\_\_  
Left \_\_\_\_\_

Comments: **Sight distance is acceptable**

Comments: **Sight distance is acceptable**

**GUIDELINES**


Classification or Posted Speed (use higher value)	Required Sight Distance in Each Direction*
Tertiary - 25 mph	150'
Secondary - 30	200'
Business - 30	200'
Primary - 35	250'
Arterial - 40	325'
(45)	400'
Major - 50	475'
(55)	550'

\*Source: AASHTO

Sight distance is measured from an eye height of 3.5' at a point on the centerline of the driveway (or side street) 6' back from the face of curb or edge of traveled way of the intersecting roadway where a point 2.75' above the road surface is visible. (See attached drawing)

**ENGINEER/ SURVEYOR CERTIFICATE**

I hereby certify that this information is accurate and was collected in accordance with these guidelines.

  
\_\_\_\_\_  
Signature

**5/3/2022**  
\_\_\_\_\_  
Date

**33901**  
\_\_\_\_\_  
PLS/P.E. MD Reg. No.

**Montgomery County Review:**

☒ Approved

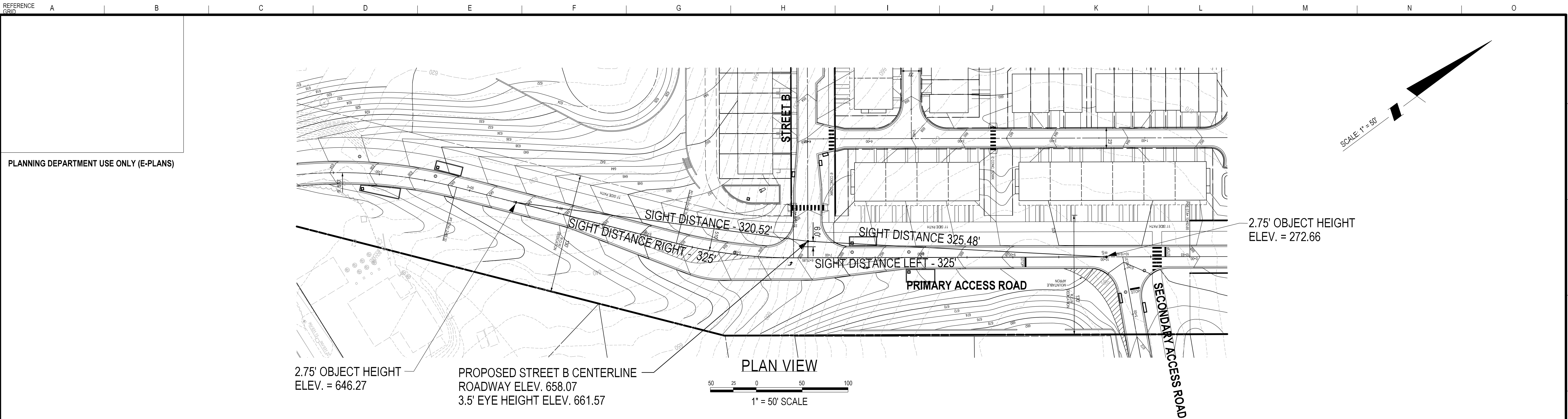
☐ Disapproved:

By: **Brenda M. Pardo**

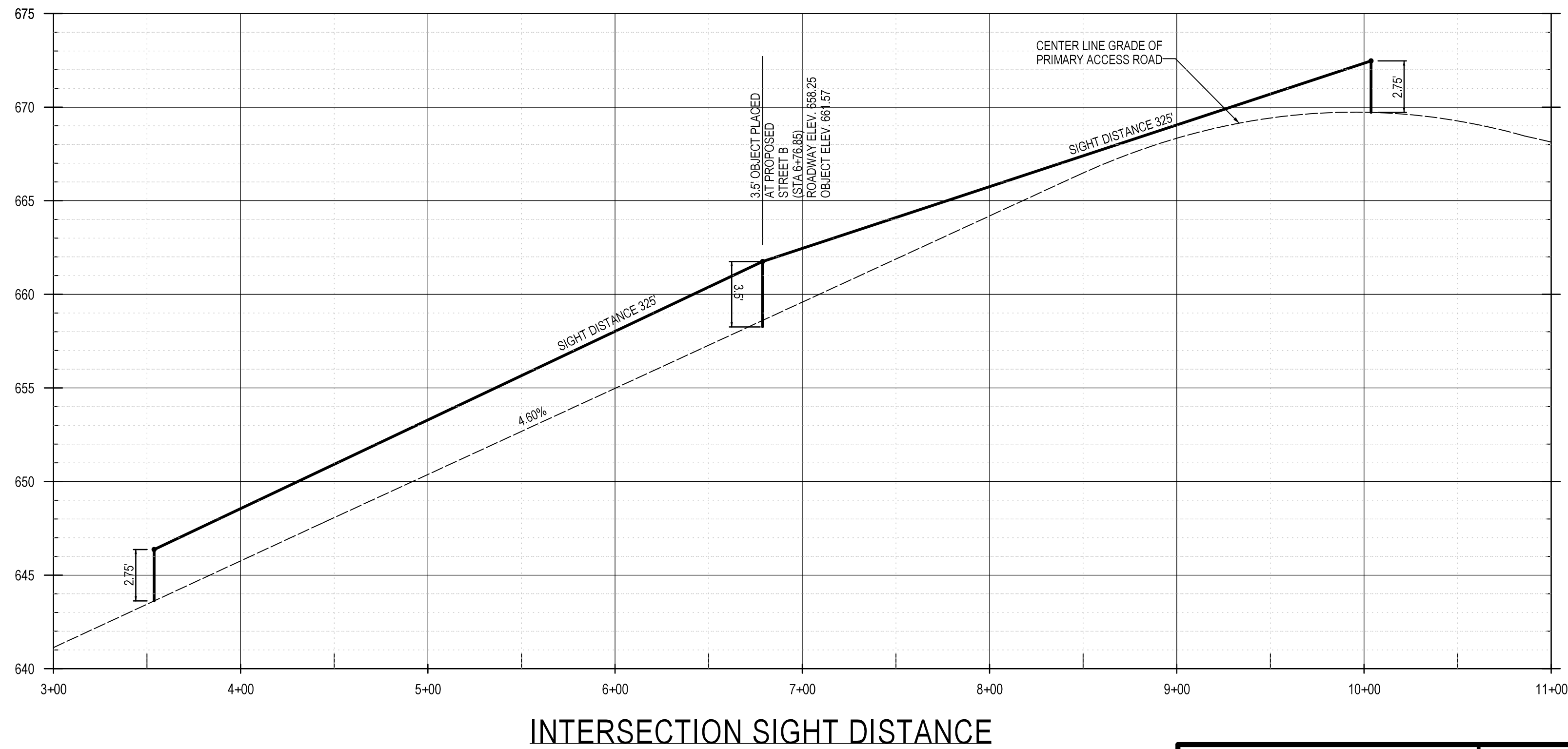
Date: **6/7/22**



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## STREET B @ PRIMARY ACCESS ROAD



MONTGOMERY COUNTY, MARYLAND  
DEPARTMENT OF PUBLIC WORKS AND TRANSPORTATION  
DEPARTMENT OF PERMITTING SERVICES

### SIGHT DISTANCE EVALUATION

Facility/Subdivision Name: <b>MILES COPPOLA</b>	Preliminary Plan Number: <b>1- 20220010</b>
Street Name: <b>PRIMARY ACCESS ROAD</b>	Master Plan Road Classification: <b>ARTERIAL</b>
Posted Speed Limit: <b>30</b> mph	
Street/Driveway #1 ( <b>STREET B</b> )	Street/Driveway #2 ( )
Sight Distance (feet) OK? Right <b>325 feet (Westbound)</b> Left <b>325 feet (Eastbound)</b>	Sight Distance (feet) OK? Right Left
Comments: <b>Sight distance is acceptable</b>	Comments: <b>Sight distance is acceptable</b>

### GUIDELINES

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\*Source: AASHTO

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Signature: *[Signature]* Date: **5/3/2022**  
33901  
PLS/P.E. MD Reg. No.

### Montgomery County Review:

☐ Approved  
☐ Disapproved  
By: \_\_\_\_\_  
Date: \_\_\_\_\_

Form Reformatted:  
March, 2020

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## SIGHT DISTANCE EXHIBIT - STREET B

## PRELIMINARY PLAN MILES COPPOLA

CLARKSBURG (2ND) ELECTION DISTRICT, MONTGOMERY COUNTY, MARYLAND



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NO.	REVISIONS	BY	DATE
DATE: <b>DECEMBER 2021</b>	CAD STANDARDS VERSION: <b>V8 - NCS</b>		
DESIGNED: <b>S.A.C.</b>	TECHNICIAN: <b>L.A.P.</b>	CHECKED: <b>R.M.M.</b>	

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EW	R-90 / CRT
WSSC 200' SHEET	
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SITE DATUM	
HORIZONTAL: <b>NAD 83/91</b>	
VERTICAL:	



1" = \_\_\_\_\_

SHEET **3**  
OF **4**

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