

STATE HIGHWAY ADMINISTRATION
OF MARYLAND

Sheet No. 3

No. B-AA-2948-88

Baltimore, Maryland

SEPTEMBER 30, 1988

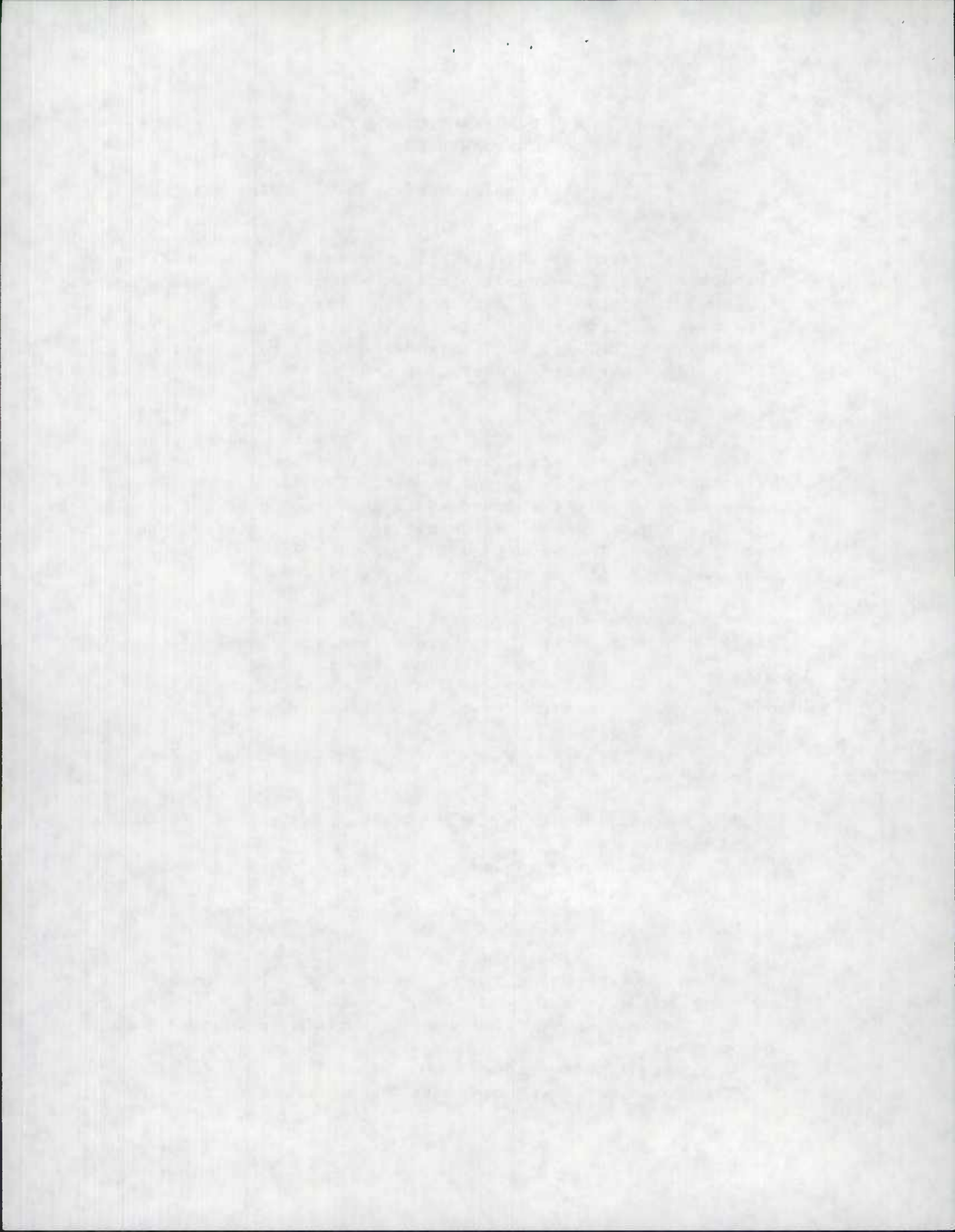
At the discretion of the District Engineer, a SHA construction inspector may be assigned to the construction. It is agreed and understood by the acceptance of this permit, that the Permittee shall reimburse the SHA for the full cost of this inspection. The bill for the service shall be paid within thirty (30) days after receipt of same.

It is necessary that a copy of the SHA's Permit be on the job site at all times, in order that the Permittee's personnel and/or the Permittee's Contractor is in a position to comply with the requirements of the permit. The Resident Maintenance Engineer or Permit Inspector shall have the option of closing down the project where the Permittee's representative does not have a copy of the permit on the job site and/or is not familiar with the contents of the permit.

It is agreed and understood that the issuance of this permit shall be construed to indicate complete acceptance of the specifications and terms outlined therein, unless the permittee and/or Surety notifies the State Highway Administration to the contrary within ten (10) days from the issued date.

1. PAVING: Paving (on a sub-base, acceptable to the Chief Engineer or his representative) to consist of:

- (a) 3" (nominal) bituminous concrete surface (placed in two courses),
6" (nominal) bituminous concrete base (two 3" courses),
- (b) 3" (nominal) bituminous concrete surface (placed in two courses),
4" (nominal) bituminous concrete base,
6" base course using graded aggregate base, GA base,
- (c) 3" (nominal) bituminous concrete surface (placed in two courses),
4" (nominal) bituminous concrete base,
7" base course using bank-run gravel base, BRG base,



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- (d) 3" (nominal) bituminous concrete surface (placed in two courses),
5" (nominal) sand asphalt base,
12" borrow excavation, Type III,

- (e) 3" (nominal) bituminous concrete surface (placed in two courses),
4" (nominal) bituminous concrete base,
12" borrow excavation, Type III,

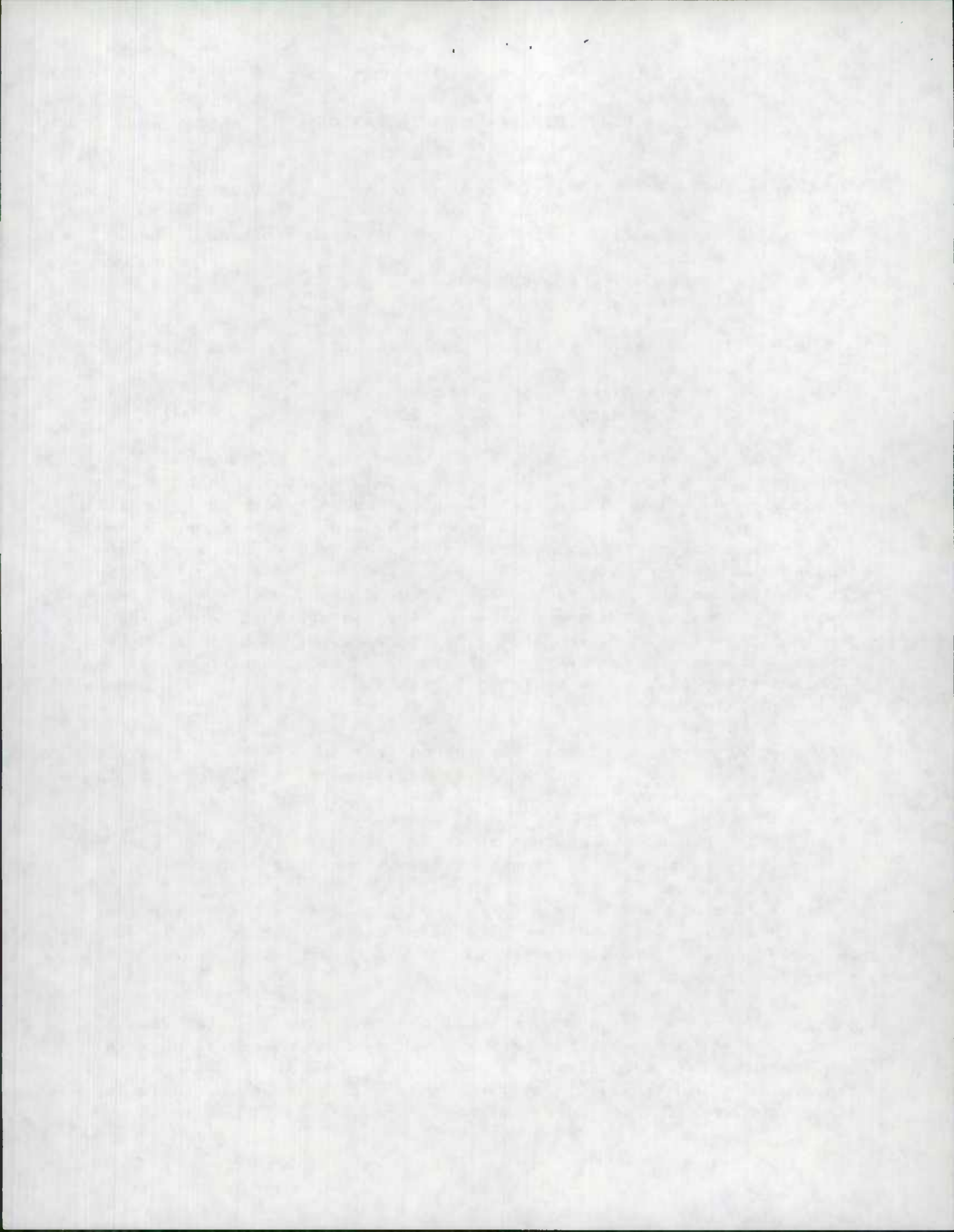
Each course of option (a) through (e) above, to be thoroughly compacted with a road roller of not less than eight (8) tons in weight or as directed by the Engineer. Finished roadway width is to be fifty (50) feet curb to curb. From station 0+63.43 on the Maryland Route 32 Service Road northeasterly to station 6+63.05 on Orion Boulevard the roadway must be graded and paved with one of the above specifications. The area around the curb radii to be so graded and paved as to insure positive drainage. The new paving on Maryland Route 32 Service Road provide a smooth transition to the existing paving on Maryland Routae 32 Service Road. Grade of paving shall be 2% as indicated on typical section on the plan or as directed by the S.H.A. Resident Maintenance Engineer or Inspector.

All existing paving disturbed during construction of the work covered by this permit, shall be replaced in kind, subject to approval of the SHA Resident Maintenance Engineer or Permit Inspector.

2. CURBS: Channelization to consist of Type "A" combination curb and gutter (1'-0" gutter pan), constructed in accordance with the plan.

Roadside face of curb to be 25' from and parallel to the centerline of the highway, forming a 50', curb to curb, closed section. All curbs to shown an 8" reveal at all points. The area behind the curbs shall be graded and sodded or seeded.

All forms used in the curb work shall be steel except in the radius returns. The forms shall be prepared and placed in accordance with SHA standards and specifications. Concrete curbs shall have construction joints at 10' intervals and shall be constructed in accordance with SHA standards and specifications. All joints to be



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sealed and/or caulked with S.H.A. approved materials. All curbs to have a minimum of 2' compacted earth backing for support, sloping up 1/4" per foot from top of curb for a minimum of 2 feet, thence on a slope not in excess of 2:1.

Sub-grade for chosen paving option shall be extended underneath the curb and gutter section.

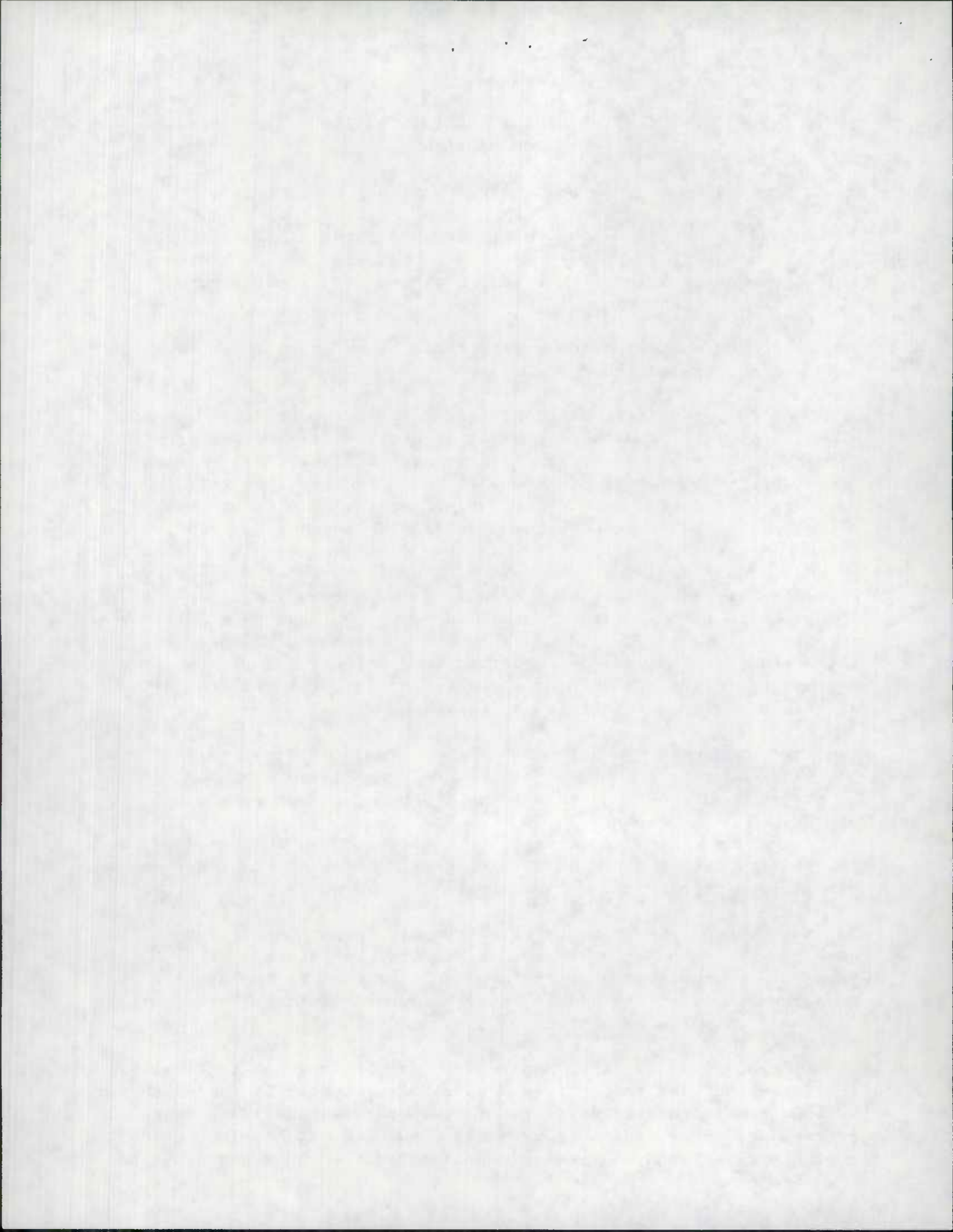
3. DRAINAGE: Positive and controlled flow of storm water run-off to a suitable outfall, without ponding or erosion damage, shall be obtained. Maintain positive drainage at all times. All existing structures shall function while work is in progress, as well as upon completion of work. Should any disturbance be made to existing drainage ditches or structures, it shall be necessary to restore the ditches or structures to their original condition by cleaning out, resodding and/or paving, whichever is deemed applicable by the SHA Resident Maintenance Engineer or Permit Inspector. Construct all flowlines so as to maintain normal adequate drainage at all times, as directed by the SHA Resident Maintenance Engineer or Permit Inspector. All drainage structures and construction incidental to drainage are a definite part of this permit, and shall not be deviated from without written permission from this Administration.

The Permittee shall be responsible for the placement of any sediment and erosion control devices that may be necessary during the construction of the improvements outlined in this permit.

All storm drain structures shall be constructed as indicated on the plan and as directed by the SHA Resident Maintenance Engineer or Permit Inspector.

So that no increase in storm water run-off is generated by this development, into Route 32 Service Road; proper storm water management plans should be reviewed and approved by the County, Soil Conservation Districts and/or Water Resources Administration and implemented by the Permittee.

Should proper "Storm Water Management" not be included by Permittee in development of the property, and upon being damaged by increased storm water run-off from the development, the SHA will institute legal proceedings to prevent a recurrence of such situations to protect the public's safety and to seek reimbursement for any damages sustained.



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4. TRAFFIC: All work accomplished under this permit shall be controlled by normal standard SHA traffic control plan Maryland 104.05 attached, or by a traffic control plan developed by the Permittee and approved by the SHA. and in accordance to the attached special provisions Traffic-1 (Revised 4-29-87).

Under no circumstances shall any lane of Route 32 be closed or obstructed in any fashion before 9:00 A.M. or after 4:00 P.M. Maintain normal traffic on Route 32 at all times. All traffic lanes shall be restored at the end of each work day.

When boxing out shoulder area in preparation for paving, electrically activated lights shall be properly placed along the edge of work and spaced at a maximum distance of 30'.

If the existing lane markings on the State Highway must be eliminated so that new lines compatible to the widening constructed under this permit may be installed, the Permittee shall be responsible for the elimination of the lines. The Permittee shall notify the State Highway Administration Inspector's office at least 10 days prior to the elimination of the lines.

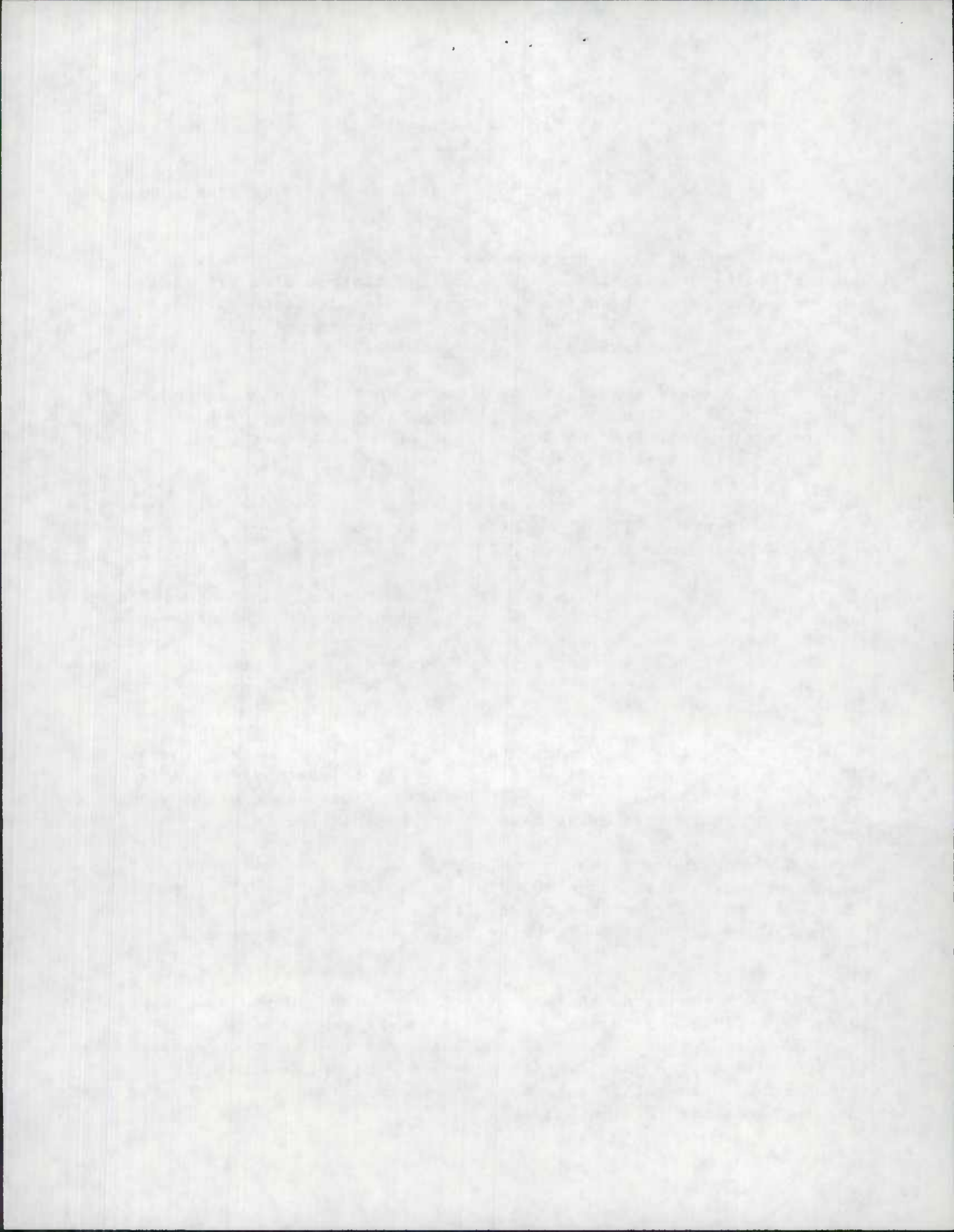
5. BOND: A Letter of Credit, No. 3729661457/109S, dated, August 23, 1988, in the amount of \$316,550.00, payable to the State of Maryland, with the First National Bank of Maryland, 21202, as Surety, is on file in this office and is being made a part of this permit.

6. FEE: Engineering fee in the amount of \$50.00, in the form of check no. 2093, dated June 20, 1988, and drawn on the First American Bank of Maryland from the account of The KMS Group, Inc., One Centre Park, Columbia MD 21045 is being made a part of this permit.

7. MISCELLANEOUS:

(a) All additions and/or revisions to plans in red are being made a part of this permit.

(b) Sidewalks, if any, in the SHA right-of-way to be constructed in accordance with Anne Arundel County's Dept. of Public Works standards. Grade of walk to meet top of roadside curb, then rise 1/4" per foot for the total width.



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(c) No obstructions shall be placed on or within the SHA right-of-way without the written permission of the SHA or its duly authorized agent. Violators shall be liable to prosecution for committing a misdemeanor.

(d) All mud and debris tracked and/or spilled on the State highway shall be removed promptly to eliminate potential hazards.

(e) Graded cut and fill slopes in the public Right-of-Way are to be sodded or seeded and mulched.

(f) In the fill areas where the grade of slope exceeds 3:1, and the elevation exceeds 5', standard "W" beam guard rail is required as directed by the SHA Resident Maintenance Engineer or Permit Inspector.

(g) Maintenance of the area, beyond the roadside flowline, etc., shall be the full responsibility of the permittee and/or owner or Lessee.

(h) It shall be the responsibility of the permittee to notify the Resident Maintenance Engineer or Permit Inspector's office upon completion of the work, so that a final inspection may be made. Upon receipt of notification from said office, that all work required under the terms of this permit has been completed, this Administration will return the letter of credit to the permittee and so notify the Bank.

(i) It shall be the responsibility of the permittee to restore the Right-of-Way to its original condition if development is initiated, but abandoned before completion.

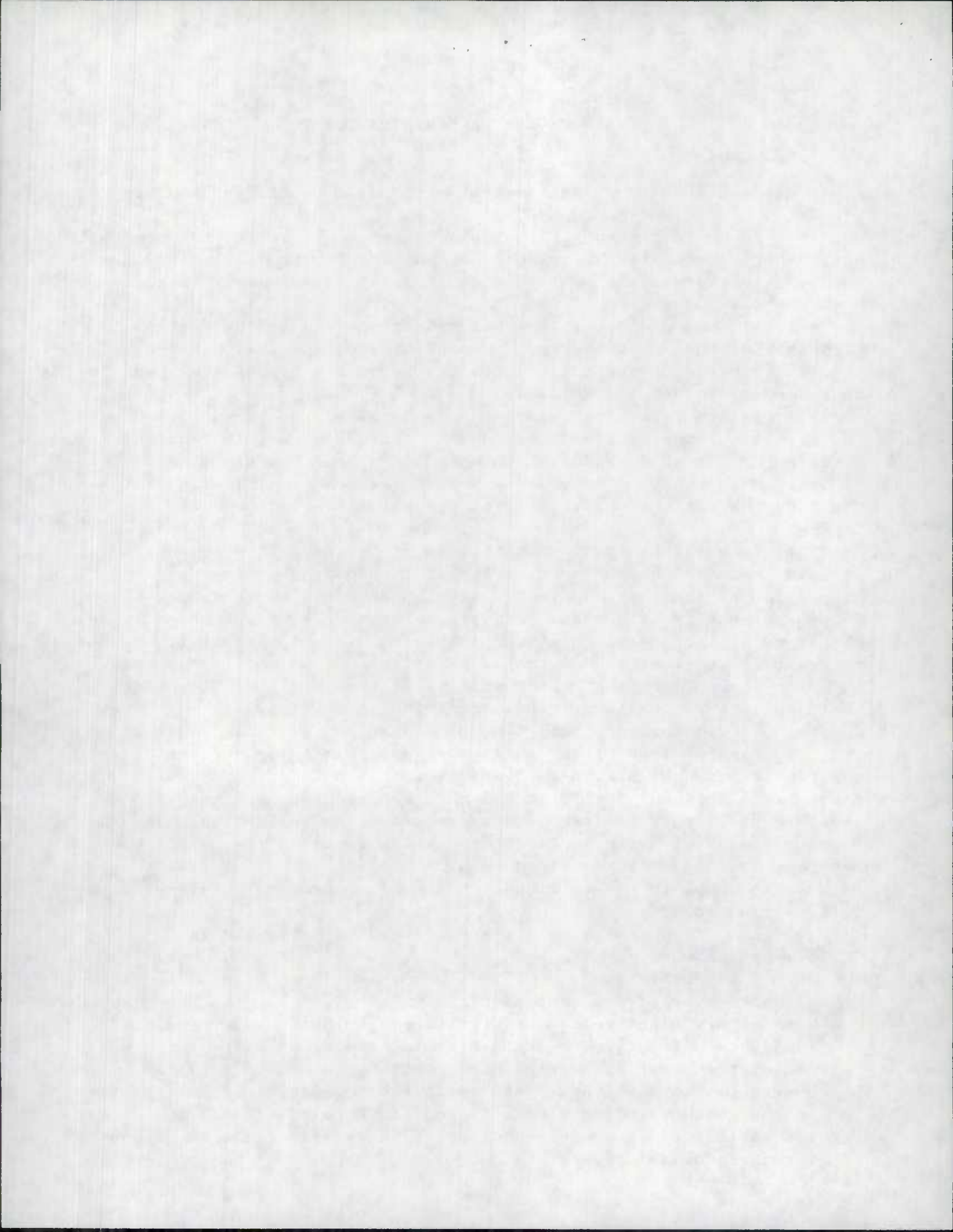
(j) The Permittee shall fully meet and faithfully perform his, theirs, or its obligations in completing the work for which this permit is issued and shall, in a manner satisfactory to the SHA complete the work described in this permit. The obligation under the permit remains in effect until the work described in the permit has been approved or accepted by the SHA. Failure to complete the outlined construction may result in one of the following actions:

1. Work on the entrance not started and property not in commercial use:

Permit may be revoked.

2. Work started-not completed:

With no prior notice to the permittee, the SHA may proceed to immediately fulfill the terms of this permit and all administrative, engineering, and construction costs shall be chargeable to the funds posted with the Administration at the time of the issuance of this permit, and the Permittee shall be responsible for any additional costs in excess of the funds posted for the aforesaid costs.



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(k) Vehicular access to and from the subject site by the public for the purpose of conducting business for the permitted use of the property, shall not be allowed until such time as the Service road reconstruction and all pertinent related work herein specified has been fully completed in accordance with the permit.

(l) If due to circumstances beyond the control of the permittee, (weather, strikes, etc.), the permittee cannot complete the work in the allotted time; the SHA may grant an extension of time within which the terms and conditions of the permit are to be fulfilled. A copy of the extension will be forwarded to the Bank and Permittee for concurrence.

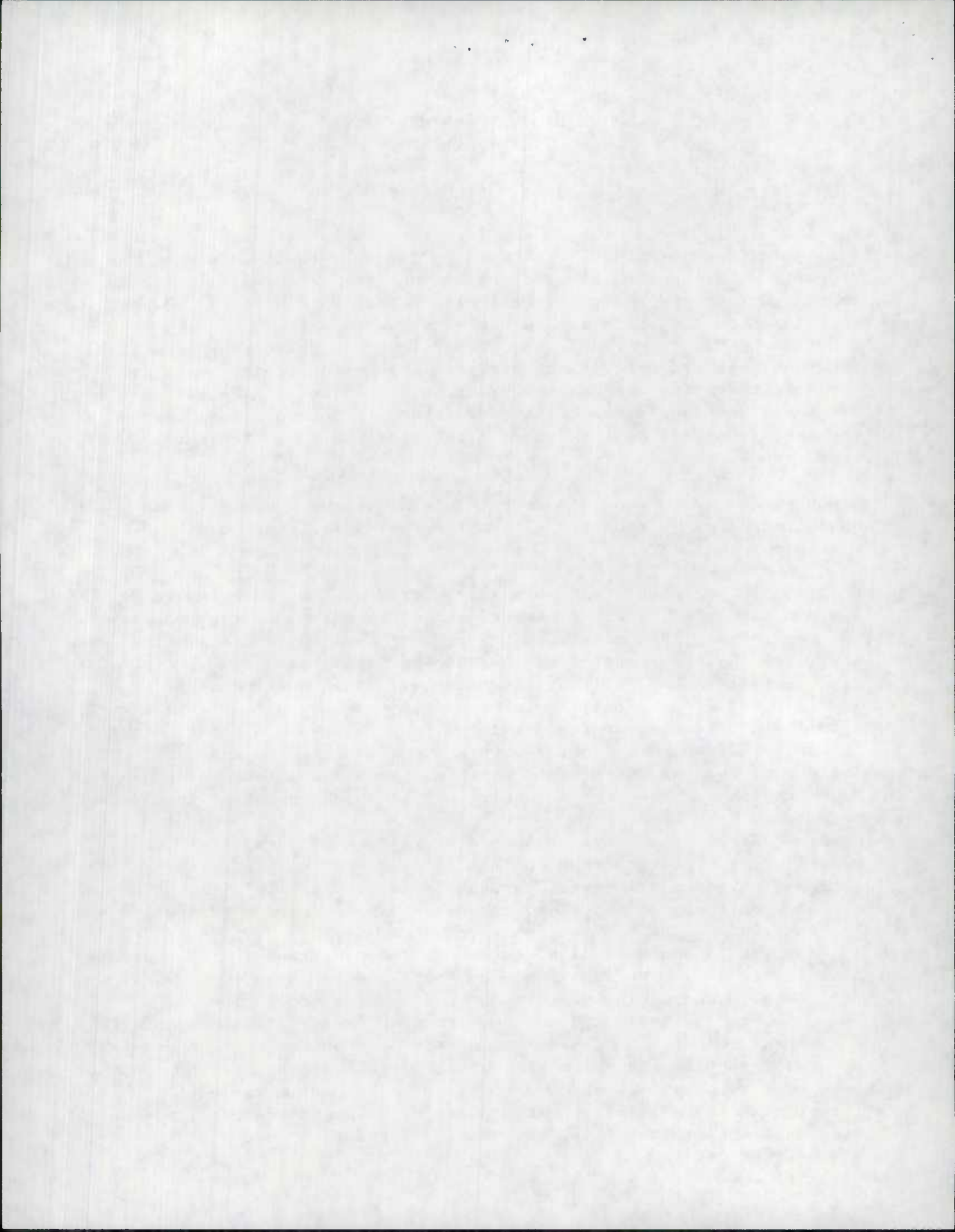
Concurrence of the Bank and Permittee will be assumed if written objections are not received within ten (10) days from the date of extension.

(m) In the event that work is required or that work is started and not completed, the SHA is authorized to enter upon the property of the permittee if necessary, to perform or complete the work. The Permittee shall save harmless the SHA and its agents or representatives and will not interfere with the construction.

(n) It is understood and agreed that the issuance of this permit, upon the application of the permittee, constitutes a binding contract by the permittee to perform the work specified herein, and upon failure of the permittee to so perform, the SHA may perform or cause to be performed, the aforesaid work at the sole expense of the Permittee.

(o) Failure to comply with the provisions of this permit shall constitute a breach thereof and the SHA and/or its authorized representatives shall have the right to immediately fulfill the terms of the permit and all cost and expense shall be charged to the funds posted with the SHA by the permittee.

(p) It is understood and agreed by the acceptance of this permit, that the roadway construction under the terms of this permit shall be for the sole and exclusive purpose of providing access for the use of the property, as indicated and described on Page 1 of this permit. Any expansion and/or modification of the development, or change of use, will require the approval of the SHA and may require the owner or developer to obtain a new commercial entrance permit to modify or reconstruct the entrance in accordance with the SHA requirements which are in effect at that time, and deemed necessary by the Administration.



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It is agreed and understood by the acceptance of this permit that where streets, entrances or approaches are involved, their approved location is not to be accepted by inference that a cross-over will be constructed and/or allowed through a median or grass plot in the event this highway should be developed and/or constructed as a dual highway or divided highway.

In the event future road improvements require the removal and/or adjustment of this service, the cost shall be borne by the permittee.

The permittee shall absolve the State Highway Administration from any claims or damage arising from any condition caused by the construction outlined in this permit.

SIGNS: No signs or lights will be permitted on or to overhang the State Highway Administration right of way.

Said work to be completed within 365 days from the date hereof.

Permission to place a utility or structure within the limits of the right of way of a bridge or highway is revocable by the State Highway Administration.

The work hereby permitted shall be done under the supervision and to the satisfaction of the State Highway Administration, with the State Highway Administration reserving full control over said roads or highways and the subject matter of this permit.

STATE HIGHWAY ADMINISTRATION

Hal Kassoff

Administrator

Bob B. Myers

Chief Engineer

LM

Creston J. Mills, Jr.
Creston J. Mills, Jr., Chief
Bureau of Engineering Access Permits

SHA 61.6-3

Rev. 12-2-87

