
April 6, 2021

Mr. Paul Dorr
The Traffic Group, Inc.
9900 Franklin Square Dr. - Suite H
Baltimore, MD 21236

Dear Mr. Dorr:

Thank you for the opportunity to review the concept plan, for the (Takoma Junction development – SHA Tracking #19-AP-MO-008-xx) in Montgomery County, Maryland. The State Highway Administration (SHA) review is complete, and we are pleased to respond.

Based on the information provided, please address the following comments in a point-by-point response:

Engineering Systems Team (EST) Comments (By: Urooj Zafar):

1. Sheet Site Plan C2.01 – Subsequent submittals should show details or callout standards for pedestrian curb ramps, callouts for max cross slopes on sidewalks, and accessible crossings. Verify if a receiving pedestrian curb ramp will be constructed on the north side of MD 195 at Grant Street.
2. Will it be difficult for trucks and vehicles to exit the layby onto MD 195 so close to the stop bar, signal and crosswalk? What happens when the traffic is backed up at the traffic light? How will vehicles exit into traffic?
3. Have any studies been performed to verify sight distance issues, making sure a conflict point is not being created for vehicles travelling EB on MD 195 and vehicles exiting the layby?
4. Who will maintain the proposed planting areas? Some areas are within SHA ROW for which we might need some agreements/MOU for maintenance of the planting areas.

Innovative Contracting Division (ICD) Comments (By: John Vranish):

The plans reviewed for the subject project are compliant with the *MDOT SHA Accessibility Policy and Guidelines for Pedestrian Facilities along State Highways*.

District 3 Traffic Comments (By: Alvin Powell):

1. The developer proposes construction of a layby along the site frontage on MD 195 (Carroll Avenue) to service the proposed development. This layby would allow commercial vehicles up to semi-trucks to deliver goods using the proposed layby. The location is adjacent to the sidewalk and a bus stop. An evaluation of this location and the proposed operations indicate that restricted access or complete closure of the sidewalk will be required during these operations to allow forklifts to operate within this space. MDOT-SHA has determined that there will be an unacceptable risk to pedestrians from either closure or restricted access. Pedestrians will be forced into a bicycle lane or an active travel lane to maneuver around these vehicles.
2. Please note that the opening and closing of doors of vehicles parked in the layby into the adjacent bicycle lane will pose a hazard to cyclists using the bicycle lane. We note the narrow width of the layby.
3. Current MDOT-SHA sidewalk construction standards do not support operating commercial vehicles in this manner on the sidewalk.
4. Sight distance on SHA owned and operated roadways shall be computed based on AASHTO standards as presented in the AASHTO Manual and the SHA Access Management Manual.
5. The existing stop bar will need to be extended to go across the bike lane to prevent vehicles from going around other stopped vehicles.

Access Management Division (AMD) Comments (By: Kwesi Woodroffe):

1. Based on the Vehicle Access Plan associated with the layby, it appears that a WB-62 will not be able to fully enter the layby without encroaching into the area for the bike lane and will need to perform back up movements to fully be situated inside the layby. This is not a safe maneuver as it would cause cyclists to have to veer into the adjacent travel lane. Also, it does not seem that the layby can be widened or lengthened to allow a WB-62 to fully enter, making this a permanent concern.
2. Sight distance and visibility for EB traveling vehicles (and cyclists) appears to be inadequate or limited for a WB-62 pulling out of the layby.

The network cannot support the proposed layby at this location therefore SHA cannot approve it as proposed. Further plan submittals should reflect the above comments. Please upload the plans and all supporting documentation in PDF format, including a point-by-point response to reflect the comments noted above directly to our online database. For electronic submissions create an account with our new online system <https://mdotsha.force.com/accesspermit>. Please reference the SHA tracking number on future submissions. Please keep in mind that you can view the reviewer and project status via the SHA Access Management web page at <http://www.roads.maryland.gov/pages/amd.aspx>. If you have any questions or require additional information please contact Mr. Kwesi Woodroffe at 301-513-7347, by using our toll free number (in Maryland only) at 1-800-749-0737 (x7347), or via email at kwoodroffe@sha.state.md.us or shaamdpermits@sha.state.md.us.

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Sincerely,



for Erica Rigby,
District Engineer, SHA

ER/ts

cc: Glen Cook, Traffic Group
Jingjing Liu, NDC
Katie Mencarini, Montgomery Planning
Alvin Powell, SHA – District Traffic
Kwesi Woodroffe, SHA – Access Management