
May 17, 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):

EST has reviewed the supplementary design data and sight distance presentation and offer the following. The sight distance computations do not adequately demonstrate compliance with AASHTO standards. We do not find the previous comment responses acceptable as the same sight limitations and restrictions remain, proximity to the intersection, cross walk and traffic light, sight distance issue along existing curve, and conflicts with bicycle, pedestrian, and vehicular moments.

District 3 Traffic Comments (By: Alvin Powell):

Comment 1.

Thank you for the clarification that forklifts will not be allowed to use the sidewalk for loading and unloading of trucks and that delivery is expected to be by hand carts only which will limit pedestrian conflicts. Appropriate restrictions will be conditioned as part of the permit. The related information is noted.

Comment 2.

Response is noted. Please note that the AutoTurn truck turning template submitted and reviewed, and the supplementary information presented at the recent meeting shows that delivery trucks, in particular WB-62 and WB-67, will overhang into the bicycle lane. The overhang poses an increased risk for cyclists that will need to be addressed.

Comment 3.

Response noted.

Comment 4.

With regards to the revised sight distance analysis for the site access, we note the following.

- The sight distance measurements were not conducted in accordance with professional standards of practice as specified by the American Association of State and Highway Transportation Officials (AASHTO). Please refer to the AASHTO Green Book for the appropriate methodology. The Institute of Transportation Engineers Manual of Transportation Engineering Studies and the Traffic Engineering Handbook provide additional guidance. Sight distance identified as dimension b below (for intersection sight distance), is measured as part of an intersection sight triangle with a decision point located 14.5 feet from the edge of the major road traveled way. Figure 9-17 from the AASHTO Green Book copied below illustrates.
 - Sightlines are measured along a straight line
 - Sightlines do not curve with the vehicle path
 - Sightlines do not curve around objects

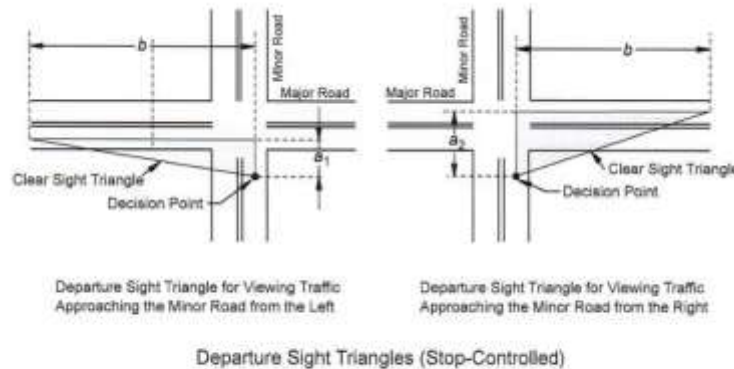


Figure 9-17. Departure Sight Triangles for Intersections

Related object heights are as indicated in the Manual. Please revise accordingly.

- Where sight distance is identified as being inadequate, additional measures may be necessary to improve available sight distance. The available options will vary based on location and traffic conditions. In this instance, we note potential obstructions along the intersection sightlines at the driveway. Please review the sightlines and address appropriately.

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- The profile should be taken along the measured sightline. The sightline should be taken along the measured sightline and clearly identify any obstructions including shrubs, trees and structures or conflicting roadway elements.

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

At the meeting on April 23, it was mentioned that smaller trucks could be used in lieu of the WB-62s and WB-67s to make deliveries to the co-op; if this is the case, then the existing parking lot should be able to accommodate the smaller trucks, removing any need for a lay-by.

For the reasons stated above, it has not been adequately demonstrated that the network can safely support the proposed layby at this location, therefore MDOTSHA 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.

Sincerely,



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
Suzanne Ludlow, City of Takoma Park (SuzanneL@takomaparkmd.gov)