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April 20, 2021

Kwesi Woodroffe  
Regional Engineer  
District 3 Access Management  
MDOT State Highway Administration  
9300 Kenilworth Avenue  
Greenbelt, MD 20770

RE: Takoma Junction  
Takoma Park, Maryland  
Our Job No.: 2016-0409

Dear Mr. Woodroffe,

This is a follow-up to concerns over intersection sight distance to the new access exit making right turns to Eastbound Carroll Avenue. Per MDSA's request we have agreed in concept to make the exit lane from the garage a Right Turn Only. We have talked about installing flex post within the center double yellow area to restrict left turns in and left turns out of the site.

1. Originally, the access to the garage was positioned where the existing surface lot access point is today. At some point along the way, the existing auto clinic property west of the site was contracted and incorporated into the overall site plan. This pushed the garage in / out more to the west. The current parking surface lot has approximately 260 ft of sight distance looking to the west or for approaching vehicles eastbound.
2. The current plan showing the garage access at the westernmost property edge shows 220 ft of intersection sight distance as outlined on the Montgomery County Sight Distance Evaluations form. As you know, the garage access is now restricted to right-in and right-out. The 2018 AASHTO Intersection Sight Distance for Case B2 (Right Turn for Minor Road) indicates 238.9 ft is needed for posted speed of 25 MPH. and or 155 feet for stopping sight distance is required for 25 MPH.
3. As you may be aware, MDOT SHA typically adds 10 MPH to the posted speed limit when calculating intersection sight distance. Based upon 35 MPH (posted speed of 25 plus 10 MPH) AASHTO indicates intersection sight distance to the intersection of 334.4 ft is recommended for B2 right turns and B3 left turns.
4. The northeast corner of the existing firehouse building is approximately 15 ft from face of curb line. This building corner blocks additional Intersection sight distance from the site exit and to the site exit from EB approaching vehicles.

5. See General Considerations under section 9.5 of AASHTO, Intersection Sight Distance last paragraph on page 9-35 that indicates as long as stopping sight distance is provided, which it is. Intersection sight distance can be waived.
6. With the fact that this is an “Urban Area” and classified as a business area with a signalized intersection just west of the entrance, we believe that the stopping sight distance is criteria should be adequate based on AASHTO guidelines.
7. Access to this property and the availability of sight distance is difficult as in any urban area. There are locations in this area that are examples of that.

If you have any questions or comments, please do not hesitate to contact me at (410) 931-6600 or pdorr@trafficgroup.com.

Sincerely,

A handwritten signature in black ink that reads "Paul R. Dorr". The signature is written in a cursive, slightly slanted style.

Paul R. Dorr  
Director of Engineering Design

PRD:amr

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