



DEPARTMENT OF TRANSPORTATION

Marc Elrich
County Executive

Christopher R. Conklin
Director

January 18, 2022

Mr. Jamey Pratt, Senior Planner
Upcounty Planning Division
The Maryland-National Capital
Park & Planning Commission (M-NCPPC)
2425 Reddie Drive
Wheaton, Maryland 20902

RE: Mandatory Referral
Mandatory Referral No. MR2022007
Neelsville Middle School

Dear Mr. Pratt:

MCDOT reviewed the concept plan 520210130 and provided comments at the April 27, 2021 DRC meeting. The following comments shall stand for the Mandatory Referral plan uploaded to eplans dated November 18, 2021:

All Planning Board Opinions relating to this plan or any subsequent revision, project plans or site plans should be submitted to the Montgomery County Department of Permitting Services (MCDPS) 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.

Mandatory Referral Plan Comments

1. **Sight Distance** - The submitted Sight Distance certified form shows as >250-ft for both proposed driveways with no plan attached to it. We have concerns regarding the sight distance for the proposed access point(s) on Neelsville Church Road. The applicant must field verify the sight distances for both the proposed driveways prior to issuance of the right-of-way permit. At or before the right-of-way permit stage, submit a completed, executed MCDOT Sight Distances Evaluation certification form, for all existing and proposed site entrances onto County-maintained roads, for MCDPS review and approval.

Office of the Director

101 Monroe Street 10th Floor · Rockville Maryland 20850 · 240-777-7170 · 240-777-7178 FAX

www.montgomerycountymd.gov

Located one block west of the Rockville Metro Station

2. **Bus Loop Access** - The width of the proposed bus loop access should be reduced to accommodate the bus turning movements for safe and shorter movements for pedestrian. The details shall be finalized at the right-of-way permit stage.
3. Neelsville Church Road
 - a. Per Plat #7758 recorded in Oct 1964, it is a 70-ft right-of-way and therefore classified as a Primary Residential Street.
 - b. We recommend that the applicant build a minimum 6-ft sidewalk with a 6-ft buffer along their frontage. At the right-of-way permit, please provide a roadway cross section.
4. Shakespeare Blvd:
 - a. Per the Masterplan of Highways and Transitways, the roadway (A-291) is classified as an Arterial with a minimum right-of-way of 80-ft, 4-lanes.
 - b. The Bicycle Masterplan recommends separated bike lanes along the site frontage. We recommend that the applicant build the separated bike lanes along their frontage to comply with the master plan.
 - c. At the right-of-way permit, please provide a roadway cross section to include the separated bike lanes with a minimum 6-ft sidewalk and 8-ft buffer.
 - d. Additional dedication may be needed to incorporate the bike lanes and the applicant shall be responsible to dedicate the necessary right-of-way or in the form of easement acceptable to MCDOT and/or MCDPS.
5. Germantown Road:
 - a. Per the Germantown Urban Design Guidelines, the roadway (M-61) is classified as Major highway/Boulevard with a minimum right-of-way of 150-ft, 6-lanes divided, 8-ft wide sidewalk and 17-foot median.
 - b. The Bicycle Masterplan recommends separated bike lanes-sidepath along the site frontage. We recommend that the applicant build the sidepath along their frontage to comply with the master plan.
 - c. At the right-of-way permit, please provide a roadway cross section to include a 10-ft minimum sidepath with 8-ft street buffer.
 - e. Additional dedication may be needed to incorporate the bike lanes and the applicant shall be responsible to dedicate the necessary right-of-way or in the form of easement acceptable to MCDOT and/or MCDPS.
6. Frederick Road (MD-355):
 - a. Per the Masterplan of Highways and Transitways, the roadway (CM-6) is classified as a Controlled Major Highway with Planned BRT with a minimum right-of-way of 250-ft, 6-lanes Divided.
 - b. The Bicycle Masterplan recommends a separated bike lanes-sidepath along the site frontage.

- c. At the right-of-way permit, please provide a roadway cross section to include the sidepath and the BRT lanes.
 - d. Additional dedication may be needed to incorporate the bike lanes and the BRT and the applicant shall be responsible to dedicate the necessary right-of-way or in the form of easement acceptable to MDSA.
 - e. We defer to MDHSA for any improvements on MD-355.
7. Applicant should be mindful that Complete Streets is currently in development & is anticipated to go into effect in the near future. Applicant should consider designing based on the current Complete Streets draft, particularly affecting the cross-sections and strategies toward achieving the target speeds
8. The proposed driveways shall meet the county standard MC-302.01 (Commercial Driveway).
9. At the right-of-way permit stage, coordinate with the Black Hill Project for the improvements at the intersection of MD-355 & Germantown Road.
10. The Traffic Impact Study by The Traffic Group dated October 25, 2021, is still under review.
11. There is an existing bus stop on Frederick Road (MD-355). We recommend a lead walk from the bus stop to the property. At or before the permit stage, please coordinate with Mr. Wayne Miller of our Division of Transit Services to coordinate improvements to the RideOn bus facilities in the vicinity of this project. Mr. Miller may be contacted at Wayne.Miller2@montgomerycountymd.gov or at 240-777-5836.
12. **Storm Drain Analysis:**
 - a) If any portion of the subject site drains to an existing storm drain system maintained by Montgomery County, submit storm drain and/or flood plain studies, with computations, for review and approval by MCDPS at or before the Permit Stage. Analyze the capacity of the existing downstream public storm drain system and the impact of the post-development ten (10) year storm runoff on same. If the proposed subdivision drains to an existing closed section street, include spread computations in the impact analysis.
 - b) The limits of the floodplain and the building restriction lines are to be shown on the plan where applicable. The floodplain is to be dimensioned from the property line.
13. Forest Conservation Easements are **NOT ALLOWED** to overlap any easement.
14. Design all access points and alleys to be at-grade with the sidewalk, dropping down to street level between the sidewalk and roadway.
15. Upgrade pedestrian facilities at intersections along the site frontage & at adjacent intersections to comply with current ADA standards.
16. Ensure adequate corner truncation. Truncation is important for ensuring adequate intersection design for signal infrastructure, ADA design, and sight distances.

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If you have any questions or comments regarding this letter, please contact Mr. Deepak Somarajan, our Development Review Team Engineer for this project, at (240) 777-7170 or at deepak.somarajan@montgomerycountymd.gov.

Sincerely,

Deepak Somarajan

Deepak Somarajan, Engineer III
Development Review
Office of Transportation Policy

SharePoint\teams\DOT\Director's Office\Development Review\Deepak\Mandatory Referral\ MR2022007-Neelsville Middle School\ Letter\ MR2022007-Neelsville MS School-Mandatory Referral Letter

cc: Sharepoint Correspondence folder FY 22

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