

September 7, 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:

District 3 Traffic Comments (By: Alvin Powell):

1. It is noted that the developer has increased the width of the lay-by lane to provide a single turning maneuver entry. However, based on the turning movements shown in Exhibit A, it appears that the WB-67 wheel path must first encroach/slip partially into the left turn lane and then make a hard right maneuver crossing the through lane and bike lane before entering the layby which creates undesirable driver expectations for drivers and cyclist alike. There are still significant concerns with regards to truck and bicycle lane weaving that remain unaddressed. MDOT SHA District 3 Traffic Office cannot support approval of the plan in its current form.
2. It is noted that the developer proposed to improve the sight distance by removing or trimming trees but there are still other obstructions not captured in the profile or Exhibit D that include parked cars and ornamental fence on private property. In addition, the property owner has expressed concerns and will not support tree trimming and tree removal. MDOT SHA District 3 Traffic Office cannot support approval of the plan in its current form.

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

Acceptance of the layby concept is dependent upon the Developer's ability to acquire two things. 1) Urban Design Waiver and 2) Permission to remove the trees on the adjacent property. We have no further comments until these conditions are met.

Mr. Dorr
SHA Tracking No.: 19-AP-MO-008-xx
Page 2 of 2
September 7, 2021

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*.

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.

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



DEPARTMENT OF TRANSPORTATION

Marc Elrich
County Executive

Christopher R. Conklin
Director

March 25, 2021

Ms. Grace Bogdan, Planner Coordinator
Downtown Planning Division
The Maryland-National Capital
Park & Planning Commission
2425 Reedy Drive, 14th Floor,
Wheaton, MD 20902

RE: Preliminary Plan No. 120190150
Takoma Junction
AMENDED LETTER

Dear Ms. Bogdan:

This letter is to amend the comment(s) contained in our February 2, 2021 preliminary plan review letter.

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

1. All previous comments in our February 2, 2021 letter remain applicable unless modified below.
2. Significant Plan Review Comments-Comment #3 from the previous letter dated February 2, 2021 shall be **REVISED**:

Original Language:

The relocated bus stop, bus shelter and the sidewalk are maintained by City of Takoma Park and located outside the public right-of-way. We believe a Public Improvements Easement may be necessary along Carroll Avenue (MD-195), in order to accommodate the bus stop, bus shelter and the sidewalk construction. Prior to submission of the record plat, the applicant's consultant will need to determine if there is sufficient right of way to permit this construction along Carroll Avenue (MD-195). If not, the applicant will need to either dedicate additional right of way or execute a Declaration

Office of the Director

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Located one block west of the Rockville Metro Station

Ms. Grace Bogdan
 Preliminary Plan No. 120190150
 AMENDED LETTER
 March 25, 2021
 Page 2

of Public Improvements Easement document. That document is to be recorded in the Land Records of Montgomery County, with the liber and folio referenced on the record plat. Unless otherwise noted, the Public Improvements Easement is to be a minimum width of ten (10) feet with the overlapping Public Utilities Easement being no less than twenty (20) feet wide.

And replaced with the following comment:

The relocated bus stop, bus shelter and the sidewalk are maintained by City of Takoma Park and located outside the public right-of-way. We strongly recommend that the applicant either dedicate additional right of way or execute a Declaration of Public Access Easement (PAE) document to accommodate the bus stop, bus shelter and the sidewalk for public use. If the applicant decides on not dedicating the right-of-way, a PAE may be necessary along Carroll Avenue (MD-195). The PAE is to be recorded in the Land Records of Montgomery County, with the liber and folio referenced on the record plat.

Thank you for the opportunity to review this preliminary plan. If you have any questions or comments regarding this letter, please contact Mr. Deepak Somarajan, our Development Review Engineer for this project at deepak.somarajan@montgomerycountymd.gov or at (240) 777-2194.

Sincerely,

Deepak Somarajan

Deepak Somarajan, Engineer III
 Development Review Team
 Office to Transportation Policy

SharePoint\teams\DOT\Director's Office\Development Review\Deepak\Preliminary Plan\120190150-Takoma Junction\Letter\120190150-Takoma Junction-DOT Preliminary Plan AMENDED Letter 3-25-2021

cc: Sharepoint Correspondence FY-21

cc-e: Suzanne Ludlow	City of Takoma Park
Kwesi Woodroffe	MDSHA District 3
Erin Girard	Miles & Stockbridge
Katherine Mencarini	MNCPPC
Atiq Panjshiri	MCDPS RWPR

Ms. Grace Bogdan
Preliminary Plan No. 120190150
AMENDED LETTER
March 25, 2021
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Sam Farhadi	MCDPS RWPR
Mark Terry	MCDOT DTEO
Kamal Hamud	MCDOT DTEO
Wayne Miller	MCDOT DTS
Sandra Brecher	MCDOT CSS
Beth Dennard	MCDOT CSS
Kyle Lukacs	MCDOT DTE
Rebecca Torma	MCDOT OTP



DEPARTMENT OF TRANSPORTATION

Marc Elrich
County Executive

Christopher R. Conklin
Director

February 02, 2021

Ms. Grace Bogdan, Planner Coordinator
Downcounty Planning Division
The Maryland-National Capital
Park & Planning Commission
2425 Reddie Drive, 14th Floor,
Wheaton, MD 20902

RE: Preliminary Plan No. 120190150
Takoma Junction
REVISED LETTER

Dear Ms. Bogdan:

This letter supersedes all the previous letters (11/12/2020 & 1/25/2021) from MCDOT. A previous plan was reviewed by the Development Review Committee at its March 19, 2019 meeting. We have completed our review of the preliminary plan uploaded on eplans dated January 15, 2021 and recommend approval of the plan subject to the following comments:

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

Significant Plan Review Comments

1. Conventional bike lanes are master planned along the site frontage. We strongly recommend Maryland State Highway Administration (MDSHA), the Maryland-National Capital Park & Planning Commission (MNCPPC) and the City of Takoma Park ensure that the applicant build the bike lanes along the frontage with proper transition at both ends of the subject property.

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Ms. Grace Bogdan
 Preliminary Plan No. 120190150
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2. We do not support the location of truck loading layby area for the following reasons:
 - Does not comply with the Parking Requirements per the Montgomery County code 31-17 & 31-20(b)(2)(3).
 - Concerns with traffic operations and safety related to slow-moving vehicles crossing a proposed bike lane to enter and exit the through lane at the proposed loading layby adjacent to the traffic signal at the intersection of Carroll Avenue (MD-195) and Ethan Allen Avenue (MD-410).
3. The relocated bus stop, bus shelter and the sidewalk are maintained by City of Takoma Park and located outside the public right-of-way. We believe a Public Improvements Easement may be necessary along Carroll Avenue (MD-195), in order to accommodate the bus stop, bus shelter and the sidewalk construction. Prior to submission of the record plat, the applicant's consultant will need to determine if there is sufficient right of way to permit this construction along Carroll Avenue (MD-195). If not, the applicant will need to either dedicate additional right of way or execute a Declaration of Public Improvements Easement document. That document is to be recorded in the Land Records of Montgomery County, with the liber and folio referenced on the record plat. Unless otherwise noted, the Public Improvements Easement is to be a minimum width of ten (10) feet with the overlapping Public Utilities Easement being no less than twenty (20) feet wide.
4. **Transportation Demand Management:** It is recommended that the Applicant be required to allow Commuter Services to promote alternative modes of transportation to employers at the development. This would include the promotion of bikeshare. The applicant should coordinate with Ms. Sandra Brecher, Chief of the Commuter Services Section at 240-777-8380 or at Sandra.Brecher@montgomerycountymd.gov.
5. The Traffic Impact Study (TIS) is still under review. Additional road improvements may be required as a result of the traffic study review and will be provided in the TIS letter.

Standard Plan Review Comments

6. Show the necessary dedication from the centerline of Carroll Avenue (MD-195) in accordance with the Master Plan.
7. Columbia Avenue is maintained by the City of Takoma Park. We defer to them for any improvements along Columbia Avenue.
8. We defer to MDSHA for any improvements along Carroll Avenue (MD-195).
9. **Sight Distance:** The sight distance for the proposed access shall be approved by MDSHA.

Ms. Grace Bogdan
 Preliminary Plan No. 120190150
 REVISED LETTER
 February 02, 2021
 Page 3

10. **Storm Drain Analysis:** The Storm Drain shall be approved by the MDSHA and/or City of Takoma Park.

Thank you for the opportunity to review this preliminary plan. If you have any questions or comments regarding this letter, please contact Mr. Deepak Somarajan, our Development Review Engineer for this project at deepak.somarajan@montgomerycountymd.gov or at (240) 777-2194.

Sincerely,

Deepak Somarajan

Deepak Somarajan, Engineer III
 Development Review Team
 Office to Transportation Policy

SharePoint\teams\DOT\Director's Office\Development Review\Deepak\Preliminary Plan\120190150-Takoma Junction\Letter\120190150-Takoma Junction-DOT Preliminary Plan REVISED Letter 2-1-2021

cc: Sharepoint Correspondence FY-21

cc-e: Suzanne Ludlow	City of Takoma Park
Kwesi Woodroffe	MDSHA District 3
Erin Girard	Miles & Stockbridge
Katherine Mencarini	MNCPPC
Atiq Panjshiri	MCDPS RWPR
Sam Farhadi	MCDPS RWPR
Mark Terry	MCDOT DTEO
Kamal Hamud	MCDOT DTEO
Wayne Miller	MCDOT DTS
Sandra Brecher	MCDOT CSS
Beth Dennard	MCDOT CSS
Kyle Lukacs	MCDOT DTE
Rebecca Torma	MCDOT OTP



DEPARTMENT OF TRANSPORTATION

Marc Elrich
County Executive

Christopher R. Conklin
Director

February 11, 2021

Ms. Katherine Mencarini, Planner Coordinator
Downcounty Planning Division
The Maryland-National Capital
Park & Planning Commission
2425 Reedie Drive, 13th floor,
Wheaton, MD 20902

RE: Takoma Junction
Traffic Impact Study Review

Dear Ms. Mencarini:

We have completed our review of the revised Local Area Transportation Review and Transportation Policy Area Review (TIS) report dated January 14, 2021 respectively, prepared by The Traffic Group. Total development evaluated by the analysis includes:

- 40,762 SF two-story structure which includes 12,625 SF of retail, 9,365 SF of restaurant space and 18,772 SF of office space.

The subject property is within the City of Takoma Park limits and the public street fronting the subject property is maintained by Maryland State Highway Administration (MDSHA). Therefore, MCDOT does not have any jurisdiction other than the maintenance and operation of the traffic signal on state-maintained roadways. Per Montgomery County Code Chapter 50 Section 4.2, MCDOT shall provide recommendation about the subject property for the attention of the concerned agencies.

Based on the TIS report, we offer the following comments:

General Comment

1. Due to COVID-19, new traffic counts were not conducted. The traffic counts used for this analysis were conducted in January 2018 and was based on the Maryland-National Capital Park and Planning Commission (M-NCPPC)-Memorandum dated May 7, 2020- "*Briefing on Temporary Policy for Traffic Counts Collection and Transportation Impact Study Submission During COVID-19 Pandemic*". Based on the report, the adjacent roadways essentially have shown negative growth over the past 10 years; therefore, the 2018 counts were used without any adjustments to

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Ms. Katherine Mencarini
 Takoma Junction TIS
 February 11, 2021
 Page 2

reflect 2020 projected conditions. We agree with the consultant's approach to consider the pre-pandemic traffic counts taken on January 2018.

Adequacy Determination

2. The study indicates that the proposed development generates more than 50-peak hour person trips and 50-peak hour pedestrian trips. The bicycle and transit adequacy tests are not required since the development generates less than 50-peak hour trips.

Motor Vehicle System Adequacy

1. The subject development is required to meet the Local Area Transportation Review (LATR) test for motor vehicle system adequacy. The LATR test for the Silver Spring/Takoma Park policy area uses the Critical lane Volume (CLV) Congestion standard of 1600 and Highway Capacity Manual (HCM) with an average vehicle delay standard of 80 seconds per vehicle. The consultant studied two (2) intersections and one access point.
2. Per the report with the redevelopment of the site, all the study intersections would continue to operate within the CLV congestion standard of 1,600. The subject site falls under the Orange Policy Area per the LATR guidelines, the consultant had to perform HCM analysis.
3. The following intersections are above the HCM average vehicle delay standard of 80 seconds per vehicle but below the background traffic after the signal timing adjustments:
 - Morning Peak Hour for Ethan Allen Avenue & Carroll Avenue/Sycamore Avenue
 - Evening Peak Hour for Carroll Avenue & Philadelphia Avenue

We **agree** with the consultant's recommendation to modify the existing traffic signal timing to improve average vehicle delay for the study intersections to be below the Background Traffic or meet the HCM average vehicle delay standard of 80 seconds per vehicle per Section IV(A) of the LATR guidelines.

Pedestrian System Adequacy

1. We **agree** with the consultant's conclusion that the applicant will be responsible for the improvements and/or fee-in-lieu according to the resolution of the ADA non-compliance issues per Section V(A) of the LATR guidelines and the MCDOT Memorandum dated October 25, 2018- "Technical Guidance: 2016 Subdivision Staging Policy (SSP) ADA Noncompliance Test Procedures for urbanized areas".

Ms. Katherine Mencarini
Takoma Junction TIS
February 11, 2021
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Pedestrian and Bicycle Impact Statement

2. The consultant provided an evaluation of the pedestrian, bicycle and transit infrastructure for the studied intersections and roadways. The report evaluated crosswalks, pedestrian crossing timing at each signalized intersection, location of sidewalks, pedestrian signal heads, streetlight information, accessible ramps and bus stops indicating their adequacy per Section III(C)(2).

SUMMARY

1. We **agree** with the consultant's conclusion to adjust the signal timings for the study intersections to comply with the LATR requirements.
2. We **agree** with the consultant's conclusion for the Pedestrian System Adequacy that the applicant will be responsible for the improvements and/or fee-in-lieu according to the resolution of the ADA non-compliance issues per Section V(A) of the LATR guidelines and the MCDOT Memorandum dated October 25, 2018- "Technical Guidance: 2016 Subdivision Staging Policy (SSP) ADA Noncompliance Test Procedures for urbanized areas".
3. We **concur** with the consultant that the transit and bicycle adequacy tests are not required.
4. We defer to the MDSHA for final decision on improvements regarding state-maintained intersection(s)/roadway(s).

Thank you for the opportunity to review this report. If you have any questions or comments regarding this letter, please contact me for this project, at deepak.somarajan@montgomerycountymd.gov or at (240) 777-2194.

Sincerely,

Deepak Somarajan

Deepak Somarajan, Engineer III
Development Review Team
Office of Transportation Policy

[SharePoint/transportation/directors office/development review/Deepak/TIS/ Takoma Junction\Letter\ Takoma Junction TIS Letter](#)

Ms. Katherine Mencarini
Takoma Junction TIS
February 11, 2021
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cc: SharePoint\Correspondence FY-21

cc-e: Glen E. Cook	The Traffic Group
Kwesi Woodroffe	MDSHA District 3
Matthew Folden	MNCPPC Downcounty
Atiq Panjshiri	MCDPS
Sam Farhadi	MCDPS
Mark Terry	MCDOT DTEO
Kamal Hamud	MCDOT DTEO
Rebecca Torma	MCDOT OTP

City of Takoma Park, Maryland

DEPARTMENT OF PUBLIC WORKS
TELEPHONE: 301-891-7633
FAX: 301-585-2405



31 OSWEGO AVENUE
SILVER SPRING, MD 20910
TAKOMAPARKMD.GOV

March 19, 2021

Ms. Grace Bogdan, Planner Coordinator
Downcounty Planning Division
The Maryland-National Capital Park & Planning Commission
2425 Reddie Drive, 14th Floor
Wheaton, MD 20902

RE: Preliminary Plan No. 120190150 Takoma Junction

Dear Ms. Bogdan,

The City of Takoma Park has reviewed the Montgomery Planning staff comments regarding the TIS for this project. Regarding the requirement for sidewalk on Ethan Allen, the City has considered the staff comments and determined that the City does not require these off-site improvements of Neighborhood Development Company on this issue.

Thank you for your consideration.

Daryl Braithwaite

Director, Department of Public Works

Cc:

Gwen Wright
Robert Kronenberg
Elza Hisel-McCoy
Katherine Mencarini

City of Takoma Park

DEPARTMENT OF PUBLIC WORKS

Telephone: 301-891-7633
FAX: 301-585-2405



31 Oswego Avenue
Silver Spring, MD 20910

June 26, 2018

Morton Thomas and Associates
10 G Street, NE, Suite 430
Washington, DC 20002

Attn: Bradly Job, PE.

Subj: Stormwater Management Concept SWC-18-05-07
Takoma Junction
7225 Carroll Avenue

Dear Mr. Job:

Please be advised that the referenced application has been reviewed. The Stormwater Management Concept submitted for the referenced project is deemed generally acceptable; however, the City is requesting that groundwater recharge volume storage be added to the concept plan.

While projects considered redevelopment are exempt from providing groundwater recharge/storage, the City considers the conditions on and around this site to warrant this practice. Since this site is partially situated over a steeply wooded slope on which the project intends to add 0.18 acres of new impervious area, groundwater recharge volume storage would be helpful in bringing the post construction conditions to woods in good condition, the objective of environmental site design.

The concept submitted has met the 2000 regulations by utilizing a green roof and a bioretention. However, the City requests additional measures to meet storage requirements under the 2009 regulations. The options include maximizing storage in the bioretention facility and using vegetated areas around the site for ESD. Additional alternative BMPs, such as permeable pavers in the pedestrian walkway area along the front of the development may adequately satisfy the requirements.


Morton Thomas and Associates
June 22, 2018

Please also provide design specification details, including overflow provisions for the proposed green roof in your next submittal.

Please submit two (2) sets of plans upon revision for review. Inspection and maintenance schedules for each BMP should be detailed on stormwater management plans.

I appreciate the opportunity to be of service. Should you have any questions, please contact the undersigned.

Sincerely yours,



Ali Khalilian, PE
City Engineer

cc: Neighborhood Development Company
3232 Georgia Avenue, NW, Suite 100
Washington, DC 20010

August 19, 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):

Acceptance of the layby concept is dependent upon the Developer's ability to acquire two things. 1) Urban Design Waiver and 2) Permission to remove the trees on the adjacent property. We have no further comments until these conditions are met.

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*.

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.

Mr. Dorr
SHA Tracking No.: 19-AP-MO-008-xx
Page 2 of 2
August 19, 2021

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

June 16, 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 #19APMO008xx in Montgomery County, Maryland. The Maryland Department of Transportation State Highway Administration (MDOTSHA) 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):

The developer has acknowledged that the access point does not meet “Intersection Sight Distance” AASHTO guidelines, due to the existing buildings (the Fire House and the Residential Home on the Northeast corner). They are asking for this condition to be waived due to urban development constraints. At this point, EST would defer to the Access Management Division and senior management to accommodate or refuse the requested waivers, in order to process this access permit request.

District 3 Traffic Comments (By: Alvin Powell):

Comment No. 1

Noted.

Comment No. 2

We offer the following comments in response to responses received.

- Please note continued concerns with regards to trucks parked in the layby overhanging the adjacent bicycle and travel lane. This situation cannot be endorsed. Also note that insufficient stopping sight distance would further exacerbate the related safety deficiencies.

- With regards to trucks requiring multiple maneuvers to park within the layby, please note that there is a proposed transit bus stop at the rear end of the layby. Multiple truck maneuvers within the layby to park, exposes pedestrians and cyclists to the rear blind spot(s) of these vehicles and increases the safety risk, particularly to pedestrians. The increased safety risk within this confined area of the roadway is not supported. It is inconsistent with current pedestrian safety initiatives within the area.
- We have reviewed the proposed shortened layby submitted and have determined that a shorter layby increases the safety risk to roadway users. Use of the shortened layby by larger trucks, whether inadvertent, will leave a longer overhang into the adjacent bicycle and active travel lane. With limited sight distance, the inherent risks are significantly increased.

Please address the noted safety concerns accordingly.

Comment No. 3

Noted.

Comment No. 4

Please note that the safety issues identified in the letter of May 17, 2021, have not been adequately addressed with respect to the measurement and reporting of the proposed sight distances.

Intersection sight distance allows a minor street driver and a major street driver to observe each other's maneuvers or pending maneuvers and respond accordingly. Correspondingly, stopping sight distance allows a driver to see a vehicle stopping or stopped ahead and come to a safe stop. Both elements are critical in providing a safe driving environment and adequate distance must be provided for each to occur. Where adequate intersection sight distance or stopping sight distance is not possible, a list of options relative to the site conditions to maximize the available distances can be reviewed.

AASHTO prescribes the methodology for measurement of sight distances. While the measurement heights and locations change between measuring intersection and stopping sight distances, the general tenets of intersection sight distance measurement and stopping sight distance measurement remain the same. Also of note is that while the measurement of the actual sight distance may deviate from a straight line and follow the roadway geometry, the line of sight/sightline is along a straight line and all obstructions that impact the line of sight should be duly considered and addressed.

Attached to this letter are markups of previously submitted material which shows obstructions along the line of sight which prevent the reported stopping sight distance from being obtained. This includes trees and utilities. With the issues noted, we are unable to evaluate the proposed sight distance conditions and make a determination on adequacy and what measures may be available or are necessary to improve the available sight distances for the proposed access with the information provided.

As previously requested:

- Sight distance measurements should be repeated following industry standard practices. Where deficiencies are observed, a list of options should be prepared for review and consideration.
- A sight distance profile should be prepared along the measured line of sight. The profile should clearly identify any obstructions including shrubs, trees, structures, utilities and conflicting roadway elements where they occur along the profile. The line of sight traverses the roadway, sidewalk, and an area behind the sidewalk.

We have attached a sample drawing showing a sight distance profile that may be used to prepare the information requested above. Once the requested information has been received, we will be in a position to review the available sight distances, determine adequacy and what mitigation may be needed, and consider what measures that may be available to address the identified safety concerns.

An internal evaluation of the stopping sight distance at the proposed driveway was performed. The results of our analysis are attached. The results show that both intersection and stopping sight distance will not be met at the driveway. Your proposed mitigation may be a deciding factor in our determination of future action on this development.

For the reasons stated above, the network cannot support the proposed layby at this location, therefore it cannot be approved 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,



for Erica Rigby,
District Engineer, SHA

ER/ts

Attachments – Sight Distance Evaluation (MD 195 at site driveway)
Sight Distance Power Point mark-up
Sight Distance profile (sample)

cc: Mr. Glen Cook, Traffic Group
Ms. Jingjing Liu, NDC
Ms. Suzanne Ludlow, City of Takoma Park
Ms. Katie Mencarini, Montgomery Planning
Mr. Alvin Powell, SHA – District Traffic
Mr. Kwesi Woodroffe, SHA – Access Management



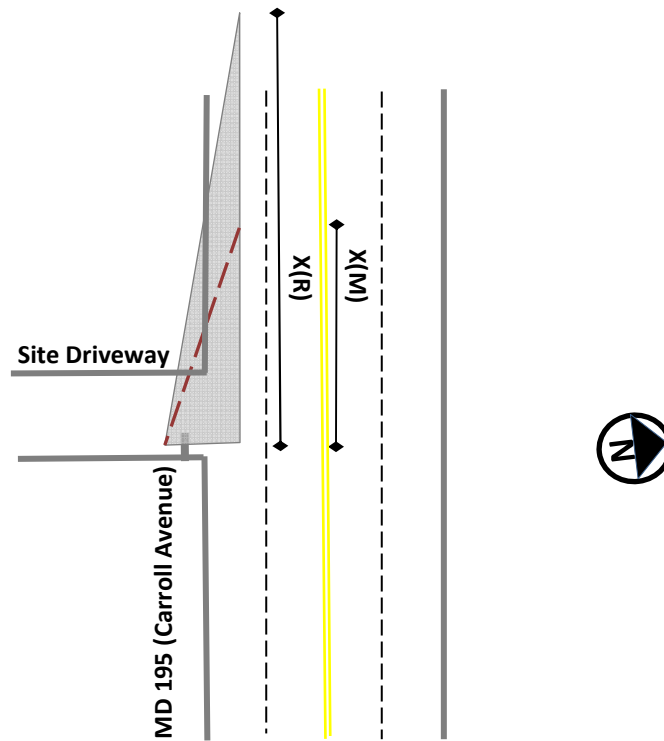
DATE: 6/3/2021	SHEET NO: 1 of 4
PREPARED BY: SH	REV BY/DATE:
CHECKED BY: AP	REV CHK BY/DATE:
SUBJECT: Intersection Sight Distance Observations Right Turn Maneuver (Eastbound)	

MD 195 (Carroll Avenue) at Site Driveway

Date	6/3/2021
Time of Day	Morning
Posted Speed Limit or 85% for Major Roadway (X(R))	35 SL + 10
Traffic Controls Present	Stop
Intersection Maneuver	Right Turn
Weather	Partly Cloudy
Horizontal Curve	Yes
Vertical Curve	No

Major Roadway Width	48 ft.
No. of Lanes	4
Minor Roadway Width	25 ft.
No. of Lanes	2

Y Stopping Distance	
X(R) Recommended	335 ft
X(M) Measured	150 ft


Notes:

Measured intersection sight distance is less than recommended intersection sight distance.
 Posted Speed Limit: 25 mph
 Prevailing/Design Speed: 35 mph
 AASHTO Greenbook, Sight Distance - Case B2: Right Turn from Stop



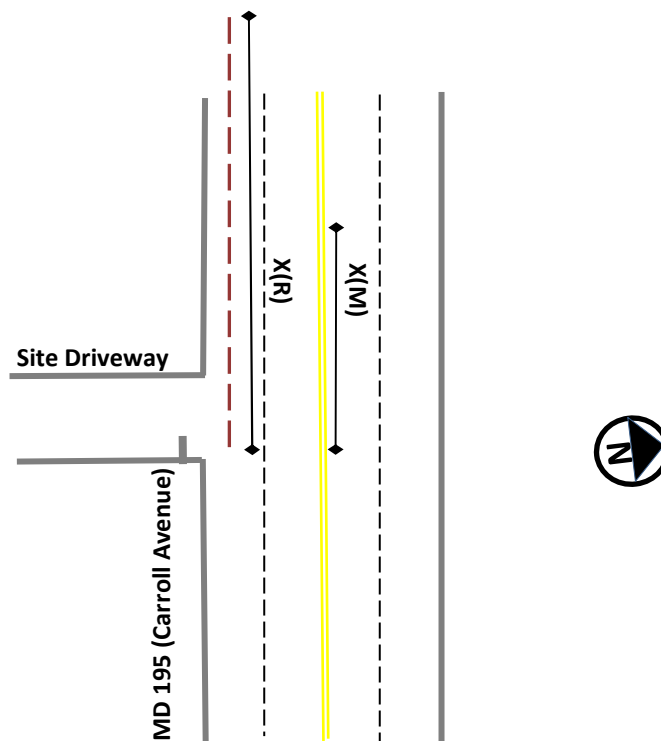
DATE: 6/3/2021	SHEET NO: 2 of 4
PREPARED BY: SH	REV BY/DATE:
CHECKED BY: AP	REV CHK BY/DATE:
SUBJECT: Stopping Sight Distance Observations Right Turn Maneuver (Eastbound)	

MD 195 (Carroll Avenue) at Site Driveway

Date	6/3/2021
Time of Day	Morning
Posted Speed Limit or 85% for Major Roadway (X(R))	35 SL + 10
Traffic Controls Present	Stop
Intersection Maneuver	Right Turn
Weather	Partly Cloudy
Horizontal Curve	Yes
Vertical Curve	No

Major Roadway Width	48 ft.
No. of Lanes	4
Minor Roadway Width	25 ft.
No. of Lanes	2

Y Stopping Distance	
X(R) Recommended	250 ft
X(M) Measured	172 ft


Notes:

Measured stopping sight distance is less than recommended stopping sight distance.
Posted Speed Limit: 25 mph
Prevailing/Design Speed: 35 mph
AASHTO Greenbook, Sight Distance - Case B2: Right Turn from Stop



Picture 1 – Intersection Sight Triangle from Proposed Driveway Blocked by Vegetation on Adjacent Lot



Picture 2 – Intersection Sight Triangle Opposite View Blocked by Vegetation on Adjacent Lot



Picture 3 – Intersection Sight Triangle from Advance Position



Picture 4 – Stopping Sight Distance Limited by Utilities and Vegetation

Stopping Sight Distance to Exit Vehicle

Drivers Eye 3.5 FT to 2 FT Object

EXISTING
BUILDING BLOCKS
SIGHT DISTANCE

Driveway and vehicle not
visible from location reported

Line of Sight obstructed
by utilities and trees.
See photograph.

EXISTING
FIRE HOUSE BLOCKS
SIGHT DISTANCE

Figure 1. Sight Line Obstructions

5.B - 26



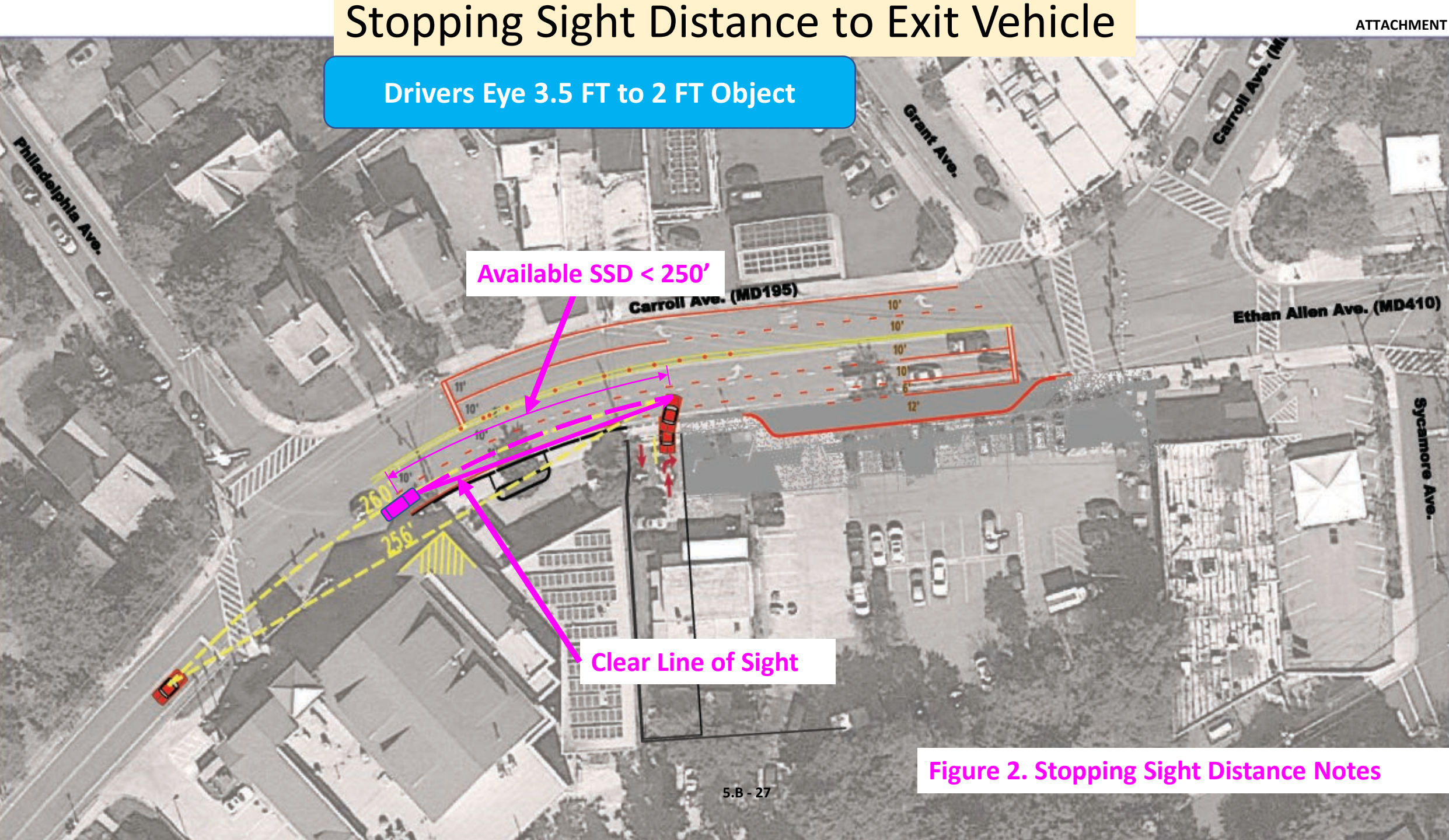
Stopping Sight Distance to Exit Vehicle

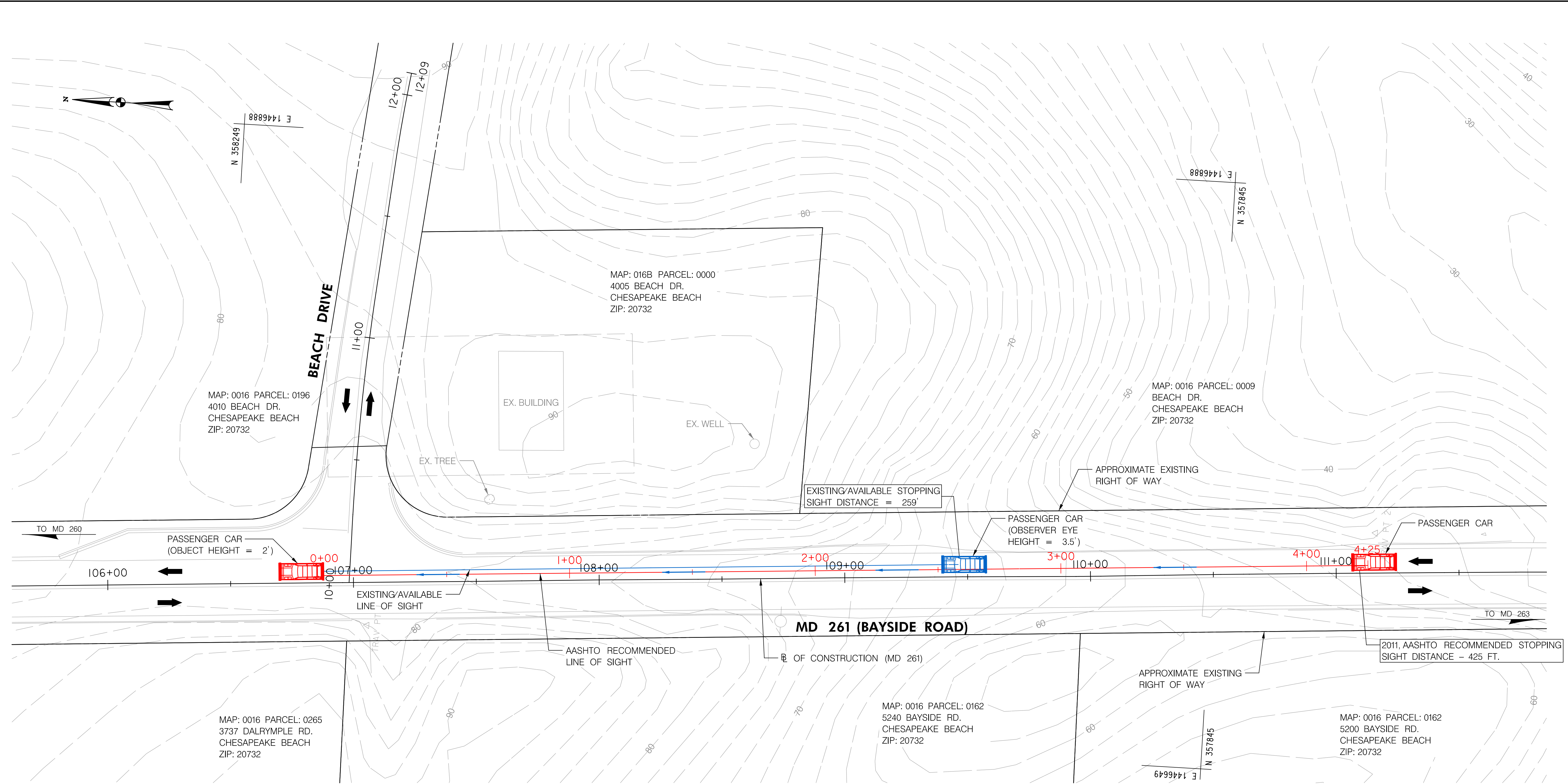
Drivers Eye 3.5 FT to 2 FT Object

Available SSD < 250'

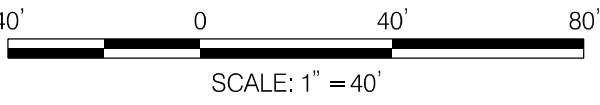
Clear Line of Sight

Figure 2. Stopping Sight Distance Notes






STOPPING SIGHT DISTANCE
(MD 261 – NORTHBOUND)





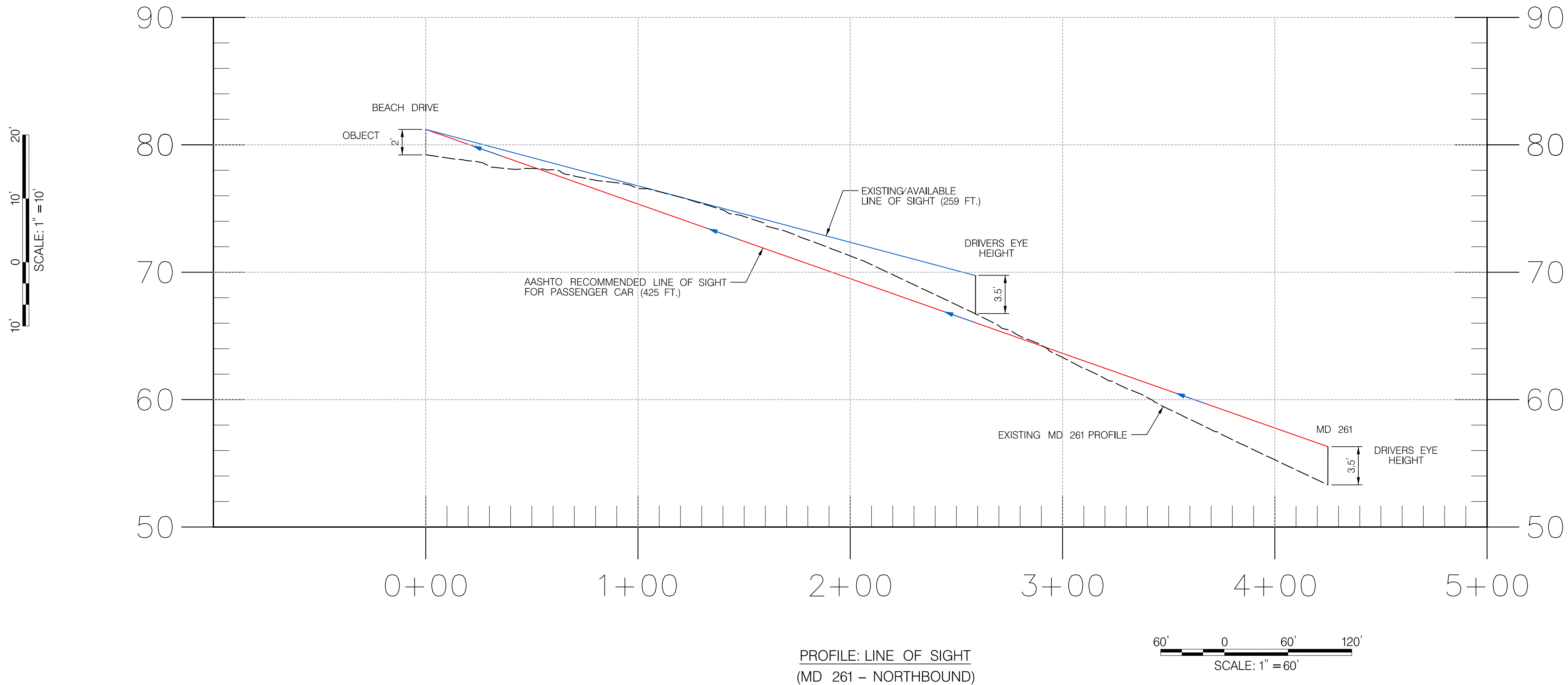
PRIME AE Group, Inc.
5521 Research Park Drive | Suite 300
Baltimore, Maryland 21228
P: 410 654 3790 F: 410 654 3791



STATE OF MARYLAND
DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION
DISTRICT 5

MD 261 (BAYSIDE ROAD) AT BEACH DRIVE
SIGHT DISTANCE IMPROVEMENT STUDY

STOPPING SIGHT DISTANCE			
SCALE 1" = 40'		DATE	MARCH 2016
		CONTRACT NO.	
DESIGNED BY	AP	COUNTY	CALVERT
DRAWN BY	AM	LOGMILE	-
CHECKED BY	KM	HORIZONTAL SCALE	
MDE/PRD		VERTICAL SCALE	
DRAWING NO.	-	OF	SHEET NO. F6 OF 8



PROFILE: LINE OF SIGHT
(MD 261 - NORTHBOUND)

PRIME AE
PRIME AE Group, Inc.
5521 Research Park Drive | Suite 300
Baltimore, Maryland 21228
P: 410 654 3790 F: 410 654 3791



STATE OF MARYLAND
DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION
DISTRICT 5

MD 261 (BAYSIDE ROAD) AT BEACH DRIVE
SIGHT DISTANCE IMPROVEMENT STUDY

STOPPING SIGHT DISTANCE

SCALE AS SHOWN DATE MARCH 2016 CONTRACT NO.

DESIGNED BY AP COUNTY CALVERT
DRAWN BY AM LOGMILE -
CHECKED BY KM HORIZONTAL SCALE 1" = 60'
MDE/PRD VERTICAL SCALE 1" = 10'

DRAWING NO. - OF OF SHEET NO. F7 OF 8

June 14, 2021

Ms. Erin Girard
Miles & Stockbridge, P.C.
11 N. Washington Street, Suite 700
Rockville, MD. 20850-4229

Dear Ms. Girard,

Thank you for your letter dated June 02, 2021 regarding the proposed development in the City of Takoma Park in Montgomery County, Maryland. The Maryland Department of Transportation State Highway Administration (MDOT SHA) District Three Office appreciates the opportunity to respond to your comments.

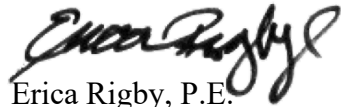
The MDOT SHA internal reviewers are actively reviewing the most-recent point-by-point responses to our May 17, 2021 letter. As standard and as was previously stated, the review is being performed comprehensively, guided by professional engineering standards, such as the most recently adopted 2011 AASHTO, and with careful consideration for compliance with local code, with the utmost intent to ensure safe conditions are in place at this location and multi-modal needs are being met with the project in place.

In response to your concerns regarding review timelines, I have asked our MDOT SHA District Three Access Management office to confirm that our recent responses have met our committed timeframes. The District Three Access Management Office first received a re-submitted traffic impact study on April 1, 2020 which was shortly thereafter, transmitted to our internal reviewing offices for review and comment. A traffic impact study comment letter was submitted on May 12, 2020. An updated traffic impact study was submitted in October 2020 as directed by our local partners Maryland-National Capital Park and Planning Commission to adjust traffic count data and to include pipeline development. MDOT SHA's updated traffic impact study comment letter was submitted on November 2, 2020.

Consistently, MDOT SHA standard review schedules for both the traffic impact study phase and the subsequent detailed engineering plan submittal phase have been communicated to project stakeholders, as has been the scope of review for each phase. Additionally, requests for accelerated review cycles have been accommodated to the extent possible. Similarly, we anticipate that our forthcoming comment response letter, which an accelerated review has also been requested, should be available by June 16th, 2021, at which time, an appropriate opportunity for additional dialogue could be discussed further.

Thank you again for contacting me and sharing your concerns. If you have any additional questions or concerns, please contact me at 301-513-7346, toll free 1-800-749-0737, or via email at erigby@mdot.maryland.gov. My staff and I will be happy to assist you.

Sincerely,



Erica Rigby, P.E.
District Engineer

cc: Mr. Andre Futrell, Deputy Administrator, MDOT SHA
Mr. Greg Slater, Secretary, MDOT
Mr. Tim Smith, P.E., Administrator, MDOT SHA

bcc: Mr. Christopher Bishop, Community Liaison, MDOT SHA
Mr. Derek Gunn, P.E., Acting Deputy District 3 Engineer, MDOT SHA
Mr. Kwesi Woodroffe, Access Management, MDOT SHA

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.

Mr. Dorr
 SHA Tracking No.: 19-AP-MO-008-xx
 Page 2 of 3
 May 17, 2021

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

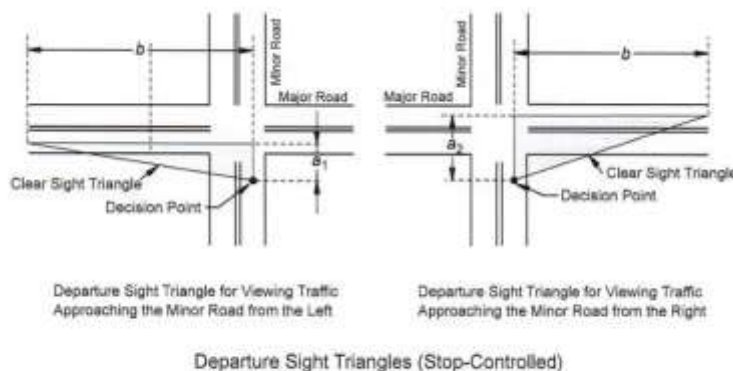


Figure 9-17. Departure Sight Triangles for Intersections

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.

Mr. Dorr
 SHA Tracking No.: 19-AP-MO-008-xx
 Page 3 of 3
 May 17, 2021

- 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)

April 13, 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*.

Mr. Dorr
 SHA Tracking No.: 19-AP-MO-008-xx
 Page 2 of 3
 April 13, 2021

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.

Mr. Dorr
SHA Tracking No.: 19-AP-MO-008-xx
Page 3 of 3
April 13, 2021

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

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.

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

March 12, 2021

Ms. Suzanne R. Ludlow
City Manager, Office of the City Manager
7500 Maple Avenue,
Takoma Park, MD 20912

Dear Ms. Ludlow:

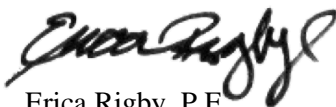
Thank you for your recent letter dated March 11, 2021 regarding development in the City of Takoma Park in Montgomery County, Maryland. I appreciate the opportunity to be of assistance and address your concerns.

Maryland Department of Transportation State Highway Administration (MDOT SHA) recently approved with comments the project's latest traffic impact study submittal. As a standard part of the access permit approval process, several MDOT State Highway Administration (MDOT SHA) offices have carefully reviewed and commented upon the traffic impact study submittals provided for this development project to ensure safe conditions are maintained along state roadways and multi-modal needs are being met with the project in place.

Next, we anticipate that, as part of the Plan Review phase, MDOT SHA District 3 Access Management should electronically receive detailed engineering plan submittals within the next several business days. Once electronically received, our MDOT SHA reviewing offices will review and comment upon the detailed engineering plan submittals for the work to be performed in state right-of-way, to ensure safe conditions will be maintained with the introduction of a truck-loading lay-by area and other proposed modifications. While, typically, MDOT SHA requires up to thirty (30) calendar days to complete a comprehensive review of detailed engineering plan submittals, our reviewers will make every effort to review promptly and provide comments as early as possible.

Thank you again for contacting me and sharing your concerns. I appreciate our continued partnership and we will continue to work closely with the City to provide solutions that balance safety, accessibility, and mobility for all users. If you have any additional questions or concerns, please contact me at 301-513-7346, toll free 1-800-749-0737, or via email at erigby@mdot.maryland.gov. My staff and I will be happy to assist you.

Sincerely,



Erica Rigby, P.E.
District Engineer

cc: Mr. Andre Futrell, Deputy Administrator, MDOT SHA
Mr. Greg Slater, Secretary, MDOT
Mr. Tim Smith, P.E., Administrator, MDOT SHA

bcc: Mr. Christopher Bishop, Community Liaison, MDOT SHA
Mr. Derek Gunn, P.E., Acting Deputy District 3 Engineer, MDOT SHA
Mr. Kwesi Woodroffe, Access Management, MDOT SHA

March 8, 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 Traffic Impact Study (TIS) prepared by The Traffic Group, Inc, 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.

- Proposed access to the 26,768 square feet of office space, 13,377 square feet of retail space, and 9,821 square feet of quality restaurant is via one (1) full movement site access to MD 410.
- The following intersections were analyzed under existing, background and future conditions:
 - Ethan Allen Ave & Carroll Ave/Sycamore Ave
 - Carroll Ave & Philadelphia Ave
 - Carroll Ave & Site Access
- The report concludes that the study intersections will continue to operate at acceptable levels of service under future conditions.

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

Regional and Intermodal Planning Division (RIPD) Comments (By: Darren Bean):

10/01/2020 Takoma Junction TIS comments. These comments stand and are available upon request.

Mr. Dorr
 SHA Tracking No.: 19-AP-MO-008-xx
 Page 2 of 3
 March 8, 2021

Travel Forecasting and Analysis Division (TFAD) Comments (By: Scott Holcomb):

1. TFAD is in agreement with the proposed trip generation methodology for the site.
2. With the changed right-in/out access, please describe how (where) the previous left turn access traffic (in and out) that will be diverted will make their trips on the larger area network to get back to their original origins/destinations.
3. In Exhibit 12, the delay of the unsignalized site access intersection (#3) should be provided with the worst approach delay.
4. TFAD notes that timing changes have been made in recent years to increase operational efficiency. We defer to District 3 Traffic and MCDOT regarding the appropriateness of the proposed signal timing changes.
5. On Exhibit 1A the details of the site access intersection are not shown in detail. This information, including if there will be any channelization and/or auxiliary lane, will need to be provided during the access permitting phase. Our understanding from the remainder of the report is that the entrance will be a right-in/right-out only access.

District 3 Traffic Comments (By: Natasha Aidoo):

1. The models presented in support of the development do include the site access and the interaction of the site access traffic with the intersection traffic.
2. The "Total PM-Time adjusted" model proposes traffic signal retiming including a change in the signal intervals and offset as part of the proposed project mitigation. A review of the model shows a dramatic shift in congestion from MD 410 (Philadelphia Avenue) to MD 195 (Carrol Avenue). The model shows extensive queues which develop in the eastbound direction along MD 195 well past the limits of the model. SimTraffic records an unmeasurable queue. Extensive eastbound queueing is not recorded under existing conditions.

While the SHA concurs with the report findings for this project as currently proposed and will not require the submission of any additional traffic analyses, we would note the congestion concerns outlined in the comments above and would like to continue to work with the developer and local jurisdiction to evaluate potential measures for operation and safety enhancements. However, an access permit will be required for all construction within the SHA right of way. Please submit one (1) set of the proposed improvement plans (including a set of hydraulic plans and computations) and all supporting documentation to our online submission page <https://mdotsha.force.com/accesspermit>. Please reference the SHA tracking number on any future submissions. Please keep in mind that you can view the reviewer and project status via SHA Access Management Division web page at <http://www.roads.maryland.gov/pages/amd.aspx>. Please note, if this project has not obtained an SHA access permit and begun construction of the required improvements within five (5) years of this approval, extension of the permit shall be subject to the submission of an updated traffic impact analysis in order for SHA to determine whether the proposed improvements remain valid or if additional improvements will be required of the development. If you have any questions, or

Mr. Dorr
SHA Tracking No.: 19-AP-MO-008-xx
Page 3 of 3
March 8, 2021

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@mdot.maryland.gov.

Sincerely,

A handwritten signature in black ink, appearing to read "Erica Rigby", followed by the word "for" in a smaller font.

Erica Rigby,
District Engineer, SHA

ER/ts

cc: Glen Cook, Traffic Group
Scott Holcomb, SHA – TFAD
Kandese Holford, SHA – RIPD
Jingjing Liu, NDC
Katie Mencarini, Montgomery Planning
Alvin Powell, SHA – District Traffic
Kwesi Woodroffe, SHA – Access Management

November 2, 2020

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 Traffic Impact Study (TIS) prepared by The Traffic Group, Inc, 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.

- Proposed access to the 26,768 square feet of office space, 13,377 square feet of retail space, and 9,821 square feet of quality restaurant is via one (1) full movement site access to MD 410.
- The following intersections were analyzed under existing, background and future conditions:
 - Ethan Allen Ave & Carroll Ave/Sycamore Ave
 - Carroll Ave & Philadelphia Ave
 - Carroll Ave & Site Access
- The report concludes that the study intersections will continue to operate at acceptable levels of service under future conditions.

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

Regional and Intermodal Planning Division (RIPD) Comments (By: Kandese Holford):

1. 05/08/2020 Takoma Junction TIS comments. These comments stand and are available upon request.
2. On page 8, under *Existing Traffic Conditions / Pedestrian Facilities / Proposed Sidewalks along the Frontage of Takoma Junction Project*, more information is needed about the intended use for the proposed 7-foot sidewalk adjacent the truck loading lane, especially when pedestrians are present during truck loading/unloading. In general, more clarification is needed to determine the whether the proposed facilities along the site frontage functions as an acceptable pedestrian realm.

Travel Forecasting and Analysis Division (TFAD) Comments (By: Scott Holcomb):

1. On Page 12 the report indicates that shared facilities for bicycles do not exist on Carrol Avenue between Grant and Philadelphia Avenues. TFAD's understanding is that there is signage on westbound Carrol in this area for bikes to be able to use a full lane.
2. In the original TIS report, background site #5 (Elm Ave Daycare) was included in the background developments, whereas it is removed in this report. The correspondence with MNCPPC in Appendix E still shows the daycare development without updated information. Confirm that this removal has been approved by MNCPPC or MCDOT.
3. TFAD defers to MCDOT and MNCPPC regarding using the 120 seconds of delay/vehicle threshold for this location versus the 80 seconds documented for this area in the LATR guidelines. We do acknowledge that there are high pedestrian and bicycle volumes in the area that make maximizing vehicle capacity at intersections challenging.
4. While not included in detail in the Table 13 queue summary, the queues from Intersections #1 and #2 extend well past the site access point along Carrol Avenue. And the westbound left turn queue at the site access (Intersection #3) shown in the Appendix exceeds the available storage, backing up beyond Intersection #1. If any geometrical improvement is not available for the intersections, consider operating the site access as a right in/out only. This may be safer for traffic using the access and may also assist with reducing the increased queues entering the study area, such as the westbound Ethan Allen queue and the EB Carrol Avenue queue at Philadelphia Avenue in the PM peak.

District 3 Traffic Comments (By: Natasha Aidoo):

1. The location of the proposed full movement access will adversely affect traffic signal operations at the intersection of MD 195 (Ethan Allen Road) and Philadelphia Road. It is recommended that the access be restricted to right-in/right-out. The proposed left-in and left-out movements at the proposed access should be eliminated to maintain operations at the adjacent signalized intersection.
2. Traffic related comments regarding the geometric layout of the proposed layby will be provided as part of the plan review phase.
3. Please submit Synchro/SimTraffic files with the revised submittal.

Please submit the traffic impact study, all supporting documentation, and a point-by-point response addressing the comments noted above to Mr. Kwesi Woodroffe. Upload your documents here: <https://mdotsha.force.com/accesspermit> . Please reference the SHA tracking number on any future submissions. Please keep in mind that you can view the reviewer and project status via SHA Access Management Division 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 1-800-876-4742 (x7347) or via email at kwoodroffe@sha.state.md.us.

Sincerely,



for Erica Rigby,
Acting District Engineer, SHA

ER/ts

cc: Glen Cook, Traffic Group
Scott Holcomb, SHA – TFAD
Kandese Holford, SHA – RIPD
Jingjing Liu, NDC
Katie Mencarini, Montgomery Planning
Alvin Powell, SHA – District Traffic
Kwesi Woodroffe, SHA – Access Management

May 8, 2020

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 Traffic Impact Study (TIS) prepared by The Traffic Group, Inc, dated December 17, 2018 (received on April 1, 2020), 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.

- Proposed access to the 26,768 square feet of office space, 13,377 square feet of retail space, and 9,821 square feet of quality restaurant is via one (1) full movement site access to MD 410.
- The following intersections were analyzed under existing, background and future conditions:
 - Ethan Allen Ave & Carroll Ave/Sycamore Ave
 - Carroll Ave & Philadelphia Ave
 - Carroll Ave & Site Access
- The report concludes that the study intersections will continue to operate at acceptable levels of service under future conditions.

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

Regional and Intermodal Planning Division (RIPD) Comments (By: Kandese Holford):

1. Please note the State's fiscally constrained FY 2020-2025 Consolidated Transportation Program (CTP) includes projects under construction and/or development and evaluation. The CTP includes no projects affecting MDOT SHA facilities analyzed in this TIS.

2. Please note the State's fiscally unconstrained Highway Needs Inventory (HNI), the State's long-range plan, includes projects that are critical to Maryland's transportation needs. The HNI includes no projects affecting MDOT SHA facilities analyzed in this TIS.
3. Please note Montgomery County Ride-On Bus and WMATA Metrobus serve the development site. All roadway improvements to MDOT SHA roadway facilities should provide for and maintain full ADA-compliant access to existing and potential future transit facilities.
4. Please note the December 2000 Maryland-National Capital Park and Planning Commission (M-NCPPC) Takoma Park Master Plan as amended, in which this development lies, includes the following recommendations affecting MDOT SHA facilities analyzed in this TIS:
 - Provide streetscape improvements along MD 195 (Carroll Avenue) from Takoma Junction to Takoma Old Town. Extend the existing character of Old Town by adding trees and improving the sidewalk on the south side along with other streetscape enhancements.
 - Provide frequent safe pedestrian crossings to ensure good access to the combined pedestrian/bicycle routes from surrounding neighborhoods.
5. Please note the December 2018 M-NCPPC Bicycle Master Plan, as amended, includes the following recommendations affecting MDOT SHA facilities analyzed in this TIS:
 - A proposed on-road striped bike lane along MD 195 (Carroll Avenue) from west of Sycamore Avenue to Tulip Avenue. All roadway improvements to MDOT SHA roadway facilities should provide for and maintain bicycle facilities as well as full ADA-compliant pedestrian facilities.
 - A proposed shared-use path along the north side of MD 410 (Ethan Allen Avenue) from east of MD 195 to MD 650.
 - Proposed shared-lane roadway markings on MD 195 Carroll Avenue from Lee Avenue to Ethan Allen Avenue

Travel Forecasting and Analysis Division (TFAD) Comments (By: Scott Holcomb):

1. On Exhibit C-2 for Development #3, the retail pass-by trips were included in the PM total, while the restaurant pass-by trips were excluded. Revise the trips to account for both, or explain why the retail pass-by trips only were included in the PM total.
2. We defer to MNCPPC regarding the use of the previously approved background developments as the Scoping report is from 2018.
3. The trip generation for the TIS appears to be in compliance with the LATR standards and the ITE Trip Generation Manual 10th edition.

4. The SimTraffic model used in the study should be validated with the current traffic condition such as queue lengths or corridor speeds/travel times. This should be done to properly analyze the relocated intersection and the site access point.
5. On Exhibit 13 for the Total Traffic and Total with improvement scenarios, include the WB queues for Intersection #2 as the SimTraffic reports show queues.
6. In Exhibit 13 the eastbound storage of Intersection #1 is shown to be 300 feet, while in the SimTraffic reports, the storage link distance is 239 feet. If the table used an actual storage distance, the SimTraffic model should be adjusted so that the distance output can be shown to match the link storage.
7. Exhibit 13 shows that the northbound queue out of the site is projected to be 140 feet. Is this feasible given the small size of the site?
8. If the left turn-in and -out at the site access intersection are allowed, the EB storage with improvement should not be 430 feet for the site access intersection. Also with the Site Access intersection, the WB Carroll Ave storage should not be 260 feet.
9. Include the EB queue for the Site Access intersection in Exhibit 13.
10. The evaluation of the design of the site access will need to determine if proper sight distance will be available for a full movement access, with the roadway curvature on the west and the truck layover and bus stop on the east. Would the left turn out at the site access be feasible even with the improvement option at Intersection #1?
11. The site plan on the last page of the appendix shows the revised access for the adjacent Co-Op business. Is this access out of the site onto MD 410 feasible immediately adjacent to the relocated intersection? Exiting traffic would appear to be blocked even with a queue length of 1 eastbound vehicle at the intersection. And left turns out would be extremely challenging.
12. The mitigation at the Carroll Avenue intersection should be coordinated with the recent Takoma Park Vision Study recently conducted by MDOT SHA.

Traffic Development & Support Division (TDSD) Comments (By: Errol Stoute):

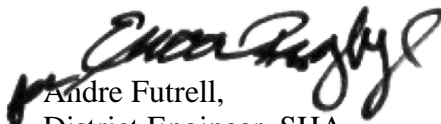
TDSD concurs with the findings/methodology of the report and offers no critical comments at this time.

District 3 Traffic Comments (By: Alvin Powell):

The traffic impact study identifies significant congestion and queuing occurring at the intersection of MD 195 (Carroll Avenue) and Ethan Allen Avenue/Sycamore Avenue. The development will add a significant number of trips to the intersection. Based on the study, the required mitigation includes geometric improvements at the subject intersection which may be beyond the scope of this project. MDOT SHA continues to explore options to improve this intersection. MDOT SHA will provide guidance on mitigation and will communicate with the developer in the future any required developer action. Consequently, we are unable to process this plan further until we have progressed mitigation for this intersection.

Please submit a CD containing the traffic impact study, all supporting documentation, and a point-by-point response addressing the comments noted above to Mr. Kwesi Woodroffe. Please reference the SHA tracking number on any future submissions. Please keep in mind that you can view the reviewer and project status via SHA Access Management Division 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 1-800-876-4742 (x7347) or via email at kwoodroffe@sha.state.md.us.

Sincerely,



Andre Futrell,
District Engineer, SHA

AF/ts

cc: Glen Cook, Traffic Group
Scott Holcomb, SHA – TFAD
Kandese Holford, SHA – RIPD
Katie Mencarini, Montgomery Planning
Alvin Powell, SHA – District Traffic
Errol Stoute, SHA – TDSD

From: [Rosalind Grigsby](#)
To: [Bogdan, Grace](#)
Cc: [Dickel, Stephanie](#); [Hisel-McCoy, Elza](#); suzannel@takomaparkmd.gov
Subject: Re: Takoma Junction MR2021019
Date: Tuesday, June 8, 2021 11:26:57 AM
Attachments: [image013.png](#)
[image014.png](#)
[image015.png](#)
[image016.png](#)
[image017.png](#)

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Dear Grace,
 That is acceptable to me, thanks.
 Roz

On Tue, Jun 8, 2021 at 11:20 AM Bogdan, Grace <grace.bogdan@montgomeryplanning.org> wrote:

Hi Roz-

We are about to send out notices for the Mandatory Referral portion of Takoma Junction. Mandatory Referrals are required to be considered by the Planning Board within 60 days of acceptance, but may be extended with written confirmation from the public agency. We'd like the tentative date to match the date that the Preliminary and Site Plan were extended to (September 16th), understanding that the project may move forward earlier. If you are acceptable to this, can you please respond as such?

Thanks,

Grace



Grace Bogdan, AICP

Planner Coordinator, DownCounty Planning Division

Montgomery County Planning Department

2425 Reddie Drive, 13th Floor, Wheaton, MD 20902

grace.bogdan@montgomeryplanning.org

o: 301.495.4533



WE'VE MOVED!

THE NEW PARK AND PLANNING HEADQUARTERS IS NOW LOCATED AT
2425 REEDIE DRIVE, WHEATON, MD 20902