



100 S. Charles Street  
Baltimore, MD 21201  
410-685-2601



## MEETING MINUTES

**TO:** Attendees  
**FROM:** Donald Tusing  
**MEETING SUBJECT:** Montgomery County Design Exceptions  
**MEETING DATE, TIME:** November 13, 2013, 9:00 AM  
**MEETING LOCATION:** Montgomery County Department of Transportation  
100 Edison Park Drive, Gaithersburg, MD  
**ATTENDEES:** Bruce Johnston, Fred Lees, Emil Wolanin, Gary Erenrich, Matt Storck, Jeffrey Davis, Allison Scott, Donald Tusing  
**DATE:** November 15, 2013

## MEETING INITIATION/PURPOSE

The Purple Line (PL) Team met with Montgomery County Department of Transportation to discuss design exceptions required from County standards as a result of the current Purple Line design and to provide to the selected P3 Concessionaire. A matrix of exceptions was developed and shared prior to the meeting and an updated version distributed at the beginning of the meeting.

## DISCUSSION

### *Item #1 – Newdale Road Sidewalk Buffer*

- Jeffrey Davis stated there was insufficient space between the curb and wall to meet the required 8'-0" sidewalk buffer and it is anticipated a 4'-0" sidewalk buffer will be constructed. Bruce Johnston asked what the clearance would be from the back of sidewalk to the face of wall and Jeffrey Davis replied that a minimum of 2'-0" clearance was maintained. The County agreed to this exception.
- Emil Wolanin noted that it may be more appropriate to classify the roadway as a secondary residential street, not a tertiary residential street.

### *Item #2 – Jones Mill Road Sidewalk Width*

- Jeffrey Davis stated there was insufficient width to provide a sidewalk wider than 5'-0" without additional property impacts.

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- Bruce Johnston and Fred Lees reviewed the Master Plan and indicated a separate bike path as part of the roadway section was not included as part of the plan.
- Emil Wolanin directed the PL Team to change the roadway classification from Primary Residential to Minor Arterial.
- The County directed the PL Team to decrease the curb-to-curb width from 32'-0" to 30'-0", use 15'-0" shared-used lanes and provide a 6'-0" sidewalk following Standard 2004.19 as a general guideline for the section.
- Jeffrey Davis stated a design exception will need to be submitted for the 8'-0" sidewalk shown in this standard and the County agreed to the exception. The PL Team will review the direction previously given to provide separate bike plans, discuss with the County and provide a 30'-0" curb-to-curb width on the south approach. The bridge typical section will remain as proposed due to maintenance of traffic during construction stages.

*Item #3 – Jones Mill Road Sidewalk Buffer*

- Jeffrey Davis stated there was insufficient width to provide a 10'-0" sidewalk buffer without additional property impacts. Based upon the discussion under *Item #2 – Jones Mill Road Sidewalk Width* and review of the plans, the County agreed to the exception.

*Item #4 – Lyttonsville Place Sidewalk Buffer*

- Jeffrey Davis stated that the existing conditions do not provide an 8'-0" buffer and there is insufficient width for the buffer without additional property impacts.
- Emil Wolanin stated that the team should also discuss this at a separate meeting scheduled to review striping for the roadway and bridge.
- Bruce Johnston stated that it's understood the design will not be able to achieve the 8'-0" buffer but would like to determine if a 2'-0" minimum buffer can be achieved after the striping is reviewed.

*Item #5 – Brookville Road Sidewalk Buffer*

- Jeffrey Davis stated that the existing conditions do not provide an 8'-0" buffer and there is insufficient width for the buffer without additional property impacts.
- Bruce Johnston and Gary Erenrich directed the PL Team to make the sidewalk 8'-0" wide and let the buffer use the space that's remaining on the east side of the approaches to the Lyttonsville Place Bridge. The County believes we should make the sidewalk as wide as possible to accommodate patrons accessing the station.

*Item #6 – Stewart Avenue Maximum Grade*

- Jeffrey Davis stated that the existing conditions provide a  $14\% \pm$  vertical grade and an exception is required from the County standard of 8%. The current design provides a 12.51% grade which improves the existing condition.

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- Matt Storck stated that the Purple Line crossing of Stewart Avenue would be a gated crossing and additional traffic control devices will be installed on Brookville Road to prohibit turns onto Stewart Avenue when a train is crossing.
- The County agreed to the exception.

*Item #7 – Stewart Avenue Lane Widths*

- Jeffrey Davis stated that the existing conditions were matched in order to minimize property impacts.
- The County agreed to the exception and directed the PL Team to use a 14'-0" shared-use lane and an 8'-0" parking lane on each side of the roadway for a total out-to-out dimension of 44'-0" instead of the 48'-0" currently shown. The remaining 4'-0" will be evenly split to provide 7'-0" sidewalks on each side of the roadway.

*Item #8 – Stewart Avenue Sidewalk Buffer*

- Jeffrey Davis stated that the existing conditions do not provide a 6'-6" buffer and there is insufficient width for the buffer without additional property impacts. Based upon the discussion under *Item #7 – Stewart Avenue Lane Widths* and review of the plans, the County agreed to the exception.
- There will not be a buffer provided on the east side of Stewart Avenue. The buffer on the west side of Stewart Avenue will be 4'-0".

*Item #9 – Stewart Avenue Minimum Rate of Vertical Curvature*

- Jeffrey Davis stated that the design speed K values are unable to be met due to the curve lengths required to accommodate existing conditions. The County agreed to the exception since it is an improvement over existing conditions.

*Item #10 – Talbot Avenue Stopping Sight Distance*

- The County agreed to the roadway classification of tertiary residential.
- Jeffrey Davis stated that the stopping sight distance of 155'-0" cannot be met due to embankment at the intersection of Michigan Avenue and the parapet height at the Talbot Avenue Bridge over CSX and PL. The County agreed to the exception at the Talbot Avenue Bridge but believes the team should further review the intersection with Michigan Avenue. It may be necessary to treat this location as a true intersection with traffic control devices. The PL Team will review and discuss results with the County.

*Item #11 – Talbot Avenue Minimum Radius*

- Jeffrey Davis stated that the minimum radius of 100'-0" cannot be met at the intersection of Michigan Avenue without additional property impacts nor at the Rosemary Hills

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Elementary School due to the skew of the bridge. The County agreed to the exception at the bridge adjacent to the elementary school as the alignment improves the existing condition. The County believes the team should further review the intersection with Michigan Avenue and determine what the impacts are using the standard 100'-0" radius. The PL Team will review and discuss results with the County. Emil Wolanin stated the team may need to consider additional traffic control devices operating this as an intersection and present to the public.

*Item #12 – Talbot Avenue Sidewalk Buffer*

- Jeffrey Davis stated that the minimum sidewalk buffer of 5'-0" could not be provided without additional property impacts. The County agreed to this exception.

*Item #13 – 4<sup>th</sup> Avenue Lane Width*

- Jeffrey Davis stated that the existing conditions were matched in order to minimize property impacts.
- Emil Wolanin and Fred Lees stated the County does not prefer a closed section with the lane widths and sidewalk configuration shown and directed the PL Team to use an open section and place the 5'-0" sidewalk on the outside of the guiderail. It should be noted that at a follow-up meeting held on November 14, 2013, Jim Guinther stated that Edgar Gonzalez and Marie LaBaw agreed to the closed section currently shown and that the closed section is required to meet drainage requirements and accommodate the moment slab for the retaining wall. Emil Wolanin and Fred Lees agreed to the closed section and the exception due to the previous direction and concurrence provided. Emil Wolanin added that striping should not be shown on the plans for 4<sup>th</sup> Avenue.

*Item #14 – 4<sup>th</sup> Avenue Sidewalk Buffer*

- Jeffrey Davis stated that the existing conditions do not provide an 8'-0" buffer and there is insufficient width for the buffer without additional property impacts. The County agreed to this exception.

The remaining items contained in the matrix were not discussed and a follow-up meeting will be scheduled. Jackie Earp will coordinate and provide available dates for the team to meet.

## ACTION ITEMS

- The PL Team will review the direction previously given to provide separate bike lanes on Jones Mill Road, discuss with the County and update the curb-to-curb width to 30'-0".
- The team will review the striping for Lyttonsville Place at a separately scheduled meeting.

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- The PL Team will make the sidewalk on Brookville Road 8'-0" wide and eliminate the buffer.
- The PL Team will provide a 14'-0" shared-use lane and an 8'-0" parking lane on each side of Stewart Avenue and provide 2'-0" additional width to the sidewalk on each side of the roadway.
- The PL Team will review the stopping sight distance and minimum radius at the intersection of Talbot Avenue and Michigan Avenue and discuss results and impacts with the County.
- Jackie Earp will coordinate and provide available dates for the team to meet and discuss remaining exceptions required.

*These minutes reflect the recorder's understanding of the discussions at the meeting. The minutes shall initially be considered as draft, open to comments for a period of 5 business days beyond the date of initial issuance. If no comments are received within five days, these minutes shall be considered final and will be issued as such within 2 business days of the draft closing date.*

Distribution:

Attendees  
Michael Madden  
Bill Parks  
Jamie Kendrick  
Greg Benz  
Joe Romanowski

Attachments:

Sign-In Sheet  
Design Exception Matrix

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### MTA - PURPLE LINE - HIGHWAY DESIGN WAIVERS

Item #	Drawing Number (s)	Sheet Number	Roadway	Standard	Jurisdiction	Critical Design Elements	Recommended Design	Current Design	Comments
1	CV - 06, 07	122, 123	Newdale Rd	MCDOT Std No. MC-2001.02 - Tertiary Residential Street - Sidewalk on Both Sides	Montgomery	Sidewalk Buffer	8'	4'	Insufficient space between curb and wall to meet buffer widths; a design waiver is required for sidewalk buffer widths
2	CV - 09, 84	125, 200	Jones Mill Rd	MCDOT Std No. MC-2003.09 - Primary Residential Street Bike Lanes & Parking on Both Sides	Montgomery	Sidewalk Width	6'	5'	Property impacts dictate a narrower sidewalk width; Meets ADA minimum of 5' width. Existing sidewalk are less than 5'; a design waiver is required for sidewalk widths
3	CV - 09, 84	125, 200	Jones Mill Rd	MCDOT Std No. MC-2003.09 - Primary Residential Street Bike Lanes & Parking on Both Sides	Montgomery	Sidewalk Buffer	10'	0' on right, 4' on left	Property impacts dictate elimination on one side and narrowing on the other side; existing conditions do not include buffers; a design waiver is required for sidewalk buffer widths
4	CV - 13, 85	129, 201	Lyttonsville Place	MCDOT Std No. MC-2004.07A - Suburban Arterial Road - 4 Lanes	Montgomery	Sidewalk Buffer	8'	0'	Property impacts dictate elimination of buffer; existing conditions do not include buffers; a design waiver is required for sidewalk buffer widths
5	CV - 13	129	Brookville Rd	MCDOT Std No. MC-2004.07A - Suburban Minor Arterial Road - 4 Lanes	Montgomery	Sidewalk Buffer	8'	0', 6.5' north of Lyttonsville	Property impacts dictate elimination on one side and narrowing on the other side; existing conditions do not include buffers; a design waiver is required for sidewalk buffer widths.
6	CV - 14	129, 317	Stewart Ave	MCDOT Std No. MC-2006.03 - Industrial Street - 4 Lanes	Montgomery	Maximum Grade	8%	12.51%	Existing conditions dictate Vertical grades; a design waiver is required for Maximum Vertical Grade
7	CV - 14	130	Stewart Ave	MCDOT Std No. MC-2006.03 - Industrial Street - 4 Lanes	Montgomery	Lane Widths	12' inside, 14.5' outside	12'	Matched existing conditions (4-12' lanes) in order to minimize property impacts; a design waiver is required for lane widths
8	CV - 14	130	Stewart Ave	MCDOT Std No. MC-2006.03 - Industrial Street - 4 Lanes	Montgomery	Sidewalk Buffer	6.5'	0' on left, 4' on right	Property impacts dictate elimination of the buffer on one side and narrowing the buffer on the other side; existing conditions on the West includes a 4' buffer & on the East, no sidewalk and therefore no buffer was shown on the East side; a design waiver is required for sidewalk buffer widths.
9	CV - 14	130, 317	Stewart Ave	MCDOT Std No. MC-2006.03 - Industrial Street - 4 Lanes	Montgomery	Minimum Rate of Vertical Curvature (K Value)	12 (crest), 26 (sag)	7 (crest), 17 (sag)	The design speed K values for 25 mph (12 & 26), are unable to be met due the curve lengths required in the existing conditions, therefore, the K values for 20 mph were utilized in the design; a design waiver is required for K values.
10	CV - 15	131	Talbot Ave	MCDOT Std No. MC-2001.01 - Tertiary Residential Street - Sidewalk on One Side	Montgomery	Stopping Sight Distance	155'	80'	SSD for 25 mph (155') cannot be met due to embankment at Michigan and Bridge parapet height at bridge; current design satisfies the SSD for a 15 mph (80') design speed; a design waiver is required for SSD
11	CV - 15	131	Talbot Ave	MCDOT Std No. MC-2001.01 - Tertiary Residential Street - Sidewalk on One Side	Montgomery	Minimum Radius	100'	44'	Property impacts (Elementary school) and skew of bridge dictates baseline radii; a design waiver is required for minimum radius
12	CV - 15	131	Talbot Ave	MCDOT Std No. MC-2001.01 - Tertiary Residential Street - Sidewalk on One Side	Montgomery	Sidewalk Buffer	5'	0'	Property impacts dictate elimination of buffer; a design waiver is required for sidewalk buffer widths
13	CV - 15, 16	131, 132	4th Ave	MCDOT Std No. MC-2001.02 - Tertiary Residential Street - Sidewalk on Both Sides	Montgomery	Lane Widths	10'	9'	Matched existing conditions (2-9' lanes) in order to minimize property impacts; a design waiver is required for lane widths
14	CV - 15, 16	131, 132	4th Ave	MCDOT Std No. MC-2001.02 - Tertiary Residential Street - Sidewalk on Both Sides	Montgomery	Sidewalk Buffer	8'	0' on left, 0' on right	Property impacts dictate elimination of buffer; a design waiver is required for sidewalk buffer widths
15	CV - 18, 86	134, 202, 321	Spring St	MCDOT Std No. MC-2004.05 - Urban Divided Arterial - 4 Lanes	Montgomery	Minimum Rate of Vertical Curvature (K Value)	29 (crest), 49 (sag)	19 (crest), 37 (sag)	The design speed K values for 35 mph (29 & 49), are unable to be met due the curve lengths required in the existing conditions, therefore, the K values for 30 mph were utilized in the design; a design waiver is required for K values.
16	CV - 18, 86	134, 202	Spring St	MCDOT Std No. MC-2004.05 - Urban Divided Arterial - 4 Lanes	Montgomery	Sight Distance	250'	200'	SSD for 35 mph (250') cannot be met due to vertical curve needed on bridge for clearance over CSX; current design satisfies the SSD for a 30 mph (200') design speed; a design waiver is required for SSD
17	CV - 18, 86	134, 202	Spring St	MCDOT Std No. MC-2004.05 - Urban Divided Arterial - 4 Lanes	Montgomery	Sidewalk Width	8'	5'	Property impacts dictate a narrower sidewalk width; Meets ADA minimum of 5' width. Existing sidewalk are a width of 5'; a design waiver is required for sidewalk widths
18	CV - 18, 86	134, 202	Spring St	MCDOT Std No. MC-2004.05 - Urban Divided Arterial - 4 Lanes	Montgomery	Lane Widths	10' Inside; 12.5' Outside	Striping plan provided by MCDOT	Lane Widths provided by MCDOT; a design waiver is required for lane widths
19	CV - 18, 86	134, 202	Spring St	MCDOT Std No. MC-2004.05 - Urban Divided Arterial - 4 Lanes	Montgomery	Sidewalk Buffer	6'	0'	Property impacts dictate elimination of buffer; a design waiver is required for sidewalk buffer widths
20	CV - 27, 28	143, 144	Wayne Avenue	MCDOT Std No. MC-2004.03 - Urban Arterial - 4 Lanes	Montgomery	Minimum Radius (AASHTO 2001)	320'	300', 270', 250'	Existing roadway geometry, property impacts and location of Sligo Creek bridge dictates baseline radii; a design waiver is required for minimum radius
21	CV-24, CV-27, CV-28	140, 143, 144	Wayne Avenue	MCDOT Std No. MC-2004.03 - Urban Arterial - 4 Lanes	Montgomery	Max. Superelevation	4%	6%	The shared lanes along Wayne Avenue require additional superelevation for the light rail vehicle to achieve higher design speeds more in line with the posted speed limits.
22	CV - 22 thru 28	138 thru 144	Wayne Avenue	MCDOT Std No. MC-2004.03 - Urban Arterial Road	Montgomery	Typical Section			See attached Waiver Request
23	CV - 27	143, 324	Manchester Road	MCDOT Std. No. MC-2002.01 - Secondary Residential Street - No Designated Parking	Montgomery	Maximum Grade	10%	12.7%	Widening cuts into existing roadway, trying to limit impacts by meeting existing grade quickly; a design waiver is required for exceeding maximum slope which is slightly higher than existing grade of 12.2%.
24	CV - 36	152, 330	Merrimac Drive	AASHTO, A Policy on Geometric Design of Highways and Streets (2001) - Control Grades for Design	Montgomery	Vertical Grade	0.3%	0.25%	Design waiver not anticipated because existing vertical grades do not meet design criteria.

## **PURPLE LINE TRANSITWAY - MONTGOMERY COUNTY DESIGN EXCEPTIONS SIGN-IN-SHEET**

