



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



MEETING MINUTES

TO: Attendees
FROM: Donald Tusing
MEETING SUBJECT: Montgomery County Design Exceptions Meeting #2
MEETING DATE, TIME: November 20, 2013, 9:30 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, Alvaro Sifuentes, Allison Berkheimer, Donald Tusing

DATE: November 22, 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. This meeting was a continuation of the meeting held on November 13, 2013 at which the team discussed Item Numbers 1 through 14.

DISCUSSION

Item #15 – Spring Street Minimum Rate of Vertical Curvature

- Matt Storck stated that the design speed “K” values were unable to be met due to the curve lengths required to meet existing conditions.
- Bruce Johnston requested the existing aerial survey showing the bridge elevations; however, Allison Berkheimer stated aerial surveys typically only pick up ground elevations and not structure elevations.
- Alvaro Sifuentes stated the as-built drawings for the bridge should contain the proposed profile. The PL Team will include the existing vertical alignment in the formal request to the County for review and comparison.
- Bruce Johnston recommended holding the PVI on the bridge and trying to raise the grade at the southern tie-in limiting the proposed 4% slope length. The PL Team will review.

Item #16 – Spring Street Sight Distance

- Matt Storck stated that the required stopping sight distance of 250' cannot be met due to the vertical curve required at the bridge to meet CSX clearance criteria.
- Bruce Johnston asked what was being done with the drainage culvert just east of Spring Street. The PL Team will review and provide information to the County.

Item #17 – Spring Street Sidewalk Width

- The sidewalk width along Spring Street was discussed at the County Traffic meeting held on November 14, 2013 and the County agreed to the exception.

Item #18 – Spring Street Lane Widths

- The lane widths for Spring Street were discussed at the County Traffic meeting held on November 14, 2013 and the County agreed to the exception. The County stated they do not want to carry the taper to the far side of the bridge from 16th Street.

Item #19 – Spring Street Sidewalk Buffer

- The sidewalk buffer along Spring Street was discussed at the County Traffic meeting held on November 14, 2013 and the County agreed to the exception.
- Emil Wolanin stated that he will follow up with Tom Autrey on Spring Street and Lyttonsville Place on decisions made regarding bike paths and shared-used lanes.

Item #20 – Wayne Avenue Minimum Radius

- Alvaro Sifuentes stated that the minimum radius of 320' was not met at three locations due to existing roadway geometry and the tie-in at the bridge over Sligo Creek and that the minimum radius cannot be met without additional property impacts.
- Alvaro Sifuentes stated that the PL Team is not changing the posted speed along Wayne Avenue nor the existing geometry to the extent possible in order to match the speed of the light rail vehicle to traffic as closely as possible.
- Bruce Johnston stated the County's current policy is to design for the posted speed and asked what would be the design speed calculated using the proposed eastbound curve radius and superelevation. The PL Team will provide the design speed.
- Alvaro Sifuentes stated that the PL Team is pushing Wayne Avenue out at the Manchester Place tunnel portal creating a 250' radius. The County agreed to this exception and noted the curve length is very short.

Item #21 – Wayne Avenue Maximum Superelevation

- Alvaro Sifuentes stated that the maximum superelevation was not met due to the shared-use lanes and to allow the light rail vehicle to achieve design speeds that are comparable to the posted speed limits. The County agreed to this exception.

Item #22 – Wayne Avenue Typical Section

- Matt Storck stated that the typical section was the subject of the design exception previously accepted by the County on September 26, 2013.

Item #23 – Manchester Road Maximum Grade

- Alvaro Sifuentes stated that the maximum grade was not met because of trying to meet existing grade quickly to limit impacts.
- The PL Team is proposing to change the grade from 12.2% to 12.7% to minimize parking lot impacts and noted that the majority of Wayne Avenue requires complete reconstruction. The County agreed to the exception.

Item #24 – Merrimac Drive Vertical Grade

- Alvaro Sifuentes stated that the existing vertical grades do not meet design criteria at to the tie-in to University Blvd.
- The PL Team will review and determine if this can be removed from the exceptions submitted as the design is very close to the minimum requirement.

Item #11 – Talbot Avenue Minimum Radius

- The Team reviewed the intersection of Talbot Avenue with Michigan Avenue. It is likely that meeting the requirement for a 100' radius will require the acquisition of at least one additional property.
- Fred Lees suggested continuing Talbot Avenue west to access the proposed TPSS and then operate the intersection as a true intersection. The PL Team will review the design and respond to the County.

ACTION ITEMS

- The PL Team will forward the existing and proposed elevations of the Spring Street Bridge to the County for review.
- The PL Team will review the profile along Spring Street.
- The PL Team will review drainage design east of the Spring Street crossing and provide information to the County.

- The PL Team will provide the design speed of Wayne Avenue using the horizontal geometry proposed.
- The PL Team will review the design of Merrimac Drive.
- The PL Team will review the design at the intersection of Talbot Avenue with Michigan Avenue and respond to the County.

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.

