



**MARYLAND TRANSIT ADMINISTRATION**

**MARYLAND DEPARTMENT OF TRANSPORTATION**

Martin O'Malley, Governor • Anthony G. Brown, Lt. Governor  
James T. Smith, Jr., Secretary • Robert L. Smith, Administrator

July 15, 2013

2013.07.15.0444 PL Request for Design Exception – Wayne Avenue

Mr. Bruce Johnston, P.E., Chief  
Division of Transportation Engineering  
Montgomery County  
101 Monroe Street, 10<sup>th</sup> Floor  
Rockville MD 20850

**RECEIVED**  
**DOT**  
**JUL 23 2013**

Subject: Purple Line – Reconstruction of Wayne Avenue  
Request For Design Exception

**DIVISION OF TRANSPORTATION  
ENGINEERING**

Dear Mr. Johnston:

The MTA is requesting your approval of design exceptions for several areas where the roadway design associated with the Purple Line Light Rail project does not meet Montgomery County's Department of Transportation Urban Arterial Road Standard No. MC-2004.03. These exceptions are:

- I. Two way center left turn lane
- II. 14' bicycle compatible outside lane
- III. Buffer dimension

Project Description

The Purple Line is a proposed 16-mile light rail line extending from Bethesda in Montgomery County to New Carrollton in Prince George's County. Along Wayne Avenue, the Purple Line travels in shared lanes with vehicular traffic between Fenton Street and the tunnel portal east of Manchester Road.

Improvements along Wayne Ave would consist of the reconstruction of the roadway to accommodate the light rail vehicle in the inside lanes as well as the construction of dedicated left turn lanes at specific intersections. Improvements would also include the construction of the Green Trail on the north side and a six-foot sidewalk on the south side.

Existing Condition

Wayne Avenue, between Fenton Street and Sligo Creek Parkway, is a four lane section with left turn lanes at Fenton Street, onto the Whole Foods parking lot and an eastbound left turn lane drop at Sligo Creek Parkway. On-street parking is allowed east of Cedar Street (except in the

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vicinity of the Silver Spring International Middle School) during the off-peak hours. This segment of Wayne Avenue is residential in nature with single family homes on both sides of the road. The existing right-of-way varies from 60 - 70 feet along most of Wayne Avenue to 100 feet in the vicinity of the Silver Spring International Middle School. The Green Trail, an off road trail, currently extends from Colesville Road to west of Cedar Street.

Wayne Avenue, between Sligo Creek Parkway and the tunnel portal, is a two lane section with a westbound left turn lane at Sligo Creek Parkway. On-street parking is prohibited. This segment of Wayne Avenue is residential in nature with multi-family apartments on both sides of the road. The existing right-of-way is 60 feet.

#### Design Constraints

Homes along Wayne Avenue are in close proximity to the road and in some areas sit higher than the existing edge of road. Many of these homes already have steeply graded front yards in addition to short retaining walls, stairs and steep driveways in some cases. The proposed typical section along Wayne Avenue was designed to maintain the existing curb to curb dimension except in areas where a left turn lane was being added. This was done in an effort to minimize impacts to properties along Wayne Avenue.

#### Design Exceptions

I. Two way center left turn lane

#### Project Design Criteria

The Montgomery County Department of Transportation – Urban Arterial Road Standard No. MC-2004.03 includes a continuous two-way left turn lane.

#### Proposed Condition

Dedicated left turn lanes will remain:

- Eastbound and westbound at Fenton Street
- Eastbound and westbound at Sligo Creek Parkway

Dedicated left turn lanes will be added:

- Eastbound at Cedar Street
- Eastbound and westbound at Dale Drive
- Westbound at Manchester Road

The existing dedicated left turn lane will be removed:

- Eastbound into the Whole Foods Shopping Center

#### Design Exception

We request that a design exception be approved to only include left turn lanes at the specific intersections listed above and not a continuous two way left turn lane along Wayne Avenue. Any additional widening along Wayne Avenue will require additional right-of-way, taller retaining walls, steeper and shorter driveways and additional or new stairs to allow for adequate access to homes.

#### II. 14' bicycle compatible outside lane

##### Project Design Criteria

The Montgomery County Department of Transportation – Urban Arterial Road Standard No. MC-2004.03 requires a 14' bicycle compatible outside lane along Wayne Avenue.

##### Proposed Condition

As part of the Purple Line improvements, the Green Trail would be extended from west of Cedar Street up to Sligo Creek Parkway to connect with the Sligo Creek Trail system. This off road trail along the north side of Wayne Avenue would accommodate both pedestrians and bicyclists. Given that the Montgomery County Countywide Bikeways Functional Master Plan only includes the Green Trail shared-use path along Wayne Avenue, the outside lane is only being designed to accommodate vehicular traffic. According to the 2008 Montgomery County Context Sensitive Road Design Standards, 11 foot lanes (10 foot effective width with a one-foot gutter pan) are generally suitable on arterials.

##### Design Exception

We request that a design exception be approved to allow an 11 foot outside lane along Wayne Avenue. Any additional widening along Wayne Avenue will require additional right-of-way, taller retaining walls, steeper and shorter driveways and additional or new stairs to allow for adequate access to homes.

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### III. Buffer Dimension

#### Project Design Criteria

The Montgomery County Department of Transportation – Urban Arterial Road Standard No. MC-2004.03 requires a 6.5’ foot buffer (from the face of curb to edge of sidewalk or shared-use path) on the north and south side of Wayne Avenue.

#### Proposed Condition

A 5 foot buffer from the back of curb is included between the road and the Green Trail. The Montgomery County Purple Line Functional Plan states that the combined trail and buffer along Wayne Avenue will be at least 13 feet wide. The agreement with the County was to split that by having an 8’ trail as stated in the Bikeways Functional Master plan with a 5’ buffer. No buffer is included between the roadway and the 6 foot sidewalk on the south side.

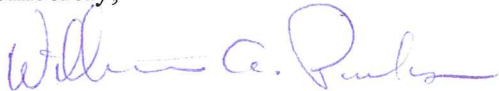
#### Design Exception

We request that a design exception be approved to allow a 5 foot buffer on the north side between the roadway and the Green Trail and to eliminate the buffer between the roadway and the 6 foot sidewalk on the south side. Any additional widening along Wayne Avenue will require additional right-of-way, taller retaining walls, steeper and shorter driveways and additional or new stairs to allow for adequate access to homes.

We are hereby requesting your concurrence for these Design Exceptions.

If you have any questions or require further modifications to this report, please contact me at 443-451-3719.

Sincerely,


A handwritten signature in blue ink that reads "William A. Parks".

William A. Parks P.E.  
Purple Line Acting Project Director  
Maryland Transit Administration

Attachments

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Concurrence: \* SEE COMMENT REGARDING BUFFER DIMENSION  
IN THE ATTACH AUGUST 30, 2013 MEMO FROM EMIL WOLANIN.

 → 9/26/2013  
\_\_\_\_\_  
Bruce Johnston, P/E. Date  
Chief, Division of Transportation Engineering

cc: Greg Benz  
Gary Erenrich w/ attachments  
Jamie Kendrick  
Rob Loskot  
Brian Riffel  
Joe Romanowski  
Emil Wolanin w/ attachments