October 15, 2018

Christy Fang  
Assistant Director  
Department of Public Works  
305-307 First Street  
Laurel, Md. 20707

RE:  Patuxent Green  
City of Laurel  
Prince George's County, Maryland  
Our Job No.: 2017-0540

Dear Ms. Fang:

Some concern has been raised about the single access point issue for the project. The project consists of 383 units (single family and townhouses). We reviewed Guidelines prepared by AIA, NACTO, AASHTO, and ITE and none of those group provide detailed Guidelines on when a second means of access is required.

1. We studied the nearby intersections and the most proximate intersection at Clubhouse Boulevard & Greenview Drive operates at a Level of Service “A”. There is no issue with the project or the access configuration from the stand point of roadway capacity.

2. We did review the project design from an operational standpoint to ensure the access would function efficiently and safely.

3. Prince George's County encourages the use of various design techniques for access roadways when projects exceed 200 units. There is no prohibition on developments over 200 units on a single access point, but you must consider roadway design changes to ensure safety.

4. The primary technique employed is the use of a divided access road with a median. This design allows for circulation in case of emergency when there is a blockage on one side or the other. We incorporated a divided access road for several hundred feet back from the main entrance to allow for circulation in the case of a blockage. Based on the concerns raised, the divided roadway with a median was extended all the way from the main entrance to the proposed New Community Clubhouse. This provides more than sufficient protection in the case of a blockage.

5. In addition, we have incorporated other design techniques to facilitate circulation. One is the ability to use the parking lot that will serve the office building and the clubhouse in the case of a blockage. This will provide a redundancy of circulation options to ensure safety and efficient circulation. The second is that we realigned the entrances to the overflow parking lot at the first intersection near the new clubhouse to provide an additional detour route should a blockage occur at that intersection. Additionally the overall circulation network within the project allows car to re-route and circulate around any potential blockage.

6. The internal streets were evaluated using the turning radius for fire and emergency vehicles specified by the City to ensure the roads are safely accessible by emergency vehicles.
Attached are exhibits that illustrate the design techniques.

In conclusion, the entrance road is served by an existing roadway (Clubhouse Boulevard) that leads to the intersection at MD 197 that functions at Level of Service "B", even with our traffic added. We have employed the use of a divided median access road that complies with accepted techniques to ensure safe and efficient access to the project in everyday use and in the infrequent times when there may be an incident blocking a section of the road. Additional measures have also been employed to provide additional detour opportunities if needed. For all these reasons the access road as design will function safely and efficiently and in accordance with accepted standards.

Sincerely,

[Signature]

John W. Guckert, PTP
President

JWG:smb

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Emergency Access
ACCESS & PARKING

Patuxent Greens Preliminary Subdivision & Final Site Development Plan
TRAFFIC MOVEMENT

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