



## FREDERICK COUNTY GOVERNMENT

Jan H. Gardner  
County Executive

### DIVISION OF PUBLIC WORKS

Department of Engineering & Construction Management

Charles F. Nipe, Division Director

Yau-Ming (Robert) Shen, P.E., Department Head

January 2, 2019

### RE: REPLACEMENT OF HESSONG BRIDGE ROAD BRIDGE (STRUCTURE NO. 15-01) PROJECT PUBLIC MEETING MINUTES

#### *UPDATE to Question 7: Meeting Minutes from the April 5, 2018, Public Meeting*

**Question 7.** Hessong Bridge Road in the northbound direction, towards the existing bridge, is posted at 30 mph, while southbound, heading away from the bridge, is posted at 40 mph. What is the reason for signing the speed limits like this?

*The Office of Transportation Engineering's (OTE) Traffic Section will evaluate, and a response to this question will be posted on Frederick County's DPW project website, provided in the Question 1 response.*

**Updated Response from OTE Traffic Section:** Staff reviewed Hessong Bridge Road and did not observe a road segment that had a different posted speed limit in each direction. However, staff did note that Hessong Bridge Road has several different speed limits in different areas. There are five speed zones that were established based on the road surface type, presence or absence of pavement markings, road width and geometry, and roadside development.

*At the southern end of the road the speed limit is posted at 40 miles per hour. This road segment is approximately 21 feet wide, surfaced with asphalt, has centerline and edge line pavement markings, and is located in a rural area. Travelling north, the speed limit drops to 30 miles per hour between Utica Road and Lewistown Road due to the increased density of houses, variable road width, and proximity to the school and fire hall. As motorists continue north and leave the Lewistown area, the speed limit increases to 40 miles per hour near Browns Lane due to the decrease in housing density and favorable road conditions. At the Little Hunting Creek Bridge, near the intersection with Blacks Mill Road, the road surface changes from asphalt to tar and chips, and the pavement markings end. Due to the change in surface type, loss of pavement markings, and the variable road width, the speed limit is posted at 30 miles per hour. At the intersection with Layman Road, the road surface changes back to asphalt, with centerline and edge line pavement markings, and the road becomes approximately 21 feet wide. Due to these changes, the speed limit is posted at 35 miles per hour. The speed zones are posted consistently in both directions.*

Please feel free to contact Ms. Jennifer Bohager regarding this public project, (301) 600-3505 or [jbohager@FrederickCountyMD.gov](mailto:jbohager@FrederickCountyMD.gov).

By: Frederick County Division of Public Works  
Department of Engineering and Construction Management  
Office of Transportation Engineering