

Kimley»»Horn

Memorandum

To: Pranoy Choudhury
Maryland State Highway Administration

Copy to: Michael Garcia
M-NCPPC - Transportation

From: Edward Y. Papazian, P.E. *EYP*

Date: November 11, 2015

Subject: *Response to Comments*
Symmetry at Cloverleaf
SHA Tracking No. 15APMO033XX

This memorandum presents a response to comments dated October 20, 2015 from Maryland State Highway Administration (MD SHA) to the August 17, 2015 traffic study for the PAPF application for Symmetry at Cloverleaf.

The responses to MD SHA's comments are based on the traffic study that was submitted with the application for Provisional Adequate Public Facilities (PAPF) approval. The PAPF application is in the nature of a limited review, filed solely to establish a trip cap and corresponding infrastructure improvements for this development. The applicant would need to file a preliminary plan of subdivision for any redevelopment of the site (along with other possible discretionary approval applications), and thus it is expected that detailed analyses will be performed that would address certain of the MD SHA comments at such future time.

TDSD Comments

Comment 1: Some of the above intersections are within the Germantown West policy area with CLV threshold of 1,425 and others are within the Germantown town center with congestion standard of 1,600 CLV. Crystal Rock Drive and Kinster Drive/Waters Landing Drive is within Germantown West policy area; the intersection CLV exceeds the congestion standard and the Consultant is proposing mitigation measures including signalization of the intersection. *However, a signal warrant analysis was not included in this report.*

Response 1: The possibility of Crystal Rock Drive and Kinster Drive as a point of access for the development is merely conceptual at this time, given the limited nature of the PAPF application.

A plan for the proposed Symmetry at Cloverleaf has not been developed. As a plan is developed and specific vehicle access locations are identified, traffic signal warrant studies will be prepared where traffic signals are proposed.

Comment 2: Referring to page 16 of the report: mitigation measure proposed for the intersection of Crystal Rock Drive and Father Hurley Boulevard by the Black Hills project was restriping of one NB through lane along Crystal Rock Drive to create a second NB right-turn lane onto EB Father Hurley Blvd and not constructing a second left-turn lane on EB Father Hurley Blvd. onto NB Crystal Rock Dr. I suggest both applicants (Black Hills and Symmetry at Cloverleaf) come in agreement regarding what each is expected to do, to include the feasibility of constructing the proposed mitigations presented before approval.

Response 2: It has been agreed with M-NCPPC staff that Symmetry at Cloverleaf will provide the second eastbound left turn lane along Father Hurley Boulevard. The Black Hills mitigation measure has been modified to provide the second northbound right turn lane while maintaining the two existing through lanes along Crystal Rock Drive. This is reflected in the updated traffic study.

Comment 3: MD 118 at Crystal Rock Drive and MD 118 at Aircraft Drive intersections are close to railing in the evening total traffic condition. We recommend queuing analysis be conducted.

Response 3: The analyses that were performed are in accordance with the Planning Board's LATR and TPAR Guidelines. The queuing analyses requested by MD SHA are performed at intersections that exceed a critical lane volume (CLV) of 1600. Both of the intersections have CLV totals under 1600. As a result, queuing analyses are not required. As a more refined plan is developed, a queuing analysis will be performed if necessary.

DSED Comments

Comment 1: In Table 1 for the Background developments on Page 25, it appears that the PM trips In and Out for the Century Technology Campus and Century XXI sites are reversed. Office trips should be predominately out of the site for office developments.

Response 1: The numbers shown in Table 1 were reversed. This error is only in the table. The analyses were performed correctly. The corrected table is contained in the updated traffic study.

Comment 2: In comparing the Background sites in Table 1 with the Background sites in the recently reviewed Century Technology Campus TIS (dated July 2015), there are significant differences in the sites included. We defer to the County on the appropriateness of the sites used in this report.

Response 2: The traffic study included approved developments identified for inclusion by M-NCCPC staff. Staff maintains that the agreed upon list of approved developments are appropriate for this study. The Black Hills report was the starting point for identifying approved developments. Staff also provided updated information on additional approved developments, which were incorporated into the traffic study.

Comment 3: In Figure 9 on Page 28 and Figure 13 on Page 35 for the distribution of Background traffic and Site Residential traffic, there does not appear to be any traffic assigned to MD 118 from I-270 south of the interchange, though there appears to be traffic in the reverse direction (to I-270 south). This should be checked.

Response 3: The traffic study showed trips from eastbound MD 118 to southbound I-270. However, the return movement trips from northbound I-270 to westbound MD 118, which are included in the analysis, were not shown. This does not impact our analysis results. This omission was corrected and is reflected in the updated traffic report.

Comment 4: For Table 2 on Page 31, the calculations to develop the Internal Capture trips should be shown in the report.

Response 4: The calculations of internal capture trips are contained in the Appendix of the updated traffic report. Text that references these calculations is included on Page 31 of the report.

Comment 5: We defer to District 3 Traffic office and Montgomery County regarding the use of the assumption of the completion of Dorsey Mill Road from Observation Drive across I-270 to Crystal Rock Drive in the analyses of future conditions. This improvement has a significant impact to the intersections of Ridge Road/Father Hurley Boulevard with the I-270 ramps as it removes much of the site traffic from these intersections.

Response 5: We were directed by M-NCCPC staff to include Dorsey Mill Road in our study.

As requested, enclosed are five copies of the updated traffic study and a CD that contains the traffic study.