

Larry Hogan, *Governor*
Boyd K. Rutherford, *Lt. Governor*



Pete K. Rahn, *Secretary*
Gregory C. Johnson, P.E., *Administrator*

October 29, 2015

RE: Montgomery County
MD 650
Mile Point: 10.4
RCCG Jesus House
SHA Tracking No. 15APMO040XX

Mr. Shahriar Etemadi
STS Consulting
6449 Red Keel
Columbia, MD 21044

Dear Mr. Etemadi:

Thank you for the opportunity to review the Traffic Impact Study (TIS) prepared by STS Consulting, dated August 9, 2015 (received on September 14, 2015), for the RCCG Jesus House in Montgomery County, Maryland. The State Highway Administration (SHA) review is complete and we are pleased to respond.

- Proposed access to the house of worship, school, and multipurpose center is via three access options:
 1. There will be median break to allow full movement access.
 2. The median will remain in place and the traffic generated to the site from the south will make a “U” turn at Harding Lane to reach its destination.
 3. The median will remain in place and a “NO U TURN” sign will be installed at the Harding Lane to prevent site traffic from making a “U” turn at Harding Lane. Therefore, the traffic generated to the site will be required to travel north to the intersection of MD 650 and MD 198 and make a “U” turn to reach its destination at the site.
- The following intersections were analyzed under existing, background and future conditions:
 1. New Hampshire Avenue (MD 650) and Norbeck Road (MD28)
 2. New Hampshire Avenue (MD 650) and Ednor Road
 3. New Hampshire Avenue (MD 650) and Briggs Chaney Road
 4. New Hampshire Avenue (MD 650) and Norwood Road
 5. Briggs Chaney Road and Good Hope Road
 6. Spencerville Road (MD 198) and Peach Orchard Road
 7. Norbeck Road (MD 28) and Norwood Road
- The report concludes that the study intersections will continue to operate at acceptable levels of service under future conditions.

My telephone number/toll-free number is [410-545-0400](tel:410-545-0400) or [1-800-206-0770](tel:1-800-206-0770)
Maryland Relay Service for Impaired Hearing or Speech 1.800.735.2258 Statewide Toll Free

Based on the information provided, please address the following comments in a point-by-point response:

District Traffic Comments:

1. It is noted that the developer is proposing a median break at their site access. To preclude this break would result in U-Turn maneuvers at locations where the accommodation of the U-Turn movement is questionable. For this reason, District 3 Traffic concurs with allowing a median break at the site access with the following conditions:
 - The developer must construct a Maryland-T intersection.
 - The left-turn and acceleration lengths for the Maryland-T are recommended to be in accordance with Access Manual Guidelines.
 - The left-turn lane and acceleration lanes shall be physically channelized for at least a length of 100' prior to the center "triangle" channelizing island as to preclude illegal left-turn maneuvers from the residential driveways across from the site access.
2. It is recommended that a partial deceleration lane and partial acceleration lane be constructed at the site access in accordance with Access Manual Guidelines.
3. Auxiliary lanes proposed by the development shall be constructed in accordance with the Bicycle Policy and Design Guidelines.

If you have any questions or concerns in regards to District 3 Traffic comments, please contact Dave Murnan at dmurnan@sha.state.md.us or 301-513-7465.

Traffic Development and Support Division (TDSD) Comments:

1. The traffic impact study performed the CLV analysis for the seven key intersections. Based on the study limit the intersections operate at acceptable Level of Service (LOS) for all the three conditions existing, background and total future.
2. TDSD concurs with District 3 Traffic in allowing for a median break at the site access (Option 1).
3. Queuing analysis by SHA's 95th percentile methodology or SimTraffic simulation is not clear or explained enough within the traffic impact study. Please verify or provide us with the Synchro model in order to comment on the queuing output.

If you have any questions or concerns in regards to TDSD comments, please contact Samer Alhawamdeh at salhawamdeh@sha.state.md.us or 410-787-5881.

District Access Management Comments:

1. Based on the submitted study and preliminary reviews, the preferred median-break option will be the subject site access point for the resubmitted study. Upon approval of the resubmitted traffic impact study, a median-break request form must be submitted to SHA for approval.

Mr. Shahriar Etemadi
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Please submit one (1) copy of the revised traffic impact study and a CD containing the traffic impact study, all supporting documentation, and a point-by-point response addressing the comments noted above to Pranoy Choudhury. Please reference the SHA tracking number on any future submissions. Please keep in mind that you can view the reviewer and project status via SHA Access Management Division web page at <http://www.roads.maryland.gov/pages/amd.aspx>. If you have any questions, or require additional information, please contact Pranoy Choudhury at 301-513-7325, by using our toll free number in Maryland only at 1-800-876-4742 (x7325) or via email at pchoudhury@sha.state.md.us.

Sincerely,



Brian W. Young,
District Engineer, District 3, SHA

BMR/nk

cc: Mr. David Murnan, District 3 SHA
Mr. Samer Alhawamdeh, OOTS, SHA
Mr. Errol Stoute, OOTS, SHA