

# ATTACHMENT E



## OFFICE OF THE COUNTY EXECUTIVE

Marc Elrich  
*County Executive*

Christopher R. Conklin  
*Director*

August 3, 2023

Ms. Emily Tettelbaum, Planner III  
Mid-County Planning Division  
The Maryland-National Capital  
Park & Planning Commission  
2425 Reedie Drive  
Wheaton, Maryland 20902

RE: Mandatory Referral No. MR2023017  
Woodward High School Reopening – Phase 2

Dear Ms. Tettelbaum:

This letter replaces MCDOT's Mandatory Referral Letter dated August 2, 2023.

We have completed our review of the Mandatory Referral Plan uploaded to eplans on June 9, 2023. Based on our review, we have the following comments:

### **Significant Comments**

1. All comments from our previous Mandatory Referral plan letter dated July 14, 2020 for Woodward High School Reopening – Phase 1 (MR2020222), continue to apply to this Mandatory Referral unless revised in this letter.
2. Per the July 17, 2020 State Highway Administration (SHA) letter, the TIS study was found adequate by SHA.
3. Based on the Bikeway Master Plan, a breezeway side path (east side) is proposed along Old Georgetown Road (MD-187). The applicant (MCPS) is responsible to construct the breezeway along their Old Georgetown Road street frontage to a minimum of 16-feet wide.
  - a. We recommend the breezeway side path to be within an easement, otherwise the applicant must maintain the portion along their frontage. The applicant should show this easement on the revised Forest Conservation Plan upon resubmission.
  - b. Please note that Storm Water Management cannot be located within easements.

Emily Tettelbuaum  
Mandatory Referral MR2023017  
Woodward High School – Phase 2  
August 3, 2023  
Page 2 of 2

If you have any questions or comments regarding this letter, please contact myself for this project, at (240) 777-7170 or at [brenda.pardo@montgomerycountymd.gov](mailto:brenda.pardo@montgomerycountymd.gov).

Sincerely,

Brenda M. Pardo, Engineer III  
Development Review Team  
Office to Transportation Policy

[SharePoint\teams\DOT\Director's Office\Development Review\Brenda\Mandatory Referral\MR2023017 Woodward HS Ph2\Letters\MR2023017-Woodward HS Ph2 ltr-Rev 1\\_08.03.23](#)

Attachments: MR2020022 Woodward High School Reopening – DOT Letter (7/12/2020)  
Woodward High School TIS – DOT Letter (7/16/2020)

cc:e: Correspondence folder FY 2024

Atiq Panjshiri	MCDPS RWPR
Sam Farhadi	MCDPS RWPR
Mark Terry	MCDOT DTEO
Kamal Hamud	MCDOT DTEO
Rebecca Torma	MCDOT OTP



DEPARTMENT OF TRANSPORTATION

Marc Elrich  
*County Executive*

Christopher R. Conklin  
*Director*

July 14, 2020

Mr. Luis Estrada, Planner Coordinator  
Area 2 Planning Division  
The Maryland-National Capital  
Park & Planning Commission  
8787 Georgia Avenue  
Silver Spring, Maryland 20910-3760

RE: Mandatory Referral No. MR2020022  
Woodward High School Reopening

Dear Mr. Estrada:

We have completed our review of the revised Mandatory Referral Plan dated July 8, 2020. Based on our review, we have the following comments:

**Significant Comments**

1. Old Georgetown Road (MD-187):
  - a. Per the Countywide Transit Corridors Functional Master Plan (North Bethesda Transitway), Old Georgetown Road is classified as Major Highway (M-4) with a proposed 126-foot right-of-way to incorporate the BRT. The existing right-of-way is 100-foot. **We recommend the Planning Board require the applicant dedicate the additional 13-foot in order to comply with the Countywide Transit Corridors Functional Master Plan.** This additional right-of-way is necessary for a future travel lane to accommodate the BRT.
  - b. Based on the Bikeway Master Plan, a breezeway side path (east side) is proposed along Old Georgetown Road (MD-187). The applicant should construct the breezeway along their Old Georgetown Road street frontage to a minimum of 16-foot wide.
    - i. We recommend the breezeway side path to be within an easement, otherwise the applicant must maintain the portion along their frontage. The applicant should show this easement on the revised Forest Conservation Plan upon resubmission.
    - ii. Please note that Storm Water Management cannot be located within easements.
  - c. The proposed design creates three driveways within a very short distance of each other

**Office of the Director**

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101 Monroe Street 10<sup>th</sup> Floor · Rockville Maryland 20850 · 240-777-7170 · 240-777-7178 FAX

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*Located one block west of the Rockville Metro Station*

at Old Georgetown Road (MD-187). Proper access management is critical to improving pedestrian conflicts. In order to be in line with Montgomery County's Vision Zero initiative, MCDOT agrees with the applicant's proposed northern most driveway being right out only, gated and open only at peak times. We defer to Maryland State Highway (MDSHA) for final decisions on access and any other improvements along Old Georgetown Road (MD-187).

2. The applicant's consultant submitted a revised Traffic Impact Study (TIS) dated April 23, 2020 offering revisions per comments from the Planning Department, Montgomery County Department of Transportation, and the State Highway Administration. The study **has not been deemed adequate** as the following outstanding issues remain:
  - a. The June 8, 2020 State Highway Administration (SHA) letter requires further coordination regarding the intersection of Old Georgetown Road (MD-187) and Tuckerman Lane. The applicant needs to address the following items:
    - i. This intersection is currently failing and SHA recommends the applicant complete mitigation; and
    - ii. The applicant should increase the westbound left turn lane in order to accommodate the queues.
  - b. The study needs to align with the current revised Mandatory Referral.

#### **Plan Review Comments**

1. MCDOT reviews MCPS access and improvements for county schools. Therefore, we have the following recommendations:
  - a. From a school safety/circulation standpoint having students cross on the south side of MD-187 should not be an issue internally. Students should be prevented from walking through the loop when vehicles from MD-187 are turning into it. But if the school exit at this signal is left-turn only this creates a potential conflict when students cross MD 187. That could be addressed with signal timing/phasing but how much time will be allotted for ped crossing/parent loop in the morning when the objective is to move vehicles on MD 187. Further detail will be needed with the traffic signal plans.
  - b. Curve radii should be as tight as feasible. This should help reduce the 50 to 60-foot width of the central parent access, which is more than twice the width of the bus access.
  - c. Any medians at the access points should be widened to a minimum of 6-feet to serve as pedestrian refuges.
2. Upgrade pedestrian facilities as necessary at adjacent intersections to comply with current ADA standards. The applicant is required to evaluate all adequacy tests based on their person trip

generation by this use.

- a. The applicant's consultant evaluated the pedestrian adequacy and identified items that need to be fixed. They did not suggest fixing and funding them.
  - b. The applicant stated that they would construct the bikeway along their Old Georgetown Road (MD-187) street frontage. No further improvements were suggested.
  - c. The applicant received approval from Planning staff to evaluate transit trips differently. This evaluation determined that the use did not meet the threshold; therefore, the applicant did not evaluate transit.
  - d. MCDOT recommends that the Planning Board provide the applicant with guidance on how to address these adequacy tests.
3. Consider providing a lead walk through the County-owned property at the northeast corner of the site, along Edson Lane, or at least designing the property as to potentially accommodate such a connection as part of a future development of the County-owned site.
  4. Consider providing a lead walk to the MNCPPC-owned property at the southeast corner of the site, along Gloxinia Drive, or at least designing the property as to potentially accommodate such a connection as part of a future project on the MNCPPC-owned site.

#### **Standard Comments**

1. Storm Drain Analysis:
  - a. If any portion of the subject site drains to an existing storm drain system maintained by Montgomery County, submit storm drain and/or flood plain studies, with computations, for review and approval by Department of Permitting Services (DPS) at or before the Permit Stage. Analyze the capacity of the existing downstream public storm drain system and the impact of the post-development ten (10) year storm runoff on same. If the proposed subdivision drains to an existing closed section street, include spread computations in the impact analysis.
  - b. We defer to MDSHA for the portion of site draining to the storm drain system maintained by their jurisdiction.
  - c. The limits of the floodplain and the building restriction lines are to be shown on the plan where applicable. The floodplain is to be dimensioned from the property line.
2. The sight distance study shall be approved by MDSHA.
3. If you have any pedestrian safety concerns at the Woodward High School, please contact Mr. John Hoobler of our Division of Traffic Engineering at 240-777-2192 or [john.hoobler@montgomerycountymd.gov](mailto:john.hoobler@montgomerycountymd.gov).
4. The existing bus stops along the street frontage are not currently ADA compliant and will need to

be improved with a 5'W x 8'D pad to incorporate the bus stop, bench assuming a 5-foot wide sidewalk prior to opening the school. Please coordinate with Mr. Wayne Miller of our Division of Transit Services to coordinate bus stop improvements. Mr. Miller may be contacted at 240 777-5836 or at [Wayne.Miller2@montgomerycountymd.gov](mailto:Wayne.Miller2@montgomerycountymd.gov).

5. While the Functional Plan does not identify a BRT station at this location, it is likely that due to the high school this may be a preferable location of a station. There has not yet been substantive design on a station.
6. Since the applicant proposes changes to the existing lane configuration at the proposed northern driveway, traffic signal modifications may be required. The applicant should contact MDSHA and Mr. Kamal Hamud of our Transportation Systems Engineering Team at (240) 777-2190 for proper executing procedures. All costs associated with the traffic signal and related equipment, including relocation, if possible, shall be the responsibility of the applicant.
7. If the proposed development will alter any existing street lights, replacement of signing, and/or pavement markings, please contact Mr. Dan Sanayi of our Traffic Engineering Design and Operations Section at (240) 777-2190 for proper executing procedures. All costs associated with such relocations shall be the responsibility of the applicant.
8. Relocation of utilities along existing roads to accommodate the required roadway improvements shall be the responsibility of the applicant.

If you have any questions or comments regarding this letter, please contact myself for this project, at (240) 777-7170 or at [brenda.pardo@montgomerycountymd.gov](mailto:brenda.pardo@montgomerycountymd.gov).

Sincerely,

*Brenda M. Pardo*

Brenda M. Pardo, Engineer III  
Development Review Team  
Office to Transportation Policy

[SharePoint\teams\DOT\Director's Office\Development Review\Brenda\Mandatory Referral\MR2020022 Woodward HS\Letters\MR2020022-Woodward HS ltr\\_07.14.20](#)

cc:e: Correspondence folder FY 2021

Mr. Luis Estrada  
Mandatory Referral No. MR2020022  
July 14, 2020  
Page 5

Shawn Benjaminson  
Atiq Panjshiri  
Sam Farhadi  
Mark Terry  
Kamal Hamud  
Corey Pitts  
John Hoobler  
Wayne Miller  
Rebecca Torma

ADTEK Engineers, Inc.  
MCDPS RWPR  
MCDPS RWPR  
MCDOT DTEO  
MCDOT DTEO  
MCDOT DTEO  
MCDOT DTEO  
MCDOT DTS  
MCDOT OTP



DEPARTMENT OF TRANSPORTATION

Marc Elrich  
*County Executive*

Christopher R. Conklin  
*Director*

July 16, 2020

Mr. Patrick Reed  
Area 2 Planning Division  
The Maryland-National Capital  
Park & Planning Commission  
8787 Georgia Avenue  
Silver Spring, Maryland 20910-3760

RE: Woodward High School  
Traffic Impact Study

Dear Mr. Reed:

We have completed our review of the revised Local Area Transportation Review and Transportation (LATR) Policy Area Review dated April 23, 2020, which is prepared by Street Traffic Studies. This study was prepared in accordance with the LATR Guidelines. Total development evaluated by the analysis includes 2,700 students.

We offer the following comments:

**Modal Adequacy**

1. The project is subject to all the modal adequacy tests.

**Local Area Transportation Review (LATR)**

1. We defer to the Maryland State Highway Administration for comments regarding state-maintained roadways, including Old Georgetown Road (MD 187).
2. The applicant's consultant evaluated seven (7) existing intersections in the vicinity of the site.
3. The site and studied intersections are located in the North Bethesda (orange) policy area. The applicant used the Highway Capacity Manual and Critical Lane Volume procedures to evaluate intersection delay.
4. With the exception of the Old Georgetown Road (MD 187) and Tuckerman Lane intersection, all of the studied intersections will not exceed the congestion level threshold of 71 second delay for the North Bethesda policy area.
5. The Old Georgetown Road (MD 187) and Tuckerman Lane intersection will exceed the 1550 CLV threshold during the a.m. peak hour at the future conditions for the North Bethesda Policy area.

**Office of the Director**

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The background development in the a.m. peak hour shows a delay of 67.7 seconds; however, the CLV is 1,626 (1550 threshold). In the future conditions, the intersection has a delay of 69.4 seconds and a CLV of 1,642 at future conditions. The applicant's consultant studied the intersection using the peak hour factor (PHF). The PHF is used to convert the hourly turning movement volumes at an intersection into hourly flow rates, which is what is used to help determine an intersection's overall delay and LOS. The PHF accounts for the variability in traffic over the hour, so that we may account for any sudden surges in traffic that may be present for a 15 minute or 30-minute period (frequently found at schools). The PHF close to a value of "1", which is close to the applicant's consultant used, means that traffic is generally evenly distributed throughout the hour. Synchro (program) automatically assigns a default value of 0.92, inputting a value of 0.99 would lower the flow rate for each movement, which in turn lowers the delay.

6. Queuing Analysis – A queuing analysis was performed at the school access points along MD 187 to ensure that enough storage is provided for the southbound left turn movements. At the Old Georgetown Road and main access, they projected 412 left turn lanes under total traffic conditions that requires 402 feet of storage. The applicant then used SIM traffic and determined the storage length needed to be 272 feet. The applicant states that this distance is well within the available distance between the access and Edson Lane – Poindexter Lane.

#### Pedestrian and Bicycle Impact Statement (PBIS)

1. The consultant provided an evaluation of the pedestrian, bicycle and transit infrastructure for the studied intersections and roads. The report identified the location of sidewalk ramps for each pedestrian intersection and the pedestrian crossing timings.
2. The applicant is proposing to add or move crosswalks along Tuckerman Lane on the preliminary plan. This work will need to be approved by MCDOT at the permit stage.
3. The consultant stated that separated bikeways are planned for installation throughout the study area, including a two-way separated bikeway to be provided by the Applicant along the west side of Tuckerman Lane. The timing of construction should be determined at the site plan stage.

#### Pedestrian Adequacy

1. The consultant states that "the number of non-motorized trips totals 60 and is greater than the threshold of 50 so a quantitative pedestrian/bicycle analyses is required." The consultant established evaluation tiers and determined adequacy based on the April 3, 2018 memo.
2. The consultant evaluated sidewalks, handicap ramps and pedestrian crossing times. They also evaluated the delay for pedestrian crossing times. The consultant noted that the crossing times are adequate.
3. The applicant is required to fix the tier 1 items. For the tier 2 and 3 items, the applicant has the choice to fix the items or provide a contribution of \$100,000 for tier 2 and \$50,000 for tier 3.

#### Bicycle Adequacy

1. The bicycle adequacy test is based on the level of traffic stress (LTS) based on the comfort experienced by the cyclists of varying skill levels. The standard is for cyclists to travel 750 feet from the site on LTS-2 facilities.
2. The consultant states that the "LTS along MD 187 in the vicinity and along Edson Lane is Red or high stress level." The consultant further notes that the applicant will construct the bikeway

across the frontage of the site along MD 187. Based on this information, the bicycle adequacy was not completed.

#### Transit Modal Adequacy

1. The applicant's consultant shows this use generates more than 50 transit trip threshold; therefore, this adequacy test is required. However, the consultant worked with Planning staff to determine "a more appropriate measure of this sites transit impact." This evaluated was tied to staff levels rather than the total number of trips generated by the site. The assumption are:
  - a. Employ 212 teachers/staff;
  - b. Nearly all of these employees will be on-site before the morning peak hour (7:30 a.m. to 8:30 a.m.) and remain on-site until after the evening peak hour (2:15 p.m. to 3:15 p.m) of the school; and
  - c. Projection of transit impacts was assumed that 30% of staff would arrive during peak hours. This equals 64 staff members. These staff were then converted to transit trips of 6, which according to the report, is far below the 50-trip threshold for a quantitative transit analysis.

Therefore, based on the above assumptions, the applicant's consultant determined that the analysis was not required.

#### **SUMMARY**

1. We have not accepted the findings of the TIS. The applicant's consultant needs to address the Old Georgetown Road (MD 187) and Tuckerman Lane intersection which is failing. MCDOT recommends the Planning Board require the continued coordination with the Maryland Department of Transportation State Highway Administration (MDOT SHA) and the Montgomery County Department of Transportation regarding the intersection of MD 187 and Tuckerman Lane, which may require a demonstration of how delay at the intersection can be mitigated.
2. MCDOT recommends the Planning Board provide direction to the applicant for the adequacy tests.

Thank you for the opportunity to review this report. If you have any questions or comments regarding this letter, please contact me, at [rebecca.torma@montgomerycountymd.gov](mailto:rebecca.torma@montgomerycountymd.gov) or (240) 383-5252.

Sincerely,

*Rebecca Torma*

Rebecca Torma, Manager  
Development Review Team  
Office of Transportation Policy

Sharepoint/transportation/director's office/development review/Rebecca/developments/north bethesda/woodward HS TIS.docx

cc-e: John J. Andrus, Wells + Associates  
Kwesi Woodroffe, SHA District 3  
Mark Terry, MCDOT DTEO  
Kamal Hamud, MCDOT DTEO

July 17, 2020

Mr. Mike Nalepa  
Street Traffic Studies, Ltd.  
400 Crain Highway, N.W.  
Glen Burnie, MD 21061

Dear Mr. Nelson:

Thank you for the opportunity to review the **Traffic Impact Study (TIS)** prepared by **Street Traffic Studies, Ltd.** dated **September 23, 2019**, *revised April 23, 2020* for the proposed **Woodward High School** development – **19APMO030XX** located at **MD 187 Old Georgetown Road (Mile Point: 4.31)** in **Montgomery County**, Maryland. The State Highway Administration (SHA) review is complete and we are pleased to respond.

- The development consists of a current middle school (Tilden) with 947 students being replaced with a high school with a 2,700 student capacity.
- In the existing condition, the south site access along MD 187 is stop-controlled with a right-in/right-out restriction during specified school peak hours. There is also a signalized north site access restricted to only outbound traffic.
- In the future condition the south site access is planned to be designated for the bus-loop and the north site access will be moved slightly south and will remain signalized, and will function as a full movement intersection. There is also a proposal for a right-in/right-out access near the northern boundary of the school.

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

**Travel Forecasting and Analysis Division (TFAD) Comments by (Mr. Scott Holcomb):**

1. TFAD has no further comments.

**District 3 Traffic Comments by (Mr. Alvin Powell):**

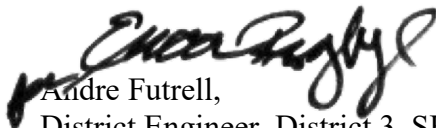
1. District 3 Traffic has no further comments.

Mr. Mike Nalepa  
SHA Tracking No.: 19APMO030XX  
Page 2 of 3  
July 17, 2020

The SHA concurs with the report findings for this project as currently proposed, and as agreed to, acceptance of the comments does not prevent the State and County from requiring an improvement to be determined for the MD 187/Tuckerman Lane intersection. Additionally, an access permit will be required for all construction within the SHA right of way. Please submit one (1) set of the proposed improvement plans (including a set of hydraulic plans and computations) and a CD containing the plans and all supporting documentation to the Access Management Division at 9300 Kenilworth Avenue, Greenbelt, MD 20770, attention of Mr. Kwesi Woodroffe. For electronic submissions create an account with our new online system <https://mdotsha.force.com/accesspermit>. 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 <https://www.roads.maryland.gov/mdotsha/pages/amd.aspx>. Please note, if this project has not obtained an SHA access permit and begun construction of the required improvements within five (5) years of this approval, extension of the permit shall be subject to the submission of an updated traffic impact analysis in order for SHA to determine whether the proposed improvements remain valid or if additional improvements will be required of the development. If you have any questions, or require additional information, please contact Mr. Kwesi Woodroffe at 301-513-7347, by using our toll free number (in Maryland only) at 1-800-749-0737 (x7347), or via email at [kwoodroffe@mdot.maryland.gov](mailto:kwoodroffe@mdot.maryland.gov) or [shaamdpermits@mdot.maryland.gov](mailto:shaamdpermits@mdot.maryland.gov).

Sincerely,

  
Andre Futrell,  
District Engineer, District 3, SHA

AF/jwm

Mr. Mike Nalepa  
SHA Tracking No.: 19APMO030XX  
Page 3 of 3  
July 17, 2020

cc: Ms. Rola Daher, SHA – TFAD  
Mr. Luis Estrada, Montgomery Planning  
Mr. Derek Gunn, SHA District 3 Traffic  
Mr. Scott Holcomb, SHA – TFAD  
Mr. Robert Owolabi, SHA District 3 Traffic  
Mr. Alvin Powell, SHA District 3 Traffic  
Mr. Russell Provost, Montgomery Planning  
Mr. Patrick Reed, Montgomery Planning  
Mr. Deepak Somarajan, Montgomery County Department of Transportation  
Ms. Rebecca Torma, Montgomery County Department of Transportation  
Mr. Kwesi Woodroffe, SHA District 3 Regional Engineer



DEPARTMENT OF PERMITTING SERVICES

Marc Elrich  
County Executive

Rabbiah Sabbakhan  
Director

August 1, 2023

Mr. James Barto  
Adtek  
150 South East Street, Suite 201  
Frederick, MD 21701

Re: **REVISED COMBINED STORMWATER  
MANAGEMENT REVISED CONCEPT/SITE  
DEVELOPMENT STORMWATER  
MANAGEMENT PLAN** for  
Woodward High School Phase 2  
Preliminary Plan #: MR2023017  
SM File #: 285946  
Tract Size/Zone: 1,154,246 sf (Rock Creek)  
and 34,677 sf (Cabin John)  
Total Concept Area: 1,166,496 sf (Rock Creek)  
and 57,532 sf (Cabin John)  
Watershed: Rock Creek and Cabin John

Dear Mr. Barto:

Based on a review by the Department of Permitting Services Review Staff, the stormwater management concept for the above-mentioned site is **acceptable**. The plan proposes to add Phase 2 construction to the previously approved concept plan. New required stormwater management goals will be met via the use of permeable pavement and microbioretention.

This stormwater management concept revision is for the addition of Phase 2 to the project.

The following items will need to be addressed during the detailed sediment control/stormwater management plan stage:

1. A detailed review of the stormwater management computations will occur at the time of detailed plan review.
2. An engineered sediment control plan must be submitted for this development.
3. All filtration media for manufactured best management practices, whether for new development or redevelopment, must consist of MDE approved material.
4. Landscaping in areas located within the stormwater management easement which are shown on the approved Landscape Plan as part of the approved Site Plan are illustrative purpose only and may be changed at the time of detailed plan review of the Sediment Control/Storm Water



2425 Reedie Drive, 7th Floor, Wheaton, Maryland 20902 | 240-777-0311  
[www.montgomerycountymd.gov/permittingservices](http://www.montgomerycountymd.gov/permittingservices)

*Mr. Barto*  
*August 1, 2023*  
*Page 2 of 2*

Management plans by the Montgomery County Department of Permitting Services, Water Resources Section.

This list may not be all-inclusive and may change based on available information at the time.

Payment of a stormwater management contribution in accordance with Section 2 of the Stormwater Management Regulation 4-90 **is not required**.

This letter must appear on the sediment control/stormwater management plan at its initial submittal. The concept approval is based on all stormwater management structures being located outside of the Public Utility Easement, the Public Improvement Easement, and the Public Right of Way unless specifically approved on the concept plan. Any divergence from the information provided to this office; or additional information received during the development process; or a change in an applicable Executive Regulation may constitute grounds to rescind or amend any approval actions taken, and to reevaluate the site for additional or amended stormwater management requirements. If there are subsequent additions or modifications to the development, a separate concept request shall be required.

If you have any questions regarding these actions, please feel free to contact Jean Kapusnick, P.E. at [jean.kapusnick@montgomerycountymd.gov](mailto:jean.kapusnick@montgomerycountymd.gov) or at 240-777-6345.

Sincerely,

*Mark Etheridge*

Mark Etheridge, Manager  
Water Resources Section  
Division of Land Development Services

cc: Neil Braunstein  
SM File # 285946

ESD: Required/Provided 133,841 cf / 59.828 cf  
PE: Target/Achieved: 2.2"/1.0"  
STRUCTURAL: 60,047 cf  
WAIVED: 0.0 cf.