
RE: Holton Arms LATR Submission

From Dwyer, Florence <Florence.Dwyer@montgomeryplanning.org>

Date Tue 3/25/2025 10:13 AM

To Katie Wagner <klw@goroveslade.com>; Maribel Donahue <mnd@goroveslade.com>

Cc Lauren Buford <lsb@goroveslade.com>; Dickel, Stephanie <Stephanie.Dickel@montgomeryplanning.org>; Bogdan, Grace <grace.bogdan@montgomeryplanning.org>

Exhibit 35(a)

CBA-1174-E

MCDOT Comments:

1. River Road and Royal Dominion Drive- Westbound Right turn: The report states (Page 21) that the storage is adequate to contain the vehicles where they are not blocked by a through queue. This is not true as the development is adding additional traffic to an already existing condition. The through traffic gets worse due to the vehicles exiting the site downstream from the intersection and merging into the through lanes, which adds more congestion and backups, which in turn makes the condition worse than the existing.
2. The queues exceed storage (even with proposed mitigation) on multiple intersection routes. How are these addressed?
3. Table 8: River Road and Royal Dominion Drive are LOS 'F' under the proposed conditions, which gets downgraded from LOS 'E'. The intersection delay standard per LATR is 80 sec/veh, and per the report, the AM school peak delay is 113.3 sec/veh.
4. The mitigation proposed to change the lane configuration to accommodate the "additional" right turn on Royal Dominion Drive and signal timings as proposed does not work. The double right turns will not work, as the report itself states that the through queues extend downstream, and I am not sure how the right turn movements will be feasible. Also, per our Division of Traffic Engineering and Operation (DTEO) comments, this mitigation strategy will not work. See additional comments from DTEO below. We concur with the comments by MDSA in the letter dated January 24, 2025.
5. Division of Traffic Engineering and Operations (DTEO) Comments:
 - I. MD 190 at Burdette Rd
 - a. There must be a minimum of 10 seconds of green plus the red and yellow clearances for any proposed splits.
 - b. The proposed MD 190 left turn lead during the PM peak is not recommended. If implemented, the lead left will need to be protected due to safety concerns (yellow trap). In addition, we did not observe the benefit of the lead-lag phasing on progression.
 - II. MD 190 at Royal Dominion Dr

- a. There is a major conflict with the concurrent permissive NB lefts and the SB double rights.
 - b. The proposed phase 8 split is not long enough to cover the pedestrian crossing time.
 - c. The proposed removal of the side street split phasing will negatively impact the school by making the signal less flexible to accommodate variable traffic demands. In addition, the differences between the SB right and left turn volumes for SB Royal Dominion Dr are not that significant to warrant a change in lane configurations (left/shared left-thru/right to left/shared right-thru/right).
6. Please revise the analysis and update the report based on the comments.

Florence Dwyer

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From: Katie Wagner <klw@goroveslade.com>

Sent: Wednesday, March 5, 2025 5:03 PM

To: Dwyer, Florence <Florence.Dwyer@montgomeryplanning.org>; Maribel Donahue <mnd@goroveslade.com>

Cc: Lauren Buford <lsb@goroveslade.com>; Dickel, Stephanie <Stephanie.Dickel@montgomeryplanning.org>

Subject: RE: Holton Arms LATR Submission

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Florence,

Please find attached the Comment Response Letter and updated LATR for the Holton Arms School enrollment cap increase. These materials, along with Technical Attachments and Synchro and SimTraffic files, are also available for download at this link: <https://spaces.hightail.com/space/OMoCByLZvx>. We will also be submitting these materials to the SHA Portal.

Please let us know if you have any questions!

Thank you,

Katie Wagner, PE, PTOE

Principal

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