

AGENDA ITEM #4B
March 29, 2011
Action

MEMORANDUM

March 25, 2011

TO: County Council

FROM: Glenn Orlin, ^{GO}Deputy Council Staff Director

SUBJECT: **Action**—supplemental appropriation to the FY11 Capital budget and amendment to the FY11-16 CIP: \$1,290,000 for Snouffer School Road North

T&E Committee recommendation (3-0): Approve the Executive's request. The Committee members note that the County Executive has made a commitment to the neighboring community that the proposed improvement would be made to address traffic and safety impacts of relocating the Public Service Training Academy and MCPS Food Services Facility to the Webb Tract. The Committee members wish to honor that commitment.

* * *

Council staff recommendations:

- *Do not approve the Snouffer School Road North CIP amendment.*
- *Implement the County consultant's recommended limited intersection improvement (see the consultant's second recommendation, below) and extend the east-side hiker-biker path north to Turkey Thicket Drive as part of the Snouffer School Road project, for which design is just beginning. This should be funded with G.O. Bond proceeds. The Council should be able to receive and review this revision to the Snouffer School Road project—which was already introduced as CIP amendment—in time for the final budget approval in May.*
- *Install a traffic signal at the Alliston Hollow Way intersection (also recommended by the County's consultant), which is also the main entrance to the PSTA portion of the campus. This should be included the PSTA Relocation project and funded with Interim Finance.*

* * *

The Executive is requesting this new \$16.8 million project to widen Snouffer School Road between the Ridge Heights Drive and Centerway Drive. It is currently a 2-lane road; this project would widen it to a 4-lane divided arterial roadway. It would have two northbound lanes, two southbound lanes, and a raised median, along with a 5'-wide sidewalk on the west side and an 8'-wide shared-use trail on the east side. The project would be open to traffic in late 2015 (©1-5).

This improvement essentially was a condition for the previously approved subdivision on the Webb Tract. Now, of course, it will be the site of the relocated Public Service Training Academy and MCPS's Food Services Facility, part of the Smart Growth Initiative. According to the Planning Board's December 2010 mandatory referral (©6-10), these land uses would generate only 289 morning peak-hour trips, or only 79.5% less than the 1,347 trips that had been forecast for the prior development plan approved for the Webb Tract; the Smart Growth Initiative development would generate only 140 evening peak-hour trips, 88.8% less than the 1,196 projected for the prior plan (see ©9). Nevertheless, the Planning Department's recommendation was to widen Snouffer School Road all the way north and west to Goshen Road, twice as far as recommended by the Executive. On the other hand, the Department recommended not building a sidewalk on the southwest side due to the damage it would incur to mature trees.

According to the Webb Tract Traffic Impact Study commissioned by the County Government, the only traffic failure due to occur at a signalized intersection as a result of the development is at the intersection of Snouffer School Road and Centerway Drive during the morning peak hour. An analysis of simulated traffic shows difficulty for traffic from some side streets making a left turn; however, a new signal at Snouffer School Road and Alliston Hollow Way (included in the project) would provide easier northbound and westbound access for the entire Hunters Woods Park community.

The County's consultant made these specific recommendations to address the limited congestion generated by the Smart Growth project (see ©11-14):

1. Modify the timing of the traffic signal at Snouffer School Road and MD 124 (Woodfield Road), which is about 1.2 miles away. This would be done by DOT's Division of Traffic Engineering and Operations when conditions warrant.
2. At the Snouffer School Road/Centerway Road intersection: (1) re-designate the southbound right-turn lane (to be constructed by a developer as part of the Centerway Plaza development) to become a shared through/right lane, and extend this lane 450' to the north; and (2) re-stripe the southern leg of this intersection so that Snouffer School Road will have two receiving lanes to a point about 1,000' south. The County's consultant notes that these improvements will reduce the southbound queues on Snouffer School Road that would block the Webb Tract's entrance at Turkey Thicket Drive.
3. Install a traffic signal at the intersection of Snouffer School Road and Alliston Hollow Way.

The full master-planned cross-section recommended by the Executive is simply not warranted in the mid-term future, and is certainly not warranted by the low level of development now planned for the Webb Tract.

Just as it is not necessary for a 4-lane divided highway in this section in the mid-term, neither is there a need to extend the hiker-biker trail all the way north to the main entrance. The only new activity in the vicinity will be the PSTA and MCPS facility themselves, and they will be linked by an internal service drive closely paralleling Snouffer School Road (©15). This service road will be lightly traveled, and it will have a 5'-wide sidewalk alongside it (©16). Therefore, the only need is to extend the Snouffer School Road project's east-side hiker-biker trail from Centerway Road north about 500 feet to Turkey Thicket Drive; from there bicyclists and pedestrians can continue north on the service drive and its sidewalk, respectively.

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OFFICE OF THE COUNTY EXECUTIVE
ROCKVILLE, MARYLAND 20850

MEMORANDUM

January 14, 2011

RECEIVED
MONTGOMERY COUNTY
COUNCIL

2011 JAN 14 PM 1:51

Isiah Leggett
County Executive

TO: Valerie Ervin, President, County Council

FROM: Isiah Leggett, County Executive 

SUBJECT: Amendment to the FY11-16 Capital Improvements Program (\$16,800,000) and Supplemental Appropriation (\$1,290,000) #7-S11-CMCG-4 to the FY11 Capital Budget
Montgomery County Government
Department of Transportation
Snouffer School Road North (No. 501119)

I am recommending a supplemental appropriation to the FY11 Capital Budget for \$1,290,000 and amendment to the FY11-16 Capital Improvements Program in the amount of \$16,800,000 for Snouffer School Road North (No. 501119). Appropriation for this project will fund transportation improvements that will remedy existing conditions and serve the facilities relocating to the Webb Tract site as part of the Smart Growth Initiative.

This increase is required to start the preliminary engineering and design process for additional traffic lanes on, and transportation improvements to, Snouffer School Road between Centerway Road and Ridge Heights Drive, which will provide improved access to the new Public Safety Training Academy (PSTA) and Montgomery County Public Schools (MCPS) Food Services Facility. Funds will be used to ensure that the necessary traffic improvements are completed to coincide with the planned opening of the relocated facilities by FY14.

The recommended amendment is consistent with the criteria for amending the CIP because it supports significant economic development initiatives which strengthen the fiscal capacity of the County government.

I recommend that the County Council approve this supplemental appropriation for \$1,290,000 and amendment to the FY11-16 Capital Improvements Program in the amount of \$16,800,000 and specify the source of funds as Interim Finance.

I appreciate your prompt consideration of this action.

IL:ad

Attachment: Amendment to the FY11-16 Capital Improvements Program and Supplemental Appropriation #7-S11-CMCG-4

c: Arthur Holmes, Jr., Director, Department of Transportation
David Dise, Director, Department of General Services

Resolution: _____
Introduced: _____
Adopted: _____

COUNTY COUNCIL
FOR MONTGOMERY COUNTY, MARYLAND

By: Council President at the Request of the County Executive

SUBJECT: Amendment to the FY11-16 Capital Improvements Program (\$16,800,000) and Supplemental Appropriation (\$1,290,000) #7-S11-CMCG-4 to the FY11 Capital Budget
Montgomery County Government
Department of Transportation
Snouffer School Road North (No. 501119)

Background

1. Section 307 of the Montgomery County Charter provides that any supplemental appropriation shall be recommended by the County Executive who shall specify the source of funds to finance it. The Council shall hold a public hearing on each proposed supplemental appropriation after at least one week's notice. A supplemental appropriation that would comply with, avail the County of, or put into effect a grant or a Federal, State or County law or regulation, or one that is approved after January 1 of any fiscal year, requires an affirmative vote of five Councilmembers. A supplemental appropriation for any other purpose that is approved before January 1 of any fiscal year requires an affirmative vote of six Councilmembers. The Council may, in a single action, approve more than one supplemental appropriation. The Executive may disapprove or reduce a supplemental appropriation, and the Council may reapprove the appropriation, as if it were an item in the annual budget.
2. Section 302 of the Montgomery County Charter provides that the Council may amend an approved capital improvements program at any time by an affirmative vote of no fewer than six members of the Council.
3. The County Executive recommends the following capital project appropriation increases:

Project Name	Project Number	Cost Element	Amount	Source of Funds
Snouffer School Rd North	501119	PD&S	\$1,290,000	
TOTAL			\$1,290,000	Interim Finance

4. This increase is required to start the preliminary engineering and design process for additional traffic lanes on and transportation improvements to Snouffer School Road between Centerway Road and Ridge Heights Drive, which will provide improved access to the new Public Safety Training Academy (PSTA) and Montgomery County Public Schools (MCPS) Food Services Facility. Funds will be used to ensure that the necessary traffic improvements are completed to coincide with the planned opening of the relocated facilities by FY14.
5. The County Executive recommends an amendment for \$16,800,000 to the FY11-16 Capital Improvements Program and a supplemental appropriation in the amount of \$1,290,000 for Snouffer School Road North (No. 501119), and specifies that the source of funds will be Interim Finance.
6. Notice of public hearing was given and a public hearing was held.

Action

The County Council for Montgomery County, Maryland, approves the following action:

The FY11-16 Capital Improvements Program of the Montgomery County Government is amended as reflected on the attached project description form and a supplemental appropriation is approved as follows:

<u>Project Name</u>	<u>Project Number</u>	<u>Cost Element</u>	<u>Amount</u>	<u>Source of Funds</u>
Snouffer School Rd North	501119	PD&S	\$1,290,000	
TOTAL			\$1,290,000	Interim Finance

This is a correct copy of Council action.

Linda M. Lauer, Clerk of the Council

Snouffer School Road North (Webb Tract) -- No. 501119

Category
Subcategory
Administering Agency
Planning Area

Transportation
Roads
Transportation
Gaithersburg Vicinity

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

January 11, 2011
No
None.
Planning Stage

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY09	Est. FY10	Total 6 Years	FY11	FY12	FY13	FY14	FY15	FY16	Beyond 6 Years
Planning, Design, and Supervision	2,884	0	0	2,884	500	790	500	240	690	164	0
Land	100	0	0	100	0	0	100	0	0	0	0
Site Improvements and Utilities	916	0	0	916	0	0	0	0	0	916	0
Construction	12,900	0	0	12,900	0	0	0	2,600	8,900	1,400	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	16,800	0	0	16,800	500	790	600	2,840	9,590	2,480	0

FUNDING SCHEDULE (\$000)

G.O. Bonds	16,800	0	0	0	0	0	0	0	0	0	16,800
Interim Finance	0	0	0	16,800	500	790	600	2,840	9,590	2,480	-16,800
Total	16,800	0	0	16,800	500	790	600	2,840	9,590	2,480	0

OPERATING BUDGET IMPACT (\$000)

Maintenance				1	0	0	0	0	0	1
Energy				1	0	0	0	0	0	1
Net Impact				2	0	0	0	0	0	2

DESCRIPTION

This project provides for the design, land acquisition, and construction of 3,400 linear feet of roadway widening and resurfacing along Snouffer School Road between Centerway Road and Ridge Heights Drive and a new traffic signal at Alliston Hollow Way. The closed-section roadway typical section consists of two through lanes in each direction separated by a raised median, an 8-foot shared use path on the northern side and a 5-foot sidewalk on the southern side within a 100 foot right-of-way. The project will include a bridge for the northbound traffic lanes over Cabin Branch, street lights, storm drainage, stormwater management, landscaping, and utility relocations.

CAPACITY

Average daily traffic is projected to be 15,000 vehicles per day by 2015.

ESTIMATED SCHEDULE

Final design is to be completed in the Fall of 2013, utility relocations are anticipated to be complete in the Summer 2014, and construction will begin in the Spring of 2014 and take approximately 18 months.

JUSTIFICATION

This project is part of the County's Smart Growth Initiative for the relocation of the Public Safety Training Academy and the Montgomery County Public School (MCPS) Food Services Facility to the Webb Tract and will provide improved access to the new facilities. This project is also needed to meet the existing and future traffic and pedestrian demands in this area. The Airpark Project Area of the Gaithersburg Vicinity Planning Area is experiencing growth with plans for commercial and residential development. This project meets the recommendations of the area master plan and enhances regional connectivity. It will improve traffic flow by providing additional traffic lanes and encourage alternative means of mobility through proposed bicycle and pedestrian facilities.

FISCAL NOTE

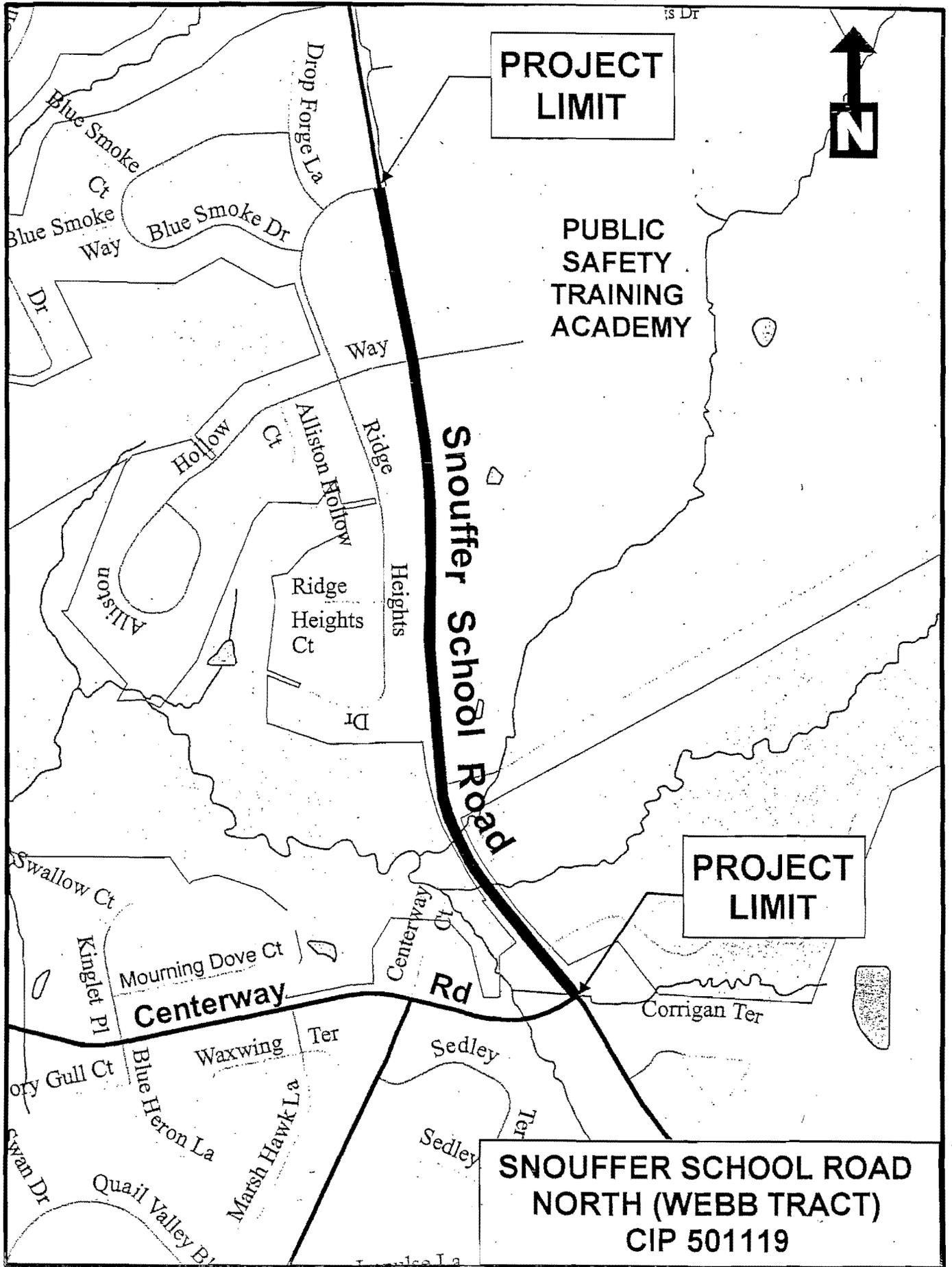
Interim financing will be used in the short term, with permanent funding sources to include G.O. Bonds.

These improvements will be constructed as a design/build, therefore the entire project needs to be programmed.

OTHER DISCLOSURES

- A pedestrian impact analysis has been completed for this project.

APPROPRIATION AND EXPENDITURE DATA	COORDINATION	MAP
Date First Appropriation	FY11 (\$000)	See Map on Next Page
First Cost Estimate		
Current Scope	FY11 16,800	
Last FY's Cost Estimate	0	
Appropriation Request	FY11 0	
Appropriation Request Est.	FY12 0	
Supplemental Appropriation Request	1,290	
Transfer	0	
Cumulative Appropriation	0	
Expenditures / Encumbrances	0	
Unencumbered Balance	0	
Partial Closeout Thru	FY08 0	4
New Partial Closeout	FY09 0	
Total Partial Closeout	0	



PROJECT
LIMIT

PUBLIC
SAFETY
TRAINING
ACADEMY

Snouffer School Road

PROJECT
LIMIT

SNOUFFER SCHOOL ROAD
NORTH (WEBB TRACT)
CIP 501119



MONTGOMERY COUNTY PLANNING DEPARTMENT
THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

9

MEMORANDUM

DATE: December 16, 2010

TO: Calvin Nelson, Coordinator/Planner
Urban Design Division

VIA: Shahriar Etemadi, Supervisor
Transportation Planning Division

FROM: Ed Axler, Coordinator/Planner EA
Transportation Planning Division

SUBJECT: Mandatory Referral No. 2010738-MCDGS-1
Montgomery County Multi-Agency Service Park on the
Airpark North Business Park (or Centerpark or Webb Tract)
Montgomery Village / Airpark Policy Area

This memorandum is Transportation Planning staff's recommendations for the above-referenced mandatory referral for the proposed relocation of the County Service Park facilities to the Web Tract. The subject site was approved for other types of non-residential development under Preliminary Plan No. 12004018D, Centerpark, by the Planning Board on December 4, 2008.

RECOMMENDATIONS

Transportation Planning staff support the mandatory referral with the following conditions as part of the APF test for transportation requirements:

1. The Applicant must comply with the conditions of approved Preliminary Plan No. 12004018D that was previously approved for the subject site. The preliminary plan conditions includes the following improvements:
 - a. Upgrading the segment of Snouffer School Road between Centerway Road and Goshen Road to have 4 through travel lanes and separate left-turn lanes with a shared use path on the northeast side.
 - b. Improving the intersection of Goshen Road/Snouffer School Road-Wightman Road.
 - c. Reconstruct the existing public access road from Snouffer School Road to M-NCPPC's Lois Y. Green Farm Conservation Park that is proposed to be the internal private road called Turkey Thicket Drive. Provide a public access easement along Turkey Thicket Drive that must be shown on record plat (i.e., an alternative procedure may be identified by the Montgomery County Department of Permitting Services).

- d. Install a traffic signal at the intersection of Snouffer School Road and western access point-Alliston Hollow Drive.
2. The Applicant should prepare and implement traffic mitigation actions to encourage car/vanpooling, transit use, and other trip reduction measures for employees working on the site. The traffic mitigation program should be developed in coordination with the Montgomery County Department of Transportation (MCDOT) Commuters Services Section prior to release of building
3. The proposed plans should provide the following pedestrian and bicycle accommodations:
 - a. The required handicapped parking spaces with nearby at-grade or handicapped ramps to access the nearest sidewalks.
 - b. An ADA-accessible pedestrian path within the “East Side” infrastructure.
 - c. A straight-line pedestrian crossing of Turkey Thicket Drive at the intersection of Snouffer School Road.
 - d. Thirty (30) bicycle parking spaces that consist of inverted-U bike racks in front of the main buildings in weather protected locations and bike lockers within the proposed garages. At least two racks should be located in front of PTSA Academic Building, Gymnasium, Command Center, the training buildings, and the MCPS-DFS buildings. At least five bike lockers should be located in the employees parking garages.

DISCUSSION

Site Location and Vehicular Access Points

The site is located on the northeastern side of Snouffer School Road between Centerway Road and Chelsey Knoll Drive-Lewisberry Drive. The two proposed full-movement vehicular access points are from Snouffer School Road at the following locations:

1. Opposite of Alliston Hollow Drive serving relocated County facilities within the “West Side.” Under Preliminary Plan No. 12004018. A traffic signal warrant study was prepared for MCDOT to consider installing a traffic signal at the intersection of Snouffer School Road and Alliston Hollow Drive.
2. At Turkey Thicket Drive serving relocated County facilities on the “East Side” and M-NCPPC’s Lois Y. Green Farm Conservation Park.

Pedestrian Facilities

The mandatory referral design plans show a pedestrian path as part of the 8-foot-wide bike path. No sidewalk is proposed on the southwest side because it could result in damaging mature trees. Lead-in and internal sidewalks are shown on mandatory referral design plans.

Available Transit Service

Future employees could have the option of traveling to work by using the existing available bus service along the following roadways:

1. Snouffer School Road: Ride-On route 58 has half-hour headways and operates between the Shady Grove Metrorail Station and Lakeforest Transit Center.
2. Centerway Road: Ride-On route 60 has 20-minute headways and operates between the Shady Grove Metrorail Station and the Montgomery Village (shopping) Center.

Master Plan Roadways and Bikeway

In accordance with the *Gaithersburg Vicinity Master Plan* and the *Countywide Bikeway Functional Master Plan*, the master-planned roadways and bikeway are designated as follows:

1. Snouffer School Road is designated as a four-lane arterial, A-16, with a recommended 80-foot right-of-way, a center turning lane, and a shared use path.
2. Goshen Road has the following two segments:
 - a. A four-to-six-lane major highway, M-25, with a recommended 120 foot right-of-way between Odendhal Avenue and Warfield Road.
 - b. An arterial, A-14, with a recommended 80 foot right-of-way between Warfield Road and Woodfield Road (MD 124).

The *Countywide Bikeway Functional Plan* recommends a dual bikeway, DB-29, along Goshen Road between Odendhal Avenue and Warfield Road -- where a dual bikeway consists of a shared use path on the northwest side and bike lanes.

3. Centerway Road is designated as a two-lane arterial, A-275, with a recommended 80-foot right-of-way.
4. Strawberry Knoll Road is designated as a two-lane primary residential street, P-4, with a recommended 70 foot right-of-way.

On the "East Side", Turkey Thicket Drive was approved as private internal roads under Preliminary Plan No. 12004018D. The approved cross-section design within a 52-foot-wide right-of-way included two-lane travelways and a 5-foot-wide sidewalk on the north side only. The north side is closed-section and the south side is open-section roadway. Turkey Thicket Drive provides public access from Snouffer School Road through the subject site into M-NCCPC's Green Farm Conservation Park.

Four other previously approved internal roadways are no longer being proposed on the site. They are Hubble Court on the “East Side” and Challenger Court, Chaffee Court, and Lilienthal Court on the west side.

Relevant Transportation Projects

The relevant transportation projects are as follows:

1. The MCDOT Capital Improvements Program (CIP) Project No. 501107 for Goshen Road South is to widen it from 2 lanes to 4 lanes divided between Girard Avenue and Warfield Road. The “final design plans” are projected to be complete in Fall of 2013.
2. The MCDOT Capital Improvements Program (CIP) Project No. 501109 for Snouffer School Road is to widen it from 2 lanes to 4 lanes divided between Woodfield Road (MD 124) and Centerway Road. The notice to proceed was issued in September 2010 and the construction is projected to be complete in Winter of 2016. In addition, as a condition of approval for Preliminary Plan No. 120040180 in 2004, Snouffer School Road was required to be widened from two to four lanes between Centerway Road and Goshen Road.

Site-Generated Traffic

For the approved non-residential land uses under Preliminary Plan No. 12004018D, the table below shows the number of peak-hour vehicular trip generated during the weekday morning peak period (6:30 to 9:30 a.m.) and evening peak period (4:00 to 7:00 p.m.):

Approved Land Uses	Square Feet	Weekday Peak-Hour	
		Morning	Evening
Research & Development Office Use	559,300	694	604
Business Park-Light Industrial & Office Uses	247,626	352	339
Warehouse Use	461,285	301	253
Total	1,268,211	1,347	1,196

A traffic study was submitted as part of the “site selection for acquisition” review where the Applicant proposes to acquire the property and use it for the following public facilities with the associated site-generation trips shown in the table below:

Proposed Land Use	Weekday Peak-Hour	
	Morning	Evening
Public Safety Training Academy	130	100
MCPS Food & Nutrition Services	22	19
MCPS Building Maintenance	100	10
M--NCCPC Maintenance	37	11
Total Peak-Hour Trips	289	140

The County facilities are projected to generate only 21.5% of the weekday morning peak-hour trips and 11.2% of the evening peak-hour trips of what was projected from the previously approved land uses. However, the traffic characteristic by the County facilities would be unique in that some vehicular trips would be generated earlier than the typical weekday morning and evening peak hours but would generate a higher percentage of trucks.

The Previously-Approved Adequate Public Facilities Review for Preliminary Plan No. 12004018D

To satisfy Local Area Transportation Review (LATR), a traffic study was submitted in 2004 that analyzed 13 intersections and the following improvements were required at three intersections:

1. Goshen Road and Centerway Road: Construct separate right turn lanes on the northbound and southbound Goshen Road.
2. Snouffer School Road and Centerway Road: Widen Snouffer School Road from two to four through lanes with a fifth lane used for left-turns on both directions.
3. Snouffer School Road and Alliston Hollow Way- Challenger Court: The same improvement as described for the intersection of Snouffer School Road and Centerway Road above.

A Policy Area Transportation Review (PATR) was required under the *FY 2004 Annual Growth Policy*, instead of the current PAMR test. At that time, the Montgomery Village/Airpark Policy Area was in a moratorium for non-residential development. The PATR was satisfied by widening Snouffer School Road from two to four through lanes from Centerway Road to Goshen Road with a fifth center lane as a separate left-turn lane approaching each intersection.

EA:tc

cc: Khalid Afzal
Girum Awoke - MCDOT
Sue Edwards
Matt Storck - STV
Wilson Ballard - MCDOT

mno to Nelson re MC Multi-Agency Service Park on Webb Tract.doc



Table 4: Future – County Proposed Use – Intersection Capacity Analysis

	Intersection	AM Peak Hour Synchro			PM Peak Hour Synchro		
		Delay (sec/veh)	LOS	CLV	Delay (sec/veh)	LOS	CLV
1	Snouffer School Road at MD 124 (Woodfield Road)	54.6	D	1,218	60.3	E	1,321
2	Snouffer School Road at Mooney Drive	8.5	A	957	11.3	B	860
3	Snouffer School Road at Centerway Road	64.5	E	1,500	12.1	B	987
4	Snouffer School Road at Turkey Thicket Drive ¹	1,590	F	1,239	35.9	E	911
5	Snouffer School Road at Alliston Hollow Way ¹	24.7	C	1,193	71.0	F	1,042
6	Snouffer School Road at Lewisberry Drive	51.6	D	1,156	12.5	B	806
7	Snouffer School Road at Goshen Road	34.8	C	1,083	40.2	D	1,078
8	Centerway Road at Goshen Road	36.5	D	1,338	27.0	C	1,203
9	Centerway Road at Montgomery Village Avenue	20.9	C	715	28.2	C	987

1- Site Driveway (Unsignalized intersection – SimTraffic delay and LOS are reported for left-turns from the side street)

It can be seen from the table above that under the Future Condition most of the intersections continue to operate at an acceptable LOS and CLV. However, the intersection of Snouffer School Road at Centerway Road operates at an unacceptable LOS and CLV in the AM peak hour. The side street left-turns from Turkey Thicket Drive (South Site Driveway) to Snouffer School Road operate at an unacceptable LOS in both peak hours. The side street left-turns from the north site driveway to Snouffer School Road operate at an unacceptable LOS in the PM peak hour. It should be noted that the delay presented above for left-turns from the south site driveway during the AM peak hour is a product of southbound queuing along Snouffer School Road from the downstream intersection at Centerway Road. The CLV at both site driveways remains below the threshold of 1,425. The Synchro/SimTraffic and CLV capacity analysis worksheets for the Future Condition are included in Appendix H.



V. Conclusion and Recommendations

Montgomery County's proposed use includes the PSTA on the North portion and the MCPS Maintenance, MCPS Food and Nutrition Services, and the M-NCPPC Maintenance facilities on the South portion. These portions will be served by separate driveways and there will be no connecting roadway internal to the site. The majority of the site generated trip activity occurs in off peak times and directions. To minimize impacts to the surrounding community, a route protocol shall be implemented that limits county vehicles and vendors to specific routes for traveling to and from the site.

Based on the analysis of Existing, Background and Future Conditions, the following findings and conclusions can be made:

- Under Existing Conditions all of the intersections operate at an acceptable LOS and CLV.
- Under the Background Conditions all intersections continue to operate at an acceptable LOS and CLV with the exception of Snouffer School Road at MD 124 which deteriorates to a LOS E during the PM peak hour. However, all study intersections retain an acceptable CLV.
- With the addition of traffic generated by Montgomery County's proposed use most intersections continue to operate at an acceptable LOS and CLV. However, the intersection of Snouffer School Road at Centerway Road deteriorates to an unacceptable LOS and CLV. The CLV at this location increases to 1,500. The side street left-turns from Turkey Thicket Drive (South Site Driveway) operates at a LOS F and LOS E in the AM and PM peak hour, respectively. This is due to the queuing from the downstream intersection of Snouffer School Road at Centerway Road which blocks left turns from exiting the site. The side street left-turns from the north site driveway operate at a LOS F in the PM peak hour.

LATR and PAMR Trip Mitigation Recommendations

Recommendations developed to mitigate the impacts of the additional site traffic in the Future Condition are as follows:

- **Snouffer School Road at MD 124 (Woodfield Road)** requires signal timing modifications. The existing and proposed splits are shown in Table 5, below.



Table 5: PM Peak Hour Signal Timing Recommendations

Phase	Intersection Splits (%)	
	Existing	Proposed
NB/SB - Snouffer School Road/MD 115 (Muncaster Mill Road)	28	18
EB MD 124 (Woodfield Road)	35	38
WB MD 124 (Woodfield Road)	25	29
NB/SB Left-Turn – Snouffer School Road/ MD 115 (Muncaster Mill Road)	12	15

- Snouffer School Road at Centerway Road** requires two southbound through lanes. This improvement involves converting the southbound right-turn lane (to be constructed as part of the Centerway Plaza development) to a shared thru-right and extending this lane approximately 450 feet to the north. In addition, Snouffer School Road needs to be re-striped south of Centerway Road to provide two southbound receiving lanes. The added lane needs to continue at least 1,000 feet south of the intersection before ending. In addition to improving the operations at this intersection, this improvement will benefit the intersection of Snouffer School Road at Turkey Thicket Drive by reducing queues along southbound Snouffer School Road during the AM peak that block the site driveway. Figure 11 below displays the geometric changes between the Background and Future Condition at this intersection. Widening Snouffer School Road south of Centerway Road will not be necessary if the Centerway Plaza development provides frontage improvements.

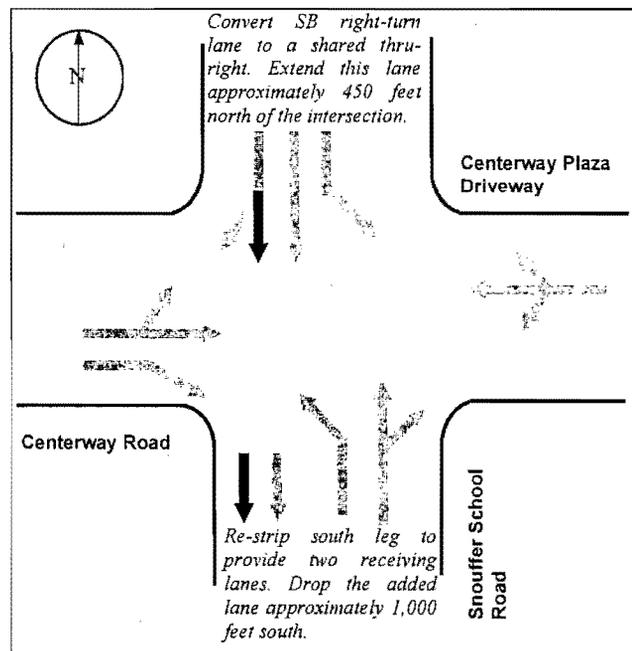


Figure 11: Snouffer School Road at Centerway Road Improvements



- **Snouffer School Road at Alliston Hollow Way** requires signalization. A signal warrant analysis was conducted for the Future Condition at the proposed North driveway. For the purposes of this study, only volume warrants were analyzed. A thirteen hour turning movement count at the intersection was developed based on existing traffic data and the site trip information provided by Montgomery County. The results of the signal warrant analysis indicate that **Warrant 2 is met**. Appendix I contains the supporting signal warrant analysis documentation.

Table 6 shows the results of a capacity analysis for the improvements listed above at each location in *blue*:

Table 6: Future Condition with Improvements – Intersection Capacity Analysis

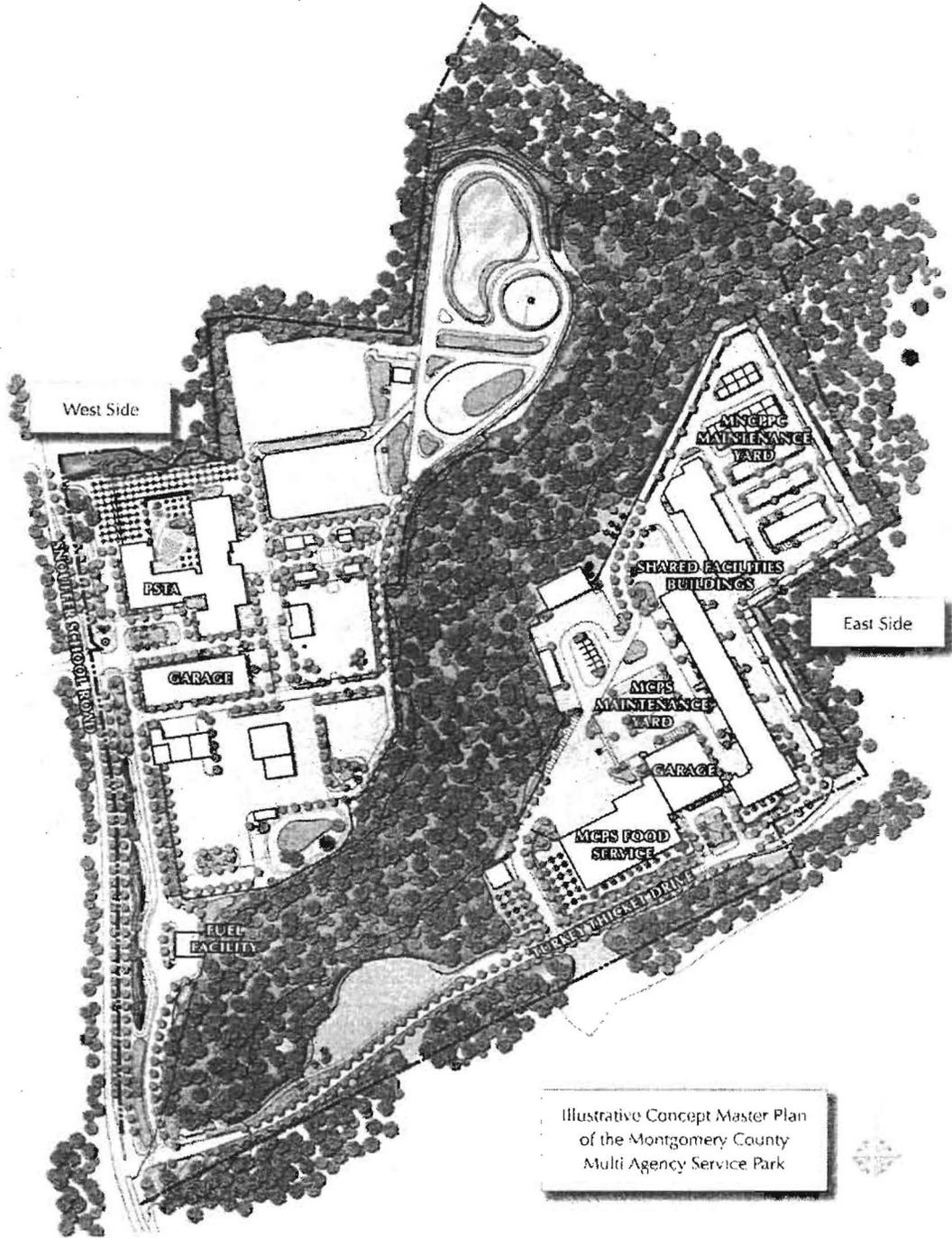
Intersection	AM Peak Hour Synchro			PM Peak Hour Synchro		
	Delay (sec/veh)	LOS	CLV	Delay (sec/veh)	LOS	CLV
1 Snouffer School Road at MD 124 (Woodfield Road)	54.6	D	1,218	51.2	D	1,154
3 Snouffer School Road at Centerway Road	18.4	B	1,013	11.6	B	987
4 Snouffer School Road at Turkey Thicket Drive ¹	37.1	E	957	8.5	A	860
5 Snouffer School Road at Alliston Hollow Way ²	6.9	A	957	10.5	B	860

- 1- Site Driveway (Unsignalized intersection – SimTraffic delay and LOS are reported for left-turns from the side street)
2- Site Driveway (Signalized intersection)

It can be seen from the table above that all intersections operate at an acceptable CLV once the recommended improvements are implemented. The side street left-turns from Turkey Thicket Drive (South Site Driveway) to Snouffer School Road have a significant reduction in delay but continue to operate at an unacceptable LOS during the AM Peak Hour. It is important to note that the delay associated with the LOS at this intersection is for vehicles exiting the site. This delay will not be experienced by vehicles on Snouffer School Road. Synchro/SimTraffic and CLV worksheets are included in Appendix J.

PAMR guidelines require that 5 percent of the highest peak hour site generated trips be mitigated. Under Montgomery County’s proposed use, the mitigation of 19 trips would be required. In addition to the improvements listed above, Montgomery County Department of Transportation (MCDOT) currently has two transportation projects in the planning stages that could be considered for PAMR trip mitigation purposes. One of which includes widening Goshen Road (Girard Avenue to Warfield Road) from a two lane roadway to a four lane major divided highway with a five foot sidewalk, and eight foot bike path, and on-road bike lanes. The second project in the study area includes widening Snouffer School Road from two to four lanes with a bike path (Woodfield Road to Goshen Road). If constructed, these projects would further serve to mitigate the impact of Montgomery County’s proposed site use.

CONCEPT MASTER PLAN



West Side Street Section

