

**Lenhart Traffic Consulting, Inc.**  
Transportation Planning & Traffic Engineering

**Memorandum:**

**Date:** April 21, 2023

**TO:** City of Gaithersburg  
Planning Commission  
31 South Summit Avenue  
Gaithersburg, MD 20877

**FROM:** Nick Driban

**RE:** 770 Muddy Branch Road – Site Access/Timberbrook Lane Analysis

The purpose of this report is to provide additional analyses and information as requested by the City of Gaithersburg for the redevelopment of the property located at 770 Muddy Branch Road, in Gaithersburg, Maryland. The site is proposed to be redeveloped with a maximum of 380 multifamily units.

Access to the site will be provided with a full movement access along School Drive, directly across Timberbrook Lane (the access road for Timberbrook Condominiums) and just west of the intersection with Muddy Branch Road. Comments have been made about the operation of the site driveway in conjunction with the opposing Timberbrook Condominiums access and the proximity of these access points to the intersection of Muddy Branch Road & School Drive. The locations of the intersections and the proposed development are shown on **Exhibit 1**.

**Traffic Impact Study**

City of Gaithersburg policy dictates that a Traffic Impact Study (TIS) must be completed in conjunction with Preliminary Plan or Schematic Development Plan submissions. This project is early in the development process and has not reached the Preliminary Plan or Schematic Development Plan stage (the project is currently at the Sketch Plan stage). As such, a TIS is not formally required at this time. However, in order to understand the traffic impacts of this development, the developer opted to complete a full TIS. A scope of study was coordinated with City of Gaithersburg Staff with the understanding that minor modifications may be required at the time a formal TIS is scoped and completed for Schematic Development Plan submission.

As required in the City of Gaithersburg TIS Standards, the ITE Trip Generation Manual, 11<sup>th</sup> Edition, was used to determine the number of peak hour trips generated by the proposed development, specifically ITE Land Use Code 220 (Multifamily Housing, Low-Rise). Based on the proposed development of 380 multifamily low-rise units and the peak hour trip generation rates provided for ITE-220, the proposed development will generate 141 morning peak hour trips and 184 evening peak hour trips. These trips were combined with the existing peak hour volumes, growth on the existing peak hour volumes, and trips generated by nearby planned, but unbuilt, developments to determine the future peak hour volumes analyzed in the TIS. The trip generation tables from the submitted TIS is included as **Exhibit 2** of this document.

The TIS indicates that each study intersection operates within the level-of-service (LOS) requirements of the City of Gaithersburg with the development of the site. Each study intersection, including Muddy Branch Road & School Drive, operates with LOS "A" under existing traffic conditions (the best possible LOS) and will continue operating at LOS "A" with future traffic volumes. Specifically, the intersection of Muddy Branch Road & School Drive operates with a CLV of 480 during the morning peak hour and 619 during the evening peak hour. The City of Gaithersburg considers intersections to operate adequately when operating with LOS "D" or better (CLV <1,450), so each of the intersections will operate acceptably according to the City's standards. It should be noted that the study has been submitted to City of Gaithersburg staff, but no comments

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were provided since a TIS is not required at this stage in the City's development review process. However, the TIS was also submitted to Montgomery County staff, since the intersection of Muddy Branch Road & School Drive is County-owned, and Montgomery County staff issued concurrence with the study.

### Intersection Design

The intersection of Muddy Branch Road & School Drive is currently stop-controlled on the minor street approaches of School Drive. As part of the Traffic Impact Study, a Traffic Signal Warrant Analysis (TSWA) was conducted for the intersection of Muddy Branch Road & School Drive. Based on the results of the TSWA, a traffic signal is not warranted at this location under existing traffic conditions. With the maximum residential density currently proposed (380 multifamily units), a traffic signal is warranted with the development of the site. It should be noted that if density is reduced as the development process continues, the traffic signal may not be warranted. The TSWA was also reviewed by Montgomery County Staff and was subsequently approved.

During the review process, Montgomery County Staff recommended the applicant construct an exclusive right-turn lane on the eastbound approach of School Drive at Muddy Branch Road. This can be accomplished via restriping, and without widening, as the approach is at more than 30-feet wide, which provides ample space for three lanes of traffic. The eastbound approach will be restriped to include a second outbound lane. Each lane would be striped to be a minimum of 10 to 10.5 feet in width, which complies with relevant County requirements (this portion of the roadway is County owned). A concept of the approach is included as **Exhibit 3**.

As part of the signalization of the intersection, it is expected that pedestrian related improvements will be required, including crosswalks, Countdown Pedestrian Signals (CPS), and Accessible Pedestrian Signals (APS). Any pedestrian improvements associated with the signalization of the intersection will be coordinated with Montgomery County Staff to ensure safe and efficient pedestrian access through the intersection. The resulting signalized intersection with enhanced pedestrian facilities will provide significantly safer pedestrian access than the existing, unsignalized intersection which does not include any marked pedestrian facilities across Muddy Branch Road.

Vehicle path analysis was completed using Autoturn software to demonstrate that vehicles entering and leaving the proposed development can safely maneuver through the two closely spaced intersections. The Autoturn analyses are included in Appendix A of this report and include the vehicle paths for passenger cars as well as fire trucks, the largest vehicles to utilize the site access driveway, to/from both the north and south along Muddy Branch Road. As shown, both typical passenger vehicles and large emergency vehicles are able to safely traverse the intersections.

### Intersection Operation

Questions were raised during the joint public hearing regarding the operation of the site driveway in conjunction with the opposing Timberbrook Condominiums access, given the proximity of these access points to the intersection of Muddy Branch Road & School Drive. As such, SimTraffic simulation software was utilized to analyze intersection spacing of Muddy Branch Road & School Drive as well as School Drive & the access points for the proposed redevelopment and for Timberbrook Condominiums. The operational queuing analysis was conducted for existing and background conditions without the site, as well as for with the site and the associated, proposed traffic signal. The traffic volumes utilized for the simulation analyses were obtained from the recently completed TIS. The results of the simulation analyses are shown on **Exhibit 4**.

The queuing results shown on Exhibit 4 are based on the 95<sup>th</sup> percentile queue length, which represents the near-worst case scenario of queueing. The results of the simulation indicate that installing a traffic signal at this intersection will allow the intersection to function in a safe and efficient manner. With the proposed traffic signal, the 95<sup>th</sup> percentile queuing results show that one vehicle or less (vehicle length is typically assumed to

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be 25 feet for the purposes of queuing analyses and the queues are shown to be 10 to 20 feet) will be queued within the site driveway or the Timberbrook Condominiums driveway. Importantly, observations of the simulation show that all queued vehicles are able to travel through the traffic signal in a single cycle of the traffic signal, indicating minimal friction between the driveways. It should be noted that even under existing conditions, with just the Timberbrook Condominiums traffic utilizing eastbound School Drive, the 95<sup>th</sup> percentile queues into the driveway are roughly the same as queues with the development and with the traffic signal in place, indicating that the proposed development will not negatively impact traffic coming from the Timberbrook Condominiums community. Further, a review of the average queue lengths, as opposed to the 95<sup>th</sup>-percentile lengths discussed to this point, shows that the average queues are easily contained within the available space between the two intersections even with traffic from the development; in other words, under average conditions, as opposed to worst-case, there will be no queuing into either of the site driveways along School Drive once the development is constructed. As such, traffic simulation results indicate that these closely-spaced intersections will operate safely and efficiently.

**Exhibits 5a and 5b** provide a visual representation of the extent of the 95<sup>th</sup> percentile and average queuing, respectively, during the evening peak hour at the study intersections with the installation of a traffic signal. The evening peak hour is shown, as the queues for the evening peak are equal to or exceed the queues of the morning peak hour for each movement. To reiterate, observations of the simulation show that all queued vehicles are able to travel through the traffic signal in a single cycle of the traffic signal, indicating minimal friction between the driveways.

### **Intersection Safety**

The Montgomery County Planning Department provides access to police-reported crash data throughout the county for the previous seven years. According to Montgomery County's crash data, 15 total crashes have occurred at the intersection of Muddy Branch Road & School Drive over the previous seven years. It should be noted that only 1 of the 15 total crashes were considered severe by Montgomery County. The peak hour turning movement counts collected for the TIS of this project were used to generate average daily traffic and average yearly traffic through the intersection. Based on the crash data provided by Montgomery County and the calculated average yearly traffic through the intersection, the intersection has a crash rate of 0.34 crashes per million vehicles entering the intersection. For reference, the Maryland Department of Transportation State Highway Administration uses a threshold of 1.00 crashes per million entering vehicles as the point at which to begin considering investigation of crash-related issues at an intersection. As such, a crash rate of 0.34 indicates that the intersection operates safely and there is no significant crash pattern.

As evidenced by the crash data, documented above, there is no substantive safety issue at the subject intersection. However, adequate sight distance is important for drivers to travel through intersections safely, so a site distance review was conducted. At the intersection of Muddy Branch Road & School Drive, with the existing intersection geometry, there does not appear to be any significant restriction to sight distance for any movement, based on a review of available aerial photography as well as Google Streetview. Clear sight lines appear to be provided for right-turning vehicles along School Drive to Muddy Branch Road (both northbound and southbound). For left-turning vehicles, there is ample space within the median for vehicles to make a two-stage movement, thus allowing drivers to pause within the median while waiting for a gap in oncoming traffic, a common occurrence at intersections like this with a wide median. With that said, it is critical to note that the proposed traffic signal provides dedicated time in the intersection's right of way for each movement at the intersection, thereby eliminating the need for two-stage left turns entirely.

Lastly, in terms of safety, concern has been raised regarding the single access point of the development, specifically regarding emergency vehicle access. Single access points to developments are common, especially in the vicinity of the project site. Both the Timberbrook Condominiums and Lakelands Ridge communities feature a single access point. It is our opinion that there is no inherent danger to utilizing a single access point for the proposed development. The site driveway will be a low-speed, low-volume roadway and it is highly

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unlikely that any collision that occurs within the site driveway would be severe enough as to prevent emergency vehicles from accessing the community. To reiterate, single-access-point communities are common within the vicinity of the proposed development, and it is highly unlikely that emergency vehicles will be unable to access the development at any point due to the single access.

### Conclusions

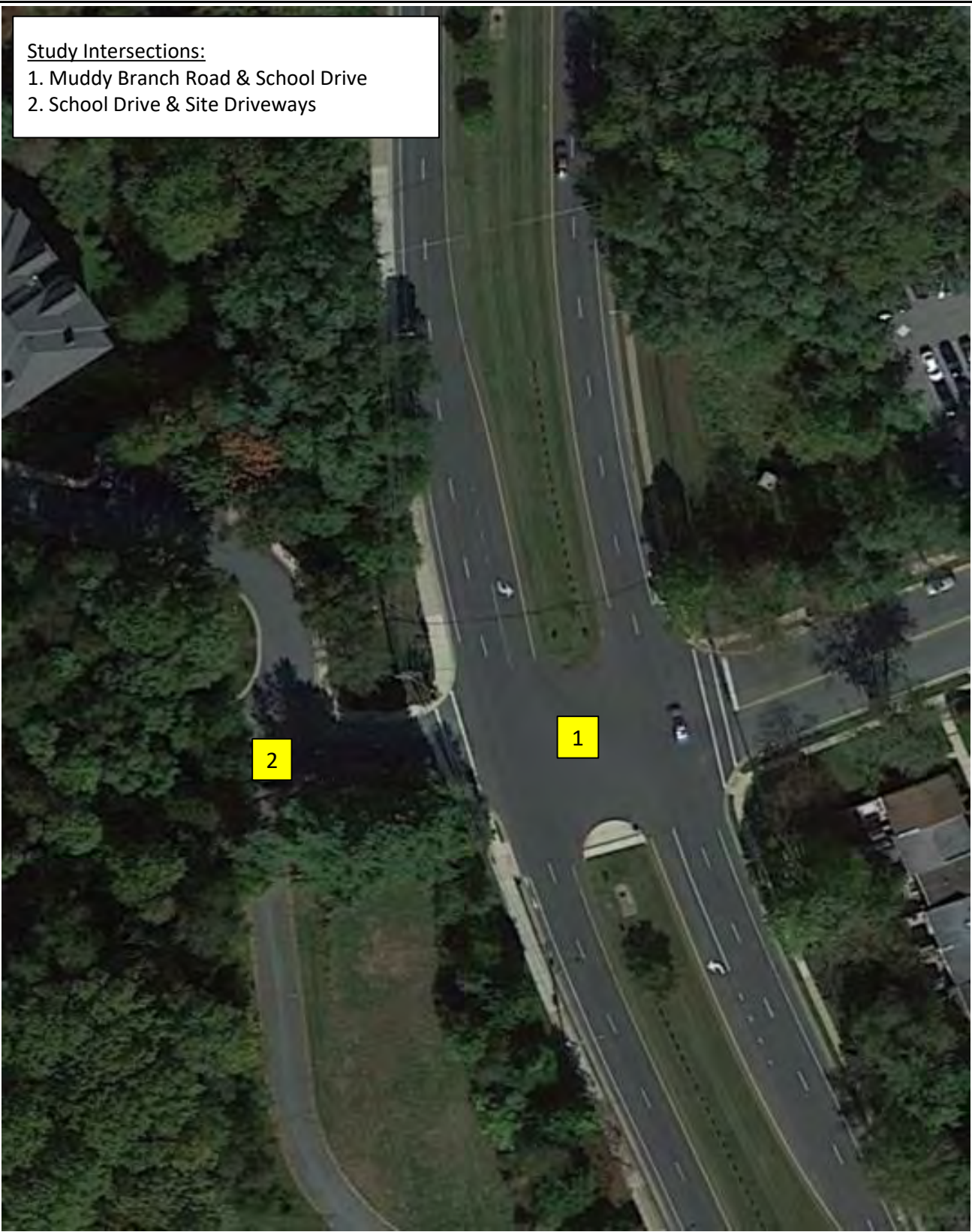
Concerns were raised during the joint public hearing about the operation of the site driveway in conjunction with the opposing Timberbrook Condominiums access and the proximity of these access points to the intersection of Muddy Branch Road & School Drive. Based on the information provided in this report:

- A Traffic Impact Study was completed for the proposed development. The results of the TIS indicate that the proposed development has minimal impact on the surrounding road network and each of the study intersections meet the adequacy requirements of the City of Gaithersburg. The scope of study was coordinated with City of Gaithersburg Staff and a copy of the TIS was subsequently submitted to Staff, but comments were not provided since a TIS is not required at this stage of the development process. The TIS was reviewed and approved by Montgomery County Staff, who are responsible for oversight of the County-owned intersection of Muddy Branch Road & School Drive.
- A traffic signal is warranted and proposed for the intersection of Muddy Branch Road & School Drive with the maximum residential density currently proposed. A Traffic Signal Warrant Analysis was provided as an appendix to the TIS. Montgomery County Staff concurs with the findings of the TSWA. The applicant is willing to construct the traffic signal along with the development of the site.
  - Montgomery County Staff suggest constructing an exclusive right-turn lane for the eastbound School Drive approach at the intersection with Muddy Branch Road. This will be accomplished via restriping.
  - Coordination will continue with The City of Gaithersburg and Montgomery County Staff regarding the appropriate pedestrian improvements to construct along with the traffic signal at this location.
- The queuing results indicate that installing a traffic signal at this intersection will allow the intersection to function in a safe and efficient manner. The simulation shows that all queued vehicles are able to travel through the traffic signal in a single cycle of the traffic signal, indicating minimal friction between the driveways. Overall, traffic simulation results indicate that these closely-spaced intersections will operate safely and efficiently.
- A review of safety at the intersection indicates that the crash rate is well below the threshold at which the intersection would be identified as having potential safety issues.

Thank You,  
C. Nicholas Driban, P.E., PTOE

Study Intersections:

1. Muddy Branch Road & School Drive
2. School Drive & Site Driveways



Traffic Impact Analysis

Site Location  
Map

**Exhibit  
1**



**LENHART TRAFFIC CONSULTING, INC.**  
645 BALTIMORE ANNAPOLIS BLVD, SUITE 214  
SEVERNA PARK, MD 21146  
[www.lenharttraffic.com](http://www.lenharttraffic.com)

### Trip Generation Rates

**Multifamily Housing, Low-Rise (ITE-220, Units)**

Morning Trips = 0.31 x Units + 22.85

Evening Trips = 0.43 x Units + 20.55

**Trip Distribution (In/Out)**

24/76

63/37

### Trip Generation Totals

		AM Peak			PM Peak		
		In	Out	Total	In	Out	Total
Multifamily Housing, Low-Rise (ITE-220, Units)	380 units	34	107	141	116	68	184
<b>Total:</b>		<b>34</b>	<b>107</b>	<b>141</b>	<b>116</b>	<b>68</b>	<b>184</b>

**NOTE: Trip Generation Rates obtained from the ITE Trip Generation Manual, 11th Edition**

Traffic Impact Analysis

Trip Generation for  
Site

**Exhibit  
2**



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Traffic Impact Analysis

Eastbound School Drive  
Restriping Concept

**Exhibit**  
**3**



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### SimTraffic Queue Results

Morning Peak Hour	Existing	Background	Total	Total with Signal
1). Muddy Branch Road & School Drive				
Eastbound	75 ft	75 ft	75 ft	75 ft
Westbound	70 ft	80 ft	80 ft	90 ft
Northbound Left	25 ft	25 ft	40 ft	35 ft
Southbound Left	35 ft	35 ft	40 ft	50 ft
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2). School Drive & Driveways				
Northbound			30 ft	20 ft
Southbound	15 ft	15 ft	15 ft	15 ft
Evening Peak Hour	Existing	Background	Total	Total with Signal
1). Muddy Branch Road & School Drive				
Eastbound	75 ft	75 ft	75 ft	75 ft
Westbound	70 ft	110 ft	120 ft	65 ft
Northbound Left	45 ft	45 ft	65 ft	80 ft
Southbound Left	40 ft	55 ft	45 ft	56 ft
<hr style="border-top: 1px dashed black;"/>				
2). School Drive & Driveways				
Northbound			130 ft	20 ft
Southbound	10 ft	15 ft	15 ft	10 ft

Traffic Impact Analysis

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Results of  
Queuing Analyses

**Exhibit  
4**



Key:  
 - Typical 25-foot design vehicle

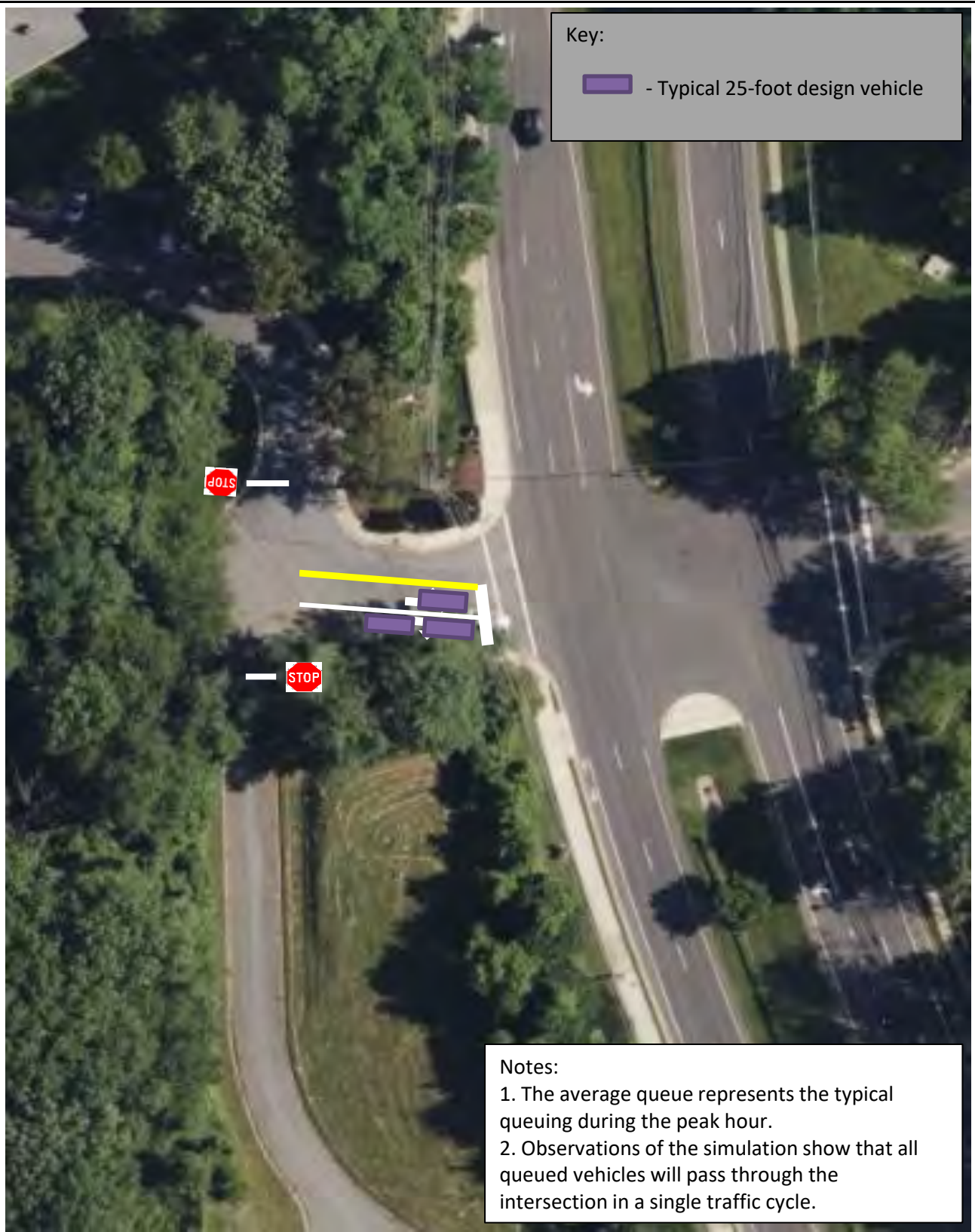
Notes:  
 1. The 95th percentile queue represents the near worst-case scenario of queuing at the intersections.  
 2. The southbound queue from the Timberbrook Condominiums development is less than one car-length.  
 3. Observations of the simulation show that all queued vehicles, including those queued in the driveways, will pass through the intersection in a single traffic cycle.

Traffic Impact Analysis

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Extent of 95th Percentile Queues  
 Along School Drive/Driveways

**Exhibit  
 5a**



Traffic Impact Analysis

## Extent of Average Queues Along School Drive/Driveways

**Exhibit  
5b**



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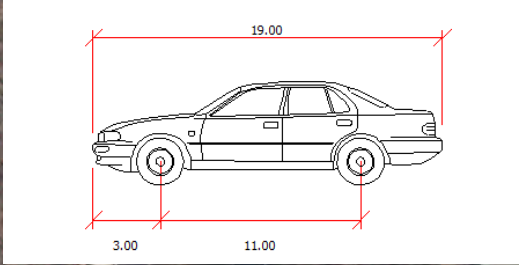
# Appendix A

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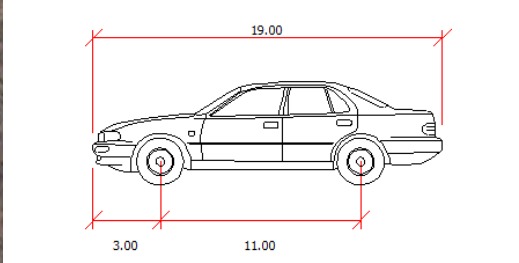
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## Autoturn Vehicle Path Analysis

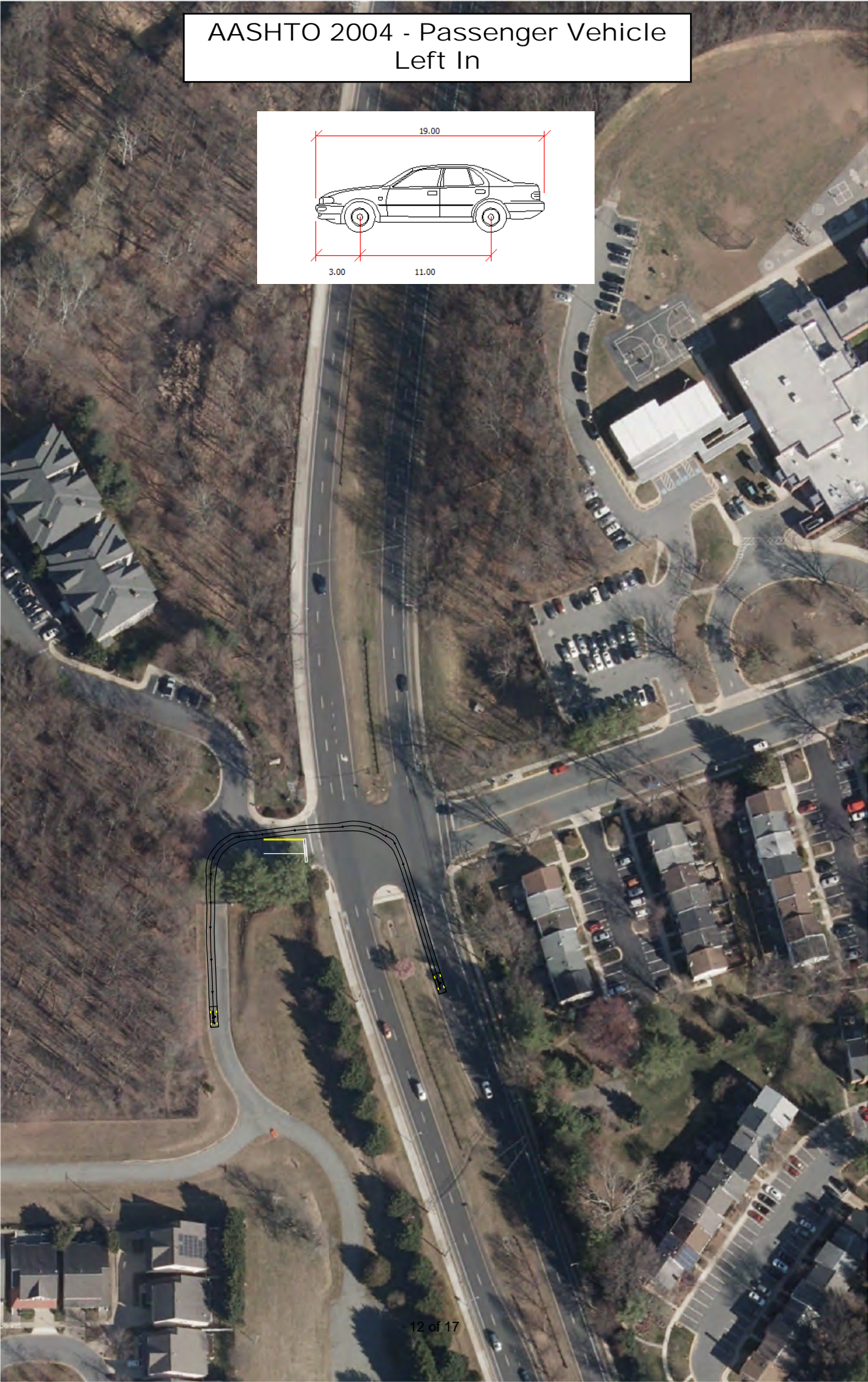
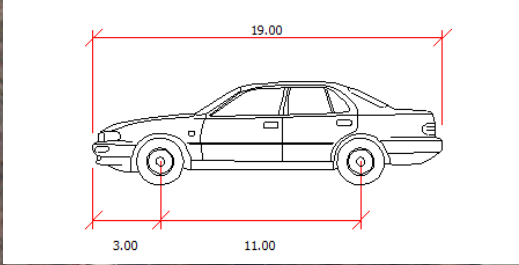
# AASHTO 2004 - Passenger Vehicle Right Out



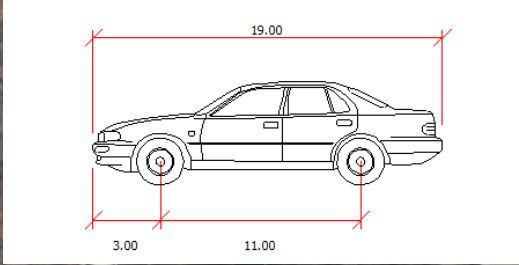
# AASHTO 2004 - Passenger Vehicle Left Out



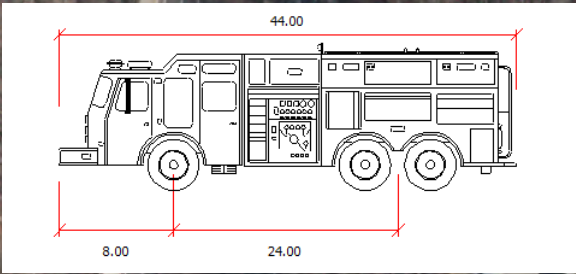
# AASHTO 2004 - Passenger Vehicle Left In



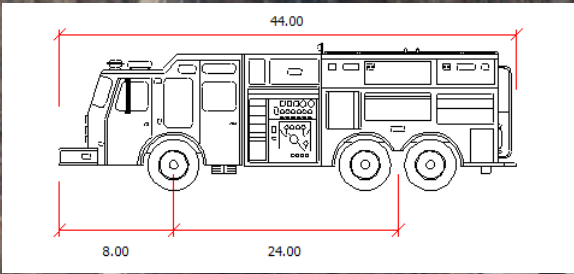
# AASHTO 2004 - Passenger Vehicle Right In



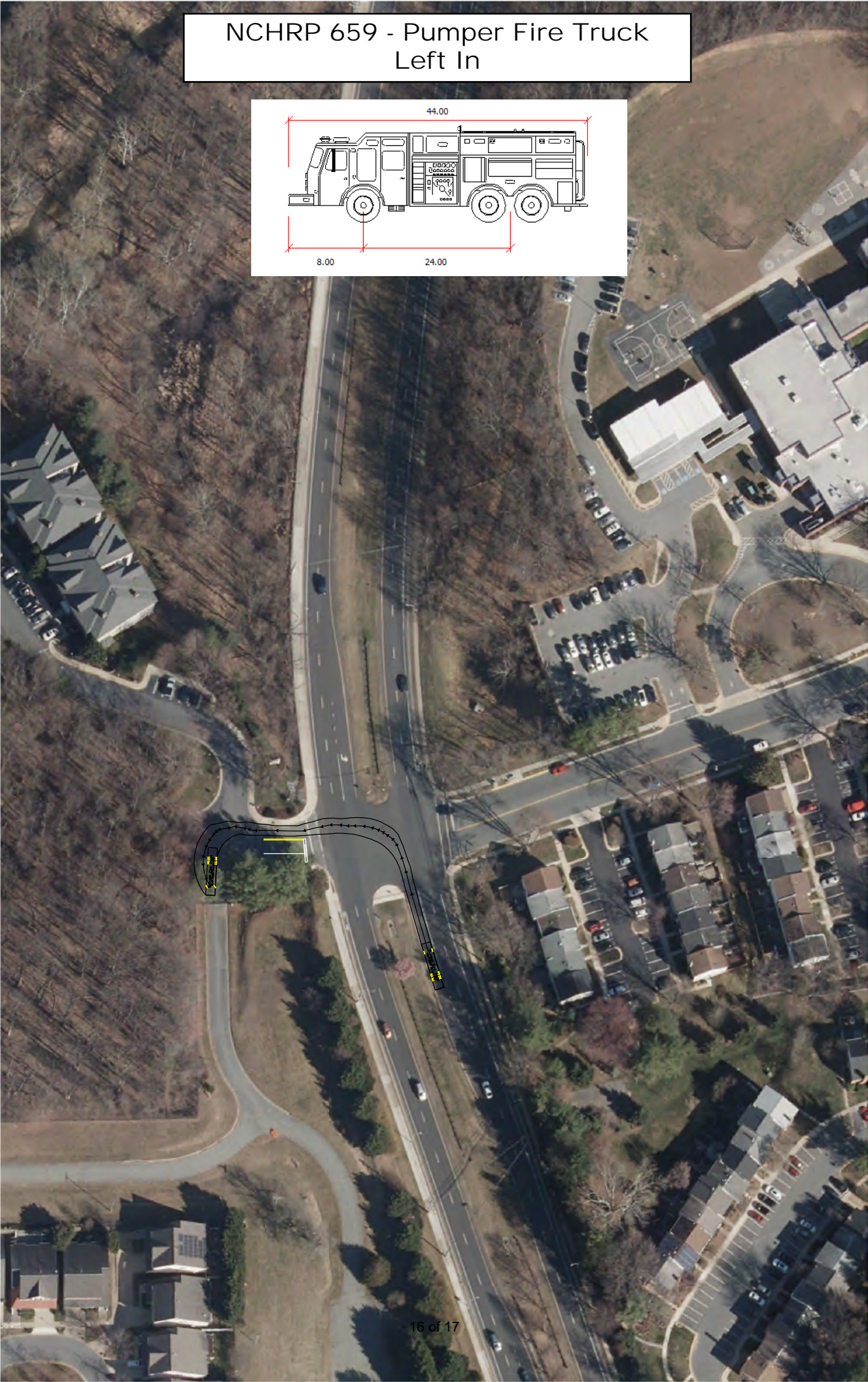
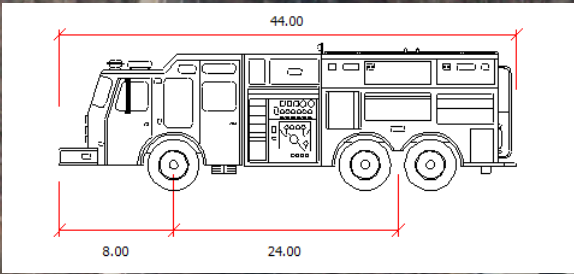
# NCHRP 659 - Pumper Fire Truck Right Out



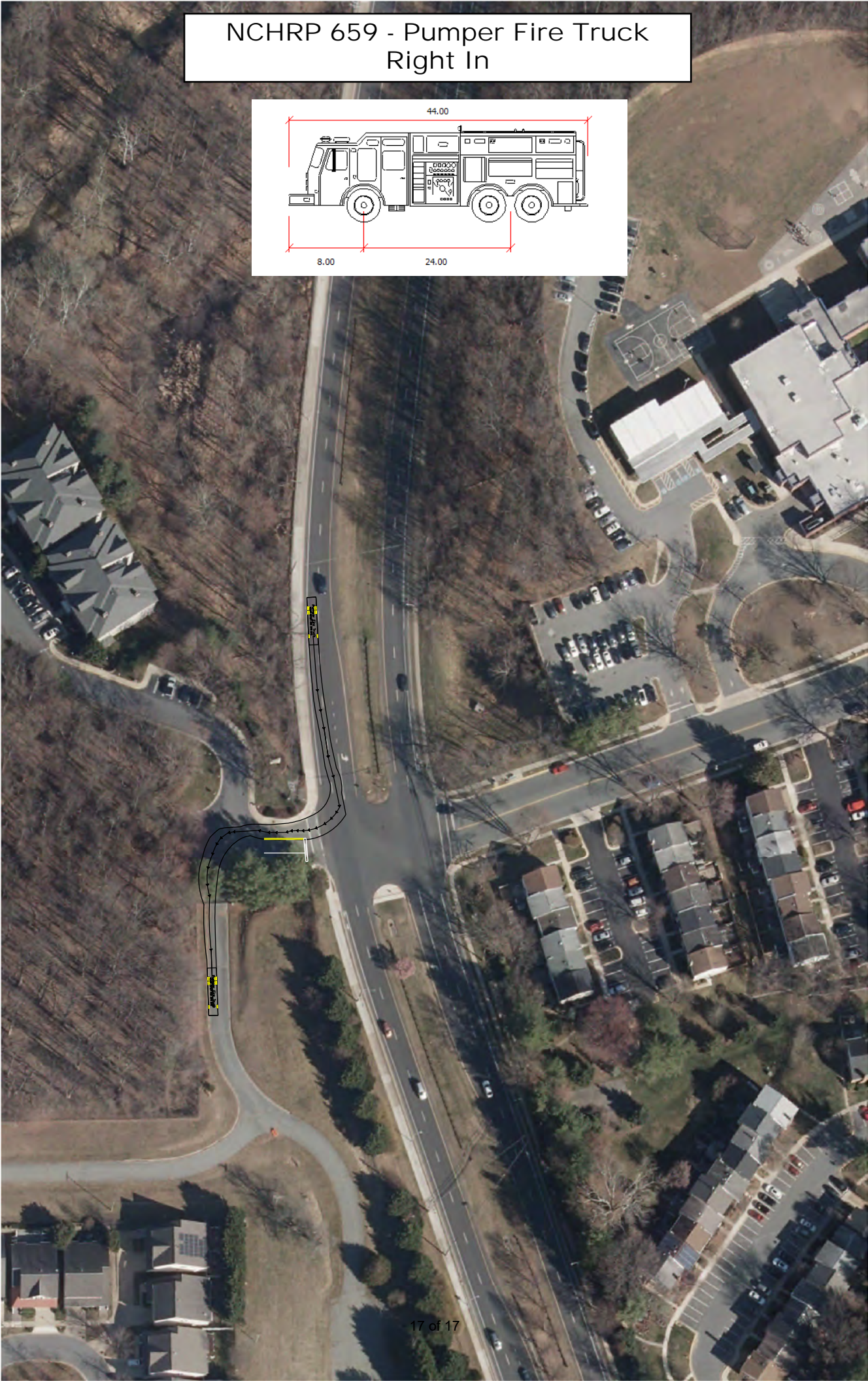
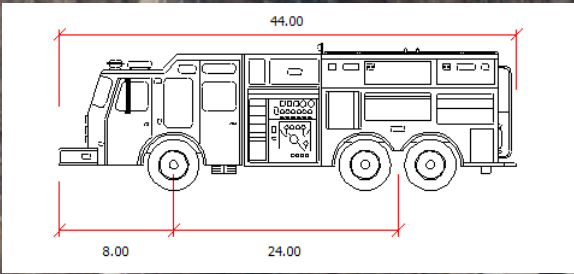
# NCHRP 659 - Pumper Fire Truck Left Out



# NCHRP 659 - Pumper Fire Truck Left In



# NCHRP 659 - Pumper Fire Truck Right In



# Appendix B

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Supplemental Information



DEPARTMENT OF TRANSPORTATION

Marc Elrich  
*County Executive*

Christopher R. Conklin  
*Director*

January 23, 2023

Mr. Brian Fields,  
City of Gaithersburg  
800 Rabbitt Road,  
Gaithersburg, MD 20878

RE: 770 Muddy Branch Road  
Traffic Impact Study Review  
REVISED LETTER

Dear Mr. Fields:

This letter supersedes the previous letter dated December 15, 2022. Based on the Applicant's response letter dated December 29, 2022 (attached), we have the following comments:

1. Traffic Signal Warrant Analysis (TSWA): We **concur** with the applicant's findings for a Traffic Signal at the intersection of Muddy Branch Road & Timberbrook Lane/School Drive. The applicant shall be responsible to design and install the traffic signal including the Accessible Pedestrian Signal (APS) and pedestrian related improvements.
2. We recommend the applicant submit a signing and marking plan at the permit stage to include an eastbound dedicated right turn lane on Timberbrook Lane/School Drive as per the applicant's response.

Thank you for the opportunity to review this report. If you have any questions or comments regarding this letter, please contact me for this project, at [deepak.somarajan@montgomerycountymd.gov](mailto:deepak.somarajan@montgomerycountymd.gov) or at (240) 777-2194.

Sincerely,

*Deepak Somarajan*

Deepak Somarajan, Engineer III  
Development Review Team  
Office of Transportation Policy

**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

[www.montgomerycountymd.gov](http://www.montgomerycountymd.gov)

*Located one block west of the Rockville Metro Station*

Mr. Brian Fields,  
770 Muddy Branch  
TIS  
January 23, 2023  
Page 2

[SharePoint/transportation/directors\\_office/development\\_review/Deepak/TIS/770\\_Muddy\\_Branch\\_Road/Letter/770\\_Muddy\\_Branch\\_Road-TIS\\_REVISED\\_Letter](#)

Attachment: Applicant's Response Letter.

cc: SharePoint\Correspondence FY-23

cc-e: Nick Driban	Lenhart Traffic Inc.
Rob Robinson	City of Gaithersburg
Kirk Eby	City of Gaithersburg
Gregory Mann	City of Gaithersburg
Mark Kile	City of Gaithersburg
Sandra Gross	City of Gaithersburg
Atiq Panjshiri	MCDPS
Sam Farhadi	MCDPS
Mark Terry	MCDOT DTEO
Kamal Hamud	MCDOT DTEO
Kutty Menon	MCDOT DTEO
Rebecca Torma	MCDOT OTP

# Lenhart Traffic Consulting, Inc.

Transportation Planning & Traffic Engineering

**Memorandum:**

**Date:** December 29, 2022

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TO: Montgomery County Department of Transportation      FROM: Nick Driban  
Deepak Somarajan  
101 Monroe Street, 10<sup>th</sup> Floor  
Rockville, MD 20850

RE: 770 Muddy Branch Road – Traffic Impact Study Review

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A point-by-point response to the comments, dated December 15, 2022, regarding the Traffic Impact Study (TIS) for the subject site is provided below.

Comment #1: Traffic Signal Warrant Analysis (TSWA): We **concur** with the applicant's findings for a Traffic Signal at the intersection of Muddy Branch Road & Timberbrook Lane/School Drive. The applicant shall be responsible to design and install the traffic signal including the Accessible Pedestrian Signal (APS) and pedestrian related improvements.

Response: *Noted/ Concur.*

Comment #2: We recommend the applicant construct an eastbound dedicated right-turn lane on Timberbrook Lane/School Drive.

Response: *The applicant intends to modify the eastbound approach to provide two outbound lanes, one of which would be a dedicated right turn lane. This would be accomplished via restriping.*

Comment #3: Exhibit 6-Trip Assignments for the Site & Exhibit 7-Total Peak Hour Volumes:

a) The PM site generated vehicle trips and the PM total vehicle trips for the northbound left turn from Muddy Branch Road to Timberbrook Lane is 93 and 138 respectively. We require that the applicant extend the left turn storage lane to accommodate the additional traffic volume.

b) Why are there no site generated through trips from Timberbrook Lane to School Drive? There is an elementary School on School Drive, and the proposed development is a Residential Development which most likely will generate traffic to the school.

Response: a) *The TIA demonstrates that this intersection operates at a LOS A*

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*during both the AM and PM peak hours, with CLVs that are easily within the LOS A category (CLV = 480 AM, 619 PM). Further, queuing analysis was conducted for the intersection under Total Conditions with a traffic signal and the results (attached) demonstrate that the 95th-percentile queues for this movement are just 36 feet during the AM peak and 77 feet during the PM peak. Given that the existing storage length for the northbound left-turn queue is approximately 165 feet, projected queues with the site can easily be accommodated and there is no need extend the left-turn lane.*

- b) *Trip distribution for the proposed site was based on the existing count conducted at the site, which includes a very-similar residential development on the eastbound approach to the intersection. The existing count showed that only one vehicle proceeds straight through the intersection from the eastbound approach during each of the AM and PM peak hours. While trip distributions could be tweaked slightly to include a small amount of through vehicles on this movement (<5 vehicles), this would have no material affect on the results of the study, which as identified above, show that the intersection operates at LOS A, well within the LOS A category.*

If you have any questions regarding this matter, please do not hesitate to contact me at the number below.

Thanks,  
Nick

**Intersection: 1: Muddy Branch Road & Timberbrook Lane/School Drive**

Movement	EB	EB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	LT	R	LT	R	L	T	TR	L	T	TR
Maximum Queue (ft)	52	59	104	67	42	66	49	69	81	37
Average Queue (ft)	24	37	43	31	14	20	11	20	20	7
95th Queue (ft)	55	57	86	55	36	54	35	47	57	25
Link Distance (ft)	41	41	391	391		764	764		692	692
Upstream Blk Time (%)	7	4								
Queuing Penalty (veh)	5	3								
Storage Bay Dist (ft)					130			100		
Storage Blk Time (%)								0	0	
Queuing Penalty (veh)								0	0	

**Intersection: 2: Site Access & Timberbrook Lane**

Movement	NB	SB
Directions Served	TR	LT
Maximum Queue (ft)	70	52
Average Queue (ft)	35	20
95th Queue (ft)	54	46
Link Distance (ft)	186	136
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

**Network Summary**

Network wide Queuing Penalty: 8
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**Intersection: 1: Muddy Branch Road & Timberbrook Lane/School Drive**

Movement	EB	EB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	LT	R	LT	R	L	T	TR	L	T	TR
Maximum Queue (ft)	52	54	76	67	92	101	80	58	86	49
Average Queue (ft)	18	32	24	32	38	32	19	21	18	8
95th Queue (ft)	49	54	63	59	77	82	56	45	56	32
Link Distance (ft)	41	41	391	391		764	764		692	692
Upstream Blk Time (%)	5	3								
Queuing Penalty (veh)	2	1								
Storage Bay Dist (ft)					130			100		
Storage Blk Time (%)					0			0	0	
Queuing Penalty (veh)					0			0	0	

**Intersection: 2: Site Access & Timberbrook Lane**

Movement	NB	SB
Directions Served	TR	LT
Maximum Queue (ft)	55	39
Average Queue (ft)	31	15
95th Queue (ft)	50	41
Link Distance (ft)	186	136
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

**Network Summary**

Network wide Queuing Penalty: 4
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DEPARTMENT OF TRANSPORTATION

Marc Elrich  
*County Executive*

Christopher R. Conklin  
*Director*

December 15, 2022

Mr. Brian Fields,  
City of Gaithersburg  
800 Rabbitt Road, 13th floor,  
Gaithersburg, MD 20878

RE: 770 Muddy Branch Road  
Traffic Impact Study Review

Dear Mr. Fields:

We have completed our review of the revised Local Area Transportation Review and Transportation Policy Area Review (LATR) report dated November 17, 2022, prepared by Lenhart Traffic Consulting Inc. Total development evaluated by the analysis includes:

- Proposed to be developed with approximately 380 multifamily low-rise residential units.

We have the following comments:

1. Traffic Signal Warrant Analysis (TSWA): We **concur** with the applicant's findings for a Traffic Signal at the intersection of Muddy Branch Road & Timberbrook Lane/School Drive. The applicant shall be responsible to design and install the traffic signal including the Accessible Pedestrian Signal (APS) and pedestrian related improvements.
2. We recommend the applicant construct an eastbound dedicated right turn lane on Timberbrook Lane/School Drive.
3. Exhibit 6-Trip Assignments for the Site & Exhibit 7-Total Peak Hour Volumes:
  - a. The PM site generated vehicle trips and the PM total vehicle trips for the northbound left turn from Muddy Branch Road to Timberbrook Lane is 93 and 138 respectively. We require that the applicant extend the left turn storage lane to accommodate the additional traffic volume.
  - b. Why are there no site generated through trips from Timberbrook Lane to School Drive? There is an Elementary School on School Drive, and the proposed development is a

**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

[www.montgomerycountymd.gov](http://www.montgomerycountymd.gov)

*Located one block west of the Rockville Metro Station*

Mr. Brian Fields,  
770 Muddy Branch  
TIS  
December 15, 2022  
Page 2

Residential Development which most likely will generate traffic to the school.

Thank you for the opportunity to review this report. If you have any questions or comments regarding this letter, please contact me for this project, at [deepak.somarajan@montgomerycountymd.gov](mailto:deepak.somarajan@montgomerycountymd.gov) or at (240) 777-2194.

Sincerely,

*Deepak Somarajan*

Deepak Somarajan, Engineer III  
Development Review Team  
Office of Transportation Policy

[SharePoint/transportation/directors\\_office/development\\_review/Deepak/TIS/ 770 Muddy Branch Road\Letter\ 770 Muddy Branch Road-TIS Letter](#)

cc: SharePoint\Correspondence FY-23

cc-e: Nick Driban  
Rob Robinson  
Kirk Eby  
Gregory Mann  
Mark Kile  
Sandra Gross  
Atiq Panjshiri  
Sam Farhadi  
Mark Terry  
Kamal Hamud  
Kutty Menon  
Rebecca Torma

Lenhart Traffic Inc.  
City of Gaithersburg  
City of Gaithersburg  
City of Gaithersburg  
City of Gaithersburg  
City of Gaithersburg  
MCDPS  
MCDPS  
MCDOT DTEO  
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MCDOT DTEO  
MCDOT OTP