

December 10, 2019

Mr. Mike Lenhart  
Lenhart Traffic Consulting, Inc.  
645 Baltimore Annapolis Blvd, Suite 214  
Severna Park, MD, 21146

Dear Mr. Lenhart:

Thank you for the opportunity to review the Traffic Impact Study (TIS) prepared by Lenhart Traffic Consulting, Inc., for the (Amber Ridge Development – SHA Tracking #13-AP-PG-056-xx) in Prince George’s County, Maryland. The State Highway Administration (SHA) review is complete and we are pleased to respond.

- Proposed access to the 200 townhouse units and up to 20,000 square feet of retail space is via one (1) existing right-in/ right-out site access to US 301.
- The following intersections were analyzed under existing, background and future conditions:
  - Pointer Ridge Drive and Pointer Ridge Place
  - US 301 and Pointer Ridge Drive
  - US 301 SB and Site Access
  - US 301 and Queen Anne Bridge / Mitchellville Road
  - US 301 SB and Existing Commercial Driveway
- The report concludes that the study intersections will continue to operate at acceptable levels of service under future conditions.

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

**Regional and Intermodal Planning Division (RIPD) Comments (By: David Rodgers):**

1. We offer no comment.
2. We defer to Travel Forecasting and Analysis, OOTS, and District 3 Traffic for additional comments related to safety and traffic operations.

**Travel Forecasting and Analysis Division (TFAD) Comments (By: Rafeq Subhani):**

1. TFAD recommends that site traffic to and from northbound US 301 use the existing signalized intersections (Option 1). Option 2 - with median crossover at the site access (intersection #3) creates several new conflict points along southbound and northbound US 301 which are a safety concern.
2. Traffic counts were conducted within one year of analysis.
3. A growth rate of 0.83% is used in this study. TFAD recommends using 1% growth.
4. TFAD concurs with site trip generations. However, for the approved preliminary plan (200,000 SF shopping center), ITE trip generation 10th edition suggests 156/96 (in/out) trips while Exhibit 5 shows 147/94.
5. TFAD concurs with trip distribution.
6. Please note that there is no discussion regarding the APFO requirements not being met for two intersections along US 301 under PM peak total traffic conditions, including Mitchellville Road/Queen Anne Bridge Road and Pointer Ridge Drive.
7. Please include mitigation strategies to meet APFO requirements at the above intersections.
8. Exhibit 10 on page 20, the reported level of service for the northbound approach of the Pointer Ridge Drive & Pointer Ridge Place intersection during PM peak should be "B" (14.2 sec/veh delay) as per the Synchro report on page 41.
9. Lane configuration on Exhibits 2, 11a and C11 for US 301 (NB) at Pointer Ridge Dr should show shared thru-right rather than exclusive right turn lane.

**Traffic Development & Support Division (TDSD) Comments (By: Cameron Abedi):**

1. Although the new proposed site generates less traffic in the evening peak hour as compared to the previous approval, the LOS at US 301/Pointer Ridge Drive and US 301/Queen Anne Bridge/Mitchellville Road do not meet APFO requirements. Mitigation should be provided at these two intersections to improve LOS.
2. As the proposed lane use has changed from strictly a commercial shopping center to mostly residential, the trip distribution should be evaluated and altered as necessary.
3. TDSD agrees with the note on Exhibit 10 regarding the expectation that gaps will be found for right turning vehicles exiting the site. These gaps will be created by the upstream signalized intersection.
4. The conclusion of the TIA states that Warrant 2 was not met for either intersection. Yet, Appendix D, page 81, states that this warrant was satisfied for both intersections. Please update Appendix D accordingly.
5. Please updated the northbound lane configuration at the intersection of US 301 and Pointer Ridge Drive to include a Through/Right as oppose to a right turn only lane.
6. Please define your definition of "immediate vicinity" found on page 9 within section 3.2. Since US 301 is a major corridor in this area, approved developments outside the immediate vicinity of this site could still impact the roadway network near Amber Ridge.

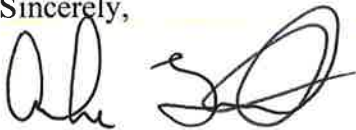
Mr. Lenhart  
SHA Tracking No.: 13-AP-PG-056-XX  
Page 3 of 3  
December 10, 2019

**District 3 Traffic Comments (By: Kenya Riddick):**

1. The installation of a median crossover along US 301 would not provide enough storage space for queued vehicles within the median and along the site access driveway. Without traffic signals to mitigate the queuing, the median crossover will not operate satisfactorily.
2. The delay at the Amber Ridge community will be affected by the daily traffic during the morning and evening peak on US 301 with the median crossover.
3. Per your TSWA warrant 2 is not satisfied in Appendix D. The Analysis should be changed from Satisfied to Unsatisfied.

The SHA concurs with the report findings for this project as currently proposed with Option 1 and will require additional submissions of the traffic analyses to address the concerns with Option 2. 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@sha.state.md.us](mailto:kwoodroffe@sha.state.md.us).

Sincerely,



Andre Futrell  
District Engineer, District 3, SHA

AF/ts

cc: Mr. Cameron Abedi, SHA – TDSD  
Ms. Kenya Riddick, SHA – District 3 Traffic  
Mr. David Rodgers, SHA – RIPD  
Mr. Rafey Subhani, SHA – TFAD  
Mr. Tom Masog, MNCPPC  
Mr. Glen Burton, MNCPPC  
Mr. Joe Meinert, City of Bowie  
Mr. Frank Stevens, City of Bowie