

Corridor Center

City of Laurel, Prince George's County, Maryland

June 9, 2023

Traffic Impact Analysis

Prepared for:

Pulte Homes

Bobby Varner
318 Ibis Court
Laurel, MD 20724



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Professional Certification: I hereby certify that these documents were prepared or approved by me, and that I am a duly licensed professional engineer under the laws of the State of Maryland, License No. 27516, Expiration Date: 7/4/2024.



Prepared by: Wes Guckert, PTP
 Qiang Tian, P.E., PTOE

JWG:amr
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PURPOSE AND SUMMARY

Pulte Homes has received Concept Site Plan approval from the City of Laurel for the development of 302 townhouse units located along the north side of Contee Road as detailed on Figure 1.

The City of Laurel Department of Economic and Community Development at the Laurel Municipal Center has confirmed the scope of work for this particular Traffic Impact Analysis (TIA).

The scope includes the following intersections:

1. Contee Road Spur at Cherry Lane
2. Van Dusen Road at Cherry Lane
3. Contee Road Spur at Overlook Way
4. Van Dusen Road at Olive Branch Way
5. Contee Road Spur at Van Dusen Road
6. Contee Road at Contee Road Spur

In addition to conducting traffic counts and analyses at the above locations, the scope includes adding background development (developments that have been approved but not yet built) plus traffic growth.

The proposed 302 townhouse unit development traffic is estimated using the Institute of Transportation Engineers (ITE) Trip Generation (11th Edition). This is a worst-case scenario since the live/work and active adult units generate fewer trips.

Based upon the analysis included in this report, it has been determined that there are no off-site intersection improvements required to achieve satisfactory Level of Service “D” or better.

EXISTING CONDITIONS

Figure 2 has been prepared to detail the existing lane use and traffic control devices at each of the study intersections. Aerial photography can be found in Appendix A. In addition, Appendix A also contains a copy of the turning movement counts that were conducted for the TIA. The existing turning movement count volumes for the morning and evening peak hours are shown on Figure 3.

Intersection capacity analyses were conducted following guidelines and using the Critical Lane Volume methodology, and the results are shown in Table 3. As can be seen on Table 3, each of the intersections are currently operating at Level of Service “A.”

Appendix B contains copies of the intersection capacity analysis worksheets.

Figure 1. Site Location Map and Study Intersections

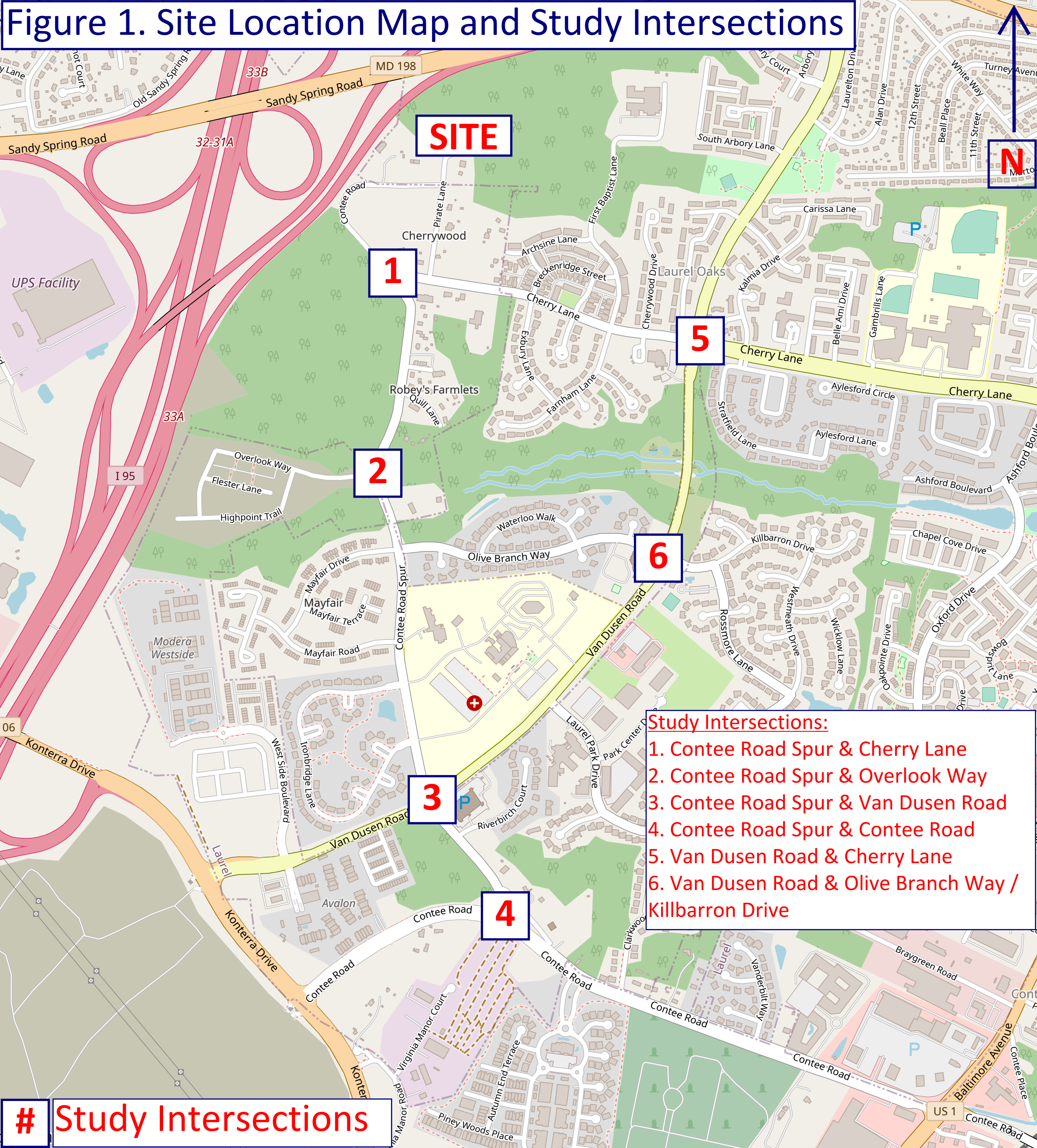


Figure 2. Existing Lane Use and Traffic Control

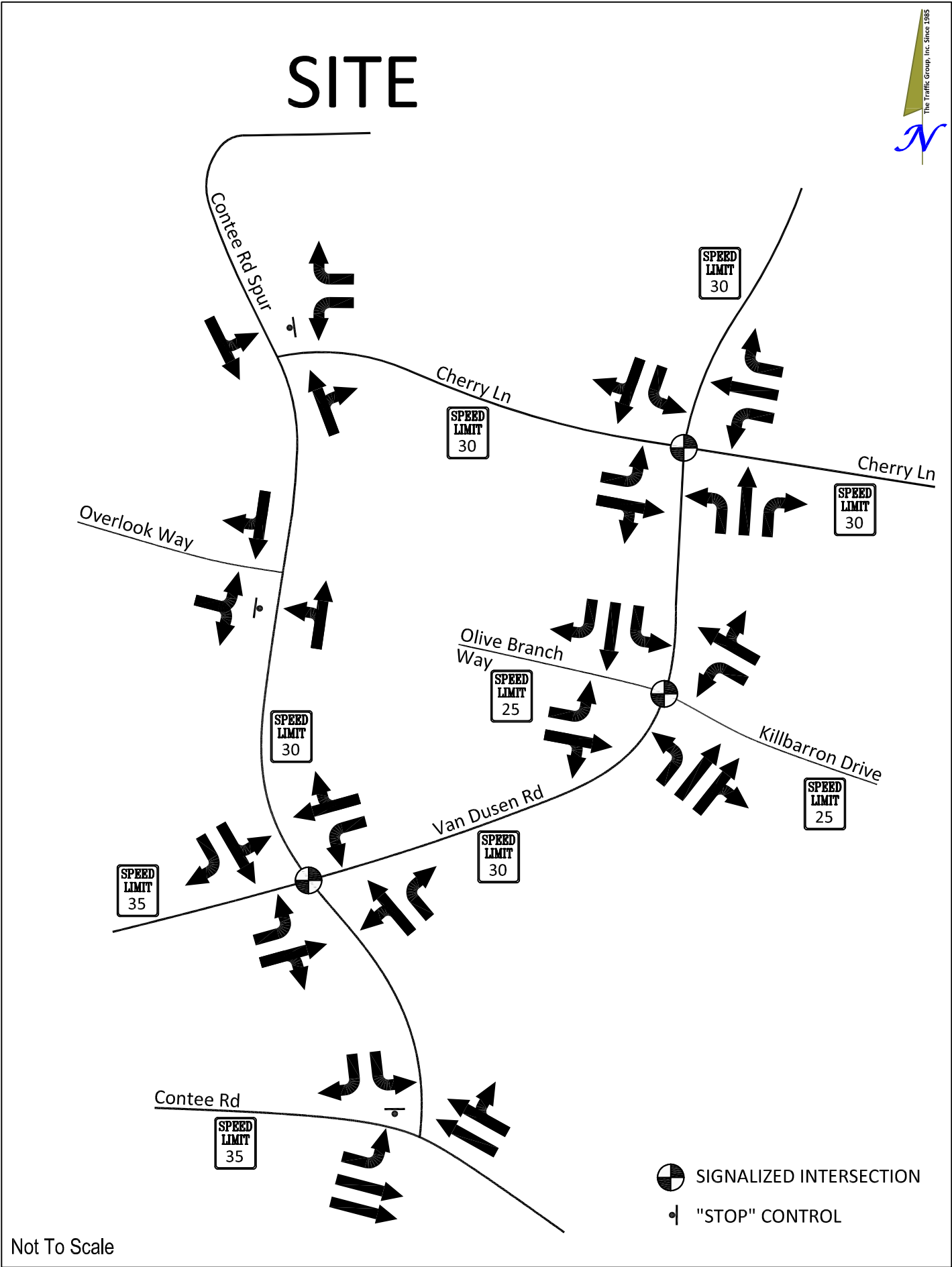
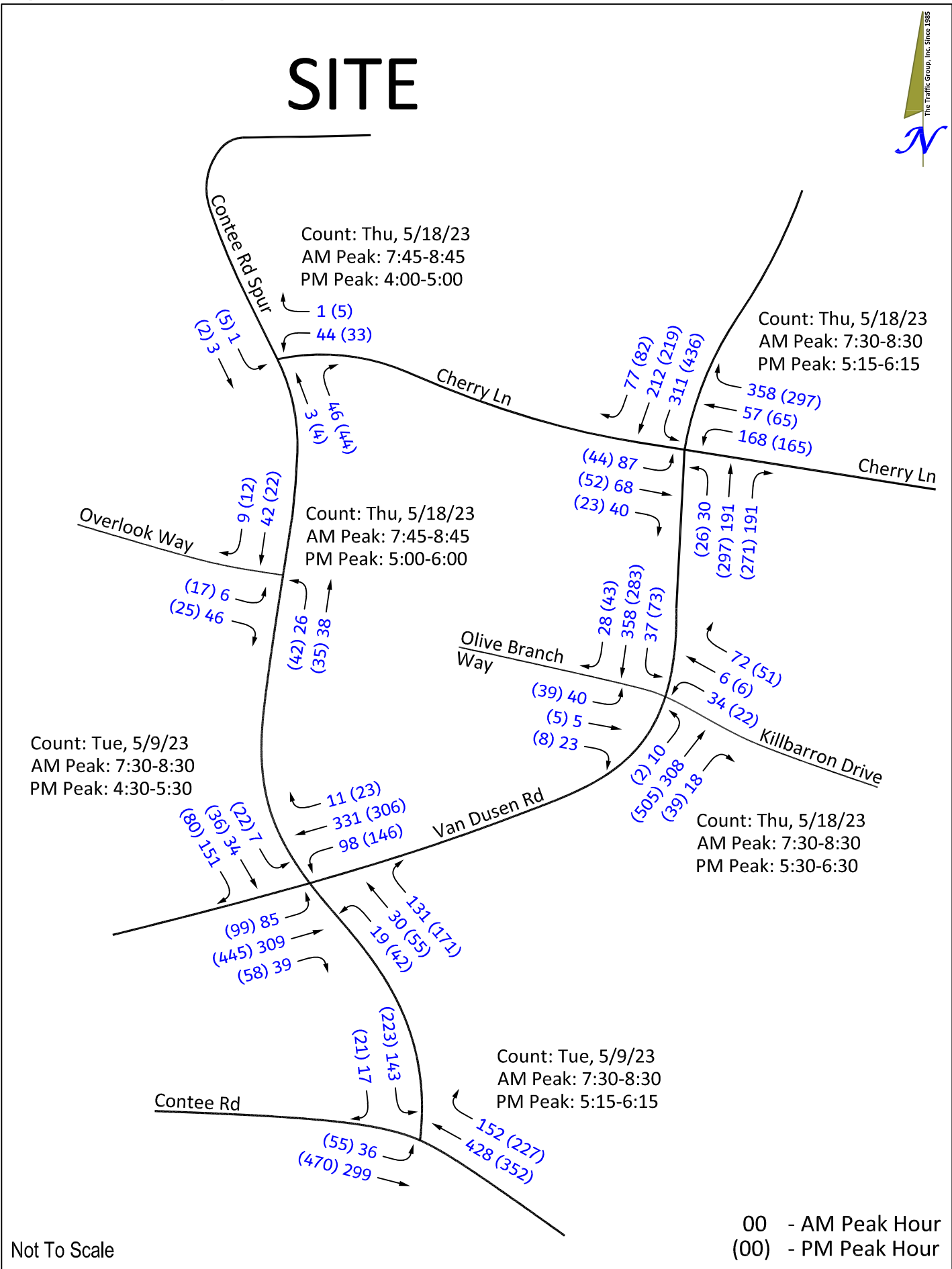


Figure 3. Existing Peak Hour Traffic Volumes



BACKGROUND TRAFFIC VOLUMES

Based on the historic data in the study area, we then assumed traffic would grow at a rate of 1% per year for 3 years and adjusted the 2023 traffic volumes by that percentage. The regional growth is shown on Figure 4, and the resulting 2026 base peak hour traffic conditions are shown on Figure 5. Figure 6 details the location of the approved but unbuilt subdivisions in the vicinity of the subject property. Table 1 details the trip generation rates and totals for each of the subdivisions while Figure 7 details the total peak hour volumes for the combined background developments. Appendix C contains the trip assignment sheets for each of the subdivisions and details where traffic impacts may occur for the study intersections.

The combined existing, plus growth, plus background peak hour volumes are shown on Figure 8. Table 3 details the results of those analyses. As can be seen in Table 3, each of the intersections are projected to operate at Level of Service “C” or better.

Appendix B contains copies of the intersection capacity analysis worksheets.

Figure 4. Regional Traffic Growth

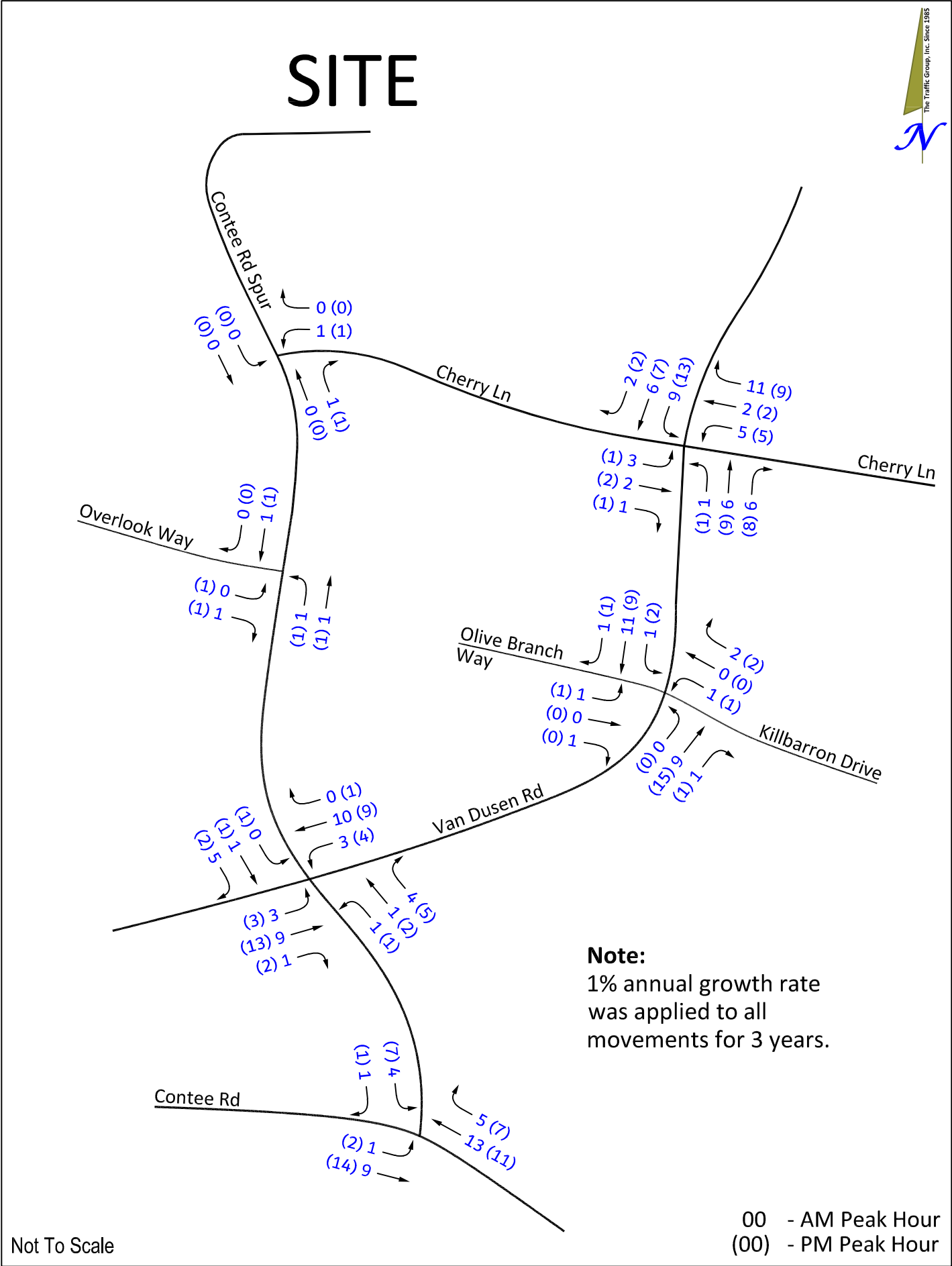


Figure 5. 2026 Base Peak Hour Traffic Volumes

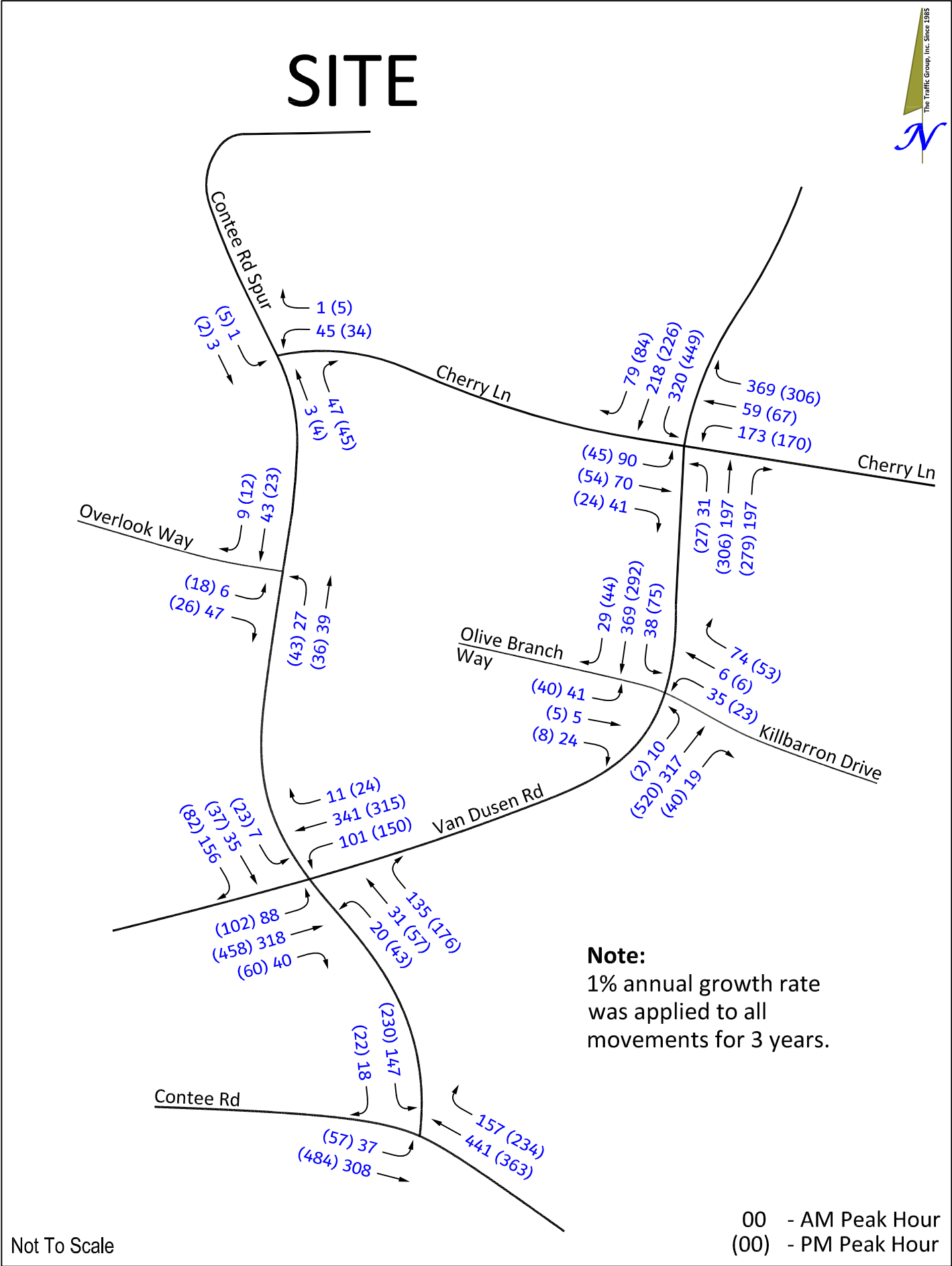


Figure 6. Background Development Location Map

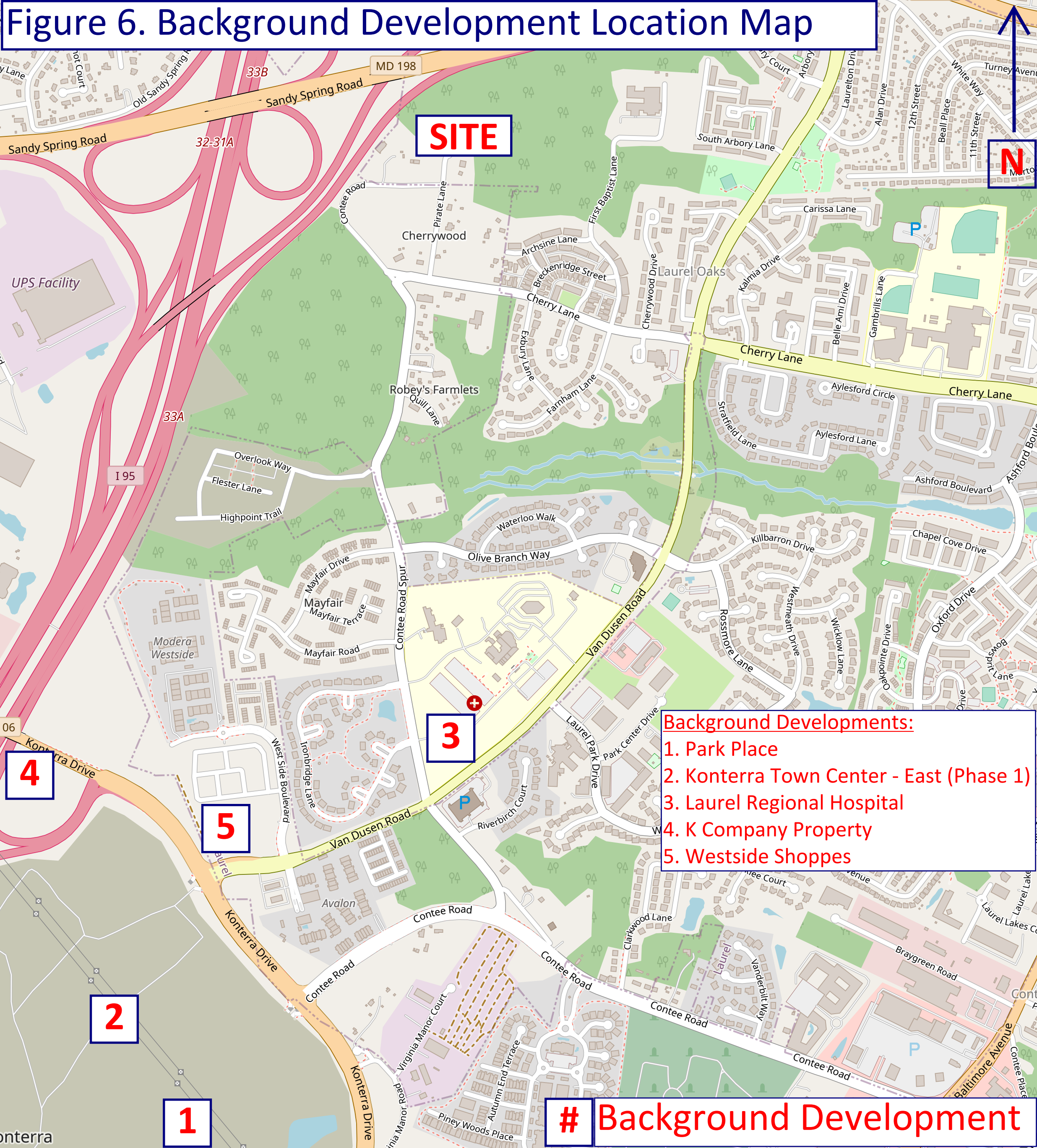


Table 1. Trip Generation for Background Developments

Trip Rates / Formulae				In/Out %			
Warehousing (0.3 FAR, Prince Georges County Rates)							
AM Peak Hour Trips = 0.40 x ksf				80/20			
PM Peak Hour Trips = 0.40 x ksf				20/80			
Industrial (Light Service, Prince Georges County Rates)							
AM Peak Hour Trips = 0.86 x ksf				80/20			
PM Peak Hour Trips = 0.86 x ksf				20/80			
Office (Medical/Professional, Prince Georges County Rates)							
AM Peak Hour Trips = 2.85 x ksf				81/19			
PM Peak Hour Trips = 3.8 x ksf				32/68			
Shopping plaza, 40-150 ksf - no supermarket (ITE-821)							
AM Peak Hour Trips =1.73 x ksf				62/38			
PM Peak Hour Trips = 5.19 x ksf				49/51			
TRIP TOTALS		AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
1. Park Place (CSP-17005)							
<i>Warehousing (0.3 FAR, Prince Georges County Rates)</i>							
131,810 sq.ft.	42	11	53	11	42	53	
2. Konterra Town Center - East (Phase 1)							
<i>Trips obtained from Konterra Town Center - East TIA dated June 19, 2008</i>							
Residential/Hotel Trips	357	859	1216	834	497	1331	
Office Trips	669	84	753	68	506	574	
Retail Net New Trips	383	233	616	1256	1300	2556	
3. Laurel Regional Hospital (DSP-19049)							
<i>Office (Medical/Professional, Prince Georges County Rates)</i>							
151,651 sq.ft.	349	83	432	182	394	576	
4. K Company Property (4-16039)							
<i>Industrial (Light Service, Prince Georges County Rates)</i>							
19,900 sq.ft.	14	3	17	3	14	17	
5. Westside Shoppes							
<i>Shopping plaza, 40-150 ksf - no supermarket (ITE-821)</i>							
84,000 sq.ft.	90	55	145	214	222	436	
<u>Pass-by Trips</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>-86</u>	<u>-89</u>	<u>-175</u>	
New Trips	90	55	145	128	133	261	

Qt, 211204\REV1\Background Trips.xlsx-back, F06/02/23

Figure 7. Combined Trip Assignment for Background Developments

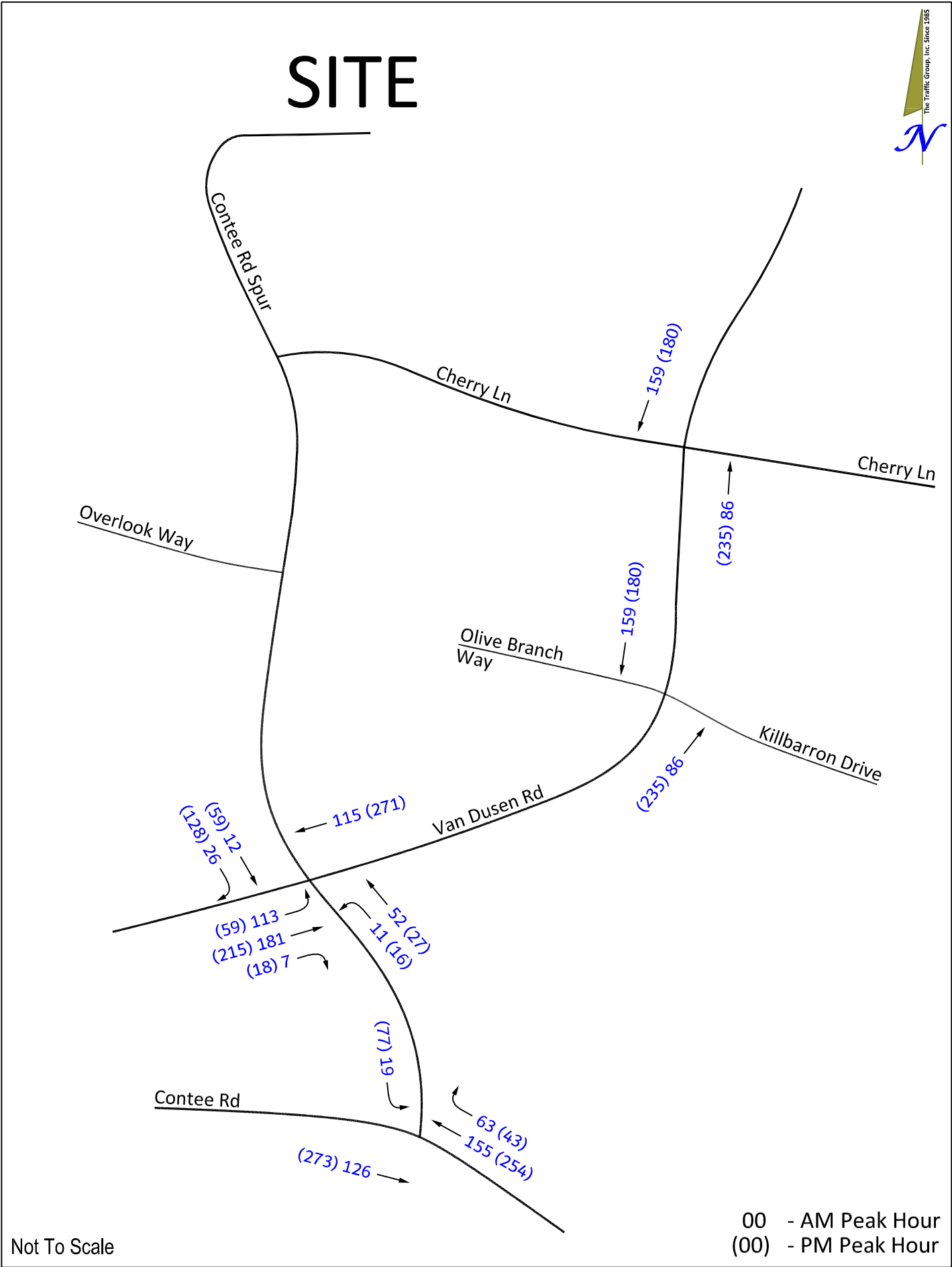
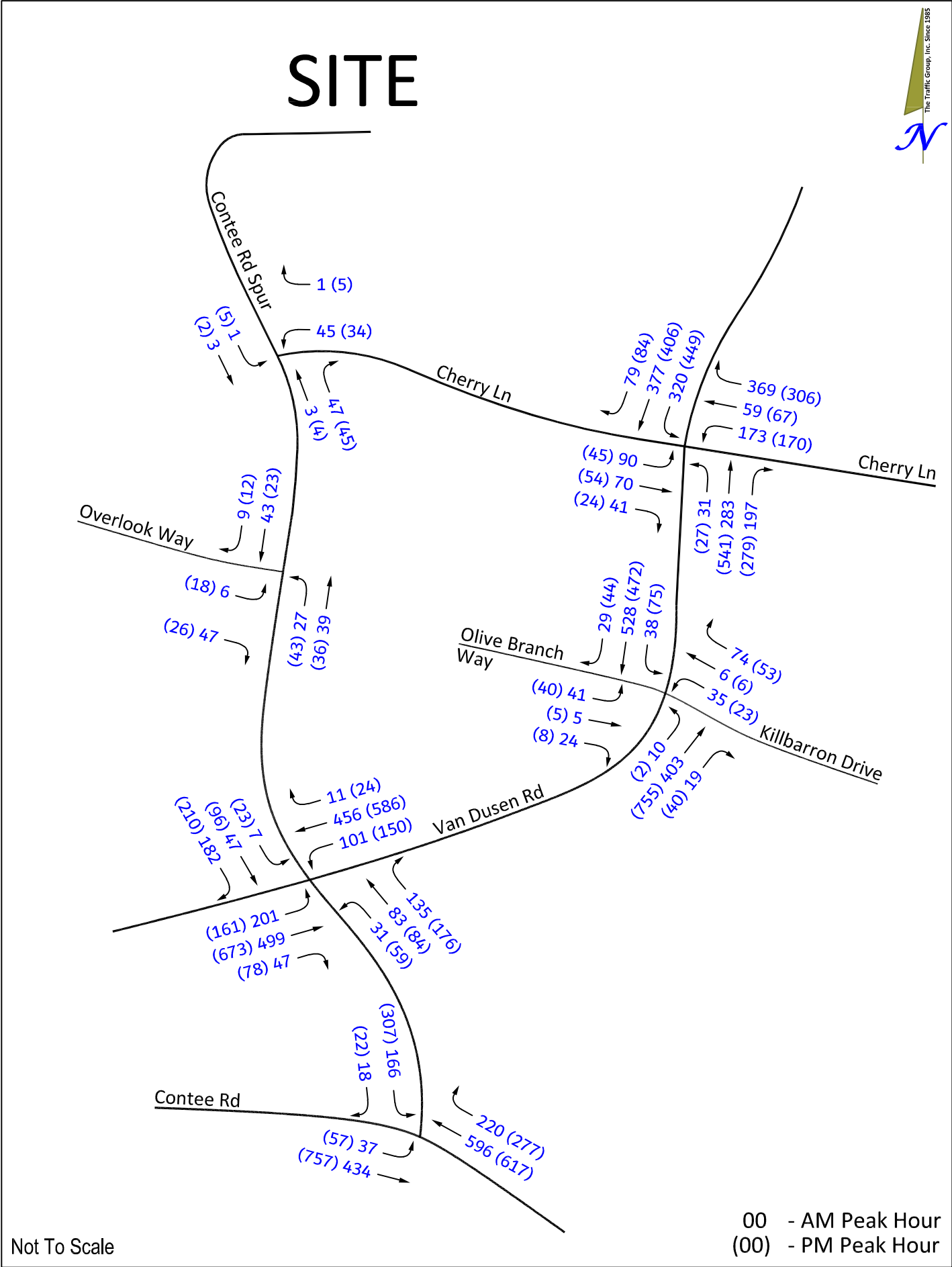


Figure 8. 2026 Background Peak Hour Traffic Volumes



TOTAL TRAFFIC CONDITIONS AND RESULTS OF ANALYSIS

Figure 9 is a concept plan for the 302 townhouse units. Table 2 is a trip generation table following the ITE Trip Generation Manual (11th Edition). Figure 10 details the assignment of the site-generated trips for the 302 townhouse units to the study area road system.

The site-generated traffic was added to the background traffic from Figure 8 resulting in combined total volumes shown on Figure 11. These volumes were then analyzed following the same capacity analysis procedures, and the results are shown in Table 3. As can be seen in Table 3, each of the intersections are projected to operate at Level of Service “B” or better, except Van Dusen Road/Cherry Lane, which operates at Level of Service “C.” Once again, the capacity worksheets are contained in Appendix B.

As a result of the analysis, we have determined that there are no off-site intersection improvements required following the TIA guidelines.

Table 2. Trip Generation for Corridor Center

Trip Rates / Formulae				In/Out %		
Multifamily Housing, Low-Rise (ITE-220, Units)						
AM Peak Hour Trips = 0.31 x Units + 22.85				24/76		
PM Peak Hour Trips = 0.43 x Units + 20.55				63/37		
TRIP TOTALS	MORNING PEAK HOUR			EVENING PEAK HOUR		
	IN	OUT	TOTAL	IN	OUT	TOTAL
Townhouses						
302 units	28	88	116	94	56	150

Qt, 211204\REV1\Trips.xlsx-SITE, F06/02/23

Figure 10. Trip Assignment for Site

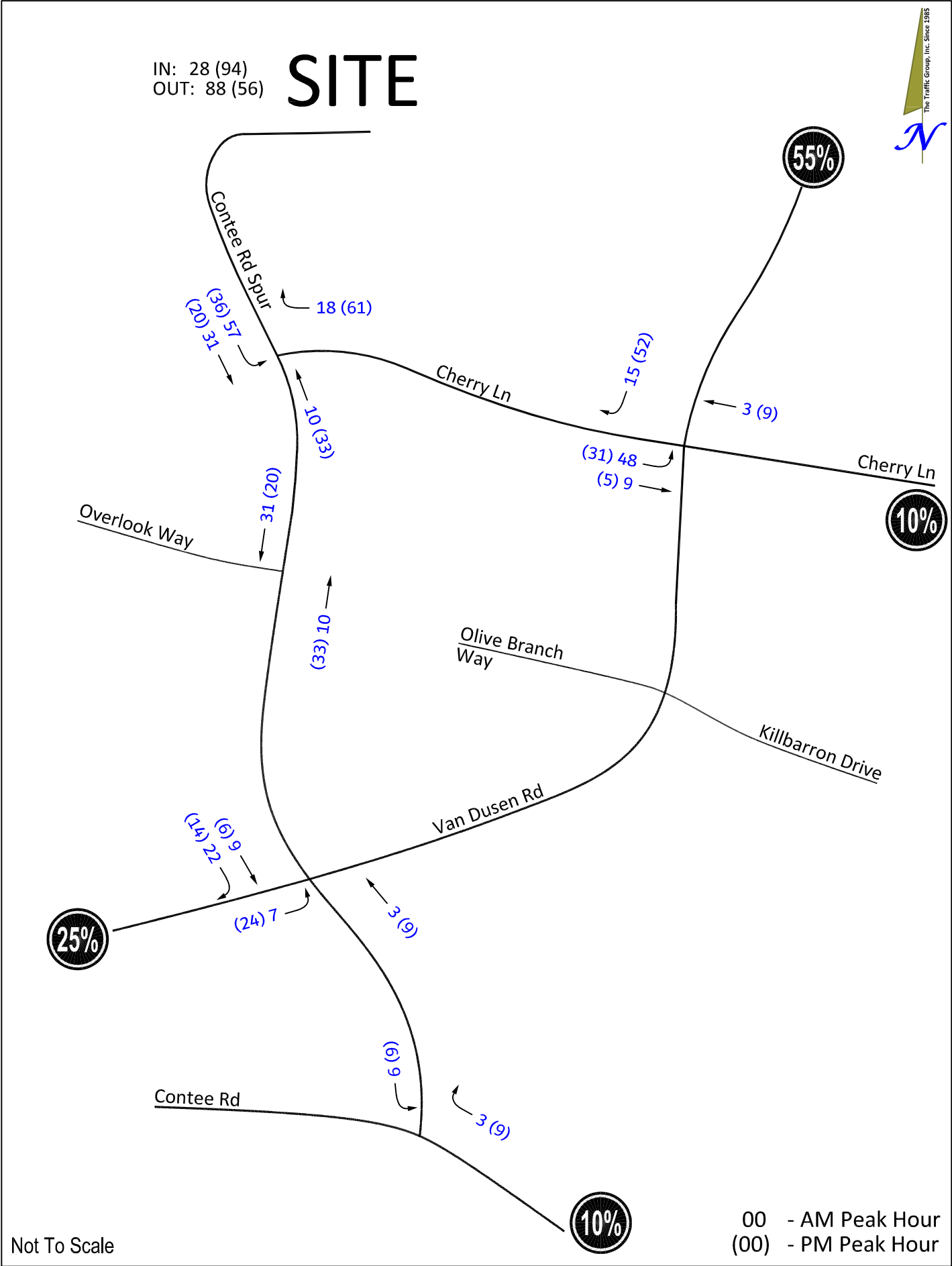


Figure 11. 2026 Total Peak Hour Traffic Volumes

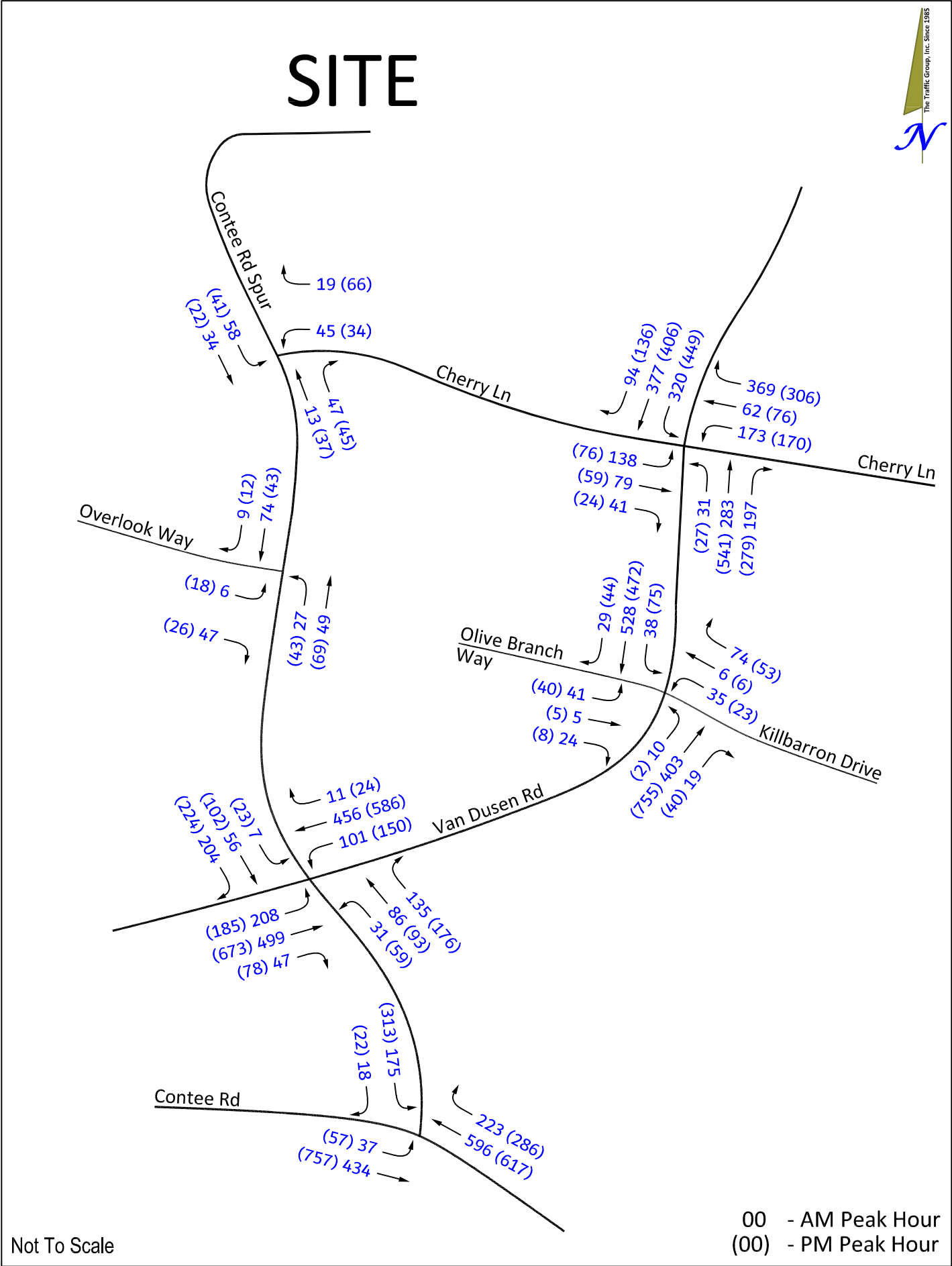


Table 3. Results of Intersection Capacity Analysis - CLV

	Existing	Background	Total
AM PEAK HOUR TRAFFIC		LOS / CLV	
1. Contee Road Spur & Cherry Lane	A/94	A/96	A/163
2. Contee Road Spur & Overlook Way	A/129	A/132	A/163
3. Contee Road Spur & Van Dusen Road	A/531	A/820	A/830
4. Contee Road Spur & Contee Road	A/498	A/652	A/662
5. Van Dusen Road & Cherry Lane	A/778	A/887	A/896
6. Van Dusen Road & Olive Branch Way	A/486	A/659	A/659
PM PEAK HOUR TRAFFIC			
1. Contee Road Spur & Cherry Lane	A/86	A/88	A/157
2. Contee Road Spur & Overlook Way	A/123	A/127	A/160
3. Contee Road Spur & Van Dusen Road	A/772	B/1126	B/1135
4. Contee Road Spur & Contee Road	A/596	A/856	A/867
5. Van Dusen Road & Cherry Lane	A/973	C/1238	C/1243
6. Van Dusen Road & Olive Branch Way	A/468	A/611	A/611
NOTE:			
1. CLV results reported for signalized intersections.			
2. Background Traffic is derived from combining Existing Traffic, growth and background developments.			
3. Total Traffic is derived from combining Background Traffic and site traffic.			

APPENDIX A

Scoping Agreement, Intersection Turning Movement Counts, and Aerial Photos



From: [Robert Love](#)
To: [Wes Guckert](#)
Subject: RE: Corridor center
Date: Monday, May 15, 2023 10:53:16 AM
Attachments: [image001.png](#)

Wes,

DPW confirmed the scope, you should be good to proceed.

Thank You,

Robert Love
Director

City of Laurel

Department of Economic and Community Development

Laurel Municipal Center

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From: Wes Guckert <wguckert@trafficgroup.com>
Sent: Monday, May 15, 2023 7:47 AM
To: Robert Love <rlove@laurel.md.us>
Subject: Corridor center

This message originated from an **External Source**. Please use proper judgment and caution

when opening attachments, clicking links, or responding to this email.

Good morning, we are getting ready to start our Traffic study, this study area is still good, right?

https://www.dropbox.com/s/hrpw7z4beqpd3vz/-MAP_Corridor_Center.pdf?dl=0

Wes Guckert, PTP

President & CEO

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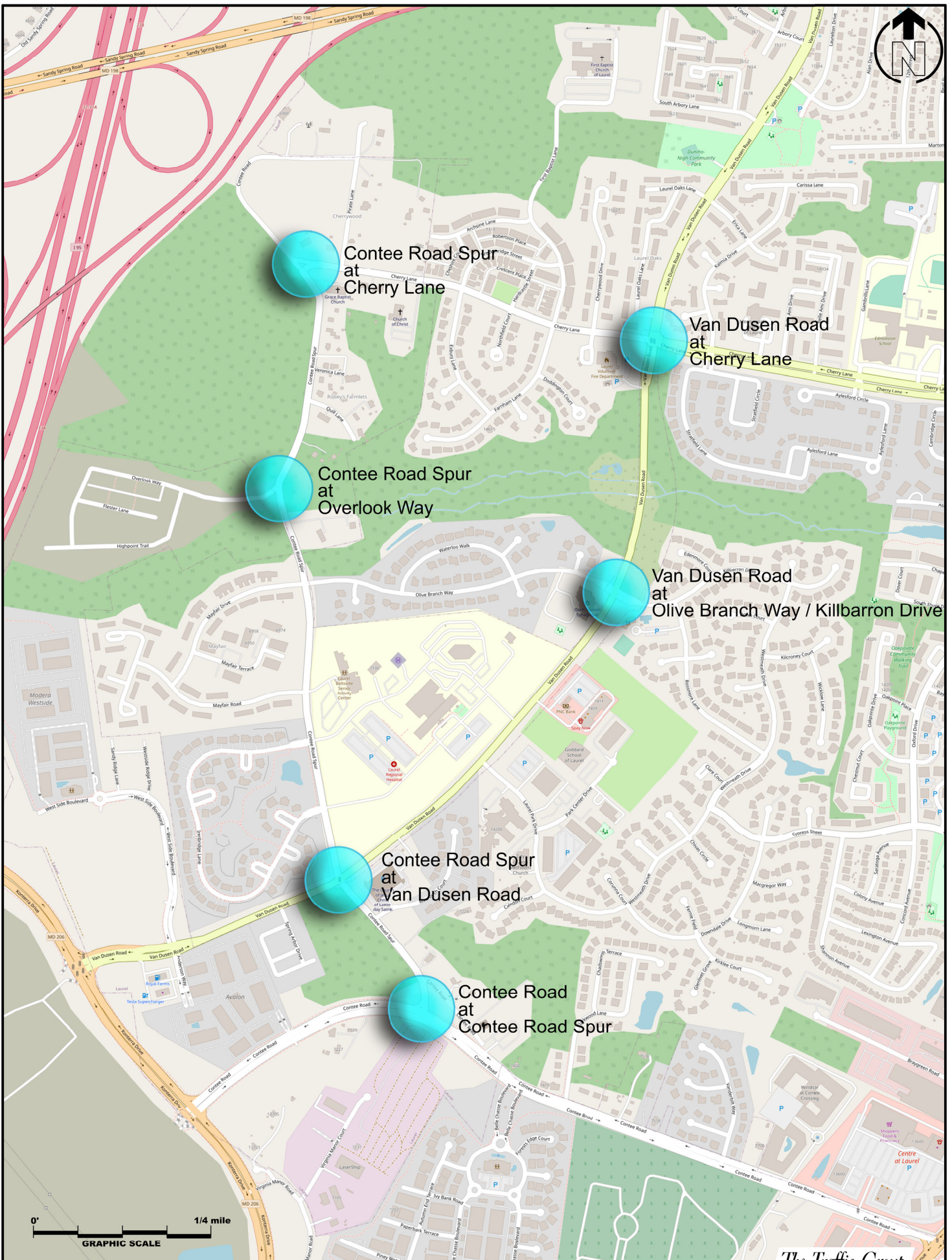
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TOTALS TURNING MOVEMENT COUNT - SUMMARY

Intersection of: Contee Road Spur
and: Cherry Lane
Location: Prince George's County, Maryland

Counted by: VCU
Date: May 18, 2023
Weather: Sunny/Warm
Entered by: SN

Thursday

Star Rating: 4



TIME	TRAFFIC FROM NORTH Contee Road Spur					TRAFFIC FROM SOUTH Contee Road Spur					TRAFFIC FROM EAST Cherry Lane					TRAFFIC FROM WEST					TOTAL N + S + E + W
	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	
AM																					
6:30 - 6:45	0	0	0	0	0	3	0	0	0	3	0	0	4	0	4	0	0	0	0	0	7
6:45 - 7:00	0	0	0	0	0	7	0	0	0	7	0	0	7	0	7	0	0	0	0	0	14
7:00 - 7:15	0	0	1	0	1	7	0	0	0	7	0	0	10	0	10	0	0	0	0	0	18
7:15 - 7:30	0	1	0	0	1	10	1	0	0	11	0	0	9	0	9	0	0	0	0	0	21
7:30 - 7:45	0	0	0	0	0	7	0	0	0	7	0	0	7	0	7	0	0	0	0	0	14
7:45 - 8:00	0	2	0	0	2	9	0	0	0	9	0	0	12	0	12	0	0	0	0	0	23
8:00 - 8:15	0	0	1	0	1	9	2	0	0	11	0	0	8	0	8	0	0	0	0	0	20
8:15 - 8:30	0	1	0	0	1	15	0	0	0	15	0	0	13	0	13	0	0	0	0	0	29
8:30 - 8:45	0	0	0	0	0	13	1	0	0	14	1	0	11	0	12	0	0	0	0	0	26
8:45 - 9:00	0	1	0	0	1	6	2	0	0	8	1	0	6	0	7	0	0	0	0	0	16
9:00 - 9:15	0	3	0	0	3	7	3	0	0	10	1	0	6	0	7	0	0	0	0	0	20
9:15 - 9:30	0	0	0	0	0	2	0	0	0	2	0	0	10	0	10	0	0	0	0	0	12
3 Hr Totals	0	8	2	0	10	95	9	0	0	104	3	0	103	0	106	0	0	0	0	0	220
1 Hr Totals																					
6:30 - 7:30	0	1	1	0	2	27	1	0	0	28	0	0	30	0	30	0	0	0	0	0	60
6:45 - 7:45	0	1	1	0	2	31	1	0	0	32	0	0	33	0	33	0	0	0	0	0	67
7:00 - 8:00	0	3	1	0	4	33	1	0	0	34	0	0	38	0	38	0	0	0	0	0	76
7:15 - 8:15	0	3	1	0	4	35	3	0	0	38	0	0	36	0	36	0	0	0	0	0	78
7:30 - 8:30	0	3	1	0	4	40	2	0	0	42	0	0	40	0	40	0	0	0	0	0	86
7:45 - 8:45	0	3	1	0	4	46	3	0	0	49	1	0	44	0	45	0	0	0	0	0	98
8:00 - 9:00	0	2	1	0	3	43	5	0	0	48	2	0	38	0	40	0	0	0	0	0	91
8:15 - 9:15	0	5	0	0	5	41	6	0	0	47	3	0	36	0	39	0	0	0	0	0	91
8:30 - 9:30	0	4	0	0	4	28	6	0	0	34	3	0	33	0	36	0	0	0	0	0	74
PEAK HOUR																					
7:45 - 8:45	0	3	1	0	4	46	3	0	0	49	1	0	44	0	45	0	0	0	0	0	98
PM																					
4:00 - 4:15	0	1	2	0	3	9	0	0	0	9	0	0	11	0	11	0	0	0	0	0	23
4:15 - 4:30	0	1	1	0	2	13	1	0	0	14	1	0	4	0	5	0	0	0	0	0	21
4:30 - 4:45	0	0	1	0	1	9	1	0	0	10	2	0	12	0	14	0	0	0	0	0	25
4:45 - 5:00	0	0	1	0	1	13	2	0	0	15	2	0	6	0	8	0	0	0	0	0	24
5:00 - 5:15	0	0	0	0	0	12	1	0	0	13	0	0	10	0	10	0	0	0	0	0	23
5:15 - 5:30	0	1	0	0	1	10	0	0	0	10	2	0	5	0	7	0	0	0	0	0	18
5:30 - 5:45	0	1	3	0	4	9	1	0	0	10	1	0	6	1	8	0	0	0	0	0	22
5:45 - 6:00	0	1	0	0	1	18	0	0	0	18	0	0	10	0	10	0	0	0	0	0	29
6:00 - 6:15	0	0	1	0	1	6	2	0	0	8	1	0	9	0	10	0	0	0	0	0	19
6:15 - 6:30	0	1	0	0	1	8	0	0	0	8	1	0	11	0	12	0	0	0	0	0	21
6:30 - 6:45	0	1	2	0	3	5	2	0	0	7	2	0	4	0	6	0	0	0	0	0	16
6:45 - 7:00	0	1	0	0	1	8	1	0	0	9	1	0	6	0	7	0	0	0	0	0	17
3 Hr Totals	0	8	11	0	19	120	11	0	0	131	13	0	94	1	108	0	0	0	0	0	258
1 Hr Totals																					
4:00 - 5:00	0	2	5	0	7	44	4	0	0	48	5	0	33	0	38	0	0	0	0	0	93
4:15 - 5:15	0	1	3	0	4	47	5	0	0	52	5	0	32	0	37	0	0	0	0	0	93
4:30 - 5:30	0	1	2	0	3	44	4	0	0	48	6	0	33	0	39	0	0	0	0	0	90
4:45 - 5:45	0	2	4	0	6	44	4	0	0	48	5	0	27	1	33	0	0	0	0	0	87
5:00 - 6:00	0	3	3	0	6	49	2	0	0	51	3	0	31	1	35	0	0	0	0	0	92
5:15 - 6:15	0	3	4	0	7	43	3	0	0	46	4	0	30	1	35	0	0	0	0	0	88
5:30 - 6:30	0	3	4	0	7	41	3	0	0	44	3	0	36	1	40	0	0	0	0	0	91
5:45 - 6:45	0	3	3	0	6	37	4	0	0	41	4	0	34	0	38	0	0	0	0	0	85
6:00 - 7:00	0	3	3	0	6	27	5	0	0	32	5	0	30	0	35	0	0	0	0	0	73
PEAK HOUR																					
4:00 - 5:00	0	2	5	0	7	44	4	0	0	48	5	0	33	0	38	0	0	0	0	0	93



TOTALS TURNING MOVEMENT COUNT - SUMMARY

Intersection of: Contee Road Spur
and: Overlook Way
Location: Prince George's County, Maryland

Counted by: VCU
Date: May 18, 2023
Weather: Sunny/Warm
Entered by: SN

Thursday

Star Rating: 4



TIME	TRAFFIC FROM NORTH Contee Road Spur					TRAFFIC FROM SOUTH Contee Road Spur					TRAFFIC FROM EAST on:					TRAFFIC FROM WEST Overlook Way					TOTAL N + S + E + W
	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	
AM																					
6:30 - 6:45	3	3	0	0	6	0	3	1	0	4	0	0	0	0	0	5	0	0	0	5	15
6:45 - 7:00	3	5	0	0	8	0	6	1	0	7	0	0	0	0	0	7	0	2	0	9	24
7:00 - 7:15	0	10	0	0	10	0	2	4	0	6	0	0	0	0	0	6	0	4	0	10	26
7:15 - 7:30	3	8	0	0	11	0	5	2	0	7	0	0	0	0	0	9	0	4	0	13	31
7:30 - 7:45	2	4	0	0	6	0	5	8	0	13	0	0	0	0	0	7	0	3	0	10	29
7:45 - 8:00	4	14	0	0	18	0	5	4	0	9	0	0	0	0	0	12	0	2	0	14	41
8:00 - 8:15	3	5	0	0	8	0	9	7	0	16	0	0	0	0	0	13	0	2	0	15	39
8:15 - 8:30	0	14	0	0	14	0	15	6	0	21	0	0	0	0	0	11	0	0	0	11	46
8:30 - 8:45	2	9	0	0	11	0	9	9	0	18	0	0	0	0	0	10	0	2	0	12	41
8:45 - 9:00	2	7	0	0	9	0	5	6	0	11	0	0	0	0	0	13	0	4	0	17	37
9:00 - 9:15	1	8	0	0	9	0	8	6	0	14	0	0	0	0	0	7	0	2	0	9	32
9:15 - 9:30	5	4	0	0	9	0	2	5	0	7	0	0	0	0	0	10	0	0	0	10	26
3 Hr Totals	28	91	0	0	119	0	74	59	0	133	0	0	0	0	0	110	0	25	0	135	387
1 Hr Totals																					
6:30 - 7:30	9	26	0	0	35	0	16	8	0	24	0	0	0	0	0	27	0	10	0	37	96
6:45 - 7:45	8	27	0	0	35	0	18	15	0	33	0	0	0	0	0	29	0	13	0	42	110
7:00 - 8:00	9	36	0	0	45	0	17	18	0	35	0	0	0	0	0	34	0	13	0	47	127
7:15 - 8:15	12	31	0	0	43	0	24	21	0	45	0	0	0	0	0	41	0	11	0	52	140
7:30 - 8:30	9	37	0	0	46	0	34	25	0	59	0	0	0	0	0	43	0	7	0	50	155
7:45 - 8:45	9	42	0	0	51	0	38	26	0	64	0	0	0	0	0	46	0	6	0	52	167
8:00 - 9:00	7	35	0	0	42	0	38	28	0	66	0	0	0	0	0	47	0	8	0	55	163
8:15 - 9:15	5	38	0	0	43	0	37	27	0	64	0	0	0	0	0	41	0	8	0	49	156
8:30 - 9:30	10	28	0	0	38	0	24	26	0	50	0	0	0	0	0	40	0	8	0	48	136
PEAK HOUR																					
7:45 - 8:45	9	42	0	0	51	0	38	26	0	64	0	0	0	0	0	46	0	6	0	52	167
PM																					
4:00 - 4:15	4	7	0	1	12	0	5	4	0	9	0	0	0	0	0	6	0	4	0	10	31
4:15 - 4:30	2	4	0	0	6	0	11	3	0	14	0	0	0	0	0	3	0	3	0	6	26
4:30 - 4:45	5	5	0	0	10	0	6	5	0	11	0	0	0	0	0	2	0	3	0	5	26
4:45 - 5:00	4	3	0	0	7	0	15	4	0	19	0	0	0	0	0	9	0	1	0	10	36
5:00 - 5:15	2	7	0	0	9	0	8	14	0	22	0	0	0	0	0	5	0	5	0	10	41
5:15 - 5:30	1	5	0	0	6	0	8	11	0	19	0	0	0	0	0	4	0	2	0	6	31
5:30 - 5:45	2	4	0	0	6	0	7	6	0	13	0	0	0	0	0	10	0	3	0	13	32
5:45 - 6:00	7	6	0	0	13	0	12	11	0	23	0	0	0	0	0	6	0	7	0	13	49
6:00 - 6:15	3	6	0	0	9	0	12	9	0	21	0	0	0	0	0	4	0	1	0	5	35
6:15 - 6:30	4	11	0	0	15	0	5	4	0	9	0	0	0	0	0	6	0	2	0	8	32
6:30 - 6:45	2	3	0	0	5	0	8	6	0	14	0	0	0	0	0	8	0	1	0	9	28
6:45 - 7:00	3	4	0	0	7	0	7	9	0	16	0	0	0	0	0	6	0	3	0	9	32
3 Hr Totals	39	65	0	1	105	0	104	86	0	190	0	0	0	0	0	69	0	35	0	104	399
1 Hr Totals																					
4:00 - 5:00	15	19	0	1	35	0	37	16	0	53	0	0	0	0	0	20	0	11	0	31	119
4:15 - 5:15	13	19	0	0	32	0	40	26	0	66	0	0	0	0	0	19	0	12	0	31	129
4:30 - 5:30	12	20	0	0	32	0	37	34	0	71	0	0	0	0	0	20	0	11	0	31	134
4:45 - 5:45	9	19	0	0	28	0	38	35	0	73	0	0	0	0	0	28	0	11	0	39	140
5:00 - 6:00	12	22	0	0	34	0	35	42	0	77	0	0	0	0	0	25	0	17	0	42	153
5:15 - 6:15	13	21	0	0	34	0	39	37	0	76	0	0	0	0	0	24	0	13	0	37	147
5:30 - 6:30	16	27	0	0	43	0	36	30	0	66	0	0	0	0	0	26	0	13	0	39	148
5:45 - 6:45	16	26	0	0	42	0	37	30	0	67	0	0	0	0	0	24	0	11	0	35	144
6:00 - 7:00	12	24	0	0	36	0	32	28	0	60	0	0	0	0	0	24	0	7	0	31	127
PEAK HOUR																					
5:00 - 6:00	12	22	0	0	34	0	35	42	0	77	0	0	0	0	0	25	0	17	0	42	153



TOTALS TURNING MOVEMENT COUNT - SUMMARY

Intersection of: Contee Road Spur
and: Van Dusen Road
Location: Prince George's County, Maryland

Counted by: VCU
Date: May 09, 2023
Weather: Sunny/Warm
Entered by: SN

Tuesday

Star Rating: 4



TIME	TRAFFIC FROM NORTH Contee Road Spur					TRAFFIC FROM SOUTH Contee Road Spur					TRAFFIC FROM EAST Van Dusen Road					TRAFFIC FROM WEST Van Dusen Road					TOTAL N + S + E + W
	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	
AM																					
6:30 - 6:45	20	3	1	0	24	13	4	6	0	23	1	40	8	0	49	5	23	13	0	41	137
6:45 - 7:00	29	4	3	0	36	25	4	3	0	32	4	40	8	0	52	7	38	19	0	64	184
7:00 - 7:15	37	7	4	0	48	21	10	5	0	36	0	50	20	0	70	12	47	24	0	83	237
7:15 - 7:30	49	9	3	0	61	30	5	6	0	41	1	64	16	0	81	5	56	9	0	70	253
7:30 - 7:45	36	7	3	0	46	29	4	4	0	37	1	110	15	0	126	3	66	12	0	81	290
7:45 - 8:00	38	9	1	0	48	37	8	5	0	50	5	78	31	0	114	10	84	23	0	117	329
8:00 - 8:15	37	9	2	0	48	33	10	4	0	47	5	87	27	0	119	13	81	26	0	120	334
8:15 - 8:30	40	9	1	0	50	32	8	6	0	46	0	56	25	0	81	13	78	24	0	115	292
8:30 - 8:45	27	4	4	0	35	35	5	12	0	52	3	74	25	0	102	18	69	12	0	99	288
8:45 - 9:00	28	8	3	0	39	44	7	7	0	58	6	64	25	0	95	8	74	16	0	98	290
9:00 - 9:15	23	10	2	0	35	19	11	8	0	38	3	50	22	0	75	7	59	22	0	88	236
9:15 - 9:30	36	8	6	0	50	29	11	3	0	43	10	66	17	0	93	13	55	19	0	87	273
3 Hr Totals	400	87	33	0	520	347	87	69	0	503	39	779	239	0	1057	114	730	219	0	1063	3143
1 Hr Totals																					
6:30 - 7:30	135	23	11	0	169	89	23	20	0	132	6	194	52	0	252	29	164	65	0	258	811
6:45 - 7:45	151	27	13	0	191	105	23	18	0	146	6	264	59	0	329	27	207	64	0	298	964
7:00 - 8:00	160	32	11	0	203	117	27	20	0	164	7	302	82	0	391	30	253	68	0	351	1109
7:15 - 8:15	160	34	9	0	203	129	27	19	0	175	12	339	89	0	440	31	287	70	0	388	1206
7:30 - 8:30	151	34	7	0	192	131	30	19	0	180	11	331	98	0	440	39	309	85	0	433	1245
7:45 - 8:45	142	31	8	0	181	137	31	27	0	195	13	295	108	0	416	54	312	85	0	451	1243
8:00 - 9:00	132	30	10	0	172	144	30	29	0	203	14	281	102	0	397	52	302	78	0	432	1204
8:15 - 9:15	118	31	10	0	159	130	31	33	0	194	12	244	97	0	353	46	280	74	0	400	1106
8:30 - 9:30	114	30	15	0	159	127	34	30	0	191	22	254	89	0	365	46	257	69	0	372	1087
PEAK HOUR																					
7:30 - 8:30	151	34	7	0	192	131	30	19	0	180	11	331	98	0	440	39	309	85	0	433	1245
PM																					
4:00 - 4:15	13	7	4	0	24	29	13	10	0	52	4	59	29	0	92	18	100	23	0	141	309
4:15 - 4:30	13	12	6	0	31	43	13	5	0	61	1	61	34	0	96	14	122	30	0	166	354
4:30 - 4:45	22	12	6	0	40	31	15	7	0	53	9	81	33	0	123	9	121	22	0	152	368
4:45 - 5:00	23	8	9	0	40	46	13	10	0	69	3	59	37	0	99	12	105	29	0	146	354
5:00 - 5:15	16	8	5	0	29	41	11	11	0	63	4	81	39	0	124	22	107	29	0	158	374
5:15 - 5:30	19	8	2	0	29	53	16	14	0	83	7	85	37	0	129	15	112	19	0	146	387
5:30 - 5:45	14	6	2	0	22	34	13	9	0	56	5	76	36	0	117	15	107	23	0	145	340
5:45 - 6:00	19	15	1	0	35	42	16	10	0	68	4	67	35	0	106	18	99	25	0	142	351
6:00 - 6:15	19	5	7	0	31	30	11	9	0	50	5	60	46	0	111	18	87	28	0	133	325
6:15 - 6:30	20	12	8	0	40	39	8	6	0	53	2	51	33	1	87	18	67	20	0	105	285
6:30 - 6:45	20	10	5	0	35	31	19	11	0	61	6	42	24	0	72	21	69	20	0	110	278
6:45 - 7:00	15	5	5	0	25	27	16	14	0	57	1	58	22	0	81	16	87	26	0	129	292
3 Hr Totals	213	108	60	0	381	446	164	116	0	726	51	780	405	1	1237	196	1183	294	0	1673	4017
1 Hr Totals																					
4:00 - 5:00	71	39	25	0	135	149	54	32	0	235	17	260	133	0	410	53	448	104	0	605	1385
4:15 - 5:15	74	40	26	0	140	161	52	33	0	246	17	282	143	0	442	57	455	110	0	622	1450
4:30 - 5:30	80	36	22	0	138	171	55	42	0	268	23	306	146	0	475	58	445	99	0	602	1483
4:45 - 5:45	72	30	18	0	120	174	53	44	0	271	19	301	149	0	469	64	431	100	0	595	1455
5:00 - 6:00	68	37	10	0	115	170	56	44	0	270	20	309	147	0	476	70	425	96	0	591	1452
5:15 - 6:15	71	34	12	0	117	159	56	42	0	257	21	288	154	0	463	66	405	95	0	566	1403
5:30 - 6:30	72	38	18	0	128	145	48	34	0	227	16	254	150	1	421	69	360	96	0	525	1301
5:45 - 6:45	78	42	21	0	141	142	54	36	0	232	17	220	138	1	376	75	322	93	0	490	1239
6:00 - 7:00	74	32	25	0	131	127	54	40	0	221	14	211	125	1	351	73	310	94	0	477	1180
PEAK HOUR																					
4:30 - 5:30	80	36	22	0	138	171	55	42	0	268	23	306	146	0	475	58	445	99	0	602	1483



Contee Road Spur & Van Dusen Road

Legend

TOTALS TURNING MOVEMENT COUNT - SUMMARY

Intersection of: Contee Road Spur
and: Contee Road
Location: Prince George's County, Maryland

Counted by: VCU
Date: May 09, 2023
Weather: Sunny/Warm
Entered by: SN

Tuesday

Star Rating: 4



TIME	TRAFFIC FROM NORTH Contee Road Spur					TRAFFIC FROM SOUTH					TRAFFIC FROM EAST Contee Road					TRAFFIC FROM WEST Contee Road					TOTAL N + S + E + W
	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	
AM																					
6:30 - 6:45	0	0	20	0	20	0	0	0	0	0	18	48	0	0	66	0	21	2	0	23	109
6:45 - 7:00	3	0	16	0	19	0	0	0	0	0	31	67	0	0	98	0	39	3	0	42	159
7:00 - 7:15	4	0	30	0	34	0	0	0	0	0	28	72	0	0	100	0	45	6	0	51	185
7:15 - 7:30	6	0	26	0	32	0	0	0	0	0	31	93	0	0	124	0	38	6	0	44	200
7:30 - 7:45	3	0	19	0	22	0	0	0	0	0	30	129	0	0	159	0	58	5	0	63	244
7:45 - 8:00	1	0	45	0	46	0	0	0	0	0	42	135	0	0	177	0	79	10	0	89	312
8:00 - 8:15	9	0	39	0	48	0	0	0	0	0	40	90	0	0	130	0	87	13	0	100	278
8:15 - 8:30	4	0	40	0	44	0	0	0	0	0	40	74	0	0	114	0	75	8	0	83	241
8:30 - 8:45	7	0	44	0	51	0	0	0	0	0	36	81	0	0	117	0	50	7	1	58	226
8:45 - 9:00	3	0	36	0	39	0	0	0	0	0	51	73	0	0	124	0	65	8	0	73	236
9:00 - 9:15	3	0	35	0	38	0	0	0	0	0	31	65	0	0	96	0	60	4	0	64	198
9:15 - 9:30	7	0	25	0	32	0	0	0	0	0	32	63	0	0	95	0	54	9	0	63	190
3 Hr Totals	50	0	375	0	425	0	0	0	0	0	410	990	0	0	1400	0	671	81	1	753	2578
1 Hr Totals																					
6:30 - 7:30	13	0	92	0	105	0	0	0	0	0	108	280	0	0	388	0	143	17	0	160	653
6:45 - 7:45	16	0	91	0	107	0	0	0	0	0	120	361	0	0	481	0	180	20	0	200	788
7:00 - 8:00	14	0	120	0	134	0	0	0	0	0	131	429	0	0	560	0	220	27	0	247	941
7:15 - 8:15	19	0	129	0	148	0	0	0	0	0	143	447	0	0	590	0	262	34	0	296	1034
7:30 - 8:30	17	0	143	0	160	0	0	0	0	0	152	428	0	0	580	0	299	36	0	335	1075
7:45 - 8:45	21	0	168	0	189	0	0	0	0	0	158	380	0	0	538	0	291	38	1	330	1057
8:00 - 9:00	23	0	159	0	182	0	0	0	0	0	167	318	0	0	485	0	277	36	1	314	981
8:15 - 9:15	17	0	155	0	172	0	0	0	0	0	158	293	0	0	451	0	250	27	1	278	901
8:30 - 9:30	20	0	140	0	160	0	0	0	0	0	150	282	0	0	432	0	229	28	1	258	850
PEAK HOUR																					
7:30 - 8:30	17	0	143	0	160	0	0	0	0	0	152	428	0	0	580	0	299	36	0	335	1075
PM																					
4:00 - 4:15	2	0	51	0	53	0	0	0	0	0	52	80	0	0	132	0	92	6	0	98	283
4:15 - 4:30	4	0	54	0	58	0	0	0	0	0	50	82	0	0	132	0	113	12	0	125	315
4:30 - 4:45	3	0	50	0	53	0	0	0	0	0	41	71	0	0	112	0	111	11	0	122	287
4:45 - 5:00	4	0	50	0	54	0	0	0	0	0	51	73	0	0	124	0	114	12	1	127	305
5:00 - 5:15	10	0	50	0	60	0	0	0	0	0	55	95	0	0	150	0	103	9	0	112	322
5:15 - 5:30	5	0	54	0	59	0	0	0	0	0	67	92	0	0	159	0	123	17	0	140	358
5:30 - 5:45	4	0	52	0	56	0	0	0	0	0	50	90	0	0	140	0	124	11	0	135	331
5:45 - 6:00	4	0	58	0	62	0	0	0	0	0	57	79	0	2	138	0	117	13	0	130	330
6:00 - 6:15	8	0	59	0	67	0	0	0	0	0	53	89	0	0	142	0	106	14	0	120	329
6:15 - 6:30	4	0	50	0	54	0	0	0	0	0	43	91	0	0	134	0	101	12	0	113	301
6:30 - 6:45	5	0	61	0	66	0	0	0	0	0	48	78	0	0	126	0	83	8	0	91	283
6:45 - 7:00	8	0	35	0	43	0	0	0	0	0	51	70	0	0	121	0	82	1	0	83	247
3 Hr Totals	61	0	624	0	685	0	0	0	0	0	618	990	0	2	1610	0	1269	126	1	1396	3691
1 Hr Totals																					
4:00 - 5:00	13	0	205	0	218	0	0	0	0	0	194	306	0	0	500	0	430	41	1	472	1190
4:15 - 5:15	21	0	204	0	225	0	0	0	0	0	197	321	0	0	518	0	441	44	1	486	1229
4:30 - 5:30	22	0	204	0	226	0	0	0	0	0	214	331	0	0	545	0	451	49	1	501	1272
4:45 - 5:45	23	0	206	0	229	0	0	0	0	0	223	350	0	0	573	0	464	49	1	514	1316
5:00 - 6:00	23	0	214	0	237	0	0	0	0	0	229	356	0	2	587	0	467	50	0	517	1341
5:15 - 6:15	21	0	223	0	244	0	0	0	0	0	227	350	0	2	579	0	470	55	0	525	1348
5:30 - 6:30	20	0	219	0	239	0	0	0	0	0	203	349	0	2	554	0	448	50	0	498	1291
5:45 - 6:45	21	0	228	0	249	0	0	0	0	0	201	337	0	2	540	0	407	47	0	454	1243
6:00 - 7:00	25	0	205	0	230	0	0	0	0	0	195	328	0	0	523	0	372	35	0	407	1160
PEAK HOUR																					
5:15 - 6:15	21	0	223	0	244	0	0	0	0	0	227	350	0	2	579	0	470	55	0	525	1348



TOTALS TURNING MOVEMENT COUNT - SUMMARY

Intersection of: Van Dusen Road
and: Cherry Lane
Location: Prince George's County, Maryland

Counted by: VCU
Date: May 18, 2023
Weather: Sunny/Warm
Entered by: SN

Thursday

Star Rating: 4



TIME	TRAFFIC FROM NORTH Van Dusen Road					TRAFFIC FROM SOUTH Van Dusen Road					TRAFFIC FROM EAST Cherry Lane					TRAFFIC FROM WEST Cherry Lane					TOTAL N + S + E + W
	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	
AM																					
6:30 - 6:45	3	25	29	0	57	9	23	0	0	32	50	3	11	0	64	0	6	8	0	14	167
6:45 - 7:00	4	36	47	0	87	23	26	0	0	49	55	6	22	0	83	4	8	16	0	28	247
7:00 - 7:15	4	33	52	0	89	20	32	0	0	52	84	11	28	0	123	6	7	22	0	35	299
7:15 - 7:30	8	59	91	0	158	30	40	1	0	71	96	5	34	0	135	7	12	21	0	40	404
7:30 - 7:45	12	50	106	0	168	65	51	2	0	118	146	1	46	0	193	7	17	20	0	44	523
7:45 - 8:00	16	59	78	0	153	48	58	1	0	107	93	11	52	0	156	4	14	20	0	38	454
8:00 - 8:15	21	51	58	0	130	48	42	12	0	102	56	17	40	0	113	12	19	19	0	50	395
8:15 - 8:30	28	52	69	0	149	30	40	15	0	85	63	28	30	0	121	17	18	28	0	63	418
8:30 - 8:45	7	51	44	0	102	45	53	3	0	101	61	8	40	0	109	10	16	25	0	51	363
8:45 - 9:00	9	48	52	0	109	49	48	2	0	99	42	8	29	0	79	6	11	17	0	34	321
9:00 - 9:15	2	31	60	0	93	51	41	3	0	95	46	7	29	0	82	5	7	6	0	18	288
9:15 - 9:30	6	44	71	0	121	43	49	3	0	95	42	7	24	0	73	4	4	10	0	18	307
3 Hr Totals	120	539	757	0	1416	461	503	42	0	1006	834	112	385	0	1331	82	139	212	0	433	4186
1 Hr Totals																					
6:30 - 7:30	19	153	219	0	391	82	121	1	0	204	285	25	95	0	405	17	33	67	0	117	1117
6:45 - 7:45	28	178	296	0	502	138	149	3	0	290	381	23	130	0	534	24	44	79	0	147	1473
7:00 - 8:00	40	201	327	0	568	163	181	4	0	348	419	28	160	0	607	24	50	83	0	157	1680
7:15 - 8:15	57	219	333	0	609	191	191	16	0	398	391	34	172	0	597	30	62	80	0	172	1776
7:30 - 8:30	77	212	311	0	600	191	191	30	0	412	358	57	168	0	583	40	68	87	0	195	1790
7:45 - 8:45	72	213	249	0	534	171	193	31	0	395	273	64	162	0	499	43	67	92	0	202	1630
8:00 - 9:00	65	202	223	0	490	172	183	32	0	387	222	61	139	0	422	45	64	89	0	198	1497
8:15 - 9:15	46	182	225	0	453	175	182	23	0	380	212	51	128	0	391	38	52	76	0	166	1390
8:30 - 9:30	24	174	227	0	425	188	191	11	0	390	191	30	122	0	343	25	38	58	0	121	1279
PEAK HOUR	77	212	311	0	600	191	191	30	0	412	358	57	168	0	583	40	68	87	0	195	1790
7:30 - 8:30																					
PM																					
4:00 - 4:15	14	50	94	0	158	63	64	5	0	132	91	14	29	0	134	4	12	9	0	25	449
4:15 - 4:30	15	62	98	0	175	67	79	1	0	147	73	17	41	0	131	3	10	17	0	30	483
4:30 - 4:45	21	60	114	0	195	64	92	5	0	161	76	10	26	0	112	1	13	7	0	21	489
4:45 - 5:00	12	49	99	0	160	67	76	7	0	150	68	13	41	0	122	6	16	12	0	34	466
5:00 - 5:15	14	52	99	0	165	61	64	4	0	129	86	11	30	0	127	3	18	8	0	29	450
5:15 - 5:30	16	58	115	0	189	66	80	7	0	153	68	9	32	0	109	3	13	7	0	23	474
5:30 - 5:45	19	53	96	0	168	71	63	5	0	139	68	17	55	0	140	3	14	15	0	32	479
5:45 - 6:00	23	58	119	0	200	65	62	8	0	135	83	19	46	0	148	10	16	15	0	41	524
6:00 - 6:15	24	50	106	0	180	69	92	6	0	167	78	20	32	0	130	7	9	7	0	23	500
6:15 - 6:30	14	48	97	0	159	77	61	2	0	140	79	15	41	0	135	0	17	12	0	29	463
6:30 - 6:45	20	52	96	0	168	59	50	7	0	116	71	12	43	0	126	1	13	14	0	28	438
6:45 - 7:00	25	45	97	0	167	50	56	7	0	113	63	8	28	0	99	3	14	3	0	20	399
3 Hr Totals	217	637	1230	0	2084	779	839	64	0	1682	904	165	444	0	1513	44	165	126	0	335	5614
1 Hr Totals																					
4:00 - 5:00	62	221	405	0	688	261	311	18	0	590	308	54	137	0	499	14	51	45	0	110	1887
4:15 - 5:15	62	223	410	0	695	259	311	17	0	587	303	51	138	0	492	13	57	44	0	114	1888
4:30 - 5:30	63	219	427	0	709	258	312	23	0	593	298	43	129	0	470	13	60	34	0	107	1879
4:45 - 5:45	61	212	409	0	682	265	283	23	0	571	290	50	158	0	498	15	61	42	0	118	1869
5:00 - 6:00	72	221	429	0	722	263	269	24	0	556	305	56	163	0	524	19	61	45	0	125	1927
5:15 - 6:15	82	219	436	0	737	271	297	26	0	594	297	65	165	0	527	23	52	44	0	119	1977
5:30 - 6:30	80	209	418	0	707	282	278	21	0	581	308	71	174	0	553	20	56	49	0	125	1966
5:45 - 6:45	81	208	418	0	707	270	265	23	0	558	311	66	162	0	539	18	55	48	0	121	1925
6:00 - 7:00	83	195	396	0	674	255	259	22	0	536	291	55	144	0	490	11	53	36	0	100	1800
PEAK HOUR	82	219	436	0	737	271	297	26	0	594	297	65	165	0	527	23	52	44	0	119	1977
5:15 - 6:15	82	219	436	0	737	271	297	26	0	594	297	65	165	0	527	23	52	44	0	119	1977



Van Dusen Road & Cherry Lane

Legend

 ChildcareExpress

 Laurel Volunteer Fire Department

TOTALS TURNING MOVEMENT COUNT - SUMMARY

Intersection of: Van Dusen Road
and: Killbarron Drive - Olive Branch Way
Location: Prince George's County, Maryland

Counted by: VCU
Date: May 18, 2023
Weather: Sunny/Warm
Entered by: SN

Thursday

Star Rating: 4



TIME	TRAFFIC FROM NORTH Van Dusen Road					TRAFFIC FROM SOUTH Van Dusen Road					TRAFFIC FROM EAST Killbarron Drive					TRAFFIC FROM WEST Olive Branch Way					TOTAL N + S + E + W
	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	
AM																					
6:30 - 6:45	1	35	1	0	37	1	15	0	0	16	13	0	2	0	15	3	0	4	0	7	75
6:45 - 7:00	2	57	0	0	59	1	31	0	0	32	16	0	5	0	21	0	3	2	0	5	117
7:00 - 7:15	3	61	5	0	69	1	41	1	0	43	7	1	5	0	13	2	1	5	0	8	133
7:15 - 7:30	7	78	4	0	89	3	48	0	0	51	18	1	9	0	28	0	0	6	0	6	174
7:30 - 7:45	10	96	6	0	112	2	89	2	0	93	24	2	6	0	32	8	0	11	0	19	256
7:45 - 8:00	8	88	14	0	110	4	68	2	0	74	18	1	11	0	30	7	2	15	0	24	238
8:00 - 8:15	5	92	7	0	104	4	82	5	0	91	14	2	7	0	23	3	1	10	0	14	232
8:15 - 8:30	5	82	10	0	97	8	69	1	0	78	16	1	10	0	27	5	2	4	0	11	213
8:30 - 8:45	15	82	6	0	103	1	67	7	0	75	17	1	8	0	26	4	1	12	0	17	221
8:45 - 9:00	9	66	8	0	83	8	79	5	0	92	14	0	6	0	20	6	1	7	0	14	209
9:00 - 9:15	6	56	5	0	67	9	76	2	0	87	9	1	9	0	19	6	2	10	0	18	191
9:15 - 9:30	8	54	7	0	69	10	73	3	0	86	9	6	3	0	18	2	2	9	0	13	186
3 Hr Totals	79	847	73	0	999	52	738	28	0	818	175	16	81	0	272	46	15	95	0	156	2245
1 Hr Totals																					
6:30 - 7:30	13	231	10	0	254	6	135	1	0	142	54	2	21	0	77	5	4	17	0	26	499
6:45 - 7:45	22	292	15	0	329	7	209	3	0	219	65	4	25	0	94	10	4	24	0	38	680
7:00 - 8:00	28	323	29	0	380	10	246	5	0	261	67	5	31	0	103	17	3	37	0	57	801
7:15 - 8:15	30	354	31	0	415	13	287	9	0	309	74	6	33	0	113	18	3	42	0	63	900
7:30 - 8:30	28	358	37	0	423	18	308	10	0	336	72	6	34	0	112	23	5	40	0	68	939
7:45 - 8:45	33	344	37	0	414	17	286	15	0	318	65	5	36	0	106	19	6	41	0	66	904
8:00 - 9:00	34	322	31	0	387	21	297	18	0	336	61	4	31	0	96	18	5	33	0	56	875
8:15 - 9:15	35	286	29	0	350	26	291	15	0	332	56	3	33	0	92	21	6	33	0	60	834
8:30 - 9:30	38	258	26	0	322	28	295	17	0	340	49	8	26	0	83	18	6	38	0	62	807
PEAK HOUR	28	358	37	0	423	18	308	10	0	336	72	6	34	0	112	23	5	40	0	68	939
PM																					
4:00 - 4:15	11	56	17	0	84	4	117	0	0	121	11	2	5	0	18	2	4	7	0	13	236
4:15 - 4:30	10	78	12	0	100	8	129	7	0	144	11	2	5	0	18	2	1	13	0	16	278
4:30 - 4:45	9	70	16	0	95	11	140	2	0	153	7	1	8	0	16	5	0	10	0	15	279
4:45 - 5:00	7	75	11	0	93	8	131	3	0	142	10	2	3	0	15	2	2	10	0	14	264
5:00 - 5:15	10	60	11	0	81	7	112	8	0	127	8	7	1	0	16	6	1	11	0	18	242
5:15 - 5:30	14	63	13	0	90	2	105	6	0	113	14	2	3	0	19	4	1	20	0	25	247
5:30 - 5:45	16	72	15	0	103	8	120	1	0	129	12	3	2	0	17	3	1	14	0	18	267
5:45 - 6:00	10	75	24	0	109	9	117	1	0	127	12	2	5	0	19	2	1	13	0	16	271
6:00 - 6:15	10	75	15	0	100	14	142	0	0	156	13	0	5	0	18	1	2	8	0	11	285
6:15 - 6:30	7	61	19	0	87	8	126	0	0	134	14	1	10	0	25	2	1	4	0	7	253
6:30 - 6:45	10	67	14	0	91	8	94	0	0	102	12	2	6	0	20	0	1	9	0	10	223
6:45 - 7:00	6	56	17	0	79	13	83	0	0	96	13	3	4	0	20	1	0	15	0	16	211
3 Hr Totals	120	808	184	0	1112	100	1416	28	0	1544	137	27	57	0	221	30	15	134	0	179	3056
1 Hr Totals																					
4:00 - 5:00	37	279	56	0	372	31	517	12	0	560	39	7	21	0	67	11	7	40	0	58	1057
4:15 - 5:15	36	283	50	0	369	34	512	20	0	566	36	12	17	0	65	15	4	44	0	63	1063
4:30 - 5:30	40	268	51	0	359	28	488	19	0	535	39	12	15	0	66	17	4	51	0	72	1032
4:45 - 5:45	47	270	50	0	367	25	468	18	0	511	44	14	9	0	67	15	5	55	0	75	1020
5:00 - 6:00	50	270	63	0	383	26	454	16	0	496	46	14	11	0	71	15	4	58	0	77	1027
5:15 - 6:15	50	285	67	0	402	33	484	8	0	525	51	7	15	0	73	10	5	55	0	70	1070
5:30 - 6:30	43	283	73	0	399	39	505	2	0	546	51	6	22	0	79	8	5	39	0	52	1076
5:45 - 6:45	37	278	72	0	387	39	479	1	0	519	51	5	26	0	82	5	5	34	0	44	1032
6:00 - 7:00	33	259	65	0	357	43	445	0	0	488	52	6	25	0	83	4	4	36	0	44	972
PEAK HOUR																					
5:30 - 6:30	43	283	73	0	399	39	505	2	0	546	51	6	22	0	79	8	5	39	0	52	1076

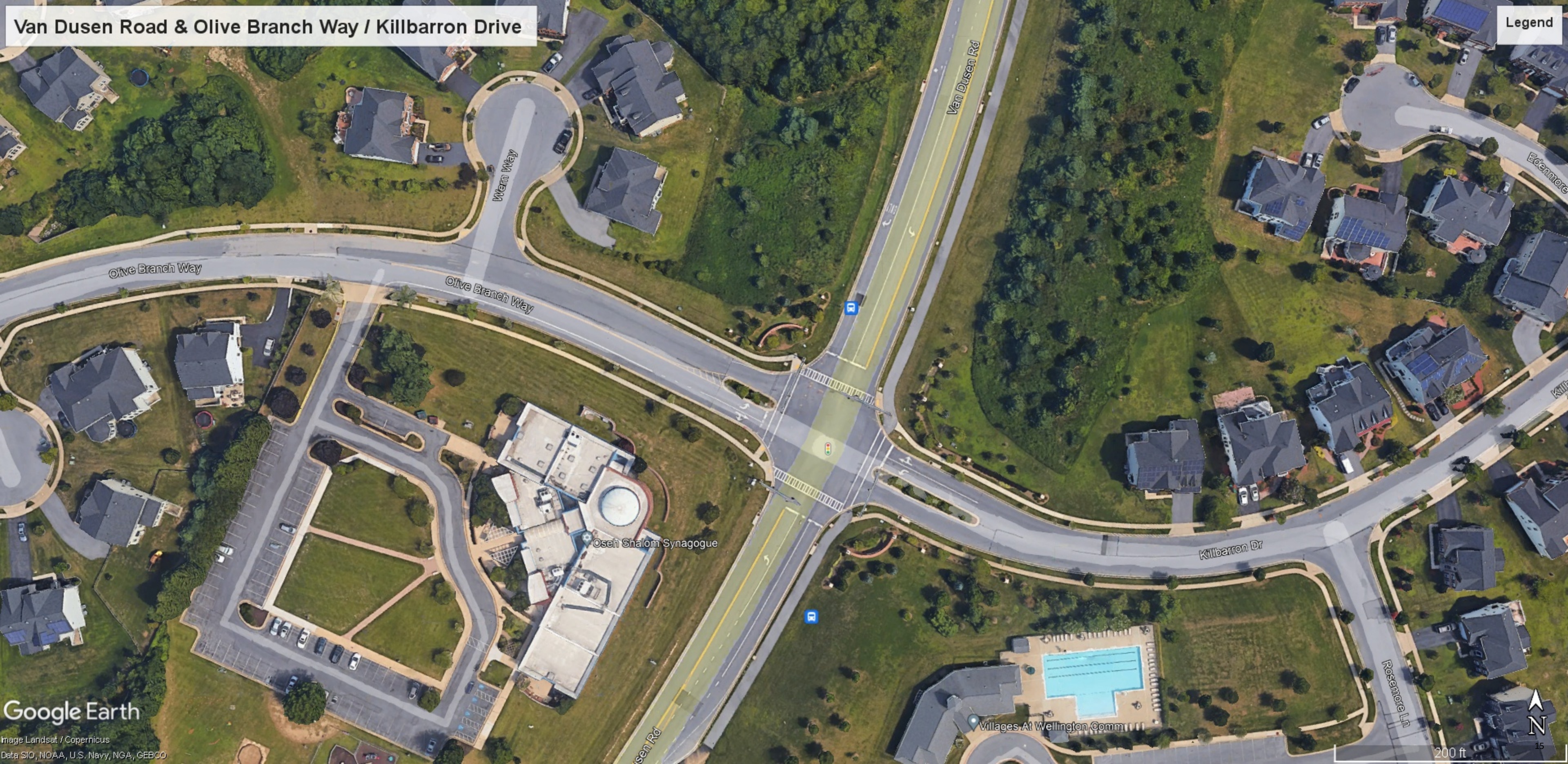


Figure A-1. Historical Traffic Data for MD 198 East of Van Dusen Rd

Average Growth: -0.39%
Mathematical Growth: -0.42%

Year	ADT Volume	Vol. increase	% increase	Average %
2011	36,100			
2012	35,811	-289	-0.80%	-0.80%
2013	35,892	81	0.23%	-0.29%
2014	36,310	418	1.16%	0.20%
2015	37,251	941	2.59%	0.80%
2016	37,962	711	1.91%	1.02%
2017	35,540	-2,422	-6.38%	-0.21%
2018	35,221	-319	-0.90%	-0.31%
2019	34,892	-329	-0.93%	-0.39%
2020	29,683	-5,209	-14.93%	Not to Use

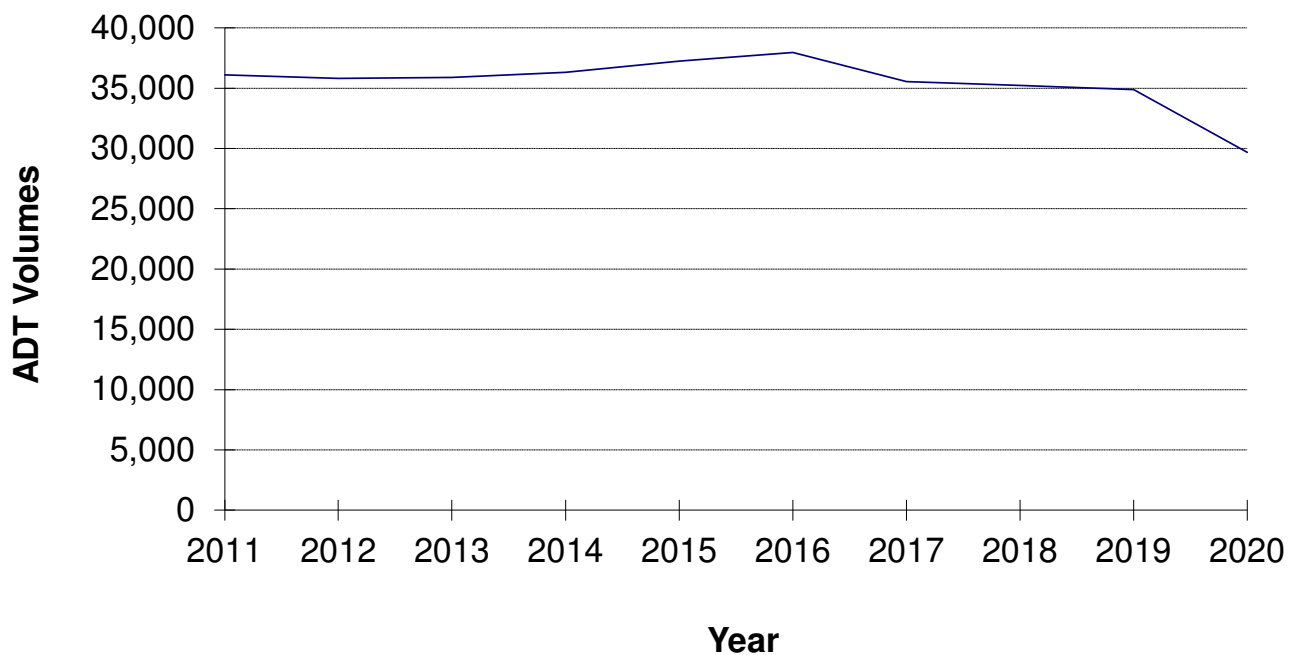


Figure A-2. Historical Traffic Data for Van Dusen Rd South of MD 198

Average Growth: 0.03%
Mathematical Growth: -0.01%

Year	ADT Volume	Vol. increase	% increase	Average %
2012	24,780			
2013	24,831	51	0.21%	0.21%
2014	24,532	-299	-1.20%	-0.50%
2015	25,173	641	2.61%	0.54%
2016	25,654	481	1.91%	0.88%
2017	26,275	621	2.42%	1.19%
2018	25,010	-1,265	-4.81%	0.19%
2019	24,771	-239	-0.96%	0.03%
2020	21,082	-3,689	-14.89%	Not to Use

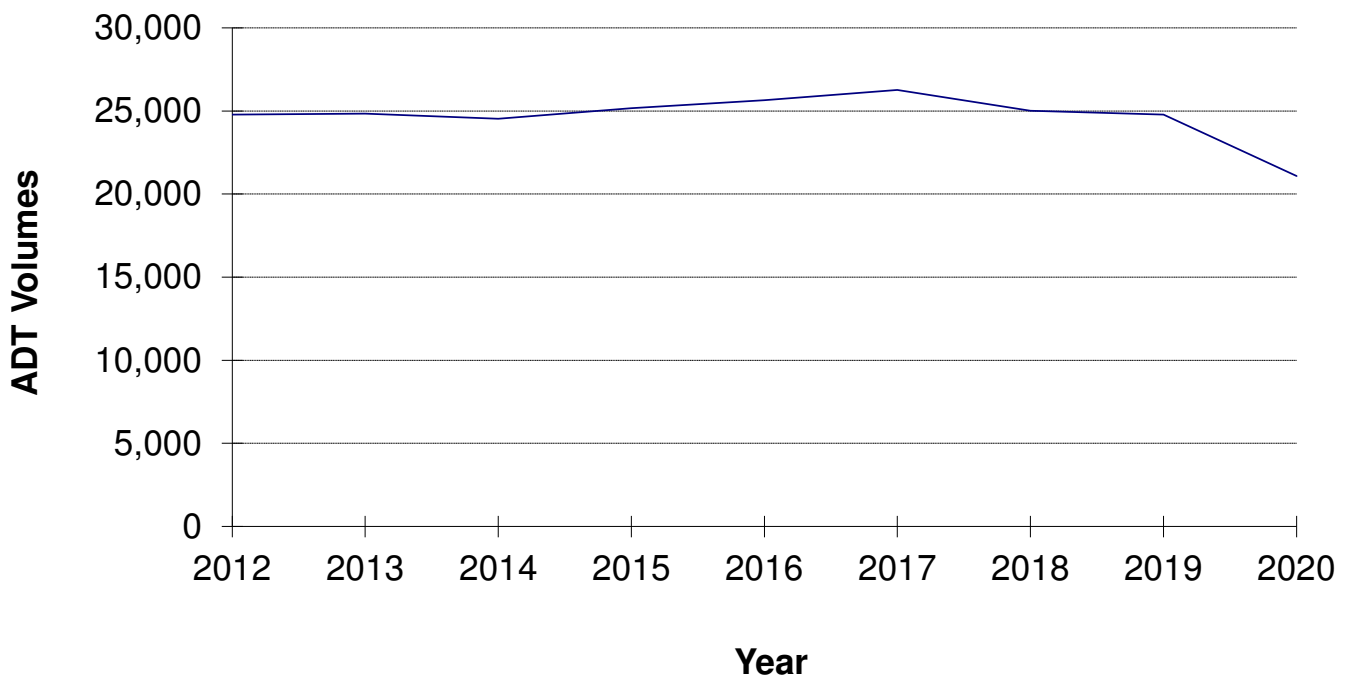
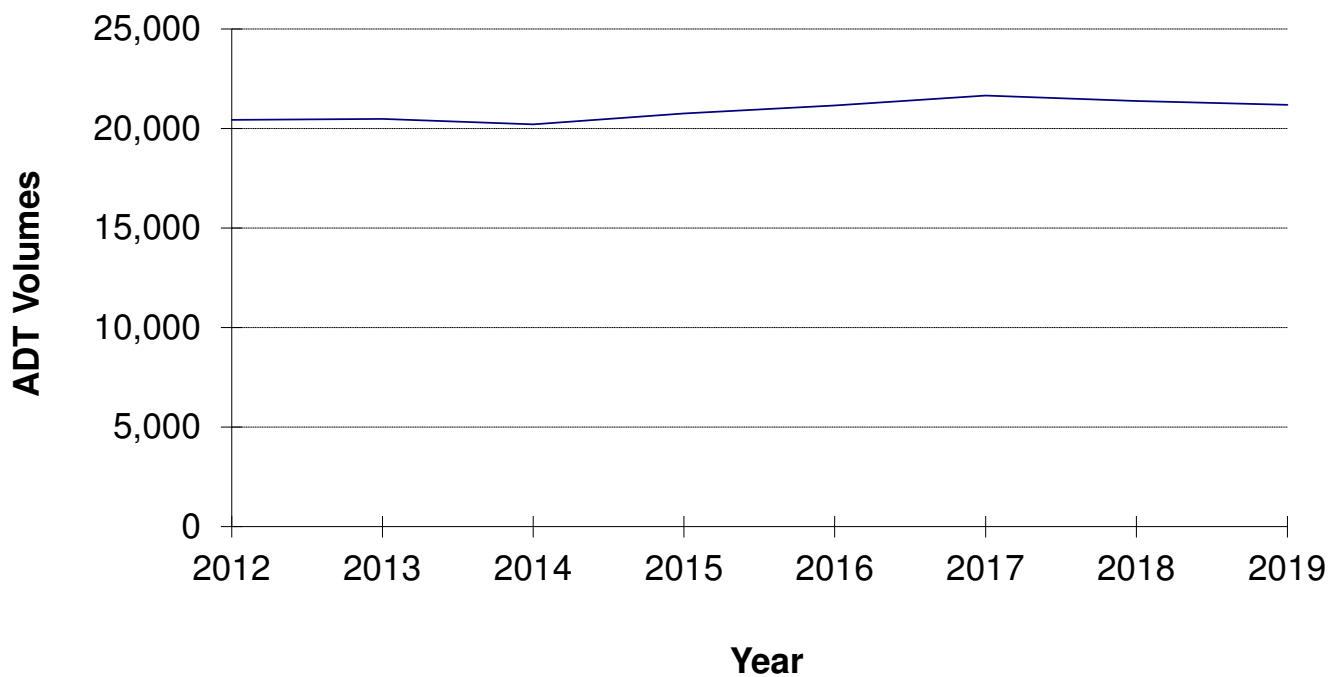


Figure A-3. Historical Traffic Data for Cherry Ln near Van Dusen Rd

Average Growth: 0.54%
Mathematical Growth: 0.52%

Year	ADT Volume	Vol. increase	% increase	Average %
2012	20,420			
2013	20,471	51	0.25%	0.25%
2014	20,212	-259	-1.27%	-0.51%
2015	20,743	531	2.63%	0.54%
2016	21,144	401	1.93%	0.89%
2017	21,655	511	2.42%	1.19%
2018	21,380	-275	-1.27%	0.78%
2019	21,181	-199	-0.93%	0.54%
2020	18,781	-2,400	-11.33%	Not to Use



APPENDIX B

Intersection Capacity Analysis Worksheets



CRITICAL LANE VOLUME (CLV) METHODOLOGY for MSHA

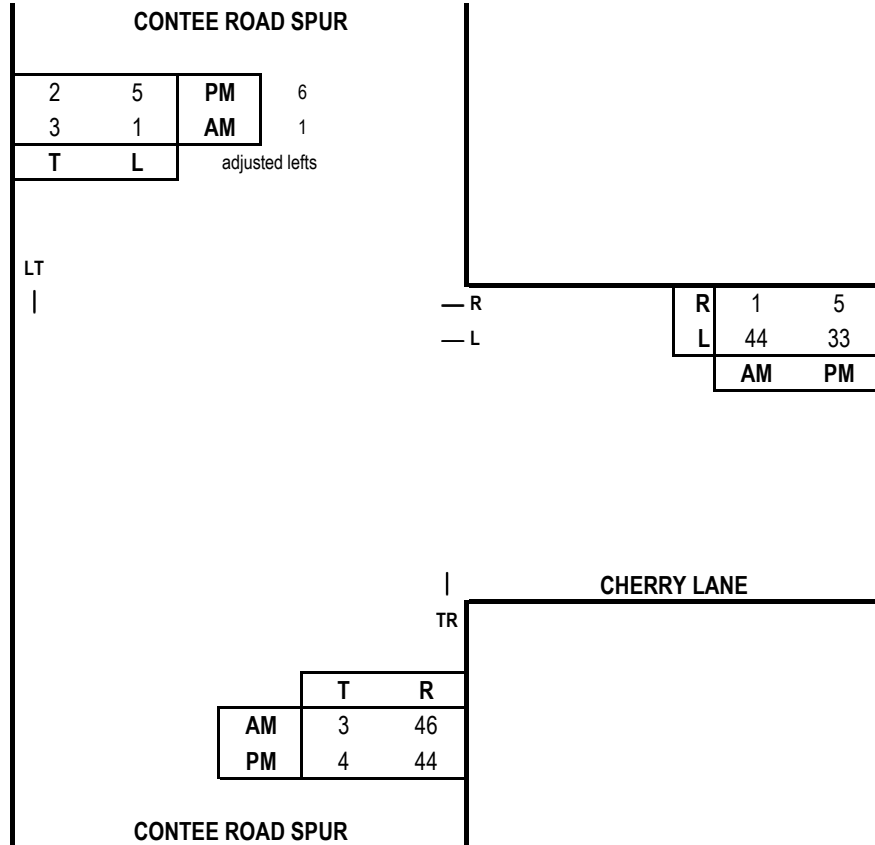
E/W Road: Cherry Lane
N/S Road: Contee Road Spur
Conditions: Existing Traffic

Date of Count: 5/18/2023
Day of Count: Thursday
Analyst: Qiang Tian



Peak: 7:45 -8:45

Peak: 4:00 -5:00



Capacity Analysis

Morning Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			AM
	VOL	x LUF	= Total	VOL	x LUF	= Total	CLV
WB	44	1.00	44				44
NB	49	1.00	49	1	1.00	1	50
SB	4	1.00	4				
CLV TOTAL=							94
Level of Service (LOS)=							A

CLV V/C =0.06

Evening Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			PM
	VOL	x LUF	= Total	VOL	x LUF	= Total	CLV
WB	33	1.00	33				33
NB	48	1.00	48	5	1.00	5	53
SB	8	1.00	8				
CLV TOTAL=							86
Level of Service (LOS) =							A

CLV V/C =0.05

Scenario ID - EXIST1

CRITICAL LANE VOLUME (CLV) METHODOLOGY for MSHA

E/W Road: Cherry Lane
N/S Road: Contee Road Spur
Conditions: Background Traffic

Date of Count: 5/18/2023
Day of Count: Thursday
Analyst: Qiang Tian



Peak: 7:45 -8:45

Peak: 4:00 -5:00

CONTEE ROAD SPUR

2	5	PM	6
3	1	AM	1
T	L	adjusted lefts	

LT

|

— R
 — L

R	1	5
L	45	34
AM		PM

|
 TR

CHERRY LANE

	T	R
AM	3	47
PM	4	45

CONTEE ROAD SPUR

Capacity Analysis

Morning Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			AM
	VOL	x LUF	= Total	VOL	x LUF	= Total	CLV
WB	45	1.00	45				45
NB	50	1.00	50	1	1.00	1	51
SB	4	1.00	4				
CLV TOTAL=							96
Level of Service (LOS)=							A

CLV V/C =0.06

Evening Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			PM
	VOL	x LUF	= Total	VOL	x LUF	= Total	CLV
WB	34	1.00	34				34
NB	49	1.00	49	5	1.00	5	54
SB	8	1.00	8				
CLV TOTAL=							88
Level of Service (LOS)=							A

CLV V/C =0.06

Scenario ID - BACK1

CRITICAL LANE VOLUME (CLV) METHODOLOGY for MSHA

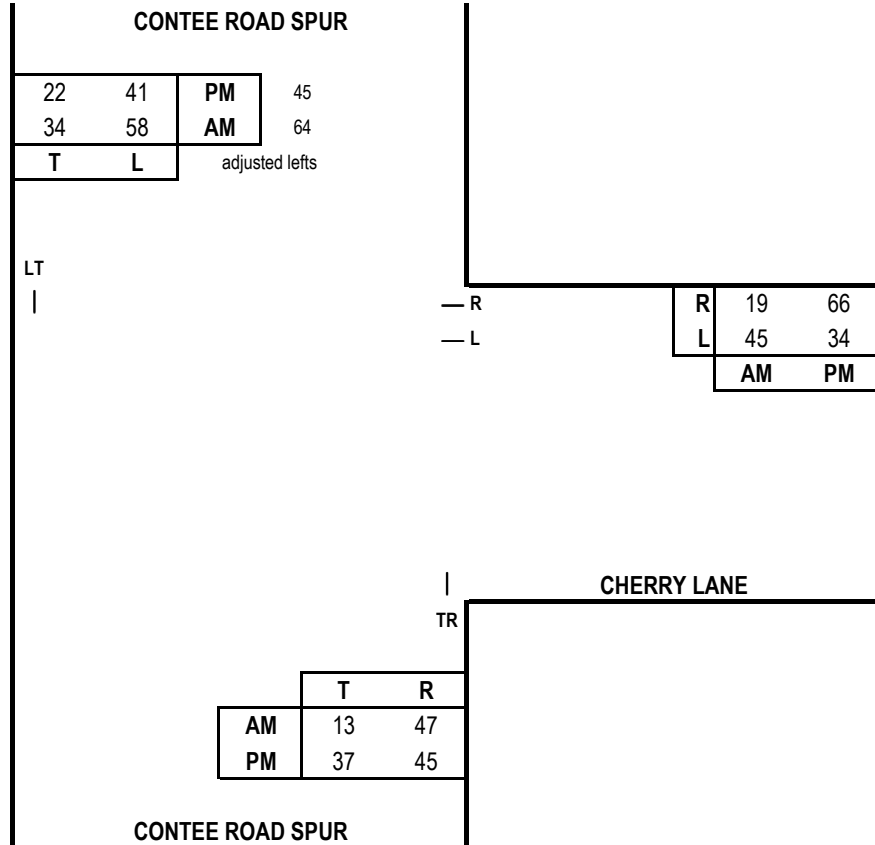
E/W Road: Cherry Lane
N/S Road: Contee Road Spur
Conditions: Total Traffic

Date of Count: 5/18/2023
Day of Count: Thursday
Analyst: Qiang Tian



Peak: 7:45 -8:45

Peak: 4:00 -5:00



Capacity Analysis

Morning Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			AM
	VOL	x LUF	= Total	VOL	x LUF	= Total	CLV
WB	45	1.00	45				45
NB	60	1.00	60	58	1.00	58	118
SB	98	1.00	98				
CLV TOTAL=							163
Level of Service (LOS)=							A

CLV V/C =0.1

Evening Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			PM
	VOL	x LUF	= Total	VOL	x LUF	= Total	CLV
WB	34	1.00	34				34
NB	82	1.00	82	41	1.00	41	123
SB	67	1.00	67				
CLV TOTAL=							157
Level of Service (LOS)=							A

Level of Service (LOS)=

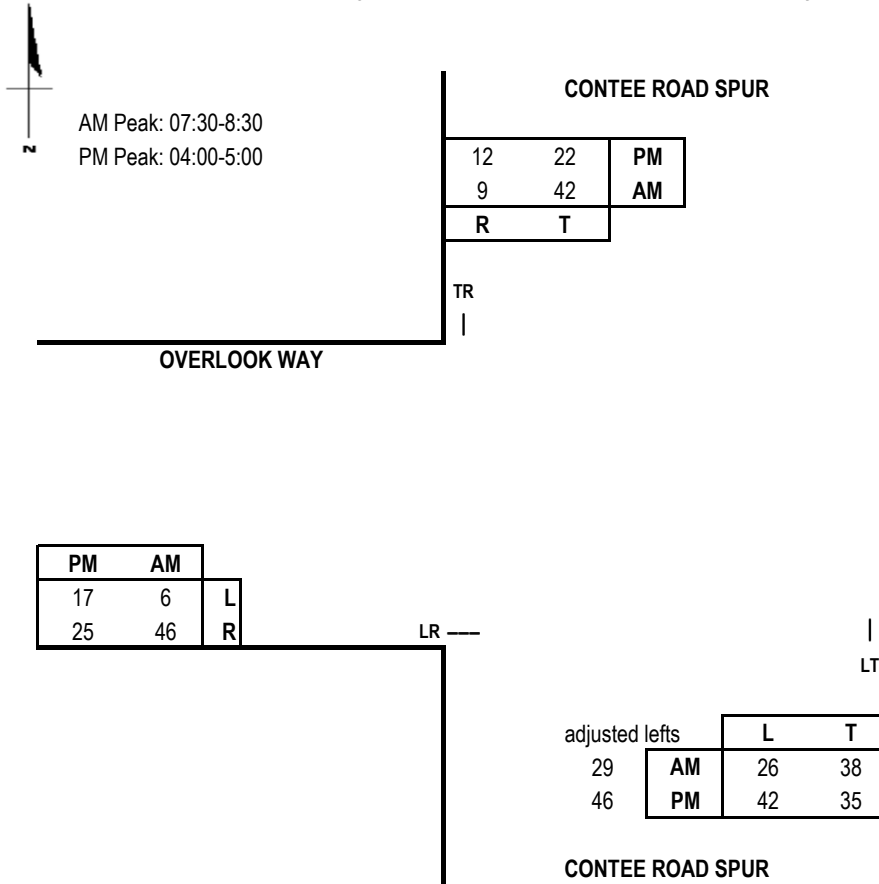
CLV V/C =0.1

Scenario ID - TOT1

CRITICAL LANE VOLUME (CLV) METHODOLOGY for MSHA

E/W Road Name: Overlook Way
N/S Road Name: Contee Road Spur
Conditions: Existing Traffic

Date of Count: 5/18/2023
Day of Count: Thursday
Analyst: Qiang Tian



Capacity Analysis

Morning Peak Hour						
Dir	Thru Volumes			+ Opposing Lefts		
	VOL	x LUF	= Total	VOL	x LUF	= Total
EB	52	1.00	52			
NB	67	1.00	67			
SB	51	1.00	51	26	1.00	26
CLV TOTAL=						129
Level of Service (LOS)=						A

CLV V/C =0.08

Evening Peak Hour						
Dir	Thru Volumes			+ Opposing Lefts		
	VOL	x LUF	= Total	VOL	x LUF	= Total
EB	42	1.00	42			
NB	81	1.00	81			
SB	34	1.00	34	42	1.00	42
CLV TOTAL=						123
Level of Service (LOS)=						A

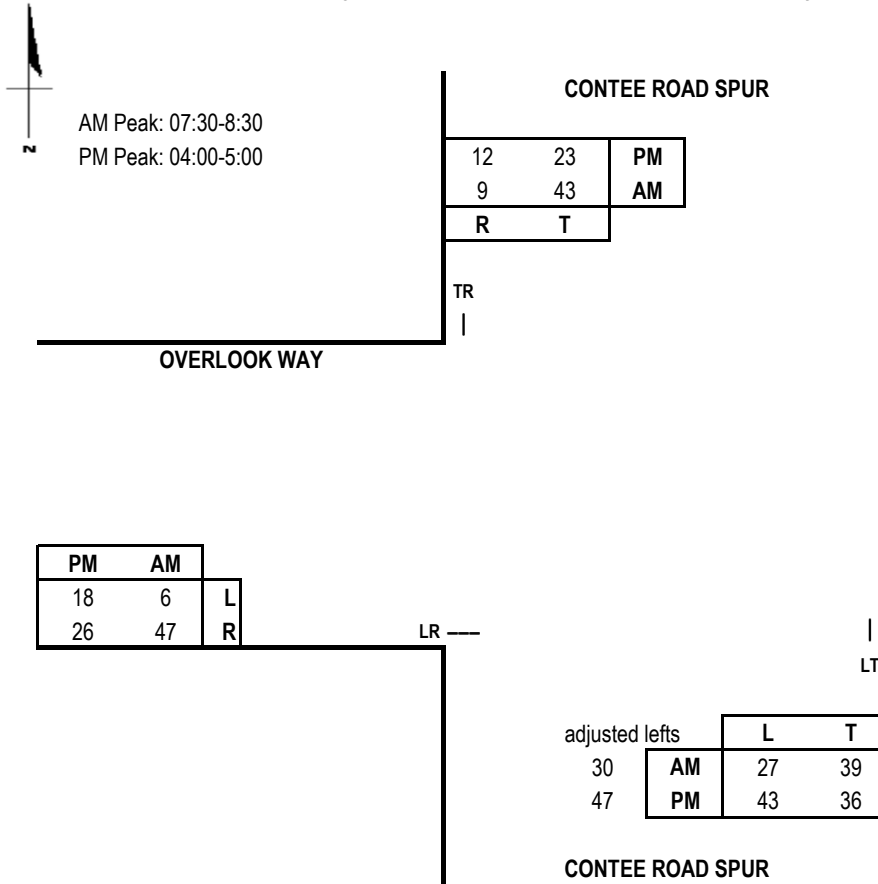
CLV V/C =0.08

Scenario ID - EXIST2

CRITICAL LANE VOLUME (CLV) METHODOLOGY for MSHA

E/W Road Name: Overlook Way
N/S Road Name: Contee Road Spur
Conditions: Background Traffic

Date of Count: 5/18/2023
Day of Count: Thursday
Analyst: Qiang Tian



Capacity Analysis

Morning Peak Hour						
Dir	Thru Volumes			+ Opposing Lefts		
	VOL	x LUF	= Total	VOL	x LUF	= Total
EB	53	1.00	53			
NB	69	1.00	69			
SB	52	1.00	52	27	1.00	27
CLV TOTAL=						132
Level of Service (LOS)=						A

CLV V/C =0.08

Evening Peak Hour						
Dir	Thru Volumes			+ Opposing Lefts		
	VOL	x LUF	= Total	VOL	x LUF	= Total
EB	44	1.00	44			
NB	83	1.00	83			
SB	35	1.00	35	43	1.00	43
CLV TOTAL=						127
Level of Service (LOS)=						A

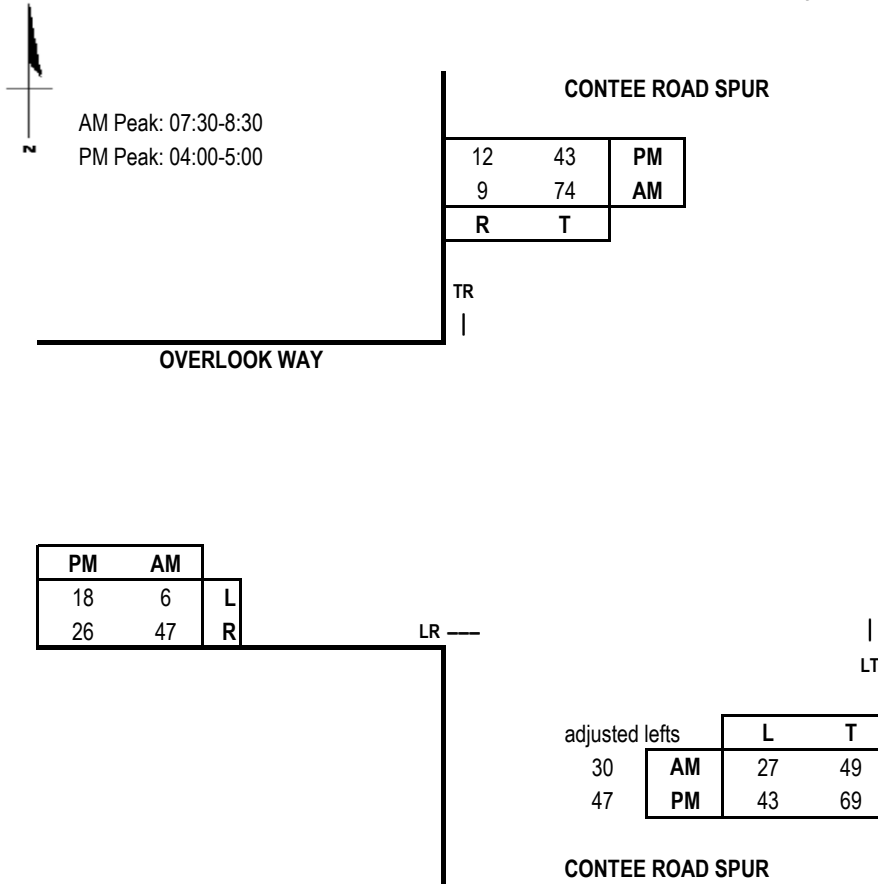
CLV V/C =0.08

Scenario ID - BACK2

CRITICAL LANE VOLUME (CLV) METHODOLOGY for MSHA

E/W Road Name: Overlook Way
N/S Road Name: Contee Road Spur
Conditions: Total Traffic

Date of Count: 5/18/2023
Day of Count: Thursday
Analyst: Qiang Tian



Capacity Analysis

Morning Peak Hour						
Dir	Thru Volumes			+ Opposing Lefts		
	VOL	x LUF	= Total	VOL	x LUF	= Total
EB	53	1.00	53			
NB	79	1.00	79			
SB	83	1.00	83	27	1.00	27
CLV TOTAL=						163
Level of Service (LOS)=						A

CLV V/C =0.1

Evening Peak Hour						
Dir	Thru Volumes			+ Opposing Lefts		
	VOL	x LUF	= Total	VOL	x LUF	= Total
EB	44	1.00	44			
NB	116	1.00	116			
SB	55	1.00	55	43	1.00	43
CLV TOTAL=						160
Level of Service (LOS)=						A

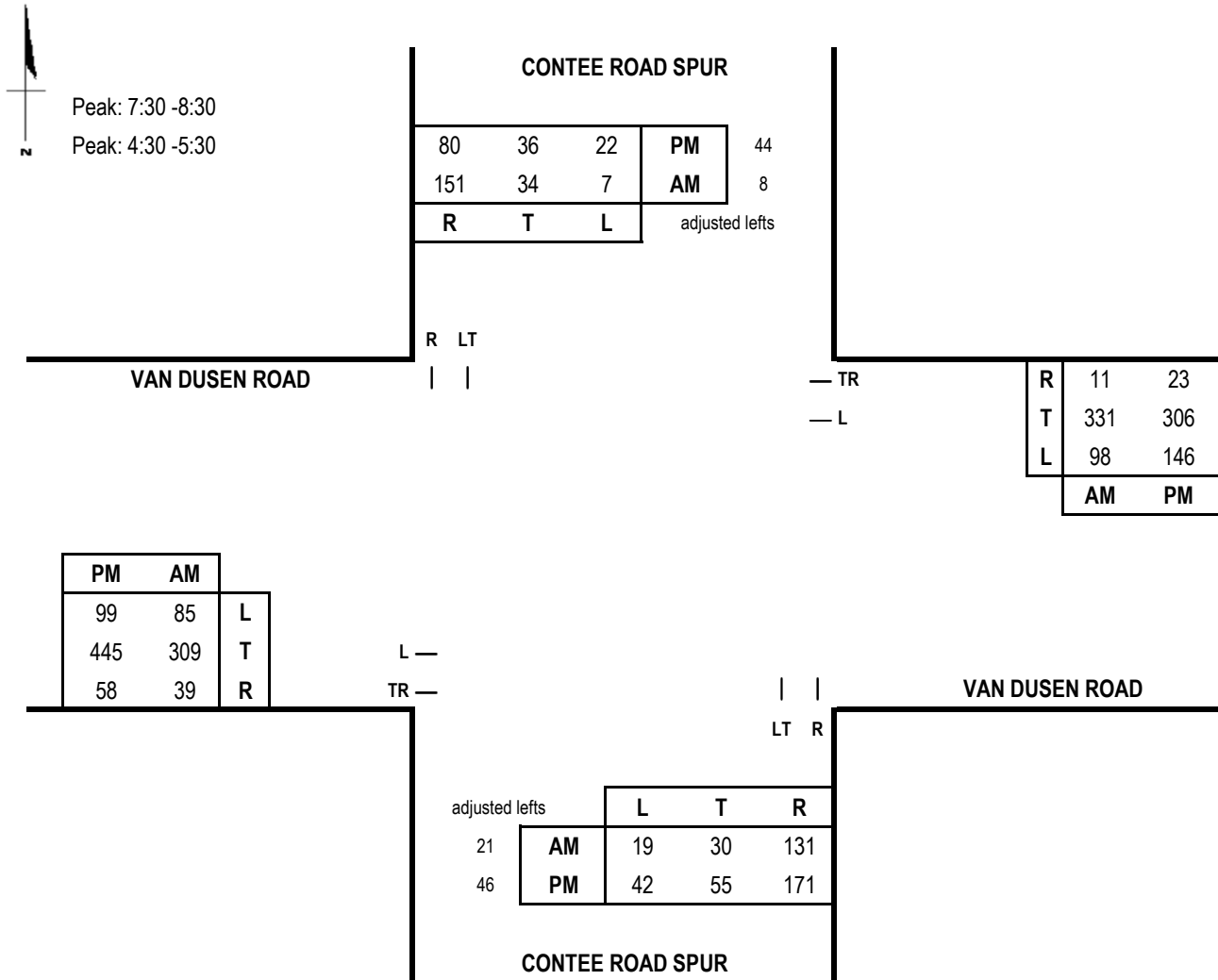
CLV V/C =0.1

Scenario ID - TOT2

CRITICAL LANE VOLUME (CLV) METHODOLOGY for MSHA

E/W Road: Van Dusen Road
N/S Road: Contee Road Spur
Conditions: Existing Traffic

Date of Count: 5/9/2023
Day of Count: Tuesday
Analyst: Qiang Tian



Capacity Analysis

Morning Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			AM
	VOL	x LUF	= Total	VOL	x LUF	= Total	CLV
NB	51	1.00	51	7	1.00	7	85
SB	66	1.00	66	19	1.00	19	
EB	348	1.00	348	98	1.00	98	446
WB	342	1.00	342	85	1.00	85	
CLV TOTAL=							531
Level of Service (LOS)=							A

Evening Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			PM
	VOL	x LUF	= Total	VOL	x LUF	= Total	CLV
NB	101	1.00	101	22	1.00	22	123
SB	80	1.00	80	42	1.00	42	
EB	503	1.00	503	146	1.00	146	649
WB	329	1.00	329	99	1.00	99	
CLV TOTAL=							772
Level of Service (LOS)=							A

Scenario ID - EXIST3

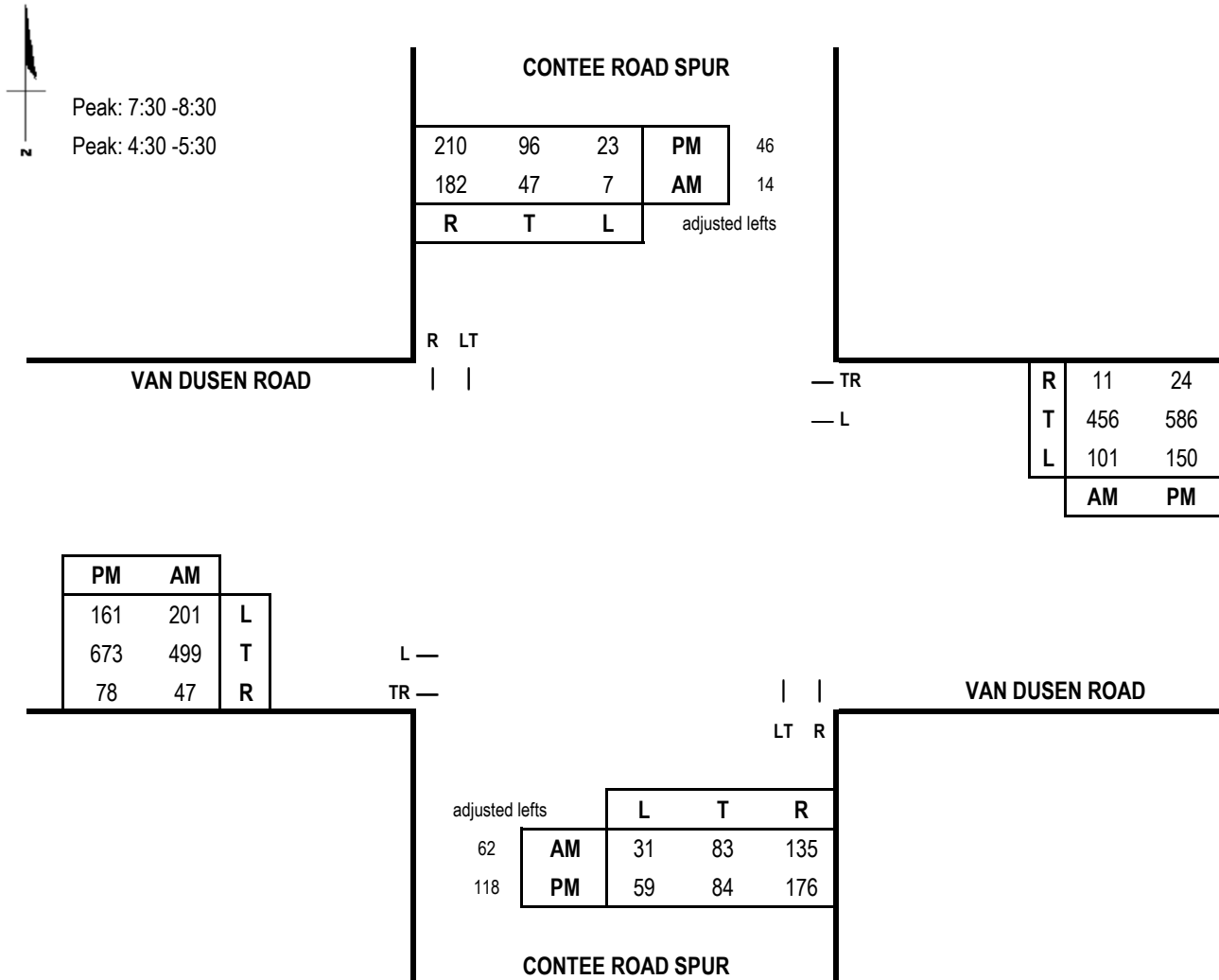
AM V/C = 0.33

PM V/C = 0.48

CRITICAL LANE VOLUME (CLV) METHODOLOGY for MSHA

E/W Road: Van Dusen Road
N/S Road: Contee Road Spur
Conditions: Background Traffic

Date of Count: 5/9/2023
Day of Count: Tuesday
Analyst: Qiang Tian



Capacity Analysis

Morning Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			AM
	VOL	x LUF	= Total	VOL	x LUF	= Total	CLV
NB	145	1.00	145	7	1.00	7	152
SB	61	1.00	61	31	1.00	31	
EB	546	1.00	546	101	1.00	101	668
WB	467	1.00	467	201	1.00	201	
CLV TOTAL=							820
Level of Service (LOS)=							A

Evening Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			PM
	VOL	x LUF	= Total	VOL	x LUF	= Total	CLV
NB	202	1.00	202	23	1.00	23	225
SB	142	1.00	142	59	1.00	59	
EB	751	1.00	751	150	1.00	150	901
WB	610	1.00	610	161	1.00	161	
CLV TOTAL=							1,126
Level of Service (LOS)=							B

Scenario ID - BACK3

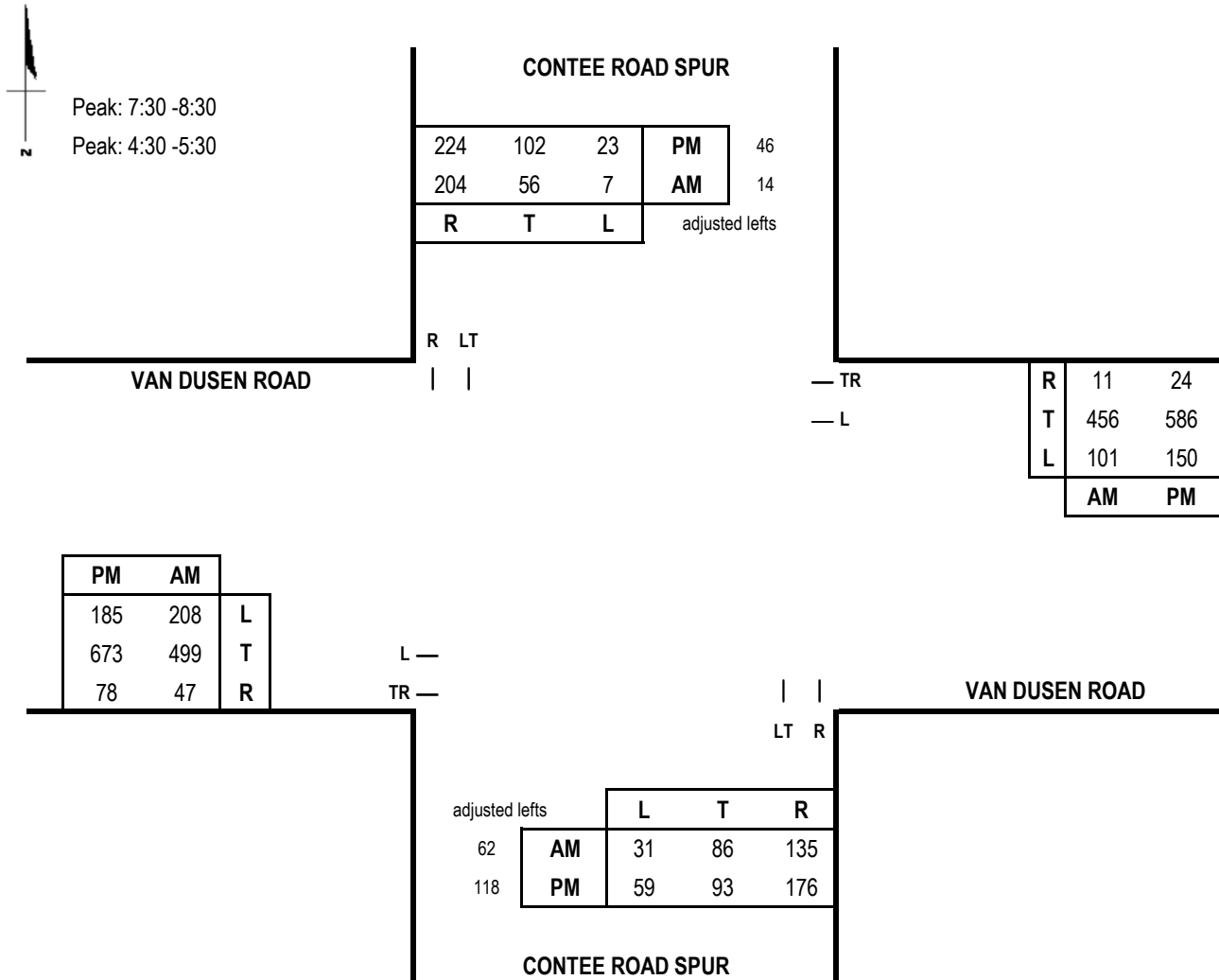
AM V/C = 0.51

PM V/C = 0.7

CRITICAL LANE VOLUME (CLV) METHODOLOGY for MSHA

E/W Road: Van Dusen Road
N/S Road: Contee Road Spur
Conditions: Total Traffic

Date of Count: 5/9/2023
Day of Count: Tuesday
Analyst: Qiang Tian



Capacity Analysis

Morning Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			AM
	VOL	x LUF	= Total	VOL	x LUF	= Total	CLV
NB	148	1.00	148	7	1.00	7	155
SB	70	1.00	70	31	1.00	31	
EB	546	1.00	546	101	1.00	101	675
WB	467	1.00	467	208	1.00	208	
CLV TOTAL=							830
Level of Service (LOS)=							A

Evening Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			PM
	VOL	x LUF	= Total	VOL	x LUF	= Total	CLV
NB	211	1.00	211	23	1.00	23	234
SB	148	1.00	148	59	1.00	59	
EB	751	1.00	751	150	1.00	150	901
WB	610	1.00	610	185	1.00	185	
CLV TOTAL=							1,135
Level of Service (LOS)=							B
PM V/C =0.71							

Scenario ID - TOT3

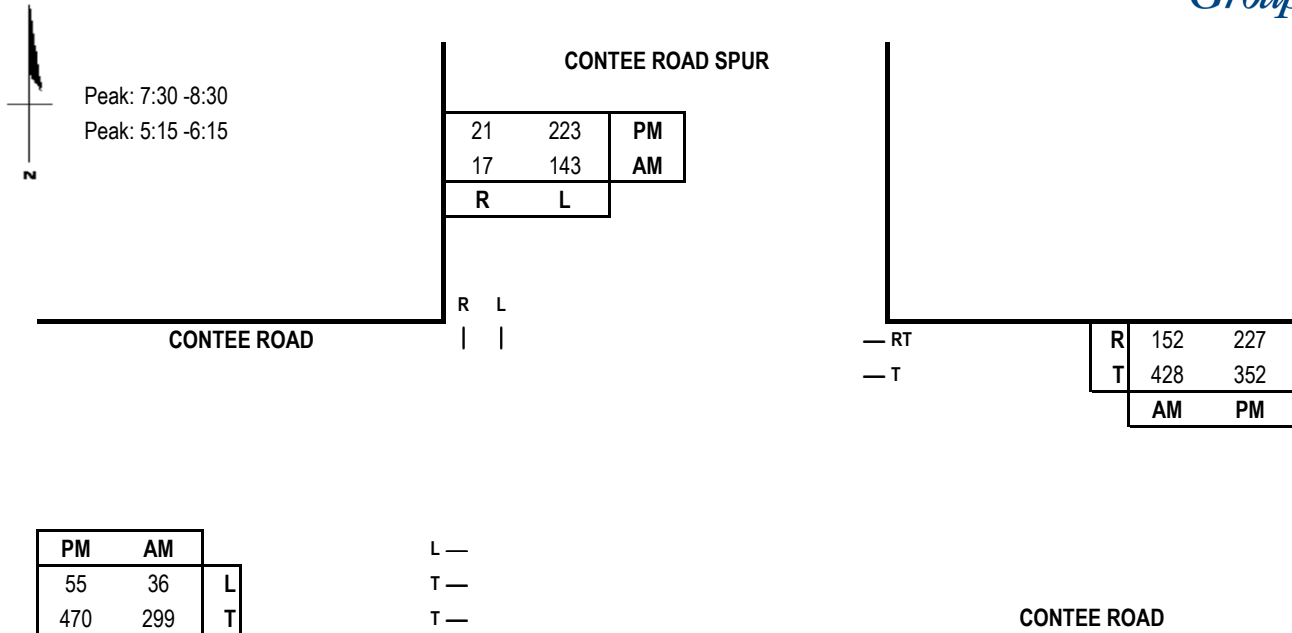
AM V/C =0.52

PM V/C =0.71

CRITICAL LANE VOLUME (CLV) METHODOLOGY for MSHA

E/W Road: Contee Road
N/S Road: Contee Road Spur
Conditions: Existing Traffic

Date of Count: 5/9/2023
Day of Count: Tuesday
Analyst: Qiang Tian



Capacity Analysis

Morning Peak Hour						
Dir	Thru Volumes			+ Opposing Lefts		
	VOL	x LUF	= Total	VOL	x LUF	= Total
SB	143	1.00	143			
EB	299	0.55	164			
WB	580	0.55	319	36	1.00	36
CLV TOTAL=						498
Level of Service (LOS)=						A

Scenario ID - EXIST4

CLV V/C =0.31

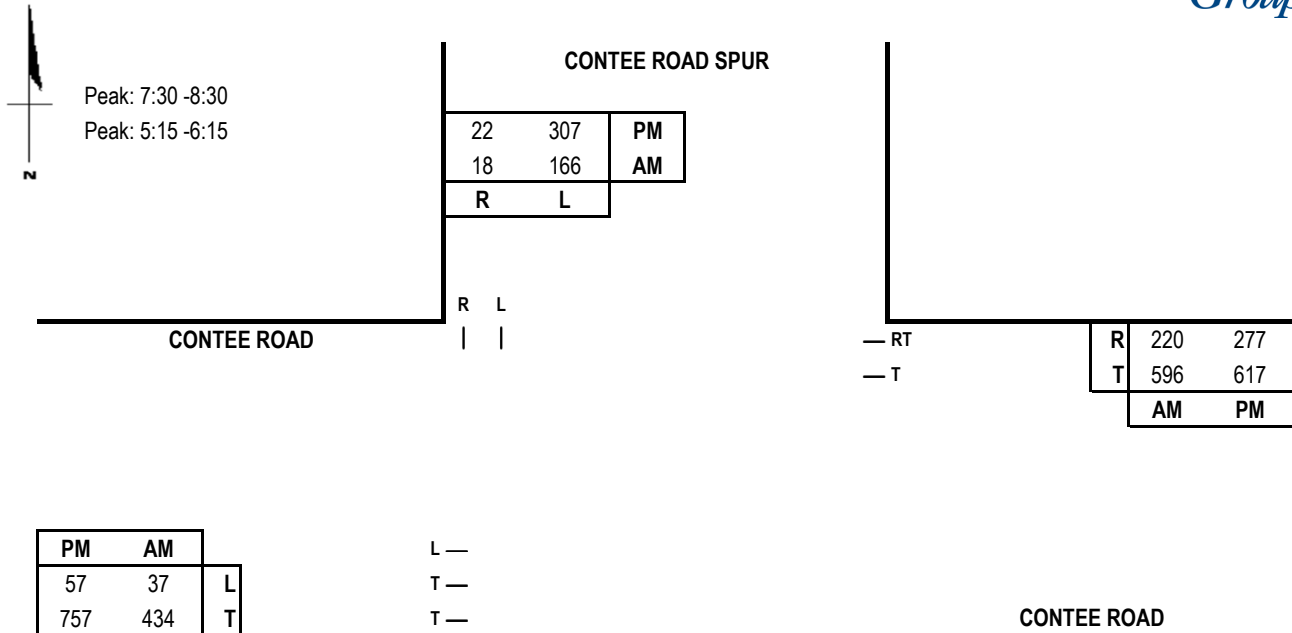
Evening Peak Hour						
Dir	Thru Volumes			+ Opposing Lefts		
	VOL	x LUF	= Total	VOL	x LUF	= Total
SB	223	1.00	223			
EB	470	0.55	259			
WB	579	0.55	318	55	1.00	55
CLV TOTAL=						596
Level of Service (LOS)=						A

CLV V/C =0.37

CRITICAL LANE VOLUME (CLV) METHODOLOGY for MSHA

E/W Road: Contee Road
N/S Road: Contee Road Spur
Conditions: Background Traffic

Date of Count: 5/9/2023
Day of Count: Tuesday
Analyst: Qiang Tian



Capacity Analysis

Morning Peak Hour						
Dir	Thru Volumes			+ Opposing Lefts		
	VOL	x LUF	= Total	VOL	x LUF	= Total
SB	166	1.00	166			
EB	434	0.55	239			
WB	816	0.55	449	37	1.00	37
CLV TOTAL=						652
Level of Service (LOS)=						A

Scenario ID - BACK4

CLV V/C =0.41

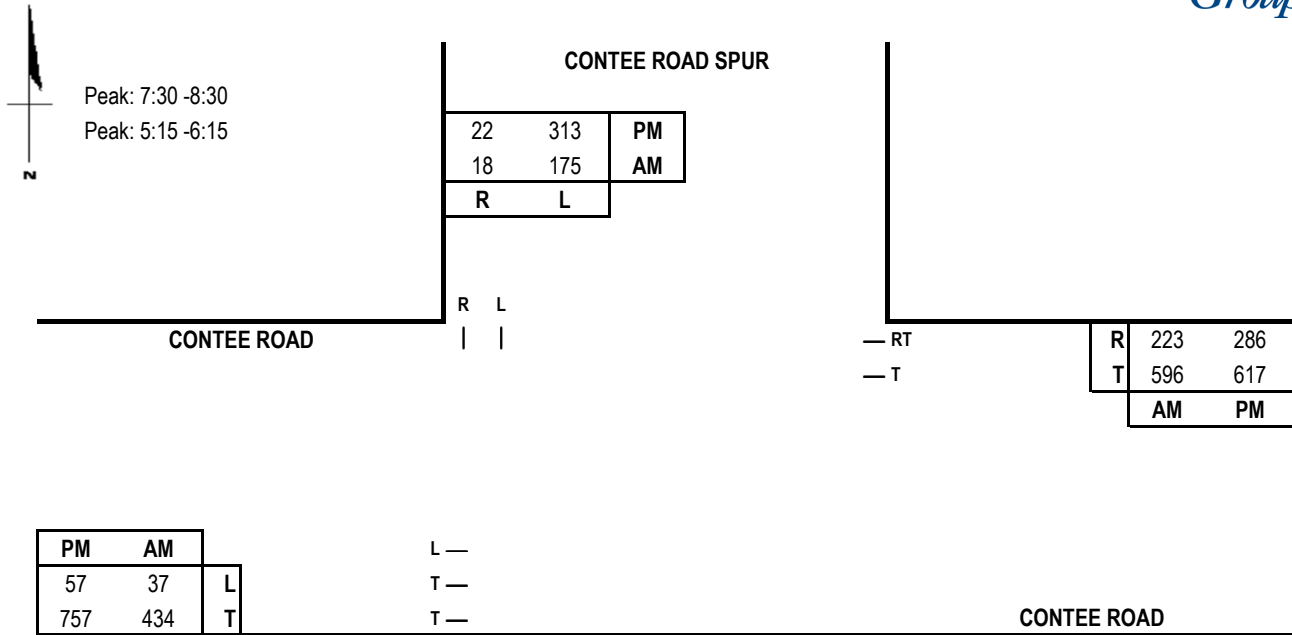
Evening Peak Hour						
Dir	Thru Volumes			+ Opposing Lefts		
	VOL	x LUF	= Total	VOL	x LUF	= Total
SB	307	1.00	307			
EB	757	0.55	416			
WB	894	0.55	492	57	1.00	57
CLV TOTAL=						856
Level of Service (LOS)=						A

CLV V/C =0.54

CRITICAL LANE VOLUME (CLV) METHODOLOGY for MSHA

E/W Road: Contee Road
N/S Road: Contee Road Spur
Conditions: Total Traffic

Date of Count: 5/9/2023
Day of Count: Tuesday
Analyst: Qiang Tian



Capacity Analysis

Morning Peak Hour						
Dir	Thru Volumes			+ Opposing Lefts		
	VOL	x LUF	= Total	VOL	x LUF	= Total
SB	175	1.00	175			
EB	434	0.55	239			
WB	819	0.55	450	37	1.00	37
CLV TOTAL=						662
Level of Service (LOS)=						A

Scenario ID - TOT4

CLV V/C =0.41

Evening Peak Hour						
Dir	Thru Volumes			+ Opposing Lefts		
	VOL	x LUF	= Total	VOL	x LUF	= Total
SB	313	1.00	313			
EB	757	0.55	416			
WB	903	0.55	497	57	1.00	57
CLV TOTAL=						867
Level of Service (LOS)=						A

CLV V/C =0.54

CRITICAL LANE VOLUME (CLV) METHODOLOGY for MSHA

E/W Road: Cherry Lane

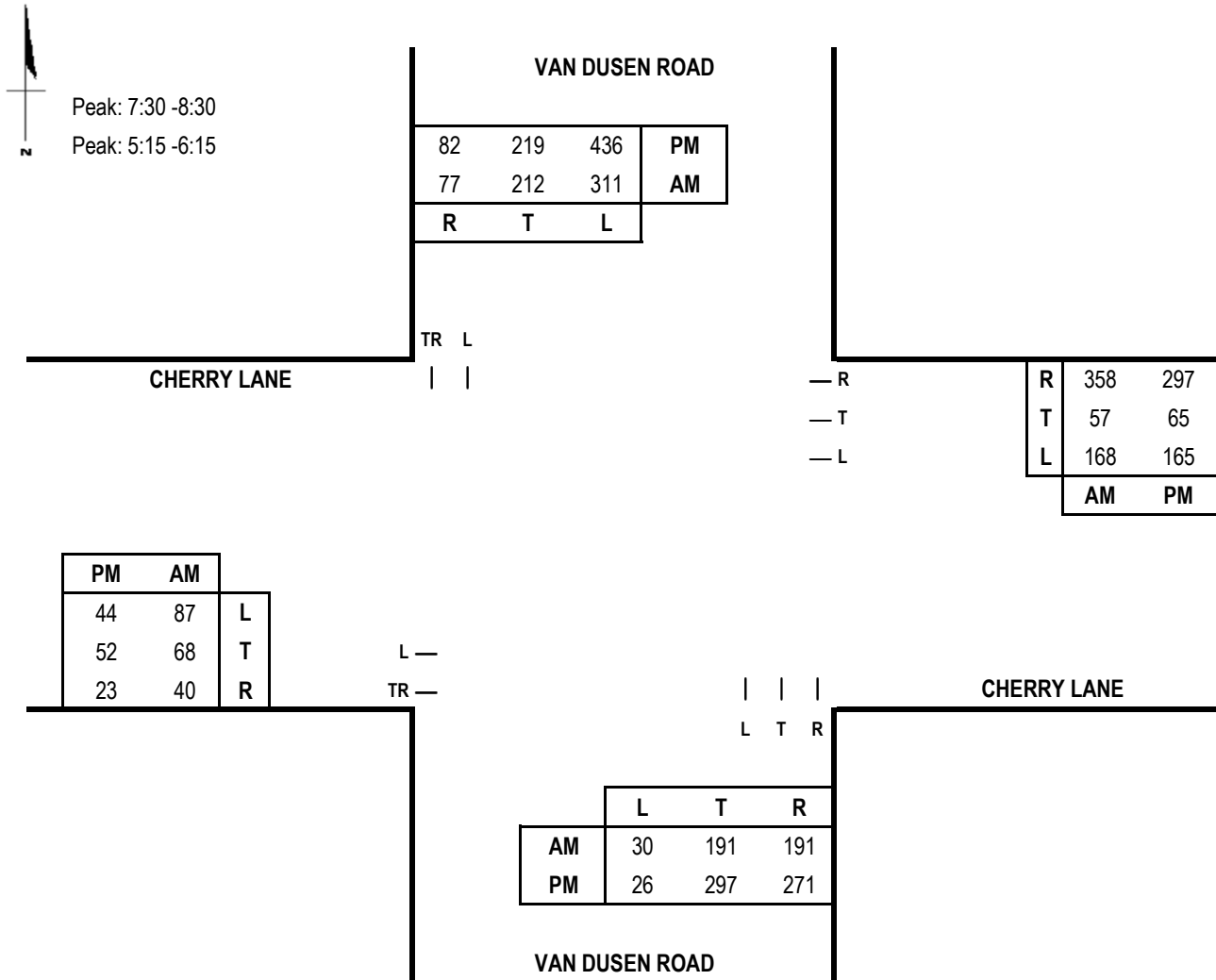
Date of Count: 5/18/2023

N/S Road: Van Dusen Road

Day of Count: Thursday

Conditions: Existing Traffic

Analyst: Qiang Tian



Capacity Analysis

Morning Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			AM
	VOL	x LUF	= Total	VOL	x LUF	= Total	CLV
NB	191	1.00	191	311	1.00	311	502
SB	289	1.00	289	30	1.00	30	
EB	108	1.00	108	168	1.00	168	276
WB	57	1.00	57	87	1.00	87	
CLV TOTAL=							778
Level of Service (LOS)=							A

Evening Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			PM
	VOL	x LUF	= Total	VOL	x LUF	= Total	CLV
NB	297	1.00	297	436	1.00	436	733
SB	301	1.00	301	26	1.00	26	
EB	75	1.00	75	165	1.00	165	240
WB	65	1.00	65	44	1.00	44	
CLV TOTAL=							973
Level of Service (LOS)=							A

Scenario ID - EXIST5

AM V/C =0.49

PM V/C =0.61

CRITICAL LANE VOLUME (CLV) METHODOLOGY for MSHA

E/W Road: Cherry Lane

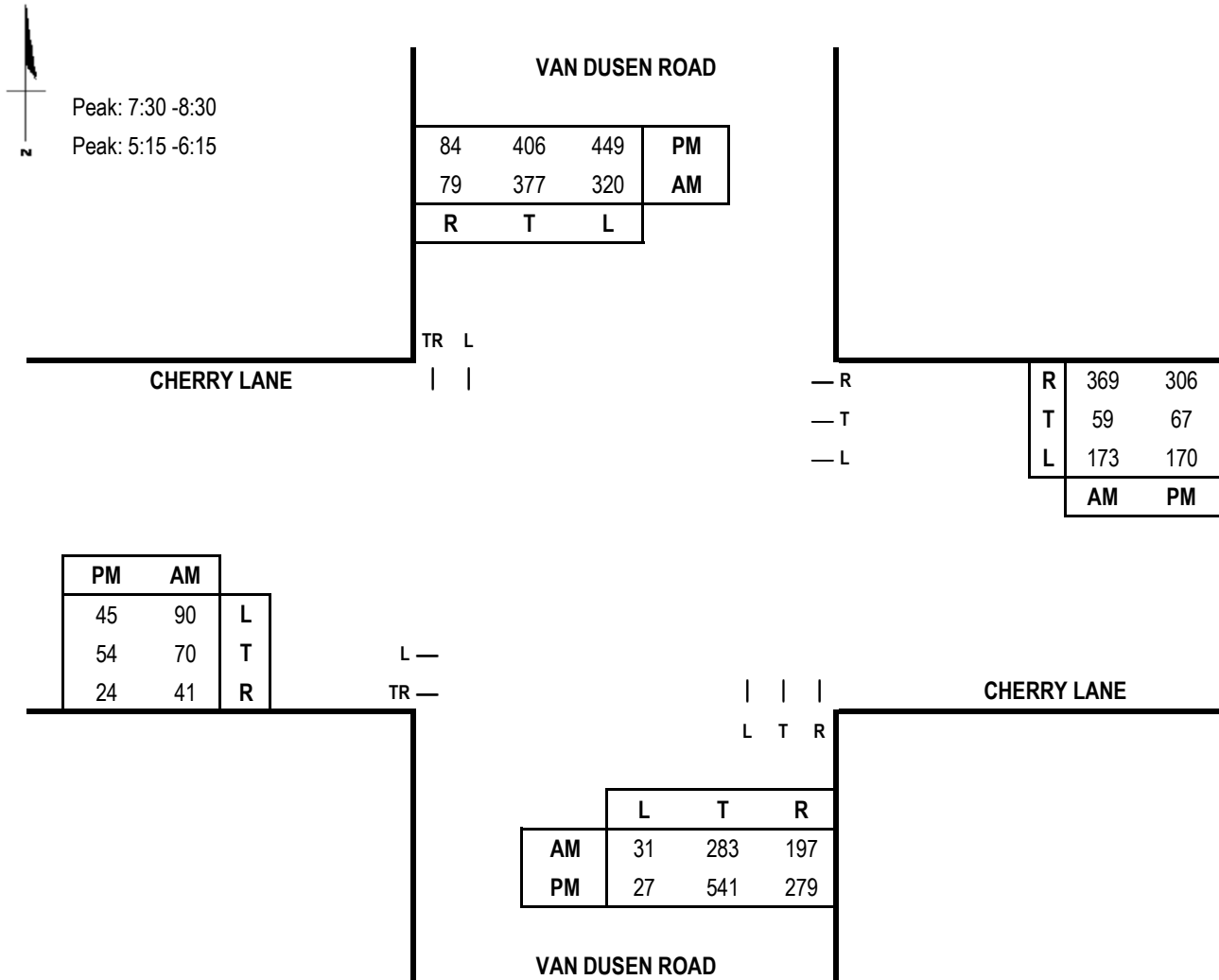
Date of Count: 5/18/2023

N/S Road: Van Dusen Road

Day of Count: Thursday

Conditions: Background Traffic

Analyst: Qiang Tian



Capacity Analysis

Morning Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			AM
	VOL	x LUF	= Total	VOL	x LUF	= Total	CLV
NB	283	1.00	283	320	1.00	320	603
SB	456	1.00	456	31	1.00	31	
EB	111	1.00	111	173	1.00	173	284
WB	59	1.00	59	90	1.00	90	
CLV TOTAL=							887
Level of Service (LOS)=							A

Evening Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			PM
	VOL	x LUF	= Total	VOL	x LUF	= Total	CLV
NB	541	1.00	541	449	1.00	449	990
SB	490	1.00	490	27	1.00	27	
EB	78	1.00	78	170	1.00	170	248
WB	67	1.00	67	45	1.00	45	
CLV TOTAL=							1,238
Level of Service (LOS)=							C

Scenario ID - BACK5

AM V/C =0.55

PM V/C =0.77

CRITICAL LANE VOLUME (CLV) METHODOLOGY for MSHA

E/W Road: Cherry Lane

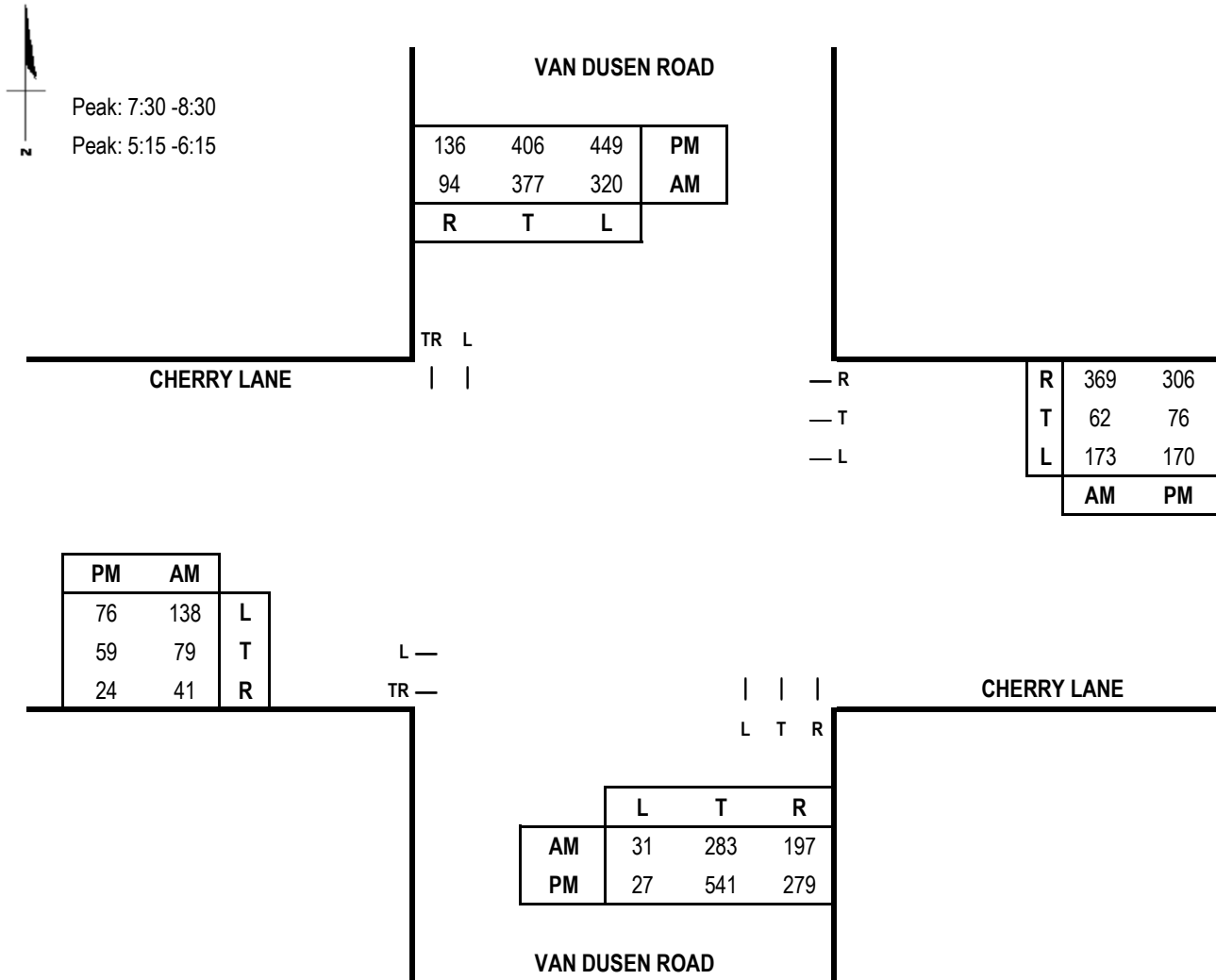
Date of Count: 5/18/2023

N/S Road: Van Dusen Road

Day of Count: Thursday

Conditions: Total Traffic

Analyst: Qiang Tian



Capacity Analysis

Morning Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			AM
	VOL	x LUF	= Total	VOL	x LUF	= Total	CLV
NB	283	1.00	283	320	1.00	320	603
SB	471	1.00	471	31	1.00	31	
EB	120	1.00	120	173	1.00	173	293
WB	62	1.00	62	138	1.00	138	
CLV TOTAL=							896
Level of Service (LOS)=							A

Evening Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			PM
	VOL	x LUF	= Total	VOL	x LUF	= Total	CLV
NB	541	1.00	541	449	1.00	449	990
SB	542	1.00	542	27	1.00	27	
EB	83	1.00	83	170	1.00	170	253
WB	76	1.00	76	76	1.00	76	
CLV TOTAL=							1,243
Level of Service (LOS)=							C

Scenario ID - TOT5

AM V/C =0.56

PM V/C =0.78

CRITICAL LANE VOLUME (CLV) METHODOLOGY for MSHA

E/W Road: Killbarron Drive/Olive Branch Way

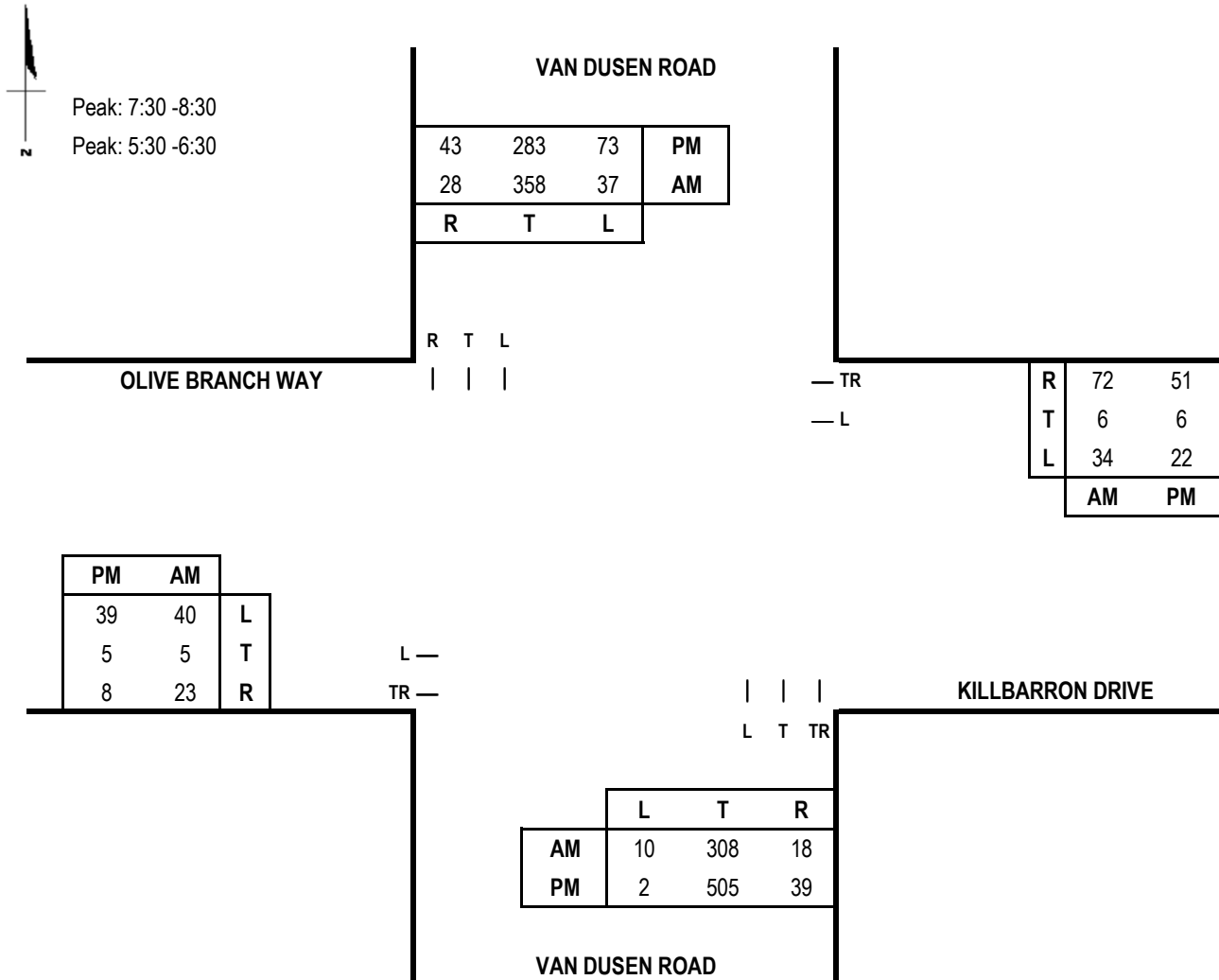
Date of Count: 5/18/2023

N/S Road: Van Dusen Road

Day of Count: Thursday

Conditions: Existing Traffic

Analyst: Qiang Tian



Capacity Analysis

Morning Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			AM
	VOL	x LUF	= Total	VOL	x LUF	= Total	CLV
NB	326	0.55	179	37	1.00	37	368
SB	358	1.00	358	10	1.00	10	
EB	28	1.00	28	34	1.00	34	118
WB	78	1.00	78	40	1.00	40	
CLV TOTAL=							486
Level of Service (LOS)=							A

AM V/C =0.3

Evening Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			PM
	VOL	x LUF	= Total	VOL	x LUF	= Total	CLV
NB	544	0.55	299	73	1.00	73	372
SB	283	1.00	283	2	1.00	2	
EB	13	1.00	13	22	1.00	22	96
WB	57	1.00	57	39	1.00	39	
CLV TOTAL=							468
Level of Service (LOS)=							A

PM V/C =0.29

Scenario ID - EXIST6

CRITICAL LANE VOLUME (CLV) METHODOLOGY for MSHA

E/W Road: Killbarron Drive/Olive Branch Way

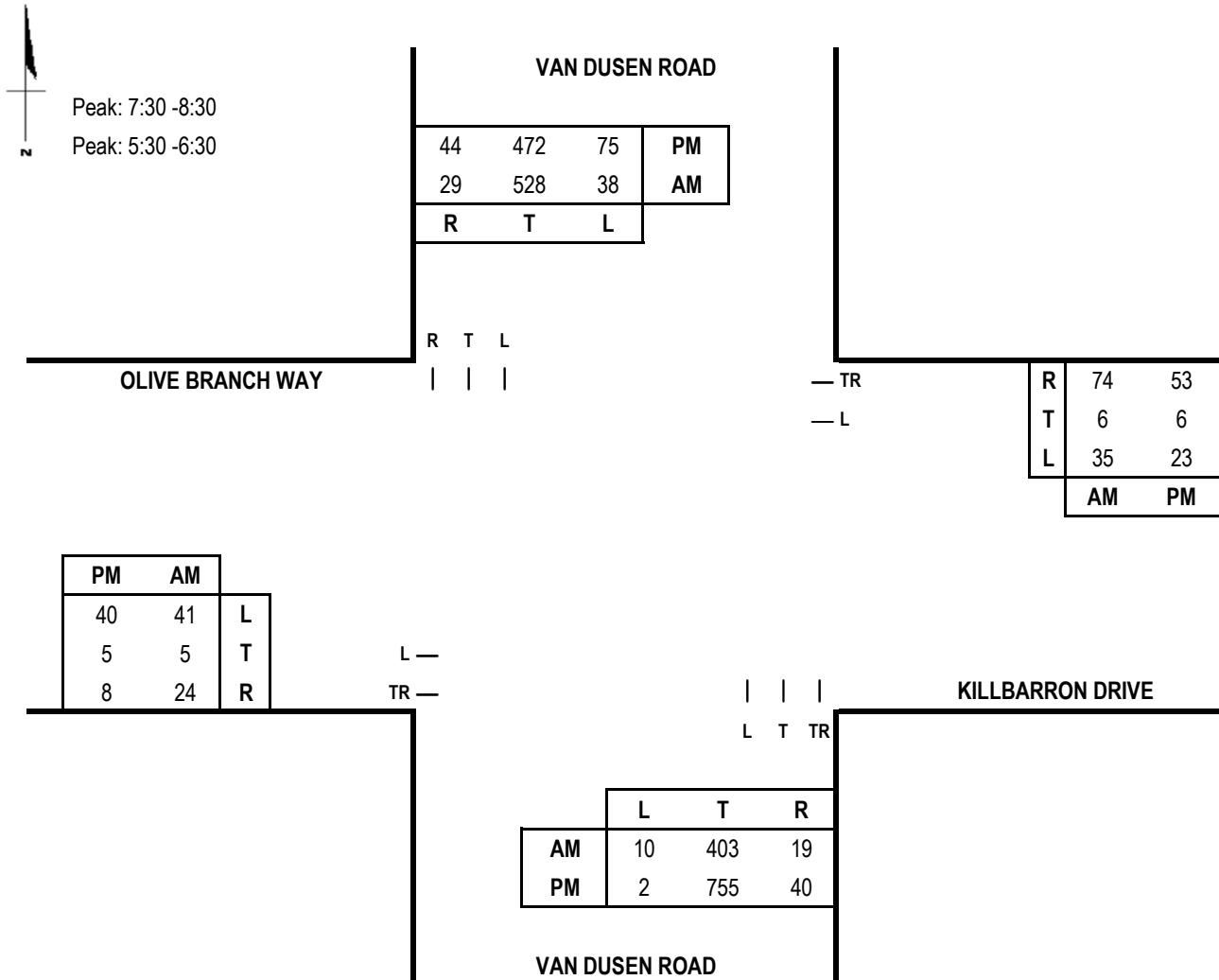
Date of Count: 5/18/2023

N/S Road: Van Dusen Road

Day of Count: Thursday

Conditions: Background Traffic

Analyst: Qiang Tian



Capacity Analysis

Morning Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			AM
	VOL	x LUF	= Total	VOL	x LUF	= Total	CLV
NB	422	0.55	232	38	1.00	38	538
SB	528	1.00	528	10	1.00	10	
EB	29	1.00	29	35	1.00	35	121
WB	80	1.00	80	41	1.00	41	
CLV TOTAL=							659
Level of Service (LOS)=							A

Evening Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			PM
	VOL	x LUF	= Total	VOL	x LUF	= Total	CLV
NB	795	0.55	437	75	1.00	75	512
SB	472	1.00	472	2	1.00	2	
EB	13	1.00	13	23	1.00	23	99
WB	59	1.00	59	40	1.00	40	
CLV TOTAL=							611
Level of Service (LOS)=							A

Scenario ID - BACK6

AM V/C =0.41

PM V/C =0.38

CRITICAL LANE VOLUME (CLV) METHODOLOGY for MSHA

E/W Road: Killbarron Drive/Olive Branch Way

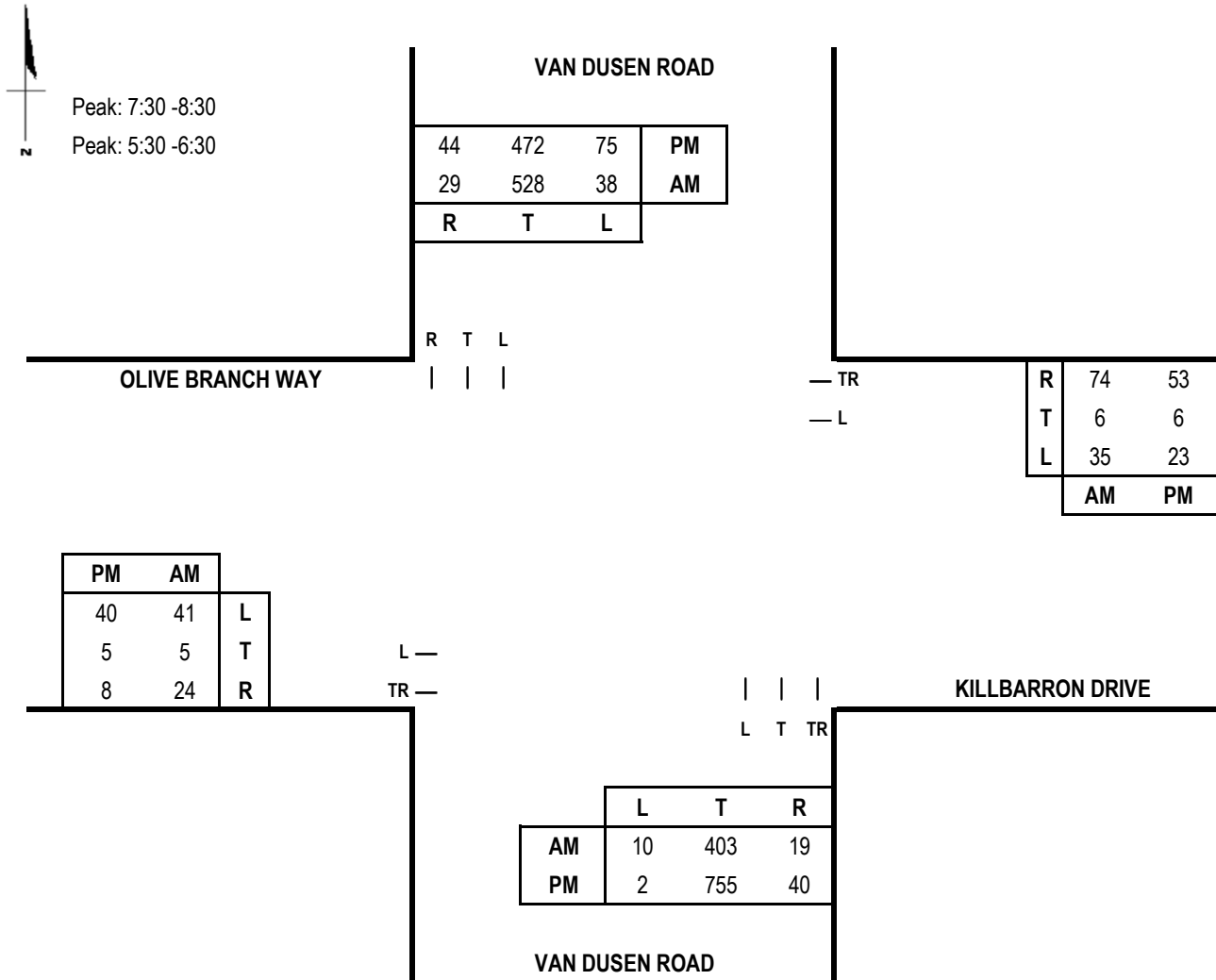
Date of Count: 5/18/2023

N/S Road: Van Dusen Road

Day of Count: Thursday

Conditions: Total Traffic

Analyst: Qiang Tian



Capacity Analysis

Morning Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			AM
	VOL	x LUF	= Total	VOL	x LUF	= Total	CLV
NB	422	0.55	232	38	1.00	38	538
SB	528	1.00	528	10	1.00	10	
EB	29	1.00	29	35	1.00	35	121
WB	80	1.00	80	41	1.00	41	
CLV TOTAL=							659
Level of Service (LOS)=							A

Evening Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			PM
	VOL	x LUF	= Total	VOL	x LUF	= Total	CLV
NB	795	0.55	437	75	1.00	75	512
SB	472	1.00	472	2	1.00	2	
EB	13	1.00	13	23	1.00	23	99
WB	59	1.00	59	40	1.00	40	
CLV TOTAL=							611
Level of Service (LOS)=							A

Scenario ID - TOT6

AM V/C =0.41

PM V/C =0.38

APPENDIX C

Trip Assignment for Approved Developments



Figure C-1. Trip Assignment for Background Development #1

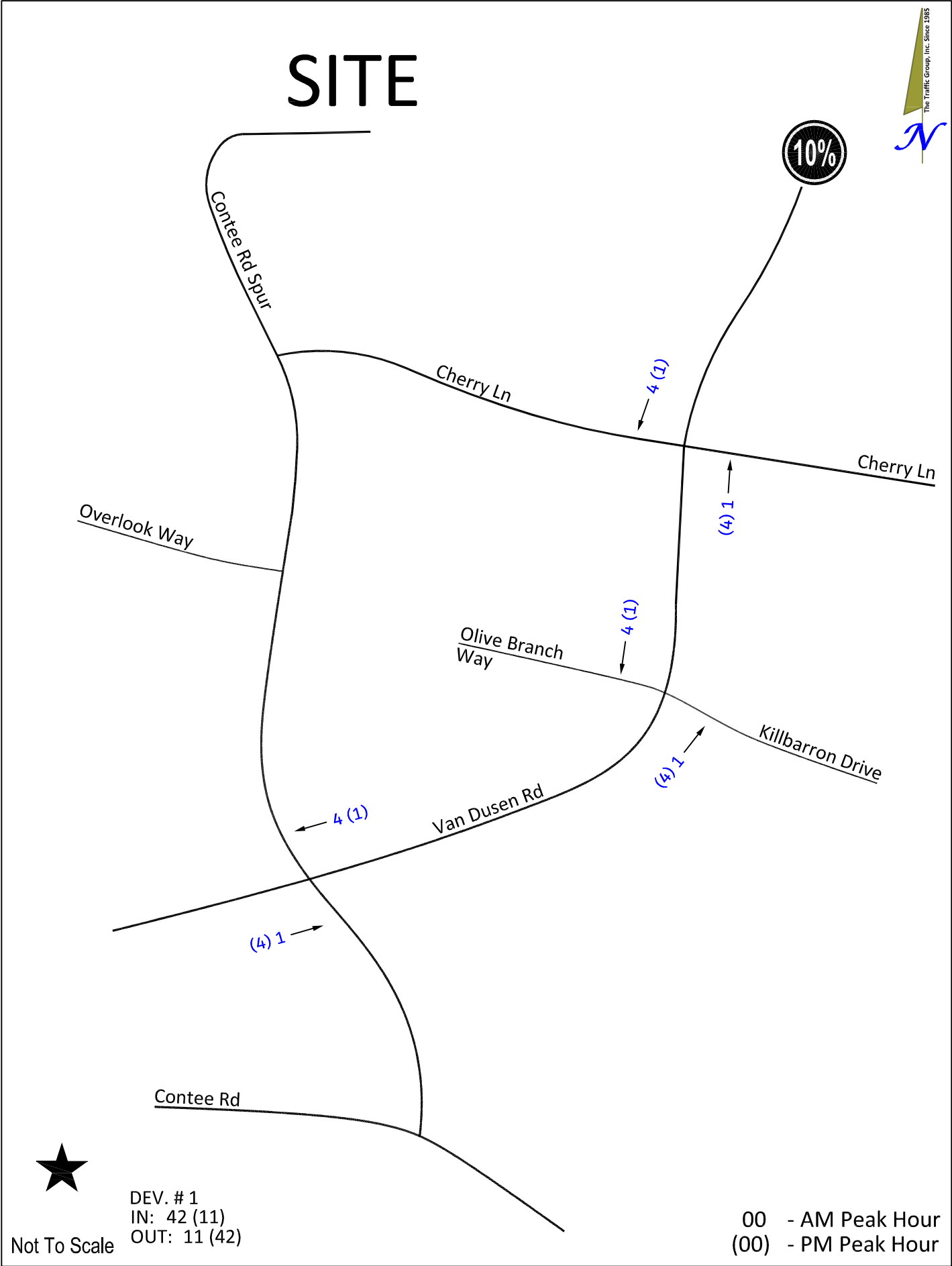


Figure C-2A. Trip Assignment for Development #2 (Residential)

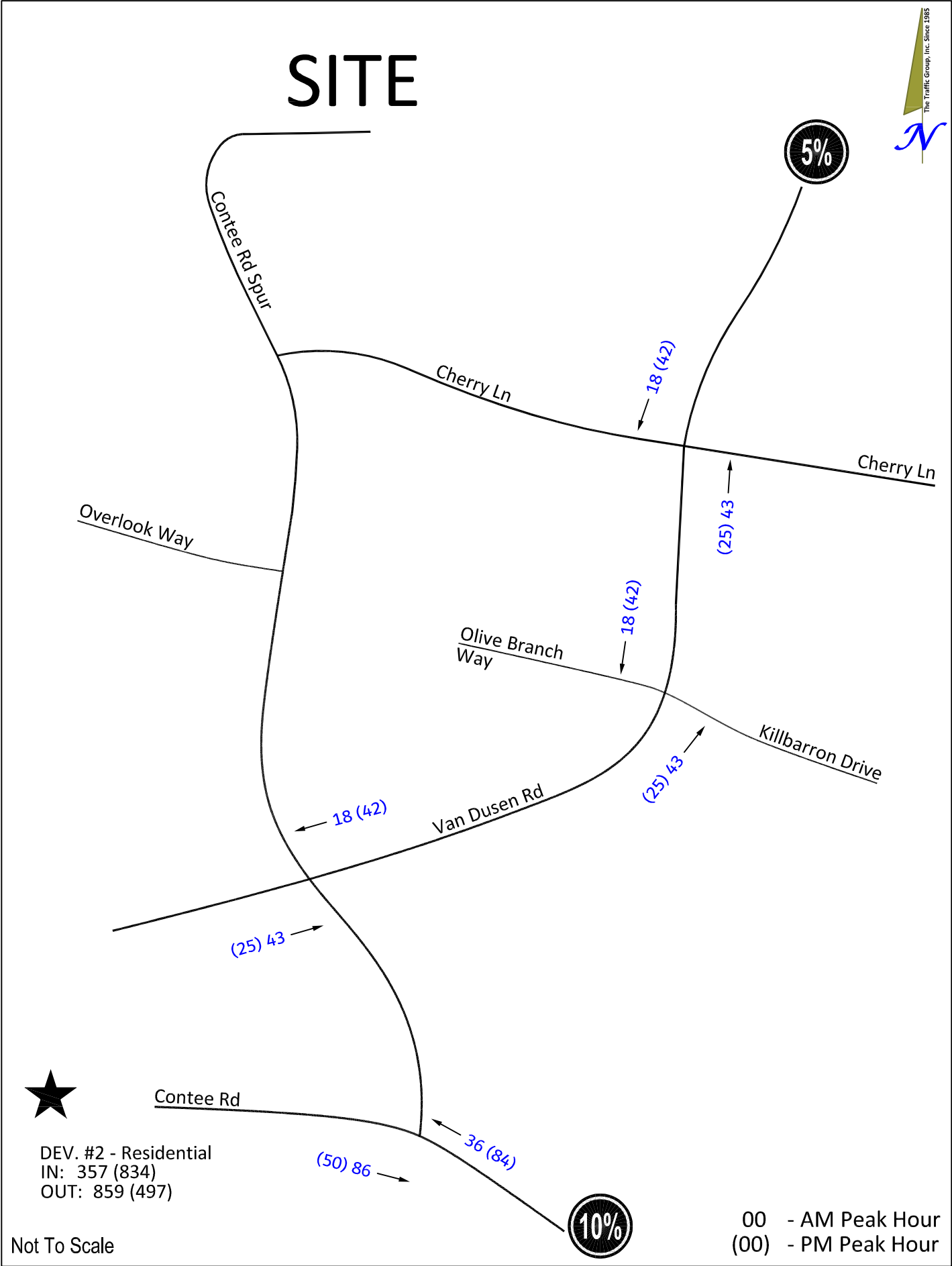


Figure C-2B. Trip Assignment for Development #2 (Office)

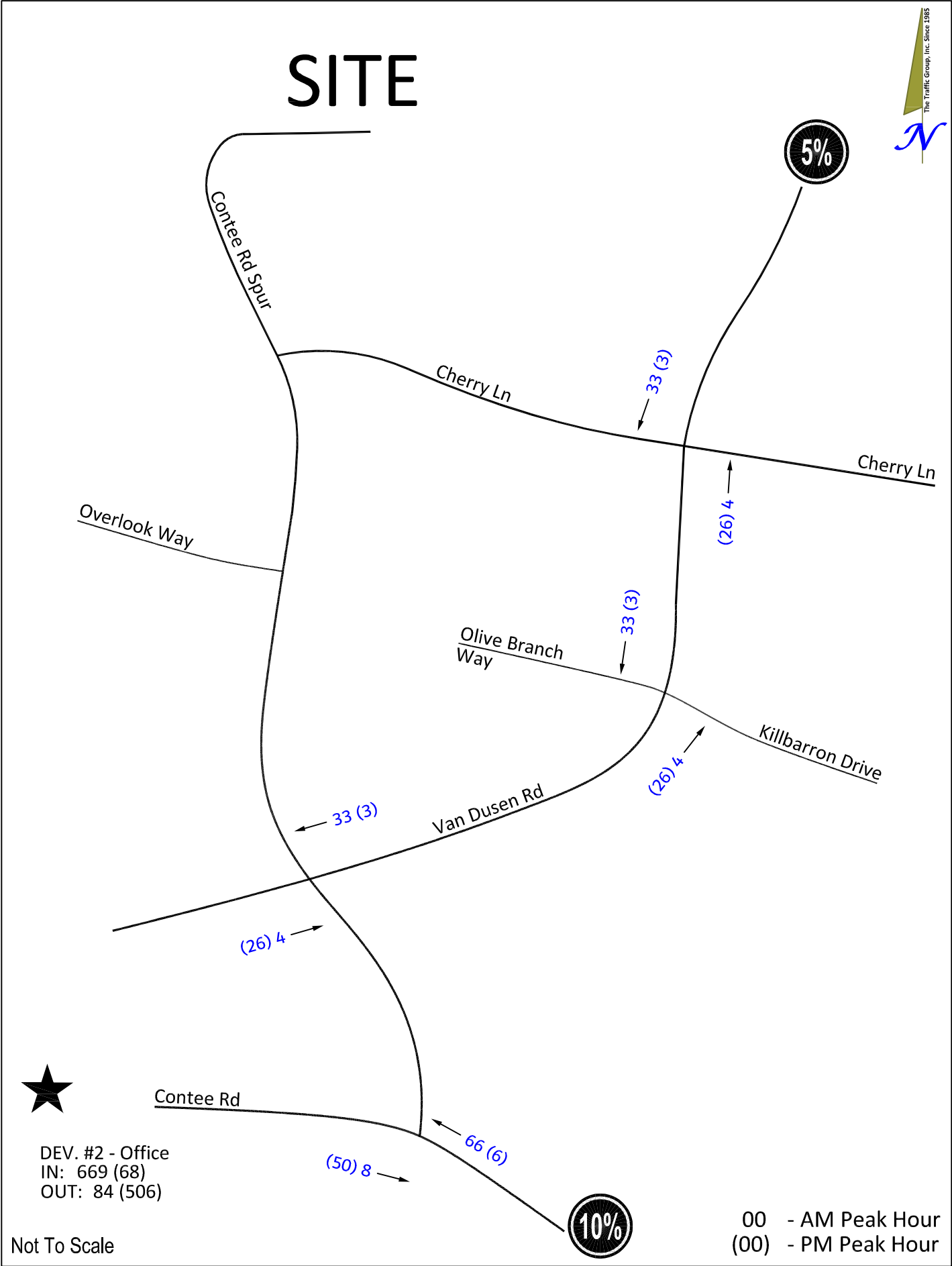


Figure C-2C. Trip Assignment for Background Development #2 (Retail)

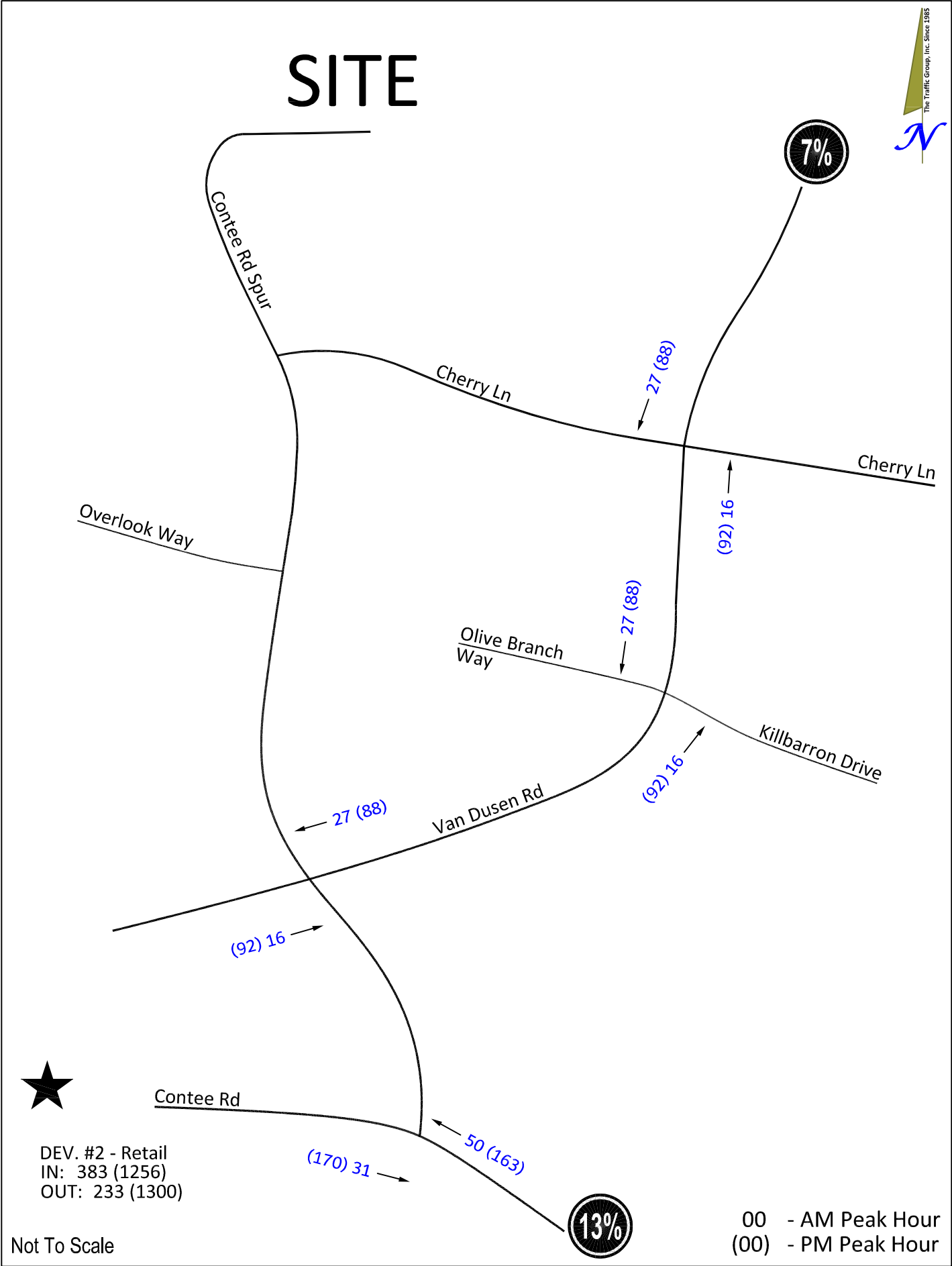


Figure C-3. Trip Assignment for Background Development #3

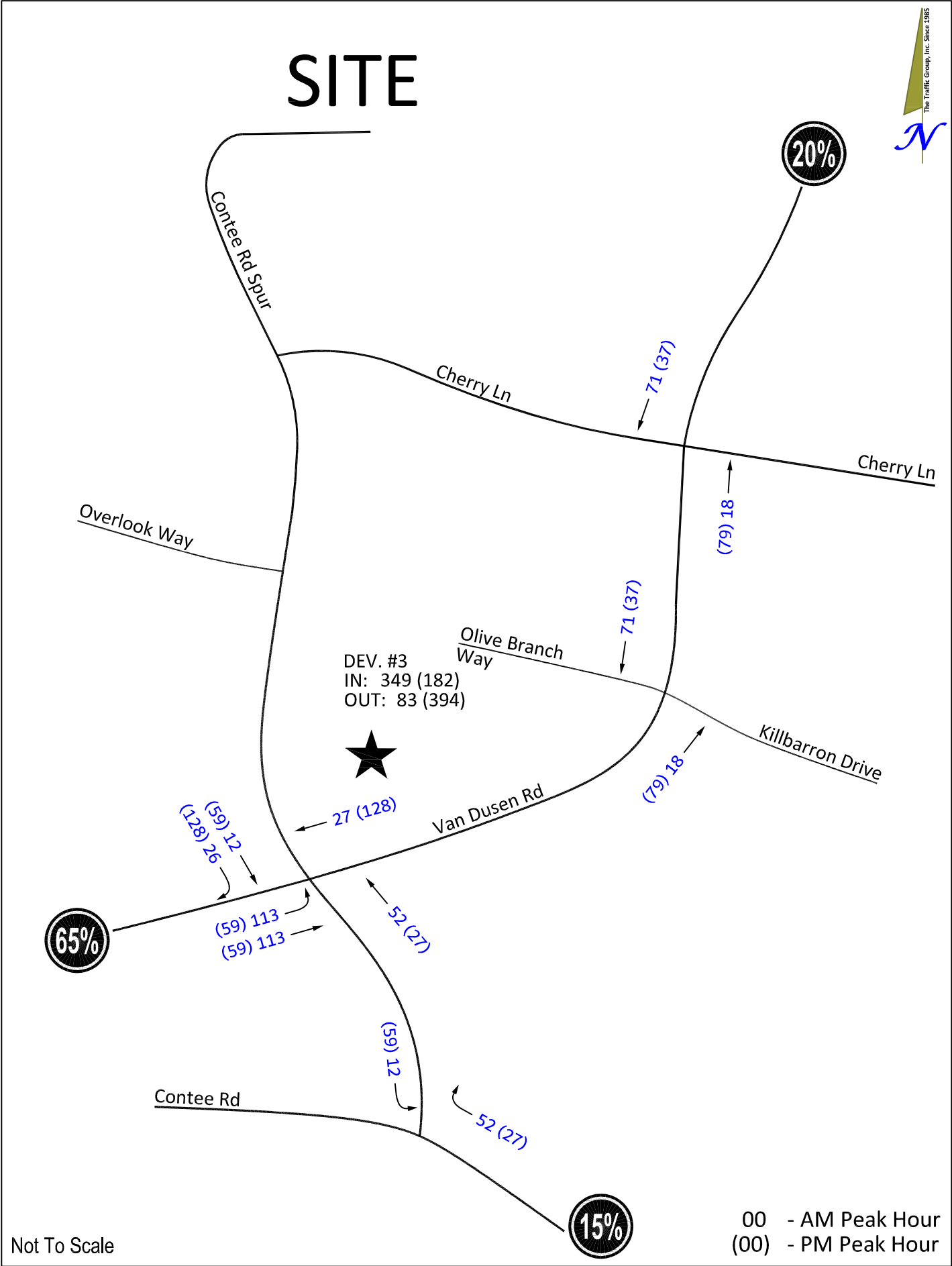


Figure C-4. Trip Assignment for Laurel Hospital Property

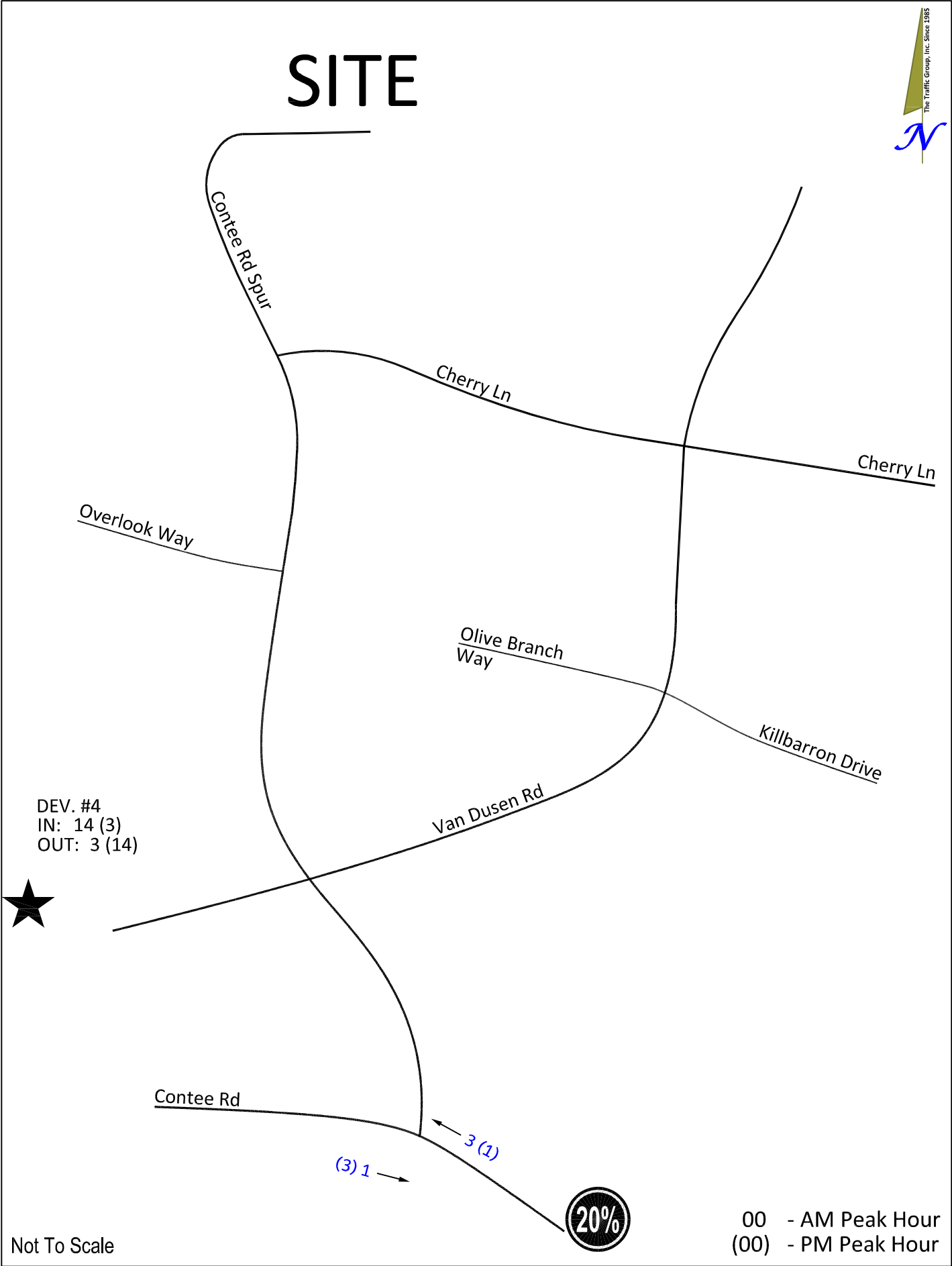


Figure C-5. Trip Assignment for Background Development #5

