TRAFFIC IMPACT ANALYSIS

FOR

OAKS AT LAUREL

Prepared by:

LENHART TRAFFIC CONSULTING, INC.

TRAFFIC ENGINEERING & TRANSPORTATION PLANNING

May 28, 2024

Table of Contents

Appendices

List of Exhibits

Section 1 Introduction

1.1 Project Description

This Traffic Impact Analysis was prepared for the proposed Oaks at Laurel Development. The project is located along Park Center Drive near Van Dusen Road as is shown on **Exhibit 1**. The planned development consists of 82 townhouse units.

A concept plan is provided in Appendix A.

1.2 Scope of Study

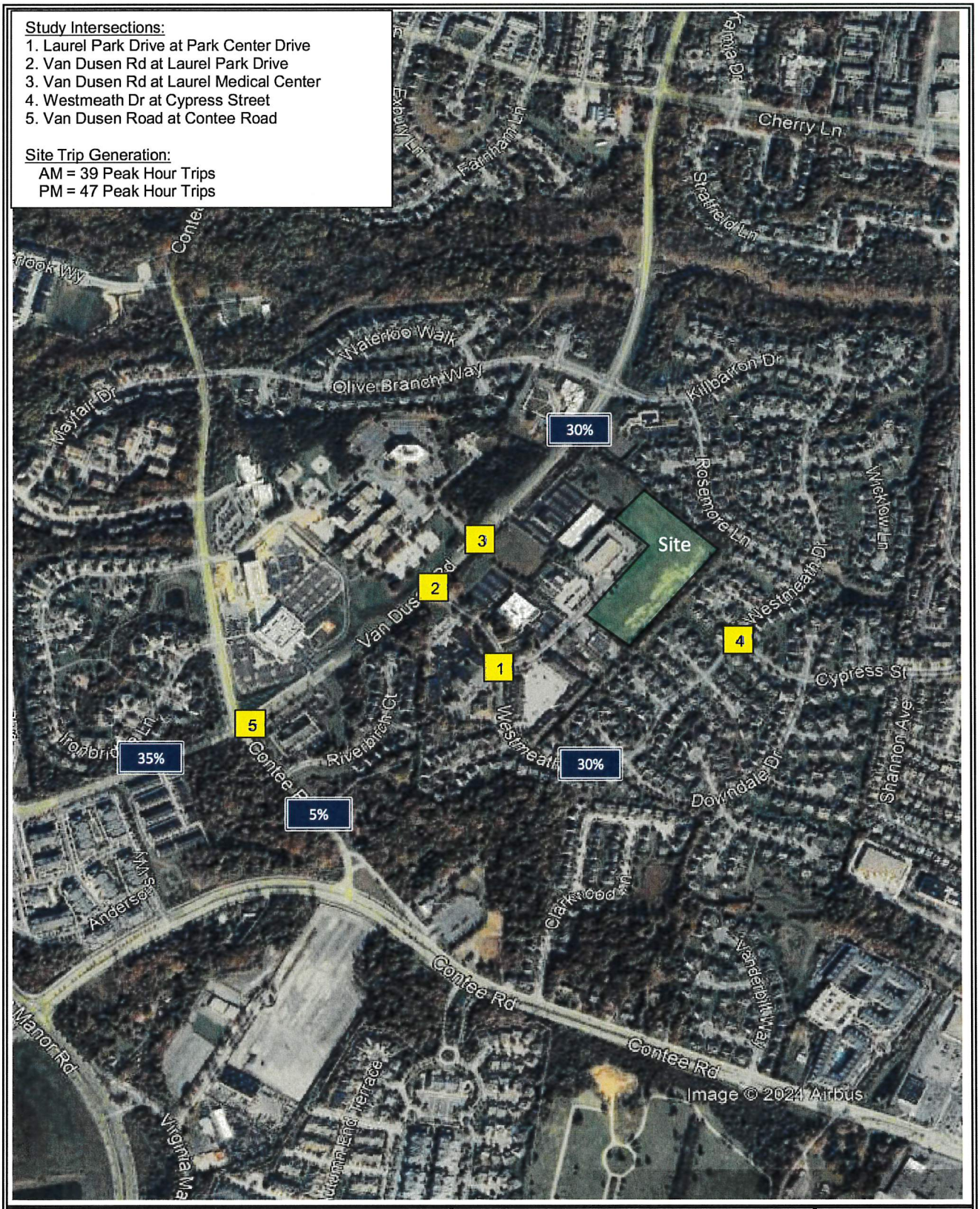
The scope of this study was coordinated with the City of Laurel. Copies of the scoping correspondence and scoping exhibits are contained in Appendix A.

As detailed in the scoping correspondence, the study intersections are evaluated per the M-NCPPC methodology for analyzing intersections as is detailed in the following paragraphs.

Unsignalized Intersections: The procedure for unsignalized intersections is not a true test of adequacy but rather an indicator that further operational studies need to be conducted. For two-way stop-controlled intersections a three-step process is employed: (1) Vehicle delay is computed in all movements using the *Highway Capacity Manual* (Transportation Research Board) procedure. If no movement exceeds 50 seconds, the intersection is deemed to operate adequately, and the analysis is complete. (2) If delay exceeds 50 seconds and the minor street volumes on each approach are 100 or fewer, the intersection is deemed to operate adequately, and the analysis is complete. (3). If the delay exceeds 50 seconds and at least one approach volume exceeds 100, the critical lane volume is computed. If the critical lane volume is 1,150 or less, the intersection is deemed to operate adequately, and the analysis is complete. The three-step process is to be treated as pass-fail and a level of service will not be reported. In situations where an unsignalized intersection does not pass the three-step process, it is typical to include a condition of approval to require a signal warrant study, and if warranted and required by the operating agency, the signal would be bonded and permitted prior to the release of building permits.

For all-way stop-controlled intersections a two-part process is employed: (a) vehicle delay is computed in all movements using the *Highway Capacity Manual* (Transportation Research Board) procedure; (b) if delay exceeds 50 seconds, the critical lane volume is computed; and the same findings are applied as discussed above.

Signalized Intersections: The subject property is evaluated utilizing the Critical Lane Volume methodology and requires a level of service "D" (CLV < 1,451) or better for signalized intersections.



Trip Generation Memo	Site Location Map	**Exhibit 1**

LENHART TRAFFIC CONSULTING, INC.
645 BALTIMORE ANNAPOLIS BLVD, SUITE 214
SEVERNA PARK, MD 21146
www.lenharttraffic.com

Section 2 Existing Conditions

2.1 Description of Road Network

The key roads in the study area are:

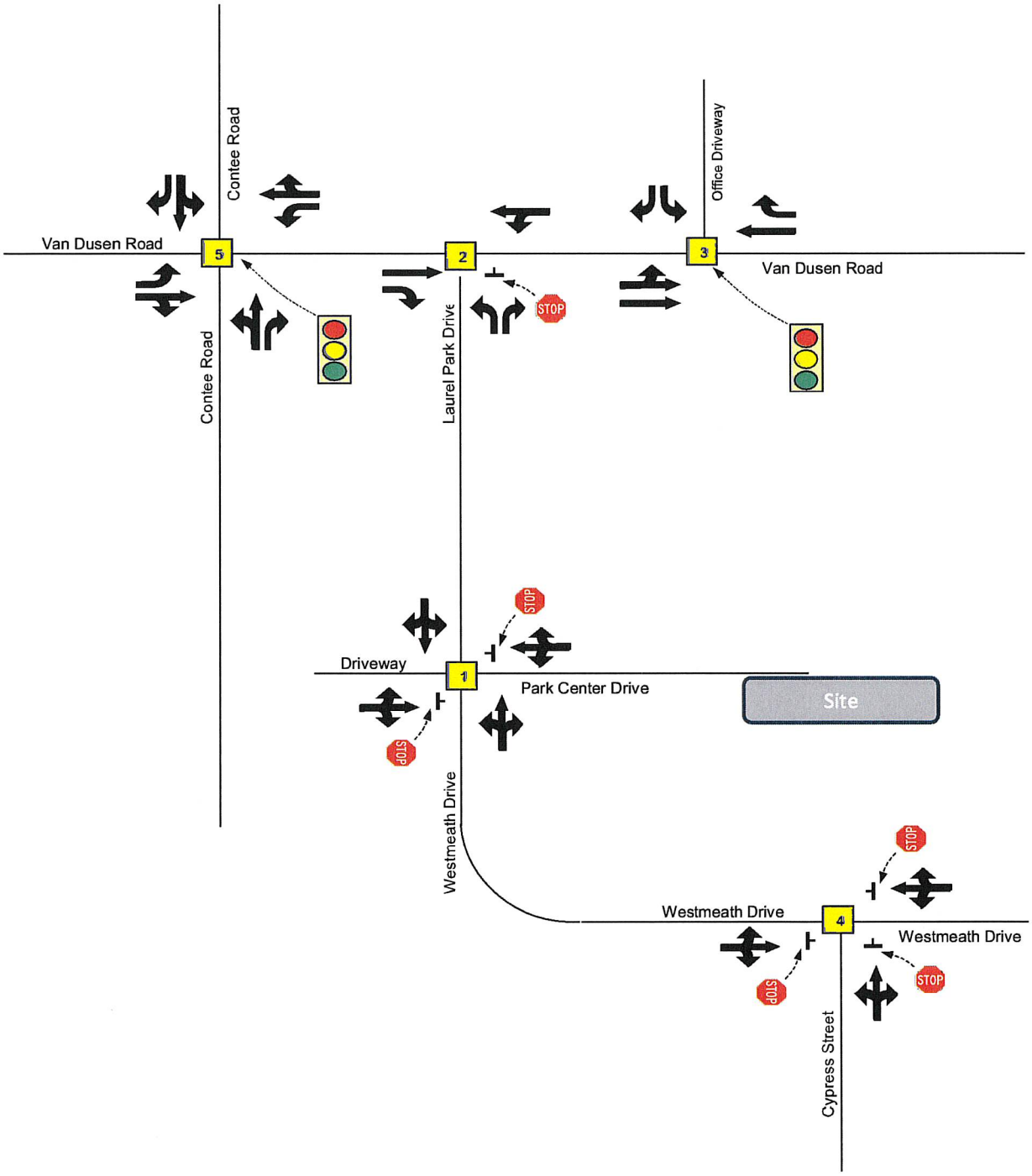
- Van Dusen Road is an existing two lane roadway (MC-102) with a posted speed of 30 MPH in the vicinity of the site.

2.2 Lane Configurations

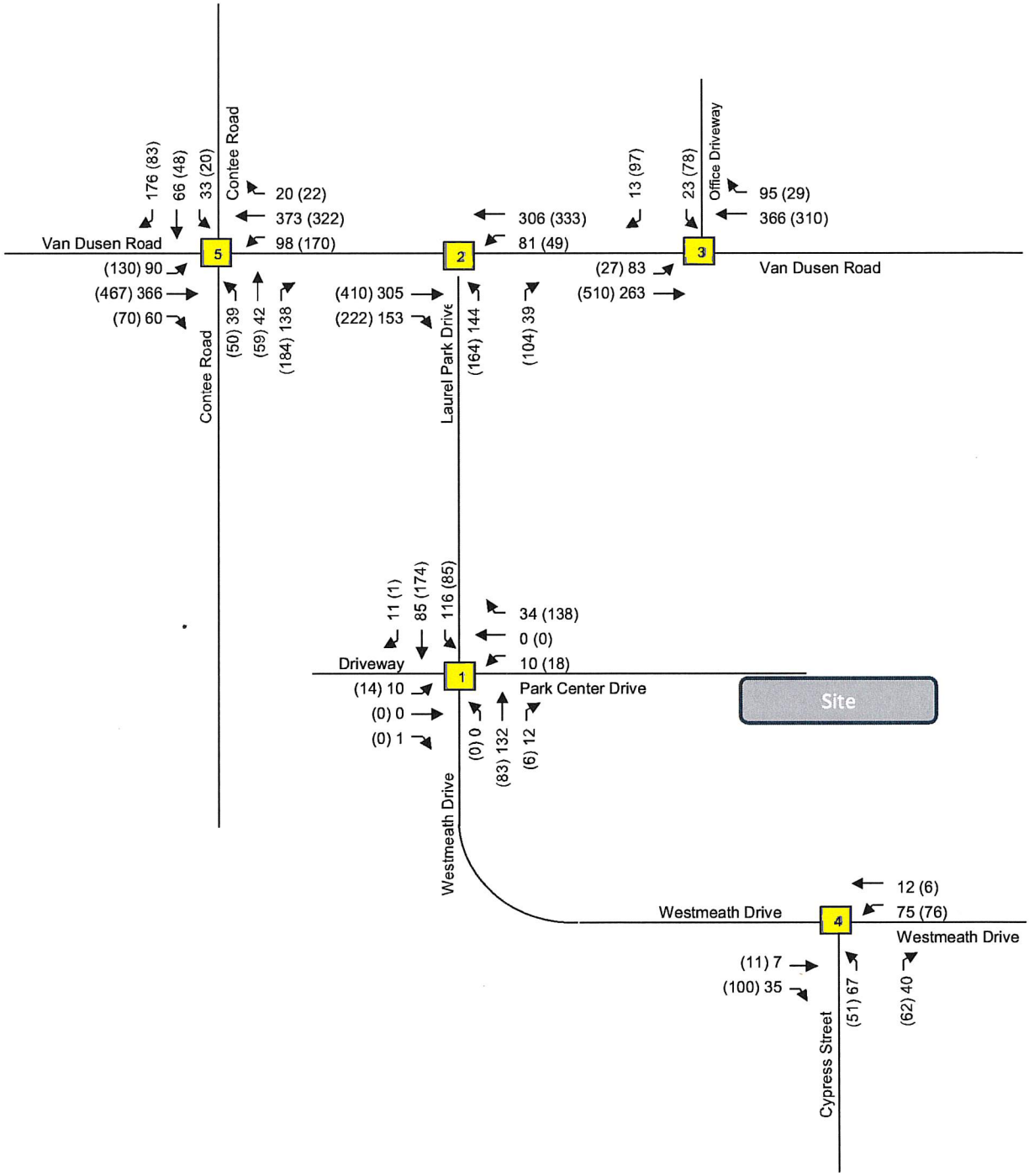
The Lane Use & Traffic Control Devices are shown on **Exhibit 2**.

2.3 Existing Traffic Counts

Peak Hour Traffic counts were conducted on Wednesday, April 24, 2024, and Thursday, May, 2, 2024, and the results are shown on Exhibit 3. The existing signalized intersections were evaluated using the CLV methodology and the results are shown on Exhibit 9. All of the signalized intersections satisfy M-NCPPC's TSA-2 requirements of 1,450 or better. All of the unsignalized intersections were evaluated using the three-step process for unsignalized intersections and are operating at adequate levels of service.



Traffic Impact Analysis	Lane Use & Traffic Control Devices	**Exhibit 2**
Lenhart Traffic Consulting, Inc. Traffic Engineering & Transportation Planning		



Traffic Impact Analysis	Existing Peak Hour Volumes	**Exhibit 3**
Lenhart Traffic Consulting, Inc. Traffic Engineering & Transportation Planning	Key: xx = AM Peak Vol's (xx) = PM Peak Vol's	

Section 3 Background Conditions

3.1 Annual Growth

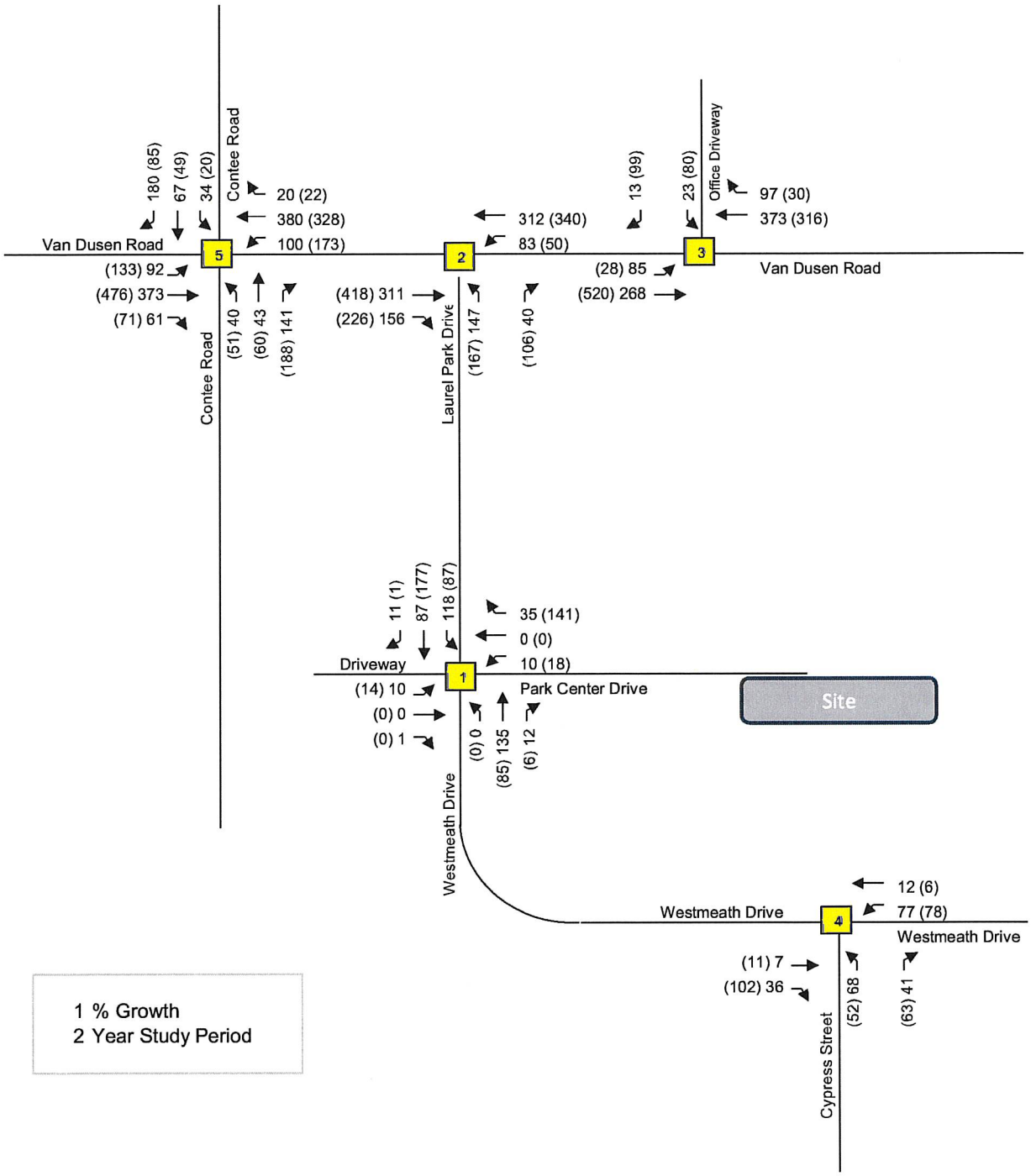
A two-year study period has been applied as directed by the Transportation Review Guidelines. The regional traffic growth has been estimated at 1% per year and the resulting base peak hour traffic volumes are shown on **Exhibit 4a**.

3.2 Approved Background Developments

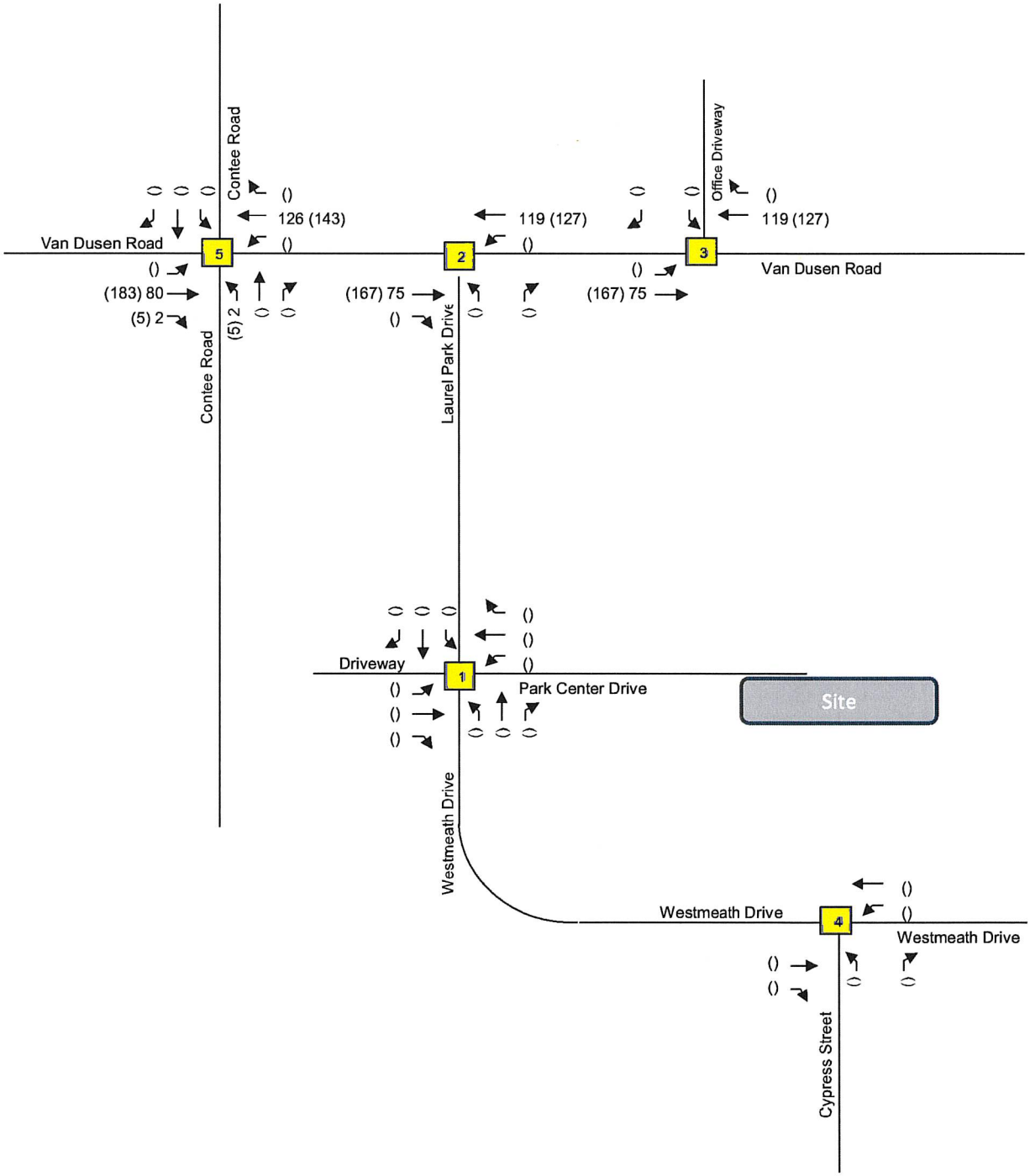
Background developments in the vicinity of the site were determined via a review of PGAtlas and the identified developments are detailed in Appendix C. The background development map is shown on Exhibit C-1 and the trip generation and assignment worksheets for the background developments are contained on Exhibits C-2 through C-7 in Appendix C. The combined trips generated by the approved background developments are shown on **Exhibit 4b**.

3.3 Background Peak Hour Volumes

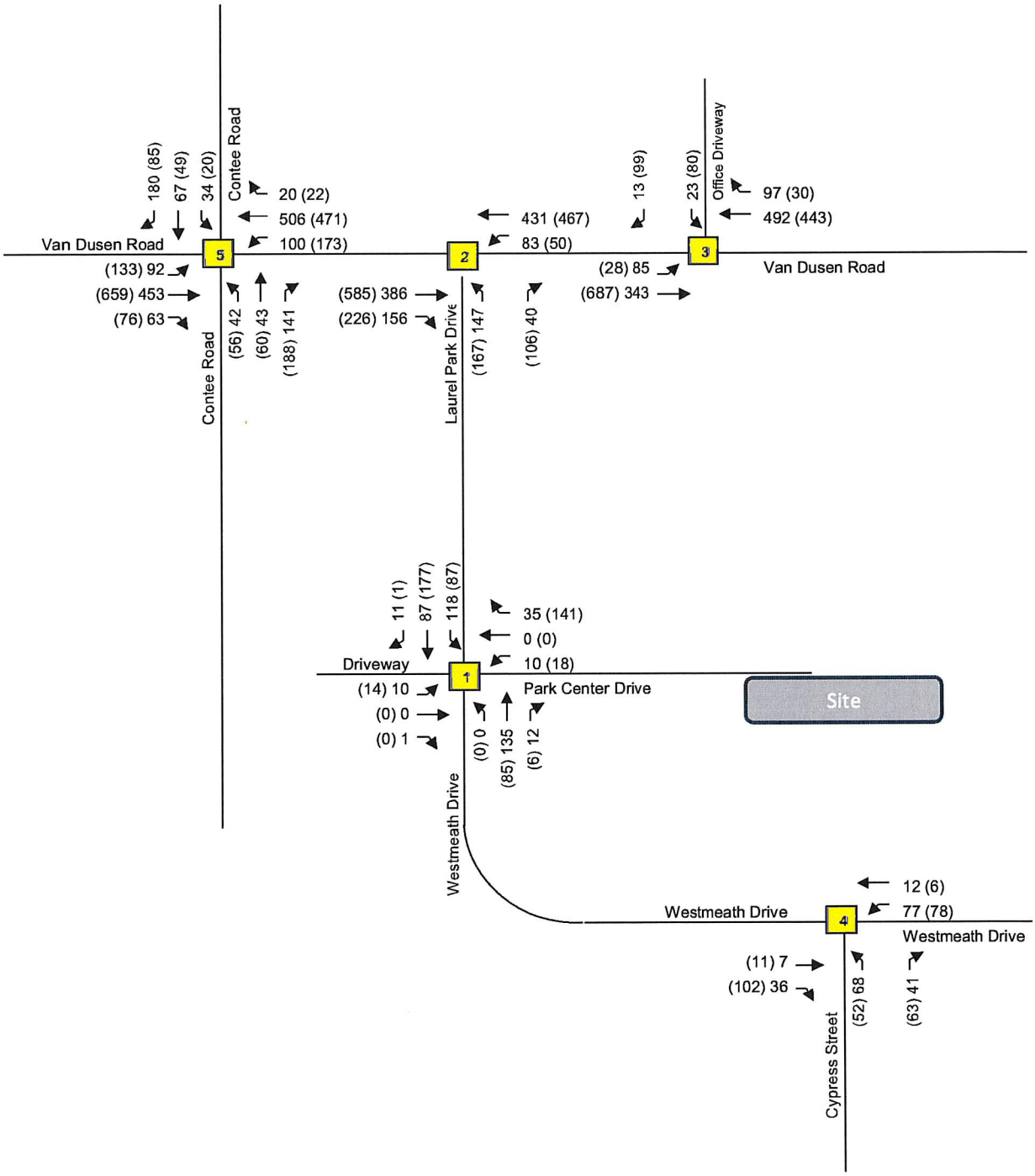
The resulting background peak hour volumes shown on **Exhibit 5** were evaluated as required for signalized and unsignalized intersections; and the results are shown on Exhibit 9. All intersections operate within acceptable parameters.



Traffic Impact Analysis	Base Peak Hour Volumes	**Exhibit 4a**
Lenhart Traffic Consulting, Inc. Traffic Engineering & Transportation Planning	Key: xx = AM Peak Vol's (xx) = PM Peak Vol's	



Traffic Impact Analysis	Combined Trips from Background Developments	**Exhibit 4b**
Lenhart Traffic Consulting, Inc. Traffic Engineering & Transportation Planning	Key: xx = AM Peak Vol's (xx) = PM Peak Vol's	



Traffic Impact Analysis	Background Peak Hour Volumes	**Exhibit 5**
Lenhart Traffic Consulting, Inc. Traffic Engineering & Transportation Planning	Key: xx = AM Peak Vol's (xx) = PM Peak Vol's	

Section 4 Projected Conditions with Site

4.1 Site Trip Generation

The planned development consists of 82 townhouse units.

The trip generation for the site is detailed on **Exhibit 6**. The trip generation rates and totals were obtained from the ITE Trip Generation Manual, 11th Edition.

4.2 Site Trip Distribution & Trip Assignment

The site trip assignment is shown on **Exhibit 7**.

4.3 Total Peak Hour Volumes

The Total Peak Hour Volumes are shown on **Exhibit 8**.

4.4 Projected Level of Service

The results of the level of service analyses are shown on **Exhibit 9**. All of the study intersections are projected to remain well within acceptable thresholds based on the analysis guidelines set forth in Prince George's County Guidelines.

The unsignalized intersections of Laurel Park Drive & Park Center Drive and Westmeath Drive & Cypress Street (Intersections 1 and 4) meet step 1 of the unsignalized intersection adequacy test with delays less than 50 seconds under total conditions thereby meeting adequacy standards.

The unsignalized intersection of Van Dusen Road & Laurel Park Drive (Intersection 2) meets step 3 of the unsignalized intersection adequacy test with CLV < 1,150 under total conditions thereby meeting adequacy standards.

The signalized intersections of Van Dusen Road & Laurel Medical Center and Van Dusen Road & Contee Road (Intersections 3 and 5) operate with CLV < 1,450 under total conditions thereby meeting adequacy standards.

Trip Generation Rates

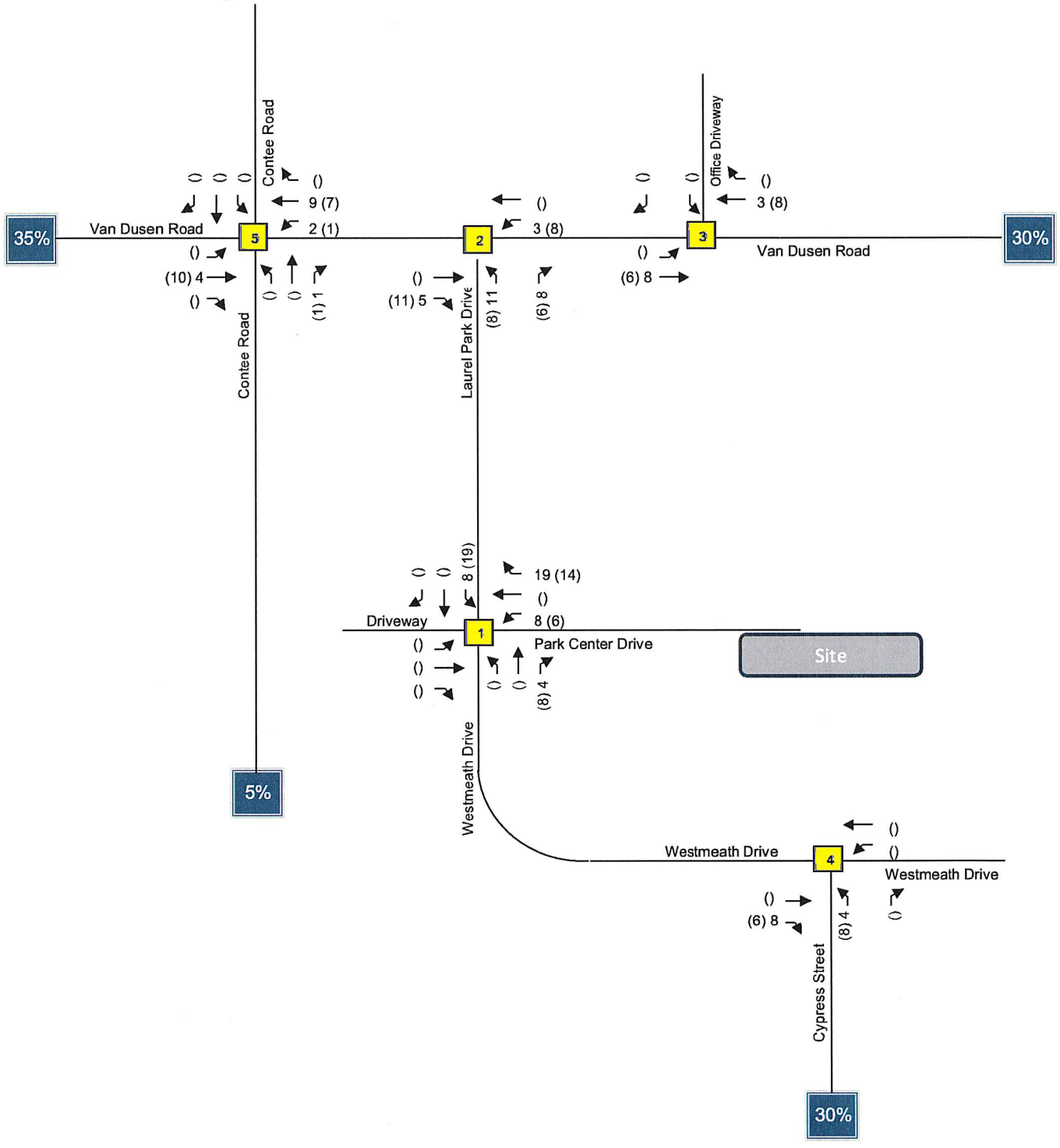
Single-Family Attached Housing (ITE-215, Units)	Trip Distribution (In/Out)
Morning Trips = 0.48 x Units	31/69
Evening Trips = 0.57 x Units	57/43

Trip Generation Totals

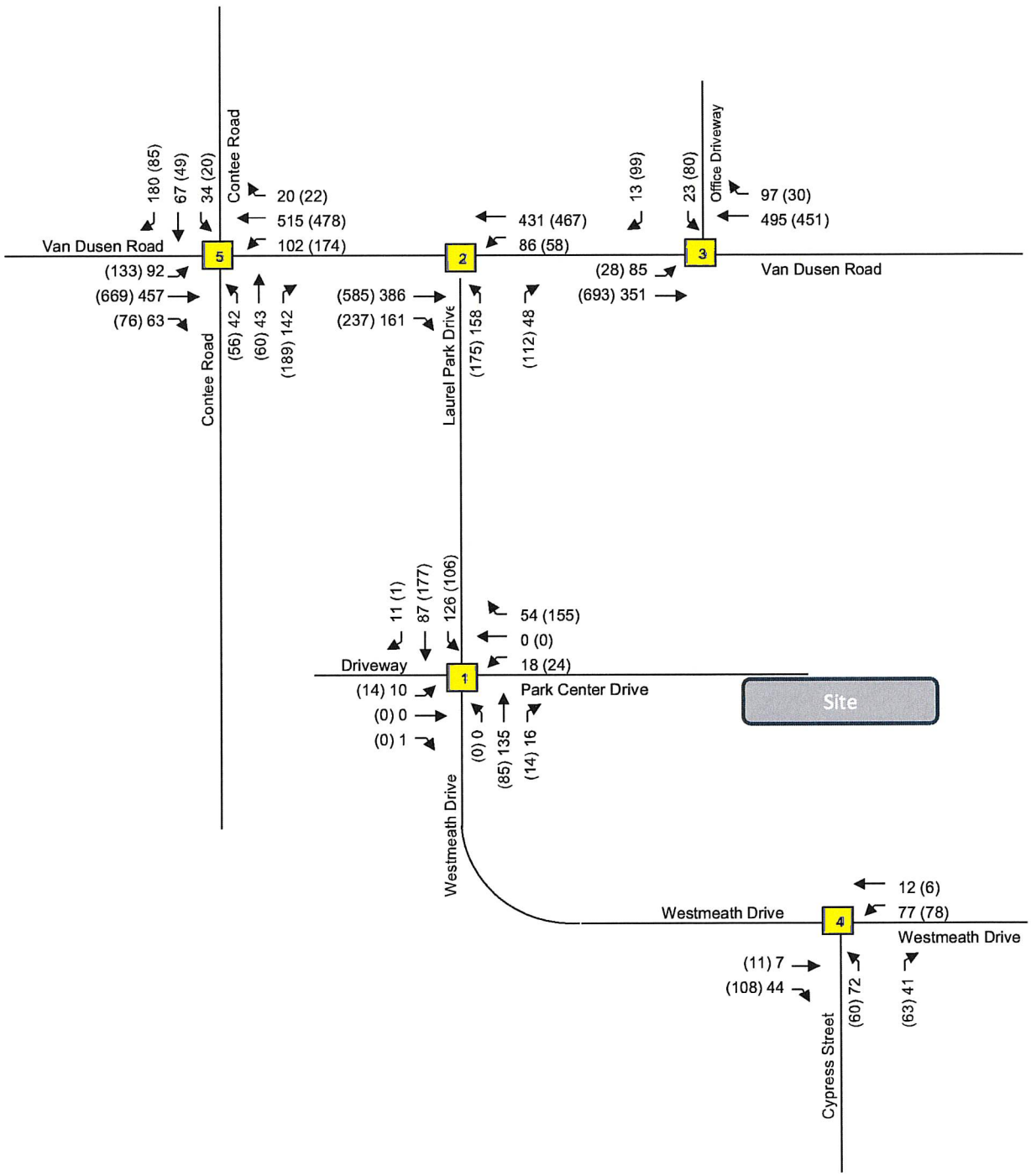
			AM Peak			PM Peak		
			In	Out	Total	In	Out	Total
LU Code 215	Single-Family Attached Housing (ITE-215, Units)	82 units	12	27	39	27	20	47

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

Traffic Impact Analysis	Trip Generation for Site	**Exhibit 6**
LENHART TRAFFIC CONSULTING, INC. 545 BALTIMORE ANNAPOLIS BLVD, SUITE 214 SEVERNA PARK, MD 21146 www.lenharttraffic.com		



Traffic Impact Analysis	Site Trip Assignment	**Exhibit 7**
Lenhart Traffic Consulting, Inc. Traffic Engineering & Transportation Planning	Key: xx = AM Peak Vol's (xx) = PM Peak Vol's	



Traffic Impact Analysis	Total Peak Hour Volumes	**Exhibit 8**
Lenhart Traffic Consulting, Inc. Traffic Engineering & Transportation Planning	Key: xx = AM Peak Vol's (xx) = PM Peak Vol's	

Level-of-Service Results

Morning Peak Hour	Existing LOS	Background LOS	Total LOS	Meets Standard?
1). Laurel Park Drive & Park Center Drive				Y
Step 1 - HCM Delay Test				
EB Driveway	13.7 sec.	13.9 sec.	14.7 sec.	Y
WB Park Center Drive	10.3 sec.	10.3 sec.	10.8 sec.	Y
NB Laurel Park Drive	0.0 sec.	0.0 sec.	0.0 sec.	Y
SB Laurel Park Drive	4.6 sec.	4.6 sec.	4.7 sec.	Y
2). Van Dusen Road & Laurel Park Drive				Y
Step 1 - HCM Delay Test				
WB Van Dusen Road	2.5 sec.	2.4 sec.	2.5 sec.	Y
NB Laurel Park Drive	24.6 sec.	44.7 sec.	54.4 sec.	N
Step 2 - Minor Street Volume (veh.)		> 100 veh.	> 100 veh.	N
Step 3 - CLV Test		A / 744	A / 761	Y
3). Van Dusen Road & Laurel Medical Center	A / 472	A / 600	A / 603	Y
4). Westmeath Drive & Cypress Street				Y
Step 1 - HCM Delay Test				
EB Westmeath Drive	7.0 sec.	7.0 sec.	7.0 sec.	Y
WB Westmeath Drive	8.0 sec.	8.0 sec.	8.0 sec.	Y
NB Cypress Street	7.8 sec.	7.8 sec.	7.9 sec.	Y
5). Van Dusen Road & Contee Road	A / 677	A / 779	A / 788	Y

Evening Peak Hour	Existing LOS	Background LOS	Total LOS	Meets Standard?
1). Laurel Park Drive & Park Center Drive				Y
Step 1 - HCM Delay Test				
EB Driveway	16.7 sec.	17.0 sec.	18.7 sec.	Y
WB Park Center Drive	10.2 sec.	10.2 sec.	10.7 sec.	Y
NB Laurel Park Drive	0.0 sec.	0.0 sec.	0.0 sec.	Y
SB Laurel Park Drive	2.8 sec.	2.9 sec.	3.3 sec.	Y
2). Van Dusen Road & Laurel Park Drive				Y
Step 1 - HCM Delay Test				
WB Van Dusen Road	1.8 sec.	1.9 sec.	2.2 sec.	Y
NB Laurel Park Drive	27.0 sec.	151.0 sec.	192.4 sec.	N
Step 2 - Minor Street Volume (veh.)		> 100 veh.	> 100 veh.	N
Step 3 - CLV Test		A / 834	A / 874	Y
3). Van Dusen Road & Laurel Medical Center	A / 415	A / 551	A / 559	Y
4). Westmeath Drive & Cypress Street				Y
Step 1 - HCM Delay Test				
EB Westmeath Drive	7.3 sec.	7.3 sec.	7.4 sec.	Y
WB Westmeath Drive	8.1 sec.	8.1 sec.	8.1 sec.	Y
NB Cypress Street	7.8 sec.	7.8 sec.	8.0 sec.	Y
5). Van Dusen Road & Contee Road	A / 845	B / 1053	B / 1064	Y

NOTES:

1. All intersections satisfy MNCPPC Guidelines for signalized and unsignalized intersections.

Section 5 Conclusions / Recommendations

5.1 Results of Analysis

This Traffic Impact Analysis was prepared for the proposed Oaks at Laurel Development. The project is located along Park Center Drive near Van Dusen Road as is shown on **Exhibit 1**. The planned development consists of 82 townhouse units.

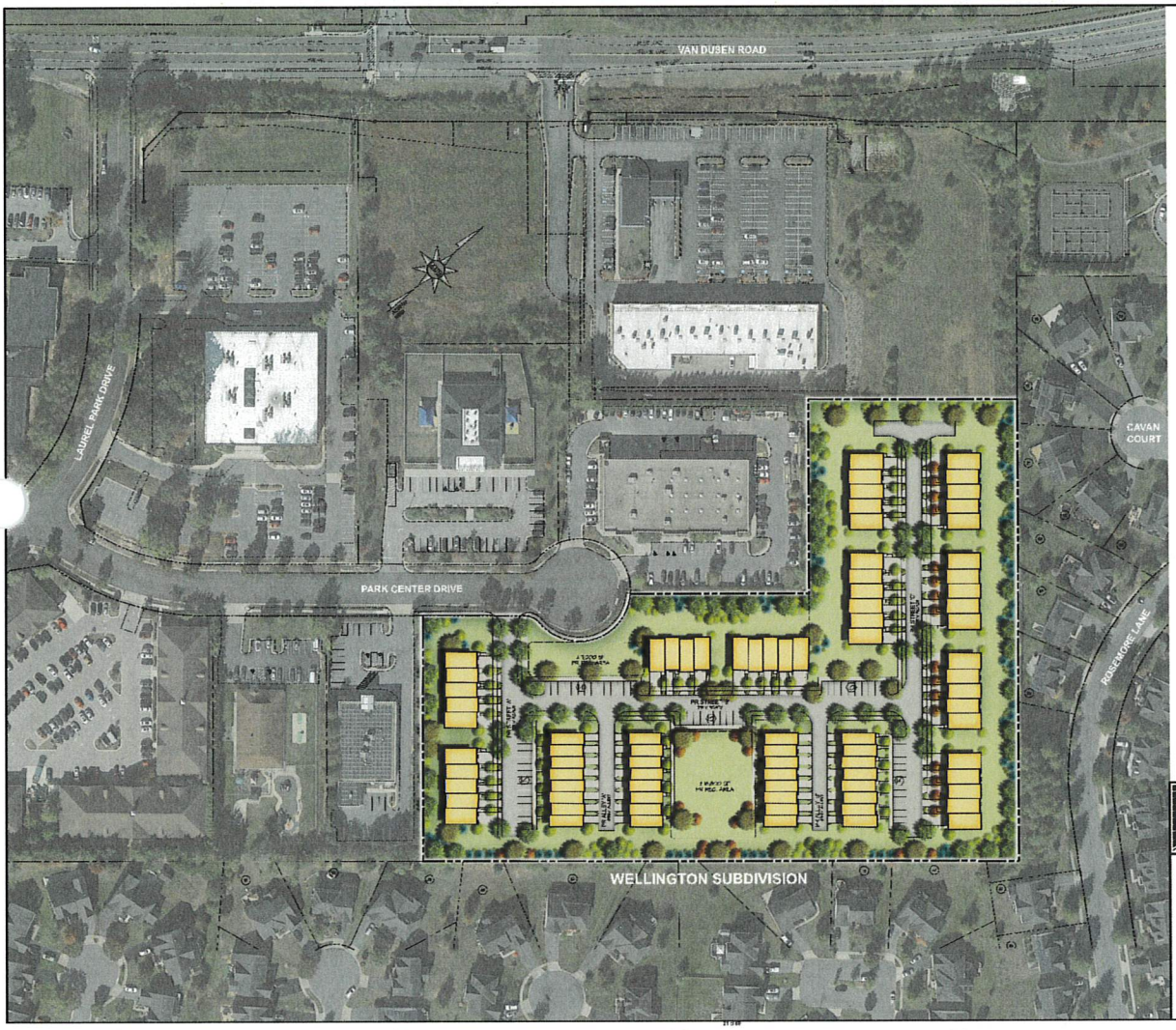
Based on the analyses contained in this report:

- All of the signalized study intersections (Intersections 3 and 5) operate within the CLV threshold of 1,450 for Transportation Service Area 2 in the existing, background, and total traffic conditions.
- The unsignalized intersections of Laurel Park Drive & Park Center Drive and Westmeath Drive & Cypress Street (Intersections 1 and 4) meet step 1 of the unsignalized intersection adequacy test with delays less than 50 seconds under total conditions thereby meeting adequacy standards.
- The unsignalized intersection of Van Dusen Road & Laurel Park Drive (Intersection 2) meets step 3 of the unsignalized intersection adequacy test with CLV < 1,150 under total conditions thereby meeting adequacy standards.

In light of the results of this study and the recommendations noted above, this project will satisfy the APFO requirements of Prince George's County and therefore meets the requirements of the approved scoping correspondence with the City of Laurel and should be approved.

Appendix A

Supplemental Information
Condition Diagrams
Turning Movement Counts



MRA
MORRIS & RITCHIE ASSOCIATES, INC
ENGINEERS, PLANNERS, SURVEYORS AND LANDSCAPE ARCHITECTS
14230 PARK CENTER DRIVE
LAUREL, MD 20707
(410) 792-0792 / (301) 776-1630
MRADTA.COM

14251 & 14275 PARK CENTER DRIVE
TOWNHOUSE DEVELOPMENT
SPECIAL EXCEPTION

ILLUSTRATIVE SITE PLAN

DATE	REVISIONS	
		JOB NO.:
		SCALE:
		DATE:
		DRAWN BY:
		DESIGN BY:
		REVIEW BY:
		SHEET:

Dylan McAndrew

From: mlenhart
Sent: Monday, April 29, 2024 11:58 AM
To: Robert Love; Emily Cline-Gibson
Cc: Nick Driban; Ryan Wingate; Dylan McAndrew; mlenhart
Subject: RE: Oaks at Laurel - TIA Scoping Package

Will do.

Thanks!

Mike Lenhart, P.E., PTOE
President

Office: (410) 216-3333 (Ext. 1)
Mobile: (410) 980-2367

LENHART TRAFFIC CONSULTING, INC.
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From: Robert Love <rlove@laurel.md.us>
Sent: Monday, April 29, 2024 11:57 AM
To: mlenhart <mlenhart@LENHARTTRAFFIC.COM>; Emily Cline-Gibson <Ecline-gibson@laurel.md.us>
Cc: Nick Driban <ndriban@LENHARTTRAFFIC.COM>; Ryan Wingate <rwingate@LENHARTTRAFFIC.COM>; Dylan McAndrew <DMcAndrew@LENHARTTRAFFIC.COM>
Subject: RE: Oaks at Laurel - TIA Scoping Package

Mike,

Please add the intersection of Contee and VanDusen to be included in the scoping.

Thank You,

Robert Love, CPM
Director

City of Laurel
Department of Economic and Community Development
Joseph R. Robison- Laurel Municipal Center
8103 Sandy Spring Road, Laurel, MD 20707
Office: 301-725-5300 x2313
Fax: 301-490-5068
rlove@laurel.md.us
www.cityoflaurel.org

From: mlenhart <mlenhart@LENHARTTRAFFIC.COM>
Sent: Monday, April 29, 2024 11:15 AM
To: Robert Love <rlove@laurel.md.us>; Emily Cline-Gibson <Ecline-gibson@laurel.md.us>
Cc: Nick Driban <ndriban@LENHARTTRAFFIC.COM>; Ryan Wingate <rwingate@LENHARTTRAFFIC.COM>; Dylan McAndrew <DMcAndrew@LENHARTTRAFFIC.COM>; mlenhart <mlenhart@LENHARTTRAFFIC.COM>
Subject: RE: Oaks at Laurel - TIA Scoping Package

Hi Rob,

Any word on this scoping feedback? Is it ok if we move forward with this scope?

Thanks,
Mike

Mike Lenhart, P.E., PTOE
President

Office: (410) 216-3333 (Ext. 1)
Mobile: (410) 980-2367

LENHART TRAFFIC CONSULTING, INC.
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SEVERNA PARK, MD 21146
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From: mlenhart <mlenhart@LENHARTTRAFFIC.COM>
Sent: Tuesday, April 23, 2024 4:22 PM
To: Robert Love <rlove@laurel.md.us>; Emily Cline-Gibson <Ecline-gibson@laurel.md.us>
Cc: Nick Driban <ndriban@LENHARTTRAFFIC.COM>; Ryan Wingate <rwingate@LENHARTTRAFFIC.COM>; Dylan McAndrew <DMcAndrew@LENHARTTRAFFIC.COM>; mlenhart <mlenhart@LENHARTTRAFFIC.COM>
Subject: RE: Oaks at Laurel - TIA Scoping Package

Thanks Rob!

Thanks,
Mike

Mike Lenhart, P.E., PTOE
President

Office: (410) 216-3333 (Ext. 1)
Mobile: (410) 980-2367

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From: Robert Love <rlove@laurel.md.us>
Sent: Tuesday, April 23, 2024 3:10 PM
To: mlenhart <mlenhart@LENHARTTRAFFIC.COM>; Emily Cline-Gibson <Ecline-gibson@laurel.md.us>
Cc: Nick Driban <ndriban@LENHARTTRAFFIC.COM>; Ryan Wingate <rwingate@LENHARTTRAFFIC.COM>; Dylan McAndrew <DMcAndrew@LENHARTTRAFFIC.COM>
Subject: RE: Oaks at Laurel - TIA Scoping Package

Mike,

We will let you know when we hear back from DPW in case they have any edits.

Thank You,

Robert Love, CPM
Director

City of Laurel
Department of Economic and Community Development
Joseph R. Robison- Laurel Municipal Center
8103 Sandy Spring Road, Laurel, MD 20707
Office: 301-725-5300 x2313
Fax: 301-490-5068
rlove@laurel.md.us
www.cityoflaurel.org

From: mlenhart <mlenhart@LENHARTTRAFFIC.COM>
Sent: Tuesday, April 23, 2024 2:03 PM
To: Robert Love <rlove@laurel.md.us>; Emily Cline-Gibson <ecline-gibson@laurel.md.us>
Cc: Nick Driban <ndriban@LENHARTTRAFFIC.COM>; Ryan Wingate <rwingate@LENHARTTRAFFIC.COM>; Dylan McAndrew <DMcAndrew@LENHARTTRAFFIC.COM>; mlenhart <mlenhart@LENHARTTRAFFIC.COM>
Subject: RE: Oaks at Laurel - TIA Scoping Package

Hi Rob and Emily,

I don't recall seeing a reply to this. Can you confirm this scope is acceptable.

The project will generate just under 50 peak hour trips so a full blown TIA shouldn't be required. This should be sufficient to examine the adjacent intersections in each direction of the site as discussed below.

Thanks,
Mike

Mike Lenhart, P.E., PTOE

President

Office: (410) 216-3333 (Ext. 1)
Mobile: (410) 980-2367

LENHART TRAFFIC CONSULTING, INC.
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From: mlenhart <mlenhart@LENHARTTRAFFIC.COM>
Sent: Monday, April 8, 2024 6:35 PM
To: rlove@laurel.md.us; ecline-gibson@laurel.md.us
Cc: mlenhart <mlenhart@LENHARTTRAFFIC.COM>; Nick Driban <ndriban@LENHARTTRAFFIC.COM>; Ryan Wingate <rwingate@LENHARTTRAFFIC.COM>; Dylan McAndrew <DMcAndrew@LENHARTTRAFFIC.COM>
Subject: Oaks at Laurel - TIA Scoping Package

Hi Rob and Emily,

I've attached the following:

1. Concept site plan from the Special Exception
2. Scoping Materials for the TIA:
    a. Site Location Map and Proposed Study Intersections and Trip Assignment
    b. Trip Generation Exhibit

It should be noted that the site generates just under 50 peak hour trips so it's right on the threshold of requiring a traffic study. With that in mind, we've identified the nearest intersections in each direction from the site including the intersection at Westmeath Drive and Cypress Street since we would anticipate that community to have questions about traffic impacts.

You mentioned when we met last week that there have been some community requests for a signal at Van Dusen Road & Laurel Park Drive, therefore we will include a warrant analysis at that location so we will have information related to that issue.

Please review internally with your DPWT and provide feedback and/or approval of the approved scope.

We would propose to use the M-NCPPC methodology for analyzing intersections:

1. CLV for signalized intersections
2. Three-step process for unsignalized intersections
    a. HCS with delays < 50 seconds per vehicle is deemed adequate, or
    b. Minor street volumes < 100 veh/hour is deemed adequate, or
    c. CLV < 1,150 is deemed adequate.

    NOTE: If none of these three steps pass, then signal warrant study is prepared.

Thanks,
Mike

Mike Lenhart, P.E., PTOE
President

Office: (410) 216-3333 (Ext. 1)
Mobile: (410) 980-2367

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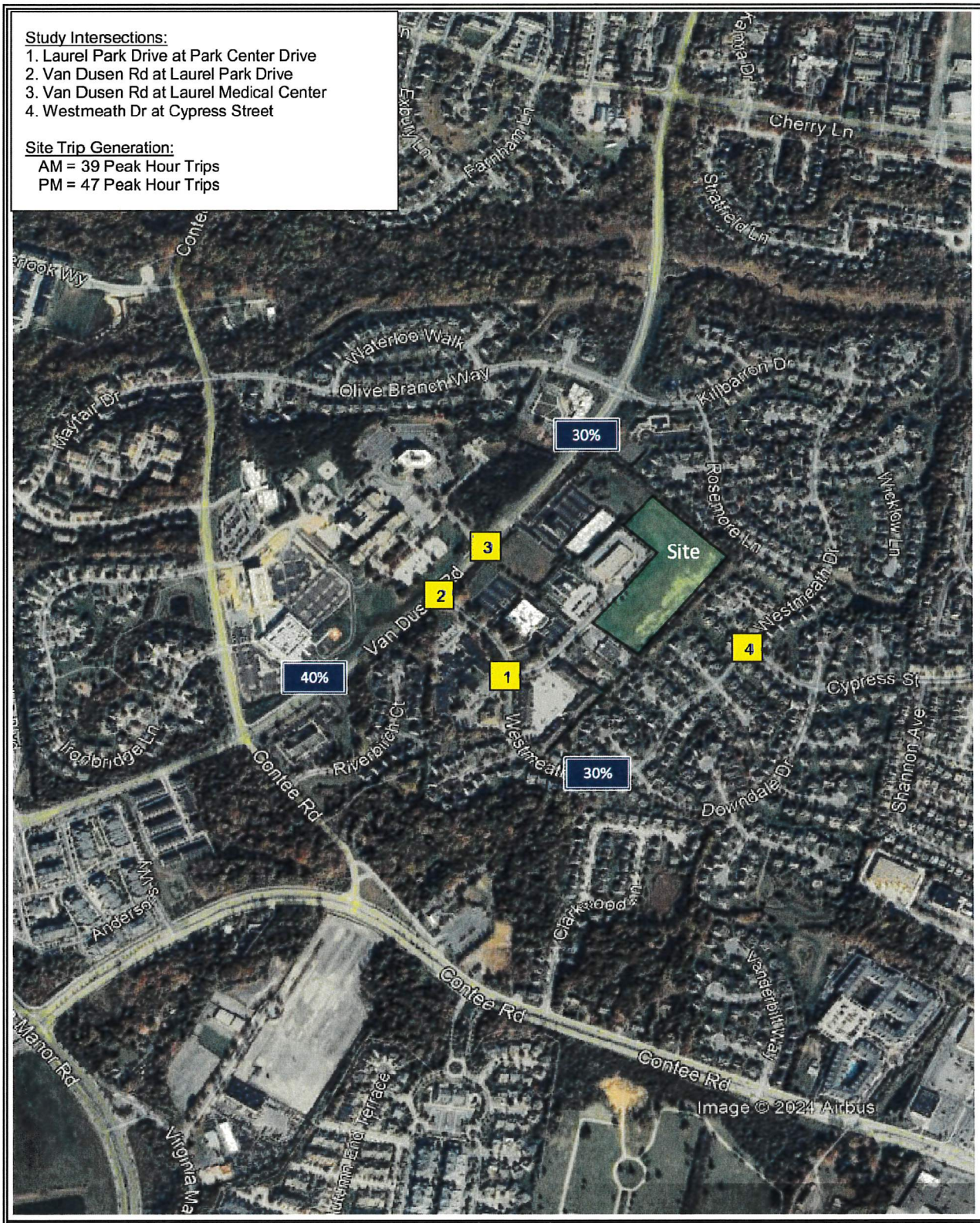
Study Intersections:
1. Laurel Park Drive at Park Center Drive
2. Van Dusen Rd at Laurel Park Drive
3. Van Dusen Rd at Laurel Medical Center
4. Westmeath Dr at Cypress Street

Site Trip Generation:
AM = 39 Peak Hour Trips
PM = 47 Peak Hour Trips



Trip Generation Memo	Site Location Map	**Exhibit 1**

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645 BALTIMORE ANNAPOLIS BLVD, SUITE 214
SEVERNA PARK, MD 21146
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Trip Generation Rates

Single-Family Attached Housing (ITE-215, Units)	Trip Distribution (In/Out)
Morning Trips = 0.48 x Units	31/69
Evening Trips = 0.57 x Units	57/43

Trip Generation Totals

			AM Peak			PM Peak		
			In	Out	Total	In	Out	Total
LU Code 215	Single-Family Attached Housing (ITE-215, Units)	82 units	12	27	39	27	20	47

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

Traffic Impact Analysis	Trip Generation for Site	**Exhibit 2**
LENHART TRAFFIC CONSULTING, INC. 645 BALTIMORE ANNAPOLIS BLVD, SUITE 214 SEVERNA PARK, MD 21146 www.lenharttraffic.com		

Weekday Morning Peak Hour (6:30 am - 9:30 am)

	Laurel Park Drive Northbound					Laurel Park Drive Southbound					Driveway Eastbound					Park Center Drive Westbound					
Time:	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	Total
6:30-6:45	0	0	12	1	0	0	9	5	0	0	0	0	0	0	0	0	0	0	6	4	33
6:45-7:00	0	2	15	3	0	0	6	7	1	0	0	1	0	0	0	0	0	0	7	1	42
7:00-7:15	0	1	32	1	0	0	19	20	7	0	0	4	0	0	0	0	0	0	6	2	90
7:15-7:30	0	0	24	1	0	0	15	28	2	1	0	1	0	0	0	0	1	0	12	0	84
7:30-7:45	0	0	44	4	0	0	24	15	0	0	0	2	0	0	0	0	1	0	5	2	95
7:45-8:00	0	0	37	4	2	0	27	18	5	0	0	1	0	1	0	0	5	0	5	0	103
8:00-8:15	0	0	22	0	0	0	23	27	2	0	0	3	0	0	0	0	2	0	12	0	91
8:15-8:30	0	0	29	4	0	0	42	25	4	0	0	4	0	0	0	0	2	0	12	0	122
8:30-8:45	0	0	16	0	0	0	34	20	2	0	0	0	0	0	0	0	1	0	13	0	86
8:45-9:00	0	0	18	0	0	0	32	18	2	0	0	0	0	0	0	0	0	0	11	0	81
9:00-9:15	0	0	20	1	0	0	18	18	1	0	0	1	0	0	0	0	2	0	19	0	80
9:15-9:30	0	0	24	3	0	0	25	15	1	0	0	0	0	0	0	0	0	0	10	0	78
Hourly Totals																					
6:30-7:30	0	3	83	6	0	0	49	60	10	1	0	6	0	0	0	0	1	0	31	7	257
6:45-7:45	0	3	115	9	0	0	64	70	10	1	0	8	0	0	0	0	2	0	30	5	317
7:00-8:00	0	1	137	10	2	0	85	81	14	1	0	8	0	1	0	0	7	0	28	4	379
7:15-8:15	0	0	127	9	2	0	89	88	9	1	0	7	0	1	0	0	9	0	34	2	378
7:30-8:30	0	0	132	12	2	0	116	85	11	0	0	10	0	1	0	0	10	0	34	2	415
7:45-8:45	0	0	104	8	2	0	126	90	13	0	0	8	0	1	0	0	10	0	42	0	404
8:00-9:00	0	0	85	4	0	0	131	90	10	0	0	7	0	0	0	0	5	0	48	0	380
8:15-9:15	0	0	83	5	0	0	126	81	9	0	0	5	0	0	0	0	5	0	55	0	369
8:30-9:30	0	0	78	4	0	0	109	71	6	0	0	1	0	0	0	0	3	0	53	0	325

AM	Northbound					Southbound					Eastbound					Westbound					
Peak Hour	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	Total
7:30-8:30	**0**	**0**	**132**	**12**	**2**	**0**	**116**	**85**	**11**	**0**	**0**	**10**	**0**	**1**	**0**	**0**	**10**	**0**	**34**	**2**	**415**

Weekday Evening Peak Hour (4 pm - 7 pm)

	Laurel Park Drive Northbound					Laurel Park Drive Southbound					Driveway Eastbound					Park Center Drive Westbound					
Time:	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	Total
4:00-4:15	0	0	27	1	0	0	16	38	1	0	0	0	0	0	0	0	6	0	17	0	106
4:15-4:30	0	0	23	2	0	0	16	34	1	0	0	0	0	0	0	0	2	0	25	1	103
4:30-4:45	0	0	24	3	0	0	15	27	0	0	0	1	0	0	0	0	5	0	30	0	105
4:45-5:00	0	0	25	1	0	0	16	40	1	0	0	5	0	0	0	1	5	0	18	0	112
5:00-5:15	0	0	25	2	0	0	20	34	0	0	0	2	0	0	0	0	5	0	37	2	125
5:15-5:30	0	0	19	2	0	0	25	51	0	0	0	6	0	0	0	0	2	0	34	0	139
5:30-5:45	0	0	14	1	0	0	24	49	0	0	0	1	0	0	0	0	5	0	49	1	143
5:45-6:00	0	0	18	1	0	0	16	27	0	0	0	0	0	0	0	0	2	0	19	2	83
6:00-6:15	0	0	20	0	0	0	14	40	0	0	0	0	0	0	0	0	5	0	33	0	112
6:15-6:30	0	0	18	1	0	0	6	41	0	0	0	0	0	0	0	0	1	0	15	0	82
6:30-6:45	0	0	18	0	0	0	4	29	0	0	0	0	0	0	0	0	1	0	22	0	74
6:45-7:00	0	0	20	1	0	0	6	34	0	0	0	1	0	0	0	0	0	0	6	0	68
Hourly Totals																					
4:00-5:00	0	0	99	7	0	0	63	139	3	0	0	6	0	0	0	1	18	0	90	1	427
4:15-5:15	0	0	97	8	0	0	67	135	2	0	0	8	0	0	0	1	17	0	110	3	448
4:30-5:30	0	0	93	8	0	0	76	152	1	0	0	14	0	0	0	1	17	0	119	2	483
4:45-5:45	0	0	83	6	0	0	85	174	1	0	0	14	0	0	0	1	17	0	138	3	522
5:00-6:00	0	0	76	6	0	0	85	161	0	0	0	9	0	0	0	0	14	0	139	5	495
5:15-6:15	0	0	71	4	0	0	79	167	0	0	0	7	0	0	0	0	14	0	135	3	480
5:30-6:30	0	0	70	3	0	0	60	157	0	0	0	1	0	0	0	0	13	0	116	3	423
5:45-6:45	0	0	74	2	0	0	40	137	0	0	0	0	0	0	0	0	9	0	89	2	353
6:00-7:00	0	0	76	2	0	0	30	144	0	0	0	1	0	0	0	0	7	0	76	0	336

PM	Northbound					Southbound					Eastbound					Westbound					
Peak Hour	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	Total
4:45-5:45	**0**	**0**	**83**	**6**	**0**	**0**	**85**	**174**	**1**	**0**	**0**	**14**	**0**	**0**	**0**	**1**	**17**	**0**	**138**	**3**	**522**

Peak Hour
Turning Movement Count

LENHART TRAFFIC CONSULTING, INC.
645 BALTIMORE ANNAPOLIS BLVD, SUITE 214
SEVERNA PARK, MD 21146
www.lenharttraffic.com

Intersection: Laurel Park Drive & Park Center Drive
Weather: Clear
Count by: Count Cam DSS
Count Day/Date: Wednesday, April 17, 2024
Jurisdiction: Prince George's County

Weekday Morning Peak Hour (6:30 am - 9:30 am)

	Laurel Park Drive Northbound					N/A Southbound					Van Dusen Road Eastbound					Van Dusen Road Westbound					
Time:	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	Total
6:30-6:45	0	14		3	2					0	0		15	14	0	0	5	37		0	88
6:45-7:00	0	19		6	1					0	0		38	15	0	0	12	45		0	135
7:00-7:15	0	35		6	1					0	0		51	38	0	0	11	49		0	190
7:15-7:30	0	27		13	0					0	0		80	34	0	0	12	62		0	228
7:30-7:45	0	45		6	0					0	0		79	28	0	0	13	90		0	261
7:45-8:00	0	38		10	0					0	0		89	30	0	0	22	85		0	274
8:00-8:15	0	27		11	0					0	0		69	44	0	0	18	78		0	247
8:15-8:30	0	34		12	2					0	0		68	51	0	0	28	53		0	246
8:30-8:45	0	21		10	0					0	0		50	48	0	0	18	63		0	210
8:45-9:00	0	25		9	3					0	0		75	42	0	0	27	48		0	226
9:00-9:15	0	25		16	0					0	0		88	38	0	0	13	68		0	248
9:15-9:30	0	28		14	0					0	0		79	37	0	0	15	69		0	242
Hourly Totals																					
6:30-7:30	0	95		28	4					0	0		184	101	0	0	40	193		0	645
6:45-7:45	0	126		31	2					0	0		248	115	0	0	48	246		0	816
7:00-8:00	0	145		35	1					0	0		299	130	0	0	58	286		0	954
7:15-8:15	0	137		40	0					0	0		317	136	0	0	65	315		0	1010
7:30-8:30	0	144		39	2					0	0		305	153	0	0	81	306		0	1030
7:45-8:45	0	120		43	2					0	0		276	173	0	0	86	279		0	979
8:00-9:00	0	107		42	5					0	0		262	185	0	0	91	242		0	934
8:15-9:15	0	105		47	5					0	0		281	179	0	0	86	232		0	935
8:30-9:30	0	99		49	3					0	0		292	165	0	0	73	248		0	929
AM	**Northbound**					**Southbound**					**Eastbound**					**Westbound**					
Peak Hour	**U-Turn**	**Left**	**Thru**	**Right**	**Peds**	**U-Turn**	**Left**	**Thru**	**Right**	**Peds**	**U-Turn**	**Left**	**Thru**	**Right**	**Peds**	**U-Turn**	**Left**	**Thru**	**Right**	**Peds**	**Total**
7:30-8:30	**0**	**144**		**39**	**2**					**0**	**0**		**305**	**153**	**0**	**0**	**81**	**306**		**0**	**1030**

Weekday Evening Peak Hour (4 pm - 7 pm)

	Laurel Park Drive Northbound					N/A Southbound					Van Dusen Road Eastbound					Van Dusen Road Westbound					
Time:	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	Total
4:00-4:15	0	33		30	1					0	0		97	45	0	0	20	75		0	300
4:15-4:30	1	32		29	0					0	0		114	44	0	0	11	103		0	334
4:30-4:45	0	34		24	0					0	0		103	40	0	0	8	89		1	298
4:45-5:00	0	33		20	0					0	0		119	49	0	0	14	84		0	319
5:00-5:15	0	52		28	1					0	0		103	45	0	0	13	80		0	321
5:15-5:30	0	34		27	1					0	0		87	65	0	0	14	88		0	315
5:30-5:45	0	45		29	0					0	0		101	63	0	0	8	81		0	327
5:45-6:00	0	27		16	0					0	0		107	38	0	0	8	67		0	263
6:00-6:15	0	37		18	1					0	0		119	48	0	0	8	76		0	306
6:15-6:30	0	26		11	0					0	0		98	42	0	0	9	79		0	265
6:30-6:45	0	28		14	3					0	0		91	28	0	0	5	55		0	221
6:45-7:00	0	22		10	0					0	0		77	37	0	0	5	66		0	217
Hourly Totals																					
4:00-5:00	1	132		103	1					0	0		433	178	0	0	53	351		1	1253
4:15-5:15	1	151		101	1					0	0		439	178	0	0	46	356		1	1274
4:30-5:30	0	153		99	2					0	0		412	199	0	0	49	341		1	1256
4:45-5:45	0	164		104	2					0	0		410	222	0	0	49	333		0	1284
5:00-6:00	0	158		100	2					0	0		398	211	0	0	43	316		0	1228
5:15-6:15	0	143		90	2					0	0		414	214	0	0	38	312		0	1213
5:30-6:30	0	135		74	1					0	0		425	191	0	0	33	303		0	1162
5:45-6:45	0	118		59	4					0	0		415	156	0	0	30	277		0	1059
6:00-7:00	0	113		53	4					0	0		385	155	0	0	27	276		0	1013
PM	**Northbound**					**Southbound**					**Eastbound**					**Westbound**					
Peak Hour	**U-Turn**	**Left**	**Thru**	**Right**	**Peds**	**U-Turn**	**Left**	**Thru**	**Right**	**Peds**	**U-Turn**	**Left**	**Thru**	**Right**	**Peds**	**U-Turn**	**Left**	**Thru**	**Right**	**Peds**	**Total**
4:45-5:45	**0**	**164**		**104**	**2**					**0**	**0**		**410**	**222**	**0**	**0**	**49**	**333**		**0**	**1284**

Peak Hour
Turning Movement Count

LENHART TRAFFIC CONSULTING, INC.
645 BALTIMORE ANNAPOLIS BLVD, SUITE 214
SEVERNA PARK, MD 21146
www.lenharttraffic.com

Intersection: Van Dusen Road & Laurel Park Drive
Weather: Clear
Count by: Count Cam
Count Day/Date: Wednesday, April 24, 2024
Jurisdiction: Laurel, MD

Weekday Morning Peak Hour (6:30 am - 9:30 am)

	N/A Northbound					Laurel Medical Center Southbound					Van Dusen Road Eastbound					Van Dusen Road Westbound					
Time:	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	Total
6:30-6:45					0	0	1		0	0	0	2	17		1	0		41	4	0	65
6:45-7:00					0	0	2		1	0	0	11	32		0	0		57	9	0	112
7:00-7:15					0	0	3		1	0	0	9	49		0	0		57	10	0	129
7:15-7:30					0	0	1		1	0	0	14	78		0	0		73	13	0	180
7:30-7:45					0	0	2		0	0	0	17	64		0	0		103	16	0	202
7:45-8:00					0	0	3		3	0	1	35	64		0	0		101	29	1	236
8:00-8:15					0	0	6		5	0	0	16	67		1	0		88	24	0	206
8:15-8:30					0	0	12		5	0	0	14	68		0	0		74	26	0	199
8:30-8:45					0	0	8		9	0	0	13	47		0	0		69	18	0	164
8:45-9:00					0	0	7		6	2	0	20	64		0	0		69	20	0	186
9:00-9:15					0	0	11		6	0	0	21	81		0	0		87	17	0	223
9:15-9:30					0	0	14		15	0	0	19	75		0	0		64	16	0	203
Hourly Totals																					
6:30-7:30					0	0	7		3	0	0	36	176		1	0		228	36	0	487
6:45-7:45					0	0	8		3	0	0	51	223		0	0		290	48	0	623
7:00-8:00					0	0	9		5	0	1	75	255		0	0		334	68	1	748
7:15-8:15					0	0	12		9	0	1	82	273		1	0		365	82	1	826
7:30-8:30					0	0	23		13	0	1	82	263		1	0		366	95	1	845
7:45-8:45					0	0	29		22	0	1	78	246		1	0		332	97	1	807
8:00-9:00					0	0	33		25	2	0	63	246		1	0		300	88	0	758
8:15-9:15					0	0	38		26	2	0	68	260		0	0		299	81	0	774
8:30-9:30					0	0	40		36	2	0	73	267		0	0		289	71	0	778

AM	Northbound					Southbound					Eastbound					Westbound					
Peak Hour	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	Total
7:30-8:30					**0**	**0**	**23**		**13**	**0**	**1**	**82**	**263**		**1**	**0**		**366**	**95**	**1**	**845**

Weekday Evening Peak Hour (4 pm - 7 pm)

	N/A Northbound					Laurel Medical Center Southbound					Van Dusen Road Eastbound					Van Dusen Road Westbound					
Time:	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	Total
4:00-4:15					0	0	24		25	0	0	6	121		0	0		74	7	0	257
4:15-4:30					0	0	20		27	0	0	11	132		0	0		85	9	0	284
4:30-4:45					0	0	19		29	0	0	5	123		0	0		69	8	0	253
4:45-5:00					0	0	15		16	0	0	5	134		0	0		82	5	0	257
5:00-5:15					0	0	22		13	0	0	2	129		0	0		81	5	0	252
5:15-5:30					0	0	11		7	0	0	3	110		0	0		89	2	0	222
5:30-5:45					0	0	10		6	0	0	3	128		0	0		84	5	0	236
5:45-6:00					0	0	5		3	0	0	1	123		0	0		73	5	0	210
6:00-6:15					0	0	4		6	0	0	4	133		1	0		79	2	0	228
6:15-6:30					0	0	5		9	0	0	0	109		1	0		80	5	0	208
6:30-6:45					0	0	6		1	0	0	1	105		0	0		59	1	0	173
6:45-7:00					0	0	2		1	0	0	0	85		0	0		68	1	0	157
Hourly Totals																					
4:00-5:00					0	0	78		97	0	0	27	510		0	0		310	29	0	1051
4:15-5:15					0	0	76		85	0	0	23	518		0	0		317	27	0	1046
4:30-5:30					0	0	67		65	0	0	15	496		0	0		321	20	0	984
4:45-5:45					0	0	58		42	0	0	13	501		0	0		336	17	0	967
5:00-6:00					0	0	48		29	0	0	9	490		0	0		327	17	0	920
5:15-6:15					0	0	30		22	0	0	11	494		1	0		325	14	0	897
5:30-6:30					0	0	24		24	0	0	8	493		2	0		316	17	0	884
5:45-6:45					0	0	20		19	0	0	6	470		2	0		291	13	0	821
6:00-7:00					0	0	17		17	0	0	5	432		2	0		286	9	0	768

PM	Northbound					Southbound					Eastbound					Westbound					
Peak Hour	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	Total
4:00-5:00					**0**	**0**	**78**		**97**	**0**	**0**	**27**	**510**		**0**	**0**		**310**	**29**	**0**	**1051**

Peak Hour
Turning Movement Count

LENHART TRAFFIC CONSULTING, INC.
645 BALTIMORE ANNAPOLIS BLVD, SUITE 214
SEVERNA PARK, MD 21146
www.lenharttraffic.com

Intersection: Van Dusen Road & Laurel Medical Center
Weather: Clear
Count by: Count Cam
Count Day/Date: Wednesday, April 24, 2024
Jurisdiction: Laurel, MD

Weekday Morning Peak Hour (6:30 am - 9:30 am)

	Cypress Street Northbound					N/A Southbound					Westmeath Drive Eastbound					Westmeath Drive Westbound					
Time:	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	Total
6:30-6:45	0	4		6	0					0	0		0	4	0	0	6	1		0	21
6:45-7:00	0	8		9	5					0	0		0	2	0	0	3	1		0	23
7:00-7:15	0	11		6	3					0	0		0	7	0	0	13	3		0	40
7:15-7:30	0	9		12	0					0	0		2	10	0	0	7	0		0	40
7:30-7:45	0	14		11	0					0	0		4	8	0	0	17	3		0	57
7:45-8:00	0	21		6	0					0	0		1	11	0	0	20	6		0	65
8:00-8:15	0	18		9	0					0	0		1	10	0	0	20	1		0	59
8:15-8:30	1	13		14	0					0	0		1	6	0	0	18	2		0	55
8:30-8:45	0	7		11	0					0	0		4	8	0	0	13	3		0	46
8:45-9:00	0	10		12	0					0	0		2	8	0	0	13	2		0	47
9:00-9:15	0	4		8	1					0	0		0	11	0	0	12	0		0	35
9:15-9:30	0	17		6	0					0	0		2	5	0	0	15	3		0	48
Hourly Totals																					
6:30-7:30	0	32		33	8					0	0		2	23	0	0	29	5		0	132
6:45-7:45	0	42		38	8					0	0		6	27	0	0	40	7		0	168
7:00-8:00	0	55		35	3					0	0		7	36	0	0	57	12		0	205
7:15-8:15	0	62		38	0					0	0		8	39	0	0	64	10		0	221
7:30-8:30	1	66		40	0					0	0		7	35	0	0	75	12		0	236
7:45-8:45	1	59		40	0					0	0		7	35	0	0	71	12		0	225
8:00-9:00	1	48		46	0					0	0		8	32	0	0	64	8		0	207
8:15-9:15	1	34		45	1					0	0		7	33	0	0	56	7		0	184
8:30-9:30	0	38		37	1					0	0		8	32	0	0	53	8		0	177
AM	**Northbound**					**Southbound**					**Eastbound**					**Westbound**					
Peak Hour	**U-Turn**	**Left**	**Thru**	**Right**	**Peds**	**U-Turn**	**Left**	**Thru**	**Right**	**Peds**	**U-Turn**	**Left**	**Thru**	**Right**	**Peds**	**U-Turn**	**Left**	**Thru**	**Right**	**Peds**	**Total**
7:30-8:30	**1**	**66**		**40**	**0**					**0**	**0**		**7**	**35**	**0**	**0**	**75**	**12**		**0**	**236**

Weekday Evening Peak Hour (4 pm - 7 pm)

	Cypress Street Northbound					N/A Southbound					Westmeath Drive Eastbound					Westmeath Drive Westbound					
Time:	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	Total
4:00-4:15	0	18		10	0					0	0		5	23	0	0	24	2		0	82
4:15-4:30	0	14		18	0					0	0		4	19	0	0	18	0		1	73
4:30-4:45	0	18		15	0					0	0		1	21	0	0	14	3		0	72
4:45-5:00	0	11		14	0					0	0		4	13	0	0	30	2		0	74
5:00-5:15	0	14		8	2					0	0		1	26	0	0	14	0		0	63
5:15-5:30	0	12		23	0					0	0		1	26	0	0	12	1		0	75
5:30-5:45	0	11		13	1					0	0		0	29	0	0	17	0		0	70
5:45-6:00	0	14		14	1					0	0		4	15	0	0	24	1		0	72
6:00-6:15	0	10		15	3					0	0		5	29	0	0	20	3		0	82
6:15-6:30	0	16		20	0					0	0		2	27	0	0	15	2		0	82
6:30-6:45	0	8		20	2					0	0		1	13	0	0	18	4		1	64
6:45-7:00	0	9		22	0					0	0		2	20	0	1	14	3		0	71
Hourly Totals																					
4:00-5:00	0	61		57	0					0	0		14	76	0	0	86	7		1	302
4:15-5:15	0	57		55	2					0	0		10	79	0	0	76	5		1	285
4:30-5:30	0	55		60	2					0	0		7	86	0	0	70	6		0	286
4:45-5:45	0	48		58	3					0	0		6	94	0	0	73	3		0	285
5:00-6:00	0	51		58	4					0	0		6	96	0	0	67	2		0	284
5:15-6:15	0	47		65	5					0	0		10	99	0	0	73	5		0	304
5:30-6:30	0	51		62	5					0	0		11	100	0	0	76	6		0	311
5:45-6:45	0	48		69	6					0	0		12	84	0	0	77	10		1	307
6:00-7:00	0	43		77	5					0	0		10	89	0	1	67	12		1	305
PM	**Northbound**					**Southbound**					**Eastbound**					**Westbound**					
Peak Hour	**U-Turn**	**Left**	**Thru**	**Right**	**Peds**	**U-Turn**	**Left**	**Thru**	**Right**	**Peds**	**U-Turn**	**Left**	**Thru**	**Right**	**Peds**	**U-Turn**	**Left**	**Thru**	**Right**	**Peds**	**Total**
5:30-6:30	**0**	**51**		**62**	**5**					**0**	**0**		**11**	**100**	**0**	**0**	**76**	**6**		**0**	**311**

Peak Hour
Turning Movement Count

LENHART TRAFFIC CONSULTING, INC.
645 BALTIMORE ANNAPOLIS BLVD, SUITE 214
SEVERNA PARK, MD 21146
www.lenharttraffic.com

Intersection: Cypress Street & Westmeath Drive
Weather: Clear
Count by: Count Cam
Count Day/Date: Thursday, April 25, 2024
Jurisdiction: Laurel, MD

Weekday Morning Peak Hour (6:30 am - 9:30 am)

	Contee Road Northbound					Contee Road Southbound					Van Dusen Road Eastbound					Van Dusen Road Westbound					
Time:	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	Total
6:30-6:45	0	6	5	13	0	0	6	4	30	0	0	17	35	4	0	0	7	48	1	0	176
6:45-7:00	0	5	8	25	1	0	4	2	23	0	0	7	42	9	1	0	13	50	6	0	194
7:00-7:15	0	6	10	29	1	0	6	11	38	0	0	15	50	15	0	0	19	54	5	0	258
7:15-7:30	0	7	7	24	3	0	6	12	34	1	0	24	81	12	0	0	14	68	9	1	298
7:30-7:45	0	12	11	24	2	0	11	17	49	0	0	15	86	7	0	0	19	90	3	0	344
7:45-8:00	0	11	10	34	1	0	8	18	50	0	0	22	112	18	1	0	29	117	7	0	436
8:00-8:15	0	5	11	37	2	0	8	19	26	0	0	26	81	15	0	0	24	95	7	0	354
8:15-8:30	0	11	10	43	2	0	6	12	51	0	0	27	87	20	0	0	26	71	3	0	367
8:30-8:45	0	11	8	27	1	0	12	5	34	0	0	22	85	9	1	0	24	71	5	0	313
8:45-9:00	0	8	12	36	2	0	6	11	21	0	0	27	89	12	0	0	22	55	7	0	306
9:00-9:15	0	6	9	47	0	0	8	10	24	0	0	18	70	10	0	0	26	54	7	0	289
9:15-9:30	0	4	7	34	0	0	5	6	24	0	0	17	71	7	0	0	23	69	3	0	270
Hourly Totals																					
6:30-7:30	0	24	30	91	5	0	22	29	125	1	0	63	208	40	1	0	53	220	21	1	934
6:45-7:45	0	30	36	102	7	0	27	42	144	1	0	61	259	43	1	0	65	262	23	1	1104
7:00-8:00	0	36	38	111	7	0	31	58	171	1	0	76	329	52	1	0	81	329	24	1	1346
7:15-8:15	0	35	39	119	8	0	33	66	159	1	0	87	360	52	1	0	86	370	26	1	1443
7:30-8:30	0	39	42	138	7	0	33	66	176	0	0	90	366	60	1	0	98	373	20	0	1509
7:45-8:45	0	38	39	141	6	0	34	54	161	0	0	97	365	62	2	0	103	354	22	0	1478
8:00-9:00	0	35	41	143	7	0	32	47	132	0	0	102	342	56	1	0	96	292	22	0	1348
8:15-9:15	0	36	39	153	5	0	32	38	130	0	0	94	331	51	1	0	98	251	22	0	1281
8:30-9:30	0	29	36	144	3	0	31	32	103	0	0	84	315	38	1	0	95	249	22	0	1182
AM	**Northbound**					**Southbound**					**Eastbound**					**Westbound**					
Peak Hour	**U-Turn**	**Left**	**Thru**	**Right**	**Peds**	**U-Turn**	**Left**	**Thru**	**Right**	**Peds**	**U-Turn**	**Left**	**Thru**	**Right**	**Peds**	**U-Turn**	**Left**	**Thru**	**Right**	**Peds**	**Total**
7:30-8:30	**0**	**39**	**42**	**138**	**7**	**0**	**33**	**66**	**176**	**0**	**0**	**90**	**366**	**60**	**1**	**0**	**98**	**373**	**20**	**0**	**1509**

Weekday Evening Peak Hour (4 pm - 7 pm)

	Contee Road Northbound					Contee Road Southbound					Van Dusen Road Eastbound					Van Dusen Road Westbound					
Time:	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	Total
4:00-4:15	0	12	6	39	0	0	5	5	18	0	0	30	97	13	0	0	30	71	10	0	336
4:15-4:30	0	10	6	39	2	0	4	6	15	0	0	36	93	12	0	0	28	50	11	0	310
4:30-4:45	0	11	8	43	2	0	6	10	14	0	0	22	90	14	0	0	42	80	4	0	344
4:45-5:00	0	10	19	32	0	0	4	9	21	0	0	33	117	15	0	0	43	80	8	0	391
5:00-5:15	0	10	28	49	0	0	4	11	27	0	0	29	116	20	0	0	34	82	4	0	414
5:15-5:30	0	13	9	48	0	0	4	10	14	0	0	22	116	16	0	0	39	77	6	0	374
5:30-5:45	0	16	11	38	2	0	7	13	18	0	0	33	123	18	0	0	49	83	8	0	417
5:45-6:00	0	11	11	49	1	0	5	14	24	0	0	46	112	16	1	0	48	80	4	0	420
6:00-6:15	0	11	13	42	2	0	11	23	25	0	0	32	113	14	0	0	41	64	4	0	393
6:15-6:30	0	14	14	41	2	0	15	14	27	0	0	26	108	18	0	0	28	76	7	0	388
6:30-6:45	0	11	13	46	1	0	8	7	22	0	0	31	89	21	0	0	28	82	4	1	362
6:45-7:00	0	10	12	45	3	0	4	7	24	0	0	28	90	17	0	0	30	71	6	0	344
Hourly Totals																					
4:00-5:00	0	43	39	153	4	0	19	30	68	0	0	121	397	54	0	0	143	281	33	0	1385
4:15-5:15	0	41	61	163	4	0	18	36	77	0	0	120	416	61	0	0	147	292	27	0	1463
4:30-5:30	0	44	64	172	2	0	18	40	76	0	0	106	439	65	0	0	158	319	22	0	1525
4:45-5:45	0	49	67	167	2	0	19	43	80	0	0	117	472	69	0	0	165	322	26	0	1598
5:00-6:00	0	50	59	184	3	0	20	48	83	0	0	130	467	70	1	0	170	322	22	0	1629
5:15-6:15	0	51	44	177	5	0	27	60	81	0	0	133	464	64	1	0	177	304	22	0	1610
5:30-6:30	0	52	49	170	7	0	38	64	94	0	0	137	456	66	1	0	166	303	23	0	1626
5:45-6:45	0	47	51	178	6	0	39	58	98	0	0	135	422	69	1	0	145	302	19	1	1571
6:00-7:00	0	46	52	174	8	0	38	51	98	0	0	117	400	70	0	0	127	293	21	1	1496
PM	**Northbound**					**Southbound**					**Eastbound**					**Westbound**					
Peak Hour	**U-Turn**	**Left**	**Thru**	**Right**	**Peds**	**U-Turn**	**Left**	**Thru**	**Right**	**Peds**	**U-Turn**	**Left**	**Thru**	**Right**	**Peds**	**U-Turn**	**Left**	**Thru**	**Right**	**Peds**	**Total**
5:00-6:00	**0**	**50**	**59**	**184**	**3**	**0**	**20**	**48**	**83**	**0**	**0**	**130**	**467**	**70**	**1**	**0**	**170**	**322**	**22**	**0**	**1629**

Peak Hour
Turning Movement Count

LENHART TRAFFIC CONSULTING, INC.
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SEVERNA PARK, MD 21146
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Intersection: Contee Road & Van Dusen Road
Weather: Clear
Count by: Count Cam DSS
Count Day/Date: Thursday, May 2, 2024
Jurisdiction: Laurel, MD