

TRAFFIC IMPACT ANALYSIS

FOR

DOCTORS COMMUNITY HOSPITAL EXPANSION (LANHAM, MD)

Prepared by:

LENHART TRAFFIC CONSULTING, INC.

TRAFFIC ENGINEERING & TRANSPORTATION PLANNING

April 18, 2022



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Section 1 Introduction

1.1 Project Description

This Traffic Impact Analysis (TIA) has been prepared for the proposed Doctors Community Medical Center expansion located along the north side of Good Luck Road east of Hanover Parkway in Lanham, Maryland. The site is proposed to be developed in multiple phases including:

- Phase 1
 - 162,700 square foot Acute Care Pavilion
- Phase 2
 - 105,400 square foot Medical Office Building
 - 90,600 square foot Medical Office Building
 - 157,290 square foot Hospital Addition
 - 103,660 square foot Medical Office Building

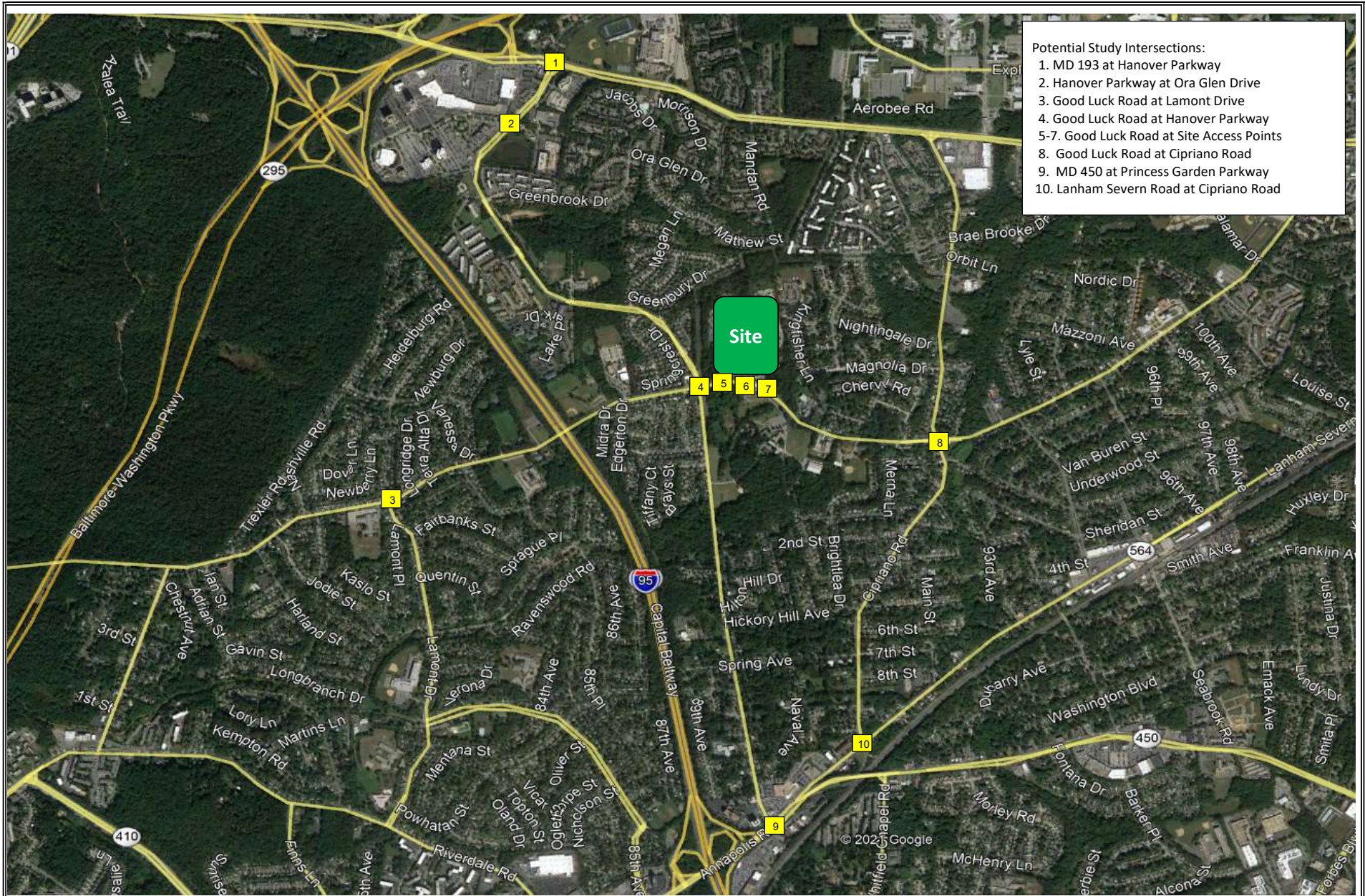
Under existing conditions, the site has three access points including one full-movement access (Mallery Drive), an outbound only access, and an inbound only access. Under future conditions, these three access points will be retained and continue to serve the development. A location map showing the subject property is included as **Exhibit 1** and a site plan has been included in Appendix A.

1.2 Scope of Study

A Scoping Agreement was coordinated with M-NCPPC and has been included in Appendix A.

M-NCPPC Guidelines require that signalized intersections operate with a Critical Lane Volume (CLV) of less than 1,450 in the Developing Tier and with a CLV of less than 1,600 in the Developed Tier. It should be noted that the site is located within the Developing Tier however, several of the off-site study intersections are located within the Developed Tier.

M-NCPPC Guidelines require that unsignalized intersections be evaluated using the Highway Capacity Manual (HCM) unsignalized methodology based on a three-step test of adequacy. All intersections operating with an average of less than 50 seconds of delay per vehicle for the minor street movements are considered adequate (step one). If an intersection exceeds 50 seconds of delay, additional analyses are required including a consideration of the volume of traffic on the minor street approach. If the minor street volumes with greater than 50 seconds of delay are less than 100 vehicles per hour then the intersection is considered adequate (step two). If average delays exceed 50 seconds per vehicle for any movements with more than 100 vehicles per hour, a CLV analysis is conducted and if the CLV of the unsignalized intersection is 1,150 or better (step three) the intersection is deemed adequate.



- Potential Study Intersections:
1. MD 193 at Hanover Parkway
 2. Hanover Parkway at Ora Glen Drive
 3. Good Luck Road at Lamont Drive
 4. Good Luck Road at Hanover Parkway
 - 5-7. Good Luck Road at Site Access Points
 8. Good Luck Road at Cipriano Road
 9. MD 450 at Princess Garden Parkway
 10. Lanham Severn Road at Cipriano Road

Site

4 5 6 7

8


3

1

2

9

10

<p>Traffic Impact Analysis</p>	<p style="text-align: center;">Site Location Map & Trip Assignment</p>	<p style="text-align: center;">Exhibit 1</p>
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Section 2 Existing Conditions

2.1 Description of Roadway Network

The key roads in the study area are:

- Good Luck Road is a two-lane roadway which runs in the east/west direction and has a posted speed limit of 35 MPH.
- Hanover Parkway is a two-lane roadway which runs in the north/south direction and has a posted speed limit of 30 to 35 MPH.
- Cipriano Road is a two-lane roadway which runs in the north/south direction and has a posted speed limit of 30 to 35 MPH.
- MD 193 (Greenbelt Road) is a six-lane roadway which runs in the east/west direction and has a posted speed limit of 45 MPH.
- MD 450 (Annapolis Road) is a six-lane roadway which runs in the east/west direction and has a posted speed limit of 35 MPH.
- MD 564 (Lanham Severn Road) is a two-lane roadway which runs in the east/west direction and has a posted speed limit of 40 MPH.

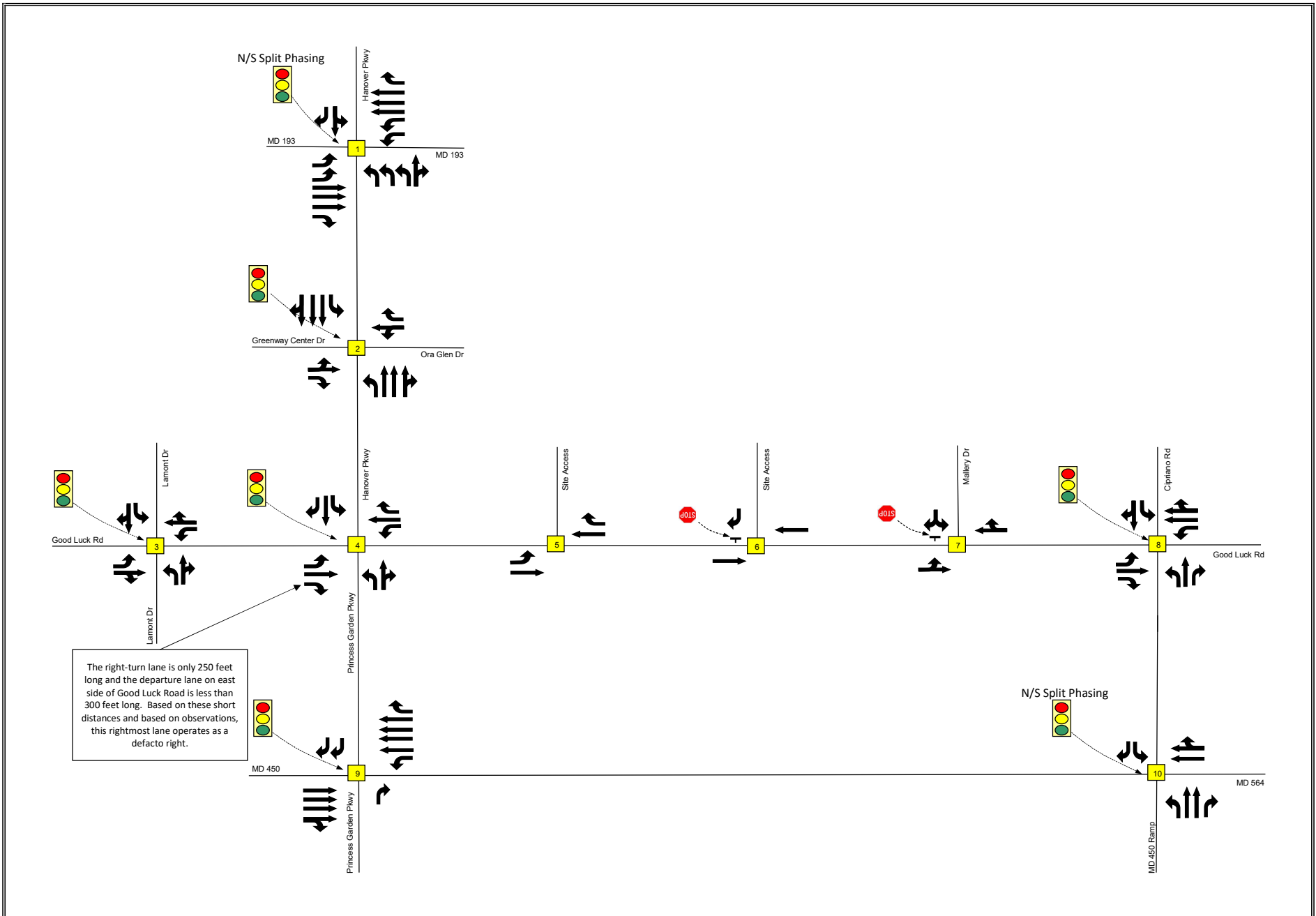
2.2 Lane Configurations

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

2.3 Existing Traffic Counts

Turning movement counts were conducted on Tuesday, June 8, 2021, and the results are shown on **Exhibit 3a**. Per Prince George's County requirements, a COVID-19 adjustment factor was applied to the existing turning movement counts shown in Exhibit 3a and the results are shown in **Exhibit 3b**. The volumes shown on Exhibit 3b represent the existing volumes for the purposes of this study.

Per M-NCPPC Guidelines, the study intersections were evaluated using the HCM and CLV methodologies and the results are shown on Exhibit 12. The relevant HCM and CLV worksheets for Existing Conditions are included in Appendix B.

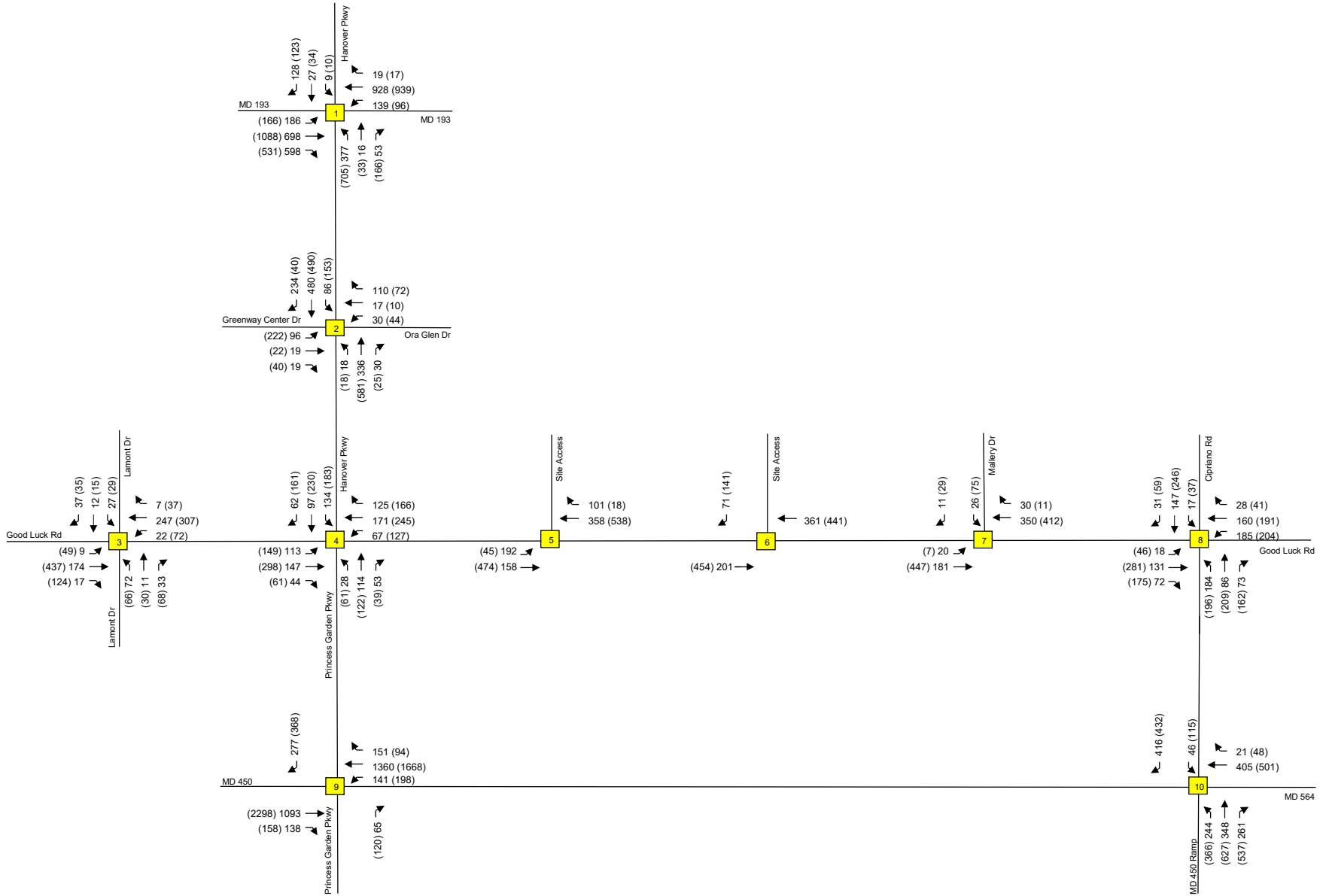


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Existing Lane Use &
 Traffic Control Devices

Exhibit
2



Traffic Impact Analysis

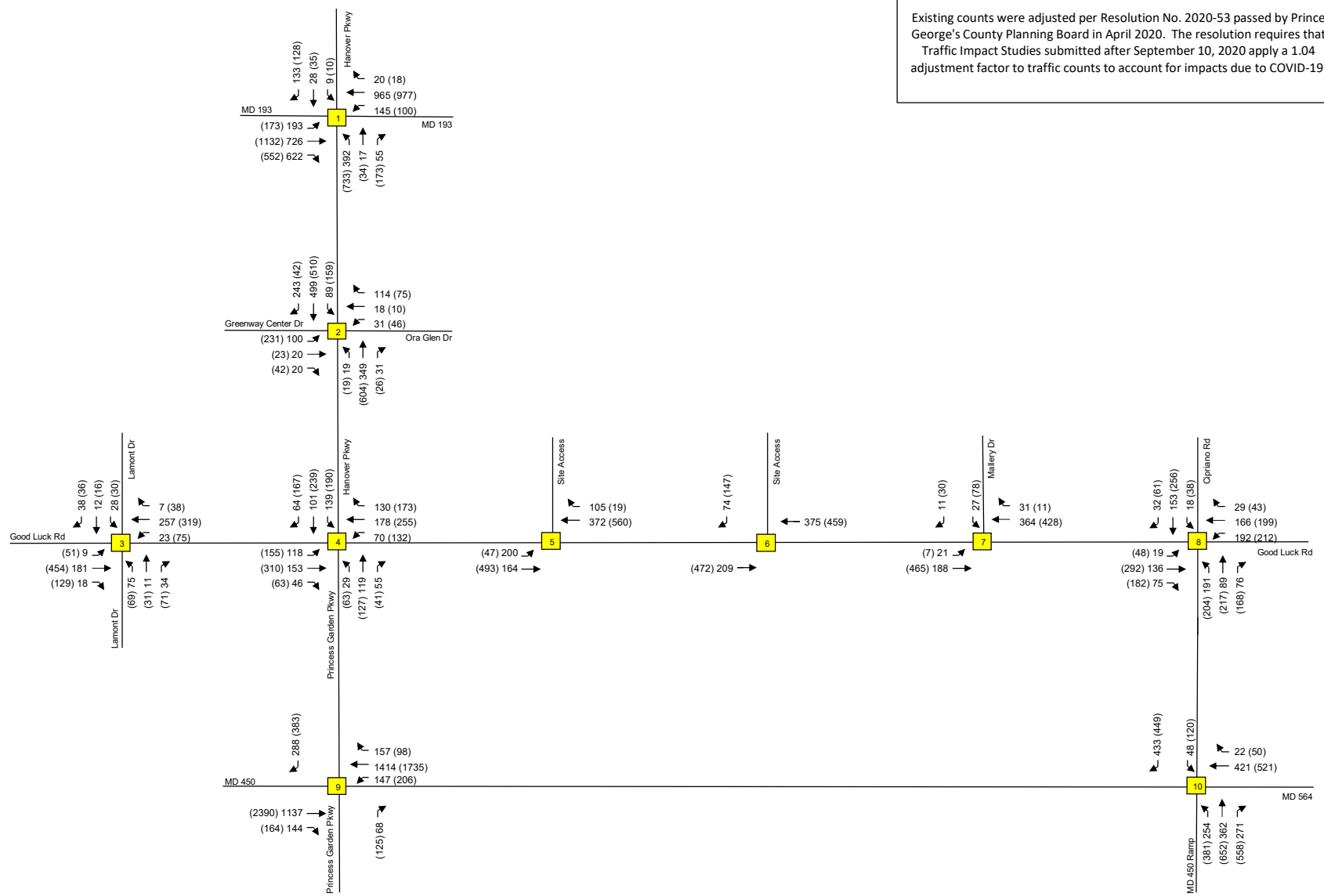
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Existing (Counted)
 Peak Hour Volumes

Key: xx = AM Peak Vol's (xx) = PM Peak Vol's

**Exhibit
 3a**

Existing counts were adjusted per Resolution No. 2020-53 passed by Prince George's County Planning Board in April 2020. The resolution requires that Traffic Impact Studies submitted after September 10, 2020 apply a 1.04 adjustment factor to traffic counts to account for impacts due to COVID-19.



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Existing (COVID Adjusted)
 Peak Hour Volumes

Key: xx = AM Peak Vol's (xx) = PM Peak Vol's

**Exhibit
 3b**

Section 3 Background Conditions

3.1 Annual Growth

Per the approved Scoping Agreement, a 1.0% growth rate was applied to the existing peak hour volumes for six (6) years. The resulting base peak hour volumes are shown on **Exhibit 4**.

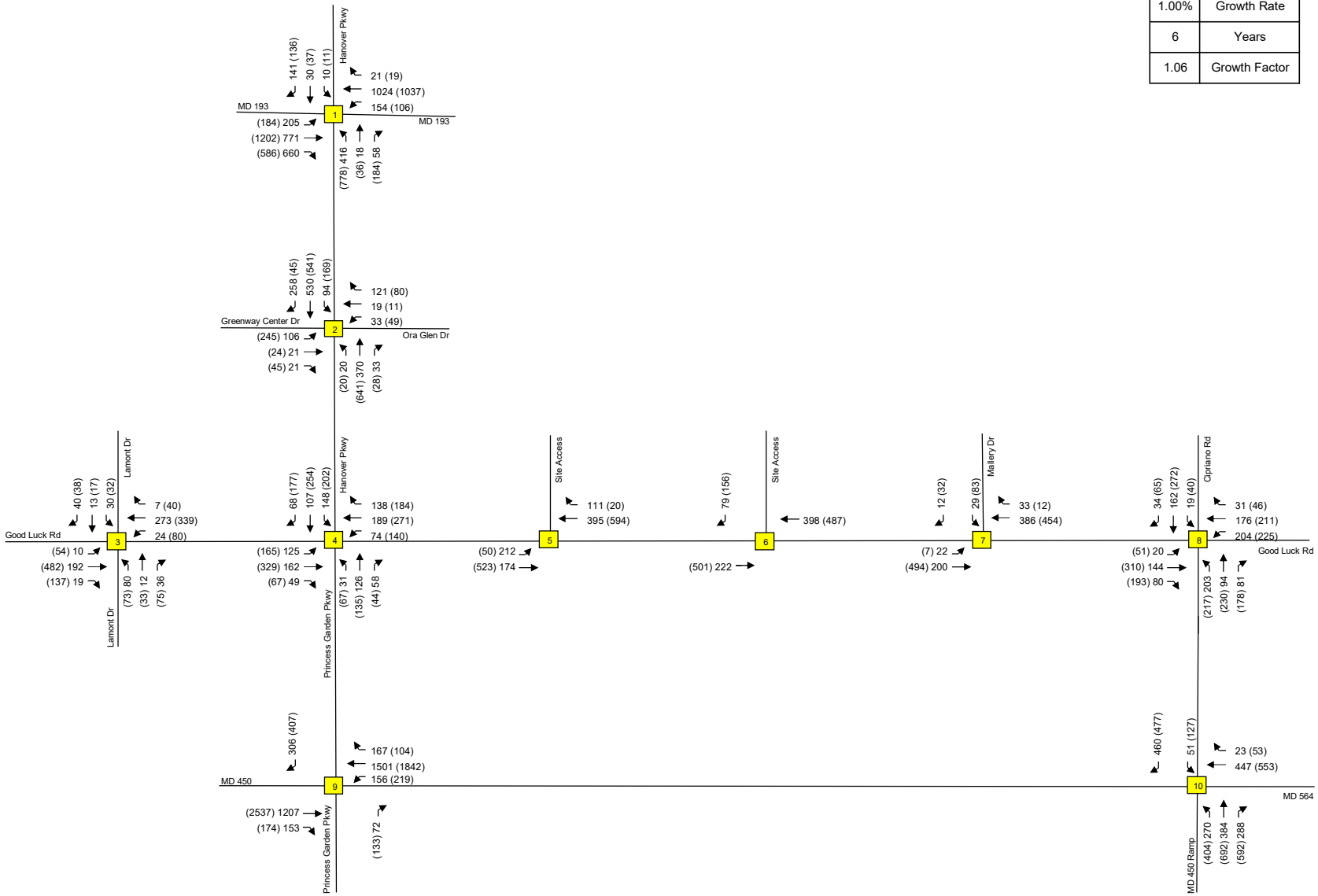
3.2 Approved Background Developments

The Washington Education Zone development located along the south side of Good Luck Road just east of Princess Garden Parkway has been included as a background development. The trip generation and trip assignment for this background development is contained in Appendix C. The combined trips associated with this background development are detailed on **Exhibit 5**.

3.3 Background Peak Hour Volumes

The background peak hour volumes shown on **Exhibit 6** include the sum of the base peak hour volumes (Exhibit 4) and the combination of the background developments shown on Exhibit 5. The background peak hour volumes were evaluated using either the CLV or HCM methodologies and the results are shown on Exhibit 12.

1.00%	Growth Rate
6	Years
1.06	Growth Factor



Traffic Impact Analysis

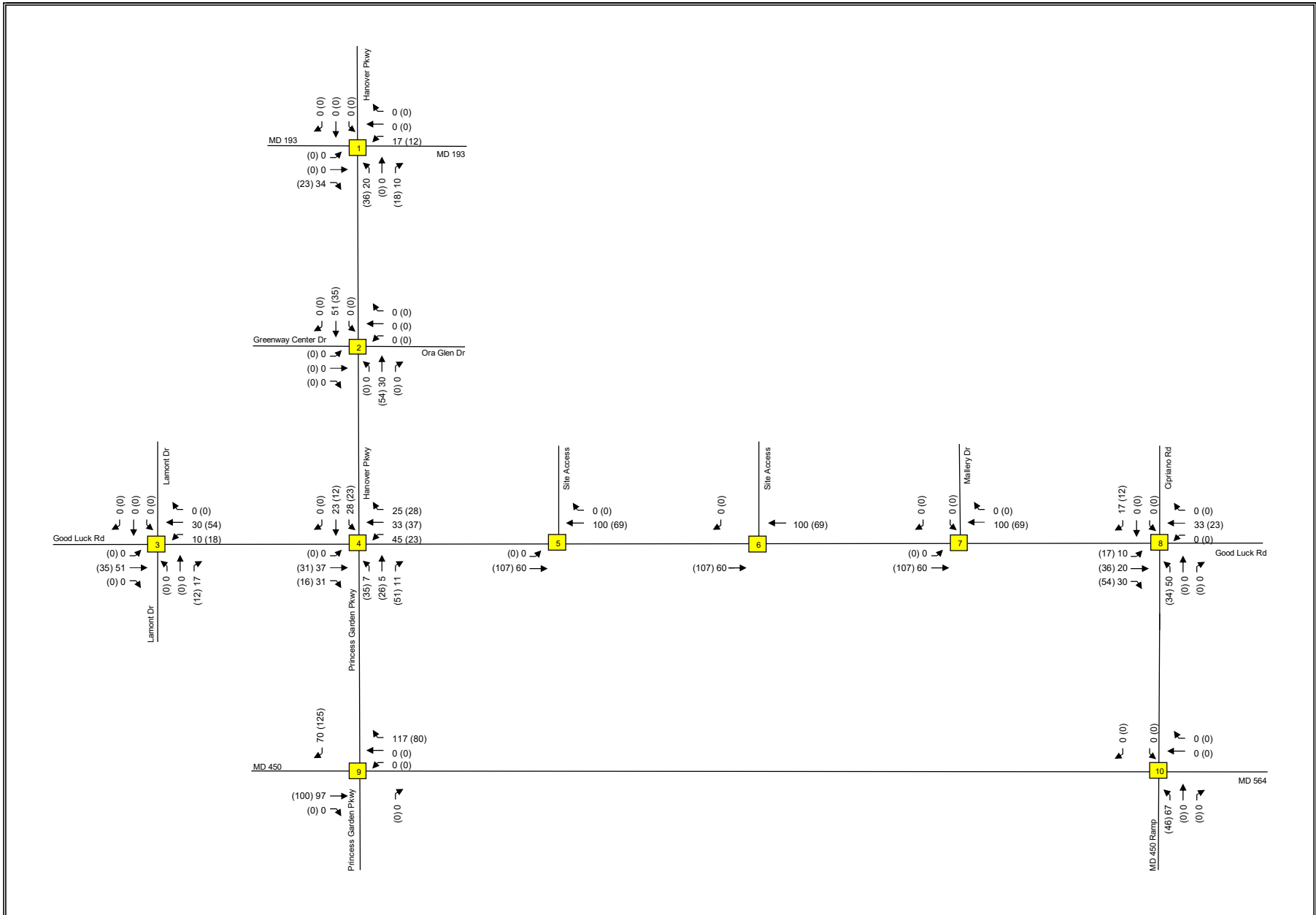
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Base
 Peak Hour Volumes

Key: xx = AM Peak Vols (xx) = PM Peak Vols

Exhibit

4



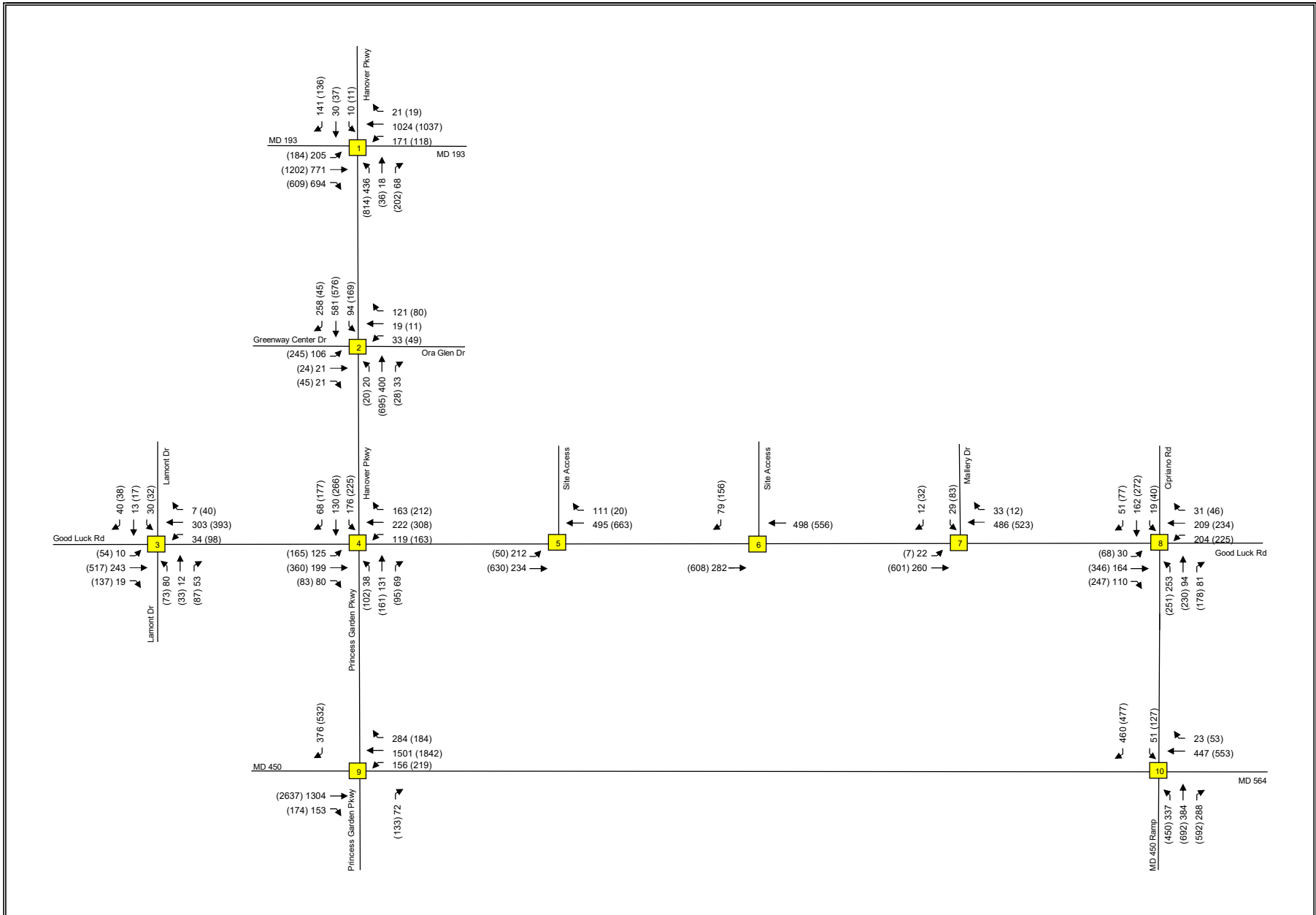
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Combined Trips Generated by Background Developments

Key: xx = AM Peak Vol's (xx) = PM Peak Vol's

Exhibit
5



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Background
 Peak Hour Volumes

Key: xx = AM Peak Vol's (xx) = PM Peak Vol's

Exhibit
 6

Section 4 Projected Conditions with Site – Phase 1

4.1 Site Trip Generation

Phase 1 of the site expansion will consist of the development of a 162,700 square foot Acute Care Pavilion. **Exhibit 7** shows the trip generation for Phase 1.

The trip generation rates were obtained from the ITE Trip Generation Manual, 11th Edition. It should be noted that the trip generation rates for Hospital (ITE-610) were utilized for the proposed Acute Care Pavilion in lieu of utilizing the rates for a clinic. This methodology was utilized given that clinics are typically stand-alone facilities that are not part of an overall hospital campus. It is anticipated that the proposed clinic will support the overall hospital campus and therefore, rates for hospital were utilized.

4.2 Site Trip Distribution & Trip Assignment

The trip assignment for the proposed Phase 1 use is shown on **Exhibits 8a-c**.

4.3 Total Traffic Volumes

The total peak hour volumes for Phase 1 shown on **Exhibit 9** include the sum of the background peak hour volumes shown on Exhibit 6 and the Phase 1 trip assignments shown on Exhibits 8a-c.

4.4 Projected Level of Service

The results of the HCM and CLV analysis for Total Conditions under Phase 1 indicate that all study intersections operate within acceptable thresholds. The relevant HCM and CLV worksheets are included in Appendix B.

It should be noted that a Traffic Signal Warrant Analysis (TSWA) was previously conducted at the intersection of Good Luck Road & Mallery Drive at the request of Prince George's County Department of Permitting, Inspections, and Enforcement (DPIE). The results of this previously conducted TSWA indicated that volumes at the intersection are nearing the threshold needed to warrant a signal. It is anticipated that with the development proposed as part of Phase 1, a signal would be warranted at the intersection of Good Luck Road & Mallery Drive. Therefore, for the purposes of this analysis, it was assumed that a signal would be installed at the intersection of Good Luck Road & Mallery Drive as part of Phase 1 of development.

In addition to the installation of a signal at the intersection of Good Luck Road & Mallery Drive, it is also recommended that improvements be made to Good Luck Road along the site frontage. These improvements include the construction of turn lanes at each of the inbound site access points. In order to accommodate a dedicated

eastbound left-turn lane at the westernmost access point, it is also recommended that the eastbound approach at the intersection of Good Luck Road & Princess Garden Parkway be modified as follows. It should be noted that eastbound Good Luck Road at Princess Garden Parkway has an existing right-turn lane that develops approximately 250 feet in advance of the intersection and drops approximately 300 feet east of the intersection. The added lane is signed as if it is a second through lane however due to the short approach and departure lane, and based upon field observations, it was observed that the vast majority of traffic using the right lane are using the right lane for right-turn movements and not for through movements. Good Luck Road to the east and west of this location is signed and marked as a one-lane roadway in each direction. It is recommended that improvements be made along eastbound Good Luck Road beginning at the intersection of Good Luck Road at Hanover Parkway / Princess Garden Parkway along the frontage of this property as noted in the bullet points below:

- Convert the existing eastbound through lane along Good Luck Road into an eastbound left-turn lane that would serve left-turns into the site at the westernmost access and at Mallery Drive.
- Construct a new through lane along the shoulder of eastbound Good Luck Road through the site frontage.
- Improve eastbound Good Luck Road approaching Hanover Parkway / Princess Garden Parkway to shift the through lane south to align with the southernmost receiving lane along the east side of the intersection and construct a new right-turn lane onto Princess Garden Parkway.

The proposed lane geometry is shown on Exhibit 13a and a concept of the proposed roadway improvements is shown on Exhibit 13b.

Trip Generation Rates

Hospital (ksf, ITE-610)

Morning Trips = 0.82 x ksf

Evening Trips = 0.86 x ksf

Trip Distribution (In/Out)

67/33

35/65

Trip Generation Totals

			AM Peak			PM Peak		
			In	Out	Total	In	Out	Total
Phase 1	Acute Care Pavilion (ksf, ITE-610)	162,700 sq.ft.	89	44	133	49	91	140
Phase 2	Future Medical Office Building (I) (ksf, ITE-610)	105,400 sq.ft.	58	28	86	32	59	91
	Future Medical Office Building (H) (ksf, ITE-610)	90,600 sq.ft.	50	24	74	27	51	78
	Future Hospital Addition (ksf, ITE-610)	157,290 sq.ft.	86	43	129	47	88	135
	Future Medical Office Building (J) (ksf, ITE-610)	103,660 sq.ft.	57	28	85	31	58	89
Total:			340	167	507	186	347	533

NOTE:

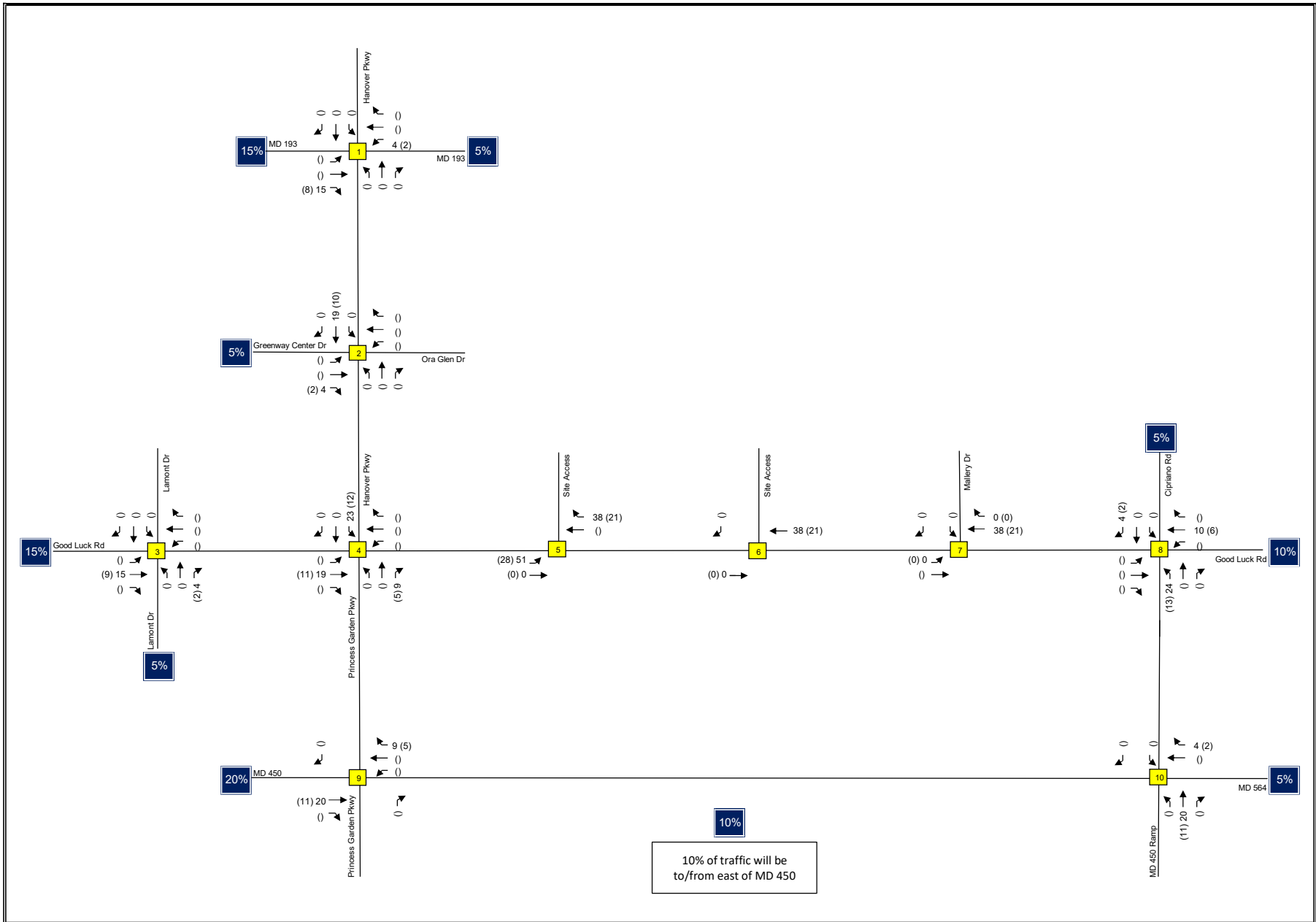
1. Trip Generation Rates for Hospital (ITE-610) were obtained from the ITE Trip Generation Manual, 10th Edition. Note that ITE data does exist for Medical Office Building (ITE-720) and Clinic (ITE-630) however, rates for Medical Office Building and Clinic were not utilized given that these uses are typically stand-alone facilities that are not part of an overall hospital campus. It is anticipated that the proposed medical office and clinic facilities will support the overall hospital campus and therefore, rates for Hospital were utilized.

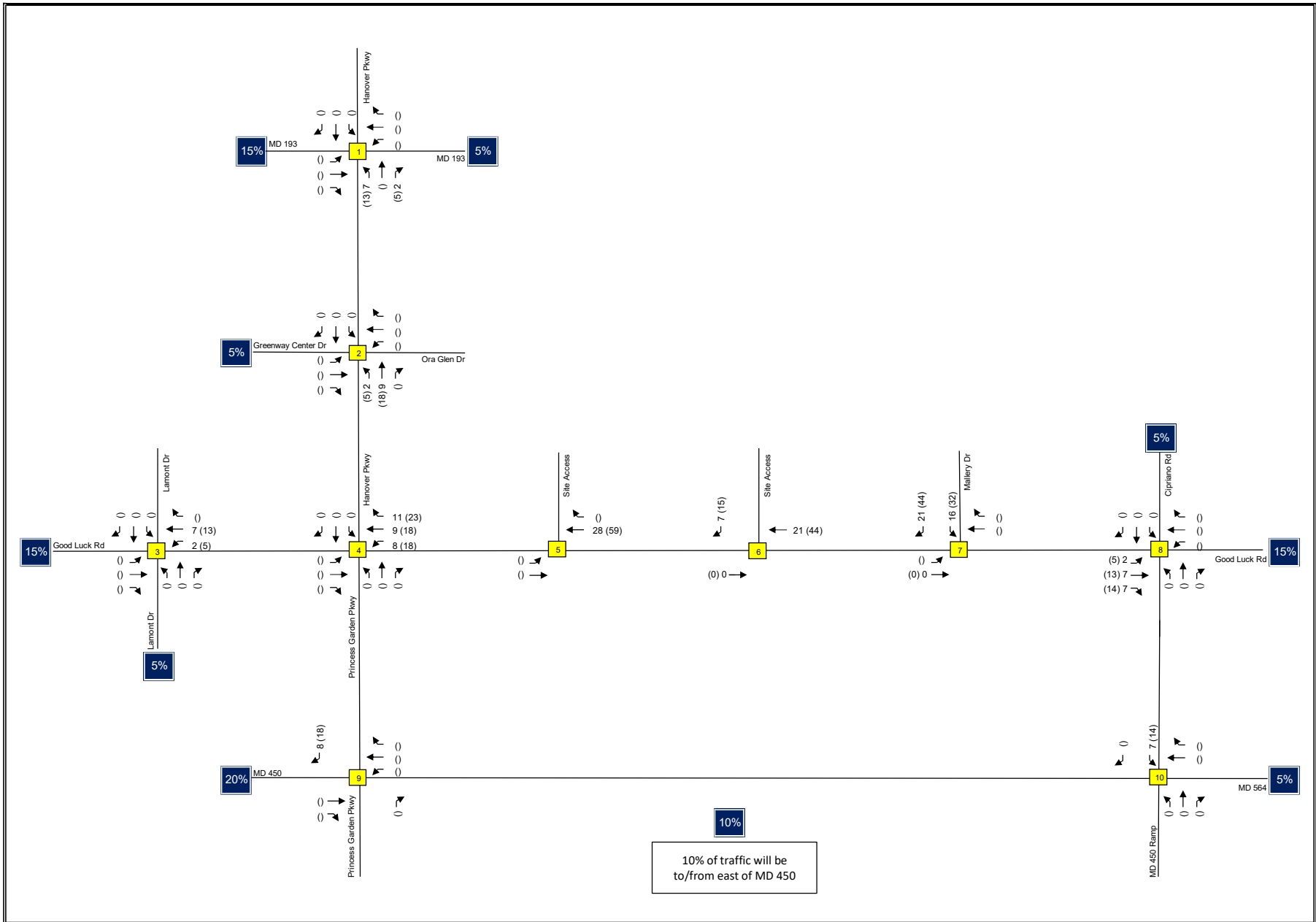
Traffic Impact Analysis

Trip Generation for
Site

**Exhibit
7**

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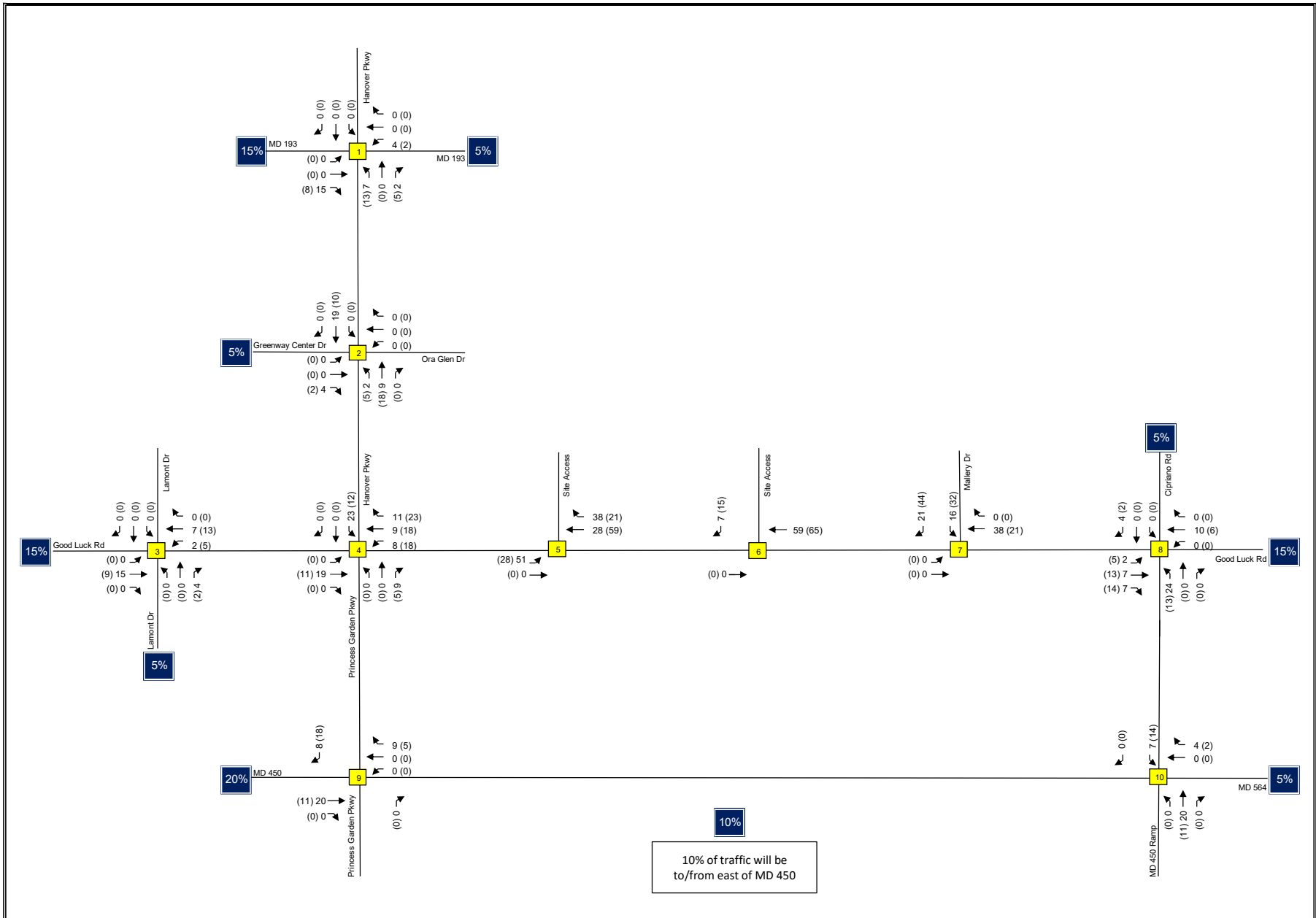
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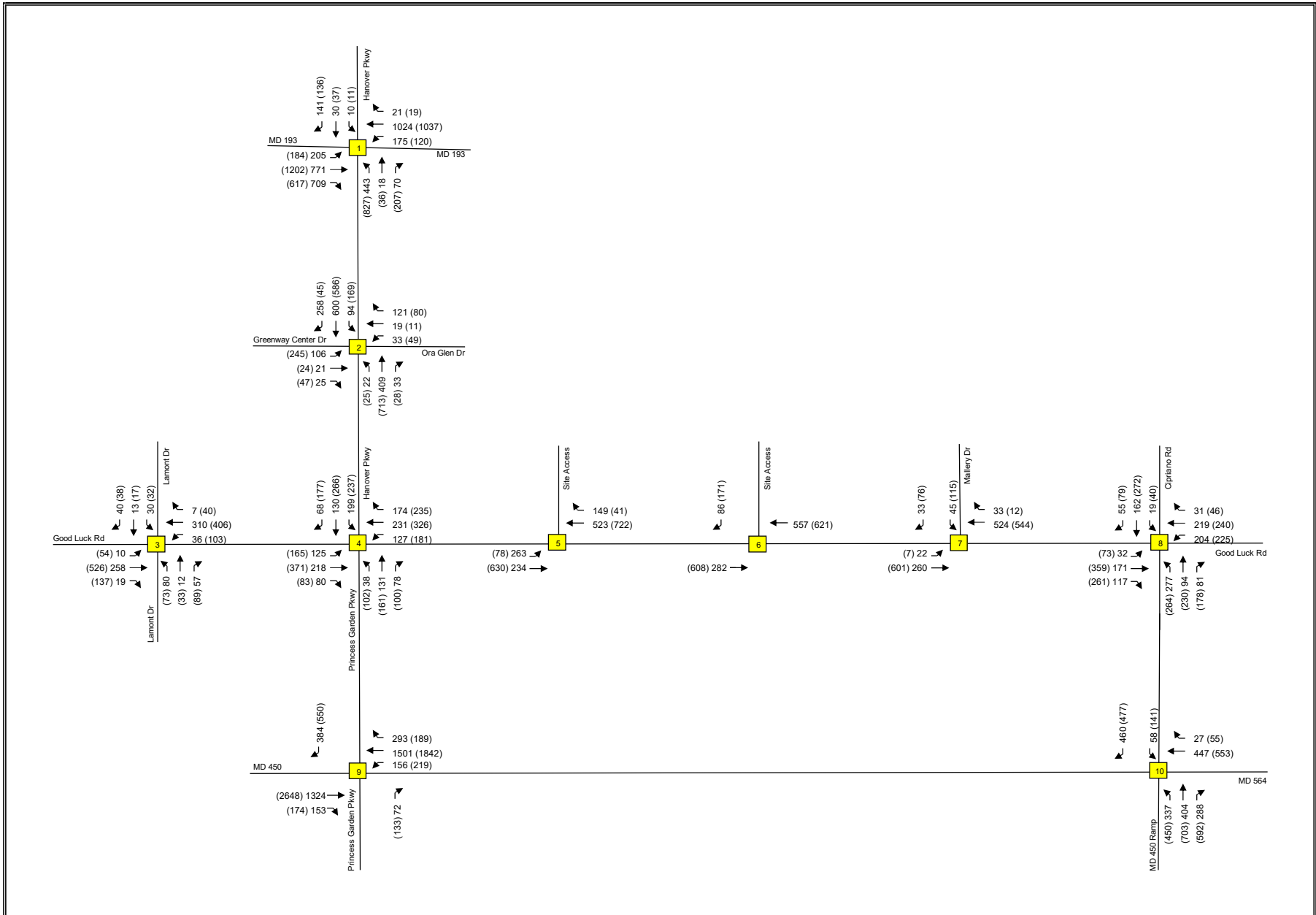
**Outbound Trip Assignment for Phase 1
(Acute Care Pavilion)**

Key: xx = AM Peak Vol's (xx) = PM Peak Vol's

**Exhibit
8b**



<p>Traffic Impact Analysis</p>	<p>Total Trip Assignment for Phase 1 of Development</p> <p>Key: xx = AM Peak Vol's (xx) = PM Peak Vol's</p>	<p>Exhibit 8c</p>
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Total Phase 1
 Peak Hour Volumes

Key: xx = AM Peak Vol's (xx) = PM Peak Vol's

Exhibit
 9

Section 5 Projected Conditions with Site – Phase 2

5.1 Site Trip Generation

Phase 2 of the site expansion will consist of the following:

- 105,400 square foot Medical Office Building
- 90,600 square foot Medical Office Building
- 157,290 square foot Hospital Addition
- 103,660 square foot Medical Office Building

Exhibit 7 shows the trip generation for Phase 2.

The trip generation rates were obtained from the ITE Trip Generation Manual, 11th Edition. Trip generation rates for Hospital (ITE-610) were utilized for the proposed Medical Office Buildings in lieu of utilizing the specific rates for medical office building. This methodology was utilized given that medical office buildings are typically stand-alone facilities that are not part of an overall hospital campus. It is anticipated that the proposed medical office buildings will support the overall hospital campus and therefore, rates for hospital were utilized.

In addition, it should be noted that rates were utilized in lieu of formulas given trips were estimated on a building-by-building basis and the formulas provided by ITE tend to overestimate the number of trips generated by facilities within the range of 100,000 to 150,000 square feet. However, a trip generation analysis was conducted to compare the total site trips shown on Exhibit 11 and projected site trips based on formulae from the ITE Trip Generation Manual, 11th Edition. Note that the volumes shown on Exhibit 11 include the trips generated by both the existing 509,800 square foot hospital and the trips generated by the additional 619,590 square feet of proposed space. See the table below for a summary of the trip generation analysis.

Table 1: Trip Summary for Overall 1,129,390 SF Hospital Campus

	AM Peak Hour	PM Peak Hour	AM + PM Peak
Future Site Trips Shown on Exhibit 11	1005 Trips	893 Trips	1,898 Trips
Future Site Trips Using ITE Formulae for 1.129 MSF	844 Trips	870 Trips	1,714 Trips

As shown in the table above, the total site trips shown on Exhibit 11 for the overall hospital facility exceeds the number of trips projected by the formulas provided by ITE. Therefore, it can be concluded that estimating the site trips on a building-by-building basis using average rates provided by ITE provides a conservative analysis.

5.2 Site Trip Distribution & Trip Assignment

The trip assignment for the proposed Phase 2 uses is shown on **Exhibits 10a-i**.

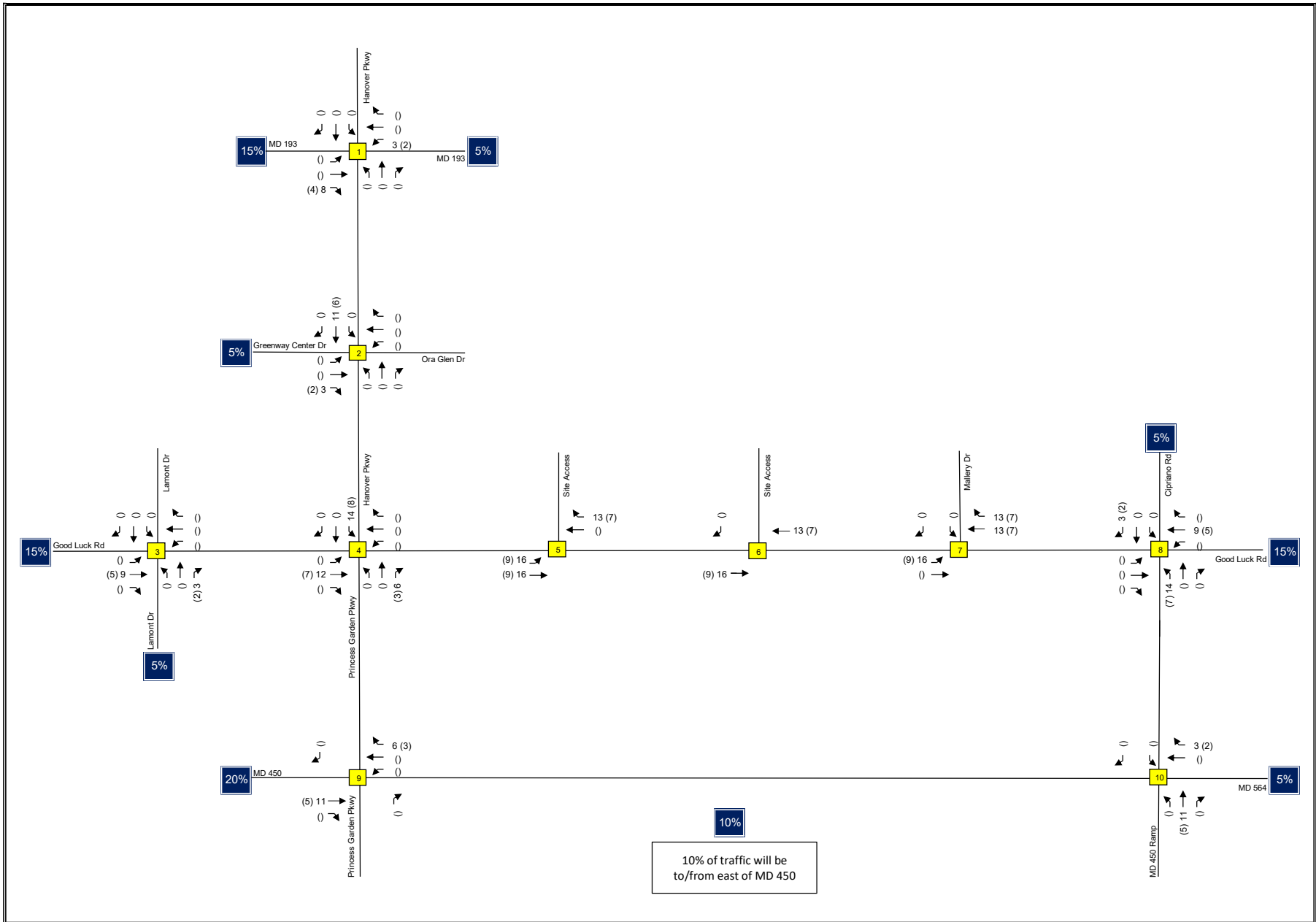
5.3 Total Traffic Volumes

The total peak hour volumes for Phase 2 shown on **Exhibit 11** include the sum of the Phase 1 traffic volumes shown on Exhibit 9 and the Phase 2 trip assignments shown on Exhibits 10a-i.

5.4 Projected Level of Service

The results of the HCM and CLV analysis for Total Conditions under Phase 2 are shown on **Exhibit 12** and indicate that all study intersections operate within acceptable thresholds. The relevant HCM and CLV worksheets are included in Appendix B.

As stated previously in Section 4.4, it is anticipated that a traffic signal will be installed at the intersection of Good Luck Road & Mallery Drive along with associated improvements to support the turns in and out of the site. It is anticipated that these improvements will be completed as part of Phase 1, or as otherwise required by DPIE since these are access improvements and not related to adequacy requirements. The proposed lane geometry is shown on **Exhibit 13a** and a concept of the proposed roadway improvements is shown on **Exhibit 13b**.



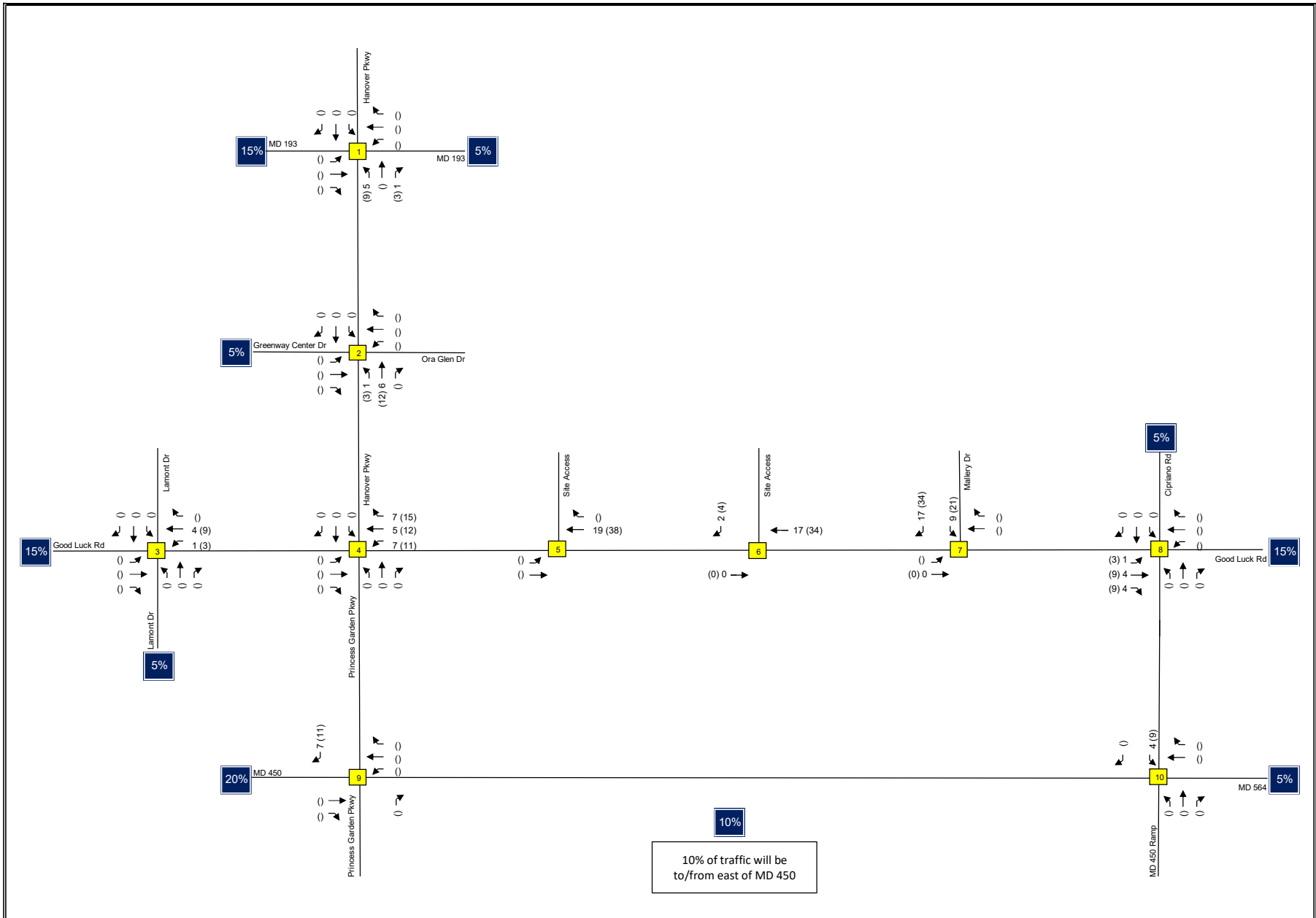
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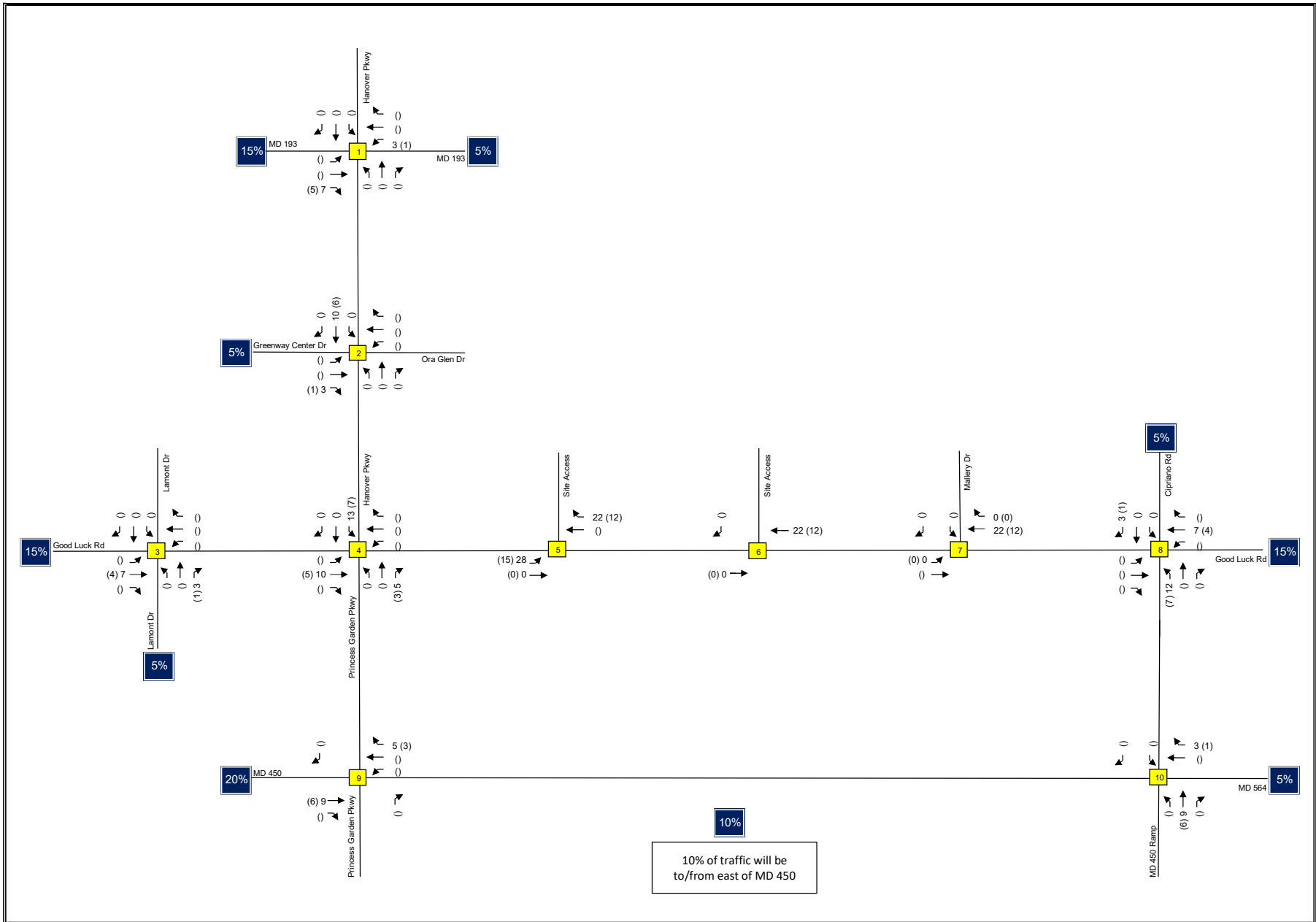
Inbound Trip Assignment for Phase 2
 (Future Medical Office Building I)

Key: xx = AM Peak Vol's (xx) = PM Peak Vol's

**Exhibit
 10a**



<p>Traffic Impact Analysis</p>	<p align="center">Outbound Trip Assignment for Phase 2 (Future Medical Office Building I)</p> <p align="center">Key: xx = AM Peak Vol's (xx) = PM Peak Vol's</p>	<p align="center">Exhibit 10b</p>
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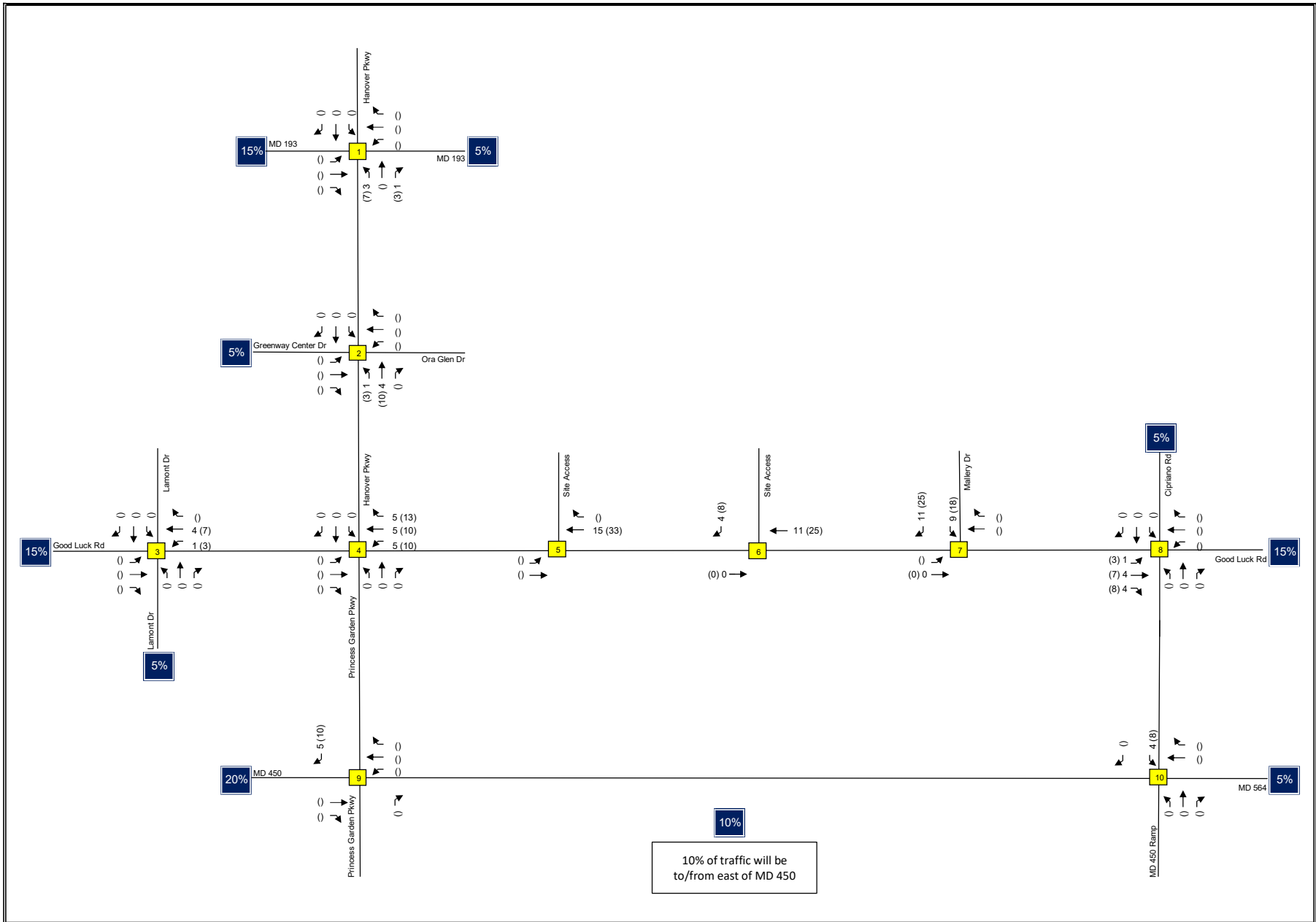


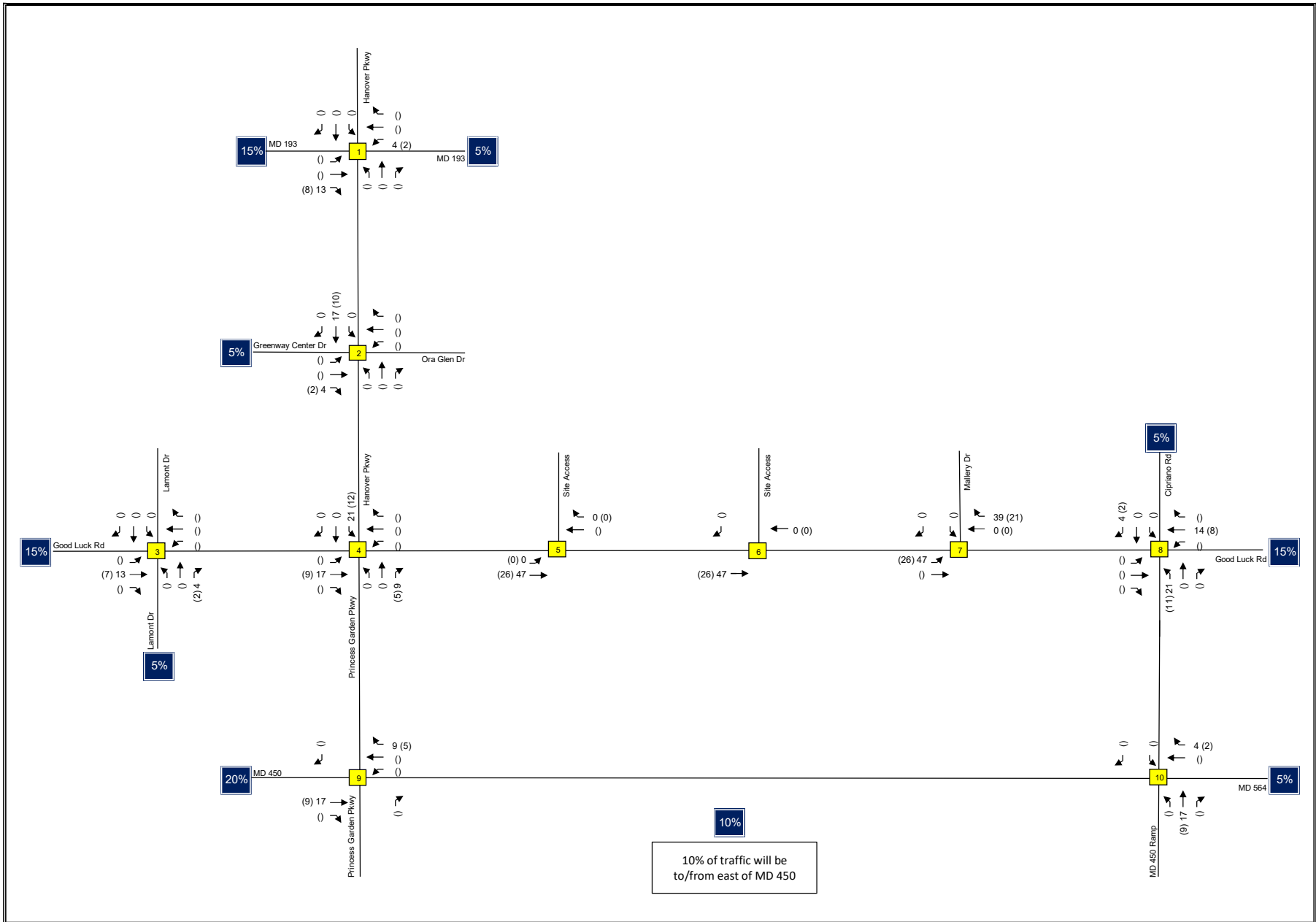
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Inbound Trip Assignment for Phase 2
 (Future Medical Office Building H)

Key: xx = AM Peak Vol's (xx) = PM Peak Vol's

**Exhibit
 10c**





10% of traffic will be to/from east of MD 450

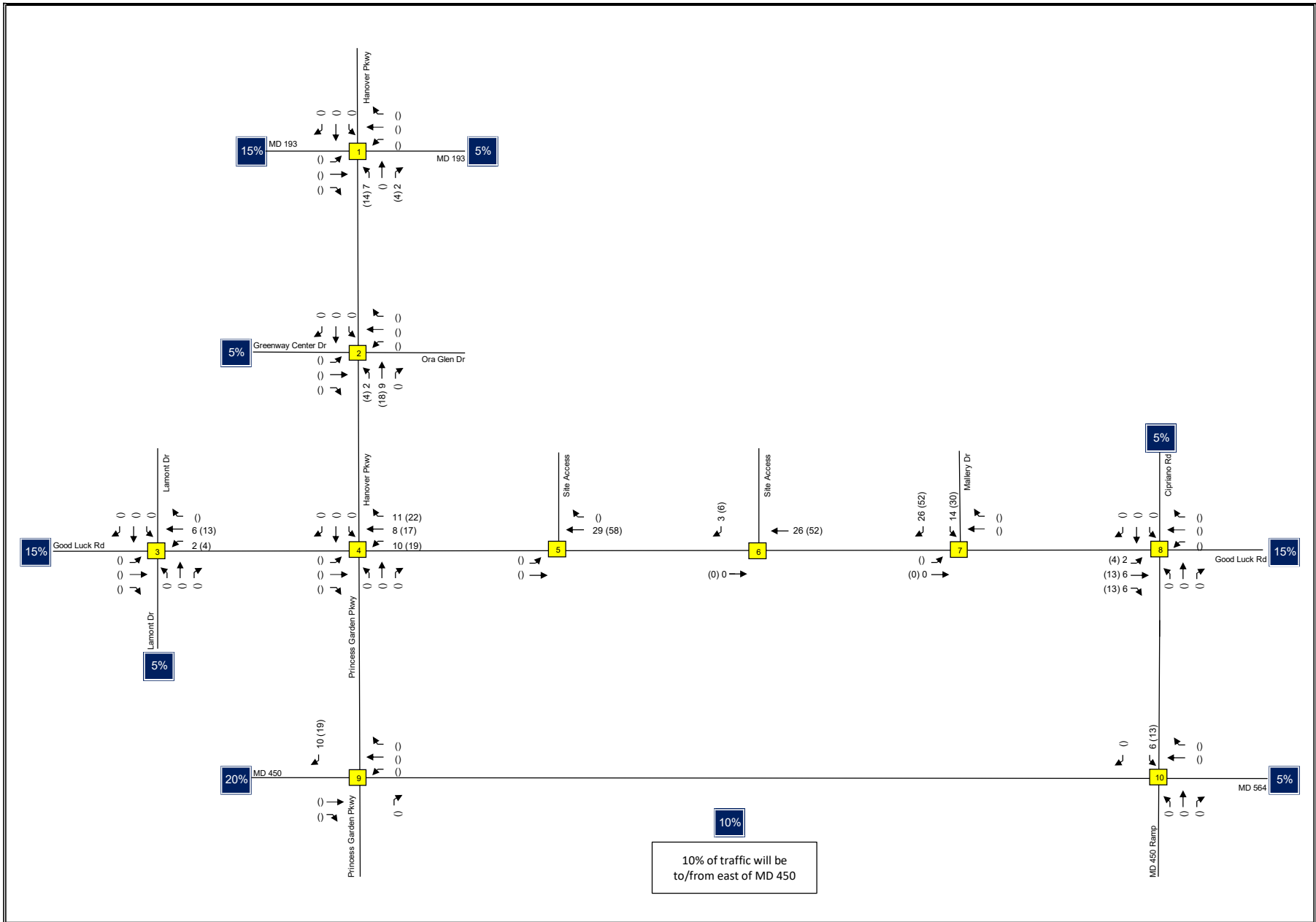
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**Inbound Trip Assignment for Phase 2
 (Future Hospital Addition)**

Key: xx = AM Peak Vol's (xx) = PM Peak Vol's

**Exhibit
 10e**



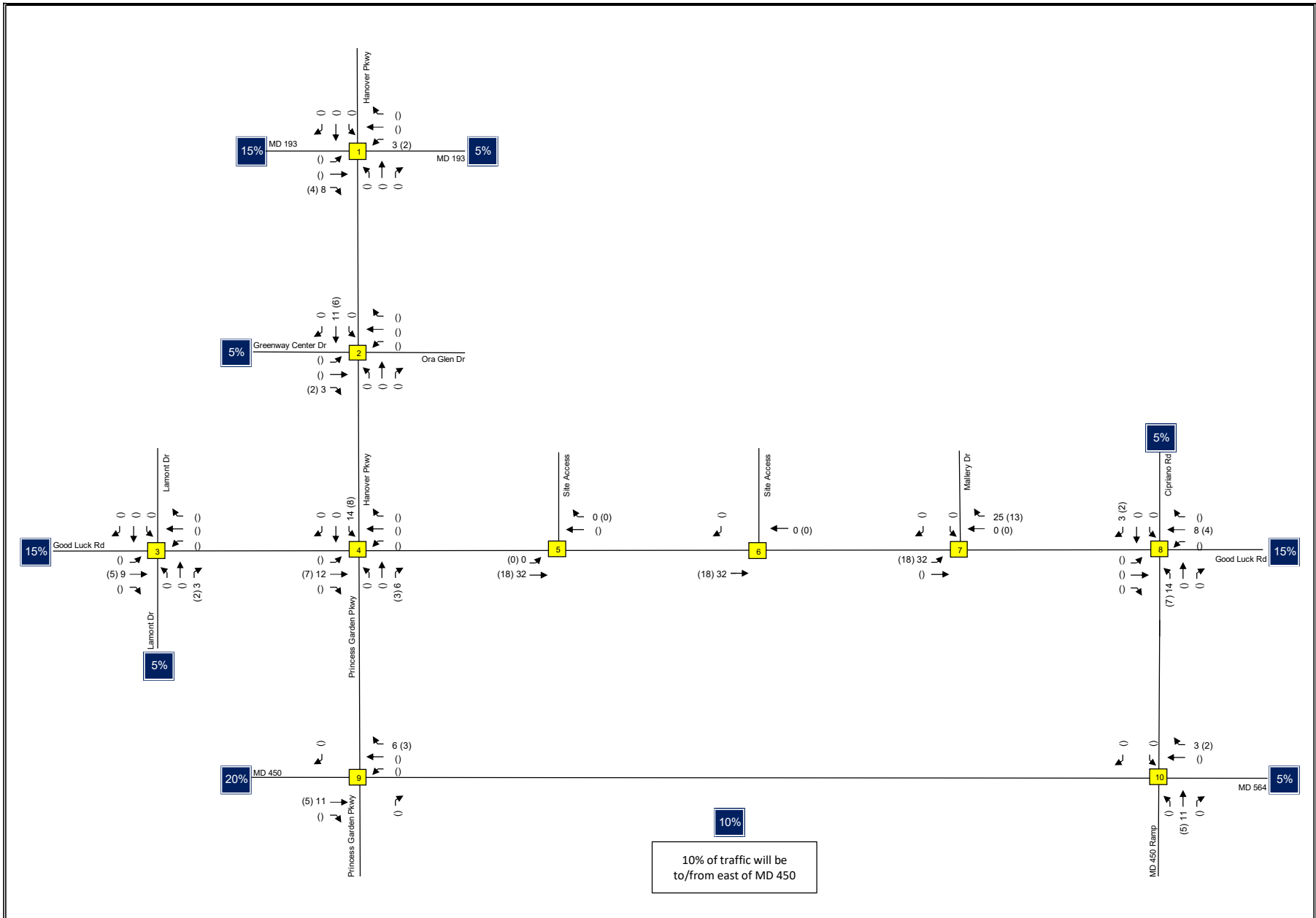
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**Outbound Trip Assignment for Phase 2
 (Future Hospital Addition)**

Key: xx = AM Peak Vol's (xx) = PM Peak Vol's

**Exhibit
 10f**



Traffic Impact Analysis

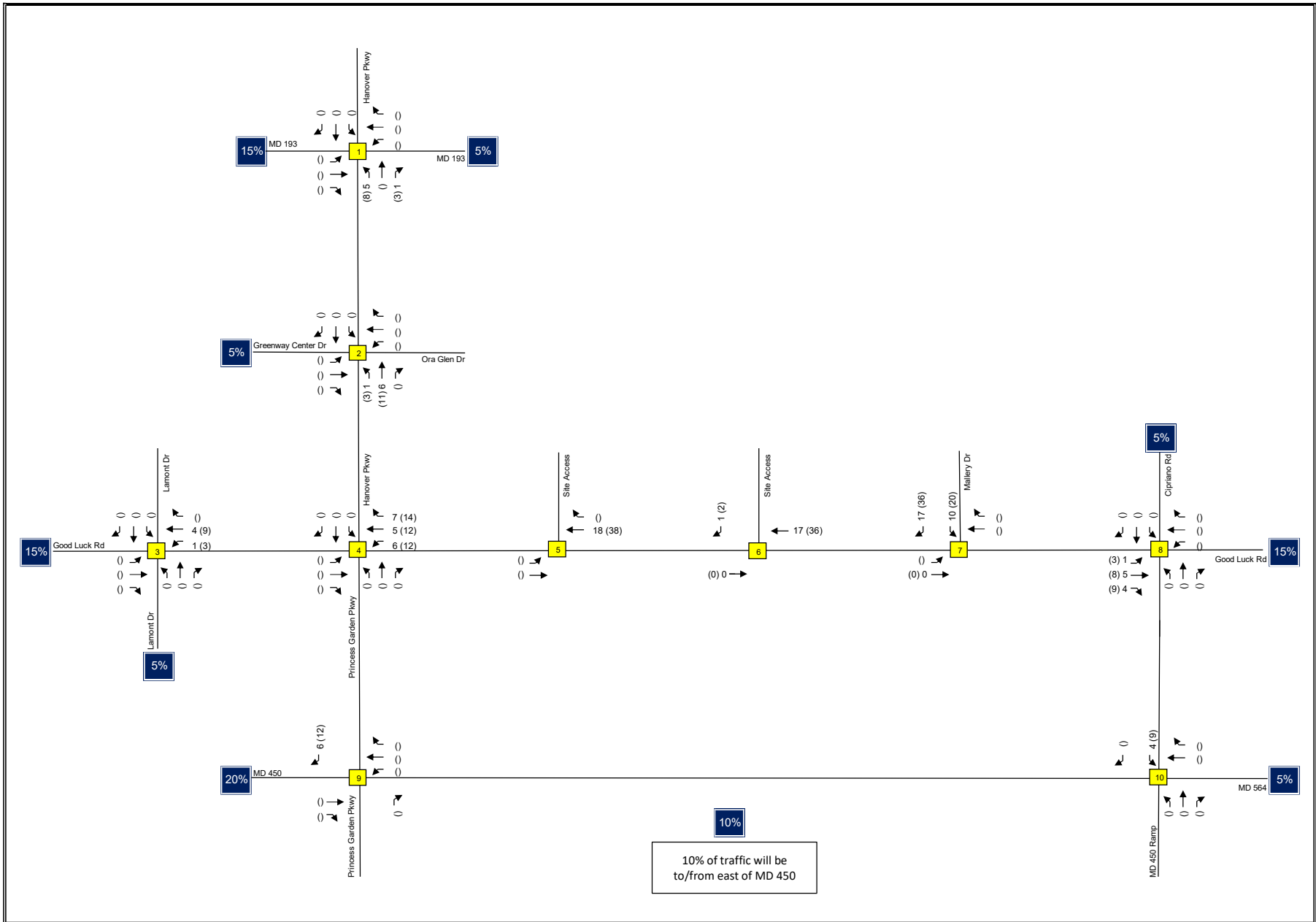


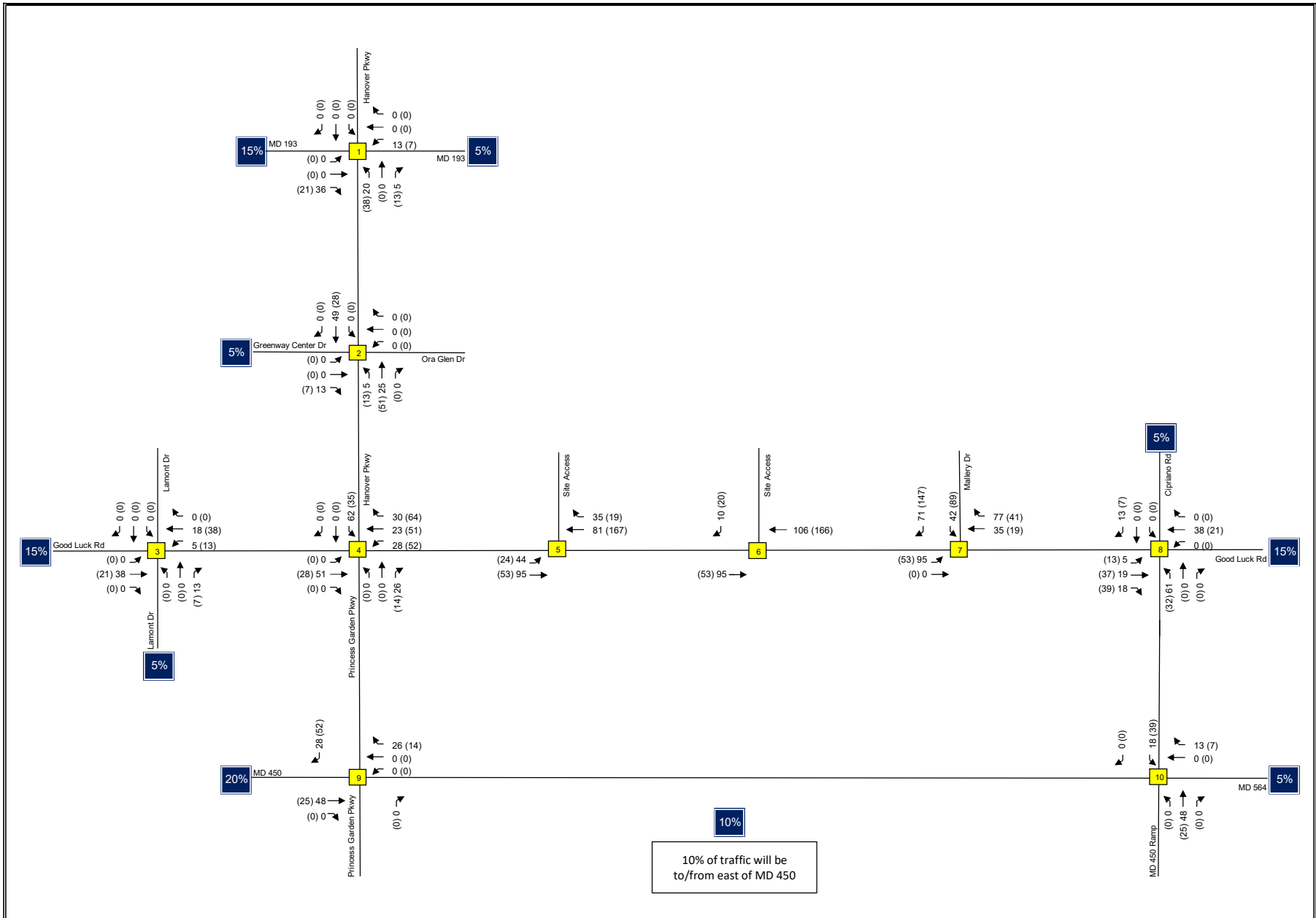
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Inbound Trip Assignment for Phase 2
 (Future Medical Office Building J)

Key: xx = AM Peak Vol's (xx) = PM Peak Vol's

**Exhibit
 10g**





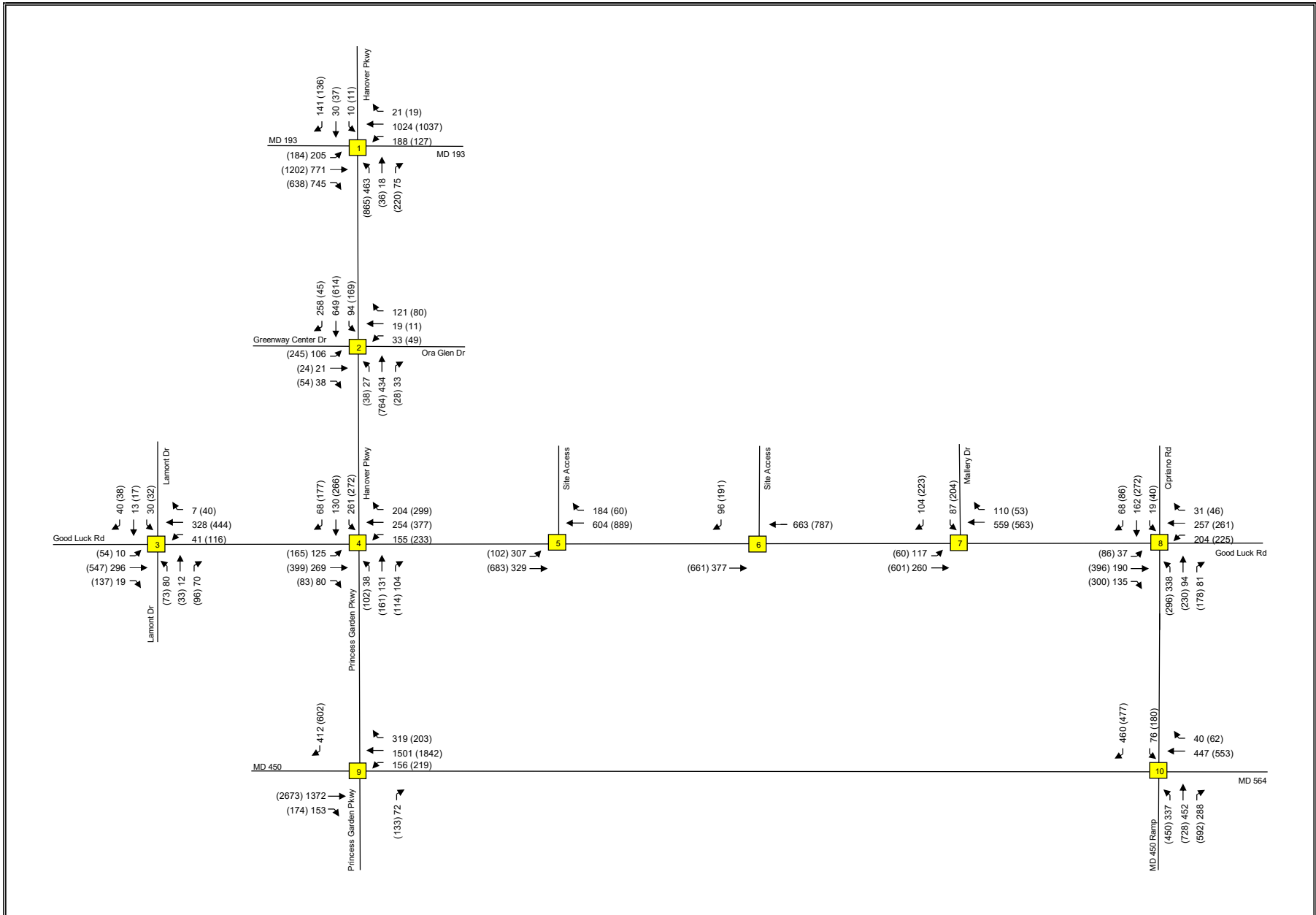
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Total Trip Assignment for Phase 2 of Development

Key: xx = AM Peak Vol's (xx) = PM Peak Vol's

Exhibit 10i



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**Total Phase 2
Peak Hour Volumes**

Key: xx = AM Peak Vol's (xx) = PM Peak Vol's

**Exhibit
11**

Level-of-Service Results

Morning Peak Hour		Existing CLV	Background CLV	Total CLV Phase 1	Total CLV Phase 2	Meets Standards?
1)	MD 193 & Hanover Pkwy (Signalized)	A / 746	A / 837	A / 854	A / 898	Y
2)	Hanover Pkwy & Ora Glen Dr (Signalized)	A / 455	A / 501	A / 510	A / 534	Y
3)	Good Luck Rd & Lamont Dr (Signalized)	A / 398	A / 453	A / 460	A / 489	Y
4)	Good Luck Rd & Hanover Pkwy (Signalized)	A / 609	A / 723	A / 764	A / 920	Y
5)	Good Luck Rd & Site Access (Inbound Only) (Unsignalized)					Y
	Step 1 - HCM Delay Test (sec.)	7.8 sec.	8.2 sec.	11.2 sec.	13.0 sec.	Y
	Step 2 - Minor Street Volume Test (veh.)	--	--	--	--	--
	Step 3 - CLV Test	--	--	--	--	--
6)	Good Luck Rd & Site Access (Right-out Only) (Unsignalized)					Y
	Step 1 - HCM Delay Test (sec.)	11.4 sec.	12.9 sec.	11.0 sec.	11.8 sec.	Y
	Step 2 - Minor Street Volume Test (veh.)	--	--	--	--	--
	Step 3 - CLV Test	--	--	--	--	--
7)	Good Luck Rd & Mallery Drive (Unsignalized)					Y
	Step 1 - HCM Delay Test (sec.)	14.3 sec.	17.9 sec.	--	--	--
	Step 2 - Minor Street Volume Test (veh.)	--	--	--	--	--
	Step 3 - CLV Test	--	--	--	--	--
	CLV Results with Traffic Signal + Dedicated Left-Turn Lanes			A / 591	A / 763	Y
8)	Good Luck Rd & Cipriano Rd (Signalized)	A / 704	A / 834	A / 869	A / 962	Y
9)	MD 450 & Princess Garden Pkwy (Signalized)	A / 676	A / 786	A / 795	A / 825	Y
10)	MD 564 & MD 450 Ramp (Signalized)	A / 931	B / 1056	B / 1058	B / 1065	Y
Evening Peak Hour						
		Existing CLV	Background CLV	Total CLV Phase 1	Total CLV Phase 2	Meets Standards?
1)	MD 193 & Hanover Pkwy (Signalized)	A / 854	A / 930	A / 937	A / 958	Y
2)	Hanover Pkwy & Ora Glen Dr (Signalized)	A / 715	A / 780	A / 786	A / 805	Y
3)	Good Luck Rd & Lamont Dr (Signalized)	A / 790	A / 904	A / 920	A / 961	Y
4)	Good Luck Rd & Hanover Pkwy (Signalized)	A / 800	B / 1004	B / 1050	C / 1179	Y
5)	Good Luck Rd & Site Access (Inbound Only) (Unsignalized)					Y
	Step 1 - HCM Delay Test (sec.)	2.4 sec.	2.4 sec.	10.1 sec.	11.4 sec.	Y
	Step 2 - Minor Street Volume Test (veh.)	--	--	--	--	--
	Step 3 - CLV Test	--	--	--	--	--
6)	Good Luck Rd & Site Access (Right-out Only) (Unsignalized)					Y
	Step 1 - HCM Delay Test (sec.)	13.7 sec.	15.9 sec.	12.6 sec.	14.8 sec.	Y
	Step 2 - Minor Street Volume Test (veh.)	--	--	--	--	--
	Step 3 - CLV Test	--	--	--	--	--
7)	Good Luck Rd & Mallery Drive (Unsignalized)					Y
	Step 1 - HCM Delay Test (sec.)	25.2 sec.	49.0 sec.	--	--	--
	Step 2 - Minor Street Volume Test (veh.)	--	--	--	--	--
	Step 3 - CLV Test	--	--	--	--	--
	CLV Results with Traffic Signal + Dedicated Left-Turn Lanes			A / 716	A / 827	Y
8)	Good Luck Rd & Cipriano Rd (Signalized)	B / 1025	C / 1171	C / 1199	C / 1275	Y
9)	MD 450 & Princess Garden Pkwy (Signalized)	C / 1158	D / 1327	D / 1340	D / 1376	Y
10)	MD 564 & MD 450 Ramp (Signalized)	B / 1144	C / 1260	C / 1261	C / 1265	Y


<< See Note 3

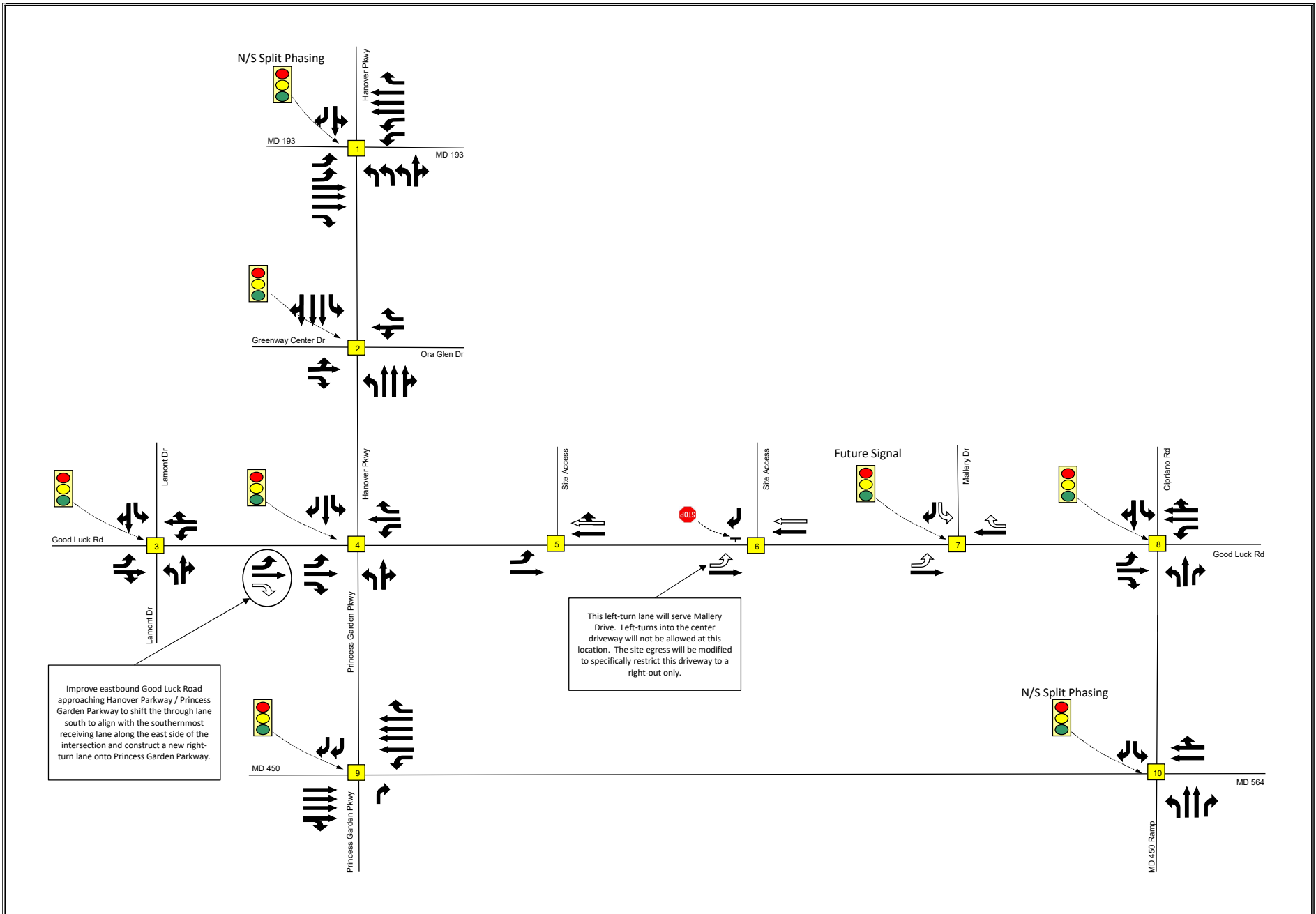
<< See Note 4

<< See Note 3

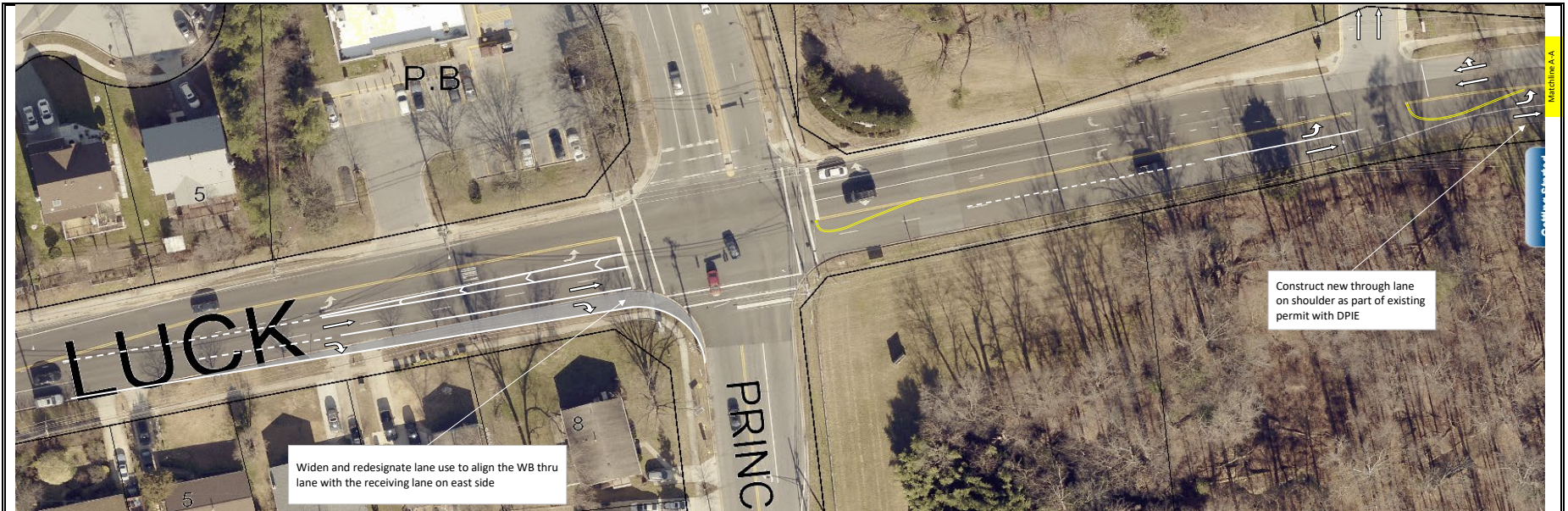
NOTES:

- Signalized intersections have a CLV standard of 1,450 in the Developing Tier and 1,600 in the Developed Tier per M-NCPPC Guidelines.
- Unsignalized intersections are subject to a three step test of adequacy. An intersection meeting the requirements of any one of the three steps is considered adequate. Step one of the test considers an intersection adequate if HCM delay is less than 50 seconds for all movements. If an intersection fails step one of the test, step two of the test considers the intersection adequate if the minor street approach volumes are less than 100 vehicles during the peak hour. If an intersection also fails step two of the test, step three of the test considers the intersection adequate if the CLV is less than 1,150.
- A Traffic Signal Warrant Analysis (TSWA) was previously conducted at the intersection of Good Luck Road & Mallery Drive at the request of Prince George's County Department of Permitting, Inspections, and Enforcement (DPIE). The results of this previously conducted TSWA indicated that volumes at the intersection are nearing the threshold needed to warrant a signal. It is anticipated that with the development proposed as part of Phase 1, a signal would be warranted at the intersection of Good Luck Road & Mallery Drive. Therefore, for the purposes of this analysis, it was assumed that a signal would be installed at the intersection of Good Luck Road & Mallery Drive as part of Phase 1 of development.
- The unsignalized intersection of Good Luck Road & Existing Outbound Site Access (Intersection #6) is a right-out only. It is anticipated that with the construction of a signal at Good Luck Road & Mallery Drive, gaps in traffic along westbound Good Luck Road will be created which will reduce delay for right-turning vehicles exiting at Intersection #6.

Traffic Impact Analysis	Results of Level-of-Service Analyses	Exhibit 12
 LENHART TRAFFIC CONSULTING, INC. 645 BALTIMORE ANNAPOLIS BLVD, SUITE 214 SEVERNA PARK, MD 21146 www.lenharttraffic.com		



<p>Traffic Impact Analysis</p>	<p>Future Lane Use & Traffic Control Devices</p>	<p>Exhibit 13a</p>



Traffic Impact Analysis

Conceptual Roadway Plan for Improvements along Good Luck Road

Exhibit
13b

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

Section 6 Conclusions / Recommendations

6.1 Results of Analysis

This TIA has been prepared for the proposed Doctors Community Medical Center expansion located along the north side of Good Luck Road east of Hanover Parkway in Lanham, Maryland. The site is proposed to be developed in multiple phases including:

- Phase 1
 - 162,700 square foot Acute Care Pavilion
- Phase 2
 - 105,400 square foot Medical Office Building
 - 90,600 square foot Medical Office Building
 - 157,290 square foot Hospital Addition
 - 103,660 square foot Medical Office Building

Under existing conditions, the site has three access points including one full-movement access (Mallery Drive), an outbound only access, and an inbound only access. Under future conditions, these three access points will be retained and continue to serve the development.

Based on the analyses contained in this report:

- Under Existing, Background, and Total Conditions, all signalized study intersections operate within acceptable thresholds per M-NCPPC Guidelines.
- Under Existing, Background, and Total Conditions, all unsignalized study intersections operate within acceptable thresholds per M-NCPPC Guidelines.
- It should be noted that a Traffic Signal Warrant Analysis (TSWA) was previously conducted at the intersection of Good Luck Road & Mallery Drive at the request of Prince George's County Department of Permitting, Inspections, and Enforcement (DPIE). The results of this previously conducted TSWA indicated that volumes at the intersection are nearing the threshold needed to warrant a signal. It is anticipated that with the development proposed as part of Phase 1, a signal would be warranted at the intersection of Good Luck Road & Mallery Drive. Therefore, for the purposes of this analysis, it was assumed that a signal would be installed at the intersection of Good Luck Road & Mallery Drive as part of Phase 1 of development.
- In addition to the installation of a signal at the intersection of Good Luck Road & Mallery Drive, it is also recommended that improvements be made to Good Luck Road along the site frontage. These improvements

include the following:

- Convert the existing eastbound through lane along Good Luck Road into an eastbound left-turn lane that would serve left-turns into the site at the westernmost access and at Mallery Drive.
- Construct a new through lane along the shoulder of eastbound Good Luck Road through the site frontage.
- Improve eastbound Good Luck Road approaching Hanover Parkway / Princess Garden Parkway to shift the through lane south to align with the southernmost receiving lane along the east side of the intersection and construct a new right-turn lane onto Princess Garden Parkway.

In light of the results of this study and recommendations noted above, this project will satisfy M-NCPPC Guidelines and the proposed development should be approved.

Appendix A

Supplemental Information
Turning Movement Counts

Transportation Pre-Submittal Checklist for Development Applications

The Checklist is for the purpose of determining whether a traffic study or counts will be needed in support of an application, and to ensure that basic access issues are considered early in the process. This Checklist is required ONLY for the following:

- Subdivisions (4- applications, or 5- applications being done pursuant to 24-111(c))
- Rezoning requests for a comprehensive design or a mixed-use zone (A- applications)
- Comprehensive Design Plans (CDP- applications) • Conceptual Site Plans (CSP- applications)
- Detailed Site Plans ONLY within the Central US 1 Corridor Sector Plan area
- Special Exceptions involving the following uses:
 - Sand & Gravel Wet Processing Plant
 - Amusement Park – Asphalt Mixing Plant – Concrete Mixing Plant
 - Concrete Batching Plant – Surface Mining

In lieu of a signed Checklist, a signed Scoping Agreement or the actual traffic counts or traffic study may be provided to the Development Review Division.

Project Name _____ Applicant's Name _____

Application Type _____ Case Number (if available) _____

Contact/Agent _____ Phone No. _____

E-mail Address _____

Please provide a concept plan on letter-sized paper. The concept plan must show a general layout of the proposed uses, proposed points of access, and sufficient detail of nearby public streets, properties, and/or environmental features to allow the property to be located and assessed by staff.

Please describe the current development proposal in terms of size and access:

Residential:

	Single family residences (number) _____	Townhouse residences (number) _____
	Apartment or Condominium residences (number) _____	
	Number of residences that will be age-restricted (limited to elderly persons or families) _____	

Non-Residential:

	Square feet office	(describe) _____
	Square feet retail	(describe) _____
	Square feet industrial	(describe) _____

Other Uses:

This includes places of worship, day care facilities, private schools, hotels, and other types of proposals. Please describe the size of the proposal using square footage, number of units or students, or any other appropriate measure.

Access to the Site:

Describe how the site will be accessed. Indicate the number of access points, where they are proposed, if existing streets or aprons will be used, and if any streets or aprons will be modified. This should match your concept plan.

DO NOT COMPLETE – For Staff Use Only			
Estimated Trip Generation	AM:		PM:
			Other:
Data Need	Yes	No	Requirement for this Application
Traffic Study			If YES, have a traffic consultant scope the study using the Scoping Agreement and standards provided in "Transportation Review Guidelines, Part 1." The traffic study must be submitted during the pre-application review process.
Traffic Count			If YES, counts in lieu of a full study are required at the intersection(s) identified on the comment line below. Counts must be taken in accordance with the procedures in "Transportation Review Guidelines, Part 1." Any required counts must be submitted during the pre-application review process.
Other Transportation Study			If YES, please see comment line below.
Transportation Adequacy Finding Not Required by Application or De Minimus			None, unless other information is requested by comments above.
The site is proposed to have driveways accessing an arterial or higher-classification facility			If YES, it is recommended that the plan be revised to minimize access to the high-classification facility, as noted below. If that is not possible, a variation from Section 24-121(a)(3) must be reviewed and granted by the Planning Board during the subdivision process.
Insufficient information to make determination			If YES, please see comment line below and resubmit with sufficient information.
TPS Comments:			
Transportation Staffperson Signature		Date	
Transportation Staffperson's Name (printed)			
Transportation Staffperson's Phone and E-mail			

This is an initial assessment of the data required to complete review of the application. However, if the development proposal changes or if new information is determined during a detailed review of the application after its formal acceptance, the transportation staff shall reserve the right to request additional information in accordance with the findings required for the application.

**N
O
T
E** Please submit this Checklist (both pages with the required concept plan) and any Scoping Agreements to the Transportation Planning Section. If submitted as a PDF by email, please send to tom.masog@ppd.mncppc.org, glen.burton@ppd.mncppc.org, and bryan.barnettwoods@ppd.mncppc.org. Hardcopies may be mailed or brought to our office.

The rear side of this page should be completed by the Transportation Planning Section and returned to the applicant within five (5) working days.

Table 1: Traffic Impact Study Scoping Agreement

The Maryland-National Capital Park and Planning Commission
 Prince George's County Planning Department
 Transportation Planning Section, Countywide Planning Commission

This form must be completed prior to commencing a traffic impact study (TIS). The completed and signed scoping agreement should be submitted to the Transportation Planning Section (TPS) by the traffic consultant for concurrence and signature. TPS will return a signed copy with any comments to the traffic consultant for inclusion in the TIS. Failure to conduct the study in accordance with the guidelines and the signed scoping agreement may be grounds for rejection of the study, thereby necessitating an addendum or a new study prior to the start of staff review.

Project Name:	Doctors Community Medical Ctr - Luminis Health
Policy Tier (Developed, Developing, or Rural): Please note if in center or corridor:	Developing
Type of Application (see Table 3):	PPS
Project Location:	North Side of Good Luck Road just East of Hanover Parkway
Traffic Consultant Name: Contact Number(s):	Mike Lenhart (P): 410.216.3333 (F): 443.782.2288

Describe the Proposal Under Study: Residential—Number & Type of Units: Commercial—Amount & Type of Space: Other Uses and Quantity:	Hospital - 927,897 SF expansion of existing hospital		
Are pass-by trip rates in accordance with the guidelines? (circle one)	<input checked="" type="radio"/> Yes	<input type="radio"/> No	If No, please provide explanation on separate sheet.
Are there diverted trips? (circle one)	<input type="radio"/> Yes	<input checked="" type="radio"/> No	If Yes, please provide explanation on separate sheet.
Will a TOD credit be used? (Section 4 of the Guidelines) (circle one)	<input type="radio"/> Yes	<input checked="" type="radio"/> No	Note that all development in centers and corridors will be evaluated for TOD.
Will a transit facilities credit be used? (Section 5 of the Guidelines) (circle one)	<input type="radio"/> Yes	<input checked="" type="radio"/> No	Need/nexus must be justified in study, and it must be supported by operating agency.
Will a bike/ped facilities credit be used? (Section 6 of the Guidelines) (circle one)	<input type="radio"/> Yes	<input checked="" type="radio"/> No	Need/nexus must be justified in study, and it must be supported by operating agency.
Are additional trip reductions (internal trips, transit trips, etc.) proposed? (circle one)	<input type="radio"/> Yes	<input checked="" type="radio"/> No	If Yes, please provide explanation on separate sheet.

Attach a map (or maps) showing the study area network with included intersections and links, estimated site trip distribution, and growth factors for through traffic.

SHA/DPW&T capital program improvements assumed:	N/A	
Other improvements assumed:	N/A	
Is Mitigation (Section 8 of the Guidelines) to be proffered? (circle one)	<input checked="" type="radio"/> Yes No <small>*If Needed</small>	Note the locational criteria in Section 8, and please note the clarifications regarding mitigation included in Section 3, Subsection E.
Is a cooperative funding arrangement (such as a SCRIP, PFFIP, or some other pro rata) to be used? (circle one)	Yes <input checked="" type="radio"/> No	If Yes, please provide explanation on separate sheet, and note limitations in Section 3, Subsection E.
Will summer counts be used? (circle one)	Yes <input checked="" type="radio"/> No	The use of summer counts must have specific concurrence of TPS staff.
Have there been discussions with the permitting agency (DPW&T and/or SHA) regarding access to this site and the analysis requirements? (circle one)	Yes <input checked="" type="radio"/> No	Section 1, Subsection E, strongly advises that these discussions occur early in the development review process. Note that driveway access onto arterial facilities must be justified and approved by the Planning Board as a part of the subdivision process.
Has a listing of background development been developed? (circle one) <small>1% growth.</small>	<input checked="" type="radio"/> Yes No	If Yes, please provide the list so that TPS staff may either concur with it or provide changes.
Have the costs and feasibility of potential off-site transportation improvements been evaluated? (circle one)	Yes <input checked="" type="radio"/> No	If No, bear in mind that Section 3, Subsection D, requires that any recommended physical off-site improvements include an evaluation of feasibility.

SIGNED:

[Signature]
Traffic Coordinator

July 27, 2021

Date

APPROVED:

[Signature]
TPS Coordinator (or Supervisor)

Date

8/26/2020

This form is not required for sites that do not require a TIS.

Weekday Morning Peak Hour (6:30 am - 9:30 am)																					
Time:	Hanover Parkway Northbound					Hanover Parkway Southbound					MD 193 Eastbound					MD 193 Westbound					Total
	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	
6:30-6:45	0	68	1	1	0	0	0	4	29	4	0	11	94	101	0	0	10	178	0	1	497
6:45-7:00	0	72	3	8	0	0	1	8	33	1	0	8	112	93	3	1	7	229	4	1	579
7:00-7:15	0	78	1	7	0	0	0	2	42	0	2	9	100	112	2	0	11	247	4	1	615
7:15-7:30	0	74	6	5	0	0	1	1	32	3	1	10	112	134	4	0	18	249	2	0	645
7:30-7:45	0	100	3	3	0	0	1	7	36	2	0	28	121	153	0	0	20	238	2	0	712
7:45-8:00	0	89	4	6	0	0	1	3	35	1	0	34	167	129	1	0	32	238	4	3	742
8:00-8:15	0	86	2	8	0	0	0	3	25	6	1	47	177	174	17	1	27	247	2	0	800
8:15-8:30	0	87	6	11	0	0	1	6	35	0	5	55	174	163	1	1	26	222	4	0	796
8:30-8:45	2	103	3	13	0	0	0	8	34	0	1	44	167	132	0	2	34	248	4	2	795
8:45-9:00	1	98	5	21	0	1	7	10	34	0	1	32	180	129	3	1	47	211	9	0	787
9:00-9:15	1	98	2	19	0	0	1	6	25	1	1	29	172	143	2	1	25	177	4	1	704
9:15-9:30	0	92	4	27	0	0	1	7	24	1	0	23	149	115	1	1	28	133	2	0	606

Hourly Totals																					
6:30-7:30	0	292	11	21	0	0	2	15	136	8	3	38	418	440	9	1	46	903	10	3	2356
6:45-7:45	0	324	13	23	0	0	3	18	143	6	3	55	445	492	9	1	56	963	12	2	2568
7:00-8:00	0	341	14	21	0	0	3	13	145	6	3	81	500	528	7	0	81	972	12	4	2731
7:15-8:15	0	349	15	22	0	0	3	14	128	12	2	119	577	590	22	1	97	972	10	3	2936
7:30-8:30	0	362	15	28	0	0	3	19	131	9	6	164	639	619	19	2	105	945	12	3	3081
7:45-8:45	2	365	15	38	0	0	2	20	129	7	7	180	685	598	19	4	119	955	14	5	3164
8:00-9:00	3	374	16	53	0	1	8	27	128	6	8	178	698	598	21	5	134	928	19	2	3207
8:15-9:15	4	386	16	64	0	1	9	30	128	1	8	160	693	567	6	5	132	858	21	3	3092
8:30-9:30	4	391	14	80	0	1	9	31	117	2	3	128	668	519	6	5	134	769	19	3	2903

AM Peak Hour	Northbound					Southbound					Eastbound					Westbound					Total
8:00-9:00	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
8:00-9:00	3	374	16	53	0	1	8	27	128	6	8	178	698	598	21	5	134	928	19	2	3207

Weekday Evening Peak Hour (4 pm - 7 pm)																					
Time:	Hanover Parkway Northbound					Hanover Parkway Southbound					MD 193 Eastbound					MD 193 Westbound					Total
	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	
4:00-4:15	0	179	13	32	0	0	2	9	35	0	1	27	290	121	2	1	21	228	4	0	963
4:15-4:30	3	137	17	37	0	0	2	8	35	1	0	33	282	132	2	0	22	236	3	1	947
4:30-4:45	1	176	8	46	0	1	2	7	31	0	2	35	279	124	3	0	24	228	2	0	966
4:45-5:00	0	174	8	30	0	0	0	6	34	0	2	39	287	156	2	0	28	220	5	0	989
5:00-5:15	0	209	9	47	0	0	4	9	29	0	0	51	253	132	1	0	21	232	3	0	999
5:15-5:30	1	144	8	43	0	0	3	12	29	1	1	36	269	119	4	2	21	259	7	1	954
5:30-5:45	0	150	11	26	0	0	5	14	35	0	0	46	266	126	1	0	31	228	6	0	944
5:45-6:00	0	137	15	32	0	0	6	14	28	0	5	37	264	133	0	2	19	237	7	0	936
6:00-6:15	0	122	11	25	0	0	3	13	32	1	0	38	286	154	2	1	25	211	4	0	925
6:15-6:30	0	97	5	22	0	0	5	11	38	0	1	43	291	119	1	0	24	217	2	0	875
6:30-6:45	0	84	10	26	0	1	1	6	33	0	1	35	206	130	2	0	22	163	3	2	721
6:45-7:00	0	78	9	18	0	0	4	5	20	1	1	30	240	113	1	0	17	157	1	0	693

Hourly Totals																					
4:00-5:00	4	666	46	145	0	2	6	30	135	1	14	134	1138	533	21	1	95	912	14	2	3899
4:15-5:15	4	696	42	160	0	1	8	30	129	1	4	158	1101	544	8	0	95	916	13	1	3911
4:30-5:30	2	703	33	166	0	1	9	34	123	1	5	161	1088	531	10	2	94	939	17	1	3920
4:45-5:45	1	677	36	146	0	0	12	41	127	1	3	172	1075	533	8	2	101	939	21	1	3896
5:00-6:00	1	640	43	148	0	0	18	49	121	1	6	170	1052	510	6	4	92	956	23	1	3841
5:15-6:15	1	553	45	126	0	0	17	53	124	2	6	157	1085	532	7	5	96	935	24	1	3769
5:30-6:30	0	506	42	105	0	0	19	52	133	1	6	164	1107	532	4	3	99	893	19	0	3685
5:45-6:45	0	440	41	105	0	1	15	44	131	1	7	153	1047	536	5	3	90	828	16	2	3465
6:00-7:00	0	381	35	91	0	1	13	35	123	2	3	146	1023	516	6	1	88	748	10	2	3224

PM Peak Hour	Northbound					Southbound					Eastbound					Westbound					Total
4:30-5:30	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
4:30-5:30	2	703	33	166	0	1	9	34	123	1	5	161	1088	531	10	2	94	939	17	1	3920

Peak Hour
Turning Movement Count

Intersection: Hanover Parkway & MD 193

Weather: Clear

Count by: CountCAM - ZW

Count Day/Date: Tuesday, June 8, 2021

County: Prince George's



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645 BALTIMORE ANNAPOLIS BLVD, SUITE 214
SEVERNA PARK, MD 21146
www.lenharttraffic.com

Weekday Morning Peak Hour (6:30 am - 9:30 am)																					
Time:	Hanover Parkway Northbound					Hanover Parkway Southbound					Greenway Center Drive Eastbound					Ora Glen Drive Westbound					Total
	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	
6:30-6:45	2	1	60	2	0	0	8	50	6	1	0	2	3	0	0	0	2	2	13	0	151
6:45-7:00	0	2	61	1	0	0	8	90	13	0	0	2	0	1	1	0	4	1	20	1	203
7:00-7:15	1	2	56	5	0	2	11	73	15	0	0	3	1	1	0	0	5	1	23	1	199
7:15-7:30	0	2	65	2	0	0	7	61	21	0	0	6	0	1	0	0	8	1	26	0	200
7:30-7:45	0	1	87	7	0	1	20	81	33	1	0	4	0	3	0	0	4	1	23	0	265
7:45-8:00	0	3	85	4	0	0	12	96	60	0	0	6	0	2	4	0	6	2	20	2	296
8:00-8:15	0	3	69	5	0	2	22	118	47	0	0	11	2	7	0	0	5	4	25	0	320
8:15-8:30	0	6	86	4	1	3	20	110	49	0	0	19	3	0	1	0	1	4	11	0	316
8:30-8:45	1	3	72	7	1	0	18	101	69	6	0	21	5	5	0	0	6	5	30	0	343
8:45-9:00	0	6	94	4	0	4	15	151	71	1	0	25	2	6	2	0	6	5	32	0	421
9:00-9:15	0	5	76	11	1	4	22	120	55	0	0	28	7	3	1	0	12	3	22	1	368
9:15-9:30	0	3	94	8	0	3	20	108	39	0	0	22	5	5	2	0	6	4	26	0	343

Hourly Totals																					
6:30-7:30	3	7	242	10	0	2	34	274	55	1	0	13	4	3	1	0	19	5	82	2	757
6:45-7:45	1	7	269	15	0	3	46	305	82	1	0	15	1	6	1	0	21	4	92	2	871
7:00-8:00	1	8	293	18	0	3	50	311	129	1	0	19	1	7	4	0	23	5	92	3	968
7:15-8:15	0	9	306	18	0	3	61	356	161	1	0	27	2	13	4	0	23	8	94	2	1088
7:30-8:30	0	13	327	20	1	6	74	405	189	1	0	40	5	12	5	0	16	11	79	2	1206
7:45-8:45	1	15	312	20	2	5	72	425	225	6	0	57	10	14	5	0	18	15	86	2	1290
8:00-9:00	1	18	321	20	2	9	75	480	236	7	0	76	12	18	3	0	18	18	98	0	1412
8:15-9:15	1	20	328	26	3	11	75	482	244	7	0	93	17	14	4	0	25	17	95	1	1463
8:30-9:30	1	17	336	30	2	11	75	480	234	7	0	96	19	19	5	0	30	17	110	1	1490

AM Peak Hour	Northbound					Southbound					Eastbound					Westbound					Total
8:30-9:30	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
	1	17	336	30	2	11	75	480	234	7	0	96	19	19	5	0	30	17	110	1	1490

Weekday Evening Peak Hour (4 pm - 7 pm)																					
Time:	Hanover Parkway Northbound					Hanover Parkway Southbound					Greenway Center Drive Eastbound					Ora Glen Drive Westbound					Total
	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	
4:00-4:15	0	5	140	3	1	14	37	98	10	0	0	45	3	11	0	0	9	3	17	0	395
4:15-4:30	0	6	111	7	0	7	41	114	11	1	0	56	5	12	0	0	11	3	22	0	406
4:30-4:45	2	2	149	10	2	3	31	106	14	1	0	51	5	11	1	0	10	1	21	0	416
4:45-5:00	0	4	135	2	1	5	29	143	9	0	0	61	7	9	0	0	13	2	17	0	436
5:00-5:15	1	3	186	6	1	4	33	127	6	1	0	54	5	8	0	0	10	4	12	0	459
5:15-5:30	1	4	141	8	0	4	36	118	6	1	0	39	9	11	1	0	6	2	19	0	404
5:30-5:45	0	5	117	11	0	6	32	120	9	0	0	33	8	5	0	0	11	5	21	0	383
5:45-6:00	0	4	127	10	2	4	43	117	3	0	0	29	10	6	1	0	9	3	20	0	385
6:00-6:15	0	4	110	13	0	8	39	137	5	0	0	24	4	7	1	0	12	3	18	0	384
6:15-6:30	1	4	97	6	0	1	37	123	5	3	0	21	3	4	0	0	7	1	13	0	323
6:30-6:45	0	2	84	5	3	2	35	108	4	0	0	14	6	3	0	0	4	1	18	0	286
6:45-7:00	0	0	79	3	0	1	29	102	5	0	0	15	5	3	0	0	5	2	17	0	266

Hourly Totals																					
4:00-5:00	2	17	535	22	7	59	138	461	44	2	0	213	20	43	4	0	43	9	77	0	1696
4:15-5:15	3	15	581	25	4	19	134	490	40	3	0	222	22	40	1	0	44	10	72	0	1725
4:30-5:30	4	13	611	26	4	16	129	494	35	3	0	205	26	39	2	0	39	9	69	0	1724
4:45-5:45	2	16	579	27	2	19	130	508	30	2	0	187	29	33	1	0	40	13	69	0	1687
5:00-6:00	2	16	571	35	3	18	144	482	24	2	0	155	32	30	2	0	36	14	72	0	1638
5:15-6:15	1	17	495	42	2	22	150	492	23	1	0	125	31	29	3	0	38	13	78	0	1562
5:30-6:30	1	17	451	40	2	19	151	497	22	3	0	107	25	22	2	0	39	12	72	0	1482
5:45-6:45	1	14	418	34	5	15	154	485	17	3	0	88	23	20	2	0	32	8	69	0	1388
6:00-7:00	1	10	370	27	3	12	140	470	19	3	0	74	18	17	1	0	28	7	66	0	1266

PM Peak Hour	Northbound					Southbound					Eastbound					Westbound					Total
4:15-5:15	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
	3	15	581	25	4	19	134	490	40	3	0	222	22	40	1	0	44	10	72	0	1725

Peak Hour
Turning Movement Count

Intersection: Hanover Parkway & Ora Glen Drive

Weather: Clear

Count by: CountCAM - ZW

Count Day/Date: Tuesday, June 8, 2021

County: Prince George's



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)																					
Time:	Lamont Drive Northbound					Lamont Drive Southbound					Good Luck Road Eastbound					Good Luck Road Westbound					Total
	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	
6:30-6:45	0	16	3	11	2	0	4	0	7	0	0	1	31	3	2	0	7	64	1	0	148
6:45-7:00	0	19	0	8	0	0	6	0	9	0	0	1	47	2	0	0	3	56	1	0	152
7:00-7:15	0	12	3	11	0	0	9	2	8	0	0	4	32	9	0	0	2	55	2	0	149
7:15-7:30	0	16	2	7	0	0	7	1	9	3	0	3	45	5	1	0	4	47	1	0	147
7:30-7:45	0	23	4	7	2	0	7	4	8	1	0	3	44	2	0	0	8	69	2	0	181
7:45-8:00	0	14	0	10	1	0	4	5	6	0	0	1	38	4	0	0	2	66	1	0	151
8:00-8:15	0	19	5	9	0	0	9	2	14	0	0	2	47	6	1	0	8	65	3	0	189
8:15-8:30	0	8	2	10	0	0	3	1	9	0	0	2	47	6	0	0	7	45	3	0	143
8:30-8:45	0	19	3	13	0	0	3	2	11	0	0	2	49	9	0	0	7	50	5	0	173
8:45-9:00	0	13	0	10	0	0	7	4	4	0	0	6	47	8	0	0	3	42	6	0	150
9:00-9:15	0	11	1	11	0	0	6	5	3	1	0	2	53	5	0	0	7	43	3	0	150
9:15-9:30	0	8	0	8	0	0	3	5	9	0	0	5	46	8	0	0	7	53	1	0	153

Hourly Totals																					
6:30-7:30	0	63	8	37	2	0	26	3	33	3	0	9	155	19	3	0	16	222	5	0	604
6:45-7:45	0	70	9	33	2	0	29	7	34	4	0	11	168	18	1	0	17	227	6	0	636
7:00-8:00	0	65	9	35	3	0	27	12	31	4	0	11	159	20	1	0	16	237	6	0	636
7:15-8:15	0	72	11	33	3	0	27	12	37	4	0	9	174	17	2	0	22	247	7	0	677
7:30-8:30	0	64	11	36	3	0	23	12	37	1	0	8	176	18	1	0	25	245	9	0	669
7:45-8:45	0	60	10	42	1	0	19	10	40	0	0	7	181	25	1	0	24	226	12	0	658
8:00-9:00	0	59	10	42	0	0	22	9	38	0	0	12	190	29	1	0	25	202	17	0	656
8:15-9:15	0	51	6	44	0	0	19	12	27	1	0	12	196	28	0	0	24	180	17	0	617
8:30-9:30	0	51	4	42	0	0	19	16	27	1	0	15	195	30	0	0	24	188	15	0	627

AM Peak Hour	Northbound					Southbound					Eastbound					Westbound					Total
7:15-8:15	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
7:15-8:15	0	72	11	33	3	0	27	12	37	4	0	9	174	17	2	0	22	247	7	0	677

Weekday Evening Peak Hour (4 pm - 7 pm)																					
Time:	Lamont Drive Northbound					Lamont Drive Southbound					Good Luck Road Eastbound					Good Luck Road Westbound					Total
	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	
4:00-4:15	0	16	4	16	1	0	7	3	6	0	0	16	98	32	0	0	21	76	5	0	300
4:15-4:30	0	15	3	13	1	0	8	2	6	1	0	8	111	25	1	0	12	74	9	0	286
4:30-4:45	0	25	9	15	0	0	13	2	4	0	0	8	107	31	0	0	20	74	11	0	319
4:45-5:00	0	15	1	18	2	0	10	3	12	1	0	11	105	32	0	0	14	71	8	0	300
5:00-5:15	1	19	10	14	0	0	10	6	7	2	0	13	100	24	0	0	19	86	6	0	315
5:15-5:30	0	16	3	14	1	0	6	3	8	0	0	7	104	25	0	0	20	82	6	0	294
5:30-5:45	0	21	5	19	0	0	7	7	9	2	0	14	114	40	1	0	11	69	8	0	324
5:45-6:00	0	15	8	20	0	0	10	1	12	0	0	18	102	28	0	0	25	82	12	0	333
6:00-6:15	0	14	14	15	0	0	6	4	6	1	0	10	117	31	1	0	16	74	11	0	318
6:15-6:30	0	11	4	11	1	0	9	5	7	0	0	7	113	33	0	0	13	55	7	0	275
6:30-6:45	0	27	4	15	2	0	7	6	9	0	0	16	76	27	0	0	17	78	11	0	293
6:45-7:00	0	12	8	8	0	0	11	2	9	0	0	12	96	22	0	0	20	67	11	0	278

Hourly Totals																					
4:00-5:00	0	71	17	62	4	0	38	10	28	2	0	43	421	120	1	0	67	295	33	0	1212
4:15-5:15	1	74	23	60	3	0	41	13	29	4	0	40	423	112	1	0	65	305	34	0	1228
4:30-5:30	1	75	23	61	3	0	39	14	31	3	0	39	416	112	0	0	73	313	31	0	1234
4:45-5:45	1	71	19	65	3	0	33	19	36	5	0	45	423	121	1	0	64	308	28	0	1242
5:00-6:00	1	71	26	67	1	0	33	17	36	4	0	52	420	117	1	0	75	319	32	0	1272
5:15-6:15	0	66	30	68	1	0	29	15	35	3	0	49	437	124	2	0	72	307	37	0	1275
5:30-6:30	0	61	31	65	1	0	32	17	34	3	0	49	446	132	2	0	65	280	38	0	1256
5:45-6:45	0	67	30	61	3	0	32	16	34	1	0	51	408	119	1	0	71	289	41	0	1224
6:00-7:00	0	64	30	49	3	0	33	17	31	1	0	45	402	113	1	0	66	274	40	0	1169

PM Peak Hour	Northbound					Southbound					Eastbound					Westbound					Total
5:15-6:15	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
5:15-6:15	0	66	30	68	1	0	29	15	35	3	0	49	437	124	2	0	72	307	37	0	1275

Peak Hour
Turning Movement Count

Intersection: Lamont Drive & Good Luck Road

Weather: Clear

Count by: CountCAM - ZW

Count Day/Date: Thursday, March 4, 2021

County: Prince George's



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)																					
Time:	Princess Garden Parkway Northbound					Hanover Parkway Southbound					Good Luck Road Eastbound					Good Luck Road Westbound					Total
	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	
6:30-6:45	0	9	10	13	0	0	33	17	10	0	0	11	31	10	0	0	12	53	12	0	221
6:45-7:00	0	6	11	11	0	0	47	10	11	0	0	15	55	8	0	0	7	37	20	0	238
7:00-7:15	0	6	6	8	0	0	36	11	10	0	0	30	33	8	0	0	8	29	12	0	197
7:15-7:30	0	8	19	12	0	0	28	24	10	0	0	17	43	9	0	0	8	38	15	0	231
7:30-7:45	0	6	21	13	0	0	39	13	23	0	0	25	37	8	0	0	16	44	31	0	276
7:45-8:00	0	8	28	15	0	0	36	17	10	0	0	19	45	15	0	0	17	46	36	0	292
8:00-8:15	0	11	27	10	0	0	40	28	21	0	0	30	34	15	0	0	18	45	26	0	305
8:15-8:30	0	5	27	15	0	0	29	30	11	0	0	33	37	4	0	0	16	33	30	0	270
8:30-8:45	0	4	32	13	0	0	29	22	20	0	0	31	31	10	0	0	16	47	33	0	288
8:45-9:00	0	3	18	11	1	0	45	30	11	0	0	31	34	11	0	0	8	41	39	2	282
9:00-9:15	0	6	29	11	0	0	24	28	10	0	0	35	31	8	0	0	12	33	32	2	259
9:15-9:30	0	7	26	2	0	0	38	37	19	0	0	20	28	8	0	0	25	35	39	0	284

Hourly Totals																					
6:30-7:30	0	29	46	44	0	0	144	62	41	0	0	73	162	35	0	0	35	157	59	0	887
6:45-7:45	0	26	57	44	0	0	150	58	54	0	0	87	168	33	0	0	39	148	78	0	942
7:00-8:00	0	28	74	48	0	0	139	65	53	0	0	91	158	40	0	0	49	157	94	0	996
7:15-8:15	0	33	95	50	0	0	143	82	64	0	0	91	159	47	0	0	59	173	108	0	1104
7:30-8:30	0	30	103	53	0	0	144	88	65	0	0	107	153	42	0	0	67	168	123	0	1143
7:45-8:45	0	28	114	53	0	0	134	97	62	0	0	113	147	44	0	0	67	171	125	0	1155
8:00-9:00	0	23	104	49	1	0	143	110	63	0	0	125	136	40	0	0	58	166	128	2	1148
8:15-9:15	0	18	106	50	1	0	127	110	52	0	0	130	133	33	0	0	52	154	134	4	1104
8:30-9:30	0	20	105	37	1	0	136	117	60	0	0	117	124	37	0	0	61	156	143	4	1118

AM Peak Hour	Northbound					Southbound					Eastbound					Westbound					Total
7:45-8:45	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
7:45-8:45	0	28	114	53	0	0	134	97	62	0	0	113	147	44	0	0	67	171	125	0	1155

Weekday Evening Peak Hour (4 pm - 7 pm)																					
Time:	Princess Garden Parkway Northbound					Hanover Parkway Southbound					Good Luck Road Eastbound					Good Luck Road Westbound					Total
	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	
4:00-4:15	0	13	28	11	0	0	44	56	51	0	0	37	54	12	0	0	28	56	45	0	435
4:15-4:30	0	13	35	10	1	0	40	53	38	0	0	41	87	14	0	0	18	41	37	0	427
4:30-4:45	0	14	36	9	0	0	38	61	49	0	0	43	79	19	0	0	45	79	58	0	530
4:45-5:00	0	11	25	10	0	0	48	44	38	0	0	39	65	10	0	0	42	55	35	0	422
5:00-5:15	0	23	26	10	0	1	56	72	36	0	0	26	67	18	0	0	22	70	36	0	463
5:15-5:30	0	23	29	9	0	0	40	42	33	1	0	31	61	13	0	0	23	68	32	0	404
5:30-5:45	0	19	36	13	0	0	36	52	36	0	0	38	68	20	0	0	28	57	57	1	460
5:45-6:00	0	16	31	6	0	0	46	60	53	0	0	57	73	10	0	0	14	58	43	0	467
6:00-6:15	0	8	41	17	0	0	43	43	45	0	0	40	74	16	1	0	15	55	51	0	448
6:15-6:30	0	14	32	8	0	0	34	58	39	3	0	41	78	19	1	0	14	68	36	0	441
6:30-6:45	0	25	28	12	0	0	63	51	47	2	0	31	54	20	0	0	19	62	37	0	449
6:45-7:00	0	14	21	11	0	0	34	44	32	0	0	22	73	17	1	0	15	48	28	1	359

Hourly Totals																					
4:00-5:00	0	51	124	40	1	0	170	214	176	0	0	160	285	55	0	0	133	231	175	0	1815
4:15-5:15	0	61	122	39	1	1	182	230	161	0	0	149	298	61	0	0	127	245	166	0	1843
4:30-5:30	0	71	116	38	0	1	182	219	156	1	0	139	272	60	0	0	132	272	161	0	1820
4:45-5:45	0	76	116	42	0	1	180	210	143	1	0	134	261	61	0	0	115	250	160	1	1751
5:00-6:00	0	81	122	38	0	1	178	226	158	1	0	152	269	61	0	0	87	253	168	1	1796
5:15-6:15	0	66	137	45	0	0	165	197	167	1	0	166	276	59	1	0	80	238	183	1	1782
5:30-6:30	0	57	140	44	0	0	159	213	173	3	0	176	293	65	2	0	71	238	187	1	1822
5:45-6:45	0	63	132	43	0	0	186	212	184	5	0	169	279	65	2	0	62	243	167	0	1812
6:00-7:00	0	61	122	48	0	0	174	196	163	5	0	134	279	72	3	0	63	233	152	1	1706

PM Peak Hour	Northbound					Southbound					Eastbound					Westbound					Total
4:15-5:15	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
4:15-5:15	0	61	122	39	1	1	182	230	161	0	0	149	298	61	0	0	127	245	166	0	1843

Peak Hour
Turning Movement Count

Intersection: Princess Garden Parkway & Good Luck Road

Weather: Clear

Count by: CountCAM - ZW

Count Day/Date: Thursday, March 4, 2021

County: Prince George's



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)																					
Time:	N/A Northbound					Driveway Southbound					Good Luck Road Eastbound					Good Luck Road Westbound					Total
	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	
6:30-6:45					1					0	0	48	29	0	0	0	77	17	0	171	
6:45-7:00					0					0	0	67	46	0	0	0	64	20	0	197	
7:00-7:15					0					0	0	38	39	0	0	0	49	22	0	148	
7:15-7:30					2					0	0	38	45	0	0	0	61	18	0	162	
7:30-7:45					0					0	0	36	53	0	0	0	91	26	0	206	
7:45-8:00					0					0	0	73	23	0	0	0	99	37	0	232	
8:00-8:15					0					0	0	39	45	0	0	0	89	24	0	197	
8:15-8:30					0					0	0	44	37	0	0	0	79	14	0	174	
8:30-8:45					0					0	0	15	58	0	0	0	96	14	0	183	
8:45-9:00					0					0	0	29	61	0	0	0	88	28	0	206	
9:00-9:15					0					0	0	38	28	0	0	0	77	13	0	156	
9:15-9:30					0					0	0	20	48	0	0	0	99	11	0	178	

Hourly Totals																				
6:30-7:30					3					0	0	191	159	0	0	0	251	77	0	681
6:45-7:45					2					0	0	179	183	0	0	0	265	86	0	715
7:00-8:00					2					0	0	185	160	0	0	0	300	103	0	750
7:15-8:15					2					0	0	186	166	0	0	0	340	105	0	799
7:30-8:30					0					0	0	192	158	0	0	0	358	101	0	809
7:45-8:45					0					0	0	171	163	0	0	0	363	89	0	786
8:00-9:00					0					0	0	127	201	0	0	0	352	80	0	760
8:15-9:15					0					0	0	126	184	0	0	0	340	69	0	719
8:30-9:30					0					0	0	102	195	0	0	0	360	66	0	723

AM Peak Hour	Northbound					Southbound					Eastbound					Westbound					Total
7:30-8:30	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
					0					0			192	158	0			358	101	0	809

Weekday Evening Peak Hour (4 pm - 7 pm)																					
Time:	N/A Northbound					Driveway Southbound					Good Luck Road Eastbound					Good Luck Road Westbound					Total
	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	
4:00-4:15					0					0	0	13	96	0	0	0	129	2	0	240	
4:15-4:30					0					0	0	14	123	0	0	0	96	5	0	238	
4:30-4:45					0					0	0	16	110	0	0	0	182	3	0	311	
4:45-5:00					0					0	0	8	115	0	0	0	132	4	0	259	
5:00-5:15					0					0	0	7	126	0	0	0	128	6	0	267	
5:15-5:30					0					0	0	7	103	0	0	0	123	4	0	237	
5:30-5:45					0					0	0	15	102	0	0	0	142	6	0	265	
5:45-6:00					0					0	0	14	111	0	0	0	115	8	0	248	
6:00-6:15					0					0	0	9	125	0	0	0	121	8	0	263	
6:15-6:30					0					0	0	16	104	0	0	0	118	8	0	246	
6:30-6:45					0					0	0	28	101	0	0	0	118	7	0	254	
6:45-7:00					0					0	0	34	84	0	0	0	91	23	0	232	

Hourly Totals																				
4:00-5:00					0					0	0	51	444	0	0	0	539	14	0	1048
4:15-5:15					0					0	0	45	474	0	0	0	538	18	0	1075
4:30-5:30					0					0	0	38	454	0	0	0	565	17	0	1074
4:45-5:45					0					0	0	37	446	0	0	0	525	20	0	1028
5:00-6:00					0					0	0	43	442	0	0	0	508	24	0	1017
5:15-6:15					0					0	0	45	441	0	0	0	501	26	0	1013
5:30-6:30					0					0	0	54	442	0	0	0	496	30	0	1022
5:45-6:45					0					0	0	67	441	0	0	0	472	31	0	1011
6:00-7:00					0					0	0	87	414	0	0	0	448	46	0	995

PM Peak Hour	Northbound					Southbound					Eastbound					Westbound					Total
4:15-5:15	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
					0					0			45	474	0			538	18	0	1075

Peak Hour
Turning Movement Count

Intersection: Driveway & Good Luck Road

Weather: Clear

Count by: CountCAM - ZW

Count Day/Date: Tuesday, June 8, 2021

County: Prince George's



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)																					
Time:	N/A Northbound					Driveway Southbound					Good Luck Road Eastbound					Good Luck Road Westbound					Total
	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	
6:30-6:45					0	0			9	0	0			29	0	0			85	0	123
6:45-7:00					0	0			10	0	0			46	0	0			74	0	130
7:00-7:15					0	0			12	0	0			39	0	0			59	0	110
7:15-7:30					0	0			11	1	0			45	0	0			68	0	124
7:30-7:45					0	0			41	0	0			53	0	0			76	0	170
7:45-8:00					0	0			34	1	0			23	0	0			102	0	159
8:00-8:15					0	0			35	0	0			45	0	0			78	0	158
8:15-8:30					0	0			15	0	0			37	0	0			78	0	130
8:30-8:45					0	0			15	0	0			58	0	0			95	0	168
8:45-9:00					0	0			6	0	0			61	0	0			110	0	177
9:00-9:15					0	0			23	1	0			28	0	0			67	0	118
9:15-9:30					0	0			14	0	0			48	0	0			96	0	158

Hourly Totals																					
6:30-7:30					0	0			42	1	0			159	0	0			286	0	488
6:45-7:45					0	0			74	1	0			183	0	0			277	0	535
7:00-8:00					0	0			98	2	0			160	0	0			305	0	565
7:15-8:15					0	0			121	2	0			166	0	0			324	0	613
7:30-8:30					0	0			125	1	0			158	0	0			334	0	618
7:45-8:45					0	0			99	1	0			163	0	0			353	0	616
8:00-9:00					0	0			71	0	0			201	0	0			361	0	633
8:15-9:15					0	0			59	1	0			184	0	0			350	0	594
8:30-9:30					0	0			58	1	0			195	0	0			368	0	622

AM	Northbound					Southbound					Eastbound					Westbound					Total	
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	
8:00-9:00					0					71					0					361		633

Weekday Evening Peak Hour (4 pm - 7 pm)																					
Time:	N/A Northbound					Driveway Southbound					Good Luck Road Eastbound					Good Luck Road Westbound					Total
	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	
4:00-4:15					0	0			46	0	0			96	0	0			85	0	227
4:15-4:30					0	0			58	0	0			123	0	0			43	0	224
4:30-4:45					0	0			45	0	0			110	0	0			140	0	295
4:45-5:00					0	0			39	0	0			115	0	0			97	0	251
5:00-5:15					0	0			34	0	0			126	0	0			100	0	260
5:15-5:30					0	0			23	0	0			103	0	0			104	0	230
5:30-5:45					0	0			34	0	0			102	0	0			114	0	250
5:45-6:00					0	0			28	0	0			111	0	0			95	0	234
6:00-6:15					0	0			22	0	0			125	0	0			107	0	254
6:15-6:30					0	0			26	0	0			104	0	0			100	0	230
6:30-6:45					0	0			18	0	0			101	0	0			107	0	226
6:45-7:00					0	0			20	0	0			84	0	0			94	0	198

Hourly Totals																					
4:00-5:00					0	0			188	0	0			444	0	0			365	0	997
4:15-5:15					0	0			176	0	0			474	0	0			380	0	1030
4:30-5:30					0	0			141	0	0			454	0	0			441	0	1036
4:45-5:45					0	0			130	0	0			446	0	0			415	0	991
5:00-6:00					0	0			119	0	0			442	0	0			413	0	974
5:15-6:15					0	0			107	0	0			441	0	0			420	0	968
5:30-6:30					0	0			110	0	0			442	0	0			416	0	968
5:45-6:45					0	0			94	0	0			441	0	0			409	0	944
6:00-7:00					0	0			86	0	0			414	0	0			408	0	908

PM	Northbound					Southbound					Eastbound					Westbound					Total	
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	
4:30-5:30					0					141					0					441		1036

Peak Hour
Turning Movement Count

Intersection: Driveway & Good Luck Road

Weather: Clear

Count by: CountCAM - ZW

Count Day/Date: Tuesday, June 8, 2021

County: Prince George's



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)

Time:	N/A Northbound					Mallery Drive Southbound					Good Luck Road Eastbound					Good Luck Road Westbound					Total
	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	
6:30-6:45					0	0	0	1	1	0	0	2	27	0	0	0	84	13	0	128	
6:45-7:00					0	0	4	1	0	0	8	38	0	0	0	73	39	0	163		
7:00-7:15					0	0	5	5	2	0	7	32	0	0	0	54	25	0	128		
7:15-7:30					0	0	4	2	0	0	1	44	0	0	0	66	19	0	136		
7:30-7:45					0	0	11	3	0	0	5	48	0	0	0	73	9	0	149		
7:45-8:00					0	0	13	2	0	0	4	19	0	0	0	100	16	0	154		
8:00-8:15					0	0	9	3	0	0	3	42	0	0	0	75	11	0	143		
8:15-8:30					0	0	7	1	1	0	3	34	0	0	0	77	6	0	128		
8:30-8:45					0	0	4	4	0	0	6	52	0	0	0	91	7	0	164		
8:45-9:00					3	0	6	3	2	0	8	53	0	0	0	107	6	0	183		
9:00-9:15					0	0	5	1	1	0	1	27	0	0	0	66	8	0	108		
9:15-9:30					0	0	7	2	1	0	4	44	0	0	0	94	4	0	155		

Hourly Totals																					
6:30-7:30		0	0	14	9	2	0	18	141	0	0	277	96	0	557						
6:45-7:45		0	0	24	11	2	0	21	162	0	0	266	92	0	578						
7:00-8:00		0	0	33	12	2	0	17	143	0	0	293	69	0	569						
7:15-8:15		0	0	37	10	0	0	13	153	0	0	314	55	0	582						
7:30-8:30		0	0	40	9	1	0	15	143	0	0	325	42	0	575						
7:45-8:45		0	0	33	10	1	0	16	147	0	0	343	40	0	590						
8:00-9:00		3	0	26	11	3	0	20	181	0	0	350	30	0	624						
8:15-9:15		3	0	22	9	4	0	18	166	0	0	341	27	0	590						
8:30-9:30		3	0	22	10	4	0	19	176	0	0	358	25	0	617						

AM Peak Hour	Northbound					Southbound					Eastbound					Westbound					Total
8:00-9:00	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	
	3	0	26	11	3	0	20	181	0	0	0	350	30	0	624						

Weekday Evening Peak Hour (4 pm - 7 pm)

Time:	N/A Northbound					Mallery Drive Southbound					Good Luck Road Eastbound					Good Luck Road Westbound					Total
	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	
4:00-4:15					0	0	21	1	0	0	2	94	0	0	0	84	4	0	206		
4:15-4:30					0	0	20	3	0	0	2	121	0	0	0	40	2	0	188		
4:30-4:45					0	0	27	12	0	0	3	107	0	0	0	128	5	0	282		
4:45-5:00					0	0	18	8	0	0	2	113	0	0	0	89	1	0	231		
5:00-5:15					0	0	18	6	0	0	2	124	0	0	0	94	2	0	246		
5:15-5:30					0	0	12	3	0	0	0	103	0	0	0	101	3	0	222		
5:30-5:45					0	0	10	3	0	0	1	101	0	0	0	111	3	0	229		
5:45-6:00					0	0	4	4	0	0	3	108	0	0	0	91	0	0	210		
6:00-6:15					0	0	12	2	0	0	3	122	0	0	0	105	4	0	248		
6:15-6:30					0	0	13	2	0	0	1	103	0	0	0	98	5	0	222		
6:30-6:45					0	0	3	5	0	0	2	99	0	0	0	102	3	0	214		
6:45-7:00					0	0	12	3	0	0	1	83	0	0	0	91	5	0	195		

Hourly Totals																					
4:00-5:00		0	0	86	24	0	0	9	435	0	0	341	12	0	907						
4:15-5:15		0	0	83	29	0	0	9	465	0	0	351	10	0	947						
4:30-5:30		0	0	75	29	0	0	7	447	0	0	412	11	0	981						
4:45-5:45		0	0	58	20	0	0	5	441	0	0	395	9	0	928						
5:00-6:00		0	0	44	16	0	0	6	436	0	0	397	8	0	907						
5:15-6:15		0	0	38	12	0	0	7	434	0	0	408	10	0	909						
5:30-6:30		0	0	39	11	0	0	8	434	0	0	405	12	0	909						
5:45-6:45		0	0	32	13	0	0	9	432	0	0	396	12	0	894						
6:00-7:00		0	0	40	12	0	0	7	407	0	0	396	17	0	879						

PM Peak Hour	Northbound					Southbound					Eastbound					Westbound					Total
4:30-5:30	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	
	0	0	75	29	0	0	7	447	0	0	0	412	11	0	981						

Peak Hour
Turning Movement Count

Intersection: Mallery Drive & Good Luck Road
Weather: Clear
Count by: CountCAM - ZW
Count Day/Date: Tuesday, June 8, 2021
County: Prince George's



Weekday Morning Peak Hour (6:30 am - 9:30 am)																					
Time:	Cipriano Road Northbound					Cipriano Road Southbound					Good Luck Road Eastbound					Good Luck Road Westbound					Total
	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	
6:30-6:45	0	42	15	30	0	0	5	32	8	0	0	4	12	6	0	0	38	53	2	0	247
6:45-7:00	0	63	24	37	1	0	1	33	8	0	0	5	23	6	0	0	33	43	3	0	279
7:00-7:15	0	31	14	18	0	0	1	23	5	1	0	1	26	13	0	0	44	35	6	0	217
7:15-7:30	0	46	15	19	0	0	3	34	8	0	0	3	27	20	0	0	44	35	3	0	257
7:30-7:45	0	35	13	16	0	0	8	37	7	0	2	3	37	12	0	0	48	38	3	0	259
7:45-8:00	0	50	24	11	1	0	3	43	8	0	0	6	39	22	0	0	51	49	7	0	313
8:00-8:15	0	53	34	27	1	0	3	33	8	0	1	3	28	18	0	0	42	38	15	0	303
8:15-8:30	0	27	22	21	0	0	1	41	10	0	0	4	21	19	0	0	35	34	6	0	241
8:30-8:45	0	41	30	10	0	0	6	44	5	0	0	6	25	16	0	0	37	37	10	0	267
8:45-9:00	0	47	33	20	0	0	3	45	11	0	0	1	37	19	0	0	43	33	13	0	305
9:00-9:15	0	38	25	21	0	0	4	25	5	0	0	3	28	18	0	0	36	33	8	0	244
9:15-9:30	0	38	31	25	0	0	4	31	3	0	0	7	25	21	0	0	19	42	9	0	255

Hourly Totals																					
6:30-7:30	0	182	68	104	1	0	10	122	29	1	0	13	88	45	0	0	159	166	14	0	1002
6:45-7:45	0	175	66	90	1	0	13	127	28	1	2	12	113	51	0	0	169	151	15	0	1014
7:00-8:00	0	162	66	64	1	0	15	137	28	1	2	13	129	67	0	0	187	157	19	0	1048
7:15-8:15	0	184	86	73	2	0	17	147	31	0	3	15	131	72	0	0	185	160	28	0	1134
7:30-8:30	0	165	93	75	2	0	15	154	33	0	3	16	125	71	0	0	176	159	31	0	1118
7:45-8:45	0	171	110	69	2	0	13	161	31	0	1	19	113	75	0	0	165	158	38	0	1126
8:00-9:00	0	168	119	78	1	0	13	163	34	0	1	14	111	72	0	0	157	142	44	0	1117
8:15-9:15	0	153	110	72	0	0	14	155	31	0	0	14	111	72	0	0	151	137	37	0	1057
8:30-9:30	0	164	119	76	0	0	17	145	24	0	0	17	115	74	0	0	135	145	40	0	1071

AM Peak Hour	Northbound					Southbound					Eastbound					Westbound					Total
7:15-8:15	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
7:15-8:15	0	184	86	73	2	0	17	147	31	0	3	15	131	72	0	0	185	160	28	0	1134

Weekday Evening Peak Hour (4 pm - 7 pm)																					
Time:	Cipriano Road Northbound					Cipriano Road Southbound					Good Luck Road Eastbound					Good Luck Road Westbound					Total
	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	
4:00-4:15	0	43	45	43	0	0	9	55	8	0	0	9	73	38	0	0	30	32	9	0	394
4:15-4:30	0	41	65	38	0	0	1	45	10	0	1	8	72	36	0	0	29	48	8	0	402
4:30-4:45	0	46	54	40	0	0	7	53	17	1	1	10	76	50	0	0	57	53	11	0	475
4:45-5:00	0	49	52	50	0	0	7	64	15	0	0	10	73	51	1	0	40	40	8	1	459
5:00-5:15	0	51	58	40	0	1	10	72	16	0	0	9	59	42	0	0	55	45	11	0	469
5:15-5:30	0	50	45	32	1	0	12	57	11	0	2	14	73	32	0	0	52	53	11	0	444
5:30-5:45	0	54	59	42	0	0	9	68	21	0	0	11	64	42	2	1	51	38	11	0	471
5:45-6:00	0	43	62	40	0	0	7	52	6	0	0	14	65	41	2	0	47	39	12	0	428
6:00-6:15	0	61	51	53	2	0	3	63	12	0	0	9	65	35	0	0	34	47	10	0	443
6:15-6:30	0	41	43	53	0	0	11	40	17	0	2	9	72	38	0	0	48	53	17	0	444
6:30-6:45	0	42	50	34	1	0	13	42	6	1	0	12	53	47	0	0	49	55	14	0	417
6:45-7:00	0	42	50	56	3	0	7	53	10	0	0	11	56	36	0	0	42	45	9	0	417

Hourly Totals																					
4:00-5:00	0	179	216	171	0	0	24	217	50	1	2	37	294	175	1	0	156	173	36	1	1733
4:15-5:15	0	187	229	168	0	1	25	234	58	1	2	37	280	179	1	0	181	186	38	1	1808
4:30-5:30	0	196	209	162	1	1	36	246	59	1	3	43	281	175	1	0	204	191	41	1	1851
4:45-5:45	0	204	214	164	1	1	38	261	63	0	2	44	269	167	3	1	198	176	41	1	1848
5:00-6:00	0	198	224	154	1	1	38	249	54	0	2	48	261	157	4	1	205	175	45	0	1817
5:15-6:15	0	208	217	167	3	0	31	240	50	0	2	48	267	150	4	1	184	177	44	0	1793
5:30-6:30	0	199	215	188	2	0	30	223	56	0	2	43	266	156	4	1	180	177	50	0	1792
5:45-6:45	0	187	206	180	3	0	34	197	41	1	2	44	255	161	2	0	178	194	53	0	1738
6:00-7:00	0	186	194	196	6	0	34	198	45	1	2	41	246	156	0	0	173	200	50	0	1728

PM Peak Hour	Northbound					Southbound					Eastbound					Westbound					Total
4:30-5:30	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
4:30-5:30	0	196	209	162	1	1	36	246	59	1	3	43	281	175	1	0	204	191	41	1	1851

Peak Hour
Turning Movement Count

Intersection: Cipriano Road & Good Luck Road

Weather: Clear

Count by: CountCAM - ZW

Count Day/Date: Thursday, March 4, 2021

County: Prince George's



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)																						
Time:	Lanham Station Road Northbound					Princess Garden Parkway Southbound					MD 450 Eastbound					MD 450 Westbound					Total	
	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds		
6:30-6:45	0			10	1	0			68	0	0			209	28	0	8	13	366	23	0	725
6:45-7:00	0			11	0	0			56	0	0			217	19	0	5	21	360	24	0	713
7:00-7:15	0			13	0	0			60	0	0			225	21	0	3	20	345	18	0	705
7:15-7:30	0			16	0	0			67	0	0			243	26	0	4	18	388	31	0	793
7:30-7:45	0			10	0	0			73	0	0			269	34	0	4	24	423	28	0	865
7:45-8:00	0			18	0	0			66	0	0			253	31	0	8	31	343	48	0	798
8:00-8:15	0			15	0	0			74	0	0			281	35	1	13	26	285	28	1	757
8:15-8:30	0			22	0	0			64	0	0			290	38	0	6	29	309	47	0	805
8:30-8:45	0			27	0	0			66	0	0			311	43	0	5	33	334	42	0	861
8:45-9:00	0			17	0	0			64	0	0			284	39	0	6	23	308	46	0	787
9:00-9:15	0			18	0	0			57	0	0			256	43	0	7	28	283	33	0	725
9:15-9:30	0			20	0	0			81	0	0			239	34	0	9	18	297	36	0	734

Hourly Totals																						
6:30-7:30	0			50	1	0			251	0	0			894	94	0	20	72	1459	96	0	2937
6:45-7:45	0			50	0	0			256	0	0			954	100	0	16	83	1516	101	0	3076
7:00-8:00	0			57	0	0			266	0	0			990	112	0	19	93	1499	125	0	3161
7:15-8:15	0			59	0	0			280	0	0			1046	126	1	29	99	1439	135	1	3215
7:30-8:30	0			65	0	0			277	0	0			1093	138	1	31	110	1360	151	1	3227
7:45-8:45	0			82	0	0			270	0	0			1135	147	1	32	119	1271	165	1	3223
8:00-9:00	0			81	0	0			268	0	0			1166	155	1	30	111	1236	163	1	3212
8:15-9:15	0			84	0	0			251	0	0			1141	163	0	24	113	1234	168	0	3178
8:30-9:30	0			82	0	0			268	0	0			1090	159	0	27	102	1222	157	0	3107

AM Peak Hour	Northbound					Southbound					Eastbound					Westbound					Total	
7:30-8:30	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	
	0			65	0	0			277	0	0			1093	138	1	31	110	1360	151	1	3227

Weekday Evening Peak Hour (4 pm - 7 pm)																						
Time:	Lanham Station Road Northbound					Princess Garden Parkway Southbound					MD 450 Eastbound					MD 450 Westbound					Total	
	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds		
4:00-4:15	0			28	0	0			106	0	0			499	61	0	10	40	317	38	0	1099
4:15-4:30	0			31	0	0			98	0	0			526	52	0	11	38	345	39	0	1140
4:30-4:45	0			36	0	0			106	0	0			567	36	0	17	30	371	45	0	1208
4:45-5:00	0			43	0	0			113	0	0			551	41	0	14	22	386	50	0	1220
5:00-5:15	0			37	0	0			103	0	0			503	30	0	13	19	364	36	0	1105
5:15-5:30	0			22	0	0			116	0	0			569	38	0	20	26	397	27	0	1215
5:30-5:45	0			29	0	0			92	1	0			607	42	0	19	30	417	22	0	1258
5:45-6:00	0			30	0	0			71	0	0			588	34	0	17	29	428	29	0	1226
6:00-6:15	0			39	0	0			89	0	0			534	44	1	19	38	426	16	0	1205
6:15-6:30	0			25	0	0			86	0	0			540	29	0	11	19	404	32	0	1146
6:30-6:45	0			18	0	0			79	0	0			505	22	0	15	27	361	18	0	1045
6:45-7:00	0			16	0	0			71	0	0			483	23	0	9	22	370	39	0	1033

Hourly Totals																						
4:00-5:00	0			138	0	0			423	0	0			2143	190	0	52	130	1419	172	0	4667
4:15-5:15	0			147	0	0			420	0	0			2147	159	0	55	109	1466	170	0	4673
4:30-5:30	0			138	0	0			438	0	0			2190	145	0	64	97	1518	158	0	4748
4:45-5:45	0			131	0	0			424	1	0			2230	151	0	66	97	1564	135	0	4799
5:00-6:00	0			118	0	0			382	1	0			2267	144	0	69	104	1606	114	0	4805
5:15-6:15	0			120	0	0			368	1	0			2298	158	1	75	123	1668	94	0	4906
5:30-6:30	0			123	0	0			338	1	0			2269	149	1	66	116	1675	99	0	4837
5:45-6:45	0			112	0	0			325	0	0			2167	129	1	62	113	1619	95	0	4623
6:00-7:00	0			98	0	0			325	0	0			2062	118	1	54	106	1561	105	0	4430

PM Peak Hour	Northbound					Southbound					Eastbound					Westbound					Total	
5:15-6:15	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	
	0			120	0	0			368	1	0			2298	158	1	75	123	1668	94	0	4906

Peak Hour
Turning Movement Count

Intersection: Lanham Station Road & MD 450

Weather: Clear

Count by: CountCAM - ZW

Count Day/Date: Thursday, March 4, 2021

County: Prince George's



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)																					
Time:	MD 450 Ramp Northbound					Cipriano Road Southbound					Lanham Severn Road Eastbound					Lanham Severn Road Westbound					Total
	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	
6:30-6:45	32	67	37	0	0	0	1	89	0	0	0	0	121	2	0	0	0	0	0	349	
6:45-7:00		42	100	51	0	0	8	80	0	0	0	0	101	2	0	0	0	0	0	384	
7:00-7:15		29	58	43	0	0	9	97	0	0	0	0	112	4	0	0	0	0	0	352	
7:15-7:30		51	76	43	0	0	2	116	1	0	0	0	133	5	0	0	0	0	0	426	
7:30-7:45		46	79	34	0	0	8	116	0	0	0	0	130	4	0	0	0	0	0	417	
7:45-8:00		56	94	59	0	0	6	117	1	0	0	0	97	1	0	0	0	0	0	430	
8:00-8:15		56	87	63	0	0	16	95	0	0	0	0	89	5	0	0	0	0	0	411	
8:15-8:30		67	78	71	0	0	11	90	1	0	0	0	107	7	0	0	0	0	0	431	
8:30-8:45		65	89	68	0	0	13	114	0	0	0	0	112	8	0	0	0	0	0	469	
8:45-9:00		51	104	63	0	0	11	88	1	0	0	0	85	6	0	0	0	0	0	408	
9:00-9:15		59	67	49	0	0	13	65	0	0	0	0	80	1	0	0	0	0	0	334	
9:15-9:30		64	82	59	0	0	12	69	0	0	0	0	74	6	0	0	0	0	0	366	

Hourly Totals																				
6:30-7:30		154	301	174	0	0	20	382	1	0	0	0	467	13	0	0	0	0	0	1512
6:45-7:45		168	313	171	0	0	27	409	1	0	0	0	476	15	0	0	0	0	0	1580
7:00-8:00		182	307	179	0	0	25	446	2	0	0	0	472	14	0	0	0	0	0	1627
7:15-8:15		209	336	199	0	0	32	444	2	0	0	0	449	15	0	0	0	0	0	1686
7:30-8:30		225	338	227	0	0	41	418	2	0	0	0	423	17	0	0	0	0	0	1691
7:45-8:45		244	348	261	0	0	46	416	2	0	0	0	405	21	0	0	0	0	0	1743
8:00-9:00		239	358	265	0	0	51	387	2	0	0	0	393	26	0	0	0	0	0	1721
8:15-9:15		242	338	251	0	0	48	357	2	0	0	0	384	22	0	0	0	0	0	1644
8:30-9:30		239	342	239	0	0	49	336	1	0	0	0	351	21	0	0	0	0	0	1578

AM	Northbound					Southbound					Eastbound					Westbound					Total
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	
7:45-8:45	244	348	261	0	0	0	46	416	2	0	0	0	405	21	0	0	0	0	0	1743	

Weekday Evening Peak Hour (4 pm - 7 pm)																					
Time:	MD 450 Ramp Northbound					Cipriano Road Southbound					Lanham Severn Road Eastbound					Lanham Severn Road Westbound					Total
	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	
4:00-4:15		78	152	131	1	0	21	81	0	0	0	0	142	4	0	0	0	0	0	609	
4:15-4:30		84	178	134	0	0	29	101	1	0	0	0	124	12	0	0	0	0	0	662	
4:30-4:45		100	188	119	0	0	29	104	0	0	0	0	113	13	0	0	0	0	0	666	
4:45-5:00		104	152	128	0	0	34	115	0	0	0	0	130	8	0	0	0	0	0	671	
5:00-5:15		78	109	156	0	0	23	112	0	0	0	0	134	15	0	0	0	0	0	627	
5:15-5:30		79	155	134	0	0	20	95	0	0	0	0	127	21	0	0	0	0	0	631	
5:30-5:45		79	129	157	0	0	22	111	0	0	0	0	114	23	0	0	0	0	0	635	
5:45-6:00		77	144	154	0	0	32	94	0	0	0	0	140	25	0	0	0	0	0	666	
6:00-6:15		85	137	139	0	0	29	90	0	0	0	0	122	17	0	0	0	0	0	619	
6:15-6:30		62	137	133	0	0	18	95	0	0	0	0	113	25	0	0	0	0	0	583	
6:30-6:45		71	117	140	0	0	24	90	0	0	0	0	113	13	0	0	0	0	0	568	
6:45-7:00		73	130	109	0	0	18	82	0	0	0	0	108	12	0	0	0	0	0	532	

Hourly Totals																				
4:00-5:00		366	670	512	1	0	113	401	1	0	0	0	509	37	0	0	0	0	0	2610
4:15-5:15		366	627	537	0	0	115	432	1	0	0	0	501	48	0	0	0	0	0	2627
4:30-5:30		361	604	537	0	0	106	426	0	0	0	0	504	57	0	0	0	0	0	2595
4:45-5:45		340	545	575	0	0	99	433	0	0	0	0	505	67	0	0	0	0	0	2564
5:00-6:00		313	537	601	0	0	97	412	0	0	0	0	515	84	0	0	0	0	0	2559
5:15-6:15		320	565	584	0	0	103	390	0	0	0	0	503	86	0	0	0	0	0	2551
5:30-6:30		303	547	583	0	0	101	390	0	0	0	0	489	90	0	0	0	0	0	2503
5:45-6:45		295	535	566	0	0	103	369	0	0	0	0	488	80	0	0	0	0	0	2436
6:00-7:00		291	521	521	0	0	89	357	0	0	0	0	456	67	0	0	0	0	0	2302

PM	Northbound					Southbound					Eastbound					Westbound					Total
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	
4:15-5:15	366	627	537	0	0	0	115	432	1	0	0	0	501	48	0	0	0	0	0	2627	

Peak Hour
Turning Movement Count

Intersection: Cipriano Road & Lanham Severn Road

Weather: Clear

Count by: CountCAM - ZW

Count Day/Date: Thursday, March 4, 2021

County: Prince George's



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Appendix B

Level of Service Worksheets (CLV & Synchro/HCM)

CRITICAL LANE VOLUME (CLV) METHODOLOGY

for Prince Georges County

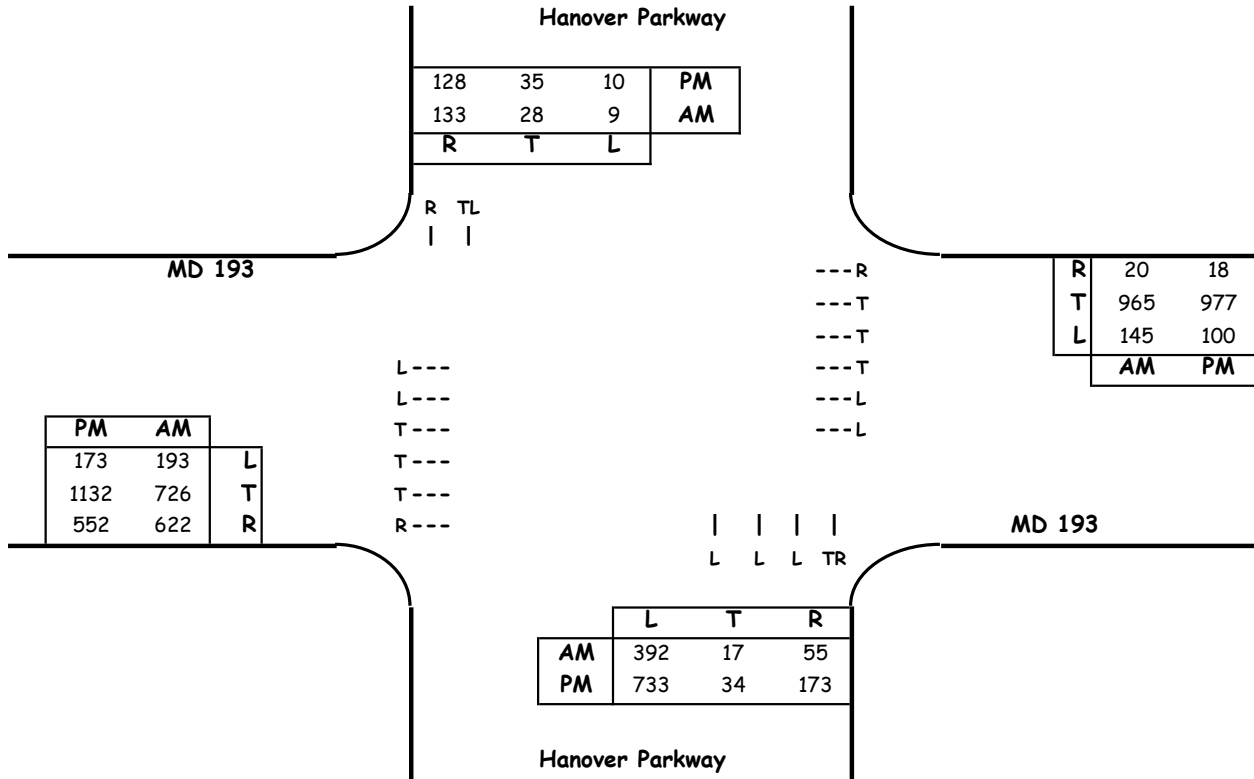
Intersection of: MD 193

and: Hanover Parkway

Conditions: EXISTING TRAFFIC

Analyst: Lenhart Traffic Consulting

Lane Use + Traffic Volumes



Capacity Analysis - North/South Split

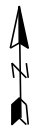
Morning Peak Hour						
Dir	Thru Volumes			+ Opposing Lefts		AM CLV
	VOL	x LUF	= Total	VOL	x LUF = Total	
NB	392	0.45	176			176
SB	37	1	37			37
EB	446	1	446	145	0.6 87	533
WB	965	0.37	357	193	0.6 116	
CLV TOTAL=						746
Level of Service (LOS)=						A

Evening Peak Hour						
Dir	Thru Volumes			+ Opposing Lefts		PM CLV
	VOL	x LUF	= Total	VOL	x LUF = Total	
NB	733	0.45	330			330
SB	45	1	45			45
EB	1132	0.37	419	100	0.6 60	479
WB	977	0.37	361	173	0.6 104	
CLV TOTAL=						854
Level of Service (LOS)=						A

Critical Lane Volume Analysis



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MD 193 &
Hanover Parkway
(EXISTING TRAFFIC)

**Intersection
1**

CRITICAL LANE VOLUME (CLV) METHODOLOGY

for Prince Georges County

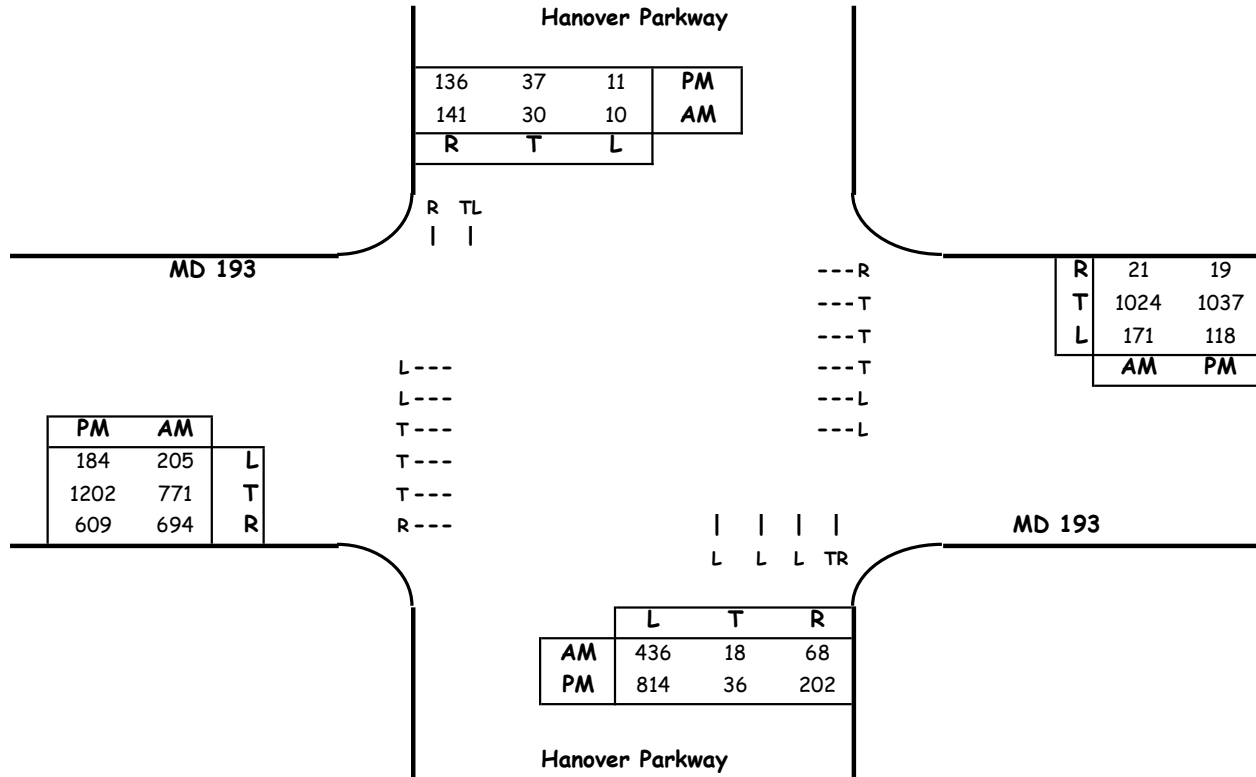
Intersection of: MD 193

and: Hanover Parkway

Conditions: BACKGROUND TRAFFIC

Analyst: Lenhart Traffic Consulting

Lane Use + Traffic Volumes



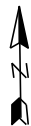
Capacity Analysis - North/South Split

Morning Peak Hour						
Dir	Thru Volumes			+ Opposing Lefts		AM CLV
	VOL	x LUF	= Total	VOL	x LUF = Total	
NB	436	0.45	196			196
SB	40	1	40			40
EB	498	1	498	171	0.6 103	601
WB	1024	0.37	379	205	0.6 123	
CLV TOTAL=						837
Level of Service (LOS)=						A

Evening Peak Hour						
Dir	Thru Volumes			+ Opposing Lefts		PM CLV
	VOL	x LUF	= Total	VOL	x LUF = Total	
NB	814	0.45	366			366
SB	48	1	48			48
EB	1202	0.37	445	118	0.6 71	516
WB	1037	0.37	384	184	0.6 110	
CLV TOTAL=						930
Level of Service (LOS)=						A

Critical Lane Volume Analysis

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MD 193 &
Hanover Parkway
(BACKGROUND TRAFFIC)

**Intersection
1**

CRITICAL LANE VOLUME (CLV) METHODOLOGY

for Prince Georges County

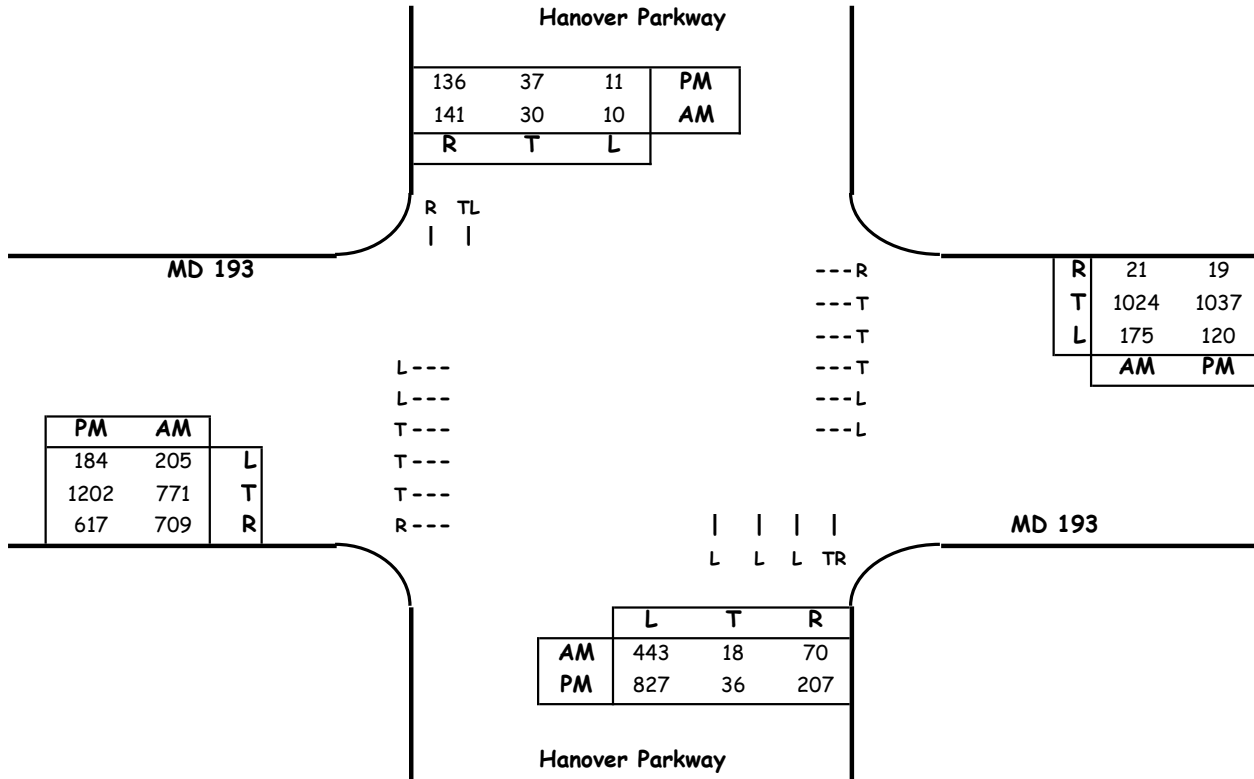
Intersection of: MD 193

and: Hanover Parkway

Conditions: TOTAL TRAFFIC PHASE 1

Analyst: Lenhart Traffic Consulting

Lane Use + Traffic Volumes



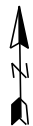
Capacity Analysis - North/South Split

Morning Peak Hour						
Dir	Thru Volumes			+ Opposing Lefts		AM CLV
	VOL	x LUF	= Total	VOL	x LUF = Total	
NB	443	0.45	199			199
SB	40	1	40			40
EB	510	1	510	175	0.6 105	615
WB	1024	0.37	379	205	0.6 123	
CLV TOTAL=						854
Level of Service (LOS) =						A

Evening Peak Hour						
Dir	Thru Volumes			+ Opposing Lefts		PM CLV
	VOL	x LUF	= Total	VOL	x LUF = Total	
NB	827	0.45	372			372
SB	48	1	48			48
EB	1202	0.37	445	120	0.6 72	517
WB	1037	0.37	384	184	0.6 110	
CLV TOTAL=						937
Level of Service (LOS) =						A

Critical Lane Volume Analysis

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MD 193 &
Hanover Parkway
(TOTAL TRAFFIC PHASE 1)

**Intersection
1**

CRITICAL LANE VOLUME (CLV) METHODOLOGY

for Prince Georges County

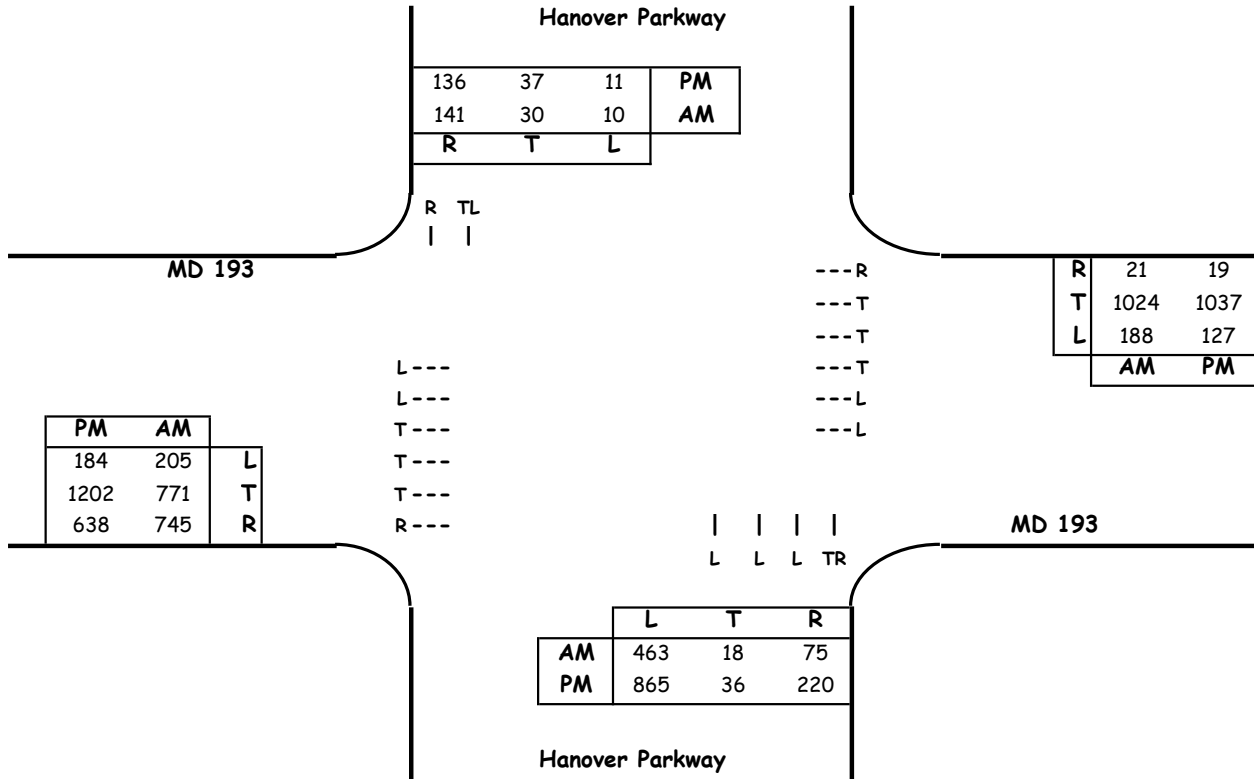
Intersection of: MD 193

and: Hanover Parkway

Conditions: TOTAL TRAFFIC PHASE 2

Analyst: Lenhart Traffic Consulting

Lane Use + Traffic Volumes



Capacity Analysis - North/South Split

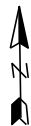
Morning Peak Hour						
Dir	Thru Volumes			+ Opposing Lefts		AM
	VOL	x LUF	= Total	VOL	x LUF = Total	CLV
NB	463	0.45	208			208
SB	40	1	40			40
EB	537	1	537	188	0.6	113
WB	1024	0.37	379	205	0.6	123
CLV TOTAL=						898
Level of Service (LOS) =						A

Evening Peak Hour						
Dir	Thru Volumes			+ Opposing Lefts		PM
	VOL	x LUF	= Total	VOL	x LUF = Total	CLV
NB	865	0.45	389			389
SB	48	1	48			48
EB	1202	0.37	445	127	0.6	76
WB	1037	0.37	384	184	0.6	110
CLV TOTAL=						958
Level of Service (LOS) =						A

Critical Lane Volume Analysis



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MD 193 &
Hanover Parkway
(TOTAL TRAFFIC PHASE 2)

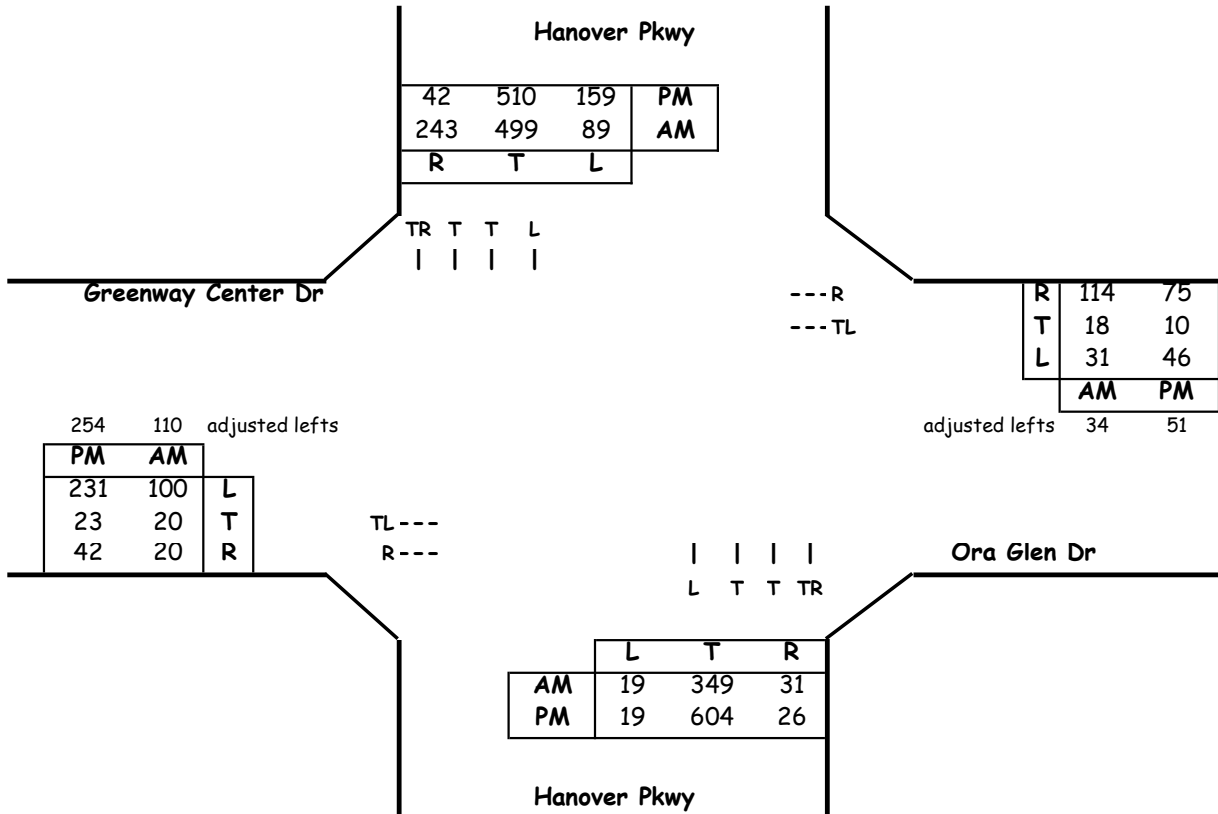
**Intersection
1**

CRITICAL LANE VOLUME (CLV) METHODOLOGY for Prince Georges County

Main Line: Hanover Pkwy
Minor Street: Ora Glen Dr
Study Period: Existing Traffic

Analyst: Lenhart Traffic

Lane Use + Traffic Volumes



Critical Lane Volume Analysis

Morning Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			AM CLV
	VOL	x LUF	= Total	VOL	x LUF	= Total	
NB	380	0.37	141	89	1	89	294
SB	742	0.37	275	19	1	19	
EB	130	1	130	31	1	31	161
WB	52	1	52	100	1	100	
CLV TOTAL=							455
Level of Service (LOS)=							A

Evening Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			PM CLV
	VOL	x LUF	= Total	VOL	x LUF	= Total	
NB	630	0.37	233	159	1	159	392
SB	552	0.37	204	19	1	19	
EB	277	1	277	46	1	46	323
WB	61	1	61	231	1	231	
CLV TOTAL=							715
Level of Service (LOS)=							A

Critical Lane Volume Analysis



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**Hanover Pkwy &
 Ora Glen Dr
 (Existing Traffic)**

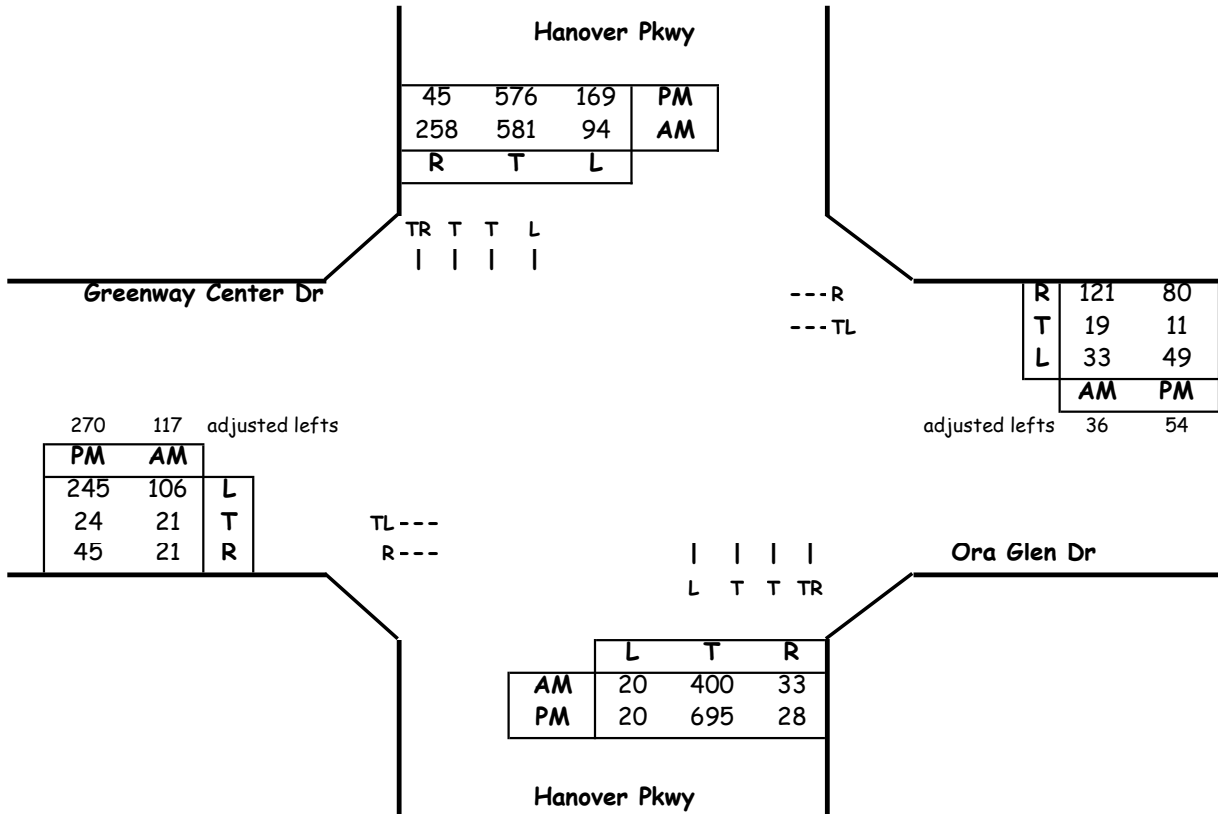
**Intersection
 2**

CRITICAL LANE VOLUME (CLV) METHODOLOGY for Prince Georges County

Main Line: Hanover Pkwy
Minor Street: Ora Glen Dr
Study Period: Background Traffic

Analyst: Lenhart Traffic

Lane Use + Traffic Volumes



Critical Lane Volume Analysis

Morning Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			AM CLV
	VOL	x LUF	= Total	VOL	x LUF	= Total	
NB	433	0.37	160	94	1	94	330
SB	839	0.37	310	20	1	20	
EB	138	1	138	33	1	33	171
WB	55	1	55	106	1	106	
CLV TOTAL=							501
Level of Service (LOS)=							A

Evening Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			PM CLV
	VOL	x LUF	= Total	VOL	x LUF	= Total	
NB	723	0.37	268	169	1	169	437
SB	621	0.37	230	20	1	20	
EB	294	1	294	49	1	49	343
WB	65	1	65	245	1	245	
CLV TOTAL=							780
Level of Service (LOS)=							A

Critical Lane Volume Analysis



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**Hanover Pkwy &
 Ora Glen Dr**
 (Background Traffic)

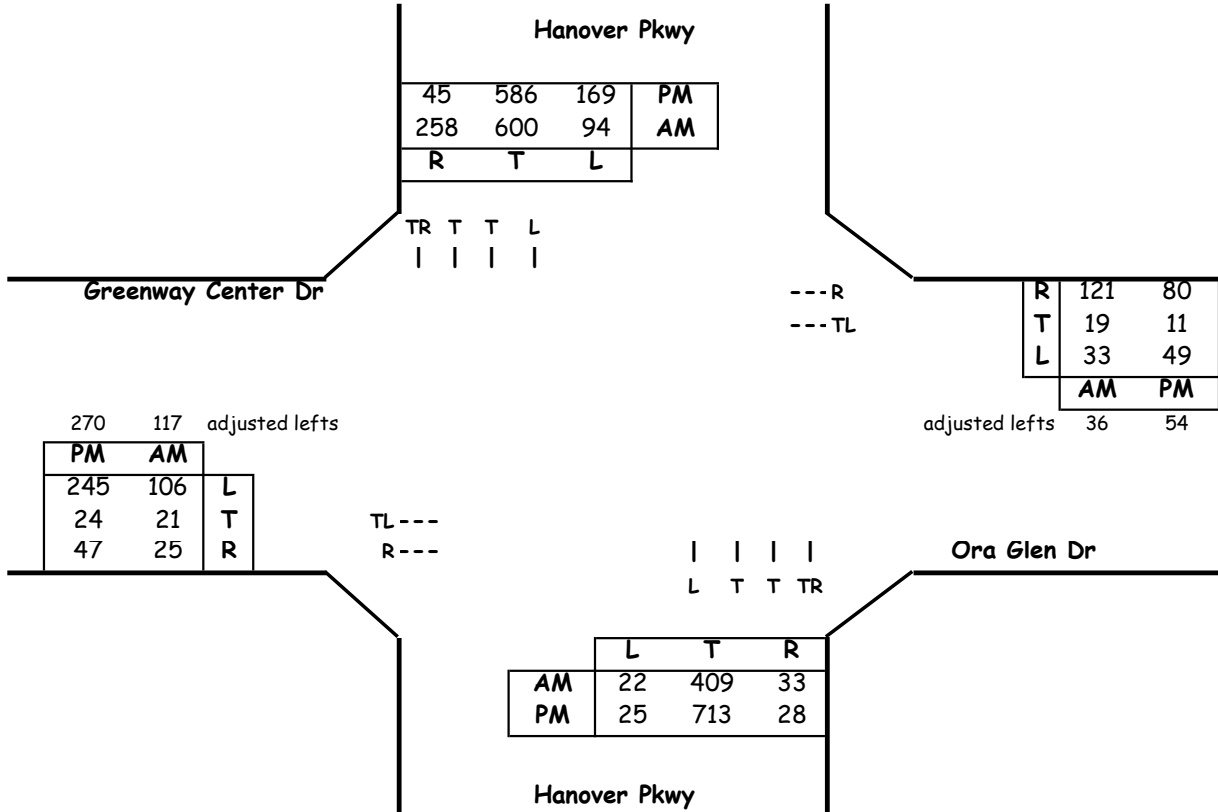
**Intersection
 2**

CRITICAL LANE VOLUME (CLV) METHODOLOGY for Prince Georges County

Main Line: Hanover Pkwy
Minor Street: Ora Glen Dr
Study Period: Total Traffic Phase 1

Analyst: Lenhart Traffic

Lane Use + Traffic Volumes



Critical Lane Volume Analysis

Morning Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			AM
	VOL	x LUF	= Total	VOL	x LUF	= Total	CLV
NB	442	0.37	164	94	1	94	339
SB	858	0.37	317	22	1	22	
EB	138	1	138	33	1	33	171
WB	55	1	55	106	1	106	
CLV TOTAL=							510
Level of Service (LOS)=							A

Evening Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			PM
	VOL	x LUF	= Total	VOL	x LUF	= Total	CLV
NB	741	0.37	274	169	1	169	443
SB	631	0.37	233	25	1	25	
EB	294	1	294	49	1	49	343
WB	65	1	65	245	1	245	
CLV TOTAL=							786
Level of Service (LOS)=							A

Critical Lane Volume Analysis



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**Hanover Pkwy &
Ora Glen Dr**
(Total Traffic Phase 1)

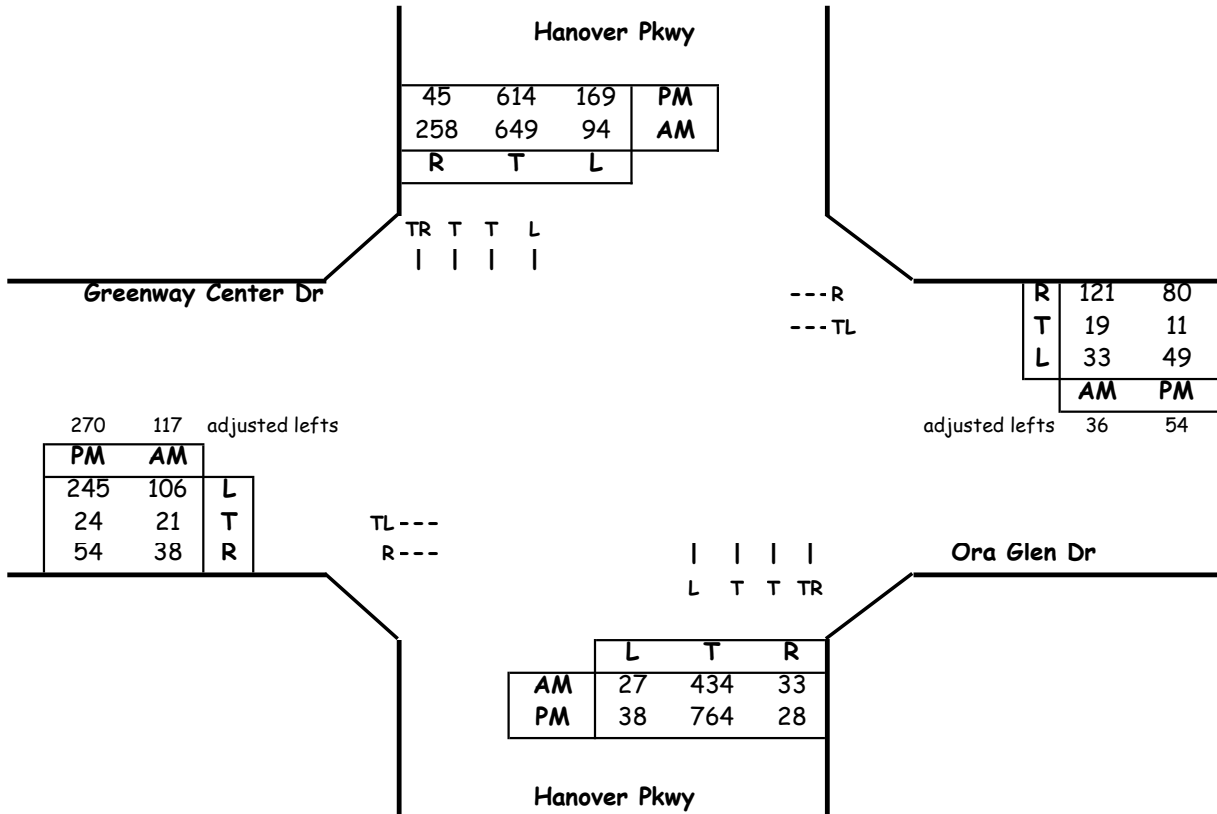
**Intersection
2**

CRITICAL LANE VOLUME (CLV) METHODOLOGY for Prince Georges County

Main Line: Hanover Pkwy
Minor Street: Ora Glen Dr
Study Period: Total Traffic Phase 2

Analyst: Lenhart Traffic

Lane Use + Traffic Volumes



Critical Lane Volume Analysis

Morning Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			AM CLV
	VOL	x LUF	= Total	VOL	x LUF	= Total	
NB	467	0.37	173	94	1	94	363
SB	907	0.37	336	27	1	27	
EB	138	1	138	33	1	33	171
WB	55	1	55	106	1	106	
CLV TOTAL =							534
Level of Service (LOS) =							A

Evening Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			PM CLV
	VOL	x LUF	= Total	VOL	x LUF	= Total	
NB	792	0.37	293	169	1	169	462
SB	659	0.37	244	38	1	38	
EB	294	1	294	49	1	49	343
WB	65	1	65	245	1	245	
CLV TOTAL =							805
Level of Service (LOS) =							A

Critical Lane Volume Analysis

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**Hanover Pkwy &
Ora Glen Dr**
(Total Traffic Phase 2)

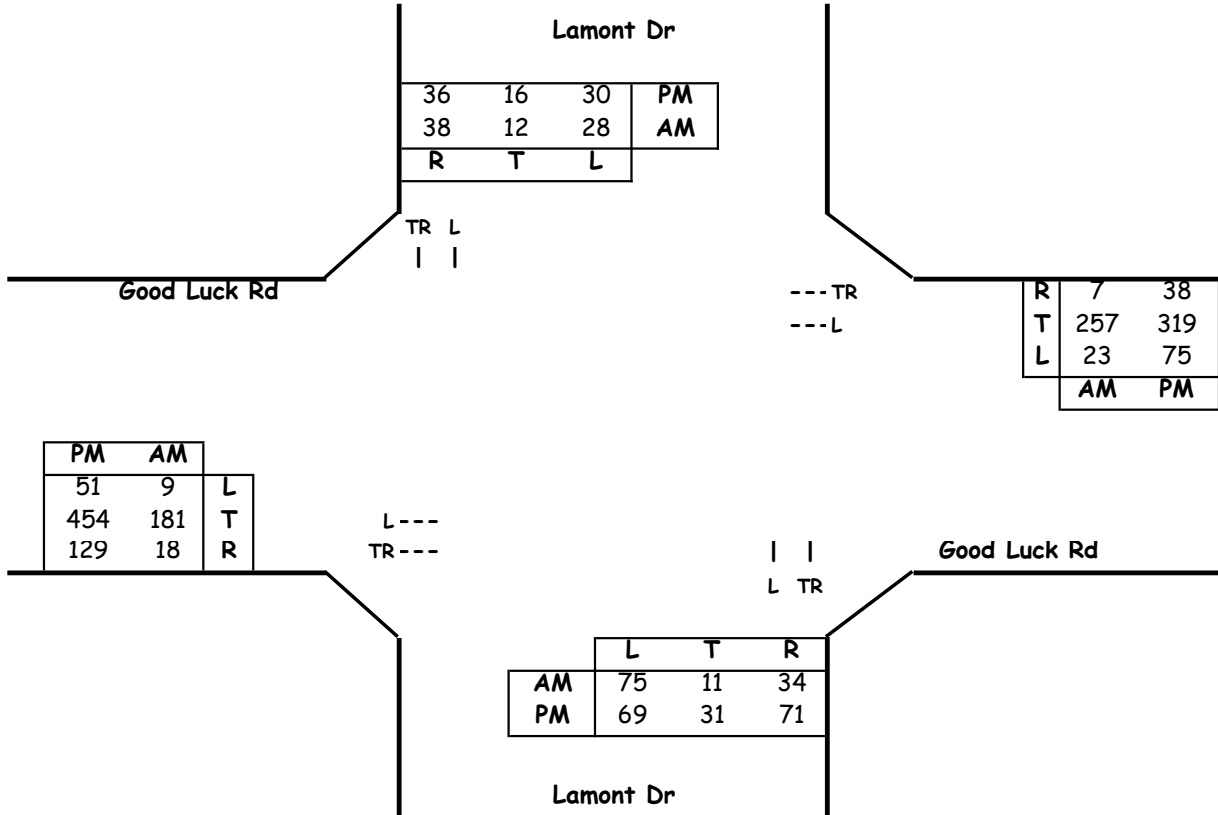
**Intersection
2**

CRITICAL LANE VOLUME (CLV) METHODOLOGY for Prince Georges County

Main Line: Good Luck Rd
Minor Street: Lamont Dr
Study Period: Existing Traffic

Analyst: Lenhart Traffic

Lane Use + Traffic Volumes



Critical Lane Volume Analysis

Morning Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			AM
	VOL	x LUF	= Total	VOL	x LUF	= Total	CLV
NB	45	1.00	45	28	1	28	125
SB	50	1.00	50	75	1	75	
EB	199	1	199	23	1	23	273
WB	264	1	264	9	1	9	
CLV TOTAL=							398
Level of Service (LOS) =							A

Evening Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			PM
	VOL	x LUF	= Total	VOL	x LUF	= Total	CLV
NB	102	1.00	102	30	1	30	132
SB	52	1.00	52	69	1	69	
EB	583	1	583	75	1	75	658
WB	357	1	357	51	1	51	
CLV TOTAL=							790
Level of Service (LOS) =							A

Critical Lane Volume Analysis



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**Good Luck Rd &
Lamont Dr**
(Existing Traffic)

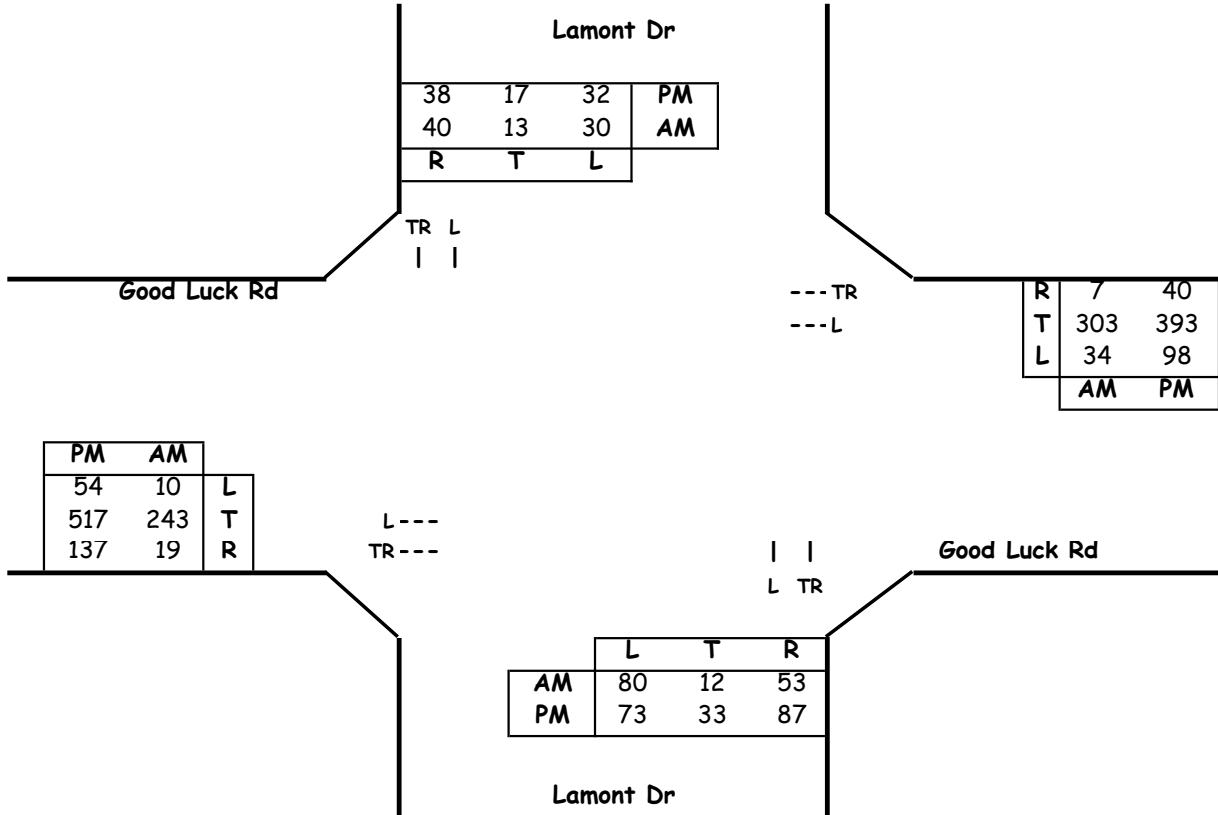
**Intersection
3**

CRITICAL LANE VOLUME (CLV) METHODOLOGY for Prince Georges County

Main Line: Good Luck Rd
Minor Street: Lamont Dr
Study Period: Background Traffic

Analyst: Lenhart Traffic

Lane Use + Traffic Volumes



Critical Lane Volume Analysis

Morning Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			AM
	VOL	x LUF	= Total	VOL	x LUF	= Total	CLV
NB	65	1.00	65	30	1	30	133
SB	53	1.00	53	80	1	80	
EB	262	1	262	34	1	34	320
WB	310	1	310	10	1	10	
CLV TOTAL =							453
Level of Service (LOS) =							A

Evening Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			PM
	VOL	x LUF	= Total	VOL	x LUF	= Total	CLV
NB	120	1.00	120	32	1	32	152
SB	55	1.00	55	73	1	73	
EB	654	1	654	98	1	98	752
WB	433	1	433	54	1	54	
CLV TOTAL =							904
Level of Service (LOS) =							A

Critical Lane Volume Analysis



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**Good Luck Rd &
Lamont Dr**
(Background Traffic)

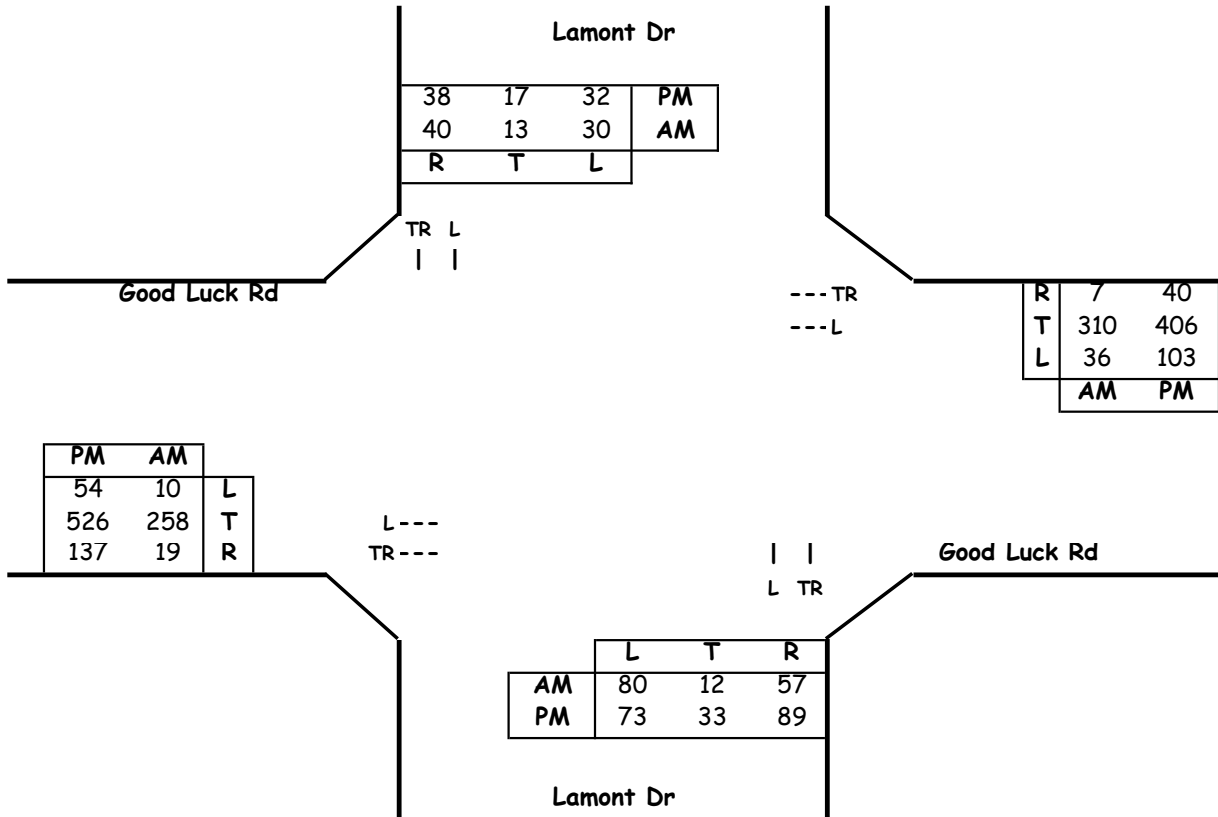
**Intersection
3**

CRITICAL LANE VOLUME (CLV) METHODOLOGY for Prince Georges County

Main Line: Good Luck Rd
Minor Street: Lamont Dr
Study Period: Total Traffic - Phase 1

Analyst: Lenhart Traffic

Lane Use + Traffic Volumes



Critical Lane Volume Analysis

Morning Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			AM
	VOL	x LUF	= Total	VOL	x LUF	= Total	CLV
NB	69	1.00	69	30	1	30	133
SB	53	1.00	53	80	1	80	
EB	277	1	277	36	1	36	327
WB	317	1	317	10	1	10	
CLV TOTAL =							460
Level of Service (LOS) =							A

Evening Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			PM
	VOL	x LUF	= Total	VOL	x LUF	= Total	CLV
NB	122	1.00	122	32	1	32	154
SB	55	1.00	55	73	1	73	
EB	663	1	663	103	1	103	766
WB	446	1	446	54	1	54	
CLV TOTAL =							920
Level of Service (LOS) =							A

Critical Lane Volume Analysis



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**Good Luck Rd &
Lamont Dr**
(Total Traffic - Phase 1)

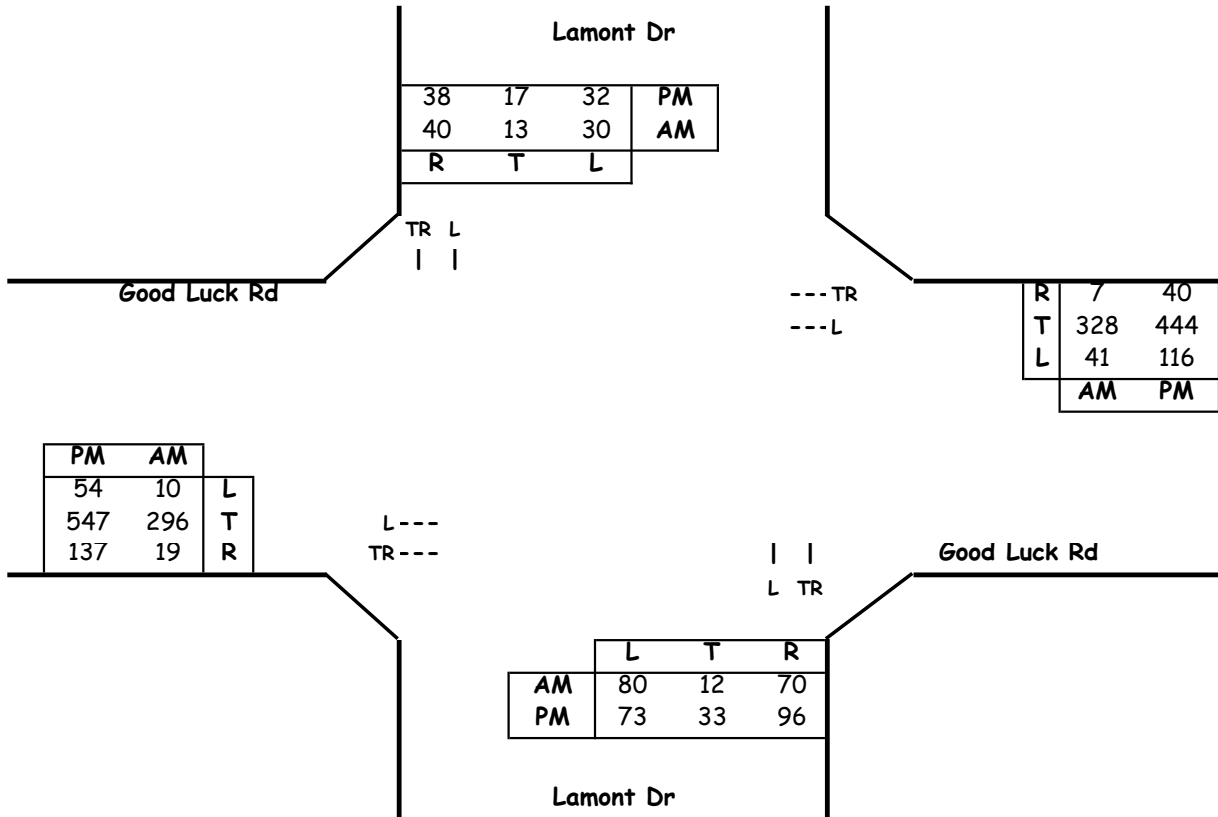
**Intersection
3**

CRITICAL LANE VOLUME (CLV) METHODOLOGY for Prince Georges County

Main Line: Good Luck Rd
Minor Street: Lamont Dr
Study Period: Total Traffic - Phase 2

Analyst: Lenhart Traffic

Lane Use + Traffic Volumes



Critical Lane Volume Analysis

Morning Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			AM
	VOL	x LUF	= Total	VOL	x LUF	= Total	CLV
NB	82	1.00	82	30	1	30	133
SB	53	1.00	53	80	1	80	
EB	315	1	315	41	1	41	356
WB	335	1	335	10	1	10	
CLV TOTAL =							489
Level of Service (LOS) =							A

Evening Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			PM
	VOL	x LUF	= Total	VOL	x LUF	= Total	CLV
NB	129	1.00	129	32	1	32	161
SB	55	1.00	55	73	1	73	
EB	684	1	684	116	1	116	800
WB	484	1	484	54	1	54	
CLV TOTAL =							961
Level of Service (LOS) =							A

Critical Lane Volume Analysis



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**Good Luck Rd &
Lamont Dr**
(Total Traffic - Phase 2)

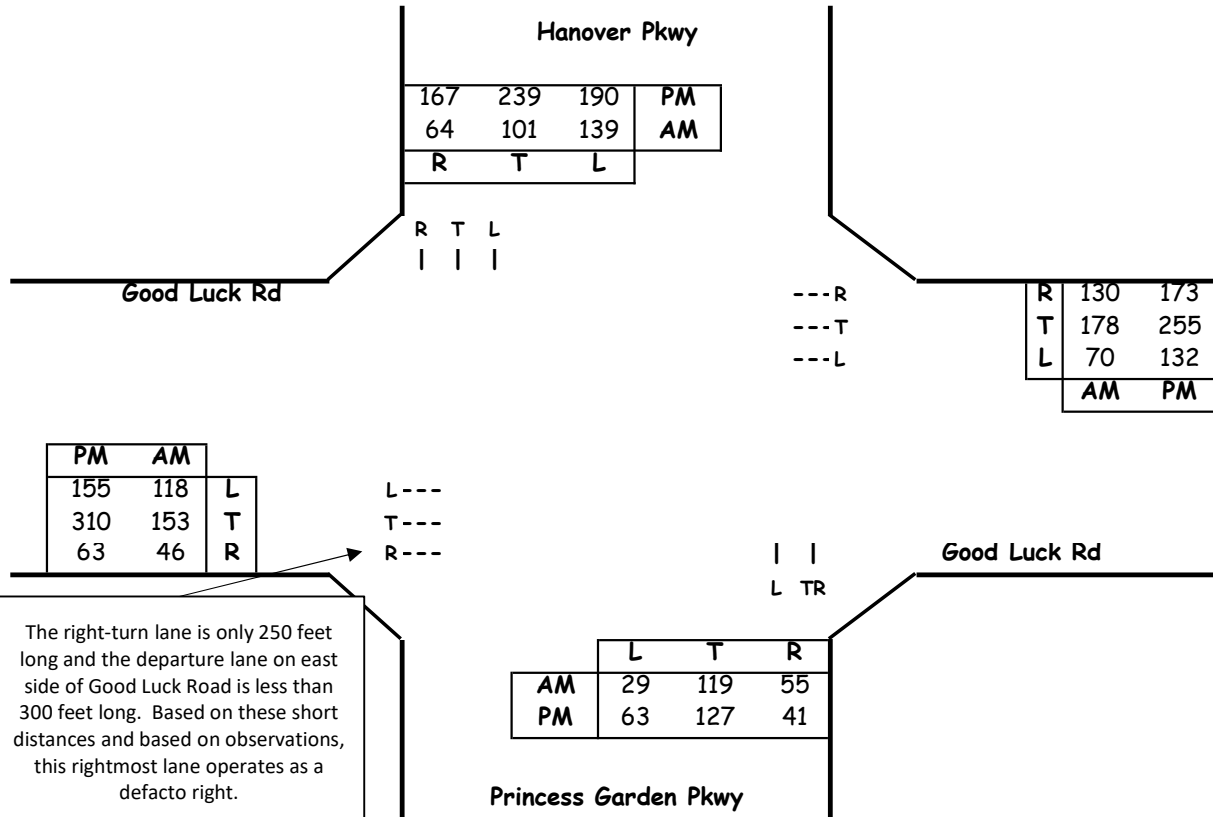
**Intersection
3**

CRITICAL LANE VOLUME (CLV) METHODOLOGY for Prince Georges County

Main Line: Good Luck Rd
Minor Street: Princess Garden Pkwy
Study Period: Existing Traffic

Analyst: Lenhart Traffic

Lane Use + Traffic Volumes



The right-turn lane is only 250 feet long and the departure lane on east side of Good Luck Road is less than 300 feet long. Based on these short distances and based on observations, this rightmost lane operates as a defacto right.

Critical Lane Volume Analysis

Morning Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			AM CLV
	VOL	x LUF	= Total	VOL	x LUF	= Total	
NB	174	1.00	174	139	1	139	313
SB	101	1.00	101	29	1	29	
EB	153	1	153	70	1	70	296
WB	178	1	178	118	1	118	
CLV TOTAL=							609
Level of Service (LOS)=-							A

Evening Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			PM CLV
	VOL	x LUF	= Total	VOL	x LUF	= Total	
NB	168	1.00	168	190	1	190	358
SB	239	1.00	239	63	1	63	
EB	310	1	310	132	1	132	442
WB	255	1	255	155	1	155	
CLV TOTAL=							800
Level of Service (LOS)=-							A

Critical Lane Volume Analysis



**Good Luck Rd &
Princess Garden Pkwy
(Existing Traffic)**

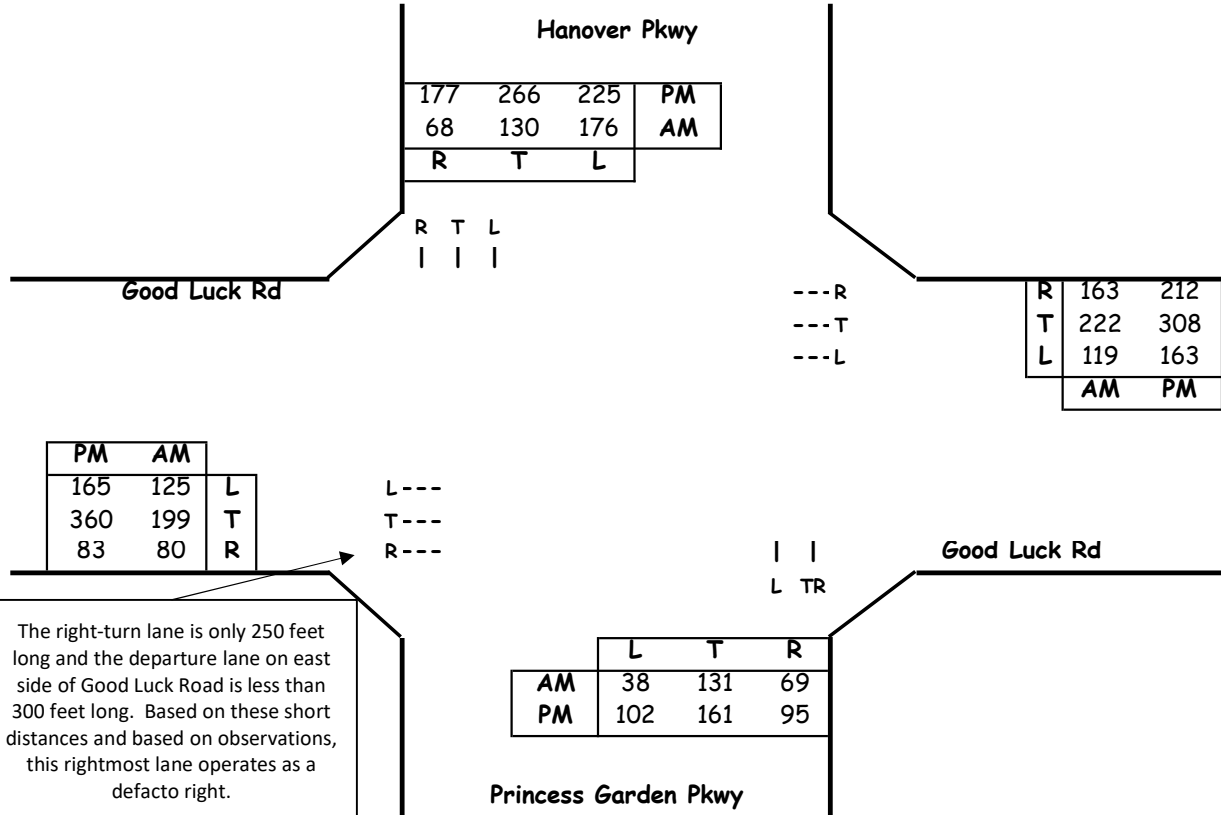
**Intersection
4**

CRITICAL LANE VOLUME (CLV) METHODOLOGY for Prince Georges County

Main Line: Good Luck Rd
Minor Street: Princess Garden Pkwy
Study Period: Background Traffic

Analyst: Lenhart Traffic

Lane Use + Traffic Volumes



Critical Lane Volume Analysis

Morning Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			AM CLV
	VOL	x LUF	= Total	VOL	x LUF	= Total	
NB	200	1.00	200	176	1	176	376
SB	130	1.00	130	38	1	38	
EB	199	1	199	119	1	119	347
WB	222	1	222	125	1	125	
CLV TOTAL=							723
Level of Service (LOS) =							A

Evening Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			PM CLV
	VOL	x LUF	= Total	VOL	x LUF	= Total	
NB	256	1.00	256	225	1	225	481
SB	266	1.00	266	102	1	102	
EB	360	1	360	163	1	163	523
WB	308	1	308	165	1	165	
CLV TOTAL=							1004
Level of Service (LOS) =							B

Critical Lane Volume Analysis



**Good Luck Rd &
Princess Garden Pkwy**
(Background Traffic)

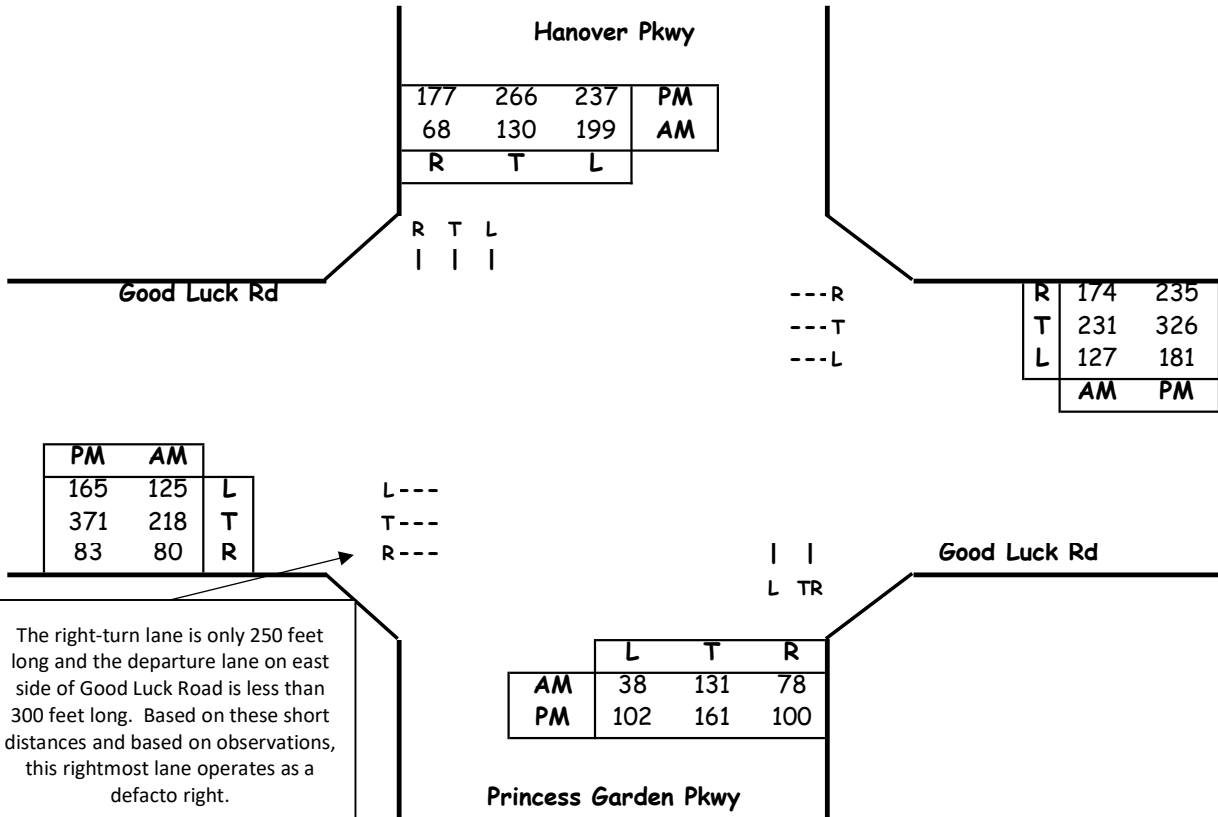
**Intersection
4**

CRITICAL LANE VOLUME (CLV) METHODOLOGY for Prince Georges County

Main Line: Good Luck Rd
Minor Street: Princess Garden Pkwy
Study Period: Total Traffic - Phase 1

Analyst: Lenhart Traffic

Lane Use + Traffic Volumes



The right-turn lane is only 250 feet long and the departure lane on east side of Good Luck Road is less than 300 feet long. Based on these short distances and based on observations, this rightmost lane operates as a defacto right.

Critical Lane Volume Analysis

Morning Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			AM CLV
	VOL	x LUF	= Total	VOL	x LUF	= Total	
NB	209	1.00	209	199	1	199	408
SB	130	1.00	130	38	1	38	
EB	218	1	218	127	1	127	356
WB	231	1	231	125	1	125	
CLV TOTAL=							764
Level of Service (LOS) =							A

Evening Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			PM CLV
	VOL	x LUF	= Total	VOL	x LUF	= Total	
NB	261	1.00	261	237	1	237	498
SB	266	1.00	266	102	1	102	
EB	371	1	371	181	1	181	552
WB	326	1	326	165	1	165	
CLV TOTAL=							1050
Level of Service (LOS) =							B

Critical Lane Volume Analysis



**Good Luck Rd &
Princess Garden Pkwy**
(Total Traffic - Phase 1)

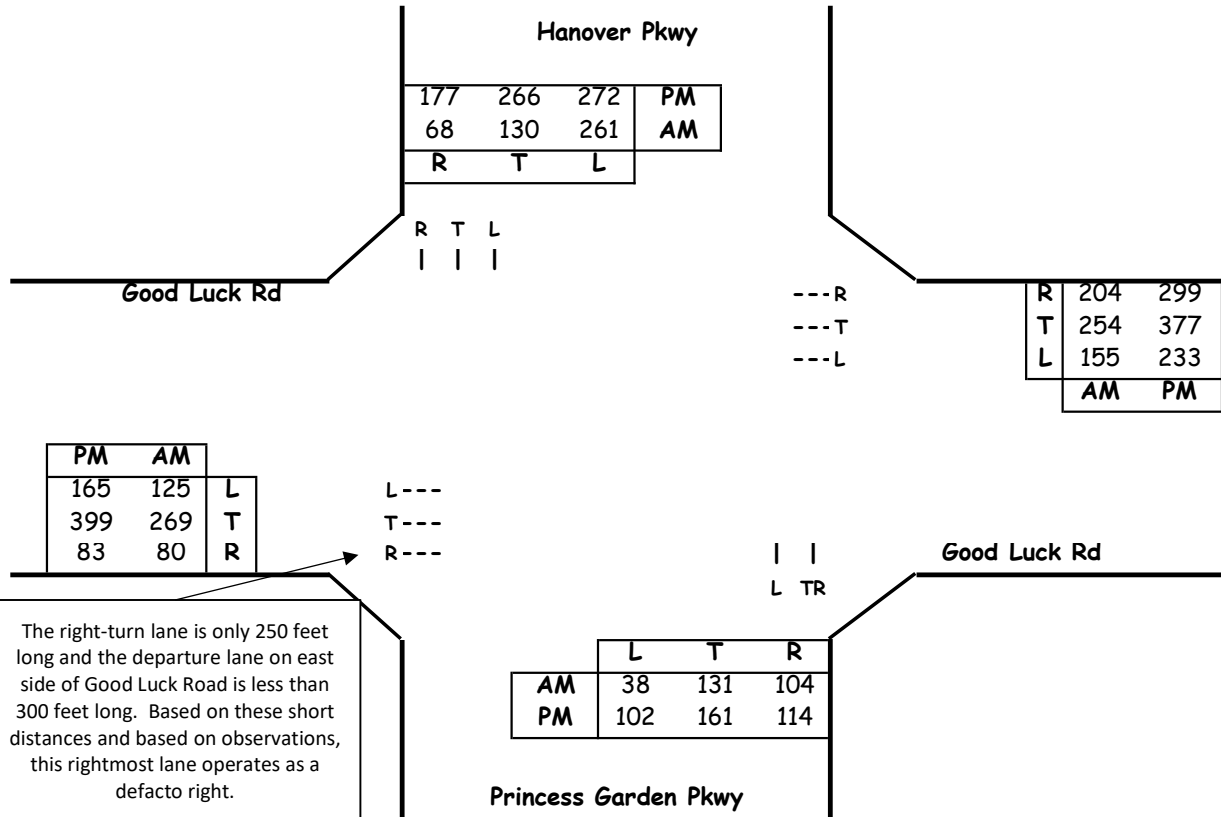
**Intersection
4**

CRITICAL LANE VOLUME (CLV) METHODOLOGY for Prince Georges County

Main Line: Good Luck Rd
Minor Street: Princess Garden Pkwy
Study Period: Total Traffic - Phase 2

Analyst: Lenhart Traffic

Lane Use + Traffic Volumes



The right-turn lane is only 250 feet long and the departure lane on east side of Good Luck Road is less than 300 feet long. Based on these short distances and based on observations, this rightmost lane operates as a defacto right.

Critical Lane Volume Analysis

Morning Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			AM CLV
	VOL	x LUF	= Total	VOL	x LUF	= Total	
NB	235	1.00	235	261	1	261	496
SB	130	1.00	130	38	1	38	
EB	269	1	269	155	1	155	424
WB	254	1	254	125	1	125	
CLV TOTAL=							920
Level of Service (LOS) =							A

Evening Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			PM CLV
	VOL	x LUF	= Total	VOL	x LUF	= Total	
NB	275	1.00	275	272	1	272	547
SB	266	1.00	266	102	1	102	
EB	399	1	399	233	1	233	632
WB	377	1	377	165	1	165	
CLV TOTAL=							1179
Level of Service (LOS) =							C

Critical Lane Volume Analysis



**Good Luck Rd &
Princess Garden Pkwy**
(Total Traffic - Phase 2)

**Intersection
4**

HCM Unsignalized Intersection Capacity Analysis
5: Good Luck Rd & Site Access

Doctors Community Hospital
AM Existing



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔↑	↑	↗		
Traffic Volume (veh/h)	200	164	372	105	0	0
Future Volume (Veh/h)	200	164	372	105	0	0
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	217	178	404	114	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)		341				
pX, platoon unblocked					1.00	
vC, conflicting volume	518			927	404	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	518			923	404	
tC, single (s)	4.1			6.8	6.9	
tC, 2 stage (s)						
tF (s)	2.2			3.5	3.3	
p0 queue free %	79			100	100	
cM capacity (veh/h)	1044			213	596	
Direction, Lane #	EB 1	EB 2	WB 1	WB 2		
Volume Total	276	119	404	114		
Volume Left	217	0	0	0		
Volume Right	0	0	0	114		
cSH	1044	1700	1700	1700		
Volume to Capacity	0.21	0.07	0.24	0.07		
Queue Length 95th (ft)	20	0	0	0		
Control Delay (s)	7.8	0.0	0.0	0.0		
Lane LOS	A					
Approach Delay (s)	5.4	0.0				
Approach LOS						
Intersection Summary						
Average Delay			2.4			
Intersection Capacity Utilization			37.3%	ICU Level of Service	A	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
6: Good Luck Rd & Site Access

Doctors Community Hospital
AM Existing



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑			↗
Traffic Volume (veh/h)	0	209	375	0	0	74
Future Volume (Veh/h)	0	209	375	0	0	74
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	227	408	0	0	80
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)		659				
pX, platoon unblocked						
vC, conflicting volume	408			635	408	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	408			635	408	
tC, single (s)	4.1			6.4	6.2	
tC, 2 stage (s)						
tF (s)	2.2			3.5	3.3	
p0 queue free %	100			100	88	
cM capacity (veh/h)	1151			443	643	
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	227	408	80			
Volume Left	0	0	0			
Volume Right	0	0	80			
cSH	1700	1700	643			
Volume to Capacity	0.13	0.24	0.12			
Queue Length 95th (ft)	0	0	11			
Control Delay (s)	0.0	0.0	11.4			
Lane LOS			B			
Approach Delay (s)	0.0	0.0	11.4			
Approach LOS			B			
Intersection Summary						
Average Delay			1.3			
Intersection Capacity Utilization			31.0%	ICU Level of Service	A	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
7: Good Luck Rd & Mallery Dr

Doctors Community Hospital
AM Existing



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↗	↘		↙	↖
Traffic Volume (veh/h)	21	188	364	31	27	11
Future Volume (Veh/h)	21	188	364	31	27	11
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	23	204	396	34	29	12
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)		923				
pX, platoon unblocked						
vC, conflicting volume	430				663	413
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	430				663	413
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	98				93	98
cM capacity (veh/h)	1129				418	639
Direction, Lane #	EB 1	WB 1	SB 1	SB 2		
Volume Total	227	430	29	12		
Volume Left	23	0	29	0		
Volume Right	0	34	0	12		
cSH	1129	1700	418	639		
Volume to Capacity	0.02	0.25	0.07	0.02		
Queue Length 95th (ft)	2	0	6	1		
Control Delay (s)	1.0	0.0	14.3	10.7		
Lane LOS	A		B	B		
Approach Delay (s)	1.0	0.0	13.2			
Approach LOS			B			
Intersection Summary						
Average Delay			1.1			
Intersection Capacity Utilization			37.4%		ICU Level of Service	A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
5: Good Luck Rd & Site Access

Doctors Community Hospital
PM Existing



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔↕	↕	↗		
Traffic Volume (veh/h)	47	493	560	19	0	0
Future Volume (Veh/h)	47	493	560	19	0	0
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	51	536	609	21	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)		341				
pX, platoon unblocked				0.93		
vC, conflicting volume	630			979	609	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	630			823	609	
tC, single (s)	4.1			6.8	6.9	
tC, 2 stage (s)						
tF (s)	2.2			3.5	3.3	
p0 queue free %	95			100	100	
cM capacity (veh/h)	948			274	438	
Direction, Lane #	EB 1	EB 2	WB 1	WB 2		
Volume Total	230	357	609	21		
Volume Left	51	0	0	0		
Volume Right	0	0	0	21		
cSH	948	1700	1700	1700		
Volume to Capacity	0.05	0.21	0.36	0.01		
Queue Length 95th (ft)	4	0	0	0		
Control Delay (s)	2.4	0.0	0.0	0.0		
Lane LOS	A					
Approach Delay (s)	0.9		0.0			
Approach LOS						
Intersection Summary						
Average Delay			0.5			
Intersection Capacity Utilization			51.1%		ICU Level of Service	A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
6: Good Luck Rd & Site Access

Doctors Community Hospital
PM Existing



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑			↗
Traffic Volume (veh/h)	0	472	459	0	0	147
Future Volume (Veh/h)	0	472	459	0	0	147
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	513	499	0	0	160
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)		659				
pX, platoon unblocked					0.85	
vC, conflicting volume	499				1012	499
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	499				924	499
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				100	72
cM capacity (veh/h)	1065				253	572
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	513	499	160			
Volume Left	0	0	0			
Volume Right	0	0	160			
cSH	1700	1700	572			
Volume to Capacity	0.30	0.29	0.28			
Queue Length 95th (ft)	0	0	29			
Control Delay (s)	0.0	0.0	13.7			
Lane LOS			B			
Approach Delay (s)	0.0	0.0	13.7			
Approach LOS			B			
Intersection Summary						
Average Delay			1.9			
Intersection Capacity Utilization			39.9%	ICU Level of Service	A	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
7: Good Luck Rd & Mallery Dr

Doctors Community Hospital
PM Existing



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↗	↖		↘	↙
Traffic Volume (veh/h)	7	465	428	11	78	30
Future Volume (Veh/h)	7	465	428	11	78	30
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	8	505	465	12	85	33
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)		923				
pX, platoon unblocked					0.88	
vC, conflicting volume	477				992	471
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	477				924	471
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	99				68	94
cM capacity (veh/h)	1085				262	593
Direction, Lane #	EB 1	WB 1	SB 1	SB 2		
Volume Total	513	477	85	33		
Volume Left	8	0	85	0		
Volume Right	0	12	0	33		
cSH	1085	1700	262	593		
Volume to Capacity	0.01	0.28	0.32	0.06		
Queue Length 95th (ft)	1	0	34	4		
Control Delay (s)	0.2	0.0	25.2	11.4		
Lane LOS	A		D	B		
Approach Delay (s)	0.2	0.0	21.4			
Approach LOS				C		
Intersection Summary						
Average Delay			2.4			
Intersection Capacity Utilization			41.1%	ICU Level of Service	A	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
5: Good Luck Rd & Site Access

Doctors Community Hospital
AM Background



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔↑	↑	↗		
Traffic Volume (veh/h)	212	234	495	111	0	0
Future Volume (Veh/h)	212	234	495	111	0	0
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	230	254	538	121	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)		341				
pX, platoon unblocked					0.98	
vC, conflicting volume	659			1125	538	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	659			1081	538	
tC, single (s)	4.1			6.8	6.9	
tC, 2 stage (s)						
tF (s)	2.2			3.5	3.3	
p0 queue free %	75			100	100	
cM capacity (veh/h)	925			156	488	
Direction, Lane #	EB 1	EB 2	WB 1	WB 2		
Volume Total	315	169	538	121		
Volume Left	230	0	0	0		
Volume Right	0	0	0	121		
cSH	925	1700	1700	1700		
Volume to Capacity	0.25	0.10	0.32	0.07		
Queue Length 95th (ft)	25	0	0	0		
Control Delay (s)	8.2	0.0	0.0	0.0		
Lane LOS	A					
Approach Delay (s)	5.3	0.0				
Approach LOS						
Intersection Summary						
Average Delay			2.2			
Intersection Capacity Utilization			45.3%	ICU Level of Service	A	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
6: Good Luck Rd & Site Access

Doctors Community Hospital
AM Background



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑			↗
Traffic Volume (veh/h)	0	282	498	0	0	79
Future Volume (Veh/h)	0	282	498	0	0	79
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	307	541	0	0	86
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)		659				
pX, platoon unblocked						
vC, conflicting volume	541			848	541	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	541			848	541	
tC, single (s)	4.1			6.4	6.2	
tC, 2 stage (s)						
tF (s)	2.2			3.5	3.3	
p0 queue free %	100			100	84	
cM capacity (veh/h)	1028			332	541	
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	307	541	86			
Volume Left	0	0	0			
Volume Right	0	0	86			
cSH	1700	1700	541			
Volume to Capacity	0.18	0.32	0.16			
Queue Length 95th (ft)	0	0	14			
Control Delay (s)	0.0	0.0	12.9			
Lane LOS			B			
Approach Delay (s)	0.0	0.0	12.9			
Approach LOS			B			
Intersection Summary						
Average Delay			1.2			
Intersection Capacity Utilization			37.8%	ICU Level of Service	A	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
7: Good Luck Rd & Mallery Dr

Doctors Community Hospital
AM Background



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	↔
Traffic Volume (veh/h)	22	262	486	33	29	12
Future Volume (Veh/h)	22	262	486	33	29	12
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	24	285	528	36	32	13
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)		923				
pX, platoon unblocked						
vC, conflicting volume	564				879	546
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	564				879	546
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	98				90	98
cM capacity (veh/h)	1008				310	538
Direction, Lane #	EB 1	WB 1	SB 1	SB 2		
Volume Total	309	564	32	13		
Volume Left	24	0	32	0		
Volume Right	0	36	0	13		
cSH	1008	1700	310	538		
Volume to Capacity	0.02	0.33	0.10	0.02		
Queue Length 95th (ft)	2	0	9	2		
Control Delay (s)	0.9	0.0	17.9	11.9		
Lane LOS	A		C	B		
Approach Delay (s)	0.9	0.0	16.2			
Approach LOS			C			
Intersection Summary						
Average Delay			1.1			
Intersection Capacity Utilization			42.0%	ICU Level of Service	A	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
5: Good Luck Rd & Site Access

Doctors Community Hospital
PM Background



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕↕	↕	↗		
Traffic Volume (veh/h)	50	630	663	20	0	0
Future Volume (Veh/h)	50	630	663	20	0	0
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	54	685	721	22	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)		341				
pX, platoon unblocked				0.90		
vC, conflicting volume	743			1172	721	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	743			969	721	
tC, single (s)	4.1			6.8	6.9	
tC, 2 stage (s)						
tF (s)	2.2			3.5	3.3	
p0 queue free %	94			100	100	
cM capacity (veh/h)	860			212	370	
Direction, Lane #	EB 1	EB 2	WB 1	WB 2		
Volume Total	282	457	721	22		
Volume Left	54	0	0	0		
Volume Right	0	0	0	22		
cSH	860	1700	1700	1700		
Volume to Capacity	0.06	0.27	0.42	0.01		
Queue Length 95th (ft)	5	0	0	0		
Control Delay (s)	2.4	0.0	0.0	0.0		
Lane LOS	A					
Approach Delay (s)	0.9		0.0			
Approach LOS						
Intersection Summary						
Average Delay			0.5			
Intersection Capacity Utilization			58.9%		ICU Level of Service	B
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
6: Good Luck Rd & Site Access



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑			↗
Traffic Volume (veh/h)	0	608	556	0	0	156
Future Volume (Veh/h)	0	608	556	0	0	156
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	661	604	0	0	170
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)		659				
pX, platoon unblocked					0.78	
vC, conflicting volume	604				1265	604
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	604				1200	604
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				100	66
cM capacity (veh/h)	974				160	498
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	661	604	170			
Volume Left	0	0	0			
Volume Right	0	0	170			
cSH	1700	1700	498			
Volume to Capacity	0.39	0.36	0.34			
Queue Length 95th (ft)	0	0	37			
Control Delay (s)	0.0	0.0	15.9			
Lane LOS				C		
Approach Delay (s)	0.0	0.0	15.9			
Approach LOS				C		
Intersection Summary						
Average Delay				1.9		
Intersection Capacity Utilization	45.6%			ICU Level of Service	A	
Analysis Period (min)	15					

HCM Unsignalized Intersection Capacity Analysis
7: Good Luck Rd & Mallery Dr

Doctors Community Hospital
PM Background



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↗	↖		↘	↙
Traffic Volume (veh/h)	7	601	523	12	83	32
Future Volume (Veh/h)	7	601	523	12	83	32
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	8	653	568	13	90	35
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)		923				
pX, platoon unblocked					0.80	
vC, conflicting volume	581			1244	574	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	581			1181	574	
tC, single (s)	4.1			6.4	6.2	
tC, 2 stage (s)						
tF (s)	2.2			3.5	3.3	
p0 queue free %	99			46	93	
cM capacity (veh/h)	993			168	518	
Direction, Lane #	EB 1	WB 1	SB 1	SB 2		
Volume Total	661	581	90	35		
Volume Left	8	0	90	0		
Volume Right	0	13	0	35		
cSH	993	1700	168	518		
Volume to Capacity	0.01	0.34	0.54	0.07		
Queue Length 95th (ft)	1	0	68	5		
Control Delay (s)	0.2	0.0	49.0	12.5		
Lane LOS	A		E	B		
Approach Delay (s)	0.2	0.0	38.8			
Approach LOS			E			
Intersection Summary						
Average Delay			3.6			
Intersection Capacity Utilization			48.5%	ICU Level of Service	A	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
5: Good Luck Rd & Site Access



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↶	↷	↶↷			
Traffic Volume (veh/h)	263	234	523	149	0	0
Future Volume (Veh/h)	263	234	523	149	0	0
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	286	254	568	162	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)		341	582			
pX, platoon unblocked						
vC, conflicting volume	730				1475	365
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	730				1475	365
tC, single (s)	4.1				6.8	6.9
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	67				100	100
cM capacity (veh/h)	870				79	632
Direction, Lane #	EB 1	EB 2	WB 1	WB 2		
Volume Total	286	254	379	351		
Volume Left	286	0	0	0		
Volume Right	0	0	0	162		
cSH	870	1700	1700	1700		
Volume to Capacity	0.33	0.15	0.22	0.21		
Queue Length 95th (ft)	36	0	0	0		
Control Delay (s)	11.2	0.0	0.0	0.0		
Lane LOS	B					
Approach Delay (s)	5.9		0.0			
Approach LOS						
Intersection Summary						
Average Delay			2.5			
Intersection Capacity Utilization			40.5%		ICU Level of Service	A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
6: Good Luck Rd & Site Access

Doctors Community Hospital
AM Total - Phase 1



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑			↗
Traffic Volume (veh/h)	0	282	557	0	0	86
Future Volume (Veh/h)	0	282	557	0	0	86
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	307	605	0	0	93
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)		659	264			
pX, platoon unblocked						
vC, conflicting volume	605			758	302	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	605			758	302	
tC, single (s)	4.1			6.8	6.9	
tC, 2 stage (s)						
tF (s)	2.2			3.5	3.3	
p0 queue free %	100			100	87	
cM capacity (veh/h)	969			343	694	
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	SB 1	
Volume Total	154	154	302	302	93	
Volume Left	0	0	0	0	0	
Volume Right	0	0	0	0	93	
cSH	1700	1700	1700	1700	694	
Volume to Capacity	0.09	0.09	0.18	0.18	0.13	
Queue Length 95th (ft)	0	0	0	0	12	
Control Delay (s)	0.0	0.0	0.0	0.0	11.0	
Lane LOS					B	
Approach Delay (s)	0.0	0.0		11.0		
Approach LOS					B	
Intersection Summary						
Average Delay			1.0			
Intersection Capacity Utilization			27.4%	ICU Level of Service	A	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
5: Good Luck Rd & Site Access

Doctors Community Hospital
PM Total - Phase 1



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↗	↗	↗↘			
Traffic Volume (veh/h)	78	630	722	41	0	0
Future Volume (Veh/h)	78	630	722	41	0	0
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	85	685	785	45	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)		341	582			
pX, platoon unblocked					0.72	
vC, conflicting volume	830			1662	415	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	830			1726	415	
tC, single (s)	4.1			6.8	6.9	
tC, 2 stage (s)						
tF (s)	2.2			3.5	3.3	
p0 queue free %	89			100	100	
cM capacity (veh/h)	798			51	586	
Direction, Lane #	EB 1	EB 2	WB 1	WB 2		
Volume Total	85	685	523	307		
Volume Left	85	0	0	0		
Volume Right	0	0	0	45		
cSH	798	1700	1700	1700		
Volume to Capacity	0.11	0.40	0.31	0.18		
Queue Length 95th (ft)	9	0	0	0		
Control Delay (s)	10.1	0.0	0.0	0.0		
Lane LOS	B					
Approach Delay (s)	1.1	0.0				
Approach LOS						
Intersection Summary						
Average Delay			0.5			
Intersection Capacity Utilization			36.5%	ICU Level of Service	A	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
6: Good Luck Rd & Site Access

Doctors Community Hospital
PM Total - Phase 1



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑			↗
Traffic Volume (veh/h)	0	608	621	0	0	171
Future Volume (Veh/h)	0	608	621	0	0	171
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	661	675	0	0	186
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)		659	264			
pX, platoon unblocked						
vC, conflicting volume	675			1006	338	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	675			1006	338	
tC, single (s)	4.1			6.8	6.9	
tC, 2 stage (s)						
tF (s)	2.2			3.5	3.3	
p0 queue free %	100			100	72	
cM capacity (veh/h)	912			238	658	
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	SB 1	
Volume Total	330	330	338	338	186	
Volume Left	0	0	0	0	0	
Volume Right	0	0	0	0	186	
cSH	1700	1700	1700	1700	658	
Volume to Capacity	0.19	0.19	0.20	0.20	0.28	
Queue Length 95th (ft)	0	0	0	0	29	
Control Delay (s)	0.0	0.0	0.0	0.0	12.6	
Lane LOS						B
Approach Delay (s)	0.0	0.0		12.6		
Approach LOS						B
Intersection Summary						
Average Delay			1.5			
Intersection Capacity Utilization			34.4%	ICU Level of Service	A	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
 5: Good Luck Rd & Site Access



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	307	329	604	184	0	0
Future Volume (Veh/h)	307	329	604	184	0	0
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	334	358	657	200	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)		341	582			
pX, platoon unblocked						
vC, conflicting volume	857				1783	428
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	857				1783	428
tC, single (s)	4.1				6.8	6.9
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	57				100	100
cM capacity (veh/h)	779				42	575
Direction, Lane #	EB 1	EB 2	WB 1	WB 2		
Volume Total	334	358	438	419		
Volume Left	334	0	0	0		
Volume Right	0	0	0	200		
cSH	779	1700	1700	1700		
Volume to Capacity	0.43	0.21	0.26	0.25		
Queue Length 95th (ft)	54	0	0	0		
Control Delay (s)	13.0	0.0	0.0	0.0		
Lane LOS	B					
Approach Delay (s)	6.3		0.0			
Approach LOS						
Intersection Summary						
Average Delay			2.8			
Intersection Capacity Utilization			46.2%	ICU Level of Service	A	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
6: Good Luck Rd & Site Access

Doctors Community Hospital
AM Total - Phase 2



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑			↗
Traffic Volume (veh/h)	0	377	663	0	0	96
Future Volume (Veh/h)	0	377	663	0	0	96
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	410	721	0	0	104
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)		659	264			
pX, platoon unblocked						
vC, conflicting volume	721				926	360
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	721				926	360
tC, single (s)	4.1				6.8	6.9
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				100	84
cM capacity (veh/h)	877				268	636
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	SB 1	
Volume Total	205	205	360	360	104	
Volume Left	0	0	0	0	0	
Volume Right	0	0	0	0	104	
cSH	1700	1700	1700	1700	636	
Volume to Capacity	0.12	0.12	0.21	0.21	0.16	
Queue Length 95th (ft)	0	0	0	0	15	
Control Delay (s)	0.0	0.0	0.0	0.0	11.8	
Lane LOS					B	
Approach Delay (s)	0.0		0.0		11.8	
Approach LOS					B	
Intersection Summary						
Average Delay			1.0			
Intersection Capacity Utilization			30.9%		ICU Level of Service	A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
5: Good Luck Rd & Site Access

Doctors Community Hospital
PM Total - Phase 2



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↶	↷	↶↷			
Traffic Volume (veh/h)	102	683	889	60	0	0
Future Volume (Veh/h)	102	683	889	60	0	0
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	111	742	966	65	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)		341	582			
pX, platoon unblocked					0.67	
vC, conflicting volume	1031				1962	516
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1031				2185	516
tC, single (s)	4.1				6.8	6.9
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	83				100	100
cM capacity (veh/h)	670				22	504
Direction, Lane #	EB 1	EB 2	WB 1	WB 2		
Volume Total	111	742	644	387		
Volume Left	111	0	0	0		
Volume Right	0	0	0	65		
cSH	670	1700	1700	1700		
Volume to Capacity	0.17	0.44	0.38	0.23		
Queue Length 95th (ft)	15	0	0	0		
Control Delay (s)	11.4	0.0	0.0	0.0		
Lane LOS	B					
Approach Delay (s)	1.5		0.0			
Approach LOS						
Intersection Summary						
Average Delay			0.7			
Intersection Capacity Utilization			39.3%		ICU Level of Service	A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
6: Good Luck Rd & Site Access

Doctors Community Hospital
PM Total - Phase 2



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑			↗
Traffic Volume (veh/h)	0	661	787	0	0	191
Future Volume (Veh/h)	0	661	787	0	0	191
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	718	855	0	0	208
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)		659	264			
pX, platoon unblocked						
vC, conflicting volume	855			1214	428	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	855			1214	428	
tC, single (s)	4.1			6.8	6.9	
tC, 2 stage (s)						
tF (s)	2.2			3.5	3.3	
p0 queue free %	100			100	64	
cM capacity (veh/h)	781			174	576	
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	SB 1	
Volume Total	359	359	428	428	208	
Volume Left	0	0	0	0	0	
Volume Right	0	0	0	0	208	
cSH	1700	1700	1700	1700	576	
Volume to Capacity	0.21	0.21	0.25	0.25	0.36	
Queue Length 95th (ft)	0	0	0	0	41	
Control Delay (s)	0.0	0.0	0.0	0.0	14.8	
Lane LOS						B
Approach Delay (s)	0.0	0.0		14.8		
Approach LOS						B
Intersection Summary						
Average Delay			1.7			
Intersection Capacity Utilization			40.2%	ICU Level of Service	A	
Analysis Period (min)			15			

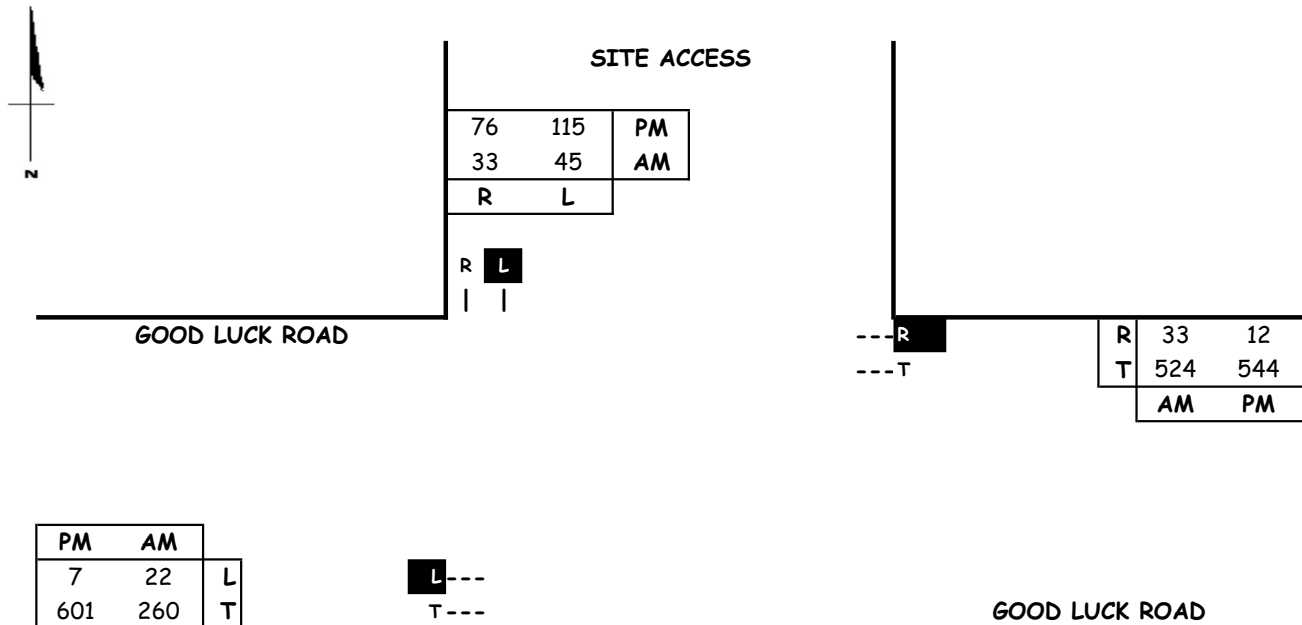
CRITICAL LANE VOLUME (CLV) METHODOLOGY for Prince Georges County

Intersection of: Site Access
and: Good Luck Road

Analyst: Lenhart Traffic Consulting

Conditions: Total Traffic - Phase 1
with Traffic Signal + Dedicated Left-Turn Lanes

Lane Use + Traffic Volumes



Capacity Analysis

Morning Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			AM CLV
	VOL	x LUF	= Total	VOL	x LUF	= Total	
SB	45	1.00	45				45
EB	260	1.00	260				546
WB	524	1.00	524	22	1.00	22	
CLV TOTAL=							591
Level of Service (LOS)=							A

Evening Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			PM CLV
	VOL	x LUF	= Total	VOL	x LUF	= Total	
SB	115	1.00	115				115
EB	601	1.00	601				601
WB	544	1.00	544	7	1.00	7	
CLV TOTAL=							716
Level of Service (LOS)=							A

Critical Lane Volume Analysis	Site Access & Good Luck Road (Total Traffic - Phase 1)	Intersection 7
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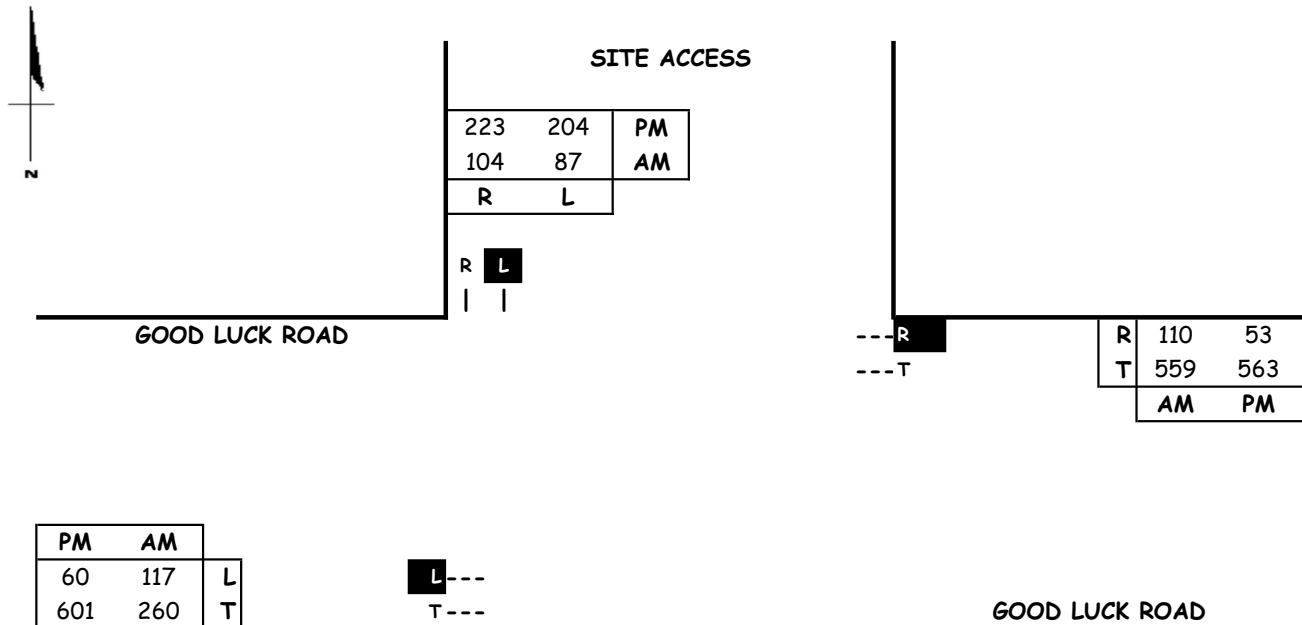
CRITICAL LANE VOLUME (CLV) METHODOLOGY for Prince Georges County

Intersection of: Site Access
and: Good Luck Road

Analyst: Lenhart Traffic Consulting

Conditions: Total Traffic - Phase 2
with Traffic Signal + Dedicated Left-Turn Lanes

Lane Use + Traffic Volumes



Capacity Analysis

Morning Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			AM CLV
	VOL	x LUF	= Total	VOL	x LUF	= Total	
SB	87	1.00	87				87
EB	260	1.00	260				676
WB	559	1.00	559	117	1.00	117	
CLV TOTAL=							763
Level of Service (LOS)=							A

Evening Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			PM CLV
	VOL	x LUF	= Total	VOL	x LUF	= Total	
SB	204	1.00	204				204
EB	601	1.00	601				623
WB	563	1.00	563	60	1.00	60	
CLV TOTAL=							827
Level of Service (LOS)=							A

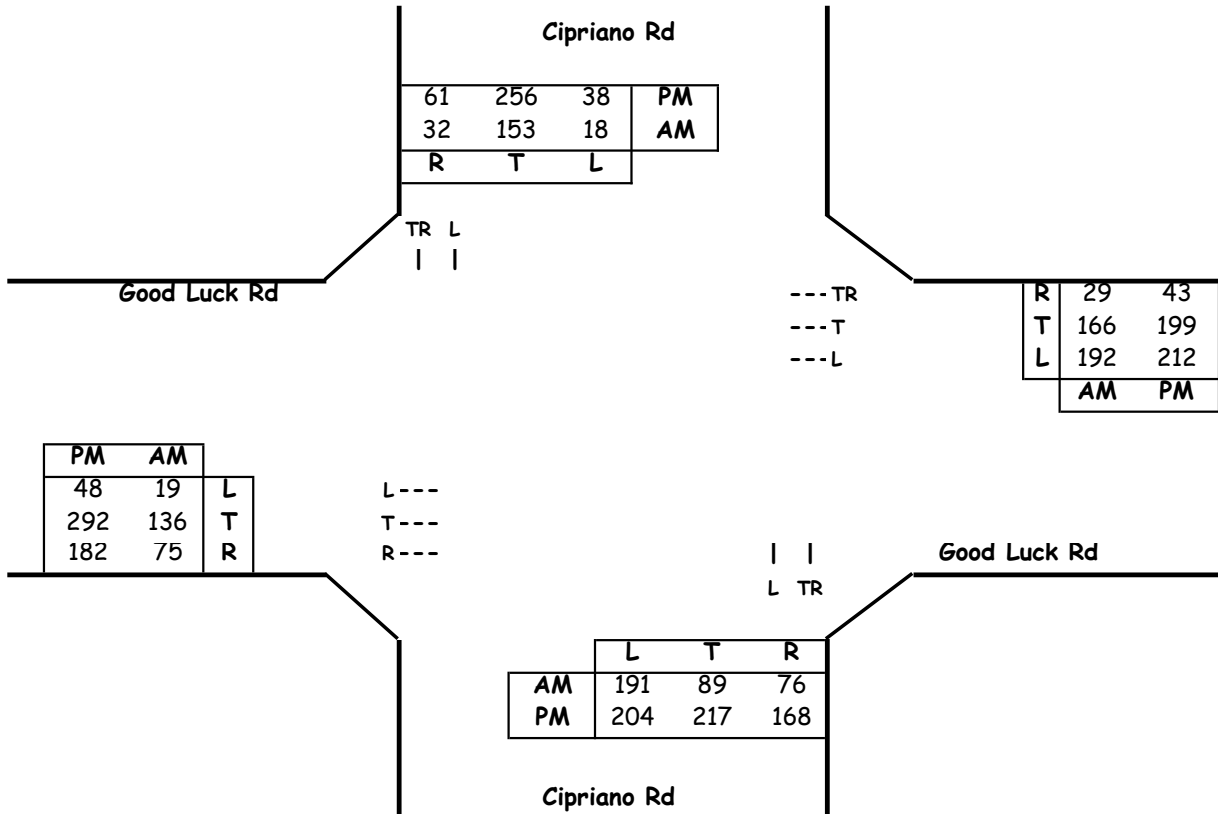
Critical Lane Volume Analysis	Site Access & Good Luck Road (Total Traffic - Phase 2)	Intersection 7
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CRITICAL LANE VOLUME (CLV) METHODOLOGY for Prince Georges County

Main Line: Good Luck Rd
Minor Street: Cipriano Rd
Study Period: Existing Traffic

Analyst: Lenhart Traffic

Lane Use + Traffic Volumes



Critical Lane Volume Analysis

Morning Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			AM
	VOL	x LUF	= Total	VOL	x LUF	= Total	CLV
NB	165	1.00	165	18	1	18	376
SB	185	1.00	185	191	1	191	
EB	136	1	136	192	1	192	328
WB	195	0.55	107	19	1	19	
CLV TOTAL=							704
Level of Service (LOS) =							A

Evening Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			PM
	VOL	x LUF	= Total	VOL	x LUF	= Total	CLV
NB	385	1.00	385	38	1	38	521
SB	317	1.00	317	204	1	204	
EB	292	1	292	212	1	212	504
WB	242	0.55	133	48	1	48	
CLV TOTAL=							1025
Level of Service (LOS) =							B

Critical Lane Volume Analysis



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**Good Luck Rd &
Cipriano Rd
(Existing Traffic)**

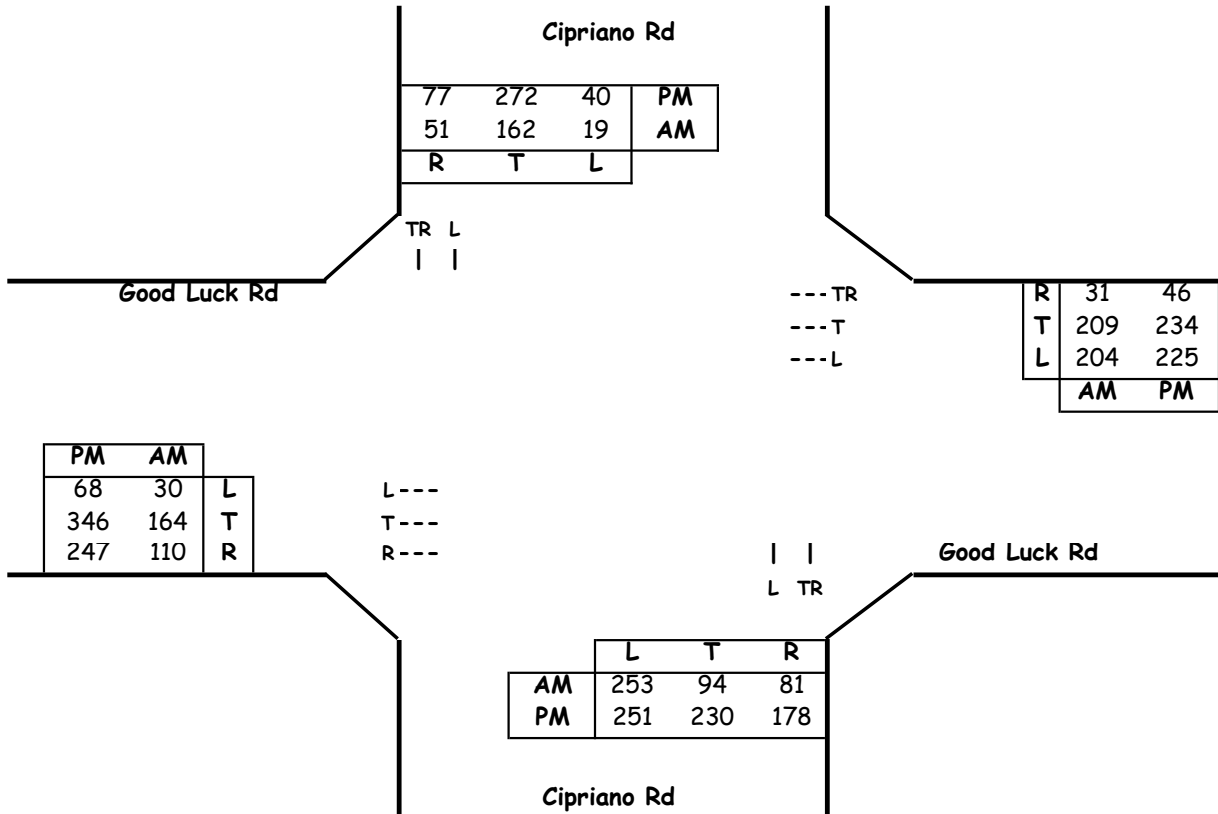
**Intersection
8**

CRITICAL LANE VOLUME (CLV) METHODOLOGY for Prince Georges County

Main Line: Good Luck Rd
Minor Street: Cipriano Rd
Study Period: Background Traffic

Analyst: Lenhart Traffic

Lane Use + Traffic Volumes



Critical Lane Volume Analysis

Morning Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			AM
	VOL	x LUF	= Total	VOL	x LUF	= Total	CLV
NB	175	1.00	175	19	1	19	466
SB	213	1.00	213	253	1	253	
EB	164	1	164	204	1	204	368
WB	240	0.55	132	30	1	30	
CLV TOTAL=							834
Level of Service (LOS) =							A

Evening Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			PM
	VOL	x LUF	= Total	VOL	x LUF	= Total	CLV
NB	408	1.00	408	40	1	40	600
SB	349	1.00	349	251	1	251	
EB	346	1	346	225	1	225	571
WB	280	0.55	154	68	1	68	
CLV TOTAL=							1171
Level of Service (LOS) =							C

Critical Lane Volume Analysis



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**Good Luck Rd &
Cipriano Rd
(Background Traffic)**

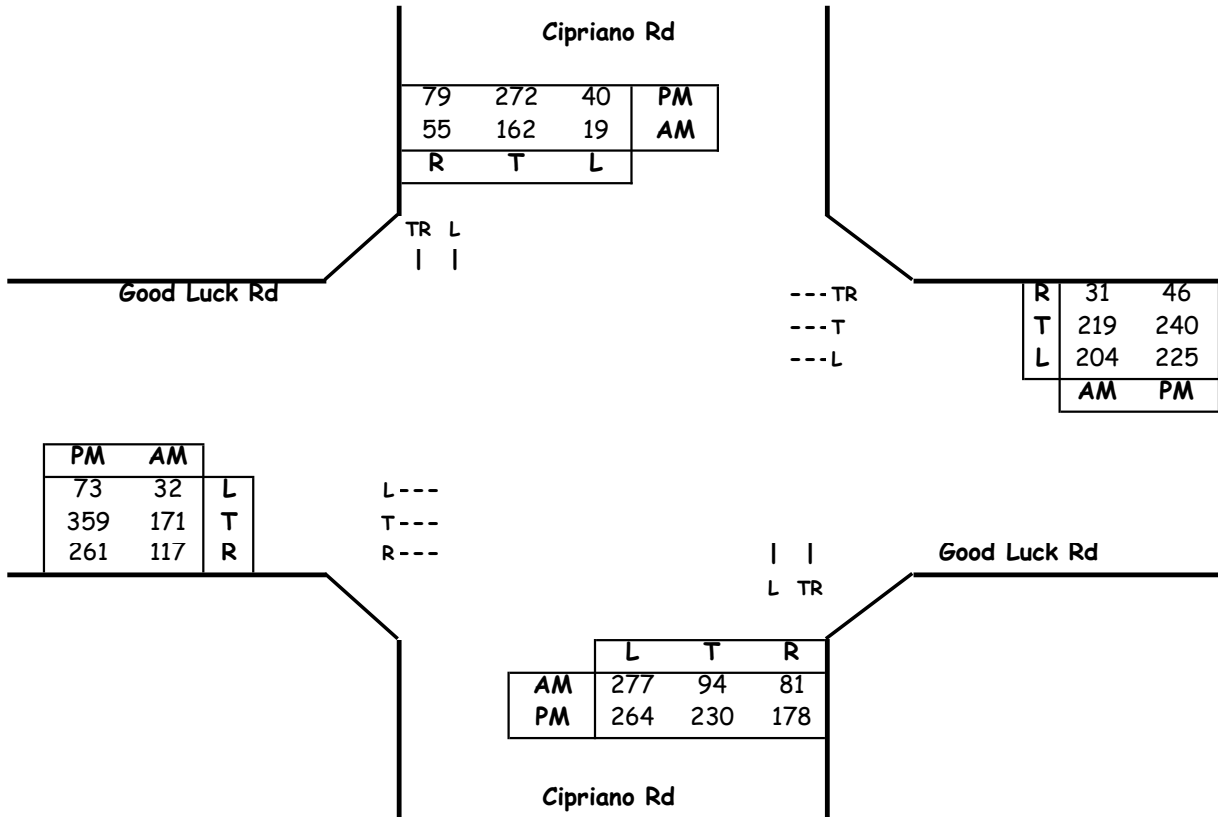
**Intersection
8**

CRITICAL LANE VOLUME (CLV) METHODOLOGY for Prince Georges County

Main Line: Good Luck Rd
Minor Street: Cipriano Rd
Study Period: Total Traffic - Phase 1

Analyst: Lenhart Traffic

Lane Use + Traffic Volumes



Critical Lane Volume Analysis

Morning Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			AM
	VOL	x LUF	= Total	VOL	x LUF	= Total	CLV
NB	175	1.00	175	19	1	19	494
SB	217	1.00	217	277	1	277	
EB	171	1	171	204	1	204	375
WB	250	0.55	138	32	1	32	
CLV TOTAL=							869
Level of Service (LOS) =							A

Evening Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			PM
	VOL	x LUF	= Total	VOL	x LUF	= Total	CLV
NB	408	1.00	408	40	1	40	615
SB	351	1.00	351	264	1	264	
EB	359	1	359	225	1	225	584
WB	286	0.55	157	73	1	73	
CLV TOTAL=							1199
Level of Service (LOS) =							C

Critical Lane Volume Analysis



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**Good Luck Rd &
Cipriano Rd**
(Total Traffic - Phase 1)

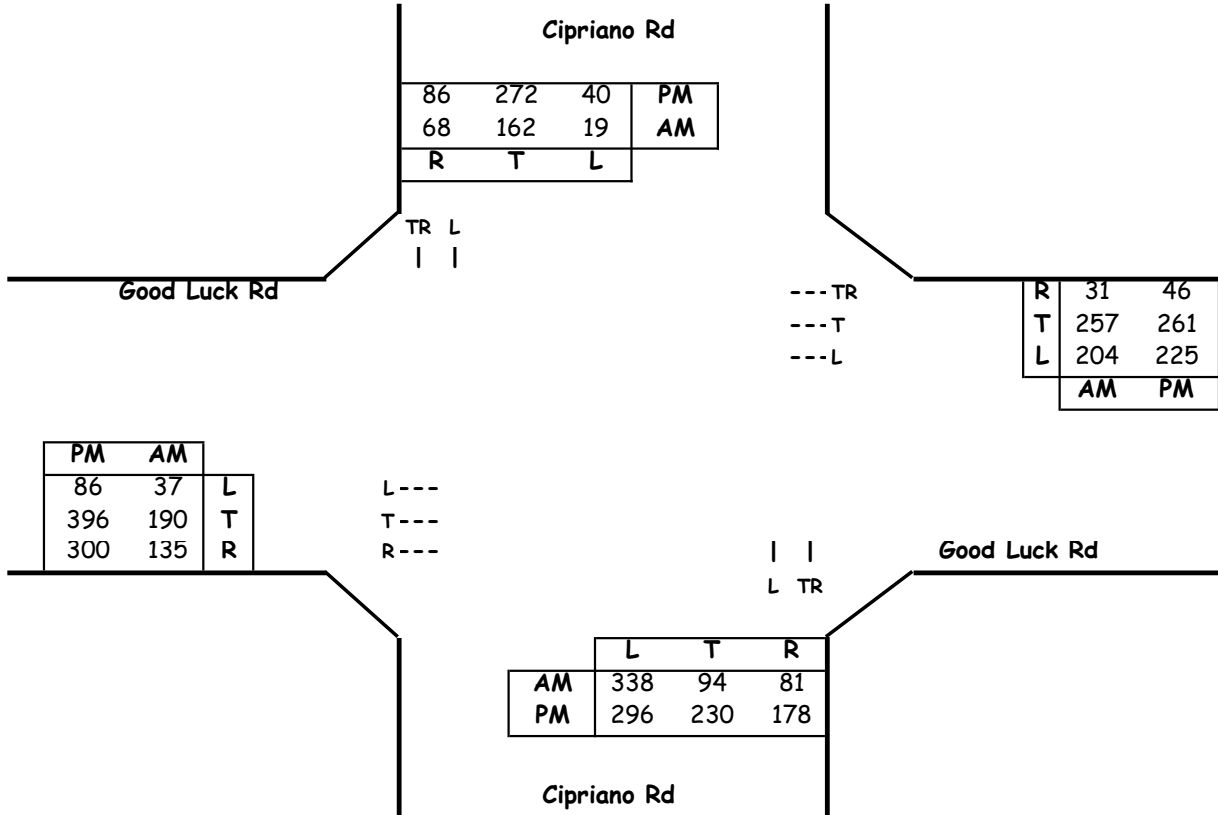
**Intersection
8**

CRITICAL LANE VOLUME (CLV) METHODOLOGY for Prince Georges County

Main Line: Good Luck Rd
Minor Street: Cipriano Rd
Study Period: Total Traffic - Phase 2

Analyst: Lenhart Traffic

Lane Use + Traffic Volumes



Critical Lane Volume Analysis

Morning Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			AM
	VOL	x LUF	= Total	VOL	x LUF	= Total	CLV
NB	175	1.00	175	19	1	19	568
SB	230	1.00	230	338	1	338	
EB	190	1	190	204	1	204	394
WB	288	0.55	158	37	1	37	
CLV TOTAL=							962
Level of Service (LOS) =							A

Evening Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			PM
	VOL	x LUF	= Total	VOL	x LUF	= Total	CLV
NB	408	1.00	408	40	1	40	654
SB	358	1.00	358	296	1	296	
EB	396	1	396	225	1	225	621
WB	307	0.55	169	86	1	86	
CLV TOTAL=							1275
Level of Service (LOS) =							C

Critical Lane Volume Analysis



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**Good Luck Rd &
Cipriano Rd**
 (Total Traffic - Phase 2)

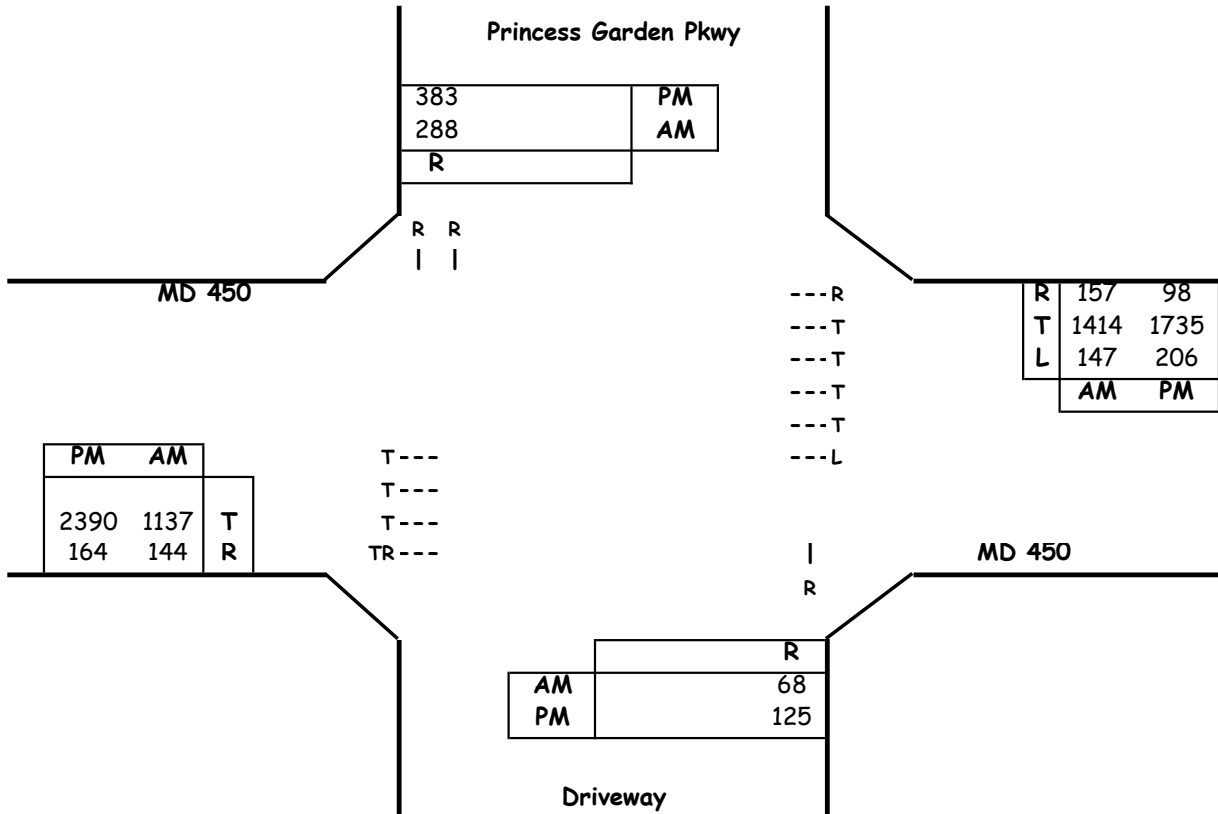
**Intersection
8**

CRITICAL LANE VOLUME (CLV) METHODOLOGY for Prince Georges County

Main Line: MD 450
Minor Street: Driveway
Study Period: Existing Traffic

Analyst: Lenhart Traffic

Lane Use + Traffic Volumes



Critical Lane Volume Analysis

Morning Peak Hour						
Dir	Thru Volumes			+ Opposing Lefts		AM
	VOL	x LUF	= Total	VOL	x LUF = Total	CLV
NB	0	0.00	0			158
SB	288	0.55	158			
EB	1281	0.29	371	147	1 147	518
WB	1414	0.29	410			
CLV TOTAL=						676
Level of Service (LOS) =						A

Evening Peak Hour						
Dir	Thru Volumes			+ Opposing Lefts		PM
	VOL	x LUF	= Total	VOL	x LUF = Total	CLV
NB	0	0.00	0			211
SB	383	0.55	211			
EB	2554	0.29	741	206	1 206	947
WB	1735	0.29	503			
CLV TOTAL=						1158
Level of Service (LOS) =						C

Critical Lane Volume Analysis



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**MD 450 &
Driveway
(Existing Traffic)**

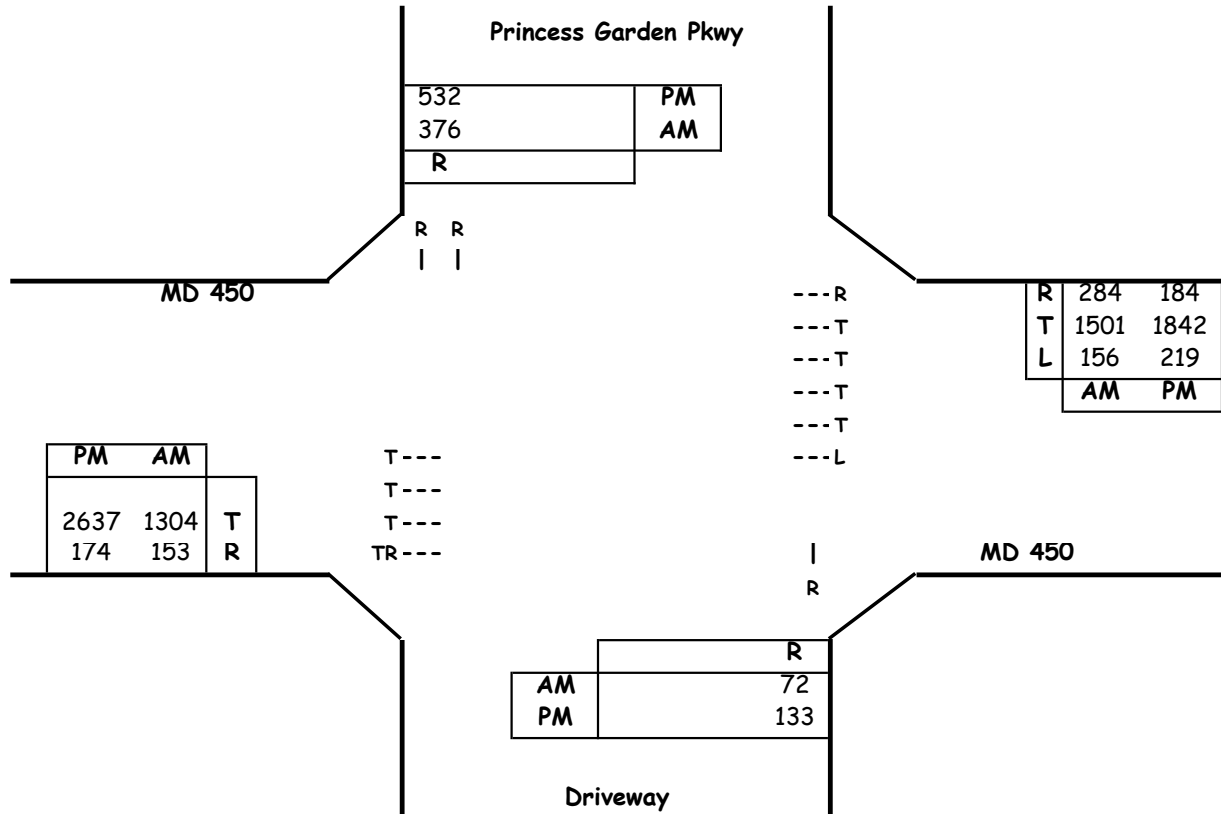
**Intersection
9**

CRITICAL LANE VOLUME (CLV) METHODOLOGY for Prince Georges County

Main Line: MD 450
Minor Street: Driveway
Study Period: Background Traffic

Analyst: Lenhart Traffic

Lane Use + Traffic Volumes



Critical Lane Volume Analysis

Morning Peak Hour						
Dir	Thru Volumes			+ Opposing Lefts		AM
	VOL	x LUF	= Total	VOL	x LUF = Total	CLV
NB	0	0.00	0			207
SB	376	0.55	207			
EB	1457	0.29	423	156	1 156	579
WB	1501	0.29	435			
CLV TOTAL=						786
Level of Service (LOS)=						A

Evening Peak Hour						
Dir	Thru Volumes			+ Opposing Lefts		PM
	VOL	x LUF	= Total	VOL	x LUF = Total	CLV
NB	0	0.00	0			293
SB	532	0.55	293			
EB	2811	0.29	815	219	1 219	1034
WB	1842	0.29	534			
CLV TOTAL=						1327
Level of Service (LOS)=						D

Critical Lane Volume Analysis



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**MD 450 &
 Driveway**
 (Background Traffic)

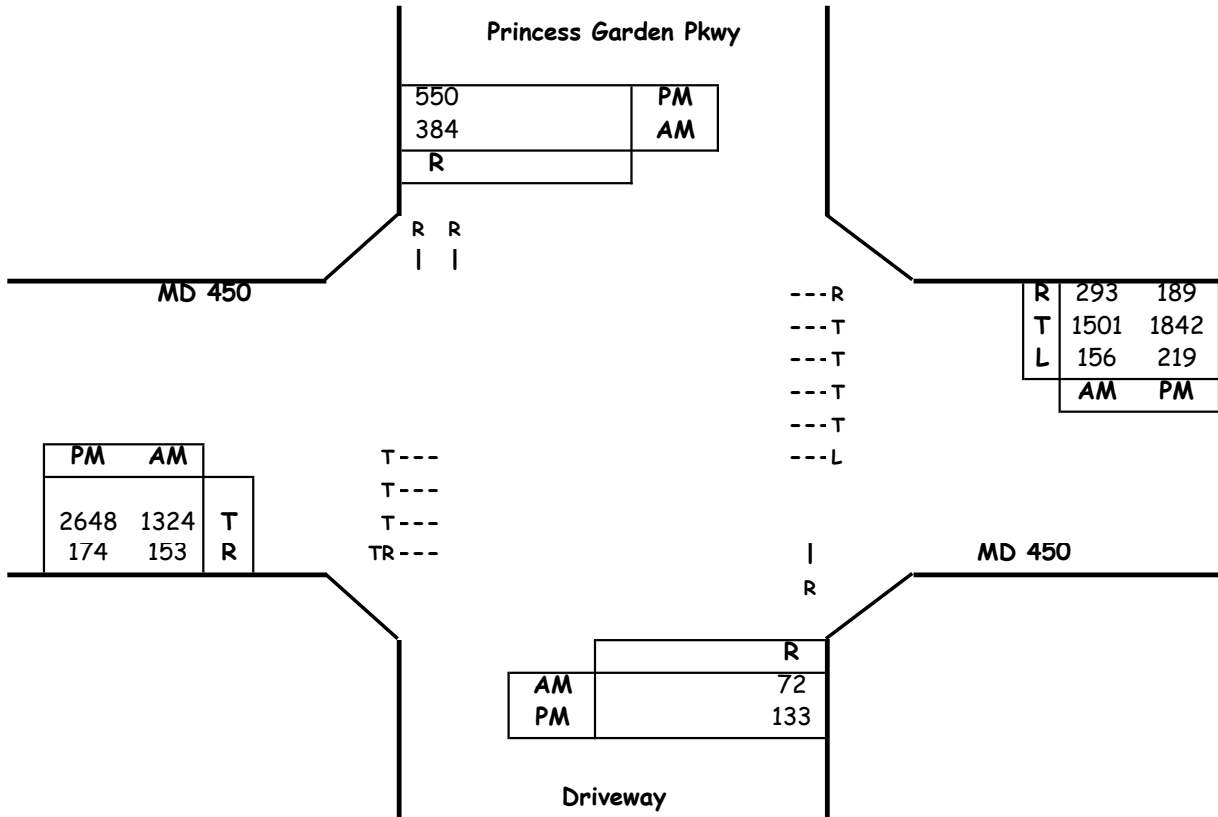
**Intersection
 9**

CRITICAL LANE VOLUME (CLV) METHODOLOGY for Prince Georges County

Main Line: MD 450
 Minor Street: Driveway
 Study Period: Total Traffic - Phase 1

Analyst: Lenhart Traffic

Lane Use + Traffic Volumes



Critical Lane Volume Analysis

Morning Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			AM
	VOL	x LUF	= Total	VOL	x LUF	= Total	CLV
NB	0	0.00	0				211
SB	384	0.55	211				
EB	1477	0.29	428	156	1	156	584
WB	1501	0.29	435				
CLV TOTAL=							795
Level of Service (LOS)=							A

Evening Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			PM
	VOL	x LUF	= Total	VOL	x LUF	= Total	CLV
NB	0	0.00	0				303
SB	550	0.55	303				
EB	2822	0.29	818	219	1	219	1037
WB	1842	0.29	534				
CLV TOTAL=							1340
Level of Service (LOS)=							D

Critical Lane Volume Analysis



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**MD 450 &
 Driveway**
 (Total Traffic - Phase 1)

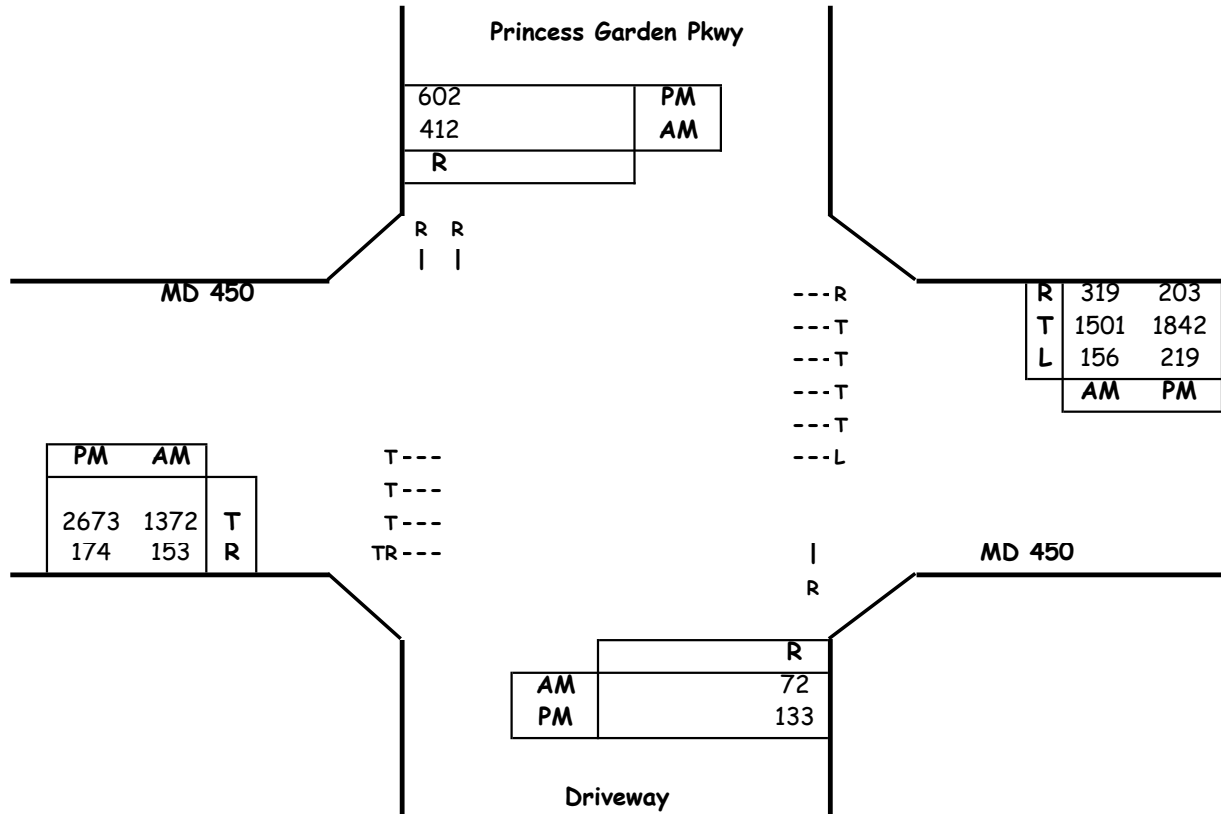
**Intersection
 9**

CRITICAL LANE VOLUME (CLV) METHODOLOGY for Prince Georges County

Main Line: MD 450
Minor Street: Driveway
Study Period: Total Traffic - Phase 2

Analyst: Lenhart Traffic

Lane Use + Traffic Volumes



Critical Lane Volume Analysis

Morning Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			AM
	VOL	x LUF	= Total	VOL	x LUF	= Total	CLV
NB	0	0.00	0				227
SB	412	0.55	227				
EB	1525	0.29	442	156	1	156	598
WB	1501	0.29	435				
CLV TOTAL=							825
Level of Service (LOS)=							A

Evening Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			PM
	VOL	x LUF	= Total	VOL	x LUF	= Total	CLV
NB	0	0.00	0				331
SB	602	0.55	331				
EB	2847	0.29	826	219	1	219	1045
WB	1842	0.29	534				
CLV TOTAL=							1376
Level of Service (LOS)=							D

Critical Lane Volume Analysis



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**MD 450 &
Driveway**
(Total Traffic - Phase 2)

**Intersection
9**

CRITICAL LANE VOLUME (CLV) METHODOLOGY

for Prince Georges County

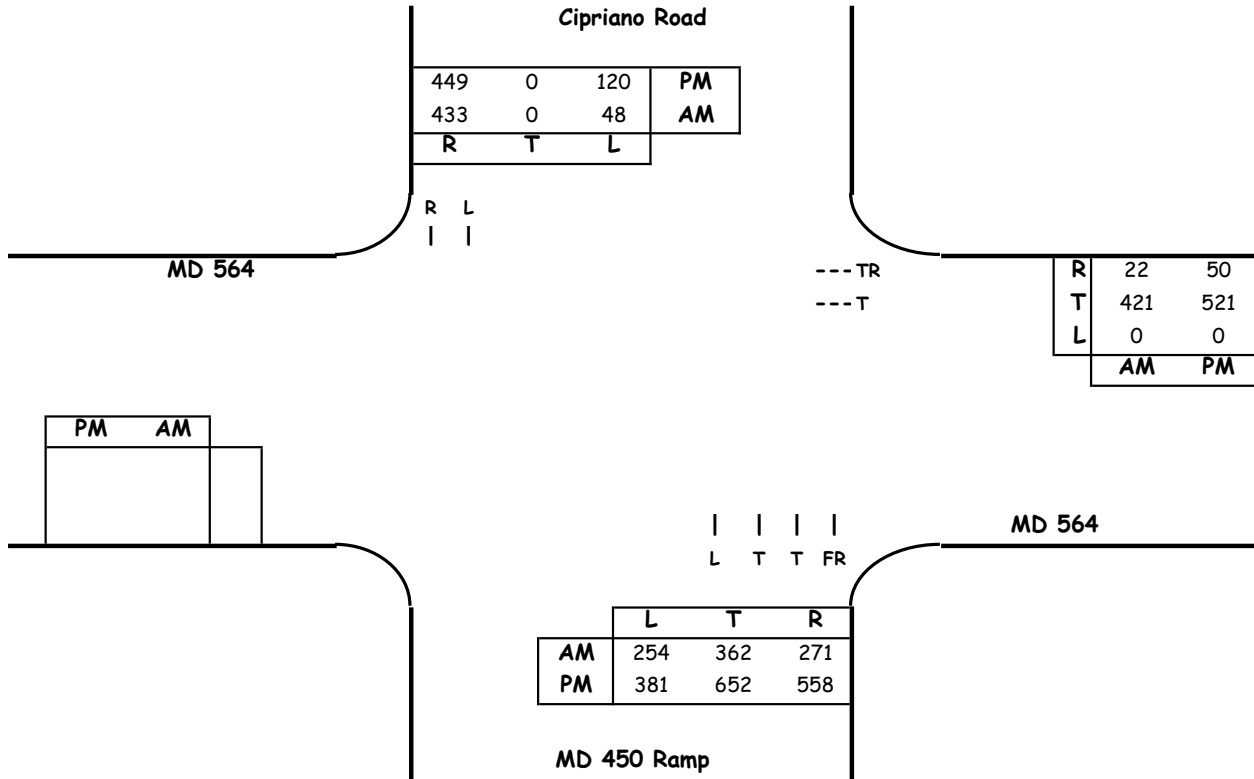
Intersection of: MD 564

and: Cipriano Road

Conditions: EXISTING TRAFFIC

Analyst: Lenhart Traffic Consulting

Lane Use + Traffic Volumes



Capacity Analysis - North/South Split

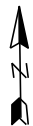
Morning Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			AM
	VOL	x LUF	= Total	VOL	x LUF	= Total	CLV
NB	254	1	254				254
SB	433	1	433				433
EB	0	0	0	0	0	0	244
WB	443	0.55	244	0	0	0	
CLV TOTAL=							931
Level of Service (LOS) =							A

Evening Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			PM
	VOL	x LUF	= Total	VOL	x LUF	= Total	CLV
NB	381	1	381				381
SB	449	1	449				449
EB	0	0	0	0	0	0	314
WB	571	0.55	314	0	0	0	
CLV TOTAL=							1144
Level of Service (LOS) =							B

Critical Lane Volume Analysis



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MD 564 &
Cipriano Road
(EXISTING TRAFFIC)

**Intersection
10**

CRITICAL LANE VOLUME (CLV) METHODOLOGY

for Prince Georges County

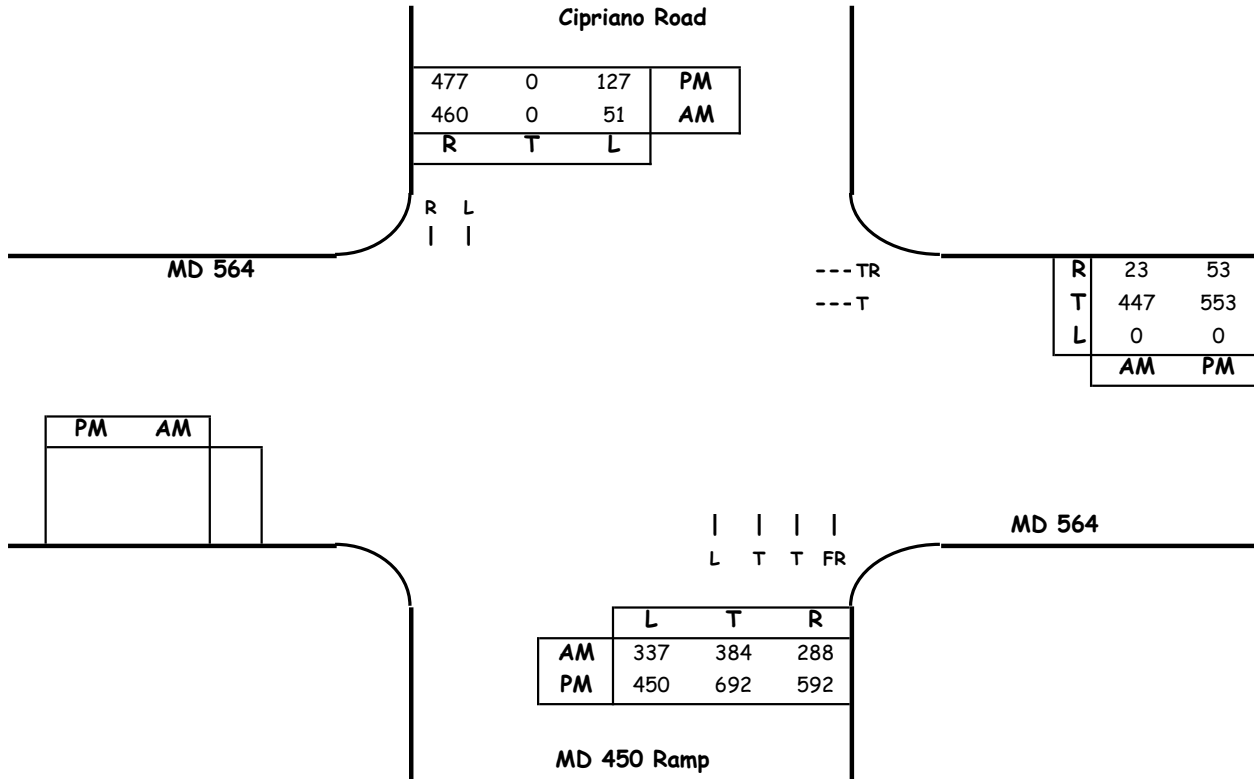
Intersection of: MD 564

and: Cipriano Road

Conditions: BACKGROUND TRAFFIC

Analyst: Lenhart Traffic Consulting

Lane Use + Traffic Volumes



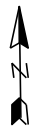
Capacity Analysis - North/South Split

Morning Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			AM CLV
	VOL	x LUF	= Total	VOL	x LUF	= Total	
NB	337	1	337				337
SB	460	1	460				460
EB	0	0	0	0	0	0	259
WB	470	0.55	259	0	0	0	
CLV TOTAL=							1056
Level of Service (LOS)=							B

Evening Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			PM CLV
	VOL	x LUF	= Total	VOL	x LUF	= Total	
NB	450	1	450				450
SB	477	1	477				477
EB	0	0	0	0	0	0	333
WB	606	0.55	333	0	0	0	
CLV TOTAL=							1260
Level of Service (LOS)=							C

Critical Lane Volume Analysis

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MD 564 &
Cipriano Road
(BACKGROUND TRAFFIC)

**Intersection
10**

CRITICAL LANE VOLUME (CLV) METHODOLOGY

for Prince Georges County

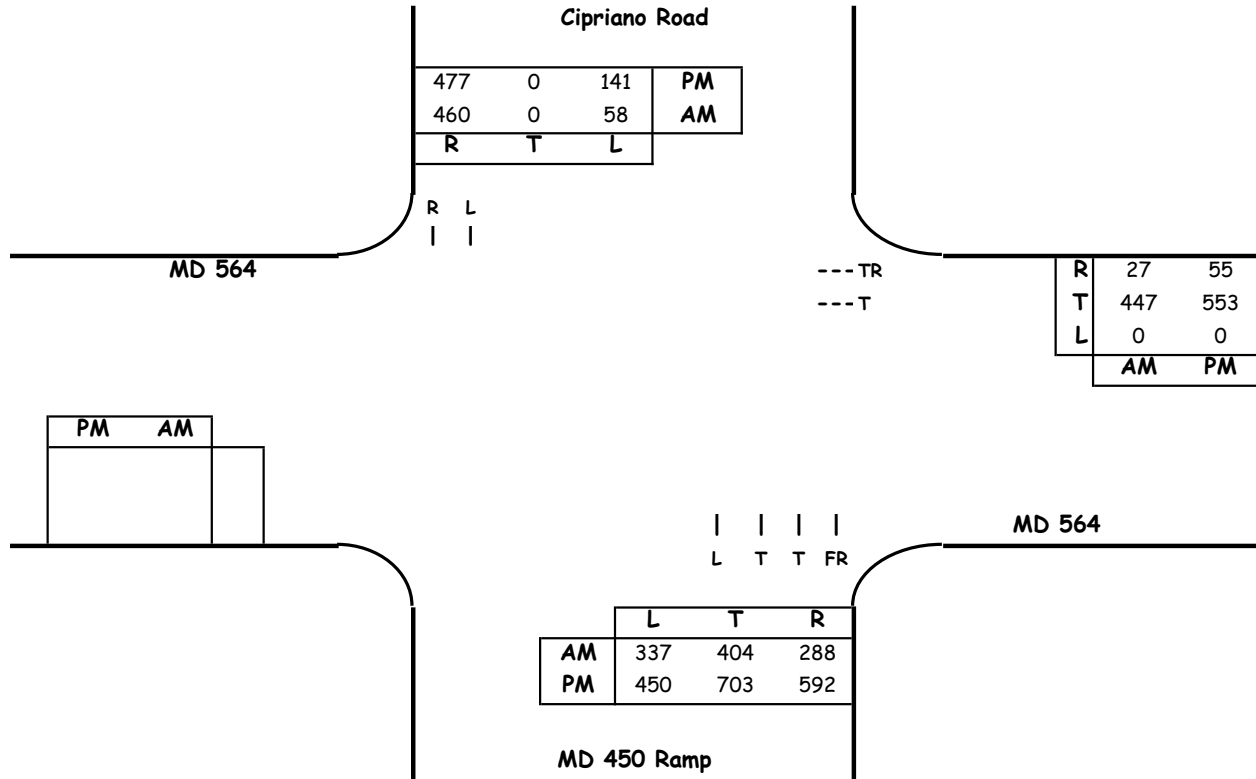
Intersection of: MD 564

and: Cipriano Road

Conditions: TOTAL TRAFFIC - PHASE 1

Analyst: Lenhart Traffic Consulting

Lane Use + Traffic Volumes



Capacity Analysis - North/South Split

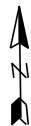
Morning Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			AM
	VOL	x LUF	= Total	VOL	x LUF	= Total	CLV
NB	337	1	337				337
SB	460	1	460				460
EB	0	0	0	0	0	0	261
WB	474	0.55	261	0	0	0	
CLV TOTAL=							1058
Level of Service (LOS) =							B

Evening Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			PM
	VOL	x LUF	= Total	VOL	x LUF	= Total	CLV
NB	450	1	450				450
SB	477	1	477				477
EB	0	0	0	0	0	0	334
WB	608	0.55	334	0	0	0	
CLV TOTAL=							1261
Level of Service (LOS) =							C

Critical Lane Volume Analysis



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MD 564 &
Cipriano Road
(TOTAL TRAFFIC - PHASE 1)

**Intersection
10**

CRITICAL LANE VOLUME (CLV) METHODOLOGY

for Prince Georges County

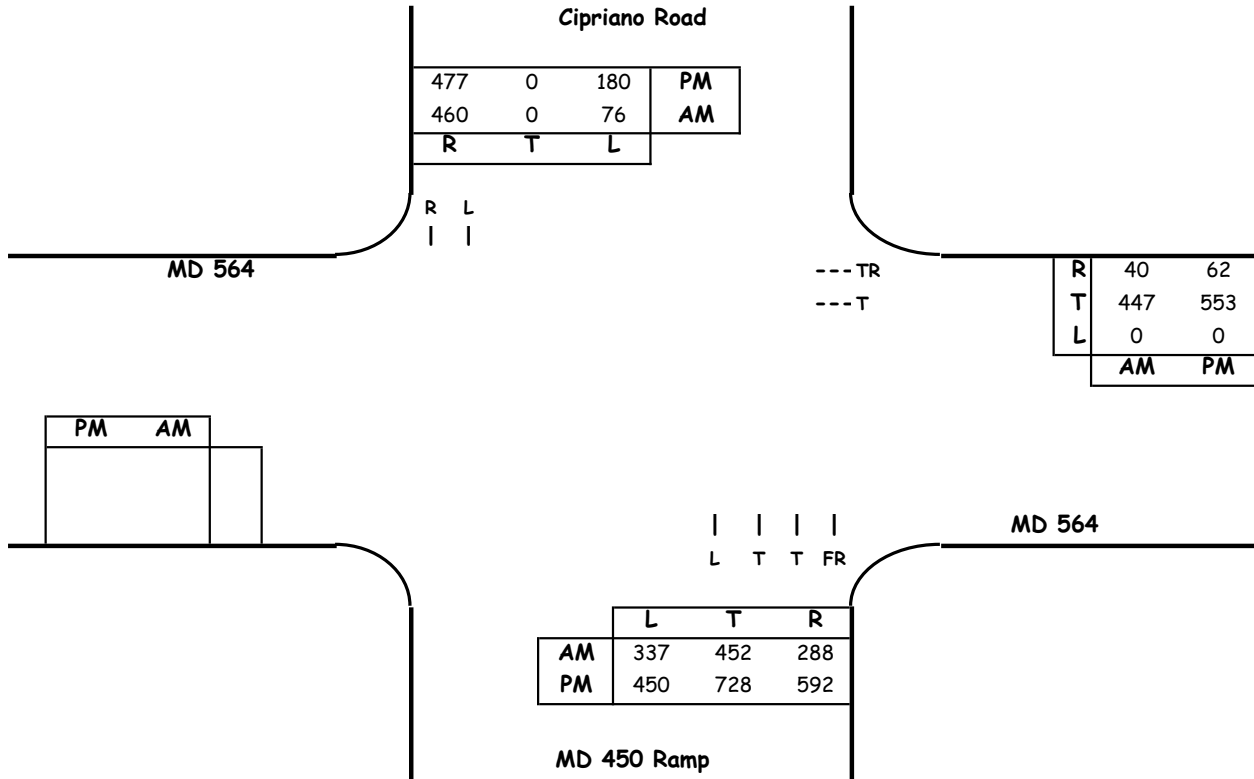
Intersection of: MD 564

and: Cipriano Road

Conditions: TOTAL TRAFFIC - PHASE 2

Analyst: Lenhart Traffic Consulting

Lane Use + Traffic Volumes

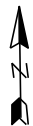


Capacity Analysis - North/South Split

Morning Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			AM CLV
	VOL	x LUF	= Total	VOL	x LUF	= Total	
NB	337	1	337				337
SB	460	1	460				460
EB	0	0	0	0	0	0	268
WB	487	0.55	268	0	0	0	
CLV TOTAL=							1065
Level of Service (LOS)=							B

Evening Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			PM CLV
	VOL	x LUF	= Total	VOL	x LUF	= Total	
NB	450	1	450				450
SB	477	1	477				477
EB	0	0	0	0	0	0	338
WB	615	0.55	338	0	0	0	
CLV TOTAL=							1265
Level of Service (LOS)=							C

Critical Lane Volume Analysis



MD 564 &
Cipriano Road
(TOTAL TRAFFIC - PHASE 2)

**Intersection
10**

Appendix C

Background Developments

Trip Generation Rates

		<u>Trip Distribution (In/Out)</u>
University/College (Students, ITE-550)	Morning Trips = 0.15 x Students	78/22
	Evening Trips = 0.15 x Students	32/68
Office (Medical/Professional, Prince George's County Rates)	Morning Trips = 2.85 x ksf	81/19
	Evening Trips = 3.8 x ksf	32/68
Apartments (garden and mid-rise, Prince George's County Rates)	Morning Trips = 0.52 x Units	20/80
	Evening Trips = 0.60 x Units	65/35
Senior Adult Housing - Multifamily (Prince George's County Rates)	Morning Trips = 0.13 x Units	38/62
	Evening Trips = 0.16 x Units	63/37
Assisted Living (ITE-254, Beds)	Morning Trips = 0.19 x Beds	63/37
	Evening Trips = 0.26 x Beds	38/62


Existing Trip Generation Totals

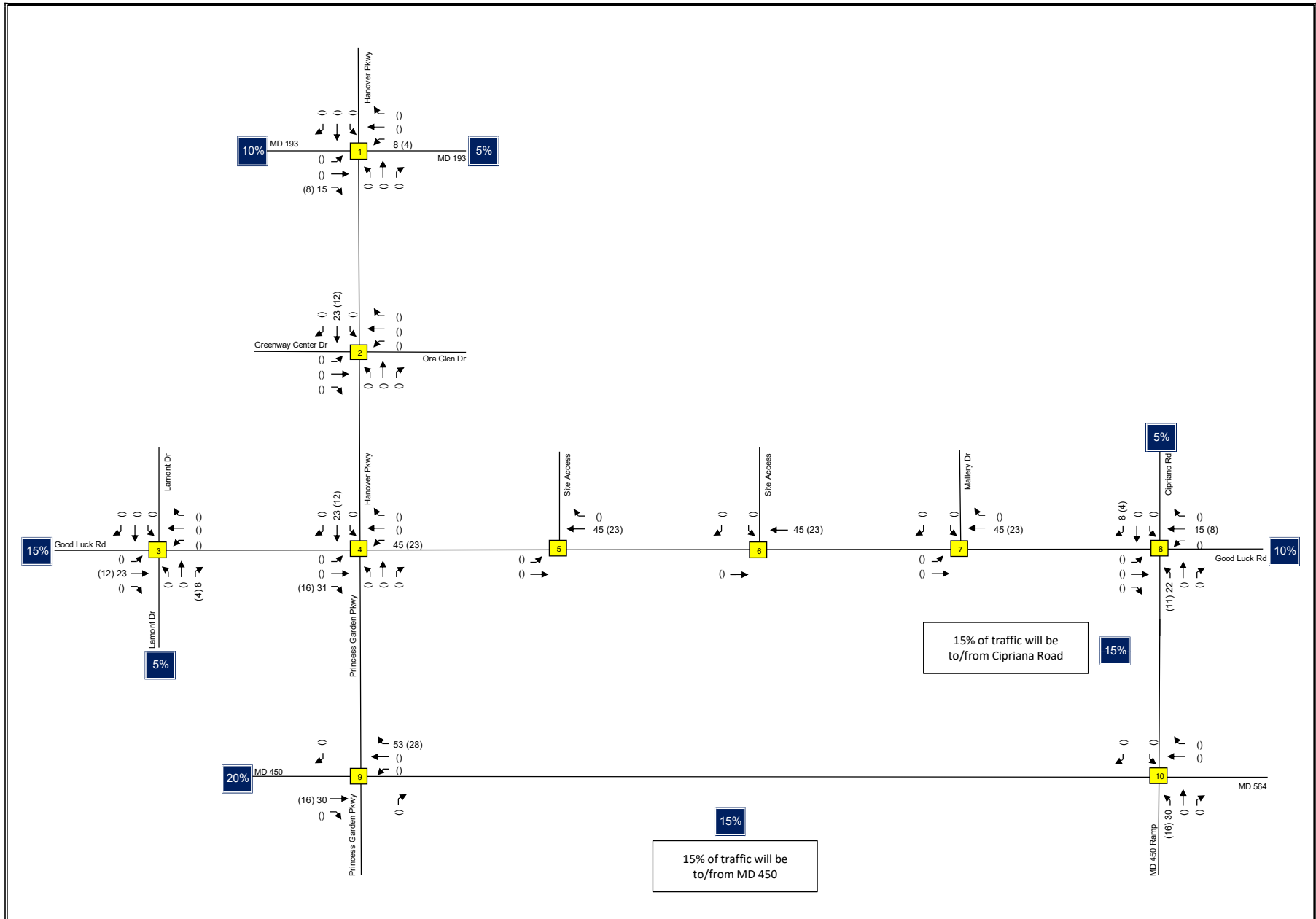
Proposed/Total Trip Generation	AM Peak			PM Peak		
	In	Out	Total	In	Out	Total
Existing University/College Trips (In/Out of the Site at Intersection 3 on Exhibit 3a)	5	6	11	40	28	68

Trip Generation Totals

Proposed/Total Trip Generation		AM Peak			PM Peak		
		In	Out	Total	In	Out	Total
University/College (Students, ITE-550)	1,000 students	117	33	150	48	102	150
<i>Removal of Existing University/College Trips (Shown Above):</i>		-5	-6	-11	-40	-28	-68
Office (Medical/Professional, Prince George's County Rates)	66,000 sq.ft.	152	36	188	79	172	251
Apartments (garden and mid-rise, Prince George's County Rates)	248 units	26	103	129	97	52	149
Senior Adult Housing - Multifamily (Prince George's County Rates)	154 units	8	12	20	16	9	25
Assisted Living (ITE-254, Beds)	314 beds	38	22	60	31	51	82
Total:		336	200	536	231	358	589

- Notes: 1. Trip Generation Rates obtained from the ITE Trip Generation Manual, 10th Edition and/or the MNCPPC Guidelines
 2. The proposed buildout would include a student body of 1,000 (high school and college level) with 390 to 400 oncampus residence rooms
 3. The project assumes 468 senior units, and for the purposes of this plan it was assumed that this will be 1/3 senior residential units and 2/3 assisted living units.
 4. The existing trips to and from the site are associated with the existing Washington Bible School. These trips will still exist with the redevelopment so they are removed from the trip generation.

Traffic Impact Analysis	Trip Generation for Washington Education Zone	Appendix C1
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Traffic Impact Analysis

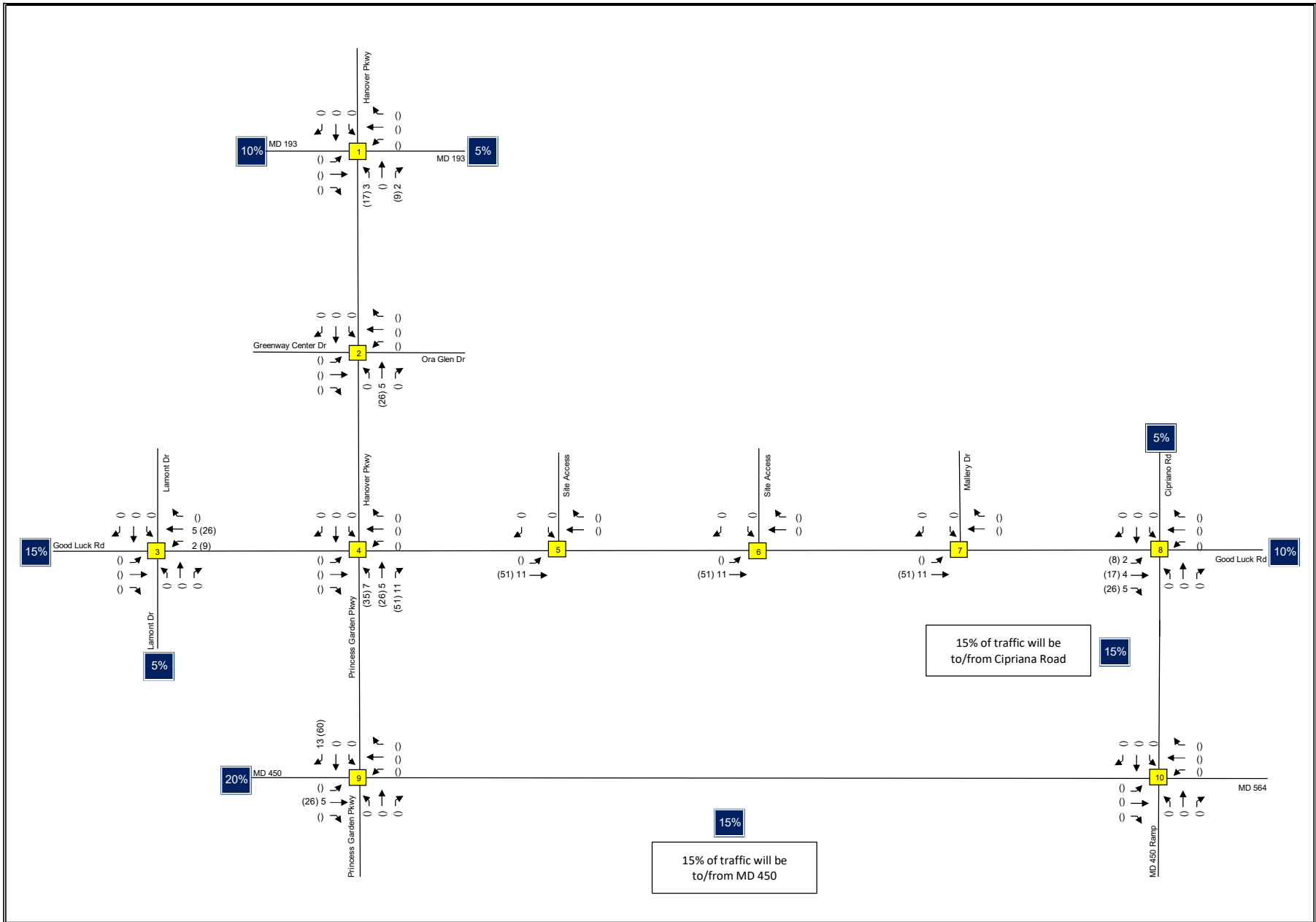


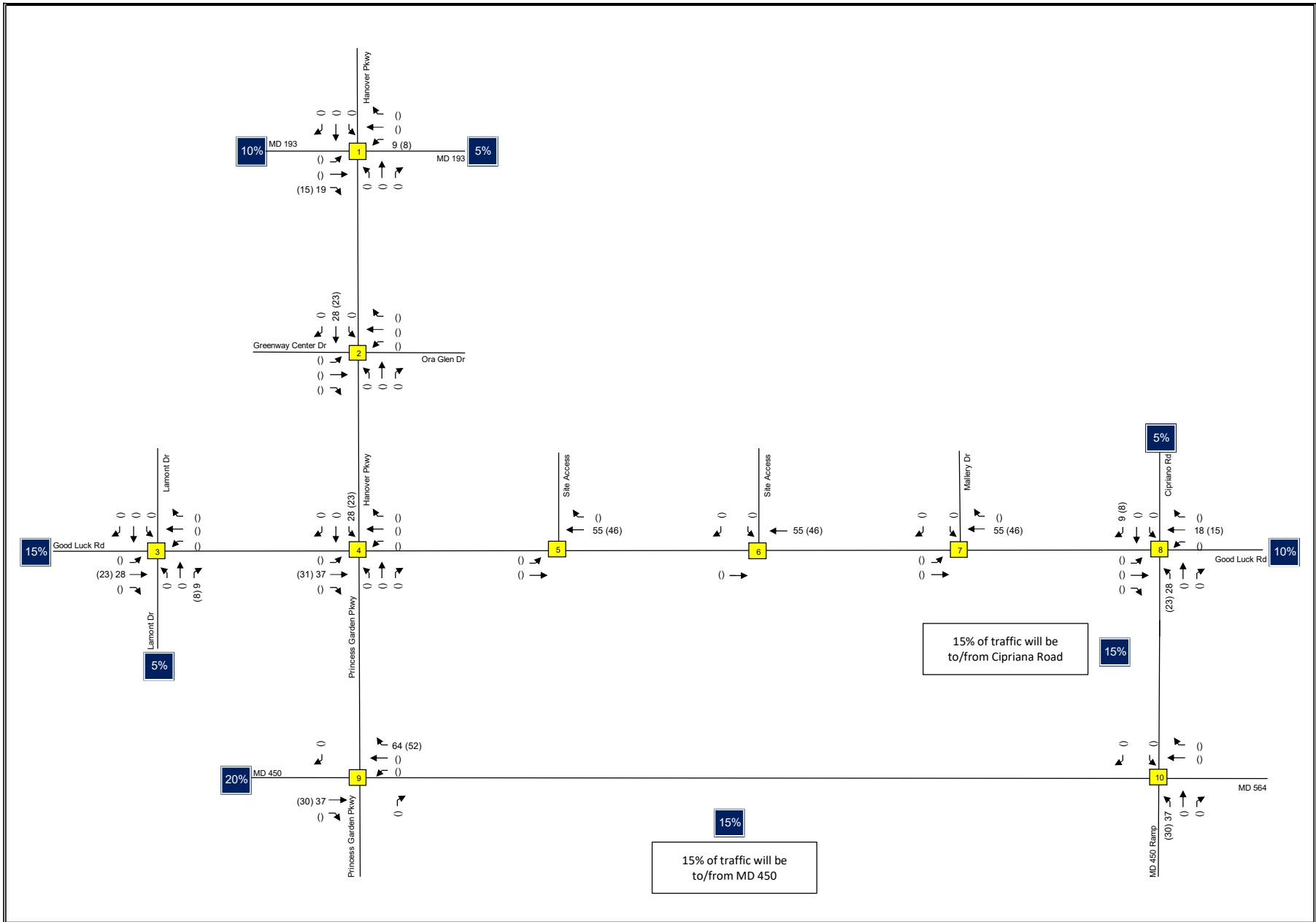
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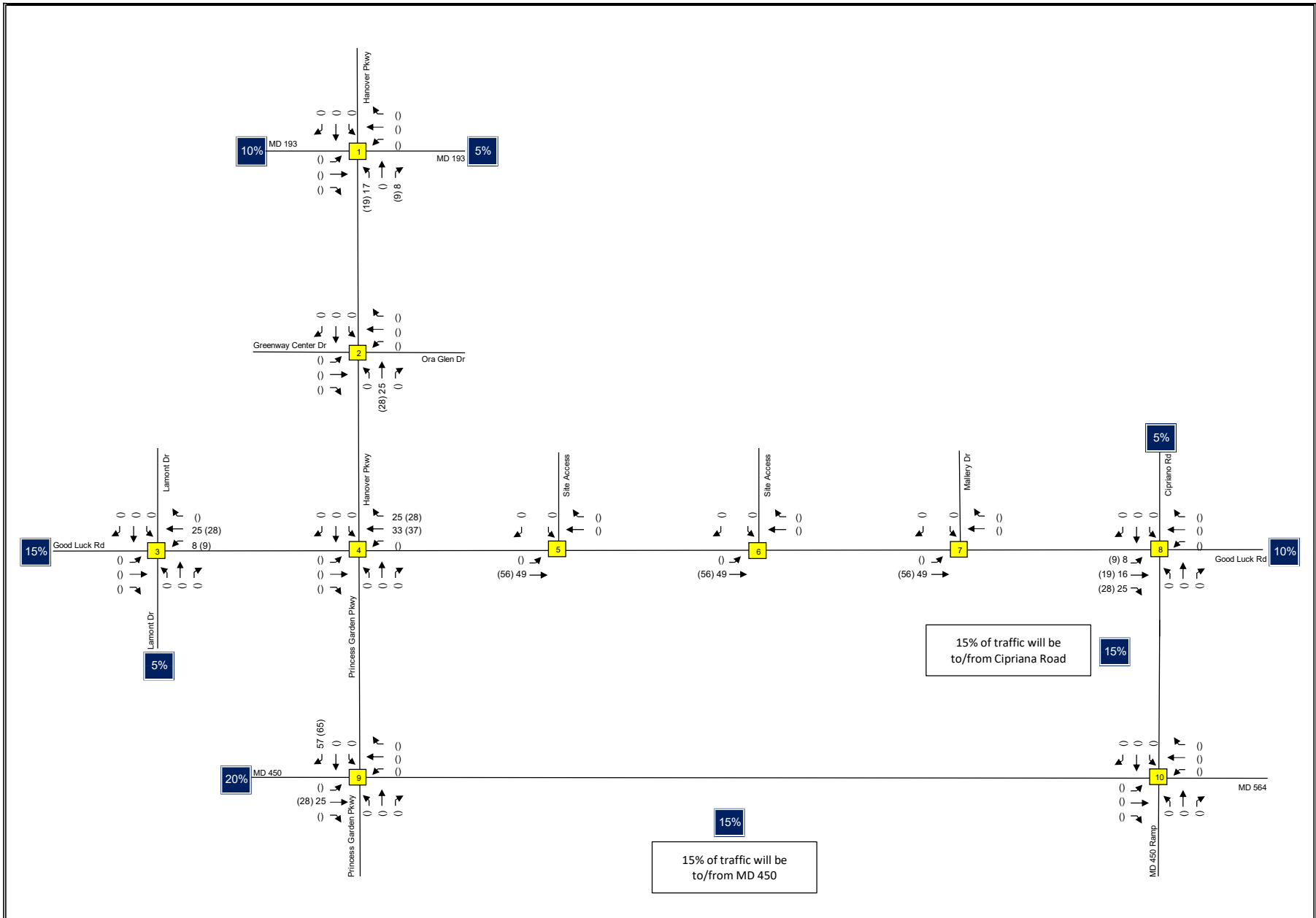
Inbound Trip Assignment for Washington Education Zone (Office)


Key: xx = AM Peak Vol's (xx) = PM Peak Vol's

**Appendix
C2**







Traffic Impact Analysis	Outbound Trip Assignment for Washington Education Zone (Residential)	Appendix C5
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