

TRAFFIC IMPACT ANALYSIS

FOR

CHEVERLY - URBAN ATLANTIC

Prepared for:
Urban Atlantic Development, LLC

Prepared by:

LENHART TRAFFIC CONSULTING, INC.
TRAFFIC ENGINEERING & TRANSPORTATION PLANNING

March 11, 2024



List of Exhibits

Exhibit 1a	Site Location Map & Study Intersections
Exhibit 1b	Map of Existing Property and Parcels
Exhibit 2	Existing Lane Use & Traffic Control Devices
Exhibit 3	Existing Peak Hour Volumes
Exhibit 4a	Base Peak Hour Volumes
Exhibit 4b	Combined Trips from Background Developments
Exhibit 5	Background Peak Hour Volumes
Exhibit 6	Site Trip Generation
Exhibit 7a	Phase 1 Site Trip Assignment – Primary Trips (Excluding Retail)
Exhibit 7b	Phase 1 Site Trip Assignment – Pass-by Trips
Exhibit 7c	Phase 1 Site Trip Assignment – Retail Trips
Exhibit 8	Phase 1 Total Peak Hour Volumes
Exhibit 9	Phase 2 Site Trip Assignment
Exhibit 10	Phase 2 Total Peak Hour Volumes
Exhibit 11	Results of Level-of-Service Analyses
Exhibit 12	Proposed Lane Use & Traffic Control Devices

Turning Movement Counts for all Intersections (results shown on Exhibit 3)

Section 1 Introduction

1.1 Project Description

This Traffic Impact Analysis was prepared for the proposed Cheverly Urban Atlantic development in Cheverly, MD. The property was previous site for the Prince George's County Hospital which is no longer in operation. An aerial view and the study intersections analyzed in this report are shown on **Exhibit 1a** while **Exhibit 1b** details the boundaries of the various parcels that make up the property.

The development is proposed to be broken into two phases. Phase 1 consists of the vast majority of the development including 822 multifamily units, 48 condos, 75 townhouses, a 71 room hotel, 39,725 square feet of retail space, and 70,000 square feet of medical office. Phase 2 consists of an additional 310 multifamily units and 90 townhouse units.

Access to the site will remain via the existing roadway network and two additional access points to the Cheverly community are proposed as extensions of Inwood Street and Lockwood Road.

1.2 Scope of Study

A Scoping agreement was coordinated with M-NCPPC and is included in Appendix A. The trip distribution for the site is shown in Exhibit 1. It should be noted that the original submission of the scoping documents had trip distribution percentages the same for all portions of the development. However, the trip distribution percentages for the retail portion of the development should be more oriented to/from the Cheverly community as opposed to the more regional roadways (MD 295, US 50, etc.) and has been updated as is shown on Exhibit 1b.

Unsignalized Intersections: The procedure for unsignalized intersections is not a true test of adequacy but rather an indicator that further operational studies need to be conducted. For two-way stop-controlled intersections a three-step process is employed: (1) Vehicle delay is computed in all movements using the *Highway Capacity Manual* (Transportation Research Board) procedure. If no movement exceeds 50 seconds, the intersection is deemed to operate adequately, and the analysis is complete. (2) If delay exceeds 50 seconds and the minor street volumes on each approach are 100 or fewer, the intersection is deemed to operate adequately, and the analysis is complete. (3). If the delay exceeds 50 seconds and at least one approach volume exceeds 100, the critical lane volume is computed. If the critical lane volume is 1,150 or less, the intersection is deemed to operate

adequately, and the analysis is complete. The three-step process is to be treated as pass-fail and a level of service will not be reported. In situations where an unsignalized intersection does not pass the three-step process, it is typical to include a condition of approval to require a signal warrant study, and if warranted and required by the operating agency, the signal would be bonded and permitted prior to the release of building permits.

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

Signalized Intersections: The subject property is zoned CGO and is located within Transportation Service Area 1, as defined in Plan 2035. As such, the subject property is evaluated according to the following standards which would require a level of service “E” or better for signalized intersections. M-NCPPC Guidelines require that signalized intersections operate with CLV less than 1,600 in Transportation Service Area 1 where the site is located.

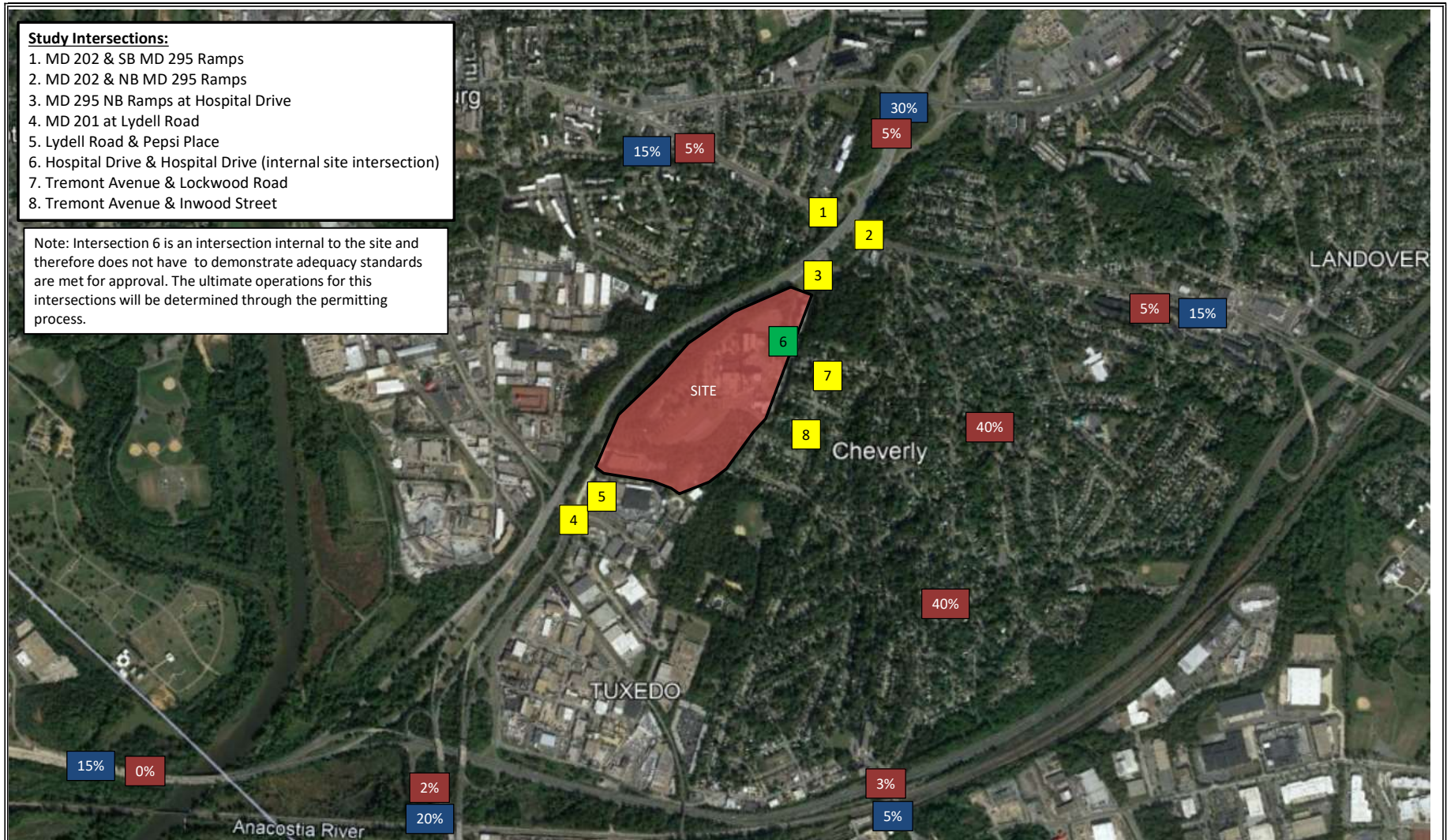
Level-of-Service standards are summarized in Table 24-4502 of the Subdivision Ordinance as shown in the table below.

Table 24-4502: Summary of Public Facility Adequacy Standards	
Area of Applicability	Level of Service
RTO and LTO base and Planned Development (PD) zones	“Edge” areas of RTO and LTO base and PD Zones: LOS “Transit Edge” (Critical Lane Volume of 1601-1800) “Core” areas of RTO and LTO base and PD Zones: LOS “Transit Core” (Critical Lane Volume of 1801-2000)
	In instances where CLV exceeds 1800 in the RTO and LTO base and PD zone “edge” or where CLV exceeds 2000 in the RTO and LTO base and PD zone “core,” refer to Section 24-4505(b)(4)
Transportation Service Area 1 (Plan Prince George’s 2035 Approved General Plan (Plan 2035, Map 14), excluding RTO and LTO base and PD zones; and NAC and TAC base and PD zones (regardless of location)	LOS “E” (Critical Lane Volume of 1451-1600)
Transportation Service Area 2 (Plan 2035, Map 14), excluding RTO, LTO, NAC, and TAC base and PD zones	LOS “D” (Critical Lane Volume of 1301-1450)
Transportation Service Area 3 (Plan 2035, Map 14)	LOS “C” (Critical Lane Volume of 1151-1300)

Study Intersections:

1. MD 202 & SB MD 295 Ramps
2. MD 202 & NB MD 295 Ramps
3. MD 295 NB Ramps at Hospital Drive
4. MD 201 at Lydell Road
5. Lydell Road & Pepsi Place
6. Hospital Drive & Hospital Drive (internal site intersection)
7. Tremont Avenue & Lockwood Road
8. Tremont Avenue & Inwood Street

Note: Intersection 6 is an intersection internal to the site and therefore does not have to demonstrate adequacy standards are met for approval. The ultimate operations for this intersections will be determined through the permitting process.



Traffic Impact Analysis

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Site Location Map &
Study Intersections

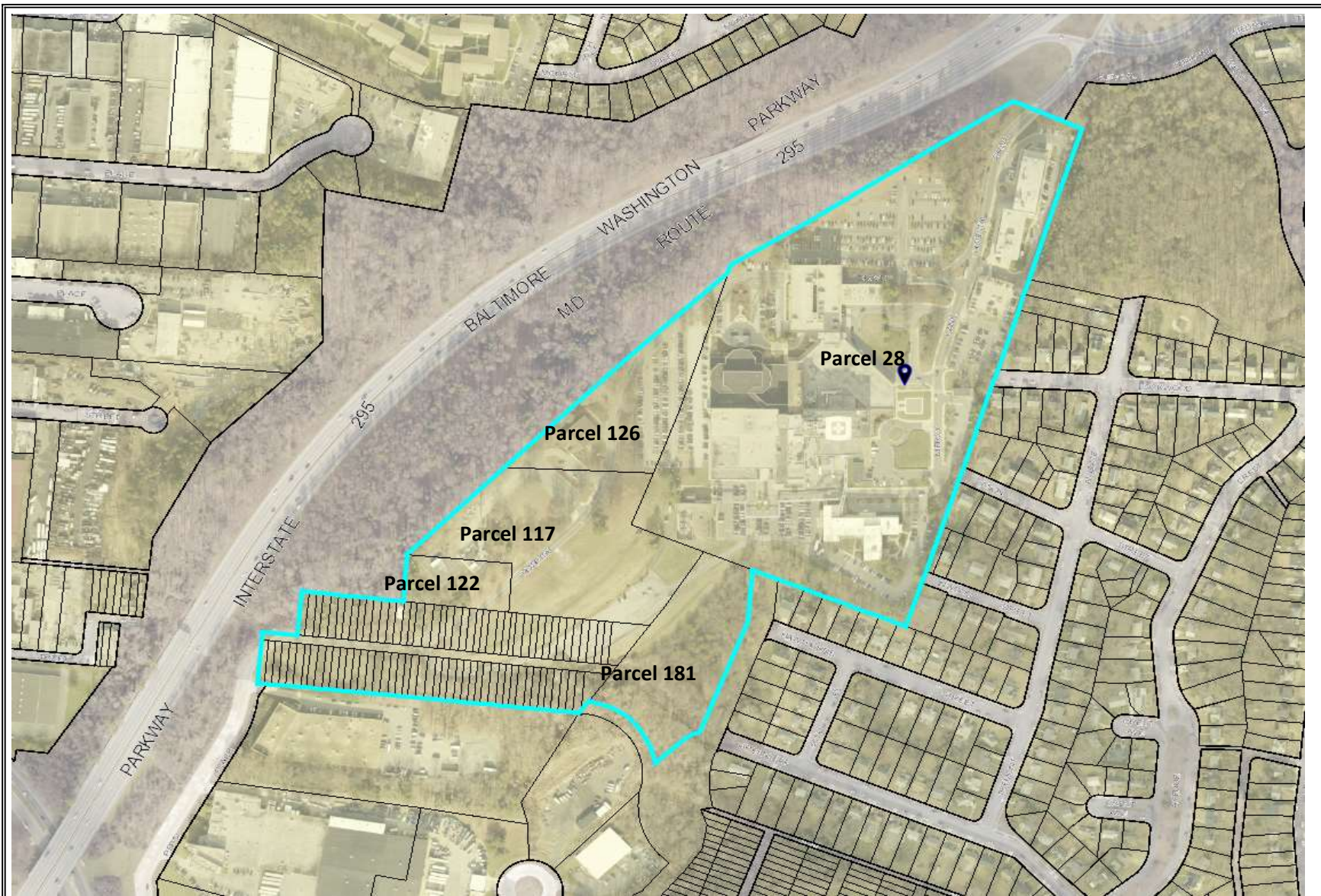
%

- Residential / Office Trip Distribution

%

- Retail Trip Distribution

**Exhibit
1a**

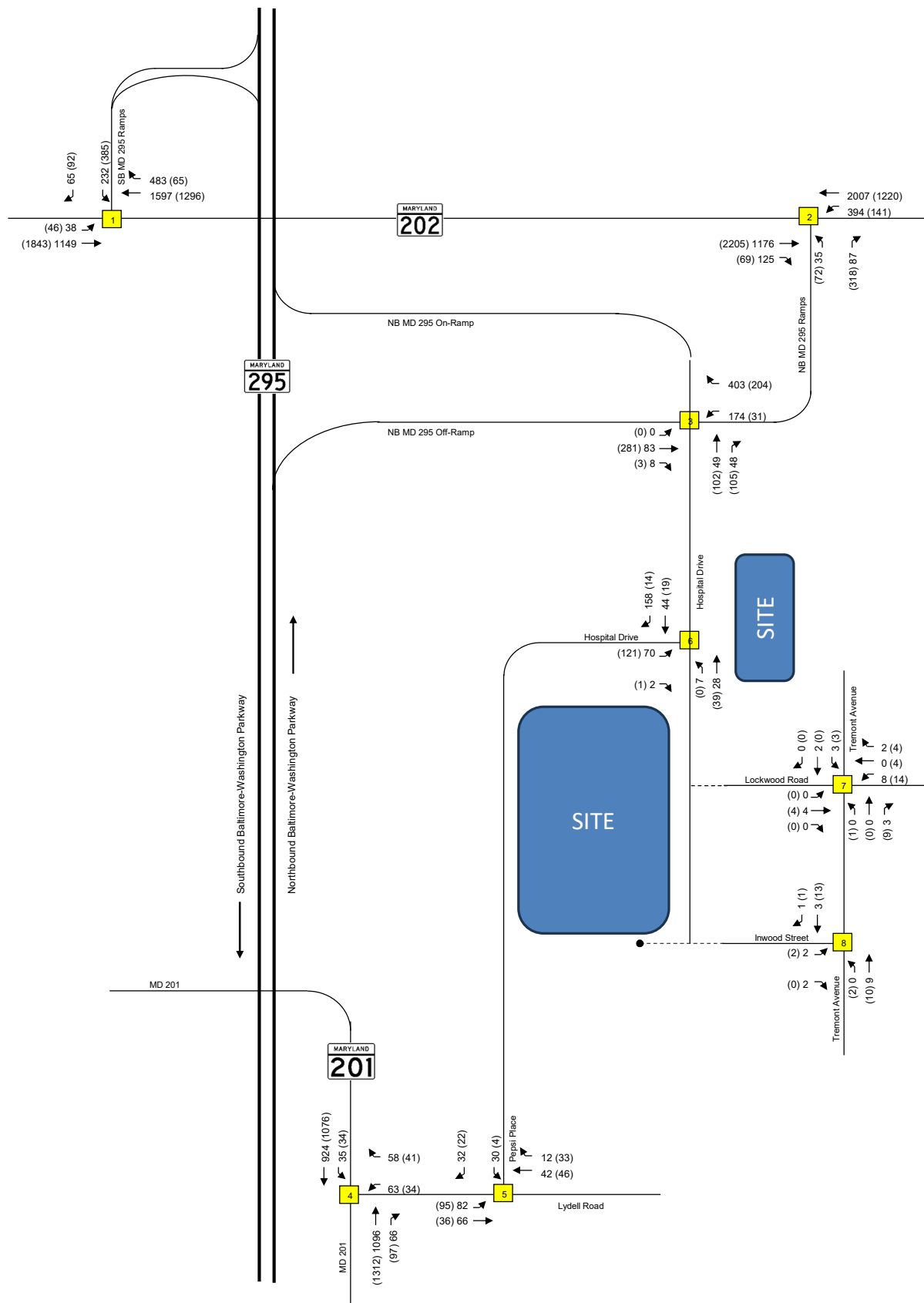


Traffic Impact Analysis

Map of Existing
Property and Parcels

**Exhibit
1b**

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Traffic Impact Analysis

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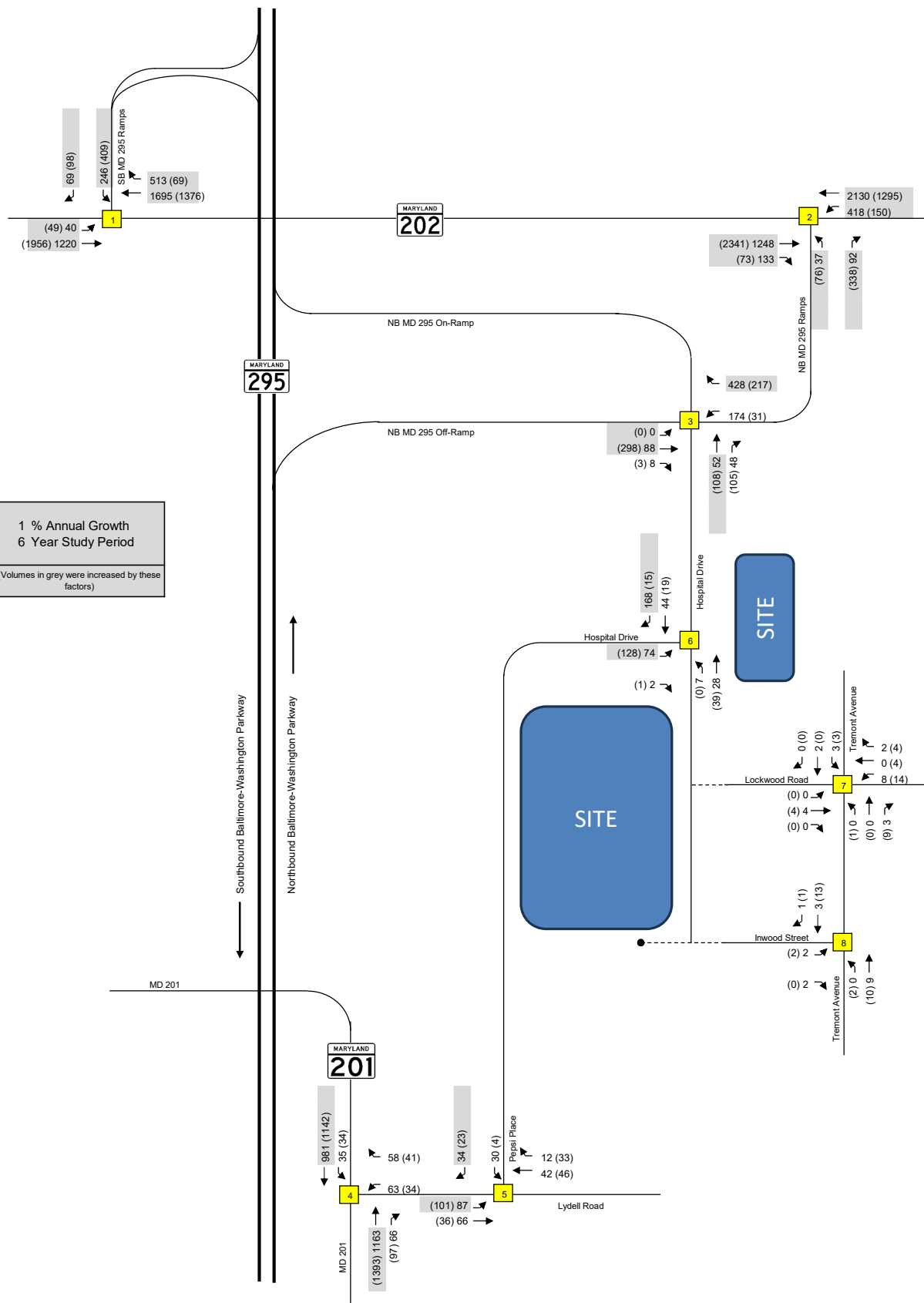
Existing Peak Hour Volumes

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

**Exhibit
3**

1 % Annual Growth
6 Year Study Period

(Volumes in grey were increased by these factors)



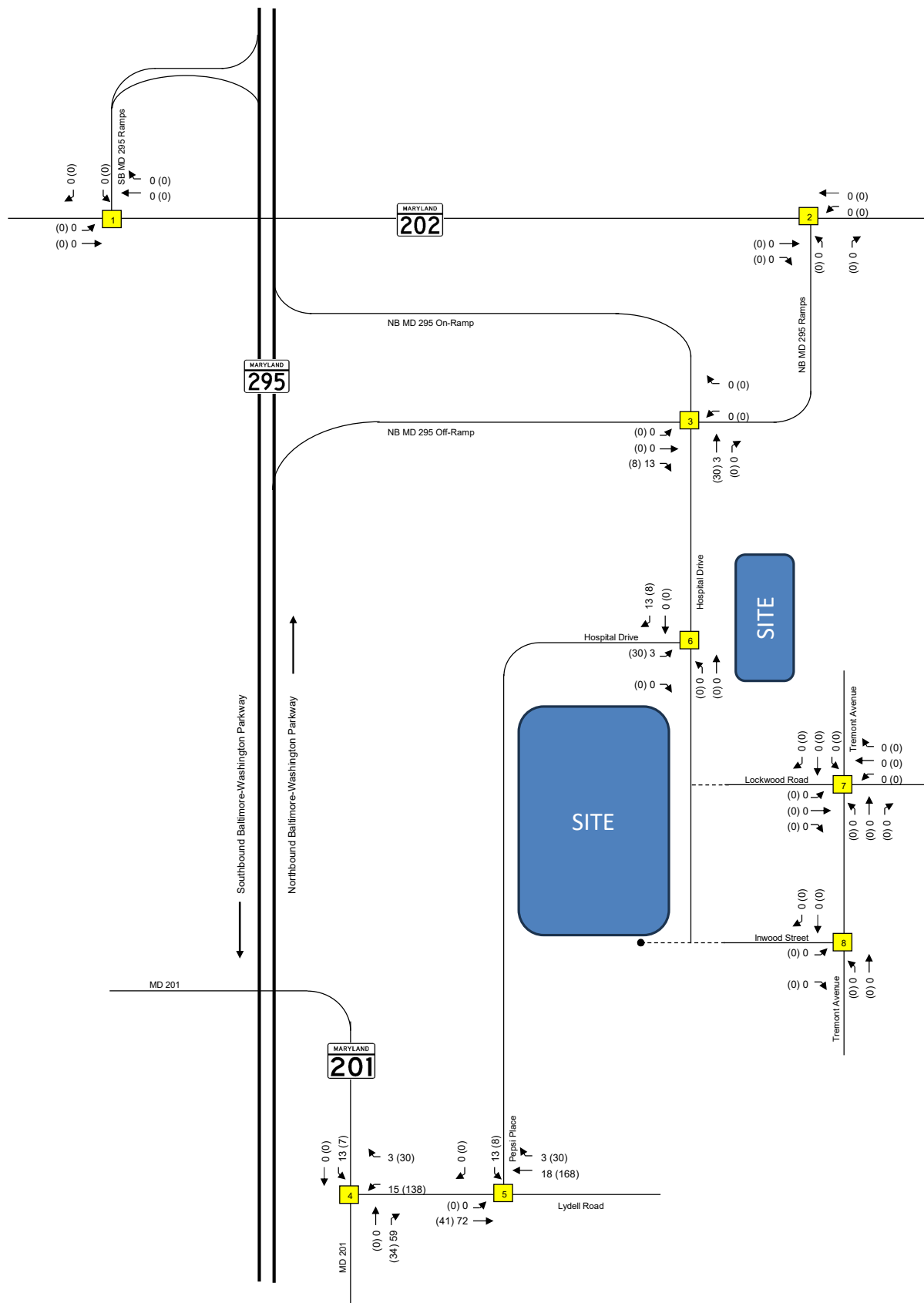
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Base
Peak Hour Volumes

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

Exhibit
4a



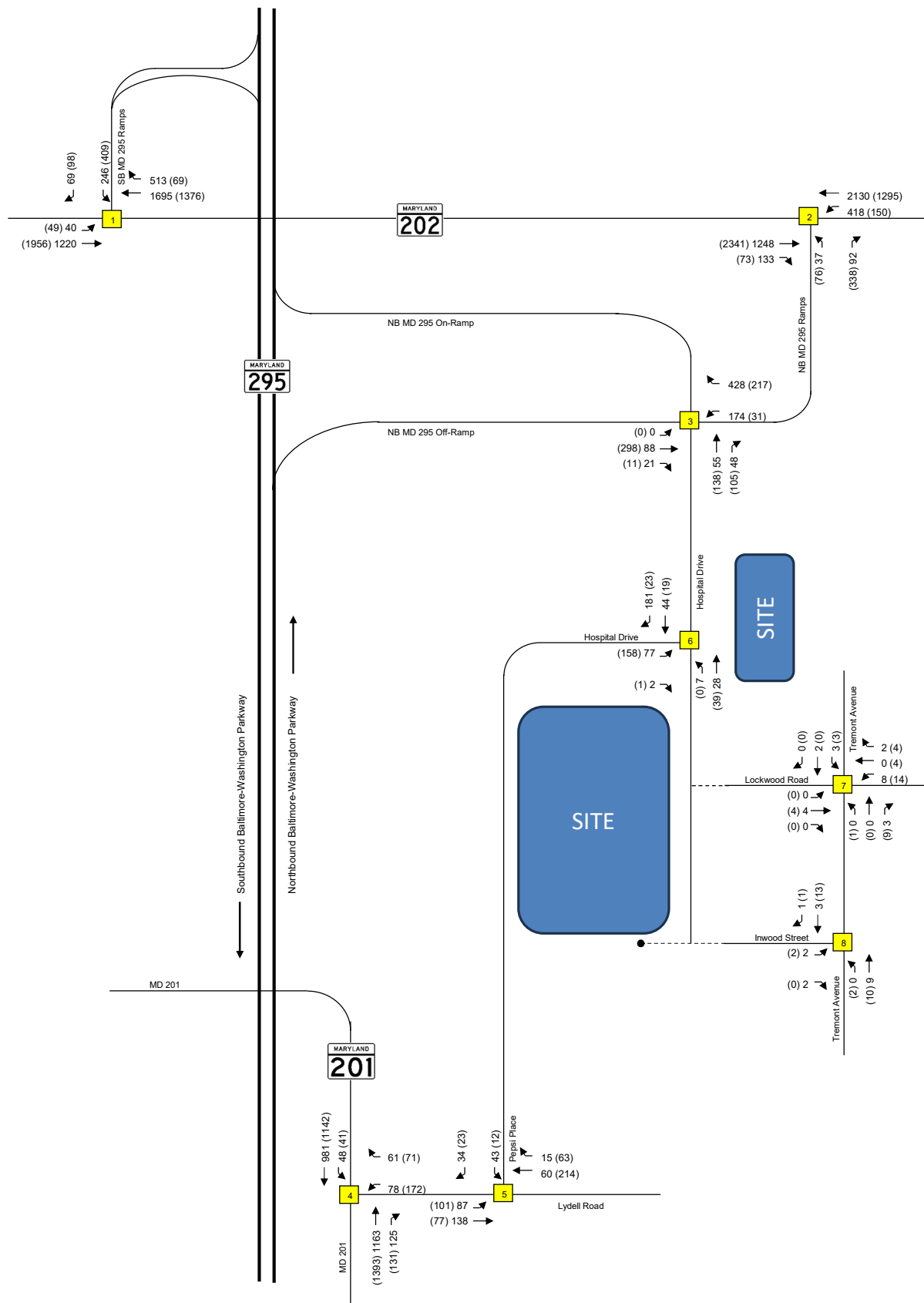
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Combined Trips from Background Developments

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

**Exhibit
4b**



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Background Peak Hour Volumes

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

**Exhibit
5**

Trip Generation Rates

	Hospital (ksf, ITE-610)	Trip Distribution (In/Out)	
		Morning Trips = 0.89 x ksf	68/32
Apartments (garden and mid-rise, Prince George's County Rates)	Evening Trips = 0.97 x ksf		32/68
	Morning Trips = 0.52 x Units		20/80
	Evening Trips = 0.60 x Units		65/35
Townhouse (Prince George's County Rates)	Morning Trips = 0.70 x Units		20/80
	Evening Trips = 0.80 x Units		65/35
Hotel Rooms (ITE-310)	Morning Trips = 0.50 x Rooms - 7.45		56/44
	Evening Trips = 0.74 x Rooms - 27.89		51/49
Retail Plaza (<40k) (ksf, ITE-822)	Morning Trips = 2.36 x ksf		60/40
	Evening Trips = 6.59 x ksf		50/50
Office (Medical/Professional, Prince George's County Rates)	Morning Trips = 2.85 x ksf		81/19
	Evening Trips = 3.8 x ksf		32/68

Existing Trip Generation

The existing hospital is no longer in operation and therefore this trip generation is provided for informational purposes only.

Existing Hospital	Hospital (ksf, ITE-610)	882,461 square feet	AM Peak			PM Peak		
			In	Out	Total	In	Out	Total
			534	251	785	274	582	856
Existing Hospital Trips (no longer in operation):			534	251	785	274	582	856

Total Site Trip Generation

Proposed Use				AM Peak			PM Peak		
				In	Out	Total	In	Out	Total
Residential	Multifamily	Apartments (garden and mid-rise, Prince George's County Rates)	1,132 units	118	471	589	441	238	679
	Condos	Apartments (garden and mid-rise, Prince George's County Rates)	48 units	5	20	25	19	10	29
	Townhouses	Townhouse (Prince George's County Rates)	165 units	23	93	116	86	46	132
		Total Residential Trips:		146	584	730	546	294	840
		<i>Internal Residential Trips:</i>		3	11	14	38	27	65
Hotel	Hotel Rooms (ITE-310)	71 rooms		16	12	28	13	12	25
		<i>Internal Hotel Trips:</i>		0	7	7	4	2	6
Retail	Retail Plaza (<40k) (ksf, ITE-822)	39,725 sq.ft.		56	38	94	131	131	262
		<i>Internal Retail Trips:</i>		19	9	28	25	39	64
		<i>External Retail Trips:</i>		37	29	66	106	92	198
		<i>Pass-by Trips (40% AM / PM):</i>		-14	-12	-26	-42	-37	-79
Office	Office (Medical/Professional, Prince George's County Rates)	70,000 sq.ft.		161	39	200	84	182	266
		<i>Internal Office Trips:</i>		16	11	27	15	14	29
Total New Primary Trips for Proposed Uses:				327	623	950	650	500	1150
Total Internal Trips:				38	38	76	82	82	164
Total Pass-by Trips:				14	12	26	42	37	79

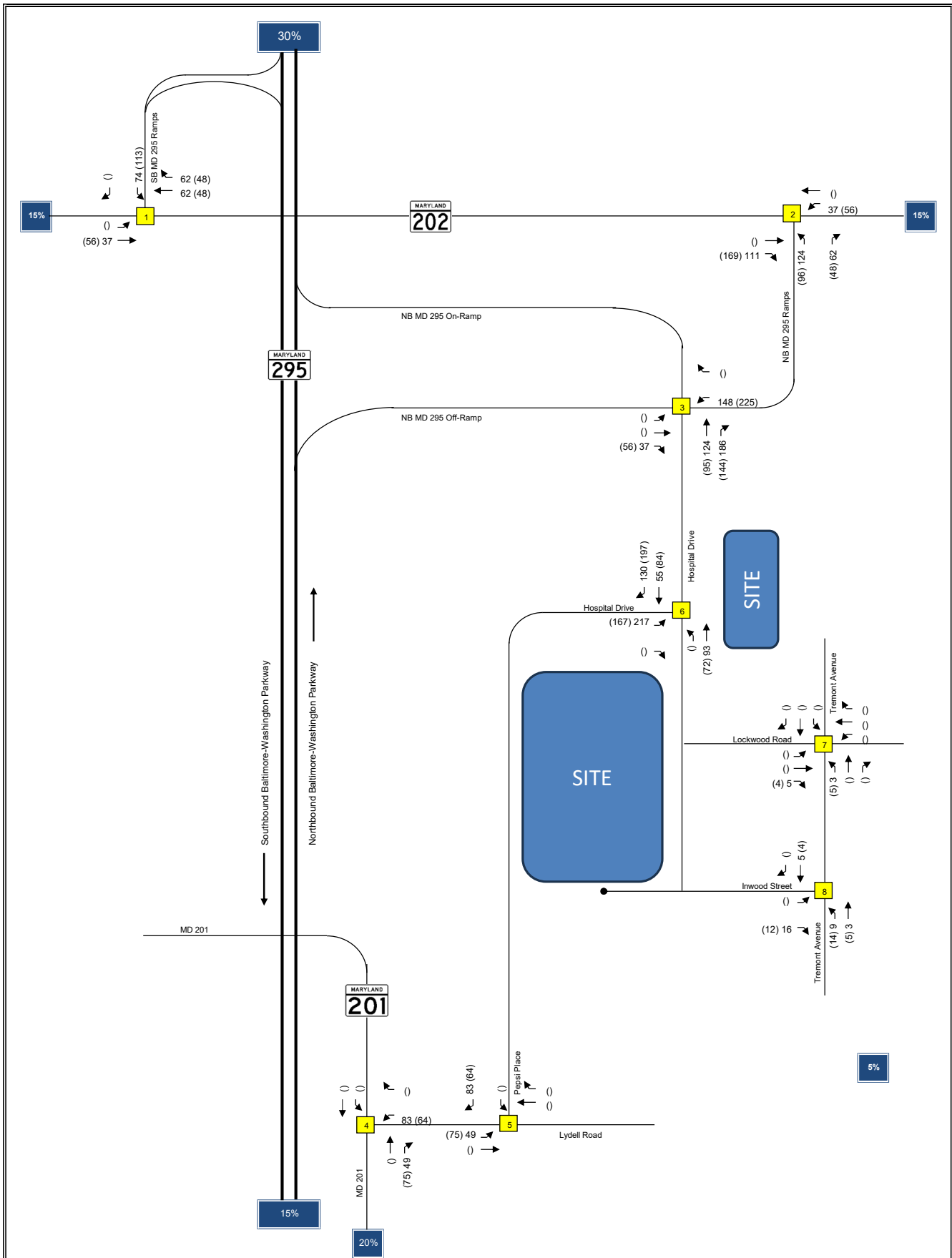
Phase 1				AM Peak			PM Peak		
				In	Out	Total	In	Out	Total
Residential	Multifamily	Apartments (garden and mid-rise, Prince George's County Rates)	822 units	85	342	427	320	173	493
	Condos	Apartments (garden and mid-rise, Prince George's County Rates)	48 units	5	20	25	19	10	29
	Townhouses	Townhouse (Prince George's County Rates)	75 units	11	42	53	39	21	60
		Total Residential Trips:		101	404	505	378	204	582
		<i>Internal Residential Trips:</i>		3	11	14	38	27	65
Hotel	Hotel Rooms (ITE-310)	71 rooms		16	12	28	13	12	25
		<i>Internal Hotel Trips:</i>		0	7	7	4	2	6
Retail	Retail Plaza (<40k) (ksf, ITE-822)	39,725 sq.ft.		56	38	94	131	131	262
		<i>Internal Retail Trips:</i>		19	9	28	25	39	64
		<i>External Retail Trips:</i>		37	29	66	106	92	198
		<i>Pass-by Trips (40% AM / PM):</i>		-14	-12	-26	-42	-37	-79
Office	Office (Medical/Professional, Prince George's County Rates)	70,000 sq.ft.		161	39	200	84	182	266
		<i>Internal Office Trips:</i>		16	11	27	15	14	29
Total New Primary Trips for Phase 1:				282	443	725	482	410	892
Total Internal Trips:				38	38	76	82	82	164
Total Pass-by Trips:				14	12	26	42	37	79

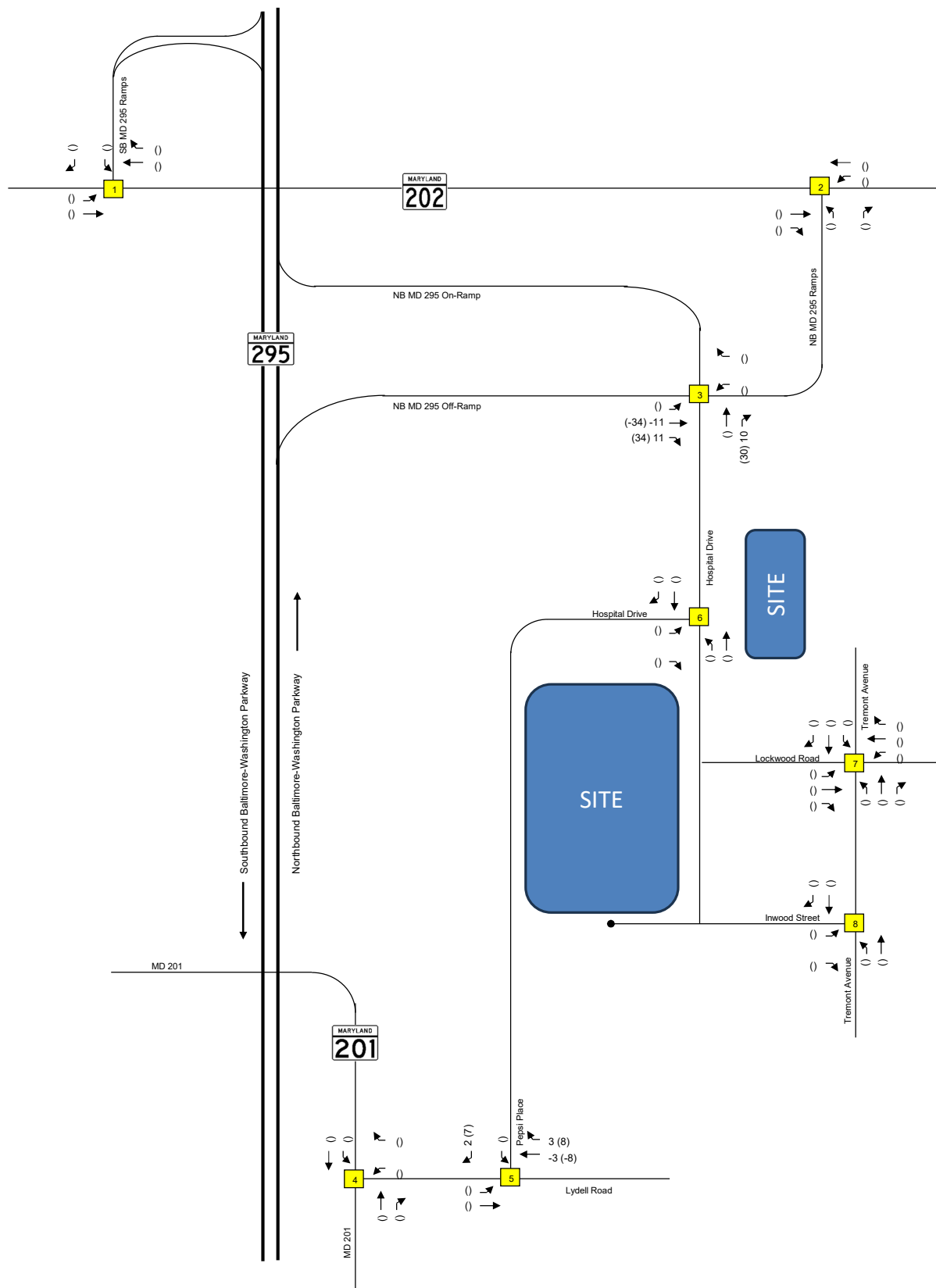
Phase 2				AM Peak			PM Peak		
				In	Out	Total	In	Out	Total
Residential	Multifamily	Apartments (garden and mid-rise, Prince George's County Rates)	310 units	32	129	161	121	65	186
	Townhouses	Townhouse (Prince George's County Rates)	90 units	13	50	63	47	25	72
Phase 2 Trips:				45	180	225	168	90	258

Notes:

1. Trip Generation rates obtained from Prince George's County Guidelines and the ITE Trip Generation Manual, 11th Edition.
2. See accompanying ITE Trip Generation Manual Internal Capture Worksheets for calculations used to determine internal capture trips for the site.
3. Pass-by rates obtained from Prince George's County Guidelines.

Traffic Impact Analysis	Site Trip Generation	Exhibit 6
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Traffic Impact Analysis

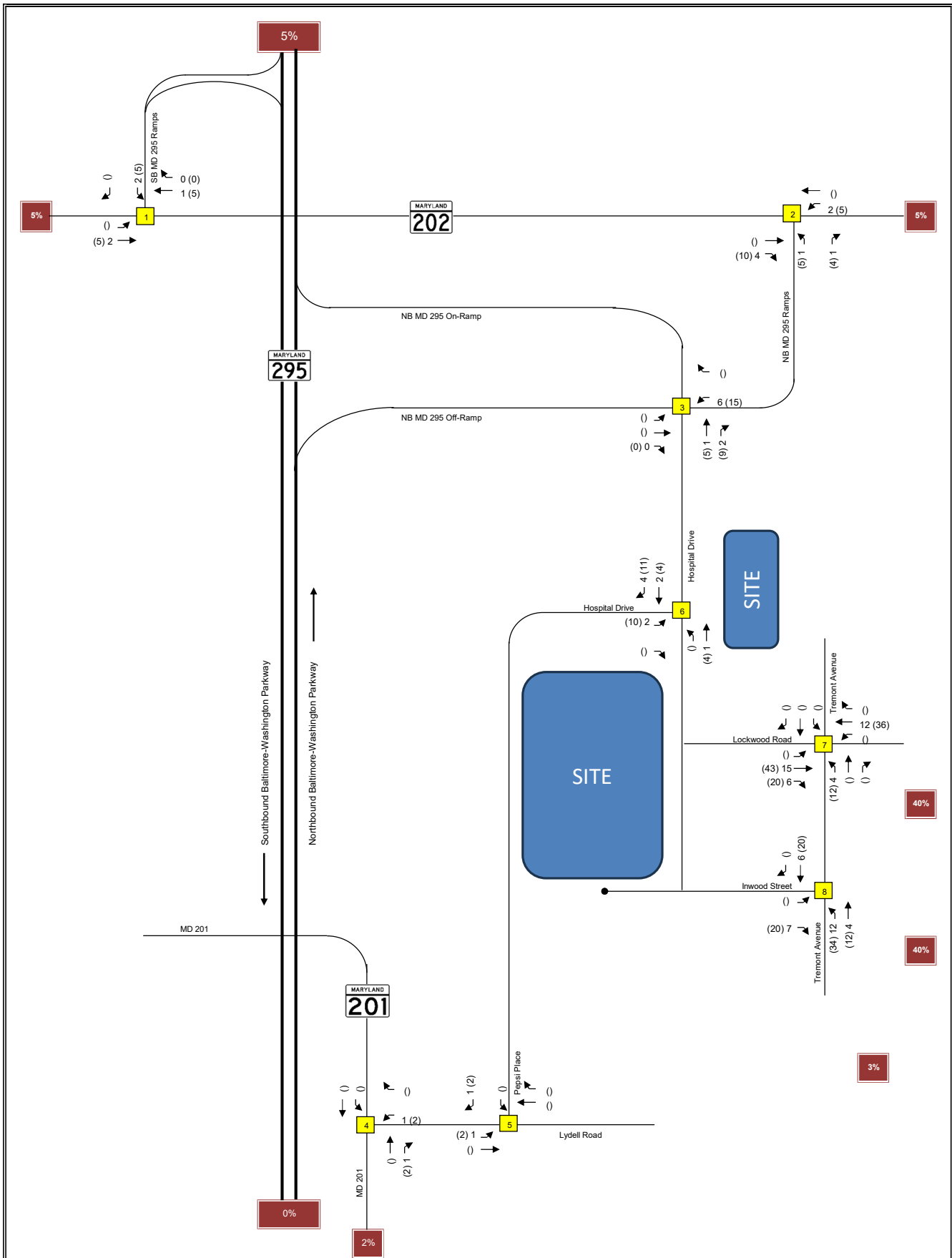
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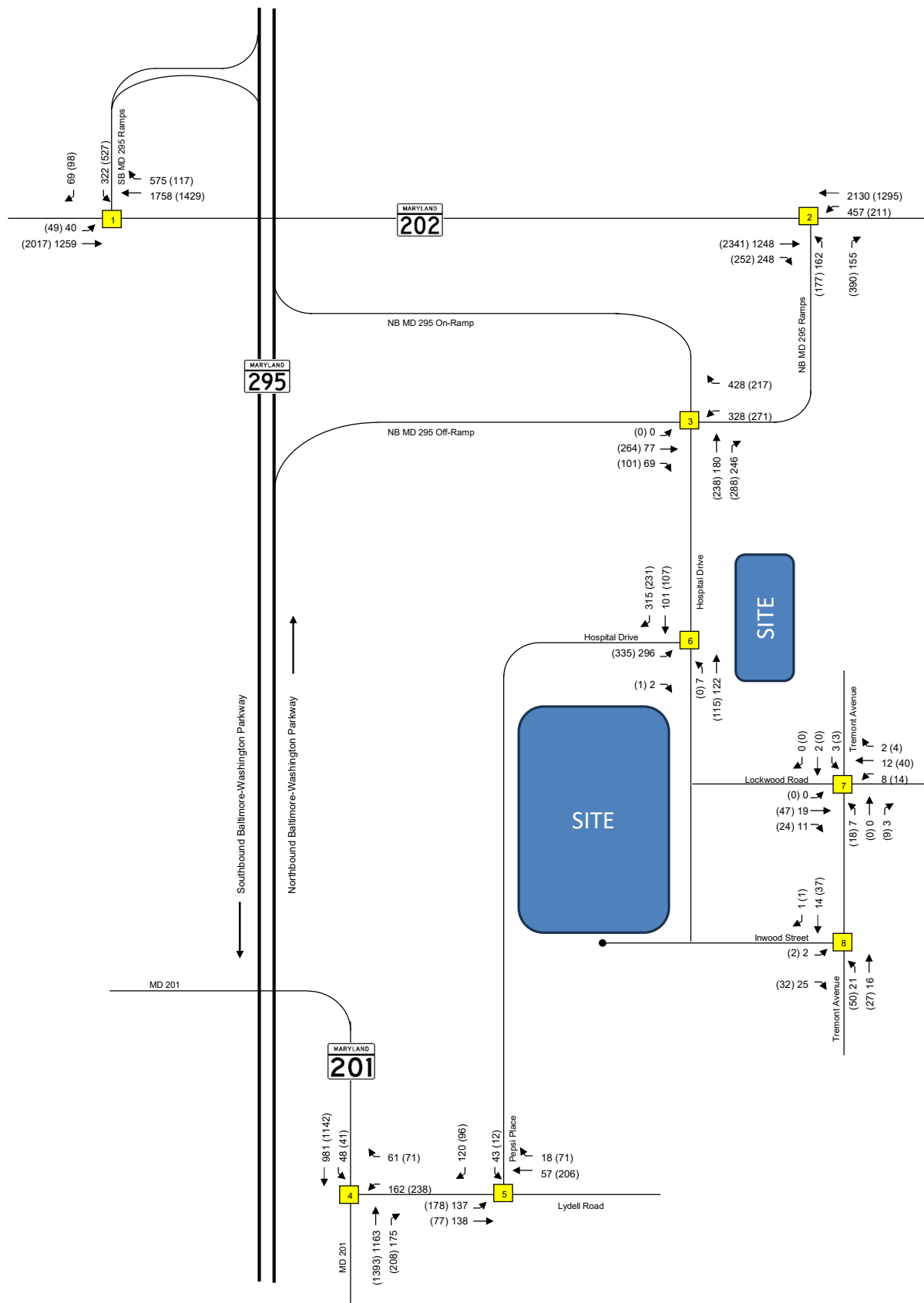
Phase 1 Site Trip Assignment - Pass-by Trips

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

**Exhibit
7b**



Traffic Impact Analysis	Phase 1 Site Trip Assignment - Retail Trips Key: xx = AM Peak Vol's (xx) = PM Peak Vol's	Exhibit 7c
Lenhart Traffic Consulting, Inc. Traffic Engineering & Transportation Planning		



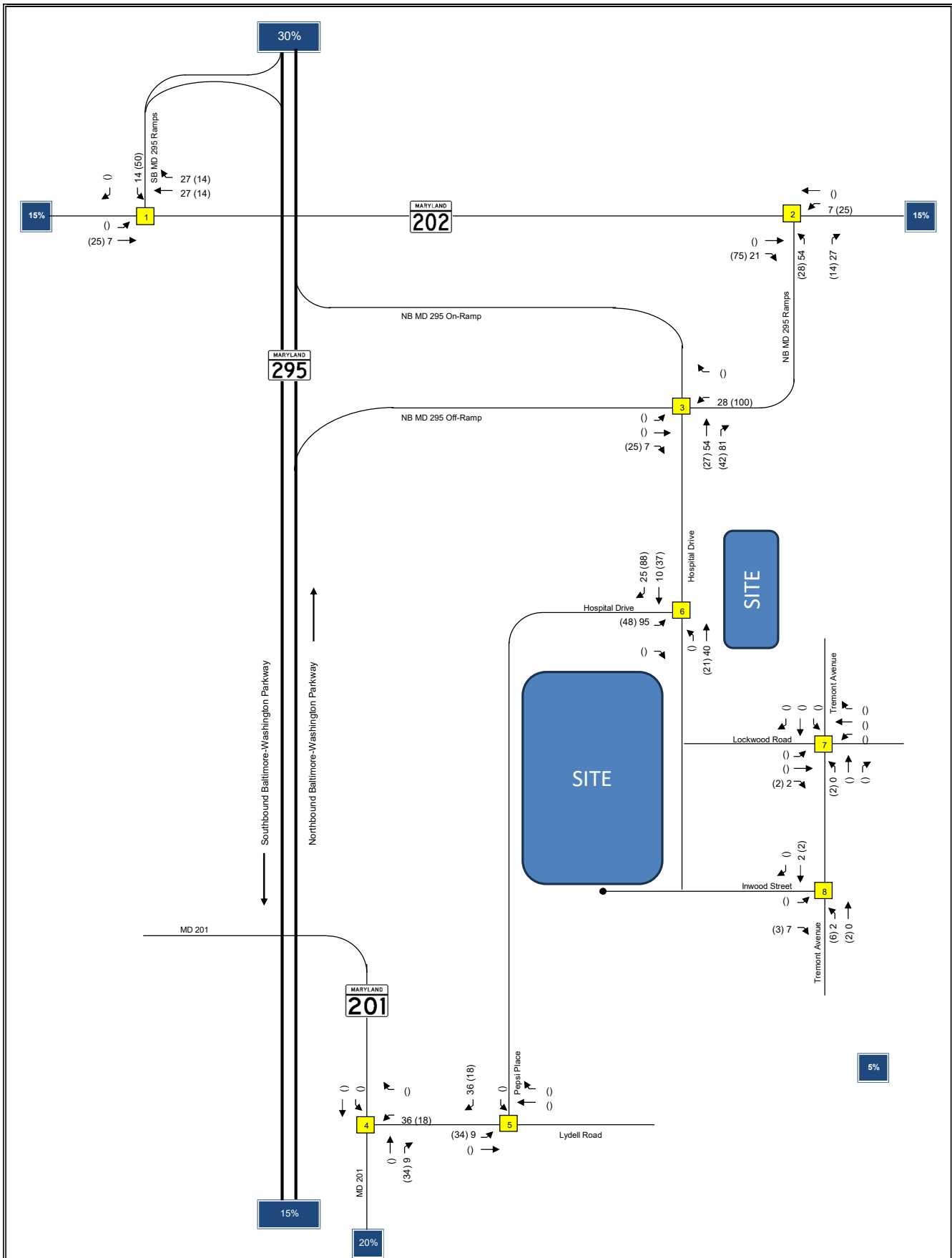
Traffic Impact Analysis

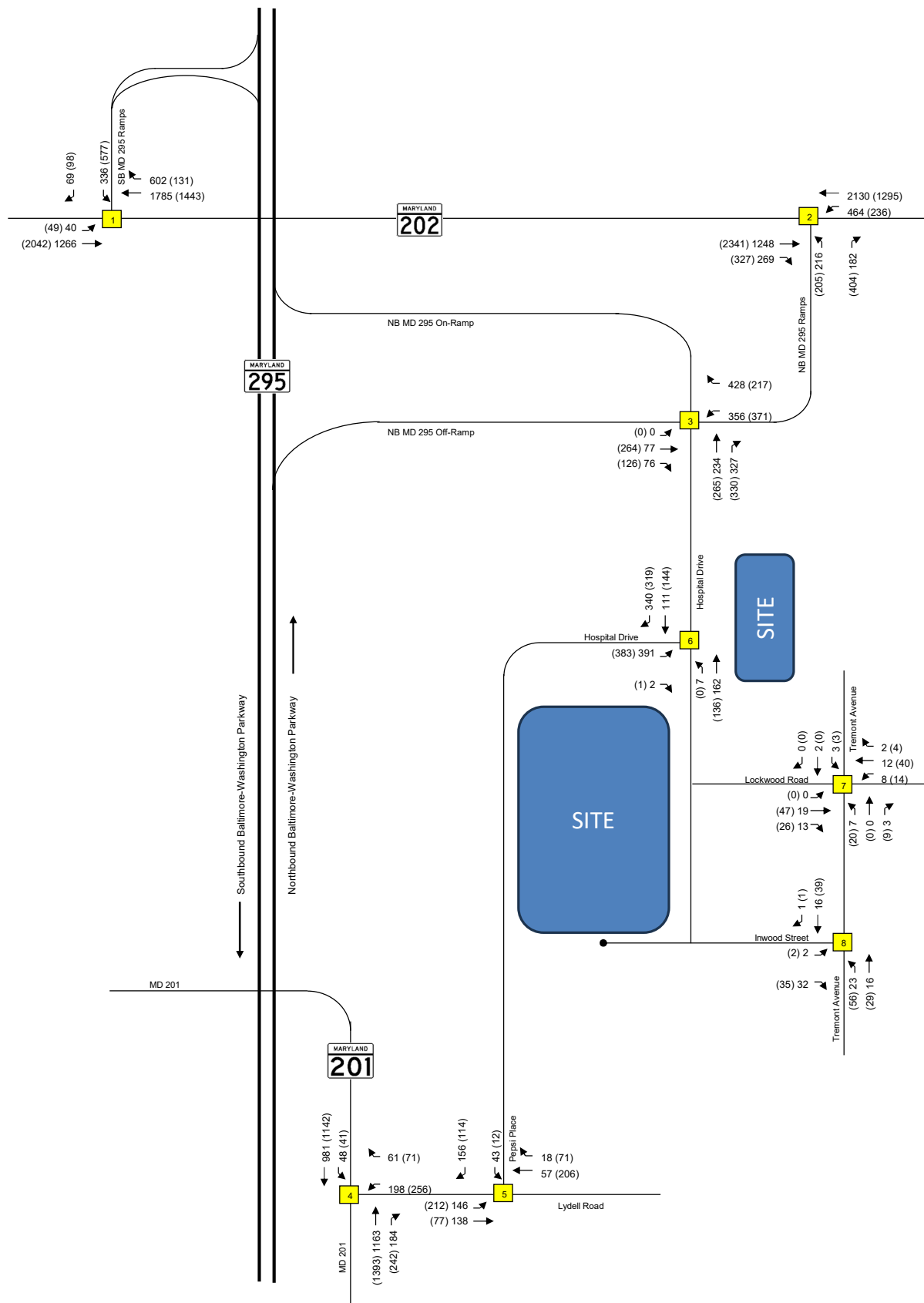
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Phase 1 Total Peak Hour Volumes

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

**Exhibit
8**





Traffic Impact Analysis

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Phase 2 Total Peak Hour Volumes

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

**Exhibit
10**

Level-of-Service Results

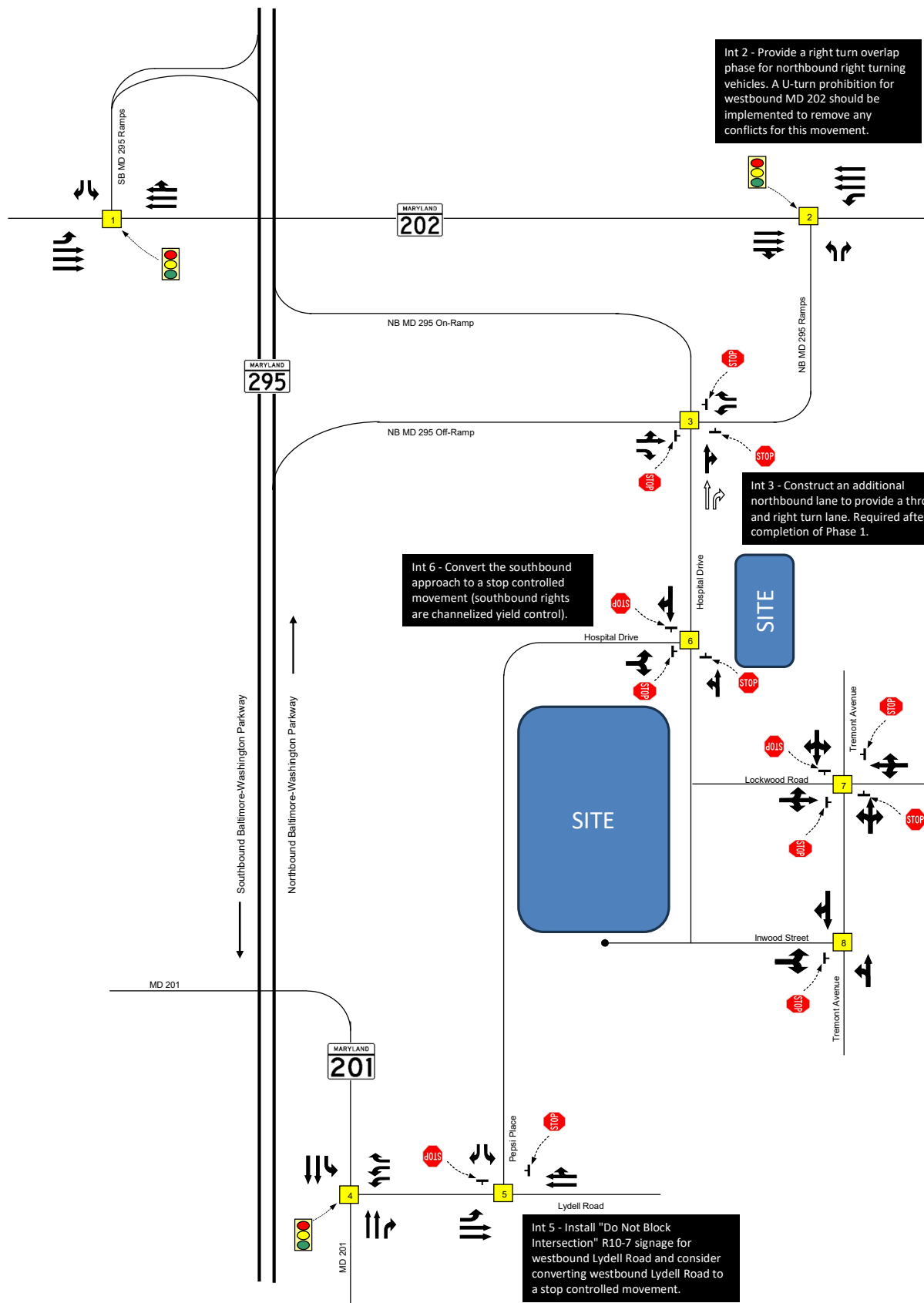
Morning Peak Hour	Existing LOS	Background Los	Total LOS	Total LOS	Total LOS w/ Imps.	Meets Standard?
			Phase 1	Phase 2		
1). MD 202 & SB MD 295 Ramps (Signalized)	B / 1040	B / 1103	C / 1225	C / 1259		Y
2). MD 202 & NB MD 295 Ramps (Signalized)	A / 910	A / 966	C / 1173	C / 1241		Y
3). NB MD 295 Ramps & Hospital Drive (Unsignalized)						Y
Step 1 - HCM Delay Test						
Eastbound Approach	7.9 sec.	8.0 sec.	9.6 sec.	10.5 sec.	10.0 sec.	Y
Westbound Approach	8.8 sec.	8.9 sec.	14.9 sec.	19.0 sec.	17.1 sec.	Y
Northbound Approach	7.9 sec.	8.0 sec.	15.5 sec.	29.7 sec.	11.9 sec.	Y
4). MD 201 & Lydell Road (Signalized)	A / 543	A / 583	A / 632	A / 655		Y
5). Lydell Road & Pepsi Place (Unsignalized)						Y
Step 1 - HCM Delay Test						
Eastbound Approach	7.5 sec.	7.5 sec.	7.6 sec.	7.7 sec.		Y
Southbound Approach	10.0 sec.	11.1 sec.	11.2 sec.	11.4 sec.		Y
6). Hospital Drive & Hospital Drive (Unsignalized)						Y
Step 1 - HCM Delay Test						
Eastbound Approach	7.7 sec.	7.8 sec.	11.3 sec.	14.8 sec.		Y
Northbound Approach	7.4 sec.	7.4 sec.	9.1 sec.	10.2 sec.		Y
Southbound Approach	7.4 sec.	7.4 sec.	8.9 sec.	9.5 sec.		Y
7). Tremont Avenue & Lockwood Road (Unsignalized)						Y
Step 1 - HCM Delay Test						
Eastbound Approach	7.0 sec.	7.0 sec.	6.9 sec.	6.9 sec.		Y
Westbound Approach	7.1 sec.	7.1 sec.	7.1 sec.	7.1 sec.		Y
Northbound Approach	6.4 sec.	6.4 sec.	7.1 sec.	7.1 sec.		Y
Southbound Approach	7.1 sec.	7.1 sec.	7.2 sec.	7.2 sec.		Y
8). Tremont Avenue & Inwood Street (Unsignalized)						Y
Step 1 - HCM Delay Test						
Eastbound Approach	8.5 sec.	8.5 sec.	8.5 sec.	8.5 sec.		Y
Northbound Approach	0.0 sec.	0.0 sec.	4.2 sec.	4.4 sec.		Y
Evening Peak Hour	Existing LOS	Background Los	Total LOS	Total LOS	Total LOS w/ Imps.	Meets Standard?
			Phase 1	Phase 2		
1). MD 202 & SB MD 295 Ramps	B / 1067	B / 1133	C / 1273	D / 1333		Y
2). MD 202 & NB MD 295 Ramps	C / 1159	C / 1231	D / 1349	D / 1428		Y
3). NB MD 295 Ramps & Hospital Drive						Y
Step 1 - HCM Delay Test						
Eastbound Approach	10.3 sec.	10.9 sec.	15.2 sec.	17.2 sec.	15.5 sec.	Y
Westbound Approach	8.3 sec.	8.5 sec.	16.2 sec.	26.7 sec.	22.8 sec.	Y
Northbound Approach	9.1 sec.	9.8 sec.	31.6 sec.	71.9 sec.	15.6 sec.	Y
Step 2 - Minor Street Volume						N
Step 3 - CLV Test			B / 1061	C / 1230	> 100 veh. > 100 veh. A / 900	Y
4). MD 201 & Lydell Road	A / 611	A / 723	A / 764	A / 787		Y
5). Lydell Road & Pepsi Place						Y
Step 1 - HCM Delay Test						
Eastbound Approach	7.6 sec.	8.1 sec.	8.4 sec.	8.5 sec.		Y
Southbound Approach	9.0 sec.	11.1 sec.	11.0 sec.	11.3 sec.		Y
6). Hospital Drive & Hospital Drive						Y
Step 1 - HCM Delay Test						
Eastbound Approach	8.1 sec.	8.4 sec.	12.1 sec.	14.4 sec.		Y
Northbound Approach	7.5 sec.	7.6 sec.	9.1 sec.	9.8 sec.		Y
Southbound Approach	7.4 sec.	7.5 sec.	9.0 sec.	9.8 sec.		Y
7). Tremont Avenue & Lockwood Road						Y
Step 1 - HCM Delay Test						
Eastbound Approach	7.0 sec.	7.0 sec.	7.2 sec.	7.2 sec.		Y
Westbound Approach	7.1 sec.	7.1 sec.	7.4 sec.	7.4 sec.		Y
Northbound Approach	6.5 sec.	6.4 sec.	7.3 sec.	7.3 sec.		Y
Southbound Approach	7.2 sec.	7.1 sec.	7.5 sec.	7.5 sec.		Y
8). Tremont Avenue & Inwood Street						Y
Step 1 - HCM Delay Test						
Eastbound Approach	8.7 sec.	8.7 sec.	8.7 sec.	8.7 sec.		Y
Northbound Approach	1.1 sec.	1.1 sec.	4.9 sec.	4.9 sec.		Y

Traffic Impact Analysis

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Results of Level-of-Service Analyses

**Exhibit
11**



Traffic Impact Analysis	Proposed Lane Use & Traffic Control Devices	Exhibit 12
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	Weekday Morning Peak Hour (6:30 am - 9:30 am)																				Total	
	N/A Northbound					BW Parkway SB Ramps Southbound					MD 202 Eastbound					MD 202 Westbound						
	Time:	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right		Peds
6:30-6:45						4	0	16		9	0	0	13	213		1	0		297	125	0	673
6:45-7:00						1	0	41		11	0	1	4	224		0	0		336	126	0	743
7:00-7:15						2	0	32		16	0	2	4	225		0	0		370	107	0	756
7:15-7:30						1	0	40		17	0	0	7	272		0	0		394	121	0	851
7:30-7:45						2	0	50		19	1	0	9	282		0	1		405	99	0	865
7:45-8:00						1	0	73		17	0	0	14	315		0	1		382	120	0	922
8:00-8:15						3	0	69		12	0	1	7	280		0	0		416	143	0	928
8:15-8:30						2	0	76		16	0	1	7	339		0	0		291	46	0	776
8:30-8:45						3	0	72		19	0	0	3	295		0	0		338	27	0	754
8:45-9:00						4	0	62		20	0	3	7	268		0	1		369	37	0	767
9:00-9:15						3	0	58		23	0	2	8	232		0	0		296	27	0	646
9:15-9:30						1	0	55		8	0	2	5	263		0	0		278	29	0	640

Hourly Totals																									
6:30-7:30	0	0	0	0	8	0	129	0	53	0	3	28	934	0	1	0	0	1397	479	0	3032				
6:45-7:45	0	0	0	0	6	0	163	0	63	1	3	24	1003	0	0	1	0	1505	453	0	3222				
7:00-8:00	0	0	0	0	6	0	195	0	69	1	2	34	1094	0	0	2	0	1551	447	0	3401				
7:15-8:15	0	0	0	0	7	0	232	0	65	1	1	37	1149	0	0	2	0	1597	483	0	3574				
7:30-8:30	0	0	0	0	8	0	268	0	64	1	2	37	1216	0	0	2	0	1494	408	0	3500				
7:45-8:45	0	0	0	0	9	0	290	0	64	0	2	31	1229	0	0	1	0	1427	336	0	3389				
8:00-9:00	0	0	0	0	12	0	279	0	67	0	5	24	1182	0	0	1	0	1414	253	0	3237				
8:15-9:15	0	0	0	0	12	0	268	0	78	0	6	25	1134	0	0	1	0	1294	137	0	2955				
8:30-9:30	0	0	0	0	11	0	247	0	70	0	7	23	1058	0	0	1	0	1281	120	0	2811				

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	
7:15-8:15	0	0	0	0	7	0	232	0	65	0	1	37	1149	0	0	2	0	1597	483	0	3574

Time:	Weekday Evening Peak Hour (4 pm - 7 pm)																			Total	
	N/A Northbound					BW Parkway SB Ramps Southbound					MD 202 Eastbound					MD 202 Westbound					
	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					1	0	96		24	0	0	8	426		0	0		346	20	0	920
4:15-4:30					7	0	92		22	0	1	10	516		0	0		290	17	0	948
4:30-4:45					3	0	99		21	1	1	10	495		0	0		321	14	0	961
4:45-5:00					2	0	98		25	0	3	13	406		0	1		339	14	0	899
5:00-5:15					4	0	103		18	0	1	11	471		0	0		298	15	0	917
5:15-5:30					3	0	74		16	0	3	10	461		0	1		319	11	0	895
5:30-5:45					1	0	82		14	0	3	11	483		0	0		343	10	0	946
5:45-6:00					3	0	77		13	0	1	11	447		0	0		350	18	0	917
6:00-6:15					2	0	78		19	0	2	13	425		0	0		304	16	0	857
6:15-6:30					3	0	65		22	0	2	20	359		0	0		317	11	0	796
6:30-6:45					4	0	62		10	0	0	13	268		0	0		278	24	0	655
6:45-7:00					1	0	67		19	0	2	11	309		0	0		255	17	0	680

Hourly Totals																									
4:00-5:00	0	0	0	0	13	0	385	0	92	1	5	41	1843	0	0	1	0	1296	65	0	3742				
4:15-5:15	0	0	0	0	16	0	392	0	86	1	6	44	1888	0	0	1	0	1248	60	0	3742				
4:30-5:30	0	0	0	0	12	0	374	0	80	1	8	44	1833	0	0	2	0	1277	54	0	3685				
4:45-5:45	0	0	0	0	10	0	357	0	73	0	10	45	1821	0	0	2	0	1299	50	0	3667				
5:00-6:00	0	0	0	0	11	0	336	0	61	0	8	43	1862	0	0	1	0	1310	54	0	3686				
5:15-6:15	0	0	0	0	9	0	311	0	62	0	9	45	1816	0	0	1	0	1316	55	0	3624				
5:30-6:30	0	0	0	0	9	0	302	0	68	0	8	55	1714	0	0	0	0	1314	55	0	3525				
5:45-6:45	0	0	0	0	12	0	282	0	64	0	5	57	1499	0	0	0	0	1249	69	0	3237				
6:00-7:00	0	0	0	0	10	0	272	0	70	0	6	57	1361	0	0	0	0	1154	68	0	2998				

PM	Northbound					Southbound					Eastbound					Westbound					
Peak Hour	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	Total
4:00-5:00	0	0	0	0	13	0	385	0	92	1	5	41	1843	0	0	1	0	1296	65	1	3742

Peak Hour	Turning Movement Count
07:00-08:00	100
08:00-09:00	120
09:00-10:00	150
10:00-11:00	180
11:00-12:00	200
12:00-13:00	180
13:00-14:00	150
14:00-15:00	120
15:00-16:00	100
16:00-17:00	80
17:00-18:00	60
18:00-19:00	40
19:00-20:00	20
20:00-21:00	10
21:00-22:00	5
22:00-23:00	2
23:00-00:00	1



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

Intersection: MD 202 & BW Parkway SB Ramps

Weather: Clear

Count by: CountCAM - DSS

Count Day/Date: Thursday, June 1, 2023

County: Prince George's

Time:	Weekday Morning Peak Hour (6:30 am - 9:30 am)																				Total
	BW Parkway NB Ramps Northbound					N/A Southbound					MD 202 Eastbound					MD 202 Westbound					
	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	2		7	0					0	0		215	27	0	0	63	408		0	722
6:45-7:00	0	3		16	0					0	0		234	28	0	0	56	453		0	790
7:00-7:15	0	10		10	1					0	0		216	22	0	0	59	455		0	772
7:15-7:30	0	9		14	1					0	0		255	28	0	0	85	508		0	899
7:30-7:45	0	9		20	2					0	0		304	23	0	0	96	489		0	941
7:45-8:00	0	7		27	0					0	0		307	34	0	0	110	478		0	963
8:00-8:15	0	10		26	3					0	0		310	40	0	1	102	532		0	1021
8:15-8:30	0	10		20	1					0	0		363	45	0	0	94	320		0	852
8:30-8:45	0	11		27	3					0	0		330	30	0	0	83	348		0	829
8:45-9:00	0	6		25	3					0	0		288	41	0	0	84	395		0	839
9:00-9:15	0	9		24	2					0	0		243	33	0	0	52	308		0	669
9:15-9:30	0	6		20	2					0	0		283	33	0	0	45	294		0	681

Hourly Totals																					Total
Time:	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	
6:30-7:30	0	24	0	47	2	0	0	0	0	0	0	0	920	105	0	0	263	1824	0	0	3185
6:45-7:45	0	31	0	60	4	0	0	0	0	0	0	0	1009	101	0	0	296	1905	0	0	3406
7:00-8:00	0	35	0	71	4	0	0	0	0	0	0	0	1082	107	0	0	350	1930	0	0	3579
7:15-8:15	0	35	0	87	6	0	0	0	0	0	0	0	1176	125	0	1	393	2007	0	0	3830
7:30-8:30	0	36	0	93	6	0	0	0	0	0	0	0	1284	142	0	1	402	1819	0	0	3783
7:45-8:45	0	38	0	100	7	0	0	0	0	0	0	0	1310	149	0	1	389	1678	0	0	3672
8:00-9:00	0	37	0	98	10	0	0	0	0	0	0	0	1291	156	0	1	363	1595	0	0	3551
8:15-9:15	0	36	0	96	9	0	0	0	0	0	0	0	1224	149	0	0	313	1371	0	0	3198
8:30-9:30	0	32	0	96	10	0	0	0	0	0	0	0	1144	137	0	0	264	1345	0	0	3028

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
7:15-8:15	0	35	0	87	6	0	0	0	0	0	0	0	1176	125	0	1	393	2007	0	0	3830

Time:	Weekday Evening Peak Hour (4 pm - 7 pm)																			Total	
	BW Parkway NB Ramps Northbound					N/A Southbound					MD 202 Eastbound					MD 202 Westbound					
	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	21		79	0					0	0		503	13	0	2	31	338		0	987
4:15-4:30	0	18		76	6					0	0		601	10	0	0	22	284		0	1011
4:30-4:45	0	19		93	1					1	0		565	18	0	0	40	314		0	1049
4:45-5:00	0	22		64	0					0	0		483	26	0	2	43	328		0	968
5:00-5:15	0	13		85	1					0	0		556	15	0	0	34	294		0	997
5:15-5:30	0	23		79	1					0	0		502	16	0	1	27	303		0	951
5:30-5:45	0	18		77	0					0	0		550	20	0	1	45	320		0	1031
5:45-6:00	0	16		79	2					0	0		479	20	0	0	47	356		0	997
6:00-6:15	0	23		70	0					0	0		481	14	0	1	38	293		0	920
6:15-6:30	0	19		65	1					0	0		406	22	0	1	37	301		0	851
6:30-6:45	0	12		57	3					0	0		335	13	0	0	35	279		0	731
6:45-7:00	0	12		41	1					0	0		366	10	0	0	22	261		0	712

Hourly Totals																					Total
Time:	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	
4:00-5:00	0	80	0	312	7	0	0	0	0	1	0	0	2152	67	0	4	136	1264	0	0	4023
4:15-5:15	0	72	0	318	8	0	0	0	0	1	0	0	2205	69	0	2	139	1220	0	0	4034
4:30-5:30	0	77	0	321	3	0	0	0	0	1	0	0	2106	75	0	3	144	1239	0	0	3969
4:45-5:45	0	76	0	305	2	0	0	0	0	0	0	0	2091	77	0	4	149	1245	0	0	3949
5:00-6:00	0	70	0	320	4	0	0	0	0	0	0	0	2087	71	0	2	153	1273	0	0	3980
5:15-6:15	0	80	0	305	3	0	0	0	0	0	0	0	2012	70	0	3	157	1272	0	0	3902
5:30-6:30	0	76	0	291	3	0	0	0	0	0	0	0	1916	76	0	3	167	1270	0	0	3802
5:45-6:45	0	70	0	271	6	0	0	0	0	0	0	0	1701	69	0	2	157	1229	0	0	3505
6:00-7:00	0	66	0	233	5	0	0	0	0	0	0	0	1588	59	0	2	132	1134	0	0	3219

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
4:15-5:15	0	72	0	318	8	0	0	0	0	1	0	0	2205	69	0	2	139	1220	0	1	4034

Peak Hour
Turning Movement Count



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

Intersection: MD 202 & N/A

Weather: Clear

Count by: CountCAM - DSS

Count Day/Date: Thursday, June 1, 2023

County: Prince George's

Time:	Weekday Morning Peak Hour (6:30 am - 9:30 am)																				Total
	Hospital Dr Northbound					N/A Southbound					BW Parkway NB Ramps Eastbound					BW Parkway NB Ramps Westbound					
	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	11	5	0	0	0	0	0	0	0	0	7	0	0	0	23	0	71	0	117
6:45-7:00	0	0	10	8	0	0	0	0	0	0	0	0	11	1	0	0	23	0	64	0	117
7:00-7:15	0	0	10	7	0	0	0	0	0	0	0	0	13	1	0	0	20	0	72	0	123
7:15-7:30	0	0	10	9	0	0	0	0	0	0	0	0	15	0	0	0	21	0	94	0	149
7:30-7:45	0	0	12	12	0	0	0	0	0	0	0	0	15	1	0	0	41	0	98	0	179
7:45-8:00	0	0	8	16	0	0	0	0	0	0	0	0	22	5	0	0	51	0	105	0	207
8:00-8:15	0	0	9	14	0	0	0	0	0	0	0	0	21	0	0	0	48	0	95	0	187
8:15-8:30	0	0	20	6	0	0	0	0	0	0	0	0	25	2	0	0	34	0	105	0	192
8:30-8:45	0	0	5	14	0	0	0	0	0	0	0	0	23	2	0	0	33	0	87	0	164
8:45-9:00	0	0	17	12	0	0	0	0	0	0	0	0	20	4	0	1	29	0	107	0	190
9:00-9:15	0	0	17	11	0	0	0	0	0	0	0	0	19	4	0	0	19	0	69	0	139
9:15-9:30	0	0	15	10	0	0	0	0	0	0	0	0	17	2	0	0	12	0	65	0	121

Hourly Totals																					
6:30-7:30	0	0	41	29	0	0	0	0	0	0	0	0	46	2	0	0	87	0	301	0	506
6:45-7:45	0	0	42	36	0	0	0	0	0	0	0	0	54	3	0	0	105	0	328	0	568
7:00-8:00	0	0	40	44	0	0	0	0	0	0	0	0	65	7	0	0	133	0	369	0	658
7:15-8:15	0	0	39	51	0	0	0	0	0	0	0	0	73	6	0	0	161	0	392	0	722
7:30-8:30	0	0	49	48	0	0	0	0	0	0	0	0	83	8	0	0	174	0	403	0	765
7:45-8:45	0	0	42	50	0	0	0	0	0	0	0	0	91	9	0	0	166	0	392	0	750
8:00-9:00	0	0	51	46	0	0	0	0	0	0	0	0	89	8	0	1	144	0	394	0	733
8:15-9:15	0	0	59	43	0	0	0	0	0	0	0	0	87	12	0	1	115	0	368	0	685
8:30-9:30	0	0	54	47	0	0	0	0	0	0	0	0	79	12	0	1	93	0	328	0	614

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
7:30-8:30	0	0	49	48	0	0	0	0	0	0	0	0	83	8	0	0	174	0	403	0	765

Time:	Weekday Evening Peak Hour (4 pm - 7 pm)																			Total	
	Hospital Dr Northbound					N/A Southbound					BW Parkway NB Ramps Eastbound					BW Parkway NB Ramps Westbound					
	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	17	26	0	0	0	0	0	0	0	0	73	3	0	0	9	0	42	0	170
4:15-4:30	0	0	30	23	0	0	0	0	0	0	0	0	76	1	0	1	5	0	36	0	172
4:30-4:45	0	0	30	31	0	0	0	0	0	0	0	0	76	1	0	0	10	0	56	0	204
4:45-5:00	0	0	16	18	0	0	0	0	0	0	0	0	62	1	0	1	7	0	63	0	168
5:00-5:15	0	0	26	33	0	0	0	0	0	0	0	0	67	0	0	0	7	0	49	0	182
5:15-5:30	0	0	12	14	0	0	0	0	0	0	0	0	89	0	0	1	4	0	46	0	166
5:30-5:45	0	0	10	17	0	0	0	0	0	0	0	0	80	2	0	0	11	0	57	0	177
5:45-6:00	0	0	12	12	0	0	0	0	0	0	0	0	85	1	0	0	3	0	64	0	177
6:00-6:15	0	0	11	18	0	0	0	0	0	0	0	0	69	1	0	1	9	0	53	0	162
6:15-6:30	0	0	20	13	0	0	0	0	0	0	0	0	72	0	0	0	10	0	52	0	167
6:30-6:45	0	0	10	12	0	0	0	0	0	0	0	1	57	1	0	0	3	0	48	0	132
6:45-7:00	0	0	14	6	0	0	0	0	0	0	0	1	44	0	0	0	6	0	30	0	101

Hourly Totals																					
4:00-5:00	0	0	93	98	0	0	0	0	0	0	0	0	287	6	0	2	31	0	197	0	714
4:15-5:15	0	0	102	105	0	0	0	0	0	0	0	0	281	3	0	2	29	0	204	0	726
4:30-5:30	0	0	84	96	0	0	0	0	0	0	0	0	294	2	0	2	28	0	214	0	720
4:45-5:45	0	0	64	82	0	0	0	0	0	0	0	0	298	3	0	2	29	0	215	0	693
5:00-6:00	0	0	60	76	0	0	0	0	0	0	0	0	321	3	0	1	25	0	216	0	702
5:15-6:15	0	0	45	61	0	0	0	0	0	0	0	0	323	4	0	2	27	0	220	0	682
5:30-6:30	0	0	53	60	0	0	0	0	0	0	0	0	306	4	0	1	33	0	226	0	683
5:45-6:45	0	0	53	55	0	0	0	0	0	0	0	1	283	3	0	1	25	0	217	0	638
6:00-7:00	0	0	55	49	0	0	0	0	0	0	0	2	242	2	0	1	28	0	183	0	562

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
4:15-5:15	0	0	102	105	0	0	0	0	0	0	0	0	281	3	0	2	29	0	204	0	726

Peak Hour
Turning Movement Count



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

Intersection: BW Parkway NB Ramps & N/A

Weather: Clear

Count by: CountCAM - DSS

Count Day/Date: Thursday, June 1, 2023

County: Prince George's

	Weekday Morning Peak Hour (6:30 am - 9:30 am)																				Total	
	MD 201 Northbound					MD 201 Southbound					N/A Eastbound					Lydell Rd Westbound						
	Time:	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right		Peds
6:30-6:45	0		188	22	0		0	9	207	0					0		0	12		8	1	446
6:45-7:00	0		218	19	0		0	9	197	0					0		0	10		7	2	460
7:00-7:15	0		277	21	0		0	14	215	0					0		1	4		11	1	543
7:15-7:30	0		246	15	0		0	11	219	0					0		0	17		11	1	519
7:30-7:45	0		306	17	0		1	6	227	0					0		0	10		15	0	582
7:45-8:00	0		276	16	0		0	6	234	0					0		0	17		10	0	559
8:00-8:15	0		268	18	0		0	11	244	0					0		0	19		22	2	582
8:15-8:30	1		266	17	0		0	9	187	0					0		0	10		8	0	498
8:30-8:45	0		249	29	0		0	12	198	0					0		0	7		6	0	501
8:45-9:00	0		252	22	0		0	7	179	0					0		0	16		7	0	483
9:00-9:15	1		258	26	0		0	8	213	0					0		0	10		14	0	530
9:15-9:30	0		236	37	0		0	11	186	0					0		0	10		7	0	487

Hourly Totals																													
6:30-7:30	0	0	929	77	0	0	43	838	0	0	0	0	0	0	1	43	0	37	5	1973									
6:45-7:45	0	0	1047	72	0	1	40	858	0	0	0	0	0	0	1	41	0	44	4	2108									
7:00-8:00	0	0	1105	69	0	1	37	895	0	0	0	0	0	0	1	48	0	47	2	2205									
7:15-8:15	0	0	1096	66	0	1	34	924	0	0	0	0	0	0	0	63	0	58	3	2245									
7:30-8:30	1	0	1116	68	0	1	32	892	0	0	0	0	0	0	0	56	0	55	2	2223									
7:45-8:45	1	0	1059	80	0	0	38	863	0	0	0	0	0	0	0	53	0	46	2	2142									
8:00-9:00	1	0	1035	86	0	0	39	808	0	0	0	0	0	0	0	52	0	43	2	2066									
8:15-9:15	2	0	1025	94	0	0	36	777	0	0	0	0	0	0	0	43	0	35	0	2012									
8:30-9:30	1	0	995	114	0	0	38	776	0	0	0	0	0	0	0	43	0	34	0	2001									

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
7:15-8:15	0	0	1096	66	0	1	34	924	0	0	0	0	0	0	0	0	63	0	58	0	2245

Time:	Weekday Evening Peak Hour (4 pm - 7 pm)																			Total	
	MD 201 Northbound					MD 201 Southbound					N/A Eastbound					Lydell Rd Westbound					
	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		370	33	0	0	12	231		0					0	0	9		14	2	669
4:15-4:30	0		355	22	0	0	6	297		0					0	0	11		13	0	704
4:30-4:45	0		299	18	0	0	5	263		0					0	0	9		6	1	600
4:45-5:00	1		288	24	0	0	11	285		0					0	0	5		8	0	622
5:00-5:15	0		313	28	0	1	11	213		0					0	0	9		13	0	588
5:15-5:30	0		348	17	0	0	7	276		0					0	0	4		6	0	658
5:30-5:45	0		309	11	0	1	3	243		0					0	0	4		12	0	583
5:45-6:00	0		302	18	0	0	5	236		0					0	0	8		8	0	577
6:00-6:15	0		293	16	0	0	8	176		0					0	0	5		9	0	507
6:15-6:30	0		244	19	0	0	7	137		0					0	0	7		7	0	421
6:30-6:45	0		257	14	0	0	4	140		0					0	0	7		6	0	428
6:45-7:00	0		237	22	0	0	0	157		0					0	0	4		1	0	421

Hourly Totals																								
4:00-5:00	1	0	1312	97	0	0	34	1076	0	0	0	0	0	0	0	34	0	41	3	2598				
4:15-5:15	1	0	1255	92	0	1	33	1058	0	0	0	0	0	0	0	34	0	40	1	2515				
4:30-5:30	1	0	1248	87	0	1	34	1037	0	0	0	0	0	0	0	27	0	33	1	2469				
4:45-5:45	1	0	1258	80	0	2	32	1017	0	0	0	0	0	0	0	22	0	39	0	2451				
5:00-6:00	0	0	1272	74	0	2	26	968	0	0	0	0	0	0	0	25	0	39	0	2406				
5:15-6:15	0	0	1252	62	0	1	23	931	0	0	0	0	0	0	0	21	0	35	0	2325				
5:30-6:30	0	0	1148	64	0	1	23	792	0	0	0	0	0	0	0	24	0	36	0	2088				
5:45-6:45	0	0	1096	67	0	0	24	689	0	0	0	0	0	0	0	27	0	30	0	1933				
6:00-7:00	0	0	1031	71	0	0	19	610	0	0	0	0	0	0	0	23	0	23	0	1777				

PM	Northbound					Southbound					Eastbound					Westbound					
Peak Hour	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	Total
4:00-5:00	1	0	1312	97	0	0	34	1076	0	0	0	0	0	0	0	0	34	0	41	0	2598

Peak Hour	Turning Movement Count
07:00-08:00	100
08:00-09:00	120
09:00-10:00	150
10:00-11:00	180
11:00-12:00	200
12:00-13:00	180
13:00-14:00	150
14:00-15:00	120
15:00-16:00	100
16:00-17:00	80
17:00-18:00	60
18:00-19:00	40
19:00-20:00	20
20:00-21:00	10
21:00-22:00	5
22:00-23:00	2
23:00-00:00	1



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

Intersection: Lydell Rd & MD 201

Weather: Clear

Count by: CountCAM - DSS

Count Day/Date: Thursday, June 1, 2023

County: Prince George's

Time:	Weekday Morning Peak Hour (6:30 am - 9:30 am)																				Total
	N/A Northbound					Pepsi Pl Southbound					Lydell Rd Eastbound					Lydell Rd Westbound					
	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		7	0	2	14	16		1	0		11	2	0	61
6:45-7:00					0	0	11		7	0	0	8	19		2	0		9	3	0	57
7:00-7:15					0	0	8		9	0	0	12	24		0	0		8	0	0	61
7:15-7:30					1	0	3		7	1	0	11	16		0	0		19	1	0	57
7:30-7:45					0	0	6		13	0	1	12	10		0	0		11	5	0	58
7:45-8:00					0	0	3		16	0	0	10	12		0	0		9	1	0	51
8:00-8:15					0	0	5		22	0	0	19	10		0	0		20	1	0	77
8:15-8:30					1	0	4		11	0	1	12	13		0	0		5	5	0	51
8:30-8:45					0	0	11		7	0	2	24	16		0	0		7	1	0	68
8:45-9:00					0	0	6		8	0	1	17	10		0	0		11	4	0	57
9:00-9:15					0	0	9		12	0	0	15	17		0	0		11	4	0	68
9:15-9:30					0	1	3		5	0	2	21	23		0	0		13	3	0	71

Hourly Totals																									
6:30-7:30	0	0	0	0	1	0	31	0	30	1	2	45	75	0	3	0	0	47	6	0	241				
6:45-7:45	0	0	0	0	1	0	28	0	36	1	1	43	69	0	2	0	0	47	9	0	237				
7:00-8:00	0	0	0	0	1	0	20	0	45	1	1	45	62	0	0	0	0	47	7	0	229				
7:15-8:15	0	0	0	0	1	0	17	0	58	1	1	52	48	0	0	0	0	59	8	0	245				
7:30-8:30	0	0	0	0	1	0	18	0	62	0	2	53	45	0	0	0	0	45	12	0	238				
7:45-8:45	0	0	0	0	1	0	23	0	56	0	3	65	51	0	0	0	0	41	8	0	248				
8:00-9:00	0	0	0	0	1	0	26	0	48	0	4	72	49	0	0	0	0	43	11	0	254				
8:15-9:15	0	0	0	0	1	0	30	0	38	0	4	68	56	0	0	0	0	34	14	0	245				
8:30-9:30	0	0	0	0	0	1	29	0	32	0	5	77	66	0	0	0	0	42	12	0	264				

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
8:30-9:30	0	0	0	0	0	1	29	0	32	0	5	77	66	0	0	0	0	42	12	0	264

Time:	Weekday Evening Peak Hour (4 pm - 7 pm)																			Total	
	N/A Northbound					Pepsi Pl Southbound					Lydell Rd Eastbound					Lydell Rd Westbound					
	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	1		1	0	1	29	14		2	0		21	9	0	76
4:15-4:30					0	0	2		11	0	2	25	3		0	0		11	12	0	66
4:30-4:45					0	0	0		7	0	1	14	7		1	0		6	5	0	40
4:45-5:00					0	0	1		3	0	2	21	12		0	0		8	7	0	54
5:00-5:15					0	0	1		7	0	1	28	13		0	0		14	9	1	73
5:15-5:30					0	0	1		4	0	0	15	9		0	0		7	5	0	41
5:30-5:45					0	1	1		5	0	0	14	0		0	0		10	6	0	37
5:45-6:00					1	0	0		8	0	1	18	4		0	0		9	2	0	42
6:00-6:15					0	0	2		6	0	0	23	2		0	0		9	4	0	46
6:15-6:30					0	0	1		3	0	0	17	9		0	0		13	6	0	49
6:30-6:45					0	0	1		2	0	0	15	4		0	0		10	4	0	36
6:45-7:00					0	0	0		2	0	1	15	6		0	0		2	0	0	26

Hourly Totals																							
4:00-5:00	0	0	0	0	0	0	4	0	22	0	6	89	36	0	3	0	0	46	33	0	239		
4:15-5:15	0	0	0	0	0	0	4	0	28	0	6	88	35	0	1	0	0	39	33	1	235		
4:30-5:30	0	0	0	0	0	0	3	0	21	0	4	78	41	0	1	0	0	35	26	1	210		
4:45-5:45	0	0	0	0	0	1	4	0	19	0	3	78	34	0	0	0	0	39	27	1	206		
5:00-6:00	0	0	0	0	1	1	3	0	24	0	2	75	26	0	0	0	0	40	22	1	195		
5:15-6:15	0	0	0	0	1	1	4	0	23	0	1	70	15	0	0	0	0	35	17	0	167		
5:30-6:30	0	0	0	0	1	1	4	0	22	0	1	72	15	0	0	0	0	41	18	0	175		
5:45-6:45	0	0	0	0	1	0	4	0	19	0	1	73	19	0	0	0	0	41	16	0	174		
6:00-7:00	0	0	0	0	0	0	4	0	13	0	1	70	21	0	0	0	0	34	14	0	157		

PM	Northbound					Southbound					Eastbound					Westbound					
Peak Hour	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	Total
4:00-5:00	0	0	0	0	0	0	4	0	22	0	6	89	36	0	3	0	0	46	33	0	239

Peak Hour
Turning Movement Count

Turning Movement Count



LENHART TRAFFIC CONSULTING, INC.

645 BALTIMORE ANNAPOLIS BLVD, SUITE 214
SEVERNA PARK, MD 21146

www.lenharttraffic.com

Intersection: Lydell Rd & Pepsi Pl

Weather: Clear

Count by: CountCAM - DSS

Count Day/Date: Thursday, June 1, 2023

County: Prince George's

Time:	Weekday Morning Peak Hour (6:30 am - 9:30 am)																				Total
	Hospital Dr Northbound					Hospital Dr Southbound					Hospital Dr Eastbound					N/A Westbound					
	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	1	3		0	0		4	15	1	0	7		0	0					1	30
6:45-7:00	0	0	3		0	0		4	14	0	0	14		0	0					0	35
7:00-7:15	0	0	5		0	0		4	16	0	0	14		1	0					0	40
7:15-7:30	0	0	2		0	0		3	18	0	0	10		0	0					0	33
7:30-7:45	0	0	4		0	0		7	18	0	0	8		0	1					2	37
7:45-8:00	0	1	3		0	1		11	41	0	0	13		0	0					2	70
8:00-8:15	0	0	5		0	0		17	20	0	0	11		2	0					8	55
8:15-8:30	0	1	6		0	0		11	41	0	0	16		1	0					3	76
8:30-8:45	0	1	8		0	0		15	51	0	0	18		0	0					2	93
8:45-9:00	0	1	5		0	0		8	43	0	0	20		0	0					5	77
9:00-9:15	0	4	9		0	0		10	23	0	0	16		1	0					1	63
9:15-9:30	0	0	5		0	0		6	11	0	0	17		1	0					2	40

Hourly Totals																					
6:30-7:30	0	1	13	0	0	0	0	15	63	1	0	45	0	1	0	0	0	0	0	1	140
6:45-7:45	0	0	14	0	0	0	0	18	66	0	0	46	0	1	1	0	0	0	0	2	148
7:00-8:00	0	1	14	0	0	1	0	25	93	0	0	45	0	1	1	0	0	0	0	4	185
7:15-8:15	0	1	14	0	0	1	0	38	97	0	0	42	0	2	1	0	0	0	0	12	208
7:30-8:30	0	2	18	0	0	1	0	46	120	0	0	48	0	3	1	0	0	0	0	15	254
7:45-8:45	0	3	22	0	0	1	0	54	153	0	0	58	0	3	0	0	0	0	0	15	309
8:00-9:00	0	3	24	0	0	0	0	51	155	0	0	65	0	3	0	0	0	0	0	18	319
8:15-9:15	0	7	28	0	0	0	0	44	158	0	0	70	0	2	0	0	0	0	0	11	320
8:30-9:30	0	6	27	0	0	0	0	39	128	0	0	71	0	2	0	0	0	0	0	10	283
AM	Northbound					Southbound					Eastbound					Westbound					
Peak Hour	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	Total
8:15-9:15	0	7	28	0	0	0	0	44	158	0	0	70	0	2	0	0	0	0	0	0	320

		Weekday Evening Peak Hour (4 pm - 7 pm)																			
		Hospital Dr Northbound					Hospital Dr Southbound					Hospital Dr Eastbound				N/A Westbound					
Time:	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	Total
4:00-4:15	0	2	5		0	0		5	5	0	0	43		1	0					4	61
4:15-4:30	0	0	5		0	1		1	6	0	0	26		0	0					3	39
4:30-4:45	0	0	14		0	0		5	4	0	0	18		0	0					6	41
4:45-5:00	0	0	6		0	0		4	2	0	0	21		0	0					7	33
5:00-5:15	0	0	14		0	0		7	4	0	0	40		0	0					2	65
5:15-5:30	0	0	5		0	0		3	4	0	0	42		1	1					7	55
5:30-5:45	0	0	4		0	0		1	3	0	0	25		0	0					1	33
5:45-6:00	0	0	4		0	0		3	3	0	0	22		1	0					1	33
6:00-6:15	0	0	6		0	0		4	3	0	0	23		3	0					0	39
6:15-6:30	0	1	4		0	0		2	1	0	0	22		1	0					2	31
6:30-6:45	0	0	3		0	0		3	2	0	0	12		0	0					0	20
6:45-7:00	0	0	4		0	0		3	3	0	0	25		1	0					0	36

Hourly Totals																					
4:00-5:00	0	2	30	0	0	1	0	15	17	0	0	108	0	1	0	0	0	0	0	20	194
4:15-5:15	0	0	39	0	0	1	0	17	16	0	0	105	0	0	0	0	0	0	0	18	196
4:30-5:30	0	0	39	0	0	0	0	19	14	0	0	121	0	1	1	0	0	0	0	22	217
4:45-5:45	0	0	29	0	0	0	0	15	13	0	0	128	0	1	1	0	0	0	0	17	204
5:00-6:00	0	0	27	0	0	0	0	14	14	0	0	129	0	2	1	0	0	0	0	11	198
5:15-6:15	0	0	19	0	0	0	0	11	13	0	0	112	0	5	1	0	0	0	0	9	170
5:30-6:30	0	1	18	0	0	0	0	10	10	0	0	92	0	5	0	0	0	0	0	4	140
5:45-6:45	0	1	17	0	0	0	0	12	9	0	0	79	0	5	0	0	0	0	0	3	126
6:00-7:00	0	1	17	0	0	0	0	12	9	0	0	82	0	5	0	0	0	0	0	2	128
PM	Northbound					Southbound					Eastbound					Westbound					
Peak Hour	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	Total
4:30-5:30	0	0	39	0	0	0	0	19	14	0	0	121	0	1	1	0	0	0	0	0	217

Peak Hour
Turning Movement Count



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

Intersection: Hospital Dr & Hospital Dr

Weather: Clear

Count by: CountCAM - DSS

Count Day/Date: Wednesday, September 13, 2023

County: Prince George's

Time:	Weekday Morning Peak Hour (6:30 am - 9:30 am)																				Total
	Tremont Ave Northbound					Tremont Ave Southbound					Lockwood Rd Eastbound					Lockwood Rd Westbound					
	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	0	0	0	0	0	1	0	0	0	0	2	0	1	0	0	0	2
6:45-7:00	0	0	0	0	1	0	0	0	0	2	0	0	0	0	1	2	0	0	0	0	2
7:00-7:15	0	0	0	1	4	0	1	0	0	0	0	0	1	0	1	2	1	0	1	4	7
7:15-7:30	0	0	0	0	4	0	0	1	0	1	0	0	1	0	0	1	2	0	0	3	5
7:30-7:45	0	0	0	1	2	0	0	1	0	1	0	0	1	0	0	0	0	0	1	0	4
7:45-8:00	0	0	0	1	5	0	2	0	0	1	0	0	1	0	2	2	0	0	0	0	6
8:00-8:15	0	0	1	0	1	0	1	1	0	1	0	0	0	0	2	0	2	0	0	0	5
8:15-8:30	0	0	0	1	1	0	0	0	0	0	0	0	2	0	1	1	0	0	0	0	4
8:30-8:45	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	1	5
8:45-9:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	1	4
9:00-9:15	0	2	0	2	0	0	0	0	0	0	0	0	0	2	0	0	1	0	0	1	7
9:15-9:30	0	0	0	1	1	0	0	1	0	0	0	1	0	0	1	1	0	1	0	2	5

Hourly Totals																					
6:30-7:30	0	0	0	2	9	0	1	1	0	4	0	0	2	0	4	5	4	0	1	9	42
6:45-7:45	0	0	0	2	11	0	1	2	0	4	0	0	3	0	2	5	3	0	2	9	44
7:00-8:00	0	0	0	3	15	0	3	2	0	3	0	0	4	0	3	5	3	0	2	7	50
7:15-8:15	0	0	1	2	12	0	3	3	0	4	0	0	3	0	4	3	4	0	1	3	43
7:30-8:30	0	0	1	3	9	0	3	2	0	3	0	0	4	0	5	3	2	0	1	0	36
7:45-8:45	1	0	1	3	7	0	3	1	0	2	0	0	3	0	5	5	3	0	0	1	35
8:00-9:00	1	0	1	2	2	0	1	1	0	1	0	0	2	0	3	7	3	0	0	2	26
8:15-9:15	1	2	0	4	1	0	0	0	0	0	0	0	2	2	1	7	2	0	0	3	25
8:30-9:30	1	2	0	4	1	0	0	1	0	0	0	1	0	2	1	7	2	1	0	5	28

AM	Northbound					Southbound					Eastbound					Westbound					
Peak Hour	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	Total
7:00-8:00	0	0	0	3	15	0	3	2	0	3	0	0	4	0	3	5	3	0	2	3	50

Time:	Weekday Evening Peak Hour (4 pm - 7 pm)																				
	Tremont Ave Northbound					Tremont Ave Southbound					Lockwood Rd Eastbound					Lockwood Rd 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	1	2	0	0	0	1	1	0	0	0	1	0	0	2	1	1	1	7
4:15-4:30	0	1	0	1	1	0	0	0	0	0	0	0	0	0	0	2	1	1	0	0	6
4:30-4:45	0	1	0	1	0	0	0	1	0	0	0	0	0	0	0	0	1	1	1	0	6
4:45-5:00	0	0	0	1	1	0	0	0	0	0	0	0	0	0	3	1	1	0	0	0	3
5:00-5:15	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	2	2	1	0	0	8
5:15-5:30	0	0	0	1	1	0	0	0	0	0	0	0	1	0	0	2	2	1	2	2	9
5:30-5:45	0	0	0	2	1	0	1	0	0	1	0	0	0	0	2	2	0	0	1	3	6
5:45-6:00	0	1	0	3	0	0	0	0	0	0	0	0	2	0	1	3	2	0	1	1	12
6:00-6:15	0	0	0	3	0	0	2	0	0	1	0	0	1	0	2	2	1	3	0	2	12
6:15-6:30	0	0	0	1	1	0	0	1	0	1	0	0	1	1	0	1	0	1	1	2	7
6:30-6:45	0	0	0	0	0	0	0	1	0	2	0	0	0	0	0	0	1	0	0	0	2
6:45-7:00	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0

Hourly Totals																					
4:00-5:00	0	2	0	4	4	0	0	1	1	1	0	0	0	1	3	3	5	3	2	1	31
4:15-5:15	0	2	0	3	2	0	0	1	0	0	0	0	1	2	3	5	5	3	1	0	28
4:30-5:30	0	1	0	3	2	0	0	1	0	0	0	0	2	2	3	5	6	3	3	2	33
4:45-5:45	0	0	0	4	3	0	1	0	0	1	0	0	2	2	5	7	5	2	3	5	40
5:00-6:00	0	1	0	6	2	0	1	0	0	1	0	0	4	2	3	9	6	2	4	6	47
5:15-6:15	0	1	0	9	2	0	3	0	0	2	0	0	4	0	5	9	5	4	4	8	56
5:30-6:30	0	1	0	9	2	0	3	1	0	3	0	0	4	1	5	8	3	4	3	8	55
5:45-6:45	0	1	0	7	1	0	2	2	0	4	0	0	4	1	3	6	4	4	2	5	46
6:00-7:00	0	0	0	4	1	0	2	2	0	6	0	0	2	1	2	3	2	4	1	4	34

PM	Northbound					Southbound					Eastbound					Westbound					
Peak Hour	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	Total
5:15-6:15	0	1	0	9	2	0	3	0	0	2	0	0	4	0	5	9	5	4	4	2	56

Peak Hour
Turning Movement Count



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

Intersection: Lockwood Rd & Tremont Ave

Weather: Clear

Count by: CountCAM - DSS

Count Day/Date: Wednesday, September 13, 2023

County: Prince George's

	Weekday Morning Peak Hour (6:30 am - 9:30 am)																				
	Tremont Ave Northbound					Tremont Ave Southbound					Inwood Street Eastbound					N/A Westbound					
Time:	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	Total
6:30-6:45	0	0	4		0	0		2	0	1	0	0		0	0					0	6
6:45-7:00	0	0	0		0	0		0	0	0	0	0		0	1					1	0
7:00-7:15	0	0	1		0	0		1	0	0	0	0		0	0					2	2
7:15-7:30	0	0	3		0	0		2	0	0	0	0		0	5					4	5
7:30-7:45	0	0	1		0	0		1	1	0	0	1		1	0					3	5
7:45-8:00	0	0	1		0	0		0	0	0	0	1		1	0					0	3
8:00-8:15	0	0	4		0	0		0	0	0	0	0		0	3					1	4
8:15-8:30	0	0	4		0	0		0	1	0	0	0		1	1					1	6
8:30-8:45	0	0	1		0	0		1	1	0	0	1		0	1					0	4
8:45-9:00	0	0	1		1	0		1	0	0	0	1		0	5					1	3
9:00-9:15	0	0	4		0	0		1	0	0	0	0		0	0					0	5
9:15-9:30	0	0	0		0	0		1	0	0	0	0		0	0					0	1

Hourly Totals																					
6:30-7:30	0	0	8	0	0	0	5	0	1	0	0	0	0	6	0	0	0	0	7	27	
6:45-7:45	0	0	5	0	0	0	4	1	0	0	1	0	1	6	0	0	0	0	10	28	
7:00-8:00	0	0	6	0	0	0	0	4	1	0	0	2	0	2	5	0	0	0	0	29	
7:15-8:15	0	0	9	0	0	0	0	3	1	0	0	2	0	2	8	0	0	0	0	33	
7:30-8:30	0	0	10	0	0	0	0	1	2	0	0	2	0	3	4	0	0	0	0	27	
7:45-8:45	0	0	10	0	0	0	0	1	2	0	0	2	0	2	5	0	0	0	0	24	
8:00-9:00	0	0	10	0	1	0	0	2	2	0	0	2	0	1	10	0	0	0	0	31	
8:15-9:15	0	0	10	0	1	0	0	3	2	0	0	2	0	1	7	0	0	0	0	2	28
8:30-9:30	0	0	6	0	1	0	0	4	1	0	0	2	0	0	6	0	0	0	0	1	21

AM	Northbound					Southbound					Eastbound					Westbound				
Peak Hour	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds
7:15-8:15	0	0	9	0	0	0	0	3	1	8	0	2	0	2	8	0	0	0	0	8

	Weekday Evening Peak Hour (4 pm - 7 pm)																				
	Tremont Ave Northbound					Tremont Ave Southbound					Inwood Street Eastbound				N/A Westbound						
Time:	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	Total
4:00-4:15	0	0	2		0	0		5	0	0	0	2		0	1					2	9
4:15-4:30	0	0	2		0	1		1	1	0	0	0		1	0					1	6
4:30-4:45	0	0	3		0	0		1	1	0	0	0		0	0					0	5
4:45-5:00	0	1	0		0	0		1	2	2	0	0		0	0					0	4
5:00-5:15	0	0	3		0	0		3	1	0	0	0		0	5					0	7
5:15-5:30	0	1	1		0	0		4	0	0	0	0		0	0					0	6
5:30-5:45	0	1	2		0	0		3	0	0	0	1		0	0					0	7
5:45-6:00	0	0	4		0	0		3	0	0	0	1		0	0					0	8
6:00-6:15	0	1	4		0	0		2	0	0	0	1		0	1					0	8
6:15-6:30	0	0	1		0	0		4	0	1	0	0		0	1					1	5
6:30-6:45	0	0	2		0	0		5	1	0	0	0		0	0					0	8
6:45-7:00	0	0	1		0	0		2	1	0	0	1		0	0					3	5

Hourly Totals																					
4:00-5:00	0	1	7	0	0	1	0	8	4	2	0	2	0	1	1	0	0	0	0	3	30
4:15-5:15	0	1	8	0	0	1	0	6	5	2	0	0	0	1	5	0	0	0	0	1	30
4:30-5:30	0	2	7	0	0	0	0	9	4	2	0	0	0	0	5	0	0	0	0	0	29
4:45-5:45	0	3	6	0	0	0	0	11	3	2	0	1	0	0	5	0	0	0	0	0	31
5:00-6:00	0	2	10	0	0	0	0	13	1	0	0	2	0	0	5	0	0	0	0	0	33
5:15-6:15	0	3	11	0	0	0	0	12	0	0	0	3	0	0	1	0	0	0	0	0	30
5:30-6:30	0	2	11	0	0	0	0	12	0	1	0	3	0	0	2	0	0	0	0	1	32
5:45-6:45	0	1	11	0	0	0	0	14	1	1	0	2	0	0	2	0	0	0	0	1	33
6:00-7:00	0	1	8	0	0	0	0	13	2	1	0	2	0	0	2	0	0	0	0	4	33

PM	Northbound					Southbound					Eastbound					Westbound				
Peak Hour	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds
5:00-6:00	0	2	10	0	0	0	0	13	1	0	0	2	0	0	5	0	0	0	0	0

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