Lenhart Traffic Consulting, Inc.
Traffic Engineering & Transportation Planning

June 29, 2015

Ms. Kimberly Paniati, P.E.
Engineer, Montgomery Parks
Maryland-National Capital Park and Planning Commission
9500 Brunett Avenue
Silver Spring, MD 20901

> RE: Traffic Study at Ovid Hazen Wells Regional Park
> Montgomery County

Dear Mr. Feldman:

This traffic report has been prepared as part of the expansion of the Ovid Hazen Wells Regional Park in Clarksburg.

1. TASK 1: Obtain traffic counts at the entrances to Ovid Hazen Wells Park during a weekday evening peak period and during a Sunday mid-day peak period. Counts were also conducted at the entrance to the Wheaton Regional Park to capture traffic data associated with the Carousel which is to be relocated to the Ovid Hazen Wells Park.
2. TASK 2: Obtain parking counts at Ovid Hazen Wells Park during a weekday evening peak period and during a Sunday mid-day peak period. Parking counts were also conducted at the Wheaton Regional Park during the same time periods.
3. TASK 3: Make projections of traffic and parking impacts at the Ovid Hazen Wells Park due to the proposed expansion.

The Ovid Hazen Wells Regional Park currently has two soccer fields, two softball fields, and one baseball field. The Park also contains picnic areas with three pavilions, a play area, and a walking trail, among other open space.

The Master Plan for the Ovid Hazen Wells Recreational Park calls for an active recreational area in Focus Area A. This is the area accessed via Skylark Road with the existing facilities. This area is proposed to be expanded to ultimately include the Carousel (relocated from Wheaton), a play area, sledding hill, dog park, renovated play area, open space, and trail enhancements.

The following exhibits and analyses have been provided for consideration.

Exhibit 1   Shows the site location map. The Ovid Hazen Wells Park is on the north side of Skylark Road with access across from Persimmon Ridge Road and Sycamore Farm Drive.

Exhibit 2   Provides the existing lane use & traffic controls.

Exhibit 3   Details the existing peak hour traffic volumes. The traffic count worksheets are contained in Appendix A.

Exhibit 4   Provides a table showing the resulting trip generation. The top line (Line 1) shows the observed trips at the Wheaton Regional Park, however, some of the trips at Wheaton included visitors that were using the picnic areas. Based on observations, it is assumed that 100% of the evening peak hour trips at Wheaton would translate to the Ovid Hazen Wells Park. It is also estimated that only 50% of the Sunday mid-day peak hour trips at Wheaton would translate to Ovid Hazen Wells because many of the visitors to the Wheaton Park on Sunday were using the picnic areas, not the carousel. The resulting trips at Ovid Hazen Wells due to the Carousel and enhanced play areas are shown on Line 2 of Exhibit 4. Furthermore, the ITE Trip Generation Manual provides information for Regional Parks. Line 3 of Exhibit 4 shows the ITE projections for a 290 acre regional park. Line 4 of Exhibit 4 shows the resulting peak hour trips generated by the Ovid Hazen Wells Park.

Exhibit 5   Shows the trip assignment for the park expansion.

Exhibit 6   Contains the total peak hour traffic volumes.

Exhibit 7   Provides a table with the level of service results at the two intersections providing access to the park. The level of service analysis was conducted using the M-NCPPC's Critical Lane Volume (CLV) methodology. It should be noted that the Local Area Transportation Review (LATR) Guidelines identify an allowable CLV threshold of 1,425 in the Clarksburg Policy Area;

and the results of the level of service analysis reveal that the study intersections are projected to operate with a maximum CLV of 265, or 18% of the allowable threshold.

This report also included an assessment of existing and projected parking conditions. The parking demand that was observed at the existing facilities was as follows:

Ovid Hazen Wells Regional Park
- Tuesday May 26, 2015 between 4:00 and 7:00 PM there was a maximum of 46 parked vehicles. Three of the fields were in use at the time for practice but not games.
- Sunday June 7, 2015 between Noon and 3:00 PM there was a maximum of 37 parked vehicles. One of the fields was in use and there was some activity at the picnic and play area.
- A total of 264 parking spaces currently exist at the park, and it is understood that the expansion will include an additional 270 spaces.

Wheaton Regional Park (Carousel and Train Parking Lot)
- Wednesday May 20, 2015 between 4:00 and 6:00 PM there was a maximum of 56 parked vehicles. To be conservative, it is estimated that all of this parking demand could be realized at Ovid Hazen Wells.
- Sunday May 24, 2015 between Noon and 2:00 PM there was a maximum of 190 parked vehicles. This was Memorial Day weekend and all of the picnic areas were fully occupied. Based on observations, it is estimated that 50% off this parking demand would be a conservative estimate of parking demand that could be realized at Ovid Hazen Wells.

Resulting parking demand at Ovid Hazen Wells on a weekday could be 46 plus 56 for a total of 102 parked vehicles. The Sunday parking demand would be 37 plus 50% of 190 for a total of 132.

In addition, it was observed that the ball and soccer fields at Ovid Hazen Wells were not very active at the times of the data collection. The ITE Parking Generation Manual indicates that a soccer/ball field would generate 38 parked vehicles per field on a weekday and 58 parked vehicles per field on a weekend. With a total of five fields, this could generate a maximum

parking of 190 parked vehicles on a weekday or 290 parked vehicles on a weekend. This would yield a total potential maximum of 292 parked vehicles (102 + 190) on a weekday and 422 parked vehicles (132 + 290) on a weekend.

With the 264 existing spaces and 270 proposed spaces, there will be a total of 534 parking spaces which will easily accommodate the parking demand.

Should you have any questions or comments regarding this information, please do not hesitate to contact me.

Sincerely,

Michael M. Lenhart, P.E., P.T.O.E.
President – Lenhart Traffic Consulting, Inc.
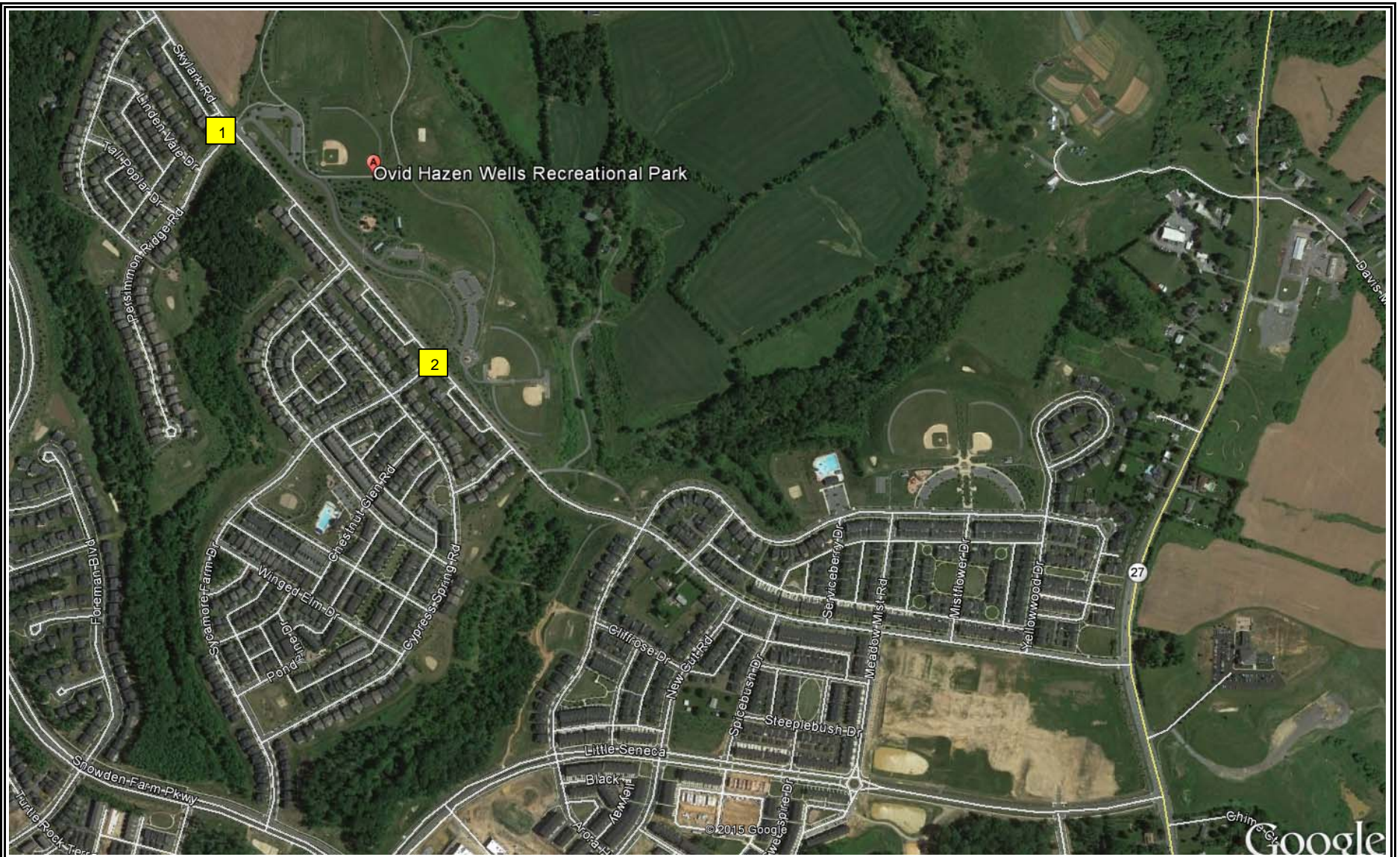
Traffic Study	Site Location Map	Exhibit 1
Lenhart Traffic Consulting, Inc. Traffic Engineering & Transportation Planning		

Traffic Impact Analysis

Lenhart Traffic Consulting, Inc.

Traffic Engineering & Transportation Planning

Existing Lane Use &
Traffic Control Devices

Key: xx = PM Peak Vol's   (xx) = Sun Mid-day Peak Vol's

Exhibit 2

Intersection 1 — Skylark Rd / Persimmon Ridge Rd / Ovid Hazen Wells Park

Northbound approach: 2 (0) 1 (0) 7 (14)

Westbound movements:
- 14 (2)
- 75 (59)
- 26 (22)

Skylark Rd (west leg):
- (6) 13
- (26) 69
- (7) 11

Southbound (Persimmon Ridge Rd): (7) 4 (0) 1 (8) 15

Intersection 2 — Skylark Rd / Sycamore Farm Dr / Ovid Hazen Wells Park

Northbound approach: 2 (2) 1 (0) 5 (3)

Westbound movements:
- 25 (4)
- 106 (56)
- 27 (12)

Skylark Rd (east leg):
- (1) 4
- (78) 83
- (5) 6

Southbound (Sycamore Farm Dr): (7) 6 (0) 6 (24) 16

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

Trip Generaton Totals

			PM Peak			Sunday Mid-day Peak		
			In	Out	Total	In	Out	Total
1	Wheaton Regional Park entrance to Train/Carousel		24	17	41	157	109	266
2	Projected Trips to be generated at Ovid Hazen Wells Regional Park for the Carousel		24	17	41	79	55	133
3	Regional Park (ITE-417; Acres)	290 acres	26	49	75	59	63	122
4	Total Peak Hour Trips:		50	66	116	138	118	256

NOTES: 1. Counts at Wheaton Regional Park obtained on Wednesday May 20, 2015 and Sunday May 24, 2015.

2. For a conservative assessment, it is assumed that 100% of the Wheaton trips on a PM peak hour and 50% on a Sunday peak hour will be realized at Ovid Hazen Wells Park.

Traffic Impact Analysis	Trip Generation for Site	Exhibit 4
Lenhart Traffic Consulting, Inc.		
Traffic Engineering & Transportation Planning		
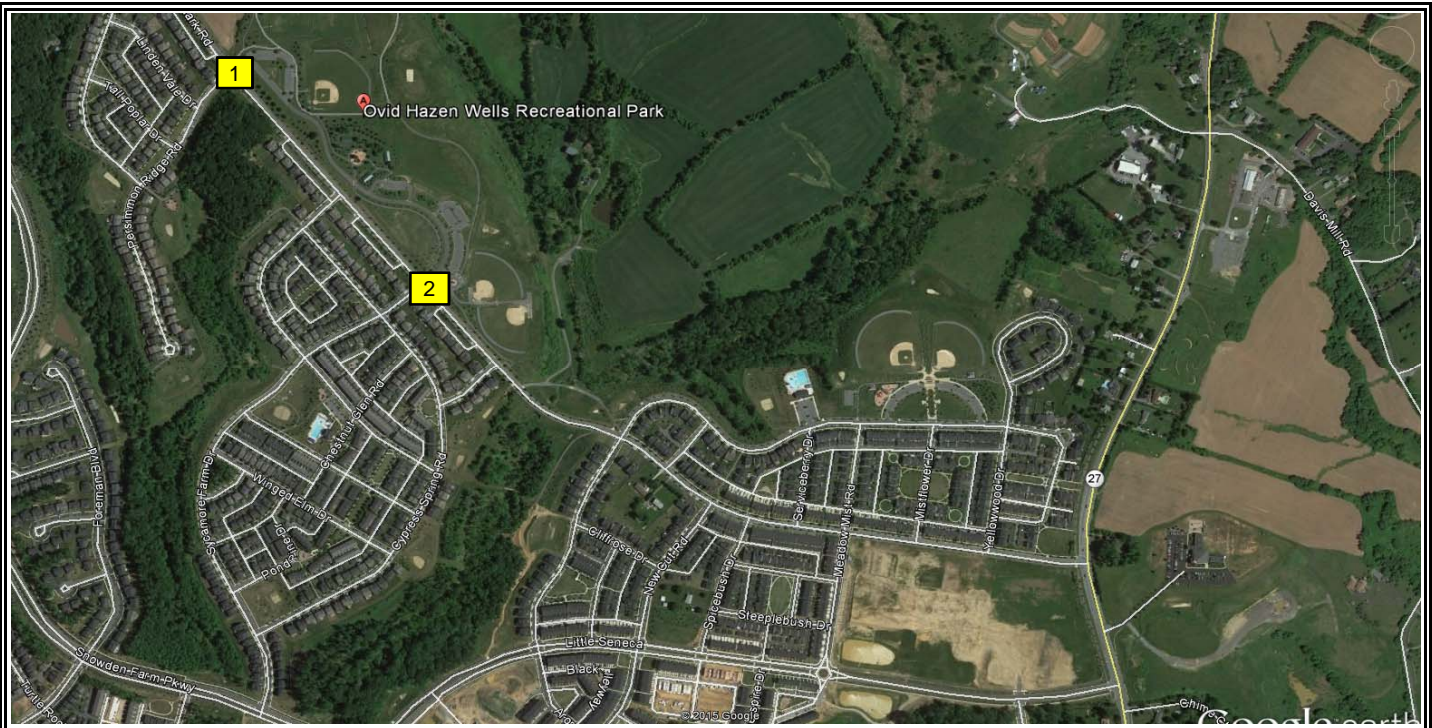
	AM	PM
In	50	138
Out	66	118

Additional Trips

Intersection 1 — Skylark Rd / Persimmon Ridge Rd / Ovid Hazen Wells Park

- 15 (26)
- 15 (26)
- 11 (31)
- 8 (14)
- ()
- (31) 11
- (16) 6
- ()

Intersection 2 — Skylark Rd / Sycamore Farm Dr / Ovid Hazen Wells Park

- 8 (14)
- 29 (51)
- 22 (60)
- 11 (31)
- ()
- (16) 6
- (26) 15
- ()
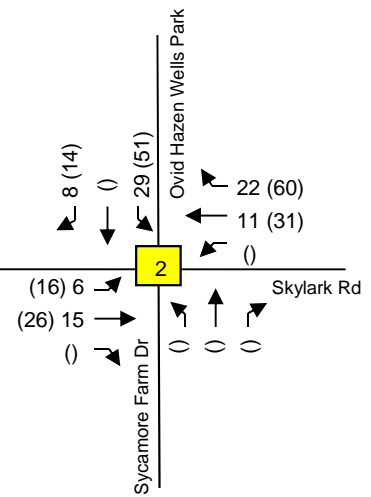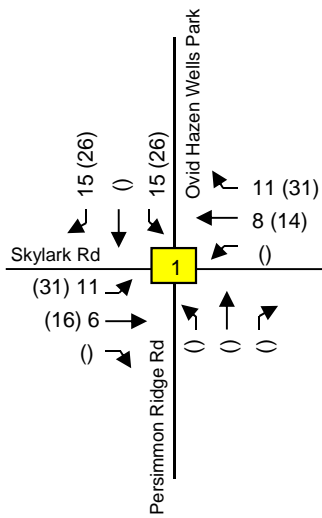
66% to and from the east on Skylark Rd
34% to and from the west on Skylark Rd

Traffic Impact Analysis	Trip Assignment for Expansion of Park	**Exhibit 5**
Lenhart Traffic Consulting, Inc. Traffic Engineering & Transportation Planning	Key: xx = PM Peak Vol's (xx) = Sun Mid-day Peak Vol's	

Intersection 1 (Persimmon Ridge Rd / Skylark Rd / Ovid Hazen Wells Park)

Skylark Rd

17 (26) 1 (0) 22 (40) — Ovid Hazen Wells Park

25 (33)
83 (73)
26 (22)

(37) 24
(42) 75
(7) 11

(7) 4 (0) 1 (8) 15 — Persimmon Ridge Rd

Intersection 2 (Sycamore Farm Dr / Skylark Rd / Ovid Hazen Wells Park)

10 (16) 1 (0) 34 (54) — Ovid Hazen Wells Park

47 (64)
117 (87)
27 (12)

Skylark Rd

(17) 10
(104) 98
(5) 6

(7) 6 (0) 6 (24) 16 — Sycamore Farm Dr
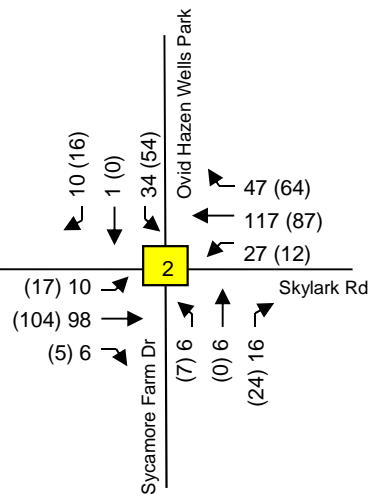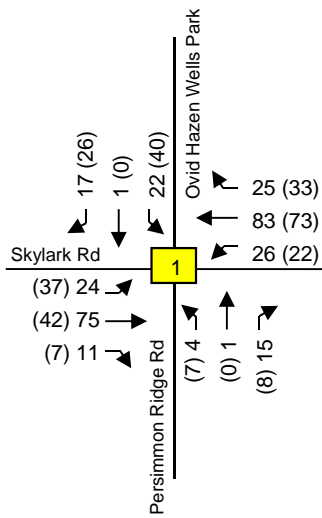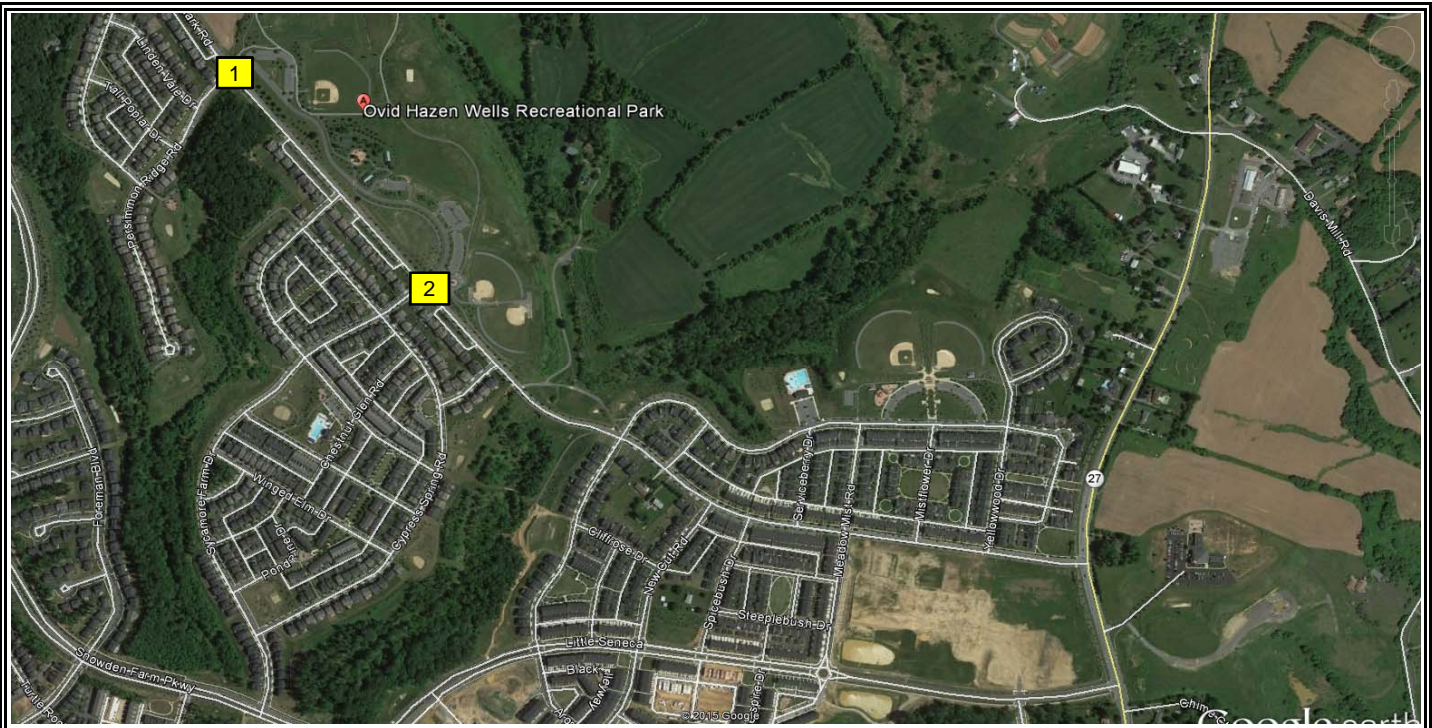
Traffic Impact Analysis	Total Peak Hour Volumes	**Exhibit 6**
Lenhart Traffic Consulting, Inc.		
Traffic Engineering & Transportation Planning	Key: xx = PM Peak Vol's (xx) = Sun Mid-day Peak Vol's	

Level-of-Service Results

Morning Peak Hour	Existing CLV	Total CLV
1). Skylark Rd & Persimmon Ridge Rd	A / 146	A / 180
2). Skylark Rd & Sycamore Farm Dr	A / 195	A / 263

Evening Peak Hour	Existing CLV	Total CLV
1). Skylark Rd & Persimmon Ridge Rd	A / 116	A / 205
2). Skylark Rd & Sycamore Farm Dr	A / 130	A / 265

NOTES:

1. All intersections satisfy MNCPPC and MD SHA Guidelines of LOS "D" or better.

Traffic Impact Analysis	Results of Level-of-Service Analyses	Exhibit 7
Lenhart Traffic Consulting, Inc. Traffic Engineering & Transportation Planning		

Appendix A
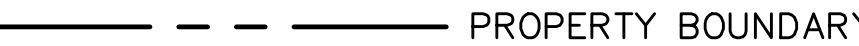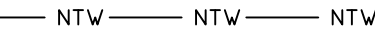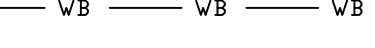
Supplemental Information
Aerial Photos
Turning Movement Counts

LEGEND

EXISTING HOUSE

— 96 — EXISTING CONTOUR

PROPERTY BOUNDARY

FOREST TREELINE

STREAM

STREAM BUFFER

— NTW — NTW — NTW — WETLANDS

— WB — WB — WB — 40'–100' WETLANDS BUFFER

REFORESTATION AREA

CAUTION: IF THIS DRAWING IS A REDUCTION,
GRAPHIC SCALE MUST BE USED
(ORIGINAL SIZE = 24"x 36")

GRAPHIC SCALE

(IN FEET)
1 inch = 80 ft.

SITE

WB WB WB WB WB WB WB WB WB WB WB WB WB WB

APPROXIMATE SEWER

WETLAND BUFFER

SKYLARK ROAD

RIDGE RD

P777

DESIGN		
Designer's Name	Landscape Architect Date	Checked By:
Address	Architect Date	Checked By:
City/State/Zip	Engineer Date	Checked By:
Telephone Number	Drawn by Date	Checked By:
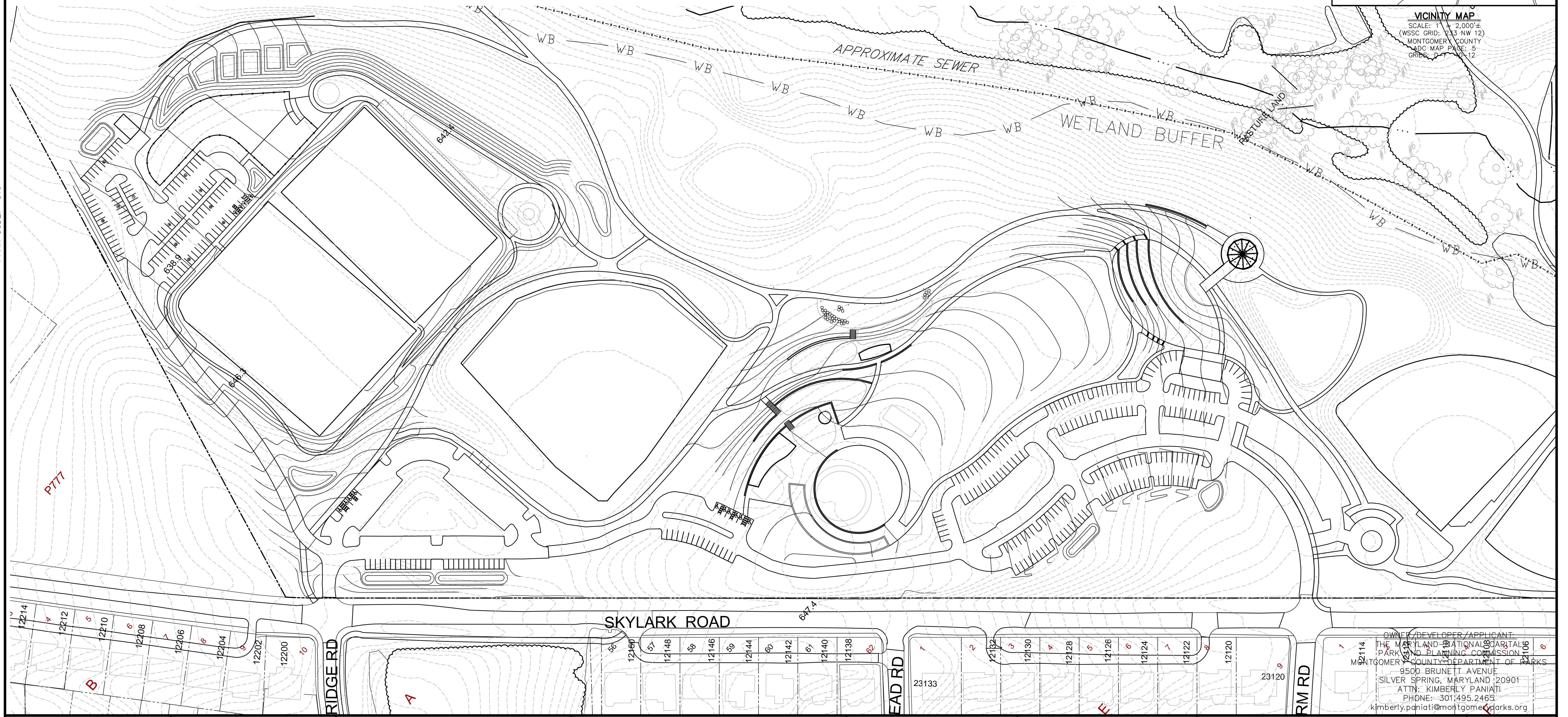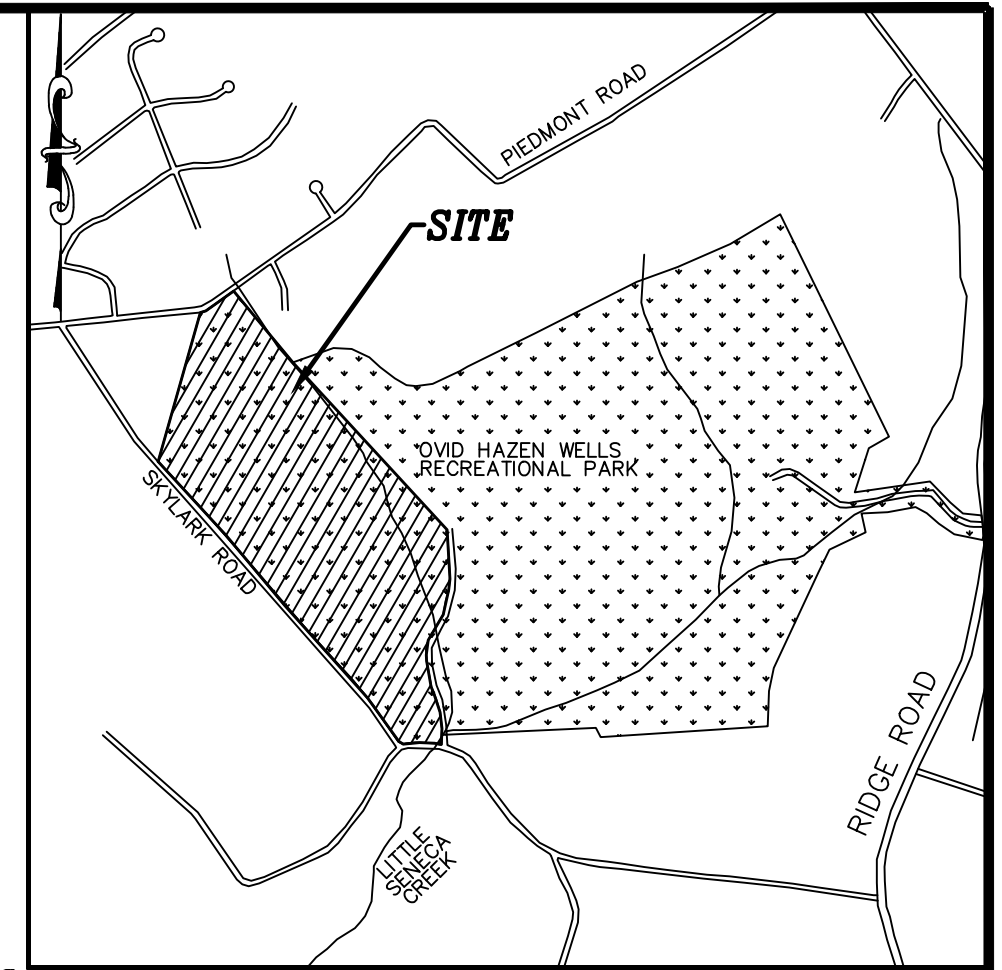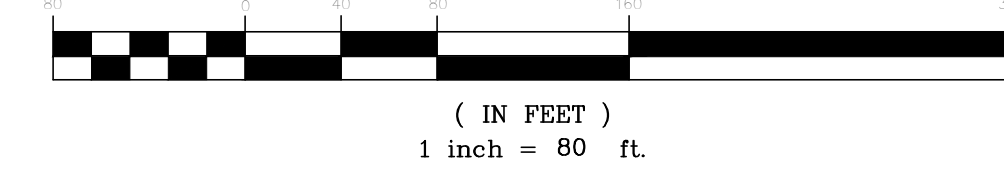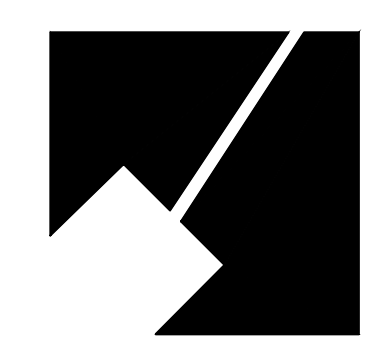
The Maryland-National Capital
Park and Planning Commission

Montgomery County Department of Parks
9500 Brunett Avenue
Silver Spring, Maryland 20901
(301) 495-2535

REVIEW AND APPROVAL	ISSUED FOR PROCUREMENT ON_____	
	REVISIONS	
	Rev. No.	Date	Description
Project Manager Date			
Construction Manager Date			
Park Manager Date			

SITE PLAN

OVID HAZEN WELLS PARK

L−1.1

SCALE: AS SHOWN   Liber 05738 Folio 0055

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

Time:	Persimmon Ridge Rd South Leg				OHW Park North Leg				Skylark Rd West Leg				Skylark Rd East Leg				Total Veh's
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
6:30-6:45																	0
6:45-7:00																	0
7:00-7:15																	0
7:15-7:30																	0
7:30-7:45																	0
7:45-8:00						Morning not counted											0
8:00-8:15																	0
8:15-8:30																	0
8:30-8:45																	0
8:45-9:00																	0
9:00-9:15																	0
9:15-9:30																	0

Hourly Totals

Time																	Total
6:30-7:30																	0
6:45-7:45																	0
7:00-8:00																	0
7:15-8:15																	0
7:30-8:30																	0
7:45-8:45																	0
8:00-9:00																	0
8:15-9:15																	0
8:30-9:30																	0

AM Peak Hour	South Leg				North Leg				West Leg				East Leg				Total Veh's
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
6:30-7:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Weekday Evening Peak Hour (4 pm - 7 pm)

Time:	Persimmon Ridge Rd South Leg				OHW Park North Leg				Skylark Rd West Leg				Skylark Rd East Leg				Total Veh's
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
4:00-4:15	2	0	3	2	0	0	0	0	0	14	0	2	7	11	0	0	41
4:15-4:30	1	0	5	1	0	0	0	0	0	16	3	1	5	19	0	0	51
4:30-4:45	2	0	3	2	0	0	0	0	1	12	1	0	8	16	0	0	45
4:45-5:00	0	0	2	0	1	0	0	0	2	10	2	1	9	13	2	1	43
5:00-5:15	1	0	1	0	0	0	0	0	1	17	1	3	10	16	1	0	51
5:15-5:30	2	0	4	1	1	0	1	0	3	19	4	1	9	17	2	0	64
5:30-5:45	0	0	7	3	1	0	0	0	3	23	3	2	4	15	3	0	64
5:45-6:00	1	1	3	0	2	1	0	0	5	15	2	3	7	25	5	2	72
6:00-6:15	1	0	1	1	3	0	1	0	2	12	2	0	6	18	4	1	52
6:15-6:30	0	1	2	2	2	0	1	0	3	9	1	2	4	21	3	0	51
6:30-6:45	2	0	2	3	4	1	2	0	1	13	0	1	5	16	2	1	53
6:45-7:00	1	0	3	1	5	1	3	0	2	11	1	0	4	17	2	0	51

Hourly Totals

Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Total
4:00-5:00	5	0	13	5	1	0	0	0	3	52	6	4	29	59	2	1	170
4:15-5:15	4	0	11	3	1	0	0	0	4	55	7	5	32	64	3	1	181
4:30-5:30	5	0	10	3	2	0	1	0	7	58	8	5	36	62	5	1	194
4:45-5:45	3	0	14	4	3	0	1	0	9	69	10	7	32	61	8	1	210
5:00-6:00	4	1	15	4	4	1	1	0	12	74	10	9	30	73	11	2	236
5:15-6:15	4	1	15	5	7	1	2	0	13	69	11	6	26	75	14	3	238
5:30-6:30	2	2	13	6	8	1	2	0	13	59	8	7	21	79	15	3	223
5:45-6:45	4	2	8	6	11	2	4	0	11	49	5	6	22	80	14	4	212
6:00-7:00	4	1	8	7	14	2	7	0	8	45	4	3	19	72	11	2	195

PM Peak Hour	South Leg				North Leg				West Leg				East Leg				Total Veh's
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
5:15-6:15	4	1	15	5	7	1	2	0	13	69	11	6	26	75	14	3	238

Peak Hour
Turning Movement Count

Lenhart Traffic Consulting, Inc.
Traffic Engineering & Transportation Planning

Intersection: Skylark Rd & Persimmon Ridge Rd
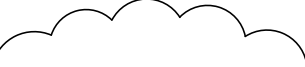**Weather:** Clear
Count by: ml
Count Day/Date: Tuesday, May 26, 2015
County: Montgomery

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

Time:	Sycamore Farm Dr South Leg Left	Thru	Right	Peds	OHW Park North Leg Left	Thru	Right	Peds	Skylark Rd West Leg Left	Thru	Right	Peds	Skylark Rd East Leg Left	Thru	Right	Peds	Total Veh's
6:30-6:45																	0
6:45-7:00																	0
7:00-7:15																	0
7:15-7:30																	0
7:30-7:45																	0
7:45-8:00																	0
8:00-8:15					Morning not counted												0
8:15-8:30																	0
8:30-8:45																	0
8:45-9:00																	0
9:00-9:15																	0
9:15-9:30																	0

Hourly Totals

Time																	Total
6:30-7:30																	0
6:45-7:45																	0
7:00-8:00																	0
7:15-8:15																	0
7:30-8:30																	0
7:45-8:45																	0
8:00-9:00																	0
8:15-9:15																	0
8:30-9:30																	0

AM Peak Hour	South Leg Left	Thru	Right	Peds	North Leg Left	Thru	Right	Peds	West Leg Left	Thru	Right	Peds	East Leg Left	Thru	Right	Peds	Total Veh's
6:30-7:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Weekday Evening Peak Hour (4 pm - 7 pm)

Time:	Sycamore Farm Dr South Leg Left	Thru	Right	Peds	OHW Park North Leg Left	Thru	Right	Peds	Skylark Rd West Leg Left	Thru	Right	Peds	Skylark Rd East Leg Left	Thru	Right	Peds	Total Veh's
4:00-4:15	0	0	2	2	0	0	0	0	0	17	0	0	5	18	0	0	44
4:15-4:30	0	0	3	3	0	0	0	0	0	21	0	0	2	24	1	0	54
4:30-4:45	2	1	3	2	0	0	0	0	0	13	2	0	5	22	2	0	52
4:45-5:00	1	0	6	0	0	1	0	0	0	13	0	0	4	23	4	1	53
5:00-5:15	1	2	5	0	1	0	0	0	0	16	2	2	7	26	5	0	67
5:15-5:30	0	0	3	0	2	1	1	0	1	22	1	0	8	27	5	0	71
5:30-5:45	2	4	7	3	2	0	1	0	2	28	1	2	6	19	8	1	86
5:45-6:00	3	0	1	0	0	0	0	0	1	17	2	0	6	34	7	0	71
6:00-6:15	1	1	3	1	2	0	0	0	1	15	0	0	9	27	4	0	64
6:15-6:30	0	0	4	0	1	1	1	0	0	13	0	0	7	27	4	0	58
6:30-6:45	1	0	2	3	3	2	1	0	0	18	1	0	6	21	1	0	59
6:45-7:00	0	0	2	1	5	1	0	0	0	19	0	0	6	23	2	0	59

Hourly Totals

Time	South Leg Left	Thru	Right	Peds	North Leg Left	Thru	Right	Peds	West Leg Left	Thru	Right	Peds	East Leg Left	Thru	Right	Peds	Total Veh's
4:00-5:00	3	1	14	7	0	1	0	0	0	64	2	0	16	87	7	1	203
4:15-5:15	4	3	17	5	1	1	0	0	0	63	4	2	18	95	12	1	226
4:30-5:30	4	3	17	2	3	2	1	0	1	64	5	2	24	98	16	1	243
4:45-5:45	4	6	21	3	5	2	2	0	3	79	4	4	25	95	22	2	277
5:00-6:00	6	6	16	3	5	1	2	0	4	83	6	4	27	106	25	1	295
5:15-6:15	6	5	14	4	6	1	2	0	5	82	4	2	29	107	24	1	292
5:30-6:30	6	5	15	4	5	1	2	0	4	73	3	2	28	107	23	1	279
5:45-6:45	5	1	10	4	6	3	2	0	2	63	3	0	28	109	16	0	252
6:00-7:00	2	1	11	5	11	4	2	0	1	65	1	0	28	98	11	0	240

PM Peak Hour	South Leg Left	Thru	Right	Peds	North Leg Left	Thru	Right	Peds	West Leg Left	Thru	Right	Peds	East Leg Left	Thru	Right	Peds	Total Veh's
5:00-6:00	6	6	16	3	5	1	2	0	4	83	6	4	27	106	25	1	295

Peak Hour
Turning Movement Count

Lenhart Traffic Consulting, Inc.
Traffic Engineering & Transportation Planning

Intersection: Skylark Rd & Sycamore Farm Dr
Weather: Clear
Count by: tl
Count Day/Date: Tuesday, May 26, 2015
County: Montgomery

Sunday Mid-day																
Persimmon Ridge Rd **South Leg**				**OHW Park** **North Leg**				**Skylark Rd** **West Leg**				**Skylark Rd** **East Leg**				
Time:	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Total
12:00-12:15	1	0	3	3	0	0	1	0	0	10	0	3	4	12	5	0	42
12:15-12:30	1	0	3	2	3	0	1	0	0	9	0	2	3	9	3	1	37
12:30-12:45	1	0	3	3	5	0	1	0	0	7	0	1	2	6	1	0	30
12:45-1:00	2	0	4	0	4	0	2	0	0	11	1	2	4	8	1	2	41
1:00-1:15	2	0	5	1	3	0	2	0	0	15	1	5	5	10	0	0	49
1:15-1:30	2	0	3	2	4	0	1	0	0	11	1	2	5	12	0	2	45
1:30-1:45	1	0	1	5	5	0	0	0	0	6	0	4	5	13	0	0	40
1:45-2:00	2	0	2	2	5	0	0	0	1	5	1	3	7	14	0	3	45
2:00-2:15	2	0	3	2	5	0	0	0	1	4	2	2	8	15	0	2	46
2:15-2:30	2	0	2	3	3	0	0	0	2	7	2	3	5	15	1	0	45
2:30-2:45	1	0	1	5	1	0	0	0	2	10	2	2	2	15	1	2	44
2:45-3:00	1	0	3	2	2	0	2	0	1	12	1	0	2	13	0	0	39

Hourly Totals																
12:00-1:00	5	0	13	8	12	0	5	0	0	37	1	8	13	35	10	3	150
12:15-1:15	6	0	15	6	15	0	6	0	0	42	2	10	14	33	5	3	157
12:30-1:30	7	0	15	6	16	0	6	0	0	44	3	10	16	36	2	4	165
12:45-1:45	7	0	13	8	16	0	5	0	0	43	3	13	19	43	1	4	175
1:00-2:00	7	0	11	10	17	0	3	0	1	37	3	14	22	49	0	5	179
1:15-2:15	7	0	9	11	19	0	1	0	2	26	4	11	25	54	0	7	176
1:30-2:30	7	0	8	12	18	0	0	0	4	22	5	12	25	57	1	5	176
1:45-2:45	7	0	8	12	14	0	0	0	6	26	7	10	22	59	2	7	180
2:00-3:00	6	0	9	12	11	0	2	0	6	33	7	7	17	58	2	4	174

AM **Peak Hour**	**South Leg**				**North Leg**				**West Leg**				**East Leg**				
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Total
1:45-2:45	7	0	8	12	14	0	0	0	6	26	7	10	22	59	2	7	180

Peak Hour
Turning Movement Count

Lenhart Traffic Consulting, Inc.
Traffic Engineering & Transportation Planning

Intersection:	Skylark Rd & Persimmon Ridge Rd
Weather:	
Count by:	tl
Count Day/Date:	Sunday, June 07, 2015
County:	Montgomery

	Sunday Mid-day																
	Sycamore Farm Dr South Leg				OHW Park North Leg				Skylark Rd West Leg				Skylark Rd East Leg				
Time:	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Total
12:00-12:15	3	0	4	3	1	0	1	0	1	22	0	0	2	15	1	0	53
12:15-12:30	1	0	3	5	0	1	0	0	0	16	1	0	1	13	2	1	44
12:30-12:45	1	0	3	3	1	1	0	0	0	19	1	1	3	16	1	0	50
12:45-1:00	1	0	2	0	1	0	0	0	0	21	0	0	4	19	0	2	50
1:00-1:15	2	0	2	2	3	0	1	0	1	18	2	3	5	16	0	0	55
1:15-1:30	2	0	2	0	4	0	1	0	1	14	3	0	5	12	0	0	44
1:30-1:45	2	0	3	5	2	0	1	0	1	18	2	3	4	11	0	2	54
1:45-2:00	1	0	4	0	0	0	1	0	0	21	0	0	2	9	0	0	38
2:00-2:15	2	0	6	2	1	0	1	0	0	20	1	1	3	14	1	0	52
2:15-2:30	2	0	8	0	1	0	0	0	0	19	2	0	4	19	1	1	57
2:30-2:45	2	0	6	5	1	0	0	0	1	18	2	0	3	14	2	0	54
2:45-3:00	1	0	4	2	0	0	0	0	1	16	1	2	2	9	3	0	41

Hourly Totals																	
12:00-1:00	6	0	12	11	3	2	1	0	1	78	2	1	10	63	4	3	197
12:15-1:15	5	0	10	10	5	2	1	0	1	74	4	4	13	64	3	3	199
12:30-1:30	6	0	9	5	9	1	2	0	2	72	6	4	17	63	1	2	199
12:45-1:45	7	0	9	7	10	0	3	0	3	71	7	6	18	58	0	4	203
1:00-2:00	7	0	11	7	9	0	4	0	3	71	7	6	16	48	0	2	191
1:15-2:15	7	0	15	7	7	0	4	0	2	73	6	4	14	46	1	2	188
1:30-2:30	7	0	21	7	4	0	3	0	1	78	5	4	13	53	2	3	201
1:45-2:45	7	0	24	7	3	0	2	0	1	78	5	1	12	56	4	1	201
2:00-3:00	7	0	24	9	3	0	1	0	2	73	6	3	12	56	7	1	204

AM Peak Hour	South Leg				North Leg				West Leg				East Leg				
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Total
1:45-2:45	7	0	24	7	3	0	2	0	1	78	5	1	12	56	4	1	204

Peak Hour
Turning Movement Count

Lenhart Traffic Consulting, Inc.
Traffic Engineering & Transportation Planning

Intersection:	Skylark Rd & Persimmon Ridge Rd
Weather:	
Count by:	mb
Count Day/Date:	Sunday, June 07, 2015
County:	Montgomery

Sunday Mid-Day Peak Hour (12 pm - 2 pm)

Time:	In			Out			Total		Parked Veh's at Beginning of Interval
	Left	Thru	Right	Left	Thru	Right			
12:00-12:15		36			18		54		112
12:15-12:30		46			22		68		130
12:30-12:45		49			25		74		154
12:45-1:00		41			24		65		178
1:00-1:15		31			22		53		187
1:15-1:30		36			38		74		185
1:30-1:45		38			33		71		190
1:45-2:00		31			35		66		186

Hourly Totals

	In			Out			Total
12:00-1:00	0	172	0	0	89	0	261
12:15-1:15	0	167	0	0	93	0	260
12:30-1:30	0	157	0	0	109	0	266
12:45-1:45	0	146	0	0	117	0	263
1:00-2:00	0	136	0	0	128	0	264
AM Peak Hour **12:30-1:30**	**In**		**157**	**Out**		**109**	**Total** **266**

NOTE: Sunday count was Memorial Day weekend and there were a considerable number of picnics.

Weekday PM Peak Hour (4 pm - 6 pm)

Time:	In			Out			Total		Parked Veh's at Beginning of Interval
4:00-4:15		7			2		9		47
4:15-4:30		7			3		10		51
4:30-4:45		6			1		7		56
4:45-5:00		6			8		14		54
5:00-5:15		5			5		10		54
5:15-5:30		3			3		6		54
5:30-5:45		3			3		6		54
5:45-6:00		7			9		16		52

Hourly Totals

	In			Out			Total
4:00-5:00	0	26	0	0	14	0	40
4:15-5:15	0	24	0	0	17	0	41
4:30-5:30	0	20	0	0	17	0	37
4:45-5:45	0	17	0	0	19	0	36
5:00-6:00	0	18	0	0	20	0	38
PM Peak Hour **4:15-5:15**	**In**		**24**	**Out**		**17**	**Total** **41**

NOTE: Carousel and train close at 6 PM on weekdays.

NOTE: These counts reflect the volumes in and out of the carousel and train parking lot. The traffic in and out of the adjacent parking lot to the north(play

Peak Hour Turning Movement Count	**Intersection:** Wheaton Regional Park entrance to Train/Carousel
	Weather: Sunny
	Count by: ml
Lenhart Traffic Consulting, Inc. Traffic Engineering & Transportation Planning	**Count Date:** Sunday (5/24/15) & Wednesday (5/20/2015)
	County: Montgomery

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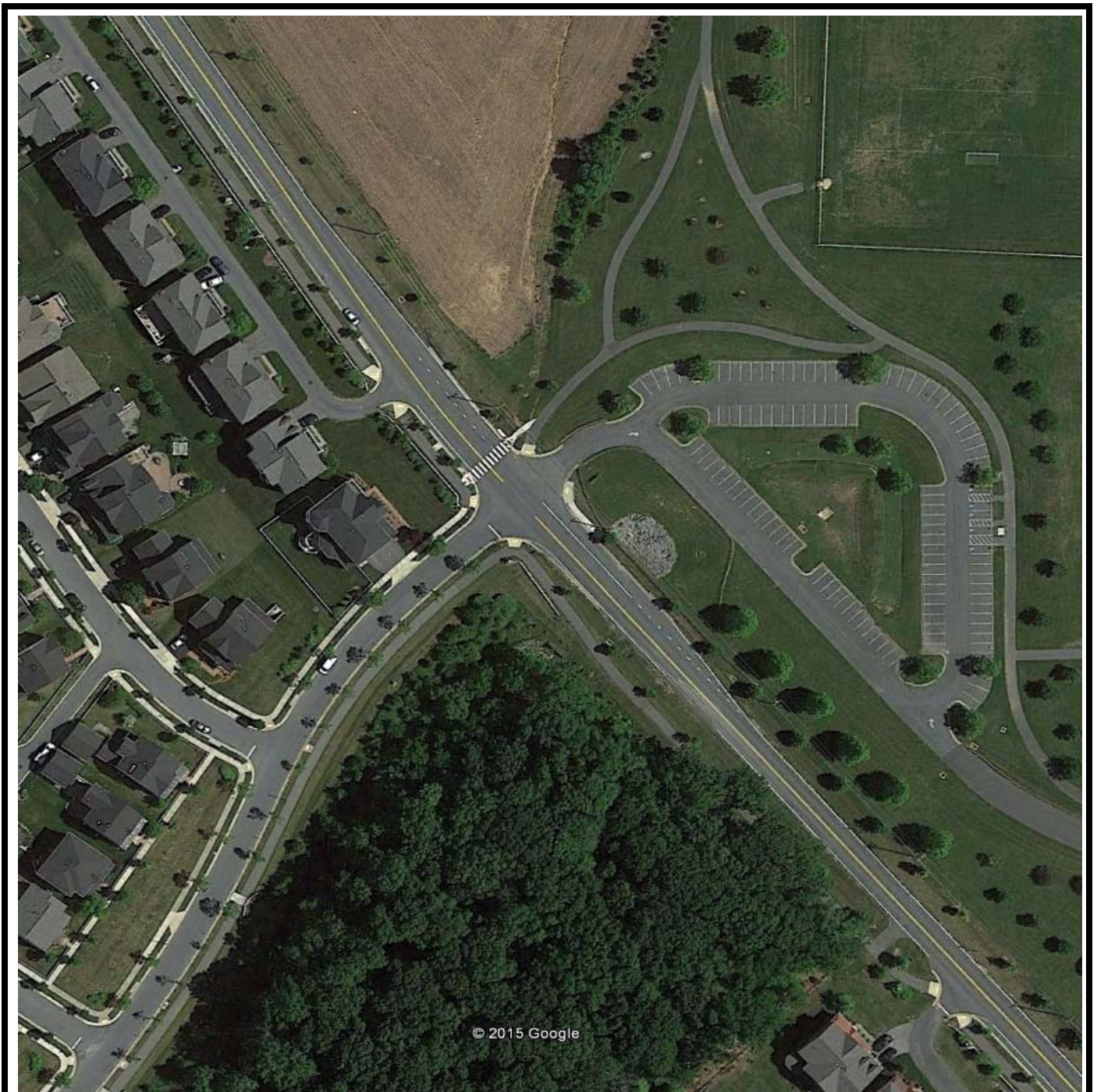
Aerial Photo	Intersection: Skylark Rd at Persimmon Ridge Rd
Lenhart Traffic Consulting, Inc. Traffic Engineering & Transportation Planning	County: Montgomery
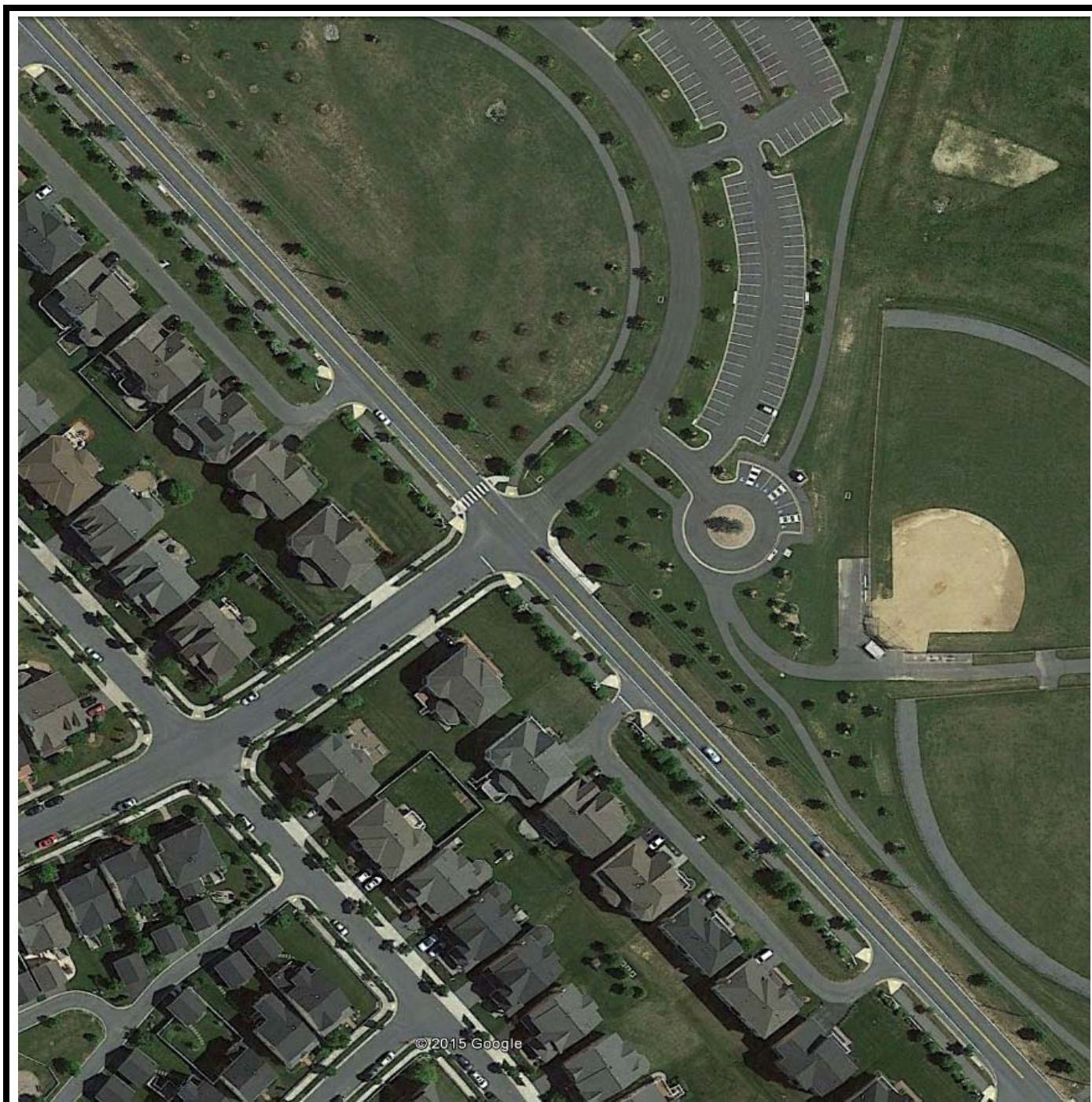
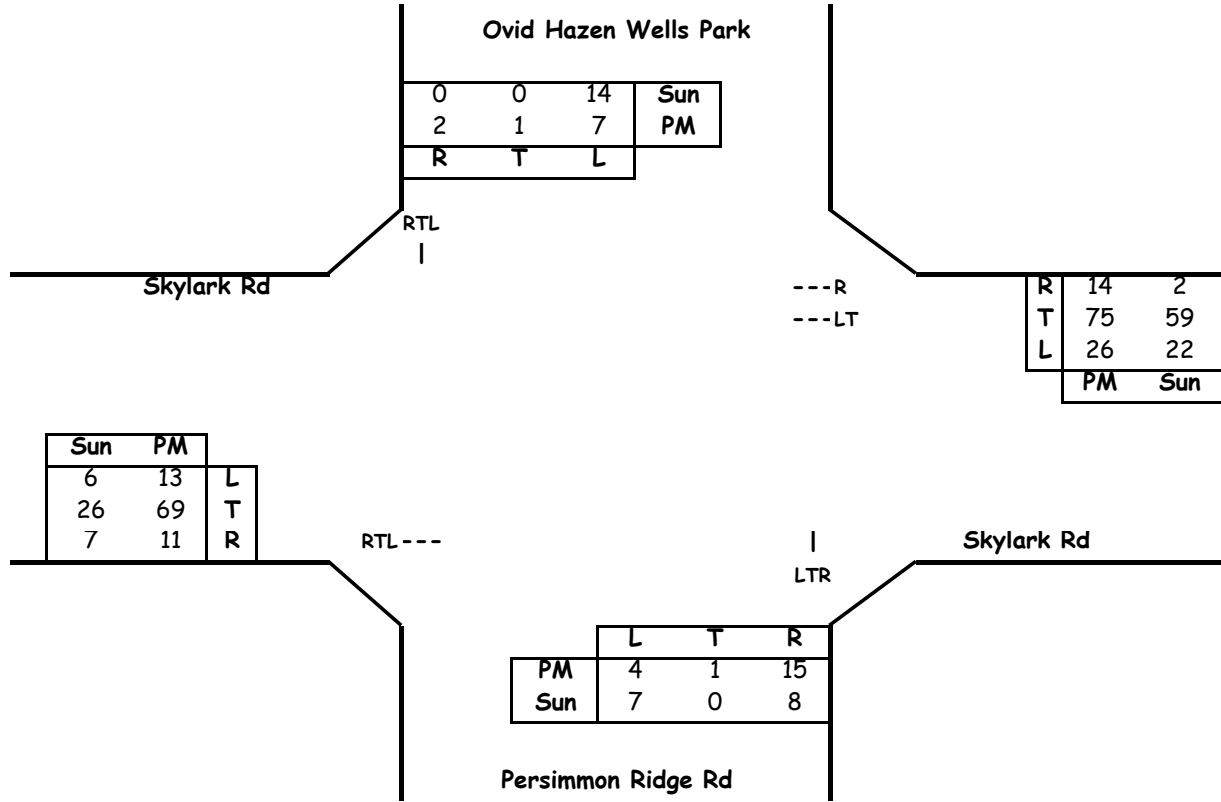| Aerial Photo	**Intersection:** Skylark Rd at Sycamore Farm Dr
Lenhart Traffic Consulting, Inc. Traffic Engineering & Transportation Planning	**County:** Montgomery

Appendix B

Critical Lane Volume (LOS) Worksheets

CRITICAL LANE VOLUME (CLV) METHODOLOGY
for Montgomery County

Main Line: Skylark Rd
Minor Street: Persimmon Ridge Rd   **Analyst:** ml
Study Period: EXISTING TRAFFIC

Lane Use + Traffic Volumes

Ovid Hazen Wells Park

0	0	14	Sun
2	1	7	PM
R	T	L	

Skylark Rd

RTL
|

---R
---LT

R	14	2
T	75	59
L	26	22
	PM	Sun

Sun	PM	
6	13	L
26	69	T
7	11	R

RTL --- |
                              LTR

Skylark Rd

	L	T	R
PM	4	1	15
Sun	7	0	8

Persimmon Ridge Rd

Critical Lane Volume Analysis

Evening Peak Hour							PM
	Thru Volumes			+ Opposing Lefts			
Dir	VOL	x LUF	= Total	VOL	x LUF	= Total	CLV
NB	20	1.00	20	7	1	7	27
SB	10	1.00	10	4	1	4	
EB	93	1	93	26	1	26	119
WB	101	1	101	13	1	13	
					CLV TOTAL=		**146**
					Level of Service (LOS)=		**A**

ERROR							SUn
	Thru Volumes			+ Opposing Lefts			
Dir	VOL	x LUF	= Total	VOL	x LUF	= Total	CLV
NB	15	1.00	15	14	1	14	29
SB	14	1.00	14	7	1	7	
EB	39	1	39	22	1	22	87
WB	81	1	81	6	1	6	
					CLV TOTAL=		**116**
					Level of Service (LOS)=		**A**

Critical Lane Volume Analysis	Skylark Rd &	Intersection
Lenhart Traffic Consulting	Persimmon Ridge Rd	**1**
Traffic Engineering & Transportation Planning	(EXISTING TRAFFIC)	

CRITICAL LANE VOLUME (CLV) METHODOLOGY
for Montgomery County

Main Line: Skylark Rd
Minor Street: Sycamore Farm Dr   **Analyst:** ml
Study Period: EXISTING TRAFFIC

Lane Use + Traffic Volumes

Ovid Hazen Wells Park

2	0	3	Sun
2	1	5	PM
R	T	L	

RTL
|

Skylark Rd   ---LTR

R	25	4
T	106	56
L	27	12
	PM	Sun

Sun	PM	
1	4	L
78	83	T
5	6	R

RTL--- | Skylark Rd
                LTR

	L	T	R
PM	6	6	16
Sun	7	0	24

Sycamore Farm Dr

Critical Lane Volume Analysis

Evening Peak Hour							PM
Dir	Thru Volumes			+ Opposing Lefts			CLV
	VOL	x LUF	= Total	VOL	x LUF	= Total	
NB	28	1.00	28	5	1	5	33
SB	8	1.00	8	6	1	6	
EB	93	1	93	27	1	27	162
WB	158	1	158	4	1	4	
					CLV TOTAL=		**195**
					Level of Service (LOS)=		**A**

ERROR							SUn
Dir	Thru Volumes			+ Opposing Lefts			CLV
	VOL	x LUF	= Total	VOL	x LUF	= Total	
NB	31	1.00	31	3	1	3	34
SB	5	1.00	5	7	1	7	
EB	84	1	84	12	1	12	96
WB	72	1	72	1	1	1	
					CLV TOTAL=		**130**
					Level of Service (LOS)=		**A**

Critical Lane Volume Analysis	Skylark Rd &	**Intersection**
Lenhart Traffic Consulting	Sycamore Farm Dr	**2**
Traffic Engineering & Transportation Planning	(EXISTING TRAFFIC)	

CRITICAL LANE VOLUME (CLV) METHODOLOGY
for Montgomery County

Main Line: Skylark Rd
Minor Street: Persimmon Ridge Rd   **Analyst:** ml
Study Period: TOTAL TRAFFIC

Lane Use + Traffic Volumes

Ovid Hazen Wells Park

26	0	40	Sun
17	1	22	PM
R	T	L	

RTL
|

Skylark Rd

---R
---LT

R	25	33
T	83	73
L	26	22
	PM	Sun

Sun	PM	
37	24	L
42	75	T
7	11	R

RTL---

|
LTR

Skylark Rd

	L	T	R
PM	4	1	15
Sun	7	0	8

Persimmon Ridge Rd

Critical Lane Volume Analysis

Evening Peak Hour								PM
	Thru Volumes			+ Opposing Lefts				
Dir	VOL	x LUF	= Total	VOL	x LUF	= Total		CLV
NB	20	1.00	20	22	1	22		44
SB	40	1.00	40	4	1	4		
EB	110	1	110	26	1	26		136
WB	109	1	109	24	1	24		
					CLV TOTAL=			**180**
					Level of Service (LOS)=			**A**

ERROR								SUn
	Thru Volumes			+ Opposing Lefts				
Dir	VOL	x LUF	= Total	VOL	x LUF	= Total		CLV
NB	15	1.00	15	40	1	40		73
SB	66	1.00	66	7	1	7		
EB	86	1	86	22	1	22		132
WB	95	1	95	37	1	37		
					CLV TOTAL=			**205**
					Level of Service (LOS)=			**A**

Critical Lane Volume Analysis		
Lenhart Traffic Consulting	Skylark Rd &	**Intersection**
Traffic Engineering & Transportation Planning	Persimmon Ridge Rd	**1**
	(TOTAL TRAFFIC)	

CRITICAL LANE VOLUME (CLV) METHODOLOGY
for Montgomery County

Main Line: Skylark Rd
Minor Street: Sycamore Farm Dr   **Analyst:** ml
Study Period: TOTAL TRAFFIC

Lane Use + Traffic Volumes

Ovid Hazen Wells Park

16	0	54	Sun
10	1	34	PM
R	T	L	

RTL

Skylark Rd   ---LTR

R	47	64
T	117	87
L	27	12
	PM	Sun

Sun	PM	
17	10	L
104	98	T
5	6	R

RTL--- | **Skylark Rd**

LTR

	L	T	R
PM	6	6	16
Sun	7	0	24

Sycamore Farm Dr

Critical Lane Volume Analysis

Evening Peak Hour							PM
	Thru Volumes			+ Opposing Lefts			
Dir	VOL	x LUF	= Total	VOL	x LUF	= Total	CLV
NB	28	1.00	28	34	1	34	
							62
SB	45	1.00	45	6	1	6	
EB	114	1	114	27	1	27	
							201
WB	191	1	191	10	1	10	
			CLV TOTAL=				**263**
			Level of Service (LOS)=				**A**

ERROR							SUn
	Thru Volumes			+ Opposing Lefts			
Dir	VOL	x LUF	= Total	VOL	x LUF	= Total	CLV
NB	31	1.00	31	54	1	54	
							85
SB	70	1.00	70	7	1	7	
EB	126	1	126	12	1	12	
							180
WB	163	1	163	17	1	17	
			CLV TOTAL=				**265**
			Level of Service (LOS)=				**A**

Critical Lane Volume Analysis	Skylark Rd & Sycamore Farm Dr	**Intersection**
Lenhart Traffic Consulting		**2**
Traffic Engineering & Transportation Planning	(TOTAL TRAFFIC)	