



Americans with Disabilities Act (ADA)

Transition Plan for
Public Rights-of-Way

2025

This document is available in alternative formats upon request

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LIST OF ACRONYMS

ADA	Americans with Disabilities Act of 1990
ADAAA	ADA Amendments Act of 2008
ADAAG	Americans with Disabilities Act Accessibility Guidelines
CTP	Consolidated Transportation Plan
LRTP	Long-Range Transportation Plan
MDOT	Maryland Department of Transportation
MPO	Metropolitan Planning Organization
MTA	Maryland Transit Administration
PROW	Public Rights-of-Way
PROWAG	Public Right-of-Way Accessibility Guidelines
SHA	State Highway Administration
STIP	Statewide Transportation Improvement Program
TIP	Transportation Improvement Program
TDD	Telecommunications Device for the Deaf
WMATA	Washington Metropolitan Area Transit Authority

EXECUTIVE SUMMARY

The Americans with Disabilities Act (ADA) of 1990 prohibits discrimination against individuals with disabilities from receiving or having access to public service. As part of the Act, State and local government entities are required to perform Self-Evaluations to identify areas not meeting ADA requirements and create Transition Plans to implement a change in meeting those requirements.

This Transition Plan falls within Title II of ADA and deals specifically with accessibility on Public Rights-of-Way owned and/or maintained by the Maryland Department of Transportation (MDOT) State Highway Administration (SHA). As described in this report, SHA's Self-Evaluation and Transition Plan are linked, living documents that will be updated. As such, this report has been prepared in a format to allow for the most up-to-date information to be available and to allow for reassessment of priorities and update of project schedules.

This document addresses approaches, funding, methodologies, baseline findings, prioritization criteria, and integration with existing transportation planning. In an effort to utilize the best available technology, SHA decided to use technology driven decision making tools to capture data, revise compliance status as work is completed and help prioritize and schedule future work. The result is real time information on compliance that facilitates measurement of progress. This information is stored in an electronic database that can be displayed using Geographic Information Systems (GIS) software and then tailored for a specific report, user or presentation audience. The schedule of work is also to be continually updated as projects are programmed, and funding secured.

The information contained in the GIS database is maintained by the SHA Office of Highway Development, and it is regularly updated based on the construction of new sidewalks and ongoing projects. SHA continually analyzes the data as it is updated or new requests are received to ensure the greatest needs are addressed. SHA has also allocated a special budget line specifically for ADA retrofit projects, which allows SHA to go beyond the regular scheduled capital or systems preservation (maintenance) improvements.

INTRODUCTION

The Maryland Department of Transportation State Highway Administration is committed to providing safe, accessible facilities along SHA roadways for the general public regardless of ability or disability. The SHA strives to not just comply but go beyond the requirements of the Americans with Disabilities Act of 1990.

The purpose of this transition plan is to ensure that SHA creates reasonable, accessible paths of travel along SHA roadways for everyone, including people with disabilities. SHA has made significant and long-term commitment to improving the accessibility of their pedestrian facilities. This Transition Plan describes the existing policies and programs to enhance the overall pedestrian accessibility.

MDOT STATE HIGHWAY ADMINISTRATION ADA POLICY

Maryland State Highway Administration Policy on Non-Discrimination and Equal Access Under the Americans with Disabilities Act

The Maryland State Highway Administration (SHA) is committed to a policy of full accessibility and does not discriminate in the provision of government services. The Administration is committed to upholding the intent and spirit of the Americans with Disabilities Act (ADA) and Section 504 of the Rehabilitation Act of 1973 to the fullest extent possible. This commitment extends to all programs, services and activities of SHA, such that no qualified individual with a disability shall be discriminated against on the basis of his or her disability.

It is SHA's responsibility and desire that no person in the State of Maryland be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity supported by SHA based on their disability, as provided by the Americans with Disabilities Act of 1990 and Section 504 of the Rehabilitation Act of 1973. It is also the responsibility of each and every SHA employee to work cooperatively to achieve the goals and objectives of this statement.

SHA is fully committed to the goal of achieving equal opportunity and nondiscrimination for all persons in their interactions with SHA.

OVERVIEW OF THE AMERICANS WITH DISABILITIES ACT OF 1990

The Americans with Disabilities Act (ADA) was signed into law on July 26, 1990. The ADA is a wide-ranging civil rights law that prohibits, under certain circumstances, discrimination based on disability. It affords similar protections against discrimination to Americans with disabilities as the Civil Rights Act of 1964, which made discrimination based on race, religion, sex, national origin and other characteristics illegal. Section 504 of the Rehabilitation Act of 1973, seeks to ensure that all qualified individuals with disabilities are not discriminated against under any program or activity receiving federal financial assistance or government agencies that receive federal financial assistance. The ADA was amended when President George W. Bush signed into law the ADA Amendments Act of 2008 (ADAAA) on September 25, 2008. The ADAAA gives broader protections for disabled workers and includes a list of impairments to *major life activities*.

The main sections of ADA include:

- Title I: Employment
- Title II: Nondiscrimination in State and Local Government Services;
- Title III: Nondiscrimination in public Accommodations and Services
- Title IV: Telecommunications
- Title V: Miscellaneous Provisions

As part of the Act, State and local government entities are required to perform Self-Evaluations to identify areas not meeting ADA requirements and create Transition Plans to implement a change in meeting those requirements. This Transition Plan update falls within Title II of ADA and deals specifically with accessibility on Public Rights-of-Way owned and/or maintained by the SHA. Other areas of compliance, including facilities such as buildings and rest areas are not included in this Transition Plan.

SHA ADA PROGRAM BACKGROUND

SHA completed a comprehensive Self-Evaluation in December 2006. The Self-Evaluation included sidewalks, ramps, driveway crossings, median treatments, and access to bus stops. The results of the Self-Evaluation identified problem areas requiring improvements to achieve accessibility.

The results of the 2006 Self-Evaluation found the following elements to be non-compliant with current Americans with Disabilities Act Accessibility Guidelines (ADAAG) standards (see appendix B for 2011 – 2024 compliance):

- 48 percent of sidewalks;
- 94 percent of curb ramps;
- 80 percent of driveway crossings;
- 51 percent of access to bus stops on existing sidewalks; and
- 57 percent of median treatments.

Of the 48 percent of non-compliant sidewalks, most were non-compliant due to insufficient sidewalk width and/or cross slope. Other reasons for noncompliance on sidewalks include gaps and obstructions.

Six percent of curb ramps and approximately 20 percent of driveway crossings were compliant. The major factor in the low level of compliance for curb ramps was due to the requirement for detectable warnings on curb ramps. Incorrect geometry (slopes, widths, landings, etc.) was an additional factor and accounts for non-compliance for both curb ramps and driveway crossings.

Access to bus stops was evaluated for sidewalk width, cross slope, obstructions and gaps. At that time, fifty-one percent of bus stops on existing sidewalks were non-compliant from an access standpoint. The actual bus stops were not assessed since other agencies, including the Maryland Transit Administration (MTA), the Washington Metropolitan Area Transit Authority (WMATA), and other local bus operators own and maintain the bus facilities. SHA continues to coordinate with these agencies to ensure that improvements are coordinated between the agencies.

Medians were also evaluated for pedestrian access at crosswalks. Fifty-seven percent of median treatments were non-compliant with ADA standards.

SHA COMMITMENT AND FUNDING

SHA has made it their mission to ensure awareness and compliance with the Americans with Disabilities Act (ADA). To achieve this, SHA created the Sidewalk Reconstruction for Pedestrian Access fund (Fund 33). The primary purpose of this fund is to upgrade existing pedestrian facilities along state highways to meet ADA compliance. The scope includes upgrading existing non-compliant sidewalks and connecting short gaps between existing sidewalks where no other roadway project is currently planned. This fund complements other funding sources that also support ADA compliance since SHA requires that all SHA projects meet the Americans with Disabilities Act Accessibility Guidelines (ADAAG) and the SHA Accessibility Policy & Guidelines for Pedestrian Facilities along State Highways.

A listing of past, current, and projected future years funding for Fund 33 is included in Appendix A. Funding levels are adjusted annually and may be revised on a quarterly basis as necessary.

SCHEDULE

The SHA maintains a list of potential Fund 33 projects and re-evaluates them annually. Projects are scheduled based on available funds and priority. The current list of Fund 33 projects is included in Appendix C.

PRIORITIZATION

After the SHA self-evaluation in 2006, and in conjunction with guidance received from the Federal Highway Administration, the SHA developed a prioritization system for determining where the greatest need for ADA compliance existed. In 2019, this system was combined with the principles of Practical Design to establish a programmatic Purpose and Need for Fund 33. The aim was to prioritize projects that are more critical and impactful.

Each project that is considered for Fund 33 is evaluated with the new prioritization system. First, the limits are selected to provide the greatest impact in addressing areas of non-compliance in the sidewalk network. Then, it is scored in three categories: non-compliance, safety, and demand. From the total maximum points of 40, the non-compliance category accounts for half of the points (20 points), and safety (10 points) and demand (10 points) account for the other half. All projects, independently of their score, are placed on a list for future consideration and assigned a priority (high, medium, or low). The priority scale is obtained by using a normal distribution of all the scores of the projects on the list, and it is updated annually. Therefore, all projects on the list are re-evaluated annually using the updated priority scale or up-to-date data.

The non-compliance category evaluation consists of quantifying the level of non-compliance of a potential project. Point values are assigned to fourteen different aspects

related to the accessibility of pedestrian facilities. The point values for each aspect range from one to three points, with aspects that have a greater impact on the accessibility of a facility receiving more points. This evaluation uses each element's ADA compliance layer from the SHA GIS database. The following aspects are evaluated:

1. Sidewalk Width
2. Sidewalk Cross Slope
3. Missing Sidewalk
4. Ramp Compliance
5. Ramp Obstacles
6. Missing Ramps
7. Driveway Compliance
8. Median Compliance
9. Median Clearance Width
10. Median Level Landing Area
11. Bus Stops
12. Sidewalk Clearance Width
13. Protruding Objects
14. Vertical Elevations

The demand category evaluation focuses primarily on latent demand for pedestrian trips (or the number of anticipated users given the presence of pedestrian facilities). For this, the Short-Trip Opportunity Area (STOA) model, developed as part of the Statewide Bicycle Master Plan update, is used because it accounts for the location-specific variables that typically relate to bicycle and pedestrian usage, such as the presence of schools and hospitals, population/employment density, and area demographics. The pedestrian demand score for a given project is determined using the maximum STOA value for polygons adjacent to the project limits.

The safety category evaluation intends to measure the safety needs of potential project locations. It uses the total number of pedestrian crashes over the previous five years and their severity. The points increase by the severity of the crashes, from crashes with property damage only to injuries to fatal.

In addition to the score and priority, there are certain requirements that a project being considered under Fund 33 needs to meet. Those include that the project must be at locations where no other roadway project is currently planned, along a state highway, and must be within half a mile of transit, government, and public facilities. Once the project is on the Fund 33 list, the requirement that is continuously reviewed is that no other projects are planned in the area.

The SHA coordinates internally and frequently to add, remove, or track projects on the list. A project is added to the list by requests from citizens, local jurisdictions, known gaps created or identified from other projects, potential areas of safety concern, or by actively searching areas with a high density of non-compliance. Projects are removed from the list once the construction is complete and are compliant. If there is another project under a

different funding source that could extend the limits or is planned within the limits of the potential Fund 33 project, the project is kept on the list and tracked until the non-compliance is addressed. If the other project is canceled, then it will be considered a Fund 33 project once again. All Fund 33 projects are scheduled based on available funds and priority, and those with a high priority are scheduled first.

METHODS FOR COMPLIANCE

Pedestrian facilities will be improved to meet SHA's *Accessibility Policy & Guidelines for Pedestrian Facilities along State Highways*, SHA's design guidelines. These guidelines are based on ADAAG but go beyond minimum requirements in certain areas (i.e. sidewalk width). SHA's guidelines also reference and incorporate industry guidance and best practices established by the American Association of State Highway and Transportation Officials (AASHTO), the Manual on Uniform Traffic Control Devices (MUTCD), and other applicable guidelines. If it is not possible to meet SHA's guidelines, projects will at a minimum meet ADAAG guidelines.

If it is determined that full ADA compliance is technically infeasible or determined to be unreasonable to the desired degree as described in the SHA ADA guidelines, a design waiver must be requested and approved for each element that is not in full compliance. The design waiver shall demonstrate that the element has been designed to meet full compliance to the maximum extent feasible. No blanket design waivers will be granted on a project-wide or program-wide basis. Design waivers are not intended to eliminate the requirements for accommodating persons with disabilities as described in SHA's Accessibility Guidelines. Even with a design waiver, a project shall be designed as close as practical to the desired design accommodations and still provide program access, that is access to all facilities, including mass transit.

SHA's design guidelines can be accessed online at:

[Accessibility Policy and Guidelines for Pedestrian Facilities along State Highways](#)

Once the initial inventory was completed in December 2006, SHA developed a systematic approach for the maintenance and management of the Geographic Information System (GIS) database. Through the use of field verifications, SHA has kept the database up to date and is able to track progress toward full ADA compliance. Upon completion of a project that includes new or improved ADA elements, the GIS team conducts a field verification to determine if improvements have met ADA compliance. The field verification includes a detailed inspection of all newly constructed or reconstructed pedestrian facilities to determine the current state of compliance for each ADA element. Therefore, the GIS database is constantly being updated based on the construction of new or improved pedestrian facilities. Those wanting to see the information of the GIS database

for specific locations along State roadways are encouraged to contact the SHA Title II Compliance Coordinator to arrange to receive the data.

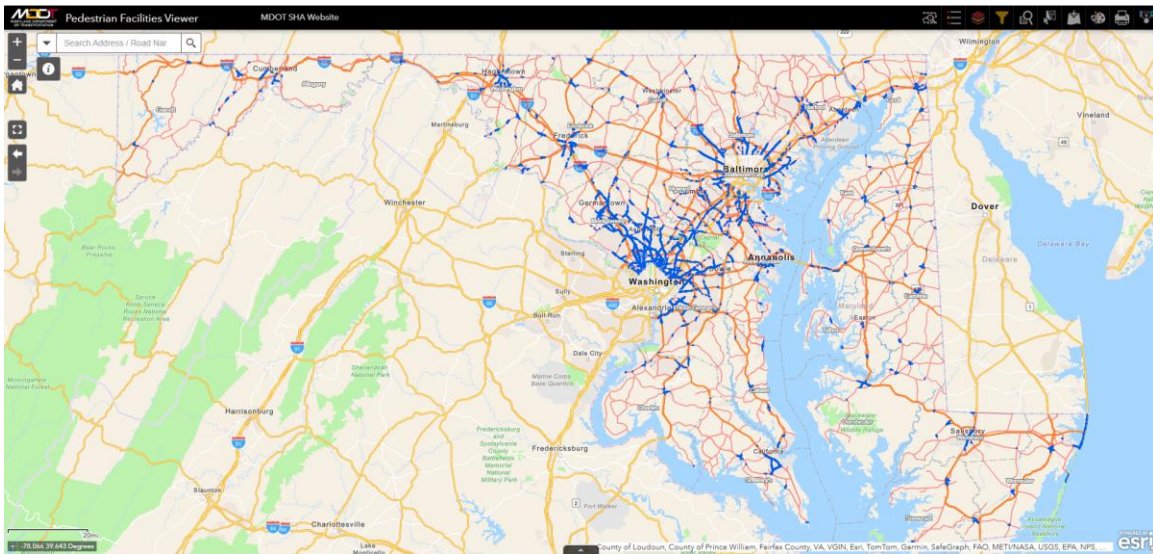
GEOGRAPHIC INFORMATION SYSTEM (GIS) DATABASE

SHA's Self-Evaluation database is regularly updated to reflect the current state of ADA compliance of pedestrian facilities along SHA roadways. The ADA compliance database is updated as new facilities are added or existing facilities are brought up to standard. As such, this report has been prepared in a format to allow for the most up to date information to be available at all times. Therefore, the database is referenced rather than including a static printout of data that is only valid at one moment in time. In addition, the report has been prepared so that the body of the report stays constant and the appendices can be updated to show current funding levels and projects scheduled for implementation.

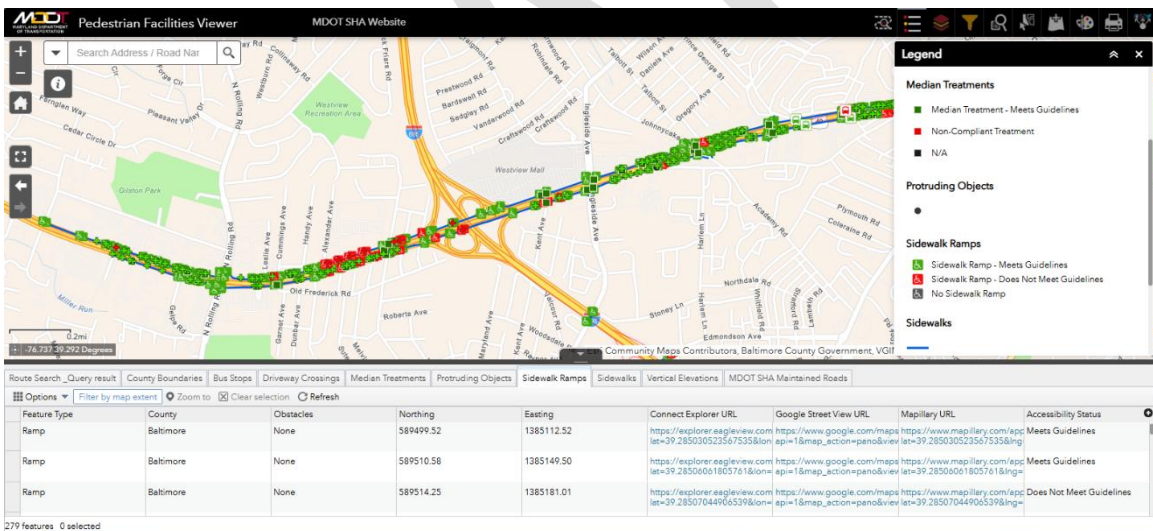
In an effort to utilize the best available technology, SHA decided to use a pair of relatively new technology driven decision making tools to capture data, revise compliance status as work is completed and help prioritize and schedule future work. The result is real-time information on compliance that facilitates measurement of progress. This information is stored in an electronic database that can be displayed using Geographic Information Systems (GIS) software and then tailored for a specific report, user or presentation audience. The schedule of work is also to be continually updated as projects are programmed and funding secured.

Within each year, SHA is continually analyzing the data as it is updated to ensure the greatest needs are addressed and new requests are received. Maryland is also unique in that it has allocated a special budget line specifically for ADA retrofit projects, which allows SHA to go beyond the regularly scheduled capital or systems preservation (maintenance) improvements.

SHA Pedestrian Facilities Viewer



SHA Pedestrian Facilities Viewer



SHA's Pedestrian Facilities Viewer can be accessed online at:

[MDOT SHA Pedestrian Facilities Viewer](#)

INTEGRATION WITH THE PLANNING PROCESS

Other non-compliant elements will continue to be addressed through ongoing capital improvement projects, safety improvements, maintenance and resurfacing projects,

developer/private projects and other mechanisms. The ADA Compliance GIS data is reviewed in relation to current and future projects in the State of Maryland's Consolidated Transportation Program (CTP) to identify projects in the vicinity of needed ADA improvements.

Federal legislation mandates that states adopt a specific process for selecting projects for implementation known as the Statewide Transportation Improvement Program (STIP). The Maryland STIP is a five-year, fiscally constrained, and prioritized set of transportation projects that is compiled from local and regional plans. STIP projects are selected through an annual development process. The Maryland STIP is financially constrained by the revenues reasonably expected to be available through the STIP's five-year funding period using year-of-expenditure dollars. Projects (or phases of projects) are listed only if full funding is anticipated to be available for the project (or appropriate project phase) within the time period established for its completion.

All projects and funding details in the STIP have been scrutinized and approved by the Maryland General Assembly and by the Governor through the State's annual budget process. The STIP is comprised of three parts: the STIP Policy Documentation, the program documentation (Consolidated Transportation Plan, or CTP), and the six Transportation Improvement Programs (TIPs) developed by each Metropolitan Planning Organization (MPO). Maryland updates its STIP every year even though the Federal requirement is to update it every four years.

Maryland's six MPOs are charged with developing a 20-year Long-Range Transportation Plan (LRTP) and a short-term (usually 2 to 6 years) program called the Transportation Improvement Program (TIP). LRTPs help MPOs review how their region is changing and growing in order to determine future transportation needs and act as a tool to channel transportation investments where they can be most effective to meet the region's transportation needs. TIPs allow MPOs to review and approve all plans and programs of regional significance that involve Federal funds. TIPs generally reflect local needs, priorities, and available funding in coordination with local transit providers, land use, and other local government officials, citizens and other stakeholders.

For example, the TIP must also show year of expenditure and what types of funding will be used and each project must be described in detail, including project cost. Some projects, including ADA improvements, may be included on an area-wide basis. The Federal requirement is to update TIPs every four years; however, in Maryland MPOs update their TIPs annually to ensure that the cost and project information is as up to date as possible and fiscally constrained.

The STIP, CTP, TIP and the Maryland Statewide Bicycle and Pedestrian Master Plan can all be found on the Maryland Department of Transportation Office of Planning and Capital Programming web page: <http://www.mdot.maryland.gov/Planning>

As the CTP constitutes the program documentation with funding for specific capital improvement projects, resurfacing projects, sidewalk and bicycle improvements and overall programs such as Fund 33 (the ADA Retrofit fund), it is the document referenced by the ADA Compliance GIS App in order to integrate the Transition Plan with the overall transportation program.

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APPENDIX A – FUND 33 FUNDING
PAST, CURRENT AND PROJECTED FUNDING LEVELS

FUND 33 – HISTORICAL EXPENDITURES (FY 2015 – FY 2024)

FISCAL YEAR	EXPENDITURES
FY 2015	\$ 16,093,484.56
FY 2016	\$ 14,639,894.48
FY 2017	\$ 10,329,206.74
FY 2018	\$ 6,139,244.65
FY 2019	\$ 6,787,849.17
FY 2020	\$ 7,411,231.46
FY 2021	\$ 2,351,220.85
FY 2022	\$ 4,563,277.91
FY 2023	\$ 8,048,665.99
FY 2024	\$ 4,870,517.68

FUND 33 – PROJECTED EXPENDITURES (FY 2025 – FY 2030)

The projected expenditures listed below include planning, design, right-of-way, and construction funding allocated under Fund 33 for each fiscal year.

FISCAL YEAR	PROJECTED EXPENDITURES
FY 2025	\$ 10,620,000.00
FY 2026	\$ 9,427,000.00
FY 2027	\$ 9,458,000.00
FY 2028	\$ 9,990,000.00
FY 2029	\$ 10,333,000.00
FY 2030	\$ 10,000,000.00

**APPENDIX B – COMPLIANCE BY ADA ELEMENTS
(2011 – 2024)**

PERCENT COMPLIANCE BY ADA ELEMENT

Year	Sidewalks	Curb Ramps	Bus Stops	Driveway Crossings	Medians
2011	61.8	28.0	57.0	32.6	65.9
2012	63.1	33.5	59.1	36.8	69.1
2013	64.8	40.2	61.0	40.1	73.8
2014	66.8	45.4	63.8	44.0	78.0
2015	67.2	52.1	65.8	49.1	82.3
2016	66.6	55.6	67.6	51.4	93.5
2017	66.9	61.2	68.9	53.7	84.0
2018	68.2	64.0	70.4	55.1	84.2
2019	69.2	65.2	70.8	57.2	94.6
2020	70.5	69.0	70.8	60.0	86.4
2021	70.9	69.1	70.9	60.2	86.3
2022	71.3	68.6	71.4	61.6	88.3
2023	71.5	69.6	72.1	62.3	88.7
2024	72.0	71.0	72.8	63.1	88.9

*2016 sidewalk reduction to 66.6% was due to SHA's initial assessment in 2005, where all four-foot sidewalks were noted as compliant without consideration for passing zones every 200 feet. **

APPENDIX C – FUND 33 PROJECTS IN DESIGN PHASE

SIDEWALK RECONSTRUCTION FOR PEDESTRIAN ACCESS (FUND 33)
Sidewalk Improvement Projects in Design Phase

The projects listed below are funded for design and are in the design phase. Construction start dates for these projects have not been set and will be determined based on various factors including duration of design, permitting, utility relocation, right-of-way acquisition, and availability of funding. As construction dates are established, they will be included in future transition plan updates.

County	Route	Location	Linear Feet
Allegany	MD 51	from Howard Street to Oldtown Road	18,000
Allegany	US 40 Alt	from MD 658 to Old Cash Valley Road	3,500
Anne Arundel	MD 2	from 24' north of 14 th Avenue to Baltimore City Line	4,752
Anne Arundel	MD 173	from Chestnut Cove Drive to Greenland Beach Road	2,006
Anne Arundel	MD 177	from Outing Avenue to Catherine Avenue	450
Anne Arundel	MD 648	from MD 3 Business to MD 2 (Ritchie Highway)	1,162
Baltimore	MD 45	from Ridgely Road to ALDI Retail Chain	615
Baltimore	MD 45	from the Senior Center to Hillside Avenue	775
Baltimore	MD 140	from Baltimore City Line to Naylor's Lane	8,026
Baltimore	MD 150	from Mace Avenue to Marlyn Avenue	4,435
Baltimore	MD 542	from Joppa Road to Cromwell Bridge Road	2,280
Baltimore	MD 588	from Kern Avenue to Wilenoak Court	1,013
Baltimore	US 1	from Dunfield Road to St. Joseph Church	973
Baltimore	US 1	from I-695 to Putty Hill Avenue	6,811
Carroll	MD 31	from Lambert Avenue to East of Church Street	2,850
Montgomery	MD 97	from MD 193 to Mason Street	5,122
Montgomery	MD 97	from MD 586 to MD 193	2,091
Montgomery	MD 97	from Plyers Mill Road to MD 586	2,270
Montgomery	MD 124	from Flower Hill Way to Lindbergh Drive	3,907
Montgomery	MD 185	from Washington Street to Knowles Avenue	2,780
Montgomery	MD 390	from MD 384 to MD 410	845
Montgomery	MD 410	from Georgia Avenue to Newell Street	1,162
Prince George's	MD 212	from Eastern Ave to Chillum Rd	950
Prince George's	MD 212	from Metzert Road to Adelphi Road	1,214

County	Route	Location	Linear Feet
Prince George's	MD 450	from Whitfield Chapel Rd to Seabrook Rd	5,016
Prince George's	US 1	from 41st Street to Brexton Place	650
Washington	MD 34	from Sharpsburg Elementary School to the Corporate Limits of Sharpsburg	10,615

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**APPENDIX D – ADA RETROFIT PROJECTS COMPLETED
(2009 – 2024)**

**SIDEWALK RECONSTRUCTION FOR PEDESTRIAN ACCESS (FUND 33),
AMERICAN RECOVERY AND REINVESTMENT ACT (FUND 68), AND
PEDESTRIAN ACCESS IMPROVEMENTS TO TRANSIT STOPS
(FUND 78)**

Projects Completed between 2009 and 2024

The projects listed below have been constructed since the 2009 Transition Plan was published.

County	Route	Location
AL	MD 36	from US 40 AL to North of Standish Street
AL	MD 135	from Grant Street to North of Potomac Avenue
AL	MD 935	from Piedmont Street and Mowbray Road to Bartlett Street
AL	US 40	from West of Shaw Street to Jenkins Street
AA	MD 2	from Arnold Road to Baltimore Annapolis Boulevard
AA	MD 2	from Joyce Lane to Arnold Road
AA	MD 2	from West Campus Drive to Joyce Lane
AA	MD 2	at McKinsey Road
AA	MD 2	from 370' North of McKinsey Road to 51' North of McKinsey Road
AA	MD 2	from 751' North of McKinsey Road to 362' North of McKinsey Road
AA	MD 2	from 1070' North of Mckinsey Road to 728' North of Mckinsey Road
AA	MD 2	from 364' South of Arundel Beach Road to 773' South of Arundel Beach Road
AA	MD 2	from 17' South of Arundel Beach Road to 374' South of Arundel Beach Road
AA	MD 2	from 443' North of Arundel Beach Road to 20' North of Arundel Beach Road
AA	MD 2	from Robinson Rd to MD 648 at McDonald's Entrance
AA	MD 2	from 22' South of Robinson Road to 497' South of Robinson Road
AA	MD 2	at Robinson Road
AA	MD 2	from Whites Road to Baltimore Annapolis Road
AA	MD 2	from Cypress Bridge Road to Whites Road
AA	MD 2	at Earleigh Heights Road
AA	MD 2	from MD 10 to Earleigh Heights Road
AA	MD 2	at Jumpers Hole Road
AA	MD 2	from Jumpers Hole Road to 200' South of Waterford Road
AA	MD 2	at Jumpers Hole Road: Plaza Entrance to Bus Stop
AA	MD 2	from Kellington Drive to Kmart Plaza Entrance
AA	MD 2	from Americana Circle to Jumpers Hole Road
AA	MD 2	from 76' South of Americana Circle to 186' South of MD 177
AA	MD 2	at Americana Circle
AA	MD 2	NB at Americana Circle

County	Route	Location
AA	MD 2	SB at Americana Circle
AA	MD 2	NB at Marley Station Road
AA	MD 2	from Norfolk Road and Norman Road to 200' South of Marley Station Road
AA	MD 2	at Marley Station Road
AA	MD 2	at Norman Road
AA	MD 2	at Guildford Road and Farrington Road
AA	MD 2	at Aquahart Road and Fitzallen Road
AA	MD 2	at MD 648
AA	MD 2	at MD 710
AA	MD 2	from 950' South of Ordnance Road to 400' South of Ordnance Road
AA	MD 2	from 62' North of Headquarters Avenue to 199' South of Orchard Road
AA	MD 2	from Headquarters Avenue to Orchard Road
AA	MD 2	from 199' South of Orchard Road to Shelly Road
AA	MD 2	from Warfield Rd to 144' South of Cherry Lane
AA	MD 2	from 144' South of Cherry Lane to Sycamore Drive
AA	MD 2	from 60' South of Cedar Hill Lane to 128' North of Cresswell Road
AA	MD 2	from 128' North of Cresswell Road to 13' North of Bon Air Avenue
AA	MD 2	from 40' North of Walton Avenue to 190' North of Short Street
AA	MD 2	from North of Short Street to North of Church Street
AA	MD 2	from North of 16th Avenue to South of 15th Avenue
AA	MD 2	from 39' south of 15th Avenue to 38' north of 14th Avenue
AA	MD 2	from 17' North of 15th Avenue to 38' North of 14th Avenue
AA	MD 2	from 99' North of West 11th Avenue to 27' South of 10th Avenue
AA	MD 2	from 27' South of 10th Avenue to 73' North of Townsend Avenue
AA	MD 2	from 227' South of Doris Avenue to 237' North of 8th Avenue
AA	MD 2	from 50' South of Audrey Avenue to 6th Avenue
AA	MD 2	from Franklin Avenue to 5th Avenue
AA	MD 2	from 5th Avenue to 145' North of 4th Avenue
AA	MD 2	from 187' South of 3rd Avenue to 2nd Avenue
AA	MD 2	from 74' South of 2nd Avenue to 42' North of Tungston Street
AA	MD 3 BU	at Archbishop Spalding High School Entrance
AA	MD 3 BU	from Greenbranch Lane to 5th Avenue
AA	MD 3 BU	from Greenbranch Lane to Madison Park Drive
AA	MD 3 BU	at Oak Manor Drive
AA	MD 3 BU	from Aquahart Road to Oak Manor Road
AA	MD 3 BU	from Oak Manor Road to MD 648

County	Route	Location
AA	MD 3 BU	at 2nd Avenue SE
AA	MD 3 BU	from Furnace Branch Road to 8th Avenue
AA	MD 3 BU	from MD 2 to Furnace Branch Road
AA	MD 3 BU	from Furnace Branch Road to Just Tires
AA	MD 70	from Lincoln Parkway to N Lawrence Avenue
AA	MD 168	from Hammonds Ferry Road to Raynor Avenue
AA	MD 168	from Raynor Road to Central Avenue
AA	MD 169	from MD 170 to Catalpa Road
AA	MD 169	from Light Rail Tracks to Hammonds Ferry Road
AA	MD 170	from MD 175 to MD 32
AA	MD 170	at MD 169
AA	MD 173	from Lauren Way to Sycamore Road
AA	MD 174	from Donaldson Avenue to Old Stage Road
AA	MD 174	from Clarke Station Road to MD 170
AA	MD 174	at I-97 Ramps SB and George Class Boulevard
AA	MD 174	from Old Stage Road to MD 3 Business
AA	MD 176	from MD 648 to Author Slade School and Pascal Senior Activity Center
AA	MD 177	at Catherine Avenue
AA	MD 177	at Mountain View Way
AA	MD 177	at Outing Avenue
AA	MD 177	from Chesapeake High School to Long Point Road
AA	MD 177	WB from Edwin Raynor Boulevard to Rite Aid Entrance
AA	MD 177	from Mansion House Road to Sagamore Way
AA	MD 177	from County Police Station to Magothy Bridge Road
AA	MD 177	Waterford Road at Quick Food Mart
AA	MD 178	from MD 450 to Bestgate Road
AA	MD 198	EB from Old Annapolis Road to Russett Green East
AA	MD 198	WB from Old Annapolis Road to Russett Green East
AA	MD 198	WB from Laurel Racetrack Road to Old Annapolis Road
AA	MD 198	EB from Laurel Racetrack Road to Old Annapolis Road
AA	MD 253	from MD 214 to MD 2
AA	MD 253	NB from MD 2 to MD 214
AA	MD 255	from Anchors Way to Riverside Drive
AA	MD 255	from MD 468 to Riverside Drive
AA	MD 424	from 750 Feet East of MD 3 to Underwood Road
AA	MD 435	from Herbert Sachs Boulevard to Annapolis Street

County	Route	Location
AA	MD 450	at Good Hope Drive and Priest Bridge Drive
AA	MD 450	from MD 2 to MD 435
AA	MD 648	from 105' South of Maple Road to 385' South of Maple Road
AA	MD 648	from 1st Avenue to Welham Avenue
AA	MD 648	from 23' North of Furnace Branch Road to 412' South of Furnace Branch Road
AA	MD 648	at MD 168
AA	MD 648	from 20' South of Eastern Street to 107' South of Cromwell Light Rail Station Entrance
AA	MD 648	from Ferdinand Avenue to Wells Avenue
AA	MD 648	from Holloway Road to Marley Neck Boulevard
AA	MD 648	from Light Rail Station to MD 3 Business
AA	MD 648	from Marbury Road to Brandywine Road
AA	MD 648	from Marley Neck to Marley Park Church
AA	MD 648	from McDonald Entrance to Marbury Road
AA	MD 648	from Phyllis Drive to MD 177
AA	MD 648	at North Star Drive and Farmington Village Entrance
AA	MD 648	from 740' South of Oakleigh Avenue to Ferdinand Avenue
AA	MD 648	from 385' South of Oakleigh Avenue to 334' North of Ferdinand Avenue
AA	MD 648	from Hammonds Lane to Edgewood Road
AA	MD 648	from 45' North of Wellham Avenue to 696' North of Ferdinand Avenue
AA	MD 648	from Sandy Ridge Drive to Wellham Avenue
AA	MD 173	MD 713 from Stoney Run Drive to Teague Road
AA	MD 713	from Teague Road to Arundel Mills Boulevard
BA	MD 7	at I-695 OL NB Ramps and The Center at Golden Ring Entrance
BA	MD 7	from 500' West of King Avenue to Philco Road
BA	MD 26	from Walgreens Entrance to Chapman Road
BA	MD 26	from Brenbrook Drive to North Rolling Road
BA	MD 26	from Deer Park Road to Pikeswood Drive
BA	MD 26	from Pikeswood Drive to Brenbrook Drive
BA	MD 26	from North Rolling Road to Milford Mill Road
BA	MD 30	from MD 140 to MD 128
BA	MD 45	NB from Hatherleigh Road to Stevenson Lane
BA	MD 45	SB from Stevenson Lane to 50' South of Sussex Road
BA	MD 45	NB from Worcester Road to 175' North of Hospital Road
BA	MD 45	NB from 175' South of Hillside Avenue to Hillside Avenue
BA	MD 45	from 30' South of Radcliffe Road to 30' North of West Road
BA	MD 45	from Ridgely Road to Padonia Road

County	Route	Location
BA	MD 45	NB from 550' South of Northampton Road to Northampton Road
BA	MD 45	SB from 375' South of Northampton Road to Aylesbury Road
BA	MD 45	SB from 100' South of Crowther Avenue to 175' North of Crowther Avenue
BA	MD 45	SB from 275' South of Oakway Road to 200' North of Oakway Road
BA	MD 45	from Padonia Road to Structure over Beaver Dam Run
BA	MD 45	NB from Parks Avenue to 275' South of Gibbons Boulevard
BA	MD 45	SB from Old Padonia Road to 125' South of Gibbons Boulevard
BA	MD 45	NB from 275' South of Gibbons Boulevard to 175' North of Gibbons Boulevard
BA	MD 45	SB from 125' South of Gibbons Boulevard to 500' North of Gibbons Boulevard
BA	MD 45	SB from Galloway Avenue to 375' North of Galloway Avenue
BA	MD 45	SB from 375' North of Galloway Avenue to 100' North of Alms House Drive
BA	MD 45	at Cranbrook Road and Church Lane
BA	MD 45	at Scott Adam Road
BA	MD 122	from East of Rolling Road to East of Whitehead
BA	MD 122	from East of Whitehead to East Perimeter
BA	MD 129	from South of Overbrook Road to Long Meadow Road
BA	MD 133	from Lightfoot Drive to Heming Way
BA	MD 140	from I-695 to Naylor's Lane
BA	MD 140	from I-695 to Hooks Lane
BA	MD 140	from Chastworth Avenue to Hanover Road
BA	MD 144	WB from Montrose Avenue to 50' West of MD 166
BA	MD 144	from 540' West of South Beechwood Avenue to 30' East of South Beechwood Avenue
BA	MD 144	from 450' West of North Beechwood Avenue to 130' East of Osborne Avenue
BA	MD 144	from 300' West of Wyndcrest Avenue to 430' East of Wyndcrest Avenue
BA	MD 144	from Forest Drive to Sanford Avenue
BA	MD 144	from 250' West of North Bearmont Avenue to 90' East of Locust Avenue
BA	MD 144	from West of Sanford Avenue to East of Sanford Avenue
BA	MD 144	from West of Delrey Avenue to East of Delrey Avenue
BA	MD 144	from I-695 to Baltimore City Line
BA	MD 146	from Hillendale Heights Road to South of Southside Avenue
BA	MD 150	from Baltimore City Line to Simmons Avenue
BA	MD 150	from East of Pembroke Boulevard to Southern Avenue
BA	MD 150	from 500' West of North Point Boulevard to 800' East of North Point Boulevard
BA	MD 150	from 312' North of MD 150 to 63' East of 54th Street
BA	MD 150	from Rolling Mill Road to I-695 Outer Loop
BA	MD 150	EB from I-695 Inner Loop On-Ramp to I-695 Outer Loop Off-Ramp

County	Route	Location
BA	MD 150	WB from I-695 Inner Loop On-Ramp to Diamond Point Plaza
BA	MD 150	from Orville Road to Chesapeake Park Plaza
BA	MD 150	from West of Lariat Road to Bowleys Quarters Road
BA	MD 157	at Mooregate Road
BA	MD 157	from German Hill Road to Wise Avenue
BA	MD 372	from I-695 to Alan Drive
BA	MD 542	from Loch Hill Road to Yakona Road
BA	MD 542	from Shefford Road to Sayward Avenue
BA	MD 542	from Taylor Avenue to I-695
BA	MD 648	from I-895 to Baltimore City Line
BA	MD 700	from Kelso Drive to MD 150
BA	MD 700	at Middle River Road
BA	MD 700	at Compass Road
BA	MD 702	from Old Eastern Ave to Hyde Park Road
BA	I-695	at Ingleside Avenue
BA	US 1	NB from Honeygo Boulevard to 330' North of Honeygo Boulevard
BA	US 40	at Rolling Road
BA	US 40	from I-695 to Johnnycake Road
BA	US 40	US 40 from Johnnycake Road to Baltimore City Line
BA	US 40	from South of Chesaco Avenue to the Harford County Line
CA	MD 4	at Town Center Boulevard
CA	MD 765	from Holiday Drive to Spinnaker Way
CA	MD 765	from Spinnaker Way to South of Dowell Road
CA	MD 765	from Patuxent Point Parkway to South of Dowell Road
CA	MD 765	from Rousby Hall Road to Appeal Lane and Town Square Drive
CO	MD 311	from Marydel Post Office to MD 821
CO	MD 312	from MD 480 to North of Walnut Street
CO	MD 324	from Railroad Avenue to MD 331
CO	MD 331	from North of Payne Road to MD 324
CO	MD 331	from MD 324 to Fooks Avenue and Division Street
CO	MD 619	from South 5th Avenue to 250' North of Fleetwood Road
CO	MD 821	from West of MD 311 to MD 311
CL	MD 27	from South of Hollow Rock Ave to North of Tuc Road
CL	MD 30	from Beaver Street to Holland Drive
CL	MD 30 BU	from Ralph Avenue to MD 482
CL	MD 31	at 139 Main Street

County	Route	Location
CL	MD 32	from Londontown Boulevard to Progress Way
CL	MD 808 A	at 1304 South Main Street
CL	MD 808 A	at 1101 South Main Street
CL	MD 808 A	at 1011 South Main Street
CL	MD 808 A	from Hood Street to North of Station Circle
CL	MD 808 A	at Watersville Road and Cottonwood Avenue
CE	MD 213	from Levi Coppin Street to Ariel Avenue
CE	MD 213	from Big Elk Mall to the Existing Structure over Big Elk Creek
CE	MD 222	from MD 7 to Richmond Street
CE	MD 222	from Richmond Street to Clayton Street
CE	MD 282	from 130' South of Water Street to 690' East of Elizabeth Way
CE	MD 285	from Lock Street to Lewis Street
CE	MD 286	from MD 537 to Mount Nebo Road
CE	US 40	from Jeffers Street to Landing Lane
CE	US 40	from Whitehall Road to Normira Avenue
CE	US 40	from West of Delview Drive to Baker Lane and Delancy Road
CH	MD 5 BU	at Vivian Adams Drive
CH	MD 6	from Haldane Drive to MD 488
CH	MD 625	at 8372 Old Leonardtown Road
DO	MD 16	at MD 341
DO	MD 307	from MD 331 to Nealson Street
DO	MD 331	from MD 307 and Oak Street to North of Mapleton Street
DO	MD 331	from MD 307 and Oak Street to North of Mapleton Street
DO	MD 341	from MD 16 to Robbins Farm Road
DO	MD 343	from Leonards Lane to Pine Street
DO	US 50	at Maryland Avenue
DO	US 50	at Cedar Street and Meteor Avenue
DO	US 50	at Crusader Road
DO	US 50	from MD 16 to MD 750 and Bucktown Road
FR	MD 26	from Kingfisher Drive to Latham Drive
FR	MD 26	at 11936 Main Street
FR	MD 26	at 12045 Main Street
FR	MD 144	from 90 West Main Street to Federal Street
FR	MD 351	at Ballenger Center Drive
FR	MD 355	from MD 80 to Lew Wallace Street
FR	MD 355	from Holiday Drive to Lowes Lane

County	Route	Location
FR	MD 355	at Francis Scott Key Drive
FR	MD 550	from US 15 Ramp 6 to Catocin High School Entrance
FR	US 40	from 1003 to 1170 West Patrick Street
FR	US 40 AL	at 508 West Main Street
GA	MD 825 B	from South 11th Street to South Oakhall Drive
HA	MD 22	from MD 924 to Andreas Drive
HA	MD 22	from Lee Way to John Carroll School
HA	MD 22	at Mount Royal Avenue
HA	MD 24	at Bel Air South Parkway
HA	MD 24	from Bynum Road to Myers Drive
HA	MD 132	from Beards Mill Road to MD 462
HA	MD 462	from MD 132 to Windemere Drive and Eastgate Road
HA	MD 462	from Sadler Street to South of Windemere Drive and Eastgate Road
HA	MD 490	from Alliance Street to Warren Street
HA	MD 543	from South of MD 22 to Windwood Road
HA	MD 763	from East of Ohio Avenue to Juniata Street
HA	MD 924	from Plumtree Road and Medstar Boulevard to 550' North of Medstar Boulevard
HA	US 40	Spot locations from the Baltimore County Line to Carol Avenue
HA	US 40	from Business Center Way to West of MD 24
HA	US 40	at MD 132
HA	US 40	from Lewis Lane to Erie Street
HO	MD 99	at Raleigh Tavern Lane and Kings Arm Tavern Court
HO	MD 103	from Meadowridge Road to Old Rockbridge Drive
HO	MD 103	from Wesley Lane and Old Stockbridge Drive to MD 100
HO	MD 103	from north of MD 100 to south of MD 104
HO	MD 103	from MD 104 to Brampton Parkway
HO	MD 104	from north of MD 100 to MD 103
HO	MD 108	at Cedar Lane
HO	MD 108	from Cedar Lane to Eliots Oak Road
HO	MD 108	from Mellenbrook Road and Brendix Road to Phelps Luck Drive and Centre Park Drive
HO	MD 108	from Old Annapolis Road to MD 104
HO	MD 144	at Church Aly
HO	US 1	SB from south of Seabiscuit Lane to Maier Road
HO	US 1	NB at Davis Avenue
HO	US 1	at Brewers Court and Hill Street
HO	US 1	at Country Meadows Lane

County	Route	Location
HO	US 1	at Corridor Road and Howard Street
HO	US 1	from Jack Lane to Fleming Street
HO	US 1	SB at Port Capital Drive
HO	US 1	from south of Brookdale Drive to north of Business Parkway
HO	US 1	at Business Parkway
HO	US 1	at Meadowridge Road and Dorsey Road
HO	US 1	from Troy Hill Drive to Troy Hill Drive
HO	US 1	from Ducketts Lane to Loudon Avenue
HO	US 1	from Loudon Avenue to Montgomery Road
HO	US 40	from Pine Orchard Lane to east of Bethany Lane and Centennial Lane
HO	US 40	from West of Greenway Drive to Saint Johns Lane
HO	US 40	from Ridge Road to Weston Drive
MO	MD 107	from MD 109 to Hersperger Lane
MO	MD 107	from Wootton Avenue to Tom Fox Avenue
MO	MD 107	from Tom Fox Avenue to Hersperger Lane
MO	MD 108	from Saint Paul's Methodist Church to Maple Knoll Drive
MO	MD 115	from Avery Park Drive to MD 200
MO	MD 117	at West Watkins Mill Road and Pheasant Run Drive
MO	MD 117	at Bureau Drive
MO	MD 117	at I-270 Southbound (SB) Ramp
MO	MD 117	at I-270 Park and Ride
MO	MD 124	from south of Airpark Road to Rosewood Manor Lane
MO	MD 185	from Western Avenue to East Irving Street
MO	MD 185	from Chevy Chase Circle to Bradley Lane
MO	MD 185	from West Irving to West Kirke Street
MO	MD 185	from East Kirke Street to East Lenox Street
MO	MD 185	from West Lenox Street to West Melrose Street
MO	MD 185	from Newlands Street to Oxford Street
MO	MD 185	from Newlands Street to Primrose Street
MO	MD 185	from Primrose Street to Bradley Lane
MO	MD 185	from Bradley Lane to Raymond Street
MO	MD 185	from Primrose Street to Quincy Street
MO	MD 185	from Raymond Street to Shepherd Street
MO	MD 185	at Shepherd Street
MO	MD 185	from Blackthorn Street to MD 410
MO	MD 185	from Club Drive to Dunlop Street

County	Route	Location
MO	MD 185	from Dunlop Street to Chevy Chase Lake Drive
MO	MD 185	from Chevy Chase Lake Drive to Laird Place
MO	MD 185	NB from Saul Road to Washington Street
MO	MD 185	from Warner Street to MD 193
MO	MD 187	from Sonoma Road to North Brook Lane
MO	MD 187	at Rock Spring Drive
MO	MD 190	at Royal Dominion Drive and Holton Arms School
MO	MD 190	at Beech Tree Road and Nevis Road
MO	MD 192	from Connecticut Avenue to west of Saint Paul Street
MO	MD 193	from MD 185 to Lexington Street
MO	MD 193	from Grandview Avenue to Arcola Avenue
MO	MD 195	from the Fire State to MD 410
MO	MD 27	at Bethesda Church Road
MO	MD 28	at Hurley Avenue
MO	MD 28	at MD 586 and MD911
MO	MD 320	SB from Potomac Avenue to south of Sligo Creek Parkway
MO	MD 320	NB from Potomac Avenue to north of Garland Avenue
MO	MD 320	SB from north of Garland Avenue to Sligo Creek Parkway
MO	MD 355	from Somerset Terrace to Oliver Street
MO	MD 355	at Somerset House
MO	MD 355	from Grafton Street to MD 191
MO	MD 410	from MD 185 to Glendale Road
MO	MD 410	at Grubb Road
MO	MD 410	at Sundale Drive and Washington Avenue
MO	MD 410	from MD 384 to Sundale Drive
MO	MD 410	from MD 195 to Sycamore Avenue
MO	MD 586	at Atlantic Avenue
MO	MD 586	at Claridge Road
MO	MD 650	from MD 410 to Holton Lane
MO	MD 650	from Auburn Avenue to Kingwood Drive
MO	MD 650	from Powder Mill Road to Oakview Drive
MO	MD 650	from Venice Drive to Milestone Drive
MO	MD 97	from Hermitage Avenue to Randolph Road
MO	MD 97	from MD 185 to Denley Road
MO	MD 97	from MD 28 to MD 185
MO	MD 97	from Emory Lane to Old Baltimore Road

County	Route	Location
MO	US 29	at Sligo Avenue
MO	US 29	at Silver Spring Avenue
MO	US 29	at Bonifant Street
MO	US 29	at Thayer Avenue
PG	MD 193	from Good Luck Road to Forbes Boulevard
PG	MD 193	from Goddard Drive to Good Luck Road
PG	MD 197	at Contee Road and Old Stage Coach Road
PG	MD 198	at Laurel Plaza Entrance
PG	MD 201	at Pontiac Street and Westchester Park Drive
PG	MD 202	from Cheverly Avenue to 270' South of Kilmer Street
PG	MD 202	from 270' South of Kilmer Street to Dodge Park Road
PG	MD 202	from MD 450 to Cheverly Avenue
PG	MD 208	from US 1A to Hamilton Street
PG	MD 212	from the DC Line to Sargent Road
PG	MD 212	NB from Riggs Manor Drive to Amherst Road
PG	MD 212	SB from Amherst Road to Avalon Place
PG	MD 212	SB from Avalon Place to Riggs Road Court
PG	MD 212	NB from Charleston Place to Chapman Road
PG	MD 212	NB from Chapman Road to Drexel Street
PG	MD 212	from Drexel Street to University Boulevard
PG	MD 212	NB from Drexel Street to Drexel Street
PG	MD 212	SB from University Boulevard to Jasmine Terrace
PG	MD 212	NB from Jasmine Terrace to Phelps Road
PG	MD 212	NB from Phelps Road to Marylander Park Drive
PG	MD 212	SB from Keokee Street to Lebanon Street
PG	MD 212	NB from Marylander Park Drive to Lebanon Street
PG	MD 212	NB from Lebanon Street to Merrimac Road
PG	MD 212	SB from 20th Avenue to Quebec Street
PG	MD 212	NB from Quebec Street to Ruatan Street
PG	MD 212	SB from Quebec Street to Ruatan Street
PG	MD 212	NB and SB from Ruatan Street to Saranac Street
PG	MD 212	SB from Saranac Street to Metzerott Road
PG	MD 212	NB from Apache Street to Metzerott Road
PG	MD 212	SB from Metzerott Road to Edward Way
PG	MD 212	at Powder Mill Road
PG	MD 212	at Evans Trail and Allview Drive

County	Route	Location
PG	MD 214	from Brightseat Road to Cindy Lane
PG	MD 218	at MD 458
PG	MD 223	from Hardesty Drive to Old Branch Avenue
PG	MD 223	from Old Branch Avenue to MD 5
PG	MD 223	from MD 5 to Clayton Lane
PG	MD 337	WB from East of MD 5 to Suitland Road
PG	MD 337	EB from East of MD 5 to Auth Road
PG	MD 337	at MD 5 Interchange
PG	MD 410	at MD 500
PG	MD 410	from MD 201 to 67th Place
PG	MD 414	from Harborview Avenue to 150' West of Felker Avenue
PG	MD 414	from 150' West of Felker Avenue to 400' East of Livingston Road
PG	MD 414	from 400' East of Livingston Road to 150' West of Constellation Centre Entrance
PG	MD 414	from 350' West of Constellation Centre Entrance to I-95 Overpass
PG	MD 414	from I-95 Overpass to 300' North of Dallas Drive
PG	MD 414	at Larry Avenue
PG	MD 414	from 50' South of Wheeler Road to Frazier Drive
PG	MD 414	from South of Frazier Terrace to 840' North of Frazier Terrace
PG	MD 414	from S Barnaby Road to Kernal Lane
PG	MD 414	from Kernal Lane to North of Hagan Road
PG	MD 414	from 760' South of Deer Park Drive to Deer Park Drive
PG	MD 414	from 300' North of Dallas Drive to 450' South of 28th Avenue
PG	MD 414	from 450' South of 28th Avenue to 175' North of Belnor Lane
PG	MD 414	from 175' North of Belnor Lane to 125' North of MD 967
PG	MD 430	from 115' East of Baltimore Avenue to 50' West of University Boulevard
PG	MD 450	at 48th Street
PG	MD 450	at Edmonston Road
PG	MD 450	at Bladensburg Elementary School
PG	MD 450	at 68th Street
PG	MD 450	at Ardwick Ardmore Road
PG	MD 450	at Belair Drive and Entrance to Bowie High School
PG	MD 458	at MD 218
PG	MD 458	at Walker Mill Road
PG	MD 500	at Belcrest Road and Queensbury Road
PG	MD 501	from 16th Avenue to West Hyattsville Metro Station
PG	MD 501	from West Hyattsville Metro Station to MD 500

County	Route	Location
PG	MD 501	from 350' East of Sargent Road to Public Housing Complex
PG	MD 650	from DC Line to MD 410
PG	MD 650	from MD 410 to DC Line
PG	MD 650	at Ray Road
PG	MD 704	at Carrington Avenue
PG	MD 704	at Southland Drive and Hill Road
PG	MD 725	from John Rogers Boulevard to Spring Branch Drive
PG	MD 725	from Spring Branch Drive to Elm Street
PG	MD 725	from West of Service Lane to East of Governor Oden Bowie Drive
PG	MD 978A	from Devonwood Drive to Railroad Tracks
PG	US 1	from Braxton Place to 43rd Avenue
PG	US 1	from MD 410 to Albion Road
PG	US 1	from Cherokee Street to Cherry Hill Road
PG	US 1	from Contee Road to 650' South of Contee Road
PG	US 1	from 300' South of Braygreen Road to Laurel Lakes Court
QA	MD 300	from Foxxtown Drive to Linden Street
QA	MD 313	from 1440' North of Elevator Road to 700' North of Miller Street
SO	MD 413	from 12th Street to Mill Lane
SO	MD 675	from South Street to Washington Street
SM	MD 5	at Mohawk Drive
TA	MD 33	from 200' North of Lee Street to Plummer Drive
TA	MD 33	from Hammond St to Washington Street
WA	MD 68	from US 40 to Mulberry Street
WA	US 11	from South of Sherman Avenue to Wesel Boulevard
WA	US 11	from West Church Street and Salem Avenue to Mechanic Street
WA	US 40	from South Hawbaker Circle to North Hawbaker Circle
WA	US 40 AL	from West Chestnut Street to East Cemetery Street
WO	MD 12	from South Drive to Market Street
WO	MD 374	from Ann Drive to MD 818
WO	MD 377	from MD 376 to Walnut Hill Road
WO	MD 378	from 3rd Street to 15th Street
WO	MD 528	from 1st Street and 16th Street
WO	MD 528	from 16th Street to 30th Street
WO	MD 528	from 30th Street to Convention Center Drive
WO	MD 528	from Convention Center Drive to 52nd Street
WO	MD 528	from 52nd Street to 62nd Street

County	Route	Location
WO	MD 528	from 62nd Street to 72nd Street
WO	MD 528	from 72nd Street to 81st Street
WO	MD 528	from 81st Street to 91st Street
WO	MD 528	from 91st Street to 100th Street
WO	MD 528	from 100th Street to 141st Street
WO	MD 528	from 100th Street to Jamestown Road
WO	MD 528	from Jamestown Road to 12303 Coastal Highway
WO	MD 528	from 131st Street to 136th Street
WO	MD 528	from 136th Street to 141st Street
WO	MD 528	from 141st Street to 146th Street
WO	MD 528	at 100th Street
WO	MD 528	at 120th Street
WO	MD 528	at 123rd Street
WO	MD 528	at 130th Street
WO	MD 528	at 33rd Street
WO	MD 528	at 41st Street and Convention Center Entrance
WO	MD 528	at 45th Street
WO	MD 528	at 48th Street and 49th Street
WO	MD 528	at 52nd Street
WO	MD 528	at 59th Street
WO	MD 528	at 65th Street
WO	MD 528	at 67th Street
WO	MD 528	at 70th Street
WO	MD 528	at 74th Street
WO	MD 528	at Channel Buoy Road
WO	MD 528	at Convention Center Drive
WO	MD 528	at Gold Coast Mall
WO	MD 528	at Jamestown Road
WO	MD 818	from Tripoli Street to MD 346
WO	MD 818	from US 113 to Tripoli Street
WO	US 50	at MD 452 and Friendship Road

APPENDIX E - TRANSITION PLAN PUBLIC COMMENTS

APPENDIX F - GRIEVANCE PROCEDURE

**MARYLAND STATE HIGHWAY ADMINISTRATION
AMERICANS WITH DISABILITIES ACT
COMPLAINT/GRIEVANCE PROCEDURE**

The Americans with Disabilities Act (ADA) states that a public entity is required to inform the public of the protections against discrimination afforded to them by Title II of the ADA, including information about how Title II requirements apply to its particular programs, service, activities and benefits (28 CFR §35.106). Section 504 of the Rehabilitation Act of 1973 prohibits discrimination on the basis of disability in any program, service or activity that receives Federal funds. SHA receives such funds for highway construction and other programs and services through the Federal Highway Administration.

A public entity that employs 50 or more persons is required by the ADA to adopt and publish grievance procedures providing for prompt and equitable resolution of complaints or grievances alleging any action that would be prohibited by Title II of the ADA. The State Highway Administration's (SHA) procedure is described below.

Who May File a Grievance

Any person with a disability, or his or her designated representative, who believes that they have been the subject of disability-related discrimination on the basis of the denial to access to facilities, programs or services, may file a grievance or complaint. Individuals who may not be disabled themselves but are known to have a relationship or association with an individual with a known disability and have been subjected to discrimination on the basis of that association, may also file a grievance. Furthermore, any individual who feels that they have been retaliated against or opposed any act or practice made unlawful by the ADA/504, or because that individual made a charge, testified, assisted or participated in any manner in an investigation, proceeding, or hearing under the ADA/504 may file a grievance.

For purposes of ADA, a person with a disability is an individual who:

- has a physical or mental impairment that substantially limits one or more major life activities; or
- has a record or history of such an impairment; or
- is perceived or regarded as having such an impairment.

Grievance Procedures and Instructions

The Maryland State Highway Administration makes every attempt to resolve problems informally at the lowest level possible. For organizational purposes, the State Highway Administration is divided into seven local engineering districts, each responsible for state right of way within several counties. Contacting the local district office is often the easiest and quickest way to address an issue.

Filing a Grievance/Complaint

The complainant should fill out the ADA Complaint/Grievance Form providing all information requested. All complaints or grievances must be **in writing**, and the form filed with SHA's ADA Title II Coordinator within **180 days** of the alleged disability-related discrimination. Alternative formats of the form will be provided upon request. The ADA Complaint/Grievance Form may be obtained from and returned to: Maryland State Highway Administration, ADA Title II Coordinator, Mail Stop M-LL3, 707 North Calvert Street, Baltimore MD 21202; Telephone: 410-545- 8477 or 1-888-204-0157; 1-800-735-2258 (Maryland Relay).

Within 14 days after receiving a written complaint, the ADA Title II Coordinator will offer to meet to discuss the complaint, obtain additional facts/documentation and explore resolutions. The decision to meet and attempt informal resolution is solely up to the complainant.

Within 14 days of the meeting, or a decision by the complainant not to meet, the ADA Title II Coordinator will respond in writing, and where appropriate, in a format accessible to the complainant, such as large print, Braille or audio tape, explaining the Maryland State Highway Administration's position and offer options for substantive resolution. If substantive resolution is not achievable at this stage, or the complainant decides not to pursue this attempt at informal resolution, the complainant will be notified that the grievance is being forwarded to the Office of Equal Opportunity for a formal investigation.

An Investigation is Conducted and Decision Rendered

If a grievance/complaint cannot be resolved by the ADA Title II Coordinator, it shall be transmitted to the State Highway Administration's Office of Equal Opportunity to be logged in so that a formal investigation may begin. The investigation is tracked and steps taken toward resolution are documented. Copies of the Formal External Non-Discrimination Grievance/Complaint Procedures are available from the Office of Equal Opportunity.

The Director of the Office of Equal Opportunity shall prepare a written decision, after full consideration of the grievance/complaint merits within 30 days. A copy of the written decision shall be mailed to the complainant within 10 days, as well as to the ADA Title II Coordinator and the appropriate operating Offices within SHA.

A Complainant May Appeal

If a complainant remains dissatisfied, he or she may file an appeal to the State Highway Administration's Deputy Administrator for Finance, Information Technology and Administration. The appeal must explain the reasons why the complainant is dissatisfied with the decision and be signed by the complainant or authorized representative. The appeal reviewers, consisting of the Deputy Administrator for Finance, Information Technology and Administration and either the Deputy Administrator for Planning and Preliminary Engineering or Deputy Administrator for Operations, shall act upon the appeal no later than 10 days of receipt. A copy of the appeals decision shall be mailed to the complainant within 10 days. The appeal decision shall be final.

SHA shall maintain the confidentiality of all files and records relating to grievances filed, unless disclosure is authorized or required by law. Retaliation, coercion, intimidation, threat, interference or harassment for the filing a grievance or prevent filing is strictly prohibited.

Notice of Options to File

The use of SHA's ADA/504 Grievance/Complaint Procedure does not preclude persons from filing a formal complaint with the Maryland Commission on Civil Rights, the Civil Rights Division of the Federal Highway Administration, the U.S. Department of Transportation or the U.S. Department of Justice.

Any person who believes he or she discriminated against based on his or her disability also has the right to bring a lawsuit to enforce their rights under Title II and may receive the same remedies as under Section 504 of the Rehabilitation Act of 1973, including reasonable attorney's fees.

Maryland State Highway Administration ADA/504 Complaint/Grievance Form

Complainant: _____

Person Preparing Complaint (if different from Complainant): _____

Relationship of Preparer to Complainant: _____

Street Address: _____ Apartment/Unit number: _____

City/County: _____ State: _____ Zip: _____

Phone: _____ E-mail: _____

Please provide a complete description of the specific complaint or grievance, including date of alleged violation. Use additional pages or provide copies of documentation that may substantiate any allegations. _____

Please specify any locations(s) related to the complaint or grievance (if applicable): _____

Please state as specifically as possible what you think should be done to resolve the complaint or grievance: _____

May we contact you personally? Yes _____ No _____

If yes, please indicate how you'd like to be contacted.

Phone _____ E-mail _____ USPS _____

Signature of Complainant/Preparer

Date

Return this form to: Maryland State Highway Administration
ADA Title II Coordinator, Mail Stop M-LL3
707 North Calvert Street
Baltimore, MD 21202

Upon request, copies of this form will be provided in alternative formats. Please contact the ADA Title II Coordinator at the address listed above; telephone at 410-545-8477; email SHAADA@mdot.maryland.gov; Toll free 1-888-204-0157; TDD 1-800-735-2258. (Maryland Relay)