



STATE HIGHWAY
ADMINISTRATION



MARYLAND STATE HIGHWAY MOBILITY REPORT SUPPLEMENT 2023

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2023

MARYLAND STATE HIGHWAY MOBILITY REPORT SUPPLEMENT

INTRODUCTION

In the Maryland Mobility Report, a general overview is provided for programs, policies, and operations throughout the state. The Maryland Mobility Report Supplement provides a more in-depth evaluation of performance trends over the past year including specifics on each freeway/expressway and major arterial corridor. The document furnishes information on various aspects of mobility along Maryland's multi-modal network.

The Supplement includes data on:

- Traffic Volumes by County and Region
- Congestion Trends
- Freeway Operations
- Bottleneck Locations
- Arterial Corridor Operations
- Congestion Cost by Region
- Capital Projects Before and After Studies

To supplement data in the Mobility Report, mapping was included to identify locations of the various programs and projects such as:

- New Sidewalk Locations
- Park and Ride Lot Locations
- Reversible, HOV and Express Toll Lanes and Managed Lane Facility Locations
- Public Truck Parking and Virtual Weigh Station Locations
- CHART Operations Center Locations
- Failing Intersection Level of Service Locations

For additional information, reference the 2023 Maryland Mobility Report.

TRAFFIC VOLUMES

Traffic volumes vary throughout roads and regions in the state. New developments increase volumes along a roadway while closings such as at retail stores and malls can lower volumes on adjacent roads. An improved road that was over capacity, such as the dualization of Maryland 32, will reduce traffic on local parallel cut through streets. To understand the changes in traffic and truck patterns, SHA monitors volume data from different sources. The first is continuous count stations which are located throughout the State on different types of roadways. These stations record volumes 24 hours a day, 365 days a year at approximately 60 active locations. In addition, the majority of traffic data that is collected occurs in a three-year cycle at the same locations for forty-eight (48) hours. These counts are factored to develop the average daily traffic on each section of roadway. The length of these sections is multiplied by the traffic volume to develop the total vehicle miles traveled (VMT). The VMT is developed on a statewide, countywide and regionwide basis. Maryland is subdivided into five geographical regions. These five geographical regions are: Baltimore Metropolitan, Washington Metropolitan, Southern Maryland, Eastern Shore, and Western Maryland (**Figure 1**).

BALTIMORE METROPOLITAN REGION

- Anne Arundel (AA)
- Baltimore City (BC)
- Baltimore (BA)
- Carroll (CL)
- Harford (HA)
- Howard (HO)

WASHINGTON METROPOLITAN REGION (MARYLAND COUNTIES)

- Frederick (FR)
- Montgomery (MO)
- Prince George’s (PG)

SOUTHERN MARYLAND

- Calvert (CA)
- Charles (CH)
- St. Mary’s (SM)

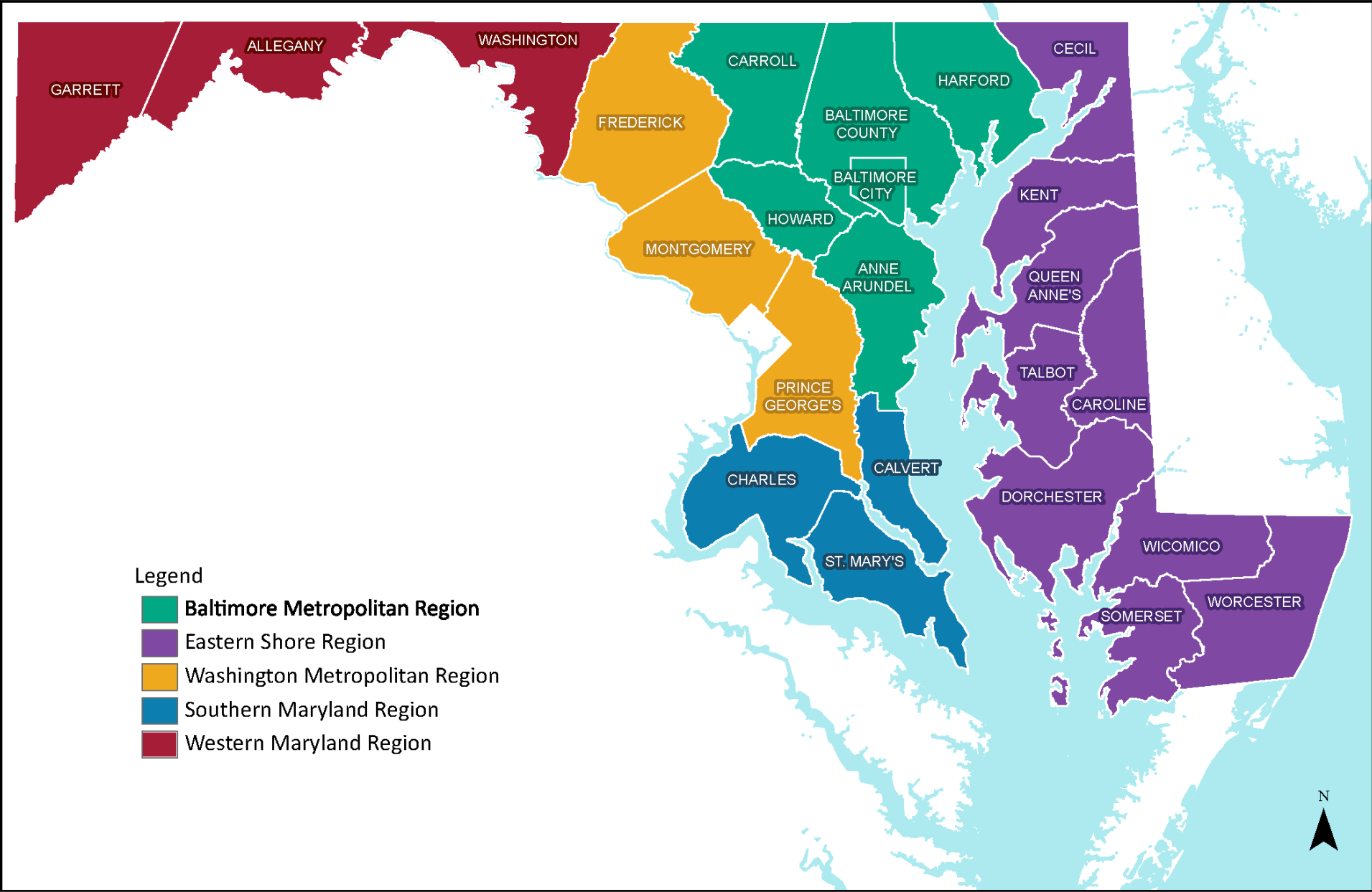
EASTERN SHORE

- Caroline (CO)
- Cecil (CE)
- Dorchester (DO)
- Kent (KE)
- Queen Anne’s (QA)
- Somerset (SO)
- Talbot (TA)
- Wicomico (WI)
- Worcester (WO)

WESTERN MARYLAND

- Allegany (AL)
- Garrett (GA)
- Washington (WA)

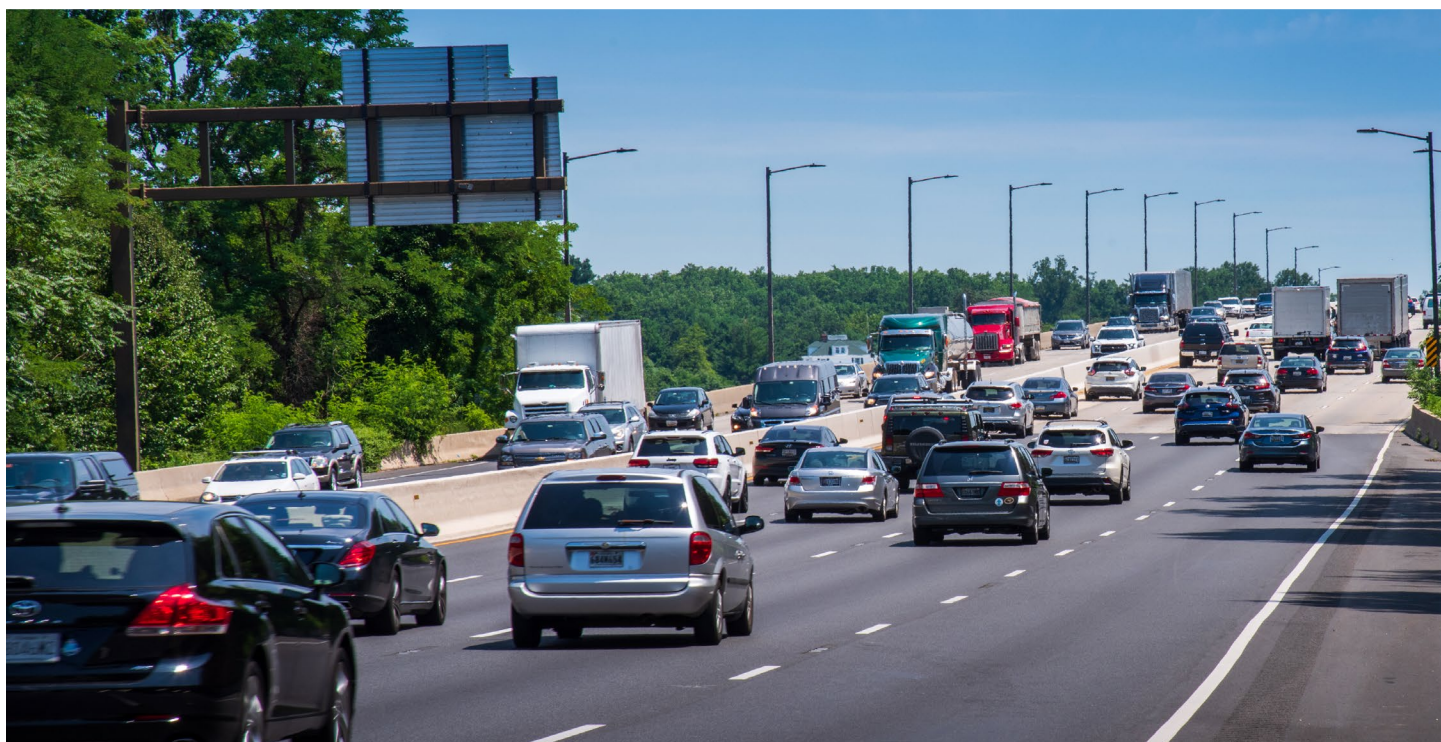
The MDOT SHA county abbreviation is in parenthesis.



The statewide growth in VMT in 2022 versus 2021 was relatively flat, growing by 0.3% to 56.78 billion miles. The largest increases were in the Baltimore region and the Washington region, both growing by over 100 million miles. The Eastern Shore and Southern regions saw decreases in volumes. A small increase in VMT occurred in the Western region. All regions are still below 2019 VMT ranging from about 2% less to over 6% and up to 1.7 billion miles less than before (**Table 1**).

Table 1

VMT BY REGION (BILLIONS)					
AREA	2019	2020	2021	2022	CHANGE 2021 TO 2022
Baltimore Region	26.85	22.45	25.00	25.16	+0.16
Washington Region	20.70	17.33	19.20	19.32	+0.12
Southern Region	3.01	2.57	2.96	2.92	-0.04
Eastern Shore Region	6.13	5.28	6.10	6.01	-0.09
Western Region	3.45	2.96	3.36	3.37	+0.01
Total	60.14	50.59	56.62	56.78	+0.16



US 50 at Severn River Bridge

CONGESTION TRENDS

A. FREEWAY/EXPRESSWAY FACT SHEETS

Freeways and expressways provide the highest level of functionality on the roadway system. Their primary purpose is to serve long distance travel and provide routes for freight and goods deliveries. Freeways/expressways are high speed facilities that provide the maximum mobility. Access along these roadways is limited to interchanges and these highways are termed controlled access facilities. Analysis was performed on these roadways to evaluate various attributes including:

- Travel time index (Congestion)
- Planning time index (Reliability)
- Daily variability
- Percentage of roadway in each direction in the peak hour that operates at uncongested, moderate, heavy, and severe congestion
- Segments that experienced the largest increase or decrease in congestion from 2021

The freeways/expressways evaluated include:

- | | |
|--|---|
| • I-70 (Pennsylvania Border to US 40 in Frederick) | • I-695 Baltimore Beltway |
| • I-70 (US 40 in Frederick to I-695) | • I-795 |
| • I-81 | • I-895 |
| • I-83 | • US-50 (DC Line to William Preston Lane Bridge (Bay Bridge)) |
| • I-95 (Capital Beltway to I-695 North) | • MD 32 |
| • I-95 (I-695 North to Delaware State Line) | • MD 100 |
| • I-97 | • MD 200 |
| • I-270 | • MD 295 |
| • I-495 Capital Beltway | |

In addition to year round analysis, summer seasonal weekend analysis was performed for:

- I-95 (Tydings Bridge to Delaware State Line)
- US 50 (William Preston Lane (Bay Bridge) to Easton)

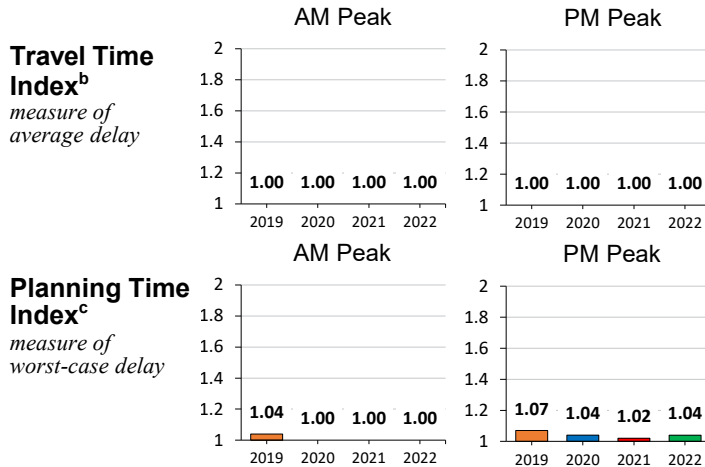
For each freeway/expressway, the percentage of roadway miles that operate in uncongested, moderate congestion, heavy congestion, and severe congestion conditions are identified (**Table 2**).



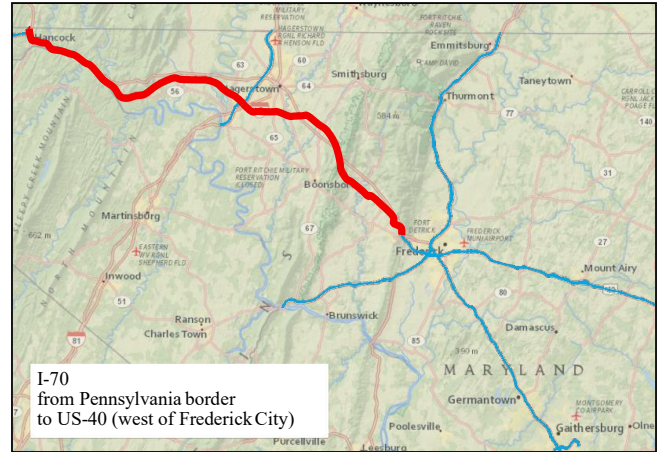
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I-70: Pennsylvania Border to US 40 Frederick

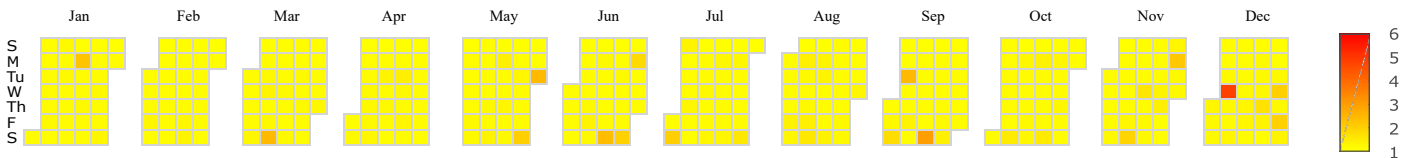
Trends^a



48 center miles carrying 51,000 vehicles every day

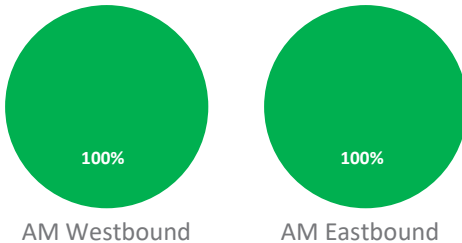


Daily Variability^d



Weekday Congestion

2022 Percent of Roadway Miles in Congested Conditions



		AM Peak Hour ^a		2022	2021
Most Improved Segments (TTI)	1. I-70 EB at MD 65/Exit 29			1.05	1.06
	2. I-70 EB from MD 632/Exit 28 of MD 65/Exit 29			1.02	1.03
Decreased Operations Segments (TTI)		1. I-70 EB at US 40/Exit 32		1.02	1.01
		PM Peak Hour ^a		2022	2021
Most Improved Segments (TTI)	1. I-70 WB at US 40/Exit 32			1.03	1.05
	2. I-70 WB from US 40/Exit 32 to MD 65/Exit 29			1.05	1.06
	3. I-70 WB from US 40 to MD 66/Exit 35			1.03	1.04
Decreased Operations Segments (TTI)		1. I-70 WB from US 40/Exit 48 to MD 17/Exit 42		1.05	1.00
		2. I-70 EB at US 40/Exit 32		1.02	1.00
		3. I-70 WB at Washington/Frederick County Line		1.01	1.00

Green-uncongested (TTI<1.15); Yellow-moderate congestion (1.15<TTI<1.30); Red-heavy congestion (1.30<TTI<2.00); Black-severe congestion (TTI>2.00)

Notes

a - Peak Hours are considered as 8-9am and 5-6pm.

b - Travel Time Index (TTI) is the ratio of the average travel time during the peak hour to the time required under free flow.

c - Planning Time Index (PTI) is the ratio of the worst-case travel time (95th percentile) during peak hour to the free-flow time.

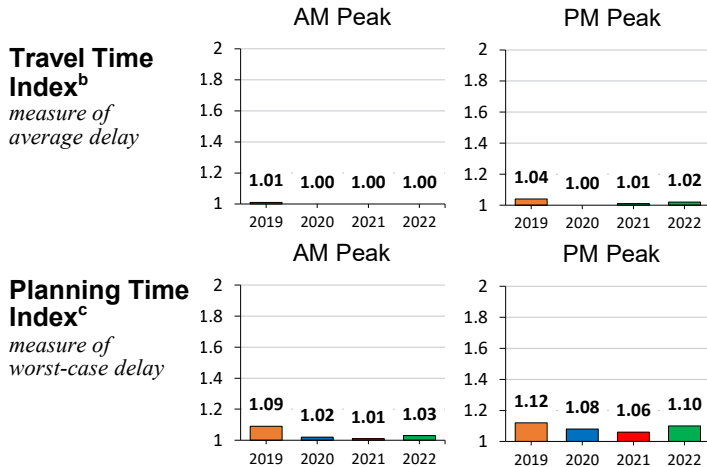
d - Variability of worst-case travel experience along facility for each day of year, shown as plot of PTI by day of week and month, showing seasonal and weekly trends.



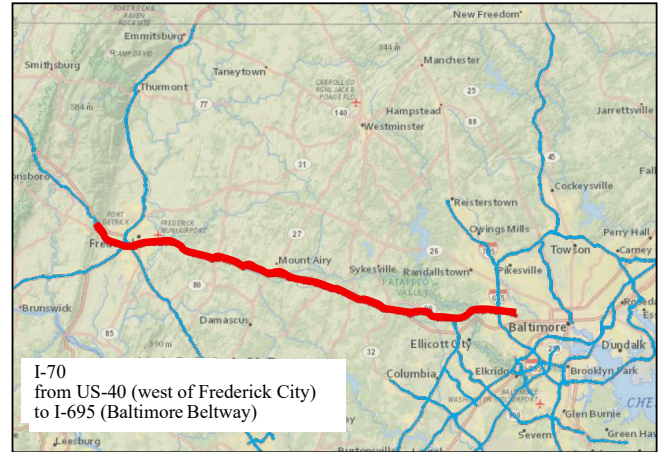
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I-70: US 40 Frederick to I-695

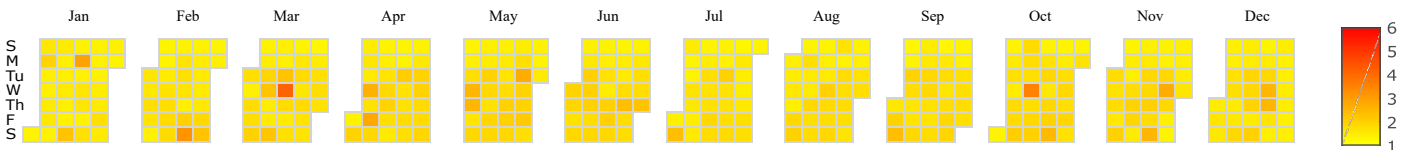
Trends^a



45 center miles carrying 69,000 vehicles every day

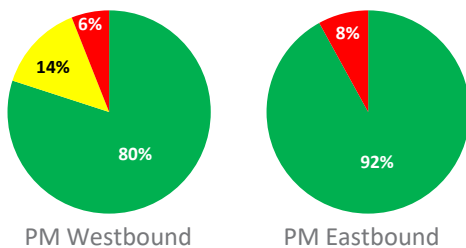
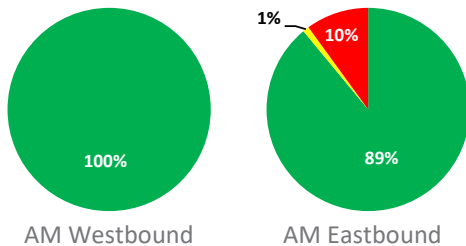


Daily Variability^d



Weekday Congestion

2022 Percent of Roadway Miles in Congested Conditions



AM Peak Hour^a

Most Improved Segments (TTI)

- I-70 WB from Sykesville Rd/Exit 80 to MD 97/Exit 76
- I-70 EB from US 340/Exit 52 to I-270/US 40/Exit 53

	2022	2021
1. I-70 WB from Sykesville Rd/Exit 80 to MD 97/Exit 76	1.00	1.01
2. I-70 EB from US 340/Exit 52 to I-270/US 40/Exit 53	1.00	1.01

Decreased Operations Segments (TTI)

- I-70 EB at Mariottsville Rd/Exit 83
- I-70 EB from US 40/Exit 82 to Mariottsville Rd/Exit 83
- I-70 EB from US 29/Exit 87 to I-695/Exit 91

	2022	2021
1. I-70 EB at Mariottsville Rd/Exit 83	1.45	1.31
2. I-70 EB from US 40/Exit 82 to Mariottsville Rd/Exit 83	1.37	1.24
3. I-70 EB from US 29/Exit 87 to I-695/Exit 91	1.13	1.03

PM Peak Hour^a

Most Improved Segments (TTI)

- I-70 EB at MD 122

	2022	2021
1. I-70 EB at MD 122	1.03	1.04

Decreased Operations Segments (TTI)

- I-70 WB at US 15/US 340/Exit 52
- I-70 WB at I-270/US 40/Exit 53
- I-70 EB from US 29/Exit 87 to I-695/Exit 91

	2022	2021
1. I-70 WB at US 15/US 340/Exit 52	1.81	1.59
2. I-70 WB at I-270/US 40/Exit 53	1.54	1.36
3. I-70 EB from US 29/Exit 87 to I-695/Exit 91	1.38	1.20

Green-uncongested (TTI<1.15); Yellow-moderate congestion (1.15<TTI<1.30); Red-heavy congestion (1.30<TTI<2.00); Black-severe congestion (TTI>2.00)

Notes

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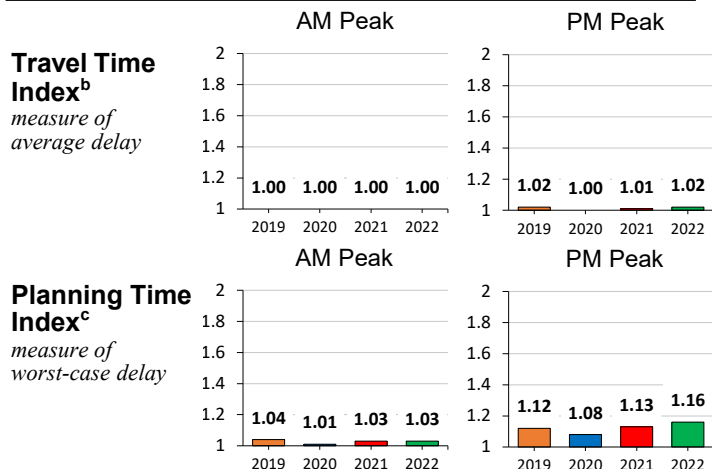
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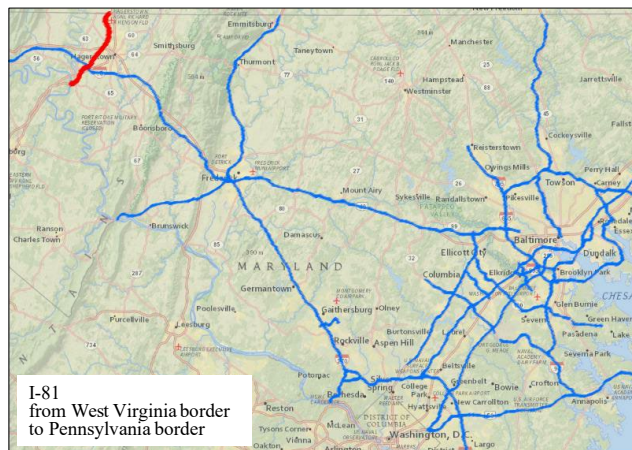
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I-81

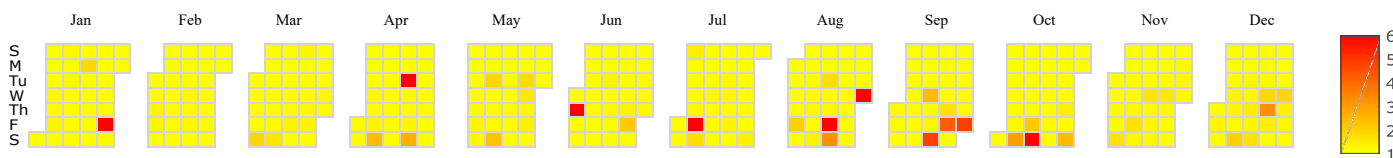
Trends^a



12 center miles carrying 70,000 vehicles every day

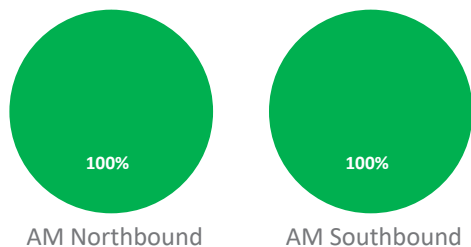


Daily Variability^d



Weekday Congestion

2022 Percent of Roadway Miles in Congested Conditions



AM Northbound

AM Southbound

AM Peak Hour^a

Most Improved Segments (TTI)

1. N/A

Decreased Operations Segments (TTI)

1. I-81 NB from US 11/Exit 2 to I-70/Exit 4
2. I-81 SB at US 40/Exit 6

2022

N/A

2021

N/A

1.02

1.01

PM Peak Hour^a

Most Improved Segments (TTI)

1. I-81 NB from I-70/Exit 4 to Halfway Blvd/Exit 5
2. I-81 NB at Halfway Blvd/Exit 5
3. I-81 NB at I-70/Exit 4

Decreased Operations Segments (TTI)

1. I-81 SB at US 40/Exit 6
2. I-81 SB from MD 58/Exit 7 to US 40/Exit 6
3. I-81 SB from Maugans Ave/Exit 9 to Maugansville Rd/Exit 8

2022

1.00

1.04

1.02

1.10

1.06

1.05

2021

1.02

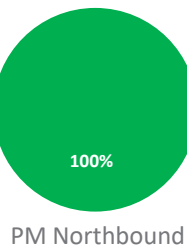
1.06

1.03

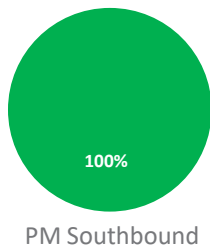
1.06

1.03

1.02



PM Northbound



PM Southbound

Green-uncongested (TTI<1.15); Yellow-moderate congestion (1.15<TTI<1.30); Red-heavy congestion (1.30<TTI<2.00); Black-severe congestion (TTI>2.00)

Notes

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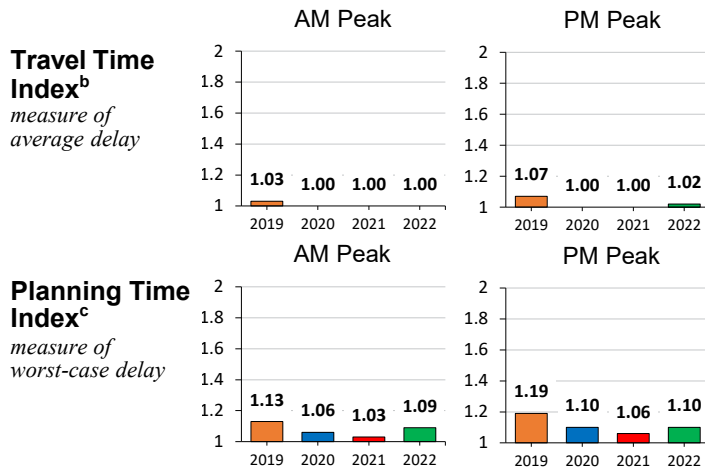
Based on speed data from INRIX and volume data from State Highway Administration



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I-83

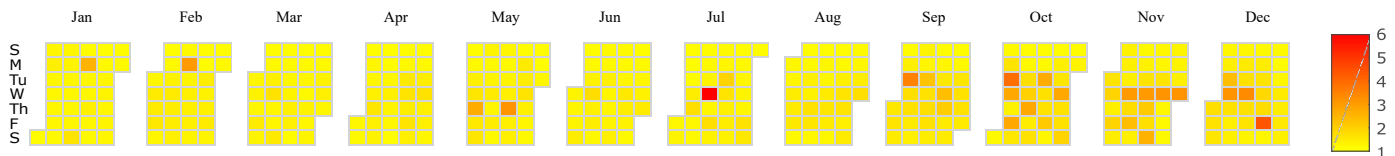
Trends^a



27 center miles carrying 80,000 vehicles every day

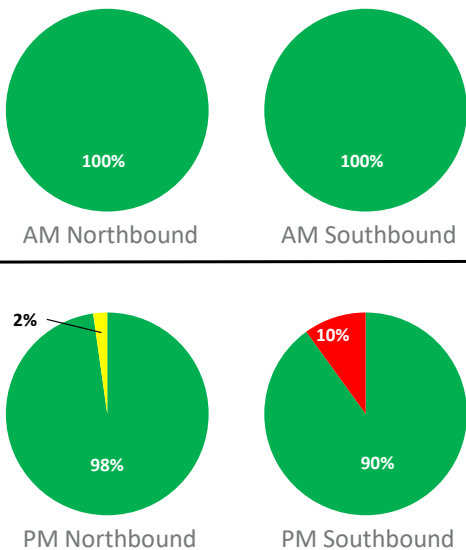


Daily Variability^d



Weekday Congestion

2022 Percent of Roadway
Miles in Congested Conditions



AM Peak Hour^a

Most Improved
Segments (TTI)

1. I-83 NB at Padonia Rd/Exit 17

2022
1.01

2021
1.02

Decreased
Operations
Segments (TTI)

1. I-83 SB from Padonia Rd/Exit 17 to Timonium Rd/Exit 16
2. I-83 SB from Ruxton Rd/Exit 12 to W. Northern Pkwy/Exit 10
3. I-83 SB at Timonium Rd/Exit 16

2022
1.10
1.12
1.12

2021
1.01
1.02
1.02

PM Peak Hour^a

Most Improved
Segments (TTI)

1. I-83 NB at Padonia Rd/Exit 17

2022
1.01

2021
1.02

Decreased
Operations
Segments (TTI)

1. I-83 SB at I-695
2. I-83 SB at Timonium Rd/Exit 16
3. I-83 SB from Timonium Rd/Exit 16 to North of I-695

2022
1.86
1.50
1.53

2021
1.50
1.23
1.26

Green-uncongested (TTI<1.15); Yellow-moderate congestion (1.15<TTI<1.30); Red-heavy congestion (1.30<TTI<2.00); Black-severe congestion (TTI>2.00)

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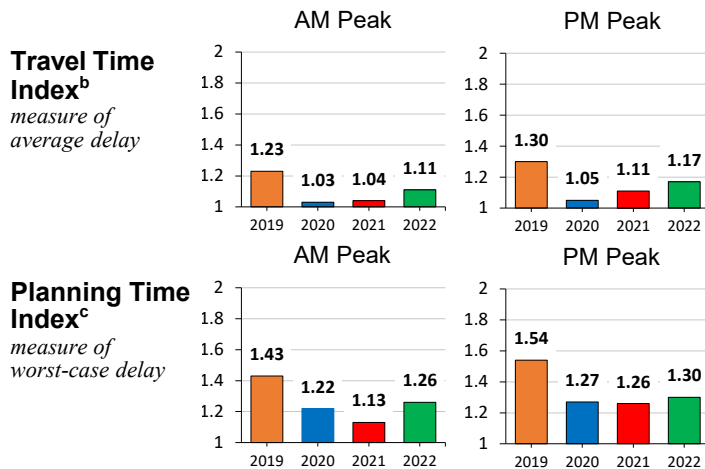
Based on speed data from INRIX and volume data from State Highway Administration



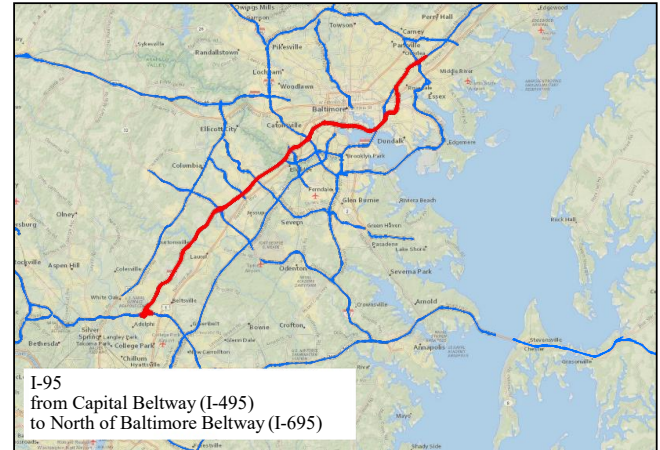
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I-95: I-495 to I-695 (North)

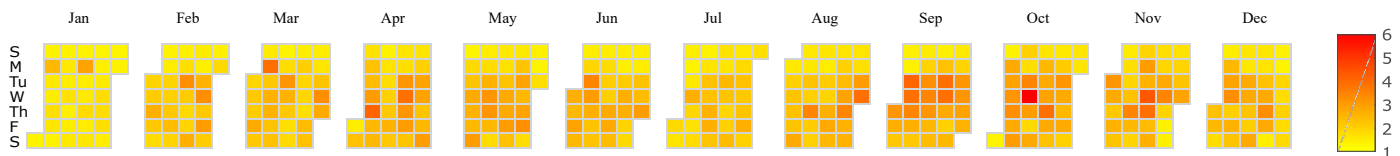
Trends^a



39 center miles carrying 160,000 vehicles every day

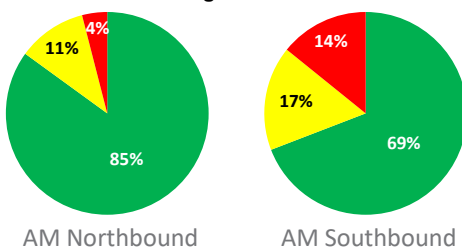


Daily Variability^d



Weekday Congestion

2022 Percent of Roadway
Miles in Congested Conditions



AM Peak Hour^a

Most Improved
Segments (TTI)

1. I-95 NB at Fort McHenry Toll Plaza
2. I-95 NB from Fort McHenry Toll Plaza to Keith Ave/Exit 56
3. I-95 NB South of US 40/Pulaski Hwy/Exit 61

Decreased
Operations
Segments (TTI)

1. I-95 NB West of MD 295/Baltimore Washington Pkwy/Exit 52
2. I-95 NB at Washington Blvd/Exit 51
3. I-95 SB at Keith Ave/Exit 56

	2022	2021
1. I-95 NB at Fort McHenry Toll Plaza	1.00	1.02
2. I-95 NB from Fort McHenry Toll Plaza to Keith Ave/Exit 56	1.02	1.03
3. I-95 NB South of US 40/Pulaski Hwy/Exit 61	1.01	1.02
1. I-95 NB West of MD 295/Baltimore Washington Pkwy/Exit 52	1.73	1.14
2. I-95 NB at Washington Blvd/Exit 51	1.63	1.10
3. I-95 SB at Keith Ave/Exit 56	1.55	1.08

PM Peak Hour^a

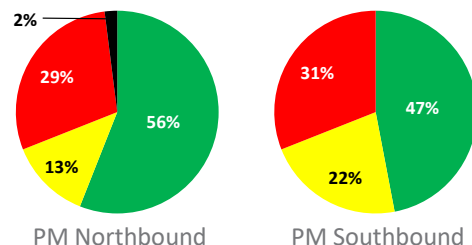
Most Improved
Segments (TTI)

1. I-95 NB at Fort McHenry Toll Plaza
2. I-95 NB from Fort McHenry Toll Plaza to Keith Ave/Exit 56
3. I-95 NB at I-695/Exit 49

Decreased
Operations
Segments (TTI)

1. I-95 NB from Tunnel to Fort McHenry Toll Plaza
2. I-95 SB at MD 175/Exit 41
3. I-95 NB at Fort McHenry Tunnel

	2022	2021
1. I-95 NB at Fort McHenry Toll Plaza	1.18	1.25
2. I-95 NB from Fort McHenry Toll Plaza to Keith Ave/Exit 56	1.17	1.23
3. I-95 NB at I-695/Exit 49	1.08	1.11
1. I-95 NB from Tunnel to Fort McHenry Toll Plaza	1.74	1.34
2. I-95 SB at MD 175/Exit 41	1.99	1.62
3. I-95 NB at Fort McHenry Tunnel	1.82	1.47



Green-uncongested (TTI<1.15); Yellow-moderate congestion (1.15<TTI<1.30); Red-heavy congestion (1.30<TTI<2.00); Black-severe congestion (TTI>2.00)

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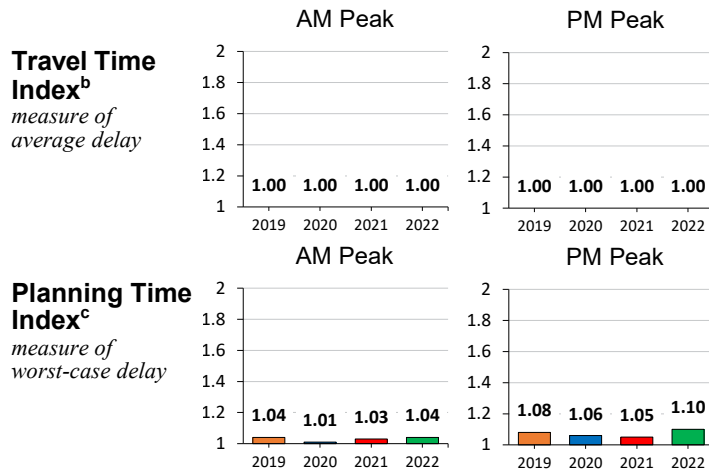
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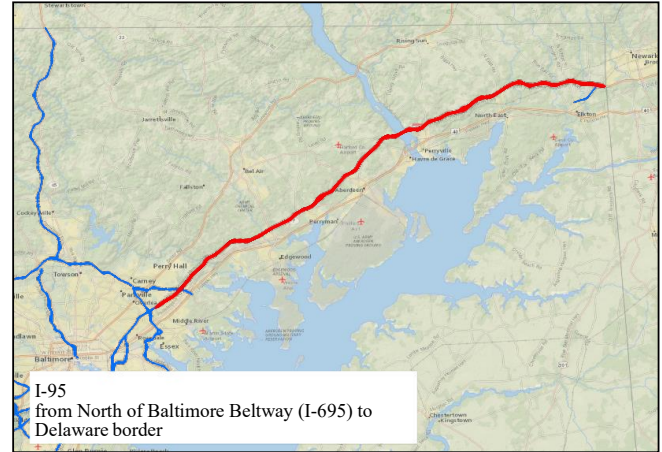
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I-95: I-695 (North) to Delaware State Line

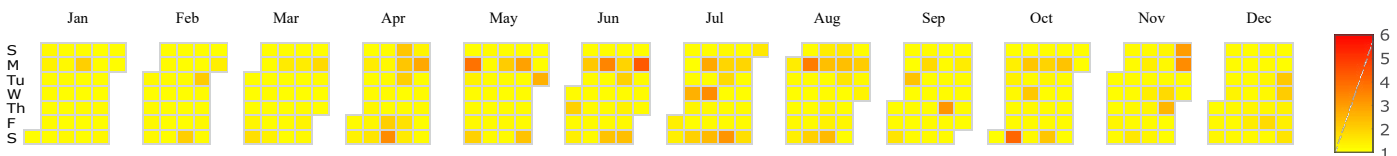
Trends^a



44 center miles carrying 101,000 vehicles every day

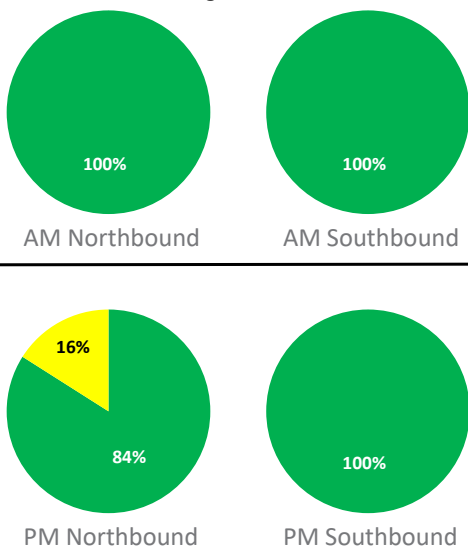


Daily Variability^d



Weekday Congestion

2022 Percent of Roadway
Miles in Congested Conditions



AM Peak Hour^a

Most Improved Segments (TTI)

1. I-95 NB from MD 152/Exit 74 to MD 24/Exit 77
2. I-95 NB at MD 152/Exit 74
3. I-95 SB from MD 222 to Tydings Memorial Bridge Toll Plaza

Decreased Operations Segments (TTI)

1. I-95 NB from MD 43/White Marsh Blvd/Exit 67 to MD 152
2. I-95 NB from MD 24/Exit 77 to MD 543/Exit 80
3. I-95 SB at MD 43/White Marsh Blvd/Exit 67

2022	2021
1.04	1.10
1.00	1.02
1.02	1.03

PM Peak Hour^a

Most Improved Segments (TTI)

1. I-95 NB from MD 152/Exit 74 to MD 24/Exit 77
2. I-95 SB at MD 152/Exit 74

Decreased Operations Segments (TTI)

1. I-95 NB from MD 43/White Marsh Blvd/Exit 67 to MD 152
2. I-95 NB at MD 43/White Marsh Blvd/Exit 67
3. I-95 NB from I-695/Exit 33 to MD 43/White Marsh Ave/Exit 67

2022	2021
1.03	1.04
1.00	1.01
1.19	1.10
1.15	1.08
1.11	1.08

Green-uncongested (TTI<1.15); Yellow-moderate congestion (1.15<TTI<1.30); Red-heavy congestion (1.30<TTI<2.00); Black-severe congestion (TTI>2.00)

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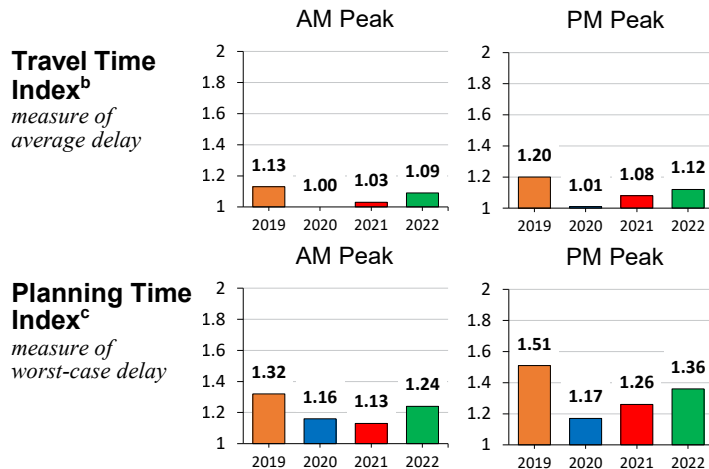
Based on speed data from INRIX and volume data from State Highway Administration



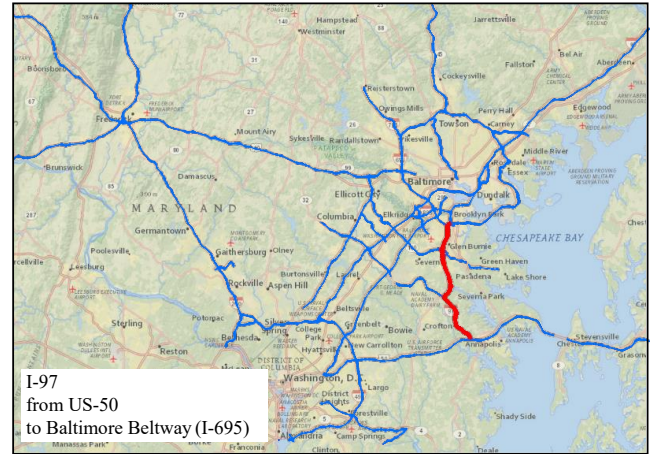
2023 Maryland State Highway Mobility Report

I-97

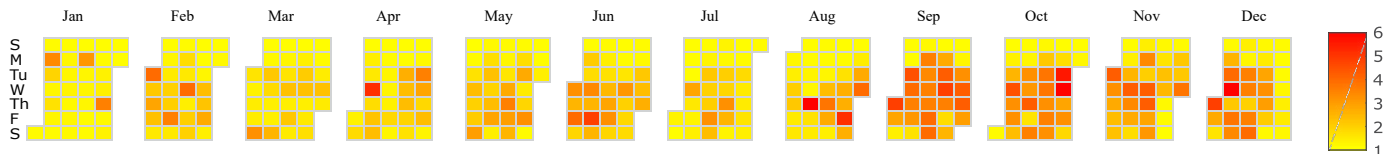
Trends^a



17 center miles carrying 117,000 vehicles every day

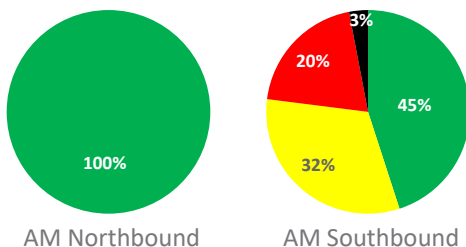


Daily Variability^d



Weekday Congestion

2022 Percent of Roadway Miles in Congested Conditions



AM Northbound

AM Southbound

AM Peak Hour^a

Most Improved Segments (TTI)

1. N/A

Decreased Operations Segments (TTI)

1. I-97 SB at MD 32/Exit 7
2. I-97 SB from MD 32/Exit 7 to MD 178/Exit 5
3. I-97 SB from MD 3 to MD 32/Exit 7

2022
N/A

2021
N/A

2.11
1.87
1.74

1.35
1.34
1.23

PM Peak Hour^a

Most Improved Segments (TTI)

1. N/A

Decreased Operations Segments (TTI)

1. I-97 NB at US 50/US 301
2. I-97 SB at MD 32/Exit 7
3. I-97 SB from MD 32/Exit 7 to MD 178/Exit 5

2022
N/A

2021
N/A

2.32
1.83
1.72

1.86
1.44
1.41

Green-uncongested (TTI<1.15); Yellow-moderate congestion (1.15<TTI<1.30); Red-heavy congestion (1.30<TTI<2.00); Black-severe congestion (TTI>2.00)

Notes

a - Peak Hours are considered as 8-9am and 5-6pm.

b - Travel Time Index (TTI) is the ratio of the average travel time during the peak hour to the time required under free flow.

c - Planning Time Index (PTI) is the ratio of the worst-case travel time (95th percentile) during peak hour to the free-flow time.

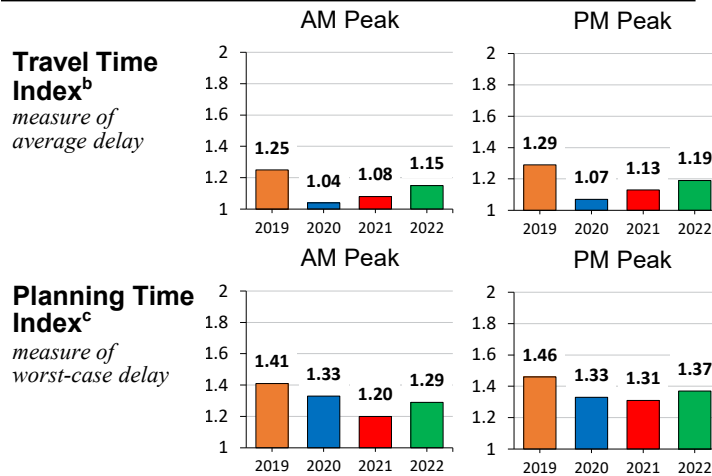
d - Variability of worst-case travel experience along facility for each day of week, shown as plot of PTI by day of week and month, showing seasonal and weekly trends.



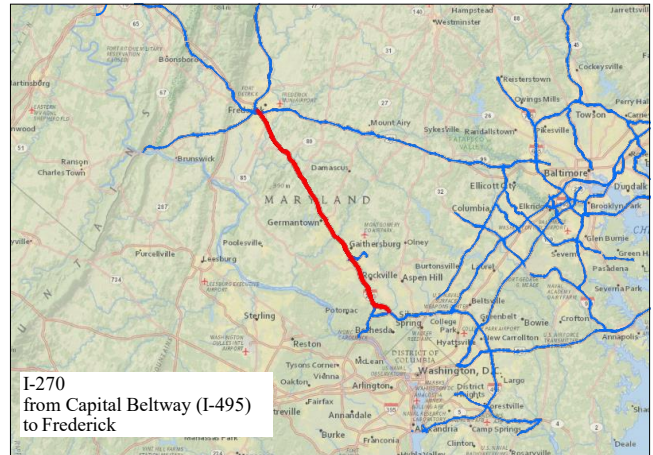
2023 Maryland State Highway Mobility Report

I-270

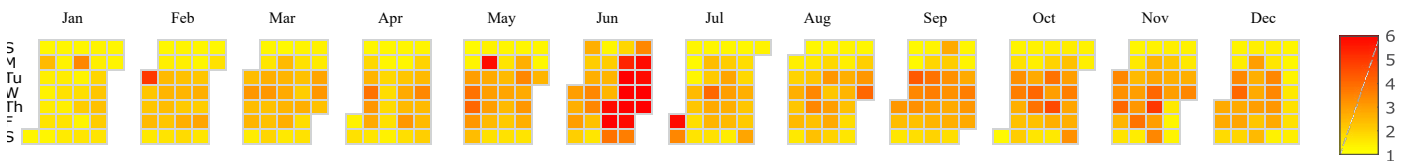
Trends^a



41 center miles carrying 162,000 vehicles every day

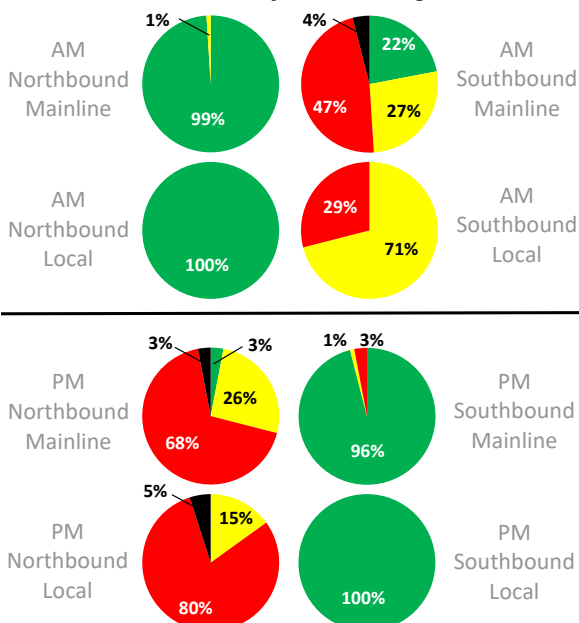


Daily Variability^d



Weekday Congestion I-270 Mainline (M) / Local (L)

2022 Percent of Roadway Miles in Congested Conditions



Green-uncongested (TTI<1.15); Yellow-moderate congestion (1.15<TTI<1.30); Red-heavy congestion (1.30<TTI<2.00); Black-severe congestion (TTI>2.00)

Notes

a - Peak Hours are considered as 8-9am and 5-6pm.

b - Travel Time Index (TTI) is the ratio of the average travel time during the peak hour to the time required under free flow.

c - Planning Time Index (PTI) is the ratio of the worst-case travel time (95th percentile) during peak hour to the free-flow time.

d - Variability of worst-case travel experience along facility for each day of year, shown as plot of PTI by day of week and month, showing seasonal and weekly trends.

Based on speed data from INRIX and volume data from State Highway Administration

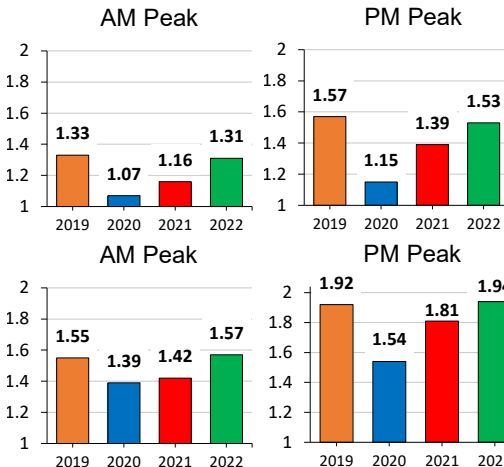


2023 Maryland State Highway Mobility Report

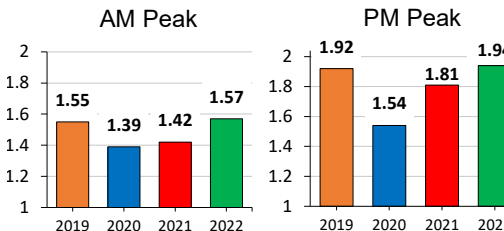
I-495 Capital Beltway

Trends^a

Travel Time Index^b
measure of
average delay



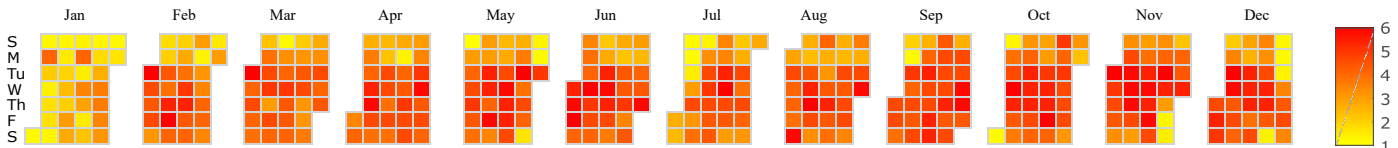
Planning Time Index^c
measure of
worst-case delay



41 center miles carrying 193,000 vehicles every day

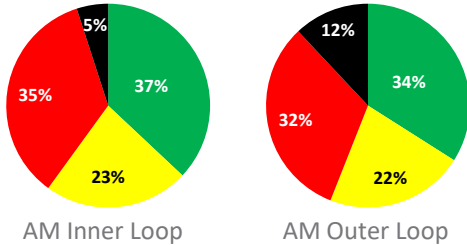


Daily Variability^d



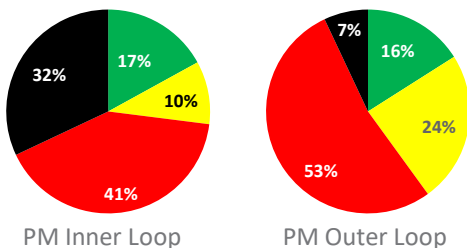
Weekday Congestion

2022 Percent of Roadway
Miles in Congested Conditions



AM Inner Loop

AM Outer Loop



PM Inner Loop

PM Outer Loop

AM Peak Hour^a

Most Improved
Segments (TTI)

1. N/A

Decreased
Operations
Segments (TTI)

1. I-495 Outer Loop from MD 650/Exit 28 to MD 193/Exit 29
2. I-495 Outer Loop at MD 650/New Hampshire Ave/Exit 28
3. I-495 Outer Loop at MD 193/University Blvd/Exit 29

2022

N/A

2021

N/A

4.32

3.87

3.81

2.76

2.37

2.40

PM Peak Hour^a

Most Improved
Segments (TTI)

1. I-495 Outer Loop at Forestville Rd/Exit 9
2. I-495 Outer Loop at Ritchie Marlboro Rd/Exit 13
3. I-495 Outer Loop from Suitland Rd/Exit 9 to Forestville Rd/Exit 9

Decreased
Operations
Segments (TTI)

1. I-495 Inner Loop at MD 185/Connecticut Ave/Exit 33
2. I-495 Inner Loop at American Legion Bridge
3. I-495 Inner Loop at Arena Dr/Exit 16

2022

1.55

1.37

1.47

2021

1.71

1.49

1.59

3.75

3.10

2.49

2.79

2.30

1.74

Green-uncongested (TTI < 1.15); Yellow-moderate congestion (1.15 < TTI < 1.30); Red-heavy congestion (1.30 < TTI < 2.00); Black-severe congestion (TTI > 2.00)

Notes

a - **Peak Hours** are considered as 8-9am and 5-6pm.

b - **Travel Time Index (TTI)** is the ratio of the *average* travel time during the peak hour to the time required under free flow.

c - **Planning Time Index (PTI)** is the ratio of the *worst-case* travel time (95th percentile) during peak hour to the free-flow time.

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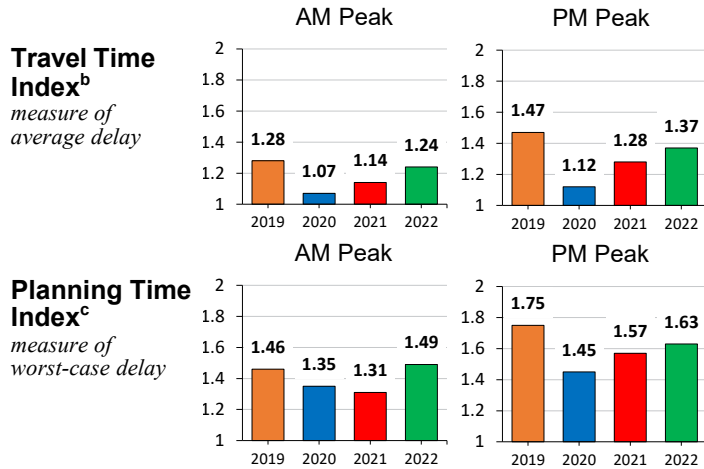
Based on speed data from INRIX and volume data from State Highway Administration



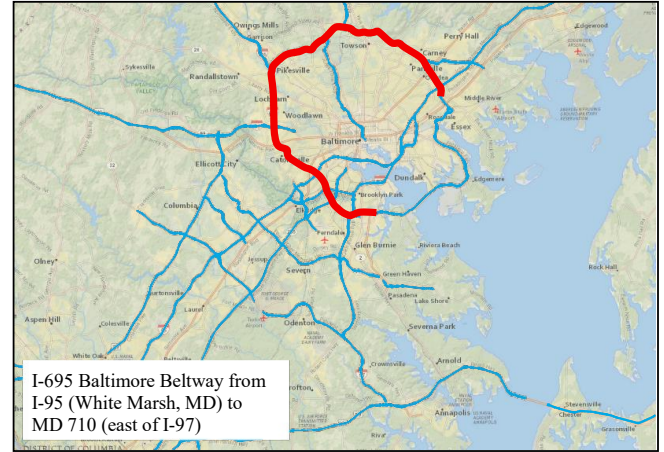
2023 Maryland State Highway Mobility Report

Baltimore Beltway

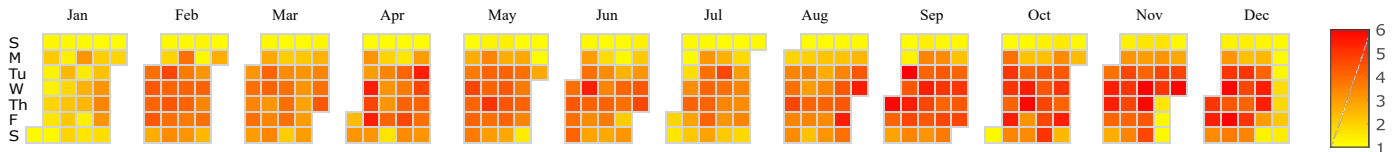
Trends^a



34 center miles carrying 150,000 vehicles every day

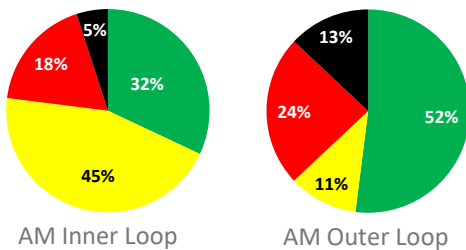


Daily Variability^d



Weekday Congestion

2022 Percent of Roadway Miles in Congested Conditions



AM Inner Loop

AM Outer Loop

AM Peak Hour^a

Most Improved Segments (TTI)

1. I-695 Outer Loop from US 40/Exit 15 to Edmondson Rd/Exit 14
2. I-695 Outer Loop at US 40/Exit 15
3. I-695 Outer Loop at Edmondson Ave/Exit 14

Decreased Operations Segments (TTI)

1. I-695 Outer Loop at MD 147/Harford Rd/Exit 31
2. I-495 Outer Loop from MD 147/Exit 31 to MD 41/Exit 30
3. I-495 Outer Loop at MD 43/White Marsh Blvd/Exit 31

	2022	2021
1. I-695 Outer Loop from US 40/Exit 15 to Edmondson Rd/Exit 14	1.15	1.26
2. I-695 Outer Loop at US 40/Exit 15	1.30	1.40
3. I-695 Outer Loop at Edmondson Ave/Exit 14	1.11	1.18

PM Peak Hour^a

Most Improved Segments (TTI)

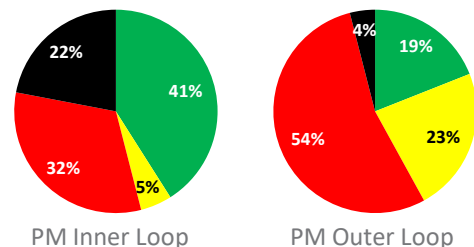
1. I-695 Outer Loop from US 40/Exit 15 to Edmondson Ave/Exit 14
2. I-695 Outer Loop at US 40/Exit 15
3. I-695 Outer Loop at Cromwell Bridge Rd/Exit 29

Decreased Operations Segments (TTI)

1. I-695 Inner Loop from I-95/Exit 11 to US 1/Exit 12
2. I-695 Inner Loop at US 1/Southwestern Blvd/Exit 12
3. I-695 Inner Loop at I-95/Exit 11

	2022	2021
1. I-695 Outer Loop from US 40/Exit 15 to Edmondson Ave/Exit 14	1.09	1.15
2. I-695 Outer Loop at US 40/Exit 15	1.15	1.21
3. I-695 Outer Loop at Cromwell Bridge Rd/Exit 29	1.34	1.39

	2022	2021
1. I-695 Inner Loop from I-95/Exit 11 to US 1/Exit 12	3.79	2.72
2. I-695 Inner Loop at US 1/Southwestern Blvd/Exit 12	3.25	2.42
3. I-695 Inner Loop at I-95/Exit 11	2.70	2.00



PM Inner Loop

PM Outer Loop

Green-uncongested (TTI<1.15); Yellow-moderate congestion (1.15<TTI<1.30); Red-heavy congestion (1.30<TTI<2.00); Black-severe congestion (TTI>2.00)

Notes

a - Peak Hours are considered as 8-9am and 5-6pm.

b - Travel Time Index (TTI) is the ratio of the average travel time during the peak hour to the time required under free flow.

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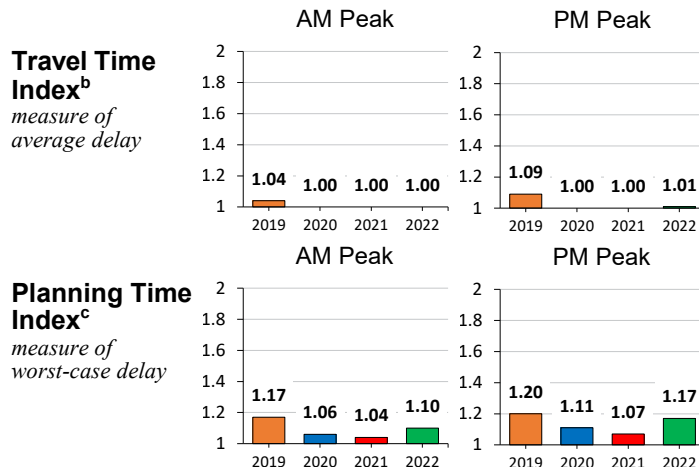
d - Variability of worst-case travel experience along facility for each day of year, shown as plot of PTI by day of week and month, showing seasonal and weekly trends.



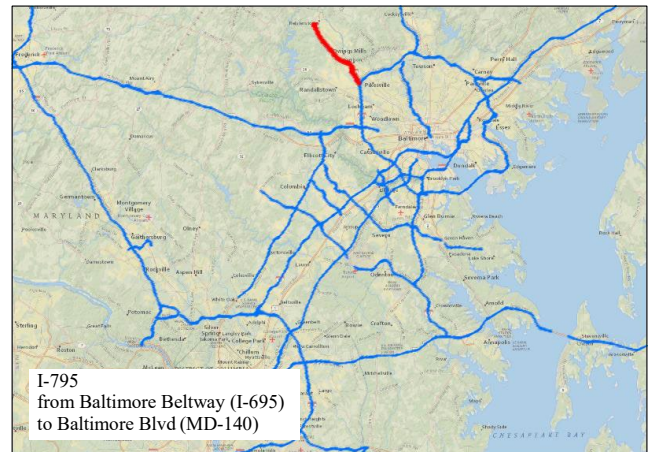
2023 Maryland State Highway Mobility Report

I-795

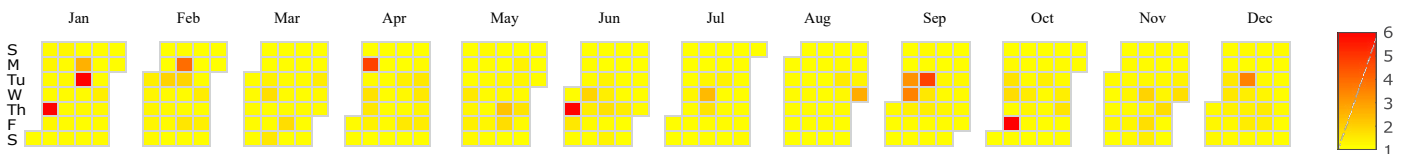
Trends^a



8 center miles carrying 81,000 vehicles every day

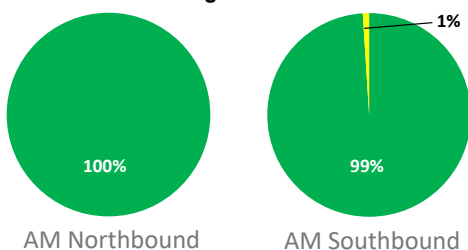


Daily Variability^d



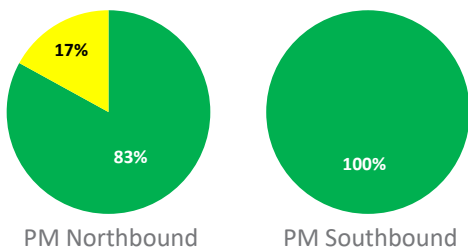
Weekday Congestion

2022 Percent of Roadway
Miles in Congested Conditions



AM Northbound

AM Southbound



PM Northbound

PM Southbound

AM Peak Hour^a

Most Improved
Segments (TTI)

1. N/A

Decreased
Operations
Segments (TTI)

1. I-795 SB at I-695
2. I-795 SB from Owings Mills Blvd/Exit 4 to I-695/Exit 1
3. I-795 NB at I-695

2022
N/A

2021
N/A

1.18
1.12
1.03

1.07
1.05
1.01

PM Peak Hour^a

Most Improved
Segments (TTI)

1. N/A

Decreased
Operations
Segments (TTI)

1. I-795 NB at Owings Mills Blvd/Exit 4
2. I-795 NB from Owings Mills Blvd/Exit 4 to Franklin Blvd/Exit 7
3. I-795 NB at Franklin Blvd/Exit 7

2022
N/A

2021
N/A

1.16
1.11
1.02

1.08
1.06
1.00

Green-uncongested (TTI<1.15); Yellow-moderate congestion (1.15<TTI<1.30); Red-heavy congestion (1.30<TTI<2.00); Black-severe congestion (TTI>2.00)

Notes

a - Peak Hours are considered as 8-9am and 5-6pm.

b - Travel Time Index (TTI) is the ratio of the average travel time during the peak hour to the time required under free flow.

c - Planning Time Index (PTI) is the ratio of the worst-case travel time (95th percentile) during peak hour to the free-flow time.

d - Variability of worst-case travel experience along facility for each day of year, shown as plot of PTI by day of week and month, showing seasonal and weekly trends.



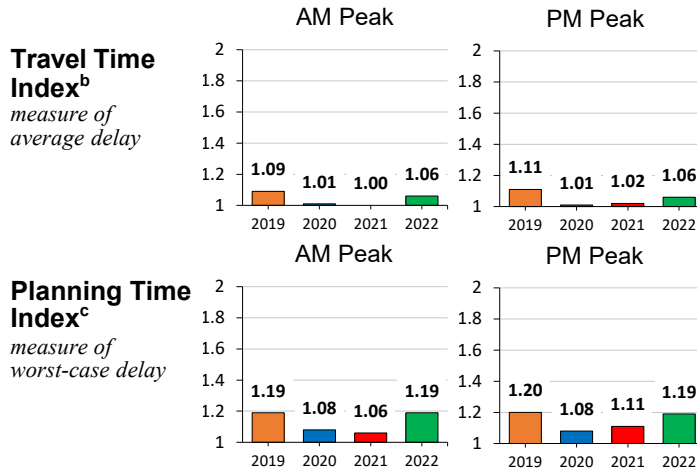
I-795 Based on speed data from INRIX and volume data from State Highway Administration



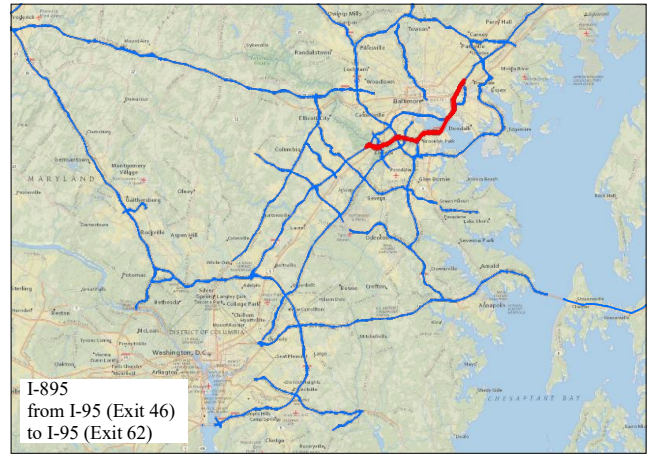
2023 Maryland State Highway Mobility Report

I-895

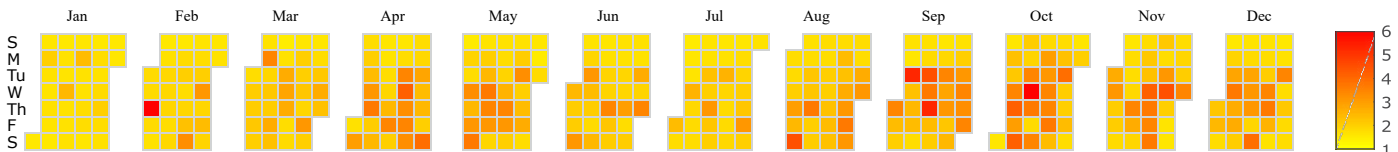
Trends^a



14 center miles carrying 48,000 vehicles every day

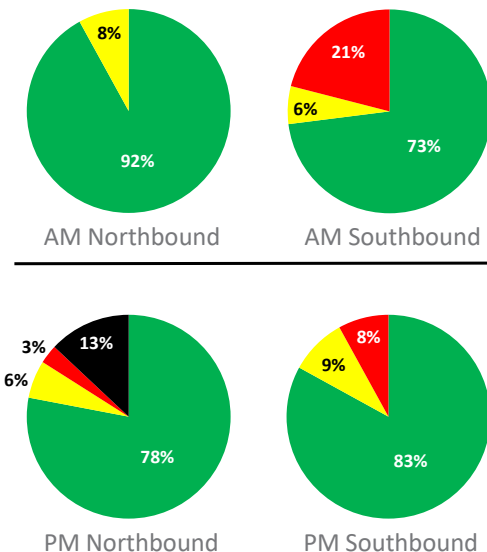


Daily Variability^d



Weekday Congestion

2022 Percent of Roadway Miles in Congested Conditions



AM Peak Hour^a

Most Improved Segments (TTI)

1. I-895 NB at I-95/Exit 46
2. I-895 NB South of Holabird Ave/Exit 10
3. I-895 NB at Holabird Ave/Exit 10

Decreased Operations Segments (TTI)

1. I-895 SB at O'Donnell St/Exit 11
2. I-895 SB North of Harbor Tunnel Thwy (North)
3. I-895 SB at Harbor Tunnel Thwy (North)

2022	2021
1.00	1.02
1.03	1.05
1.05	1.06

2022	2021
1.49	1.03
1.46	1.06
1.51	1.11

PM Peak Hour^a

Most Improved Segments (TTI)

1. I-895 SB at MD 2/Ritchie Hwy
2. I-895 SB at I-695
3. I-895 SB North of MD 2/Ritchie Hwy

Decreased Operations Segments (TTI)

1. I-895 NB at Harbor Tunnel Thwy (South)
2. I-895 NB South of Harbor Tunnel Thwy (South)
3. I-895 NB at Harbor Tunnel Thwy (North)

2022	2021
1.05	1.19
1.00	1.12
1.00	1.09

2022	2021
2.31	1.66
2.04	1.48
2.04	1.60

Green-uncongested (TTI < 1.15); Yellow-moderate congestion (1.15 < TTI < 1.30); Red-heavy congestion (1.30 < TTI < 2.00); Black-severe congestion (TTI > 2.00)

Notes

a - Peak Hours are considered as 8-9am and 5-6pm.

b - Travel Time Index (TTI) is the ratio of the average travel time during the peak hour to the time required under free flow.

c - Planning Time Index (PTI) is the ratio of the worst-case travel time (95th percentile) during peak hour to the free-flow time.

d - Variability of worst-case travel experience along facility for each day of year, shown as plot of PTI by day of week and month, showing seasonal and weekly trends.



STATE HIGHWAY
ADMINISTRATION

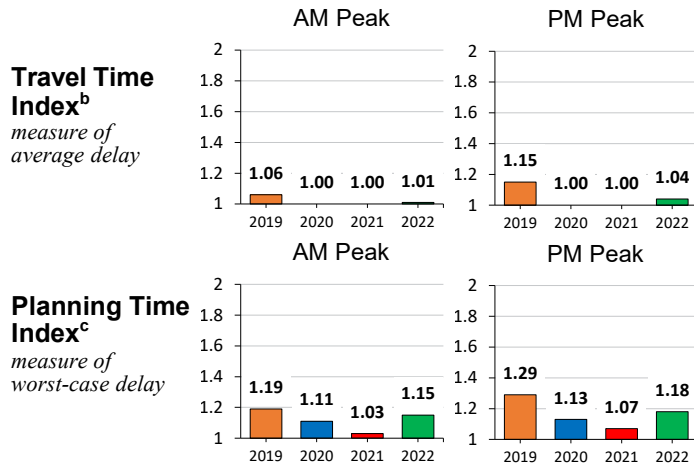
Based on speed data from INRIX and volume data from State Highway Administration



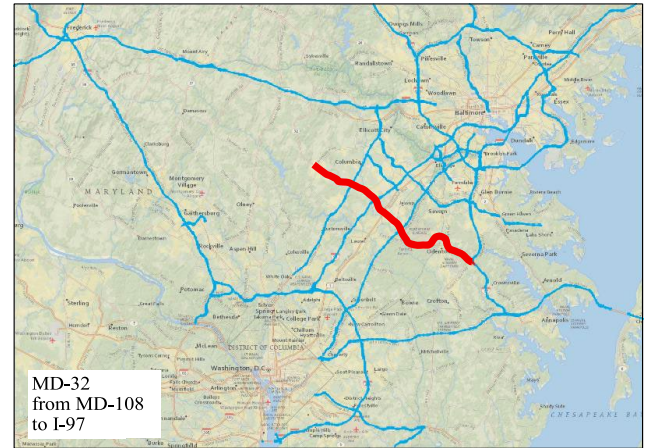
2023 Maryland State Highway Mobility Report

MD 32

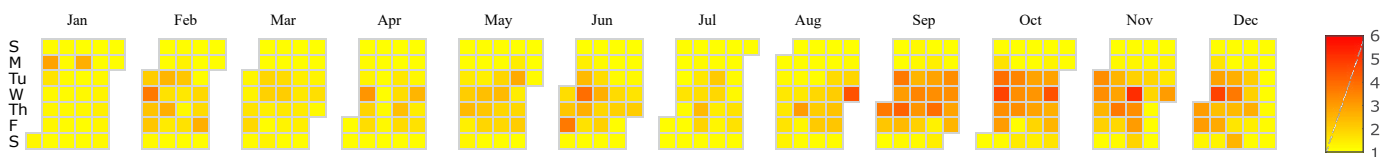
Trends^a



22 center miles carrying 70,000 vehicles every day

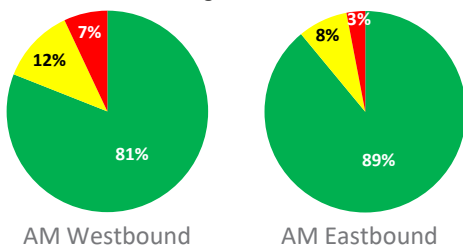


Daily Variability^d



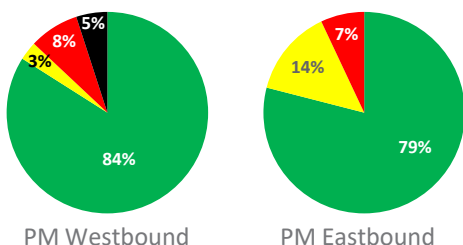
Weekday Congestion

2022 Percent of Roadway Miles in Congested Conditions



AM Westbound

AM Eastbound



PM Westbound

PM Eastbound

AM Peak Hour^a

	2022	2021
Most Improved Segments (TTI)	N/A	N/A
Decreased Operations Segments (TTI)		
1. MD 32 WB at MD 175/Annapolis Rd	1.52	1.10
2. MD 32 EB at I-97	1.56	1.16
3. MD 32 WB from MD 170/Telegraph Rd to MD 175/Annapolis Rd	1.32	1.01

PM Peak Hour^a

	2022	2021
Most Improved Segments (TTI)	N/A	N/A
Decreased Operations Segments (TTI)		
1. MD 32 WB at US 1	2.21	1.75
2. MD 32 WB at Henkels Ln/Dorsey Run Rd	1.72	1.29
3. MD 32 EB at MD 198/Fort Meade Rd	1.63	1.30

Green-uncongested (TTI<1.15); Yellow-moderate congestion (1.15<TTI<1.30); Red-heavy congestion (1.30<TTI<2.00); Black-severe congestion (TTI>2.00)

Notes

- a - Peak Hours are considered as 8-9am and 5-6pm.
- b - Travel Time Index (TTI) is the ratio of the average travel time during the peak hour to the time required under free flow.
- c - Planning Time Index (PTI) is the ratio of the worst-case travel time (95th percentile) during peak hour to the free-flow time.
- d - Variability of worst-case travel experience along facility for each day of year, shown as plot of PTI by day of week and month, showing seasonal and weekly trends.



Based on speed data from INRIX and volume data from State Highway Administration

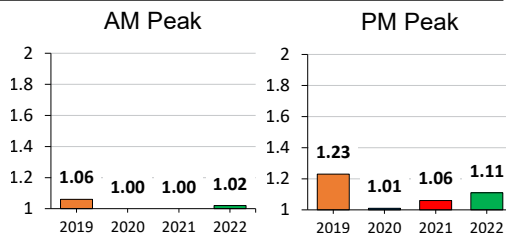


2023 Maryland State Highway Mobility Report

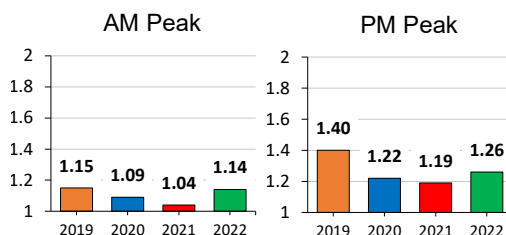
MD 100

Trends^a

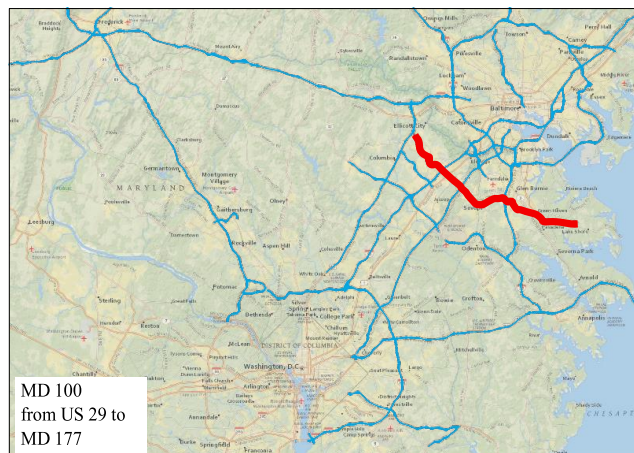
Travel Time Index^b
measure of
average delay



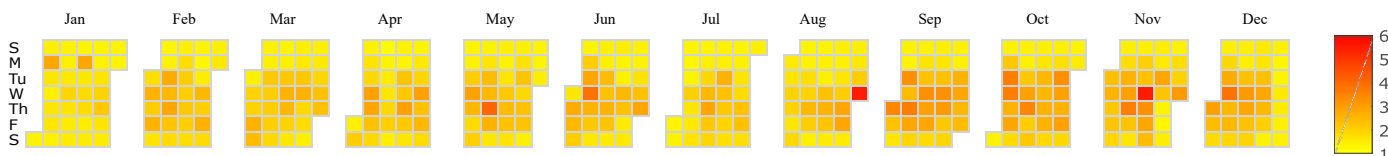
Planning Time Index^c
measure of
worst-case delay



21 center miles carrying 74,000 vehicles every day

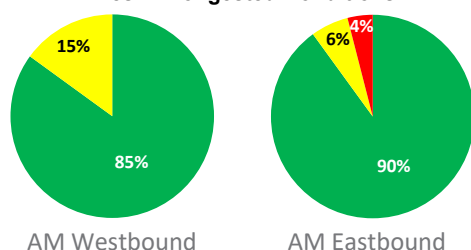


Daily Variability^d



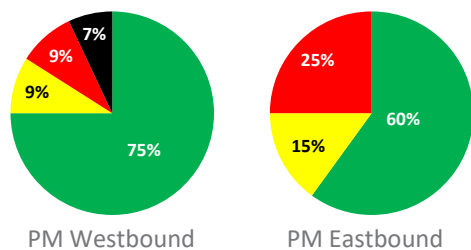
Weekday Congestion

2022 Percent of Roadway
Miles in Congested Conditions



AM Westbound

AM Eastbound



PM Westbound

PM Eastbound

**Most Improved
Segments (TTI)**

1. N/A

**Decreased
Operations
Segments (TTI)**

- MD 100 WB at MD 713/Ridge Rd/Exit 10
- MD 100 WB from MD 713 to MD 295/Baltimore Washington Pkwy
- MD 100 WB at MD 170/Telegraph Rd/Exit 11

AM Peak Hour^a

2022
N/A

2021
N/A

PM Peak Hour^a

2022
N/A

2021
N/A

**Most Improved
Segments (TTI)**

1. N/A

**Decreased
Operations
Segments (TTI)**

- MD 100 WB at Coca Cola Dr/Exit 8
- MD 100 WB from MD 295/Exit 9 to Coca Cola Dr/Exit 8
- MD 100 WB at MD 295/Baltimore Washington Pkwy

2022
2.93

2021
1.97

2.64

1.82

2.36

1.69

Green-uncongested (TTI<1.15); Yellow-moderate congestion (1.15<TTI<1.30); Red-heavy congestion (1.30<TTI<2.00); Black-severe congestion (TTI>2.00)

Notes

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c - Planning Time Index (PTI) is the ratio of the worst-case travel time (95th percentile) during peak hour to the free-flow time.

d - Variability of worst-case travel experience along facility for each day of year, shown as plot of PTI by day of week and month, showing seasonal and weekly trends.



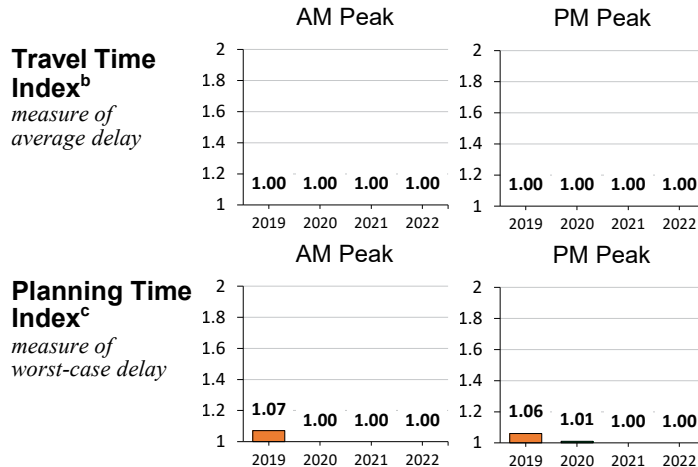
Based on speed data from INRIX and volume data from State Highway Administration



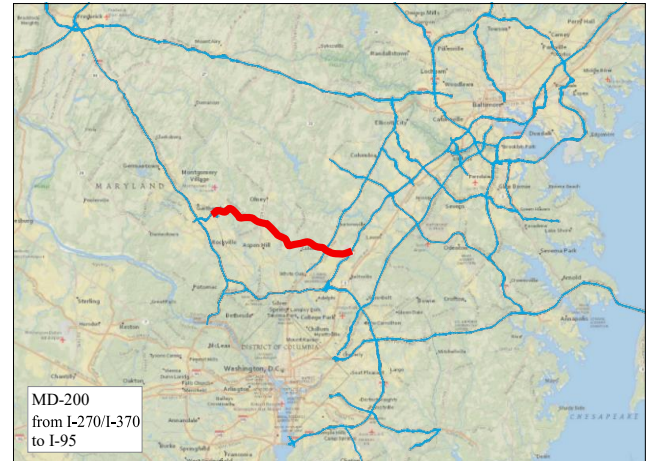
2023 Maryland State Highway Mobility Report

MD 200

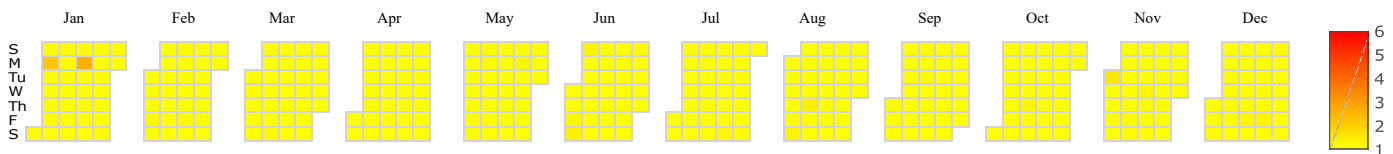
Trends^a



16 center miles carrying 53,000 vehicles every day

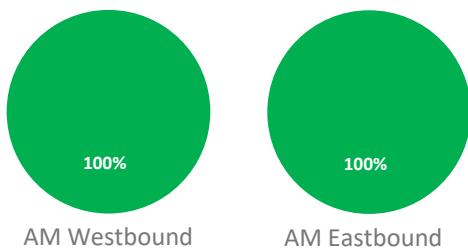


Daily Variability^d



Weekday Congestion

2022 Percent of Roadway
Miles in Congested Conditions



AM Westbound

AM Eastbound

AM Peak Hour^a

Most Improved
Segments (TTI)

1. N/A

2022
N/A

2021
N/A

Decreased
Operations
Segments (TTI)

1. N/A

N/A

N/A

PM Peak Hour^a

Most Improved
Segments (TTI)

1. N/A

2022
N/A

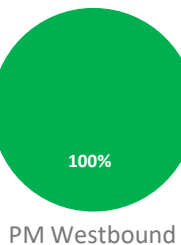
2021
N/A

Decreased
Operations
Segments (TTI)

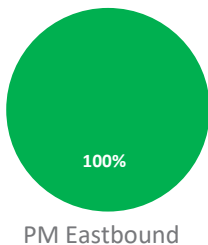
1. N/A

N/A

N/A



PM Westbound



PM Eastbound

Green-uncongested (TTI<1.15); Yellow-moderate congestion (1.15<TTI<1.30); Red-heavy congestion (1.30<TTI<2.00); Black-severe congestion (TTI>2.00)

Notes

a - Peak Hours are considered as 8-9am and 5-6pm.

b - Travel Time Index (TTI) is the ratio of the average travel time during the peak hour to the time required under free flow.

c - Planning Time Index (PTI) is the ratio of the worst-case travel time (95th percentile) during peak hour to the free-flow time.

d - Variability of worst-case travel experience along facility for each day of year, shown as plot of PTI by day of week and month, showing seasonal and weekly trends.



STATE HIGHWAY
ADMINISTRATION

Based on speed data from INRIX and volume data from State Highway Administration

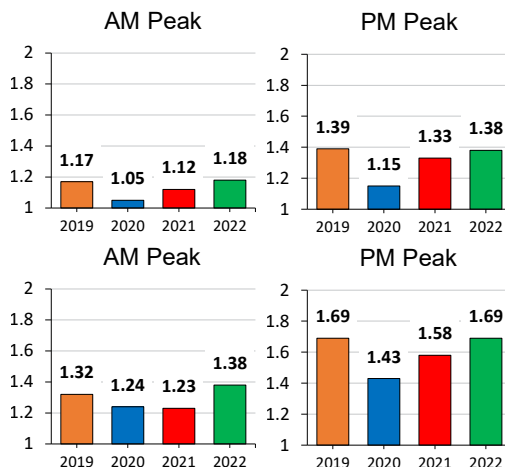


2023 Maryland State Highway Mobility Report

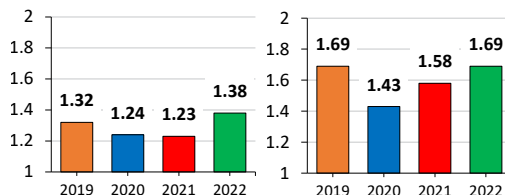
MD-295

Trends^a

Travel Time Index^b
measure of
average delay



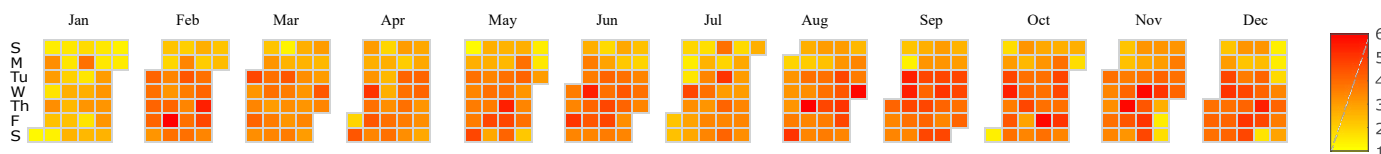
Planning Time Index^c
measure of
worst-case delay



29 center miles carrying 104,000 vehicles every day

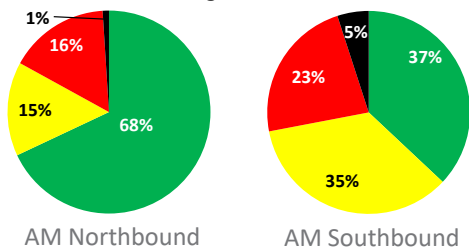


Daily Variability^d



Weekday Congestion

2022 Percent of Roadway
Miles in Congested Conditions



AM Northbound

AM Southbound

AM Peak Hour^a

Most Improved
Segments (TTI)

1. MD 295 NB from MD 201 to MD 202
2. MD 295 NB at I-195

Decreased
Operations
Segments (TTI)

1. MD 295 SB at MD 197/Exit 11
2. MD 295 SB at Anne Arundel/Prince George's County Line
3. MD 295 SB from AA/PG County Line to MD 197/Exit 1

	2022	2021
1. MD 295 NB from MD 201 to MD 202	1.00	1.01
2. MD 295 NB at I-195	1.02	1.03

PM Peak Hour^a

Most Improved
Segments (TTI)

1. MD 295 NB from MD 198 to MD 32
2. MD 295 NB at MD 198
3. MD 295 NB from MD 202 to MD 450

Decreased
Operations
Segments (TTI)

1. MD 295 SB at MD 32
2. MD 295 NB at Powder Mill Rd
3. MD 295 SB North of MD 32

	2022	2021
1. MD 295 NB from MD 198 to MD 32	2.15	2.25
2. MD 295 NB at MD 198	1.55	1.65
3. MD 295 NB from MD 202 to MD 450	1.50	1.55

	2022	2021
1. MD 295 SB at MD 32	4.02	3.02
2. MD 295 NB at Powder Mill Rd	2.98	2.08
3. MD 295 SB North of MD 32	2.86	2.29

Green-uncongested (TTI<1.15); Yellow-moderate congestion (1.15<TTI<1.30); Red-heavy congestion (1.30<TTI<2.00); Black-severe congestion (TTI>2.00)

Notes

a - Peak Hours are considered as 8-9am and 5-6pm.

b - Travel Time Index (TTI) is the ratio of the average travel time during the peak hour to the time required under free flow.

c - Planning Time Index (PTI) is the ratio of the worst-case travel time (95th percentile) during peak hour to the free-flow time.

d - Variability of worst-case travel experience along facility for each day of year, shown as plot of PTI by day of week and month, showing seasonal and weekly trends.



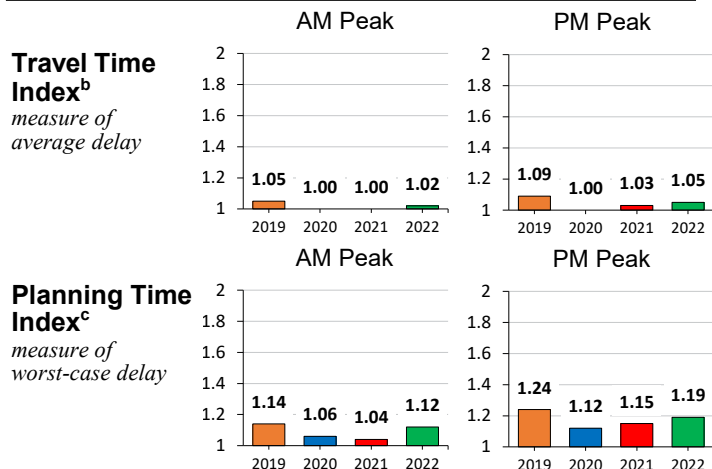
Based on speed data from INRIX and volume data from State Highway Administration



2023 Maryland State Highway Mobility Report

US 50

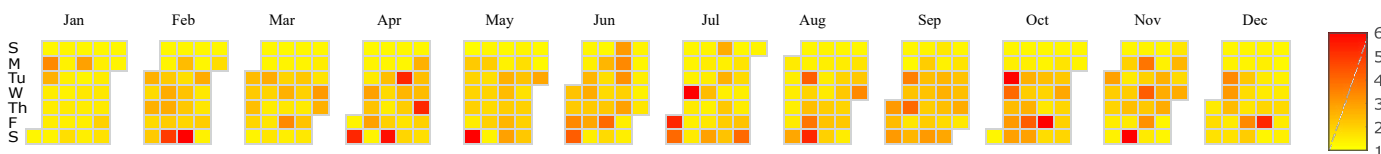
Trends^a



32 center miles carrying 100,000 vehicles every day

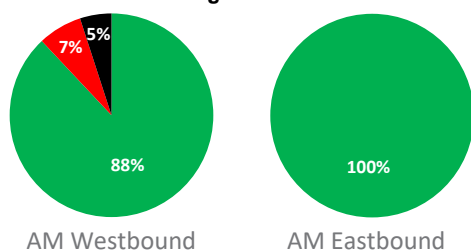


Daily Variability^d



Weekday Congestion

2022 Percent of Roadway Miles in Congested Conditions



Most Improved Segments (TTI)

Decreased Operations Segments (TTI)

AM Peak Hour^a

1. US 50 EB at MD 295/Kenilworth Ave

2022
1.04

2021
1.06

1. US 50 WB at MD 459/Columbia Park Rd
2. US 50 WB from MD 202 to MD 459/Columbia Park Rd
3. US 50 WB from MD 459 to MD 295/Kenilworth Ave

2.59
2.35
2.41

1.78
1.58
1.78

PM Peak Hour^a

1. US 50 EB at MD 179/Cape St. Claire Rd/Exit 29
2. US 50 EB from Bay Dale Dr/Ferguson Rd to MD 179/Exit 29
3. US 50 EB at Bay Dale Dr/Ferguson Rd/Exit 28

2022
1.03
1.02
1.03

2021
1.07
1.05
1.05

1. US 50 EB at MD 295/Kenilworth Ave
2. US 50 EB at MD 295/Baltimore Washington Pkwy
3. US 50 EB from MD 295 to MD 459/Columbia Park Rd

1.98
1.98
1.66

1.65
1.65
1.49

Green-uncongested (TTI<1.15); Yellow-moderate congestion (1.15<TTI<1.30); Red-heavy congestion (1.30<TTI<2.00); Black-severe congestion (TTI>2.00)

Notes

a - **Peak Hours** are considered as 8-9am and 5-6pm.

b - **Travel Time Index (TTI)** is the ratio of the *average* travel time during the peak hour to the time required under free flow.

c - **Planning Time Index (PTI)** is the ratio of the *worst-case* travel time (95th percentile) during peak hour to the free-flow time.

d - Variability of worst-case travel experience along facility for each day of year, shown as plot of PTI by day of week and month, showing seasonal and weekly trends.

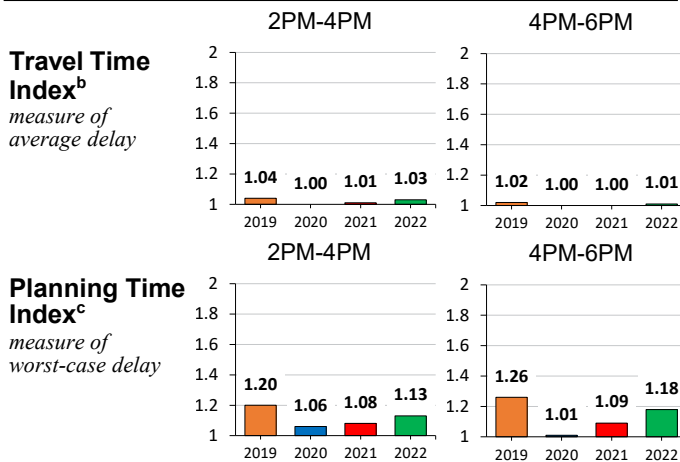
Based on speed data from INRIX and volume data from State Highway Administration



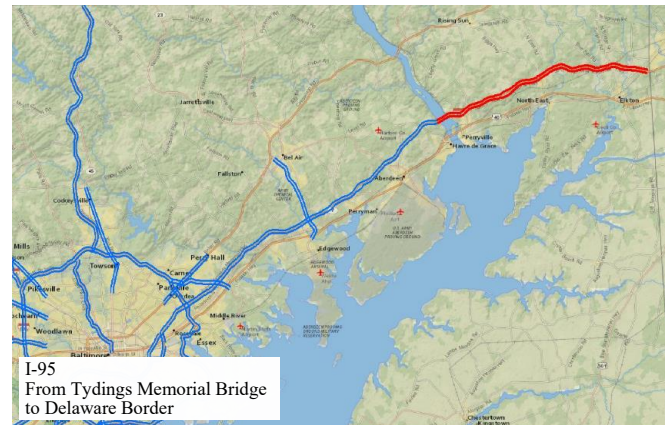
2023 Maryland State Highway Mobility Report

I-95 (Tydings Memorial Bridge to Delaware Border) – Summer Weekends

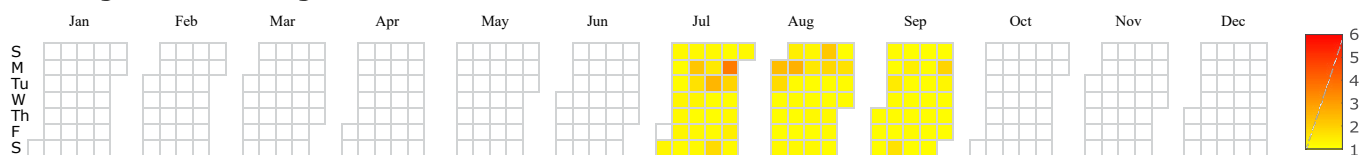
Trends^a



19 center miles carrying 75,000 vehicles every day



Daily Variability^d



Weekend Congestion

Weekend congestion comparisons were not determined for the seasonal analysis.

Notes

- a - **Travel Time Index (TTI)** is the ratio of the *average* travel time during the peak hour to the time required under free flow.
- b - **Planning Time Index (PTI)** is the ratio of the *worst-case* travel time (95th percentile) during peak hour to the free-flow time.
- c - Variability of worst-case travel experience along facility for each day of year, shown as plot of PTI by day of week and month, showing seasonal and weekly trends.

Based on speed data from INRIX and volume data from State Highway Administration

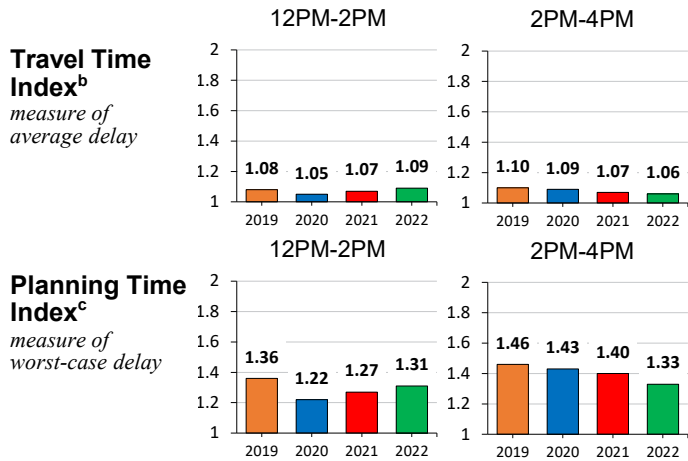




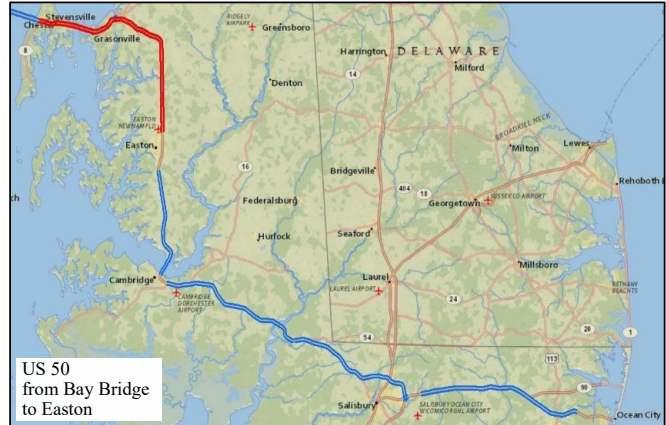
2023 Maryland State Highway Mobility Report

US 50 (Bay Bridge to Easton) – Summer Weekends

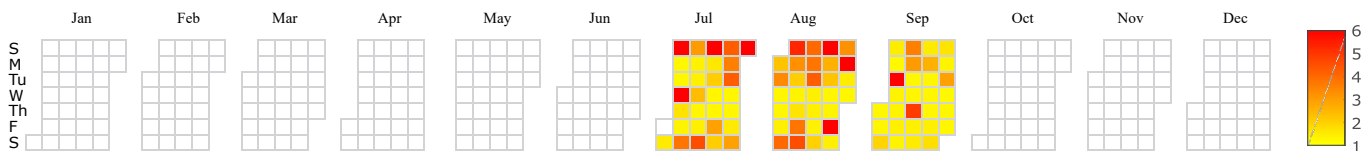
Trends^a



25 center miles carrying 40,000 vehicles every day



Daily Variability^d



Weekend Congestion

Weekend congestion comparisons were not determined for the seasonal analysis.

Notes

- a - **Travel Time Index (TTI)** is the ratio of the *average* travel time during the peak hour to the time required under free flow.
- b - **Planning Time Index (PTI)** is the ratio of the *worst-case* travel time (95th percentile) during peak hour to the free-flow time.
- c - Variability of worst-case travel experience along facility for each day of year, shown as plot of PTI by day of week and month, showing seasonal and weekly trends.

Table 2

Percentage of Roadway Miles Operating in Various Levels of Congestion

I-70 FROM PENNSYLVANIA LINE TO US 40 (PART 1)	Uncongested %			Moderate Congestion %			Heavy Congestion %			Severe Congestion %		
	2022	2021	2020	2022	2021	2020	2022	2021	2020	2022	2021	2020
AM Westbound	100	100	100	0	0	0	0	0	0	0	0	0
AM Eastbound	100	100	100	0	0	0	0	0	0	0	0	0
PM Westbound	100	100	100	0	0	0	0	0	0	0	0	0
PM Eastbound	100	100	100	0	0	0	0	0	0	0	0	0
I-70 FROM US 40 TO I-695 (PART 2)	Uncongested %			Moderate Congestion %			Heavy Congestion %			Severe Congestion %		
	2022	2021	2020	2022	2021	2020	2022	2021	2020	2022	2021	2020
AM Westbound	100	100	100	0	0	0	0	0	0	0	0	0
AM Eastbound	89	91	100	1	8	0	10	1	0	0	0	0
PM Westbound	80	89	96	14	6	4	6	5	0	0	0	0
PM Eastbound	92	93	100	0	7	0	8	0	0	0	0	0
I-81 WEST VIRGINIA LINE to PENNSYLVANIA LINE	Uncongested %			Moderate Congestion %			Heavy Congestion %			Severe Congestion %		
	2022	2021	2020	2022	2021	2020	2022	2021	2020	2022	2021	2020
AM Northbound	100	100	100	0	0	0	0	0	0	0	0	0
AM Southbound	100	100	100	0	0	0	0	0	0	0	0	0
PM Northbound	100	100	100	0	0	0	0	0	0	0	0	0
PM Southbound	100	100	100	0	0	0	0	0	0	0	0	0
I-83 FROM WEST NORTHERN PARKWAY (EXIT 10) TO PENNSYLVANIA LINE	Uncongested %			Moderate Congestion %			Heavy Congestion %			Severe Congestion %		
	2022	2021	2020	2022	2021	2020	2022	2021	2020	2022	2021	2020
AM Northbound	100	100	100	0	0	0	0	0	0	0	0	0
AM Southbound	88	99	100	11	0	0	1	1	0	0	0	0
PM Northbound	98	100	100	2	0	0	0	0	0	0	0	0
PM Southbound	91	94	98	0	4	2	9	2	0	0	0	0
I-95 (PART 1) FROM I-495 TO I-695	Uncongested %			Moderate Congestion %			Heavy Congestion %			Severe Congestion %		
	2022	2021	2020	2022	2021	2020	2022	2021	2020	2022	2021	2020
AM Northbound	85	99	100	11	1	0	4	0	0	0	0	0
AM Southbound	69	94	96	17	3	4	14	3	0	0	0	0
PM Northbound	56	63	95	13	13	5	29	24	0	2	0	0
PM Southbound	47	65	97	22	18	3	31	17	0	0	0	0

Table 2 (Continued)

I-95 (Part 2) FROM I-695 TO DELAWARE LINE	Uncongested %			Moderate Congestion %			Heavy Congestion %			Severe Congestion %		
	2022	2021	2020	2022	2021	2020	2022	2021	2020	2022	2021	2020
AM Northbound	100	100	100	0	0	0	0	0	0	0	0	0
AM Southbound	100	100	100	0	0	0	0	0	0	0	0	0
PM Northbound	84	100	100	16	0	0	0	0	0	0	0	0
PM Southbound	100	100	100	0	0	0	0	0	0	0	0	0
I-97 FROM US 50 TO BALTIMORE BELTWAY (I-695)	Uncongested %			Moderate Congestion %			Heavy Congestion %			Severe Congestion %		
	2022	2021	2020	2022	2021	2020	2022	2021	2020	2022	2021	2020
AM Northbound	100	100	100	0	0	0	0	0	0	0	0	0
AM Southbound	45	83	100	32	8	0	20	9	0	3	0	0
PM Northbound	61	73	100	12	27	0	27	0	0	0	0	0
PM Southbound	50	83	100	35	8	0	15	9	0	0	0	0
I-270 MAINLINE FROM CAPITAL BELTWAY (I-495) TO FREDERICK	Uncongested %			Moderate Congestion %			Heavy Congestion %			Severe Congestion %		
	2022	2021	2020	2022	2021	2020	2022	2021	2020	2022	2021	2020
AM Northbound	99	100	100	1	0	0	0	0	0	0	0	0
AM Southbound	22	43	84	27	36	12	47	21	4	4	0	0
PM Northbound	3	6	35	26	52	61	68	40	4	3	2	0
PM Southbound	96	97	99	1	1	1	3	2	0	0	0	0
I-270 LOCAL	Uncongested %			Moderate Congestion %			Heavy Congestion %			Severe Congestion %		
	2022	2021	2020	2022	2021	2020	2022	2021	2020	2022	2021	2020
AM Northbound	100	100	100	0	0	0	0	0	0	0	0	0
AM Southbound	0	78	77	71	11	18	29	11	5	0	0	0
PM Northbound	0	4	34	15	51	48	80	45	18	5	0	0
PM Southbound	100	100	100	0	0	0	0	0	0	0	0	0
I-495 FROM AMERICAN LEGION BRIDGE TO WILSON BRIDGE	Uncongested %			Moderate Congestion %			Heavy Congestion %			Severe Congestion %		
	2022	2021	2020	2022	2021	2020	2022	2021	2020	2022	2021	2020
AM Inner Loop	37	64	97	23	23	3	35	13	0	5	0	0
AM Outer Loop	34	60	84	22	21	6	32	10	10	12	9	0
PM Inner Loop	17	22	50	10	19	27	41	47	23	32	12	0
PM Outer Loop	16	17	17	24	33	21	53	47	1	7	3	0

Table 2 (Continued)

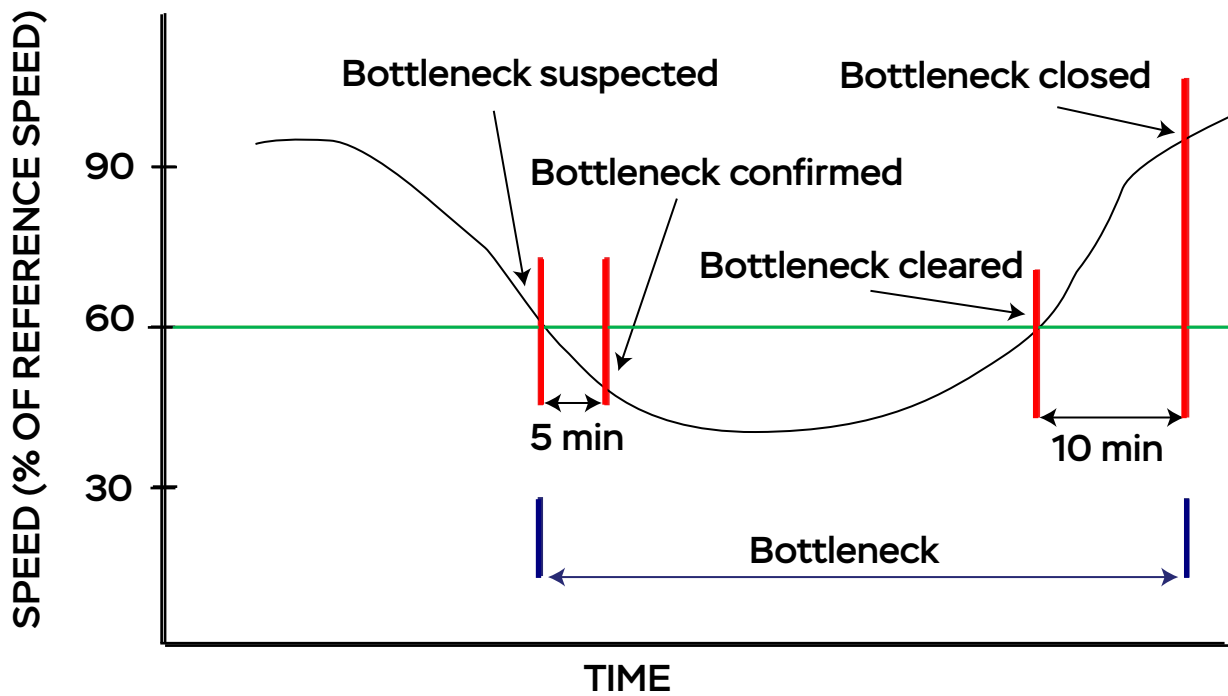
I-695 FROM I-95 TO MD 710	Uncongested %			Moderate Congestion %			Heavy Congestion %			Severe Congestion %		
	2022	2021	2020	2022	2021	2020	2022	2021	2020	2022	2021	2020
AM Inner Loop	32	81	88	45	3	12	18	16	0	5	0	0
AM Outer Loop	52	57	69	11	8	16	24	29	15	13	6	0
PM Inner Loop	41	41	61	5	9	21	32	36	18	22	14	0
PM Outer Loop	19	20	80	23	28	20	54	52	0	4	0	0
I-795 FROM I-695 TO MD 140	Uncongested %			Moderate Congestion %			Heavy Congestion %			Severe Congestion %		
	2022	2021	2020	2022	2021	2020	2022	2021	2020	2022	2021	2020
AM Northbound	100	100	100	0	0	0	0	0	0	0	0	0
AM Southbound	99	100	100	1	0	0	0	0	0	0	0	0
PM Northbound	83	100	100	17	0	0	0	0	0	0	0	0
PM Southbound	100	100	100	0	0	0	0	0	0	0	0	0
I-895 FROM I-95 (EXIT 46) TO I-95 (EXIT 62)	Uncongested %			Moderate Congestion %			Heavy Congestion %			Severe Congestion %		
	2022	2021	2020	2022	2021	2020	2022	2021	2020	2022	2021	2020
AM Northbound	92	100	87	8	0	13	0	0	0	0	0	0
AM Southbound	73	100	87	6	0	9	21	0	4	0	0	0
PM Northbound	78	84	85	6	3	1	3	13	14	13	0	0
PM Southbound	83	92	79	9	8	19	8	0	2	0	0	0
MD 32 FROM MD 108 TO I-97	Uncongested %			Moderate Congestion %			Heavy Congestion %			Severe Congestion %		
	2022	2021	2020	2022	2021	2020	2022	2021	2020	2022	2021	2020
AM Westbound	81	100	100	12	0	0	7	0	0	0	0	0
AM Eastbound	89	96	100	8	0	0	3	0	0	0	0	0
PM Westbound	84	88	100	3	0	0	8	7	0	5	0	0
PM Eastbound	79	93	100	14	0	0	7	0	0	0	0	0
MD 100 FROM US 29 TO MD 177	Uncongested %			Moderate Congestion %			Heavy Congestion %			Severe Congestion %		
	2022	2021	2020	2022	2021	2020	2022	2021	2020	2022	2021	2020
AM Westbound	85	100	100	15	0	0	0	0	0	0	0	0
AM Eastbound	90	94	100	6	6	0	4	0	0	0	0	0
PM Westbound	75	82	89	9	5	8	9	13	3	7	0	0
PM Eastbound	60	70	99	15	24	1	25	6	0	0	0	0

Table 2 (Continued)

MD 200 FROM I-370 TO I-95	Uncongested %			Moderate Congestion %			Heavy Congestion %			Severe Congestion %		
	2022	2021	2020	2022	2021	2020	2022	2021	2020	2022	2021	2020
AM Westbound	100	100	100	0	0	0	0	0	0	0	0	0
AM Eastbound	100	100	100	0	0	0	0	0	0	0	0	0
PM Westbound	100	100	100	0	0	0	0	0	0	0	0	0
PM Eastbound	100	100	100	0	0	0	0	0	0	0	0	0
MD 295 FROM KENILWORTH AVE TO WATERVIEW AVE	Uncongested %			Moderate Congestion %			Heavy Congestion %			Severe Congestion %		
	2022	2021	2020	2022	2021	2020	2022	2021	2020	2022	2021	2020
AM Northbound	68	78	99	15	22	1	16	0	0	1	0	0
AM Southbound	37	52	82	35	26	18	23	22	0	5	0	0
PM Northbound	24	27	55	17	15	16	37	44	29	22	14	0
PM Southbound	36	40	54	9	15	32	44	41	14	11	4	0
US 50 FROM WASHINGTON, DC TO BAY BRIDGE	Uncongested %			Moderate Congestion %			Heavy Congestion %			Severe Congestion %		
	2022	2021	2020	2022	2021	2020	2022	2021	2020	2022	2021	2020
AM Westbound	88	87	92	0	4	6	7	9	2	5	0	0
AM Eastbound	100	100	100	0	0	0	0	0	0	0	0	0
PM Westbound	98	100	100	2	0	0	0	0	0	0	0	0
PM Eastbound	79	85	95	11	8	5	10	7	0	0	0	0

B. Freeway/Expressway Bottlenecks

There are various metrics that identify locations where congestion is occurring. One such measure is termed a bottleneck. A bottleneck, as defined by the Vehicle Probe Project (VPP) Suite, occurs when “the speeds observed for a roadway segment drop below 60% of the free flow speed for a period greater than 5 minutes. Adjacent roadway segments meeting this condition are joined together to form a bottleneck queue. The duration of the bottleneck is calculated until the time speeds are greater than 60% for more than 10 minutes.” This definition uses minute-to-minute speeds available across the system to determine congestion patterns. The graph below identifies the method a bottleneck is determined.



The University of Maryland CATT Lab develops the analysis to rank the bottleneck locations. These factors take into account locations weighted by speed, congestion, and delay. An occurrence of a bottleneck is developed when consecutive congested roadway segments form at a single point in time. Each occurrence of a bottleneck is assigned a set of attributes such as date and time and congested segments. The base impact factor is the sum of the queue lengths over the duration of the bottleneck. Locations with the highest impact factor are determined to be the worse bottleneck locations and represent areas of recurring congestion or areas that experience severe non-recurring events during the time period analyzed. The following pages show the Top 30 bottlenecks statewide (**Figure 2 and Table 3**) along with the bottleneck locations along each individual freeway/expressway.

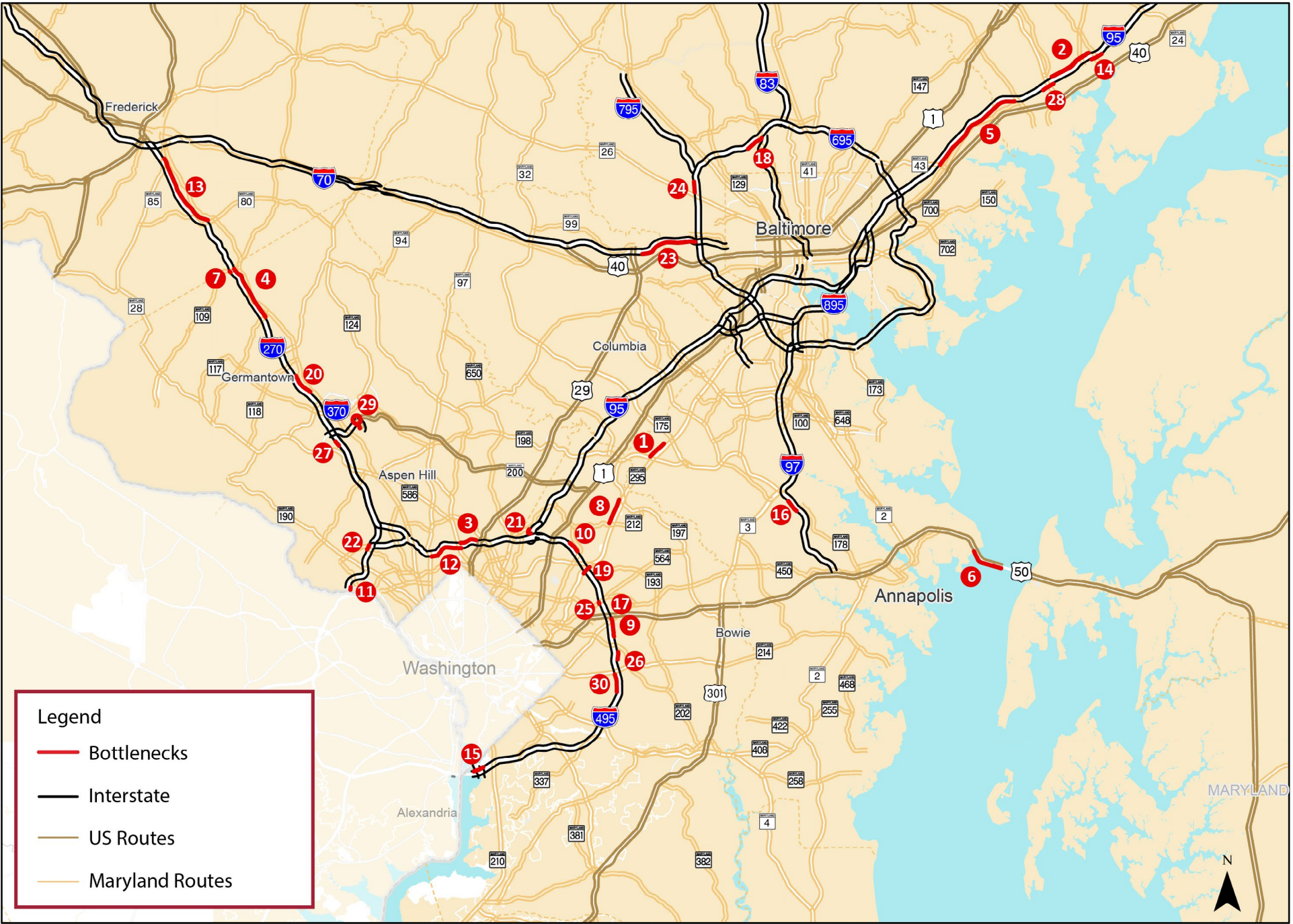
2022 TOP 30 BOTTLENECKS

Table 3

2022 Statewide Rank	LOCATION	Road	Direction	Average Duration (minute)	Average Length (mile)	Impact Factor	2021 Statewide Rank	Increase/ Decrease in Statewide Rank
1	MD 295 S @ MD 198 ¹	MD 295	Southbound	250	3.0	2.4	2	↑ 1
2	I-95 S @ MD 24/EXIT 77*	I-95	Southbound	123	6.0	2.3	4	↑ 2
3	I-495 OL @ MD 97/GEORGIA AVE/EXIT 31	I-495	Outer Loop	189	3.0	2.3	21	↑ 18
4	I-270 N @ MD 109/EXIT 22	I-270	Northbound	99	5.0	1.6	6	↑ 2
5	I-95 N @ MD 152/EXIT 74*	I-95	Northbound	58	7.0	1.5	13	↑ 8
6	US 50 E @ WILLIAM PRESTON LANE BRIDGE	US 50	Eastbound	86	5.0	1.4	7	↑ 1
7	I-270 S @ MD 109/EXIT 22	I-270	Southbound	105	4.0	1.4	5	↓ -2
8	MD 295 S @ POWDER MILL RD NORTH OF INTERCHANGE ¹	MD 295	Southbound	115	4.0	1.4	N/A	N/A
9	I-495 N @ I-495/I-95/CAPITAL BELTWAY (NORTH)	I-495	Northbound	307	1.0	1.3	9	0
10	I-495 OL @ GREENBELT STATION RD/EXIT 24	I-495	Outer Loop	94	4.0	1.3	11	↑ 1
11	I-495 IL @ CLARA BARTON PKWY/EXIT 41 AT INTERCHANGE	I-495	Inner Loop	102	3.0	1.2	20	↑ 9
12	I-495 IL @ MD 97/GEORGIA AVE/EXIT 31 W. OF INTERCHANGE	I-495	Inner Loop	82	4.0	1.1	N/A	N/A
13	I-270 N @ MD 85/EXIT 31 SOUTH OF INTERCHANGE	I-270	Northbound	43	7.0	1.0	N/A	N/A
14	I-95 N @ MD 543/EXIT 80	I-95	Northbound	53	5.0	0.9	14	0
15	I-495 IL @ I-295	I-495	Inner Loop	87	3.0	0.9	38	↑ 23
16	I-97 S @ MD 178/EXIT 5 NORTH OF INTERCHANGE	I-97	Southbound	106	3.0	0.9	N/A	N/A
17	I-495 OL @ US 50/EXIT 19	I-495	Outer Loop	123	2.0	0.9	12	↓ -5
18	I-695 IL @ I-83/MD 25/EXIT 23 WEST OF INTERCHANGE*	I-695	Inner Loop	102	2.0	0.8	N/A	N/A
19	MD 295 N @ I-495/I-95 ¹	MD 295	Northbound	65	4.0	0.8	22	↑ 3
20	I-270 N @ MIDDLEBROOK RD/EXIT 13	I-270	Northbound	64	3.0	0.8	19	↓ -1
21	I-95 S @ I-495/EXIT 27-25	I-95	Southbound	95	3.0	0.8	N/A	N/A
22	I-270-SPUR S @ I-495	I-495	Southbound	204	1.0	0.8	34	↑ 12
23	I-70 E @ I-695/EXIT 91 WEST OF INTERCHANGE	I-70	Eastbound	55	4.0	0.8	N/A	N/A
24	I-695 OL @ MD 26/EXIT 18*	I-695	Outer Loop	92	2.0	0.7	26	↑ 2
25	I-495 IL @ MD 450/ANNAPOLIS RD/EXIT 20 AT INTERCHANGE	I-495	Inner Loop	102	3.0	0.7	18	↓ -7
26	I-495 OL @ ARENA DR/EXIT 16	I-495	Outer Loop	120	2.0	0.6	31	↑ 5
27	I-270 (Local) S @ SHADY GROVE RD	I-270 L	Southbound	257	1.0	0.6	169	↑ 142
28	I-95 N @ MD 24/EXIT 77*	I-95	Northbound	58	3.0	0.6	10	↓ -18
29	I-370 W @ SHADY GROVE RD	I-370	Westbound	170	1.0	0.6	847	↑ 818
30	I-495 IL @ RITCHIE MARLBORO RD/EXIT 13 N. OF INTERCHANGE	I-495	Inner Loop	64	3.0	0.6	24	↓ -6

¹ - Owned by National Park Service

* - Under Construction



I-70 (Pennsylvania Line to US 40) Top Bottlenecks

2022 Statewide Rank	LOCATION	Direction	Average Duration (minute)	Average Length (mile)	Impact Factor	2021 Statewide Rank	Increase/ Decrease in Statewide Rank
103	I-70 W @ US 40/EXIT 32	Westbound	14	4	0.2	120	↑ 17
107	I-70 W @ MD 65/EXIT 29 EAST OF INTERCHANGE	Westbound	12	4	0.2	N/A	N/A
120	I-70 W @ MD 66/EXIT 35 EAST OF INTERCHANGE	Westbound	7	5	0.1	N/A	N/A
122	I-70 E @ MD 17/EXIT 42 WEST OF INTERCHANGE	Eastbound	7	4	0.1	N/A	N/A
142	I-70 E @ MD 68/EXIT 18 WEST OF INTERCHANGE	Eastbound	4	8	0.1	N/A	N/A
145	I-70 E @ MD 65/EXIT 29 WEST OF INTERCHANGE	Eastbound	8	4	0.1	65	↓ -80
168	I-70 E @ US 40/EXIT 48	Eastbound	2	8	0.1	124	↓ -44
170	I-70 W @ MD-632/DOWNSVILLE PIKE/EXIT 28 EAST OF INTERCHANGE	Westbound	4	5	0.1	N/A	N/A
177	I-70 E @ US 40/EXIT 32	Eastbound	6	4	0.1	142	↓ -35
212	I-70 W @ I-81/EXIT 26 EAST OF INTERCHANGE	Westbound	3	6	0.1	198	↓ -14

I-70 (US 40 Frederick to I-695) Top Bottlenecks

2022 Statewide Rank	LOCATION	Direction	Average Duration (minute)	Average Length (mile)	Impact Factor	2021 Statewide Rank	Increase/ Decrease in Statewide Rank
23	I-70 E @ I-695/EXIT 91 WEST OF INTERCHANGE	Eastbound	55	4	0.8	N/A	N/A
114	I-70 W @ US 29/EXIT 87 EAST OF INTERCHANGE	Westbound	10	4	0.1	69	↓ -45
146	I-70 E @ MARIOTTSTVILLE RD/EXIT 83	Eastbound	22	1	0.1	126	↓ -20
158	I-70 W @ MARIOTTSTVILLE RD/EXIT 83 EAST OF INTERCHANGE	Westbound	5	4	0.1	115	↓ -43
163	I-70 W @ US 40 ALT/EXIT 49 EAST OF INTERCHANGE	Westbound	5	5	0.1	N/A	N/A
191	I-70 W @ I-695/EXIT 91	Westbound	17	1	0.1	696	↑ 505
252	I-70 W @ MD 32/EXIT 80 EAST OF INTERCHANGE	Westbound	4	3	0.0	N/A	N/A
281	I-70 W @ MD 75/EXIT 62	Westbound	1	8	0.0	206	↓ -75
310	I-70 W @ CARROLL-HOWARD COUNTY BORDER (MOUNT AIRY) (EAST)	Westbound	1	7	0.0	286	↓ -24
324	I-70 W @ US 40/EXIT 82 EAST OF INTERCHANGE	Westbound	3	2	0.0	N/A	N/A

I-81 Top Bottlenecks

2022 Statewide Rank	LOCATION	Direction	Average Duration (minute)	Average Length (mile)	Impact Factor	2021 Statewide Rank	Increase/ Decrease in Statewide Rank
180	I-81 S @ HALFWAY BLVD/EXIT 5 NORTH OF INTERCHANGE	Southbound	6	3	0.1	N/A	N/A
266	I-81 S @ US 40/EXIT 6 NORTH OF INTERCHANGE	Southbound	2	2	0.0	N/A	N/A
332	I-81 S @ US 11/EXIT 2 NORTH OF INTERCHANGE	Southbound	2	2	0.0	N/A	N/A
343	I-81 N @ US 40/EXIT 6	Northbound	1	3	0.0	242	↓ -101
408	I-81 N @ MAUGANS AVE/EXIT 9 SOUTH IF INTERCHANGE	Northbound	1	3	0.0	342	↓ -66
415	I-81 N @ HALFWAY BLVD/EXIT 5	Northbound	3	2	0.0	229	↓ -186
417	I-81 S @ SHOWALTER RD/EXIT 10 NORTH OF INTERCHANGE	Southbound	1	2	0.0	N/A	N/A
476	I-81 N @ I-70/EXIT 3	Northbound	1	2	0.0	455	↓ -21
516	I-81 N @ MD 163/EXIT 1	Northbound	1	2	0.0	561	↑ 45
546	I-81 S @ MD 58/EXIT 7	Southbound	0	3	0.0	N/A	N/A

I-83 Top Bottlenecks

2022 Statewide Rank	LOCATION	Direction	Average Duration (minute)	Average Length (mile)	Impact Factor	2021 Statewide Rank	Increase/ Decrease in Statewide Rank
127	I-83 N @ BELFAST RD/EXIT 24 SOUTH OF INTERCHANGE	Northbound	8	4	0.1	N/A	N/A
231	I-83 N @ MD 137/MOUNT CARMEL RD/EXIT 27 SOUTH OF INTERCHANGE	Northbound	3	4	0.1	281	↑ 50
282	I-83 S @ SHAWAN RD/EXIT 20 NORTH OF INTERCHANGE	Southbound	1	6	0.0	N/A	N/A
296	I-83 N @ I-695/JONES FALLS EXPY/EXIT 23	Northbound	4	1	0.0	219	↓ -77
315	I-83 S @ I-695 NORTH OF INTERCHANGE	Southbound	3	4	0.0	N/A	N/A
329	I-83 N @ MD 133/RUXTON RD	Northbound	2	3	0.0	221	↓ -108
337	I-83 S @ TIMONIUM RD/EXIT 16	Southbound	3	2	0.0	393	↑ 56
374	I-83 S @ BELFAST RD/EXIT 24	Southbound	2	3	0.0	N/A	N/A
519	I-83 N @ MD 45/EXIT 33 SOUTH OF INTERCHANGE	Northbound	0	16	0.0	N/A	N/A
578	I-83 S @ FREELAND RD/EXIT 37	Southbound	1	2	0.0	N/A	N/A

I-95 (I-495 to I-695 North) Top Bottlenecks

2022 Statewide Rank	LOCATION	Direction	Average Duration (minute)	Average Length (mile)	Impact Factor	2021 Statewide Rank	Increase/ Decrease in Statewide Rank
21	I-95 S @ I-495/EXIT 27-25	Southbound	95	3	0.8	N/A	N/A
33	I-95 S @ MD 175/EXIT 41	Southbound	82	3	0.6	36	↑ 3
49	I-95 N @ MD 32/EXIT 38 SOUTH OF INTERCHANGE	Northbound	33	3	0.4	N/A	N/A
57	I-95 N @ I-95 (EAST)	Northbound	47	2	0.3	42	↓ -15
83	I-95 S @ MD 100/EXIT 43	Southbound	17	4	0.2	93	↑ 10
85	I-95 N @ MD 175/EXIT 41	Northbound	28	3	0.2	N/A	N/A
117	I-95 S @ MD 32/EXIT 38	Southbound	16	3	0.1	105	↓ -12
119	I-95 N @ HOWARD/PRINCE GEORGE'S CO LINE	Northbound	20	2	0.1	N/A	N/A
137	I-95 S @ I-895/EXIT 46	Southbound	18	2	0.1	137	0
166	I-95 N @ MD 216/EXIT 35	Northbound	12	2	0.1	N/A	N/A

I-95 (I-695 North to Delaware Line) Top Bottlenecks

2022 Statewide Rank	LOCATION	Direction	Average Duration (minute)	Average Length (mile)	Impact Factor	2021 Statewide Rank	Increase/ Decrease in Statewide Rank
2	I-95 S @ MD 24/EXIT 77	Southbound	123	6	2.3	4	↑ 2
5	I-95 N @ MD 152/EXIT 74	Northbound	58	7	1.5	13	↑ 8
14	I-95 N @ MD 543/EXIT 80	Northbound	53	5	1.0	14	0
28	I-95 N @ MD 24/EXIT 77	Northbound	58	3	0.6	10	↓ -18
74	I-95 S @ MD 152/EXIT 74 NORTH OF INTERCHANGE	Southbound	24	3	0.3	N/A	N/A
79	I-95 S @ MARYLAND HOUSE	Southbound	22	3	0.2	63	↓ -16
88	I-95 S @ MD 543/EXIT 80	Southbound	26	3	0.2	73	↓ -15
92	I-95 N @ MD 22/EXIT 85	Northbound	16	3	0.2	77	↓ -15
97	I-95 N @ MD 279/EXIT 109 SOUTH OF INTERCHANGE	Northbound	5	9	0.2	112	↑ 15
104	I-95 N @ MILLARD E TYDINGS MEMORIAL BRIDGE	Northbound	13	3	0.2	67	↓ -37

I-97 Top Bottlenecks

2022 Statewide Rank	LOCATION	Direction	Average Duration (minute)	Average Length (mile)	Impact Factor	2021 Statewide Rank	Increase/ Decrease in Statewide Rank
16	I-97 S @ MD 178/EXIT 5 NORTH OF INTERCHANGE	Southbound	106	3	0.9	N/A	N/A
82	I-97 S @ US 50/US 301	Southbound	10	7	0.2	59	↓ -23
176	I-97 S @ MD 3/EXIT 7	Southbound	9	2	0.1	163	↓ -13
204	I-97 N @ MD 3/EXIT 7	Northbound	13	2	0.1	152	↓ -52
211	I-97 N @ MD 3 BR/NEW CUT RD/EXIT 12	Northbound	6	3	0.1	191	↓ -20
285	I-97 S @ BENFIELD BLVD/EXIT 10 NORTH OF INTERCHANGE	Southbound	3	3	0.0	N/A	N/A
348	I-97 S @ I-695/EXIT 17	Southbound	12	1	0.0	387	↑ 39
377	I-97 N @ MD 178/EXIT 5	Northbound	1	3	0.0	332	↓ -45
384	I-97 N @ MD 174/QUARTERFIELD RD/EXIT 13 SOUTH OF INTERCHANGE	Northbound	2	3	0.0	403	↑ 19
430	I-97 S @ MD 3 BR/NEW CUT RD/EXIT 12	Southbound	3	2	0.0	386	↓ -44

I-270 Top Bottlenecks

2022 Statewide Rank	LOCATION	Direction	Average Duration (minute)	Average Length (mile)	Impact Factor	2021 Statewide Rank	Increase/ Decrease in Statewide Rank
4	I-270 N @ MD 109/EXIT 22	Northbound	99	5	1.6	6	↑ 2
7	I-270 S @ MD 109/EXIT 22	Southbound	105	4	1.4	5	↓ -2
13	I-270 N @ MD-85/EXIT 31 SOUTH OF INTERCHANGE	Northbound	43	7	1.0	N/A	N/A
20	I-270 N @ MIDDLEBROOK RD/EXIT 13	Northbound	64	3	0.8	19	↓ -1
22	I-270 SPUR S @ I-495	Southbound	204	1	0.8	34	↑ 12
27	I-270 S @ SHADY GROVE RD	Southbound	257	1	0.6	169	↑ 142
32	I-270 N @ MD 117/W DIAMOND AVE SOUTH OF INTERCHANGE	Northbound	128	2	0.6	N/A	N/A
61	I-270 N @ MD 80/EXIT 26	Northbound	29	4	0.3	96	↑ 35
62	I-270 S @ MD 117/EXIT 10	Southbound	27	3	0.3	188	↑ 126
67	I-270 N @ I-70/US 40	Northbound	57	2	0.3	N/A	N/A

I-495 Top Bottlenecks

2022 Statewide Rank	LOCATION	Direction	Average Duration (minute)	Average Length (mile)	Impact Factor	2021 Statewide Rank	Increase/ Decrease in Statewide Rank
3	I-495 OL @ MD 97/GEORGIA AVE/EXIT 31	Outer Loop	189	3	2.3	21	↑ 18
9	I-495 N @ I-495/I-95/CAPITAL BELTWAY (NORTH)	Northbound	307	1	1.3	9	0
10	I-495 OL @ GREENBELT STATION RD/EXIT 24	Outer Loop	94	4	1.3	11	↑ 1
11	I-495 IL @ CLARA BARTON PKWY/EXIT 41 AT INTERCHANGE	Inner Loop	102	3	1.2	20	↑ 9
12	I-495 IL @ MD 97/GEORGIA AVE/EXIT 31 WEST OF INTERCHANGE	Inner Loop	82	4	1.1	N/A	N/A
15	I-495 IL @ I-295	Inner Loop	87	3	0.9	38	↑ 23
17	I-495 OL @ US 50/EXIT 19	Outer Loop	123	2	0.9	12	↓ -5
25	I-495 IL @ MD 450/ANNAPOLIS RD/EXIT 20 AT INTERCHANGE	Inner Loop	102	3	0.7	18	↓ -7
26	I-495 OL @ ARENA DR/EXIT 16	Outer Loop	120	2	0.6	31	↑ 5
30	I-495 IL @ RITCHIE MARLBORO RD/EXIT 13 N OF INTERCHANGE	Inner Loop	64	3	0.6	24	↓ -6

I-695 Top Bottlenecks

2022 Statewide Rank	LOCATION	Direction	Average Duration (minute)	Average Length (mile)	Impact Factor	2021 Statewide Rank	Increase/ Decrease in Statewide Rank
18	I-695 IL @ I-83/MD 25/EXIT 23 WEST OF INTERCHANGE	Inner Loop	102	3	0.8	N/A	N/A
24	I-695 OL @ MD 26/EXIT 18	Outer Loop	92	2	0.7	26	↑ 2
31	I-695 IL @ MD 372/WILKENS AVE/EXIT 12	Inner Loop	93	2	0.6	25	↓ -6
35	I-695 OL @ US 40/EXIT 15 NORTH OF INTERCHANGE	Outer Loop	47	3	0.5	N/A	N/A
36	I-695 IL @ MD 122/SECURITY BLVD/EXIT 17	Inner Loop	99	2	0.5	37	↑ 1
43	I-695 IL @ PROVIDENCE RD/EXIT 28	Inner Loop	43	3	0.4	29	↓ -14
55	I-695 IL @ MD 41/PERRING PKWY/EXIT 30 WEST OF INTERCHANGE	Inner Loop	23	5	0.3	62	↑ 7
60	I-695 OL @ MD 567/CROMWELL BRIDGE RD/EXIT 29	Outer Loop	57	2	0.3	46	↓ -14
66	I-695 IL @ MD 542/LOCH RAVEN BLVD/EXIT 29	Inner Loop	29	4	0.3	68	↑ 2
78	I-695 OL @ MD 295/EXIT 7 (LINTHICUM HEIGHTS) (SOUTH)	Outer Loop	36	2	0.3	81	↑ 3

I-795 Top Bottlenecks

2022 Statewide Rank	LOCATION	Direction	Average Duration (minute)	Average Length (mile)	Impact Factor	2021 Statewide Rank	Increase/ Decrease in Statewide Rank
229	I-795 N @ OWINGS MILLS BLVD/EXIT 4	Northbound	8	2	0.1	185	↓ -44
248	I-795 S @ I-695	Southbound	3	4	0.0	232	↓ -16
453	I-795 S @ OWINGS MILLS BLVD/EXIT 4	Southbound	2	2	0.0	336	↓ -117
492	I-795 N @ MD 30/MD 128/MD 140/EXIT 9	Northbound	0	5	0.0	558	↑ 66
529	I-795 S @ FRANKLIN BLVD/EXIT 7	Southbound	2	1	0.0	409	↓ -120
922	I-795 N @ FRANKLIN BLVD/EXIT 7	Northbound	0	2	0.0	659	↓ -263

I-895 Top Bottlenecks

2022 Statewide Rank	LOCATION	Direction	Average Duration (minute)	Average Length (mile)	Impact Factor	2021 Statewide Rank	Increase/ Decrease in Statewide Rank
169	I-895 N @ HARBOR TUNNEL THWY (SOUTH) SOUTH OF TUNNEL ENT.	Northbound	18	1	0.1	N/A	N/A
186	I-895 N @ HARBOR TUNNEL THWY (NORTH) NORTH OF TUNNEL EXIT	Northbound	13	2	0.1	N/A	N/A
196	I-895 S @ HARBOR TUNNEL THWY (NORTH) AT TUNNEL ENTRANCE	Southbound	21	1	0.1	N/A	N/A
205	I-895 N @ CHILDS ST/EXIT 9 NORTH OF TOLL PLAZA	Northbound	42	0	0.1	176	↓ -29
208	I-895 S @ HARBOR TUNNEL THWY (SOUTH) AT TUNNEL EXIT	Southbound	10	2	0.1	N/A	N/A
228	I-895 S @ I-95/EXIT 46 NORTH OF INTERCHANGE	Southbound	12	1	0.1	N/A	N/A
257	I-895 S @ HOLABIRD AVE/EXIT 10	Southbound	12	1	0.0	236	↓ -21
261	I-895 S @ US 1/WASHINGTON BLVD/EXIT 1 NORTH OF INTERCHANGE	Southbound	4	2	0.0	557	↑ 296
264	I-895 S @ FRANKFURST AVE/SHELL RD/EXIT 8	Southbound	15	1	0.0	525	↑ 261
290	I-895 S @ O'DONNELL ST/EXIT 11	Southbound	11	1	0.0	156	↓ -134

MD 32 Top Bottlenecks

2022 Statewide Rank	LOCATION	Direction	Average Duration (minute)	Average Length (mile)	Impact Factor	2021 Statewide Rank	Increase/ Decrease in Statewide Rank	
98	MD 32 E @ I-95	Eastbound	25	2	0.2	N/A	N/A	
99	MD 32 W @ MD 175/ANNAPOLIS RD	Westbound	29	2	0.2	131	↑	32
129	MD 32 W @ US 1	Westbound	20	2	0.1	N/A	N/A	
224	MD 32 E @ HENKELS LN/DORSEY RUN RD	Eastbound	16	1	0.1	47	↓	-177
246	MD 32 E @ MD 295 (LAUREL) WEST OF INTERCHANGE	Eastbound	8	1	0.0	N/A	N/A	
306	MD 32 W @ HENKELS LN/DORSEY RUN RD	Westbound	8	1	0.0	N/A	N/A	
359	MD 32 E @ GREAT STAR DR	Eastbound	5	1	0.0	772	↑	413
386	MD 32 W @ MD 295 (LAUREL)	Westbound	4	2	0.0	N/A	N/A	
392	MD 32 E @ MD 175/ANNAPOLIS RD WEST OF INTERCHANGE	Eastbound	1	3	0.0	N/A	N/A	
401	MD 32 E @ MD 198/FORT MEADE RD WEST OF INTERCHANGE	Eastbound	2	2	0.0	N/A	N/A	

MD 100 Top Bottlenecks

2022 Statewide Rank	LOCATION	Direction	Average Duration (minute)	Average Length (mile)	Impact Factor	2021 Statewide Rank	Increase/ Decrease in Statewide Rank	
73	MD 100 E @ MD 170/TELEGRAPH RD/EXIT 11	Eastbound	26	3	0.3	66	↓	-7
75	MD 100 W @ EXIT 7 EAST OF INTERCHANGE	Westbound	63	1	0.3	49	↓	-26
151	MD 100 W @ US 29	Westbound	41	0	0.1	201	↑	50
203	MD 100 E @ OAKWOOD RD	Eastbound	13	2	0.1	N/A	N/A	
328	MD 100 E @ MD 713/RIDGE RD/EXIT 10	Eastbound	3	2	0.0	298	↓	-30
336	MD 100 W @ MD 170/TELEGRAPH RD/EXIT 11	Westbound	4	1	0.0	546	↑	210
372	MD 100 W @ I-95/EXIT 5	Westbound	6	1	0.0	244	↓	-128
385	MD 100 W @ OAKWOOD RD	Westbound	10	1	0.0	N/A	N/A	
404	MD 100 E @ MD 2 WEST OF INTERCHANGE	Eastbound	2	3	0.0	N/A	N/A	
423	MD-100 E @ MARC DORSEY STATION ACCESS RD/EXIT 7	Eastbound	3	2	0.0	N/A	N/A	

MD 200 Top Bottlenecks

2022 Statewide Rank	LOCATION	Direction	Average Duration (minute)	Average Length (mile)	Impact Factor	2021 Statewide Rank	Increase/ Decrease in Statewide Rank	
144	MD 200 E @ MD 97/GEORGIA AVE	Eastbound	5	5	0.1	182	↑	38
270	MD 200 W @ I-370	Westbound	2	3	0.0	N/A	N/A	
370	MD 200 E @ US 29/COLUMBIA PIKE	Eastbound	2	4	0.0	660	↑	290
554	MD 200 E @ I-95	Eastbound	0	4	0.0	718	↑	164
701	MD 200 W @ MD 97/GEORGIA AVE	Westbound	0	6	0.0	N/A	N/A	
721	MD 200 E @ MD 182/LAYHILL RD	Eastbound	1	1	0.0	N/A	N/A	
730	MD 200 W @ BRIGGS CHANEY RD EAST OF INTERCHANGE	Westbound	0	1	0.0	905	↑	175
778	MD 200 W @ US 29/COLUMBIA PIKE	Westbound	0	1	0.0	N/A	N/A	
785	MD 200 W @ MD 182/LAYHILL RD	Westbound	0	2	0.0	N/A	N/A	
818	MD 200 E @ MD 650/NEW HAMPSHIRE AVE	Eastbound	0	2	0.0	859	↑	41

MD 295 Top Bottlenecks

2022 Rank	LOCATION	Direction	Average Duration (minute)	Average Length (mile)	Impact Factor	2021 Rank	Increase/Decrease in Statewide Rank	
1	MD 295 S @ MD 198	Southbound	250	3	2.4	2	↑	1
8	MD 295 S @ POWDER MILL RD NORTH OF INTERCHANGE	Southbound	115	4	1.4	N/A	N/A	
19	MD 295 N @ I-495/I-95	Northbound	65	4	0.8	22	↑	3
34	MD 295 S @ MD 197/EXIT 11	Southbound	94	2	0.6	N/A	N/A	
38	MD 295 S @ PRINCE GEORGE'S/ARUNDEL CO LINE	Southbound	48	3	0.5	N/A	N/A	
39	MD 295 S @ AA-PG COUNTY BORDER (LAUREL) (NORTH)	Southbound	33	4	0.5	33	↓	-6
45	MD 295 N @ MD 175	Northbound	33	4	0.4	N/A	N/A	
48	MD 295 S @ CANINE RD NORTH OF INTERCHANGE	Southbound	41	3	0.4	N/A	N/A	
51	MD 295 S @ GODDARD RD NORTH OF INTERCHANGE	Southbound	23	5	0.4	N/A	N/A	
53	MD 295 N @ MD-32	Northbound	46	2	0.3	N/A	N/A	

US 50 Top Bottlenecks

2022 Rank	LOCATION	Direction	Average Duration (minute)	Average Length (mile)	Impact Factor	2021 Rank	Increase/Decrease in Statewide Rank	
6	US 50 E @ WILLIAM PRESTON LANE BRIDGE	Eastbound	86	5	1.4	7	↑	1
59	US 50 W @ WILLIAM PRESTON LANE BRIDGE	Westbound	40	2	0.3	N/A	N/A	
68	US 50 E @ MD 202/LANDOVER RD	Eastbound	53	2	0.3	53	↓	-15
81	US 50 E @ MD 295/BALTIMORE WASHINGTON PKWY	Eastbound	82	1	0.2	84	↑	3
96	US 50 E @ I-97/EXIT 21	Eastbound	9	5	0.2	86	↓	-10
123	US 50 W @ MD 201/MD 295/KENILWORTH AVE	Westbound	11	3	0.1	141	↑	18
184	US 50 W @ BAY DALE DR/FERGUSON RD/EXIT 28 E. OF INTERCHANGE	Westbound	5	2	0.1	N/A	N/A	
187	US 50 E @ MD 295/KENILWORTH AVE	Eastbound	28	1	0.1	N/A	N/A	
199	US 50 E @ BAY DALE DR/FERGUSON RD/EXIT 28	Eastbound	6	3	0.1	158	↓	-41
230	US 50 E @ MD 197/COLLINGTON RD/EXIT 11	Eastbound	2	6	0.1	186	↓	-44

C. ARTERIAL CORRIDOR FACT SHEETS - 2022

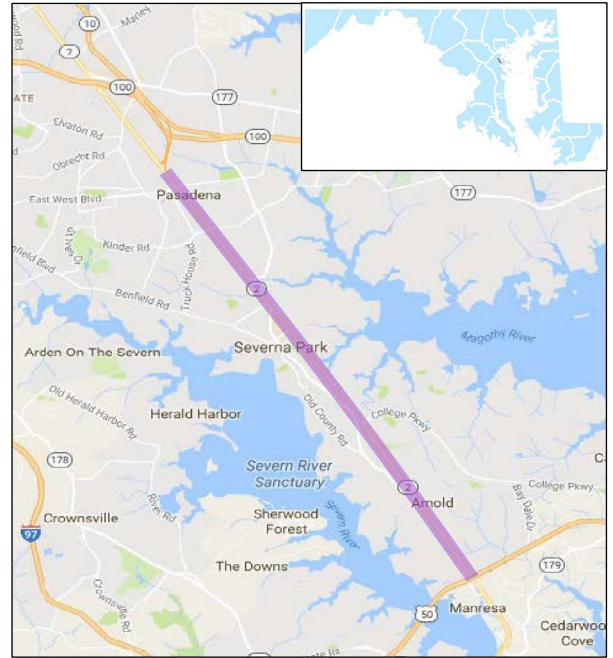
Arterials are the next highest classification of roadways after freeways/expressways. Arterials provide the connection between the freeway/expressway system and the local roadways. These roadways normally have multiple lanes, traffic signals, and access points either from cross streets or driveways. Motorists along arterial roadways confront the next highest volumes of traffic in their travels with only freeways/expressways having higher volumes.

The combination of the number signals and traffic volumes influence operations and mobility along arterial roadways. The SHA has identified the 35 most congested arterial corridors in the AM and PM peak hours based on observed traffic operations, traffic volumes, regional significance, and availability of data to analyze in further detail. In addition, US 50, MD 18, and MD 90 on the Eastern Shore for the summer weekend traffic was also included. Traffic analysis was performed to identify the most congested intersections and segments and the accompanying levels of service, TTI, and PTI on a segment basis. Various roadway characteristics such as the number of lanes, speed limits, signalized intersections, and traffic/transit ridership data were analyzed. The following corridors were analyzed:

- MD 2 - US 50/301 to MD 10 (Anne Arundel)
- MD 3 - US 50/301 to I-97 (Anne Arundel)
- MD 4 - Washington DC Line to Dower House Road (Prince George's)
- MD 4 - MD 5 to MD 2 (St. Mary's)
- MD 5 - US 301 to MD 223 (Prince George's)
- MD 18 - MD 8 to Piney Road (summer weekend) (Queen Anne's)
- MD 24 - US 40 to US 1 (Harford)
- MD 26 - MD 32 to Baltimore City Line (Baltimore)
- MD 28 - Riffle Ford Road to MD 97 (Montgomery)
- MD 30- MD 30 Business to MD 86 (Carroll)
- MD 32 - MD 108 to MD 26 (Howard & Carroll)
- MD 43 - I-695 to US 40 (Baltimore)
- MD 45 - Baltimore City Line to Shawan Road (Baltimore)
- MD 85 - English Muffin Way to I-70 (Frederick)
- MD 90 - US 50 to MD 528 (summer weekend) (Worcester)
- MD 97 - Washington DC Line to MD 108 (Montgomery)
- MD 124 - MD 28 to MD 108 (Montgomery)
- MD 140 - MD 97 to Baltimore City Line (Carroll & Baltimore)
- MD 152 - US 40 to Carrs Mill Road (Harford)
- MD 175 - MD 32 to US 29 (Anne Arundel and Howard)
- MD 185 - Washington DC Line to MD 97 (Montgomery)
- MD 193 - MD 201 to MD 650 (Prince George's)
- MD 201 - MD 450 to MD 212 (Prince George's)
- MD 210 - MD 228 to I-95 (Prince George's)
- MD 228 - MD 210 to US 301 (Prince George's and Charles)
- MD 355 - Washington DC Line to MD 27 (Montgomery)
- MD 410 - MD 355 to US 29 (Montgomery)
- MD 410 - MD 650 to Pennsy Drive (Prince George's)
- MD 450 - MD 202 to MD 704 (Prince George's)
- MD 650 - Washington DC Line to US 29 (Montgomery)
- US 1 - MD 410 to MD 198 (Prince George's)
- US 1 - Baltimore City Line to Honeygo Boulevard (Baltimore)
- US 29 - MD 97 to MD 650 (Montgomery)
- US 29 - Industrial Parkway to MD 198 (Montgomery)
- US 40 - I-70 to Cleveland Ave (Washington)
- US 50 - MD 213 to MD 528 (summer weekend) (Talbot, Dorchester, Wicomico & Worcester)
- US 301 - Billingsley Rd to MD 5 (Charles)
- US 301 - Leeland Road to MD 4 (Prince George's)
- US 301 - MD 234 to Nice Bridge (summer weekend) (Charles)

MD 2

Limits:	US 50/301 to MD 10	
Corridor Length:	8.4 miles	
Speed Limit:	50 MPH	
Travel Lanes:	2-3 (Northbound) 1-3 (Southbound)	
Signal Controlled Intersections:	12	
Grade Separated Interchanges:	1	
Major Cross Streets:	MD 10, MD 648, College Pkwy, Magothy Bridge Rd, East West Blvd / Pasadena Rd, US 50	
Routes and Ridership	Routes	Avg. Daily Ridership
	MTA LocalLink 70	1,067
	MTA Commuter Bus 260	47



2022 AADT	Trucks	Peak Hour Traffic
39,000 - 60,000 vpd	4% - 8%	7.5% - 8%

Segment Operations

Intersection Operations		
Signalized Intersections*:	AM Peak Hour	PM Peak Hour
LOS D or Better	3	2
LOS E	0	1
LOS F	0	0

Level of Service	Northbound AM / PM (Miles of Roadway)	Southbound AM / PM (Miles of Roadway)
LOS D or Better	4.7 / 0.0	0.0 / 3.1
LOS E	1.2 / 1.6	4.2 / 1.1
LOS F	2.5 / 6.8	4.2 / 4.2

LOS 'E' Intersections

MD 2 at Robinson Rd/Leelyn Dr (PM)

LOS 'F' Intersections

Color Key

TTI	PTI
1.00 - 1.15	1.0 - 1.5
1.15 - 1.30	1.5 - 2.5
1.30 - 2.00	> 2.5
> 2.00	
No data	

* Available count data for the last four years. (25% of signalized intersections)

Functional Class	Roadway Segment North to South	Length (miles)	TTI				PTI			
			AM		PM		AM		PM	
			NB	SB	NB	SB	NB	SB	NB	SB
Urban Other Principal Arterial	MD 10 - Pasadena Rd/East West Blvd.	0.3				W		I		W
	Pasadena Rd/East West Blvd. - E Earleigh Heights Rd/Magothy Bridge Rd.	0.9					W			
	E Earleigh Heights Rd/Magothy Bridge Rd. - MD-648/Baltimore Annapolis Blvd.	1.1					W	W	I	
	MD-648/Baltimore Annapolis Blvd. - Robinson Rd.	0.5						W		I
	Robinson Rd. - College PKWY	2.5						W	W	
	College PKWY - US301	3.1						W		

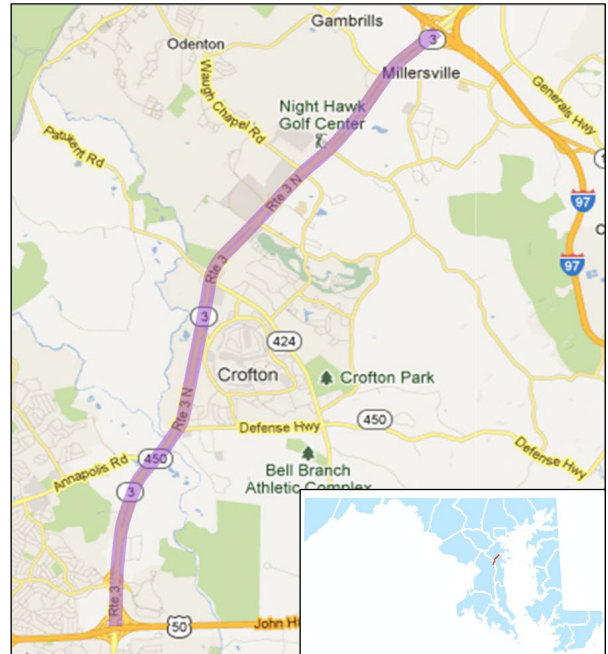
I = Improvement from 2021 W = Worsened from 2021 (blank) = No significant change from 2021

PTI: planning time index (95th percentile travel time / freeflow travel time)

TTI: travel time index (50th percentile travel time/ freeflow travel time)

MD 3

Limits:	US 50/301 to I-97	
Corridor Length:	8.8 miles	
Speed Limit:	45 - 50 MPH	
Travel Lanes:	(2 - 4) Northbound (2 - 4) Southbound	
Signal Controlled Intersections:	12	
Grade Separated Interchanges:	3	
Major Cross Streets:	I-97, MD 175, MD 424, Waugh Chapel Rd, Defense Hwy, MD 450, Belair Rd, US 50/301	
Routes and Ridership	Routes	Avg. Daily Ridership
	N/A	N/A



2022 AADT	Trucks	Peak Hour Traffic
69,000 - 80,000 vpd	4% - 6%	7% - 7.5%

Intersection Operations

Signalized Intersections*:	AM Peak Hour	PM Peak Hour
LOS D or Better	9	7
LOS E	2	2
LOS F	0	2

Segment Operations

Level of Service	Northbound AM / PM (Miles of Roadway)	Southbound AM / PM (Miles of Roadway)
LOS D or Better	5.4 / 1.3	0.5 / 0.0
LOS E	0.9 / 3.3	3.4 / 2.6
LOS F	2.5 / 4.2	4.9 / 6.2

LOS 'E' Intersections

MD 3 (SB/L) at MD 175 (AM)
MD 3 at MD 424/Conway Rd (PM)
MD 3 (SB) at South Main Chapel Way/Directional Crossover (AM, PM)

LOS 'F' Intersections

MD 3 (SB/L) at MD 175 (PM)
MD 3 (NB) at Riedel Rd (PM)

Color Key

TTI	PTI
1.00 - 1.15	1.0 - 1.5
1.15 - 1.30	1.5 - 2.5
1.30 - 2.00	> 2.5
> 2.00	
No data	

* Available count data for the last four years. (92% of signalized intersections)

Functional Class	Roadway Segment North to South	Length (miles)	TTI				PTI			
			AM		PM		AM		PM	
			NB	SB	NB	SB	NB	SB	NB	SB
Urban Other Principal Arterial	Patuxent Fwy (MD-32) - Annapolis Rd (MD-175)/Millersville Rd	0.8				W				
	Annapolis Rd (MD-175)/Millersville Rd - St. Stephens Ch Rd	1.2	W			W	W			
	St. Stephens Church Rd - Waugh Chapel Rd/Riedel Rd	0.5					W		I	
	Waugh Chapel Rd/Riedel Rd - John Hopkins Rd	0.8		W			W	W	I	W
	Johns Hopkins Rd - Conway Rd/Davidsonville Rd (MD-424)	0.9								
	Conway Rd/Davidsonville Rd (MD-424) - Crawford Blvd/Cranson Blvd	0.7			W		W	W		
	Crawford Blvd/Cranson Blvd - Defense Hwy (MD-450)	1.3								
	Defense Hwy (MD-450) - Annapolis Rd (MD-450)	0.5					W	W		
	Annapolis Rd (MD-450) - Belair Drive/Melford Blvd	1.6					W			
	Belair Drive/Melford Blvd - US-50	0.5								W

I = Improvement from 2021 W = Worsened from 2021 (blank) = No significant change from 2021

PTI: planning time index (95th percentile travel time / freeflow travel time)

TTI: travel time index (50th percentile travel time / freeflow travel time)

MD 4

Limits:	Washington DC Line to Dower House Rd			
Corridor Length:	6.6 miles			
Speed Limit:	35 - 55 MPH			
Travel Lanes:	(2 - 3) Northbound (2 - 3) Southbound			
Signal Controlled Intersections:	12			
Grade Separated Interchanges:	7			
Major Cross Streets:	MD 458, Forestville Rd, I-95, MD 337, MD 223, Dower House Rd			
Routes and Ridership	MTA Commuter Bus Routes	Avg. Daily Ridership	METRO Routes	Avg. Daily Ridership
	810	35	J12	679
	820	173	K12	1,732
	830	125	V12	1,171
	840	115	The Bus Routes	Avg. Daily Ridership
	850	35	20	10*

* Along Corridor

Intersection Operations

Signalized Intersections*:	AM Peak Hour	PM Peak Hour
LOS D or Better	5	7
LOS E	1	0
LOS F	2	1

Segment Operations

Level of Service	Northbound AM / PM (Miles of Roadway)	Southbound AM / PM (Miles of Roadway)
LOS D or Better	1.6 / 4.2	5.3 / 3.0
LOS E	4.4 / 2.0	0.4 / 1.7
LOS F	0.6 / 0.4	0.9 / 1.9

LOS 'E' Intersections

MD 4 at Parkland Dr (AM)

LOS 'F' Intersections

MD 4 at MD 337/Presidential Pkwy (AM, PM)

MD 4 at Dower House Rd (AM)

Color Key

TTI	PTI
1.00 - 1.15	1.0 - 1.5
1.15 - 1.30	1.5 - 2.5
1.30 - 2.00	> 2.5
> 2.00	
No data	

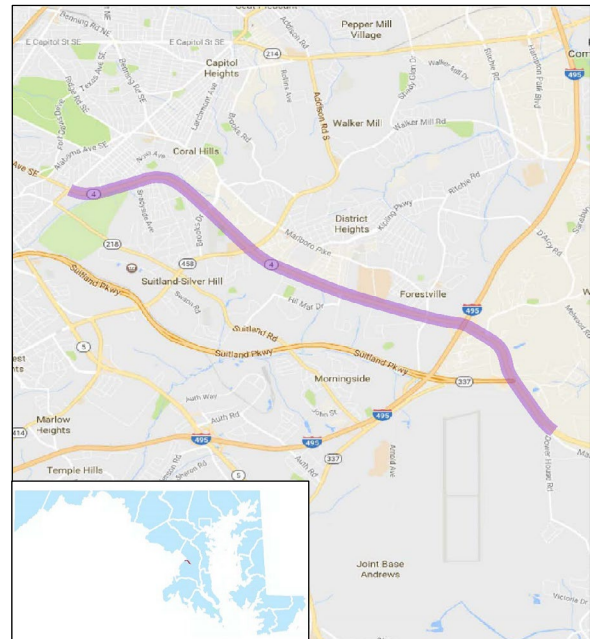
* Available count data for the last four years. (67% of signalized intersections)

Functional Class	Roadway Segment North to South	Length (miles)	TTI				PTI			
			AM		PM		AM		PM	
			NB	SB	NB	SB	NB	SB	NB	SB
Urban Other Principal Arterial	Southern Ave - Alton St/ Shadyside Ave.	0.8								
	Alton St/ Shadyside Ave. - Spaulding Ave./Quarter Ave.	0.5								
	Spaulding Ave./Quarter Ave. - Brooks Dr.	0.4								
	Brooks Dr. - Silver Hill Rd. (MD-458)	0.7								
	Silver Hill Rd. (MD-458) - Parkland Dr.	0.3								
	Parkland Dr. - Walters Ln.	0.8								
	Walters Ln. - Donnell Dr.	0.4								
	Donnell Dr. - Forestville Rd.	0.6								
Urban Freeway Expressway	Forestville Rd. - I95/I495	0.4								
	I95/I495 - Old Marlboro Pike/ Westphalia Rd.	0.3								
	Old Marlboro Pike/ Westphalia Rd. - MD-337	0.6	W			I	W	W		
	MD-337 - Dowerhouse Rd.	0.8								

I = Improvement from 2021 W = Worsened from 2021 (blank) = No significant change from 2021

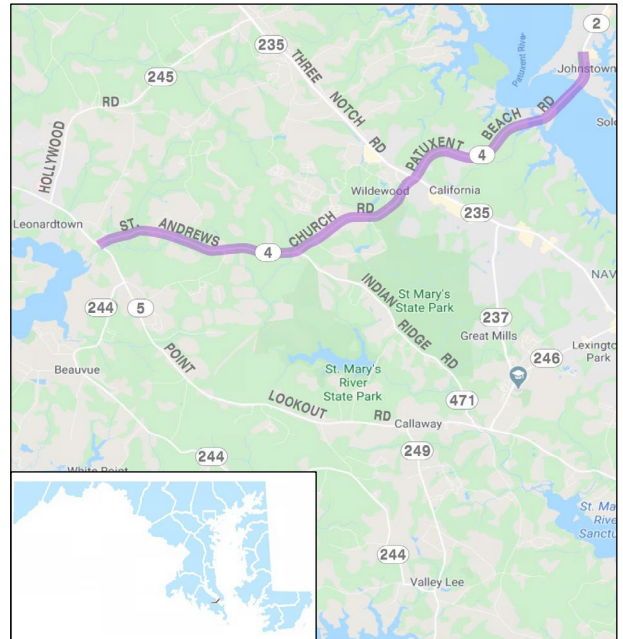
PTI: planning time index (95th percentile travel time / freeflow travel time)

TTI: travel time index (50th percentile travel time/ freeflow travel time)



MD 4

Limits:	MD 5 to MD 2	
Corridor Length:	10 miles	
Speed Limit:	45 - 50 MPH	
Travel Lanes:	(1 - 2) Northbound (1 - 2) Southbound	
Signal Controlled Intersections:	4	
Grade Separated Interchanges:	1	
Major Cross Streets:	MD 5, Indian Bridge Rd, FDR Blvd, MD 235, Patuxent Blvd, MD 2	
Routes and Ridership	Routes	Avg. Daily Ridership
	N/A	N/A



2022 AADT	Trucks	Peak Hour Traffic
11,000 - 27,000 vpd	3% - 6%	8% - 9%

Segment Operations

Intersection Operations

Signalized Intersections*:	AM Peak Hour	PM Peak Hour
LOS D or Better	1	1
LOS E	2	0
LOS F	1	3

Level of Service	Northbound AM / PM (Miles of Roadway)	Southbound AM / PM (Miles of Roadway)
LOS D or Better	10.0 / 0.0	10.0 / 10.0
LOS E	0.0 / 10.0	0.0 / 0.0
LOS F	0.0 / 0.0	0.0 / 0.0

LOS 'E' Intersections

MD 4 at FDR Blvd (AM)
MD 4 at Patuxent Blvd (AM)

LOS 'F' Intersections

MD 4 at FDR Blvd (PM)
MD 4 at Patuxent Blvd (PM)
MD 4 at MD 235 (AM, PM)

Color Key

TTI	PTI
1.00 - 1.15	1.0 - 1.5
1.15 - 1.30	1.5 - 2.5
1.30 - 2.00	> 2.5
> 2.00	
No data	

* Available count data for the last four years. (100% of signalized intersections)

Functional Class	Roadway Segment North to South	Length (miles)	TTI				PTI			
			AM		PM		AM		PM	
			NB	SB	NB	SB	NB	SB	NB	SB
Rural Freeway Expressway/Rural Other Principal Arterial	MD2(Thomas Johnson Memorial Brdg.) - N Patuxent Beach Rd.	1.0								
	N Patuxent Beach Rd. - Patuxent Blvd.	2.2								
	Patuxent Blvd. - MD235(Three Notch Rd.)	0.7								
Rural Minor Arterial	MD235(Three Notch Rd.) - F D Roosevelt Blvd.	0.3								
	F D Roosevelt Blvd. - MD5	5.8								

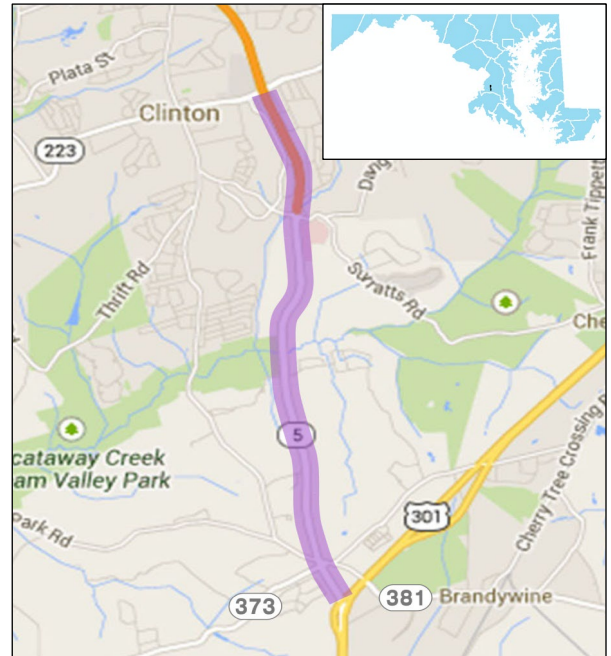
I = Improvement from 2021 W = Worsened from 2021 (blank) = No significant change from 2021

PTI: planning time index (95th percentile travel time / freeflow travel time)

TTI: travel time index (50th percentile travel time / freeflow travel time)

MD 5

Limits:	US 301 to MD 223	
Corridor Length:	5.4 miles	
Speed Limit:	55 MPH	
Travel Lanes:	(2 - 3) Northbound (2 - 3) Southbound	
Signal Controlled Intersections:	2	
Grade Separated Interchanges:	2	
Major Cross Streets:	MD 223, Surratts Road MD 381, MD 373, US 301	
Routes and Ridership	Routes	Avg. Daily Ridership
	MTA Commuter Bus 705	175
	MTA Commuter Bus 715	130
	MTA Commuter Bus 725	60
	MTA Commuter Bus 735	69



2022 AADT	Trucks	Peak Hour Traffic
65,000 - 81,000 vpd	5% - 7%	6%

Intersection Operations

Signalized Intersections*:	AM Peak Hour	PM Peak Hour
LOS D or Better	N/A	N/A
LOS E	N/A	N/A
LOS F	N/A	N/A

Segment Operations

Level of Service	Northbound AM / PM (Miles of Roadway)	Southbound AM / PM (Miles of Roadway)
LOS D or Better	1.3 / 5.4	5.4 / 0.0
LOS E	0.0 / 0.0	0.0 / 1.9
LOS F	4.1 / 0.0	0.0 / 3.5

LOS 'E' Intersections

LOS 'F' Intersections

Color Key

TTI	PTI
1.00 - 1.15	1.0 - 1.5
1.15 - 1.30	1.5 - 2.5
1.30 - 2.00	> 2.5
> 2.00	
No data	

* Available count data for the last four years. (0% of signalized intersections)

Functional Class	Roadway Segment North to South	Length (miles)	TTI				PTI			
			AM		PM		AM		PM	
			NB	SB	NB	SB	NB	SB	NB	SB
Urban Freeway Expressway	Woodyard Rd. (MD-223) - Surratts Rd.	1.3				W				
	Surratts Rd. - Burch Hill Rd/Earnshaw Dr.	1.6								W
	Burch Hill Rd/Earnshaw Dr. - Brandywine Rd./ Accplee Rd (MD-373)	1.9	W				W		W	I
Rural Other Princ. Arterial	Brandywine Rd./ Accokeek Rd (MD-373)-Crain Hwy. (US-301)	0.6	W			W	W			W

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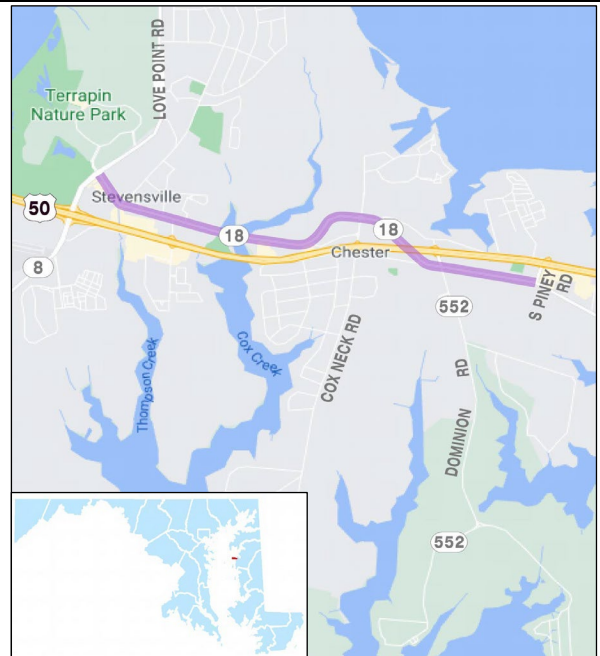
PTI: planning time index (95th percentile travel time / freeflow travel time)

TTI: travel time index (50th percentile travel time/ freeflow travel time)

MD 18

FRIDAY SUMMER

Limits:	MD 8 to Piney Rd	
Corridor Length:	3.0 miles	
Speed Limit:	30 - 40 MPH	
Travel Lanes:	2	
Signal Controlled Intersections:	2	
Grade Separated Interchanges:	0	
Major Cross Streets:	MD 8, MD 835(Duke St),Castle Marina Rd, Piney Creek Rd,MD 552	
Routes and Ridership	Routes	Avg. Daily Ridership
	N/A	N/A



2022 ADT	Trucks	Peak Hour Traffic
N/A	N/A	N/A

Intersection Operations

Signalized Intersections*:	AM Peak Hour	PM Peak Hour
LOS D or Better	N/A	N/A
LOS E	N/A	N/A
LOS F	N/A	N/A

Segment Operations

Level of Service	Eastbound PM (Miles of Roadway)	Westbound PM (Miles of Roadway)
LOS D or Better	2.3	0
LOS E	0.6	2.9
LOS F	0.1	0.1

LOS 'E' Intersections

LOS 'F' Intersections

Color Key

TTI	PTI
1.00 - 1.15	1.0 - 1.5
1.15 - 1.30	1.5 - 2.5
1.30 - 2.00	> 2.5
> 2.00	
No data	

* Available count data for the last four years. (0% of signalized intersections)

Functional Class	Roadway Segment West to East	Length (miles)	TTI			PTI	
			Friday (6PM-8PM)			Friday (6PM-8PM)	
			EB	WB		EB	WB
Rural Minor Arterial	MD-8/Business Pkwy - Postal Rd.	2.3					I
	Postal Rd. - MD-552/Dominion Rd.	0.1					I
	MD-552/Dominion Rd. - S Piney Rd.	0.6					I

I = Improvement from 2021 W = Worsened from 2021 (blank) = No significant change from 2021

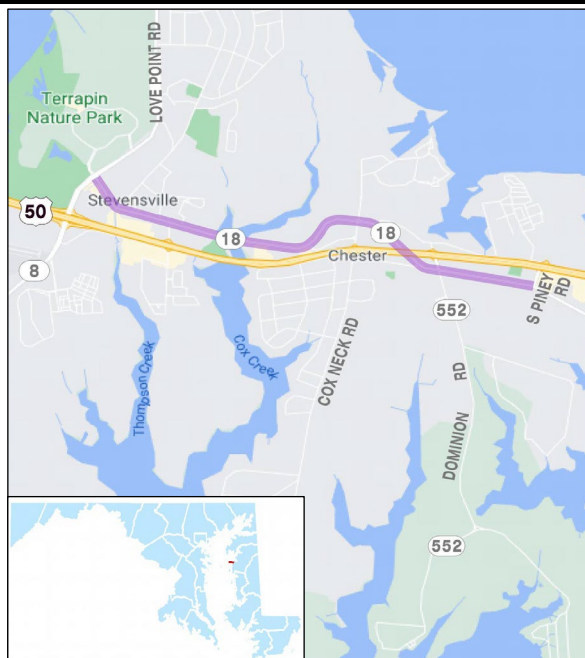
PTI: planning time index (95th percentile travel time / freeflow travel time)

TTI: travel time index (50th percentile travel time/ freeflow travel time)

MD 18

SATURDAY SUMMER

Limits:	MD 8 to Piney Rd	
Corridor Length:	3.0 miles	
Speed Limit:	30 - 40 MPH	
Travel Lanes:	2	
Signal Controlled Intersections:	2	
Grade Separated Interchanges:	0	
Major Cross Streets:	MD 8, MD 835 (Duke St), Castle Marina Rd Piney Creek Rd, MD 552	
Routes and Ridership	Routes	Avg. Daily Ridership
	N/A	N/A



2022 ADT	Trucks	Peak Hour Traffic
N/A	N/A	N/A

Intersection Operations

Signalized Intersections*:	AM Peak Hour	PM Peak Hour
LOS D or Better	N/A	N/A
LOS E	N/A	N/A
LOS F	N/A	N/A

Segment Operations

Level of Service	Eastbound PM (Miles of Roadway)	Westbound PM (Miles of Roadway)
LOS D or Better	2.3	0.0
LOS E	0.6	0.0
LOS F	0.1	3.0

LOS 'E' Intersections

LOS 'F' Intersections

Color Key

TTI	PTI
1.00 - 1.15	1.0 - 1.5
1.15 - 1.30	1.5 - 2.5
1.30 - 2.00	> 2.5
> 2.00	
No data	

* Available count data for the last four years. (0% of signalized intersections)

Functional Class	Roadway Segment West to East	Length (miles)	TTI			PTI	
			Saturday (12PM-2PM)			Saturday (12PM-2PM)	
			EB	WB		EB	WB
Rural Minor Arterial	MD-8/Business Pkwy - Postal Rd.	2.3					W
	Postal Rd. - MD-552/Dominion Rd.	0.1					W
	MD-552/Dominion Rd. - S Piney Rd.	0.6					W

I = Improvement from 2020 W = Worsened from 2020 (blank) = No significant change from 2020

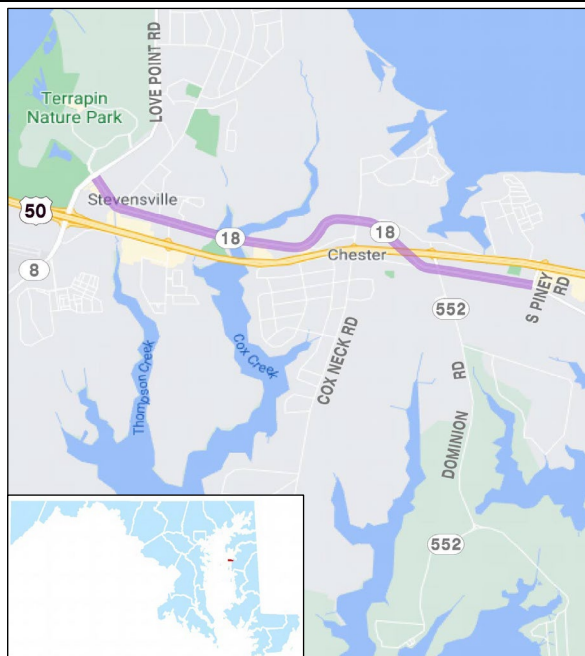
PTI: planning time index (95th percentile travel time / freeflow travel time)

TTI: travel time index (50th percentile travel time / freeflow travel time)

MD 18

SUNDAY SUMMER

Limits:	MD 8 to Piney Rd	
Corridor Length:	3.0 miles	
Speed Limit:	30 - 40 MPH	
Travel Lanes:	2	
Signal Controlled Intersections:	2	
Grade Separated Interchanges:	0	
Major Cross Streets:	MD 8, MD 835 (Duke St), Castle Marina Rd Piney Creek Rd, MD 552	
Routes and Ridership	Routes	Avg. Daily Ridership
	N/A	N/A



2022 ADT	Trucks	Peak Hour Traffic
N/A	N/A	N/A

Intersection Operations

Signalized Intersections*:	AM Peak Hour	PM Peak Hour
LOS D or Better	N/A	N/A
LOS E	N/A	N/A
LOS F	N/A	N/A

Segment Operations

Level of Service	Eastbound PM (Miles of Roadway)	Westbound PM (Miles of Roadway)
LOS D or Better	2.9	2.3
LOS E	0.1	0.7
LOS F	0.0	0.0

LOS 'E' Intersections

LOS 'F' Intersections

Color Key

TTI	PTI
1.00 - 1.15	1.0 - 1.5
1.15 - 1.30	1.5 - 2.5
1.30 - 2.00	> 2.5
> 2.00	
No data	

* Available count data for the last four years. (0% of signalized intersections)

Functional Class	Roadway Segment West to East	Length (miles)	TTI			PTI	
			Sunday (4PM-6PM)			Sunday (4PM-6PM)	
			EB	WB		EB	WB
Rural Minor Arterial	MD-8/Business Pkwy - Postal Rd.	2.3					I
	Postal Rd. - MD-552/Dominion Rd.	0.1					
	MD-552/Dominion Rd. - S Piney Rd.	0.6					I

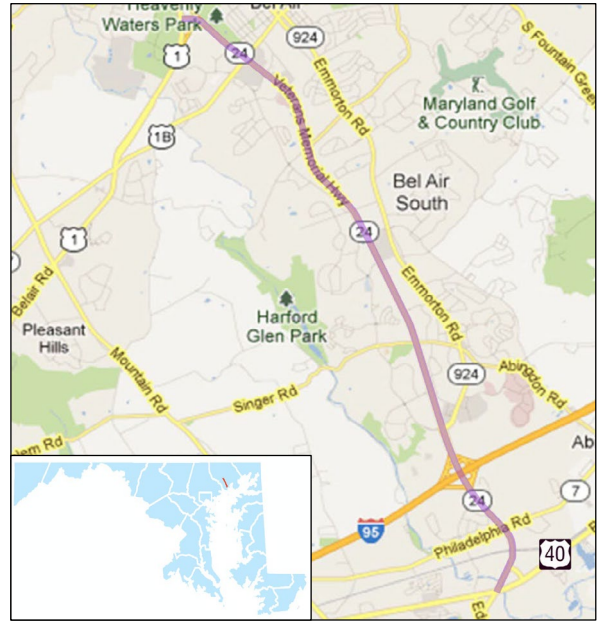
I = Improvement from 2021 W = Worsened from 2021 (blank) = No significant change from 2021

PTI: planning time index (95th percentile travel time / freeflow travel time)

TTI: travel time index (50th percentile travel time/ freeflow travel time)

MD 24

Limits:	US 40 (Pulaski Highway) to US 1 (Bel Air Bypass)	
Corridor Length:	7.9 miles	
Speed Limit:	40 - 55 MPH	
Travel Lanes:	(2 - 3) Northbound (2 - 3) Southbound	
Signal Controlled Intersections:	15	
Grade Separated Interchanges:	3	
Major Cross Streets:	US 40, I-95 MD 7, MD 924, Singer Rd Bel Air South Pkwy, US 1 BUS., US 1	
Routes and Ridership	Routes	Avg. Daily Ridership
	MTA Commuter Bus 410	65



2022 AADT	Trucks	Peak Hour Traffic
23,000 - 66,000 vpd	2% - 7%	8% - 8.5%

Intersection Operations

Signalized Intersections*:	AM Peak Hour	PM Peak Hour
LOS D or Better	N/A	N/A
LOS E	N/A	N/A
LOS F	N/A	N/A

Segment Operations

Level of Service	Northbound AM / PM (Miles of Roadway)	Southbound AM / PM (Miles of Roadway)
LOS D or Better	6.2 / 1.7	6.2 / 2.3
LOS E	1.7 / 2.8	1.3 / 3.1
LOS F	0.0 / 3.4	0.4 / 2.5

LOS 'E' Intersections

LOS 'F' Intersections

Color Key

TTI	PTI
1.00 - 1.15	1.0 - 1.5
1.15 - 1.30	1.5 - 2.5
1.30 - 2.00	> 2.5
> 2.00	
No data	

* Available count data for the last four years. (0% of signalized intersections)

Functional Class	Roadway Segment North to South	Length (miles)	TTI				PTI			
			AM		PM		AM		PM	
			NB	SB	NB	SB	NB	SB	NB	SB
Urban Freeway Expressway	Bel Air Bypass (US-1) - Baltimore Pike (Bus US-1)	0.5			I		I		I	I
	Baltimore Pike (Bus US-1) - Ring Factory Rd.	1.3							I	
	Ring Factory Rd. - Plumtree Rd.	0.9								
	Plumtree Rd. - Bel Air Pkwy	0.4					I	I	I	I
	Bel Air Pkwy - Wheel Rd.	0.3								
	Wheel Rd. - Singer Rd.	1.0								
	Singer Rd. - Tollgate Rd./Emmorton Rd (MD-924)	1.0								
	Tollgate Rd./Emmorton Rd (MD-924) - I-95	0.6								
	I-95 - Edgewood Rd.	0.4								
	Edgewood Rd. - Philadelphia Rd. (MD-7)	0.4								
	Philadelphia Rd. (MD-7) - Pulaski Hwy (US-40)	0.5								
	Pulaski Hwy (US-40) - Edgewood Rd. (MD-755)	0.6								

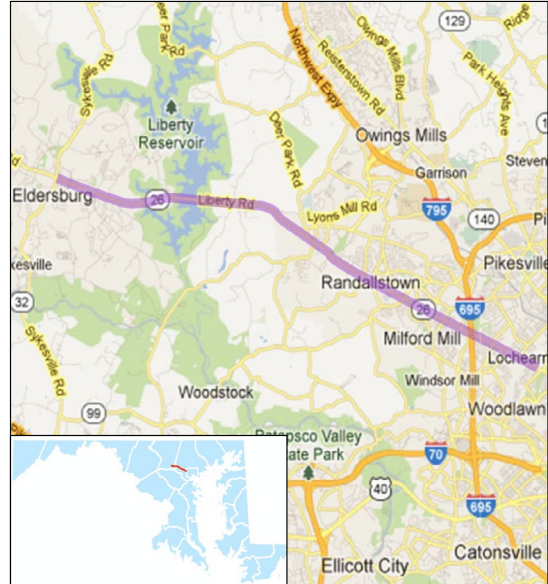
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PTI: planning time index (95th percentile travel time / freeflow travel time)

TTI: travel time index (50th percentile travel time / freeflow travel time)

MD 26

Limits:	MD 32 (Sykesville Road) to Baltimore City Line		
Corridor Length:	14.1 miles		
Speed Limit:	35 - 50 MPH		
Travel Lanes:	(1 - 2) Eastbound (1 - 3) Westbound		
Signal Controlled Intersections:	27		
Grade Separated Interchanges:	1		
Major Cross Streets:	MD 32, Mariottsville Rd, Old Court Rd, Courtleigh Dr, Rolling Rd, I-695		
Routes and Ridership	Routes	Avg. Daily Ridership	
	CityLink Lime Route	3,617	
	MTA LocalLink 81	893	
	MTA LocalLink 37	1,427	



Intersection Operations

Signalized Intersections*	AM Peak Hour	PM Peak Hour
LOS D or Better	4	4
LOS E	0	0
LOS F	0	0

Segment Operations

Level of Service	Eastbound AM / PM (Miles of Roadway)	Westbound AM / PM (Miles of Roadway)
LOS D or Better	9.3 / 6.4	12.1 / 6.4
LOS E	4.3 / 2.6	2.0 / 2.5
LOS F	0.5 / 5.1	0.0 / 5.2

LOS 'E' Intersections

LOS 'F' Intersections

Color Key

TTI	PTI
1.00 - 1.15	1.0 - 1.5
1.15 - 1.30	1.5 - 2.5
1.30 - 2.00	> 2.5
> 2.00	
No data	

* Available count data for the last four years. (15% of signalized intersections)

Functional Class	Roadway Segment West to East	Length (miles)	TTI				PTI			
			AM		PM		AM		PM	
			EB	WB	EB	WB	EB	WB	EB	WB
Urban Other Principal Arterial	Sykesville Rd. (MD-32) - Georgetown Blvd.	0.3								
	Georgetown Blvd. - Ridge Rd. / Oklahoma Rd.	0.7								
	Ridge Rd. / Oklahoma Rd. - Oakland Mills Rd.	2.0								
Rural Minor Arterial	Oakland Mills Rd. - Wards Chapel Rd.	1.7								
	Wards Chapel Rd. - Lyons Mill Rd.	1.2								
Urban Other Principal Arterial	Lyons Mill Rd. - Deer Park Rd.	1.3								
	Deer Park Rd. - Marriottsville Rd.	0.2								
	Marriottsville Rd. - Offutt Rd.	1.5								
	Offutt Rd. - Greens Ln/McDonogh Rd.	0.2								
	Greens Ln/McDonogh Rd. - Brenbrook Dr.	0.6								
	Brenbrook Dr. - Old Court Rd.	0.3								
	Old Court Rd. - Rolling Rd.	0.8								
	Rolling Rd. - Milford Mill Rd.	0.4								
	Milford Mill Rd. - Washington Ave.	0.5					W			
	Washington Ave. - I-695	0.3								
	I-695 - St. Lukes Lane	1.0								
	St. Lukes Lane - Patterson Ave.	0.3								
	Patterson Ave. - Northern Parkway/Baltimore City	0.8								

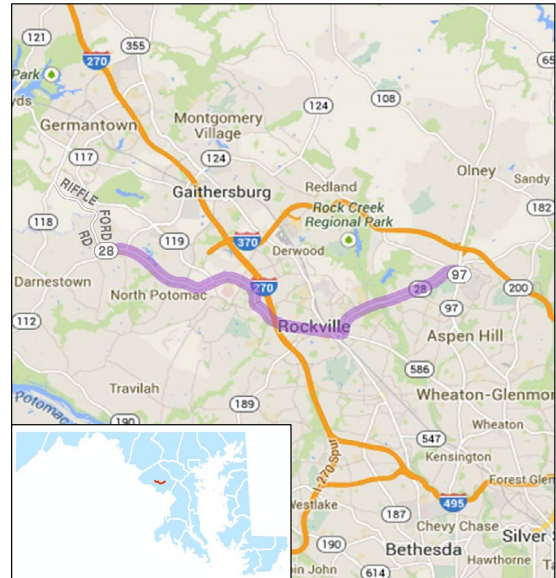
I = Improvement from 2021 W = Worsened from 2021 (blank) = No significant change from 2021

PTI: planning time index (95th percentile travel time / freeflow travel time)

TTI: travel time index (50th percentile travel time / freeflow travel time)

MD 28

Limits:	Riffle Ford Rd to MD 97	
Corridor Length:	11.9 miles	
Speed Limit:	40 - 50 MPH	
Travel Lanes:	(1 - 3) Eastbound (1 - 3) Westbound	
Signal Controlled Intersections:	30	
Grade Separated Interchanges:	1	
Major Cross Streets:	MD 124, MD 119, Shady Grove Dr, Gude Dr, I-270, MD 189, MD 355, MD 115, MD 97	
Routes and Ridership	Routes	Avg. Daily Ridership
	Ride On Route 43	Not available
	Ride On Route 46	Not available
	Ride On Route 48	Not available
	Ride On Route 49	Not available
	Ride On Route 52	Not available
	Ride On Route 54	Not available
	Ride On Route 56	Not available
	Ride On Route 63	Not available
	Ride On Route 76	Not available



2022 AADT	Trucks	Peak Hour Traffic
20,000 - 49,000 vpd	2% - 5%	7.5% - 8.5%

Intersection Operations

Signalized Intersections*:	AM Peak Hour	PM Peak Hour
LOS D or Better	8	7
LOS E	0	1
LOS F	0	0

Segment Operations

Level of Service	Eastbound AM / PM (Miles of Roadway)	Westbound AM / PM (Miles of Roadway)
LOS D or Better	3.8 / 2.9	3.0 / 0.0
LOS E	5.8 / 4.2	4.2 / 8.1
LOS F	2.3 / 4.8	4.7 / 3.8

LOS 'E' Intersections

MD 28 at Baltimore Rd, West Leg (PM)

LOS 'F' Intersections

Color Key

TTI	PTI
1.00 - 1.15	1.0 - 1.5
1.15 - 1.30	1.5 - 2.5
1.30 - 2.00	> 2.5
> 2.00	
No data	

* Available count data for the last four years. (27% of signalized intersections)

Functional Class	Roadway Segment West to East	Length (miles)	TTI				PTI			
			AM		PM		AM		PM	
			EB	WB	EB	WB	EB	WB	EB	WB
Urban Other Principal Arterial	Riffle Ford Rd. - Quince Orchard Rd (MD-124)	0.5								
	Quince Orchard Rd (MD-124) - Muddy Branch Rd.	2.1								
	Muddy Branch Rd. - Great Seneca Hwy (MD-119)	0.8								
	Great Seneca Hwy (MD-119) - Shady Grove Rd.	0.9								
	Shady Grove Rd. - Falls Grove Dr/ Gude St.	0.4								
	Falls Grove Dr/ Gude St. - Darnestown Rd.	0.5								
	Darnestown Rd. - I-270	0.7	W				W			
	I-270 - Great Falls Rd. / Van Buren St.	0.9					W			W
	Great Falls Rd. / Van Buren St. - Rockville Pike (MD-355)	0.6								
	Rockville Pike (MD-355)-Veirs Mill Rd (MD-586)/1st St(MD-911)	0.4								I
	Veirs Mill Rd (MD-586)/ 1st St (MD-911) - Gude Dr.	0.9								
	Gude Dr. - Baltimore Rd.	1.0			W				W	
	Baltimore Rd. - Bel Pre Rd.	0.7		W				W		
	Bel Pre Rd. - Muncaster Mill Rd. (MD-115)	1.3								
	Muncaster Mill Rd. (MD-115)- Georgia Ave. (MD-97)	0.2								

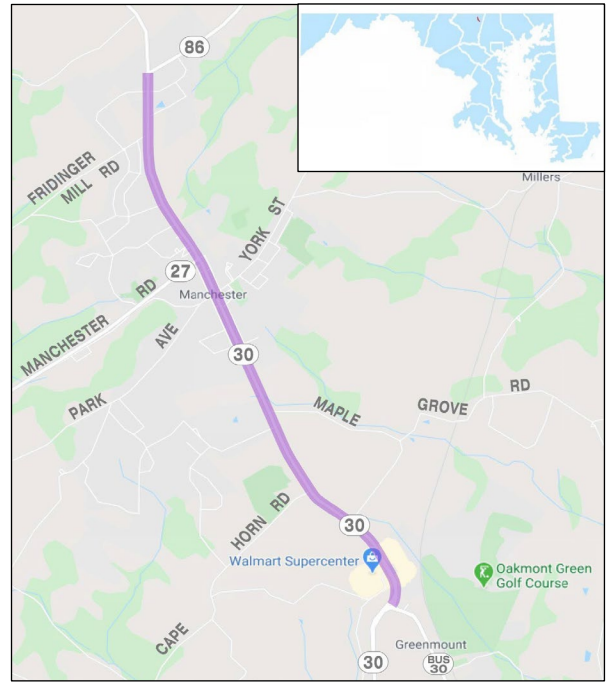
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PTI: planning time index (95th percentile travel time / freeflow travel time)

TTI: travel time index (50th percentile travel time/ freeflow travel time)

MD 30

Limits:	MD 30 Business to MD 86	
Corridor Length:	3.7 miles	
Speed Limit:	40 MPH	
Travel Lanes:	(1 - 2) Northbound (1 - 2) Southbound	
Signal Controlled Intersections:	6	
Grade Separated Interchanges:	0	
Major Cross Streets:	MD 30 Business, Broadbeck Rd/Eagle Ridge Ct Cape Horn Rd, Maple Grove Rd, Park Ave/York St, MD 27 Fridinger Mill Rd, MD 86	
Routes and Ridership	Routes	Avg. Daily Ridership
	N/A	N/A



2022 AADT	Trucks	Peak Hour Traffic
18,000 - 19,000 vpd	5%	8% - 8.5%

Intersection Operations

Signalized Intersections*:	AM Peak Hour	PM Peak Hour
LOS D or Better	2	2
LOS E	0	0
LOS F	0	0

Segment Operations

Level of Service	Northbound AM / PM (Miles of Roadway)	Southbound AM / PM (Miles of Roadway)
LOS D or Better	1.2 / 1.2	0.0 / 0.0
LOS E	2.5 / 0.0	2.5 / 3.7
LOS F	0.0 / 2.5	1.2 / 0.0

LOS 'E' Intersections

LOS 'F' Intersections

Color Key

TTI	PTI
1.00 - 1.15	1.0 - 1.5
1.15 - 1.30	1.5 - 2.5
1.30 - 2.00	> 2.5
> 2.00	
No data	

* Available count data for the last four years. (33% of signalized intersections)

Functional Class	Roadway Segment North to South	Length (miles)	TTI				PTI			
			AM		PM		AM		PM	
			NB	SB	NB	SB	NB	SB	NB	SB
Urban Other Principal Arterial	MD86/(Lineboro Rd.) - Hallie Ave.	0.1		W				W		
	Hallie Ave. - MD27/(Manchester Rd.)	1.1								
	MD27/(Manchester Rd.) - Westminster St./(York St.)	0.2								
	Westminster St./(York St.) - Maple Grove Rd.	0.8								
	Maple Grove Rd. - Eagle Ridge Ct./(Brodbeck Rd.)	1.2								
	Eagle Ridge Ct./(Brodbeck Rd.) - MD30 Bus/(Hanover Pike/Hampstead Bypass)	0.3								

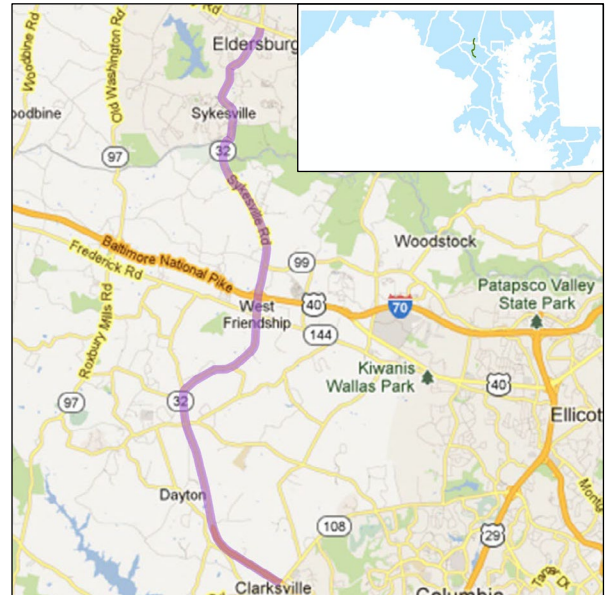
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PTI: planning time index (95th percentile travel time / freeflow travel time)

TTI: travel time index (50th percentile travel time / freeflow travel time)

MD 32

Limits:	MD 108 (Clarksville Pike) to MD 26 (Liberty Road)	
Corridor Length:	16.3 miles	
Speed Limit:	40 - 50 MPH	
Travel Lanes:	(1 - 2) Northbound (1 - 2) Southbound	
Signal Controlled Intersections:	11	
Grade Separated Interchanges:	3	
Major Cross Streets:	MD 108, Burntwoods Rd, MD 144, I-70, MD 99, MD 26	
Routes and Ridership	Routes	Avg. Daily Ridership
	N/A	N/A



2022 AADT	Trucks	Peak Hour Traffic
23,000 - 30,000 vpd	6% - 10%	8.5%

Segment Operations

Intersection Operations

Signalized Intersections*:	AM Peak Hour	PM Peak Hour
LOS D or Better	5	4
LOS E	0	1
LOS F	0	0

Level of Service	Northbound AM / PM (Miles of Roadway)	Southbound AM / PM (Miles of Roadway)
LOS D or Better	12.2 / 15.5	16.3 / 7.1
LOS E	4.1 / 0.8	0.0 / 4.2
LOS F	0.0 / 0.0	0.0 / 5.0

LOS 'E' Intersections

MD 32 at MD 144A (Frederick Rd) (PM)

LOS 'F' Intersections

Color Key

TTI	PTI
1.00 - 1.15	1.0 - 1.5
1.15 - 1.30	1.5 - 2.5
1.30 - 2.00	> 2.5
> 2.00	
No data	

* Available count data for the last four years. (45% of signalized intersections)

Functional Class	Roadway Segment North to South	Length (miles)	TTI				PTI			
			AM		PM		AM		PM	
			NB	SB	NB	SB	NB	SB	NB	SB
Urban Other Principal Arterial	Liberty Rd. (MD-26) - Springfield Ave. (MD-851)	2.2								
	Springfield Ave. (MD-851) - Sandosky Rd./Raincliffe Rd.	0.7								
	Sandosky Rd./Raincliffe Rd. - Friendship Rd. (MD-851)	0.8								
Rural Minor Arterial	Friendship Rd. (MD-851) - River Rd.	1.7								
	River Rd. - Old Frederick Rd. (MD-99)	1.3								
	Old Frederick Rd. (MD-99) - I-70/US-40	0.8								
Rural Other Principal Arterial	I-70/US-40 - Frederick Rd. (MD-144)	0.4								
	Frederick Rd. (MD-144) - Burntwoods Rd./ Andrea Dr.	3.0								
	Burntwoods Rd./ Andrea Dr. - Clarksville Pike (MD-108)	5.4								

I = Improvement from 2021 W = Worsened from 2021 (blank) = No significant change from 2021

PTI: planning time index (95th percentile travel time / freeflow travel time)

TTI: travel time index (50th percentile travel time / freeflow travel time)

MD 43

Limits:	I-695 to US 40	
Corridor Length:	6.0 miles	
Speed Limit:	45 - 50 MPH	
Travel Lanes:	2 Eastbound 2 Westbound	
Signal Controlled Intersections:	6	
Grade Separated Interchanges:	5	
Major Cross Streets:	I-695, US 1, Perry Hall Blvd, Honeygo Blvd, I-95, MD 7, US 40	
Routes and Ridership	Routes	Avg. Daily Ridership
	CityLink Brown Route	4,684
	MTA LocalLink 120	141



2022 AADT	Trucks	Peak Hour Traffic
25,000 - 54,000 vpd	2% - 9%	7.5% - 8.5%

Intersection Operations

Signalized Intersections*:	AM Peak Hour	PM Peak Hour
LOS D or Better	1	1
LOS E	0	0
LOS F	0	0

Segment Operations

Level of Service	Eastbound AM / PM (Miles of Roadway)	Westbound AM / PM (Miles of Roadway)
LOS D or Better	4.9 / 1.8	3.4 / 2.2
LOS E	0.7 / 3.4	1.1 / 2.9
LOS F	0.4 / 0.8	1.5 / 0.9

LOS 'E' Intersections

LOS 'F' Intersections

Color Key

TTI	PTI
1.00 - 1.15	1.0 - 1.5
1.15 - 1.30	1.5 - 2.5
1.30 - 2.00	> 2.5
> 2.00	
No data	

* Available count data for the last four years. (17% of signalized intersections)

Functional Class	Roadway Segment West to East	Length (miles)	TTI				PTI			
			AM		PM		AM		PM	
			EB	WB	EB	WB	EB	WB	EB	WB
Urban Freeway Expressway	I-695 - Walther Blvd	0.6								
	Walther Blvd - Belair Rd (US-1) SB	0.4								
	Belair Rd (US-1) SB - Belair Rd (US-1) NB	0.6								
	Belair Rd (US-1) NB - Perry Hall Blvd	1.8								
	Perry Hall Blvd - Honeygo Blvd	0.7								
	Honeygo Blvd - I-95	0.9								
	I-95 - Philadelphia Rd	0.6								
	Philadelphia Rd - Pulaski Hwy (US-40)	0.4								

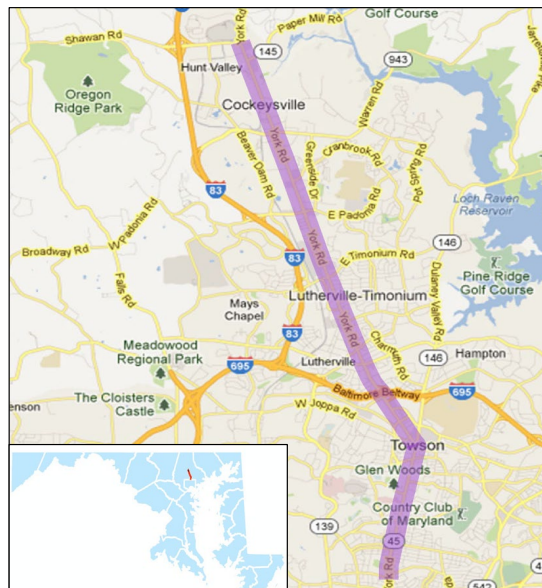
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PTI: planning time index (95th percentile travel time / freeflow travel time)

TTI: travel time index (50th percentile travel time / freeflow travel time)

MD 45

Limits:	Baltimore City Line to Shawan Road	
Corridor Length:	9.3 miles	
Speed Limit:	35 - 40 MPH	
Travel Lanes:	(1 – 2) Northbound (1 – 2) Southbound	
Signal Controlled Intersections:	31	
Grade Separated Interchanges:	1	
Major Cross Streets:	Stevenson Ln, Towsontown Blvd, Joppa Rd, Fairmount Ave, I-695, MD 131, Timonium Rd, Padonia Rd, Warren Rd, Shawan Rd	
Routes and Ridership	Routes	Avg. Daily Ridership
	Light RailLink Hunt Valley	337
	Light RailLink Pepper Rd	46
	Light RailLink McCormick Rd	89
	Light RailLink Gilroy Rd	94
	Light RailLink Warren Rd	97
	Light RailLink Timonium Rd	272
	Light RailLink Timonium BP	85
	Light RailLink Lutherville	374
	CityLink Red Route	7,135
	MTA LocalLink 52	162
	MTA LocalLink 53	2,684
	MTA LocalLink 93	782



2022 AADT	Trucks	Peak Hour Traffic
16,000 - 37,000 vpd	1% - 4%	6% - 8.5%

Segment Operations

Signalized Intersections*:	AM Peak Hour	PM Peak Hour
LOS D or Better	10	10
LOS E	0	0
LOS F	0	0

	Northbound AM / PM (Miles of Roadway)	Southbound AM / PM (Miles of Roadway)
Level of Service		
LOS D or Better	2.4 / 0.0	4.6 / 0.0
LOS E	5.0 / 1.1	3.5 / 1.5
LOS F	1.9 / 8.2	1.2 / 7.8

LOS 'E' Intersections

LOS 'F' Intersections

Color Key

TTI	PTI
1.00 - 1.15	1.0 - 1.5
1.15 - 1.30	1.5 - 2.5
1.30 - 2.00	> 2.5
> 2.00	
No data	

* Available count data for the last four years. (32% of signalized intersections)

Functional Class	Roadway Segment North to South	Length (miles)	TTI				PTI			
			AM		PM		AM		PM	
			NB	SB	NB	SB	NB	SB	NB	SB
Urban Other Principal Arterial	Shawan Rd. - Paper Mill Rd. (MD-145)	0.3								
	Paper Mill Rd. (MD-145) - Warren Rd. (MD-483)	1.2							W	
	Warren Rd. (MD-483) - Cranbrook Rd.	0.8								
	Cranbrook Rd. - Padonia Rd.	0.5								
	Padonia Rd. - Timonium Rd.	1.1								I
	Timonium Rd. - Ridgely Rd.	0.8								
	Ridgely Rd. - Bellona Ave./Margate Rd.	0.5								W
	Bellona Ave./Margate Rd. - Seminary Ave. (MD-131)	0.2								
	Seminary Ave. (MD-131) - I-695	0.5							I	
	I-695 - Fairmount Ave	0.3								
Urban Minor Arterial	Fairmount Ave. - Bosley Ave.	0.2								
	Bosley Ave. - Dulane Valley Rd. (MD-146)/ Joppa Rd.	0.4								W
Urban Other Principal Arterial	Dulane Valley Rd. (MD-146)/ Joppa Rd. - Towsontown Blvd.	0.3							I	
	Towsontown Blvd. - Burke Ave.	0.2								
	Burke Ave. - Stevenson Ln.	0.8								
	Stevenson Ln. - Regester Ave.	0.4		W		W			I	
	Regester Ave. - Lake Ave.	0.8								

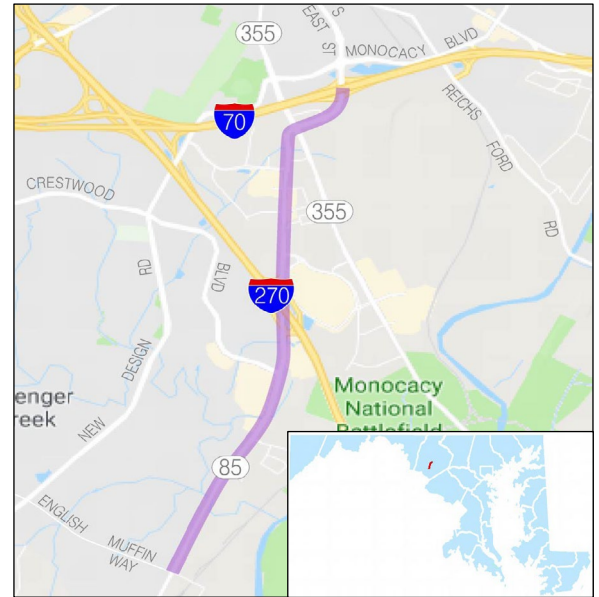
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PTI: planning time index (95th percentile travel time / freeflow travel time)

TTI: travel time index (50th percentile travel time / freeflow travel time)

MD 85

Limits:	English Muffin Way to I-70	
Corridor Length:	3.5 miles	
Speed Limit:	40 MPH	
Travel Lanes:	(1 – 3) Northbound (1 – 3) Southbound	
Signal Controlled Intersections:	13	
Grade Separated Interchanges:	2	
Major Cross Streets:	Executive Way, Crestwood Blvd / Shockley Way, I-270, Spectrum Dr, Francis Scott Key Dr, MD 355, I-70	
Routes and Ridership	Routes	Avg. Daily Ridership
	N/A	N/A



2022 AADT	Trucks	Peak Hour Traffic
17,000 - 50,000 vpd	3% - 17%	7% - 8.5%

Intersection Operations

Signalized Intersections*:	AM Peak Hour	PM Peak Hour
LOS D or Better	N/A	N/A
LOS E	N/A	N/A
LOS F	N/A	N/A

Segment Operations

Level of Service	Northbound AM / PM (Miles of Roadway)	Southbound AM / PM (Miles of Roadway)
LOS D or Better	3.5 / 0.0	1.6 / 1.9
LOS E	0.0 / 3.5	1.9 / 1.6
LOS F	0.0 / 0.0	0.0 / 0.0

LOS 'E' Intersections

LOS 'F' Intersections

Color Key

TTI	PTI
1.00 - 1.15	1.0 - 1.5
1.15 - 1.30	1.5 - 2.5
1.30 - 2.00	> 2.5
> 2.00	
No data	

* Available count data for the last four years. (0% of signalized intersections)

Functional Class	Roadway Segment West to East	Length (miles)	TTI				PTI			
			AM		PM		AM		PM	
			NB	SB	NB	SB	NB	SB	NB	SB
Urban Other Principal Arterial	I-70 - MD-355	0.4								
	MD-355 - Guilford Rd.	0.3								
	Guilford Rd. - Grove Rd.	0.3								
	Grove Rd. - Spectrum Dr.	0.3								
	Spectrum Dr. - I-270	0.3								
	I-270 - Crestwood Blv.	0.4								
	Crestwood Blv. - Executive Way	0.5								
	Executive Way / Shockley Dr. - English Muffin Way	1.0								

I = Improvement from 2021 W = Worsened from 2021 (blank) = No significant change from 2021

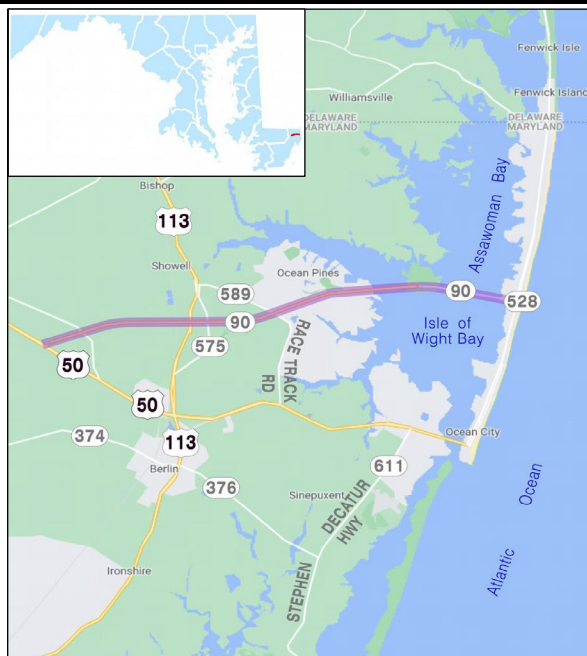
PTI: planning time index (95th percentile travel time / freeflow travel time)

TTI: travel time index (50th percentile travel time / freeflow travel time)

MD 90

FRIDAY SUMMER

Limits:	US 50 to MD 528	
Corridor Length:	11.4 miles	
Speed Limit:	40 - 55 MPH	
Travel Lanes:	2	
Signal Controlled Intersections:	2	
Grade Separated Interchanges:	3	
Major Cross Streets:	US 50, US 113, MD 589, St Martins Neck Rd, MD 528	
Routes and Ridership	Routes	Avg. Daily Ridership
	N/A	N/A



2022 ADT	Trucks	Peak Hour Traffic
13,500 vpd	N/A	7%

Intersection Operations

Signalized Intersections*:	AM Peak Hour	PM Peak Hour
LOS D or Better	2	2
LOS E	0	0
LOS F	0	0

Segment Operations

Level of Service	Eastbound PM (Miles of Roadway)	Westbound PM (Miles of Roadway)
LOS D or Better	0.0	11.4
LOS E	11.4	0.0
LOS F	0.0	0.0

LOS 'E' Intersections

LOS 'F' Intersections

Color Key

TTI	PTI
1.00 - 1.15	1.0 - 1.5
1.15 - 1.30	1.5 - 2.5
1.30 - 2.00	> 2.5
> 2.00	
No data	

* Available count data for the last four years. (100% of signalized intersections)

Functional Class	Roadway Segment West to East	Length (miles)	TTI			PTI	
			Friday (6PM-8PM)			Friday (6PM-8PM)	
			EB	WB		EB	WB
Rural Other Principal Arterial	US-50/Ocean Gateway - St Martins Neck Rd.	9.0				I	I
	St Martins Neck Rd. - MD-528/Coastal Hwy	2.4				I	I

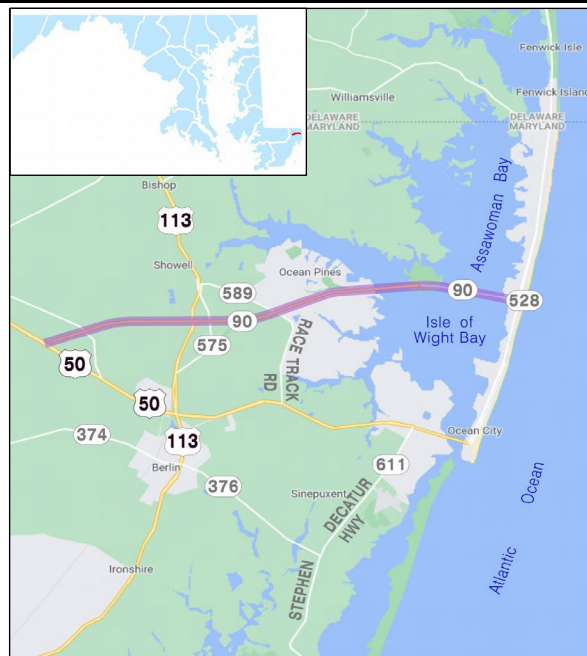
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PTI: planning time index (95th percentile travel time / freeflow travel time)

TTI: travel time index (50th percentile travel time / freeflow travel time)

MD 90 SATURDAY SUMMER

Limits:	US 50 to MD 528	
Corridor Length:	11.4 miles	
Speed Limit:	40 - 55 MPH	
Travel Lanes:	2	
Signal Controlled Intersections:	2	
Grade Separated Interchanges:	3	
Major Cross Streets:	US 50, US 113, MD 589 St Martins Neck Rd, MD 528	
Routes and Ridership	Routes	Avg. Daily Ridership
	N/A	N/A



2022 ADT	Trucks	Peak Hour Traffic
12,000 vpd	N/A	9.5%

Intersection Operations

Signalized Intersections*:	AM Peak Hour	PM Peak Hour
LOS D or Better	1	1
LOS E	1	1
LOS F	0	0

Segment Operations

Level of Service	Eastbound PM (Miles of Roadway)	Westbound PM (Miles of Roadway)
LOS D or Better	0.0	11.4
LOS E	0.0	0.0
LOS F	11.4	0.0

LOS 'E' Intersections

MD 90 at MD 528/62nd St (AM, PM)

LOS 'F' Intersections

Color Key

TTI	PTI
1.00 - 1.15	1.0 - 1.5
1.15 - 1.30	1.5 - 2.5
1.30 - 2.00	> 2.5
> 2.00	
No data	

* Available count data for the last four years. (100% of signalized intersections)

Functional Class	Roadway Segment West to East	Length (miles)	TTI			PTI	
			Saturday (12PM-2PM)			Saturday (12PM-2PM)	
			EB	WB		EB	WB
Rural Other Principal Arterial	US-50/Ocean Gateway - St Martins Neck Rd.	9.0					
	St Martins Neck Rd. - MD-528/Coastal Hwy	2.4					

I = Improvement from 2021 W = Worsened from 2021 (blank) = No significant change from 2021

PTI: planning time index (95th percentile travel time / freeflow travel time)

TTI: travel time index (50th percentile travel time / freeflow travel time)

MD 90

SUNDAY SUMMER

Limits:	US 50 to MD 528	
Corridor Length:	11.4 miles	
Speed Limit:	40 - 55 MPH	
Travel Lanes:	2	
Signal Controlled Intersections:	2	
Grade Separated Interchanges:	3	
Major Cross Streets:	US 50, US 113, MD 589 St. Martins Neck Rd, MD 528	
Routes and Ridership	Routes	Avg. Daily Ridership
	N/A	N/A



2022 ADT	Trucks	Peak Hour Traffic
12,000 vpd	N/A	8.5%

Intersection Operations

Signalized Intersections*:	AM Peak Hour	PM Peak Hour
LOS D or Better	2	2
LOS E	0	0
LOS F	0	0

Segment Operations

Level of Service	Eastbound PM (Miles of Roadway)	Westbound PM (Miles of Roadway)
LOS D or Better	11.4	11.4
LOS E	0.0	0.0
LOS F	0.0	0.0

LOS 'E' Intersections

LOS 'F' Intersections

Color Key

TTI	PTI
1.00 - 1.15	1.0 - 1.5
1.15 - 1.30	1.5 - 2.5
1.30 - 2.00	> 2.5
> 2.00	
No data	

* Available count data for the last four years. (100% of signalized intersections)

Functional Class	Roadway Segment West to East	Length (miles)	TTI			PTI	
			Sunday (4PM-6PM)			Sunday (4PM-6PM)	
			EB	WB		EB	WB
Rural Other Principal Arterial	US-50/Ocean Gateway - St Martins Neck Rd.	9.0					
	St Martins Neck Rd. - MD-528/Coastal Hwy	2.4					

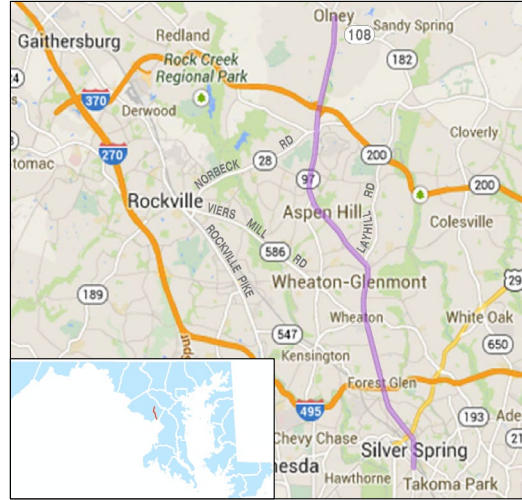
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PTI: planning time index (95th percentile travel time / freeflow travel time)

TTI: travel time index (50th percentile travel time / freeflow travel time)

MD 97

Limits:	Washington DC Line to MD 108		
Corridor Length:	12.7 miles		
Speed Limit:	30 - 45 MPH		
Travel Lanes:	(3 - 4) Northbound (3 - 4) Southbound		
Signal Controlled Intersections:	48		
Grade Separated Interchanges:	2		
Major Cross Streets:	US 29, I-495, MD 586, Randolph Rd, MD 193, MD 182, MD 28, MD 200, MD 108		
Routes and Ridership	METRO Routes		Avg. Daily Ridership
	METRO Q1/Q2/Q4		2,868
	METRO Y2/Y7/Y8		5,591
	Ride On Routes	Avg. Daily Ridership	Ride On Routes
	8	Not available	39
	9	Not available	41
	10	Not available	49
	26	Not available	51
	31	Not available	52
	33	Not available	53



2022 AADT	Trucks	Peak Hour Traffic
27,000 - 67,000 vpd	1% - 4%	6.5% - 8%

Intersection Operations

Signalized Intersections*:	AM Peak Hour	PM Peak Hour
LOS D or Better	14	15
LOS E	1	0
LOS F	0	0

Segment Operations

	Northbound AM / PM (Miles of Roadway)	Southbound AM / PM (Miles of Roadway)
Level of Service		
LOS D or Better	2.8 / 1.1	4.5 / 1.1
LOS E	9.4 / 3.7	2.8 / 2.9
LOS F	0.5 / 7.9	5.4 / 8.7

LOS 'E' Intersections

MD 97 at Seminary Rd/Columbia Blvd (AM)

LOS 'F' Intersections

Color Key

TTI	PTI
1.00 - 1.15	1.0 - 1.5
1.15 - 1.30	1.5 - 2.5
1.30 - 2.00	> 2.5
> 2.00	
No data	

* Available count data for the last four years. (31% of signalized intersections)

Functional Class	Roadway Segment North to South	Length (miles)	TTI				PTI			
			AM		PM		AM		PM	
			NB	SB	NB	SB	NB	SB	NB	SB
Urban Other Principal Arterial	Olney Sandy Spring/ Laytonville Rd. (MD-108)-Emroy Lane	1.9								
	Emroy Lane - Norbeck Rd. (MD-28)	1.2								
	Norbeck Rd. (MD-28) - Rossmoor Blvd.	0.5								
	Rossmoor Blvd. - Bel Pre Rd.	0.6								
	Bel Pre Rd. - Connecticut Ave. (MD-185)	0.7								
	Connecticut Ave. (MD-185) - Hewitt Ave.	0.6								
	Hewitt Ave. - May St./Rippling Brook Dr.	0.5								
	May St./Rippling Brook Dr. - Layhill Rd. (MD-182)	1.1								
	Layhill Rd. (MD-182) - Randolph Rd.	0.2								
	Randolph Rd. - Shorefield Rd.	0.4								
	Shorefield Rd. - Arcola Ave.	0.4								
	Arcola Ave. - University Blvd. (MD-193)	0.4								
	University Blvd. (MD-193) - Veirs Mill Rd. (MD-586)	0.4								
	Veirs Mill Rd. (MD-586) - Dennis Ave.	0.8								
	Dennis Ave. - I-495	0.8								
	I-495 - 16th St. (MD-390)	0.5								
	16th St. (MD-390) - Spring St	0.6								
	Spring St. - Colesville Rd (US-29)	0.3								
	Colesville Rd (US-29) - Silgo Ave.	0.4								
	Silgo Ave. - East-West Hwy/Philadelphia Ave. (MD-410)	0.2								
	East-West Hwy/Philadelphia Ave (MD-410) - Eastern Ave/ DC Line	0.2								

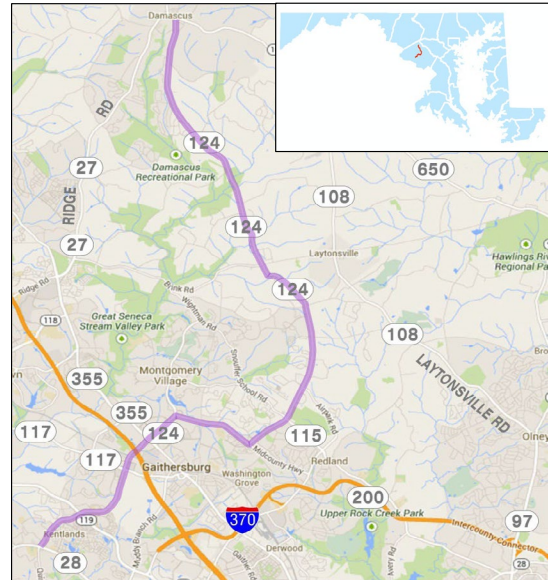
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PTI: planning time index (95th percentile travel time / freeflow travel time)

TTI: travel time index (50th percentile travel time / freeflow travel time)

MD 124

Limits:	MD 28 to MD 108	
Corridor Length:	16.7 miles	
Speed Limit:	30 - 50 MPH	
Travel Lanes:	(1 - 4) Northbound (1 - 4) Southbound	
Signal Controlled Intersections:	31	
Grade Separated Interchanges:	1	
Major Cross Streets:	MD 28, MD 119, MD 117, I-270, MD 355, MD 115, MD 108	
Routes and Ridership	Routes	Avg. Daily Ridership
	MTA Commuter Bus 201	169
	Ride On 56	Not available
	Ride On 57	Not available
	Ride On 58	Not available
	Ride On 59	Not available
	Ride On 65 Express Service	Not available
	Ride On 90	Not available



2022 AADT	Trucks	Peak Hour Traffic
12,000 - 58,000 vpd	1% - 5%	8% - 9%

Intersection Operations

Signalized Intersections*:	AM Peak Hour	PM Peak Hour
LOS D or Better	6	7
LOS E	0	0
LOS F	1	0

Segment Operations

	Northbound AM / PM (Miles of Roadway)	Southbound AM / PM (Miles of Roadway)
Level of Service		
LOS D or Better	14.1 / 8.8	8.2 / 11.1
LOS E	2.6 / 6.0	8.5 / 4.9
LOS F	0.0 / 1.9	0.0 / 0.7

LOS 'E' Intersections

LOS 'F' Intersections

MD 124 at Warfield Rd (AM)

Color Key

TTI	PTI
1.00 - 1.15	1.0 - 1.5
1.15 - 1.30	1.5 - 2.5
1.30 - 2.00	> 2.5
> 2.00	
No data	

* Available count data for the last four years. (23% of signalized intersections)

Functional Class	Roadway Segment North to South	Length (miles)	TTI				PTI			
			AM		PM		AM		PM	
			NB	SB	NB	SB	NB	SB	NB	SB
Urban Minor Arterial	Main St. (MD-108) - Hawkins Creamery Rd.	1.0								
	Hawkins Creamery Rd. - Log House Rd/ Low Meadow Dr.	1.2								
	Log House Rd/ Low Meadow Dr. - Rocky Rd.	2.4								
	Rocky Rd. - Brink Rd.	1.4								
	Brink Rd. - Warfield Rd.	1.3								
	Warfield Rd. - Fieldcrest Rd./ Hadley Farms Dr.	0.7								
	Fieldcrest Rd./ Hadley Farms Dr. - Airpark Rd.	1.1								
	Airpark Rd. - Snouffer School Rd./Muncaster Mill Rd (MD-115)	0.7								
Urban Other Principal Arterial	SnoufferSchlRd/MncsterMillRd(MD115) - MdctyHwy/WoodfieldRd.	0.9								
	Midcounty Hwy./Woodfield Rd. - Goshen Rd.	1.1								
	Goshen Rd. - Montgomery Village Dr /Midcounty Hwy	0.6								
	MontgomeryVillage/MidcountyHwy - Frederick Rd/Ave(MD-355)	0.7								
	Frederick Rd/Ave (MD-355) - I-270	0.4								
	I-270 - Clopper Rd. /Diamond Av (MD-117)	0.5								
	Clopper Rd./Diamond Av(MD-117) - Gt Seneca Hwy(MD-119)	1.5								
	Great Seneca Hwy. (MD-119) - Darnestown Rd. (MD-28)	1.2								

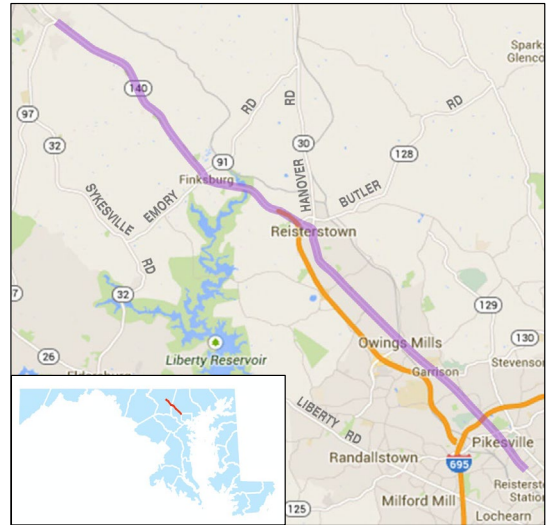
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PTI: planning time index (95th percentile travel time / freeflow travel time)

TTI: travel time index (50th percentile travel time / freeflow travel time)

MD 140

Limits:	MD 97 to Baltimore City Line	
Corridor Length:	20.4 miles	
Speed Limit:	30 - 55 MPH	
Travel Lanes:	(1 - 3) Northbound (1 - 2) Southbound	
Signal Controlled Intersections:	51	
Grade Separated Interchanges:	3	
Major Cross Streets:	MD 97, MD 91, I-795, MD 30, MD 940, Painters Mill Rd MD 130, I-695, Old Court Rd	
Routes and Ridership	Routes	Avg. Daily Ridership
	MTA LocalLink 83	2,002
	MTA LocalLink 87	893
	MTA LocalLink 89	1,059



2022 AADT	Trucks	Peak Hour Traffic
16,000 - 51,000 vpd	1% - 9%	7% - 8%

Segment Operations

Intersection Operations

Signalized Intersections*:	AM Peak Hour	PM Peak Hour
LOS D or Better	14	13
LOS E	0	1
LOS F	0	0

Level of Service	Northbound AM / PM (Miles of Roadway)	Southbound AM / PM (Miles of Roadway)
LOS D or Better	13.5 / 10.5	13.5 / 11.5
LOS E	5.9 / 3.7	4.0 / 2.7
LOS F	1.0 / 6.2	2.9 / 6.2

LOS 'E' Intersections

MD 140 at Center St (PM)

LOS 'F' Intersections

Color Key

TTI	PTI
1.00 - 1.15	1.0 - 1.5
1.15 - 1.30	1.5 - 2.5
1.30 - 2.00	> 2.5
> 2.00	
No data	

* Available count data for the last four years. (27% of signalized intersections)

Functional Class	Roadway Segment North to South	Length (miles)	TTI				PTI			
			AM		PM		AM		PM	
			NB	SB	NB	SB	NB	SB	NB	SB
Urban Other Principal Arterial	New Washington Rd (MD-97) Malcom Dr. - Reese Rd.	2.5								
	Reese Rd. - Green Mill Rd./Suffolk Rd.	2.2								
	Green Mill Rd./Suffolk Rd. - Emroy/Gamber Rd (MD-91)	1.9								
Urban/Rural Other P. Arterial	Emroy/Gamber Rd (MD-91) - Butler Rd. (MD-795)	3.4								
Urban Other Principal Arterial	Butler Rd. (MD-795) - Hanover Rd. (MD-30)	0.4						I		
	Hanover Rd. (MD-30) - Glyndon Dr/ Glyndon Trace Dr.	0.7								
	Glyndon Dr/ Glyndon Trace Dr. - Berrymans Ln.	0.4								
	Berrymans Ln. - Franklin Blvd./Cherry Hill Rd.	0.7								
	Franklin Blvd./Cherry Hill Rd. - Dolfield Blvd/ Richmar Rd.	1.2								
	Dolfield Blvd/ Richmar Rd. - Pleasant Hill Rd.	0.5								
	Pleasant Hill Rd. - Owings Mills Blvd. (MD-940)	1.0								
	Owings Mills Blvd. (MD-940) - Painters Mill Rd.	0.4							I	
	Painters Mill Rd. - Greenspring Valley Rd (MD-130)	1.2								
	Greenspring Valley Rd (MD-130) - McDonogh Rd./ Craddock Ln.	0.6								
	McDonogh Rd./ Craddock Ln. - I-695	1.2								
	I-695 - Old Court Rd.	0.6								
	Old Court Rd. - Sudbrook Ln	0.4				W			W	W
	Sudbrook Ln. - Slade Ave/ Milford Mill Rd.	0.5								
	Slade Ave/ Milford Mill Rd. - Baltimore City Line/ Fallstaff Rd	0.6						W		

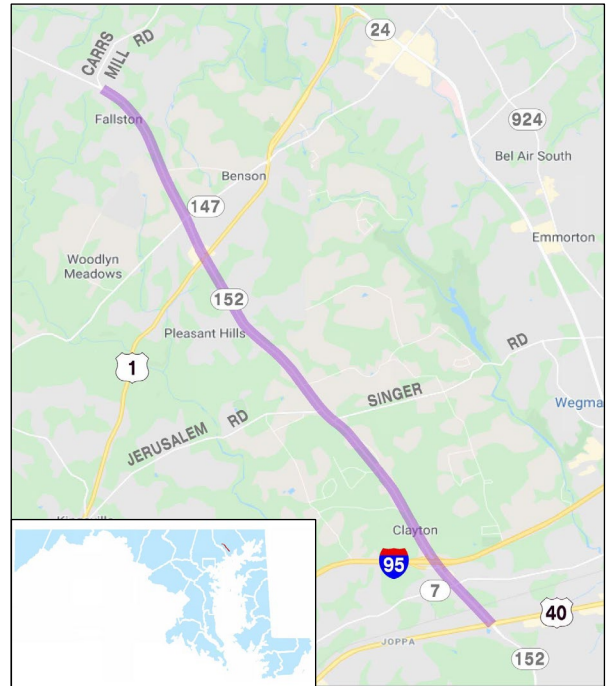
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PTI: planning time index (95th percentile travel time / freeflow travel time)

TTI: travel time index (50th percentile travel time / freeflow travel time)

MD 152

Limits:	US 40 to Carrs Mill Rd	
Corridor Length:	7.6 miles	
Speed Limit:	50 MPH	
Travel Lanes:	(1 - 2) Northbound (1 - 2) Southbound	
Signal Controlled Intersections:	9	
Grade Separated Interchanges:	1	
Major Cross Streets:	US 40, MD 7, I-95, Jerusalem Rd/Singer Rd, US 1, MD 147, Carrs Mill Rd	
Routes and Ridership	Routes	Avg. Daily Ridership
	Commuter Bus 411	72



2022 AADT	Trucks	Peak Hour Traffic
20,000 - 26,000 vpd	5% - 8%	7.5% - 8.5%

Intersection Operations

Signalized Intersections*:	AM Peak Hour	PM Peak Hour
LOS D or Better	N/A	N/A
LOS E	N/A	N/A
LOS F	N/A	N/A

Segment Operations

Level of Service	Northbound AM / PM (Miles of Roadway)	Southbound AM / PM (Miles of Roadway)
LOS D or Better	3.9 / 0.6	2.5 / 4.3
LOS E	3.3 / 1.4	4.7 / 2.4
LOS F	0.4 / 5.6	0.4 / 0.9

LOS 'E' Intersections

LOS 'F' Intersections

Color Key

TTI	PTI
1.00 - 1.15	1.0 - 1.5
1.15 - 1.30	1.5 - 2.5
1.30 - 2.00	> 2.5
> 2.00	
No data	

* Available count data for the last four years. (0% of signalized intersections)

Functional Class	Roadway Segment North to South	Length (miles)	TTI				PTI			
			AM		PM		AM		PM	
			NB	SB	NB	SB	NB	SB	NB	SB
Rural Other Principal Arterial	Carrs Mill Rd. (Old Fallston Rd.) - Watervale Rd.	0.5								
	Watervale Rd. - MD147/(Harford Rd.)	1.3							W	
	MD147/(Harford Rd.) - US1/(Belair Rd.)	0.5								
	US1/(Belair Rd.) - Old Joppa Rd.	1.4								
	Old Joppa Rd. - Singer Rd.	1.0							I	
Rural Minor Arterial	Singer Rd. - I-95/(John F. Kennedy Hwy)	1.9							I	
Rural Other Principal Arterial	I-95/(John F. Kennedy Hwy) - MD7/(Philadelphia Rd.)	0.4							W	
	MD7/(Philadelphia Rd.) - Pulaski Hwy (US40)	0.6							I	

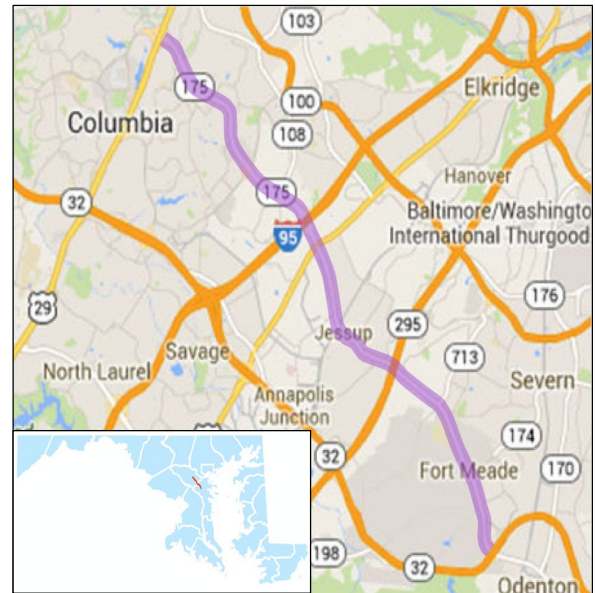
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PTI: planning time index (95th percentile travel time / freeflow travel time)

TTI: travel time index (50th percentile travel time / freeflow travel time)

MD 175

Limits:	MD 32 (Patuxent Freeway) to US 29 (Columbia Pike)	
Corridor Length:	12.2 miles	
Speed Limit:	35 - 50 MPH	
Travel Lanes:	(1 - 3) Northbound (1 - 4) Southbound	
Signal Controlled Intersections:	19	
Grade Separated Interchanges:	5	
Major Cross Streets:	MD 32, MD 174, MD 713, MD 295, US 1, I-95, Snowden River Pkwy, US 29	
Routes and Ridership	Routes	Avg. Daily Ridership
	MTA Commuter Bus 310	112
	MTA Commuter Bus 320	107



2022 AADT	Trucks	Peak Hour Traffic
19,000 - 68,000 vpd	2% - 12%	8% - 9.5%

Intersection Operations

Signalized Intersections*:	AM Peak Hour	PM Peak Hour
LOS D or Better	11	11
LOS E	0	0
LOS F	0	0

Segment Operations

Level of Service	Northbound AM / PM (Miles of Roadway)	Southbound AM / PM (Miles of Roadway)
LOS D or Better	7.5 / 3.0	8.2 / 4.5
LOS E	4.7 / 5.6	4.0 / 3.7
LOS F	0.0 / 3.6	0.0 / 4.0

LOS 'E' Intersections

LOS 'F' Intersections

Color Key

TTI	PTI
1.00 - 1.15	1.0 - 1.5
1.15 - 1.30	1.5 - 2.5
1.30 - 2.00	> 2.5
> 2.00	
No data	

* Available count data for the last four years. (58% of signalized intersections)

Functional Class	Roadway Segment North to South	Length (miles)	TTI				PTI			
			AM		PM		AM		PM	
			NB	SB	NB	SB	NB	SB	NB	SB
Urban Freeway Expressway	Columbia Pike (US-29) - Thunder Hill Rd.	0.6								
	Thunder Hill Rd. - Tamar Dr	1.1								
	Tamar Dr - Dobbin Rd.	0.9								
	Dobbin Rd - Snowden River Pkwy	0.6								
	Snowden River Pkwy - Waterloo Rd (MD-108)	0.8								
	Waterloo Rd (MD-108) - I-95	0.7								
Urban Minor Arterial	I-95 - Washington Blvd (US-1)	0.5								
	Washington Blvd (US-1) - Dorsey Run Rd.	1.3								
	Dorsey Run Rd. - MD-295	1.6								
	MD-295 - Ridge Rd/Rockenbach Rd (MD-713)	1.1								
	Ridge Rd/Rockenbach Rd. (MD-713) - Reece Rd	1.3								
	Reece Rd - Charter Oaks Blvd.	0.6								
	Charter Oaks Blvd. - MD-32	1.1								

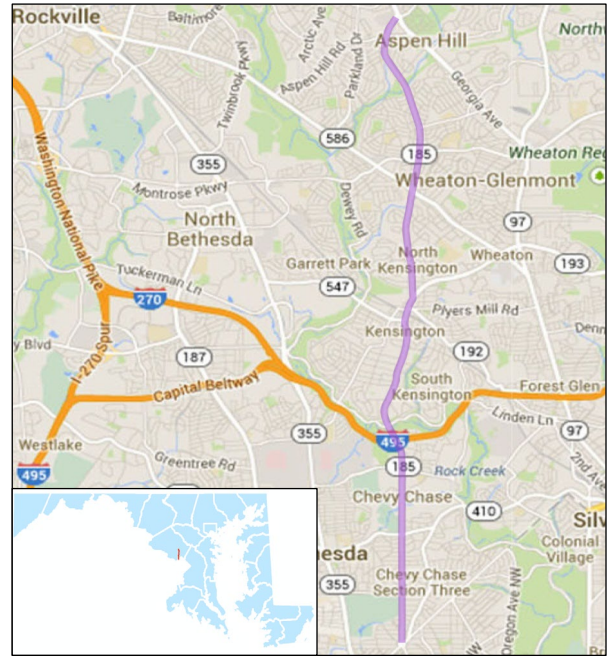
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PTI: planning time index (95th percentile travel time / freeflow travel time)

TTI: travel time index (50th percentile travel time / freeflow travel time)

MD 185

Limits:	Washington DC Line to MD 97	
Corridor Length:	8.3 miles	
Speed Limit:	30 - 45 MPH	
Travel Lanes:	(3 - 4) Northbound (3 - 4) Southbound	
Signal Controlled Intersections:	26	
Grade Separated Interchanges:	1	
Major Cross Streets:	MD 410, I-495, MD 547, MD 193, MD 586, Randolph Rd, MD 97	
Routes and Ridership	Routes	Avg. Daily Ridership
	METRO L8	1,223
	Ride On Route 1	Not available
	Ride On Route 4	Not available
	Ride On Route 5	Not available
	Ride On Route 11	Not available
	Ride On Route 26	Not available
	Ride On Route 33	Not available
	Ride On Route 34	Not available
	Ride On Route 41	Not available



2022 AADT	Trucks	Peak Hour Traffic
33,000 - 75,000 vpd	2% - 4%	7% - 8%

Intersection Operations

Signalized Intersections*:	AM Peak Hour	PM Peak Hour
LOS D or Better	12	12
LOS E	0	0
LOS F	0	0

Segment Operations

Level of Service	Northbound AM / PM (Miles of Roadway)	Southbound AM / PM (Miles of Roadway)
LOS D or Better	5.7 / 0.6	3.3 / 2.1
LOS E	2.6 / 3.8	0.0 / 4.3
LOS F	0.0 / 3.9	5.0 / 1.9

LOS 'E' Intersections

LOS 'F' Intersections

Color Key

TTI	PTI
1.00 - 1.15	1.0 - 1.5
1.15 - 1.30	1.5 - 2.5
1.30 - 2.00	> 2.5
> 2.00	
No data	

* Available count data for the last four years. (46% of signalized intersections)

Functional Class	Roadway Segment North to South	Length (miles)	TTI				PTI			
			AM		PM		AM		PM	
			NB	SB	NB	SB	NB	SB	NB	SB
Urban Other Principal Arterial	Georgia Ave. (MD-97) - Aspen Hill Rd.	0.3							I	I
	Aspen Hill Rd. - Randolph Rd.	0.4								I
	Randolph Rd. - Veirs Mill Rd. (MD-586)	1.7								
	Veirs Mill Rd. (MD-586) - University Blvd. (MD-193)	1.4								
	University Blvd (MD-193) - Saul Rd.	1.2								
	Saul Rd. - I-495	0.6						W		
	I-495-Jones Bridge Rd.	0.5		W	W			W		
	Jones Bridge Rd. - East West Hwy (MD-410)	0.8		W	I			W		
	East West Hwy (MD-410) - Bradley Ln. (MD-191)	0.8								
	Bradley Ln. (MD-191) -Western Ave/ DC Line	0.6								

I = Improvement from 2021 W = Worsened from 2021 (blank) = No significant change from 2021

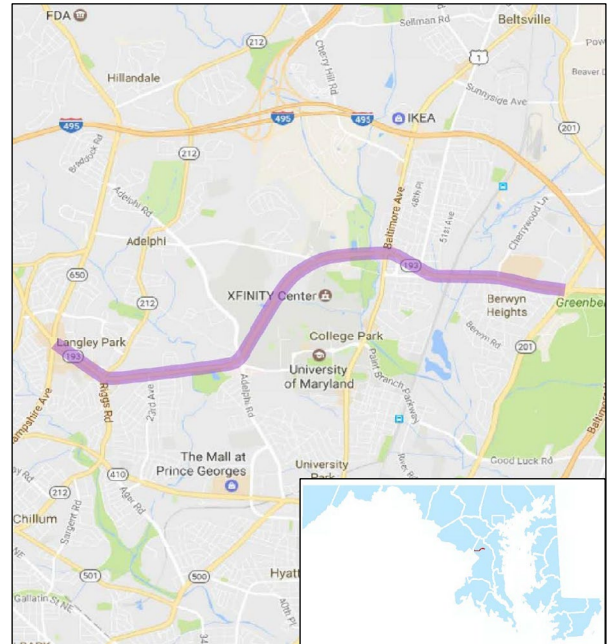
PTI: planning time index (95th percentile travel time / freeflow travel time)

TTI: travel time index (50th percentile travel time / freeflow travel time)

MD 193

Limits:	MD 201 to MD 650	
Corridor Length:	5.5 miles	
Speed Limit:	35 - 45 MPH	
Travel Lanes:	(2 - 3) Eastbound (2 - 3) Westbound	
Signal Controlled Intersections:	20	
Grade Separated Interchanges:	2	
Major Cross Streets:	MD 201, 63rd Ave, 62nd Ave, Cherrywood Ln / 60th Ave, Rhode Island Ave, US 1, Metzerott Rd / Paint Branch Dr, Adelphi Rd, Riggs Rd, MD 650	
Routes and Ridership	Routes	Avg. Daily Ridership
	METRO C2	3,581
	METRO C4	4,691
	METRO F6	1,281
	METRO F8	908
	METRO G14	1,746
	METRO R2	2,664
	The Bus Route 18	105*

* Along Corridor



2022 AADT	Trucks	Peak Hour Traffic
33,000 - 39,000 vpd	2% - 3%	7.5%

Intersection Operations

Signalized Intersections*:	AM Peak Hour	PM Peak Hour
LOS D or Better	2	2
LOS E	0	0
LOS F	0	0

Segment Operations

Level of Service	Eastbound AM / PM (Miles of Roadway)	Westbound AM / PM (Miles of Roadway)
LOS D or Better	4.3 / 0.0	3.9 / 0.0
LOS E	1.2 / 1.3	1.6 / 4.9
LOS F	0.0 / 4.2	0.0 / 0.6

LOS 'E' Intersections

LOS 'F' Intersections

Color Key

TTI	PTI
1.00 - 1.15	1.0 - 1.5
1.15 - 1.30	1.5 - 2.5
1.30 - 2.00	> 2.5
> 2.00	
No data	

* Available count data for the last four years. (10% of signalized intersections)

Functional Class	Roadway Segment West to East	Length (miles)	TTI				PTI			
			AM		PM		AM		PM	
			EB	WB	EB	WB	EB	WB	EB	WB
Urban Other Principal Arterial	New Hampshire Ave. (MD-650) - Riggs Rd. (MD-212)	0.6					W		W	
	Riggs Rd. (MD-212) - Adelphi Rd.	1.3								
	Adelphi Rd. - Metzerott Rd.	1.3								
	Metzerott Rd. - Greenbelt Rd.	1.0						W		
	Greenbelt Rd. - Cherrywood Ln. /60th Ave	0.6								
	Cherrywood Ln. /60th Ave. - MD-201	0.7								

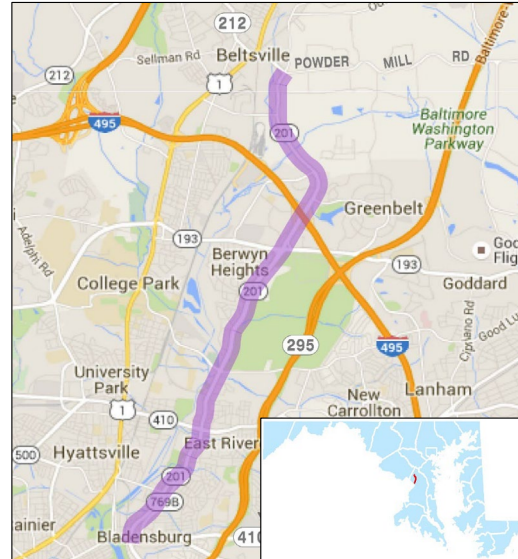
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TTI: travel time index (50th percentile travel time / freeflow travel time)

MD 201

Limits:	MD 450 to MD 212	
Corridor Length:	7.4 miles	
Speed Limit:	40 - 50 MPH	
Travel Lanes:	(1 - 3) Northbound (1 - 3) Southbound	
Signal Controlled Intersections:	19	
Grade Separated Interchanges:	3	
Major Cross Streets:	MD 450, Decatur St, MD 769B, Riverdale Rd, MD 410, Paint Branch Pkwy, Good Luck Rd, MD 193, I-95 / I-495, Cherrywood Ln, Sunnyside Ave, Beaver Dam Rd, MD 212	
Routes and Ridership	Routes	Avg. Daily Ridership
	METRO R12	858
	METRO F6	1,281
	The Bus Route 14	3*



2022 AADT	Trucks	Peak Hour Traffic
21,000 - 43,000 vpd	5% - 10%	7% - 7.5%

* Along Corridor

Intersection Operations

Signalized Intersections*:	AM Peak Hour	PM Peak Hour
LOS D or Better	3	3
LOS E	0	0
LOS F	0	0

Segment Operations

Level of Service	Northbound AM / PM (Miles of Roadway)	Southbound AM / PM (Miles of Roadway)
LOS D or Better	1.6 / 0.0	4.0 / 2.1
LOS E	5.8 / 3.0	2.8 / 2.9
LOS F	0.0 / 4.4	0.6 / 2.4

LOS 'E' Intersections

LOS 'F' Intersections

Color Key

TTI	PTI
1.00 - 1.15	1.0 - 1.5
1.15 - 1.30	1.5 - 2.5
1.30 - 2.00	> 2.5
> 2.00	
No data	

* Available count data for the last four years. (16% of signalized intersections)

Functional Class	Roadway Segment North to South	Length (miles)	TTI				PTI			
			AM		PM		AM		PM	
			NB	SB	NB	SB	NB	SB	NB	SB
Urban Minor Arterial	MD212 - SunnySide Ave.	0.6		W		W		W		W
	SunnySide Ave. - Cherrywood Ln.	0.9			W	W		W	W	W
	Cherrywood Ln. - Ivy Ln.	0.3								
	Ivy Ln. - Crescent Rd.	0.2								
	Crescent Rd. - I-495/I-95	0.5								
Urban Other Freeways and Expressways	I-495/I-95 - MD193	0.5								
	MD193 - Paint Branch Ave./Good Luck Rd.	1.6			W			W		
Urban Other Principal Arterial	Paint Branch Ave./Good Luck Rd. - Sarvis Ave.	0.2								
	Sarvis Ave. - River Rd.	0.2								I
	River Rd. - Rittenhouse St.	0.3								
	Rittenhouse St. - MD410	0.2								
	MD410 - Riverdale Rd.	0.2								
	Riverdale Rd. - Jefferson St.	0.2								
	Jefferson St. - Edmonston Rd.	0.3								
	Edmonston Rd. - Decatur St.	0.4								
	Decatur St. - Buchanan St.	0.2								
	Buchanan St. - Upshur St./Tilden Rd.	0.3								
	Upshur St./Tilden Rd. - MD450	0.3								

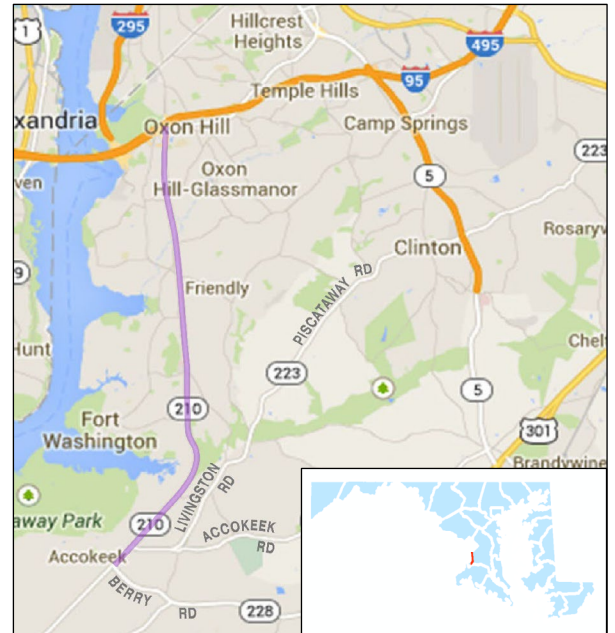
I = Improvement from 2021 W = Worsened from 2021 (blank) = No significant change from 2021

PTI: planning time index (95th percentile travel time / freeflow travel time)

TTI: travel time index (50th percentile travel time / freeflow travel time)

MD 210

Limits:	MD 228 to I-95	
Corridor Length:	10.3 miles	
Speed Limit:	40 - 45 MPH	
Travel Lanes:	(2 - 3) Northbound (2 - 4) Southbound	
Signal Controlled Intersections:	10	
Grade Separated Interchanges:	2	
Major Cross Streets:	I-95, Livingston Rd, MD 373, MD 228	
Routes and Ridership	Routes	Avg. Daily Ridership
	METRO D14	1,531
	MTA Commuter Bus 610	169
	MTA Commuter Bus 620	199
	MTA Commuter Bus 630	51
	MTA Commuter Bus 640	83
	MTA Commuter Bus 650	174
	The Bus Route 37	3*



2022 AADT	Trucks	Peak Hour Traffic
23,000 - 80,000 vpd	1% - 4%	7% - 7.5%

* Along Corridor

Intersection Operations

Signalized Intersections*:	AM Peak Hour	PM Peak Hour
LOS D or Better	6	7
LOS E	2	3
LOS F	2	0

Segment Operations

Level of Service	Northbound AM / PM (Miles of Roadway)	Southbound AM / PM (Miles of Roadway)
LOS D or Better	7.6 / 6.8	7.5 / 2.9
LOS E	0.0 / 3.5	2.8 / 0.5
LOS F	2.7 / 0.0	0.0 / 6.9

LOS 'E' Intersections

MD 210 at MD 373/Livingston Rd (AM)
MD 210 at Livingston Rd/Palmer Rd (PM)
MD 210 at Swan Creek Rd/Livingston Rd (PM)
MD 210 at Old Fort Rd (North Leg) (AM, PM)

LOS 'F' Intersections

MD 210 at Livingston Rd/Palmer Rd (AM)
MD 210 at Wilson Bridge Dr (AM)

Color Key

TTI	PTI
1.00 - 1.15	1.0 - 1.5
1.15 - 1.30	1.5 - 2.5
1.30 - 2.00	> 2.5
> 2.00	
No data	

* Available count data for the last four years. (100% of signalized intersections)

Functional Class	Roadway Segment North to South	Length (miles)	TTI				PTI			
			AM		PM		AM		PM	
			NB	SB	NB	SB	NB	SB	NB	SB
Urban Freeway Expressway	I-495/I-95 - Livingston Rd./Kerby Hill Rd.	1.8						W		W
	Livingston Rd./Kerby Hill Rd. - Palmer Rd.	1.0				W				W
	Palmer Rd. - Old Fort Rd.	0.7	W				W			W
	Old Fort Rd. - Fort Washington Rd.	0.9	W				W		W	
	Fort Washington Rd. - Livingston Rd./Swan Creek Rd.	1.1	W				W			W
	Livingston Rd./Swan Creek Rd. - Washington Ln.	0.8					W	W		W
	Washington Ln. - Farmington Rd.	2.1								
	Farmington Rd. - Livingston Rd. (MD-373)	1.4								W
	Livingston Rd. (MD-373) - Berry Rd. (MD-228)	0.5								

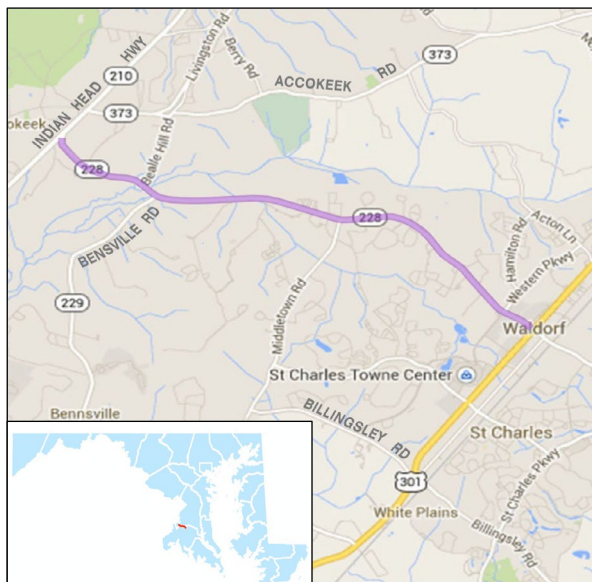
I = Improvement from 2021 W = Worsened from 2021 (blank) = No significant change from 2021

PTI: planning time index (95th percentile travel time / freeflow travel time)

TTI: travel time index (50th percentile travel time / freeflow travel time)

MD 228

Limits:	MD 210 to US 301	
Corridor Length:	6.8 miles	
Speed Limit:	35 - 50 MPH	
Travel Lanes:	(2 - 3) Eastbound 2 Westbound	
Signal Controlled Intersections:	11	
Grade Separated Interchanges:	0	
Major Cross Streets:	MD 210, MD 229, US 301	
Routes and Ridership	Routes	Avg. Daily Ridership
	MTA Commuter Bus 610	169
	MTA Commuter Bus 620	199
	MTA Commuter Bus 630	51
	MTA Commuter Bus 640	83
	MTA Commuter Bus 650	174



2022 AADT	Trucks	Peak Hour Traffic
35,000 - 38,000 vpd	2%	N/A

Intersection Operations

Signalized Intersections*:	AM Peak Hour	PM Peak Hour
LOS D or Better	8	7
LOS E	0	1
LOS F	0	0

Segment Operations

Level of Service	Eastbound AM / PM (Miles of Roadway)	Westbound AM / PM (Miles of Roadway)
LOS D or Better	5.3 / 0.0	6.8 / 5.3
LOS E	1.5 / 5.3	0.0 / 1.5
LOS F	0.0 / 1.5	0.0 / 0.0

LOS 'E' Intersections

MD 228 at MD 229 (PM)

LOS 'F' Intersections

Color Key

TTI	PTI
1.00 - 1.15	1.0 - 1.5
1.15 - 1.30	1.5 - 2.5
1.30 - 2.00	> 2.5
> 2.00	
No data	

* Available count data for the last four years. (73% of signalized intersections)

Functional Class	Roadway Segment West to East	Length (miles)	TTI				PTI			
			AM		PM		AM		PM	
			EB	WB	EB	WB	EB	WB	EB	WB
Urban Other Principal Arterial	Indian Head Hwy (MD-210) - Manning Rd	0.5								
	Manning Rd - Bensville Rd (MD-229)	1.0								
	Bensville Rd (MD-229) - Bunker Hill Rd.	1.3								
	Bunker Hill Rd. - Middletown Rd./Ironwood Dr.	1.0								
	Middletown Rd./Ironwood Dr. - Western Pkwy	2.6								
	Western Pkwy - Crain Highway (US-301)	0.4								

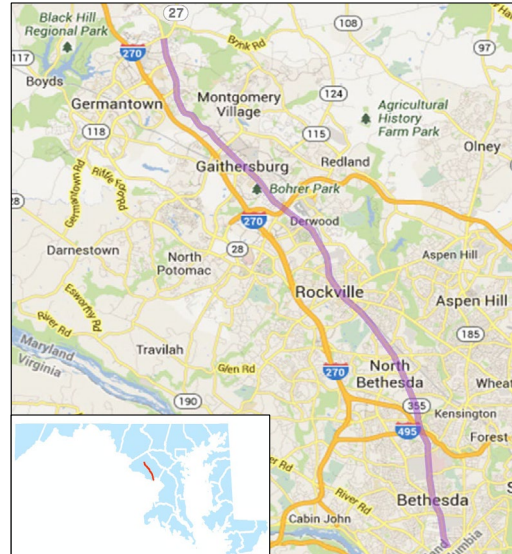
I = Improvement from 2021 W = Worsened from 2021 (blank) = No significant change from 2021

PTI: planning time index (95th percentile travel time / freeflow travel time)

TTI: travel time index (50th percentile travel time / freeflow travel time)

MD 355

Limits:	Washington DC Line to MD 27			
Corridor Length:	19.7 miles			
Speed Limit:	25 - 45 MPH			
Travel Lanes:	(2 - 4) Northbound (2 - 4) Southbound			
Signal Controlled Intersections:	80			
Grade Separated Interchanges:	3			
Major Cross Streets:	MD 27, MD 118, Middlebrook Rd, MD 124, MD 117 I-370, Shady Grove Rd, MD 28, Montrose Pkwy, MD 187, MD 547, MD 410, MD 191			
Routes and Ridership	Ride On Routes	Avg. Daily Ridership	Ride On Routes	Avg. Daily Ridership
	5	Not available	83	Not available
	26	Not available	101 Extra	Not available
	30	Not available	METRO Routes	Avg. Daily Ridership
	34	Not available	J1/J2	4,092
	37	Not available	Q1/Q2/Q4/Q5/Q6	4,730
	38	Not available	Red Line Routes	Avg. Daily Ridership
	42	Not available	Shady Grove	1,694
	45	Not available	Rockville	770
	46	Not available	Twinbrook	1,606
	55	Not available	White Flint	762
	59	Not available	Grosvenor Strathmore	774
	61	Not available	Medical Center	1,502
	67	Not available	Bethesda	1,815
	70	Not available		
	73	Not available		
	75	Not available		
	81	Not available		



2022 AADT	Trucks	Peak Hour Traffic
26,000 - 53,000 vpd	1% - 3%	7% - 8.5%

NOTE: The Red Line ridership data represents boardings

Intersection Operations

Signalized Intersections*:	AM Peak Hour	PM Peak Hour
LOS D or Better	18	18
LOS E	0	1
LOS F	1	0

Segment Operations

Level of Service	Northbound AM / PM (Miles of Roadway)	Southbound AM / PM (Miles of Roadway)
LOS D or Better	10.0 / 1.5	11.3 / 2.3
LOS E	6.9 / 5.1	3.8 / 5.8
LOS F	2.8 / 13.1	4.6 / 11.6

LOS 'E' Intersections

MD 355 at MD 911/Wootton Pkwy (PM)

LOS 'F' Intersections

MD 355 at MD 911/Wootton Pkwy (AM)

Color Key

TTI	PTI
1.00 - 1.15	1.0 - 1.5
1.15 - 1.30	1.5 - 2.5
1.30 - 2.00	> 2.5
> 2.00	
No data	

* Available count data for the last four years. (24% of signalized intersections)

Functional Class	Roadway Segment North to South	Length (miles)	TTI				PTI			
			AM		PM		AM		PM	
			NB	SB	NB	SB	NB	SB	NB	SB
Urban Other Principal Arterial	Ridge Rd. (MD-27) - Germantown Rd. (MD-118)	0.9								
	Germantown Rd. (MD-118) - Middlebrook Rd.	0.8		W				W	W	
	Middlebrook Rd. - Christopher Ave.	2.3								I
	Christopher Ave. - Montgomery Village Ave. (MD-124)	0.3						W		
	Montgomery Village Ave. (MD-124) - Odendhal Ave.	0.4								I
	Odendhal Ave. - Summit Ave.	1.0								
	Summit Ave. - Shady Grove Rd./ I-370	1.2								
	Shady Grove Rd./ I-370 - Redland Blvd.	1.0					I	W		
	Redland Blvd. - Gude Dr.	0.8								
	Gude Dr. - Washington St.	1.0							W	
	Washington St. - Veirs Mills Rd./ Jefferson St. (MD-28)	0.9							I	
	Veirs Mills Rd./ Jefferson St. (MD-28) - Wootton Pkwy. (MD-911)	0.4			W	W			I	
	Wootton Pkwy. (MD-911) - Montrose Pkwy.	2.1								
	Montrose Pkwy. - Strathmore Ave. (MD-547)	1.3								
	Strathmore Ave. (MD-547) - Grosvenor Lane	0.9		W				W	W	
	Grosvenor Lane - I-495	0.3		W				W	W	W
	I-495 - Cedar Lane	0.9								W
	Cedar Lane - Jones Bridge Rd.	0.6			W			W	W	
	Jones Bridge Rd. - Montgomery Ave (MD-410)	0.9							W	
	Montgomery Ave (MD-410) - Bradley Blvd/ Lane (MD-191)	0.5				W		W	I	W
	Bradley Blvd/ Lane (MD-191) - Dorset Ave.	0.7								
	Dorset Ave. - DC Line	0.5								

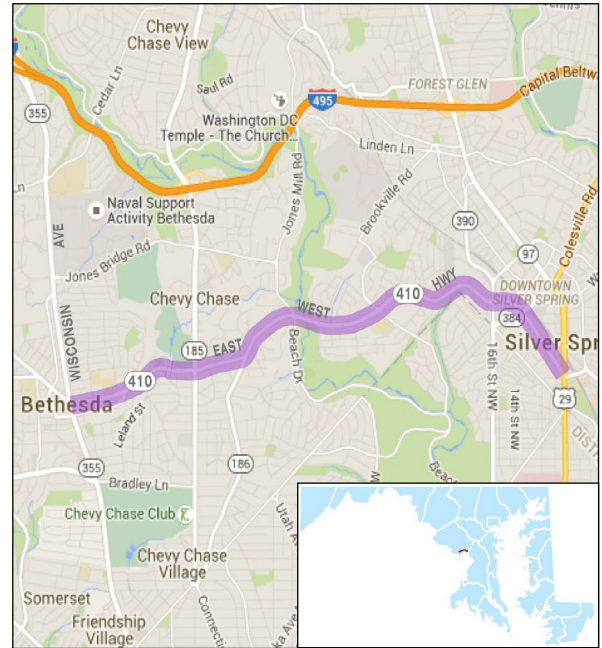
I = Improvement from 2021 W = Worsened from 2021 (blank) = No significant change from 2021

PTI: planning time index (95th percentile travel time / freeflow travel time)

TTI: travel time index (50th percentile travel time / freeflow travel time)

MD 410

Limits:	MD 355 to US 29	
Corridor Length:	3.8 miles	
Speed Limit:	25 - 35 MPH	
Travel Lanes:	(1 - 2) Eastbound (1 - 2) Westbound	
Signal Controlled Intersections:	19	
Grade Separated Interchanges:	0	
Major Cross Streets:	MD 355, Montgomery Ave, MD 185, MD 186, Beach Dr / Jones Mill Dr, Grubb Rd, MD 390, MD 384, US 29	
Routes and Ridership	Routes	Avg. Daily Ridership
	METRO J1	353
	METRO J2	3,739
	Ride On Route 1	Not available
	Ride On Route 2	Not available
	Ride On Route 11	Not available
	Ride On Route 18	Not available
	Ride On Route 28	Not available



2022 AADT	Trucks	Peak Hour Traffic
13,000 - 27,000 vpd	3% - 4%	8% - 10%

Intersection Operations

Signalized Intersections*:	AM Peak Hour	PM Peak Hour
LOS D or Better	6	6
LOS E	0	0
LOS F	0	0

Segment Operations

Level of Service	Eastbound AM / PM (Miles of Roadway)	Westbound AM / PM (Miles of Roadway)
LOS D or Better	2.6 / 0.2	1.0 / 0.0
LOS E	1.2 / 1.5	1.4 / 3.8
LOS F	0.0 / 2.0	1.4 / 0.0

LOS 'E' Intersections

LOS 'F' Intersections

Color Key

TTI	PTI
1.00 - 1.15	1.0 - 1.5
1.15 - 1.30	1.5 - 2.5
1.30 - 2.00	> 2.5
> 2.00	
No data	

* Available count data for the last four years. (32% of signalized intersections)

Functional Class	Roadway Segment West to East	Length (miles)	TTI				PTI			
			AM		PM		AM		PM	
			EB	WB	EB	WB	EB	WB	EB	WB
Urban Other Principal Arterial	Montgomery Ave. - MD185	0.5						W		
	MD185 - Beach Dr.	0.9							W	
	Beach Dr. - Meadowbrook Ln.	0.2								
	Meadowbrook Ln. - Grubb Rd.	0.5								
	Grubb Rd. - Washington Ave.	0.4								
	Washington Ave. - Rosemary Hill Dr.	0.4								
	Rosemary Hill Dr. - MD390	0.2								
	MD390 - Colesville Rd.	0.2								I
	Colesville Rd. - Shopping Center	0.1								
	Shopping Center - Blair Mill Rd.	0.2								
	Blair Mill Rd. - US29	0.2								

I = Improvement from 2021 W = Worsened from 2021 (blank) = No significant change from 2021

PTI: planning time index (95th percentile travel time / freeflow travel time)

TTI: travel time index (50th percentile travel time / freeflow travel time)

MD 410

Limits:	MD 650 to Pennsy Drive	
Corridor Length:	7.7 miles	
Speed Limit:	30 - 45 MPH	
Travel Lanes:	(1 - 3) Eastbound (2 - 3) Westbound	
Signal Controlled Intersections:	20	
Grade Separated Interchanges:	2	
Major Cross Streets:	MD 650, MD 212, Ager Rd, Belcrest Rd, MD 500, US 1, MD 201, MD 295, Riverdale Rd, MD 450, US 50, Pennsy Dr	
Routes and Ridership	Routes	Avg. Daily Ridership
	METRO C4	4,691
	METRO F4	6,085
	METRO F6	1,281
	METRO 86	1,326
	The Bus Route 13A	12*
	The Bus Route 14	29*
	The Bus Route 18	166*
	The Bus Route 19	13*

* Along Corridor

Intersection Operations

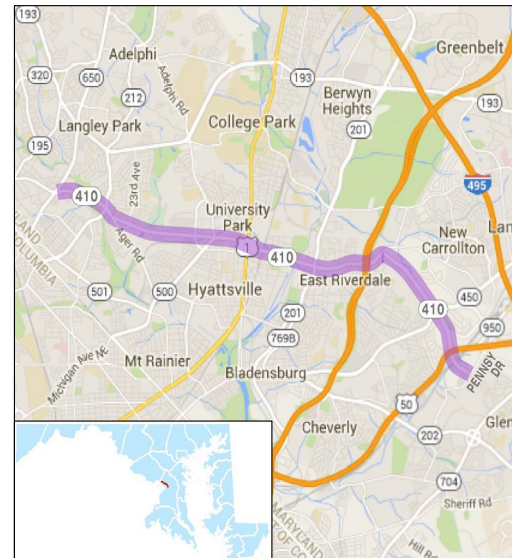
Signalized Intersections*:	AM Peak Hour	PM Peak Hour
LOS D or Better	7	7
LOS E	0	0
LOS F	1	1

LOS 'E' Intersections

LOS 'F' Intersections

MD 410 at MD 212 (AM, PM)

* Available count data for the last four years. (40% of signalized intersections)



2022 AADT	Trucks	Peak Hour Traffic
18,000 - 46,000 vpd	2% - 5%	6.5% - 7.5 %

Segment Operations

Level of Service	Eastbound AM / PM (Miles of Roadway)	Westbound AM / PM (Miles of Roadway)
LOS D or Better	2.7 / 1.2	0.0 / 0.4
LOS E	4.7 / 2.0	6.0 / 2.8
LOS F	0.3 / 4.5	1.7 / 4.5

Color Key

TTI	PTI
1.00 - 1.15	1.0 - 1.5
1.15 - 1.30	1.5 - 2.5
1.30 - 2.00	> 2.5
> 2.00	
No data	

Functional Class	Roadway Segment West to East	Length (miles)	TTI				PTI			
			AM		PM		AM		PM	
			EB	WB	EB	WB	EB	WB	EB	WB
Urban Other Principal Arterial	MD650 - MD212	0.9								
	MD212 - Ager Rd.	0.2								
	Ager Rd. - 23rd Ave.	0.3								
	23rd Ave. - Toledo Terrace	0.5								
	Toledo Terrace - Editors Park Dr.	0.1								
	Editors Park Dr. - Pr. George's Plaza	0.1								
	Pr. George's Plaza - Belcrest Rd.	0.3								
	Belcrest Rd. - MD500/Adelphi Rd.	0.4								
	MD500/Adelphi Rd. - US1/Baltimore Ave.	0.5							W	
	US1/Baltimore Ave. - Taylord Rd.	0.5								
	Taylord Rd. - Kenilworth Ave./MD201	0.5								
	Kenilworth Ave./MD201 - Mustang Dr.	0.5								
	Mustang Dr. - 64th Ave.	0.2								
	64th Ave. - Baltimore-Washington Pkwy.	0.1								
	Baltimore-Washington Pkwy.-Veterans Pkwy.	0.3		W					W	
	Veterans Pkwy.- Annapolis Rd./MD450	1.1							I	
	Annapolis Rd./MD450 - Ellin Rd.	0.5		W		W				
	Ellin Rd. - US50/John Hanson Hwy.	0.4								
	US50/John Hanson Hwy. - Pennsy Dr.	0.3								

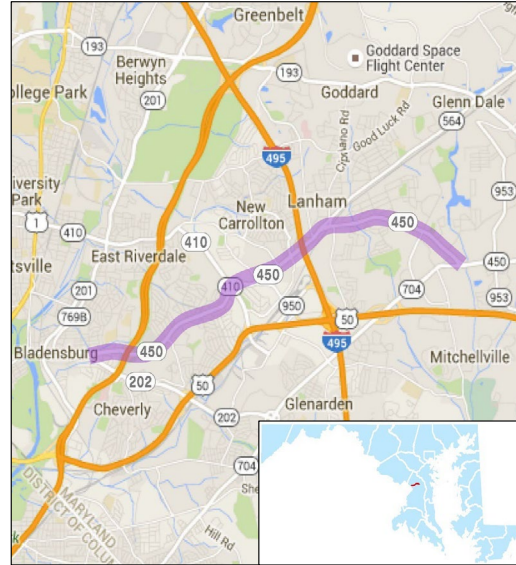
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PTI: planning time index (95th percentile travel time / freeflow travel time)

TTI: travel time index (50th percentile travel time/ freeflow travel time)

MD 450

Limits:	MD 202 to MD 704	
Corridor Length:	6.3 miles	
Speed Limit:	35 - 40 MPH	
Travel Lanes:	(2 - 4) Eastbound (2 - 4) Westbound	
Signal Controlled Intersections:	21	
Grade Separated Interchanges:	2	
Major Cross Streets:	MD 202, MD 295, Ardwick Ardmore Rd / Surrey Ln MD 410, Riverdale Rd, 85th Ave, I-95 / I-495, MD 564, Whitfield Chapel Rd, Forbes Blvd, MD 704	
Routes and Ridership	Routes	Avg. Daily Ridership
	METRO B24	632
	METRO B27	176
	METRO F4	6,085
	METRO F13	433
	METRO G12/G14	2,601
	METRO T18	4,808
	The Bus Route 16	19*



2022 AADT	Trucks	Peak Hour Traffic
33,000 - 60,000 vpd	2% - 4%	7.5%

* Along Corridor

Intersection Operations

Signalized Intersections*:	AM Peak Hour	PM Peak Hour
LOS D or Better	18	18
LOS E	0	0
LOS F	0	0

Segment Operations

Level of Service	Eastbound AM / PM (Miles of Roadway)	Westbound AM / PM (Miles of Roadway)
LOS D or Better	5.7 / 0.0	5.5 / 0.0
LOS E	0.6 / 4.6	0.8 / 5.2
LOS F	0.0 / 1.7	0.0 / 1.1

LOS 'E' Intersections

LOS 'F' Intersections

Color Key

TTI	PTI
1.00 - 1.15	1.0 - 1.5
1.15 - 1.30	1.5 - 2.5
1.30 - 2.00	> 2.5
> 2.00	
No data	

* Available count data for the last four years. (86% of signalized intersections)

Functional Class	Roadway Segment West to East	Length (miles)	TTI				PTI			
			AM		PM		AM		PM	
			EB	WB	EB	WB	EB	WB	EB	WB
Urban Minor Arterial	MD202 - 56th Ave.	0.2								
	56th Ave. - 57th Ave.	0.2								
	57th Ave. - MD295 (Balt/Wash Pkwy)	0.4								
	MD295 - 65th Ave.	0.2								
	65th Ave. - Cooper Ln.	0.3								
	Cooper Ln. - 68th Ave.	0.2								
	68th Ave. - 71st Ave.	0.4								
	71st Ave. - Ardwick-Ardmore Rd.	0.3								
	Ardwick-Ardmore Rd. - Gallatin Rd.	0.2							I	
	Gallatin Rd. - MD410 (Veterans Pkwy)	0.1								
	MD410 (Veterans Pkwy) - Harkins Rd./Finns Ln.	0.4								
	Harkins Rd./Finns Ln. - Riverdale Rd.	0.4								
	Riverdale Rd. - 85th Ave.	0.2								
	85th Ave. - I-495	0.1								
	I-495 - Princess Garden Pkwy	0.3								
	Princess Garden Pkwy - Whitfield Chapel Rd.	0.4								
	Whitfield Chapel Rd. - Carter Ave.	0.6								
	Carter Ave. - Forbes Blvd.	0.7								
	Forbes Blvd. - MD 704	0.7								

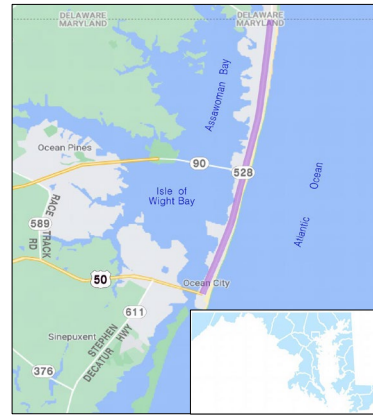
I = Improvement from 2021 W = Worsened from 2021 (blank) = No significant change from 2021

PTI: planning time index (95th percentile travel time / freeflow travel time)

TTI: travel time index (50th percentile travel time / freeflow travel time)

MD 528 FRIDAY SUMMER

Limits:	Delaware Line to US 50	
Corridor Length:	8.6 miles	
Speed Limit:	30-40 MPH	
Travel Lanes:	(2-3) Northbound + (0-1) bus lane; 3 Southbound + (0-1) bus lane	
Signal Controlled Intersections:	48	
Grade Separated Interchanges:	0	
Major Cross Streets:	142nd St, 130th St, 94th St, MD 90, 52nd St, 33rd St, 15th St, US 50	
Routes and Ridership	Routes	Avg. Daily Ridership
	N/A	N/A



2022 AADT	Trucks	Peak Hour Traffic
N/A	N/A	N/A

Intersection Operations

Signalized Intersections*:	AM Peak Hour	PM Peak Hour
LOS D or Better	1	1
LOS E	0	0
LOS F	0	0

Segment Operations

Level of Service	Northbound (Miles of Roadway)	Southbound (Miles of Roadway)
LOS D or Better	N/A	0.0
LOS E	N/A	2.9
LOS F	N/A	5.7

LOS 'E' Intersections

LOS 'F' Intersections

Color Key

TTI	PTI
1.00 - 1.15	1.0 - 1.5
1.15 - 1.30	1.5 - 2.5
1.30 - 2.00	> 2.5
> 2.00	
No data	

* Available count data for the last four years. (2% of signalized intersection)

Functional Class	Roadway Segment North to South	Length (miles)	TTI		PTI	
			Friday (6PM-8PM)		Friday (6PM-8PM)	
			NB	SB	NB	SB
Urban Other Principal Arterial	Maryland-Delaware State Line/140th St. - 142nd St./Frankford Ave.	0.3	No Data		No Data	
	142nd St./Frankford Ave. - 139th St./Bennett Rd.	0.2				
	139th St./Bennett Rd. - 136th St.	0.2				
	136th St. - 133rd St./Melson Ave.	0.2				
	133rd St./Melson Ave. - 130th St./Sea Breeze Dr.	0.2				
	130th St./Sea Breeze Dr. - 127th St.	0.2				
	127th St. - 123rd St./Mc Comas Ave.	0.3				
	123rd St./Mc Comas Ave. - 120th St./Edward Taylor Rd.	0.2				
	120th St./Edward Taylor Rd. - 118th St.	0.2				
	118th St. - Jamestown Rd.	0.1				
	Jamestown Rd. - Gold Coast Mall	0.1				
	Gold Coast Mall - Channel Bouy Rd.	0.2				
	Channel Bouy Rd. - Old Landing Rd.	0.2				
	Old Landing Rd. - 100th St.	0.2				
	100th St. - 94th St.	0.2				
	94th St. - Pacific Ave.	0.2				
	Pacific Ave. - 85th St.	0.2				
	85th St. - 81st St.	0.2				
	81st St. - 77th St.	0.2				
	77th St. - 74th St.	0.2				
	74th St. - 70th St.	0.2				
	70th St. - 67th St.	0.2				
	67th St. - 65th St.	0.1				
	65th St. - 62nd St./MD-90 (Ocean City Expy)	0.2				
	62nd St./MD-90 (Ocean City Expy) - 59th St.	0.2	No Data		No Data	
	59th St. - 56th St.	0.2				
	56th St. - 54th St.	0.1				
	54th St. - 52nd St.	0.1				
	52nd St. - 49th St.	0.2				
	49th St. - 48th St.	0.1				
	48th St. - 45th St.	0.2				
	45th St. - 41st St.	0.2				
	41st St. - Convention Center Dr.	0.1				
	Convention Center Dr. - 36th St.	0.2				
	36th St. - 33rd St.	0.2				
	33rd St. - 30th St.	0.2				
	30th St. - 28th St./Robin Dr.	0.2				
	28th St./Robin Dr. - 26th St.	0.1				
	26th St. - 23rd St.	0.2				
	23rd St. - 21st St.	0.2				
	21st St. - 19th St./Dolphin St.	0.1	No Data		No Data	
	19th St./Dolphin St. - 17th St.	0.2				
	17th St. - 15th St.	0.1				
	15th St. - 12th St.	0.2				
	12th St. - 8th St.	0.2				
	8th St. - 7th St.	0.1				
	7th St. - 5th St.	0.1				
	5th St. - 3rd St.	0.1				
	3rd St. - 2nd St.	0.1				
	2nd St. - 1st St.	0.1				
	1st St. - N Division St./US-50/Ocean Gateway	0.1				

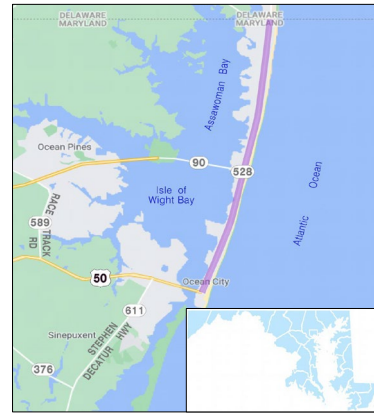
I = Improvement from 2021 W = Worsened from 2021 (blank) = No significant change from 2021

PTI: planning time index (95th percentile travel time / freeflow travel time)

TTI: travel time index (50th percentile travel time / freeflow travel time)

MD 528 SATURDAY SUMMER

Limits:	Maryland Line to US 50				
Corridor Length:	8.6 miles				
Speed Limit:	30-40 MPH				
Travel Lanes:	(2-3) Northbound + (0-1) bus lane; 3 Southbound + (0-1) bus lane				
Signal Controlled Intersections:	48				
Grade Separated Interchanges:	0				
Major Cross Streets:	142nd St, 130th St, 94th St MD 90, 52nd St, 33rd St 15th St, US 50				
Routes and Ridership	<table> <tr> <th>Routes</th><th>Avg. Daily Ridership</th></tr> <tr> <td>N/A</td><td>N/A</td></tr> </table>	Routes	Avg. Daily Ridership	N/A	N/A
Routes	Avg. Daily Ridership				
N/A	N/A				



2022 AADT	Trucks	Peak Hour Traffic
N/A	N/A	N/A

Intersection Operations

Signalized Intersections*:	AM Peak Hour	PM Peak Hour
LOS D or Better	2	2
LOS E	1	1
LOS F	0	0

Segment Operations

Level of Service	Northbound (Miles of Roadway)	Southbound (Miles of Roadway)
LOS D or Better	N/A	0.0
LOS E	N/A	2.9
LOS F	N/A	5.7

LOS 'E' Intersections
MD 90 at MD 528/62nd St (AM, PM)

LOS 'F' Intersections

Color Key

TTI	PTI
1.00 - 1.15	1.0 - 1.5
1.15 - 1.30	1.5 - 2.5
1.30 - 2.00	> 2.5
> 2.00	
No data	

* Available count data for the last four years. (6% of signalized intersection)

Functional Class	Roadway Segment North to South	Length (miles)	TTI		PTI	
			Saturday (12PM-2PM)		Saturday (12PM-2PM)	
			NB	SB	NB	SB
Urban Other Principal Arterial	Maryland-Delaware State Line/146th St - 142nd St/Frankford Ave.	0.3	No Data	No Data	No Data	No Data
	142nd St/Frankford Ave. - 139th St/Bennett Rd.	0.2				
	139th St/Bennett Rd. - 136th St.	0.2				
	136th St - 133rd St/Melson Ave.	0.2				
	133rd St/Melson Ave. - 130th St/Sea Breeze Dr.	0.2				
	130th St/Sea Breeze Dr. - 127th St.	0.2				
	127th St - 123rd St/Mc Comas Ave.	0.3				
	123rd St/Mc Comas Ave. - 120th St/Edward Taylor Rd.	0.2				
	120th St/Edward Taylor Rd. - 118th St.	0.2				
	118th St - Jamestown Rd.	0.1				
	Jamestown Rd. - Gold Coast Mall	0.1				
	Gold Coast Mall - Channel Bouy Rd.	0.2				
	Channel Bouy Rd. - Old Landing Rd.	0.2				
	Old Landing Rd. - 100th St.	0.2				
	100th St - 94th St.	0.2				
	94th St - Pacific Ave.	0.2				
	Pacific Ave. - 85th St.	0.2				
	85th St - 81st St.	0.2				
	81st St - 77th St.	0.2				
	77th St - 74th St.	0.2				
	74th St - 70th St.	0.2				
	70th St - 67th St.	0.2				
	67th St - 65th St.	0.1				
	65th St. - 62nd St./MD-90 (Ocean City Expy)	0.2				
	62nd St./MD-90 (Ocean City Expy) - 59th St.	0.2	No Data	No Data	No Data	No Data
	59th St - 56th St.	0.2				
	56th St - 54th St.	0.1				
	54th St - 52nd St.	0.1				
	52nd St - 49th St.	0.2				
	49th St - 48th St.	0.1				
	48th St - 45th St.	0.2				
	45th St - 41st St.	0.2				
	41st St - Convention Center Dr.	0.1				
	Convention Center Dr. - 36th St.	0.2				
	36th St - 33rd St.	0.2				
	33rd St - 30th St.	0.2				
	30th St - 28th St/Robin Dr.	0.2				
	28th St/Robin Dr. - 26th St.	0.1				
	26th St - 23rd St.	0.2				
	23rd St - 21st St.	0.2				
	21st St - 19th St/Dolphin St.	0.1	No Data	No Data	No Data	No Data
	19th St/Dolphin St. - 17th St.	0.2				
	17th St - 15th St.	0.1				
	15th St - 12th St.	0.2				
	12th St - 8th St.	0.2				
	8th St - 7th St.	0.1				
	7th St - 5th St.	0.1				
	5th St - 3rd St.	0.1				
	3rd St - 2nd St.	0.1	No Data	No Data	No Data	No Data
	2nd St - 1st St.	0.1				
	1st St. - N Division St./US-50/Ocean Gateway	0.1				

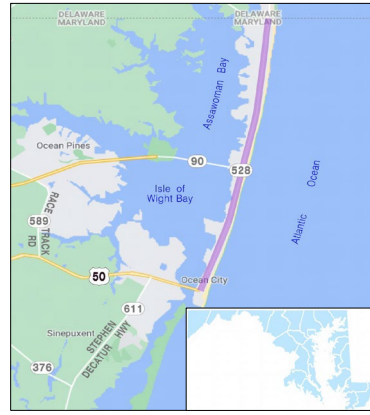
I = Improvement from 2021 W = Worsened from 2021 (blank) = No significant change from 2021

PTI: planning time index (95th percentile travel time / freeflow travel time)

TTI: travel time index (50th percentile travel time / freeflow travel time)

MD 528 SUNDAY SUMMER

Limits:	Maryland Line to US 50				
Corridor Length:	8.6 miles				
Speed Limit:	30-40 MPH				
Travel Lanes:	(2-3) Nothbound + (0-1) bus lane; 3 Southbound + (0-1) bus lane				
Signal Controlled Intersections:	48				
Grade Separated Interchanges:	0				
Major Cross Streets:	142nd St, 130th St, 94th St, MD 90, 52nd St, 33rd St, 15th St, US 50				
Routes and Ridership	<table> <tr> <th>Routes</th><th>Avg. Daily Ridership</th></tr> <tr> <td>N/A</td><td>N/A</td></tr> </table>	Routes	Avg. Daily Ridership	N/A	N/A
Routes	Avg. Daily Ridership				
N/A	N/A				



2022 AADT	Trucks	Peak Hour Traffic
N/A	N/A	N/A

Intersection Operations		
Signalized Intersections*:	AM Peak Hour	PM Peak Hour
LOS D or Better	3	3
LOS E	0	0
LOS F	0	0

Segment Operations		
Level of Service	Northbound (Miles of Roadway)	Southbound (Miles of Roadway)
LOS D or Better	N/A	0.0
LOS E	N/A	2.9
LOS F	N/A	5.7

LOS 'E' Intersections

LOS 'F' Intersections

Color Key	
TTI	PTI
1.00 - 1.15	1.0 - 1.5
1.15 - 1.30	1.5 - 2.5
1.30 - 2.00	> 2.5
> 2.00	
No data	

* Available count data for the last four years. (6% of signalized intersection)

Functional Class	Roadway Segment North to South	Length (miles)	TTI		PTI	
			Sunday (4PM-6PM)		Sunday (4PM-6PM)	
			NB	SB	NB	SB
Urban Other Principal Arterial	Maryland-Delaware State Line/146th St. - 142nd St./Frankford Ave.	0.3	No Data		No Data	
	142nd St./Frankford Ave. - 139th St./Bennett Rd.	0.2				
	139th St./Bennett Rd. - 136th St.	0.2				
	136th St. - 133rd St./Melson Ave.	0.2				
	133rd St./Melson Ave. - 130th St./Sea Breeze Dr.	0.2				
	130th St./Sea Breeze Dr. - 127th St.	0.2				
	127th St. - 123rd St./Mc Comas Ave.	0.3				
	123rd St./Mc Comas Ave. - 120th St./Edward Taylor Rd.	0.2				
	120th St./Edward Taylor Rd. - 118th St.	0.2				
	118th St. - Jamestown Rd.	0.1				
	Jamestown Rd. - Gold Coast Mall	0.1				
	Gold Coast Mall - Channel Bouy Rd.	0.2				
	Channel Bouy Rd. - Old Landing Rd.	0.2				
	Old Landing Rd. - 100th St.	0.2				
	100th St. - 94th St.	0.2				
	94th St. - Pacific Ave.	0.2				
	Pacific Ave. - 85th St.	0.2				
	85th St. - 81st St.	0.2				
	81st St. - 77th St.	0.2				
	77th St. - 74th St.	0.2				
	74th St. - 70th St.	0.2				
	70th St. - 67th St.	0.2				
	67th St. - 65th St.	0.1				
	65th St. - 62nd St./MD-90 (Ocean City Expy)	0.2				
	62nd St./MD-90 (Ocean City Expy) - 59th St.	0.2				
	59th St. - 56th St.	0.2	No Data		No Data	
	56th St. - 54th St.	0.1				
	54th St. - 52nd St.	0.1				
	52nd St. - 49th St.	0.2				
	49th St. - 48th St.	0.1				
	48th St. - 45th St.	0.2				
	45th St. - 41st St.	0.2				
	41st St. - Convention Center Dr.	0.1				
	Convention Center Dr. - 36th St.	0.2				
	36th St. - 33rd St.	0.2				
	33rd St. - 30th St.	0.2				
	30th St. - 28th St./Robin Dr.	0.2				
	28th St./Robin Dr. - 26th St.	0.1				
	26th St. - 23rd St.	0.2				
	23rd St. - 21st St.	0.2				
	21st St. - 19th St./Dolphin St.	0.1				
	19th St./Dolphin St. - 17th St.	0.2				
	17th St. - 15th St.	0.1	No Data		No Data	
	15th St. - 12th St.	0.2				
	12th St. - 8th St.	0.2				
	8th St. - 7th St.	0.1				
	7th St. - 5th St.	0.1				
	5th St. - 3rd St.	0.1				
	3rd St. - 2nd St.	0.1				
	2nd St. - 1st St.	0.1				
	1st St. - N Division St./US-50/Ocean Gateway	0.1				

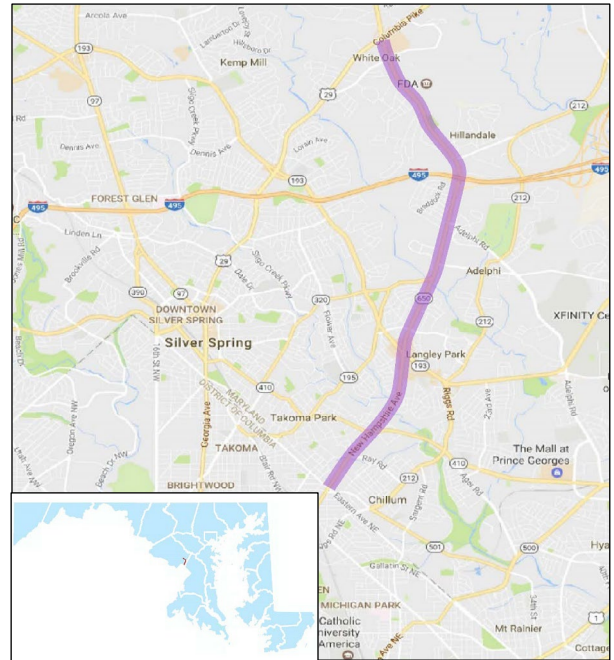
I = Improvement from 2021 W = Worsened from 2021 (blank) = No significant change from 2021

PTI: planning time index (95th percentile travel time / freeflow travel time)

TTI: travel time index (50th percentile travel time / freeflow travel time)

MD 650

Limits:	Washington DC Line to US 29	
Corridor Length:	6.0 miles	
Speed Limit:	35 - 40 MPH	
Travel Lanes:	(3 - 4) Northbound (2 - 3) Southbound	
Signal Controlled Intersections:	30	
Grade Separated Interchanges:	2	
Major Cross Streets:	Eastern Ave, MD 410, MD 193, Piney Branch Rd, MD 320, Adelphi Rd, Powder Mill Rd, US 29	
Routes and Ridership	Routes	Avg. Daily Ridership
	METRO C8	1,727
	METRO K6	5,847
	METRO K9	730
	METRO Z2	1,585
	MTA Commuter Bus 204	40
	Ride On Route 10	Not available
	Ride On Route 16	Not available
	Ride On Route 18	Not available
	Ride On Route 20	Not available
	Ride On Route 22	Not available
	Ride On Route 24	Not available
	Ride On Route 25	Not available



2022 AADT	Trucks	Peak Hour Traffic
35,000 - 70,000 vpd	2% - 6%	7% - 8%

Intersection Operations

Signalized Intersections*:	AM Peak Hour	PM Peak Hour
LOS D or Better	11	12
LOS E	1	0
LOS F	0	0

Segment Operations

Level of Service	Northbound AM / PM (Miles of Roadway)	Southbound AM / PM (Miles of Roadway)
LOS D or Better	3.5 / 1.8	0.0 / 0.8
LOS E	1.7 / 0.9	3.6 / 1.0
LOS F	0.8 / 3.3	2.4 / 4.2

LOS 'E' Intersections

MD 650 at Oakview Dr (AM)

LOS 'F' Intersections

Color Key

TTI	PTI
1.00 - 1.15	1.0 - 1.5
1.15 - 1.30	1.5 - 2.5
1.30 - 2.00	> 2.5
> 2.00	
No data	

* Available count data for the last four years. (40% of signalized intersections)

Functional Class	Roadway Segment North to South	Length (miles)	TTI				PTI			
			AM		PM		AM		PM	
			NB	SB	NB	SB	NB	SB	NB	SB
Urban Other Principal Arterial	US 29 - Lockwood Dr.	0.3								
	Lockwood Dr. - Powder Mill Rd.	1.5								
	Powder Mill Rd. - I-495	0.4								
	I-495 - Adelphi Rd.	0.4								
	Adelphi Rd. - Metzert Rd.	0.5								
	Metzert Rd. - MD-320	0.2								
	MD-320 - MD-193	0.9								
	MD-193 - MD-410	1.0								
	MD-410 - Eastern Ave./DC line	0.8								

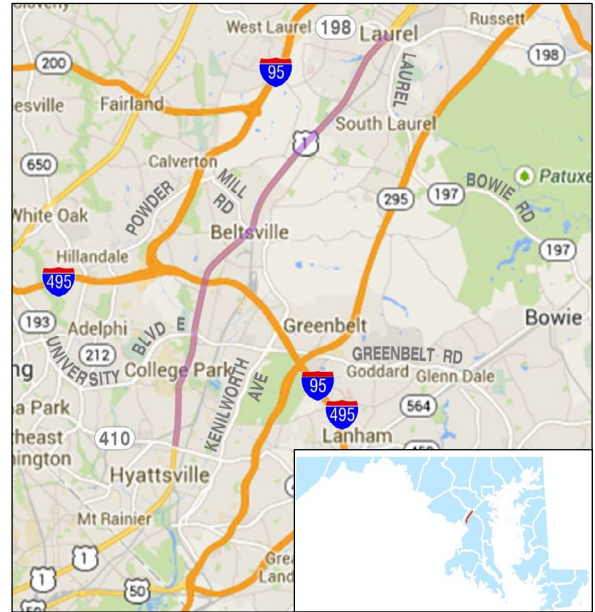
I = Improvement from 2021 W = Worsened from 2021 (blank) = No significant change from 2021

PTI: planning time index (95th percentile travel time / freeflow travel time)

TTI: travel time index (50th percentile travel time / freeflow travel time)

US 1

Limits:	MD 410 to MD 198	
Corridor Length:	10.7 miles	
Speed Limit:	35 - 50 MPH	
Travel Lanes:	(2 - 4) Northbound (2 - 4) Southbound	
Signal Controlled Intersections:	40	
Grade Separated Interchanges:	3	
Routes and Ridership	MD 410, MD 193, I-495, Rhode Island Ave, MD 212, Muirkirk Rd, Contee Rd, Cherry Lane, MD 198	
	Routes	Avg. Daily Ridership
	METRO 83	1,235
	METRO 86	1,326
	METRO 89M	705
	Green Line Greenbelt	1,173
	Green Line College Park	741
	The Bus Route 17	445*



2022 AADT	Trucks	Peak Hour Traffic
19,000 - 45,000 vpd	2% - 6%	7% - 8%

NOTE: The Green Line ridership data represents boardings * Along Corridor

Intersection Operations

Signalized Intersections*:	AM Peak Hour	PM Peak Hour
LOS D or Better	18	18
LOS E	0	0
LOS F	0	0

Segment Operations

Level of Service	Northbound AM / PM (Miles of Roadway)	Southbound AM / PM (Miles of Roadway)
LOS D or Better	9.7 / 0.0	6.0 / 0.0
LOS E	1.0 / 7.1	3.0 / 5.4
LOS F	0.0 / 3.6	1.7 / 5.3

LOS 'E' Intersections

LOS 'F' Intersections

Color Key

TTI	PTI
1.00 - 1.15	1.0 - 1.5
1.15 - 1.30	1.5 - 2.5
1.30 - 2.00	> 2.5
> 2.00	
No data	

* Available count data for the last four years. (45% of signalized intersections)

Functional Class	Roadway Segment North to South	Length (miles)	TTI				PTI			
			AM		PM		AM		PM	
			NB	SB	NB	SB	NB	SB	NB	SB
Urban Other Principal Arterial	Gorman Ave (MD-198) - Cherry Ln.	0.6								I
	Cherry Ln. - Cypress St.	0.7								
	Cypress St. - Contee Rd.	0.5								
	Contee Rd. - Muirkirk Rd.	1.3								
	Muirkirk Rd. - Ritz Way	0.4								
	Ritz Way - Powder Mill Rd. (MD-212)	1.8								
	Powder Mill Rd. (MD-212) - Rhode Island Ave.	0.6								
	Rhode Island Ave. - I-495/I-95	1.0								
	I-495/I-95 - Cherry Hill Rd.	0.3								
	Cherry Hill Rd. - Greenbelt Rd./ Metzertott Rd.	1.1								
	Greenbelt Rd./ Metzertott Rd. - Campus Dr./ Painted Branch Pkwy	0.7								
	Campus Dr./ Painted Branch Pkwy - Guilford Rd/Dr	0.8								
	Guilford Rd/Dr - East West Hwy (MD-410)	0.9								

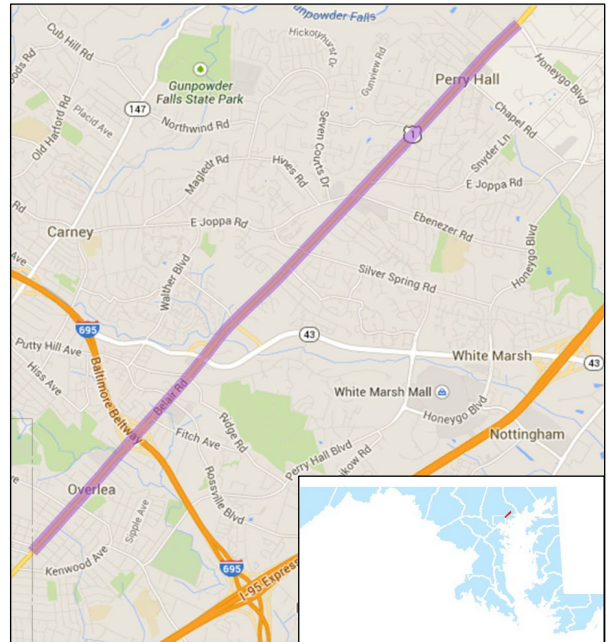
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PTI: planning time index (95th percentile travel time / freeflow travel time)

TTI: travel time index (50th percentile travel time/ freeflow travel time)

US 1

Limits:	Baltimore City Line to Honeygo Blvd	
Corridor Length:	5.6 miles	
Speed Limit:	35 - 40 MPH	
Travel Lanes:	(2 - 3) Northbound (2 - 3) Southbound	
Signal Controlled Intersections:	23	
Grade Separated Interchanges:	2	
Major Cross Streets:	Taylor Ave, Fullerton Ave, I-695, Rossville Blvd, Putty Hill Ave / Ridge Rd, MD 43, Silver Spring Rd, E. Joppa Rd / Ebenezer Rd, Honeygo Blvd	
Routes and Ridership	Routes	Avg. Daily Ridership
	CityLink Brown Route	4,684
	MTA LocalLink 33	577
	MTA LocalLink 36	1,517



2022 AADT	Trucks	Peak Hour Traffic
23,000 - 44,000 vpd	2% - 3%	7.5 % - 8%

Segment Operations

Intersection Operations		
Signalized Intersections*:	AM Peak Hour	PM Peak Hour
LOS D or Better	9	9
LOS E	0	0
LOS F	0	0

Level of Service	Northbound AM / PM (Miles of Roadway)	Southbound AM / PM (Miles of Roadway)
LOS D or Better	2.1 / 0.0	3.3 / 0.0
LOS E	2.9 / 1.3	1.9 / 3.5
LOS F	0.6 / 4.3	0.7 / 2.1

LOS 'E' Intersections

LOS 'F' Intersections

Color Key

TTI	PTI
1.00 - 1.15	1.0 - 1.5
1.15 - 1.30	1.5 - 2.5
1.30 - 2.00	> 2.5
> 2.00	
No data	

* Available count data for the last four years. (39% of signalized intersections)

Functional Class	Roadway Segment North to South	Length (miles)	TTI				PTI			
			AM		PM		AM		PM	
			NB	SB	NB	SB	NB	SB	NB	SB
Urban Other Principal Arterial	Chapel Rd. - Joppa Rd.	1.3								
	Joppa Rd. - Silver Spring Rd.	0.6								
	Silver Spring Rd. - Whitmarsh Blvd. (MD-43)/Dunfield Rd.	1.2								
	Whitmarsh Blvd. (MD-43)/Dunfield Rd. - Rossville Blvd.	0.8								
	Rossville Blvd. - I-695	0.4								
	I-695 - Fullerton Ave.	0.7								
	Fullerton Ave. - Fleetwood Ave.	0.6								

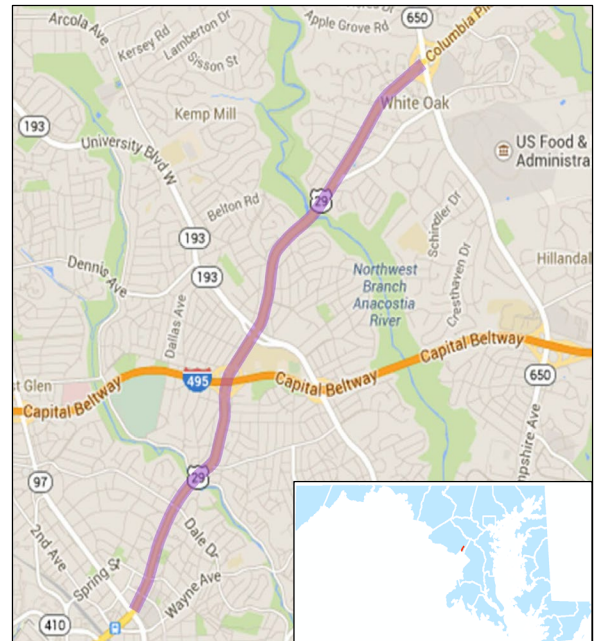
I = Improvement from 2021 W = Worsened from 2021 (blank) = No significant change from 2021

PTI: planning time index (95th percentile travel time / freeflow travel time)

TTI: travel time index (50th percentile travel time / freeflow travel time)

US 29

Limits:	MD 97 to MD 650			
Corridor Length:	3.8 miles			
Speed Limit:	35 - 45 MPH			
Travel Lanes:	(3 - 4) Northbound (2 - 4) Southbound			
Signal Controlled Intersections:	13			
Grade Separated Interchanges:	2			
Major Cross Streets:	MD 97, Spring St / Cedar St, Dale Dr, Sligo Creek Pkwy / St Andrews Way, I-495, MD 193, Lockwood Dr, MD 650			
Routes and Ridership	Ride On Routes	Avg. Daily Ridership	METRO Routes	Avg. Daily Ridership
	8	Not available	Z2	247
	9	Not available	Z6	1,910
	12	Not available	Z7	238
	13	Not available	Z8	1,845
	14	Not available	MTA Commuter Bus Routes	Avg. Daily Ridership
	16	Not available		
	17	Not available		
	20	Not available		
	21	Not available	201	169
	22	Not available	305	82
	Flash Route Blue	Not available	315	58
	Flash Route Orange	Not available	325	32



2022 AADT	Trucks	Peak Hour Traffic
24,000 - 69,000 vpd	1% - 4%	7% - 7.5%

Intersection Operations

Signalized Intersections*:	AM Peak Hour	PM Peak Hour
LOS D or Better	4	4
LOS E	0	0
LOS F	0	0

Segment Operations

Level of Service	Northbound AM / PM (Miles of Roadway)	Southbound AM / PM (Miles of Roadway)
LOS D or Better	2.8 / 0.0	0.0 / 0.8
LOS E	0.7 / 2.5	1.0 / 2.0
LOS F	0.3 / 1.3	2.8 / 1.0

LOS 'E' Intersections

LOS 'F' Intersections

Color Key

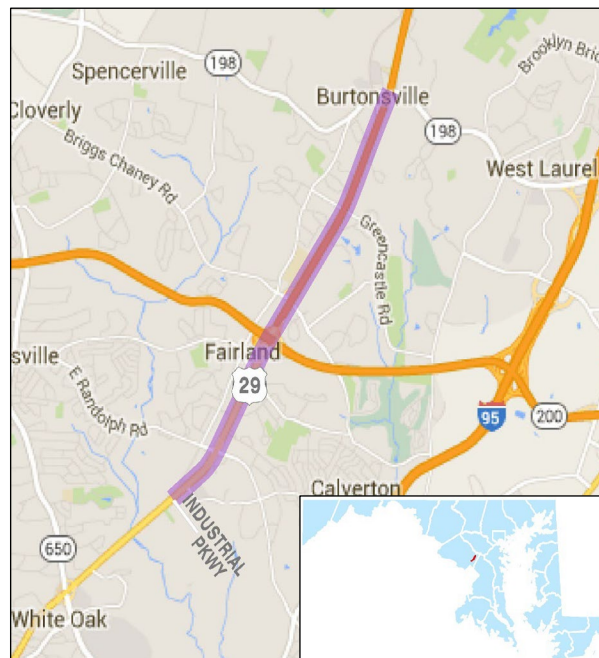
TTI	PTI
1.00 - 1.15	1.0 - 1.5
1.15 - 1.30	1.5 - 2.5
1.30 - 2.00	> 2.5
> 2.00	
No data	

* Available count data for the last four years. (31% of signalized intersections)

Functional Class	Roadway Segment North to South	Length (miles)	TTI				PTI			
			AM		PM		AM		PM	
			NB	SB	NB	SB	NB	SB	NB	SB
Urban Other Principal Arterial	New Hampshire Ave. (MD-650) - Lockwood Dr.	0.9		W				W		
	Lockwood Dr. - University Blvd. (MD-193)	1.1								
	University Blvd. (MD-193) - I-495	0.3		W	W			W	W	
	I-495 - Franklin Ave.	0.5		W				W		
	Franklin Ave. - Dale Dr.	0.3		W				W		
	Dale Dr. - Cedar St./Spring St.	0.5					I	W	W	
	Cedar St./Spring St. - Georgia Ave. (MD-97)	0.2			W				W	

US 29

Limits:	Industrial Pkwy to MD 198	
Corridor Length:	4.5 miles	
Speed Limit:	50 - 55 MPH	
Travel Lanes:	(2 - 4) Northbound (2 - 4) Southbound	
Signal Controlled Intersections:	6	
Grade Separated Interchanges:	4	
Major Cross Streets:	Industrial Parkway, Tech Rd E Randolph Rd / Cherry Hill Rd Musgrove Rd, Fairland Rd, MD 200, Briggs Chaney Rd, Blackburn Rd, MD 198	
Routes and Ridership	Routes	Avg. Daily Ridership
	METRO Z6	1,910
	METRO Z7	238
	METRO Z8	1,845
	Ride On Routes	Avg. Daily Ridership
	Ride On Route 10	Not available
	Flash Route Blue	Not available
	Flash Route Orange	Not available



2022 AADT	Trucks	Peak Hour Traffic
47,000 - 64,000 vpd	2%	8%

Intersection Operations

Signalized Intersections*:	AM Peak Hour	PM Peak Hour
LOS D or Better	3	3
LOS E	0	0
LOS F	0	0

Segment Operations

Level of Service	Northbound AM / PM (Miles of Roadway)	Southbound AM / PM (Miles of Roadway)
LOS D or Better	3.0 / 1.2	3.0 / 3.0
LOS E	1.5 / 0.8	0.0 / 1.5
LOS F	0.0 / 2.5	1.5 / 0.0

LOS 'E' Intersections

LOS 'F' Intersections

Color Key

TTI	PTI
1.00 - 1.15	1.0 - 1.5
1.15 - 1.30	1.5 - 2.5
1.30 - 2.00	> 2.5
> 2.00	
No data	

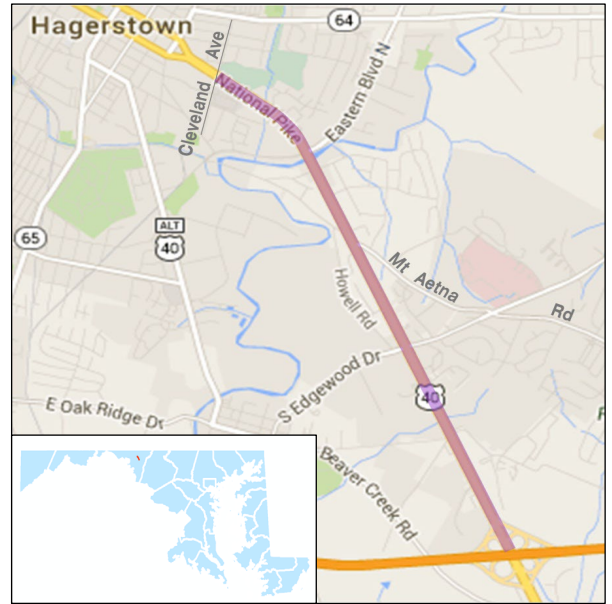
* Available count data for the last four years. (50% of signalized intersections)

Functional Class	Roadway Segment North to South	Length (miles)	TTI				PTI			
			AM		PM		AM		PM	
			NB	SB	NB	SB	NB	SB	NB	SB
Urban Freeway Expressway	MD198 - GreenCastle Rd.	1.2						W		
	GreenCastle Rd. - Fairland Rd.	1.8			W			W		
	Fairland Rd. - Musgrove Rd.	0.5								
	Musgrove Rd. - E Randolph Rd./Cherry Hill Rd.	0.3								
	E Randolph Rd./Cherry Hill Rd. - Tech Rd. - Industrial Pkwy.	0.7		W	W			W	W	

I = Improvement from 2021 W = Worsened from 2021 (blank) = No significant change from 2021

US 40

Limits:	I-70 to Cleveland Ave	
Corridor Length:	3.4 miles	
Speed Limit:	35 - 45 MPH	
Travel Lanes:	(2 - 3) Eastbound (2 - 3) Westbound	
Signal Controlled Intersections:	6	
Grade Separated Interchanges:	1	
Major Cross Streets:	I-70, Edgewood Dr, Mt. Aetna Rd, Eastern Blvd, Cleveland Ave	
Routes and Ridership	Routes	Avg. Daily Ridership
	N/A	N/A



2022 AADT	Trucks	Peak Hour Traffic
33,000 vpd	3%	8%

Intersection Operations

Signalized Intersections*:	AM Peak Hour	PM Peak Hour
LOS D or Better	N/A	N/A
LOS E	N/A	N/A
LOS F	N/A	N/A

Segment Operations

Level of Service	Eastbound AM / PM (Miles of Roadway)	Westbound AM / PM (Miles of Roadway)
LOS D or Better	2.3 / 2.0	1.6 / 2.0
LOS E	1.1 / 1.4	1.8 / 1.1
LOS F	0.0 / 0.0	0.0 / 0.3

LOS 'E' Intersections

LOS 'F' Intersections

Color Key

TTI	PTI
1.00 - 1.15	1.0 - 1.5
1.15 - 1.30	1.5 - 2.5
1.30 - 2.00	> 2.5
> 2.00	
No data	

* Available count data for the last four years. (0% of signalized intersections)

Functional Class	Roadway Segment West to East	Length (miles)	TTI				PTI			
			AM		PM		AM		PM	
			EB	WB	EB	WB	EB	WB	EB	WB
Urban Other Principal Arterial	Cannon Ave (MD-64) - Cleveland Ave.	0.3								
	Cleveland Ave. - Eastern Blvd.	0.6								
	Eastern Blvd. - Mt. Aetna Rd./ Birch Knoll Rd.	0.5								
	Mt. Aetna Rd./ Birch Knoll Rd - Edgewood Dr.	0.7								
	Edgewood Dr. - I-70	1.3								

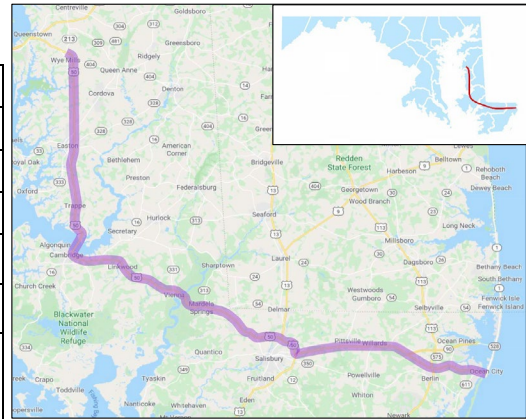
I = Improvement from 2021 W = Worsened from 2021 (blank) = No significant change from 2021

PTI: planning time index (95th percentile travel time / freeflow travel time)

TTI: travel time index (50th percentile travel time / freeflow travel time)

US 50

FRIDAY SUMMER



Limits:	MD 213 to MD 528		
Corridor Length:	93 miles		
Speed Limit:	35 - 55 MPH		
Travel Lanes:	(2 - 3) Eastbound (2 - 3) Westbound		
Signal Controlled Intersections:	36		
Grade Separated Interchanges:	7		
Major Cross Streets:	MD 213, MD 404, MD 309 MD 322, MD 328, Mt. Holly Rd, MD 331, MD 313, Naylor Mill Rd, Northwood Dr, US 13, US 50 BUS, MD 90, US 113, MD 589, MD 528		
Routes and Ridership	Routes	Avg. Daily Ridership	
	N/A	N/A	
		2022 ADT	Trucks
		40,000 - 44,000 vpd	N/A
		Peak Hour Traffic	
		7.5% - 8%	

Intersection Operations

Signalized Intersections*:	AM Peak Hour	PM Peak Hour
LOS D or Better	8	8
LOS E	0	0
LOS F	0	0

Segment Operations

Level of Service	Eastbound (Miles of Roadway)	Westbound (Miles of Roadway)
LOS D or Better	77.2	85.3
LOS E	7.1	6.4
LOS F	8.7	1.4

LOS 'E' Intersections

LOS 'F' Intersections

Color Key

TTI	PTI
1.00 - 1.15	1.0 - 1.5
1.15 - 1.30	1.5 - 2.5
1.30 - 2.00	> 2.5
> 2.00	
No data	

* Available count data for the last four years. (22% of signalized intersections)

Functional Class	Roadway Segment West to East	Length (miles)	TTI		PTI	
			Friday (6PM-8PM)		Friday (6PM-8PM)	
			EB	WB	EB	WB
Other Principal Arterial	Del Rhodes Ave - MD 213	3.7	W		W	
	MD 213 - MD 404(Queen Ann Hwy)	1.5	W		W	
	MD 404(Queen Ann Hwy) - Black Dog Alley/Airport Rd	8.7			W	
	Black Dog Alley/Airport Rd - Easton Pkwy	0.9				
	Easton Pkwy - Chapel Rd	0.4	W		W	
	Chapel Rd - MD 328 (Goldsborough St/Matthewstown Rd)	1.1				
	MD 328 - MD 331 (Dover Rd)	0.3				
	MD 331 (Dover Rd) - Dutchmans Ln	0.9				
	Dutchmans Ln - Easton Pkwy	1.7				
	Easton Pkwy - Old Trappe Rd/Landing Neck Rd	0.7				
	Old Trappe Rd/Landing Neck Rd - Barber Rd	5.2				
	Barber Rd - Maryland Ave	6.4				
	Maryland Ave - E Cedar St/Meteor Ave	0.3				
	E Cedar St/Meteor Ave - Crusader Rd	0.2				
	Crusader Rd - Woods Rd	0.3				
	Woods Rd - MD 16/Gypsy Hill Rd/Church Creek Rd	0.5				
Other Freeways and Expressways	MD 16/Gypsy Hill Rd/Church Creek Rd - Old Rt 50/Bucktown Rd	0.4				
	Old Rt 50/Bucktown Rd - MD 313/MD 54 (Delmar Rd)/Main St	19.0				
	MD 313/MD 54 (Delmar Rd)/Main St - US 13/Salisbury Bypass/Ocean Hwy	12.6				
Other Principal Arterial	US 13/Salisbury Bypass/Ocean Hwy - Hobbs Rd	3.0				W
	Hobbs Rd - Walston Switch Rd	1.5				
	Walston Switch Rd - MD 452/Friendship Rd/Seahawk Rd	17.8				
	MD 452/Friendship Rd/Seahawk Rd - MD 589/Racetrack Rd	1.3				
	MD 589/Racetrack Rd - Samuel Bowen Blvd/Riddle Ln/Holly Grove Rd	0.8				
	Samuel Bowen Blvd/Riddle Ln - Jerry Mack Rd/Man O War Ln	1.2				
	Jerry Mack Rd/Man O War Ln - Old Ocean City Rd/MD 707/Old Bridge Rd	0.4				
	Old Ocean City Rd/MD 707/Old Bridge Rd - Keyser Point Rd	0.5				
	Keyser Point Rd - MD 611/Stephen Decatur Hwy	0.3				
	MD 611/Stephen Decatur Hwy - Golf Course Rd	0.4				
	Golf Course Rd - Inlet Isle Ln	0.2				
Other Principal Arterial	Inlet Isle Ln - MD 528/Philadelphia Ave	0.8				

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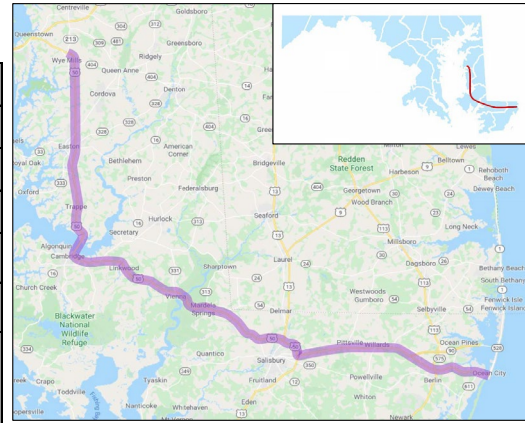
PTI: planning time index (95th percentile travel time / freeflow travel time)

TTI: travel time index (50th percentile travel time / freeflow travel time)

US 50

SATURDAY SUMMER

Limits:	MD 213 to MD 528	
Corridor Length:	93 miles	
Speed Limit:	35 - 55 MPH	
Travel Lanes:	(2 - 3) Eastbound (2 - 3) Westbound	
Signal Controlled Intersections:	36	
Grade Separated Interchanges:	7	
Major Cross Streets:	MD 213, MD 404, MD 309 MD 322, MD 328, Mt. Holly Rd, MD 331, MD 313, Naylor Mill Rd, Northwood Dr, US 13, US 50 BUS, MD 90, US 113, MD 589, MD 528	
Routes and Ridership	Routes	Avg. Daily Ridership
	N/A	N/A



2022 ADT	Trucks	Peak Hour Traffic
40,000 - 43,000 vpd	N/A	8% - 8.5%

Intersection Operations

Signalized Intersections*:	AM Peak Hour	PM Peak Hour
LOS D or Better	6	6
LOS E	1	1
LOS F	0	0

Segment Operations

Level of Service	Eastbound (Miles of Roadway)	Westbound (Miles of Roadway)
LOS D or Better	79.7	86.6
LOS E	2.9	4.9
LOS F	10.4	1.5

LOS 'E' Intersections

US 50 at MD 213 (AM, PM)

LOS 'F' Intersections

Color Key

TTI	PTI
1.00 - 1.15	1.0 - 1.5
1.15 - 1.30	1.5 - 2.5
1.30 - 2.00	> 2.5
> 2.00	
No data	

* Available count data for the last four years. (19% of signalized intersections)

Functional Class	Roadway Segment West to East	Length (miles)	TTI		PTI	
			Saturday (12PM-2PM)		Saturday (12PM-2PM)	
			EB	WB	EB	WB
Other Principal Arterial	Del Rhodes Ave - MD 213	3.7	W		W	I
	MD 213 - MD 404(Queen Ann Hwy)	1.5			W	
	MD 404(Queen Ann Hwy) - Black Dog Alley/Airport Rd	8.7				I
	Black Dog Alley/Airport Rd - Easton Pkwy	0.9				
	Easton Pkwy - Chapel Rd	0.4	W		W	
	Chapel Rd - MD 328 (Goldsborough St/Matthewstown Rd)	1.1				W
	MD 328 - MD 331 (Dover Rd)	0.3			I	
	MD 331 (Dover Rd) - Dutchmans Ln	0.9				I
	Dutchmans Ln - Easton Pkwy	1.7				
	Easton Pkwy - Old Trappe Rd/Landing Neck Rd	0.7				
	Old Trappe Rd/Landing Neck Rd - Barber Rd	5.2				
	Barber Rd - Maryland Ave	6.4				
	Maryland Ave - E Cedar St/Meteor Ave	0.3				
	E Cedar St/Meteor Ave - Crusader Rd	0.2				I
	Crusader Rd - Woods Rd	0.3				
	Woods Rd - MD 16/Gypsy Hill Rd/Church Creek Rd	0.5				
Other Freeways and Expressways	MD 16/Gypsy Hill Rd/Church Creek Rd - Old Rt 50/Bucktown Rd	0.4			W	
	Old Rt 50/Bucktown Rd - MD 313/MD 54 (Delmar Rd)/Main St	19.0				W
	MD 313/MD 54 (Delmar Rd)/Main St - US 13/Salisbury Bypass/Ocean Hwy	12.6				
Other Principal Arterial	US 13/Salisbury Bypass/Ocean Hwy - Hobbs Rd	3.0				
	Hobbs Rd - Walston Switch Rd	1.5				
	Walston Switch Rd - MD 452/Friendship Rd/Seahawk Rd	17.8				
	MD 452/Friendship Rd/Seahawk Rd - MD 589/Racetrack Rd	1.3				
	MD 589/Racetrack Rd - Samuel Bowen Blvd/Riddle Ln/Holly Grove Rd	0.8				
	Samuel Bowen Blvd/Riddle Ln - Jerry Mack Rd/Man O War Ln	1.2			W	
	Jerry Mack Rd/Man O War Ln - Old Ocean City Rd/MD 707/Old Bridge Rd	0.4				
	Old Ocean City Rd/MD 707/Old Bridge Rd - Keyser Point Rd	0.5				
	Keyser Point Rd - MD 611/Stephen Decatur Hwy	0.3				
	MD 611/Stephen Decatur Hwy - Golf Course Rd	0.4			W	I
Other Principal Arterial	Golf Course Rd - Inlet Isle Ln	0.2				
	Inlet Isle Ln - MD 528/Philadelphia Ave	0.8				

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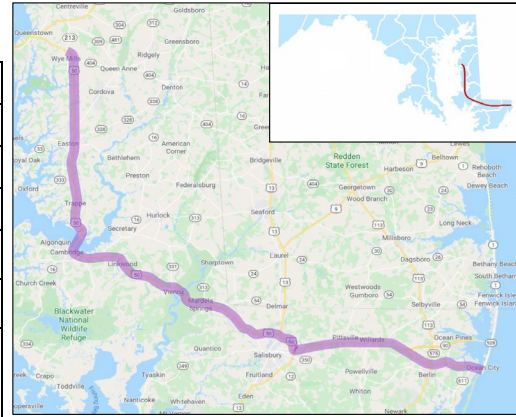
PTI: planning time index (95th percentile travel time / freeflow travel time)

TTI: travel time index (50th percentile travel time / freeflow travel time)

US 50

SUNDAY SUMMER

Limits:	MD 213 to MD 528	
Corridor Length:	93 miles	
Speed Limit:	35 - 55 MPH	
Travel Lanes:	(2 - 3) Eastbound (2 - 3) Westbound	
Signal Controlled Intersections:	36	
Grade Separated Interchanges:	7	
Major Cross Streets:	MD 213, MD 404, MD 309 MD 322, MD 328, Mt. Holly Rd, MD 331, MD 313, Naylor Mill Rd, Northwood Dr, US 13, US 50 BUS, MD 90, US 113, MD 589, MD 528	
Routes and Ridership	Routes	Avg. Daily Ridership
	N/A	N/A



2022 ADT	Trucks	Peak Hour Traffic
35,000 - 40,000 vpd	N/A	8% - 8.5%

Intersection Operations

Signalized Intersections*:	AM Peak Hour	PM Peak Hour
LOS D or Better	6	5
LOS E	0	1
LOS F	1	1

Segment Operations

Level of Service	Eastbound (Miles of Roadway)	Westbound (Miles of Roadway)
LOS D or Better	86.3	78.8
LOS E	4.9	11.4
LOS F	1.8	2.9

LOS 'E' Intersections

US 50 at MD 213 (PM)

LOS 'F' Intersections

US 50 at MD 213 (AM)
US 50 at MD 404 (PM)

Color Key

TTI	PTI
1.00 - 1.15	1.0 - 1.5
1.15 - 1.30	1.5 - 2.5
1.30 - 2.00	> 2.5
> 2.00	> 2.5
No data	

* Available count data for the last four years. (19% of signalized intersections)

Functional Class	Roadway Segment West to East	Length (miles)	TTI		PTI	
			Sunday (2PM-4PM)		Sunday (2PM-4PM)	
			EB	WB	EB	WB
Other Principal Arterial	Del Rhodes Ave - MD 213	3.7				
	MD 213 - MD 404 (Queen Ann Hwy)	1.5				
	MD 404 (Queen Ann Hwy) - Black Dog Alley/Airport Rd	8.7				
	Black Dog Alley/Airport Rd - Easton Pkwy	0.9				W
	Easton Pkwy - Chapel Rd	0.4			W	
	Chapel Rd - MD 328 (Goldsborough St/Matthewstown Rd)	1.1				
	MD 328 - MD 331 (Dover Rd)	0.3				
	MD 331 (Dover Rd) - Dutchmans Ln	0.9				
	Dutchmans Ln - Easton Pkwy	1.7				
	Easton Pkwy - Old Trappe Rd/Landing Neck Rd	0.7				
	Old Trappe Rd/Landing Neck Rd - Barber Rd	5.2				
	Barber Rd - Maryland Ave	6.4				
	Maryland Ave - E Cedar St/Meteor Ave	0.3				
	E Cedar St/Meteor Ave - Crusader Rd	0.2				
	Crusader Rd - Woods Rd	0.3				
	Woods Rd - MD 16/Gypsy Hill Rd/Church Creek Rd	0.5				
	MD 16/Gypsy Hill Rd/Church Creek Rd - Old Rt 50/Bucktown Rd	0.4			W	W
	Old Rt 50/Bucktown Rd - MD 313/MD 54 (Delmar Rd)/Main St	19.0				
Other Freeways and Expressways	MD 313/MD 54 (Delmar Rd)/Main St - US 13/Salisbury Bypass/Ocean Hwy	12.6				
	US 13/Salisbury Bypass/Ocean Hwy - Hobbs Rd	3.0				
	Hobbs Rd - Walston Switch Rd	1.5				
Other Principal Arterial	Walston Switch Rd - MD 452/Friendship Rd/Seahawk Rd	17.8				
	MD 452/Friendship Rd/Seahawk Rd - MD 589/Racetrack Rd	1.3				
	MD 589/Racetrack Rd - Samuel Bowen Blvd/Riddle Ln/Holly Grove Rd	0.8				
	Samuel Bowen Blvd/Riddle Ln - Jerry Mack Rd/Man O War Ln	1.2				
	Jerry Mack Rd/Man O War Ln - Old Ocean City Rd/MD 707/Old Bridge Rd	0.4			I	
	Old Ocean City Rd/MD 707/Old Bridge Rd - Keyser Point Rd	0.5				
	Keyser Point Rd - MD 611/Stephen Decatur Hwy	0.3				
	MD 611/Stephen Decatur Hwy - Golf Course Rd	0.4				
	Golf Course Rd - Inlet Isle Ln	0.2	I		I	
	Inlet Isle Ln - MD 528/Philadelphia Ave	0.8				

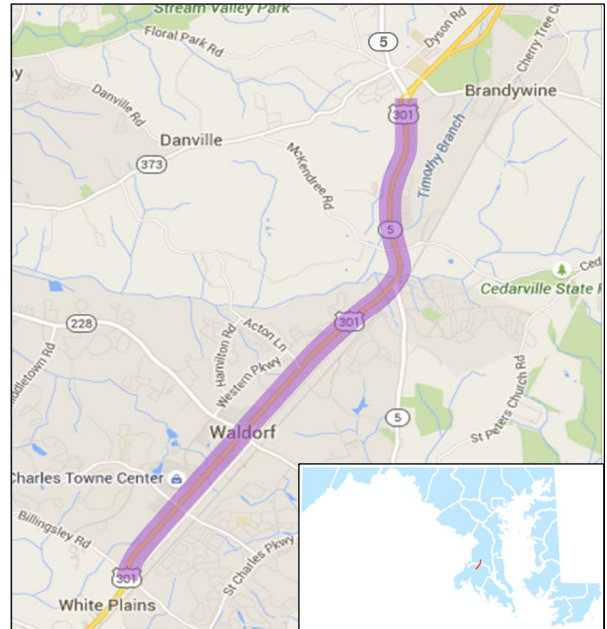
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PTI: planning time index (95th percentile travel time / freeflow travel time)

TTI: travel time index (50th percentile travel time / freeflow travel time)

US 301

Limits:	Billingsley Rd to MD 5	
Corridor Length:	7.8 miles	
Speed Limit:	45 - 55 MPH	
Travel Lanes:	(2 - 4) Northbound (2 - 4) Southbound	
Signal Controlled Intersections:	17	
Grade Separated Interchanges:	2	
Major Cross Streets:	Billingsley Rd, Smallwood Dr, MD 228, Acton Ln, MD 5, Cedarville Rd/McKendree Rd Chadds Ford Dr.	
Routes and Ridership	Routes	Avg. Daily Ridership
	MTA Commuter Bus 705	175
	MTA Commuter Bus 715	131
	MTA Commuter Bus 725	61
	MTA Commuter Bus 735	69



2022 AADT	Trucks	Peak Hour Traffic
53,000 - 100,000 vpd	3% - 5%	N/A

Intersection Operations

Signalized Intersections*:	AM Peak Hour	PM Peak Hour
LOS D or Better	15	14
LOS E	1	0
LOS F	0	2

Segment Operations

Level of Service	Northbound AM / PM (Miles of Roadway)	Southbound AM / PM (Miles of Roadway)
LOS D or Better	5.9 / 1.2	1.2 / 1.2
LOS E	1.9 / 5.3	6.6 / 4.7
LOS F	0.0 / 1.3	0.0 / 1.9

LOS 'E' Intersections

US 301 at Cedarville Rd/McKendree Rd (AM)

LOS 'F' Intersections

US 301 at Cedarville Rd/McKendree Rd (PM)
US 301 at Chadds Ford Dr/Timothy Branch Dr (PM)

Color Key

TTI	PTI
1.00 - 1.15	1.0 - 1.5
1.15 - 1.30	1.5 - 2.5
1.30 - 2.00	> 2.5
> 2.00	
No data	

* Available count data for the last four years. (94% of signalized intersections)

Functional Class	Roadway Segment North to South	Length (miles)	TTI				PTI			
			AM		PM		AM		PM	
			NB	SB	NB	SB	NB	SB	NB	SB
Rural Other Principal Arterial	Branch Ave. (MD-5) - Timothy Branch/Chadds Ford Dr.	1.1								
	Timothy Branch/Chadds Ford Dr - Cedarville Rd/McKendree Rd	0.8					W		W	
	Cedarville Rd/McKendree Rd - Mattawoman Beantown Rd (MD-5)	0.5						I	W	
Urban Other Principal Arterial	Mattawoman Beantown Rd. (MD-5) - Sub-Station Rd.	0.4								
	Sub-Station Rd. - Acton Ln.	1.3								
	Acton Ln. - Berry Rd. (MD-228)/Leonardtown Rd. (Bus-5)	1.2								
	Berry Rd. (MD-228)/Leonardtown Rd. (Bus-5)-St Patricks Dr.	0.7							I	
	St Patricks Dr. - Smallwood Dr.	0.6								
	Smallwood Dr. - Billingsley Rd.	1.2								

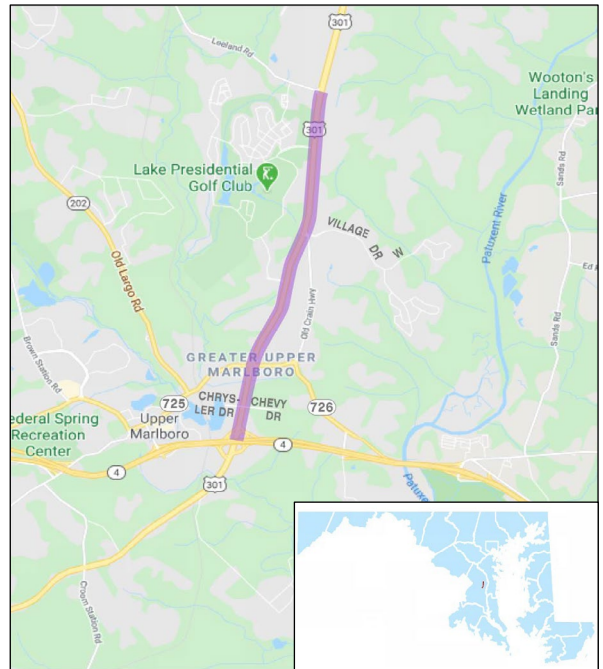
I = Improvement from 2021 W = Worsened from 2021 (blank) = No significant change from 2021

PTI: planning time index (95th percentile travel time / freeflow travel time)

TTI: travel time index (50th percentile travel time / freeflow travel time)

US 301

Limits:	Leeland Rd to MD 4	
Corridor Length:	3.4 miles	
Speed Limit:	55 MPH	
Travel Lanes:	(2 - 3) Northbound (2 - 3) Southbound	
Signal Controlled Intersections:	5	
Grade Separated Interchanges:	1	
Major Cross Streets:	MD 4, Chrysler Dr/Chevy Dr, MD 725, Village Dr W Leeland Rd to MD 4	
Routes and Ridership	Routes	Avg. Daily Ridership
	N/A	N/A



2022 AADT	Trucks	Peak Hour Traffic
46,000 vpd	5%	7%

Segment Operations

Intersection Operations

Signalized Intersections*:	AM Peak Hour	PM Peak Hour
LOS D or Better	1	1
LOS E	0	0
LOS F	0	0

Level of Service	Northbound AM / PM (Miles of Roadway)	Southbound AM / PM (Miles of Roadway)
LOS D or Better	3.4 / 0.0	0.0 / 0.0
LOS E	0.0 / 3.4	3.4 / 0.0
LOS F	0.0 / 0.0	0.0 / 3.4

LOS 'E' Intersections

LOS 'F' Intersections

Color Key

TTI	PTI
1.00 - 1.15	1.0 - 1.5
1.15 - 1.30	1.5 - 2.5
1.30 - 2.00	> 2.5
> 2.00	
No data	

* Available count data for the last four years. (20% of signalized intersections)

Functional Class	Roadway Segment North to South	Length (miles)	TTI				PTI			
			AM		PM		AM		PM	
			NB	SB	NB	SB	NB	SB	NB	SB
Rural Other Principal Arterial	Leeland Rd. - Swanson Rd./Beech Tree Pkwy	0.5								
	Swanson Rd./Beech Tree Pkwy - Village Dr W	0.8								
	Village Dr W - Marlboro Pike(MD725)	1.3								
	Marlboro Pike(MD725) - Chrysler Dr/Chevy Dr.	0.5								
	Chrysler Dr/Chevy Dr. - Pennsylvania Ave(MD-4)	0.3								

I = Improvement from 2021 W = Worsened from 2021 (blank) = No significant change from 2021

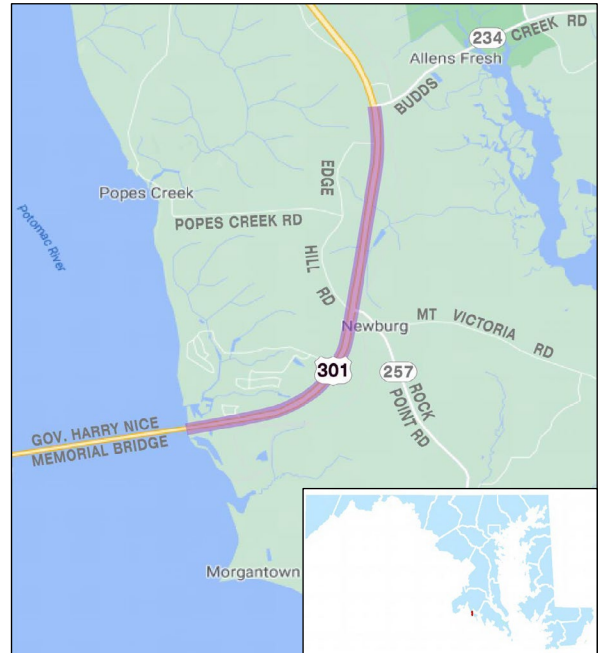
PTI: planning time index (95th percentile travel time / freeflow travel time)

TTI: travel time index (50th percentile travel time / freeflow travel time)

US 301

FRIDAY SUMMER

Limits:	MD 234 to Nice Bridge	
Corridor Length:	5.8 miles	
Speed Limit:	25 - 55 MPH	
Travel Lanes:	2 to 4	
Signal Controlled Intersections:	2	
Grade Separated Interchanges:	0	
Major Cross Streets:	MD 234, MD 237	
Routes and Ridership	Routes	Avg. Daily Ridership
	N/A	N/A



2022 ADT	Trucks	Peak Hour Traffic
18,000 vpd	N/A	N/A

Intersection Operations

Signalized Intersections*:	AM Peak Hour	PM Peak Hour
LOS D or Better	N/A	N/A
LOS E	N/A	N/A
LOS F	N/A	N/A

Segment Operations

Level of Service	Northbound (Miles of Roadway)	Southbound (Miles of Roadway)
LOS D or Better	5.8	2.0
LOS E	0.0	0.0
LOS F	0.0	3.8

LOS 'E' Intersections

LOS 'F' Intersections

Color Key

TTI	PTI
1.00 - 1.15	1.0 - 1.5
1.15 - 1.30	1.5 - 2.5
1.30 - 2.00	> 2.5
> 2.00	
No data	

* Available count data for the last four years. (0% of signalized intersections)

Functional Class	Roadway Segment North to South	Length (miles)	TTI			PTI	
			Friday (6PM-8PM)			Friday (6PM-8PM)	
			NB	SB		NB	SB
Rural Other Principal Arterial	MD-234/Budds Creek Rd. - MD-257/Edge Hill Rd/RockPoint Rd.	2.0					I
	MD-257/Edge Hill Rd/RockPoint Rd. - Harry W Nice Memorial Bridge/State Line	3.8		I		I	I

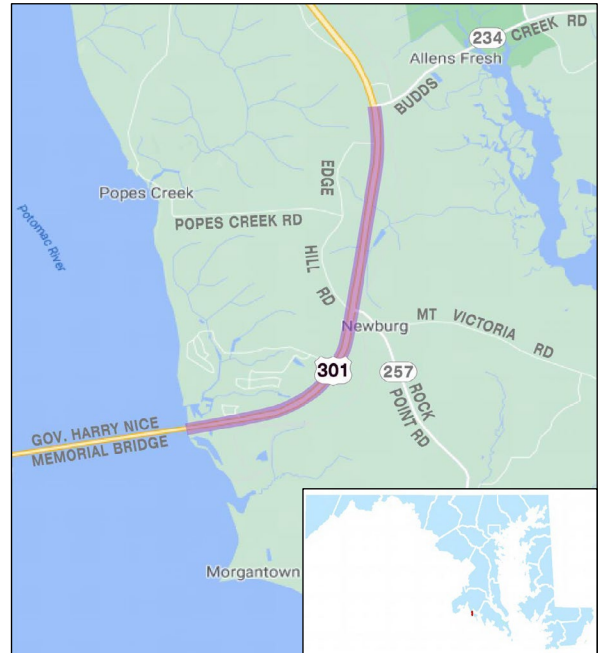
I = Improvement from 2021 W = Worsened from 2021 (blank) = No significant change from 2021

PTI: planning time index (95th percentile travel time / freeflow travel time)

TTI: travel time index (50th percentile travel time / freeflow travel time)

US 301 SATURDAY SUMMER

Limits:	MD 234 to Nice Bridge	
Corridor Length:	5.8 miles	
Speed Limit:	25 - 55 MPH	
Travel Lanes:	2 to 4	
Signal Controlled Intersections:	2	
Grade Separated Interchanges:	0	
Major Cross Streets:	MD 234, MD 257	
Routes and Ridership	Routes	Avg. Daily Ridership
	N/A	N/A



2022 ADT	Trucks	Peak Hour Traffic
18,000 vpd	N/A	N/A

Intersection Operations

Signalized Intersections*:	AM Peak Hour	PM Peak Hour
LOS D or Better	N/A	N/A
LOS E	N/A	N/A
LOS F	N/A	N/A

Segment Operations

Level of Service	Northbound (Miles of Roadway)	Southbound (Miles of Roadway)
LOS D or Better	2.0	2.0
LOS E	3.8	0.0
LOS F	0.0	3.8

LOS 'E' Intersections

LOS 'F' Intersections

Color Key

TTI	PTI
1.00 - 1.15	1.0 - 1.5
1.15 - 1.30	1.5 - 2.5
1.30 - 2.00	> 2.5
> 2.00	
No data	

* Available count data for the last four years. (0% of signalized intersections)

Functional Class	Roadway Segment North to South	Length (miles)	TTI			PTI	
			Saturday (12PM-2PM)			Saturday (12PM-2PM)	
			NB	SB		NB	SB
Rural Other Principal Arterial	MD-234/Budds Creek Rd. - MD-257/Edge Hill Rd/RockPoint Rd.	2.0		I			W
	MD-257/Edge Hill Rd/RockPoint Rd. - Harry W Nice Memorial Bridge/State Line	3.8		I			I

I = Improvement from 2021 W = Worsened from 2021 (blank) = No significant change from 2021

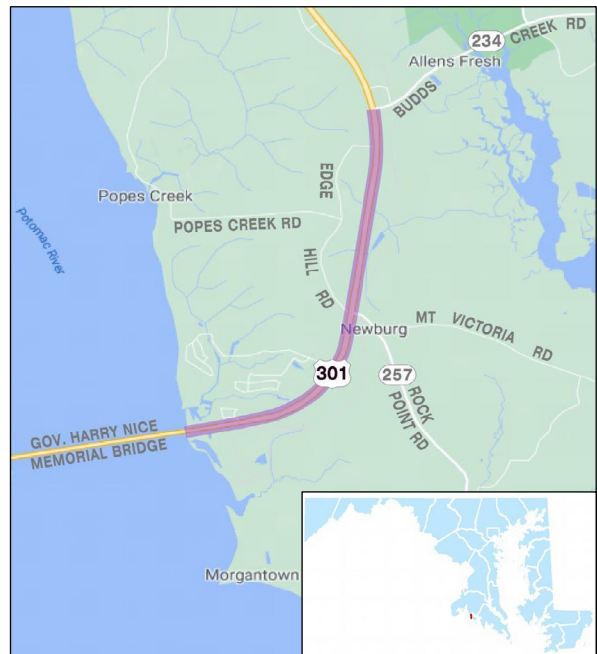
PTI: planning time index (95th percentile travel time / freeflow travel time)

TTI: travel time index (50th percentile travel time / freeflow travel time)

US 301

SUNDAY SUMMER

Limits:	MD 234 to Nice Bridge	
Corridor Length:	5.8 miles	
Speed Limit:	25 - 55 MPH	
Travel Lanes:	2 to 4	
Signal Controlled Intersections:	2	
Grade Separated Interchanges:	0	
Major Cross Streets:	MD 234, MD 257	
Routes and Ridership	Routes	Avg. Daily Ridership
	N/A	N/A



2022 ADT	Trucks	Peak Hour Traffic
18,000 vpd	N/A	N/A

Intersection Operations

Signalized Intersections*:	AM Peak Hour	PM Peak Hour
LOS D or Better	N/A	N/A
LOS E	N/A	N/A
LOS F	N/A	N/A

Segment Operations

Level of Service	Northbound (Miles of Roadway)	Southbound (Miles of Roadway)
LOS D or Better	5.8	2.0
LOS E	0.0	3.8
LOS F	0.0	0.0

LOS 'E' Intersections

LOS 'F' Intersections

Color Key

TTI	PTI
1.00 - 1.15	1.0 - 1.5
1.15 - 1.30	1.5 - 2.5
1.30 - 2.00	> 2.5
> 2.00	
No data	

* Available count data for the last four years. (0% of signalized intersections)

Functional Class	Roadway Segment North to South	Length (miles)	TTI			PTI	
			Sunday (4PM-6PM)			Sunday (4PM-6PM)	
			NB	SB		NB	SB
Rural Other Principal Arterial	MD-234/Budds Creek Rd. - MD-257/Edge Hill Rd/RockPoint Rd.	2.0					I
	MD-257/Edge Hill Rd/RockPoint Rd. - Harry W Nice Memorial Bridge/State Line	3.8					I

I = Improvement from 2021 W = Worsened from 2021 (blank) = No significant change from 2021

PTI: planning time index (95th percentile travel time / freeflow travel time)

TTI: travel time index (50th percentile travel time / freeflow travel time)

D. CONGESTION COSTS

A traveler along Maryland roadways who is delayed by not being able to drive at the normal speed of that roadway is experiencing an additional cost associated with their trip. This holds true for motorists, truck drivers and transit operators. The congestion means that it takes longer for the trip to be completed. These costs range in value depending on the purpose of the trip. The costs include auto delays, truck delays, wasted fuel, and the cost associated with additional emissions by region. Congestion cost from 2021 to 2022 increased by approximately 18% statewide. The Baltimore and Washington region accounts for approximately an equal amount of the overall statewide congestion costs. This amounts to \$4.6 billion or 89% of the statewide congestion cost. The percentage increase in congestion costs was highest in the Washington region climbing by 20%. The congestion costs combined for the Eastern Shore, Southern and Western regions is about \$590 million which is an increase of \$69 million from 2021 (**Table 4**). It should be noted that all of three years of costs are developed based on the Maryland Report Performance Tool (MRPT). Previous costs were developed from the University of Maryland CATT Lab.

Table 4

TOTAL COST OF CONGESTION BY REGION (MILLIONS)				
REGION	2020	2021	2022	CHANGE 2021 TO 2022
Statewide	3,160	4,481	5,286	+805
Baltimore Region	1,448	2,030	2,377	+347
Washington Region	1,320	1,930	2,319	+389
Eastern Shore Region	168	231	260	+29
Southern Region	142	177	202	+25
Western Region	82	113	128	+15



MD 147 at Glen Arm Rd - Mt Vista Rd Roundabout

CAPITAL PROJECTS

BEFORE/AFTER FACT SHEETS



CAPITAL PROJECTS BEFORE AND AFTER STUDIES

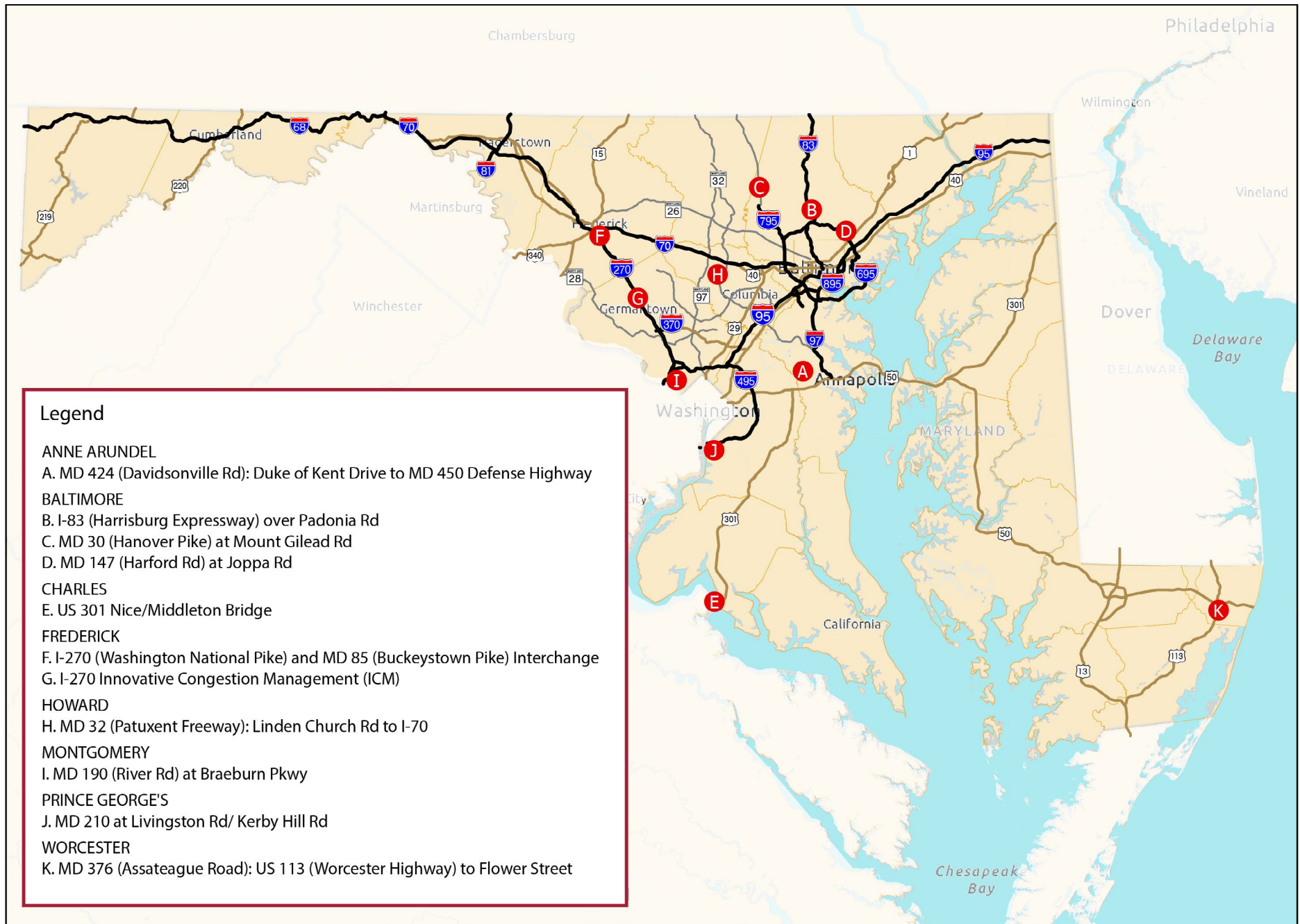
Several large projects were completed in 2022 and opened to traffic. This included the I-270 Innovative Congestion Management project, construction of four lane US 301 Governor Harry W Nice Memorial/Senator Thomas “Mac” Middleton Bridge (Nice/Middleton Bridge), the dualization of Maryland 32 and a new interchange at Maryland 210 and Livingston Road/Kerby Hill Road. In addition, seven other capital improvement projects were completed. (**Table 5 and Figure 3**). These other projects represent a variety of methods to improve mobility and safety throughout the State. This includes intersection improvements such as turning lane additions, widening of roadways to provide additional lanes and new innovative designs such as the partial diverging diamond at I-270 and Maryland 85. All projects are reviewed from a practical design standpoint to ensure the proposed project is addressing the defined purpose and need. The benefits were analyzed to determine the annual user benefits to the traveling public. The benefits are related to the reduction in delays incurred by motorists and commercial vehicles, fuel savings, the safety benefit resulting from the improvements and the benefit provided by the increased reliability of the system. A detailed analysis describing the improvement, construction cost and the benefits that the mobility projects provided as part of the benefit cost analysis are detailed in the following pages.

Table 5

CAPITAL IMPROVEMENT PROJECTS OPENING YEAR BENEFITS					
COUNTY	ROUTE	LIMITS	CONGESTION & FUEL SAVINGS	SAFETY SAVINGS	ANNUAL COST SAVINGS
\$ (Thousands)					
Anne Arundel	MD 424	Duke of Kent Dr to MD 450	\$1,347	\$27	\$1,374
Baltimore	I-83	Padonia Rd	\$726	\$618	1,344
Baltimore	MD 30	Mount Gilead Rd	\$6	\$2	\$8
Baltimore	MD 147	Joppa Rd	\$470	\$11	\$481
Charles	US 301	Nice/Middleton Bridge	\$824	\$3,183	\$4,007
Frederick	I-270	MD 85	\$4,614	\$3,106	\$7,720
Frederick/ Montgomery	I-270	I-70 to I-495	\$2,563,010	\$117,540	\$2,680,550
Howard	MD 32	Linden Church Rd to I-70	\$10,750	\$1,320	\$12,070
Montgomery	MD 190	Braeburn Pkwy	\$51	\$14	\$65
Prince George's	MD 210	Livingston Rd/Kerby Hill Rd New Interchange	\$21,785	\$5,062	\$26,847
Worcester	MD 376	US 113 to Flower St	\$49	\$3	\$52
Total			\$2,603,632	\$130,886	\$2,734,518

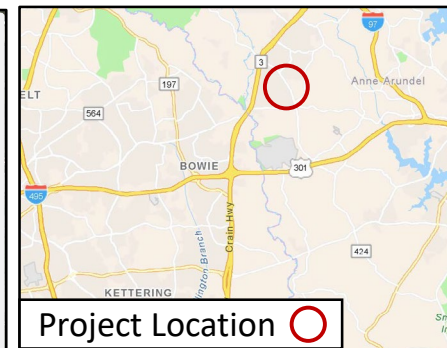
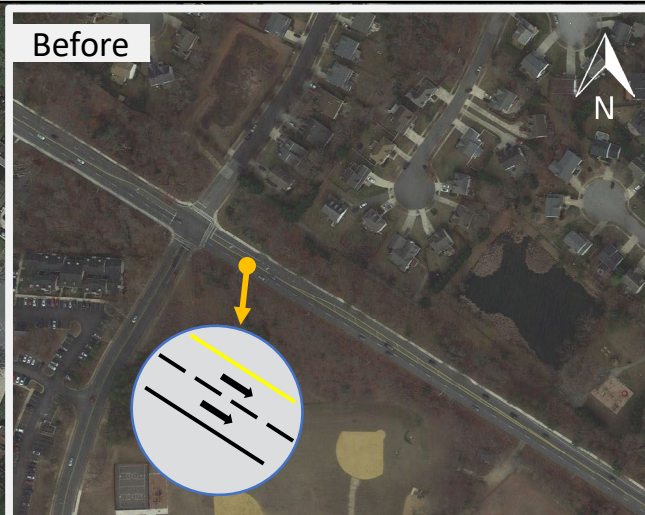
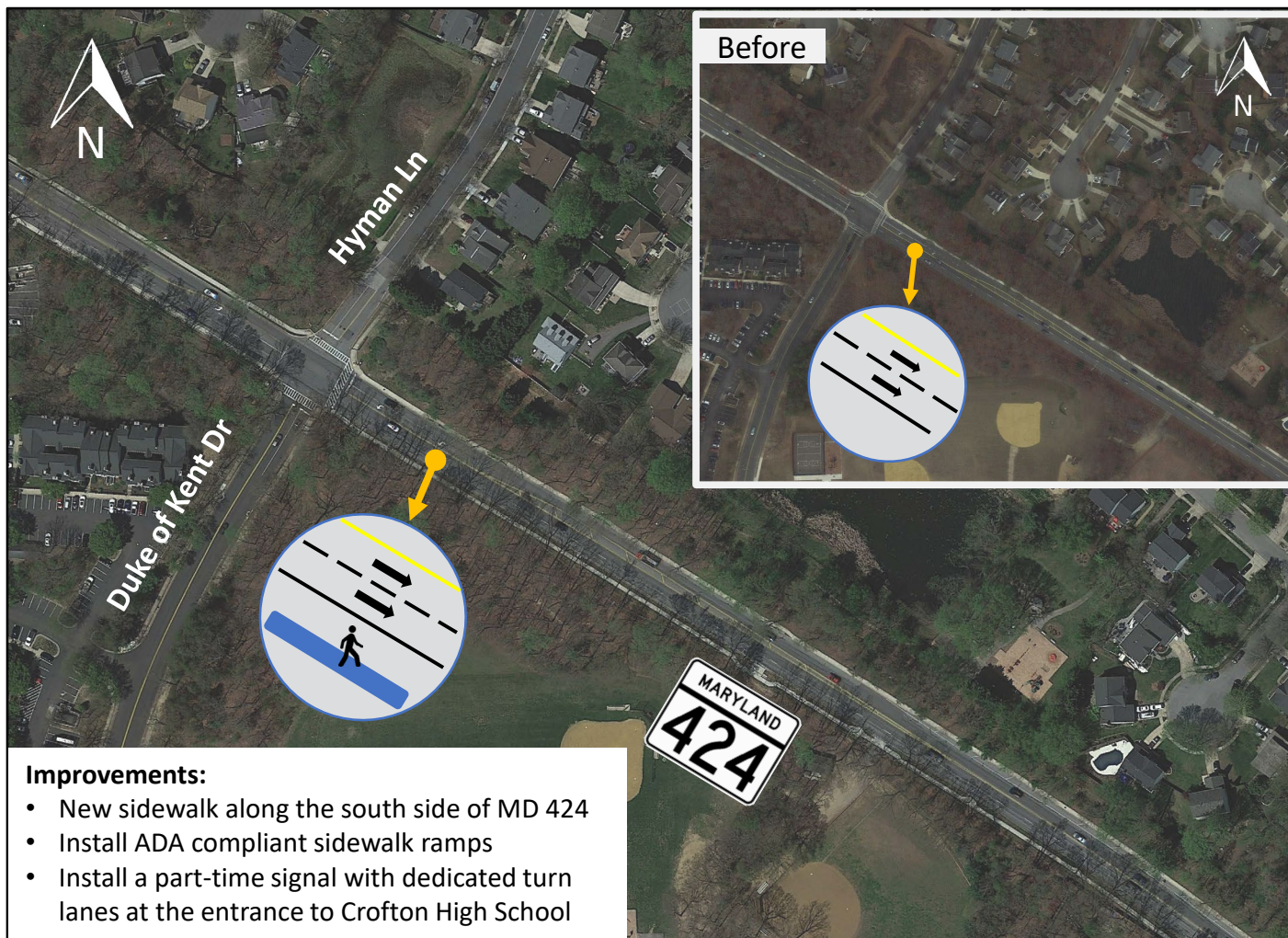


Mobility projects provide over \$2.7 billion in annual user cost savings in the opening year or almost \$250 million per project on average.



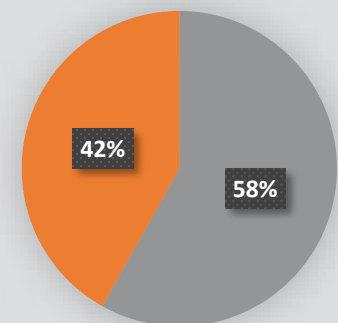
MD 424 (Davidsonville Road): Duke of Kent Drive to MD 450 (Defense Highway)

LOCATION: CROFTON, ANNE ARUNDEL COUNTY



MD 424 ADT : 18,000

Crash Summary by Severity



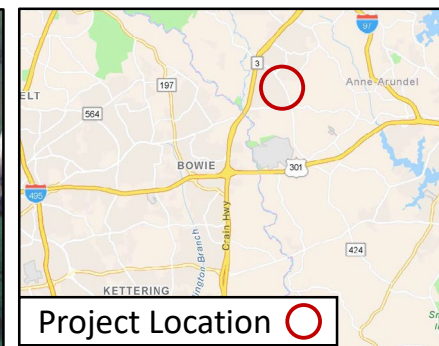
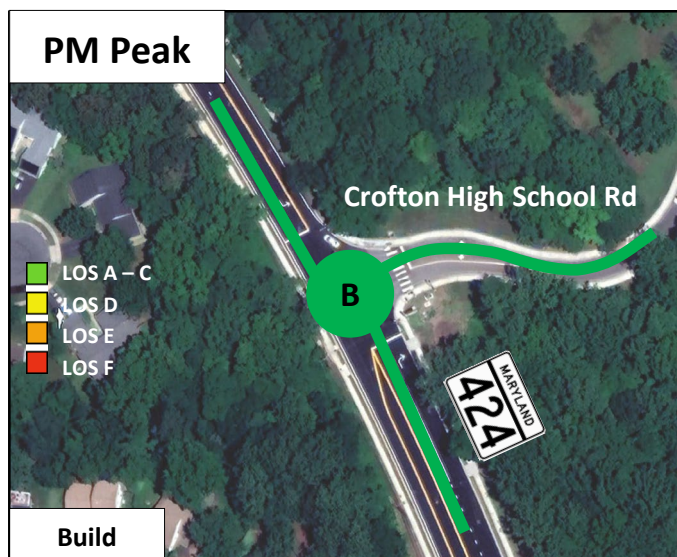
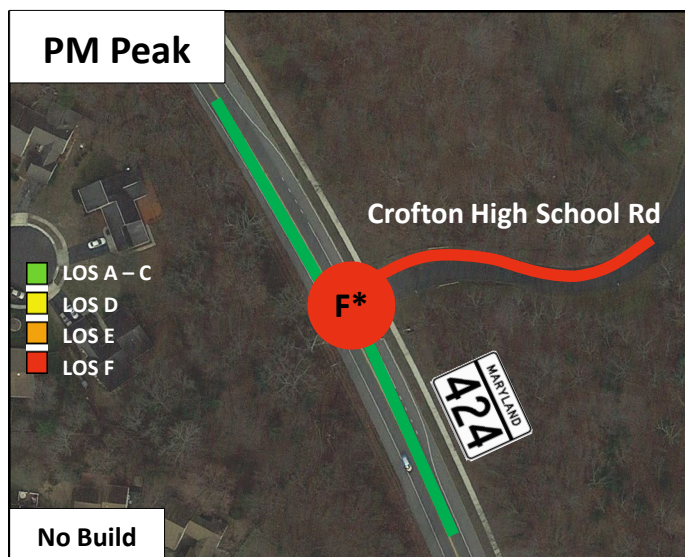
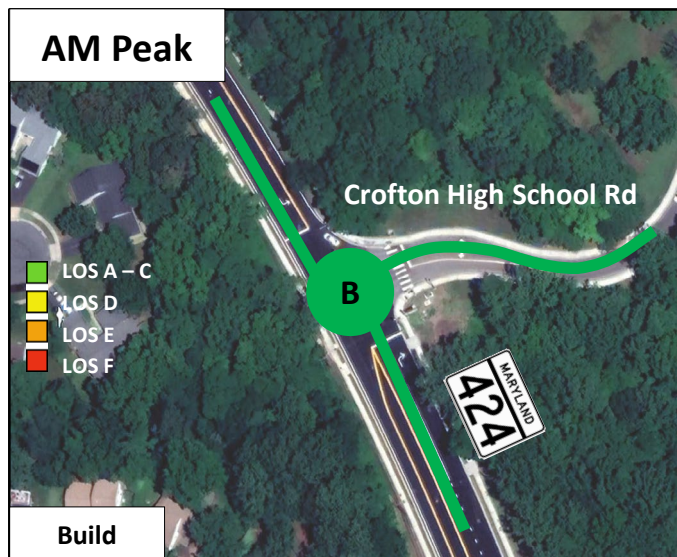
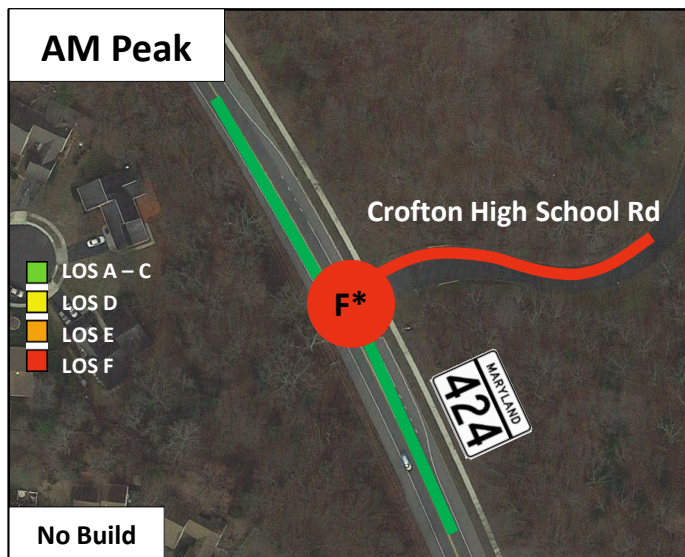
■ Property Damage ■ Injury

Total Crashes 74

Average Annual Savings (Thousands)			Project Cost Estimate (Millions)	Benefit/Cost (20 Years)
Delay	Fuel Consumption	Safety		
\$1,329.9	\$17.1	\$26.6	\$5.0	7.4

MD 424 (Davidsonville Road): Duke of Kent Drive to MD 450 (Defense Highway)

LOCATION: CROFTON, ANNE ARUNDEL COUNTY



MD 424 ADT : 18,000

Non-Congestion Benefits

- Improve multimodal accessibility by adding sidewalk and ADA ramps
- Adding turn lanes and traffic signal are expected to provide safety benefits

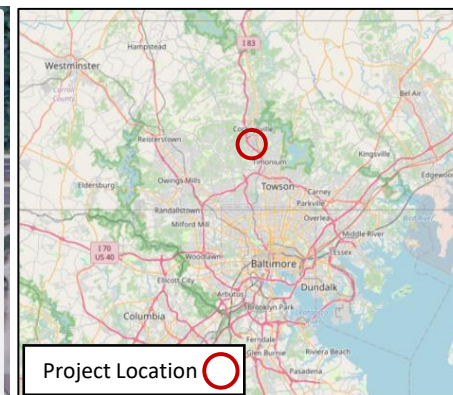
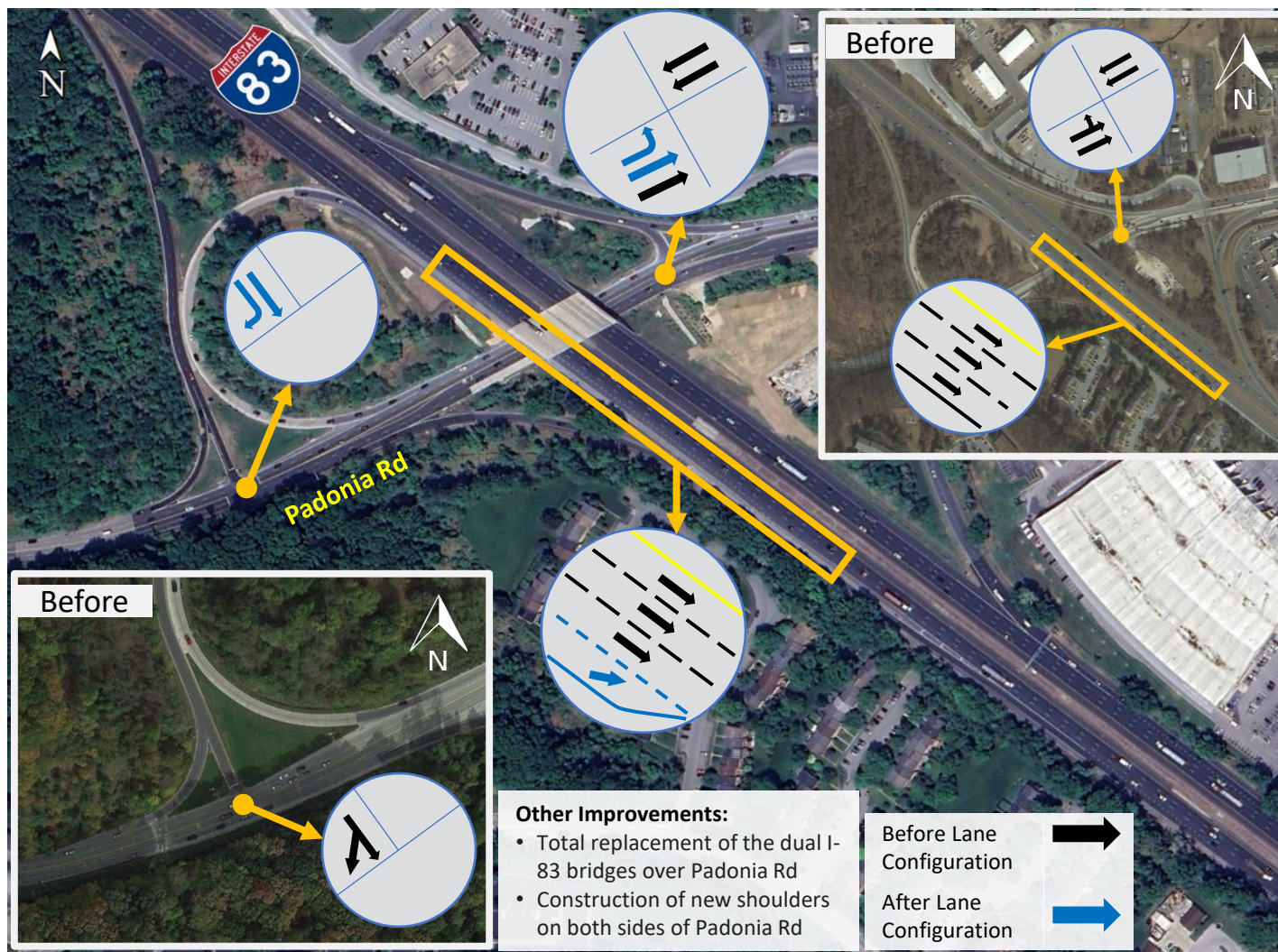
Congestion Benefits

- Improve overall MD 424 at Crofton High School Rd intersection operations from LOS F to LOS B during AM and PM peak hours

*The LOS reported for before (No Build) condition is the stop-controlled approach's LOS.

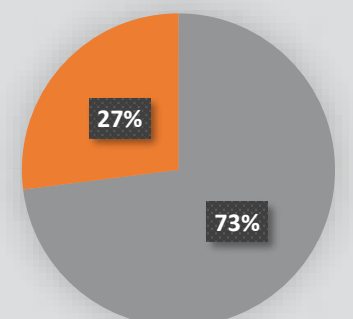
I-83 (Harrisburg Expressway) and Padonia Road

LOCATION: TIMONIUM, BALTIMORE COUNTY



I-83 AADT: 102,000
Padonia Rd ADT: 35,000

Crash Summary by Severity



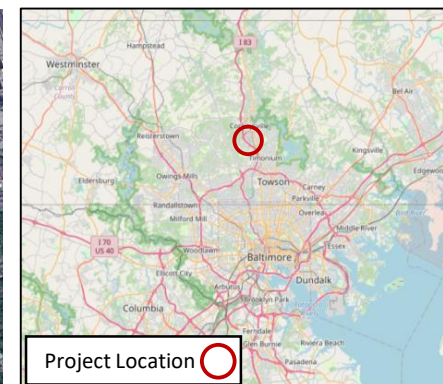
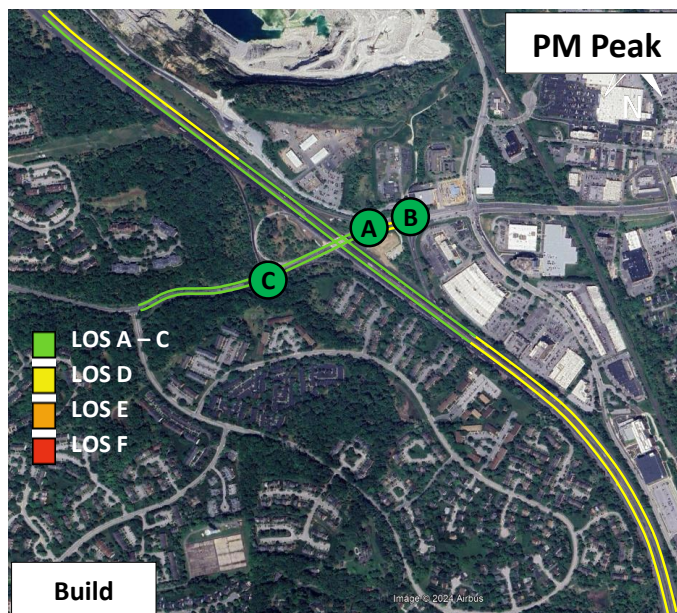
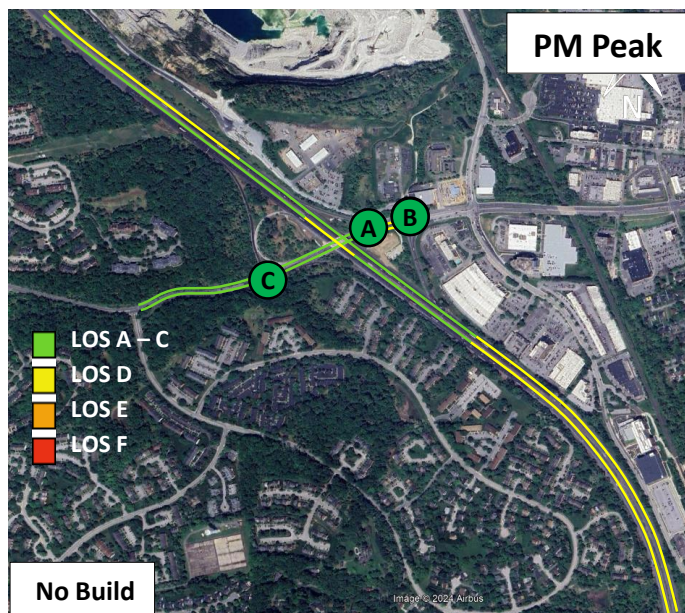
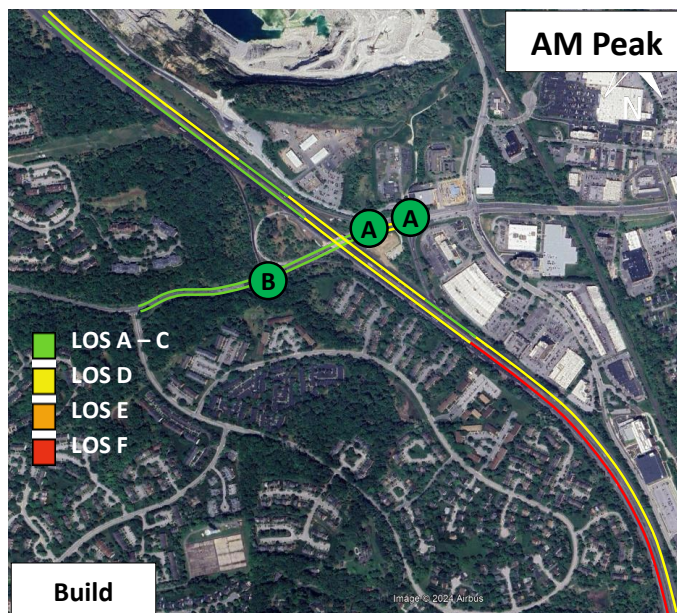
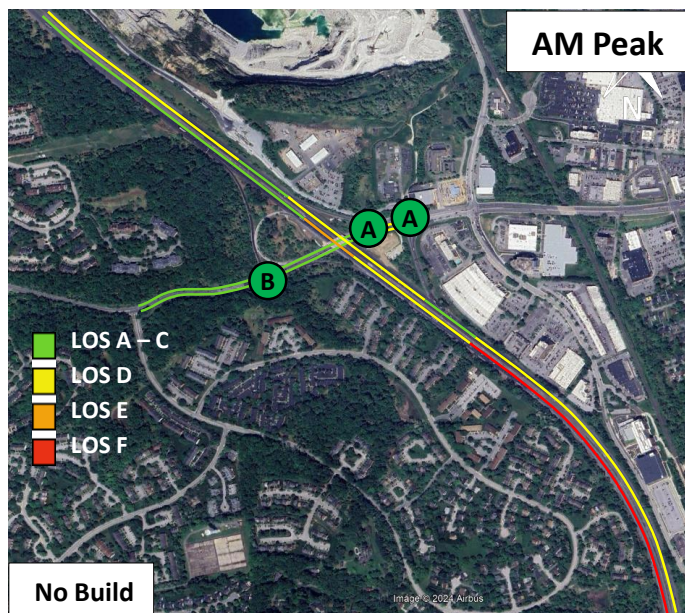
■ Property Damage ■ Injury

Total Crashes 105

Average Annual Savings (Thousands)			Project Cost Estimate (Millions)	Benefit/Cost (20 Years)
Delay	Fuel Consumption	Safety		
\$717.1	\$9.2	\$617.9	\$22.0	1.3

I-83 (Harrisburg Expressway) and Padonia Road

LOCATION: TIMONIUM, BALTIMORE COUNTY



I-83 AADT: 102,000
Padonia Rd ADT: 35,000

Non-Congestion Benefits

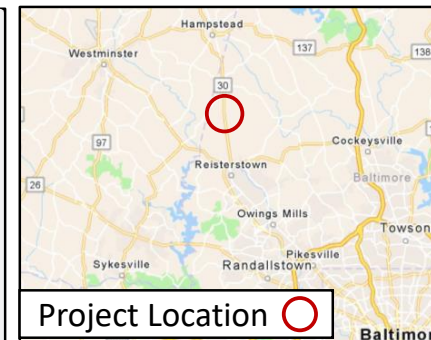
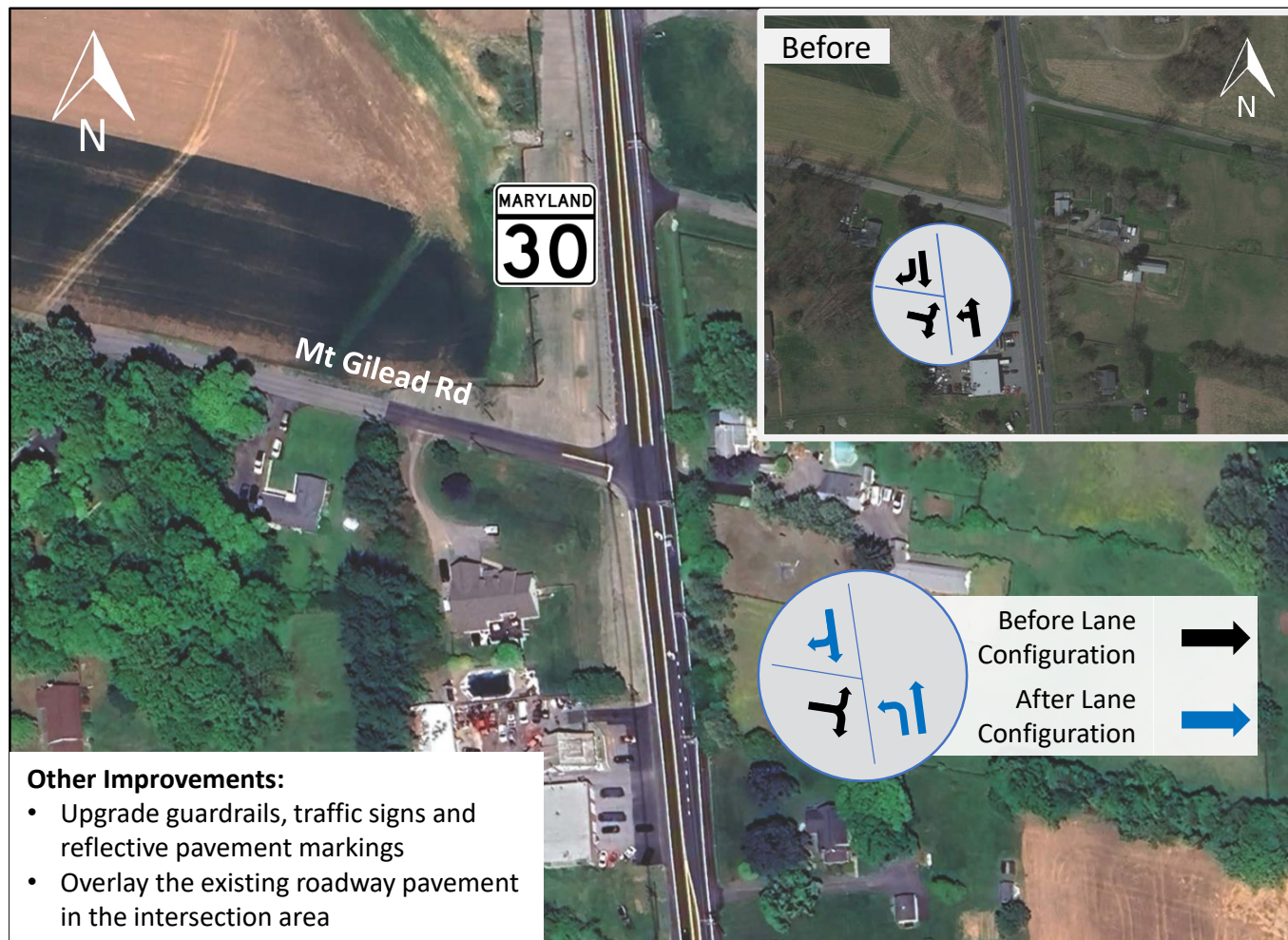
- Addition of left turn lane on Padonia Rd at the I-83 NB on ramp removes left turning traffic from thru lane.
- Proposed improvements will improve safety and mobility
- Lowering congestion will reduce the probability of crashes

Congestion Benefits

- Improve overall network performance
- Improve operations along southbound I-83 during the AM and PM peak hour
- Reduced queuing on the I-83 southbound ramp to Padonia Road.

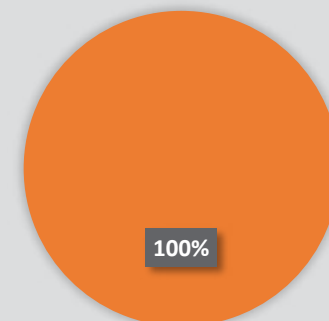
MD 30 (Hanover Pike) at Mount Gilead Road

LOCATION: REISTERSTOWN, BALTIMORE COUNTY



MD 30 ADT : 18,000

Crash Summary by Severity



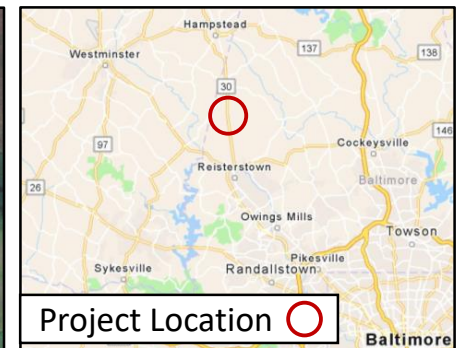
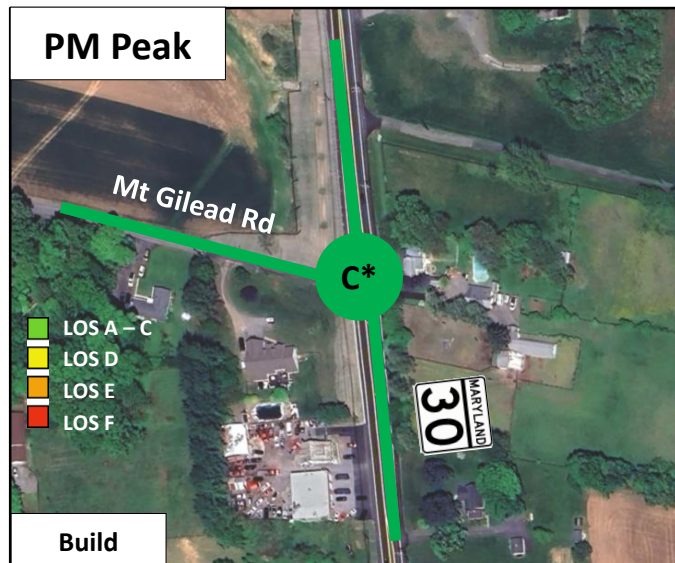
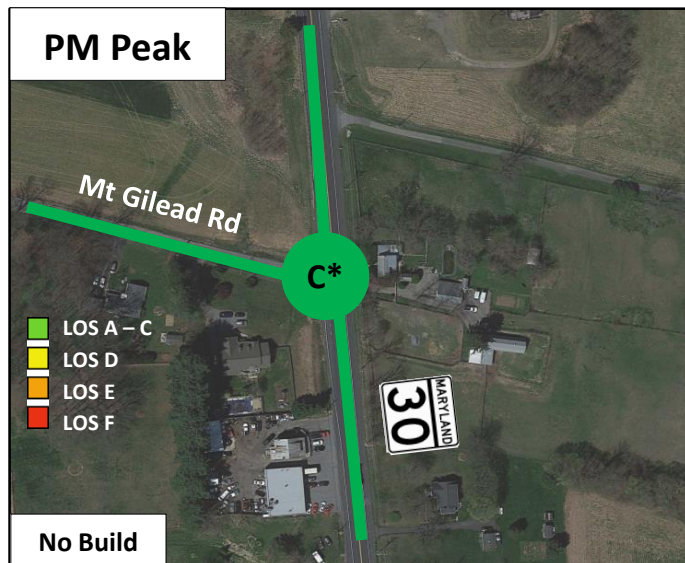
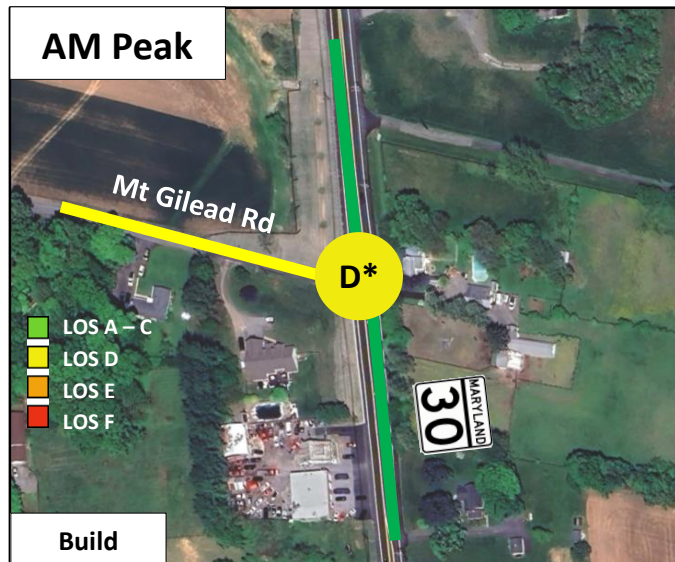
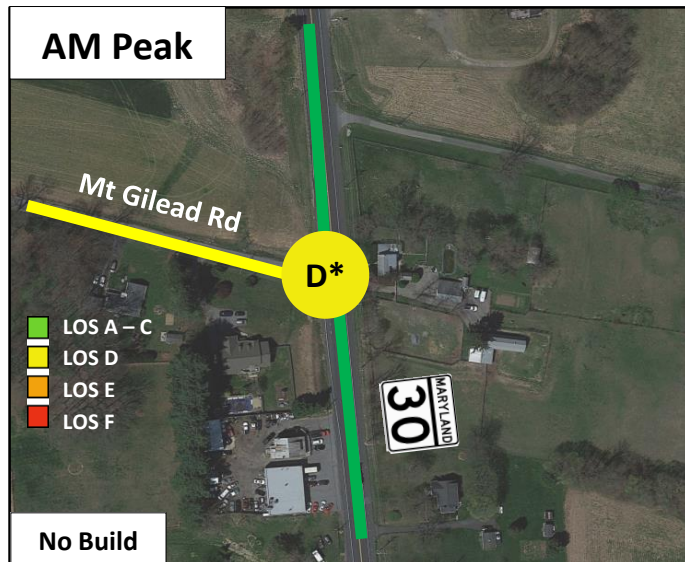
■ Injury

Total Crashes 3

Average Annual Savings (Thousands)			Project Cost Estimate (Millions)	Benefit/Cost (20 Years)
Delay	Fuel Consumption	Safety		
\$6.2	\$0.1	\$1.6	\$1.0	0.2

MD 30 (Hanover Pike) at Mount Gilead Road

LOCATION: REISTERSTOWN, BALTIMORE COUNTY



MD 30 ADT : 18,000

Non-Congestion Benefits

- Significantly improved safety for northbound left turning motorists. Two of the three 2017 to 2019 crashes and the 2015 fatal crash were caused by northbound thru vehicles rear ending a left turning vehicle stopped in the thru lane.

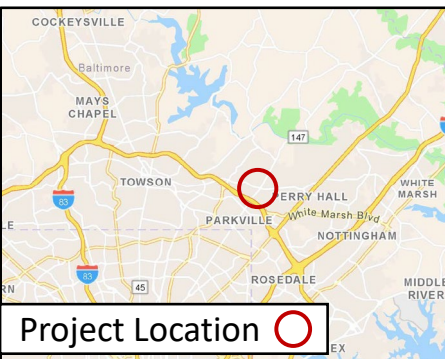
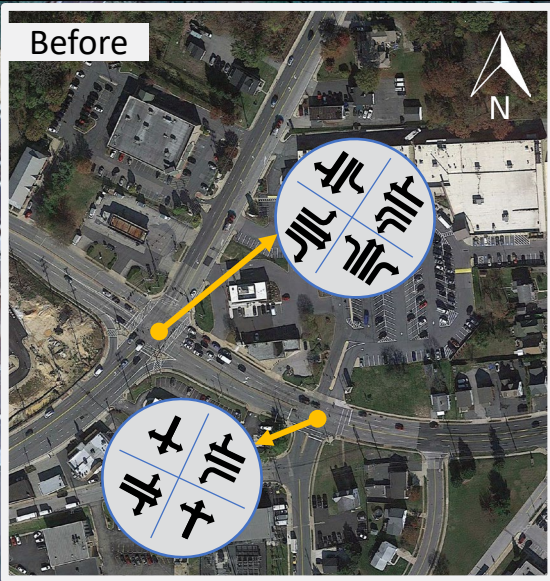
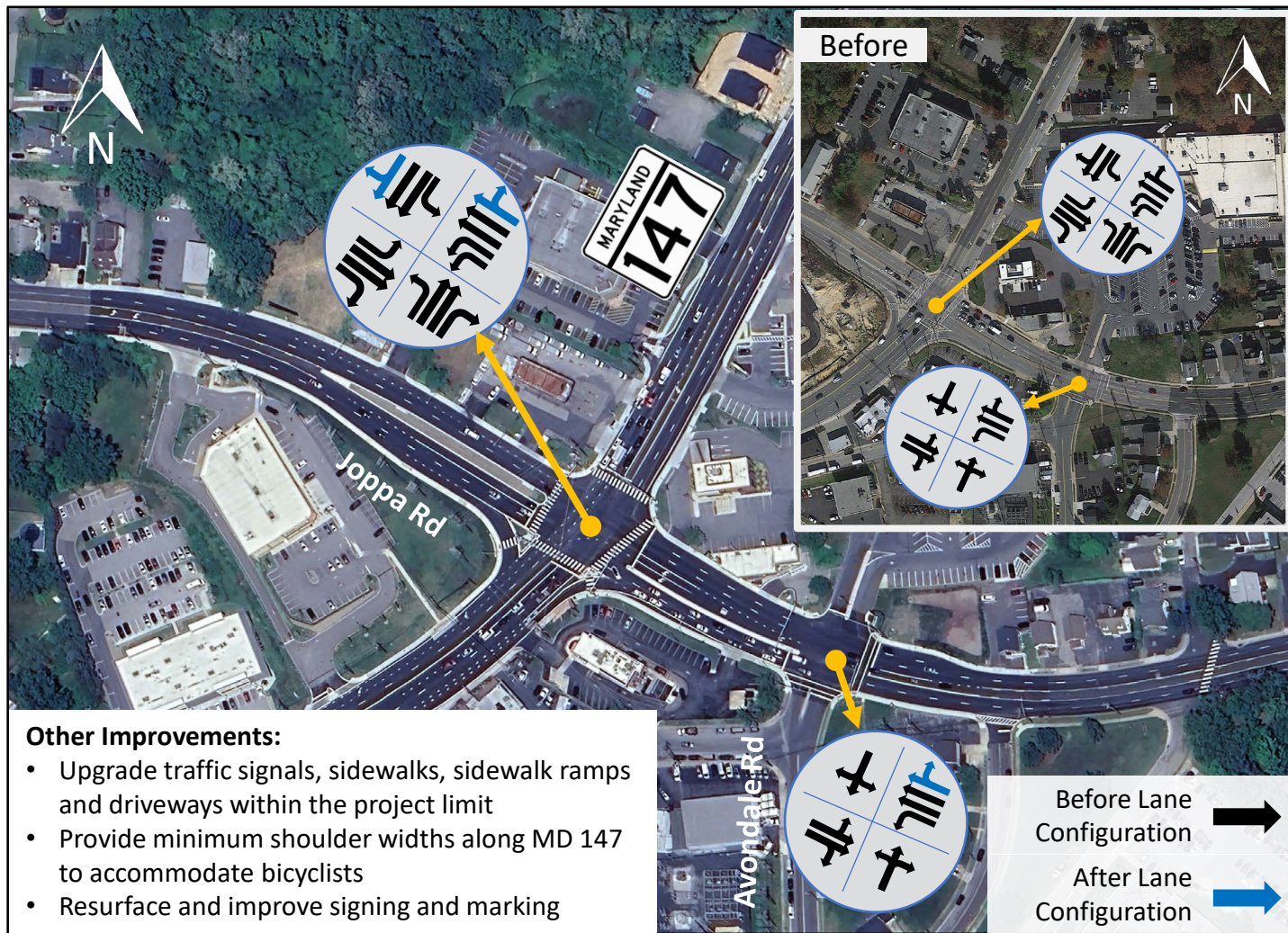
Congestion Benefits

- Minimal congestion benefits

*The LOS reported is the worst stop-controlled approach's LOS (Mt. Gilead Rd eastbound).

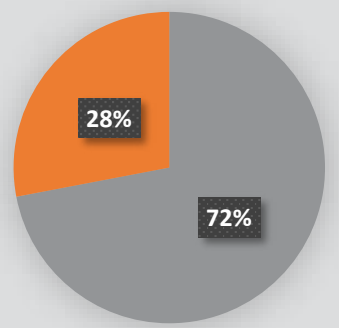
MD 147 (Harford Road) at Joppa Road

LOCATION: CARNEY, BALTIMORE COUNTY



MD 147 ADT : 31,000

Crash Summary by Severity



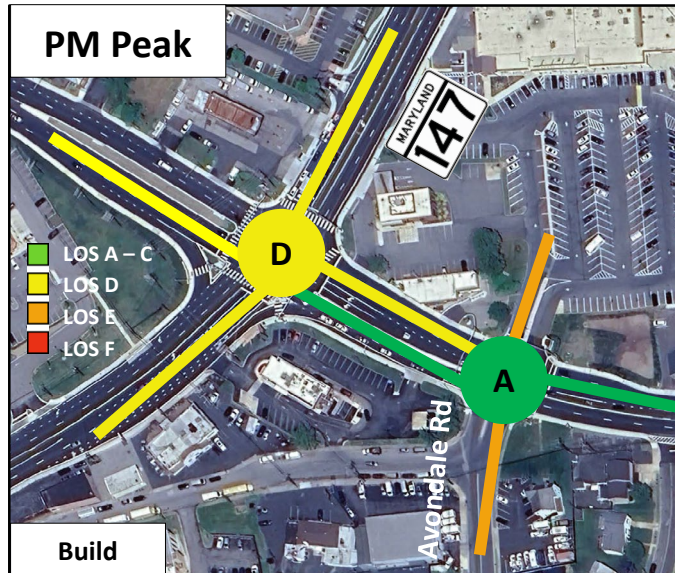
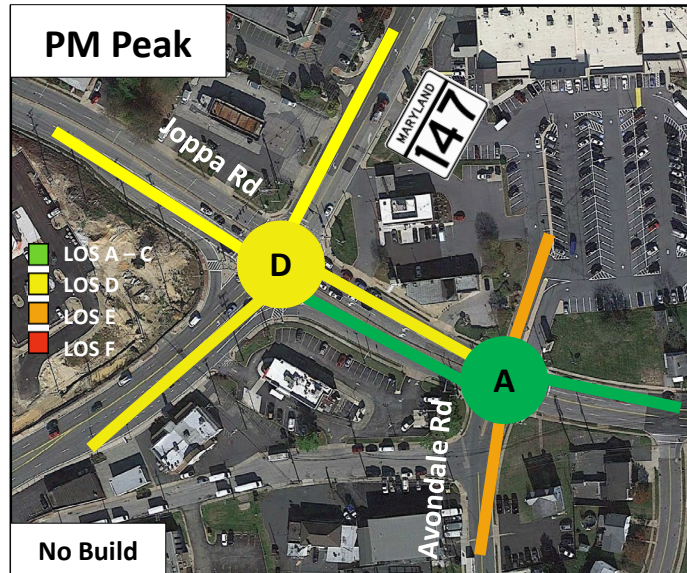
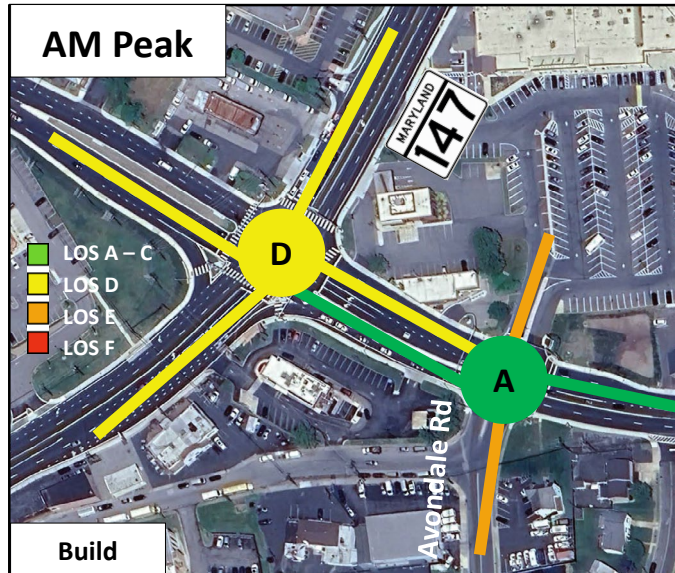
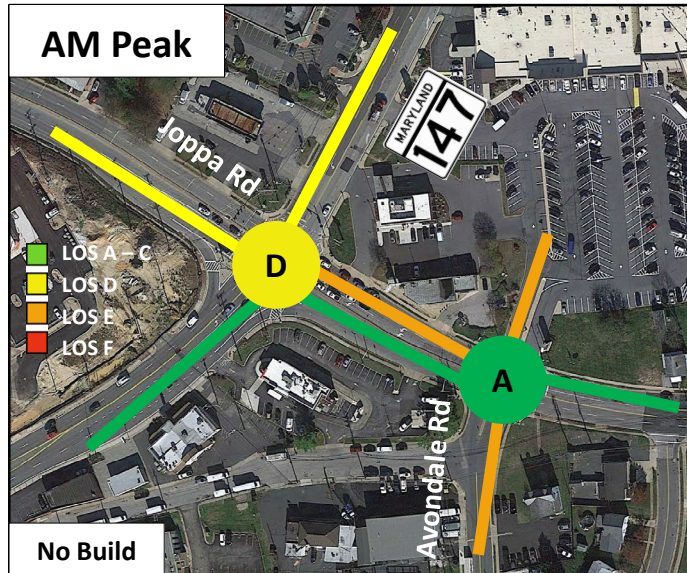
■ Property Damage ■ Injury

Total Crashes 46

Average Annual Savings (Thousands)			Project Cost Estimate (Millions)	Benefit/Cost (20 Years)
Delay	Fuel Consumption	Safety		
\$464.4	\$6.0	\$11.1	\$11.1	1.2

MD 147 (Harford Road) at Joppa Road

LOCATION: CARNEY, BALTIMORE COUNTY



MD 147 ADT : 31,000

Non-Congestion Benefits

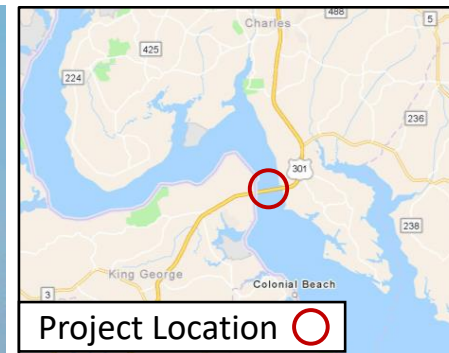
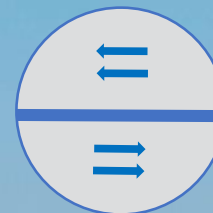
- Improve multimodal accessibility by upgrading sidewalks and adding bike compatible shoulder
- Reduce the probability of congestion related crashes

Congestion Benefits

- Improve overall network delay by 21% during the AM peak hour and 6% during the PM peak hour

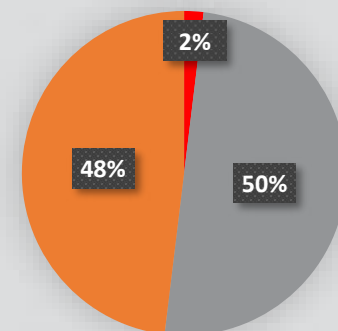
US 301 Nice/Middleton Bridge

LOCATION: NEWBURG, CHARLES COUNTY



US 301 ADT : 19,000

Crash Summary by Severity



■ Property Damage ■ Injury
1 Fatal crash

Total Crashes 52

Other Improvements:

- Four 12-foot-wide lanes, replacing the old bridge's two 11-foot-wide lanes
- Improve safety by installing a barrier-separated median between eastbound and westbound lanes, adding two-foot shoulders and other improvements that meet current safety standards
- Eliminate lane-shifting safety issues at toll booths by replacing them with all-electronic tolling

Before Lane Configuration



After Lane Configuration

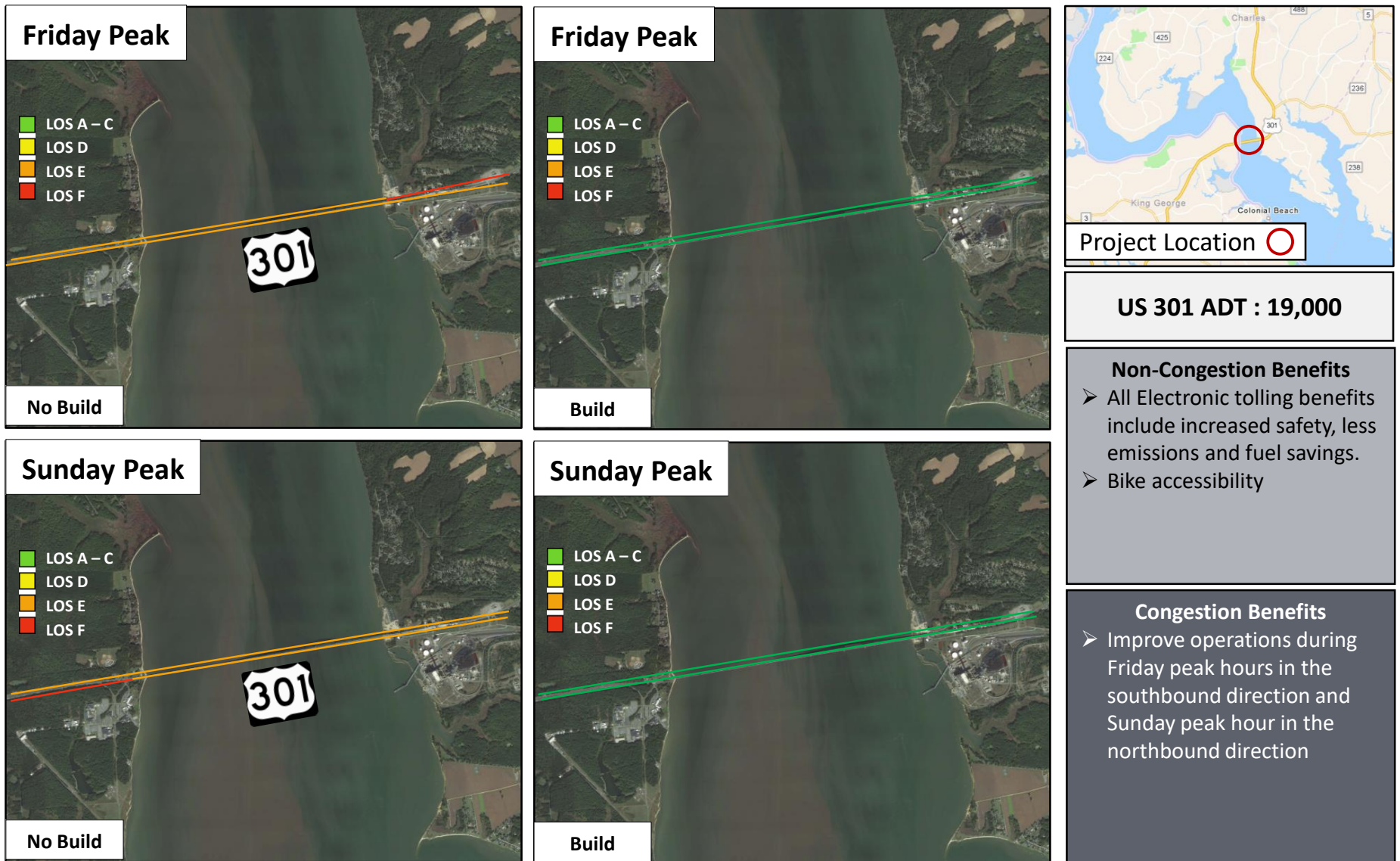


Average Annual Savings (Thousands)

Delay	Fuel Consumption	Safety	Project Cost Estimate (Millions)	Benefit/Cost (20 Years)
\$814.7	\$10.3	\$1,699.8	\$463,000.0	0.1

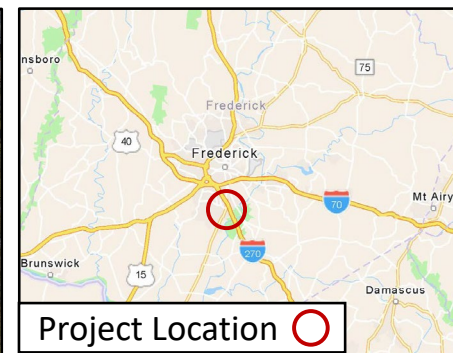
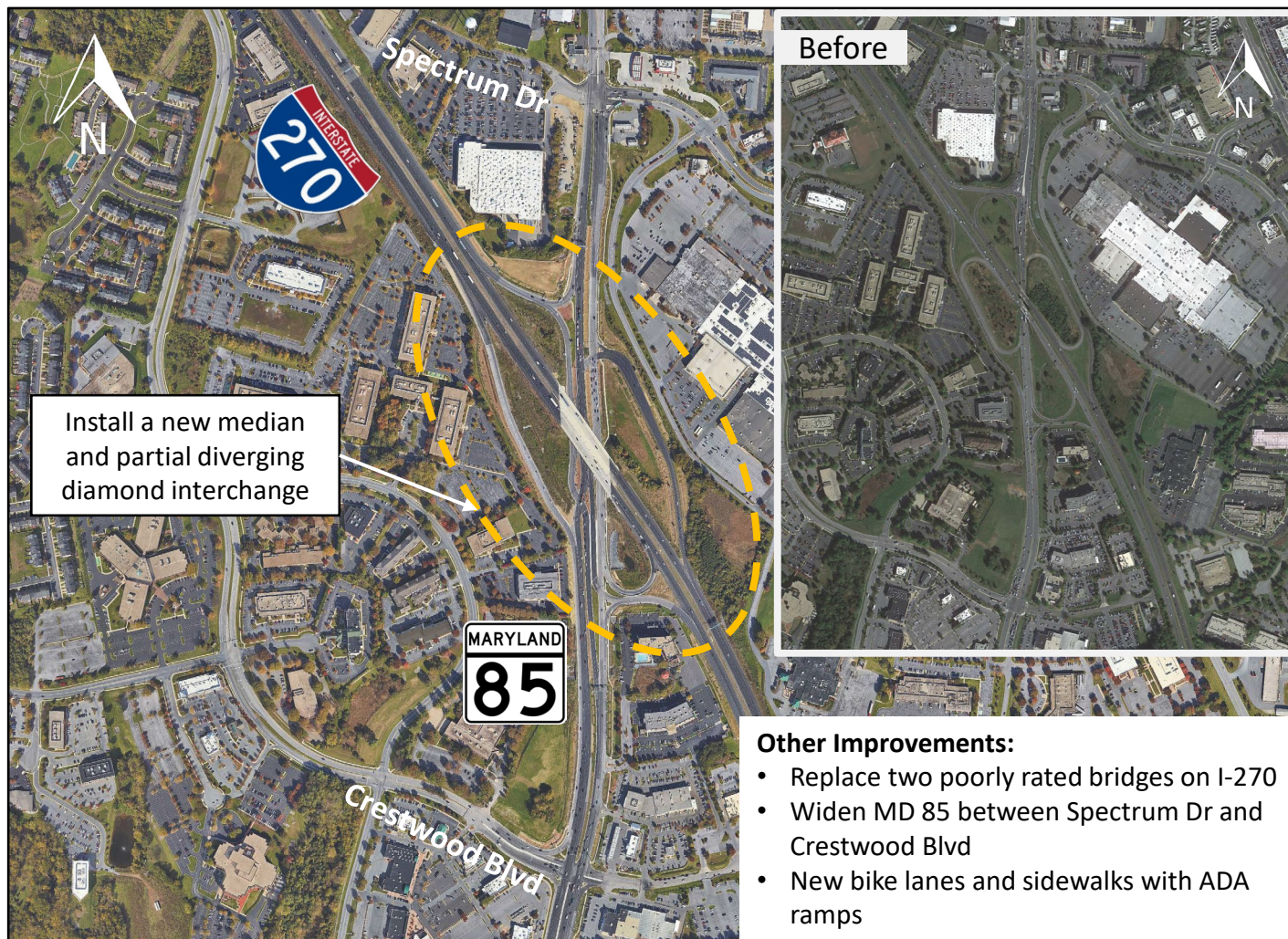
US 301 Nice/Middleton Bridge

LOCATION: NEWBURG, CHARLES COUNTY



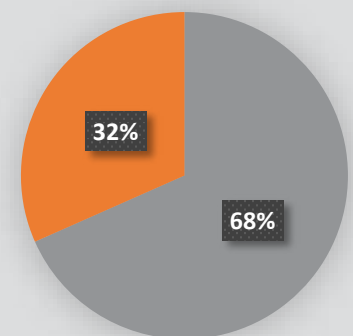
I-270 (Washington National Pike) and MD 85 (Buckeystown Pike) Interchange

LOCATION: FREDERICK, FREDERICK COUNTY



MD 85 ADT : 52,000
I-270 ADT: 112,000

Crash Summary by Severity



■ Property Damage ■ Injury

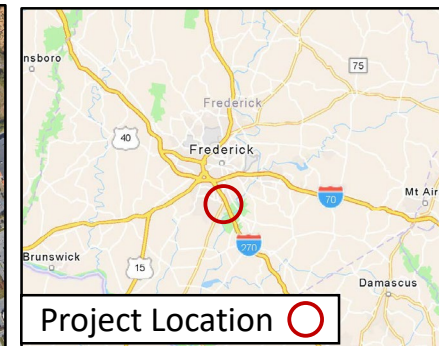
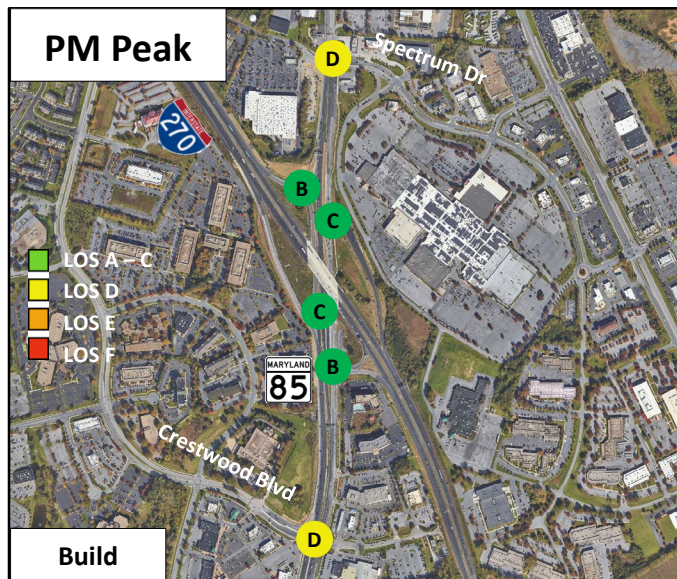
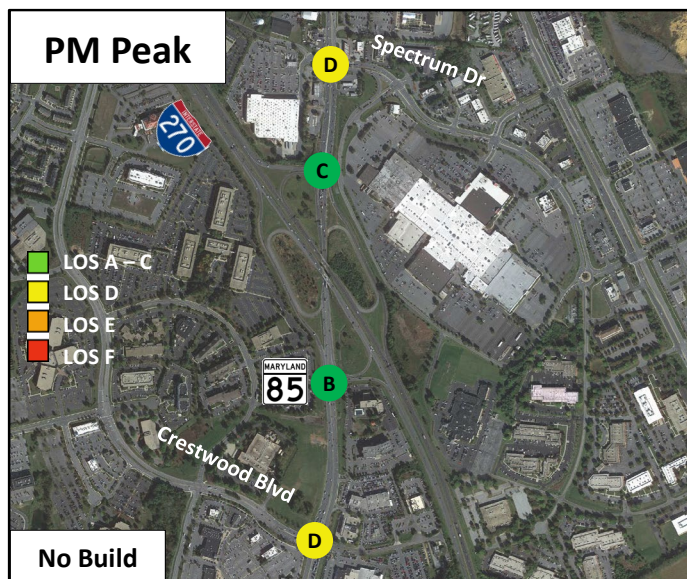
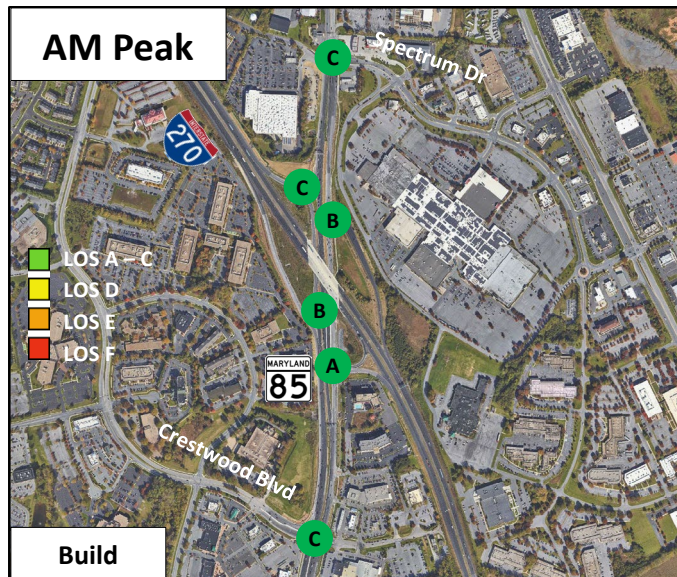
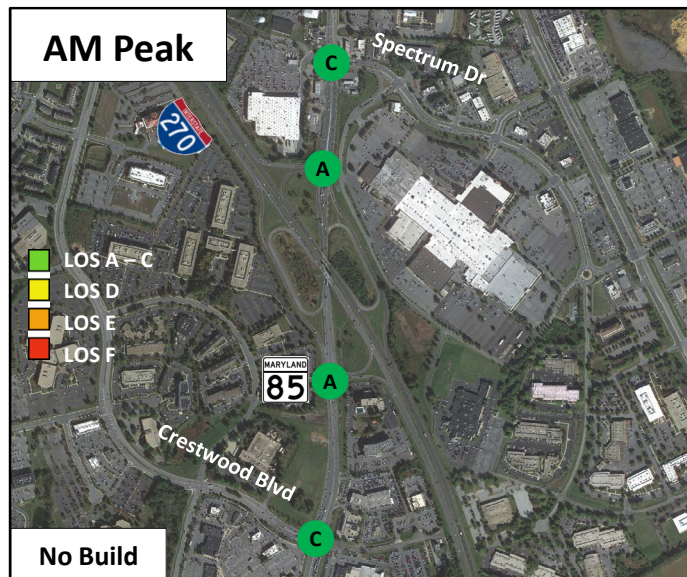
Total Crashes 294

Average Annual Savings (Thousands)

Delay	Fuel Consumption	Safety	Project Cost Estimate (Millions)	Benefit/Cost (20 Years)
\$4,555.2	\$58.3	\$3,106.1	\$93.0	1.9

I-270 (Washington National Pike) and MD 85 (Buckeystown Pike) Interchange

LOCATION: FREDERICK, FREDERICK COUNTY



MD 85 ADT : 52,000
I-270 ADT: 112,000

Non-Congestion Benefits

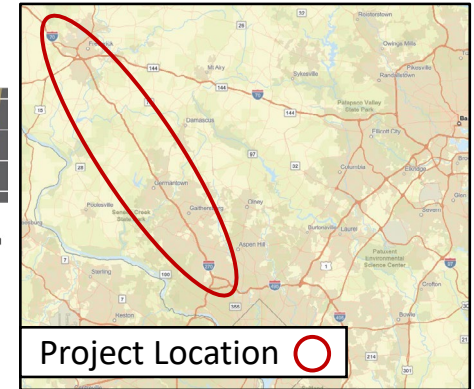
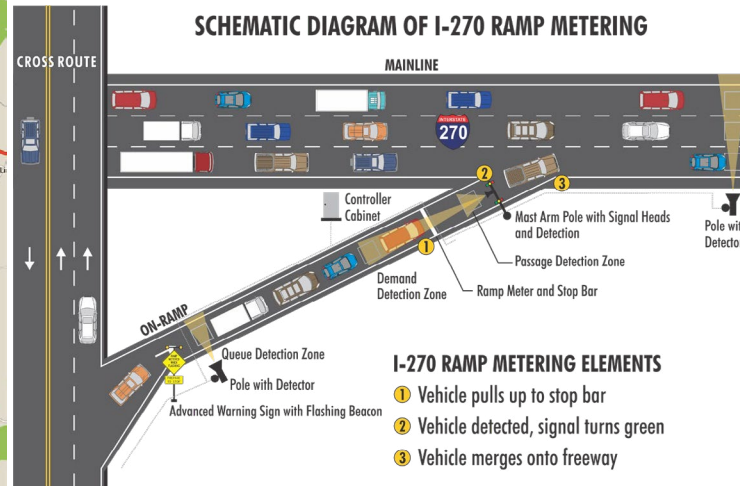
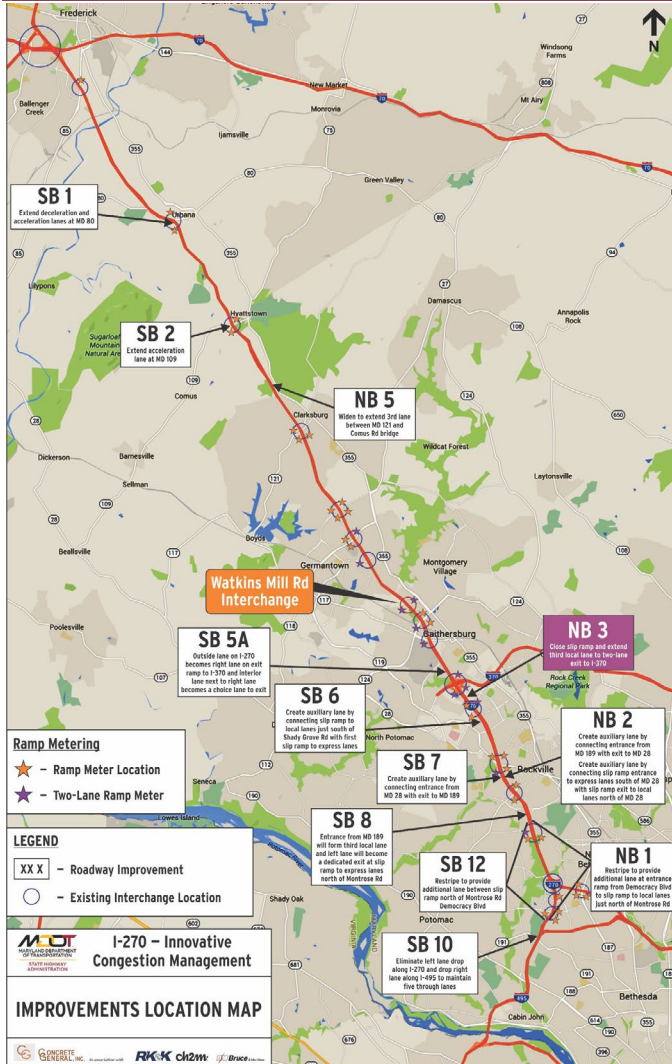
- Improve multimodal accessibility by new bike lanes and sidewalks with ADA ramps
- Replace two poorly rated bridges on I-270
- Improving traffic flow will reduce the probability of congestion related crashes

Congestion Benefits

- Improve overall network delay by approximately 10% during the AM peak hour and 40% during the PM peak hour

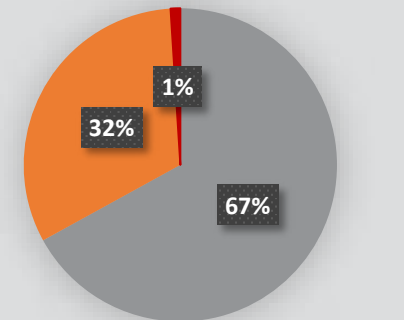
I-270 Innovative Congestion Management (ICM)

LOCATION: MONTGOMERY AND FREDERICK COUNTIES



I-270 ADT : 200,000

Crash Summary by Severity



■ Property Damage ■ Injury ■ Fatal

Total Crashes 576



Average Annual Savings (Thousands)

Delay	Fuel Consumption	Safety
\$2,532,210	\$30,800	\$117,540

Project Cost Estimate (Millions)

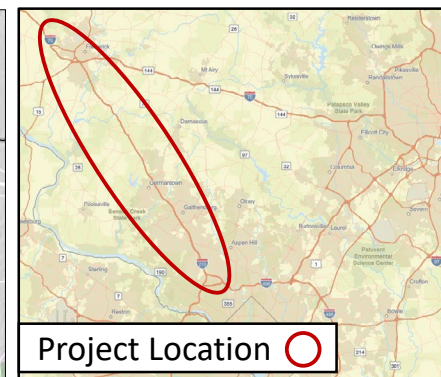
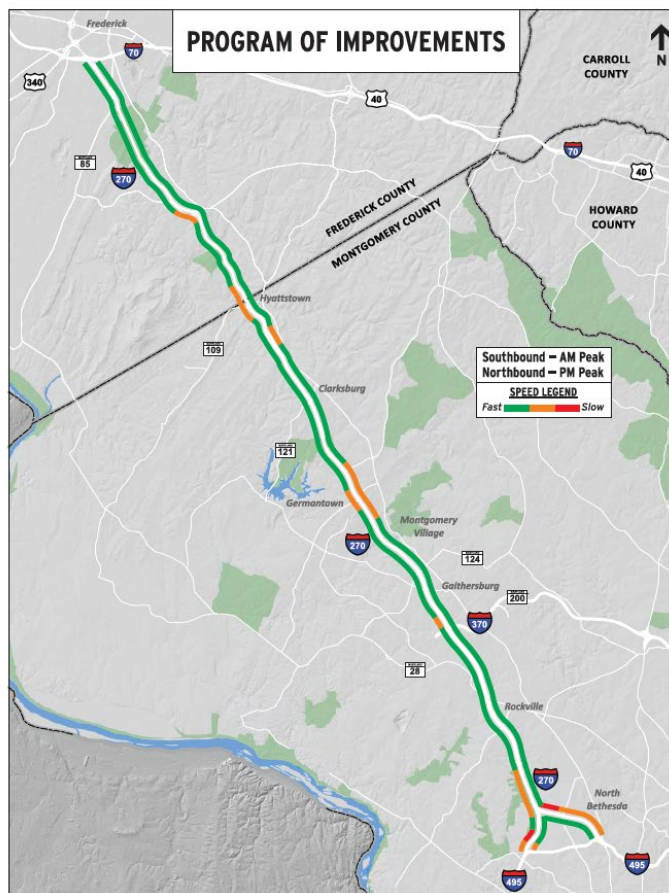
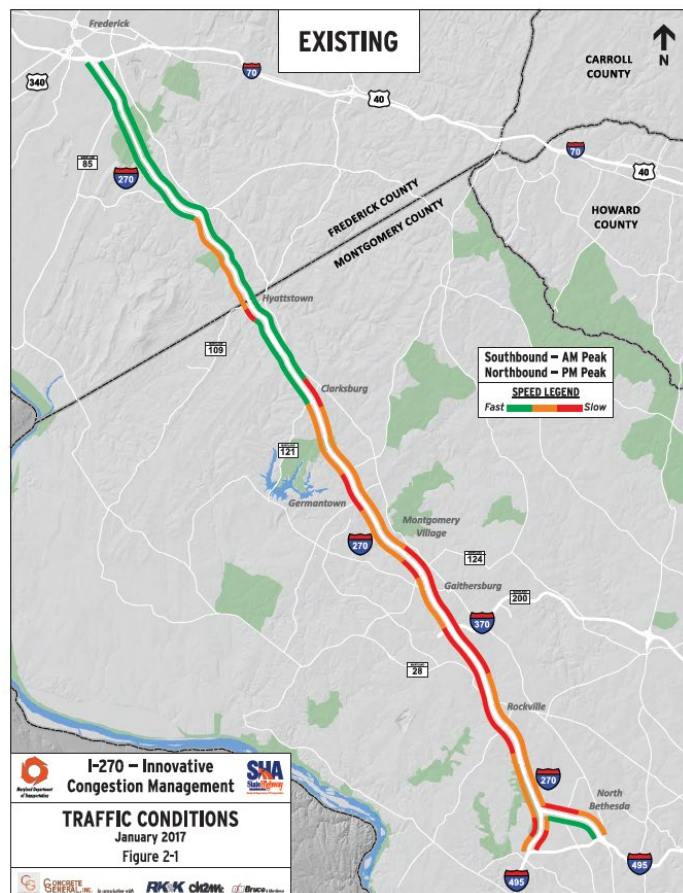
\$100

Benefit/Cost (20 Years)

19.6

I-270 Innovative Congestion Management (ICM)

LOCATION: MONTGOMERY AND FREDERICK COUNTIES



I-270 ADT : 200,000

Non-Congestion Benefits

- Lowering congestion will reduce the probability of congestion-related crashes

Congestion Benefits

- Reduce travel times
- Improve reliability
- Relieve bottlenecks

INRIX Data* – Travel Time (Minutes)

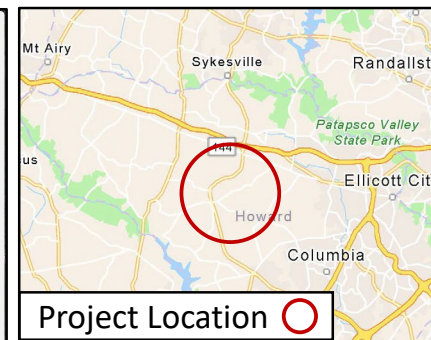
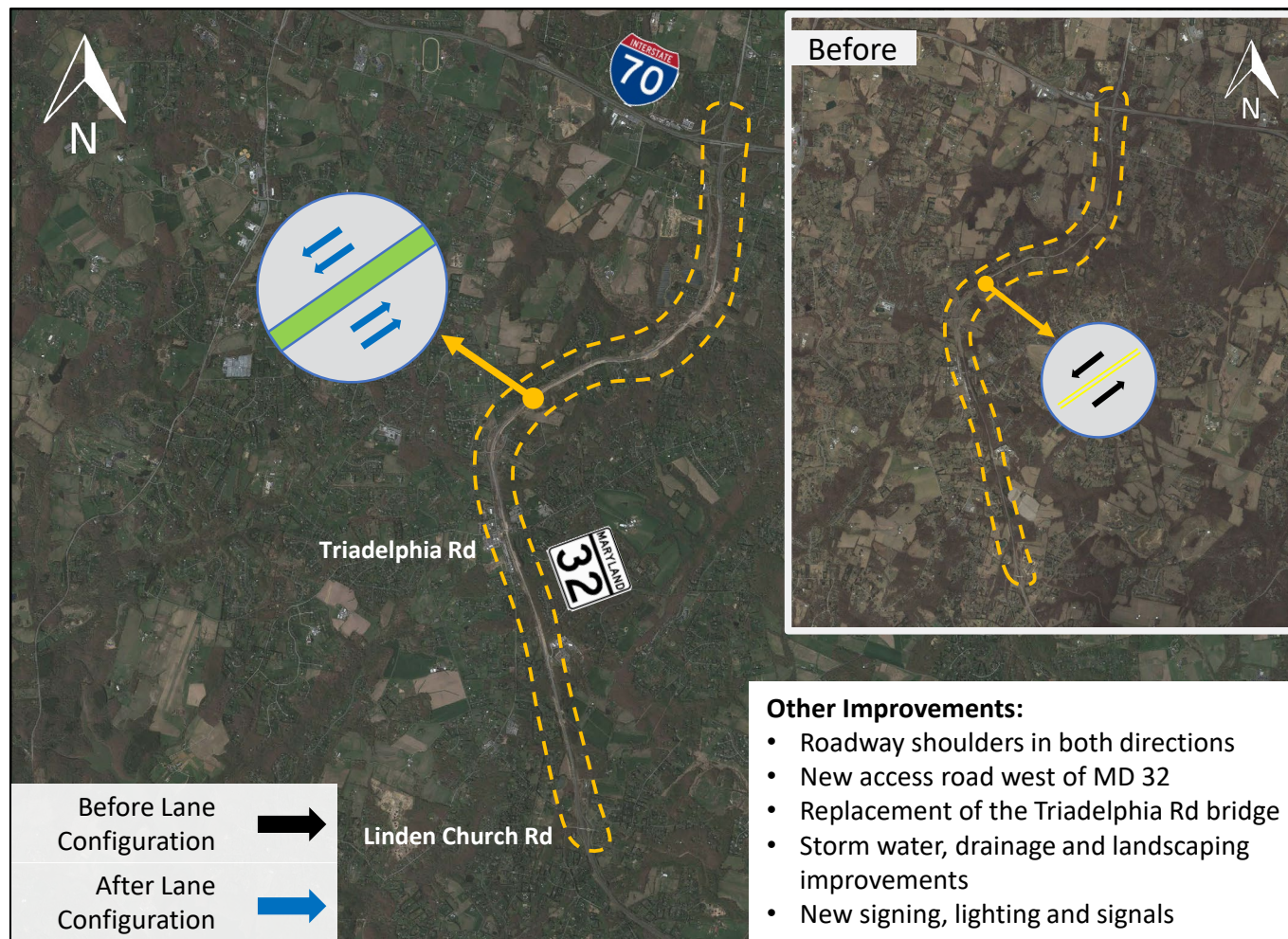
I-270 SB from I-70 to I-495 (Including East Spur, 33 miles)

Year	6:00 AM	7:00 AM	8:00 AM	9:00 AM
2017	62	72	63	46
2022	43	55	48	36
Reduction	-31%	-24%	-24%	-21%

* INRIX Data is the average of Tu, We, and Th data in October, excluding data points with accident impact (3 in 2017, 5 in 2022)

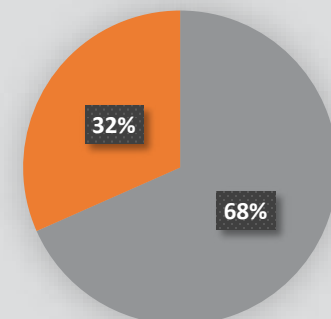
MD 32 (Patuxent Freeway): Linden Church Road to I-70

LOCATION: CLARKSVILLE, HOWARD COUNTY



MD 32 ADT : 33,000

Crash Summary by Severity

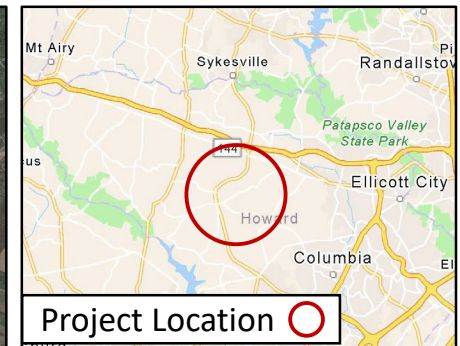
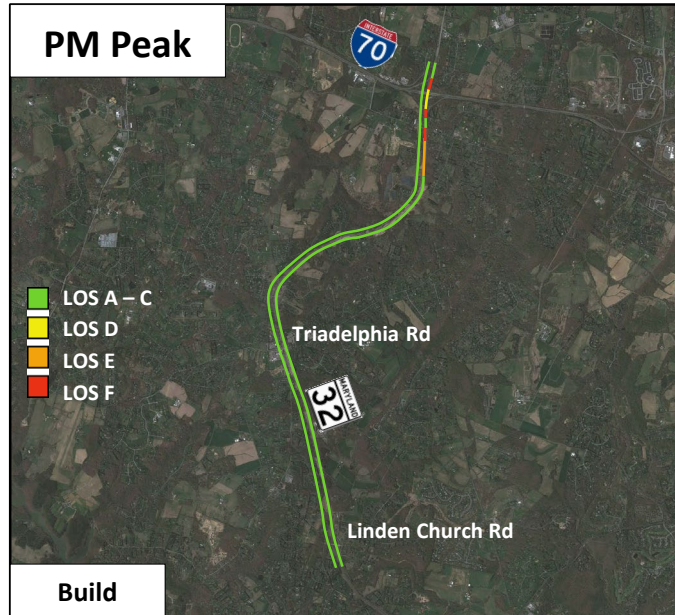
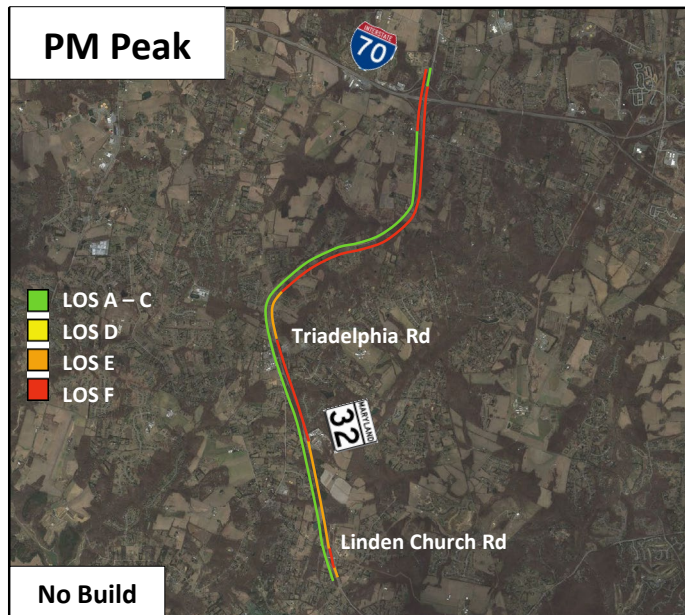
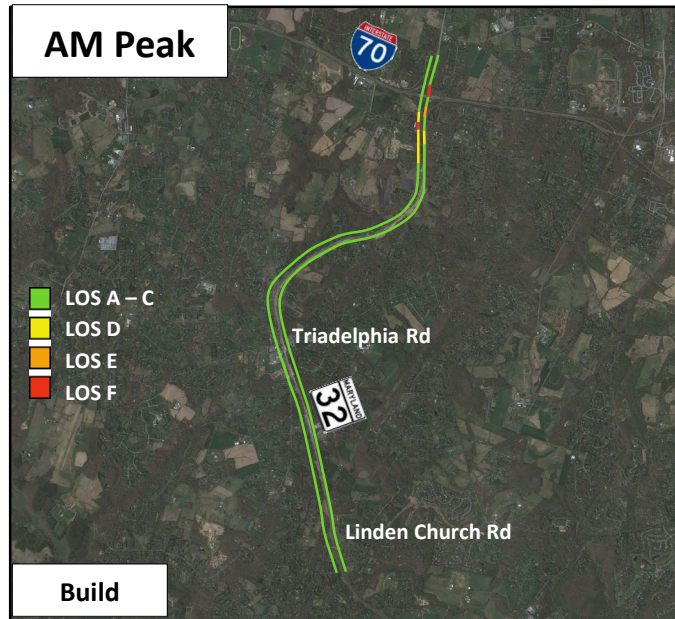
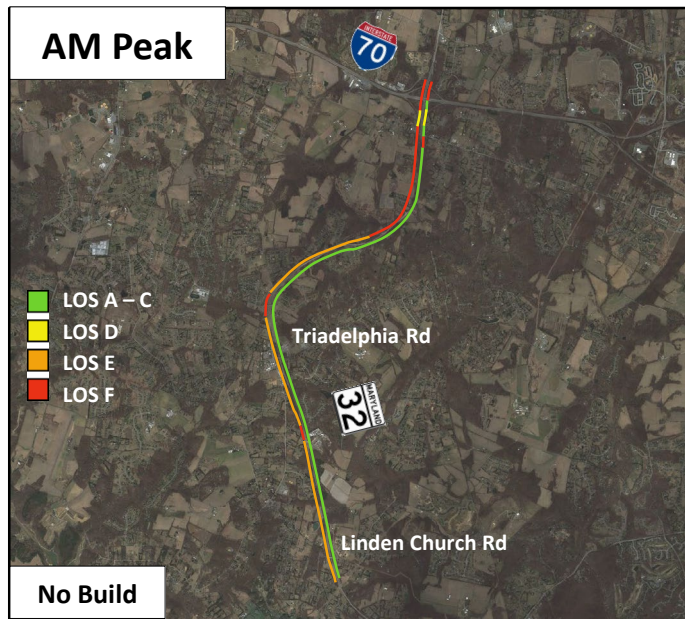


Total Crashes 191

Average Annual Savings (Thousands)			Project Cost Estimate (Millions)	Benefit/Cost (20 Years)
Delay	Fuel Consumption	Safety		
\$10,617.5	\$133.3	\$1,316.7	\$127.7	2.5

MD 32 (Patuxent Freeway): Linden Church Road to I-70

LOCATION: CLARKSVILLE, HOWARD COUNTY



MD 32 ADT : 33,000

Non-Congestion Benefits

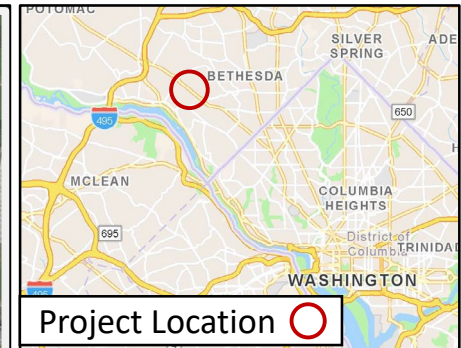
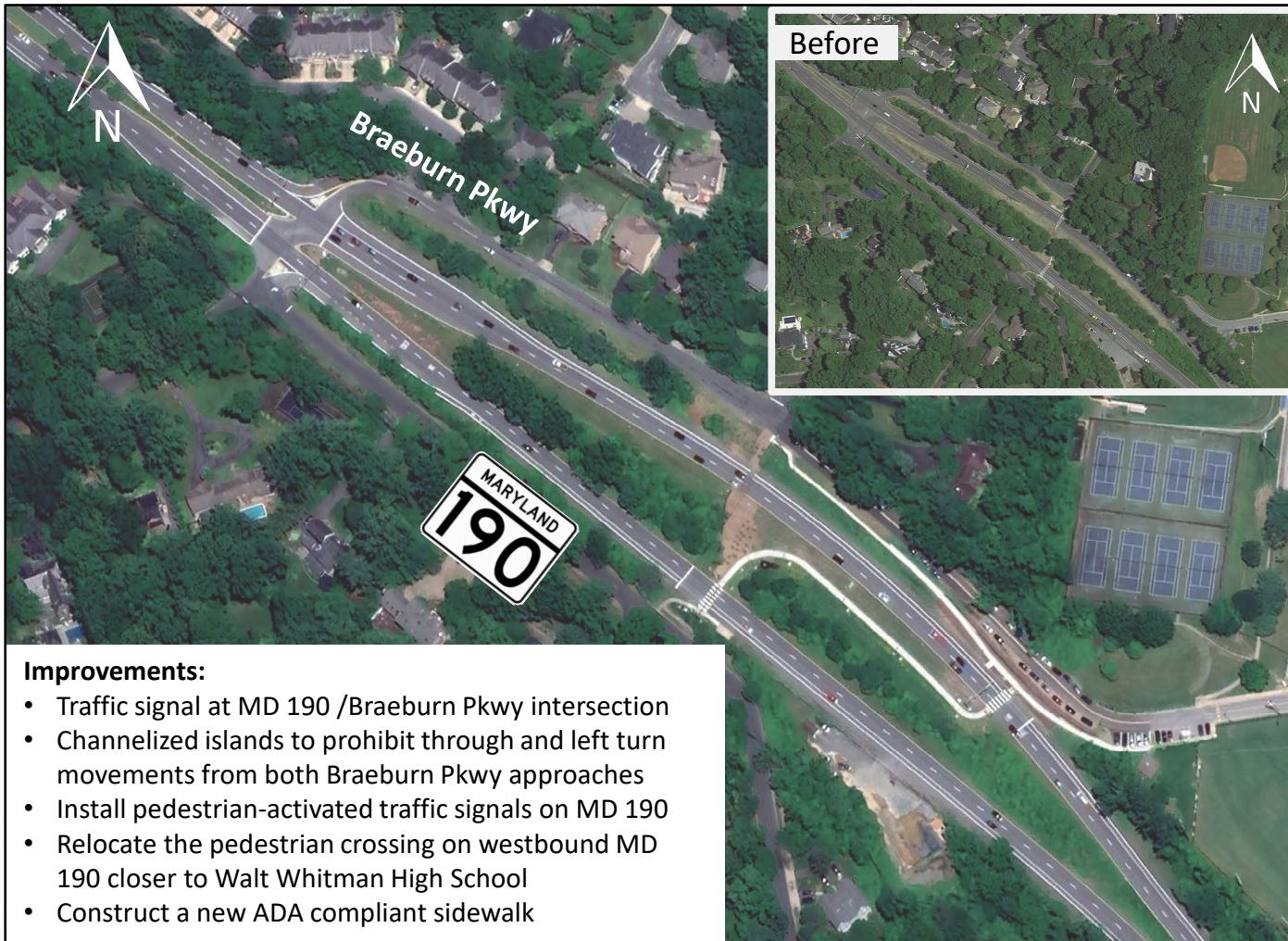
- Adding capacity, shoulders, and a median along MD 32 is expected to provide safety benefits

Congestion Benefits

- Improved LOS around I-70 ramp intersections.
- In the AM peak hour, the LOS along MD 32 southbound improved from LOS F to LOS C or better. Similarly, in the PM peak hour the northbound LOS was improved from LOS F to LOS C or better.

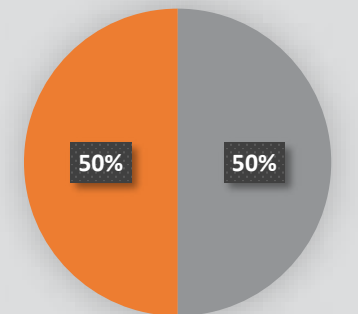
MD 190 (River Road) at Braeburn Parkway

LOCATION: BETHESDA, MONTGOMERY COUNTY



MD 190 ADT : 43,000

Crash Summary by Severity



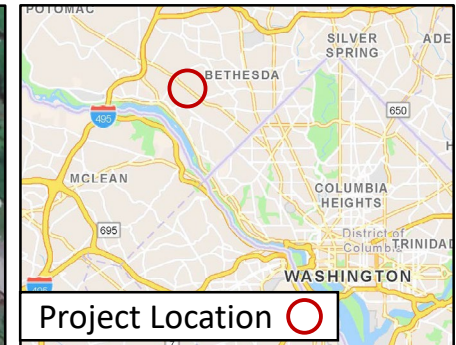
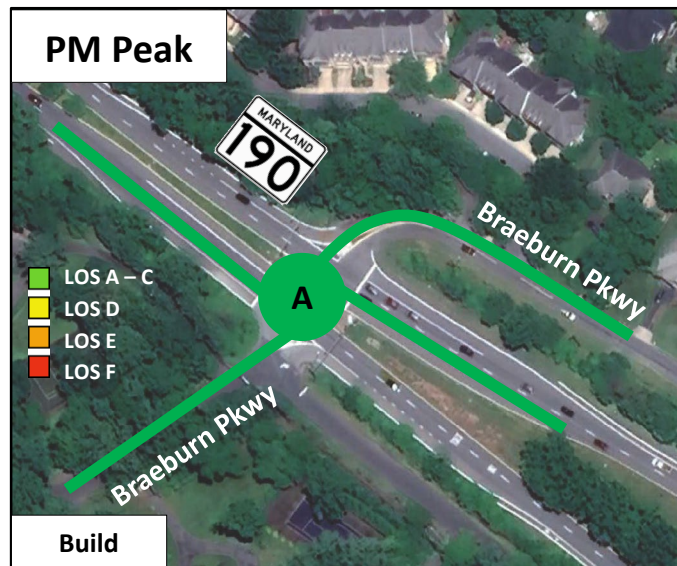
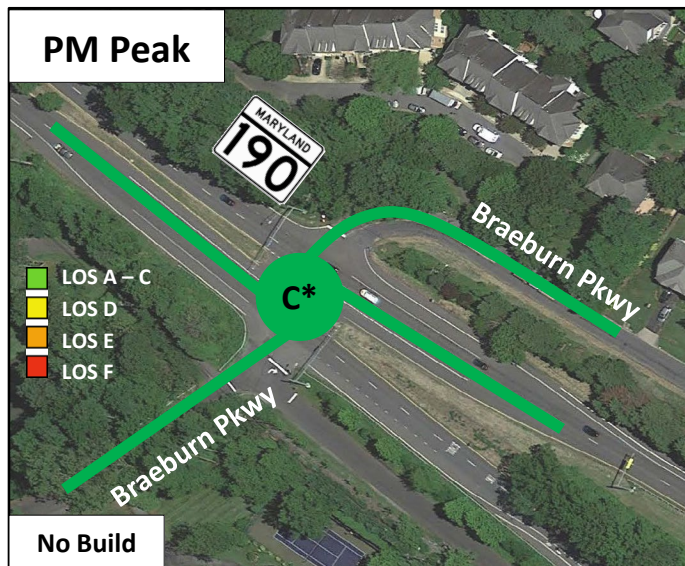
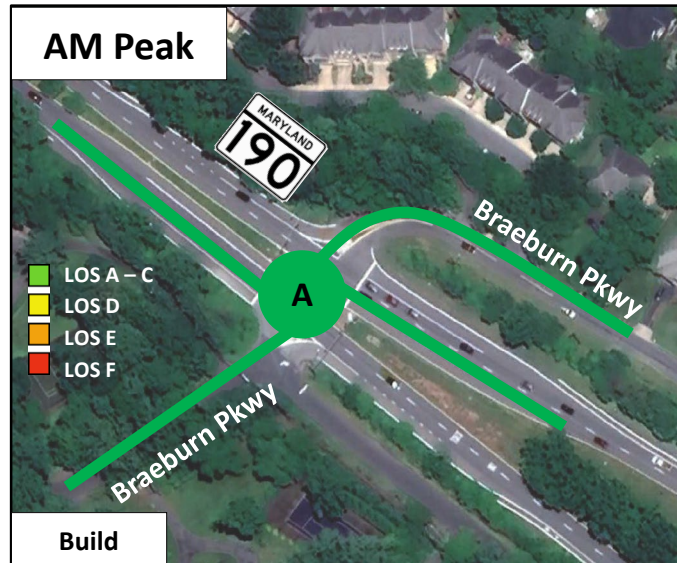
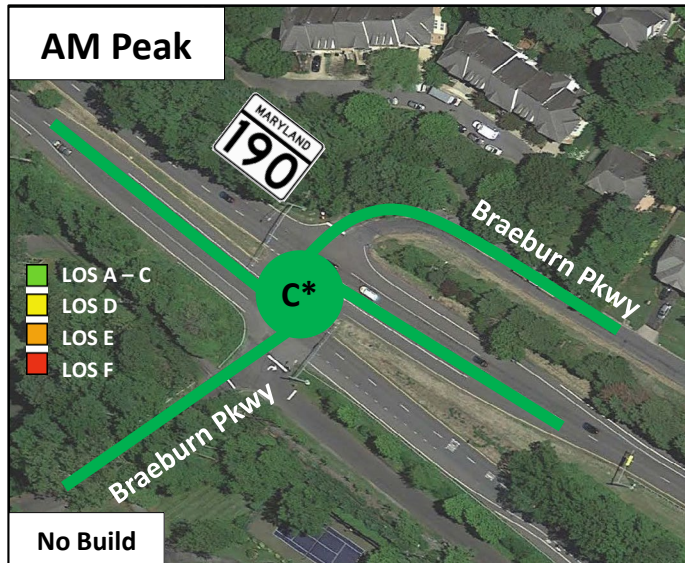
■ Property Damage ■ Injury

Total Crashes 4

Average Annual Savings (Thousands)			Project Cost Estimate (Millions)	Benefit/Cost (20 Years)
Delay	Fuel Consumption	Safety		
\$50.4	\$0.7	\$14.1	\$1.9	0.9

MD 190 (River Road) at Braeburn Parkway

LOCATION: BETHESDA, MONTGOMERY COUNTY



MD 190 ADT : 43,000

Non-Congestion Benefits

- Improve pedestrian safety by adding pedestrian-activated traffic signal
- Improve multimodal accessibility by relocating the pedestrian crossing and adding a new ADA compliant sidewalk
- The new traffic signal and channelized islands are expected to provide safety benefits

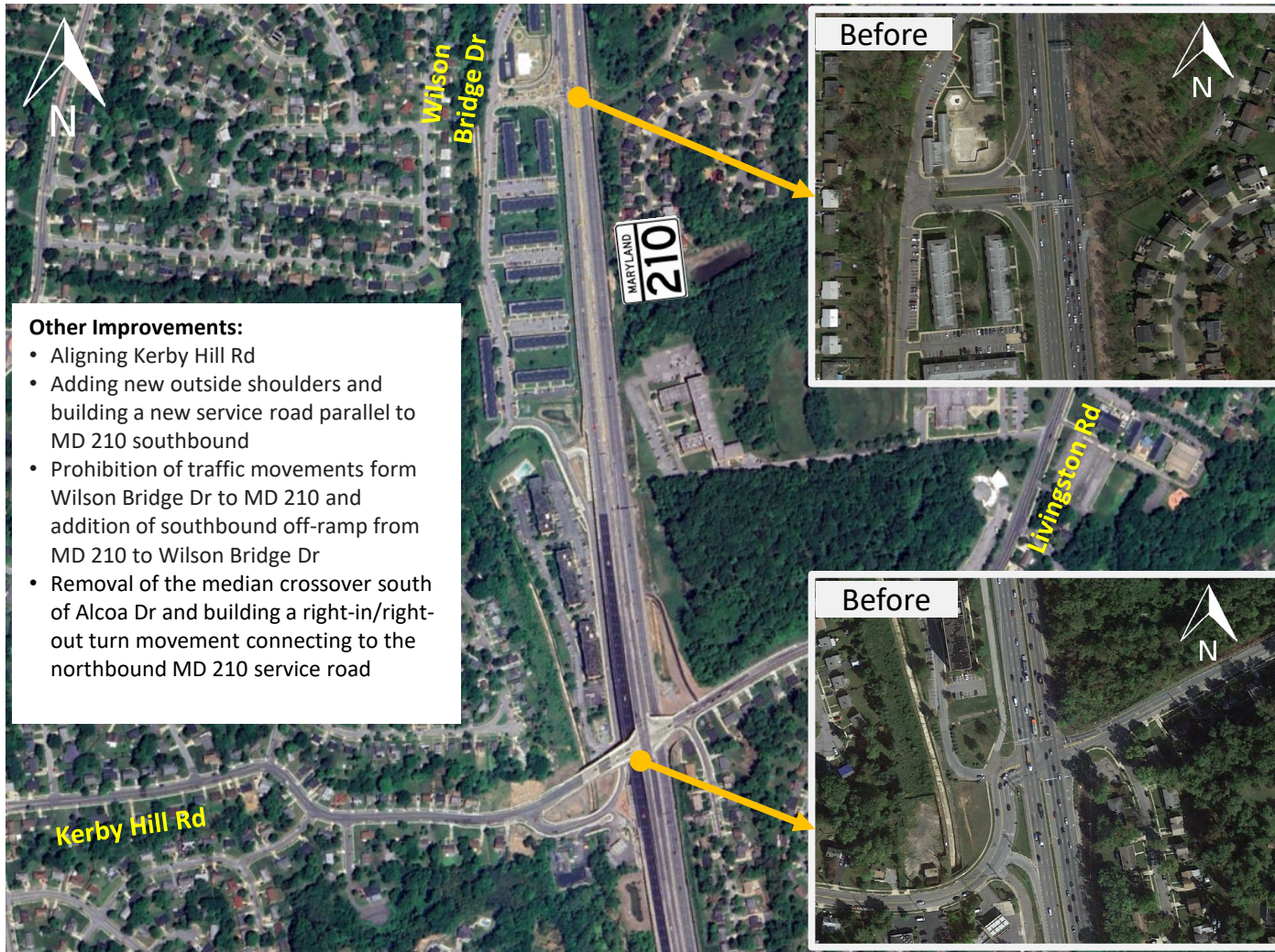
Congestion Benefits

- Improve overall intersection operations from LOS C to LOS A during both AM and PM peak hours

*The LOS reported for before (No Build) condition is the worst stop-controlled approach's LOS.

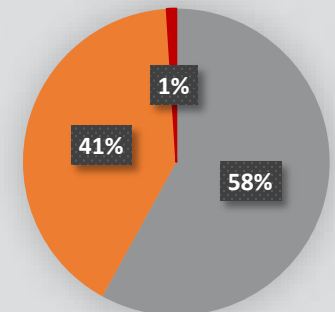
MD 210 at Livingston Road/Kerby Hill Road

LOCATION: FORT WASHINGTON, PRINCE GEORGE'S COUNTY



MD 210 ADT : 68,000

Crash Summary by Severity



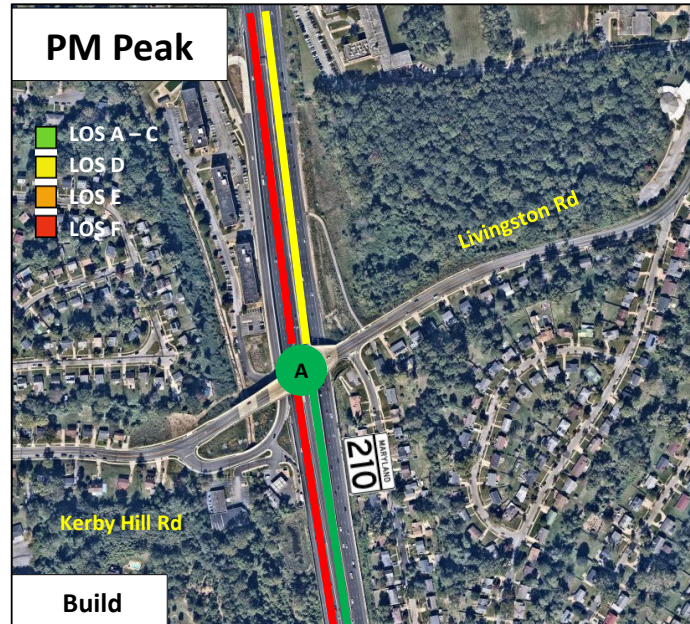
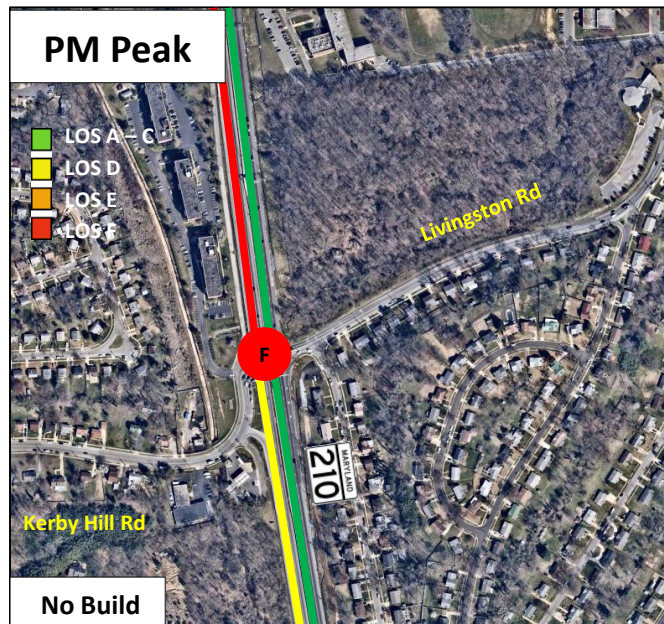
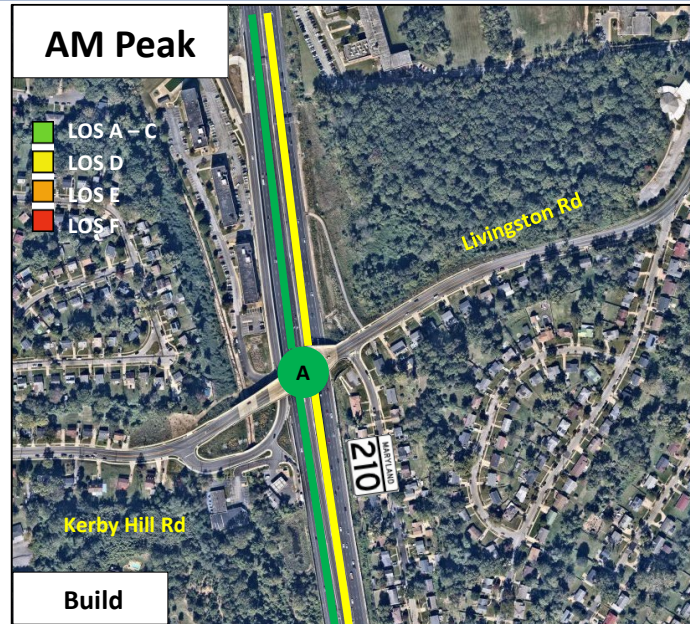
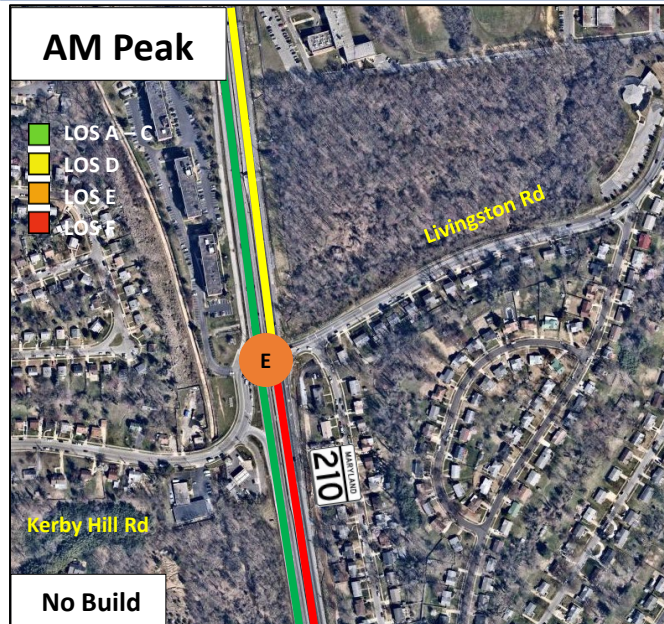
■ Property Damage ■ Injury ■ Fatal

Total Crashes 241

Average Annual Savings (Thousands)			Project Cost Estimate (Millions)	Benefit/Cost (20 Years)
Delay	Fuel Consumption	Safety		
\$21,509.0	\$276.0	\$5,062.0	\$125.0	5.4

MD 210 at Livingston Road/Kerby Hill Road

LOCATION: FORT WASHINGTON, PRINCE GEORGE'S COUNTY



MD 210 ADT : 68,000

Non-Congestion Benefits

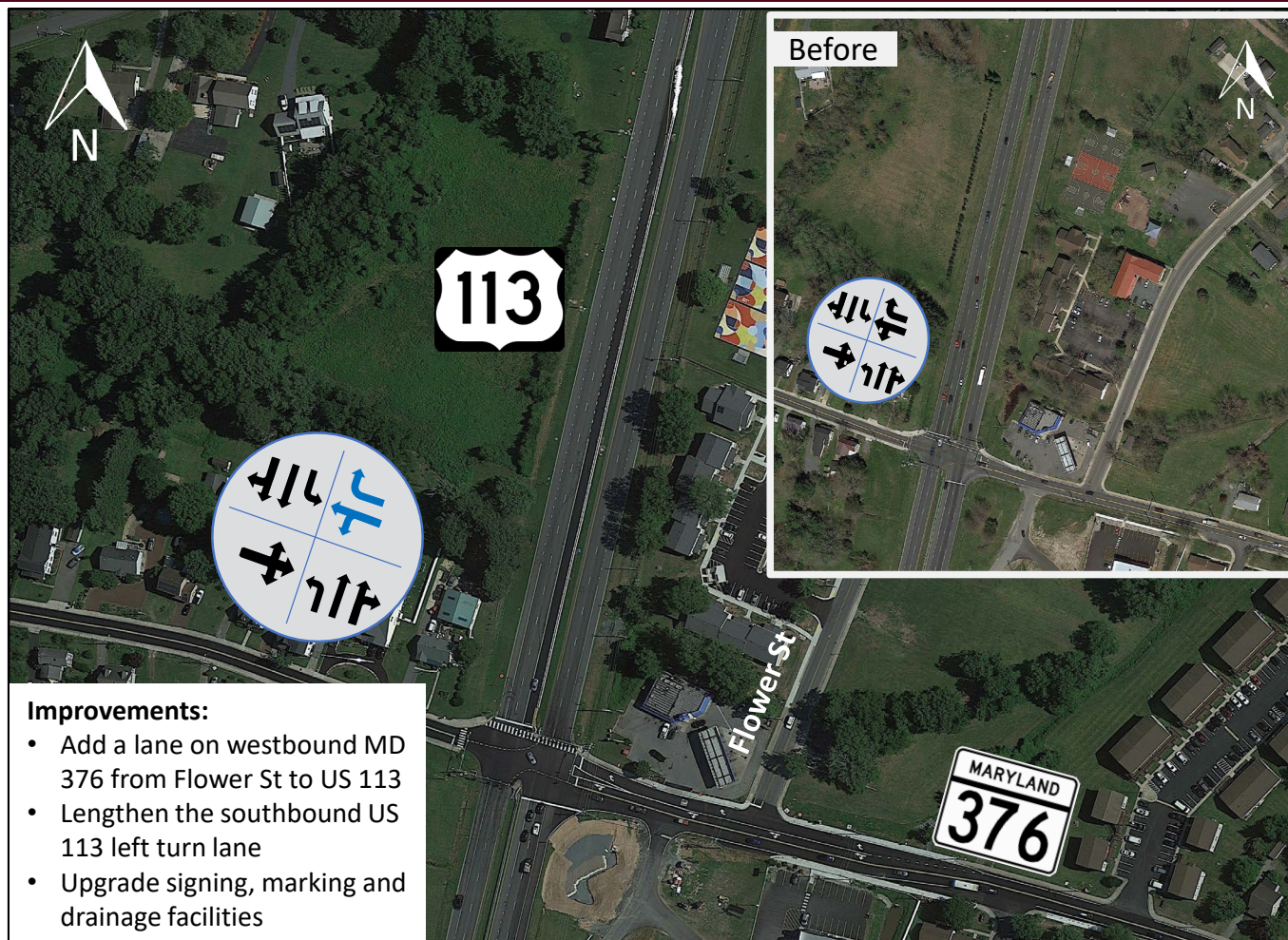
- Proposed interchange and access ramp will improve safety and mobility
- Lowering congestion will reduce the probability of crashes

Congestion Benefits

- Eliminated major bottleneck
- Improve operations significantly along MD 210 during PM peak hour
- Reduce travel times

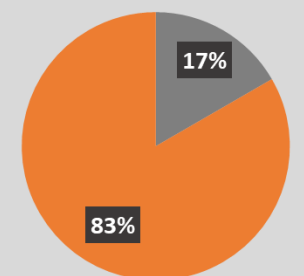
MD 376 (Assateague Road): US 113 (Worcester Highway) to Flower Street

LOCATION: BERLIN, WORCESTER COUNTY



MD 376 ADT : 7,400

Crash Summary by Severity



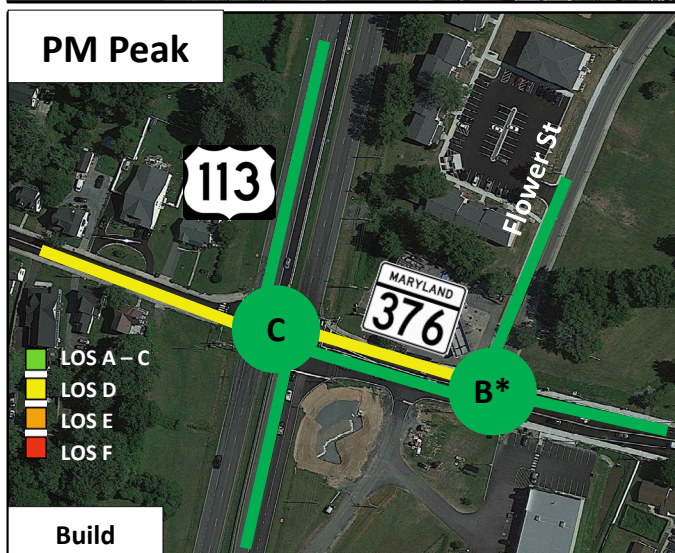
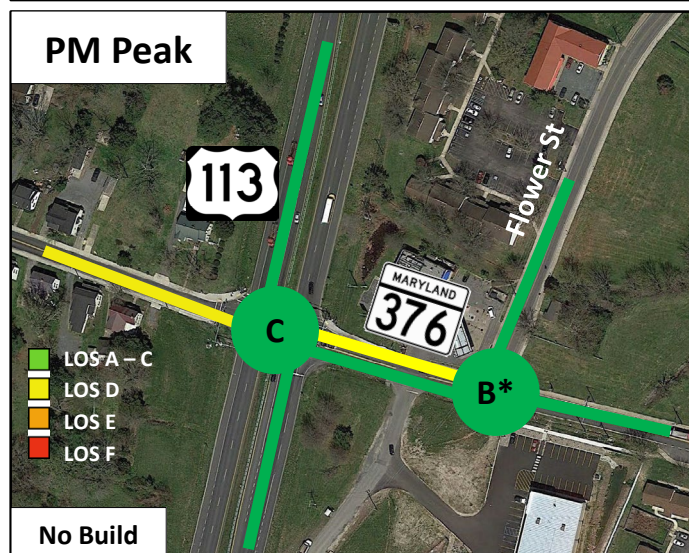
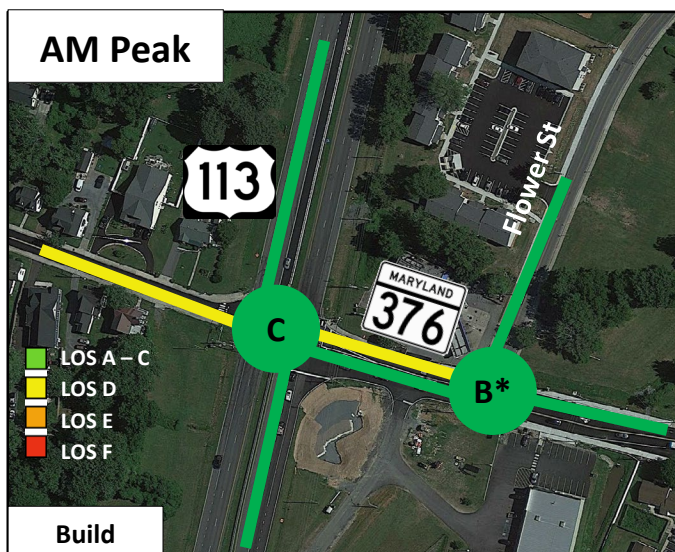
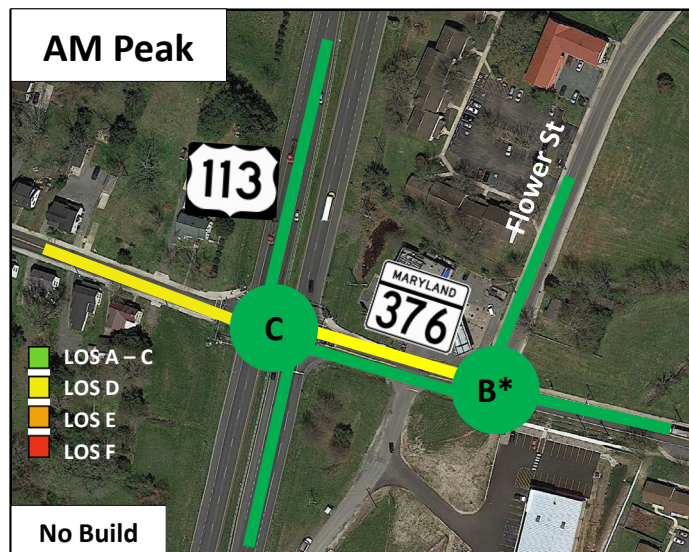
■ Property Damage ■ Injury

Total Crashes 6

Average Annual Savings (Thousands)			Project Cost Estimate (Millions)	Benefit/Cost (20 Years)
Delay	Fuel Consumption	Safety		
\$48.1	\$0.6	\$3.1	\$3.6	0.4

MD 376 (Assateague Road): US 113 (Worcester Highway) to Flower Street

LOCATION: BERLIN, WORCESTER COUNTY



MD 376 ADT : 7,400

Non-Congestion Benefits

- Adding a lane along MD 376 is expected to provide safety benefits
- Lengthening the southbound US 113 left turn lane is expected to improve queue spillback and improve safety

Congestion Benefits

- Improve queue spillback along the westbound and southbound approaches

*The LOS reported is the worst stop-controlled approach's LOS.

LOCATION MAPPING



The type of programs and policies that SHA has implemented can be identified throughout the state. Whether it is constructing a new sidewalk in Dorchester County or upgrading signal timings in Howard County, SHA continually is improving the mobility of Marylanders. The location of these improvements/facilities and issues are shown in the mapping on the following pages.

A. NEW SIDEWALKS

Part of a multi-modal approach to improving the transportation network is making the walking environment more pedestrian friendly. This could involve upgrading existing sidewalks that are in poor condition, filling in gaps in the network, providing new sidewalks, trails and multi-use paths and constructing curb ramps to meet PROWAG and ADA standards and guidelines. This approach helps to improve transportation equity. New sidewalks were constructed by SHA in 14 Counties throughout the State. (**Figures 4-7**).

B. PARK AND RIDE LOTS

There are 112 park and ride lots in 21 Counties operated by SHA and MDTA (**Figure 8**). These lots provide over 14,000 spaces to commuters to assist in reducing the number of single vehicle trips and provide free parking to connect with transit.

C. REVERSIBLE, HOV, MANAGED LANE FACILITIES

Different strategies are employed to make better use of existing pavement. These facilities can improve person throughput without having to expand the footprint of the roadway. This includes reversible lanes which are utilized where traffic volumes are very high in one direction and much lower in the other direction. This allows for one or more lanes to change direction during the peak flow of the roadway. HOV lanes provide a travel time advantage versus other lanes on those facilities by requiring users of those lanes to have a minimum of two occupants in their vehicle. Electric vehicles, transit vehicles or motorcycles are also able to use these lanes. A managed facility allows for a lane(s) or a facility to be dedicated to a certain type of vehicle or charge a toll for use of the facility. In Maryland, the managed lanes include express toll lanes where motorists have the option of paying a toll to drive in free flow conditions or utilize the adjacent free lanes (I-95 north of Baltimore City) or where the roadway is exclusively for all-electronic tolling (MD 200). Both facilities charge tolls based on the time of day. These three strategies are employed on eight roadways operated by SHA and MDTA (**Figure 9**).

D. CHART'S TRAFFIC OPERATIONS CENTERS

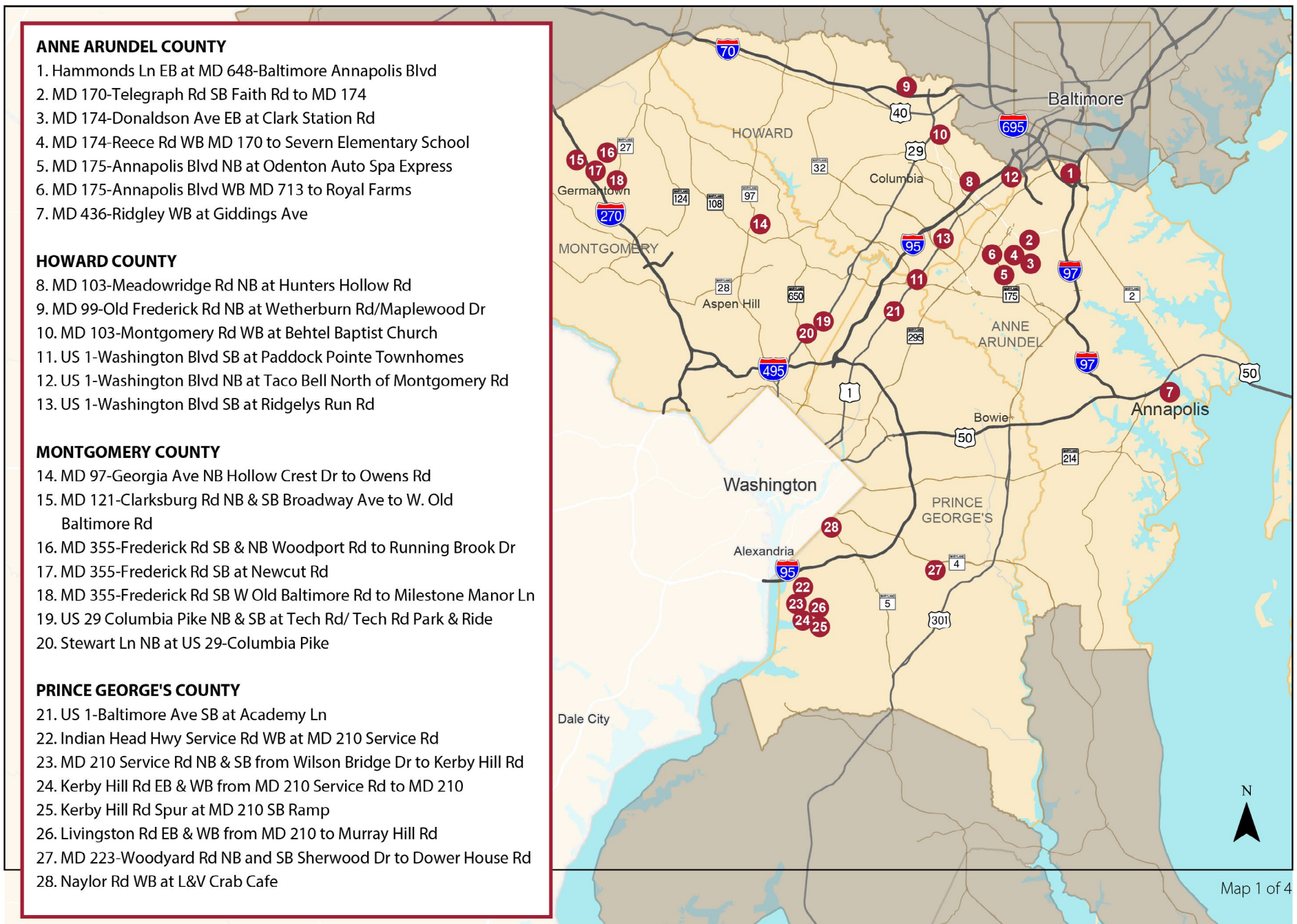
The need for information in today's world is as great as ever. Whether at work, at home, or driving a vehicle, there's a strong need to know what is going on so that we make better decisions. This holds true in the area of mobility, where if a driver knows there is an incident, they can react by taking a different route or know they have to watch for slowing traffic. SHA through the Coordinated Highway Action Response Team (CHART) provides a variety of services to keep motorists informed while addressing non-recurring congestion due to crashes, broken down vehicles or other events. A major component of CHART's efforts is to provide incident management of these events to minimize delays and reduce the potential for secondary crashes. This is accomplished through monitoring traffic at its operations centers. The SHA Statewide Operations Center is located in Hanover near BWI International Airport, with three supporting regional operations centers (**Figure 10**).

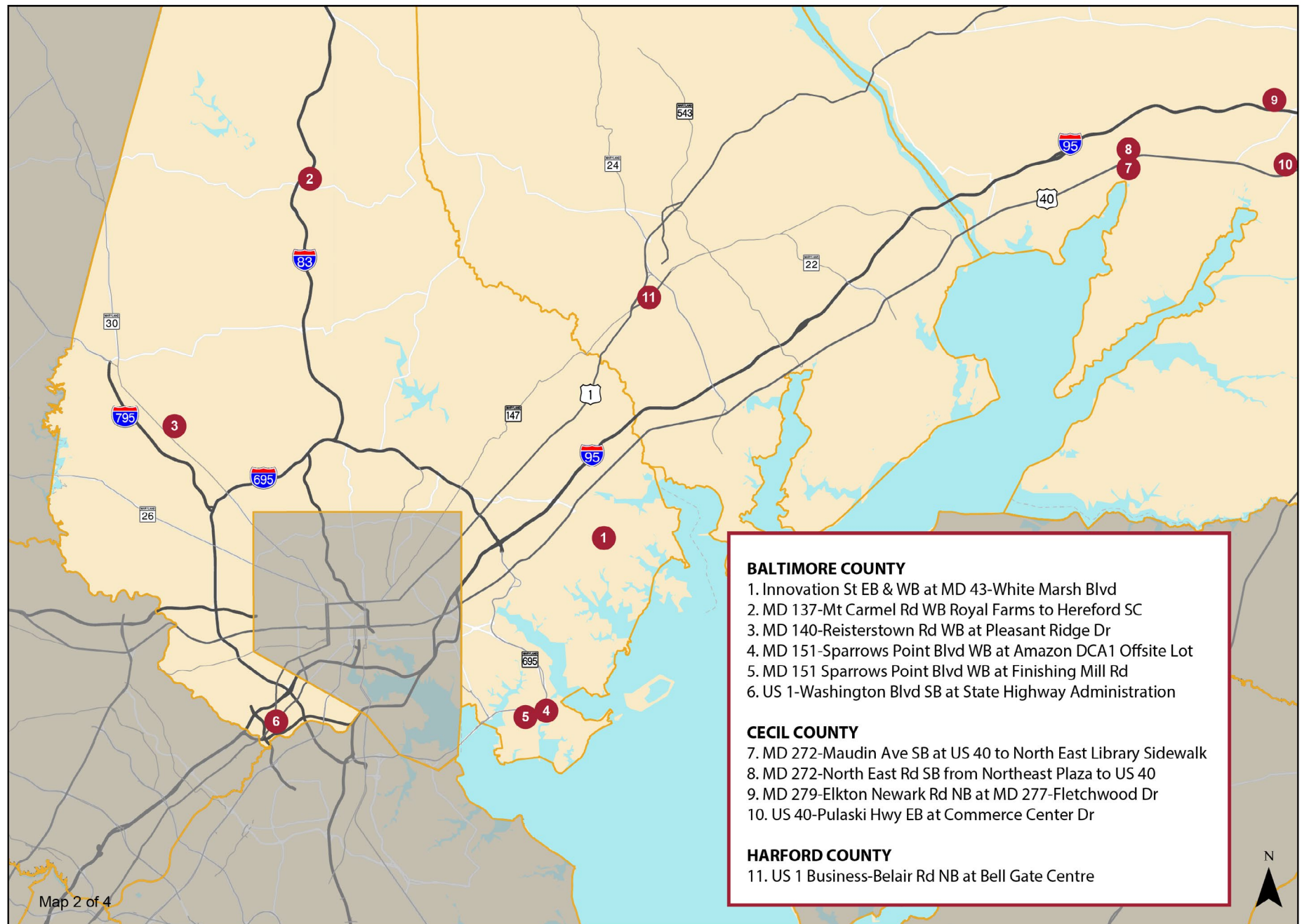
E. SIGNAL SYSTEMS UPGRADES

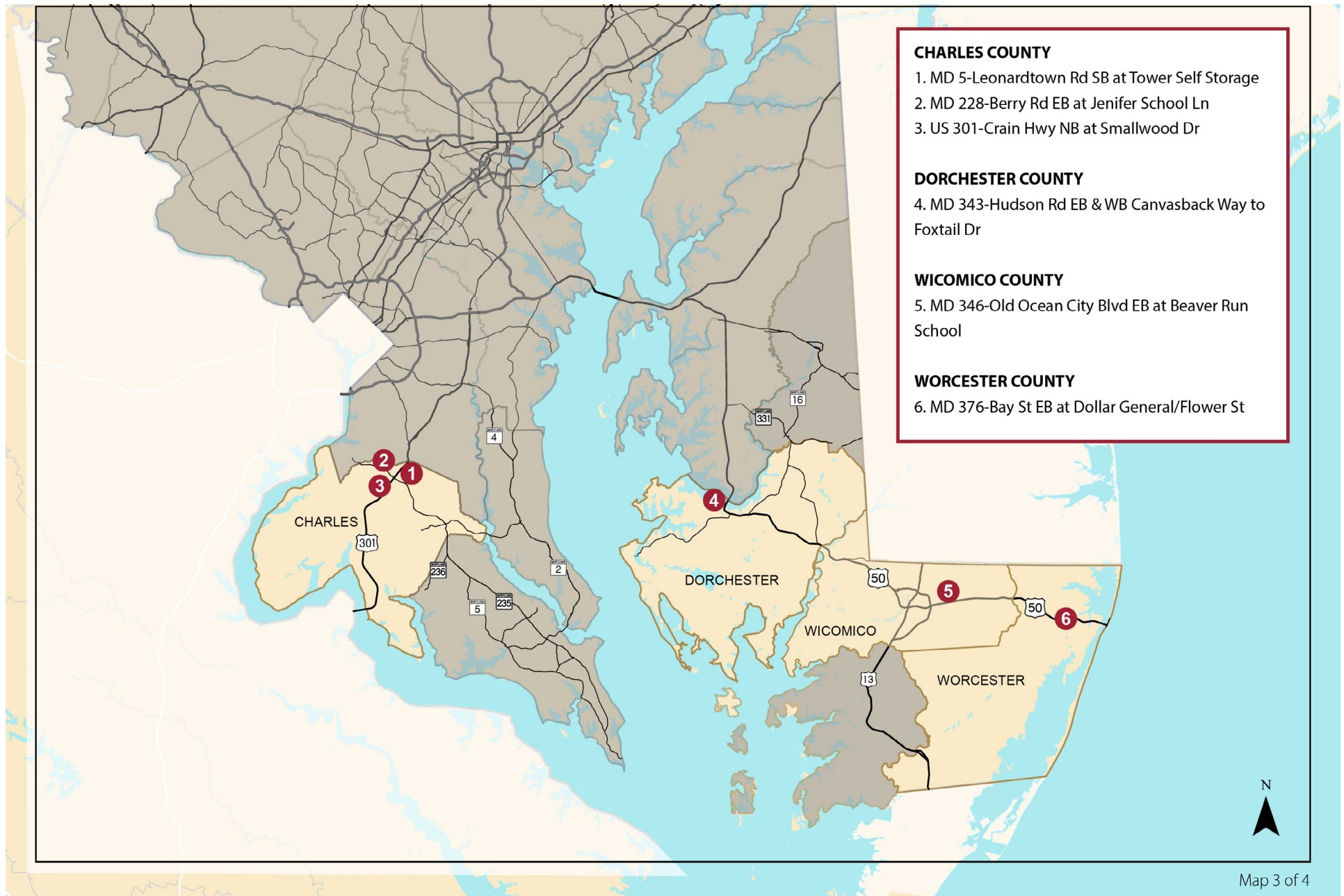
One of the most cost-effective methods to improve mobility is through the use of improving signal timing and progression. Each year SHA selects several corridors to review and upgrade signal timing plans. The reviews involve gathering new traffic/pedestrian/bicycle data and developing computer simulation models to implement new timings. As needed the signals are retimed to provide better progression to motorists or reduce side street delays. In 2022, fifteen systems were upgraded (**Figure 11**) plus one new SMART signal system was implemented that provides for real time signal timing adjustments (**Figure 12**).

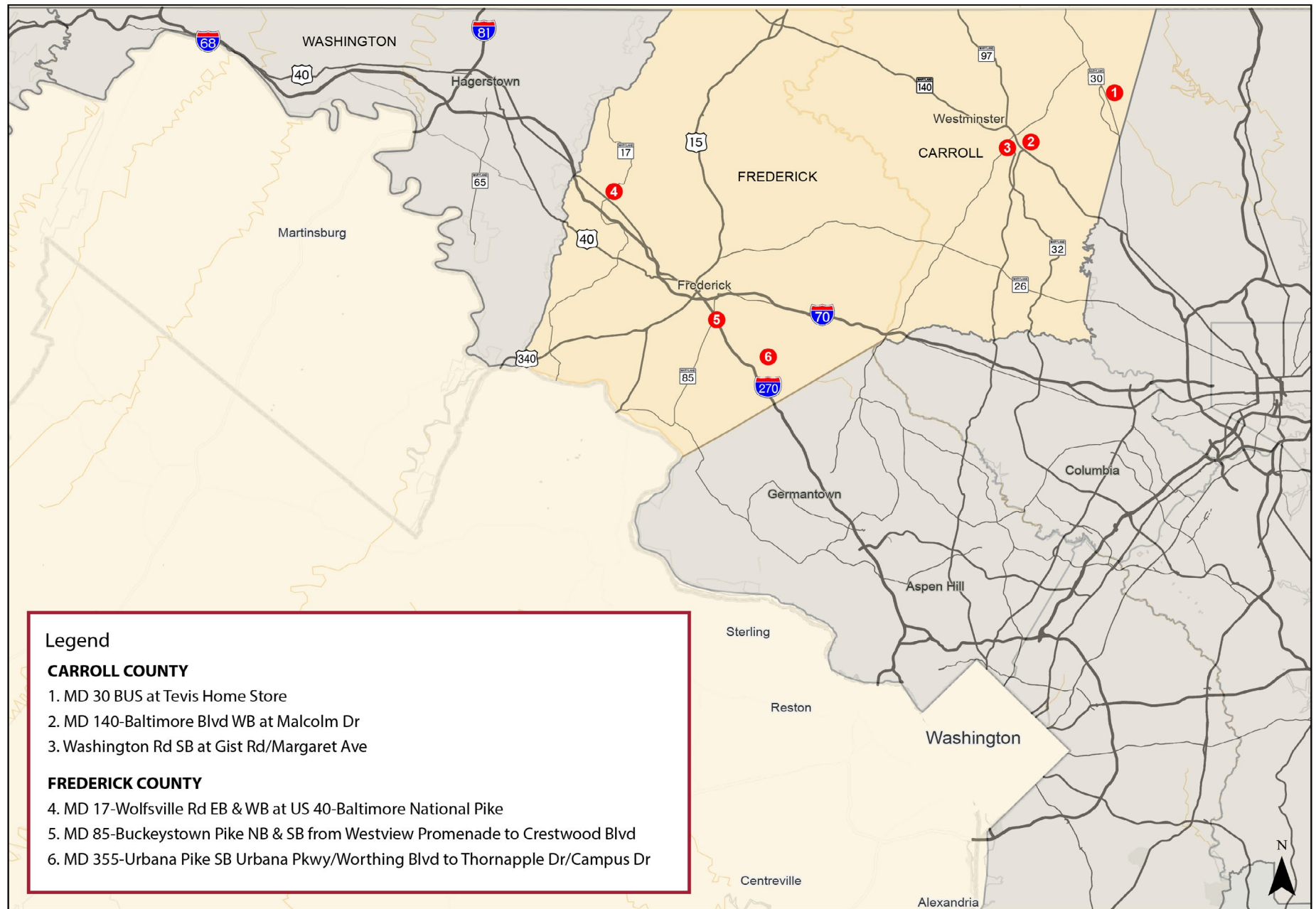
F. FAILING INTERSECTIONS

As part of traffic data collection, analysis is conducted for each intersection that is counted. This assists in identifying the most congested intersections in the State. The worse performing intersections based on traffic counts performed in the last four years are concentrated in Montgomery and Prince George's Counties (**Figure 13 and 14**).



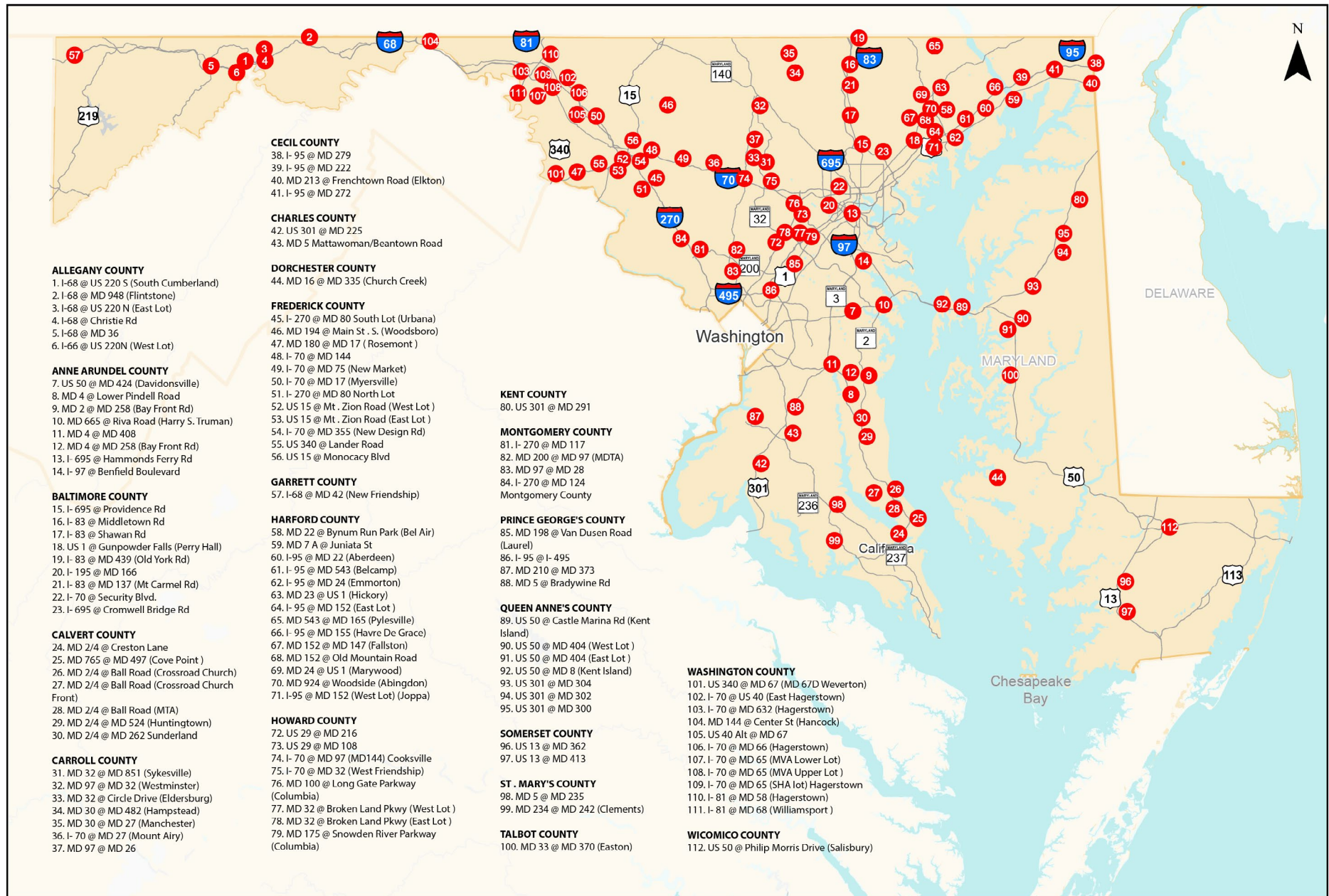






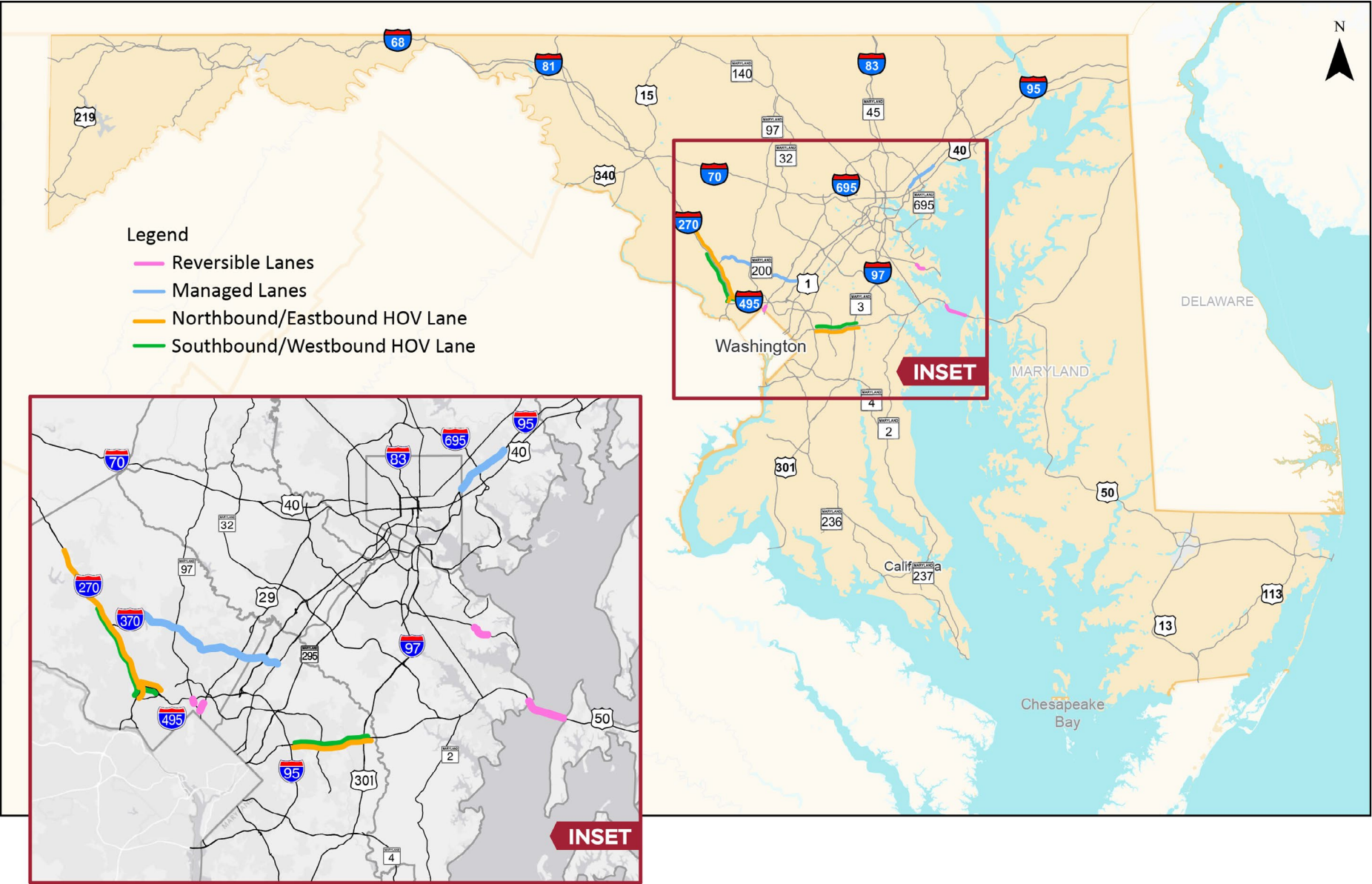
Park and Ride Locations

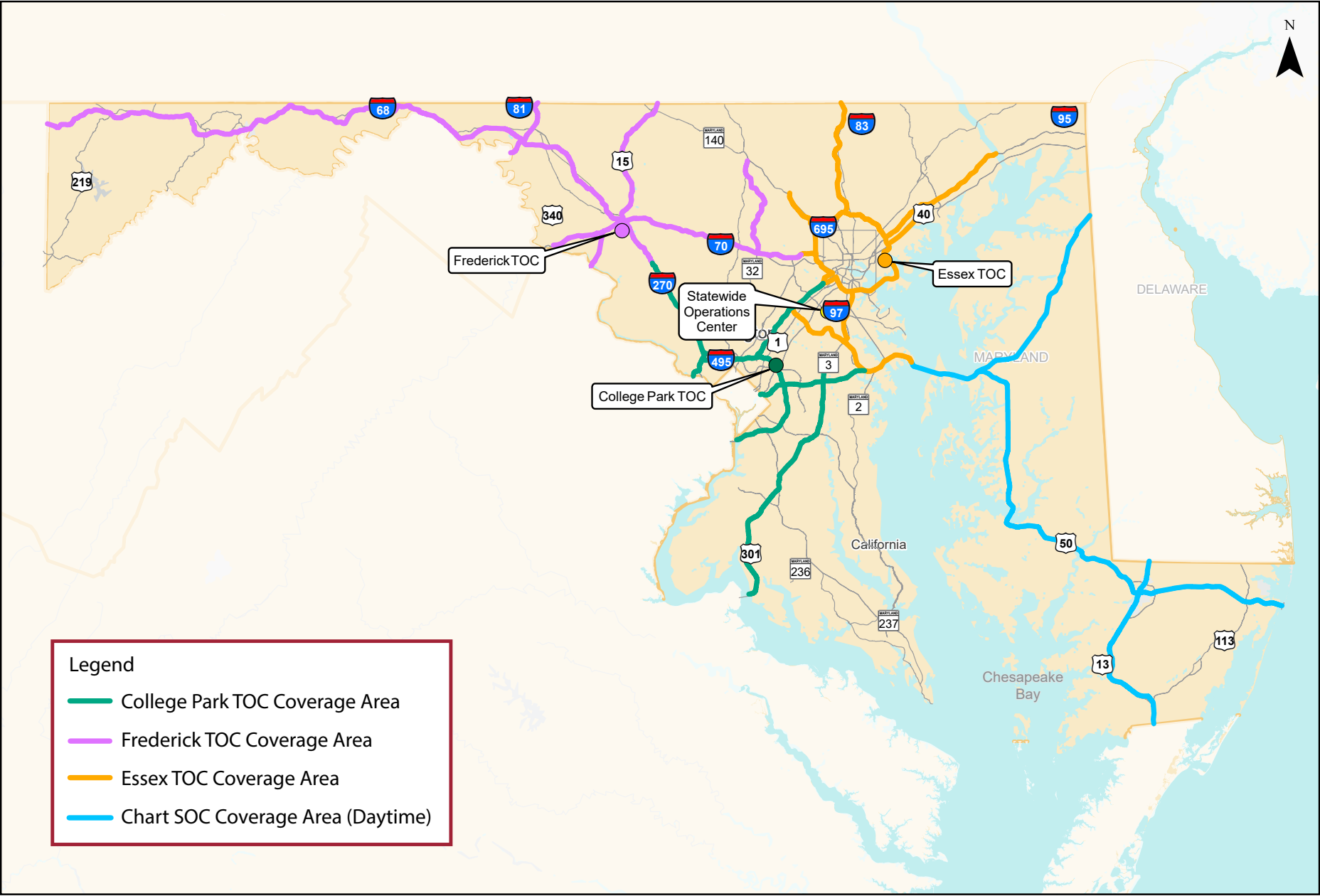
Figure 8

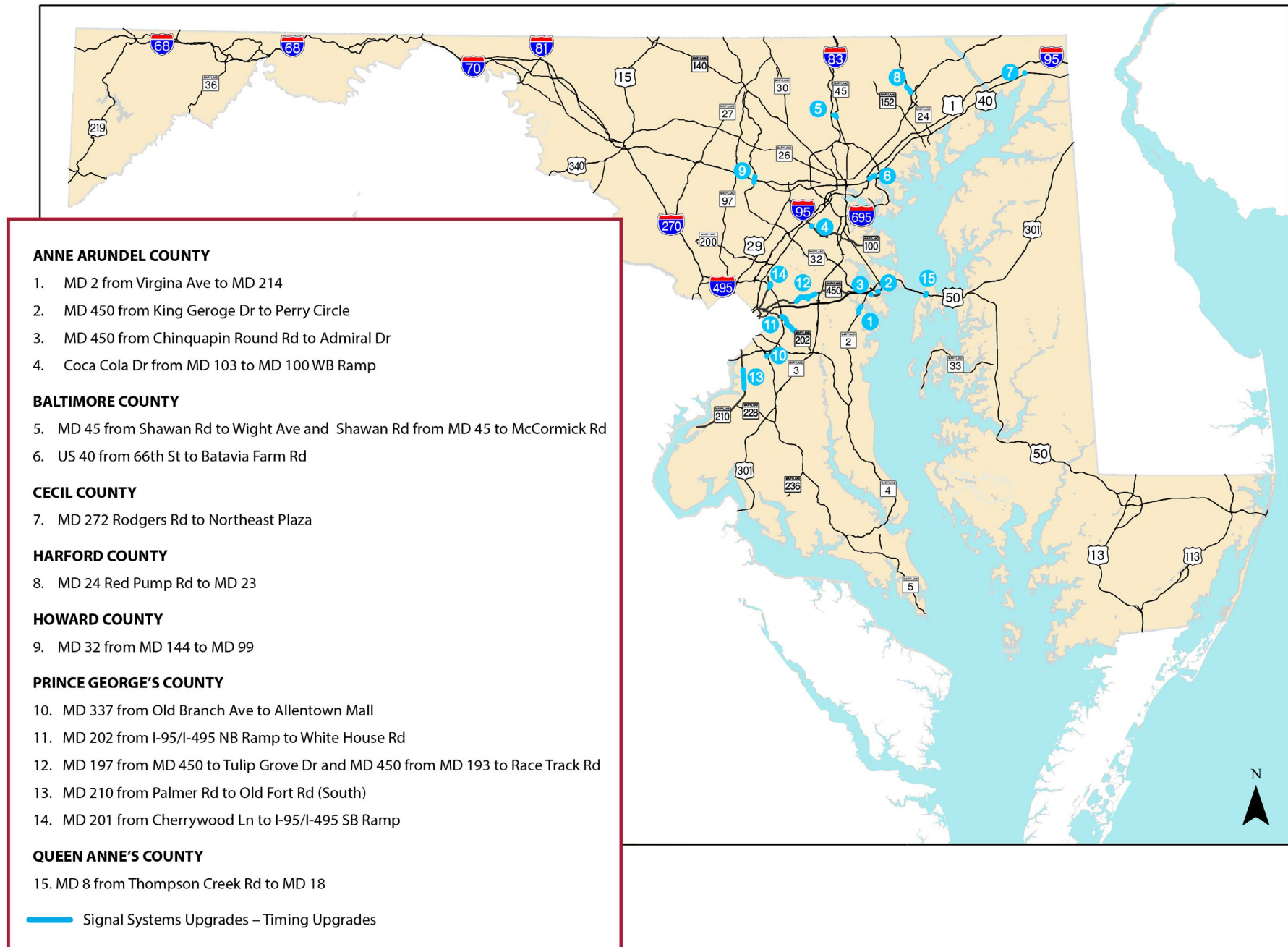


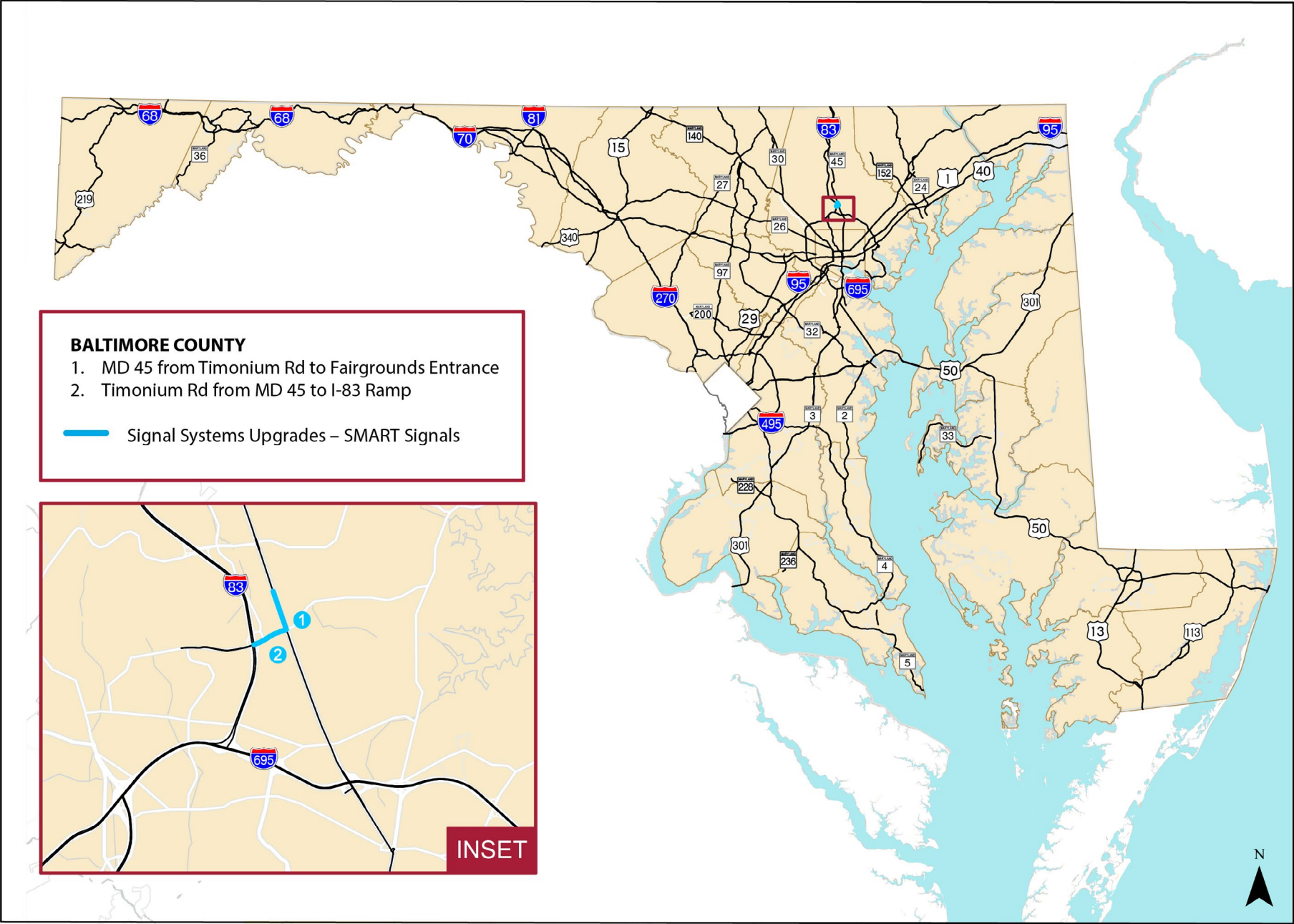
HOV, Reversible, and Managed Lane Locations

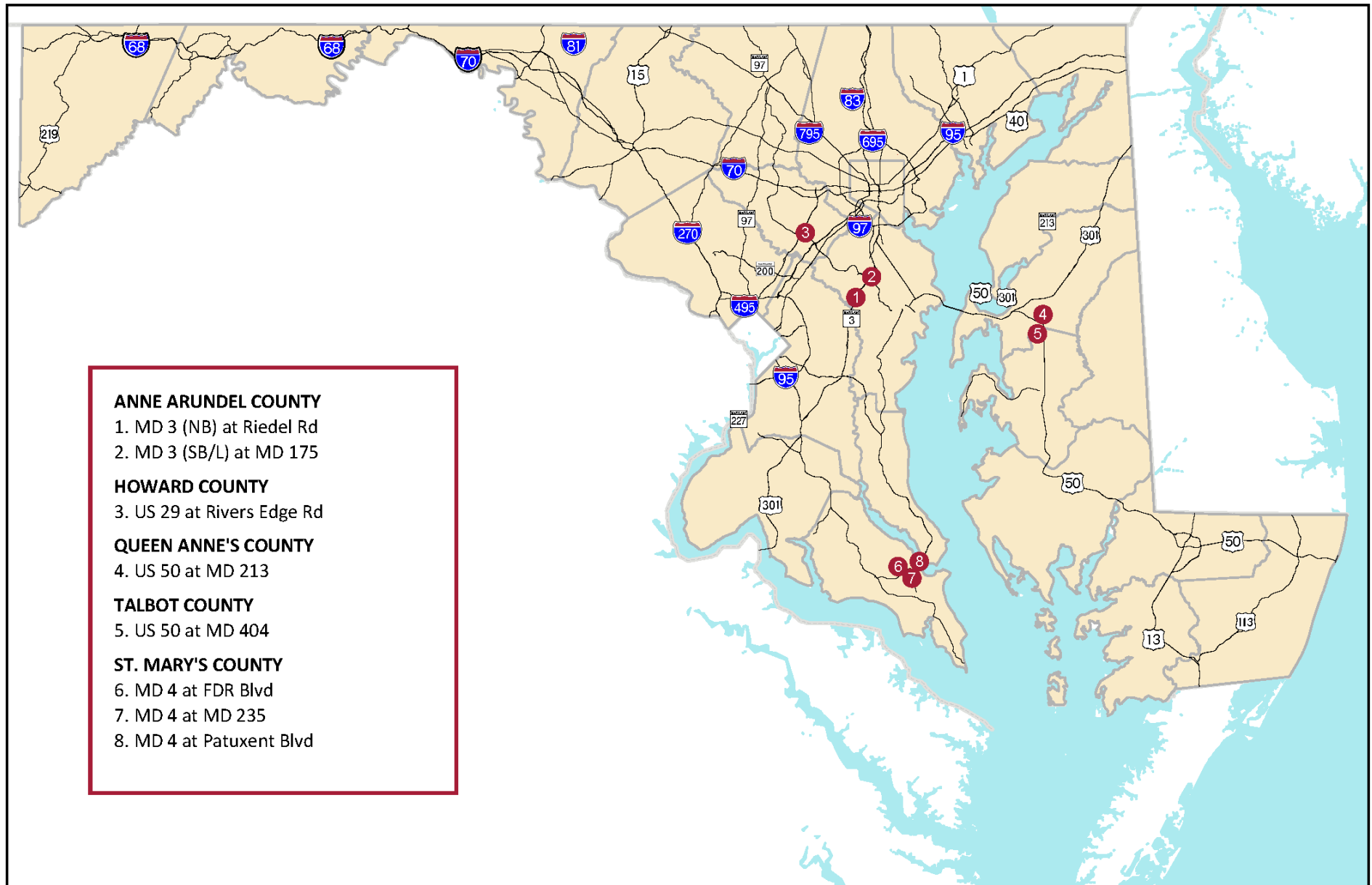
Figure 9

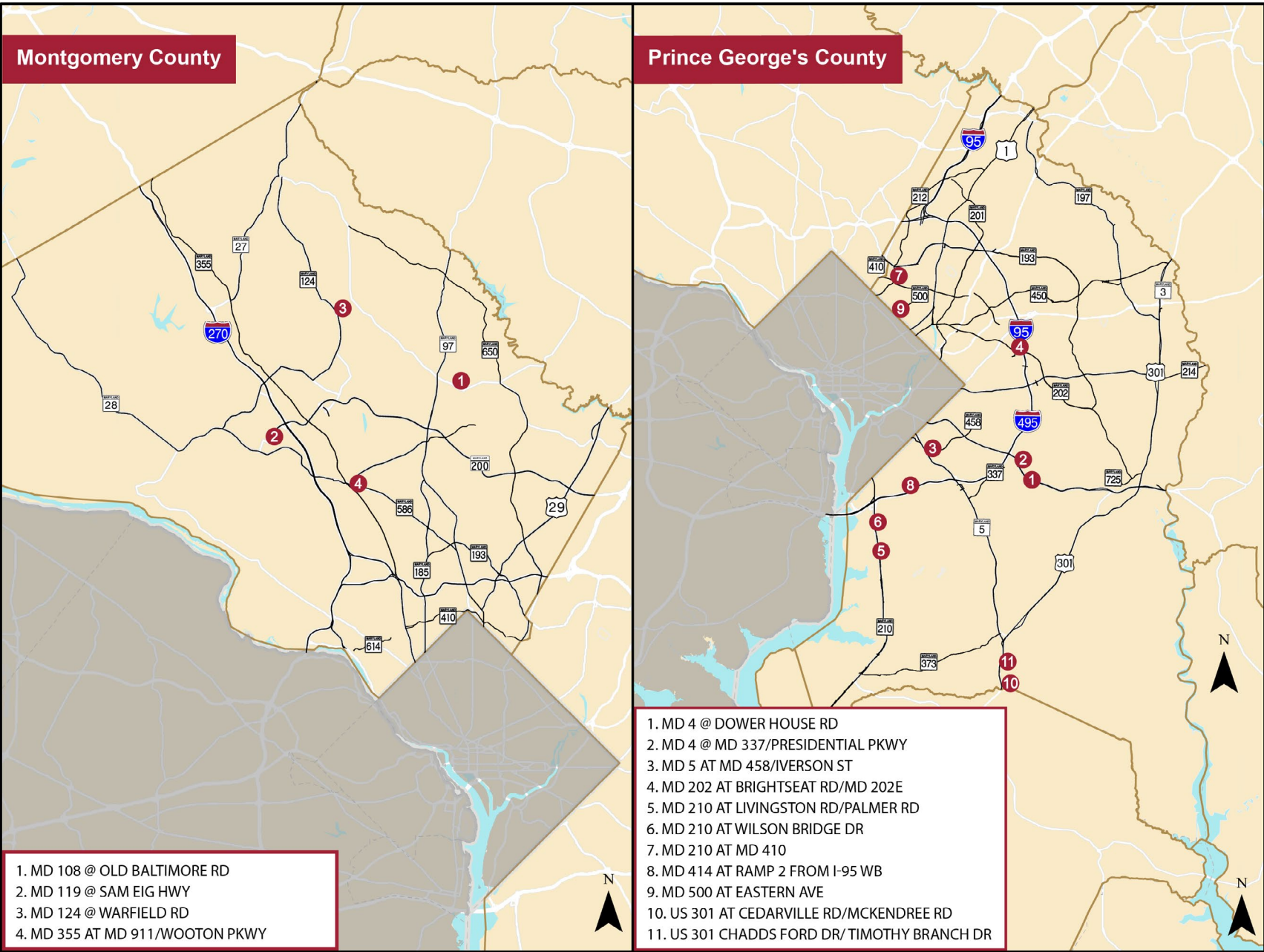












Note: List represents only locations counted in the last three years.



**STATE HIGHWAY
ADMINISTRATION**

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Governor

ARUNA MILLER
Lt. Governor

PAUL J WIEDEFELD
MDOT Secretary

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