# 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)

The MDOT SHA county abbreviation is in parenthesis.

#### EASTERN SHORE

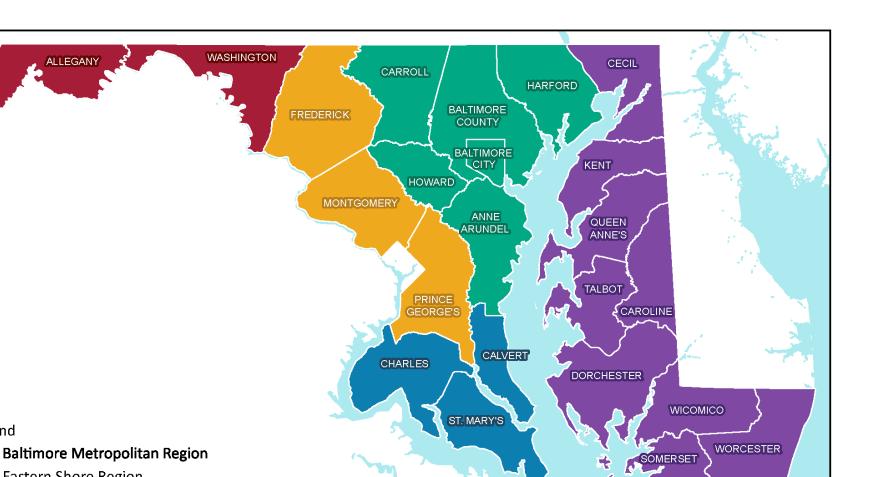
- Caroline (CO)
- · Cecil (CE)
- Dorchester (DO)
- Kent (KE)
- Queen Anne's (QA)
- Somerset (SO)
- Talbot (TA)
- Wicomico (WI)
- Worcester (WO)

#### WESTERN MARYLAND

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

Legend

GARRETT



Eastern Shore Region Washington Metropolitan Region

- Southern Maryland Region
- Western Maryland Region

Ν

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							



# 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:

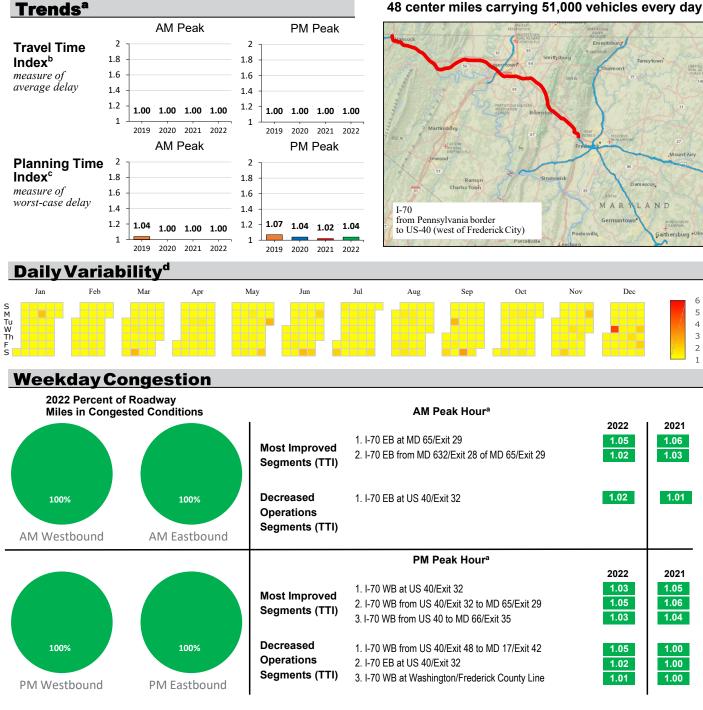
•	I-70 (Pennsylvania Border to US 40 in Frederick)		I-695 Baltimore Beltway
•	I-70 (US 40 in Frederick to I-695)		I-795
•	I-81		I-895
•	I-83		US-50 (DC Line to William Preston Lane Bridge
•	I-95 (Capital Beltway to I-695 North)		(Bay Bridge))
	I-95 (I-695 North to Delaware State Line)	•	MD 32
•	I-97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

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**).

### I-70: Pennsylvania Border to US 40 Frederick



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)

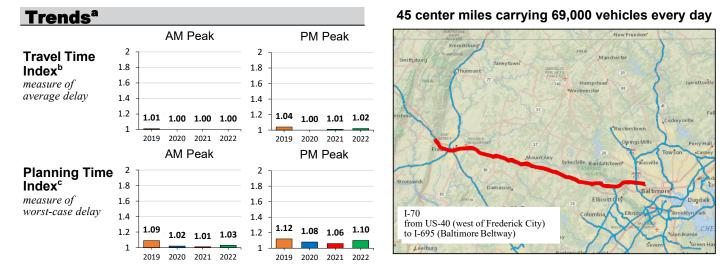
- <u>Notes</u>
- a **Peak Hours** are considered as 8-9am and 5-6pm.

INTERSTATE

- 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.

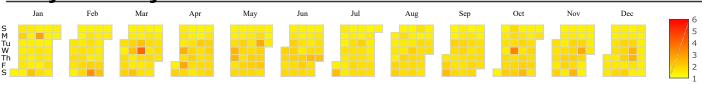


### I-70: US 40 Frederick to I-695



### **Daily Variability**<sup>d</sup>

INTERSTATE



### **Weekday Congestion**

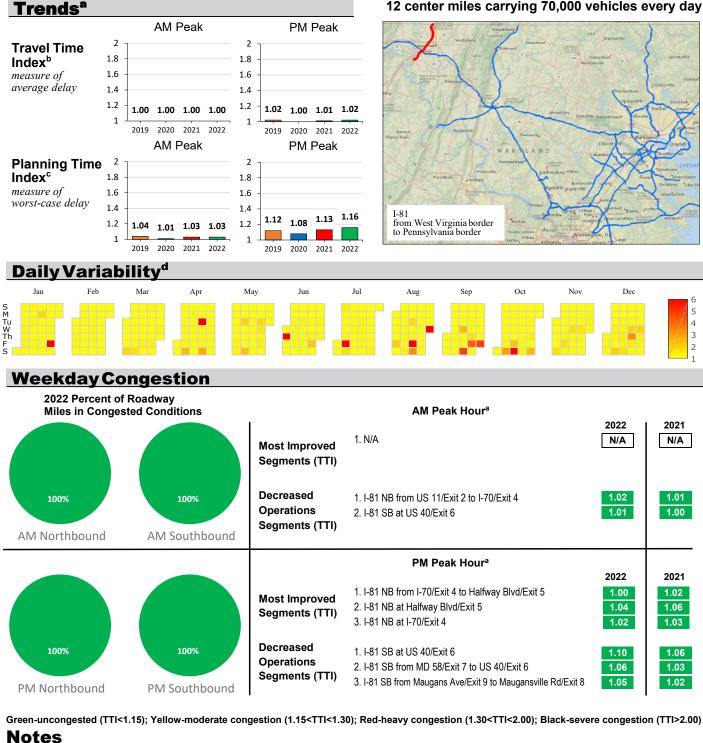
2022 Percent of Roadway **Miles in Congested Conditions** AM Peak Hour<sup>a</sup> 2022 2021 1% 10% 1. I-70 WB from Sykesville Rd/Exit 80 to MD 97/Exit 76 1.00 1.01 Most Improved 2. I-70 EB from US 340/Exit 52 to I-270/US 40/Exit 53 1.00 1.01 Segments (TTI) Decreased 89% 1. I-70 EB at Mariottsville Rd/Exit 83 100% 1.45 1.31 Operations 2. I-70 EB from US 40/Exit 82 to Mariottsville Rd/Exit 83 1.37 1.24 Segments (TTI) 3. I-70 EB from US 29/Exit 87 to I-695/Exit 91 1.13 1.03 AM Eastbound AM Westbound PM Peak Hour<sup>a</sup> 2022 2021 1. I-70 EB at MD 122 1.03 1.04 Most Improved 14% Segments (TTI) 80% Decreased 1.81 1.59 92% 1. I-70 WB at US 15/US 340/Exit 52 Operations 2. I-70 WB at I-270/US 40/Exit 53 1.54 1.36 Segments (TTI) 1.20 1.38 3. I-70 EB from US 29/Exit 87 to I-695/Exit 91 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**

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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.
- MARYLAND DEPARTMENT OF TRANSPORTATION STATE HIGHWAY ADMINISTRATION

### 1-81



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INTERSTATE

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

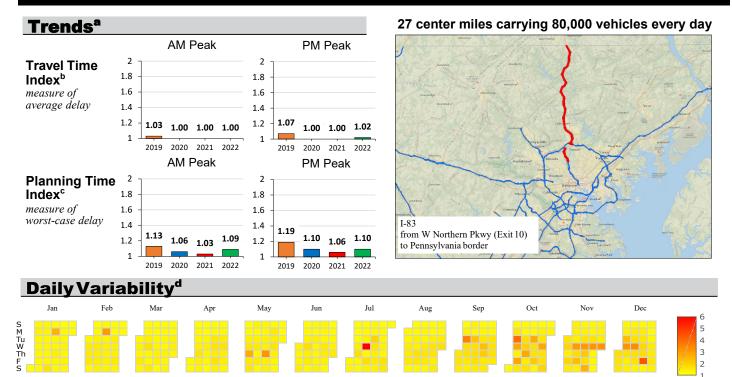
ARYLAND DEPARTMENT OF TRANSPORTATION\_

STATE HIGHWAY

ADMINISTRATION



### **I-83**



**Weekday Congestion** 2022 Percent of Roadway Miles in Congested Conditions AM Peak Hour<sup>a</sup> 2022 2021 1. I-83 NB at Padonia Rd/Exit 17 1.01 1.02 Most Improved Segments (TTI) Decreased 100% 1.10 100% 1. I-83 SB from Padonia Rd/Exit 17 to Timonium Rd/Exit 16 1.01 Operations 1.12 1.02 2. I-83 SB from Ruxton Rd/Exit 12 to W. Northern Pkwy/Exit 10 Segments (TTI) 3. I-83 SB at Timonium Rd/Exit 16 1.12 1.02 AM Northbound AM Southbound PM Peak Hour<sup>a</sup> 2022 2021 2% 1. I-83 NB at Padonia Rd/Exit 17 1.01 1.02 Most Improved Segments (TTI) Decreased 1.86 1.50 90% 1, I-83 SB at I-695 98% 1.50 1.23 Operations 2. I-83 SB at Timonium Rd/Exit 16 1.53 1.26 Segments (TTI) 3. I-83 SB from Timonium Rd/Exit 16 to North of I-695 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)

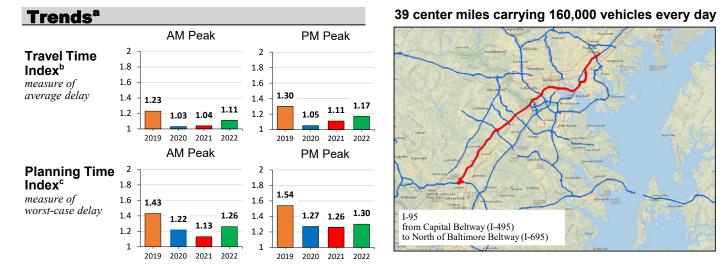
<u>Notes</u>

INTERSTATE

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- showing seasonal and weekly trends.



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



#### Daily Variability<sup>d</sup>

Weekday Congestion

INTERSTATE



#### 2022 Percent of Roadway Miles in Congested Conditions AM Peak Hour<sup>a</sup> 2022 2021 14% 1. I-95 NB at Fort McHenry Toll Plaza 1.00 1.02 11% Most Improved 2. I-95 NB from Fort McHenry Toll Plaza to Keith Ave/Exit 56 1.02 1.03 Segments (TTI) 17% 3. I-95 NB South of US 40/Pulaski Hwy/Exit 61 1.01 1.02 69% Decreased 85% 1. I-95 NB West of MD 295/Baltimore Washington Pkwy/Exit 52 1.73 1.14 Operations 2. I-95 NB at Washington Blvd/Exit 51 1.63 1.10 Segments (TTI) 1.55 1.08 3. I-95 SB at Keith Ave/Exit 56 AM Northbound AM Southbound PM Peak Hour<sup>a</sup> 2022 2021 Most Improved 2% 1.18 1.25 Segments (TTI) 1. I-95 NB at Fort McHenry Toll Plaza 31% 1.17 29% 2. I-95 NB from Fort McHenry Toll Plaza to Keith Ave/Exit 56 1.23 1.08 3. I-95 NB at I-695/Exit 49 1.11 47% Decreased 56% Operations 1.74 1. I-95 NB from Tunnel to Fort McHenry Toll Plaza 13% Segments (TTI) 22% 1.99 1.62 2. I-95 SB at MD 175/Exit 41 1.47 1.82 3. I-95 NB at Fort McHenry Tunnel 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**

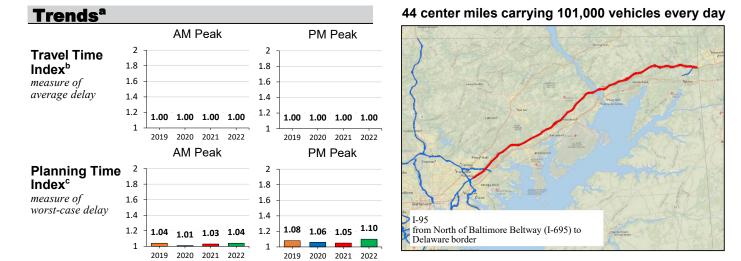
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Based on speed data from INRIX and volume data from State Highway Administration



A-5

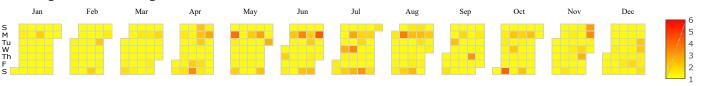
### I-95: I-695 (North) to Delaware State Line



#### **Daily Variability<sup>d</sup>**

**Weekday Congestion** 

INTERSTAT



#### 2022 Percent of Roadway **Miles in Congested Conditions** AM Peak Hour<sup>a</sup> 2022 2021 1. I-95 NB from MD 152/Exit 74 to MD 24/Exit 77 1.04 1.10 Most Improved 1.00 1.02 2. I-95 NB at MD 152/Exit 74 Segments (TTI) 1.02 1.03 3. I-95 SB from MD 222 to Tydings Memorial Bridge Toll Plaza Decreased 1. I-95 NB from MD 43/White Marsh Blvd/Exit 67 to MD 152 1.03 1.00 100% 100% Operations 1.06 1.08 2. I-95 NB from MD 24/Exit 77 to MD 543/Exit 80 Segments (TTI) 1.03 1.01 3. I-95 SB at MD 43/White Marsh Blvd/Exit 67 AM Southbound AM Northbound PM Peak Hour<sup>a</sup> 2021 2022 16% 1. I-95 NB from MD 152/Exit 74 to MD 24/Exit 77 1.03 1.04 Most Improved 2. I-95 SB at MD 152/Exit 74 1.00 1.01 Segments (TTI) 84% Decreased 100% 1. I-95 NB from MD 43/White Marsh Blvd/Exit 67 to MD 152 1.19 1.10 Operations 1.08 2. I-95 NB at MD 43/White Marsh Blvd/Exit 67 1.15 Segments (TTI) 3. I-95 NB from I-695/Exit 33 to MD 43/White Marsh Ave/Exit 67 1.11 1.08 PM Northbound PM Southbound

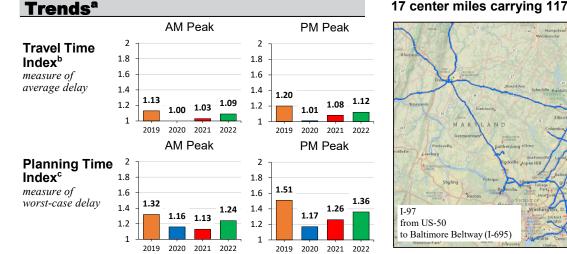
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#### **Notes**

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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.



### 1-97



17 center miles carrying 117,000 vehicles every day



#### **Weekday Congestion** 2022 Percent of Roadway Miles in Congested Conditions AM Peak Hour<sup>a</sup> 2022 2021 1. N/A N/A N/A Most Improved 20% Segments (TTI) 45% 2.11 1.35 Decreased 1. I-97 SB at MD 32/Exit 7 100% 32% 1.87 1.34 Operations 2. I-97 SB from MD 32/Exit 7 to MD 178/Exit 5 1.23 Segments (TTI) 1.74 3. I-97 SB from MD 3 to MD 32/Exit 7 AM Northbound AM Southbound PM Peak Hour<sup>a</sup> 2022 2021 15% 1. N/A N/A N/A 27% Most Improved Segments (TTI) 50% 61% 12% 35% Decreased 1. I-97 NB at US 50/US 301 2.32 1.86 Operations 1.44 2. I-97 SB at MD 32/Exit 7 1.83 Segments (TTI) 1.41 3. I-97 SB from MD 32/Exit 7 to MD 178/Exit 5 PM Southbound PM Northbound

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)

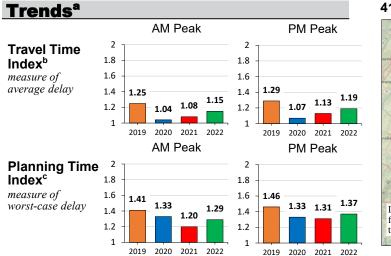
#### Notes

INTERSTATE

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### **I-270**



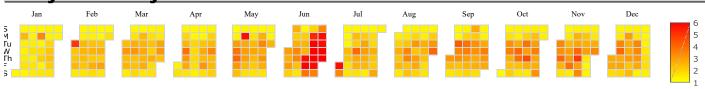
#### 41 center miles carrying 162,000 vehicles every day



#### **Daily Variability**<sup>d</sup>

1%

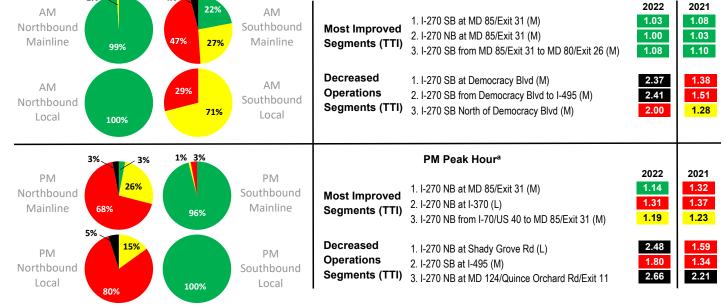
INTERSTAT



#### WeekdayCongestion I-270 Mainline (M) / Local (L)

2022 Percent of Roadway Miles in Congested Conditions 4%

#### AM Peak Hour<sup>a</sup>



#### 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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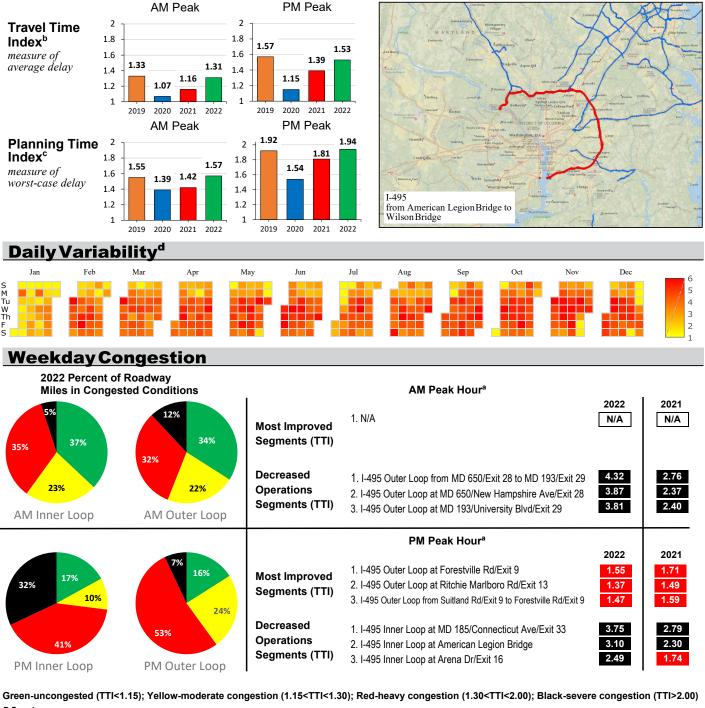
d - Variability of worst-case travel experience along facility for each day of year, shown as plot of PTI by day of week and month,

showing seasonal and weekly trends



### I-495 Capital Beltway

41 center miles carrying 193,000 vehicles every day



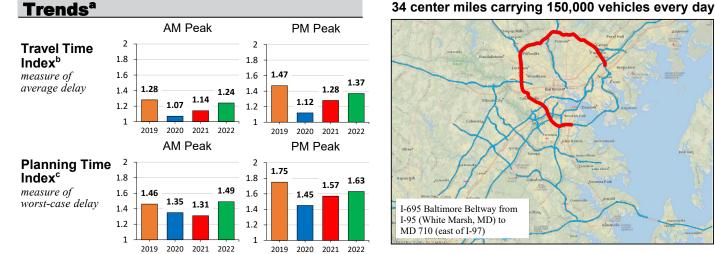
#### <u>Notes</u>

INTERSTATE

**Trends**<sup>a</sup>

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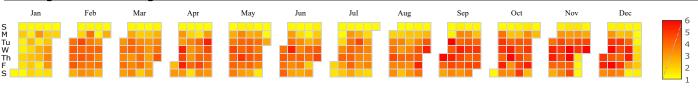
### **Baltimore Beltway**



### **Daily Variability<sup>d</sup>**

**Weekday Congestion** 

INTERSTATI



#### 2022 Percent of Roadway Miles in Congested Conditions AM Peak Hour<sup>a</sup> 2022 2021 5% 13% 1. I-695 Outer Loop from US 40/Exit 15 to Edmondson Rd/Exit 14 1.15 1.26 Most Improved 18% 2. I-695 Outer Loop at US 40/Exit 15 1.30 1.40 32% Segments (TTI) 1.11 1.18 3. I-695 Outer Loop at Edmondson Ave/Exit 14 24% 52% Decreased 3.33 2.43 1. I-695 Outer Loop at MD 147/Harford Rd/Exit 31 45% 11% Operations 2. I-495 Outer Loop from MD 147/Exit 31 to MD 41/Exit 30 3.38 2.50 Segments (TTI) 2.62 3. I-495 Outer Loop at MD 43/White Marsh Blvd/Exit 31 1.93 AM Inner Loop AM Outer Loop PM Peak Hour<sup>a</sup> 2022 2021 1.09 1.15 19% 1. I-695 Outer Loop from US 40/Exit 15 to Edmondson Ave/Exit 14 22% Most Improved 1.15 1.21 2. I-695 Outer Loop at US 40/Exit 15 41% Segments (TTI) 3. I-695 Outer Loop at Cromwell Bridge Rd/Exit 29 1.34 1.39 54% 23% Decreased 1. I-695 Inner Loop from I-95/Exit 11 to US 1/Exit 12 3.79 2.72 32% Operations 3.25 2.42 2. I-695 Inner Loop at US 1/Southwestern Blvd/Exit 12 Segments (TTI) 2.70 3. I-695 Inner Loop at I-95/Exit 11 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)

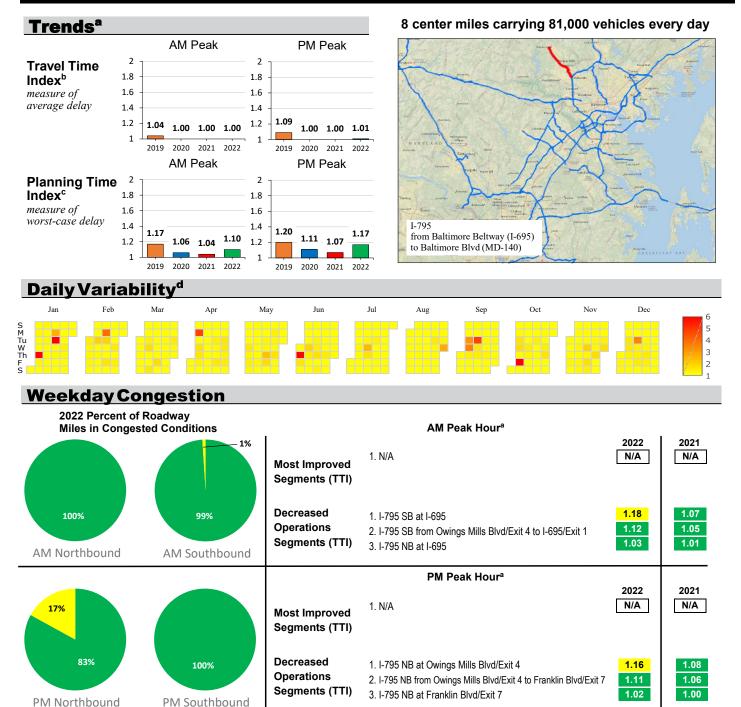
#### Notes

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LAND DEPARTMENT STATE HIGHWAY ADMINISTRATION



### I-795



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)

#### <u>Notes</u>

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INTERSTATE

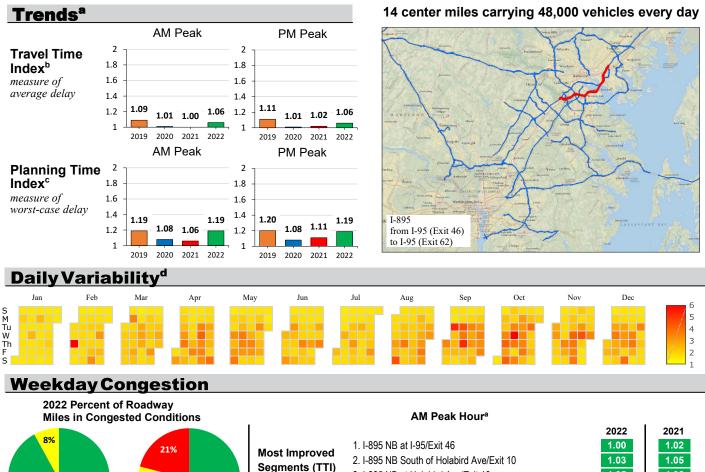
I-795 Based on speed data from INRIX and volume data from State Highway Administration

#### **A-11**

ARYLAND DEPARTMENT OF TRANSPORTATION\_

STATE HIGHWAY ADMINISTRATION

### I-895



	<mark>6%</mark>	Segments (TTI)	3. I-895 NB at Holabird Ave/Exit 10	1.05	1.06
92% AM Northbound	73% AM Southbound	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)	1.49 1.46 1.51	1.03 1.06 1.11
			PM Peak Hour <sup>a</sup>		
	8%			2022	2021
3% 13%	9%	Most Improved	1. I-895 SB at MD 2/Ritchie Hwy	1.05	<mark>1.19</mark>
6%		Segments (TTI)	2. I-895 SB at I-695	1.00	1.12
		eeg	3. I-895 SB North of MD 2/Ritchie Hwy	1.00	1.09
78%	83%	Decreased Operations Segments (TTI)	1. I-895 NB at Harbor Tunnel Thwy (South) 2. I-895 NB South of Harbor Tunnel Thwy (South)	2.31 2.04	1.66 1.48
PM Northbound	PM Southbound	Segments (111)	3. I-895 NB at Harbor Tunnel Thwy (North)	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

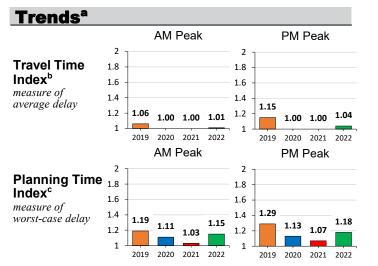
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- b **Travel Time Index** (TTI) is the ratio of the *average* travel time during the peak hour to the time required under free flow.
- c Planning Time Index (PTI) is the ratio of the worst-case travel time (95th percentile) during peak hour to the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

INTERSTAT



### MD 32



#### 22 center miles carrying 70,000 vehicles every day



#### **Daily Variability<sup>d</sup>**

MARYLAND



# Weekday Congestion 2022 Percent of Roadway Miles in Congested Conditions AM Peak Houra 7% 8% 11%

12%	8%	Most Improved Segments (TTI)	1. N/A	N/A	N/A
81% AM Westbound	89% AM Eastbound	Decreased Operations Segments (TTI)	1. MD 32 WB at MD 175/Annapolis Rd 2. MD 32 EB at I-97 3. MD 32 WB from MD 170/Telegraph Rd to MD 175/Annapolis Rd	1.52 1.56 1.32	1.10 1.16 1.01
			PM Peak Hour <sup>a</sup>		
8% 3%	<b>7%</b> 14%	Most Improved Segments (TTI)	1. N/A	2022 N/A	2021 N/A
84% PM Westbound	79% PM Eastbound	Decreased Operations Segments (TTI)	1. MD 32 WB at US 1 2. MD 32 WB at Henkels Ln/Dorsey Run Rd 3. MD 32 EB at MD 198/Fort Meade Rd	2.21 1.72 1.63	1.75 1.29 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**

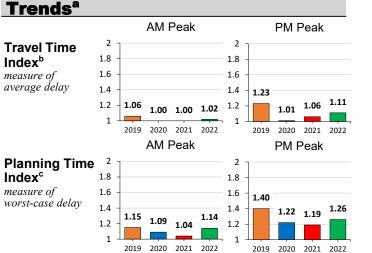
- a Peak Hours are considered as 8-9am and 5-6pm.
- b Travel Time Index (TTI) is the ratio of the average travel time during the peak hour to the time required under free flow.
- c Planning Time Index (PTI) is the ratio of the worst-case travel time (95th percentile) during peak hour to the free-flow 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.

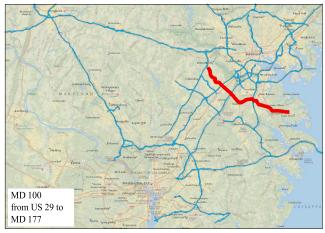


2022

2021

### MD 100

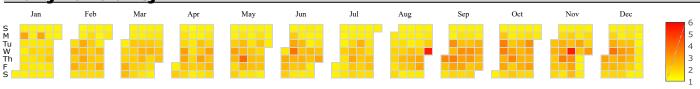


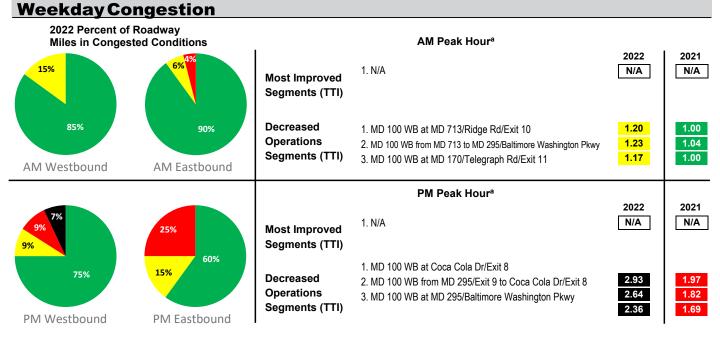


21 center miles carrying 74,000 vehicles every day

#### **Daily Variability**<sup>d</sup>

MARYLAND





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)

#### <u>Notes</u>

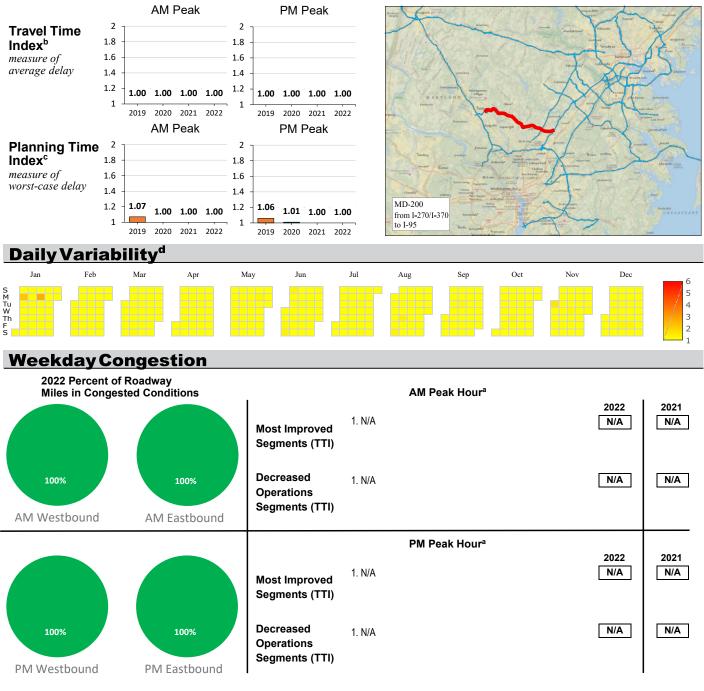
- a  $\ensuremath{\text{Peak}}$  Hours are considered as 8-9am and 5-6pm.
- b **Travel Time Index** (TTI) is the ratio of the *average* travel time during the peak hour to the time required under free flow.
- c Planning Time Index (PTI) is the ratio of the worst-case travel time (95th percentile) during 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.

MARYLAND DEPARTMENT OF TRANSPORTATION STATE HIGHWAY ADMINISTRATION

16 center miles carrying 53,000 vehicles every day

### MD 200



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)

#### <u>Notes</u>

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

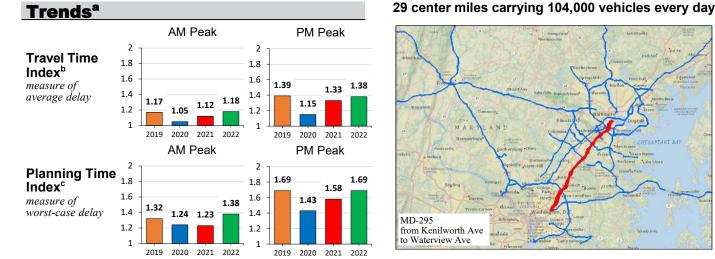
MARYLAND

**Trends**<sup>a</sup>

- 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.

MARYLAND DEPARTMENT OF TRANSPORTATION STATE HIGHWAY ADMINISTRATION

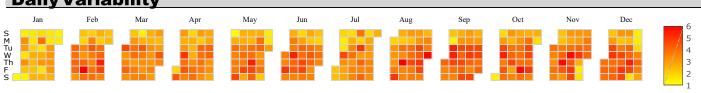
### MD-295



### Daily Variability<sup>d</sup>

**Weekday Congestion** 

MARYLAND



#### 2022 Percent of Roadway **Miles in Congested Conditions** AM Peak Hour<sup>a</sup> 2022 2021 1% -1. MD 295 NB from MD 201 to MD 202 1.00 1.01 16% Most Improved 37% 1.02 1.03 2. MD 295 NB at I-195 23% Segments (TTI) 15% 68% Decreased 2.12 1. MD 295 SB at MD 197/Exit 11 1.47 35% Operations 1.80 1.33 2. MD 295 SB at Anne Arundel/Prince George's County Line Segments (TTI) 3. MD 295 SB from AA/PG County Line to MD 197/Exit 1 1.80 1.34 AM Northbound AM Southbound PM Peak Hour<sup>a</sup> 2022 2021 11% 1. MD 295 NB from MD 198 to MD 32 2.15 2.25 22% Most Improved 24% 1.55 1.65 2. MD 295 NB at MD 198 36% Segments (TTI) 1.50 3. MD 295 NB from MD 202 to MD 450 1.55 17% 44% Decreased 4.02 3.02 1. MD 295 SB at MD 32 9% 37% Operations 2.98 2.08 2. MD 295 NB at Powder Mill Rd Segments (TTI) 2.86 2.29 3. MD 295 SB North of MD 32 PM Northbound **PM Southbound**

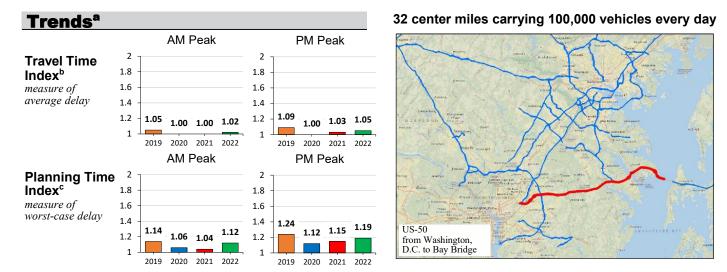
Green-uncongested (TTI<1.15); Yellow-moderate congestion (1.15<TTI<1.30); Red-heavy congestion (1.30<TTI<2.00); Black-severe congestion (TTI>2.00)

#### Notes

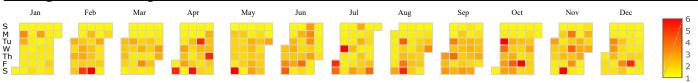
- a **Peak Hours** are considered as 8-9am and 5-6pm.
- b **Travel Time Index** (TTI) is the ratio of the *average* travel time during the peak hour to the time required under free flow.
- c Planning Time Index (PTI) is the ratio of the worst-case travel time (95th percentile) during peak hour to the 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.

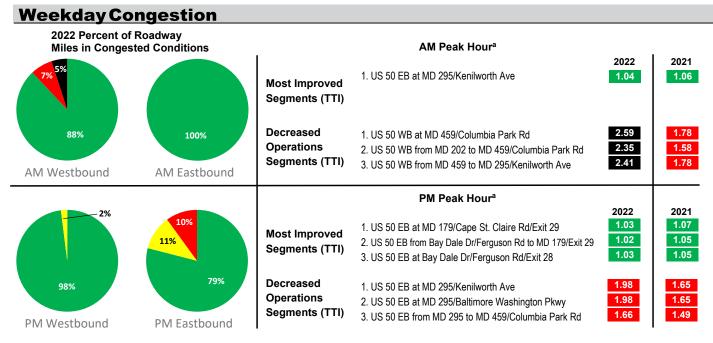


### US 50



#### **Daily Variability<sup>d</sup>**





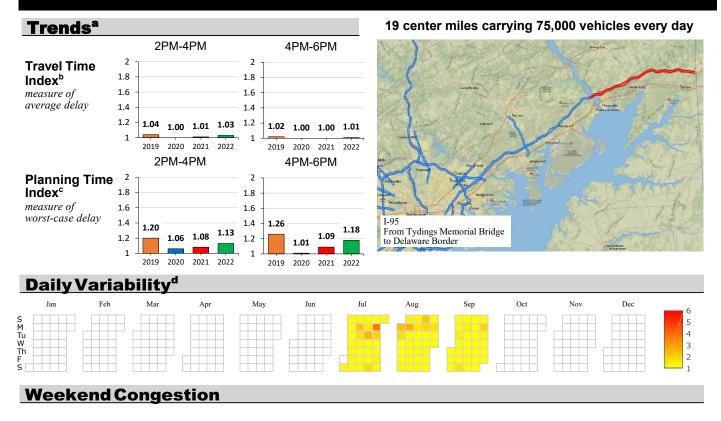
Green-uncongested (TTI<1.15); Yellow-moderate congestion (1.15<TTI<1.30); Red-heavy congestion (1.30<TTI<2.00); Black-severe congestion (TTI>2.00)

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



Weekend congestion comparisons were not determined for the seasonal analysis.

#### Notes

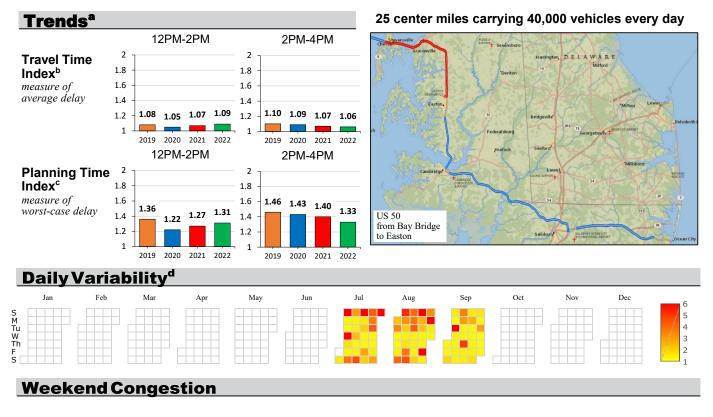
INTERSTATE

- 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.



# **50** 2023 Maryland State Highway Mobility Report US 50 (Bay Bridge to Easton) – Summer Weekends



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	Unc	congested	d %	Modera	te Conge	stion %	Heavy	v Congest	tion %	Severe	e Conges	tion %
PENNSYLVANIA LINE TO US 40 (PART 1)	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	Unc	congested	d %	Modera	te Conge	stion %	Heavy	Congest	tion %	Severe	e Conges	tion %
US 40 TO I-695 (PART 2)	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	Unc	congested	d %	Modera	te Conge	stion %	Heavy	Congest	tion %	Severe	e Conges	tion %
LINE to PENNSYLVANIA LINE	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	Unc	congested	d %	Modera	te Conge	stion %	Heavy	Congest	tion %	Severe	e Conges	tion %
NORTHERN PARKWAY (EXIT 10) TO PENNSYLVANIA LINE	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	Unc	congested	d %	Modera	te Conge	stion %	Heavy	Congest	tion %	Severe	e Conges	tion %
TO I-695	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

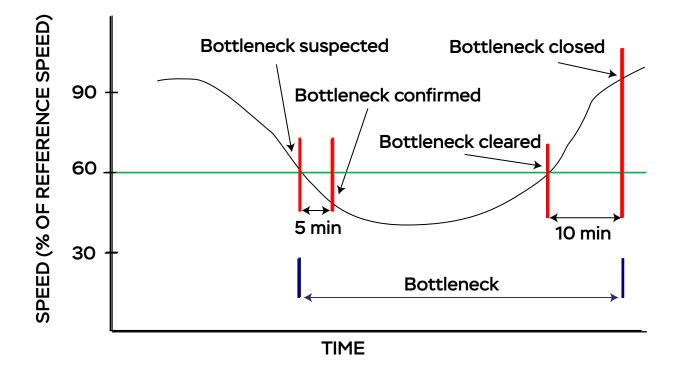
I-95 (Part 2) FROM	Und	congeste	d %	Modera	te Conge	estion %	Heavy	v Congest	tion %	Severe	e Conges	tion %
I-695 TO DELAWARE LINE	2022	2021	2020	2022	2021	2020	2022	2021	2020	2022	2021	2020
AM Northbound	100	100	100	0	0	0	0	0	0	0	0	0
AM Southbound	100	100	100	0	0	0	0	0	0	0	0	0
PM Northbound	84	100	100	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	Unc	congeste	d %	Modera	te Conge	estion %	Heavy	v Congest	tion %	Severe	e Conges	tion %
BALTIMORE BELTWAY (I-695)	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	Unc	congeste	d %	Modera	te Conge	stion %	Heavy	Congest	tion %	Severe	e Conges	tion %
CAPITAL BELTWAY (I-495) TO FREDERICK	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	Unc	congeste	d %	Modera	te Conge	stion %	Heavy	v Congest	tion %	Severe	e Conges	tion %
1-270 LOCAL	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	Unc	congested	d %	Modera	te Conge	estion %	Heavy	v Congest	tion %	Severe	e Conges	tion %
LEGION BRIDGE TO WILSON BRIDGE	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

I-695 FROM I-95 TO	Und	congested	d %	Modera	te Conge	stion %	Heavy	Congest	tion %	Severe	e Conges	tion %
MD 710	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	Und	congested	d %	Modera	te Conge	stion %	Heavy	Congest	tion %	Severe	e Conges <sup>.</sup>	tion %
MD 140	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)	Und	congested	d %	Modera	te Conge	stion %	Heavy	<sup>v</sup> Congest	tion %	Severe	e Conges <sup>.</sup>	tion %
TO I-95 (EXIT 62)	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	Unc	congested	d %	Modera	te Conge	stion %	Heavy	<sup>,</sup> Congest	tion %	Severe	e Conges <sup>.</sup>	tion %
TO I-97	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	Und	congested	d %	Modera	te Conge	stion %	Heavy	Congest	tion %	Severe	e Conges <sup>.</sup>	tion %
US 29 TO MD 177	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

MD 200 FROM I-370 TO	Uncongested %		Moderat	Moderate Congestion %			v Congest	ion %	Severe	e Conges	tion %	
I-95	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	Unc	congested	d %	Moderat	te Conge	stion %	Heavy	<sup>,</sup> Congest	ion %	Severe	e Conges <sup>-</sup>	tion %
KENILWORTH AVE TO WATERVIEW AVE	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	Unc	congested	d %	Moderat	te Conge	stion %	Heavy	Congest	ion %	Severe	e Conges <sup>-</sup>	tion %
WASHINGTON, DC TO BAY BRIDGE	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

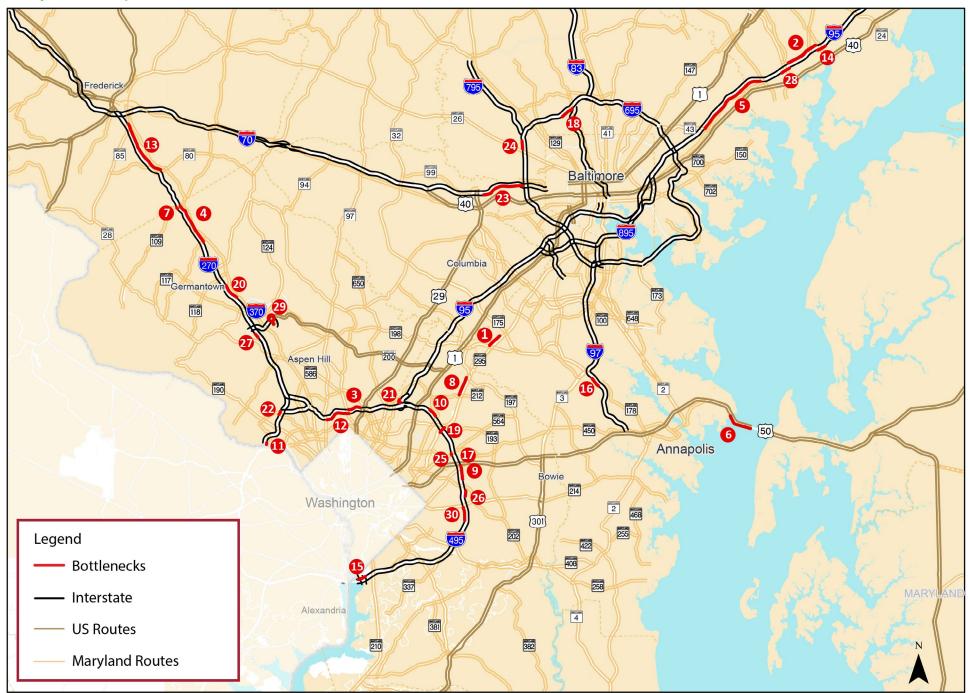
Table 3

2022 Statewide Rank	LOCATION	Road	Direction	Average Duration (minute)	Average Length (mile)	Impact Factor	2021 Statewide Rank	Decr Stat	rease/ ease in cewide ank
1	MD 295 S @ MD 198 <sup>1</sup>	MD 295	Southbound	250	3.0	2.4	2	<b>1</b>	1
2	I-95 S @ MD 24/EXIT 77*	I-95	Southbound	123	6.0	2.3	4	1	2
3	I-495 OL @ MD 97/GEORGIA AVE/EXIT 31	I-495	Outer Loop	189	3.0	2.3	21	<b>A</b>	18
4	I-270 N @ MD 109/EXIT 22	I-270	Northbound	99	5.0	1.6	6	1	2
5	I-95 N @ MD 152/EXIT 74*	I-95	Northbound	58	7.0	1.5	13	<b>A</b>	8
6	US 50 E @ WILLIAM PRESTON LANE BRIDGE	US 50	Eastbound	86	5.0	1.4	7	1	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 <sup>1</sup>	MD 295	Southbound	115	4.0	1.4	N/A	I	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	1
11	I-495 IL @ CLARA BARTON PKWY/EXIT 41 AT INTERCHANGE	i-495	Inner Loop	102	3.0	1.2	20	1	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	I	N/A
13	I-270 N @ MD 85/EXIT 31 SOUTH OF INTERCHANGE	I-270	Northbound	43	7.0	1.0	N/A	1	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	1	23
16	I-97 S @ MD 178/EXIT 5 NORTH OF INTERCHANGE	I-97	Southbound	106	3.0	0.9	N/A	I	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	I	N/A
19	MD 295 N @ I-495/I-95 <sup>1</sup>	MD 295	Northbound	65	4.0	0.8	22	1	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	ſ	N/A
22	I-270-SPUR S @ I-495	I-495	Southbound	204	1.0	0.8	34	1	12
23	I-70 E @ I-695/EXIT 91 WEST OF INTERCHANGE	I-70	Eastbound	55	4.0	0.8	N/A	1	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	1	5
27	I-270 (Local) S @ SHADY GROVE RD	I-270 L	Southbound	257	1.0	0.6	169	1	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	1	818
30	I-495 IL @ RITCHIE MARLBORO RD/EXIT 13 N. OF INTERCHANGE	I-495	Inner Loop	64	3.0	0.6	24	¥	-6

<sup>1</sup> - Owned by National Park Service

\* - Under Construction

### Maryland's Top Bottlenecks 2022



### 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	Decr Stat	rease/ ease in ewide ank
103	I-70 W @ US 40/EXIT 32	Westbound	14	4	0.2	120	1	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	1	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	1	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			Average	Average		2021		rease/ rease in
Statewide Rank	LOCATION	Direction	Duration (minute)	Length (mile)	Impact Factor	Statewide Rank		tewide 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 @ MARRIOTTSVILLE RD/EXIT 83	Eastbound	22	1	0.1	126	¥	-20
158	I-70 W @ MARRIOTTSVILLE 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	<b>T</b>	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	Ψ	-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	<b>↓</b> -101
408	I-81 N @ MAUGANS AVE/EXIT 9 SOUTH IF INTERCHANGE	Northbound	1	3	0.0	342	<b>↓</b> -66
415	I-81 N @ HALFWAY BLVD/EXIT 5	Northbound	3	2	0.0	229	<b>↓</b> -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	<b>↓</b> -21
516	I-81 N @ MD 163/EXIT 1	Northbound	1	2	0.0	561	<b>↑</b> 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 127	LOCATION I-83 N @ BELFAST RD/EXIT 24 SOUTH OF INTERCHANGE	Direction Northbound	Average Duration (minute) 8	Average Length (mile) 4	Impact Factor 0.1	2021 Statewide Rank N/A	Deci Sta F	rease/ rease in tewide Rank N/A
231	I-83 N @ MD 137/MOUNT CARMEL RD/EXIT 27 SOUTH OF INTERCHANGE	Northbound	3	4	0.1	281	1	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	Ψ	-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	$\mathbf{\Psi}$	-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 Statewic Rank	in
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	<b>↑</b> 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	<b>↓</b> -15	;
83	I-95 S @ MD 100/EXIT 43	Southbound	17	4	0.2	93	<b>1</b> 0	
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		2
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) TopBottlenecks

2022 Statewide Rank	LOCATION	Direction	Average Duration (minute)	Average Length (mile)	lmpact Factor	2021 Statewide Rank	Deci Sta	Increase/ Decrease in Statewide Rank	
2	I-95 S @ MD 24/EXIT 77	Southbound	123	6	2.3	4	1	2	
5	I-95 N @ MD 152/EXIT 74	Northbound	58	7	1.5	13	1	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 16	LOCATION I-97 S @ MD 178/EXIT 5 NORTH OF INTERCHANGE	Direction Southbound	Average Duration (minute) 106	Average Length (mile) 3	Impact Factor 0.9	2021 Statewide Rank N/A	Decr Stat R	rease/ rease in tewide tank N/A
82	I-97 S @ US 50/US 301	Southbound	10	7	0.2	59	$\mathbf{\Psi}$	-23
176	I-97 S @ MD 3/EXIT 7	Southbound	9	2	0.1	163	$\mathbf{\Psi}$	-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	I	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	$\mathbf{\Psi}$	-45
384	I-97 N @ MD 174/QUARTERFIELD RD/EXIT 13 SOUTH OF INTERCHANGE	Northbound	2	3	0.0	403	1	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)	lmpact Factor	2021 Statewide Rank	Dec Sta	crease/ crease in atewide Rank
4	I-270 N @ MD 109/EXIT 22	Northbound	99	5	1.6	6	1	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	Υ	12
27	I-270 S @ SHADY GROVE RD	Southbound	257	1	0.6	169	1	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	Decr Stat	rease/ ease in ewide ank
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	I	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 18	LOCATION I-695 IL @ I-83/MD 25/EXIT 23 WEST OF INTERCHANGE	Direction Inner Loop	Average Duration (minute) 102	Average Length (mile) 3	Impact Factor 0.8	2021 Statewide Rank N/A	Decr Stat R	rease/ ease in ewide ank 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	١	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	$\mathbf{\Psi}$	-14
55	I-695 IL @ MD 41/PERRING PKWY/EXIT 30 WEST OF INTERCHANGE	Inner Loop	23	5	0.3	62	1	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	1	2
78	I-695 OL @ MD 295/EXIT 7 (LINTHICUM HEIGHTS) (SOUTH)	Outer Loop	36	2	0.3	81	1	3

# I-795 Top Bottlenecks

2022 Statewide Rank	LOCATION	Direction	Average Duration (minute)	Average Length (mile)	Impact Factor	2021 Statewide Rank	Decr Stat	ease/ ease in ewide ank
229	I-795 N @ OWINGS MILLS BLVD/EXIT 4	Northbound	8	2	0.1	185	$\mathbf{\Psi}$	-44
248	I-795 S @ I-695	Southbound	3	4	0.0	232	$\mathbf{\Psi}$	-16
453	I-795 S @ OWINGS MILLS BLVD/EXIT 4	Southbound	2	2	0.0	336	$\mathbf{\Psi}$	-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	$\mathbf{\Psi}$	-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)	lmpact Factor	2021 Statewide Rank	Decr Stat	rease/ ease in ewide ank
169	I-895 N @ HARBOR TUNNEL THWY (SOUTH) SOUTH OF TUNNEL ENT.	Northbound	18	1	0.1	N/A	I	N/A
186	I-895 N @ HARBOR TUNNEL THWY (NORTH) NORTH OF TUNNEL EXIT	Northbound	13	2	0.1	N/A	I	N/A
196	I-895 S @ HARBOR TUNNEL THWY (NORTH) AT TUNNEL ENTRANCE	Southbound	21	1	0.1	N/A	I	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	I	N/A
228	I-895 S @ I-95/EXIT 46 NORTH OF INTERCHANGE	Southbound	12	1	0.1	N/A	I	N/A
257	I-895 S @ HOLABIRD AVE/EXIT 10	Southbound	12	1	0.0	236	$\mathbf{\Psi}$	-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	1	<b>261</b>
290	I-895 S @ O'DONNELL ST/EXIT 11	Southbound	11	1	0.0	156	¥	-134

### **MD 32 Top Bottlenecks**

2022 Statewide Rank 98	LOCATION MD 32 E @ I-95	Direction Eastbound	Average Duration (minute) 25	Average Length (mile) 2	Impact Factor 0.2	2021 Statewide Rank N/A	Dec Sta	crease/ crease in tewide Rank 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 TopBottlenecks

2022 Statewide Rank	LOCATION	Direction	Average Duration (minute)	Average Length (mile)	Impact Factor	2021 Statewide Rank	Dec Sta	rease/ rease in tewide Rank
73	MD 100 E @ MD 170/TELEGRAPH RD/EXIT 11	Eastbound	26	3	0.3	66	$\mathbf{\Psi}$	-7
75	MD 100 W @ EXIT 7 EAST OF INTERCHANGE	Westbound	63	1	0.3	49	$\mathbf{\Psi}$	-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	$\mathbf{\Psi}$	-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	$\mathbf{\Psi}$	-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 TopBottlenecks

								crease/
2022 Statewide			Average Duration	Average Length	Impact	2021 Statewide		crease in atewide
Rank	LOCATION	Direction	(minute)	(mile)	Factor	Rank		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	Υ.	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	$\mathbf{T}$	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	1	41

# **MD 295 TopBottlenecks**

2022 Rank	LOCATION	Direction	Average Duration (minute)	Average Length (mile)	lmpact Factor	2021 Rank	Dec Sta	crease/ crease in tewide Rank
1	MD 295 S @ MD 198	Southbound	250	3	2.4	2	1	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	Decr Stat	ease/ ease in ewide ank
6	US 50 E @ WILLIAM PRESTON LANE BRIDGE	Eastbound	86	5	1.4	7	<b>T</b>	1
59	US 50 W @ WILLIAM PRESTON LANE BRIDGE	Westbound	40	2	0.3	N/A	I	N/A
68	US 50 E @ MD 202/LANDOVER RD	Eastbound	53	2	0.3	53	$\mathbf{\Psi}$	-15
81	US 50 E @ MD 295/BALTIMORE WASHINGTON PKWY	Eastbound	82	1	0.2	84	1	3
96	US 50 E @ I-97/EXIT 21	Eastbound	9	5	0.2	86	$\mathbf{\Psi}$	-10
123	US 50 W @ MD 201/MD 295/KENILWORTH AVE	Westbound	11	3	0.1	141	Ϋ́	18
184	US 50 W @ BAY DALE DR/FERGUSON RD/EXIT 28 E. OF INTERCHANGE	Westbound	5	2	0.1	N/A	I	N/A
187	US 50 E @ MD 295/KENILWORTH AVE	Eastbound	28	1	0.1	N/A	I	N/A
199	US 50 E @ BAY DALE DR/FERGUSON RD/EXIT 28	Eastbound	6	3	0.1	158	$\mathbf{\Psi}$	-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)

NULL 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 Speparated Intersections:       1         Major Cross Streets:       MD 10, MD 648, College Pkwy, Magothy Dridge Rd, Est West Dhd? Pasaden Rd. US 50         Routes and Ridership       MD 10, MD 648, College Pkwy, Magothy Dridge Rd, Est West Dhd? Pasaden Rd. US 50         Routes and Ridership       MD 10, MD 648, College Pkwy, Magothy Dridge Rd, Est West Dhd? Pasaden Rd. US 50         Nutr Locanium? Rule 20       30,000 - 60,000 yrd         Major Cross Streets:       MP ak Hour         Major Droparations:       MP Pak Hour 0         Mir Commune Rule 20       30,000 - 60,000 yrd         MTA Locanium? Rule 20       30,000 - 60,000 yrd         Mol 10 - Pacaden Rd. US 80 me Better       2,7116         Mol 20 - De Better       2,216         LOS 'E' Intersections:       MP Pak Hour         MD 2 u Ridemann Rule 20 in Dr       NUL         LOS 'E' Intersections:       COS 'E' Intersections:         MD 2 u Ridemann Rule 20 in Dr       NUL         MD 2 u Ridemann Rule 20 in Dr       NUL         MD 2 u					<u> </u>								
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 Intersectioniled Intersectioniled         12           Grids Separated Intersectioniles:         12           Major Cross Streets:         MD 10, MD 648, Colege Pkwy, Magothy Bridge Rd, East West Bird / Peaken Rd. US 50         2022 ADDT         Trucks         Peak Hour Trucks           Motors Streets:         MD 10, MD 648, Colege Pkwy, Magothy Bridge Rd, East West Bird / Peaken Rd. US 50         2022 ADDT         Trucks         Peak Hour Trucks           Signalized Intersections:         AM Peak Hour 10 Corridor         39,000 - 60,000 vpd         4% - 8%         7.5% - 8%           Signalized Intersections:         AM Peak Hour 10 Corridor         Northbound 30,000 - 60,000 vpd         4% - 8%         7.5% - 8%           Signalized Intersections:         AM Peak Hour 10 Corridor         Segment Operations         Segment Operations           Signalized Intersections:         AM Peak Hour 2 Corr for Villes of Reserver 2 Cor for Villes of Reserver 2 Corr for Villes of Reserve	MD 2				I IIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIII	AT 1							
Corridor Length:     8.4 miles       Speed Limit:     50 MPH       Travel Lanes:     2-3 (Northbound) 1-3 (Southbound)       Signal Controlled Intersections:     12       Grade Separated Intersections:     12       Major Cross Streets:     MD 10, MD 648, College Pkwy, Magothy Bridge Rd, East Wes Blvd / Pasadena Rd, US 50     2022 AADT     Trucks     Peek Hour Travel       Major Cross Streets:     Routes     Avg. Daily Ridership MTA Localiuk 70     30,000 - 60,000 vpd     4% - 8%     7.5% - 8%       Major Cross Streets:     College Pkwy, Magothy Bridge Rd, East Wes Blvd / Pasadena Rd, US 50     Southeset     Avg. Daily Ridership MTA Localiuk 70     30,000 - 60,000 vpd     4% - 8%     7.5% - 8%       Mathematic Bus 260     Avg. Daily Ridership MTA Commuter Bus 260     30,000 - 60,000 vpd     4% - 8%     7.5% - 8%       Signalized Intersections:     AM Peek Hour MTA Commuter Bus 260     Peek Hour Transection College Pwist     Trucks     Peek Hour Readway       MD 2 et Robinson RdLeeyn Dr (PM)     LOS if Intersections     No 10, 15 - 10 - 15 100 - 115     10 - 15 100 - 115     10 - 15 100 - 115       MD 2 et Robinson RdLeeyn Dr (PM)     MD 10 - Pasadeen Rd/East West Blvd - 100 - 100     No 10 - 200 - 200 100     10 - 15 100 - 115     10 - 15 100 - 115       MD 2 et Robinson RdLeeyn Dr (PM)     MD 10 - Pasadeen Rd/East West Blvd - 100 - 100     10 - 15 100 - 100     10 - 15 100 - 100 <th< td=""><td>Limits:</td><td>US 50/301</td><td>to MD 10</td><td>ATE</td><td>100</td><td></td><td>AL</td></th<>	Limits:	US 50/301	to MD 10	ATE	100		AL						
Oper Climit:     Other II       Travel Lanes:     2-3 (Northbound) 1-3 (Southbound)       Signal Controlled Intersections:     12       Grado Separated Intersections:     1       Major Cross Streets:     MD 10, MD 648, College Pkwy, Magothy Bridge Rd, East West Blvd / Pasadena Rd, US 50       Routes and Ridership     MTA LocalLink 70       Intersection Operations     1,087       Signalized Intersections:     AM Paak Hour       Intersection Operations     39,000 - 60,000 vpd       Signalized Intersection Operations     MTA LocalLink 70       MTA LocalLink 70     1,087       Signalized Intersection Operations     College Pkwy       MD 2 all Robinson RdLeelyn Dr (PM)     LOS'F' Intersections       MD 2 all Robinson RdLeelyn Dr (PM)     LOS'F' Intersections       MD 2 all Robinson RdLeelyn Dr (PM)     College PKWY       MD 10 - Pasadena RdcEast West Blvd     0.3	Corridor Length:	8.4 n	niles	d ower	yet Rd		-						
Signal Controlled Intersections:         12           Grade Separated Interchanges:         1           Major Cross Streets:         MD 10, MD 648, College Pkwy, Magothy Bridge Rd, East West Bivel V/ Pasadena Rd, US 50         2022 ADT         Trucks         Peak Hour           Routes and Ridership         Routes         Avg. Daily Ridership         2022 ADT         Trucks         Peak Hour           Signalized Intersection Operations         MTA Concellink 70         1.067         39.000 - 60,000 vpd         4% - 8%         7.5% - 8%           Signalized Intersection Operations         MTA Concellink 70         0.07         1.067 <td>Speed Limit:</td> <td>50 N</td> <td>1PH</td> <td>allera Blad</td> <td>Kinder Rd - Sk</td> <td>N-X</td> <td>223</td>	Speed Limit:	50 N	1PH	allera Blad	Kinder Rd - Sk	N-X	223						
Intersections:         IZ           Grade Separated Interchanges:         1           Major Cross Streets:         MD 10, MD 648, College Pkwy, Magothy Bridge Rd, East West Bud / Pasadena Rd, US 50         Descent fore Sections         Descent fore Sections           Routes and Ridership         Routes         Avg. Daily Ridership         2022 AADT         Trucks         Traffic Trucks           Signalized Intersection Operations         MM Peak Hour         PM Peak Hour         2022 AADT         Trucks         Traffic Trucks           Signalized Intersection Operations         MM Peak Hour         PM Peak Hour         Segment Operations           Signalized Intersections         AM Peak Hour         PM Peak Hour         Segment Operations           LOS D or Better         3         2         O         O         Segment Operations           MD 2 at Robinson RdLeelyn Dr (PM)         LOS FF Intersections         COS FF Intersections         Color Key           MD 2 at Robinson RdLeelyn Dr (PM)         MD 10 - Pasadens RdEat West Biol.         0.3         M         M           Muchan Mark Principal Morth to South College PKWY - U25         MD 10 - Pasadens RdEat West Biol.         0.3         M         M           MD 10 - Pasadens RdEat West Biol.         0.3         M         M         M         M         M         M	Travel Lanes:	2-3 (Northbound)	1-3 (Southbound)	Arden O	Benneld Rg	Severna Park	stagothy Aver						
Order Separated Interchanges:         1         Mol 10, MD 648, College Pkwy, Magothy Bridge Rd, East West Blvd / Pasadena Rd, US 50         Convertient of the set of the		1:	2	Old He	ald Haroor R. Herald Ha	arbor Ga comp	colleon and						
Major Cross Streets:         MD 10, MD 648, College Pkwy, Magothy Bridge Rd, East West Blvd / Pasadena Rd, US 50         College Pkwy, Magothy Bridge Rd, East West Blvd / Pasadena Rd, US 50         College Pkwy, Magothy Bridge Rd, East West Blvd / Pasadena Rd, US 50         College Pkwy, Magothy Bridge Rd, East West Blvd / Pasadena Rd, US 50         College Pkwy, Magothy Bridge Rd, East West Blvd / Pasadena Rd, MTA Commuter Bus 280         Pasadena Rd, MIA Commuter Bus 280         Pasadena Rd, MI PM         PI MIA Commuter PM         PI MIA Commuter PM           LOS FC Intersections         LOS FC Intersections         LOS FC Intersections         Color Fc V         TT         VI MI So 200         2.2.5           Available count data for the last four years. (25% of signalized intersections)         Log FC Intersections         VI MIA MIA MIA MIA MIA MIA MIA MIA MIA MIA	-	1		Crow	nsville	Sanctuary Sherwood	Arnold						
Routes and Ridership         Routes         Avg. Daily Ridership         2022 AADT         Trucks         Traffic           MTA LocalLink 70         1,067         39,000 - 60,000 vpd         4% - 8%         7.5% - 8%           MTA Commuter Bus 260         47         39,000 - 60,000 vpd         4% - 8%         7.5% - 8%           Intersection Operations         Segment Operations         Segment Operations         Northbound AM / PM         AM / PM           Signalized Intersections*:         AM Peak Hour         PM Peak Hour         Southbound AM / PM         AM / PM           LOS D or Better         3         2         LOS E         0         1         LOS E         1.00 - 0.0/31           LOS F         0         0         0         0         1         LOS F         2.5 / 6.8         4.2 / 1.1           LOS F         1         LOS F         0         0         0         0.0 / 3.1         1.0 - 1.5           MD 2 at Robinson Rd/Leelyn Dr (PM)         Intersections         LOS 'F' Intersections         Segment         TTI         PTI           Muctional Class         Roadway Segment North to South         Length         TM         MM         PM           MD 10 - Pasadena Rd/East West Elvd.         0.3         V         V         V<	Major Cross Streets:	Magothy E East West Blvd	Bridge Rd, / Pasadena Rd,	<b>B</b>	Crock Sile Rt	1	50 Manresa Ceda						
MTA LocalLink 70         1,067         39,000 - 60,000 vpd         4% - 8%         7.5% - 8%           MTA Commuter Bus 260         47           Segment Operations           Signalized Intersection Operations         Segment Operations           Signalized Intersections*: AM Peak Hour         PM Peak Hour           LOS D or Better         3         Segment Operations           LOS D or Better         3         Segment Operations           LOS D or Better         4.7 / 0.0         0.0/3.1           LOS F         0         Segment Operations           LOS F         1.00 F         2.5 / 6.8         4.2/ 1.6           LOS 'E' Intersections         Color Key           TIT         PTI           1.00 F         2.5 / 6.8         4.2/ 1.6           Available count data for the last four years. (25% of signalized intersections)         TIT         PTI           MD 10 - Pasadema Rd/East West Blvd.          No this													
MTA Commuter Bus 260         47           Intersection Operations         Segment Operations           Signalized Intersections*:         AM Peak Hour         PM Peak Hour         M/ PM (Miles of Roadway)         Southbound AM / PM (Miles of Roadway)           LOS D or Better         3         2         LOS D or Better         4.7 / 0.0         0.0/3.1           LOS E         0         1         LOS F         2.5 / 6.8         4.2 / 1.1           LOS YE' Intersections         LOS 'F' Intersections         Color Key         TTI         PTI           MD 2 at Robinson Rd/Leelyn Dr (PM)         LOS 'F' Intersections         Color Key         1.0 - 1.5         1.0 - 1.5           'Available count data for the last four years. (25% of signalized intersections)         MD 10 - Pasadema Rd/East West Blvd.         0.3         W         W           Urban Other Principal Arterial         MD 10 - Pasadema Rd/East West Blvd.         0.3         W	Poutos and Pidorshin												
Segment Operations           Signalized Intersections*:         AM Peak Hour         PM Peak Hour         Northbound AM / PM         Southbound AM / PM           LOS D or Better         3         2         Image: South Sou			,	33,000	- 00,000 vpu	470 - 070	1.070 - 070						
Intersection Operations           Signalized Intersections*:         AM Peak Hour         PM Peak Hour           Signalized Intersections*:         AM Peak Hour         PM Peak Hour         AM / PM           LOS D or Better         3         2         0         0         00         00         00         00         00/03.1           LOS F         0         0         0         0         0         0.0 <th></th> <th></th> <th></th> <th>_</th> <th>S</th> <th>egment Operatio</th> <th>ons</th>				_	S	egment Operatio	ons						
Signalized Intersections*:         AM Peak Hour         PM Peak Hour           LOS D or Better         3         2           LOS E         0         1           LOS F         0         1           LOS F         0         0           LOS YE' Intersections         LOS YF' Intersections         Color Key           MD 2 at Robinson Rd/Leelyn Dr (PM)         I.00 YF' Intersections         Color Key           MD 2 at Robinson Rd/Leelyn Dr (PM)         I.15 - 1.30         1.5 - 2.5           Available count data for the last four years. (25% of signalized intersections)         Intersections         Intersections           Functional Class         Roadway Segment North to South         Length (miles)         PM           MD 10 - Pasadena Rd/East West Blvd.         0.3         Image: Single							1						
Signalized Intersections*:         AM Peak Hour         PM Peak Hour         Level of Service         (Miles of Roadway)         Roadway)           LOS D or Better         3         2         LOS D or Better         4.77.0.0         0.07.3.1         LOS D or Better         4.27.1.0         4.27.1.1         LOS D or Better         4.27.1.1         LOS D or Better         4.27.0.0         4.27.1.1         LOS D or Better         4.27.0.0		Intersection Operations		-									
Service         Roadway         Roadway           LOS D or Better         3         2           LOS E         0         1           LOS F         0         0           LOS F         0         0           LOS F         2.5 / 6.8         4.2 / 4.2           LOS 'E' Intersections         LOS 'F' Intersections         4.2 / 4.2           MD 2 at Robinson Rd/Leelyn Dr (PM)         Color Key         TTI           MD 2 at Robinson Rd/Leelyn Dr (PM)         1.0 - 1.5         1.15 - 1.30           Available count data for the last four years. (25% of signalized intersections)         1.15 - 2.5           Functional Class         Roadway Segment North to South         Length (miles)         TTI         PTI           MD 10 - Pasadena Rd/East West Blvd.         0.3         W         W         V           Urban Other Principal Arterial         MD 10 - Pasadena Rd/East West Blvd.         0.3         W         W         U           W W U         E Earlegh Heights Rd/Magathy Bidge Rd.         0.9         W         W         U         W         W         U           Urban Other Principal Arterial         MD 10 - Pasadena Rd/East West Blvd.         0.3         W         W         U         W         W         W         <	Signalized Intersection		PM Peak Hour		Level of								
LOS D or Better         3         2           LOS E         0         1           LOS F         0         0           LOS F         0         0         1         LOS F         1.2 / 1.6         4.2 / 1.1           LOS F         0         <	orginalized intersection	3. Amreaknour	T WT Cak Hour										
LOS F         0         0         LOS F         2.5 / 6.8         4.2 / 4.2           LOS 'E' Intersections         LOS 'F' Intersections         Color Key         TTI         PTI           MD 2 at Robinson Rd/Leelyn Dr (PM)         IOO 1.15         1.0-1.5         1.0-1.5         1.15-1.30         1.5-2.5           Available count data for the last four years. (25% of signalized intersections)         IOO 1.15         1.0-1.5         1.30-2.00         >2.5           Functional Class         Roadway Segment North to South         Length (miles)         TTI         PTI           MD 10 - Pasadena Rd/East West Blvd.         0.3         V         W         V	LOS D or Better	3	2	LC									
LOS F         0         LOS F         2.5/6.8         4.2/4.2           LOS 'E' Intersections         LOS 'F' Intersections         Color Key           MD 2 at Robinson Rd/Leelyn Dr (PM)         Image: Color Key         TTI         PTI           Available count data for the last four years. (25% of signalized intersections)         1.0-1.5         1.0-1.5         1.0-1.5           Available count data for the last four years. (25% of signalized intersections)         TTI         PTI           Available count data for the last four years. (25% of signalized intersections)         Color Key         PTI           MD 10 - Pasadena Rd/East West Blvd.         Length (miles)         TTI         PTI           MD 10 - Pasadena Rd/East West Blvd.         0.3         W         W         Umban Other Principal Readena Rd/East West Blvd.         0.3         W         W         Umban Other Principal Robinson Rd.         MD-648/Battimore Annapolis Blvd.         1.1         Umban Other Principal Robinson Rd.         MD-648/Battimore Annapolis Blvd.         1.1         W         W         Umban Other Principal Robinson Rd.         College PKWY         2.5         W         W         Umban Other Principal				_	LOS E		4.2 / 1.1						
LOS 'E' Intersections         LOS 'F' Intersections           MD 2 at Robinson Rd/Leelyn Dr (PM)         TTI         PTI           1.00-1.15         1.0-1.5           1.15 - 1.30         1.5 - 2.5           1.30 - 2.00         22.5           2.00         22.5           2.00         No data           Princtional Class           MD 10 - Pasadena Rd/East West Blvd.         0.3         W           Pasadena Rd/East West Blvd.         0.3         W         W           Vrban Other Principal Arterial         MD-648/Batimore Annapolis Blvd Robinson Rd.         0.5         0         W		0	1 1										
MD 2 at Robinson Rd/Leelyn Dr (PM)       TTI       PTI         I.00 - 1.15       I.0 - 1.5         I.00 - 1.15       I.0 - 1.5         I.15 - 1.30       I.5 - 2.5         I.30 - 2.00       > 2.5         I.30 - 2.00       No data         III IIII       IIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIII	LOS F				LOS F	2.5/6.8	4.2/4.2						
MD 2 at Robinson Rd/Leelyn Dr (PM)       TTI       PTI         I.00 - 1.15       I.0 - 1.5         I.00 - 1.15       I.0 - 1.5         I.15 - 1.30       I.5 - 2.5         I.30 - 2.00       > 2.5         I.30 - 2.00       No data         III IIII       IIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIII	LOS F				LOS F	2.5 / 6.8	4.2 / 4.2						
Available count data for the last four years. (25% of signalized intersections)          1.00 - 1.15         1.15 - 1.30         1.5 - 2.5         1.30 - 2.00         > 2.5          Available count data for the last four years. (25% of signalized intersections)          1.00 - 1.15         1.15 - 1.30         1.5 - 2.5         1.30 - 2.00         > 2.5          Functional Class          Roadway Segment         North to South           Length         (miles)           TI           MM          MD 10 - Pasadena Rd/East West Blvd.          0.3           W         W           NB         SB         NB         NB         NB		0	0	tersection		2.5 / 6.8							
Available count data for the last four years. (25% of signalized intersections) <ul> <li></li></ul>	LOS 'E' In	0 tersections	0	tersection		「	Color Key						
Available count data for the last four years. (25% of signalized intersections) <ul> <li></li></ul>	LOS 'E' In	0 tersections	0	tersection		「	Color Key						
Available count data for the last four years. (25% of signalized intersections) <ul> <li></li></ul>	LOS 'E' In	0 tersections	0	tersection		TTI	Color Key PTI						
Available count data for the last four years. (25% of signalized intersections)       > 2.0         Functional Class       Roadway Segment North to South       Length (miles)       TTI       AM       PM         MD 10 - Pasadena Rd/East West Blvd.       0.3       W       NB       SB       NB       SB         Urban Other Principal Arterial       MD-648/Baltimore Annapolis Blvd Robinson Rd.       0.5       W       W       W       U       U         MD-648/Baltimore Annapolis Blvd College PKWY       2.5       U       W <td< td=""><td>LOS 'E' In</td><td>0 tersections</td><td>0</td><td>tersection</td><td></td><td>TTI</td><td>Color Key PTI</td></td<>	LOS 'E' In	0 tersections	0	tersection		TTI	Color Key PTI						
> 2.0         > 2.0         >> 2.0         No data         TTI         Moddway Segment North to South       TTI         AM       PM         NB       SB       NB       SB         MD 10 - Pasadena Rd/East West Blvd.       0.3       W       W         Pasadena Rd/East West Blvd E Earleigh Heights Rd/Magothy Bridge Rd.       0.9       W       W       U       I       W         Urban Other Principal Arterial       E Earleigh Heights Rd/Magothy Bridge Rd MD-648/Baltimore Annapolis Blvd Robinson Rd.       0.5       U       W       W       U       W         Ocllege PKWY - US301       3.1       U       U       W       W       U	LOS 'E' In	0 tersections	0	tersection		<b>TTI</b> 1.00 - 1.1	Color Key           PTI           15         1.0 - 1.5						
Available count data for the last four years. (25% of signalized intersections)         S 2.00         No data         No data         Functional Class       MD 10 - Pasadena Rd/East West Blvd.       O.3       O         MD 10 - Pasadena Rd/East West Blvd.       O.3       O       O         MD 10 - Pasadena Rd/East West Blvd.       O.3       O       O         MD 10 - Pasadena Rd/East West Blvd.       O.3       O       O         MD 10 - Pasadena Rd/East West Blvd.       O.3       O       O       O         MD 10 - Pasadena Rd/East West Blvd.       O.3       O       O       O         MD 10 - Pasadena Rd/East West Blvd.       O.3       O       O       O         MD 10 - Pasadena Rd/East West Blvd.       O.1       O       O       O       O       O       O       O       O	LOS 'E' In	0 tersections	0	tersection		<b>TTI</b> 1.00 - 1.1	Color Key           PTI           15         1.0 - 1.5						
No data         No data         No data         No data         Functional Class       TTI       No data         MD 10 - Pasadena Rd/East West Blvd.       0.3       V       V         MD 10 - Pasadena Rd/East West Blvd.       0.3       V       V         MD 10 - Pasadena Rd/East West Blvd.       0.3       V       V         VID 10 - Pasadena Rd/East West Blvd.       0.3       V       V         VID 10 - Pasadena Rd/East West Blvd.       0.3       V       V         VID 20 - Pasadena Rd/East West Blvd E Earleigh Heights Rd/Magothy Bridge Rd.       0.9       V       V       V         VID 20 - Pasadena Rd/East West Blvd Robinson Rd.       0.6       V       V         VID 20 - Pasadena Rd/East West Blvd Robinson Rd.       0.6       V       V       V       V       V       V       V       V       V <th <="" colspan="6" td=""><td>LOS 'E' Int</td><td>0 tersections</td><td>0</td><td>tersection</td><td></td><td>TTI 1.00 - 1. 1.15 - 1.</td><td>Color Key           PTI           15         1.0 - 1.5           30         1.5 - 2.5           00         0</td></th>	<td>LOS 'E' Int</td> <td>0 tersections</td> <td>0</td> <td>tersection</td> <td></td> <td>TTI 1.00 - 1. 1.15 - 1.</td> <td>Color Key           PTI           15         1.0 - 1.5           30         1.5 - 2.5           00         0</td>						LOS 'E' Int	0 tersections	0	tersection		TTI 1.00 - 1. 1.15 - 1.	Color Key           PTI           15         1.0 - 1.5           30         1.5 - 2.5           00         0
Tri und ddd         Functional Class       TTI       AM       PTI         Koadway Segment North to South       Length (miles)       TTI       AM       PM         MB       SB       NB       ND	LOS 'E' Int	0 tersections	0	tersection		<b>TTI</b> 1.00 - 1. <sup>-</sup> 1.15 - 1. <sup>-</sup> 1.30 - 2.0	Color Key           PTI           15         1.0 - 1.5           30         1.5 - 2.5           00         > 2.5						
Functional Class       Roadway Segment North to South       Length (miles) $\rightarrow$ <td>LOS 'E' In MD 2 at Robinson</td> <td>0 tersections Rd/Leelyn Dr (PM)</td> <td>0 LOS 'F' In</td> <td>tersection</td> <td></td> <td><b>TTI</b> 1.00 - 1.<sup>-</sup> 1.15 - 1.<sup>-</sup> 1.30 - 2.0</td> <td>Color Key           PTI           15         1.0 - 1.5           30         1.5 - 2.5           00         &gt; 2.5</td>	LOS 'E' In MD 2 at Robinson	0 tersections Rd/Leelyn Dr (PM)	0 LOS 'F' In	tersection		<b>TTI</b> 1.00 - 1. <sup>-</sup> 1.15 - 1. <sup>-</sup> 1.30 - 2.0	Color Key           PTI           15         1.0 - 1.5           30         1.5 - 2.5           00         > 2.5						
Functional Class       Roadway Segment North to South       Length (miles) $I > I > I$ $I > I > I > I > I$ $I > I > I > I > I$ $I > I > I > I > I > I$ $I > I > I > I > I > I > I$ $I > I > I > I > I > I > I > I$ $I > I > I > I > I > I > I > I > I > I $	LOS 'E' In MD 2 at Robinson	0 tersections Rd/Leelyn Dr (PM)	0 LOS 'F' In	tersection		<b>TTI</b> 1.00 - 1. <sup>-</sup> 1.15 - 1. <sup>-</sup> 1.30 - 2.0	Color Key           PTI           15         1.0 - 1.5           30         1.5 - 2.5           00         > 2.5						
North to South         (miles)         miles	LOS 'E' Int MD 2 at Robinson	0 tersections Rd/Leelyn Dr (PM)	0 LOS 'F' In	tersection	S	TTI 1.00 - 1.1 1.15 - 1.3 1.30 - 2.0	Color Key       PTI       15     1.0 - 1.5       30     1.5 - 2.5       00     > 2.5       No data						
MD 10 - Pasadena Rd/East West Blvd.       0.3       0.8       W         Pasadena Rd/East West Blvd E Earleigh Heights Rd/Magothy Bridge Rd.       0.9       V       W       V	LOS 'E' Int MD 2 at Robinson Available count data for the Ia	0 tersections Rd/Leelyn Dr (PM) ast four years. (25% of signalized Roadway	0 LOS 'F' In intersections) Segment	Length	S TTI	TTI 1.00 - 1.1 1.15 - 1.3 1.30 - 2.0 > 2.00	Color Key         PTI         15       1.0 - 1.5         30       1.5 - 2.5         00       > 2.5         No data       PTI						
Pasadena Rd/East West Blvd E Earleigh Heights Rd/Magothy Bridge Rd.       0.9       0	LOS 'E' Int MD 2 at Robinson Available count data for the la	0 tersections Rd/Leelyn Dr (PM) ast four years. (25% of signalized Roadway	0 LOS 'F' In intersections) Segment	Length	S TTI AM	TTI 1.00 - 1.1 1.15 - 1.3 1.30 - 2.0 > 2.00	Color Key       PTI       15     1.0 - 1.5       30     1.5 - 2.5       30     2.5       No data     PTI       AM PM						
Wrban Other Principal Arterial       E Earleigh Heights Rd/Magothy Bridge Rd MD-648/Baltimore Annapolis Blvd Robinson Rd.       1.1       Image: Constraint of the image: Constraint o	LOS 'E' Int MD 2 at Robinson Available count data for the la	0 tersections I Rd/Leelyn Dr (PM) ast four years. (25% of signalized Roadway North to	0 LOS 'F' In intersections) Segment o South	Length (miles)	S TTI AM	TTI 1.00 - 1.1 1.15 - 1.1 1.30 - 2.0 > 2.00	Color Key         PTI         15       1.0 - 1.5         30       1.5 - 2.5         30       2.5         No data       PTI         AM       PM         NB       SB       NB						
Arterial     MD-648/Baltimore Annapolis Blvd Robinson Rd.     0.5     Image: College PKWY     V     V       College PKWY - US301     3.1     Image: College PKWY     V     V     V	LOS 'E' Int MD 2 at Robinson Available count data for the la	0 tersections I Rd/Leelyn Dr (PM) ast four years. (25% of signalized Roadway North to MD 10 - Pasadena I	0 LOS 'F' In intersections) Segment o South Rd/East West Blvd.	Length (miles) 0.3	S TTI AM	TTI 1.00 - 1.1 1.15 - 1.1 1.30 - 2.0 > 2.00	Color Key         PTI         15       1.0 - 1.5         30       1.5 - 2.5         30       2.5         00       > 2.5         No data         PTI         AM       PM         NB       SB       NB       S         I       I       I       I						
Robinson Rd College PKWY     2.5     W     W       College PKWY - US301     3.1     M     M	LOS 'E' Int MD 2 at Robinson Available count data for the la Functional Class	0 tersections I Rd/Leelyn Dr (PM) ast four years. (25% of signalized Roadway North to MD 10 - Pasadena I Pasadena Rd/East West Blvd E Ear	0 LOS 'F' In intersections) Segment o South Rd/East West Blvd. reigh Heights Rd/Magothy Bridge Rd.	Length (miles) 0.3 0.9	S TTI AM	TTI 1.00 - 1.1 1.15 - 1.1 1.30 - 2.0 > 2.00	Color Key         PTI         15       1.0 - 1.5         30       1.5 - 2.5         30       2.5         00       > 2.5         No data         PTI         AM       PM         NB       SB       NB       S         I       I       I       I         W       I       I       I						
College PKWY - US301 3.1 W W	LOS 'E' Int MD 2 at Robinson Available count data for the la Functional Class Urban Other Principal	tersections Rd/Leelyn Dr (PM) ast four years. (25% of signalized Roadway North to MD 10 - Pasadena I Pasadena Rd/East West Blvd E Ear E Earleigh Heights Rd/Magothy Bridge F	0 LOS 'F' In intersections) Segment South Rd/East West Blvd. rleigh Heights Rd/Magothy Bridge Rd. Rd MD-648/Baltimore Annapolis Blvd.	Length (miles) 0.3 0.9 1.1	S TTI AM	TTI 1.00 - 1.1 1.15 - 1.1 1.30 - 2.0 > 2.00	Color Key       PTI       15     1.0 - 1.5       30     1.5 - 2.5       30     2.5       N0     > 2.5       N0 data     PMI       NB     SB     NB       NB     SB     NB       I     I     I       W     W     I						
	LOS 'E' Int MD 2 at Robinson Available count data for the la Functional Class Urban Other Principal	tersections Rd/Leelyn Dr (PM) ast four years. (25% of signalized Roadway North to MD 10 - Pasadena I Pasadena Rd/East West Bivd E Ear E Earleigh Heights Rd/Magothy Bridge F MD-648/Baltimore Annap	0 LOS 'F' In intersections) Segment o South Rd/East West Blvd. rleigh Heights Rd/Magothy Bridge Rd. Rd MD-648/Baltimore Annapolis Blvd. olis Blvd Robinson Rd.	Length (miles) 0.3 0.9 1.1 0.5	S TTI AM	TTI 1.00 - 1.1 1.15 - 1.1 1.30 - 2.0 > 2.00	Color Key         PTI         15       1.0 - 1.5         30       1.5 - 2.5         30       2.5         00       > 2.5         No data       PM         NB       SB       NB       S         NB       SB       NB       S         W       I       I       I         W       W       I       I         W       W       I       I						
	LOS 'E' Int MD 2 at Robinson Available count data for the la Functional Class Urban Other Principal	0 tersections Rd/Leelyn Dr (PM) ast four years. (25% of signalized Roadway North to MD 10 - Pasadena I Pasadena Rd/East West Blvd E Ear E Earleigh Heights Rd/Magothy Bridge I MD-648/Baltimore Annap Robinson Rd	0 LOS 'F' In intersections) Segment o South Rd/East West Blvd. reigh Heights Rd/Magothy Bridge Rd. Rd MD-648/Baltimore Annapolis Blvd. olis Blvd Robinson Rd. College PKWY	Length (miles) 0.3 0.9 1.1 0.5 2.5	S TTI AM	TTI 1.00 - 1.1 1.15 - 1.1 1.30 - 2.0 > 2.00	Color Key         PTI         15       1.0 - 1.5         30       1.5 - 2.5         30       2.5         00       2.5         No data       PM         NB       SB       NB       S         NB       SB       NB       S         W       I       I       I         W       W       I       I         W       W       I       I         W       W       I       I         W       W       I       I         W       W       I       I         W       W       I       I						

MD 3			-	3 S	Oder	nton	Gar	mbrills	
Limits:	US 50/30	1 to I-97	Aatu	~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~		Vaugn Chapel	Night Ha	awk	lersville Cener
Corridor Length:	8.8 m	niles		M Rd		$\sim$	and the search of the search o	~	the D
Speed Limit:	45 - 50	MPH			S.	Riev	No.	T	
Travel Lanes:	(2 - 4) Northbound	(2 - 4) Southbound	2	7	3	3 Crof	424 ton	Crofton I	Park
Signal Controlled Intersections:	12	2		Rd	(450)	De	efense Hwy	(450)	Defense
Grade Separated Interchanges:	3		Pur	apons		A	Bell Brand	on onlex	
Major Cross Streets:	I-97, MD 175 Waugh Chapel Ro MD 450, Belair I	d, Defense Hwy,		Re 3	5		John H		
	Routes	Avg. Daily Ridership	20	22 AA	DT		Truc	ks	Peak Hou Traffic
Routes and Ridership	N/A	N/A	69,000				4% -		7% - 7.5%
			·		5	Segme	ent Oper	ations	
	Intersection Operations		_				rthbound	;	Southbound
Signalized Intersection	s*: AM Peak Hour	PM Peak Hour		Level	-	(	AM / PM Miles of		AM / PM (Miles of
LOS D or Better	9	7		Servi S D or			oadway) 5.4 / 1.3		Roadway) 0.5 / 0.0
LOS E	2	2					).4 / 1.3		3.4 / 2.6
LOS F	0	2		LOS			2.5 / 4.2		4.9 / 6.2
LOS 'E' In	tersections	LOS 'F' In	tersectior	າຣ					olor Key
MD 3 (SB/L) a	at MD 175 (AM)	MD 3 (SB/L) a	at MD 175 (F	PM)			Т	TI	PTI
	/Conway Rd (PM)	MD 3 (NB) at	Riedel Rd (F	PM)			1.00	- 1.15	1.0 - 1.5
	pel Way/Directional Crossover , PM)								
	· w)						1.15	- 1.30	1.5 - 2.5
							1.30	- 2.00	> 2.5
							> 2	2.00	
Available count data for the la	st four years. (92% of signalized	intersections)						Ν	lo data
			1	1					
Function - 1 Of	Roadway	Segment	Length	<u> </u>					PTI
Functional Class	North to		(miles)		M	P NB	M SB		AM PM B SB NB
	Patuxent Fwy (MD-32) - Annapo	lis Rd (MD-175)/Millersville Rd	0.8	NB	SB	IN D	W	N	B SB NB
	. atazoni wy (wio-02) - Anilapu		1.2	w			w	v	
	Annapolis Rd (MD-175)/Millers		-					v	
	Annapolis Rd (MD-175)/Millers St. Stephens Church Rd - W		0.5		14/				W I
	Annapolis Rd (MD-175)/Millers St. Stephens Church Rd - W Waugh Chapel Rd/Riede	augh Chapel Rd/Riedel Rd	0.5 0.8		W				
Urban Other Principal	St. Stephens Church Rd - W	augh Chapel Rd/Riedel Rd I Rd - John Hopkins Rd			vv				
Urban Other Principal Arterial	St. Stephens Church Rd - W Waugh Chapel Rd/Riede	augh Chapel Rd/Riedel Rd I Rd - John Hopkins Rd d/Davidsonville Rd (MD-424)	0.8		vv				
	St. Stephens Church Rd - W Waugh Chapel Rd/Riede Johns Hopkins Rd - Conway R	augh Chapel Rd/Riedel Rd I Rd - John Hopkins Rd d/Davidsonville Rd (MD-424) 124)-CrawfordBlvd/CrnsnBlvd	0.8 0.9			w			w w
	St. Stephens Church Rd - W Waugh Chapel Rd/Riede Johns Hopkins Rd - Conway R CnwayRd/DvdsonvilleRd(MD-4	augh Chapel Rd/Riedel Rd I Rd - John Hopkins Rd Id/Davidsonville Rd (MD-424) 424)-CrawfordBlvd/CrnsnBlvd I - Defense Hwy (MD-450)	0.8 0.9 0.7	-		w			w w
	St. Stephens Church Rd - W Waugh Chapel Rd/Riede Johns Hopkins Rd - Conway R CnwayRd/DvdsonvilleRd(MD-4 Crawford Blvd/Cronson Blvd	augh Chapel Rd/Riedel Rd I Rd - John Hopkins Rd d/Davidsonville Rd (MD-424) 424)-CrawfordBlvd/CrnsnBlvd d - Defense Hwy (MD-450) Annapolis Rd (MD-450) Belair Drive/Melford Blvd	0.8 0.9 0.7 1.3			w			

Limits:	Washir	igton DC Line	to Dower Ho	use Rd	and the	Ci He	eighte gam A	d) Glan C	ye Rd
		<u> </u>			sof carbon	Coral Hill	State 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	ker Mill 🦂 Kar Mil	E
Corridor Length:		6.6 n	niles		Ave St. 433	43. 18			REAL RO
Speed Limit:		35 - 55	5 MPH			(E) Buodeso,	Manbaro Pake		Stade
Travel Lanes:	(2 - 3)	Northbound	(2 - 3) Southl	bound		Suitland-Silver H	HII He Mar Dr	Forest	rille
Signal Controlled Intersections:		1:	2		est its		Suitland Pker	Suttand Pkny	(337)
Grade Separated Interchanges:		7	,		Marlow Heights	Auth Wer	with Rd St Total St		
		MD 458, Fo	restville Rd,		Temple F	ills Jarmon Po	C PARA	unoid Ave	eer House R
Major Cross Streets:		I-95, M MD 223, Dow			1 miles				Ĵ,
		101D 223, DOW	METRO	Avg. Daily	-			Joint Base	
	MTA Commuter Bus Routes	Avg. Daily Ridership	Routes	Ridership		and a		Andrews	- W
			J12	679	11		2	2	
Routes and Ridership	810	35	K12	1,732					
	820 830	173 125	V12 The Bus	1,171	20	22 AADT	Truck		Peak Hour Traffic
	840	115	Routes	Avg. Daily Ridership	-	- 61,000 vpd	3% - 9	-	6.5% - 7.5%
	850	35	20	10*					
			* Along Corrido	or	·	Se	egment Operat	tions	
	Intersection	Operations	1		- I		Northbound AM / PM		thbound M / PM
Signalized Intersection	s*: AM P	eak Hour	PM Pe	ak Hour	Le	vel of Service	(Miles of	(M	liles of adway)
LOS D or Better		5		7	L	DS D or Better	1.6 / 4.2	5.	3 / 3.0
LOS E		1		<mark>0</mark> 1		LOS E	4.4 / 2.0		<mark>4 / 1.7</mark>
LOS F		2		1		LOS F	0.6 / 0.4	0.	9 / 1.9
LOS 'E' Inte	ersections			LOS 'F' Int	ersections			Colo	or Key
LOS 'E' Inte MD 4 at Parkl			MD 4 a	LOS 'F' Int at MD 337/Presid		AM, PM)		Colo TTI	r Key PTI
					dential Pkwy (				
				at MD 337/Presid	dential Pkwy (		1.00	<b>TTI</b> ) - 1.15	<b>PTI</b> 1.0 - 1.5
				at MD 337/Presid	dential Pkwy (		1.00	ГТІ	PTI
				at MD 337/Presid	dential Pkwy (		1.00 1.18	<b>TTI</b> ) - 1.15	PTI 1.0 - 1.5 1.5 - 2.5
				at MD 337/Presid	dential Pkwy (		1.00 1.15 1.30	<b>TTI</b> 0 - 1.15 5 - 1.30 0 - 2.00	<b>PTI</b> 1.0 - 1.5
MD 4 at Parkl	and Dr (AM)	7% of signalized		at MD 337/Presid	dential Pkwy (		1.00 1.15 1.30	<b>FTI</b> 0 - 1.15 5 - 1.30 0 - 2.00 2.00	PTI 1.0 - 1.5 1.5 - 2.5
MD 4 at Parkl	and Dr (AM)	7% of signalized		at MD 337/Presid	dential Pkwy (		1.00 1.15 1.30	<b>FTI</b> 0 - 1.15 5 - 1.30 0 - 2.00 2.00	PTI 1.0 - 1.5 1.5 - 2.5 > 2.5 data
MD 4 at Parkl Available count data for the I	and Dr (AM)			at MD 337/Presid	dential Pkwy (	и)	1.00 1.15 1.30	TTI - 1.15 5 - 1.30 - 2.00 2.00 No	PTI 1.0 - 1.5 1.5 - 2.5 2.5 data
MD 4 at Parkl	and Dr (AM)	Roadwa	intersections)	at MD 337/Presid	dential Pkwy ( House Rd (Al	/) T 	1.00 1.15 1.30 71 PM	TTI ) - 1.15 5 - 1.30 ) - 2.00 2.00 No AM	PTI 1.0 - 1.5 1.5 - 2.5 2.5 data
MD 4 at Parkl Available count data for the I	and Dr (AM) ast four years. (67	Roadwa	intersections) ay Segment to South	at MD 337/Presid	dential Pkwy ( House Rd (Al	и)	1.00 1.15 1.30	TTI - 1.15 5 - 1.30 - 2.00 2.00 No	PTI 1.0 - 1.5 1.5 - 2.5 2.5 data
MD 4 at Parkl Available count data for the I	and Dr (AM) ast four years. (67	Roadwa North	intersections) ay Segment to South on St/ Shadysid	at MD 337/Presid MD 4 at Dower	dential Pkwy ( House Rd (Al Length (miles)	/) T 	1.00 1.15 1.30 71 PM	TTI ) - 1.15 5 - 1.30 ) - 2.00 2.00 No AM	PTI 1.0 - 1.5 1.5 - 2.5 2.5 data
MD 4 at Parkl Available count data for the I	and Dr (AM) ast four years. (67	Roadwa North outhern Ave - Alt	intersections) ay Segment to South on St/ Shadysid - Spaulding Ave.//	at MD 337/Presid MD 4 at Dower	dential Pkwy ( House Rd (Al Length (miles) 0.8	/) T 	1.00 1.15 1.30 71 PM	TTI ) - 1.15 5 - 1.30 ) - 2.00 2.00 No AM	PTI 1.0 - 1.5 1.5 - 2.5 2.5 data
MD 4 at Parkl Available count data for the I Functional Class	and Dr (AM) ast four years. (67 Alton S Sp	Roadwa North outhern Ave - Alt t/ Shadyside Ave. paulding Ave./Qu Brooks Dr Silv	intersections) ay Segment to South on St/ Shadysid - Spaulding Ave.// iarter Ave Bro- ier Hill Rd. (MD-	at MD 337/Presid MD 4 at Dower MD 4 at Dower e Ave. Quarter Ave. oks Dr. 458)	Length (miles) 0.8 0.5 0.4 0.7	/) T 	1.00 1.15 1.30 71 PM	TTI ) - 1.15 5 - 1.30 ) - 2.00 2.00 No AM	PTI 1.0 - 1.5 1.5 - 2.5 2.5 data
MD 4 at Parkl Available count data for the I	and Dr (AM) ast four years. (67 Alton S Sp	Roadwa North outhern Ave - Alt t/ Shadyside Ave. baulding Ave./Qu Brooks Dr Silv Silver Hill Rd. (M	intersections) <b>ay Segment</b> <b>to South</b> on St/ Shadysid - Spaulding Ave.// iarter Ave Broo rer Hill Rd. (MD- D-458) - Parklar	at MD 337/Presid MD 4 at Dower MD 4 at Dower e Ave. Quarter Ave. oks Dr. 458)	Length (Miles) 0.8 0.5 0.4 0.7 0.3	/) T 	1.00 1.15 1.30 71 PM	TTI ) - 1.15 5 - 1.30 ) - 2.00 2.00 No AM	PTI 1.0 - 1.5 1.5 - 2.5 2.5 data
MD 4 at Parkl Available count data for the I Functional Class Urban Other Principal	and Dr (AM) ast four years. (67 Alton S Sp	Roadwa North outhern Ave - Alt t/ Shadyside Ave. paulding Ave./Qu Brooks Dr Silv Silver Hill Rd. (M Parkland D	intersections) ay Segment to South on St/ Shadysid - Spaulding Ave.// iarter Ave Brow er Hill Rd. (MD- D-458) - Parklar r Walters Ln.	at MD 337/Presid MD 4 at Dower MD 4 at Dower e Ave. Quarter Ave. oks Dr. 458)	Length (Miles) 0.8 0.5 0.4 0.7 0.3 0.8	/) T 	1.00 1.15 1.30 71 PM	TTI ) - 1.15 5 - 1.30 ) - 2.00 2.00 No AM	PTI 1.0 - 1.5 1.5 - 2.5 2.5 data
MD 4 at Parkl Available count data for the I Functional Class Urban Other Principal	and Dr (AM) ast four years. (67 Alton S Sp	Roadwa North outhern Ave - Alt t/ Shadyside Ave. oaulding Ave./Qu Brooks Dr Silv Silver Hill Rd. (M Parkland D Walters Lr	intersections) <b>ay Segment</b> <b>to South</b> on St/ Shadysid - Spaulding Ave.// iarter Ave Broo rer Hill Rd. (MD- D-458) - Parklar	at MD 337/Presid MD 4 at Dower MD 4 at Dower e Ave. Quarter Ave. oks Dr. 458) nd Dr.	Length (Miles) 0.8 0.5 0.4 0.7 0.3	/) T 	1.00 1.15 1.30 71 PM	TTI ) - 1.15 5 - 1.30 ) - 2.00 2.00 No AM	PTI 1.0 - 1.5 1.5 - 2.5 2.5 data
MD 4 at Parkl Available count data for the I Functional Class Urban Other Principal	and Dr (AM) ast four years. (67 Alton S Sp	Roadwa North t/ Shadyside Ave. Daulding Ave./Qu Brooks Dr Silv Silver Hill Rd. (M Parkland D Walters Lr Donnell Dr.	intersections) ay Segment to South on St/ Shadysid - Spaulding Ave.// arter Ave Brow er Hill Rd. (MD- D-458) - Parklar r Walters Ln. h Donnell Dr.	at MD 337/Presid MD 4 at Dower MD 4 at Dower e Ave. Quarter Ave. oks Dr. 458) nd Dr.	Length (Miles) 0.8 0.5 0.4 0.7 0.3 0.8 0.8 0.4 0.7	/) T 	1.00 1.15 1.30 71 PM	TTI ) - 1.15 5 - 1.30 ) - 2.00 2.00 No AM	PTI       1.0 - 1.5       1.5 - 2.5       2.5       ata       PTI       PM       SB     NB       SB     I       I     PM       SB     I       I     I
MD 4 at Parkl Available count data for the I Functional Class Urban Other Principal	and Dr (AM) ast four years. (67 Atton S St	Roadwa North t/ Shadyside Ave. Daulding Ave./Qu Brooks Dr Silv Silver Hill Rd. (M Parkland D Walters Lr Donnell Dr.	intersections) ay Segment to South on St/ Shadysid - Spaulding Ave.// arter Ave Bro- er Hill Rd. (MD- D-458) - Parklar r Walters Ln. h Donnell Dr. - Forestville Rd. Rd 195/1495	at MD 337/Presid MD 4 at Dower MD 4 at Dower le Ave. Quarter Ave. oks Dr. 458) nd Dr.	Length (Miles) 0.8 0.5 0.4 0.7 0.3 0.8 0.4 0.7 0.3 0.8 0.4 0.6	/) T 	1.00 1.15 1.30 71 PM	TTI ) - 1.15 5 - 1.30 ) - 2.00 2.00 No AM	PTI       1.0 - 1.5       1.5 - 2.5
MD 4 at Parkl Available count data for the I Functional Class Urban Other Principal	and Dr (AM) ast four years. (67 Alton S Alton S S S I I I I I I I I I I I I I I I I I	Roadwa North t/ Shadyside Ave. baulding Ave./Qu Brooks Dr Silv Silver Hill Rd. (MI Parkland D Walters Lr Donnell Dr. Forestville 495 - Old Marlbo Marlboro Pike/ V	intersections) ay Segment to South on St/ Shadysid - Spaulding Ave./. iarter Ave Bro- ter Hill Rd. (MD- D-458) - Parklar r Walters Ln. n Donnell Dr. - Forestville Rd. Rd 195/1495 pro Pike/ Westp	at MD 337/Presid MD 4 at Dower MD 4 at Dower le Ave. Quarter Ave. oks Dr. 458) and Dr. halia Rd.	Length (Miles) 0.8 0.5 0.4 0.7 0.3 0.8 0.4 0.7 0.3 0.8 0.4 0.6 0.4 0.6 0.4	/) T 	1.00 1.15 1.30 71 PM	TTI ) - 1.15 5 - 1.30 ) - 2.00 2.00 No AM	PTI       1.0 - 1.5       1.5 - 2.5       2.5 - 2.5       ata       PTI       PTI       SB     NB       SB     NB       I     I       I     I       I     I

MD 4				7.15	235 HAR		at Blue
Limits:	MD 5 t	o MD 2	qoc	245 RD	ARE A	OTCL	John John John
Corridor Length:	10 n	niles	DOOMATIOH Leonardtown	ST. ANDO	ecti		KEN7 4 California (235)
Speed Limit:	45 - 50	) MPH	3	51. ANDRE	Ws 4 CHUN	ND AN St Ma	ry's Park
Travel Lanes:	(1 - 2) Northbound	(1 - 2) Southbound	Beauv	7 Rom		Bibge Mary's River	Great Mills
Signal Controlled Intersections:	2	4		te Bojat	Lookour 244	ate Park RD <sub>Callaw</sub> 249	
Grade Separated Interchanges:		1				(244)	
Major Cross Streets:		ridge Rd, I, MD 235,		é.		Vall	ey Lee
	Patuxent E Routes	Blvd, MD 2 Avg. Daily Ridership		22 AADT	τ	cks	Peak Hour Traffic
Routes and Ridership	N/A	N/A	-	- 27,000 vp	-		8% - 9%
,			11,000		Segment Ope	-	0/0 0/0
Signalized Intersection	Intersection Operations s*: AM Peak Hour	PM Peak Hour	] [	Level of	Northboun AM / PM (Miles of		outhbound AM / PM (Miles of
LOS D or Better	1	1	LO	Service S D or Better	Roadway) 10.0 / 0.0		Roadway) 0.0 / 10.0
LOS E	2	0		LOS E	0.0 / 10.0		0.0/0.0
LOS F	1	3		LOS F	0.0 / 0.0		0.0 / 0.0
LOS 'E' Inf	ersections	LOS 'F' In	torsaction			Cold	or Key
	R Blvd (AM)		R Blvd (PM)			TTI	PTI
	xent Blvd (AM)	MD 4 at Patu					
		MD 4 at MD		,	1.0	0 - 1.15	1.0 - 1.5
						<mark>5 - 1.30</mark> 0 - 2.00	1.5 - 2.5 > 2.5
Available count data for the la	ist four years. (100% of signalize	d intersections)			>	• 2.00 No	data
				Т	ті		PTI
Functional Class	,	Segment o South	Length (miles)	AM	PM		AM PM
			. ,	NB SB	NB SB	NB	SB NB S
Rural Freeway	MD2(Thomas Johnson Memoria		1.0				
Expressway/Rural Other Principal Arterial	N Patuxent Beach I		2.2				
CHILLINGI AITEITAT	Patuxent Blvd MD2	235(Three Notch Rd.)	0.7				
Rural Minor Arterial	MD235(Three Notch Ro F D Roosevel		0.3 5.8				

MD 5				5				
Limits:	US 301 to	MD 223	Pla	ta 5	Clinton			
Corridor Length:	5.4 m	iles	(223	P			Day	
Speed Limit:	55 M	РН	5	R	A		N	
Travel Lanes:	(2 - 3) Northbound	(2 - 3) Southbound	5	The state of the s			ouratts Pd	•
Signal Controlled Intersections:	2				75	- 5	]]	
Grade Separated Interchanges:	2		am Va	ay Cre alley Pa			1	Clerif Trees
Major Cross Streets:	MD 223, Su MD 381, MD 3		Park Rd	Ta	3	373		Brandywine
	Routes	Avg. Daily Ridership	_		20		1	
	MTA Commuter Bus 705	175						
Routes and Ridership	MTA Commuter Bus 715	130						Peak Hou
•	MTA Commuter Bus 725	60	202	22 AAC	т	Truck	S	Traffic
	MTA Commuter Bus 735	69	65,000	- 81,00	0 vpd	5% - 7	%	6%
					Se	gment Opera	tions	
Signalized Intersection	Intersection Operation	PM Peak Hour	7	Level	of	Northbound AM / PM (Miles of		outhbound AM / PM (Miles of
-				Servic	-	Roadway)		loadway)
LOS D or Better	N/A	N/A	LO	S D or E		1.3 / 5.4		5.4 / 0.0
LOS E	N/A	N/A		LOS E		0.0 / 0.0		0.0/1.9
LOS F	N/A	N/A		LOS F		4.1 / 0.0		0.0 / 3.5
LOS F	N/A	N/A	tersection	LOS F				
LOS F		N/A	tersection	LOS F			Colo	0.0 / 3.5 or Key PTI
LOS F	N/A	N/A	tersection	LOS F		4.1 / 0.0	Colc	or Key PTI
LOS F	N/A	N/A	tersection	LOS F		4.1/0.0	Colc	or Key
LOS F	N/A	N/A	tersection	LOS F		4.1 / 0.0	Colc 1 1.15	or Key PTI
LOS F	N/A	N/A	tersection	LOS F		4.1 / 0.0 TT 1.00 -	Colc 1 1.15	or Key PTI 1.0 - 1.5
LOS F	N/A	N/A	tersection	LOS F		4.1 / 0.0 TT 1.00 -	Colc 1 1.15 1.30	or Key PTI 1.0 - 1.5 1.5 - 2.5
LOS F	N/A	N/A	tersection	LOS F		4.1 / 0.0 TT 1.00 - 1.15 - 1.30 -	Cold I 1.15 1.30 2.00	or Key PTI 1.0 - 1.5
LOS F LOS 'E' In	N/A	N/A LOS 'F' In	tersection	LOS F		4.1 / 0.0 TT 1.00 - 1.15 -	Cold I 1.15 1.30 2.00	PTI 1.0 - 1.5 1.5 - 2.5 > 2.5
LOS F LOS 'E' In	N/A tersections	N/A LOS 'F' In	tersection	LOS F		4.1 / 0.0 TT 1.00 - 1.15 - 1.30 -	Cold I 1.15 1.30 2.00	or Key PTI 1.0 - 1.5 1.5 - 2.5
LOS F LOS 'E' In	N/A tersections	N/A LOS 'F' In	1	LOS F		4.1 / 0.0 TT 1.00 - 1.15 - 1.30 -	Cold I 1.15 1.30 2.00	PTI 1.0 - 1.5 1.5 - 2.5 > 2.5
LOS F LOS 'E' In	N/A tersections ast four years. (0% of signalized in Roadway	N/A LOS 'F' In tersections)	Length	LOS F	πι	4.1 / 0.0 TT 1.00 - 1.15 - 1.30 -	Colc I 1.15 2.00 00 No	PTI       1.0 - 1.5       1.5 - 2.5       > 2.5
LOS F LOS 'E' In Available count data for the la	N/A tersections	N/A LOS 'F' In tersections)	1	LOS F	TTI 1	4.1 / 0.0 TT 1.00 - 1.15 - 1.30 - > 2.0	Colc I 1.15 2.00 00 No	PTI 1.0 - 1.5 1.5 - 2.5 2.5 data
LOS F LOS 'E' In Available count data for the la	N/A tersections ast four years. (0% of signalized in Roadway	N/A LOS 'F' In tersections) Segment South	Length	LOS F	TTI 1	4.1 / 0.0 TT 1.00 - 1.15 - 1.30 - > 2.0 PM	Cold 1 1.15 2.00 00 No	PTI 1.0 - 1.5 1.5 - 2.5 2.5 data PTI
LOS F LOS 'E' In Available count data for the la	Atersections tersections ast four years. (0% of signalized in Roadway S North to Woodyard Rd. (MD- Surratts Rd Burch H	N/A LOS 'F' In tersections) Segment South 223) - Surratts Rd. iill Rd/Earnshaw Dr.	Length (miles) 1.3 1.6	LOS F	TTI 1	4.1 / 0.0 TT 1.00 - 1.15 - 1.30 - ≥ 2.0 PM NB SB	Cold 1 1.15 2.00 00 No	PTI 1.0 - 1.5 1.5 - 2.5 2.5 data PTI M PM SB NB I I I I I I I I I I I I I I I I I I I
LOS F LOS 'E' In Available count data for the la	Atersections tersections ast four years. (0% of signalized in Roadway S North to Woodyard Rd. (MD-	tersections) Segment South 223) - Surratts Rd. Iill Rd/Earnshaw Dr. wine Rd./ Accpleel Rd (MD-373)	Length (miles) 1.3	LOS F	TTI 1	4.1 / 0.0 TT 1.00 - 1.15 - 1.30 - ≥ 2.0 PM NB SB	Cold 1 1.15 2.00 00 No	PTI 1.0 - 1.5 1.5 - 2.5 2.5 data PTI

MD 18	FRIDAY SU	IMMER		Din Park	4H2 .	6
Limits:	MD 8 to	Piney Rd	Terrar Nature	pin Park		3
Corridor Length:	3.0 r	niles	50	Stevensville		18
Speed Limit:	30 - 40	0 MPH	8		(18) Che	ster
Travel Lanes:		2		in Creek	COX NECK RD	CR S
Signal Controlled Intersections:		2		Thompso	00	NOMINION
Grade Separated Interchanges:	(	0		7.5.4		
Major Cross Streets:		St),Castle Marina Rd, KRd,MD 552				552
	Routes	Avg. Daily Ridership	2022	2 ADT	Trucks	Peak Hour Traffic
Routes and Ridership	N/A	N/A		I/A	N/A	N/A
				Se	egment Operatio	ons
	Intersection Operations		_		Eastbound	Westbound
Signalized Intersection	s*: AM Peak Hour	PM Peak Hour		evel of ervice	PM (Miles of Roadway)	PM (Miles of Roadway)
LOS D or Better	N/A	N/A	LOSI	D or Better	2.3	0
LOS E	N/A	N/A	_	OS E	0.6	2.9
LOS F	N/A	N/A		.OS F	0.1	0.1
LOS 'E' Int	ersections	LOS 'F' In	tersections			Color Key
					TTI	PTI
					1.00 - 1.1	15 1.0 - 1.5
					1.15 - 1.3	30 1.5 - 2.5
					1.30 - 2.0 > 2.00	> 2.5
Available count data for the la	st four years. (0% of signalized i	intersections)				No data
		segment to East	Length (miles)	TTI Friday (6PI EB		PTI Friday (6PM-8PM) EB WB
Functional Class						
Functional Class		Pkwy - Postal Rd.	2.3			1
Functional Class Rural Minor Arterial	MD-8/Business F Postal Rd MD-1	Pkwy - Postal Rd. 552/Dominion Rd. I Rd S Piney Rd.	2.3 0.1 0.6			

MD 18	SATURDA	<b>Y SUMMER</b>		POINT RD		
Limits:	MD 8 to	Piney Rd	Terra Nature	ipin 🗏 🚽		7
Corridor Length:	3.0 r	miles	50	Stevensville		18
Speed Limit:	30 - 40	0 MPH	8		S EH	ester
Travel Lanes:	:	2		n Creek	COX NECK RD	
Signal Controlled Intersections:	:	2		Redmont	e e e e e e e e e e e e e e e e e e e	DOMINION
Grade Separated Interchanges:	(	0		12		
Major Cross Streets:		St), Castle Marina Rd Rd, MD 552				552
Routes and Ridership	Routes	Avg. Daily Ridership		2 ADT	Trucks	
here and here and	N/A	N/A		N/A	N/A	N/A
				Se	egment Operation	ons
	Intersection Operations		_		Eastbound	Westbound
Signalized Intersection	s*: AM Peak Hour	PM Peak Hour		evel of Service	PM (Miles of Roadway)	PM (Miles of Roadway)
LOS D or Better	N/A	N/A		D or Better	2.3	0.0
LOS E	N/A	N/A		LOSE	0.6	0.0
LOS F	N/A	N/A		LOS F	0.1	3.0
LOS 'E' Int	ersections	LOS 'F' In	tersections			Color Key
					TTI	PTI
					1.00 - 1.	15 1.0 - 1.5
					<u> </u>	30 1.5 - 2.5
					1.30 - 2. > 2.00	> 2.5
Available count data for the la	st four years. (0% of signalized i	intersections)				No data
Functional Class		v Segment to East	Length (miles)	TTI Saturday (12		PTI Saturday (12PM-2PM)
	West		(63)	EB	WB	EB WB
						W
	MD-8/Business	Pkwy - Postal Rd.	2.3			
Rural Minor Arterial	Postal Rd MD-	Pkwy - Postal Rd. 552/Dominion Rd. n Rd S Piney Rd.	2.3 0.1			w w

MD 18	SUNDAY S	UMMER		rapin re Park		6
Limits:	MD 8 to	Piney Rd		rapin re Park		7
Corridor Length:	3.0 ו	miles	50	Stevensville		
Speed Limit:	30 - 4	0 MPH	8		18 Che	18 ester
Travel Lanes:	:	2		n Creek	opt crater	552 4 8
Signal Controlled Intersections:		2		Thompso	00	Dominion
Grade Separated Interchanges:	(	0				
Major Cross Streets:		St), Castle Marina Rd Rd, MD 552				552
Routes and Ridership	Routes	Avg. Daily Ridership		22 ADT	Trucks	Peak Hour Traffic
	N/A	N/A		N/A	N/A	N/A
			r	S	egment Operation	1
	Intersection Operations		т		Eastbound PM	Westbound PM
Signalized Intersection	s*: AM Peak Hour	PM Peak Hour		Level of Service	(Miles of Roadway)	(Miles of Roadway)
LOS D or Better	N/A	N/A	LO	S D or Better	2.9	2.3
LOS E	N/A	N/A		LOS E	0.1	0.7
LOS F	N/A	N/A		LOS F	0.0	0.0
LOS 'E' Int	tersections	LOS 'F' In	tersection	S		Color Key
					TTI	PTI
					1.00 - 1.	.15 1.0 - 1.5
					1.15 - 1.	30 1.5 - 2.5
					1.30 - 2. > 2.00	> 2.5
	st four years. (0% of signalized	intersections)				No data
Available count data for the la			1	тт		PTI
Available count data for the la Functional Class		v Segment to East	Length (miles)	Sunday (4	PM-6PM)	Sunday (4PM-6PM)
	West		-			Sunday (4PM-6PM) EB WB
	West f	to East	(miles)	Sunday (4	PM-6PM)	EB WB

			105	Wat	- 673	24	924	The s	103	Se S	FOUND
Limits:	US 40 (Pulaski Highway)	to US 1 (Bel Air Bypass)	1.	~	(18)	1.	Yang	monton Rd	Maryla & Cour	and Gol ntry Clu	F
Corridor Length:	7.9 r	niles	× .		TB				el Air South	Li	
Speed Limit:	40 - 5	5 MPH	200	3.0				24	Ch Ch		
Travel Lanes:	(2 - 3) Northbound	(2 - 3) Southbound	Pleasa	nt Ma		•	Harford Glen Park	e fe	monon Rd		
Signal Controlled Intersections:	1	5			man Rd	Si	nger Rd	2.5	92	A Abirg	Hon RD
Grade Separated Interchanges:	:	3	vern Rd							24)	9
Major Cross Streets:	MD 7, MD 92	0, I-95 24, Singer Rd y, US 1 BUS., US 1			e la			95	Philad	aliphie Rd	40
			_						Р	eak Ho	
Routes and Ridership	Routes MTA Commuter Bus 410	Avg. Daily Ridership 65	202 23,000	22 AAI		4	<b>Tru</b> 2% -			Traffi % - 8.	
	WITA COMMULEI BUS 410	05	23,000	- 00,0			ent Ope		0	070 - 0.3	J 70
	Interception Operations					-	rthbound		outhbo		٦
Signalized Intersectior	Intersection Operations as*: AM Peak Hour	PM Peak Hour		Level Servic		۲ (ا	M / PM Miles of adway)		AM / P (Miles Roadw	M of	
LOS D or Better	N/A	N/A	LO	S D or I			5.2 / 1.7		6.2/2		
LOS E	N/A	N/A		LOS E	Ξ	1	.7 / 2.8		1.3/3	.1	
LOS F	N/A	N/A		LOS	F	C	0.0 / 3.4		0.4 / 2	.5	
	tovootiovo							0.1		_	
LOS 'E' In	tersections	LOS 'F' Int	tersection	S		ΙΓ	-		lor Key		
LOS 'E' In	tersections	LOS 'F' Int	tersection	S				ГТІ	lor Key	PTI	
LOS 'E' In	tersections	LOS 'F' Int	tersection	S					lor Key		5
LOS 'E' In	tersections	LOS 'F' Int	tersection	S			1.00	ГТІ	lor Key	PTI	
LOS 'E' In	tersections	LOS 'F' Int	tersection	S			1.00 1.15	<b>FTI</b> ) - 1.15	lor Key	PTI 1.0 - 1. 1.5 - 2.	
LOS 'E' In	tersections	LOS 'F' Inf	tersection	S			1.00 1.15 1.30	<b>FTI</b> 0 - 1.15 5 - 1.30 0 - 2.00	lor Key	<b>PTI</b> 1.0 - 1.	
	tersections		tersection	S			1.00 1.15 1.30	<b>-</b> 1.15 5 - 1.30 0 - 2.00 2.00	lor Key	PTI 1.0 - 1. 1.5 - 2.	
			tersection	S			1.00 1.15 1.30	<b>-</b> 1.15 5 - 1.30 0 - 2.00 2.00		PTI 1.0 - 1. 1.5 - 2.	
Available count data for the la	ast four years. (0% of signalized		tersection				1.00 1.15 1.30 >	<b>-</b> 1.15 5 - 1.30 0 - 2.00 2.00	data	PTI 1.0 - 1. 1.5 - 2. > 2.5	5
	ast four years. (0% of signalized Roadway	intersections)		Α	М	Р	1.00 1.15 1.30 >	1.15 - 1.15 - 1.30 - 2.00 2.00 N/	D data	PTI 1.0 - 1. 1.5 - 2. > 2.5 PTI F	5 5 PM
Available count data for the la	ast four years. (0% of signalized Roadway North t	intersections) Segment o South	Length (miles)			P NB	1.00 1.15 1.30 >	TTI - 1.15 - 1.30 - 2.00 2.00 N N N E	D data	PTI 1.0 - 1. 1.5 - 2. > 2.5	5 PM S
Available count data for the la	ast four years. (0% of signalized Roadway North t Bel Air Bypass (US-1) - E	intersections) Segment o South Baltimore Pike (Bus US-1)	Length	Α	М	Р	1.00 1.15 1.30 >	1.15 - 1.15 - 1.30 - 2.00 2.00 N/	D data	PTI 1.0 - 1. 1.5 - 2. > 2.5 PTI F	5 PM S
Available count data for the la	ast four years. (0% of signalized Roadway North t Bel Air Bypass (US-1) - E Baltimore Pike (Bus U	intersections) Segment o South	Length (miles) 0.5	Α	М	P NB	1.00 1.15 1.30 >	TTI - 1.15 - 1.30 - 2.00 2.00 N N N E	D data	PTI 1.0 - 1. 1.5 - 2. 2.5 PTI F NB I	5 PM S
Available count data for the la	ast four years. (0% of signalized Roadway North t Bel Air Bypass (US-1) - E Baltimore Pike (Bus U Ring Factory Ro	intersections) Segment o South Saltimore Pike (Bus US-1) S-1) - Ring Factory Rd.	Length (miles) 0.5 1.3	Α	М	P NB	1.00 1.15 1.30 >	TTI - 1.15 - 1.30 - 2.00 2.00 N NB I	AM SB	PTI 1.0 - 1. 1.5 - 2. > 2.5 PTI F NB I I I I I I I I I I I I I	5 PM S
Available count data for the la	ast four years. (0% of signalized Roadway North t Bel Air Bypass (US-1) - E Baltimore Pike (Bus U Ring Factory Ro Plumtree Rd.	intersections) <b>Segment</b> o South Saltimore Pike (Bus US-1) S-1) - Ring Factory Rd. J Plumtree Rd.	Length (miles) 0.5 1.3 0.9	Α	М	P NB	1.00 1.15 1.30 >	TTI - 1.15 - 1.30 - 2.00 2.00 N N N E	D data	PTI 1.0 - 1. 1.5 - 2. 2.5 PTI F NB I	5 PM S
Available count data for the la	ast four years. (0% of signalized Roadway North t Bel Air Bypass (US-1) - E Baltimore Pike (Bus U Ring Factory Ro Plumtree Rd. Bel Air Pkwy	intersections) <b>Segment</b> o South Saltimore Pike (Bus US-1) S-1) - Ring Factory Rd. 1 Plumtree Rd. - Bel Air Pkwy	Length (miles) 0.5 1.3 0.9 0.4	Α	М	P NB	1.00 1.15 1.30 >	TTI - 1.15 - 1.30 - 2.00 2.00 N NB I	AM SB	PTI 1.0 - 1. 1.5 - 2. > 2.5 PTI F NB I I I I I I I I I I I I I	5 PM
Available count data for the la	ast four years. (0% of signalized Roadway North t Bel Air Bypass (US-1) - E Baltimore Pike (Bus U Ring Factory Ro Plumtree Rd. Bel Air Pkwy Wheel Rd.	intersections) <b>Segment</b> o South Baltimore Pike (Bus US-1) S-1) - Ring Factory Rd. d Plumtree Rd. - Bel Air Pkwy / - Wheel Rd.	Length (miles) 0.5 1.3 0.9 0.4 0.3	Α	М	P NB	1.00 1.15 1.30 >	TTI - 1.15 - 1.30 - 2.00 2.00 N NB I	AM SB	PTI 1.0 - 1. 1.5 - 2. > 2.5 PTI F NB I I I I I I I I I I I I I	5 PM
Available count data for the la	ast four years. (0% of signalized Roadway North t Bel Air Bypass (US-1) - E Baltimore Pike (Bus U Ring Factory Ro Plumtree Rd. Bel Air Pkwy Wheel Rd. Singer Rd Tollgate Rd Tollgate Rd./Emmort	intersections)  Segment o South  Saltimore Pike (Bus US-1) S-1) - Ring Factory Rd. d Plumtree Rd Bel Air Pkwy / - Wheel Rd Singer Rd. //Emmorton Rd (MD-924) on Rd (MD-924) - I-95	Length (miles) 0.5 1.3 0.9 0.4 0.3 1.0	Α	М	P NB	1.00 1.15 1.30 >	TTI - 1.15 - 1.30 - 2.00 2.00 N NB I	AM SB	PTI 1.0 - 1. 1.5 - 2. > 2.5 PTI F NB I I I I I I I I I I I I I	5 PM
Available count data for the la	ast four years. (0% of signalized Roadway North t Bel Air Bypass (US-1) - E Baltimore Pike (Bus U Ring Factory Ro Plumtree Rd. Bel Air Pkwy Wheel Rd. Singer Rd Tollgate Rd Tollgate Rd./Emmott I-95 - Edg	intersections) <b>Segment</b> o South Baltimore Pike (Bus US-1) S-1) - Ring Factory Rd. d Plumtree Rd. - Bel Air Pkwy / - Wheel Rd. - Singer Rd. ./Emmorton Rd (MD-924) on Rd (MD-924) - I-95 ewood Rd.	Length (miles) 0.5 1.3 0.9 0.4 0.3 1.0 1.0 0.6 0.4	Α	М	P NB	1.00 1.15 1.30 >	TTI - 1.15 - 1.30 - 2.00 2.00 N NB I	AM SB	PTI 1.0 - 1. 1.5 - 2. > 2.5 PTI F NB I I I I I I I I I I I I I	5 PM
Available count data for the la	ast four years. (0% of signalized Roadway North t Bel Air Bypass (US-1) - E Baltimore Pike (Bus U Ring Factory Ro Plumtree Rd. Bel Air Pkwy Wheel Rd. Singer Rd Tollgate Rd Tollgate Rd./Emmort I-95 - Edg Edgewood Rd Phi	intersections)  Segment o South  Saltimore Pike (Bus US-1) S-1) - Ring Factory Rd. d Plumtree Rd Bel Air Pkwy /- Wheel Rd Singer Rd. //Emmorton Rd (MD-924) on Rd (MD-924) - I-95 ewood Rd. ladelphia Rd. (MD-7)	Length (miles) 0.5 1.3 0.9 0.4 0.3 1.0 1.0 0.6 0.4 0.4 0.4	Α	М	P NB	1.00 1.15 1.30 >	TTI - 1.15 - 1.30 - 2.00 2.00 N NB I	AM SB	PTI 1.0 - 1. 1.5 - 2. > 2.5 PTI F NB I I I I I I I I I I I I I	5
Available count data for the la	Roadway Roadway North t Bel Air Bypass (US-1) - E Baltimore Pike (Bus U Ring Factory Ro Plumtree Rd. Bel Air Pkwy Wheel Rd. Singer Rd Tollgate Rd Singer Rd Tollgate Rd I-95 - Edg Edgewood Rd Phi Philadelphia Rd. (MD-7	intersections) <b>Segment</b> o South Baltimore Pike (Bus US-1) S-1) - Ring Factory Rd. d Plumtree Rd. - Bel Air Pkwy / - Wheel Rd. - Singer Rd. ./Emmorton Rd (MD-924) on Rd (MD-924) - I-95 ewood Rd.	Length (miles) 0.5 1.3 0.9 0.4 0.3 1.0 1.0 0.6 0.4	Α	М	P NB	1.00 1.15 1.30 >	TTI - 1.15 - 1.30 - 2.00 2.00 N NB I	AM SB	PTI 1.0 - 1. 1.5 - 2. > 2.5 PTI F NB I I I I I I I I I I I I I	5 PM

Limits:	MD 32 (Sykesville Roa	d) to Baltimore City Line	2-	He R	<b>FR</b>	a	The second	Sanda LA	Blvd	Park	-onto
Corridor Length:	14.1	miles	-	City of	Libe Reser		Oper Parks	0	wings Mi	IIS	Ave S
Speed Limit:	35 - 5	0 MPH	Eldersb	urg	26	Liberty	Rd	Lyons NII F	38	95 (14)	9
Travel Lanes:	(1 - 2) Eastbound	(1 - 3) Westbound	kesville 32			S.		Randa	allstown	F	Pike
Signal Controlled Intersections:	2	27	Strestile Rd				K		Milford		Loci
Grade Separated Interchanges:		1		99	Ą	Woodst	Bataps	co Valley e Park		Wa	bod
Major Cross Streets:		e Rd, Old Court Rd, Rolling Rd, I-695		1					40	695 Cato	
	Routes	Avg. Daily Ridership									
Routes and Ridership	CityLink Lime Route	3,617							F	eak Ho	our
	MTA LocalLink 81	893		22 AAI			Truc			Traffi	
	MTA LocalLink 37	1,427	8,000	- 43,00			- 3% ent Oper			5% <b>-</b> 9.5	5%
	Intersection Operations						stbound	-	Westbo	und	1
			7				M/PM		AM / F	M	
Signalized Intersection	s*: AM Peak Hour	PM Peak Hour					Miles of		(Miles Roadw		
				el of S	ervice						
LOS D or Better	4	4		el of S S D or			badway) .3 / 6.4		12.1 /		
LOS D or Better LOS E	4	4 0			Better	9				6.4	
LOS E LOS F		0		S D or LOS I LOS	Better	9 4	.3 / 6.4 .3 / 2.6 1.5 / 5.1 1.00	r <b>Tl</b> ) - 1.15	12.1 /	6.4 2.5 5.2 7 <b>PTI</b> 1.0 - 1.	
LOS E LOS F LOS 'E' In	0 0 tersections	0 0 LOS 'F' In	LO	S D or LOS I LOS	Better	9 4	.3 / 6.4 .3 / 2.6 .5 / 5.1 1.00 1.15 1.30	<b>FTI</b> - 1.15 - 1.30 - 2.00 2.00	12.1/ 2.0/2 0.0/5	6.4 2.5 5.2 / PTI	5
LOS E LOS F LOS 'E' In	0 0	0 0 LOS 'F' In	LO	S D or LOS I LOS	Better E	9400	.3 / 6.4 .3 / 2.6 .5 / 5.1 1.00 1.15 1.30	<b>FTI</b> - 1.15 - 1.30 - 2.00 2.00	12.1/ 2.0/2 0.0/5 Dior Key	6.4 2.5 5.2 7 <b>PTI</b> 1.0 - 1. 1.5 - 2. > 2.5	5
LOS E LOS F LOS 'E' In Available count data for the la	0 0 tersections ast four years. (15% of signalized Roadway	0 0 LOS 'F' In d intersections)	LO	S D or LOS I LOS S	Better E	9 4 0	.3 / 6.4 .3 / 2.6 .5 / 5.1 1.00 1.15 1.30 >	<b>FTI</b> 0 - 1.15 6 - 1.30 0 - 2.00 2.00	12.1/ 2.0/2 0.0/5 Dior Key	6.4 2.5 5.2 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7	5
LOS E LOS F LOS 'E' In	0 0 tersections ast four years. (15% of signalized Roadway	d intersections)	ntersection	S D or LOS I LOS	Better E	9400	.3 / 6.4 .3 / 2.6 .5 / 5.1 1.00 1.15 1.30 >	<b>FTI</b> 0 - 1.15 6 - 1.30 0 - 2.00 2.00	12.1/ 2.0/2 0.0/5 Dior Key	6.4 2.5 5.2 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7	5
LOS E LOS F LOS 'E' In Available count data for the la Functional Class	0 0 tersections ast four years. (15% of signalized Roadway West	0 0 LOS 'F' In d intersections)	Length	S D or LOS I LOS S	Better E F T M	9 4 0	.3 / 6.4 .3 / 2.6 .5 / 5.1 1.00 1.15 1.30 >. M	1.15 - 1.15 - 1.30 - 2.00 N	12.1/ 2.0/2 0.0/5 Dior Key	6.4 2.5 5.2 7 1.0 - 1. 1.5 - 2. > 2.5 PTI F	5 5 PM
LOS E LOS F LOS 'E' In Available count data for the la	0 0 tersections ast four years. (15% of signalized Roadway West Sykesville Rd. (MD-3 Georgetown Blvd Ri	0 0 LOS 'F' In d intersections) / Segment to East 32) -Georgetown Blvd. dge Rd./ Oklahoma Rd	Length (miles) 0.3 0.7	S D or LOS I LOS S	Better E F T M	9 4 0	.3 / 6.4 .3 / 2.6 .5 / 5.1 1.00 1.15 1.30 >. M	1.15 - 1.15 - 1.30 - 2.00 N	12.1/ 2.0/2 0.0/5 Dior Key	6.4 2.5 5.2 7 1.0 - 1. 1.5 - 2. > 2.5 PTI F	5 5 PM
LOS E LOS F LOS 'E' In Available count data for the la Functional Class Urban Other Principal	0 0 tersections ast four years. (15% of signalized Roadway West Sykesville Rd. (MD-3 Georgetown Blvd Ri Ridge Rd./ Oklahoma	0 0 LOS 'F' In d intersections) / Segment to East 32) -Georgetown Blvd. dge Rd./ Oklahoma Rd Rd Oakland Mills Rd.	Length (miles) 0.3 0.7 2.0	S D or LOS I LOS S	Better E F T M	9 4 0	.3 / 6.4 .3 / 2.6 .5 / 5.1 1.00 1.15 1.30 >. M	1.15 - 1.15 - 1.30 - 2.00 N	12.1/ 2.0/2 0.0/5 Dior Key	6.4 2.5 5.2 7 1.0 - 1. 1.5 - 2. > 2.5 PTI F	5 5 PM
LOS E LOS F LOS 'E' In Available count data for the la Functional Class Urban Other Principal	tersections tersections tersections tersections toppediate the sector of signalized sykesville Rd. (MD-3 Georgetown Blvd Ri Ridge Rd./ Oklahoma Oakland Mills Rd	0 0 LOS 'F' In d intersections) / Segment to East 32) -Georgetown Blvd. dge Rd./ Oklahoma Rd Rd Oakland Mills Rd. · Wards Chapel Rd.	Length (miles) 0.3 0.7 2.0 1.7	S D or LOS I LOS S	Better E F T M	9 4 0	.3 / 6.4 .3 / 2.6 .5 / 5.1 1.00 1.15 1.30 >. M	1.15 - 1.15 - 1.30 - 2.00 N	12.1/ 2.0/2 0.0/5 Dior Key	6.4 2.5 5.2 7 1.0 - 1. 1.5 - 2. > 2.5 PTI F	5 5 PM
LOS E LOS F LOS 'E' In Available count data for the la Functional Class Urban Other Principal Arterial	tersections tersections tersections tersections tersections trace to the section of the section	0 0 LOS 'F' In d intersections) / Segment to East 32) -Georgetown Blvd. dge Rd./ Oklahoma Rd Rd Oakland Mills Rd.	Length (miles) 0.3 0.7 2.0	S D or LOS I LOS S	Better E F T M	9 4 0	.3 / 6.4 .3 / 2.6 .5 / 5.1 1.00 1.15 1.30 >. M	1.15 - 1.15 - 1.30 - 2.00 N	12.1/ 2.0/2 0.0/5 Dior Key	6.4 2.5 5.2 7 1.0 - 1. 1.5 - 2. > 2.5 PTI F	5 5 PM
LOS E LOS F LOS 'E' In Available count data for the la Functional Class Urban Other Principal Arterial	tersections tersections tersections tersections tersections trace to the section of the section	0 0 LOS 'F' Ir LOS 'F' Ir segment to East 32) -Georgetown Blvd. dge Rd./ Oklahoma Rd Rd Oakland Mills Rd. · Wards Chapel Rd. d Lyons Mill Rd.	Length (miles) 0.3 0.7 2.0 1.7 1.2	S D or LOS I LOS S	Better E F T M	9 4 0	.3 / 6.4 .3 / 2.6 .5 / 5.1 1.00 1.15 1.30 >. M	1.15 - 1.15 - 1.30 - 2.00 N	12.1/ 2.0/2 0.0/5 Dior Key	6.4 2.5 5.2 7 1.0 - 1. 1.5 - 2. > 2.5 PTI F	5 5 PM
LOS E LOS F LOS 'E' In Available count data for the la Functional Class Urban Other Principal Arterial	tersections tersections tersections tersections tersections trace to the section s trace to the section s trace to the section s trace section	0 0 LOS 'F' Ir LOS 'F' Ir segment to East 32) -Georgetown Blvd. dge Rd./ Oklahoma Rd Rd Oakland Mills Rd. · Wards Chapel Rd. d Lyons Mill Rd. - Deer Park Rd.	Length (miles) 0.3 0.7 2.0 1.7 1.2 1.3	S D or LOS I LOS S	Better E F T M	9 4 0	.3 / 6.4 .3 / 2.6 .5 / 5.1 1.00 1.15 1.30 >. M	1.15 - 1.15 - 1.30 - 2.00 N	12.1/ 2.0/2 0.0/5 Dior Key	6.4 2.5 5.2 7 1.0 - 1. 1.5 - 2. > 2.5 PTI F	5 5 PM
LOS E LOS F LOS 'E' In Available count data for the la Functional Class Urban Other Principal Arterial	tersections tersections tersections tersections tersections trace to the section s trace to the section s trace to the section s trace section	d intersections) / Segment to East 32) -Georgetown Blvd. dge Rd./ Oklahoma Rd Rd Oakland Mills Rd. - Wards Chapel Rd. d Lyons Mill Rd. - Deer Park Rd. Marriottsville Rd. Rd Offutt Rd. s Ln/McDonogh Rd.	Length (miles) 0.3 0.7 2.0 1.7 1.2 1.3 0.2 1.5 0.2	S D or LOS I LOS S	Better E F T M	9 4 0	.3 / 6.4 .3 / 2.6 .5 / 5.1 1.00 1.15 1.30 >. M	1.15 - 1.15 - 1.30 - 2.00 N	12.1/ 2.0/2 0.0/5 Dior Key	6.4 2.5 5.2 7 1.0 - 1. 1.5 - 2. > 2.5 PTI F	5 5 PM
LOS E LOS F LOS 'E' In Available count data for the la Functional Class Urban Other Principal Arterial	tersections tersections tersections tersections tersections trace to the section s trace of	d intersections) / Segment to East 32) -Georgetown Blvd. dge Rd./ Oklahoma Rd Rd Oakland Mills Rd. - Wards Chapel Rd. d Lyons Mill Rd. - Deer Park Rd. Marriottsville Rd. Rd Offutt Rd. s Ln/McDonogh Rd. h Rd Brenbrook Dr.	Length (miles) 0.3 0.7 2.0 1.7 1.2 1.3 0.2 1.5 0.2 0.6	S D or LOS I LOS S	Better E F T M	9 4 0	.3 / 6.4 .3 / 2.6 .5 / 5.1 1.00 1.15 1.30 >. M	1.15 - 1.15 - 1.30 - 2.00 N	12.1/ 2.0/2 0.0/5 Dior Key	6.4 2.5 5.2 7 1.0 - 1. 1.5 - 2. > 2.5 PTI F	5 5 PM
LOS E LOS F LOS 'E' In Available count data for the la Functional Class Urban Other Principal Arterial Rural Minor Arterial	tersections tersections tersections tersections tersections trace to the sector of the	d intersections) / Segment to East 32) -Georgetown Blvd. dge Rd./ Oklahoma Rd Rd Oakland Mills Rd. Wards Chapel Rd. d Lyons Mill Rd. - Deer Park Rd. Marriottsville Rd. Rd Offutt Rd. s Ln/McDonogh Rd. ih Rd Brenbrook Dr. - Old Court Rd.	Length (miles) 0.3 0.7 2.0 1.7 1.2 1.3 0.2 1.5 0.2	S D or LOS I LOS S	Better E F T M	9 4 0	.3 / 6.4 .3 / 2.6 .5 / 5.1 1.00 1.15 1.30 >. M	1.15 - 1.15 - 1.30 - 2.00 N	12.1/ 2.0/2 0.0/5 Dior Key	6.4 2.5 5.2 7 1.0 - 1. 1.5 - 2. > 2.5 PTI F	5 5 PM
LOS E LOS F LOS 'E' In Available count data for the la Functional Class Urban Other Principal Arterial Rural Minor Arterial	tersections  tersections tersections tersections tersections tersections tersections tersections tersections tersections tersections tersections tersections tersections tersections tersec	d intersections) / Segment to East 32) -Georgetown Blvd. dge Rd./ Oklahoma Rd Rd Oakland Mills Rd. - Wards Chapel Rd. d Lyons Mill Rd. - Deer Park Rd. Marriottsville Rd. Rd Offutt Rd. s Ln/McDonogh Rd. h Rd Brenbrook Dr.	Length (miles) 0.3 0.7 2.0 1.7 1.2 1.3 0.2 1.5 0.2 0.6 0.3	S D or LOS I LOS S	Better E F T M	9 4 0	.3 / 6.4 .3 / 2.6 .5 / 5.1 1.00 1.15 1.30 >. M	1.15 - 1.15 - 1.30 - 2.00 N	12.1/ 2.0/2 0.0/5 Dior Key	6.4 2.5 5.2 7 1.0 - 1. 1.5 - 2. > 2.5 PTI F	5 5 PM
LOS E LOS F LOS 'E' In Available count data for the la Functional Class Urban Other Principal Arterial Rural Minor Arterial	tersections tersections tersections tersections tersections trace to the section s the	d intersections) / Segment to East 32) -Georgetown Blvd. dge Rd./ Oklahoma Rd Rd Oakland Mills Rd. Wards Chapel Rd. d Lyons Mill Rd. - Deer Park Rd. Marriottsville Rd. Rd Offutt Rd. s Ln/McDonogh Rd. th Rd Brenbrook Dr. - Old Court Rd. I Rolling Rd.	Length (miles) 0.3 0.7 2.0 1.7 1.2 1.3 0.2 1.5 0.2 0.6 0.3 0.3 0.3 0.2 1.5 0.2 0.6 0.3 0.3 0.3 0.3 0.2	S D or LOS I LOS S	Better E F T M	9 4 0	.3 / 6.4 .3 / 2.6 .5 / 5.1 1.00 1.15 1.30 >. M	1.15 - 1.15 - 1.30 - 2.00 N	12.1 / 2.0 / 2 0.0 / 5 DIOR Key No data AM B WB C C C C C C C C C C C C C C C C C C C	6.4 2.5 5.2 7 1.0 - 1. 1.5 - 2. > 2.5 PTI F	5 5 PM
LOS E LOS F LOS 'E' In Available count data for the la Functional Class Urban Other Principal Arterial Rural Minor Arterial	tersections  tersections tersections  tersections tersections tersections tersections tersections tersections tersections tersections tersections tersections tersections tersections terse	d intersections) / Segment to East 32) -Georgetown Blvd. dge Rd./ Oklahoma Rd Rd Oakland Mills Rd. Wards Chapel Rd. d Lyons Mill Rd. - Deer Park Rd. Marriottsville Rd. Rd Offutt Rd. s Ln/McDonogh Rd. h Rd Brenbrook Dr. - Old Court Rd. i Rolling Rd. Milford Mill Rd. Washington Ave. h Ave 1-695	Length (miles) 0.3 0.7 2.0 1.7 1.2 1.3 0.2 1.5 0.2 0.6 0.3 0.3 0.2 1.5 0.2 0.6 0.3 0.3 0.3 0.2 1.5 0.2 0.6 0.3 0.3 0.3 0.3 0.2 1.5 0.2 0.6 0.3 0.3 0.3 0.3 0.2 0.3 0.3 0.2 0.5 0.3 0.3 0.3 0.3 0.2 0.5 0.3 0.3 0.3 0.3 0.2 0.5 0.3 0.3 0.3 0.2 0.5 0.3 0.3 0.3 0.2 0.5 0.2 0.5 0.5 0.5 0.5 0.5 0.5 0.5 0.5 0.5 0.5	S D or LOS I LOS S	Better E F T M	9 4 0	.3 / 6.4 .3 / 2.6 .5 / 5.1 1.00 1.15 1.30 >. M	- 1.15 - 1.30 - 2.00 2.00 N EE	12.1 / 2.0 / 2 0.0 / 5 DIOR Key No data AM B WB C C C C C C C C C C C C C C C C C C C	6.4 2.5 5.2 7 1.0 - 1. 1.5 - 2. > 2.5 PTI F	5 5 PM
LOS E LOS F LOS 'E' In Available count data for the la Functional Class Urban Other Principal Arterial Rural Minor Arterial	tersections  terse	d intersections) / Segment to East 32) -Georgetown Blvd. dge Rd./ Oklahoma Rd Rd Oakland Mills Rd. Wards Chapel Rd. d Lyons Mill Rd. - Deer Park Rd. Marriottsville Rd. Rd Offutt Rd. s Ln/McDonogh Rd. th Rd Brenbrook Dr. - Old Court Rd. I Rolling Rd. Wilford Mill Rd. Washington Ave.	Length (miles) 0.3 0.7 2.0 1.7 1.2 1.3 0.2 1.5 0.2 0.6 0.3 0.3 0.2 1.5 0.2 0.6 0.3 0.3 0.3 0.2 1.5 0.2 0.6 0.3 0.3 0.3 0.2 1.5 0.2 0.6 0.3 0.3 0.2 1.5 0.2 0.3 0.3 0.2 1.5 0.2 0.5 0.5 0.5 0.5 0.5 0.5 0.5 0.5 0.5 0.5	S D or LOS I LOS S	Better E F T M	9 4 0	.3 / 6.4 .3 / 2.6 .5 / 5.1 1.00 1.15 1.30 >. M	- 1.15 - 1.30 - 2.00 2.00 N EE	12.1 / 2.0 / 2 0.0 / 5 DIOR Key No data AM B WB C C C C C C C C C C C C C C C C C C C	6.4 2.5 5.2 7 1.0 - 1. 1.5 - 2. > 2.5 PTI F	5 5 PM

Limits:	Riffle Ford F	Rd to MD 97	Park	270 355		18	
Corridor Length:		miles	ds			(124)	08)
Speed Limit:	-	0 MPH	Gerr	nantown	Montgomery Village	7.1-	
Travel Lanes:		(1 - 3) Westbound		117	124		Olney S
Signal Controlled	, ,	· · /	RI	FFLE	Gainersburg	Redland Rock Creek	
Intersections:	3	30	118	FORD 28	119 370 Derwi	Regional Par	rk
Grade Separated Interchanges:		1	Darnesto		S Le		28 97 200
Major Cross Streets:	Gude Dr, I-2	, Shady Grove Dr, 270, MD 189, 0 115, MD 97	112 Polomac	Travilah	(18)	skville	(97) Aspen Hill (586) Wheaton-Glen Wheaton
	Routes	Avg. Daily Ridership		$1 \leq 1 \leq 1$	L Setter	spuri	547 Kensington
	Ride On Route 43	Not available			XX	210	Forest
	Ride On Route 46	Not available	]			stlake	187 Chevy Chase Silv
	Ride On Route 48	Not available	1			(190	Bethesda
Routes and Ridership	Ride On Route 49	Not available	-  └───		in 200	John (614	1) Hawthom
	Ride On Route 52	Not available					
	Ride On Route 54 Ride On Route 56	Not available Not available	-		<b>T</b>	ska	Peak Hour
	Ride On Route 56	Not available		2 <b>2 AADT</b> - 49,000 vp			Traffic 7.5% - 8.5%
	Ride On Route 76	Not available	20,000	,	Segment O	-	
	Intersection Operations				Eastbound	· .	Vestbound
Signalized Intersection	ns*: AM Peak Hour	PM Peak Hour		Level of Service	AM / PM (Miles of Roadway)		AM / PM (Miles of Roadway)
LOS D or Better	8	7	LO	S D or Better	r 3.8 / 2.9		3.0 / 0.0
LOSE	0	1		LOS E	5.8/4.2		4.2/8.1
LOS E LOS F	0 0	1 0		LOS E LOS F	5.8/4.2 2.3/4.8		<mark>4.2 / 8.1</mark> 4.7 / 3.8
LOS F		0	tersection	LOS F			
LOS F LOS 'E' In	0	0	tersection	LOS F	2.3 / 4.8		4.7 / 3.8
LOS F LOS 'E' In MD 28 at Baltimor	0 Itersections	0 LOS 'F' In	tersection	LOS F	2.3 / 4.8	Cold TTI 0 - 1.15 5 - 1.30 0 - 2.00 2.00	4.7 / 3.8 or Key PTI
LOS F LOS 'E' In MD 28 at Baltimor	0 Itersections e Rd, West Leg (PM)	0 LOS 'F' In	Itersection	LOS F	2.3 / 4.8	Cold TTI 0 - 1.15 5 - 1.30 0 - 2.00 2.00	4.7 / 3.8 <b>PTI</b> 1.0 - 1.5 1.5 - 2.5 > 2.5 0 data
LOS F LOS 'E' In MD 28 at Baltimor	0 Itersections e Rd, West Leg (PM) ast four years. (27% of signalized Roadway	0 LOS 'F' In d intersections)	Length	LOS F	2.3 / 4.8	Cole TTI - 1.15 5 - 1.30 - 2.00 2.00 No	4.7 / 3.8 <b>PTI</b> 1.0 - 1.5 1.5 - 2.5 > 2.5
LOS F LOS 'E' In MD 28 at Baltimor	0 Itersections e Rd, West Leg (PM) ast four years. (27% of signalized Roadway	0 LOS 'F' In d intersections)	1	LOS F	2.3 / 4.8	Cole TTI - 1.15 5 - 1.30 - 2.00 2.00 No	4.7 / 3.8 or Key PTI 1.0 - 1.5 1.5 - 2.5 > 2.5 o data PTI
LOS F LOS 'E' In MD 28 at Baltimor	0 Itersections e Rd, West Leg (PM) ast four years. (27% of signalized Roadway West 1 Riffle Ford Rd Quince	d intersections) / Segment to East e Orchard Rd (MD-124)	Length (miles) 0.5	LOS F	2.3 / 4.8	Cold TTI - 1.15 5 - 1.30 - 2.00 2.00 No	4.7 / 3.8 or Key PTI 1.0 - 1.5 1.5 - 2.5 > 2.5 o data PTI AM PM
LOS F LOS 'E' In MD 28 at Baltimor	0 tersections e Rd, West Leg (PM) ast four years. (27% of signalized Roadway West t Riffle Ford Rd Quinc. Quince Orchard Rd (MD-	0 LOS 'F' In d intersections) / Segment to East e Orchard Rd (MD-124) -124) - Muddy Branch Rd.	Length (miles) 0.5 2.1	LOS F	2.3 / 4.8	Cold TTI - 1.15 5 - 1.30 - 2.00 2.00 No	4.7 / 3.8 or Key PTI 1.0 - 1.5 1.5 - 2.5 > 2.5 o data PTI AM PM
LOS F LOS 'E' In MD 28 at Baltimor	0 tersections e Rd, West Leg (PM) ast four years. (27% of signalized Roadway West t Riffle Ford Rd Quince Quince Orchard Rd (MD- Muddy Branch Rd Gree	0 LOS 'F' In d intersections) / Segment to East e Orchard Rd (MD-124) -124) - Muddy Branch Rd. eat Seneca Hwy (MD-119)	Length (miles) 0.5 2.1 0.8	LOS F	2.3 / 4.8	Cold TTI - 1.15 5 - 1.30 - 2.00 2.00 No	4.7 / 3.8 or Key PTI 1.0 - 1.5 1.5 - 2.5 > 2.5 o data PTI AM PM
LOS F LOS 'E' In MD 28 at Baltimor	0 tersections e Rd, West Leg (PM) ast four years. (27% of signalized Roadway West f Riffle Ford Rd Quince Quince Orchard Rd (MD- Muddy Branch Rd Gree Great Seneca Hwy (MD-	0 LOS 'F' In d intersections) / Segment to East e Orchard Rd (MD-124) -124) - Muddy Branch Rd. aat Seneca Hwy (MD-119) -119) - Shady Grove Rd.	Length (miles) 0.5 2.1 0.8 0.9	LOS F	2.3 / 4.8	Cold TTI - 1.15 5 - 1.30 - 2.00 2.00 No	4.7 / 3.8 or Key PTI 1.0 - 1.5 1.5 - 2.5 2.5 0 data PTI AM PM WB EB W WB EB W 0 I I I I I I I I I I I I I I I I I I I
LOS F LOS 'E' In MD 28 at Baltimor	0 tersections e Rd, West Leg (PM) ast four years. (27% of signalized Roadway West 1 Riffle Ford Rd Quinc. Quince Orchard Rd (MD- Muddy Branch Rd Gre Great Seneca Hwy (MD- Shady Grove Rd Fa	d intersections) / Segment to East e Orchard Rd (MD-124) -124) - Muddy Branch Rd. aat Seneca Hwy (MD-119) -119) - Shady Grove Rd. allsgrove Dr/ Gude St.	Length (miles) 0.5 2.1 0.8	LOS F	2.3 / 4.8	Cold TTI - 1.15 5 - 1.30 - 2.00 2.00 No	4.7 / 3.8 or Key PTI 1.0 - 1.5 1.5 - 2.5 > 2.5 o data PTI AM PM
LOS F LOS 'E' In MD 28 at Baltimor Available count data for the I Functional Class	0 tersections e Rd, West Leg (PM) ast four years. (27% of signalized Roadway West 1 Riffle Ford Rd Quince Quince Orchard Rd (MD- Muddy Branch Rd Gre Great Seneca Hwy (MD- Shady Grove Rd Fallsgrove Dr/ Gude	0 LOS 'F' In d intersections) / Segment to East e Orchard Rd (MD-124) -124) - Muddy Branch Rd. aat Seneca Hwy (MD-119) -119) - Shady Grove Rd.	Length (miles) 0.5 2.1 0.8 0.9 0.4	LOS F	2.3 / 4.8	Cold TTI - 1.15 5 - 1.30 - 2.00 2.00 No	4.7 / 3.8 or Key PTI 1.0 - 1.5 1.5 - 2.5 2.5 0 data PTI AM PM WB EB W WB EB W 0 I I I I I I I I I I I I I I I I I I I
LOS F LOS 'E' In MD 28 at Baltimor Available count data for the I Functional Class	0 Itersections e Rd, West Leg (PM) ast four years. (27% of signalized Roadway West 1 Riffle Ford Rd Quince Quince Orchard Rd (MD- Muddy Branch Rd Gre Great Seneca Hwy (MD- Shady Grove Rd Fallsgrove Dr/ Gude Darnestowr	d intersections) / Segment to East e Orchard Rd (MD-124) -124) - Muddy Branch Rd. Pat Seneca Hwy (MD-119) -119) - Shady Grove Rd. allsgrove Dr/ Gude St. St Darnestown Rd.	Length (miles) 0.5 2.1 0.8 0.9 0.4 0.5	LOS F S S EB WB EB WB 6 0 100 100 100 100 100 100 100 100 100 1	2.3 / 4.8	Cole TTI - 1.15 - 2.00 2.00 No	4.7 / 3.8 or Key PTI 1.0 - 1.5 1.5 - 2.5 2.5 0 data PTI AM PM WB EB W WB EB W 0 I I I I I I I I I I I I I I I I I I I
LOS F LOS 'E' In MD 28 at Baltimor Available count data for the I Functional Class	0 Itersections e Rd, West Leg (PM) ast four years. (27% of signalized Roadway West 1 Riffle Ford Rd Quince Quince Orchard Rd (MD- Muddy Branch Rd Gre Great Seneca Hwy (MD- Shady Grove Rd Falls Fallsgrove Dr/ Gude Darnestowr I-270 - Great Falls	d intersections) / Segment to East e Orchard Rd (MD-124) -124) - Muddy Branch Rd. -124) - Muddy Branch Rd. -124) - Shady Grove Rd. allsgrove Dr/ Gude St. St Darnestown Rd. n Rd I-270	Length (miles) 0.5 2.1 0.8 0.9 0.4 0.5 0.7 0.9 0.9 0.9 0.6	LOS F S S EB WB EB WB 6 0 100 100 100 100 100 100 100 100 100 1	2.3 / 4.8	Cole TTI - 1.15 - 1.30 - 2.00 2.00 No	4.7 / 3.8 or Key PTI 1.0 - 1.5 1.5 - 2.5 2.5 2 - 2.5 2 - 2.
LOS F LOS 'E' In MD 28 at Baltimor Available count data for the I Functional Class	0 Itersections e Rd, West Leg (PM) ast four years. (27% of signalized Roadway West 1 Riffle Ford Rd Quince Quince Orchard Rd (MD- Muddy Branch Rd Gre Great Seneca Hwy (MD- Shady Grove Rd Fa Fallsgrove Dr/ Gude Darnestowr I-270 - Great Falls Great Falls Rd. / Van Buren Rockville Pike (MD-355)-Veirs I	0 LOS 'F' In d intersections) / Segment to East e Orchard Rd (MD-124) -124) - Muddy Branch Rd. -124) - Muddy Branch Rd. -124) - Muddy Branch Rd. -119) - Shady Grove Rd. allsgrove Dr/ Gude St. St Darnestown Rd. n Rd I-270 Rd. / Van Buren St. St Rockville Pike (MD-355) Mill Rd (MD-586)/1stSt(MD-911)	Length (miles) 0.5 2.1 0.8 0.9 0.4 0.5 0.7 0.9 0.6 0.6 0.4	LOS F S S EB WB EB WB 6 0 100 100 100 100 100 100 100 100 100 1	2.3 / 4.8	Cole TTI - 1.15 - 1.30 - 2.00 2.00 No	4.7 / 3.8 or Key PTI 1.0 - 1.5 1.5 - 2.5 2.5 2 - 2.5 2 - 2.
LOS F LOS 'E' In MD 28 at Baltimor Available count data for the I Functional Class	0 Itersections e Rd, West Leg (PM) ast four years. (27% of signalized Roadway West 1 Riffle Ford Rd Quince Quince Orchard Rd (MD- Muddy Branch Rd Gre Great Seneca Hwy (MD- Shady Grove Rd Fa Fallsgrove Dr/ Gude Darnestowr I-270 - Great Falls Great Falls Rd. / Van Buren Rockville Pike (MD-355)-Veirs I Veirs Mill Rd (MD-586)/ 1	0 LOS 'F' In d intersections) / Segment to East e Orchard Rd (MD-124) -124) - Muddy Branch Rd. -124) - Muddy Branch Rd. -124) - Muddy Branch Rd. -124) - Muddy Branch Rd. -119) - Shady Grove Rd. allsgrove Dr/ Gude St. St Darnestown Rd. n Rd I-270 .Rd. / Van Buren St. St Rockville Pike (MD-355) Mill Rd (MD-586)/1stSt(MD-911) ist St (MD-911) - Gude Dr.	Length (miles) 0.5 2.1 0.8 0.9 0.4 0.5 0.7 0.9 0.6 0.6 0.4 0.9	LOS F S S EB WB EB WB 6 0 100 100 100 100 100 100 100 100 100 1	2.3 / 4.8	Cole TTI - 1.15 - 1.30 - 2.00 2.00 No	4.7 / 3.8 or Key PTI 1.0 - 1.5 1.5 - 2.5 → 2.
LOS F LOS 'E' In MD 28 at Baltimor Available count data for the I Functional Class	0  Itersections e Rd, West Leg (PM)  ast four years. (27% of signalized  Roadway West 1  Riffle Ford Rd Quince Quince Orchard Rd (MD- Muddy Branch Rd Gre Great Seneca Hwy (MD- Shady Grove Rd Fallsgrove Dr/ Gude Darnestow I-270 - Great Falls Great Falls Rd. / Van Buren Rockville Pike (MD-355)-Veirs I Veirs Mill Rd (MD-586)/ 1 Gude Dr E	0 LOS 'F' In d intersections) / Segment to East e Orchard Rd (MD-124) -124) - Muddy Branch Rd. -124) - Muddy Branch Rd. -124) - Muddy Branch Rd. -124) - Muddy Branch Rd. -119) - Shady Grove Rd. allsgrove Dr/ Gude St. St Darnestown Rd. n Rd I-270 .Rd. / Van Buren St. St Rockville Pike (MD-355) Mill Rd (MD-586)/1stSt(MD-911) st St (MD-911) - Gude Dr. Baltimore Rd.	Length (miles) 0.5 2.1 0.8 0.9 0.4 0.5 0.7 0.9 0.6 0.7 0.9 0.6 0.4 0.9 1.0	LOS F S S EB WB EB WB EB WB I I I I I I I I I I I I I I I I I I I	2.3 / 4.8	Cole TTI - 1.15 - 1.30 - 2.00 2.00 No	4.7 / 3.8 or Key PTI 1.0 - 1.5 1.5 - 2.5 → 2.
LOS F LOS 'E' In MD 28 at Baltimor Available count data for the I Functional Class	0  Itersections e Rd, West Leg (PM)  ast four years. (27% of signalized  Roadway West 1  Riffle Ford Rd Quince Quince Orchard Rd (MD- Muddy Branch Rd Gre Great Seneca Hwy (MD- Shady Grove Rd Fa Fallsgrove Dr/ Gude Darnestow I-270 - Great Falls Great Falls Rd. / Van Buren Rockville Pike (MD-355)-Veirs I Veirs Mill Rd (MD-586)/ 1 Gude Dr E Baltimore Rd	0 LOS 'F' In d intersections) / Segment to East e Orchard Rd (MD-124) -124) - Muddy Branch Rd. -124) - Muddy Branch Rd. -124) - Muddy Branch Rd. -124) - Muddy Branch Rd. -119) - Shady Grove Rd. allsgrove Dr/ Gude St. St Darnestown Rd. n Rd I-270 .Rd. / Van Buren St. St Rockville Pike (MD-355) Mill Rd (MD-586)/1stSt(MD-911) ist St (MD-911) - Gude Dr.	Length (miles) 0.5 2.1 0.8 0.9 0.4 0.5 0.7 0.9 0.6 0.6 0.4 0.9	LOS F S S EB WB EB WB 6 0 100 100 100 100 100 100 100 100 100 1	2.3 / 4.8	Cole TTI - 1.15 - 1.30 - 2.00 2.00 No	4.7 / 3.8 or Key PTI 1.0 - 1.5 1.5 - 2.5 → 2.

Limits:	MD 30 Bu	siness to MD 86	Y		22	
Corridor Length:	3	.7 miles	FRIDI	GER RD	5	Millers
Speed Limit:	2	IO MPH		RD	27 Manchester	
Travel Lanes:	(1 - 2) Northbou	nd (1 - 2) Southbound	MANO	PARK	30 	GROVE RD
Signal Controlled Intersections:		6		¥.	40	
Grade Separated Interchanges:		0	5		HORN IN Walmart Supercen	30 ter 📽 🕅 🖓 Oakmont C Golf Cours
Major Cross Streets:	Cape Horn R Park Ave	badbeck Rd/Eagle Ridge d, Maple Grove Rd, /York St, MD 27 Mill Rd, MD 86	Ct		- And	Greenmount 30 EUS 30 Deals Haure
	Routes	Avg. Daily Ridersh	nip 20	22 AADT	Truck	Peak Hour s Traffic
Routes and Ridership	N/A	N/A	-	- 19.000 \		8% - 8.5%
		•	•		Segment Operat	tions
	Intersection Operatio	ns			Northbound	Southbound
Signalized Intersection			ır	Level of Service	AM / PM (Miles of Roadway)	AM / PM (Miles of Roadway)
LOS D or Better	2	2	LC	S D or Bett		0.0 / 0.0
LOS E	0	0		LOS E	2.5 / 0.0	2.5 / 3.7
LOS F	0	0		LOS F	0.0 / 2.5	1.2 / 0.0
LOS 'E' In	tersections	LOS '	F' Intersectior	IS		Color Key
					TT	I PTI
					1.00 -	1.15 1.0 - 1.5
					1.00 -	1.15 1.0 - 1.5
					1.00 - 1.15 -	
					1.15 -	1.30 1.5 - 2.5
						1.30 1.5 - 2.5
					1.15 -	1.30     1.5 - 2.5       2.00     > 2.5       00
Available count data for the la	ist four years. (33% of signal	ized intersections)			<mark>1.15 -</mark> 1.30 - 1	1.30     1.5 - 2.5       2.00     > 2.5
	ist four years. (33% of signal	ized intersections)			1.15 - 1.30 - : > 2.0	1.30 1.5 - 2.5 2.00 > 2.5 00 No data
Available count data for the la	Road	way Segment	Length		1.15 -       1.30 -       > 2.0	1.30 1.5 - 2.5 2.00 > 2.5 00 No data
	Road		Length (miles)	AM NB SE	1.15 -       1.30 -       2.0       TT1       PM	1.30 1.5 - 2.5 2.00 > 2.5 00 No data
Available count data for the la	Road	way Segment	-	NB SE	TTI PM 3 NB SB	1.30 1.5 - 2.5 2.00 > 2.5 00 No data PTI AM PM NB SB NB S
Available count data for the la	Road Nor MD86/(Lineb	way Segment th to South	(miles)		TTI PM 3 NB SB	1.30     1.5 - 2.5       2.00     > 2.5       No data     PTI       AM     PM
Available count data for the la Functional Class Urban Other Principal	Road Nor MD86/(Lineb Hallie Ave M MD27/(Manchester Ro	way Segment th to South oro Rd.) - Hallie Ave. ID27/(Manchester Rd.) I.) - Westminster St./(York St.)	(miles) 0.1 1.1	NB SE	TTI PM 3 NB SB	1.30 1.5 - 2.5 2.00 > 2.5 00 No data PTI AM PM NB SB NB S
Available count data for the la	Road Nor MD86/(Lineb Hallie Ave N MD27/(Manchester Ro Westminster St./(Y	way Segment th to South oro Rd.) - Hallie Ave. ID27/(Manchester Rd.)	(miles) 0.1 1.1	NB SE	TTI PM 3 NB SB	1.30 1.5 - 2.5 2.00 > 2.5 00 No data PTI AM PM NB SB NB S

Limits:	MD 108 (Clarksville Pike)	to MD 26 (Liberty Road)	bodbine	Old Wash	1200	1	No. C		
			podbine	97)	100	Sykesville	Tes		and the
Corridor Length:	16.3	niles	. Le		X	Stress	1		YE
Speed Limit:	40 - 50	) MPH		Frederick R	ore Nationa	al pike	99	Woo	Patapsco Va
Travel Lanes:	(1 - 2) Northbound	(1 - 2) Southbound	بېد. ا سوچې	YOUNT MILS R			dship (144)	<b>W</b>	State Par
Signal Controlled Intersections:	1	1	@	2	3	2	Wa	Kiwanis Ilas Park	¢ هن El
Grade Separated Interchanges:	3			Z	Dayto		(108)	RI	
Major Cross Streets:	MD 108, Bur MD 144, I-70,			3 Martin	N. R.	Cla	urkšville	ST.	Columbia
	Routes	Avg. Daily Ridership		22 AA	ът		Truck	•	Peak Hour Traffic
Routes and Ridership	N/A	N/A	23,000				6% - 10	-	8.5%
	1477	1073	20,000	, 00,0			nt Opera		0.070
	Intersection Operations				-	-	thbound	1	uthbound
Signalized Intersectior		PM Peak Hour	]	Level Servie	-	A (N	M / PM /liles of		AM / PM Miles of
LOS D or Better	5	4	LC	OS D or			adway) .2 / 15.5		loadway) 6.3 / 7.1
LOS E	0	1		LOS	Ξ		.1/0.8		0.0/4.2
LOS F	0	0		LOS	F	0	.0 / 0.0	(	0.0 / 5.0
			_						
LOS 'E' In	tersections	LOS 'F' In	tersectior	າຣ					or Key
MD 32 at MD 144A	(Frederick Rd) (PM)						TT	1	PTI
							1.00 -	1.15	1.0 - 1.5
							1.15 -	1.30	1.5 - 2.5
							1.30 -	2.00	
									> 2.5
	(15) (15)	· , , , ,					> 2.0		
Available count data for the la	ast four years. (45% of signalized	Intersections)						No	data
				I	т	71			PTI
		<b>0</b>	Length (miles)	A	M	PI	N	4	M PM
Functional Class	Roadway			NB	SB	NB	SB	NB	SB NB 3
	Roadway North to		(111100)					W	
Functional Class		South	2.2						
	North to Liberty Rd. (MD-26) - Sp Springfield Ave. (MD-851) -	o South pringfield Ave. (MD-851) Sandosky Rd./Raincliffe Rd.	2.2 0.7						
Functional Class Urban Other Principal	North to Liberty Rd. (MD-26) - Sp Springfield Ave. (MD-851) - Sandosky Rd./Raincliffe Rd	o South vringfield Ave. (MD-851) Sandosky Rd./Raincliffe Rd. - Friendship Rd. (MD-851)	2.2 0.7 0.8					w	
Functional Class Urban Other Principal Arterial	North to Liberty Rd. (MD-26) - Sp Springfield Ave. (MD-851) - Sandosky Rd./Raincliffe Rd Friendship Rd. (M	o South ringfield Ave. (MD-851) Sandosky Rd./Raincliffe Rd. - Friendship Rd. (MD-851) D-851) - River Rd.	2.2 0.7 0.8 1.7					w w	
Functional Class Urban Other Principal	North to Liberty Rd. (MD-26) - Sp Springfield Ave. (MD-851) - Sandosky Rd./Raincliffe Rd Friendship Rd. (Ml River Rd Old Fre	o South ringfield Ave. (MD-851) Sandosky Rd./Raincliffe Rd. - Friendship Rd. (MD-851) D-851) - River Rd. derick Rd. (MD-99)	2.2 0.7 0.8 1.7 1.3						
Functional Class Urban Other Principal Arterial	North to Liberty Rd. (MD-26) - Sp Springfield Ave. (MD-851) - Sandosky Rd./Raincliffe Rd Friendship Rd. (M River Rd Old Fre Old Frederick Rd. (M	vingfield Ave. (MD-851) Sandosky Rd./Raincliffe Rd. - Friendship Rd. (MD-851) D-851) - River Rd. derick Rd. (MD-99) MD-99) - I-70/US-40	2.2 0.7 0.8 1.7					W	
Functional Class Urban Other Principal Arterial	North to Liberty Rd. (MD-26) - Sp Springfield Ave. (MD-851) - Sandosky Rd./Raincliffe Rd Friendship Rd. (Ml River Rd Old Fre	vingfield Ave. (MD-851) Sandosky Rd./Raincliffe Rd. - Friendship Rd. (MD-851) D-851) - River Rd. derick Rd. (MD-99) MD-99) - I-70/US-40 rick Rd. (MD-144)	2.2 0.7 0.8 1.7 1.3 0.8						

MD 43			Carne	y	The	Ro	E A	A.
Limits:	I-695	5 to US 40	amey	E Joppa	Ra	Belan	P.C.	95
Corridor Length:	6.	0 miles		43	5	× j	White Mars	h
Speed Limit:	45 -	50 MPH	*	Adsaute Bivo			Nottingh	
Travel Lanes:	2 Eastboun	d 2 Westbound	Overle	a 59		95	59	Mem Gard
Signal Controlled Intersections:		6	122		81	ssville	Pulast	
Grade Separated Interchanges:		5	Ţ	X		Golden Ring Par		
Major Cross Streets:		, Perry Hall Blvd, , I-95, MD 7, US 40		sedale R	eosedale Park	SEFWY		
	Routes	Avg. Daily R	idership					Peak Hou
Routes and Ridership	CityLink Brown Route			022 AAD			rucks	Traffic
	MTA LocalLink 120	141	25,00	0 - 54,00			% - 9%	7.5% - 8.5%
					Se	gment O	perations	
Signalized Intersection	ns*: AM Peak Hou	ır PM Pea		Level o Service	e	AM / P (Miles Roadwa	of ay)	AM / PM (Miles of Roadway)
LOS D or Better	1	1		OS D or E		4.9 / 1		3.4 / 2.2
LOS E	0	0		LOS E		0.7/3		1.1 / 2.9
					-			1 E / 0 0
LOS F	0	0		LOS F		0.4 / 0	.8	1.5 / 0.9
	tersections		LOS 'F' Intersectio			0.4 / 0		
						0.4 / 0		1.5 / 0.9 lor Key PTI
							Co TTI	lor Key PTI
					:		Co	lor Key
							Co TTI	lor Key PTI
							Co TTI 1.00 - 1.15 1.15 - 1.30	lor Key PTI 1.0 - 1.5
							Co TTI 1.00 - 1.15	lor Key PTI 1.0 - 1.5
LOS 'E' In	tersections						Co TTI 1.00 - 1.15 1.15 - 1.30	lor Key PTI 1.0 - 1.5 1.5 - 2.5
LOS 'E' In							Co TTI 1.00 - 1.15 1.15 - 1.30 1.30 - 2.00 > 2.00	lor Key PTI 1.0 - 1.5 1.5 - 2.5
LOS 'E' In	tersections						Co TTI 1.00 - 1.15 1.15 - 1.30 1.30 - 2.00 > 2.00	lor Key PTI 1.0 - 1.5 1.5 - 2.5 > 2.5 o data
LOS 'E' In	tersections ast four years. (17% of signaliz Roadw	zed intersections)	OS 'F' Intersectio	ns	π		Co TTI 1.00 - 1.15 1.15 - 1.30 1.30 - 2.00 > 2.00	Ior Key         PTI         1.0 - 1.5         1.5 - 2.5         > 2.5         o data
LOS 'E' In	tersections ast four years. (17% of signaliz Roadw	zed intersections)	LOS 'F' Intersectio				Co TTI 1.00 - 1.15 1.15 - 1.30 1.30 - 2.00 > 2.00	Ior Key         PTI         1.0 - 1.5         1.5 - 2.5         > 2.5         > o data         PTI         AM<
LOS 'E' In	tersections ast four years. (17% of signaliz Roadw Wes	zed intersections)	OS 'F' Intersectio			PM	Co TTI 1.00 - 1.15 1.15 - 1.30 1.30 - 2.00 > 2.00 N	Ior Key         PTI         1.0 - 1.5         1.5 - 2.5         > 2.5         o data         PTI         AM       PM
LOS 'E' In	ast four years. (17% of signaliz Roadw Wes	zed intersections)	LOS 'F' Intersectio			PM	Co TTI 1.00 - 1.15 1.15 - 1.30 1.30 - 2.00 > 2.00 N	Ior Key         PTI         1.0 - 1.5         1.5 - 2.5         2         2         2         2         2         2         2         2         2         3         WB         2         2         2         2         2         2         3         WB         2         2         3         2         2         3         3         3
LOS 'E' In	ast four years. (17% of signaliz Roadw Wes I-695 - Walther Blvd -	zed intersections) vay Segment st to East	Length (miles) 0.6 0.4			PM	Co TTI 1.00 - 1.15 1.15 - 1.30 1.30 - 2.00 > 2.00 N	Ior Key         PTI         1.0 - 1.5         1.5 - 2.5         2         2         2         2         2         2         2         2         2         3         WB         2         2         2         2         2         2         3         WB         2         2         3         2         2         3         3         3
LOS 'E' In Available count data for the la Functional Class	tersections ast four years. (17% of signaliz Roadw Wes 1-695 Walther Blvd - Belair Rd (US-1) S Belair Rd (US-1)	zed intersections) <b>vay Segment</b> <b>st to East</b> Walther Blvd Belair Rd (US-1) SB SB - Belair Rd (US-1) N I) NB - Perry Hall Blvd	Length (miles) 0.6 0.4 18 0.6 1.8			PM	Co TTI 1.00 - 1.15 1.15 - 1.30 1.30 - 2.00 > 2.00 N	Ior Key         PTI         1.0 - 1.5         1.5 - 2.5         2         2         2         2         2         2         2         2         2         3         WB         2         2         2         2         2         2         3         WB         2         2         3         2         2         3         3         3
LOS 'E' In Available count data for the la Functional Class	tersections ast four years. (17% of signaliz Roadw Wes I-695- Walther Blvd - Belair Rd (US-1) S Belair Rd (US-1) Perry Hall B	zed intersections) vay Segment st to East Walther Blvd Belair Rd (US-1) SB BB - Belair Rd (US-1) N I) NB - Perry Hall Blvd Ivd - Honeygo Blvd	Length (miles) 0.6 0.4 1B 0.6 1.8 0.7				Co TTI 1.00 - 1.15 1.15 - 1.30 1.30 - 2.00 > 2.00 N	Ior Key       PTI         1.0 - 1.5       1.5 - 2.5         1.5 - 2.5       > 2.5         > 2.5       > 2.5         > 2.5       > 2.5         > 2.5       > 2.5         > 2.5       > 2.5         > 2.5       > 2.5         > 2.5       > 2.5         > 2.5       > 2.5         > 2.5       > 2.5         > 0 data       > 2.5
LOS 'E' In Available count data for the la Functional Class	tersections ast four years. (17% of signaliz Roadw Wes I-695 - Walther Blvd - Belair Rd (US-1) S Belair Rd (US-1) Perry Hall B Honeys	zed intersections) vay Segment st to East Walther Blvd Belair Rd (US-1) N Belair Rd (US-1) N D NB - Perry Hall Blvd Ivd - Honeygo Blvd go Blvd - I-95	Length (miles) 0.6 0.4 18 0.7 0.9			PM	Co TTI 1.00 - 1.15 1.15 - 1.30 1.30 - 2.00 > 2.00 N	Ior Key       PTI       1.0 - 1.5       1.5 - 2.5       2.5 - 2.5
LOS 'E' In	tersections ast four years. (17% of signaliz Roadw Wes I-695 - Walther Blvd - Belair Rd (US-1) S Belair Rd (US-1) Perry Hall B Honeys I-95 - P	zed intersections) vay Segment st to East Walther Blvd Belair Rd (US-1) SB BB - Belair Rd (US-1) N I) NB - Perry Hall Blvd Ivd - Honeygo Blvd	Length (miles) 0.6 0.4 18 0.6 1.8 0.7 0.9 0.6				Co TTI 1.00 - 1.15 1.15 - 1.30 1.30 - 2.00 > 2.00 N	Ior Key       PTI         1.0 - 1.5       1.5 - 2.5         1.5 - 2.5       > 2.5         > 2.5       > 2.5         > 2.5       > 2.5         > 2.5       > 2.5         > 2.5       > 2.5         > 2.5       > 2.5         > 2.5       > 2.5         > 2.5       > 2.5         > 2.5       > 2.5         > 0 data       > 2.5

Limits:	Baltimore City Line	to Shawan Road				Hunt Valle	145 ey	3	943		5
Corridor Length:	9.3 m	niles	Ri	Oregon dge Park		c	ockeysville	-	en Ro		
Speed Limit:	35 - 40				F?		8ª You		CER .		5
Travel Lanes:	(1 – 2) Northbound	(1 – 2) Southbound					Aver Da	Sent Canbrook	Ad		
Signal Controlled Intersections:	3.	1	2		por ad	<b>3</b>	mRd	E Pado	Pot Sp	Loch R Reser	aven voir
Grade Separated Interchanges:	1		Broadway	Rd We				York Rd	onium Rd	146 Pine	K. Ridge
Major Cross Streets:	Stevenson Ln, Towson Fairmount Ave, I-695, N	, ,, ,		1		°.	Mays hapel	therville-T		7	Cours
	Padonia Rd, Warre				leadow egional		695	Lutherville	Re 14	B Hampt	ion
	Routes	Avg. Daily Ridership	-	The Clois	sters			Baltimo	e Beltway	695	
	Light RailLink Hunt Valley	337	enson	C	astle *			N Joppa Rd			X
	Light RailLink Pepper Rd	46	KEUTID						Towso	n	2
	Light RailLink McCormick Rd	89				1		G	en Woods		
	Light RailLink Gilroy Rd	94					7 1	5.00	Country Cl	ub y	
	Light RailLink Warren Rd	97	4			4		(139	of Maryla	nd ^	
Routes and Ridership	Light RailLink Timonium Rd	272	4		64		E		R		
	Light RailLink Timonium BP	85 374	+ L			e)	7.		York	\$ (542	-
	Light RailLink Lutherville	-	+								
	CityLink Red Route MTA LocalLink 52	7,135							-		
	MTA LocalLink 52	2,684			<b>.</b> т		Τ	aka	P	eak He	
	MTA LocalLink 93	782	16,000	22 AAE		4	<u> </u>		6	Traffi % - 8.	
	WITA EddalEllik 33	102	10,000	- 57,00			ent Oper			/0 - 0.	070
	Intersection Operations					<u> </u>	rthbound		Southbo	und	٦
Signalized Intersection		PM Peak Hour				▲	M / PM Wiles of		AM / P (Miles	of	
enginanized interecetion		i wi i cak noui	I I.								
-				el of Se			badway)		Roadwa		
LOS D or Better	10	10		S D or I	Better	2	.4 / 0.0		4.6 / 0	.0	
LOS D or Better LOS E LOS F		10 0 0		S D or I LOS E LOS F	Better	2 5	2.4 / 0.0 5.0 / 1.1 .9 / 8.2			.0 .5 .8	5
LOS D or Better LOS E LOS F	10 0 0	10 0 0	LO	S D or I LOS E LOS F	Better	2 5	.4 / 0.0 .0 / 1.1 .9 / 8.2 1.00 1.15	Co TTI	4.6 / 0 3.5 / 1 1.2 / 7	.0 .5 .8 PTI	5
LOS D or Better LOS E LOS F LOS 'E' In	10 0 0	10 0 0	LO	S D or I LOS E LOS F	Better	2 5	1.4 / 0.0 1.0 / 1.1 1.9 / 8.2 1.00 1.15 1.30	Co TTI 0 - 1.15 5 - 1.30 0 - 2.00 2.00	4.6 / 0 3.5 / 1 1.2 / 7	.0 .5 .8 <b>PTI</b> 1.0 - 1. 1.5 - 2.	5
LOS D or Better LOS E LOS F LOS 'E' In	tersections	10 0 0	LO	S D or I LOS E LOS F	3etter	2 5	1.4 / 0.0 1.0 / 1.1 1.9 / 8.2 1.00 1.15 1.30	Co TTI 0 - 1.15 5 - 1.30 0 - 2.00 2.00	4.6 / 0 3.5 / 1 1.2 / 7 blor Key	.0 .5 .8 <b>PTI</b> 1.0 - 1. 1.5 - 2.	5
LOS D or Better LOS E LOS F LOS 'E' In	ast four years. (32% of signalized	10 0 0	tersection	S D or I LOS E LOS F	Better	25	.4 / 0.0 5.0 / 1.1 .9 / 8.2 1.00 1.15 1.30 >	Co TTI 0 - 1.15 5 - 1.30 0 - 2.00 2.00	4.6 / 0 3.5 / 1 1.2 / 7 blor Key	.0 .5 .8 PTI 1.0 - 1. 1.5 - 2. > 2.5	5
LOS D or Better LOS E LOS F LOS 'E' In	ast four years. (32% of signalized	10 0 0	tersection	S D or F LOS F LOS F	Better	22 5 1	.4 / 0.0 5.0 / 1.1 .9 / 8.2 1.00 1.15 1.30 >	Co TTI 0 - 1.15 5 - 1.30 0 - 2.00 2.00	4.6 / 0 3.5 / 1 1.2 / 7 blor Key blo data	.0 .5 .8 PTI 1.0 - 1. 1.5 - 2. > 2.5	5
LOS D or Better LOS E LOS F LOS 'E' In	ast four years. (32% of signalized	10 0 0 LOS 'F' In intersections)	tersection	S D or F LOS E LOS F S	Eetter - T V	22 5 1 1 1 1	.4 / 0.0 .0 / 1.1 .9 / 8.2 1.00 1.15 1.30 > M	Co TTI 0 - 1.15 5 - 1.30 0 - 2.00 2.00 N	4.6 / 0 3.5 / 1 1.2 / 7 blor Key blo data	PTI 1.0 - 1. 2.5 > 2.5	5 >M
LOS D or Better LOS E LOS F LOS 'E' In	ast four years. (32% of signalized Roadway North to	10 0 0 LOS 'F' In intersections) Segment South :Mill Rd. (MD-145)	tersection Length (miles)	S D or F LOS E LOS F S	Eetter - T V	22 5 1 1 1 1	.4 / 0.0 .0 / 1.1 .9 / 8.2 1.00 1.15 1.30 > M	Co TTI 0 - 1.15 5 - 1.30 0 - 2.00 2.00 N	4.6 / 0 3.5 / 1 1.2 / 7 blor Key blo data	.0 .5 .8 <b>PTI</b> 1.0 - 1. 1.5 - 2. > 2.5	5 >M
LOS D or Better LOS E LOS F LOS 'E' In	ast four years. (32% of signalized Roadway North to Shawan Rd Paper	10 0 0 LOS 'F' In intersections) Segment South Mill Rd. (MD-145) - Warren Rd. (MD-483)	Length (miles)	S D or F LOS E LOS F S	Eetter - T V	22 5 1 1 1 1	.4 / 0.0 .0 / 1.1 .9 / 8.2 1.00 1.15 1.30 > M	Co TTI 0 - 1.15 5 - 1.30 0 - 2.00 2.00 N	4.6 / 0 3.5 / 1 1.2 / 7 blor Key blo data	PTI 1.0 - 1. 2.5 > 2.5	5 >M
LOS D or Better LOS E LOS F LOS 'E' In	ast four years. (32% of signalized  Roadway North to Shawan Rd Paper Paper Mill Rd. (MD-145)	10 0 0 LOS 'F' In intersections) Segment South ·Mill Rd. (MD-145) - Warren Rd. (MD-483) 3) - Cranbrook Rd.	Length (miles) 0.3 1.2	S D or F LOS E LOS F S	Eetter - T V	22 5 1 1 1 1	.4 / 0.0 .0 / 1.1 .9 / 8.2 1.00 1.15 1.30 > M	Co TTI 0 - 1.15 5 - 1.30 0 - 2.00 2.00 N	4.6 / 0 3.5 / 1 1.2 / 7 blor Key blo data	PTI 1.0 - 1. 2.5 > 2.5	5 >M
LOS D or Better LOS E LOS F LOS 'E' In Available count data for the la	ast four years. (32% of signalized  Roadway North to Shawan Rd Paper Paper Mill Rd. (MD-145) Warren Rd. (MD-48)	10 0 0 LOS 'F' In intersections) Segment South Mill Rd. (MD-145) - Warren Rd. (MD-483) 3) - Cranbrook Rd. - Padonia Rd.	Length (miles) 0.3 1.2 0.8	S D or F LOS E LOS F S	Eetter - T V	22 5 1 1 1 1	.4 / 0.0 .0 / 1.1 .9 / 8.2 1.00 1.15 1.30 > M	Co TTI 0 - 1.15 5 - 1.30 0 - 2.00 2.00 N	4.6 / 0 3.5 / 1 1.2 / 7 blor Key blo data	PTI 1.0 - 1. 2.5 > 2.5	5 ≥M S
LOS D or Better LOS E LOS F LOS 'E' In	ast four years. (32% of signalized Roadway North to Shawan Rd Paper Paper Mill Rd. (MD-145) Warren Rd. (MD-48) Cranbrook Rd. Padonia Rd Timonium Rd.	10 0 0 LOS 'F' In LOS 'F' In Segment South Mill Rd. (MD-145) - Warren Rd. (MD-483) 3) - Cranbrook Rd. - Padonia Rd. Timonium Rd. - Ridgely Rd	Length (miles) 0.3 1.2 0.8 0.5	S D or F LOS E LOS F S	Eetter - T V	22 5 1 1 1 1	.4 / 0.0 .0 / 1.1 .9 / 8.2 1.00 1.15 1.30 > M	Co TTI 0 - 1.15 5 - 1.30 0 - 2.00 2.00 N	4.6 / 0 3.5 / 1 1.2 / 7 blor Key blo data	PTI 1.0 - 1. 2.5 > 2.5	5 ≥M S
LOS D or Better LOS E LOS F LOS 'E' In Available count data for the la Functional Class	ast four years. (32% of signalized  Roadway North to Shawan Rd Paper Paper Mill Rd. (MD-48) Cranbrook Rd. Padonia Rd	10 0 0 LOS 'F' In LOS 'F' In Segment South Mill Rd. (MD-145) - Warren Rd. (MD-483) 3) - Cranbrook Rd. - Padonia Rd. Timonium Rd. - Ridgely Rd	Length (miles) 0.3 1.2 0.8 0.5 1.1	S D or F LOS E LOS F S	Eetter	22 5 1 1 1 1	.4 / 0.0 .0 / 1.1 .9 / 8.2 1.00 1.15 1.30 > M	Co TTI 0 - 1.15 5 - 1.30 0 - 2.00 2.00 N	4.6 / 0 3.5 / 1 1.2 / 7 blor Key blo data	PTI 1.0 - 1. 2.5 > 2.5	5 >M
LOS D or Better LOS E LOS F LOS 'E' In Available count data for the la Functional Class	ast four years. (32% of signalized Roadway North to Shawan Rd Paper Paper Mill Rd. (MD-145) Warren Rd. (MD-48) Cranbrook Rd. Padonia Rd Timonium Rd.	10 0 0 LOS 'F' In intersections) Segment South Mill Rd. (MD-145) - Warren Rd. (MD-483) 3) - Cranbrook Rd. - Padonia Rd. Timonium Rd. - Ridgely Rd a Ave./Margate Rd.	Length (miles) 0.3 1.2 0.8 0.5 1.1 0.8	S D or F LOS E LOS F S	Eetter	22 5 1 1 1 1	.4 / 0.0 .0 / 1.1 .9 / 8.2 1.00 1.15 1.30 > M	Co TTI 0 - 1.15 5 - 1.30 0 - 2.00 2.00 N	4.6 / 0 3.5 / 1 1.2 / 7 blor Key blo data	PTI 1.0 - 1. 2.5 2.5 V V V V V V V V V V V V V	5 PM S
LOS D or Better LOS E LOS F LOS 'E' In Available count data for the la Functional Class	10         0         0         0         tersections         ast four years. (32% of signalized         Roadway North to         Shawan Rd Paper         Paper Mill Rd. (MD-145)         Warren Rd. (MD-48)         Cranbrook Rd.         Padonia Rd         Timonium Rd.         Ridgely Rd Bellon         Bellona Ave./Margate Rd         Seminary Ave. (I	10 0 0 LOS 'F' In LOS 'F' In Segment South Mill Rd. (MD-145) - Warren Rd. (MD-483) 3) - Cranbrook Rd. - Padonia Rd. Timonium Rd. - Ridgely Rd a Ave./Margate Rd. Seminary Ave. (MD-131) MD-131) - I-695	Length (miles) 0.3 1.2 0.8 0.5 1.1 0.8 0.5 1.1 0.8 0.5 0.5 0.2 0.5	S D or F LOS E LOS F S	Eetter	22 5 1 1 1 1	.4 / 0.0 .0 / 1.1 .9 / 8.2 1.00 1.15 1.30 > M	Co TTI 0 - 1.15 5 - 1.30 0 - 2.00 2.00 N	4.6 / 0 3.5 / 1 1.2 / 7 blor Key blo data	PTI 1.0 - 1. 2.5 > 2.5	5 PM S
LOS D or Better LOS E LOS F LOS 'E' In Available count data for the la Functional Class	10         0         0         0         tersections         ast four years. (32% of signalized         Roadway North to         Shawan Rd Paper         Paper Mill Rd. (MD-145)         Warren Rd. (MD-48)         Cranbrook Rd.         Padonia Rd         Timonium Rd.         Ridgely Rd Bellon         Bellona Ave./Margate Rd         Seminary Ave. (I         1-695 - Fair	10 0 0 LOS 'F' In intersections) Segment South Mill Rd. (MD-145) - Warren Rd. (MD-483) 3) - Cranbrook Rd. - Padonia Rd. Timonium Rd. - Ridgely Rd a Ave./Margate Rd. Seminary Ave. (MD-131) MD-131) - I-695 mount Ave	Length (miles) 0.3 1.2 0.8 0.5 1.1 0.8 0.5 1.1 0.8 0.5 0.5 0.2 0.5 0.2 0.5 0.3	S D or F LOS E LOS F S	Eetter	22 5 1 1 1 1	.4 / 0.0 .0 / 1.1 .9 / 8.2 1.00 1.15 1.30 > M	Co TTI 0 - 1.15 5 - 1.30 0 - 2.00 2.00 N	4.6 / 0 3.5 / 1 1.2 / 7 blor Key blo data	PTI 1.0 - 1. 2.5 2.5 V V V V V V V V V V V V V	5 PM S
LOS D or Better LOS E LOS F LOS 'E' In Available count data for the la Functional Class Urban Other Principal Arterial	10         0         0         0         tersections         ast four years. (32% of signalized         Roadway North to         Shawan Rd Paper         Paper Mill Rd. (MD-145)         Warren Rd. (MD-48)         Cranbrook Rd.         Padonia Rd         Timonium Rd.         Ridgely Rd Bellon         Bellona Ave./Margate Rd         Seminary Ave. (I         1-695 - Fairn         Fairmount Ave.	10 0 0 LOS 'F' In LOS 'F' In Segment South Mill Rd. (MD-145) - Warren Rd. (MD-483) 3) - Cranbrook Rd. - Padonia Rd. Timonium Rd. - Ridgely Rd a Ave./Margate Rd. Seminary Ave. (MD-131) MD-131) - I-695 mount Ave - Bosley Ave.	Length (miles) 0.3 1.2 0.8 0.5 1.1 0.8 0.5 1.1 0.8 0.5 0.5 0.2 0.5 0.2 0.5 0.3 0.2	S D or F LOS E LOS F S	Eetter	22 5 1 1 1 1	.4 / 0.0 .0 / 1.1 .9 / 8.2 1.00 1.15 1.30 > M	Co TTI 0 - 1.15 5 - 1.30 0 - 2.00 2.00 N	4.6 / 0 3.5 / 1 1.2 / 7 blor Key blo data	PTI 1.0 - 1. 2.5 2.5 V V V V V V V V V V V V V	5 M S S V V V V
LOS D or Better LOS E LOS F LOS 'E' In Available count data for the la Functional Class	10         0         0         0         tersections         ast four years. (32% of signalized         Roadway North to         Shawan Rd Paper         Paper Mill Rd. (MD-145)         Warren Rd. (MD-48)         Cranbrook Rd.         Padonia Rd         Timonium Rd.         Ridgely Rd Bellon         Bellona Ave./Margate Rd         Seminary Ave. (I         1-695 - Fair         Fairmount Ave.         Bosley Ave Dulaney Valle	10 0 0 LOS 'F' In intersections) Segment South Mill Rd. (MD-145) - Warren Rd. (MD-483) 3) - Cranbrook Rd. - Padonia Rd. Timonium Rd. - Ridgely Rd a Ave./Margate Rd. Seminary Ave. (MD-131) MD-131) - I-695 mount Ave - Bosley Ave. y Rd. (MD-146)/ Joppa Rd.	Length (miles) 0.3 1.2 0.8 0.5 1.1 0.8 0.5 1.1 0.8 0.5 0.5 0.2 0.5 0.2 0.5 0.3 0.2 0.3 0.2 0.3 0.2 0.4	S D or F LOS E LOS F S	Eetter	22 5 1 1 1 1	.4 / 0.0 .0 / 1.1 .9 / 8.2 1.00 1.15 1.30 > M	Co TTI 0 - 1.15 5 - 1.30 0 - 2.00 2.00 N	4.6 / 0 3.5 / 1 1.2 / 7 blor Key blo data	PTI 1.0 - 1. 2.5 2.5 V V V V V V V V V V V V V	5 M S S V V V V
LOS D or Better LOS E LOS F LOS 'E' In Available count data for the la Functional Class Urban Other Principal Arterial	ast four years. (32% of signalized Roadway North to Shawan Rd Paper Paper Mill Rd. (MD-145) Warren Rd. (MD-145) Warren Rd. (MD-48 Cranbrook Rd. Padonia Rd Timonium Rd. Ridgely Rd Bellon Bellona Ave./Margate Rd Seminary Ave. (f I-695 - Fairr Fairmount Ave. Bosley Ave Dulaney Valle Dulaney Valley Rd. (MD-146) J	10 0 0 LOS 'F' In intersections) Segment South Mill Rd. (MD-145) - Warren Rd. (MD-483) 3) - Cranbrook Rd. - Padonia Rd. Timonium Rd. - Ridgely Rd a Ave./Margate Rd. Seminary Ave. (MD-131) MD-131) - I-695 mount Ave - Bosley Ave. y Rd. (MD-146)/ Joppa Rd. oppa Rd Towsontown Blvd.	Length (miles) 0.3 1.2 0.8 0.5 1.1 0.8 0.5 1.1 0.8 0.5 0.5 0.2 0.5 0.2 0.5 0.3 0.2 0.3 0.2 0.4 0.3	S D or F LOS E LOS F S	Eetter	22 5 1 1 1 1	.4 / 0.0 .0 / 1.1 .9 / 8.2 1.00 1.15 1.30 > M	Co TTI 0 - 1.15 5 - 1.30 0 - 2.00 2.00 N	4.6 / 0 3.5 / 1 1.2 / 7 blor Key blo data	PTI 1.0 - 1. 2.5 2.5 V V V V V V V V V V V V V	5 >>M S S S S S S S S S S S S S
LOS D or Better LOS E LOS F LOS 'E' In Available count data for the la Functional Class Urban Other Principal Arterial	ast four years. (32% of signalized Roadway North to Shawan Rd Paper Paper Mill Rd. (MD-145) Warren Rd. (MD-48 Cranbrook Rd. Padonia Rd Timonium Rd. Ridgely Rd Bellon Bellona Ave./Margate Rd. Seminary Ave. (f I-695 - Fairt Fairmount Ave. Bosley Ave Dulaney Valle Dulaney Valley Rd. (MD-146) J Towsontown Bly	10 0 0 LOS 'F' In intersections) Segment South Mill Rd. (MD-145) - Warren Rd. (MD-483) 3) - Cranbrook Rd. - Padonia Rd. Timonium Rd. - Ridgely Rd a Ave./Margate Rd. Seminary Ave. (MD-131) MD-131) - I-695 mount Ave - Bosley Ave. y Rd. (MD-146)/ Joppa Rd. oppa Rd Towsontown Blvd. d Burke Ave.	Length (miles) 0.3 1.2 0.8 0.5 1.1 0.8 0.5 1.1 0.8 0.5 0.5 0.2 0.5 0.2 0.5 0.3 0.2 0.3 0.2 0.4 0.3 0.2	S D or F LOS E LOS F S	Eetter	22 5 1 1 1 1	.4 / 0.0 .0 / 1.1 .9 / 8.2 1.00 1.15 1.30 > M	Co TTI 0 - 1.15 5 - 1.30 0 - 2.00 2.00 N	4.6 / 0 3.5 / 1 1.2 / 7 blor Key blor data blo data lo data	PTI 1.0 - 1. 2.5 2.5 V V V V V V V V V V V V V	5 M S S V V V V
LOS D or Better LOS E LOS F LOS 'E' In Available count data for the la Functional Class Urban Other Principal Arterial	ast four years. (32% of signalized Roadway North to Shawan Rd Paper Paper Mill Rd. (MD-145) Warren Rd. (MD-145) Warren Rd. (MD-48 Cranbrook Rd. Padonia Rd Timonium Rd. Ridgely Rd Bellon Bellona Ave./Margate Rd Seminary Ave. (f I-695 - Fairr Fairmount Ave. Bosley Ave Dulaney Valle Dulaney Valley Rd. (MD-146) J	10 0 0 LOS 'F' In LOS 'F' In Segment South Mill Rd. (MD-145) - Warren Rd. (MD-483) 3) - Cranbrook Rd. - Padonia Rd. Timonium Rd. - Ridgely Rd a Ave./Margate Rd. Seminary Ave. (MD-131) MD-131) - I-695 mount Ave - Bosley Ave. y Rd. (MD-146)/ Joppa Rd. oppa Rd Towsontown Blvd. d Burke Ave. tevenson Ln.	Length (miles) 0.3 1.2 0.8 0.5 1.1 0.8 0.5 1.1 0.8 0.5 0.5 0.2 0.5 0.2 0.5 0.3 0.2 0.3 0.2 0.4 0.3	S D or F LOS E LOS F S	Eetter	22 5 1 1 1 1	.4 / 0.0 .0 / 1.1 .9 / 8.2 1.00 1.15 1.30 > M	Co TTI 0 - 1.15 5 - 1.30 0 - 2.00 2.00 N	4.6 / 0 3.5 / 1 1.2 / 7 blor Key blor data blo data lo data	PTI 1.0 - 1. 2.5 2.5 V V V V V V V V V V V V V	5 PM S

				SONON SUPPORT	CACY BLVD
Limits:	English Muffin	Way to I-70		70	Reque
Corridor Length:	3.5 m	iles	CRESTWOOD		Topa
Speed Limit:	40 M	PH		- 355	B
Travel Lanes:	(1 – 3) Northbound (	(1 – 3) Southbound	I SA	E 270	1
Signal Controlled Intersections:	13	3	enger	Mono	
Grade Separated Interchanges:	2		reek with	85	field r
	Executiv	e Way,	ENGLISH		
	Crestwood Blvd /		MUER	/	
Major Cross Streets:	I-270, Spec		WAY		
	Francis Sco	-			
	MD 355				Peak Hour
Routes and Ridership	Routes N/A	Avg. Daily Ridership N/A	<b>2022 AADT</b> 17,000 - 50,000 vpd	Trucks 3% - 17%	<b>Traffic</b> 7% - 8.5%
	IN/A	N/A	•	egment Operations	7 70 - 0.3 70
	ntersection Operations			<u> </u>	O
I			1   I	Northbound 3 AM / PM	Southbound AM / PM
Signalized Intersections*	AM Peak Hour	PM Peak Hour	Level of	(Miles of	(Miles of
-			Service	Roadway)	Roadway)
LOS D or Better	N/A	N/A	LOS D or Better	3.5 / 0.0	1.6 / 1.9
LOS E	N/A	N/A	LOSE	0.0 / 3.5	<mark>1.9 / 1.6</mark>
LOS F	N/A	N/A	LOS F	0.0 / 0.0	0.0 / 0.0
LOS F			LOS F		
				Cc	olor Key
LOS F			LOS F	Cc TTI	
LOS F			LOS F	Cc	olor Key
LOS F			LOS F	Cc TTI 1.00 - 1.15	Dior Key PTI 1.0 - 1.5
LOS F			LOS F	Cc TTI	olor Key PTI
LOS F			LOS F	Cc TTI 1.00 - 1.15 1.15 - 1.30	Dior Key PTI 1.0 - 1.5
LOS F			LOS F	Cc TTI 1.00 - 1.15	Dior Key PTI 1.0 - 1.5
LOS F LOS 'E' Inter	rsections	LOS 'F' Int	LOS F	Cc TTI 1.00 - 1.15 1.15 - 1.30 1.30 - 2.00 > 2.00	PTI       1.0 - 1.5       1.5 - 2.5       > 2.5
LOS F LOS 'E' Inter		LOS 'F' Int	LOS F	Cc TTI 1.00 - 1.15 1.15 - 1.30 1.30 - 2.00 > 2.00	Dior Key PTI 1.0 - 1.5 1.5 - 2.5
LOS F LOS 'E' Inter	rsections	LOS 'F' Int	LOS F	Cc TTI 1.00 - 1.15 1.15 - 1.30 1.30 - 2.00 > 2.00	PTI       1.0 - 1.5       1.5 - 2.5       > 2.5
LOS F LOS 'E' Inter	rsections	LOS 'F' Int	LOS F	Cc TTI 1.00 - 1.15 1.15 - 1.30 1.30 - 2.00 > 2.00	PTI         0100000000000000000000000000000000000
LOS F LOS 'E' Inter	rsections	LOS 'F' Int itersections) Segment	LOS F	Cc TTI 1.00 - 1.15 1.15 - 1.30 1.30 - 2.00 > 2.00 N	PTI       1.0 - 1.5       1.5 - 2.5       2
LOS F LOS 'E' Inter	rsections four years. (0% of signalized in Roadway S West to	LOS 'F' Int itersections) Segment b East	LOS F tersections	Cc TTI 1.00 - 1.15 1.15 - 1.30 1.30 - 2.00 > 2.00	PTI       1.0 - 1.5       1.5 - 2.5       2
LOS F LOS 'E' Inter	rsections four years. (0% of signalized in Roadway S West to I-70 - M	LOS 'F' Int itersections) Segment D-355	LOS F tersections	Cc TTI 1.00 - 1.15 1.15 - 1.30 1.30 - 2.00 > 2.00 N	PTI       1.0 - 1.5       1.5 - 2.5       2
LOS F LOS 'E' Inter	rsections four years. (0% of signalized in Roadway S West to	LOS 'F' Int itersections) Segment D-355 uilford Rd.	LOS F tersections	Cc TTI 1.00 - 1.15 1.15 - 1.30 1.30 - 2.00 > 2.00 N	PTI       1.0 - 1.5       1.5 - 2.5       2
LOS F LOS 'E' Inter Available count data for the last Functional Class	rsections four years. (0% of signalized in Roadway S West to I-70 - Mi MD-355 - Gi	LOS 'F' Int itersections) Segment D-355 uilford Rd. Grove Rd.	LOS F           tersections           TTI           Length (miles)         AM           NB         SB           0.4         SB           0.3         SB	Cc TTI 1.00 - 1.15 1.15 - 1.30 1.30 - 2.00 > 2.00 N	PTI       1.0 - 1.5       1.5 - 2.5       2
LOS F LOS 'E' Inter	rsections four years. (0% of signalized in Roadway S West to I-70 - MI MD-355 - Gi Guilford Rd	LOS 'F' Int itersections) Segment D-355 uilford Rd. - Grove Rd. pectrum Dr.	LOS F           tersections           TTI           Length (miles)         AM           0.4         NB         SB           0.3         0.3         Image: Colspan="2">Colspan="2"	Cc TTI 1.00 - 1.15 1.15 - 1.30 1.30 - 2.00 > 2.00 N	PTI       1.0 - 1.5       1.5 - 2.5       2
LOS F LOS 'E' Inter	rsections four years. (0% of signalized in Roadway S West to I-70 - MI MD-355 - Gri Guilford Rd Grove Rd S	LOS 'F' Int itersections) Segment East D-355 uilford Rd. - Grove Rd. pectrum Dr. Dr I-270	LOS F           Itersections           TTI           AM         M           (miles)         NB         SB           0.4         0.3         0.3           0.3         0.3         0.3	Cc TTI 1.00 - 1.15 1.15 - 1.30 1.30 - 2.00 > 2.00 N	PTI       1.0 - 1.5       1.5 - 2.5       2
LOS F LOS 'E' Inter	rsections four years. (0% of signalized in Roadway S West to I-70 - MI MD-355 - Gri Guilford Rd Grove Rd S Spectrum D	LOS 'F' Int tersections) Segment East D-355 uilford Rd. - Grove Rd. pectrum Dr. Dr 1-270 twood Blv.	LOS F           tersections           Length (miles)         TTI           AM         NB         SB           0.4         NB         SB           0.3         0.3         0.3           0.3         0.3         0.3	Cc TTI 1.00 - 1.15 1.15 - 1.30 1.30 - 2.00 > 2.00 N	PTI       1.0 - 1.5       1.5 - 2.5       2

MD 90	FRIDAY SU	IMMER				Fenwick
Limits:	US 50 to	MD 528		64	Villiar DELAWARE MARYLAND	DELAWARE
Corridor Length:	11.4 ו	miles		Bishop 113	Lui .	Assawoman Bay
Speed Limit:	40 - 55	5 MPH		Showell	Ocean Pines	90 528
Travel Lanes:	2	2	50	D (	90 RACE TRACK	Isle of Wight Bay
Signal Controlled Intersections:	2	2	(	50 374 113		Ocean City 611) 5
Grade Separated Interchanges:	3	3		Berlin	376 Sinepuxent	eee o
Major Cross Streets:	US 50, US 1 St Martins Nec			Ironshire	STEPHEN	Atlantic
	Routes	Avg. Daily Ridership	202	22 ADT	Trucks	Peak Hour Traffic
Routes and Ridership	N/A	N/A		500 vpd	N/A	7%
				-	egment Operatio	ons
	Intersection Operations		,		Eastbound PM	Westbound PM
Signalized Intersections	*: AM Peak Hour	PM Peak Hour		∟evel of Service	(Miles of Roadway)	(Miles of Roadway)
LOS D or Better	2	2	LOS	D or Better	0.0	11.4
LOS D or Better LOS E	2 0	2 0		D or Better	0.0 11.4	11.4 0.0
LOS E LOS F	0 0	0 0		LOS E	11.4	0.0 0.0
LOS E	0 0	0		LOS E	11.4 0.0	0.0 0.0 Color Key
LOS E LOS F	0 0	0 0		LOS E	11.4	0.0 0.0
LOS E LOS F	0 0	0 0		LOS E	11.4 0.0	Color Key PTI
LOS E LOS F	0 0	0 0		LOS E	11.4 0.0 TTI	Color Key PTI
LOS E LOS F	0 0	0 0		LOS E	11.4 0.0 TTI	0.0 0.0 Color Key 15 1.0 - 1.5
LOS E LOS F	0 0	0 0		LOS E	11.4 0.0 TTI 1.00 - 1.1 1.15 - 1.3	0.0 0.0 Color Key 15 1.0 - 1.5 30 1.5 - 2.5
LOS E LOS F	0 0	0 0		LOS E	11.4 0.0 TTI 1.00 - 1.1	0.0 0.0 Color Key 15 1.0 - 1.5 30 1.5 - 2.5
LOS E LOS F LOS 'E' Inte	ersections	0 0 LOS 'F' Int		LOS E	11.4 0.0 TTI 1.00 - 1.1 1.15 - 1.3	0.0       0.0       0.0       Color Key       PTI       15     1.0 - 1.5       30     1.5 - 2.5       00     > 2.5
LOS E LOS F LOS 'E' Inte	ersections	0 0 LOS 'F' Int		LOS E	11.4 0.0 TTI 1.00 - 1.1 1.15 - 1.3 1.30 - 2.0	0.0       0.0       0.0       Color Key       PTI       15     1.0 - 1.5       30     1.5 - 2.5       00     > 2.5
LOS E LOS F LOS 'E' Inte	ersections	0 0 LOS 'F' Int		LOS E	11.4 0.0 TTI 1.00 - 1.1 1.15 - 1.3 1.30 - 2.0 > 2.00	0.0         0.0         0.0         Color Key         PTI         15       1.0 - 1.5         30       1.5 - 2.5         00       > 2.5         No data
LOS E LOS F LOS 'E' Inte	ersections	d intersections)	ersections	LOS E	11.4 0.0 TTI 1.00 - 1.1 1.15 - 1.3 1.30 - 2.0 > 2.00	0.0         0.0         0.0         Color Key         PTI         15         15         10         15         00         > 2.5         No data         PTI
LOS E LOS F LOS 'E' Inte	ersections	d intersections)		LOS E	11.4 0.0 TTI 1.00 - 1.1 1.15 - 1.3 1.30 - 2.0 > 2.00	0.0         0.0         0.0         0.0         0.0         0.0         15         15         10         15         0.0         1.5 - 2.5         00         > 2.5         No         PTI         Friday (6PM-8PM)
LOS E LOS F LOS 'E' Inte	0 0 ersections et four years. (100% of signalize Roadway West to	d intersections)	ersections	LOS E	11.4 0.0 TTI 1.00 - 1.1 1.15 - 1.3 1.30 - 2.0 > 2.00	0.0         0.0         0.0         Color Key         PTI         15         15         10         15         00         > 2.5         No data         PTI
LOS E LOS F LOS 'E' Inte	0 ersections	d intersections)  Segment o East /- St Martins Neck Rd.	ersections	LOS E	11.4 0.0 TTI 1.00 - 1.1 1.15 - 1.3 1.30 - 2.0 > 2.00	0.0         0.0         0.0         0.0         0.0         0.0         15         15         10         15         0.0         1.5 - 2.5         00         > 2.5         No         PTI         Friday (6PM-8PM)

MD 90	SATURDAY	SUMMER				~	Eenwick
Limits:	US 50 to	MD 528			Willia DéLawari Maryuani	amsville E	Fenwick I: DELAWARE MARYLAND
Corridor Length:	11.4 r	niles		Bishop 113	Luc .		Assawoman Bay
Speed Limit:	40 - 55	MPH		Showell	Ocean Pines	2	90 528
Travel Lanes:	2			50	90 RACE TRACK	Wi	sle of ght Bay
Signal Controlled Intersections:	2			50 374 113		611	Ocean City
Grade Separated Interchanges:	3			Berlin	376 Sinepuxent	31	Ocean
Major Cross Streets:	US 50, US 1 St Martins Nec			Ironshire	STEPHEN	1	Atlantic
Routes and Ridership	Routes	Avg. Daily Ridership		022 ADT	Trucks		Peak Hour Traffic
	N/A	N/A	12	,000 vpd	N/A egment Operation	ons	9.5%
	Intersection Operations		, [		Eastbound PM	Wes	stbound PM
Signalized Intersections	s*: AM Peak Hour	PM Peak Hour		Level of Service	(Miles of Roadway)		iles of adway)
LOS D or Better	1	1	LC	S D or Better	0.0		11.4
LOS E	1	1		LOSE	0.0		0.0
LOS F	0	0		LOS F	11.4		0.0
LOS 'E' Inte	ersections	LOS 'F' Int	ersection	S		Color	Kev
MD 90 at MD 528/					TTI		PTI
					1.00 - 1.	.15	1.0 - 1.5
					1.15 - 1.	.30	1.5 - 2.5
					1.30 - 2. > 2.00		> 2.5
Available count data for the las	st four years. (100% of signalized	d intersections)				No da	ata
				TT			PTI
	Roadway West to		Length (miles)	Saturday (12 EB	2PM-2PM) WB	Satur EB	day (12PM-2PM
Functional Class							
Functional Class ural Other Principal Arterial	US-50/Ocean Gateway St Martins Neck Rd I		9.0 2.4				

MD 90	SUNDAY SI	UMMER					Fenwick Is
Limits:	US 50 to	MD 528		-	Willia DéLaware MaryLand	amsville 5	Fenwick is DELAWARE MARYLAND
Corridor Length:	11.4 r	niles		Bishop 113	Luc .		Assawoman Bay
Speed Limit:	40 - 55	i MPH		Showell	589	2 mar	90 528
Travel Lanes:	2		E	50	90 RACE TRACK	Usl Wig	le of ht Bay
Signal Controlled Intersections:	2			50 374 113		611	Ocean City
Grade Separated Interchanges:	3			Berlin	376 Sinepuxent	58	Ocean
Major Cross Streets:	US 50, US 1 St. Martins Nec			Ironshire	STEPHEN	1	Allantic
Routes and Ridership	Routes	Avg. Daily Ridership	20	22 ADT	Trucks		Peak Hour Traffic
	N/A	N/A	12	,000 vpd	N/A		8.5%
				S	Segment Operation		
	Intersection Operations		, [	s	Eastbound	West	tbound PM
Signalized Intersections	-	PM Peak Hour		S Level of Service	Eastbound PM (Miles of Roadway)	West F (Mil Roa	PM les of dway)
Signalized Intersections	AM Peak Hour	2	LO	Level of Service S D or Better	Eastbound PM (Miles of Roadway) 11.4	West F (Mil Roa 1	PM les of dway) 1.4
Signalized Intersections LOS D or Better LOS E	*: AM Peak Hour 2 0	2 0	LO	Level of Service S D or Better LOS E	Eastbound PM (Miles of Roadway) 11.4 0.0	West F (Mil Roa 1	PM les of dway) 1.4 0.0
Signalized Intersections	AM Peak Hour	2	LO	Level of Service S D or Better	Eastbound PM (Miles of Roadway) 11.4	West F (Mil Roa 1	PM les of dway) 1.4
Signalized Intersections LOS D or Better LOS E LOS F	*: AM Peak Hour 2 0 0	2 0 0		Level of Service S D or Better LOS E LOS F	Eastbound PM (Miles of Roadway) 11.4 0.0	West (Mii Roa 1	PM les of dway) 1.4 0.0 0.0
Signalized Intersections LOS D or Better LOS E	*: AM Peak Hour 2 0 0	2 0		Level of Service S D or Better LOS E LOS F	Eastbound PM (Miles of Roadway) 11.4 0.0 0.0	West F (Mil Roa 1	PM les of dway) 1.4 0.0 0.0 Key
Signalized Intersections LOS D or Better LOS E LOS F	*: AM Peak Hour 2 0 0	2 0 0		Level of Service S D or Better LOS E LOS F	Eastbound PM (Miles of Roadway) 11.4 0.0	West (Mil Roa ( Color P	PM les of dway) 1.4 0.0 0.0
Signalized Intersections LOS D or Better LOS E LOS F	*: AM Peak Hour 2 0 0	2 0 0		Level of Service S D or Better LOS E LOS F	Eastbound PM (Miles of Roadway) 11.4 0.0 0.0 TTI	West (Mil Roa 1 (Color P	PM les of dway) 1.4 0.0 0.0 Cey PTI
Signalized Intersections LOS D or Better LOS E LOS F	*: AM Peak Hour 2 0 0	2 0 0		Level of Service S D or Better LOS E LOS F	Eastbound PM (Miles of Roadway) 11.4 0.0 0.0 TTI 1.00 - 1. 1.15 - 1. 1.30 - 2.	West       Image: Filler       Image: Filler	PM les of dway) 1.4 0.0 0.0 Key PTI 1.0 - 1.5
Signalized Intersections LOS D or Better LOS E LOS F	*: AM Peak Hour 2 0 0	2 0 0 LOS 'F' Int		Level of Service S D or Better LOS E LOS F	Eastbound PM (Miles of Roadway) 11.4 0.0 0.0 TTI 1.00 - 1. 1.15 - 1.	West       Image: Filler       Image: Filler	PM les of dway) 1.4 0.0 0.0 <b>Cey</b> <b>PTI</b> 1.0 - 1.5 1.5 - 2.5 > 2.5
Signalized Intersections LOS D or Better LOS E LOS F	*: AM Peak Hour 2 0 0 ersections	2 0 0 LOS 'F' Int		Level of Service S D or Better LOS E LOS F	Eastbound PM (Miles of Roadway) 11.4 0.0 0.0 TTI 1.00 - 1. 1.15 - 1. 1.30 - 2.	West (Mil Roa ( Color H 15 30 00	PM les of dway) 1.4 0.0 0.0 <b>Cey</b> <b>PTI</b> 1.0 - 1.5 1.5 - 2.5 > 2.5
Signalized Intersections LOS D or Better LOS E LOS F LOS 'E' Inte	AM Peak Hour 2 0 0 crsections	d intersections)	ersection	Level of Service S D or Better LOS F S	Eastbound PM (Miles of Roadway) 11.4 0.0 0.0 TTI 1.00 - 1. 1.15 - 1. 1.30 - 2. > 2.00	West (Mi) Roa ( Color P 15 30 00 No da	PM les of dway) 1.4 0.0 0.0 <b>Cey</b> PTI 1.0 - 1.5 1.5 - 2.5 > 2.5 ta PTI
Signalized Intersections LOS D or Better LOS E LOS F	*: AM Peak Hour 2 0 0 ersections	d intersections)		Level of Service S D or Better LOS F S	Eastbound PM (Miles of Roadway) 11.4 0.0 0.0 TTI 1.00 - 1. 1.15 - 1. 1.30 - 2. > 2.00	West         Image: Color P         Color P         15         30         00         No da	PM les of dway) 1.4 0.0 0.0 <b>Cey</b> PTI 1.0 - 1.5 1.5 - 2.5 > 2.5 ta PTI lay (4PM-6PM)
Signalized Intersections LOS D or Better LOS E LOS F LOS 'E' Inte	AM Peak Hour  AM Peak Hour  A 0  O  Prsections  St four years. (100% of signalized  Roadway  West to	2 0 0 LOS 'F' Int d intersections)	Length (miles)	Level of Service S D or Better LOS F S	Eastbound PM (Miles of Roadway) 11.4 0.0 0.0 TTI 1.00 - 1. 1.15 - 1. 1.30 - 2. > 2.00	West (Mi) Roa ( Color P 15 30 00 No da	PM les of dway) 1.4 0.0 0.0 <b>Cey</b> PTI 1.0 - 1.5 1.5 - 2.5 > 2.5 ta PTI
Signalized Intersections LOS D or Better LOS E LOS F LOS 'E' Inte	*: AM Peak Hour 2 0 0 ersections et four years. (100% of signalized Roadway	d intersections)  Segment D East - St Martins Neck Rd.	ersection	Level of Service S D or Better LOS F S	Eastbound PM (Miles of Roadway) 11.4 0.0 0.0 TTI 1.00 - 1. 1.15 - 1. 1.30 - 2. > 2.00	West         Image: Color P         Color P         15         30         00         No da	PM les of dway) 1.4 0.0 0.0 <b>Cey</b> PTI 1.0 - 1.5 1.5 - 2.5 > 2.5 ta PTI lay (4PM-6PM)

MD 97					Gaither	eburg	Redla	nd	0	Iney 108	Sandy S	pring	
Limits:	W	ashington DC	Line to MD 1	08		sburg		Creek		F	(182)		ł
Corridor Length:		12.7 n	niles		4) s	370	1	nal Park		ŀ .			
Speed Limit:		30 - 45	MPH			D	erwood		Const.	X		Clo	verly
Travel Lanes:	(3 - 4	) Northbound (	(3 - 4) Southl	bound	tomac	270	20	-ECK	(28) RD	2	00		
Signal Controlled Intersections:		48			R	F	Rockvill	NORBECK e VIERS	(97) Asper	ہ ریا Hill		Coles	200 ville
Grade Separated Interchanges:		2			1	D		BOCKILLE PI	586 Ro Wheat	on-Gle	enmon		
Major Cross Streets:	Ra	US 29, I-495 andolph Rd, MI	D 193, MD 18	82,	C.	(189)			547	Wheato			ite O
	METRO	MD 28, MD 2 Routes	-	y Ridership		<sup>2</sup> . /	く/【		Kensin		17	S.	
	-	Q1/Q2/Q4		868					495	100	st Glen	10	
	METRO	Y2/Y7/Y8	5,	591							X	A C	93)
	Ride On Routes	Avg. Daily Ridership	Ride On Routes	Avg. Daily Ridership			and h		Chevy C	S	ilver S	pring	
Routes and Ridership	8	Not available	39	Not available			. 1.2	1. 33	iesda	Hawtho	rne Ta	koma l	Park
and anothing	9	Not available	41	Not available									
	10	Not available	49	Not available								ak Ho	
	26	Not available	51	Not available		22 AAE		_	Trucks			Traffie	-
	31 33	Not available Not available	52 53	Not available Not available	27,000	- 07,00	o vpa		1% - 4%	D	6.	5% - 8	o%c
		AND AVAIIADIS	55	NUL AVAIIADIE			Se	gment	Operatio	ons			
	Intersec	tion Operatior	ns					-	bound	1	uthbou	und	1
									/ PM	-	M / PM		
Signalized Intersection	IS*: AM P	eak Hour	PM Pe	ak Hour	Le	vel of S	ervice	``	les of dway)	•	Miles o oadwa		
LOS D or Better		14		15		DS D or			/ 1.1		1.5 / 1.		
LOS E		1		0		LOS	E	9.4	/ 3.7	2	2.8 / 2.	9	
												7	
LOS F LOS 'E' Inte MD 97 at Seminary Ro		O AM)		0 LOS 'F' Inte	rsections	LOS	F	0.5	1.00	Cc TTI ) - 1.15	5.4 / 8. Dior Ke	ey PT 1.0 -	1.5
LOS 'E' Inte MD 97 at Seminary Ro	d/Columbia Blvd (,	AM)			rsections	LOS	F	0.5	1.00 1.15 1.30	Cc FTI ) - 1.15 5 - 1.30 ) - 2.00 2.00	olor K	ey PT 1.0 - 1.5 - > 2.	1.5 <mark>2.5</mark>
LOS 'E' Inte	d/Columbia Blvd (,	AM)			rsections	LOS			1.00 1.15 1.30	Cc FTI ) - 1.15 5 - 1.30 ) - 2.00 2.00	olor Ke	ey PT 1.0 - 1.5 - > 2.	1.5 <mark>2.5</mark>
LOS 'E' Inte MD 97 at Seminary Ro	d/Columbia Blvd (,	AM) % of signalized in Roadway \$	itersections)		Length		F		1.00 1.15 1.30 >	Cc FTI ) - 1.15 5 - 1.30 ) - 2.00 2.00	blor Ke	ey PT 1.0 - 1.5 - > 2. a	1.5 <mark>2.5</mark>
LOS 'E' Inte MD 97 at Seminary Ro Available count data for the la	d/Columbia Blvd (,	AM) % of signalized in	itersections)						1.00 1.15 1.30 >	Cc TTI ) - 1.15 ) - 1.30 ) - 2.00 2.00 N	blor Ke	ey PT 1.0 - 1.5 - > 2. a	1.5 <mark>2.5</mark> 5
LOS 'E' Inte MD 97 at Seminary Ro Available count data for the la	d/Columbia Blvd (/ ast four years. (31	AM) % of signalized in Roadway \$ North to y Spring/ Laytonsvil	tersections) Segment South lle Rd. (MD-108)	LOS 'F' Inte	Length (miles)	A	T1 M	1 PN	1.15 1.30 >	Cc FTI 0 - 1.15 5 - 1.30 0 - 2.00 2.00 N	plor Ke	ey PT 1.0 - 1.5 > 2. a TI	1.5 2.5 5 РМ
LOS 'E' Inte MD 97 at Seminary Ro Available count data for the la	d/Columbia Blvd (/ ast four years. (31 Olney Sand	AM) % of signalized in Roadway S North to y Spring/ Laytonsvil Emroy Lane - Nort	ttersections) Segment South lie Rd. (MD-108) seck Rd. (MD-2	LOS 'F' Inte	Length (miles) 1.9 1.2	A	T1 M	1 PN	1.15 1.30 >	Cc FTI 0 - 1.15 5 - 1.30 0 - 2.00 2.00 N	plor Ke	ey PT 1.0 - 1.5 > 2. a TI	1.5 2.5 5 РМ
LOS 'E' Inte MD 97 at Seminary Ro Available count data for the la	d/Columbia Blvd (/ ast four years. (31 Olney Sand	AM) % of signalized in Roadway \$ North to y Spring/ Laytonsvil Emroy Lane - Nort rbeck Rd. (MD-28	Itersections) Segment South Ile Rd. (MD-108) beck Rd. (MD-2	LOS 'F' Inte	Length (miles) 1.9 1.2 0.5	A	T1 M	1 PN	1.15 1.30 >	Cc FTI 0 - 1.15 5 - 1.30 0 - 2.00 2.00 N	plor Ke	ey PT 1.0 - 1.5 > 2. a TI	1.5 2.5 5 РМ
LOS 'E' Inte MD 97 at Seminary Ro Available count data for the la	d/Columbia Blvd (/ ast four years. (31 Olney Sand	AM) % of signalized in Roadway S North to y Spring/ Laytonsvil Emroy Lane - Nort	Itersections) Segment South Ile Rd. (MD-108) beck Rd. (MD-2 i) - Rossmoor B Bel Pre Rd.	LOS 'F' Inte -Emroy Lane 8) ivd.	Length (miles) 1.9 1.2	A	T1 M	1 PN	1.15 1.30 >	Cc FTI 0 - 1.15 5 - 1.30 0 - 2.00 2.00 N	plor Ke	ey PT 1.0 - 1.5 > 2. a TI	1.5 2.5 5 PM
LOS 'E' Inte MD 97 at Seminary Ro Available count data for the la	d/Columbia Blvd (/ ast four years. (31 Olney Sand E No Bel	AM) % of signalized in Roadway S North to y Spring/ Laytonsvil Emroy Lane - North rbeck Rd. (MD-28 Rossmoor Blvd.	tersections) Segment South Ile Rd. (MD-108) beck Rd. (MD-2 i) - Rossmoor B Bel Pre Rd. ticut Ave. (MD-	LOS 'F' Inte -Emroy Lane 8) ilvd. 185)	Length (miles) 1.9 1.2 0.5 0.6	A	T1 M	1 PN	1.15 1.30 >	Cc FTI 0 - 1.15 5 - 1.30 0 - 2.00 2.00 N	plor Ke	ey PT 1.0 - 1.5 > 2. a TI	1.5 2.5 5 РМ
LOS 'E' Inte MD 97 at Seminary Ro Available count data for the la	d/Columbia Blvd (/ ast four years. (31 Olney Sand E No Bel Con Her	AM) % of signalized in Roadway S North to y Spring/ Laytonsvii mroy Lane - Nort rbeck Rd. (MD-28 Rossmoor Blvd. Pre Rd Connec unecticut Ave. (MD witt Ave May St.	tersections) Segment South le Rd. (MD-108) peck Rd. (MD-2 i) - Rossmoor B Bel Pre Rd. ticut Ave. (MD- D-185) - Hewitt / /Rippling Brook	LOS 'F' Inte -Emroy Lane 8) Ivd. 185) Ave. 5 Dr.	Length (miles) 1.9 1.2 0.5 0.6 0.7	A	T1 M	1 PN	1.15 1.30 >	Cc FTI 0 - 1.15 5 - 1.30 0 - 2.00 2.00 N	plor Ke	ey PT 1.0 - 1.5 > 2. a TI	1.5 2.5 5 PM
LOS 'E' Inte MD 97 at Seminary Ro Available count data for the la	d/Columbia Blvd (/ ast four years. (31 Olney Sand Olney Sand Bei Con Her May St.	AM) AM) Solution of signalized in Roadway S North to y Spring/ Laytonsvii mroy Lane - Norb rbeck Rd. (MD-28 Rossmoor Bivd. Pre Rd Connec inecticut Ave. (MD witt Ave May St. /Rippling Brook D	Itersections) Segment South Ile Rd. (MD-108) seck Rd. (MD-2 i) - Rossmoor B - Bel Pre Rd. ticut Ave. (MD- D-185) - Hewitt / /Rippling Brook r Layhill Rd.(I	Emroy Lane 8) ivd. 185) Ave. 5 Dr. MD-182)	Length (miles) 1.9 1.2 0.5 0.6 0.7 0.6 0.5 1.1	A	T1 M	1 PN	1.15 1.30 >	Cc FTI 0 - 1.15 5 - 1.30 0 - 2.00 2.00 N	plor Ke	ey PT 1.0 - 1.5 > 2. a TI	1.5 2.5 5 PM
LOS 'E' Inte MD 97 at Seminary Ro Available count data for the la	d/Columbia Blvd (/ ast four years. (31 Olney Sand Olney Sand Bei Con Her May St.	AM) AM) Souther the second s	Itersections) Segment South Ile Rd. (MD-108) peck Rd. (MD-2 ) - Rossmoor B - Bel Pre Rd. ticut Ave. (MD- 0-185) - Hewitt / /Rippling Brook r Layhill Rd.(I 2) - Randolph R	Emroy Lane 8) ivd. 185) Ave. 5 Dr. MD-182)	Length (miles) 1.9 1.2 0.5 0.6 0.7 0.6 0.5 1.1 0.2	A	T1 M	1 PN	1.15 1.30 >	Cc FTI 0 - 1.15 5 - 1.30 0 - 2.00 2.00 N	Performentation	ey PT 1.0 - 1.5 - > 2. 3 TI F NB	1.5 2.5 5 PM
LOS 'E' Inte MD 97 at Seminary Ro Available count data for the la Functional Class	d/Columbia Blvd (/ ast four years. (31 Olney Sand Olney Sand Bei Con Her May St.	AM) AM) Southerstein Roadway S North to y Spring/ Laytonsvii mroy Lane - Norb rbeck Rd. (MD-28 Rossmoor Blvd. Pre Rd Connec Inecticut Ave. (MD witt Ave May St. /Rippling Brook D ayhill Rd.(MD-182 Randolph Rd	Itersections) Segment South Ile Rd. (MD-108) peck Rd. (MD-2 ) - Rossmoor B - Bel Pre Rd. ticut Ave. (MD- 0-185) - Hewitt / /Rippling Brook r Layhill Rd.(I 2) - Randolph R Shorefield Rd.	Emroy Lane 8) ivd. 185) Ave. 5 Dr. MD-182)	Length (miles) 1.9 1.2 0.5 0.6 0.7 0.6 0.5 1.1	A	T1 M	1 PN	1.15 1.30 >	Cc FTI 0 - 1.15 5 - 1.30 0 - 2.00 2.00 N	Performentation	ey PT 1.0 - 1.5 > 2. a TI	1.5 2.5 5 PM
LOS 'E' Inte MD 97 at Seminary Ro Available count data for the la Functional Class	d/Columbia Blvd (/ ast four years. (31	AM) AM) Souther the second s	Itersections) Segment South Ile Rd. (MD-108) >eck Rd. (MD-2 ) - Rossmoor B - Sel Pre Rd. (MD-2 - 185) - Hewitt / (Rippling Brook r Layhill Rd.(f 2) - Randolph R Shorefield Rd. - Arcola Ave.	Emroy Lane 8) i/vd. 185) Ave. c Dr. MD-182) d.	Length (miles) 1.9 1.2 0.5 0.6 0.7 0.6 0.5 1.1 0.2 0.4	A	T1 M	1 PN	1.15 1.30 >	Cc FTI 0 - 1.15 5 - 1.30 0 - 2.00 2.00 N	Performent of the second	ey PT 1.0 - 1.5 - > 2. 3 TI F NB	1.5 2.5 5 PM
LOS 'E' Inte MD 97 at Seminary Ro Available count data for the la Functional Class	d/Columbia Blvd (/ ast four years. (31 Olney Sand Olney Sand Bel Con Bel Con Her May St. L	AM) AM) Solution of signalized in Roadway S North to y Spring/ Laytonsvil mroy Lane - Norb rbeck Rd. (MD-28 Rossmoor Blvd. Pre Rd Connec inecticut Ave. (MD witt Ave May St. /Rippling Brook D ayhill Rd.(MD-182 Randolph Rd Shorefield Rd.	tersections) Segment South lle Rd. (MD-108) peck Rd. (MD-2 ) - Rossmoor B - Bel Pre Rd. ticut Ave. (MD-2 ) - 185) - Hewitt J (Rippling Brook r Layhill Rd.(( 2) - Randolph R Shorefield Rd. - Arcola Ave. sity Bivd. (MD-1	Emroy Lane 8) ivd. 185) Ave. 5 Dr. MD-182) d. 93)	Length (miles) 1.9 1.2 0.5 0.6 0.7 0.6 0.5 1.1 0.2 0.4 0.4	A	TT M SB	1 PN	1.15 1.30 >	Cc FTI 0 - 1.15 5 - 1.30 0 - 2.00 2.00 N	Plor Ke	ey PT 1.0 - 1.5 - > 2. 3 TI F NB	1.5 2.5 5 PM
LOS 'E' Inte MD 97 at Seminary Ro Available count data for the la Functional Class	d/Columbia Blvd (/ ast four years. (31 Olney Sand Del Con Her May St. L Con Her May St. L Univers	AM) % of signalized in Roadway S North to y Spring/ Laytonsvil Emroy Lane - Norte rbeck Rd. (MD-28 Rossmoor Blvd. Pre Rd Connec inecticut Ave. (MD witt Ave May St. /Rippling Brook D ayhill Rd. (MD-182 Randolph Rd Shorefield Rd. cola Ave University Blvd. (MD-193)- eirs Mill Rd. (MD-53)-	tersections) Segment South le Rd. (MD-108) beck Rd. (MD-2 i) - Rossmoor B - Bel Pre Rd. ticut Ave. (MD- 2) - Rashill Rd. (MD- 1) - Randolph R Shorefield Rd. - Arcola Ave. sity Blvd. (MD-1 Veirs Mill Rd. (f i86) - Dennis Ar	Emroy Lane 8) ivd. 185) Ave. 5 Dr. MD-182) d. 93) MD-586)	Length (miles) 1.9 1.2 0.5 0.6 0.7 0.6 0.5 1.1 0.2 0.4 0.4 0.4 0.4 0.4 0.8	A	TT M SB	1 PN	1.15 1.30 >	Cc FTI 0 - 1.15 5 - 1.30 0 - 2.00 2.00 N	Dolor Ke	ey PT 1.0 - 1.5 - > 2. 3 TI F NB	1.5 2.5 5 PM
LOS 'E' Inte MD 97 at Seminary Ro Available count data for the la Functional Class	d/Columbia Blvd (/ ast four years. (31 Olney Sand Del Con Her May St. L Con Her May St. L Univers	AM) % of signalized in Roadway S North to y Spring/ Laytonsvil Emroy Lane - Norte rbeck Rd. (MD-28 Rossmoor Blvd. Pre Rd Connec inecticut Ave. (MD witt Ave May St. (Rippling Brook D ayhill Rd. (MD-182 Shorefield Rd. Shorefield Rd. Sloca Ave University Blvd. (MD-193)- eirs Mill Rd. (MD-55 Dennis Ave	tersections) Segment South lie Rd. (MD-108) beck Rd. (MD-2 i) - Rossmoor B Bel Pre Rd. titut Ave. (MD- 0-185) - Hewitt / /Rippling Brook r Layhill Rd. (f 2) - Randolph R Shorefield Rd. - Arcola Ave. sity Bivd. (MD-1 Veirs Mill Rd. (f 860) - Dennis A 9 I-495	Emroy Lane 8) ivd. 185) Ave. 5 Dr. MD-182) d. 93) MD-586)	Length (miles) 1.9 1.2 0.5 0.6 0.7 0.6 0.5 1.1 0.2 0.4 0.4 0.4 0.4 0.4 0.4 0.8 0.8	A	TT M SB	1 PN	1.15 1.30 >	Cc FTI 0 - 1.15 5 - 1.30 0 - 2.00 2.00 N	Dolor Ke	ey PT 1.0 - 1.5 - > 2. 3 TI F NB	1.5 2.5 5 PM
LOS 'E' Inte MD 97 at Seminary Ro Available count data for the la Functional Class	d/Columbia Blvd (/ ast four years. (31 Olney Sand Del Con Her May St. L Con Her May St. L Univers	AM) % of signalized in Roadway S North to y Spring/ Laytonsvil Emroy Lane - North rbeck Rd. (MD-28 Rossmoor Blvd. Pre Rd Connec inecticut Ave. (MD witt Ave May St. (Rippling Brook D ayhill Rd. (MD-182 Randolph Rd Shorefield Rd. Shorefield Rd. cola Ave University Blvd. (MD-193)- eirs Mill Rd. (MD-55 Dennis Ave 1-495 - 16th S	tersections) Segment South le Rd. (MD-108) beck Rd. (MD-2 i) - Rossmoor B Bel Pre Rd. ticut Ave. (MD- ) - Ras5) - Hewitt / /Rippling Brook r Layhill Rd. (ft 2) - Randolph R Shorefield Rd. - Arcola Ave. sity Blvd. (MD-1 Veirs Mill Rd. (ft i86) - Dennis A a I-495 St. (MD-390)	Emroy Lane 8) ivd. 185) Ave. 5 Dr. MD-182) d. 93) MD-586)	Length (miles) 1.9 1.2 0.5 0.6 0.7 0.6 0.5 1.1 0.2 0.4 0.4 0.4 0.4 0.4 0.8	A	TT M SB	1 PN	1.15 1.30 >	Cc FTI 0 - 1.15 5 - 1.30 0 - 2.00 2.00 N	Dolor Ke	ey PT 1.0 - 1.5 - > 2. 3 TI F NB	1.5 2.5 5 PM
LOS 'E' Inte MD 97 at Seminary Ro Available count data for the la Functional Class	d/Columbia Blvd ( ast four years. (31 Olney Sand Del Bel Con Her May St. L Univers Ve	AM) % of signalized in Roadway S North to y Spring/ Laytonsvil Emroy Lane - Norte rbeck Rd. (MD-28 Rossmoor Blvd. Pre Rd Connec inecticut Ave. (MD witt Ave May St. (Rippling Brook D ayhill Rd. (MD-182 Shorefield Rd. Shorefield Rd. Sloca Ave University Blvd. (MD-193)- eirs Mill Rd. (MD-55 Dennis Ave	stersections) Segment South le Rd. (MD-108) beck Rd. (MD-2 ) - Rossmoor B Bel Pre Rd. (ticut Ave. (MD- ) - Ras) - Hewitt / /Rippling Brook r Layhill Rd. (ft 2) - Randolph R Shorefield Rd. Arcola Ave. sity Blvd. (MD-1 Veirs Mill Rd. (ft 366) - Dennis A a I-495 St. (MD-390) 20) - Spring St	-Emroy Lane 8) ivd. 185) Ave. 5 Dr. MD-182) d. 93) MD-586) ve.	Length (miles) 1.9 1.2 0.5 0.6 0.7 0.6 0.5 1.1 0.2 0.4 0.4 0.4 0.4 0.4 0.4 0.4 0.4 0.5	A	TT M SB	1 PN	1.15 1.30 >	Cc FTI 0 - 1.15 5 - 1.30 0 - 2.00 2.00 N	Dolor Ke	ey PT 1.0 - 1.5 - > 2. 3 TI F NB	1.5 2.5 5 PM
LOS 'E' Inte MD 97 at Seminary Ro Available count data for the la Functional Class	d/Columbia Blvd ( ast four years. (31	AM) % of signalized in Roadway S North to y Spring/ Laytonsvii mroy Lane - Nort rbeck Rd. (MD-28 Rossmoor Blvd. Pre Rd Connec inecticut Ave. (MD witt Ave May St. Randolph Rd Shorefield Rd. Shorefield	tersections) Segment South le Rd. (MD-108) beck Rd. (MD-2 i) - Rossmoor B Bel Pre Rd. ticut Ave. (MD- )-185) - Hewitt / /Rippling Brook r Layhill Rd.(1 2) - Randolph R Shorefield Rd. Arcola Ave. Shorefield Rd. (MD-1 Veirs Mill Rd. (1 586) - Dennis A 2 1-495 St. (MD-390) 30) - Spring St ville Rd (US-29	-Emroy Lane 8) ivd. 185) Ave. E Dr. MD-182) d. 93) MD-586) ve.	Length (miles) 1.9 1.2 0.5 0.6 0.7 0.6 0.5 1.1 0.2 0.4 0.4 0.4 0.4 0.4 0.4 0.4 0.4 0.4 0.4	A	TT M SB	1 PN	1.15 1.30 >	Cc FTI 0 - 1.15 5 - 1.30 0 - 2.00 2.00 N	Dolor Ke	ey PT 1.0 - 1.5 - > 2. 3 TI F NB	1.5 2.5 5 PM
LOS 'E' Inte MD 97 at Seminary Ro Available count data for the la Functional Class	d/Columbia Blvd (/ ast four years. (31	AM) AM) % of signalized in Roadway S North to y Spring/ Laytonsvil mroy Lane - Nort: rbeck Rd. (MD-28 Rossmoor Blvd. Pre Rd Connec inecticut Ave. (MD witt Ave May St. /Rippling Brook D ayhill Rd. (MD-182 Randolph Rd: Shorefield Rd. Shorefield Rd. Shorefield Rd. Shorefield Rd. Shorefield Rd. Jola Ave Universi ity Blvd. (MD-193)- eirs Mill Rd. (MD-59 Dennis Ave I-495 - 16th St. 16th St. (MD-39	Itersections) Segment South Ile Rd. (MD-108) Deck Rd. (MD-2 I) - Rossmoor B Bel Pre Rd. ticut Ave. (MD )-185) - Hewitt // (Rippling Brook r Layhill Rd. (I 2) - Randolph R Shorefield Rd. - Arcola Ave. sity Bivd. (MD-1 Veirs Mill Rd. (I Xeirs Mill Rd. (I Xeirs Mill Rd. (I Xeirs Mill Rd. (I Shorefield Rd. - I-1495 St. (MD-390) 20) - Spring St ville Rd (US-29 -29) - Silgo Ave Philadelphia Av	-Emroy Lane 8) ivd. 185) Ave. 5 Dr. MD-182) d. 93) MD-586) ve. 93) e. (MD-410)	Length (miles) 1.9 1.2 0.5 0.6 0.7 0.6 0.5 1.1 0.2 0.4 0.4 0.4 0.4 0.4 0.4 0.4 0.4 0.4 0.4	A	TT M SB	1 PN	1.15 1.30 >	Cc FTI 0 - 1.15 5 - 1.30 0 - 2.00 2.00 N	Dolor Ke	ey PT 1.0 - 1.5 - > 2. 3 TI F NB	1.5 2.5 5 РМ

Limits:	MD 28 to	MD 108	74	J.A.	Apr	
Corridor Length:	16.7 r	niles		Q.	124	
Speed Limit:	30 - 50	) MPH	27 30012	Damas Recreation	cus al Park	650
Travel Lanes:	(1 - 4) Northbound	(1 - 4) Southbound	27		124 Layton	nsville Hawlin Regio
Signal Controlled	3:		Rudge Rud	Pink a	nd (124)	Hegio
Intersections:	3	1		Im Valley Park	and a start	108
Grade Separated Interchanges:	1		355	Montgom Village		LANONSVILLE AD
Major Cross Streets:	MD 28, MD 119, MD 355, MD		117	124	Grove	
	Routes	Avg. Daily Ridership	(119) Kentlands	- anna	370 Opt	9
	MTA Commuter Bus 201 Ride On 56	169 Not available	28	- Contraction	Quint B	Week Bd
	Ride On 56 Ride On 57	Not available				
Routes and Ridership	Ride On 58	Not available				Peak Hour
	Ride On 59	Not available	2022	AADT	Trucks	Traffic
	Ride On 65 Express Service	Not available	12.000 - 5	8,000 vpd	1% - 5%	8% - 9%
	Ride On 90	Not available	]		Segment Operation	-
	Intersection Operations				Northbound	Southbound
Signalized Intersection	s*: AM Peak Hour	PM Peak Hour		of Service	AM / PM (Miles of Roadway)	AM / PM (Miles of Roadway)
LOS D or Better	6	7	LOSE	or Better	14.1 / 8.8	8.2 / 11.1
		0				0 5 / 4 0
LOS E LOS F	0 1	0 0		DS E DS F	<mark>2.6 / 6.0</mark> 0.0 / 1.9	8.5 / 4.9 0.0 / 0.7
LOS F	1	0	L			0.0 / 0.7
LOS F		0 LOS 'F' In				
LOS F	1	0 LOS 'F' In	L tersections		0.0 / 1.9 TTI 1.00 - 1. 1.15 - 1.3 1.30 - 2.0	0.0 / 0.7           Color Key           PTI           15         1.0 - 1.5           30         1.5 - 2.5           00         > 2.5
LOS F LOS 'E' In	tersections	0 LOS 'F' In MD 124 at W intersections)	L tersections arfield Rd (AM)		0.0 / 1.9 TTI 1.00 - 1. 1.15 - 1.3 1.30 - 2.00	0.0 / 0.7           Color Key           PTI           15         1.0 - 1.5           30         1.5 - 2.5           00         > 2.5
LOS F LOS 'E' In	tersections	0 LOS 'F' In MD 124 at W intersections) Segment	Length	DS F	0.0 / 1.9 TTI 1.00 - 1. 1.15 - 1.3 1.30 - 2.00	0.0 / 0.7 Color Key PTI 15 1.0 - 1.5 30 1.5 - 2.5 00 > 2.5 No data
LOS F LOS 'E' In Available count data for the la	tersections ast four years. (23% of signalized Roadway North to	0 LOS 'F' In MD 124 at W intersections) Segment South	Length (miles)	DS F	0.0 / 1.9 TTI 1.00 - 1. 1.15 - 1.3 1.30 - 2.00 TI	0.0 / 0.7 Color Key PTI 15 1.0 - 1.5 30 1.5 - 2.5 00 > 2.5 No data
LOS F LOS 'E' In Available count data for the la	tersections ast four years. (23% of signalized Roadway North to Main St. (MD-108) - H	0 LOS 'F' In MD 124 at W intersections) Segment South awkins Creamery Rd.	Length (miles)	DS F	0.0 / 1.9 TTI 1.00 - 1. 1.15 - 1.3 1.30 - 2.00 TI PM	0.0 / 0.7 Color Key PTI 15 1.0 - 1.5 30 1.5 - 2.5 00 > 2.5 No data PTI AM PM
LOS F LOS 'E' In Available count data for the la	tersections ast four years. (23% of signalized Roadway North to Main St. (MD-108) - H Hawkins Creamery Rd Log	0 LOS 'F' In MD 124 at W intersections) Segment South awkins Creamery Rd. House Rd/ Low Meadow Dr.	Length (miles) 1.0 1.2	DS F	0.0 / 1.9 TTI 1.00 - 1. 1.15 - 1.3 1.30 - 2.00 TI PM	0.0 / 0.7 Color Key PTI 15 1.0 - 1.5 30 1.5 - 2.5 00 > 2.5 No data PTI AM PM
LOS F LOS 'E' In Available count data for the la	tersections ast four years. (23% of signalized Roadway North to Main St. (MD-108) - H	0 LOS 'F' In MD 124 at W intersections) Segment South awkins Creamery Rd. House Rd/ Low Meadow Dr. aadow Dr Rocky Rd.	Length (miles)	DS F	0.0 / 1.9 TTI 1.00 - 1. 1.15 - 1.3 1.30 - 2.00 TI PM	0.0 / 0.7 Color Key PTI 15 1.0 - 1.5 30 1.5 - 2.5 00 > 2.5 No data PTI AM PM
LOS F LOS 'E' In Available count data for the la	tersections tersections ast four years. (23% of signalized Roadway North tc Main St. (MD-108) - H Hawkins Creamery Rd Log Log House Rd/ Low Mo	0 LOS 'F' In MD 124 at W intersections) Segment South awkins Creamery Rd. House Rd/ Low Meadow Dr. aadow Dr Rocky Rd. - Brink Rd.	Length (miles) 1.0 1.2 2.4	DS F	0.0 / 1.9 TTI 1.00 - 1. 1.15 - 1.3 1.30 - 2.00 TI PM	0.0 / 0.7 Color Key PTI 15 1.0 - 1.5 30 1.5 - 2.5 00 > 2.5 No data PTI AM PM
LOS F LOS 'E' In Available count data for the la	tersections tersections ast four years. (23% of signalized Roadway North tc Main St. (MD-108) - H Hawkins Creamery Rd Log Log House Rd/ Low Ma Rocky Rd Rock	0 LOS 'F' In MD 124 at W intersections) Segment South awkins Creamery Rd. House Rd/ Low Meadow Dr. Padow Dr Rocky Rd. - Brink Rd. Varfield Rd.	Length (miles) 1.0 1.2 2.4 1.4	DS F	0.0 / 1.9 TTI 1.00 - 1. 1.15 - 1.3 1.30 - 2.00 TI PM	0.0 / 0.7 Color Key PTI 15 1.0 - 1.5 30 1.5 - 2.5 30 2.5 No data PTI AM PM NB SB NB S I I I I I I I I I I I I I I I I I I I
LOS F LOS 'E' In Available count data for the la	tersections tersections ast four years. (23% of signalized Roadway North tc Main St. (MD-108) - H Hawkins Creamery Rd Log Log House Rd/ Low Me Rocky Rd. Brink Rd V Warfield Rd Fieldcrest Fieldcrest Rd./ Hadley F	0 LOS 'F' In MD 124 at W intersections) Segment s South awkins Creamery Rd. House Rd/ Low Meadow Dr. adow Dr Rocky Rd. - Brink Rd. Varfield Rd. I Rd./ Hadley Farms Dr. Farms Dr Airpark Rd.	Length (miles) 1.2 2.4 1.4 1.3 0.7 1.1	DS F	0.0 / 1.9 TTI 1.00 - 1. 1.15 - 1.3 1.30 - 2.00 FI PM NB SB	0.0 / 0.7 Color Key PTI 15 1.0 - 1.5 30 1.5 - 2.5 30 2.5 No data PTI AM PM NB SB NB S NB SB NB S NB SB NB S AM PM
LOS F LOS 'E' In Available count data for the la	tersections tersections ast four years. (23% of signalized Roadway North tc Main St. (MD-108) - H Hawkins Creamery Rd Log Log House Rd/ Low Me Rocky Rd. Brink Rd V Warfield Rd Fieldcrest Fieldcrest Rd./ Hadley F Airpark Rd Snouffer School R	0 LOS 'F' In MD 124 at W intersections) Segment south awkins Creamery Rd. House Rd/ Low Meadow Dr. adow Dr Rocky Rd. - Brink Rd. Varfield Rd. I Rd./ Hadley Farms Dr. Farms Dr Airpark Rd. d./Muncaster Mill Rd (MD-115)	Length (miles) 1.2 2.4 1.4 1.3 0.7 1.1 0.7	DS F	0.0 / 1.9 TTI 1.00 - 1. 1.15 - 1.3 1.30 - 2.00 FI PM NB SB	0.0 / 0.7 Color Key PTI 15 1.0 - 1.5 30 1.5 - 2.5 30 2.5 No data PTI AM PM NB SB NB S AM PM NB SB NB S AM PM NB SB NB S AM A AM A AM A PM NB SB NB S AM A AM A
LOS F LOS 'E' In Available count data for the la	tersections tersections ast four years. (23% of signalized Roadway North to Main St. (MD-108) - H Hawkins Creamery Rd Log Log House Rd/ Low Me Rocky Rd. Brink Rd V Warfield Rd Fieldcrest Fieldcrest Rd./ Hadley F Airpark Rd Snouffer School R SnoufferSchiRd/MncterMillRd(Mt	0 LOS 'F' In MD 124 at W intersections) Segment so South awkins Creamery Rd. House Rd/ Low Meadow Dr. eadow Dr Rocky Rd. - Brink Rd. Varfield Rd. I Rd./ Hadley Farms Dr. Farms Dr Airpark Rd. d./Muncaster Mill Rd (MD-115) D115) - MdctyHwy/WoodfieldRd.	Length (miles) 1.2 2.4 1.4 1.3 0.7 1.1 0.7 0.9	DS F	0.0 / 1.9 TTI 1.00 - 1. 1.15 - 1.3 1.30 - 2.00 FI PM NB SB	0.0 / 0.7 Color Key PTI 15 1.0 - 1.5 30 1.5 - 2.5 30 2.5 No data PTI AM PM NB SB NB S NB SB NB S NB SB NB S AM PM
LOS F LOS 'E' In Available count data for the la	tersections tersections  tersections  Roadway North tc  Main St. (MD-108) - H Hawkins Creamery Rd Log Log House Rd/ Low Me Rocky Rd. Brink Rd V Warfield Rd Fieldcrest Fieldcrest Rd./ Hadley F Airpark Rd Snouffer School R SnoufferSchiRd/MncterMillRd(Mt Midcounty Hwy/Wood	0 LOS 'F' In MD 124 at W intersections) Segment south awkins Creamery Rd. House Rd/ Low Meadow Dr. eadow Dr Rocky Rd. - Brink Rd. Varfield Rd. I Rd./ Hadley Farms Dr. Farms Dr Airpark Rd. d./Muncaster Mill Rd (MD-115) D115) - MdctyHwy/WoodfieldRd. field Rd Goshen Rd.	Length (miles) 1.0 1.2 2.4 1.4 1.3 0.7 1.1 0.7 0.9 1.1 1.1 1.1 1.1 1.1 1.1 1.1 1.1 1.1 1	DS F	0.0 / 1.9 TTI 1.00 - 1. 1.15 - 1.3 1.30 - 2.00 FI PM NB SB	0.0 / 0.7 Color Key PTI 15 1.0 - 1.5 30 1.5 - 2.5 30 2.5 No data PTI AM PM NB SB NB S AM PM NB SB NB S AM PM NB SB NB S AM A AM A AM A PM NB SB NB S AM A AM A
LOS F LOS 'E' In Available count data for the la	tersections tersections  tersections  Roadway North tc Main St. (MD-108) - H Hawkins Creamery Rd Log Log House Rd/ Low Me Rocky Rd. Brink Rd V Warfield Rd Fieldcrest Fieldcrest Rd./ Hadley F Airpark Rd Snouffer School R SnoufferSchIRd/MncterMillRd(Mt Midcounty Hwy/Wood Goshen Rd Montgomery	0 LOS 'F' In MD 124 at W intersections) Segment South awkins Creamery Rd. House Rd/ Low Meadow Dr. eadow Dr Rocky Rd. - Brink Rd. Varfield Rd. I Rd./ Hadley Farms Dr. Farms Dr Airpark Rd. d./Muncaster Mill Rd (MD-115) D115) - MdctyHwy/WoodfieldRd. field Rd Goshen Rd. Village Dr /Midcounty Hwy	Length (miles) 1.2 2.4 1.4 1.3 0.7 1.1 0.7 0.9 1.1 0.6	DS F	0.0 / 1.9 TTI 1.00 - 1. 1.15 - 1.3 1.30 - 2.00 FI PM NB SB	0.0 / 0.7 Color Key PTI 15 1.0 - 1.5 30 1.5 - 2.5 30 2.5 No data PTI AM PM NB SB NB S AM PM NB SB NB S AM PM NB SB NB S AM A AM A AM A PM NB SB NB S AM A AM A
LOS F LOS 'E' In Available count data for the la Functional Class Urban Minor Arterial	tersections tersections  tersections  Roadway North tc  Main St. (MD-108) - H Hawkins Creamery Rd Log Log House Rd/ Low Me Rocky Rd. Brink Rd V Warfield Rd Fieldcrest Fieldcrest Rd./ Hadley F Airpark Rd Snouffer School R SnoufferSchiRd/MncterMillRd(Mt Midcounty Hwy/Wood	0 LOS 'F' In MD 124 at W intersections) Segment South awkins Creamery Rd. House Rd/ Low Meadow Dr. eadow Dr Rocky Rd. - Brink Rd. Varfield Rd. I Rd./ Hadley Farms Dr. Farms Dr Airpark Rd. d./Muncaster Mill Rd (MD-115) D115) - MdctyHwy/WoodfieldRd. field Rd Goshen Rd. Village Dr /Midcounty Hwy wy - Frederick Rd/Ave(MD-355)	Length (miles) 1.0 1.2 2.4 1.4 1.3 0.7 1.1 0.7 0.9 1.1 1.1 1.1 1.1 1.1 1.1 1.1 1.1 1.1 1	DS F	0.0 / 1.9 TTI 1.00 - 1. 1.15 - 1.3 1.30 - 2.00 FI PM NB SB	0.0 / 0.7           Color Key           PTI           15         1.0 - 1.5           30         1.5 - 2.5           30         2.5 - 2.5           00         > 2.5           NO data         PTI           AM         PM           NB         SB         NB           NB         SB         NB         1           Q         Q         Q         1           W         Q         Q         Q           W         Q         Q         Q           I         W         Q         Q           I         Q         Q         Q           I         Q         Q         Q           I         Q         Q         Q           I         Q         Q         Q           I         Q         Q         Q           I         Q         Q         Q           I         Q         Q         Q           I         Q         Q         Q           I         Q         Q         Q           I         Q         Q         Q
LOS F LOS 'E' In Available count data for the la Functional Class Urban Minor Arterial	tersections tersections  tersections  ast four years. (23% of signalized  Roadway North tc  Main St. (MD-108) - H Hawkins Creamery Rd Log Log House Rd/ Low Me Rocky Rd. Brink Rd V Warfield Rd Fieldcrest Fieldcrest Rd./ Hadley F Airpark Rd Snouffer School R SnoufferSchIRd/MncterMillRd(Mt Midcounty Hwy/Woodt Goshen Rd Montgomery MontgomeryVillage/MidcountyHw	0 LOS 'F' In MD 124 at W intersections) Segment o South awkins Creamery Rd. House Rd/ Low Meadow Dr. eadow Dr Rocky Rd. House Rd/ Low Meadow Dr. eadow Dr Rocky Rd. Brink Rd. Varfield Rd. t Rd./ Hadley Farms Dr. Farms Dr Airpark Rd. d./Muncaster Mill Rd (MD-115) D115) - MdctyHwy/WoodfieldRd. field Rd Goshen Rd. Village Dr /Midcounty Hwy wy - Frederick Rd/Ave(MD-355) (MD-355) - I-270	Length (miles) 1.2 1.4 1.3 0.7 1.1 0.7 0.9 1.1 0.6 0.6 0.7 1.1 0.6	DS F	0.0 / 1.9 TTI 1.00 - 1. 1.15 - 1.3 1.30 - 2.00 FI PM NB SB	0.0 / 0.7           Color Key           PTI           15         1.0 - 1.5           30         1.5 - 2.5           30         2.5 - 2.5           00         > 2.5           NO data         PTI           AM         PM           NB         SB         NB           NB         SB         NB         1           Q         Q         Q         1           W         Q         Q         Q           W         Q         Q         Q           I         W         Q         Q           I         Q         Q         Q           I         Q         Q         Q           I         Q         Q         Q           I         Q         Q         Q           I         Q         Q         Q           I         Q         Q         Q           I         Q         Q         Q           I         Q         Q         Q           I         Q         Q         Q           I         Q         Q         Q
LOS F LOS 'E' In Available count data for the la Functional Class Urban Minor Arterial	tersections  tersections  tersections  ast four years. (23% of signalized  Roadway North tc  Main St. (MD-108) - H  Hawkins Creamery Rd Log Log House Rd/ Low Me Rocky Rd.  Underster Rd Nortfield Rd Fieldcrest Fieldcrest Rd./ Hadley F  Airpark Rd Snouffer School R  SnoufferSchIRd/MncterMillRd(Mt Midcounty Hwy./Woodt Goshen Rd Montgomery MontgomeryVillage/MidcountyH Frederick Rd/Ave	0 LOS 'F' In MD 124 at W MD 124 at W intersections) Segment o South awkins Creamery Rd. House Rd/ Low Meadow Dr. eadow Dr Rocky Rd. House Rd/ Low Meadow Dr. eadow Dr Rocky Rd. - Brink Rd. Varfield Rd. t Rd./ Hadley Farms Dr. Farms Dr Airpark Rd. d./Muncaster Mill Rd (MD-115) D115) - MdctyHwy/WoodfieldRd. field Rd Goshen Rd. Village Dr /Midcounty Hwy wy - Frederick Rd/Ave(MD-355) (MD-355) - I-270 iamond Av (MD-117)	Length (miles) 1.2 2.4 1.4 1.3 0.7 1.1 0.7 0.9 1.1 0.6 0.9 1.1 0.6 0.7 0.9 1.1 0.6 0.7 0.9	DS F	0.0 / 1.9 TTI 1.00 - 1. 1.15 - 1.3 1.30 - 2.00 FI PM NB SB	0.0 / 0.7           Color Key           PTI           15         1.0 - 1.5           30         1.5 - 2.5           30         2.5 - 2.5           00         > 2.5           NO data         PTI           AM         PM           NB         SB         NB           NB         SB         NB         1           Q         Q         Q         1           W         Q         Q         Q           W         Q         Q         Q           I         W         Q         Q           I         Q         Q         Q           I         Q         Q         Q           I         Q         Q         Q           I         Q         Q         Q           I         Q         Q         Q           I         Q         Q         Q           I         Q         Q         Q           I         Q         Q         Q           I         Q         Q         Q           I         Q         Q         Q

Limits:	MD 97 to Balti	more City Line								G
		•	97		(140)		AD RD			RD
Corridor Length:	20.4	miles	32			(91)	30	1.	(128)	
Speed Limit:	30 - 5	5 MPH		SANG	A	Finksburg	ш	BUTLE	ER	
Travel Lanes:	(1 - 3) Northbound	(1 - 2) Southbound		SWESSIL	A EMORY	Y	Reister		7	
Signal Controlled Intersections:	5	51	D	3	RD 2	in the		K	)es	129
Grade Separated Interchanges:	;	3	26	2	Li	berty Res	ervoir	0	wings Mill	s Stev
Major Cross Streets:	MD 30, MD 940	D 91, I-795, , Painters Mill Rd 5, Old Court Rd					1181	ERTY RD Randa	allstown Milford	Pikesv
	Routes	Avg. Daily Ridership								
Routes and Ridership	MTA LocalLink 83 MTA LocalLink 87	2,002 893			ът		Truck	-	P	eak Hour
·	MTA LocalLink 87	1,059	16,000	22 AA		4	Truck 1% - 9		-	Traffic 7% - 8%
		.,	,	,-			ent Operat			
	Intersection Operations		_			-	rthbound	s	Southbo	
Signalized Intersection	s*: AM Peak Hour	PM Peak Hour		Level Servio		(N	M / PM /liles of badway)		AM / P (Miles Roadwa	of
LOS D or Better	14	13	LC	S D or	Better		.5 / 10.5	_	13.5 / 1	
							0107		1010	-
LOS E	0	1		LOS			.9/3.7		4.0/2	
LOS F LOS 'E' Int	0 0 ersections enter St (PM)	1 0 LOS 'F' In	tersectior	LOS			.0 / 6.2 TT 1.00 -	<b>1</b> 1.15	4.072 2.976	2 PTI 1.0 - 1.5
LOS F LOS 'E' Int	0 ersections	0	tersection	LOS			.0 / 6.2 TT	I 1.15 1.30 2.00	2.9/6	2 PTI
LOS F LOS 'E' Int MD 140 at C	0 ersections	0 LOS 'F' In	Itersection	LOS			.0 / 6.2 TT 1.00 - 1.15 - 1.30 -	1.15 1.30 2.00	2.9/6	2 PTI 1.0 - 1.5 1.5 - 2.5
LOS F LOS 'E' Int MD 140 at C Available count data for the la	0 ersections enter St (PM) st four years. (27% of signalized	0 LOS 'F' In	1	LOS	F	1. 	.0 / 6.2 TT 1.00 - 1.15 - 1.30 - > 2.0	1.15 1.30 2.00	2.9/6 lor Key o data	2 PTI 1.0 - 1.5 1.5 - 2.5 > 2.5 PTI
LOS F LOS 'E' Int MD 140 at C	0 ersections enter St (PM) st four years. (27% of signalized Roadway	0 LOS 'F' In	tersection		F	TI PN	.0 / 6.2 TT 1.00 - 1.15 - 1.30 - > 2.0	1.15 1.30 2.00 00 No	2.9 / 6 lor Key o data	2 PTI 1.0 - 1.5 1.5 - 2.5 > 2.5 PTI PM
LOS F LOS 'E' Int MD 140 at C Available count data for the la Functional Class	0 erter St (PM) st four years. (27% of signalized Roadway North t	0 LOS 'F' In d intersections)	Length	LOS	F	1. 	.0 / 6.2 TT 1.00 - 1.15 - 1.30 - > 2.0	1.15 1.30 2.00	2.9 / 6 lor Key o data	2 PTI 1.0 - 1.5 1.5 - 2.5 > 2.5 PTI
LOS F LOS 'E' Int MD 140 at C Available count data for the la	0 enter St (PM) st four years. (27% of signalized Roadway North t	0 LOS 'F' In d intersections)	Length (miles) 2.5 2.2		F	TI PN	.0 / 6.2 TT 1.00 - 1.15 - 1.30 - > 2.0	1.15 1.30 2.00 00 No	2.9 / 6 lor Key o data	2 PTI 1.0 - 1.5 1.5 - 2.5 > 2.5 PTI PM
LOS F LOS 'E' Int MD 140 at C Available count data for the la Functional Class Urban Other Principal Arterial	0 enter St (PM) st four years. (27% of signalized Roadway North t New Washington Rd (MD-9 Reese Rd Green Green Mill Rd./Suffolk Rd	0 LOS 'F' In d intersections) r Segment o South 97) Malcom Dr Reese Rd. Mill Rd./Suffolk Rd. Emroy/Gamber Rd (MD-91)	Length (miles) 2.5 2.2 1.9		F	TI PN	.0 / 6.2 TT 1.00 - 1.15 - 1.30 - > 2.0	1.15 1.30 2.00 00 No	2.9 / 6 lor Key o data	2 PTI 1.0 - 1.5 1.5 - 2.5 > 2.5 PTI PM
LOS F LOS 'E' Int MD 140 at C Available count data for the la Functional Class Urban Other Principal	0 enter St (PM) st four years. (27% of signalized Roadway North t New Washington Rd (MD-6 Reese Rd Green Green Mill Rd./Suffolk Rd Emroy/Gamber Rd (MD-6	0 LOS 'F' In d intersections) r Segment o South 97) Malcom Dr Reese Rd. Mill Rd./Suffolk Rd. Emroy/Gamber Rd (MD-91) 91) - Butler Rd. (MD-795)	Length (miles) 2.5 2.2 1.9 3.4		F	TI PN	.0 / 6.2 TT 1.00 - 1.15 - 1.30 - > 2.0	1.15 1.30 2.00 00 No	2.9/6	2 PTI 1.0 - 1.5 1.5 - 2.5 > 2.5 PTI PM
LOS F LOS 'E' Int MD 140 at C Available count data for the la Functional Class Urban Other Principal Arterial	0 enter St (PM) st four years. (27% of signalized Roadway North t New Washington Rd (MD-6 Reese Rd Green Green Mill Rd./Suffolk Rd Emroy/Gamber Rd (MD-795) - Butler Rd. (MD-795) -	0 LOS 'F' In d intersections) 7 Segment o South 97) Malcom Dr Reese Rd. Mill Rd./Suffolk Rd. Emroy/Gamber Rd (MD-91) 91) - Butler Rd. (MD-795) - Hanover Rd. (MD-30)	Length (miles) 2.5 2.2 1.9 3.4 0.4		F	TI PN	.0 / 6.2 TT 1.00 - 1.15 - 1.30 - > 2.0	1.15 1.30 2.00 00 No	2.9 / 6 lor Key o data	2 PTI 1.0 - 1.5 1.5 - 2.5 > 2.5 PTI PM
LOS F LOS 'E' Int MD 140 at C Available count data for the la Functional Class Urban Other Principal Arterial	0 enter St (PM) st four years. (27% of signalized Roadway North t New Washington Rd (MD-9 Reese Rd Green Green Mill Rd./Suffolk Rd Emroy/Gamber Rd (MD-795) - Butler Rd. (MD-795) - Hanover Rd. (MD-30) - Gly	0 LOS 'F' In d intersections) r Segment o South 97) Malcom Dr Reese Rd. Mill Rd./Suffolk Rd. Emroy/Gamber Rd (MD-91) 91) - Butler Rd. (MD-795)	Length (miles) 2.5 2.2 1.9 3.4		F	TI PN	.0 / 6.2 TT 1.00 - 1.15 - 1.30 - > 2.0	1.15 1.30 2.00 00 No	2.9/6	2 PTI 1.0 - 1.5 1.5 - 2.5 > 2.5 PTI PM
LOS F LOS 'E' Int MD 140 at C Available count data for the la Functional Class Urban Other Principal Arterial	0 enter St (PM) st four years. (27% of signalized Roadway North t New Washington Rd (MD-9 Reese Rd Green Green Mill Rd./Suffolk Rd Emroy/Gamber Rd (MD-795) - Butler Rd. (MD-795) - Hanover Rd. (MD-30) - Gly	0 LOS 'F' In d intersections) r Segment o South 97) Malcom Dr Reese Rd. Mill Rd./Suffolk Rd. Emroy/Gamber Rd (MD-91) 91) - Butler Rd. (MD-795) - Hanover Rd. (MD-795) - Hanover Rd. (MD-30) ndon Dr/ Glyndon Trace Dr.	Length (miles) 2.5 2.2 1.9 3.4 0.4 0.7		F	TI PN	.0 / 6.2 TT 1.00 - 1.15 - 1.30 - > 2.0	1.15 1.30 2.00 00 No	2.9/6	2 PTI 1.0 - 1.5 1.5 - 2.5 > 2.5 PTI PM
LOS F LOS 'E' Int MD 140 at C Available count data for the la Functional Class Urban Other Principal Arterial	enter St (PM) st four years. (27% of signalized Roadway North t New Washington Rd (MD-9 Reese Rd Green Green Mill Rd./Suffolk Rd Emroy/Gamber Rd (MD-795) - Butler Rd. (MD-795) - Hanover Rd. (MD-30) - Gly Glyndon Dr/ Glyndon Tr Berrymans Ln Frank	0 LOS 'F' In d intersections) r Segment o South 97) Malcom Dr Reese Rd. Mill Rd./Suffolk Rd. • Emroy/Gamber Rd (MD-91) 91) - Butler Rd. (MD-795) • Hanover Rd. (MD-795) • Hanover Rd. (MD-70) ndon Dr/ Glyndon Trace Dr. race Dr Berrymans Ln.	Length (miles) 2.5 2.2 1.9 3.4 0.4 0.7 0.4		F	TI PN	.0 / 6.2 TT 1.00 - 1.15 - 1.30 - > 2.0	1.15 1.30 2.00 00 No	2.9/6	2 PTI 1.0 - 1.5 1.5 - 2.5 > 2.5 PTI PM
LOS F LOS 'E' Int MD 140 at C Available count data for the la Functional Class Urban Other Principal Arterial	enter St (PM) st four years. (27% of signalized Roadway North t New Washington Rd (MD-5 Reese Rd Green Green Mill Rd./Suffolk Rd Emroy/Gamber Rd (MD-795) - Butler Rd. (MD-795) - Hanover Rd. (MD-30) - Gly Glyndon Dr/ Glyndon Tr Berrymans Ln Frank Franklin Blvd./Cherry Hill Rd	0 LOS 'F' In d intersections) r Segment o South 97) Malcom Dr Reese Rd. Mill Rd./Suffolk Rd. • Emroy/Gamber Rd (MD-91) 91) - Butler Rd. (MD-795) • Hanover Rd. (MD-795)	Length (miles) 2.5 2.2 1.9 3.4 0.4 0.7 0.4 0.7		F	TI PN	.0 / 6.2 TT 1.00 - 1.15 - 1.30 - > 2.0	1.15 1.30 2.00 00 No	2.9/6	2 PTI 1.0 - 1.5 1.5 - 2.5 > 2.5 PTI PM
LOS F LOS 'E' Int MD 140 at C Available count data for the la Functional Class Urban Other Principal Arterial Urban/Rural Other P. Arterial	enter St (PM) st four years. (27% of signalized Roadway North t New Washington Rd (MD-5 Reese Rd Green Green Mill Rd./Suffolk Rd Emroy/Gamber Rd (MD-795) - Butler Rd. (MD-795) - Hanover Rd. (MD-30) - Gly Glyndon Dr/ Glyndon Tr Berrymans Ln Frank Franklin Blvd./Cherry Hill Rd Dolfield Blvd/ Richmar Pleasant Hill Rd Owir	0 LOS 'F' In d intersections) / Segment o South 97) Malcom Dr Reese Rd. Mill Rd./Suffolk Rd. • Emroy/Gamber Rd (MD-91) 91) - Butler Rd. (MD-795) • Hanover Rd. (MD-900)	Length (miles) 2.5 2.2 1.9 3.4 0.4 0.7 0.4 0.7 0.4 0.7 1.2 0.5 1.0		F	TI PN	.0 / 6.2 TT 1.00 - 1.15 - 1.30 - > 2.0	1.15 1.30 2.00 00 No	2.9/6	2 PTI 1.0 - 1.5 1.5 - 2.5 > 2.5 > 2.5 PTI PM NB S A A A A A A A A A A A A A
LOS F LOS 'E' Int MD 140 at C Available count data for the la Functional Class Urban Other Principal Arterial	enter St (PM) st four years. (27% of signalized Roadway North t New Washington Rd (MD-5 Reese Rd Green Green Mill Rd./Suffolk Rd Emroy/Gamber Rd (MD-795) - Hanover Rd. (MD-795) - Hanover Rd. (MD-30) - Gly Glyndon Dr/ Glyndon Tr Berrymans Ln Frank Franklin Blvd./Cherry Hill Rd Dolfield Blvd/ Richmar Pleasant Hill Rd Owir Owings Mills Blvd. (MD	0 LOS 'F' In J LOS 'F' In J LOS 'F' In J Malcom Dr Reese Rd. Mill Rd./Suffolk Rd. • Emroy/Gamber Rd (MD-91) 91) - Butler Rd. (MD-795) • Hanover Rd. (MD-910) • Julie Blvd. (MD-940) • Painters Mill Rd.	Length (miles) 2.5 2.2 1.9 3.4 0.4 0.7 0.4 0.7 0.4 0.7 1.2 0.5 1.0 0.4		F	TI PN	.0 / 6.2 TT 1.00 - 1.15 - 1.30 - > 2.0	1.15 1.30 2.00 00 No	2.9/6	2 PTI 1.0 - 1.5 1.5 - 2.5 > 2.5 PTI PM
LOS F LOS 'E' Int MD 140 at C Available count data for the la Functional Class Urban Other Principal Arterial Urban/Rural Other P. Arterial Urban Other Principal	enter St (PM) st four years. (27% of signalized Roadway North t New Washington Rd (MD-5 Reese Rd Green Green Mill Rd./Suffolk Rd Emroy/Gamber Rd (MD-795) - Hanover Rd. (MD-795) - Hanover Rd. (MD-30) - Gly Glyndon Dr/ Glyndon Tr Berrymans Ln Frank Franklin Blvd./Cherry Hill Rd Dolfield Blvd/ Richmar Pleasant Hill Rd Owir Owings Mills Blvd. (MD	0 LOS 'F' In J LOS 'F' In J LOS 'F' In J Malcom Dr Reese Rd. Mill Rd./Suffolk Rd. • Emroy/Gamber Rd (MD-91) 91) - Butler Rd. (MD-795) • Hanover Rd. (MD-940) • Painters Mill Rd. spring Valley Rd (MD-130)	Length (miles) 2.5 2.2 1.9 3.4 0.4 0.7 0.4 0.7 0.4 0.7 1.2 0.5 1.0 0.4 1.2		F	TI PN	.0 / 6.2 TT 1.00 - 1.15 - 1.30 - > 2.0	1.15 1.30 2.00 00 No	2.9/6	2 PTI 1.0 - 1.5 1.5 - 2.5 > 2.5 > 2.5 PTI PM NB S A A A A A A A A A A A A A
LOS F LOS 'E' Int MD 140 at C Available count data for the la Functional Class Urban Other Principal Arterial Urban/Rural Other P. Arterial Urban Other Principal	enter St (PM) st four years. (27% of signalized Roadway North t New Washington Rd (MD- Reese Rd Green Green Mill Rd./Suffolk Rd Emroy/Gamber Rd (MD- Butler Rd. (MD-795) - Hanover Rd. (MD-30) - Gly Glyndon Dr/ Glyndon Tr Berrymans Ln Frank Franklin Blvd./Cherry Hill Rd Dolfield Blvd/ Richmar Pleasant Hill Rd Owir Owings Mills Blvd. (MD Painters Mill Rd Greens Greenspring Valley Rd (MD-130	0 LOS 'F' In J LOS	Length (miles) 2.5 2.2 1.9 3.4 0.4 0.7 0.4 0.7 0.4 0.7 1.2 0.5 1.0 0.4 1.2 0.4 1.2 0.6		F	TI PN	.0 / 6.2 TT 1.00 - 1.15 - 1.30 - > 2.0	1.15 1.30 2.00 00 No	2.9/6	2 PTI 1.0 - 1.5 1.5 - 2.5 > 2.5 > 2.5 PTI PM NB S A A A A A A A A A A A A A
LOS F LOS 'E' Int MD 140 at C Available count data for the la Functional Class Urban Other Principal Arterial Urban/Rural Other P. Arterial Urban Other Principal	enter St (PM) st four years. (27% of signalized Roadway North t New Washington Rd (MD-5 Reese Rd Green Green Mill Rd./Suffolk Rd Emroy/Gamber Rd (MD-795) - Hanover Rd. (MD-30) - Gly Glyndon Dr/ Glyndon Tr Berrymans Ln Frank Franklin Blvd./Cherry Hill Rd Dolfield Blvd/ Richmar Pleasant Hill Rd Owir Owings Mills Blvd. (MD Painters Mill Rd Greens Greenspring Valley Rd (MD-130 McDonogh Rd./ C	0 LOS 'F' In J LOS	Length (miles) 2.5 2.2 1.9 3.4 0.4 0.7 0.4 0.7 0.4 0.7 1.2 0.5 1.0 0.4 1.2 0.6 1.2		F	TI PN	.0 / 6.2 TT 1.00 - 1.15 - 1.30 - > 2.0	1.15 1.30 2.00 00 No	2.9/6	2 PTI 1.0 - 1.5 2.5 2.5 PTI PM NB § 0 0 0 0 0 0 0 0 0 0 0 0 0
LOS F LOS 'E' Int MD 140 at C Available count data for the la Functional Class Urban Other Principal Arterial Urban/Rural Other P. Arterial Urban Other Principal	enter St (PM) st four years. (27% of signalized Roadway North t New Washington Rd (MD- Reese Rd Green Green Mill Rd./Suffolk Rd Emroy/Gamber Rd (MD- Butler Rd. (MD-795) - Hanover Rd. (MD-30) - Gly Glyndon Dr/ Glyndon Tr Berrymans Ln Frank Franklin Blvd./Cherry Hill Rd Dolfield Blvd/ Richmar Pleasant Hill Rd Owir Owings Mills Blvd. (MD Painters Mill Rd Greens Greenspring Valley Rd (MD-130 McDonogh Rd./ C 1-695 - Olic	d intersections) / Segment o South 97) Malcom Dr Reese Rd. Mill Rd./Suffolk Rd. - Emroy/Gamber Rd (MD-91) 91) - Butler Rd. (MD-795) - Hanover Rd. (MD-90) - 940) - Painters Mill Rd. spring Valley Rd (MD-130) - hcDonogh Rd./ Craddock Ln. raddock Ln 1-695 d Court Rd.	Length (miles) 2.5 2.2 1.9 3.4 0.4 0.7 0.4 0.7 0.4 0.7 1.2 0.5 1.0 0.4 1.2 0.6 1.2 0.6		F		.0 / 6.2 TT 1.00 - 1.15 - 1.30 - > 2.0	1.15 1.30 2.00 00 No	2.9/6	2 PTI 1.0 - 1.5 2.5 2.5 PTI PM NB S 0 0 0 0 0 0 0 0 0 0 0 0 0
LOS F LOS 'E' Int MD 140 at C Available count data for the la Functional Class Urban Other Principal Arterial Urban/Rural Other P. Arterial Urban Other Principal	enter St (PM) st four years. (27% of signalized Roadway North t New Washington Rd (MD-5 Reese Rd Green Green Mill Rd./Suffolk Rd Emroy/Gamber Rd (MD-795) - Hanover Rd. (MD-30) - Gly Glyndon Dr/ Glyndon Tr Berrymans Ln Frank Franklin Bivd./Cherry Hill Rd Dolfield Blvd/ Richmar Pleasant Hill Rd Owir Owings Mills Blvd. (MD Painters Mill Rd Greens Greenspring Valley Rd (MD-130 McDonogh Rd./ C 1-695 - Olc Old Court Rd.	0 LOS 'F' In J LOS	Length (miles) 2.5 2.2 1.9 3.4 0.4 0.7 0.4 0.7 0.4 0.7 1.2 0.5 1.0 0.4 1.2 0.6 1.2		F	TI PN	.0 / 6.2 TT 1.00 - 1.15 - 1.30 - > 2.0	1.15 1.30 2.00 00 No	2.9/6	2 PTI 1.0 - 1.5 1.5 - 2.5 > 2.5 > 2.5 PTI PM NB S 0 0 0 0 0 0 0 0 0 0 0 0 0

MD 152			27	CARRS MILL	200	24
Limits:	US 40 to C	arrs Mill Rd	13	Fallston		924
Corridor Length:	7.6	miles	15	14	Benson 17	Bel Air South
Speed Limit:	50	MPH		Voodlyn Jeadows	152	
Travel Lanes:	(1 - 2) Northbound	(1 - 2) Southbound		1	nt Hills	SINGER We
Signal Controlled Intersections:		9		JERUSALEM	h	143
Grade Separated Interchanges:		1				Clayton 95 7
Major Cross Streets:	Jerusalem F US 1, I	ID 7, I-95, Rd/Singer Rd, MD 147, Mill Rd				100PFA (152)
	Routes	Avg. Daily Ridership	201	22 AADT	Trucks	Peak Hour Traffic
Routes and Ridership	Commuter Bus 411	72		- 26,000 vpd	5% - 8%	
				S	egment Operatio	ons
Signalized Intersections	Intersection Operations           *:         AM Peak Hour	PM Peak Hour		Level of Service	Northbound AM / PM (Miles of Roadway)	Southbound AM / PM (Miles of Roadway)
LOS D or Better	N/A	N/A	LO	S D or Better	3.9 / 0.6	2.5 / 4.3
LOS E	N/A	N/A		LOS E	3.3 / 1.4	4.7 / 2.4
LOS F	N/A	N/A		LOS F	0.4 / 5.6	0.4 / 0.9
LOS 'E' Inte			·			
	ersections	LOS 'F' In	tersection	IS	ТТІ	Color Key PTI
					1.00 - 1.1	15 1.0 - 1.5
					1.15 - 1.3	30 1.5 - 2.5
					1.30 - 2.0	00
					1.00 2.0	~ 2.0
					> 2.00	> 2.5
Available count data for the las	t four years. (0% of signalized	intersections)				
Available count data for the las	st four years. (0% of signalized	intersections)		TT	> 2.00	No data
Available count data for the las	Roadway	/ Segment	Length	ITT AM	> 2.00	
	Roadway	,	Length (miles)		> 2.00	No data PTI AM PM
	Roadway North t	/ Segment		АМ	> 2.00	No data PTI AM PM NB SB NB S
Functional Class	Roadway North t Carrs Mill Rd./(Old Falls Watervale Rd M	<b>/ Segment</b> o South ston Rd.) - Watervale Rd. D147/(Harford Rd.)	(miles) 0.5 1.3	АМ	> 2.00	No data PTI AM PM
	Roadway North 1 Carrs Mill Rd./(Old Falls Watervale Rd M MD147/(Harford Rd	<b>y Segment</b> o South ston Rd.) - Watervale Rd. D147/(Harford Rd.) I.) - US1/(Belair Rd.)	(miles) 0.5 1.3 0.5	АМ	> 2.00	No data PTI AM PM NB SB NB S
Functional Class	Roadway North t Carrs Mill Rd./(Old Falls Watervale Rd M MD147/(Harford Rd US1/(Belair Rd.	v Segment o South ston Rd.) - Watervale Rd. D147/(Harford Rd.) d.) - US1/(Belair Rd.) ) - Old Joppa Rd.	(miles) 0.5 1.3 0.5 1.4	АМ	> 2.00	No data PTI AM PM NB SB NB S W
Functional Class	Roadway North t Carrs Mill Rd./(Old Falls Watervale Rd M MD147/(Harford Rd US1/(Belair Rd. Old Joppa R	/ Segment o South ston Rd.) - Watervale Rd. D147/(Harford Rd.) 1.) - US1/(Belair Rd.) ) - Old Joppa Rd. d Singer Rd.	(miles) 0.5 1.3 0.5 1.4 1.0	АМ	> 2.00	PTI           AM         PM           NB         SB         NB         S           W         W         V         V           Image: SB         NB         S         S           Image: SB         NB         S         W         V           Image: SB         Image: SB
Functional Class	Roadway North t Carrs Mill Rd./(Old Falls Watervale Rd M MD147/(Harford Rd US1/(Belair Rd. Old Joppa R Singer Rd I-95/(Jd	/ Segment o South ston Rd.) - Watervale Rd. D147/(Harford Rd.) d.) - US1/(Belair Rd.) ) - Old Joppa Rd. d Singer Rd. ohn F. Kennedy Hwy)	(miles) 0.5 1.3 0.5 1.4 1.0 1.9	АМ	> 2.00	PTI           AM         PM           NB         SB         NB         S           W         W         X         X           I         I         I         I         I
Functional Class	Roadway North 1 Carrs Mill Rd./(Old Falls Watervale Rd M MD147/(Harford Rd US1/(Belair Rd. Old Joppa R Singer Rd I-95/(Jo I-95/(John F. Kennedy Hw	/ Segment o South ston Rd.) - Watervale Rd. D147/(Harford Rd.) 1.) - US1/(Belair Rd.) ) - Old Joppa Rd. d Singer Rd.	(miles) 0.5 1.3 0.5 1.4 1.0	АМ	> 2.00	PTI           AM         PM           NB         SB         NB         S           W         W         V         V           Image: SB         NB         S         S           Image: SB         NB         S         W         V           Image: SB         Image: SB

Limits:		uxent Freeway Columbia Pike		St.	80	Œ	D (1	00		Elkrid	lge
Corridor Length:		.2 miles	/	9	Colum	bia	10	8	0	Hanover	-
Speed Limit:	35 -	- 50 MPH			32)	E.	175	Ø	Ba	altimore/W rnational T	ashin
Travel Lanes:	(1 - 3) Northbour	nd (1 - 4) Sou	ithbound						6		(176
Signal Controlled Intersections:		19		29 Nor	th Laur	Sav	age	Jessu	p 295	(713)	Sever
Grade Separated Interchanges:		5		h	X	R	Anna	tion		in	74)
Major Cross Streets:	MD 713, MI	2, MD 174, D 295, US 1, I iver Pkwy, US						32	3	Fort Meade	dente
	Routes	-	aily Ridership							Peak I	
Routes and Ridership	MTA Commuter Bus 31 MTA Commuter Bus 32	-	112 107		22 AAI			<b>rucks</b> % - 12%		<b>Traf</b> 8% - 9	
		•	101	10,000	, 00,0		Segment O			0,0 0	
	Intersection Operation	ns					Northbo			uthbound	
Signalized Intersection	s*: AM Peak Hou	ır PN	l Peak Hour		Level Servic	-	AM / P (Miles Roadwa	of	(M	M / PM Miles of badway)	
LOS D or Better	11		11	LC	DS D or I	Better	7.5/3			.2 / 4.5	
	0							0			
LOS E	0		0		LOS		4.7/5	-		.0/3.7	
LOS E LOS F	0				LOS E		4.7/5 0.0/3	-		.0 / 3.7 .0 / 4.0	
LOS F			0	tersectior	LOS			-		.0 / 4.0	
LOS F	0		0 0	tersectior	LOS		0.0 / 3	.6 TTI	0 Color	1.0 / 4.0 r Key PT	
LOS F LOS 'E' In	0	zed intersections	0 0 LOS 'F' In	tersection	LOS		0.0 / 3	.6	0 Color 15 30	1.0 / 4.0 r Key PT 1.0 - 1.5 - > 2	1.5 2.5
LOS F LOS 'E' In	0 tersections	zed intersections	0 0 LOS 'F' In	tersection	LOS		0.0 / 3	.6 TTI 1.00 - 1.0 1.15 - 1.0 1.30 - 2.0	0 Color 15 30	1.0 / 4.0 r Key PT 1.0 - 1.5 - > 2	1.5 2.5
LOS F LOS 'E' In Available count data for the la	tersections		0 0 LOS 'F' In		LOSI	F T	0.0 / 3	.6 TTI 1.00 - 1.0 1.15 - 1.0 1.30 - 2.0	0 Color 15 30 No c	P.O / 4.0 r Key PT 1.0 - 1.5 - > 2 data PTI	1.5 2.5 .5
LOS F LOS 'E' In	0 tersections ast four years. (58% of signali Roadw	zed intersections	0 0 LOS 'F' In	tersection Length (miles)		F TT	0.0 / 3	.6 TTI 1.00 - 1.0 1.15 - 1.0 1.30 - 2.0	0 Color 15 30 No c	P.O / 4.0 r Key PT 1.0 - 1.5 - > 2 data PTI M	1.5 2.5 .5 PM
LOS F LOS 'E' In Available count data for the la	0 tersections ast four years. (58% of signali Roadw	vay Segment h to South	0 0 LOS 'F' In	Length	LOSI	F T	0.0 / 3	.6 TTI 1.00 - 1.0 1.15 - 1.0 1.30 - 2.0	0 Color 15 30 No c	P.O / 4.0 r Key PT 1.0 - 1.5 - > 2 data PTI	1.5 2.5 .5 PM
LOS F LOS 'E' In Available count data for the la	tersections ast four years. (58% of signali Roadv Nort Columbia Pike (U	vay Segment h to South	0 0 <b>LOS 'F' In</b> 5) Hill Rd.	Length (miles)		F TT	0.0 / 3	.6 TTI 1.00 - 1.0 1.15 - 1.0 1.30 - 2.0	0 Color 15 30 No c	P.O / 4.0 r Key PT 1.0 - 1.5 - > 2 data PTI M	1.5 2.5 .5 PM
LOS F LOS 'E' In Available count data for the la	etersections tersections ast four years. (58% of signali Roadw Nort Columbia Pike (U Thunder H Tamar D	vay Segment h to South IS-29) - Thunder ill Rd Tamar D Dr - Dobbin Rd.	0 0 LOS 'F' In s) Hill Rd.	Length (miles) 0.6 1.1 0.9		F TT	0.0 / 3	.6 TTI 1.00 - 1.0 1.15 - 1.0 1.30 - 2.0	0 Color 15 30 No c	P.O / 4.0 r Key PT 1.0 - 1.5 - > 2 data PTI M	1.5 2.5 .5 PM
LOS F LOS 'E' In Available count data for the la	tersections  ast four years. (58% of signali  Roadw Nort  Columbia Pike (U  Thunder H  Tamar D Dobbin Rd - S	vay Segment h to South IS-29) - Thunder ill Rd Tamar D Dr - Dobbin Rd. Snowden River P	0 0 LOS 'F' In s) Hill Rd. Ir	Length (miles) 0.6 1.1 0.9 0.6		F TT	0.0 / 3	.6 TTI 1.00 - 1.0 1.15 - 1.0 1.30 - 2.0	0 Color 15 30 No c	P.O / 4.0 r Key PT 1.0 - 1.5 - > 2 data PTI M	1.5 2.5 .5 PM
LOS F LOS 'E' In Available count data for the la	tersections  ast four years. (58% of signali  Roadw Nort  Columbia Pike (U  Thunder H  Tamar E  Dobbin Rd - S  Snowden River Pkw	vay Segment h to South IS-29) - Thunder ill Rd Tamar D Dr - Dobbin Rd. Snowden River P ry - Waterloo Rd	0 0 LOS 'F' In s) Hill Rd. r kwy (MD-108)	Length (miles) 0.6 1.1 0.9 0.6 0.8		F TT	0.0 / 3	.6 TTI 1.00 - 1.0 1.15 - 1.0 1.30 - 2.0	0 Color 15 30 No c	P.O / 4.0 r Key PT 1.0 - 1.5 - > 2 data PTI M	1.5 2.5 .5 PM
LOS F LOS 'E' In Available count data for the la	tersections  ast four years. (58% of signaliant  Roadw Nort  Columbia Pike (U  Thunder H  Tamar D  Dobbin Rd - S  Snowden River Pkw Waterloo F	vay Segment h to South IS-29) - Thunder ill Rd Tamar D Dr - Dobbin Rd. Snowden River P	0 0 LOS 'F' In b) Hill Rd. r 'kwy (MD-108) 5	Length (miles) 0.6 1.1 0.9 0.6		F TT	0.0 / 3	.6 TTI 1.00 - 1.0 1.15 - 1.0 1.30 - 2.0	0 Color 15 30 No c	P.O / 4.0 r Key PT 1.0 - 1.5 - > 2 data PTI M	1.5 2.5 .5 PM
LOS F LOS 'E' In Available count data for the la	tersections  ast four years. (58% of signaliant  Roadw Nort  Columbia Pike (U  Thunder H  Tamar D  Dobbin Rd - S  Snowden River Pkw Waterloo F	vay Segment h to South IS-29) - Thunder ill Rd Tamar D Dr - Dobbin Rd. Snowden River P ry - Waterloo Rd Rd (MD-108)- I-9 ington Blvd (US-	0 0 LOS 'F' In Hill Rd. hill Rd. vr kwy (MD-108) 5 1)	Length (miles) 0.6 1.1 0.9 0.6 0.8 0.8 0.7		F TT	0.0 / 3	.6 TTI 1.00 - 1.0 1.15 - 1.0 1.30 - 2.0	0 Color 15 30 No c	.0 / 4.0 r Key PT 1.0 - 1.5 - > 2 data PTI M SB NE SB NE	1.5 2.5 5 PM 3 \$ 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
LOS F LOS 'E' In Available count data for the la	tersections  tersections  Roadw Norf  Columbia Pike (U  Columbia Pike (U  Thunder H  Tamar [ Dobbin Rd - S  Snowden River Pkw Waterloo F  I-95 - Wash Washington Blvd	vay Segment h to South IS-29) - Thunder ill Rd Tamar D Dr - Dobbin Rd. Snowden River P ry - Waterloo Rd Rd (MD-108)- I-9 ington Blvd (US-	0 0 LOS 'F' In Hill Rd. s) Hill Rd. r kwy (MD-108) 5 1) Run Rd.	Length (miles) 0.6 1.1 0.9 0.6 0.8 0.7 0.5		F TT	0.0 / 3	.6 TTI 1.00 - 1.0 1.15 - 1.0 1.30 - 2.0	0 Color 15 30 No c	P.O / 4.0 r Key PT 1.0 - 1.5 - > 2 data PTI M	1.5 2.5 5 PM 3 \$ 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
LOS F LOS 'E' In Available count data for the la	tersections  ast four years. (58% of signali  Roadw Nort  Columbia Pike (U  Thunder H  Tamar [  Dobbin Rd - S  Snowden River Pkw Waterloo F  I-95 - Wash Washington Blvd Dorsey R  MD-295 - Ridge Rd.	vay Segment h to South S-29) - Thunder ill Rd Tamar D Dr - Dobbin Rd. Snowden River P ry - Waterloo Rd Rd (MD-108)- I-9 ington Blvd (US- (US-1) - Dorsey un Rd MD-295 (Rockenbach Rd	0 0 LOS 'F' In 5) Hill Rd. r (MD-108) 5 5 1) Run Rd. (MD-713)	Length (miles) 0.6 1.1 0.9 0.6 0.8 0.7 0.5 1.3 1.6 1.1		F TT	0.0 / 3	.6 TTI 1.00 - 1.0 1.15 - 1.0 1.30 - 2.0	0 Color 15 30 No c	.0 / 4.0 r Key PT 1.0 - 1.5 - > 2 data PTI M SB NE SB NE	1.5 2.5 .5 PM 3 S 4 2 2 3 5 2 2 4 2 4 2 4 2 4 2 4 2 4 2 4 2 4 2 4
LOS F LOS 'E' In Available count data for the la Functional Class	tersections  ast four years. (58% of signali  Roadw Nort  Columbia Pike (U  Columbia Pike (U  Thunder H  Tamar D  Dobbin Rd - S  Snowden River Pixw Waterloo F  I-95 - Wash Washington Blvd Dorsey R  MD-295 - Ridge Rd, Ridge Rd/Rockenbac	vay Segment h to South S-29) - Thunder ill Rd Tamar D Dr - Dobbin Rd. Snowden River P ry - Waterloo Rd Rd (MD-108)- I-9 ington Blvd (US- (US-1) - Dorsey un Rd MD-295 (Rockenbach Rd	0 0 LOS 'F' In 5) Hill Rd. r kwy (MD-108) 5 1) Run Rd. (MD-713) - Reece Rd	Length (miles) 0.6 1.1 0.9 0.6 0.8 0.7 0.5 1.3 1.6		F TT	0.0 / 3	.6 TTI 1.00 - 1.0 1.15 - 1.0 1.30 - 2.0	0 Color 15 30 No c	.0 / 4.0 r Key PT 1.0 - 1.5 - > 2 data PTI M SB NE SB NE	1.5 2.5 5 PM 3 \$ 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1

MD 185			Rocky	A	Bahi	Inv	Arctic Av	Aspe	n Hill
Limits:	Washington DC	Line to MD 97		D		Twinbrook p	Aspentil	Parkla	George
Corridor Length:	8.3 n	niles				Twin		86)	-sue
Speed Limit:	30 - 45	5 MPH	ashin	an	77	355	Summer V		5 Wheato
Travel Lanes:	(3 - 4) Northbound	(3 - 4) Southbound	gion	300	ontrose	lorth		W Dewey Rd	(97)
Signal Controlled Intersections:	20	· · ·	Washington	allonal Di Tuc		hesda	Garrett	Park Kensi	2 Contraction
Grade Separated Interchanges:	1		y Blvd	Spur	1	377 T	i li	47) Kensing	Plyers Mill Rd
Major Cross Streets:	MD 410, I-495, N MD 586, Rando		Westla	ke		Beltwa	355	Ken	Forest Creek
	Routes	Avg. Daily Ridership			75			Chevy Cl	
ľ	METRO L8	1,223						102	Col
	Ride On Route 1	Not available	]					sda Chevy	Chase 💈 Vill
	Ride On Route 4	Not available			No.		3	55 Section	n Three
Routes and Ridership	Ride On Route 5	Not available			- F	al a	5	100	don a
	Ride On Route 11	Not available	↓└──			10.11			Ste Die
	Ride On Route 26	Not available							•
	Ride On Route 33	Not available							Peak Hour
Ļ	Ride On Route 34	Not available		)22 AAI			Truc		Traffic
	Ride On Route 41	Not available	33,00	0 - 75,0	· ·		2% -		7% - 8%
			_			-	ent Oper		
Signalized Intersections	Intersection Operations *: AM Peak Hour	PM Peak Hour	1	Level Servic	-	A ()	rthbound M / PM Niles of Dadway)		outhbound AM / PM (Miles of Roadway)
LOS D or Better	12	12	L	OS D or I			.7 / 0.6		3.3 / 2.1
LOS E	0	0		LOS E		2	.6 / 3.8		0.0 / 4.3
LOS F	0	0		LOS		C	.0 / 3.9		5.0 / 1.9
LOS 'E' Int	ersections	LOS 'F' In	tersectio	ns				Col	or Key
							1		PTI
								- 1.15	1.0 - 1.5
							1.15	i - 1.30	1.5 - 2.5
							1.30	- 2.00	> 2.5
							>	2.00	
								No	data
Available count data for the la	st four years. (46% of signalized	intersections)							
		·	Length		Т				PTI
Available count data for the las Functional Class	st four years. (46% of signalized Roadway North to	Segment	Length (miles)	A	M	Ρ	м		AM PM
	Roadway North to	Segment South	(miles)	A					AM PM SB NB
	Roadway North to Georgia Ave. (MD-9	Segment South 97) - Aspen Hill Rd.	(miles) 0.3		M	Ρ	м		AM PM
	Roadway North to Georgia Ave. (MD-s Aspen Hill Rd.	Segment South 97) - Aspen Hill Rd. Randolph Rd.	(miles) 0.3 0.4		M	Ρ	м		AM PM SB NB
	Roadway North to Georgia Ave. (MD-S Aspen Hill Rd Randolph Rd Veir	Segment 5 South 17) - Aspen Hill Rd. - Randolph Rd. s Mill Rd. (MD-586)	(miles) 0.3 0.4 1.7		M	Ρ	м		AM PM SB NB
Functional Class	Roadway North to Georgia Ave. (MD-5 Aspen Hill Rd Randolph Rd Veir Veirs Mill Rd. (MD-586) -	Segment South 77) - Aspen Hill Rd. Randolph Rd. s Mill Rd. (MD-586) Jniversity Blvd. (MD-193)	(miles) 0.3 0.4 1.7 1.4		M	Ρ	м		AM PM SB NB
	Roadway North to Georgia Ave. (MD-5 Aspen Hill Rd. Randolph Rd Veir Veirs Mill Rd. (MD-586) - University Blvd (M	Segment South 77) - Aspen Hill Rd. Randolph Rd. s Mill Rd. (MD-586) Jniversity Blvd. (MD-193) D-193) - Saul Rd.	(miles) 0.3 0.4 1.7 1.4 1.2		M	Ρ	м		AM PM SB NB □ 1 0 □ 1 0 □ 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Functional Class	Roadway North to Georgia Ave. (MD-S Aspen Hill Rd Randolph Rd Veir Veirs Mill Rd. (MD-586) - University Blvd (M Saul Rd	Segment South 77) - Aspen Hill Rd. Randolph Rd. s Mill Rd. (MD-586) Jniversity Blvd. (MD-193) D-193) - Saul Rd. - I-495	(miles) 0.3 0.4 1.7 1.4		M SB	P	м		AM PM SB NB □ 1 0 □ 0
Functional Class	Roadway North to Georgia Ave. (MD-S Aspen Hill Rd Randolph Rd Veir Veirs Mill Rd. (MD-586) - University Blvd (M Saul Rd I-495-Jones	Segment South P7) - Aspen Hill Rd. Randolph Rd. s Mill Rd. (MD-586) Jniversity Blvd. (MD-193) D-193) - Saul Rd. - I-495 Bridge Rd.	(miles) 0.3 0.4 1.7 1.4 1.2 0.6		M	Ρ	м		AM PM SB NB □ 1 0 □ 1 0 □ 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Functional Class	Roadway North to Georgia Ave. (MD-S Aspen Hill Rd Randolph Rd Veir Veirs Mill Rd. (MD-586) - University Blvd (M Saul Rd I-495-Jones Jones Bridge Rd Eas	Segment South P7) - Aspen Hill Rd. Randolph Rd. s Mill Rd. (MD-586) Jniversity Blvd. (MD-193) D-193) - Saul Rd. - 1-495 Bridge Rd. st West Hwy (MD-410)	(miles) 0.3 0.4 1.7 1.4 1.2 0.6 0.5		M SB	P NB	м		NH         PM           SB         NB         1           Image: SB         Image: SB         Image: SB           Image: SB         Image: SB         Image: SB         Image: SB           Image: SB         Image: SB         Image: SB         Image: SB           Image: SB         Image: SB         Image: SB         Image: SB           Image: SB         Image: SB         Image: SB         Image: SB           Image: SB         Image: SB         Image: SB
Functional Class	Roadway North to Georgia Ave. (MD-S Aspen Hill Rd Randolph Rd Veir Veirs Mill Rd. (MD-586) - University Blvd (M Saul Rd I-495-Jones	Segment South P7) - Aspen Hill Rd. Randolph Rd. s Mill Rd. (MD-586) University Blvd. (MD-193) D-193) - Saul Rd. - 1-495 Bridge Rd. st West Hwy (MD-410) ) - Bradley Ln. (MD-191)	(miles) 0.3 0.4 1.7 1.4 1.2 0.6 0.5 0.8		M SB	P NB	м		NH         PM           SB         NB         1           Image: SB         Image: SB         Image: SB           Image: SB         Image: SB         Image: SB         Image: SB           Image: SB         Image: SB         Image: SB         Image: SB           Image: SB         Image: SB         Image: SB         Image: SB           Image: SB         Image: SB         Image: SB         Image: SB           Image: SB         Image: SB         Image: SB

MD 193		10 650		Hillan	dale	~	12 Que 1	arry Hill	G	27
Limits:	MD 201 to N	000 വ			(		Age	Pa .		Diside Ave
Corridor Length:	5.5 mile	9S	39	di di	212	0				20
Speed Limit:	35 - 45 M	IPH		Nelon				5	Ave (81) Pi	
Travel Lanes:	(2 - 3) Eastbound (2	- 3) Westbound		AC	delphi		all.	Beltimor	Stardie	Contraction
Signal Controlled Intersections:	20				212)	XFIN	ITY Center	3		Berwyn Gre Heights
Grade Separated Interchanges:	2		Lan a	gley Park		Adel	Univer of Mar	rsity 3		<sup>ha</sup> ar 201
Major Cross Streets:	MD 201, 63rd Ave Cherrywood Ln / Rhode Island A Metzerott Rd / Pair	/ 60th Ave, .ve, US 1, nt Branch Dr,	Dy Rt. (212)	igs Rd	The Prince	e Mall at Georges	Unive	ersity		Good Luck Rð
	Adelphi Rd, Riggs		San							
	Routes METRO C2	Avg. Daily Ridership		(50)	6		Hyati			1 12
	METRO C2	3,581 4,691	Gallatin St NE		5	VI	NORTH PI		C'y	
	METRO C4	1,281	DADY			34	15			1 2
Routes and Ridership	METRO F8	908							<b>D</b>	eak Hour
	METRO G14	1,746	201	22 AAI	т		Tru	icks		eak Hour Traffic
F	METRO R2	2,664	33,000				-	- 3%		7.5%
F	The Bus Route 18	105*	23,000	20,0	194		2,5	<b>U</b> .U	I	
Signalized Intersections		PM Peak Hour		Level Servio	ce	(I R	AM / PM Miles of oadway	)	AM / P (Miles Roadwa	of ay)
LOS D or Better	2	2	LO	S D or			1.3 / 0.0		3.9 / 0	
LOS E LOS F	0	0 0		LOS E			<mark>1.2 / 1.3</mark> ).0 / 4.2		<mark>1.6 / 4</mark> 0.0 / 0	
LOOT	U	0		L03	1		5.074.2		0.070	.0
LOS 'E' Inte	rsections	LOS 'F' Inte	ersection	S				С	olor Key	
								TTI		PTI
							1.0	0 - 1.15		1.0 - 1.5
							1.1	5 - 1.30		1.5 - 2.5
								80 - 2.00 > 2.00		> 2.5
	t four years. (10% of signalized inte	ersections)							No data	
Available count data for the las					П					ודי
	Roadwav Se	gment	Length		м		М		AM EB WB	PM
Available count data for the las	Roadway Se West to E		Length (miles)	EB	WB	EB	WB			EB V
		ast			WB	EB	WB		W VVB	EB V W
	West to E	ast )) - Riggs Rd. (MD-212)	(miles)		WB	EB	WB			
Functional Class	West to E New Hampshire Ave. (MD-650	ast )) - Riggs Rd. (MD-212) - Adelphi Rd.	(miles)		WB	EB	WB			
Functional Class	West to E New Hampshire Ave. (MD-650 Riggs Rd. (MD-212)	ast )) - Riggs Rd. (MD-212) - Adelphi Rd. Izerott Rd.	(miles) 0.6 1.3		WB	EB	WB			
Functional Class	West to E New Hampshire Ave. (MD-650 Riggs Rd. (MD-212) Adelphi Rd Me	ast ) - Riggs Rd. (MD-212) - Adelphi Rd. tzerott Rd. eenbelt Rd. ood Ln. /60th Ave	(miles) 0.6 1.3 1.3		WB	EB	WB		w	

Limits:	MD 450	to MD 212	(212)		Sellman	man	ille POW	DER M	IILL RD
	7.4	miles		495	1	U.			Baltimore
Corridor Length:			120 %	7	1		201		Washington Parkway
Speed Limit:	40 - 5	50 MPH	12.0	9	XA	1		Green	belt
Travel Lanes:	(1 - 3) Northbound	I (1 - 3) Southbound	pdelphi pd		7	193 Berwyn		B	Z
Signal Controlled Intersections:		19	*Rd	Colleg	je Park	Heights	1	X	Godda
Grade Separated Interchanges:		3		Univer	sity		295	49	
Major Cross Streets:	Riverdale Rd, MD 41 Good Luck Rd, M Cherrywood Ln	tur St, MD 769B, 0, Paint Branch Pkwy, ID 193, I-95 / I-495, , Sunnyside Ave, n Rd, MD 212	500 Hy ainier	tattsvil	3 (410)	East River		New Carrollto	Lanham
	Routes	Avg. Daily Ridership							
Routes and Ridership	METRO R12	858							Peak Hour
-	METRO F6 The Bus Route 14	1,281	202	- 43 00			<b>rucks</b> 6 - 10%		Traffic 7% - 7.5%
		* Along Corridor	21,000	,	70 ipu	Segment			
	Intersection Operation	ons				Northbo	-		nbound
Signalized Intersections*	: AM Peak Hour	PM Peak Hour				AM / Pi (Miles o Roadwa	of	(Mil	/ PM les of dway)
			Lev	el of Se	ervice	Roauwa	·J/	ittou	
LOS D or Better	3	3		S D or I	Better	1.6 / 0	.0	4.0	/ 2.1
LOS D or Better LOS E LOS F LOS 'E' Inte	0	0		S D or B LOS E LOS F	Better	1.6 / 0 5.8 / 3 0.0 / 4	.0 .0	4.0 2.8 0.6 Color K	/ 2.1 / 2.9 / 2.4
LOS E LOS F	0	0	LO	S D or B LOS E LOS F	Better	1.6 / 0 5.8 / 3 0.0 / 4	.0 .0 .4 TTI 1.00 - 1.1 1.15 - 1.3	4.0 2.8 0.6 5 5	/ 2.1 / 2.9 / 2.4 Key PTI
LOS E LOS F LOS 'E' Inte	0 0 rsections	0 0 LOS 'F' In	LO	S D or B LOS E LOS F	Better	1.6 / 0 5.8 / 3 0.0 / 4	.0 .0 .4 TTI 1.00 - 1.1	4.0 2.8 0.6 5 5	/ 2.1 / 2.9 / 2.4 / 2.4 / 2.4 / 2.4 / 2.4 / 1.0 - 1.5 1.5 - 2.5 > 2.5
LOS E LOS F LOS 'E' Inte	0 0 rsections	d intersections)	tersection	S D or F LOS E LOS F	Better	1.6 / 0 5.8 / 3 0.0 / 4	.0 .0 .4 TTI 1.00 - 1.1 1.15 - 1.3	4.0 2.8 0.6 5 5 0 0 No dat	/ 2.1 / 2.9 / 2.4 / 2.4 / 2.4 / 2.4 / 2.4 / 1.0 - 1.5 1.5 - 2.5 > 2.5
LOS E LOS F LOS 'E' Inte	0 0 rsections	d intersections)	Itersection	S D or B LOS E LOS F	Better	1.6 / 0 5.8 / 3 0.0 / 4	.0 .0 .4 TTI 1.00 - 1.1 1.15 - 1.3	4.0 2.8 0.6 5 5 0 0 No dat	/ 2.1 / 2.9 / 2.4 / 2.4 / 2.4 / 2.4 / 2.4 / 2.4 / 1.0 - 1.5 / 1.5 - 2.5 > 2.5 / ta
LOS E LOS F LOS 'E' Inte	0 0 rsections four years. (16% of signalized Roadway North	0 0 LOS 'F' In d intersections) y Segment to South unnySide Ave.	Length (miles)	S D or E LOS E LOS F	Setter - - TT M	1.6 / 0 5.8 / 3 0.0 / 4	.0 .0 .4 TTI 1.00 - 1.1 1.15 - 1.3	4.0 2.8 0.6 5 0 No dat No dat	/ 2.1 / 2.9 / 2.4 / 2.4 / 2.4 / 2.4 / 2.4 / 2.4 / 2.4 / 2.4 / 2.5 / 1.0 - 1.5 / 1.5 - 2.5 / 2.5
LOS E LOS F LOS 'E' Inte Available count data for the last	0 0 rsections four years. (16% of signalized Roadway North MD212 - Su SunnySide Ave.	0 0 LOS 'F' In LOS 'F' In v Segment to South JunySide Ave. - Cherrywood Ln.	Length (miles) 0.6 0.9	S D or E LOS E LOS F	TT M SB	1.6 / 0 5.8 / 3 0.0 / 4	.0 .0 .4 TTI 1.00 - 1.1 1.15 - 1.3	4.0 2.8 0.6 5 0 No dat No dat	/ 2.1 / 2.9 / 2.4 PTI 1.0 - 1.5 1.5 - 2.5 > 2.5 ta PTI PM SB NB ≤
LOS E LOS F LOS 'E' Inte	0 0 rsections four years. (16% of signalized Roadway North MD212 - Su SunnySide Ave. Cherrywoo	0 0 LOS 'F' In LOS 'F' In v Segment to South unnySide Ave. - Cherrywood Ln. d Ln Ivy Ln.	Length (miles) 0.6 0.9 0.3	S D or E LOS E LOS F	TT M SB	1.6 / 0 5.8 / 3 0.0 / 4	.0 .0 .4 TTI 1.00 - 1.1 1.15 - 1.3	4.0 2.8 0.6 5 0 No dat No dat	/ 2.1 / 2.9 / 2.4 / 2.4 / 2.4 / 2.4 / 2.4 / 2.4 / 2.4 / 2.4 / 2.5 / 1.0 - 1.5 / 1.5 - 2.5 / 2.5
LOS E LOS F LOS 'E' Inte Available count data for the last	0 0 rsections four years. (16% of signalized Roadway North MD212 - St SunnySide Ave. Cherrywoo Ivy Ln C	0 0 LOS 'F' In LOS 'F' In v Segment to South JunySide Ave. - Cherrywood Ln.	Length (miles) 0.6 0.9	S D or E LOS E LOS F	TT M SB	1.6 / 0 5.8 / 3 0.0 / 4	.0 .0 .4 TTI 1.00 - 1.1 1.15 - 1.3	4.0 2.8 0.6 5 0 No dat No dat	/ 2.1 / 2.9 / 2.4 / 2.4 / 2.4 / 2.4 / 2.4 / 2.4 / 2.4 / 2.4 / 2.5 / 1.0 - 1.5 / 1.5 - 2.5 / 2.5
LOS E LOS F LOS 'E' Inte Available count data for the last Functional Class	0 0 rsections four years. (16% of signalized Roadway North MD212 - St SunnySide Ave. Cherrywoo Ivy Ln C Crescent Ro	0 0 LOS 'F' In LOS 'F' In v Segment to South unnySide Ave. - Cherrywood Ln. d Ln Ivy Ln. rescent Rd.	Length (miles) 0.6 0.9 0.3 0.2	S D or E LOS E LOS F	TT M SB	1.6 / 0 5.8 / 3 0.0 / 4	.0 .0 .4 TTI 1.00 - 1.1 1.15 - 1.3	4.0 2.8 0.6 5 0 No dat No dat	/ 2.1 / 2.9 / 2.4 / 2.4 / 2.4 / 2.4 / 2.4 / 2.4 / 2.4 / 2.4 / 2.5 / 1.0 - 1.5 / 1.5 - 2.5 / 2.5
LOS E LOS F LOS 'E' Inte Available count data for the last Functional Class	four years. (16% of signalized Roadway North 1 MD212 - Su SunnySide Ave. Cherrywoo Ivy Ln C Crescent Ro I-495/I-9	0 0 LOS 'F' In LOS 'F' In v Segment to South unnySide Ave. - Cherrywood Ln. d Ln Ivy Ln. rescent Rd. i I-495/ I-95	Length (miles) 0.6 0.9 0.3 0.2 0.5 0.5 0.5 1.6	S D or E LOS E LOS F	TT M SB	1.6 / 0 5.8 / 3 0.0 / 4	.0 .0 .4 TTI 1.00 - 1.1 1.15 - 1.3	4.0 2.8 0.6 5 0 No dat No dat	/ 2.1 / 2.9 / 2.4 / 2.4 / 2.4 / 2.4 / 2.4 / 2.4 / 2.4 / 2.4 / 2.5 / 1.0 - 1.5 / 1.5 - 2.5 / 2.5
LOS E LOS F LOS 'E' Inte Available count data for the last Functional Class Urban Minor Arterial	four years. (16% of signalize Roadway North MD212 - St SunnySide Ave. Cherrywoo Ivy Ln C Crescent Rc I-495/I-9 MD193 - Paint Branc Paint Branch Ave./Goo	d intersections) y Segment to South unnySide Ave. - Cherrywood Ln. d Ln Ivy Ln. Crescent Rd. d I-495/ I-95 15 - MD193 ch Ave./Good Luck Rd. bd Luck Rd Sarvis Ave.	Length (miles) 0.6 0.9 0.3 0.2 0.5 0.5 1.6 0.2	S D or E LOS E LOS F	TT M SB	1.6 / 0 5.8 / 3 0.0 / 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	.0 .0 .4 TTI 1.00 - 1.1 1.15 - 1.3	4.0 2.8 0.6 5 0 No dat No dat	/ 2.1 / 2.9 / 2.4 PTI 1.0 - 1.5 1.5 - 2.5 2.5 ta PTI PM SB NB S W W W W W
LOS E LOS F LOS 'E' Inte Available count data for the last Functional Class Urban Minor Arterial	four years. (16% of signalize Roadway North MD212 - St SunnySide Ave. Cherrywoo Ivy Ln C Crescent Rc I-495/I-9 MD193 - Paint Branc Paint Branch Ave./Goo Sarvis Ave	d intersections) y Segment to South unnySide Ave. - Cherrywood Ln. d Ln Ivy Ln. Crescent Rd. 1 I-495/ I-95 15 - MD193 ch Ave./Good Luck Rd. bd Luck Rd Sarvis Ave. - River Rd.	Length (miles) 0.6 0.9 0.3 0.2 0.5 0.5 1.6 0.2 0.2	S D or E LOS E LOS F	TT M SB	1.6 / 0 5.8 / 3 0.0 / 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	.0 .0 .4 TTI 1.00 - 1.1 1.15 - 1.3	4.0 2.8 0.6 5 0 No dat No dat	/ 2.1 / 2.9 / 2.4 PTI 1.0 - 1.5 1.5 - 2.5 2.5 ta PTI PM SB NB S W W W W W
LOS E LOS F LOS 'E' Inte Available count data for the last Functional Class Urban Minor Arterial	four years. (16% of signalize Roadway North MD212 - St SunnySide Ave. Cherrywoo Ivy Ln C Crescent Rc I-495/I-9 MD193 - Paint Branc Paint Branch Ave./Goo Sarvis Ave River Rd F	d intersections) y Segment to South unnySide Ave. - Cherrywood Ln. d Ln Ivy Ln. Crescent Rd. 1 I-495/ I-95 15 - MD193 ch Ave./Good Luck Rd. bd Luck Rd Sarvis Ave. River Rd. Rittenhouse St.	Length (miles) 0.6 0.9 0.3 0.2 0.5 0.5 1.6 0.2 0.2 0.2 0.3	S D or E LOS E LOS F	TT M SB	1.6 / 0 5.8 / 3 0.0 / 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	.0 .0 .4 TTI 1.00 - 1.1 1.15 - 1.3	4.0 2.8 0.6 5 0 No dat No dat	/ 2.1 / 2.9 / 2.4 PTI 1.0 - 1.5 1.5 - 2.5 2.5 ta PTI PM SB NB S W W W W W
LOS E LOS F LOS 'E' Inte Available count data for the last Functional Class Urban Minor Arterial Jrban Other Freeways and Expressways	four years. (16% of signalize Roadway North MD212 - Su SunnySide Ave. Cherrywoo Ivy Ln C Crescent Rc I-495/I-9 MD193 - Paint Branc Paint Branch Ave./Goo Sarvis Ave River Rd F Rittenhouse	d intersections) y Segment to South unnySide Ave. - Cherrywood Ln. d Ln Ivy Ln. Crescent Rd. 1 I-495/ I-95 15 - MD193 ch Ave./Good Luck Rd. bd Luck Rd Sarvis Ave. - River Rd.	Length (miles) 0.6 0.9 0.3 0.2 0.5 0.5 1.6 0.2 0.2	S D or E LOS E LOS F	TT M SB	1.6 / 0 5.8 / 3 0.0 / 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	.0 .0 .4 TTI 1.00 - 1.1 1.15 - 1.3	4.0 2.8 0.6 5 0 No dat No dat	/ 2.1 / 2.9 / 2.4 PTI 1.0 - 1.5 1.5 - 2.5 2.5 ta PTI PM SB NB S W W W W W
LOS E LOS F LOS 'E' Inte Available count data for the last Functional Class Urban Minor Arterial Jrban Other Freeways and Expressways	four years. (16% of signalize Roadway North MD212 - Su SunnySide Ave. Cherrywoo Ivy Ln C Crescent Ro I-495/I-9 MD193 - Paint Branc Paint Branch Ave./Goo Sarvis Ave River Rd F Rittenhouse MD410 - F	d intersections) y Segment to South unnySide Ave. - Cherrywood Ln. d Ln Ivy Ln. Crescent Rd. 1 I-495/ I-95 15 - MD193 ch Ave./Good Luck Rd. od Luck Rd Sarvis Ave. River Rd. Rittenhouse St. e St MD410	Length (miles) 0.6 0.9 0.3 0.2 0.5 1.6 0.2 0.2 0.3 0.2 0.3 0.2 0.3 0.2	S D or E LOS E LOS F	TT M SB	1.6 / 0 5.8 / 3 0.0 / 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	.0 .0 .4 TTI 1.00 - 1.1 1.15 - 1.3	4.0 2.8 0.6 5 0 No dat No dat	/ 2.1 / 2.9 / 2.4 PTI 1.0 - 1.5 1.5 - 2.5 2.5 ta PTI PM SB NB S W W W W W
LOS E LOS F LOS 'E' Inte Available count data for the last Functional Class Urban Minor Arterial Jrban Other Freeways and Expressways	four years. (16% of signalize Roadway North MD212 - Su SunnySide Ave. Cherrywoo Ivy Ln C Crescent Ro I-495/I-9 MD193 - Paint Branc Paint Branch Ave./Goo Sarvis Ave River Rd F Rittenhouse MD410 - F Riverdale Rd	d intersections) y Segment to South unnySide Ave. - Cherrywood Ln. d Ln Ivy Ln. rescent Rd. 1 I-495/ I-95 15 - MD193 ch Ave./Good Luck Rd. od Luck Rd Sarvis Ave. River Rd. Rittenhouse St. e St MD410 Riverdale Rd.	Length (miles) 0.6 0.9 0.3 0.2 0.5 1.6 0.2 0.2 0.2 0.2 0.2 0.2	S D or E LOS E LOS F	TT M SB	1.6 / 0 5.8 / 3 0.0 / 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	.0 .0 .4 TTI 1.00 - 1.1 1.15 - 1.3	4.0 2.8 0.6 5 0 No dat No dat	/ 2.1 / 2.9 / 2.4 PTI 1.0 - 1.5 1.5 - 2.5 2.5 ta PTI PM SB NB S W W W W W
LOS E LOS F LOS 'E' Inte Available count data for the last Functional Class Urban Minor Arterial Jrban Other Freeways and Expressways	four years. (16% of signalize Four years. (16% of signalize Roadway North MD212 - Su MD212 - Su SunnySide Ave. Cherrywoo Ivy Ln C Crescent Ro I-495/I-9 MD193 - Paint Branch Paint Branch Ave./Goo Sarvis Ave River Rd F Rittenhouse MD410 - F Riverdale Rd Jefferson St	d intersections)  y Segment to South  unnySide Ave.  - Cherrywood Ln. d Ln Ivy Ln. rrescent Rd. 1 I-495/1-95 5- MD193 ch Ave./Good Luck Rd. dLuck Rd Sarvis Ave.  River Rd. Rittenhouse St. e St MD410 Riverdale Rd Jefferson St.	Length (miles) 0.6 0.9 0.3 0.2 0.5 1.6 0.2 0.2 0.2 0.2 0.2 0.2 0.2 0.2 0.2 0.2	S D or E LOS E LOS F	TT M SB	1.6 / 0 5.8 / 3 0.0 / 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	.0 .0 .4 TTI 1.00 - 1.1 1.15 - 1.3	4.0 2.8 0.6 5 0 No dat No dat	/ 2.1 / 2.9 / 2.4 PTI 1.0 - 1.5 1.5 - 2.5 2.5 ta PTI PM SB NB S W W W W W
LOS E LOS F LOS 'E' Inte Available count data for the last Functional Class Urban Minor Arterial Jrban Other Freeways and Expressways	four years. (16% of signalized Roadway North MD212 - St SunnySide Ave. Cherrywoo Ivy Ln C Crescent Re I-495/I-9 MD193 - Paint Branc Paint Branch Ave./Goo Sarvis Ave River Rd F Rittenhouss MD410 - F Rittenhouss	d intersections)  y Segment to South  unnySide Ave.  - Cherrywood Ln. d Ln Ivy Ln. rrescent Rd. 1 I-495/ I-95 15 - MD193 th Ave./Good Luck Rd. dLuck Rd Sarvis Ave River Rd. Rittenhouse St. e St MD410 Riverdale RdJefferson St. Edmonston Rd.	Length (miles) 0.6 0.9 0.3 0.2 0.5 0.5 1.6 0.2 0.5 1.6 0.2 0.2 0.2 0.2 0.2 0.2 0.2 0.2 0.2 0.2	S D or E LOS E LOS F	TT M SB	1.6 / 0 5.8 / 3 0.0 / 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	.0 .0 .4 TTI 1.00 - 1.1 1.15 - 1.3	4.0 2.8 0.6 5 0 No dat No dat	/ 2.1 / 2.9 / 2.4 PTI 1.0 - 1.5 1.5 - 2.5 2.5 ta PTI PM SB NB S W W W W W

Corridor Length:         Speed Limit:         Travel Lanes:         Signal Controlled Intersections:         Grade Separated Interchanges:         Major Cross Streets:	10.3 r 40 - 45 (2 - 3) Northbound 10	MPH (2 - 4) Southbound	- xandri - ven 9		xon Hill Oxo Hill-Glas	'n		mp Sprin	gs	1
Speed Limit: Travel Lanes: Signal Controlled Intersections: Grade Separated Interchanges:	(2 - 3) Northbound	(2 - 4) Southbound		E.			r A	5		
Travel Lanes: Signal Controlled Intersections: Grade Separated Interchanges:	(2 - 3) Northbound	(2 - 4) Southbound	۲		K.			-1		/
Signal Controlled Intersections: Grade Separated Interchanges:	10		2		1		RE	Clinto	on .	Ros
Intersections: Grade Separated Interchanges:	-				Friend	lly >	Q SS ANNY RE		The second	
Interchanges:		)	lunt	in f		(22	4 3			
Major Cross Streets:	2	:		Fort	20	V.		•	5	301}
	I-95, Livingston Rd	, MD 373, MD 228	2	hington	LIVINGSTON				Br	andv
	Routes	Avg. Daily Ridership	🔹 away Pa	rk av	NING				$\lambda_{r}$	
	METRO D14	1,531			ACC	OKEEK RD	2			
MTA	Commuter Bus 610	169	Acco	okeek			-			5_
Boutes and Bidershin	Commuter Bus 620	199	/	ERRY	RD	(228)				
Routes and Ridership MTA	Commuter Bus 630	51			ny	000				-
MTA	Commuter Bus 640	83							Peak I	Hour
MTA	Commuter Bus 650	174	2	022 AAC	т		Truck	s	Traf	fic
Tł	e Bus Route 37	3*	23,00	0 - 80,00	0 vpd		1% - 49	%	7% - 7	′.5%
		* Along Corridor	·		Se	_	Operat	1		_
Signalized	ection Operations M Peak Hour	PM Peak Hour	]	evel of S	ervice	AN (Mi	hbound I / PM iles of adway)	AN (M	thbound // / PM iles of adway)	
LOS D or Better	6	7		LOS D or			6/6.8		5/2.9	
LOS E	2	3		LOS	E	0.0	) / 3.5	2.	8/0.5	
LOS F	2	0		LOS	F	2.7	7 / 0.0	0.	0 / 6.9	
LOS 'E' Intersection	ns	LOS 'F' In	tersection	S				Colo	r Key	—
MD 210 at MD 373/Livingston	Rd (AM)	MD 210 at Livingsto	n Rd/Palmer	Rd (AM)			т	TI		ודי
MD 210 at Livingston Rd/Palme	er Rd (PM)	MD 210 at Wilso					1.00	4.45	1.0	4.5
MD 210 at Swan Creek Rd/Livings	ston Rd (PM)						1.00	- 1.15	1.0	- 1.5
MD 210 at Old Fort Rd (North Le	g) (AM, PM)						1 15	- 1.30	1.5	- 2.5
							1.15	- 1.50	1.5	- 2.5
							1 30	- 2.00		
									>	2.5
	(100)( 5 ; 1;						> 2	2.00		
Available count data for the last four ye	ears. (100% of signalized	I Intersections)						No	data	
			<b></b>		тт			1	PTI	
Functional Class	Roadway		Length	Δ	м		м	AM		РМ
	North to	South	(miles)	NB	SB	NB	SB	NB	SB NE	
	I-495/I-95 - Livingstor	,	1.8						w	
	Livingston Rd./Kerby		1.0				W			
	Palmer Rd		0.7	W				W		
	Old Fort Rd Fort		0.9	W				W	w	_
· · · ·	<u> </u>	gston Rd./Swan Creek Rd.	1.1	W				W		
L	ivingston Rd./Swan Cree	•	0.8					w	W	
	Washington Ln	Farmington Rd.	2.1							
	Farmington Rd Livir		1.4							

				int	Logarity of		73
Limits:	MD 210 to	0 US 301	and all	ehilled the second	3 B ACCOKEEK	Ru	5 /
Corridor Length:	6.8 m	niles	INDIA	228	2.V	· · · Y.	Det
Speed Limit:	35 - 50	MPH	C.C.	BENSULLE RO	TRA	228	a Actor
Travel Lanes:	(2 - 3) Eastbound	d 2 Westbound	2m	11 5	and the second	Fred.	Handler Handlow
Signal Controlled Intersections:	1^	1	2	8	Middletom	ALL.	Waldorf
Grade Separated Interchanges:	0		Ber	nnsville	St Charles BILLING	Towne Cent	St Charles
Major Cross Streets:	MD 210, US 3					Po 301 White Pla	alestrent
	Routes	Avg. Daily Ridership			1 31		The second
	MTA Commuter Bus 610	169	1				
Doutoo and Didambin	MTA Commuter Bus 620	199	1				
Routes and Ridership	MTA Commuter Bus 630	51	]				Peak Hour
	MTA Commuter Bus 640	83	20	22 AADT	Trucks	6	Traffic
	MTA Commuter Bus 650	174	35,000	- 38,000 vpc	d 2%		N/A
					Segment Operat	ions	
Signalized Intersection	Intersection Operations s*: AM Peak Hour	PM Peak Hour	1	Level of Service	Eastbound AM / PM (Miles of Roadway)	AN (M	stbound / / PM iles of adway)
LOS D or Better	8	7	LO	S D or Better	5.3 / 0.0		8 / 5.3
LOS E	0	1		LOS E	1.5 / 5.3		0 / 1.5
LOS F	0	0		LOS F	0.0 / 1.5	0.0	0 / 0.0
	1						
LOS 'E' In	tersections	LOS 'F' Int	tersection	S		Color	
MD 228 at	MD 229 (PM)				ТТ	1	PTI
					1.00 - 1	1.15	1.0 - 1.5
					<mark>1.15 - 1</mark>	1.30	1.5 - 2.5
					1.30 - 2	2.00	> 2.5
					1.30 - 2 > 2.0		> 2.5
Available count data for the la	ast four years. (73% of signalized	intersections)					
Available count data for the la	ıst four years. (73% of signalized	intersections)				0	
			Length		TI	0 No da	ata PTI
Available count data for the la	ast four years. (73% of signalized Roadway West to	Segment	Length (miles)	АМ	> 2.0	0 No da	PTI
	Roadway West to	Segment b East	(miles)		TI	0 No da	ata PTI
	Roadway West to Indian Head Hwy (ME	Segment East 0-210) - Manning Rd	(miles) 0.5	АМ	> 2.0	0 No da	PTI
Functional Class	Roadway West to Indian Head Hwy (ME Manning Rd - Bens	Segment D East D-210) - Manning Rd sville Rd (MD-229)	(miles) 0.5 1.0	АМ	> 2.0	0 No da	PTI PTI WB EB V
	Roadway West to Indian Head Hwy (ME	Segment D East D-210) - Manning Rd sville Rd (MD-229) 9) - Bunker Hill Rd.	(miles) 0.5	АМ	> 2.0	0 No da	PTI PTI WB EB V
Functional Class Urban Other Principal	Roadway West to Indian Head Hwy (ME Manning Rd - Bens Bensville Rd (MD-22	Segment DEast D-210) - Manning Rd sville Rd (MD-229) 9) - Bunker Hill Rd. town Rd./Ironwood Dr.	(miles) 0.5 1.0 1.3	АМ	> 2.0	0 No da	PTI PTI WB EB V

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

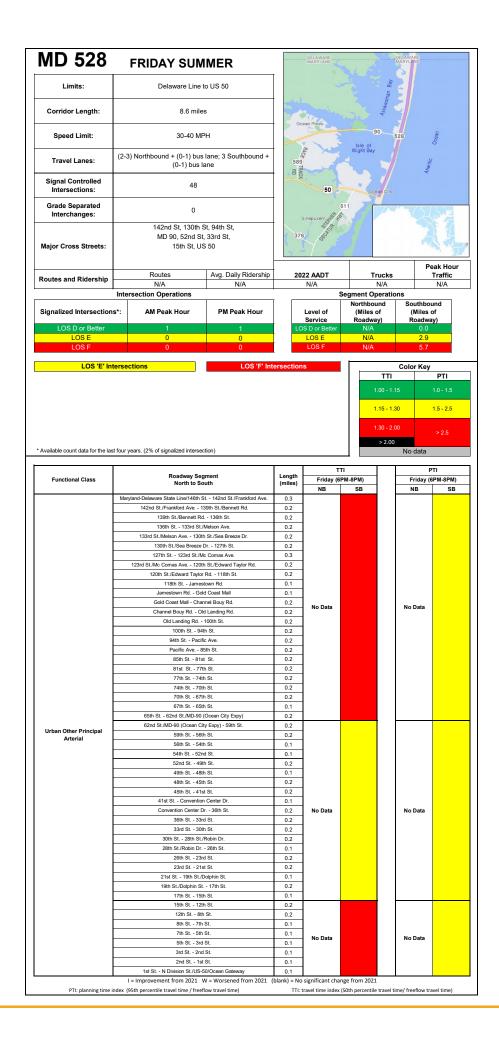
TTI: travel time index (50th percentile travel time/ freeflow travel time)

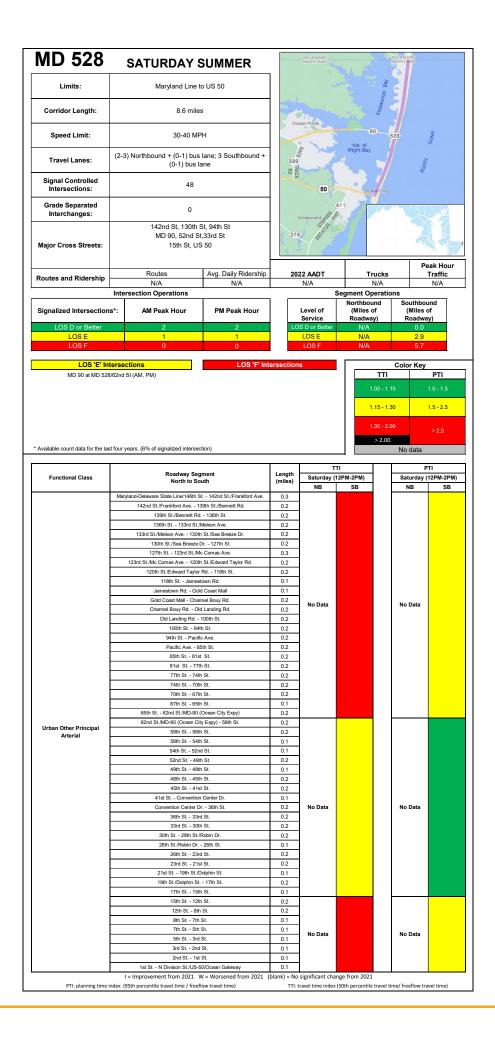
Limits:	v	Washington DC	C Line to MD 2	7	Regional	27	D	Ba	W Rd			100
Corridor Length:	V	•	miles	.1	Boyds					1	1	
Speed Limit:			5 MPH			Germant	own	Montgo Villa	omery	124	Agrice Histo	ultural
Travel Lanes:	(2 - 4	4) Northbound		ound		118	K			115	Farm	Park
Signal Controlled	(					D Rite	-	Gaithe	rsburg	Redlan	nd K	U
Intersections:		8	30		8	Edaph Ritle		9	A Bohre	r Park	X	
Grade Separated			3			a d		X CZ	270 De	rwood	17	A
Interchanges:	MD 07 MI	D 118, Middlebi	-	04 MD 117	Darn	estown	Nor				d'a	Aspen Hill
Major Cross Streets:	I-370, Sh	nady Grove Rd, D 187, MD 547	, MD 28, Montro	ose Pkwy,	Rug	and the Pa	Potor	nac	R	lockville		Aspen
	Ride On	Avg. Daily	Ride On	Avg. Daily	Maryland Virgi	r i	Travilah	1.64		K.		(185
	Routes 5	Ridership Not available	Routes 83	Ridership Not available	Virginia	20		G/en	Rd	270	North Bethese	da v
	26	Not available	03 101 Extra	Not available	FP-4E	19	(19	0				Kensing
	30	Not available	METRO	Avg. Daily		1027		. Me	夏	TZ	49	5 Fe
	34	Not available	Routes	Ridership				1	er Ret			
	37 38	Not available Not available	J1/J2 Q1/Q2/Q4/	4,092			1 Se			Ri	A STALL	5 6 6
	42	Not available	Q1/Q2/Q4/ Q5/Q6	4,730			A	5	Ca	bin John	Re Be	ethesda
Routes and Ridership	45	Not available	Red Line	Avg. Daily								no mbie
	46	Not available	Routes	Ridership				26, 4	ST.			101'101'
	55 59	Not available Not available	Shady Grove Rockville	1,694 770								
	61	Not available	Twinbrook	1,606								
	67	Not available	White Flint	762							Pe	eak Hou
	70	Not available	Grosvenor	774	-	22 AAD			Truck			Traffic
	73 75	Not available Not available	Strathmore Medical Center	1,502	26,000	- 53,00	0 vpd		1% - 3	5%	1	% - 8.5%
	81	Not available	Bethesda	1,815								
OTE: The Red Line riders	nip data repres	sents boardings	5				Se	gment	Operat	tions		
	Intersectio	n Operations						Nort	hbound		outhbo	
Signalized Intersection	s*: AM P	Peak Hour	PM Pea	ık Hour	Le	vel of S	ervice	(Mi	I / PM les of idway)	(	AM / Pi (Miles ( Roadwa	of
LOS D or Better		18	4		20				0 / 1.5	_	11.3 / 2	
		10	10	8	LO	DS D or I	Better	10.	0/1.0		11.072	
LOS E		0	1		LO	LOS E			0/1.5 0/5.1	_	3.8 / 5.	
		0	1 C		rsections	LOS E LOS I		6.9	9 / 5.1 / 13.1	4		.8 .6
LOS E LOS F LOS 'E' Inte		0	1 C	) LOS 'F' Inte	rsections	LOS E LOS I		6.9	9 / 5.1 / 13.1  1.00 1.10	Co TTI 0 - 1.15 5 - 1.30	<mark>3.8 / 5</mark> . 4.6 / 11	.8 1.6 y PTI
LOS E LOS F LOS 'E' Inte MD 355 at MD 911/V	Vootton Pkwy (P	0 1 2M)	1 C MD 3	) LOS 'F' Inte	rsections	LOS E LOS I		6.9	9 / 5.1 / 13.1  1.00 1.10	Co TTI 0 - 1.15 5 - 1.30 0 - 2.00 2.00	<mark>3.8 / 5</mark> . 4.6 / 11	8 .6 y PTI 1.0 - 1.5 1.5 - 2.5 > 2.5
LOS E LOS F MD 355 at MD 911/v	Vootton Pkwy (P	0 1 PM) 24% of signalized	1 C MD 3	) LOS 'F' Inte	rsections /ootton Pkwy	LOS E LOS I (AM)	T	6.9 2.8	9/5.1 /13.1  1.00 1.1( 1.30 >	Co TTTI 0 - 1.15 5 - 1.30 0 - 2.00 2.00 N	3.8 / 5. 4.6 / 11 lor Ke 0 data	.6 y PTI 1.0 - 1.5 1.5 - 2.5 > 2.5
LOS E LOS F LOS 'E' Inte MD 355 at MD 911/V	Vootton Pkwy (P	0 1 PM) 24% of signalized Roadway	1 C MD 3	) LOS 'F' Inte	rsections	LOS E LOS I (AM)	F	6.9 2.8	9/5.1 /13.1 1.00 1.1( 1.30 > M	Co TTTI 0 - 1.15 5 - 1.30 0 - 2.00 2.00 N	3.8 / 5. 4.6 / 11 Ior Ke o data	.6 y PTI 1.0 - 1.5 1.5 - 2.5 > 2.5 >TI PM
LOS E LOS F MD 355 at MD 911/v	Vootton Pkwy (P ast four years. (2	0 1 2M) 24% of signalized Roadway North t	d intersections)	) LOS 'F' Inte 355 at MD 911/W	rsections ootton Pkwy Length (miles)	LOS E LOS I (AM)	T	6.9 2.8	9/5.1 /13.1  1.00 1.1( 1.30 >	Co TTTI 0 - 1.15 5 - 1.30 0 - 2.00 2.00 N	3.8 / 5. 4.6 / 11 lor Ke 0 data	.6 y PTI 1.0 - 1.5 1.5 - 2.5 > 2.5
LOS E LOS F MD 355 at MD 911/v Available count data for the I	Vootton Pkwy (P ast four years. (2 Ridge F	0 1 2 <sup>M</sup> ) 24% of signalized Roadway North t Rd. (MD-27) - Ge	d intersections) / Segment to South ermantown Rd. (N	J LOS 'F' Inte 155 at MD 911/W	Length (miles)	LOS E LOS I (AM)	F F M SB	6.9 2.8	9/5.1 /13.1 1.00 1.1( 1.30 > M	Co TTTI 0 - 1.15 5 - 1.30 0 - 2.00 2.00 N	3.8 / 5 / 11 lor Ke lor	8 .6 <b>PTI</b> 1.0 - 1.5 1.5 - 2.5 > 2.5 >TI NB
LOS E LOS F MD 355 at MD 911/v Available count data for the I	Vootton Pkwy (P ast four years. (2 Ridge F Germa	0 1 2 <sup>M</sup> ) 24% of signalized Roadway North t Rd. (MD-27) - Ge antown Rd. (MD-	d intersections) / Segment to South ermantown Rd. (N -118) - Middlebro	ILOS 'F' Inte 155 at MD 911/W 155 at MD 911/W 10-118) ok Rd.	Length (miles) 0.9 0.8	LOS E LOS I (AM)	F	6.9 2.8	9/5.1 /13.1 1.00 1.1( 1.30 > M	Co TTTI 0 - 1.15 5 - 1.30 0 - 2.00 2.00 N	3.8 / 5. 4.6 / 11 Ior Ke o data	.6 y PTI 1.0 - 1.5 1.5 - 2.5 > 2.5 >TI PM
LOS E LOS F MD 355 at MD 911/v Available count data for the I	Vootton Pkwy (P ast four years. (2 Ridge F Germa	0 1 2 <sup>M</sup> ) 24% of signalized Roadway North t Rd. (MD-27) - Ge antown Rd. (MD- Middlebrook Rd	d intersections) / Segment to South ermantown Rd. (N -118) - Middlebro - Christopher Ave	/ LOS 'F' Inte /55 at MD 911/W /55 at MD 911/W /0-118) ok Rd.	Length (miles) 0.9 0.8 2.3	LOS E LOS I (AM)	F F M SB	6.9 2.8	9/5.1 /13.1 1.00 1.1( 1.30 > M	Co TTTI 0 - 1.15 5 - 1.30 0 - 2.00 2.00 N	3.8 / 5 / 11 lor Ke lor Ke o data F SB	8 .6 <b>PTI</b> 1.0 - 1.5 1.5 - 2.5 > 2.5 >TI NB
LOS E LOS F MD 355 at MD 911/v Available count data for the I	Vootton Pkwy (P ast four years. (2 Ridge F Germa N Christophe	0 1 2 <sup>M</sup> ) 24% of signalized Roadway North t Rd. (MD-27) - Ge hantown Rd. (MD- Middlebrook Rd er Ave Montgoo	d intersections) v Segment to South ermantown Rd. (N -118) - Middlebro - Christopher Ave mery Village Ave	1 LOS 'F' Inte 155 at MD 911/W 155 at MD 911/W 155 at MD 911/W 9. . (MD-124)	Length (miles) 0.9 0.8 2.3 0.3	LOS E LOS I (AM)	F F M SB	6.9 2.8	9/5.1 /13.1 1.00 1.1( 1.30 > M	Co TTTI 0 - 1.15 5 - 1.30 0 - 2.00 2.00 N	3.8 / 5 / 11 lor Ke lor	8 .6 <b>PTI</b> 1.0 - 1.5 1.5 - 2.5 > 2.5 >TI NB
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LOS E LOS F MD 355 at MD 911/v	Vootton Pkwy (P ast four years. (2 Ridge F Germ Montgom Su Su	0 1 2 <sup>M</sup> ) 24% of signalized Roadway North t Rd. (MD-27) - Ge antown Rd. (MD- Middlebrook Rd er Ave Montgo hery Village Ave. Odendhal Ave ummit Ave Sha	d intersections) / Segment io South ermantown Rd. (N -118) - Middlebro - Christopher Ave mery Village Ave (MD-124) - Oden Summit Ave. idy Grove Rd./ I-3	//D-118) ok Rd. e. . (MD-124) widhal Ave.	Length (miles) 0.9 0.8 2.3 0.3 0.4 1.0 1.2	LOS E LOS I (AM)	F F M SB	6.9 2.8	9/5.1 /13.1 1.00 1.1( 1.30 > M	Co TTTI 0 - 1.15 5 - 1.30 0 - 2.00 2.00 N	3.8 / 5 / 11 lor Ke 	8 .6 <b>PTI</b> 1.0 - 1.5 1.5 - 2.5 > 2.5 >TI NB
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LOS E LOS F MD 355 at MD 911/v	Vootton Pkwy (P ast four years. (2 Ridge f Germ Christophe Montgom Su Su Sh Su	0 1 PM) 24% of signalized Roadway North t Rd. (MD-27) - Ge antown Rd. (MD- Middlebrook Rd. er Ave Montgo nery Village Ave. Odendhal Ave ummit Ave Sha ady Grove Rd./ I- Redland Blv Gude Dr W	MD 3 MD 3 d intersections) / Segment to South ermantown Rd. (N -118) - Middlebro - Christopher Ave mery Village Ave (MD-124) - Oden - Summit Ave. idy Grove Rd./ I-3 -370 - Redland B rd Gude Dr. /ashington St. s Rd./ Jefferson S	Joint         Joint Content of the second secon	Length (miles)           0.9           0.8           2.3           0.4           1.0           1.2           1.0           0.8	LOS E LOS I (AM)	F F M SB	6.9 2.8	9/5.1 /13.1 1.00 1.1( 1.30 > M	Co TTTI 0 - 1.15 5 - 1.30 0 - 2.00 2.00 N	3.8 / 5 / 11 lor Ke 	8 .6 PTI 1.0 - 1.5 1.5 - 2.5 > 2.5
LOS E LOS F MD 355 at MD 911/V Available count data for the l Functional Class	Vootton Pkwy (P ast four years. (2 Ridge f Germa Christophe Montgom Su Su Sh Su Sh Veirs Mills Rd	0 1 PM) 24% of signalized Roadway North t Rd. (MD-27) - Ge antown Rd. (MD- Middlebrook Rd ier Ave Montgo nery Village Ave. Odendhal Ave ummit Ave Sha nady Grove Rd./ I- Redland Blv Gude Dr Won St Veirs Mills	d intersections) / Segment to South ermantown Rd. (Iv -118) - Middlebro - Christopher Ave (MD-124) - Oden - Christopher Ave (MD-124) - Oden - Summit Ave. Idy Grove Rd./ I-3 -370 - Redland B d Gude Dr. Vashington St. s Rd./ Jefferson S D-28) - Wootton Pi	MD-118) ok Rd. 3. . (MD-124) idhal Ave. 370 ivd. St. (MD-28) kwy. (MD-911)	Length (miles)           0.9           0.8           2.3           0.4           1.0           1.2           1.0           0.8           1.0           0.8	LOS E LOS I (AM)	F F M SB	6.5.2.8	9/5.1 /13.1 1.00 1.1( 1.3) SB	Co TTTI 0 - 1.15 5 - 1.30 0 - 2.00 2.00 N	3.8 / 5 / 11 lor Ke 	8 .6 PTI 1.0 - 1.5 1.5 - 2.5 > 2.5 > 2.5 > 1.5 > 2.5 > 2.5 > 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
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LOS E LOS F MD 355 at MD 911/V Available count data for the l Functional Class	Vootton Pkwy (P ast four years. (2 Ridge F Germ: M Christophe Montgom Su Su Sh Sh Vairs Mills Rd Washingto Veirs Mills Rd Woo Montu	0 1 2M) 24% of signalized Roadway North t Rd. (MD-27) - Ge antown Rd. (MD- Middlebrook Rd. er Ave Montgo mery Village Ave. Odendhal Ave ummit Ave Sha iady Grove Rd. Codendhal Ave ummit Ave Sha iady Grove Rd. Rd. MD- Substantion St Veirs Mills d./ Jefferson St. (MI) otton Pkwy. (MD- Strose Pkwy Stra hmore Ave. (MD-	d intersections) / Segment to South / Segment / Segmen	LOS 'F' Inte LOS 'F' Inte 155 at MD 911/W 155 at MD 911/W 155 at MD 911/W 155 at MD 911/W 164 175 at MD 911/W 176 at MD 91/W 176 at MD 91/W 17	Length (miles)           0.9           0.8           2.3           0.4           1.0           1.2           1.0           0.3           0.4           1.0           1.2           1.0           1.10           1.2           1.0           1.10           1.10	LOS E LOS I (AM)	TT M SB W	6.5.2.8	9/5.1 /13.1 1.00 1.1( 1.3) SB	Co TTTI 0 - 1.15 5 - 1.30 0 - 2.00 2.00 N	3.8 / 5 / 11 lor Ke 0 0 data F F W W W W W W W W W W W W W	.8 .6 .7 .7 .7 .7 .7 .7 .7 .7 .7 .7 .7 .7 .7
LOS E LOS F MD 355 at MD 911/V Available count data for the l Functional Class	Vootton Pkwy (P ast four years. (2 Ridge F Germ: M Christophe Montgom Su Su Sh Sh Vairs Mills Rd Washingto Veirs Mills Rd Woo Montu	0 1 2M) 24% of signalized Roadway North t Rd. (MD-27) - Ge antown Rd. (MD- Middlebrook Rd ier Ave Montgoi nery Village Ave. Odendhal Ave ummit Ave Sha iady Grove Rd Redland Blv Gude Dr W Gude Dr W on St Veirs Mills J. Jefferson St. (MD- Strose Pkwy Stra hmore Ave. (MD- Grosvenor	d intersections) / Segment to South / Segment / Segmen	LOS 'F' Inte LOS 'F' Inte 155 at MD 911/W 155 at MD 911/W 155 at MD 911/W 155 at MD 911/W 164 175 at MD 911/W 176 at MD 91/W 176 at MD 91/W 17	rsections footton Pkwy footton Pkwy 0.9 0.8 2.3 0.3 0.4 1.0 1.2 1.0 0.8 1.0 0.9 0.4 2.1 1.3 0.9	LOS E LOS I (AM)	TT SB W	6.5.2.8	9/5.1 /13.1 1.00 1.1( 1.3) SB	Co TTTI 0 - 1.15 5 - 1.30 0 - 2.00 2.00 N	3.8 / 5 / 11 ior Ke o data F SB SB W W W W W W W W W SB W W W W W W W W	8
LOS E LOS F MD 355 at MD 911/V Available count data for the l Functional Class	Vootton Pkwy (P ast four years. (2 Ridge f Germ Montgom Christophe Montgom Su Sh Sh Sh Sh Sh Sh Sh Sh Sh Sh Sh Sh Sh	0 1 2M) 24% of signalized Roadway North t Rd. (MD-27) - Ge antown Rd. (MD- Middlebrook Rd ier Ave Montgo nery Village Ave. Odendhal Ave ummit Ave Sha ady Grove Rd./ I- Redland Bly Gude Dr W on St Veirs Mills J./ Jefferson St. (MD- Grosvenor I-495 - Ca Cedar Lane - Jo	MD 3 MD 3 d intersections) / Segment to South ermantown Rd. (N -118) - Middlebro - Christopher Ave (MD-124) - Oden - Christopher Ave (MD-124) - Oden - Summit Ave. (MD-124) - Oden - Summi	Image: Additional and the second se	Length (miles)           0.9           0.8           2.3           0.4           1.0           1.2           1.0           1.2           1.0           0.9           0.8           0.3           0.4           1.0           0.8           1.0           0.8           0.9           0.4           1.0           0.8           1.0           0.9           0.4           0.9           0.4           2.1           1.3           0.9           0.3           0.9           0.6	LOS E LOS I (AM)	TT SB W	6.5.2.8	9/5.1 /13.1 1.00 1.1( 1.3) SB	Co TTTI 0 - 1.15 5 - 1.30 0 - 2.00 2.00 N	3.8 / 5 / 11 ior Ke o data F SB SB W W W W W W W W W SB W W W W W W W W	8        .
LOS E LOS F MD 355 at MD 911/V Available count data for the l Functional Class	Vootton Pkwy (P ast four years. (2 Ridge F Germ Montgom Christophe Montgom Veirs Mills Rd Washingto Veirs Mills Rd Woo Montr Stratt	0 1 2M) 24% of signalized Roadway North t Rd. (MD-27) - Ge antown Rd. (MD- Middlebrook Rd er Ave Montgo nery Village Ave. Odendhal Ave ummit Ave Sha ady Grove Rd./ I- Redland Blv Gude Dr W Gude Dr W Grosvenor I-495 - C Cedar Lane - Jo Bridge Rd Mon	MD 3 MD 3 d intersections) / Segment to South ermantown Rd. (N -118) - Middlebro - Christopher Ave mery Village Ave (MD-124) - Oden - Christopher Ave (MD-124) - Oden - Summit Ave. dy Grove Rd./ I-3 -370 - Redland B d Gude Dr. Vashington St. s Rd./ Jefferson S D-28) - Wootton P 911) - Montrose F athmore Ave. (ME 547) - Grosvenor Lane - I-495 edar Lane ones Bridge Rd. ntgomery Ave (M	Image: Los 'F' Intel           Jos friend           Jos fried	Length (miles)           0.9           0.8           2.3           0.4           1.0           1.2           1.0           0.9           0.4           1.0           0.3           0.4           1.0           0.3           0.9           0.4           1.0           0.8           1.0           0.8           1.0           0.9           0.4           2.1           1.3           0.9           0.3           0.9           0.6           0.9	LOS E LOS I (AM)	TT SB W	6.5.2.8	9/5.1 /13.1 1.00 1.16 1.30 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8	Co TTTI 0 - 1.15 5 - 1.30 0 - 2.00 2.00 N	3.8 / 5. / 11 Ior Ke Ior Ke SB SB SB SB SB SB SB SB SB SB	8 .6 PTI 1.0 - 1.5 1.5 - 2.5 2.5 PTI PM NB 1.5 - 2.5 2.5 2.5 2.5 2.5 2.5 2.5 2.5 2.5 2.5
LOS E LOS F MD 355 at MD 911/V Available count data for the l Functional Class	Vootton Pkwy (P ast four years. (2 Ridge F Germ Montgom Christophe Montgom Washingto Veirs Mills Rd Washingto Veirs Mills Rd Woo Montr Stratt	0 1 2M) 24% of signalized Roadway North t Rd. (MD-27) - Ge antown Rd. (MD- Middlebrook Rd ier Ave Montgo nery Village Ave. Odendhal Ave ummit Ave Sha ady Grove Rd./ I- Redland Bly Gude Dr W on St Veirs Mills J./ Jefferson St. (MD- Grosvenor I-495 - Ca Cedar Lane - Jo	MD 3 MD 3 d intersections) <b>/ Segment</b> to South ermantown Rd. (N -118) - Middlebro - Christopher Ave (MD-124) - Oden - Christopher Ave (MD-124) - Oden - Christopher Ave (MD-124) - Oden - Summit Ave. (MD-124) - Oden -	Image: Los 'F' Intel           Jos 55 at MD 911/W           Jos 55 at MD 911/W           Jos 64           Jos 77           Jos 70           Ivd.           Jos 70           Jvd.           St. (MD-28)           Kwy. (MD-911)           Pkwy.           Jos 747           Jos 747           Jos 747           Jos 747           Jos 7410           e (MD-191)	Length (miles)           0.9           0.8           2.3           0.4           1.0           1.2           1.0           1.2           1.0           0.9           0.8           0.3           0.4           1.0           0.8           1.0           0.8           0.9           0.4           1.0           0.8           1.0           0.9           0.4           0.9           0.4           2.1           1.3           0.9           0.3           0.9           0.6	LOS E LOS I (AM)	TT SB W	6.5.2.8	9/5.1 /13.1 1.00 1.1( 1.3) SB	Co TTTI 0 - 1.15 5 - 1.30 0 - 2.00 2.00 N	3.8 / 5 / 11 lor Ke 0 data 0 data 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8	8        .

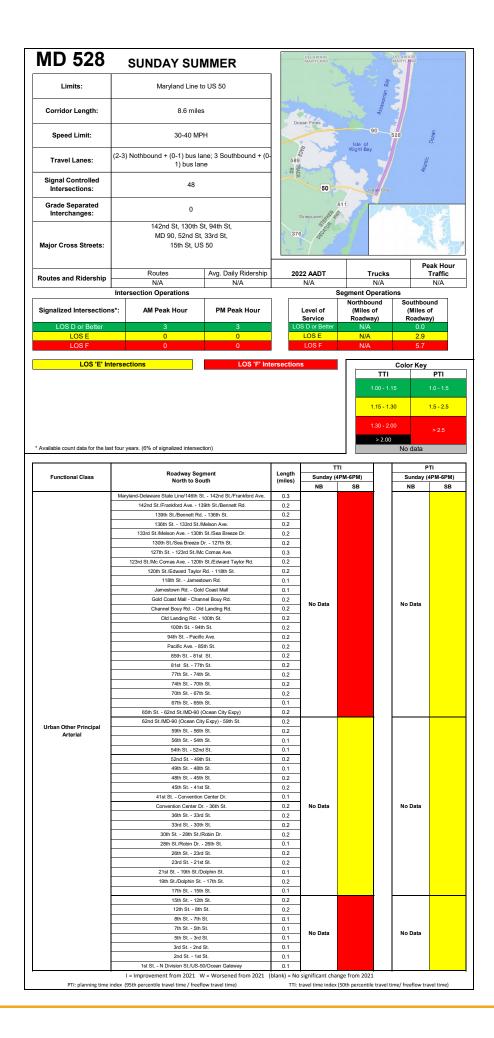
Limits:	MD 355	to US 29		artin	Saul Rd	Re-	FOREST GLEN
Corridor Length:	3.8 r	niles	355	Tem	Washington DC ble - The Church	Linder	221076
Speed Limit:	25 - 3	5 MPH	n /	1 A	VIII Rd	Linden L	
Travel Lanes:	(1 - 2) Eastbound	(1 - 2) Westbound	AVE	<ul> <li>Naval Suppor Activity Bethe</li> </ul>	tesda	Stoolwille Pr	(390) (97)
				ones Bridge Rd			97
Signal Controlled Intersections:	1	9	NIST	Chevy	Chase WE	ST 41	10 HWY DOWNTOW SILVER SPRI
Grade Separated Interchanges:		0	MISCONSIN		85) EAST Beach Dr		16th St NW
Major Cross Streets:	MD 355, Montgom MD 186, Beach I	nery Ave, MD 185, Dr / Jones Mill Dr,	Bethe	Leian	(186)		NW NW
		b Rd,	XI-	(355) Bradley Ln		3	
	Routes	0 384, US 29 Avg. Daily Ridership		nevy Chase Club 🦹	Unahi		
	METRO J1	353	P	Chevy C			
	METRO J2	3.739	Comera	Villa	ge		A LA
	Ride On Route 1	Not available	Somers	riendship	Comm		
Routes and Ridership	Ride On Route 2	Not available		Village	ecti		
	Ride On Route 11	Not available					Peak Hou
	Ride On Route 18	Not available	20	22 AADT	Tr	ucks	Traffic
	Ride On Route 28	Not available	-	- 27,000 vp		- 4%	8% - 10%
		i tot di di dibio	10,000		Segment Op		0,0 10,0
	Intersection Operations				Eastbour		Vestbound
Signalized Intersection		PM Peak Hour		Level of	AM / PM (Miles of	1 f	AM / PM (Miles of
LOC D or Dottor	6	6		Service	Roadway		Roadway)
LOS D or Better	6 0	6			2.6 / 0.2		1.0 / 0.0
					1 1 2 / 1 6		
		0		LOSE	1.2/1.5		1.4 / 3.8
LOS F	0	0	tersection	LOS F	1.2 / 1.5 0.0 / 2.0	)	1.4 / 0.0
LOS F		0	tersection	LOS F	0.0 / 2.0	Co TTI 00 - 1.15 15 - 1.30 30 - 2.00	
LOS F LOS 'E' In	0	0 LOS 'F' In	tersection	LOS F	0.0 / 2.0	Co TTI 00 - 1.15 15 - 1.30 30 - 2.00 > 2.00	1.4 / 0.0 lor Key PTI 1.0 - 1.5 1.5 - 2.5
LOS F LOS 'E' In	0 tersections	0 LOS 'F' In	tersection	LOS F	0.0 / 2.0	Co TTI 00 - 1.15 15 - 1.30 30 - 2.00 > 2.00	I.4 / 0.0         Ior Key         PTI         1.0 - 1.5         1.5 - 2.5         > 2.5
LOS F LOS 'E' In	tersections ast four years. (32% of signalized Roadway	l intersections)	Length	LOS F	0.0 / 2.0	Co TTI 00 - 1.15 15 - 1.30 30 - 2.00 > 2.00	1.4 / 0.0 lor Key PTI 1.0 - 1.5 1.5 - 2.5 > 2.5 o data
LOS F LOS 'E' In Available count data for the la	0 tersections ast four years. (32% of signalized Roadway	0 LOS 'F' In	1	LOS F	0.0 / 2.0	Co TTI 00 - 1.15 15 - 1.30 30 - 2.00 > 2.00	1.4 / 0.0 Ior Key PTI 1.0 - 1.5 1.5 - 2.5 0 data PTI AM PM
LOS F LOS 'E' In Available count data for the la	tersections ast four years. (32% of signalized Roadway West t	l intersections)	Length	LOS F	0.0 / 2.0	Co TTI 00 - 1.15 15 - 1.30 30 - 2.00 > 2.00	1.4 / 0.0 Ior Key PTI 1.0 - 1.5 1.5 - 2.5 2.5 0 data PTI AM PM
LOS F LOS 'E' In Available count data for the la	etersections  ast four years. (32% of signalized  Roadway West t  Montgomery	0 LOS 'F' In I intersections)	Length (miles)	LOS F	0.0 / 2.0	Co TTI 00 - 1.15 15 - 1.30 30 - 2.00 > 2.00	1.4 / 0.0         PTI         Ior Key         1.0 - 1.5         1.5 - 2.5         0 data         PTI         AM       PM         8       WB       EB       V
LOS F LOS 'E' In Available count data for the la	tersections ast four years. (32% of signalized Roadway West f Montgomery MD185 -	0 LOS 'F' In I intersections) Segment to East Ave MD185	Length (miles) 0.5	LOS F	0.0 / 2.0	Co TTI 00 - 1.15 15 - 1.30 30 - 2.00 > 2.00	1.4 / 0.0         PTI         Ior Key         1.0 - 1.5         1.5 - 2.5         0 data         PTI         AM         PTI         AM         B       WB         WB       EB         W       M
LOS F LOS 'E' In Available count data for the la	etersections  tersections  ast four years. (32% of signalized  Roadway West to  Montgomery  MD185 - Beach Dr Me	l intersections)	Length (miles) 0.5 0.9	LOS F	0.0 / 2.0	Co TTI 00 - 1.15 15 - 1.30 30 - 2.00 > 2.00	1.4 / 0.0         PTI         Ior Key         1.0 - 1.5         1.5 - 2.5         0 data         PTI         AM         PTI         AM         B       WB         WB       EB         W       M
LOS F LOS 'E' In Available count data for the la	est four years. (32% of signalized Roadway West four Montgomery MD185 - Beach Dr Me Meadowbrook	l intersections)	Length (miles) 0.5 0.9 0.2	LOS F	0.0 / 2.0	Co TTI 00 - 1.15 15 - 1.30 30 - 2.00 > 2.00	1.4 / 0.0         PTI         Ior Key         1.0 - 1.5         1.5 - 2.5         0 data         PTI         AM         PTI         AM         B       WB         WB       EB         W       M
LOS F LOS 'E' In Available count data for the la Functional Class Urban Other Principal	etersections  tersections  Roadway West to  Montgomery MD185 - Beach Dr Me Meadowbrook Grubb Rd W	l intersections)  Segment to East  Ave MD185 Beach Dr. eadowbrook Ln. Ln Grubb Rd.	Length (miles) 0.5 0.9 0.2 0.5	LOS F	0.0 / 2.0	Co TTI 00 - 1.15 15 - 1.30 30 - 2.00 > 2.00	1.4 / 0.0         PTI         Ior Key         1.0 - 1.5         1.5 - 2.5         0 data         PTI         AM         PTI         AM         B       WB         WB       EB         W       M
LOS F LOS 'E' Int Available count data for the la Functional Class	est four years. (32% of signalized Roadway West four Vears. Montgomery MD185 - Beach Dr Me Meadowbrook Grubb Rd W Washington Ave	l intersections)  Segment to East  Ave MD185 Beach Dr. cadowbrook Ln. Ln Grubb Rd. ashington Ave.	Length (miles) 0.5 0.9 0.2 0.5 0.5 0.4	LOS F	0.0 / 2.0	Co TTI 00 - 1.15 15 - 1.30 30 - 2.00 > 2.00	1.4 / 0.0         PTI         Ior Key         1.0 - 1.5         1.5 - 2.5         0 data         PTI         AM         PTI         AM         B       WB         WB       EB         W       M
LOS F LOS 'E' In Available count data for the la Functional Class Urban Other Principal	tersections  ast four years. (32% of signalized  Roadway West four Montgomery MD185 - Beach Dr Me Meadowbrook Grubb Rd W Washington Ave Rosemary Hi	l intersections)	Length (miles) 0.5 0.9 0.2 0.5 0.4 0.4 0.4	LOS F	0.0 / 2.0	Co TTI 00 - 1.15 15 - 1.30 30 - 2.00 > 2.00	1.4 / 0.0         PTI         Ior Key         1.0 - 1.5         1.5 - 2.5         0 data         PTI         AM         PTI         AM         B       WB         WB       EB         W       M
LOS F LOS 'E' In Available count data for the la Functional Class Urban Other Principal	ast four years. (32% of signalized Roadway West to Montgomery MD185 - Beach Dr Me Meadowbrook Grubb Rd W Washington Ave Rosemary Hi MD390 - Ct	l intersections)	Length (miles) 0.5 0.9 0.2 0.5 0.4 0.4 0.4 0.2	LOS F	0.0 / 2.0	Co TTI 00 - 1.15 15 - 1.30 30 - 2.00 > 2.00	1.4 / 0.0         PTI         Ior Key         1.0 - 1.5         1.5 - 2.5         0 data         PTI         AM         PTI         AM         B       WB         WB       EB         W       M
LOS F LOS 'E' In Available count data for the la Functional Class Urban Other Principal	etersections  tersections  ast four years. (32% of signalized  Roadway West 1  Montgomery MD185 - Beach Dr Me Meadowbrook Grubb Rd W Washington Ave Rosemary Hi MD390 - C Colesville Rd	l intersections)	Length (miles) 0.5 0.9 0.2 0.5 0.4 0.4 0.2 0.2 0.2	LOS F	0.0 / 2.0	Co TTI 00 - 1.15 15 - 1.30 30 - 2.00 > 2.00	1.4 / 0.0         PTI         Ior Key         1.0 - 1.5         1.5 - 2.5         0 data         PTI         AM         PTI         AM         B       WB         WB       EB         W       M

Limits:	MD 650 to P	Pennsy Drive	(320)	(650) Ad	lelphi Ta		(193)	AX	Greenb
Corridor Length:	7.7 n			<u> </u>	212	College Pa	Ber	rwyn ights	Ū
-			(195)	angley Pa	ark	College Fa		201	
Speed Limit:	30 - 45			410	23rd Av	University	$\mathbb{N}$		495
Travel Lanes:	(1 - 3) Eastbound	(2 - 3) Westbound	ONS.	15	A RA	University Park	A.	Y.	New Carrollton
Signal Controlled Intersections:	2	0	MBIA	(501)		4 Hyattsville		iverdale	1 Carrier
Grade Separated Interchanges:	2	2		- e	27	Te	201 59B		410 (9
Major Cross Streets:	MD 201, MD 29	MD 500, US 1,	under a	Pho M.	Mt Rainie	Bladensi	burg Chever	rly	202
	Routes	Avg. Daily Ridership					7.92	1T	Sheriff R
	METRO C4	4,691					* COND	1 X	III Rd
F	METRO F4 METRO F6	6,085 1,281	4						
Routes and Ridership	METRO F6 METRO 86	1,281	+			1			ak Herr
	The Bus Route 13A	12*	20	22 AAD	т	Tru	cks		eak Hour Traffic
F	The Bus Route 14	29*	18,000			-	- 5%		% - 7.5 %
Ē	The Bus Route 18	166*							
	The Bus Route 19	13*							
		* Along Corridor			Se	egment Ope	rations		
	Intersection Operatio	ns	-			Eastbound AM / PM	d	Westbou AM / Pl	-
Signalized Intersections	*: AM Peak Hour	PM Peak Hour		Level o Servic		(Miles of Roadway)		(Miles ) Roadwa	of
				Servic					
LOS D or Better	7	7	LC	S D or E		2.7 / 1.2		0.0/0	
LOS D or Better LOS E LOS F LOS 'E' Inte	0 1	7 0 1 LOS 'F' In MD 410 at MD	tersectior	IS D or E LOS E LOS F	Better	2.7 / 1.2 4.7 / 2.0 0.3 / 4.5			4 8
LOS E LOS F	0 1	0 1 LOS 'F' In	tersectior	IS D or E LOS E LOS F	Better	2.7 / 1.2 4.7 / 2.0 0.3 / 4.5	Ca TTI 0 - 1.15 5 - 1.30 0 - 2.00	0.0 / 0 6.0 / 2 1.7 / 4	4 8 5
LOS E LOS F LOS 'E' Inte	ersections	0 1 LOS 'F' In MD 410 at MD	tersectior	IS D or E LOS E LOS F	Better	2.7 / 1.2 4.7 / 2.0 0.3 / 4.5	Cc TTI 0 - 1.15 5 - 1.30 0 - 2.00	0.0 / 0 6.0 / 2 1.7 / 4	4 8 5 <b>PTI</b> 1.0 - 1.5 1.5 - 2.5
LOS E LOS F LOS 'E' Inte	0 1 ersections	0 1 LOS 'F' In MD 410 at MD ad intersections)	tersection D 212 (AM, F	IS D or E LOS E LOS F	Better	2.7 / 1.2 4.7 / 2.0 0.3 / 4.5	Cc TTI 0 - 1.15 5 - 1.30 0 - 2.00	0.0 / 0 6.0 / 2 1.7 / 4 olor Key	4 8 5 <b>PTI</b> 1.0 - 1.5 1.5 - 2.5
LOS E LOS F LOS 'E' Inte	ersections	0 1 LOS 'F' In MD 410 at MD ad intersections)	tersectior	SD or B LOSE LOSE M)	TTI M	2.7 / 1.2 4.7 / 2.0 0.3 / 4.5 1.0 1.1 1.3 > PM	Cc TTI 0 - 1.15 5 - 1.30 0 - 2.00 N	0.0 / 0 6.0 / 2 1.7 / 4 Dior Key No data	4 8 5 1.0 - 1.5 1.5 - 2.5 > 2.5 TI PM
LOS E LOS F LOS 'E' Inte	0 1 ersections st four years. (40% of signalize Roadway West t	0 1 MD 410 at MD at MD 410 at MD at intersections)	Length (miles)	SD or B LOSE LOSF 15 PM)	Better	2.7 / 1.2 4.7 / 2.0 0.3 / 4.5 1.0 1.1 1.3	Cc TTI 0 - 1.15 5 - 1.30 0 - 2.00	0.0 / 0 6.0 / 2 1.7 / 4 Dior Key No data	4 8 5 1.0 - 1.5 1.5 - 2.5 > 2.5
LOS E LOS F LOS 'E' Inte	0 1 ersections st four years. (40% of signalize Roadway West t MD650 -	0 1 LOS 'F' In MD 410 at ME ed intersections) Segment to East - MD212	tersection D 212 (AM, F	SD or B LOSE LOSE M)	TTI M	2.7 / 1.2 4.7 / 2.0 0.3 / 4.5 1.0 1.1 1.3 > PM	Cc TTI 0 - 1.15 5 - 1.30 0 - 2.00 N	0.0 / 0 6.0 / 2 1.7 / 4 Dior Key No data	4 8 5 1.0 - 1.5 1.5 - 2.5 > 2.5 TI PM
LOS E LOS F LOS 'E' Inte	0 1 ersections st four years. (40% of signalize Roadway West t	ed intersections)  Segment to East - MD212 Ager Rd.	Length (miles)	SD or B LOSE LOSE M)	TTI M	2.7 / 1.2 4.7 / 2.0 0.3 / 4.5 1.0 1.1 1.3 > PM	Cc TTI 0 - 1.15 5 - 1.30 0 - 2.00 N	0.0 / 0 6.0 / 2 1.7 / 4 Dior Key No data	4 8 5 1.0 - 1.5 1.5 - 2.5 > 2.5 TI PM
LOS E LOS F LOS 'E' Inte	0 1 strsections st four years. (40% of signalize Roadway West t MD650 MD212 - Ager Rd	ed intersections)  Segment to East - MD212 Ager Rd.	Length (miles) 0.2	SD or B LOSE LOSE M)	TTI M	2.7 / 1.2 4.7 / 2.0 0.3 / 4.5 1.0 1.1 1.3 > PM	Cc TTI 0 - 1.15 5 - 1.30 0 - 2.00 N	0.0 / 0 6.0 / 2 1.7 / 4 Dior Key No data	4 8 5 1.0 - 1.5 1.5 - 2.5 > 2.5
LOS E LOS F LOS 'E' Inte	0 1 srsections st four years. (40% of signalize Roadway West t MD650 MD212 - Ager Rd 23rd Ave To Toledo Terrace -	ed intersections) Segment MD 212 Ager Rd. 23rd Ave. oledo Terrace Editors Park Dr.	Length (miles) 0.9 0.2 0.3 0.5 0.1	SD or B LOSE LOSE M)	TTI M	2.7 / 1.2 4.7 / 2.0 0.3 / 4.5 1.0 1.1 1.3 > PM	Cc TTI 0 - 1.15 5 - 1.30 0 - 2.00 N	0.0 / 0 6.0 / 2 1.7 / 4 Dior Key No data	4 8 5 1.0 - 1.5 1.5 - 2.5 > 2.5 TI PM
LOS E LOS F LOS 'E' Inte	ersections st four years. (40% of signalize Roadway West t MD650 MD212 - Ager Rd 23rd Ave To Toledo Terrace - Editors Park Dr F	ed intersections) Segment to East - MD212 Ager Rd. - 23rd Ave. oledo Terrace - Editors Park Dr. Pr. George's Plaza	Length (miles) 0.9 0.2 0.3 0.5 0.1 0.1	SD or B LOSE LOSE M)	TTI M	2.7 / 1.2 4.7 / 2.0 0.3 / 4.5 1.0 1.1 1.3 > PM	Cc TTI 0 - 1.15 5 - 1.30 0 - 2.00 N	0.0 / 0 6.0 / 2 1.7 / 4 Dior Key No data	4 8 5 1.0 - 1.5 1.5 - 2.5 > 2.5
LOS E LOS F LOS 'E' Inte	0 1 srsections st four years. (40% of signalize Roadway West t MD650 MD212 - Ager Rd 23rd Ave To Toledo Terrace -	ed intersections) Segment to East - MD212 Ager Rd. - 23rd Ave. oledo Terrace - Editors Park Dr. Pr. George's Plaza za - Belcrest Rd.	Length (miles) 0.9 0.2 0.3 0.5 0.1	SD or B LOSE LOSE M)	TTI M	2.7 / 1.2 4.7 / 2.0 0.3 / 4.5 1.0 1.1 1.3 > PM	Cc TTI 0 - 1.15 5 - 1.30 0 - 2.00 N	0.0 / 0 6.0 / 2 1.7 / 4 Dior Key No data	4 8 5 1.0 - 1.5 1.5 - 2.5 > 2.5 TI PM
LOS E LOS F LOS 'E' Inte Available count data for the las Functional Class	ersections st four years. (40% of signalize Roadway West t MD650 MD212 - Ager Rd 23rd Ave To Toledo Terrace - Editors Park Dr F Pr. George's Pla	ed intersections) Segment to East - MD212 Ager Rd. - 23rd Ave. oledo Terrace - Editors Park Dr. Pr. George's Plaza za - Belcrest Rd. D500/Adelphi Rd.	Length (miles) 0.9 0.2 0.3 0.5 0.1 0.1 0.3	SD or B LOSE LOSE M)	TTI M	2.7 / 1.2 4.7 / 2.0 0.3 / 4.5 1.0 1.1 1.3 > PM	Cc TTI 0 - 1.15 5 - 1.30 0 - 2.00 N	0.0 / 0 6.0 / 2 1.7 / 4 Dior Key No data	4 8 5 1.0 - 1.5 1.5 - 2.5 > 2.5 TI PM
LOS E LOS F LOS 'E' Inte	ersections	ed intersections)  Segment to East -MD212 Ager Rd23rd Ave. oledo Terrace Editors Park Dr. Pr. George's Plaza iza - Belcrest Rd. D500/Adelphi RdUS1/Baltimore Ave. ve Taylord Rd.	Length (miles) 0.9 0.2 0.3 0.5 0.1 0.1 0.1 0.3 0.5 0.1 0.1 0.3 0.5 0.5	SD or B LOSE LOSE M)	TTI M	2.7 / 1.2 4.7 / 2.0 0.3 / 4.5 1.0 1.1 1.3 > PM	Cc TTI 0 - 1.15 5 - 1.30 0 - 2.00 N	0.0 / 0 6.0 / 2 1.7 / 4 Dior Key No data	4 8 5 1.0 - 1.5 1.5 - 2.5 > 2.5 TI EB V
LOS E LOS F LOS 'E' Inte Available count data for the las Functional Class	ersections  st four years. (40% of signalize  Roadway West t  MD650  MD212  Ager Rd  23rd Ave Tt  Toledo Terrace Editors Park Dr I  Pr. George's Pla Belcrest Rd ME MD500/Adelphi Rd. US1/Baltimore A Taylord Rd Kenil	ed intersections) Segment to East - MD212 Ager Rd. - 23rd Ave. oledo Terrace - Editors Park Dr. Pr. George's Plaza za - Belcrest Rd. D500/Adelphi Rd. - US1/Baltimore Ave. ve Taylord Rd. Iworth Ave./MD201	Length (miles) 0.2 0.3 0.5 0.1 0.1 0.1 0.3 0.5 0.5 0.5	SD or B LOSE LOSE M)	TTI M	2.7 / 1.2 4.7 / 2.0 0.3 / 4.5 1.0 1.1 1.3 > PM	Cc TTI 0 - 1.15 5 - 1.30 0 - 2.00 N	0.0 / 0 6.0 / 2 1.7 / 4 Dior Key No data	4 8 5 1.0 - 1.5 1.5 - 2.5 > 2.5 TI EB V
LOS E LOS F LOS 'E' Inte Available count data for the las Functional Class	ersections  st four years. (40% of signalize  Roadway West t  MD650  MD212  Ager Rd 23rd Ave Tr  Toledo Terrace Editors Park Dr f  Pr. George's Pla Belcrest Rd ME MD500/Adelphi Rd US1/Baltimore A Taylord Rd Kenil Kenilworth Ave./ME	ed intersections)  Segment to East  - MD212 Ager Rd 23rd Ave. oledo Terrace - Editors Park Dr. Pr. George's Plaza za - Belcrest Rd. D500/Adelphi Rd US1/Baltimore Ave. ve Taylord Rd. liworth Ave./MD201 D201 - Mustang Dr.	Length (miles) 0.2 0.3 0.5 0.1 0.1 0.1 0.3 0.5 0.5 0.5 0.5	SD or B LOSE LOSE M)	TTI M	2.7 / 1.2 4.7 / 2.0 0.3 / 4.5 1.0 1.1 1.3 > PM	Cc TTI 0 - 1.15 5 - 1.30 0 - 2.00 N	0.0 / 0 6.0 / 2 1.7 / 4 DIOF Key DIOF Key No data	4 8 5 7 1.0 - 1.5 1.5 - 2.5 > 2.5 7 8 8 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9
LOS E LOS F LOS 'E' Inte Available count data for the las Functional Class	st four years. (40% of signalize Roadway West t MD650 MD212 - Ager Rd 23rd Ave To Clotedo Terrace - Editors Park Dr I Pr. George's Pla Belcrest Rd ME MD500/Adelphi Rd US1/Baltimore A Taylord Rd Kenil Kenilworth Ave./ME Mustang Dr.	O     I      LOS 'F' In     MD 410 at ME     MD 410 at ME     MD 410 at ME     Segment     to East - MD212     Ager Rd 23rd Ave. oledo Terrace - Editors Park Dr. Pr. George's Plaza iza - Belcrest Rd. D500/Adelphi Rd US1/Baltimore Ave. ve Taylord Rd. lworth Ave./MD201 D201 - Mustang Dr 64th Ave.	Length (miles) 0.2 0.3 0.5 0.1 0.1 0.1 0.3 0.5 0.5 0.5	SD or B LOSE LOSE M)	TTI M	2.7 / 1.2 4.7 / 2.0 0.3 / 4.5 1.0 1.1 1.3 > PM	Cc TTI 0 - 1.15 5 - 1.30 0 - 2.00 N	0.0 / 0 6.0 / 2 1.7 / 4 Dior Key No data	4 8 5 1.0 - 1.5 1.5 - 2.5 > 2.5 TI EB V
LOS E LOS F LOS 'E' Inte Available count data for the las Functional Class	ersections  st four years. (40% of signalize  Roadway West t  MD650  MD212  Ager Rd 23rd Ave Tr  Toledo Terrace Editors Park Dr f  Pr. George's Pla Belcrest Rd ME MD500/Adelphi Rd US1/Baltimore A Taylord Rd Kenil Kenilworth Ave./ME	ed intersections) Segment to East - MD212 Ager Rd. - 23rd Ave. oledo Terrace - Editors Park Dr. Pr. George's Plaza za - Belcrest Rd. - 2500/Adelphi Rd. - US1/Baltimore Ave. ve Taylord Rd. Iworth Ave./MD201 D201 - Mustang Dr. 64th Ave. e-Washington Pkwy.	Length (miles) 0.2 0.3 0.5 0.1 0.1 0.3 0.5 0.5 0.5 0.5 0.5 0.5	SD or B LOSE LOSE M)	TTI M	2.7 / 1.2 4.7 / 2.0 0.3 / 4.5 1.0 1.1 1.3 > PM	Cc TTI 0 - 1.15 5 - 1.30 0 - 2.00 N	0.0 / 0 6.0 / 2 1.7 / 4 DIOF Key DIOF Key No data	4 8 5 7 1.0 - 1.5 1.5 - 2.5 > 2.5 7 8 8 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9
LOS E LOS F LOS 'E' Inte Available count data for the las Functional Class	st four years. (40% of signalize Roadway West t MD650 MD212 - Ager Rd 23rd Ave To Colledo Terrace - Editors Park Dr 1 Pr. George's Pla Belcrest Rd ME MD500/Adelphi Rd. US1/Baltimore A Taylord Rd Kenil Kenilworth Ave./ME Mustang Dr. 64th Ave Baltimore	ed intersections) Segment to East - MD212 Ager Rd. - 23rd Ave. oledo Terrace - Editors Park Dr. Pr. George's Plaza iza - Belcrest Rd. D500/Adelphi Rd. - US1/Baltimore Ave. ve Taylord Rd. Iworth Ave./MD201 D201 - Mustang Dr. - 64th Ave. e-Washington Pkwy. PkwyVeterans Pkwy.	Length (miles) 0.2 0.3 0.5 0.1 0.1 0.3 0.5 0.5 0.5 0.5 0.5 0.5 0.5 0.2 0.1	SD or B LOSE LOSE M)	Better E T T M WB M V B	2.7 / 1.2 4.7 / 2.0 0.3 / 4.5 1.0 1.1 1.3 > PM	Cc TTI 0 - 1.15 5 - 1.30 0 - 2.00 N	0.0 / 0 6.0 / 2 1.7 / 4 DIOF Key DIOF Key No data	4 8 5 7 1.0 - 1.5 1.5 - 2.5 > 2.5 7 7 8 8 8 8 9 7 1 9 8 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9
LOS E LOS F LOS 'E' Inte Available count data for the las Functional Class	st four years. (40% of signalize Roadway West t MD650 MD212 - Ager Rd 23rd Ave Tr Toledo Terrace - Editors Park Dr f Pr. George's Pla Belcrest Rd ML MD500/Adelphi Rd US1/Baltimore Av Taylord Rd Kenil Kenilworth Ave./ML Mustang Dr. 64th Ave Baltimore Baltimore-Washington Veterans Pkwy An Annapolis Rd./M	ed intersections) Segment to East - MD 410 at ME - MD 410 at ME - MD 410 at ME - MD 410 at ME - MD 212 Ager Rd. - 23rd Ave. - Oledo Terrace - Editors Park Dr. Pr. George's Plaza za - Belcrest Rd. D500/Adelphi Rd. - US1/Baltimore Ave. ve Taylord Rd. Worth Ave./MD 201 D201 - Mustang Dr. - 64th Ave. e-Washington Pkwy. PkwyVeterans Pkwy. mapolis Rd./MD 450	Length (miles) 0.2 0.3 0.5 0.1 0.1 0.3 0.5 0.5 0.5 0.5 0.5 0.5 0.5 0.5 0.5 0.5	SD or B LOSE LOSE M)	Better E T T M WB M V B	2.7 / 1.2 4.7 / 2.0 0.3 / 4.5 1.0 1.1 1.3 > PM	Cc TTI 0 - 1.15 5 - 1.30 0 - 2.00 N	0.0 / 0 6.0 / 2 1.7 / 4 DIOF Key DIOF Key No data	4 8 5 7 7 1.0 - 1.5 1.5 - 2.5 > 2.5 7 7 8 8 8 9 8 9 9 9 9 9 9 9 9 9 9 9 9 9

Limits:	MD 202 to	MD 704		(193) Berwyn	6	93)	Goddard Space Flight Center
	6.3 n		ollege Pa	ark Heights		Godda	ard 🔥 Glenn Da
Corridor Length:				XX/-		93 Godda PH Output	00d Luck (564)
Speed Limit:	35 - 40		iversity		495	Opv	
Travel Lanes:	(2 - 4) Eastbound	(2 - 4) Westbound	Park		New Carrollton	Lanham	450
Signal Controlled Intersections:	2	1	tsville	East Riverdal	(410)		4
Grade Separated Interchanges:	2	2	G	(201) (69B)	410	950 (50)	704
Major Cross Streets:	MD 202, Ardwick Ardmore MD 410, Ri 85th Ave, I-95 / Whitfield Chapel Rd,	e Rd / Surrey Ln verdale Rd, I-495, MD 564,	Bladens	burg 450 (202) Cheverly	50) 202	(195 Glenarden	Mitchellvi
	Routes	Avg. Daily Ridership	0		704		
	METRO B24	632		30	She		ZI IZ
	METRO B27	176	k	On Call	Mill Ra		11 N. 1.
Routes and Ridership	METRO F4 METRO F13	6,085 433		- YU	10		3 23
	METRO F13 METRO G12/G14	2,601					Deek Heur
	METRO T18	4,808	20	22 AADT	Tru	cks	Peak Hour Traffic
	The Bus Route 16	19*		- 60,000 vpd	2% -		7.5%
		* Along Corridor		S	egment Ope	rations	
	Intersection Operation	ns	_		Eastbound		Vestbound
Signalized Intersection	s*: AM Peak Hour	PM Peak Hour		Level of Service	AM / PM (Miles of		AM / PM (Miles of
				Service	Roadway)		Roadway)
LOS D or Better	18	18	LO	S D or Better	5.7 / 0.0		5.5 / 0.0
LOS D or Better LOS E	18 0	18 0	LO	S D or Better	5.7 / 0.0 0.6 / 4.6		5.5 / 0.0 0.8 / 5.2
LOS E LOS F		0	tersection	LOS E LOS F	0.6 / 4.6 0.0 / 1.7		
LOS E LOS F LOS 'E' Int	0 0	0 0 LOS 'F' In		LOS E LOS F	0.6 / 4.6 0.0 / 1.7 1.00 1.11 1.30	Cold TTI 0- 1.15 5- 1.30 0- 2.00 2.00	0.8 / 5.2 0.0 / 1.1 or Key PTI
LOS E LOS F LOS 'E' Int	ersections	0 0 LOS 'F' In		LOS E LOS F	0.6 / 4.6 0.0 / 1.7 1.00 1.11 1.30	Cold TTI 0- 1.15 5- 1.30 0- 2.00 2.00	0.8 / 5.2 0.0 / 1.1 or Key PTI 1.0 - 1.5 1.5 - 2.5 > 2.5 o data
LOS E LOS F LOS 'E' Int	ersections	0 0 LOS 'F' In intersections)	tersection	LOS E LOS F	0.6 / 4.6 0.0 / 1.7 1.00 1.11 1.30 >	Cole TTI 0 - 1.15 5 - 1.30 0 - 2.00 2.00 No	0.8 / 5.2 0.0 / 1.1 or Key PTI 1.0 - 1.5 1.5 - 2.5 > 2.5 o data PTI
LOS E LOS F LOS 'E' Int	ersections	0 0 LOS 'F' In intersections)	tersection	LOS E LOS F	0.6 / 4.6 0.0 / 1.7 1.00 1.11 1.30	Cole TTI 0 - 1.15 5 - 1.30 0 - 2.00 2.00 No	0.8 / 5.2 0.0 / 1.1 or Key PTI 1.0 - 1.5 1.5 - 2.5 > 2.5 o data
LOS E LOS F LOS 'E' Int	ersections	0 0 LOS 'F' In intersections)	tersection	LOS E LOS F	0.6 / 4.6 0.0 / 1.7 1.00 1.11 1.30 2.2 1 PM	Cole TTI 0 - 1.15 5 - 1.30 0 - 2.00 2.00 No	0.8 / 5.2 0.0 / 1.1 or Key PTI 1.0 - 1.5 1.5 - 2.5 > 2.5 > data PTI AM PM
LOS E LOS F LOS 'E' Int	ersections  set four years. (86% of signalized  Roadway West to  MD202 - : 56th Ave	0 0 LOS 'F' In intersections) Segment o East 56th Ave. 57th Ave.	Length (miles) 0.2 0.2	LOS E LOS F	0.6 / 4.6 0.0 / 1.7 1.00 1.11 1.30 2.2 1 PM	Cole TTI 0 - 1.15 5 - 1.30 0 - 2.00 2.00 No	0.8 / 5.2 0.0 / 1.1 or Key PTI 1.0 - 1.5 1.5 - 2.5 > 2.5 > data PTI AM PM
LOS E LOS F LOS 'E' Int	ersections  set four years. (86% of signalized  Roadway West to  MD202 - : 56th Ave 57th Ave MD295	0 0 LOS 'F' In intersections) Segment o East 56th Ave. 57th Ave. (Balt/Wash Pkwy)	Length (miles) 0.2 0.4	LOS E LOS F	0.6 / 4.6 0.0 / 1.7 1.00 1.11 1.30 2.2 1 PM	Cole TTI 0 - 1.15 5 - 1.30 0 - 2.00 2.00 No	0.8 / 5.2 0.0 / 1.1 or Key PTI 1.0 - 1.5 1.5 - 2.5 > 2.5 > data PTI AM PM
LOS E LOS F LOS 'E' Int	ersections  st four years. (86% of signalized  Roadway West to  MD202 - : 56th Ave 57th Ave MD295 MD295 - (	0 0 LOS 'F' In intersections) Segment o East 56th Ave. 57th Ave. (Balt/Wash Pkwy) 35th Ave.	Length (miles) 0.2 0.4 0.2	LOS E LOS F	0.6 / 4.6 0.0 / 1.7 1.00 1.11 1.30 2.2 1 PM	Cole TTI 0 - 1.15 5 - 1.30 0 - 2.00 2.00 No	0.8 / 5.2 0.0 / 1.1 or Key PTI 1.0 - 1.5 1.5 - 2.5 > 2.5 > data PTI AM PM
LOS E LOS F LOS 'E' Int	ersections ast four years. (86% of signalized Roadway West t MD202 - 1 56th Ave 57th Ave MD295 MD295 - ( 65th Ave	0 0 LOS 'F' In intersections) Segment o East 56th Ave. 57th Ave. (Balt/Wash Pkwy) 55th Ave. (Balt/Wash Pkwy) 55th Ave. Cooper Ln.	Length (miles)           0.2           0.4           0.2           0.4           0.2	LOS E LOS F	0.6 / 4.6 0.0 / 1.7 1.00 1.11 1.30 2.2 1 PM	Cole TTI 0 - 1.15 5 - 1.30 0 - 2.00 2.00 No	0.8 / 5.2 0.0 / 1.1 or Key PTI 1.0 - 1.5 1.5 - 2.5 > 2.5 > data PTI AM PM
LOS E LOS F LOS 'E' Int	ersections  st four years. (86% of signalized  Roadway West to  MD202 - : 56th Ave 57th Ave MD295 MD295 - (	0 0 LOS 'F' In intersections) Segment o East 56th Ave. 57th Ave. (Balt/Wash Pkwy) 55th Ave. Cooper Ln. - 68th Ave.	Length (miles) 0.2 0.4 0.2	LOS E LOS F	0.6 / 4.6 0.0 / 1.7 1.00 1.11 1.30 2.2 1 PM	Cole TTI 0 - 1.15 5 - 1.30 0 - 2.00 2.00 No	0.8 / 5.2 0.0 / 1.1 or Key PTI 1.0 - 1.5 1.5 - 2.5 > 2.5 > data PTI AM PM
LOS E LOS F LOS 'E' Int	ersections  set four years. (86% of signalized  Roadway West t  MD202 -1  56th Ave  57th Ave MD295 - 1  65th Ave  Cooper Ln.	0 0 LOS 'F' In LOS 'F' In Segment o East 56th Ave. 57th Ave. (Balt/Wash Pkwy) 55th Ave. (Balt/Wash Pkwy) 55th Ave. Cooper Ln. - 68th Ave. - 71st Ave.	Length (miles)           0.2           0.4           0.2           0.4           0.2           0.3           0.2	LOS E LOS F	0.6 / 4.6 0.0 / 1.7 1.00 1.11 1.30 2.2 1 PM	Cole TTI 0 - 1.15 5 - 1.30 0 - 2.00 2.00 No	0.8 / 5.2 0.0 / 1.1 or Key PTI 1.0 - 1.5 1.5 - 2.5 > 2.5 > data PTI AM PM
LOS E LOS F LOS 'E' Int	ersections  Ast four years. (86% of signalized  Roadway West to  MD202 -  56th Ave  57th Ave MD295  MD295 - (  65th Ave  Cooper Ln. 68th Ave. 71st Ave Ardw Ardwick-Ardmore	0         0         LOS 'F' In         intersections)         Segment         o East         56th Ave.         57th Ave.         (Balt/Wash Pkwy)         35th Ave.         Cooper Ln.         - 68th Ave.         - 71st Ave.         ick-Ardmore Rd.         Rd Gallatin Rd.	Length (miles)         0.2         0.4         0.2         0.4	LOS E LOS F	0.6 / 4.6 0.0 / 1.7 1.00 1.11 1.30 2.2 1 PM	Cole TTI 0 - 1.15 5 - 1.30 0 - 2.00 2.00 No	0.8 / 5.2 0.0 / 1.1 or Key PTI 1.0 - 1.5 1.5 - 2.5 > 2.5 > data PTI AM PM
LOS E LOS F LOS 'E' Int	ersections  set four years. (86% of signalized  Roadway West to  MD202 -  S6th Ave  S7th Ave MD295  MD295 -  65th Ave  Cooper Ln.  68th Ave.  71st Ave Ardw  Ardwick-Ardmore  Gallatin Rd MD4	intersections)  Segment o East  Séth Ave. (Balt/Wash Pkwy)  Sth Ave. (Cooper Ln 68th Ave 71st Ave. ick-Ardmore Rd. Rd Gallatin Rd. 10 (Veterans Pkwy)	Length (miles)         0.2         0.4         0.2         0.4         0.2         0.4         0.2         0.3         0.2         0.4         0.3         0.2         0.4         0.3         0.2         0.4	LOS E LOS F	0.6 / 4.6 0.0 / 1.7 1.00 1.11 1.30 2.2 1 PM	Cole TTI 0 - 1.15 5 - 1.30 0 - 2.00 2.00 No	0.8 / 5.2 0.0 / 1.1 or Key PTI 1.0 - 1.5 2.5 0 data PTI AM PM WB EB W WB EB W
LOS E LOS F LOS 'E' Int Available count data for the la Functional Class	ersections  Set four years. (86% of signalized  Roadway West to  MD202 - : 56th Ave 57th Ave MD295 - : 65th Ave Cooper Ln. 68th Ave 71st Ave Ardw Ardwick-Ardmore Gallatin Rd MD4' MD410 (Veterans Pkwy)	intersections)  Segment o East  S66th Ave. 57th Ave. (Balt/Wash Pkwy)  S5th Ave. Cooper Ln 68th Ave 71st Ave. ick-Ardmore Rd. Rd Gallatin Rd. 10 (Veterans Pkwy) - Harkins Rd./Finns Ln.	Length (miles)         0.2         0.4         0.2         0.4         0.2         0.4         0.2         0.3         0.2         0.4         0.3         0.2         0.4         0.3         0.2         0.4         0.3         0.2         0.4         0.3         0.2         0.1         0.4	LOS E LOS F	0.6 / 4.6 0.0 / 1.7 1.00 1.11 1.30 2.2 1 PM	Cole TTI 0 - 1.15 5 - 1.30 0 - 2.00 2.00 No	0.8 / 5.2 0.0 / 1.1 or Key PTI 1.0 - 1.5 2.5 0 data PTI AM PM WB EB W WB EB W
LOS E LOS F LOS 'E' Int Available count data for the la Functional Class	ersections  Roadway West to  Konsections  Roadway West to  Konsection  Konsect	intersections)  Segment o East  Set Ave. (Balt/Wash Pkwy)  Sth Ave. (Cooper Ln 68th Ave 71st Ave	Length (miles)         0.2         0.4         0.2         0.4         0.2         0.4         0.2         0.4         0.2         0.4         0.2         0.4         0.2         0.4         0.2         0.4         0.3         0.2         0.1         0.4         0.4         0.4	LOS E LOS F	0.6 / 4.6 0.0 / 1.7 1.00 1.11 1.30 2.2 1 PM	Cole TTI 0 - 1.15 5 - 1.30 0 - 2.00 2.00 No	0.8 / 5.2 0.0 / 1.1 or Key PTI 1.0 - 1.5 2.5 0 data PTI AM PM WB EB W WB EB W
LOS E LOS F LOS 'E' Int Available count data for the la Functional Class	ersections  Set four years. (86% of signalized  Roadway West to  MD202 - : 56th Ave 57th Ave MD295 - : 65th Ave Cooper Ln. 68th Ave 71st Ave Ardw Ardwick-Ardmore Gallatin Rd MD4' MD410 (Veterans Pkwy)	intersections)  Segment o East  S66th Ave. 57th Ave. (Balt/Wash Pkwy)  S5th Ave. Cooper Ln 68th Ave 71st Ave. ick-Ardmore Rd. Rd Gallatin Rd. 10 (Veterans Pkwy) - Harkins Rd./Finns Ln. Ln Riverdale Rd. 1 85th Ave.	Length (miles)         0.2         0.4         0.2         0.4         0.2         0.4         0.2         0.3         0.2         0.4         0.3         0.2         0.4         0.3         0.2         0.4         0.3         0.2         0.4         0.3         0.2         0.1         0.4	LOS E LOS F	0.6 / 4.6 0.0 / 1.7 1.00 1.11 1.30 2.2 1 PM	Cole TTI 0 - 1.15 5 - 1.30 0 - 2.00 2.00 No	0.8 / 5.2 0.0 / 1.1 or Key PTI 1.0 - 1.5 2.5 0 data PTI AM PM WB EB W WB EB W
LOS E LOS F LOS 'E' Int Available count data for the la Functional Class	ersections  Roadway West to  Konstructure  Koadway West to  Konstructure  Konstructure	0         0         LOS 'F' In         intersections)         Segment         o East         56th Ave.         57th Ave.         (Balt/Wash Pkwy)         55th Ave.         Cooper Ln.         - 68th Ave.         - 71st Ave.         ick-Ardmore Rd.         Rd Gallatin Rd.         10 (Veterans Pkwy)         I- Harkins Rd./Finns Ln.         Ln Riverdale Rd.         I 85th Ave.         2 I-495	Length (miles)         0.2         0.4         0.2         0.4         0.2         0.4         0.2         0.4         0.2         0.4         0.2         0.4         0.2         0.4         0.2         0.4         0.3         0.2         0.1         0.4         0.4         0.4         0.4         0.4         0.4         0.4	LOS E LOS F	0.6 / 4.6 0.0 / 1.7 1.00 1.11 1.30 2.2 1 PM	Cole TTI 0 - 1.15 5 - 1.30 0 - 2.00 2.00 No	0.8 / 5.2 0.0 / 1.1 or Key PTI 1.0 - 1.5 2.5 0 data PTI AM PM WB EB W WB EB W
LOS E LOS F LOS 'E' Int Available count data for the la Functional Class	ersections  Set four years. (86% of signalized  Roadway West to  MD202 - 1  S6th Ave  S7th Ave MD295 -   65th Ave  Cooper Ln.  68th Ave  Cooper Ln.  68th Ave  71st Ave Ardw  Ardwick-Ardmore  Gallatin Rd MD4  MD410 (Veterans Pkwy) Harkins Rd./Finns I  Riverdale Rc  85th Ave.	intersections)  Segment o East  Solution  Solu	Length (miles)         0.2         0.4         0.2         0.4         0.2         0.4         0.2         0.4         0.2         0.4         0.2         0.4         0.2         0.4         0.2         0.4         0.3         0.2         0.4         0.3         0.2         0.1	LOS E LOS F	0.6 / 4.6 0.0 / 1.7 1.00 1.11 1.30 2.2 1 PM	Cole TTI 0 - 1.15 5 - 1.30 0 - 2.00 2.00 No	0.8 / 5.2 0.0 / 1.1 or Key PTI 1.0 - 1.5 2.5 0 data PTI AM PM WB EB W WB EB W
LOS E LOS F LOS 'E' Int Available count data for the la Functional Class	ersections  Sersections  And the server of t	intersections)  Segment o East  Set o East  Soft Ave.	Length (miles)         0.2         0.3         0.2         0.4         0.2         0.4         0.2         0.4         0.1         0.4         0.1         0.4         0.1         0.4         0.3         0.2         0.1         0.3         0.4         0.4         0.4         0.4         0.3         0.4         0.3         0.4	LOS E LOS F	0.6 / 4.6 0.0 / 1.7 1.00 1.11 1.30 2.2 1 PM	Cole TTI 0 - 1.15 5 - 1.30 0 - 2.00 2.00 No	0.8 / 5.2 0.0 / 1.1 or Key PTI 1.0 - 1.5 2.5 0 data PTI AM PM WB EB W WB EB W
LOS E LOS F LOS 'E' Int Available count data for the la Functional Class	ersections  Sersections  And the server of t	intersections)  Segment o East  Set Set Set Set Set Set Set Set Set S	Length (miles)         0.2         0.2         0.3         0.2         0.3         0.2         0.4         0.3         0.2         0.4         0.3         0.2         0.4         0.3         0.2         0.1         0.4         0.3         0.2         0.1         0.4         0.3         0.1         0.3         0.3         0.4	LOS E LOS F	0.6 / 4.6 0.0 / 1.7 1.00 1.11 1.30 2.2 1 PM	Cole TTI 0 - 1.15 5 - 1.30 0 - 2.00 2.00 No	0.8 / 5.2 0.0 / 1.1 or Key PTI 1.0 - 1.5 2.5 o data PTI AM PM WB EB W WB EB W







<b>r</b>				93)	1	Kemp M		White	Oak		
Limits:	Washington DC			00	Sidoo			1	FDA 😳		~6
Corridor Length:	6.0 m		Rd	F	And Address of the		(	ine la		Hillandale	
Speed Limit:	35 - 40		Pena	S AVC	à	ennis <sup>yalo</sup>	Loren				
Travel Lanes:	(3 - 4) Northbound	(2 - 3) Southbound	105	FOREST GL	EN 195		(193)		mand	(212)	
Signal Controlled Intersections:	30	)	C Line	len Ln		e	-		1	Kanang ang ang ang ang ang ang ang ang an	
Grade Separated Interchanges:	2			05	DOWNTO SILVER SP	OWN PRING	Carlo Carlo	avois 8		Adelphi 212	XFIN
	Eastern Ave, MI		Bengchild		Silve	r Spring	11	r M®	Langley F	'ark	
Major Cross Streets:	Piney Branch Rd, M				ZNW	9370.40	410	195	103)		Adel
	Powder Mill		- And			gia Ave	o Takoma P	Park	and the second s	Sad A	Shr Ho
	Routes	Avg. Daily Ridership	0regon	HUN		TAKOMA	B B	Tes Ray		The M Prince Geo	
	METRO C8	1,727	ZIL.	-	BRIGH	TWOOD	No. of Street St		212	(410) Prince Geo	O
	METRO K6	5,847		1	1			Editori Aug	hillum La		
	METRO K9	730						A BAR	607	(500)	
	METRO Z2	1,585	-		1			Ga	Itatin ST NE		
outee and Distants	MTA Commuter Bus 204	40 Not available	4		di la	AL.S	2	EN MICHIGAN P	ARK	Same	
Routes and Ridership	Ride On Route 10 Ride On Route 16	Not available Not available	4		4	al a	F. 7	Catholic niversity America	10 ME	Mt Rainier	
-	Ride On Route 18	Not available	┨└────					0			
-	Ride On Route 18	Not available								Peak H	
	Ride On Route 22	Not available	20	22 AAI	דר		Tr	ucks		Peak H	
·	Ride On Route 24	Not available	35,000			d		<u>ucks</u> 5 - 6%		7% - 8	-
·	Ride On Route 25	Not available	00,000	10,0	· ·	Segme		-	ns		
	Intersection Operations					1	rthbou	-		hbound	7
Signalized Intersection		PM Peak Hour	1	Level	of	4	AM / PN Miles o	Λ	AN	/ / PM iles of	
-				Servio	-		oadwa	• •		adway)	
LOS D or Better	11	12		S D or I			3.5 / 1.8			0/0.8	4
LOS E LOS F	<u>1</u> 0	0		LOS E			<mark>.7 / 0.</mark> 9 ).8 / 3.3			<mark>6 / 1.0</mark> 4 / 4.2	
LU3 F	U	U		LU3		C	J.0 / J.v	5	۷.۷	+/4.2	
LOS 'E' Int	tersections	LOS 'F' Int	tersection	IS					Color	Kev	
MD 650 at Oa	akview Dr (AM)					•		TTI		PTI	
							1	.00 - 1.1	5	1.0 - 1	5
								.00 - 1.1	5	1.0 - 1	
								.15 - 1.3	0	1.5 - 2	5
							1.	. <mark>15 - 1.3</mark> .30 - 2.0		1.5 - 2. > 2.5	
							1. 1.				
	ist four years. (40% of signalized	intersections)					1. 1.	.30 - 2.0		> 2.5	
	st four years. (40% of signalized	intersections)					1. 1.	.30 - 2.0	0	> 2.5 ata	
Available count data for the la	ist four years. (40% of signalized Roadway	,	Length				1.	.30 - 2.0	0 No da	> 2.5 ata PTI	
		Segment	Length (miles)		М	Р	1. 1. M	.30 - 2.0	0 No da	> 2.5 ata PTI	PM
Available count data for the la	Roadway North to	Segment South	(miles)	A		1	1.	.30 - 2.0	0 No da	> 2.5 ata PTI SB NB	PM
Available count data for the la	Roadway North to US 29 - Loo	Segment South ckwood Dr.	(miles) 0.3		М	Р	1. 1. M	.30 - 2.0	0 No da	> 2.5 ata PTI SB NB W	PM
Available count data for the la	Roadway North to US 29 - Loc Lockwood Dr	Segment South Skwood Dr. Powder Mill Rd.	(miles) 0.3 1.5		M SB	Р	1. 1. M	.30 - 2.0	0 No da	> 2.5 ata PTI SB NB W W	PM
Available count data for the la	Roadway North to US 29 - Loc Lockwood Dr Powder Mill	Segment South Skwood Dr. Powder Mill Rd. Rd I-495	(miles) 0.3 1.5 0.4		M SB W	P NB	1. 1. M	.30 - 2.0	0 No da	> 2.5 ata PTI SB NB W W W	PM
Available count data for the la Functional Class Urban Other Principal	Roadway North to US 29 - Loc Lockwood Dr Powder Mill I-495 - Ad	Segment South Sowdor Dr. Powder Mill Rd. Rd I-495 elphi Rd.	(miles) 0.3 1.5 0.4 0.4		M SB	Р	1. 1. M	.30 - 2.0	0 No da	> 2.5 ata PTI SB NB W 0 W 0 W 0 W 0 W 0 W 0 W 0 W 0 W 0 W 0	PM
Available count data for the la Functional Class	Roadway North to US 29 - Loc Lockwood Dr Powder Mill	Segment South ckwood Dr. Powder Mill Rd. Rd I-495 elphi Rd. Metzerott Rd.	(miles) 0.3 1.5 0.4		M SB W	P NB	1. 1. M	.30 - 2.0	0 No da	> 2.5 ata PTI SB NB W W W	PM
Available count data for the la Functional Class Urban Other Principal	Roadway North to US 29 - Loc Lockwood Dr Powder Mill I-495 - Ad Adelphi Rd	Segment South South Powder Mill Rd. Rd I-495 elphi Rd. Metzerott Rd. J MD-320	(miles) 0.3 1.5 0.4 0.4 0.4 0.5		M SB W	P NB	1. 1. M	.30 - 2.0	0 No da	> 2.5 ata PTI SB NB W W W W W W U U U	PM
Available count data for the la Functional Class Urban Other Principal	Roadway North to US 29 - Loc Lockwood Dr Powder Mill I-495 - Ad Adelphi Rd Metzerott Ro	Segment South Sowdor Dr. Powder Mill Rd. Rd I-495 elphi Rd. Metzerott Rd. d MD-320 MD-193	(miles) 0.3 1.5 0.4 0.4 0.5 0.2		M SB W	P NB	1. 1. M	.30 - 2.0	0 No da	> 2.5 ata PTI SB NB W W W W W W U U U	

				200	XX			95	7.7	LAUREL	2		198
Limits:	MD	410 to ME	0 198	esville	Fairl	and	1-1-5		Sou	計 th Laur	el		
Corridor Length:		10.7 mile	S	650		Calver	rton	E	3		18	2	Pa
Speed Limit:	3	35 - 50 MF	РН	White O	ak o	SHIDER	MILL PD Belts	1		295	(197 <sup>°°</sup>	OWIE PU	
Travel Lanes:	(2 - 4) Northb	ound (2 -	4) Southbound	H	llandale	5	4		······			P.	(19
Signal Controlled Intersections:		40		(193) U	Adelphi	ND E	1/1	Gre	enbelt	REENBE	T	E	Bow
Grade Separated Interchanges:		3		ng 2	PSITY C	ollege	ParkHom	AVE	95 Go	oddard (	Glenn Da	ale	
		3, I-495, F 212, Muirk	Rhode Island Ave,	heast	410		KENIL		495 Lanh	iam _			
			ane, MD 198	1 th	Hy	attsvil	lle	- 6				<b>5</b>	
	Routes	, <b>,</b> _	Avg. Daily Ridership		Mt Raini	ier 🚽	1	K.			1		
	METRO 83		1,235	5-11-	m	$\leq h$		Grea					
	METRO 86		1,326	3		3	5	Land					
Routes and Ridership	METRO 89M	1	705	5	1		Z.					18	62
toutoo una ritaoromp	Green Line Gree		1,173								De	ak Ho	
	Green Line College		741	20	22 AAI	т		Tri	ucks		-	Traffic	
	The Bus Route		445*		) - 45,0		1		- 6%			'% - 8 <sup>0</sup>	
NOTE: The Green Line ride			* Along Corridor	,	,.			ent Op	-				
	Intersection Operat	° °	, tiong contact					rthbour			uthbou	Ind	1
Signalized Intersection			PM Peak Hour	]	Level	-	A ()	M / PM Miles of	l f	4 (I	AM / PM Miles c	И of	
LOS D or Better	18		18		Servio			oadway ).7 / 0.0			oadwa 6.0 / 0.		
					וטעכו	Dellei	8		)	C	0.070.	U	
					105		1	0/71	1	0	0/5	Λ	
LOS E	0		0		LOS I			<mark>.0 / 7.1</mark> 0 / 3 6			8.0 / 5. 7 / 5		
					LOS I LOS			<mark>.0 / 7.1</mark> ).0 / 3.6			<mark>8.0 / 5.</mark> I.7 / 5.		
LOS E LOS F	0		0 0		LOS					1	.7 / 5.		
LOS E LOS F	0		0		LOS				3	1		3	
LOS E LOS F	0		0 0		LOS			).0 / 3.6	) TTI	Colo	.7 / 5. r Key	3 PTI	
LOS E LOS F	0		0 0		LOS			).0 / 3.6	3	Colo	.7 / 5. r Key	3	5
LOS E LOS F	0		0 0		LOS			0.0 / 3.6	5 <b>TTI</b> 00 - 1.1	1 Colo 15	.7 / 5. r Key	3 PTI 1.0 - 1.4	
LOS E LOS F	0		0 0		LOS			0.0 / 3.6	) TTI	1 Colo 15	.7 / 5. r Key	3 PTI	
LOS E LOS F	0		0 0		LOS			0.0 / 3.6 1.0 1.1	5 TTI 00 - 1.1 15 - 1.3	1 Colo 15 30	.7 / 5. r Key	3 PTI 1.0 - 1.4	
LOS E LOS F	0		0 0		LOS			0.0 / 3.6 1.0 1.1	5 <b>TTI</b> 00 - 1.1	1 Colo 15 30	.7 / 5. r Key	3 PTI 1.0 - 1.4	
LOS E LOS F	0		0 0		LOS			0.0 / 3.6 1.0 1.3	5 TTI 00 - 1.1 15 - 1.3	1 <b>Colo</b> 15 30	.7 / 5. r Key	3 PTI 1.0 - 1.4 1.5 - 2.4	
LOS E LOS F LOS 'E' In	tersections	nalized inter	0 0 LOS 'F' In		LOS			0.0 / 3.6 1.0 1.3	5 TTI 00 - 1.1 15 - 1.3 30 - 2.0	1 <b>Colo</b> 15 30	.7 / 5. r Key	3 PTI 1.0 - 1.4 1.5 - 2.4	
LOS E LOS F LOS 'E' In	tersections	nalized inter	0 0 LOS 'F' In		LOS			0.0 / 3.6 1.0 1.3	5 TTI 00 - 1.1 15 - 1.3 30 - 2.0	1 <b>Colo</b> 15 30	l.7 / 5. r Key	3 PTI 1.0 - 1.4 1.5 - 2.4	
LOS E LOS F LOS 'E' In	tersections		0 0 LOS 'F' In sections)	tersection	LOS	F		0.0 / 3.6 1.0 1.3 1.3	5 TTI 00 - 1.1 15 - 1.3 30 - 2.0	1 <b>Colo</b> 15 30	r Key	3 PTI 1.0 - 1.4 1.5 - 2.4	
LOS E LOS F LOS 'E' In	tersections	nalized inter adway Segu	0 0 LOS 'F' In sections)		LOS	E F T M	TI P	0.0 / 3.6 1.0 1.3 1.3	5 TTI 00 - 1.1 15 - 1.3 30 - 2.0	15 15 30 No 4	r Key	3 PTI 1.0 - 1.: 1.5 - 2.: > 2.5 TI P	5 5 PM
LOS E LOS F LOS 'E' In	tersections	adway Segi North to Sou	0 0 LOS 'F' In sections) ment uth	tersection Length (miles)	LOS	Ē		0.0 / 3.6 1.0 1.3 1.3	5 TTI 00 - 1.1 15 - 1.3 30 - 2.0	15 15 30 No 4	r Key r Key data	3 <b>PTI</b> 1.0 - 1.: 1.5 - 2.: > 2.5 TI	5 5 PM
LOS E LOS F LOS 'E' In	tersections	adway Segi North to Sou	0 0 LOS 'F' In sections)	tersection		E F T M	TI P	0.0 / 3.6 1.0 1.5	5 TTI 00 - 1.1 15 - 1.3 30 - 2.0	15 30 No 4	.7 / 5. r Key data	3 PTI 1.0 - 1.: 1.5 - 2.: > 2.5 TI P	5 PM
LOS E LOS F LOS 'E' In	etersections	adway Segi North to Sou	0 0 LOS 'F' In sections) ment uth	tersection Length (miles)		E F T M	TI P	0.0 / 3.6 1.0 1.5	5 TTI 00 - 1.1 15 - 1.3 30 - 2.0	15 30 No 4	.7 / 5. r Key data	3 PTI 1.0 - 1.: 1.5 - 2.: > 2.5 TI P	5 PM
LOS E LOS F LOS 'E' In	tersections  tersections  tersections  total	adway Segi North to Sou ve (MD-198)	0 0 LOS 'F' In sections) ment uth - Cherry Ln. ress St.	Length (miles)		E F T M	TI P	0.0 / 3.6 1.0 1.5	5 TTI 00 - 1.1 15 - 1.3 30 - 2.0	15 30 No 4	.7 / 5. r Key data	3 PTI 1.0 - 1.: 1.5 - 2.: > 2.5 TI	5 PM
LOS E LOS F LOS 'E' In	etersections  tersections  set four years. (45% of sign  Roa  Gorman Av  Cherr  Cypre	adway Segr lorth to Sou ve (MD-198) ry Ln Cypr	0 0 LOS 'F' In sections) ment ith - Cherry Ln. ress St. tee Rd.	Length (miles) 0.6 0.7		E F T M	TI P	0.0 / 3.6 1.0 1.5	5 TTI 00 - 1.1 15 - 1.3 30 - 2.0	15 30 No 4	.7 / 5. r Key data	3 PTI 1.0 - 1.: 1.5 - 2.: > 2.5 TI	5 PM
LOS E LOS F LOS 'E' In	etersections  tersections  Roi  Gorman Av  Cherr  Cypre Contex	adway Segi Jorth to Sou ve (MD-198) ry Ln Cypr ess St Con	0 0 LOS 'F' In sections) ment tth - Cherry Ln. ress St. tee Rd. kirk Rd.	Length (miles) 0.6 0.7 0.5		E F T M	TI P	0.0 / 3.6 1.0 1.5	5 TTI 00 - 1.1 15 - 1.3 30 - 2.0	15 30 No 4	.7 / 5. r Key data	3 PTI 1.0 - 1.: 1.5 - 2.: > 2.5 TI	5 PM
LOS E LOS F Available count data for the la	etersections  tersections  Roi  Gorman Av  Cherr  Cypre  Contex  Muirt	adway Segu North to Sou ve (MD-198) ry Ln Cypr ess St Con e Rd Muiri kirk Rd Rif	0 0 LOS 'F' In sections) ment tth - Cherry Ln. ress St. tee Rd. kirk Rd.	Length (miles) 0.6 0.7 0.5 1.3		E F T M	TI P	0.0 / 3.6 1.0 1.5	5 TTI 00 - 1.1 15 - 1.3 30 - 2.0	15 30 No 4	.7 / 5. r Key data	3 PTI 1.0 - 1.: 1.5 - 2.: > 2.5 TI	5 PM
LOS E LOS F LOS 'E' In Available count data for the la Functional Class	est four years. (45% of sign Roine Gorman Av Cherr Cypre Contei Muirri Ritz Way - F	adway Seg North to Sou Ye (MD-198) ry Ln Cypr ess St Corr e Rd Muir kirk Rd Rif Powder Mill	0 0 LOS 'F' In sections) ment tth - Cherry Ln. ress St. tee Rd. kirk Rd. tz Way	Length (miles) 0.6 0.7 0.5 1.3 0.4		E F T M	TI P	0.0 / 3.6 1.0 1.5	5 TTI 00 - 1.1 15 - 1.3 30 - 2.0	15 30 No 4	.7 / 5. r Key data	3 PTI 1.0 - 1.: 1.5 - 2.: > 2.5 TI	5 PM
LOS E LOS F Available count data for the la	Ast four years. (45% of sign Rome Gorman Av Cherr Cypre Contex Muirr Ritz Way - F Powder Mill Rd.	adway Seg North to Sou Ye (MD-198) ry Ln Cypr ess St Corr e Rd Muir kirk Rd Rif Powder Mill	0 0 LOS 'F' In sections) ment .th - Cherry Ln. ress St. tee Rd. kirk Rd. iz Way Rd. (MD-212) Rhode Island Ave.	Length (miles) 0.6 0.7 0.5 1.3 0.4 1.8		E F T M	TI P	0.0 / 3.6 1.0 1.5	5 TTI 00 - 1.1 15 - 1.3 30 - 2.0	15 30 No 4	.7 / 5. r Key data	3 PTI 1.0 - 1.: 1.5 - 2.: > 2.5 TI	5 PM
LOS E LOS F LOS 'E' In Available count data for the la Functional Class	Ast four years. (45% of sign Roi Sections Roi Roi N Gorman Av Cherr Cypre Contea Muirl Ritz Way - F Powder Mill Rd. Rhode Is	adway Segi North to Sou ry Ln Cypr ess St Cor e Rd Muir kirk Rd Rii Powder Mill (MD-212) -	0 0 LOS 'F' In sections) ment rth - Cherry Ln. ress St. tee Rd. kirk Rd. Iz Way Rd. (MD-212) Rhode Island Ave. I-495/I-95	Length (miles) 0.6 0.7 0.5 1.3 0.4 1.8 0.6		E F T M	TI P	0.0 / 3.6 1.0 1.5	5 TTI 00 - 1.1 15 - 1.3 30 - 2.0	15 30 No 4	.7 / 5. r Key data	3 PTI 1.0 - 1.3 1.5 - 2.5 > 2.5 TI P NB	5 PM
LOS E LOS F LOS 'E' In Available count data for the la Functional Class	Ast four years. (45% of sign Roins Sections Roin	adway Seg Jorth to Sou ry Ln Cypr ess St Con e Rd Muir kirk Rd Rif Powder Mill (MD-212) - sland Ave -95 - Cherry	0 0 LOS 'F' In sections) ment rth - Cherry Ln. ress St. tee Rd. kirk Rd. Iz Way Rd. (MD-212) Rhode Island Ave. I-495/I-95	Length (miles) 0.6 0.7 0.5 1.3 0.4 1.8 0.6 1.0		E F T M	TI P	0.0 / 3.6 1.0 1.5	5 TTI 00 - 1.1 15 - 1.3 30 - 2.0	15 30 No 4	.7 / 5. r Key data	3 PTI 1.0 - 1.: 1.5 - 2.: > 2.5 TI	5 PM
LOS E LOS F LOS 'E' In Available count data for the la Functional Class	tersections  tersections  tersections  tersections  transformation  formation	adway Seg Jorth to Sou ve (MD-198) ry Ln Cypr ess St Cor e Rd Muir kirk Rd Rin Powder Mill (MD-212) - sland Ave I-95 - Cherry Greenbelt F	0 0 LOS 'F' In sections) ment rth - Cherry Ln. ress St. rees St. rees St. ress St. r	Length (miles) 0.6 0.7 0.5 1.3 0.4 1.8 0.6 1.0 0.3		E F T M	TI P	0.0 / 3.6 1.0 1.5	5 TTI 00 - 1.1 15 - 1.3 30 - 2.0	15 30 No 4	.7 / 5. r Key data	3 PTI 1.0 - 1.3 1.5 - 2.5 > 2.5 TI P NB	5 PM
LOS E LOS F LOS 'E' In Available count data for the la Functional Class	tersections  tersections  tersections  tersections  transformer (45% of sign  Roi  Roi  Roi  Roi  Roi  Roi  Roi  Ro	adway Seg Jorth to Sou ve (MD-198) ry Ln Cypr ess St Cor e Rd Muir kirk Rd Rit Powder Mill (MD-212) - sland Ave l-95 - Cherry Greenbelt F t Rd Campus	0 0 LOS 'F' In sections) ment <i>i</i> th - Cherry Ln. ress St. tee Rd. kirk Rd. tz Way Rd. (MD-212) Rhode Island Ave. 1-495/I-95 'Hill Rd. Rd./ Metzerott Rd.	Length (miles) 0.6 0.7 0.5 1.3 0.4 1.8 0.6 1.0 0.3 1.1		E F T M	TI P	0.0 / 3.6 1.0 1.5	5 TTI 00 - 1.1 15 - 1.3 30 - 2.0	15 30 No 4	.7 / 5. r Key data	3 PTI 1.0 - 1.3 - 2.5 X X X W W	5

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

			2594 Q10 411	Rd		5 4	Jet Or	ew Rd	Hone
Limits:	Baltimore City Line to	Honeygo Blvd	d Rd	940 1	Falls Sta		6 . C	Mun	Chan Sol
Corridor Length:	5.6 miles	3	Ol anton	<sup>cla</sup> Ave	Northwi	nd Rd	even Courts Dr	Ø	Smitht Der Bo
Speed Limit:	35 - 40 MF	РΗ	Ra	nev	E	Joppa Ra	Dr	Ebeni	E Joppa Rd
Travel Lanes:	(2 - 3) Northbound (2 -	3) Southbound	Ave		alther Blig		S	lver Spring Rd	Hoto
Signal Controlled Intersections:	23		Putty Hill Av	695 e g		6	43		White Marsh
Grade Separated Interchanges:	2		"as Ave	himore Belta	Fitch	Ave Ave		Marsh Mall (	neygo and Nottingham
Major Cross Streets:	Taylor Ave, Fullertor Rossville Blvd, Putty Hill MD 43, Silver Sp E. Joppa Rd / Ebenezer F	Ave / Ridge Rd, pring Rd, Rd, Honeygo Blvd	'e O Kenwi	overlea		Possilie dud	Certy Hall Blod		
	Routes	Avg. Daily Ridership	H4.1771	5			1.		
Routes and Ridership	CityLink Brown Route MTA LocalLink 33	4,684			<b>-T</b>		Turreles		Peak Hour
	MTA LocalLink 35	577 1,517	23,000	22 AA			Trucks 2% - 3%		Traffic 7.5 % - 8%
	I	,-	-,	, -	· · ·		Operatio		
Signalized Intersection LOS D or Better LOS E	AM Peak Hour	PM Peak Hour 9 0	LO	Level Servio S D or LOS I	<b>:e</b> Better	Roa 2.1	es of dway) / 0.0 / 1.3	Ro 3.	liles of adway) 3 / 0.0 9 / 3.5
LOS E	0	0		LOS			/ 1.3		9/3.5 7/2.1
LUS F	U	0		L03	F	0.0	/ 4.3	0.	1 / 2.1
LOS 'E' In	tersections	LOS 'F' Int	tersection	IS			<b>TTI</b> 1.00 - 1. 1.15 - 1. 1.30 - 2.	30 30 00	Key PTI 1.0 - 1.5 1.5 - 2.5 > 2.5
Available count data for the la	ast four years. (39% of signalized inter	sections)					> 2.00	No d	ata
Available count data for the la	ast four years. (39% of signalized inter	sections)					> 2.00		
	Roadway Seg	ment	Length	A	тт		> 2.00	No d	PTI
Available count data for the la		ment	Length (miles)	A	TT M SB	РМ	> 2.00		PTI
	Roadway Seg	ment uth			М	РМ		No d	PTI I PM
	Roadway Seg North to So	ment uth ipa Rd.	(miles)		М	РМ		No d	PTI I PM
Functional Class	Roadway Seg North to So Chapel Rd Jop	ment uth pa Rd. Spring Rd.	(miles) 1.3		М	РМ		No d	PTI I PM
Functional Class Urban Other Principal	Roadway Seg North to So Chapel Rd Jop Joppa Rd Silver S	ment uth pa Rd. Spring Rd. rd. (MD-43)/Dunfield Rd.	(miles) 1.3 0.6		М	РМ		No d	PTI I PM
Functional Class	Roadway Seg North to Sou Chapel Rd Jop Joppa Rd Silver S Silver Spring Rd Whitemarsh Blv	ment uth pa Rd. Spring Rd. rd. (MD-43)/Dunfield Rd. eld Rd Rossville Blvd.	(miles) 1.3 0.6 1.2		М	РМ		No d	PTI I PM
Functional Class Urban Other Principal	Roadway Seg North to Sou Chapel Rd Jop Joppa Rd Silver S Silver Spring Rd Whitemarsh Blv Whitemarsh Blvd. (MD-43)/Dunfid	ment uth Spring Rd. rd. (MD-43)/Dunfield Rd. eld Rd Rossville Blvd. I-695	(miles) 1.3 0.6 1.2 0.8		М	РМ		No d	PTI I PM

	1				Arco/a	Kersey Rd Lambert	son St Nos		Sich	Co. Production
Limits:		MD 97 to	MD 650		3	145	TRA	SIX	White	Oak
Corridor Length:		3.8 m	niles		(193) U	Kem niversity Billion	p Mill	S Ch		US For Admin
Speed Limit:		35 - 45	MPH		西北西	yud W	2A		AU.	Admin
Travel Lanes:	(3 - 4)	Northbound	(2 - 4) South	bound	江川	(193	Belton Rd	23		aller
Signal Controlled Intersections:		13	3		Den	nie sve	93		Northwest Branch Anacostia	Scharren Dr
Grade Separated Interchanges:		2				Dallas Av			Distan	Capital Beltway
Major Cross Streets:	Sligo	7, Spring St / Creek Pkwy / MD 193, Locl	St Andrews	Way,	it Glen Capital B <sup>e</sup>	the average of the second s	T	Capital BelW	Vay	Ipshire Ave (9)
	Ride On Routes	Avg. Daily Ridership	METRO Routes	Avg. Daily Ridership	97		5		1227	Isdu
	8	Not available	Z2	247	En	Dale		2		
	9	Not available	Z6	1,910	Lind File	a l	9	2		
	12	Not available	Z7	238	SP	nos wane	AVC 2			
	13	Not available	Z8	1,845	(410)	No.				
Routes and Ridership	14	Not available	MTA					- 4		286 
	16	Not available	Commuter	Avg. Daily					,	
	17	Not available	Bus Routes	Ridership	_			-		Peak Hour
	20	Not available	001	400		22 AADT		Truck 1% - 4		Traffic
	21	Not available	201	169	24,000	- 69,000 vp	d	1% - 4	%	7% - 7.5%
	22 Flash Route Blue	Not available Not available	305 315	82 58	-					
	Flash Route Blue	Not available	315	58 32	-		Soamon	t Operat	ione	
	-	Operations	525	52	J [		-	hbound		uthbound
Signalized Intersection		eak Hour	PM Pe	ak Hour		vel of Servic	Al (M	/ PM iles of adway)	A (N	M / PM Miles of padway)
				1			- 1.0			.0 / 0.8
LOS D <u>or Better</u>		4		4		OS D or Better	2.	8/0 <u>.0</u>	0	
LOS D or Better		4 0		4 0		LOS E		8 / 0.0 <mark>7 / 2.5</mark>		
							0.	7 / 2.5 3 / 1.3	1	<mark>.0 / 2.0</mark> .8 / 1.0
LOS E		0		0		LOS E	0.	7 / 2.5 3 / 1.3 T 1.00 1.15 1.30	Cold TI - 1.15 - 2.00 2.00	.0 / 2.0
LOS E LOS F LOS 'E' Inte		0		0 0		LOS E LOS F	0.	7 / 2.5 3 / 1.3 T 1.00 1.15 1.30	Cold TI - 1.15 - 2.00 2.00	.0 / 2.0 .8 / 1.0 or Key PTI 1.0 - 1.5 1.5 - 2.5 > 2.5 o data
LOS E LOS F LOS 'E' Inte		0 0 1% of signalized 1 Roadway	intersections)	0 0	ersections	LOS E	<u>о</u> . 0.	7 / 2.5 3 / 1.3 T 1.00 1.15 1.30 > :	1 2 Cold TI - 1.15 - 1.30 - 2.00 2.00 No	.0 / 2.0 .8 / 1.0 or Key PTI 1.0 - 1.5 1.5 - 2.5 > 2.5
LOS E LOS F LOS 'E' Inte		0 0	intersections)	0 0	ersections	LOS E LOS F	О. О. О. О. О. О. О. О. О. О. О. О. О. О	7 / 2.5 3 / 1.3 T 1.00 1.15 1.30 > 1 	1 2 Cold TI - 1.15 - 1.30 - 2.00 2.00 No	.0 / 2.0 .8 / 1.0 or Key PTI 1.0 - 1.5 1.5 - 2.5 > 2.5 0 data PTI M PM
LOS E LOS F	ast four years. (3'	0 0 1% of signalized 1 Roadway	intersections) Segment South	0 0 LOS 'F' Int	ersections	LOS E LOS F	<u>о</u> . 0.	7 / 2.5 3 / 1.3 T 1.00 1.15 1.30 > :	1 2 Cold TI - 1.15 - 1.30 - 2.00 2.00 No	.0 / 2.0 .8 / 1.0 or Key PTI 1.0 - 1.5 1.5 - 2.5 2.5 0 data PTI M PM SB NB S
LOS E LOS F	ast four years. (3	0 0 1% of signalized Roadway : North to	intersections) Segment South D-650) - Lockw	0 0 LOS 'F' Int	ersections Length (miles)	LOS E LOS F	О. О. О. О. О. О. О. О. О. О. О. О. О. О	7 / 2.5 3 / 1.3 T 1.00 1.15 1.30 > 1 	1 2 Cold TI - 1.15 - 1.30 - 2.00 2.00 No	.0 / 2.0 .8 / 1.0 or Key PTI 1.0 - 1.5 1.5 - 2.5 > 2.5 0 data PTI M PM
LOS E LOS F LOS 'E' Inte	ast four years. (3 New Ha	0 0 1% of signalized i Roadway : North to	intersections) Segment South D-650) - Lockw rsity Blvd. (MD-	0 0 LOS 'F' Int	ersections Length (miles)	LOS E LOS F	О. О. О. О. О. О. О. О. О. О. О. О. О. О	7 / 2.5 3 / 1.3 T 1.00 1.15 1.30 > 1 	1 2 Cold TI - 1.15 - 1.30 - 2.00 2.00 No	.0 / 2.0 .8 / 1.0 or Key PTI 1.0 - 1.5 1.5 - 2.5 2.5 0 data PTI M PM SB NB S
LOS E LOS F LOS 'E' Inte Available count data for the I Functional Class	ast four years. (3 New Ha	0 0 1% of signalized i Roadway i North to ampshire Ave. (M wood Dr Unive	intersections) Segment South D-650) - Lockw rsity Blvd. (MD- MD-193) - I-495	0 0 LOS 'F' Int	Length (miles) 0.9 1.1	LOS E LOS F	TTI NB	7 / 2.5 3 / 1.3 T 1.00 1.15 1.30 > 1 	1 2 Cold TI - 1.15 - 1.30 - 2.00 2.00 No	.0 / 2.0 .8 / 1.0 or Key PTI 1.0 - 1.5 1.5 - 2.5 0 data PTI M PM SB NB S W N S
LOS E LOS F Available count data for the I	ast four years. (3 New Ha	0 0 1% of signalized Roadway North to ampshire Ave. (M wood Dr Unive University Blvd. (	intersections) Segment South D-650) - Lockw rsity Blvd. (MD- MD-193) - I-495 nklin Ave.	0 0 LOS 'F' Int	Length (miles) 0.9 1.1 0.3	LOS E LOS F	TTI NB	7 / 2.5 3 / 1.3 T 1.00 1.15 1.30 > 1 	1 2 Cold TI - 1.15 - 1.30 - 2.00 2.00 No	.0 / 2.0 .8 / 1.0 or Key PTI 1.0 - 1.5 1.5 - 2.5 2.5 0 data PTI M PM SB NB S W NB S W W W

US 29	Industrial Pkwy		Y	Spence	rville	198	Purto	nsville	8100	Hyn (
Linits.			Cloverly	15	67		Burto		98)	
Corridor Length:	4.5 mil	es	4	<sup>199s</sup> Char	Nev a			A	West L	au
Speed Limit:	50 - 55 N	MPH			. 20		G	lee S	$\cdot/R$	
Travel Lanes:	(2 - 4) Northbound (2	: - 4) Southbound	75	~	Z	2-	13	encastle	1.	/
Signal Controlled Intersections:	6		sville	22	A	Fairland	SP.	Rd	-1	
Grade Separated Interchanges:	4		sville	Pantopho	19	29	E.V	13	95 ~ 2	00
Major Cross Streets:	Industrial Parkw E Randolph Rd / ( Musgrove Rd, F MD 200, Briggs	Cherry Hill Rd Fairland Rd, Chaney Rd,	(650)	S	Inte	aus A	Calver	ton		
	Blackburn Rd	,	-47		1.	With .				
	Routes	Avg. Daily Ridership	White 0	Jak						
	METRO Z6	1,910		Jan	5				a start a	
	METRO Z7	238	Mary I							2002
Routes and Ridership	METRO Z8	1,845				_			Peak Ho	
•	Ride On Routes	Avg. Daily Ridership		22 AAE			Trucks		Traffic	;
	Ride On Route 10	Not available	47,000	- 64,00	00 vpd		2%		8%	
	Flash Route Blue	Not available								
	Flash Route Orange	Not available	I			Segment C	-	1		
	Intersection Operations					Northbo AM / F			thbound M / PM	
Signalized Intersection	ns*: AM Peak Hour	PM Peak Hour		Level o Servic	-	(Miles Roadw	of	(M	liles of adway)	
LOS D or Better	3	3	LO	S D or I	Better	3.0 / 1	1.2	3.	0/3.0	l
LOS E	0	0		LOS E		1.5 / (			0 / 1.5	l
LOS F	0	0		LOS		0.0/2	2.5	1.	5/0.0	l
								Color	-	
LOS 'E' In	tersections	LOS 'F' Int	ersection	s			TTI			_
LOS 'E' In	tersections	LOS 'F' Int	ersection	S			<b>TTI</b> 1.00 - 1.1 1.15 - 1.3		PTI 1.0 - 1.5 1.5 - 2.5	
			ersection	5			1.00 - 1.1	30 <b>(</b> ) 30 () 00 ()	1.0 - 1.9 1.5 - 2.9 > 2.5	
	tersections		ersection	S			1.00 - 1.1 <mark>1.15 - 1.0</mark> 1.30 - 2.0	30 30 20	1.0 - 1.9 1.5 - 2.9 > 2.5	
			ersection	S			1.00 - 1.1 <mark>1.15 - 1.0</mark> 1.30 - 2.0	30 <b>(</b> ) 30 () 00 ()	1.0 - 1.3 1.5 - 2.9 > 2.5 ata	
Available count data for the la	ast four years. (50% of signalized in Roadway So	tersections)	Length		T	n	1.00 - 1.1 <mark>1.15 - 1.0</mark> 1.30 - 2.0	30     00     No d	1.0 - 1.3 1.5 - 2.3 > 2.5 ata PTI	5
	ast four years. (50% of signalized in	tersections)		S AI NB	М	TI PM	1.00 - 1. 1.15 - 1. 1.30 - 2. > 2.00	30 00 No d	1.0 - 1.3 1.5 - 2.4 > 2.5 ata PTI 1 P	5 M
Available count data for the la	ast four years. (50% of signalized in Roadway So	itersections) egment South	Length	A		n	1.00 - 1. 1.15 - 1. 1.30 - 2. > 2.00	30     00     No d	1.0 - 1.3 1.5 - 2.3 > 2.5 ata PTI	5 M
Available count data for the la	ast four years. (50% of signalized in Roadway So North to S	tersections) egment South	Length (miles)	A	М	TI PM	1.00 - 1. 1.15 - 1. 1.30 - 2. > 2.00	30 00 No d	1.0 - 1.3 1.5 - 2.3 > 2.5 ata PTI 1 P SB NB	5 M
Available count data for the la	ast four years. (50% of signalized in Roadway So North to S MD198 - Green GreenCastle Rd.	tersections) egment South iCastle Rd. - Fairland Rd.	Length (miles)	A	М	TI PM NB SB	1.00 - 1. 1.15 - 1. 1.30 - 2. > 2.00	30 00 No d	1.0 - 1.3 1.5 - 2.3 ≥ 2.5 ata PTI 1 P SB NB W	5 M
Available count data for the la	ast four years. (50% of signalized in Roadway So North to S MD198 - Green GreenCastle Rd.	tersections) egment South Castle Rd. - Fairland Rd. usgrove Rd.	Length (miles) 1.2 1.8	A	М	TI PM NB SB	1.00 - 1. 1.15 - 1. 1.30 - 2. > 2.00	30 00 No d	1.0 - 1.3 1.5 - 2.3 ≥ 2.5 ata PTI 1 P SB NB W	5

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

US 40			Hay	jerstow	A	N	( CHUS
Limits:	I-70 to Clevela	and Ave	×.		Cleveland	<sup>4</sup> Slein Bivd N	
Corridor Length:	3.4 mile	s	37		Co Co		T
Speed Limit:	35 - 45 M	РН	65	ALI (40		Mi	A & si
Travel Lanes:	(2 - 3) Eastbound (2 -	- 3) Westbound			12	Howell Rd	etna Rd
Signal Controlled Intersections:	6		EO	ak Ridge Dr	SEOPEN	ood Dr	a to
Grade Separated Interchanges:	1					and Creek Rd	
Major Cross Streets:	I-70, Edgewood Mt. Aetna Eastern B	Rd, Ivd,		6		et fut	C.
	Cleveland				_		Peak Hour
Routes and Ridership	Routes N/A	Avg. Daily Ridership N/A		22 AADT ,000 vpd	Truc 3%		Traffic 8%
	IN/A	N/A		,000 vpu	<u> </u>	-	0 70
					Segment Oper	1	
Signalized Intersections	ntersection Operations	PM Peak Hour		Level of Service	Eastbound AM / PM (Miles of Roadway)	A ()	estbound AM / PM Miles of oadway)
LOS D or Better	N/A	N/A	LO	S D or Bette	* -		1.6 / 2.0
LOS E	N/A	N/A		LOS E	1.1 / 1.4		1.8 / 1.1
LOS F	N/A	N/A		LOS F	0.0 / 0.0	(	0.0 / 0.3
LOS 'E' Inte	rsections	LOS 'F' Int	ersection	s		Colo	r Key
						- 1.15	<b>PTI</b> 1.0 - 1.5
					1.30	- 1.30 - 2.00 2.00	1.5 - 2.5 > 2.5
Available count data for the last	four years. (0% of signalized inter	sections)			1.30	- 2.00 2.00	
Available count data for the last Functional Class	four years. (0% of signalized inter Roadway Seg West to Ea	gment	Length (miles)	AM EB WE	1.30	- 2.00 2.00 No	> 2.5 data PTI M PM
	Roadway Sec	yment ast	-	АМ	1.30	2.00 2.00 No	> 2.5 data PTI M PM
Functional Class	Roadway Seg West to Ea	gment ast Cleveland Ave.	(miles)	АМ	1.30	2.00 2.00 No	> 2.5 data PTI M PM
	Roadway Seg West to Ea Cannon Ave (MD-64) -	gment ast Cleveland Ave. astern Blvd.	(miles) 0.3 0.6 0.5	АМ	1.30	2.00 2.00 No	> 2.5 data PTI M PM
Functional Class	Roadway Seg West to Ea Cannon Ave (MD-64) - Cleveland Ave Ea	gment ast Cleveland Ave. astern Blvd. Rd./ Birch Knoll Rd. Rd - Edgewood Dr.	(miles) 0.3 0.6	АМ	1.30	2.00 2.00 No	> 2.5 data PTI M PM

A-75

US 50	FRIDAY SUN	IMER	Queenstown (21)	Gial (12) (13) (13) (13) (13) (13) (13) (13) (13) (13) (13) (13)	ireensborg			
Limits:	MD 213 to M	ID 528		Queen Anne (ce) Cordova	Ha Miton Fai			21
Corridor Length:	93 mile	s	2 E	(H) (H) (H)	(i) Green	er.		
Speed Limit:	35 - 55 M	PH	3 Eastr toyal Oak	n Bethiehem C Preston	nerican Dorner Bridge	ovile	Redden State Forest Harbest	Belltown D Reht Be
Travel Lanes:	(2 - 3) Eastbound (2 -	- 3) Westbound	Oxford Tr	npe	Federalsburg Seafor	9 @	Georgetown (3) Wood Branch	28 Denver
Signal Controlled	36		Algongum Cambin	Secretary		Laurel -	Milisbor	Long Neck
Intersections: Grade Separated			Church Creek	Linknood (	31) Sharptown (8)		Westwoods Gumboro (99)	gebore C Beth Sout
Interchanges:	7		Black Nati Wile	water onal Nife	Springs (B)	Delmor	Dimension of the second	Selbyville (9) Ferr
Major Cross Streets:	MD 213, MD 40 MD 322, MD 328, I MD 331, MD 313, N Northwood Dr, US 13 MD 90, US 113, MD	Mt. Holly Rd, laylor Mill Rd, 3, US 50 BUS,	reek Crapo Todd	lle Nanticole	Ouantico Salisi Prutian Whitehaven (3)	abury 900 nd (7)	Poweiwile Whiton Newark	Berlin et Haure
Routes and Ridership	Routes	Avg. Daily Ridership	2	022 ADT	т	rucks	P	eak Hour Traffic
Routes and Ridership	N/A	N/A	40,000	- 44,000 vp		N/A		.5% - 8%
Signalized Intersection	Intersection Operations as*: AM Peak Hour	PM Peak Hour		Level of Service	Eastbound of Roadw	(Miles V		
LOS D or Better	8	8	LO	DS D or Better			85.3	
LOS E LOS F	0 0	0 0		LOS E LOS F	7.1 8.7		6.4 1.4	
2001		, , , , , , , , , , , , , , , , , , ,		2001				
LOS E In	tersections	LOS 'F' Int	ersectio	าร		TTI	Color Key	/ PTI
Available count data for the	last four years (22% of signalized i	ntersections)			1	.00 - 1.15 .15 - 1.30 .30 - 2.00 > 2.00	) ) ) )	1.0 - 1.5 1.5 - 2.5 > 2.5
Available count data for the	last four years. (22% of signalized in		Longth	1	1	. <mark>15 - 1.30</mark> .30 - 2.00	No data	<mark>1.5 - 2.5</mark>
Available count data for the Functional Class	last four years. (22% of signalized in Roadway Se West to E	gment	Length (miles)		1	. <mark>15 - 1.30</mark> .30 - 2.00	No data	1.5 - 2.5 > 2.5
	Roadway Se West to E Del Rhodes Ave	gment ast MD 213	(miles) 3.7	Friday ( EB W	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	. <mark>15 - 1.30</mark> .30 - 2.00	No data Friday ( EB W	1.5 - 2.5 > 2.5 PTI 6PM-8PM)
	Roadway Se West to E	gment ast MD 213 sen Ann Hwy)	(miles)	Friday ( EB	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	. <mark>15 - 1.30</mark> .30 - 2.00	No data Friday ( EB W	1.5 - 2.5 > 2.5 PTI 6PM-8PM)
	Roadway Se West to E Del Rhodes Ave MD 213 - MD 404(Qu MD 404(Queen Ann Hwy) -Blac Black Dog Alley/Airport R	gment ast MD 213 een Ann Hwy) :k Dog Alley/Airport Rd id - Easton Pkwy	(miles) 3.7 1.5 8.7 0.9	Friday ( EB W W	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	. <mark>15 - 1.30</mark> .30 - 2.00	No data Friday ( EB W W W	1.5 - 2.5 > 2.5 PTI 6PM-8PM)
	Roadway Se West to E Del Rhodes Ave MD 213 - MD 404(Que MD 404(Queen Ann Hwy) -Blad	gment ast MD 213 sen Ann Hwy) sk Dog Alley/Airport Rd kd - Easton Pkwy napel Rd	(miles) 3.7 1.5 8.7	Friday ( EB W	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	. <mark>15 - 1.30</mark> .30 - 2.00	No data Friday ( EB W	1.5 - 2.5 > 2.5 PTI 6PM-8PM)
	Roadway Se West to E Del Rhodes Ave MD 213 - MD 404(Quu MD 404(Queen Ann Hwy) - Blac Black Dog Alley/Airport R Easton Pkwy - Cl	ment ast MD 213 een Ann Hwy) :k Dog Alley/Airport Rd kd - Easton Pkwy napel Rd ugh St/Matthewstown Rd)	(miles) 3.7 1.5 8.7 0.9 0.4 1.1 0.3	Friday ( EB W W	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	. <mark>15 - 1.30</mark> .30 - 2.00	No data Friday ( EB W W W	1.5 - 2.5 > 2.5 PTI 6PM-8PM)
	Roadway Se West to E Del Rhodes Ave MD 213 - MD 404(Quu MD 404(Queen Ann Hwy) -Blac Black Dog Alley/Airport F Easton Pkwy - Cl Chapel Rd - MD 328 (Goldsborou MD 328 - MD 331 ( MD 331 (Dover Rd)- D	ment ast MD 213 een Ann Hwy) :k Dog Alley/Airport Rd kd - Easton Pkwy hapel Rd ugh St/Matthewstown Rd) Dover Rd) Dutchmans Ln	(miles) 3.7 1.5 8.7 0.9 0.4 1.1 0.3 0.9	Friday ( EB W W	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	. <mark>15 - 1.30</mark> .30 - 2.00	No data Friday ( EB W W W	1.5 - 2.5 > 2.5 PTI 6PM-8PM)
	Roadway Se West to E Del Rhodes Ave MD 213 - MD 404(Quu MD 404(Queen Ann Hwy) -Blad Black Dog Alley/Airport R Easton Pkwy - Cl Chapel Rd - MD 328 (Goldsborou MD 328 - MD 331 (	gment ast MD 213 een Ann Hwy) ek Dog Alley/Airport Rd kd - Easton Pkwy napel Rd ugh St/Matthewstown Rd) Dover Rd) Dutchmans Ln uston Pkwy	(miles) 3.7 1.5 8.7 0.9 0.4 1.1 0.3	Friday ( EB W W	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	. <mark>15 - 1.30</mark> .30 - 2.00	No data Friday ( EB W W W	1.5 - 2.5 > 2.5 PTI 6PM-8PM)
Functional Class	Roadway Se West to E Del Rhodes Ave MD 213 - MD 404(Quu MD 404(Queen Ann Hwy)-Blac Black Dog Alley/Airport F Easton Pkwy - Cl Chapel Rd - MD 328 (Goldsborot MD 328 - MD 331 ( MD 331 (Dover Rd) - E Dutchmans Ln - E Easton Pkwy - Old Trappe F Old Trappe Rd/Landing Ne	gment ast MD 213 een Ann Hwy) kk Dog Alley/Airport Rd kk - Easton Pkwy napel Rd ugh St/Matthewstown Rd) Dover Rd) Dover Rd) Dover Rd) ston Pkwy kd/Landing Neck Rd kok Rd - Barber Rd	(miles) 3.7 1.5 8.7 0.9 0.4 1.1 0.3 0.9 1.7 0.7 5.2	Friday ( EB W W	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	. <mark>15 - 1.30</mark> .30 - 2.00	No data Friday ( EB W W W	1.5 - 2.5 > 2.5 PTI 6PM-8PM)
Functional Class	Roadway Seg West to E Del Rhodes Ave MD 213 - MD 404(Qu MD 404(Queen Ann Hwy) -Blac Black Dog Alley/Airport F Easton Pkwy - Cl Chapel Rd - MD 328 (Goldsborou MD 328 - MD 331 ( MD 331 (Dover Rd)- D Dutchmans Ln - Ea Easton Pkwy - Old Trappe F	gment ast MD 213 een Ann Hwy) kk Dog Alley/Airport Rd kk – Easton Pkwy napel Rd ugh St/Matthewstown Rd) Dover Rd) Dover Rd) Dover Rd) Sutchmans Ln aston Pkwy kd/Landing Neck Rd kck Rd - Barber Rd Mand Ave	(miles) 3.7 1.5 8.7 0.9 0.4 1.1 0.3 0.9 1.7 0.7	Friday ( EB W W	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	. <mark>15 - 1.30</mark> .30 - 2.00	No data Friday ( EB W W W	1.5 - 2.5 > 2.5 PTI 6PM-8PM)
Functional Class	Roadway Se West to E Del Rhodes Ave MD 213 - MD 404(Que MD 404(Queen Ann Hwy) -Blad Black Dog Alley/Airport F Easton Pkwy - Cl Chapel Rd - MD 328 (Goldsborou MD 328 - MD 331 ( OND 328 - MD 331 ( MD 331 (Dover Rd) - E Dutchmans Ln - E Easton Pkwy - Old Trappe R Old Trappe Rd/Landing Ne Barber Rd - Mary Maryland Ave - E Ceda E Cedar St/Meteor Ave	gment ast MD 213 een Ann Hwy) kk Dog Alley/Airport Rd kk - Easton Pkwy napel Rd ugh St/Matthewstown Rd) Dover Rd) Dutchmans Ln ston Pkwy kd/Landing Neck Rd eck Rd - Barber Rd And Ave r St/Meteor Ave - Crusader Rd	(miles) 3.7 1.5 8.7 0.9 0.4 1.1 0.3 0.9 1.7 0.7 5.2 6.4 0.3 0.2	Friday ( EB W W	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	. <mark>15 - 1.30</mark> .30 - 2.00	No data Friday ( EB W W W	1.5 - 2.5 > 2.5 PTI 6PM-8PM)
Functional Class	Roadway Se West to E Del Rhodes Ave MD 213 - MD 404(Que MD 404(Queen Ann Hwy) -Blac Black Dog Alley/Airport F Easton Pkwy - Cl Chapel Rd - MD 328 (Goldsborou MD 328 - MD 331 ( MD 331 (Dover Rd) - D Dutchmans Ln - Ea Easton Pkwy - Old Trappe R Old Trappe Rd/Landing Nk Barber Rd - Mary Maryland Ave - E Ceda E Cedar St/Meteor Ave Crusader Rd - W	gment ast MD 213 een Ann Hwy) xk Dog Alley/Airport Rd d - Easton Pkwy napel Rd ugh St/Matthewstown Rd) Dover Rd) Dover Rd) Douthmans Ln uston Pkwy Ad/Landing Neck Rd eck Rd - Barber Rd Ad/Landing Neck Rd cor Rd - Barber Rd Ad/Landing Neck Rd cor Rd - Barber Rd Ad/Landing Neck Rd cor Rd - Barber Rd Ad/Landing Neck Rd	(miles) 3.7 1.5 8.7 0.9 0.4 1.1 0.3 0.9 1.7 0.7 5.2 6.4 0.3	Friday ( EB W W	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	. <mark>15 - 1.30</mark> .30 - 2.00	No data Friday ( EB W W W	1.5 - 2.5 > 2.5 PTI 6PM-8PM)
Functional Class	Roadway Se West to E Del Rhodes Ave MD 213 - MD 404(Que MD 404(Queen Ann Hwy) -Blad Black Dog Alley/Airport F Easton Pkwy - Cl Chapel Rd - MD 328 (Goldsborou MD 328 - MD 331 ( OND 328 - MD 331 ( MD 331 (Dover Rd) - E Dutchmans Ln - E Easton Pkwy - Old Trappe R Old Trappe Rd/Landing Ne Barber Rd - Mary Maryland Ave - E Ceda E Cedar St/Meteor Ave	gment ast MD 213 een Ann Hwy) xk Dog Alley/Airport Rd kd - Easton Pkwy apel Rd ugh St/Matthewstown Rd) Dover Rd) Dover Rd) Dover Rd) Douthmans Ln aston Pkwy kd/Landing Neck Rd dk/Landing Neck Rd ck Rd - Barber Rd /and Ave r St/Meteor Ave - Crusader Rd oods Rd Rd/Church Creek Rd	(miles) 3.7 1.5 8.7 0.9 0.4 1.1 0.3 0.9 1.7 0.7 5.2 6.4 0.3 0.2 0.3	Friday ( EB W W	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	. <mark>15 - 1.30</mark> .30 - 2.00	No data Friday ( EB W W W	1.5 - 2.5 > 2.5 PTI 6PM-8PM)
Functional Class	Roadway See West to E Del Rhodes Ave MD 213 - MD 404(Que MD 404(Queen Ann Hwy) -Blac Black Dog Alley/Airport R Easton Pkwy - Cl Chapel Rd - MD 328 (Goldsboro MD 328 - MD 331 ( MD 328 - MD 331 ( MD 331 (Dover Rd) - D Dutchmans Ln - Ea Easton Pkwy - Old Trappe R Old Trappe Rd/Landing Ne Barber Rd - Mary Maryland Ave - E Ceda E Cedar St/Meteor Ave Crusader Rd - W Woods Rd - MD 16/Gypsy Hill MD 16/Gypsy Hill Rd/Church Creek Old Rt 50/Bucktown Rd - MD 313/M	gment ast MD 213 een Ann Hwy) xk Dog Alley/Airport Rd kd - Easton Pkwy aapel Rd ugh St/Matthewstown Rd) (Dover Rd) Dutchmans Ln uston Pkwy Rd/Landing Neck Rd eck Rd - Barber Rd Adand Ave r St/Meteor Ave - Crusader Rd oods Rd Rd/Church Creek Rd Rd/Church Creek Rd Rd - Old Rt 50/Bucktown Rd ID 54 (Delmar Rd)/Main St	(miles) 3.7 1.5 8.7 0.9 0.4 1.1 0.3 0.9 1.7 0.7 5.2 6.4 0.3 0.2 0.3 0.5 0.4 19.0	Friday ( EB W W	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	. <mark>15 - 1.30</mark> .30 - 2.00	No data Friday ( EB W W W	1.5 - 2.5 > 2.5 PTI 6PM-8PM)
Functional Class Other Principal Arterial	Roadway Ser West to E Del Rhodes Ave MD 213 - MD 404(Que MD 404(Queen Ann Hwy) -Blac Black Dog Alley/Airport F Easton Pkwy - Cl Chapel Rd - MD 328 (Goldsborou MD 328 - MD 331 ( MD 331 (Dover Rd) - D Dutchmans Ln - Ea Easton Pkwy - Old Trappe F Old Trappe Rd/Landing Ne Barber Rd - Mary Maryland Ave - E Ceda E Cedar St/Meteor Ave Crusader Rd - W Woods Rd - MD 16/Gypsy Hill	ment ast MD 213 een Ann Hwy) :k Dog Alley/Airport Rd td - Easton Pkwy aapel Rd ugh St/Matthewstown Rd) Dover Rd) Dutchmans Ln eston Pkwy Rd/Landing Neck Rd eck Rd - Barber Rd kand Ave - Crusader Rd oods Rd Rd/Church Creek Rd Rd - Old Rt 50/Bucktown Rd ID 54 (Delmar Rd)/Main St 13/Salisbury Bypass/Ocean Hwy	(miles) 3.7 1.5 8.7 0.9 0.4 1.1 0.3 0.9 1.7 0.7 5.2 6.4 0.3 0.2 0.3 0.5 0.4	Friday ( EB W W	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	. <mark>15 - 1.30</mark> .30 - 2.00	No data Friday ( EB W W W	1.5 - 2.5 > 2.5 PTI 6PM-8PM)
Functional Class	Roadway Ser West to E Del Rhodes Ave MD 213 - MD 404(Quu MD 404(Queen Ann Hwy) -Blac Black Dog Alley/Airport F Easton Pkwy - Cl Chapel Rd - MD 328 (Goldsborou MD 328 - MD 331 ( MD 331 (Dover Rd) - D Dutchmans Ln - Ea Easton Pkwy - Old Trappe F Old Trappe Rd/Landing Ne Easton Pkwy - Old Trappe F Old Trappe Rd/Landing Ne Easton Pkwy - Old Trappe F Old Trappe Rd/Landing Ne Easton Pkwy - Cl Crusader Rd - Mary Maryland Ave - E Ceda E Cedar St/Meteor Ave Crusader Rd - W Woods Rd- MD 16/Gypsy Hill MD 16/Gypsy Hill Rd/Church Creek Old Rt 50/Bucktown Rd - MD 313/M MD 313/MD 54 (Delmar Rd)/Main St - US US 13/Salisbury Bypass/Oce Hobbs Rd - Walstor	ment ast MD 213 een Ann Hwy) Ar Dog Alley/Airport Rd d - Easton Pkwy napel Rd ugh St/Matthewstown Rd) Dover Rd) Dutchmans Ln iston Pkwy Rd/Landing Neck Rd work Rd - Barber Rd Aland Ave - Crusader Rd oods Rd Rd/Church Creek Rd Rd/Church Creek Rd Rd - Old Rt 50/Bucktown Rd ID 54 (Delmar Rd)/Main St 13/Selisbury Bypass/Ocean Hwy an Hwy - Hobbs Rd n Switch Rd	(miles) 3.7 1.5 8.7 0.9 0.4 1.1 0.3 0.9 1.7 0.7 5.2 6.4 0.3 0.2 0.3 0.5 0.4 19.0 12.6 3.0 1.5	Friday ( EB W W	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	. <mark>15 - 1.30</mark> .30 - 2.00	No data Friday ( EB W W W	1.5 - 2.5 > 2.5 PTI
Functional Class Other Principal Arterial	Roadway Ser West to E Del Rhodes Ave MD 213 - MD 404(Quu MD 404(Queen Ann Hwy) -Blad Black Dog Alley/Airport R Easton Pkwy - Cl Chapel Rd - MD 328 (Goldsborot MD 328 - MD 331 ( MD 331 (Dover Rd) - E Dutchmans Ln - Ee Easton Pkwy - Old Trappe R Old Trappe Rd/Landing Ne Barber Rd - Mary Maryland Ave - E Ceda E Cedar St/Meteor Ave Crusader Rd - MU Woods Rd - MD 16/Gypsy Hill MD 16/Gypsy Hill Rd/Church Creek Old Rt 50/Bucktown Rd - MD 313/M MD 313/MD 54 (Delmar Rd)/Main St - US US 13/Salisbury Bypass/Oce Hobbs Rd - Walston Walston Switch Rd - MD 452/Frid	gment ast -MD 213 een Ann Hwy) -k Dog Alley/Airport Rd kd - Easton Pkwy napel Rd - Galley/Airport Rd - Galley/Airport Rd - Galley/Airport Rd - Chushans Ln - St/Meteor Ave - Crusader Rd - Crusader Rd	(miles) 3.7 1.5 8.7 0.9 0.4 1.1 0.3 0.9 1.7 0.7 5.2 6.4 0.3 0.2 0.3 0.5 0.4 19.0 12.6 3.0 1.5 17.8	Friday ( EB W W	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	. <mark>15 - 1.30</mark> .30 - 2.00	No data Friday ( EB W W W	1.5 - 2.5 > 2.5 PTI
Functional Class Other Principal Arterial	Roadway Ser West to E Del Rhodes Ave MD 213 - MD 404(Quu MD 404(Queen Ann Hwy) -Blac Black Dog Alley/Airport F Easton Pkwy - Cl Chapel Rd - MD 328 (Goldsborou MD 328 - MD 331 ( MD 331 (Dover Rd) - D Dutchmans Ln - Ea Easton Pkwy - Old Trappe F Old Trappe Rd/Landing Ne Easton Pkwy - Old Trappe F Old Trappe Rd/Landing Ne Easton Pkwy - Old Trappe F Old Trappe Rd/Landing Ne Easton Pkwy - Cl Crusader Rd - Mary Maryland Ave - E Ceda E Cedar St/Meteor Ave Crusader Rd - W Woods Rd- MD 16/Gypsy Hill MD 16/Gypsy Hill Rd/Church Creek Old Rt 50/Bucktown Rd - MD 313/M MD 313/MD 54 (Delmar Rd)/Main St - US US 13/Salisbury Bypass/Oce Hobbs Rd - Walstor	gment ast MD 213 een Ann Hwy) k: Dog Alley/Airport Rd kd - Easton Pkwy hapel Rd ugh St/Matthewstown Rd) Dover Rd) Dover Rd) Dover Rd) Dutchmans Ln aston Pkwy Rd/Landing Neck Rd wk Rd - Barber Rd Aand Ave F St/Meteor Ave - Crusader Rd oods Rd Rd/Church Creek Rd Rd - Old Rt 50/Bucktown Rd ID 54 (Delmar Rd)/Main St 13/Sallsbury Bypass/Ocean Hwy an Hwy - Hobbs Rd 1 Switch Rd andship Rd/Seahawk Rd kd - MD 589/Racetrack Rd	(miles) 3.7 1.5 8.7 0.9 0.4 1.1 0.3 0.9 1.7 0.7 5.2 6.4 0.3 0.2 0.3 0.5 0.4 19.0 12.6 3.0 1.5	Friday ( EB W W	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	. <mark>15 - 1.30</mark> .30 - 2.00	No data Friday ( EB W W W	1.5 - 2.5 > 2.5 PTI
Functional Class Other Principal Arterial	Roadway Ser West to E Del Rhodes Ave- MD 213 - MD 404(Que MD 404(Queen Ann Hwy) -Blac Black Dog Alley/Airport F Easton Pkwy - Cl Chapel Rd - MD 328 (Goldsborou MD 328 - MD 331 ( Onever Rd) - MD Dutchmans Ln - E Easton Pkwy - Old Trappe F Old Trappe Rd/Landing Ne Barber Rd - Mary Maryland Ave - E Ceda E Cedar St/Meteor Ave Crusader Rd - Mu Woods Rd - MD 16/Gypsy Hill MD 16/Gypsy Hill Rd/Church Creek Old Rt 50/Bucktown Rd - MD 313/M MD 313/MD 54 (Delmar Rd)/Main St - US US 13/Salisbury Bypass/Oce Hobbs Rd - Walston Walston Switch Rd - MD 452/Frit MD 452/Friendship Rd/Seahawk R	gment ast - MD 213 een Ann Hwy) 	(miles) 3.7 1.5 8.7 0.9 0.4 1.1 0.3 0.9 1.7 0.7 5.2 6.4 0.3 0.2 0.3 0.5 0.4 19.0 12.6 3.0 1.5 17.8 1.3 0.8 1.2	Friday ( EB W W	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	. <mark>15 - 1.30</mark> .30 - 2.00	No data Friday ( EB W W W	1.5 - 2.5 > 2.5 PTI
Functional Class Other Principal Arterial	Roadway Ser West to E Del Rhodes Ave MD 213 - MD 404(Que MD 404(Queen Ann Hwy) -Blac Black Dog Alley/Airport F Easton Pkwy - Cl Chapel Rd - MD 328 (Goldsborou MD 328 - MD 331 ( Onever Rd) - I Dutchmans Ln - E Easton Pkwy - Old Trappe R Old Trappe Rd/Landing Ne Barber Rd - Mary Maryland Ave - E Ceda E Cedar St/Meteor Ave Crusader Rd - Mu Woods Rd - MD 16/Gypsy Hill MD 16/Gypsy Hill Rd/Church Creek Old Rt 50/Bucktown Rd - MD 313/M D 313/MD 54 (Delmar Rd)/Main St - US US 13/Salisbury Bypass/Oce Hobbs Rd - Walston Walston Switch Rd - MD 452/Frit MD 452/Friendship Rd/Seahawk R MD 589/Racetrack Rd - Samuel Bowen Samuel Bowen Blvd/Riddle Ln - Jen Jerry Mack Rd/Man O War Ln - Old Ocea	gment ast - MD 213 een Ann Hwy) 	(miles) 3.7 1.5 8.7 0.9 0.4 1.1 0.3 0.9 1.7 0.7 5.2 6.4 0.3 0.2 0.3 0.2 0.3 0.2 0.3 0.5 1.5 17.8 1.3 0.8	Friday ( EB W W	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	. <mark>15 - 1.30</mark> .30 - 2.00	No data Friday ( EB W W W	1.5 - 2.5 > 2.5 PTI
Functional Class Other Principal Arterial Other Freeways and Expressways	Roadway Ser West to E Del Rhodes Ave- MD 213 - MD 404(Que MD 404(Queen Ann Hwy) -Blac Black Dog Alley/Airport F Easton Pkwy - Cl Chapel Rd - MD 328 (Goldsborou MD 328 - MD 331 ( Onever Rd) - MD Dutchmans Ln - E Easton Pkwy - Old Trappe F Old Trappe Rd/Landing Ne Barber Rd - Mary Maryland Ave - E Ceda E Cedar St/Meteor Ave Crusader Rd - Mu Woods Rd - MD 16/Gypsy Hill MD 16/Gypsy Hill Rd/Church Creek Old Rt 50/Bucktown Rd - MD 313/M MD 313/MD 54 (Delmar Rd)/Main St - US US 13/Salisbury Bypass/Oce Hobbs Rd - Walston Walston Switch Rd - MD 452/Frit MD 452/Friendship Rd/Seahawk R MD 589/Racetrack Rd - Samuel Bowen Samuel Bowen Blvd/Riddle Ln - Jet	gment ast MD 213 een Ann Hwy) xk Dog Alley/Airport Rd dd - Easton Pkwy napel Rd ugh St/Matthewstown Rd) Dover Rd) Dutchmans Ln uston Pkwy dd/Landing Neck Rd eck Rd - Barber Rd And Ave r St/Meteor Ave - Crusader Rd oods Rd Rd/Church Creek Rd Rd/Church Creek Rd Rd/Church Creek Rd Rd - Old Rt 50/Bucktown Rd ID 54 (Delmar Rd)/Main St 13/Salisbury Bypass/Ocean Hwy ean Hwy - Hobbs Rd n Switch Rd endship Rd/Seahawk Rd dd - MD 589/Racetrack Rd Bivd/Riddle Ln/Holly Grove Rd rry Mack Rd/Man O War Ln n City Rd/MD 707/Old Bridge Rd idge Rd - Keyser Point Rd	(miles) 3.7 1.5 8.7 0.9 0.4 1.1 0.3 0.9 1.7 0.7 5.2 6.4 0.3 0.2 0.3 0.5 0.4 19.0 12.6 3.0 1.5 17.8 1.3 0.8 1.2 0.4	Friday ( EB W W	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	. <mark>15 - 1.30</mark> .30 - 2.00	No data Friday ( EB W W W	1.5 - 2.5 > 2.5 PTI
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US 50	SATURDAY	SUMMER	Queenstown (21	3 cm 40 Ridgely	Greensboro		18 F
Limits:	MD 213 to M	D 528		Gueen Anne (Cordova D	Ha Mana Ha Far		AL
Corridor Length:	93 miles	3	2.E		(in the second s		
Speed Limit:	35 - 55 MI	РН	an East toyal Oak	A Bethlehem Preston	merican Comer Bridgevile	Redden State Forest	Harbeson Belltown
Travel Lanes:	(2 - 3) Eastbound (2 -	3) Westbound	Oxford Ti	appe	Federalsburg	Georgetown Wood Bran	in a Dem
Signal Controlled	36		Algonquin Camb	Secretary			E Long Neck
Intersections: Grade Separated			Church Creek	Unkwood	(III) Sharptown (III) (III) (III) (III) (III) (III) (III) (III) (III) (III) (III) (III) (III) (IIII) (III) (III) (III) (III) (III) (III) (III) (III) (	13 Westwood	Dagsboro (2) Ber
Interchanges:	7		Blac	kwater ional Idlife	Mardels 🛞 Delma	ar	Selbyville (i) Fe
Major Cross Streets:	MD 213, MD 404 MD 322, MD 328, M MD 331, MD 313, N Northwood Dr, US 13 MD 90, US 113, MD	VIt. Holly Rd, aylor Mill Rd, 3, US 50 BUS,	reek Crapo Tode	fuge Vile Nanticoke	Quantico Salisbury Frutland Whisehaven Eden T	To Poweltvile Whiten	Beenet
Routes and Ridership	Routes	Avg. Daily Ridership	2	022 ADT	True	cks	Traffic
Routes and Ridership	N/A	N/A	40,000	) - 43,000 vp			8% - 8.5%
Signalized Intersection	Intersection Operations AM Peak Hour	PM Peak Hour		Level of Service	Eastbound (M of Roadway	liles Westbo	ound (Miles badway)
LOS D or Better	6	6	LO	DS D or Better			36.6
LOS E LOS F	1 0	1 0		LOS E LOS F	2.9 10.4		<mark>4.9</mark> 1.5
LOS F	U			LOGT	10.4		1.5
	tersections 213 (AM, PM)	LOS 'F' Int	ersectio	ns		Color   TTI	Key PTI
Available count data for the	last four years. (19% of signalized in	tersections)			1.30	5 - 1.30 0 - 2.00 • 2.00 No da	1.5 - 2.5 > 2.5
			Length		1.30 >	0 - 2.00 • 2.00 No da	> 2.5 ata PTI
Available count data for the Functional Class	Roadway Seg West to Ea	iment ist	Length (miles)	Saturday EB	1.30	0 - 2.00 2.00 No da Satur EB	> 2.5 ata PTI day (12PM-2PM
	Roadway Seg West to Ea Del Rhodes Ave -	iment ist MD 213		Saturday	1.30 > TTI (12PM-2PM)	0 - 2.00 2.00 No da	> 2.5 ata PTI day (12PM-2PM
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US 50	SUNDAY SI	UMMER	Queenstown (21	3 (m) (ft) Ridgely	Greensboro		
Limits:	MD 213 to	MD 528	1 st	Cordova	Heriton (1) Far		Al
Corridor Length:	93 m	iles	2.E		(1) (1) Gree		
Speed Limit:	35 - 55	MPH	(3) East loyal Dak	A Bethlehem Preston	merican Corner Bridgevill	le Redden State Fore	est Harbeson Belltown
Travel Lanes:	(2 - 3) Eastbound(	2 - 3) Westbound	Oxford Tr	appe	Federalsburg	George Woo	town (a) Dew d Branch (2)
Signal Controlled	36		Algonquin Cambit	Secretary		and a	Miliboro
Intersections: Grade Separated			Church Creek	Linkmood	(11) Sharptown (24)	(B) West	Dagsboro (8) Be
Interchanges:	7		Black	kwater ional dlife	Anardela Springe Dele	Imar	Sebyville (4) Fe
	MD 213, MD 4 MD 322, MD 328	,	(BH) Ref	fuge	Quantico Salisbur	Pittassiley (350)	Willards Ocean Pines
Major Cross Streets:	MD 331, MD 313,	, Naylor Mill Rd,	reew Crapo Todd	Nile Nanticoke	Whitehaven [13]	(1) Wh	ton
	Northwood Dr, US MD 90, US 113, N		-				Peak Hour
Routes and Ridership	Routes	Avg. Daily Ridership		022 ADT		ucks	Traffic
· · · ·	N/A Intersection Operations	N/A	35,000	) - 40,000 vp	Segment Ope	I/A erations	8% - 8.5%
Signalized Intersectior	ns*: AM Peak Hour	PM Peak Hour		Level of	Easthound (	Milos Wost	bound (Miles
-				Service	of Roadwa		Roadway)
LOS D or Better	6 0	5		DS D or Better	86.3		78.8
LOS F	1	1		LOS F	1.8		2.9
LOS 'E' In	tersections	LOS 'F' Int	erse <u>ctio</u>	ns		Colo	or Key
	MD 213 (PM)	US 50 at M				TTI	PTI
					1.3	15 - 1.30 30 - 2.00 > 2.00	1.5 - 2.5 > 2.5
Available count data for the	last four years. (19% of signalized	d intersections)			1.3	30 - 2.00 > 2.00	> 2.5 data
Available count data for the Functional Class	last four years. (19% of signalized Roadway S West to	Segment	Length (miles)		1.3	30 - 2.00 > 2.00 No	> 2.5
	Roadway S West to Del Rhodes Ar	Segment • East ve - MD 213	(miles) 3.7	Sunday	1.3 TTI (2PM-4PM)	30 - 2.00 > 2.00 No	> 2.5 data PTI unday (2PM-4PM)
	Roadway S West to	Segment • East ve - MD 213 Queen Ann Hwy)	(miles)	Sunday	1.3 TTI (2PM-4PM)	30 - 2.00 > 2.00 No	> 2.5 data PTI unday (2PM-4PM) EB WB
	Roadway S West to Del Rhodes Av MD 213 - MD 404((	Segment P East ve - MD 213 Queen Ann Hwy) Black Dog Alley/Airport Rd	(miles) 3.7 1.5 8.7 0.9	Sunday	1.3 TTI (2PM-4PM)	30 - 2.00 > 2.00 No	> 2.5 data PTI unday (2PM-4PM) EB WB
	Roadway S West to Del Rhodes Av MD 213 - MD 404(c MD 404(Queen Ann Hwy) -E Black Dog Alley/Airpon Easton Pkwy -	Segment DEast we - MD 213 Queen Ann Hwy) 3lack Dog Alley/Airport Rd rt Rd - Easton Pkwy - Chapel Rd	(miles) 3.7 1.5 8.7 0.9 0.4	Sunday	1.3 TTI (2PM-4PM)	30 - 2.00 > 2.00 No	> 2.5 data PTI unday (2PM-4PM) EB WB
	Roadway S West to Del Rhodes Av MD 213 - MD 404(( MD 404(Queen Ann Hwy) -E Black Dog Alley/Airpor	Segment East Queen Ann Hwy) Black Dog Alley/Airport Rd rt Rd - Easton Pkwy - Chapel Rd rough St/Matthewstown Rd)	(miles) 3.7 1.5 8.7 0.9	Sunday	1.3 TTI (2PM-4PM)	30 - 2.00 > 2.00 No	> 2.5 data PTI unday (2PM-4PM) EB WB
	Roadway S West to Del Rhodes Av MD 213 - MD 404(( MD 404(Queen Ann Hwy) -E Black Dog Alley/Airpor Easton Pkwy - Chapel Rd - MD 328 (Goldsbo MD 328 - MD 32 MD 331 (Dover Rd	Segment East Queen Ann Hwy) Black Dog Alley/Airport Rd rt Rd - Easton Pkwy - Chapel Rd prough St/Matthewstown Rd) 31 (Dover Rd) )- Dutchmans Ln	(miles) 3.7 1.5 8.7 0.9 0.4 1.1 0.3 0.9	Sunday	1.3 TTI (2PM-4PM)	30 - 2.00 > 2.00 No	> 2.5 data PTI unday (2PM-4PM) EB WB
	Roadway S West to Del Rhodes A MD 213 - MD 404(( MD 404(Queen Ann Hwy) -E Black Dog Alley/Airpor Easton Pkwy - Chapel Rd - MD 328 (Goldsbo MD 328 - MD 33 MD 328 - MD 33 MD 331 (Dover Rd Dutchmans Ln - Easton Pkwy - Old Trapp	Segment East Ve - MD 213 Queen Ann Hwy) Black Dog Alley/Airport Rd rt Rd - Easton Pkwy - Chapel Rd vrough St/Matthewstown Rd) 31 (Dover Rd) )- Dutchmans Ln - Easton Pkwy e Rd/Landing Neck Rd	(miles) 3.7 1.5 8.7 0.9 0.4 1.1 0.3 0.9 1.7 0.7	Sunday	1.3 TTI (2PM-4PM)	30 - 2.00 > 2.00 No	> 2.5 data PTI unday (2PM-4PM) EB WB
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Functional Class Other Principal Arterial Other Freeways and	Roadway S West to Del Rhodes A MD 213 - MD 404(( MD 404(Queen Ann Hwy) - Black Dog Alley/Airpol Easton Pkwy - Black Dog Alley/Airpol Easton Pkwy - Chapel Rd - MD 328 (Goldsbo MD 328 - MD 33 MD 331 (Dover Rd Dutchmans Ln - Easton Pkwy - Old Trapp Old Trappe Rd/Landing Barber Rd - M Maryland Ave - E Ce E Cedar St/Meteor A Crusader Rd - Woods Rd- MD 16/Gyps yH MD 16/Gyps yHill Rd/Church Cree Old Rt 50/Bucktown Rd - MD 31 MD 313/MD 54 (Delmar Rd)/Main St - US 13/Salisbury Bypass/ Hobbs Rd - Wals Walston Switch Rd - MD 452// MD 452/Friendship Rd/Seahaw MD 589/Racetrack Rd - Samuel Bow	Segment East ve - MD 213 Queen Ann Hwy) Black Dog Alley/Airport Rd rt Rd - Easton Pkwy Chapel Rd vrough St/Matthewstown Rd) 31 (Dover Rd) ) Dutchmans Ln Easton Pkwy e Rd/Landing Neck Rd Neck Rd - Barber Rd laryland Ave e Rd/Landing Neck Rd Neck Rd - Barber Rd laryland Ave e Rd/Landing Neck Rd Neck Rd - Barber Rd laryland Ave e Rd/Landing Neck Rd Hill Rd/Church Creek Rd ek Rd - Old Rt 50/Bucktown Rd 3/MD 54 (Delmar Rd)/Main St US 13/Salisbury Bypass/Ocean Hwy Dcean Hwy - Hobbs Rd ston Switch Rd Friendship Rd/Seahawk Rd k Rd - MD 589/Racetrack Rd ven Blvd/Riddle Ln/Holly Grove Rd	(miles) 3.7 1.5 8.7 0.9 0.4 1.1 0.3 0.9 1.7 0.7 5.2 6.4 0.3 0.2 0.3 0.2 0.3 0.5 1.5 1.7.8 1.3 0.8	Sunday	1.3 TTI (2PM-4PM)	30 - 2.00 > 2.00 No	2.5 data       PTI       unday (2PM-4PM)       EB     WB       W     W       W     W       U     W
Functional Class Other Principal Arterial Other Freeways and	Roadway S West to Del Rhodes A MD 213 - MD 404( MD 404(Queen Ann Hwy) -E Black Dog Alley/Airpol Easton Pkwy - Chapel Rd - MD 328 (Goldsbo MD 328 - MD 33 MD 331 (Dover Rd) Dutchmans Ln - Easton Pkwy - Old Trapp Old Trappe Rd/Landing Barber Rd - M Maryland Ave - E Ce E Cedar St/Meteor A Crusader Rd - Crusader Rd - Crusader Rd - Woods Rd- MD 16/Gypsy H MD 16/Gypsy Hill Rd/Church Cree Old Rt 50/Bucktown Rd - MD 31 MD 313/MD 54 (Delmar Rd)Main St - US 13/Salisbury Bypass/ Hobbs Rd - Wals Walston Switch Rd - MD 452// MD 452/Friendship Rd/Seahaw MD 589/Racetrack Rd - Samuel Bow	Segment P East ve - MD 213 Queen Ann Hwy) Black Dog Alley/Airport Rd rt Rd - Easton Pkwy Chapel Rd vrough St/Matthewstown Rd) 31 (Dover Rd) )- Dutchmans Ln Easton Pkwy e Rd/Landing Neck Rd Neck Rd - Barber Rd Laryland Ave e Rd/Landing Neck Rd Neck Rd - Barber Rd Neck Rd - Barber Rd Laryland Ave e Crusader Rd Voods Rd Hill Rd/Church Creek Rd ek Rd - Old Rt 50/Bucktown Rd 3/MD 54 (Delmar Rd)/Main St US 13/Salisbury Bypass/Ocean Hwy Dcean Hwy - Hobbs Rd ston Switch Rd Friendship Rd/Seahawk Rd k Rd - MD 589/Racetrack Rd ven Bixd/Riddle Ln/Holly Grove Rd Jerry Mack Rd/Man O War Ln	(miles) 3.7 1.5 8.7 0.9 0.4 1.1 0.3 0.9 1.7 0.7 5.2 6.4 0.3 0.2 0.3 0.5 0.4 19.0 12.6 3.0 1.5 17.8 1.3 0.8 1.2	Sunday	1.3 TTI (2PM-4PM)	30 - 2.00 > 2.00 No	2.5 data       PTI       unday (2PM-4PM)       EB     WB       W     W       W     W       U     W
Functional Class Other Principal Arterial Other Freeways and	Roadway S West to Del Rhodes A MD 213 - MD 404( MD 404(Queen Ann Hwy) -E Black Dog Alley/Airpoi Easton Pkwy - Chapel Rd - MD 328 (Goldsbo MD 328 - MD 33 MD 331 (Dover Rd) Dutchmans Ln - Easton Pkwy - Old Trapp Old Trappe Rd/Landing Barber Rd - M Maryland Ave - E Ce E Cedar St/Meteor A Crusader Rd - M Crusader Rd - Woods Rd- MD 16/Gypsy H MD 16/Gypsy Hill Rd/Church Cree Old Rt 50/Bucktown Rd - MD 31 MD 313/MD 54 (Delmar Rd)Main St - US 13/Salisburg Bypass/ Hobbs Rd - Wals Walston Switch Rd - MD 452// MD 452/Friendship Rd/Seahaw MD 589/Racetrack Rd - Samuel Bow Samuel Bowen Blvd/Riddle Ln - Jerry Mack Rd/Man O War Ln - Old Oc	Segment P East ve - MD 213 Queen Ann Hwy) Black Dog Alley/Airport Rd rt Rd - Easton Pkwy Chapel Rd vrough St/Matthewstown Rd) 31 (Dover Rd) ) - Dutchmans Ln Easton Pkwy e Rd/Landing Neck Rd Neck Rd - Barber Rd Easton Pkwy e Rd/Landing Neck Rd Neck Rd - Barber Rd Neck Rd - Barber Rd Iaryland Ave dar St/Meteor Ave Ave - Crusader Rd - Woods Rd Hill Rd/Church Creek Rd ek Rd - Old Rt 50/Bucktown Rd 3/MD 54 (Delmar Rd)/Main St US 13/Salisbury Bypass/Ocean Hwy Dcean Hwy - Hobbs Rd ston Switch Rd Friendship Rd/Seahawk Rd k Rd - MD 589/Racetrack Rd wen Bivd/Riddle Ln/Holly Grove Rd Jerry Mack Rd/Man O War Ln cean City Rd/MD 707/Old Bridge Rd	(miles) 3.7 1.5 8.7 0.9 0.4 1.1 0.3 0.9 1.7 0.7 5.2 6.4 0.3 0.2 0.3 0.5 0.4 19.0 12.6 3.0 1.5 17.8 1.3 0.8 1.2 0.4	Sunday	1.3 TTI (2PM-4PM)	30 - 2.00 > 2.00 No	2.5 data       PTI       unday (2PM-4PM)       EB     WB       W     W       W     W       U     W
Functional Class Other Principal Arterial Other Freeways and Expressways	Roadway S West to Del Rhodes A MD 213 - MD 404( MD 404(Queen Ann Hwy) -E Black Dog Alley/Airpol Easton Pkwy - Chapel Rd - MD 328 (Goldsbo MD 328 - MD 33 MD 331 (Dover Rd) Dutchmans Ln - Easton Pkwy - Old Trapp Old Trappe Rd/Landing Barber Rd - M Maryland Ave - E Ce E Cedar St/Meteor A Crusader Rd - Crusader Rd - Crusader Rd - Woods Rd- MD 16/Gypsy H MD 16/Gypsy Hill Rd/Church Cree Old Rt 50/Bucktown Rd - MD 31 MD 313/MD 54 (Delmar Rd)Main St - US 13/Salisbury Bypass/ Hobbs Rd - Wals Walston Switch Rd - MD 452// MD 452/Friendship Rd/Seahaw MD 589/Racetrack Rd - Samuel Bow	Segment P East ve - MD 213 Queen Ann Hwy) Black Dog Alley/Airport Rd rt Rd - Easton Pkwy Chapel Rd wrough St/Matthewstown Rd) B1 (Dover Rd) ) - Dutchmans Ln Easton Pkwy e Rd/Landing Neck Rd Neck Rd - Barber Rd Laryland Ave dar St/Meteor Ave Ave - Crusader Rd Woods Rd Hill Rd/Church Creek Rd ek Rd - Old Rt 50/Bucktown Rd 3/MD 54 (Delmar Rd)/Main St US 13/Salisbury Bypass/Ocean Hwy Docean Hwy - Hobbs Rd ston Switch Rd Friendship Rd/Seahawk Rd k Rd - MD 589/Racetrack Rd ven Bivd/Riddle Ln/Holly Grove Rd Jerry Mack Rd/Man O War Ln cean City Rd/MD 707/Old Bridge Rd I Bridge Rd - Keyser Point Rd	(miles) 3.7 1.5 8.7 0.9 0.4 1.1 0.3 0.9 1.7 0.7 5.2 6.4 0.3 0.2 0.3 0.5 0.4 19.0 12.6 3.0 1.5 17.8 1.3 0.8 1.2	Sunday	1.3 TTI (2PM-4PM)	30 - 2.00 > 2.00 No	2.5 data       PTI       unday (2PM-4PM)       EB     WB       W     W       W     W       U     W
Functional Class Other Principal Arterial Other Freeways and Expressways	Roadway S West to Del Rhodes A MD 213 - MD 404( MD 404(Queen Ann Hwy) -E Black Dog Alley/Airpoi Easton Pikwy Chapel Rd - MD 328 (Goldsbo MD 328 - MD 33 MD 331 (Dover Rd) Dutchmans Ln - Easton Pikwy - Old Trapp Old Trappe Rd/Landing Barber Rd - M Maryland Ave - E Ce E Cedar St/Meteor A Crusader Rd - Woods Rd- MD 16/Gypsy H MD 16/Gypsy Hill Rd/Church Cree Old Rt 50/Bucktown Rd - MD 31 MD 313MD 54 (Delmar Rd)Main St - US 13/Salisburg Bypass/ Hobbs Rd - Wals Walston Switch Rd - MD 452/ MD 452/Friendship Rd/Seahaw MD 589/Racetrack Rd - Samuel Bow Samuel Bowen Blvd/Riddle Ln - Jerry Mack Rd/Man O War Ln - Old Oc Old Ocean City Rd/MD 707/Old	Segment P East ve - MD 213 Queen Ann Hwy) Black Dog Alley/Airport Rd rt Rd - Easton Pkwy - Chapel Rd vrough St/Matthewstown Rd) 81 (Dover Rd) - Dutchmans Ln Easton Pkwy e Rd/Landing Neck Rd Neck Rd - Barber Rd Iaryland Ave dar St/Meteor Ave Ave - Crusader Rd - Woods Rd - Friendship Rd/Seahawk Rd k Rd - MD 589/Racetrack Rd ven Bivd/Riddle Ln/Holly Grove Rd Jerry Mack Rd/Man O War Ln cean City Rd/MD 707/Old Bridge Rd - Bridge Rd - Keyser Point Rd - Keyser Point Rd	(miles) 3.7 1.5 8.7 0.9 0.4 1.1 0.3 0.9 1.7 0.7 5.2 6.4 0.3 0.2 0.3 0.5 0.4 19.0 12.6 3.0 1.5 17.8 1.3 0.8 1.2 0.4 0.5 1.5 0.9 0.4 0.9 0.4 0.5 0.9 0.4 0.9 0.4 0.9 0.4 0.9 0.4 0.9 0.4 0.9 0.4 0.9 0.4 0.9 0.7 0.7 0.7 0.7 0.7 0.7 0.7 0.7	Sunday	1.3 TTI (2PM-4PM)	30 - 2.00 > 2.00 No	2.5 data       PTI       unday (2PM-4PM)       EB     WB       W     W       W     W       U     W
Functional Class Other Principal Arterial Other Freeways and Expressways	Roadway S West to Del Rhodes A MD 213 - MD 404( MD 404(Queen Ann Hwy) -E Black Dog Alley/Airpoi Easton Pkwy - Chapel Rd - MD 328 (Goldsbo MD 328 - MD 33 MD 331 (Dover Rd) MD 331 (Dover Rd) Dutchmans Ln - Easton Pkwy - Old Trapp Old Trappe Rd/Landing Barber Rd - M Maryland Ave - E Ce E Cedar St/Meteor A Crusader Rd - Woods Rd- MD 16/Gypsy H MD 16/Gypsy Hill Rd/Church Cree Old Rt 50/Bucktown Rd - MD 31 MD 313/MD 54 (Delmar Rd)/Main St - US 13/Salisbury Bypass/ Hobbs Rd - Wals Walston Switch Rd - MD 452/ MD 452/Friendship Rd/Seahaw MD 589/Racetrack Rd - Samuel Bow Samuel Bowen Blvd/Riddle Ln - Jerry Mack Rd/Man O War Ln - Old Oc Old Ocean City Rd/MD 707/Old Keyser Point Rd - MD 611	Segment East Ve - MD 213 Queen Ann Hwy) Black Dog Alley/Airport Rd rt Rd - Easton Pkwy - Chapel Rd rorough St/Matthewstown Rd) 31 (Dover Rd) -) Dutchmans Ln - Easton Pkwy e Rd/Landing Neck Rd Neck Rd - Barber Rd taryland Ave e Rd/Landing Neck Rd Neck Rd - Barber Rd taryland Ave dar St/Meteor Ave Ave - Crusader Rd - Woods Rd 	(miles) 3.7 1.5 8.7 0.9 0.4 1.1 0.3 0.9 1.7 0.7 5.2 6.4 0.3 0.2 0.3 0.5 0.4 19.0 1.5 1.5 1.5 1.5 1.5 1.5 1.5 0.9 0.4 1.1 0.3 0.9 1.7 0.7 5.2 0.3 0.5 0.4 1.1 0.3 0.9 1.7 0.7 5.2 0.4 0.3 0.5 0.4 1.1 0.7 5.2 0.4 0.7 0.7 5.2 0.4 0.3 0.5 0.4 0.3 0.5 0.4 0.3 0.5 0.4 0.3 0.5 0.4 0.3 0.5 0.4 0.3 0.5 0.4 1.1 0.7 5.2 0.3 0.5 0.4 1.5 0.7 0.7 5.2 0.3 0.5 0.4 1.5 1.5 0.7 0.7 0.7 5.2 0.3 0.5 0.4 1.5 1.5 0.4 0.3 0.5 0.4 1.5 1.7 0.7 0.7 0.7 0.7 0.7 0.7 0.7 0	Sunday	1.3 TTI (2PM-4PM)	30 - 2.00 > 2.00 No	2.5 data       PTI       unday (2PM-4PM)       EB     WB       W     W       W     W       U     W

US 301				2	Floral Pa	WARD	POIK	(	5.0	Ason Pa	Deal to
Limits:	Billingsley Rd to	o MD 5	У	Danville	X			Se		S Brandyw	ine
Corridor Length:	7.8 miles	3	2	- 14	Dan 373	ville	Sckeno	ALCE Rd	mox	10 Bench	
Speed Limit:	45 - 55 MF	РН	34	50			(÷	Rd	5	5	
Travel Lanes:	(2 - 4) Northbound (2 -	4) Southbound		128	-	a a	L'	301		Cedarv	ille S
Signal Controlled Intersections:	17		Par Line			Ma Hamilton Po	phuri	6		Church Rd	1
Grade Separated Interchanges:	2		Charles To	owne Cer	nter a	Wald		T	6	ST Peter	1
Major Cross Streets:	Billingsley Rd, Sma MD 228, Acto MD 5, Cedarville Rd/M Chadds Ford	n Ln, IcKendree Rd	Billingsley	Ro (301 hite Plai	ns	- Contraction	es provi				
	Routes	Avg. Daily Ridership	NO.		1		27				
	MTA Commuter Bus 705	175								Peak H	our
Routes and Ridership	MTA Commuter Bus 715	131	20	22 AAI	ΤС		Tr	ucks		Traff	ic
	MTA Commuter Bus 725	61	53,000	- 100,0	00 vp	d	3%	<b>- 5</b> %		N/A	
	MTA Commuter Bus 735	69				Seg	gment	Opera	ations		
	Intersection Operations					No	rthbou	ind	Sou	thbound	
Signalized Intersections	*: AM Peak Hour	PM Peak Hour		Level Servio		(	AM / PM Miles c oadwa	of	(N	M / PM /liles of badway)	
LOS D or Better	15	14	LO	S D or	Better	5	5.9 / 1.:	2		.2 / 1.2	
LOS E	1	0		LOS E		1	l .9 / 5.	3	6	.6 / 4.7	
LOS F	0	2		LOS	F	(	).0 / 1.:	3	0	.0 / 1.9	
										· Kov	
LOS 'E' Inte	rsections	LOS 'F' In	tersection	IS					Color		
LOS 'E' Inte US 301 at Cedarville Ro		US 301 at Cedarville	Rd/McKendre	ee Rd (F	,			TTI	Color	PT	
			Rd/McKendre	ee Rd (F	,		1.	<b>TTI</b> .00 - 1.1			
		US 301 at Cedarville	Rd/McKendre	ee Rd (F	,		1.			PT	
		US 301 at Cedarville	Rd/McKendre	ee Rd (F	,				5	PT	.5
		US 301 at Cedarville	Rd/McKendre	ee Rd (F	,			.00 - 1.1	5	PT 1.0 - 7	.5
		US 301 at Cedarville	Rd/McKendre	ee Rd (F	,		1.	.00 - 1.1	5	PT 1.0 - 1 1.5 - 2	.5 2.5
		US 301 at Cedarville	Rd/McKendre	ee Rd (F	,		1.	.00 - 1.1 <mark>.15 - 1.3</mark> .30 - 2.0	5	PT 1.0 - 7	.5 2.5
US 301 at Cedarville Ro		US 301 at Cedarville US 301 at Chadds Ford	Rd/McKendre	ee Rd (F	,		1.	.00 - 1.1 .15 - 1.3	5	PT 1.0 - 1 1.5 - 2 > 2.4	.5 2.5
US 301 at Cedarville Ro	d/McKendree Rd (AM)	US 301 at Cedarville US 301 at Chadds Ford	Rd/McKendre	ee Rd (F	,		1.	.00 - 1.1 <mark>.15 - 1.3</mark> .30 - 2.0	5 10 10	PT 1.0 - 1 1.5 - 2 > 2.4	.5 2.5
US 301 at Cedarville Ro	d/McKendree Rd (AM) t four years. (94% of signalized inter	US 301 at Cedarville US 301 at Chadds Ford	Rd/McKendre	ee Rd (F	PM)	Π	1.	.00 - 1.1 <mark>.15 - 1.3</mark> .30 - 2.0	5 10 10	PT 1.0 - 1 1.5 - 2 > 2.4	.5 2.5
US 301 at Cedarville Ro	d/McKendree Rd (AM) t four years. (94% of signalized inter Roadway Seg	US 301 at Cedarville US 301 at Chadds Ford sections)	Rd/McKendre Dr/Timothy Bra	ee Rd (F	PM)		1.	.00 - 1.1 <mark>.15 - 1.3</mark> .30 - 2.0	5 10 10	PT 1.0 - 1 1.5 - 2 > 2.4 Jata PTI	.5 2.5
US 301 at Cedarville Ro	d/McKendree Rd (AM) t four years. (94% of signalized inter	US 301 at Cedarville US 301 at Chadds Ford sections)	Rd/McKendre	ee Rd (F	PM)		1.	.00 - 1.1 <mark>.15 - 1.3</mark> .30 - 2.0	5 10 10 No c	PT 1.0 - 1 1.5 - 2 > 2.4 Jata PTI	.5 2.5 PM
US 301 at Cedarville Ro	d/McKendree Rd (AM) t four years. (94% of signalized inter Roadway Seg	US 301 at Cedarville US 301 at Chadds Ford sections) ment uth	Rd/McKendre Dr/Timothy Bra	ee Rd (F anch Dr (	PM) T M	Р	1. 1. M	.00 - 1.1 <mark>.15 - 1.3</mark> .30 - 2.0	5 00 No c NB	PTI 1.0 - 1 1.5 - 2 2.0 Jata PTI M SB NB	.5 2.5 PM
US 301 at Cedarville Ro	d/McKendree Rd (AM) t four years. (94% of signalized inter Roadway Seg North to Sou	US 301 at Cedarville US 301 at Chadds Ford resections) ment uth	Rd/McKendre Dr/Timothy Bra	ee Rd (F anch Dr (	PM) T M	Р	1. 1. M	.00 - 1.1 <mark>.15 - 1.3</mark> .30 - 2.0	5 0 No c	PT 1.0 - <sup>-</sup> 1.5 - 2 > 2.4 data PTI M	.5 2.5 PM
US 301 at Cedarville Ro Available count data for the las Functional Class	d/McKendree Rd (AM) t four years. (94% of signalized inter Roadway Seg North to Sou Branch Ave. (MD-5) - Timothy Br	US 301 at Cedarville US 301 at Chadds Ford sections) ment uth anch/Chadds Ford Dr. larvilleRd/McKendreeRd	Length (miles) 1.1 0.8 0.5	ee Rd (F anch Dr (	PM) T M	Р	1. 1. M	.00 - 1.1 <mark>.15 - 1.3</mark> .30 - 2.0	5 00 No c NB	PTI 1.0 - 1 1.5 - 2 2.0 Jata PTI M SB NB	.5 2.5 PM
US 301 at Cedarville Ro Available count data for the las Functional Class	d/McKendree Rd (AM) t four years. (94% of signalized inter <b>Roadway Seg</b> <b>North to Sou</b> Branch Ave. (MD-5) - Timothy Br TimothyBranch/ChaddsFordDr-Cec CedarvilleRd./McKendree RdMatta Mattawoman Beantown Rd. (MD	US 301 at Cedarville US 301 at Chadds Ford sections) ment uth anch/Chadds Ford Dr. tarvilleRd/McKendreeRd wmnBeantownRd(MD-5) >-5) - Sub-Station Rd.	Length (miles) 1.1 0.8 0.5 0.4	ee Rd (F anch Dr (	PM) T M	Р	1. 1. M	.00 - 1.1 <mark>.15 - 1.3</mark> .30 - 2.0	5 00 No c NB	PTI 1.0 - 1 1.5 - 2 2.1 1.5 - 2 1.5 - 2 2.1 1.5 - 2 2.1 1.5 - 2 1.5 - 2 1	.5 2.5 PM
US 301 at Cedarville Ro Available count data for the las Functional Class	d/McKendree Rd (AM) t four years. (94% of signalized inter <b>Roadway Seg</b> <b>North to So</b> Branch Ave. (MD-5) - Timothy Br TimothyBranch/ChaddsFordDr-Cec CedarvilleRd./McKendree RdMatta Mattawoman Beantown Rd. (ME Sub-Station Rd A	US 301 at Cedarville US 301 at Chadds Ford Sections) ment uth anch/Chadds Ford Dr. farvilleRd/McKendreeRd awmnBeantownRd(MD-5) D-5) - Sub-Station Rd. acton Ln.	Length (miles) 1.1 0.8 0.5	ee Rd (F anch Dr (	PM) T M	Р	1. 1. M	.00 - 1.1 <mark>.15 - 1.3</mark> .30 - 2.0	5 00 No c NB	PTI 1.0 - 1 1.5 - 2 2.1 1.5 - 2 1.5 - 2 2.1 1.5 - 2 2.1 1.5 - 2 1.5 - 2 1	.5 2.5 PM
US 301 at Cedarville Ro Available count data for the las Functional Class ural Other Principal Arterial	d/McKendree Rd (AM) t four years. (94% of signalized inter <b>Roadway Seg</b> <b>North to Sou</b> Branch Ave. (MD-5) - Timothy Br TimothyBranch/ChaddsFordDr-Cec CedarvilleRd./McKendree RdMatta Mattawoman Beantown Rd. (MD	US 301 at Cedarville US 301 at Chadds Ford Sections) ment uth anch/Chadds Ford Dr. farvilleRd/McKendreeRd awmnBeantownRd(MD-5) D-5) - Sub-Station Rd. acton Ln.	Length (miles)           1.1           0.8           0.5           0.4           1.3           1.2	ee Rd (F anch Dr (	PM) T M	Р	1. 1. M	.00 - 1.1 <mark>.15 - 1.3</mark> .30 - 2.0	5 00 No c NB	PTI 1.0 - 1 1.5 - 2 2.1 1.5 - 2 1.5 - 2 2.1 1.5 - 2 2.1 1.5 - 2 1.5 - 2 1	.5 2.5 PM
US 301 at Cedarville Ro Available count data for the las Functional Class	d/McKendree Rd (AM) t four years. (94% of signalized inter <b>Roadway Seg</b> <b>North to Son</b> Branch Ave. (MD-5) - Timothy Br TimothyBranch/ChaddsFordDr-Cec CedarvilleRd./McKendree RdMatta Mattawoman Beantown Rd. (MD Sub-Station Rd A Acton Ln Berry Rd. (MD-228)/Leonardtown R	US 301 at Cedarville US 301 at Chadds Ford Sections) ment uth anch/Chadds Ford Dr. larvilleRd/McKendreeRd wmnBeantownRd(MD-5) 0-5) - Sub-Station Rd. scton Ln. sonardtown Rd. (Bus-5) d. (Bus-5)-St Patricks Dr.	Length (miles)           1.1           0.8           0.5           0.4           1.3	ee Rd (F anch Dr (	PM) T M	Р	1. 1. M	.00 - 1.1 <mark>.15 - 1.3</mark> .30 - 2.0	5 00 No c NB	PTI 1.0 - 1 1.5 - 2 2.1 1.5 - 2 1.5 - 2 2.1 1.5 - 2 2.1 1.5 - 2 1.5 - 2 1	.5 2.5 5 PM
US 301 at Cedarville Ro Available count data for the las Functional Class ural Other Principal Arterial	d/McKendree Rd (AM) t four years. (94% of signalized inter <b>Roadway Seg</b> <b>North to Sou</b> Branch Ave. (MD-5) - Timothy Br TimothyBranch/ChaddsFordDr-Cee CedarvilleRd./McKendree RdMatta Mattawoman Beantown Rd. (ME Sub-Station Rd A Acton Ln Berry Rd. (MD-228)Le	US 301 at Cedarville US 301 at Chadds Ford US 301 at Chadds Ford sections) ment anch/Chadds Ford Dr. tarvilleRd/McKendreeRd wmnBeantownRd(MD-5) -5) - Sub-Station Rd. cton Ln. sonardtown Rd. (Bus-5) d. (Bus-5)-St Patricks Dr. illwood Dr.	Length (miles)           1.1           0.8           0.5           0.4           1.3           1.2	ee Rd (F anch Dr (	PM) T M	Р	1. 1. M	.00 - 1.1 <mark>.15 - 1.3</mark> .30 - 2.0	5 00 No c NB	PTI 1.0 - <sup>2</sup> 1.5 - 2 2.: data PTI M SB NB W I W I W	.5 2.5 5

US 301			X		Looland Re		X
Limits:	Leeland Rd to MD 4						Woo Land Wetlan
Corridor Length:	3.4 miles			Lake Pres G	sidential 🔊	Aqe	Ment River
Speed Limit:	55 MPH			Old Largo Rd	00 Crain Har	34	Pat
Travel Lanes:	(2 - 3) Northbound	(2 - 3) Northbound (2 - 3) Southbound			REATER UPPER MARLBORO CHRYS- CHEVY ER DR DR 726		
Signal Controlled Intersections:	ļ	5	Recreati Center			- Palet	
Grade Separated Interchanges:		1		Crown station			
Major Cross Streets:	MD 725, V	r Dr/Chevy Dr, illage Dr W Rd to MD 4		ad			
	Routes	Avg. Daily Ridership	20	22 AADT	Truck		Peak Hour Traffic
Routes and Ridership	N/A	N/A		,000 vpd	5%	-	7%
				S	egment Operat	tions	
Intersection Operations					Northbound	Southb	
Signalized Intersections	*: AM Peak Hour	PM Peak Hour		Level of Service	AM / PM (Miles of Roadway)	AM / I (Miles Roadw	of
LOS D or Better	1	1	LC	S D or Better	3.4 / 0.0	0.0/	
LOS E	0	0		LOS E	0.0 / 3.4	3.4 / (	
LOS F	0	0		LOS F	0.0 / 0.0	0.0/3	3.4
LOS 'E' Inte	reactions	LOS 'F' In	toreaction			Color Ke	
				5	ТТ		y PTI
					1.00 -		1.0 - 1.5
					1.15 -	1.30	1.5 - 2.5
					1.30 -	2.00	2.5 <b>&gt;</b> 2.5
Available count data for the las	t four years. (20% of signalized	l intersections)				2.00	
Available count data for the las		,		<u> </u>	1.30 - > 2.0	2.00	
Available count data for the las	Roadway	Segment	Length	AM	1.30 - > 2.0	2.00	> 2.5
	Roadway	,	Length (miles)		1.30 - > 2.0	2.00 00 No data	> 2.5 PTI PM
	Roadway North t	Segment	-	АМ	1.30 - > 2.0	2.00 No data	> 2.5 PTI PM
Functional Class	Roadway North to Leeland Rd Swansor Swanson Rd./Beech Tr	Segment o South n Rd./Beech Tree Pkwy ree Pkwy - Village Dr W	(miles) 0.5 0.8	АМ	1.30 - > 2.0	2.00 No data	> 2.5
Functional Class	Roadway North to Leeland Rd Swanson Swanson Rd./Beech To Village Dr W - Mar	Segment o South n Rd./Beech Tree Pkwy ree Pkwy - Village Dr W Iboro Pike(MD725)	(miles) 0.5 0.8 1.3	АМ	1.30 - > 2.0	2.00 No data	> 2.5 PTI PM
	Roadway North te Leeland Rd Swansor Swanson Rd./Beech T Village Dr W - Mar Marlboro Pike(MD725)	Segment o South n Rd./Beech Tree Pkwy ree Pkwy - Village Dr W	(miles) 0.5 0.8	АМ	1.30 - > 2.0	2.00 No data	> 2.5

US 301	FRIDAY SU	MMER			234 CREE Allens Fresh
Limits:	MD 234 to N			BUDDS	
Corridor Length:	5.8 m	illes	Popes	Creek POPES CREEK RD	EDGE
Speed Limit:	25 - 55	MPH	And River	H	8
Travel Lanes:	2 to	4		à far	Newburg MT VICTORIA RL 301 257
Signal Controlled Intersections:	2		GOV. HARRY NIC MEMORIAL BRID	E GE	BOCK POINT PO
Grade Separated Interchanges:	0		MERCE		
Major Cross Streets:	: MD 234, MD 237			Morgantown	A.
	Routes	Avg. Daily Ridership	2022 ADT	Tru	Peak Hou cks Traffic
Routes and Ridership	N/A	N/A	18,000 vpc	-	
	Intersection Operations			Segment Ope	rations
Signalized Intersection	s*: AM Peak Hour	PM Peak Hour	Level of Service	· · · ·	(Miles of
LOS D or Better	N/A	N/A	LOS D or Be		2.0
LOS E	N/A	N/A	LOS E	0.0	0.0
		N/A	I O C E		3.8
LOS F	N/A	N/A	LOS F	0.0	
				0.0	
	N/A ersections	LOS 'F' Int			Color Key TTI PTI
					Color Key
					Color Key TTI PTI
				1.00	Color Key TTI PTI
				1.00 1.15	Color Key           TTI         PTI           0 - 1.15         1.0 - 1.5           5 - 1.30         1.5 - 2.5
				1.00 1.15 1.30	Color Key           TTI         PTI           0- 1.15         1.0 - 1.5           5- 1.30         1.5 - 2.5           0- 2.00         > 2.5
LOS 'E' Int	ersections	LOS 'F' Int		1.00 1.15 1.30	Color Key           TTI         PTI           0- 1.15         1.0 - 1.5           5- 1.30         1.5 - 2.5           0- 2.00         > 2.5           2.00         > 2.5
LOS 'E' Int		LOS 'F' Int		1.00 1.15 1.30	Color Key           TTI         PTI           0- 1.15         1.0 - 1.5           5- 1.30         1.5 - 2.5           0- 2.00         > 2.5
LOS 'E' Int	ersections st four years. (0% of signalized ir	LOS 'F' Int	ersections	1.00 1.11 1.30 >	Color Key           TTI         PTI           0- 1.15         1.0 - 1.5           5- 1.30         1.5 - 2.5           0- 2.00         > 2.5           2.00         > 2.5
LOS 'E' Int	ersections	LOS 'F' Int atersections) Segment	Length (miles)	TTI ay (6PM-8PM)	Color Key         TTI       PTI         0- 1.15       1.0 - 1.5         5- 1.30       1.5 - 2.5         0- 2.00       > 2.5         2.00       No data         PTI       Friday (6PM-8PM
LOS 'E' Int	ersections st four years. (0% of signalized ir Roadway North to	LOS 'F' Int atersections) Segment South	Length (miles)	1.00 1.11 1.30 >	Color Key         TTI       PTI         0 - 1.15       1.0 - 1.5         5 - 1.30       1.5 - 2.5         0 - 2.00       > 2.5         2.00       > 2.5         No data         Friday (6PM-8PM         NB       SE
LOS 'E' Int	ersections st four years. (0% of signalized in Roadway	LOS 'F' Int ntersections) Segment South 257/Edge Hill Rd/RockPoint Rd. Rd Harry W Nice Memorrial	Length (miles)	TTI ay (6PM-8PM)	Color Key         TTI       PTI         0- 1.15       1.0 - 1.5         5- 1.30       1.5 - 2.5         0- 2.00       > 2.5         2.00       No data         PTI       Friday (6PM-8PM

US 301	SATURDAY	SUMMER				234 CREEK Allens Fresh
Limits:	MD 234 to Nice Bridge					BUDS
Corridor Length:	5.8 miles			Popes Creek	ES CREEK RD	
Speed Limit:	25 - 55 M	IPH	Mac River	Ģ	HILL NO	
Travel Lanes:	2 to 4				301	Wburg MT VICTORIA RD
Signal Controlled Intersections:	2		GOV.	HARRY NICE		POINT PO
Grade Separated Interchanges:	0		WEIN			
Major Cross Streets:	MD 234, M	MD 234, MD 257			Morgantown	A
	Davitas	Ann Deile Distantia				Peak Hour
Routes and Ridership	Routes N/A	Avg. Daily Ridership N/A		,000 vpd	Trucks N/A	Traffic N/A
	Intersection Operations	11/7	10		egment Operatio	
Signalized Intersection		PM Peak Hour		Level of Service	Northbound (Miles of Roadway)	Southbound (Miles of Roadway)
LOS D or Better	N/A	N/A	LO	S D or Better	2.0	2.0
LOS E	N/A	N/A		LOS E	3.8	0.0
LOS F	N/A	N/A		LOS F	0.0	3.8
						<u> </u>
	ersections	LOS 'F' Int	ersection	IS	ТТІ	Color Key PTI
					1.00 - 1.1	15 1.0 - 1.5
					1.15 - 1.3	30 1.5 - 2.5
					1.30 - 2.0 > 2.00	> 2.5
Available count data for the la	st four years. (0% of signalized inte	rsections)				No data
Available count data for the la Functional Class	st four years. (0% of signalized inte Roadway Se North to S	gment	Length (miles)	TTI Saturday (12 NB	PM-2PM)	PTI Saturday (12PM-2PM
	Roadway Se	gment outh				PTI

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 to 4       Grade Separated Intersections:     0       Major Cross Streets:     MD 234, MD 257       Routes and Ridership     Routes       Major Cross Streets:     MD 234, MD 257       Signalized Intersections**     AM Peak Hour N/A       Intersection Operations     Segment Operations       Signalized Intersections**     AM Peak Hour N/A       LOS Dor Better     N/A       N/A     N/A       LOS F* Intersections     LOS 'F' Intersections       LOS 'F' Intersections     Color Key       TTI     PTI 100-115       Major Cross Streets:     M/A       Major Cross Streets:     MD 237, MD 237       Signalized Intersections**     AM Peak Hour N/A       LOS bor Better     N/A       N/A     N/A       LOS F* Intersections     LOS 'F' Intersections       LOS 'F' Intersections     LOS 'F' Intersections       Anallable count data for the last four years. (% of signalized Intersections)     English mark there merid 3.8	US 301	SUNDAY SU	MMER	Rev.	1 - J	234 CREEK R Allens Fresh
Control Long.ni     Control       Speed Limit:     25 - 55 MPH       Travel Lanes:     2 to 4       Signal Controlled Intersections:     2       Grade Separated Intersections:     0       Major Cross Streets:     MD 234, MD 257       Routes and Ridership     Routes       NA     N/A       N/A     N/A       N/A     N/A       N/A     N/A       Signalized Intersections:     AM Peak Hour N/A       LOS SE     N/A       LOS 'E' Intersections     LOS 'F' Intersections       LOS 'E' Intersections     LOS 'F' Intersections       Ausiable count data for the last four years. (% of signalized intersections)     Import Signalized intersections       Ausiable count data for the last four years. (% of signalized intersections)     Import Signalized intersections       Functional Class     Roadway Segment North to South     Import Signalized intersections       Muc234/Budds Creek Rd. Muc237/Budds Arek 7048/RodPark Rdd     3     Signalized intersections	Limits:	MD 234 to Nic	ce Bridge			BUDS
Speed Limit:       25-55 MPH         Travel Lanes:       2104         Signal Controlled Intersections:       2         Grade Separated Interchanges:       0         Major Cross Streets:       MD 234, MD 257         Routes and Ridership       N/A         N/A       N/A         N/A       N/A         Intersections:       AM Peak Hour         Signalized Intersections:       AM Peak Hour         Signalized Intersection Operations       Segment Operations         Signalized Intersection Operations       Southbound N/A         LOS Dor Better       N/A         N/A       N/A         LOS FE Intersections       LOS 'F' Intersections         LOS 'E' Intersections       LOS 'F' Intersections         LOS 'E' Intersections       LOS 'F' Intersections         Valiable count data for the last four years. (P% of signalized intersections)       TI         Yund Other Principal Arturit       South South         MD 234/Budds Creek Rd. MD 275/Figure Hill Reflexabrant Rd. 2.0       NB         MD 234/Budds Creek Rd. MD 275/Figure Hill Reflexabrant Rd. 2.0       NB         MD 234/Budds Creek Rd. MD 275/Figure Hill Reflexabrant Rd. 2.0       NB         MD 234/Budds Creek Rd. MD 275/Figure Hill Reflexabrant Rd. 2.0       NB <t< td=""><td>Corridor Length:</td><td>5.8 mil</td><td>es</td><td>-0</td><td></td><td></td></t<>	Corridor Length:	5.8 mil	es	-0		
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     2022 ADT       Trucks     Peak Hour Peak Mour       N/A     N/A       Intersection Operations     Segment Operations       Signalized Intersections*:     AM Peak Hour     PM Peak Hour       LOS D or Better     N/A     N/A       LOS D or Better     N/A     N/A       LOS F     N/A     N/A       Available count data for the last four years. (% of signalized intersections)     Tile PTI       Functional Class     Roadway Segment North o South     Eugend MD-234/Budda Creek RdMD-237/Eige Hill RdRookPoint Rd. 2.0       Murdl Otter Principal Afterla     MD-234/Budda Creek RdMD-237/Eige Hill RdRookPoint Rd. 2.0     Tile PTI       Murdl	Speed Limit:	25 - 55 N	1PH	APC 2014 Ed	HE	
Intersections:     C       Grade Separated Interchanges:     0       Major Cross Streets:     MD 234, MD 257       Routes and Ridership     Routes     Avg. Daily Ridership       Intersection Operations     Segment Operations       Signalized Intersections*:     AM Peak Hour     PM Peak Hour       Intersection Operations     Segment 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       LOS 'F' Intersections     Color Key       TTI     PTI       100-115     10-15       115-130     15-25       130-200     >2.0       Available count data for the last four years. (0% of signalized intersections)     TI     PTI       Functional Class     Roadway Segment Morth Occurrent Rid, -MD-25/Edge Hill RidRochPoint Rid. 2.0     NB     SB       ural Other Principal Arterial     MD-234/Budds Creek Rid, -MD-25/Edge Hill RidRochPoint Rid. 2.0     1	Travel Lanes:	2 to 4	ļ			
Grade Separated Interchanges:       0       Metrantown         Major Cross Streets:       MD 234, MD 257       Metrantown         Routes and Ridership       Routes       Avg. Daily Ridership       2022 ADT       Trucks       Peak Hour Traffic         Routes and Ridership       Routes       Avg. Daily Ridership       2022 ADT       Trucks       Peak Hour Traffic         Signalized Intersection Operations       Segment Operations       Southbound (Miles of Readway)       Southbound Readway)         LOS D or Better       N/A       N/A       N/A       N/A       N/A         LOS D or Better       N/A       N/A       N/A       N/A       Southbound (Miles of Readway)       Color Key         LOS F Intersections       LOS TF Intersections       LOS TF Intersections       Color Key         TTI       PTI         Maintoin Intersections       LOS TF Intersections       Color Key         Available count data for the last four years. (0% of signalized intersections)       TTI       PTI         Functional Class       Roadway Segment MD-234/Budds Creek RdMD-237/Edge Hill RdRockPoint Rd. 2.0       NB       SB         Munch Intersectional Class       Roadway Segment MD-237/Edge Hill RdRockPoint Rd. 2.0       Na       Na       Na       Na       Na       Na       SB <td></td> <td>2</td> <td></td> <td>GOV. HARRY NICE</td> <td></td> <td>POINT PO</td>		2		GOV. HARRY NICE		POINT PO
Major Cross Streets:     MD 234, MD 257       Routes and Ridership     Routes     Avg. Daily Ridership     2022 ADT     Trucks     Peak Hour       N/A     N/A     N/A     N/A     N/A     N/A     N/A       Intersection Operations     Segment Operations     Segment Operations     Southbound (Miles of Roadway)       Signalized Intersections*:     AM Peak Hour     PM Peak Hour     N/A     N/A       LOS D or Better     N/A     N/A     N/A     N/A       LOS E     N/A     N/A     N/A     Southbound (Miles of Roadway)     Roadway)       LOS E     N/A     N/A     N/A     LOS E     0.0     0.0       LOS F     N/A     N/A     N/A     N/A     N/A     Intersections       LOS 'E' Intersections     LOS 'F' Intersections     Color Key     TTI     PTI       1.00 - 1.15     1.0 - 1.5     1.0 - 1.5     1.0 - 1.5     1.0 - 1.5       1.01 - 1.15     1.0 - 1.5     1.0 - 1.5     1.0 - 1.5     1.0 - 1.5       1.02 - 1.02 - 1.5     1.00 - 1.5     1.0 - 1.5     1.0 - 1.5       1.03 - 2.00     > 2.5     2.00     No data		0		MEMO		
Routes and Ridership       Routes       Avg. Daily Ridership       2022 ADT       Trucks       Traffic         N/A       N/A       18,000 vpd       N/A       N/A       N/A         Intersection Operations       Segment Operations       Segment Operations       Southbound         Signalized Intersections*:       AM Peak Hour       PM Peak Hour       Level of Service       Northbound       (Miles of Roadway)       Roadway)         LOS D or Better       N/A       N/A       N/A       N/A       LOS D or Better       S.8       2.0         LOS F       N/A       N/A       N/A       N/A       LOS F       0.0       3.8         LOS YE' Intersections       LOS YE' Intersections       Color Key       TTI       PTI         1.00-1.15       1.0-1.5       1.0-1.5       1.0-1.5       1.0-1.5         Available count data for the last four years. (0% of signalized intersections)       TTI       PTI       Sunday (4PM-6PM)         Net       Standay (4PM-6PM)       NB       SB       SB       SB       SB         Functional Class       Roadway Segment       Length       TTI       SUnday (4PM-6PM)       SB         tural Other Principal Arterial       MD-237/Edge Hill Ru/RockPoint Rd.       2.0       I <t< td=""><td>Major Cross Streets:</td><td colspan="2">Najor Cross Streets: MD 234, MD 257</td><td></td><td>Morgantown</td><td>A</td></t<>	Major Cross Streets:	Najor Cross Streets: MD 234, MD 257			Morgantown	A
Koutes and Ridership     N/A     N/A     N/A     N/A       Intersection Operations     Intersection Operations     Segment Operations       Signalized Intersections*:     AM Peak Hour     PM Peak Hour     Northbound (Miles of Roadway)       LOS D or Better     N/A     N/A     N/A       LOS E     N/A     N/A     N/A       LOS F     N/A     N/A     N/A       LOS F     N/A     N/A     N/A       LOS F     N/A     N/A     N/A       LOS 'E' Intersections     LOS 'F' Intersections     Color Key       TTI     PTI       1.00-1.15     1.0-1.5       1.30 - 2.00     -2.5       > 2.00     No data		Poutos		2022 ADT	Trucko	
Intersection Operations       Signalized Intersections*:     AM Peak Hour     PM Peak Hour     Segment Operations       LOS D or Better     N/A     N/A     N/A       LOS E     N/A     N/A     N/A       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   Functional Class       MD-234/Budds Creek Rd MD-257/Edge Hill Rd/RockPoint Rd.     2.0       Mural Other Principal Arterial     MD-257/Edge Hill Rd/RockPoint Rd Harry W Nice Memorial     3.8	Routes and Ridership					
Signalized Intersections*:     AM Peak Hour     PM Peak Hour       LOS D or Better     N/A     N/A       LOS E     N/A     N/A       LOS F     1.00 - 0.0       LOS 'E' Intersections     LOS 'F' Intersections       Color Key     TTI       PTI     1.00 - 1.15       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       MD-234/Budds Creek Rd MD-257/Edge Hill Rd/RockPoint Rd.     2.0       Mural Other Principal Arterial     MD-257/Edge Hill Rd/RockPoint Rd Harry W Nice Memorial     3.8	Į					
LOS D or Better       N/A       N/A       N/A         LOS E       N/A       N/A       N/A       LOS E       0.0       3.8         LOS F       N/A       N/A       N/A       LOS F       0.0       0.0         LOS 'E' Intersections       LOS 'F' Intersections       Color Key       TTI       PTI         1.00 - 1.15       1.0 - 1.5       1.0 - 1.5       1.0 - 1.5       1.0 - 1.5         'Available count data for the last four years. (0% of signalized intersections)       Image: Color Key       V       V         Functional Class       Roadway Segment       Length (miles)       Sunday (4PM-6PM)       No data         Functional Class       MD-234/Budds Creek Rd MD-257/Edge Hill Rd/RockPoint Rd.       2.0       V       PTI         MD-234/Budds Creek Rd MD-257/Edge Hill Rd/RockPoint Rd.       2.0       V       V       V       V         Waral Other Principal Arterial       MD-257/Edge Hill Rd/RockPoint Rd.       2.0       V       V       V       V       V			PM Peak Hour	Level of	Northbound (Miles of	Southbound (Miles of
LOS F       N/A       N/A       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       > 2.5         > 2.00       > 2.5         > 2.00       No data         Functional Class       Roadway Segment North to South       Length (miles)       TTI       PTI         Sunday (4PM-6PM)       NB       SB       NB       SB         waral Other Principal Arterial       MD-234/Budds Creek Rd MD-257/Edge Hill Rd/RockPoint Rd. 2.0       1       1	LOS D or Better	N/A	N/A			
LOS 'E' Intersections       LOS 'F' Intersections         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         No data	LOS E	N/A			0.0	3.8
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           > 2.00         > 2.5           > 2.00         > 2.5           > 2.00         > 2.5           > 2.00         > 2.5           > 2.00         > 2.5           > 2.00         > 0.0           No data         No data           TTI           PTI           Sunday (4PM-6PM)           NB         SB           ural Other Principal Arterial         MD-237/Edge Hill Rd/RockPoint Rd Harry W Nice Memorial         3.8	LOS F	N/A	N/A	LOS F	0.0	0.0
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           > 2.00         > 2.5           > 2.00         > 2.5           > 2.00         > 2.5           > 2.00         > 2.5           > 2.00         > 2.5           > 2.00         > 0.0           No data         No data           TTI           PTI           Sunday (4PM-6PM)           NB         SB           ural Other Principal Arterial         MD-257/Edge Hill Rd/RockPoint Rd Harry W Nice Memorial         3.8	LOS 'E' Int	preactions	LOS 'E' Int	arsactions		olor Koy
Available count data for the last four years. (0% of signalized intersections)       1.15 - 1.30       1.5 - 2.5         Available count data for the last four years. (0% of signalized intersections)       No data         Functional Class       Roadway Segment North to South       Length (miles)       TTI       PTI         Sunday (4PM-6PM)       NB       SB       NB       SB         ural Other Principal Arterial       MD-234/Budds Creek Rd MD-257/Edge Hill Rd/RockPoint Rd Harry W Nice Memorrial       3.8       Image: Content of the last four years in the	200 2 111		2001			
Available count data for the last four years. (0% of signalized intersections)       1.15 - 1.30       1.5 - 2.5         Available count data for the last four years. (0% of signalized intersections)       No data         Functional Class       Roadway Segment North to South       Length (miles)       TTI       PTI         Sunday (4PM-6PM) (miles)       Sunday (4PM-6PM) NB       Sunday (4PM-6PM) NB       NB       SB         ural Other Principal Arterial       MD-234/Budds Creek Rd MD-257/Edge Hill Rd/RockPoint Rd. 2.0       1       1					1 00 - 1 15	10-15
Available count data for the last four years. (0% of signalized intersections)       1.30 - 2.00       > 2.5         Available count data for the last four years. (0% of signalized intersections)       No data         TTI       PTI         Sunday (4PM-6PM)         North to South       NB       SB         MD-234/Budds Creek Rd MD-257/Edge Hill Rd/RockPoint Rd.       2.0       I         ural Other Principal Arterial					1.00 1.10	1.0 1.0
Available count data for the last four years. (0% of signalized intersections)       > 2.0         Functional Class       Roadway Segment North to South       Length (miles)       TTI       PTI         Bunday (4PM-6PM)       NB       SB       NB       SB         ural Other Principal Arterial       MD-257/Edge Hill Rd/RockPoint Rd Harry W Nice Memorrial       3.8       0       0					1.15 - 1.30	1.5 - 2.5
Available count data for the last four years. (0% of signalized intersections)       > 2.0         Functional Class       Roadway Segment North to South       Length (miles)       TTI       PTI         Sunday (4PM-6PM)       NB       SB       NB       SB         ural Other Principal Arterial       MD-257/Edge Hill Rd/RockPoint Rd Harry W Nice Memorrial       3.8       0       0       0						
No data         No data         No data         Functional Class       TTI       PTI         Roadway Segment North to South       Length (miles)       TTI       Sunday (4PM-6PM)         B       SB       NB       SB       NB       SB         ural Other Principal Arterial       MD-237/Edge Hill Rd/RockPoint Rd Harry W Nice Memorrial       3.8       0						> 2.5
Functional Class     Roadway Segment North to South     Length (miles)     TTI     PTI       MD-234/Budds Creek Rd MD-257/Edge Hill Rd/RockPoint Rd.     2.0     NB     SB       International Class     MD-234/Budds Creek Rd MD-257/Edge Hill Rd/RockPoint Rd.     2.0     I	Available count data for the le	t four voore (0% of signalized into	reactions)			N. J. J.
Functional Class     Roadway Segment North to South     Length (miles)     Sunday (4PM-6PM)     Sunday (4PM-6PM)       NB     SB     NB     SB       MD-234/Budds Creek Rd MD-257/Edge Hill Rd/RockPoint Rd.     2.0     Image: Comparison of the second		nour years. (0 /0 01 signalized Inte	130010115/			ino data
Functional Class     North to South     Sunday (4PM-6PM)     Sunday (4PM-6PM)       NB     SB       MD-234/Budds Creek Rd MD-257/Edge Hill Rd/RockPoint Rd.     2.0       Interventional Arterial     MD-257/Edge Hill Rd/RockPoint Rd Harry W Nice Memorrial       3.8					ті	PTI
MD-234/Budds Creek Rd MD-257/Edge Hill Rd/RockPoint Rd. 2.0 2.0 2.0 2.0 2.0 2.0 2.0 2.0 2.0 2.	Functional Class			(miles) Sunday (4	,	
tural Other Principal Arterial MD-257/Edge Hill Rd/RockPoint Rd Harry W Nice Memorrial 38					SB	
38				2.0		
	Rural Other Principal Arterial	MD-257/Edge Hill Rd/RockPoint R	d Harry W Nice Memorrial			

#### **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 costs context context context context 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.

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			

#### Table 4



MD 147 at Glen Arm Rd - Mt Vista Rd Roundabout

# CAPITAL PROJECTS BEFORE/AFTER FACT SHEETS



MD 32 at Bennett Rd/Johnsville Rd

# CAPITAL PROJECTS **BEFORE AND AFTER** STUDIES

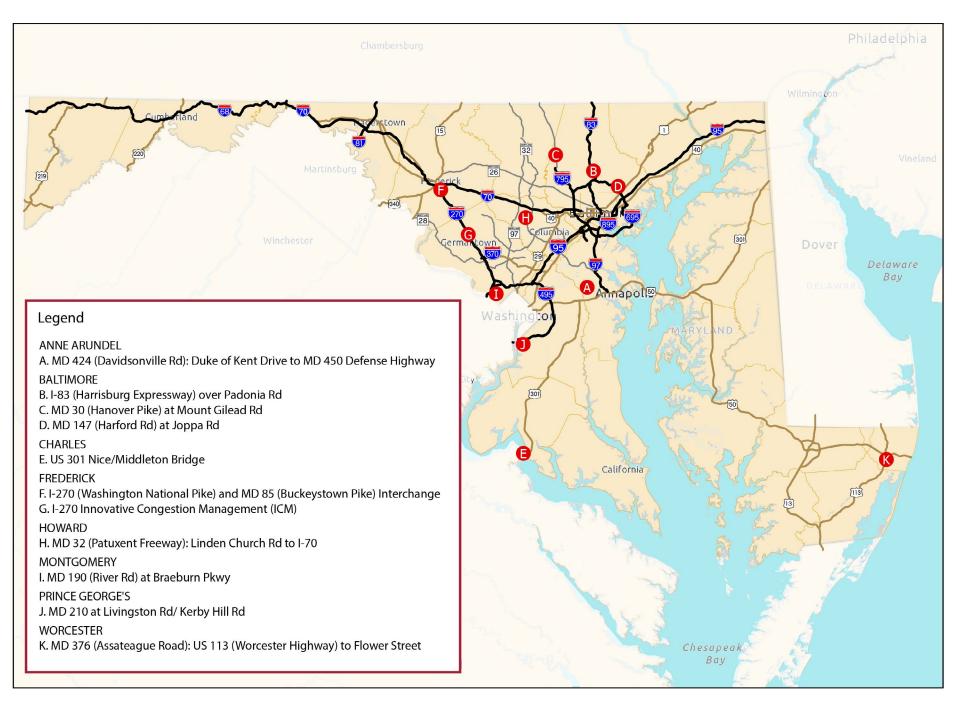
Several large projects were completed in 2022 and opened to traffic. This included the I-270 Innovative Congestion Management project, construction of four lane US 301 Governor Harry W Nice Memorial/Senator Thomas "Mac" Middleton Bridge (Nice/Middleton Bridge), the dualization of Maryland 32 and a new 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 provide as part of the benefit cost analysis are detailed in the following pages.

CAPITAL IMPROVEMENT PROJECTS OPENING YEAR BENEFITS							
COUNTY	ROUTE	LIMITS	CONGESTION & FUEL SAVINGS	SAFETY SAVINGS	ANNUAL COST SAVINGS		
				\$ (Thousand	s)		
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		

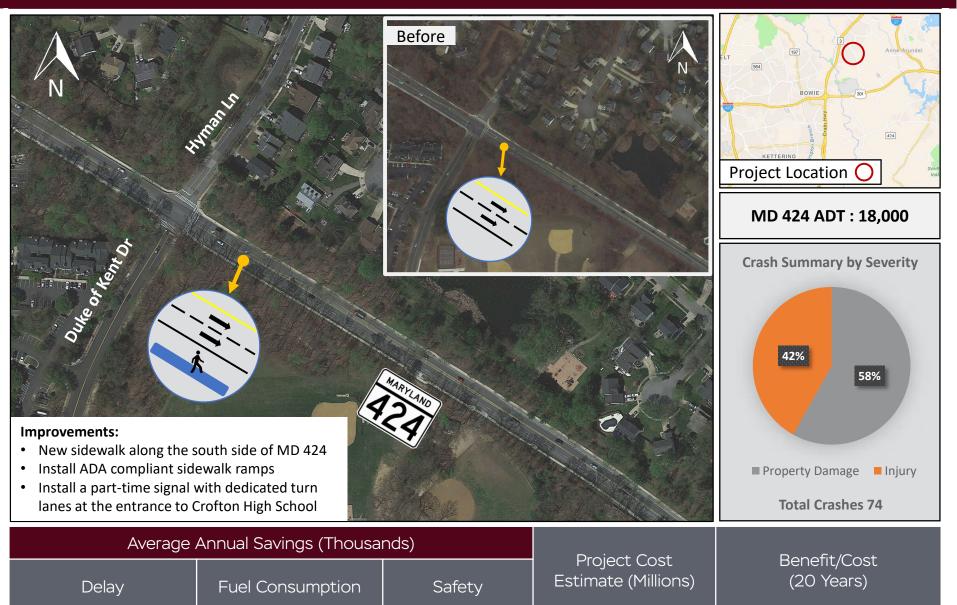
#### Table 5



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



\$26.6

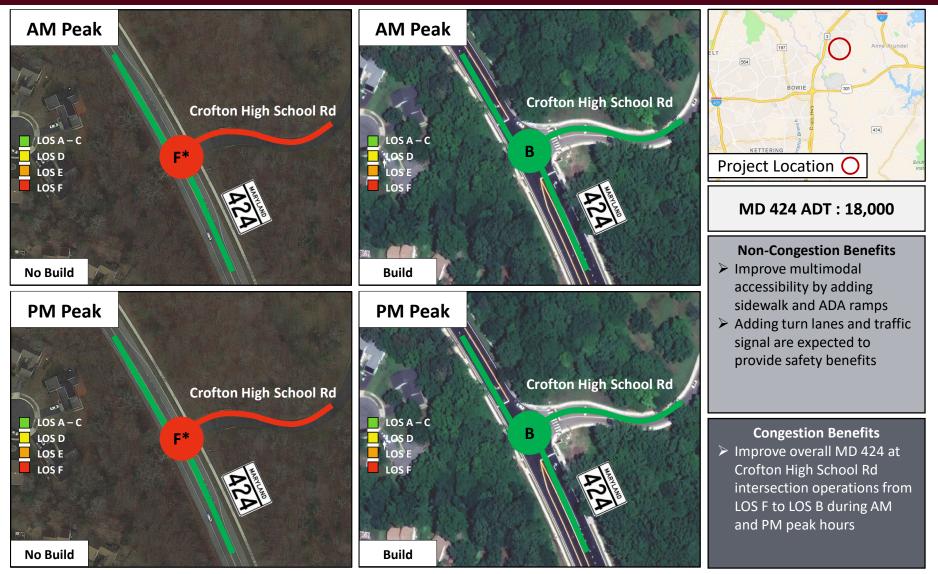
\$5.0

7.4

\$1,329.9

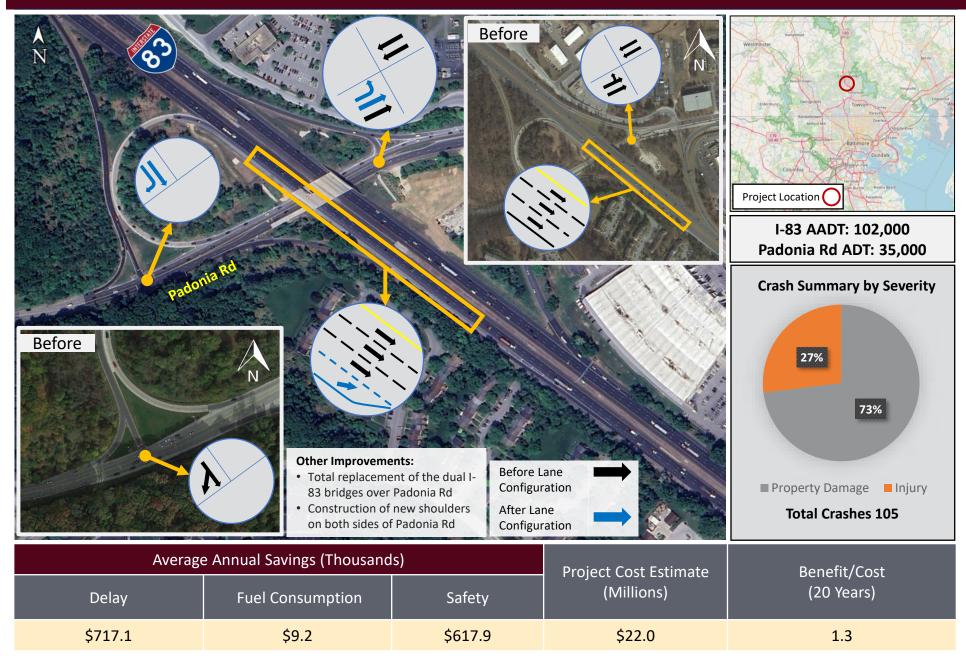
\$17.1

#### MD 424 (Davidsonville Road): Duke of Kent Drive to MD 450 (Defense Highway) LOCATION: CROFTON, ANNE ARUNDEL COUNTY

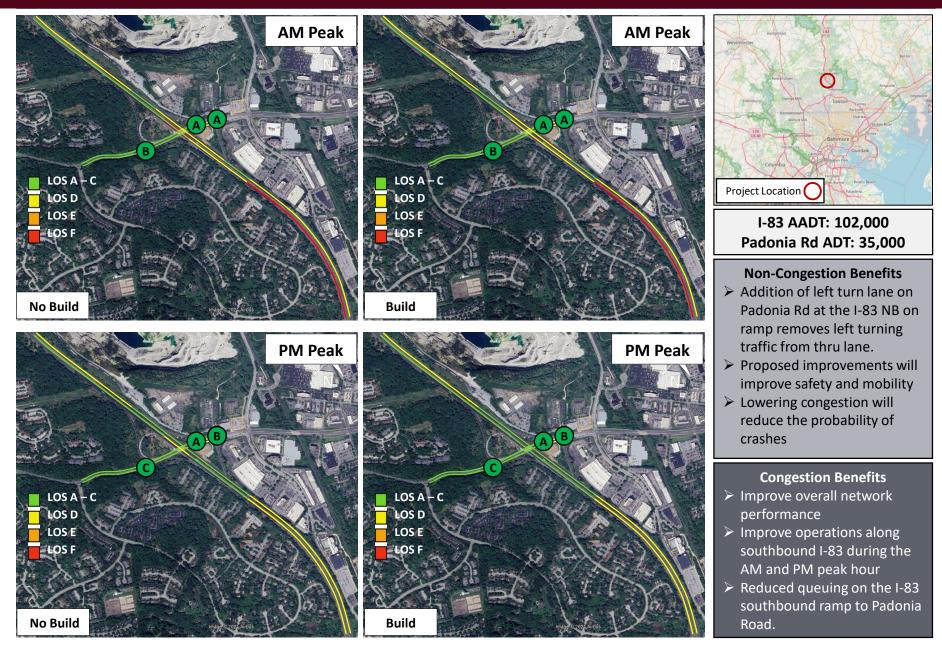


\*The LOS reported for before (No Build) condition is the stop-controlled approach's LOS.

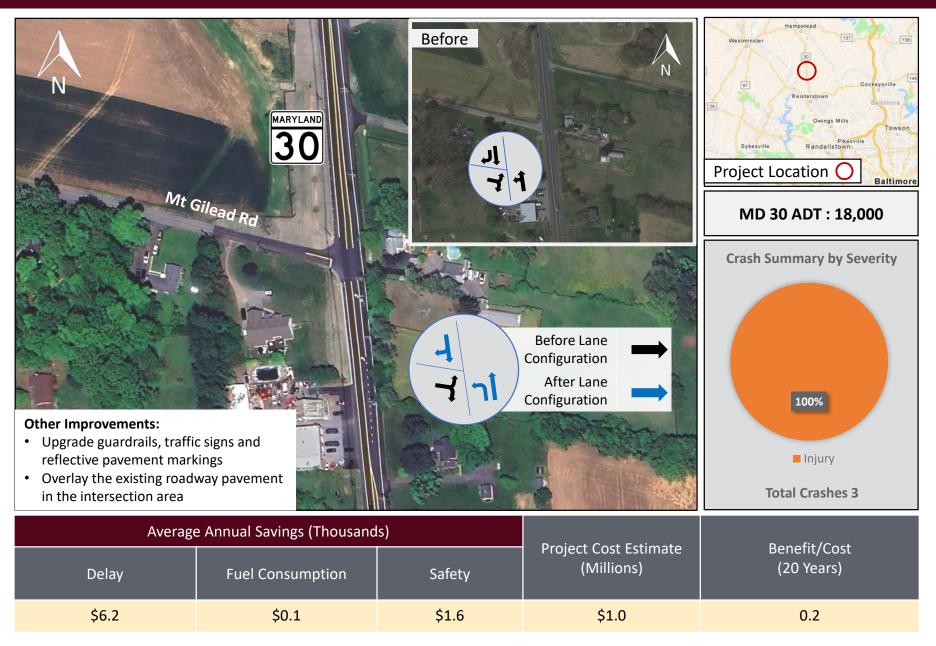
### I-83 (Harrisburg Expressway) and Padonia Road LOCATION: TIMONIUM, BALTIMORE COUNTY



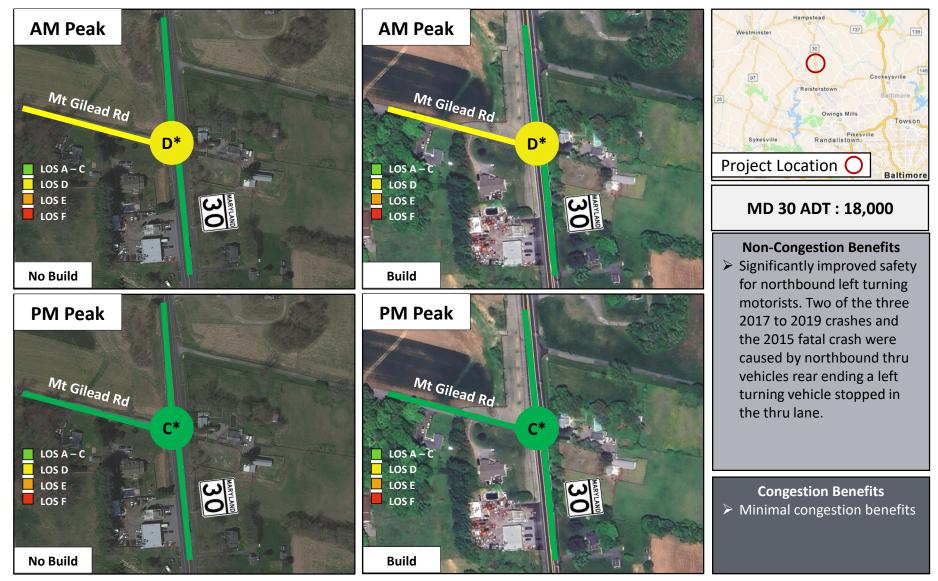
#### I-83 (Harrisburg Expressway) and Padonia Road LOCATION: TIMONIUM, BALTIMORE COUNTY



### MD 30 (Hanover Pike) at Mount Gilead Road LOCATION: REISTERSTOWN, BALTIMORE COUNTY

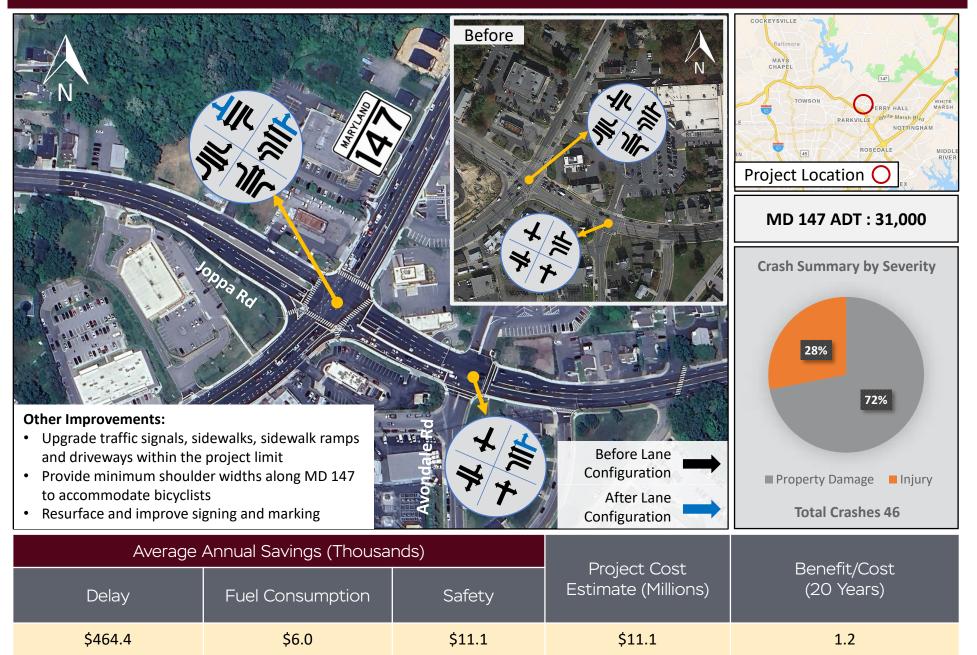


#### MD 30 (Hanover Pike) at Mount Gilead Road LOCATION: REISTERSTOWN, BALTIMORE COUNTY

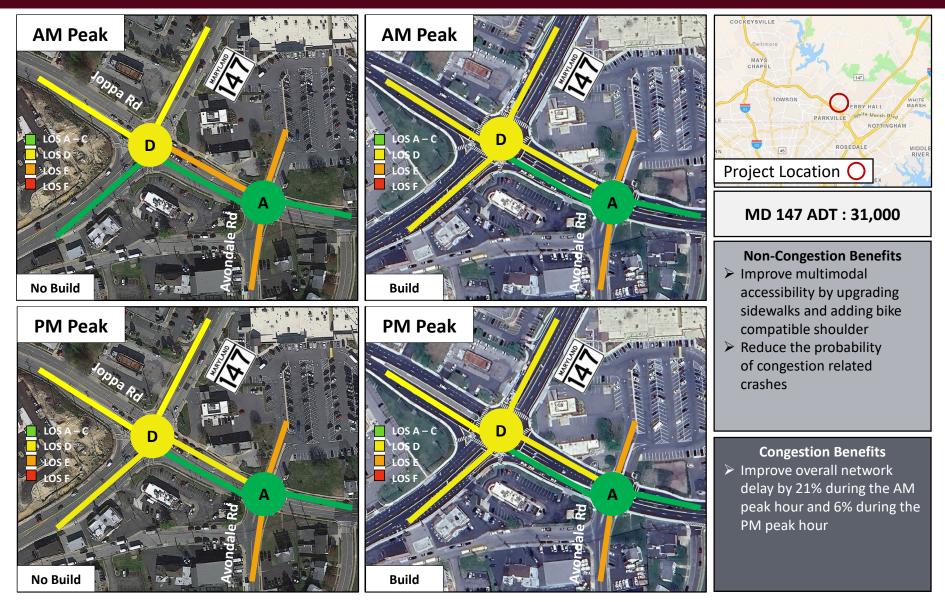


\*The LOS reported is the worst stop-controlled approach's LOS (Mt. Gilead Rd eastbound).

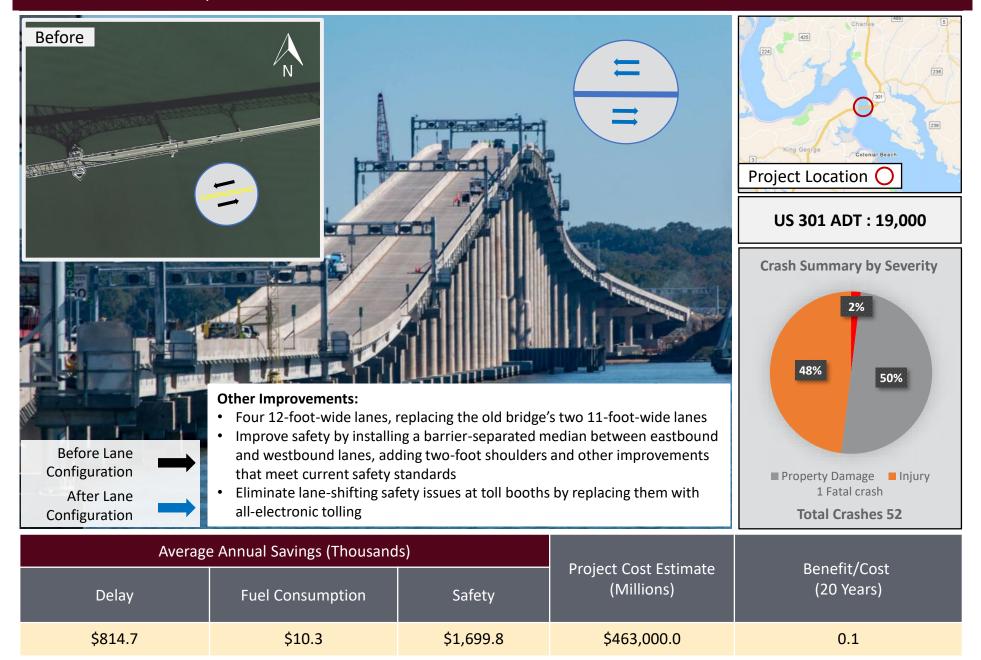
# MD 147 (Harford Road) at Joppa Road LOCATION: CARNEY, BALTIMORE COUNTY



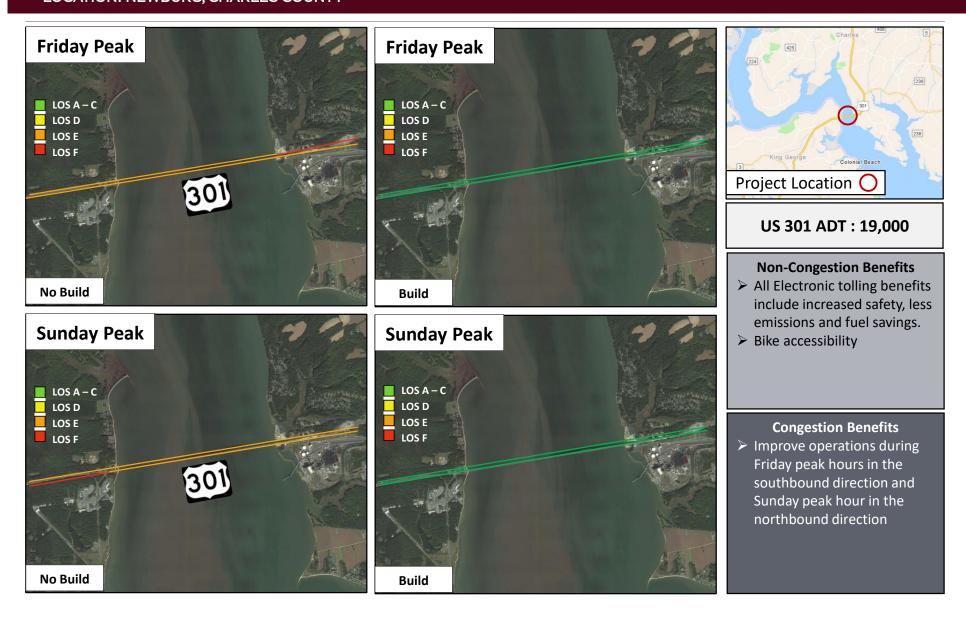
# MD 147 (Harford Road) at Joppa Road LOCATION: CARNEY, BALTIMORE COUNTY



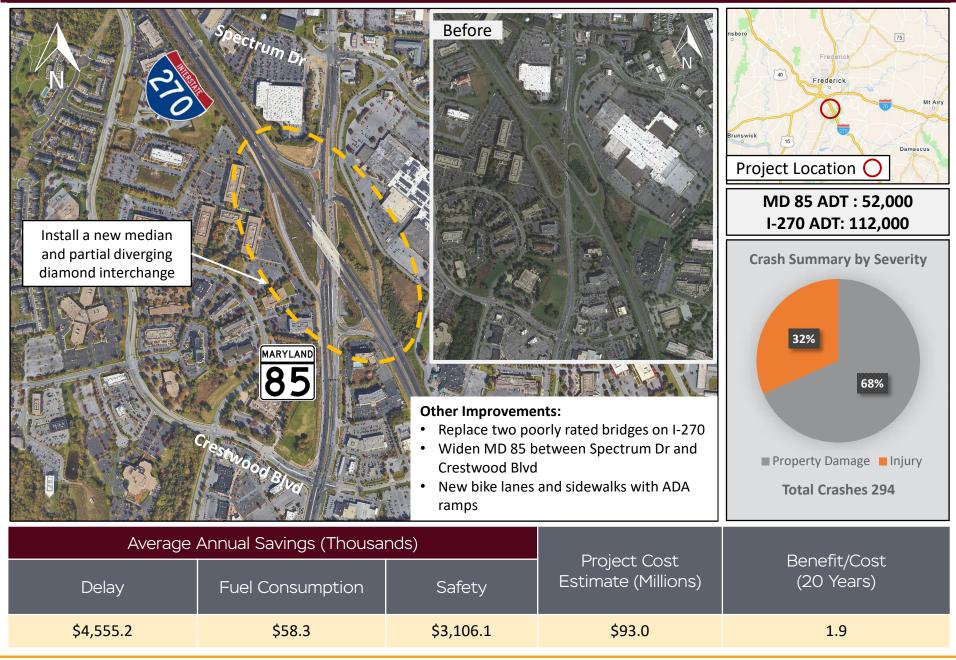
#### US 301 Nice/Middleton Bridge LOCATION: NEWBURG, CHARLES COUNTY



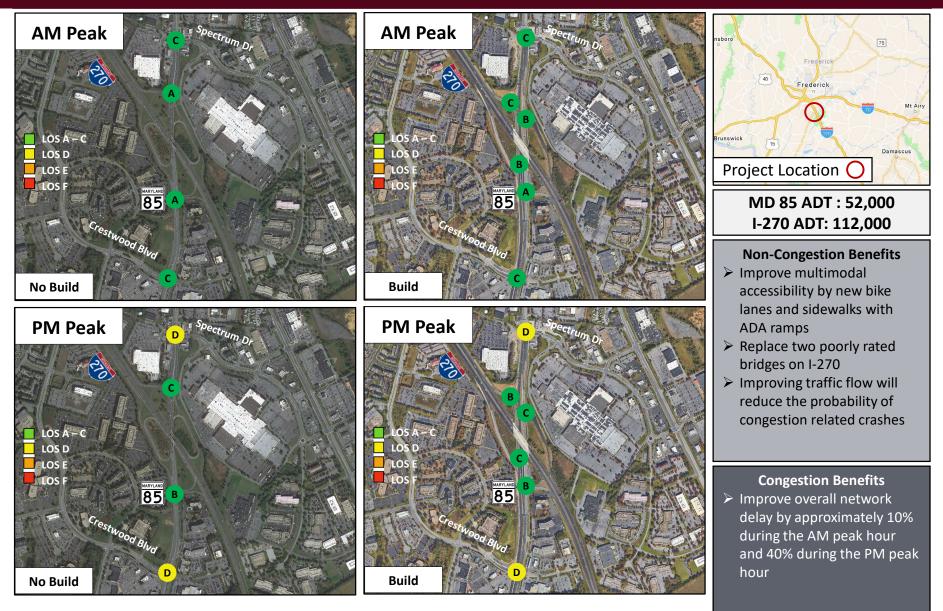
### US 301 Nice/Middleton Bridge LOCATION: NEWBURG, CHARLES COUNTY



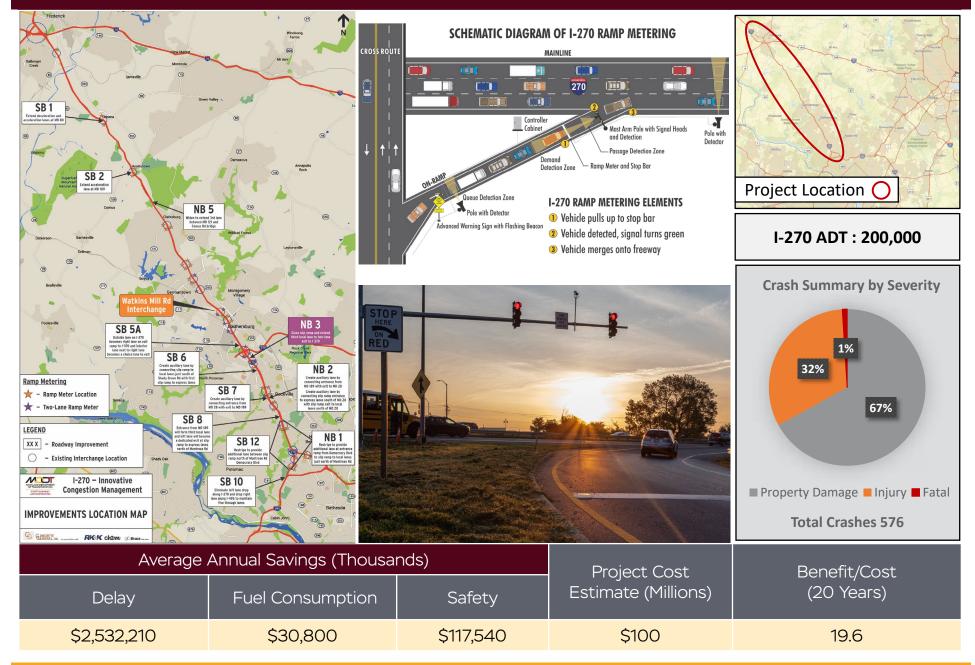
### I-270 (Washington National Pike) and MD 85 (Buckeystown Pike) Interchange LOCATION: FREDERICK, FREDERICK COUNTY



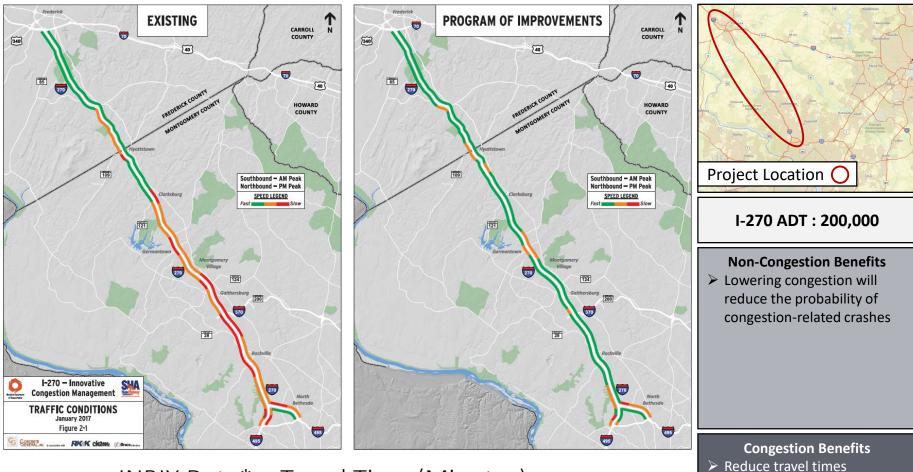
#### I-270 (Washington National Pike) and MD 85 (Buckeystown Pike) Interchange LOCATION: FREDERICK, FREDERICK COUNTY



#### I-270 Innovative Congestion Management (ICM) LOCATION: MONTGOMERY AND FREDERICK COUNTIES



# I-270 Innovative Congestion Management (ICM) LOCATION: MONTGOMERY AND FREDERICK COUNTIES



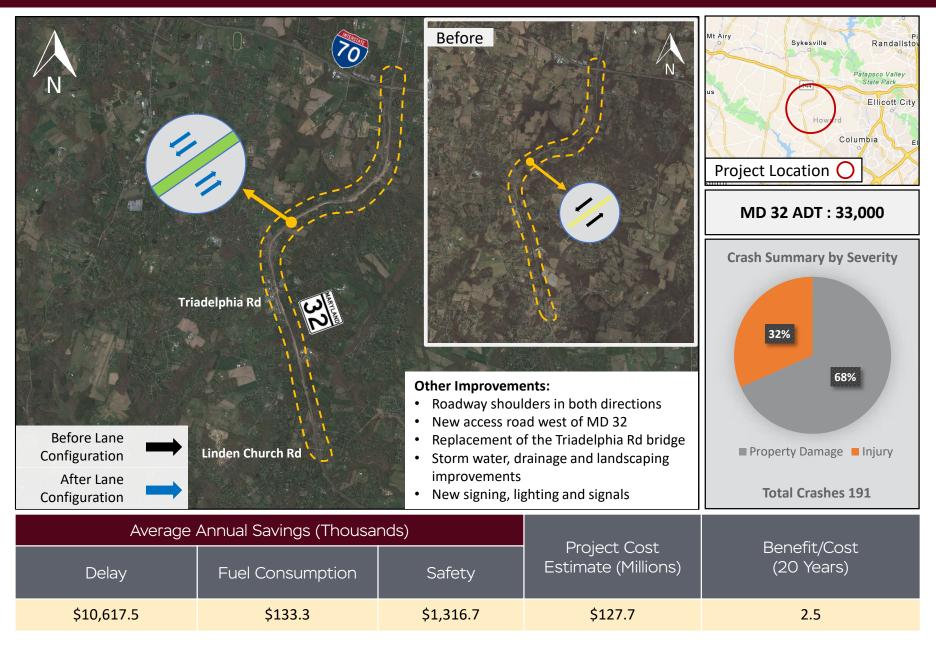
# INRIX Data\* - Travel Time (Minutes) I-270 SB from I-70 to I-495 (Including East Spur, 33 miles)

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%

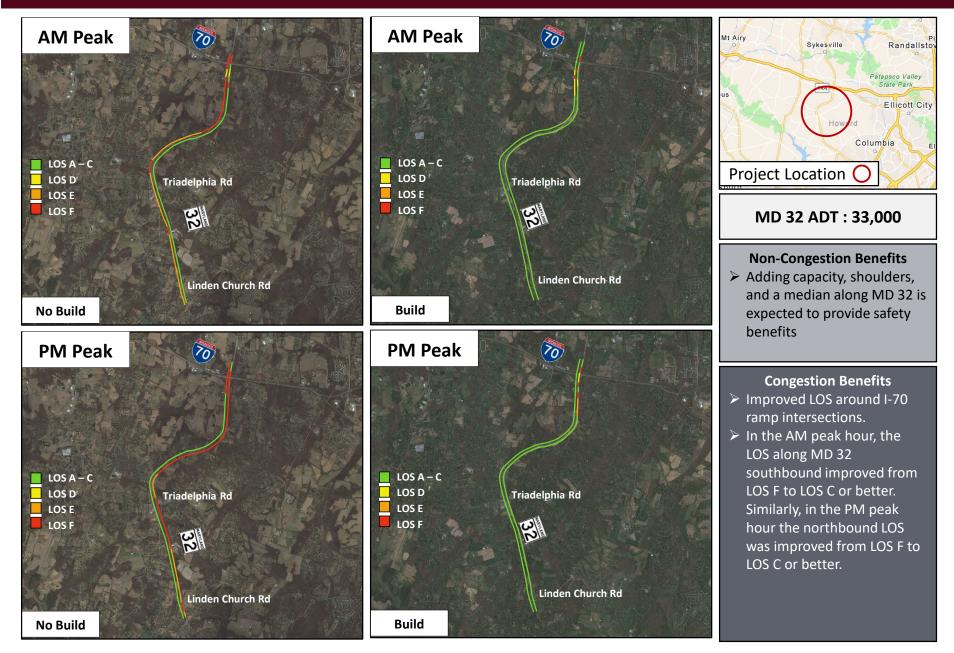
\* INRIX Data is the average of Tu, We, and Th data in October, excluding data points with accident impact (3 in 2017, 5 in 2022)

Improve reliability
 Relieve bottlenecks

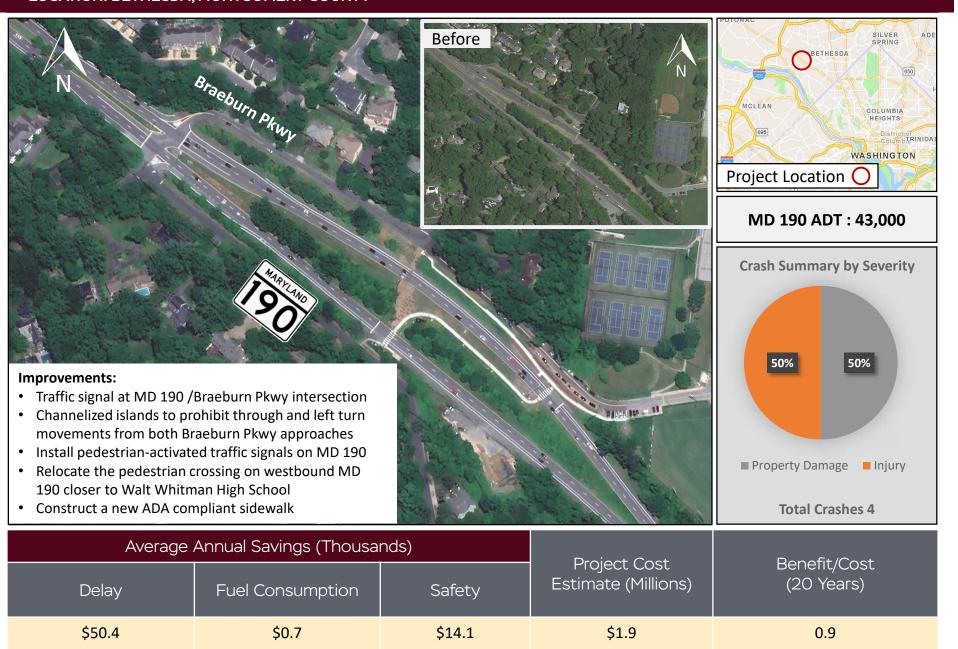
# MD 32 (Patuxent Freeway): Linden Church Road to I-70 LOCATION: CLARKSVILLE, HOWARD COUNTY



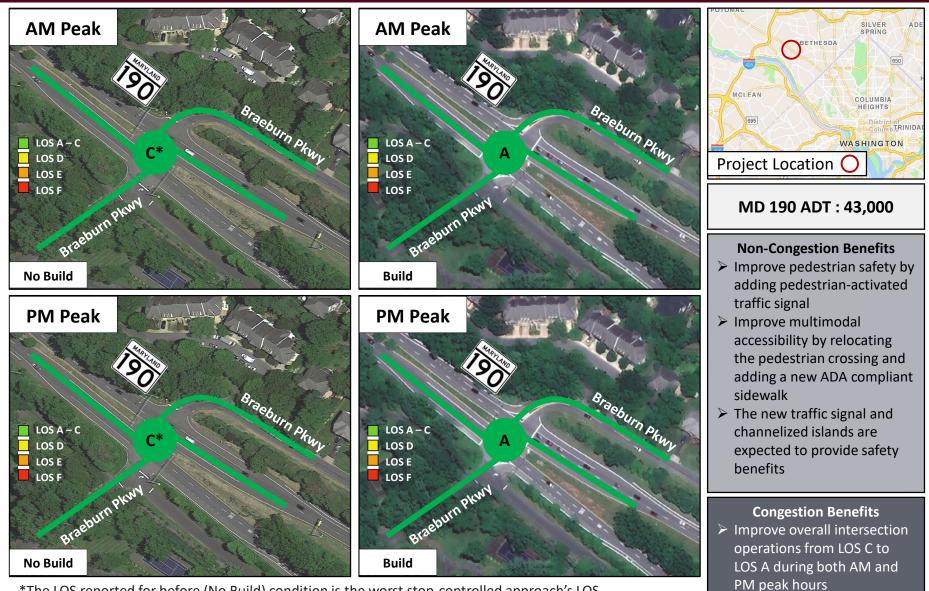
# MD 32 (Patuxent Freeway): Linden Church Road to I-70 LOCATION: CLARKSVILLE, HOWARD COUNTY



# MD 190 (River Road) at Braeburn Parkway LOCATION: BETHESDA, MONTGOMERY COUNTY

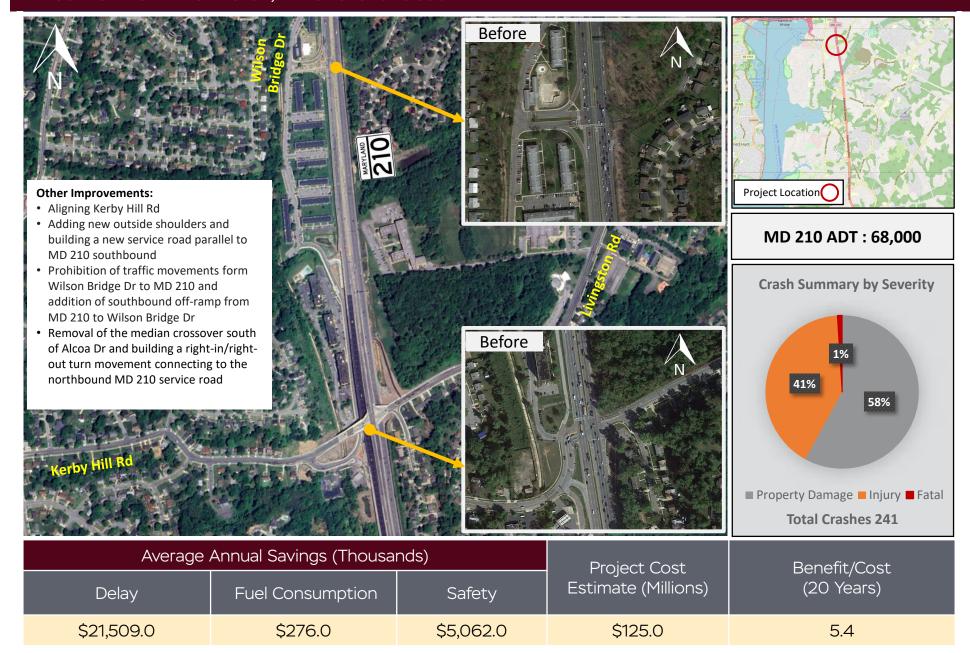


# MD 190 (River Road) at Braeburn Parkway LOCATION: BETHESDA, MONTGOMERY COUNTY

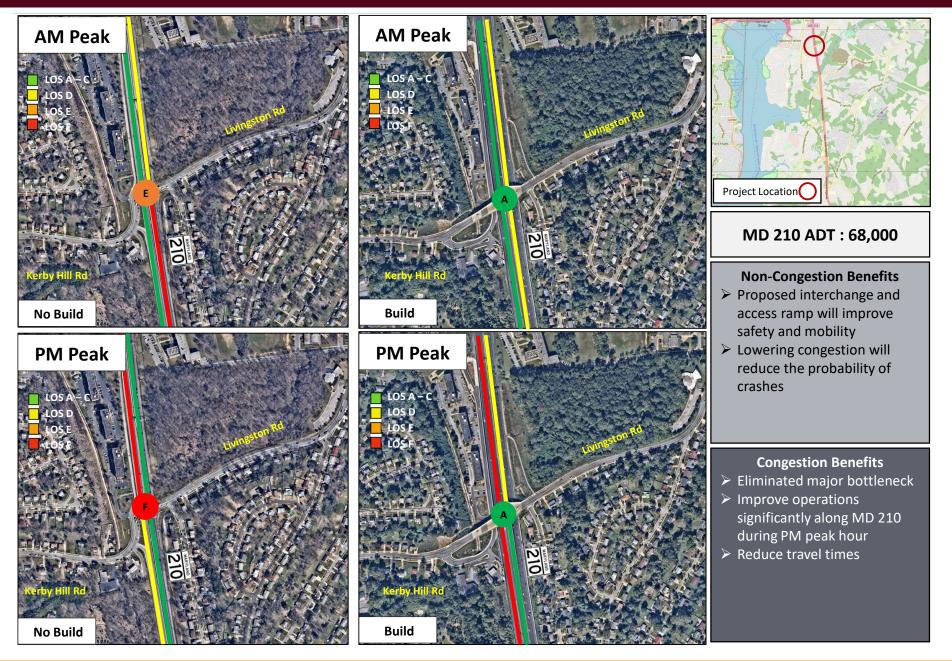


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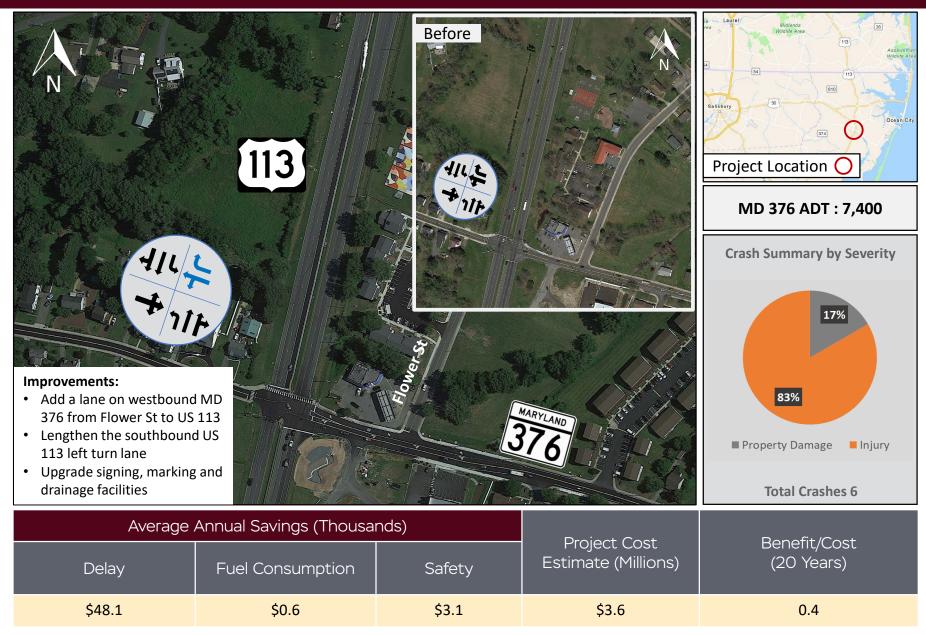
# MD 210 at Livingston Road/Kerby Hill Road LOCATION: FORT WASHINGTON, PRINCE GEORGE'S COUNTY



# MD 210 at Livingston Road/Kerby Hill Road LOCATION: FORT WASHINGTON, PRINCE GEORGE'S COUNTY



# MD 376 (Assateague Road): US 113 (Worcester Highway) to Flower Street LOCATION: BERLIN, WORCESTER COUNTY



# MD 376 (Assateague Road): US 113 (Worcester Highway) to Flower Street LOCATION: BERLIN, WORCESTER COUNTY



\*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).

## ANNE ARUNDEL COUNTY

Hammonds Ln EB at MD 648-Baltimore Annapolis Blvd
 MD 170-Telegraph Rd SB Faith Rd to MD 174
 MD 174-Donaldson Ave EB at Clark Station Rd
 MD 174-Reece Rd WB MD 170 to Severn Elementary School
 MD 175-Annapolis Blvd NB at Odenton Auto Spa Express
 MD 175-Annapolis Blvd WB MD 713 to Royal Farms
 MD 436-Ridgley WB at Giddings Ave

### **HOWARD COUNTY**

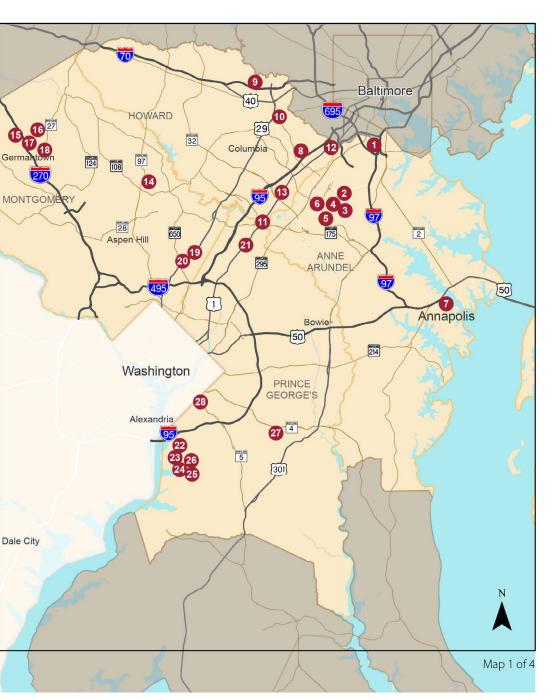
8. MD 103-Meadowridge Rd NB at Hunters Hollow Rd
9. MD 99-Old Frederick Rd NB at Wetherburn Rd/Maplewood Dr
10. MD 103-Montgomery Rd WB at Behtel Baptist Church
11. US 1-Washington Blvd SB at Paddock Pointe Townhomes
12. US 1-Washington Blvd NB at Taco Bell North of Montgomery Rd
13. US 1-Washington Blvd SB at Ridgelys Run Rd

## MONTGOMERY COUNTY

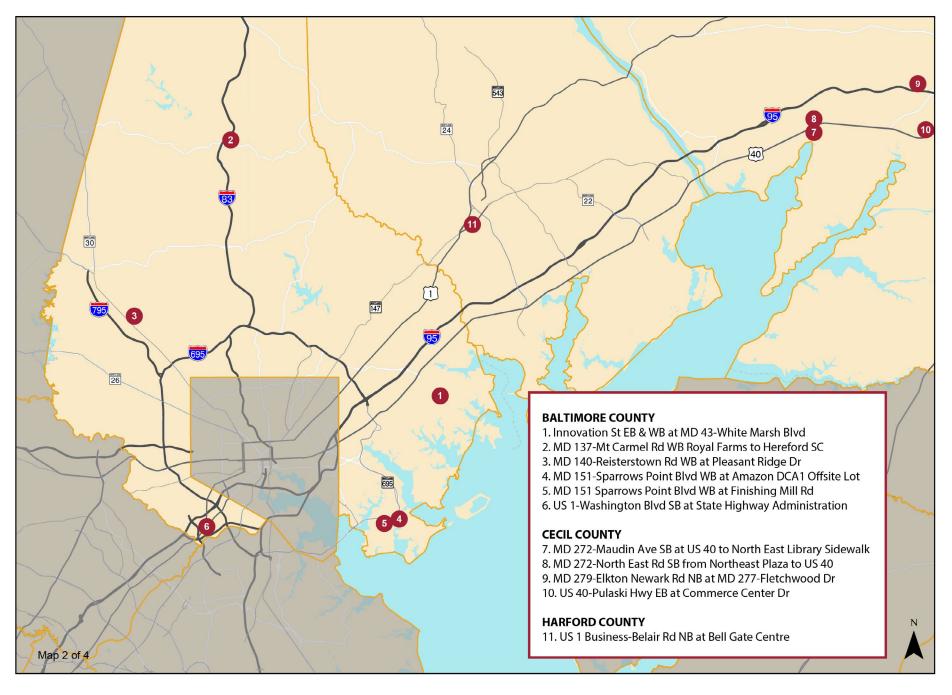
- 14. MD 97-Georgia Ave NB Hollow Crest Dr to Owens Rd
- 15. MD 121-Clarksburg Rd NB & SB Broadway Ave to W. Old Baltimore Rd
- 16. MD 355-Frederick Rd SB & NB Woodport Rd to Running Brook Dr
- 17. MD 355-Frederick Rd SB at Newcut Rd
- 18. MD 355-Frederick Rd SB W Old Baltimore Rd to Milestone Manor Ln
- 19. US 29 Columbia Pike NB & SB at Tech Rd/ Tech Rd Park & Ride
- 20. Stewart Ln NB at US 29-Columbia Pike

## PRINCE GEORGE'S COUNTY

- 21. US 1-Baltimore Ave SB at Academy Ln
- 22. Indian Head Hwy Service Rd WB at MD 210 Service Rd
- 23. MD 210 Service Rd NB & SB from Wilson Bridge Dr to Kerby Hill Rd
- 24. Kerby Hill Rd EB & WB from MD 210 Service Rd to MD 210
- 25. Kerby Hill Rd Spur at MD 210 SB Ramp
- 26. Livingston Rd EB & WB from MD 210 to Murray Hill Rd
- 27. MD 223-Woodyard Rd NB and SB Sherwood Dr to Dower House Rd 28. Naylor Rd WB at L&V Crab Cafe

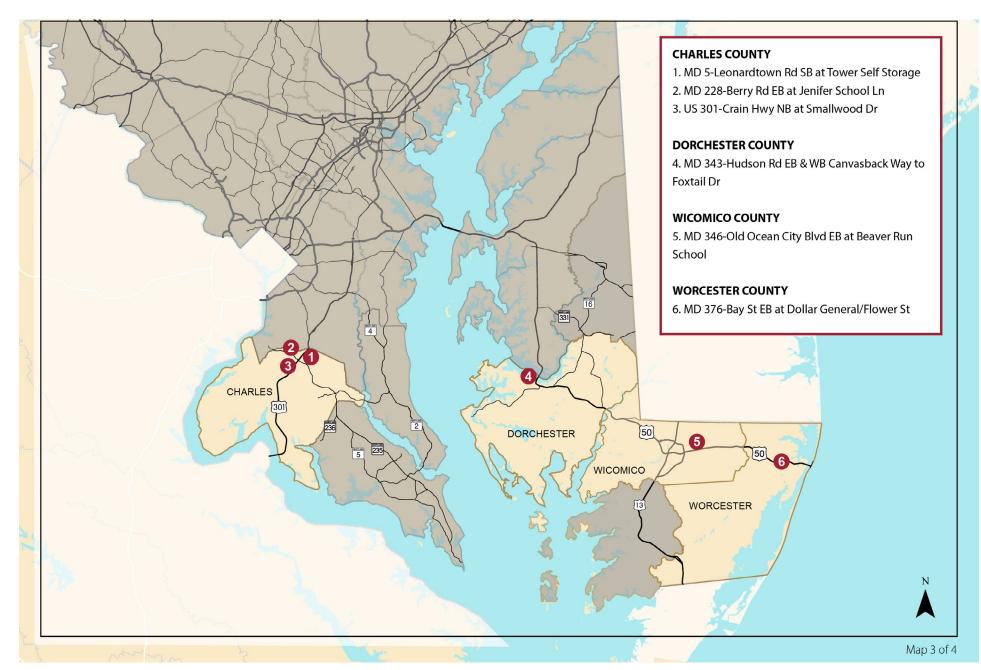


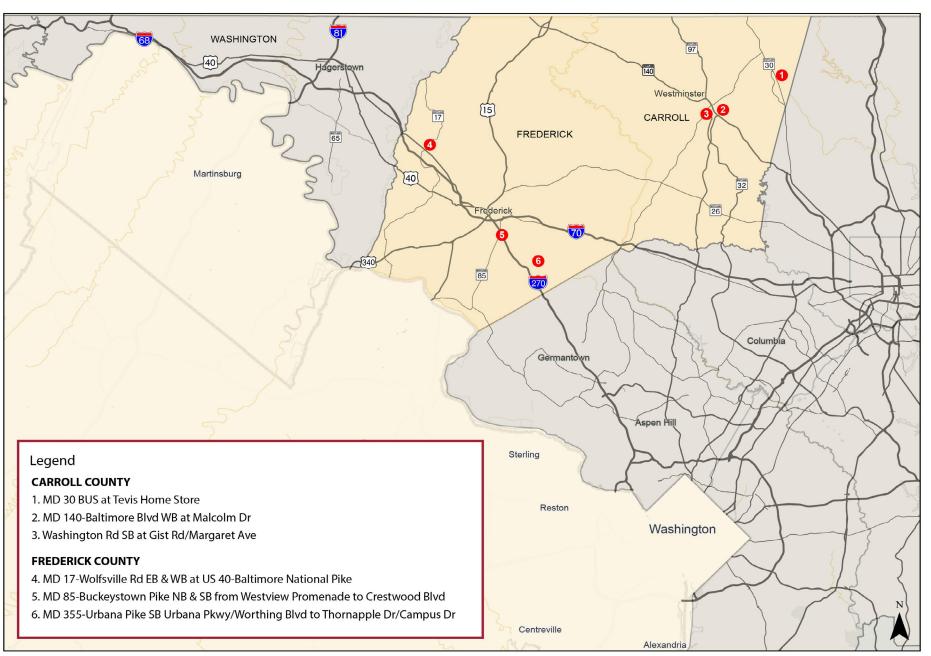
## New Sidewalk Locations 2022



# New Sidewalk Locations 2022

# Figure 6





Map 4 of 4

# Park and Ride Locations

ALLEGANY COUNTY

219

1. I-68 @ US 220 S (South Cumberland) 2. I-68 @ MD 948 (Flintstone) 3. I-68 @ US 220 N (East Lot) 4. I-68 @ Christie Rd 5. I-68 @ MD 36 6. I-66 @ US 220N (West Lot)

#### ANNE ARUNDEL COUNTY

7. US 50 @ MD 424 (Davidonsville) 8. MD 4 @ Lower Pindell Road 9. MD 2 @ MD 258 (Bay Front Rd) 10. MD 665 @ Riva Road (Harry S. Truman) 11. MD 4 @ MD 408 12. MD 4 @ MD 258 (Bay Front Rd) 13. I- 695 @ Hammonds Ferry Rd 14. I- 97 @ Benfield Boulevard

#### BALTIMORE COUNTY

15. I- 695 @ Providence Rd 16. I- 83 @ Middletown Rd 17. I- 83 @ Shawan Rd 18. US 1 @ Gunpowder Falls (Perry Hall) 19. I- 83 @ MD 439 (Old York Rd) 20. I- 195 @ MD 166 21. I- 83 @ MD 137 (Mt Carmel Rd) 22. I- 70 @ Security Blvd. 23. I- 695 @ Cromwell Bridge Rd

#### CALVERT COUNTY

24. MD 2/4 @ Creston Lane 25. MD 765 @ MD 497 (Cove Point ) 26. MD 2/4 @ Ball Road (Crossroad Church) 27. MD 2/4 @ Ball Road (Crossroad Church Front) 28. MD 2/4 @ Ball Road (MTA) 29. MD 2/4 @ MD 524 (Huntingtown) 30. MD 2/4 @ MD 262 Sunderland

#### CARROLL COUNTY

31. MD 32 @ MD 851 (Sykesville) 32. MD 97 @ MD 32 (Westminster) 33. MD 32 @ Circle Drive (Eldersburg) 34. MD 30 @ MD 482 (Hampstead) 35. MD 30 @ MD 27 (Manchester) 36. I- 70 @ MD 27 (Mount Airy) 37. MD 97 @ MD 26

CECIL COUNTY 38. I- 95 @ MD 279 39. I- 95 @ MD 222 40. MD 213 @ Frenchtown Road (Elkton) 41. I- 95 @ MD 272

#### CHARLES COUNTY 42. US 301 @ MD 225 43. MD 5 Mattawoman/Beantown Road

DORCHESTER COUNTY 44. MD 16 @ MD 335 (Church Creek)

#### FREDERICK COUNTY

45. I- 270 @ MD 80 South Lot (Urbana) 46. MD 194 @ Main St . S. (Woodsboro) 47. MD 180 @ MD 17 (Rosemont) 48. I- 70 @ MD 144 49. I- 70 @ MD 75 (New Market) 50. I- 70 @ MD 17 (Myersville) 51. I- 270 @ MD 80 North Lot 52. US 15 @ Mt . Zion Road (West Lot ) 53. US 15 @ Mt . Zion Road (East Lot ) 54. I- 70 @ MD 355 (New Design Rd) 55. US 340 @ Lander Road 56. US 15 @ Monocacy Blvd

KENT COUNTY

(Laurel)

Island)

86.1-95@1-495

TALBOT COUNTY

### GARRETT COUNTY

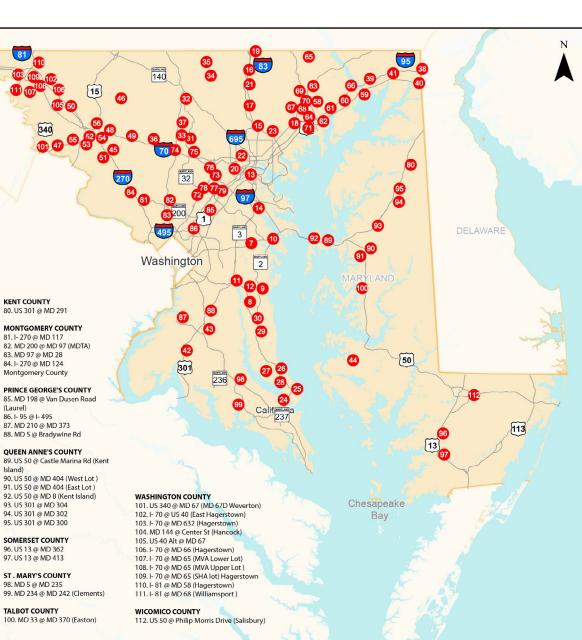
57. I-68 @ MD 42 (New Friendship)

#### HARFORD COUNTY

58. MD 22 @ Bynum Run Park (Bel Air) 59. MD 7 A @ Juniata St 60. I-95 @ MD 22 (Aberdeen) 61. I- 95 @ MD 543 (Belcamp) 62. I- 95 @ MD 24 (Emmorton) 63. MD 23 @ US 1 (Hickory) 64. I- 95 @ MD 152 (East Lot ) 65. MD 543 @ MD 165 (Pylesville) 66. I- 95 @ MD 155 (Havre De Grace) 67. MD 152 @ MD 147 (Fallston) 68. MD 152 @ Old Mountain Road 69. MD 24 @ US 1 (Marywood) 70. MD 924 @ Woodside (Abingdon) 71. I-95 @ MD 152 (West Lot) (Joppa)

#### HOWARD COUNTY

72. US 29 @ MD 216 73. US 29 @ MD 108 74. I- 70 @ MD 97 (MD144) Cooksville 75. I- 70 @ MD 32 (West Friendship) 76. MD 100 @ Long Gate Parkway (Columbia) 77. MD 32 @ Broken Land Pkwy (West Lot ) 78. MD 32 @ Broken Land Pkwy (East Lot ) 79. MD 175 @ Snowden River Parkway (Columbia)



# HOV, Reversible, and Managed Lane Locations

#### N 68 83 81 140 95 BARTILAND 45 [15] 219 97 40 32 340 70 695 695 Legend **Reversible Lanes** \_ 200 97 [1] Managed Lanes \_\_\_\_\_ BARYLAND 3 495 DELAWARE Northbound/Eastbound HOV Lane Southbound/Westbound HOV Lane Washington INSET WAATLAND 4 WARYLAND 2 301 70. 50 40 236 32 Califumnae 237 113 29 [13] 97 Chesapeake 50 Bay 95 301 INSET 4



#### ANNE ARUNDEL COUNTY

- 1. MD 2 from Virgina Ave to MD 214
- 2. MD 450 from King Geroge Dr to Perry Circle
- 3. MD 450 from Chinquapin Round Rd to Admiral Dr
- 4. Coca Cola Dr from MD 103 to MD 100 WB Ramp

#### **BALTIMORE COUNTY**

- 5. MD 45 from Shawan Rd to Wight Ave and Shawan Rd from MD 45 to McCormick Rd
- 6. US 40 from 66th St to Batavia Farm Rd

#### **CECIL COUNTY**

7. MD 272 Rodgers Rd to Northeast Plaza

#### HARFORD COUNTY

8. MD 24 Red Pump Rd to MD 23

#### HOWARD COUNTY

9. MD 32 from MD 144 to MD 99

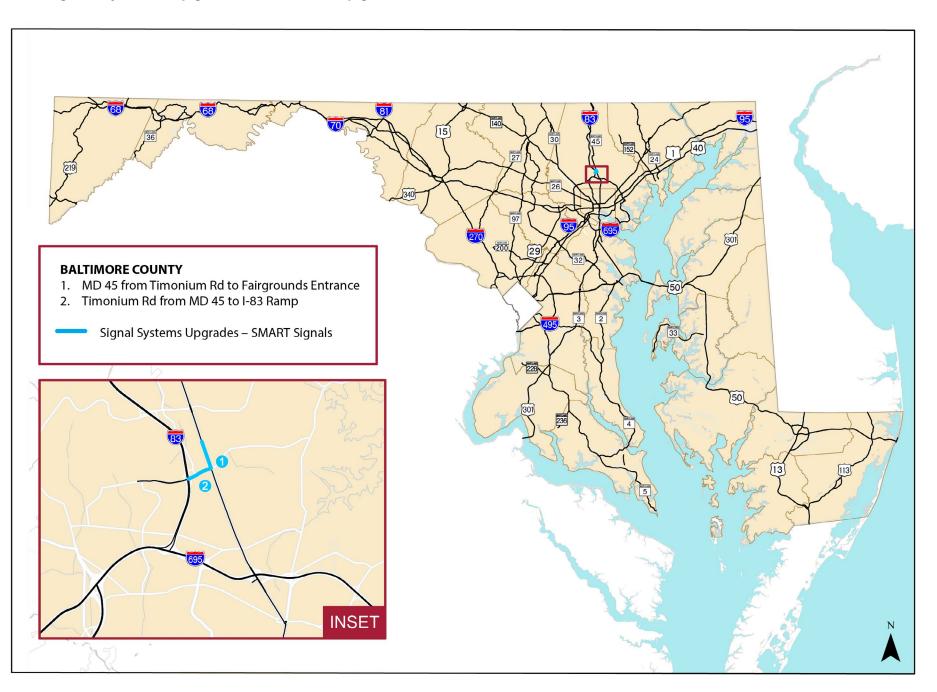
#### PRINCE GEORGE'S COUNTY

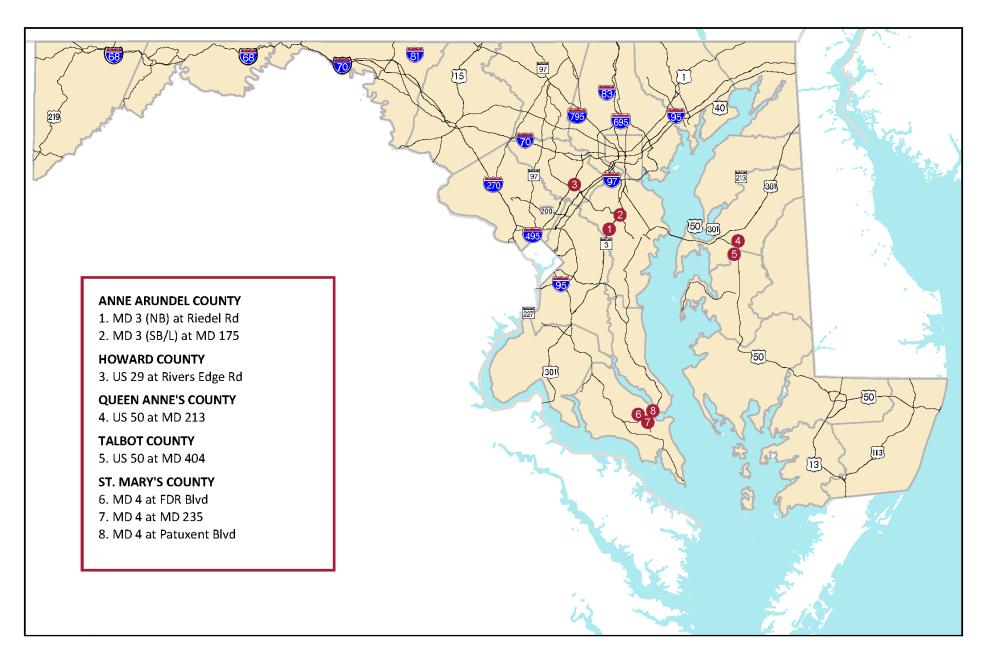
- 10. MD 337 from Old Branch Ave to Allentown Mall
- 11. MD 202 from I-95/I-495 NB Ramp to White House Rd
- 12. MD 197 from MD 450 to Tulip Grove Dr and MD 450 from MD 193 to Race Track Rd
- 13. MD 210 from Palmer Rd to Old Fort Rd (South)
- 14. MD 201 from Cherrywood Ln to I-95/I-495 SB Ramp

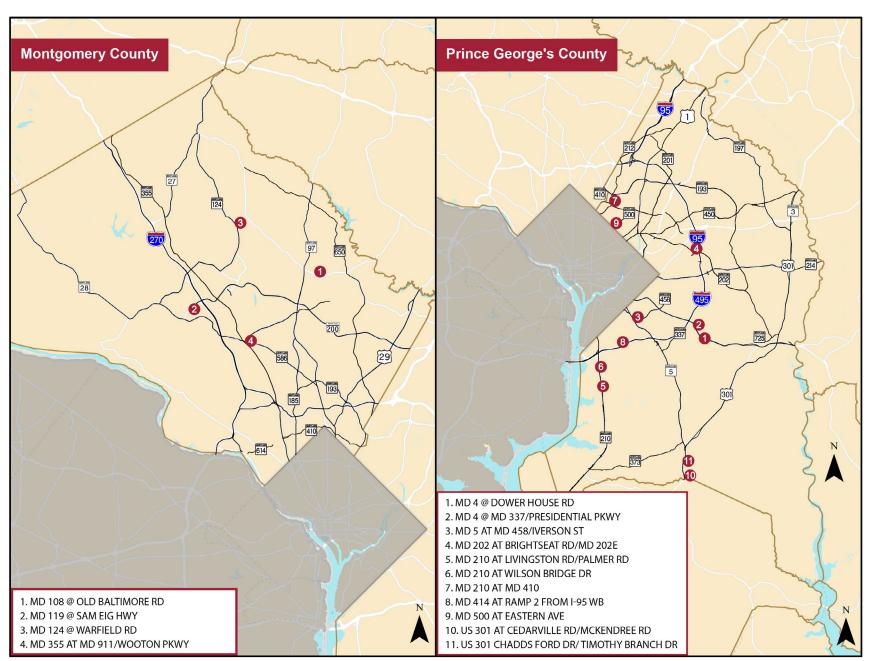
#### QUEEN ANNE'S COUNTY

- 15. MD 8 from Thompson Creek Rd to MD 18
  - Signal Systems Upgrades Timing Upgrades









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



STATE HIGHWAY ADMINISTRATION

WES MOORE Governor ARUNA MILLER Lt. Governor PAUL J WIEDEFELD MDOT Secretary

WILLIAM PINES, P.E., PMP, CMP MDOT SHA Administrator

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