

Maryland Department of Transportation

**2010
INVENTORY OF
STATE HIGHWAY SYSTEM
ACCESS CONTROLS**

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Intermodal Planning Division
Office of Planning and
Preliminary Engineering
State Highway Administration

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EXECUTIVE SUMMARY

- Access control is an important tool for system preservation.
- The degree of desirable access control is established by the route's functional classification.
 - Principal Arterials on the State Primary Highway System should be fully controlled (ultimate freeway design) where possible.
 - Other Principal Arterials should consider partial controls where feasible.
 - Minor Arterials should have controls wherever cost effective and new construction is implemented.
- There are 5,241 miles of SHA roadways. Of this total, 1014 (19%) are access controlled. Specifically, 644 (12%) have full controls while 370 (7%) have partial controls.
- There are 1277 miles of roads on the SHA Primary System. Of this total, 860 miles (67%) have access controls. Specifically, 635 miles (50%) have full access while 225 miles (17%) have partial access. The remaining 417 miles (33%) of the State Primary System is uncontrolled; this includes 369 miles of Principal Arterials, 43 miles minor arterials and 5 miles of collectors. Table 5, (see page 56) also indicates that of the 860 miles of controls on the Primary System, 857 miles (100%) are on the Principal Arterials.
- There are 3,964 miles of roads on the SHA Secondary System. Of this total, 154 miles (4%) have controls. Specifically, 9 miles (0.07%) have full controls while 145 miles (4%) partial control. The remaining 3810 miles of roads are uncontrolled; this includes 675 miles (18%) of Principal Arterials, 1252 miles (33%) of Minor arterials, 1585 miles (41%) of Collectors and 298 miles (8%) of Local roads (page 58). Table 7, (see page 58) also shows that of the 154 miles of control on the secondary system, 101 miles (65%) are on the Principal Arterial, 48 miles (31%) are on the Minor Arterials and 5 miles (4%) are on Collectors.

PURPOSE

The State Highway Administration's jurisdictional responsibilities apply to 5,196 miles of roadway ranging from Interstate freeways to narrow country roads. While the State Highway Administration's system represents only 17% of the total highway mileage in Maryland, it serves a disproportionately high 73% of the estimated annual vehicular miles of travel in the State, exclusive of the toll facilities. This apparent mileage/service imbalance occurs because the State Highway Administration system includes most of the high volume interstate and inter-regional arterials.

With preservation of existing public works systems being a priority at all levels of government, access controls along State Highway Administration arterial highways is a viable method of improving capacity and safety. As a first step in making rational decisions regarding future improvements, this inventory of existing access controls has been developed.

Included in this inventory are maps and line item listings outlining each access controlled state highway. This inventory should be used by technicians and managers to make decisions concerning the State Highway System.

BACKGROUND

For purposes of this report, control of access is defined as limiting the locations where traffic may enter or exit a highway. Full control of access restricts vehicular access to

grade separated interchanges and no driveways or at-grade intersections of any kind are permitted (freeway design). Partial control of access limits access points to public roads which intersect at-grade, but where access to private roads is generally precluded (expressway design).

These definitions are in conformance with those of the American Association of State Highway and Transportation Officials (AASHTO). Unfortunately, the State's legal description of controlled access highways contradicts the AASHTO definition of design type.

State Facilities Definition

By State definition, a full controlled access roadway is termed "Expressway". In Title 8, Section 101(g) of the Annotated Code of Maryland an expressway is defined as a major highway of four or more lanes that has a median, grade separation at each crossroad, as well as points of entrance and exit limited to predetermined locations. Partially controlled access roadways are denoted as "Controlled Access Highways" in Title 8-101(8) of the Annotated Code of Maryland. This type of highway is defined therein as a "major highway with the same characteristics as an expressway, except that the conflict of cross-streams of traffic is not eliminated necessarily at each intersection by grade separation structures."

AASHTO Control Definition

By AASHTO definition, control of access is the condition where the right of owners/occupants of abutting land or other persons to access, light, air, or view in connection with a highway is regulated by public authority.

Full control of access means that preference is given to through traffic by providing access connections with selected public roads only, and by prohibiting crossings at-grade or direct private driveway connections. As previously mentioned, the State Annotated Code refers to this type of facility as an "Expressway" while the AASHTO design type is "Freeway".

Partial control of access means that preference is given to through traffic to a degree that, in addition to access connections with selected public roads, there may be some crossings at-grade and occasionally important private road connections. The State Annotated Code refers to this type of facility as a "Controlled Access Highway". The AASHTO design type is "Expressway" when applied to a multi-lane divided highway.

APPLICATION

Access control is generally accomplished by legally obtaining right of access from abutting property or by the use of frontage roads. The principal advantages of access control are the preservation of the as built capacity and the improved safety to highway users. Some

degree of access control should be considered on all arterials and in the development of any highway on new location. The degree of access control may range from minimum driveway regulations to full control.

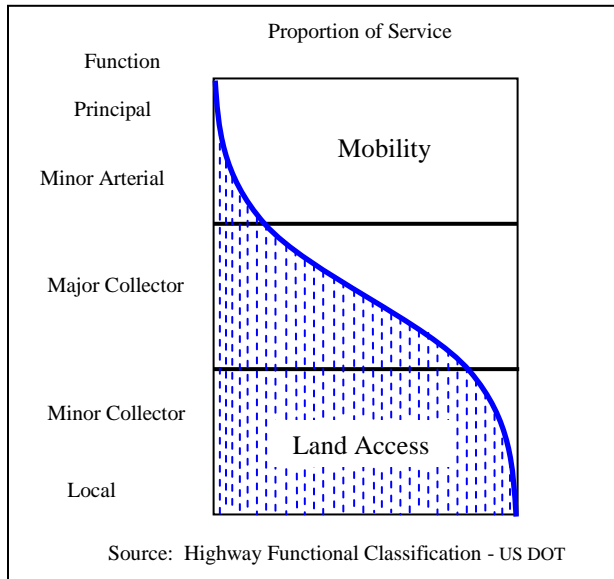
Justification for the extent of access control should be based on the highway's functional classification. Functional classification defines the primary purpose the highway is intended to serve. Arterial highways are intended to accommodate relatively long distance trips, thus mobility with the associated need for high level access control is emphasized. At the opposite extreme "locals" are oriented to land access purposes and access controls are neither cost effective nor desirable. Collectors serve the dual purpose of providing direct land access and limited mobility service of conveying traffic between properties and arterials. Access controls along collectors are usually limited to controlling median breaks and access point spacing.

Maryland's highways are functionally classified per the following Federal Functional Classification System rural hierarchy:

- Principal Arterial, including Interstate
- Minor Arterial
- Major Collector
- Minor Collector
- Local.

A schematic representation of the relationship of function to the desirable proportion of a roads service which should be for the purpose of land access and mobility is illustrated in Figure 1.

Fig. 1
 Relationship of Functionally Classified Highways
 In Serving Traffic Mobility and Land Access



Ideally all arterials are potential candidates for access controls. Of the 5,241 miles of existing State Highway Administration roadways

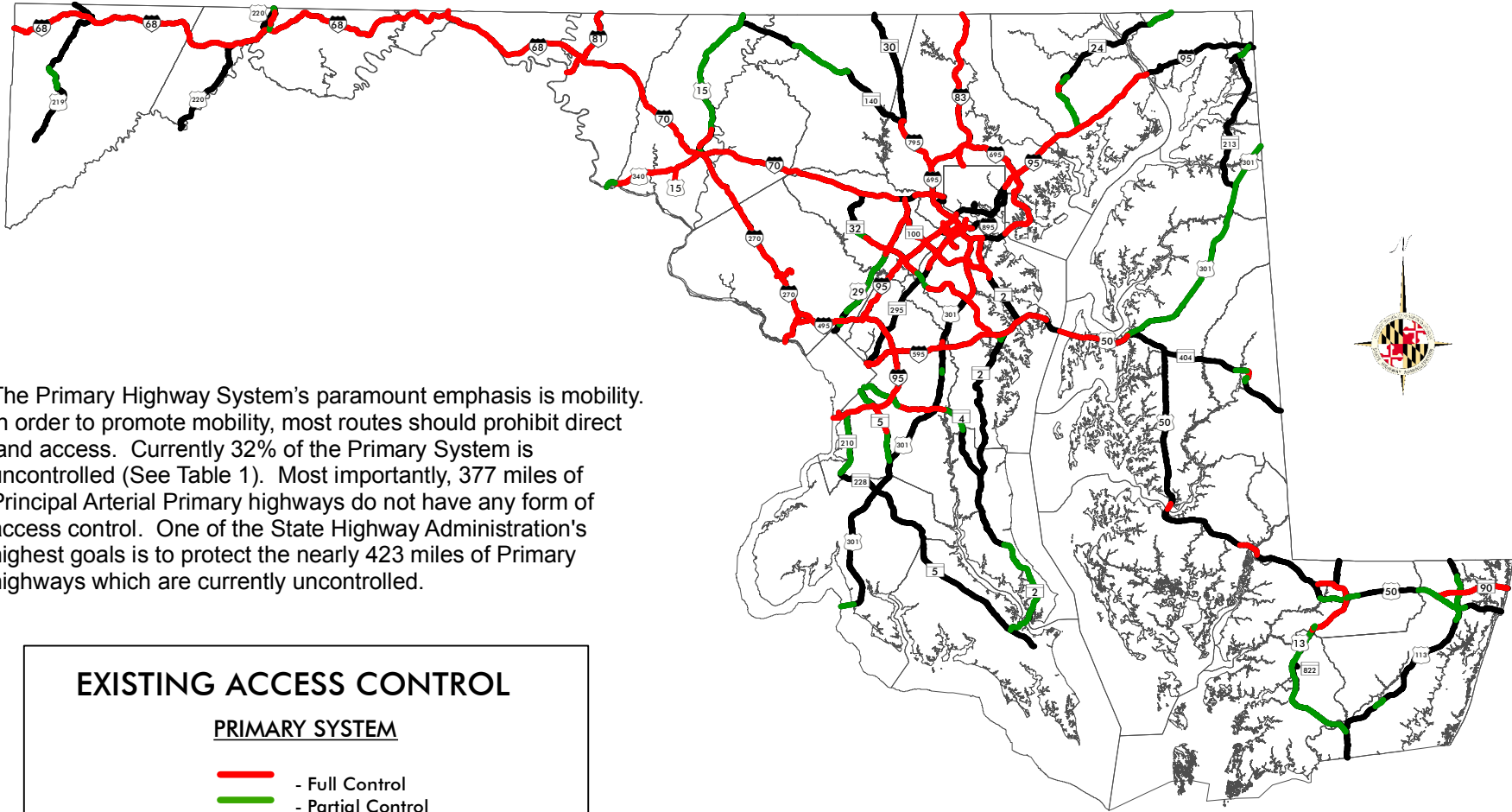
only 19% currently have access controls. Considering that approximately 64 % of the State Highway Administrations system is composed of arterial facilities, the discrepancy between what is ideally desirable and what exists is very large.

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Table 1 Summary of SHA Access Controls						
Controls	Primary System		Secondary System		Total System	
	Miles	Percent	Miles	Percent	Miles	Percent
Full	635	50%	9	0%	644	12%
Partial	225	17%	145	4%	370	7%
None	417	33%	3810	96%	4227	81%
Total	1277	100%	3964	100%	5241	100%

Since establishing access controls on all existing arterials is neither possible nor prudent, the State's Primary Highway System is the focus of access control efforts. This limited mileage system, comprised mainly of Principal Arterials, provides the interstate and inter-regional framework for vehicular travel in Maryland. While representing slightly more than 24% of Maryland's highway mileage, the State Primary Highway System handles nearly 80% of the total vehicle miles of travel. The designated Primary highways are vital to Maryland's social and economic well being and their operational integrity must be preserved.

FIGURE 2



The Primary Highway System's paramount emphasis is mobility. In order to promote mobility, most routes should prohibit direct land access. Currently 32% of the Primary System is uncontrolled (See Table 1). Most importantly, 377 miles of Principal Arterial Primary highways do not have any form of access control. One of the State Highway Administration's highest goals is to protect the nearly 423 miles of Primary highways which are currently uncontrolled.

EXISTING ACCESS CONTROL

PRIMARY SYSTEM

- - Full Control
- - Partial Control
- - No control

0 12.5 25 50 Miles

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Figure 3
EXISTING CONTROLS ON PRIMARY SYSTEM BY COUNTY

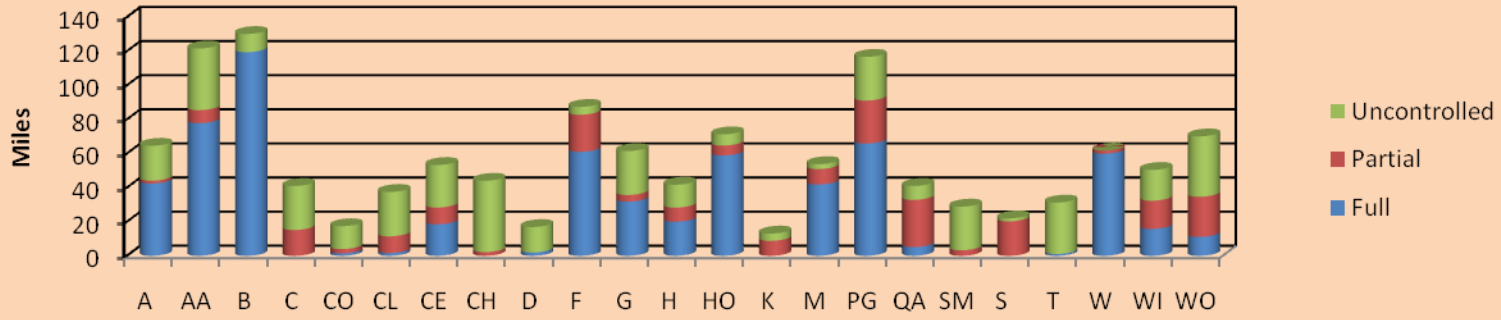


Figure 4
EXISTING CONTROLS ON SECONDARY SYSTEM BY COUNTY

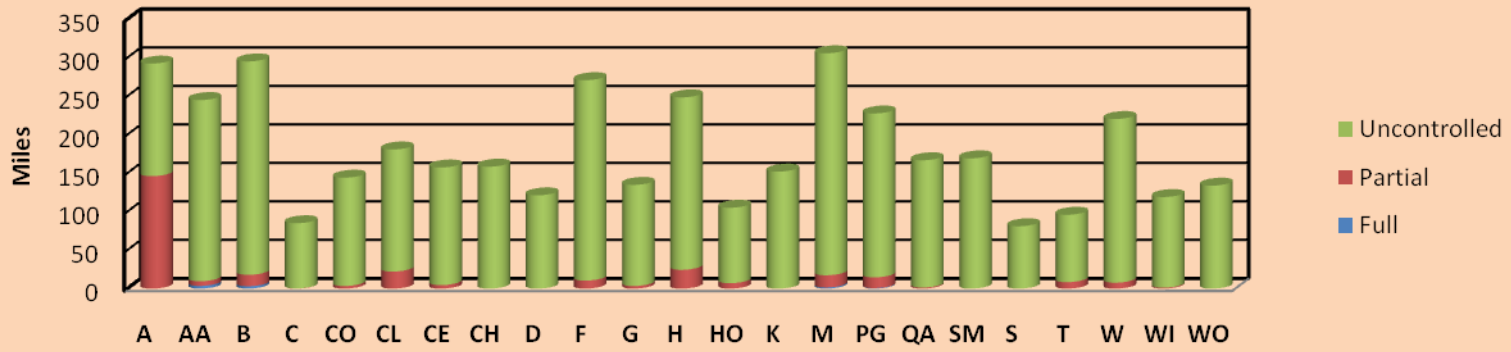


Table 2 STATE HIGHWAY ADMINISTRATION ACCESS CONTROLLED MILEAGE BY COUNTY								
County	Primary System				Secondary System			
	Full	Partial	Uncontrolled	Total	Full	Partial	Uncontrolled	Total
Allegany	42.42	1.62	20.49	64.53	0.00	0.00	146.19	146.19
Anne Arundel	77.84	7.58	36.18	121.60	3.54	6.09	235.34	244.97
Baltimore	119.44	0.00	10.66	130.10	3.17	14.79	277.24	295.20
Calvert	0.00	15.12	25.85	40.97	0.00	0.17	84.81	84.98
Caroline	1.40	2.56	13.41	17.37	0.00	3.39	140.75	144.14
Carroll	1.61	9.82	26.04	37.47	0.00	22.13	158.68	180.81
Cecil	18.50	9.80	24.96	53.26	0.00	4.58	152.84	157.42
Charles	0.00	2.17	41.84	44.01	0.00	0.00	158.47	158.47
Dorchester	1.93	0.00	14.97	16.90	0.00	0.00	121.19	121.19
Frederick	60.94	21.80	4.61	87.35	0.00	10.43	260.36	270.79
Garrett	31.78	3.88	25.81	61.47	0.00	3.38	131.40	134.78
Harford	19.96	8.29	13.46	41.71	0.00	24.45	224.01	248.46
Howard	58.82	5.86	6.58	71.26	0.00	7.06	98.07	105.13
Kent	0.00	8.79	4.28	13.07	0.00	0.00	152.03	152.03
Montgomery	41.82	9.06	2.90	53.78	1.55	15.79	288.42	305.76
Prince George's	65.86	25.20	25.62	116.68	0.63	14.02	212.94	227.59
Queen Anne's	5.13	27.67	8.17	40.97	0.00	1.33	165.42	166.75
St. Mary's	0.00	3.26	25.61	28.87	0.00	0.00	169.25	169.25
Somerset	0.00	20.21	1.77	21.98	0.00	0.00	81.10	81.10
Talbot	1.03	0.00	30.21	31.24	0.00	8.42	87.54	95.96
Washington	59.90	1.82	0.00	61.72	0.00	7.70	212.66	220.36
Wicomico	15.76	16.54	18.07	50.37	0.00	1.26	117.72	118.98
Worcester	11.10	23.55	35.38	70.03	0.00	0.00	133.76	133.76
Total	635.24	224.60	416.87	1276.71	8.89	144.99	3810.19	3964.07

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Table 3 Summary of SHA Controls								
	Primay System		Secondary System			Prim/Sec System		
Controls	Miles	Percent	Controls	Miles	Percent	Controls	Miles	Percent
Full	635	50%	Full	9	3%	Full	644	41%
Partial	225	17%	Partial	145	47%	Partial	370	23%
None	417	33%	None	154	50%	None	571	36%
Total	<u>1,277</u>	<u>100%</u>	Total	<u>308</u>	<u>100 %</u>	Total	<u>1,584</u>	<u>100%</u>

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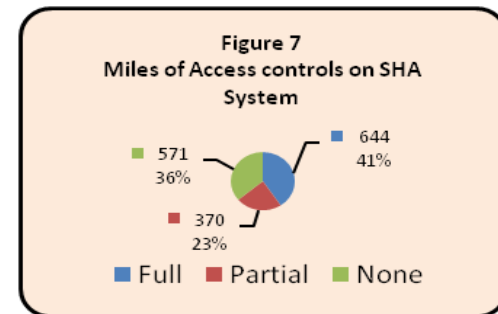
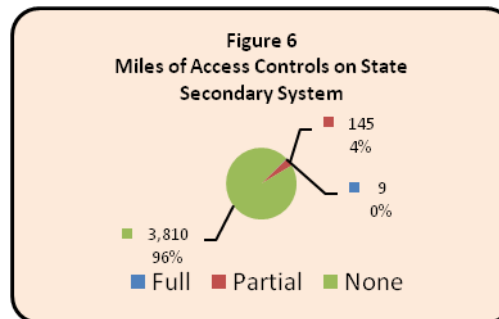
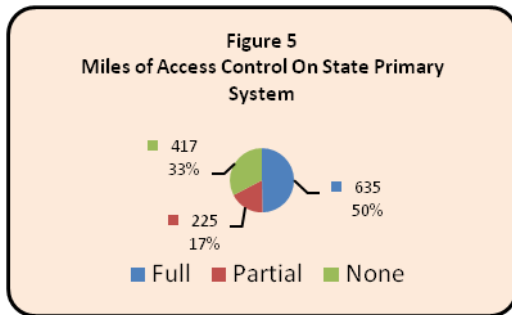
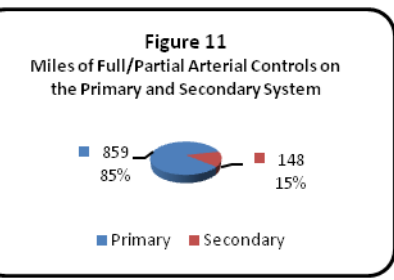
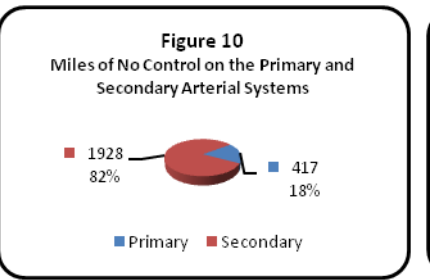
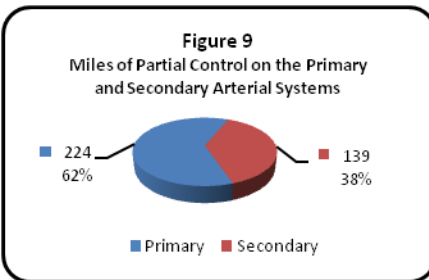
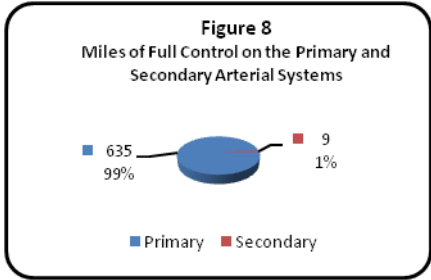
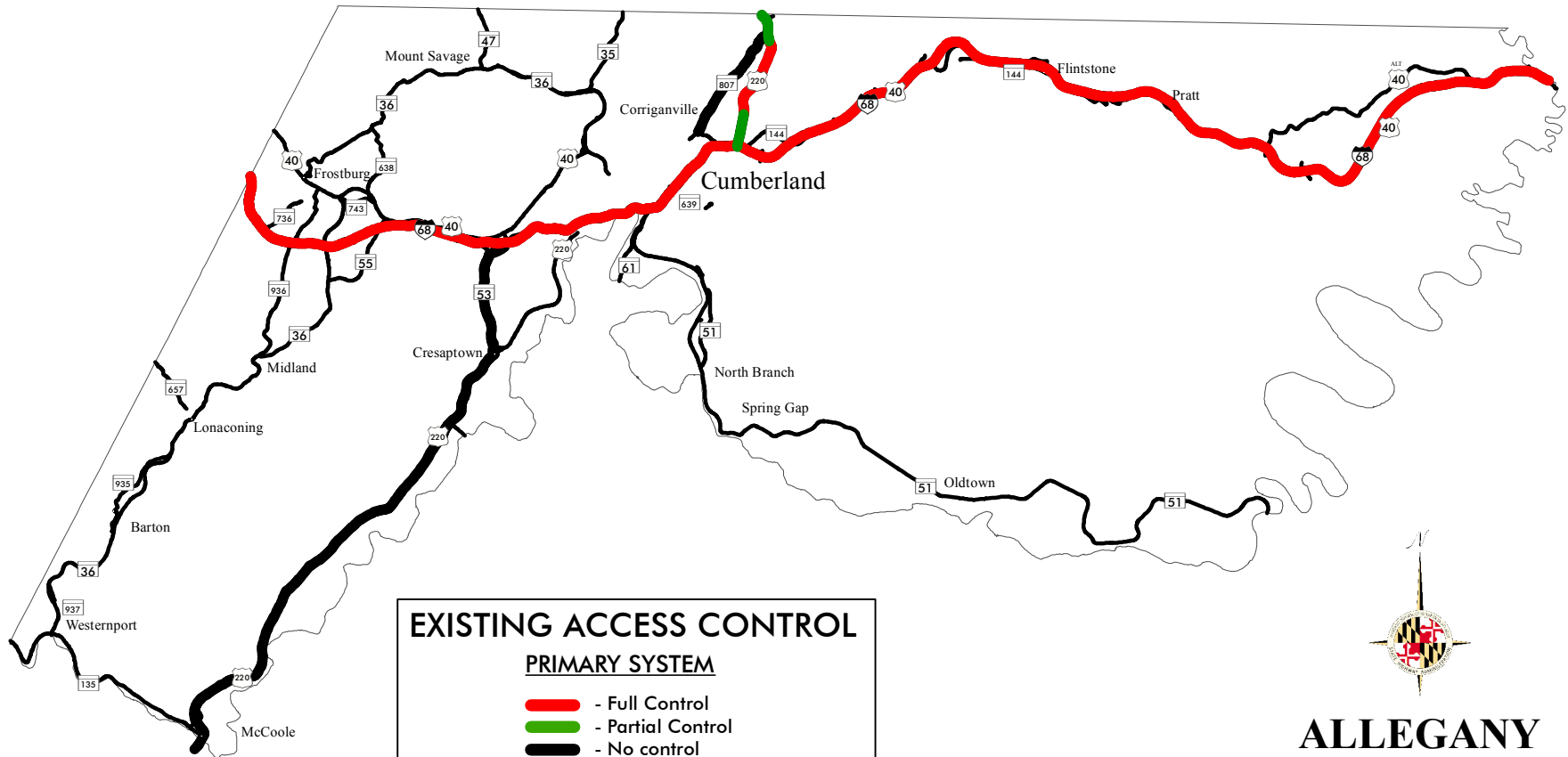


Table 4 Controls on State Primary and Secondary Arterial Systems										
	Full Controls		Partial Controls		Access Controlled		No Controls		Mileage	
	Miles	Percent	Miles	Percent	Miles	Percent	Miles	Percent	Total	Percent
Primary	635.24	99%	223.75	62%	858.99	85%	416.87	18%	1275.86	36.45%
Secondary	8.89	1%	139.49	38%	148.38	15%	1927.98	82%	2224.74	63.55%
Totals	644.13	100%	363.24	100%	1007.37	100%	2344.85	100%	3500.60	100.00%



COUNTY INVENTORY OF SHA ACCESS CONTROLS



EXISTING ACCESS CONTROL

PRIMARY SYSTEM

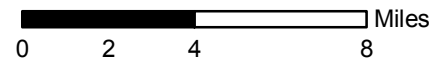
- █ - Full Control
- █ - Partial Control
- █ - No control

SECONDARY SYSTEM

- █ - Full Control
- █ - Partial Control
- █ - No control



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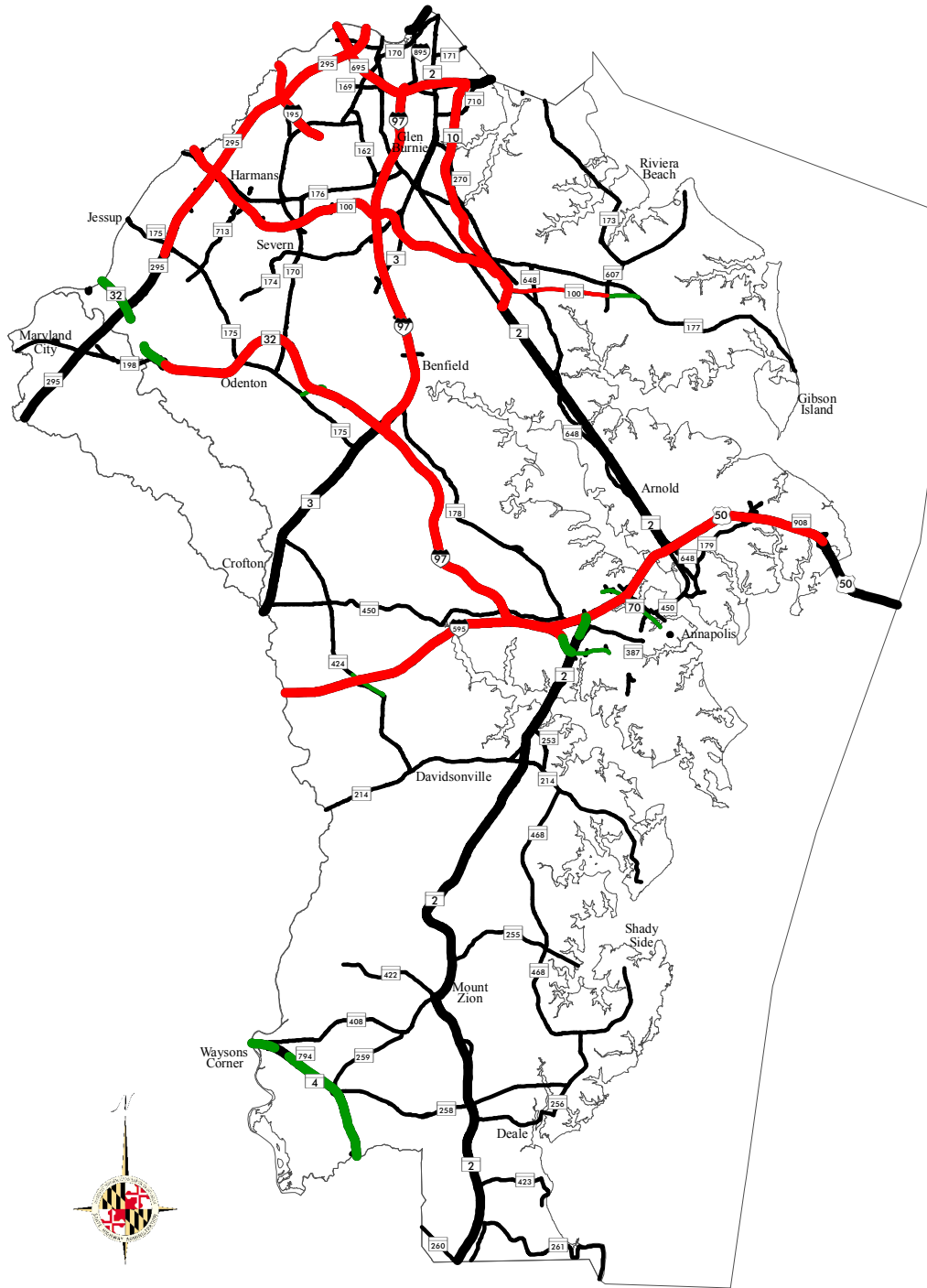
EXISTING CONTROLS OF ACCESS

State Primary System Summary					
Total Mileage =		64.53			
2003 State Functional Classification	Full Controls	Partial Controls	No Controls	Total Mileage	Total Percent
Principal Arterials	41.04	0.86	17.29	59.19	91.72%
Minor Arterials	1.38	0.76	2.35	4.49	6.96%
Collector	0.00	0.00	0.85	0.85	1.32%
Total	42.42	1.62	20.49	64.53	100.00%
Percent	65.74%	2.51%	31.75%	100.00%	

State Secondary System Summary					
Total Mileage =		146.19			
2003 State Functional Classification	Full Controls	Partial Controls	No Controls	Total Mileage	Total Percent
Principal Arterials	0.00	0.00	32.28	32.28	100.00%
Minor Arterials	0.00	0.00	39.33	39.33	100.00%
Collectors	0.00	0.00	53.23	53.23	100.00%
Local	0.00	0.00	21.35	21.35	100.00%
Total	0.00	0.00	146.19	146.19	
Percent	0.00%	0.00%	100.00%	100.00%	

Primary System Breakdown				
Route	Limits	Full Control Length	Partial Control Length	Federal Function
IS 68	Garrett CO/L - Ramp Fr MD 736	1.23	0.00	Rural Interstate
IS 68	Ramp 8 Fr. Md 736 - US 220	14.03	0.00	Urban Interstate
IS 68	US 220 - Washington CO/L	25.01	0.00	Rural Interstate
US 220	MD 144 - Mason Rd	0.00	0.86	Urban OPA
US 220	Mason Rd - Bealls Mill Rd	0.77	0.00	Urban OPA
Tot. Principal Arterial		41.04	0.86	
US 220	Bealls Mill Rd. - S. spur Fr MD 807	1.38		Rural Min Art
US 220	Spur Fr. MD 807 - PA line		0.76	Rural Min Art
Total Minor Arterial		1.38	0.76	
Grand Total		42.42	1.62	

Secondary System Breakdown				
Route	Limits	Full Control Length	Partial Control Length	Federal Function
Principle Arterial			0.00	
Grand Total		0.00	0.00	



EXISTING ACCESS CONTROL

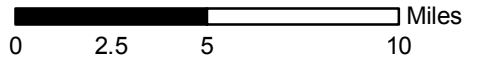
PRIMARY SYSTEM

- █ - Full Control
- █ - Partial Control
- █ - No control

SECONDARY SYSTEM

- █ - Full Control
- █ - Partial Control
- █ - No control

ANNE ARUNDEL COUNTY 2010



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EXISTING CONTROL OF ACCESS

Primary System Summary					
Total Mileage		= 121.60			
State Functional Classification	Full Controls	Partial Controls	No Controls	Total Mileage	Total Percent
Principal Arterials	77.84	7.58	19.99	105.41	86.69%
Minor Arterials	0.00	0.00	16.19	16.19	13.31%
Collector	0.00	0.00	0.00	0.00	0.00%
Total	77.84	7.58	36.18	121.60	100.00%
Percent	64.01%	6.23%	29.75%	100.00%	

Secondary System Summary					
Total Mileage		= 244.97			
State Functional Classification	Full Controls	Partial Controls	No Controls	Total Mileage	Total Percent
Principal Arterials	3.54	2.00	49.83	55.37	22.60%
Minor Arterials		3.09	99.07	102.16	41.70%
Collectors		1.00	58.16	59.16	24.15%
Local			28.28	28.28	11.54%
Total	3.54	6.09	235.34	244.97	100.00%
Percent	1.45%	2.49%	96.07%	100.00%	

Primary System Breakdown				
Route	Limits	Full Control Length	Partial Control Length	Federal Function
I-195	BWI Airport to Balto. CO/L	2.56		Urb Interstate
I-97	I-595 to MD 450	0.48		Urb Interstate
I-97	MD 450 - Ramp 5 FR I-97 SB to Ramp 2 (MD 178)	4.71		Rur Interstate
I-97	Ramp 5 FR I-97 SB to Ramp 2 to I-895A	12.43		Urb Interstate
I-595/(US 50)	PG CO/L to South River	5.26		Rur interstate
I-595/(US 50)	South River to MD 70	5.36		Urb Interstate
I-695	I-97 to Balto CO/L	2.92		Urb Interstate
MD 2	Forest Dr. to I-595/US 50	0.00	0.58	Urban O.P.A.
MD 4	Calvert CO/L to 0.08 mil north of MD 980E	0.00	3.62	Rural O.P.A.
MD 4	RP 4 FR MD MD 980 - to PG County line	0.00	0.67	Rural O.P.A.
MD 10	MD 2 to MD 695	7.17		Urb. FR/EX
MD 32	I-97 to MD 198	8.39		Urb. FR/EX
MD 32	MD 198 to End State maintenace	0.00	0.82	Urb. O.P.A
MD 32	Begin State Maintenance to RP 32-2	0.00	0.11	Urb O.P.A
MD 32	RP-2 to Howard CO/L	0.00	1.28	Urb. FR/EX
MD 100	Howard CO/L to MD 10	10.45		Urb. FR/EX
MD 295	PG CO/L to Baltimore CO/L	8.90		Urb. FR/EX
MD 665	I-595 to 0.16 W. Riva Rd.	1.06		Urb. FR/EX
MD 665	0.16 W. Riva Road to MD 2		0.50	Urb. FR/EX

Primary System Breakdown				
Route	Limits	Full Control Length	Partial Control Length	Federal Function
MD 695	MD 10 I-695	1.72		Urb. FR/EX
US 50	I-595 to MD 908D	6.43		Urb. FR/EX
	Sub total	77.84	7.58	

Secondary System Breakdown				
Route	Limits	Full Control Length	Partial Control Length	Federal Function
MD 100	MD 10 to MD 607	3.54		Urb. FR/EX
MD 100	MD 607 to MD 177		0.88	Urb. FR/EX
MD 665	MD 2 to Forest Dr.		1.12	Urb. FR/EX
	Tot. Principal Arterials	3.54	2.00	
MD 424	MD 909 to Rossback Rd		1.05	Rural Min. Art.
MD 70	E. College Creek to Bestgate Rd		2.04	Urb Min. Art.
	Total Minor arterials	0.00	3.09	
MD 32AA	MD 32 to Burns Corssing Road		0.44	Urban Local
MD 32AA	MD 32 to MD 175 at MD 677		0.56	Urban Collector
	Total Collectors	0.00	1.00	

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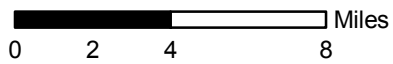
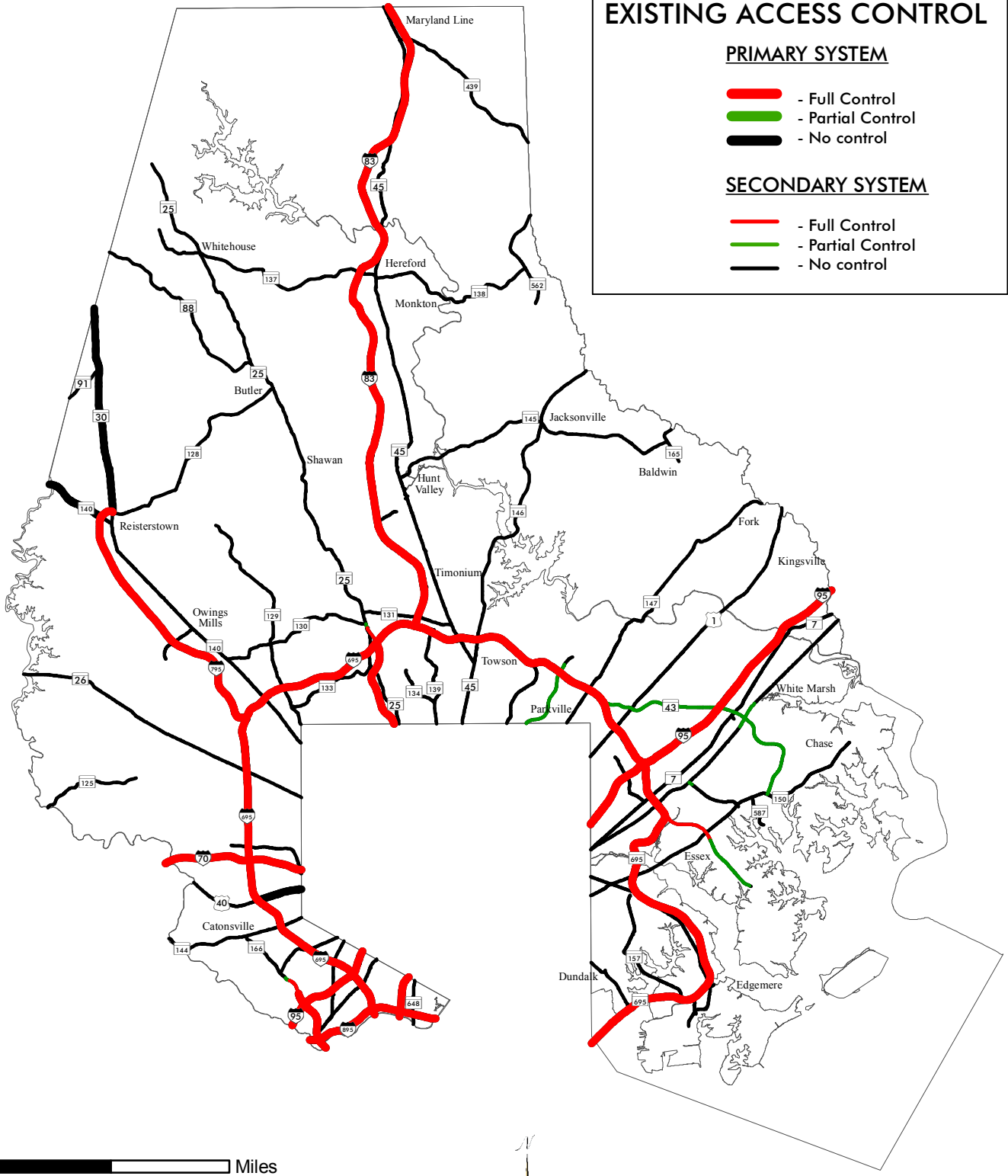
EXISTING ACCESS CONTROL

PRIMARY SYSTEM

- █ - Full Control
- █ - Partial Control
- █ - No control

SECONDARY SYSTEM

- █ - Full Control
- █ - Partial Control
- █ - No control



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EXISTING CONTROL OF ACCESS

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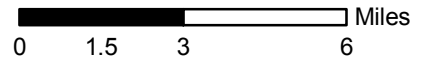
Primary System Summary					
Total Mileage = 130.10					
2003 State Functional Classification	Full Control	Partial Control	No Control	Total Mileage	Total Percent
Principal Arterials	119.44	0.00	10.66	130.10	100%
Minor Arterials				0.00	0.00%
Collector				0.00	0.00%
				0.00	0.00%
	119.44	0.00	10.66	130.10	100.00%
Percent	91.81%	0.00%	8.19%	100.00%	

Secondary System Summary					
Total Mileage = 295.20					
2003 State Functional Classification	Full Control	Partial Control	No Control	Total Mileage	Total Percent
Principal Arterials	3.17	14.40	107.29	124.87	42.30%
Minor Arterials		0.39	101.86	102.25	34.64%
Collectors			67.29	67.29	22.79%
Local		0.00	0.80	0.80	0.27%
Total	3.17	14.79	277.24	295.20	100.00%
Percent	1.07%	5.01%	93.91%	100.00%	

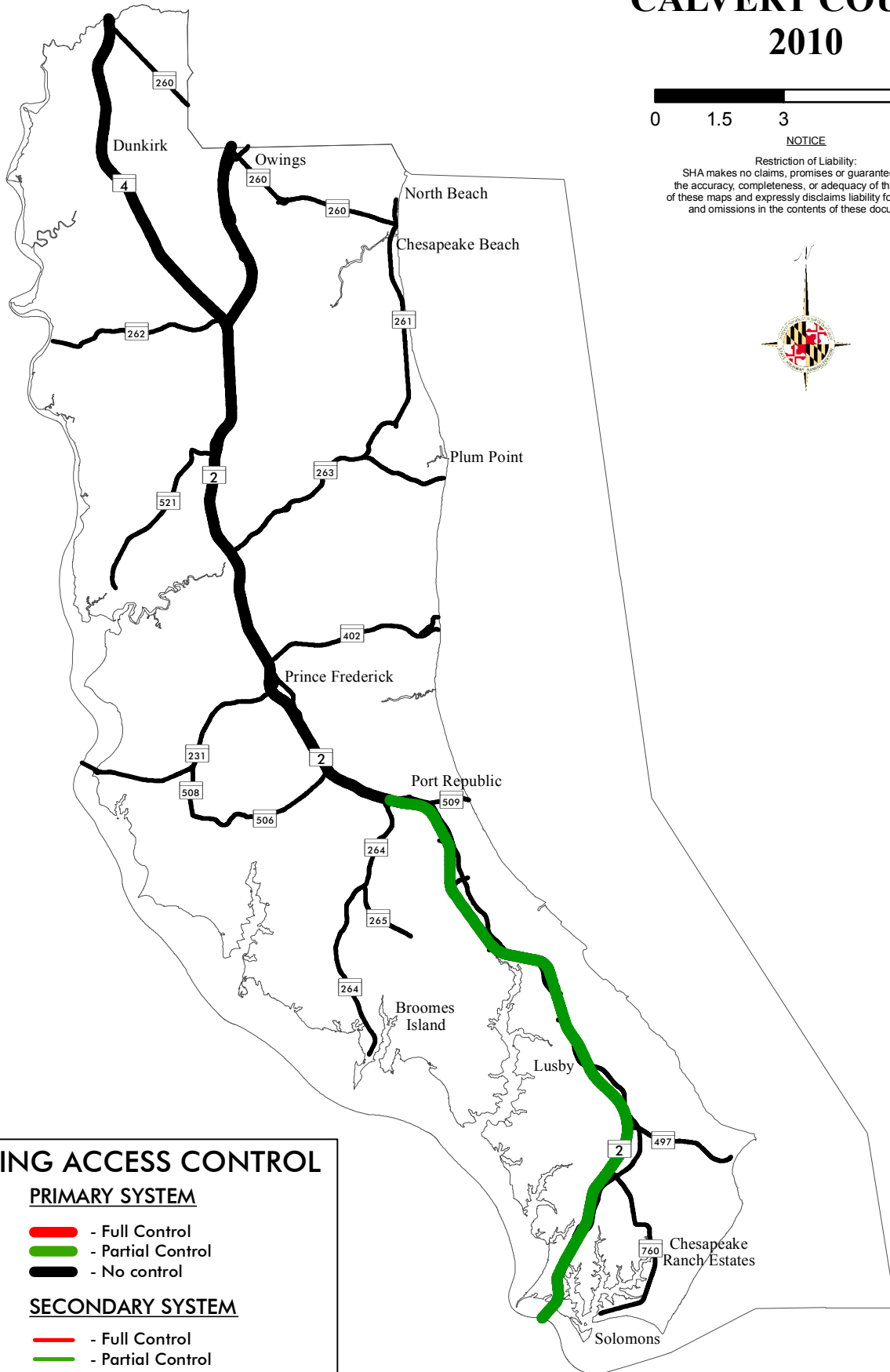
Primary System Breakdown				
Route	Limits	Full Controls Length	Partial Controls Length	Federal Function
I-70	Howard CO/L to Balto City line	4.70		Urban Interstate
I-83	Balto. City line to Shawan Road	10.48		Urban Interstate
I-83	Shawan Road to Downes Road	14.52		Rural Interstate
I-83	Downes Road to PA line	2.80		Urban Interstate
I-95	Howard CO/L to Balto City line	3.62		Urban Interstate
I-95	B/CL to Big Gunpowder Fall (Toll)	20.61		Urban Interstate
I-95	Big Gunpowder Fall to Ha C/L (Toll)	2.24		Rural Interstate
I-195	AA line to I-95	2.15		Urban Interstate
I-695	AA line to I-95	29.17		Urban Interstate
I-795	I-695 to MD 140	8.99		Urban Interstate
I-895	HO CO/L to AA CO/L (Toll)	4.61		Urban FR/EX
MD 295	AA/L to Balto City line	1.42		Urban FR/EX
MD 695	I-695 to 0.25 mi N. MD 151	9.24		Urban FR/EX
MD 695	0.25 mi N. MD 151 to Balto. CI/L (Toll)	4.42		Urban FR/EX
MD 795	MD 140 to MD 30	0.47		Urban FR/EX
Tot. Principal Arterial		119.44	0.00	

Secondary System Breakdown				
Route	Limits	Full Controls Length	Partial Controls Length	Federal Function
MD 25 A	I-695 at I-83 to MD 25	0.58		Urban FR/EX
MD 41	Balto. City line to Jappa Road		2.50	Urban FR/EX
MD 43	I-695 to MD 150.		8.65	Urban FR/EX
MD 139	I-695 to Begin Roundabout		0.07	Urban O.P.A
MD 166	I-95 to Rolling Road	0.56		Urban FR/EX
MD 166	Rolling Road to MD 166		0.16	Urban FR/EX
MD 702	MD 695 to Old Eastern Ave.	2.03		Urban FR/EX
MD 702	Old East Ave to Back River Neck		2.10	Urban FR/EX
US 40	0.11 mi W. of Reames Rd to 0.08 W. MD 43		0.93	Urban O.P.A
Tot. Principal Arterial		3.17	14.40	
MD 25	Jappa Road to MD 130		0.15	Urban Min. Arterial
MD 41	Jappa Road to Satyr Hill Road		0.09	Urban Min. Arterial
MD 700	0.15 mi So. Of US 40 to Ramp 1 FR MD 700		0.15	Urban Min. Arterial
Total Minor arterial			0.39	

CALVERT COUNTY 2010



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EXISTING ACCESS CONTROL

PRIMARY SYSTEM

- █ - Full Control
- █ - Partial Control
- █ - No control

SECONDARY SYSTEM

- █ - Full Control
- █ - Partial Control
- █ - No control

CALVERT COUNTY

Revised 2010

EXISTING CONTROL OF ACCESS

Primary System Summary					
Total Mileage = 40.97					
State Functional Classification	Full Control	Partial Control	No Control	Total Mileage	Total Percent
Principal Arterials		15.12	23.47	38.59	94.19%
Minor Arterials			2.38	2.38	5.81%
Collector				0.00	0.00%
		15.12	25.85	40.97	100.00%
Percent	0.00%	36.91%	63.09%	100.00%	

Secondary System Summary					
Total Mileage = 84.81					
State Functional Classification	Full Control	Partial Control	No Control	Total Mileage	Total Percent
Principal Arterials			12.82	12.82	15.11%
Minor Arterials			8.37	8.54	9.87%
Collectors			45.42	45.42	53.56%
Local			18.20	18.20	21.46%
Total	0.00		84.81	84.81	100.00%
Percent	0.00%	0.0%	100.00%	100.00%	

Primary System Breakdown				
Route	Limits	Full Control Length	Partial Control Length	Federal Function
MD 2/4	MD 4 to MD 2V		1.24	Urban O.P.A
MD 2/4	MD 2V to MD 2U		1.42	Urban FR/EX
MD 2/4	MD 2U to MD 2N		5.15	Rural O.P.A
MD 2/4	MD 2N to Quaker Swamp Br		1.30	Urban FR/ EX
MD 2/4	Quaker Swamp Br to MD 264		5.30	Rural O.P.A
MD 4	ST. Mary's CO/L to MD 2		0.71	Urban O.P.A
Tot. Principal Arterial		0.00	15.12	
Grand Total		0.00	15.12	

Secondary System Breakdown				
Route	Limits	Full Control Length	Partial Control Length	Federal Function
	Total Urban Minor Art.			
Grand Total				

EXISTING ACCESS CONTROL

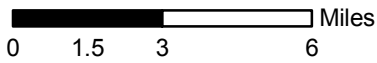
PRIMARY SYSTEM

- █ - Full Control
- █ - Partial Control
- █ - No control

SECONDARY SYSTEM

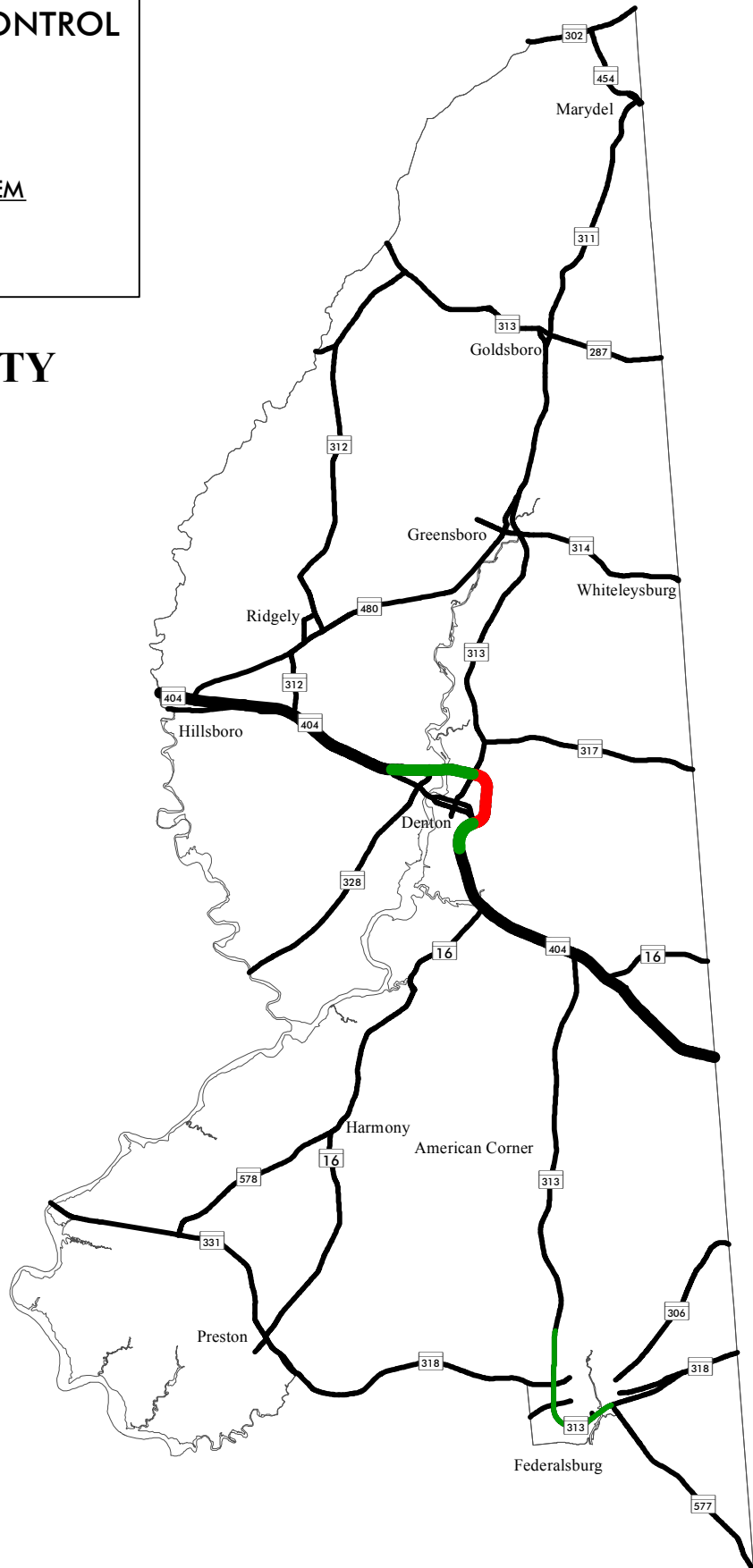
- █ - Full Control
- █ - Partial Control
- █ - No control

CAROLINE COUNTY 2010



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CAROLINE COUNTY

Revised 2010

EXISTING CONTROL OF ACCESS

Primary System Summary					
Total Mileage		= 17.37			
State Functional Classification	Full Control	Partial Control	No Control	Total Mileage	Total Percent
Principal Arterials	1.40	2.56	13.41	17.37	100.00%
Minor Arterials					0.00%
Collector					0.00%
	1.40	2.56	13.41	17.37	100.00%
Percent	8.06%	14.74%	77.20%	100.00%	

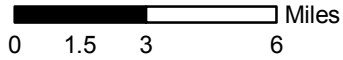
Secondary System Summary					
Total Mileage		= 144.14			
State Functional Classification	Full Control	Partial Control	No Control	Total Mileage	Total Percent
Principal Arterials					
Minor Arterials		3.39	61.23	64.62	44.83%
Collectors			73.45	73.45	50.96%
Local			6.07	6.07	4.21%
Total	0.00	3.39	140.75	144.14	100.00%
Percent	0.00%	2.35%	97.65%	100.00%	

Primary System Breakdown				
Route	Limits	Full Control Length	Partial Control Length	Federal Function
MD 404	MD 404Bus to MD 313		1.83	Rural O. P. A.
MD 404	MD 313 to MD 404Bus	1.40		Rural O. P. A.
MD 404	MD 404Bus to Sharp Road		0.73	Rural O. P. A.
	Tot. Principal Arterials	1.40	2.56	
	Grand Total	1.40	2.56	

Secondary System Breakdown				
Route	Limits	Full Control Length	Partial Control Length	Federal Function
MD 313	MD 313 to Faulkner Branch Bridge		3.39	Rur. Min Art
	Minor Arterials		3.39	
	Grand Total	0.00	3.39	

CARROLL COUNTY

2010



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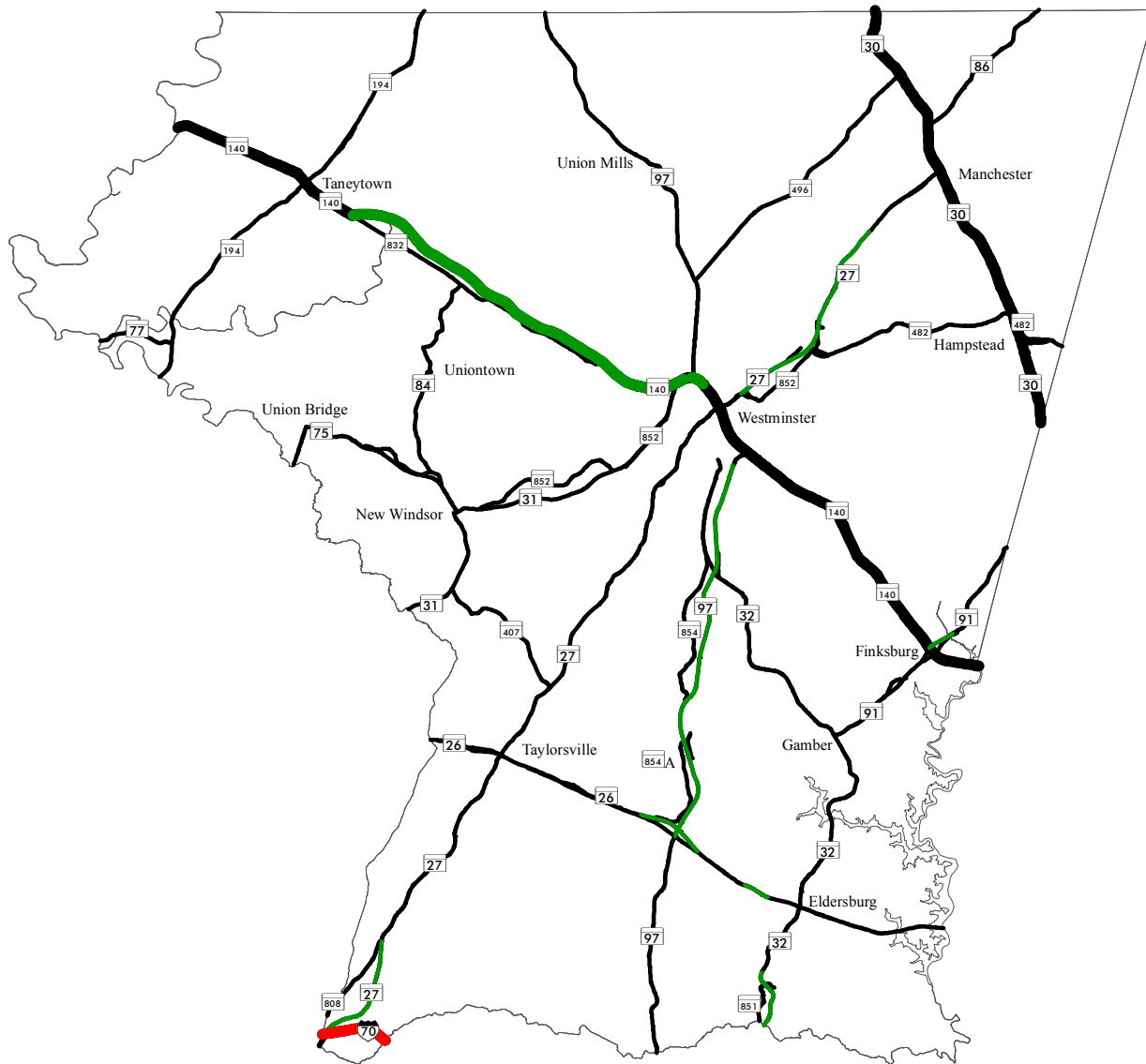
EXISTING ACCESS CONTROL

PRIMARY SYSTEM

- Full Control
- Partial Control
- No control

SECONDARY SYSTEM

- Full Control
- Partial Control
- No control



CARROLL COUNTY

Revised 2010

EXISTING CONTROLS OF ACCESS

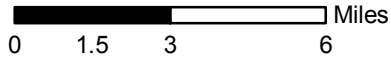
State Primary System Summary					
Total Mileage = 37.47					
State Functional Classification	Full Controls	Partial Controls	No Controls	Total Mileage	Total Percent
Principal Arterials	1.61	9.82	26.04	37.47	100.00%
Minor Arterials				0.00	0.00%
Collector				0.00	0.00%
	1.61	9.82	26.04	37.47	100.00%
Percent	4.30%	26.21%	69.50%	100.00%	

State Secondary System Summary					
Total Mileage = 180.81					
State Functional Classification	Full Controls	Partial Controls	No Controls	Total Mileage	Total Percent
Principal Arterials		9.71	28.12	37.83	20.92%
Minor Arterials		12.14	62.40	74.54	41.22%
Collectors		0.28	38.51	38.79	21.45%
Local		0.00	29.65	29.65	16.40%
Total	0.00	22.13	158.65	180.81	100.00%
Percent	0.00%	12.24%	87.76%	100.00%	

Primary System Breakdown				
Route	Limits	Full Controls Length	Partial Controls Length	Federal Function
I-70	Frederick CO/L to Howard CO/L	1.61		Urban Interstate
MD 140	Sullivan Rd to 0.03 mi N. MD 97		0.31	Urban O.P.A.
MD 140	Corp Lmts Westmister to Pleasant Valley Rd		3.65	Urban O.P.A.
MD 140	Pleasant Valley Rd to Begin Roundabout		5.86	Rural O.P.A.
Tot. Principal Arterial		1.61	9.82	
Grand Total		1.61	9.82	

Secondary System Breakdown				
Route	Limits	Full Controls Length	Partial Controls Length	Federal Function
MD 26	Emerald Lane to Martz Road		0.63	Urb O.P.A.
MD 27	I-70 to Out Corp Lmts MT. Airy		2.38	Urb O.P.A.
MD 27	0.08 mi S. West Branch to MD 27A		2.59	Urb O.P.A.
MD 32	Howard Co/L to 0.57 mi S. of Johnsville Rd		1.45	Urb O.P.A.
MD 97	MD 32 to 0.15 mi S. of E. Main Street		2.66	Urb O.P.A.
Principal Arterial			9.71	
MD 26	Freter Rd to Klee Mill Rd S.		1.69	Rur Min Art
MD 27	Out Corp Lmts MT. Airy to MD 808A		0.50	Rur Min Art
MD 27	MD 27A to Albert Rill Rd		2.66	Rur Min Art
MD 91	MD 140 to Patapsco River		0.57	Urb. Min Art
MD 97	MD 26 to MD 32		6.72	Rur Min Art
Total Minor Arterial			12.14	
MD 91	Patapsco River Bridge to End Bridge		0.09	Rur Maj Col
MD 97	MD 850H to MD 26		0.19	Rur Maj Col
Total Collector			0.28	
Grand Total		0.00	22.13	

CECIL COUNTY 2010



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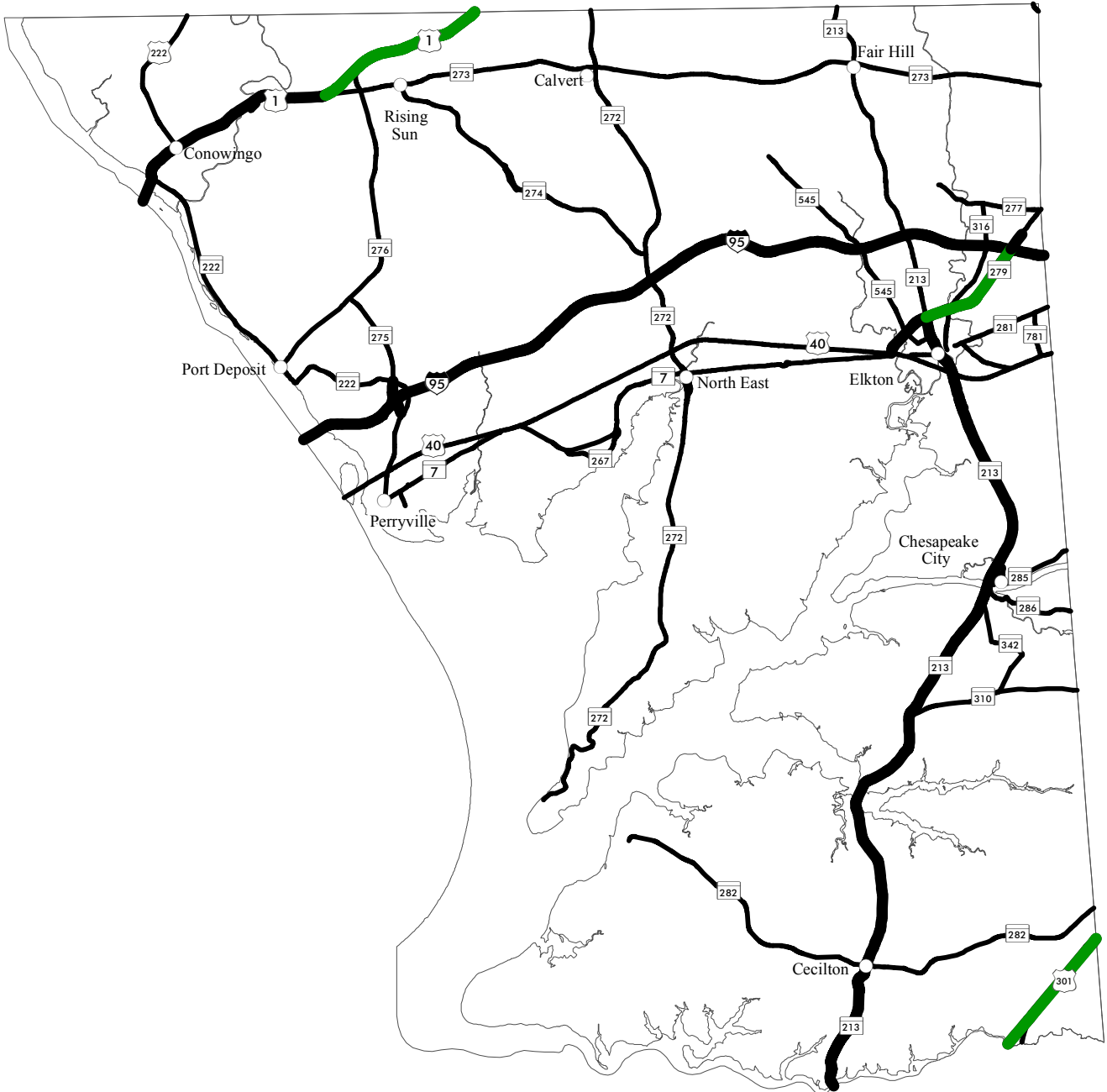
EXISTING ACCESS CONTROL

PRIMARY SYSTEM

- Full Control
- Partial Control
- No control

SECONDARY SYSTEM

- Full Control
- Partial Control
- No control



EXISTING CONTROLS OF ACCESS

CECIL COUNTY

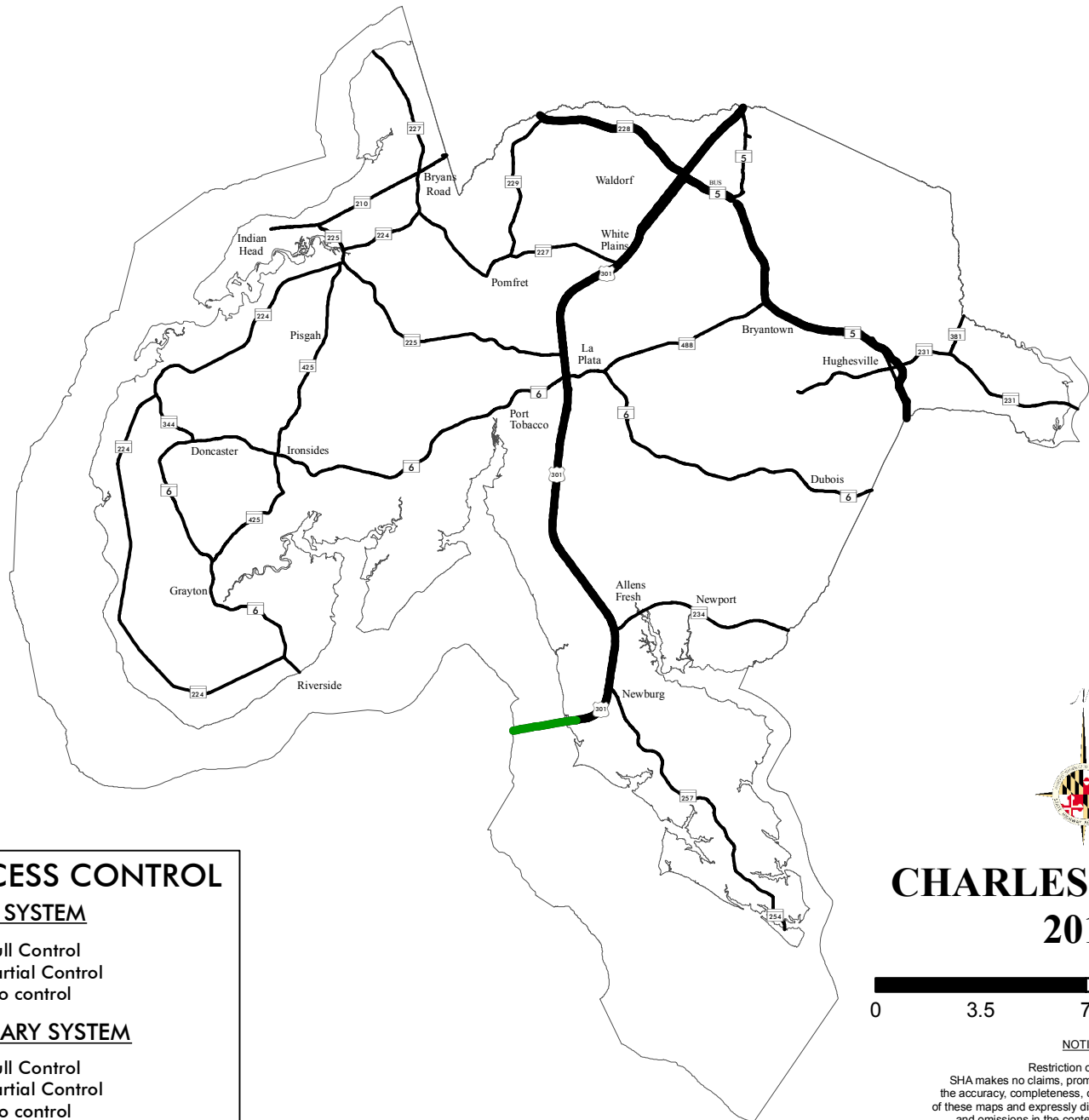
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Primary System Summary					
Total Mileage		= 53.26			
State Functional Classification	Full Control	Partial Control	No Control	Total Mileage	Total Percent
Principal Arterials	18.50	9.80	7.93	36.23	68.02%
Minor Arterials			17.03	17.03	31.98%
Collector			0.00	0.00	0.00%
	18.50	9.80	24.96	53.26	100.00%
Percent	34.74%	18.40%	46.86%	100.00%	

Secondary System Summary					
Total Mileage		= 157.42			
State Functional Classification	Full Control	Partial Control	No Control	Total Mileage	Total Percent
Principal Arterials		4.58	20.87	25.45	16.17%
Minor Arterials		0.00	65.83	65.83	41.82%
Collectors		0.00	58.93	58.93	37.43%
Local			7.21	7.21	4.58%
Total	0.00	4.58	152.84	157.42	100.00%
Percent	0.00%	2.91%	97.09%	100.00%	

Primary System Breakdown				
Route	Limits	Full Controls Length	Partial Controls Length	Federal Function
I-95	Harford CO/L to Frenchtown Rd	1.45		Rural Interstate
I-95	Frenchtown Rd to MD 824A (Toll)	1.30		Urban Interstate
I-95	MD 824A to .14 mi So. Stony Run Crk	5.39		Rural Interstate
I-95	0.14 mi So. Stony Run Crk to NE Crk	1.45		Urban Interstate
I-95	NE Crk to MD 316	7.57		Rural Interstate
I-95	MD 316 to Delaware Line	1.34		Urban Interstate
MD 279	MD 213 to MD 316		0.62	Urb. O. P. A
MD 279	MD 316 to I-95		2.01	Urban OPA FR/EX
US 1	MD 273A to PA line		4.03	Rural O. P. A
US 301	Kent CO/L to Delaware ST/L		3.14	Rural O. P. A
	Tot. Principal Arterial	18.50	9.80	
	Grand Total	18.50	9.80	

Secondary System Breakdown				
Route	Limits	Full Controls Length	Partial Controls Length	Federal Function
MD 222	Ramp 4 from MD 222 NB to MD 824A		0.77	Urb OPA
MD 275	MD 222 to MD 276		2.22	Urb OPA
MD 279	MD 7C to MD 213		1.18	Urb OPA
MD 279	I-95 to Airport Road		0.41	Urb. FR/EX
	Total Principal Arterials		4.58	
	Total Minor Arterials		0.00	
	Grand Total	0.00	4.58	




EXISTING ACCESS CONTROL

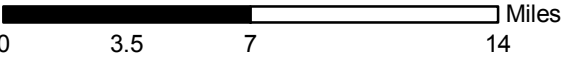
PRIMARY SYSTEM

- █ - Full Control
- █ - Partial Control
- █ - No control

SECONDARY SYSTEM

- █ - Full Control
- █ - Partial Control
- █ - No control


CHARLES COUNTY
2010

 Miles
 0 3.5 7 14

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CHARLES COUNTY

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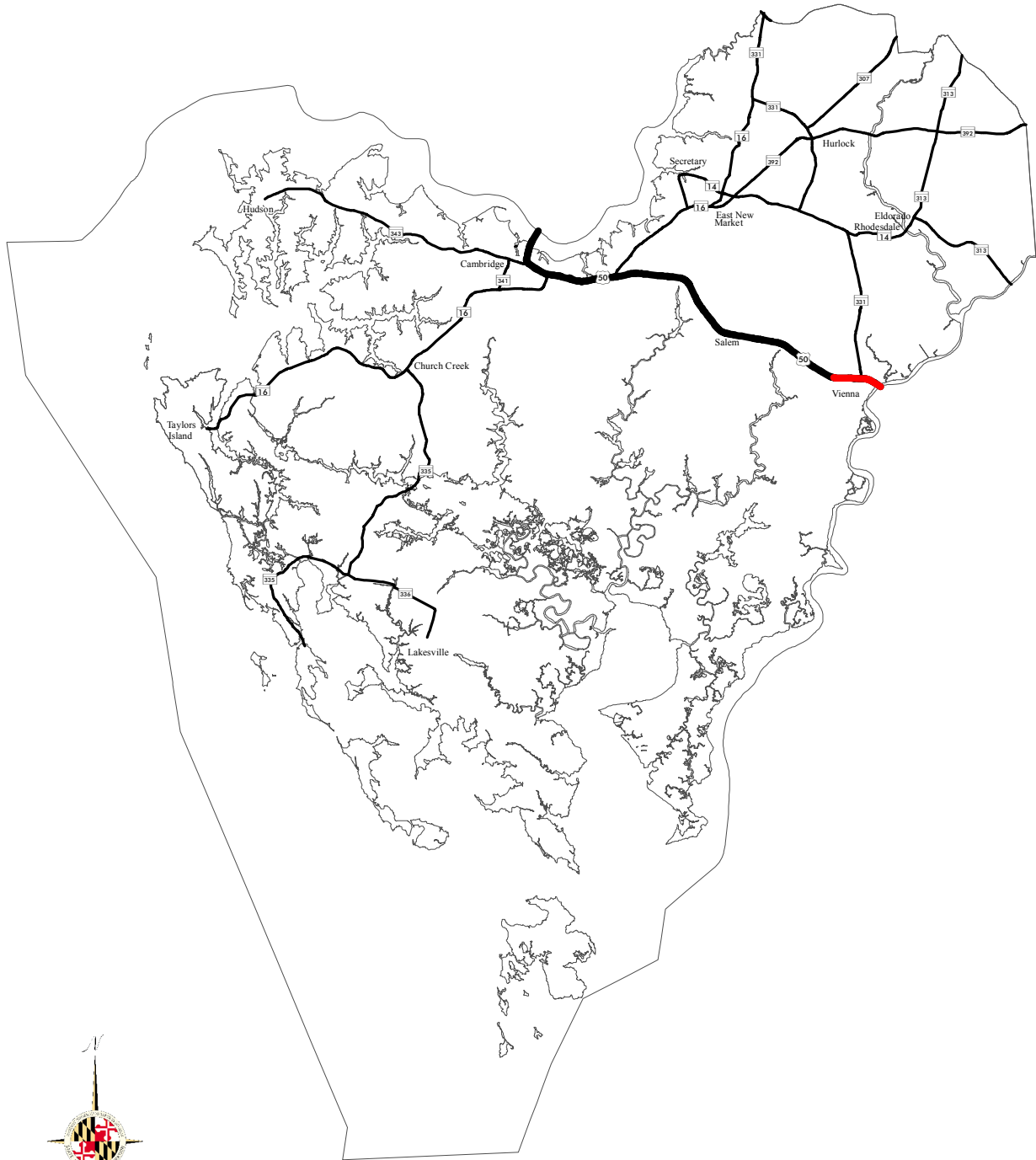
EXISTING CONTROL OF ACCESS

Primary System Summary					
Total Mileage = 44.01					
State Functional Classification	Full Control	Partial Control	No Control	Total Mileage	Total Percent
Principal Arterials		2.17	41.84	44.01	100.00%
Minor Arterials					0.00%
Collector					0.00%
	0.00	2.17	41.84	44.01	100.00%
Percent	0.00%	4.93%	95.07%	100.00%	

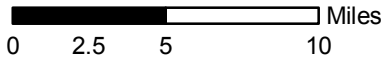
Secondary System Summary					
Total Mileage = 158.47					
State Functional Classification	Full Control	Partial Control	No Control	Total Mileage	Total Percent
Principal Arterials			19.22	19.22	12.13%
Minor Arterials			36.50	36.50	23.03%
Collectors			79.42	79.42	50.12%
Local			23.34	23.34	14.73%
Total	0.00	0.00	158.47	158.47	100.00%
Percent	0.00%	0.00%	100.00%	100.00%	

Primary System Breakdown				
Route	Limits	Full Control	Partial Control	Federal Function
		Length	Length	
US 301	VA line to N. Toll Plaza (Toll)		2.17	Rural O.P.A
	Tot. Principal Arterial	0.00	2.17	
	Grand Total	0.00	2.17	

Secondary System Breakdown				
Route	Limits	Full Control	Partial Control	Federal Function
		Length	Length	
	Total Local	0.00	0.00	
	Grand Total	0.00	0.00	



DORCHESTER COUNTY 2010






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EXISTING ACCESS CONTROL

PRIMARY SYSTEM

-  - Full Control
-  - Partial Control
-  - No control

SECONDARY SYSTEM

-  - Full Control
-  - Partial Control
-  - No control

DORCHESTER COUNTY

Revised 2010

EXISTING CONTROL OF ACCESS

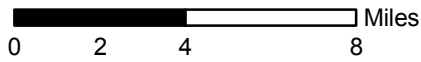
Primary System Summary					
Total Mileage		=		16.90	
State Functional Classification	Full Control	Partial Control	No Control	Total Mileage	Total Percent
Principal Arterials	1.93		14.97	16.90	100.00%
Minor Arterials					0.00%
Collector					0.00%
	1.93	0.00	14.97	16.90	100.00%
Percent	11.42%	0.00%	88.58%	100.00%	

Secondary System Summary					
Total Mileage		=		121.19	
State Functional Classification	Full Control	Partial Control	No Control	Total Mileage	Total Percent
Principal Arterials			5.45	5.45	4.50%
Minor Arterials		0.00	61.19	61.19	50.49%
Collectors			52.75	52.75	43.53%
Local			1.80	1.80	1.49%
Total	0.00	0.00	121.19	121.19	100.00%
Percent	0.00%	0.00%	100.00%	100.00%	

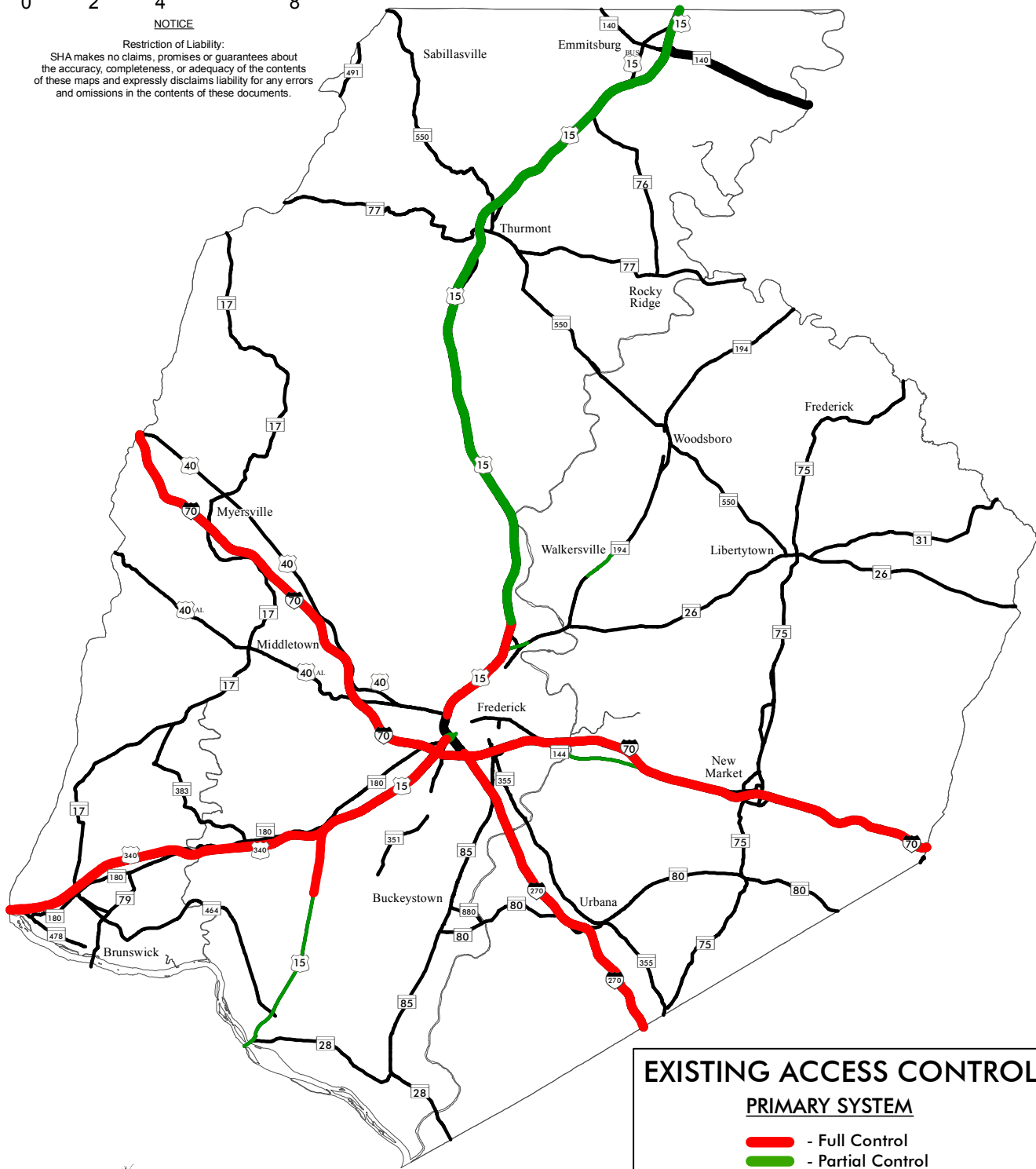
Primary System Breakdown				
Route	Limits	Full Control Length	Partial Control Length	Federal Function
US 50	Old Ocean Gateway to Wicomico County Line	1.93		Rural O.P. A
	Tot. Principal Arterial	1.93	0.00	
	Grand Total	1.93	0.00	

Secondary System Breakdown				
Route	Limits	Full Control Length	Partial Control Length	Federal Function
	Minor Arterial	0.00	0.00	
	Grand Total	0.00	0.00	

FREDERICK COUNTY 2010



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28

EXISTING ACCESS CONTROL

PRIMARY SYSTEM

- █ - Full Control
- █ - Partial Control
- █ - No control

SECONDARY SYSTEM

- █ - Full Control
- █ - Partial Control
- █ - No control



FREDERICK COUNTY

Revised 2010

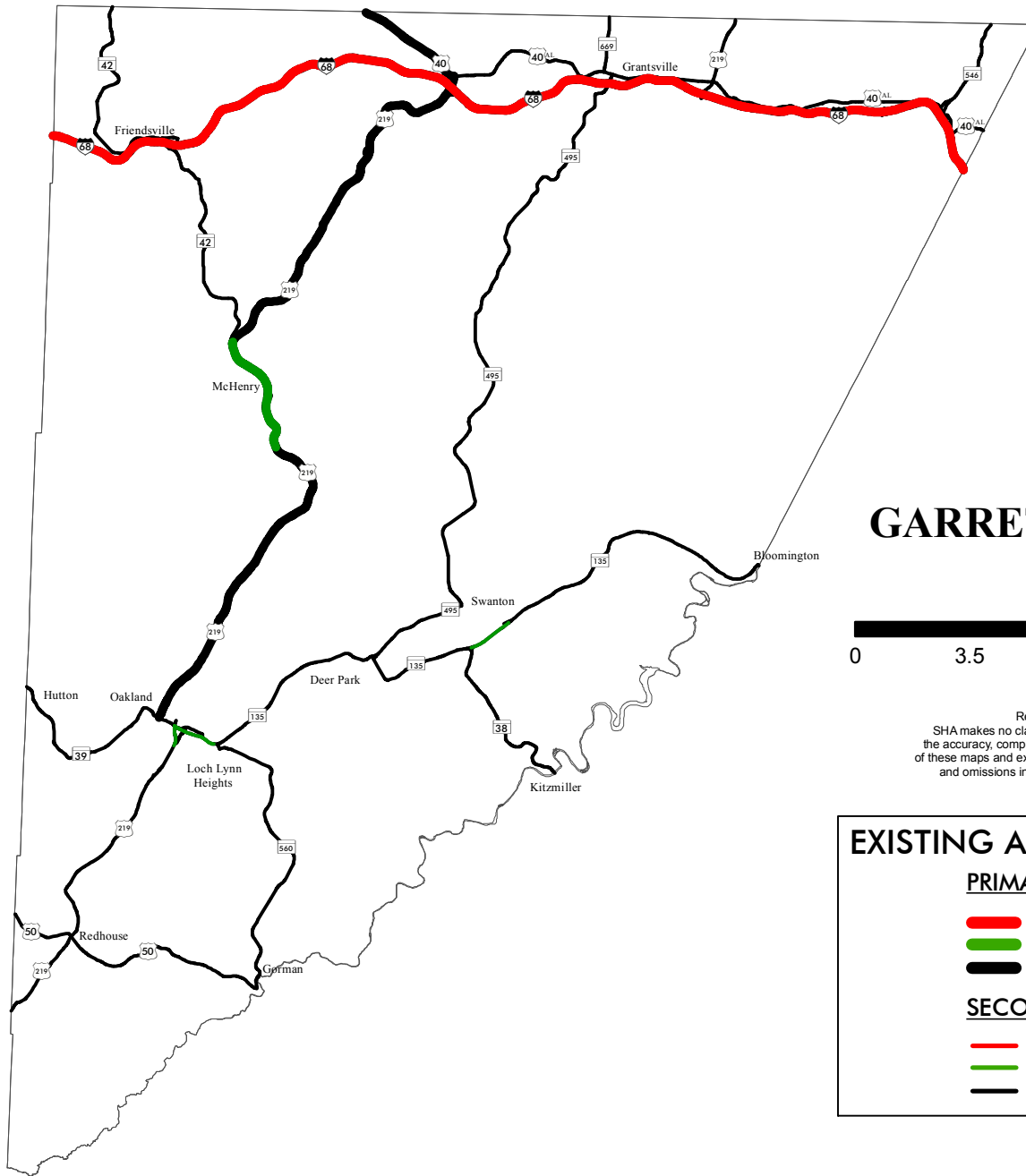
EXISTING CONTROLS OF ACCESS

Primary System Summary					
Total Mileage = 87.35					
State Functional Classification	Full Control	Partial Control	No Control	Total Mileage	Total Percent
Principal Arterials	60.94	21.80	4.61	87.35	100.00%
Minor Arterials					
Collector					
	60.94	21.80	4.61	87.35	100.00%
Percent	69.77%	24.96%	5.28%	100.00%	

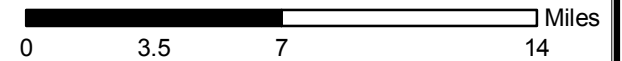
Secondary System Summary					
Total Mileage = 270.79					
State Functional Classification	Full Control	Partial Control	No Control	Total Mileage	Total Percent
Principal Arterials		7.35	21.37	28.72	10.60%
Minor Arterials		2.96	80.61	83.57	30.86%
Collectors		0.00	132.32	132.32	48.87%
Local		0.12	26.06	26.18	9.67%
Total	0.00	10.43	260.36	270.79	100.00%
Percent	0.00%	3.85%	96.15%	100.00%	

Primary System Breakdown				
Route	Limits	Full Control Length	Partial Control Length	Federal Function
I-70	Washington CO/L to Ridge Road	8.87		Rural Interstate
I-70	Ridge Road to Bartholows Road	17.36		Urban Interstate
I-70	Bartholows Road to Carroll CO/L	3.14		Rural Interstate
I-270	Montg. CO/L to Monocacy River	7.39		Rural Interstate
I-270	Monocacy River to I-70	2.70		Urban Interstate
US 15	Mountville Rd to RP US 15SB to US 15NB	6.55		Urban OPA FR/EX
US 15	US 40 to Hayward Road	3.55		Urban OPA FR/EX
US 15	W. Patrick St. to I-270	1.35		Urban OPA FR/EX
US 15	RP From US 15 SB to US 15 SB		0.13	Urban OPA FR/EX
US 15	Hayward Rd to Out Corp Lmts Frederick		0.55	Urban OPA FR/EX
US 15	Out Corp Lmts Frederick to US 15G		10.25	Rural OPA
US 15	US 15G to Roddy Creek Road		3.08	Urban OPA FR/EX
US 15	Roddy Creek Road to PA/L		7.79	Rural O.P.A
US 340	Washington CO/L to Lander Road	8.30		Rural O.P.A
US 340	Lander Road to US 15	1.73		Urban OPA FR/EX
Tot. Principal Arterial		59.21	21.80	

Secondary System Breakdown				
Route	Limits	Full Control Length	Partial Control Length	Federal Function
MD 26	US 15 to MD 850k		0.83	Urb. OPA FR/EX
MD 194	N. Frederick St. to Sandstone Dr.		1.08	Urb. OPA
US 15	Begin bridge in VA to Mountville Rd		5.25	Rural OPA
US 15B	US 40 to S. Jefferson St Ahead		0.19	Urb. OPA
Total Principal Arterial			7.35	
MD 144FA	Ijamsville Rd to I-70		2.96	Urb. Min. Art.
Total Minor Arterial			2.96	
Grand Total			10.31	



GARRETT COUNTY 2010



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EXISTING ACCESS CONTROL	
<u>PRIMARY SYSTEM</u>	
	- Full Control
	- Partial Control
	- No control
<u>SECONDARY SYSTEM</u>	
	- Full Control
	- Partial Control
	- No control

GARRETT COUNTY

EXISTING CONTROLS OF ACCESS

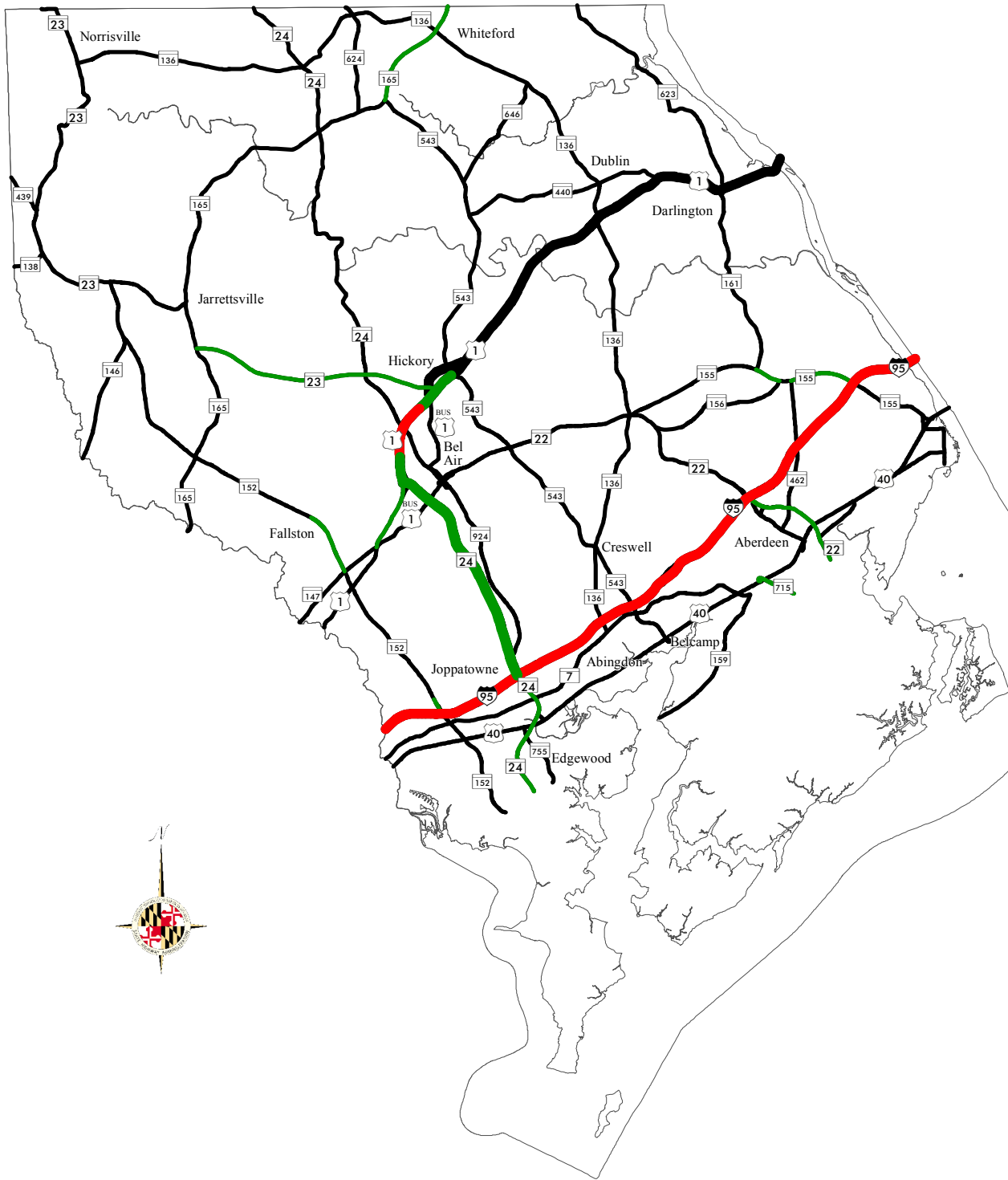
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State Primary System Summary					
Total Mileage =		61.47			
State Functional Classification	Full Controls	Partial Controls	No Controls	Total Mileage	Total Percent
Principal Arterials	31.78	3.88	24.11	59.77	97.23%
Minor Arterials					
Collectors			1.70	1.70	2.76%
	31.78	3.88	25.81	61.47	100.00%
Percent	51.70%	6.30%	41.98%	100.00%	

State Secondary System Summary					
Total Mileage =		134.78			
State Functional Classification	Full Controls	Partial Controls	No Controls	Total Mileage	Total Percent
Principal Arterials			3.55	3.55	2.63%
Minor Arterials		3.38	52.17	55.55	41.22%
Collectors			70.47	70.47	52.29%
Local			5.21	5.21	3.87%
Total	0.00	3.38	131.40	134.78	100.00%
Percent	0.00%	2.51%	97.49%	100.00%	




Primary System Breakdown				
Route	Limits	Full Controls Length	Partial Controls Length	Federal Function
I-68	W.V. Line to Allegany CO/L	31.78		Rural Interstate Rural Other Principal Arterial
US 219	Deep Creek Lake to MD 42		3.88	
	Tot. Principal Arterial	31.78	3.88	
	Grand Total	31.78	3.88	

Secondary System Breakdown				
Route	Limits	Full Controls Length	Partial Controls Length	Federal Function
MD 135	US 219 to Youghiogheny River		1.35	Rur Min Art
MD 135	MD 38A to MD 135C		1.40	
US 219	Youghiogheny River to MD 135		0.63	
	Total Minor Arterials	0.00	3.38	
	Grand Total	0.00	3.38	






EXISTING ACCESS CONTROL

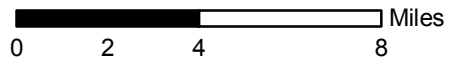
PRIMARY SYSTEM

-  - Full Control
-  - Partial Control
-  - No control

SECONDARY SYSTEM

-  - Full Control
-  - Partial Control
-  - No control

**HARFORD COUNTY
2010**



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HARFORD COUNTY

Revised 2010

EXISTING CONTROLS OF ACCESS

Primary System Summary					
Total Mileage = 41.70					
State Functional Classification	Full Control	Partial Control	No Control	Total Mileage	Total Percent
Principal Arterials	19.96	8.29	11.88	40.12	96.21%
Minor Arterials				0.00	
Collectors			1.58	1.58	3.79%
	19.96	8.29	13.46	41.70	100.00%
Percent	47.86%	19.88%	32.26%	100.00%	

Secondary System Summary					
Total Mileage = 248.47					
State Functional Classification	Full Control	Partial Control	No Control	Total Mileage	Total Percent
Principal Arterials	0.00	15.47	44.77	60.24	24.24%
Minor Arterials		8.98	87.48	96.47	38.83%
Collectors			86.16	86.16	34.68%
Local			5.60	5.60	2.25%
Total	0.00	24.45	224.01	248.47	100.00%
Percent	0.00%	9.84%	90.16%	100.00%	




Primary System Breakdown				
Route	Limits	Full Controls Length	Partial Controls Length	Federal Function
US 1	MD 24E to .06 mi S.W.T Way	1.57		Urban O.P.A
US 1	Water Tower Way to MD 543		1.26	Urban O.P.A
US 1	MD 24 to MD 24E		0.67	Urban O.P.A
MD 24	I-95 to MD 24F		6.02	Urb FR/EX
MD 24	MD 24E to US 1		0.34	Urban O.P.A
I-95	Balt. CO/L to Cecil CO/L (Toll)	18.39		Urb Rur Inter
Tot. Principal Arterial		19.96	8.29	
Grand Total		19.96	8.29	

Secondary System Breakdown				
Route	Limits	Full Controls Length	Partial Controls Length	Federal Function
US 1	MD 147 to MD 24		1.94	Urb. O.P.A
MD 22	I-95 to Pusey Road		3.09	Urb. FR/EX
MD 23	US 1 to High Point Road		4.00	Urb. O.P.A
MD 23	Morse Road to MD 165		1.03	Urb. O.P.A
MD 24	Edgewood Rd. to .24mil s. MD 755		1.46	Urb. O.P.A
MD 24	0.24mi s. MD 755 to I-95		2.19	Urb. FR/EX
MD 152	MD 147 o Old Fallston Road		1.76	Urb. O.P.A
Total Principal Arterial		0.00	6.44	
MD 23	High Point Road to Morse Road		2.81	Rur Min Art
MD 152	I-95 to 0.52 mi S. St. Mary's GC Church		0.45	Rur Min Art
MD 155	0.019 mi W MD 161 MD 156		1.76	Rur Min Art
MD 155	Paradise Rd to I-95		0.79	Rur Min Art
MD 165	MD 543 to PA line		1.77	Rur Min Art
MD 715	US 40 to APG		3.23	Rur Min Art
Total Minor Arterial			10.81	
Grand Total		0.00	17.25	




HOWARD COUNTY 2010

EXISTING ACCESS CONTROL

PRIMARY SYSTEM

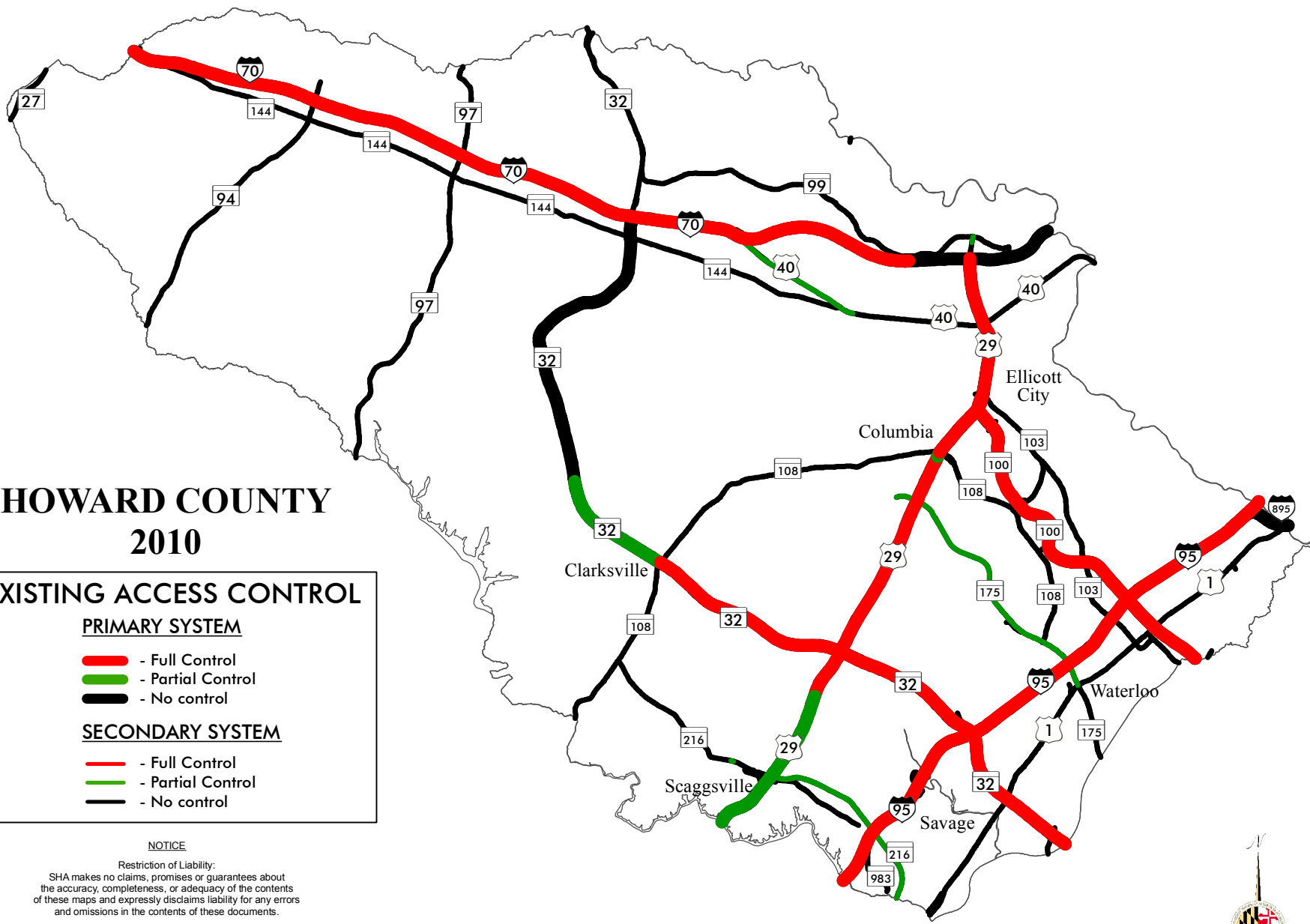
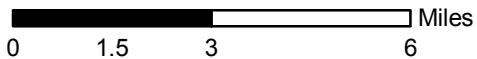
-  - Full Control
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-  - No control

SECONDARY SYSTEM

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HOWARD COUNTY

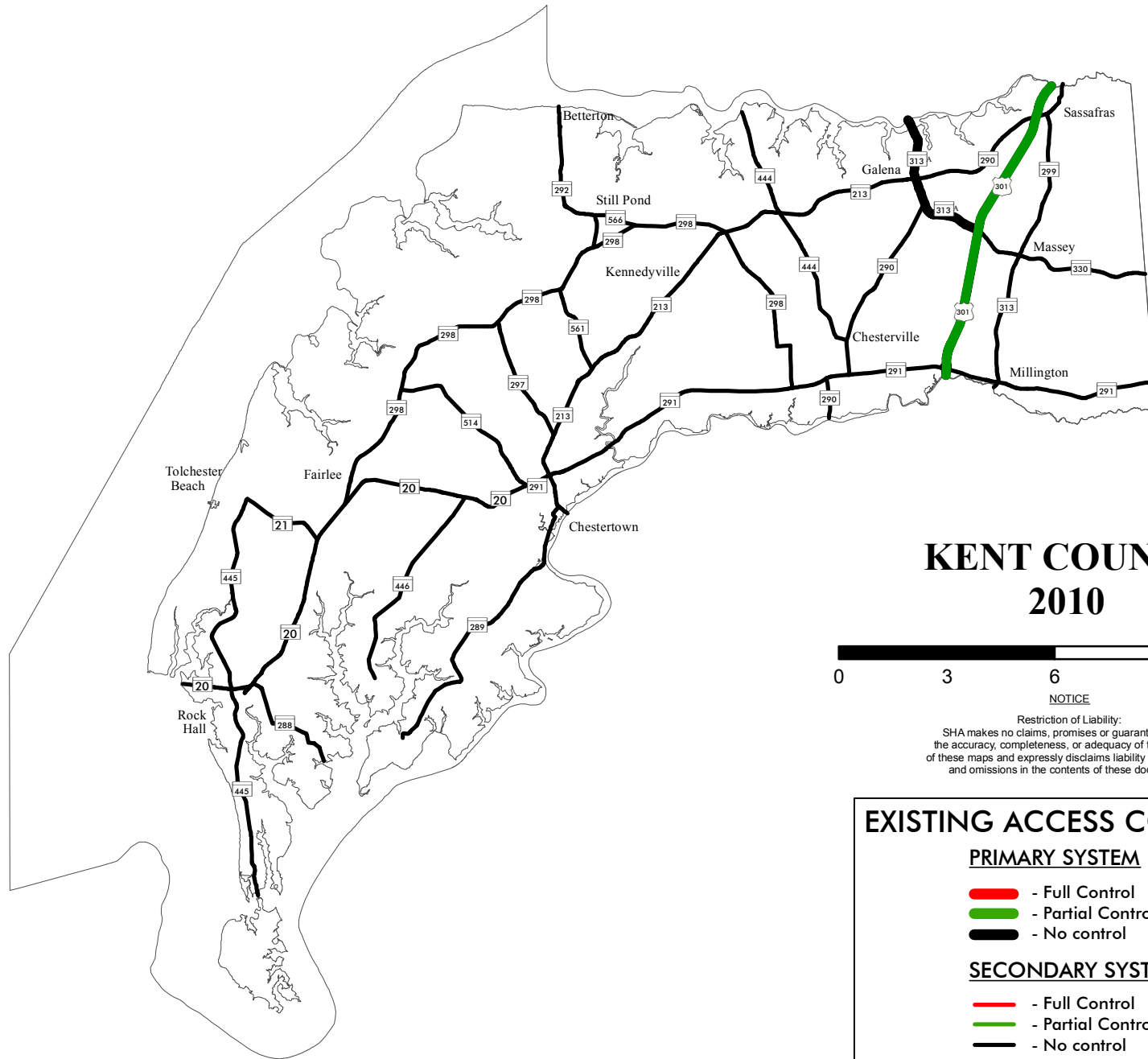
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Primary System Summary					
Total Mileage = 71.26					
State Functional Classification	Full Control	Partial Control	No Control	Total Mileage	Total Percent
Principal Arterials	58.82	5.86	6.58	71.26	100.00%
Minor Arterials					
Collectors					
	58.82	5.86	6.58	71.26	100.00%
Percent	82.54%	8.22%	9.23%	100.00%	

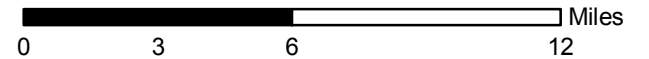
Secondary System Summary					
Total Mileage = 105.13					
State Functional Classification	Full Control	Partial Control	No Control	Total Mileage	Total Percent
Principal Arterials	0.00	1.87	18.94	20.81	19.79%
Minor Arterials		5.19	39.47	44.66	42.48%
Collectors			32.27	32.27	30.70%
Local			7.39	7.39	7.03%
Total	0.00	7.06	98.07	105.13	100.00%
Percent	0.00%	6.72%	93.28%	100.00%	

Primary System Breakdown				
Route	Limits	Full Control Length	Partial Control Length	Federal Function
I-70	Carroll CO/L to MD 94	3.81		Urban Interstate
I-70	MD 94 to 0.11 mi W Marriottsville Rd	9.58		Rural Interstate
I-70	W. Marriottsville Rd to Baltimore CO/L	6.08		Urban Interstate
I-95	PG CO/L to Balto. CO/L	11.59		Urban Interstate
MD 32	AA CO/L to MD 108	10.45		Urban O.P.A. FR/EX
MD 100	US 29 to AA CO/L	7.51		Urban O.P.A. FR/EX
US 29	Middle Patuxent River to 0.1 mi S. MD 108	5.48		Urban O.P.A. FR/EX
US 29	MD 108 to I-70	4.32		Urban O.P.A. FR/EX
MD 32	MD 108 to 0.43 N. of West Linden Church Rd		2.49	Rural O.P.A.
US 29	Montgomery CO/L to Middle Patuxent River		3.27	Urban O.P.A. FR/EX
US 29	Ramp 5 FR US 29 to M D 108		0.10	Urban O.P.A. FR/EX
Tot. Principal Arterial		58.82	5.86	
Grand Total		58.82	5.86	

Secondary System Breakdown				
Route	Limits	Full Control Length	Partial Control Length	Federal Function
MD 175	US 1 to US 29		5.23	Urban O.P.A. FR/EX
US 29	0.13 mi S. MD 99 to MD 99		0.13	Urban O.P.A. FR/EX
US 40	Marriottsville Rd to MD 144A		1.74	Urban O.P.A.
Total Principal Arterial		0.00	7.10	
MD 175	US 29 to Little Patuxent Pkwy		0.42	Urban Minor Arterial
MD 216	PG CO/L to 0.03 mi S. MD 216G		3.88	Urban Minor Arterial
MD 216	0.277 mi N. MD 216H to FE School		0.05	Urban Minor Arterial
US 40	I-70 to Marriottsville Road		0.85	Rural Minor Arterial
Total Minor Arterial			0.90	
MD 100V	RP100-7 to RP100-6		0.04	urban Local
Total Local			0.04	
Grand Total		0.00	8.00	



KENT COUNTY 2010



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EXISTING ACCESS CONTROL

PRIMARY SYSTEM

- █ - Full Control
- █ - Partial Control
- █ - No control

SECONDARY SYSTEM

- █ - Full Control
- █ - Partial Control
- █ - No control



EXISTING CONTROLS OF ACCESS

Primary System Summary					
Total Mileage = 13.07					
State Functional Classification	Full Control	Partial Control	No Control	Total Mileage	Total Percent
Principal Arterials	0.00	8.79		8.79	67.25%
Minor Arterials			4.28	4.28	32.75%
Collectors					0.00%
	0.00	8.79	4.28	13.07	100.00%
Percent	0.00%	67.25%	32.75%	100.00%	

KENT COUNTY

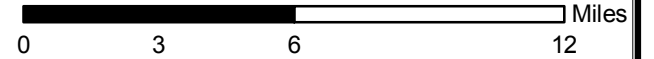
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Secondary System Summary					
Total Mileage = 152.03					
State Functional Classification	Full Control	Partial Control	No Control	Total Mileage	Total Percent
Principal Arterials	0.00	0.00	2.57	2.57	1.69%
Minor Arterials		0.00	29.05	29.05	19.11%
Collectors			109.10	109.10	71.76%
Local			11.31	11.31	7.44%
Total	0.00	0.00	152.03	152.03	100.00%
Percent	0.00%	0.00%	100.00%	100.00%	

Primary System Breakdown				
Route	Limits	Full Controls Length	Partial Controls Length	Federal Function
US 301	Queen Anne's CO/L to Cecil line		8.79	Rural Prin. Arterial
	Tot. Principal Arterial	0.00	8.79	
	Grand Total	0.00	8.79	

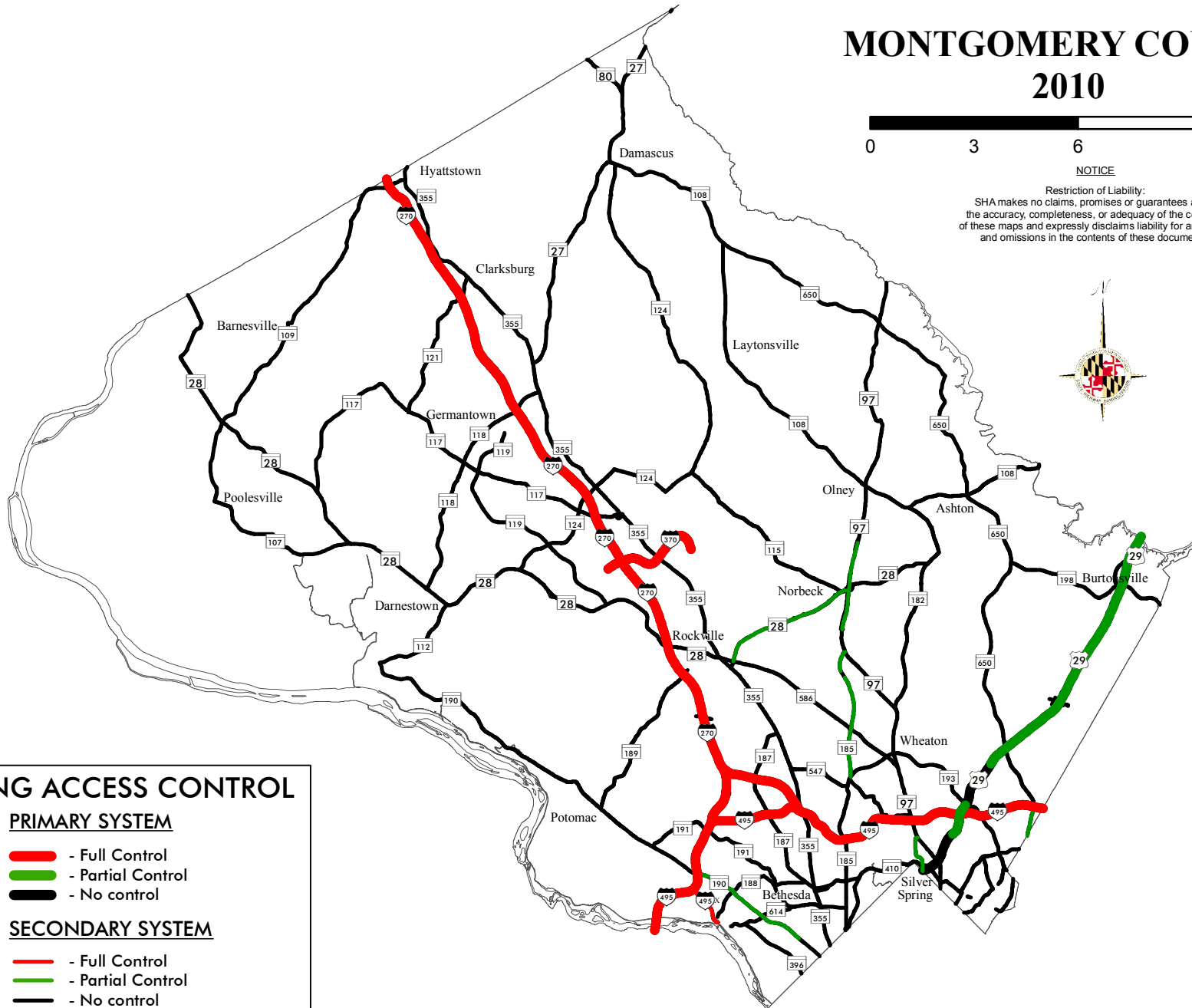
Secondary System Breakdown				
Route	Limits	Full Controls Length	Partial Controls Length	Federal Function

MONTGOMERY COUNTY 2010



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EXISTING ACCESS CONTROL

PRIMARY SYSTEM

- Full Control
- Partial Control
- No control

SECONDARY SYSTEM

- Full Control
- Partial Control
- No control

MONTGOMERY COUNTY

EXISTING CONTROL OF ACCESS

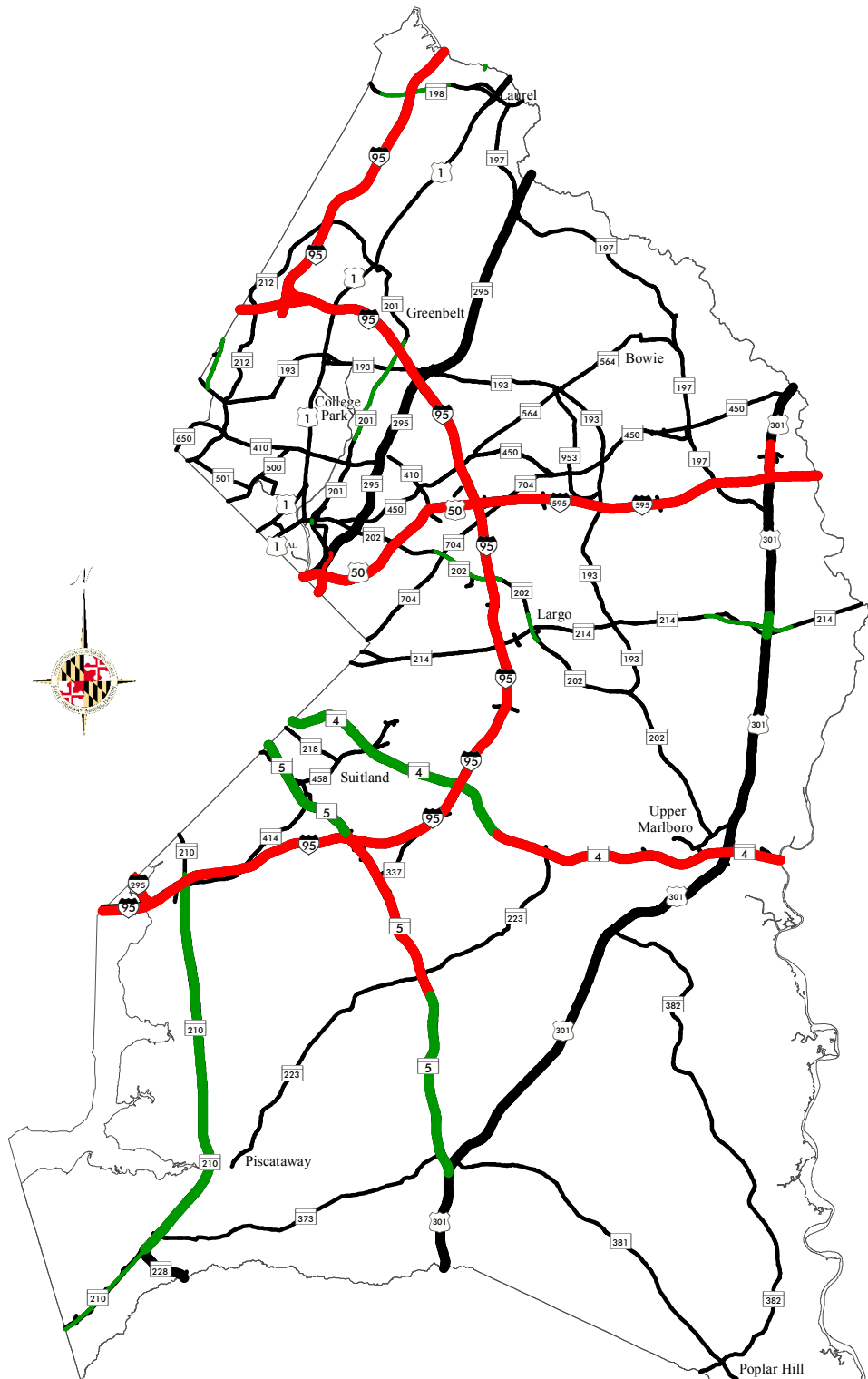
Revised 2010

Primary System Summary					
Total Mileage		= 53.78			
State Functional Classification	Full Control	Partial Control	No Control	Total Mileage	Total Percent
Principal Arterials	41.82	9.06	2.90	53.78	100.00%
Minor Arterials					0.00%
Collectors					0.00%
	41.82	9.06	2.90	53.78	100.00%
Percent	77.76%	16.84%	5.39%	100.00%	

Secondary System Summary					
Total Mileage		= 305.76			
State Functional Classification	Full Control	Partial Control	No Control	Total Mileage	Total Percent
Principal Arterials	1.55	15.79	132.11	149.45	48.88%
Minor Arterials			99.08	99.08	32.40%
Collectors			48.02	48.02	15.71%
Local			9.22	9.22	3.01%
Total	1.55	15.79	288.42	305.76	100.00%
Percent	0.51%	5.16%	94.33%	100.00%	

Primary System Breakdown				
Route	Limits	Full Control Length	Partial Control Length	Federal Function
I-270	I-495 to MD 121	18.43		Urban Interstate
I-270	MD 121 to Fred CO/L	4.08		Rural Interstate
I-270Y	I-495 to I-270	1.80		Urban Interstate
I-370	RP270-1 to RP370-4	3.13		Urban Interstate
I-495	Begin Br. VA to PG CO/L	14.38		Urban Interstate
US 29	Sligo Crk Pkwy to .1 mi N Lanark Way		0.96	Urb. O.P.A.
US 29	Southwest Dr. to MD 650		0.61	Urb. O.P.A.
US 29	MD 650 to Howard County line		7.49	Urb. Frwy/Expwy
	Tot. Principal Arterials	41.82	9.06	
	Grand Total	41.82	9.06	

Secondary System Breakdown				
Route	Limits	Full Control Length	Partial Control Length	Federal Function
I-495X	Clara Barton Pkwy to I-495	1.50		Urb. Frwy/Expwy
MD 28	MD 586 to MD 97		4.16	Urb. O.P.A.
MD 97	Bel Pre Rd to 0.09 mi S of MD 97A		2.54	Urb. O.P.A.
MD 185	MD 193 to 0.04 N. of mi Crossover		2.95	Urb. O.P.A.
MD 185	0.25 mi N. of crossover to MD 97		0.60	Urb. O.P.A.
MD 187B	Begin Bridge to RP270-8	0.05		Urban Local
MD 190	RP495-11 to Clipper Lane		3.57	Urb. O.P.A.
MD 390	Wash D.C. line to MD 97		1.09	Urb. O.P.A.
MD 650	PG CO/L to I-495		0.88	Urb. O.P.A.
	Total Principal Arterials	1.55	15.79	
	Grand Total	1.55	15.79	



EXISTING ACCESS CONTROL

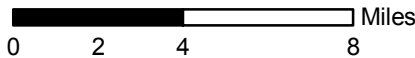
PRIMARY SYSTEM

- █ - Full Control
- █ - Partial Control
- █ - No control

SECONDARY SYSTEM

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- █ - No control

PRINCE GEORGE'S COUNTY 2010



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PRINCE GEORGE'S COUNTY

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EXISTING CONTROLS OF ACCESS

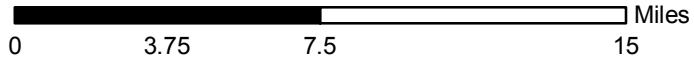
Primary System Summary					
Total Mileage =		116.68			
State Functional Classification	Full Control	Partial Control	No Control	Total Mileage	Total Percent
Principal Arterials	65.86	25.20	25.62	116.68	100.00%
Minor Arterials					0.00%
Collectors					0.00%
	65.86	25.20	25.62	116.68	100.00%
Percent	56.44%	21.60%	21.96%	100.00%	

Secondary System Summary					
Total Mileage =		227.59			
State Functional Classification	Full Control	Partial Control	No Control	Total Mileage	Total Percent
Principal Arterials	0.63	12.96	105.79	119.38	52.45%
Minor Arterials		1.06	58.70	59.76	26.26%
Collectors			42.05	42.05	18.48%
Local			6.40	6.40	2.81%
Total	0.63	14.02	212.94	227.59	100.00%
Percent	0.28%	6.16%	93.56%	100.00%	

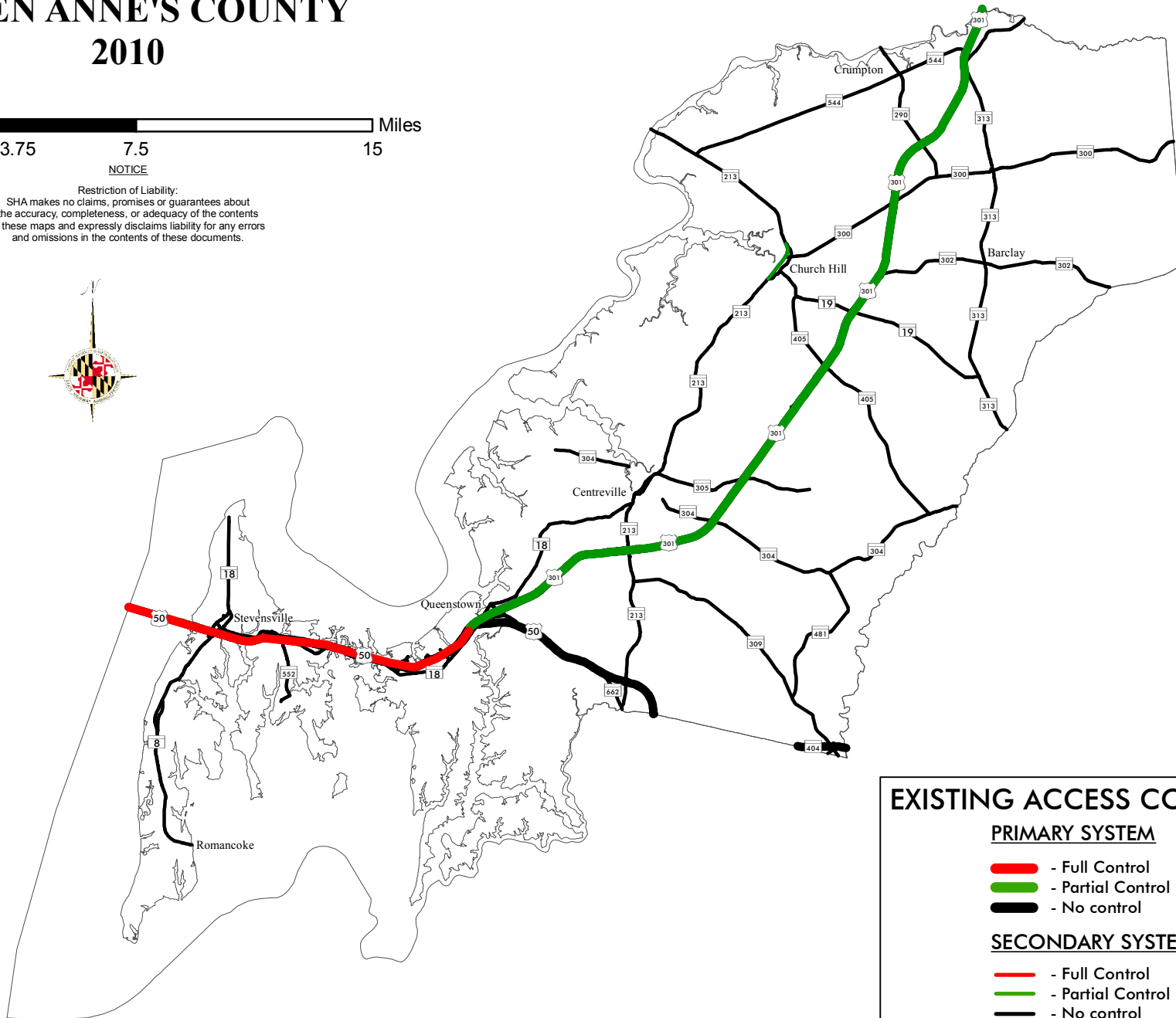
Primary System Breakdown				
Route	Limits	Full Control Length	Partial Control Length	Federal Function
I-95	Virgina ST/L to Howard CO/L	34.10		Urban Interstate
I-95X	Entrance P & N Ride to Exit 27	0.96		Urban Interstate
I-295	I-95 to Washington D.C. line	0.80		Urban Interstate
I-495	Montgomery line to I-95	1.75		Urban Interstate
I-595 (US 50)	I-95 to US 301	8.08		Urban Interstate
I-595 (US 50)	US 301 to Anne Arundel CO/L	1.27		Rural Interstate
MD 3	I-595 (US 50) to .21 mi S. of MD 3E	0.84		Urban O.P.A
MD 4	AA line to US 301	1.43		Rur. O.P.A
MD 4	US 301 to MD 4PB	6.25		Urb. O.P.A. FR/EX
MD 4	MD 4PB to DC line		6.610	Urb. O.P.A. FR/EX
MD 5	US 301 to MD 373		0.510	Rural O.P.A.
MD 5	MD 373 to S. Piscataway Creek		4.220	Urb. O.P.A. FR/EX
MD 5	S. Piscataway Creek to Spur to MD 535A	4.85		Urb. O.P.A. FR/EX
MD 5	MD 535A to S. of MD 637		3.140	Urb. O.P.A. FR/EX
MD 201	Washington D.C. line to US 50	0.49		Urb. O.P.A. FR/EX
MD 210	MD 228 to Piscataway Creek bridge		10.212	Urb. O.P.A. FR/EX
US 50	Washington D.C. line to I-95	5.04		Urb. O.P.A. FR/EX
US 301	S. MD 978B to S. Pennsbury Dr.		0.511	Urb. O.P.A.
	Tot. Principal Arterial	65.86	25.203	
	Grand Total	65.86	25.203	

Secondary System Breakdown				
Route	Limits	Full Control Length	Partial Control Length	Federal Function
MD 198	Bauer Lane to Van Dusen Road		1.79	Urb. O.P.A.
MD 201	US 50 to MD 295	0.63		Urb. O.P.A.
MD 201	RP201-6 to MD 450		0.09	Urb. O.P.A.
MD 201	Savis Ave to Old Calvert Road		0.40	Urb. O.P.A.
MD 201	Old Calvert Road to I-95		2.20	Urb. O.P.A. Fr/EX
MD 202	MD 977F to Lake Arbor Way		0.78	Urb. O.P.A.
MD 202	S. McCormick Dr. to S. MD 977H		1.92	Urb. O.P.A. Fr/EX
MD 210	Charles County line to MD 228		2.90	Urb. O.P.A. Fr/EX
MD 214	W. Jared Rd. to US 301		1.50	Urb. O.P.A.
MD 337	Begin State Maintenance to MD 4		0.07	Urb. O.P.A. Fr/EX
MD 650	MD 193 to Montgomery C/O line		1.31	Urb. O.P.A.
	Total Principal Arterial	0.63	12.96	
MD 201	I-95 to Crescent Road		0.28	Urb. Min. Arterial
MD 210	I-95 to RP - 95-2		0.23	Urb. Min. Arterial
MD 214	US 301 (SB/L)		0.45	Urb. Min. Arterial
MD 216	Main Street to Howard County line		0.10	Urb. Min. Arterial
	Total Minor Arterial		1.06	
	Grand Total	0.63	14.02	

QUEEN ANNE'S COUNTY 2010



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EXISTING ACCESS CONTROL

PRIMARY SYSTEM

- █ - Full Control
- █ - Partial Control
- █ - No control

SECONDARY SYSTEM

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- █ - Partial Control
- █ - No control

QUEEN ANNE'S COUNTY

Revised 2010

EXISTING CONTROL OF ACCESS

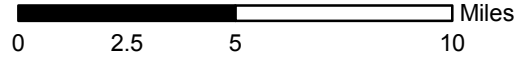
Primary System Summary					
Total Mileage = 47.89					
State Functional Classification	Full Control	Partial Control	No Control	Total Mileage	Total Percent
Principal Arterials	12.05	27.67	8.17	47.89	100.00%
Minor Arterials					0.00%
Collectors					0.00%
	12.05	27.67	8.17	47.89	100.00%
Percent	25.16%	57.78%	17.06%	100.00%	

Secondary System Summary					
Total Mileage = 166.75					
State Functional Classification	Full Control	Partial Control	No Control	Total Mileage	Total Percent
Principal Arterials	0.00	0.00	0.43	0.43	0.26%
Minor Arterials		1.33	36.86	38.19	22.90%
Collectors		0.00	116.53	116.53	69.88%
Local			11.60	11.60	6.96%
Total	0.00	1.33	165.42	166.75	100.00%
Percent	0.00%	0.80%	99.20%	100.00%	

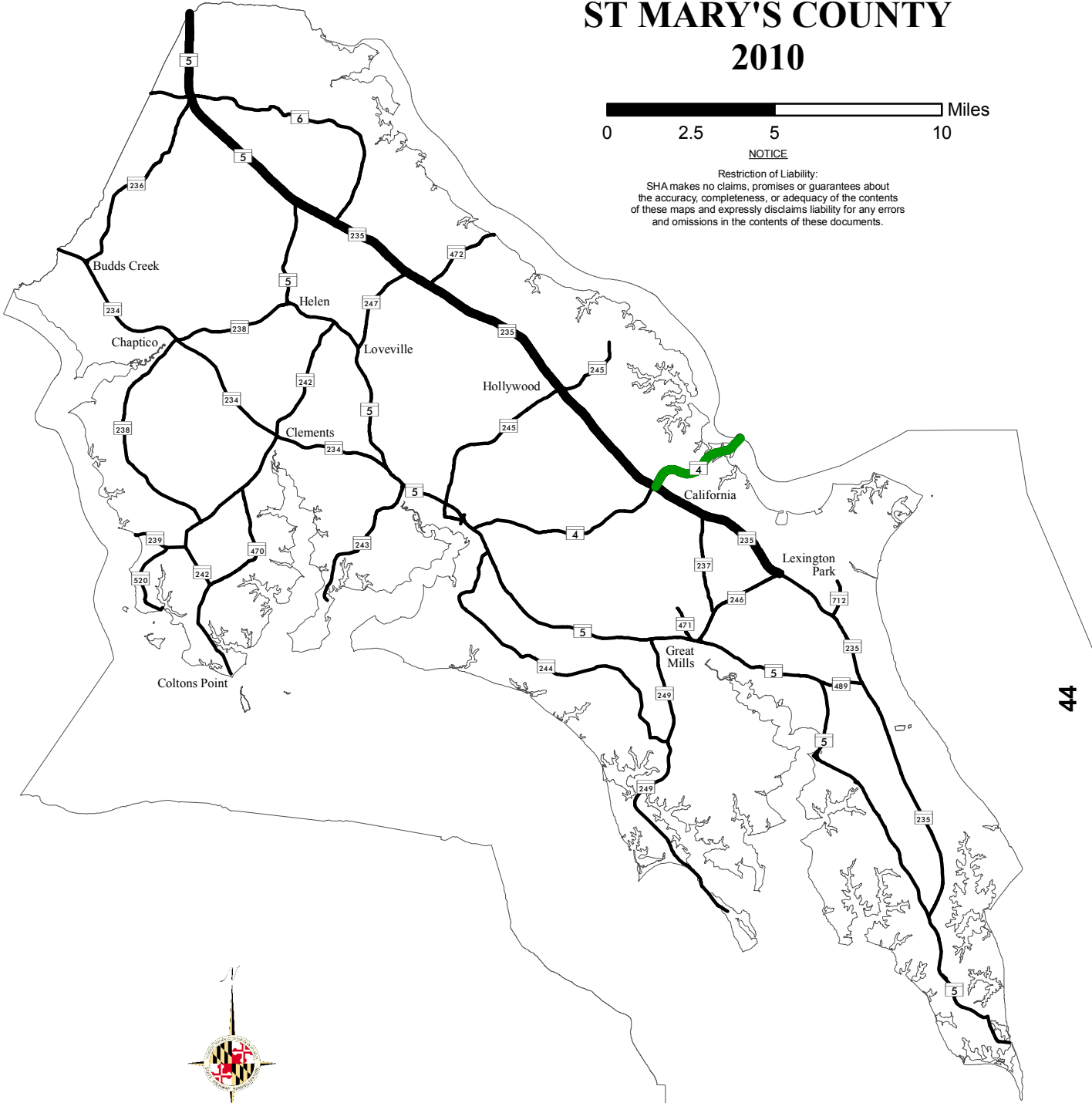
Primary System Breakdown				
Route	Limits	Full Controls Length	Partial Controls Length	Federal Function
US 50	AA CO/L to W. of MD 8 (Toll)	2.53		Rural Principal Art.
US 50	End Toll Maintenance to MD 8	0.42		Rural Principal Art.
US 50	MD 8 to Cox Neck Rd.	1.76		Rural Principal Art.
US 50	Cox Neck Road to MD 18B	7.34		Rur. O.P.A.
US 301	US 50 to Kent County line		27.67	Rur. O.P.A.
	Tot. Principal Arterial	12.05	27.67	
	Grand Total	12.05	27.67	

Secondary System Breakdown						
Route	Limits	Begin Mile Point	End Mile Point	Full Controls Length	Partial Controls Length	Federal Function
MD 213	MD 19A to N. CI/L Church Hill	15.76	17.09		1.33	Rur. Min. Art.
	Total Minor Arterial				1.33	
	Total Collectors				0.00	
	Grand Total			0.00	1.33	

ST MARY'S COUNTY 2010



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EXISTING ACCESS CONTROL

PRIMARY SYSTEM

- - Full Control
- - Partial Control
- - No control

SECONDARY SYSTEM

- - Full Control
- - Partial Control
- - No control

ST. MARY'S COUNTY

Revised 2010

EXISTING CONTROL OF ACCESS

Primary System Summary					
Total Mileage = 28.87					
State Functional Classification	Full Control	Partial Control	No Control	Total Mileage	Total Percent
Principal Arterials	0.00	3.26	25.61	28.87	100.00%
Minor Arterials					0.00%
Collectors					0.00%
	0.00	3.26	25.61	28.87	100.00%
Percent	0.00%	11.29%	88.71%	100.00%	

Secondary System Summary					
Total Mileage = 169.25					
State Functional Classification	Full Control	Partial Control	No Control	Total Mileage	Total Percent
Principal Arterials	0.00	0.00	6.17	6.17	3.65%
Minor Arterials		0.00	53.36	53.36	31.53%
Collectors			93.55	93.55	55.27%
Local			16.17	16.17	9.55%
Total	0.00	0.00	169.25	169.25	100.00%
Percent	0.00%	0.00%	100.00%	100.00%	




Primary System Breakdown				
Route	Limits	Full Control Length	Partial Control Length	Federal Function
MD 4	MD 235 to Begin Bridge		2.43	Urb. O.P.A.
MD 4	Begin Bridge to Calvert CO/L		0.83	Urb. O.P.A. FR/EX
	Tot. Principal Arterial	0.00	3.26	
	Grand Total	0.00	3.26	

Secondary System Breakdown				
Route	Limits	Full Control Length	Partial Control Length	Federal Function
	Grand Total	0.00	0.00	




SOMERSET COUNTY 2010

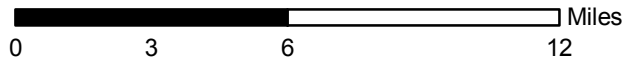
EXISTING ACCESS CONTROL

PRIMARY SYSTEM

-  - Full Control
-  - Partial Control
-  - No control

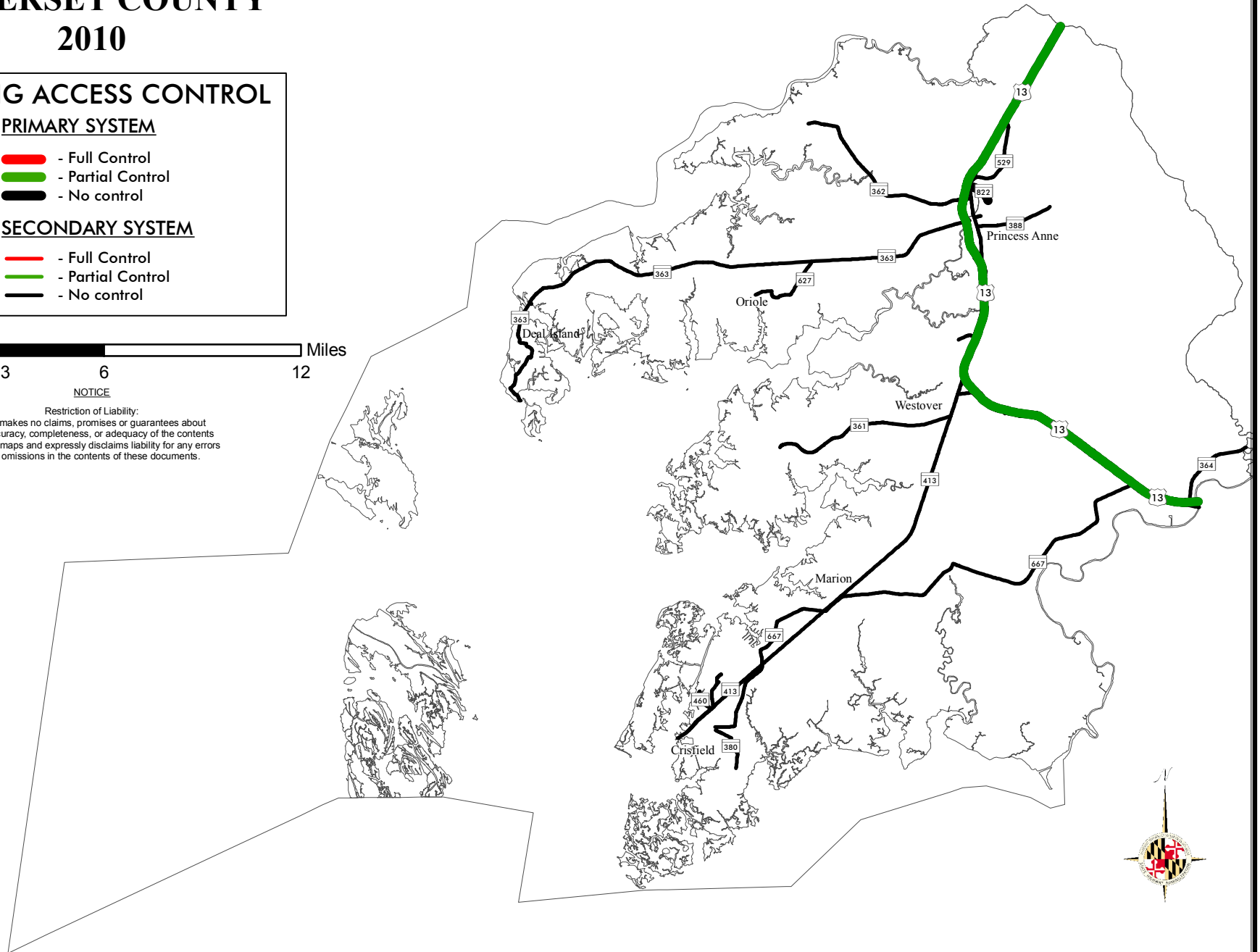
SECONDARY SYSTEM

-  - Full Control
-  - Partial Control
-  - No control



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SOMERSET COUNTY

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EXISTING CONTROLS OF ACCESS

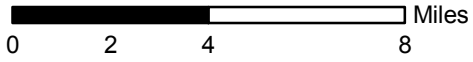
State Primary System Summary					
Total Mileage = 21.98					
State Functional Classification	Full Controls	Partial Control	No Control	Total Mileage	Total Percent
Principal Arterials	0.00	19.36	0.92	20.28	92.27%
Minor Arterials			0.12	0.12	0.55%
Collectors		0.85	0.73	1.58	7.19%
	0.00	20.21	1.77	21.98	100.00%
Percent	0.00%	91.95%	8.05%	100.00%	

State Secondary System Summary					
Total Mileage = 81.10					
State Functional Classification	Full Control	Partial Control	No Control	Total Mileage	Total Percent
Principal Arterials	0.00	0.00	0.36	0.36	0.44%
Minor Arterials		0.00	27.61	27.61	34.04%
Collectors			42.39	42.39	52.27%
Local			10.74	10.74	13.24%
Total	0.00	0.00	81.10	81.10	100.00%
Percent	0.00%	0.00%	100.00%	100.00%	

Primary System Breakdown				
Route	Limits	Full Controls Length	Partial Controls Length	Federal Function
US 13	Worcester CO/L to 0.26 Old Costen Rd		1.18	Rur. O.P.A.
US 13	MD 667 to MD 640		7.63	Rur. O.P.A.
US 13	MD 640 to 0.06 Mi. S. MD 675		5.63	Urb. O.P.A. FR/EX
US 13	0.06 Mi S. MD 675 to Wicomico CO/L		4.92	Rur. O.P.A.
Grand Total		0.00	19.36	

Secondary System Breakdown				
Route	Limits	Full Controls Length	Partial Controls Length	Federal Function
Grand Total		0.00	0.00	

TALBOT COUNTY 2010



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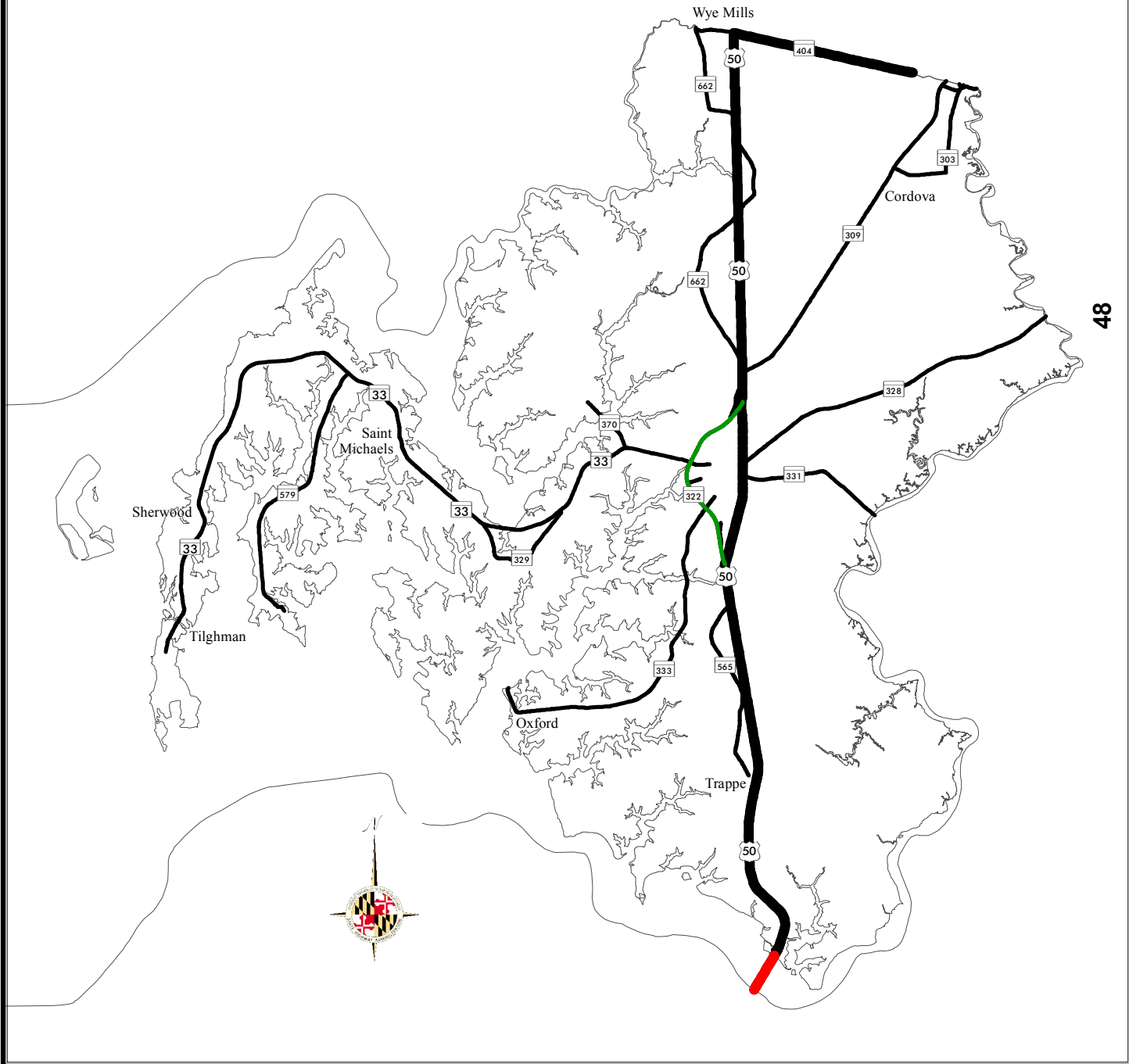
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PRIMARY SYSTEM

- █ - Full Control
- █ - Partial Control
- █ - No control

SECONDARY SYSTEM

- █ - Full Control
- █ - Partial Control
- █ - No control



TALBOT COUNTY

Revised 2010

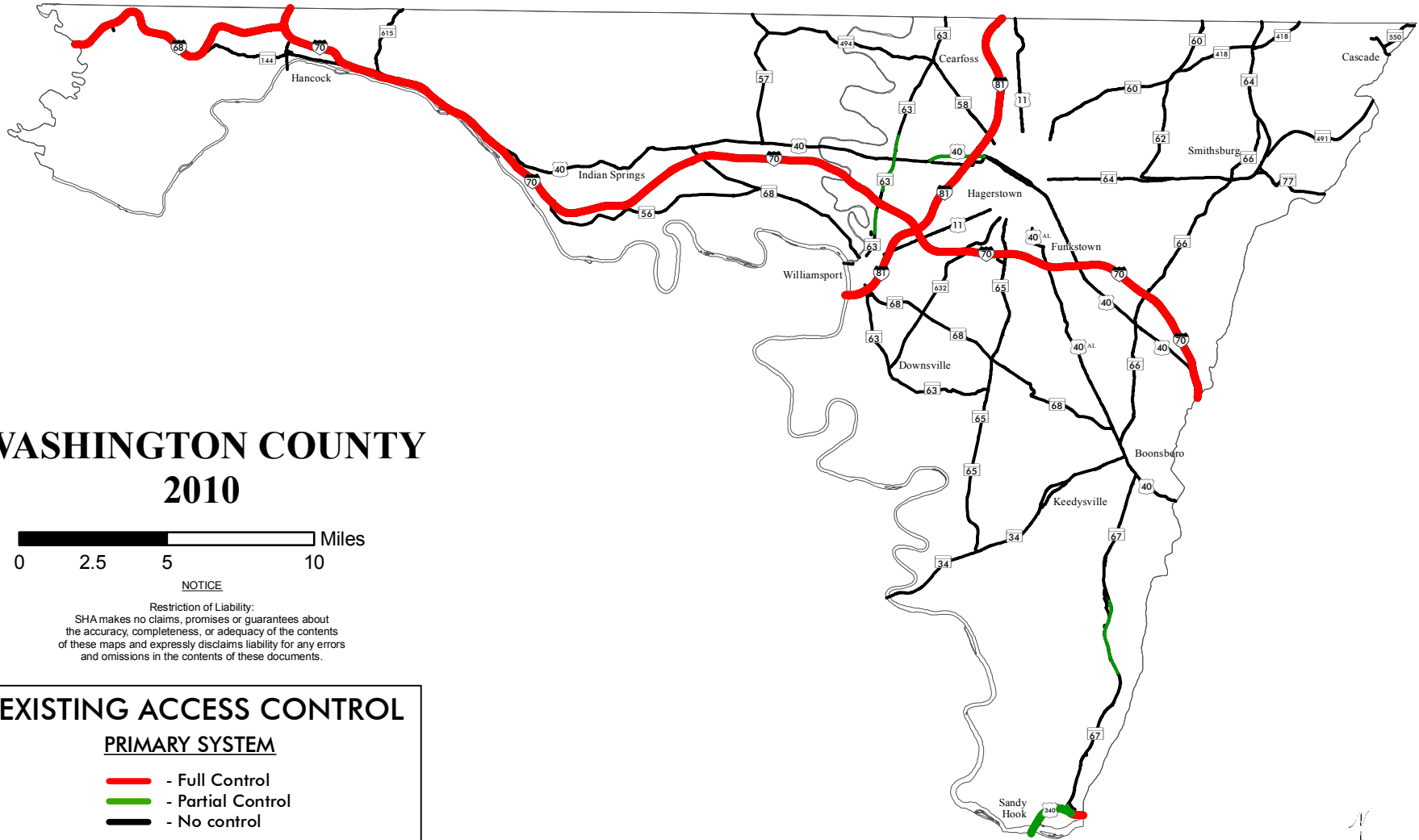
EXISTING CONTROLS OF ACCESS

State Primary System Summary					
Total Mileage = 31.24					
State Functional Classification	Full Controls	Partial Controls	No Controls	Total Mileage	Total Percent
Principal Arterials	1.03	0.00	30.21	31.24	100.00%
Minor Arterials					0.00%
Collectors					0.00%
	1.03	0.00	30.21	31.24	100.00%
Percent	3.30%	0.00%	96.70%	100.00%	

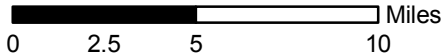
State Secondary System Summary					
Total Mileage = 95.96					
State Functional Classification	Full Controls	Partial Controls	No Controls	Total Mileage	Total Percent
Principal Arterials	0.00	5.12	5.24	10.36	10.80%
Minor Arterials		0.00	28.99	28.99	30.21%
Collectors		3.30	33.17	36.47	38.01%
Local			20.14	20.14	20.99%
Total	0.00	8.42	87.54	95.96	100.00%
Percent	0.00%	8.77%	91.23%	100.00%	

Primary System Breakdown				
Route	Limits	Full Control Length	Partial Control Length	Federal Function
US 50	Begin Bridge to Dorchester CO/L	1.03		
Grand Total		1.03	0.00	

Secondary System Breakdown				
Route	Limits	Full Control Length	Partial Control Length	Federal Function
MD 322	US 50 to US 50		5.12	Urb. O.P.A.
Total Principal Arterial		0.00	5.12	
MD 309	N. of Asches Acres Rd. to QA CO/L		3.30	Rur. Maj. Coll.
Total Collector			3.30	
Grand Total		0.00	8.42	



WASHINGTON COUNTY 2010



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EXISTING ACCESS CONTROL

PRIMARY SYSTEM

- - Full Control
- - Partial Control
- - No control

SECONDARY SYSTEM

- - Full Control
- - Partial Control
- - No control



WASHINGTON COUNTY

Revised 2010

EXISTING CONTROL OF ACCESS

Primary System Summary					
Total Mileage = 61.72					
State Functional Classification	Full Control	Partial Control	No Control	Total Mileage	Total Percent
Principal Arterials	59.90	1.82		61.72	100.00%
Minor Arterials					0.00%
Collectors					0.00%
	59.90	1.82	0.00	61.72	100.00%
Percent	97.05%	2.95%	0.00%	100.00%	

Secondary System Summary					
Total Mileage = 220.36					
State Functional Classification	Full Control	Partial Control	No Control	Total Mileage	Total Percent
Principal Arterials	0.00	1.73	32.88	34.61	15.71%
Minor Arterials		5.17	68.17	73.34	33.28%
Collectors		0.80	99.14	99.94	45.35%
Local			12.47	12.47	5.66%
Total	0.00	7.70	212.66	220.36	100.00%
Percent	0.00%	3.49%	96.51%	100.00%	

Primary System Breakdown				
Route	Limits	Full Control Length	Partial Control Length	Federal Function
I-68	Allegany CO/L to I-70	9.04		Rural Interstate
I-70	PA ST/L to Walnut Point Rd.	23.26		Rural Interstate
I-70	Walnut Point Rd. to Whitehall Rd.	9.96		Urban Interstate
I-70	Whitehall Road to Frederick CO/L	5.11		Rural Interstate
I-81	W. VA ST/L to MD 68	0.88		Rural Interstate
I-81	MD 68 to PA ST/L	11.20		Urban Interstate
US 340	VA ST/L to Keep Tryst Rd		1.82	Rural O.P.A.
US 340	Keep Tryst Rd to Frederick CO/L	0.45		Rural O.P.A.
Tot. Principal Arterial		59.90	1.82	
Grand Total		59.90	1.82	

Secondary System breakdown				
Route	Limits	Full Control Length	Partial Control Length	Federal Function
US 40	McDade Road to Nottingham Road		1.73	Urb. OP Art.
Total Principal Arterial		0.00	1.73	
MD 63	RR Br. To 0.08 mi N. f Moats Road		0.80	Urb. Min. Art.
MD 63	0.05 mi S. Bus Pkwy to US 40		1.16	Urb. Min. Art.
MD 67	US 340 to End Bridge		0.19	Rur. Min. Art.
MD 67	Gapland Rd. to Little Antietam Creek		2.59	Rur. Min. Art.
US 40	0.03 mi E. of MD 144WA to McDade Road		0.43	Rur. Min. Art.
Total Minor Arterial			5.17	
MD 63	US 40 to 0.12 S. of Resh Road		0.80	Rur. Maj. Coll
Total Collector			0.80	
Total Local		0.00	0.00	
Grand Total		0.00	7.70	

WICOMICO COUNTY 2010

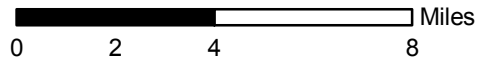
EXISTING ACCESS CONTROL

PRIMARY SYSTEM

- - Full Control
- - Partial Control
- - No control

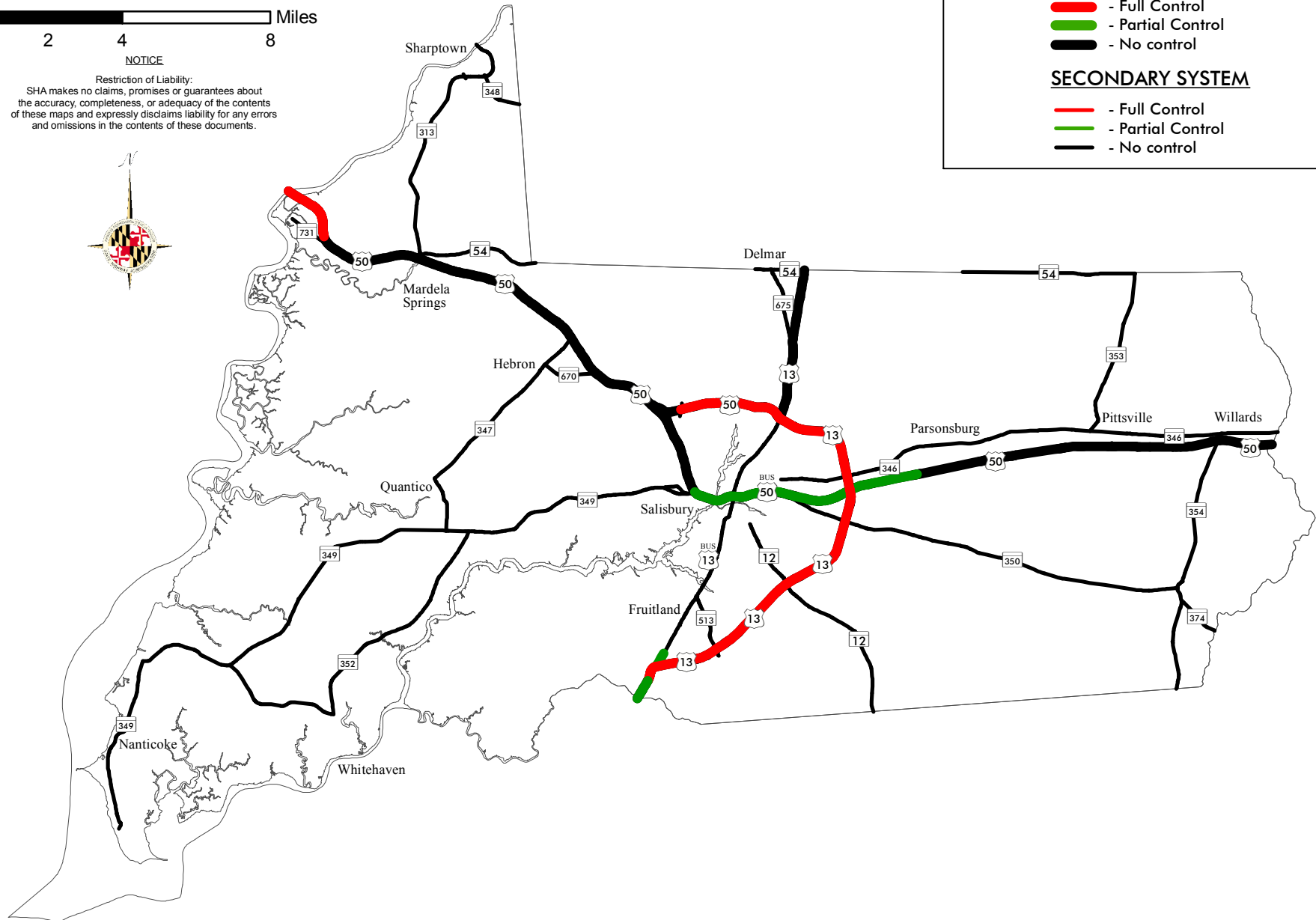
SECONDARY SYSTEM

- - Full Control
- - Partial Control
- - No control



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WICOMICO COUNTY

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EXISTING CONTROL OF ACCESS

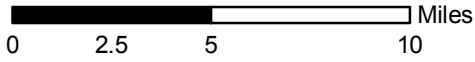
Primary System Summary					
Total Mileage = 50.37					
State Functional Classification	Full Control	Partial Control	No Control	Total Mileage	Total Percent
Principal Arterials	15.76	16.54	17.47	49.77	98.81%
Minor Arterials			0.60	0.60	1.19%
Collectors					0.00%
	15.76	16.54	18.07	50.37	100.00%
Percent	31.29%	32.84%	35.87%	100.00%	

Secondary System Summary					
Total Mileage = 118.98					
State Functional Classification	Full Control	Partial Control	No Control	Total Mileage	Total Percent
Principal Arterials	0.00	0.83	14.62	15.45	12.98%
Minor Arterials		0.43	26.64	27.07	22.75%
Collectors			72.09	72.09	60.59%
Local			4.38	4.38	3.68%
Total	0.00	1.26	117.72	118.98	100.00%
Percent	0.00%	1.06%	98.94%	100.00%	

Primary System Breakdown				
Route	Limits	Full Controls Length	Partial Controls Length	Federal Function
US 13	Somerset CO/L to US 13Bus		0.55	Rur. O.P.A
US 13	US 13 Bus to US 13 Bus	11.28		Urb. OPA FR/EX
US 50	Dorchester CO/L to MD 731	1.69		Rur. O.P.A
US 50	US 50 Bus to US 13/US 13 Bus	2.79		Urb. O.P.A. FR/EX
US 50	US 13 Bus to Walston Switch Road		1.87	Urb. O.P.A. FR/EX
US 50	Walston Switch Rd to Worcester CO/L		9.76	Rur. O.P.A
US 50Bus	MD 348 to US 13		4.36	Urb. O.P.A. FR/EX
	Tot. Principal Arterial	15.76	16.54	
	Grand Total	15.76	16.54	

Secondary System Breakdown				
Route	Limits	Full Controls Length	Partial Controls Length	Federal Function
US 13 Bus	US 13 to US 13		0.43	Rur. O.P.A.
US 50 Bus	W. Isabella St. to US 13		4.42	Urb. FR/EX
	Total Principal Arterial	0.00	4.85	
	Grand Total	0.00	4.85	

WORCESTER COUNTY 2010



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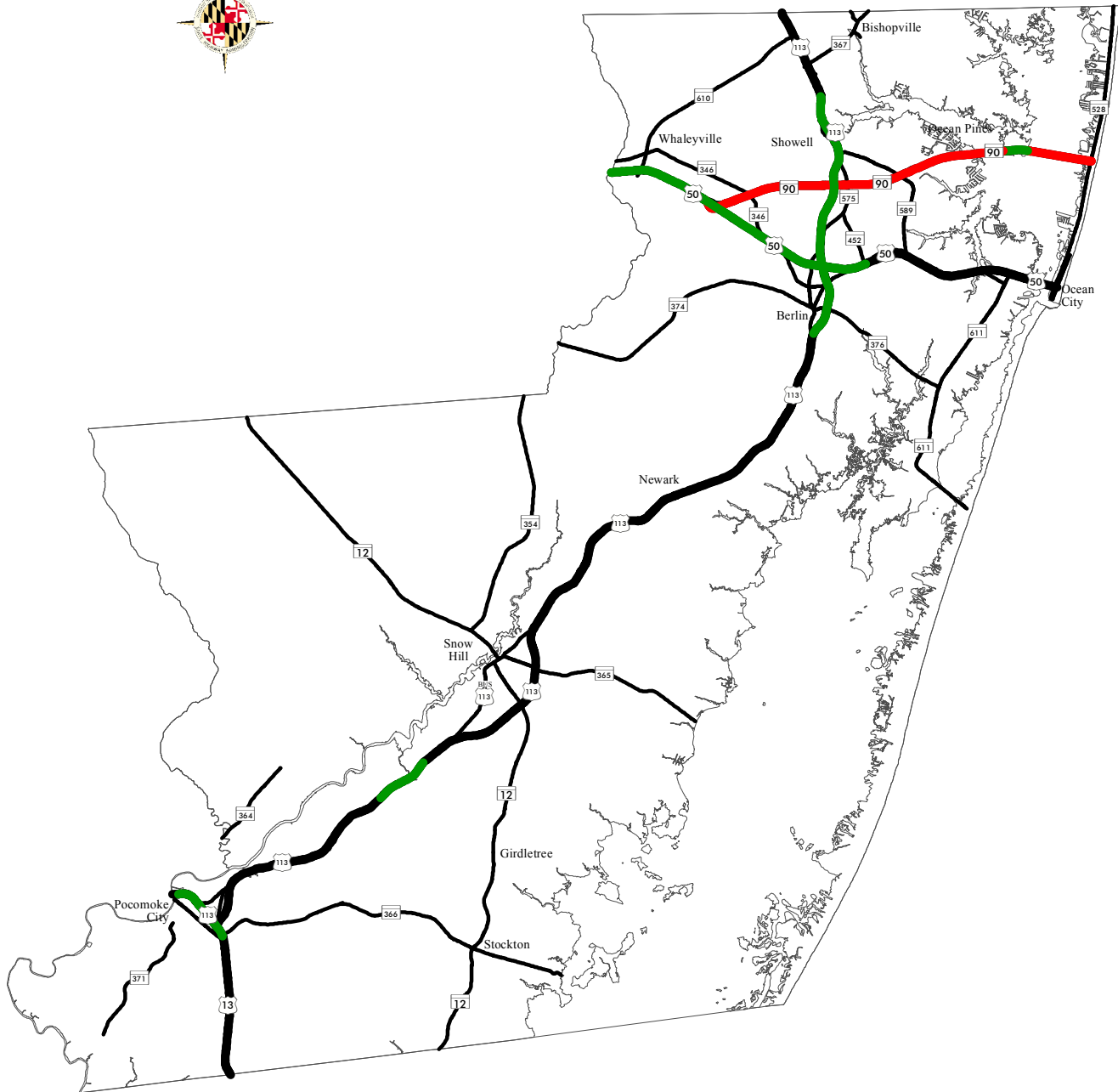
EXISTING ACCESS CONTROL

PRIMARY SYSTEM

- - Full Control
- - Partial Control
- - No control

SECONDARY SYSTEM

- - Full Control
- - Partial Control
- - No control



WORCESTER COUNTY

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EXISTING CONTROLS OF ACCESS

State Primary System Summary					
Total Mileage = 70.03					
State Functional Classification	Full Controls	Partial Controls	No Controls	Total Mileage	Total Percent
Principal Arterials	11.10	23.55	35.38	70.03	100.00%
Minor Arterials				0.00	0.00%
Collectors				0.00	0.00%
	11.10	23.55	35.38	70.03	100.00%
Percent	15.85%	33.62%	50.53%	100.00%	

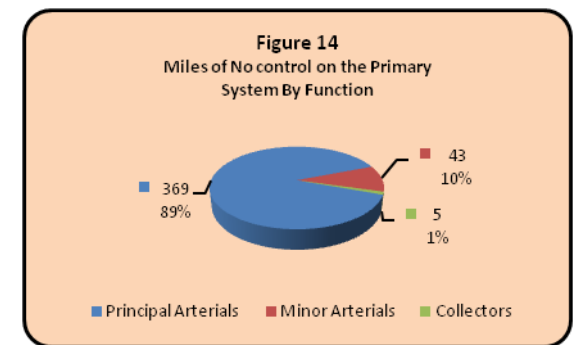
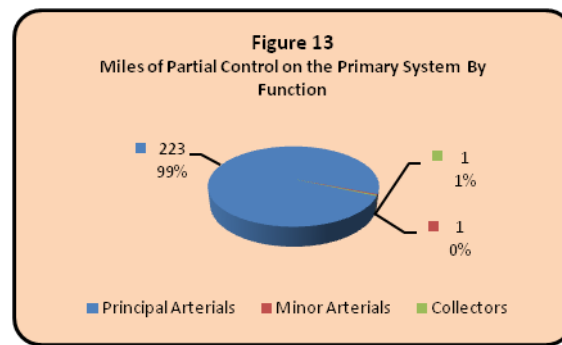
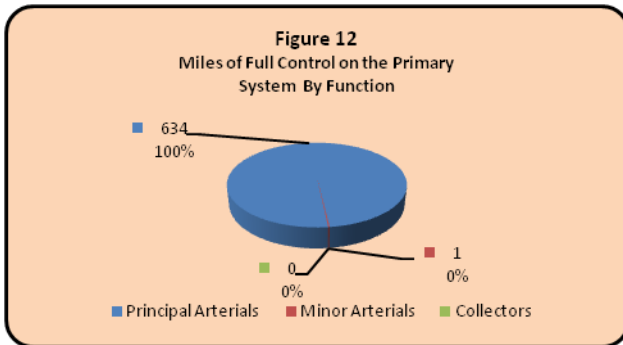
State Secondary System Summary					
Total Mileage = 133.76					
State Functional Classification	Full Controls	Partial Controls	No Controls	Total Mileage	Total Percent
Principal Arterials	0.00	0.00	10.81	10.81	8.08%
Minor Arterials		0.00	28.52	28.52	21.32%
Collectors			80.22	80.22	59.97%
Local			14.22	14.22	10.63%
Total	0.00	0.00	133.76	133.76	100.00%
Percent	0.00%	0.00%	100.00%	100.00%	

Primary System Breakdown				
Route	Limits	Full Controls Length	Partial Controls Length	Federal Function
MD 90	US 50 to MD 589	6.01		Rural O.P.A.
MD 90	MD 589 to End Bridge over St. Martins River	3.20		Urban O.P.A.
MD 90	W. St. Martins Neck Rd to 62nd St.	1.89		Urban O.P.A.
MD 90	End Bridge to Begin Bridge		0.73	Urban O.P.A.
US 13	Out Corp Pocomoke CT/L to Somerset CO/L		2.12	Rural O.P.A.
US 50	Wicomico CO/L to MD 818		6.71	Rural O.P.A.
US 50	MD 818 to MD 452		1.67	Urban O.P.A. FW/EX
US 113	Woodside Lane to 0.08 mi S. of Timmons Road		4.90	Rural O.P.A.
US 113	In Corp Lmts of Berlin to US 50		2.17	Urb. O.P.A. FW/EX
US 113	US 50 to Jarvis Road		5.25	Rural O.P.A.
Tot. Principal Arterial		11.10	23.55	
Grand Total		11.10	23.55	

Secondary System Breakdown						
Route	Limits	Begin Mile Point	End Mile Point	Full Controls Length	Partial Controls Length	Federal Function
Grand Total				0.00	0.00	

APPENDIX

Table 5 Controls on State Primary System By Function										
Function	Full Controls		Partial Controls		Access Controlled		No Controls		Mileage	
	Miles	Percent	Miles	Percent	Miles	Percent	Miles	Percent	Total	Percent
Principal Arterials	633.86	1.00	222.99	0.99	856.85	1.00	369.06	0.89	1225.91	0.96
Minor Arterials	1.38	0.00	0.76	0.00	2.14	0.00	42.95	0.10	45.09	0.04
Collectors	0.00	0.00	0.85	0.00	0.85	0.00	4.86	0.01	5.71	0.00
Totals	635.24	1.00	224.60	1.00	859.84	1.00	416.87	1.00	1276.71	1.00



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Table 6 Primary Highway Summary of Access By Function/County										
County	Full Control			Partial Control			No Controls			Total Mileage
	Prin. Art.	Min. Art.	Coll.	Prin. Art.	Min. Art.	Coll.	Prin. Art.	Min. Art.	Coll.	
Allegany	41.04	1.38	0.00	0.86	0.76	0.00	17.29	2.35	0.85	65
Anne Arundel	77.84	0.00	0.00	7.58	0.00	0.00	19.99	16.19	0.00	122
Baltimore	119.44	0.00	0.00	0.00	0.00	0.00	10.66	0.00	0.00	130
Calvert	0.00	0.00	0.00	15.12	0.00	0.00	23.47	2.38	0.00	41
Caroline	1.40	0.00	0.00	2.56	0.00	0.00	13.41	0.00	0.00	17
Carroll	1.61	0.00	0.00	9.82	0.00	0.00	26.04	0.00	0.00	37
Cecil	18.50	0.00	0.00	9.80	0.00	0.00	7.93	17.03	0.00	53
Charles	0.00	0.00	0.00	2.17	0.00	0.00	41.84	0.00	0.00	44
Dorchester	1.93	0.00	0.00	0.00	0.00	0.00	14.97	0.00	0.00	17
Frederick	60.94	0.00	0.00	21.80	0.00	0.00	4.61	0.00	0.00	87
Garrett	31.78	0.00	0.00	3.88	0.00	0.00	24.11	0.00	1.70	61
Harford	19.96	0.00	0.00	8.29	0.00	0.00	11.88	0.00	1.58	42
Howard	58.82	0.00	0.00	5.86	0.00	0.00	6.58	0.00	0.00	71
Kent	0.00	0.00	0.00	8.79	0.00	0.00	0.00	4.28	0.00	13
Montgomery	41.82	0.00	0.00	9.06	0.00	0.00	2.90	0.00	0.00	54
Prince George's	65.86	0.00	0.00	25.20	0.00	0.00	25.62	0.00	0.00	117
Queen Anne's	5.13	0.00	0.00	27.67	0.00	0.00	8.17	0.00	0.00	41
Saint Mary	0.00	0.00	0.00	3.26	0.00	0.00	25.61	0.00	0.00	29
Somerset	0.00	0.00	0.00	19.36	0.00	0.85	0.92	0.12	0.73	22
Talbot	1.03	0.00	0.00	0.00	0.00	0.00	30.21	0.00	0.00	31
Washington	59.90	0.00	0.00	1.82	0.00	0.00	0.00	0.00	0.00	62
Wicomico	15.76	0.00	0.00	16.54	0.00	0.00	17.47	0.60	0.00	50
Worcester	11.10	0.00	0.00	23.55	0.00	0.00	35.38	0.00	0.00	70
Total	633.86	1.38	0.00	222.99	0.76	0.85	369.06	42.95	4.86	1277

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Table 7 Secondary Highway System Summary of Access by Function										
Function	Full Controls		Partial Controls		Access Controlled		No Controls		Mileage	
	Miles	Percent	Miles	Percent	Miles	Percent	Miles	Percent	Total	Percent
Principal Arterials	9	100.00%	92	63.32%	101	65.44%	675	17.73%	776	19.58%
Minor Arterials	0	0.00%	48	32.89%	48	30.99%	1252	32.87%	1300	32.80%
Collectors	0	0.00%	5	3.71%	5	3.50%	1585	41.59%	1590	40.11%
Local	0	0.00%	0	0.08%	0	0.08%	298	7.81%	298	7.51%
Totals	8.89	100.00%	144.99	100.00%	153.88	100.00%	3810.23	100.00%	3964.11	100.00%

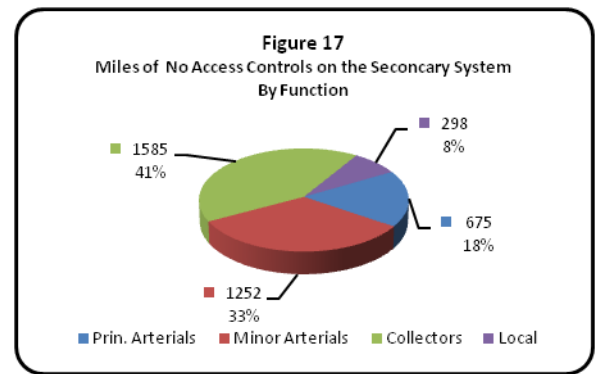
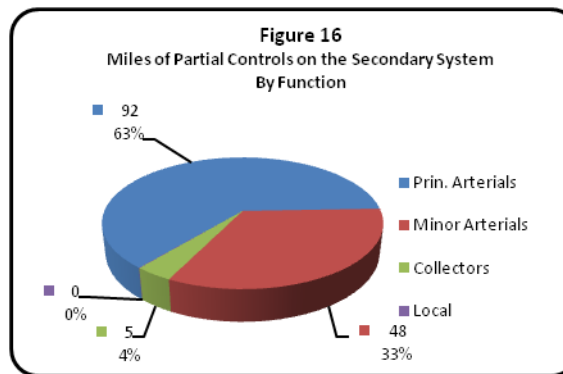
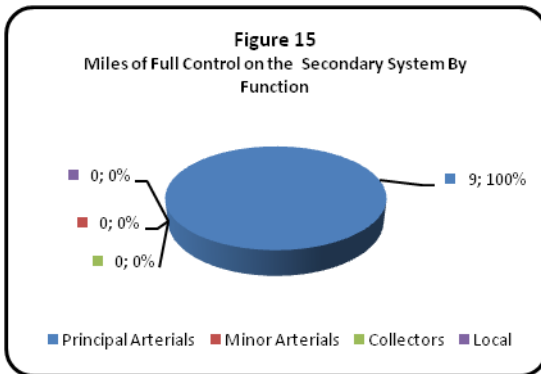


Table 8 Access Controls on State Secondary System By Function													
County	Full Control				Partial Control				No Controls				Total Mileage
	Prin. Art.	Min. Art.	Coll.	Loc	Prin. Art.	Min. Art.	Coll.	Loc	Prin. Art.	Min. Art.	Coll.	Loc	
Allegany	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	32.28	39.33	53.23	21.35	146.19
Anne Arundel	3.54	0.00	0.00	0.00	2.00	3.09	1.00	0.00	49.83	99.07	58.16	28.28	244.97
Baltimore	3.17	0.00	0.00	0.00	14.40	0.39	0.00	0.00	107.29	101.86	67.29	0.80	295.20
Calvert	0.00	0.00	0.00	0.00	0.00	0.17	0.00	0.00	12.82	8.37	45.42	18.20	84.98
Caroline	0.00	0.00	0.00	0.00	0.00	3.39	0.00	0.00	0.00	61.23	73.45	6.07	144.14
Carroll	0.00	0.00	0.00	0.00	9.71	12.14	0.28	0.00	28.12	62.40	38.51	29.65	180.81
Cecil	0.00	0.00	0.00	0.00	4.58	0.00	0.00	0.00	20.87	65.83	58.93	7.21	157.42
Charles	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	19.22	36.50	79.42	23.34	158.48
Dorchester	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	5.45	61.19	52.75	1.80	121.19
Frederick	0.00	0.00	0.00	0.00	7.35	2.96	0.00	0.12	21.37	80.61	132.32	26.06	270.79
Garrett	0.00	0.00	0.00	0.00	0.00	3.38	0.00	0.00	3.55	52.17	70.47	5.21	134.78
Harford	0.00	0.00	0.00	0.00	15.47	8.98	0.00	0.00	44.77	87.48	86.16	5.60	248.46
Howard	0.00	0.00	0.00	0.00	1.87	5.19	0.00	0.00	18.94	39.47	32.27	7.39	105.13
Kent	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.57	29.05	109.10	11.31	152.03
Montgomery	1.55	0.00	0.00	0.00	15.79	0.00	0.00	0.00	132.11	99.08	48.02	9.22	305.77
Prince George's	0.63	0.00	0.00	0.00	12.96	1.06	0.00	0.00	105.79	58.70	42.05	6.40	227.59
Queen Anne's	0.00	0.00	0.00	0.00	0.00	1.33	0.00	0.00	0.43	36.86	116.53	11.60	166.75
Saint Mary's	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	6.17	53.36	93.55	16.17	169.25
Somerset	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.36	27.61	42.39	10.74	81.10
Talbot	0.00	0.00	0.00	0.00	5.12	0.00	3.30	0.00	5.24	28.99	33.17	20.14	95.96
Washington	0.00	0.00	0.00	0.00	1.73	5.17	0.80	0.00	32.88	68.17	99.14	12.47	220.36
Wicomico	0.00	0.00	0.00	0.00	0.83	0.43	0.00	0.00	14.62	26.64	72.09	4.38	118.99
Worcester	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	10.81	28.52	80.22	14.22	133.77
	8.89	0.00	0.00	0.00	91.81	47.68	5.38	0.12	675.49	1252.49	1584.64	297.61	3964.11