

Major Corridor Reports and 2016 Capital Projects

DECEMBER, 2016

Nice Bridge

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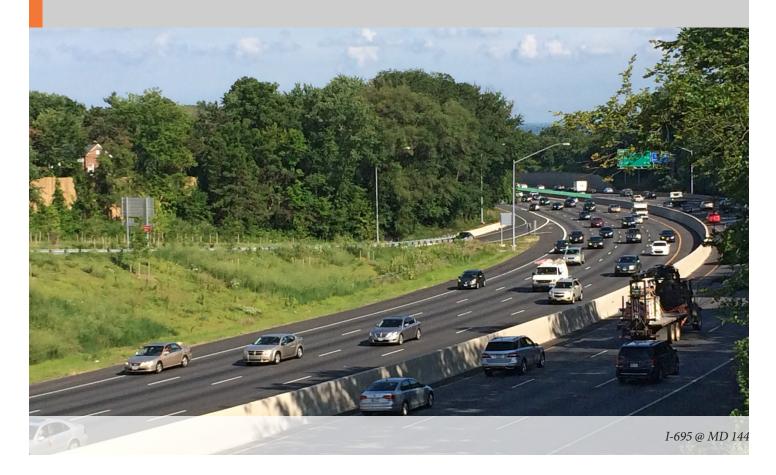
Appendices

A.	Regionally	Significant	Freeway	Corridors	III.A.1
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- B. Regionally Significant Arterial Corridors III.B.1
- C. 2015 Capital Project Fact Sheets III.C.1

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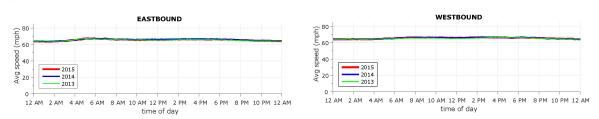
A. Regionally Significant Freeway Corridors





Trends^a 48 center miles carrying 49,000 vehicles every day AM Peak PM Peak Travel Time 2 2 Index^b 1.8 1.8 measure of 1.6 1.6 average delay 1.4 1.4 1.2 1.2 1.00 1.00 1.00 1.00 1.00 1.00 2013 2014 2015 2013 2014 2015 PM Peak AM Peak **Planning Time** 2 Index^c 1.8 1.8 measure of 1.6 1.6 worst-case delay 1.4 1.4 I-70 1.2 1.2 from Pennsylvania border to US-40 (west of Fredrick City) 1.00 1.02 1.02 1.00 1.01 1.00 2013 2014 2015 2013 2014 2015

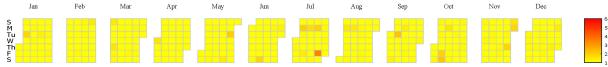
Speed Profiles^d



MAR

AND





Top Bottlenecks

				Number of	Occurence	s	Average	Average				
2015							Duration	Length	Impact	2014		
Rank	LOCATION	Direction	Q1	Q2	Q3	Q4	(minute)	(mile)	Factor	Rank	Ch	ange
106	I-70 W @ MD-632/DOWNSVILLE PIKE/EXIT 28	Westbound	26	19	31	23	94	8.2	0.6	349	Ŷ	-243
161	I-70 W @ MD-66/EXIT 35	Westbound	37	12	21	17	65	10.4	0.4	123		38
167	I-70 W @ I-81/EXIT 26	Westbound	19	8	18	9	66	14.7	0.4	391	₽	-224
211	I-70 E @ MD-17/EXIT 42	Eastbound	48	22	33	22	66	4.1	0.3	167		44
234	I-70 W @ MD-17/EXIT 42	Westbound	21	17	16	9	62	7.4	0.3	211		23
252	I-70 W @ MD-65/EXIT 29	Westbound	22	21	28	21	51	10.8	0.2	458	₽	-206
370	I-70 E @ MD-63/EXIT 24	Eastbound	6	7	7	0	78	8.5	0.1	198		172
396	I-70 E @ MD-632/DOWNSVILLE PIKE/EXIT 28	Eastbound	17	15	32	12	54	3.0	0.1	353	ᡎ	43
405	I-70 W @ MD-68/EXIT 18	Westbound	11	13	3	12	62	5.8	0.1	206		199
458	I-70 W @ US-40 ALT/EXIT 49	Westbound	20	9	9	8	78	3.6	0.1	454		4

Notes

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 Q1: Jan-Mar Q2: Apr-Jun Q3: Jul-Sep Q4: Oct-Dec

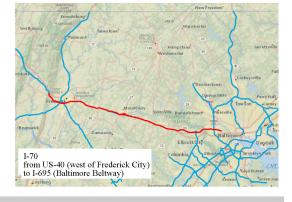


Trends^a

Travel Time	AM Peak	PM Peak
Index ^b measure of average delay	2 1.8 1.6 1.4 1.2 1.01 1.00 1.01 2013 2014 2015	2 1.8 1.6 1.4 1.2 1.00 1.00 1.00 1.00 2013 2014 2015
Planning Time	AM Peak	PM Peak
Index ^c	2	2
measure of	1.8	1.8
worst-case delay	1.6	1.6
norst case acray	1.4	1.4

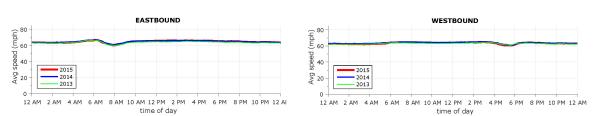
1.05 1.05 1.05 2013 2014 2015

43 center miles carrying 65,000 vehicles every day

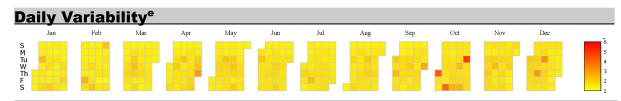


Speed Profiles^d

1.2



1.04 1.07 1.06

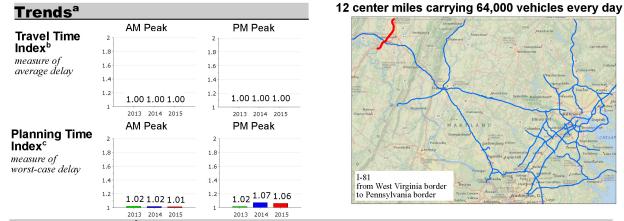


Top Bottlenecks^f

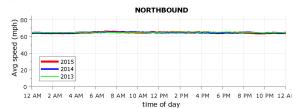
				Number of	Occurences		Average	Average				
							Duration	Length	Impact			
2015 Rank	LOCATION	Direction	Q1	Q2	Q3	Q4	(minute)	(mile)	Factor	2014 Rank	Chai	nge
63	I-70 E @ US-29/EXIT 87	Eastbound	69	49	41	45	102	5.6	1.0	54	1	9
87	I-70 E @ I-695/EXIT 91	Eastbound	199	213	109	113	44	3.4	0.8	50		37
88	I-70 W @ US-29/EXIT 87	Westbound	97	86	81	65	102	2.7	0.8	107	₽	-19
157	I-70 W @ US-15/US-340/EXIT 52	Westbound	62	66	63	55	95	3.1	0.4	172	₽	-15
207	I-70 E @ MD-27/EXIT 68	Eastbound	64	0	0	0	14	8.7	0.3			207
237	I-70 E @ BEGINNING OF FREEWAY	Eastbound	87	132	131	154	74	2.4	0.3			237
287	I-70 W @ MARRIOTTSVILLE RD/EXIT 83	Westbound	20	14	13	11	85	5.5	0.2		倉	287
293	I-70 E @ US-15/US-340/EXIT 52	Eastbound	33	19	15	20	56	6.3	0.2	237	ᠿ	56
323	I-70 E @ MARRIOTTSVILLE RD/EXIT 83	Eastbound	44	41	38	37	63	2.0	0.2	275	1	48
335	I-70 W @ MD-27/EXIT 68	Westbound	41	0	0	0	15	6.4	0.2			335

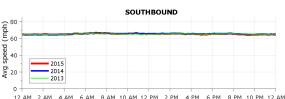
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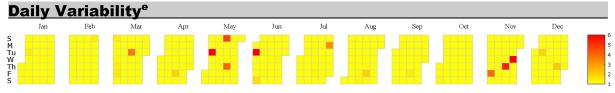


Speed Profiles^d





2 AM 4 AM 6 AM 8 AM 10 AM 12 PM 2 PM 4 PM 6 PM 8 PM 10 PM 12 AM 12 AM time of day



Top Bottlenecks^f

				Number of C	Occurences		Average	Average				
2015							Duration	Length	Impact	2014		
Rank	LOCATION	Direction	Q1	Q2	Q3	Q4	(minute)	(mile)	Factor	Rank	Cha	ange
445	I-81 S @ VA-651/EXIT 291	Southbound	1	0	0	0	71	34.1	0.1			445
447	I-81 S @ MDWV STATE BORDER	Southbound	14	14	6	18	57	4.8	0.1	432	倉	15
514	I-81 N @ US-40/EXIT 6	Northbound	8	0	8	32	33	3.0	0.1	445		69
535	I-81 N @ PA-16/EXIT 5	Northbound	4	3	0	0	60	10.2	0.1		倉	535
620	I-81 N @ SHOWALTER RD/EXIT 10	Northbound	14	7	8	9	49	3.2	0.0	900	₽	-280
646	I-81 S @ US-17/US-50/US-522/EXIT 313	Southbound	1	0	0	0	43	24.7	0.0		倉	646
679	I-81 S @ HALFWAY BLVD/EXIT 5	Southbound	4	13	0	0	33	3.3	0.0			679
730	I-81 S @ VA-669/EXIT 323	Southbound	2	0	0	0	26	15.4	0.0		倉	730
741	I-81 N @ HALFWAY BLVD/EXIT 5	Northbound	17	14	14	7	42	1.8	0.0	796	₽	-55
780	I-81 S @ US-11/EXIT 2	Southbound	4	0	7	10	37	2.8	0.0		倉	780

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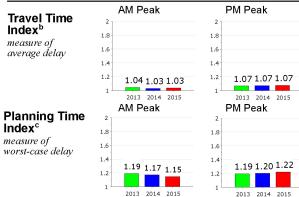
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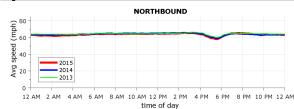
Trends^a



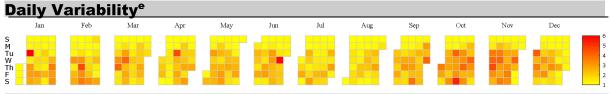
26 center miles carrying 87,000 vehicles every day



Speed Profiles^d



SOUTHBOUND 80 (udm) 60 speed 40 2015 67A 20 2014 2013 12 AM 2 AM 4 AM 6 AM 8 AM 10 AM 12 PM 2 PM 4 PM 6 PM 8 PM 10 PM 12 AM time of day



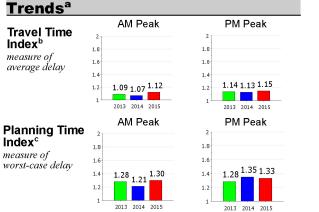
Top Bottlenecks

		-		Number of	Occurence	s	Average	Average				
2015							Duration	Length	Impact	2014		
Rank	LOCATION	Direction	Q1	Q2	Q3	Q4	(minute)	(mile)	Factor	Rank	Cha	ange
73	I-83 S @ I-695	Southbound	106	100	113	123	84	2.6	0.9	38	倉	35
76	I-83 S @ FAYETTE ST/EXIT 1	Southbound	177	185	180	173	104	2.8	0.9	125	₽	-49
101	I-83 S @ BELFAST RD/EXIT 24	Southbound	65	57	45	65	60	5.7	0.7	73	倉	28
107	I-83 N @ BELFAST RD/EXIT 24	Northbound	60	49	36	45	76	5.2	0.6	138	₽	-31
141	I-83 N @ MIDDLETOWN RD/EXIT 31	Northbound	50	67	54	25	60	4.8	0.5	171	₽	-30
212	I-83 N @ I-695/JONES FALLS EXPY/EXIT 23	Northbound	36	62	33	48	57	3.7	0.3	102	⇧	110
214	I-83 S @ MD-25/FALLS RD/EXIT 8	Southbound	57	28	19	62	55	3.5	0.3	236	₽	-22
224	I-83 S @ TIMONIUM RD/EXIT 16	Southbound	69	60	55	40	56	2.4	0.3	184		40
226	I-83 S @ COLD SPRING LN/EXIT 9	Southbound	75	54	37	33	57	2.8	0.3	174	倉	52
229	I-83 S @ MD-137/MOUNT CARMEL RD/EXIT 27	Southbound	41	41	19	30	56	4.4	0.3	117	倉	112

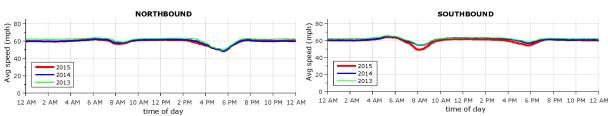
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Speed Profiles^d





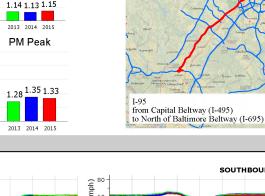


Top Bottlenecks^f

				Number of (Occurences	3	Average	Average				
2015							Duration	Length	Impact	2014		
Rank	LOCATION	Direction	Q1	Q2	Q3	Q4	(minute)	(mile)	Factor	Rank	Cha	ange
3	I-95 N @ MD-100/EXIT 43	Northbound	130	234	177	116	127	8.2	6.2	3	\Rightarrow	0
18	I-95 S @ I-495/EXIT 27-25	Southbound	231	214	187	213	106	5.2	3.0	14		4
51	I-95 S @ MD-175/EXIT 41	Southbound	61	102	90	94	83	5.0	1.2	82	Ŷ	-31
80	I-95 N @ I-95 (BALTIMORE) (EAST)	Northbound	98	100	58	78	68	4.5	0.9	153	Ŷ	-73
85	I-95 N @ I-895/EXIT 46	Northbound	12	21	21	19	125	9.0	0.8	93	Ŷ	-8
105	I-95 S @ MD-32/EXIT 38	Southbound	37	19	27	46	74	7.7	0.6	203	₽	-98
121	I-95 N @ MCCOMAS ST/EXIT 55 NORTH	Northbound	110	59	10	0	41	5.7	0.6	642	Ŷ	-521
125	I-95 N @ WASHINGTON BLVD/EXIT 51	Northbound	41	78	125	11	71	2.5	0.6	477	₽	-352
126	I-95 N @ KEITH AVE/EXIT 56	Northbound	404	636	640	945	31	0.7	0.6	139	₽	-13
132	I-95 S @ US-1 ALT/CATON AVE/EXIT 50	Southbound	44	161	119	31	68	2.7	0.5	364	₽	-232

Notes

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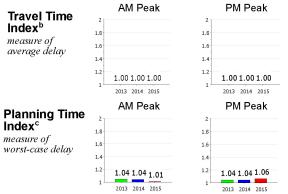
40 center miles carrying 157,000 vehicles every day

I-95

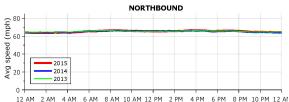
to Delaware border



Trends^a



Speed Profiles^d



SOUTHBOUND (hdm) 60 peed 40 2015 67A 20 2014 2013 12 AM 2 AM 4 AM 6 AM 8 AM 10 AM 12 PM 2 PM 4 PM 6 PM 8 PM 10 PM 12 AM

time of day

I-95 from North of Baltimore Beltway (I-695)

12 AM 2 AM 4 AM 6 AM 8 AM 10 AM 12 PM 2 PM 4 PM 6 PM 8 PM 10 PM 12 AF time of day



Top Bottlenecks

				Number of C	ccurences		Average	Average				
2015							Duration	Length	Impact	2014		
Rank	LOCATION	Direction	Q1	Q2	Q3	Q4	(minute)	(mile)	Factor	Rank	Cha	ange
92	I-95 N @ MDDE STATE BORDER	Northbound	24	6	3	5	67	27.2	0.8	173	₽	-81
95	I-95 N @ MD-24/EXIT 77	Northbound	23	64	50	46	100	4.1	0.8	142	₽	-47
98	I-95 S @ MD-43/WHITEMARSH BLVD/EXIT 67	Southbound	22	45	0	13	61	11.0	0.7	108	₽	-10
183	I-95 N @ MD-152/EXIT 74	Northbound	18	14	24	23	66	8.0	0.4	116		67
197	I-95 N @ MD-22/EXIT 85	Northbound	7	19	27	21	86	5.0	0.3	220	₽	-23
201	I-95 N @ MD-543/EXIT 80	Northbound	20	15	0	0	64	8.6	0.3	208	₽	-7
203	I-95 S @ MD-543/EXIT 80	Southbound	17	38	50	22	67	5.5	0.3	146		57
235	I-95 S @ MILLARD E TYDINGS MEMORIAL BRIDGE	Southbound	44	16	51	44	65	3.4	0.3			235
247	I-95 N @ MD-543/EXIT 80	Northbound	0	0	9	11	80	8.8	0.2			247
253	I-95 N @ TYDINGS MEMORIAL BRIDGE TOLL PLAZA	Northbound	99	133	159	81	29	2.0	0.2	176		77

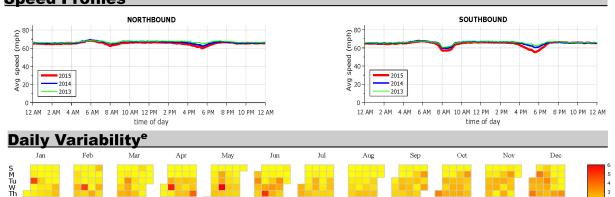
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45 center miles carrying 102,000 vehicles every day



17 center miles carrying 110,000 vehicles every day **Trends**^a AM Peak PM Peak Travel Time Index^b 2 2 1.8 1.8 measure of 1.6 average *Åelay* 1.6 1.4 1.4 1.02 1.06 1.11 1.2 1.2 1.04 1.05 1.07 1 1 2013 2014 2015 2013 2014 2015 AM Peak PM Peak **Planning Time** Index^c 1.8 1.8 measure of 1.6 1.6 worst-case delay 1.37 1.4 1.4 I - 971.26 1.18 1.21 1.23 from US-50 1.14 1.2 1.2 to Baltimore Beltway (I-695) 2013 2014 2015 2013 2014 2015 Speed Profiles^d



Top Bottlenecks¹

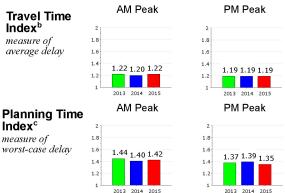
				Number of (Occurences		Average	Average				
							Duration	Length	Impact			
2015 Rank	LOCATION	Direction				Q4	(minute)	(mile)	Factor	2014 Rank	Cha	inge
38	I-97 S @ US-301/US-50	Southbound	57	36	27	38	115	10.2	1.6	46	₽	-8
62	I-97 S @ MD-178/EXIT 5	Southbound	105	158	160	127	71	3.2	1.0	101	₽	-39
241	I-97 N @ MD-178/EXIT 5	Northbound	28	49	40	27	42	4.6	0.3	291	₽	-50
275	I-97 N @ I-695/EXIT 17	Northbound	51	51	40	71	49	2.4	0.2	204	1	71
360	I-97 N @ MD-3/EXIT 7	Northbound	32	40	44	25	49	2.2	0.1	565	÷	-205
377	I-97 N @ BENFIELD BLVD/EXIT 10	Northbound	32	0	0	0	19	5.3	0.1		1	377
425	I-97 N @ BENFIELD BLVD/EXIT 10	Northbound	0	15	12	20	48	3.9	0.1		倉	425
433	I-97 N @ I-895 SPUR	Northbound	28	17	16	18	48	4.2	0.1	194		239
470	I-97 N @ MD-174/QUARTERFIELD RD/EXIT 13	Northbound	33	15	18	24	43	3.0	0.1	621	₽	-151
479	I-97 N @ MD-3 BUS/NEW CUT RD/EXIT 12	Northbound	18	19	16	26	35	3.4	0.1	652	₽	-173

Notes

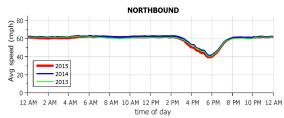
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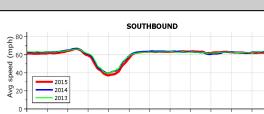


Trends^a



Speed Profiles^d

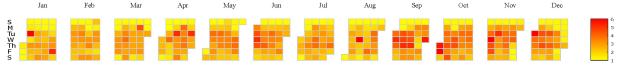




41 center miles carrying 168,000 vehicles every day

12 AM 2 AM 4 AM 6 AM 8 AM 10 AM 12 PM 2 PM 4 PM 6 PM 8 PM 10 PM 12 AM time of day

Daily Variability^e



I-270

to Frederick

from Capital Beltway (I-495)

Top Bottlenecks

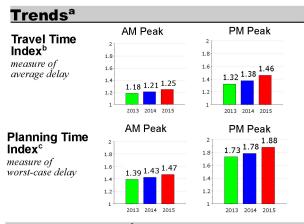
				Number of	Occurences		Average	Average				
							Duration	Length	Impact			
2015 Ran	LOCATION	Direction				Q4	(minute)	(mile)	Factor	2014 Rank	Chan	ige
2	I-270 S @ I-270 (SPUR)	Southbound	94	122	107	128	130	14.8	7.4		倉	2
13	I-270 N @ MD-80/EXIT 26	Northbound	91	116	113	89	103	10.4	3.6	20	₽	-7
19	I-270 Local N @ I-270 (NORTH)	Northbound	185	154	140	163	123	4.7	3.0	13	倉	6
21	I-270 N @ MD-109/EXIT 22	Northbound	63	70	72	42	124	9.9	2.7	25	₽	-4
32	I-270 N @ I-70/US-40	Northbound	100	114	97	105	80	7.3	1.9	28	倉	4
33	I-270 S @ MD-109/EXIT 22	Southbound	125	156	126	109	84	4.8	1.8	24	倉	9
37	I-270 SPUR S @ I-495	Southbound	175	213	154	157	136	1.8	1.6	40	₽	-3
41	I-270 Local S @ I-270 (SOUTH)	Southbound	111	126	124	139	87	4.6	1.5	29	倉	12
42	I-270 N @ MD-85/EXIT 31	Northbound	26	28	35	29	102	14.0	1.5	58	₽	-16
53	I-270 SPUR N @ I-270	Northbound	114	89	88	76	169	2.0	1.2	42	倉	11

Notes

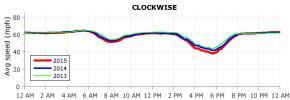
a - Peak Hours are considered as 8-9am and 5-6pm.

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Speed Profiles^d





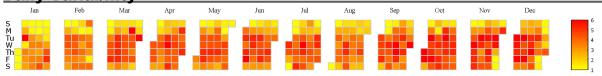
42 center miles carrying 199,000 vehicles every day

COUNTERCLOCKWISE 80 (hdm) 60) paads 2015 2014 Avg 50 2013 0 12 AM 2 AM 4 AM 6 AM 8 AM 10 AM 12 PM 2 PM 4 PM 6 PM 8 PM 10 PM 12 AM

time of day

time of day

Daily Variability^e



Top Bottlenecks

				Number of	Occurence	25	Average	Average				
2015							Duration	Length	Impact	2014		
Rank	LOCATION	Direction	Q1	Q2	Q3	Q4	(minute)	(mile)	Factor	Rank	Cha	inge
1	I-495 CW @ MD-214/CENTRAL AVE/EXIT 15	Innerloop	125	251	187	151	131	9.9	8.3	15	Ŷ	-14
6	I-495 CCW @ GREENBELT METRO DR/EXIT 24	Outerloop	206	286	188	255	93	6.5	4.4	2	疗	4
11	I-495 CW @ MD-4/PENNSYLVANIA AVE/EXIT 11	Innerloop	65	71	60	70	132	13.6	3.7	21	Ŷ	-10
14	I-495 CW @ I-270/EXIT 35	Innerloop	196	199	176	204	136	4.0	3.4	1		13
16	I-495 CW @ CLARA BARTON PKWY/EXIT 41	Innerloop	71	176	118	106	125	6.3	3.1	62	Ŷ	-46
24	I-495 CW @ I-270 SPUR	Innerloop	61	90	97	94	162	5.4	2.5			24
25	I-495 CCW @ US-50/EXIT 19	Outerloop	94	169	0	0	64	7.6	2.5	12		13
27	I-495 CW @ MD-190/RIVER RD/EXIT 39	Innerloop	175	0	0	0	39	8.2	2.2		疗	27
28	I-495 CCW @ MD-185/CONNECTICUT AVE/EXIT 33	Outerloop	84	76	95	77	129	5.8	2.2	26		2
31	I-495 CCW @ MD-97/GEORGIA AVE/EXIT 31	Outerloop	131	194	139	156	96	3.4	2.0	23		8

<u>Notes</u>

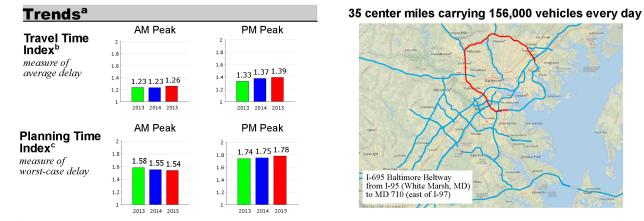
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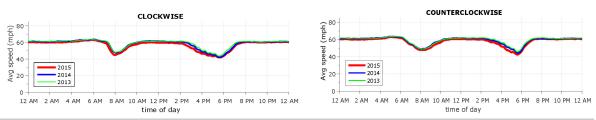
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 e- Variability of worst-case travel experience along facility for each day of year, shown as plot of PTI by day of week and month, showing seasonal and weekly trends.

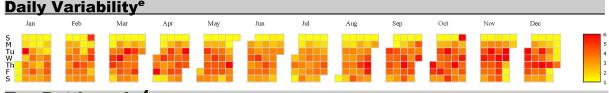
For the bottlenecks on the facility, ranked by impact factor. Impact factor is multiplication of total annual number of bottleneck occurences by their average duration and by their average length. Bottlenecks are said to occur when speeds drop below 60% of free-flow speed for a period longer than 5 minutes. Q1: Jan-Mar Q2: Apr-Jun Q3: Jul-Sep Q4: Oct-Dec





Speed Profiles^d



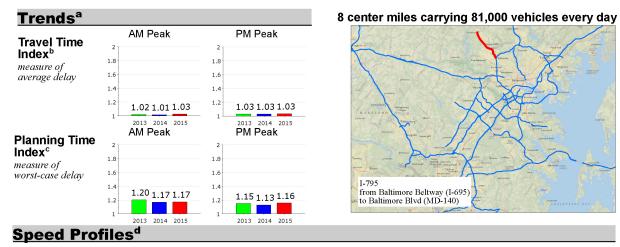


Top Bottlenecks¹

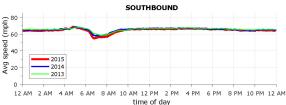
			ľ	Number of	Occurence	:S	Average	Average				
2015							Duration	Length	Impact	2014		
Rank	LOCATION	Direction	Q1	Q2	Q3	Q4	(minute)	(mile)	Factor	Rank	Cha	nge
5	I-695 CW @ I-795/EXIT 19	Innerloop	184	86	73	77	142	9.2	5.0	8	₽	-3
8	I-695 CCW @ EDMONDSON AVE/EXIT 14	Outerloop	95	103	55	116	140	9.4	4.0	7	疗	1
10	I-695 CCW @ US-40/EXIT 15	Outerloop	107	184	181	102	90	8.3	3.8	19	₽	-9
12	I-695 CW @ MD-41/PERRING PKWY/EXIT 30	Innerloop	146	174	137	169	106	6.2	3.7	11	疗	1
20	I-695 CW @ I-83/MD-25/EXIT 23	Innerloop	108	154	149	101	91	6.9	2.9	18	倉	2
26	I-695 CW @ MD-147/HARFORD RD/EXIT 31	Innerloop	84	33	45	58	147	9.7	2.5	9		17
29	I-695 CW @ MD-26/EXIT 18	Innerloop	33	98	113	71	101	7.4	2.2	30	₽	-1
39	I-695 CCW @ MD-144/FREDERICK RD/EXIT 13	Outerloop	19	15	19	50	148	11.6	1.6	39	\Rightarrow	0
43	I-695 CCW @ PROVIDENCE RD/EXIT 28	Outerloop	87	78	91	74	115	4.1	1.4	34		9
49	I-695 CCW @ MD-170/CAMP MEADE RD/EXIT 6	Outerloop	69	67	77	65	113	4.5	1.2		疗	49

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- e- variability of worst-case travel experience along facility for each day of year, shown as plot of P11 by day of week and month, showing f Top 10 bottlenecks on the facility, ranked by impact factor. Impact factor is multiplication of total annual number of bottleneck occurences by their average duration and by their average length. Bottlenecks are said to occur when speeds drop below 60% of free-flow speed for a period longer than 5 minutes. Q1: Jan-Mar Q2: Apr-Jun Q3: Jul-Sep Q4: Oct-Dec

NTERSTAT I-795



NORTHBOUND (µdɯ) 60 40 AD 2015 6 A 20 2014 2013 12 AM 2 AM 4 AM 6 AM 8 AM 10 AM 12 PM 2 PM 4 PM 6 PM 8 PM 10 PM 12 AM time of day

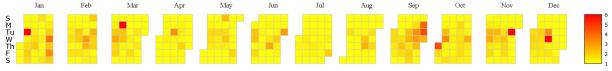


Oct

Nov

Dec

Daily Variability^e Jan Fel Mar Apr May Jun



Top Bottlenecks

				Number of O	ccurences	i.	Average	Average				
2015							Duration	Length	Impact	2014		
Rank	LOCATION	Direction	Q1	Q2	Q3	Q4	(minute)	(mile)	Factor	Rank	Cha	ange
112	I-795 S @ I-695	Southbound	69	40	40	50	71	4.5	0.6	100		12
321	I-795 N @ OWINGS MILLS BLVD/EXIT 4	Northbound	69	50	58	51	42	2.0	0.2	254	倉	67
348	I-795 N @ FRANKLIN BLVD/EXIT 7	Northbound	35	9	27	11	62	3.3	0.1	334		14
507	I-795 N @ MD-128/MD-140/MD-30/EXIT 9	Northbound	20	8	6	5	47	3.8	0.1	444		63
695	I-795 S @ OWINGS MILLS BLVD/EXIT 4	Southbound	32	8	18	7	32	2.1	0.0	542		153
700	I-795 S @ FRANKLIN BLVD/EXIT 7	Southbound	40	19	27	13	31	1.3	0.0	552		148

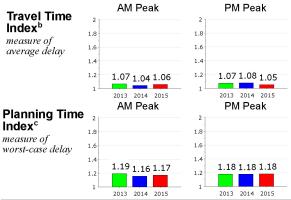
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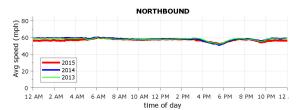
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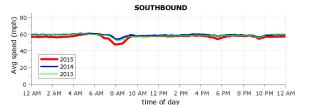


Trends^a



Speed Profiles^d





Daily Variability^e Tar Feb Ma Apr May Jun Jul Aug Sep Oct Nov Dec S M Tu W Th F S

1-895

from I-95 (Exit 46)

to I-95 (Exit 62)

Top Bottlenecks

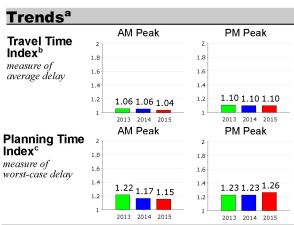
				Number of	Occurences	s	Average	Average				
2015							Duration	Length	Impact	2014		
Rank	LOCATION	Direction	Q1	Q2	Q3	Q4	(minute)	(mile)	Factor	Rank	Cha	ange
30	I-895 N @ HARBOR TUNNEL THWY (NORTH)	Northbound	0	57	102	94	121	5.4	2.1			30
48	I-895 S @ FRANKFURST AVE/SHELL RD/EXIT 8	Southbound	296	421	440	497	81	1.1	1.2	239	₽	-191
100	I-895 S @ HARBOR TUNNEL THWY (SOUTH)	Southbound	0	68	94	10	62	5.2	0.7			100
118	I-895 N @ HOLABIRD AVE/EXIT 10	Northbound	71	57	56	42	95	3.8	0.6	441	₽	-323
184	I-895 S @ HARBOR TUNNEL THWY (NORTH)	Southbound	0	84	39	70	56	2.7	0.4			184
240	I-895 N @ CHILDS ST/EXIT 9	Northbound	661	1088	1063	1266	38	0.2	0.3	132	倉	108
256	I-895 N @ HARBOR TUNNEL THWY (SOUTH)	Northbound	0	119	54	0	53	1.7	0.2			256
262	I-895 S @ MD-2/POTEE ST/EXIT 7	Southbound	21	16	9	22	129	3.2	0.2	310	₽	-48
266	I-895 S @ HARBOR TUNNEL THWY (NORTH)	Southbound	159	0	0	0	17	2.2	0.2			266
278	I-895 N @ HARBOR TUNNEL THWY (SOUTH)	Northbound	310	0	0	61	42	1.3	0.2		倉	278

Notes

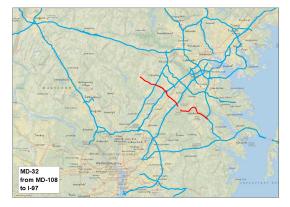
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15 center miles carrying 58,000 vehicles every day

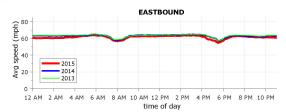
MARYLAND **MD-32** 32

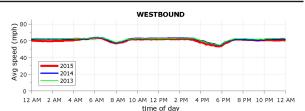


22 center miles carrying 67,000 vehicles every day



Speed Profiles^d





Daily Variability^e



Top Bottlenecks

				Number of (Occurences		Average	Average				
2015							Duration	Length	Impact	2014		
Rank	LOCATION	Direction	Q1	Q2	Q3	Q4	(minute)	(mile)	Factor	Rank	Cha	ange
99	MD-32 W @ I-95	Westbound	81	51	42	44	105	3.2	0.7	121	Ŷ	-22
103	MD-32 E @ MD-198/FORT MEADE RD	Eastbound	69	83	80	69	88	2.7	0.7	99		4
122	MD-32 W @ TEN OAKS RD	Westbound	13	7	7	6	202	14.1	0.6			122
180	MD-32 W @ MD-108	Westbound	115	81	85	73	117	1.1	0.4	94	倉	86
185	MD-32 E @ I-95	Eastbound	89	99	65	96	52	2.2	0.4	156		29
198	MD-32 W @ MD-175/ANNAPOLIS RD	Westbound	66	55	51	55	77	2.1	0.3	175		23
228	MD-32 W @ I-70/US-40	Westbound	0	7	7	2	131	10.2	0.3			228
273	MD-32 W @ US-1	Westbound	52	71	66	59	58	1.7	0.2	283	₽	-10
294	MD-32 E @ I-97	Eastbound	86	155	142	121	36	3.4	0.2	253		41
298	MD-32 W @ BURNTWOODS RD	Westbound	10	4	0	0	78	11.6	0.2			298

Notes

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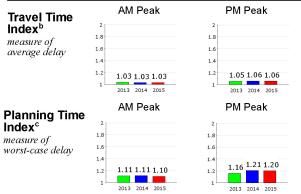
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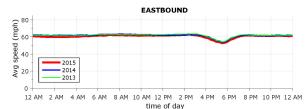
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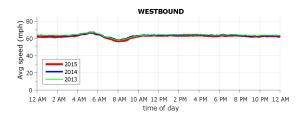
US-50

Trends^a



Speed Profiles^d





33 center miles carrying 100,000 vehicles every day

Daily Variability^e

Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	
S M Tu W Th F S												6 5 4 3 2 1

US-50

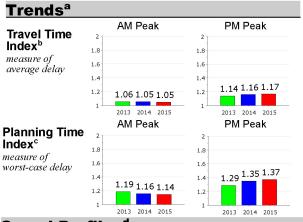
from Washington, D.C. to Bay Bridge

Top Bottlenecks^f

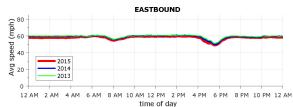
				Number of	Occurences		Average	Average				
							Duration	Length	Impact			
2015 Rank	LOCATION	Direction	Q1	Q2	Q3	Q4	(minute)	(mile)	Factor	2014 Ranl	c Cha	ange
72	US-50 W @ MONTANA AVE	Westbound	0	0	0	78	44	6.7	0.9			72
74	US-50 E @ SEVERN RIVER BRIDGE	Eastbound	53	80	89	62	106	3.4	0.9	57	倉	17
90	US-50 E @ MD-331/DOVER RD	Eastbound	0	8	15	3	169	13.9	0.8		倉	90
102	US-50 E @ MD-202/LANDOVER RD	Eastbound	79	147	87	79	79	2.5	0.7	118	₽	-16
147	US-50 W @ US-13/SALISBURY BYPASS	Westbound	121	159	213	100	47	1.8	0.5	119		28
164	US-50 W @ MD-213/CENTREVILLE RD	Westbound	67	87	148	67	47	2.6	0.4	63	疗	101
174	US-50 E @ MD-197/COLLINGTON RD/EXIT 11	Eastbound	30	10	14	43	68	5.6	0.4	276	₽	-102
194	US-50 E @ MD-528/PHILADELPHIA AVE	Eastbound	0	3	9	0	191	6.9	0.3		倉	194
210	US-50 E @ WALSTON SWITCH RD	Eastbound	649	1019	980	672	29	0.4	0.3	90		120
239	US-50 W @ BLADENSBURG RD	Westbound	0	0	0	64	42	2.4	0.3		倉	239

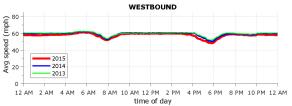
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MARYLAND **MD-100** 100

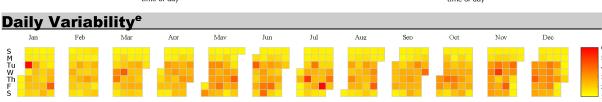


Speed Profiles^d





22 center miles carrying 71,000 vehicles every day



MD-100

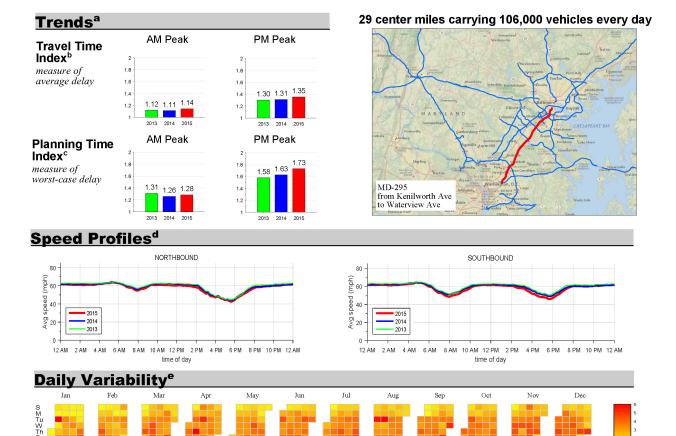
from US-29 to MD-177

Top Bottlenecks

		_		Number of C)ccurences	i.	Average	Average				
2015							Duration	Length	Impact	2014		
Rank	LOCATION	Direction	Q1	Q2	Q3	Q4	(minute)	(mile)	Factor	Rank	Cha	ange
81	MD-100 E @ MD-170/TELEGRAPH RD/EXIT 11	Eastbound	86	79	67	63	75	4.4	0.9	61	倉	20
144	MD-100 W @ MD-295/BALTIMORE WASHINGTON PKWY	Westbound	74	70	63	56	57	3.9	0.5	157	₽	-13
150	MD-100 W @ US-29	Westbound	80	72	45	63	72	4.4	0.5	130		20
153	MD-100 W @ MARC DORSEY STATION ACCESS RD/EXIT 7	Westbound	82	62	67	39	91	2.3	0.4	126	疗	27
154	MD-100 W @ I-95/EXIT 5	Westbound	109	86	70	143	58	2.1	0.4	193	Ŷ	-39
166	MD-100 E @ MARC DORSEY STATION ACCESS RD/EXIT 7	Eastbound	72	85	70	79	65	2.3	0.4	143	疗	23
188	MD-100 W @ MD-607/MAGOTHY BRIDGE RD	Westbound	503	695	570	825	37	0.4	0.4	152	倉	36
216	MD-100 E @ OAKWOOD RD	Eastbound	61	52	79	31	69	2.5	0.3	197	疗	19
236	MD-100 E @ CATHERINE AVE	Eastbound	40	23	12	11	53	6.5	0.3			236
265	MD-100 W @ MD-174/QUARTERFIELD RD	Westbound	46	35	73	33	59	2.3	0.2	207	疗	58

- 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 *average* travel time (95th percentile) during peak hour to the free-flow time.
 d Typical work day speeds, calulcuated as the average speed of all weekdays for the entire year and shows it as varies by time-of-day.
 e 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.
- F Top 10 bottlenecks on the facility, ranked by impact factor. Impact factor is multiplication of total annual number of bottleneck occurences by their average duration and by their average length. Bottlenecks are said to occur when speeds drop below 60% of free-flow speed for a period longer than 5 minutes. Q1: Jan-Mar Q2: Apr-Jun Q3: Jul-Sep Q4: Oct-Dec





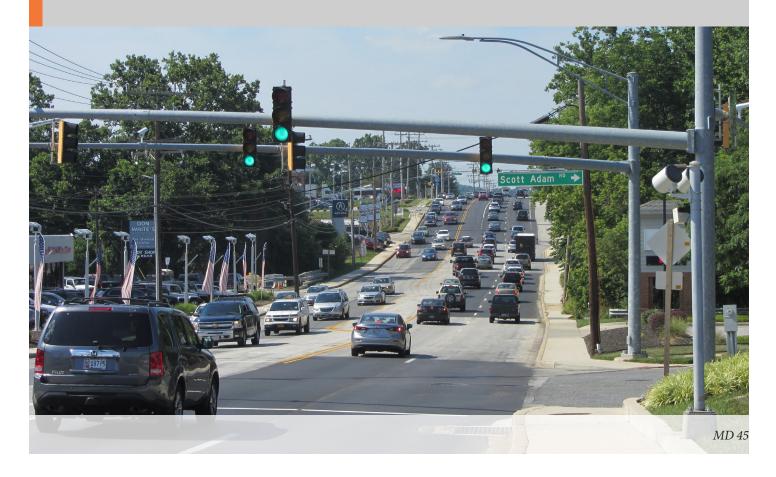
Top Bottlenecks¹

				Number of C	Occurences		Average	Average				
							Duration	Length	Impact			
2015 Rank	LOCATION	Direction	Q1	Q2	Q3	Q4	(minute)	(mile)	Factor	2014 Ran	k Char	nge
4	MD-295 N @ MD-197/EXIT 11	Northbound	101	104	111	70	203	7.1	5.4	10	₽	-6
7	MD-295 S @ MD-193	Southbound	102	104	82	90	129	9.3	4.0	16	₽	-9
9	MD-295 N @ I-195	Northbound	65	90	66	67	142	11.1	3.8	5		4
15	MD-295 N @ MD-175	Northbound	92	83	83	84	140	7.8	3.3	6	倉	9
17	MD-295 S @ POWDER MILL RD	Southbound	112	150	164	114	115	5.4	3.1	17	\Rightarrow	0
22	MD-295 N @ POWDER MILL RD	Northbound	139	180	173	207	102	3.9	2.6	27	₽	-5
35	MD-295 S @ GODDARD RD	Southbound	59	117	80	78	93	6.0	1.7	60	₽	-25
36	MD-295 S @ EASTERN AVE	Southbound	126	128	120	113	105	6.2	1.7		倉	36
40	MD-295 S @ RIVERDALE RD	Southbound	69	84	84	129	79	5.5	1.6	49	₽	-9
52	MD-295 N @ S MARTIN LUTHER KING BLVD	Northbound	16	0	0	1	87	27.0	1.2		倉	52

- 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 *average* travel time (95th percentile) during peak hour to the free-flow time.
 d Typical work day speeds, calulcuated as the average speed of all weekdays for the entire year and shows it as varies by time-of-day.
- e- 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.
- 6 Top 10 bottlenecks on the facility, ranked by impact factor. Impact factor is multiplication of total annual number of bottleneck occurences by their average duration and by their average length. Bottlenecks are said to occur when speeds drop below 60% of free-flow speed for a period longer than 5 minutes. Q1: Jan-Mar Q2: Apr-Jun Q3: Jul-Sep Q4: Oct-Dec

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B. Regionally Significant Arterial Corridors



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MD 2			695	-895A	695	695 B
Limits:	5th Ave	to I-695	695	10		
Corridor Length:	3.7	miles	97			-770
Speed Limit:	35 - 4	5 MPH	É	Wellham Ave		
Travel Lanes:	(2-3) Northbund	(2-3) Southbound		Weimen		
Signal Controlled Intersections:		4		55 Ave NW	2	Bell Ave
Grade Separated Interchanges:		2				(270) Mar. 9
Major Cross Streets:	E. Ordn E. Furnace	, I-895, ance Rd, Branch Rd, , 5th Ave		Glen Burnie 3B ^{5TH} AVE		
	Routes	Avg. Daily Ridership	20)15 ADT	Truck	Peak Hour
Routes and Ridership	MTA 14	3,428	-	- 41,000 vpd	3% - 6	
		•		S	egment Opera	tions
	Intersection Operations	i			Northbound	Southbound
Signalized Intersection		PM Peak Hour]	Level of Service	AM / PM (Miles of Roadway)	AM / PM (Miles of Roadway)
LOS D or Better	6	6	LO	S D or Better	2.0 / 0.5	3.2 / 0.9
LOS E	0	0		LOS E	1.7 / 2.4	0.5 / 2.3
LOS F	0	0		LOS F	0.0 / 0.8	0.0 / 0.5
LOS 'E' Int	ersections	LOS 'F' In	tersectior	IS		Color Key
					TT 1.00 -	
					1.15 -	1.30 1.5 - 2.5
					1.15 - 1.30 - > 2.	2.00 > 2.5
Available count data.					1.30 -	2.00 > 2.5
Available count data. Functional Class		/ Segment o South	Length (miles)	AM NB SB	1.30 - > 2.	2.00 > 2.5 00
	North t			АМ	1.30 - > 2: I PM	2.00 > 2.5 00 No data
	North t I-695 - I-	o South	(miles)	АМ	1.30 - > 2: I PM	2.00 > 2.5 00 No data PTI AM PM NB SB NB 3
Functional Class Urban Other Principal	North t -695 - -1 -895 Ramp - Ordr	o South 895 Ramp	(miles) 0.5	АМ	1.30 - > 2: I PM	2.00 > 2.5 00 No data M PM NB SB NB 3 1 NB 2
Functional Class	North t I-695 - I-i I-895 Ramp - Ordr Ordnance Rd(MD-710)-Fu Furnance Branch Rd	o South 895 Ramp nance Rd. (MD-710) rnance Branch Rd(MD-270) d. (MD-270) - 8th Ave.	(miles) 0.5 0.5 0.8 0.5	АМ	1.30 - > 2: I PM	2.00 > 2.5 00 No data PTI AM PM NB SB NB 3 I U U U
Functional Class Urban Other Principal	North t I-695 - I-i I-895 Ramp - Ordr Ordnance Rd(MD-710)-Fu Furnance Branch Ro 8th Ave Baltimore A	o South 895 Ramp nance Rd. (MD-710) rnance Branch Rd(MD-270)	(miles) 0.5 0.5 0.8	АМ	1.30 - > 2: I PM	2.00 > 2.5 00 No data PTI AM PM NB SB NB 3 I U U U

Limits:	US 50/3	301 to I-97		Prese and a second	Night Hawk	Millersville Cenera
			Asture	7.0	Golf Center	~ Rp / **
Corridor Length:	8.8	miles	31	Rd	and and a second	Agen I
Speed Limit:	45 - 5	50 MPH				
Travel Lanes:	(2 - 4) Northbound	(2 - 4) Southbound	2	- 23	424	
Signal Controlled Intersections:		12				fton Park
Grade Separated Interchanges:		3	prinap	ols Rd (450)	Bell Branch Athletic Complex	Octorise Hu
Major Cross Streets:	MD 424, Wa Defense H	MD 175, ugh Chapel Rd, lwy, MD 450, Rd, US 50		50	John Hi	
	Dautaa	Aug Deily Didership				Peak Hour
Routes and Ridership	Routes METRO B29, 31	Avg. Daily Ridership 235		5 AADT 82,000 vpd	5% - 8%	7.5% - 8%
	WETRO 629, 31	235	05,000 -		egment Operatio	
					• •	<u>г т</u>
	Intersection Operation	5	- I		Northbound	Southbound
				Level of	AM / PM	AM / PM
Signalized Intersectior	ns*: AM Peak Hour	PM Peak Hour	1 1	Service	(Miles of Roadway)	(Miles of Roadway)
LOS D or Pottor	6					Roadway)
LOS D or Better	6	4		D or Better	6.3 / 1.7	2.6 / 1.6
LOS E	1	1		LOSE	0.8 / 1.3	4.0 / 4.9
					1.7 / 5.8	2.2 / 2.3
LOS F	1	2		LOS F		
		2		LU3 F		
	1 tersections		tersections			Color Key
LOS 'E' In		LOS 'F' In		\$	Π	
LOS 'E' In MD 3 at M	tersections ID 450 (AM)	LOS 'F' In MD 3 at Mille	tersections	s 1)	тті	Color Key PTI
LOS 'E' In MD 3 at M	tersections	LOS 'F' In MD 3 at Mille MD 3 at MD 424	<mark>tersections</mark> rsville Rd (AM / Conway Rd	5 1) (PM)		Color Key PTI
LOS 'E' In MD 3 at M	tersections ID 450 (AM)	LOS 'F' In MD 3 at Mille	<mark>tersections</mark> rsville Rd (AM / Conway Rd	5 1) (PM)	TTI 1.00 - 1.1	Color Key PTI 15 1.0 - 1.5
LOS 'E' In MD 3 at M	tersections ID 450 (AM)	LOS 'F' In MD 3 at Mille MD 3 at MD 424	<mark>tersections</mark> rsville Rd (AM / Conway Rd	5 1) (PM)	тті	Color Key PTI 15 1.0 - 1.5
LOS 'E' In MD 3 at M	tersections ID 450 (AM)	LOS 'F' In MD 3 at Mille MD 3 at MD 424	<mark>tersections</mark> rsville Rd (AM / Conway Rd	5 1) (PM)	TTI 1.00 - 1.1	Color Key PTI 15 1.0 - 1.5
LOS 'E' In MD 3 at M	tersections ID 450 (AM)	LOS 'F' In MD 3 at Mille MD 3 at MD 424	<mark>tersections</mark> rsville Rd (AM / Conway Rd	5 1) (PM)	TTI 1.00 - 1.1	Color Key PTI 15 1.0 - 1.5 30 1.5 - 2.5 00 0
LOS 'E' In MD 3 at M	tersections ID 450 (AM)	LOS 'F' In MD 3 at Mille MD 3 at MD 424	<mark>tersections</mark> rsville Rd (AM / Conway Rd	5 1) (PM)	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
LOS 'E' In MD 3 at M MD 3 @ Riedel Rd / \	tersections ID 450 (AM)	LOS 'F' In MD 3 at Mille MD 3 at MD 424	<mark>tersections</mark> rsville Rd (AM / Conway Rd	5 1) (PM)	TTI 1.00 - 1.1 1.15 - 1.3	Color Key PTI 15 1.0 - 1.5 30 1.5 - 2.5 00 > 2.5
LOS 'E' In MD 3 at M	tersections ID 450 (AM)	LOS 'F' In MD 3 at Mille MD 3 at MD 424	<mark>tersections</mark> rsville Rd (AM / Conway Rd	5 1) (PM)	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
LOS 'E' In MD 3 at M MD 3 @ Riedel Rd / \	tersections ID 450 (AM)	LOS 'F' In MD 3 at Mille MD 3 at MD 424	<mark>tersections</mark> rsville Rd (AM / Conway Rd	5 (PM) Blvd (PM)	TTI 1.00 - 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
LOS 'E' In MD 3 at M MD 3 @ Riedel Rd / \ MD 3 @ Riedel Rd / \	tersections ID 450 (AM) Waugh Chapel Rd (PM)	LOS 'F' In MD 3 at Mille MD 3 at MD 424	<mark>tersections</mark> rsville Rd (AM / Conway Rd	5 1) (PM) 3lvd (PM) TTI	TTI 1.00 - 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 PTI
LOS 'E' In MD 3 at M MD 3 @ Riedel Rd / \	tersections ID 450 (AM) Waugh Chapel Rd (PM) Roadwa	LOS 'F' In MD 3 at Mille MD 3 at MD 424 MD 3 at Crawford Blv	tersections rsville Rd (AM / Conway Rd rd / Cronson E	5 (PM) 3Ivd (PM) 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 70 > 2.5 No data PTI AM PM
LOS 'E' In MD 3 at M MD 3 @ Riedel Rd / \ MD 3 @ Riedel Rd / \	tersections ID 450 (AM) Waugh Chapel Rd (PM) Roadwa North	LOS 'F' In MD 3 at Mille MD 3 at MD 424 MD 3 at Crawford Blv y Segment to South	tersections rsville Rd (AM / Conway Rd rd / Cronson E	5 1) (PM) 3lvd (PM) TTI	TTI 1.00 - 1.* 1.15 - 1.3 1.30 - 2.0	Color Key PTI 15 1.0 - 1.5 30 1.5 - 2.5 30 2.5 30 > 2.5 No data PTI AM PM NB SB NB S
LOS 'E' In MD 3 at M MD 3 @ Riedel Rd / \ MD 3 @ Riedel Rd / \	tersections ID 450 (AM) Waugh Chapel Rd (PM) Roadwa North Patuxent Fwy (MD-32) - Anna	LOS 'F' In MD 3 at Mille MD 3 at MD 424 MD 3 at Crawford Blv MD 3 at Crawford Blv y Segment to South	tersections rsville Rd (AM / Conway Rd rd / Cronson E / Cronson E	5 (PM) 3Ivd (PM) TTI AM	TTI 1.00 - 1.1 1.15 - 1.3 1.30 - 2.0 > 2.00 PM NB SB	Color Key PTI 15 1.0 - 1.5 30 1.5 - 2.5 30 2.5 30 > 2.5 30 > 2.5 30 PTI AM PM NB SB NB W V
LOS 'E' In MD 3 at M MD 3 @ Riedel Rd / \ MD 3 @ Riedel Rd / \	tersections ID 450 (AM) Waugh Chapel Rd (PM) Roadwa North Patuxent Fwy (MD-32) - Anna Annapolis Rd (MD-175)/Mille	LOS 'F' In MD 3 at Mille MD 3 at MD 424 MD 3 at Crawford Blv MD 3 at Crawford Blv y Segment to South polis Rd (MD-175)/Millersville Rd rsville Rd - St. Stephens Ch Rd	tersections rsville Rd (AM / Conway Rd rd / Cronson E / Cronson E / Cronson E / Cronson E / Cronson E / Cronson E	5 (PM) 3Ivd (PM) TTI AM	TTI 1.00 - 1.1 1.15 - 1.3 1.30 - 2.0 > 2.00 PM NB SB W	Color Key PTI 15 1.0 - 1.5 30 1.5 - 2.5 30 2.5 30 2.5 30 2.5 30 2.5 30 2.5 30 2.5 30 3.5 - 2.5 30 2.5 30 3.5 - 2.5
LOS 'E' In MD 3 at M MD 3 @ Riedel Rd / \ MD 3 @ Riedel Rd / \	tersections ID 450 (AM) Waugh Chapel Rd (PM) Roadwa North Patuxent Fwy (MD-32) - Anna Annapolis Rd (MD-175)/Mille St. Stephens Church Rd -	LOS 'F' In MD 3 at Mille MD 3 at MD 424 MD 3 at Crawford Blv y Segment to South polis Rd (MD-175)/Millersville Rd rsville Rd - St. Stephens Ch Rd Waugh Chapel Rd/Riedel Rd	Length (miles) (0.8 (1.2 (0.5) (miles)	5 (PM) 3Ivd (PM) TTI AM	TTI 1.00 - 1.1 1.15 - 1.3 1.30 - 2.0 > 2.00 PM NB SB	Color Key PTI 15 1.0 - 1.5 30 1.5 - 2.5 30 2.5 30 > 2.5 30 > 2.5 30 PTI AM PM NB SB NB W V
LOS 'E' In MD 3 at M MD 3 @ Riedel Rd / \ MD 3 @ Riedel Rd / \	tersections ID 450 (AM) Waugh Chapel Rd (PM) Roadwa North Patuxent Fwy (MD-32) - Anna Annapolis Rd (MD-175)/Mille St. Stephens Church Rd - Waugh Chapel Rd/Rie	LOS 'F' In MD 3 at Mille MD 3 at MD 424 MD 3 at Crawford Blv y Segment to South polis Rd (MD-175)/Millersville Rd rsville Rd - St. Stephens Ch Rd Waugh Chapel Rd/Riedel Rd del Rd - John Hopkins Rd	tersections rsville Rd (AM / Conway Rd rd / Cronson E / Cronson E / Cronson E / Cronson E / Cronson E / Cronson E	5 (PM) 3Ivd (PM) TTI AM	TTI 1.00 - 1.1 1.15 - 1.3 1.30 - 2.0 > 2.00 PM NB SB W	Color Key PTI 15 1.0 - 1.5 30 1.5 - 2.5 30 2.5 30 2.5 30 2.5 30 2.5 30 2.5 30 2.5 30 3.5 - 2.5 30 2.5 30 3.5 - 2.5
LOS 'E' In MD 3 at M MD 3 @ Riedel Rd / V Available count data. Functional Class Urban Other Principal	tersections ID 450 (AM) Waugh Chapel Rd (PM) Roadwa North Patuxent Fwy (MD-32) - Anna Annapolis Rd (MD-175)/Mille St. Stephens Church Rd - Waugh Chapel Rd/Rie	LOS 'F' In MD 3 at Mille MD 3 at MD 424 MD 3 at Crawford Blv y Segment to South polis Rd (MD-175)/Millersville Rd rsville Rd - St. Stephens Ch Rd Waugh Chapel Rd/Riedel Rd	Length (miles) (0.8 (1.2 (0.5) (miles)	5 (PM) 3Ivd (PM) TTI AM	TTI 1.00 - 1.1 1.15 - 1.3 1.30 - 2.0 > 2.00 PM NB SB W	Color Key PTI 15 1.0 - 1.5 30 1.5 - 2.5 30 2.5 00 > 2.5 00 > 2.5 00 > 2.5 00 > 2.5 00 > 2.5 00 > 2.5 00 > 2.5 00 > 2.5 00 > 2.5 00 > 2.5 00 > 2.5 00 > 2.5
LOS 'E' In MD 3 at M MD 3 @ Riedel Rd / N Available count data. Functional Class	tersections ID 450 (AM) Waugh Chapel Rd (PM) Roadwa North Patuxent Fwy (MD-32) - Anna Annapolis Rd (MD-175)/Mille St. Stephens Church Rd - Waugh Chapel Rd/Rie Johns Hopkins Rd - Conway	LOS 'F' In MD 3 at Mille MD 3 at MD 424 MD 3 at Crawford Blv y Segment to South polis Rd (MD-175)/Millersville Rd rsville Rd - St. Stephens Ch Rd Waugh Chapel Rd/Riedel Rd del Rd - John Hopkins Rd	Length (miles) (0.8 (1.2 (0.8 (0.8)(5 (PM) 3Ivd (PM) TTI AM	TTI 1.00 - 1.1 1.15 - 1.3 1.30 - 2.0 > 2.00 PM NB SB W	Color Key PTI 15 1.0 - 1.5 30 1.5 - 2.5 30 2.5 20 > 2.5 20 > 2.5 20 > 2.5 20 > 2.5 20 > 2.5 20 > 2.5 20 > 2.5 20 > 2.5 20 > 2.5 20 > 2.5 20 > 2.5 20 > 2.5 20 > 2.5
LOS 'E' In MD 3 at M MD 3 @ Riedel Rd / V Available count data. Functional Class Urban Other Principal	tersections ID 450 (AM) Waugh Chapel Rd (PM) Roadwa North Patuxent Fwy (MD-32) - Anna Annapolis Rd (MD-175)/Mille St. Stephens Church Rd - Waugh Chapel Rd/Rie Johns Hopkins Rd - Conway CnwayRd/DvdsonvilleRd(ME	LOS 'F' In MD 3 at Mille MD 3 at MD 424 MD 3 at Crawford Blv y Segment to South polis Rd (MD-175)/Millersville Rd rsville Rd - St. Stephens Ch Rd Waugh Chapel Rd/Riedel Rd del Rd - John Hopkins Rd Rd/Davidsonville Rd (MD-424)	Length (miles) 0.8 1.2 0.8 0.8 0.8 0.8	5 (PM) 3Ivd (PM) TTI AM	TTI 1.00 - 1.1 1.15 - 1.3 1.30 - 2.0 > 2.00 PM NB SB W	Color Key PTI 15 1.0 - 1.5 30 1.5 - 2.5 30 2.5 20 > 2.5 20 > 2.5 20 > 2.5 20 > 2.5 20 > 2.5 20 > 2.5 20 > 2.5 20 > 2.5 20 > 2.5 20 > 2.5 20 > 2.5 20 > 2.5 20 > 2.5
LOS 'E' In MD 3 at M MD 3 @ Riedel Rd / V Available count data. Functional Class Urban Other Principal	tersections ID 450 (AM) Waugh Chapel Rd (PM) Roadwa North Patuxent Fwy (MD-32) - Anna Annapolis Rd (MD-175)/Mille St. Stephens Church Rd - Waugh Chapel Rd/Rie Johns Hopkins Rd - Conway CnwayRd/DvdsonvilleRd(ME Crawford Blvd/Cronson B	LOS 'F' In MD 3 at Mille MD 3 at MD 424 MD 3 at Crawford Blv MD 3 at Crawford Blv y Segment to South polis Rd (MD-175)/Millersville Rd rsville Rd - St. Stephens Ch Rd Waugh Chapel Rd/Riedel Rd del Rd - John Hopkins Rd Rd/Davidsonville Rd (MD-424))-424)-CrawfordBlvd/CrnsnBlvd	Length (miles) 0.8 1.2 0.8 0.8 0.8 0.8 0.9 0.7	5 (PM) 3Ivd (PM) TTI AM	TTI 1.00 - 1.1 1.15 - 1.3 1.30 - 2.0 > 2.00 PM NB SB W	Color Key PTI 15 1.0 - 1.5 30 1.5 - 2.5 30 2.5 00 > 2.5 00 > 2.5 00 > 2.5 00 > 2.5 00 > 2.5 00 > 2.5 00 > 2.5 00 > 2.5 00 > 2.5 00 > 2.5 00 > 2.5 00 > 2.5
LOS 'E' In MD 3 at M MD 3 @ Riedel Rd / V Available count data. Functional Class Urban Other Principal	tersections ID 450 (AM) Waugh Chapel Rd (PM) Roadwa North Patuxent Fwy (MD-32) - Anna Annapolis Rd (MD-175)/Mille St. Stephens Church Rd - Waugh Chapel Rd/Rie Johns Hopkins Rd - Conway CnwayRd/DvdsonvilleRd(ME Crawford Blvd/Cronson B Defense Hwy (MD-450	LOS 'F' In MD 3 at Mille MD 3 at MD 424 MD 3 at Crawford Blv MD 3 at Crawford Blv y Segment to South polis Rd (MD-175)/Millersville Rd rsville Rd - St. Stephens Ch Rd Waugh Chapel Rd/Riedel Rd del Rd - John Hopkins Rd Rd/Davidsonville Rd (MD-424))-424)-CrawfordBlvd/CrnsnBlvd Ivd - Defense Hwy (MD-450)	Length (miles) 0.8 1.2 0.5 0.8 0.9 0.7 1.3	5 (PM) 3Ivd (PM) TTI AM	TTI 1.00 - 1.1 1.15 - 1.3 1.30 - 2.0 > 2.00 PM NB SB W	Color Key PTI 15 1.0 - 1.5 30 1.5 - 2.5 30 2.5 00 > 2.5 00 > 2.5 00 > 2.5 00 > 2.5 00 > 2.5 00 > 2.5 00 > 2.5 00 > 2.5 00 > 2.5 00 > 2.5 00 > 2.5 00 > 2.5

Limits:	Washington DC Line to	o Anne A	Arundel County Line				6		1. 20	LARGO	
Corridor Length:	14	.1 miles		itland-	Silver	Hill PKWy	K			Po	301
Speed Limit:	35 -	- 55 MPH	4	st BRAN	7	-	95		\leq	Greater	
				and the second sec	amp Spi	ings M		RD			7
Travel Lanes:	(2 - 3) Northbour	nd (2-3	3) Southbound	•			WOODYARD			0	Ju
Signal Controlled Intersections:		12		47	Clir		R	osaryville	301	CROOM	
Grade Separated Interchanges:		7			4				X	B	Patuxent
Major Cross Streets:		, MD 337 23, US 3	7, 01,		away Ci Valley		Branc	Chel			
	Routes	A	vg. Daily Ridership							Pe	ak Hou
Routes and Ridership	METRO K12, K13		2,048		15 AAI			Truck		-	Traffic
·····	The Bus Route 20 The Bus Route 24	_	655 666	24,000	- 72,0	· ·		4% - 1		6.5	% - 7.5%
	Intersection Operation	ns	000	J				ent Opera	1	Southbou	nd
Signalized Intersection		1	PM Peak Hour				A ()	M / PM Miles of		AM / PM (Miles o	1 f
LOS D or Better	6		0		el of S S D or			oadway) .7 / 13.1		Roadway 12.4 / 10	
	0										
LOSE	2		6								
MD 4 at Forest	2 2 tersections ville Rd (AM,PM) Old Marlboro Pike (AM,PM)		2 2 LOS 'F' In MD 4 at MD 337 / Pre MD 4 at Dower H	tersection	LOS E LOS s ry (AM,F	:	0	<mark>.6 / 0.6</mark> .8 / 0.4 T	Co	0.8 / 2. 0.9 / 0.9	7
LOS F LOS 'E' In MD 4 at Forest	tersections ville Rd (AM,PM)		2 2 LOS 'F' In MD 4 at MD 337 / Pre:	tersection	LOS E LOS s ry (AM,F	:	0	.6 / 0.6 .8 / 0.4 T 1.00 - 1.15 - 1.30 -	Co TI - 1.15 - 1.30 - 2.00	0.8 / 2.: 0.9 / 0.9 lor Key	7 9 PTI
LOS F LOS 'E' In MD 4 at Forest MD 4 at Westphalia Rd / i	tersections ville Rd (AM,PM)		2 2 LOS 'F' In MD 4 at MD 337 / Pre:	tersection	LOS E LOS s ry (AM,F	:	0	<mark>.6 / 0.6</mark> .8 / 0.4 T 1.00 - 1.15 -	Co TI - 1.15 - 1.30 - 2.00 .00	0.8 / 2.: 0.9 / 0.9 lor Key	7 9 PTI 1.0 - 1.5 1.5 - 2.5
LOS F LOS 'E' In MD 4 at Forest MD 4 at Westphalia Rd / MD 4 at Westphalia Rd /	2 tersections ville Rd (AM,PM) Old Marlboro Pike (AM,PM)	vay Segm	2 LOS 'F' In MD 4 at MD 337 / Pre: MD 4 at Dower H	tersection	LOS (LOS s y (AM,F /I,PM)	E 'M) T	0 1	.6 / 0.6 .8 / 0.4 T 1.00 - 1.15 - 1.30 - > 2	Co TI - 1.15 - 1.30 - 2.00 .00	0.8 / 2.1 0.9 / 0.9 lor Key 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	PTI 1.0 - 1.5 1.5 - 2.5 > 2.5
LOS F LOS 'E' In MD 4 at Forest MD 4 at Westphalia Rd /	2 tersections ville Rd (AM,PM) Old Marlboro Pike (AM,PM) Roadw	vay Segm th to Sout	2 LOS 'F' In MD 4 at MD 337 / Pre: MD 4 at Dower H	tersection sidential Pkw louse Rd (AM	LOS E LOS s ry (AM,F	E 'M) T	0	.6 / 0.6 .8 / 0.4 T 1.00 - 1.15 - 1.30 - > 2	Co TI - 1.15 - 1.30 - 2.00 .00	0.8 / 2.1 0.9 / 0.9 Ior Key o data	PTI 1.0 - 1.5 1.5 - 2.5 > 2.5
LOS F LOS 'E' In MD 4 at Forest MD 4 at Westphalia Rd / MD 4 at Westphalia Rd /	2 tersections ville Rd (AM,PM) Old Marlboro Pike (AM,PM) Roadw	to Sout	2 2 LOS 'F' In MD 4 at MD 337 / Pre: MD 4 at Dower H	tersection sidential Pkw louse Rd (AM	LOS E LOS S (AM,F M,PM)	<u>Е</u> (М) Т И	0 1 TI PI	.6 / 0.6 .8 / 0.4 T 1.00 - 1.15 - 1.30 - > 2	Co TI - 1.15 - 1.30 - 2.00 .00	0.8 / 2.1 0.9 / 0.9 lor Key lor Key o data	7 9 1.0 - 1.5 1.5 - 2.5 > 2.5
LOS F LOS 'E' In MD 4 at Forest MD 4 at Westphalia Rd / MD 4 at Westphalia Rd /	2 tersections ville Rd (AM,PM) Old Marlboro Pike (AM,PM) Old Marlboro Pike (AM,PM) Roadw Nort Southern Ave - A Alton St/ Shadyside Ave	th to Sout	2 LOS 'F' In MD 4 at MD 337 / Pre: MD 4 at Dower H MD 4 at Dower H hadyside Ave. ng Ave./Quarter Ave.	Length (miles) 0.8 0.5	LOS E LOS S (AM,F M,PM)	<u>Е</u> (М) Т И	0 1 TI PI	.6 / 0.6 .8 / 0.4 T 1.00 - 1.15 - 1.30 - > 2	Co TI - 1.15 - 2.00 .00 NH	0.8 / 2.1 0.9 / 0.9 lor Key lor Key o data	7 9 1.0 - 1.5 1.5 - 2.5 > 2.5
LOS F LOS 'E' In MD 4 at Forest MD 4 at Westphalia Rd / MD 4 at Westphalia Rd /	2 tersections ville Rd (AM,PM) Old Marlboro Pike (AM,PM) Old Marlboro Pike (AM,PM) Roadw Nort Southern Ave - A Alton St/ Shadyside Ave Spaulding Ave./Q	th to Sout	2 LOS 'F' In MD 4 at MD 337 / Pre- MD 4 at Dower H MD 4 at Dower H hadyside Ave. ng Ave./Quarter Ave. e Brooks Dr.	Length (miles) 0.8 0.5 0.4	LOS E LOS S (AM,F M,PM)	<u>Е</u> (М) Т И	0 1 TI PI	.6 / 0.6 .8 / 0.4 T 1.00 - 1.15 - 1.30 - > 2	Co TI - 1.15 - 2.00 - 2.00 Ni NB W	0.8 / 2.1 0.9 / 0.9 / 0.9 lor Key lor Key o data	7 9 1.0 - 1.5 1.5 - 2.5 > 2.5
LOS F LOS 'E' In MD 4 at Forest MD 4 at Westphalia Rd / Available count data. Functional Class	2 tersections ville Rd (AM,PM) Old Marlboro Pike (AM,PM) Old Marlboro Pike (AM,PM) Southern Ave - A Alton St/ Shadyside Ave Spaulding Ave./Q Brooks Dr Sil	th to Sout Alton St/ St a Spauldir Quarter Ave Iver Hill Ro	2 2 LOS 'F' In MD 4 at MD 337 / Pre- MD 4 at Dower H MD 4 at Dower H hadyside Ave. ng Ave./Quarter Ave. e Brooks Dr. d. (MD-458)	Length (miles) 0.8 0.5 0.4 0.7	LOS E LOS S (AM,F M,PM)	<u>Е</u> (М) Т И	0 1 TI PI	.6 / 0.6 .8 / 0.4 T 1.00 - 1.15 - 1.30 - > 2	Co TI - 1.15 - 2.00 .00 NH	0.8 / 2.1 0.9 / 0.9 / 0.9 lor Key lor Key o data	7 9 1.0 - 1.5 1.5 - 2.5 > 2.5
LOS F LOS 'E' In MD 4 at Forest MD 4 at Westphalia Rd / Available count data.	2 tersections ville Rd (AM,PM) Old Marlboro Pike (AM,PM) Old Marlboro Pike (AM,PM) Roadw Nort Southern Ave - A Alton St/ Shadyside Ave Spaulding Ave./Q	th to Sout Alton St/ SH Spauldir Quarter Ave Iver Hill Ro MD-458) -	2 2 MD 4 at MD 337 / Pres MD 4 at Dower H MD 4 at Dower H hadyside Ave. ng Ave./Quarter Ave. e Brooks Dr. d. (MD-458) Parkland Dr.	Length (miles) 0.8 0.5 0.4	LOS E LOS S (AM,F M,PM)	<u>Е</u> (М) Т И	0 1 TI PI	.6 / 0.6 .8 / 0.4 T 1.00 - 1.15 - 1.30 - > 2	Co TI - 1.15 - 2.00 - 2.00 Ni NB W	0.8 / 2.1 0.9 / 0.9 / 0.9 lor Key lor Key o data	7 9 1.0 - 1.5 1.5 - 2.5 > 2.5
LOS F LOS 'E' In MD 4 at Forest MD 4 at Westphalia Rd / Available count data. Functional Class	2 tersections ville Rd (AM,PM) Old Marlboro Pike (AM,PM) Old Marlboro Pike (AM,PM) Southern Ave - A Alton St/ Shadyside Ave Spaulding Ave./Q Brooks Dr Sil Silver Hill Rd. (M Parkland I	th to Sout Alton St/ SH Spauldir Quarter Ave Iver Hill Ro MD-458) -	2 2 MD 4 at MD 337 / Pres MD 4 at Dower H MD 4 at Dower H hadyside Ave. ng Ave./Quarter Ave. e Brooks Dr. d. (MD-458) Parkland Dr. ers Ln.	Length (miles) 0.8 0.5 0.4 0.7 0.3	LOS E LOS S (AM,F M,PM)	<u>Е</u> (М) Т И	0 1 TI PI	.6 / 0.6 .8 / 0.4 T 1.00 - 1.15 - 1.30 - > 2	Co TI - 1.15 - 2.00 - 2.00 Ni NB W	0.8 / 2.1 0.9 / 0.9 lor Key lor Key o data o data	7 9 1.0 - 1.5 1.5 - 2.5 > 2.5
LOS F LOS 'E' In MD 4 at Forest MD 4 at Westphalia Rd / Available count data. Functional Class	2 tersections ville Rd (AM,PM) Old Marlboro Pike (AM,PM) Old Marlboro Pike (AM,PM) Mort Southern Ave - A Alton St/ Shadyside Ave Spaulding Ave./Q Brooks Dr Sil Silver Hill Rd. (N Parkland Walters L Donnell Dr	th to Sout Iton St/ Sl auarter Ave Iver Hill Re MD-458) - Dr Walte -n Donn Forestv	2 2 LOS 'F' In MD 4 at MD 337 / Pres MD 4 at Dower H MD 4 at Dower H hadyside Ave. ng Ave./Quarter Ave. e Brooks Dr. d. (MD-458) Parkland Dr. ers Ln. ell Dr. ville Rd.	Length (miles) 0.8 0.5 0.4 0.7 0.3 0.8 0.4 0.7 0.3 0.8	LOS E LOS S (AM,F M,PM)	<u>Е</u> (М) Т И	0 1 TI PI	.6 / 0.6 .8 / 0.4 T 1.00 - 1.15 - 1.30 - > 2	Co TI - 1.15 - 1.30 - 2.00 .00 .00 .00 .00 .00 .00 .00 .00 .00	0.8 / 2. 0.9 / 0.9 Ior Key Ior Key	7 9 1.0 - 1.5 1.5 - 2.5 > 2.5
LOS F LOS 'E' In MD 4 at Forest MD 4 at Westphalia Rd / Available count data. Functional Class	2 tersections ville Rd (AM,PM) Old Marlboro Pike (AM,PM) Old Marlboro Pike (AM,PM) Southern Ave - A Alton St/ Shadyside Ave Spaulding Ave./Q Brooks Dr Sil Silver Hill Rd. (N Parkland Ualters L Donnell Dr Forestvill	th to Sout Alton St/ Sł 2 Spauldir Quarter Ave Iver Hill Re MD-458) - Dr Walte _n Donn r Forestv Ie Rd 195	2 LOS 'F' In MD 4 at MD 337 / Pre: MD 4 at Dower H MD 4 at Dower H hadyside Ave. ng Ave./Quarter Ave. e Brooks Dr. d. (MD-458) Parkland Dr. ers Ln. eil Dr. /ille Rd. 5/1495	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	LOS E LOS S (AM,F M,PM)	<u>Е</u> (М) Т И	0 1 TI PI	.6 / 0.6 .8 / 0.4 T 1.00 - 1.15 - 1.30 - > 2	Co TI - 1.15 - 1.30 - 2.00 .00 N/ W W W U W	0.8 / 2.1 0.9 / 0.9 Ior Key Ior Key Io	7 9 1.0 - 1.5 1.5 - 2.5 > 2.5
LOS F LOS 'E' In MD 4 at Forest MD 4 at Westphalia Rd / Available count data. Functional Class	2 tersections ville Rd (AM,PM) Old Marlboro Pike (AM,PM) Old Marlboro Pike (AM,PM) Southern Ave - A Aton St/ Shadyside Ave Spaulding Ave./O Brooks Dr Sil Silver Hill Rd. (N Parkland Watters L Donnell Dr Forestvill 195/1495 - Old Marlt	th to Sout Alton St/ Sł a Spauldiri Quarter Ave Iver Hill Re MD-458) - Dr Walte _n Donn Forestv le Rd 192 boro Pike/	2 LOS 'F' In MD 4 at MD 337 / Pre: MD 4 at Dower H MD 4 at Dower H advalues and the second mag Ave./Quarter Ave. e Brooks Dr. d. (MD-458) Parkland Dr. ers Ln. ell Dr. ille Rd. 5/1495 'Westphalia Rd.	Length (miles) 0.8 0.5 0.4 0.7 0.3 0.8 0.4 0.6 0.4 0.3	LOS E LOS S (AM,F M,PM)	т Т SB	0 1 TI PI	.6 / 0.6 .8 / 0.4 T 1.00 - 1.15 - 1.30 - > 2	Co TI - 1.15 - 1.30 - 2.00 .00 .00 .00 .00 .00 .00 .00 .00 .00	0.8 / 2.1 0.9 / 0.9 Ior Key Ior Key 0 o data 0 o data P AM 3 SB 4 SB 4 SB 4 SB 4 SB 4 SB 4 SB 4 SB 4	7 9 1.0 - 1.5 1.5 - 2.5 > 2.5
LOS F LOS 'E' In MD 4 at Forest MD 4 at Westphalia Rd / Available count data. Functional Class	2 tersections ville Rd (AM,PM) Old Marlboro Pike (AM,PM) Old Marlboro Pike (AM,PM) Southern Ave - A Alton St/ Shadyside Ave Spaulding Ave./Q Brooks Dr Sil Silver Hill Rd. (N Parkland Ualters L Donnell Dr Forestvill	Alton St/ Sł Alton St/ Sł a Spauldir Quarter Ave Iver Hill Re MD-458) - Dr Walte Forestv le Rd 198 boro Pike/ Westphal	2 2 LOS 'F' In MD 4 at MD 337 / Pre: MD 4 at Dower H MD 4 at Dower H at Dower H MD 4 at Dower H MD 4	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	LOS E LOS S (AM,F M,PM)	т Т В В	0 1 TI PI	.6 / 0.6 .8 / 0.4 T 1.00 - 1.15 - 1.30 - > 2	Co TI - 1.15 - 1.30 - 2.00 .00 N/ W W W U W	0.8 / 2.1 0.9 / 0.9 Ior Key Ior Key Io	7 9 1.0 - 1.5 1.5 - 2.5 > 2.5
LOS F LOS 'E' In MD 4 at Forest MD 4 at Westphalia Rd / Available count data. Functional Class Urban Other Principal Arterial	2 tersections ville Rd (AM,PM) Old Marlboro Pike (AM,PM) Old Marlboro Pike (AM,PM) Southern Ave - A Alton St/ Shadyside Ave Spaulding Ave./O Brooks Dr Sil Silver Hill Rd. (M Parkland Walters L Donnell Dr Forestvill 195/l495 - Old Marlboro Pike/	h to Sout Iton St/ St Spauldir Quarter Ave Iver Hill R MD-458) - Dr Walte -n Donn Forestv le Rd 192 boro Pike/ Westphal Dowerhou	2 2 LOS 'F' In MD 4 at MD 337 / Pre- MD 4 at Dower H MD 4 at Dower H at Dower H MD 4 at Dower H MD 4	Length (miles) 0.8 0.5 0.4 0.7 0.3 0.8 0.4 0.6 0.4 0.6 0.4 0.6	LOS E LOS S (AM,F M,PM)	т Т SB	0 1 TI PI	.6 / 0.6 .8 / 0.4 T 1.00 - 1.15 - 1.30 - > 2	Co TI - 1.15 - 1.30 - 2.00 .00 N/ W W W U W	0.8 / 2.1 0.9 / 0.	7 9 1.0 - 1.5 1.5 - 2.5 > 2.5
LOS F LOS 'E' In MD 4 at Forest MD 4 at Westphalia Rd / Available count data. Functional Class Urban Other Principal Arterial	2 tersections ville Rd (AM,PM) Old Marlboro Pike (AM,PM) Old Marlboro Pike (AM,PM) Southern Ave - A Alton St/ Shadyside Ave Spaulding Ave./Q Brooks Dr Sil Silver Hill Rd. (M Parkland Walters L Donnell Dr Forestvill 195/1495 - Old Marlboro Pike/ MD-337 - Dowerhouse Rd Woodyard Rd. (MD-	th to Sout Alton St/ St a Spauldir Quarter Avo Iver Hill Ro MD-458) - Dr Walte n Donn Forestw le Rd 198 boro Pike/ Westphal Dowerhou Woodyarc 223) - Ritc	2 2 LOS 'F' In MD 4 at MD 337 / Pre- MD 4 at Dower H MD 4 at Dower H MD 4 at Dower H adve./Quarter Ave. e Brooks Dr. d. (MD-458) Parkland Dr. ers Ln. eil Dr. //ille Rd. 5/1495 Westphalia Rd. ia Rd MD-337 ise Rd. dt. (MD-223) chie Marlboro 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 0.4 0.5 0.4 0.7 0.3 0.8 0.4 0.5 0.4 0.5 0.4 0.5 0.4 0.5 0.4 0.5 0.4 0.5 0.4 0.5 0.4 0.5 0.4 0.5 0.4 0.5 0.5 0.4 0.5 0.5 0.4 0.5 0.5 0.4 0.5 0.5 0.5 0.5 0.5 0.5 0.5 0.5 0.5 0.5	LOS 6 AM	т Т SB	0 1 TI PI	.6 / 0.6 .8 / 0.4 T 1.00 - 1.15 - 1.30 - > 2	Co TI - 1.15 - 2.00 .00 NI W W W U W W	0.8 / 2.1 0.9 / 0.9 Ior Key Ior Key Io	7 9 1.0 - 1.5 1.5 - 2.5 > 2.5
LOS F LOS 'E' In MD 4 at Forest MD 4 at Westphalia Rd / Available count data. Functional Class	2 tersections ville Rd (AM,PM) Old Marlboro Pike (AM,PM) Old Marlboro Pike (AM,PM) Southern Ave - A Alton St/ Shadyside Ave Spaulding Ave./Q Brooks Dr Sil Silver Hill Rd. (M Parkland Walters L Donnell Dr Forestvill I95/1495 - Old Marlb Old Marlboro Pike/ MD-337 - Dowerhouse Rd Woodyard Rd. (MD- Ritchie Marlboro I	th to Sout Alton St/ St a Spauldir Quarter Ave liver Hill Re vdD-458) - Dr Walte m Donn Forestw le Rd 198 boro Pike/ Westphal Dowerhou Woodyarc 223) - Ritce Rd Wate	2 2 LOS 'F' In MD 4 at MD 337 / Pres MD 4 at Dower H MD 4 at Dower H adyside Ave. ag Ave./Quarter Ave. e Brooks Dr. d. (MD-458) Parkland Dr. ers Ln. ell Dr. /ille Rd. 5/1495 Westphalia Rd. ia Rd MD-337 ise Rd. d Rd. (MD-223) chie Marlboro Rd. er St (MD-717)	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 0.6 0.4 0.6 0.4 0.6 0.4 0.5 1.4 2.7 1.4	LOS 6 AM	т Т SB	0 1 TI PI	.6 / 0.6 .8 / 0.4 T 1.00 - 1.15 - 1.30 - > 2	Co TI - 1.15 - 2.00 .00 NR WW WW WW WW WW	0.8 / 2.1 0.9 / 0.9 Ior Key Ior Key Io	7 9 1.0 - 1.5 1.5 - 2.5 > 2.5
LOS F LOS 'E' In MD 4 at Forest MD 4 at Westphalia Rd / Available count data. Functional Class Urban Other Principal Arterial	2 tersections ville Rd (AM,PM) Old Marlboro Pike (AM,PM) Old Marlboro Pike (AM,PM) Southern Ave - A Alton St/ Shadyside Ave Spaulding Ave./Q Brooks Dr Sil Silver Hill Rd. (M Parkland Walters L Donnell Dr Forestvill 195/1495 - Old Marlboro Pike/ MD-337 - Dowerhouse Rd Woodyard Rd. (MD-	th to Sout Iton St/ Sł Spauldir Juarter Ave Iver Hill Re MD-458) - Dr Walte Donn Forestv Ie Rd 198 boro Pike/ Westphal Dowerhou Woodyarc 223) - Ritc Rd Wate MD-717) -	2 LOS 'F' In MD 4 at MD 337 / Pre: MD 4 at Dower H MD 4 at Dower H MD 4 at Dower H advside Ave. ag Ave./Quarter Ave. e Brooks Dr. d. (MD-458) Parkland Dr. ers Ln. ers Ln. ell Dr. ille Rd. 5/1495 'Westphalia Rd. ia Rd MD-337 use Rd. d Rd. (MD-223) chie Mariboro Rd. er St (MD-717) US-301	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 0.4 0.5 0.4 0.7 0.3 0.8 0.4 0.5 0.4 0.5 0.4 0.5 0.4 0.5 0.4 0.5 0.4 0.5 0.4 0.5 0.4 0.5 0.4 0.5 0.4 0.5 0.5 0.4 0.5 0.5 0.4 0.5 0.5 0.4 0.5 0.5 0.5 0.5 0.5 0.5 0.5 0.5 0.5 0.5	LOS 6 AM	т Т SB	0 1 TI PI	.6 / 0.6 .8 / 0.4 T 1.00 - 1.15 - 1.30 - > 2	Co TI - 1.15 - 2.00 .00 NR WW WW WW WW WW	0.8 / 2.1 0.9 / 0.9 Ior Key Ior Key Io	7 9 1.0 - 1.5 1.5 - 2.5 > 2.5

MD 5			aylor rdens	and Rd	books Dr
Limits:	I-95 to Washin	gton DC Line	Vista	National Capital Parks	458
Corridor Length:	3.1 m	iles	Oron Par Of		Suitland Suitland-Silver Hill
Speed Limit:	30 - 35	MPH	Oxon	silver Hill P	ANX -
Travel Lanes:	(1 - 4) Northbound	(1 - 4) Southbound			Sur The
Signal Controlled Intersections:	10)	Hillcrest Heights	and the second s	illand Pkwy
Grade Separated Interchanges:	3		Heights	414	Contraction of the
Major Cross Streets:	Suitland Pkw MD 41			Marlow leights	Auth Rd
	Routes	Avg. Daily Ridership			1
ľ	Green Line Naylor Rd	5,493			495
ľ	Green Line Suitland Rd	10,357	1	(1) 5	Pd of an
ľ	Green Line Branch Ave	12,004	1 /		A US
Routes and Ridership	METRO C12, C14	791	1		and
-	METRO H12	1,426] └────		X X N X
-	MTA 715	474			Peak Hour
	MTA 725	191	2015 AADT	Trucks	
	MTA 735	313	28,000 - 69,000 v	pd 3%	7.5%
OTE: The Green Line riders	ship data represents boardings	3		Segment Operati	ons
	Intersection Operations			Northbound	Southbound
Signalized Intersection		PM Peak Hour	Level of Service	AM / PM (Miles of Roadway)	AM / PM (Miles of Roadway)
LOS D or Better	5	5	LOS D or Bette		3.1 / 1.6
LOS E	1	1	LOS E	1.5 / 2.5	0.0 / 1.5
LOS F	0	0	LOS F	1.6 / 0.0	0.0 / 0.0
	·				
LOS 'E' Int	ersections	LOS 'F' In	tersections		Color Key
MD 5 at MD 458 / I	verson St (AM,PM)			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.					No data
			<u> </u>	тті	PTI
Functional Class	Roadway		Length AM	PM	AM PM
r unctional Glass	North to	South	(miles) AW SB		NB SB NB SE
	Suitland Pkwy - Na	vlor Rd (MD-637)	0.3		W I SB NB SE
		y_{101} $(x_{10}, (x_{10}, -0.57))$			
		n St/Silver Hill Rd (MD-458)	07		
rban Freeway Expressway -	Naylor Rd. (MD-637) - Iverso		0.7		W
rban Freeway Expressway -		B) - St. Barnabas Rd. (MD-414)	0.7 0.6 1.5		W

			pla	185	SAL	
Limits:	US 301 to	MD 223	2	Clinto	n	
Corridor Length:	5.4 m	iles	(223	A F	Ca. E	Dut
Speed Limit:	55 N	PH		SA	DY F	
Travel Lanes:	(2 - 3) Northbound	(2 - 3) Southbound		Tomad	Zall?	Atratts Ra
Signal Controlled Intersections:	3			35	上世	
Grade Separated Interchanges:	2			ay Creek	~5	
Major Cross Streets:	Surratts MD 381, MD			alley Park		Clear Class
	Routes	Avg. Daily Ridership		12	373	(381) Brandywine
	METRO C11, C13	457		14	2010	THUN
	MTA 705	652		- II	~	
Routes and Ridership	MTA 715	474				
	MTA 725	191				Peak Hour
	MTA 735	313		15 AADT	Truck	
	The Bus Route 30	521	58,000	- 83,000 vpd	5% - 7	% 6.5% - 8%
					Segment Ope	erations
	Intersection Operation	าร			Northbound	Southbound
Signalized Intersection	s*: AM Peak Hour	PM Peak Hour		Level of Service	AM / PM (Miles of Roadway)	AM / PM (Miles of Roadway)
LOS D or Better	0	1	LC	S D or Better	1.3 / 4.8	5.4 / 0.0
LOS E	0	1		LOS E	0.0 / 0.6	0.0 / 1.6
LOS F	2	0		LOS F	4.1 / 0.0	0.0 / 3.8
LOS 'E' Int	ersections	LOS 'F' In	tersection			Color Key
	e Rd (MD 381) (PM)	MD 5 at Brandywin			ТТ	
we s at brandywin			D 373 (AM)			
			,		1.00 -	1.15 1.0 - 1.5
					1.15 -	1.30 1.5 - 2.5
					1.15 -	1.30 1.5 - 2.5
					1.30 -	2 00
						> 2.5
Aveileble en statut					> 2.0	
Available count data.						No data
				TT	1	PTI
Functional Class	Roadway North to	•	Length	AM	PM	AM PM
		Jouth	(miles)	NB SB	NB SB	NB SB NB S
	Woodyard Rd. (MD-	223) - Surratts Rd.	1.3			
rban Freeway Expressway	Surratts Rd Burch H	lill Rd/Earnshaw Dr.	1.6			
			1.9			
	Burch Hill Rd/Earnshaw DrBrand Brandywine Rd./ Accokeek Rd (1.9			

Limits:	US 40 (Pulaski Highwa	y) to US 1 (Bel Air Bypass)	1		18		N	Aaryland Golf Country Club
Corridor Length:	7.9) miles			T	J.C.	Re &	
			6	200	they	<u>3</u> (-9	Sou (24)	
Speed Limit:	40 -	55 MPH	40	R			- CI	
Travel Lanes:	(2 - 3) Northbound	d (2 - 3) Southbound	Pleasar Hills	nt M		Harford Glen Park	ja	tion Rd
Signal Controlled Intersections:		15			anAd	Singer Rå	· Z	924 Abracon Ro
Grade Separated Interchanges:		3	Lem Rd		54	F	Y.	24
	US	40, I-95					95	Philadelphia Rd
Major Cross Streets:		, MD 924,						m
	051	BU, US 1						Peak Hour
Routes and Ridership	Routes	Avg. Daily Ridership		15 AD		Truck		Traffic
	MTA 410	176	22,000	- 67,00	<u> </u>	2% - 5		7.5% - 8.5%
					S	egment Opera		
Signalized Intersection	Intersection Operation s*: AM Peak Hour			el of Se	rvice	Northbound AM / PM (Miles of Roadway)	AI (M	thbound M / PM liles of adway)
LOS D or Better	7	5		S D or E		5.0 / 1.2		0 / 2.1
LOS E	0	1		LOS E		2.9 / 2.3	0.	9 / 1.9
LOS F	0	1		LOS F		0.0 / 4.4	0.	0 / 3.9
	tersections		tersection				Color	
MD 24 at W	tersections Iheel Rd (PM)	LOS 'F' In MD 24 at I-95				TT 1.00 - 1.15 - 1.30 - > 2.	1.15 1.30 2.00 00	PTI 1.0 - 1.5 1.5 - 2.5 > 2.5
						1.00 - 1.15 - 1.30 - > 2.	1 1.15 1.30 2.00	PTI 1.0 - 1.5 1.5 - 2.5 > 2.5 ata
MD 24 at W	heel Rd (PM)				TTI 1 SB	1.00 - 1.15 - 1.30 - > 2.	1.15 1.30 2.00 00	PTI 1.0 - 1.5 1.5 - 2.5 > 2.5 ata PTI
MD 24 at W	heel Rd (PM) Roadwa North	MD 24 at I-95	NB Ramps (F	2M)	1	1.00 - 1.15 - 1.30 - > 2.	1.15 1.30 2.00 No d	PTI 1.0 - 1.5 1.5 - 2.5 > 2.5 ata PTI PM
MD 24 at W	heel Rd (PM) Roadwa North Bel Air Bypass (US-1) - Baltimore Pike (Bus	MD 24 at I-95 ay Segment to South - Baltimore Pike (Bus US-1) US-1) - Ring Factory Rd.	Length (miles) 0.5 1.3	2M)	1	PM NB SB	1.15 1.30 2.00 No d	PTI 1.0 - 1.5 1.5 - 2.5 > 2.5 ata PTI N PM SB NB S
MD 24 at W	heel Rd (PM) Roadwa North Bel Air Bypass (US-1) - Baltimore Pike (Bus Ring Factory f	MD 24 at I-95 ay Segment to South - Baltimore Pike (Bus US-1) US-1) - Ring Factory Rd. Rd Plumtree Rd.	Length (miles) 0.5 1.3 0.9	2M)	1	PM NB SB	1.15 1.30 2.00 No d	PTI 1.0 - 1.5 1.5 - 2.5 > 2.5 ata PTI N PM SB NB S NB S
MD 24 at W	heel Rd (PM) Roadwa North Bel Air Bypass (US-1) - Baltimore Pike (Bus Ring Factory I Plumtree Rd	MD 24 at I-95 ay Segment to South - Baltimore Pike (Bus US-1) US-1) - Ring Factory Rd. Rd Plumtree Rd. d Bel Air Pkwy	Length (miles) 0.5 1.3 0.9 0.4	2M)	1	PM NB SB	1.15 1.30 2.00 No d	PTI 1.0 - 1.5 1.5 - 2.5 > 2.5 ata PTI N PM SB NB S NB S
MD 24 at W Available count data. Functional Class	heel Rd (PM) Roadwa North Bel Air Bypass (US-1) - Baltimore Pike (Bus Ring Factory I Plumtree Rd Bel Air Pku	MD 24 at I-95 ay Segment to South - Baltimore Pike (Bus US-1) US-1) - Ring Factory Rd. Rd Plumtree Rd. d Bel Air Pkwy wy - Wheel Rd.	Length (miles) 0.5 1.3 0.9 0.4 0.3	2M)	1	PM NB SB	1.15 1.30 2.00 No d	PTI 1.0 - 1.5 1.5 - 2.5 > 2.5 ata PTI SB NB S W N W N
MD 24 at W	heel Rd (PM) Roadwa North Bel Air Bypass (US-1) - Baltimore Pike (Bus Ring Factory I Plumtree Ra Bel Air Pku Bel Air Pku Wheel Rc	MD 24 at I-95 ay Segment to South - Baltimore Pike (Bus US-1) US-1) - Ring Factory Rd. Rd Plumtree Rd. d Bel Air Pkwy	Length (miles) 0.5 1.3 0.9 0.4	2M)	1	PM NB SB	1.15 1.30 2.00 No d	PTI 1.0 - 1.5 1.5 - 2.5 > 2.5 ata PTI N PM SB NB S NB S
MD 24 at W Available count data. Functional Class	heel Rd (PM) Roadwa North Bel Air Bypass (US-1) - Baltimore Pike (Bus Ring Factory I Plumtree Rd Bel Air Pku Bel Air Pku Wheel Rc Singer Rd Tollgate R	MD 24 at I-95 ay Segment to to South - Baltimore Pike (Bus US-1) US-1) - Ring Factory Rd. Rd Plumtree Rd. d Bel Air Pkwy wy - Wheel Rd. d Singer Rd.	Length (miles) 0.5 1.3 0.9 0.4 0.3 1.0	2M)	1	■ 1.00 - 1.15 - 1.30 - > 2.0 ■ ■ ■ ■ ■ ■ ■ ■ ■	1.15 1.30 2.00 No d	PTI 1.0 - 1.5 1.5 - 2.5 > 2.5 ata PTI M SB NB SB SB SB SB SB SB SB SB SB S
MD 24 at W Available count data. Functional Class	heel Rd (PM) Roadwa North Bel Air Bypass (US-1) - Baltimore Pike (Bus Ring Factory I Plumtree Rd Bel Air Pku Bel Air Pku Wheel Rd Singer Rd Tollgate Rd./Emmo	MD 24 at I-95 ay Segment to South - Baltimore Pike (Bus US-1) US-1) - Ring Factory Rd. Rd Plumtree Rd. d Bel Air Pkwy wy - Wheel Rd. d Singer Rd. d. /Emmorton Rd (MD-924)	Length (miles) 0.5 1.3 0.9 0.4 0.3 1.0	2M)	1	■ 1.00 - 1.15 - 1.30 - > 2.0 ■ ■ ■ ■ ■ ■ ■ ■ ■	1.15 1.30 2.00 No d	PTI 1.0 - 1.5 1.5 - 2.5 > 2.5 ata PTI M SB NB SB SB SB SB SB SB SB SB SB S
MD 24 at W Available count data. Functional Class	heel Rd (PM) Roadwa North Bel Air Bypass (US-1) - Baltimore Pike (Bus Ring Factory I Plumtree Rd Bel Air Pku Bel Air Pku Bel Air Pku Wheel Rd Singer Rd Tollgate Rd./Emmo I-95 - Ed Edgewood Rd P	MD 24 at I-95 ay Segment o to South - Baltimore Pike (Bus US-1) US-1) - Ring Factory Rd. Rd Plumtree Rd. d Bel Air Pkwy wy - Wheel Rd. d Singer Rd. d Singer Rd. d. /Emmorton Rd (MD-924) rton Rd (MD-924) - I-95 Jgewood Rd. hiladelphia Rd. (MD-7)	Length (miles) 0.5 1.3 0.9 0.4 0.3 1.0 1.0 1.0 0.6 0.4 0.4 0.4 0.4	2M)	1	■ 1.00 - 1.15 - 1.30 - > 2.0 ■ ■ ■ ■ ■ ■ ■ ■ ■	1.15 1.30 2.00 No d	PTI 1.0 - 1.5 1.5 - 2.5 2.5 ata PTI M PM SB NB S M M SB NB S M M M W M W W W W W W W
MD 24 at W Available count data. Functional Class	heel Rd (PM) Roadwa North Bel Air Bypass (US-1) - Baltimore Pike (Bus Ring Factory I Plumtree Ra Bel Air Pku Bel Air Pku Bel Air Pku Wheel Rc Singer Rd Tollgate R Tollgate Rd./Emmo I-95 - Ec Edgewood Rd P Philadelphia Rd. (MD	MD 24 at I-95 ay Segment to South - Baltimore Pike (Bus US-1) US-1) - Ring Factory Rd. Rd Plumtree Rd. d Bel Air Pkwy wy - Wheel Rd. d Singer Rd. d Singer Rd. d./Emmorton Rd (MD-924) rton Rd (MD-924) - I-95 igewood Rd.	Length (miles) 0.5 1.3 0.9 0.4 0.3 1.0 1.0 1.0 0.6 0.4	2M)	1	I.00 - I.15 - I.30 - > 2. PM NB SB W I.30 - V IIII IIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIII	1.15 1.30 2.00 No d	PTI 1.0 - 1.5 1.5 - 2.5 > 2.5 ata PTI M PM SB NB S M M SB NB S M M M W M M M M M M M M

Limits:	MD 32 (Sykesville Roa	d) to Baltimore City Line	2	West B	and the second sec	a		meatox	terstown P	Blvd	art.	reght
Corridor Length:	14.1	miles	-	and and a	Libe Reser		Que	ARO	Owi	ngs Mill	s	Ave
Speed Limit:	35 - 5	50 MPH	Eldersb	urg	26	Liberty	Rd	Lyon	s NII Rd	7	100	0
Travel Lanes:	(1 - 2) Eastbound	(1 - 3) Westbound	kesville			4		R	andalls	town	F	Pikes
Signal Controlled Intersections:	2	27	Stresule		6		F		1	Milford	2 C 2 C 2	Loch
Grade Separated Interchanges:		1		99	Ą	Woodste	Pote	psco Va			Wo	bodla
Major Cross Streets:		le Rd, Old Court Rd, Rolling Rd, I-695						Ŷ	Ilicott (Cato	
	Routes	Avg. Daily Ridership					18 <u>2</u> 10	1325-	meotre	NIY K	Pr HDX	
	MTA 52	4,710					_			P	ak H	
Routes and Ridership	MTA 54 MTA 77	7,413	9,000	15 AAI				ucks - 5%		64	Traffi 5% - 9	-
•	MTA 99	467	3,000	- 49,00		Segme				0.0	770 - 3	.070
	Intersection Operations						stbou			estbou	nd	1
Signalized Intersections	s*: AM Peak Hour	PM Peak Hour	7				AM / PN Miles o			AM / PI Miles (
<u> </u>				el of S			oadwa			oadwa		
LOS D or Better	18	19	LO	S D or			0.9 / 7.			1.9/9		
LOS F LOS 'E' Int	1 0 Persections SB Ramps (AM)	0 0 LOS 'F' Ir	Itersection	LOS I LOS S			<mark>2.3 / 1.9</mark>).9 / 4.3 1.		Colo	1.7 / 1. 0.5 / 3. or Key		5
LOS F LOS 'E' Int	0 ersections	0	Itersection	LOS).9 / 4.: 1. 1.	3 TTI .00 - 1. ⁻ .15 - 1.: .30 - 2.(Colo 15 30	0.5 / 3. or Key	3 PTI	.5
LOS F LOS 'E' Int	0 ersections	0	itersection	LOS).9 / 4.: 1. 1.	3 TTI 00 - 1.: 115 - 1.:	Colo 15 30	0.5 / 3. or Key	3 PTI 1.0 - 1. 1.5 - 2.	.5
LOS F LOS 'E' Int MD 26 at I-695	0 ersections SB Ramps (AM)	0 LOS 'F' In	1	LOS		0).9 / 4.: 1. 1.	3 TTI .00 - 1. ⁻ .15 - 1.: .30 - 2.(Colo 15 30	0.5 / 3. or Key data	3 PTI 1.0 - 1. 1.5 - 2.	.5
LOS F LOS 'E' Int MD 26 at I-695	0 ersections SB Ramps (AM) Roadway	0	Length (miles)	LOS s	F	TI).9 / 4.; 1. 1. 1.	3 TTI .00 - 1. ⁻ .15 - 1.: .30 - 2.(Colo 15 30 No	D.5 / 3. r Key data	3 PTI 1.0 - 1. 1.5 - 2. > 2.5 TI	.5 >M
LOS F LOS 'E' Int MD 26 at I-695 Available count data.	Contractions SB Ramps (AM) Roadway West	y Segment to East	Length (miles)	LOS s	F	0 1	9.9 / 4.: 1. 1.	3 TTI .00 - 1. ⁻ .15 - 1.: .30 - 2.(Cold 15 30 No	D.5 / 3.	3 PTI 1.0 - 1. 1.5 - 2. > 2.5 TI	.5 >M
LOS F LOS 'E' Int MD 26 at I-695 Available count data. Functional Class Urban Other Principal	Contractions SB Ramps (AM) Roadway West Sykesville Rd. (MD-3	0 LOS 'F' In	Length	LOS s	F	TI).9 / 4.; 1. 1. 1.	3 TTI .00 - 1. ⁻ .15 - 1.: .30 - 2.(Colo 15 30 No	D.5 / 3. r Key data	3 PTI 1.0 - 1. 1.5 - 2. > 2.5 TI	.5 >M
LOS F LOS 'E' Int MD 26 at I-695 Available count data.	Contemporation Contem	y Segment to East 32) -Georgetown Bivd.	Length (miles) 0.3	LOS s	F	TI).9 / 4.; 1. 1. 1.	3 TTI .00 - 1. ⁻ .15 - 1.: .30 - 2.(Colo 15 30 No	D.5 / 3. r Key data	3 PTI 1.0 - 1. 1.5 - 2.5 2.5 TI EB	.5 >M
LOS F LOS 'E' Int MD 26 at I-695 Available count data. Functional Class Urban Other Principal Arterial	Contemporation Contemporatio Contemporation Contemporation Contemporation Contemp	y Segment to East 32) -Georgetown Blvd. idge Rd./ Oklahoma Rd	Length (miles) 0.3 0.7	LOS s	F	TI).9 / 4.; 1. 1. 1.	3 TTI .00 - 1. ⁻ .15 - 1.: .30 - 2.(Colo 15 30 No	D.5 / 3. r Key data	3 PTI 1.0 - 1. 1.5 - 2.5 2.5 TI EB	5 5 PM
LOS F LOS 'E' Int MD 26 at I-695 Available count data. Functional Class Urban Other Principal	Roadway Bamps (AM) SB Ramps (AM) Sykesville Rd. (MD-3 Georgetown Bivd Ri Ridge Rd./ Oklahoma Oakland Mills Rd. Wards Chapel R	y Segment to East 32) -Georgetown Blvd. idge Rd./ Oklahoma Rd Rd Oakland Mills Rd. - Wards Chapel Rd. id Lyons Mill Rd.	Length (miles) 0.3 0.7 2.0 1.7 1.2	LOS s	F	TI).9 / 4.; 1. 1. 1.	3 TTI .00 - 1. ⁻ .15 - 1.: .30 - 2.(Colo 15 30 No	D.5 / 3. r Key data	3 PTI 1.0 - 1. 1.5 - 2.5 2.5 TI EB	5 5 PM
LOS F LOS 'E' Int MD 26 at I-695 Available count data. Functional Class Urban Other Principal Arterial	0 ersections SB Ramps (AM) Roadway West Sykesville Rd. (MD-: Georgetown Blvd Ri Ridge Rd./ Oklahoma Oakland Mills Rd Wards Chapel R Lyons Mill Rd.	y Segment to East 32) -Georgetown Blvd. idge Rd./ Oklahoma Rd Rd Oakland Mills Rd. - Wards Chapel Rd. td Lyons Mill Rd. - Deer Park Rd.	Length (miles) 0.3 0.7 2.0 1.7 1.2 1.3	LOS s	F	TI).9 / 4.; 1. 1. 1.	3 TTI .00 - 1. ⁻ .15 - 1.: .30 - 2.(Colo 15 30 No	D.5 / 3. r Key data	3 PTI 1.0 - 1. 1.5 - 2.5 2.5 TI EB	5 5 PM
LOS F LOS 'E' Int MD 26 at I-695 Available count data. Functional Class Urban Other Principal Arterial	0 ersections SB Ramps (AM) SB Ramps (AM) Roadway West Sykesville Rd. (MD-3 Georgetown Bivd Ri Ridge Rd./ Oklahoma Oakland Mills Rd Wards Chapel R Lyons Mill Rd. Deer Park Rd	y Segment to East 32) -Georgetown Blvd. dige Rd./ Oklahoma Rd Rd Oakland Mills Rd. - Wards Chapel Rd. td Lyons Mill Rd. - Deer Park Rd. Marriottsville Rd.	Length (miles) 0.3 0.7 2.0 1.7 1.2 1.3 0.2	LOS s	F	TI).9 / 4.; 1. 1. 1.	3 TTI .00 - 1. ⁻ .15 - 1.: .30 - 2.(Colo 15 30 No	D.5 / 3. r Key data	3 PTI 1.0 - 1. 1.5 - 2.5 2.5 TI EB	5 5 PM
LOS F LOS 'E' Int MD 26 at I-695 Available count data. Functional Class Urban Other Principal Arterial	0 ersections SB Ramps (AM) SB Ramps (AM) Sykesville Rd. (MD-3 Georgetown Blvd. Ri Ridge Rd./ Oklahoma Oakland Mills Rd Wards Chapel R Lyons Mill Rd. Deer Park Rd Marriottsville	y Segment to East 32) -Georgetown Blvd. idge Rd./ Oklahoma Rd Rd Oakland Mills Rd. - Wards Chapel Rd. d Lyons Mill Rd. - Deer Park Rd. Marriottsville Rd. Rd Offutt Rd.	Length (miles) 0.3 0.7 2.0 1.7 1.2 1.3 0.2 1.5	LOS s	F	TI).9 / 4.; 1. 1. 1.	3 TTI .00 - 1. ⁻ .15 - 1.: .30 - 2.(Colo 15 30 No	D.5 / 3. r Key data	3 PTI 1.0 - 1. 1.5 - 2.5 2.5 TI EB	5 5 PM
LOS F LOS 'E' Int MD 26 at I-695 Available count data. Functional Class Urban Other Principal Arterial	0 Rersections SB Ramps (AM) SB Ramps (AM) Roadway West Sykesville Rd. (MD-3 Georgetown Blvd Ri Ridge Rd. / Oklahoma Oakland Mills Rd Wards Chapel R Lyons Mill Rd. Deer Park Rd Marriottsville Offutt Rd Greens	y Segment to East 32) -Georgetown Blvd. idige Rd./ Oklahoma Rd Rd Oakland Mills Rd. - Wards Chapel Rd. td Lyons Mill Rd. - Deer Park Rd. Marriottsville Rd.	Length (miles) 0.3 0.7 2.0 1.7 1.2 1.3 0.2	LOS s	F	TI).9 / 4.; 1. 1. 1.	3 TTI .00 - 1. ⁻ .15 - 1.: .30 - 2.(Colo 15 30 No	D.5 / 3. r Key data	3 PTI 1.0 - 1. 1.5 - 2.5 2.5 TI EB	5 5 PM
LOS F LOS 'E' Int MD 26 at I-695 Available count data. Functional Class Urban Other Principal Arterial Rural Minor Arterial	Roadway West Sykesville Rd. (MD-3 Georgetown Blvd Ri Ridge Rd./ Oklahoma Oakland Mills Rd. Wards Chapel R Lyons Mill Rd. Deer Park Rd Marriottsville Offutt Rd Greens Greens Ln/McDonog	y Segment to East 32) -Georgetown Blvd. idge Rd./ Oklahoma Rd Rd Oakland Mills Rd. - Wards Chapel Rd. id 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	LOS s	F	TI).9 / 4.; 1. 1. 1.	3 TTI .00 - 1. ⁻ .15 - 1.: .30 - 2.(Colo 15 30 No	D.5 / 3. r Key data	3 PTI 1.0 - 1. 1.5 - 2.5 2.5 TI EB	.5 >M
LOS F LOS 'E' Int MD 26 at I-695 Available count data. Functional Class Urban Other Principal Arterial	Roadway West SB Ramps (AM) SB Ramps (AM) Sykesville Rd. (MD-3 Georgetown Blvd Ri Ridge Rd./ Oklahoma Oakland Mills Rd Wards Chapel R Lyons Mil Rd. Deer Park Rd Marriottsville Offutt Rd Greens Greens Ln/McDonog Brenbrook Dr.	y Segment to East 32) -Georgetown Blvd. idge Rd./ Oklahoma Rd Rd Oakland Mills Rd. - Wards Chapel Rd. id Lyons Mill Rd. - Deer Park Rd. Marriottsville Rd. Rd Offutt Rd. s Ln/McDonogh Rd. gh 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	LOS s	F	TI).9 / 4.; 1. 1. 1.	3 TTI .00 - 1. ⁻ .15 - 1.: .30 - 2.(Colo 15 30 No	D.5 / 3. r Key data	3 PTI 1.0 - 1. 1.5 - 2.5 2.5 TI EB	5 5 PM
LOS F LOS 'E' Int MD 26 at I-695 Available count data. Functional Class Urban Other Principal Arterial Rural Minor Arterial Urban Other Principal	Roadway West SB Ramps (AM) SB Ramps (AM) Sykesville Rd. (MD-3 Georgetown Blvd Ri Ridge Rd./ Oklahoma Oakland Mills Rd. Wards Chapel R Lyons Mill Rd. Deer Park Rd Marriottsville Offutt Rd Greens Greens Ln/McDonog Brenbrook Dr. Old Court Rc Rolling Rd	y Segment to East 32) -Georgetown Blvd. idge Rd. / Oklahoma Rd Rd Oakland Mills Rd. - Wards Chapel Rd. kd Lyons Mill Rd. - Deer Park Rd. Marriottsville Rd. Rd Offutt Rd. s Ln/McDonogh Rd. gh Rd Brenbrook Dr. - Old Court Rd. d Rolling Rd. Milford Mill 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 0.8 0.4	LOS s	F T W WB	TI).9 / 4.; 1. 1. 1.	3 TTI .00 - 1. ⁻ .15 - 1.: .30 - 2.(Colo 15 30 No	D.5 / 3	3 PTI 1.0 - 1. 1.5 - 2.5 7 7 8 8 8 8 9 9 9 9 9 9 9 9 9 9 9 9 9	5 →M V V V V V V V V V V V V V V V V V V
LOS F LOS 'E' Int MD 26 at I-695 Available count data. Functional Class Urban Other Principal Arterial Rural Minor Arterial Urban Other Principal	Roadway West SB Ramps (AM) SB Ramps (AM) SB Ramps (AM) Sykesville Rd. (MD-3 Georgetown Blvd Ri Georgetown Blvd Ri Ridge Rd./ Oklahoma Oakland Mills Rd Wards Chapel R Lyons Mill Rd. Deer Park Rd Marriottsville Offutt Rd Greens Greens Ln/McDonog Brenbrook Dr. Old Court Rd Rolling Rd Milford Mill Rd	y Segment to East 32) -Georgetown Blvd. idge Rd./ Oklahoma Rd Rd Oakland Mills Rd. - Wards Chapel Rd. kd Lyons Mill Rd. - Deer Park Rd. Marriottsville Rd. Rd Offutt Rd. s. In/McDonogh Rd. gh Rd Brenbrook Dr. - Old Court Rd. d Rolling Rd. Milford 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 0.8 0.4 0.5	LOS s	F	TI).9 / 4.; 1. 1. 1.	3 TTI .00 - 1. ⁻ .15 - 1.: .30 - 2.(Colo 15 30 No	D.5 / 3. r Key data	3 PTI 1.0 - 1. 1.5 - 2.5 2.5 TI EB	5 →M V V V V V V V V V V V V V V V V V V
LOS F LOS 'E' Int MD 26 at I-695 Available count data. Functional Class Urban Other Principal Arterial Rural Minor Arterial Urban Other Principal	Roadway West SB Ramps (AM) SB Ramps (AM) SB Ramps (AM) Sykesville Rd. (MD-3 Georgetown Bivd Ri Ridge Rd./ Oklahoma Oakland Mills Rd Wards Chapel R Lyons Mill Rd. Deer Park Rd Deer Park Rd Der Park Rd Greens Ln/McDonog Brenbrook Dr. Old Court Rd Rolling Rd Milford Mill Rd Washingtor	y Segment to East 32) -Georgetown Blvd. idge Rd./ Oklahoma Rd Rd Oakland Mills Rd. - Wards Chapel Rd. td Lyons Mill Rd. - Deer Park Rd. Marriottsville Rd. Rd Offutt Rd. s. Ln/McDonogh Rd. b. In/McDonogh Rd. jh Rd Brenbrook Dr. - Old Court Rd. s Rolling Rd. Milford Mill Rd. Washington Ave. n Ave I-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 0.8 0.4 0.5 0.3	LOS s	F T W WB	TI).9 / 4.; 1. 1. 1.	3 TTI .00 - 1. ⁻ .15 - 1.: .30 - 2.(Colo 15 30 No	D.5 / 3	3 PTI 1.0 - 1. 1.5 - 2.5 7 7 8 8 8 8 9 9 9 9 9 9 9 9 9 9 9 9 9	5 >M V V V V V V V V V V V V V V V V V V
LOS F LOS 'E' Int MD 26 at I-695 Available count data. Functional Class Urban Other Principal Arterial Rural Minor Arterial Urban Other Principal	0 ersections SB Ramps (AM) SB Ramps (AM) SB Ramps (AM) Sykesville Rd. (MD-3 Georgetown Bivd Ri Ridge Rd./ Oklahoma Oakland Mills Rd Uards Chapel R Lyons Mill Rd. Deer Park Rd Marriottsville Offutt Rd Greens Greens Ln/McDonog Brenbrook Dr. Old Court Rc Rolling Rd Milford Mill Rd Washingtor I-695 -St.	y Segment to East 32) -Georgetown Blvd. idge Rd./ Oklahoma Rd Rd Oakland Mills Rd. - Wards Chapel Rd. kd Lyons Mill Rd. - Deer Park Rd. Marriottsville Rd. Rd Offutt Rd. s. In/McDonogh Rd. gh Rd Brenbrook Dr. - Old Court Rd. d Rolling Rd. Milford 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 0.8 0.4 0.5	LOS s	F T W WB	TI PI EB).9 / 4.; 1. 1. 1.	3 TTI .00 - 1. ⁻ .15 - 1.: .30 - 2.(Colc 15 30 00 EB	D.5 / 3	3 PTI 1.0 - 1. 1.5 - 2. 2.5 V V V V V V V V V V V V V	.5

Limits:		MD 124	to MD 97		Ca	ithor	sburg	Red	land	
Corridor Length:		11.4	miles		RD OG	inner	(355)		ck Creek	
Speed Limit:		40 50	0 MPH	ounce	(119)	1	370	Regi	ional Par	
•						1	De	rwood		MUNCASTER MILL RD
Travel Lanes:		(1 - 3) Eastbound	(1 - 3) Westbound	North F	latam		270	355		28
Signal Controlled Intersections:		3	0	NORTH P	otom	ac	R	ockvi	lle .	97
Grade Separated Interchanges:			1			Y	189		Ile _{VEIRS}	Asp Mili 586 RD
Major Cross Streets:		Gude Dr, I-2	, Shady Grove Dr, 270, MD 189, 9 115, MD 97	ravilal	h/				Inde	Whea 355 547 Kensi
		Routes	Avg. Daily Ridership			÷ ę		10	34	Kells
Routes and Ridership	Ride	On 49, 52, 54, 56, 63	1,970	20 25,000	15 AAI - 49,0		1 3	Trucks 3% - 6%)	Peak Hour Traffic 7% - 9%
	Inter	section Operations					Segme Eastbo			bound
Signalized Intersectior		AM Peak Hour	PM Peak Hour			ondoo	AM / (Miles	s of	(Mil	/ PM es of
					I of S				Roa	
LOS D or Better		16	17	_	v <mark>el of S</mark> OS D or		Roadv 4.3 /			dway) / 4.3
LOS D or Better LOS E LOS F LOS 'E' In MD 28 at A MD 28 at	very Rd	2 1 tions (AM)	2 0 LOS 'F' Ir	_	DS D or LOS I LOS	Better E		2.9 6.2 2.3 TTI	5.1 4.7 1.6 Color K	/ 4.3 / 3.8 / 3.3 Key PTI
LOS E LOS F LOS 'E' In MD 28 at A	Avery Rd MD 97 (2 1 tions (AM) PM)	2 0 LOS 'F' Ir	ntersection	DS D or LOS I LOS	Better E	4.3 / 1 2.1 /	2.9 6.2 2.3 TTI 1.00 - 1. 1.15 - 1. 1.30 - 2.	Color K 15 30 00	/ 4.3 / 3.8 / 3.3 Key
LOS E LOS F LOS 'E' In MD 28 at A MD 28 at	Avery Rd MD 97 (2 1 tions (AM) PM)	2 0 LOS 'F' Ir	ntersection	DS D or LOS I LOS	Better E	4.3 / 1 2.1 /	2.9 6.2 2.3 TTI 1.00 - 1. 1.15 - 1.	Color K 15 30 00	/ 4.3 / 3.8 / 3.3 / 3.3 / 3.3 / 3.3 / 1.0 - 1.5 1.5 - 2.5 > 2.5
LOS E LOS F MD 28 at A MD 28 at E. G	Avery Rd MD 97 (2 1 tions (AM) PM) AM,PM) Roadway	2 0 LOS 'F' Ir	ntersection	DSD or LOSE LOS	Better E	4.3 /	2.9 6.2 2.3 TTI 1.00 - 1. 1.15 - 1. 1.30 - 2. > 2.00	5.1 4.7 1.6 Color K 15 30 No dat	/ 4.3 / 3.8 / 3.3 / 3.3 / 3.3 / 3.3 / 1.0 - 1.5 1.5 - 2.5 > 2.5
LOS E LOS F MD 28 at A MD 28 at E. G MD 28 at E. G	Wery Rd MD 97 (Gude Dr (2 1 (AM) PM) (AM,PM) Roadway West t	2 0 LOS 'F' Ir MD 28 at Segment	tersection AMD 97 (AM)	DS D or LOS I LOS I S	Better F T	4.3 / . 2.1 / . 5.0 / .	2.9 6.2 2.3 TTI 1.00 - 1. 1.15 - 1. 1.30 - 2. > 2.00	5.1 4.7 1.6 Color K 15 30 No dat	/ 4.3 / 3.8 / 3.3 / 3.3 / 3.3 / 3.3 / 1.0 - 1.5 / 1.5 - 2.5 / 2.5 / 2.5 / 2.5 / 2.5
LOS E LOS F MD 28 at A MD 28 at E. G MD 28 at E. G	Wery Rd MD 97 (Gude Dr (2 1 (AM) PM) (AM,PM) Roadway West t	2 0 LOS 'F' Ir MD 28 at	Length (miles)	DS D or LOS I LOS I S	Better F T	4.3 / . 2.1 / . 5.0 / .	2.9 6.2 2.3 TTI 1.00 - 1. 1.15 - 1. 1.30 - 2. > 2.00	5.1 4.7 1.6 Color K 15 30 No dat	/ 4.3 / 3.8 / 3.3 / 3.3 / 3.3 / 3.3 / 1.0 - 1.5 / 1.5 - 2.5 / 2.5 / 2.5 / 2.5 / 2.5
LOS E LOS F MD 28 at A MD 28 at E. G MD 28 at E. G	Wery Rd MD 97 (Gude Dr (2 1 tions (AM) PM) AM,PM) AM,PM) Quince Orchard Rd (MD- Muddy Branch Rd Gre Great Seneca Hwy (MD-	Segment to East 124) - Muddy Branch Rd. at Seneca Hwy (MD-119) 119) - Shady Grove Rd.	Length (miles) 2.1 0.8 0.9	DS D or LOS I LOS I S	Better F T	4.3 / . 2.1 / . 5.0 / .	2.9 6.2 2.3 TTI 1.00 - 1. 1.15 - 1. 1.30 - 2. > 2.00	5.1 4.7 1.6 Color K 15 30 No dat	/ 4.3 / 3.8 / 3.3 / 3.3 / 3.3 / 3.3 / 1.0 - 1.5 / 1.5 - 2.5 / 2.5 / 2.5 / 2.5 / 2.5
LOS E LOS F MD 28 at A MD 28 at E. G MD 28 at E. G	Wery Rd MD 97 (Gude Dr (2 1 tions (AM) PM) AM,PM) AM,PM) Quince Orchard Rd (MD- Muddy Branch Rd Gre Great Seneca Hwy (MD- Shady Grove Rd Fa	Segment to East 124) - Muddy Branch Rd. at Seneca Hwy (MD-119) -119) - Shady Grove Rd. allsgrove Dr/ Gude St.	Length (miles) 2.1 0.8 0.9 0.4	DS D or LOS I LOS I S	Better F T	4.3 / . 2.1 / . 5.0 / .	2.9 6.2 2.3 TTI 1.00 - 1. 1.15 - 1. 1.30 - 2. > 2.00	5.1 4.7 1.6 Color K 15 30 No dat	/ 4.3 / 3.8 / 3.3 / 3.3 / 3.3 / 3.3 / 1.0 - 1.5 / 1.5 - 2.5 / 2.5 / 2.5 / 2.5 / 2.5
LOS E LOS F MD 28 at A MD 28 at E. G MD 28 at E. G	Wery Rd MD 97 (Gude Dr (2 1 tions (AM) PM) AM,PM) AM,PM) Quince Orchard Rd (MD- Muddy Branch Rd Gre Great Seneca Hwy (MD- Shady Grove Rd Fa Fallsgrove Dr/ Gude	Segment to East 124) - Muddy Branch Rd. at Seneca Hwy (MD-119) -119) - Shady Grove Rd. allsgrove Dr/ Gude St. St Darnestown Rd.	Length (miles) 2.1 0.8 0.9 0.4 0.5	DS D or LOS I LOS I S	Better F T	4.3 / . 2.1 / . 5.0 / .	2.9 6.2 2.3 TTI 1.00 - 1. 1.15 - 1. 1.30 - 2. > 2.00	5.1 4.7 1.6 Color K 15 30 No dat EB V	/ 4.3 / 3.8 / 3.3 / 3.3 / 3.3 / 3.3 / 1.0 - 1.5 1.5 - 2.5 2.5 ta PTI PM VB EB V PM VB EB V
LOS E LOS F MD 28 at A MD 28 at A MD 28 at E. G Available count data.	Wery Rd MD 97 (Gude Dr (2 1 tions (AM) PM) AM,PM) AM,PM) Quince Orchard Rd (MD- Muddy Branch Rd Gre Great Seneca Hwy (MD- Shady Grove Rd Fa Fallsgrove Dr/ Gude Darnestowr	Segment to East 124) - Muddy Branch Rd. at Seneca Hwy (MD-119) -119) - Shady Grove Rd. allsgrove Dr/ Gude St. St Darnestown Rd. n Rd 1-270	Length (miles) 2.1 0.8 0.9 0.4 0.5 0.7	DS D or LOS I LOS I S	Better F T	4.3 / . 2.1 / . 5.0 / .	2.9 6.2 2.3 TTI 1.00 - 1. 1.15 - 1. 1.30 - 2. > 2.00	5.1 4.7 1.6 Color K 15 30 No dat	/ 4.3 / 3.8 / 3.3 / 3.3 / 3.3 / 3.3 / 1.0 - 1.5 / 1.5 - 2.5 / 2.5 / 2.5 / 2.5 / 2.5
LOS E LOS F MD 28 at A MD 28 at E. G MD 28 at E. G	Avery Rd MD 97 (Gude Dr (2 1 tions (AM) PM) AM,PM) AM,PM) Quince Orchard Rd (MD- Muddy Branch Rd Gre Great Seneca Hwy (MD- Shady Grove Rd Fa Fallsgrove Dr/ Gude Darnestowr I-270 - Great Falls	Segment to East 124) - Muddy Branch Rd. at Seneca Hwy (MD-119) 119) - Shady Grove Rd. allsgrove Dr/ Gude St. St Darnestown Rd. h Rd I-270 Rd. / Van Buren St.	Length (miles) 2.1 0.8 0.9 0.4 0.5 0.7 0.9	DS D or LOS I LOS I S	Better F T	4.3 / . 2.1 / . 5.0 / .	2.9 6.2 2.3 TTI 1.00 - 1. 1.15 - 1. 1.30 - 2. > 2.00	5.1 4.7 1.6 Color K 15 30 No dat EB V	/ 4.3 / 3.8 / 3.3 / 3.3 / 3.3 / 3.3 / 1.0 - 1.5 1.5 - 2.5 2.5 ta PTI PM VB EB V PM VB EB V
LOS E LOS F MD 28 at A MD 28 at A MD 28 at E. G Available count data. Functional Class	Avery Rd MD 97 (Gude Dr (2 1 tions (AM) PM) AM,PM) AM,PM) 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	Segment to East 124) - Muddy Branch Rd. at Seneca Hwy (MD-119) -119) - Shady Grove Rd. allsgrove Dr/ Gude St. St Darnestown Rd. n Rd 1-270	Length (miles) 2.1 0.8 0.9 0.4 0.5 0.7 0.9 0.6	DS D or LOS I LOS I S	Better F T	4.3 / . 2.1 / . 5.0 / .	2.9 6.2 2.3 TTI 1.00 - 1. 1.15 - 1. 1.30 - 2. > 2.00	5.1 4.7 1.6 Color K 15 30 No dat EB V	/ 4.3 / 3.8 / 3.3 / 3.3 / 3.3 / 3.3 / 1.0 - 1.5 1.5 - 2.5 2.5 ta PTI PM VB EB V PM VB EB V
LOS E LOS F MD 28 at A MD 28 at A MD 28 at E. G Available count data. Functional Class	Avery Rd MD 97 (Gude Dr (2 tions (AM) PM) AM,PM) AM,PM) AM,PM) Quince Orchard Rd (MD- Muddy Branch Rd Gre Great Seneca Hwy (MD- Shady Grove Rd Fa 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	Segment in East 124) - Muddy Branch Rd. at Seneca Hwy (MD-119) 119) - Shady Grove Rd. allsgrove Dr/ Gude St. St Darnestown Rd. in Rd 1-270 Rd. / Van Buren St. St Rockville Pike (MD-355) Mill Rd (MD-586)/1stSt(MD-911)	Length (miles) 2.1 0.8 0.9 0.4 0.5 0.7 0.9	DS D or LOS I LOS I S	Better F T	4.3 / . 2.1 / . 5.0 / .	2.9 6.2 2.3 TTI 1.00 - 1. 1.15 - 1. 1.30 - 2. > 2.00	5.1 4.7 1.6 Color K 15 30 No dat EB V	/ 4.3 / 3.8 / 3.3 / 3.3 / 3.3 / 3.3 / 1.0 - 1.5 1.5 - 2.5 2.5 ta PTI PM VB EB V PM VB EB V
LOS E LOS F MD 28 at A MD 28 at A MD 28 at E. G Available count data. Functional Class	Avery Rd MD 97 (Gude Dr (2 1 tions (AM) PM) AM,PM) AM,PM) Quince Orchard Rd (MD- Muddy Branch Rd Gre Great Seneca Hwy (MD- Shady Grove Rd Fa 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-356)/ 1	Segment to East 124) - Muddy Branch Rd. at Seneca Hwy (MD-119) -119) - Shady Grove Rd. allsgrove Dr/ Gude St. St Darnestown Rd. n Rd 1-270 Rd. / Van Buren St. St Rockville Pike (MD-355)	Length (miles) 2.1 0.8 0.9 0.4 0.5 0.7 0.9 0.6 0.4	DS D or LOS I LOS I S	Better F T	4.3 / . 2.1 / . 5.0 / .	2.9 6.2 2.3 TTI 1.00 - 1. 1.15 - 1. 1.30 - 2. > 2.00	5.1 4.7 1.6 Color K 15 30 No dat EB V	/ 4.3 / 3.8 / 3.3 / 3.3 / 3.3 / 3.3 / 3.3 / 1.0 - 1.5 1.5 - 2.5 2.5 ta PTI PM VB EB \ PM VB EB \ PM VB EB \ PM PM PM PM PM PM PM PM PM PM
LOS E LOS F MD 28 at A MD 28 at A MD 28 at E. G Available count data. Functional Class	Avery Rd MD 97 (Gude Dr (2 1 tions (AM) PM) AM,PM) AM,PM) 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-356)/ 1 Gude Dr E	Segment MD 28 at MD 28 at interference inter	Length (miles) 2.1 0.8 0.9 0.4 0.5 0.7 0.9 0.6 0.4 0.9	DS D or LOS I LOS I S	Better F T	4.3 / . 2.1 / . 5.0 / .	2.9 6.2 2.3 TTI 1.00 - 1. 1.15 - 1. 1.30 - 2. > 2.00	5.1 4.7 1.6 200 K 15 30 15 30 00	<pre>/ 4.3 / 3.8 / 3.8 / 3.3 / 3.3 / 3.3 / 3.3 / 3.4 /</pre>
LOS E LOS F MD 28 at A MD 28 at A MD 28 at E. G Available count data. Functional Class	Avery Rd MD 97 (Gude Dr (2 1 tions (AM) PM) AM,PM) AM,PM) 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-356)/ 1 Gude Dr E Baltimore Rd.	2 0 LOS 'F' Ir MD 28 at MD 28 at it Sement it Semen	Length (miles) 2.1 0.8 0.9 0.4 0.5 0.7 0.9 0.6 0.4 0.5 0.7 0.9 0.6 0.4 0.9 0.4 0.5 0.7 0.9 0.6 0.4 0.9 0.10	DS D or LOS I LOS I S	Better F T	4.3 / . 2.1 / . 5.0 / .	2.9 6.2 2.3 TTI 1.00 - 1. 1.15 - 1. 1.30 - 2. > 2.00	5.1 4.7 1.6 200 K 15 30 15 30 00	<pre>/ 4.3 / 3.8 / 3.8 / 3.3 / 3.3 / 3.3 / 3.3 / 3.4 /</pre>

			Woodbhe	Old Washing	for a	• 1	No.		
Limits:	MD 108 (Clarksville Pike	e) to MD 26 (Liberty Road)	podbine	Old V	LZ:	Sykesville	and		
Corridor Length:	16.3	miles	A.L.	97		32		1	y.E.
Speed Limit:	40 - 5	50 MPH		Baltim Frederick R	ore Nation	Tal Pike		Wo	odstock Patapsco Va
Travel Lanes:	(1 - 2) Northbound	(1 - 2) Southbound	- S	Diduny Anils R		W Frier	est 40 ndship 144	TO	State Par
Signal Controlled Intersections:		11			33	2	Wa	Kiwanis Ilas Park	* @ El
Grade Separated Interchanges:		3		R	Dayto	on 2	(108)		
Major Cross Streets:		ırntwoods Rd, , MD 99, MD 26		Same a	N.Y.	CI	arksville		Columbia
	Routes	Avg. Daily Ridership	20	15 AA	т		Truck	•	Peak Hour Traffic
Routes and Ridership	N/A	N/A	20,000			d	8% - 10	-	7.5% - 8.5%
				,-			ent Operat		
	Intersection Operations	3				-	rthbound		outhbound
Signalized Intersection]	Level Servie		۲ (ا	M / PM Miles of oadway)		AM / PM (Miles of Roadway)
LOS D or Better	6	6	LC	S D or			6.3 / 3.8		7.7 / 16.3
LOS E	0	0		LOSI	Ξ	C	.0 / 9.1		3.2 / 0.0
LOS F	0	0		LOS	F	C	0.0 / 3.4		5.4 / 0.0
LOS E IN	tersections	LOS 'F' Int	tersection	ıs					or Key PTI
							TT		
							1.00 - 1	1.15	1.0 - 1.5
							1.15 - 1	1.30	1.5 - 2.5
							1.30 - :	2.00	> 2.5
							> 2.0	00	
							> 2.0		-1-1-
Available count data.							/2.0	No	data
Available count data.					т		> 2.0	No	
Available count data.		y Segment	Length	A	T	 ті Р			PTI AM PM
		y Segment to South	Length (miles)	A					PTI AM PM
Functional Class	North		-		М	Р			PTI AM PM
	North Liberty Rd. (MD-26) - S Springfield Ave. (MD-851)	boringfield Ave. (MD-851) - Sandosky Rd./Raincliffe Rd.	(miles) 2.2 0.7		М	P NB			PTI AM PM
Functional Class Urban Other Principal	North Liberty Rd. (MD-26) - S Springfield Ave. (MD-851) Sandosky Rd./Raincliffe R	to South Springfield Ave. (MD-851) - Sandosky Rd./Raincliffe Rd. d Friendship Rd. (MD-851)	(miles) 2.2 0.7 0.8		М	Р			PTI AM PM SB NB S I I
Functional Class Urban Other Principal Arterial	North Liberty Rd. (MD-26) - S Springfield Ave. (MD-851) Sandosky Rd./Raincliffe R Friendship Rd. (M	to South Springfield Ave. (MD-851) - Sandosky Rd./Raincliffe Rd. d Friendship Rd. (MD-851) MD-851) - River Rd.	(miles) 2.2 0.7 0.8 1.7		М	P NB			PTI AM PM SB NB S
Functional Class Urban Other Principal	North Liberty Rd. (MD-26) - S Springfield Ave. (MD-851) Sandosky Rd./Raincliffe R Friendship Rd. (M River Rd Old Fr	to South Springfield Ave. (MD-851) - Sandosky Rd./Raincliffe Rd. d Friendship Rd. (MD-851) MD-851) - River Rd. ederick Rd. (MD-99)	(miles) 2.2 0.7 0.8 1.7 1.3		М	P NB			PTI AM PM SB NB S I A I A I A I A I A I A I A I A I A I A
Functional Class Urban Other Principal Arterial	North Liberty Rd. (MD-26) - S Springfield Ave. (MD-851) Sandosky Rd./Raincliffe R Friendship Rd. (M River Rd Old Fr Old Frederick Rd.	to South Springfield Ave. (MD-851) - Sandosky Rd./Raincliffe Rd. d Friendship Rd. (MD-851) MD-851) - River Rd.	(miles) 2.2 0.7 0.8 1.7		М	P NB			PTI AM PM SB NB S I I
Functional Class Urban Other Principal Arterial	North Liberty Rd. (MD-26) - S Springfield Ave. (MD-851) Sandosky Rd./Raincliffe R Friendship Rd. (M River Rd Old Fr Old Frederick Rd. I-70/US-40 - Fred	to South Springfield Ave. (MD-851) - Sandosky Rd./Raincliffe Rd. d Friendship Rd. (MD-851) MD-851) - River Rd. ederick Rd. (MD-99) (MD-99) - I-70/US-40	(miles) 2.2 0.7 0.8 1.7 1.3 0.8		М	P NB			PTI AM PM SB NB S I A I A I A I A I A I A I A I A I A I A

MD 43			Carney		RO	
Limits:	I-695 to	US 40	arney	E Joppa Ro	Dent	
Corridor Length:	6.0 m	niles		43	White	Marsh
Speed Limit:	45 - 50	MPH		Accounte		ottingham Holly I
Travel Lanes:	2 Eastbound	2 Westbound	Overlea	wile Blvd	95	Memo Garde
Signal Controlled Intersections:	6		R.	F	ossville	Pulator
Grade Separated Interchanges:	5			SS.	Golden Ring Par	
Major Cross Streets:	I-695, US 1, Pe Honeygo Blvd, I-9	95, MD 7, US 40	Rose	edale Rosedal Park	e er su	
Ļ	Routes	Avg. Daily Ridership	Deer	date	and the second sec	×*
Poutos and Bidarshir	MTA 15 MTA 58	11,527 1,809				
Routes and Ridership	MTA 58 MTA 120	384	20	15 AADT	Trucks	Peak Hour Traffic
-	MTA 120 MTA 420	152		- 54,000 vpd		
					egment Operati	
1	ntersection Operations				Eastbound	Westbound
			1		AM / PM	AM / PM
Signalized Intersections	*: AM Peak Hour	PM Peak Hour		Level of Service	(Miles of	(Miles of
LOS D or Better	4	4	10	Service S D or Better	Roadway) 5.3 / 2.2	Roadway) 2.8 / 2.2
LOS E	1	1		LOS E	0.7 / 2.7	2.2 / 1.9
LOS F	0	0		LOS F	0.0 / 1.1	1.0 / 1.9
					0.0 / 1.1	
LOS 'E' Inte	ersections	0 LOS 'F' In	tersectior			Color Key
	ersections		tersectior		0.0 / 1.1	
LOS 'E' Inte	ersections		tersectior			Color Key PTI
LOS 'E' Inte	ersections		tersectior		TTI 1.00 - 1	Color Key PTI .15 1.0 - 1.5
LOS 'E' Inte	ersections		tersectior		ТТІ	Color Key PTI .15 1.0 - 1.5
LOS 'E' Inte	ersections		tersectior		TTI 1.00 - 1 1.15 - 1	Color Key PTI .15 1.0 - 1.5 .30 1.5 - 2.5 .00 00
LOS 'E' Inte	ersections		tersectior		TTI 1.00 - 1 1.15 - 1 1.30 - 2	Color Key PTI .15 1.0 - 1.5 .30 1.5 - 2.5 .00 > 2.5
LOS 'E' Inte MD 43 at Honeyg	ersections		tersection		TTI 1.00 - 1 1.15 - 1	Color Key PTI .15 1.0 - 1.5 .30 1.5 - 2.5 .00 > 2.5
LOS 'E' Inte	ersections		tersection		TTI 1.00 - 1 1.15 - 1 1.30 - 2	Color Key PTI .15 1.0 - 1.5 .30 1.5 - 2.5 .00 > 2.5
LOS 'E' Inte MD 43 at Honeyg	orsections o Blvd (AM,PM)	LOS 'F' In	1		TTI 1.00 - 1 1.15 - 1 1.30 - 2 > 2.00	Color Key PTI .15 1.0 - 1.5 .30 1.5 - 2.5 .00 > 2.5
LOS 'E' Inte MD 43 at Honeyg	orsections o Blvd (AM,PM) Roadway	LOS 'F' In Segment	Length	15	TTI 1.00 - 1 1.15 - 1 1.30 - 2 > 2.00	Color Key PTI .15 1.0 - 1.5 .30 1.5 - 2.5 .00 > 2.5 .00 > 2.5 .00 > 2.5 .00 > 2.5
LOS 'E' Inte MD 43 at Honeyg Available count data.	ersections o Bivd (AM,PM) Roadway West to	LOS 'F' In Segment 5 East	Length (miles)	IS	TTI 1.00 - 1 1.15 - 1 1.30 - 2 > 2.00	Color Key PTI .15 1.0 - 1.5 .30 1.5 - 2.5 .00 > 2.5 No data PTI AM PM
LOS 'E' Inte MD 43 at Honeyg Available count data.	ersections o Bivd (AM,PM) Roadway West to I-695 - Wa	LOS 'F' In Segment o East	Length (miles) 0.6	IS TT AM EB WB	TTI 1.00 - 1 1.15 - 1 1.30 - 2 > 2.00 1 PM EB WB	Color Key PTI .15 1.0 - 1.5 .30 1.5 - 2.5 .00 > 2.5 .00 PTI .00 PTI .00 B .00 PTI .00 PTI .00 PTI .00 PTI .00 PTI
LOS 'E' Inte MD 43 at Honeyg Available count data.	ersections o Bivd (AM,PM) Roadway West to I-695 - Wa Walther Bivd - Bel	LOS 'F' In Segment o East aither Blvd air Rd (US-1) SB	Length (miles) 0.6 0.4	IS TT AM EB WB	TTI 1.00 - 1 1.15 - 1 1.30 - 2 > 2.00 1 PM	Color Key PTI .15 1.0 - 1.5 .30 1.5 - 2.5 .00 > 2.5 .00 > 2.5 .00 B .00 PTI .00 B .00 B
LOS 'E' Inte MD 43 at Honeyg Available count data.	ersections o Bivd (AM,PM) Roadway West to I-695 - Wa Walther Bivd - Bel Belair Rd (US-1) SB -	LOS 'F' In Segment b East aither Blvd air Rd (US-1) SB Belair Rd (US-1) NB	Length (miles) 0.6 0.4 0.6	IS TT AM EB WB	TTI 1.00 - 1 1.15 - 1 1.30 - 2 > 2.00 1 PM EB WB	Color Key PTI .15 1.0 - 1.5 .30 1.5 - 2.5 .00 > 2.5 .00 PTI .00 PTI .00 B .00 PTI .00 PTI .00 PTI .00 PTI .00 PTI
LOS 'E' Inte MD 43 at Honeyg Available count data.	ersections o Bivd (AM,PM) Roadway West to I-695 - Wa Walther Bivd - Bel Belair Rd (US-1) SB - Belair Rd (US-1) N	LOS 'F' In Segment b East aither Blvd air Rd (US-1) SB Belair Rd (US-1) NB B - Perry Hall Blvd	Length (miles) 0.6 0.4 0.6 1.8	IS TT AM EB WB	TTI 1.00 - 1 1.15 - 1 1.30 - 2 > 2.00 1 PM EB WB	Color Key PTI .15 1.0 - 1.5 .30 1.5 - 2.5 .30 2.5 .00 > 2.5 .00 > 2.5 .00 > 2.5 .00 > 2.5 .00 > 2.5 .00 > 2.5 .00 > 2.5 .00 > 2.5 .00 > 2.5 .00 > 2.5 .00 > 2.5 .00 > 2.5 .00 > 2.5 .00 > 2.5 .00 > 2.5 .01 PM EB WB EB .01 1 1 .02 1 1 .03 1 1 .04 1 1
LOS 'E' Inte MD 43 at Honeyg Available count data. Functional Class	ersections o Bivd (AM,PM) Roadway West to I-695 - Wa Walther Bivd - Bel Belair Rd (US-1) SB -	LOS 'F' In Segment b East aither Blvd air Rd (US-1) SB Belair Rd (US-1) NB B - Perry Hall Blvd - Honeygo Blvd	Length (miles) 0.6 0.4 0.6	IS TT AM EB WB	TTI 1.00 - 1 1.15 - 1 1.30 - 2 > 2.00 1 PM EB WB	Color Key PTI .15 1.0 - 1.5 .30 1.5 - 2.5 .30 1.5 - 2.5 .00 > 2.5 .00 > 2.5 .00 > 2.5 .00 > 2.5 .00 > 2.5 .00 > 2.5 .00 > 2.5 .00 > 2.5 .00 > 2.5 .00 > 2.5 .00 > 2.5 .00 > 2.5 .00 > 2.5 .00 > 2.5 .00 > 2.5 .00 > 2.5 .01 PM EB WB EB .01 1 .02 .03 .03 .04 .04 .04 .05 .04 .05 .04 .06 .04 .07 .04 .08 .04 .09 .04 .01 .04 .02 .04 .03 .04
LOS 'E' Inte MD 43 at Honeyg Available count data. Functional Class	Roadway (AM, PM) Roadway (Mest to I-695 - Wa Walther Bivd - Bel Belair Rd (US-1) NB Belair Rd (US-1) N Perry Hall Bivd	LOS 'F' In Segment D East Alther Blvd air Rd (US-1) SB Belair Rd (US-1) NB B - Perry Hall Blvd - Honeygo Blvd Blvd - I-95	Length (miles) 0.6 0.4 0.6 1.8 0.7	IS TT AM EB WB	TTI 1.00 - 1 1.15 - 1 1.30 - 2 > 2.00 1 EB WB I I I I I I I I I I I I I	Color Key PTI .15 1.0 - 1.5 .30 1.5 - 2.5 .30 1.5 - 2.5 .00 > 2.5 .00 > 2.5 .00 > 2.5 .00 > 2.5 .00 > 2.5 .01 1.5 .02 > 2.5 .03 .04ta .04ta .04ta .05 .04ta .06 .04ta .07 .04ta .08 .04ta .09 .04ta .01 .04ta .02 .04ta

Limits:	Baltimore City Line	e to Shawan Road	1			iunt Valley		943	They .
Corridor Length:	9.3 n	niles	Ri	Oregon dge Park	XY	Cockeysvi	ille	Allen R.	
Speed Limit:	35 - 40			100	562	- and		3 OF	
Travel Lanes:	(1 – 2) Northbound	(1 – 2) Southbound				aver Da	See Jano	rook Rd - was	
Signal Controlled Intersections:	3	1	2		bonad	all na	R R E Pa	Por Ce	Loch Raver Reservoir
Grade Separated Interchanges:	1	1	Broadwa	yRd W		1 Conte	ork Rd	Timonium Rd	146 Pine Rid
Major Cross Streets:	Stevenson Ln, Towsor Fairmount Ave, I-695, I Padonia Rd, Warre	MD 131, Timonium Rd,			Meadowoo egional Pa	Chapel	Luthervill	e-Timonium	Golf Cou Valey Ra (46) Hampton
	Routes	Avg. Daily Ridership			*	695	P	R	695
	Light Rail - Hunt Valley	22	enson	The Cloi	sters astle	ALL P	W Joppa R	omote Delivay	
	Light Rail - Pepper Rd	146	100 10			r He		Tows	on
	Light Rail - McCormick Rd	399			$\int \Delta d$	1 setter		Glen Woods	1482
	Light Rail - Gilroy Rd	205			$\langle \times \rangle$			Country C	Club g
Routes and Ridership	Light Rail - Warren Rd	254	-				(139)	of Maryl	land ^A .
	Light Rail - Timonium Rd	884	-					ST BE	
	Light Rail - Timonium BP Light Rail - Lutherville	285 727	┥└──			3 22		York	\$ (542)
	MTA 8	10.198	+					- 1	Peak Hou
	MTA 9	1,176	20	15 AAI	т	Tri	ucks		Traffic
	MTA 12	280	20,000	-			- 6%	6	5.5% - 9.5%
OTE: The Green Line ride	rship data represents boarding	gs	,	,		Segment	Operat	ions	
	Intersection Operations					Northboui	nd	Southb	ound
						AM / PM	1	AM / I	
Signalized Intersection	s*: AM Peak Hour	PM Peak Hour		Level		(Miles of		(Miles	
LOS D or Better	18	9		Servio		Roadway 7.4 / 1.1		Roadw 7.3 /	
				0000	Detter				
LOSE		3		LOSE	-	15/28	5	16/	21
MD 45 at Fairmount Ave/Ent. MD 45 at Sh	0 1 tersections To Carver Voc Tech Center (PM) awan Rd (PM)	_	<mark>tersection</mark> awan Rd (Al / Seminary A	M)	F	1.5 / 2.8 0.4 / 5.4	ļ į	1.6 / 3 0.4 / 9 Color Ke	5.7
LOS F LOS 'E' In MD 45 at Fairmount Ave/Ent. ¹ MD 45 at Sh MD 45 at Tim	1 tersections To Carver Voc Tech Center (PM)	1 LOS 'F' In MD 45 at Sh	awan Rd (Al	LOS IS M)	F	0.4 / 5.4	TTI	0.4/5	5.7 y PTI 1.0 - 1.5 1.5 - 2.5 > 2.5
LOS F LOS 'E' In MD 45 at Fairmount Ave/Ent. ¹ MD 45 at Sh MD 45 at Tim	tersections To Carver Voc Tech Center (PM) awan Rd (PM)	1 LOS 'F' In MD 45 at Sh	awan Rd (Al	LOS IS M)		0.4 / 5.4	TTI 00 - 1.15 15 - 1.30 30 - 2.00	0.4 / S	5.7 y PTI 1.0 - 1.5 1.5 - 2.5 > 2.5
LOS F LOS 'E' In MD 45 at Fairmount Ave/Ent. ¹ MD 45 at Sh MD 45 at Tim	tersections To Carver Voc Tech Center (PM) awan Rd (PM)	1 MD 45 at Sh MD 45 at MD 131.	awan Rd (Al	LOS 1 s M) vve (PM)	F	0.4 / 5.4	TTI 00 - 1.15 15 - 1.30 30 - 2.00	0.4/5	5.7 PTI 1.0 - 1.5 1.5 - 2.5 > 2.5 PTI PM
LOS F LOS 'E' In MD 45 at Fairmount Ave/Ent. ' MD 45 at Sh MD 45 at Tim Available count data.	tersections To Carver Voc Tech Center (PM) awan Rd (PM) onium Rd (PM) Roadway	1 MD 45 at Sh MD 45 at MD 131 Segment	awan Rd (Al / Seminary A	LOS IS M) vve (PM)	F TT M	0.4 / 5.4	TTI 00 - 1.15 15 - 1.30 30 - 2.00	0.4 / ! Color Ke	5.7 PTI 1.0 - 1.5 1.5 - 2.5 > 2.5 PTI PM
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LOS F LOS 'E' In MD 45 at Fairmount Ave/Ent. ' MD 45 at Sh MD 45 at Tim Available count data.	tersections Fo Carver Voc Tech Center (PM) awan Rd (PM) onium Rd (PM) Roadway North to Shawan Rd Pape	1 MD 45 at Sh MD 45 at MD 131 Segment o South Pr Mill Rd. (MD-145) 145) - Warren Rd.	Awan Rd (AM / Seminary A Length (miles) 0.3	LOS IS M) vve (PM)	F TT M	0.4 / 5.4	TTI 00 - 1.15 15 - 1.30 30 - 2.00	0.4 / ! Color Ke	5.7 PTI 1.0 - 1.5 1.5 - 2.5 > 2.5 PTI PM
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LOS F LOS 'E' In MD 45 at Fairmount Ave/Ent. MD 45 at Sh MD 45 at Tim Available count data. Functional Class	1 tersections To Carver Voc Tech Center (PM) awan Rd (PM) onium Rd (PM) Shawan Rd Pape Paper Mill Rd. (MD Warren Rd C Cranbrook Rd. Padonia Rd Timonium Rd Ridgely Rd Bellon	1 LOS 'F' In MD 45 at Sh MD 45 at MD 131 MD 45 at MD 131 segment o South ar Mill Rd. (MD-145) -145) - Warren Rd. Cranbrook Rd. - Padonia Rd. Timonium Rd. Ridgely Rd aa Ave./Margate Rd.	Awan Rd (Al Seminary A Seminary A Length (miles) 0.3 1.2 0.8 0.5 1.1 0.8 0.5	LOS IS M) vve (PM)	F TT M	0.4 / 5.4	TTI 00 - 1.15 15 - 1.30 30 - 2.00	0.4 / ! Color Ke	5.7 PTI 1.0 - 1.5 1.5 - 2.5 2.5 PTI PM NB NB NB 1 1 1 1 1 1 1 1 1 1 1 1 1
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LOS F LOS 'E' In MD 45 at Fairmount Ave/Ent. MD 45 at Sh MD 45 at Sh MD 45 at Tim Available count data. Functional Class	To Carver Voc Tech Center (PM) awan Rd (PM) onium Rd (PM) Shawan Rd Pape Paper Mill Rd. (MD Warren Rd C Cranbrook Rd. Padonia Rd Timonium Rd Ridgely Rd Bellon Bellona Ave /Margate Rd. Seminary Ave. (I-695 - Fair Fairmount Ave	Image: Segment of South r Mill Rd. (MD-145) -145) - Warren Rd. Cranbrook Rd. - Padonia Rd. Timonium Rd. - Ridgely Rd a Ave./Margate Rd. - Seminary Ave. (MD-131) MD-131) - I-695 mount Ave - Bosley Ave.	awan Rd (AY / Seminary A // Se	LOS IS M) vve (PM)	F TT M	0.4 / 5.4	TTI 00 - 1.15 15 - 1.30 30 - 2.00	O.4 / S Color Ke Color Ke No data AM NB SB	5.7 PTI 1.0 - 1.5 2.5 2.5 PTI PTI PTI 0 0 0 0 0 0 0 0 0 0 0 0 0
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LOS F LOS 'E' In MD 45 at Fairmount Ave/Ent. ' MD 45 at Sh MD 45 at Tim Available count data. Functional Class Urban Other Principal Arterial	To Carver Voc Tech Center (PM) awan Rd (PM) onium Rd (PM) onium Rd (PM) Roadway North to Shawan Rd Pape Paper Mill Rd. (MD Warren Rd (Cranbrook Rd. Padonia Rd Timonium Rd Ridgely Rd Bellon Bellona Ave./Margate Rd. Seminary Ave. (I-695 - Fair Fairmount Ave Bosley Ave Dulaney Valle	Image: constraint of the second se	awan Rd (AY / Seminary A // Se	LOS IS M) vve (PM)	F TT M	0.4 / 5.4	TTI 00 - 1.15 15 - 1.30 30 - 2.00	O.4 / S Color Ke Color Ke No data AM NB SB	5.7 PTI 1.0 - 1.5 2.5 2.5 PTI PTI PTI 0 0 0 0 0 0 0 0 0 0 0 0 0
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LOS F LOS 'E' In MD 45 at Fairmount Ave/Ent. ' MD 45 at Sh MD 45 at Tim Available count data. Functional Class Urban Other Principal Arterial	1 tersections To Carver Voc Tech Center (PM) awan Rd (PM) onium Rd (PM) Shawan Rd Pape Paper Mill Rd. (MD Warren Rd C Cranbrook Rd. Padonia Rd. Padonia Rd. Ridgely Rd Bellon Bellona Ave./Margate Rd. Seminary Ave. (I-695 - Fair Fairmount Ave Bosley Ave Dulaney Valle Dulaney Valley Rd. (MD-146). Towsontown Bh	Segment o South rr Mill Rd. (MD-145) 145) - Warren Rd. Cranbrook Rd. - Padonia Rd. Timonium Rd. - Ridgely Rd aa Ave./Margate Rd. - Seminary Ave. (MD-131) MD-131) - I-695 mount Ave - Bosley Ave. ey Rd. (MD-146)/ Joppa Rd. Joppa Rd Towsontown Blvd. vd Burke Ave. Stevenson Ln.	awan Rd (AY / Seminary A // Se	LOS IS M) vve (PM) Vve (PM) A NB C C C C C C C C C C C C C	F TT M	0.4 / 5.4	TTI 00 - 1.15 15 - 1.30 30 - 2.00	O.4 / S Color Ke Color Ke No data AM NB SB	5.7 PTI 1.0 - 1.5 1.5 - 2.5 2.5 PTI PM NB NB NB NB NB NB NB NB NB NB

Limits:	Weehington	DC Line	to MD 109		rsburg		ck Creek		- (182)
	Washington			- 4	1		ional Park			G
Corridor Length:		2.7 miles		s	370	Derwood			1A	
Speed Limit:		- 45 MPI			270		1	(28) RD	(200)	Cloverly
Travel Lanes:	(3 - 4) Northbou	ind (3 - 4) Southbound	tomac	28K		NORBECK	97	08	200
Signal Controlled Intersections:		48		T		Rockv	NORBL	Asper	Hill	Colesville
Grade Separated Interchanges:		1		in the	(189	-A	ROCOULLE PIL	Wheat	on-Glenn	
Major Cross Streets:	US 29, I Randolph Ro MD 28, N		3, MD 182,		25	21	Ind	547) Kensing	Wheaton gton Eorest (White O
Routes and Ridership	Routes Ride On 33, 41, 51, 52,		vg. Daily Ridership 1,186			1		Chevy C Lesda	hase Silve Hawthorne	193 er Spring Takoma Park
	METRO J5		371	20	15 AAI	т		Trucks		Peak Hour Traffic
	METRO Q1, Q2, Q4, Q5,	Q6	8,566	28,000				2% - 6%		6% - 8.5%
	METRO Y2, Y7, Y8, Y9		8,672			S	egment	Operatio	ns	
	Intersection Operatio	ons		- I			Northi AM			bound / PM
Signalized Intersection	ns*: AM Peak Ho	ur	PM Peak Hour		Level Servio	e		es of	(Mil Road	es of dway)
LOS D or Better	19		22	10	S D or	Better	8.8	1.8	3.2	/ 0.5
	E				1.001	- 1	24	127	E O I	10.2
MD 97 at MD 192 / MD 97 at Plye MD 97 at MD 97 at M MD 97 at Seminary Rd	tersections Forest Glen Rd (AM) ers Mill Rd (AM) MD 586 (AM) / Columbia Blvd (AM,PM) inary Pl (AM,PM)		2 1 LOS 'F' In MD 97 at Old E	tersection Baltimore Rd (MD 28 (AM)	(AM)	F		(3.7 (7.2 TTI 1.00 - 1.1 1.15 - 1.3	4.5 Color K	/ 10.2 / 2.0 /ey PTI 1.0 - 1.5 1.5 - 2.5
LOS F LOS 'E' In MD 97 at MD 192 / MD 97 at Piye MD 97 at N MD 97 at Seminary Rd	tersections Forest Glen Rd (AM) ers Mill Rd (AM) VD 586 (AM) / Columbia Blvd (AM,PM)		2 1 LOS 'F' In MD 97 at Old E MD 97 at	tersection Baltimore Rd (MD 28 (AM)	LOS I <mark>S</mark> (AM)	F		7.2 TTI 1.00 - 1.1	4.5 Color K 5 0	/ 2.0 fey PTI 1.0 - 1.5 1.5 - 2.5 > 2.5
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Limits:	MD 28 t	to MD 108	1-0		19	Si	am			
Corridor Length:	16.7	7 miles		80	11	X.	Se		ť	
-				27	Dama Recreatio	124 scus	ST	21	210	650
Speed Limit:	30 - 5	50 MPH	BDGF	11	Recreatio	nal Park	FIL	108	- T	Frank
Travel Lanes:	(1 - 4) Northbound	d (1 - 4) Southbound		27		×S	124	Laytonsville	Z	HI
Signal Controlled Intersections:	:	31	mage nd	Great S	enna	k Rd	(124	1 Jul		
Grade Separated Interchanges:		1	(118) m	Great Si Stream Va	Montgor Villag			A.	108	ANTON
Major Cross Streets:		9, MD 117, I-270, D 115, MD 108	117	3	55 124 Gaither	1A	shington Grove	15 Redland		ATONSVILLE R
	Routes	Avg. Daily Ridership		119	ned		370	Upper Re	200 ock Creek Par	Interes
Routes and Ridership	Ride On 56, 57, 58, 59, 65,	, 4,160		ads B	Muddy Bran	N	Derwood		Pa kaw	- COUMPE
	90	4,100	20	15 AAI	от		Truc	ks		Peak Hou Traffic
			11,000	- 73,0			2% -			7% - 10.5
	Intersection Operations					-	ent Oper		South	ound
			7			A	M/PM		AM /	РМ
Signalized Intersection	s*: AM Peak Hour	PM Peak Hour	Lev	el of S	ervice	•	/liles of badway)		(Mile Road	
LOS D or Better	16	15	LO	S D or I	Better	12	.6 / 12.7		12.0 /	13.6
LOS E	1	1		LOS E		2	.5 / 1.3		25/	1.5
LOS F	0	1		LOS			.5 / 1.6		1.3 /	0.7
LOS F LOS 'E' In MD 124 at	tersections MD 355 (AM)	1 LOS 'F' I	ntersection MD 355 (PM)	LOS I s				C ITI		0.7
LOS F LOS 'E' In MD 124 at MD 124 at Montgor	tersections	1 LOS 'F' I		LOS I s			T 1.00 1.15 1.30	- 1.15 - 1.30 - 2.00 2.00	1.3 /	0.7 PTI 1.0 - 1.5 1.5 - 2.5 > 2.5
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LOS F LOS 'E' In MD 124 at MD 124 at Montgor Available count data.	tersections MD 355 (AM) mery Village Ave (PM) Roadwa North Main St. (MD-108) - Hawkins Creamery Rd Lc Log House Rd/ Low 1 Rocky Rc Brink Rd Warfield Rd Fieldcres Fieldcrest Rd./ Hadley Airpark Rd Snouffer School SnoufferSchlRd/MncterMillRd(I Midcounty Hwy./Woo	t LOS 'F' In MD 124 a MD 124 a MD 124 a y Segment to South Hawkins Creamery Rd. og House Rd/ Low Meadow Dr. Meadow Dr Rocky Rd. d Brink Rd. - Warfield Rd. st Rd./ Hadley Farms Dr. y Farms Dr Airpark Rd. Rd./Muncaster Mill Rd (MD-115) MD115) - MdctyHwy/WoodfieldRd. vdfield Rd Goshen Rd.	Length (miles) 1.0 1.2 2.4 1.4 1.3 0.7 1.1 0.7 1.1 0.7 1.1 0.7 1.1	LOS S S A NB I I I I I I I I I I I I I I I I I I	T SB	TI PI NB U	1 1.00 1.15 1.30 > : 	- 1.15 - 1.30 - 2.00 2.00	1.3 /	0.7 PTI 1.0 - 1.5 1.5 - 2.5 2.5 PTI PN 3 NB 4 0 0 0 0 0 0 0 0 0 0 0 0 0
LOS F LOS 'E' In MD 124 at MD 124 at Montgor Available count data.	tersections MD 355 (AM) mery Village Ave (PM) Roadwa North Main St. (MD-108) - Hawkins Creamery Rd Lc Log House Rd/ Low 1 Rocky Rd Brink Rd Brink Rd. Warfield Rd Fieldcre Fieldcrest Rd./ Hadley Airpark Rd Snouffer School SnoufferSchiRd/Mncter/MillRd(1 Midcounty Hwy./Woo Goshen Rd Montgomer	y Segment MD 124 a MD 124 a y Segment to South Hawkins Creamery Rd. Og House Rd/ Low Meadow Dr. Hawkins Creamery Rd. d Brink Rd. - Warfield Rd. set Rd./ Hadley Farms Dr. y Farms Dr Airpark Rd. Rd./Muncaster Mill Rd (MD-115) MD115) - MdctyHwy/WoodfieldRd. odfield Rd Goshen Rd. ry Village Dr /Midcounty Hwy	Length (miles) 1.0 1.2 2.4 1.4 1.3 0.7 1.1 0.7 1.1 0.7 1.1 0.7 1.1 0.7 1.1 0.7	LOS I S A NB I I I I I I I I I I I I I I I I I I	T SB	TI PPI NB	T 1.00 1.15 1.30 > 1 30 30 1 1 1	- 1.15 - 1.30 - 2.00 2.00	1.3 /	0.7 PTI 1.0 - 1.5 1.5 - 2.5 PTI PTI PI 3 NB I I 4 I 1 1 1.5 - 2.5 PTI PI 1.5 - 2.5 PTI PTI PTI PTI PTI PTI PTI PTI
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LOS F LOS 'E' In MD 124 at MD 124 at Montgor Available count data. Functional Class Urban Minor Arterial	tersections MD 355 (AM) mery Village Ave (PM) Roadwa North Main St. (MD-108) - Hawkins Creamery Rd LC Log House Rd/ Low I Rocky Rc Brink Rd Warfield Rd Fieldore Fieldcrest Rd/ Hadle Airpark Rd Snouffer School SnoufferSchlRd/MncterNillRd(I Midcounty Hwy/Woo Goshen Rd Montgomer MontgomeryVillage/Midcounty Frederick Rd/Av	y Segment MD 124 a MD 124 a WD 124 a y Segment to South Hawkins Creamery Rd. g House Rd/ Low Meadow Dr. Meadow Dr Rocky Rd. d Brink Rd. Warfield Rd. est Rd./ Hadley Farms Dr. y Farms Dr Airpark Rd. Rd./Muncaster Mill Rd (MD-115) MD115) - MdctyHwy/WoodfieldRd. offield Rd Goshen Rd. ry Village Dr /Midcounty Hwy Hwy - Frederick Rd/Ave(MD-355) re (MD-355) - I-270	Length (miles) 1.0 1.2 2.4 1.4 1.3 0.7 1.1 0.7 1.1 0.7 1.1 0.7 0.9 1.1 0.6 0.7 0.4	LOS I S A NB I I I I I I I I I I I I I I I I I I	T SB	TI PI NB U	T 1.00 1.15 1.30 > 1 30 30 1 1 1	TTI - 1.15 - 1.30 - 2.00 2.00	1.3 /	0.7 PTI 1.0 - 1.5 1.5 - 2.5 2.5 PTI PN 3 NB 4 0 0 0 0 0 0 0 0 0 0 0 0 0
LOS F LOS 'E' In MD 124 at MD 124 at Montgor Available count data. Functional Class Urban Minor Arterial	tersections MD 355 (AM) mery Village Ave (PM) Main St. (MD-108) - Main St. (MD-108) - Hawkins Creamery Rd Lo Log House Rd/ Low I Rocky Rc Brink Rd Warfield Rd Fieldcre Fieldcrest Rd./ Hadleg Airpark Rd Snouffer School Snouffer SchlRd/Mncter/MillRd(I Midcounty Hwy./Woo Goshen Rd Montgomer MontgomeryVillage/Midcounty Frederick Rd/Av I-270 - Clopper Rd.	y Segment MD 124 a MD 124 a y Segment to South Hawkins Creamery Rd. g House Rd/ Low Meadow Dr. Meadow Dr Rocky Rd. d Brink Rd. - Warfield Rd. ust Rd./ Hadley Farms Dr. y Farms Dr Airpark Rd. Rd./Muncaster Mill Rd (MD-115) MD115) - MdctyHwy/WoodfieldRd. odfield Rd Goshen Rd. ry Village Dr /Midcounty Hwy Hwy - Frederick Rd/Ave(MD-355)	Length (miles) 1.0 1.2 2.4 1.4 1.3 0.7 1.1 0.7 1.1 0.7 1.1 0.7 1.1 0.7 1.1 0.7 0.1 0.7 0.7	LOS I S A NB I I I I I I I I I I I I I I I I I I	T SB	0	T 1.00 1.15 1.30 > 1 30 30 1 1 1	TTI - 1.15 - 1.30 - 2.00 2.00	AM No data	0.7 PTI 1.0 - 1.5 1.5 - 2.5 2.5 PTI PTI PTI NB I V V V V V V V V V V V V V

Limits:	MD 97 to Balt	imore City Line			(140)				
Corridor Length:	20.4	miles	97		1	2	- C2 		RD
Speed Limit:	30 - 5	5 MPH	32			91 Finksburg	HANOVER &		(128)
Travel Lanes:	(1 3) Northbound	(1 - 2) Southbound		SARESALL	A EMORY	17	Reisterst	BUTLER	The is
Signal Controlled	(1-3) Northbound	(1-2) 300000000	-		B	24	Helaterat		
Intersections:	Ę	51	D	3	2				129
Grade Separated Interchanges:		3	26	3	U	berty Reservoi	r	Owin	ngs Mills Garrison Ste
Major Cross Streets:	MD 30, MD 940	D 91, I-795, , Painters Mill Rd 5, Old Court Rd					LIBERI	Randalls	town 695 Re Milford Mill Loch
_	Routes	Avg. Daily Ridership						-	Looin
Routes and Ridership	MTA 53	3,745							Peak Hou
· -	MTA 56	1,988	-	15 AAI		_	Trucks 2% - 9%		Traffic 7% - 8.5%
	MTA 59	1,649	18,000	- 54,0		Segment (770-0.370
1	ntersection Operations					Northb	•	1	uthbound
			7			AM /	PM	A	AM / PM
Signalized Intersections	*: AM Peak Hour	PM Peak Hour		Level Servio		(Miles Roady			Miles of oadway)
						Roauv			
LOS D or Better	30	30	LO			15.5 /			
LOS D or Better LOS E	30	30	LO	S D or I	Better	15.5 / <u>3.7 /</u>	10.9	16	6.5 / 13.8 6.9 / 2.2
			LO	S D or I	Better		10.9 5.7	16 3	6.5 / 13.8
LOS E	1 1 rsections 91 (AM,PM)	2 0 LOS 'F' In	LO tersection Dede Rd (AM	S D or I LOS E LOS	Better	3.7 /	10.9 5.7	Colo	6.5 / 13.8 6.9 / 2.2
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LOS E LOS F LOS 'E' Inte MD 140 at MD MD 140 at Brian Daniel (MD 140 at Brian Daniel (1 1 91 (AM,PM) Ct / Woodfield Ct (PM)	2 0 LOS 'F' In	tersection	S D or I LOS E LOS	Better E F	3.7 / 1.2 /	10.9 5.7 3.8 TTI 1.00 - 1. 1.15 - 1.1 1.30 - 2.0	16 30 15 00 No 4	6.5 / 13.8 3.9 / 2.2 0.0 / 4.4 r Key PTI 1.0 - 1.5 1.5 - 2.5 > 2.5 data PTI
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LOS E LOS F LOS 'E' Inte MD 140 at MD MD 140 at Brian Daniel (MD 140 a	1 1 rsections 91 (AM,PM) Ct / Woodfield Ct (PM) Ct / Woodfield Ct (PM) Readway North 1 New Washington Rd (MD- Reese Rd Green Green Mill Rd./Suffolk Rd. Emroy/Gamber Rd (MD- Butler Rd. (MD-795)	2 0 LOS 'F' In MD 140 at I MD 140 at I 97) Malcom Dr Reese Rd. 1 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	S D or I LOS I S D)	Better F T M	3.7 / 1.2 /	10.9 5.7 3.8 TTI 1.00 - 1. 1.15 - 1.1 1.30 - 2.0 > 2.00	16 30 15 No 4	6.5 / 13.8 3.9 / 2.2 0.0 / 4.4 r Key PTI 1.0 - 1.5 1.5 - 2.5 2.5 data PTI M PM SB NB NB NB
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LOS E LOS F LOS 'E' Inte MD 140 at MD MD 140 at Brian Daniel (MD 140 a	1 1 1 1 1 1 1 Roadway North 1 Rease Rd Green Green Mill Rd./Suffolk Rd. Emroy/Gamber Rd (MD- Butler Rd. (MD-795) Hanover Rd. (MD-30) - Gly Glyndon Dr/ Glyndon T Berrymans Ln Frank Franklin Blvd./Cherry Hill Rd Dolfield Blvd/ Richma	2 0 LOS 'F' In MD 140 at I MD 140 at I MD 140 at I 97) Malcom Dr Reese Rd. Mill Rd./Suffolk Rd. Emroy/Gamber Rd (MD-91) 91) - Butler Rd. (MD-795) - Hanover Rd. (MD-795) - Holield Bivd/ Richmar Rd. r Rd Pleasant Hill Rd.	Length (miles) 2.5 2.2 1.9 3.4 0.4 0.7 1.2 0.5	S D or I LOS I S D)	Better F T M	3.7 / 1.2 /	10.9 5.7 3.8 TTI 1.00 - 1. 1.15 - 1.1 1.30 - 2.0 > 2.00	16 30 15 No 4	5.5 / 13.8 3.9 / 2.2 0.0 / 4.4 r Key r T 1.0 - 1.5 1.5 - 2.5 2.5 - 2.5 data PTI M PTI M SB NB I
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LOS E LOS F LOS 'E' Inte MD 140 at MD MD 140 at Brian Daniel (Available count data. Functional Class Urban Other Principal Arterial	1 Image: Colspan="2">Image: Colspan="2">Roadway State Colspan="2">Roadway Colspan="2">Roadway North 1 Reese Rd Greer Green Mill Rd./Suffolk Rd. Emroy/Gamber Rd (MD- Butter Rd. (MD-795) Hanover Rd. (MD-30) - Gly Glyndon Dr/ Glyndon T Berrymans Ln Franklin Blvd./Cherry Hill Rd. Dolfield Blvd/ Richma Pleasant Hill Rd Owi Owings Mills Blvd. (ME	2 0 LOS 'F' In MD 140 at I MD 140 at I MD 140 at I 97) Malcom Dr Reese Rd. Mill Rd/Suffolk Rd. Emroy/Gamber Rd (MD-91) 91) - Butler Rd. (MD-795) - Hanover Rd. (MD-940) mdon Dr/ Glyndon Trace Dr. race Dr Berrymans Ln. din Blvd./Cherry Hill Rd. t Dolfield Blvd. Richmar Rd. r Rd Pleasant Hill Rd. ngs Mills Blvd. (MD-940)	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	S D or I LOS I S D)	Better F M SB	3.7 / 1.2 /	10.9 5.7 3.8 TTI 1.00 - 1. 1.15 - 1.1 2.00 > 2.00	Colo Colo 15 No No NB	5.5 / 13.8 3.9 / 2.2 0.0 / 4.4 r Key r T 1.0 - 1.5 1.5 - 2.5 2.5 - 2.5 data PTI M PTI M SB NB I
LOS E LOS F LOS 'E' Inte MD 140 at MD MD 140 at Brian Daniel (MD 140 at Brian Daniel (Available count data. Functional Class Urban Other Principal Irban/Rural Other P. Arterial	1 1 1 1 1 1 1 Reset (PM) Colspan="2">Reset (PM) Reset Rd Greer Green Mill Rd./Suffolk Rd. Emroy/Gamber Rd (MD- Butter Rd. (MD-795) Hanover Rd. (MD-30) - Gly Glyndon Dr/ Glyndon T Berrymans Ln Franki Franklin Blvd./Cherry Hill Rd Dolfield Blvd/ Richma Pleasant Hill Rd Owi Owings Mills Blvd. (ME Pleasant Hill Rd Green	2 0 LOS 'F' In MD 140 at I MD 140 at I MD 140 at I 97) Malcom Dr Reese Rd. Mill Rd./Suffolk Rd. Emroy/Gamber Rd (MD-91) 91) - Butler Rd. (MD-795) - Hanover Rd. (MD-940) >940) - Painters Mill Rd.	Length (miles) 2.5 2.2 1.9 3.4 0.4 0.7 1.2 0.5 1.0 0.4	S D or I LOS I S D)	Better F M SB	3.7 / 1.2 /	10.9 5.7 3.8 TTI 1.00 - 1. 1.15 - 1.1 2.00 > 2.00	Colo Colo 15 No No NB	5.5 / 13.8 3.9 / 2.2 0.0 / 4.4 r Key r T 1.0 - 1.5 1.5 - 2.5 2.5 - 2.5 data PTI M PTI M SB NB I
LOS E LOS F LOS 'E' Inte MD 140 at MD MD 140 at Brian Daniel (MD 140 at Brian Daniel (Available count data. Functional Class Urban Other Principal Irban/Rural Other P. Arterial	Roadway P1 (AM,PM) Ct / Woodfield Ct (PM) Ct / Woodfield Rd. Emroy/Gamber Rd (MD- Butter Rd. (MD-30) - Gly Hanover Rd. (MD-30) - Gly Charber Rd	2 0 LOS 'F' In MD 140 at I MD 140 at I MD 140 at I 97) Malcom Dr Reese Rd. Mill Rd./Suffolk Rd. Emroy/Gamber Rd (MD-91) 91) - Butler Rd. (MD-795) - Hanover Rd. (MD-795) - Dutter Rd. (MD-795) - Hanover Rd. (MD-795) - Dutter Blvd. (MD-796) - Painters Mill Rd. spring Valley Rd (MD-130)	Length (miles) 2.5 2.2 1.9 3.4 0.4 0.7 1.2 0.4 1.2	S D or I LOS I S D)	Better F M SB	3.7 / 1.2 /	10.9 5.7 3.8 TTI 1.00 - 1. 1.15 - 1.1 2.00 > 2.00	Colo Colo 15 No No NB	5.5 / 13.8 3.9 / 2.2 0.0 / 4.4 r Key r T 1.0 - 1.5 1.5 - 2.5 2.5 - 2.5 data PTI M PTI M SB NB I
LOS E LOS F LOS 'E' Inte MD 140 at MD MD 140 at Brian Daniel (MD 140 at Brian Daniel (MD 140 at Brian Daniel (Available count data.	Roadway 91 (AM,PM) Ct / Woodfield Ct (PM) Ct / Woodfield Ct (PM) Reese Rd Greer Green Mill Rd./Suffolk Rd. Emroy/Gamber Rd (MD- Butter Rd. (MD-795) Hanover Rd. (MD-709) Hanover Rd. (MD-709) Hanov	2 0 LOS 'F' In MD 140 at I MD 140 at I MD 140 at I 97) Malcom Dr Reese Rd. Mill Rd./Suffolk Rd. Emroy/Gamber Rd (MD-91) 91) - Butler Rd. (MD-795) - Hanover Rd. (MD-940) - 940) - Painters Mill Rd. spring Valley Rd (MD-130) - McDonogh Rd./ Craddock Ln. iraddock Ln I-695 d Court Rd.	Length (miles) 2.5 2.2 1.9 3.4 0.4 0.7 1.2 0.5 1.0 0.4 1.2 0.5 1.0 0.4 0.5 1.0 0.4 0.5 1.0 0.4 0.5 1.0 0.4 0.5	S D or I LOS I S D)	Better F M SB	3.7 / 1.2 /	10.9 5.7 3.8 TTI 1.00 - 1. 1.30 - 2. > 2.00	Colo 30 15 No A NB	0.5 / 13.8 3.9 / 2.2 0.0 / 4.4 r Key r Key r T 1.0 - 1.5 1.5 - 2.5 2.5 data PTI M PM SB NB 1 NB 1
LOS E LOS F LOS 'E' Inte MD 140 at MD MD 140 at Brian Daniel (MD 140 a	1 Image: Citions 91 (AM,PM) Cit / Woodfield Ct (PM) Roadway North 1 Cit / Woodfield Ct (PM) New Washington Rd (MD- Reese Rd Greer Green Mill Rd /Suffolk Rd. Emroy/Gamber Rd (MD- Butter Rd. (MD-795) Hanover Rd. (MD-30) - Gly Glyndon Dr/ Glyndon Dr/ Glyndon Pranklin Blvd./Cherry Hill Rd Pleasant Hill Rd Owing Owings Mills Blvd. (ME Painters Mill Rd Green Greenspring Valley Rd (MD-133) McDonogh Rd./ C 1-695 - Oli Old Court Rd	2 0 LOS 'F' In MD 140 at I MD 140 at I MD 140 at I 97) Malcom Dr Reese Rd. Mill Rd./Suffolk Rd. Emroy/Gamber Rd (MD-91) 91) - Butler Rd. (MD-91) 91) - Butler Rd. (MD-95) - Hanover Rd. (MD-795) - Hanover Rd. (MD-790) - Detfield Blvd/ Richmar Rd. r Rd Pleasant Hill Rd. spring Valley Rd (MD-130) - McDonogh Rd./ Craddock Ln. iraddock Ln I-695	Length (miles) 2.5 2.2 1.9 3.4 0.4 0.7 0.4 0.7 1.2 0.5 1.0 0.4 1.2 0.6 1.2	S D or I LOS I S D)	Better F M SB	3.7 / 1.2 /	10.9 5.7 3.8 TTI 1.00 - 1. 1.30 - 2. > 2.00	Colo 30 15 No A NB	0.5 / 13.8 3.9 / 2.2 0.0 / 4.4 r Key r Key r T 1 .0 - 1.5 1.5 - 2.5

L institut	MD 32 (Patuxent	Freeway) to	ELY	20		0.	1.1	1	Elkridge
Limits:	US 29 (Colum	bia Pike)	0	Colum	bia		(100)	1	Likildge
Corridor Length:	12.2 mil	es	EX		12		108	К	anover
Speed Limit:	35 - 50 M	IPH	3	2	Te:	X.	75) 95	Baltim	ore/Washin
Travel Lanes:	(1 - 3) Northbound (1	- 4) Southbound	(29)					61	176
Signal Controlled Intersections:	19		1.	th Laur	Sav	age	Jessi	(7 (7	13
Grade Separated Interchanges:	5		sh.	X	X		mapolis unction		Sever
Major Cross Streets:	MD 32, ME MD 713, MD 295 Snowden River F	, US 1, I-95,					198	Fort	Meade 1
	Routes	Avg. Daily Ridership							Peak Hour
Routes and Ridership	MTA 310	202	20	15 AAD	т		Trucks		Traffic
	MTA 320	165	18,000	- 75,00	<u> </u>	_	2% - 13%		.5% - 9.5%
			—		5	•	t Operatio	T	
	Intersection Operations	1	1				bound / PM	Westbo AM /	
Signalized Intersections	*: AM Peak Hour	PM Peak Hour	Lev	vel of Se	ervice	``	es of dway)	(Miles Roady	
LOS D or Better	10	6	LO	S D or E			/ 1.7	8.5 /	
LOS E	1	3		LOS E	_		/ 8.7	3.7 /	
LOS F	0	2		LOS F		0.0	/ 1.8	0.0 /	0.0
LOS 'E' Inte	ersections	LOS 'F' Int	ersection	IS				Color Ke	y
MD 175 at Re	ece Rd (PM)			or Plud (PM)		TTI		PTI
NID 110 UCING		MD 175 at Llewellyn Ave	e / Blue Wat	ei bivu (
MD 175 at Thun	der Hill Rd (PM)	MD 175 at Llewellyn Ave MD 175 at Ta					1.00 - 1.	.15	1.0 - 1.5
	der Hill Rd (PM)	•					1.00 - 1.	.15	1.0 - 1.5
MD 175 at Thun	der Hill Rd (PM)	•					1.00 - 1. 1.15 - 1.		1.0 - 1.5 1.5 - 2.5
MD 175 at Thun	der Hill Rd (PM)	•					1.15 - 1.	.30	
MD 175 at Thun	der Hill Rd (PM)	•						.30	
MD 175 at Thun	der Hill Rd (PM)	•					1.15 - 1.	.30 .00	1.5 - 2.5
MD 175 at Thun	der Hill Rd (PM)	•					1.15 - 1. 1.30 - 2.	.30 .00	1.5 - 2.5 > 2.5
MD 175 at Thun MD 175 at MD	der Hill Rd (PM)	•					1.15 - 1. 1.30 - 2.	.00 () .00 () .00 ()	1.5 - 2.5 > 2.5
MD 175 at Thun MD 175 at MD Available count data.	der Hill Rd (PM) 108 (AM,PM) Roadway Se	MD 175 at Ta	amar Dr (PN	A)	TT M I		1.15 - 1. 1.30 - 2.	30 00 00 00 00 00 00 00 00 00 00 00 00 0	1.5 - 2.5 > 2.5 PTI
MD 175 at Thun MD 175 at MD	der Hill Rd (PM) 108 (AM,PM)	MD 175 at Ta	amar Dr (PN			PM	1.15 - 1. 1.30 - 2.	.00 () .00 () .00 ()	1.5 - 2.5 > 2.5 PTI
MD 175 at Thun MD 175 at MD Available count data.	der Hill Rd (PM) 108 (AM,PM) Roadway Se	MD 175 at Ta gment outh	amar Dr (PN	A)	N	PM	1.15 - 1. 1.30 - 2. > 2.00	30 00 00 00 00 00 00 00 00 00 00 00 00 0	1.5 - 2.5 > 2.5 PTI PM BV
MD 175 at Thun MD 175 at MD Available count data.	der Hill Rd (PM) 108 (AM,PM) Roadway Se North to S	MD 175 at Ta gment outh - Thunder Hill Rd.	Length (miles)	A)	N	PM	1.15 - 1. 1.30 - 2. > 2.00	30 00 00 00 00 00 00 00 00 00 00 00 00 0	1.5 - 2.5 > 2.5 PTI
MD 175 at Thun MD 175 at MD Available count data.	der Hill Rd (PM) 108 (AM,PM) Roadway Se North to S Columbia Pike (US-29)	mD 175 at Ta gment outh - Thunder Hill Rd. - Tamar Dr	Length (miles)	A)	N	PM	1.15 - 1. 1.30 - 2. > 2.00	30 00 00 00 00 00 00 00 00 00 00 00 00 0	1.5 - 2.5 > 2.5 PTI ■
MD 175 at Thun MD 175 at MD Available count data.	der Hill Rd (PM) 108 (AM,PM) Roadway Se North to S Columbia Pike (US-29) Thunder Hill Rd.	mD 175 at Ta outh - Thunder Hill Rd. - Tamar Dr bbin Rd.	Length (miles) 0.6 1.1	A)	N	PM	1.15 - 1. 1.30 - 2. > 2.00	30 00 00 00 00 00 00 00 00 00 00 00 00 0	1.5 - 2.5 > 2.5 PTI PM BV
MD 175 at Thun MD 175 at MD Available count data.	der Hill Rd (PM) 108 (AM,PM) Roadway Se North to S Columbia Pike (US-29) Thunder Hill Rd. Tamar Dr - Do	mD 175 at Ta outh - Thunder Hill Rd. - Tamar Dr bbin Rd. en River Pkwy	Length (miles) 0.6 1.1 0.9	A)	N	PM	1.15 - 1. 1.30 - 2. > 2.00	30 00 00 00 00 00 00 00 00 00 00 00 00 0	1.5 - 2.5 > 2.5 PTI ■
MD 175 at Thun MD 175 at MD Available count data.	der Hill Rd (PM) 108 (AM,PM) Roadway Se North to S Columbia Pike (US-29) Thunder Hill Rd. Tamar Dr - Do Dobbin Rd - Snowde Snowden River Pkwy - Wa Waterloo Rd (MD	mD 175 at Ta outh - Thunder Hill Rd. - Tamar Dr bbin Rd. en River Pkwy aterloo Rd (MD-108) 108)1-95	Length (miles) 0.6 1.1 0.9 0.6 0.8 0.7	A)	N	PM	1.15 - 1. 1.30 - 2. > 2.00	30 00 00 00 00 00 00 00 00 00 00 00 00 0	1.5 - 2.5 > 2.5 PTI ■
MD 175 at Thun MD 175 at MD Available count data.	der Hill Rd (PM) 108 (AM,PM) Roadway Se North to S Columbia Pike (US-29) Thunder Hill Rd. Tamar Dr - Do Dobbin Rd - Snowde Snowden River Pkwy - Wa Waterloo Rd (MD I-95 - Washington	mD 175 at Ta mD 175 at Ta outh - Thunder Hill Rd. - Tamar Dr bbin Rd. en River Pkwy aterloo Rd (MD-108) -108)- I-95 Blvd (US-1)	Length (miles) 0.6 1.1 0.9 0.6 0.8 0.7 0.5	A)	N	PM EB V	1.15 - 1. 1.30 - 2. > 2.00	30 00 00 00 00 00 00 00 00 00 00 00 00 0	1.5 - 2.5 > 2.5 PTI ■
MD 175 at Thun MD 175 at MD Available count data.	der Hill Rd (PM) 108 (AM,PM) Roadway Se North to S Columbia Pike (US-29) Thunder Hill Rd. Tamar Dr - Do Dobbin Rd - Snowde Snowden River Pkwy - Wa Waterloo Rd (MD I-95 - Washington Washington Blvd (US-1)	mD 175 at Ta mD 175 at Ta outh - Thunder Hill Rd. - Tamar Dr bbin Rd. en River Pkwy aterloo Rd (MD-108) -108)- I-95 Blvd (US-1) - Dorsey Run Rd.	Length (miles) 0.6 1.1 0.9 0.6 0.8 0.7 0.5 1.3	A)	N	PM EB V	1.15 - 1. 1.30 - 2. > 2.00	30 00 00 00 00 00 00 00 00 00 00 00 00 0	1.5 - 2.5 > 2.5 PTI ■
MD 175 at Thun MD 175 at MD Available count data.	der Hill Rd (PM) 108 (AM,PM) 108 (AM,PM) Roadway Se North to S Columbia Pike (US-29) Thunder Hill Rd. Tamar Dr - Do Dobbin Rd - Snowde Snowden River Pkwy - Wa Waterloo Rd (MD I-95 - Washington Washington Blvd (US-1) Dorsey Run Rd.	mD 175 at Ta mD 175 at Ta outh - Thunder Hill Rd. - Tamar Dr bbin Rd. en River Pkwy aterloo Rd (MD-108) -108)- I-95 Blvd (US-1) - Dorsey Run Rd. - MD-295	Length (miles) 0.6 1.1 0.9 0.6 0.8 0.7 0.5 1.3 1.6	A)	N	PM EB V	1.15 - 1. 1.30 - 2. > 2.00	30 00 00 00 00 00 00 00 00 00 00 00 00 0	1.5 - 2.5 > 2.5 PTI PM 3 EB 1
MD 175 at Thun MD 175 at MD Available count data.	der Hill Rd (PM) 108 (AM,PM) 108 (AM,PM) Roadway Se North to S Columbia Pike (US-29) Thunder Hill Rd. Tamar Dr - Do Dobbin Rd - Snowde Snowden River Pkwy - Wa Waterloo Rd (MD I-95 - Washington Washington Blvd (US-1) Dorsey Run Rd. MD-295 - Ridge Rd/Rocke	mD 175 at Ta mD 175 at Ta outh - Thunder Hill Rd. - Tamar Dr bbin Rd. en River Pkwy aterloo Rd (MD-108) - 108)- I-95 Blvd (US-1) - Dorsey Run Rd. - MD-295 inbach 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	A)	N	PM EB V	1.15 - 1. 1.30 - 2. > 2.00	30 00 00 00 00 00 00 00 00 00 00 00 00 0	1.5 - 2.5 > 2.5 PTI PM 3 EB 1
MD 175 at Thun MD 175 at MD Available count data.	der Hill Rd (PM) 108 (AM,PM) 108 (AM,PM) Roadway Se North to S Columbia Pike (US-29) Thunder Hill Rd. Tamar Dr - Do Dobbin Rd - Snowde Snowden River Pkwy - Wa Waterloo Rd (MD I-95 - Washington Washington Blvd (US-1) Dorsey Run Rd.	mD 175 at Ta mD 175 at Ta outh - Thunder Hill Rd. - Tamar Dr bbin Rd. en River Pkwy aterloo Rd (MD-108) - 108)- I-95 Blvd (US-1) - Dorsey Run Rd. - MD-295 inbach Rd (MD-713) (MD-713) - Reece Rd	Length (miles) 0.6 1.1 0.9 0.6 0.8 0.7 0.5 1.3 1.6	A)	N	PM EB V	1.15 - 1. 1.30 - 2. > 2.00	30 00 00 00 00 00 00 00 00 00 00 00 00 0	1.5 - 2.5 > 2.5 PTI PM 3 EB 1

Limits:	Washington DC L	ine to MD 97		1X	brook power of	arkland	GROU
					Twin	2163	100 THE
Corridor Length:	8.3 mile	25	Nashim	35	5		Wheaton eaton-Glenmont
Speed Limit:	30 - 45 N	IPH	Washington Na	No		Deweynd	(97)
Travel Lanes:	(3 - 4) Northbound (3	- 4) Southbound	R	Beth	esda Garrett	Park Kensin	
Signal Controlled Intersections:	26		y Blvd	Tuckerman Ln		47) Kensingt	
Grade Separated Interchanges:	1			Capitale		So Kens	(192) nuth Forest G
Major Cross Streets:	MD 410, I-495, MD MD 586, Randolp		Westlak	ke Greentree	(355) Rd	(185) Chevy Chi	Rock Creek
	Routes	Avg. Daily Ridership	-		e	sda	Color Villa
- Routes and Ridership	METRO L8	2,489			3	55 Chevy (Section	Chase NW any uodau
	Ride On 1, 11, 34, 41	3,960	-	15 AADT	Truc	ks	Peak Hour Traffic
			34,000) - 66,000 vpd	4% -		7.5% - 8.5%
				Se	egment Oper		
Signalized Intersections	Intersection Operations *: AM Peak Hour	PM Peak Hour	1	Level of	Northbound AM / PM (Miles of		uthbound AM / PM Miles of
	40			Service	Roadway)	_	oadway)
LOS D or Better	10	9		DS D or Better	7.5 / 0.9 0.8 / 3.5).9 / 4.1 <mark>I.1 / 2.3</mark>
LOS F	2	4		LOS F	0.0 / 3.9		3.3 / 1.9
LOS 'E' Inte	preactions	LOS 'F' In	torsection	ne	·	Colo	r Key
MD 185 at N			MD 410 (PN		Т	TI	PTI
	,	MD 185 at MD 19					
		MD 185 at Jones Bridge R		. ,	1.00	- 1.15	1.0 - 1.5
		MD 185 at M	D 192 (AM,F	PM)	1,15	- 1.30	1.5 - 2.5
					1.30	- 2.00	> 2.5
					>2	2.00	~ 2.5
						Ne	data
Available count data.						INO	
Available count data.						INO	
	Roadway Se	gment	Length				PTI
Available count data. Functional Class	Roadway Se North to S		Length (miles)	AM	РМ	A	PTI M PM
	North to S	outh	(miles)	AM	PM NB SB		PTI M PM SB NB S
	North to S Georgia Ave. (MD-97)	- Aspen Hill Rd.	(miles)	AM	РМ	A	PTI M PM
	North to S Georgia Ave. (MD-97) Aspen Hill Rd R	- Aspen Hill Rd. andolph Rd.	(miles)	AM	PM NB SB	A	PTI M PM SB NB S
	North to S Georgia Ave. (MD-97)	- Aspen Hill Rd. andolph Rd. fiill Rd. (MD-586)	(miles) 0.3 0.4	AM	PM NB SB	A NB I	PTI M PM SB NB S
Functional Class	North to S Georgia Ave. (MD-97) Aspen Hill Rd R Randolph Rd Veirs M	- Aspen Hill Rd. andolph Rd. Aill Rd. (MD-586) versity Blvd. (MD-193)	(miles) 0.3 0.4 1.7	AM	PM NB SB	A NB I	PTI M PM SB NB S I I I I
	North to S Georgia Ave. (MD-97) Aspen Hill Rd R Randolph Rd Veirs M Veirs Mill Rd. (MD-586) - Un	- Aspen Hill Rd. andolph Rd. fill Rd. (MD-586) versity Blvd. (MD-193) 193) - Saul Rd.	(miles) 0.3 0.4 1.7 1.4	AM	PM NB SB	A NB I I	PTI M PM SB NB S I I I I
Functional Class	North to S Georgia Ave. (MD-97) Aspen Hill Rd R Randolph Rd Veirs M Veirs Mill Rd. (MD-586) - Un University Blvd (MD-	- Aspen Hill Rd. andolph Rd. Aill Rd. (MD-586) versity Blvd. (MD-193) 193) - Saul Rd. 1495	(miles) 0.3 0.4 1.7 1.4 1.2	AM	PM NB SB	A NB I I	PTI M PM SB NB S I I I I V I I V I I V I I
Functional Class	North to S Georgia Ave. (MD-97) Aspen Hill Rd R Randolph Rd Veirs M Veirs Mill Rd. (MD-586) - Uni University Blvd (MD- Saul Rd	- Aspen Hill Rd. andolph Rd. Mill Rd. (MD-586) versity Blvd. (MD-193) 193) - Saul Rd. 1495 idge Rd.	(miles) 0.3 0.4 1.7 1.4 1.2 0.6	AM	PM NB SB	A NB I I	PTI M PM SB NB S I I II III III III IIII IIII IIIII IIIII IIIII IIII
Functional Class	North to S Georgia Ave. (MD-97) Aspen Hill Rd R Randolph Rd Veirs M Veirs Mill Rd. (MD-586) - Uni University Blvd (MD- Saul Rd I-495-Jones Br	- Aspen Hill Rd. andolph Rd. Mill Rd. (MD-586) versity Blvd. (MD-193) 193) - Saul Rd. 1495 idge Rd. Vest Hwy (MD-410)	(miles) 0.3 0.4 1.7 1.4 1.2 0.6 0.5	AM	PM NB SB	A NB I I	PTI M PH SB NB S I I I I M I I M I I M I M I M I

MD 197			NTERS	40	
Limits:	US 301 to M	D 450	(450)	10-10-10	A A
Corridor Length:	3.2 mile	S	17-5 Tre		5 C
Speed Limit:	40 - 45 M	РН	(197)		
Travel Lanes:	(1 - 3) Northbound (1 -	3) Southbound	Old Stage Roy	kenbridge Dr	3 Currie Dr
Signal Controlled Intersections:	11		LUT	ter	50
Grade Separated Interchanges:	1		0		(301) Governor Bridge
Major Cross Streets:	US 301, Mitchel Northview Dr, Kenhill Dr, M	US 50,		Morthly Morthly	und and a set
	Routes	Avg. Daily Ridership	Dunwood,		tanii toalibur Rd
		rug. Duny rudership	A.		
Pourtoe and Didorphin	METRO B21, B22	679	4		Peak Hour
Routes and Ridership			2015 AADT 19,000 - 34,000 vpd	Trucks	Peak Hour
Routes and Ridership	METRO B21, B22 METRO B24	679 937	2015 AADT 19,000 - 34,000 vpd	Trucks	Peak Hour Traffic 8%
Routes and Ridership	METRO B21, B22 METRO B24	679 937	2015 AADT 19,000 - 34,000 vpd	Trucks	Peak Hour Traffic 8%
	METRO B21, B22 METRO B24	679 937	2015 AADT 19,000 - 34,000 vpd	Trucks	ions Southbound
	METRO B21, B22 METRO B24 METRO B29, B31	679 937	2015 AADT 19,000 - 34,000 vpd S Level of	Trucks 3% Gegment Operat Northbound AM / PM (Miles of	ions Southbound AM / PM (Miles of
Signalized Intersections	METRO B21, B22 METRO B24 METRO B29, B31	679 937 235	2015 AADT 19,000 - 34,000 vpd S Level of Service	Gegment Operat Northbound AM / PM (Miles of Roadway)	ions Southbound AM / PM (Miles of Roadway)
	METRO B21, B22 METRO B24 METRO B29, B31 Intersection Operations	679 937 235 PM Peak Hour	2015 AADT 19,000 - 34,000 vpd S Level of	Trucks 3% Gegment Operat Northbound AM / PM (Miles of	ions Southbound AM / PM (Miles of
Signalized Intersections	METRO B21, B22 METRO B24 METRO B29, B31 Intersection Operations *: AM Peak Hour 9	679 937 235 PM Peak Hour 8	2015 AADT 19,000 - 34,000 vpd S Level of Service LOS D or Better	Gegment Operat Northbound AM / PM (Miles of Roadway) 1.3 / 1.3	Southbound AM / PM (Miles of Roadway) 3.0 / 1.3
Signalized Intersections LOS D or Better LOS E LOS F	METRO B21, B22 METRO B24 METRO B29, B31 Intersection Operations *: AM Peak Hour 9 0 0 0	679 937 235 PM Peak Hour 8 1 0	2015 AADT 19,000 - 34,000 vpd S Level of Service LOS D or Better LOS E LOS F	Trucks 3% Segment Operat Northbound AM / PM (Miles of Roadway) 1.3 / 1.3 0.2 / 0.2	Southbound AM / PM (Miles of Roadway) 3.0 / 1.3 0.2 / 0.0
Signalized Intersections LOS D or Better LOS E	METRO B21, B22 METRO B24 METRO B29, B31 Intersection Operations *: AM Peak Hour 9 0 0 0	679 937 235 PM Peak Hour 8 1	2015 AADT 19,000 - 34,000 vpd S Level of Service LOS D or Better LOS E LOS F	Trucks 3% Segment Operat Northbound AM / PM (Miles of Roadway) 1.3 / 1.3 0.2 / 0.2 1.7 / 1.7	Southbound AM / PM (Miles of Roadway) 3.0 / 1.3 0.2 / 0.0 0.0 / 1.9
Signalized Intersections LOS D or Better LOS E LOS F	METRO B21, B22 METRO B24 METRO B29, B31 Intersection Operations s*: AM Peak Hour 9 0 0 0	679 937 235 PM Peak Hour 8 1 0	2015 AADT 19,000 - 34,000 vpd S Level of Service LOS D or Better LOS E LOS F	Trucks 3% Segment Operat Northbound AM / PM (Miles of Roadway) 1.3 / 1.3 0.2 / 0.2	Southbound AM / PM (Miles of Roadway) 3.0 / 1.3 0.2 / 0.0 0.0 / 1.9
Signalized Intersections LOS D or Better LOS E LOS F LOS 'E' Inter	METRO B21, B22 METRO B24 METRO B29, B31 Intersection Operations s*: AM Peak Hour 9 0 0 0	679 937 235 PM Peak Hour 8 1 0	2015 AADT 19,000 - 34,000 vpd S Level of Service LOS D or Better LOS E LOS F	Trucks 3% Segment Operat Northbound AM / PM (Miles of Roadway) 1.3 / 1.3 0.2 / 0.2 1.7 / 1.7	Southbound AM / PM (Miles of Roadway) 3.0 / 1.3 0.2 / 0.0 0.0 / 1.9 Color Key PTI
Signalized Intersections LOS D or Better LOS E LOS F LOS 'E' Inter	METRO B21, B22 METRO B24 METRO B29, B31 Intersection Operations s*: AM Peak Hour 9 0 0 0	679 937 235 PM Peak Hour 8 1 0	2015 AADT 19,000 - 34,000 vpd S Level of Service LOS D or Better LOS E LOS F	Trucks 3% Segment Operat Northbound AM / PM (Miles of Roadway) 1.3 / 1.3 0.2 / 0.2 1.7 / 1.7	Peak Hour Traffic 8% ions Southbound AM / PM (Miles of Roadway) 3.0 / 1.3 0.2 / 0.0 0.0 / 1.9 Color Key PTI 1.15 1.0 - 1.5
Signalized Intersections LOS D or Better LOS E LOS F LOS 'E' Inter	METRO B21, B22 METRO B24 METRO B29, B31 Intersection Operations s*: AM Peak Hour 9 0 0 0	679 937 235 PM Peak Hour 8 1 0	2015 AADT 19,000 - 34,000 vpd S Level of Service LOS D or Better LOS E LOS F	Trucks 3% Segment Operat Northbound AM / PM (Miles of Roadway) 1.3 / 1.3 0.2 / 0.2 1.7 / 1.7	Peak Hour Traffic 8% ions Southbound AM / PM (Miles of Roadway) 3.0 / 1.3 0.2 / 0.0 0.0 / 1.9 Color Key PTI 1.15 1.0 - 1.5 1.30 1.5 - 2.5 2.00 0.0
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Limits: MD 197 to Russett Green Corridor Length: 2.2 miles Speed Limit: 40 MPH Travel Lanes: 3 Eastbound 3 Westbound Signal Controlled Intersections: 7 Grado Separated Intersections: 0 Major Cross Streets: MD 197, Brock Bridge Rd, Laurel Race Track Rd, Whiskey Bottom Rd / Old Anapolis Rd, Russett Green / Red Clay Rd 2015 AADT Track Peak Hour Track Signalized Intersections: Avg. Daily Ridership 2015 AADT Trucks Peak Hour Track Signalized Intersection Operations N/A 38,000 vpd 3% 8% - 8.5% Signalized Intersection Operations 10 Avg. Daily Ridership 2015 AADT Trucks Peak Hour Track Iotersection Operations LOS Te Intersection Operations Segment Operations Segment Operations Signalized Intersections: AM Peak Hour PM Peak Hour PM Peak Hour LOS Te Intersection Cortor Key MD 198 at RUB 197 / Jourg St (PM) LOS 'F' Intersections Color Key MD 198 at RUB 197 / Jourg St (PM) Readway Segment Color Key MD 198 at RUB 197 / Jourg St (PM) PT PT MO197 - Brock Bridge Rd. 10 PT MD 198 at RUB 197 / Joung St (PM) PT PT					Mag	tel Botto	EAR
Corridor Length: 2.2 miles Speed Limit: 40 MPH Travel Lanes: 3 Eastbound 3 Westbound Signal Controlled Intersections: 7 Grade Separated Interchanges: 0 Major Cross Streets: MD 197, Brock Bridge Rd, Laurel Race Track Rd, Whiskey Bottom Rd / Old Annapolis Rd, Routes and Ridership 0 Routes and Ridership Routes Avg. Daily Ridership 2015 AADT Tracks Entersection Operations Segment Operations Signalized Intersections: AM Peak Hour Signalized Intersection Operations 10 Signalized Intersections: AM Peak Hour LOS PF Intersection 0 LOS FF Intersections LOS 'F' Intersections MD 198 at Russett Green / Conridor Markeplace (PM) MD 198 at MD 197 / Iving St (PM) 10 MD 198 at MD 197 / Iving St (PM) 10 Vidan Othor Principal Arerial Readway Segment Urban Othor Principal Arerial Readway Segment 10 Urban Othor Principal Arerial Minge Rd Oid Anapolis Rd. 0.3 0.3	Limits:	MD 197 to Ru	ussett Green	Ave	15 Puter	m na Angel	Baak 3 Waselt Green W.
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Travel Lanes: 3 Eastbound 3 Westbound Signal Controlled Intersections: 7 Grade Separated Interchanges: 0 Major Cross Streets: MD 197, Brock Bridge Rd, Laurel Race Track Rd, Whiskey Bottom Rd / Old Annapolis Rd, Routes and Ridership MD 197, Brock Bridge Rd, Laurel Race Track Rd, Whiskey Bottom Rd / Old Annapolis Rd, Routes and Ridership Peak Hour N/A N/A N/A N/A N/A Signalized Intersection Operations Segment Operations Signalized Intersection Operations AM Peak Hour N/A PM Peak Hour N/A LOS D or Better 3 1 LOS D or Better 3 1 LOS E 0 0 MD 198 at MD 197/ Iving St (PM) LOS 'F' Intersections Kaulable count data. Roadway Segment MD 198 at MD 197/ Iving St (PM) LOS 'F' Intersections Functional Class Roadway Segment MD 197 - Brock Bridge Rd, Old Line Ave, 0.3 Long to T With Durban Italia Brock Bridge Rd, Old Line Ave, 0.3 0.3 The PM Mother Principal Arterial Roadway Segment English Rd, 0.3	Speed Limit:	40 M	1PH	Hanne Contraction of the state	198	Brock Bridd	Burne Burne
Signal Controlled Intersections: 7 Grade Separated Interchanges: 0 Major Cross Streets: MD 197, Brock Bridge Rd, Laurel Race Track Rd, Whiskey Bottom Rd / Old Annapolis Rd, Russett Green / Red Clay Rd 2015 AADT Trucks Peak Hour Traffic Routes and Ridership N/A N/A 38,000 vpd 3% 8% - 8.5% Signalized Intersection Operations AM Peak Hour PM Peak Hour Eastbound Mises of Roadway) Roadway) LOS D or Better 3 1 0.00 / 1.0	Travel Lanes:	3 Eastbound 3	3 Westbound	Some Rd	Aeade Bà		E city
Interchanges: U Major Cross Streets: MD 197, Brook Bridge Rd, Laurel Race Track Rd, Whiskey Bottom Rd / Old Annapolis Rd, Russett Green / Red Clay Rd 2015 AADT Trucks Peak Hour Traffic Routes and Ridership N/A N/A N/A 38,000 vpd 3% 8% - 8.5% Signalized Intersection Operations Intersection Operations Segment Operations Segment Operations Signalized Intersections*: AM Peak Hour PM Peak Hour Image: Second S		7		Laurer Greenview C	E Patuxent Greens	Sudierswile S	Columba
Major Cross Streets: Laurel Race Track Rd, Whiskey Bottom Rd / Old Annapolis Rd, Russett Green / Red Clay Rd Peak Hour Peak Hour Routes and Ridership N/A N/A 38,000 vpd 3% 8% - 8.5% Signalized Intersection Operations* AM Peak Hour PM Peak Hour Segment Operations Segment Operations LOS D or Better 3 1 Los E 0.0/1.0 0.0/1.0 LOS F 0 2 0.0/1.0 0.0/1.0 0.0/1.0 LOS F 0 0 0 0 LOS F 0.0/0.0 0.0/1.2 LOS S F Intersections LOS F* 0.0/0.0 0.0/1.2 Eastbound AM / PM (Miles of Roadway) Roadway) M 198 at MD 197 / Iving St (PM) 0 0 0 IOS F* 0.0/0.0 0.0/1.2 Available count data. Image: Street Stree		0		E.	Panwerth	ock Bridge Rd	
Routes and Ridership Routes Avg. Daily Ridership 2015 AADT Trucks Traffic Routes and Ridership N/A N/A 38,000 vpd 3% 8% - 8.5% Intersection Operations Intersection Operations Eastbound AM / PM MM / PM Signalized Intersections*: AM Peak Hour PM Peak Hour Image: Control of C	Major Cross Streets:	Laurel Race Whiskey Bottom Rd	e Track Rd, / Old Annapolis Rd,	14	ver		
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LOS D or Better 3 1 LOS E 0 2 LOS F 0 0 LOS F 0 0 LOS F 0 0 LOS F 0 0 LOS F 0.0/1.0 0.0/1.0 LOS F 0.0/0.0 0.0/1.2 LOS T's 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 Roadway Segment West to East Length (miles) TTI AM PM EB WB EB WB EB WB EB WB EB	Signalized Intersections	*: AM Peak Hour	PM Peak Hour			(Miles of	(Miles of
LOS E 0 2 LOS E 0.0/1.0 0.0/1.0 LOS F 0 0 LOS F 0.0/0.0 0.0/1.0 LOS 'E' Intersections LOS 'F' Intersections Color Key TTI PTI MD 198 at Russett Green / Corridor Marketplace (PM) MD 198 at MD 197 / Irving St (PM) 1.00 - 1.15 1.00 - 1.15 1.00 - 1.15 1.00 - 1.15 1.00 - 1.5 1.15 - 2.5 1.30 - 2.00 > 2.5 >	LOS D or Better	3	1	10			
LOS F 0 0 LOS F 0.0/0.0 0.0/1.2 LOS 'E' Intersections LOS 'F' Intersections Color Key TTI PTI MD 198 at Russett Green / Corridor Marketplace (PM) MD 198 at MD 197 / Irving St (PM) ND 198 at MD 197 / Irving St (PM) 1.00 - 1.15 1.0 - 1.5 1.0 - 1.5 Available count data. TTI PTI 9.25 > 2.00 > 2.5 > 2.00 > 2.5 > 2.00 NO data NO data Functional Class Roadway Segment West to East Length (miles) TTI PTI AM PM EB WB EB </td <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td>							
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MD 198 at Russett Green / Corridor Marketplace (PM) MD 198 at MD 197 / Irving St (PM) 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 Available count data. No data No data TTI PTI Available count data. No data Urban Other Principal Arterial MD197 - Brock Bridge Rd Old Line Ave. 0.3 PM PM EB WB EB	2001		v v		2001	0.07 0.0	0.071.2
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MD 198 at MD 197 / Irving St (PM) 1.00 - 1.15 1.0 - 1.5 Available count data. 1.15 - 1.30 1.5 - 2.5 Available count data. 1.30 - 2.00 > 2.5 Functional Class Roadway Segment West to East Length (miles) TTI M PM B WB EB WB EB WB EB WB Urban Other Principal Arterial Brock Bridge Rd Old Anapolis Rd. 0.3 Image: Construction of the						тті	-
Available count data. IUU-113 IUU-113 Available count data. IUU-113 IUU-113 IUU-113 IUU-113 IUU-1		,					
Available count data. I.30 - 2.00 > 2.5 Subscription Subscription No data Functional Class Roadway Segment West to East Length (miles) TTI PTI AM PM B WB EB WB B WB EB WB B MD197 - Brock Bridge Rd. 1.0 Image: Comparison of the set		, intring of (i m)				1.00 - 1.	15 1.0 - 1.5
Available count data. I.30 - 2.00 > 2.5 Second Sec							
> 2.5 Available count data. > 2.0 No data Functional Class TTI PTI Awailable count data. Mo data Urban Other Principal Arterial MD197 - Brock Bridge Rd. 1.0 PTI Alw PM Brock Bridge Rd Old Line Ave. 0.3 Brock Bridge Rd Old Anapolis Rd. 0.3 Old Anapolis Rd Russett Green W. 0.3						1.15 - 1.	30 1.5 - 2.5
> 2.5 Available count data. > 2.0 No data Functional Class TTI PTI Awailable count data. Mo data Urban Other Principal Arterial MD197 - Brock Bridge Rd. 1.0 PTI Alw PM Brock Bridge Rd Old Line Ave. 0.3 Brock Bridge Rd Old Anapolis Rd. 0.3 Old Anapolis Rd Russett Green W. 0.3						1 20 2	00
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Functional Class Roadway Segment West to East Length (miles) I PI I	Available count data.						•
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Urban Other Principal Arterial Brock Bridge Rd Old Anapolis Rd. 0.3 0.3 0.3		West to	o East	(miles)		EB WB	EB WB EB W
Arterial Old Anapolis Rd Old Anapolis Rd 0.3		West to MD197 - Broo	b East k Bridge Rd.	(miles)		EB WB	EB WB EB W
	Functional Class	West to MD197 - Broc Brock Bridge Rd	b East k Bridge Rd. - Old Line Ave.	(miles) 1.0 0.3		EB WB	
Russett Green W Russett Green E. 0.3 0.3	Functional Class	West to MD197 - Broc Brock Bridge Rd. Brock Bridge Rd	o East :k Bridge Rd. - Old Line Ave. Old Anapolis Rd.	(miles) 1.0 0.3 0.3		EB WB	

Limits:	MD 450 t	o MD 212	(21)		Sellm	an Rd Be	eltsville _{PC}	OWDER	MILL	RD a
Corridor Length:	7.4 ו	miles		495	1			-	Wa	altimore ashington Parkway
Speed Limit:	40 - 5	0 MPH			5			1	1	annay
Travel Lanes:	(1 - 3) Northbound	(1 - 3) Southbound	hdelph Rd			193		G	reenbelt	
Signal Controlled	. ,		an Rd	Colle	ge Par	He	rwyn ights 201	X	193	Goddar
Intersections: Grade Separated	1	9	24			3	(29	5	195	Cipriano Rd
Interchanges:		3		Univer Par	sity k		1		lew La	nham
Major Cross Streets:	Riverdale Rd, MD 41 Good Luck Rd, M Cherrywood Ln,	ur St, MD 769B, 0, Paint Branch Pkwy, D 193, I-95 / I-495, , Sunnyside Ave, 1 Rd, MD 212	500 H	yattsvi	1) (410 Ile (769	East R	iver	Carr	rollton 1	
	Routes	Avg. Daily Ridership	ainier	Bla	densb	urg	41		E.K.	
	METRO 87	844				LSI MA	6			A
Routes and Ridership	METRO R11, R12 The Bus 11	1,519 265	+						D -	ak Hour
	The Bus 14	321	20	15 AAI	т		Trucks	5		ak Hour raffic
	The Bus 16	666	25,000			t l	6% - 13			6 - 10.5%
						Segn	nent Ope	ration	IS	
Signalized Intersection	Intersection Operations*: AM Peak Hour	PM Peak Hour	7	Level		AN (Mi	hbound // PM iles of adway)		outhbour AM / PM (Miles of Roadway	F
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LOS D or Better	4	4	LO	Servic S D or			9/1.4	-	4.9/2.1	,
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LOS E LOS F LOS 'E' Inf	0 0	0		S D or LOS E	Better	5.9 1.5	9 / 1.4 5 / 4.5 0 / 1.5 TTI	Coli I 1.15 1.30 2.00	4.9 / 2.1 1.9 / 2.9 0.6 / 2.4 or Key 1 1	PTI
LOS E LOS F LOS 'E' Inf	0 0	0		S D or LOS E	Better F	5. <u>5</u> 1. <u>5</u> 0.(9/1.4 5/4.5 D/1.5 TTI 1.00 - 1 1.15 1 1.30 - 2	Coli I 1.15 1.30 2.00	4.9 / 2.1 1.9 / 2.9 0.6 / 2.4 or Key 1 1 1 1 1 2 0 0 0 0 0 0 0 0 0 0 0 0 0	PTI .0 - 1.5 .5 - 2.5 > 2.5
LOS E LOS F LOS 'E' Inf Available count data.	ersections	0 0 LOS 'F' Ir	tersection	S D or LOS E LOS I	Better F	5.5 1.5 0.0	9 / 1.4 5 / 4.5 0 / 1.5 TTI 1.00 - 1 1.15 - 1 1.30 - 2.0	Col4 1.15 1.30 2.00 Nc	4.9 / 2.1 1.9 / 2.9 0.6 / 2.4 or Key 1 1 1 0 0 data PT	PTI .0 - 1.5 .5 - 2.5 > 2.5
LOS E LOS F LOS 'E' Inf	ersections	0 0 LOS 'F' Ir	ntersection	S D or LOS E	Better F	5.(1.(0.(9 / 1.4 5 / 4.5 0 / 1.5 TTI 1.00 - 1 1.15 - 1 1.30 - 2.0	Col4 1.15 1.30 2.00 Nc	4.9 / 2.1 1.9 / 2.9 0.6 / 2.4 or Key 1 1 1 0 0 data PT AM	PTI .0 - 1.5 .5 - 2.5 > 2.5
LOS E LOS F LOS 'E' Inf Available count data.	ersections Roadway North t	0 0 LOS 'F' Ir	tersection	S D or LOS E LOS E IS	Better F T M	5.(1.(0.(9 / 1.4 5 / 4.5 D / 1.5 TTI 1.00 - 1 1.15 - 1 1.30 - 2	Col4 1.15 1.30 2.00 Nc	4.9 / 2.1 1.9 / 2.9 0.6 / 2.4 or Key 1 1 1 0 0 data PT AM	PTI .0 - 1.5 .5 - 2.5 > 2.5
LOS E LOS F LOS 'E' Inf Available count data.	ersections Roadway North t MD 212 - St	/ Segment o South	Length (miles)	S D or LOS E LOS E IS	Better E F T M SB	5.(1.(0.(9 / 1.4 5 / 4.5 D / 1.5 TTI 1.00 - 1 1.15 - 1 1.30 - 2 2.0 SB	Col4 1.15 1.30 2.00 Nc	4.9 / 2.1 1.9 / 2.9 0.6 / 2.4 or Key 1 1 1 1 1 1 2 0 0 0 0 0 0 1 1 1 1 1 1 1 1 1 1 1 1 1	PTI .0 - 1.5 .5 - 2.5 > 2.5
LOS E LOS F LOS 'E' Inf Available count data.	0 0 ersections Roadway North t MD 212 - Si Sunnyside Ave. Cherrywood	/ Segment o South unnyside Ave. - Cherrywood Ln. d Ln Ivy Ln.	Length (miles)	S D or LOS E LOS E IS	Better E F T M SB	5.(1.(0.(9 / 1.4 5 / 4.5 D / 1.5 TTI 1.00 - 1 1.15 - 1 1.30 - 2 2.0 SB	Col4 1.15 1.30 2.00 Nc	4.9 / 2.1 1.9 / 2.9 0.6 / 2.4 or Key 1 1 1 1 1 1 1 2 0 0 0 0 0 1 1 1 1 1 1 1 1 1 1 1 1 1	PTI .0 - 1.5 .5 - 2.5 > 2.5
LOS E LOS F LOS 'E' Int Available count data. Functional Class	0 0 ersections Roadway North t MD 212 - St MD 212 - St Sunnyside Ave. Cherrywood Ivy Ln C	O O O COS 'F' Ir COS 'F' Ir Segment o South unnyside Ave Cherrywood Ln. d Ln Ivy Ln. rescent Rd.	Length (miles) 0.6 0.9 0.3 0.2	S D or LOS E LOS E IS	Better E F T M SB	5.(1.(0.(9 / 1.4 5 / 4.5 D / 1.5 TTI 1.00 - 1 1.15 - 1 1.30 - 2 2.0 SB	Col4 1.15 1.30 2.00 Nc	4.9 / 2.1 1.9 / 2.9 0.6 / 2.4 or Key 1 1 1 1 1 1 1 2 0 0 0 0 0 1 1 1 1 1 1 1 1 1 1 1 1 1	PTI .0 - 1.5 .5 - 2.5 > 2.5
LOS E LOS F LOS 'E' Int Available count data. Functional Class Urban Minor Arterial	0 0 ersections Roadway North t MD 212 - St Sunnyside Ave. Cherrywoor Ivy Ln C Crescent Rd	/ Segment o South unnyside Ave. - Cherrywood Ln. J Ln Ivy Ln. rescent Rd. I-495/I-95	Length (miles) 0.6 0.3 0.2 0.5	S D or LOS E LOS E IS	Better F M SB W	5.(1.(0.(9 / 1.4 5 / 4.5 D / 1.5 TTI 1.00 - 1 1.15 - 1 1.30 - 2 2.0 SB	Col4 1.15 1.30 2.00 Nc	4.9 / 2.1 1.9 / 2.9 0.6 / 2.4 or Key 1 1 1 1 1 1 1 1 0 0 0 0 0 1 1 1 0 0 0 0 0 0 0 0 0 0 0 0 0	PTI .0 - 1.5 .5 - 2.5 > 2.5
LOS E LOS F LOS 'E' Int Available count data. Functional Class Urban Minor Arterial	0 0 ersections Roadway North t MD 212 - St Sunnyside Ave. Cherrywoor Ivy Ln C Crescent Rd I-495/I-9	0 0 LOS 'F' Ir / Segment o South unnyside Ave. - Cherrywood Ln. 3 Ln Ivy Ln. rescent Rd. I-495/ I-95 5 - MD193	Length (miles) 0.6 0.9 0.3 0.2 0.5	S D or LOS E LOS E IS	Better E F T M SB	5.(1.(0.(Г Т РМ NB W	9 / 1.4 5 / 4.5 D / 1.5 TTI 1.00 - 1 1.15 - 1 1.30 - 2 2.0 SB	Col4 1.15 1.30 2.00 Nc	4.9 / 2.1 1.9 / 2.9 0.6 / 2.4 or Key 1 1 1 1 1 1 1 1 1 1 1 1 1	PTI .0 - 1.5 .5 - 2.5 > 2.5 TI PM NB S W I NB S W I I I I I I I I I I I I I
LOS E LOS F LOS 'E' Int Available count data. Functional Class Urban Minor Arterial	0 0 0 ersections Roadway North t MD 212 - St Sunnyside Ave. Cherrywoot Ivy Ln C Crescent Rd Ivy Ln C Crescent Rd Ivy Ln 2 Crescent Rd	0 0 LOS 'F' Ir / Segment o South unnyside Ave. - Cherrywood Ln. J L Ivy Ln. rescent Rd. - 1-495/195 5 - MD193 h Ave./Good Luck Rd.	Length (miles) 0.6 0.9 0.3 0.3 0.2 0.5 0.5 1.6	S D or LOS E LOS E IS	Better F M SB W	5.(1.(0.(9 / 1.4 5 / 4.5 D / 1.5 TTI 1.00 - 1 1.15 - 1 1.30 - 2 2.0 SB	Col4 1.15 1.30 2.00 Nc	4.9 / 2.1 1.9 / 2.9 0.6 / 2.4 or Key 1 1 1 1 1 1 1 1 0 0 0 0 0 1 1 1 0 0 0 0 0 0 0 0 0 0 0 0 0	PTI .0 - 1.5 .5 - 2.5 > 2.5
LOS E LOS F LOS 'E' Int Available count data. Functional Class Urban Minor Arterial	Roadway North t MD 212 - Si Sunnyside Ave. Cherrywood Ivy Ln C Crescent Rd I-495/I-9 MD193 - Paint Branc Paint Branch Ave./Goo	O O O O COS 'F' Ir Segment o South unnyside Ave. - Cherrywood Ln. d Ln Ivy Ln. rescent Rd. 1495/1-95 5 - MD193 h Ave./Good Luck Rd. id Luck Rd Sarvis Ave.	Length (miles) 0.6 0.9 0.3 0.5 0.5 1.6 0.2	S D or LOS E LOS E IS	Better F M SB W	5.(1.(0.(Г Т РМ NB W	9 / 1.4 5 / 4.5 D / 1.5 TTI 1.00 - 1 1.15 - 1 1.30 - 2 2.0 SB	Col4 1.15 1.30 2.00 Nc	4.9 / 2.1 1.9 / 2.9 0.6 / 2.4 or Key 1 1 1 1 1 1 1 1 1 1 1 1 1	PTI .0 - 1.5 .5 - 2.5 > 2.5 NB S W S W S W S W S W S W S W S W
LOS E LOS F LOS 'E' Int Available count data. Functional Class Urban Minor Arterial	O O	0 0 LOS 'F' Ir / Segment o South unnyside Ave. - Cherrywood Ln. J L Ivy Ln. rescent Rd. - 1-495/195 5 - MD193 h Ave./Good Luck Rd.	Length (miles) 0.6 0.9 0.3 0.3 0.2 0.5 0.5 1.6	S D or LOS E LOS E IS	Better F M SB W	5.(1.(0.(Г Т РМ NB W	9 / 1.4 5 / 4.5 D / 1.5 TTI 1.00 - 1 1.15 - 1 1.30 - 2 2.0 SB	Col4 1.15 1.30 2.00 Nc	4.9 / 2.1 1.9 / 2.9 0.6 / 2.4 or Key 1 1 1 1 1 1 1 1 1 1 1 1 1	PTI .0 - 1.5 .5 - 2.5 > 2.5 TI PM NB S W I NB S W I I I I I I I I I I I I I
LOS E LOS F LOS 'E' Int Available count data. Functional Class Urban Minor Arterial	0 iersections Roadway North t MD 212 - St Sunnyside Ave. Cherrywood Ivy In C Crescent Rd I-495/19 MD193 - Paint Branch Paint Branch Ave./Goo Sarvis Ave. River Rd F	0 0 LOS 'F' Ir / Segment o South unnyside Ave. - Cherrywood Ln. J Ln Ivy Ln. rescent Rd. I-495/ I-95 5 - MD193 h Ave./Good Luck Rd. ud Luck Rd Sarvis Ave. River Rd.	Length (miles) 0.6 0.9 0.3 0.2 0.5 1.6 0.2 0.2	S D or LOS E LOS E IS	Better F M SB W	5.(1.(0.(Г Т РМ NB W	9 / 1.4 5 / 4.5 D / 1.5 TTI 1.00 - 1 1.15 - 1 1.30 - 2 2.0 SB	Col4 1.15 1.30 2.00 Nc	4.9 / 2.1 1.9 / 2.9 0.6 / 2.4 or Key 1 1 1 1 1 1 1 1 1 1 1 1 1	PTI .0 - 1.5 .5 - 2.5 > 2.5 NB S W S W S W S W S W S W S W S W
LOS E LOS F LOS 'E' Int Available count data. Functional Class Urban Minor Arterial Jrban Other Freeways and Expressways	O Itersections Roadway North t MD 212 - St Sunnyside Ave. Cherrywood Ivy Ln C Crescent Rd I-495/I-9 MD193 - Paint Branch Paint Branch Ave./Goo Sarvis Ave. River Rd F River Rd F	0 0 LOS 'F' Ir LOS 'F' Ir Junyside Ave. - Cherrywood Ln. JLn Ivy Ln. rescent Rd. 1-495/1-95 5 - MD193 h Ave./Good Luck Rd. id Luck Rd Sarvis Ave. - River Rd. Ritenhouse St.	Length (miles) 0.6 0.9 0.3 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 E LOS E IS	Better F M SB W	5.(1.(0.(Г Т Т Т Р М В W	9 / 1.4 5 / 4.5 D / 1.5 TTI 1.00 - 1 1.15 - 1 1.30 - 2 2.0 SB	Col4 1.15 1.30 2.00 Nc	4.9 / 2.1 1.9 / 2.9 0.6 / 2.4 or Key 1 1 1 1 1 1 1 1 1 1 1 1 1	PTI .0 - 1.5 .5 - 2.5 > 2.5 NB S W S W S W S W S W S W S W S W
LOS E LOS F LOS 'E' Int Available count data. Functional Class Urban Minor Arterial	ersections Roadway North t MD 212 - Si Sunnyside Ave. Cherrywooc Ivy Ln C Crescent Rd I-495/I-9 MD193 - Paint Branc Paint Branch Ave./Goo Sarvis Ave. River Rd R Rittenhouse MD410 - R Ritverdale Rd.	0 0 LOS 'F' Ir LOS 'F' Ir J LOS 'F' Ir J Ivy Ln rescent Rd. - 1495/1-95 5 - MD193 h Ave./Good Luck Rd. J River Rd. - River Rd. - River Rd. - St MD410 tittenhouse St. - St MD410 titverdale Rd. - Jefferson St.	Length (miles) 0.6 0.9 0.3 0.2 0.5 0.5 1.6 0.2 0.2 0.2 0.2	S D or LOS E LOS E IS	Better F M SB W	5.(1.(0.(Г Т Т Т Р М В W	9 / 1.4 5 / 4.5 D / 1.5 TTI 1.00 - 1 1.15 - 1 1.30 - 2 2.0 SB	Col4 1.15 1.30 2.00 Nc	4.9 / 2.1 1.9 / 2.9 0.6 / 2.4 or Key 1 1 1 1 1 1 1 1 1 1 1 1 1	PTI .0 - 1.5 .5 - 2.5 > 2.5 NB S W S W S W S W S W S W S W S W
LOS E LOS F LOS 'E' Int Available count data. Functional Class Urban Minor Arterial Irban Other Freeways and Expressways	ersections Roadway North t MD 212 - Si MD 212 - Si Sunnyside Ave. Cherrywooc Ivy Ln C Crescent Rd I-495/I-9 MD193 - Paint Branc Paint Branch Ave./Goo Sarvis Ave. River Rd F Rittenhouse MD 210 - R Ritenhouse MD 210 - S Ritenhouse Ritenhouse MD 210 - S Ritenhouse Rit	0 0 LOS 'F' Ir LOS 'F' Ir Junnyside Ave. - Cherrywood Ln. J L Ivy Ln. rescent Rd. - 1.495/1.95 5 - MD193 h Ave./Good Luck Rd. id Luck Rd. Sarvis Ave. - River Rd. - St MD410 Viverdale Rd. - Jefferson St. Edmonston Rd.	Length (miles) 0.6 0.9 0.3 0.2 0.5 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 LOS E LOS E IS	Better F M SB W	5.(1.(0.(Г Т Т Т Р М В W	9 / 1.4 5 / 4.5 D / 1.5 TTI 1.00 - 1 1.15 - 1 1.30 - 2 2.0 SB	Col4 1.15 1.30 2.00 Nc	4.9 / 2.1 1.9 / 2.9 0.6 / 2.4 or Key 1 1 1 1 1 1 1 1 1 1 1 1 1	PTI .0 - 1.5 .5 - 2.5 > 2.5 NB S W S W S W S W S W S W S W S W
LOS E LOS F LOS 'E' Int Available count data. Functional Class Urban Minor Arterial Jrban Other Freeways and Expressways	Roadway North t MD 212 - Si Sunnyside Ave. Cherrywooc I Vy Ln - C Crescent Rd I-495/I-9 MD193 - Paint Branc Paint Branch Ave./Goo Sarvis Ave. River Rd F Rittenhouse MD410 - R Riverdale Rd. Jefferson SI Edmonston F	0 0 0 LOS 'F' Ir LOS 'F' Ir Junyside Ave. o South Junnyside Ave. - Cherrywood Ln. JLn Ivy Ln. rescent Rd. 1-495/1-95 5 - MD193 h Ave./Good Luck Rd. vd Luck Rd Sarvis Ave. - River Rd. Rittenhouse St. a St MD410 Liverdale Rd. - Jefferson St. Edmonston Rd. kd Decatur St.	Length (miles) 0.6 0.9 0.3 0.2 0.5 1.6 0.5 0.5 1.6 0.2 0.2 0.2 0.3 0.2 0.2 0.2 0.2 0.3	S D or LOS E LOS E IS	Better F M SB W	5.(1.(0.(Г Т Т Т Р М В W	9 / 1.4 5 / 4.5 D / 1.5 TTI 1.00 - 1 1.15 - 1 1.30 - 2 2.0 SB	Col4 1.15 1.30 2.00 Nc	4.9 / 2.1 1.9 / 2.9 0.6 / 2.4 or Key 1 1 1 1 1 1 1 1 1 1 1 1 1	PTI .0 - 1.5 .5 - 2.5 > 2.5 NB S W S W S W S W S W S W S W S W
LOS E LOS F LOS 'E' Int Available count data. Functional Class Urban Minor Arterial Jrban Other Freeways and Expressways	Roadway North t MD 212 - Si Sunnyside Ave. Cherrywood Ivy Ln C Crescent Rd I-495/I-9 MD193 - Paint Branc Paint Branch Ave./Goo Sarvis Ave. River Rd F Riltenhouse MD410 - R River Rd B River Rd B River Rd B River Rd B River Rd B River Rd B River dale Rd Jefferson St Edmonston R	0 0 LOS 'F' Ir LOS 'F' Ir Junnyside Ave. - Cherrywood Ln. J L Ivy Ln. rescent Rd. - 1.495/1.95 5 - MD193 h Ave./Good Luck Rd. id Luck Rd. Sarvis Ave. - River Rd. - St MD410 Viverdale Rd. - Jefferson St. Edmonston Rd.	Length (miles) 0.6 0.9 0.3 0.2 0.5 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 LOS E LOS E IS	Better F M SB W	5.(1.(0.(Г Т Т Т Р М В W	9 / 1.4 5 / 4.5 D / 1.5 TTI 1.00 - 1 1.15 - 1 1.30 - 2 2.0 SB	Col4 1.15 1.30 2.00 Nc	4.9 / 2.1 1.9 / 2.9 0.6 / 2.4 or Key 1 1 1 1 1 1 1 1 1 1 1 1 1	PTI .0 - 1.5 .5 - 2.5 > 2.5 NB S W S W S W S W S W S W S W S W

MD 210						295	Hillcrest Heights	495	1
Limits:		MD 228	3 to I-95		xandria	Oxon Hill	Temple Hills Car	mp Springs	
Corridor Length:		10.3	miles		ven	Oxo Hill-Glas	on A	5 .	
Speed Limit:		40 - 45	5 MPH		614		YZ	Clinton	Rosa
Travel Lanes:	(2 - 3)	Northbound	(2 - 4) South	oound	۹	Friend	lly of the All	A	
Signal Controlled Intersections:		1	0		lunt	Ju A	223		c
Grade Separated Interchanges:		ŕ	1			ort 210 ington		• 5	301 Brandyw
Major Cross Streets:	I-95,	Livingston Rd	I, MD 373, ME	0 228	 away Par 	k 210 11 10 CC	OKEEK		2
	METRO Routes	Avg. Daily Ridership	MTA Routes	Avg. Daily Ridership	Accol	BERRY RD	RD (228)		
Routes and Ridership	METRO D12, D13, D14	4,708	MTA 620	538					
	METRO W15	273	MTA 620 MTA 630	302	20	15 AADT	Trucks		Hour
	METRO W19	296	MTA 650	435		- 74,000 vpd	3% - 7%		5 - 8%
			П		-,	· ·	ment Operati		
Signalized Intersection		Operations	PM Pea	ak Hour	Le	vel of Service	Northbound AM / PM (Miles of Roadway)	Southbound AM / PM (Miles of Roadway)	1
LOS D or Better		7		6	L	DS D or Better	6.6 / 5.8	7.4 / 6.8	
LOS E		2		3		LOS E	0.0 / 1.9	2.9 / 0.0	
				-					
LOS F		4	4	4		LOS F	3.7 / 2.6	0.0 / 3.5	
	prsections	4	4	4	ersections			0.0 / 3.5	
LOS 'E' Inte		4		4 LOS 'F' Int		LOS F	3.7 / 2.6	0.0 / 3.5 Color Key	PTI
LOS 'E' Inte MD 210 at Farm	ington Rd (AM)		MD 2	4 LOS 'F' Inte 210 at MD 373/	Livingston Ro	LOS F	3.7 / 2.6	0.0 / 3.5 Color Key Tl	PTI
LOS 'E' Inte	ington Rd (AM) k/Livingston Rd (AM)	MD 2 MD	4 LOS 'F' Int	Livingston Ro rt Rd (North)	LOS F d (AM) (PM)	3.7 / 2.6	0.0 / 3.5 Color Key Tl	PTI .0 - 1.5
LOS 'E' Inte MD 210 at Farm MD 210 at Swan Cree	ington Rd (AM) k/Livingston Rd (Livingston Rd (PN	АМ) И)	MD 2 MD MD 210	4 LOS 'F' Int 210 at MD 373/ 210 at Old Fo	Livingston Ro rt Rd (North) Rd/Palmer Rd	LOS F d (AM) (PM) (AM,PM)	3.7 / 2.6	0.0 / 3.5 Color Key TI - 1.15 1	.0 - 1.5
LOS 'E' Inte MD 210 at Farm MD 210 at Swan Cree MD 210 at MD 373/I	ington Rd (AM) k/Livingston Rd (Livingston Rd (PM t Rd (South) (PM	АМ) И)	MD 2 MD MD 210 MD 210 a	4 LOS 'F' International Intern	Livingston Ro rt Rd (North) Rd/Palmer Rd d/Kerby Hill R	LOS F (AM) (PM) (AM,PM) d (AM,PM)	3.7 / 2.6	0.0 / 3.5 Color Key TI - 1.15 1	
LOS 'E' Inte MD 210 at Farm MD 210 at Swan Cree MD 210 at MD 373/I MD 210 at Old For	ington Rd (AM) k/Livingston Rd (Livingston Rd (PM t Rd (South) (PM	АМ) И)	MD 2 MD MD 210 MD 210 a	4 LOS 'F' Into 210 at MD 373/ 210 at Old Foo at Livingston Ro at Livingston Ro	Livingston Ro rt Rd (North) Rd/Palmer Rd d/Kerby Hill R	LOS F (AM) (PM) (AM,PM) d (AM,PM)	3.7 / 2.6 T 1.00 - 1.15 - 1.30 -	0.0 / 3.5 Color Key TI - 1.15 1 - 1.30 1 - 2.00	.0 - 1.5
LOS 'E' Inte MD 210 at Farm MD 210 at Swan Cree MD 210 at MD 373/I MD 210 at Old For	ington Rd (AM) k/Livingston Rd (Livingston Rd (PM t Rd (South) (PM	АМ) И)	MD 2 MD MD 210 MD 210 a	4 LOS 'F' Into 210 at MD 373/ 210 at Old Foo at Livingston Ro at Livingston Ro	Livingston Ro rt Rd (North) Rd/Palmer Rd d/Kerby Hill R	LOS F (AM) (PM) (AM,PM) d (AM,PM)	3.7 / 2.6 T 1.00 - 1.15 - 1.30 -	0.0 / 3.5 Color Key TI - 1.15 1 - 1.30 1. - 2.00	.0 - 1.5 . <mark>5 - 2.5</mark>
LOS 'E' Inte MD 210 at Farm MD 210 at Swan Cree MD 210 at MD 373/I MD 210 at Old For MD 210 at Fort Wa	ington Rd (AM) k/Livingston Rd (Livingston Rd (PM t Rd (South) (PM	AM) 4))	MD 2 MD MD 210 MD 210 a MD	4 LOS 'F' Into 210 at MD 373/ 210 at Old Foo at Livingston Ro at Livingston Ro	Livingston Rd rt Rd (North) Rd/Palmer Rd J/Kerby Hill R Bridge Dr (AN	LOS F (AM) (PM) (AM,PM) d (AM,PM)	3.7 / 2.6 T 1.00 - 1.15 - 1.30 - > 2	0.0 / 3.5 Color Key TI - 1.15 1 - 1.30 1 - 2.00 COO	.0 - 1.5 . <mark>5 - 2.5</mark>
LOS 'E' Inte MD 210 at Farm MD 210 at Swan Cree MD 210 at MD 373/I MD 210 at Old For MD 210 at Fort Wa	ington Rd (AM) k/Livingston Rd (Livingston Rd (PM t Rd (South) (PM	AM) M)) Roadway	MD 210 MD 210 a MD 210 a MD	4 LOS 'F' Into 210 at MD 373/ 210 at Old Foo at Livingston Ro at Livingston Ro	Livingston Rd rt Rd (North) Rd/Palmer Rd J/Kerby Hill R Bridge Dr (AM	LOS F (AM) (PM) (AM,PM) d (AM,PM) 1,PM)	3.7 / 2.6 T 1.00 - 1.15 - 1.30 - > 2	0.0 / 3.5 Color Key TI - 1.15 1 - 1.30 1 - 2.00 No data	.0 - 1.5 . <mark>5 - 2.5</mark>
LOS 'E' Inte MD 210 at Farm MD 210 at Swan Cree MD 210 at MD 373/I MD 210 at Old For MD 210 at Fort Wa Available count data.	ington Rd (AM) k/Livingston Rd (PM t Rd (South) (PM shington Rd (PM	AM) //)) Roadway North to	MD 2 MD MD 210 MD 210 a MD	4 LOS 'F' Int 210 at MD 373/ 0 210 at Old Fo at Livingston F at Livingston R 210 at Wilson I	Livingston Rd rt Rd (North) Rd/Palmer Rd J/Kerby Hill R Bridge Dr (AN Length (miles)	LOS F (AM) (PM) (AM,PM) d (AM,PM) 1,PM)	3.7 / 2.6 T 1.00 - 1.15 - 1.30 - > 2	0.0 / 3.5 Color Key TI - 1.15 1 - 1.30 1 - 2.00 No data PTI AM	0 - 1.5 5 - 2.5 > 2.5 PM
LOS 'E' Inte MD 210 at Farm MD 210 at Swan Cree MD 210 at MD 373/I MD 210 at Old For MD 210 at Fort Wa Available count data.	ington Rd (AM) k/Livingston Rd (PM t Rd (South) (PM shington Rd (PM	AM) //)) Roadway North to 5/1-95 - Livingsto	MD 2 MD MD 210 MD 210 a MD Segment o South	4 LOS 'F' Int 210 at MD 373/ 0 210 at Old Fo at Livingston F at Livingston R 210 at Wilson I	Livingston Rd rt Rd (North) Rd/Palmer Rd J/Kerby Hill R Bridge Dr (AN Length (miles) 1.8	LOS F (AM) (PM) (AM,PM) d (AM,PM) 1,PM) TT AM	3.7 / 2.6 T 1.00 - 1.15 - 1.30 - 2 I PM	0.0 / 3.5 Color Key TI - 1.15 1 - 1.30 1 - 2.00 No data PTI AM	0 - 1.5 5 - 2.5 > 2.5 PM NB S
LOS 'E' Inte MD 210 at Farm MD 210 at Swan Cree MD 210 at MD 373/I MD 210 at Old For MD 210 at Fort Wa Available count data.	ington Rd (AM) k/Livingston Rd (PM t Rd (South) (PM shington Rd (PM	AM) /l))) Roadway North to 5/I-95 - Livingsto iston Rd. /Kerby	MD 2 MD MD 210 MD 210 a MD Segment o South In Rd. /Kerby Hill Y Hill Rd Palme	4 LOS 'F' Int 210 at MD 373/ 0 210 at Old Fo at Livingston F at Livingston R 210 at Wilson I	Livingston Rd rt Rd (North) Rd/Palmer Rd J/Kerby Hill R Bridge Dr (AM Length (miles) 1.8 1.0	LOS F (AM) (PM) (AM,PM) d (AM,PM) 1,PM) TT AM	3.7 / 2.6 T 1.00 - 1.15 - 1.30 - 2 I PM	0.0 / 3.5 Color Key TI - 1.15 1 - 1.30 1 - 2.00 No data PTI AM NB SB N	0 - 1.5 5 - 2.5 > 2.5 PM NB S
LOS 'E' Inte MD 210 at Farm MD 210 at Swan Cree MD 210 at MD 373/I MD 210 at Old For MD 210 at Fort Wa Available count data.	ington Rd (AM) k/Livingston Rd (PM t Rd (South) (PM shington Rd (PM 	AM) /l))) Roadway North to 5/I-95 - Livingsto iston Rd. /Kerby Palmer Rd	MD 2 MD 210 MD 210 a MD 210 a MD Segment o South In Rd. /Kerby Hill Hill Rd Palme Old Fort Rd.	4 LOS 'F' Int 210 at MD 373/ 0 210 at Old Fo at Livingston R 210 at Wilson I 210 at Wilson I Rd. pr Rd.	Livingston Rd rt Rd (North) Rd/Palmer Rd J/Kerby Hill R Bridge Dr (AM Length (miles) 1.8 1.0 0.7	LOS F (AM) (PM) (AM,PM) d (AM,PM) 1,PM) TT AM	3.7 / 2.6 T 1.00 - 1.15 - 1.30 - 2 I PM	0.0 / 3.5 Color Key TI - 1.15 1 - 1.30 1 - 2.00 No data PTI AM NB SB N NB SB N NB SB N	0 - 1.5 5 - 2.5 > 2.5 PM NB S
LOS 'E' Inte MD 210 at Farm MD 210 at Swan Cree MD 210 at MD 373/I MD 210 at Old For MD 210 at Fort Wa Available count data.	ington Rd (AM) k/Livingston Rd (PM t Rd (South) (PM shington Rd (PM 	AM) //))) Koadway North to 5/I-95 - Livingsto iston Rd. /Kerby Palmer Rd Id Fort Rd For	MD 2 MD 210 MD 210 a MD 210 a MD Segment o South In Rd. /Kerby Hill Hill Rd Palme Old Fort Rd. t Washington Rd	4 LOS 'F' Int 210 at MD 373/ 0 210 at Old Fo at Livingston F at Livingston R 210 at Wilson I 210 at Wilson I Rd. r Rd. d.	Livingston Rd rt Rd (North) Rd/Palmer Rd J/Kerby Hill R Bridge Dr (AM Length (miles) 1.8 1.0 0.7 0.9	LOS F (AM) (PM) (AM,PM) d (AM,PM) 1,PM) TT AM	3.7 / 2.6 T 1.00 - 1.15 - 1.30 - 2 I PM	0.0 / 3.5 Color Key TI - 1.15 1 - 1.30 1 - 2.00 No data PTI AM NB SB N NB SB N W 0 0	.0 - 1.5 5 - 2.5 > 2.5 NB S W V
LOS 'E' Inte MD 210 at Farm MD 210 at Swan Cree MD 210 at MD 373/I MD 210 at Old For MD 210 at Fort Wa Available count data.	ington Rd (AM) k/Livingston Rd (PM t Rd (South) (PM shington Rd (PM Living Living	AM) //))) Roadway North to iston Rd. /Kerby Palmer Rd Id Fort Rd For igton Rd Living	MD 2 MD 210 MD 210 a MD 210 a MD Segment o South In Rd. /Kerby Hill Hill Rd Palme Old Fort Rd. t Washington Rd gston Rd. /Swan	4 LOS 'F' Int 210 at MD 373/ 0 210 at Old Fo at Livingston R 210 at Wilson I 210 at Wilson I Rd. r Rd. d. Creek Rd.	Livingston Rd rt Rd (North) Rd/Palmer Rd J/Kerby Hill R Bridge Dr (AM Length (miles) 1.8 1.0 0.7 0.9 1.1	LOS F (AM) (PM) (AM,PM) d (AM,PM) 1,PM) TT AM	3.7 / 2.6 T 1.00 - 1.15 - 1.30 - 2 I PM	0.0 / 3.5 Color Key TI - 1.15 1 - 1.30 1 - 2.00 No data PTI AM NB SB N NB SB N W 0 0 W 0	.0 - 1.5 5 - 2.5 > 2.5 NB S W V
LOS 'E' Inte MD 210 at Farm MD 210 at Swan Cree MD 210 at MD 373/I MD 210 at Old For MD 210 at Fort Wa Available count data.	ington Rd (AM) k/Livingston Rd (PM Rd (South) (PM shington Rd (PM Living Living O Fort Washin Livingstc	AM) //))) Roadway North to iston Rd. /Kerby Palmer Rd Id Fort Rd For igton Rd Livin, on Rd/Swan Cre	MD 2 MD MD 210 MD 210 a MD 210 a MD MD Segment o South In Rd. /Kerby Hill Hill Rd Palme Old Fort Rd. t Washington R gston Rd. /Swan ek Rd Washin	4 LOS 'F' Int 210 at MD 373/ 0 210 at Old Fo at Livingston F at Livingston Rc 210 at Wilson I 210 at Wilson I Creek Rd. gton Ln.	Livingston Rd rt Rd (North) Rd/Palmer Rd J/Kerby Hill R Bridge Dr (AM Length (miles) 1.8 1.0 0.7 0.9 1.1 0.8	LOS F (AM) (PM) (AM,PM) d (AM,PM) 1,PM) TT AM	3.7 / 2.6 T 1.00 - 1.15 - 1.30 - 2 I PM	0.0 / 3.5 Color Key TI - 1.15 1 - 1.30 1 - 2.00 No data PTI AM NB SB N NB SB N W 0 0	.0 - 1.5 5 - 2.5 > 2.5 NB S W V
LOS 'E' Inte MD 210 at Farm MD 210 at Swan Cree MD 210 at MD 373/I MD 210 at Old For MD 210 at Fort Wa Available count data.	ington Rd (AM) k/Livingston Rd (PM Rd (South) (PM shington Rd (PM Living U Fort Washin Livingstc V	AM) //))) Roadway North to iston Rd. /Kerby Palmer Rd Id Fort Rd For Igton Rd Livin, on Rd/Swan Cre Vashington Ln.	MD 2 MD 210 MD 210 a MD 210 a MD Segment o South In Rd. /Kerby Hill Hill Rd Palme Old Fort Rd. t Washington Rd gston Rd. /Swan	4 LOS 'F' Int 210 at MD 373/ 0 210 at Old Fo at Livingston F at Livingston R 210 at Wilson I 210 at Wilson I Creek Rd. Gton Ln.	Livingston Rd rt Rd (North) Rd/Palmer Rd J/Kerby Hill R Bridge Dr (AM Length (miles) 1.8 1.0 0.7 0.9 1.1	LOS F (AM) (PM) (AM,PM) d (AM,PM) 1,PM) TT AM	3.7 / 2.6 T 1.00 - 1.15 - 1.30 - 2 I PM	0.0 / 3.5 Color Key TI - 1.15 1 - 1.30 1 - 2.00 No data PTI AM NB SB N NB SB N W 0 0 W 0	0 - 1.5 5 - 2.5 > 2.5 PM NB S

Limits:	۰.	Vachinaton D	C Line to I-95		States	Allenda Sheriff Rd	McCormit*
	V	, v					Brightseat
Corridor Length:		3.7 r			Raisen Re sheriff Rd	Fe	dExField Arena DI & Arena D
Speed Limit:		30 - 40) MPH			TID' F. R	1970 - El
Travel Lanes:	(2 -	- 3) Eastboun	d 3 Westbour	nd	Seat Pleasant Per	pper Mill	HE SO EKA
Signal Controlled Intersections:		ç)			PEPPER MILL VILLAGE	(214)
Grade Separated Interchanges:			l		VIEW Capitol (332) Heights	Walker,	All Han
Major Cross Streets:	Garr	Addisor Shady Glen et A Morgan	,	Rd,	Addison Rd S any survey Brooke	Valker Mill Walker Mill Rd	Chile Pd
			pton Park Blv		Hills	Ser War	
	METRO	Avg. Daily Bidorahin	The Bus	Avg. Daily		A2 A2	Pd A
	Routes A11, A12	Ridership 2,954	Routes 22	Ridership 223			achie Pd
	C21, C22,		23	359			100 AU
	C26, C29	2,349	24	666		J. S. D. W	Cast Res
Deutee and Distant !	C27	19	25	146	- 41g	51	RAV - LE
Routes and Ridership	F14	2,324	26	311		per pris	
	J11, J12	1,148	Silver / Blue Line Routes	Avg. Daily Ridership	2015 AADT	Trucks	Peak Hour Traffic
	P12	5,951	Morgan Blvd	4,353	22,000 - 53,000 vpd	3% - 5%	7.5% - 8.5%
	V12 V14, V15	1,762 1,601	Addison Rd Capitol Heights	6,638 3,838			
OTE: The Green Line rider		,		3,030] 	egment Operatio	20
		ion Operatio			3		
	Intersect	ion Operatio			1	Eastbound AM / PM	Westbound AM / PM
Signalized Intersection	s*: AM P	eak Hour	PM Pea	k Hour	Level of Service	(Miles of Roadway)	(Miles of Roadway)
LOS D or Better		8	7	7	LOS D or Better	10.9 / 7.1	9.1 / 9.2
LOS E		0	1		LOS E	0.0 / 3.8	1.8 / 1.7
LOS F		0	C)	LOS F	0.0 / 0.0	0.0 / 0.0
LOS 'E' Inte	rsections			LOS 'F' Inte	ersections		Color Key
D 214 at Ent to Kingdom Sq		Center (PM)				- TTI	
0 1	11 0	()				1.00 - 1	.15 1.0 - 1.5
						1.00 - 1	1.15 1.0 - 1.5
							.30 1.5 - 2.5
						1.15 - 1	
						1.15 - 1	
						1.15 - 1 1.30 - 2	2.00
						1.30 - 2	> 2.5
Available count data.							> 2.5
Available count data.						1.30 - 2	> 2.5 0
		Roartway	Segment		Longth	1.30 - 2 > 2.0	> 2.5 No data
Available count data. Functional Class		Roadway East to	Segment b West		Length (miles)	1.30 - 2 > 2.0	> 2.5 No data
		East to	West		Length (miles) EB WB	1.30 - 2 > 2.0	> 2.5 No data PTI AM PM EB WB EB WE
Functional Class		East to Southern Ave	• West		Length (miles)AMEBWB0.9	1.30 - 2 > 2.0	> 2.5 No data
		East to Southern Ave lison Rd Hill F	• West - Addison Rd. Rd./Shady Glen D		Length (miles) AM EB WB 0.9 1.1	1.30 - 2 > 2.0	> 2.5 No data PTI AM PM EB WB EB WE W I
Urban Other Principal		East to Southern Ave lison Rd Hill F ll Rd./Shady Gle	• West		Length (miles)AMEBWB0.9	1.30 - 2 > 2.0	> 2.5 No data PTI AM PM EB WB EB WE

Limits:	MD 210 to	US 301	okee	Hand Barrier	ACCOKEEK	RD
Corridor Length:	6.8 m	iles		(228) -		TH.
Speed Limit:	35 - 50	MPH	7	BENSMUERO		and the second second
Travel Lanes:	(2 - 3) Eastbound	2 Westbound	5	229	Middletown	Wardorf
Signal Controlled Intersections:	11			Bennsville	St Charles BILLING	Towne Center
Grade Separated Interchanges:	0				E S	300 Solution Solution
Major Cross Streets:	MD 210, M US 3					animogram the
	Routes	Avg. Daily Ridership		2015 AADT	Trucks	Peak Hour Traffic
Routes and Ridership	N/A	N/A	38.0	000 - 39,000 vpd	3% - 4%	
			,	· · ·	gment Operat	ions
Signalized Intersections	Intersection Operations s*: AM Peak Hour	PM Peak Hour]	Level of	Eastbound AM / PM (Miles of	Westbound AM / PM (Miles of
LOS D or Better	5	5		Service LOS D or Better	Roadway) 6.8 / 2.3	Roadway) 6.8 / 3.8
LOS E	1	0		LOS E	0.0 / 3.0	0.0 / 3.0
LOS F	0	1		LOS F	0.0 / 1.5	0.0 / 0.0
			• •			
LOS 'E' Inte	ersections	LOS 'F' In	tersect	tions		Color Key
MD 228 at U	S 301 (AM)	MD 228 at	US 301	(PM)	TTI	PTI
					1.00 - 1	.15 1.0 - 1.5
					1.15 - 1	.30 1.5 - 2.5
					1.30 - 2 > 2.0	> 2.5
Available count data.						No data
Functional Class	Roadway S West to		Leng (mile	s) Alvi	PM EB WB	PTI AM PM EB WB EB W
	Indian Head Hwy (MD	-210) - Manning Rd	0.5			
	Manning Rd - Bens		1.0			
			1.3			
Urban Other Principal	Bensville Rd (MD-22	burnter minista.				
Urban Other Principal Arterial	Bensville Rd (MD-22 Bunker Hill Rd Middlet	,	1.0			
	,	own Rd./Ironwood Dr.	1.0 2.6			

Limits:	14	ashington DC	Line to MD 0	7	Regional	21	Ø	Bank Rd		
Corridor Length:	V	19.7 I		1	Boyds			Montgomery	124	T
Speed Limit:		25 - 45			1.5	Germant (118)	own	Village	115)	Agricultural History Farm Park
Travel Lanes:	(2 - 4) Northbound		ound		P Ritte Fo	-	Gaithersburg	Redlan	Olr
Signal Controlled	(2 4			ound	8	Loopd	The sea	A Bohrer	Park	
Intersections:		8	0			· Sid		642 17 E 10	boow	GST
Grade Separated Interchanges:		3			Darn	estown	Nort	lac	ockville	Aspen Hill Aspen
Major Cross Streets:	Montro	191, MD 410, se Pkwy, MD 3 MD 117, MD 1 MD 118	28, Shady Gro I24, Middlebro	ove Rd, ook Rd,	Rue Ra Marvland Virginia	NN Pd	Travilah	G/en Rd	9 70 E	North Bethesda v
	Ride On Routes	Avg. Daily Ridership	METRO Routes J1, J2, J3 J5 Q1, Q2, Q5	Avg. Daily Ridership 6,347 371 8,566				Ra	River, pin John	353 Kensingt 195 Fo Bethesda
Routes and Ridership	5, 30, 46, 55, 59, 67, 75, 81	4,802	Red Line Routes Shady Grove Rockville Twinbrook	Avg. Daily Ridership 24,464 8,890 8,548	201 30,000 -	5 AAD1 63,000		Trucks 2% - 6%		Peak Hour Traffic 7% - 9%
			White Flint Grosvenor Medical Center Bethesda	7,395 10,636 11,368 20,947						
OTE: The Red Line riders		-					Se	gment Operat	1	
Signalized Intersection		tion Operatio Peak Hour		ak Hour	1 .			Northbound AM / PM (Miles of	(outhbound AM / PM Miles of
LOS D or Better		60	5	9		vel of S OS D or		Roadway) 10.0 / 3.0		toadway) 1.0 / 4.1
LOS E		2		1		LOS		6.4 / 9.5		4.7 / 5.6
LOS F						LOS				
				<u> </u>		200		3.3 / 7.2	4	.0 / 10.0
LOS 'E' Inte MD 355 at Mar	arsections			LOS 'F' Int						lor Key
	nakee St (AM) D 124 (AM) Georgetown Rd Ln / Park Rd (PM) r Grove Rd (PM)		Μ	LOS 'F' Int	V Gude Dr (Al y Grove Rd (A /ID 124 (PM)	И) м)		Т 1.00 1.15 1.30	Co TTI - 1.15 - 1.30 - 2.00 2.00	lor Key
MD 355 at Mar MD 355 at M MD 355 at MD 187/Old MD 355 at E Middle MD 355 at Shady MD 355 at Middle Available count data.	nakee St (AM) D 124 (AM) Georgetown Rd Ln / Park Rd (PM) r Grove Rd (PM)	A) Roadway	Segment	LOS 'F' Int MD 355 at E&W ID 355 at Shad MD 355 at N	V Gude Dr (Al y Grove Rd (A ID 124 (PM) lar Ln (AM,PM Length	И) M) 1)	TT	T 1.00 1.15 1.30 > :	Co TTI - 1.15 - 1.30 - 2.00 2.00 N	lor Key PTI 1.0-1.5 1.5-2.5 > 2.5 o o data PTI
MD 355 at Mar MD 355 at M MD 355 at MD 187/Old MD 355 at E Middle MD 355 at Shady MD 355 at Middle	nakee St (AM) D 124 (AM) Georgetown Rd Ln / Park Rd (PM) r Grove Rd (PM)	A)	Segment	LOS 'F' Int MD 355 at E&W ID 355 at Shad MD 355 at N	V Gude Dr (Al y Grove Rd (A ID 124 (PM) lar Ln (AM,PN	И) M) 1)		T 1.00 1.15 1.30 > 5	Co TTI - 1.15 - 1.30 - 2.00 2.00 N	lor Key PTI 1.0 - 1.5 1.5 - 2.5 > 2.5 o data
MD 355 at Mar MD 355 at M MD 355 at MD 187/Old MD 355 at E Middle MD 355 at Shady MD 355 at Middle Available count data.	hakee St (AM) D 124 (AM) Georgetown Rd Ln / Park Rd (PM Grove Rd (PM) ebrook Rd (PM)	n) Roadway North to Rd. (MD-27) -Ger	Segment South mantown Rd. (M	LOS 'F' Int MD 355 at E&W ID 355 at Shad MD 355 at N MD 355 at Ced	V Gude Dr (AI y Grove Rd (A ID 124 (PM) lar Ln (AM,PN Length (miles) 0.9	4) 1M) 1)	TT	I PM	Co FTI - 1.15 - 1.30 - 2.00 2.00 N NB	lor Key PTI 1.0-1.5 1.5-2.5 2.5 0 data PTI MM PM
MD 355 at Mar MD 355 at M MD 355 at MD 187/Old MD 355 at E Middle MD 355 at Shady MD 355 at Middle Available count data.	hakee St (AM) D 124 (AM) Georgetown Rd Ln / Park Rd (PM Grove Rd (PM) ebrook Rd (PM)	() Roadway North to	M Segment South mantown Rd. (M 18) - Middlebrool	LOS 'F' Int MD 355 at E&W ID 355 at Shady MD 355 at N MD 355 at Ced MD 355 at Ced	V Gude Dr (Al y Grove Rd (A ID 124 (PM) lar Ln (AM,PN Length (miles)	4) 1M) 1)	TT	I PM NB SB	Col ITI I - 1.15 I - 1.30 I - 2.00 2.00 Ni	lor Key PTI 1.0-1.5 1.5-2.5 2.5 0 data PTI M PM SB NB :
MD 355 at Mar MD 355 at M MD 355 at MD 187/Old MD 355 at E Middle MD 355 at Shady MD 355 at Middle Available count data.	akee St (AM) D 124 (AM) Georgetown Rd Ln / Park Rd (PM Grove Rd (PM) ebrook Rd (PM) Ridge F Germar Mi Christophe	Roadway North to Rd. (MD-27) -Ger town Rd. (MD-1 ddlebrook Road ar Ave Montgor	Segment o South mantown Rd. (M 18) - Middlebrool - Christopher Av mery Village Ave	LOS 'F' Int MD 355 at E&W DD 355 at Shad MD 355 at N MD 355 at Ced D-118) k Road e. (MD-124)	V Gude Dr (AI) y Grove Rd (A ID 124 (PM) lar Ln (AM,PN (miles) 0.9 0.8 2.3 0.3	4) 1M) 1)	TT	I PM NB SB W I I SB	Co TTI I-1.15 I-2.00 N 2.00 NB I I I I W	Ior Key PTI 1.0-1.5 1.5-2.5 2.5 0 data PTI M PM SB NB SB NB M 2 M 2 M 2 M 2 M 2 M 2 M 2 M 2
MD 355 at Mar MD 355 at M MD 355 at MD 187/Old MD 355 at E Middle MD 355 at Shady MD 355 at Middle Available count data.	akee St (AM) D 124 (AM) Georgetown Rd Ln / Park Rd (PM Grove Rd (PM) ebrook Rd (PM) Ridge F Germar Mi Christophe	Roadway North to Rd. (MD-27) -Ger Itown Rd. (MD-1 ddlebrook Road er Ave Montgor ery Village Ave. (Segment 5 South mantown Rd. (M 18) - Middlebrool - Christopher Av mery Village Ave MD-124) - Oden	LOS 'F' Int MD 355 at E&W DD 355 at Shad MD 355 at N MD 355 at Ced D-118) k Road e. (MD-124)	V Gude Dr (Al y Grove Rd (A ID 124 (PM) lar Ln (AM,PN (miles) 0.9 0.8 2.3 0.3 0.4	4) 1M) 1)	TT	I PM NB SB	Co TTI - 1.15 - 1.30 - 2.00 2.00 N N N B I I I	lor Key PTI 1.0-1.5 1.5-2.5 0 data → 2.5 M PTI M PM SB NB SB NB M M W W W W W
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Limits:		MD 355	to US 29			Chevy Chase View	d Rd		FOREST GLEN
Corridor Length:			niles		(355)	e la	Vashington DC	495	TONEST OLEN CON
-			5 MPH			Temple	The Church.		len Ln
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Travel Lanes:	(1 - 2	2) Eastbound	(1 - 2) Westbo	ound	AVE	Naval Support Activity Bethesda	Jonac		. 390
Signal Controlled Intersections:		1	9		Jon	es Bridge Rd Chevy Cl	lase	Tor C	410 HNN DOWNT
Grade Separated Interchanges:		(0		WISCONSIN			WEST	
Major Cross Streets:		MD 185, Beach Dr/ Je Grub	ones Mill Dr, b Rd, /ashingotn Av 390,	e	Bethes	410 ida ida ida ida ida ida ida ida	(18)	Oregon Ave NW	h struw 16th St
	METRO Routes	Avg. Daily Ridership	Ride On Routes	Avg. Daily Ridership				Anna Anna	Rock Creek Park BRIG
Routes and Ridership			1, 2, 11, 28	3,567					Peak Ho
	J1, J2, J3	6,347	1, 2, 11, 20	0,007		5 AADT		Trucks	Traffic
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LOS D or Better LOS E LOS F LOS 'E' Into MD 185 at M	ersections D 410 (PM)	6 0 1 Roadway West t Montgomery MD185 - Beach Dr Me Meadowbrook Grubb Rd W ashington Ave	Segment to East Ave MD185 Beach Dr. aadowbrook Ln. Ln Grubb Rd. ashington Ave.	6 1 0 MD 185 at M	Length (miles) 0.5 0.5 0.2 0.5	OS D or Better LOS E LOS F	3.8 / 0.0 / 0.0 /	(1.2 (2.1 (0.5) (0.5) (0.5) (1.00 - 1) (1.15 - 1. (1.30 - 2) > 2.00	Roadway) 0.0 / 2.7 1.7 / 1.1 2.1 / 0.0 PTI OO 0.0 OO O
LOS D or Better LOS E LOS F LOS 'E' Inte MD 185 at M Available count data.	Persections ID 410 (PM)	6 0 1 Roadway West t Montgomery MD185 - Beach Dr Me Meadowbrook Grubb Rd W Grubb Rd W Ashington Ave. Rosemary Hil MD390 - Cd	Segment o East Ave MD185 Beach Dr. aadoubrook Ln. Ln Grubb Rd. ashington Ave. Rosemary Hill [I Dr MD390 olesville Rd.	6 1 0 LOS 'F' Int MD 185 at N 	Length (miles) 0.5 0.2 0.4 0.4 0.4 0.2	OS D or Better LOS E LOS F	3.8 / 0.0 / 0.0 /	(1.2 (2.1 (0.5) (0.5) (0.5) (1.00 - 1) (1.15 - 1. (1.30 - 2) > 2.00	Roadway) 0.0 / 2.7 1.7 / 1.1 2.1 / 0.0 2.1 / 0.0 PTI Color Key PTI .15 1.0 - 1 .30 1.5 - 2 .00 > 2.5 .00 > 2.5 .00 > 2.6 .00 > 2.6 .01 .5 - 2 .02 .00 .03 1.5 - 2 .04 .00 .05 .00 .00 > 2.5 .00 .00 .00 .00 .00 .00 .00 .00 .00 .00 .00 .00 .00 .00 .00 .00 .00 .00 .00 .00 .00 .00 .01 .00 .02 .00 .03 .00 .04 .00 .05 .00 .05 .00 .05 .00 .05 <t< td=""></t<>
LOS D or Better LOS E LOS F LOS 'E' Inte MD 185 at M Available count data.	ersections ID 410 (PM)	6 0 1 Roadway West t Montgomery MD185 - Beach Dr Me Meadowbrook Grubb Rd W Grubb Rd W Sashington Ave. Rosemary Hil MD390 - Cd	Segment to East Ave MD185 Beach Dr. adowbrook Ln. Ln Grubb Rd. ashington Ave. - Rosemary Hill D I Dr MD390 Diesville Rd. Shopping Center	6 1 0 LOS 'F' Int MD 185 at N 	Length (miles) 0.5 0.9 0.2 0.5 0.4 0.4 0.4	OS D or Better LOS E LOS F	3.8 / 0.0 / 0.0 /	(1.2 (2.1 (0.5) (0.5) (0.5) (1.00 - 1) (1.15 - 1. (1.30 - 2) > 2.00	Roadway) 0.0 / 2.7 1.7 / 1.1 2.1 / 0.0 Color Key PTI .15 1.0 - 1 .16 1.5 - 2 .00 > 2.5 .00 > 2.5 .00 > 2.5 .00 > 2.5 .00 > 2.5 .01 .5 .02 > 2.5 .03 .04 .04 .04 .05 .05 .06 .04 .07 .04 .08 .04 .09 .04 .00 .04 .01 .04 .02 .04 .03 .04 .04 .04 .05 .04 .04 .04 .05 .04 .04 .04 .05 .04 .05 .04 .05 .04 .05 .04 .06 .04 .07 .04 .08 .04

MD 410			(193)	SA	delphi	.9.		20	Greenbe
Limits:	MD 650 to Pe	ennsy Drive	320	650	(212) Parel Phr	C	193	Berwyn	
Corridor Length:	7.7 m	niles		ingley P	TR	College	1/10/11	Heights 201	(19
Speed Limit:	30 - 45	MPH	(195)	17	14ve		N	1	495
Travel Lanes:	(1 - 3) Eastbound (2 - 3) Westbound	carl.	410	23rd	Universi Park	ity	1	New
Signal Controlled	20)	OLUMBIA		ger pd	7 9	410 East	Riverdale	Carrollton
Intersections: Grade Separated	2			501	500) Hyattsville	201	al C	410 (95
Interchanges:	MD 650, MD 2			pye the	Mt Rain	ier Blad	(769B) ensburg		19
Major Cross Streets:	Belcrest Rd, M MD 201, MD 295	ID 500, US 1, 5, Riverdale Rd,	Photos Photos		$\frac{2}{51}$		X	everly	00 202 G
	MD 450, US 5 Routes	0, Pennsy Dr Avg. Daily Ridership	-		\sim		A.C.		(704)
	METRO C4	11,593			2		X	5th	Sheriff Rd
	METRO F4	6,970			E K	N VAD	ARY CA		6. 6.
Routes and Ridership	METRO 86	4,292				1 22	COND		Chill Red
	The Bus 13	263						F	Peak Hour
	The Bus 14	295		15 AAI			Frucks		Traffic
	The Bus 18	700	22,000	- 49,0	uu vpd		% - 4%		.5% - 8.5%
	Intersection Operation					Eastbo	nt Operat	Westbo	und
Signalized Intersection		PM Peak Hour	ר ר	Level	of	Eastbo AM / F (Miles	РМ	AM / F (Miles	PM
-	o. Pair out nour	T M T Ouk Hour		Servio	e	Roadw	/ay)	Roadw	/ay)
LOS D or Better	11	7	LO	S D or		4.6/0		1.7 / (
						2.1/3	2.2	3.9/1	73
MD 410 at Riv	0 0 tersections rerdale Rd (PM) s 3&5 (inc. Ramos 4&6) (PM)	MD 410 at	tersection MD 212 (PM) MD 450 (PM))		1.0/4	4.1 TTI	2.1/(Color Ke	D.O y PTI
LOS F LOS 'E' Int MD 410 at Riv	0 tersections	2 LOS 'F' In MD 410 at		LOS s		1.0/4	4.1 TTI 1.00 - 1.15 1.15 - 1.30 1.30 - 2.00	2.1/(Color Ke 5 0	D.0
LOS F LOS 'E' Int MD 410 at Riv	0 tersections verdale Rd (PM)	2 LOS 'F' In MD 410 at	MD 212 (PM)	LOS s		1.0/4	4.1 TTI 1.00 - 1.15 1.15 - 1.30	2.1/(Color Ke 5 0	0.0 y PTI 1.0 - 1.5 1.5 - 2.5
LOS F LOS 'E' Int MD 410 at Riv MD 410 at US 50 EB Ramp MD 410 at US 50 EB Ramp	0 tersections verdale Rd (PM) s 385 (inc. Ramps 4&6) (PM)	2 LOS 'F' In MD 410 at MD 410 at	MD 212 (PM) MD 450 (PM)	LOS s	F	1.0/4	4.1 TTI 1.00 - 1.15 1.15 - 1.30 1.30 - 2.00	2.1/(Color Key 5 5 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	D.0 PTI 1.0 - 1.5 1.5 - 2.5 > 2.5 PTI
LOS F LOS 'E' Int MD 410 at Riv MD 410 at US 50 EB Ramp	0 tersections verdale Rd (PM)	2 LOS 'F' In MD 410 at MD 410 at Segment	MD 212 (PM)	LOS	F	1.0/4	4.1 TTI 1.00 - 1.16 1.15 - 1.30 1.30 - 2.00 > 2.00	2.1/(Color Key 5 5 No data AM	D.0 PTI 1.0 - 1.5 1.5 - 2.5 > 2.5 PTI PM
LOS F LOS 'E' Int MD 410 at Riv MD 410 at US 50 EB Ramp MD 410 at US 50 EB Ramp	0 tersections rerdale Rd (PM) s 3&5 (inc. Ramps 4&6) (PM) Roadway	2 LOS 'F' In MD 410 at MD 410 at Segment Segment Seast	MD 212 (PM) MD 450 (PM) Length	LOS s	F	1.0/4	4.1 TTI 1.00 - 1.16 1.15 - 1.30 1.30 - 2.00 > 2.00	2.1/(Color Key 5 5 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	D.0 PTI 1.0 - 1.5 1.5 - 2.5 > 2.5 PTI PM
LOS F LOS 'E' Int MD 410 at Riv MD 410 at US 50 EB Ramp MD 410 at US 50 EB Ramp	0 tersections verdale Rd (PM) s 3&5 (inc. Ramps 4&6) (PM) s 3&5 (inc. Ramps 4&6) (PM) west to	2 LOS 'F' In MD 410 at MD 410 at MD 410 at	MD 212 (PM) MD 450 (PM) Length (miles)	LOS	F	1.0/4	4.1 TTI 1.00 - 1.16 1.15 - 1.30 1.30 - 2.00 > 2.00	2.1/(Color Key 5 5 No data AM	D.0 PTI 1.0 - 1.5 1.5 - 2.5 > 2.5 PTI PM
LOS F LOS 'E' Int MD 410 at Riv MD 410 at US 50 EB Ramp MD 410 at US 50 EB Ramp	0 tersections erdale Rd (PM) s 3&5 (inc. Ramps 4&6) (PM) s 3&5 (inc. Ramps 4&6) (PM) west to MD650 -	2 LOS 'F' In MD 410 at MD 410 at MD 410 at Segment D East MD212 Ager Rd.	MD 212 (PM) MD 450 (PM) Length (miles) 0.9	LOS	F TT M WB	1.0/4	4.1 TTI 1.00 - 1.16 1.15 - 1.30 1.30 - 2.00 > 2.00	2.1/(Color Key 5 0 No data AM EB WB	D.0. PTI 1.0 - 1.5 1.5 - 2.5 > 2.5 PTI PTI PM
LOS F LOS 'E' Int MD 410 at Riv MD 410 at US 50 EB Ramp MD 410 at US 50 EB Ramp	0 tersections rerdale Rd (PM) s 3&5 (inc. Ramps 4&6) (PM) S 3&5 (inc. Ramps 4&6) (PM) S 3&5 (inc. Ramps 4&6) (PM) MD 50 - MD 50 - MD 50 - MD 51 - MD 5	2 LOS 'F' In MD 410 at MD 410 at MD 410 at MD 212 Ager Rd. 23rd Ave. ledo Terrace	MD 212 (PM) MD 450 (PM) Length (miles) 0.9 0.2 0.3 0.5	LOS S	F TT M WB	1.0/4	4.1 TTI 1.00 - 1.15 1.15 - 1.30 1.30 - 2.00 > 2.00	2.1/(Color Key 5 0 No data AM EB WB	D.0. PTI 1.0 - 1.5 1.5 - 2.5 > 2.5 PTI PTI PM
LOS F LOS 'E' Int MD 410 at Riv MD 410 at US 50 EB Ramp MD 410 at US 50 EB Ramp	0 tersections rerdale Rd (PM) s 3&5 (inc. Ramps 4&6) (PM) S 3&5 (inc. Ramps 4&6) (PM) S 3&5 (inc. Ramps 4&6) (PM) MD 50 - MD 50 - MD 50 - MD 51 - MD 5	2 LOS 'F' In MD 410 at MD 410 at MD 410 at 2 Segment 5 East MD212 Ager Rd. 23rd Ave. Jedo Terrace Editors Park Dr.	MD 212 (PM) MD 450 (PM) Length (miles) 0.9 0.2 0.3 0.5 0.1	LOS S	F TT M WB	1.0/4	4.1 TTI 1.00 - 1.15 1.15 - 1.30 1.30 - 2.00 > 2.00	2.1/(Color Key 5 0 No data AM EB WB	D.0. PTI 1.0 - 1.5 1.5 - 2.5 ≥ 2.5 PTI PTI PM
LOS F LOS 'E' Int MD 410 at Riv MD 410 at US 50 EB Ramp MD 410 at US 50 EB Ramp	erdale Rd (PM) s 3&5 (inc. Ramps 4&6) (PM) s 3&5 (inc. Ramps 4&6) (PM) Roadway West to MD650 - MD212 - / Ager Rd 23rd Ave To Toledo Terrace - Editors Park Dr F	2 LOS 'F' In MD 410 at MD 410 at MD 410 at MD 210 Ager Rd. 23rd Ave. ledo Terrace Editors Park Dr. 'r. George's Plaza	MD 212 (PM) MD 450 (PM) Length (miles) 0.9 0.2 0.3 0.5 0.1 0.1	LOS S	F TT M WB	1.0/4	4.1 TTI 1.00 - 1.15 1.15 - 1.30 1.30 - 2.00 > 2.00	2.1/(Color Key 5 0 No data AM EB WB	D.0. PTI 1.0 - 1.5 1.5 - 2.5 ≥ 2.5 PTI PTI PM
LOS F LOS 'E' Int MD 410 at Riv MD 410 at US 50 EB Ramp MD 410 at US 50 EB Ramp	0 tersections verdale Rd (PM) s 3&5 (inc. Ramps 4&6) (PM) s 3&5 (inc. Ramps 4&6) (PM) MD650 - MD650 - MD70 - MD650 - MD70 - -	2 LOS 'F' In MD 410 at MD 410 at MD 410 at MD 210 Segment P East MD212 Ager Rd. 23rd Ave. Jeldo Terrace Editors Park Dr. Pr. George's Plaza ra - Belcrest Rd.	MD 212 (PM) MD 450 (PM) Length (miles) 0.9 0.2 0.3 0.5 0.1 0.1 0.3	LOS S	TT M WB	1.0/4	4.1 TTI 1.00 - 1.15 1.15 - 1.30 1.30 - 2.00 > 2.00	2.1/0 Color Key 5 D No data EB WB I	D.0. PTI 1.0 - 1.5 1.5 - 2.5 > 2.5 PTI PTI PM
LOS F LOS 'E' Int MD 410 at Riv MD 410 at US 50 EB Ramp MD 410 at US 50 EB Ramp	0 tersections rerdale Rd (PM) s 3&5 (inc. Ramps 4&6) (PM) s 3&5 (inc. Ramps 4&6) (PM) West to MD650 - MD212 - / Ager Rd 23rd Ave To Califors Park Dr F Pr. George's Plaz Belcrest Rd MD	2 LOS 'F' In MD 410 at MD 410 at MD 410 at MD 410 at 2 2 2 2 2 2 2 2 2 2 2 2 2	MD 212 (PM) MD 450 (PM) Length (miles) 0.9 0.2 0.3 0.5 0.1 0.1 0.1 0.3 0.4	LOS S	F TT M WB	1.0/4	4.1 TTI 1.00 - 1.15 1.15 - 1.30 1.30 - 2.00 > 2.00	2.1/0 Color Key 5 0 No data EB WB 1 1 1 1 1	D.0 PTI 1.0 - 1.5 1.5 - 2.5 > 2.5 PTI EB W B M I I I I I I I I I I I I I
LOS F LOS 'E' Int MD 410 at Riv MD 410 at US 50 EB Ramp Available count data. Functional Class	0 tersections rerdale Rd (PM) s 3&5 (inc. Ramps 4&6) (PM) S 3&5 (inc. Ramps 4&6) (PM) Roadway West to MD650 - MD212 - / Ager Rd 23rd Ave TO Toledo Terrace - Editors Park Dr F Pr. George's Plaz Belcrest Rd MD MD500/Adelphi Rd	2 LOS 'F' In MD 410 at MD 410 at MD 410 at MD 210 Ager Rd. 23rd Ave. Iedo Terrace Editors Park Dr. rr. George's Plaza ia Belcrest Rd. 500/Adelphi Rd. US1/Baltimore Ave.	MD 212 (PM) MD 450 (PM) Length (miles) 0.9 0.2 0.3 0.5 0.1 0.1 0.3 0.4 0.5	LOS S	TT M WB	1.0/4	4.1 TTI 1.00 - 1.15 1.15 - 1.30 1.30 - 2.00 > 2.00	2.1/0 Color Key 5 D No data EB WB I	D.0 PTI 1.0 - 1.5 1.5 - 2.5 > 2.5 PTI EB W B M I I I I I I I I I I I I I
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LOS F LOS 'E' Int MD 410 at Riv MD 410 at US 50 EB Ramp Available count data. Functional Class	0 tersections rerdale Rd (PM) s 3&5 (inc. Ramps 4&6) (PM) s 3&5 (inc. Ramps 4&6) (PM) Roadway West to MD650 - MD212 - / Ager Rd 23rd Ave To Toledo Terrace - Editors Park Dr F Pr. George's Plaz Belcrest Rd MD MD500/Adelphi Rd US1/Baltimore Av Taylord Rd Kenih	2 LOS 'F' In MD 410 at MD 410 at MD 410 at MD 410 at MD 212 Ager Rd. 23rd Ave. Jedo Terrace Editors Park Dr. 'r. George's Plaza ca - Belcrest Rd. 5500/Adelphi Rd. US1/Baltimore Ave. e Taylord Rd. Worth Ave./MD201 201 - Mustang Dr.	MD 212 (PM) MD 450 (PM) MD 450 (PM) 0.9 0.2 0.3 0.5 0.1 0.1 0.1 0.3 0.4 0.5 0.5 0.5	LOS S	TT M WB	1.0/4	4.1 TTI 1.00 - 1.15 1.15 - 1.30 1.30 - 2.00 > 2.00	2.1/0 Color Key 5 5 0 No data EB WB 1 1 1 1	D.0 PTI 1.0 - 1.5 1.5 - 2.5 > 2.5 PTI EB W B M I I I I I I I I I I I I I
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LOS F LOS 'E' Int MD 410 at Riv MD 410 at US 50 EB Ramp Available count data. Functional Class	0 tersections rerdale Rd (PM) s 3&5 (inc. Ramps 4&6) (PM) s 3&5 (inc. Ramps 4&6) (PM) S 3&5 (inc. Ramps 4&6) (PM) Roadway West to MD650 MD212 -/ Ager Rd 23rd Ave To Toledo Terrace - Editors Park Dr F Pr. George's Plaz Belcrest Rd MD MD500/Adelphi Rd US1/Baltimore Av Taylord Rd Kenilw Kenilworth Ave./MD Mustang Dr. 64th Ave Baltimore Baltimore-Washington I Veterans Pkwy And	LOS 'F' In MD 410 at Segment Sat MD212 Ager Rd. 23rd Ave. ledo Terrace Editors Park Dr. 'r. George's Plaza ra. Belcrest Rd. 500/Adelphi Rd. US1/Baltimore Ave. e Taylord Rd. vorth Ave./MD201 201 - Mustang Dr. - 64th Ave. Washington Pkwy. Pkwy-Veterans Pkwy. napolis Rd./MD450 D450 - Ellin Rd. whn Hanson Hwy.	MD 212 (PM) MD 450 (PM) MD 450 (PM) 0.9 0.2 0.3 0.5 0.5 0.5 0.5 0.5 0.5 0.5 0.5 0.5 0.2 0.1 0.3 1.1	LOS	TT M WB	1.0 / 4	4.1 TTI 1.00 - 1.15 1.15 - 1.30 1.30 - 2.00 > 2.00	2.1/(Color Key 5 0 No data EB WB 1 1 1 1 1 1 1 1 1 1 1 1 1	D.O PTI 1.0 - 1.5 1.5 - 2.5 > 2.5 PTI PM EB W 0 0 0 0 0 0 0 0 0 0 0 0 0

Corridor Length: 6.3 miles Speed Limit: 3.5 + 0.0 MPH Travel Lanes: (2 - 4) Eastbound (2 - 9) Westbound Signal Corridor Linding 2 Grade Separated Interchanges: 2 Major Cross Streets: MD 202, MD 295, Ardwick Admone Rd / Surre Lin 00 4010, Riverdar Rd, 88th Ave, 1457, MD 584, 74 Major Cross Streets: MD 202, MD 295, Ardwick Admone Rd / Surre Lin 00 4010, Riverdar Rd, 88th Ave, 1457, MD 584, 74 Routes and Ridership METRO Rd 2 - 238 METRO Rd 2 - 238 Metro Rd 2 - 238 370 Motion Adverted Rd, Rd 2 - 910 2015 A ADT Tracks 7 Traffs 7 87 Signalized Intersection Operations Signalized Intersection Operations Sognant Operations Signalized Intersections AM Peak Hour 10 Cos F 10 - 13 1	Limits:	MD 202	2 to ME	0 704		(193) E	Berwyn			193)	■ G Fl	oddard light Ce	Space nter	
Speed Limit: 35 - 40 MPH Trave Lanes: (2 - 4) Eastbound (2 - 4) Westbound Signal Controlled Intersections: 2 Grade Separated Interchanges: 2 Major Cross Streets: MD 202, MD 295, Ardivick Admone Rd / Surrey Ln Mo 410, Reverdale Rd, Bith Nave, 186 / 1486, MD 584, Whitted Chapel Rd, Forbes Bird, MD 704 Major Cross Streets: MD 202, DD 295, Ardivick Admone Rd / Surrey Ln Mo 410, Reverdale Rd, Bith Nave, 186 / 1486, MD 584, Whitted Chapel Rd, Forbes Bird, MD 704 Routes and Ridership METRO 184 QDBIY Ridership METRO 184 QDBIY Ridership METRO 184 Steparate Bittersection Operations Signalized Intersections: AM Peak Hour 12 PM Peak Hour 28,000 - 65,000 vpd Steparate Bittersections Steparate Bittersections Intersections: AM Peak Hour 12 DS Step Intersections Steparate Bittersections Steparate Bittersections Intersections: AM Peak Hour 12 DS Step Intersections Steparate Bittersections					ollege P	ark			X 🖆	Go	oddard	E E		Da
(2 - 4) Estimute Grade Saparia Control 22 Grade Saparia 2 1000000000000000000000000000000000000	-					20	F				no Rd	Lucker		
Signal Controlled Interactions: 22 Grade Separated Interchanges: 2 Major Cross Streets: MD 202, MD 295, Ardwick Ardmore Rd / Surry Ln Mo 1410, Revealar Rd. Part May 140, METRO 2018 Major Cross Streets: MD 202, MD 295, Ardwick Ardmore Rd / Surry Ln METRO 178 Part May 140, METRO 2018 Routes and Ridership METRO 173 700 Metro Cross Streets: METRO 713 Metro Cross Streets: Metro Cross Streets: Intersection Operations 2015 Autor Signalized Intersections: AM Peak Hour Mo 400 RMM MD 400 RMM 400 RMM MD 400 RMM 400 (AM) MD 400 RM 400 RM MD 400 RMM 400 (AM) MD 400 RM 400 RM MD 400 RMM 400 (AM) MD 400 RM 40 RM 400 RM					- Rec	M		/	49	2	Ciprie		3	
Intersections: 24 Grade Separated Interchanges: MD 202, MD 295, Ardvick Ardmore Rd / Surry Ln M6 10, Riverdale Rd, 88 th Ave, 168 / 1469, MD 564, Whittield Chaped Rd, Forbes Bird, MD 704 METRO B27 Surry Ln M6 186 Sh Ave, 168 / 1469, MD 564, B6 th Ave, 168 / 1469, MD 564, MD 400 las NAve, 168 / 1469, MD 564, MD 400 las NAve, 168 / 1469, MD 564, MD 400 las NAve, 168 / 1469, MD 564, MD 450 at MD 410 (AM) Pack Hour METRO 713 Pack Hour METRO 714 <		(2 - 4) Easibour	iu (2 - ·	4) Westbourid	Park		~	12			m		Th	(
Grade Sparated Interchanges: MD 202, MD 285, MM 202, MD 286, MD 584, M	-		22		-/ (and the second second	Riverda	(410)	Carroliton		A	(450)	5	0
Major Cross Streets: Mit D202, MD 295, MB of Vink Ardmone RI / Surry Lin MD 410, Riverdale Rd, Sight Ave, 1495 / 1495, MD 564, Withtied Chapel RA, Choes Bird, MD 704 Colspan="2">Mitting Choes Bird, MD 704 Routes and Ridership METRO F32 238 Colspan="2">Colspan="2">Mitting Choes Bird, MD 704 Routes and Ridership METRO F31 700 Trucks Peak Hour METRO 718 4.429 2015 ADD T Trucks Peak Hour METRO 718 4.429 2016 ADD T Trucks Peak Hour METRO 718 4.429 2016 ADD T Trucks Peak Hour METRO 718 4.429 2015 ADD T Trucks Peak Hour METRO 718 4.429 1 0 2015 ADD T Trucks Peak Hour Itorsection Operations Signalized Intersections* AM Peak Hour PM Peak Hour D0 1 Segment Operations Signalized Intersections* AM Peak Hour PM Peak Hour D0 450 at MD 410 (M) MO 450 at MD 410 (PM) Mites of Rodoway 0.0113 LOS F O 1 <th< td=""><td></td><td></td><td>2</td><td></td><td>11</td><td>201</td><td>4</td><td></td><td>410</td><td>1187-</td><td>G.</td><td>704</td><td>$\sum_{i=1}^{n}$</td><td>-</td></th<>			2		11	201	4		410	1187-	G.	704	$\sum_{i=1}^{n}$	-
METRO B24 937 METRO D27 238 METRO 170 B27 238 METRO 171 700 METRO 173 2015 AADT Trucks Traffic G12 (31, G14, G16 2, 910 26,000 - 65,000 vpd 3% - 5% - 8% The Bus 16 666 ILOS D or Better 12 LOS E 1 0 LOS E 0 1 LOS E 0.011 0.0100 LOS E 100-011 0.0500 MD 450 at MD 410 (M) MD 450 at MD 410 (PM) 0.0100 MD 450 at MD 410 (M) MD 450 at MD 410 (PM) 0.0100 Functional Class Roadway Segment West to East Length (miles)	Major Cross Streets:	Ardwick Ardm MD 410, 85th Ave, I-99	ore Ro Riverd 5 / I-49	d / Surrey Ln lale Rd, 95, MD 564,	Y	sburg	202	12	K.		95		Mitch	ellvi
METRO B27 238 METRO F4 6.970 METRO F4 6.970 METRO F13 700 METRO F13 700 METRO F18 4.429 2015 ADT Trucks Peak Hour G12. G13. G14, G16 2.910 2015 ADT Trucks Peak Hour Signalized Intersections*: AM Pak Hour PM Peak Hour Estbound XM / PM LOS D or Better 12 13 0.0/1.1 0.0/1.7 0.0/1.6 63/4.6 LOS F 0 1 0 0.0/1.6 63/4.6 63/4.6 LOS F 1 0 0 1 0.0/1.7 LOS F 0.0/0.6 0.0/0.0 LOS F 0 1 0 0.0/1.7 LOS F 0.0/0.6 0.0/0.0 0.0/0.0 LOS F Intersections LOS F* Intersections Color Key TI 10.0.1.15 10.1.2 2.2.5 2.00 2.2.5 2.00 2.2.5 2.00 2.2.5 2.00 NO data 10.0.1.17			ŀ	Avg. Daily Ridership	0				704					
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MD410 (Veterans Pkwy) - Harkins Rd./Finns Ln. 0.4 Harkins Rd./Finns Ln Riverdale Rd. 0.4 Riverdale Rd 85th Ave. 0.2 85th Ave 1-495 0.1 I-495 - Princess Garden Pkwy 0.3 Princess Garden Pkwy - Whitfield Chapel Rd. 0.4	LOS F LOS 'E' Int MD 450 at I Available count data.	0 tersections MD 410 (AM) Roadw Wes MD202 56th Av 57th Ave MD2 65th Ave Cooper I 68th Av 71st Ave Ar	et to Ea 2 - 56th e 57th 295 (Bal 5 - 65th e Coop -n 68th re 71s rdwick-A	0 1 LOS 'F' In MD 450 at MD 450 at Ave. 1 Ave. t Ave. t Ave. t Ave. t Ave. t h Ave. t Ave.	Length (miles) 0.2 0.4 0.3 0.2 0.3 0.2	LOS I LOS I IS	F	TI	0.0 / 1.1 0.0 / 0.6 1.0 1.1 1.3 2 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8	TTI 0 - 1.15 5 - 1.30 0 - 2.00 → 2.00	0. Color	0 / 1.: 0 / 0. i Key i K	0 PTI 1.0 - 1.: 1.5 - 2.:5 71 F EB	5 M
Harkins Rd./Finns Ln Riverdale Rd. 0.4 Riverdale Rd 85th Ave. 0.2 85th Ave 1-495 0.1 I-495 - Princess Garden Pkwy 0.3 Princess Garden Pkwy - Whitfield Chapel Rd. 0.4	LOS F LOS 'E' Int MD 450 at I Available count data.	0 tersections MD 410 (AM) Roadw Wes MD 202 56th Av 57th Ave MD2 65th Ave Cooper L 68th Av 71st Ave Ar Ardwick-Ardmo	et to Ea 2 - 56th e 57th 295 (Bal 5 - 65th e Coop -n 68th re 71s dwick-A ore Rd.	0 1 LOS 'F' In MD 450 at MD 450 at Ave. table of the second	Length (miles) 0.2 0.4 0.2 0.4 0.2 0.3 0.3 0.3 0.2 0.4	LOS I LOS I IS	F	TI	0.0 / 1.1 0.0 / 0.6 1.0 1.1 1.3 2 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8	TTI 0 - 1.15 5 - 1.30 0 - 2.00 → 2.00	0. Color	0 / 1.: 0 / 0. i Key i K	0 PTI 1.0 - 1.: 1.5 - 2.:5 71 F EB	5 M
Riverdale Rd 85th Ave. 0.2 85th Ave I-495 0.1 I-495 - Princess Garden Pkwy 0.3 Princess Garden Pkwy - Whitfield Chapel Rd. 0.4	LOS F LOS 'E' Int MD 450 at I Available count data.	VD 410 (AM) Roadw WD 410 (AM) MD 410 (AM) MD 202 S6th Av S7th Ave MD2 S6th Av S7th Ave Am Cooper L 68th Av 71st Ave Ar Ardwick-Ardma Gallatin Rd MI	et to Ea 2 - 56th e 57th 295 (Bal 5 - 65th e Coop e 68th re 71s rdwick-A pore Rd. D410 (V	0 1 LOS 'F' In MD 450 at MD 450 at Ave. h Ave. h Ave. t/Wash Pkwy) Ave. per Ln. th Ave. t Ave. vardmore Rd. - Gallatin Rd. 'eterans Pkwy)	Length (miles) 0.2 0.4 0.2 0.4 0.2 0.3 0.2 0.4 0.4 0.3 0.2 0.4 0.3 0.2	LOS I LOS I IS	F	TI	0.0 / 1.1 0.0 / 0.6 1.0 1.1 1.3 2 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8	TTI 0 - 1.15 5 - 1.30 0 - 2.00 → 2.00	0. Color	0 / 1.: 0 / 0. i Key i K	0 PTI 1.0 - 1.: 1.5 - 2.:5 71 F EB	5 M
85th Ave I-495 0.1 I-495 - Princess Garden Pkwy 0.3 Princess Garden Pkwy - Whitfield Chapel Rd. 0.4	LOS F LOS 'E' Int MD 450 at I Available count data.	0 tersections MD 410 (AM) MD 410 (AM) MD 410 (AM) Roadw Wes MD 202 56th Av 57th Ave MD2 56th Ave Cooper 1 68th Ave Cooper 1 68th Ave 71st Ave Ar Ardwick-Ardmr Gallatin Rd MI MD410 (Veterans Pko	et to Ea 2 - 56th e 57th 295 (Bal 5 - 65th e 65th e 71s dwick-A pre Rd. D410 (V wy) - Ha	0 1 LOS 'F' In MD 450 at MD 450 at Ave. 1 Ave. 1 Ave. WWash Pkwy) Ave. per Ln. th Ave. ti Ave. ti Ave. ti Ave. ve. callatin Rd. '(eterans Pkwy) arkins Rd./Finns Ln.	Length (miles) 0.2 0.4 0.2 0.4 0.2 0.3 0.2 0.3 0.2 0.3 0.2 0.3 0.2 0.3 0.2 0.3 0.2 0.3 0.2 0.3 0.2 0.3 0.2 0.3 0.2 0.3 0.3 0.2 0.3 0.3 0.4 0.4 0.4	LOS I LOS I IS	F	TI	0.0 / 1.1 0.0 / 0.6 1.0 1.1 1.3 2 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8	TTI 0 - 1.15 5 - 1.30 0 - 2.00 → 2.00	0. Color	0 / 1.: 0 / 0. i Key i K	0 PTI 1.0 - 1.: 1.5 - 2.:5 71 F EB	5 M
I-495 - Princess Garden Pkwy 0.3 Princess Garden Pkwy - Whitfield Chapel Rd. 0.4	LOS F LOS 'E' Int MD 450 at I Available count data.	Roadw WD 410 (AM) MD 410 (AM) WD 410 (AM) Stars MD 410 (AM) WD 410 (AM) MD 410 (AM) Gallatin Rd MI MD410 (Veterans Pic Harkins Rd./Fini	st to Ea 2 - 56th e 57th 295 (Bal 5 - 65th e Coop -n 68t re 71s rdwick-A ore Rd. D410 (V wy) - Ha ns Ln	0 1 LOS 'F' In MD 450 at MD 450 at MD 450 at Ave. to ave. Wash Pkwy) Ave. per Ln. th Ave. th Ave. th Ave. callatin Rd. réterans Pkwy) arkins Rd./Finns Ln. Riverdale Rd.	Length (miles) 0.2 0.4 0.2 0.4 0.2 0.3 0.2 0.4 0.2 0.3 0.2 0.4 0.2 0.3 0.2 0.4 0.2 0.3 0.2 0.4 0.4 0.4 0.4	LOS E	F	TI	0.0 / 1.1 0.0 / 0.6 1.0 1.1 1.3 2 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8	TTI 0 - 1.15 5 - 1.30 0 - 2.00 → 2.00	0. Color	0 / 1.: 0 / 0. i Key i K	0 PTI 1.0 - 1.: 1.5 - 2.:5 71 F EB	5 M
Princess Garden Pkwy - Whitfield Chapel Rd. 0.4	LOS F LOS 'E' Int MD 450 at I Available count data.	VID 410 (AM) VID 410 (VID 410 (AM) VID 410 (AM) VID 410 (VID 410 (AM) VID 410 (st to Ea 2 - 56th e 57th 295 (Bal 5 - 65th e Coop -n 68t re 71s rdwick-A ore Rd. D410 (V wy) - Ha ns Ln Rd 8	0 1 LOS 'F' In MD 450 at MD 450 at MD 450 at Ave. to Ave. ti Ave.	Length (miles) 0.2 0.4 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	LOS E	F	TI	0.0 / 1.1 0.0 / 0.6 1.0 1.1 1.3 2 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8	TTI 0 - 1.15 5 - 1.30 0 - 2.00 → 2.00	0. Color	0 / 1.: 0 / 0. i Key i K	0 PTI 1.0 - 1.: 1.5 - 2.:5 71 F EB	5 M
	LOS F LOS 'E' Int MD 450 at I Available count data.	Cooper L Cooper	2 - 56th e 57th 295 (Bal 5 - 65th e Coop 	0 1 LOS 'F' In MD 450 at MD 450 at Ave. 1 Ave. 1 Ave. 1 Ave. 1 Ave. 1 Ave. 1 Ave. 1 Ave. 1 Ave. 1 Ave. 2 Ave.	Length (miles) 0.2 0.4 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	LOS E	F	TI	0.0 / 1.1 0.0 / 0.6 1.0 1.1 1.3 2 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8	TTI 0 - 1.15 5 - 1.30 0 - 2.00 → 2.00	0. Color	0 / 1. 1. 0 / 0.	0 PTI 1.0 - 1.: 1.5 - 2.:5 71 F EB	5 M
Whited Oraper to. Oarter Are.	LOS F LOS 'E' Int MD 450 at I Available count data.	0 tersections MD 410 (AM) Roadw Wes MD202 S6th Av S7th Ave MD2 S6th Av S7th Ave MD2 65th Ave Cooper I 68th Av 71st Ave Ar 68th Av 71st Ave Ar 68th Av 71st Ave Ar 68th Av 71st Ave Ar 68th Av 1495 - Princ 1495 - Princ	2 - 56th e 57th 295 (Bal 5 - 65th e Coop 	0 1 LOS 'F' In MD 450 at MD 450 at Ave. 1 Ave. 1 Ave. 1 Ave. 1 Ave. 1 Ave. 1 Ave. 1 Ave. 1 Ave. 2 Ave.	Length (miles) 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 0.4 0.3 0.2 0.1 0.3	LOS E	F	TI	0.0 / 1.1 0.0 / 0.6 1.0 1.1 1.3 2 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8	TTI 0 - 1.15 5 - 1.30 0 - 2.00 → 2.00	0. Color	0 / 1. 1. 0 / 0.	0 PTI 1.0 - 1.: 1.5 - 2.:5 71 F EB	5 M
Carter Ave Forbes Blvd. 0.7	LOS F LOS 'E' Int MD 450 at I Available count data.	VID 410 (AM) Hersections WD 410 (AM) MD 4	2 - 56th e 57th 295 (Bal 5 - 65th e 65th e Coop I.n 68th re 71s dwick-A ore Rd. D410 (V wy) - Ha ns Ln Rd 8 Ave 1- ess Gaa	0 1 LOS 'F' In MD 450 at MD 450 at MD 450 at Ave. 1 Ave. 1 Ave	Length (miles) 0.2 0.4 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 0.3	LOS E	F	TI	0.0 / 1.1 0.0 / 0.6 1.0 1.1 1.3 2 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8	TTI 0 - 1.15 5 - 1.30 0 - 2.00 → 2.00	0. Color	0 / 1. 1. 0 / 0.	0 PTI 1.0 - 1.: 1.5 - 2.:5 71 F EB	5 M

MD 450				K	THE	H (PO.
Limits:	Housley F	Rd to MD 2		HOUSLEY RD	Bestgate Rd	Anne Arund Medical Cent	el
Corridor Length:	1.2	miles	_(Westileiu A		H Jennifer	Rd
Speed Limit:	35 1	MPH	(450)		Parole		50)
Travel Lanes:	(1 - 2) Eastbou	nd 2 Westbound	450		450 23B	23 LORETT HEIGHT	A
Signal Controlled Intersections:		6	50	Ann	apolis Towne Cen	AC	150
Grade Separated Interchanges:		1	(iumat			107 1207	
Major Cross Streets:	Jennifer F	, MD 178, Rd, US 50, Id, MD 2				2 30000 500 m	
	Routes	Avg. Daily Ridership				Peak Ho	ur
Routes and Ridership	N/A	N/A		0 - 47,000 vpd	Trucks 2% - 5%	Traffic	
					Segment Oper	ations	
	Intersection Operation	ons	_		Eastbound	Westbound	
Signalized Intersections*	: AM Peak Hour	PM Peak Hour		Level of Service	AM / PM (Miles of Roadway)	AM / PM (Miles of Roadway)	
LOS D or Better	5	5	LC	DS D or Better	0.6 / 0.4	0.9 / 0.0	
LOSE	0	0		LOSE	0.6 / 0.6	0.3 / 0.4	
LOS F	U	0		LOS F	0.0 / 0.2	0.0 / 0.8	
LOS 'E' Inter	sections	LOS 'F' In	tersectio	ns		Color Key	
		<u> </u>			TTI	PTI	
							;
					1.00 - 1.		;
						15 1.0 - 1.5	
					1.00 - 1. 1.15 - 1.	15 1.0 - 1.5 30 1.5 - 2.5	
					1.00 - 1.	15 1.0 - 1.5 30 1.5 - 2.5	
					1.00 - 1. 1.15 - 1.	15 1.0 - 1.5 30 1.5 - 2.5 00 > 2.5	
Available count data.					1.00 - 1. 1.15 - 1. 1.30 - 2.	15 1.0 - 1.5 30 1.5 - 2.5 00 > 2.5	
Available count data.			1	 	1.00 - 1. 1.15 - 1. 1.30 - 2. > 2.00	15 1.0 - 1.5 30 1.5 - 2.5 00 > 2.5	
Available count data.		y Segment to East	Length (miles)	AM	1.00 - 1. 1.15 - 1. 1.30 - 2. > 2.00	15 1.0 - 1.6 30 1.5 - 2.6 00 > 2.5 No data PTI AM P	s M
Functional Class	West				1.00 - 1. 1.15 - 1. 1.30 - 2. > 2.00	15 1.0 - 1.6 30 1.5 - 2.6 00 > 2.5 No data PTI	5
	West Housley R	to East	(miles)	AM	1.00 - 1. 1.15 - 1. 1.30 - 2. > 2.00	15 1.0 - 1.6 30 1.5 - 2.6 00 > 2.5 No data PTI AM P	s M
Functional Class	West Housley R MD 178 -	to East td MD 178	(miles) 0.4	AM	1.00 - 1. 1.15 - 1. 1.30 - 2. > 2.00	15 1.0 - 1.0 30 1.5 - 2.0 00 > 2.5 No data PTI AM P EB WB EB	5 M WI

Limits:	MD 410 to M	D 198	(200		rland		95	D	LAUREI	(19	2
Corridor Length:	10.7 mile	s	esville	Fail	5		- 5	South L			
Speed Limit:	35 - 50 MI	РН	650		Calve	RD	1	(29	5 (197)	BOWIE	Pat
Travel Lanes:	(2 - 4) Northbound (2 -	4) Southbound	White O	Dak Iillandale	NOU		sville	A	3	10	197
Signal Controlled	. ,	.) couliscuia	- 49	and the second second		4	1	-12	N	16	
Intersections:	40		(193) Sz	Adelphi	AND E	4	Green	1 B C	BELT RD	Bo	w
Grade Separated Interchanges:	3		ng a Parl	Adelphi 212 ERSITY k 410	College	Parkeom	AVE 95	Goddar	d Glenn D	ale	
Majar Cross Streets	MD 410, MD 193, I-95, R		heast	410		KENIL	121	495 anham	2		
Major Cross Streets:	MD 212, Muirk Contee Rd, Cherry L		lingto	Н	yattsv	ille		A			
	Routes	Avg. Daily Ridership		Mt Rai	lier	1.				6.5	
	Green Line Greenbelt	12,079	1 Miles	m		1	-			4 2	
	Green Line College Park	8,504	1	U			Gre				
Routes and Ridership	METRO 81, 83, 86	4,292	6		50	>	T				
Noules and Muership	METRO 87, 88	844									
		-			.		Taural		P	eak Hou	ır
	METRO 89, 89M The Bus Route 17	826 357	19,000	15 AAI		4	Truck 3% - 6	-	6	Traffic .5% - 8%	/
OTE: The Green Line rider	ship data represents boardings	357	19,000	- 45,0			ent Opera		0	.5% - 0%	0
OTE. The Green Line hoes											
	Intersection Operations	1	-			-	rthbound	1	Southbo AM / P		
Signalized Intersection	s*: AM Peak Hour	PM Peak Hour					Miles of		(Miles		
orginalized intersection		T M T Cuk Hour	Lev	el of S	ervice	· ·	oadway)		Roadwa		
LOS D or Better	17	15	LC	S D or I	Better).1 / 1.8		6.9/0		
LOS E	0	1		LOS E	=	1	.0 / 3.6		3.8/5	.9	
LOS F	0	1		LOS	F	0).6 / 5.3		0.0/4	.8	
LOS 'E' Int	ersections	LOS 'F' In	tersection					Co	lor Key		
	ersections 98 (Talbot Ave) (PM)			IS			Т		lor Key	PTI	
		LOS 'F' In		IS				TI	lor Key	PTI	
		LOS 'F' In		IS			T 1.00 -	TI	lor Key		
		LOS 'F' In		IS			1.00 -	TI - 1.15	lor Key	PTI 1.0 - 1.5	
		LOS 'F' In		IS				TI - 1.15	lor Key	PTI	
		LOS 'F' In		IS			1.00 - 1.15 -	TI - 1.15 - 1.30	lor Key	PTI 1.0 - 1.5	
		LOS 'F' In		IS			1.00 -	TI - 1.15 - 1.30	lor Key	PTI 1.0 - 1.5	
US 1 (NB/L) at MD 1		LOS 'F' In		IS			1.00 - 1.15 -	TI - 1.15 - 1.30 - 2.00	lor Key	PTI 1.0 - 1.5 1.5 - 2.5	
		LOS 'F' In		IS			1.00 - 1.15 - 1.30 -	TI - 1.15 - 1.30 - 2.00 .00	lor Key	PTI 1.0 - 1.5 1.5 - 2.5	
US 1 (NB/L) at MD 1		LOS 'F' In		IS			1.00 - 1.15 - 1.30 -	TI - 1.15 - 1.30 - 2.00 .00		PTI 1.0 - 1.5 1.5 - 2.5	
US 1 (NB/L) at MD 1	98 (Talbot Ave) (PM)	LOS 'F' In US 1 at Edge	wood Rd (P	IS			1.00 - 1.15 - 1.30 -	TI - 1.15 - 1.30 - 2.00 .00	o data	PTI 1.0 - 1.5 1.5 - 2.5 > 2.5	
US 1 (NB/L) at MD 1		LOS 'F' In US 1 at Edge ment	wood Rd (P	IS	Т		1.00 - 1.15 - 1.30 - > 2	TI - 1.15 - 1.30 - 2.00 .00	o data	PTI 1.0 - 1.5 1.5 - 2.5 > 2.5	
US 1 (NB/L) at MD 1 Available count data.	98 (Talbot Ave) (PM) Roadway Seg	LOS 'F' In US 1 at Edge ment	wood Rd (P	IS M)	Т	TI	1.00 - 1.15 - 1.30 - > 2	TI - 1.15 - 1.30 - 2.00 .00	p data F AM	PTI 1.0 - 1.5 1.5 - 2.5 > 2.5	1 5
US 1 (NB/L) at MD 1 Available count data.	98 (Talbot Ave) (PM) Roadway Seg	LOS 'F' In US 1 at Edge US 1 at Edge	wood Rd (P	N)	T	TI	1.00 - 1.15 - 1.30 - > 2 M	TI - 1.15 - 1.30 - 2.00 .00 Ni	p data F AM	PTI 1.0 - 1.5 1.5 - 2.5 > 2.5	
US 1 (NB/L) at MD 1 Available count data.	98 (Talbot Ave) (PM) Roadway Seg North to So	LOS 'F' In US 1 at Edge US 1 at Edge use th uth	Length (miles)	A NB	T	TI	1.00 - 1.15 - 1.30 - > 2 M	TI - 1.15 - 1.30 - 2.00 .00 Ni	p data F AM	PTI 1.0 - 1.5 1.5 - 2.5 > 2.5	s
US 1 (NB/L) at MD 1 Available count data.	98 (Talbot Ave) (PM) Roadway Seg North to So Gorman Ave (MD-198	LOS 'F' In US 1 at Edge US 1 at Edge used of the state of the state uth) - Cherry Ln. ress St.	Length (miles)	A NB	T	TI	1.00 - 1.15 - 1.30 - > 2 M	TI - 1.15 - 1.30 - 2.00 .00 Ni	p data F AM	PTI 1.0 - 1.5 1.5 - 2.5 > 2.5	s
US 1 (NB/L) at MD 1 Available count data.	98 (Talbot Ave) (PM) Roadway Seg North to So Gorman Ave (MD-198 Cherry Ln Cyp	LOS 'F' In US 1 at Edge US 1 at Edge uth) - Cherry Ln. ress St. ntee Rd.	Length (miles) 0.6 0.7	A NB	T	TI	1.00 - 1.15 - 1.30 - > 2 M	TI - 1.15 - 1.30 - 2.00 .00 Ni	p data F AM	PTI 1.0 - 1.5 1.5 - 2.5 > 2.5	s
US 1 (NB/L) at MD 1 Available count data.	98 (Talbot Ave) (PM) Roadway Seg North to So Gorman Ave (MD-198 Cherry Ln Cyp Cypress St Cor	LOS 'F' In US 1 at Edge US 1 at Edge uth) - Cherry Ln. ress St. ntee Rd. kirk Rd.	Length (miles) 0.6 0.7 0.5	A NB	T	TI	1.00 - 1.15 - 1.30 - > 2 M	TI - 1.15 - 1.30 - 2.00 .00 Ni	p data F AM	PTI 1.0 - 1.5 1.5 - 2.5 > 2.5 PTI PM NB	s
US 1 (NB/L) at MD 1 Available count data. Functional Class	98 (Talbot Ave) (PM) Roadway Seg North to So Gorman Ave (MD-198 Cherry Ln Cyp Cypress St Con Contee Rd Muin	LOS 'F' In US 1 at Edge US 1 at Edge uth) - Cherry Ln. ress St. ntee Rd. kirk Rd. tz Way	Length (miles) 0.6 0.7 0.5 1.3	A NB	T	TI	1.00 - 1.15 - 1.30 - > 2 M	TI - 1.15 - 1.30 - 2.00 .00 Ni	p data F AM	PTI 1.0 - 1.5 1.5 - 2.5 > 2.5 PTI PM NB W	s
US 1 (NB/L) at MD 1 Available count data. Functional Class Urban Other Principal	98 (Talbot Ave) (PM) Roadway Seg North to So Gorman Ave (MD-198 Cherry Ln Cyp Cypress St Con Contee Rd Muir Muirkirk Rd R	LOS 'F' In US 1 at Edge US 1 at Edge uth) - Cherry Ln. ress St. ntee Rd. kirk Rd. tz Way Rd. (MD-212)	Length (miles) 0.6 0.7 0.5 1.3 0.4	A NB	T	TI	1.00 - 1.15 - 1.30 - > 2 M	TI - 1.15 - 1.30 - 2.00 .00 Ni	AM SB I I I I I I I I I I I I I	PTI 1.0 - 1.5 1.5 - 2.5 > 2.5 PTI PM NB W	S
US 1 (NB/L) at MD 1 Available count data. Functional Class	98 (Talbot Ave) (PM) Roadway Seg North to So Gorman Ave (MD-198 Cherry Ln Cyp Cypress St Con Contee Rd Muir Muirkirk Rd R Ritz Way - Powder Mill	LOS 'F' In US 1 at Edge US 1 at Edge uth) - Cherry Ln. ress St. ntee Rd. kirk Rd. tz Way Rd. (MD-212) Rhode Island Ave.	Length (miles) 0.6 0.7 0.5 1.3 0.4 1.8	A NB	T	TI	1.00 - 1.15 - 1.30 - > 2 M	TI - 1.15 - 1.30 - 2.00 .00 Ni	AM SB I I I I I I I I I I I I I	PTI 1.0 - 1.5 1.5 - 2.5 2.5 TI PM NB W W W W W W	S
US 1 (NB/L) at MD 1 Available count data. Functional Class Urban Other Principal	98 (Talbot Ave) (PM) Roadway Seg North to So Gorman Ave (MD-198 Cherry Ln Cyp Cypress St Cor Contee Rd Muir Muirkirk Rd R Ritz Way - Powder Mill Powder Mill Rd. (MD-212) -	LOS 'F' In US 1 at Edge US 1 at Edge uth) - Cherry Ln. ress St. ntee Rd. kirk Rd. tz 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	A NB	T	TI	1.00 - 1.15 - 1.30 - > 2 M	TI - 1.15 - 1.30 - 2.00 .00 Ni	AM SB I I I I I I I I I I I I I	PTI 1.0 - 1.5 1.5 - 2.5 2.5 TI PM NB W W W W W W W W W W W W W W W W W W	S V
US 1 (NB/L) at MD 1 Available count data. Functional Class Urban Other Principal	98 (Talbot Ave) (PM) Roadway Seg North to So Gorman Ave (MD-198 Cherry Ln Cyp Cypress St Cor Contee Rd Muir Muirkirk Rd R Ritz Way - Powder Mill Powder Mill Rd. (MD-212) - Rhode Island Ave	LOS 'F' In US 1 at Edge US 1 at Edge uth) - Cherry Ln. ress St. htee Rd. kirk Rd. tz Way Rd. (MD-212) Rhode Island Ave. ·I-495/I-95 y Hill Rd.	Length (miles) 0.6 0.7 0.5 1.3 0.4 1.8 0.6 1.0	A NB	T	TI	1.00 - 1.15 - 1.30 - > 2 M	TI - 1.15 - 1.30 - 2.00 .00 Ni	AM SB I I I I I I I I I I I I I	PTI 1.0 - 1.5 1.5 - 2.5 2.5 TI PM NB W W W W W W	S V
US 1 (NB/L) at MD 1 Available count data. Functional Class Urban Other Principal	98 (Talbot Ave) (PM) Roadway Seg North to So Gorman Ave (MD-198 Cherry Ln Cyp Cypress St Cor Contee Rd Muir Muirkirk Rd R Ritz Way - Powder Mill Powder Mill Rd. (MD-212) - Rhode Island Ave I-495/I-95 - Cherr	LOS 'F' In US 1 at Edge US 1 at Edge uth) - Cherry Ln. ress St. htee Rd. kirk Rd. tz Way Rd. (MD-212) Rhode Island Ave. -I-495/I-95 y 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	A NB	T	TI	1.00 - 1.15 - 1.30 - > 2 M	TI - 1.15 - 1.30 - 2.00 .00 Ni	AM SB I I I I I I I I I I I I I	PTI 1.0 - 1.5 1.5 - 2.5 2.5 TI PM NB W W W W W W W W W W W W W W W W W W	S V
US 1 (NB/L) at MD 1 Available count data. Functional Class Urban Other Principal	98 (Talbot Ave) (PM) Roadway Seg North to So Gorman Ave (MD-198 Cherry Ln Cyp Cypress St Cor Contee Rd Muir Muirkirk Rd R Ritz Way - Powder Mill Powder Mill Rd. (MD-212) - Rhode Island Ave I-495/I-95 - Cherr Cherry Hill Rd Greenbelt	LOS 'F' In US 1 at Edge US 1 at Edge uth) - Cherry Ln. ress St. htee Rd. kirk Rd. tz Way Rd. (MD-212) Rhode Island Ave. ·I-495/I-95 y Hill Rd. Rd./ Metzerott Rd. s Dr./ Painted Branch Pkwy	Length (miles) 0.6 0.7 0.5 1.3 0.4 1.8 0.6 1.0 0.3 1.1	A NB	T	TI	1.00 - 1.15 - 1.30 - > 2 M SB	TI - 1.15 - 1.30 - 2.00 .00 Ni	AM SB I I I I I I I I I I I I I	PTI 1.0 - 1.5 1.5 - 2.5 2.5 TI PM NB W W W W W W W W W W W W W W W W W W	s

Limits:	Baltimore City Line to	Honeygo Blvd	5000 M	a de la compañía de	Gunpow	der	Sunview ,	Perry Hall Toneygo
Corridor Length:	5.6 mile		Hattord Rd	acia Ave	Falls State	4		D Shape ha
comuor Length.	3.0 mile	5	Olo		Malett	Ad Histor Rd	2	E Joppa Rd
Speed Limit:	35 - 40 M	PH	Rơ Carn	ey	E Jop	ipa R _C		Ebenezer Rd
Travel Lanes:	(2 - 3) Northbound (2 -	- 3) Southbound	ave.		Walther Blug		Silver Sprin	ng Rd Hote
Signal Controlled Intersections:	23		Putty Hill Ave	695 		43		White Marsh
Grade Separated Interchanges:	2		*S AVO	Imore Belland	Fitch Ave	adge Hd	White Marsh	Mall (a) Honeygo (H ¹⁾ Nottingham
Major Cross Streets:	Taylor Ave, Fullerto Rossville Blvd, Putty Hil MD 43, Silver S E. Joppa Rd / Ebenezer	l Ave / Ridge Rd, pring Rd,	re O Kenwo	verlea		ang ann the	etro pd	
	Routes	Avg. Daily Ridership	H-7+7	ALX)				
Routes and Ridership	MTA 15	11,527						Peak Hour
•	MTA 47	947		15 AADT		Tru 2% -	cks	Traffic
	MTA 58	1,809	20,000	- 48,000		gment Ope		7% - 8.5%
Signalized Intersection	12	PM Peak Hour		Level of Service S D or Be		(Miles of Roadway) 5.2 / 0.0)	(Miles of Roadway) 2.4 / 2.6
LOS E	0	0		LOS E		0.4 / 4.0		3.2 / 3.0
LOS F	0	0		LOS F		0.0 / 1.6		0.0 / 0.0
LOS 'F' In	tersections	LOS 'F' Int	ersection	s			Co	lor Key
		2001	ersection				TTI	PTI
							0 - 1.15	1.0 - 1.5
						1.1	5 - 1.30	1.5 - 2.5
						1.3	0 - 2.00	
								> 2.5
Available count data.							· 2.00	
Available count data.							· 2.00	> 2.5 o data
Available count data.					πι		· 2.00	
Available count data.	Roadway Seg North to Sc	•	Length (miles)	AM		PM	• 2.00 N	o data PTI AM PM
	North to So	outh	(miles)				· 2.00	o data PTI AM PM
	North to So Chapel Rd Jo	ppa Rd.	(miles) 1.3			PM	• 2.00 N	o data PTI AM PM 3 SB NB S
	North to Sc Chapel Rd Jo Joppa Rd Silver	ppa Rd. Spring Rd.	(miles) 1.3 0.6			PM	• 2.00 N	o data PTI AM PM
Functional Class Urban Other Principal	North to So Chapel Rd Jo	uth ppa Rd. Spring Rd. vd. (MD-43)/Dunfield Rd.	(miles) 1.3 0.6 1.2	NB S		PM	• 2.00 N	o data PTI AM PM 3 SB NB S 4 0 0 0 0 0 0 0 0 0 0
Functional Class	North to Sc Chapel Rd Jo Joppa Rd Silver Silver Spring Rd Whitemarsh B	uth ppa Rd. Spring Rd. vd. (MD-43)/Dunfield Rd. ield Rd Rossville Blvd.	(miles) 1.3 0.6	NB S	SB I	PM	• 2.00 N	o data PTI AM PM 3 SB NB S 4 4 N 4 4
Urban Other Principal	North to Sc Chapel Rd Jo Joppa Rd Silver Silver Spring Rd Whitemarsh B Whitemarsh Blvd. (MD-43)/Dunf	uth ppa Rd. Spring Rd. vd. (MD-43)/Dunfield Rd. ield Rd Rossville Blvd. - I-695	(miles) 1.3 0.6 1.2 0.8	NB S	SB I	PM	• 2.00 N	o data PTI AM PM S SB NB S V V V V V V V V V V V V V V V V V V

Limits:		MD 97 to	MD 650		ton.	Kersey Rd	Orsson St	2 mar	PY	(Yadre
Corridor Length:		3.8 r	niles		(193)	1000	Kemp Mill	Par	White	
Speed Limit:		35 - 45	5 MPH			University BLog		38	6A	US Foo
Travel Lanes:	(3 - 4)	Northbound	-	bound	-	E 2		a (23)		6
Signal Controlled	(0 +)	Northbound	(2 4) 0000	bound	- DEU		(193) Belton P			Child
Intersections:		1	3		0	ennie	(193)	1 Ports	Northwest	1.75
Grade Separated Interchanges:		2	2		Ser al	Dation	4 ve		Branch Inacostia River	Capital Beltway
		7, Spring St /			. Class		495	Capital Beltw		Capitor (650)
Major Cross Streets:	-	Creek Pkwy			t Glen Capital	Beltway	17HE	apital Beite		Ne
	I-495, Ride On	MD 193, Loc Avg. Daily	skwood Dr, ivi	0 650	- BRAZ	al	北及			shire A
	Routes	Ridership	METRO Routes	Avg. Daily Ridership	(97)		2	BK-HAK	1.632	Isde
						2 AN	0	(A)		
			Z2 Z6	1,243	Lind Ave	q	Dale Q	10		
	8, 9, 13, 14, 21, 22	1,500	Z6 Z8	2,620 3,278		spring S	Name Ave	DY		5
Routes and Ridership			Z9, Z29	753	410	4	401	TA		
			Z11, Z13	797						
		Routes	0	y Ridership	-					Peak Hour
	-	05 15		155 175		15 AADT) - 68,000 \	und	Trucks 3% - 7%		Traffic 7.5% - 8.5%
		25		200	04,000	, 00,000 (i pu	070 770	,	1.070 0.070
					1		•	ent Operat		
							Segm	ent Operat	ions	
	Intersect	tion Operatio	ons		_ [Ť	orthbound	So	uthbound
innalized Intersection				ak Hour	1		Ť	orthbound AM / PM	So	AM / PM
ignalized Intersection		eak Hour	PM Pe	ak Hour		evel of Ser	rvice N	orthbound AM / PM (Miles of Roadway)	So / (R	AM / PM Miles of oadway)
LOS D or Better		eak Hour	PM Pe	6		LOS D or Be	rvice N	orthbound AM / PM (Miles of Roadway) 2.8 / 0.5	So (R	AM / PM Miles of loadway) D.3 / 0.0
LOS D or Better		eak Hour 5 4	PM Pe	6 3		LOS D or Be LOS E	rvice N	orthbound AM / PM (Miles of Roadway) 2.8 / 0.5 0.0 / 2.0	So (R	AM / PM Miles of coadway) 0.3 / 0.0 1.5 / 2.8
LOS D or Better		eak Hour	PM Pe	6		LOS D or Be	rvice N	orthbound AM / PM (Miles of Roadway) 2.8 / 0.5	So (R	AM / PM Miles of loadway) D.3 / 0.0
LOS D or Better	s*: AM P	eak Hour 5 4	PM Pe	6 3		LOS D or Be LOS E LOS F	rvice N	orthbound AM / PM (Miles of Roadway) 2.8 / 0.5 0.0 / 2.0	So (R	AM / PM Miles of coadway) 0.3 / 0.0 1.5 / 2.8
LOS D or Better LOS E LOS F LOS 'E' Inte US 29 at MD 19	s*: AM P	eak Hour 5 4	PM Pe	6 3 0		LOS D or Be LOS E LOS F	rvice N	orthbound AM / PM (Miles of Roadway) 2.8 / 0.5 0.0 / 2.0 1.0 / 1.3	So (R	AM / PM Miles of coadway) 0.3 / 0.0 1.5 / 2.8 2.0 / 1.0
LOS D or Better LOS E LOS F LOS 'E' Inte US 29 at MD 19 US 29 at Dale	s*: AM P rsections 3 (EB/L) (AM) Dr (AM,PM)	eak Hour 5 4	PM Pe	6 3 0		LOS D or Be LOS E LOS F	rvice N	orthbound AM / PM (Miles of Roadway) 2.8 / 0.5 0.0 / 2.0 1.0 / 1.3	So (R (Col	AM / PM Miles of oadway) D.3 / 0.0 1.5 / 2.8 2.0 / 1.0
LOS D or Better LOS E LOS F US 29 at MD 19 US 29 at Dale US 29 at Southwo	s*: AM P rsections 3 (EB/L) (AM) Dr (AM,PM) od Dr (AM,PM)	eak Hour 5 4 0	PM Pe	6 3 0		LOS D or Be LOS E LOS F	rvice N	orthbound AM / PM (Miles of Roadway) 2.8 / 0.5 0.0 / 2.0 1.0 / 1.3 T 1.00	So / (R () / / / / / / / / / / / / / / / / / /	AM / PM Miles of .oadway) D.3 / 0.0 1.5 / 2.8 2.0 / 1.0 Hor Key PTI 1.0 - 1.5
LOS D or Better LOS E LOS F LOS 'E' Inte US 29 at MD 19 US 29 at Dale	s*: AM P rsections 3 (EB/L) (AM) Dr (AM,PM) od Dr (AM,PM)	eak Hour 5 4 0	PM Pe	6 3 0		LOS D or Be LOS E LOS F	rvice N	orthbound AM / PM (Miles of Roadway) 2.8 / 0.5 0.0 / 2.0 1.0 / 1.3 T 1.00	So (R (Col	AM / PM Miles of .oadway) D.3 / 0.0 1.5 / 2.8 2.0 / 1.0 ior Key PTI
LOS D or Better LOS E LOS F US 29 at MD 19 US 29 at Dale US 29 at Southwo	s*: AM P rsections 3 (EB/L) (AM) Dr (AM,PM) od Dr (AM,PM)	eak Hour 5 4 0	PM Pe	6 3 0		LOS D or Be LOS E LOS F	rvice N	orthbound AM / PM (Miles of Roadway) 2.8 / 0.5 0.0 / 2.0 1.0 / 1.3 T 1.00 1.15	So / (R (Col TI - 1.15 - 1.30	AM / PM Miles of .oadway) D.3 / 0.0 1.5 / 2.8 2.0 / 1.0 Hor Key PTI 1.0 - 1.5
LOS D or Better LOS E LOS F US 29 at MD 19 US 29 at Dale US 29 at Southwo	s*: AM P rsections 3 (EB/L) (AM) Dr (AM,PM) od Dr (AM,PM)	eak Hour 5 4 0	PM Pe	6 3 0		LOS D or Be LOS E LOS F	rvice N	orthbound AM / PM (Miles of Roadway) 2.8 / 0.5 0.0 / 2.0 1.0 / 1.3 T 1.00 1.15 1.30	So /(R Co TI - 1.15 - 1.30 - 2.00	AM / PM Miles of .oadway) D.3 / 0.0 1.5 / 2.8 2.0 / 1.0 Hor Key PTI 1.0 - 1.5
LOS D or Better LOS E LOS F US 29 at MD 19 US 29 at MD 19 US 29 at Dale US 29 at Southwo US 29 at Lockwood Dr / Ent	s*: AM P rsections 3 (EB/L) (AM) Dr (AM,PM) od Dr (AM,PM)	eak Hour 5 4 0	PM Pe	6 3 0		LOS D or Be LOS E LOS F	rvice N	orthbound AM / PM (Miles of Roadway) 2.8 / 0.5 0.0 / 2.0 1.0 / 1.3 T 1.00 1.15 1.30	So / (R Co TI - 1.15 - 1.30 - 2.00 2.00	AM / PM Miles of (oadway) 0.3 / 0.0 1.5 / 2.8 2.0 / 1.0 or Key PTI 1.0 - 1.5 1.5 - 2.5 > 2.5
LOS D or Better LOS E LOS F US 29 at MD 19 US 29 at Dale US 29 at Southwo	s*: AM P rsections 3 (EB/L) (AM) Dr (AM,PM) od Dr (AM,PM)	eak Hour 5 4 0	PM Pe	6 3 0		LOS D or Be LOS E LOS F	rvice N	orthbound AM / PM (Miles of Roadway) 2.8 / 0.5 0.0 / 2.0 1.0 / 1.3 T 1.00 1.15 1.30	So / (R Co TI - 1.15 - 1.30 - 2.00 2.00	AM / PM Miles of .oadway) 0.3 / 0.0 1.5 / 2.8 2.0 / 1.0 or Key PTI 1.0 - 1.5 1.5 - 2.5
LOS D or Better LOS E LOS F US 29 at MD 19 US 29 at MD 19 US 29 at Dale US 29 at Southwo US 29 at Lockwood Dr / Ent	s*: AM P rsections 3 (EB/L) (AM) Dr (AM,PM) od Dr (AM,PM)	eak Hour 5 4 0	PM Pe	6 3 0	ersection	LOS D or Be LOS E LOS F	rvice N	orthbound AM / PM (Miles of Roadway) 2.8 / 0.5 0.0 / 2.0 1.0 / 1.3 T 1.00 1.15 1.30	So / (R Co TI - 1.15 - 1.30 - 2.00 2.00	AM / PM Miles of (oadway) 0.3 / 0.0 1.5 / 2.8 2.0 / 1.0 or Key PTI 1.0 - 1.5 1.5 - 2.5 > 2.5
LOS D or Better LOS E LOS F US 29 at MD 19 US 29 at MD 19 US 29 at Dale US 29 at Southwo US 29 at Lockwood Dr / Ent	s*: AM P rsections 3 (EB/L) (AM) Dr (AM,PM) od Dr (AM,PM)	Peak Hour 5 4 0 (AM,PM)	PM Pe	6 3 0		LOS D or Be LOS E LOS F	TTI	orthbound AM / PM (Miles of Roadway) 2.8 / 0.5 0.0 / 2.0 1.0 / 1.3 T 1.00 1.15 1.30 2.3 PM	So 2010 10 10 10 10 10 10 10 10 10 10 10 10	AM / PM Miles of oadway) 0.3 / 0.0 1.5 / 2.8 2.0 / 1.0 or Key PTI 1.0 - 1.5 2.5 2.5 2.5 2.5 2.5 2.5 2.5 2
LOS D or Better LOS E LOS F US 29 at MD 19 US 29 at MD 19 US 29 at Dale US 29 at Southwo US 29 at Lockwood Dr / Ent	s*: AM P rsections 3 (EB/L) (AM) Dr (AM,PM) od Dr (AM,PM) to Coice Center	Peak Hour 5 4 0 (AM,PM) Roadway North to	PM Pe	6 3 0 LOS 'F' Int	ersection Length (miles)	LOS D or Be LOS E LOS F	N rvice	orthbound AM / PM (Miles of Roadway) 2.8 / 0.5 0.0 / 2.0 1.0 / 1.3 T 1.00 1.15 1.30 2.3 PM	So 4 (R (Col - 1.15 - 1.30 - 2.00 N(AM / PM Miles of oadway) 0.3 / 0.0 1.5 / 2.8 2.0 / 1.0 or Key PTI 1.0 - 1.5 2.5 2.5 2.5 2.5 2.5 2.5 2.5 2
LOS D or Better LOS E LOS F US 29 at MD 19 US 29 at MD 19 US 29 at Dale US 29 at Southwo US 29 at Lockwood Dr / Ent	s*: AM P rsections 3 (EB/L) (AM) Dr (AM,PM) od Dr (AM,PM) to Coice Center New Hat	Peak Hour 5 4 0 (AM,PM) Roadway North to mpshire Ave. (M	PM Pe Segment o South	6 3 0 LOS 'F' Into	Length (miles)	LOS D or Be LOS E LOS F	TTI	orthbound AM / PM (Miles of Roadway) 2.8 / 0.5 0.0 / 2.0 1.0 / 1.3 T 1.00 1.15 1.30 2.3 PM	So 2010 10 10 10 10 10 10 10 10 10 10 10 10	AM / PM Miles of oadway) 0.3 / 0.0 1.5 / 2.8 2.0 / 1.0 or Key PTI 1.0 - 1.5 2.5 2.5 2.5 2.5 2.5 2.5 2.5 2
LOS D or Better LOS E LOS F US 29 at MD 19. US 29 at MD 19. US 29 at MD 19. US 29 at Southwo US 29 at Southwo US 29 at Lockwood Dr / Ent Available count data.	s*: AM P rsections 3 (EB/L) (AM) Dr (AM,PM) od Dr (AM,PM) to Coice Center New Har Lock	Peak Hour 5 4 0 (AM,PM) Roadway North to	PM Pe Segment o South ID-650) - Lockwersity Blvd. (MD-	6 3 0 LOS 'F' Into vood Dr. -193)	ersection Length (miles)	LOS D or Be LOS E LOS F	TTI SB N	orthbound AM / PM (Miles of Roadway) 2.8 / 0.5 0.0 / 2.0 1.0 / 1.3 T 1.00 1.15 1.30 2.8 PM B SB	So 2010 10 10 10 10 10 10 10 10 10 10 10 10	AM / PM Miles of .oadway) 0.3 / 0.0 1.5 / 2.8 2.0 / 1.0 Nor Key PTI 1.0 - 1.5 1.5 - 2.5 2.5 0 data PTI M PM SB NB S
LOS D or Better LOS E LOS F US 29 at MD 19 US 29 at MD 19 US 29 at Dale US 29 at Southwo US 29 at Lockwood Dr / Ent Available count data.	s*: AM P rsections 3 (EB/L) (AM) Dr (AM,PM) od Dr (AM,PM) to Coice Center New Har Lock	Peak Hour 5 4 0 (AM,PM) (AM,PM) Roadway North to mpshire Ave. (M wood Dr Unive	PM Pe Segment o South ID-650) - Lockw ersity Blvd. (MD- 193) - I-493	6 3 0 LOS 'F' Into vood Dr. -193)	Length (miles) 0.9 1.1	LOS D or Be LOS E LOS F	TTI SB N	orthbound AM / PM (Miles of Roadway) 2.8 / 0.5 0.0 / 2.0 1.0 / 1.3 T 1.00 1.15 1.30 2.8 PM B SB	So 2010 10 10 10 10 10 10 10 10 10 10 10 10	AM / PM Miles of .oadway) 0.3 / 0.0 1.5 / 2.8 2.0 / 1.0 Nor Key PTI 1.0 - 1.5 1.5 - 2.5 2.5 0 data PTI M PM SB NB S
LOS D or Better LOS E LOS F US 29 at MD 19. US 29 at MD 19. US 29 at MD 19. US 29 at Southwo US 29 at Southwo US 29 at Lockwood Dr / Ent Available count data.	s*: AM P rsections 3 (EB/L) (AM) Dr (AM,PM) od Dr (AM,PM) to Coice Center New Har Locky	Peak Hour 5 4 0 (AM,PM) (AM,PM) Roadway North to mpshire Ave. (M wood Dr Unive Jniversity Blvd.	PM Pe Segment o South ID-650) - Lockw ersity Blvd. (MD- (MD-193) - I-49: anklin Ave. e Dale Dr.	6 3 0 LOS 'F' Into vood Dr. -193)	Length (miles) 0.9 1.1 0.3	LOS D or Be LOS E LOS F	TTI SB N	orthbound AM / PM (Miles of Roadway) 2.8 / 0.5 0.0 / 2.0 1.0 / 1.3 T 1.00 1.15 1.30 2.8 PM B SB	So 2010 10 10 10 10 10 10 10 10 10 10 10 10	AM / PM Miles of .oadway) 0.3 / 0.0 1.5 / 2.8 2.0 / 1.0 Nor Key PTI 1.0 - 1.5 1.5 - 2.5 2.5 0 data PTI M PM SB NB S

US 29				Spencerville	(198)		Brooklyn
Limits:	Industrial Pkwy to	o MD 198	Cloverly	in the h		Burto	nsville
Corridor Length:	4.4 miles	S		199s Chaney Ro			West Lau
Speed Limit:	50 - 55 MI	РН	\sim		St	G	
Travel Lanes:	(2 - 4) Northbound (2 -	4) Southbound	1_			12	concastle Rd
Signal Controlled Intersections:	6		sville		Fairland	NO	a
Grade Separated Interchanges:	4			Remotively ad	29		95 200
Major Cross Streets:	Industrial Parkway E Randolph Rd / Cł Musgrove Rd, Fa MD 200, Briggs C Blackburn Rd, Routes	herry Hill Rd iirland Rd, ihaney Rd,	(650) White (AUS ALAL	Calver	ton
F	Ride On Route 10	430			SC .		
Routes and Ridership	METRO Z8	3,278					Peak Hour
	METRO Z11	797	20 ⁻	15 AADT		Trucks	Traffic
	METRO Z29	753	60,00	00 - 67,000		3% - 5%	8.5% - 10.5%
				9	Segment	Operatio	ns
	ntersection Operations				North	bound	Southbound
			ר ר		AM /		AM / PM
Signalized Intersections	*: AM Peak Hour	PM Peak Hour		Level of Service	(Mile Road		(Miles of Roadway)
LOS D or Better	3	3	LO	S D or Better	3.0 /		2.4 / 1.2
LOS E	0	1		LOS E	1.4 /		0.6 / 3.2
LOS F	2	1		LOS F	0.0 /	0.2	1.4 / 0.0
LOS 'E' Inte	rsections	LOS 'F' In	tersection	IS			Color Key
US 29 at Black	burn Rd (PM)	US 29 at Blac	kburn Rd (A	.M)		TTI	PTI
		US 29 at Greend	astle Rd (AN	И,РМ)		1.00 - 1.1	5 1.0 - 1.5
						1.15 - 1.3	30 1.5 - 2.5
						1.30 - 2.0	00
							> 2.5
Available count data.						> 2.00	> 2.5 No data
Available count data.				т			> 2.5
Available count data. Functional Class	Roadway Seg		Length	T	TI PM		> 2.5 No data
	Roadway Seg North to So		Length (miles)			> 2.00	> 2.5 No data PTI
		uth		AM	PM	> 2.00	> 2.5 No data PTI AM PM
	North to So	astle Rd.	(miles)	AM	PM	> 2.00	> 2.5 No data PTI AM PM NB SB NB S
	North to So MD198 - GreenC	uth astle Rd. Fairland Rd.	(miles) 1.2	AM	PM	> 2.00	> 2.5 No data PTI AM PM NB SB NB S
Functional Class	North to So MD198 - GreenC GreenCastle Rd F	uth astle Rd. Fairland Rd. grove Rd.	(miles) 1.2 1.8	AM	PM NB S	> 2.00	> 2.5 No data PTI AM PM NB SB NB S

US 40			Hag	gerstown	enter 64	No Com
Limits:	I-70 to Clevela	and Ave		Cleveland	Solern Ave	- And
Corridor Length:	3.4 mile	25		Clei		
Speed Limit:	35 - 45 M	PH	65	ALT 40	\mathcal{P}	In the st
Travel Lanes:	(2 - 3) Eastbound (2	- 3) Westbound	AX.		Howell	Mr Aetha Rd
Signal Controlled Intersections:	6		EO	ak Ridge Dr	SEddemood	Dr-40
Grade Separated Interchanges:	1			indige Dr	Beave	- A
Major Cross Streets:	I-70, Edgewood Mt. Aetna Eastern B Cleveland	Rd, Ivd,				CRAAL PLAN
	Routes	Ave Ave Ave	20	15 AADT	Trucks	Peak Hour Traffic
Routes and Ridership	N/A	N/A	27,000	- 39,000 vpd	3% - 4%	7.5% - 8.5%
				S	egment Operati	ons
h	ntersection Operations				Eastbound	Westbound
					AM / PM	AM / PM
Signalized Intersections'	: AM Peak Hour	PM Peak Hour		Level of Service	(Miles of	(Miles of
LOS D or Better	4	4		Service	Roadway) 3.4 / 1.3	Roadway) 2.7 / 0.0
LOS E	0	0		LOS E	0.0 / 2.1	0.7 / 3.1
	Ŭ Ŭ			LOS F		0.0 / 0.3
	0	0				
LOS F	0	0		2001	0.0 / 0.0	0.070.3
LOS F			ersection		0.070.0	
		0 LOS 'F' Int	ersectior		「	Color Key
LOS F			ersectior		TTI	
LOS F			ersectior		「	Color Key PTI
LOS F			ersectior		TTI 1.00 - 1	Color Key PTI .15 1.0 - 1.5
LOS F			ersectior		тті	Color Key PTI .15 1.0 - 1.5
LOS F			ersectior		TTI 1.00 - 1 1.15 - 1	Color Key PTI .15 1.0 - 1.5 .30 1.5 - 2.5
LOS F			ersectior		TTI 1.00 - 1	Color Key PTI .15 1.0 - 1.5 .30 1.5 - 2.5
LOS F			ersectior		TTI 1.00 - 1 1.15 - 1	Color Key PTI .15 1.0 - 1.5 .30 1.5 - 2.5 .00 > 2.5
LOS F			ersectior		TTI 1.00 - 1 1.15 - 1 1.30 - 2	Color Key PTI .15 1.0 - 1.5 .30 1.5 - 2.5 .00 > 2.5
LOS F			ersection		TTI 1.00 - 1 1.15 - 1 1.30 - 2	Color Key PTI .15 1.0 - 1.5 .30 1.5 - 2.5 .00 > 2.5
LOS F	rsections	LOS 'F' Int		1 5	TTI 1.00 - 1 1.15 - 1 1.30 - 2 > 2.00	Color Key PTI .15 1.0 - 1.5 .30 1.5 - 2.5 .00 > 2.5 No data PTI
LOS F		LOS 'F' Int	ersection Length (miles)		TTI 1.00 - 1 1.15 - 1 1.30 - 2 > 2.00 1 PM	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' Inter Available count data.	rsections Roadway Seg West to E	LOS 'F' Int gment ast	Length (miles)	1 5	TTI 1.00 - 1 1.15 - 1 1.30 - 2 > 2.00	Color Key PTI .15 1.0 - 1.5 .30 1.5 - 2.5 .00 > 2.5 .00 > 2.5 .00 PTI Mo data PM EB WB EB V
LOS F LOS 'E' Inter Available count data.	rsections Roadway Seg West to E Cannon Ave (MD-64) -	LOS 'F' Int gment ast Cleveland Ave.	Length (miles) 0.3		TTI 1.00 - 1 1.15 - 1 1.30 - 2 > 2.00 1 PM	Color Key PTI .15 1.0 - 1.5 .30 1.5 - 2.5 .00 > 2.5 No data PTI AM PM EB WB EB V
LOS F LOS 'E' Inter Available count data.	Roadway Seg West to E Cannon Ave (MD-64) - Cleveland Ave E	gment ast Cleveland Ave. astern Blvd.	Length (miles) 0.3 0.6		TTI 1.00 - 1 1.15 - 1 1.30 - 2 > 2.00 1 PM	Color Key PTI .15 1.0 - 1.5 .30 1.5 - 2.5 .00 > 2.5 .00 > 2.5 .00 PTI Mo data PM EB WB EB V
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C. 2015 Capital Project Fact Sheets



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BEFORE

AFTER

US 15 Northbound Between Motter Avenue and MD 26 LOCATION: FREDERICK, FREDERICK COUNTY

This project provides a 2,200' auxiliary lane along US 15 northbound (Frederick Highway) between Motter Avenue and MD 26 (Liberty Road) in Frederick County. Previously, separate acceleration and deceleration lanes existed along US 15 northbound. The improvement provides additional capacity to the roadway and enhances safety by increasing the acceleration and deceleration distances.

Freeway Background

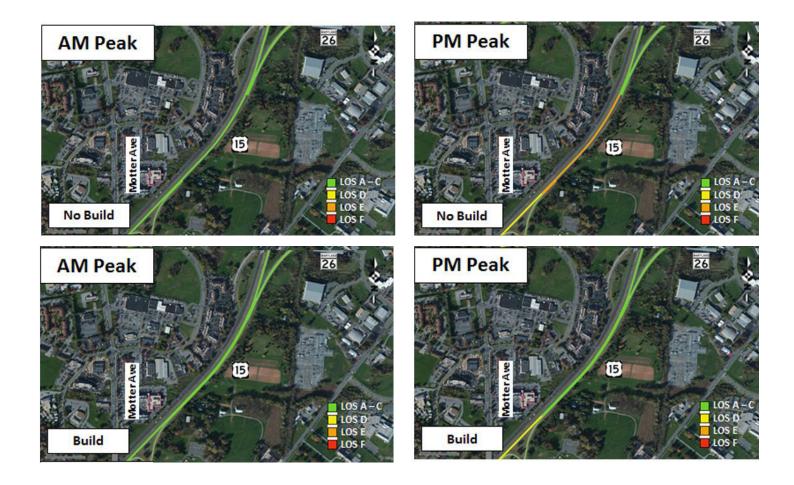
- The multilane highway LOS was C during the AM peak hour and E for the PM peak hour.
- There were a total of 108 crashes during the 5 year study period (45 injury and 63 property damage).

Project Scope

• Provided a 2,200' auxiliary lane along US 15 northbound between Motter Avenue and MD 26.

- The additional capacity along US 15 northbound between Motter Ave and MD 26 results in improved level of service from C/E during the AM/PM, respectively to B/C.
- The reduction in delay between the "Before" and "After" is expected to be 10% during the PM peak hour.
- The segment of roadway has a crash rate greater than the statewide average. The geometric enhancements reduce the number and increase length of merging and diverging maneuvers, thus increasing safety.
- The projected reduction in crash rates, with the installation of auxiliary lane, is 23%.

Average A	Average Annual Savings (Th			
Reduction in Delay	Reduction in Fuel Consumption	Safety	Construction Cost Estimate (Millions)	Benefit/Cost (20 Years)
\$481	\$9	\$217	\$3	5.2



C. 2015 CAPITAL PROJECT FACT SHEETS





BEFORE

AFTER

MD 20 at MD 291

LOCATION: CHESTERTOWN, KENT COUNTY

This roundabout is projected to significantly improve safety of all motorists traveling through the intersection. SHA chose a roundabout for this location in lieu of a signalized intersection since a roundabout meets the operational goals of the intersection and has a lower lifetime maintenance cost and a lower crash rate. The roundabout also improved traffic operations.

Intersection Background

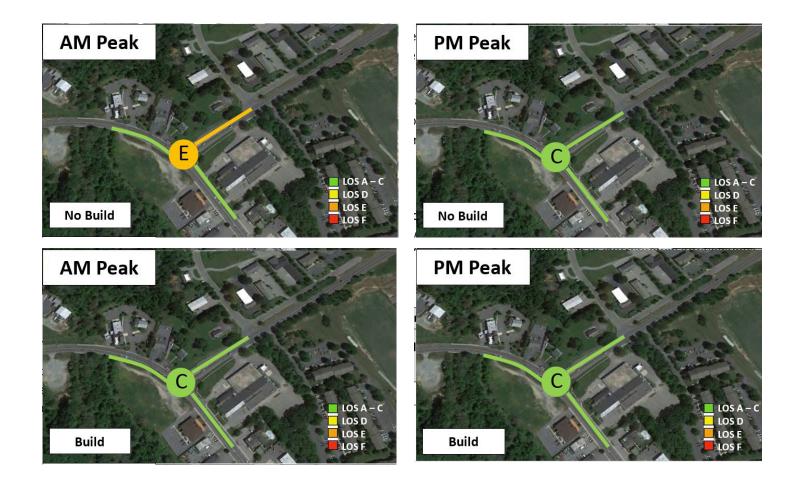
- All-way stop controlled intersection operated at LOS was E/C for the AM and PM peak hours, respectively.
- There were six crashes recorded during the 5-year study period (3 injury, 3 property damage).

Project Scope

- Convert existing all-way stop controlled unsignalized intersection to a three-legged roundabout.
- Resurface MD 291 from Talbot Boulevard to the MD 20 intersection (1,050 feet).
- Resurface MD 20 from south of MD 514 to 500 feet south of the roundabout (500').

- The total intersection delay improved for the PM peak hour from 2.3 hours to 0.6 hours.
- The AM peak hour LOS improved from LOS E to C.
- Roundabouts have lower crash severities compared to conventional intersections.

Average A	nnual Savings (T	housands)		
Reduction in Delay	Reduction in Fuel Consumption	Safety	Construction Cost Estimate (Millions)	Benefit/Cost (20 Years)
\$28	\$1	\$27	\$1	1.1







AFTER

MD 185 at Jones Bridge Road

LOCATION: CHEVY CHASE, MONTGOMERY COUNTY

The purpose of this project was to increase capacity along this corridor and to accommodate the projected traffic volumes due to BRAC. The southbound channelized right turn was removed and replaced with a continuous right turn lane from I-495 and an additional through lane was constructed along MD 185 northbound.

Intersection Background

- There were 63 crashes during the five-year study period (17 injury, 46 property damage).
- Prior to the improvement, the LOS was F/F for the AM and PM peak hours, respectively.

Project Scope

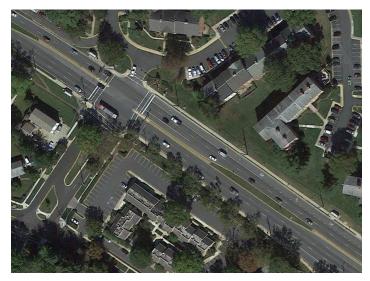
- Remove channelized right turn lane and replace with a separate continuous right turn lane on MD 185 southbound from the I-495 ramp.
- Add through lane on MD 185 northbound.

- The total delay improved from 197 seconds to 131 during the AM peak hour (33% improvement).
- The total delay improved from 136 seconds to 101 seconds during the PM peak hour (26% improvement).
- The v/c ratio improved from 1.3 to 1.15 during the PM peak hour.
- The 95% southbound through queue improved by 83% during the AM peak hour.
- The 95% northbound queue improved by 76% during the PM peak hour.

Average A	Average Annual Savings (Thousands)			
Reduction in Delay	Reduction in Fuel Consumption	Safety	Construction Cost Estimate (Millions)	Benefit/Cost (20 Years)
\$1,930	\$44	\$30	\$4	8.8



Note: Number in circle represents delay per vehicle.





BEFORE

AFTER

MD 586 (Veirs Mills Road) at Ferrara Avenue LOCATION: SILVER SPRING, MONTGOMERY COUNTY

This intersection improvement project was constructed to improve safety by changing the MD 586 westbound left turn movement from permissive/protected phasing to protected phasing only. The change in phasing increases the intersection delays and queues with the benefit of improving safety. As part of this project, the MD 586 westbound left turn storage bay was lengthened.

Intersection Background

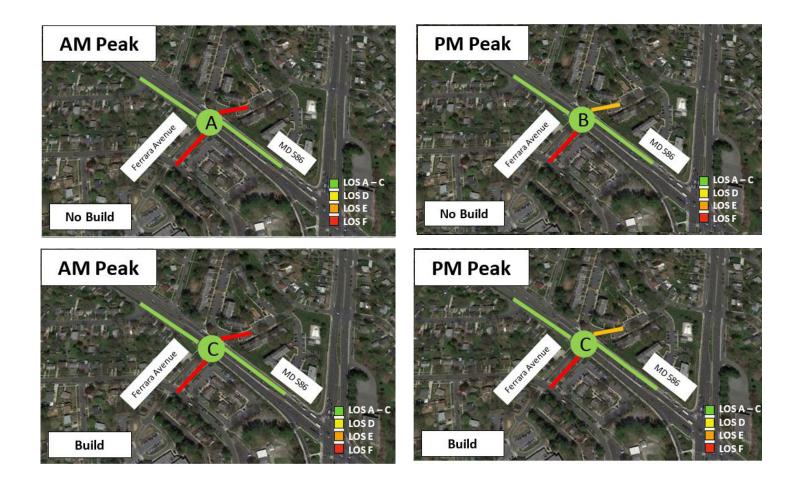
- Prior to the implementation of the improvement, the LOS was A in the AM peak hour and B in the PM peak hour.
- There were 23 crashes during the 5-year study period (1 fatality, 10 injury, 12 property damage, 2 pedestrian).
- Eight (8) of the 23 crashes (35%) involved vehicles on MD 586 making a left turn.
- One pedestrian crash involved motorist traveling eastbound on MD 586 making a U-turn; the second pedestrian crash involved a motorist making a left turn from westbound MD 586.

Project Scope

- Lengthened westbound left turn lane on MD 586.
- Replaced permitted/protected phasing with protected only left turn phasing on MD 586 westbound.

- The protected only left turn phase should decrease the number of crashes at the intersection.
- The additional storage area will improve the flow along MD 586 and may decrease the number of rear end crashes.

Average Annual Savings (Thousands)				
Reduction in Delay	Reduction in Fuel Consumption	Safety	Construction Cost Estimate (Millions)	Benefit/Cost (20 Years)
\$ -156	\$ -4	\$291	\$1	7.3



C. 2015 CAPITAL PROJECT FACT SHEETS





BEFORE

AFTER

MD 4 from MD 235 to Patuxent Boulevard

LOCATION: CALIFORNIA, ST. MARY'S COUNTY

The purpose of this project was to improve capacity at the MD 235/MD 4 intersection by creating downstream gaps along MD 4. Previously, traffic queued from the Thomas Johnson Bridge through the MD 235/MD 4 intersection, resulting in phase failures and intersection blockage due to the lack of downstream gaps. The additional capacity allowed for better queue management and created gaps for turning motorists from the intersection.

Intersection Background

- The intersection currently operates at LOS F during the morning and evening peak hours.
- There were 74 crashes during the 5 year study period at the MD 235/MD 4 intersection (31 injury, 43 property damage).

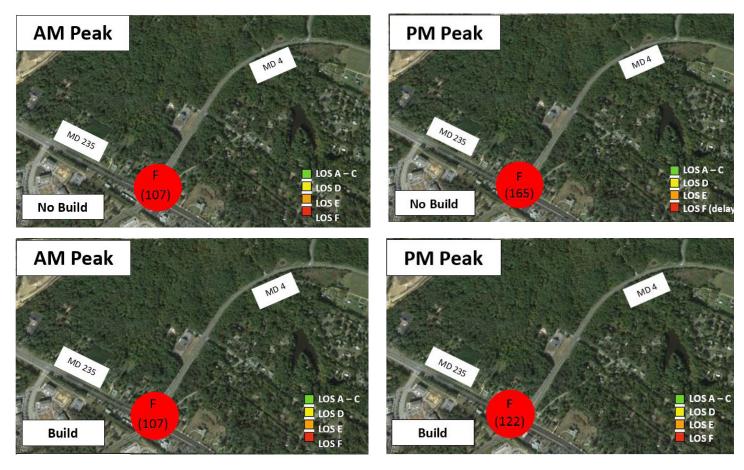
Project Scope

- Extend acceleration lane on MD 4 north from MD 235 to Oak Drive.
- Widen to two lanes on MD 4 north from Oak Drive to south of Patuxent Boulevard.
- Install bike lanes on MD 4.

Benefits

• The intersection delay decreases by 43 seconds per vehicle since the additional capacity allows more motorists to move through the MD 4/MD 235 intersection than previously.

Average Annual Savings (Thousands)				
Reduction in Delay	Reduction in Fuel Consumption	Safety	Construction Cost Estimate (Millions)	Benefit/Cost (20 Years)
\$243	\$5	\$69	\$3	3.6



Note: Number in circle represents delay per vehicle.

C. 2015 CAPITAL PROJECT FACT SHEETS





BEFORE

AFTER

MD 144 at MD 910C

LOCATION: HAGERSTOWN, WASHINGTON COUNTY

At the intersection, there has been a significant increase in truck and passenger car volumes on Western Maryland Parkway and MD 144. The roundabout addresses traffic operations and safety concerns by helping move traffic on Western Maryland Parkway through the intersection safely and efficiently while keeping traffic on MD 144 flowing. All four legs of the intersection have similar traffic volumes, which is ideal for a roundabout.

Intersection Background

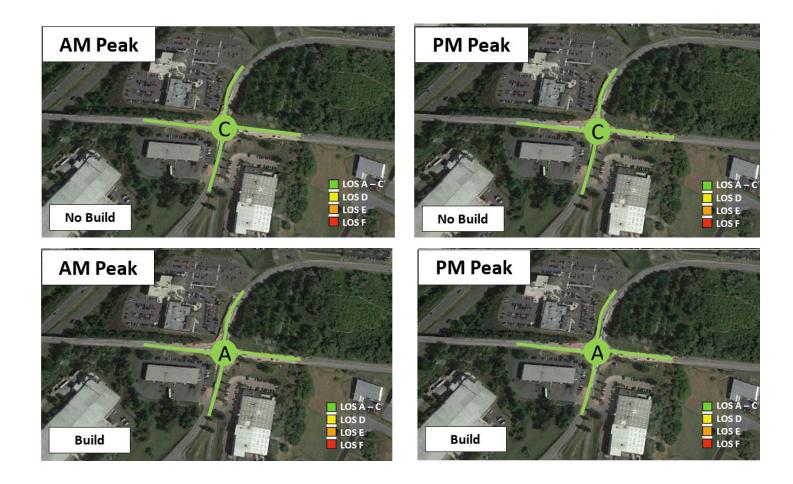
- Two-way stop controlled intersection with approach Level of Service of C/C for the AM and PM peak hours, respectively.
- There were 12 crashes over the five-year study period (5 injury, 7 property damage).

Project Scope

• Convert existing two-way stop controlled intersection to a four-legged roundabout.

- AM and PM Peak hours both improved from LOS C to LOS A.
- Decreased crash severity since roundabout crashes are typically low speed, rear end crashes compared to high-speed angle crashes at a traditional four-leg intersection.

Average Annual Savings (Thousands)				
Reduction in Delay	Reduction in Fuel Consumption	Safety	Construction Cost Estimate (Millions)	Benefit/Cost (20 Years)
\$13	\$0.3	\$44	\$1	0.6



C. 2015 CAPITAL PROJECT FACT SHEETS





BEFORE

AFTER

US 13 Business at South Division Street LOCATION: SALISBURY, WICOMICO COUNTY

The US 13 Business at South Division Street improvements were developed to improve safety and increase capacity. Previously, this intersection operated as a two way stop controlled intersection. The median along US 13 Business stored vehicles crossing US 13 Business. By implementing a traffic signal, motorists on South Division Street no longer have to endure delays when crossing US 13 Business. US 13 Business does experience more delay during the peak hours since the movement is now stopped.

Intersection Background

- There were 15 crashes during the five-year study period (6 injury, 9 property damage).
- Prior to the improvement implementation, the unsignalized LOS was F/F for the AM and PM peak hours, respectively.

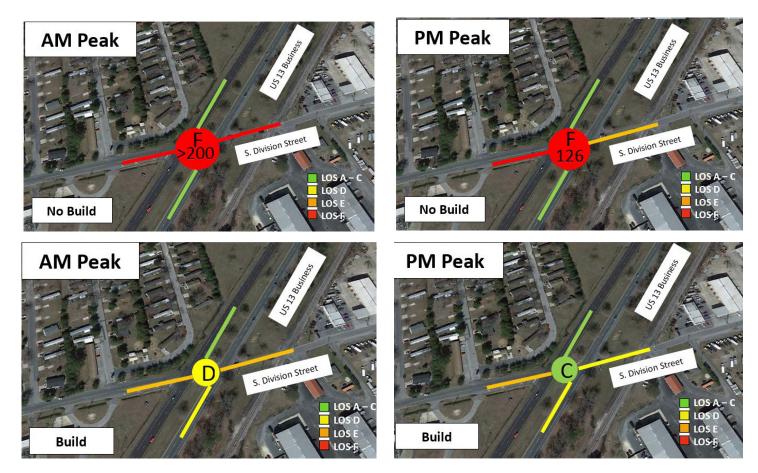
Project Scope

- Signalize the four-legged intersection
- Install a left turn lane on US 13 Business northbound and southbound
- Install bike lanes along US 13 Business

Benefits

The capacity improvements and installation of a traffic signal had an overall network wide benefit even though mainline delays increased. This signal provided a much needed east/west accessibility and as a result, demand along the side streets significantly increased. Motorists were likely avoiding delays at the intersection and driving longer distances on the local roadway network to find quicker alternative routes.

Average Annual Savings (Thousands)				
Reduction in Delay	Reduction in Fuel Consumption	Safety	Construction Cost Estimate (Millions)	Benefit/Cost (20 Years)
\$816	\$18	\$87	\$2	10.1



Note: Number in circle represents delay per vehicle.





BEFORE

AFTER

MD 349 at Crooked Oak Lane

LOCATION: SALISBURY, WICOMICO COUNTY

This project was constructed to improve safety and traffic flow. The new left turn lanes on MD 349 removed stopped turning vehicles from the through lanes, and allowed through traffic to maintain a constant running speed, reducing the potential for rear end collisions. The project also included the installation of bike lanes.

Intersection Background

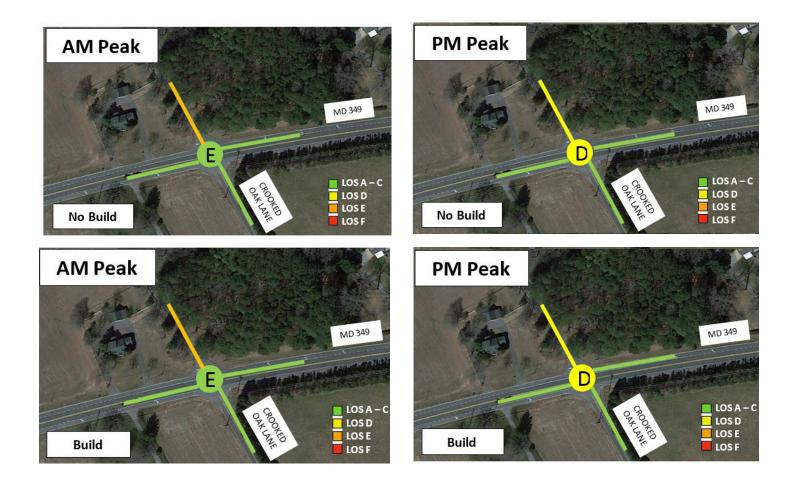
- Intersection LOS was E in the AM peak hour and D in the PM peak hour.
- There were five crashes during the 5-year study period (2 injury, 3 property damage).

Project Scope

- Construction of two left turn lanes, including base widening along MD 349
- Construction of a right turn lane on Crooked Oak Lane northbound and a left turn lane on Crooked Oak Lane southbound
- Installation of bike lanes on MD 349
- Resurfacing MD 349 for 1,900 feet
- Resurfacing Crooked Oak Lane for 700 feet

- The delay for southbound MD 349 improved during both the AM and PM peak hours (14 seconds in the AM peak and 12 seconds in the PM peak hour)
- The implementation of left turn lanes are expected to decrease rear end crashes

Average Annual Savings (Thousands)				
Reduction in Delay	Reduction in Fuel Consumption	Safety	Construction Cost Estimate (Millions)	Benefit/Cost (20 Years)
\$9	\$0.2	\$21	\$1	0.5



C. 2015 CAPITAL PROJECT FACT SHEETS





BEFORE

AFTER

MD 822 at MD 675

LOCATION: PRINCESS ANNE, SOMERSET COUNTY

This project improves safety and provides traffic calming near the University of Maryland Eastern Shore Campus. A roundabout eliminates left turn movements thus reducing the number of conflict points within the intersection. The roundabout improves operations at the intersection.

Intersection Background

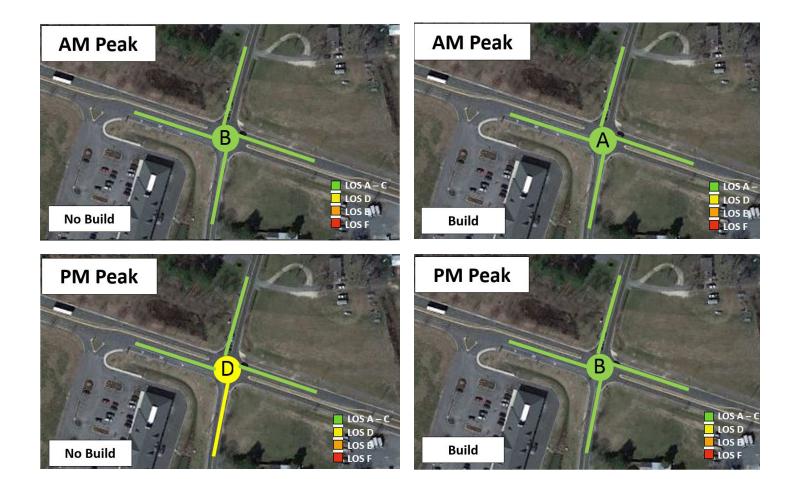
- The intersection operated at LOS B during AM Peak and LOS D during PM peak hour.
- There were 9 crashes at this intersection in the 5 year study period (2 Injury, 7 property damage).

Project Scope

- Convert existing two-way stop controlled intersection to a four-legged roundabout.
- Base widening, sidewalks and resurfacing along MD 675 from MD 362 to MD 822.

- AM Peak hour LOS improves from B to A.
- PM Peak hour LOS improves from D to B.
- The PM northbound 95% queue reduced from approximately 135 feet to 55 feet.
- Potentially decreased crash severity.

Average Annual Savings (Thousands)				
Reduction in Delay	Reduction in Fuel Consumption	Safety	Construction Cost Estimate (Millions)	Benefit/Cost (20 Years)
\$4	\$0.1	\$23	\$3	0.1



LARRY HOGAN Governor **BOYD K. RUTHERFORD** Lt. Governor **PETE K. RAHN** MDOT Secretary

GREGORY I. SLATER MDOT SHA Administrator

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