

STATE HIGHWAY ADMINISTRATION



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2020 MARYLAND STATE HIGHWAY MOBILITY REPORT SUPPLEMENT

INTRODUCTION

The Maryland Mobility Report Supplement provides more-in-depth detail of performance and mobility trends over the past year. This report provides additional specifics on each freeways/expressways and arterials plus detailed information on the County/regionwide level. The Supplement includes data on:

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

In addition, mapping was provided to identify locations of the various programs and projects including:

Location Mapping

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

For additional information, reference the 2020 Maryland Mobility Report.

TRAFFIC VOLUMES



Traffic volume data is collected from many sources. This includes from continuous count stations which are located throughout the State on different types of roadways. These stations record volumes 24 hours a day, 365 days a year at approximately 100 locations. In addition, the majority of traffic data is collected every three years at the same locations for forty-eight (48) hours. These counts are factored to develop the average daily traffic on each section of roadway. The length of these sections is multiplied by the traffic volume to develop the total vehicle miles traveled (VMT). The VMT is developed on a statewide, countywide and regionwide basis. Maryland is subdivided into five geographical regions. These five geographical regions are: Baltimore Metropolitan; Washington Metropolitan; Southern Maryland; Eastern Shore; and Western Maryland (Figure 1).

BALTIMORE METROPOLITAN REGION

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

WASHINGTON METROPOLITAN REGION (MARYLAND COUNTIES)

- · Frederick (FR)
- Montgomery (MO)
- · Prince George's (PG)

SOUTHERN MARYLAND

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

EASTERN SHORE

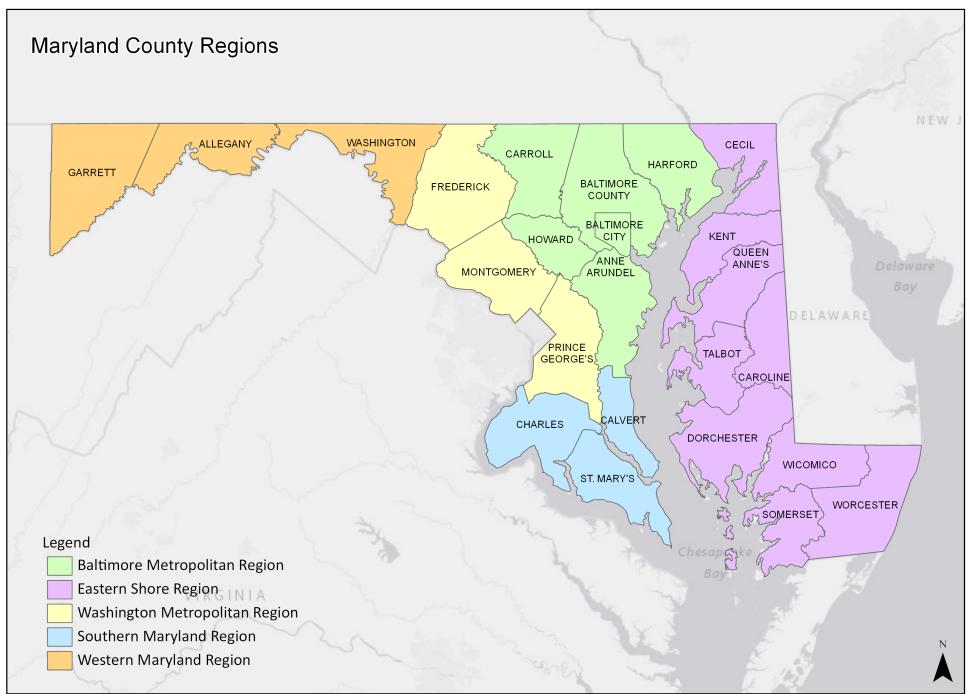
- · Caroline (CO)
- · Cecil (CE)
- Dorchester (DO)
- · Kent (KE)
- · Queen Anne's (QA)
- · Somerset (SO)
- Talbot (TA)
- · Wicomico (WI)
- · Worcester (WO)

WESTERN MARYLAND

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

The MDOT SHA county abbreviation is in parenthesis.

Figure 1



The largest growth in traffic volumes were in the Washington region with an increase of approximately 250 million VMT. The Baltimore region and the Eastern Shore also saw an increase with the Baltimore region growing by 130 million VMT from 2018. Southern and western Maryland were relatively flat. (Table 1).

Table 1

	VMT BY REGION (BILLIONS)											
AREA	2016	2017	2018	2019	CHANGE 2018 TO 2019							
Baltimore Region	26.37	26.77	26.72	26.85	+0.13							
Washington Region	20.07	20.55	20.45	20.70	+0.25							
Southern Region	3.05	3.04	3.01	3.01	0.00							
Eastern Shore Region	6.07	6.08	6.02	6.13	+0.11							
Western Region	3.41	3.45	3.43	3.45	+0.02							
Total	58.97	59.89	59.63	60.14	+0.51							



I-695 @ I-95 Outer Loop

CONGESTION TRENDS



A. FREEWAY/EXPRESSWAY FACT SHEETS

Freeways and expressways are the highest classification of roadways. These are high speed facilities that provide the maximum mobility. Access along these roadways is limited to interchanges and these highways are termed controlled access facilities. Analysis was performed on these roadways to evaluate various attributes including:

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

The freeways/expressways evaluated include:

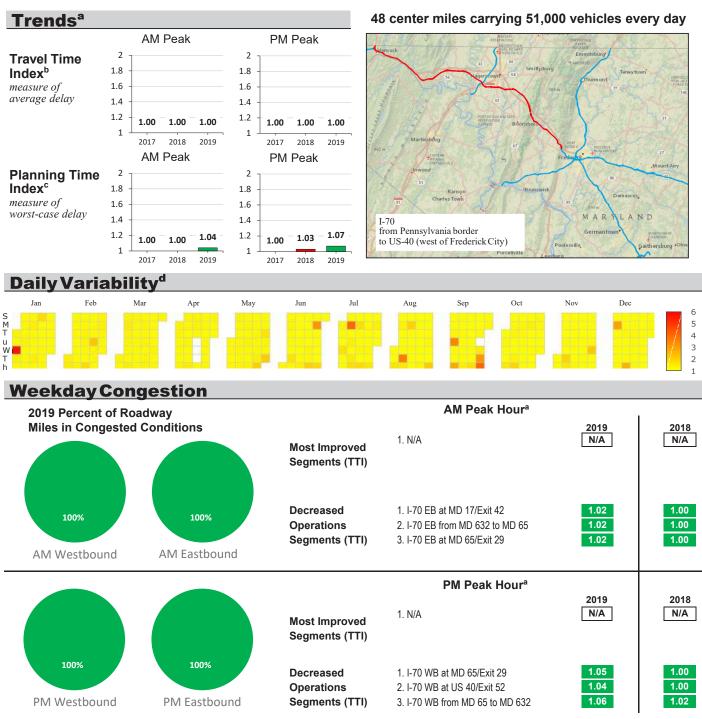
- · I-70 (Pennsylvania Border to US 40 in Frederick)
- · I-70 (US 40 in Frederick to I-695)
- · I-81
- · I-83
- · I-95 (Capital Beltway to I-695 North)
- · I-95 (I-695 North to Delaware State Line)
- · I-97
- · I-270
- · I-495 Capital Beltway
- · I-695 Baltimore Beltway
- · I-795
- · I-895
- · US-50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

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

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

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

I-70: Pennsylvania Border to US 40 Frederick



Green-uncongested (TTI<1.15); Yellow-moderate congestion (1.15<TTI<1.30); Red-heavy congestion (1.30<TTI<2.0); Black-severe congestion (TTI>2.0)

Notes

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

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

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

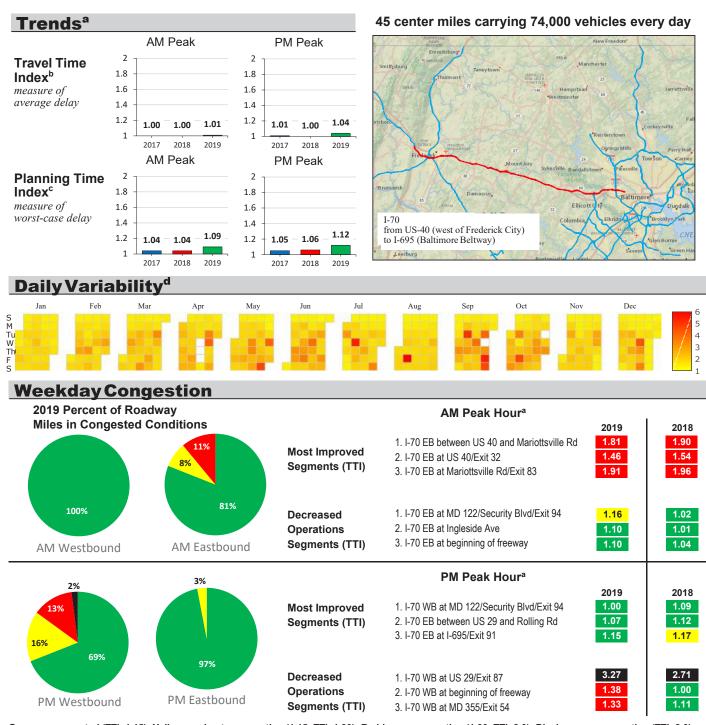
d - Variability of worst-case travel experience along facility for each day of year, shown as plot of PTI by day of week and month,

showing seasonal and weekly trends.

INTERSTATE



I-70: US 40 Frederick to I-695



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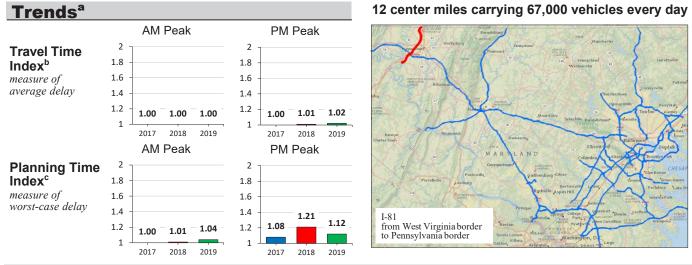
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INTERSTATE

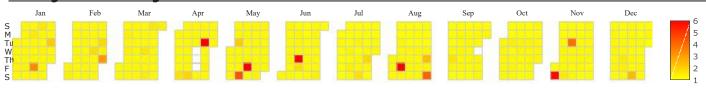
MARYLAND DEPARTMENT OF TRANSPORTATION_ STATE HIGHWAY ADMINISTRATION

I-81

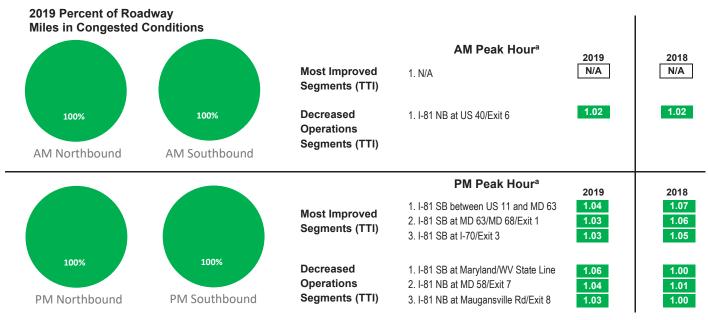


Daily Variability^d

INTERSTATE



Weekday Congestion



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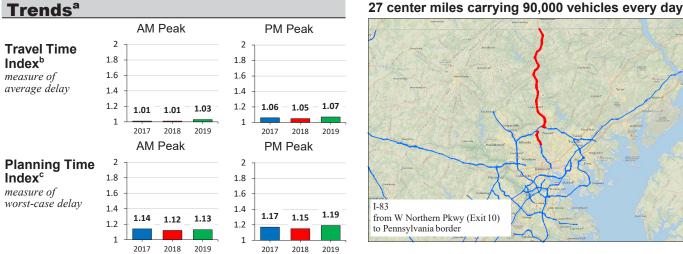
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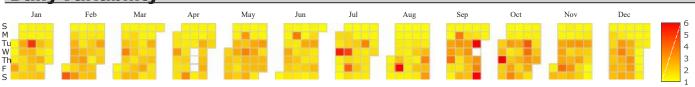


1-83



I-83 from W Northern Pkwy (Exit 10) to Pennsylvania border

Daily Variability^d



Weekday Cong	gestion									
2019 Percent of Ro Miles in Congested			AM Peak Hour ^a 2019							
	26%	Most Improved Segments (TTI)	1. I-83 SB at I-695/Jones Falls Expy/Exit 23	1.02	1.07					
100%	6% 64%	Decreased Operations	1. I-83 SB at W. Northern Pkwy/Exit 10 2. I-83 SB at Warren Rd/Exit 18	2019 2.18 1.20	2018 2.00 1.11					
AM Northbound	AM Southbound	Segments (TTI)	3. I-83 SB from Shawan Rd to Warren Rd	1.07	1.00					
			PM Peak Hour ^a	2019	2018					
20%	3% 10%	Most Improved Segments (TTI)	1. I-83 SB at Timonium Rd/Exit 16 2. I-83 SB at Padonia Rd/Exit 17 3. I-83 NB at Shawan Rd/Exit 20	1.69 1.45 1.76	1.78 1.51 1.82					
PM Northbound	87% PM Southbound	Decreased Operations Segments (TTI)	1. I-83 NB at I-695/Jones Falls Expy/Exit 23 2. I-83 SB at I-695 3. I-83 NB at Middletown Rd	2019 1.23 1.93 1.12	2018 1.00 1.79 1.06					

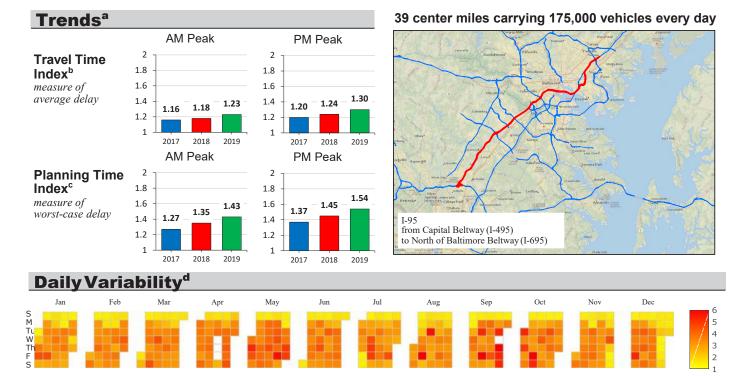
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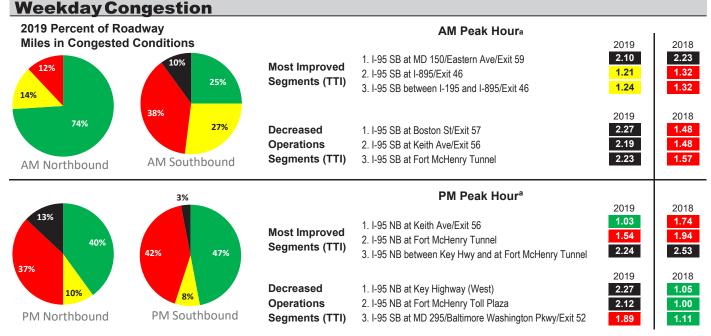
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I-95: I-495 to I-695 (North)





Green-uncongested (TTI<1.15); Yellow-moderate congestion (1.15<TTI<1.30); Red-heavy congestion (1.30<TTI<2.0); Black-severe congestion (TTI>2.0)

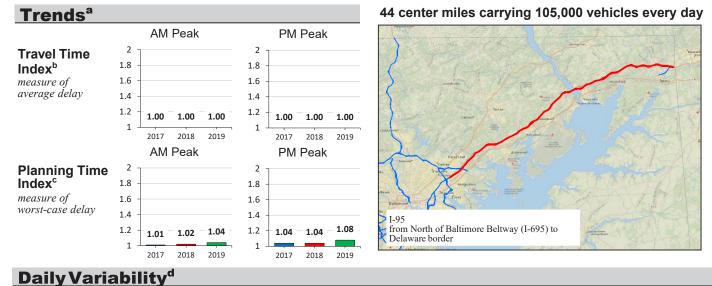
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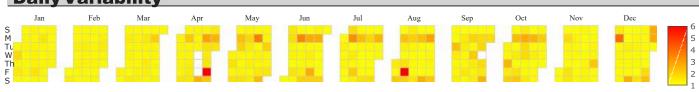
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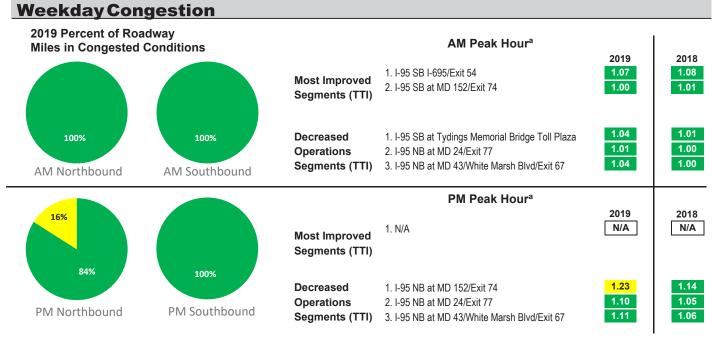
INTERSTATE



2020 Maryland State Highway Mobility Report I-95: I-695 North to Delaware Line







Green-uncongested (TTI<1.15); Yellow-moderate congestion (1.15<TTI<1.30); Red-heavy congestion (1.30<TTI<2.0); Black-severe congestion (TTI>2.0)

Notes

INTERSTATE

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MARYLAND DEPARTMENT OF TRANSPORTATION STATE HIGHWAY ADMINISTRATION

I-97

17 center miles carrying 131,000 vehicles every day **Trends**^a AM Peak PM Peak 2 2 **Travel Time** 1.8 1.8 Index^b 1.6 measure of 1.6 average delay 1.4 1.4 1.20 1.15 1.13 1.09 1.11 1.07 1.2 1.2 1 1 2018 2019 2017 2018 2019 2017 AM Peak PM Peak 2 Planning Time 2 Index^c 1.8 1.8 1.51 measure of 1.6 1.6 1.41 1.36 worst-case delay 1.32 1.26 1.4 1.4 I-97 1.20 from US-50 1.2 1.2 to Baltimore Beltway (I-695) 1 1



2019

2019 Percent of Roadway **Miles in Congested Conditions** AM Peak Hour^a 2019 2018 13% 1.00 1.02 1. I-97 SB at I-695/Exit 17 Most Improved Segments (TTI) 46% 2.75 2.36 1. I-97 SB between MD 3 and Millersville Rd Decreased 100% 27% 2.34 2.00 Operations 2. I-97 SB at MD 32/Exit 7 2.17 1.98 3. I-97 SB at MD 178/Exit 5 Segments (TTI) AM Southbound AM Northbound 3% **PM Peak Hour**^a 2019 2018 1.33 1.50 1. I-97 SB at MD 100/Exit 14 Most Improved 1.37 1.21 2. I-97 SB between MD 176 and MD 100 32% Segments (TTI) 39% 37% 1.13 1.27 3. I-97 SB at MD 176/MD 162/Exit 15 1, I-97 NB at US 50/US 301 2.68 1.28 Decreased 29% 2.35 2.09 2. I-97 SB at MD 32/Exit 7 36% Operations 1.01 3. I-97 NB at I-695/Exit 17 1.26 Segments (TTI) PM Northbound PM Southbound

Green-uncongested (TTI<1.15); Yellow-moderate congestion (1.15<TTI<1.30); Red-heavy congestion (1.30<TTI<2.0); Black-severe congestion (TTI>2.0)

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2017

2018

2019

2017

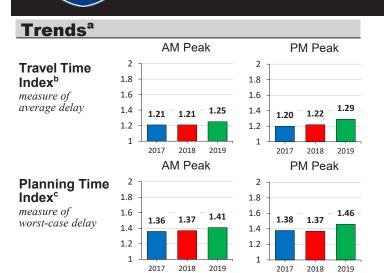
2018

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INTERSTATE



I-270

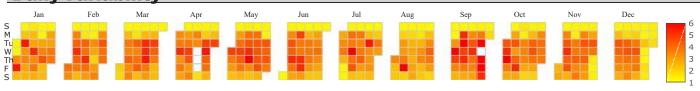


41 center miles carrying 185,000 vehicles every day



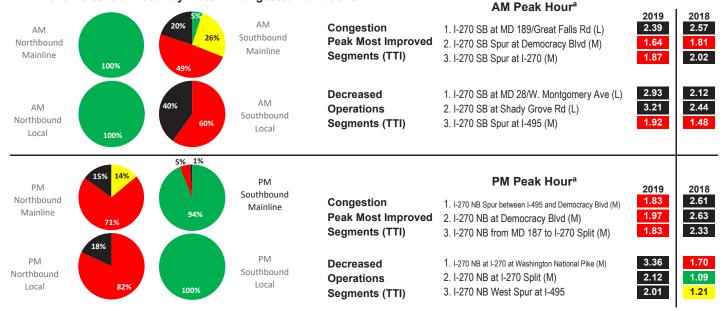
Daily Variability^d

INTERSTATE



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

2019 Percent of Roadway Miles in Congested Conditions



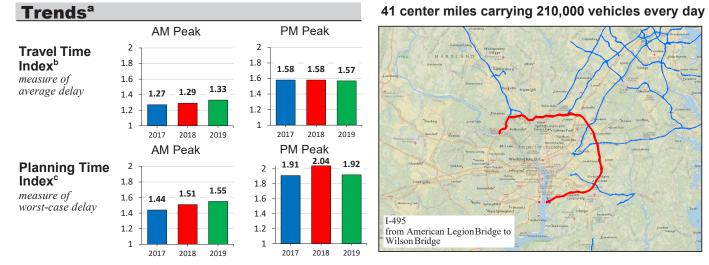
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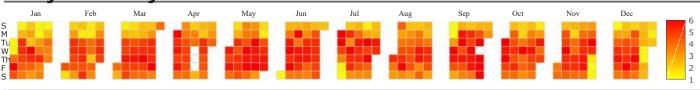


2020 Maryland State Highway Mobility Report I-495 Capital Beltway

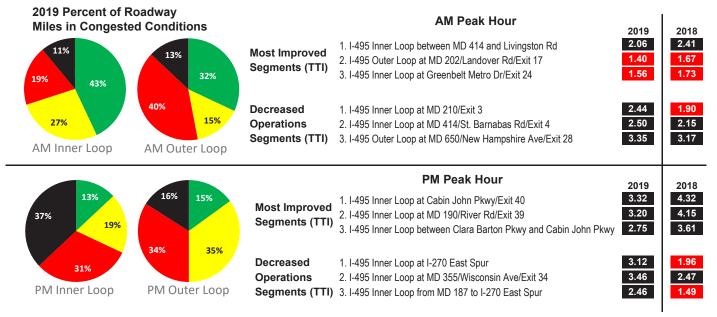


Daily Variability^d

INTERSTATE



Weekday Congestion



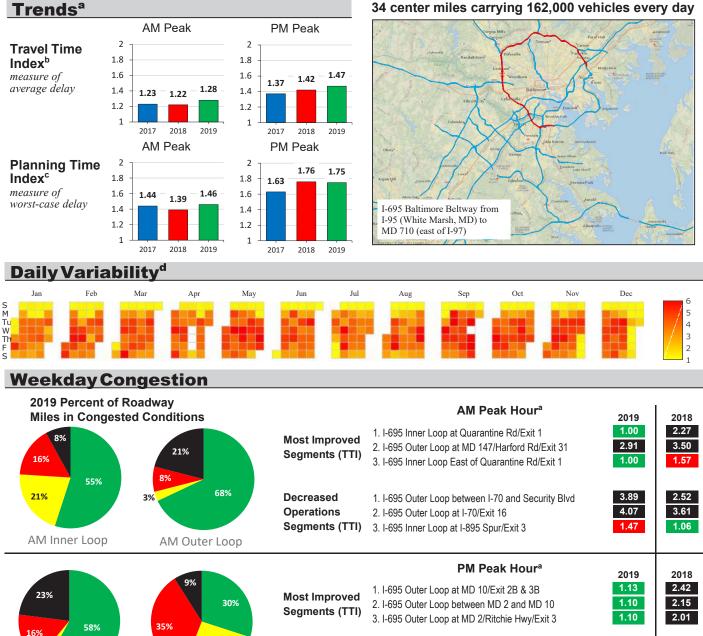
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MARYLAND DEPARTMENT OF TRANSPORTATION. STATE HIGHWAY ADMINISTRATION

Baltimore Beltway



5676	3370					1
		26%	Decreased	1. I-695 Inner Loop at MD 139/Charles St/Exit 25	3.34	1.71
			Operations	2. I-695 Outer Loop at US 1 ALT/Washington Blvd/Exit 10	2.70	1.59
Inner Loop	PM Ou	iter Loop	Segments (TTI)	3. I-695 Outer Loop between I-95 and US 1 ALT	2.52	1.51

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Notes

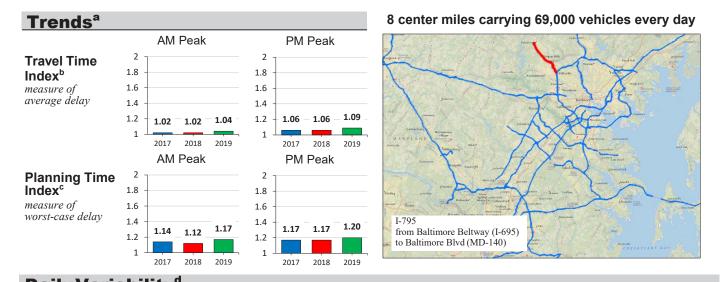
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INTERSTAT

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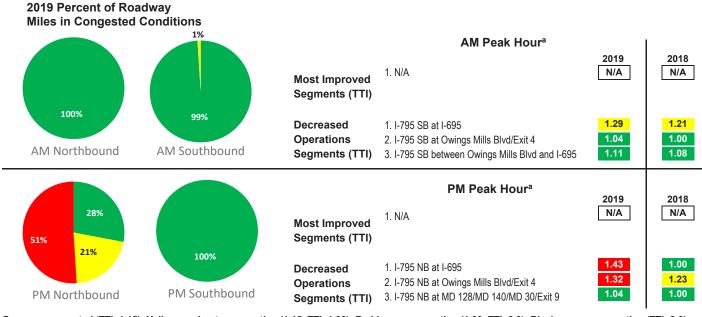
I-795



Daily Variability^d Jan Feb Mai Apr May Jun Jul Aug Sep Oct Nov Dec 5 Tu W 4 3 Τh

Weekday Congestion

INTERSTATE



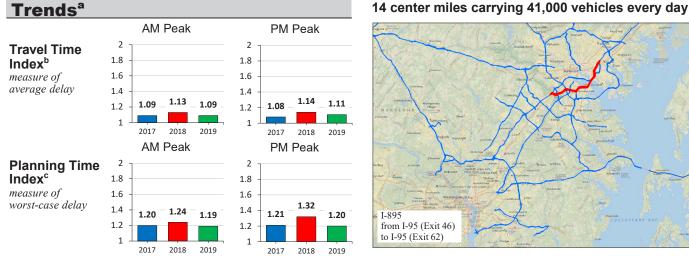
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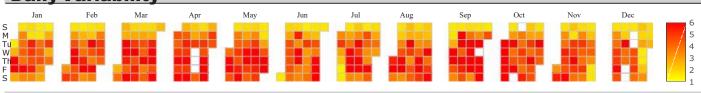
1-895





Daily Variability

INTERSTATE



Weekday Congestion

2019 Percent of Ro Miles in Congested		Most Improved	AM Peak Hour^a 1. I-895 SB at US 40/Pulaski Hwy/Exit 13 2. I-895 SB at Moravia Rd/Exit 14	2019 1.08 1.06
80% AM Northbound	AM Southbound	Segments (TTI) Decreased Operations Segments (TTI)	 I-895 SB at I-895/6th Ave/Exit 6 I-895 SB at O'Donnell St/Exit 11 I-895 SB from Eastern Ave to O'Donnell St I-895 SB at Holabird Ave/Exit 10 	1.17 5.51 4.97 2.66
7%	3% 8% 7%	Most Improved Segments (TTI)	PM Peak Hour ^a 1. I-895 NB at MD 2/Potee St/Exit 7 2. I-895 NB at Frankfurst Ave/Shell Rd 3. I-895 NB from I-8 Spur to MD 2	2019 1.09 1.46 1.03
74% PM Northbound	82% PM Southbound	Decreased Operations Segments (TTI)	1. I-895 SB at O'Donnell St/Exit 11 2. I-895 SB between Eastern Ave and O'Donnell St 3. I-895 SB at Holabird Ave/Exit 10	4.53 4.09 2.78

Green-uncongested (TTI<1.15); Yellow-moderate congestion (1.15<TTI<1.30); Red-heavy congestion (1.30<TTI<2.0); Black-severe congestion (TTI>2.0)

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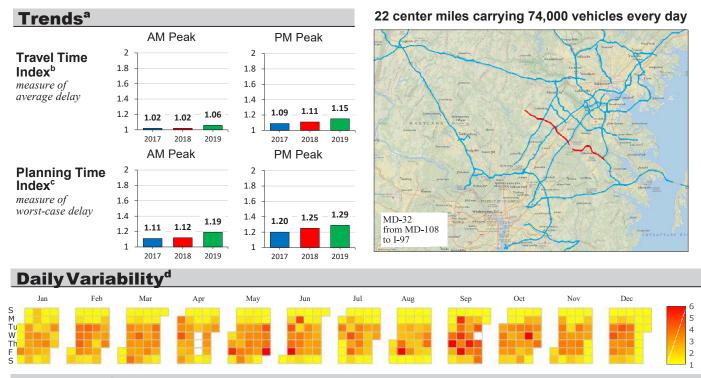
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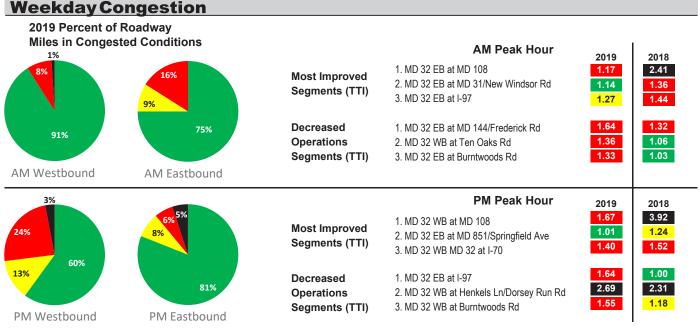
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MD 32





Green-uncongested (TTI<1.15); Yellow-moderate congestion (1.15<TTI<1.30); Red-heavy congestion (1.30<TTI<2.0); Black-severe congestion (TTI>2.0)

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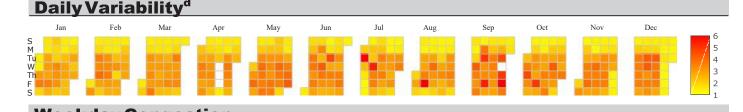
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MARYLAND

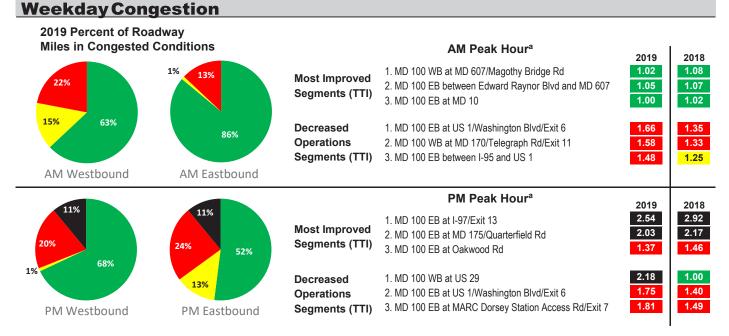


MD 100

21 center miles carrying 76,000 vehicles every day **Trends**^a AM Peak PM Peak 2 2 Travel Time 1.8 1.8 Index^b 1.6 measure of 1.6 average delay 1.4 1.4 1.23 1.19 1.17 1.2 1.06 1.2 1.03 1.04 1 1 2018 2019 2017 2018 2017 2019 AM Peak PM Peak 2 2 **Planning Time** Index^c 1.8 1.8 measure of 1.6 1.6 1.40 worst-case delay 1.35 1.31 1.4 1.4 MD 100 1.15 1.11 1.12 from US 29 to 1.2 1.2 MD 177 1 1



2019



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2017

2018

2019

2017

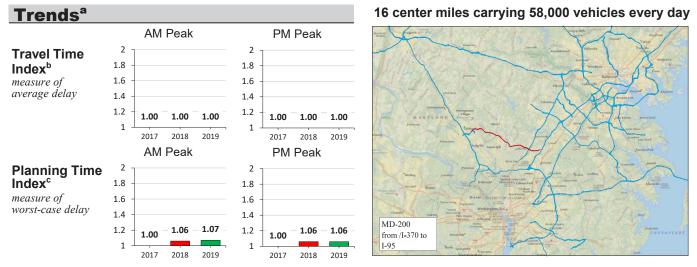
2018

MARYLAND

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



MD 200

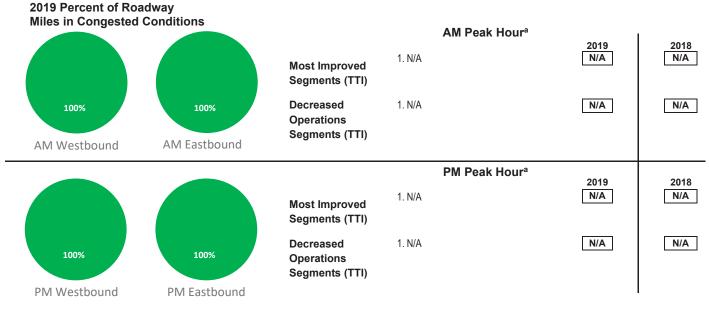


Daily Variability^d

MARYLAND



Weekday Congestion



Green-uncongested (TTI<1.15); Yellow-moderate congestion (1.15<TTI<1.30); Red-heavy congestion (1.30<TTI<2.0); Black-severe congestion (TTI>2.0)

Notes

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

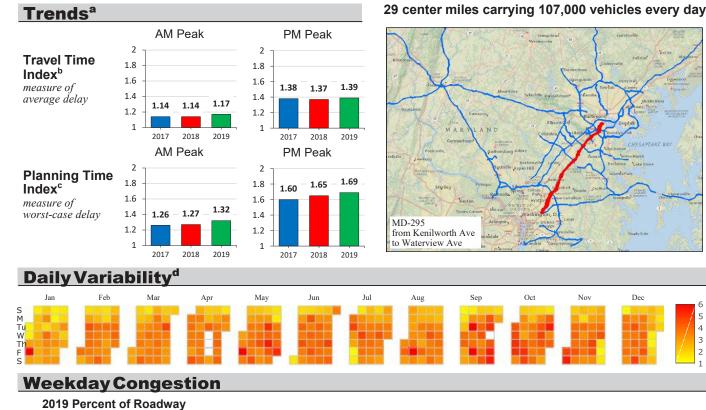
showing seasonal and weekly trends.



MARYLAND

2020 Maryland State Highway Mobility Report

3



Miles in Congested Conditions AM Peak Hour^a 2019 2018 2.05 2.56 1. MD 295 SB at US 50 12% 17% Most Improved 2. MD 295 NB at I-95/Monroe St 1.44 1.91 Segments (TTI) 3. MD 295 NB at Manokin St/Russel St 17% 1.44 1.79 13% 58% 70% 1. MD 295 SB at Eastern Ave 2.19 1.50 Decreased 13% 2. MD 295 SB at AA & PG CO/L 2.28 1.66 Operations 3. MD 295 NB at PG & AA CO/L 1.06 Segments (TTI) 1 39 AM Northbound AM Southbound PM Peak Hour^a 2019 2018 1.78 2.29 20% 1. MD 295 NB at MD 100 19% Most Improved 2.19 2.54 2. MD 295 NB at Powder Mill Rd 36% Segments (TTI) 9% 1.18 1.51 36% 3. MD 295 NB at Arundel Mills Blvd 1.74 1.00 Decreased 1. MD 295 NB between DC Line and US 50 52% 21% 2.19 2.83 Operations 2. MD 295 NB at MD 32 1.00 1.63 Segments (TTI) 3. MD 295 SB at AA & PG CO/L PM Northbound PM Southbound

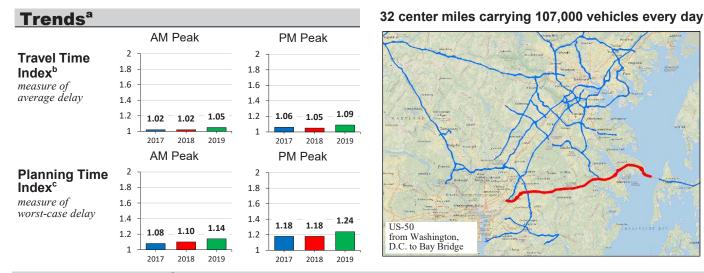
Green-uncongested (TTI<1.15); Yellow-moderate congestion (1.15<TTI<1.30); Red-heavy congestion (1.30<TTI<2.0); Black-severe congestion (TTI>2.0)

Notes

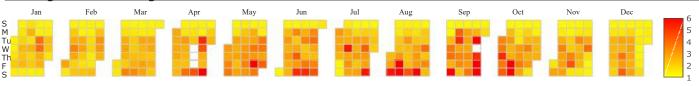
- a Peak Hours are considered as 8-9am and 5-6pm.
- b Travel Time Index (TTI) is the ratio of the average travel time during the peak hour to the time required under free flow.
- c Planning Time Index (PTI) is the ratio of the worst-case travel time (95th percentile) during peak hour to the free-flow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

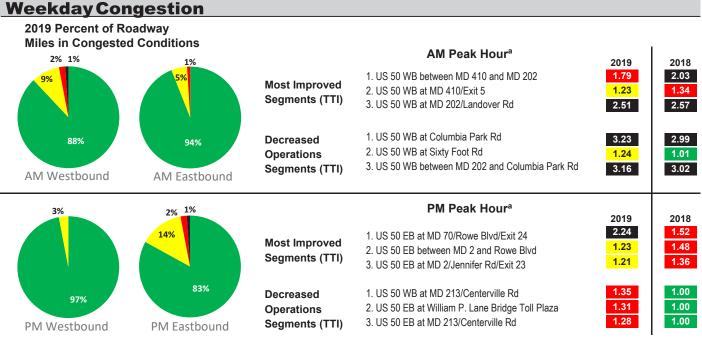


US 50



Daily Variability^d





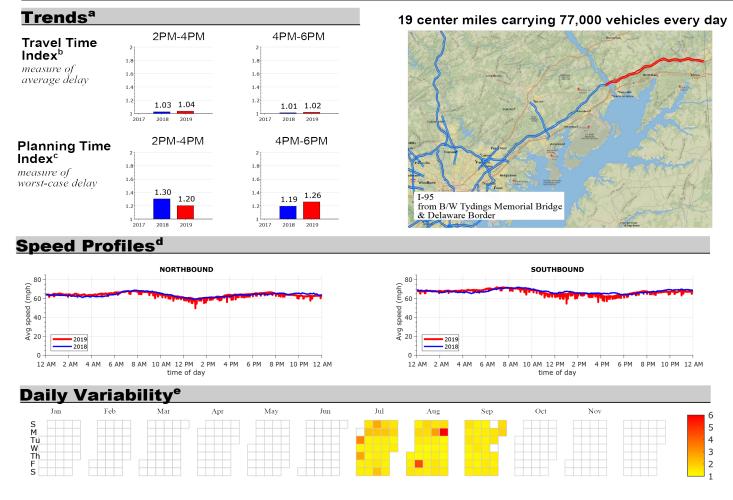
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Notes

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



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



Weekend congestion comparisons were not determined for the seasonal analysis.

Green-uncongested (TTI<1.15); Yellow-moderate congestion (1.15<TTI<1.30); Red-heavy congestion (1.30<TTI<2.0); Black-severe congestion (TTI>2.0)

Notes

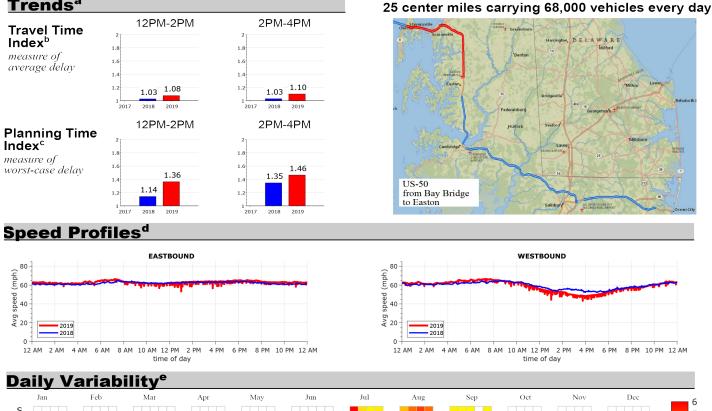
INTERSTATE

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

showing seasonal and weekly trends.



2020 Maryland State Highway Mobility Report US 50 (Bay Bridge to Easton) – Summer Weekends



Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	6
c												0
5												5
M												
Tu												4
W												2
Th												5
F												2
S												
												1

Weekend congestion comparisons were not determined for the seasonal analysis.

Green-uncongested (TTI<1.15); Yellow-moderate congestion (1.15<TTI<1.30); Red-heavy congestion (1.30<TTI<2.0); Black-severe congestion (TTI>2.0)

Notes

Trends^a

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



Table 2

Percentage of Roadway Miles Operating in Various Levels of Congestion

I-70 FROM	Unc	congeste	d %	Modera	te Conge	stion %	Heavy	Congest	tion %	Severe Congestion %		
PENNSYLVANIA LINE TO US 40 (PART 1)	2019	2018	2017	2019	2018	2017	2019	2018	2017	2019	2018	2017
AM Westbound	100	100	100	0	0	0	0	0	0	0	0	0
AM Eastbound	100	100	100	0	0	0	0	0	0	0	0	0
PM Westbound	100	100	100	0	0	0	0	0	0	0	0	0
PM Eastbound	100	100	100	0	0	0	0	0	0	0	0	0
I-70 FROM US 40 TO	Und	congeste	d %	Modera	te Conge	stion %	Heavy	Congest	tion %	Severe	e Conges	tion %
I-695 (PART 2)	2019	2018	2017	2019	2018	2017	2019	2018	2017	2019	2018	2017
AM Westbound	100	100	100	0	0	0	0	0	0	0	0	0
AM Eastbound	81	81	89	8	8	0	11	11	11	0	0	0
PM Westbound	69	73	71	16	13	22	13	12	5	2	2	2
PM Eastbound	97	97	100	3	3	0	0	0	0	0	00	0
I-81 WEST VIRGINIA	Uno	congeste	d %	Modera	te Conge	stion %	Heavy	v Congest	tion %	Severe	e Conges	tion %
LINE TO PENNSYLVANIA LINE	2019	2018	2017	2019	2018	2017	2019	2018	2017	2019	2018	2017
AM Northbound	100	100	100	0	0	0	0	0	0	0	0	0
AM Southbound	100	100	100	0	0	0	0	0	0	0	0	0
PM Northbound	100	100	100	0	0	0	0	0	0	0	0	0
PM Southbound	100	100	100	0	0	0	0	0	0	0	0	0
I-83 FROM W.	Unc	congeste	d %	Modera	te Conge	stion %	Heavy	Congest	tion %	Severe	e Conges	tion %
NORTHERN PARKWAY (EXIT 10) TO PENNSYLVANIA LINE	2019	2018	2017	2019	2018	2017	2019	2018	2017	2019	2018	2017
AM Northbound	100	100	100	0	0	0	0	0	0	0	0	0
AM Southbound	64	80	80	6	4	4	26	16	16	4	0	0
PM Northbound	69	78	80	15	6	0	20	16	17	0	0	3
PM Southbound	87	86	86	3	2	2	10	12	12	0	0	0
I-95 (PART 1) FROM		congeste			te Conge	1	~	Congest	1		e Conges	
I-495 TO I-695	2019	2018	2017	2019	2018	2017	2019	2018	2017	2019	2018	2017
AM Northbound	74	83	77	14	8	16	12	9	7	0	0	0
AM Southbound	25	27	54	27	36	17	38	32	20	10	5	9
PM Northbound	40	44	42	10	14	14	37	32	38	13	10	6
PM Southbound	47	56	58	8	16	17	42	25	25	3	3	0

I-95 (PART 2) FROM	Und	congeste	d %	Modera	te Conge	stion %	Heavy	v Congest	ion %	Severe Congestion %		
I-695 TO DELAWARE LINE	2019	2018	2017	2019	2018	2017	2019	2018	2017	2019	2018	2017
AM Northbound	100	100	100	0	0	0	0	0	0	0	0	0
AM Southbound	100	100	99	0	0	1	0	0	0	0	0	0
PM Northbound	84	100	84	16	0	16	0	0	0	0	0	0
PM Southbound	100	100	96	0	0	3	0	0	1	0	0	0
I-97 FROM US 50 TO	Unc	congeste	d %	Modera	te Conge	stion %	Heavy	/ Congest	ion %	Severe	e Conges	tion %
BALTIMORE BELTWAY (I-695)	2019	2018	2017	2019	2018	2017	2019	2018	2017	2019	2018	2017
AM Northbound	100	100	100	0	0	0	0	0	0	0	0	0
AM Southbound	46	73	72	27	0	0	14	24	24	13	3	4
PM Northbound	39	66	58	29	7	42	32	27	0	0	0	0
PM Southbound	37	60	70	36	10	17	24	27	13	3	3	0
I-270 MAINLINE FROM	Unc	congeste	d %	Modera	te Conge	stion %	Heavy	/ Congest	ion %	Severe	e Conges	tion %
CAPITAL BELTWAY (I- 495) TO FREDERICK	2019	2018	2017	2019	2018	2017	2019	2018	2017	2019	2018	2017
AM Northbound	100	100	100	0	0	0	0	0	0	0	0	0
AM Southbound	5	9	28	26	23	11	49	48	48	20	20	13
PM Northbound	0	2	0	14	27	31	71	57	51	15	14	18
PM Southbound	94	96	91	0	3	0	5	0	3	1	1	6
I-270 LOCAL	Una 2019	congeste 2018	d % 2017	Modera 2019	te Conge 2018	estion % 2017	Heavy 2019	Congest 2018	ion % 2017	Severe 2019	e Conges 2018	tion % 2017
AM Northbound	100	100	100	2019	2018	2017	2019	0	2017	2019	0	2017
AM Southbound	0	0	0	0	0	0	60	71	60	40	29	40
PM Northbound	0	0	0	0	8	9	82	80	76	18	12	15
PM Southbound	100	100	100	0	0	0	0	0	0	0	0	0
I-495 FROM AMERICAN		congeste		Modera	te Conge	-	-	/ Congest	-	Severe	e Conges	-
LEGION BRIDGE TO WILSON BRIDGE	2019	2018	2017	2019	2018	2017	2019	2018	2017	2019	2018	2017
AM Inner Loop	43	47	51	27	27	23	19	17	18	11	9	8
AM Outer Loop	32	38	41	15	11	11	40	39	33	13	12	15
PM Inner Loop	13	19	18	19	8	6	31	41	42	37	32	34
PM Outer Loop	15	22	27	35	30	27	34	29	32	16	19	14

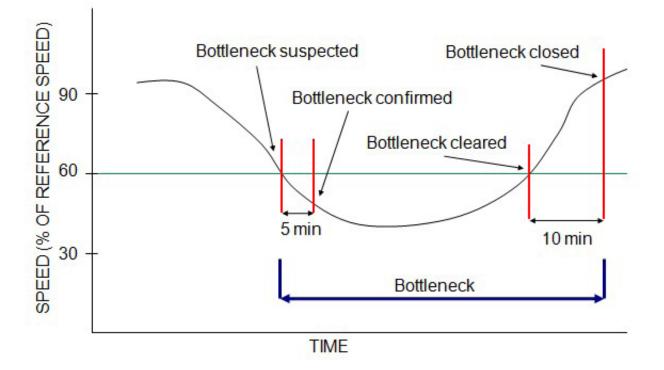
I-695 FROM I-95 TO	Unc	congeste	d %	Modera	te Conge	stion %	Heavy	/ Conges ⁻	tion %	Severe	e Conges	tion %
MD 710	2019	2018	2017	2019	2018	2017	2019	2018	2017	2019	2018	2017
AM Inner Loop	55	62	51	21	15	25	16	11	14	8	12	10
AM Outer Loop	68	53	53	3	9	10	8	7	7	21	31	30
PM Inner Loop	58	38	38	3	4	10	16	32	26	23	26	26
PM Outer Loop	30	14	21	26	23	17	35	56	53	9	7	9
I-795 FROM I-695 TO	Unc	congeste	d %	Modera	te Conge	stion %	Heavy	/ Conges [.]	tion %	Severe	e Conges	tion %
MD 140	2019	2018	2017	2019	2018	2017	2019	2018	2017	2019	2018	2017
AM Northbound	100	100	100	0	0	0	0	0	0	0	0	0
AM Southbound	99	99	100	1	1	0	0	0	0	0	0	0
PM Northbound	28	28	28	21	55	56	51	17	16	0	0	0
PM Southbound	100	100	100	0	0	0	0	0	0	0	0	0
I-895 FROM I-95 (EXIT	Unc	congeste	d %	Modera	te Conge	stion %	Heavy	/ Conges [.]	tion %	Severe	e Conges	tion %
46) TO I-95 (EXIT 62)	2019	2018	2017	2019	2018	2017	2019	2018	2017	2019	2018	2017
AM Northbound	80	90	100	6	10	0	14	0	0	0	0	0
AM Southbound	74	47	63	13	23	11	4	23	26	9	7	0
PM Northbound	74	56	69	5	5	12	14	17	19	7	22	0
PM Southbound	82	72	85	3	21	10	8	7	5	7	0	0
MD 32 FROM MD 108	Unc	congeste	d %	Modera	te Conge	stion %	Неа∨у	/ Conges [.]	tion %	Severe	e Conges	tion %
TO I-97	2019	2018	2017	2019	2018	2017	2019	2018	2017	2019	2018	2017
AM Westbound	91	82	82	8	8	8	1	10	10	0	0	0
AM Eastbound	75	87	84	9	8	10	16	5	6	0	0	0
PM Westbound	60	78	77	13	0	4	24	13	9	3	9	10
PM Eastbound	81	68	72	8	13	16	6	7	5	5	12	7
MD 100 FROM US 29	Unc	congeste	d %	Modera	te Conge	stion %	Heavy	/ Conges ⁻	tion %	Severe	e Conges	tion %
TO MD 177	2019	2018	2017	2019	2018	2017	2019	2018	2017	2019	2018	2017
AM Westbound	63	68	76	15	26	15	22	6	9	0	0	0
AM Eastbound	86	86	86	1	2	8	13	6	6	0	0	0
PM Westbound	68	68	68	1	9	9	20	13	14	11	10	9
PM Eastbound	52	56	65	13	11	2	24	27	28	11	6	5

Table 2 (Continued)

MD 200 FROM I-370	Unc	congeste	d %	Modera	te Conge	stion %	Heavy	/ Congest	tion %	Severe	e Conges	tion %
TO I-95	2019	2018	2017	2019	2018	2017	2019	2018	2017	2019	2018	2017
AM Westbound	100	100	100	0	0	0	0	0	0	0	0	0
AM Eastbound	100	100	100	0	0	0	0	0	0	0	0	0
PM Westbound	100	100	100	0	0	0	0	0	0	0	0	0
PM Eastbound	100	100	100	0	0	0	0	0	0	0	0	0
MD 295 FROM	MD 295 FROM Uncongested %		Modera	te Conge	stion %	Heavy	/ Congest	tion %	Severe	e Conges	tion %	
KENILWORTH AVE. TO WATERVIEW AVE.	2019	2018	2017	2019	2018	2017	2019	2018	2017	2019	2018	2017
AM Northbound	70	81	87	13	13	8	17	6	5	0	0	0
AM Southbound	58	58	57	13	14	13	17	18	17	12	10	13
PM Northbound	19	21	21	9	20	15	52	36	40	20	23	24
PM Southbound	36	44	44	21	14	11	36	37	37	7	5	8
US 50 FROM	Unc	congeste	d %	Modera	te Conge	stion %	Heavy Congestion %			Severe	e Conges	tion %
WASHINGTON, DC TO BAY BRIDGE	2019	2018	2017	2019	2018	2017	2019	2018	2017	2019	2018	2017
AM Westbound	88	83	85	9	5	1	2	3	7	1	9	7
AM Eastbound	94	100	100	5	0	0	1	0	0	0	0	0
PM Westbound	97	99	99	3	1	1	0	0	0	0	0	0
PM Eastbound	83	52	52	14	34	31	2	13	10	1	1	7

B. Freeway/Expressway Bottlenecks

The most congested areas on a freeway/expressway system are termed bottlenecks. A bottleneck, as defined by the Vehicle Probe Project (VPP) Suite, occurs when, "the speeds observed for a roadway segment drop below 60% of the free flow speed for a period greater than 5 minutes. Adjacent roadway segments meeting this condition are joined together to form a bottleneck queue. The duration of the bottleneck is calculated until the time speeds are greater than 60% for more than 10 minutes." This definition uses minute-to- minute speeds available across the system to determine congestion patterns. This is graphically shown below.



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

2019 TOP 30 BOTTLENECKS



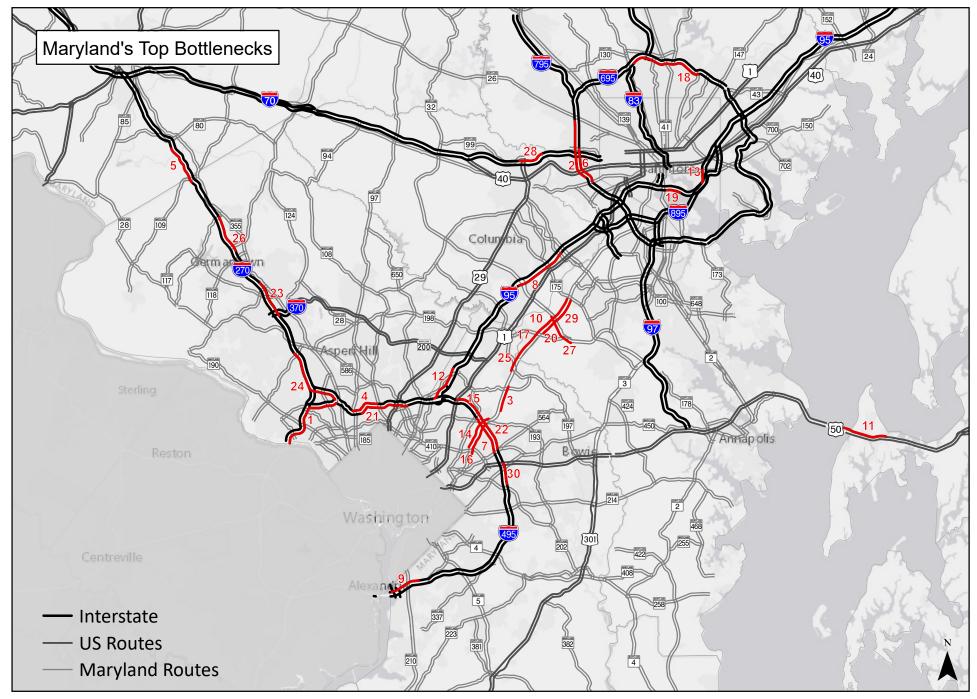
Table 3

2010 De alt		Dead	Discourse	Average Dura on	Average Length	Impact	2018	Channe
2019 Rank 1		Road I-495	Direc on Inner Loop	(minute) 139	(mile) 5.0	Factor 3.0	Rank 3	Change
	I-495 IL @ I-270 SPUR		•					
2	I-695 @ Edmondson Ave*	I-695	Outer Loop	197	4.0	3.0	4	↓ -2
3	MD 295 N @ Powder Mill Rd ¹	MD-295	Northbound	345	2.0	2.7	1	↑ 2
4	I-495 OL @ MD 97	1-495	Outer Loop	147	3.0	2.2	2	↑ 2
5	I-270 S @ MD 109	1-270	Southbound	139	3.0	1.9	9	↓ -4
6	I-695 IL @ Security Blvd	1-695	Inner Loop	186	3.0	1.9	49	
7	I-495 IL @ MD 450	I-495	Inner Loop	157	3.0	1.7	N/A	N/A
8	I-95 N @ MD 100	1-95	Northbound	133	4.0	1.7	N/A	N/A
9	I-495 IL @ I-295	I-495	Inner Loop	145	2.0	1.6	N/A	N/A
10	MD 295 @ MD 198 ¹	MD 295	Southbound	160	3.0	1.6	8	↑ 2
11	US 50 @ William Preston Lane Bridge	US 50	Westbound	81	4.0	1.4	15	↓ -4
12	I-95 S @ I-495	I-95	Southbound	150	2.0	1.1	2	↓ -1
13	I-895 S @ Holabird Ave*	I-895	Southbound	269	1.0	1.3	85	
14	MD 295 S @ Riverdale Rd ¹	MD 295	Southbound	115	3.0	1.1	25	↓ -11
15	I-495 OL @ Greenbelt Metro Dr	I-495	Outer Loop	76	4.0	1.1	39	↓ -24
16	MD 295 N @ I-495/I-95 ¹	MD 295	Northbound	88	3.0	1.1	18	↓ -2
17	MD 295 S @ Arundel Prince George's County Border ¹	MD 295	Southbound	96	3.0	1.0	58	↓ -41
18	I-695 IL @ MD 542	I-695	Inner Loop	64	5.0	1.0	N/A	N/A
19	I-95 N @ Fort McHenry Tunnel	I-95	Northbound	138	2.0	1.0	91	V -72
20	MD 295 N @ MD 32 ¹	MD 295	Northbound	115	2.0	1.0	33	V -13
21	I-495 IL @ MD 193	I-495	Inner Loop	90	3.0	1.0	73	V -52
22	I-495 OL @ MD 201	I-495	Outer Loop	88	3.0	1.0	11	↑ 11
23	I-270 N @ MD 124	I-270	Northbound	121	3.0	0.9	89	
24	I-270 S @ I-270 (SPUR)	i-270	Southbound	44	5.0	0.9	21	↑ 3
25	MD 295 @ MD 197 ¹	MD 295	Southbound	137	2.0	0.8	10	↑ 15
26	I-270 @ MD 121	I-270	Northbound	107	3.0	0.8	20	↑ 6
27	MD 32 @ MD 198/Fort Meade Rd	MD 32	Eastbound	101	2.0	0.8	29	↓ -2
28	I-70 W @ US 29	I-70	Westbound	129	2.0	0.8	34	🔶 -6
29	MD 295 N @ MD 175 ¹	MD 295	Northbound	68	3.0	0.8	N/A	N/A
30	I-495 OL @ US 50	I-495	Outer Loop	102	2.0	0.8	N/A	N/A

¹ - Owned by National Park Service

* - Under Construction

Figure 2



I-70 (Pennsylvania Lie to US 40 Frederick) Top Bottlenecks

2019 Rank	LOCATION	Direction	Average Duration (minute)	Average Length (mile)	lmpact Factor	2018 Rank	Cha	inge
135	I-70 W @ MD 66/EXIT 35	Westbound	13	4	0.2	N/A	N/A	N/A
173	I-70 E @ MD 17/EXIT 42	Eastbound	11	3	0.2	153	•	20
176	I-70 W @ MD 68/EXIT 18	Westbound	7	6	0.2	178	$\mathbf{\Psi}$	-2
177	I-70 W @ US 40/EXIT 48	Eastbound	6	6	0.2	N/A	N/A	N/A
188	I-70 W @ MD 56/EXIT 12	Westbound	7	5	0.1	309	¥	-121
208	I-70 E @ WASHINGTON FREDERICK COUNTY LINE	Eastbound	8	4	0.1	210	Ψ.	-2
226	I-70 E @ US 40/EXIT 32	Eastbound	10	3	0.1	365	¥	-139
230	I-70 W @ FREDERICK WASHINGTON COUNTY LINE	Westbound	8	3	0.1	233	$\mathbf{\Psi}$	-3
277	I-70 W @ US 40/EXIT32	Westbound	8	2	0.1	N/A	N/A	N/A
284	I-70 W @ US 522/EXIT 1B	Westbound	11	2	0.1	333	$\mathbf{\Psi}$	-49

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

2019 Rank	LOCATION	Direction	Average Duration (minute)	Average Length (mile)	lmpact Factor	2018 Rank	Cha	inge
28	I-70 W @ US 29/EXIT 87	Westbound	129	2	0.8	34	¥	-6
45	I-70 W @ US 15/US 340/EXIT 52	Westbound	95	1	0.6	N/A	N/A	N/A
46	I-70 E @ US 29/EXIT 87	Eastbound	36	4	0.6	43	1	3
64	I-70 E @ I-695/EXIT 91	Eastbound	34	4	0.5	38	1	26
95	I-70 E @ MARRIOTTSVILLE RD/EXIT 83	Eastbound	64	1	0.3	95		0
125	I-70 W @ MARRIOTTSVILLE RD/EXIT 83	Westbound	16	4	0.3	N/A	N/A	N/A
231	I-70 W @ MD 27/EXIT 68	Eastbound	6	5	0.1	N/A	1	N/A
286	I-70 W @ CARROLL-HOWARD COUNTY BORDER (MOUNT AIRY) (EAST)	Westbound	6	3	0.1	375	↓	-89
314	I-70 W @ MD 94/EXIT 73	Westbound	7	3	0.1	393	¥	-79
334	I-70 W @ MD 144/EXIT 56	Westbound	5	3	0.1	323	Ť	11

I-81 Top Bottlenecks

2019 Rank	LOCATION	Direction	Average Duration (minute)	Average Length (mile)	lmpact Factor	2018 Rank	Cha	inge
268	I-81 S @ MD-WV STATE LINE	Southbound	12	2	0.1	138	1	130
422	I-81 N @ HALFWAY BLVD/EXIT 5	Northbound	10	1	0.0	554	V	-132
455	I-81 S @ PA 63/EXIT 1	Southbound	34	0	0.0	693	¥	-238
494	I-81 N @ PA 63/EXIT 1	Northbound	6	1	0.0	N/A	N/A	N/A
505	I-81 N @ MAUGANSVILLE RD/EXIT 9	Northbound	5	1	0.0	664	¥	-159
548	I-81 S @ SHOWALTER RD/EXIT 10	Southbound	3	1	0.0	722	¥	-174
550	I-81 S @ MAUGANSVILLE RD/EXIT 8	Southbound	3	2	0.0	382	1	168
595	I-81 S @ US 11/EXIT 2	Southbound	5	1	0.0	N/A	N/A	N/A
598	I-81 S @ MD 63/MD 68/EXIT 1	Southbound	4	1	0.0	257	1	341
614	I-81 S @ HALFWAY BLVD/EXIT 5	Southbound	2	2	0.0	N/A	N/A	N/A

I-83 TopBottlenecks

2019 Rank	LOCATION	Direction	Average Duration (minute)	Average Length (mile)	Impact Factor	2018 Rank	Cha	ange
124	I-83 N @ BELFAST RD/EXIT 24	Northbound	17	4	0.3	109	•	15
144	I-83 S @ US 1/NORTH AVE/EXIT 6	Southbound	23	2	0.2	166	Ψ.	-22
151	I-83 S @ SHAWAN RD/EXIT 20	Southbound	14	4	0.2	N/A	N/A	N/A
153	I-83 S @ COLD SPRING LN/EXIT 9	Southbound	22	2	0.2	112	•	41
168	I-83 N @ MD 439/EXIT 36	Northbound	14	3	0.2	291	¥	-123
169	I-83 N @ SHAWAN RD/EXIT 20	Northbound	41	1	0.2	158	1	11
171	I-83 S @ TIMONIUM RD/EXIT 16	Southbound	22	2	0.2	128	1	43
193	I-83 N @ MIDDLETOWN RD/EXIT 31	Northbound	12	3	0.1	N/A	N/A	N/A
206	I-83 S @ MD 137/MT CARMEL RD/EXIT 27	Southbound	10	3	0.1	N/A	N/A	N/A
240	I-83 N @ MD 133/RUXTON RD/EXIT 12	Northbound	8	3	0.1	N/A	N/A	N/A
240	I-83 N @ MD 133/RUXION RD/EXIT 12	Northbound	ð	3	0.1	N/A	N/	A

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

2019 Rank	LOCATION	Direction	Average Duration (minute)	Average Length (mile)	Impact Factor	2018 Rank	Cha	ange
8	I-95 N @ MD 100/EXIT 43	Northbound	133	4	1.7	N/A	N/A	N/A
12	I-95 S @ I-495/EXIT 27	Southbound	150	2	1.1	13	¥	-1
19	I-95 N @ FORT MCHENRY TUNNEL	Northbound	138	2	1.0	91	Ψ	-72
41	I-95 N @ MD 175/EXIT 41	Northbound	78	3	0.7	27	1	14
48	I-95 S @ MD 175/EXIT 41	Southbound	86	2	0.6	50	¥	-2
65	I-95 S @ MD 216/EXIT 35	Southbound	28	4	0.5	52	1	13
68	I-95 S @ FORT MCHENRY TOLL PLAZA	Southbound	128	0	0.5	434	¥	-366
73	I-95 N @ MD 32/EXIT 38	Northbound	38	3	0.4	N/A	N/A	N/A
75	I-95 N @ HOWARD-PRINCE GEORGE'S CO LINE	Northbound	66	2	0.4	92	¥	-17
108	I-95 S @ FORT MCHENRY TUNNEL	Southbound	132	0	0.3	216	¥	-108

I-95 (I-695 North to Delaware Line) TopBottlenecks

2019 Rank	LOCATION	Direction	Average Duration (minute)	Average Length (mile)	Impact Factor	2018 Rank	Cha	ange
31	I-95 S @ MD 43/WHITE MARSH BLVD/EXIT 67	Southbound	30	7	0.8	130	¥	-99
34	I-95 N @ MD 152/EXIT 74	Northbound	28	7	0.7	N/A	N/A	N/A
50	I-95 S @ MD 24/EXIT 77	Southbound	28	5	0.6	48	1	2
70	I-95 S @ MD 272/EXIT 100	Southbound	14	8	0.4	94	Ψ	-99
72	I-95 S @ MD 543/EXIT 80	Southbound	49	3	0.4	54	•	18
98	I-95 S @ MARYLAND HOUSE	Southbound	24	3	0.3	106	¥	-8
150	I-95 S @ MILLARD E TYDINGS MEMORIAL BRG	Southbound	29	2	0.2	199	$\mathbf{\Psi}$	-49
157	I-95 N @ MILLARD E TYDINGS MEMORIAL BRG	Northbound	32	1	0.2	183	¥	-26
163	I-95 S @ CHESAPEAKE HOUSE TRAVEL PLAZA	Southbound	64	1	0.2	N/A	N/A	N/A
198	I-95 N @ MD 22/MD 132 EXIT 85	Northbound	14	2	0.1	152	•	46

I-97 TopBottlenecks

2019 Rank	LOCATION	Direction	Average Duration (minute)	Average Length (mile)	Impact Factor	2018 Rank	Cha	inge
83	I-97 S @ MD 178/EXIT 5	Southbound	41	3	0.4	N/A	N/A	N/A
97	I-97 S @ US 50/US 301	Southbound	14	6	0.3	107	$\mathbf{\Psi}$	-10
181	I-97 N @ MD 3/EXIT 7	Northbound	29	2	0.2	255	¥	-74
215	I-97 N @ I-695/EXIT 17	Northbound	23	1	0.1	N/A	N/A	N/A
317	I-97 S @ MD 100/EXIT 14	Southbound	15	1	0.1	189	1	128
354	I-97 S @ BENFIELD BLVD/EXIT 10	Southbound	13	1	0.1	N/A	N/A	N/A
396	I-97 N @ MD 178/EXIT 5	Northbound	5	2	0.0	336	1	60
400	I-97 N @ MD 3 BUS/NEW CUT RD/EXIT 12	Northbound	4	2	0.0	411	¥	-11
434	I-97 S @ MD 174/QUARTERFIELD RD/EXIT 13	Northbound	4	2	0.0	N/A	N/A	N/A
466	I-97 S @ MD 32/EXIT 7	Southbound	7	1	0.0	385	T	81

I-270 Top Bottlenecks

2019 Rank	LOCATION	Direction	Average Duration (minute)	Average Length (mile)	lmpact Factor	2018 Rank	Cha	inge
5	I-270 S @ MD 109/EXIT 22	Southbound	139	3	1.9	9	$\mathbf{\Psi}$	-4
23	I-270 N @ MD 124/QUINCE ORCHARD/EXIT 11	Northbound	121	3	0.9	89	Ψ.	-66
24	I-270 S @ I-270 (SPUR)	Southbound	44	5	0.9	21	•	3
26	I-270 N @ MD 121	Northbound	107	3	0.8	20	•	6
37	I-270 S @ MONTROSE RD/EXIT 4	Southbound	48	4	0.7	23	•	14
38	I-270 S @ MD 85/EXIT 31	Northbound	29	7	0.7	74	¥	-36
42	I-270 N @ MONTROSE RD/EXIT 4	Northbound	78	2	0.6	101	$\mathbf{\Psi}$	-59
54	I-270 N @ MIDDLEBROOK RD/EXIT 13	Northbound	31	5	0.6	14	•	40
57	I-270 N @ MD 80/EXIT 26	Northbound	26	6	0.5	N/A	N/A	N/A
59	I-270 S @ MD 121	Southbound	25	7	0.5	N/A	N/A	N/A

I-495 TopBottlenecks

2019 Rank	LOCATION	Direction	Average Duration (minute)	Average Length (mile)	lmpact Factor	2018 Rank	Cha	inge
1	I-495 IL @ I 270 SPUR	Inner Loop	139	5	3.0	3	$\mathbf{\Psi}$	-2
4	I-495 OL @ MD 97/GEORGIA AVE/EXIT 31	Outer Loop	149	3	2.2	2	1	2
7	I-495 IL @ MD 450/ANNAPOLIS RD/EXIT 20	Inner Loop	157	3	1.7	N/A	N/A	N/A
9	I-495 IL @ I 295/EXIT 2	Inner Loop	145	2	1.6	N/A	N/A	N/A
15	I-495 OL @ GREENBELT STATION RD/EXIT 24	Outer Loop	76	4	1.1	39	$\mathbf{\Psi}$	-24
21	I-495 IL @ MD 193/UNIVERSITY BLVD/EXIT 29	Inner Loop	90	3	1.0	73	$\mathbf{\Psi}$	-52
22	I-495 OL @ MD 201/KENILWORTH AVE/EXIT 23	Outer Loop	88	3	1.0	11	Ť	11
30	I-495 IL @ US 50/EXIT 19	Outer Loop	102	2	0.8	N/A	N/A	N/A
32	I-495 IL @ GREENBELT STATION RD/EXIT 24	Inner Loop	143	1	0.8	N/A	N/A	N/A
35	I-495 IL @ I 270/EXIT 35	Inner Loop	223	1	0.7	N/A	N/A	N/A

I-695 TopBottlenecks

2019 Rank	LOCATION	Direction	Average Duration (minute)	Average Length (mile)	Impact Factor	2018 Rank	Cha	inge
2	I-695 OL @ EDMONDSON AVE/EXIT 14	Outer Loop	197	4	2.9	4	4	-2
6	I-695 IL @ SECURITY BLVD/EXIT 17	Inner Loop	186	3	1.9	49	Ψ.	-43
18	I-695 IL @ MD 542/LOCK RAVEN BLVD/EXIT 29	Inner Loop	64	5	1.0	N/A	N/A	N/A
33	I-695 OL @ MD 567/CROMWELL BRIDGE RD/EXIT 29	Outer Loop	120	2	0.7	42	Ψ.	-9
44	I-695 OL @ MD 295/BALT-WASH PKWY/EXIT 7	Outer Loop	78	2	0.6	71	Ψ.	-27
62	I-695 IL @ MD 372/WILKINS AVE/EXIT 12	Inner Loop	88	2	0.5	80	Ψ.	-18
69	I-695 OL @ MD 122/SECURITY BLVD/EXIT 17	Outer Loop	32	4	0.4	77	•	-8
77	I-695 OL @ MD 26/EXIT 18	Outer Loop	62	2	0.4	86	Ψ.	-9
82	I-695 OL @ I-70/EXIT 16	Outer Loop	70	2	0.4	65	•	17
102	I-695 OL @ MD 295/BALTIMORE WASHINGTON PKWY/EXIT 7 (LINTHICUM HEIGHTS) (SOUTH)	Outer Loop	58	1	0.3	98	Λ	4

I-795 Top Bottlenecks

2019 Rank	LOCATION	Direction	Average Duration (minute)	Average Length (mile)	lmpact Factor	2018 Rank	Cha	inge
127	I-795 N @ OWINGS MILLS BLVD/EXIT 4	Northbound	35	2	0.2	117	•	10
245	I-795 S @ I-695	Southbound	7	3	0.1	125	•	120
373	I-795 S @ FRANKLIN BLVD/EXIT 7	Southbound	12	1	0.1	332	1	41
571	I-795 N @ MD 128/MD 140/MD 30/EXIT 9	Northbound	2	2	0.0	447	1	124
576	I-795 S @ OWINGS MILLS BLVD/EXIT 4	Southbound	4	1	0.0	537	1	39
862	I-795 N @ FRANKLIN BLVD/EXIT 7	Northbound	1	1	0.0	845	•	17

I-895 TopBottlenecks

2019 Rank	LOCATION	Direction	Average Duration (minute)	Average Length (mile)	lmpact Factor	2018 Rank	Cha	ange
13	I-895 S @ HOLABIRD AVE/EXIT 10	Southbound	269	1	1.1	85	¥	-72
36	I-895 N @ HOLABIRD AVE/EXIT 10	Northbound	123	2	0.7	N/A	N/A	N/A
104	I-895 N @ HARBOR TUNNEL THWY (NORTH)	Northbound	77	1	0.3	22	1	82
106	I-895 S @ HARBOR TUNNEL THWY (SOUTH)	Southbound	49	2	0.3	81	Ť	25
122	I-895 S @ HARBOR TUNNEL THWY (NORTH)	Southbound	66	1	0.3	N/A	N/A	N/A
217	I-895 N @ I-695/BELTWAY/EXIT 3	Northbound	14	2	0.1	322	¥	-105
225	I-895 N @ US 1/WASHINGTON BLVD/EXIT 1	Southbound	14	1	0.1	355	$\mathbf{\Psi}$	-130
241	I-895 N @ HARBOR TUNNEL TOLL PLAZA	Northbound	64	0	0.1	369	¥	-28
246	I-895 N @ HARBOR TUNNEL THWY (SOUTH)	Northbound	37	1	0.1	5	1	241
269	I-895 S @ CHILDS ST/EXIT 9	Southbound	100	0	0.1	396	$\mathbf{\Psi}$	-127

MD 32 TopBottlenecks

			Average Duration	Average Length	Impact	2018		
2019 Rank	LOCATION	Direction	(minute)	(mile)	Factor	Rank	Cha	nge
27	MD 32 E @ MD 198/FORT MEADE RD	EASTBOUND	101	2	0.8	29	$\mathbf{\Psi}$	-2
66	MD 32 W @ MD 175/ANNAPOLIS RD	WESTBOUND	64	2	0.5	66		0
85	MD 32 W @ US 1	WESTBOUND	61	2	0.4	40	1	45
94	MD 32 E @ I-95	EASTBOUND	46	2	0.3	118	$\mathbf{\Psi}$	-24
271	MD 32 W @ US 29	WESTBOUND	19	1	0.1	N/A	N/A	N/A
327	MD 32 E @ HENKELS LN/DORSEY RUN RD	EASTBOUND	20	1	0.1	409	¥	-82
442	MD 32 E @ BROKENLAND PKWY	EASTBOUND	10	1	0.0	448	¥	-6
497	MD 32 E @ GREAT STAR DR	EASTBOUND	7	1	0.0	N/A	N/A	N/A
507	MD 32 E @ MD 295/BALTIMORE WASHINGTON PKWY	EASTBOUND	2	2	0.0	N/A	N/A	N/A
532	MD 32 W @ BROKENLAND PKWY	WESTBOUND	3	2	0.0	612	$\mathbf{\Psi}$	-80

MD 100 TopBottlenecks

2019 Rank	LOCATION	Direction	Average Duration (minute)	Average Length (mile)	Impact Factor	2018 Rank	Cha	inge
71	MD 100 E @ MD 170/TELEGRAPH RD/EXIT 11	EASTBOUND	34	3	0.4	N/A	N/A	N/A
91	MD 100 E @ MD 174/QUARTERFIELD RD	EASTBOUND	81	1	0.4	75	1	16
110	MD 100 E @ EXIT 7	EASTBOUND	63	1	0.3	164	Ψ.	-54
129	MD 100 W @ OAKWOOD RD	WESTBOUND	46	1	0.2	123	Ť	6
138	MD 100 W @ MD 607/MAGOTHY BRIDGE RD	WESTBOUND	310	0	0.2	145	Ψ.	-7
146	MD 100 E @ MD 713/RIDGE RD/EXIT 10	EASTBOUND	27	2	0.2	157	Ψ.	-11
154	MD 100 W @ EXIT 7	WESTBOUND	27	2	0.2	N/A	N/A	N/A
165	MD 100 W @ I-95/EXIT 5	WESTBOUND	26	2	0.2	184	Ψ	-19
209	MD 100 W @ MD 170/TELEGRAPH RD/EXIT 11	WESTBOUND	23	2	0.1	252	¥	-43
224	MD 100 W @ MD 174/QUARTERFIELD RD	WESTBOUND	16	2	0.1	223	Ť	1

MD 200 TopBottlenecks

2019 Rank	LOCATION	Direction	Average Duration (minute)	Average Length (mile)	Impact Factor	2018 Rank	Cha	inge
495	MD 200 W @ MD 182/LAYHILL RD	WESTBOUND	3	3	0.0	N/A	N/A	N/A
562	MD 200 E @ MD 97/GEORGIA AVE	EASTBOUND	7	1	0.0	865	$\mathbf{\Psi}$	-303
581	MD 200 W @ I-370	WESTBOUND	1	3	0.0	725	¥	-144
631	MD 200 W @ MD 650/NEW HAMPSHIRE AVE	WESTBOUND	1	2	0.0	617	1	14
702	MD 200 E @ I-95	EASTBOUND	1	2	0.0	644	•	58
756	MD 200 W @ US 29/COLUMBIA PIKE	WESTBOUND	2	1	0.0	810	$\mathbf{\Psi}$	-54
774	MD 200 W @ BRIGGS CHANEY RD	WESTBOUND	1	1	0.0	N/A	N/A	N/A
816	MD 200 W @ MD 97/GEORGIA AVE	WESTBOUND	0	2	0.0	N/A	N/A	N/A
851	MD 200 E @ MD 650/NEW HAMPSHIRE AVE	EASTBOUND	1	1	0.0	771	•	80
874	MD 200 E @ MD 182/LAYHILL RD	EASTBOUND	1	1	0.0	885	$\mathbf{\Psi}$	-11

MD 295 TopBottlenecks

2019 Rank_	LOCATION	Direction	Average Duration (minute)	Average Length (mile)	lmpact Factor	2018 Rank	Cha	inge
3	MD 295 N @ POWDER MILL RD	Northbound	345	2	2.7	1	Ť	2
10	MD 295 S @ MD 198	Southbound	160	3	1.6	8	Ť	2
14	MD 295 S @ RIVERDALE RD	Southbound	115	3	1.1	25	Ψ	-11
16	MD 295 N @ I-495/I-95	Northbound	88	3	1.1	18	Ψ	-2
17	MD 295 S @ PRINCE GEORGE'S/ARUNDEL CO LINE	Southbound	96	3	1.1	58	¥	-41
20	MD 295 N @ MD 32	Northbound	115	2	1.0	33	Ψ	-13
25	MD 295 S @ MD 197/EXIT 11	Southbound	137	2	0.8	10	Ť	15
29	MD 295 N @ MD 175	Northbound	68	3	0.8	N/A	N/A	N/A
49	MD 295 N @ MD 648/ANNAPOLIS RD/WATERVIEW AVE	Northbound	76	2	0.6	358	Ψ	-309
53	MD 295 N @ PRINCE GEORGE'S/ARUNDEL CO LINE	Northbound	113	2	0.6	36	Ť	17

US 50 TopBottlenecks

2019 Rank_	LOCATION	Direction	Average Duration (minute)	Average Length (mile)	Impact Factor	2018 Rank	Cha	inge
11	US 50 W @ WILLIAM PRESTON LANE BRIDGE	WESTBOUND	81	4	1.4	N/A	N/A	N/A
40	US 50 E @ MD 202/LANDOVER RD	EASTBOUND	94	2	0.7	56	Ψ.	-16
63	US 50 E @ MD 295/BALTIMORE WASHINGTON PKWY	EASTBOUND	134	1	0.5	67	Ψ	-4
80	US 50 W @ MD 213/CENTREVILLE RD	WESTBOUND	26	3	0.4	68	1	12
118	US 50 E @ MD 213/CENTREVILLE RD	EASTBOUND	17	4	0.3	100	Υ	18
128	US 50 E @ WILLIAM PRESTON LANE BRIDGE	EASTBOUND	14	4	0.2	N/A	N/A	N/A
132	US 50 W @ MD 201/MD 295/KENILWORTH AVE	WESTBOUND	22	3	0.2	90	1	42
143	US 50 E @ BAY DALE/FERGUSON RD/EXIT 28	EASTBOUND	15	3	0.2	283	Ψ.	-140
180	US 50 E @ MD 648/BALTIMORE ANNAPOLIS BLVD	EASTBOUND	19	2	0.2	182	Ψ.	-2
184	US 50 E @ WILLIAM P LANE BRG TOLL PLAZA	EASTBOUND	37	0	0.2	458	Ψ	-274

C. ARTERIAL CORRIDOR FACT SHEETS

Arterial roadways represent the next highest classification of roadways after freeways/expressways. Arterials provide a vital connection between the freeway/ expressway system and the local roadways. These roadways normally have multi-lanes, traffic signals, and access points either from cross streets or driveways. Arterial roadways carry the next highest volumes of traffic in comparison to freeways/ expressways.

The 35 most congested arterial corridors in the AM and PM peak hours were identified based on observed traffic operations, traffic volumes, regional significance, and availability of data to analyze in further detail. In addition, US 50, MD 18, MD 90 and MD 528 for the summer weekend traffic was also included. Traffic analysis was performed to identify the most congested intersections and segments and the accompanying levels of service, TTI, and PTI on a segment basis. Various roadway characteristics such as the number of lanes, speed limits, signalized intersections, and traffic/transit ridership data were analyzed. The following corridors were analyzed:

- · MD 2 US 50/301 to MD 10
- · MD 3 US 50/301 to I-97
- MD 4 Washington DC Line to Dower House Road
- · MD 4 MD 235 to MD 2
- · MD 5 US 301 to MD 223
- MD 18 MD 8 to Piney Road (summer weekend)
- · MD 24 US 40 to US 1
- · MD 26 MD 32 to Baltimore City Line
- MD 28 Riffle Ford Road to MD 97
- MD 30- MD 30 Business to MD 86
- · MD 32 MD 108 to MD 26
- MD 43 I-695 to US 40
- MD 45 Baltimore City Line to Shawan Road
- MD 85 English Muffin Way to I-70
- MD 90 US 50 to MD 528 (summer weekend)
- MD 97 Washington DC Line to MD 108
- · MD 124 MD 28 to MD 108
- MD 140 MD 97 to Baltimore City Line
- MD 152 US 40 to Carrs Mill Road
- · MD 175 MD 32 to US 29

- MD 185 Washington DC Line to MD 97
- · MD 193 MD 201 to MD 650
- · MD 201 MD 450 to MD 212
- · MD 210 MD 228 to I-95
- · MD 228 MD 210 to US 301
- MD 355 Washington DC Line to MD 27
- · MD 410 MD 650 to Pennsy Drive
- · MD 410 MD 355 to US 29
- · MD 450 MD 202 to MD 704
- MD 528 Delaware Line to US 50 (summer weekend)
- MD 650 Washington DC Line to US 29
- · US 1 MD 410 to MD 198
- · US 1 Baltimore City Line to Honeygo Boulevard
- · US 29 MD 97 to MD 650
- US 29 Industrial Parkway to MD 198
- US 40 I-70 to Cleveland Ave
- US 50 MD 213 to MD 528 (summer weekend)
- US 301 Billingsley Rd to MD 5
- · US 301 Leeland Road to MD 4

MD 2			nod Rd	TO MAIL	STA	
Limits:	US 50/301	to MD 10	ATE EAvar	ton Rg	177	
Corridor Length:	8.4 n	niles		ove Rd	- And	
Speed Limit:	50 N	ИРН	Stield Elind	Kinder Rd	1-4	CXX
Travel Lanes:	2-3 (Northbound)	1-3 (Southbound)	Arden O	Benfield Rg	Severna Park	Angothy River
Signal Controlled Intersections:	1.	2	2010 14	Herald Harbor R.	rbor Qu Cuma	college que
Grade Separated Interchanges:	1	I	(178) Crow	msville	Severn River Sanctuary Sherwood	Amold g College Pi
Major Cross Streets:	MD 10, MD 648 Magothy E East West Blvd College Park	Bridge Rd, / Pasadena Rd,		Clock state part	Forest The Downs	So Manresa - Cedar Co
	_					Peak Hour
Devites and Didevehin	Routes	Avg. Daily Ridership		19 AADT	Trucks	
Routes and Ridership	MTA LocalLink 70 MTA Commuter Bus 260	1,927 291	48,000) - 65,000 vpd	1 %	8% - 8.5%
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	4	2	LC	S D or Better	4.7 / 1.6	0.0 / 4.2
LOS E	0	2		LOS E	2.8 / 0.0	4.5 / 0.5
LOS F	0	0		LOS F	0.9 / 6.8	3.9 / 3.7
LOS 'F' Int	ersections	LOS 'F' Int	ersection	IS		Color Key
	d/East-West Blvd (PM)	200 1 1	lorecoulor		ТТІ	-
	Rd/Leelyn Dr (PM)				1.00 - 1	
					1.15 - 1	.30 1.5 - 2.5
Available count data.					1.30 - 2 > 2.0	> 2.5 0
הימוומטו ט טטעווג עמנמ.						No data
				тті		PTI
		Commont	Length	AM	РМ	AM PM
Functional Class	Roadway North to	o South	(miles)	NB SB	NB SB	NB SB NB S
Functional Class	North to MD 10 - Pasadena	o South Rd/East West Blvd.	0.3	NB SB	W	
	North to MD 10 - Pasadena Pasadena Rd/East West Bivd E Ear	o South Rd/East West Blvd. rleigh Heights Rd/Magothy Bridge Rd.	0.3	NB SB		
Functional Class Urban Other Principal Arterial	North to MD 10 - Pasadena Pasadena Rd/East West Blvd E Ear E Earleigh Heights Rd/Magothy Bridge	D South Rd/East West Blvd. rleigh Heights Rd/Magothy Bridge Rd. Rd MD 648/Baltimore Annapolis Blvd.	0.3 0.9 1.1	NB SB	W	
Urban Other Principal	North to MD 10 - Pasadena Pasadena Rd/East West Bivd E Ear	Rd/East West Blvd. rleigh Heights Rd/Magothy Bridge Rd. Rd MD 648/Baltimore Annapolis Blvd. olis Blvd Robinson Rd.	0.3	NB SB	W	

MD 3				2 P	Oder	Gaml	3	
Limits:	US 50/3	301 to I-97	Astu	de la compañía de la comp		Chaper Root Colf Cent	Millersv vk er	ille Ceneral
Corridor Length:	8.8	miles		TRd		and the second		
Speed Limit:	45 - {	50 MPH	2		ist		5	
Travel Lanes:	(2 - 4) Northbound	d (2 - 4) Southbound	2	/ }	3	3 424 Crofton C	rofton Park	
Signal Controlled Intersections:		12		Rd	450	Defense Hwy	(450)	Defense H
Grade Separated Interchanges:		3	An	apons 3		Bell Branch Athletic Comp		
Major Cross Streets:	Waugh Chapel	75, MD 424, Rd, Defense Hwy, ir Rd, US 50/301		Rie 3	6	John H		
	Routes	Avg. Daily Ridership	20	19 AAI	т	Truck		Peak Hour Traffic
Routes and Ridership	METRO B29	203	70,000					7% - 8%
Į			-,	- ,-		Segment Opera	tions	-
	Intersection Operations	S				Northbound	1	thbound
Signalized Intersections]	Level Servio	-	AM / PM (Miles of Roadway)	AI (N	M / PM liles of adway)
LOS D or Better	10	8	LC	S D or I		6.3 / 1.7		5/2.1
LOS E	1	2		LOS E	=	0.8 / 1.3	6.	<mark>6 / 3.3</mark>
LOS F	0	1		LOS	E	1.7 / 5.8	1.	7/3.4
				2001		1.77 0.0		
						1.77 3.0		
LOS 'E' Int		LOS 'F' In		IS			Color	Кеу
MD 3 at MD 4	450 (AM, PM)	LOS 'F' In MD 3 at Crawford Bl		IS		TT	Color	
MD 3 at MD 4	450 (AM, PM)	LOS 'F' In MD 3 at Crawford Bl		IS			Color 1	Кеу
MD 3 at MD 4	450 (AM, PM)	LOS 'F' In MD 3 at Crawford Bl		IS		TT 1.00 -	Color I 1.15	Key PTI 1.0 - 1.5
MD 3 at MD 4	450 (AM, PM)	LOS 'F' In MD 3 at Crawford Bl		IS		ТТ	Color I 1.15	Key PTI
MD 3 at MD 4	450 (AM, PM)	LOS 'F' In MD 3 at Crawford Bl		IS		TT 1.00 - 1.15 -	Color 1 1.15 1.30	Key PTI 1.0 - 1.5
MD 3 at MD 4	450 (AM, PM)	LOS 'F' In MD 3 at Crawford Bl		IS		TT 1.00 - 1.15 - 1.30 -	Color 1 1.15 1.30 2.00	Key PTI 1.0 - 1.5
MD 3 at MD 4	450 (AM, PM)	LOS 'F' In MD 3 at Crawford Bl		IS		TT 1.00 - 1.15 -	Color 1 1.15 1.30 2.00 00	Key PTI 1.0 - 1.5 1.5 - 2.5 > 2.5
MD 3 at MD 4	450 (AM, PM)	LOS 'F' In MD 3 at Crawford Bl		IS		TT 1.00 - 1.15 - 1.30 -	Color 1 1.15 1.30 2.00	Key PTI 1.0 - 1.5 1.5 - 2.5 > 2.5
MD 3 at MD 4	450 (AM, PM) Way/Directional Crossover (PM)	LOS 'F' In MD 3 at Crawford Bl	vd/Cronson	IS		TT 1.00 - 1.15 - 1.30 - > 2.	Color 1 1.15 1.30 2.00 00	Key PTI 1.0 - 1.5 1.5 - 2.5 > 2.5
MD 3 at MD 4	450 (AM, PM) Way/Directional Crossover (PM)	LOS 'F' In MD 3 at Crawford Bl	vd/Cronson	IS	Л)	TT 1.00 - 1.15 - 1.30 - > 2.	Color 1 1.15 1.30 2.00 00	Key PTI 1.0 - 1.5 1.5 - 2.5 > 2.5 ata PTI
MD 3 at MD 4 MD 3 (SB) at South Main Chapel Available count data.	450 (AM, PM) Way/Directional Crossover (PM)	LOS 'F' In MD 3 at Crawford Bl	vd/Cronson	IS Blvd (PN	Л)	TT 1.00 - 1.15 - 1.30 - > 2.	Color 1 1.15 2.00 00 No d	Key PTI 1.0 - 1.5 1.5 - 2.5 > 2.5 ata PTI 1
MD 3 at MD 4 MD 3 (SB) at South Main Chapel Available count data.	450 (AM, PM) Way/Directional Crossover (PM) Postorial Crossover (PM) Roadwa North	LOS 'F' In MD 3 at Crawford Bl	Vd/Cronson Length (miles) 0.8	IS Blvd (PN	л) Т М	TT 1.00 - 1.15 - 1.30 - > 2.	Color 1 1.15 1.30 2.00 00 No d	Key PTI PTI 1.0 - 1.5 1.5 - 2.5 2.5 ata > 2.5 BX PM SB NB S I IMB S I IMB S
MD 3 at MD 4 MD 3 (SB) at South Main Chapel Available count data.	450 (AM, PM) Way/Directional Crossover (PM) Roadwa North Patuxent Fwy (MD 32) - Anna Annapolis Rd (MD 175)/Mille	LOS 'F' In MD 3 at Crawford Bl MD 3 at Crawford Bl ay Segment to South apolis Rd (MD 175)/Millersville Rd ersville Rd - St. Stephens Ch Rd	Length (miles) 0.8 1.2	IS Blvd (PN	л) Т М SB	TT 1.00 - 1.15 - 1.30 - > 2.	Color 1 1.15 1.30 2.00 00 No d	Key PTI 1.0 - 1.5 1.5 - 2.5 2.5 ata PTI M SB NB I I I </td
MD 3 at MD 4 MD 3 (SB) at South Main Chapel Available count data.	450 (AM, PM) Way/Directional Crossover (PM) Roadwa North Patuxent Fwy (MD 32) - Anna Annapolis Rd (MD 175)/Mille St. Stephens Church Rd -	LOS 'F' In MD 3 at Crawford Bl MD 3 at Crawford Bl ay Segment to South apolis Rd (MD 175)/Millersville Rd ersville Rd - St. Stephens Ch Rd Waugh Chapel Rd/Riedel Rd	Length (miles) 0.8 1.2 0.5	IS Blvd (PN	л) Т М SB	TT 1.00 - 1.15 - 1.30 - > 2.	Color 1 1.15 1.30 2.00 00 No d	Key PTI 1.0 - 1.5
MD 3 at MD 4 MD 3 (SB) at South Main Chapel Available count data.	450 (AM, PM) Way/Directional Crossover (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 Crawford Bl MD 3 at Crawford Bl apolis Rd (MD 175)/Millersville Rd ersville Rd - St. Stephens Ch Rd Waugh Chapel Rd/Riedel Rd vdel Rd - John Hopkins Rd	Ud/Cronson	IS Blvd (PN	л) Т М SB	TT 1.00 - 1.15 - 1.30 - > 2. TI NB SB I I	Color 1 1.15 1.30 2.00 00 No d	Key PTI 1.0 - 1.5 1.5 - 2.5 2.5 21.5
MD 3 at MD 4 MD 3 (SB) at South Main Chapel Available count data. Functional Class	450 (AM, PM) Way/Directional Crossover (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 Crawford Bl MD 3 at Crawford Bl apolis Rd (MD 175)/Millersville Rd ersville Rd - St. Stephens Ch Rd Waugh Chapel Rd/Riedel Rd waugh Chapel Rd/Riedel Rd edel Rd - John Hopkins Rd (Rd/Davidsonville Rd (MD 424)	Length (miles) 0.8 1.2 0.5 0.8 0.9	IS Blvd (PN	л) Т М SB	TT 1.00 - 1.15 - 1.30 - > 2.	Color 1 1.15 1.30 2.00 00 No d	Key PTI 1.0 - 1.5 1.5 - 2.5 2.5 21.5
MD 3 at MD 4 MD 3 (SB) at South Main Chapel Available count data.	450 (AM, PM) Way/Directional Crossover (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(MD	LOS 'F' In MD 3 at Crawford BI MD 3 at Crawford BI apolis Rd (MD 175)/Millersville Rd ersville Rd - St. Stephens Ch Rd Waugh Chapel Rd/Riedel Rd waugh Chapel Rd/Riedel Rd del Rd - John Hopkins Rd (Rd/Davidsonville Rd (MD 424) D-424)-CrawfordBIvd/CrnsnBIvd	Length (miles) 0.8 1.2 0.5 0.8 0.9 0.7	IS Blvd (PN	л) Т М SB	TT 1.00 - 1.15 - 1.30 - > 2. TI NB SB I I	Color 1 1.15 1.30 2.00 00 No d	Key PTI 1.0 - 1.5 1.5 - 2.5 2.5 21.5
MD 3 at MD 4 MD 3 (SB) at South Main Chapel Available count data. Functional Class	450 (AM, PM) Way/Directional Crossover (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(MI Crawford Blvd/Cronson B	LOS 'F' In MD 3 at Crawford Bl MD 3 at Crawford Bl apolis Rd (MD 175)/Millersville Rd ersville Rd - St. Stephens Ch Rd Waugh Chapel Rd/Riedel Rd vaugh Chapel Rd/Riedel Rd del Rd - John Hopkins Rd (Rd/Davidsonville Rd (MD 424) D-424)-CrawfordBlvd/CrnsnBlvd Blvd - Defense Hwy (MD 450)	Length (miles) 0.8 1.2 0.5 0.8 1.2 0.5 1.3	IS Blvd (PN	/) M SB I	TT 1.00 - 1.15 - 1.30 - > 2. TI NB SB I I	Color 1 1.15 1.30 2.00 00 No d	Key PTI 1.0 - 1.5 1.5 - 2.5 2
MD 3 at MD 4 MD 3 (SB) at South Main Chapel Available count data. Functional Class	450 (AM, PM) Way/Directional Crossover (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 Crawford BI MD 3 at Crawford BI apolis Rd (MD 175)/Millersville Rd ersville Rd - St. Stephens Ch Rd Waugh Chapel Rd/Riedel Rd Waugh Chapel Rd/Riedel Rd del Rd - John Hopkins Rd (Rd/Davidsonville Rd (MD 424) D-424)-CrawfordBIvd/CrnsnBIvd BIvd - Defense Hwy (MD 450)) - Annapolis Rd (MD 450)	Vd/Cronson Length (miles) 0.8 1.2 0.5 0.8 0.9 0.7 1.3 0.5	IS Blvd (PN	л) Т М SB	TT 1.00 - 1.15 - 1.30 - > 2. TI NB SB I I	Color 1 1.15 1.30 2.00 00 No d	Key PTI 1.0 - 1.5 I.5 - 2.5 1.5 - 2.5 I.5 - 2.5 2.5 2.5 ata PTI 1 PM SB NB SI I.0 M PM M I.0 M I.5 M I.5 I I.5
MD 3 at MD 4 MD 3 (SB) at South Main Chapel Available count data. Functional Class	450 (AM, PM) Way/Directional Crossover (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(MI Crawford Blvd/Cronson B Defense Hwy (MD 450) Annapolis Rd (MD 450)	LOS 'F' In MD 3 at Crawford Bl MD 3 at Crawford Bl apolis Rd (MD 175)/Millersville Rd ersville Rd - St. Stephens Ch Rd Waugh Chapel Rd/Riedel Rd vaugh Chapel Rd/Riedel Rd del Rd - John Hopkins Rd (Rd/Davidsonville Rd (MD 424) D-424)-CrawfordBlvd/CrnsnBlvd Blvd - Defense Hwy (MD 450)	Length (miles) 0.8 1.2 0.5 0.8 1.2 0.5 1.3	IS Blvd (PN	/) M SB I	TT 1.00 - 1.15 - 1.30 - > 2. TI NB SB I I	Color 1 1.15 1.30 2.00 00 No d	Key PTI 1.0 - 1.5 1.5 - 2.5 2

Limits:	Washi	ngton DC Line	to Dower Ho	use Pd		Cap Heig	itol (214)	d dim Dr	Walke-	pon Patis
Linits.	washii				and the second	A Constant	Addisson Rd S	®' الter Mill ميلونده	er Mill Rd	Bhd
Corridor Length:		6.6 n	niles		Ave Se valena A	e St work the Coral Hills			RichieRd	
Speed Limit:		35 - 55	5 MPH			Calange Price		strict to a port		O. S. C. R.S.
Travel Lanes:	(2 - 3)) Northbound	(2 - 3) Southt	ound		Suitland-Silver Hill	Ha Mar Di	For	restville	
Signal Controlled Intersections:		1:	2		est hts		Suitland Rever	Sumand Reay		1
Grade Separated Interchanges:		7	,		Marlow (14) Heights	puth Wey	h Rd St	-		, Con
Major Cross Streets:		MD 458, Fo I-95, M MD 223, Dow	D 337,		Tample H	ile Josepheren Rd	C THE REPORT	mold Ave		of House Rit
	MTA Commuter	Avg. Daily	METRO Routes	Avg. Daily Ridership		A		Joint Base Andrews		- Vie
	Bus Routes	Ridership	J12	977	1		37		5	-
		100	K12/K13	2,587				Ult -		
Routes and Ridership	810	192	V12	1,774	-					k Hour
	820 830	853 603	The Bus Routes	Avg. Daily Ridership		19 AADT - 78,000 vpd	Trucl 3% - 8	-	-	raffic % - 8%
	840	402	20	598	22,000	- 70,000 vpu	570-0	570	0.5	/0 - 0 /0
	850	187	24	630		Se	gment Opera	tions		
	Intersection	Operations					Northbound		outhbour	nd
Signalized Intersection		eak Hour	PM Pe	ak Hour		vel of Service	AM / PM (Miles of Roadway)		AM / PM (Miles of Roadway	
LOS D or Better		6		8		DS D or Better	6.2 / 6.2		5.7 / 3.0	,
LOS E		1		0		LOS E	0.4 / 0.0		0.0 / 2.3	
LOS F		2		1		LOS F	0.0 / 0.4		0.9 / 1.3	
LOS 'E' Inte				LOS 'F' Int					lor Key	
LOS 'E' Inte MD 4 at Parkl				at MD 337/Presi	dential Pkwy (Co TTI	lor Key	PTI
					dential Pkwy (PTI 1.0 - 1.5
				at MD 337/Presi	dential Pkwy (TTI		
				at MD 337/Presi	dential Pkwy (1.0	TTI		
				at MD 337/Presi	dential Pkwy (1.0 1.1	TTI 0 - 1.15 5 - 1.30		1.0 - 1.5
				at MD 337/Presi	dential Pkwy (1.0 1.1	TTI 0 - 1.15		1.0 - 1.5
				at MD 337/Presi	dential Pkwy (1.0 1.1: 1.3	TTI 0 - 1.15 5 - 1.30		1.0 - 1.5 <mark>1.5 - 2.5</mark>
				at MD 337/Presi	dential Pkwy (1.0 1.1: 1.3	TTI 0 - 1.15 5 - 1.30 0 - 2.00 · 2.00		1.0 - 1.5 <mark>1.5 - 2.5</mark>
MD 4 at Parki				at MD 337/Presi	dential Pkwy (л)	1.0 1.1: 1.3: >	TTI 0 - 1.15 5 - 1.30 0 - 2.00 · 2.00	lo data	1.0 - 1.5 1.5 - 2.5 > 2.5
MD 4 at Parki Available count data.		Roadwa		at MD 337/Presi	dential Pkwy (л) тт	1.0 1.1 1.3 > 1	TTI 0 - 1.15 5 - 1.30 0 - 2.00 N	lo data	1.0 - 1.5 1.5 - 2.5 > 2.5
MD 4 at Parki				at MD 337/Presi	dential Pkwy (House Rd (Al	/) TT AM	1.0 1.1 1.3 2 2 1 <u>PM</u>	TTI 0 - 1.15 5 - 1.30 0 - 2.00 N N	lo data	1.0 - 1.5 1.5 - 2.5 > 2.5
MD 4 at Parki Available count data.	and Dr (AM)	North	ay Segment to South	tt MD 337/Presi	dential Pkwy (House Rd (Al Length (miles)	л) тт	1.0 1.1 1.3 > 1	TTI 0 - 1.15 5 - 1.30 0 - 2.00 N	lo data	1.0 - 1.5 1.5 - 2.5 > 2.5
MD 4 at Parki Available count data.	and Dr (AM)	North	ay Segment to South on St/ Shadysid	tt MD 337/Presi MD 4 at Dower	dential Pkwy (House Rd (Al Length (miles) 0.8	/) TT AM	1.0 1.1 1.3 2 2 1 <u>PM</u>	TTI 0 - 1.15 5 - 1.30 0 - 2.00 N N	lo data	1.0 - 1.5 1.5 - 2.5 > 2.5
MD 4 at Parki Available count data.	and Dr (AM)	North outhern Ave - Alt St/Shadyside Ave.	ay Segment to South on St/ Shadysid	tt MD 337/Presi MD 4 at Dower e Ave. Quarter Ave.	Length (miles) 0.5	/) TT AM	1.0 1.1 1.3 2 2 1 <u>PM</u>	TTI 0 - 1.15 5 - 1.30 0 - 2.00 N N	lo data	1.0 - 1.5 1.5 - 2.5 > 2.5
MD 4 at Parki	and Dr (AM)	North outhern Ave - Alf St/Shadyside Ave paulding Ave./Qu	ay Segment to South con St/ Shadysid - Spaulding Ave./C iarter Ave Broo	t MD 337/Presi MD 4 at Dower e Ave. Quarter Ave. oks Dr.	Length (miles) 0.8 0.5 0.4	/) TT AM	1.0 1.1 1.3 2 2 1 <u>PM</u>	TTI 0 - 1.15 5 - 1.30 0 - 2.00 N N	lo data	1.0 - 1.5 1.5 - 2.5 > 2.5
MD 4 at Parki	and Dr (AM)	North outhern Ave - Alt St/Shadyside Ave. paulding Ave./Qu Brooks Dr Silv	ay Segment to South - Spaulding Ave./(iarter Ave Brow rer Hill Rd. (MD -	e Ave. Quarter Ave. oks Dr. 458)	Length (Miles) 0.8 0.5 0.4 0.7	/) TT AM	1.0 1.1 1.3 2 2 1 <u>PM</u>	TTI 0 - 1.15 5 - 1.30 0 - 2.00 N N	lo data	1.0 - 1.5 1.5 - 2.5 > 2.5
MD 4 at Parki	and Dr (AM)	North outhern Ave - Alt St/Shadyside Ave. paulding Ave./Qu Brooks Dr Silv Silver Hill Rd. (M	ay Segment to South on St/ Shadysid spaulding Ave./(iarter Ave Brow rer Hill Rd. (MD - D 458) - Parklan	e Ave. Quarter Ave. oks Dr. 458)	Length (Miles) 0.8 0.5 0.4 0.7 0.3	/) TT AM	1.0 1.1 1.3 2 2 1 <u>PM</u>	TTI 0 - 1.15 5 - 1.30 0 - 2.00 N N	lo data	1.0 - 1.5 1.5 - 2.5 > 2.5 I PM NB S I I I I I I I I I I I I I
MD 4 at Parki Available count data. Functional Class	and Dr (AM)	North outhern Ave - Alt St/Shadyside Ave. paulding Ave./Qu Brooks Dr Silv Silver Hill Rd. (M Parkland D	ay Segment to South on St/ Shadysid - Spaulding Ave./(arter Ave Broo rer Hill Rd. (MD 4 D 458) - Parklan r Walters Ln.	e Ave. Quarter Ave. oks Dr. 458)	Length (Miles) 0.8 0.5 0.4 0.7 0.3 0.8	/) TT AM	1.0 1.1 1.3 2 2 1 <u>PM</u>	TTI 0 - 1.15 5 - 1.30 0 - 2.00 N N	lo data	1.0 - 1.5 1.5 - 2.5 > 2.5 I PM NB S I I I I I I I I I I I I I
MD 4 at Parki Available count data. Functional Class	and Dr (AM)	North outhern Ave - Alt St/Shadyside Ave paulding Ave./Qu Brooks Dr Silv Silver Hill Rd. (M Parkland D Walters Lr	ay Segment to South Spaulding Ave./c iarter Ave Broo rer Hill Rd. (MD - D 458) - Parklan rr Walters Ln. h Donnell Dr.	t MD 337/Presi MD 4 at Dower e Ave. Quarter Ave. oks Dr. 458) d Dr.	Length (Miles) 0.8 0.5 0.4 0.7 0.3 0.8 0.8 0.4 0.7	/) TT AM	1.0 1.1: 1.3: 1.3: ■ ■ ■ ■ ■ ■ ■ ■ ■ ■ ■ ■ ■	TTI 0 - 1.15 5 - 1.30 0 - 2.00 N NB	o data PT AM SB	1.0 - 1.5 1.5 - 2.5 > 2.5 I PM NB S I I NB S I NB
MD 4 at Parki Available count data. Functional Class	and Dr (AM)	North outhern Ave - Alt St/Shadyside Ave paulding Ave./Qu Brooks Dr Silv Silver Hill Rd. (M Parkland D Walters Lr Donnell Dr.	ay Segment to South con St/ Shadysid - Spaulding Ave./c iarter Ave Broo er Hill Rd. (MD 4 D 458) - Parklan rr Walters Ln. h Donnell Dr. - Forestville Rd.	t MD 337/Presi MD 4 at Dower e Ave. Quarter Ave. oks Dr. 458) d Dr.	Length (Miles) 0.8 0.5 0.4 0.7 0.3 0.8 0.4 0.7 0.3 0.8 0.4 0.6	/) TT AM	1.0 1.1 1.3 2 1 PM NB SB 1 NB SB 1	TTI 0 - 1.15 5 - 1.30 0 - 2.00 N N	lo data	1.0 - 1.5 1.5 - 2.5 > 2.5 I PM NB S I I NB S I NB S I NB
MD 4 at Parki Available count data. Functional Class	and Dr (AM)	North outhern Ave - Alt St/Shadyside Ave paulding Ave./Qu Brooks Dr Silv Silver Hill Rd. (M Parkland D Walters Lr Donnell Dr. Forestville	ay Segment to South con St/ Shadysid - Spaulding Ave./c arter Ave Broo rer Hill Rd. (MD / D 458) - Parklan r Walters Ln. h Donnell Dr. - Forestville Rd. Rd I-95/I-495	t MD 337/Presi MD 4 at Dower e Ave. Quarter Ave. oks Dr. 458) d Dr.	Length (Miles) 0.8 0.5 0.4 0.7 0.3 0.8 0.4 0.7 0.3 0.8 0.4 0.6 0.4 0.6 0.4	A) TT AM NB SB C C C C C C C C C C C C C C	1.0 1.1: 1.3: 1.3: ■ ■ ■ ■ ■ ■ ■ ■ ■ ■ ■ ■ ■	TTI 0 - 1.15 5 - 1.30 0 - 2.00 N NB	o data PT AM SB	1.0 - 1.5 1.5 - 2.5 > 2.5 I PM NB S I I V V V V V V
MD 4 at Parki Available count data.	and Dr (AM)	North outhern Ave - Alt St/Shadyside Ave paulding Ave./Qu Brooks Dr Silv Silver Hill Rd. (M Parkland D Walters Lr Donnell Dr.	ay Segment to South Spaulding Ave./(iarter Ave Brow rer Hill Rd. (MD - D 458) - Parklam r Walters Ln. n Donnell Dr. - Forestville Rd. Rd I-95/I-495 sooro Pike/ Westp	e Ave. Quarter Ave. Dks Dr. 458) d Dr.	Length (Miles) 0.8 0.5 0.4 0.7 0.3 0.8 0.4 0.7 0.3 0.8 0.4 0.6	/) TT AM	1.0 1.1 1.3 2 1 PM NB SB 1 NB SB 1	TTI 0 - 1.15 5 - 1.30 0 - 2.00 N NB	o data PT AM SB	1.0 - 1.5 1.5 - 2.5 > 2.5

MD 4				ZIS	235 that	
Limits:	MD 5 to	o MD 2	qog	245 RD	MRH NOTCH	Johns
Corridor Length:	10 n	niles	DOOMATIOH Leonardtown	ST. ANDO	RE	B STRENT 4 lewcod California 235
Speed Limit:	45 - 50) MPH	3	51. ANDREWS	4	St Mary's State Park 237
Travel Lanes:	(1 - 2) Northbound	(1 - 2) Southbound	Beauv	rue Ponta	St. Mary	s PD Q 246
Signal Controlled Intersections:	4	l.		to Point	OKOUT	RD Callaway (249)
Grade Separated Interchanges:	1	I				244)
Major Cross Streets:	MD Indian Br FDR Blvd	idge Rd, , MD 235,			1	ValleyLee
		Blvd, MD 2				Peak Hour
Routes and Ridership	Routes N/A	Avg. Daily Ridership N/A		19 AADT - 28,000 vpd	Trucks 4% - 5%	
	N/A	IN/A	12,000	•	egment Operati	
Signalized Intersection	Intersection Operations s*: AM Peak Hour	PM Peak Hour]	Level of	Northbound AM / PM (Miles of	Southbound AM / PM (Miles of
	S. Am reak nour			Service	Roadway)	Roadway)
LOS D or Better	1	2	LO	S D or Better	10.0 / 6.1	6.1 / 10.0
LOSE	2	0		LOSE	0.0/0.0	3.9 / 0.0
LOS F	0	1		LOS F	0.0 / 3.9	0.0 / 0.0
LOS 'E' Int	ersections	LOS 'F' In	tersection	IS		Color Key
	D 235 (AM)	MD 4 at Patu			ТТІ	PTI
MD 4 at Patu	kent Blvd (AM)				1.00 - 1 1.15 - 1 1.30 - 2 > 2.00	.30 1.5 - 2.5 .00 > 2.5
Available count data.					> 2.00	No data
Functional Class	Roadway North to		Length (miles)	AM NB SB	PM NB SB	PTI AM PM NB SB NB S
Rural Freeway	MD 2 (Thomas Johnson Memoria	al Brdg.) - N Patuxent Beach Rd.	1.0			
	N Patuxent Beach F	Rd Patuxent Blvd.	2.2		W	w
Expressway/Rural Other						
-	Patuxent Blvd MD 2	· · · · ·	0.7			
Expressway/Rural Other	Patuxent Blvd MD 2 MD 235 (Three Not FDR Blvc	ch Rd.) - FDR Blvd.	0.7 0.3 5.8			

MD 5			Le	200		
Limits:	US 301 to	MD 223	Platz	Clinto	n	A.
Corridor Length:	5.4 m	iles	(223)	A		
Speed Limit:	55 M	PH		Traingo	2	Tatts Ra
Travel Lanes:	(2 - 3) Northbound	(2 - 3) Southbound		the second	16	The Age
Signal Controlled Intersections:	3				5	
Grade Separated Interchanges:	2		am Val	y Creek ley Park		Clarify Tree Con
Major Cross Streets:	MD 223, Su MD 381, MD		Park Rd	TA	373	381 Brandywine
	Routes	Avg. Daily Ridership		- Har		
	MTA Commuter Bus 705	866	_			
Routes and Ridership	MTA Commuter Bus 715	628				Peak Hour
	MTA Commuter Bus 725	262	201	9 AADT	Trucks	
	MTA Commuter Bus 735	433	67,000 -	85,000 vpd	5%	6% - 6.5%
Signalized Intersection	Intersection Operation as*: AM Peak Hour	PM Peak Hour		₋evel of Service	Northbound AM / PM (Miles of Roadway)	Southbound AM / PM (Miles of Roadway)
LOS D or Better	0	1		D or Better	1.3 / 5.4	5.4 / 0.0
LOS E	0	0			0.0 / 0.0	0.0 / 1.6
	0			LOSE	0.070.0	0.071.0
LOS F	1	0		LOS F	4.1 / 0.0	0.0 / 3.8
LOS F		0		LOS F	4.1 / 0.0	0.0 / 3.8 Color Key
LOS F	1	0 LOS 'F' In		LOS F		0.0 / 3.8 Color Key PTI
LOS F	1	0 LOS 'F' In	tersections	LOS F	4.1 / 0.0 TTI	O.O / 3.8 Color Key 15 PTI 30 1.5 - 2.5 00 > 2.5
LOS F LOS 'E' In	1	0 LOS 'F' In	tersections	LOS F	4.1 / 0.0 TTI 1.00 - 1.: 1.15 - 1.: 1.30 - 2.: > 2.00	0.0 / 3.8 Color Key PTI 15 1.0 - 1.5 30 1.5 - 2.5 00 ≥ 2.5 No data
LOS F LOS 'E' In	1	0 LOS 'F' In MD 5 at Su Segment	tersections	LOS F	4.1 / 0.0 TTI 1.00 - 1.: 1.15 - 1.: 1.30 - 2.: > 2.00	0.0 / 3.8 Color Key PTI 15 1.0 - 1.5 30 1.5 - 2.5 00 > 2.5 No data PTI AM PM
LOS F LOS 'E' In Available count data.	tersections	0 LOS 'F' In MD 5 at Su Segment South	tersections rratts Rd (AM)	LOS F	4.1 / 0.0 TTI 1.00 - 1. 1.15 - 1.3 1.30 - 2.0 > 2.00	0.0 / 3.8 Color Key PTI 15 1.0 - 1.5 30 1.5 - 2.5 00 > 2.5 No data PTI AM PM
LOS F LOS 'E' In Available count data. Functional Class	tersections Roadway North to	0 LOS 'F' In MD 5 at Su MD 5 at Su Segment South 223) - Surratts Rd.	Length (miles)	LOS F	4.1 / 0.0 TTI 1.00 - 1. 1.15 - 1.3 1.30 - 2.0 > 2.00 NB SB	0.0 / 3.8 PTI 15 1.0 - 1.5 30 1.5 - 2.5 30 2.5 No data PTI AM PM NB SB NB
LOS F LOS 'E' In Available count data.	tersections Roadway North to Woodyard Rd. (MD	C LOS 'F' In MD 5 at Su MD 5 at Su Segment South 223) - Surratts Rd. till Rd/Earnshaw Dr. wine Rd./ Accokeek Rd (MD 373)	Length (miles)	LOS F	4.1 / 0.0 TTI 1.00 - 1. 1.15 - 1.3 1.30 - 2.0 ≥ 2.00 PM NB SB W	0.0 / 3.8 PTI 15 1.0 - 1.5 30 1.5 - 2.5 30 2.5 No data PTI AM PM NB SB NB S I I I I

MD 18	FRIDAY SU	JMMER		POINT RD	₩₽, '	
Limits:	MD 8 to	Piney Rd		rapin re Park		7
Corridor Length:	3.0	niles	50	Stevensville		18
Speed Limit:	30 - 4	0 MPH	8		S EH	ester
Travel Lanes:	:	2		on Creek	COX NECK RD	R C
Signal Controlled Intersections:	:	2		Sound	e e e e e e e e e e e e e e e e e e e	NOMINION
Grade Separated Interchanges:		0		1724		
Major Cross Streets:		St),Castle Marina Rd, KRd,MD 552	-			552
Routes and Ridership	Routes	Avg. Daily Ridership	_	19 AADT	Trucks	Peak Hour Traffic
	N/A	N/A	9,0	000 vpd	N/A	N/A
				S	egment Operation	ons
Signalized Intersections	Intersection Operations s*: AM Peak Hour	PM Peak Hour	1	Level of Service	Eastbound AM / PM (Miles of Roadway)	Westbound AM / PM (Miles of Roadway)
LOS D or Better	N/A	N/A	LO	S D or Better	N/A	2.3
LOS E	N/A	N/A	1 🗖	LOS E	N/A	0.7
LOS F	N/A	N/A		LOS F	N/A	0.0
LOS 'E' Int	ersections	LOS 'F' In	tersection	S	ТТІ	Color Key PTI
					1.00 - 1. 	
					1.30 - 2. > 2.00	> 2.5
A						No data
Available count data.			Lanath	TTI		PTI
Functional Class		v Segment to East	Length (miles)	Friday (6P EB	M-8PM) WB	Friday (6PM-8PM) EB WB
	West MD-8/Business I				,	

				rapin Park		X
Limits:	MD 8 to	Piney Rd	Natu	re Park	$\left 6 \right\rangle$	オ
Corridor Length:	3.0	miles	50	Stevensville	18	18
Speed Limit:	30 - 4	0 MPH	8		Che	ester Lug
Travel Lanes:		2		Yeek u	AP COX NECK RD	- GE - S
Signal Controlled Intersections:		2		Thomps	9°	DOMINION
Grade Separated Interchanges:		0		The second		
	MD 8, MD 835 (Duke	St), Castle Marina Rd				552
Major Cross Streets:	Piney Creek	k Rd, MD 552				J-ZA
						Peak Hour
Deutee and Didership	Routes	Avg. Daily Ridership	20	19 AADT	Trucks	
Routes and Ridership	N/A	N/A		N/A	N/A	N/A
				Se	egment Operatio	ons
	Intersection Operations	i			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	N/A	N/A	LO	S D or Better	N/A	0.0
LOS E	N/A	N/A		LOS E	N/A	2.3
LOS F	N/A	N/A		LOS F	N/A	0.7
LOS 'E' Inte	ersections	LOS 'F' In	tersection	s		Color Key
					TTI	PTI
					1.00 - 1.	15 1.0 - 1.5
					1.00 - 1.	10 1.0 - 1.0
					1.15 - 1.	30 1.5 - 2.5
					1.30 - 2.	00 > 2.5
					> 2.00	
Available count data.						No data
			1			571
		/ Segment	Length	TTI Saturday (12		PTI Saturday (12PM-2PM)
Functional Class			(miles)			
Functional Class		to East	(miles)	EB	WB	EB WB
Functional Class	West	to East Pkwy - Postal Rd.	2.3	EB	WB	EB WB
Functional Class Rural Minor Arterial	West		. ,	EB	WB	

MD 18	SUNDAY S	UMMER	A	rapin re Park		
Limits:	MD 8 to	Piney Rd		rapin re Park		F
Corridor Length:	3.0	miles	50	Stevensville		
Speed Limit:	30 - 4	0 MPH	8		18 CH	18 nester 552 8
Travel Lanes:		2		hCreek	COX NECU	(552) ⁴ S
Signal Controlled Intersections:		2		Thompso	Co	NoiniWog
Grade Separated Interchanges:		0				
Major Cross Streets:		e St), Castle Marina Rd k Rd, MD 552				(552)
Routes and Ridership	Routes	Avg. Daily Ridership	20	19 AADT	Trucks	Peak Hour s Traffic
Routes and Ridership	N/A	N/A	10	,500 vpd	N/A	12%
				5	Segment Operat	lions
Signalized Intersections	Intersection Operations *: AM Peak Hour	PM Peak Hour	1	Level of Service	Eastbound AM / PM (Miles of	Westbound AM / PM (Miles of
LOS D or Better	N/A	1	LO	S D or Better	Roadway) N/A	Roadway) 0.0
LOS E	N/A	0		LOS E	N/A	2.9
LOS F	N/A	0		LOS F	N/A	0.1
LOS 'E' Inte	ersections	LOS 'F' In	tersection	IS		Color Key
					TT 1.00 - ⁻	
					1.15 - 1	1.30 1.5 - 2.5
					1.30 - 2 > 2.0	> 2.5
Available count data.						No data
	Roadway	/ Segment	Length	T		PTI
Functional Class		to East	(miles)	Sunday (4		Sunday (4PM-6PM)
	MD 0/Duci	Pkwy - Postal Rd.	2.2	EB	WB	EB WB
Ļ		-552/Dominion Rd.	2.3 0.1			
Rural Minor Artorial						
Rural Minor Arterial		n Rd S Piney Rd.	0.6			

Limits:	US 40 (Pulaski Highwav)) to US 1 (Bel Air Bypass)	12	C			924	Emmor	1	aryland Golf	
		,	1		TB		and the second	on Po	8.0	Country Club	5.
Corridor Length:	7.9 r	niles	× .		i.			at the second	Bel A Souti		
Speed Limit:	40 - 5	5 MPH	Ro					2			
Travel Lanes:	(2 - 3) Northbound	(2 - 3) Southbound	Pleasa Hills	nt Ma			Harford Glen Pa		man	an Ra	
Signal Controlled Intersections:	1	5			tan Rd	Sir	nger Rd	2.	A	924) Abine	in Ru
Grade Separated Interchanges:	:	3	tem Rd			5	K	F	Y	24	9
Major Cross Streets:	MD 7, MD 92	0, I-95 24, Singer Rd y, US 1 BUS., US 1								philadelphia Ro	40
	-	1								Peak Ho	
Routes and Ridership	Routes	Avg. Daily Ridership		19 AAI				ucks		Traffic	
-	MTA Commuter Bus 410	208	24,000	- 72,0	-			- 6%		8% - 8.5	5%
						Segme	ent Op	eratio	ns		1
Signalized Intersection	Intersection Operations AM Peak Hour	PM Peak Hour	Lev	el of S	ervice	۲ ۱)	rthbour AM / PM Miles of oadway	l f	AN (Mi	hbound / / PM iles of adway)	
	6	6		S D or I	Rottor		1.7 / 1.2			3/3.3	
LOS D or Better	0	0	LC		Detter					10.0	
LOS D or Better LOS E	0	0		LOS E			3.2 / 2.4	ļ -		l / 3.4	
						3	8 <mark>.2 / 2.4</mark>).0 / 4.3		1.1		
LOS E LOS F	0 0	0 0		LOS E		3			1.1	1 / 3.4	
LOS E LOS F	0	0		LOS E		3		3	1.1	l / 3.4) / 1.2 Key	
LOS E LOS F	0 0	0 0		LOS E		3			1.1 0.0	l / 3.4) / 1.2	
LOS E LOS F	0 0	0 0		LOS E		3).0 / 4.3	3	1.1 0.0 Color I	l / 3.4) / 1.2 Key	5
LOS E LOS F	0 0	0 0		LOS E		3).0 / 4.3	3 TTI	1.1 0.0 Color I	/ 3.4) / 1.2 Key PTI 1.0 - 1.5	
LOS E LOS F	0 0	0 0		LOS E		3	0.0 / 4.3	3 TTI	1.1 0.0 Color I	l / 3.4) / 1.2 Key PTI	
LOS E LOS F	0 0	0 0		LOS E		3).0 / 4.3 1.0 1.2	3 TTI 00 - 1.1: 15 - 1.3	1.1 0.C Color I	/ 3.4) / 1.2 Key PTI 1.0 - 1.5	
LOS E LOS F	0 0	0 0		LOS E		3).0 / 4.3 1.0 1.2	TTI 00 - 1.1	1.1 0.C Color I	/ 3.4) / 1.2 Key PTI 1.0 - 1.5	
LOS E LOS F LOS 'E' In	0 0	0 0		LOS E		3).0 / 4.3 1.1 1.: 1.:	3 TTI 00 - 1.1: 15 - 1.3	1.1 0.C Color I 5 0	/ 3.4 / 1.2 Key PTI 1.0 - 1. 1.5 - 2.5	
LOS E LOS F LOS 'E' In	0 0	0 0		LOS E		3).0 / 4.3 1.1 1.: 1.:	3 TTI 00 - 1.1 15 - 1.3 30 - 2.0	1.1 0.C Color I 5 0	/ 3.4) / 1.2 Key PTI 1.0 - 1.5 1.5 - 2.5 > 2.5	
LOS E LOS F LOS 'E' In	0 0	0 0		LOS E	F	3).0 / 4.3 1.1 1.: 1.:	3 TTI 00 - 1.1 15 - 1.3 30 - 2.0	1.1 0.0 Color I 5 0 0	/ 3.4) / 1.2 Key PTI 1.0 - 1.5 1.5 - 2.5 ≥ 2.5	
LOS E LOS F LOS 'E' In	tersections	0 0		LOS E LOS I S	Ŧ	3 0	0.0 / 4.3	3 TTI 00 - 1.1 15 - 1.3 30 - 2.0	1.1 0.C 5 0 0 No da	/ 3.4) / 1.2 Key PTI 1.0 - 1.5 1.5 - 2.5 > 2.5 ata PTI	5
LOS E LOS F LOS 'E' In	tersections Roadway	0 0 LOS 'F' In	tersection	LOS E LOS I S	E F T M	3 О	D.0 / 4.3	3 TTI 00 - 1.1 15 - 1.3 30 - 2.0	1.1 O.C Color I 5 0 0 No da	/ 3.4) / 1.2 Key PTI 1.0 - 1.5 1.5 - 2.5 2.5 2.5	5
LOS E LOS F LOS 'E' In	0 0 tersections Roadway North t	0 0 LOS 'F' In ' Segment o South	tersection Length (miles)	LOS E LOS I S	Ŧ	TI NB	0.0 / 4.3	3 TTI 00 - 1.1 15 - 1.3 30 - 2.0	1.1 O.C Color I 5 0 0 No da	I / 3.4 I / 3.4 Key PTI 1.0 - 1.€ 1.5 - 2.€ > 2.5 ata PTI P SB NB	5
LOS E LOS F LOS 'E' In	0 0 tersections Roadway North t Bel Air Bypass (US 1) - E	0 0 LOS 'F' In Segment o South	Length (miles)	LOS E LOS I S	E F T M	3 О	D.0 / 4.3	3 TTI 00 - 1.1 15 - 1.3 30 - 2.0	1.1 O.C Color I 5 0 0 No da	/ 3.4) / 1.2 Key PTI 1.0 - 1.5 1.5 - 2.5 2.5 2.5	5
LOS E LOS F LOS 'E' In	0 tersections Roadway Roadway North t Bel Air Bypass (US 1) - E Baltimore Pike (Bus U	v Segment o South Baltimore Pike (Bus US 1) S 1) - Ring Factory Rd.	Length (miles) 0.5 1.3	LOS E LOS I S	E F T M	TI NB	0.0 / 4.3	3 TTI 00 - 1.1 15 - 1.3 30 - 2.0	1.1 O.C Color I 5 0 0 No da	I / 3.4 I / 3.4 I / 1.2 Key PTI 1.0 - 1.5 1.5 - 2.5 2.5 ata PTI P SB NB W U	5
LOS E LOS F LOS 'E' In	0 tersections Roadway North t Bel Air Bypass (US 1) - E Baltimore Pike (Bus U Ring Factory Ro	0 0 LOS 'F' In US 'F' In Satimore Pike (Bus US 1) Saltimore Pike (Bus US 1) S 1) - Ring Factory Rd. 1 Plumtree Rd.	Length (miles)	LOS E LOS I S	E F T M	TI P NB	0.0 / 4.3	3 TTI 00 - 1.1 15 - 1.3 30 - 2.0	1.1 O.C Color I 5 0 0 No da	I / 3.4 I / 3.4 Key PTI 1.0 - 1.€ 1.5 - 2.€ > 2.5 ata PTI P SB NB	5
LOS E LOS F LOS 'E' In	0 tersections Roadway North t Bel Air Bypass (US 1) - E Baltimore Pike (Bus U Ring Factory Rd Plumtree Rd.	v Segment o South Baltimore Pike (Bus US 1) S 1) - Ring Factory Rd.	Length (miles) 0.5 1.3 0.9	LOS E LOS I S	E F T M	TI NB	0.0 / 4.3	3 TTI 00 - 1.1 15 - 1.3 30 - 2.0	1.1 O.C Color I 5 0 0 No da	I / 3.4 I / 3.4 I / 1.2 Key PTI 1.0 - 1.5 1.5 - 2.5 2.5 ata PTI P SB NB W U	5
LOS E LOS F	0 tersections Roadway North Bel Air Bypass (US 1) - E Baltimore Pike (Bus U Ring Factory Re Plumtree Rd. Bel Air Pkwy	0 0 LOS 'F' In Joint Constraints Segment o South Baltimore Pike (Bus US 1) S 1) - Ring Factory Rd. d Plumtree Rd. - Bel Air Pkwy /- Wheel Rd.	Length (miles) 0.5 1.3 0.9 0.4	LOS E LOS I S	E F T M	TI P NB	0.0 / 4.3	3 TTI 00 - 1.1 15 - 1.3 30 - 2.0	1.1 O.C Color I 5 0 0 No da	I / 3.4 I / 3.4 I / 1.2 Key PTI 1.0 - 1.5 1.5 - 2.5 2.5 ata PTI P SB NB W U	5
LOS E LOS F LOS 'E' In	0 tersections Roadway North t Bel Air Bypass (US 1) - E Baltimore Pike (Bus U Ring Factory Rd Plumtree Rd. Bel Air Pkwy Wheel Rd.	0 0 LOS 'F' In Segment o South Baltimore Pike (Bus US 1) S 1) - Ring Factory Rd. d Plumtree Rd. - Bel Air Pkwy	Length (miles) 0.5 1.3 0.9 0.4 0.3	LOS E LOS I S	E F T M	TI P NB	0.0 / 4.3	3 TTI 00 - 1.1 15 - 1.3 30 - 2.0	1.1 O.C Color I 5 0 0 No da	I / 3.4 I / 3.4 I / 1.2 Key PTI 1.0 - 1.5 1.5 - 2.5 2.5 ata PTI P SB NB W U	5
LOS E LOS F	0 tersections Roadway North Bel Air Bypass (US 1) - E Baltimore Pike (Bus U Ring Factory Rd Plumtree Rd. Bel Air Pkwy Wheel Rd. Singer Rd Tollgate Rd	0 0 LOS 'F' In LOS 'F' In Saltimore Pike (Bus US 1) Saltimore Pike (Bus US 1) S 1) - Ring Factory Rd. d Plumtree Rd. - Bel Air Pkwy /- Wheel Rd. - Singer Rd.	Length (miles) 0.5 1.3 0.9 0.4 0.3 1.0	LOS E LOS I S	E F T M	TI P NB	0.0 / 4.3	3 TTI 00 - 1.1 15 - 1.3 30 - 2.0	1.1 O.C Color I 5 0 0 No da	I / 3.4 I / 3.4 I / 1.2 Key PTI 1.0 - 1.5 1.5 - 2.5 2.5 ata PTI P SB NB W U	5
LOS E LOS F	0 Closs Roadway Roadway North t Bel Air Bypass (US 1) - E Baltimore Pike (Bus U Ring Factory Rc Plumtree Rd. Bel Air Pkwy Wheel Rd. Singer Rd Tollgate Rd Tollgate Rd./Emmott	0 0 LOS 'F' In LOS 'F' In Joint Constraints Saltimore Pike (Bus US 1) Saltimore Pike (Bus US 1) S 1) - Ring Factory Rd. 1 Plumtree Rd. Bel Air Pkwy /- Wheel Rd. - Singer Rd. /Emmorton Rd (MD 924)	Length (miles) 0.5 1.3 0.9 0.4 0.3 1.0 1.0	LOS E LOS I S	E F T M	TI P NB	0.0 / 4.3	3 TTI 00 - 1.1 15 - 1.3 30 - 2.0	1.1 O.C Color I 5 0 0 No da	/ 3.4) / 1.2 Key PTI 1.0 - 1.5 1.5 - 2.5 2.5 ata PTI P SB NB W I I I I I I I I I I I I I	5 5 M
LOS E LOS F	0 Roadway tersections Roadway North t Bel Air Bypass (US 1) - E Baltimore Pike (Bus U Ring Factory Rd Plumtree Rd. Bel Air Pkwy Wheel Rd. Singer Rd Tollgate Rd Tollgate Rd./Emmort 1-95 - Edg	0 0 LOS 'F' In LOS 'F' In Joint Construction Saltimore Pike (Bus US 1) Saltimore Pike (Bus US 1) S 1) - Ring Factory Rd. J Plumtree Rd. - Bel Air Pkwy /- Wheel Rd. - Singer Rd. //Emmorton Rd (MD 924) on Rd (MD 924) - I-95	Length (miles) 0.5 1.3 0.9 0.4 0.3 1.0 1.0 1.0 0.6	LOS E LOS I S	E F T M	TI P NB	0.0 / 4.3	3 TTI 00 - 1.1 15 - 1.3 30 - 2.0	1.1 O.C Color I 5 0 0 No da	/ 3.4) / 1.2 Key PTI 1.0 - 1.5 1.5 - 2.5 2.5 ata PTI P SB NB W I I I I I I I I I I I I I	5 5 M
LOS E LOS F	0 Colspan="2">Colspan="2">Colspan="2">Colspan="2">Colspan="2">Colspan="2">Colspan="2">Colspan="2">Colspan="2">Colspan="2">Colspan="2">Colspan="2">Colspan="2"Colspan=	0 0 LOS 'F' In LOS 'F' In Joint Construction Baltimore Pike (Bus US 1) S 1) - Ring Factory Rd. J Plumtree Rd. - Bel Air Pkwy /- Wheel Rd. - Singer Rd. //Emmorton Rd (MD 924) on Rd (MD 924) - I-95 ewood Rd.	Length (miles) 0.5 1.3 0.9 0.4 0.3 1.0 0.6 0.4	LOS E LOS I S	E F T M	TI P NB	0.0 / 4.3	3 TTI 00 - 1.1 15 - 1.3 30 - 2.0	1.1 O.C Color I 5 0 0 No da	/ 3.4) / 1.2 Key PTI 1.0 - 1.5 1.5 - 2.5 2.5 ata PTI P SB NB W I I I I I I I I I I I I I	5

LOS D or Better 16 15 LOS D or Better 12.5 / 9.0 12.3 / 7.8 LOS F 0 0 LOS F 1.3 / 3.4 1.8 / 4.5 LOS F 1 2 LOS F 0.5 / 1.7 0.0 / 2.0 LOS 'E' Intersections LOS 'F' Intersections MD 26 at Lord Baltimore Dr/Ramp 5 from I-695 SB (Including Ramp 8 & Spurs) (AM,PM) TTI PTI MD 26 @ Croyden Rd (PM) MD 26 @ Croyden Rd (PM) 1.15 - 1.30 1.5 - 2.5	Limits:	MD 32 (Sykesville Road	l) to Baltimore City Line	24	Needy and	24	a	5	Car Con	Bivd	ark Helont	
Speed Limit: 35 - 50 MPH Trevel Lanes: (1 - 2) Eastbound (1 - 3) Westbound Signal Controlled Intersections: 27 Grade Separated Intersections: 1 Major Cross Streets: MD 32. Mariotits/ville Rd, Old Court Rd, Courtleigh DF, Rolling Rd, 1495 2019 ADT Peak Hour Trucks Peak Hour Trucks<	Corridor Length:	14.1 r	miles	-				Oper Parks	2	Chieles	S Ava	
Travel Lanes: (1 - 2) Eastbound (1 - 3) Westbound Signal Controlled Interchanges: 27 Grade Separated Interchanges: 1 Wajor Cross Strets: MD 32, Mariotisville Rd, Old Court Rd, Courtleigh Dr, Rolling Rd, H695 Pack Hour Pack Hour Koutes and Ridership Interchanges: MD 32, Mariotisville Rd, Old Court Rd, Courtleigh Dr, Rolling Rd, H695 Z019 ADDT Trucks Pack Hour Intersection Operations Signalized Intersections ¹ : AM Peak Hour PM Peak Hour PM Peak Hour Segment Operations Readway Segment Operations Readway LOS P Intersections AM Peak Hour PM Peak Hour	Speed Limit:	35 - 50) MPH	Eldersb	urg	26	Liberty		Lyons Null R	26 L	1.1	
Signal Controlled Interactions: 27 Grade Separated Interactions: 1 Major Cross Streets: MD 32, Mariotteville Rd, Old Court Rd, Courtieigh Dr, Rolling Rd, L695 Image: Cross Streets: Image: Cross Streets: Peak Mour Traffic boutes and Ridership Colline Mithums Routes Routes Vag. Daily Ridership Colline Mithums Route 1 Peak Mour Traffic Signalized Intersection Operations MTA LocalLink 81 1,723 9,000 - 45,000 yrd 4/m 6% - 5% Signalized Intersections*: AM Peak Hour PM Peak Hour Segment Operations Segment Operations Image: Colline Mithing of the Section Operations LOS F 1 2 0 0.5/1.7 0.0/2.0 LOS FC Intersections LOS FC Intersections LOS FC Intersections Color Key MD 26 ge Croyeen Rd (Pk) MD 26 ge Croyeen Rd (Pk) Image: Color Key 10.0 1 Multiple Rd, Obard Miths Rd, 20 Ge Croyeen Rd (Pk) Image: Color Key 10.0 1 10.0 1 Wateballe count data. Sykewile Rd, OLD 20, Georgenon Nick RdS	Travel Lanes:	(1 - 2) Eastbound	(1 - 3) Westbound	1			1		Randa		0723	
Grade Separated Interchanges: 1 Image: Construction of the second secon	-	2	7	SHESHINE R				E S				
Major Cross Streets: MD 32, Mariottsville Rd, Old Court Rd, Courtleigh Dr, Rolling Rd, Le95 Image: Courtleigh Dr, Rolling Rd, Le95 Image: Courtleigh Dr, Rolling Rd, Le95 Image: Courtleigh Dr, Rolling Rd, Le95 Peak Hour boutes and Ridership CICI/LIA. Line Route 6, 131 2019 AADT Trucks Peak Hour CICI/LIA. Line Route 6, 131 0.000 vpd 4% 6% - 9.5% Intersection Operations Intersection Operations Segment Operations Eastbound Westbound LOS E 0 0 0 0 0 0 0 LOS E 0 0 0 0 0 0 12.3 / 3.4 18.4 / 5 LOS E 1.3 / 3.4 18.4 / 5 0		1	I		99	Ņ	vvoodsto	Patapso	co Valley		Woodla	
CityLink Lime Route 6,131 2019 ADT Tracks Peak Hour MTA LocalLink 81 1,726 9,000 - 45,000 ypd 4% 6% - 9,5% MTA LocalLink 81 2,694 9,000 - 45,000 ypd 4% 6% - 9,5% Segment Operations Segment Operations Segment Operations Segment Operations M / PM LOS D or Better 16 15 Segment Operations Roadway) LOS E 1,3,3,4 18,4/4.5 LOS F 1 2 0 0 0.0/2.0 ISS E 0.0/2.0 12,8/7.8 LOS F 1 2 0 0 0.0/2.0 12,8/7.8 ISS E 1,3/4.5 ISS / F ISS E 0.0/2.0 12,8/7.8 ISS E 1,3/4.5 ISS / F ISS E 1,3/4.5 ISS / F ISS E 1,3/4.5 ISS / F ISS /	Major Cross Streets:	,			,	4			R	40	30	
MTA LocalLink 81 1,726 2019 ADT Trucks Traffic MTA LocalLink 97 2,894 9,000 - 45,000 vpd 4% 6% - 5.5% Intersection Operations Intersection Operations Segment Operations MI / PM ignalized intersections*: AM Peak Hour PM Peak Hour Segment Operations Westbound LOS D or Better 16 15 LOS or Fletter 12,57,7.8 LOS or Setter 12,57,7.8 LOS F 1 2 Service Readway No.01/2.0 Service			- · · ·	-								
Segment Operations Segment Operations Signalized Intersections*: AM Peak Hour PM Peak Hour Eastbound AM PM (Miles of Readway) Westbound AM PM (Miles of Readway) LOS D or Better 16 15 LOS D or Better 12.3 / 7.8 LOS F 1 2 LOS D or Better 12.3 / 7.8 LOS F 1 2 LOS F 0.5 / 1.7 0.0 / 2.0 LOS IF' Intersections LOS IF' Intersections Color Key TI PTI MD 26 Q Croyden Rd (PM) MD 26 Q Croyden Rd (PM) 1.5 - 1.30 1.5 - 2.5 Available count data. Syltesville Rd. (MD 32)-Georgetown Bivd. 0.3 TTI PTI Variable count data. Syltesville Rd. (MD 32)-Georgetown Bivd. 0.3 TTI PTI Variable count data. Syltesville Rd. (MD 32)-Georgetown Bivd. 0.3 TTI PTI Urban Other Principal Arterial Syltesville Rd. (MD 32)-Georgetown Bivd. 0.3 TTI PTI Urban Other Principal Arterial Syltesville RdOthar Rd. Nor Rd 2.0 PTI	outes and Ridership			20	19 AAI	DT		Truc	ks			
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Signalized Intersections*: AM Peak Hour PM Peak Hour PM Peak Hour AM / PM		Intersection Operations					r	· ·				
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Lyons Mill Rd Deer Park Rd. 1.3 Deer Park Rd Marriottsville Rd. 0.2 Marriottsville Rd Offutt Rd. 1.5 Offutt Rd Greens Ln/McDonogh Rd. 0.2 Greens Ln/McDonogh Rd. 0.2 Brenbrook Dr Old Court Rd. 0.3 Old Court Rd Rolling Rd. 0.4 Milford Mill Rd Washington Ave. 0.5 Washington Ave 1-695 0.3 I-695-St. Lukes Lane 1.0	LOS 'E' Int Available count data. Functional Class Urban Other Principal	Roadway West to Sykesville Rd. (MD 32 Georgetown Blvd Ric Ridge Rd./Oklahoma F	2 LOS 'F' In MD 26 at Lord Baltimore (Including Ramp 8 MD 26 @ Cr MD 26 @ Cr Segment o East 2) -Georgetown Blvd. dge Rd./Oklahoma Rd Rd Oakland Mills Rd.	Dr/Ramp 5 3 & Spurs) (<i>F</i> oyden Rd (P Length (miles) 0.3 0.7 2.0	LOS from I-6 AM,PM) M)	F 95 SB T	0. TI PN	5 / 1.7 T 1.00 1.15 1.30 > 2	TI - 1.15 - 1.30 - 2.00 2.00 N	0.0 / 2.0 Ior Key I.0 1.0 1.5 0 data PTI AM	- 1.5 - 2.5 2.5 PM	
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St. Lukes Lane - Patterson Ave. 0.3 0.3 0.4 0.4 0.4 0.4 0.4 0.4 0.4 0.4 0.4 0.4	LOS 'E' Int Available count data. Functional Class Urban Other Principal Arterial Rural Minor Arterial Urban Other Principal	Roadway Resections Roadway West to Sykesville Rd. (MD 32 Georgetown Blvd Rid Ridge Rd./Oklahoma F Oakland Mills Rd Wards Chapel Rd Uards	2 LOS 'F' In MD 26 at Lord Baltimore (Including Ramp 6 MD 26 @ Cr MD 26 @ Cr MD 26 @ Cr Cr Segment o East 2) -Georgetown Blvd. dge Rd./Oklahoma Rd Rd Oakland Mills Rd. Wards Chapel Rd. d Lyons Mill Rd. Deer Park Rd. Marriottsville Rd. Rd Offutt Rd. Ln/McDonogh Rd. n Rd Brenbrook Dr Old Court Rd Rolling Rd. Milford Mill Rd. Washington Ave.	Dr/Ramp 5 3 & Spurs) (# oyden Rd (P keependen Rd (P) keependen Rd	LOS from I-6 AM,PM) M)	F 95 SB T	O.	5 / 1.7 T 1.00 1.15 1.30 > 2	TI - 1.15 - 2.00 2.00 N	0.0 / 2.0 Ior Key I.0 1.0 1.5 0 data PTI AM	PM 2.5 PM EB V	
Patterson Ave Northern Parkway/Baltimore City 0.8	LOS 'E' Int Available count data. Functional Class Urban Other Principal Arterial Rural Minor Arterial Urban Other Principal	Roadway Resections Roadway West to Sykesville Rd. (MD 32 Georgetown Blvd Rid Ridge Rd./Oklahoma F Oakland Mills Rd Wards Chapel Rd Lyons Mill Rd Deer Park Rd I Marriottsville R Offutt Rd Greens Greens Ln/McDonogt Brenbrook Dr Old Court Rd. Rolling Rd N Milford Mill Rd N Washington	2 LOS 'F' In MD 26 at Lord Baltimore (Including Ramp 6 MD 26 @ Cr MD 26 @ Cr MD 26 @ Cr Cr Segment o East 2) -Georgetown Blvd. dge Rd./Oklahoma Rd Rd Oakland Mills Rd. Wards Chapel Rd. d Lyons Mill Rd. Deer Park Rd. Marriottsville Rd. Rd Offutt Rd. Ln/McDonogh Rd. n Rd Brenbrook Dr Olid Court Rd Rd.Ing Rd. Milford Mill Rd. Washington Ave. Ave I-695	Dr/Ramp 5 3 & Spurs) (# oyden Rd (P konden R	LOS from I-6 AM,PM) M)	F 95 SB T	O.	5 / 1.7 T 1.00 1.15 1.30 > 2	TI - 1.15 - 2.00 2.00 N	0.0 / 2.0 Ior Key I.0 1.0 1.5 0 data PTI AM	PM 2.5 PM EB V	

Limits:	Riffle Ford F	Rd to MD 97	Park ()	270	355			·
Corridor Length:		miles	vds	5	61	1	124 1	8
Speed Limit:	-	0 MPH		mantow	/n Me	ontgomery Village	1-	
Travel Lanes:	(1 - 3) Eastbound	-		(117)		124		Olney
Signal Controlled				IFFLE FO	Ga	antifersburg	ledland Rock Creek	1 - F
Intersections:	3	0	118	FORD 28	(119		legional Ra	rk .
Grade Separated Interchanges:	,	1	Darnesto	own No	orth Potom	nac 270		97 97
Major Cross Streets:	Gude Dr, I-2	, Shady Grove Dr, 270, MD 189, 0 115, MD 97	Potomac	Tra	avilah	(B9)	kville	Aspen Hill 586 Wheaton-Gl
				-	757	1. M	Ind	547 Kensington
	Routes	Avg. Daily Ridership					210	For
	Ride On Route 46	2,614	-				lake	(187) 495
	Ride On Route 48	1,552	-					Chevy Chase
Routes and Ridership	Ride On Route 52 Ride On Route 54	123 1,480				7 27 in.	John (614	Bethesda _{Hawth}
voules and Ridership	Ride On Route 54	1,480	+					P
	Ride On Route 63	673	20	19 AAI	пт	Truc	ks	Peak Hor Traffic
	Ride On Route 66	202			00 vpd	3% - 6		7.5% - 99
	Ride On Route 76	702	21,000	01,0	00 104	0,0		1.070 01
			- 			Segment Op	peration	s
	Intersection Operations		-			Eastbound AM / PM		Vestbound AM / PM
Signalized Intersection	s*: AM Peak Hour	PM Peak Hour		Level Servie		(Miles of Roadway)		(Miles of Roadway)
LOS D or Better	9	9	LC	OS D or		4.4 / 4.7		5.4 / 3.7
LOS E	0							
LUGL	0	0		LOS I	E 📔	5.9 / 2.4		4.0/4.9
LOS F	0	0		LOS I LOS		5.9 / 2.4 1.6 / 4.8		4.0 / 4.9 2.5 / 3.5
LOS F	0	0	tersection	LOS				2.5 / 3.5
LOS F			tersectior	LOS		1.6 / 4.8	Cole	2.5 / 3.5 or Key PTI
LOS F	0	0	tersection	LOS		1.6 / 4.8 T 1.00 1.15 1.30	Colo TI - 1.15 - 1.30 - 2.00	2.5 / 3.5 or Key
LOS F LOS 'E' In	0	0	tersection	LOS	F	1.6 / 4.8 T 1.00 1.15 1.30 > 2	Colo TI - 1.15 - 1.30 - 2.00	2.5 / 3.5 or Key PTI 1.0 - 1.5 1.5 - 2.5 > 2.5 o data
LOS F LOS 'E' In	0 tersections Roadway	0 LOS 'F' In Segment	Length	LOS		1.6 / 4.8 T 1.00 1.15 1.30 > 2	Cold TI - 1.15 - 2.00 - 2.00 No	2.5 / 3.5 or Key PTI 1.0 - 1.5 1.5 - 2.5 > 2.5
LOS F LOS 'E' Ini Available count data.	0 tersections Roadway	0 LOS 'F' In	1	LOS	Γ	1.6 / 4.8 T 1.00 1.15 1.30 > 2	Cold TI - 1.15 - 2.00 - 2.00 No	2.5 / 3.5 or Key PTI 1.0 - 1.5 1.5 - 2.5 o data PTI
LOS F LOS 'E' Ini Available count data.	tersections Roadway West t	0 LOS 'F' In Segment	Length		F TT	1.6 / 4.8 T 1.00 1.15 1.30 > 2 I PM	Cold TI - 1.15 - 2.00 .00 Nc	2.5 / 3.5 or Key PTI 1.0 - 1.5 1.5 - 2.5 o data PTI AM PI
LOS F LOS 'E' Ini Available count data.	tersections Roadway West t Riffle Ford Rd Quince	0 LOS 'F' In Segment to East	Length (miles)		F TT	1.6 / 4.8 T 1.00 1.15 1.30 > 2 I PM	Cold TI - 1.15 - 2.00 .00 Nc	2.5 / 3.5 or Key PTI 1.0 - 1.5 1.5 - 2.5 o data PTI AM PI
LOS F LOS 'E' Ini Available count data.	Contensections	0 LOS 'F' In Segment to East e Orchard Rd (MD 124)	Length (miles) 0.5		F TT	1.6 / 4.8 T 1.00 1.15 1.30 > 2 I PM	Cold TI - 1.15 - 2.00 .00 Nc	2.5 / 3.5 or Key PTI 1.0 - 1.5 1.5 - 2.5 o data PTI AM PI
LOS F LOS 'E' Ini Available count data.	Contensections	0 LOS 'F' In Segment to East e Orchard Rd (MD 124) 124) - Muddy Branch Rd. 124) - Muddy Branch Rd. 124) - Shady Grove Rd.	Length (miles) 0.5 2.1		F TT	1.6 / 4.8 T 1.00 1.15 1.30 > 2 I PM	Cold TI - 1.15 - 2.00 .00 Nc	2.5 / 3.5 or Key PTI 1.0 - 1.5 1.5 - 2.5 o data PTI AM PI
LOS F LOS 'E' Ini Available count data.	Contensections	0 LOS 'F' In Segment to East e Orchard Rd (MD 124) 124) - Muddy Branch Rd. tat Seneca Hwy (MD 119) 119) - Shady Grove Rd. allsgrove Dr/Gude St.	Length (miles) 0.5 2.1 0.8		F TT	1.6 / 4.8 T 1.00 1.15 1.30 > 2 I PM	Cold TI - 1.15 - 2.00 .00 Nc	2.5 / 3.5 or Key PTI 1.0 - 1.5 1.5 - 2.5 o data PTI AM PI
LOS F LOS 'E' Ini Available count data.	0 tersections Roadway West to Riffle Ford Rd Quince Quince Orchard Rd (MD Muddy Branch Rd Gree Great Seneca Hwy (MD Shady Grove Rd Fri Fallsgrove Dr/Gude :	0 LOS 'F' In Segment to East e Orchard Rd (MD 124) 124) - Muddy Branch Rd. tat Seneca Hwy (MD 119) 119) - Shady Grove Rd. allsgrove Dr/Gude St. St Darnestown Rd.	Length (miles) 0.5 2.1 0.8 0.9 0.4 0.5	LOS IS A E B C C C C C C C C C C C C C C C C C C	F TT	1.6 / 4.8 T 1.00 1.15 1.30 > 2 1.00 1.15 1.30 > 2 1.00 1.15 1.30 - 2 1.00 - 1.15 1.30 - 2 - 2 - 2 - 2 - 2 - 2 - 2 - 2	Cold TI - 1.15 - 2.00 .00 Kc	2.5 / 3.5 or Key PTI 1.0 - 1.5 1.5 - 2.5 > 2.5 > data PTI AM PI WB EB WB EB VWB EB I I I I I I I I I I I I I I I I I I I
LOS F LOS 'E' Ini Available count data.	tersections tersections Readway West t Quince Orchard Rd (MD Muddy Branch Rd Gre Great Seneca Hwy (MD Shady Grove Rd Fallsgrove Dr/Gude - Fallsgrove Dr/Gude - Darnestown	Construction of the second of	Length (miles) 0.5 2.1 0.8 0.9 0.4 0.5 0.7		F TT	1.6 / 4.8 T 1.00 1.15 1.30 > 2 I PM	Cold TI - 1.15 - 2.00 .00 Nc	2.5 / 3.5 or Key PTI 1.0 - 1.5 1.5 - 2.5 > 2.5 > data PTI AM PI WB EB WB EB VWB EB I I I I I I I I I I I I I I I I I I I
LOS F LOS 'E' Ini Available count data.	0 tersections Roadway West to Riffle Ford Rd Quince Quince Orchard Rd (MD Muddy Branch Rd Gre Great Seneca Hwy (MD Shady Grove Rd Fallsgrove Dr/Gude : Darnestowr I-270 - Great Falls	Constant of the second	Length (miles) 0.5 2.1 0.8 0.9 0.4 0.5 0.7 0.7 0.9	LOS IS A E B C C C C C C C C C C C C C C C C C C	F TT	1.6 / 4.8 T 1.00 1.15 1.30 > 2 1.00 1.15 1.30 > 2 1.00 1.15 1.30 - 2 1.00 - 1.15 1.30 - 2 - 2 - 2 - 2 - 2 - 2 - 2 - 2	Cold TI - 1.15 - 2.00 .00 Kc	2.5 / 3.5 or Key PTI 1.0 - 1.5 1.5 - 2.5 > 2.5 > data PTI AM PI WB EB WB EB VWB EB I I I I I I I I I I I I I I I I I I I
LOS F LOS 'E' Int Available count data. Functional Class	0 tersections Roadway Riffle Ford Rd Quince Quince Orchard Rd (MD Muddy Branch Rd Gre Great Seneca Hwy (MD Shady Grove Rd Fi Fallsgrove Dr/Gude : Darnestowr I-270 - Great Falls Great Falls Rd./Van Buren S	Constant of the second	Length (miles) 0.5 2.1 0.8 0.9 0.4 0.5 0.7 0.9 0.9 0.9 0.9 0.9 0.9	LOS IS A E B C C C C C C C C C C C C C C C C C C	F TT	1.6 / 4.8 T 1.00 1.15 1.30 > 2 1.00 1.15 1.30 > 2 1.00 1.15 1.30 - 2 1.00 - 1.15 1.30 - 2 - 2 - 2 - 2 - 2 - 2 - 2 - 2	Cold TI - 1.15 - 2.00 .00 Kc	2.5 / 3.5 or Key PTI 1.0 - 1.5 1.5 - 2.5 > 2.5 > data PTI AM PI WB EB WB EB VWB EB I I I I I I I I I I I I I I I I I I I
LOS F LOS 'E' Int Available count data. Functional Class	Roadway Resections Resections Riffle Ford Rd Quince Quince Orchard Rd (MD Muddy Branch Rd Gre Great Seneca Hwy (MD Shady Grove Rd Fi Fallsgrove Dr/Gude : Darnestowr I-270 - Great Falls Great Falls Rd./Van Buren S Rockville Pike (MD 355) - Veirs f	Segment to East e Orchard Rd (MD 124) 124) - Muddy Branch Rd. tat Seneca Hwy (MD 119) 119) - Shady Grove Rd. allsgrove Dr/Gude St. St Darnestown Rd. n Rd I-270 F. Rockville Pike (MD 355) Will Rd (MD 586)/1st St (MD 911)	Length (miles) 0.5 2.1 0.8 0.9 0.4 0.5 0.7 0.9 0.6 0.6 0.4	LOS IS A E B C C C C C C C C C C C C C C C C C C	F TT	1.6 / 4.8 T 1.00 1.15 1.30 > 2 1.00 1.15 1.30 > 2 1.00 1.15 1.30 - 2 1.00 - 1.15 1.30 - 2 - 2 - 2 - 2 - 2 - 2 - 2 - 2	Cold TI - 1.15 - 2.00 .00 Kc	2.5 / 3.5 or Key PTI 1.0 - 1.5 1.5 - 2.5 > 2.5 > data PTI AM PI WB EB WB EB VWB EB I I I I I I I I I I I I I I I I I I I
LOS F LOS 'E' Int Available count data. Functional Class	Roadway Resections Resections Riffle Ford Rd Quince Quince Orchard Rd (MD Muddy Branch Rd Gre Great Seneca Hwy (MD Shady Grove Rd Fi Fallsgrove Dr/Gude : Darnestowr I-270 - Great Falls Great Falls Rd./Van Buren S Rockville Pike (MD 355) - Veirs Mill Rd (MD 586)/1s	Cos 'F' In LOS 'F' In to East e Orchard Rd (MD 124) 124) - Muddy Branch Rd. 124) - Muddy Branch Rd. 124) - Muddy Branch Rd. 119) - Shady Grove Rd. allsgrove Dr/Gude St. St Darnestown Rd. n Rd I-270 : Rd./Van Buren St. St Rockville Pike (MD 355) Mill Rd (MD 586)/1st St (MD 911) st St (MD 911) - Gude Dr.	Length (miles) 0.5 2.1 0.8 0.9 0.4 0.5 0.7 0.9 0.6 0.6 0.4 0.4 0.9	LOS IS A E B C C C C C C C C C C C C C C C C C C	F TT	1.6 / 4.8 T 1.00 1.15 1.30 2 1.00 1.15 1.30 2 1.00 1.15 1.30 2 1.00 1.15 1.30 2 1.00 1.15 1.30 2 1.00 1.15 1.30 2 1.00 1.15 1.30 2 1.00 1.15 1.30 2 1.00 1.15 1.30 2 1.00 1.15 1.30 2 1.00 1.15 1.30 2 1.00 1.15 1.30 2 1.00 1.15 1.30 2 1.00 1.15 1.30 2 1.00 1.15 1.30 2 1.00 1.15 1.30 1.00 1.15 1.30 1.00 1.15 1.30 1.00 1.15 1.30 1.00 1.15 1.30 1.00 1.15 1.30 1.00 1.15 1.30 1.00 1.15 1.30 1.00 1.15 1.30 1.00 1.15 1.30 1.00 1.15 1.30 1.00 1	Cold TI - 1.15 - 2.00 .00 Nc EB	2.5 / 3.5 or Key PTI 1.0 - 1.5 1.5 - 2.5 2.5 0 data PTI AM PN WB EB VB EB VB EB 1 0 0 1 0 1
LOS F LOS 'E' Int Available count data. Functional Class	0 tersections tersections Roadway West to Riffle Ford Rd Quince Quince Orchard Rd (MD Muddy Branch Rd Gree Great Seneca Hwy (MD Shady Grove Rd Fi Fallsgrove Dr/Gude Darnestowr I-270 - Great Falls Great Falls Rd./Van Buren S Rockville Pike (MD 355) - Veirs N Veirs Mill Rd (MD 586)/1s Gude Dr E	Segment to East e Orchard Rd (MD 124) 124) - Muddy Branch Rd. tat Seneca Hwy (MD 119) 119) - Shady Grove Rd. allsgrove Dr/Gude St. St Darnestown Rd. n Rd I-270 : Rd./Van Buren St. St Rockville Pike (MD 355) Mill Rd (MD 586)/1st St (MD 911) st St (MD 911) - Gude Dr. Saltimore Rd.	Length (miles) 0.5 2.1 0.8 0.9 0.4 0.5 0.7 0.9 0.6 0.6 0.4	LOS 15 15 16 16 16 16 16 16 16 16 16 16		1.6 / 4.8 T 1.00 1.15 1.30 > 2 1.00 1.15 1.30 > 2 1.00 1.15 1.30 - 2 1.00 - 1.15 1.30 - 2 - 2 - 2 - 2 - 2 - 2 - 2 - 2	Cold TI - 1.15 - 2.00 .00 Kc	2.5 / 3.5 or Key PTI 1.0 - 1.5 2.5 2.5 2.5 2.5 2.5 2.5 2.5 2
LOS F LOS 'E' Int Available count data. Functional Class	0 tersections tersections Roadway West to Riffle Ford Rd Quince Quince Orchard Rd (MD Muddy Branch Rd Gree Great Seneca Hwy (MD Shady Grove Rd Fi Fallsgrove Dr/Gude : Darnestowr I-270 - Great Falls Great Falls Rd./Van Buren S Rockville Pike (MD 355) - Veirs N Veirs Mill Rd (MD 586)/1: Gude Dr E Baltimore Rd Em	Cos 'F' In LOS 'F' In to East e Orchard Rd (MD 124) 124) - Muddy Branch Rd. 124) - Muddy Branch Rd. 124) - Muddy Branch Rd. 119) - Shady Grove Rd. allsgrove Dr/Gude St. St Darnestown Rd. n Rd I-270 : Rd./Van Buren St. St Rockville Pike (MD 355) Mill Rd (MD 586)/1st St (MD 911) st St (MD 911) - Gude Dr.	Length (miles) 0.5 2.1 0.8 0.9 0.4 0.5 0.7 0.9 0.6 0.6 0.4 0.9 0.6 0.4 0.9 1.0	LOS IS A E B C C C C C C C C C C C C C C C C C C	F TT	1.6 / 4.8 T 1.00 1.15 1.30 2 1.00 1.15 1.30 2 1.00 1.15 1.30 2 1.00 1.15 1.30 2 1.00 1.15 1.30 2 1.00 1.15 1.30 2 1.00 1.15 1.30 2 1.00 1.15 1.30 2 1.00 1.15 1.30 2 1.00 1.15 1.30 2 1.00 1.15 1.30 2 1.00 1.15 1.30 2 1.00 1.15 1.30 2 1.00 1.15 1.30 2 1.00 1.15 1.30 2 1.00 1.15 1.30 1.00 1.15 1.30 1.00 1.15 1.30 1.00 1.15 1.30 1.00 1.15 1.30 1.00 1.15 1.30 1.00 1.15 1.30 1.00 1.15 1.30 1.00 1.15 1.30 1.00 1.15 1.30 1.00 1.15 1.30 1.00 1	Cold TI - 1.15 - 2.00 .00 NC EB 1 1 .00 .00 .00 .00 .00 .00 .00 .00 .00	2.5 / 3.5 or Key PTI 1.0 - 1.5 1.5 - 2.5 2.5 0 data PTI AM PN WB EB VB EB VB EB 1 0 0 1 0 1

MD 30			80		
Limits:	MD 30 Busine	ess to MD 86	P CP	2 -	
Corridor Length:	3.7 n	niles	FROMGER RD	1084 ST	Millers
Speed Limit:	40 N	1PH		nchester	
Travel Lanes:	(1 - 2) Northbound	(1 - 2) Southbound	MANOIESTER AS	30 Maple	GROVE
Signal Controlled Intersections:	6	i		00	
Grade Separated Interchanges:	C			HORN 30 Walmart Supercenter	Coakmont Gree
Major Cross Streets:	MD 30 Business, Broadl Cape Horn Rd, M Park Ave/Yo	/laple Grove Rd, rk St, MD 27	Chift		Greenmount BUS 30
	Fridinger Mil Routes	Avg. Daily Ridership	2019 AADT	Trucks	Peak Hour Traffic
Routes and Ridership	N/A	N/A	14,000 - 20,000 vpd		
				Segment Operation	
	Intersection Operations			Northbound	Southbound
			1	AM / PM	AM / PM
Signalized Intersection	s*: AM Peak Hour	PM Peak Hour	Level of	(Miles of	(Miles of
LOS D or Better	5	5	Service LOS D or Better	Roadway) 3.7 / 1.2	Roadway)
	0	0 5	LOS D or Beller	0.0 / 0.0	2.5 / 3.7 0.0 / 0.0
LOS E	0	0	LOS E	0.0 / 2.5	1.2 / 0.0
LUGF	U	U	2031	0.072.3	1.27 0.0
LOS 'E' Int	tersections	LOS 'F' Int	ersections		Color Key
				ТТІ	PTI
				1.00 - 1.	
				1.15 - 1.3	30 1.5 - 2.5
				1.30 - 2.0	00 > 2.5
				> 2.00	
Available count data.					No data
	Roadway	Sogmont	Length TT	1	PTI
Functional Class	North to		(miles) AM	PM	AM PM
			NB SB	NB SB	NB SB NB S
	MD86/(Lineboro I	1	0.1		w
	Hallie Ave MD27		1.1		
Urban Other Principal Arterial	MD27/(Manchester Rd.) - Westminster St./(York		0.2		
	MD2//(Manchester Rd.) - Westminster St./(York Maple Grove Rd Eagle	St.) - Maple Grove Rd.	0.2 0.8 1.2		

 I = Improvement from 2018
 W = Worsened from 2018
 (blank) = No significant change from 2018

 PTI: planning time index
 (95th percentile travel time / freeflow travel time)
 TTI: travel time index (50th percentile travel time/ freeflow travel time)

0.3

Eagle Ridge Ct./(Brodbeck Rd.) - MD30 Bus(Hanover Pike/Hampstead Bypass)

			Moodbi	Star Land	Eldersburg	
Limits:	MD 108 (Clarksville Pike) to MD 26 (Liberty Road)	oodbine	Syl	kesville	A.F.
Corridor Length:	16.3	miles	No.	97	32	MAG
Speed Limit:	40 - 5	0 MPH		Battimore National	99	Woodstock Patapsco Val
Travel Lanes:	(1 - 2) Northbound	(1 - 2) Southbound			West Friendship 144	TO State Park
Signal Controlled Intersections:	1	1			Wall	as Park * 40 Ell
Grade Separated Interchanges:		3		Dayton	(108)	
Major Cross Streets:		rntwoods Rd, MD 99, MD 26		NY T	Clarksville	Columbia
	Routes	Avg. Daily Ridership	20	19 AADT	Trucks	Peak Hour Traffic
Routes and Ridership	N/A	N/A	-	- 30,000 vpd	6% - 7%	
				Se	egment Operat	ions
	Intersection Operations				Northbound	Southbound
			7		AM / PM	AM / PM
Signalized Intersection	s*: AM Peak Hour	PM Peak Hour		Level of Service	(Miles of Roadway)	(Miles of Roadway)
LOS D or Better	3	3	LC	S D or Better	16.3 / 1.7	5.8 / 15.5
					00/50	
LOS E	0	0		LOS E	0.0 / 5.0	5.1 / 0.0
LOS E LOS F	0 0	0 0		LOS F	0.0 / 9.6	5.1 / 0.0 5.4 / 0.8
LOS F	0	0		LOS F		5.4 / 0.8
LOS F			tersectior	LOS F	0.0 / 9.6	5.4 / 0.8 Color Key
LOS F	0	0	tersectior	LOS F	0.0 / 9.6	5.4 / 0.8 Color Key PTI
LOS F	0	0	tersection	LOS F	0.0 / 9.6	5.4 / 0.8 Color Key PTI
LOS F	0	0	tersection	LOS F	0.0 / 9.6	5.4 / 0.8 Color Key PTI 1.15 1.0 - 1.5
LOS F	0	0	tersection	LOS F	0.0 / 9.6 TTI 1.00 - 1	5.4 / 0.8 Color Key PTI .15 1.0 - 1.5 .30 1.5 - 2.5
LOS F LOS 'E' In	0	0	tersection	LOS F	0.0 / 9.6 TTI 1.00 - 1 1.15 - 1	5.4 / 0.8 Color Key PTI .15 1.0 - 1.5 .30 1.5 - 2.5 2.00 > 2.5 0 > 2.5
LOS F	0	0	tersection	LOS F	0.0 / 9.6 TTI 1.00 - 1 1.15 - 1 1.30 - 2	5.4 / 0.8 Color Key PTI .15 1.0 - 1.5 .30 1.5 - 2.5 .00 > 2.5
LOS F LOS 'E' In	0	0	tersection	LOS F	0.0 / 9.6 TTI 1.00 - 1 1.15 - 1 1.30 - 2 > 2.0	5.4 / 0.8 Color Key PTI .15 1.0 - 1.5 .30 1.5 - 2.5 .00 ≥ 2.5 No data
LOS F LOS 'E' In	tersections Roadway	0 LOS 'F' In	Length	LOS F	0.0 / 9.6 TTI 1.00 - 1 1.15 - 1 1.30 - 2 > 2.0	5.4 / 0.8 Color Key PTI .15 1.0 - 1.5 .30 1.5 - 2.5 2.00 > 2.5 0 > 2.5
LOS F LOS 'E' In	tersections Roadway	0 LOS 'F' In	1		0.0 / 9.6 TTI 1.00 - 1 1.15 - 1 1.30 - 2 > 2.0	5.4 / 0.8 Color Key PTI .15 1.0 - 1.5 .30 1.5 - 2.5 .00 > 2.5 No data
LOS F LOS 'E' In Available count data. Functional Class	tersections Roadway North t	0 LOS 'F' In	Length	LOS F	0.0 / 9.6 TTI 1.00 - 1 1.15 - 1 1.30 - 2 > 2.0 PM	5.4 / 0.8 Color Key PTI 1.15 1.0 - 1.5 30 1.5 - 2.5 0 0 2 2.5 0 2 0 2 2.5 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
LOS F LOS 'E' In	Contersections Roadway North t Liberty Rd. (MD 26) - S	0 LOS 'F' In Segment o South	Length (miles)	LOS F	0.0 / 9.6 TTI 1.00 - 1 1.15 - 1 1.30 - 2 > 2.0 PM	5.4 / 0.8 Color Key PTI .15 1.0 - 1.5 .30 1.5 - 2.5 .30 2.5 0 > 2.5 0 PTI AM PM NB SB NB
LOS F LOS 'E' In Available count data. Functional Class Urban Other Principal	Roadway North t Liberty Rd. (MD 26) - S Springfield Ave. (MD 851) - Sandosky Rd./Raincliffe Ro	C LOS 'F' In Segment o South pringfield Ave. (MD 851) Sandosky Rd./Raincliffe Rd. 1 Friendship Rd. (MD 851)	Length (miles) 2.2 0.7 0.8	LOS F	0.0 / 9.6 TTI 1.00 - 1 1.15 - 1 1.30 - 2 > 2.0 PM	5.4 / 0.8 Color Key PTI .15 1.0 - 1.5 .30 1.5 - 2.5 .30 2.5 0 > 2.5 0 PTI AM PM NB SB NB
LOS F LOS 'E' In Available count data. Functional Class Urban Other Principal Arterial	Roadway North t Liberty Rd. (MD 26) - S Springfield Ave. (MD 851) - Sandosky Rd./Raincliffe Ro Friendship Rd. (M	C Segment o South pringfield Ave. (MD 851) Sandosky Rd./Raincliffe Rd. 4 Friendship Rd. (MD 851) ID 851) - River Rd.	Length (miles) 2.2 0.7 0.8 1.7	LOS F	0.0 / 9.6 TTI 1.00 - 1 1.15 - 1 1.30 - 2 > 2.0 PM	5.4 / 0.8 Color Key PTI 1.15 1.0 - 1.5 .30 1.5 - 2.5 2.00 > 2.5 0 No data PTI AM PM NB SB NB S 0 W 1 0
LOS F LOS 'E' In Available count data. Functional Class Urban Other Principal	0 tersections Roadway North t Liberty Rd. (MD 26) - S Springfield Ave. (MD 851) - Sandosky Rd./Raincliffe Re Friendship Rd. (M River Rd Old Fre	C Segment o South pringfield Ave. (MD 851) Sandosky Rd./Raincliffe Rd. d Friendship Rd. (MD 851) ID 851) - River Rd. ederick Rd. (MD 99)	Length (miles) 2.2 0.7 0.8 1.7 1.3	LOS F	0.0 / 9.6 TTI 1.00 - 1 1.15 - 1 1.30 - 2 > 2.0 PM NB SB	$ \begin{array}{c c c c c c c c c c c c c c c c c c c $
LOS F LOS 'E' In Available count data. Functional Class Urban Other Principal Arterial	tersections Roadway North t Liberty Rd. (MD 26) - S Springfield Ave. (MD 851) - Sandosky Rd./Raincliffe Rd Friendship Rd. (M River Rd Old Fre Old Frederick Rd. (Contemporation of the second state of the seco	Length (miles) 2.2 0.7 0.8 1.7 1.3 0.8	LOS F	0.0 / 9.6 TTI 1.00 - 1 1.15 - 1 1.30 - 2 > 2.0 PM	5.4 / 0.8 Color Key PTI 1.15 1.0 - 1.5 .30 1.5 - 2.5 2.00 > 2.5 0 No data PTI AM PM NB SB NB S 0 W 1 0
LOS F LOS 'E' In Available count data. Functional Class Urban Other Principal Arterial	0 tersections Roadway North t Liberty Rd. (MD 26) - S Springfield Ave. (MD 851) - Sandosky Rd./Raincliffe Rd Friendship Rd. (M River Rd Old Fred Old Frederick Rd. (I-70/US 40 - Fred	C Segment o South pringfield Ave. (MD 851) Sandosky Rd./Raincliffe Rd. d Friendship Rd. (MD 851) ID 851) - River Rd. ederick Rd. (MD 99)	Length (miles) 2.2 0.7 0.8 1.7 1.3	LOS F	0.0 / 9.6 TTI 1.00 - 1 1.15 - 1 1.30 - 2 > 2.0 PM NB SB	$ \begin{array}{c c c c c c c c c c c c c c c c c c c $

Limits: Corridor Length: Speed Limit:	I-695 to 6.0 n	US 40	MA		1 States		
-	6.0 n		arney	E Joppa Ro	Denn		Par and a second
Speed Limit:		niles		3	White	Marsh	CTA CTA
	45 - 50) MPH		Adamile Blud		Vottinghar	-775 T
Travel Lanes:	2 Eastbound	2 Westbound	Overlea	695	95	Hart	Garde
Signal Controlled Intersections:	6	i	R	R	ossville	Putast	
Grade Separated Interchanges:	5	;			Golden Ring Pa		
Major Cross Streets:	I-695, US 1, P Honeygo Blvd, I-		Rose	edale Rosedale Park	e gray		
	Routes	Avg. Daily Ridership					Peak Hour
Routes and Ridership	CityLink Brown Route	7,327	20	19 AADT	Trucks	s	Traffic
	MTA LocalLink 120	479	29,000	- 56,000 vpd	3% - 49	%	7.5% - 9%
				S	egment Operat	ions	
li Signalized Intersections*	AM Peak Hour	PM Peak Hour		Level of	Eastbound AM / PM (Miles of	4 (estbound M / PM Miles of
LOS D or Better	N/A	N/A		S D or Better	Roadway) 4.0 / 3.0		oadway) .1 / 2.8
	N/A	N/A		LOS E	2.0 / 2.6	_	.1/2.8
LOS F	N/A	N/A		LOS F	0.0 / 0.4		0.6 / 0.9
LOS 'E' Inte	rsections	LOS 'F' In	tersection	S		Colo	r Key
					TT		PTI
					1.00 - 1	1.15	1.0 - 1.5
					1.15 - 1	1 30	1.5 - 2.5
						1.00	1.0 2.0
					1.30 - 2	2.00	
							> 2.5
Available count data					> 2.0		
Available count data.					> 2.0		> 2.5 data
Available count data.				тт			data
	Roadway		Length	AM		No	data PTI
Available count data. Functional Class	Roadway West to		Length (miles)	AM EB WB		No	data PTI
	West to			AM	PM	No	data PTI M PM
	West to	o East alther Blvd	(miles)	AM EB WB	PM	No	data PTI M PM WB EB W
	West to I-695 - Wa	o East alther Blvd lair Rd (US 1) SB	(miles)	AM EB WB	PM	No	PTI M PM WB EB M
Functional Class	West to I-695 - Wa Walther Blvd - Be	o East alther Blvd lair Rd (US 1) SB Belair Rd (US 1) NB	(miles) 0.6 0.4	AM EB WB	PM	No	PTI M PM WB EB W I 6
Functional Class	West to I-695 - Wa Walther Blvd - Be Belair Rd (US 1) SB -	o East alther Blvd lair Rd (US 1) SB Belair Rd (US 1) NB B - Perry Hall Blvd	(miles) 0.6 0.4 0.6	AM EB WB	PM	No	PTI M PM WB EB W I 6
Functional Class	West to I-695 - Wa Walther Blvd - Be Belair Rd (US 1) SB - Belair Rd (US 1) N	o East alther Blvd lair Rd (US 1) SB Belair Rd (US 1) NB B - Perry Hall Blvd - Honeygo Blvd	(miles) 0.6 0.4 0.6 1.8	AM EB WB	PM	No	PTI M PM WB EB W I 6
Available count data. Functional Class	West to I-695 - Wa Walther Blvd - Be Belair Rd (US 1) SB - Belair Rd (US 1) N Perry Hall Blvd	o East alther Blvd lair Rd (US 1) SB Belair Rd (US 1) NB B - Perry Hall Blvd - Honeygo Blvd Blvd - I-95	(miles) 0.6 0.4 0.6 1.8 0.7	AM EB WB	PM	No	PTI M PM WB EB W I C A I

Limits:	Baltimore City Line	e to Shawan Road	רא ר	-		Hunt Valle	145 ey		94	13	
Corridor Length:	9.3 n		Pi	Dregon dge Park		Lc	ockeysville		en Ra	à'	- K
Speed Limit:	35 - 40) MPH		dge Park	52 :		d d	TT -	Man		- 53
Travel Lanes:	(1 – 2) Northbound	(1 – 2) Southbound					eaver O	Green Jans	brook	PHO	
Signal Controlled Intersections:	3.	1	2		man and	63	am Rd	eide Or E Pr	adofil	hds tod	Loch Raven Reservoir
Grade Separated Interchanges:	1		Broadway	Rd W	and a			York Rd	Timonium	Rd D	46) X Pine Rido
	Stevenson Ln, Towsor	ntown Blvd, Joppa Rd,		110	Po		Mays L	uthervill	le-Timon	nium	Golf Cour
Major Cross Streets:	Fairmount Ave, I-695, M					c	hapel	No.	2	aney Re	T
-	Padonia Rd, Warre	en Rd, Shawan Rd			Meadow Regional I	Dark	Terror I	Luthervill	le name	146	Hampton
	Routes	Avg. Daily Ridership		The Cia	*		SIR	Ba	Amore Bet	Por l	695
	Light RailLink Hunt Valley	474	enson	The Cloi	astle		4	N Joppa R	d	V.	
	Light RailLink Pepper Rd	103	14225-112						Т	owson	and a
	Light RailLink McCormick Rd	282					4		Glen W	loods	
	Light RailLink Gilroy Rd	145			$\langle \rangle$	1	7		Cour	ntry Clu	b y
	Light RailLink Warren Rd	179	4					(139)	of M	Marylan	d A.
Routes and Ridership	Light RailLink Timonium Rd	626	4		C'y		En la		Rd		
	Light RailLink Timonium BP Light RailLink Lutherville	202 515	┨└──			ej	7.	ER	York	30 G	542
			-								
	CityLink Red Route MTA LocalLink 52	11,614 275								_	
	MTA LocalLink 52	4,227		19 AAI	пт		т	aka			eak Hour Traffic
	MTA LocalLink 93	1,277	17,000			4	<u>Tru</u> 2% -				% - 8.5%
	WITT ECOULEIN COO	1,211	17,000	- 42,0			ent Ope		15	0.	/0 - 0.0 /0
	Intersection Operations						rthboun	- T		thbou	und
			ר ר				M / PM	u		M / PN	
Signalized Intersection	s*: AM Peak Hour	PM Peak Hour				(1	Miles of		(M	liles o	of
			Lev	el of S	ervice	R	oadway)		Ro	adwa	y)
	10								_	A / A	
LOS D or Better	13	14		S D or	Better	5	5.4 / 1.1			6/0.	
LOS D or Better LOS E LOS F	13 1 0	14 0 0			Better	5 3	6.4 / 1.1 6.9 / 3.9 6.0 / 4.3		1.	.6 / 0. <mark>.7 / 5.</mark> .0 / 3.	5
LOS E LOS F LOS 'E' In	tersections	0	LO	S D or LOS I LOS	Better	5 3	<mark>.9 / 3.9</mark> .0 / 4.3		1.	<mark>.7 / 5.</mark> 0 / 3.	5 8
LOS E LOS F LOS 'E' In	1 0	0 0	LO	S D or LOS I LOS	Better	5 3	<mark>9 / 3.9 .0 / 4.3</mark>	TTI	1. 0. Color	.7 / 5. .0 / 3. Key	5 8 PTI
LOS E LOS F LOS 'E' In	tersections	0 0	LO	S D or LOS I LOS	Better	5 3	<mark>9 / 3.9 .0 / 4.3</mark>		1. 0. Color	.7 / 5. .0 / 3. Key	5 8
LOS E LOS F LOS 'E' In	tersections	0 0	LO	S D or LOS I LOS	Better	5 3	3.9 / 3.9 0.0 / 4.3 	TTI 0 - 1.15	1. 0. Color	7 / 5. 0 / 3. Key	5 8 PTI 1.0 - 1.5
LOS E LOS F LOS 'E' In	tersections	0 0	LO	S D or LOS I LOS	Better	5 3	3.9 / 3.9 0.0 / 4.3 	TTI	1. 0. Color	7 / 5. 0 / 3. Key	5 8 PTI
LOS E LOS F LOS 'E' In	tersections	0 0	LO	S D or LOS I LOS	Better	5 3	9.9 / 3.9 1.0 / 4.3 1.0 1.10	TTI 0 - 1.15	1. 0. Color	7 / 5. 0 / 3. Key	5 8 PTI 1.0 - 1.5 1.5 - 2.5
LOS E LOS F LOS 'E' In	tersections	0 0	LO	S D or LOS I LOS	Better	5 3	3.9 / 3.9 3.0 / 4.3 1.0(1.1) 1.3(TTI) - 1.15 5 - 1.30) - 2.00	1. 0. Color	7 / 5. 0 / 3. Key	5 8 PTI 1.0 - 1.5
LOS E LOS F LOS 'E' In MD 45 at Sh	tersections	0 0	LO	S D or LOS I LOS	Better	5 3	3.9 / 3.9 3.0 / 4.3 1.0(1.1) 1.3(TTI 0 - 1.15 5 - 1.30	1. 0. Color	7 / 5. 0 / 3. Key	5 8 PTI 1.0 - 1.5 1.5 - 2.5
LOS E LOS F LOS 'E' In	tersections	0 0	LO	S D or LOS I LOS	Better	5 3	3.9 / 3.9 3.0 / 4.3 1.0(1.1) 1.3(TTI) - 1.15 5 - 1.30) - 2.00	1. 0. Color	7 / 5. 0 / 3. Key	5 8 PTI 1.0 - 1.5 1.5 - 2.5
LOS E LOS F LOS 'E' In MD 45 at Sh	tersections awan Rd (AM)	0 0 LOS 'F' In	tersection	S D or LOS I LOS	Better E	5 3	3.9 / 3.9 3.0 / 4.3 1.0(1.1) 1.3(TTI) - 1.15 5 - 1.30) - 2.00	1. 0. Color	7 / 5. 0 / 3. Key	5 8 PTI 1.0 - 1.5 1.5 - 2.5
LOS E LOS F LOS 'E' In MD 45 at Sh	tersections awan Rd (AM) Roadway	0 0 LOS 'F' In Segment	tersection	S D or LOS I LOS	Better E F	53000	5.9 / 3.9 0.0 / 4.3 1.00 1.11 1.31 >	TTI) - 1.15 5 - 1.30) - 2.00	1. 0. Color	7 / 5. 0 / 3. Key	5 8 PTI 1.0 - 1.5 1.5 - 2.5 > 2.5
LOS E LOS F MD 45 at Sh Available count data.	tersections awan Rd (AM)	0 0 LOS 'F' In Segment	tersection	S D or LOS E LOS	Better E F	5 3 0 0	5.9 / 3.9 0.0 / 4.3 1.00 1.11 1.31 >	TTI) - 1.15 5 - 1.30) - 2.00	1. 0.	7 / 5. 0 / 3. Key	5 8 PTI 1.0 - 1.5 1.5 - 2.5 > 2.5
LOS E LOS F MD 45 at Sh	tersections awan Rd (AM) Roadway	0 0 LOS 'F' In Segment South	tersection	S D or LOS I LOS S S	Better E F	5 3 0 0	5.9 / 3.9 .0 / 4.3 1.00 1.11 1.30 ×	TTI) - 1.15 5 - 1.30) - 2.00	1. 0. Color	7 / 5. 0 / 3. Key ata P	5 8 PTI 1.0 - 1.5 1.5 - 2.5 > 2.5 TI NB
LOS E LOS F MD 45 at Sh	tersections awan Rd (AM) Roadway North to	Segment o South	Length (miles)	S D or LOS I LOS S S	Better E F	5 3 0 0	5.9 / 3.9 .0 / 4.3 1.00 1.11 1.30 ×	TTI) - 1.15 5 - 1.30) - 2.00	1. 0. Color	7 / 5. 0 / 3. Key ata P	5 8 PTI 1.0 - 1.5 1.5 - 2.5 > 2.5
LOS E LOS F MD 45 at Sh	tersections awan Rd (AM) Bawan Rd (AM) Contemporal Antipology North to Shawan Rd Pape Paper Mill Rd. (MD 145) Warren Rd. (MD 48)	Segment South Normalized (MD 145) - Warren Rd. (MD 1483) 3) - Cranbrook Rd.	Length (miles)	S D or LOS I LOS S S	Better E F	5 3 0 0	5.9 / 3.9 .0 / 4.3 1.00 1.11 1.30 ×	TTI) - 1.15 5 - 1.30) - 2.00	1. 0. Color	7 / 5. 0 / 3. Key ata P	5 8 PTI 1.0 - 1.5 1.5 - 2.5 > 2.5 TI NB
LOS E LOS F MD 45 at Sh	tersections awan Rd (AM) Roadway North tc Shawan Rd Pape Paper Mill Rd. (MD 145)	Segment South Normalized (MD 145) - Warren Rd. (MD 1483) 3) - Cranbrook Rd.	Length (miles) 0.3 1.2	S D or LOS I LOS S S	Better E F	5 3 0 0	5.9 / 3.9 .0 / 4.3 1.00 1.11 1.30 ×	TTI) - 1.15 5 - 1.30) - 2.00	1. 0. Color	7 / 5. 0 / 3. Key ata P	5 8 PTI 1.0 - 1.5 1.5 - 2.5 > 2.5 TI NB
LOS E LOS F MD 45 at Sh Available count data.	tersections awan Rd (AM) Bawan Rd (AM) Contemporal Antipology North to Shawan Rd Pape Paper Mill Rd. (MD 145) Warren Rd. (MD 48)	Segment South Mill Rd. (MD 145) - Warren Rd. (MD 483) 3) - Cranbrook Rd. - Padonia Rd.	Length (miles) 0.3 1.2 0.8	S D or LOS I LOS S S	Better E F	5 3 0 0	5.9 / 3.9 .0 / 4.3 1.00 1.11 1.30 ×	TTI) - 1.15 5 - 1.30) - 2.00	1. 0. Color	7 / 5. 0 / 3. Key ata P	5 8 PTI 1.0 - 1.5 1.5 - 2.5 > 2.5 TI NB
LOS E LOS F MD 45 at Sh	1 0 tersections awan Rd (AM) Shawan Rd Pape Paper Mill Rd. (MD 145) Warren Rd. (MD 145) Warren Rd. (MD 48) Cranbrook Rd. Padonia Rd Timonium Rd.	Segment South Name and the segment South Parameter and the segment South	Length (miles) 0.3 1.2 0.8 0.5	S D or LOS I LOS S S	Better E F	5 3 0 0	5.9 / 3.9 .0 / 4.3 1.00 1.11 1.30 ×	TTI) - 1.15 5 - 1.30) - 2.00	1. 0. Color	7 / 5. 0 / 3. Key ata P	5 8 PTI 1.0 - 1.5 1.5 - 2.5 > 2.5 TI NB
LOS E LOS F MD 45 at Sh Available count data. Functional Class	1 0 tersections awan Rd (AM) awan Rd (AM) Shawan Rd Pape Paper Mill Rd. (MD 145) Warren Rd. (MD 48) Cranbrook Rd. Padonia Rd Timonium Rd. Ridgely Rd Bellon	Segment South Market Market	Length (miles) 0.3 1.2 0.8 0.5 1.1 0.8 0.5	S D or LOS I LOS S S	Better E F	5 3 0 0	5.9 / 3.9 .0 / 4.3 1.00 1.11 1.30 ×	TTI) - 1.15 5 - 1.30) - 2.00	1. 0. Color	7 / 5. 0 / 3. Key ata P	5 8 PTI 1.0 - 1.5 1.5 - 2.5 > 2.5 TI NB
LOS E LOS F MD 45 at Sh Available count data. Functional Class	1 0 tersections awan Rd (AM) Shawan Rd. (AM) Shawan Rd Pape Paper Mill Rd. (MD 145) Warren Rd. (MD 485) Cranbrook Rd. Padonia Rd Timonium Rd. Ridgely Rd Bellon Bellona Ave./Margate Rd.	Segment South Market Market Rd. - Padonia Rd. - Padonia Rd. - Ridgely Rd a Ave./Margate Rd. - Seminary Ave. (MD 131)	Length (miles) 0.3 1.2 0.8 0.5 1.1 0.8 0.5 1.1 0.8 0.5 0.2	S D or LOS I LOS S S	Better E F	5 3 0 0	5.9 / 3.9 .0 / 4.3 1.00 1.11 1.30 ×	TTI) - 1.15 5 - 1.30) - 2.00	1. 0. Color	7 / 5. 0 / 3. Key ata P	5 8 PTI 1.0 - 1.5 1.5 - 2.5 > 2.5 TI PM NB S W S W S S W S S S S S S S S S S S S
LOS E LOS F MD 45 at Sh Available count data. Functional Class	1 0 tersections awan Rd (AM) Shawan Rd. (AM) Shawan Rd Paper Paper Mill Rd. (MD 145) Warren Rd. (MD 48) Cranbrook Rd. Padonia Rd Timonium Rd. Ridgely Rd Bellona Bellona Ave./Margate Rd. Seminary Ave. (i	Segment South Mill Rd. (MD 145) - Warren Rd. (MD 483) 3) - Cranbrook Rd. - Padonia Rd. Timonium Rd. - Ridgely Rd a Ave./Margate Rd. - Seminary Ave. (MD 131) MD 131) - I-695	Length (miles) 0.3 1.2 0.8 0.5 1.1 0.8 0.5 1.1 0.8 0.5 0.2 0.5	S D or LOS I LOS S S	Better E F	5 3 0 0	5.9 / 3.9 .0 / 4.3 1.00 1.11 1.30 ×	TTI) - 1.15 5 - 1.30) - 2.00	1. 0. Color	7 / 5. 0 / 3. Key ata P	5 8 PTI 1.0 - 1.5 1.5 - 2.5 > 2.5 TI PM NB S W S W S S W S S S S S S S S S S S S
LOS E LOS F MD 45 at Sh Available count data. Functional Class	1 0 tersections awan Rd (AM) Shawan Rd. (AM) Shawan Rd Pape Paper Mill Rd. (MD 145) Warren Rd. (MD 48) Cranbrook Rd. Padonia Rd Timonium Rd. Ridgely Rd Bellon. Bellona Ave./Margate Rd. Seminary Ave. (I I-695 - Fair	Segment South I Mil Rd. (MD 145) - Warren Rd. (MD 483) 3) - Cranbrook Rd. - Padonia Rd. Timonium Rd. - Ridgely Rd a Ave./Margate Rd. - Seminary Ave. (MD 131) MD 131) - I-695 mount Ave	Length (miles) 0.3 1.2 0.8 0.5 1.1 0.8 0.5 1.1 0.8 0.5 0.2 0.5 0.2 0.5 0.3	S D or LOS I LOS S S	Better E F	5 3 0 0	5.9 / 3.9 .0 / 4.3 1.00 1.11 1.30 ×	TTI) - 1.15 5 - 1.30) - 2.00	1. 0. Color	7 / 5. 0 / 3. Key ata P	5 8 PTI 1.0 - 1.5 1.5 - 2.5 > 2.5 TI PM NB S W S W S S W S S S S S S S S S S S S
LOS E LOS F MD 45 at Sh Available count data. Functional Class	1 0 tersections awan Rd (AM) Shawan Rd. (AM) Shawan Rd Paper Mill Rd. (MD 145) Warren Rd. (MD 145) Warren Rd. (MD 145) Warren Rd. (MD 48) Cranbrook Rd. Padonia Rd Timonium Rd. Ridgely Rd Bellona Bellona Ave./Margate Rd. Seminary Ave. (I I-695 - Fairn Fairmount Ave.	Segment South I COS 'F' In Normal Constraints South I Mill Rd. (MD 145) - Warren Rd. (MD 483) 3) - Cranbrook Rd. - Padonia Rd. - Padonia Rd. Timonium Rd. - Padonia Rd. Timonium Rd. - Ridgely Rd a Ave./Margate Rd. - Seminary Ave. (MD 131) MD 131) - I-695 mount Ave - Bosley Ave.	Length (miles) 0.3 1.2 0.8 0.5 1.1 0.8 0.5 1.1 0.8 0.5 0.2 0.5 0.2 0.5 0.3 0.2	S D or LOS I LOS S S	Better E F	5 3 0 0	<pre>S9 / 3.9 0.0 / 4.3 1.00 1.10 1.11 1.30 SB SB SB SB SB</pre>	TTI) - 1.15 5 - 1.30) - 2.00	1. 0. Color	7 / 5. 0 / 3. Key ata P	5 8 PTI 1.0 - 1.5 1.5 - 2.5 > 2.5 TI PM NB 1
LOS E LOS F MD 45 at Sh Available count data. Functional Class	1 0 tersections awan Rd (AM) awan Rd (AM) Shawan Rd. (AM) Shawan Rd Paper Paper Mill Rd. (MD 145) Warren Rd. (MD 145) Warren Rd. (MD 145) Warren Rd. (MD 145) Bellona Ave./Margate Rd Seminary Ave. (I 1-695 - Fairn Fairmount Ave. Bosley Ave Dulaney Valle	0 0 LOS 'F' In Jobs Segment South r Mill Rd. (MD 145) - Warren Rd. (MD 483) 3) - Cranbrook Rd. - Padonia Rd. - Ridgely Rd a Ave./Margate Rd. - Seminary Ave. (MD 131) MD 131) - I-695 mount Ave - Bosley Ave. ay Rd. (MD 146)/Joppa Rd.	Length (miles) 0.3 1.2 0.8 0.5 1.1 0.8 0.5 1.1 0.8 0.5 0.2 0.5 0.2 0.5 0.3 0.2 0.3 0.2 0.4	S D or LOS I LOS S S	Better E F	5 3 0 0	5.9 / 3.9 .0 / 4.3 1.00 1.11 1.30 2 M	TTI) - 1.15 5 - 1.30) - 2.00	1. 0. Color	7 / 5. 0 / 3. Key ata P	5 8 PTI 1.0 - 1.5 1.5 - 2.5 × 2.
LOS E LOS F MD 45 at Sh Available count data. Functional Class	1 0 tersections awan Rd (AM) awan Rd (AM) Shawan Rd Pape Paper Mill Rd. (MD 145) Warren Rd. (MD 145) Warren Rd. (MD 145) Bellona Ave./Margate Rd. Seminary Ave. (I Image: Ave. (I Seminary Ave. (I Besley Ave Dulaney Valleg Dulaney Valley Rd. (MD 146)/J	0 0 LOS 'F' In Segment South r Mill Rd. (MD 145) - Warren Rd. (MD 483) 3) - Cranbrook Rd. - Padonia Rd. - Ridgely Rd a Ave./Margate Rd. - Seminary Ave. (MD 131) MD 131) - I-695 mount Ave - Bosley Ave. ay Rd. (MD 146)/Joppa Rd. oppa Rd Towsontown Blvd.	Length (miles) 0.3 1.2 0.8 0.5 1.1 0.8 0.5 1.1 0.8 0.5 0.2 0.5 0.2 0.5 0.2 0.5 0.3 0.2 0.4 0.3	S D or LOS I LOS S S	Better E F	5 3 0 0	<pre>S9 / 3.9 0.0 / 4.3 1.00 1.10 1.11 1.30 SB SB SB SB SB</pre>	TTI) - 1.15 5 - 1.30) - 2.00	1. 0. Color	7 / 5. 0 / 3. Key ata P	5 8 PTI 1.0 - 1.5 1.5 - 2.5 > 2.5 TI PM NB 1
LOS E LOS F MD 45 at Sh Available count data. Functional Class	1 0 tersections awan Rd (AM) awan Rd (AM) Shawan Rd Pape Paper Mill Rd. (MD 145) Warren Rd. (MD 145) Warren Rd. (MD 145) Bellona Ave./Margate Rd. Seminary Ave. (I Image: Ave. (I Besley Ave Dulaney Valleg Dulaney Valley Rd. (MD 146)/J Towsontown Biv	Segment South Normal Action Provided Action	Length (miles) 0.3 1.2 0.8 0.5 1.1 0.8 0.5 1.1 0.8 0.5 0.2 0.5 0.2 0.5 0.2 0.5 0.3 0.2 0.4 0.3 0.2	S D or LOS I LOS S S	Better E F	TI PI NB	<pre>S9 / 3.9 0.0 / 4.3 1.00 1.10 1.11 SB SB W SB W SB W W W</pre>	TTI) - 1.15 5 - 1.30) - 2.00	1. 0. Color	7 / 5. 3 0 / 3. Key ata P 1 SB	5 8 PTI 1.0 - 1.5 1.5 - 2.5 > 2.5 TI PM NB 3 0 0 0 0 0 0 0 0 0 0 0 0 0
LOS E LOS F LOS 'E' In MD 45 at Sh Available count data. Functional Class Urban Other Principal Arterial	1 0 tersections awan Rd (AM) awan Rd (AM) Shawan Rd Pape Paper Mill Rd. (MD 145) Warren Rd. (MD 145) Warren Rd. (MD 145) Bellona Ave./Margate Rd. Seminary Ave. (I Image: Ave. (I Seminary Ave. (I Besley Ave Dulaney Valleg Dulaney Valley Rd. (MD 146)/J	Segment South Normal Control of	Length (miles) 0.3 1.2 0.8 0.5 1.1 0.8 0.5 1.1 0.8 0.5 0.2 0.5 0.2 0.5 0.2 0.5 0.3 0.2 0.4 0.3	S D or LOS I LOS S S	Better E F	TI PI NB	<pre>S9 / 3.9 0.0 / 4.3 1.00 1.10 1.11 SB SB W SB W SB W W W</pre>	TTI) - 1.15 5 - 1.30) - 2.00	1. 0. Color	7 / 5. 3 0 / 3. Key ata P 1 SB	5 8 PTI 1.0 - 1.5 1.5 - 2.5 2.5 TI PM NB 3 W 3 W 4 1 1.5 - 2.5 1.5 1.5 2.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1

MD 85					355	ST MONOC	ACY BLVD
Limits:	English Muffin	Way to I-70			70	1	PECTS .
Corridor Length:	3.5 m	illes	CRESTW	1000	X	1	- Fage
Speed Limit:	40 M	IPH	3	E	BLVD 27	355	B
Travel Lanes:	(1 – 3) Northbound	(1 – 3) Southbound			5 27		
Signal Controlled Intersections:	13	3	enger	DESIGN	ST	Monoo	
Grade Separated Interchanges:	2		reek	AEM	85	Dattle	field
	Executiv	e Way,	ENGLISE		Tex		
	Crestwood Blvd /		1	MUFFIL	///		AL 2
Major Cross Streets:	I-270, Spe		1	WAY			A STATE
	Francis Sco	ott Key Dr,			/ 2		- 10 - 10 - 10 - 10 - 10 - 10 - 10 - 10
	MD 35						Peak Hour
Routes and Ridership	Routes	Avg. Daily Ridership		19 AADT		Trucks	Traffic
	N/A	N/A	17,00	00 - 52,000	4	4% - 12%	7% - 8.5%
					Segment	Operations	
	ntersection Operations		1		Northi AM /	PM	Southbound AM / PM
Signalized Intersections*	: AM Peak Hour	PM Peak Hour		Level of Service	(Mile Road		(Miles of Roadway)
LOS D or Better	N/A	N/A	LO	S D or Better			3.5 / 1.9
LOS E	N/A	N/A		LOS E	0.0 /	1.9	0.0 / 0.0
LOS F	N1/A						
	N/A	N/A		LOS F	0.0 /		0.0 / 1.6
LOS 'E' Inter		N/A LOS 'F' In	tersection				0.0 / 1.6 blor Key PTI 1.0 - 1.5 1.5 - 2.5 > 2.5
			tersection			Cc TTI 1.00 - 1.15 1.15 - 1.30 1.30 - 2.00 > 2.00	Dior Key PTI 1.0 - 1.5 1.5 - 2.5
LOS 'E' Inter	rsections	LOS 'F' In		S		Cc TTI 1.00 - 1.15 1.15 - 1.30 1.30 - 2.00 > 2.00	Dior Key PTI 1.0 - 1.5 1.5 - 2.5 2.5 2.5 2.5 2.5 2.5 2.5
LOS 'E' Inter		LOS 'F' In	tersection Length (miles)	S		Cc TTI 1.00 - 1.15 1.15 - 1.30 1.30 - 2.00 > 2.00 N	PTI PTI 1.0 - 1.5 1.5 - 2.5 > 2.5 > 2.5 > PTI AM PM
LOS 'E' Inter	rsections Roadway West to	LOS 'F' In Segment	Length (miles)	S		Cc TTI 1.00 - 1.15 1.15 - 1.30 1.30 - 2.00 > 2.00 N	PTI PTI 1.0 - 1.5 1.5 - 2.5 > 2.5 > 2.5 No data
LOS 'E' Inter	rsections Roadway West to I-70 - M	LOS 'F' In Segment D 355	Length (miles) 0.4	S		Cc TTI 1.00 - 1.15 1.15 - 1.30 1.30 - 2.00 > 2.00 N	PTI PTI 1.0 - 1.5 1.5 - 2.5 > 2.5 > 2.5 > PTI AM PM
LOS 'E' Inter	rsections Roadway West to I-70 - M MD 355 - G	LOS 'F' In Segment D 355 uilford Rd.	Length (miles) 0.4 0.3	S		Cc TTI 1.00 - 1.15 1.15 - 1.30 1.30 - 2.00 > 2.00 N	PTI PTI 1.0 - 1.5 1.5 - 2.5 > 2.5 > 2.5 > PTI AM PM
LOS 'E' Inter Available count data.	rsections Roadway West to I-70 - M MD 355 - G Guilford Rd.	LOS 'F' In Segment D 355 uilford Rd. - Grove Rd.	Length (miles) 0.4 0.3 0.3	S		Cc TTI 1.00 - 1.15 1.15 - 1.30 1.30 - 2.00 > 2.00 N	PTI PTI 1.0 - 1.5 1.5 - 2.5 > 2.5 > 2.5 > PTI AM PM
LOS 'E' Inter Available count data. Functional Class	Roadway West to I-70 - M MD 355 - G Guilford Rd. Grove Rd S	LOS 'F' In Segment D 355 uilford Rd. - Grove Rd. spectrum Dr.	Length (miles) 0.4 0.3 0.3 0.3	S		Cc TTI 1.00 - 1.15 1.15 - 1.30 1.30 - 2.00 > 2.00 N	PTI PTI 1.0 - 1.5 1.5 - 2.5 > 2.5 > 2.5 > PTI AM PM
LOS 'E' Inter Available count data.	Roadway West to I-70 - M MD 355 - G Guilford Rd. Grove Rd S Spectrum E	LOS 'F' In Segment > East D 355 uilford Rd. - Grove Rd. spectrum Dr. Dr 1-270	Length (miles) 0.4 0.3 0.3 0.3 0.3 0.3	S		Cc TTI 1.00 - 1.15 1.15 - 1.30 1.30 - 2.00 > 2.00 N	PTI PTI 1.0 - 1.5 1.5 - 2.5 > 2.5 > 2.5 > PTI AM PM
LOS 'E' Inter Available count data. Functional Class	Roadway West to I-70 - M MD 355 - G Guilford Rd. Grove Rd S Spectrum E I-270 - Crest	LOS 'F' In Segment > East D 355 uilford Rd. - Grove Rd. Spectrum Dr. Dr I-270 wood Blvd.	Length (miles) 0.4 0.3 0.3 0.3 0.3 0.3 0.3 0.4	S		Cc TTI 1.00 - 1.15 1.15 - 1.30 1.30 - 2.00 > 2.00 N	PTI PTI 1.0 - 1.5 1.5 - 2.5 > 2.5 > 2.5 > PTI AM PM
LOS 'E' Inter Available count data. Functional Class	Roadway West to I-70 - M MD 355 - G Guilford Rd. Grove Rd S Spectrum E	LOS 'F' In Segment > East D 355 uilford Rd. - Grove Rd. Spectrum Dr. Dr 1-270 wood Blvd. Executive Way	Length (miles) 0.4 0.3 0.3 0.3 0.3 0.3	S		Cc TTI 1.00 - 1.15 1.15 - 1.30 1.30 - 2.00 > 2.00 N	PTI PTI 1.0 - 1.5 1.5 - 2.5 > 2.5 > 2.5 > PTI AM PM

MD 90	FRIDAY SU	JMMER					Fenwick
Limits:	US 50 tc	0 MD 528		de la	Villia PELAWARE MARYLAND	msville	Fenwick I DELAWARE MARYLAND
Corridor Length:	11.4	miles		Bishop 113			Assawoman Bay
Speed Limit:	40 - 5	5 MPH		Showel	Ocean Pines	mar -	90 528
Travel Lanes:	:	2		iO	90 RACE TRACK	ls Wig	le of ht Bay
Signal Controlled Intersections:	:	2		50 374 113		611	Ocean City
Grade Separated Interchanges:		3		Berlin	376 Sinepuxent	611 \$	Ocean
Major Cross Streets:		113, MD 589, ck Rd, MD 528		Ironshire	STEPHEN	1	Allantic
Routes and Ridership	Routes	Avg. Daily Ridership	20 ⁻	19 AADT	Trucks		Peak Hour Traffic
Routes and Ridership	N/A	N/A	15,000)-31,000 vpd	3% -4%		8%
				S	egment Operation	ons	
I Signalized Intersections	ntersection Operations	PM Peak Hour		Level of Service	Eastbound AM / PM (Miles of Roadway)	AN (Mi	tbound I / PM iles of idway)
LOS D or Better	2	2	LO	S D or Better	11.4		1.4
LOSE	N/A	0		LOS E	0.0		0.0
LOS F	N/A			LOS F	0.0		0.0
	IN/A	0		LUSF	0.0		0.0
2001							
							-
LOS 'E' Inte	rsections	LOS 'F' Int	ersection	S		Color	-
	rsections	LOS 'F' Int	ersection	S	ТТІ	Color	Key PTI
	rsections	LOS 'F' Int	ersection	S	TTI 1.00 - 1. ⁻		-
	rsections	LOS 'F' Int	ersection	S			PTI
	rsections	LOS 'F' Int	ersection	S		15	PTI
	rsections	LOS 'F' Int	ersection	S	1.00 - 1.1	15	PTI 1.0 - 1.5
	rsections	LOS 'F' Int	ersection	S	1.00 - 1.1	15 30	PTI 1.0 - 1.5 1.5 - 2.5
	rsections	LOS 'F' Int	ersection	S	1.00 - 1. 1.15 - 1.3 1.30 - 2.0	15 1 30 0 00 1	PTI 1.0 - 1.5
LOS 'E' Inte	rsections	LOS 'F' Int	ersection	S	1.00 - 1. 1.15 - 1.	15 1 30 1 00 1	PTI 1.0 - 1.5 1.5 - 2.5 > 2.5
	rsections	LOS 'F' Int	ersection	S	1.00 - 1. 1.15 - 1.3 1.30 - 2.0	15 1 30 0 00 1	PTI 1.0 - 1.5 1.5 - 2.5 > 2.5
LOS 'E' Inte	rsections	LOS 'F' Int	ersection		1.00 - 1. 1.15 - 1. 1.30 - 2. > 2.00	15 1 30 1 00 1	PTI 1.0 - 1.5 1.5 - 2.5 > 2.5
LOS 'E' Inte Available count data.	Roadway	r Segment	Length	Π	1.00 - 1. 1.15 - 1. 1.30 - 2. > 2.00	15	PTI 1.0 - 1.5 1.5 - 2.5 > 2.5 ata PTI
LOS 'E' Inte	Roadway				1.00 - 1. 1.15 - 1. 1.30 - 2. > 2.00	15	PTI 1.0 - 1.5 1.5 - 2.5 > 2.5 ata PTI lay (6PM-8PM)
LOS 'E' Inte Available count data. Functional Class	Roadway West t	/ Segment to East	Length (miles)	TT Friday (6P	1.00 - 1. 1.15 - 1. 1.30 - 2. > 2.00	15 30 No da	PTI 1.0 - 1.5 1.5 - 2.5 > 2.5 ata PTI
LOS 'E' Inte Available count data.	Roadway West t	r Segment	Length	TT Friday (6P	1.00 - 1. 1.15 - 1. 1.30 - 2. > 2.00	15 30 No da	PTI 1.0 - 1.5 1.5 - 2.5 > 2.5 ata PTI lay (6PM-8PM)

MD 90	SATURDAY	SUMMER					Fenwick I
Limits:	US 50 to	MD 528				amsville	Fenwick I: DELAWARE MARYLAND
Corridor Length:	11.4	miles		Bishop 113	Land .	Assawoman Bay	
Speed Limit:	40 - 55	5 MPH		Showel	Ocean Pines	90	528
Travel Lanes:	2	2		50	90 RD	Isle of Wight Bay	
Signal Controlled Intersections:	2	2		50 374 113 Berlin		Ocean City	~
Grade Separated Interchanges:	3	3		Berlin	376 Sinepuxent	\$	Ocean
Major Cross Streets:	US 50, US 1 St Martins Nec			Ironshire	STEPHEN	Allanie	2
Routes and Ridership	Routes	Avg. Daily Ridership	-	19 AADT	Trucks		ffic
F	N/A	N/A	13,000)-33,000 vpd	3%		%
				S	egment Operation		
Signalized Intersections	*: AM Peak Hour	PM Peak Hour		Level of Service	Eastbound AM / PM (Miles of Roadway)	Westbound AM / PM (Miles of Roadway)	
LOS D or Better	2	2	LO	S D or Better	0.0	11.4	
LOS E	N/A	0		LOS E	0.0	0.0	
LOS F	N/A	0		LOS F	11.4	0.0	
LOS 'E' Inte	rsections	LOS 'F' Int	ersection	S		Color Key	T 1
					TTI 1.00 - 1.		TI - 1.5
					1.15 - 1.	30 1.5 -	- 2.5
					1.30 - 2.	00 > 2	2.5
					> 2.00)	
Available count data.					> 2.00	No data	
Available count data.				тт		No data	
Available count data. Functional Class		Segment o East	Length (miles)	TTI Saturday (12 EB			M-2PN WB

MD 90	SUNDAY S	UMMER				Fenwie
Limits:	US 50 to	MD 528		-	Willia IELAWARE IARYLAND	msville Fenwici DELAWA MARYLAI
Corridor Length:	11.4	miles		Bishop 113	Lan .	Asawoman Bay
Speed Limit:	40 - 55	5 MPH		Showel	Ocean Pines	90 528
Travel Lanes:	2	2		50	90 RACE TRACK	Isle of Wight Bay
Signal Controlled Intersections:	2	2		374 113		Ocean City 611) S
Grade Separated Interchanges:	3	3		Berlin	376 Sinepuxent	\$ 000 C
Major Cross Streets:	US 50, US 1 St. Martins Neo			Ironshire	STEPHEN	Allantic
Routes and Ridership	Routes	Avg. Daily Ridership		19 AADT	Trucks	
· · · · · · ·	N/A	N/A	13,000	0-30,000 vpd	2%	8%
	nteresstien Onerstiens			3	egment Operatio	
Signalized Intersections	AM Peak Hour	PM Peak Hour		Level of Service	Eastbound AM / PM (Miles of Roadway)	Westbound AM / PM (Miles of Roadway)
LOS D or Better	2	2	LC	S D or Better	11.4	11.4
LOS E	N/A	0		LOS E	0.0	0.0
LOS F	N/A	0		LOS F	0.0	0.0
LOS 'E' Inte	reactions	LOS 'F' Int	torootion			O al a a Kasa
	rsections	LUS F III	lersection	5		Color Key
		-			TTI	PTI
					TTI 1.00 - 1.	PTI 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 00 > 2.5
					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.				 	1.00 - 1. 1.15 - 1. 1.30 - 2. > 2.00	15 1.0 - 1.5 30 1.5 - 2.5 00 > 2.5
		Segment	Length	TTI Sunday (4F	1.00 - 1. 1.15 - 1. 1.30 - 2. > 2.00	15 1.0 - 1.5 30 1.5 - 2.5 00 > 2.5 No data
Available count data.		Segment	Length (miles)		1.00 - 1. 1.15 - 1. 1.30 - 2. > 2.00	15 1.0 - 1.5 30 1.5 - 2.5 00 > 2.5 No data PTI
Available count data.		o East		Sunday (4F	1.00 - 1. 1.15 - 1. 1.30 - 2. > 2.00	15 1.0 - 1.5 30 1.5 - 2.5 00 > 2.5 No data PTI Sunday (4PM-6PM

MD 97			Gaithe	rsburg		dland ock Creek		Olney 108	Sandy Spring	
Limits:		Line to MD 108	4	1		gional Park			(102)	
Corridor Length:		miles	S	370	Derwood			\mathbf{X}		2
Speed Limit:	30 - 4	5 MPH	tomac	270	5	-c×	28) RD	20		verly
Travel Lanes:	(3 - 4) Northbound	(3 - 4) Southbound	- Comac	A SA	Poolu			BO		200
Signal Controlled Intersections:	4	8	1. J		HOCK	NORBAL VILLE VIERS	Aspe	Hill TUHY	Coles	ville
Grade Separated Interchanges:		1	-	(189)	Ž	LLE PIKE	Wheat	ton-Glei		
Major Cross Streets:	-	^{15,} MD 586, 1D 193, MD 182, 200, MD 108		25	Ŗ	Inde	(547) Kensir	Wheaton	Wh	ite O.
	Routes	Avg. Daily Ridership							st Glen	3
	METRO Q1/Q2/Q4/Q6	6,109]				495 Chouru (93
	METRO Y2/Y7/Y8	7,160	-				lesda	Si	lver Spring	
	Ride On Route 10 Ride On Route 26	2,134 2,439				1. 22	ic sud	Hawthor	^{ne} Takoma	
Routes and Ridership	Ride On Route 31	105	-							
·····	Ride On Route 33	257							Peak H	our
	Ride On Route 41	518	20	19 AAI	DT		Trucks		Traffi	
	Ride On Route 51	199	30,000	- 69,0	00 vpd	2	% - 5%		6.5% -	8%
	Ride On Route 52	123	4							
	Ride On Route 53	240	」		5	Segment C		1		٦
	Intersection Operations		- I			Northbo AM / F			ithbound M / PM	
Signalized Intersection		PM Peak Hour		el of S		(Miles Roadw	of /ay)	(N Ro	liles of adway)	
LOS D or Better	9	11	LO	S D or		6.9 / -			.0 / 2.0	
LOS E LOS F	3 0			LOS E		5.3 / 0 0.5 / 5			<mark>.8 / 9.4</mark> .9 / 1.3	
		0								
LOS 'E' In MD 97 at De MD 97 at Seminary F	tersections nnis Ave (AM) Rd/Columbia Blvd (AM) rest Glen Rd (AM, PM)	0 LOS 'F' In	tersection				TTI 1.00 - 1. ⁻	Color 15	⁻ Key PTI 1.0 - 1	.5
LOS 'E' In MD 97 at De MD 97 at Seminary F MD 97 at MD 192/Fo	t <mark>ersections</mark> nnis Ave (AM) Rd/Columbia Blvd (AM)		tersection				TTI	15 (30 (00 (PTI 1.0 - 1 1.5 - 2 > 2.5	.5
LOS 'E' In MD 97 at De MD 97 at Seminary F	t <mark>ersections</mark> nnis Ave (AM) Rd/Columbia Blvd (AM)		tersection				TTI 1.00 - 1. 1.15 - 1. 1.30 - 2.	15 30 00	PTI 1.0 - 1 1.5 - 2 > 2.5	.5
LOS 'E' In MD 97 at De MD 97 at Seminary F MD 97 at MD 192/Fo	tersections nnis Ave (AM) Rd/Columbia Blvd (AM) rest Glen Rd (AM, PM)	LOS 'F' In	1				TTI 1.00 - 1. 1.15 - 1. 1.30 - 2.	15 (30 (00 (PTI 1.0 - 1 1.5 - 2 > 2.5	.5
LOS 'E' In MD 97 at De MD 97 at Seminary F MD 97 at MD 192/Fo	tersections nnis Ave (AM) Rd/Columbia Blvd (AM) rest Glen Rd (AM, PM) Roadway		Length (miles)	A	TT		TTI 1.00 - 1. 1.15 - 1. 1.30 - 2.	15 30 00 No d	PTI 1.0 - 1 1.5 - 2 > 2.5 lata PTI	.5 PM
LOS 'E' In MD 97 at De MD 97 at Seminary F MD 97 at MD 192/Fo Available count data.	tersections nnis Ave (AM) td/Columbia Blvd (AM) rest Glen Rd (AM, PM) Roadway North t	LOS 'F' In ' Segment o South	Length (miles)	S		ı	TTI 1.00 - 1. 1.15 - 1. 1.30 - 2.	15 30 00 No d	PTI 1.0 - 1 1.5 - 2 > 2.5 lata PTI	.5 PM
LOS 'E' In MD 97 at De MD 97 at Seminary F MD 97 at MD 192/Fo Available count data.	tersections nnis Ave (AM) td/Columbia Blvd (AM) rest Glen Rd (AM, PM) Roadway North t	LOS 'F' In	Length	A	TT		TTI 1.00 - 1. 1.15 - 1. 1.30 - 2.	15 30 00 No d	PTI 1.0 - 1 1.5 - 2 > 2.5 lata PTI	.5 PM
LOS 'E' In MD 97 at De MD 97 at Seminary F MD 97 at MD 192/Fo Available count data.	tersections nnis Ave (AM) kd/Columbia Blvd (AM) rest Glen Rd (AM, PM) Roadway North t Olney Sandy Spring/Laytonsvi Emory Lane - Nor	LOS 'F' In ' Segment o South ille Rd. (MD 108) - Emory Lane	Length (miles)	A	TT		TTI 1.00 - 1. 1.15 - 1. 1.30 - 2.	15 30 00 No d	PTI 1.0 - 1 1.5 - 2 > 2.5 lata PTI M SB NB NB W	.5 PM
LOS 'E' In MD 97 at De MD 97 at Seminary F MD 97 at MD 192/Fo Available count data.	tersections nnis Ave (AM) Rd/Columbia Blvd (AM) rest Glen Rd (AM, PM) Roadway North t Olney Sandy Spring/Laytonsvi Emory Lane - Nor Norbeck Rd. (MD 2 Rossmoor Blvd	r Segment o South ille Rd. (MD 108) - Emory Lane rbeck Rd. (MD 28) 8) - Rossmoor Blvd. d Bel Pre Rd.	Length (miles) 1.9 1.2 0.5 0.6	A	TT		TTI 1.00 - 1. 1.15 - 1. 1.30 - 2.	15 30 00 No d	PTI 1.0 - 1 1.5 - 2 > 2.5 lata PTI M SB NB	.5 PM
LOS 'E' In MD 97 at De MD 97 at Seminary F MD 97 at MD 192/Fo Available count data.	tersections nnis Ave (AM) Rd/Columbia Blvd (AM) rest Glen Rd (AM, PM) Roadway North t Olney Sandy Spring/Laytonsvi Emory Lane - Nor Norbeck Rd. (MD 2 Rossmoor Blvd Bel Pre Rd Conne	LOS 'F' In r Segment o South ille Rd. (MD 108) - Emory Lane rbeck Rd. (MD 28) 8) - Rossmoor Blvd. d Bel Pre Rd. icticut Ave. (MD 185)	Length (miles) 1.9 1.2 0.5 0.6 0.7	A	TT		TTI 1.00 - 1. 1.15 - 1. 1.30 - 2.	15 30 00 No d	PTI 1.0 - 1 1.5 - 2 > 2.5 lata PTI M SB NB NB W	.5 РМ S
LOS 'E' In MD 97 at De MD 97 at Seminary F MD 97 at MD 192/Fo Available count data.	tersections nnis Ave (AM) Rd/Columbia Blvd (AM) rest Glen Rd (AM, PM) Roadway North t Olney Sandy Spring/Laytonsvi Emory Lane - Nor Norbeck Rd. (MD 2 Rossmoor Blv Bel Pre Rd Conne Connecticut Ave. (M	I Segment o South ille Rd. (MD 108) - Emory Lane rbeck Rd. (MD 28) 8) - Rossmoor Blvd. d Bel Pre Rd. rcticut Ave. (MD 185) ID 185) - Hewitt Ave.	Length (miles) 1.9 1.2 0.5 0.6 0.7 0.6	A	TT		TTI 1.00 - 1. 1.15 - 1. 1.30 - 2.	15 30 00 No d	PTI 1.0 - 1 1.5 - 2 > 2.5 lata PTI M SB NB NB W	.5 РМ S
LOS 'E' In MD 97 at De MD 97 at Seminary F MD 97 at MD 192/Fo Available count data.	tersections nnis Ave (AM) Rd/Columbia Blvd (AM) rest Glen Rd (AM, PM) Roadway North t Olney Sandy Spring/Laytonsvi Emory Lane - Nor Norbeck Rd. (MD 2 Rossmoor Blvd Bel Pre Rd Conne Connecticut Ave. (M Hewitt Ave May S	LOS 'F' In ' Segment o South ille Rd. (MD 108) - Emory Lane rbeck Rd. (MD 28) 8) - Rossmoor Blvd. d Bel Pre Rd. icticut Ave. (MD 185) ID 185) - Hewitt Ave. it./Rippling Brook Dr.	Length (miles) 1.9 1.2 0.5 0.6 0.7 0.6 0.5	A	TT		TTI 1.00 - 1. 1.15 - 1. 1.30 - 2.	15 30 00 No d	PTI 1.0 - 1 1.5 - 2 > 2.5 lata PTI M SB NB NB W	.5 РМ S
LOS 'E' In MD 97 at De MD 97 at Seminary F MD 97 at MD 192/Fo Available count data.	tersections nnis Ave (AM) Rd/Columbia Blvd (AM) rest Glen Rd (AM, PM) Roadway North t Olney Sandy Spring/Laytonsvi Emory Lane - Nor Norbeck Rd. (MD 2 Rossmoor Blv Bel Pre Rd Conne Connecticut Ave. (M Hewitt Ave May S May St./Rippling Brook I	I Segment o South ille Rd. (MD 108) - Emory Lane rbeck Rd. (MD 28) 8) - Rossmoor Blvd. d Bel Pre Rd. rcticut Ave. (MD 185) ID 185) - Hewitt Ave.	Length (miles) 1.9 1.2 0.5 0.6 0.7 0.6	A	TT		TTI 1.00 - 1. 1.15 - 1. 1.30 - 2.	15 30 00 No d	PTI 1.0 - 1 1.5 - 2 > 2.5 lata PTI M SB NB NB W	.5 РМ S
LOS 'E' In MD 97 at De MD 97 at Seminary F MD 97 at MD 192/Fo Available count data.	tersections nnis Ave (AM) Rd/Columbia Blvd (AM) rest Glen Rd (AM, PM) Roadway North t Olney Sandy Spring/Laytonsvi Emory Lane - Nor Norbeck Rd. (MD 2 Rossmoor Blvd Bel Pre Rd Conne Connecticut Ave. (M Hewitt Ave May S May St./Rippling Brook I Layhill Rd. (MD 18	LOS 'F' In ' Segment o South ille Rd. (MD 108) - Emory Lane rbeck Rd. (MD 28) 8) - Rossmoor Blvd. d Bel Pre Rd. icticut Ave. (MD 185) ID 185) - Hewitt Ave. it./Rippling Brook Dr. Dr Layhill Rd. (MD182)	Length (miles) 1.9 1.2 0.5 0.6 0.7 0.6 0.5 1.1	A	TT		TTI 1.00 - 1. 1.15 - 1. 1.30 - 2.	15 30 00 No d	PTI 1.0 - 1 1.5 - 2 > 2.5 lata PTI M SB NB W W W I 	.5 РМ S
LOS 'E' In MD 97 at De MD 97 at Seminary F MD 97 at MD 192/Fo Available count data.	tersections nnis Ave (AM) Rd/Columbia Blvd (AM) rest Glen Rd (AM, PM) Roadway North t Olney Sandy Spring/Laytonsvi Emory Lane - Nor Norbeck Rd. (MD 2 Rossmoor Blvd Bel Pre Rd Conne Connecticut Ave. (M Hewitt Ave May S May St./Rippling Brook I Layhill Rd. (MD 18 Randolph Rd.	LOS 'F' In 'Segment o South ille Rd. (MD 108) - Emory Lane rbeck Rd. (MD 28) 8) - Rossmoor Blvd. d Bel Pre Rd. toticut Ave. (MD 185) ID 185) - Hewitt Ave. tt/Rippling Brook Dr. Dr Layhill Rd. (MD182) 32) - Randolph Rd.	Length (miles) 1.9 1.2 0.5 0.6 0.7 0.6 0.5 1.1 0.2	A	TT	П П П П П П П П П П П П П П	TTI 1.00 - 1. 1.15 - 1. 1.30 - 2.	15 30 00 No d	PTI 1.0 - 1 1.5 - 2 > 2.5 lata PTI M SB NB W W W I 	-5 РМ S
LOS 'E' In MD 97 at De MD 97 at Seminary F MD 97 at MD 192/Fo Available count data. Functional Class	tersections nnis Ave (AM) Rd/Columbia Blvd (AM) rest Glen Rd (AM, PM) rest Glen Rd (AM, PM) Rd/Columbia Rosamor Rd Norbeck Rd. (MD 2 Rossmoor Blv Bel Pre Rd Conne Connecticut Ave. (M Hewitt Ave May S May St./Rippling Brook I Layhill Rd. (MD 18 Randolph Rd. Shorefield Rd Arcola Ave Unive	LOS 'F' In 'Segment o South ille Rd. (MD 108) - Emory Lane rbeck Rd. (MD 28) 8) - Rossmoor Bivd. d Bel Pre Rd. tcticut Ave. (MD 185) ID 185) - Hewitt Ave. tt./Rippling Brook Dr. Dr Layhill Rd. (MD182) 82) - Randolph Rd. - Shorefield Rd. Arcola Ave. rrsity Bivd. (MD 193)	Length (miles) 1.9 1.2 0.5 0.6 0.7 0.6 0.5 1.1 0.2 0.4 0.4	A	TT M SB	PM NB SB	TTI 1.00 - 1. 1.15 - 1. 1.30 - 2.	15 30 00 No d	PTI 1.0 - 1 1.5 - 2 > 2.5 lata PTI M SB NB W W W I 	.5 PM S S S S S S S S S S S S S
LOS 'E' In MD 97 at De MD 97 at Seminary F MD 97 at MD 192/Fo Available count data. Functional Class	tersections nnis Ave (AM) Rd/Columbia Blvd (AM) rest Glen Rd (AM, PM) rest Glen Rd (AM, PM) Rd/Columbia Rosadway North t Olney Sandy Spring/Laytonsvi Emory Lane - Nor Norbeck Rd. (MD 2 Rossmoor Blv Bel Pre Rd Conne Connecticut Ave. (MD Hewitt Ave May S May St./Rippling Brook I Layhill Rd. (MD 18 Randolph Rd. Shorefield Rd Arcola Ave Unive University Blvd. (MD 193)	LOS 'F' In 'Segment o South ille Rd. (MD 108) - Emory Lane rbeck Rd. (MD 28) 8) - Rossmoor Blvd. d Bel Pre Rd. tcticut Ave. (MD 185) ID 185) - Hewitt Ave. tt./Rippling Brook Dr. Dr Layhill Rd. (MD182) 32) - Randolph Rd. - Shorefield Rd. Arcola Ave. rrsity Blvd. (MD 193))- Veirs Mill Rd. (MD 586)	Length (miles) 1.9 1.2 0.5 0.6 0.7 0.6 0.5 1.1 0.2 0.4 0.4 0.4	A	TT M SB	П П П П П П П П П П П П П П	TTI 1.00 - 1. 1.15 - 1. 1.30 - 2.	15 30 00 No d	PTI 1.0 - 1 1.5 - 2 > 2.5 lata PTI M SB NB W W W I 	.5 PM S S S S S S S S S S S S S
LOS 'E' In MD 97 at De MD 97 at Seminary F MD 97 at MD 192/Fo Available count data. Functional Class	tersections nnis Ave (AM) Rd/Columbia Blvd (AM) rest Glen Rd (AM, PM) rest Glen Rd (AM, PM) Rd/Columbia Rosadway North t Olney Sandy Spring/Laytonsvi Emory Lane - Nor Norbeck Rd. (MD 2 Rossmoor Blv Bel Pre Rd Conne Connecticut Ave. (MD Bel Pre Rd Conne Connecticut Ave May S May St./Rippling Brook I Layhill Rd. (MD 18 Randolph Rd. Shorefield Rd Arcola Ave Unive University Blvd. (MD 193) Veirs Mill Rd. (MD	LOS 'F' In 'Segment o South ille Rd. (MD 108) - Emory Lane rbeck Rd. (MD 28) 8) - Rossmoor Blvd. d Bel Pre Rd. tcticut Ave. (MD 185) ID 185) - Hewitt Ave. tt./Rippling Brook Dr. Dr Layhill Rd. (MD182) 32) - Randolph Rd. - Shorefield Rd. Arcola Ave. rrsity Blvd. (MD 193)) - Veirs Mill Rd. (MD 586) 586) - Dennis Ave.	Length (miles) 1.9 1.2 0.5 0.6 0.7 0.6 0.5 1.1 0.2 0.4 0.4 0.4 0.4 0.4 0.8	A	TT M SB	П П П П П П П П П П П П П П	TTI 1.00 - 1. 1.15 - 1. 1.30 - 2.	15 30 00 No d	PTI 1.0 - 1 1.5 - 2 > 2.5 lata PTI M SB NB W W W I 	.5 PM S S S S S S S S S S S S S
LOS 'E' In MD 97 at De MD 97 at Seminary F MD 97 at MD 192/Fo Available count data. Functional Class	tersections nnis Ave (AM) Rd/Columbia Blvd (AM) rest Glen Rd (AM, PM) rest Glen Rd (AM, PM) Rd/Columbia Roseway North t Olney Sandy Spring/Laytonsvi Emory Lane - Nor Norbeck Rd. (MD 2 Rossmoor Blv Bel Pre Rd Conne Connecticut Ave. (M Hewitt Ave May S May St./Rippling Brook I Layhill Rd. (MD 18 Randolph Rd. Shorefield Rd Arcola Ave Unive University Blvd. (MD 193) Veirs Mill Rd. (MD	LOS 'F' In 'Segment o South ille Rd. (MD 108) - Emory Lane rbeck Rd. (MD 28) 8) - Rossmoor Blvd. d Bel Pre Rd. tcticut Ave. (MD 185) ID 185) - Hewitt Ave. tt./Rippling Brook Dr. Dr Layhill Rd. (MD182) 32) - Randolph Rd. - Shorefield Rd. Arcola Ave. rrsity Blvd. (MD 193))- Veirs Mill Rd. (MD 586)	Length (miles) 1.9 1.2 0.5 0.6 0.7 0.6 0.5 1.1 0.2 0.4 0.4 0.4	A	TT M SB	П П П П П П П П П П П П П П	TTI 1.00 - 1. 1.15 - 1. 1.30 - 2.	15 30 00 No d	PTI 1.0 - 1 1.5 - 2 > 2.5 lata PTI M SB NB W W W I 	.5 PM S S S S S S S S S S S S S
LOS 'E' In MD 97 at De MD 97 at Seminary F MD 97 at MD 192/Fo Available count data. Functional Class	tersections nnis Ave (AM) Rd/Columbia Blvd (AM) rest Glen Rd (AM, PM) rest Glen Rd (AM, PM) Rd/Columbia Rosewark Norbeck Rd. (MD 2 Rossmoor Blv Bel Pre Rd Connec Connecticut Ave. (M Hewitt Ave May S May St./Rippling Brook I Layhill Rd. (MD 18 Randolph Rd. Shorefield Rd Arcola Ave Unive University Blvd. (MD 193) Veirs Mill Rd. (MD	LOS 'F' In 'Segment o South ille Rd. (MD 108) - Emory Lane rbeck Rd. (MD 28) 8) - Rossmoor Blvd. d Bel Pre Rd. tcticut Ave. (MD 185) ID 185) - Hewitt Ave. tt./Rippling Brook Dr. Dr Layhill Rd. (MD182) 32) - Randolph Rd. - Shorefield Rd. Arcola Ave. rrsity Blvd. (MD 193)) - Veirs Mill Rd. (MD 586) 586) - Dennis Ave. ve I-495	Length (miles) 1.9 1.2 0.5 0.6 0.7 0.6 0.5 1.1 0.2 0.4 0.4 0.4 0.4 0.4 0.4 0.8	A	TT M SB	П П П П П П П П П П П П П П	TTI 1.00 - 1. 1.15 - 1. 1.30 - 2.	15 30 00 No d	PTI 1.0 - 1 1.5 - 2 > 2.5 lata PTI M SB NB M W I SB NB I SB NB I I I I I I I I I I I I I	.5 PM S S S S S S S S S S S S S
LOS 'E' In MD 97 at De MD 97 at Seminary F MD 97 at MD 192/Fo Available count data. Functional Class	tersections nnis Ave (AM) Rd/Columbia Blvd (AM) rest Glen Rd (AM, PM) rest Glen Rd (AM, PM) Roseway North t Olney Sandy Spring/Laytonsvi Emory Lane - Nor Norbeck Rd. (MD 2 Rossmoor Blv Bel Pre Rd Conne Connecticut Ave. (M Hewitt Ave May S May St./Rippling Brook I Layhill Rd. (MD 11 Randolph Rd. Shorefield Rd Arcola Ave Unive University Blvd. (MD 193) Veirs Mill Rd. (MD Dennis Av 1-495 - 16th 16th St. (MD3	LOS 'F' In 'Segment o South ille Rd. (MD 108) - Emory Lane rbeck Rd. (MD 28) 8) - Rossmoor BlVd. d Bel Pre Rd. tcticut Ave. (MD 185) D1 185) - Hewitt Ave. t./Rippling Brook Dr. Dr Layhill Rd. (MD 182) 32) - Randolph Rd. - Shorefield Rd. Arcola Ave. rrsity BlVd. (MD 193)) - Veirs Mill Rd. (MD 586) 586) - Dennis Ave. ve I-495 St. (MD390)	Length (miles) 1.9 1.2 0.5 0.6 0.7 0.6 0.5 1.1 0.2 0.4 0.4 0.4 0.4 0.4 0.4 0.8 0.8 0.5	A	TT M SB	П П П П П П П П П П П П П П	TTI 1.00 - 1. 1.15 - 1. 1.30 - 2.	15 30 00 No d	PTI 1.0 - 1 1.5 - 2 > 2.5 lata PTI SB NB W W I I I I V V I I I I I I I I I I I I I	.5 PM S S S S S S S S S S S S S
LOS 'E' In MD 97 at De MD 97 at Seminary F MD 97 at MD 192/Fo Available count data. Functional Class	tersections nnis Ave (AM) td/Columbia Blvd (AM) rest Glen Rd (AM, PM)	V Segment o South ille Rd. (MD 108) - Emory Lane rbeck Rd. (MD 28) 8) - Rossmoor Blvd. d Bel Pre Rd. tcticut Ave. (MD 185) ID 185) - Hewitt Ave. tt:/Rippling Brook Dr. Dr Layhill Rd. (MD 182) 22) - Randolph Rd. - Shorefield Rd. I Arcola Ave. rsity Blvd. (MD 193)) - Veirs Mill Rd. (MD 586) 586) - Dennis Ave. ve I-495 St. (MD390) 90) - Spring St ssville Rd (US29) S29) - Sligo Ave.	Length (miles) 1.9 1.2 0.5 0.6 0.7 0.6 0.5 1.1 0.2 0.4 0.4 0.4 0.4 0.4 0.4 0.4 0.5 0.6 0.5 0.6 0.5 0.6 0.5 0.6 0.5 0.6 0.5 0.6 0.5 0.6 0.5 0.5 0.6 0.5 0.5 0.6 0.5 0.5 0.6 0.5 0.5 0.6 0.5 0.5 0.6 0.5 0.5 0.5 0.6 0.5 0.5 0.5 0.5 0.5 0.5 0.5 0.6 0.5 0.5 0.5 0.5 0.5 0.5 0.5 0.5 0.5 0.5	A	TT M SB	П П П П П П П П П П П П П П	TTI 1.00 - 1. 1.15 - 1. 1.30 - 2.	15 30 00 No d	PTI 1.0 - 1 1.5 - 2 > 2.5 lata PTI M SB NB M W I SB NB I SB NB I I I I I I I I I I I I I	-5 PPM S S S S S S S S S S S S S
LOS 'E' In MD 97 at De MD 97 at Seminary F MD 97 at MD 192/Fo Available count data. Functional Class	tersections nnis Ave (AM) td/Columbia Blvd (AM) rest Glen Rd (AM, PM)	LOS 'F' In 'Segment o South ille Rd. (MD 108) - Emory Lane rbeck Rd. (MD 28) 8) - Rossmoor Blvd. d Bel Pre Rd. tricticut Ave. (MD 185) ID 185) - Hewitt Ave. tt/Rippling Brook Dr. Dr Layhill Rd. (MD 182) 22) - Randolph Rd. - Shorefield Rd. I Arcola Ave. rsity Blvd. (MD 193)) - Veirs Mill Rd. (MD 586) 586) - Dennis Ave. ve I-495 St. (MD390) 90) - Spring St asville Rd (US29)	Length (miles) 1.9 1.2 0.5 0.6 0.7 0.6 0.5 1.1 0.2 0.4 0.4 0.4 0.4 0.4 0.4 0.4 0.4 0.5 0.6 0.5 0.6 0.5	A	TT M SB	П П П П П П П П П П П П П П	TTI 1.00 - 1. 1.15 - 1. 1.30 - 2.	15 30 00 No d	PTI 1.0 - 1 1.5 - 2 > 2.5 lata PTI M SB NB M W I SB NB I SB NB I I I I I I I I I I I I I	.5

Limits:	Ν	MD 28 to M	ID 108		5	R	He	and a			E.
Corridor Length:		16.7 mi	les	- Co	AD -		124	X			
Ou and Limite		00 50 1	1011		27	Recreatio	ascus onal Park	TR	108	650	J.
Speed Limit:		30 - 50 N	1PH	8 7	27			24	aytonsville		Hawlin
Travel Lanes:	(1 - 4) Nortl	hbound (1	- 4) Southbound	Rudge Rd	Great S	and and	nk Rd Wight	(124)	A.	1.4	Region
Signal Controlled Intersections:		31		118	Stream Va	Montgo	omery should			108 44hr	X
Grade Separated Interchanges:		1		117	355	Villa 55 124	Alle .	115	AMM R	"AMONS	WILLE RD
Major Cross Streets:			1D 117, I-270, 5, MD 108		(117) (19) ands	X	ersburg _{Was}	Mind	edland 200 Upper Rock Ci		9 recounty conne
	Routes		Avg. Daily Ridership	-1 Que	8	Anud		and the second	377	Web B	2
	MTA Commuter B		528	3							
Routes and Ridership	Ride On 56		1,582							1	
	Ride On 58 Ride On 59		1,144 2,596	-				-			Hour
	Ride On 99 Ride On 90		633	1	19 AAI) - 73,0		4	2% - 7	-		affic - 10%
			000	12,000	/ - / 0,0			nt Operat		0.070	- 1070
	Intersection Ope	rations						thbound	1	outhbound	
Signalized Intersection	-		PM Peak Hour	Lev	vel of S	ervice	Al (M	M / PM iles of adway)		AM / PM (Miles of Roadway)	
LOS D or Better	5		6	LC	OS D or	Better	14.	3 / 11.3	1	3.6 / 11.9	
LOS E	0		0		LOSE			4/4.2		1.8 / 4.1	
LOS E LOS F	0 1		0 0		LOS E			<mark>4 / 4.2</mark> 0 / 1.2		<mark>1.8 / 4.1</mark> 1.3 / 0.7	
LOS F	1		0	ersection	LOS					1.3 / 0.7	
LOS F					LOS I			0 / 1.2 TT	Colc	1.3 / 0.7 or Key P	TI - 1.5
LOS F	1		0 LOS 'F' Int		LOS I			0 / 1.2	Colc 1 1.15 1.30 2.00	1.3 / 0.7 or Key 1.0 1.5	TI - 1.5 - 2.5 2.5
LOS F	1		0 LOS 'F' Int		LOS I	F		0 / 1.2 TT 1.00 - 1.15 - 1.30 -	Colc 1 1.15 1.30 2.00	1.3/0.7 or Key P 1.0 1.5 >	- 1.5 - 2.5
LOS F	tersections	Roadway Se	0 LOS 'F' Int MD 124 at Wa	arfield Rd (A	LOS I	F	0.	0 / 1.2 TT 1.00 - 1.15 - 1.30 - > 2.0	Colc 1 1.15 1.30 2.00 No	1.3 / 0.7 rr Key P 1.0 1.5 > data	- 1.5 - 2.5
LOS F LOS 'E' In Available count data.	tersections		0 LOS 'F' Int MD 124 at Wa	arfield Rd (A	LOS IS M)	F	0.1	0 / 1.2 TT 1.00 - 1.15 - 1.30 - > 2.0	Colc 1 1.15 1.30 2.00 No	1.3 / 0.7 r Key P 1.0 1.5 > data PTI MM	- 1.5 - 2.5 2.5
LOS F LOS 'E' In Available count data.	tersections	Roadway Se North to S 1D 108) - Haw	0 LOS 'F' Int MD 124 at Wa 124 at Wa segment outh	Length (miles)	LOS IS M)	F	0.1	0 / 1.2 TT 1.00 - 1.15 - 1.30 - > 2.0	Colc 1 1.15 1.30 2.00 No	1.3 / 0.7 r Key P 1.0 1.5 > data PTI MM	- 1.5 - 2.5 2.5
LOS F LOS 'E' In Available count data.	tersections	Roadway Se North to S 1D 108) - Haw y Rd Log Ho	0 LOS 'F' Int MD 124 at Wa 124 at Wa nus Creamery Rd.	Length (miles)	LOS IS M)	F	0.1	0 / 1.2 TT 1.00 - 1.15 - 1.30 - > 2.0	Colc 1 1.15 1.30 2.00 No	1.3 / 0.7 r Key P 1.0 1.5 2 2 2 2 2 2 2 2 2 2 2 2 2	- 1.5 - 2.5 2.5
LOS F LOS 'E' In Available count data.	tersections I Main St. (M Hawkins Creamery Log House I	Roadway Se North to S 1D 108) - Haw y Rd Log Ho Rd/ Low Mead	0 LOS 'F' Int MD 124 at Wa D 124 at Wa ND 124 at Wa ND 124 at Wa	Length (miles) 1.0 1.2 2.4	LOS IS M)	F	0.1	0 / 1.2 TT 1.00 - 1.15 - 1.30 - > 2.0	Colc 1 1.15 1.30 2.00 No	1.3 / 0.7 r Key P 1.0 1.5 2 2 2 2 2 2 2 2 2 2 2 2 2	- 1.5 - 2.5 2.5 IB S
LOS F LOS 'E' In Available count data. Functional Class	tersections Main St. (M Hawkins Creamery Log House I	Roadway Se North to S 1D 108) - Haw y Rd Log Ho Rd/ Low Mead Rocky Rd B	0 LOS 'F' Int MD 124 at Wa ND 124 at Wa visit at Wa ND 124 at Wa ND 124 at Wa	Length (miles) 1.0 1.2 2.4 1.4	LOS IS M)	F T M SB	0.1	0 / 1.2 TT 1.00 - 1.15 - 1.30 - > 2.0	Colc 1 1.15 1.30 2.00 No	1.3 / 0.7 r Key P 1.0 1.5 2 2 2 2 2 2 2 2 2 2 2 2 2	- 1.5 - 2.5 2.5 IB S
LOS F LOS 'E' In Available count data.	Main St. (M Hawkins Creamery Log House I B	Roadway Se North to S 1D 108) - Haw y Rd Log Ho Rd/ Low Mead Rocky Rd B Srink Rd Wat	Compared by the second	Length (miles) 1.0 1.2 2.4 1.4 1.3	LOS IS M)	F	TI TI NB	0 / 1.2 TT 1.00 - 1.15 - 1.30 - > 2.0	Colc 1 1.15 1.30 2.00 No	1.3 / 0.7 r Key P 1.0 1.5 2 2 2 2 2 2 2 2 2 2 2 2 2	- 1.5 - 2.5 2.5 IB S I
LOS F LOS 'E' In Available count data. Functional Class	Main St. (M Hawkins Creamer Log House I B Warfield Rd.	Roadway Se North to S 1D 108) - Haw y Rd Log Ho Rd/ Low Mead Rocky Rd Bi Srink Rd Wai - Fieldcrest Rd	Comparison of the second secon	Length (miles) 1.0 1.2 2.4 1.4 1.3 0.7	LOS IS M)	F T M SB	0.1	0 / 1.2 TT 1.00 - 1.15 - 1.30 - > 2.0	Colc 1 1.15 1.30 2.00 No	1.3 / 0.7 r Key P 1.0 1.5 2 2 2 2 2 2 2 2 2 2 2 2 2	- 1.5 - 2.5 2.5 IB S
LOS F LOS 'E' In Available count data. Functional Class	tersections Main St. (M Hawkins Creamery Log House I B Warfield Rd. Fieldcrest Rd	Roadway Se North to S 1D 108) - Haw y Rd Log Ho Rd/ Low Mead Rocky Rd Bi Srink Rd War - Fieldcrest Rd d./ Hadley Far	egment outh MD 124 at Wa MD 124 at Wa visual at Wa outh kins Creamery Rd. ouse Rd/ Low Meadow Dr. low Dr Rocky Rd. rink Rd. rfield Rd. d/ Hadley Farms Dr. ms Dr Airpark Rd.	Length (miles) 1.0 1.2 2.4 1.4 1.3 0.7 1.1	LOS IS M)	F T M SB	TI TI NB	0 / 1.2 TT 1.00 - 1.15 - 1.30 - > 2.0	Colc 1 1.15 1.30 2.00 No	1.3 / 0.7 r Key P 1.0 1.5 2 2 2 2 2 2 2 2 2 2 2 2 2	- 1.5 - 2.5 2.5 IB S I
LOS F LOS 'E' In Available count data. Functional Class	Main St. (M Hawkins Creamer Log House I B Warfield Rd. Fieldcrest Rd Airpark Rd Snouffe	Roadway Se North to S 10 108) - Haw y Rd Log Ho Rd/ Low Mead Rocky Rd Bi Srink Rd Wai - Fieldcrest Ri d./ Hadley Fan er School Rd./I	egment outh MD 124 at Wa MD 124 at Wa visual at Visual at Vis	Length (miles) 1.0 1.2 2.4 1.4 1.3 0.7 1.1 0.7	LOS IS M)	F T M SB	TI TI NB	0 / 1.2 TT 1.00 - 1.15 - 1.30 - > 2.0	Colc 1 1.15 1.30 2.00 No	1.3 / 0.7 r Key P 1.0 1.5 2 2 2 2 2 2 2 2 2 2 2 2 2	- 1.5 - 2.5 2.5 IB S I
LOS F LOS 'E' In Available count data. Functional Class	Main St. (M Hawkins Creamer Log House I U Warfield Rd. Fieldcrest Rd Airpark Rd Snouffe SnoufferSchIRd/Mncter	Roadway Se North to S North to S 1D 108) - Haw y Rd Log Ho Rd/ Low Mead Rocky Rd Bi Srink Rd War - Fieldcrest Ri d./ Hadley Fan er School Rd.// MillRd (MD 1:	egment outh MD 124 at Wa MD 124 at Wa visual at Wa outh kins Creamery Rd. ouse Rd/ Low Meadow Dr. low Dr Rocky Rd. rink Rd. rfield Rd. d/ Hadley Farms Dr. ms Dr Airpark Rd.	Length (miles) 1.0 1.2 2.4 1.4 1.3 0.7 1.1	LOS IS M)	F T M SB	TI TI NB	0 / 1.2 TT 1.00 - 1.15 - 1.30 - > 2.0	Colc 1 1.15 1.30 2.00 No	1.3 / 0.7 r Key P 1.0 1.5 2 2 2 2 2 2 2 2 2 2 2 2 2	- 1.5 - 2.5 2.5 IB S I
LOS F LOS 'E' In Available count data. Functional Class	tersections tersections Main St. (M Hawkins Creamer Log House I United Hawkins Creamer Log House I Hawkins Creamer Log House I Hawkins Creamer	Roadway Se North to S North to S 1D 108) - Haw y Rd Log Ho Rd/ Low Mead Rocky Rd Bi Srink Rd Wai - Fieldcrest Ri d./ Hadley Fan er School Rd.// MillRd (MD 1: - Way./Woodfield	egment MD 124 at Wa MD 124 at Wa outh kins Creamery Rd. buse Rd/ Low Meadow Dr. tow Dr Rocky Rd. rink Rd. rfield Rd. d/ Hadley Farms Dr. ms Dr Airpark Rd. Muncaster Mill Rd (MD 115) 15) - MdCty.Hwy/WoodfieldRd.	Length (miles) 1.0 1.2 2.4 1.4 1.3 0.7 1.1 0.7 0.9	LOS IS M)	F T M SB	TI TI NB	0 / 1.2 TT 1.00 - 1.15 - 1.30 - > 2.0	Colc 1 1.15 1.30 2.00 No	1.3 / 0.7 r Key P 1.0 1.5 2 2 2 2 2 2 2 2 2 2 2 2 2	- 1.5 - 2.5 2.5 IB S I
LOS F LOS 'E' In Available count data. Functional Class Urban Minor Arterial	tersections tersections Main St. (M Hawkins Creamer Log House I United Hawkins Creamer Karper And Airpark Rd Snouffer SnoufferSchIRd/Mncter Midcounty F Goshen Rd Mi	Roadway Se North to S North to S 1D 108) - Haw y Rd Log Ho Rocky Rd Ba Srink Rd Wai - Fieldcrest Re d./ Hadley Fan er School Rd.// rMillRd (MD 1: - Twy./Woodfiel ontgomery Vill	egment MD 124 at Wa MD 124 at Wa outh kins Creamery Rd. buse Rd/ Low Meadow Dr. fow Dr Rocky Rd. rink Rd. rfield Rd. d./ Hadley Farms Dr. ms Dr Airpark Rd. Muncaster Mill Rd (MD 115) 15) - MdCty.Hwy/WoodfieldRd. d Rd Goshen Rd.	Length (miles) 1.0 1.2 2.4 1.4 1.3 0.7 1.1 0.7 0.9 1.1	LOS IS M)	F T M SB	TI TI NB	0 / 1.2 TT 1.00 - 1.15 - 1.30 - > 2.0	Colc 1 1.15 1.30 2.00 No	1.3 / 0.7 r Key P 1.0 1.5 2 2 2 3 4 4 5 5 6 1 1 5 7 1 1 1 5 7 1 1 1 1 1 1 1 1 1 1 1 1 1	- 1.5 - 2.5 2.5 IB \$ I I V V V V
LOS F LOS 'E' In Available count data. Functional Class Urban Minor Arterial	tersections tersections Main St. (M Hawkins Creamer Log House I United Hawkins Creamer Log House I Hawkins Creamer Log House I Hawkins Creamer Gamma Airpark Rd Snouffer SnoufferSchlRd/Mncter Midcounty H Goshen Rd M MontgomeryVillage/M	Roadway Se North to S North to S 1D 108) - Haw y Rd Log Ho Rocky Rd Ba Srink Rd Wai - Fieldcrest Re d./ Hadley Fan er School Rd.// rMillRd (MD 1: - Twy./Woodfiel ontgomery Vill	egment MD 124 at Wa MD 124 at Wa outh kins Creamery Rd. buse Rd/ Low Meadow Dr. tow Dr Rocky Rd. rrink Rd. rfield Rd. d./ Hadley Farms Dr. ms Dr Airpark Rd. Muncaster Mill Rd (MD 115) 15) - MdCty.Hwy/WoodfieldRd. d Rd Goshen Rd. lage Dr /Midcounty Hwy - Frederick Rd/Ave (MD 355)	Length (miles) 1.0 1.2 2.4 1.4 1.3 0.7 1.1 0.7 0.9 1.1 0.6	LOS IS M)	F T M SB	TI TI NB	0 / 1.2 TT 1.00 - 1.15 - 1.30 - > 2.0	Colc 1 1.15 1.30 2.00 No	1.3 / 0.7 r Key P 1.0 1.5 2 2 2 3 4 4 5 5 6 1 1 5 7 1 1 1 5 7 1 1 1 1 1 1 1 1 1 1 1 1 1	- 1.5 - 2.5 2.5 IB \$ I I V V V V
LOS F LOS 'E' In Available count data. Functional Class Urban Minor Arterial	tersections tersections Main St. (M Hawkins Creamer Log House I United Hawkins Creamer Karrield Rd. Fieldcrest Rd Airpark Rd Snouffe SnoufferSchlRd/Mncter Midcounty F Goshen Rd M MontgomeryVillage/M Frederi	Roadway Se North to S North to S 1D 108) - Haw y Rd Log Ho Rd/ Low Mead Rocky Rd Bi Srink Rd Wai - Fieldcrest Re d./ Hadley Fan er School Rd.// rMillRd (MD 1 - fwy./Woodfiel ontgomery Vill didcountyHwy ick Rd/Ave (M	egment MD 124 at Wa MD 124 at Wa outh kins Creamery Rd. buse Rd/ Low Meadow Dr. tow Dr Rocky Rd. rrink Rd. rfield Rd. d./ Hadley Farms Dr. ms Dr Airpark Rd. Muncaster Mill Rd (MD 115) 15) - MdCty.Hwy/WoodfieldRd. d Rd Goshen Rd. lage Dr /Midcounty Hwy - Frederick Rd/Ave (MD 355)	Length (miles) 1.0 1.2 2.4 1.4 1.3 0.7 1.1 0.7 0.9 1.1 0.6 0.7	LOS IS M)	F T M SB	TI TI NB	0 / 1.2 TT 1.00 - 1.15 - 1.30 - > 2.0	Colc 1 1.15 1.30 2.00 No	1.3 / 0.7 r Key P 1.0 1.5 2 2 2 3 4 3 5 5 6 1 1 1 5 1 1 1 1 1 1 1 1 1 1 1 1 1	- 1.5 - 2.5 2.5 IB S I I V V V V
LOS F LOS 'E' In Available count data. Functional Class Urban Minor Arterial	tersections tersections Main St. (M Main St. (M Hawkins Creamer Log House I U B Warfield Rd. Fieldcrest Rd Airpark Rd Snouffe SnoufferSchlRd/Mncter Midcounty F Goshen Rd M MontgomeryVillage/M Frederi I-270 - Clop	Roadway Se North to S North to S ID 108) - Haw y Rd Log Ho Rd/ Low Mead Rocky Rd Bi Srink Rd Wai - Fieldcrest Ri d./ Hadley Fan er School Rd.// rMillRd (MD 1 - fieldcrest Ri d./ Hadley Fan er School Rd./ rMillRd (MD 1 - fieldcrest Ri d./ D. fieldcrest Ri	egment MD 124 at Wa MD 124 at Wa outh kins Creamery Rd. buse Rd/ Low Meadow Dr. tow Dr Rocky Rd. rink Rd. rfield Rd. d./ Hadley Farms Dr. ms Dr Airpark Rd. Muncaster Mill Rd (MD 115) 15) - MdCty.Hwy/WoodfieldRd. d Rd Goshen Rd. lage Dr /Midcounty Hwy - Frederick Rd/Ave (MD 355) D 355) - I-270	Length (miles) 1.0 1.2 2.4 1.4 1.3 0.7 1.1 0.7 0.9 1.1 0.6 0.7 0.4	LOS IS M)	F T M SB	TI TI NB	0 / 1.2 TT 1.00 - 1.15 - 1.30 - > 2.0	Colc 1 1.15 1.30 2.00 No	1.3 / 0.7 r Key P 1.0 1.5 2 2 2 3 4 3 5 5 6 1 1 1 5 1 1 1 1 1 1 1 1 1 1 1 1 1	- 1.5

Limits:	MD 97 to Balt	imore City Line								
Corridor Length:		miles	97		140		Å. RD			RD
Comdor Length.	20.4	Innes	32			(91)	30		128	
Speed Limit:	30 - 5	5 MPH		SAME	ENORY	Finksburg		BUTL	ER	
Travel Lanes:	(1 - 3) Northbound	(1 - 2) Southbound	7	SHESHE	to ENIC	Y		rstown	. 7	
Signal Controlled Intersections:	Ę	51	D	3	RD	18	\sim	X	72	129
Grade Separated Interchanges:		3	26	2	L	iberty Res	ervoir	0	wings Mil Gal	lls rtison Ste
Major Cross Streets:	MD 30, MD 940	D 91, I-795, , Painters Mill Rd 5, Old Court Rd					125		allstown Milford	Pikes 695 Re Mill
	Routes	Avg. Daily Ridership								LOCIR
Routes and Ridership	MTA LocalLink 83	3,321	_						Р	eak Hou
-	MTA LocalLink 87 MTA LocalLink 89	1,641	17,000	19 AA		4	2% - 9		6	Traffic 5% - 8.5%
		1,102	11,000	01,0			nt Opera		0.	0.07
	Intersection Operations		- Г			-	thbound M / PM	s	Southbo AM / P	M
Signalized Intersections	s*: AM Peak Hour	PM Peak Hour		Level Servio	-	· ·	liles of adway)		(Miles Roadw	
LOS D or Better	20	20	LO	S D or	Better		.2 / 13.5		17.1/1	3.8
LOS E	0	0		LOS I	Ξ	5.	.2 / 2.5		2.7 / 2	.2
	0				_		0111			
LOS F	ersections	0 LOS 'F' In	tersection	LOS	F		.0 / 4.4 T1 1.00 -	ΓI	0.0 / 4 lor Key	
LOS 'E' Int		0	tersection	LOS	F		T	TI • 1.15 • 1.30 • 2.00	0.0/4	, PTI
LOS 'E' Int		0	tersection	LOS	F		T 1.00 - 1.15 - 1.30 -	TI • 1.15 • 1.30 • 2.00	0.0 / 4	PTI 1.0 - 1.5 1.5 - 2.5
LOS 'E' Int	ersections	0 LOS 'F' In	1	LOS	T	0. 	TT 1.00 - 1.15 - 1.30 - > 2.	TI • 1.15 • 1.30 • 2.00	0.0 / 4	PTI 1.0 - 1.5 1.5 - 2.5 > 2.5
LOS 'E' Int	ersections	0	tersection		T	0. TI PN	ТТ 1.00 - 1.15 - 1.30 - > 2. и	TI • 1.15 • 1.30 • 2.00 .00 N	0.0 / 4 lor Key o data	PTI 1.0 - 1.5 1.5 - 2.5 > 2.5 PTI PM
LOS 'E' Int Available count data. Functional Class	ersections Roadway North t	0 LOS 'F' In	Length	LOS	T	0. 	TT 1.00 - 1.15 - 1.30 - > 2.	TI • 1.15 • 1.30 • 2.00	0.0 / 4 lor Key o data	PTI 1.0 - 1.5 1.5 - 2.5 > 2.5
LOS 'E' Int	ersections Roadway North t	0 LOS 'F' In v Segment o South	Length (miles) 2.5 2.2		T	0. TI PN	ТТ 1.00 - 1.15 - 1.30 - > 2. и	TI • 1.15 • 1.30 • 2.00 .00 N	0.0 / 4 lor Key o data	PTI 1.0 - 1.5 1.5 - 2.5 > 2.5 PTI PM
LOS 'E' Int Available count data. Functional Class Urban Other Principal Arterial	ersections Roadway North t New Washington Rd (MD Reese Rd Green Green Mill Rd./Suffolk Rd B	0 LOS 'F' In V Segment o South 97) Malcom Dr Reese Rd. Mill Rd./Suffolk Rd. Emory Rd/Gamber Rd (MD 91)	Length (miles) 2.5 2.2 1.9		T	0. TI PN	ТТ 1.00 - 1.15 - 1.30 - > 2. и	TI • 1.15 • 1.30 • 2.00 .00 N	0.0 / 4 lor Key o data	PTI 1.0 - 1.5 1.5 - 2.5 > 2.5 PTI PM
LOS 'E' Intr Available count data. Functional Class Urban Other Principal	Roadway North t New Washington Rd (MD Reese Rd Greer Green Mill Rd./Suffolk Rd E Emory Rd/Gamber Rd (MD	0 LOS 'F' In V Segment o South 97) Malcom Dr Reese Rd. Mill Rd./Suffolk Rd. Emory Rd/Gamber Rd (MD 91) D 91) - Butler Rd. (MD 795)	Length (miles) 2.5 2.2 1.9 3.4		T	0. TI PN	ТТ 1.00 - 1.15 - 1.30 - > 2. и	TI -1.15 -1.30 -2.00 .00 N	O.O / 4 Ior Key O o data	PTI 1.0 - 1.5 1.5 - 2.5 > 2.5 PTI PM
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LOS 'E' Int Available count data. Functional Class Urban Other Principal Arterial	ersections Roadway North t New Washington Rd (MD Reese Rd Greer Green Mill Rd./Suffolk Rd E Emory Rd/Gamber Rd (MD Butler Rd. (MD 795) Hanover Rd. (MD 30) - G	0 LOS 'F' In V Segment o South 97) Malcom Dr Reese Rd. Mill Rd./Suffolk Rd. Emory Rd/Gamber Rd (MD 91) D 91) - Butler Rd. (MD 795)	Length (miles) 2.5 2.2 1.9 3.4		T	0. TI PN	ТТ 1.00 - 1.15 - 1.30 - > 2. и	TI -1.15 -1.30 -2.00 .00 N	O.O / 4 Ior Key O o data	PTI 1.0 - 1.5 1.5 - 2.5 > 2.5 PTI PM
LOS 'E' Int Available count data. Functional Class Urban Other Principal Arterial	ersections Roadway North t New Washington Rd (MD Reese Rd Green Green Mill Rd./Suffolk Rd E Emory Rd/Gamber Rd (MI Butler Rd. (MD 795) Hanover Rd. (MD 30) - Gl Glyndon Dr/ Glyndon T	0 LOS 'F' In Cos 'F' In O South 97) Malcom Dr Reese Rd. Mill Rd./Suffolk Rd. Emory Rd/Gamber Rd (MD 91) D 91) - Butler Rd. (MD 795) - Hanover Rd. (MD 30) ynden Dr/Glynden Trace Dr.	Length (miles) 2.5 2.2 1.9 3.4 0.4 0.7		T	0. TI PN	ТТ 1.00 - 1.15 - 1.30 - > 2. и	TI -1.15 -1.30 -2.00 .00 N	O.O / 4 Ior Key O o data	PTI 1.0 - 1.5 1.5 - 2.5 > 2.5 PTI PM
LOS 'E' Int Available count data. Functional Class Urban Other Principal Arterial	Roadway North t New Washington Rd (MD Reese Rd Green Green Mill Rd./Suffolk Rd E Emory Rd/Gamber Rd (MI Butler Rd. (MD 795) Hanover Rd. (MD 30) - Gi Glyndon Dr/ Glyndon T Berrymans Ln Frank	0 LOS 'F' In COS 'F' I	Length (miles) 2.5 2.2 1.9 3.4 0.4 0.7 0.4		T	0. TI PN	ТТ 1.00 - 1.15 - 1.30 - > 2. и	TI -1.15 -1.30 -2.00 .00 N	O.O / 4 Ior Key O o data	PTI 1.0 - 1.5 1.5 - 2.5 > 2.5 PTI PM
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LOS 'E' Int Available count data. Functional Class Urban Other Principal Arterial Urban/Rural Other P. Arterial	ersections Roadway North t New Washington Rd (MD Reese Rd Green Green Mill Rd./Suffolk Rd E Emory Rd/Gamber Rd (MI Butler Rd. (MD 795) Hanover Rd. (MD 795) Hanover Rd. (MD 30) - G Glyndon Dr/ Glyndon T Berrymans Ln Frank Franklin Blvd./Cherry Hill Rd Dolfield Blvd/ Richman Pleasant Hill Rd Owi	0 LOS 'F' In COS 'F' I	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		T	0. TI PN	ТТ 1.00 - 1.15 - 1.30 - > 2. и	TI -1.15 -1.30 -2.00 .00 N	O.O / 4 Ior Key Ior Ka	PTI 1.0 - 1.5 1.5 - 2.5 > 2.5 PTI PM
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LOS 'E' Int Available count data. Functional Class Urban Other Principal Arterial Urban/Rural Other P. Arterial	Roadway North t New Washington Rd (MD Reese Rd Green Green Mill Rd./Suffolk Rd E Emory Rd/Gamber Rd (MI Butler Rd. (MD 795) Hanover Rd. (MD 795) Hanover Rd. (MD 30) - Gi Glyndon Dr/ Glyndon T Berrymans Ln Frank Franklin Blvd./Cherry Hill Rd Dolfield Blvd/ Richmal Pleasant Hill Rd Owi Owings Mills Blvd. (ME Painters Mill Rd Green	0 LOS 'F' In COS 'F' I	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 0.4 0.4		T	TI PN NB	T 1.00 - 1.15 - 1.30 - > 2. M SB	TI .1.15 .1.30 .2.00 .00 N .00 N .00 .00 .00 .00	O.O / 4 Ior Key Ior Ka	PTI 1.0 - 1.5 1.5 - 2.5 > 2.5 > 2.5 PTI PM NB NB II III IIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIII
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LOS 'E' Int Available count data. Functional Class Urban Other Principal Arterial Urban/Rural Other P. Arterial	Roadway North t New Washington Rd (MD Reese Rd Greer Green Mill Rd./Suffolk Rd E Emory Rd/Gamber Rd (MI Butler Rd. (MD 795) Hanover Rd. (MD 30) - Gi Glyndon Dr/ Glyndon T Berrymans Ln Frank Franklin Blvd./Cherry Hill Rd Dolfield Blvd/ Richman Pleasant Hill Rd Owi Owings Mills Blvd. (ME Painters Mill Rd Green Greenspring Valley Rd (MD 13) McDonogh Rd./ C	V Segment o South 97) Malcom Dr Reese Rd. Mill Rd./Suffolk Rd. Emory Rd/Gamber Rd (MD 91) 0 91) - Butler Rd. (MD 795) - Hanover Rd. (MD 30) yndon Dr/Glyndon Trace Dr. rrace Dr Berrymans Ln. dlin Blvd./Cherry Hill Rd. I Dolfield Blvd/ Richmar Rd. r Rd Pleasant Hill Rd. ngs Mills Blvd. (MD 940) 0 940) - Painters Mill Rd. spring Valley Rd (MD 130) 0) - McDonogh Rd./Craddock Ln.	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 0.4 0.5 1 0.4 1.2 0.5		T	TI PN NB	T 1.00 - 1.15 - 1.30 - > 2. M SB	TI .1.15 .1.30 .2.00 .00 N .00 N .00 .00 .00 .00	O.O / 4 Ior Key Ior Ka	PTI 1.0 - 1.5 1.5 - 2.5 > 2.5 PTI PTI <
LOS 'E' Int Available count data. Functional Class Urban Other Principal Arterial Urban/Rural Other P. Arterial	Roadway North t New Washington Rd (MD Reese Rd Green Green Mill Rd./Suffolk Rd E Emory Rd/Gamber Rd (MI Butler Rd. (MD 795) Hanover Rd. (MD 30) - Gl Glyndon Dr/ Glyndon T Berrymans Ln Frank Franklin Blvd./Cherry Hill Rd Dolfield Blvd/ Richman Pleasant Hill Rd Owi Owings Mills Blvd. (ME Painters Mill Rd Green Greenspring Valley Rd (MD 13 McDonogh Rd./ C I-695 - Ol Old Court Rd.	V Segment o South 97) Malcom Dr Reese Rd. Mill Rd./Suffolk Rd. Emory Rd/Gamber Rd (MD 91) 0 91) - Butler Rd. (MD 795) - Hanover Rd. (MD 30) yndon Dr/Glyndon Trace Dr. rrace Dr Berrymans Ln. dtin Blvd./Cherry Hill Rd. I Dolfield Blvd/ Richmar Rd. r Rd Pleasant Hill Rd. mgs Mills Blvd. (MD 940) 0 940) - Painters Mill Rd. spring Valley Rd (MD 130) 0) - McDonogh Rd./Craddock Ln. rraddock Ln I-695	Length (miles) 2.5 2.2 1.9 3.4 0.4 0.7 0.4 0.7 0.4 0.7 0.4 0.7 1.2 0.5 1 0.4 1.2 0.6 1.2		T	TI PN NB	T 1.00 - 1.15 - 1.30 - > 2. M SB	TI .1.15 .1.30 .2.00 .00 N .00 N .00 .00 .00 .00	O.O / 4 Ior Key Ior Ka	PTI 1.0 - 1.5 1.5 - 2.5 > 2.5 PTI PTI <

MD 152				CARRS MILL B		24	
Limits:	US 40 to C	arrs Mill Rd		S Z Fallston			924 Bel Air South
Corridor Length:	7.6 r	niles	33	1	Benson 47		Emmor
Speed Limit:	50 N	МРН		Voodlyn Ieadows	(152) ant Hills		
Travel Lanes:	(1 - 2) Northbound	(1 - 2) Southbound		1		SINGER	RD We
Signal Controlled Intersections:	Ş	9		JERUSALEN		Y	
Grade Separated Interchanges:		1				Clay1 95	7
Major Cross Streets:	Jerusalem R	ID 7, I-95, Rd/Singer Rd, /ID 147,				JOPPA	(40) (152
		Mill Rd					Peak Hour
Routes and Ridership	Routes	Avg. Daily Ridership		19 AADT	Truc		Traffic
	Commuter Bus 411	201	21,000) - 27,000 vpd			7.5% - 8.5%
				S	Segment Oper	ations	
					<u> </u>		
	Intersection Operations						outhbound
	Intersection Operations		, Г		Northbound	d So	outhbound AM / PM
Signalized Intersection		PM Peak Hour	ן ר	Level of		i So	outhbound AM / PM (Miles of
Signalized Intersection:	s*: AM Peak Hour			Level of Service	Northbound AM / PM	i So	AM / PM
Signalized Intersection				Level of	Northbound AM / PM (Miles of	i So	AM / PM (Miles of Roadway) 5.3 / 5.3
LOS D or Better	s*: AM Peak Hour 2 0	PM Peak Hour		Level of Service OS D or Better LOS E	Northbound AM / PM (Miles of Roadway) 6.6 / 0.6 1.0 / 4.1	i So	AM / PM (Miles of coadway) 5.3 / 5.3 1.9 / 1.9
LOS D or Better	s*: AM Peak Hour	PM Peak Hour	LO	Level of Service OS D or Better	Northbound AM / PM (Miles of Roadway) 6.6 / 0.6	i So	AM / PM (Miles of Roadway) 5.3 / 5.3
LOS D or Better LOS E LOS F	s*: AM Peak Hour 2 0 0	PM Peak Hour 1 1 0		Level of Service DS D or Better LOS E LOS F	Northbound AM / PM (Miles of Roadway) 6.6 / 0.6 1.0 / 4.1	i So	AM / PM (Miles of Roadway) 5.3 / 5.3 1.9 / 1.9 0.4 / 0.4
LOS D or Better LOS E LOS F	s*: AM Peak Hour 2 0	PM Peak Hour 1 1		Level of Service DS D or Better LOS E LOS F	Northbound AM / PM (Miles of Roadway) 6.6 / 0.6 1.0 / 4.1 0.0 / 2.9	d Sc F	AM / PM (Miles of Roadway) 5.3 / 5.3 1.9 / 1.9 0.4 / 0.4
LOS D or Better LOS E LOS F LOS 'E' Int	s*: AM Peak Hour 2 0 0	PM Peak Hour 1 1 0		Level of Service DS D or Better LOS E LOS F	Northbound AM / PM (Miles of Roadway) 6.6 / 0.6 1.0 / 4.1 0.0 / 2.9	i So	AM / PM (Miles of Roadway) 5.3 / 5.3 1.9 / 1.9 0.4 / 0.4
LOS D or Better LOS E LOS F LOS 'E' Int	s*: AM Peak Hour 2 0 0 eersections	PM Peak Hour 1 1 0		Level of Service DS D or Better LOS E LOS F	Northbound AM / PM (Miles of Roadway) 6.6 / 0.6 1.0 / 4.1 0.0 / 2.9	d Sc F F Cold TTI - 1.15	AM / PM (Miles of coadway) 5.3 / 5.3 1.9 / 1.9 0.4 / 0.4
LOS D or Better LOS E LOS F LOS 'E' Int	s*: AM Peak Hour 2 0 0 eersections	PM Peak Hour 1 1 0		Level of Service DS D or Better LOS E LOS F	Northbound AM / PM (Miles of Roadway) 6.6 / 0.6 1.0 / 4.1 0.0 / 2.9	I Sc F Colo TTI - 1.15	AM / PM (Miles of Roadway) 5.3 / 5.3 1.9 / 1.9 0.4 / 0.4 or Key PTI 1.0 - 1.5
LOS D or Better LOS E LOS F LOS 'E' Int MD 152 at N	s*: AM Peak Hour 2 0 0 eersections	PM Peak Hour 1 1 0		Level of Service DS D or Better LOS E LOS F	Northbound AM / PM (Miles of Roadway) 6.6 / 0.6 1.0 / 4.1 0.0 / 2.9	d Sc F F Cold TTI - 1.15	AM / PM (Miles of Roadway) 5.3 / 5.3 1.9 / 1.9 0.4 / 0.4 or Key PTI 1.0 - 1.5 1.5 - 2.5
LOS D or Better LOS E LOS F LOS 'E' Int	s*: AM Peak Hour 2 0 0 eersections	PM Peak Hour 1 1 0		Level of Service DS D or Better LOS E LOS F	Northbound AM / PM (Miles of Roadway) 6.6 / 0.6 1.0 / 4.1 0.0 / 2.9	d Sc F F Cold TTI - 1.15 - 2.00 2.00	AM / PM (Miles of Roadway) 5.3 / 5.3 1.9 / 1.9 0.4 / 0.4 or Key PTI 1.0 - 1.5 1.5 - 2.5
LOS D or Better LOS E LOS F LOS 'E' Int MD 152 at N	s*: AM Peak Hour 2 0 0 eersections	PM Peak Hour 1 1 0		Level of Service DS D or Better LOS E LOS F	Northbound AM / PM (Miles of Roadway) 6.6 / 0.6 1.0 / 4.1 0.0 / 2.9	d Sc F F Cold TTI - 1.15 - 2.00 2.00	AM / PM (Miles of coadway) 5.3 / 5.3 1.9 / 1.9 0.4 / 0.4 PTI 1.0 - 1.5 1.5 - 2.5 > 2.5 data
LOS D or Better LOS E LOS F LOS 'E' Int MD 152 at M	s*: AM Peak Hour 2 0 0 cersections MD 147 (PM)	PM Peak Hour	tersection	Level of Service DS D or Better LOS F IS	Northbound AM / PM (Miles of Roadway) 6.6 / 0.6 1.0 / 4.1 0.0 / 2.9	2.00	AM / PM (Miles of coadway) 5.3 / 5.3 1.9 / 1.9 0.4 / 0.4 or Key PTI 1.0 - 1.5 1.5 - 2.5 data PTI
LOS D or Better LOS E LOS F LOS 'E' Int MD 152 at N	s*: AM Peak Hour 2 0 0 0 cersections MD 147 (PM) Roadway	PM Peak Hour 1 1 0		Level of Service DS D or Better LOS F IS	Northbound AM / PM (Miles of Roadway) 6.6 / 0.6 1.0 / 4.1 0.0 / 2.9 1.00 1.15 1.30 2.9 1.00 1.15	2 Sc F F Cold TTI - 1.15 - 2.00 2.00 No	AM / PM (Miles of coadway) 5.3 / 5.3 1.9 / 1.9 0.4 / 0.4 or Key PTI 1.0 - 1.5 1.5 - 2.5 data PTI AM PM
LOS D or Better LOS E LOS F LOS 'E' Int MD 152 at M	s*: AM Peak Hour 2 0 0 cersections MD 147 (PM) Roadway North t	PM Peak Hour 1 1 0 LOS 'F' In	tersection Length (miles)	Level of Service DS D or Better LOS F IS	Northbound AM / PM (Miles of Roadway) 6.6 / 0.6 1.0 / 4.1 0.0 / 2.9	2.00	AM / PM (Miles of coadway) 5.3 / 5.3 1.9 / 1.9 0.4 / 0.4 or Key PTI 1.0 - 1.5 1.5 - 2.5 data PTI
LOS D or Better LOS E LOS F LOS 'E' Int MD 152 at M	s*: AM Peak Hour 2 0 0 0 cersections MD 147 (PM) Roadway North to Carrs Mill Rd./(Old Falls	PM Peak Hour 1 1 0 LOS 'F' In	Length (miles)	Level of Service DS D or Better LOS F IS	Northbound AM / PM (Miles of Roadway) 6.6 / 0.6 1.0 / 4.1 0.0 / 2.9 1.00 1.15 1.30 2.9 1.00 1.15	2 Sc F F Cold TTI - 1.15 - 2.00 2.00 No	AM / PM (Miles of coadway) 5.3 / 5.3 1.9 / 1.9 0.4 / 0.4 or Key PTI 1.0 - 1.5 1.5 - 2.5 > 2.5 data PTI AM PM
LOS D or Better LOS E LOS F LOS 'E' Int MD 152 at M Available count data.	s*: AM Peak Hour 2 0 0 0 cersections MD 147 (PM) Roadway North to Carrs Mill Rd./(Old Falls Watervale Rd M	PM Peak Hour	Length (miles) 0.5 1.3	Level of Service DS D or Better LOS F IS	Northbound AM / PM (Miles of Roadway) 6.6 / 0.6 1.0 / 4.1 0.0 / 2.9 1.00 1.15 1.30 2.9 1.00 1.15	2 Sc F F Cold TTI - 1.15 - 2.00 2.00 No	AM / PM (Miles of coadway) 5.3 / 5.3 1.9 / 1.9 0.4 / 0.4 or Key PTI 1.0 - 1.5 2.5 data PTI AM PM SB NB S W
LOS D or Better LOS E LOS F LOS 'E' Int MD 152 at M	s*: AM Peak Hour 2 0 0 0 cersections AD 147 (PM) Roadway North t Carrs Mill Rd./(Old Falls Watervale Rd M MD147/(Harford Rd	PM Peak Hour 1 0 LOS 'F' In Segment o South	Length (miles) 0.5 1.3 0.5	Level of Service DS D or Better LOS F IS	Northbound AM / PM (Miles of Roadway) 6.6 / 0.6 1.0 / 4.1 0.0 / 2.9 1.00 1.15 1.30 2.9 1.00 1.15	2 Sc F F Cold TTI - 1.15 - 2.00 2.00 No	AM / PM (Miles of koadway) 5.3 / 5.3 1.9 / 1.9 0.4 / 0.4 or Key PTI 1.0 - 1.5 2.5 data PTI AM PM SB NB S W I I I I I I I I I I I I I
LOS D or Better LOS E LOS F LOS 'E' Int MD 152 at M Available count data. Functional Class	s*: AM Peak Hour 2 0 0 0 cersections MD 147 (PM) Roadway North t Carrs Mill Rd./(Old Falls Watervale Rd M MD147/(Harford Rd US1/(Belair Rd.)	PM Peak Hour 1 0 LOS 'F' In	Length (miles) 0.5 1.3 0.5 1.4	Level of Service DS D or Better LOS F IS	Northbound AM / PM (Miles of Roadway) 6.6 / 0.6 1.0 / 4.1 0.0 / 2.9 1.00 1.15 1.30 2.9 1.00 1.15	2 Sc F F Cold TTI - 1.15 - 2.00 2.00 No	AM / PM (Miles of koadway) 5.3 / 5.3 1.9 / 1.9 0.4 / 0.4 or Key PTI 1.0 - 1.5 2.5 data PTI AM PM SB NB S NB S NB S I U U U I U U U
LOS D or Better LOS E LOS F LOS 'E' Int MD 152 at M Available count data. Functional Class Rural Other Principal Arterial	s*: AM Peak Hour 2 0 0 0 cersections MD 147 (PM) Roadway North to Carrs Mill Rd./(Old Falls Watervale Rd M MD147/(Harford Rd US1/(Belair Rd.) Old Joppa Ro	PM Peak Hour 1 0 LOS 'F' In	Length (miles) 0.5 1.3 0.5 1.4 1.0	Level of Service DS D or Better LOS F IS	Northbound AM / PM (Miles of Roadway) 6.6 / 0.6 1.0 / 4.1 0.0 / 2.9 1.00 1.15 1.30 2.9 1.00 1.15	2 Sc F F Cold TTI - 1.15 - 2.00 2.00 No	AM / PM (Miles of coadway) $5.3 / 5.3$ $5.3 / 5.3$ $1.9 / 1.9$ $0.4 / 0.4$ or Key PTI $1.0 - 1.5$ $1.5 - 2.5$ 2.5 2.5 data 2.5 SB NB SB NB I -2.5 I -2.5 I -2.5 I -2.5 I -2.5
LOS D or Better LOS E LOS F LOS 'E' Int MD 152 at M Available count data. Functional Class Rural Other Principal Arterial Rural Minor Arterial	s*: AM Peak Hour 2 0 0 0 cersections MD 147 (PM) Roadway North to Carrs Mill Rd./(Old Falls Watervale Rd M MD147/(Harford Rd US1/(Belair Rd.) Old Joppa Rc Singer Rd I-95/(Jc	PM Peak Hour PM Peak Hour N PM Peak Hour 1 1 1 0 LOS 'F' In V Segment o South Ston Rd.) - Watervale Rd. D147/(Harford Rd.) 1.) - US1/(Belair Rd.)) - Old Joppa Rd. 4 Singer Rd. Shn F. Kennedy Hwy)	Length (miles) 0.5 1.3 0.5 1.4 1.0 1.9	Level of Service DS D or Better LOS F IS IS IS IS IS IS IS IS IS IS IS IS IS	Northbound AM / PM (Miles of Roadway) 6.6 / 0.6 1.0 / 4.1 0.0 / 2.9 1.00 1.15 1.30 2.9 1.00 1.15	d Sc F F - 1.15 - 2.00 2.00 No	AM / PM (Miles of koadway) 5.3 / 5.3 1.9 / 1.9 0.4 / 0.4 or Key PTI 1.0 - 1.5 1.5 - 2.5 data PTI AM PM SB NB SB SB SB SB SB SB SB SB SB S
LOS D or Better LOS E LOS F LOS 'E' Int MD 152 at M Available count data. Functional Class Rural Other Principal Arterial	s*: AM Peak Hour 2 0 0 0 cersections MD 147 (PM) Roadway North te Carrs Mill Rd./(Old Falls Watervale Rd M MD147/(Harford Rd US1/(Belair Rd.) Old Joppa Re Singer Rd I-95/(John F. Kennedy Hwy	PM Peak Hour 1 0 LOS 'F' In	Length (miles) 0.5 1.3 0.5 1.4 1.0	Level of Service DS D or Better LOS F IS	Northbound AM / PM (Miles of Roadway) 6.6 / 0.6 1.0 / 4.1 0.0 / 2.9 1.00 1.15 1.30 2.9 1.00 1.15	2 Sc F F Cold TTI - 1.15 - 2.00 2.00 No	AM / PM (Miles of coadway) 5.3 / 5.3 1.9 / 1.9 0.4 / 0.4 or Key PTI 1.0 - 1.5 1.5 - 2.5 data PTI AM PM SB NB S M S NB S NB S II II II II II II II II II I

	MD 22 /Detro	(ant Freewow) to	2 B	Niko			~
Limits:		kent Freeway) to olumbia Pike)		Columbia	100		lkridge
Corridor Length:	12.2	2 miles	17	15	(126)	Han	over
Speed Limit:	35 - 5	50 MPH	3	2	95		re/Washin nal Thurgo
Travel Lanes:	(1 - 3) Northbound	d (1 - 4) Southbound	23	ing .			176
Signal Controlled Intersections:		19	Nort	h Laurel	age	sup 295 (713	Sever
Grade Separated Interchanges:		5			Annapolis Junction		174
	MD 32	, MD 174,				Fort M	eade (17
Major Cross Streets:		295, US 1, I-95,		and the second second	198		
-		ver Pkwy, US 29			130	32	Odento
	Routes	Avg. Daily Ridership				P	eak Hour
Routes and Ridership	MTA Commuter Bus 310	278	201	19 AADT	Truck	s	Traffic
	MTA Commuter Bus 320	165	20,000	- 74,000 vpc			5% - 9.5%
			—	5	Segment Opera		
	Intersection Operation	s	-		Northbound AM / PM	Southbo AM / P	
Signalized Intersection	s*: AM Peak Hour	PM Peak Hour		Level of	(Miles of	(Miles	of
LOS D or Better	8	8		S D or Better	Roadway) 8.1 / 4.1	Roadwa 10.9 / 3	
LOS D of Beller	0	0		LOS E	6.1/4.1 4.1/1.7	1.3 / 7.	
LOS F	0	0		LOS F	0.0 / 6.4	0.0 / 1.	
LOS F		0		LOS F		0.0 / 1.	.3
LOS F	0 tersections	0	tersection	LOS F		0.0 / 1. Color Key	.3
LOS F		0	Itersection	LOS F	0.0 / 6.4	0.0 / 1. Color Key	.3
LOS F		0	ntersection	LOS F	0.0 / 6.4	0.0 / 1. Color Key II 1.15	3 PTI 1.0 - 1.5
LOS F		0	atersection	LOS F	0.0 / 6.4	0.0 / 1. Color Key II 1.15	3 PTI
LOS F		0	Itersection	LOS F	0.0 / 6.4	0.0 / 1. Color Key TI 1.15 1.30	3 PTI 1.0 - 1.5 1.5 - 2.5
LOS F		0	Itersection	LOS F	0.0 / 6.4	0.0 / 1. Color Key I.15 1.30 2.00	3 PTI 1.0 - 1.5
LOS F		0	tersection	LOS F	0.0 / 6.4	0.0 / 1. Color Key I.15 1.30 2.00	3 PTI 1.0 - 1.5 1.5 - 2.5
LOS F LOS 'E' In		0	Itersection	LOS F	0.0 / 6.4	0.0 / 1. Color Key 1.15 1.30 2.00 0	3 PTI 1.0 - 1.5 1.5 - 2.5
LOS F LOS 'E' In		0	atersection	LOS F	0.0 / 6.4	0.0 / 1. Color Key 1.15 2.00 No data	3 PTI 1.0 - 1.5 1.5 - 2.5 > 2.5
LOS F LOS 'E' In	tersections	0 LOS 'F' Ir	Length	LOS F	0.0 / 6.4	0.0 / 1. Color Key 1.15 2.00 No data	3 PTI 1.0 - 1.5 1.5 - 2.5
LOS F LOS 'E' In Available count data.	tersections	0 LOS 'F' In		LOS F s	0.0 / 6.4	0.0 / 1. Color Key 1.15 2 2.00 2 No data	3 PTI 1.0 - 1.5 1.5 - 2.5 > 2.5 PTI PM
LOS F LOS 'E' In Available count data.	tersections Roadwa North	0 LOS 'F' Ir	Length	LOS F S	0.0 / 6.4	0.0 / 1. Color Key 1.15 2.00 No data	3 PTI 1.0 - 1.5 1.5 - 2.5 > 2.5 PTI PM
LOS F LOS 'E' In Available count data.	tersections Roadwa North Columbia Pike (US Thunder Hill	US 'F' Ir LOS 'F' Ir vy Segment to South 29) - Thunder Hill Rd. Rd Tamar Dr	Length (miles)	LOS F S	0.0 / 6.4	0.0 / 1. Color Key 1.15 2.00 No data	3 PTI 1.0 - 1.5 1.5 - 2.5 > 2.5 PTI PM
LOS F LOS 'E' In Available count data.	tersections Roadwa North Columbia Pike (US Thunder Hill Tamar Dr	y Segment to South 29) - Thunder Hill Rd. Rd Tamar Dr - Dobbin Rd.	Length (miles) 0.6 1.1 0.9	LOS F S	0.0 / 6.4	0.0 / 1. Color Key 1.15 2.00 No data	3 PTI 1.0 - 1.5 1.5 - 2.5 > 2.5 PTI PM
LOS F LOS 'E' In Available count data.	tersections Roadwa North Columbia Pike (US Thunder Hill Tamar Dr Dobbin Rd - Sn	y Segment to South i 229) - Thunder Hill Rd. Rd Tamar Dr - Dobbin Rd. iowden River Pkwy	Length (miles) 0.6 1.1 0.9 0.6	LOS F S	0.0 / 6.4	0.0 / 1. Color Key 1.15 2.00 No data	3 PTI 1.0 - 1.5 1.5 - 2.5 > 2.5 PTI NB S I I I I I I I I I I I I I I I I I I
LOS F LOS 'E' In Available count data.	tersections Roadwa North Columbia Pike (US Thunder Hill Tamar Dr Dobbin Rd - Sn Snowden River Pkwy	y Segment to South 22) - Thunder Hill Rd. Rd Tamar Dr - Dobbin Rd. iowden River Pkwy - Waterloo Rd (MD 108)	Length (miles) 0.6 1.1 0.9 0.6 0.8	LOS F S	0.0 / 6.4	0.0 / 1. Color Key 1.15 2.00 No data	3 PTI 1.0 - 1.5 1.5 - 2.5 > 2.5 PTI NB S I I I I I I I I I I I I I I I I I I
LOS F LOS 'E' In Available count data.	tersections Roadwa North Columbia Pike (US Thunder Hill Tamar Dr Dobbin Rd - Sn Snowden River Pkwy Waterloo Rd	y Segment to South : 29) - Thunder Hill Rd. Rd Tamar Dr - Dobbin Rd. iowden River Pkwy - Waterloo Rd (MD 108) (MD 108) - I-95	Length (miles) 0.6 1.1 0.9 0.6 0.8 0.8 0.7	LOS F S	0.0 / 6.4	0.0 / 1. Color Key 1.15 2.00 No data	3 PTI 1.0 - 1.5 1.5 - 2.5 > 2.5 PTI NB S I I I I I I I I I I I I I I I I I I
LOS F LOS 'E' In Available count data.	tersections Roadwa North Columbia Pike (US Thunder Hill Tamar Dr Dobbin Rd - Sn Snowden River Pkwy Waterloo Rd I-95 - Washin	y Segment to South 29) - Thunder Hill Rd. Rd Tamar Dr - Dobbin Rd. rowden River Pkwy - Waterloo Rd (MD 108) (MD 108) - I-95 gton Blvd (US 1)	Length (miles) 0.6 1.1 0.9 0.6 0.8	LOS F S	0.0 / 6.4	0.0 / 1. Color Key 1.15 2.00 No data	3 PTI 1.0 - 1.5 1.5 - 2.5 > 2.5 > 2.5 NB S I S I S I S I S I S I S I S I
LOS F LOS 'E' In Available count data.	tersections Roadwa North Columbia Pike (US Thunder Hill Tamar Dr Dobbin Rd - Sn Snowden River Pkwy Waterloo Rd I-95 - Washin Washington Blvd (U	y Segment to South : 29) - Thunder Hill Rd. Rd Tamar Dr - Dobbin Rd. iowden River Pkwy - Waterloo Rd (MD 108) (MD 108) - I-95	Length (miles) 0.6 1.1 0.9 0.6 0.8 0.7 0.5	LOS F S	0.0 / 6.4	0.0 / 1. Color Key 1.15 2.00 No data	3 PTI 1.0 - 1.5 1.5 - 2.5 > 2.5 > 2.5 NB S I S I S I S I S I S I S I S I
LOS F LOS 'E' In Available count data. Functional Class	tersections Roadwa North Columbia Pike (US Thunder Hill Tamar Dr Dobbin Rd - Sn Snowden River Pkwy Waterloo Rd I-95 - Washin Washington Blvd (L Dorsey Rur	y Segment to South 29) - Thunder Hill Rd. Rd Tamar Dr - Dobbin Rd. rowden River Pkwy - Waterloo Rd (MD 108) (MD 108) - I-95 gton Blvd (US 1) JS 1) - Dorsey Run Rd.	Length (miles) 0.6 1.1 0.9 0.6 0.8 0.7 0.5 1.3	LOS F S	0.0 / 6.4	0.0 / 1. Color Key 1.15 2.00 No data	3 PTI 1.0 - 1.5 1.5 - 2.5 > 2.5 PTI PM NB S I I W I I I I I I I I I I I I I I I I
LOS F LOS 'E' In Available count data.	tersections Roadwa North Columbia Pike (US Thunder Hill Tamar Dr Dobbin Rd - Sn Snowden River Pkwy Waterloo Rd I-95 - Washin Washington Blvd (U Dorsey Rur MD 295 - Ridge Rd/R	y Segment to South 2 29) - Thunder Hill Rd. Rd Tamar Dr - Dobbin Rd. iowden River Pkwy - Waterloo Rd (MD 108) (MD 108) - I-95 igton Blvd (US 1) JS 1) - Dorsey Run Rd. in Rd MD 295	Length (miles) 0.6 1.1 0.9 0.6 0.8 0.7 0.5 1.3 1.6	LOS F S	0.0 / 6.4	0.0 / 1. Color Key 1.15 1.30 2.00 No data NB SB SB SB	3 PTI 1.0 - 1.5 1.5 - 2.5 > 2.5 PTI PM NB S I V V I V I V V I V V I V V V V V V V
LOS F LOS 'E' In Available count data. Functional Class	tersections Roadwa North Columbia Pike (US Thunder Hill Tamar Dr Dobbin Rd - Sn Snowden River Pkwy Waterloo Rd I-95 - Washin Washington Blvd (U Dorsey Rur MD 295 - Ridge Rd/R Ridge Rd/Rockenbach	y Segment to South 2 29) - Thunder Hill Rd. Rd Tamar Dr - Dobbin Rd. iowden River Pkwy - Waterloo Rd (MD 108) (MD 108) - I-95 ogton Bivd (US 1) JS 1) - Dorsey Run Rd. n Rd MD 295 tockenbach 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	LOS F S	0.0 / 6.4	0.0 / 1. Color Key 1.15 1.30 2.00 No data NB SB SB SB	3 PTI 1.0 - 1.5 1.5 - 2.5 > 2.5 > 2.5 NB S I S I S I S I S I S I S I S I

MD 185			Cart	À.		Luni	Arctic Ave	Aspen	Hill
Limits:	Washington D	C Line to MD 97		D^{n}		Twinbrook Provi	Aspenhilled	alkia	Georg
Corridor Length:	8.3	miles	1 de la			Twin	(586		310
Speed Limit:	30 - 4	5 MPH	ashin	an	1	355	(and)	185) Wheator aton-Glenmon
Travel Lanes:	(3 - 4) Northbound	(3 - 4) Southbound	Washington Natio		ontrose N	orth	Dewey		(97)
Signal Controlled				in	Bet	hesda		nd	T
Intersections:	2	26	1	To C	kerman Li	ZW	Garrett Pa	ark Kensing	ton
Grade Separated Interchanges:		1	y Blvd	Spur	(18		P	Kensingto	Plyers Mill Rd
Major Cross Streets:		MD 547, MD 193, olph Rd, MD 97	Westlak	e Al	Greent	Beltway	355	495	Rock Creek
	Routes	Avg. Daily Ridership		-	7			Chevy Cha	ise
	METRO L8	2,059				<u>ې</u>		2-1	Colo
	Ride On Route 1	970	1		<u> </u>		eso	Chever C	Villa
	Ride On Route 5	1,457]				355	Section	hase Three
Routes and Ridership	Ride On Route 11	571			- 4		行る	rV	uofa
_	Ride On Route 26	2,439						Contract (5 6
_	Ride On Route 33	257			_				Peak Hour
_	Ride On Route 34	2,308		19 AAE			2%	s	Traffic
	Ride On Route 41	518	36,000	- 78,00			nt Operat	Hana	7% - 8%
						-	_		
	Intersection Operations		т				thbound M / PM		uthbound M / PM
Signalized Intersections	*: AM Peak Hour	PM Peak Hour		Level o Servic	-	(N	liles of adway)	(1	Miles of Dadway)
LOS D or Better	5	6	LC	OS D or E	Better	7	.6 / 3.0	1	.2 / 5.2
LOS E	1	1		LOS E			.6 / 1.9		<mark>.4 / 1.2</mark>
LOS F	1	0		LOS F		0	.0 / 3.4	3	.6 / 1.9
								Colo	r Key
LOS 'E' Inte	rsections	LOS 'F' In	tersectior	IS					
LOS 'E' Inte MD 185 at MD		LOS 'F' In MD 185 at Asp				Г	TT	1	PTI
							TT 1.00 -		PTI 1.0 - 1.5
								1.15	
							1.00 -	1.15	1.0 - 1.5
							1.00 -	1.15 1.30	1.0 - 1.5 1.5 - 2.5
							1.00 - 1 1.15 -	1.15 1.30 2.00	1.0 - 1.5
MD 185 at MD ∂							1.00 - 1.15 - 1.30 - 3	1.15 1.30 2.00	1.0 - 1.5 1.5 - 2.5 > 2.5
MD 185 at MD∂							1.00 - 1.15 - 1.30 - 3	1.15 1.30 2.00	1.0 - 1.5 1.5 - 2.5 > 2.5
	410 (AM, PM)	MD 185 at Asp	en Hill Rd (,		T	n	1.00 - 1.15 - 1.30 - 3	1.15 1.30 2.00	1.0 - 1.5 1.5 - 2.5 > 2.5
MD 185 at MD ∂	410 (AM, PM)			AM)	N	PI	1.00 - 1.15 - 1.30 - : > 2.(1.15 1.30 2.00 No c	1.0 - 1.5 1.5 - 2.5 > 2.5 data PTI M PM
MD 185 at MD	410 (AM, PM) Roadway North t	MD 185 at Asp / Segment o South	Length (miles)	AM)	VI SB		1.00 - 1.15 - 1.30 - : > 2.0	1.15 1.30 2.00 No c	1.0 - 1.5 1.5 - 2.5 > 2.5 data PTI M PM SB NB S
MD 185 at MD	410 (AM, PM) Roadway North 1 Georgia Ave. (MD	MD 185 at Asp / Segment o South 97) - Aspen Hill Rd.	Length (miles)	AM)	N	PI	1.00 - 1.15 - 1.30 - : > 2.(1.15 1.30 2.00 No c	1.0 - 1.5 1.5 - 2.5 > 2.5 data PTI M PM
MD 185 at MD	410 (AM, PM) Roadway North 1 Georgia Ave. (MD Aspen Hill Rd.	MD 185 at Asp / Segment o South 97) - Aspen Hill Rd. - Randolph Rd.	Length (miles) 0.3 0.4	AM)	VI SB	PI	1.00 - 1.15 - 1.30 - : > 2.0	1.15 1.30 2.00 No c	1.0 - 1.5 1.5 - 2.5 > 2.5 data PTI M PM SB NB S
MD 185 at MD	410 (AM, PM) Roadway North t Georgia Ave. (MD Aspen Hill Rd. Randolph Rd Vei	MD 185 at Asp / Segment o South 97) - Aspen Hill Rd. - Randolph Rd. rs Mill Rd. (MD 586)	Length (miles)	AM)	VI SB	PI	1.00 - 1.15 - 1.30 - : > 2.0	1.15 1.30 2.00 No c	1.0 - 1.5 1.5 - 2.5 > 2.5 data PTI M PM SB NB S
MD 185 at MD	410 (AM, PM) Roadway North 1 Georgia Ave. (MD Aspen Hill Rd. Randolph Rd Vei Veirs Mill Rd. (MD 586) -	MD 185 at Asp / Segment o South 97) - Aspen Hill Rd. - Randolph Rd.	Length (miles) 0.3 0.4 1.7	AM)	M SB W	PI	1.00 - 1.15 - 1.30 - : > 2.0	1.15 1.30 2.00 No c	1.0 - 1.5 1.5 - 2.5 2.5 data PTI M PM SB NB 5 1 1 1 1 1 1 1 1 1 1 1 1 1
MD 185 at MD	410 (AM, PM) Roadway North 1 Georgia Ave. (MD Aspen Hill Rd. Randolph Rd Vei Veirs Mill Rd. (MD 586) - University Blvd (h	MD 185 at Asp / Segment o South 97) - Aspen Hill Rd. - Randolph Rd. rs Mill Rd. (MD 586) University Blvd. (MD 193)	Length (miles) 0.3 0.4 1.7 1.4	AM)	M SB W	PI	1.00 - 1.15 - 1.30 - : > 2.0	1.15 1.30 2.00 No c	1.0 - 1.5 1.5 - 2.5 2.5 data PTI M PM SB NB 5 1 1 1 1 1 1 1 1 1 1 1 1 1
MD 185 at MD	410 (AM, PM) Roadway North t Georgia Ave. (MD Aspen Hill Rd. Randolph Rd Vei Veirs Mill Rd. (MD 586) - University Blvd (t Saul Rd	MD 185 at Asp / Segment o South 97) - Aspen Hill Rd. - Randolph Rd. rs Mill Rd. (MD 586) University Blvd. (MD 193) //D 193) - Saul Rd.	Length (miles) 0.3 0.4 1.7 1.4 1.2	AM)	M SB W	PI	1.00 - 1.15 - 1.30 - : > 2.0	1.15 1.30 2.00 No c	1.0 - 1.5 1.5 - 2.5 > 2.5 data PTI SB NB SB NB W 1 W 1 W 1 W 1
MD 185 at MD	410 (AM, PM) Roadway North 1 Georgia Ave. (MD Aspen Hill Rd. Randolph Rd Vei Veirs Mill Rd. (MD 586) - University Blvd (f Saul Rd I-495 - Jone	MD 185 at Asp / Segment o South 97) - Aspen Hill Rd. - Randolph Rd. rs Mill Rd. (MD 586) University Blvd. (MD 193) /D 193) - Saul Rd. 1 I-495	Length (miles) 0.3 0.4 1.7 1.4 1.2 0.6	AM)	M SB W	PI	1.00 - 1.15 - 1.30 - : > 2.0	1.15 1.30 2.00 No c	1.0 - 1.5 1.5 - 2.5 > 2.5 data PTI SB NB SB NB W 1 W 1 W 1 W 1
MD 185 at MD	410 (AM, PM) Roadway North 1 Georgia Ave. (MD Aspen Hill Rd. Randolph Rd Vei Veirs Mill Rd. (MD 586) - University Blvd (M Saul Re I-495 - Jone Jones Bridge Rd Ea	MD 185 at Asp / Segment o South 97) - Aspen Hill Rd. - Randolph Rd. rs Mill Rd. (MD 586) University Blvd. (MD 193) //D 193) - Saul Rd. d I-495 rs Bridge Rd.	Length (miles) 0.3 0.4 1.7 1.4 1.2 0.6 0.5	AM)	M SB W	PI	1.00 - 1.15 - 1.30 - : > 2.0	1.15 1.30 2.00 No c	1.0 - 1.5 1.5 - 2.5 > 2.5 data PTI SB NB SB NB W 1 W 1 W 1 W 1 W 1

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

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

MD 193						(212) Cherry	Seitma	TT I
Limits:	MD 201 to M	D 650		Hillandale		ymm	1	Sunnyside Ave
Corridor Length:	5.5 mile	s	39	Par 69	(212)	495		A (20)
Speed Limit:	35 - 45 MI	РН		AD" Televe			4ve Bih pi	
Travel Lanes:	(2 - 3) Eastbound (2 -	3) Westbound	S LO	Adelph	2-	211	Beltimore,	Stat Ave
Signal Controlled Intersections:	20			50		XFINITY Center		Berwyn Heights Gree
Grade Separated Interchanges:	2		Lan 19	gley Park	my .	College I O University of Maryland	Park Paint Branch	S Service and
Major Cross Streets:	MD 201, 63rd Ave Cherrywood Ln / Rhode Island Av Metzerott Rd / Pain	60th Ave, ve, US 1,	av at 212	NY PIEZ P	The Ma Prince Geor	I at	panwes meet	Good Luck Rd
	Adelphi Rd, Riggs		Chillum Habites					
	Routes	Avg. Daily Ridership		501	500	Hyati		
Ļ	METRO C2, C4	9,102	Gallatin Sy NE		1	None -		
Ļ	METRO F6	1,886	LOADY .	1-	34	A MAR		7 2
_ <i>,</i> ,	METRO F8	1,241						
Routes and Ridership	METRO G14/G12	3,273						
-	METRO J4	774	_			_		Peak Hour
F	METRO R2/R1	3,030		19 AADT		Trucks		Traffic
F	The Bus Route 15X The Bus Route 18	224	30,000	- 50,000		2% - 3%		7% - 8.5%
	Intersection Operations	707			Seg	ment Operati		
Signalized Intersections	•	PM Peak Hour		Level of Service		Eastbound AM / PM (Miles of Roadway)	م (ا	estbound AM / PM Miles of oadway)
LOS D or Better	4	4	LO	S D or Bet	ter	5.5 / 0.0	3	3.9 / 0.0
LOS E	0	0		LOS E		0.0 / 3.3	C).0 / 4.8
LOS F	0	0		LOS F		0.0 / 2.2	1	.6 / 0.7
LOS 'E' Inte	ersections	LOS 'F' Inte	ersection	s			Colo	r Key
		Loo I III		5		TTI		PTI
						1.00 - 1		1.0 - 1.5
						1.15 - 1	.30	1.5 - 2.5
						1.30 - 2 > 2.0		> 2.5
								data
Available count data.							1	
Available count data. Functional Class	Roadway Seg West to Ea	ast	Length (miles)	AM EB W	TTI VB E	PM B WB	A EB	
	West to Ea	a st) - Riggs Rd. (MD 212)	(miles)			1		M PM WB EB W W W V
	West to Ea New Hampshire Ave. (MD 650) Riggs Rd. (MD 212) -	ast) - Riggs Rd. (MD 212) · Adelphi Rd.	(miles) 0.6 1.3			1	EB	M PM WB EB W W W V
Functional Class	West to Ea New Hampshire Ave. (MD 650) Riggs Rd. (MD 212) - Adelphi Rd Met	ast) - Riggs Rd. (MD 212) - Adelphi Rd. zerott Rd.	(miles) 0.6 1.3 1.3			1	EB	M PM WB EB W W W V V V
Functional Class	West to Ea New Hampshire Ave. (MD 650) Riggs Rd. (MD 212) - Adelphi Rd Metz Metzerott Rd Gre	ast) - Riggs Rd. (MD 212) - Adelphi Rd. zerott Rd. eenbelt Rd.	(miles) 0.6 1.3 1.3 1.0			1	EB	M PH WB EB W W W V F V I I I
Functional Class	West to Ea New Hampshire Ave. (MD 650) Riggs Rd. (MD 212) - Adelphi Rd Met	ast) - Riggs Rd. (MD 212) • Adelphi Rd. zerott Rd. • enbelt Rd. bod Ln./60th Ave	(miles) 0.6 1.3 1.3			1	EB	M PM WB EB W W W V V V

			K	JS/	Selfma	n Rd Beltsville	POWDE	R MIL	RD
Limits:	MD 450 to	o MD 212	212			Ū		1	Autor
Corridor Length:	7.4 n	niles		495		20	2		Baltimore Washingtor Parkway
Speed Limit:	40 - 50) MPH	2 . C	A.	51				
Travel Lanes:	(1 - 3) Northbound	(1 - 3) Southbound	hatel		-	193	X	Greenbe	1 .
Signal Controlled Intersections:	19	9	Adelphi Pd	Colleg	ge Park	Berwyn Heights 201			Godda
Grade Separated Interchanges:	3			Univer	reitu		295	495	Cipriano Rd
	MD 450, Decatu	ır St, MD 769B,		Univer	1			New	anham
	Riverdale Rd, MD 410	· • •			410	East River		anonton	1
Major Cross Streets:	Good Luck Rd, MD		500 H	yattsvi	ille	East River			
	Cherrywood Ln, Beaver Dam		PAL		7698				
	Routes	Avg. Daily Ridership	ainier	AY C	117				
-	METRO R12	1,414		Bla	densbu	rg (41)			
	METRO F6	1,886							
Routes and Ridership	METRO 87	606				<u>.</u>			
	The Bus Route 11	297	_					1	Peak Hou
-	The Bus Route 14 The Bus Route 15X	334 224		19 AAI		Tru 6% -			Traffic 7% - 8%
-	The Bus Route 15A	734	23,000	- 54,0	υυ νρα	0% -	11%		7% - 8%
			_			Segment O	perati	ions	
	Intersection Operation	าร				Northbound	<u> </u>	Southb	ound
			ר ר			AM / PM	ŭ	AM /	
Signalized Intersections	s*: AM Peak Hour	PM Peak Hour			andaa	(Miles of		(Miles	
LOS D or Better	3			el of S		Roadway)		Roadv	
		3		SDor	вещег			50/	.5 1
LOS E	0	3		S D or I		7.2 / 2.1		5.0 / 1.6 /	
LOS E LOS F	0 0	0		LOS E	E				2.8
	0 0	0	tersection	LOS E	E	0.0 / 1.5	TTI	1.6 /	2.8 1.4 y PTI
LOS F	0 0	0		LOS E	E	0.0 / 1.5		<mark>1.6 /</mark> 0.6 /	2.8 1.4 y
LOS F	0 0	0		LOS E	E	0.0 / 1.5 0.0 / 3.6	TTI	<mark>1.6 /</mark> 0.6 /	2.8 1.4 y PTI
LOS F	0 0	0		LOS E	E	0.0 / 1.5 0.0 / 3.6	TTI 0 - 1.15 5 - 1.30	<mark>1.6 /</mark> 0.6 /	2.8 1.4 y PTI 1.0 - 1.5
LOS F	0 0	0		LOS E	E	0.0 / 1.5 0.0 / 3.6	TTI D - 1.15 5 - 1.30 D - 2.00	<mark>1.6 /</mark> 0.6 /	2.8 1.4 y PTI 1.0 - 1.5
LOS F	0 0	0		LOS E	E	0.0 / 1.5 0.0 / 3.6	TTI 0 - 1.15 5 - 1.30	1.6 / 0.6 / Color Ke	2.8 1.4 y 1.0 - 1.5 1.5 - 2.5
LOS F	0 0	0		LOS E	E	0.0 / 1.5 0.0 / 3.6	TTI D - 1.15 5 - 1.30 D - 2.00	<mark>1.6 /</mark> 0.6 /	2.8 1.4 y 1.0 - 1.5 1.5 - 2.5
LOS F LOS 'E' Int Available count data.	0 0	0 0 LOS 'F' In	tersection	LOS E	F	0.0 / 1.5 0.0 / 3.6 1.00 1.15 1.30 2.5 1.15	TTI D - 1.15 5 - 1.30 D - 2.00	1.6 / 0.6 / Color Ke	2.8 1.4 y PTI 1.0 - 1.5 1.5 - 2.5 > 2.5
LOS F	ersections	0 0 LOS 'F' In Segment		LOS E LOS I S	F	0.0 / 1.5 0.0 / 3.6 1.00 1.15 1.30 2.2 1 PM	TTI 0 - 1.15 5 - 1.30 0 - 2.00 2.00	1.6 / 0.6 / Color Ke	2.8 1.4 PTI 1.0 - 1.5 1.5 - 2.5 > 2.5 PTI PM
LOS F LOS 'E' Int Available count data.	ersections Roadway	Segment South	tersection	LOS E	F	0.0 / 1.5 0.0 / 3.6 1.00 1.15 1.30 2.5 1.15	TTI 0 - 1.15 5 - 1.30 0 - 2.00 2.00	1.6 / 0.6 / Color Ke	2.8 1.4 PTI 1.0 - 1.5 1.5 - 2.5 > 2.5 PTI PM
LOS F LOS 'E' Int Available count data.	ersections Roadway North to	Segment South	tersection Length (miles)	LOS E LOS I S	F F M SB	0.0 / 1.5 0.0 / 3.6 1.00 1.15 1.30 2.2 1 PM	TTI 0 - 1.15 5 - 1.30 0 - 2.00 2.00	1.6 / O.6 / Color Ke	2.8 1.4 PTI 1.0 - 1.5 1.5 - 2.5 > 2.5 PTI PM
LOS F LOS 'E' Int Available count data.	ersections Roadway North to MD212 - Sur	Segment South South South Cherrywood Ln.	Length (miles)	LOS E LOS I S	F F M SB	0.0 / 1.5 0.0 / 3.6 1.00 1.15 1.30 2.2 1 PM	TTI 0 - 1.15 5 - 1.30 0 - 2.00 2.00	1.6 / O.6 / Color Ke	2.8 1.4 Y PTI 1.0 - 1.5 1.5 - 2.5 > 2.5 PTI PM NB
LOS F LOS 'E' Int Available count data. Functional Class	ersections Roadway North to MD212 - Sur Sunnyside Ave	Segment South South Nyside Ave. Cherrywood Ln. Ln Ivy Ln.	Length (miles) 0.6 0.9	LOS E LOS I S	F F M SB	0.0 / 1.5 0.0 / 3.6 1.00 1.15 1.30 2.2 1 PM	TTI 0 - 1.15 5 - 1.30 0 - 2.00 2.00	1.6 / O.6 / Color Ke	2.8 1.4 Y PTI 1.0 - 1.5 1.5 - 2.5 > 2.5 PTI PM NB
LOS F LOS 'E' Int Available count data. Functional Class	ersections Roadway North to MD212 - Sur Sunnyside Ave Cherrywood Ivy Ln Cro Crescent Rd.	Segment South	Length (miles) 0.6 0.9 0.3 0.2 0.5	LOS E LOS I S	F F M SB	0.0 / 1.5 0.0 / 3.6 1.00 1.15 1.30 2.2 1 PM	TTI 0 - 1.15 5 - 1.30 0 - 2.00 2.00	1.6 / O.6 / Color Ke	2.8 1.4 PTI 1.0 - 1.5 1.5 - 2.5 PTI PM NB I NB I I
LOS F LOS 'E' Int Available count data. Functional Class Urban Minor Arterial rban Other Freeways and	ersections Roadway North to MD212 - Sur Sunnyside Ave Cherrywood Ivy Ln Cro Crescent Rd. I-495/I-95	Segment South	Length (miles) 0.6 0.9 0.3 0.2 0.5 0.5	LOS E LOS I S	F F M SB	0.0 / 1.5 0.0 / 3.6 1.00 1.15 1.30 2.2 1 PM	TTI 0 - 1.15 5 - 1.30 0 - 2.00 2.00	1.6 / O.6 / Color Ke	2.8 1.4 Y PTI 1.0 - 1.5 1.5 - 2.5 > 2.5 PTI PM NB
LOS F LOS 'E' Int Available count data. Functional Class Urban Minor Arterial	ersections Roadway North to MD212 - Sur Sunnyside Ave Cherrywood Ivy Ln Cru Crescent Rd. I-495/I-95 MD193 - Paint Branch	Segment South	Length (miles) 0.6 0.9 0.3 0.2 0.5 0.5 1.6	LOS E LOS I S	F F M SB	0.0 / 1.5 0.0 / 3.6 1.00 1.15 1.30 2.2 1 PM	TTI 0 - 1.15 5 - 1.30 0 - 2.00 2.00	1.6 / O.6 / Color Ke	2.8 1.4 PTI 1.0 - 1.5 1.5 - 2.5 PTI PM NB I NB I I
LOS F LOS 'E' Int Available count data. Functional Class Urban Minor Arterial rban Other Freeways and	ersections Roadway North to MD212 - Sur Sunnyside Ave Cherrywood Ivy Ln Crr Crescent Rd. I-495/I-95 MD193 - Paint Branch Paint Branch Ave./Gooc	Segment South	Length (miles) 0.6 0.9 0.3 0.2 0.5 1.6 0.2	LOS E LOS I S	F F M SB	0.0 / 1.5 0.0 / 3.6 1.00 1.15 1.30 2.2 1 PM	TTI 0 - 1.15 5 - 1.30 0 - 2.00 2.00	1.6 / O.6 / Color Ke	2.8 1.4 PTI 1.0 - 1.5 1.5 - 2.5 PTI PM NB I NB I I
LOS F LOS 'E' Int Available count data. Functional Class Urban Minor Arterial rban Other Freeways and	ersections Roadway North to MD212 - Sur Sunnyside Ave Cherrywood Ivy Ln Cru Crescent Rd. I-495/I-95 MD193 - Paint Branch Paint Branch Ave./Gooc Sarvis Ave.	Segment South	Length (miles) 0.6 0.9 0.3 0.2 0.5 0.5 1.6	LOS E LOS I S	F F M SB	0.0 / 1.5 0.0 / 3.6 1.00 1.15 1.30 2.2 1 PM	TTI 0 - 1.15 5 - 1.30 0 - 2.00 2.00	1.6 / O.6 / Color Ke	2.8 1.4 PTI 1.0 - 1.5 1.5 - 2.5 PTI PM NB I NB I I
LOS F LOS 'E' Int Available count data. Functional Class Urban Minor Arterial rban Other Freeways and	ersections Roadway North to MD212 - Sur Sunnyside Ave Cherrywood Ivy Ln Crr Crescent Rd. I-495/I-95 MD193 - Paint Branch Paint Branch Ave./Gooc	Segment South South South Anyside Ave. Cherrywood Ln. Ln Ivy Ln. escent Rd. - I-495/ I-95 - MD193 Ave./Good Luck Rd. d Luck Rd Sarvis Ave. - River Rd. Ituch Nouse St.	Length (miles) 0.6 0.9 0.3 0.2 0.5 1.6 0.2 0.2 0.2 0.2 0.2 0.2 0.2 0.2 0.2 0.2	LOS E LOS I S	F F M SB	0.0 / 1.5 0.0 / 3.6 1.00 1.15 1.30 2.2 1 PM	TTI 0 - 1.15 5 - 1.30 0 - 2.00 2.00	1.6 / 0.6 / Color Ke No data	2.8 1.4 Y PTI 1.0 - 1.5 1.5 - 2.5 > 2.5 PTI PM NB I NB I I NB I I V NB I V V V V V V V V V V V V V
LOS F LOS 'E' Int Available count data. Functional Class Urban Minor Arterial rban Other Freeways and Expressways	ersections Roadway North to MD212 - Sur Sunnyside Ave Cherrywood Ivy Ln Cru Crescent Rd. I-495/I-95 MD193 - Paint Branch Paint Branch Ave./Gooc Sarvis Ave. River Rd Ri	Segment South Innyside Ave. Cherrywood Ln. Ln Ivy Ln. escent Rd. - 1-495/ I-95 - MD193 Ave./Good Luck Rd. 3 Luck Rd Sarvis Ave. - River Rd. ttenhouse St. St MD410	Length (miles) 0.6 0.9 0.3 0.2 0.5 1.6 0.2 0.3 0.2 0.3 0.2 0.3 0.2 0.3 0.2 0.3 0.3	LOS E LOS I S	F F M SB	0.0 / 1.5 0.0 / 3.6 1.00 1.15 1.30 2.2 1 PM	TTI 0 - 1.15 5 - 1.30 0 - 2.00 2.00	1.6 / 0.6 / Color Ke No data	2.8 1.4 Y PTI 1.0 - 1.5 1.5 - 2.5 > 2.5 PTI PM NB I NB I I NB I I V NB I V V V V V V V V V V V V V
LOS F LOS 'E' Int Available count data. Functional Class Urban Minor Arterial Irban Other Freeways and Expressways	ersections Roadway North to MD212 - Sur Sunnyside Ave Cherrywood Ivy Ln Cre Crescent Rd. I-495/I-95 MD193 - Paint Branch Paint Branch Ave./Gooc Sarvis Ave. River Rd Ri Rittenhouse	Segment South Number of the second	Length (miles) 0.6 0.9 0.3 0.2 0.5 1.6 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	LOS E LOS I S	F F M SB	0.0 / 1.5 0.0 / 3.6 1.00 1.15 1.30 2.2 1 PM	TTI 0 - 1.15 5 - 1.30 0 - 2.00 2.00	1.6 / 0.6 / Color Ke No data	2.8 1.4 Y PTI 1.0 - 1.5 1.5 - 2.5 > 2.5 PTI PM NB I NB I I NB I I V NB I V V V V V V V V V V V V V
LOS F LOS 'E' Int Available count data. Functional Class Urban Minor Arterial Irban Other Freeways and Expressways	ersections Roadway North to MD212 - Sur Sunnyside Ave Cherrywood Ivy Ln Cre Crescent Rd. I-495/I-95 MD193 - Paint Branch Paint Branch Ave./Gooc Sarvis Ave. River Rd Ri Rittenhouse MD410 - Ri	Segment South Number of the second	Length (miles) 0.6 0.9 0.3 0.2 0.5 1.6 0.2 0.3 0.2 0.3 0.2 0.3 0.2 0.2 0.2 0.2 0.2 0.3 0.2 0.3 0.2 0.3 0.2 0.3 0.2 0.3	LOS E LOS I S	F F M SB	0.0 / 1.5 0.0 / 3.6 1.00 1.15 1.30 2.2 1 PM	TTI 0 - 1.15 5 - 1.30 0 - 2.00 2.00	1.6 / 0.6 / Color Ke No data	2.8 1.4 Y PTI 1.0 - 1.5 1.5 - 2.5 > 2.5 PTI PM NB I NB I I NB I I V NB I V V V V V V V V V V V V V
LOS F LOS 'E' Int Available count data. Functional Class Urban Minor Arterial Irban Other Freeways and Expressways	Roadway Persections Roadway North to MD212 - Sur MD212 - Sur Sunnyside Ave Cherrywood Ivy Ln Cre Crescent Rd. I-495/I-95 MD193 - Paint Branch Paint Branch Ave./Good Sarvis Ave. River Rd Ri Rittenhouse MD410 - Ri Rittenhouse MD410 - Ri Riverdale Rd Jefferson St E Edmonston Ro	Segment Segment South Annyside Ave. Cherrywood Ln. Ln Ivy Ln. escent Rd. - 1-495/ I-95 - MD193 Ave./Good Luck Rd. 4 Luck Rd Sarvis Ave. - River Rd. titenhouse St. St MD410 verdale Rd. St MD410 verdale Rd. - Jefferson St. Edmonston Rd. - Decatur St.	Length (miles) 0.6 0.9 0.3 0.2 0.5 1.6 0.2 0.5 1.6 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 0.4	LOS E LOS I S	F F M SB	0.0 / 1.5 0.0 / 3.6 1.00 1.15 1.30 2.2 1 PM	TTI 0 - 1.15 5 - 1.30 0 - 2.00 2.00	1.6 / 0.6 / Color Ke No data	2.8 1.4 Y PTI 1.0 - 1.5 1.5 - 2.5 > 2.5 PTI PM NB I NB I I NB I I V NB I V V V V V V V V V V V V V
LOS F LOS 'E' Int Available count data. Functional Class Urban Minor Arterial Irban Other Freeways and Expressways	ersections Roadway North to MD212 - Sur Sunnyside Ave Cherrywood Ivy Ln Cre Crescent Rd. I-495/I-95 MD193 - Paint Branch Paint Branch Ave./Gooc Sarvis Ave. River Rd Ri Rittenhouse MD410 - Ri Riverdale Rd Jefferson St E	Segment Segment South Annyside Ave. Cherrywood Ln. Ln Ivy Ln. escent Rd. - 1-495/ I-95 - MD193 Ave./Good Luck Rd. 4 Luck Rd Sarvis Ave. - River Rd. ttenhouse St. St MD410 verdale Rd. St MD410 verdale Rd. - Jefferson St. Edmonston Rd. - Decatur St. Buchanan St.	Length (miles) 0.6 0.9 0.3 0.2 0.5 1.6 0.2 0.3 0.2 0.3 0.2 0.3 0.2 0.2 0.2 0.2 0.2 0.3 0.2 0.3 0.2 0.3 0.2 0.3 0.2 0.3	LOS E LOS I S	F F M SB	0.0 / 1.5 0.0 / 3.6 1.00 1.15 1.30 2.2 1 PM	TTI 0 - 1.15 5 - 1.30 0 - 2.00 2.00	1.6 / 0.6 / Color Ke No data	2.8 1.4 PTI 1.0 - 1.5 1.5 - 2.5 PTI PTI PTM NB 1 NB 1 NB 1 NB 1 NB 1 1 NB 1 1 1 1 1 1 1 1 1 1 1 1 1

			- 11/					1	49		
Limits:	MD 228	to I-95	xandria	12	1.	Terr	ple Hills	95			
Corridor Length:	10.3 n	niles	ven		On Hill			imp Spr	ings	9.	9
Speed Limit:	40 - 45	MPH	Ven	A	ill-Glas	sman	or		V	F	osa
Travel Lanes:	(2 - 3) Northbound ((2 - 4) Southbound	9	-3	Friend	lly S	SNAT RI	Clin	ton		
Signal Controlled Intersections:	10)	Hunt				Q Softwart RI	E.			c
Grade Separated Interchanges:	1			ort	210		23)	•	5	(301	6
Major Cross Streets:	I-95, Livingston Rd,	MD 373, MD 228	Washi	ington	LIVINGSTON					Bran	1
	Routes	Avg. Daily Ridership	 away Park 	. (210	VING	10 P.P.I.		3			
	METRO D13/D12/D14	2,063	- 10 million - 10		ACC	OKEEK RD	1				
	MTA Commuter Bus 610	774	Accok				-				
	MTA Commuter Bus 620	801		BERRY	RD	(228)			* V 7	S	
	MTA Commuter Bus 630	397		1	ΗU	Lev					(
Routes and Ridership	MTA Commuter Bus 640	537							Pe	ak Ho	ır
	MTA Commuter Bus 650	745	201	19 AAD	т		Truck	s		Traffic	
	The Bus Route 35	384	29,000				3% - 4		6%	6 - 7.5	%
	The Bus Route 35s	23							1		
	The Bus Route 37	155	1		Seg	gmen	t Operat	tions			
	Intersection Operations						thbound		uthbou	Ind	
Signalized Intersections*:	AM Peak Hour	PM Peak Hour		vel of S	ervice	Al (M	M / PM liles of adway)		AM / PM Miles d	И of	
LOS D or Better	4	4		DS D or I			6 / 8.4		4.4 / 4.		
LOS E	2	3		LOS E			1/1.9		1.1 / 3.		
						I.					
LOS F	2	1		LOS			6 / 0.0		0.0 / 2.	5	
	2	1								5	
		1 LOS 'F' Int	tersections								
LOS F	rsections	1 LOS 'F' In1 MD 210 at Livingston Ro		LOS	F		6 / 0.0		0.0 / 2.		
LOS F LOS 'E' Inte	rsections ngston Rd (AM, PM)		d/Kerby Hill Rd	LOS I	F		6 / 0.0	Col TTI	0.0 / 2.	/ PTI	5
LOS F LOS 'E' Inte MD 210 at MD 373/Livi	rsections ngston Rd (AM, PM) ngton Rd (AM, PM)	MD 210 at Livingston Ro	d/Kerby Hill Rd	LOS I	F		6 / 0.0	Co	0.0 / 2.	/	.5
LOS F LOS 'E' Inte MD 210 at MD 373/Livi MD 210 at Fort Washi	rsections ngston Rd (AM, PM) ngton Rd (AM, PM)	MD 210 at Livingston Ro	d/Kerby Hill Rd	LOS I	F		6 / 0.0 1 1.00	<u>Co</u> [TT] - 1.15	0.0 / 2.	/ PTI 1.0 - 1	
LOS F LOS 'E' Inte MD 210 at MD 373/Livi MD 210 at Fort Washi	rsections ngston Rd (AM, PM) ngton Rd (AM, PM)	MD 210 at Livingston Ro	d/Kerby Hill Rd	LOS I	F		6 / 0.0 1 1.00	Col TTI	0.0 / 2.	/ PTI	
LOS F LOS 'E' Inte MD 210 at MD 373/Livi MD 210 at Fort Washi	rsections ngston Rd (AM, PM) ngton Rd (AM, PM)	MD 210 at Livingston Ro	d/Kerby Hill Rd	LOS I	F		6 / 0.0 T 1.00	Co TTI - 1.15	0.0 / 2.	/ PTI 1.0 - 1	
LOS F LOS 'E' Inte MD 210 at MD 373/Livi MD 210 at Fort Washi	rsections ngston Rd (AM, PM) ngton Rd (AM, PM)	MD 210 at Livingston Ro	d/Kerby Hill Rd	LOS I	F		6 / 0.0 1 1.00 1.15 1.30	Co TTI - 1.15 - 1.30	0.0 / 2.	/ PTI 1.0 - 1	.5
LOS F LOS 'E' Inte MD 210 at MD 373/Livi MD 210 at Fort Washi MD 210 at Livingston I	rsections ngston Rd (AM, PM) ngton Rd (AM, PM)	MD 210 at Livingston Ro	d/Kerby Hill Rd	LOS I	F		6 / 0.0 1 1.00 1.15 1.30	Co TTI - 1.15 - 1.30 - 2.00 2.00	0.0 / 2.	y PTI 1.0 - 1 1.5 - 2	.5
LOS F LOS 'E' Inte MD 210 at MD 373/Livi MD 210 at Fort Washi MD 210 at Livingston I	rsections ngston Rd (AM, PM) ngton Rd (AM, PM)	MD 210 at Livingston Ro	d/Kerby Hill Rd	LOS I	F		6 / 0.0 1 1.00 1.15 1.30	Co TTI - 1.15 - 1.30 - 2.00 2.00	0.0 / 2.	y PTI 1.0 - 1 1.5 - 2	.5
LOS F LOS 'E' Inte MD 210 at MD 373/Livi MD 210 at Fort Washi MD 210 at Livingston I	rsections ngston Rd (AM, PM) ngton Rd (AM, PM)	MD 210 at Livingston Ro	d/Kerby Hill Rd	LOS I	F //)	2.	6 / 0.0 1 1.00 1.15 1.30	Co TTI - 1.15 - 1.30 - 2.00 2.00	0.0 / 2. lor Key	PTI 1.0 - 1 1.5 - 2 > 2.€	.5
LOS F LOS 'E' Inte MD 210 at MD 373/Livi MD 210 at Fort Washi MD 210 at Livingston I	rsections ngston Rd (AM, PM) ngton Rd (AM, PM)	MD 210 at Livingston Ro MD 210 at Wilso	d/Kerby Hill Rd	LOS 1 ((AM, PN .M)	F A) TT	2.	6 / 0.0 1 1.00 1.15 1.30 >	Co TTI - 1.15 - 1.30 - 2.00 2.00 No	0.0 / 2. lor Key	/ PTI 1.0 - 1 1.5 - 2 > 2.{	.5
LOS F LOS 'E' Inte MD 210 at MD 373/Livi MD 210 at Fort Washi MD 210 at Livingston I	<mark>rsections</mark> ngston Rd (AM, PM) ngton Rd (AM, PM) Rd/Palmer Rd (PM)	MD 210 at Livingston Ro MD 210 at Willso Segment	d/Kerby Hill Rd on Bridge Dr (A	LOS (AM, PN M)	F Л) ТТ M	2.	6 / 0.0 1.00 1.15 1.30 > PM	Co TTI - 1.15 - 2.00 2.00 No	0.0 / 2. lor Key boot data	y PTI 1.0 - 1 1.5 - 2 > 2.5 TI P	.5 //
LOS F LOS 'E' Inte MD 210 at MD 373/Livi MD 210 at Fort Washi MD 210 at Livingston I	rsections ngston Rd (AM, PM) ngton Rd (AM, PM) Rd/Palmer Rd (PM) Rd/Palmer Rd (PM)	MD 210 at Livingston Ro MD 210 at Willso Segment South	d/Kerby Hill Rd on Bridge Dr (A Length (miles)	LOS 1 ((AM, PN .M)	F A) TT	2.	6 / 0.0 1 1.00 1.15 1.30 >	Co TTI - 1.15 - 1.30 - 2.00 2.00 No	0.0 / 2. lor Key	/ PTI 1.0 - 1 1.5 - 2 > 2.{	.5 //
LOS F LOS 'E' Inte MD 210 at MD 373/Livi MD 210 at Fort Washi MD 210 at Livingston I	rsections ngston Rd (AM, PM) ngton Rd (AM, PM) Rd/Palmer Rd (PM) Rd/Palmer Rd (PM) Roadway S North to	MD 210 at Livingston Ro MD 210 at Willso Segment South	d/Kerby Hill Rd on Bridge Dr (A Length (miles) 1.8	LOS (AM, PN M) 	F Л) ТТ M	2.	6 / 0.0 1.00 1.15 1.30 > PM	Co TTI - 1.15 - 2.00 2.00 No	0.0 / 2. lor Key boot data	y PTI 1.0 - 1 1.5 - 2 > 2.5 TI P	.5 И
LOS F LOS 'E' Inte MD 210 at MD 373/Livi MD 210 at Fort Washi MD 210 at Livingston I	rsections ngston Rd (AM, PM) ngton Rd (AM, PM) Rd/Palmer Rd (PM) Rd/Palmer Rd (PM) Roadway S North to I-495/I-95 - Livingstor Livingston Rd./Kerby H	MD 210 at Livingston Ro MD 210 at Wilso Segment South n Rd./Kerby Hill Rd. -illl Rd Palmer Rd.	d/Kerby Hill Rd on Bridge Dr (A Length (miles) 1.8 1.0	LOS (AM, PN M) 	F Л) ТТ M	2.	6 / 0.0 1.00 1.15 1.30 > PM	Co TTI - 1.15 - 1.30 - 2.00 2.00 No NB	0.0 / 2. lor Key boot data	y PTI 1.0 - 1 1.5 - 2 > 2.5 TI P	.5 И
LOS F LOS 'E' Inte MD 210 at MD 373/Livi MD 210 at Fort Washi MD 210 at Livingston I	rsections ngston Rd (AM, PM) ngton Rd (AM, PM) Rd/Palmer Rd (PM) Rd/Palmer Rd (PM) I-495/I-95 - Livingstor Livingston Rd./Kerby H Palmer Rd (MD 210 at Livingston Ro MD 210 at Wilso Segment South n Rd./Kerby Hill Rd. Hill Rd Palmer Rd. Dld Fort Rd.	Length (miles) 1.8 1.0 0.7	LOS (AM, PN M) 	F Л) ТТ M	2.	6 / 0.0 1.00 1.15 1.30 > PM	Co TTI - 1.15 - 1.30 - 2.00 2.00 No NB	0.0 / 2. lor Key boot data	y PTI 1.0 - 1 1.5 - 2 > 2.5 TI P	.5 И
LOS F LOS 'E' Inte MD 210 at MD 373/Livi MD 210 at Fort Washi MD 210 at Livingston I Available count data.	rsections ngston Rd (AM, PM) ngton Rd (AM, PM) Rd/Palmer Rd (PM) Rd/Palmer Rd (PM) I-495/I-95 - Livingstor Livingston Rd./Kerby H Palmer Rd G Old Fort Rd Fort	MD 210 at Livingston Ro MD 210 at Wilso Segment South n Rd./Kerby Hill Rd. Hill Rd Palmer Rd. Old Fort Rd. Washington Rd.	Length (miles) 1.8 1.0 0.7 0.9	LOS (AM, PN M) 	F Л) ТТ M	2.	6 / 0.0 1.00 1.15 1.30 > PM	Co TTI - 1.15 - 1.30 - 2.00 2.00 No NB	0.0 / 2. lor Key boot data	y PTI 1.0 - 1 1.5 - 2 > 2.5 TI P	.5 И S
LOS F LOS 'E' Inte MD 210 at MD 373/Livi MD 210 at Fort Washi MD 210 at Livingston I	rsections ngston Rd (AM, PM) ngton Rd (AM, PM) Rd/Palmer Rd (PM) Rd/Palmer Rd (PM) I-495/I-95 - Livingstor Livingston Rd./Kerby H Palmer Rd (MD 210 at Livingston Ro MD 210 at Wilso Segment South n Rd./Kerby Hill Rd. Hill Rd Palmer Rd. Old Fort Rd. Washington Rd. ston Rd./Swan Creek Rd.	Length (miles) 1.8 1.0 0.7	LOS (AM, PN M) 	F Л) ТТ M	2.	6 / 0.0 1.00 1.15 1.30 > PM	Co TTI - 1.15 - 1.30 - 2.00 2.00 No NB	0.0 / 2. lor Key boot data	y PTI 1.0 - 1 1.5 - 2 > 2.5 TI P	.5

 I = Improvement from 2018
 W = Worsened from 2018
 (blank) = No significant change from 2018

 PTI: planning time index (95th percentile travel time / freeflow travel time)
 TTI: travel time index (50th percentile travel time/ freeflow travel time)

1.4

0.5

Farmington Rd. - Livingston Rd. (MD 373)

Livingston Rd. (MD 373) - Berry Rd. (MD 228)

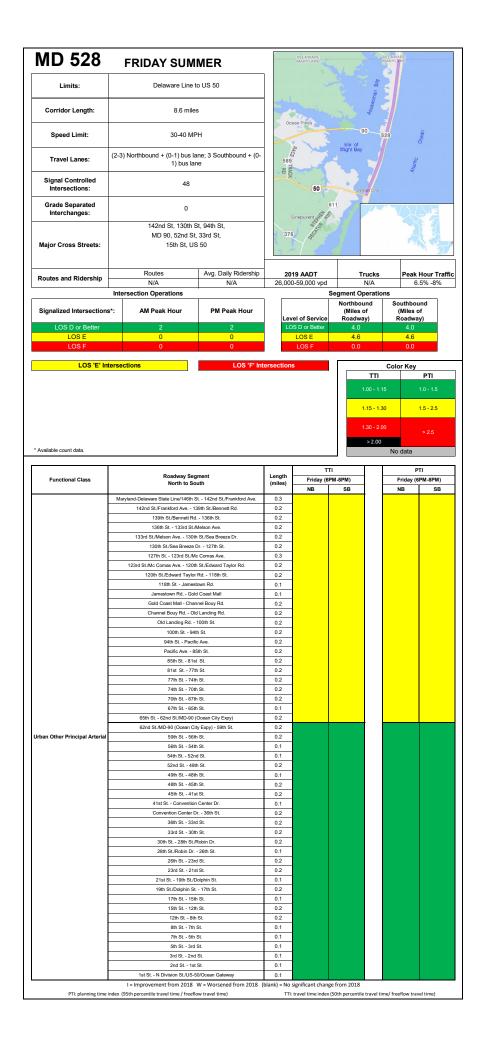
				H	4	Prinal Principal	2	RD 373
Limits:	MD 210 to	0 US 301	okeek jan	HEAD 210	1 Ja	B AC	COKEEK	Ru
Corridor Length:	6.8 m	illes	INDI	228	Sealle Hill Rd		L.	Y. DY
Speed Limit:	35 - 50	MPH	E	BENSVILL	04	TR		128 Actoril
Travel Lanes:	(2 - 3) Eastbound	d 2 Westbound	yn,	BENSV.		Como Como	a St	de frage
Signal Controlled Intersections:	1'	I	A CONTRACT	Fia		Middle		Waldorf
Grade Separated Interchanges:	0		Ber	nnsville	TF		BILLINGS	owne Center
Major Cross Streets:	MD 210, US 3							40 301 White Plains Billingstor
	Routes	Avg. Daily Ridership			1		K	
F	MTA 610	774	1					
Routes and Ridership	MTA 620	801						Peak Hour
	MTA 630	397		19 AAC		Т	rucks	Traffic
	MTA 650	537	36,000	- 39,00		2º egment O	% - 3%	-
Signalized Intersections		PM Peak Hour		Level o Servic	e	Eastbou AM / P (Miles Roadw	°M of ay)	Westbound AM / PM (Miles of Roadway)
LOS D or Better	4	4		S D or E		6.8/5		6.8 / 3.8
LOS E LOS F	0	0		LOS E		0.0 / 0 0.0 / 1		0.0 / 0.0
LUSF	0	0		LU3 I		0.071	.ə	0.0 / 0.0
LOS 'E' Inte	rsections	LOS 'F' Int	ersection	IS			TTI 1.00 - 1.7 1.15 - 1.3	
							1.30 - 2.0 > 2.00	> 2.5
Available count data.								No data
Available count data. Functional Class	Roadway West to	East	Length (miles)	AI EB	TT M WB	PM EB WB		PTI AM PM
Available count data. Functional Class	West to	9 East 9 210) - Manning Rd	(miles) 0.5	L	N	РМ		PTI AM PM
Functional Class	West to Indian Head Hwy (MI Manning Rd - Bens	o East 0 210) - Manning Rd sville Rd (MD 229)	(miles) 0.5 1.0	L	N	PM EB WB		PTI AM PM EB WB EB W
Functional Class	West to Indian Head Hwy (MI Manning Rd - Bens Bensville Rd (MD 22	o East 0 210) - Manning Rd sville Rd (MD 229) 9) - Bunker Hill Rd.	(miles) 0.5 1.0 1.3	L	N	PM EB WB		PTI AM PM EB WB EB W
Functional Class	West to Indian Head Hwy (MI Manning Rd - Bens	2 210) - Manning Rd sville Rd (MD 229) 9) - Bunker Hill Rd. town Rd./Ironwood Dr.	(miles) 0.5 1.0	L	N	PM EB WB		PTI AM PM EB WB EB W

Limits:	W	/ashington DC	C Line to MD 2	7	Regiona	1 2		Brink Rd		×	97
Corridor Length:		19.7			Boyds	The second	X ,	Montgomery	(124)	TX	1. 80
Speed Limit:		25 - 45	5 MPH			Germant	own	Village	(115)	Agricul History Farm P	tural
Travel Lanes:	(2 - 4)) Northbound	(2 - 4) Southb	ound		<u> 18187</u>		aithersburg	Redlar	- 3-	Olne
Signal Controlled Intersections:		8	0		8	Sile Stord		& Bohr	er Park erwood		
Grade Separated Interchanges:			3		Darr	nestown	North Potoma	28			Aspen Hill
Major Cross Streets:	I-370, Sha	ady Grove Rd,	rook Rd, MD 12 MD 28, Montro MD 410, MD 1	se Pkwy,	River Rd Maryland	anothy Pd	Travilah	MA.	Rockville	e	Aspen H
	Ride On Routes	Avg. Daily Ridership	METRO Routes	Avg. Daily Ridership	Virginia	Z	(190)	G/en Rd	270	North Bethesda	
	5	1,457 614	J1/J2/J3 Q1/Q2/Q4/Q6	5,195 6,109		19			++	495	5) Kensingto
	30 34	2,308	Red Line	Avg. Daily			$\langle q \rangle$	er Ra			For
	42	361	Routes	Ridership					Rive	Bet	hesda
Routes and Ridership	46	2,614	Shady Grove	8,781			12	C.	abin John	Ra	ine sud
	55 59	4,897 2,596	Rockville Twinbrook	3,107 3,171	┨└───		, est				and umbit
	67	94	White Flint	2,742						Pos	ak Hour
	70	616	Grosvenor	3,764	20	19 AAD	т	Truc		т	raffic
	75	465	Strathmore	3,764	29,000) - 60,00	0 vpd	1% - 4	1%	7%	% - 9%
	81 83	180 398	Medical Center Bethesda	3,820 7,169	-						
OTE: The Red Line ridersh				1,100	1		Seg	ment Opera	tions		
	Intersection	Operations					T	Northbound	Sc	outhbour	nd
Signalized Intersection	s*: AM P	eak Hour	PM Pea	ak Hour	Le	vel of S	ervice	AM / PM (Miles of Roadway)		AM / PM (Miles of Roadway	Ŧ
LOS D or Better		21	1	8		OS D or I		10.9 / 9.2		9.6 / 4.8	
LOS E LOS F		0		2		LOS E		7.1 / 1.5		5 <mark>.1 / 11.5</mark>	
LOS 'E' Inte MD 355 at Ce MD 355 at Pool	edar Dr (PM)			1 LOS 'F' Inte 15 at Jones Bridg		LOS I Dr (PM)				4.0 / 3.4	PTI 1.0 - 1.5
MD 355 at Ce	edar Dr (PM)			LOS 'F' Inte				1.0 1.1 1.3	<u>Co</u> TTI 0 - 1.15 5 - 1.30 0 - 2.00		PTI
MD 355 at Ce MD 355 at Pool	edar Dr (PM)			LOS 'F' Inte				1.0 1.1 1.3	Co TTI 0 - 1.15 5 - 1.30 0 - 2.00		PTI 1.0 - 1.5 1.5 - 2.5
MD 355 at Ce MD 355 at Pool	edar Dr (PM)	Roadway		LOS 'F' Inte			TTI	1.0 1.1 1.3	Co TTI 0 - 1.15 5 - 1.30 0 - 2.00 • 2.00 N	lor Key	PTI 1.0 - 1.5 1.5 - 2.5 > 2.5
MD 355 at Ce MD 355 at Pool	edar Dr (PM) es Hill Rd (PM) Ridge R	Roadway North to Rd. (MD 27) -Ger	MD 35 Segment o South rmantown Rd. (M	LOS 'F' Inte 55 at Jones Bridg	Length (miles)	Dr (PM)	TTI	PM	Co TTI 0 - 1.15 5 - 1.30 0 - 2.00 • 2.00 N	Ior Key o data	PTI 1.0 - 1.5 1.5 - 2.5 > 2.5
MD 355 at Ce MD 355 at Pool	edar Dr (PM) ss Hill Rd (PM) Ridge R German	Roadway North te Rd. (MD 27) - Gei tłown Rd. (MD 1	MD 35 Segment o South rmantown Rd. (M 18) - Middlebrook	LOS 'F' Inte 55 at Jones Bridg 55 at Jones Bridg 15 at Jones Bridg	Length (miles) 0.9 0.8	Dr (PM)	TTI	PM	Co TTI 0 - 1.15 5 - 1.30 0 - 2.00 • 2.00 N	Ior Key o data PT SB W I	PTI 1.0 - 1.5 1.5 - 2.5 > 2.5
MD 355 at Ce MD 355 at Pool	edar Dr (PM) ss Hill Rd (PM) Ridge R German Mid	Roadway North te Rd. (MD 27) -Ger ntown Rd. (MD 1 ddlebrook Road	MD 35 Segment o South rmantown Rd. (M	LOS 'F' Inte 55 at Jones Bridg 55 at Jones Bridg 05 at Jones Bridg 10 at Jones Bridg	Length (miles)	Dr (PM)	TTI	PM	Co TTI 0 - 1.15 5 - 1.30 0 - 2.00 • 2.00 N	Ior Key o data	PTI 1.0 - 1.5 1.5 - 2.5 > 2.5
MD 355 at Ce MD 355 at Pool	edar Dr (PM) ss Hill Rd (PM) Ridge R German Mid Christophe	Roadway North to Rd. (MD 27) -Ger ntown Rd. (MD 1 ddlebrook Road ar Ave Montgoo	MD 35 Segment o South rmantown Rd. (M 18) - Middlebrook - Christopher Ave	LOS 'F' Inte 55 at Jones Bridg 55 at Jones Bridg 55 at Jones Bridg 56 at Jones Bridg 57 at Jones Bridg 58 at Jones Bridg 59 at Jones Bridg 50 at Jones Bridg	Length (miles) 0.9 0.8 2.3	Dr (PM)	TTI M SB	PM NB SB	Co TTI 0 - 1.15 5 - 1.30 0 - 2.00 • 2.00 N	Ior Key o data PT SB W I	PTI 1.0 - 1.5 1.5 - 2.5 > 2.5
MD 355 at Ce MD 355 at Pool	Ridge R German Christophe Montgome	Roadway North te Rd. (MD 27) -Ger ntown Rd. (MD 1 ddlebrook Road er Ave Montgor ery Village Ave. (Odendhal Ave	MD 35 Segment o South rmantown Rd. (M 18) - Middlebrook - Christopher Ave mery Village Ave (MD 124) - Odenc - Summit Ave.	LOS 'F' Inte 55 at Jones Bridg 55 at Jones Bridg 15 at Jones Bridg 15 at Jones Bridg 16 at Jones Bridg	Length (miles) 0.9 0.8 2.3 0.3 0.4 1.0	Dr (PM)	TTI M SB	PM NB SB	Co TTI 0 - 1.15 5 - 1.30 0 - 2.00 • 2.00 N	Ior Key o data PT SB W I	PTI 1.0 - 1.5 1.5 - 2.5 > 2.5 1 PM NB S 4 4 4 4 4 4 4 4 4 4 4 4 4
MD 355 at Ce MD 355 at Pool	edar Dr (PM) (s Hill Rd (PM) Ridge R German Mit Christophe Montgome	Roadway North to Rd. (MD 27) -Ger htown Rd. (MD 1 ddlebrook Road er Ave Montgor ery Village Ave. (Odendhal Ave mmit Ave Sha	MD 35 Segment o South rmantown Rd. (M 18) - Middlebrook - Christopher Ave mery Village Ave (MD 124) - Odenc - Summit Ave. ady Grove Rd./I-3	LOS 'F' Inte 55 at Jones Bridg 55 at Jones Bridg 0 118) (Road 2. (MD 124) thal Ave. 70	Length (miles) 0.9 0.8 2.3 0.3 0.4 1.0 1.2	Dr (PM)	TTI M SB	PM NB SB	Co TTI 0 - 1.15 5 - 1.30 0 - 2.00 • 2.00 N	Ior Key o data	PTI 1.0 - 1.5 1.5 - 2.5 > 2.5 1 PM NB S 4 4 4 4 4 4 4 4 4 4 4 4 4
MD 355 at Ce MD 355 at Pool	edar Dr (PM) (s Hill Rd (PM) Ridge R German Mit Christophe Montgome	Roadway North to Rd. (MD 27) -Ger town Rd. (MD 1 ddlebrook Road er Ave Montgoi ery Village Ave. (Odendhal Ave mmit Ave Sha ady Grove Rd./I-3	MD 35 Segment o South rmantown Rd. (M 18) - Middlebrook - Christopher Ave mery Village Ave (MD 124) - Odenc - Summit Ave.	LOS 'F' Inte 55 at Jones Bridg 55 at Jones Bridg 0 118) (Road 2. (MD 124) thal Ave. 70	Length (miles) 0.9 0.8 2.3 0.3 0.4 1.0	Dr (PM)	TTI M SB	PM NB SB	Co TTI 0 - 1.15 5 - 1.30 0 - 2.00 • 2.00 N	Ior Key o data	PTI 1.0 - 1.5 1.5 - 2.5 > 2.5 I PM NB S V W V W
MD 355 at Ce MD 355 at Pool	edar Dr (PM) (s Hill Rd (PM) Ridge F German Mid Christophe Montgome Sur Sha	Roadway North to Rd. (MD 27) -Ger town Rd. (MD 1 ddlebrook Road er Ave Montgoi ery Village Ave. (Odendhal Ave mmit Ave Sha ady Grove Rd./I- Redland Blw Gude Dr W	MD 35 Segment o South Tmantown Rd. (M 18) - Middlebrook - Christopher Ave mery Village Ave (MD 124) - Odenc - Summit Ave. ady Grove Rd./I-3 370 - Redland Blv d Gude Dr. 'ashington St.	LOS 'F' Inte 55 at Jones Bridg 55 at Jones Bridg 55 at Jones Bridg 56 at Jones Bridg 57 at Jones Bridg	Length (miles) 0.9 0.8 2.3 0.3 0.4 1.0 1.2 1.0	Dr (PM)	TTI M SB	PM NB SB	Co TTI 0 - 1.15 5 - 1.30 0 - 2.00 • 2.00 N	lor Key 0 data PT SB W V V V V V V V V V V V V V	PTI 1.0 - 1.5 1.5 - 2.5 > 2.5 1 PM NB S 4 4 4 4 4 4 4 4 4 4 4 4 4
MD 355 at Ce MD 355 at Pool Available count data.	edar Dr (PM) (s Hill Rd (PM) Ridge F German Mid Christophe Montgome Sur Sha U	Roadway North to Rd. (MD 27) -Ger town Rd. (MD 1 ddlebrook Road er Ave Montgou ery Village Ave. (Odendhal Ave mmit Ave Sha ady Grove Rd./I- Redland Blw Gude Dr W on St Veirs Mil	MD 35 Segment o South mantown Rd. (M 18) - Middlebrook - Christopher Ave mery Village Ave (MD 124) - Odenc - Summit Ave. ady Grove Rd./I-3 370 - Redland Blv d Gude Dr. 'ashington St. II Rd/ Jefferson St.	LOS 'F' Inte 55 at Jones Bridg 55 at Jones Bridg 55 at Jones Bridg 55 at Jones Bridg 56 at Jones Bridg 57 at Jones Bridg 58 at Jones Bridg 59 at Jones Bridg 50 at Jones Bridg	Length (miles) 0.9 0.8 2.3 0.3 0.4 1.0 1.2 1.0 0.8 1.0 0.9	Dr (PM)	TTI M SB B B B B B B B B B B B B B B B B B	PM NB SB	Co TTI 0 - 1.15 5 - 1.30 0 - 2.00 • 2.00 N	lor Key 0 data PT SB W V V V V V V V V V V V V V	PTI 1.0 - 1.5 1.5 - 2.5 > 2.5 1 PM NB S 4 4 4 4 4 4 4 4 4 4 4 4 4
MD 355 at Ce MD 355 at Pool Available count data.	edar Dr (PM) ss Hill Rd (PM) ss Hill Rd (PM) Ridge R German Mit Christophe Montgome Sur Sur Sur Sur Sur Sur	Roadway North to Rd. (MD 27) -Ger town Rd. (MD 1 ddlebrook Road er Ave Montgoo ery Village Ave. (Odendhal Ave mmit Ave Sha ady Grove Rd./I- Rediand Biv Gude Dr W on St Veirs Mil Jefferson St. (MD	MD 35 Segment o south Trantown Rd. (M 18) - Middlebrook - Christopher Ave mery Village Ave (MD 124) - Oden - Summit Ave. - Summi	LOS 'F' Inte is at Jones Bridg is at Jones Bridg bis at Jones Bridg is at Jones Bridg is at Jones Bridg Road a. (MD 124) that Ave. 70 rd. it (MD 28) (WD 911)	Length (miles) 0.9 0.8 2.3 0.4 1.0 1.2 1.0 0.8 1.0 0.9 0.4	Dr (PM)	TTI M SB	PM NB SB	Co TTI 0 - 1.15 5 - 1.30 0 - 2.00 • 2.00 N	lor Key 0 data PT SB W V V V V V V V V V V V V V	PTI 1.0 - 1.5 1.5 - 2.5 > 2.5 NB Si NB Si NB Si V V V V V V V V V V V V V
MD 355 at Ce MD 355 at Pool Available count data.	edar Dr (PM) ss Hill Rd (PM) Ridge R German Min Christophe Montgome Sur Sha Ueirs Mill Rd/J Veirs Mill Rd/J Woo	Roadway North to Rd. (MD 27) -Ger town Rd. (MD 1 ddlebrook Road ar Ave Montgoi ery Village Ave. (Odendhal Ave mmit Ave Sha ady Grove Rd./I-3 Redland Blw Gude Dr W on St Veirs Mil Jefferson St. (MD Stiton Pkwy (MD S	MD 35 Segment o South mantown Rd. (M 18) - Middlebrook - Christopher Ave mery Village Ave (MD 124) - Odenc - Summit Ave. ady Grove Rd./I-3 370 - Redland Blv d Gude Dr. 'ashington St. II Rd/ Jefferson St.	LOS 'F' Inte 55 at Jones Bridg 55 at Jones Bridg 0 118) c Road 3. (MD 124) dhal Ave. 70 d. c (MD 28) cwy (MD 911) kwy	Length (miles) 0.9 0.8 2.3 0.3 0.4 1.0 1.2 1.0 0.8 1.0 0.9	Dr (PM)	TTI M SB B B B B B B B B B B B B B B B B B	PM NB SB	Co TTI 0 - 1.15 5 - 1.30 0 - 2.00 • 2.00 N	lor Key 0 data PT SB W V V V V V V V V V V V V V	PTI 1.0 - 1.5 1.5 - 2.5 > 2.5 1 PM NB S 4 4 4 4 4 4 4 4 4 4 4 4 4
MD 355 at Ce MD 355 at Pool Available count data.	edar Dr (PM) ts Hill Rd (PM) Ridge R German Mid Christophe Montgome Sur Sha Ueirs Mill Rd/J Veirs Mill Rd/J Woo Montr	Roadway North to Rd. (MD 27) -Gei town Rd. (MD 1 ddlebrook Road ar Ave Montgoi ery Vilage Ave. (Odendhal Ave mmit Ave Sha ady Grove Rd./l-3 Redland Blvi Gude Dr W on St Veirs Mil Jefferson St (MD ston Pkwy (MD S rose Pkwy - Strat	MD 35 Segment o South Trantown Rd. (M 18) - Middlebrook - Christopher Ave mery Village Ave (MD 124) - Odenc - Summit Ave. - Summ	LOS 'F' Inte 55 at Jones Bridg 55 at Jones Bridg D 118) (MD 124) Jhal Ave. (MD 124) Jhal Ave. 70 'd. : (MD 28) (wy (MD 911) kwy 547)	Length (miles) 0.9 0.8 2.3 0.4 1.0 1.2 1.0 0.8 1.0 0.8 1.0 0.9 0.4 2.1	Dr (PM)	TTI M SB 4 SB 4 SB 4 SB 4 SB 4 SB 4 SB 4 SB 4	PM NB SB	Co TTI 0 - 1.15 5 - 1.30 0 - 2.00 • 2.00 N	lor Key 0 data PT SB W V V V V V V V V V V V V V	PTI 1.0 - 1.5 1.5 - 2.5 > 2.5 NB Si NB S
MD 355 at Ce MD 355 at Pool Available count data.	edar Dr (PM) ts Hill Rd (PM) Ridge R German Mid Christophe Montgome Sur Sha Ueirs Mill Rd/J Veirs Mill Rd/J Woo Montr	Roadway North to Rd. (MD 27) -Ger ntown Rd. (MD 1 ddlebrook Road ar Ave Montgoi ery Village Ave. (Odendhal Ave mmit Ave Sha ady Grove Rd./I-3 Redland Blvv Gude Dr W on St Veirs Mil Jefferson St (MD ston Pkwy (MD S rose Pkwy - Stral hmore Ave (MD S	MD 35 Segment o South rmantown Rd. (M 18) - Middlebrook - Christopher Ave mery Village Ave (MD 124) - Odenc - Sumnit Ave. ady Grove Rd./I-3 370 - Redland Blv dy Grove Rd./I-3 370 - Redland Blv d, - Gude Dr. Tashington St. II Rd/ Jefferson St. 128) - Wootton PH 311) - Montrose P thmore Ave (MD 547) -Grosvenor I Lane - I-495	LOS 'F' Inte 55 at Jones Bridg 55 at Jones Bridg D 118) (MD 124) Jhal Ave. (MD 124) Jhal Ave. 70 'd. : (MD 28) (wy (MD 911) kwy 547)	Length (miles) 0.9 0.8 2.3 0.4 1.0 1.2 1.0 0.8 1.0 0.4 2.1 1.3 0.9 0.4 2.1 1.3 0.9 0.3	Dr (PM)	TTI M SB 4 SB 4 SB 4 SB 4 SB 4 SB 4 SB 4 SB 4	PM NB SB W W W U U U U U U U U U U U U U U U U	Co TTI 0 - 1.15 5 - 1.30 0 - 2.00 • 2.00 N	lor Key 0 data PT SB W V V V V V V V V V V V V V	PTI 1.0 - 1.5 1.5 - 2.5 > 2.5 NB Si NB S
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MD 355 at Ce MD 355 at Pool Available count data.	dar Dr (PM) (s Hill Rd (PM) Ridge R German Mit Christophe Montgome Sur Sha Washingto Veirs Mill Rd/J Woo Montr Stratt	Roadway North to Rd. (MD 27) -Ger ntown Rd. (MD 1 ddlebrook Road ar Ave Montgor ery Village Ave. (Odendhal Ave mmit Ave Sha ady Grove Rd./I-3 Redland Bitw Gude Dr W Gude Dr W Stat Cose Pkwy - Strat Intore Ave (MD 1 Grosvenor I I-495 - Ca Cedar Lane - Jo	MD 35 Segment o South rmantown Rd. (M 18) - Middlebrook - Christopher Ave mery Village Ave (MD 124) - Odenc - Sumnit Ave. ady Grove Rd./I-3 370 - Redland Blv dy Grove Rd./I-3 370 - Redland Blv d, - Gude Dr. Tashington St. II Rd/ Jefferson St. 128) - Wootton PH 311) - Montrose P thmore Ave (MD 547) -Grosvenor I Lane - I-495	LOS 'F' Inte 5 at Jones Bridg 5 at Jones Bridg 5 at Jones Bridg 6 (MD 124) 1 hal Ave. 70 70 70 70 70 70 70 70 70 70 70 70 70	Length (miles) 0.9 0.8 2.3 0.4 1.0 1.2 1.0 0.8 1.0 0.4 2.1 1.3 0.9 0.4 2.1 1.3 0.9 0.3	Dr (PM)	TTI M SB 4 SB 4 SB 4 SB 4 SB 4 SB 4 SB 4 SB 4	PM NB SB W W W U U U U U U U U U U U U U U U U	Co TTI 0 - 1.15 5 - 1.30 0 - 2.00 • 2.00 N	lor Key 0 data PT SB W V V V V V V V V V V V V V	PTI 1.0 - 1.5 1.5 - 2.5 2.5 2.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1
MD 355 at Ce MD 355 at Pool	Adar Dr (PM) (s Hill Rd (PM) (s Hill Rd (PM) Ridge F German Mit Christophe Montgome Sur Sha Users Mill Rd/J Washingto Veirs Mill Rd/J Woor Montr Stratt	Roadway North to Rd. (MD 27) -Ger ntown Rd. (MD 1 ddlebrook Road er Ave Montgor ery Village Ave. (Odendhal Ave mmit Ave Sha ady Grove Rd./I-3 Redland Blw Gude Dr W Gude Dr W Gorsvenor I I-495 - Ce Cedar Lane - Jo ridge Rd - Montg	MD 35 Segment o South mantown Rd. (M 18) - Middlebrook - Christopher Ave mery Village Ave (MD 124) - Odenc - Summit Ave. ady Grove Rd./I-3 370 - Redland Blv d Gude Dr. 'ashington St. II Rd/ Jefferson St 28) - Wootton Pk 111) - Montrose P thmore Ave (MD 547) -Grosvenor I Lane - I-495 edar Lane ones Bridge Rd.	LOS 'F' Inte 5 at Jones Bridg 5 at Jones Bridg 5 at Jones Bridg 6 (MD 124) 1	Length (miles) 0.9 0.8 2.3 0.3 0.4 1.0 1.2 1.0 0.8 1.0 0.8 1.0 0.9 0.4 2.1 1.3 0.9 0.4 2.1 1.3 0.9 0.4 2.1 1.3 0.9 0.6	Dr (PM)		PM NB SB W W W U U U U U U U U U U U U U U U U	Co TTI 0 - 1.15 5 - 1.30 0 - 2.00 • 2.00 N	lor Key 0 data 0 dat	PTI 1.0 - 1.5 1.5 - 2.5 2.5 2.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1
MD 355 at Ce MD 355 at Pool Available count data.	Adar Dr (PM) (s Hill Rd (PM) Ridge R German Mit Christophe Montgome Sur Sha Users Mill Rd/J Veirs Mill Rd/J Washingto Veirs Mill Rd/J Users Mill Rd/J Users Mill Rd/J Users Mill Rd/J	Roadway North te Rd. (MD 27) -Ger ntown Rd. (MD 1 ddlebrook Road er Ave Montgor ery Village Ave. (Odendhal Ave mmit Ave Sha ady Grove Rd./I-3 Rediand Biv Gude Dr W Gude Dr W Gors Verwy - Stral hmore Ave (MD 1 Grosvenor I I-495 - Ce Cedar Lane - Jo ridge Rd - Montg Avenue (MD 410)	MD 35 Segment o South rmantown Rd. (M 18) - Middlebrook - Christopher Ave mery Village Ave (MD 124) - Odenc - Summit Ave. ady Grove Rd./I-3 370 - Redland Blv d Gude Dr. rashington St. II Rd/ Jefferson Sti 28) - Wootton Pl 211) - Montrose P thmore Ave (MD - 547) - Grossvenor I Lane - I-495 edar Lane ones Bridge Rd. pomery Avenue (M	LOS 'F' Inte 5 at Jones Bridg 5 at Jones Bridg 5 at Jones Bridg 6 (MD 124) 1	Length (miles) 0.9 0.8 2.3 0.3 0.4 1.0 1.2 1.0 0.8 1.0 0.8 1.0 0.9 0.4 2.1 1.3 0.9 0.4 2.1 1.3 0.9 0.4 2.1 1.3 0.9 0.6 6 0.9	Dr (PM)		PM PM NB SB W W W W W W W W W W W W W	Co TTI 0 - 1.15 5 - 1.30 0 - 2.00 N · 2.00 N I I	lor Key 0 data 0 dat	PTI 1.0 - 1.5 1.5 - 2.5 2.5 2.5 NB SI NB SI W Q W W W Q W Q W Q W Q W Q

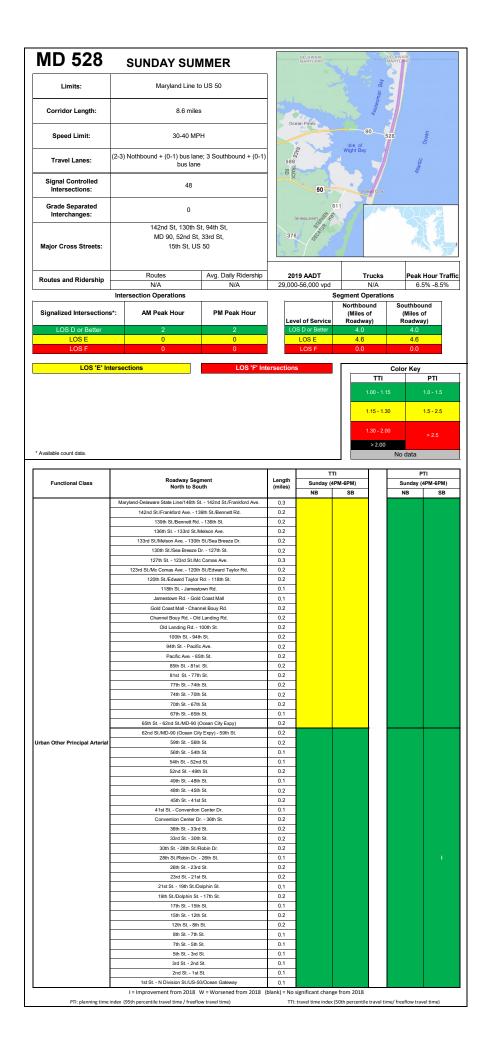
Limits:	MD 355	to US 29		artin	Sa	d Rd	N.L.	FOR	EST GLEN Capital
Corridor Length:	3.8 r	niles	(355)	es -	- N	ashington	495 DC	AVA:	21622
Speed Limit:	25 - 35	5 MPH			K	9	Aill Rd	Linden Ln	
Travel Lanes:	(1 - 2) Eastbound		AVE	Naval S Activity	upport Bethesda		Jones Mill Rd	Brownie Rd	390
			-	ones Bidge Rd					HWY DOWNTOW
Signal Controlled Intersections:	1	9	MISCONSIN		Chevy Cr	16	WEST	410	SILVER SPRI
Grade Separated Interchanges:	()	- Bethe		(185)	EAST	each Dx	$\langle \langle \rangle$	1 Silver
Major Cross Streets:	MD 355, Montgom MD 186, Beach I Grub MD 390, MD	br / Jones Mill Dr, b Rd,		(355) Bradley hevy Chase (Club 🔊		I Hall Provide Alexandre	M	NW St NW
	Routes	Avg. Daily Ridership	Somers		Village S				A. 2
	METRO J1/J2/J3	5,195		Friendship Village		nectil	AV.		
. , [Ride On Route 1	970							
Routes and Ridership	Ride On Route 2	561			_				Peak Hou
F	Ride On Route 11 Ride On Route 18	571 482		19 AAD			Trucks		Traffic
-	Ride On Route 18	700	14,000	- 28,00	υ νρα		3% - 49	/0	8% - 10%
		100	1		Se	gment	Operat	ions	
	Intersection Operations					-	ound	1	stbound
Signalized Intersections	*: AM Peak Hour	PM Peak Hour		Level of Service		(Mil	/ PM es of dway)	(N	M / PM /iles of padway)
LOS D or Better	4	4	LC	S D or B	etter	3.3	/ 1.2	_	.0 / 0.5
LOS E	1	1		LOS E		0.5	/ 0.0	1	.7 / 3.3
LOS F	0	0		LOS F		0.0	/ 2.6	1	.1 / 0.0
LOS 'E' Inte	arsoctions	LOS 'F' In	toreaction					Color	Kov
MD 185 at MD		2001 11	ler section	15			TT	1	PTI
							1.00 - 1	1.15	1.0 - 1.5
							1.00 - 1 1.15 - 1		1.0 - 1.5 1.5 - 2.5
								1.30	1.5 - 2.5
							1.15 - 1 1.30 - 2	1.30 2.00	
Available count data.							1.15 - 1	1.30 2.00	1.5 - 2.5 > 2.5
Available count data.							1.15 - 1 1.30 - 2	1.30 2.00	1.5 - 2.5 > 2.5
Available count data.					TTI		1.15 - 1 1.30 - 2	1.30 2.00	1.5 - 2.5 > 2.5
Available count data. Functional Class	Roadway	Segment o East	Length (miles)	AM		PM	1.15 - 1 1.30 - 2	1.30 2.00	1.5 - 2.5 > 2.5 lata PTI
	Roadway West t	o East	(miles)			PM EB V	1.15 - 1 1.30 - 2	1.30 2.00 No c	1.5 - 2.5 > 2.5 Iata PTI M PM WB EB
	Roadway West t Montgomery /	o East Ave MD 185	(miles) 0.5			PM	1.15 - 1 1.30 - 2 > 2.0	1.30 2.00 No c	1.5 - 2.5 > 2.5 data PTI WB EB WB I I
	Roadway West t Montgomery / MD 185 -	o East Ave MD 185 Beach Dr.	(miles) 0.5 0.9			PM EB V	1.15 - 1 1.30 - 2 > 2.0	1.30 2.00 No c	1.5 - 2.5 > 2.5 Iata PTI M PM WB EB
	Roadway West t Montgomery / MD 185 - Beach Dr Me	o East Ave MD 185 Beach Dr. radowbrook Ln.	(miles) 0.5 0.9 0.2			PM EB V	1.15 - 1 1.30 - 2 > 2.0	1.30 2.00 No c	1.5 - 2.5 > 2.5 data PTI WB EB WB I I
	Roadway West t Montgomery / MD 185 - Beach Dr Me Meadowbrook	o East Ave MD 185 Beach Dr. adowbrook Ln. Ln Grubb Rd.	(miles) 0.5 0.9 0.2 0.5			PM EB V	1.15 - 1 1.30 - 2 > 2.0	1.30 2.00 No c	1.5 - 2.5 > 2.5 lata PTI M PM WB EB 1 I W W
Functional Class	Roadway West t Montgomery / MD 185 - Beach Dr Me Meadowbrook Grubb Rd W	o East Ave MD 185 Beach Dr. adowbrook Ln. Ln Grubb Rd. ashington Ave.	(miles) 0.5 0.9 0.2 0.5 0.4			PM EB V	1.15 - 1 1.30 - 2 > 2.0	1.30 2.00 No c	1.5 - 2.5 > 2.5 lata PTI M PM WB EB 1 I W W
Functional Class	Roadway West t Montgomery / MD 185 - Beach Dr Me Meadowbrook Grubb Rd W Washington Ave	o East Ave MD 185 Beach Dr. adowbrook Ln. Ln Grubb Rd. ashington Ave. Rosemary Hill Dr.	(miles) 0.5 0.9 0.2 0.5 0.4 0.4 0.4			PM EB V	1.15 - 1 1.30 - 2 > 2.0	1.30 2.00 No c	1.5 - 2.5 > 2.5 lata PTI M PM WB EB 1 I W W
Functional Class	Roadway West t Montgomery / MD 185 - Beach Dr Me Meadowbrook Grubb Rd W	o East Ave MD 185 Beach Dr. adowbrook Ln. Ln Grubb Rd. ashington Ave. Rosemary Hill Dr. I Dr MD 390	(miles) 0.5 0.9 0.2 0.5 0.4			PM EB V	1.15 - 1 1.30 - 2 > 2.0	1.30 2.00 No c	1.5 - 2.5 > 2.5 lata PTI M PM WB EB 1 I W W
Functional Class	Roadway West t Montgomery / MD 185 - Beach Dr Me Meadowbrook Grubb Rd W Washington Ave Rosemary Hil MD 390 - C	o East Ave MD 185 Beach Dr. adowbrook Ln. Ln Grubb Rd. ashington Ave. Rosemary Hill Dr. I Dr MD 390	(miles) 0.5 0.9 0.2 0.5 0.4 0.4 0.4 0.2			PM EB V	1.15 - 1 1.30 - 2 > 2.0	1.30 2.00 No c	1.5 - 2.5 > 2.5 lata PTI M PEB M WB EB W W W W W W W
Functional Class	Roadway West t Montgomery / MD 185 - Beach Dr Me Meadowbrook Grubb Rd W Washington Ave Rosemary Hil MD 390 - C	o East Ave MD 185 Beach Dr. adowbrook Ln. Ln Grubb Rd. ashington Ave. Rosemary Hill Dr. I Dr MD 390 olesville Rd. Shopping Center	(miles) 0.5 0.9 0.2 0.5 0.4 0.4 0.4 0.2 0.2			PM EB V	1.15 - 1 1.30 - 2 > 2.0	1.30 2.00 No c	1.5 - 2.5 > 2.5 lata PTI M PEB M WB EB W W W W W W W

Limits:		Pennsy Drive	320	(650) A	delphi		(193)	Greenbe
Corridor Length:		niles		\mathcal{F}	212 Party	College Par	Berw Heigh	its
Speed Limit:		5 MPH	195	ingley P	e	Conlege		
				410	23rd Av	University		495
Travel Lanes:	(1 - 3) Eastbound	(2 - 3) Westbound	- AND		de na	Park 1 410		New
Signal Controlled Intersections:	2	20	ANBIA	(501)		Hyattsville	East Rive	A State
Grade Separated Interchanges:	2	2	1	pue the	27	(769	B	410
Major Cross Streets:	Belcrest Rd, MD 201, MD 29	212, Ager Rd, MD 500, US 1, 5, Riverdale Rd, 50, Pennsy Dr	Barrow Contraction		Mt Rainie	Bladensbu	urg Cheverly	(M2) (P4)
	Routes	Avg. Daily Ridership					22	Sheriff Rd
	METRO C4/C2	9,102			142	N 37 9	CAND	Hill Ro
	METRO F4	5,945	┥					
Routes and Ridership	METRO F6	1,886						-
	METRO 86/83/83x The Bus Route 13	3,938 269		10 ^ ^ '	т	T	ke	Peak Hour
	The Bus Route 13	334	18,000	19 AAI - 48.0		2% -		Traffic 6.5% - 7.5%
	The Bus Route 18	707	10,000	.0,0	00 (pu	270	0,0	
					Se	egment Oper	ations	
	Intersection Operatio	ons	-			Eastbound AM / PM	v	Vestbound AM / PM
Signalized Intersection	s*: AM Peak Hour	PM Peak Hour		Level	-	(Miles of		(Miles of
				Servio	e	Roadway)		Roadway)
	10	0			D	E0/40		
LOS D or Better	10	9	LO	S D or I		5.9 / 1.2		3.1/4.0
LOS E LOS F	10 0 1 tersections	0 2	ntersection D 212 (AM, P	S D or I LOS E LOS I IS		1.8 / 3.5 0.0 / 3.0	<u>Col</u> TI - 1.15	3.1/4.0 2.9/3.7 1.7/0.0 or Key PTI 1.0 - 1.5
LOS E LOS F	0 1	0 2 LOS 'F' Ir MD 410 at M	ntersection D 212 (AM, P	S D or I LOS E LOS I IS		1.8/3.5 0.0/3.0 T 1.00 1.15	TI	2.9 / 3.7 1.7 / 0.0 or Key PTI
LOS E LOS F LOS 'E' In	0 1	0 2 LOS 'F' Ir MD 410 at M	ntersection D 212 (AM, P	S D or I LOS E LOS I IS	F	1.8/3.5 0.0/3.0 T 1.00 1.15 1.30	- 1.15 - 1.30 - 2.00 2.00	2.9 / 3.7 1.7 / 0.0 or Key PTI 1.0 - 1.5 1.5 - 2.5 > 2.5 o data
LOS E LOS F LOS 'E' In	tersections Roadway	0 2 LOS 'F' Ir MD 410 at M MD 500 at MD 4	tersection D 212 (AM, F 10/Adelphi R	S D or I LOS E LOS I IS	E F TTI	1.8/3.5 0.0/3.0 T 1.00 1.15 1.30	TI - 1.15 - 1.30 - 2.00 2.00 No	2.9 / 3.7 1.7 / 0.0 or Key PTI 1.0 - 1.5 1.5 - 2.5 > 2.5
LOS E LOS F LOS 'E' In	tersections Roadway	0 2 MD 410 at M MD 500 at MD 4	ntersection D 212 (AM, F 10/Adelphi R	S D or E LOS E IS 'M) d (PM)	F TTI M	1.8/3.5 0.0/3.0 T 1.00 1.15 1.30	TI - 1.15 - 1.30 - 2.00 2.00 No	2.9/3.7 1.7/0.0 or Key PTI 1.0 - 1.5 1.5 - 2.5 > 2.5 o data
LOS E LOS F LOS 'E' In	ersections Roadway West 1 MD 650	0 2 UOS 'F' Ir MD 410 at M MD 500 at MD 4	Length (miles)	S D or LOS F LOS M) d (PM)	F TTI M	1.8 / 3.5 0.0 / 3.0 T 1.00 1.15 1.30 > 2	- 1.15 - 1.30 - 2.00 2.00 No	2.9 / 3.7 1.7 / 0.0 or Key PTI 1.0 - 1.5 1.5 - 2.5 > 2.5 o data PTI AM PM
LOS E LOS F LOS 'E' In	ersections Roadway West 1 MD 650 MD 212 -	0 2 LOS 'F' Ir MD 410 at M MD 500 at MD 4 Segment to East - MD 212 - Ager Rd.	Length (miles) 0.2	S D or LOS F LOS M) d (PM)	F TTI M	1.8 / 3.5 0.0 / 3.0 T 1.00 1.15 1.30 > 2	- 1.15 - 1.30 - 2.00 2.00 No	2.9 / 3.7 1.7 / 0.0 or Key PTI 1.0 - 1.5 1.5 - 2.5 > 2.5 o data PTI AM PM WB EB V
LOS E LOS F LOS 'E' In	Roadway West 1 MD 650 MD 212 - Ager Rd	O 2 LOS 'F' Ir MD 410 at M MD 500 at MD 4	Length (miles) 0.9 0.2 0.3	S D or LOS F LOS M) d (PM)	F TTI M	1.8 / 3.5 0.0 / 3.0 T 1.00 1.15 1.30 > 2	- 1.15 - 1.30 - 2.00 2.00 No	2.9 / 3.7 1.7 / 0.0 or Key PTI 1.0 - 1.5 1.5 - 2.5 > 2.5 o data PTI AM PM WB EB V
LOS E LOS F LOS 'E' In	ersections Roadway West 1 MD 650 MD 212 - Ager Rd 23rd Ave Tr	O 2 LOS 'F' Ir MD 410 at M MD 500 at MD 4	Length (miles) 0.9 0.2 0.3 0.5	S D or LOS F LOS M) d (PM)	F TTI M	1.8 / 3.5 0.0 / 3.0 T 1.00 1.15 1.30 > 2	- 1.15 - 1.30 - 2.00 2.00 No	2.9 / 3.7 1.7 / 0.0 or Key PTI 1.0 - 1.5 1.5 - 2.5 > 2.5 o data PTI AM PM WB EB V
LOS E LOS F LOS 'E' In	Roadway West 1 MD 650 MD 212 - Ager Rd 23rd Ave T Toledo Terrace -	O 2 LOS 'F' Ir MD 410 at M MD 500 at MD 4	Length (miles) 0.9 0.2 0.3	S D or LOS F LOS M) d (PM)	F TTI M	1.8 / 3.5 0.0 / 3.0 T 1.00 1.15 1.30 > 2	- 1.15 - 1.30 - 2.00 2.00 No	2.9 / 3.7 1.7 / 0.0 or Key PTI 1.0 - 1.5 1.5 - 2.5 > 2.5 o data PTI AM PM WB EB V
LOS E LOS F LOS 'E' In	ersections Roadway West MD 650 MD 212 Ager Rd. 23rd Ave T Toledo Terrace Editors Park Dr	O 2 LOS 'F' Ir MD 410 at M MD 500 at MD 4 Segment to East · MD 212 Ager Rd. 23rd Ave. oledo Terrace Editors Park Dr.	Length (miles) 0.9 0.2 0.3 0.5 0.1	S D or LOS F LOS M) d (PM)	F TTI M	1.8 / 3.5 0.0 / 3.0 T 1.00 1.15 1.30 > 2	- 1.15 - 1.30 - 2.00 2.00 No	2.9 / 3.7 1.7 / 0.0 or Key PTI 1.0 - 1.5 1.5 - 2.5 > 2.5 o data PTI AM PM WB EB V
LOS E LOS F LOS 'E' In	ersections Roadway West MD 650 MD 212 Ager Rd. 23rd Ave T Toledo Terrace Editors Park Dr	O O Z LOS 'F' Ir MD 410 at M MD 500 at MD 4 Segment to East - MD 212 Ager Rd 23rd Ave. oledo Terrace - Editors Park Dr. Pr. George's Plaza iza - Belcrest Rd.	Length (miles) 0.9 0.2 0.3 0.5 0.1 0.1	S D or LOS F LOS M) d (PM)	F TTI M	1.8 / 3.5 0.0 / 3.0 T 1.00 1.15 1.30 > 2	- 1.15 - 1.30 - 2.00 2.00 No	2.9 / 3.7 1.7 / 0.0 or Key PTI 1.0 - 1.5 1.5 - 2.5 > 2.5 o data PTI AM PM WB EB V
LOS E LOS F LOS 'E' In Available count data. Functional Class	ersections Roadway West t MD 650 MD 212 Ager Rd. 23rd Ave T Toledo Terrace Editors Park Dr Pr. George's Pla Belcrest Rd ME MD 500/Adelphi Rd.	O O Z LOS 'F' Ir MD 410 at M MD 500 at MD 4 MD 500 at MD 4 ve. Segment to East MD 212 Ager Rd. 23rd Ave. oledo Terrace Editors Park Dr. Pr. George's Plaza iza - Belcrest Rd. D 500/Adelphi Rd US 1/Baltimore Ave.	Length (miles) 0.9 0.2 0.3 0.5 0.1 0.1 0.3	S D or I LOS B LOS B LOS B M) d (PM) EB	F TTI M	1.8 / 3.5 0.0 / 3.0 T 1.00 1.15 1.30 > 2	- 1.15 - 1.30 - 2.00 2.00 Nc	2.9 / 3.7 1.7 / 0.0 or Key PTI 1.0 - 1.5 1.5 - 2.5 > 2.5 o data PTI AM PM WB EB V
LOS E LOS F LOS 'E' In	tersections Roadway West t MD 650 MD 212 Ager Rd. 23rd Ave T Toledo Terrace Editors Park Dr Pr. George's Pla Belcrest Rd ME MD 500/Adelphi Rd. US 1/Baltimore /	O 2 LOS 'F' Ir MD 410 at M MD 500 at MD 4 MD 500 at MD 4 vo East MD 212 Ager Rd. 23rd Ave. oledo Terrace Editors Park Dr. Pr. George's Plaza iza - Belcrest Rd. D 500/Adelphi Rd. - US 1/Baltimore Ave. Ave Taylor Rd.	Length (miles) 0.9 0.2 0.3 0.5 0.1 0.1 0.1 0.3 0.4 0.5 0.5	S D or I LOS B LOS B LOS B M) d (PM) EB	F TTI M	1.8 / 3.5 0.0 / 3.0 T 1.00 1.15 1.30 > 2	- 1.15 - 1.30 - 2.00 2.00 Nc	2.9 / 3.7 1.7 / 0.0 or Key PTI 1.0 - 1.5 1.5 - 2.5 > 2.5 o data PTI AM PM WB EB V
LOS E LOS F LOS 'E' In Available count data. Functional Class	tersections Roadway West t MD 650 MD 212 Ager Rd. 23rd Ave T Toledo Terrace Editors Park Dr Pr. George's Pla Belcrest Rd ME MD 500/Adelphi Rd. US 1/Baltimore / Taylor Rd Kenih	O O Z LOS 'F' Ir MD 410 at M MD 500 at MD 4 MD 500 at MD 4 ve. Segment to East - MD 212 Ager Rd. 23rd Ave. oledo Terrace Editors Park Dr. Pr. George's Plaza iza - Belcrest Rd. D 500/Adelphi Rd. - US 1/Baltimore Ave. Ave Taylor Rd. worth Ave./MD201	Length (miles) 0.2 0.3 0.5 0.1 0.1 0.3 0.5 0.1 0.1 0.3 0.5 0.5 0.5 0.5	S D or I LOS B LOS B LOS B M) d (PM) EB	F TTI M	1.8 / 3.5 0.0 / 3.0 1.00 1.15 1.30 5 2 9 M EB WB	- 1.15 - 1.30 - 2.00 2.00 Nc	2.9 / 3.7 1.7 / 0.0 or Key PTI 1.0 - 1.5 2.5 0 data PTI AM PM PM BEB M I 0 0 1.5 2.5 0 data PTI AM PM PM PM PM PM PM PM PM PM
LOS E LOS F LOS 'E' In Available count data. Functional Class	0 tersections tersections Roadway West ft MD 650 MD 650 MD 212- Ager Rd 23rd Ave T Toledo Terrace - Editors Park Dr Pr. George's Pla Belcrest Rd ME MD 500/Adelphi Rd. US 1/Baltimore / Taylor Rd Kenilworth Ave./ME	O 2 LOS 'F' Ir MD 410 at M MD 500 at MD 4 MD 500 at MD 4 MD 500 at MD 4 Ager Rd. 23rd Ave. Oledo Terrace Editors Park Dr. Pr. George's Plaza za - Belcrest Rd. D 500/Adelphi Rd. US 1/Baltimore Ave. Ave Taylor Rd. worth Ave./MD201 D 201 - Mustang Dr.	Length (miles) 0.2 0.3 0.5 0.1 0.1 0.3 0.5 0.1 0.1 0.3 0.5 0.5 0.5 0.5 0.5 0.5	S D or I LOS B LOS B LOS B M) d (PM) EB	F TTI M	1.8 / 3.5 0.0 / 3.0 1.00 1.15 1.30 5 2 9 M EB WB	- 1.15 - 1.30 - 2.00 2.00 Nc	2.9 / 3.7 1.7 / 0.0 or Key PTI 1.0 - 1.5 2.5 0 data PTI AM PM PM BEB M I 0 0 1.5 2.5 0 data PTI AM PM PM PM PM PM PM PM PM PM
LOS E LOS F LOS 'E' In Available count data. Functional Class	0 tersections tersections Roadway West 1 MD 650 MD 650 MD 212- Ager Rd 23rd Ave T Toledo Terrace Editors Park Dr Pr. George's Pla Belcrest Rd ME MD 500/Adelphi Rd. US 1/Baltimore / Taylor Rd Kenilworth Ave./ME Mustang Dr	Segment to East - MD 212 - Ager Rd. - 23rd Ave. oledo Terrace - Editors Park Dr. Pr. George's Plaza za - Belcrest Rd. D 500/Adelphi Rd. - US 1/Baltimore Ave. Ave Taylor Rd. worth Ave./MD201 D 201 - Mustang Dr. - 64th Ave.	Length (miles) 0.2 0.3 0.5 0.1 0.1 0.3 0.5 0.1 0.1 0.3 0.5 0.1 0.1 0.3 0.5 0.1 0.1 0.3 0.5 0.5 0.5 0.5 0.5 0.5 0.5 0.5 0.5 0.2	S D or I LOS B LOS B LOS B M) d (PM) EB	F TTI M	1.8 / 3.5 0.0 / 3.0 1.00 1.15 1.30 5 2 9 M EB WB	- 1.15 - 1.30 - 2.00 2.00 Nc	2.9 / 3.7 1.7 / 0.0 or Key PTI 1.0 - 1.5 2.5 0 data PTI AM PM PM BEB M I 0 0 1.5 2.5 0 data PTI AM PM PM PM PM PM PM PM PM PM
LOS E LOS F LOS 'E' In Available count data. Functional Class	0 tersections tersections Roadway West 1 MD 650 MD 650 MD 212 - Ager Rd 23rd Ave Ti Toledo Terrace - Editors Park Dr Pr. George's Pla Belcrest Rd MI MD 500/Adelphi Rd. US 1/Baltimore / Taylor Rd Kenilworth Ave./MI Mustang Dr 64th Ave Baltimore	O 2 LOS 'F' Ir MD 410 at M MD 500 at MD 4 V Segment to East -MD 212 Ager Rd. 23rd Ave. oledo Terrace Editors Park Dr. Pr. George's Plaza za - Belcrest Rd. D 500/Adelphi Rd. US 1/Baltimore Ave. Ave Taylor Rd. worth Ave./MD201 D 201 - Mustang Dr. 64th Ave. e-Washington Pkwy.	Length (miles) 0.2 0.3 0.5 0.1 0.1 0.3 0.5 0.1 0.1 0.3 0.5 0.5 0.5 0.5 0.5 0.5	S D or I LOS B LOS B LOS B M) d (PM) EB	F TTI M	1.8 / 3.5 0.0 / 3.0 1.00 1.15 1.30 5 2 9 M EB WB	- 1.15 - 1.30 - 2.00 2.00 Nc	2.9 / 3.7 1.7 / 0.0 or Key PTI 1.0 - 1.5 2.5 0 data PTI AM PM PM BEB M I 0 0 1.5 2.5 0 data PTI AM PM PM PM PM PM PM PM PM PM
LOS E LOS F LOS 'E' In Available count data. Functional Class	Roadway tersections Roadway West 1 MD 650 MD 212- Ager Rd 23rd Ave T Toledo Terrace - Editors Park Dr Pr. George's Pla Belcrest Rd MC MD 500/Adelphi Rd. US 1/Baltimore / Taylor Rd Kenilw Kenilworth Ave./ME Mustang Dr 64th Ave Baltimore Baltimore-Washington	Segment to East - MD 212 - Ager Rd. - 23rd Ave. oledo Terrace - Editors Park Dr. Pr. George's Plaza za - Belcrest Rd. D 500/Adelphi Rd. - US 1/Baltimore Ave. Ave Taylor Rd. worth Ave./MD201 D 201 - Mustang Dr. - 64th Ave.	Length (miles) 0.2 0.3 0.5 0.1 0.1 0.3 0.5 0.1 0.1 0.3 0.5 0.1 0.1 0.3 0.5 0.1 0.1 0.3 0.5 0.5 0.5 0.5 0.5 0.5 0.5 0.5 0.5 0.2 0.1	LOS B D or I LOS B	F TTI M	1.8 / 3.5 0.0 / 3.0 1.00 1.15 1.30 5 2 9 M EB WB	TI - 1.15 - 1.30 - 2.00 2.00 No	2.9 / 3.7 1.7 / 0.0 or Key PTI 1.0 - 1.5 2.5 0 data PTI AM PM PM BEB M I 0 0 1.5 2.5 0 data PTI AM PM PM PM PM PM PM PM PM PM
LOS E LOS F LOS 'E' In Available count data. Functional Class	Roadway tersections Roadway West 1 MD 650 MD 212- Ager Rd 23rd Ave T Toledo Terrace - Editors Park Dr Pr. George's Pla Belcrest Rd MC MD 500/Adelphi Rd. US 1/Baltimore / Taylor Rd Kenilw Kenilworth Ave./ME Mustang Dr 64th Ave Baltimore Baltimore-Washington	O 2 LOS 'F' Ir MD 410 at M MD 500 at MD 4 MD 500 at MD 4 MD 500 at MD 4 Segment to East MD 212 Ager Rd. 23rd Ave. oledo Terrace Editors Park Dr. Pr. George's Plaza za - Beicrest Rd. 0 500/Adelphi Rd. US 1/Baltimore Ave. Ave Taylor Rd. worth Ave./MD201 0 201 - Mustang Dr. - 64th Ave. e-Washington Pkwy. PkwyVeterans Pkwy. inapolis Rd./MD 450	Length (miles) 0.2 0.3 0.5 0.1 0.4 0.5 0.5 0.5 0.5 0.5 0.5 0.5 0.5 0.5 0.5	LOS B D or I LOS B	F TTI M	1.8 / 3.5 0.0 / 3.0 1.00 1.15 1.30 5 2 9 M EB WB EB WB I I I I	TI - 1.15 - 1.30 - 2.00 No EB	2.9 / 3.7 1.7 / 0.0 or Key PTI 1.0 - 1.5 2.5 0 data PTI AM PM PM WB EB V VI WB EB V I I I I I I I I I I I I I
LOS E LOS F LOS 'E' In Available count data. Functional Class	Roadway tersections Roadway West 1 MD 650 MD 212 - Ager Rd 23rd Ave T Toledo Terrace Editors Park Dr Pr. George's Pla Belcrest Rd MU MD 500/Adelphi Rd. US 1/Baltimore / Taylor Rd Kenil MD 500/Adelphi Rd. US 1/Baltimore / Taylor Rd Kenil Kenilworth Ave./MI Kenilworth Ave./MI Mustang Dr 64th Ave Baltimor Baltimore-Washington Veterans Pkwy An Annapolis Rd./M	O 2 LOS 'F' Ir MD 410 at M MD 500 at MD 4 MD 500 at MD 4 MD 500 at MD 4 Segment to East MD 212 Ager Rd. 23rd Ave. oledo Terrace Editors Park Dr. Pr. George's Plaza za - Beicrest Rd. 0 500/Adelphi Rd. US 1/Baltimore Ave. Ave Taylor Rd. worth Ave./MD201 0 201 - Mustang Dr. - 64th Ave. e-Washington Pkwy. PkwyVeterans Pkwy. inapolis Rd./MD 450	Length (miles) 0.9 0.2 0.3 0.5 0.1 0.3 0.5 0.1 0.3 0.5 0.1 0.3 0.5 0.1 0.3 0.4 0.5 0.5 0.5 0.5 0.5 0.5 0.5 0.5 0.5 1.1	LOS B D or I LOS B	F TTI M	1.8 / 3.5 0.0 / 3.0 1.00 1.15 1.30 5 2 9 M EB WB EB WB I I I I	TI - 1.15 - 1.30 - 2.00 No EB	2.9 / 3.7 1.7 / 0.0 or Key PTI 1.0 - 1.5 2.5 0 data PTI AM PM PM PM PM PM I AM PM I AM I I I I I I I I I I I I I I

Limits:	MD 202 to	o MD 704		(193) B	erwyn	-019	93)	Goddard Spa Flight Center	ce
			ollege P	ark	eights 201		Godd	ard G	enn Da
Corridor Length:		miles		N.	1		ano Ro	3000d Luck po	564
Speed Limit:	35 - 40	0 MPH	iversity			495	Sipr		「事
Travel Lanes:	(2 - 4) Eastbound	(2 - 4) Westbound	Park			New Carrollton	Lanham	450	
Signal Controlled Intersections:	2	22	tsville		Riverdale	410			4
Grade Separated Interchanges:	2	2	0	(201) 69B)		410 900	50 (50) (495)	704	(
	MD 202, Ardwick Ardmor	MD 295, e Rd / Surrey Ln	Bladens	burg	450 202	50		M	itchellvi
Major Cross Streets:	85th Ave, I-95 /	iverdale Rd, / I-495, MD 564,	5	Chev	erly	202	Glenarden	<u>RX</u> V 5/5	
	Whitfield Chapel Rd, Routes	Forbes Blvd, MD 704 Avg. Daily Ridership	25	X	Sh.	704 She			12
	METRO B24	910	10	7.PL 0		X			5
	METRO B27	294	k	* COND		Hill Rd		a the	N.
	METRO F4	5,945		SU.	N A				
Routes and Ridership	METRO F13	775						Peak	Hour
	METRO G12/G14	3,273	-	19 AAD		Truc			ffic
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	The Bus Route 15X The Bus Route 16	224 734	-		e-	amont One-	rationa		
	Intersection Operatio					gment Oper Eastbound	1	Westbound	
Signalized Intersection		PM Peak Hour	1			AM / PM (Miles of		AM / PM (Miles of	
LOS D or Better	20	20		el of Se S D or E		Roadway) 5.7 / 1.9		Roadway) 5.5 / 4.6	
	20							5.574.0	
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LOS E LOS F	tersections	0	tersection	LOS E		0.6 / 3.8 0.0 / 0.6	Col ITTI 0 - 1.15		TI - 1.5
LOS E LOS F	0	0		LOS E		0.6 / 3.8 0.0 / 0.6 1.00 1.15 1.30	FTI 9 - 1.15 9 - 1.30 9 - 2.00	0.0 / 0.1	
LOS E LOS F LOS 'E' In	0	0		LOS E		0.6 / 3.8 0.0 / 0.6 1.00 1.15 1.30	TTI - 1.15 - 1.30 - 2.00 2.00	0.0 / 0.1	- 1.5 <mark>- 2.5</mark>
LOS E LOS F LOS 'E' In Available count data.	0 tersections	0 0 LOS 'F' In	tersection	LOS E LOS F		0.6 / 3.8 0.0 / 0.6 1.00 1.15 1.30	1.15 - 1.15 - 2.00 2.00 No	0.0 / 0.1 lor Key 1.0 1.5 0 data PTI	- 1.5 - 2.5 2.5
LOS E LOS F LOS 'E' In	tersections Roadway	0		LOS E LOS F		0.6 / 3.8 0.0 / 0.6 1.00 1.15 1.30 > PM	rTI - 1.15 - 1.30 - 2.00 2.00 No	0.0 / 0.1	- 1.5 - 2.5 2.5 PM
LOS E LOS F LOS 'E' In Available count data.	tersections Roadway West t	0 0 LOS 'F' In	tersection	LOS E LOS F		0.6 / 3.8 0.0 / 0.6 1.00 1.15 1.30	1.15 - 1.15 - 2.00 2.00 No	0.0 / 0.1	- 1.5 - 2.5 2.5
LOS E LOS F LOS 'E' In Available count data.	0 tersections Roadway West t MD 202 -	2 O O LOS 'F' In	Length (miles)	LOS E LOS F		0.6 / 3.8 0.0 / 0.6 1.00 1.15 1.30 > PM	rTI - 1.15 - 1.30 - 2.00 2.00 No	0.0 / 0.1	- 1.5 - 2.5 2.5 PM
LOS E LOS F LOS 'E' In Available count data.	0 tersections Roadway West t MD 202 - 56th Ave	V Segment to East 56th Ave.	Length (miles)	LOS E LOS F		0.6 / 3.8 0.0 / 0.6 1.00 1.15 1.30 > PM	rTI - 1.15 - 1.30 - 2.00 2.00 No	0.0 / 0.1	- 1.5 - 2.5 2.5 PM
LOS E LOS F LOS 'E' In Available count data.	Coadway Roadway West t MD 202 - 56th Ave 57th Ave MD 295 MD 295 -	V Segment to East 56th Ave. - 57th Ave. 5 (Balt/Wash Pkwy) 65th Ave.	Length (miles) 0.2 0.2	LOS E LOS F		0.6 / 3.8 0.0 / 0.6 1.00 1.15 1.30 > PM	rTI - 1.15 - 1.30 - 2.00 2.00 No	0.0 / 0.1	- 1.5 - 2.5 2.5 PM
LOS E LOS F LOS 'E' In Available count data.	0 tersections Roadway West t MD 202 - 56th Ave 57th Ave MD 295 65th Ave	Cooper Ln.	Length (miles) 0.2 0.2 0.4 0.2 0.3	LOS E LOS F		0.6 / 3.8 0.0 / 0.6 1.00 1.15 1.30 > PM	rTI - 1.15 - 1.30 - 2.00 2.00 No	0.0 / 0.1	- 1.5 - 2.5 2.5 PM
LOS E LOS F LOS 'E' In Available count data.	0 tersections Roadway West t MD 202 - 56th Ave. 57th Ave MD 295 65th Ave Cooper Ln.	0 0 LOS 'F' In LOS 'F' In State Softh Ave. - 57th Ave. 5 (Balt/Wash Pkwy) 65th Ave. Cooper Ln. - 68th Ave.	Length (miles) 0.2 0.2 0.4 0.2 0.3 0.2	LOS E LOS F		0.6 / 3.8 0.0 / 0.6 1.00 1.15 1.30 > PM	rTI - 1.15 - 1.30 - 2.00 2.00 No	0.0 / 0.1	- 1.5 - 2.5 2.5 PM
LOS E LOS F LOS 'E' In	0 tersections Roadway West t MD 202 - 56th Ave 57th Ave MD 295 65th Ave Cooper Ln. 68th Ave.	0 0 LOS 'F' In LOS 'F' In State Softh Ave. - 57th Ave. 5 (Balt/Wash Pkwy) 65th Ave. Cooper Ln. - 68th Ave. - 71st Ave.	Length (miles) 0.2 0.4 0.2 0.3 0.2 0.3 0.2 0.4	LOS E LOS F		0.6 / 3.8 0.0 / 0.6 1.00 1.15 1.30 > PM	rTI - 1.15 - 1.30 - 2.00 2.00 No	O.O / O.1	- 1.5 - 2.5 2.5 PM
LOS E LOS F LOS 'E' In Available count data.	0 tersections Roadway West t MD 202 - 56th Ave. 57th Ave MD 295 65th Ave. 65th Ave. Cooper Ln. 68th Ave. 71st Ave Ardw	O O O COS 'F' In COS 'F' In	Length (miles) 0.2 0.4 0.2 0.3 0.2 0.4 0.2 0.3	LOS E LOS F		0.6 / 3.8 0.0 / 0.6 1.00 1.15 1.30 > PM EB WB	rTI - 1.15 - 1.30 - 2.00 2.00 No	0.0 / 0.1 Ior Key 1.0 1.5 0 data PTI AM S WB E I I I	- 1.5 - 2.5 2.5 B K
LOS E LOS F LOS 'E' In Available count data.	ersections Roadway West t MD 202 - 56th Ave 57th Ave MD 295 65th Ave 65th Ave 65th Ave. Cooper Ln. 68th Ave. 71st Ave Ardw Ardwick-Ardmore	0 0 LOS 'F' In LOS 'F' In Joint Content Segment to East S6th Ave. - 57th Ave. 5 (Balt/Wash Pkwy) 65th Ave. Cooper Ln. - 68th Ave. - 71st Ave. vick-Ardmore Rd. a Rd Gallatin Rd.	Length (miles) 0.2 0.4 0.2 0.3 0.2 0.3 0.2 0.4 0.3 0.2	LOS E LOS F		0.6 / 3.8 0.0 / 0.6 1.00 1.15 1.30 > PM	rTI - 1.15 - 1.30 - 2.00 2.00 No	0.0 / 0.1 Ior Key 1.0 1.5 0 data PTI AM S WB E I I I	- 1.5 - 2.5 2.5 PM
LOS E LOS F LOS 'E' In Available count data.	0 tersections Roadway West to MD 202 - 56th Ave. 57th Ave MD 295 65th Ave. Cooper Ln. 68th Ave. 71st Ave Ardw Ardwick-Ardmore Gallatin Rd MD 4	O O O COS 'F' In COS 'F' In	Length (miles) 0.2 0.4 0.2 0.3 0.2 0.4 0.2 0.3	LOS E LOS F		0.6 / 3.8 0.0 / 0.6 1.00 1.15 1.30 > PM EB WB	rTI - 1.15 - 1.30 - 2.00 2.00 No	0.0 / 0.1 Ior Key 1.0 1.5 0 data PTI AM S WB E I I I	- 1.5 - 2.5 2.5 B K
LOS E LOS F LOS 'E' In Available count data.	0 tersections Roadway West to MD 202 - S6th Ave. S7th Ave MD 295 S7th Ave MD 295 S6th Ave. Cooper Ln. 65th Ave. Cooper Ln. Gallatin Rd MD 4 MD 295 - G5th Ave Cooper Ln. Gallatin Rd MD 4 MD 410 (Veterans Pkwy	0 0 LOS 'F' In LOS 'F' In Juit Content Segment to East 56th Ave. - 57th Ave. 5 (Balt/Wash Pkwy) 65th Ave. - 68th Ave. - 68th Ave. - 71st Ave. vick-Ardmore Rd. a Rd Gallatin Rd. 410 (Veterans Pkwy)	Length (miles) 0.2 0.4 0.2 0.3 0.2 0.4 0.2 0.3 0.2 0.4 0.3 0.2 0.4 0.3 0.2 0.1	LOS E LOS F		0.6 / 3.8 0.0 / 0.6 1.00 1.15 1.30 > PM EB WB	rTI - 1.15 - 1.30 - 2.00 2.00 No	0.0 / 0.1 Ior Key 1.0 1.5 0 data PTI AM SWB I I I I I I I I I I I I I	- 1.5
LOS E LOS F LOS 'E' In Available count data.	tersections Roadway West t MD 202 - 56th Ave 57th Ave MD 295 65th Ave 57th Ave MD 295 05th Ave 65th Ave. 71st Ave Ardw Ardwick-Ardmore Gallatin Rd MD 4 MD 410 (Veterans Pkwy Harkins Rd./Finns	0 0 LOS 'F' In LOS 'F' In Juit Content Segment to East 56th Ave. - 57th Ave. 5 (Balt/Wash Pkwy) 65th Ave. Cooper Ln. - 68th Ave. - 71st Ave. vick-Ardmore Rd. a Rd Gallatin Rd. 410 (Veterans Pkwy) -) Harkins Rd./Finns Ln.	Length (miles) 0.2 0.4 0.2 0.4 0.2 0.3 0.2 0.4 0.3 0.2 0.4 0.3 0.2 0.4 0.3 0.2 0.4 0.3 0.2 0.4 0.3 0.2 0.4 0.3 0.2 0.4 0.4 0.4	LOS E LOS F		0.6 / 3.8 0.0 / 0.6 1.00 1.15 1.30 > PM EB WB	rTI - 1.15 - 1.30 - 2.00 2.00 No	0.0 / 0.1 Ior Key 1.0 1.5 0 data PTI AM SWB I I I I I I I I I I I I I	- 1.5 - 2.5 2.5 B K
LOS E LOS F LOS 'E' In Available count data.	0 tersections Roadway West to MD 202 - 56th Ave 57th Ave MD 295 65th Ave Cooper Ln. 68th Ave Cooper Ln. 68th Ave 71st Ave Ardw Ardwick-Ardmore Gallatin Rd MD 4 MD 410 (Veterans Pkwy Harkins Rd./Finns Riverdale Ro	0 0 LOS 'F' In LOS 'F' In b East 56th Ave. - 57th Ave. 5 (Balt/Wash Pkwy) 65th Ave. Cooper Ln. - 68th Ave. - 71st Ave. vick-Ardmore Rd. e Rd Gallatin Rd. 410 (Veterans Pkwy) r) - Harkins Rd./Finns Ln. Ln Riverdale Rd.	Length (miles) 0.2 0.4 0.2 0.4 0.2 0.3 0.2 0.4 0.3 0.2 0.4 0.3 0.2 0.4 0.3 0.2 0.4 0.3 0.2 0.4 0.4 0.3 0.2 0.4 0.4 0.4 0.4	LOS E LOS F		0.6 / 3.8 0.0 / 0.6 1.00 1.15 1.30 > PM EB WB	rTI - 1.15 - 1.30 - 2.00 2.00 No	0.0 / 0.1 Ior Key 1.0 1.5 0 data PTI AM SWB I I I I I I I I I I I I I	- 1.5
LOS E LOS F LOS 'E' In Available count data.	tersections Roadway West t MD 202 - 56th Ave 57th Ave MD 295 57th Ave MD 295 65th Ave Cooper Ln. 68th Ave. 71st Ave Ardw Ardwick-Ardmore Gallatin Rd MD 4 MD 410 (Veterans Pkwy Harkins Rd./Finns Riverdale Rd 85th Ave.	0 0 LOS 'F' In LOS 'F' In b East 56th Ave. - 57th Ave. 5 (Balt/Wash Pkwy) 65th Ave. Cooper Ln. - 68th Ave. - 71st Ave. vick-Ardmore Rd. e Rd Gallatin Rd. 10 (Veterans Pkwy) ·) - Harkins Rd./Finns Ln. Ln Riverdale Rd. d 85th Ave.	Length (miles) 0.2 0.4 0.2 0.4 0.2 0.3 0.2 0.4 0.3 0.2 0.4 0.3 0.2 0.4 0.3 0.2 0.4 0.3 0.2 0.4 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 0.4 0.3 0.2 0.4 0.4 0.4 0.4 0.4 0.4 0.4 0.4 0.4 0.4	LOS E LOS F		0.6 / 3.8 0.0 / 0.6 1.00 1.15 1.30 > PM EB WB	rTI - 1.15 - 1.30 - 2.00 2.00 No	0.0 / 0.1 Ior Key 1.0 1.5 0 data PTI AM SWB I I I I I I I I I I I I I	- 1.5
LOS E LOS F LOS 'E' In Available count data.	tersections Roadway West t MD 202 56th Ave. 57th Ave MD 295 65th Ave. 57th Ave MD 295 65th Ave. 71st Ave Ardw Ardwick-Ardmore Gallatin Rd MD 4 MD 410 (Veterans Pkwy Harkins Rd./Finns Riverdale Rd 85th Ave. 1-495 - Princess Princess Garden Pkwy	0 0 LOS 'F' In LOS 'F' In b East 56th Ave. - 57th Ave. 5 (Balt/Wash Pkwy) 65th Ave. - 57th Ave. Cooper Ln. - 68th Ave. - 71st Ave. vick-Ardmore Rd. 9Rd Gallatin Rd. 10 (Veterans Pkwy) i) - Harkins Rd./Finns Ln. Ln Riverdale Rd. d 85th Ave. e 1495 is Garden Pkwy y - Whitfield Chapel Rd.	Length (miles) 0.2 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 0.4 0.3 0.2 0.1 0.4 0.4 0.3 0.2 0.4 0.4 0.4	LOS E LOS F		0.6 / 3.8 0.0 / 0.6 1.00 1.15 1.30 > PM EB WB	rTI - 1.15 - 1.30 - 2.00 2.00 No	0.0 / 0.1 Ior Key 1.0 1.5 0 data PTI AM SWB I I I I I I I I I I I I I	- 1.5
LOS E LOS F LOS 'E' In Available count data.	tersections Roadway West t MD 202 56th Ave. 57th Ave MD 295 65th Ave. 57th Ave Ardw Ardwick-Ardmore Gallatin Rd MD 410 (Veterans Pkwy Harkins Rd./Finns Riverdale Rd 85th Ave. 1-495 - Princess Princess Garden Pkwy Whitfield Chapel	0 0 LOS 'F' In LOS 'F' In b East 56th Ave. - 57th Ave. 5 (Balt/Wash Pkwy) 65th Ave. - 57th Ave. Cooper Ln. - 68th Ave. - 71st Ave. vick-Ardmore Rd. 9 Rd Gallatin Rd. 10 (Veterans Pkwy) i) - Harkins Rd./Finns Ln. Ln Riverdale Rd. d 85th Ave. e I-495 is Garden Pkwy y - Whitfield Chapel Rd. Rd Carter Ave.	Length (miles) 0.2 0.2 0.2 0.2 0.2 0.2 0.2 0.2 0.2 0.2	LOS E LOS F		0.6 / 3.8 0.0 / 0.6 1.00 1.15 1.30 > PM EB WB	rTI - 1.15 - 1.30 - 2.00 2.00 No	0.0 / 0.1 Ior Key 1.0 1.5 0 data PTI AM SWB I I I I I I I I I I I I I	- 1.5
LOS E LOS F LOS 'E' In Available count data.	tersections Roadway West t MD 202 - 56th Ave. 57th Ave MD 295 65th Ave. 57th Ave MD 295 65th Ave. 71st Ave Ardw Ardwick-Ardmore Gallatin Rd MD 4 MD 410 (Veterans Pkwy Harkins Rd./Finns Riverdale Re 85th Ave. 1-495 - Princess Princess Garden Pkwy Whitfield Chapel Carter Ave.	0 0 LOS 'F' In LOS 'F' In b East 56th Ave. - 57th Ave. 5 (Balt/Wash Pkwy) 65th Ave. - 57th Ave. Cooper Ln. - 68th Ave. - 71st Ave. vick-Ardmore Rd. 9Rd Gallatin Rd. 10 (Veterans Pkwy) i) - Harkins Rd./Finns Ln. Ln Riverdale Rd. d 85th Ave. e 1495 is Garden Pkwy y - Whitfield Chapel Rd.	Length (miles) 0.2 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 0.4 0.3 0.2 0.1 0.4 0.4 0.3 0.2 0.4 0.4 0.4	LOS E LOS F		0.6 / 3.8 0.0 / 0.6 1.00 1.15 1.30 > PM EB WB	rTI - 1.15 - 1.30 - 2.00 2.00 No	0.0 / 0.1 Ior Key 1.0 1.5 0 data PTI AM SWB I I I I I I I I I I I I I	- 1.5



MD 528	SATURDAY S	UMMER	_	DELAWARE MARYLAND		Ň	ARYLAND	
Limits:	Maryland Line t	o US 50				man Bay		
Corridor Length:	8.6 mile	s		in the		Assawo		
Speed Limit:	30-40 MF	РΗ		ean Pines		90 52	28	Ocean
Travel Lanes:	(2-3) Northbound + (0-1) bus la 1) bus la		589		Isle of Wight Ba	, J	antic	-
Signal Controlled Intersections:	48		RD	50			Alli	
Grade Separated	0		-		611	cean City	- 75 1	
Interchanges:	142nd St, 130th			Sinepuxent				
Major Cross Streets:	MD 90, 52nd S 15th St, US		376	and the second s	1		er.	
Routes and Ridership	Routes N/A	Avg. Daily Ridership		19 AADT 0-64,000 vpd		Trucks N/A		Hour Traff
	Intersection Operations	N/A	33,000		Segment C	peration	s	
Signalized Intersections	s*: AM Peak Hour	PM Peak Hour	Lev	vel of Service	Northbo (Miles Roadw	of	Southbo (Miles Roadwa	of
LOS D or Better LOS E	2	2 0		S D or Better	4.0		4.0 4.6	-1/
LOS F	0	0		LOS F	0.0		0.0	
LOS 'E' In	tersections	LOS 'F' I	tersection	S			Color Key	
Available count data.						1.30 - 2.00 > 2.00	No data	> 2.5
Functional Class	Roadway Seg North to So		Length (miles)	T Saturday (1	2PM-2PM)		Saturday	PTI (12PM-2PM)
	Maryland-Delaware State Line/146th S		0.3	NB	SB		NB	SB
	142nd St./Frankford Ave 1 139th St./Bennett Rd		0.2					
	136th St 133rd St./ 133rd St./Melson Ave 130t		0.2					
	130th St./Sea Breeze		0.2					
	127th St 123rd St./M 123rd St./Mc Comas Ave 120tl		0.3					
	120th St./Edward Taylor	Rd 118th St.	0.2					
	118th St James Jamestown Rd Gol		0.1					
	Gold Coast Mall - Char		0.2					1
		a Landing Rd.						
	Channel Bouy Rd Ol Old Landing Rd	100th St.	0.2					
	Old Landing Rd 100th St 94	h St.	0.2 0.2					
	Old Landing Rd 100th SL - 94 94th SL - Pacifi Pacific Ave 8	h St. c Ave. 5th St.	0.2 0.2 0.2 0.2					
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rban Other Principal Arterial	Old Landing Rd 100th St 94 94th St 764 Pacific Ave 8 85th St 81 81st St 771 77 th St 741 74th St 700 70th St 671 65th St 62nd St./MD-901 62nd St./MD-900 (Cesan CI 55th St 62nd St./MD-900 62nd St./MD-900 (Cesan CI 55th St 62nd St./MD-900 (Cesan CI 52nd St./MD-900 (Cesan CI 52nd St./MD-900 (Cesan CI 52nd St./MD-900 (Cesan CI 65th St 62nd St./MD-900 (Cesan CI 52nd St./MD-900 (Cesan CI 52nd St./MD-900 (Cesan CI 52nd St./MD-900 (Cesan CI 52nd St./MD-900 (Cesan CI <td< td=""><td>h SI. A we. SI N SI. SI. SI. SI. SI. SI. Crean City Expy) y Expy) - 59th SI. SI. SI. SI. SI. SI. SI. SI.</td><td>0.2 0.2 0.2 0.2 0.2 0.2 0.2 0.2 0.2 0.2 0.2 0.2 0.2 0.2 0.2 0.2 0.2 0.1</td><td></td><td></td><td></td><td></td><td></td></td<>	h SI. A we. SI N SI. SI. SI. SI. SI. SI. Crean City Expy) y Expy) - 59th SI. SI. SI. SI. SI. SI. SI. SI.	0.2 0.2 0.2 0.2 0.2 0.2 0.2 0.2 0.2 0.2 0.2 0.2 0.2 0.2 0.2 0.2 0.2 0.1					
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A-69

Limits: Washington DC Line to US 29 Corridor Length: 6.0 miles Speed Limit: 3.0 Travel Lanes: (3 - 4) Northbound (2 - 3) Southbound Signal Controlled Intersections: 30 Orido Spantadi Intersections: 20 Promy Branch Rd, MD 202, Adeph Rd, Powder Mill Rd, US 29 20 Major Cross Streets: Promy Branch Rd, MD 202, Adeph Rd, METRO 26 2.63 Metro Cross Streets: Promy Branch Rd, MD 202, Adeph Rd, METRO 26 2.63 Metro Cross Streets: Promy Branch Rd, MD 202, Adeph Rd, METRO 22 2.53 Routes and Ridership Ride On Route 10 2.534 Ride On Route 10 2.530 Ride On Route 10 2.530 Ride On Route 20 2.230 Ride On Route 21 2.90 Ride On Route 21 4.00 Ride On Route 24 2.019 ADT Truck Peak Hour (Miles of Rodowsy) Segment Operations Intersection Operations Southean if Miles of Rodowsy if Odward I (0 - 15) Southean if Miles of Rodowsy if Odward I (0 - 15) Signalized Intersections Ur. Mol Intersection Operations Intersect	1 2 24	M/L' (DO	Line to LIO 00		199 C	Kemp Mill Whit	te Oak
Speed Link:: 35 - 40 MPH Travel Lanes: (3 - 4) Northbound (2 - 3) Southbound Signal Controlled Intersections: 30 Grade Separated Interchanges: 2 Corde Separated Interchanges: 2 Bajor Cross Streets: Prive Branch Rd, MD 320, Adaphi Rd, METRO 160 2.0247 Major Cross Streets: Prive Branch Rd, MD 320, Adaphi Rd, METRO 160 2.0247 Matrico 120 2.025 0.000 vpd	Limits:	Washington DC	Line to US 29	Red	9	3	
Speed Limit: 35 - 40 MPH Travo Lanes: (3 - 4) Northbound (2 - 3) Southbound Signal Controlled Interchanges: 30 Grade Separated Interchanges: 2 Major Cross Streets: Proved MII Rd, US 20 Proved MII Rd, US 20 2875 Major Cross Streets: Proved MII Rd, US 20 Matterio Cia 2.875 MAT Commute Bus 204 745 Trucks Park Hour Ride On Route 10 2.134 Ride On Route 20 237,000 - 80,000 vpd 2% - 5% 7% - 8.5% Ride On Route 22 479 37,000 - 80,000 vpd 2% - 5% 7% - 8.5% Signalized Intersections*: AM Peak Hour PM Peak Hour Northbound Southbound LOS FC Intersections LOS FC Intersections LOS FC Intersections 27.7 27.72.0 LOS FC Intersections LOS FC Intersections LOS FC Intersections <thl< td=""><td>Corridor Length:</td><td>6.0 m</td><td>iles</td><td>Denr</td><td>is Ave</td><td>hate Johan Ave</td><td>Hillandale</td></thl<>	Corridor Length:	6.0 m	iles	Denr	is Ave	hate Johan Ave	Hillandale
Signal Controlled Interactions: 00 Grade Separated Interchanges: 2 Major Cross Streets: Eastern Ave, MD 410, MD 193, Proved Mill Rd, US 20 0 Major Cross Streets: Proved Mill Rd, US 20 Add ph Rd, Proved Mill Rd, US 20 Major Cross Streets: Proved Mill Rd, US 20 Control Interchanges; MIR Consult Rd, US 20 Matter Ro Ka 5.684 Mill Commute Bus 204 7.45 Mill Con Route 10 2.134 Proved Rd Rd, Proved Rd	Speed Limit:	35 - 40	MPH		FOREST GLEN	(1)	3
Signal Controlled Intersections: 30 Grade Separated Interchanges: 2 Major Cross Streets: Eastern Ave, MD 410, MD 193, Provider MIR 4U, US 20 100 Metro Cos Streets: Founder MIR 4U, US 20 2019 METRO 22 825 MIA METRO 23 825 MIA MAC commuter Bus 204 745 100 Ride On Route 10 2,134 100 2019 ADJ Tucks 7% - 6.5% Ride On Route 10 2,320 2019 ADJ Tucks 7% - 6.5% 7% - 6.5% Ride On Route 13 482 2019 ADJ Tucks 7% - 6.5% 7% - 6.5% Ride On Route 22 4.73 37,000 - 80,000 vpd 2% - 5% 7% - 6.5% 7% - 6.5% Signalized Intersection Operations Signalized Intersections AM Peak Hour PM Peak Hour Segment Operations 0.01 / 33 3.3/2.3 LOS D'F Intersections LOS I'F Intersections LOS I'F Intersections 2.2/2 / 7.2/2.2 2.00 / 0.01 / 0.01 / 0.2 2.2/2 / 7.2/2.2 2.00 / 0.01 / 0.01 / 0.01 / 0.02 / 0.2 2.20 / 0.00 / 0.01 / 0.01 / 0.01 / 0.01 / 0.01 / 0.	Travel Lanes:	(3 - 4) Northbound (2 - 3) Southbound	C Job Lin	Jen Ln		Stranger -
Grade Separated Interchanges: 2 Major Cross Strets: Eastern Ave, MD 410, MD 193, Provider MIR 40, US 29 Separate Mire Mire August 10, 20, 2675 Marrison Ker, MD 202, Adelphi Rd, Powder MIR 40, US 29 Avg. Daily Ridership METRO K6 5, 624 METRO K6 5, 624 METRO K6 5, 624 METRO K8 5, 624 METRO K8 5, 624 METRO K8 2, 133 METRO K8 5, 624 METRO K8 2, 134 METRO K8 5, 624 Ride On Route 10 2, 134 METRO K8 K8 Morr Ride On Route 22 479 37, 000 - 80,000 vpd 2% - 5% 7% - 8.5% Signalized Intersections: AM Peak Hour PM Peak Hour Metro Note 24 221 LOS 5P Retter 13 14 LOS 5P Readway Southbund (Miles of Note 24 27.2 27.72.0 MD 650 at Oakview Dr (AM) MP Peak Hour		30)		DOWNTOWN		
Major Cross Streets: Eastern Ave, MD 410, MD 193, Pincy Branch Rd, MD 200, Adelphi Rd, Povder Mill Rd, US 29 Major Cross Streets: Pincy Branch Rd, MD 200, Adelphi Rd, Povder Mill Rd, US 29 Pincy Branch Rd, MD 200, Adelphi Rd, Povder Mill Rd, US 29 METRO Ca 2,875 METRO 23 925 METRO 22 825 MTA Commuter Bus 204 745 Ride On Route 16 2,330 Rde On Route 10 2,134 Ride On Route 12 2,320 745 7% - 8.5% Ride On Route 12 2,21 Rde On Route 12 27% - 7% - 8.5% Ride On Route 23 479 37,000 - 80.000 vpd 2% - 5% 7% - 8.5% Signalized Intersection Operations Intersection Operations Segment Operations Segment Operations Signalized Intersections*: AM Peak Hour PM Peak Hour So to Eletter 52/27 27/720 LOS F 0 0 0 0 0.017.7 0.013.3 33/2/3 LOS F 10 0 0 0 0.03.3 33/2/3 LOS F Intersections LOS 'F' Intersections Segment Operati		2		Beach D		pring	
Major Cross Streets: Piney Branch Rd, MD 320, Adelphi Rd, Powder Mill Rd, US 29 Adv Adv <t< td=""><td></td><td>Eastern Ave, MD</td><td>0 410, MD 193,</td><td>- ANNO</td><td>~~ A</td><td>a change and a cha</td><td>avy picz</td></t<>		Eastern Ave, MD	0 410, MD 193,	- ANNO	~~ A	a change and a cha	avy picz
Provider Null R0, US 23 Routes Avg. Daily Ridership METRO C6 2,075 METRO K8 6,624 METRO Z2 2,825 MTA Commuter Bus 204 745 Rade On Route 10 2,134 Ride On Route 10 2,134 Ride On Route 10 2,330 Ride On Route 24 2,300 Ride On Route 24 2,300 Ride On Route 24 2,212 Ride On Route 24 2,214 Ride On Route 24 2,214 Ride On Route 24 2,212 Ride On Route 24 2,212 Ride On Route 24 2,214 Ride On Route 24 2,214 Ride On Route 24 2,212 Ride On Route 25 406 LOS D or Beter 10 10 LOS F Intersections LOS 'F' Intersections Southbound Rodway) LOS 'F' Intersections LOS 'F' Intersections TT PT MD 650 at Oakview Dr (Adt) Morth South C 2,3 2,20 2,20 No data<	Major Cross Streets:	Piney Branch Rd, M	D 320, Adelphi Rd,	An Oregoin A	Georgi	- Uiap	
METRO C6 2,675 METRO V9 1,330 METRO V9 1,330 METRO V2 825 MTA Commuter Bus 204 745 Ride On Route 10 2,134 Ride On Route 10 2,134 Ride On Route 10 2,320 Ride On Route 20 2,320 Ride On Route 21 479 Ride On Route 22 479 Ride On Route 24 221 Ride On Route 25 406 Intersection Operations Segment Operations Intersection Operations Southbound AM I PM (Miles of Roadway) LOS P 0 0 LOS F 1 0 LOS F 0 0 MD 650 at Dakview Dr (AM) PM Peak Hour Northbound AM I PM (Miles of Roadway) 3,3,2,3 LOS F 1 0 0.07.17 10S F 0.07.8.3 3,3,2,3 LOS F 0 0 0.07.8.3 3,3,2,3 1.5 - 2.5 1.30 - 2.0 -2.25 > 2.00 -2.25 > 2.00 -2.25		Powder Mill		an prio Na	BRIGHTW	POD RA	
METRO K6 5,624 METRO X9 1,330 METRO Z2 825 MTA Commuter Bus 204 745 Ride On Route 10 2,134 Ride On Route 16 2,306 Ride On Route 18 482 Ride On Route 20 2,308 Ride On Route 21 279 Ride On Route 22 479 37.000 - 80,000 vpd 2% - 5% Ride On Route 24 221 Ride On Route 25 406 Signalized Intersection Operations Segment Operations Signalized Intersections AM Peak Hour LOS Dor Better 13 14 LOS F 0 0 LOS F 0.07.83 3.3/2.3 LOS F 10 0 LOS F 1.05 F' Intersections Color Key MD 650 at Oakview Dr (AM) MS Findersections Variable count data VS 29 - Lockwood Dr. 0.3 Variable count data US 29 - Lockwood Dr. 0.3 Variable Count data 1.1 1 <		Routes	Avg. Daily Ridership		20 m / < /		Chillum
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Marke on Route 10 2,134 Ride On Route 10 2,134 Ride On Route 16 2,308 Ride On Route 18 482 2019 AADT Trucks Peak Hour Ride On Route 20 2,320 37,000 - 80,000 vpd 2% - 5% 7% - 8.5% Ride On Route 24 221 37,000 - 80,000 vpd 2% - 5% 7% - 8.5% Ride On Route 25 406 421 441 442 442 Ride On Route 25 406 58 7% - 8.5% 7% - 8.5% Signalized intersections: AM Peak Hour PM Peak Hour Northbound AM / PM (Miles of Roadway) LOS F 0 0 0 0 0.00 / 8.3 3.312.3 LOS F 0 0 0 0 0.00 / 8.3 3.312.3 LOS F 100 - 1.15 1.0 - 1.5 1.0 - 1.5 1.0 - 1.5 1.0 - 1.5 LOS F 0.0 / 8.3 0.3 / 1.2 2.5 - 2.0 2.0 - 2.5 - 2.0 2.0 - 2.5 - 2.0 Mo 850 at Oakview Dr (AM) Mo 850 at Oakview Dr (AM) Mo 850 at Oakv		METRO K9	1,330				PARK
MIA Commuter Bus 204 745 Notes and Ridership MIA Commuter Bus 204 745 Ride On Route 16 2,330 Trucks Peak Hour Ride On Route 20 2,320 2019 AADT Trucks Peak Hour Ride On Route 22 479 37,000 - 80,000 vpd 2% - 5% 7% - 8.5% Ride On Route 22 479 37,000 - 80,000 vpd 2% - 5% 7% - 8.5% Ride On Route 22 479 37,000 - 80,000 vpd 2% - 5% 7% - 8.5% Ride On Route 25 406 Segment Operations Southbound AM / PM Morthbound AM / PM Signalized Intersections AM Peak Hour PM Peak Hour PM Peak Hour Southbound AM / PM LOS F 1 0 0 0 0 0 0.07.17 LOS F Southbound AM / PM Mol 850 at Oakview Dr (AM) LOS 'F' Intersections LOS 'F' Intersections Color Key TI PI Mode 650 at Oakview Dr (AM) Morth 8 South Ma B		METRO Z2	825		E. C.	Catholic	
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Ride On Route 20 2.320 2019 AADT Trucks Traffic Ride On Route 22 479 37.000 - 80.000 vpd 2% - 5% 7% - 8.5% Ride On Route 22 406 37.000 - 80.000 vpd 2% - 5% 7% - 8.5% Ride On Route 25 406 Segment Operations Southbound AM / PM AM / PM Signalized Intersections*: AM Peak Hour PM Peak Hour Northbound AM / PM Southbound AM / PM LOS D or Better 13 14 0 0.00 0.01.7 LOS Nor Better 2.27 2.77.20 2.77		Ride On Route 16	2,308]			
Ride On Route 20 2.320 2019 AADT Trucks Traffic Ride On Route 22 479 37,000 - 80,000 vpl 2% - 5% 7% - 8.5% Ride On Route 25 406 Segment Operations Southbound AM / PM Morthbound AM / PM Morthbound AM / PM M/ Pash Hour Southbound AM / PM Morthbound AM / PM M/ Pash Hour Southbound AM / PM Morthbound AM / PM M/ Pash Hour Southbound AM / PM Morthbound AM /		Ride On Route 18	482				Peak Hou
Ride On Route 22 479 37,000 - 80,000 vpd 2% - 5% 7% - 8.5% Ride On Route 24 221 Ride On Route 25 406 Segment Operations Intersection Operations*: AM Peak Hour PM Peak Hour Northbound AM / PM (Miles of Roadway) Southbound AM / PM (Miles of Roadway) LOS D or Better 13 14 0 Los E 0.00 0.00 / 1.7 LOS F 0 0 0 0 33.2.3 LOS F 0 0 0 0.01 / 1.7 Los F 0.00 / 0.0 / 1.7 LOS F 0 0 0 0 33.2.3 1.05 F 0.0 / 0.0 / 1.7 1.00 - 1.15 1.0 - 1.5 MD 650 at Oakview Dr (AM) IOS F 0.0 / 8.3 33.2.3 1.0 - 1.5 1.0		Ride On Route 20	2,320	20	19 AADT	Trucks	
Ride On Route 24 221 Ride On Route 25 406 Intersection Operations Segment Operations Signalized Intersections*: AM Peak Hour PM Peak Hour LOS D or Better 13 14 LOS E 1 0 Color Roadway) Roadway LOS F 0 0 Color Key Roadway LOS F 0 0 Color Key TTI PTI LOS 10 or Better 5.27.27 C.7 C.7 Color Key MD 650 at Oakview Dr (AM) LOS 1 ^c Intersections Color Key TTI PTI MD 650 at Oakview Dr (AM) MD 650 at O		Ride On Route 22	479				
Ride On Route 25 406 Intersection Operations Segment Operations Signalized Intersections*: AM Peak Hour PM Peak Hour LOS D or Better 13 14 LOS F 0 0 LOS F 0 0 0 LOS F 0 0 0 0 LOS F 0.00/1.7 LOS F 0.00/1.7 LOS F 10.00 - 0.15 10.01.15 10.01.15 MD 650 at Oakview Dr (AM) LOS F' Intersections Color Key Wailable count data. TTI PTI North bound Morth bound Morth bound Morth bound Valiable count data. Lockwood Dr. 0.3 E PTI Morth bound Morth bound Morth bound Morth bound Morth bound Valiable count data. US 29 - Lockwood Dr. 0.3 E				. ,	,1		
Intersection Operations Signalized Intersections*: AM Peak Hour PM Peak Hour Northbound AM / PM (Miles of Readway) Southbound AM / PM (Miles of Readway) LOS D or Better 13 14 LOS E 1 0 0 0.0717 2.77				-	Se	ament Operatio	ns
Signalized Intersections*: AM Peak Hour PM Peak Hour LOS D or Better 13 14 LOS E 1 0 LOS F 0 0 LOS F 0 0 LOS F 0 0 LOS F 0.0/8.3 3.3/2.3 LOS 'E' Intersections LOS 'F' Intersections Color Key MD 650 at Oakview Dr (AM) 1.5-2.5 1.0-1.5 Mod 50 at Oakview Dr (AM) 1.5-2.5 1.30-2.00 >2.5 Available count data. Ength TTI PTI Mod 650 at Oakview Dr (AM) US 29-Lockwood Dr. 0.3 1.5-2.5 Mailable count data. North to South Ength AM PM Vurban Other Principal Arterial North to South 0.3 1.5 1.6 Urban Other Principal Arterial Mid 290			400	J		• .	
Signalized Intersections*: AM Peak Hour PM Peak Hour LOS D or Better 13 14 LOS E 1 0 LOS F 0 0 0 LOS 'F' Intersections LOS 'F' Intersections 0.0/1.7 MD 650 at Oakview Dr (AM) LOS 'F' Intersections Color Key MD 650 at Oakview Dr (AM) TTI PTI Available count data. Roadway Segment Long hr Functional Class Roadway Segment Long hr Urban Other Principal Aterial US 29 - Lockwood Dr. 0.3 Urban Other Principal Aterial Md Etzerot Rd. 0.4 Mo 42020 0.2 0.4 Mo 42020 0.2 0.4		Intersection Operations		л			
Los D or Better 13 14 Los E 0 Los D or Better 5.2 / 2.7 2.7 / 2.0 LOS F 0 0 0 Los E 0.0 / 0.0 / 1.7 Los E 0.0 / 0.0 / 1.7 LOS F 0 0 0 0 0.0 / 0.3 3.3 / 2.3 LOS T' Intersections LOS T' Intersections LOS T' Intersections Color Key MD 650 at Oakview Dr (AM) I.00 T I 1.00 - 1.15 1.0 - 1.5 1.0 - 1.5 Available count data. Roadway Segment North to South Intersections Intersections > 2.5 Functional Class Roadway Segment North to South Length (miles) TTI PM MB SB NB SB	Signalized Intersection	s*· AM Peak Hour	PM Peak Hour				
LOS D or Better 13 14 LOS D or Better 5.2/2.7 2.7/2.0 LOS F 0 0 0 0.0/1.7 LOS F 0.0/1.7 LOS YE' Intersections LOS YE' Intersections LOS YE' Intersections 0.0/1.7 LOS YE' Intersections TI PTI MD 650 at Oakview Dr (AM) LOS YE' Intersections LOS YE' Intersections 1.0-1.5 1.0-1.5 1.0-1.5 1.15-1.30 1.5-2.5 2.00 <td< th=""><th>orginalized intersections</th><th></th><th>T WT CUK HOU</th><th>Lev</th><th>el of Service</th><th></th><th>·</th></td<>	orginalized intersections		T WT CUK HOU	Lev	el of Service		·
LOS F 0 LOS F 0.0/8.3 3.3/2.3 LOS 'E' Intersections LOS 'F' Intersections Color Key TTI PTI MD 650 at Oakview Dr (AM) I.00-1.15 1.0-1.5 1.0-1.5 1.0-1.5 1.15-1.30 1.5-2.5 Available count data. I.00 data I.00 data I.00 data I.00 data Functional Class Roadway Segment North to South Length (miles) TTI AM PM NB SB NB SB Urban Other Principal Arterial Metzerott Rd. 0.4 I	LOS D or Better	13	14	LC	S D or Better		2.7 / 2.0
LOS 'E' Intersections LOS 'F' Intersections MD 650 at Oakview Dr (AM) TTI PTI 1.00 - 1.15 1.0 - 1.5 1.0 - 1.5 1.10 - 1.15 1.0 - 1.5 1.0 - 1.5 1.15 - 1.30 1.5 - 2.5 1.30 - 2.00 > 2.5 >2.00 No data TTI Principal Actephi Rd. Mutham Cher Principal Actephi Rd. MD 220 - MD 193 0.9 MD 30	LOS E						
MD 650 at Oakview Dr (AM) TTI PTI 1.00 - 1.15 1.0 - 1.5 1.15 - 1.30 1.5 - 2.5 1.30 - 2.00 > 2.5 3.30 - 2.00 > 2.5 2.00 > 2.5 3.30 - 2.00 > 2.5 3.30 - 2.00 > 2.5 3.30 - 2.00 > 2.5 3.30 - 2.00 > 2.5 3.30 - 2.00 > 2.5 3.30 - 2.00 > 2.5 3.30 - 2.00 > 2.5 3.30 - 2.00 > 2.5 3.30 - 2.00 > 2.5 3.30 - 2.00 > 2.5 3.30 - 2.00 > 2.5 3.30 - 2.00 > 2.5 3.30 - 2.00 > 2.5 3.30 - 2.00 > 2.5 3.30 - 2.00 No data Main Indian No data Urban Other Principal Arterial 0.5 0.4 0 I ublickwood Dr Powder Mill Rd. 1.5 0.4 0 I ublickwood Dr Powder Mill Rd. 0.5 0.4 0 I ublickwood Rdi. 0.4 0 0 </td <td></td> <td>1</td> <td>0</td> <td></td> <td>LUSE</td> <td>0.8 / 0.0</td> <td>0.0 / 1.7</td>		1	0		LUSE	0.8 / 0.0	0.0 / 1.7
MD 650 at Oakview Dr (AM) TTI PTI 1.00 - 1.15 1.0 - 1.5 1.15 - 1.30 1.5 - 2.5 1.30 - 2.00 > 2.5 3.30 - 2.00 > 2.5 2.00 > 2.5 3.30 - 2.00 > 2.5 3.30 - 2.00 > 2.5 3.30 - 2.00 > 2.5 3.30 - 2.00 > 2.5 3.30 - 2.00 > 2.5 3.30 - 2.00 > 2.5 3.30 - 2.00 > 2.5 3.30 - 2.00 > 2.5 3.30 - 2.00 > 2.5 3.30 - 2.00 > 2.5 3.30 - 2.00 > 2.5 3.30 - 2.00 > 2.5 3.30 - 2.00 > 2.5 3.30 - 2.00 > 2.5 3.30 - 2.00 No data Main Indian No data Urban Other Principal Arterial 0.5 0.4 0 I ublickwood Dr Powder Mill Rd. 1.5 0.4 0 I ublickwood Dr Powder Mill Rd. 0.5 0.4 0 I ublickwood Rdi. 0.4 0 0 </th <th>LOS F</th> <th></th> <th></th> <th></th> <th></th> <th></th> <th></th>	LOS F						
MD 650 at Oakview Dr (AM) TTI PTI I.00 - 1.15 I.0 - 1.5 I.00 - 1.15 I.0 - 1.5 I.15 - 1.30 I.5 - 2.5 I.130 - 2.00 > 2.5 I.30 - 2.00 I.30 - 2.00 I.30 - 2.00 I.30 - 2.00 <	LOS F						
Available count data. I.10 - 1.15 I.10 - 1.15 I.10 - 1.15 I.15 - 1.30 I.15 - 1.30 I.15 - 2.5 I.30 - 2.00 > 2.01 > 2.00 > 0 data Functional Class Roadway Segment North to South Length (miles) TI M PM No data No No<		0	0	tersection	LOS F		3.3 / 2.3
Available count data. I.15-1.30 I.15-2.5 I.30-2.00 >2.5 >2.00 No data Functional Class Roadway Segment North to South Length (miles) M PM MB SB NB SB <l< td=""><td>LOS 'E' Int</td><td>0 tersections</td><td>0</td><td>tersection</td><td>LOS F</td><td>0.0 / 8.3</td><td>3.3 / 2.3 Color Key</td></l<>	LOS 'E' Int	0 tersections	0	tersection	LOS F	0.0 / 8.3	3.3 / 2.3 Color Key
Available count data. 1.30 - 2.00 > 2.5 Substrain No data Functional Class North to South Image: Signature of Signatu	LOS 'E' Int	0 tersections	0	tersection	LOS F	0.0 / 8.3	3.3 / 2.3 Color Key
Available count data. 1.30 - 2.00 > 2.5 Substrain No data Functional Class North to South Image: Signature of Signatu	LOS 'E' Int	0 tersections	0	tersection	LOS F	0.0 / 8.3	3.3 / 2.3 Color Key PTI
Available count data. 	LOS 'E' Int	0 tersections	0	tersection	LOS F	0.0 / 8.3	3.3 / 2.3 Color Key PTI
Available count data. 	LOS 'E' Int	0 tersections	0	tersection	LOS F	0.0 / 8.3 TTI 1.00 - 1.1	3.3 / 2.3 Color Key PTI 15 1.0 - 1.5
Available count data. > 2.00 Functional Class Roadway Segment North to South Length (miles) TTI No PM 1 No 1 </td <td>LOS 'E' Int</td> <td>0 tersections</td> <td>0</td> <td>tersection</td> <td>LOS F</td> <td>0.0 / 8.3 TTI 1.00 - 1.1</td> <td>3.3 / 2.3 Color Key PTI 15 1.0 - 1.5</td>	LOS 'E' Int	0 tersections	0	tersection	LOS F	0.0 / 8.3 TTI 1.00 - 1.1	3.3 / 2.3 Color Key PTI 15 1.0 - 1.5
No data No data Functional Class North to South Image: Segment North to South Urban Other Principal Image: Segment North to South </td <td>LOS 'E' Int</td> <td>0 tersections</td> <td>0</td> <td>tersection</td> <td>LOS F</td> <td>0.0 / 8.3 TTI 1.00 - 1.1 1.15 - 1.2</td> <td>3.3 / 2.3 Color Key PTI 15 1.0 - 1.5 30 1.5 - 2.5 00 0</td>	LOS 'E' Int	0 tersections	0	tersection	LOS F	0.0 / 8.3 TTI 1.00 - 1.1 1.15 - 1.2	3.3 / 2.3 Color Key PTI 15 1.0 - 1.5 30 1.5 - 2.5 00 0
Note to South NB SB	LOS 'E' Int	0 tersections	0	tersection	LOS F	0.0 / 8.3 TTI 1.00 - 1.1 1.15 - 1.3 1.30 - 2.0	3.3 / 2.3 Color Key PTI 15 1.0 - 1.5 30 1.5 - 2.5 00 > 2.5
Functional ClassRoadway Segment North to SouthLength (miles) \overline{M} <th< th=""><th>LOS 'E' Int MD 650 at Oa</th><th>0 tersections</th><th>0</th><th>tersection</th><th>LOS F</th><th>0.0 / 8.3 TTI 1.00 - 1.1 1.15 - 1.3 1.30 - 2.0</th><th>3.3 / 2.3 Color Key PTI 15 1.0 - 1.5 30 1.5 - 2.5 00 > 2.5</th></th<>	LOS 'E' Int MD 650 at Oa	0 tersections	0	tersection	LOS F	0.0 / 8.3 TTI 1.00 - 1.1 1.15 - 1.3 1.30 - 2.0	3.3 / 2.3 Color Key PTI 15 1.0 - 1.5 30 1.5 - 2.5 00 > 2.5
Functional ClassRoadway Segment North to SouthLength (miles) M PM M	LOS 'E' Int MD 650 at Oa	0 tersections	0	tersection	LOS F	0.0 / 8.3 TTI 1.00 - 1.1 1.15 - 1.3 1.30 - 2.0	3.3 / 2.3 Color Key PTI 15 1.0 - 1.5 30 1.5 - 2.5 00 > 2.5
Punctional Class North to South (miles) AW PW AW PW NB SB SB SD	LOS 'E' Int MD 650 at Oa	0 tersections	0	tersection	LOS F	0.0 / 8.3 TTI 1.00 - 1.1 1.15 - 1.3 1.30 - 2.0	3.3 / 2.3 Color Key PTI 15 1.0 - 1.5 30 1.5 - 2.5 00 > 2.5 No data
US 29 - Lockwood Dr. 0.3 Image: Comparison of the comparison of	LOS 'E' Int MD 650 at Oa Available count data.	tersections akview Dr (AM)	0 LOS 'F' In	1	LOS F s	0.0 / 8.3 TTI 1.00 - 1.1 1.15 - 1.3 1.30 - 2.0 > 2.00	3.3 / 2.3 Color Key PTI 15 1.0 - 1.5 30 1.5 - 2.5 00 > 2.5 No data PTI
Urban Other Principal Arterial Lockwood Dr Powder Mill Rd. 1.5 I	LOS 'E' Int MD 650 at Oa Available count data.	tersections akview Dr (AM) Roadway	0 LOS 'F' In Segment	Length	LOS F S TTI AM	0.0 / 8.3 TTI 1.00 - 1.1 1.15 - 1.3 1.30 - 2.0 > 2.00	3.3 / 2.3 Color Key PTI 15 1.0 - 1.5 30 1.5 - 2.5 30 > 2.5 No data
Powder Mill Rd I-495 0.4 Image: Constraint of the system of the syst	LOS 'E' Int MD 650 at Oa Available count data.	etersections akview Dr (AM) Roadway : North to	0 LOS 'F' In Segment South	Length (miles)	LOS F S TTI AM	0.0 / 8.3 TTI 1.00 - 1.1 1.15 - 1.3 1.30 - 2.0 > 2.00	3.3 / 2.3 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
Urban Other Principal Arterial I-495 - Adelphi Rd. 0.4 I I W I <t< td=""><td>LOS 'E' Int MD 650 at Oa Available count data.</td><td>Contensections tersections Roadway North to US 29 - Loc</td><td>0 LOS 'F' In Segment South</td><td>Length (miles)</td><td>LOS F S TTI AM</td><td>0.0 / 8.3 TTI 1.00 - 1.1 1.15 - 1.3 1.30 - 2.0 > 2.00</td><td>3.3 / 2.3 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</td></t<>	LOS 'E' Int MD 650 at Oa Available count data.	Contensections tersections Roadway North to US 29 - Loc	0 LOS 'F' In Segment South	Length (miles)	LOS F S TTI AM	0.0 / 8.3 TTI 1.00 - 1.1 1.15 - 1.3 1.30 - 2.0 > 2.00	3.3 / 2.3 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
Urban Other Principal Arterial Adelphi Rd Metzerott Rd. 0.5 I	LOS 'E' Int MD 650 at Oa Available count data.	Contensections tersections Roadway North to US 29 - Loc	0 LOS 'F' In Segment South	Length (miles)	LOS F S TTI AM	0.0 / 8.3 TTI 1.00 - 1.1 1.15 - 1.3 1.30 - 2.0 > 2.00	3.3 / 2.3 Color Key PTI 15 1.0 - 1.5 30 1.5 - 2.5 30 2.5 No data PTI AM PM NB SB NB W W W
Arterial Adeign1 Rd Metzerott Rd. 0.5 C <thc< th=""> <thc< th=""> C</thc<></thc<>	LOS 'E' Int MD 650 at Oa Available count data.	ersections tersections akview Dr (AM) Roadway North to US 29 - Loc Lockwood Dr 1	0 LOS 'F' In Segment South South	Length (miles) 0.3 1.5	LOS F S TTI AM	0.0 / 8.3 TTI 1.00 - 1.1 1.15 - 1.3 1.30 - 2.0 > 2.00	3.3 / 2.3 Color Key PTI 15 1.0 - 1.5 30 1.5 - 2.5 30 2.5 No data PTI AM PTI NB SB W I
Metzerott Rd MD 320 0.2 W W MD 320 - MD 193 0.9 W	LOS 'E' Int MD 650 at Oa Available count data. Functional Class	ersections tersections Roadway North to US 29 - Loc Lockwood Dr I Powder Mill	0 LOS 'F' In Segment South wwood Dr. Powder Mill Rd. Rd I-495	Length (miles) 0.3 1.5 0.4	LOS F S TTI AM	0.0 / 8.3 TTI 1.00 - 1.1 1.15 - 1.3 1.30 - 2.0 > 2.00	3.3 / 2.3 Color Key PTI 15 1.0 - 1.5 30 1.5 - 2.5 30 2.5 00 > 2.5 No data PTI AM PM NB SB NB W 0 I I I
	LOS 'E' Int MD 650 at Oa Available count data. Functional Class Urban Other Principal	errestions tersections Roadway North to US 29 - Loc Lockwood Dr I Powder Mill I-495 - Ad	0 LOS 'F' In Segment South :kwood Dr. Powder Mill Rd. Rd I-495 elphi Rd.	Length (miles) 0.3 1.5 0.4 0.4	LOS F S TTI AM	0.0 / 8.3 TTI 1.00 - 1.1 1.15 - 1.3 1.30 - 2.0 > 2.00	3.3 / 2.3 Color Key PTI 15 1.0 - 1.5 30 1.5 - 2.5 30 2.5 00 > 2.5 No data PTI AM PM NB SB NB W 0 I I I
	LOS 'E' Int MD 650 at Oa Available count data. Functional Class Urban Other Principal	0 tersections akview Dr (AM) Roadway : North to US 29 - Loc Lockwood Dr I Powder Mill I-495 - Ad Adelphi Rd I	0 LOS 'F' In Segment South :kwood Dr. Powder Mill Rd. Rd I-495 elphi Rd. Metzerott Rd.	Length (miles) 0.3 1.5 0.4 0.4 0.5	LOS F S TTI AM	0.0 / 8.3 TTI 1.00 - 1.1 1.15 - 1.3 1.30 - 2.0 > 2.00	3.3 / 2.3 Color Key PTI 15 1.0 - 1.5 30 1.5 - 2.5 30 2.5 - 2.5 30 3.5 - 2.5 30 3.5 - 2.5 30 3.5 - 2.5 30 3.5 - 2.5 30 3.5 - 2.5 30 3.5 - 2.5
	LOS 'E' Int MD 650 at Oa Available count data. Functional Class Urban Other Principal	tersections tersections Roadway North to US 29 - Loc Lockwood Dr I Powder Mill I-495 - Ad Adelphi Rd1 Metzerott Rc	0 LOS 'F' In Segment South :kwood Dr. Powder Mill Rd. Rd I-495 elphi Rd. Metzerott Rd. I MD 320	Length (miles) 0.3 1.5 0.4 0.4 0.5 0.2	LOS F S TTI AM	0.0 / 8.3 TTI 1.00 - 1.1 1.15 - 1.3 1.30 - 2.0 > 2.00	3.3 / 2.3 Color Key PTI 15 1.0 - 1.5 30 1.5 - 2.5 30 1.5 - 2.5 30 2.5 20 > 2.5 NO > 2.5 I I I I I I I I I I I I I
MD 410 - Eastern Ave./DC line 0.8	LOS 'E' Int MD 650 at Oa Available count data. Functional Class Urban Other Principal	tersections Roadway : Roadway : North to US 29 - Loc Lockwood Dr 1 Powder Mill I-495 - Ad Adelphi Rd 1 Metzerott Rc MD 320 -	0 LOS 'F' In Segment South South South South South Rd I-495 elphi Rd. Vetzerott Rd. I MD 320 MD 193	Length (miles) 0.3 1.5 0.4 0.4 0.5 0.2 0.9	LOS F S TTI AM	0.0 / 8.3 TTI 1.00 - 1.1 1.15 - 1.3 1.30 - 2.0 > 2.00	3.3 / 2.3 Color Key PTI 15 1.0 - 1.5 30 1.5 - 2.5 30 1.5 - 2.5 30 2.5 - 2.5 30 3.5 - 2.5 30 3.5 - 2.5 31 3.5 - 2.5 32 3.5 - 2.5 33 3.5 - 2.5 34 3.5 - 2.5

			200	XA	West Laurel 198	- DE	(198
Limits:	MD 410 to M	D 198	esville	Fairland		South Laurel	
Corridor Length:	10.7 mile	es	650	Calver	0	e la maria	• Pa
Speed Limit:	35 - 50 MI	PH	White Oa	k onner	Milli Ro Beltsville	295 197 BOW	th BD
Travel Lanes:	(2 - 4) Northbound (2 -	- 4) Southbound	Hill 495	andale	4		7 (19
Signal Controlled Intersections:	40		(193) A	delphi ND E	Greenb	GREENBELT RD	Bow
Grade Separated Interchanges:	3		a Park	410	Parkieom 1	Goddard Glenn Dale	1
Najor Cross Streets:	MD 410, MD 193, I-495, I MD 212, Muirk Contee Rd, Cherry L	kirk Rd,		410 Hyattsvil Mt Rainier	lle Gre	nham	
	Routes	Avg. Daily Ridership	0	50	Land		143
	METRO 83/83x/86	3,938	Seal	7.675			
outes and Ridership	METRO 89/89M	802	4				Hour
	Green Line Greenbelt	4,402		19 AADT	Truck	-	affic
	Green Line College Park The Bus Route 17	3,071	18,000	- 47,000 vpc	3% - 4	% 6.5%	- 8%
	ship data represents boardings	1,042			Segment Operat	tions	
TE. The Green Line fider							
Signalized Intersection	s*: AM Peak Hour	PM Peak Hour	Lev	el of Service	Northbound AM / PM (Miles of Roadway)	Southbound AM / PM (Miles of Roadway)	
LOS D or Better	24	22		S D or Better	10.7 / 0.6	8.4 / 5.4	
LOS E	0	2		LOS E	0.0 / 10.1	2.3 / 3.0	
LOS E LOS F	0	<mark>2</mark> 0		LOS E LOS F	0.0 / 10.1 0.0 / 0.0	2.3 / 3.0 0.0 / 2.3	
-							
LOS F		0	tersection	LOS F			
LOS F LOS 'E' In	0	0	tersection	LOS F		0.0 / 2.3 Color Key	TI
LOS F LOS 'E' In US 1 at MD 430/	0 tersections	0	tersection	LOS F	0.0 / 0.0	0.0 / 2.3 Color Key I P	
LOS F LOS 'E' In US 1 at MD 430/	0 tersections Metzerott Rd (PM)	0	tersection	LOS F	0.0 / 0.0	0.0 / 2.3 Color Key I P	TI - 1.5
LOS F LOS 'E' In US 1 at MD 430/	0 tersections Metzerott Rd (PM)	0	tersection	LOS F	0.0 / 0.0	0.0 / 2.3 Color Key 1 P 1.15 1.0	
LOS F LOS 'E' In US 1 at MD 430/	0 tersections Metzerott Rd (PM)	0	tersection	LOS F	0.0 / 0.0 TT 1.00 -	0.0 / 2.3 Color Key 1.15 1.0 1.30 1.5 2.00	- 1.5 <mark>- 2.5</mark>
LOS F LOS 'E' In US 1 at MD 430/	0 tersections Metzerott Rd (PM)	0	tersection	LOS F	0.0 / 0.0 TT 1.00 - 1.15 - 1.30 -	0.0 / 2.3 Color Key 1.15 1.0 1.30 1.5 2.00 >	- 1.5
LOS F LOS 'E' In US 1 at MD 430/	0 tersections Metzerott Rd (PM)	0	tersection	LOS F	0.0 / 0.0 TT 1.00 - 1.15 -	0.0 / 2.3 Color Key 1 P 1.15 1.0 1.30 1.5 2.00 >	- 1.5 <mark>- 2.5</mark>
LOS F LOS 'E' In US 1 at MD 430, US 1 at Edge	0 tersections Metzerott Rd (PM)	0	tersection	LOS F	0.0 / 0.0 TT 1.00 - 1.15 - 1.30 -	0.0 / 2.3 Color Key 1.15 1.0 1.30 1.5 2.00 >	- 1.5 <mark>- 2.5</mark>
LOS F LOS 'E' In US 1 at MD 430, US 1 at Edge	0 tersections Metzerott Rd (PM)	0	tersection	LOS F	0.0 / 0.0 TT 1.00 - 1.15 - 1.30 -	0.0 / 2.3 Color Key 1 P 1.15 1.0 1.30 1.5 2.00 >	- 1.5 <mark>- 2.5</mark>
LOS F LOS 'E' In US 1 at MD 430, US 1 at Edge	0 tersections Metzerott Rd (PM) ewood Rd (PM) Roadway Seg	0 LOS 'F' In	Length	LOS F	0.0 / 0.0 TT 1.00 - 1.15 - 1.30 - > 2.0	0.0 / 2.3 Color Key 1 P 1.15 1.0 1.30 1.5 2.00 > No data	- 1.5 <mark>- 2.5</mark>
LOS F LOS 'E' In US 1 at MD 430, US 1 at Edge	0 tersections Metzerott Rd (PM) ewood Rd (PM)	0 LOS 'F' In		LOS F s	0.0 / 0.0 TT 1.00 - 1.15 - 1.30 - > 2.0 TI	0.0 / 2.3 Color Key 1.15 1.0 1.30 1.5 2.00 > No data PTI AM	- 1.5 - 2.5 2.5 PM
LOS F LOS 'E' In US 1 at MD 430, US 1 at Edge	0 tersections Metzerott Rd (PM) ewood Rd (PM) Roadway Seg	0 LOS 'F' In gment buth	Length	LOS F s T	0.0 / 0.0 TT 1.00 - 1.15 - 1.30 - > 2.0 TI PM	0.0 / 2.3 Color Key 1.15 1.0 1.30 1.5 2.00 > No data PTI AM	- 1.5 - 2.5 2.5 PM
LOS F LOS 'E' In US 1 at MD 430, US 1 at Edge	0 tersections Metzerott Rd (PM) wood Rd (PM) Roadway Seg North to So	0 LOS 'F' In gment buth	Length (miles)	LOS F s T	0.0 / 0.0 TT 1.00 - 1.15 - 1.30 - > 2.0 TI PM	0.0 / 2.3 Color Key 1.15 1.0 1.30 1.5 2.00 > No data PTI AM	- 1.5 - 2.5 2.5 PM
LOS F LOS 'E' In US 1 at MD 430, US 1 at Edge	0 tersections Metzerott Rd (PM) wood Rd (PM) Roadway Seg North to So Gorman Ave (MD 198	0 LOS 'F' In gment outh 3) - Cherry Ln. ress St.	Length (miles)	LOS F s T	0.0 / 0.0 TT 1.00 - 1.15 - 1.30 - > 2.0 TI PM	0.0 / 2.3 Color Key 1.15 1.0 1.30 1.5 2.00 > No data PTI AM	- 1.5 - 2.5 2.5 PM
LOS F LOS 'E' In US 1 at MD 430, US 1 at Edge	0 tersections Metzerott Rd (PM) wood Rd (PM) Roadway Seg North to So Gorman Ave (MD 198 Cherry Ln Cyp	0 LOS 'F' In gment outh 3) - Cherry Ln. press St. ntee Rd.	Length (miles) 0.6 0.7	LOS F s T	0.0 / 0.0 TT 1.00 - 1.15 - 1.30 - > 2.0 TI PM	0.0 / 2.3 Color Key 1.15 1.0 1.30 1.5 2.00 > No data PTI AM	- 1.5 - 2.5 2.5 PM
LOS F LOS 'E' In US 1 at MD 430, US 1 at Edge	0 tersections Metzerott Rd (PM) ewood Rd (PM) Gorman Ave (MD 198 Cherry Ln Cyp Cypress St Co	0 LOS 'F' In gment outh 3) - Cherry Ln. oress St. ntee Rd. rkirk Rd.	Length (miles) 0.6 0.7 0.5	LOS F s T	0.0 / 0.0 TT 1.00 - 1.15 - 1.30 - > 2.0 TI PM	0.0 / 2.3 Color Key 1.15 1.0 1.30 1.5 2.00 > No data PTI AM	- 1.5 - 2.5 2.5 PM
LOS F LOS 'E' In US 1 at MD 430, US 1 at Edge	0 tersections Metzerott Rd (PM) ewood Rd (PM) Gorman Ave (MD 198 Cherry Ln Cyp Cypress St Co Contee Rd Mui	0 LOS 'F' In gment outh 3) - Cherry Ln. orress St. ntee Rd. rkirk Rd. itz Way	Length (miles) 0.6 0.7 0.5 1.3	LOS F s T	0.0 / 0.0 TT 1.00 - 1.15 - 1.30 - > 2.0 TI PM	0.0 / 2.3 Color Key 1.15 1.0 1.30 1.5 2.00 > No data PTI AM	- 1.5 - 2.5 2.5 PM
LOS F LOS 'E' In US 1 at MD 430, US 1 at Edge wailable count data. Functional Class Urban Other Principal	0 tersections Metzerott Rd (PM) wood Rd (PM) Gorman Ave (MD 198 Cherry Ln Cyp Cypress St Coi Contee Rd Mui Muirkirk Rd R	0 LOS 'F' In Juth B) - Cherry Ln. oress St. ntee Rd. rkirk Rd. itz Way I Rd. (MD212)	Length (miles) 0.6 0.7 0.5 1.3 0.4	LOS F s T	0.0 / 0.0 TT 1.00 - 1.15 - 1.30 - > 2.0 TI PM	0.0 / 2.3 Color Key 1.15 1.0 1.30 1.5 2.00 > No data PTI AM	- 1.5 - 2.5 2.5 PM
LOS F LOS 'E' In US 1 at MD 430, US 1 at Edge	tersections Metzerott Rd (PM) swood Rd (PM) swood Rd (PM) Gorman Ave (MD 198 Cherry Ln Cyp Cypress St Coi Contee Rd Mui Muirkirk Rd R Ritz Way - Powder Mil	0 LOS 'F' In Juth B) - Cherry Ln. oress St. ntee Rd. rkirk Rd. itz Way I Rd. (MD212) Rhode Island Ave.	Length (miles) 0.6 0.7 0.5 1.3 0.4 1.8	LOS F s T	0.0 / 0.0 TT 1.00 - 1.15 - 1.30 - > 2.0 TI PM	0.0 / 2.3 Color Key 1.5 1.0 1.30 1.5 2.00 > No data > NB SB NB SB I I I I I I	- 1.5 - 2.5 2.5 PM
LOS F LOS 'E' In US 1 at MD 430, US 1 at Edge wailable count data. Functional Class Urban Other Principal	tersections Metzerott Rd (PM) wood Rd (PM) wood Rd (PM) Gorman Ave (MD 198 Cherry Ln Cyp Cypress St Coi Contee Rd Mui Muirkirk Rd R Ritz Way - Powder Mill Powder Mill Rd. (MD 212) -	June 1 June 1 Ju	Length (miles) 0.6 0.7 0.5 1.3 0.4 1.8 0.6	LOS F s T	0.0 / 0.0 TT 1.00- 1.15- 1.30 - 2.0 TI PM NB SB 0 0 0 0 0 0 0 0 0 0 0 0 0	0.0 / 2.3 Color Key 1.5 1.15 1.30 1.30 1.30 1.30 1.5 2.00 No data PTI AM NB SB INB INB	- 1.5
LOS F LOS 'E' In US 1 at MD 430, US 1 at Edge wailable count data. Functional Class Urban Other Principal	Itersections Metzerott Rd (PM) wood Rd (PM) wood Rd (PM) Gorman Ave (MD 198 Cherry Ln Cyp Cypress St Co Contee Rd Mui Muirkirk Rd R Ritz Way - Powder Mill Powder Mill Rd. (MD 212) - Rhode Island Ave.	ment Juth 3) - Cherry Ln. ress St. ntee Rd. rkirk Rd. itz Way I Rd. (MD212) 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	LOS F s T	0.0 / 0.0 TT 1.00 - 1.15 - 1.30 - > 2.0 TI PM	0.0 / 2.3 Color Key 1.5 1.15 1.30 1.30 1.30 1.30 1.30 1.5 2.00 No data PTI AM NB SB INB INB	- 1.5
LOS F LOS 'E' In US 1 at MD 430, US 1 at Edge wailable count data. Functional Class Urban Other Principal	0 tersections Metzerott Rd (PM) wood Rd (PM) Gorman Ave (MD 198 Cherry Ln Cyp Cypress St Coi Contee Rd Mui Muirkirk Rd R Ritz Way - Powder Mii Powder Mill Rd. (MD 212) - Rhode Island Ave. I-495/I-95 - Cherr	ment Juth B) - Cherry Ln. oress St. ntee Rd. rkirk Rd. itz Way I Rd. (MD212) 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	LOS F s T	0.0 / 0.0 TT 1.00- 1.15- 1.30 - 2.0 TI PM NB SB 0 0 0 0 0 0 0 0 0 0 0 0 0	0.0 / 2.3 Color Key 1.5 1.15 1.30 1.30 1.30 1.30 1.30 1.5 2.00 No data PTI AM NB SB INB INB	- 1.5
LOS F LOS 'E' In US 1 at MD 430, US 1 at Edge wailable count data. Functional Class Urban Other Principal	0 tersections Metzerott Rd (PM) wood Rd (PM) Gorman Ave (MD 198 Cherry Ln Cyp Cypress St Co Contee Rd Mui Muirkirk Rd R Ritz Way - Powder Mii Powder Mill Rd. (MD 212) - Rhode Island Ave. I-495/I-95 - Cherr Cherry Hill Rd Greenbelt	0 LOS 'F' In Jouth 3) - Cherry Ln. oress St. ntee Rd. rkirk Rd. itz Way I Rd. (MD212) Rhode Island Ave. - I-495/I-95 y Hill Rd. Rd./Metzerott Rd. pus Dr./Paint Branch Pkwy	Length (miles) 0.6 0.7 0.5 1.3 0.4 1.8 0.6 1.0 0.3 1.1	LOS F s T	0.0 / 0.0 TT 1.00- 1.15- 1.30 - 2.0 TI PM NB SB 0 0 0 0 0 0 0 0 0 0 0 0 0	0.0 / 2.3 Color Key 1.5 1.15 1.30 1.30 1.30 1.30 1.30 1.5 2.00 No data PTI AM NB SB INB INB	- 1.5 - 2.5 2.5 IB \$ 1 1

US 1			R4 945 A		Hickory	5
Limits:	Baltimore City Line to	Honeygo Blvd	000 00 00	A Gunpov Falls State	vder e Park	Perry Hall
Corridor Length:	5.6 mile	s	Olor	Northwind	Rd History	5 Superior Ba
Speed Limit:	35 - 40 M	PH	Ra	ney E Jo	ippa Rg	E Joppa Rd Ebenezer Rd
Travel Lanes:	(2 - 3) Northbound (2	- 3) Southbound	Ave	alther Blick	s.	Iver Spring Rd Hos
Signal Controlled Intersections:	23		Putty Hill A	695 Ive	4	White Marsh
Grade Separated Interchanges:	2		"IS Ale	Fitch A	A40	Marsh Mall Honeygo
Major Cross Streets:	Taylor Ave, Fullerto Rossville Blvd, Putty Hil MD 43, Silver S E. Joppa Rd / Ebenezer	l Ave / Ridge Rd, pring Rd, Rd, Honeygo Blvd	Te Kenv	Overlea	e 2 contrain and not and	
	Routes	Avg. Daily Ridership				
Routes and Ridership	CityLink Brown Route	7,327				Peak Hour
	MTA LocalLink 33 MTA LocalLink 36	2,365 997		019 AADT 0 - 46,000 vpd	Trucks	7% - 8%
		551	20,000		egment Operation	_
Signalized Intersection		PM Peak Hour		Level of Service	AM / PM (Miles of Roadway)	AM / PM (Miles of Roadway)
LOS D or Better	6	6	LC	DS D or Better	5.0 / 1.3	4.9 / 2.3
LOS E LOS F	0 0	0		LOS E LOS F	0.6 / 2.7 0.0 / 1.6	0.0 / 2.0
LUS F	U	U		2031	0.07 1.0	0.771.3
LOS 'E' In	tersections	LOS 'F' Int	ersectio	ns		Color Key
					TTI	PTI
					1.00 - 1.	15 1.0 - 1.5
					1.15 - 1.	30 1.5 - 2.5
					1.30 - 2.	00 > 2.5
					> 2.00	
					2.00	No data
Available count data.						
Available count data.						PTI
Available count data.				TTI		E II
Available count data. Functional Class	Roadway Seg North to Sc		Length (miles)	TTI AM	РМ	AM PM
	Roadway See North to Sc		Length (miles)	АМ		AM PM
	North to So Chapel Rd Jo	ppa Rd.	(miles)	АМ	РМ	AM PM NB SB NB S Image: SB Image: SB Image: SB S
	North to Sc Chapel Rd Jo Joppa Rd Silver	ppa Rd. Spring Rd.	(miles) 1.3 0.6	АМ	РМ	AM PM NB SB NB S Image: SB Image: SB Image: SB S
Functional Class	North to Sc Chapel Rd Jo Joppa Rd Silver Silver Spring Rd White Marsh B	ppa Rd. Spring Rd. Ivd. (MD 43)/Dunfield Rd.	(miles) 1.3 0.6 1.2	АМ	PM NB SB	AM PM NB SB NB S Image: SB Image: SB Image: SB Image: SB S
	North to Sc Chapel Rd Jo Joppa Rd Silver Silver Spring Rd White Marsh B White Marsh Blvd. (MD 43)/Dunf	ppa Rd. Spring Rd. Ivd. (MD 43)/Dunfield Rd. ield Rd Rossville Blvd.	(miles) 1.3 0.6 1.2 0.8	АМ	PM NB SB	AM PM NB SB NB S Image: Comparison of the second
Functional Class Urban Other Principal	North to Sc Chapel Rd Jo Joppa Rd Silver Silver Spring Rd White Marsh B White Marsh Blvd. (MD 43)/Dunt Rossville Blvd.	ppa Rd. Spring Rd. Ivd. (MD 43)/Dunfield Rd. ield Rd Rossville Blvd. - I-695	(miles) 1.3 0.6 1.2 0.8 0.4	АМ	PM NB SB	AM PM NB SB NB S Image: SB Image: SB Image: SB S
Functional Class Urban Other Principal	North to Sc Chapel Rd Jo Joppa Rd Silver Silver Spring Rd White Marsh B White Marsh Blvd. (MD 43)/Dunf	ppa Rd. Spring Rd. Ivd. (MD 43)/Dunfield Rd. ield Rd Rossville Blvd. - I-695 m Ave.	(miles) 1.3 0.6 1.2 0.8	АМ	PM NB SB	AM PM NB SB NB S Image: Comparison of the second

Limits:		MD 97 to	MD 650		Arcola	Kersey Rd Landerton Df Landerton St	Blong	1	
Corridor Length:		3.8 r	niles		(193)	Kemp Mill	XX	White Oa	
Speed Limit:		35 - 4				hiversity Blue 4	281	ZAVÍ	US Food Adminis
-	(2 4			d	如信	Belton	nd 🗃		a .
Travel Lanes:	(3 - 4) Northbound	(2 - 4) Southb	ound	Lett	(193)		Schirter	ă Hillan
Signal Controlled Intersections:		1	3		Den	nio 7ve 193	Anares	orthwest Branch nacostia	stheven
Grade Separated Interchanges:		2	2		当	Dailas Ave		River	dital Beltway
Major Cross Streets:	Sligo	Creek Pkwy	Cedar St, Dal / St Andrews \	Way,	t Glen Capital Be	Way (95	Capital-Beltwi		650
	1-495	, MD 193, Loc	kwood Dr, ME METRO	Avg. Daily	(97)	1	AT LAN	S.S.	apshire Ave
			Routes	Ridership	AX	- a	EAS -		
	Ride On Routes	Avg. Daily Ridership	Z2 Z6	825 2,681	Pind Ave	Cale C.			
			Z7	462	Spr	ng S Q Q	2214		A 5
			Z8	3,008	410	UN27	TA		
Routes and Ridership	8	571	Z11	816					
	9	1,205	MTA Commuter Bus Routes	Avg. Daily Ridership					
	12 13	1,261 196	201	528			Turalia		Peak Hour
	13	644	201 305	528		19 AADT - 72,000 vpd	2% - 4%		Traffic 7% - 7.5%
·	21	254	315	434	20,000	- 72,000 vpu	270-47	0	170-1.070
	22	479	325	233	-	Seg	ment Operati	ons	
	Intersection	Operations	"				Northbound		nbound
Signalized Intersections	;*: AM P	Peak Hour	PM Pea	ık Hour	Le	vel of Service	AM / PM (Miles of Roadway)	(Mi	/ PM les of dway)
LOS D or Better		2	2	2	LC	DS D or Better	3.5 / 2.5	1.0	/ 0.8
LOS E		0	(LOS E	0.0 / 1.0		/ 2.7
LOS F		0	()		LOS F	0.3 / 0.3	2.0	/ 0.3
LOS 'E' Inter	reactions			LOS 'F' Inte	ersections			Color	Koy
	30010113			2001 111	siscentina		Т	TI	PTI
								- 1.15	1.0 - 1.5
							1,15	- 1.30	1.5 - 2.5
							1.00	0.00	
								- 2.00	> 2.5
							> 2	.00	ata
Available count data								No d	ลเล
Available count data.									
Available count data.						тті			PTI
Available count data. Functional Class		Roadway North te	Segment o South		Length (miles)	TTI AM	PM	AM	PTI PM
		North to	o South		(miles)	AM	PM NB SB	<u> </u>	РМ
		North to ampshire Ave. (M	D South		(miles) 0.9	AM		<u> </u>	РМ
	Lock	North to ampshire Ave. (M wood Dr Unive	D 650) - Lockwa ersity Blvd. (MD 1	93)	(miles) 0.9 1.1	AM	NB SB	<u> </u>	BB NB SI
Functional Class Urban Other Principal	Lock	North to ampshire Ave. (M wood Dr Unive University Blvd.	D South D 650) - Lockwo ersity Blvd. (MD 1 (MD 193) - I-495	93)	(miles) 0.9 1.1 0.3	AM		<u> </u>	BB NB SI
Functional Class	Lock	North to ampshire Ave. (M wood Dr Unive University Blvd. I-495 - Fra	D 50000 - Lockwo ersity Blvd. (MD 1 (MD 193) - I-495 unklin Ave.	93)	(miles) 0.9 1.1 0.3 0.5	AM NB SB IIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIII	NB SB	NB S	BB NB SI
Functional Class Urban Other Principal	Lock	North to ampshire Ave. (M wood Dr Unive University Blvd.	D 650) - Lockwo ersity Blvd. (MD 1 (MD 193) - I-495 inklin Ave. 2 Dale Dr.	93)	(miles) 0.9 1.1 0.3	AM	NB SB	<u> </u>	PM SB NB SE

US 29				\uparrow	autilia (98)	6	Brooklyn
Limits:	Industrial Pkwy to	o MD 198	Cloverb	Spence y			Burtons	mil l'and
Corridor Length:	4.5 miles	5	A.	riggs Char	Ver Pa			West Lau
Speed Limit:	50 - 55 MF	ЭН		X	(H)	YA J	Geoncastie Rd	
Travel Lanes:	(2 - 4) Northbound (2 -	4) Southbound	sville	2.0		airland	Rd	1.9-1
Signal Controlled Intersections:	6			C Randolph R	.26	29	- Y	95 200
Grade Separated Interchanges:	4				IND,		Calverto	
Major Cross Streets:	Industrial Parkway E Randolph Rd / Cł Musgrove Rd, Fa MD 200, Briggs C Blackburn Rd, I	nerry Hill Rd irland Rd, haney Rd,	650 White (PHU	ATT .		X
	Routes	Avg. Daily Ridership						
-	METRO Z7	462						Peak Hour
Routes and Ridership	METRO Z8	3,008	20	18 AAI	т	т	rucks	Traffic
	METRO Z11	816	59,000	-			2%	7.5% - 8&
-	Ride On Route 10	2,134	55,000	- 00,0		gment O		
	Intersection Operations	2,104						
Signalized Intersections		PM Peak Hour		Level Servic	-	Northbou AM / Pi (Miles o Roadwa	Mof	Southbound AM / PM (Miles of Roadway)
LOS D or Better	1	1	LC	OS D or I	Better	4.5 / 2.	0	2.6 / 3.7
LOS E	0	0		LOS E	Ξ	0.0 / 0.	0	0.0 / 0.8
LOS F	0	0		LOS	F	0.0 / 2.	.5	1.9 / 0.0
						-		
LOS 'E' Inte	rsections	LOS 'F' Int	ersection	າຣ			c	olor Key
							TTI	PTI
						1	.00 - 1.15	1.0 - 1.5
						1	.15 - 1.30	1.5 - 2.5
						1	.30 - 2.00	
								> 2.5
							> 2.00	
								No data
Available count data.				1				571
Available count data.					TTI		┨ ┣-	PTI
	Roadway Seg	ment	Length		M	DM		
Available count data. Functional Class	Roadway Seg North to So		Length (miles)	A			┨ ┣.	
	North to So	uth	(miles)	A NB		PM NB SB		NB SB NB S
	North to So MD 198 - Greence	uth astle Rd.	(miles)	-		NB SB		NB SB NB S
Functional Class	North to So MD 198 - Greence Greencastle Rd F	uth astle Rd. airland Rd.	(miles) 1.2 1.8	-				NB SB NB S
	Morth to So MD 198 - Greenca Greencastle Rd F Fairland Rd Mus	uth astle Rd. airland Rd. grove Rd.	(miles) 1.2 1.8 0.5	-		NB SB		NB SB NB S
Functional Class	North to So MD 198 - Greence Greencastle Rd F	uth astle Rd. airland Rd. grove Rd. Dld Columbia Pike	(miles) 1.2 1.8	-		NB SB		NB SB NB S

US 40			на	gerstov	Ave		64 N/	T St	
Limits:	I-70 to Clevel	and Ave	×		Cleveland	lonalpa	Gartern Bivd N	T	
Corridor Length:	3.4 mil	es	S		Cle	4			
Speed Limit:	35 - 45 N	ЛРН	65			1		If Aetna	
Travel Lanes:	(2 - 3) Eastbound (2	- 3) Westbound	HALL		K	2	Pa	Aetha	Rd
Signal Controlled Intersections:	6		EC	Dak Ridge Dr	X	SEdo	ewood Dr	a	
Grade Separated Interchanges:	1				245		Besuer Creet	7 76	
Major Cross Streets:	I-70, Edgewoo Mt. Aetna Eastern F	d Dr, a Rd, Blvd,					et.	A	
	Cleveland					_		Peak	
Routes and Ridership	Routes	Avg. Daily Ridership		019 AADT			ucks 2%		ffic
	N/A	N/A	25,00	0 - 38,000				8% -	8.5%
	_				Segr	nent Op	erations	;	_
In	tersection Operations					Eastbour	-	Westbound	
Signalized Intersections*:	AM Peak Hour	PM Peak Hour		Level of Service		AM / PN (Miles o Roadway	f	AM / PM (Miles of Roadway)	
LOS D or Better	No Data	No Data	L	OS D or Bet	ter	3.4 / 3.4	1	3.4 / 3.1	
LOS E	No Data	No Data		LOS E		0.0/0.0)	0.0 / 0.3	
LOS F	No Data	No Data		LOS F		0.0 / 0.0)	0.0 / 0.0	
LOS 'E' Inter	ections	LOS 'F' Inte	ersectio	ns		·		olor Key	
							TTI	P	TI
						1.	00 - 1.15	1.0 -	- 1.5
						1.	15 - 1.30	1.5 -	- 2.5
						1.3	30 - 2.00		2.5
							> 2.00		2.0
Available count data.								No data	
					TTI			PTI	
	Poadway Sc	egment Fast	Length (miles)	AM		PM		AM	РМ
Functional Class			(EB W	/B EB	WB	E	B WB E	вW
Functional Class	West to E								
Functional Class			0.3						
	West to E Cannon Ave (MD 64) Cleveland Ave E	- Cleveland Ave. Eastern Blvd.	0.6						
Functional Class	West to E Cannon Ave (MD 64) Cleveland Ave E Eastern Blvd Mt. Aetna	- Cleveland Ave. Eastern Blvd. Rd./ Birch Knoll Rd.	0.6 0.5						
Urban Other Principal	West to E Cannon Ave (MD 64) Cleveland Ave E	- Cleveland Ave. Eastern Blvd. Rd./ Birch Knoll Rd. I Rd - Edgewood Dr.	0.6						

US 50	FRIDAY SUM	MER	Queenstown	(213) (213)	ensboro		
Limits:	MD 213 to MI	D 528		Cordova Cordova	on (1) Fan		AL
Corridor Length:	93 miles	3	2 E		Green		
Speed Limit:	35 - 55 MF	РН	ioyal Oak	Easton Amer Bethlehem Cor Preston	Bridgevile	Redden State Forest Harbest	on Beiltown
Travel Lanes:	(2 - 3) Eastbound (2 -	3) Westbound	Oxford	Trappe	Federalsburg (1) (6)	Georgetown (3) Wood Branch	Dewey (2)
Signal Controlled Intersections:	36		Algono Car	gun mbr dyn	Sharptown	Milisbor ® De	ro agsboro (2) Bech
Grade Separated	7		Church Creek	View		Westwoods Gumboro (4)	Sour Fee
Interchanges:	, MD 213, MD 404	MD 309		lackwater National Wildlife Refuge	Springs Delinaria	Pittsville Willards	Dcean Pines
	MD 322, MD 328, N		reek Crapo	Tyaskin	Quantico Salisbury (10) Fruitland (1)	Powellville	015 Denin Berin
Major Cross Streets:	MD 331, MD 313, Na Northwood Dr, US 13	-	opersvile	roddville Nanticoke W	htehaven II	Whiton	
	MD 90, US 113, MD					Р	Peak Hour
Routes and Ridership	Routes N/A	Avg. Daily Ridership N/A		2019 AADT	Trucks 3%-12%	10	Traffic 0.5%-11.5%
	Intersection Operations	N/A	22,5	500-45,000 vpd	Segment Operation		1.5%-11.5%
Signalized Intersection	s*: AM Peak Hour	PM Peak Hour] Г		Eastbound (Miles		
с -				evel of Service	of Roadway)	of Roady	way)
LOS D or Better	7 0	7		LOS D or Better	86.7 4.5	91.6	5
LOS F	0	0		LOS F	1.8	0.0	
LOS 'E' In	tersections	LOS 'F' Int	tersectio	ons		Color Key	,
					TTI		ΡΤΙ
Available count data.					1.15 - 1. 1.30 - 2. > 2.00	00	1.5 - 2.5 > 2.5
Available count data.	Γ				1.30 - 2. > 2.00	00 No data	> 2.5
Available count data. Functional Class	Roadway Seg West to Ea		Lengti (miles) Friday (6	1.30 - 2.1 > 2.00 TI PM-SPM)	00 No data Friday (> 2.5 PTI (6PM-8PM)
		ist		h Eriday (6)	1.30 - 2.00 > 2.00	00 No data	> 2.5 PTI
	West to Ea Del Rhodes Ave - MD 213 - MD 404(Que	MD 213 en Ann Hwy)	(miles 3.7 1.5	h Friday (6	1.30 - 2.1 > 2.00 TI PM-SPM)	No data	> 2.5 PTI (6PM-8PM)
	West to Ea Del Rhodes Ave -	IND 213 en Ann Hwy) k Dog Alley/Airport Rd	(miles 3.7	h Friday (6	1.30 - 2.1 > 2.00 TI PM-SPM)	00 No data Friday (EB	> 2.5 PTI (6PM-8PM) WB
	West to Ea Del Rhodes Ave - MD 213 - MD 404(Que MD 404(Queen Ann Hwy) - Blac Black Dog Alley/Airport Rc Easton Pkwy - Ch	IND 213 en Ann Hwy) k Dog Alley/Airport Rd J - Easton Pkwy apel Rd	(miles) 3.7 1.5 8.7 0.9 0.4	h Friday (6	1.30 - 2.1 > 2.00 TI PM-SPM)	00 No data Friday (EB	> 2.5 PTI (6PM-8PM) WB
	West to Ea Del Rhodes Ave - MD 213 - MD 404(Que MD 404(Queen Ann Hwy) -Blac Black Dog Alley/Airport Rc Easton Pkwy - Ch Chapel Rd - MD 328 (Goldsboroug	Inst MD 213 en Ann Hwy) k Dog Alley/Airport Rd J - Easton Pkwy apel Rd gh St/Matthewstown Rd)	(miles 3.7 1.5 8.7 0.9	h Friday (6	1.30 - 2.1 > 2.00 TI PM-SPM)	00 No data Friday (EB	> 2.5 PTI (6PM-8PM) WB
	West to Ea Del Rhodes Ave - MD 213 - MD 404(Que MD 404(Queen Ann Hwy) - Black Black Dog Alley/Airport R Easton Pkwy - Ch Chapel Rd - MD 328 (Goldsboroug MD 328 - MD 331 ([MD 331 (Dover Rd)- D	Ist MD 213 en Ann Hwy) k Dog Alley/Airport Rd d - Easton Pkwy apel Rd gh St/Matthewstown Rd) Dover Rd) utchmans Ln	(miles 3.7 1.5 8.7 0.9 0.4 1.1 0.3 0.9	h Friday (6	1.30 - 2.1 > 2.00 TI PM-SPM)	No data	> 2.5 PTI
	West to Ea Del Rhodes Ave - MD 213 - MD 404(Que MD 404(Queen Ann Hwy) -Black Black Dog Alley/Airport Rc Easton Pkwy - Ch Chapel Rd - MD 328 (Goldsboroug MD 328 - MD 331 (I	Ist MD 213 en Ann Hwy) k Dog Alley/Airport Rd 1 - Easton Pkwy apel Rd gh St/Matthewstown Rd) Dover Rd) utchmans Ln ston Pkwy	(miles 3.7 1.5 8.7 0.9 0.4 1.1 0.3	h Friday (6	1.30 - 2.1 > 2.00 TI PM-SPM)	No data	> 2.5 PTI
Functional Class	West to Ea Del Rhodes Ave - MD 213 - MD 404(Quee MD 404(Queen Ann Hwy)-Black Black Dog Alley/Airport Rc Easton Pkwy - Ch Chapel Rd - MD 328 (Goldsboroug MD 328 - MD 331 (I MD 331 (Dover Rd)- D Dutchmans Ln - Eas Easton Pkwy - Old Trappe Rd/ Old Trappe Rd/Landing Nec	Ist MD 213 en Ann Hwy) k Dog Alley/Airport Rd 1 - Easton Pkwy apel Rd dh St/Matthewstown Rd) Dover Rd) utchmans Ln ston Pkwy d/Landing Neck Rd .k Rd - Barber Rd	(miles 3.7 1.5 8.7 0.9 0.4 1.1 0.3 0.9 1.7 0.7 5.2	h Friday (6	1.30 - 2.1 > 2.00 TI PM-SPM)	No data	> 2.5 PTI
Functional Class	West to Ea Del Rhodes Ave - MD 213 - MD 404(Que MD 404(Queen Ann Hwy)-Black Black Dog Alley/Airport Rc Easton Pkwy - Ch Chapel Rd - MD 328 (Goldsboroug MD 328 - MD 331 ((MD 331 (Dover Rd)- Di Dutchmans Ln - Eas Easton Pkwy - Old Trappe Rc	Ist MD 213 en Ann Hwy) k Dog Alley/Airport Rd 1 - Easton Pkwy apel Rd dh St/Matthewstown Rd) Dover Rd) utchmans Ln ston Pkwy d/Landing Neck Rd xk Rd - Barber Rd and Ave	(miles 3.7 1.5 8.7 0.9 0.4 1.1 0.3 0.9 1.7 0.7	h Friday (6	1.30 - 2.1 > 2.00 TI PM-SPM)	No data	> 2.5 PTI
Functional Class	West to Ea Del Rhodes Ave - MD 213 - MD 404(Que MD 404(Queen Ann Hwy)-Black Black Dog Alley/Airport Rc Easton Pkwy - Ch Chapel Rd - MD 328 (Goldsboroug MD 328 - MD 331 (Dover Rd)- D Dutchmans Ln - Eas Easton Pkwy - Old Trappe Rd Old Trappe Rd/Landing Nec Barber Rd - Maryl Maryland Ave - E Cedar E Cedar St/Meteor Ave	Ist MD 213 en Ann Hwy) k Dog Alley/Airport Rd d - Easton Pkwy apel Rd gh St/Matthewstown Rd) Dover Rd) utchmans Ln ston Pkwy d/Landing Neck Rd ek Rd - Barber Rd and Ave St/Meteor Ave - Crusader Rd	(miles 3.7 1.5 8.7 0.9 0.4 1.1 0.3 0.9 1.7 0.7 5.2 6.4 0.3 0.2	h Friday (6	1.30 - 2.1 > 2.00 TI PM-SPM)	No data	> 2.5 PTI
Functional Class	West to Ea Del Rhodes Ave - MD 213 - MD 404(Quee MD 404(Queen Ann Hwy)-Black Black Dog Alley/Airport Rc Easton Pkwy - Ch Chapel Rd - MD 328 (Goldsboroug MD 328 - MD 331 (Dover Rd)- D Dutchmans Ln - Eas Easton Pkwy - Old Trappe Rd Old Trappe Rd/Landing Nec Barber Rd - Maryl Maryland Ave - E Cedar E Cedar St/Meteor Ave - Crusader Rd - Wc	Ist MD 213 en Ann Hwy) k Dog Alley/Airport Rd d - Easton Pkwy apel Rd gh St/Matthewstown Rd) Dover Rd) utchmans Ln ston Pkwy d/Landing Neck Rd k Rd - Barber Rd and Ave St/Meteor Ave - Crusader Rd boods Rd	(miles 3.7 1.5 8.7 0.9 0.4 1.1 0.3 0.9 1.7 0.7 5.2 6.4 0.3	h Friday (6	1.30 - 2.1 > 2.00 TI PM-SPM)	No data	> 2.5 PTI
Functional Class	West to Ea Del Rhodes Ave - MD 213 - MD 404(Que MD 404(Queen Ann Hwy)-Black Black Dog Alley/Airport Rc Easton Pkwy - Ch Chapel Rd - MD 328 (Goldsboroug MD 328 - MD 331 (Dover Rd)- D Dutchmans Ln - Eas Easton Pkwy - Old Trappe Rd Old Trappe Rd/Landing Nec Barber Rd - Maryl Maryland Ave - E Cedar E Cedar St/Meteor Ave	Ist MD 213 en Ann Hwy) k Dog Alley/Airport Rd d - Easton Pkwy apel Rd aph St/Matthewstown Rd) Dover Rd) utchmans Ln ston Pkwy d/Landing Neck Rd k Rd - Barber Rd and Ave St/Meteor Ave - Crusader Rd bods Rd Rd/Church Creek Rd	(miles 3.7 1.5 8.7 0.9 0.4 1.1 0.3 0.9 1.7 0.7 5.2 6.4 0.3 0.2 0.3	h Friday (6	1.30 - 2.1 > 2.00 TI PM-SPM)	No data	> 2.5 PTI
Functional Class	West to Ea Del Rhodes Ave - MD 213 - MD 404(Que MD 404(Queen Ann Hwy)-Black Black Dog Alley/Airport Rc Easton Pkwy - Ch Chapel Rd - MD 328 (Goldsboroug MD 328 - MD 331 (MD 331 (Dover Rd)- D Dutchmans Ln - Eas Easton Pkwy - Old Trappe Rd Old Trappe Rd/Landing Nec Barber Rd - Maryl Maryland Ave - E Cedar E Cedar St/Meteor Ave Crusader Rd - Wc Woods Rd- MD 16/Gypsy Hill F MD 16/Gypsy Hill Rd/Church Creek R Old Rt 50/Bucktown Rd - MD 313/M	Inst MD 213 en Ann Hwy) k Dog Alley/Airport Rd d - Easton Pkwy apel Rd aph St/Matthewstown Rd) Dover Rd) dutchmans Ln ston Pkwy d/Landing Neck Rd dk Rd - Barber Rd and Ave St/Meteor Ave - Crusader Rd St/Meteor Ave - Crusader Rd cods Rd Rd/Church Creek Rd kd - Old Rt 50/Bucktown Rd D 54 (Delmar Rd)/Main St	(miles 3.7 1.5 8.7 0.9 0.4 1.1 0.3 0.9 1.7 0.7 5.2 6.4 0.3 0.2 0.3 0.5 0.4 19	h Friday (6	1.30 - 2.1 > 2.00 TI PM-SPM)	No data	> 2.5 PTI FTI (6PM-8PM) (6PM-8PM)
Functional Class Other Principal Arterial Other Freeways and	West to Ea Del Rhodes Ave - MD 213 - MD 404(Quee MD 404(Queen Ann Hwy) -Black Black Dog Alley/Airport Rc Easton Pkwy - Ch Chapel Rd - MD 328 (Goldsboroug MD 328 - MD 331 (D MD 331 (Dover Rd) - D Dutchmans Ln - Eas Easton Pkwy - Old Trappe Rd Old Trappe Rd/Landing Nec Barber Rd - Maryl Maryland Ave - E Cedar E Cedar St/Meteor Ave Crusader Rd - Wc Woods Rd- MD 16/Gypsy Hill F	Ist MD 213 en Ann Hwy) k Dog Alley/Airport Rd d - Easton Pkwy apel Rd gh St/Matthewstown Rd) Dover Rd) utchmans Ln ston Pkwy d/Landing Neck Rd d/Landing Neck Rd d/Landing Neck Rd d- Areber Rd and Ave St/Meteor Ave - Crusader Rd oods Rd Rd/Church Creek Rd Rd - Old Rt 50/Bucktown Rd D 54 (Delmar Rd/Main St 3/Salisbury Bypass/Ocean Hwy	(miles 3.7 1.5 8.7 0.9 0.4 1.1 0.3 0.9 1.7 0.7 5.2 6.4 0.3 0.2 0.3 0.5 0.4	h Friday (6	1.30 - 2.1 > 2.00 TI PM-SPM)	No data	> 2.5 PTI FTI (6PM-8PM) (6PM-8PM)
Functional Class	West to Ea Del Rhodes Ave - MD 213 - MD 404(Quee MD 404(Queen Ann Hwy) - Black Black Dog Alley/Airport Re Easton Pkwy - Ch Chapel Rd - MD 328 (Goldsboroug MD 328 - MD 331 (C MD 331 (Dover Rd) - Dr Dutchmans Ln - Eas Easton Pkwy - Old Trappe Rd Old Trappe Rd/Landing Nec Barber Rd - Maryl Maryland Ave - E Cedar E Cedar St/Meteor Ave - Crusader Rd - WC Woods Rd - MD 16/Gypsy Hill MD 16/Gypsy Hill Rd/Church Creek R Old Rt 50/Bucktown Rd - MD 313/MI MD 313/MD 54 (Delmar Rd)/Main St - US 1 US 13/Salisbury Bypass/Ocea Hobbs Rd - Walston	Ist MD 213 en Ann Hwy) k Dog Alley/Airport Rd 1 - Easton Pkwy apel Rd gh St/Matthewstown Rd) Dover Rd) utchmans Ln ton Pkwy d/Landing Neck Rd d/Landing Neck	(miles 3.7 1.5 8.7 0.9 0.4 1.1 0.3 0.9 1.7 0.7 5.2 6.4 0.3 0.2 0.3 0.5 0.4 19 12.6 3 1.5	h Friday (6	1.30 - 2.1 > 2.00 TI PM-SPM)	No data	> 2.5 PTI FTI (6PM-8PM) (6PM-8PM)
Functional Class Other Principal Arterial Other Freeways and	West to Ea Del Rhodes Ave - MD 213 - MD 404(Quee MD 404(Queen Ann Hwy) -Black Deg Alley/Airport Rc Easton Pkwy - Ch Chapel Rd - MD 328 (Goldsboroug MD 328 - MD 331 (C MD 331 (Dover Rd) - D Dutchmans Ln - Eas Easton Pkwy - Old Trappe Rd Old Trappe Rd/Landing Nec Barber Rd - Maryl Maryland Ave - E Cedar E Cedar St/Meteor Ave - Crusader Rd - Vwc Woods Rd - MD 16/Gypsy Hill F MD 16/Gypsy Hill Rd/Church Creek R Old Rt 50/Bucktown Rd - MD 313/MI MD 313/MD 54 (Detmar Rd)/Main St - US 1 US 13/Salisbury Bypass/Ocee	Ist MD 213 en Ann Hwy) k Dog Alley/Airport Rd 1 - Easton Pkwy apel Rd gh St/Matthewstown Rd) Dover Rd) utchmans Ln ton Pkwy d/Landing Neck Rd d/Landing Ne	(miles 3.7 1.5 8.7 0.9 0.4 1.1 0.3 0.9 1.7 0.7 5.2 6.4 0.3 0.3 0.5 0.4 19 12.6 3	h Friday (6	1.30 - 2.1 > 2.00 TI PM-SPM)	No data	> 2.5 PTI FTI (6PM-8PM) (6PM-8PM)
Functional Class Other Principal Arterial Other Freeways and	West to Ea Del Rhodes Ave - MD 213 - MD 404(Quee MD 404(Queen Ann Hwy) -Black Black Dog Alley/Airport RK Easton Pkwy - Ch Chapel Rd - MD 328 (Goldsboroug MD 328 - MD 331 (I MD 331 (Dover Rd) - Du Dutchmans Ln - Eas Easton Pkwy - Old Trappe Rd Old Trappe Rd/Landing Nec Barber Rd - Maryl Maryland Ave - E Cedar E Cedar St/Meteor Ave - Crusader Rd - Wc Woods Rd- MD 16/Gypsy Hill F MD 16/Gypsy Hill Rd/Church Creek R Old Rt 50/Bucktown Rd - MD 313/MI MD 313/MD 54 (Deimar Rd)/Main St - US 1 US 13/Sallsbury Bypass/Ocee Hobbs Rd - Walston Walston Switch Rd - MD 452/Fried MD 452/Friendship Rd/Seahawk Rc	Ist MD 213 en Ann Hwy) k Dog Alley/Airport Rd 1 - Easton Pkwy apel Rd gh St/Matthewstown Rd) Dover Rd) utchmans Ln ston Pkwy d/Landing Neck Rd dk Rd - Barber Rd and Ave St/Meter Ave Crusader Rd vods Rd Rd/Church Creek Rd dd - Old Rt 50/Bucktown Rd D 54 (Delmar Rd)/Main St 3/Salisbury Bypass/Ocean Hwy an Hwy - Hobbs Rd Switch Rd mdship Rd/Seahawk Rd d - MD 589/Racetrack Rd Bivd/Riddle Ln/Holly Grove Rd	(miles 3.7 1.5 8.7 0.9 0.4 1.1 0.3 0.9 1.7 0.7 5.2 6.4 0.3 0.2 0.3 0.2 0.3 0.5 0.4 1.9 1.7 5.2 6.4 1.1 0.3 0.9 1.7 5.2 6.4 1.1 0.3 0.9 1.7 5.2 6.4 1.1 0.3 0.9 1.7 5.2 6.4 1.1 0.3 0.9 1.7 5.2 6.4 1.1 0.3 0.9 1.7 5.2 6.4 1.1 0.3 0.5 0.5 1.7 5.2 6.4 1.1 0.3 0.5 1.7 5.2 6.4 1.1 0.3 0.5 1.7 5.2 6.4 1.1 0.3 0.5 1.7 0.7 5.2 6.4 1.9 1.7 0.5 1.7 0.3 0.5 0.5 0.5 0.5 0.5 0.5 0.5 0.5	h Friday (6	1.30 - 2.1 > 2.00 TI PM-SPM)	No data	> 2.5 PTI VI WB I
Functional Class Other Principal Arterial Other Freeways and Expressways	West to Ea Del Rhodes Ave - MD 213 - MD 404(Quee MD 404(Queen Ann Hwy) - Black Black Dog Alley/Airport RR Easton Pkwy - Ch Chapel Rd - MD 328 (Goldsboroug MD 328 - MD 331 ([MD 331 (Dover Rd) - Du Dutchmans Ln - Eas Easton Pkwy - Old Trappe Rd Old Trappe Rd/Landing Nec Barber Rd - Maryl Maryland Ave - E Cedar E Cedar St/Meteor Ave - Crusader Rd - Wc Woods Rd- MD 16/Gypsy Hill F MD 16/Gypsy Hill Rd/Church Creek R Old Rt 50/Bucktown Rd - MD 313/MI MD 313/MD 54 (Delmar Rd)/Main St - US 1 US 13/Sallsbury Bypass/Ocee Hobbs Rd - Walston Walston Switch Rd - MD 452/Fried	Ist MD 213 en Ann Hwy) k Dog Alley/Airport Rd 1 - Easton Pkwy apel Rd gh St/Matthewstown Rd) Dover Rd) utchmans Ln ston Pkwy d/Landing Neck Rd d/Landing Neck Rd d/Landing Neck Rd d/Landing Neck Rd and Ave St/Meteor Ave - Crusader Rd St/Meteor Ave - Crusader Rd obods Rd Rd/Church Creek Rd Rd - Oid Rt 50/Bucktown Rd D 54 (Delmar Rd)/Main St 3/Salisbury Bypass/Ocean Hwy an Hwy - Hobbs Rd Switch Rd mdship Rd/Seahawk Rd d - MD 589/Racetrack Rd Bivd/Riddle Ln/Holly Grove Rd y Mack Rd/Man O War Ln	(miles 3.7 1.5 8.7 0.9 0.4 1.1 0.3 0.9 1.7 0.7 5.2 6.4 0.3 0.2 0.3 0.5 0.4 19 12.6 3 1.5 17.8 1.3	h Friday (6	1.30 - 2.1 > 2.00 TI PM-SPM)	No data	> 2.5 PTI VI WB I
Functional Class Other Principal Arterial Other Freeways and	West to Ea Del Rhodes Ave - MD 213 - MD 404(Quee MD 404(Queen Ann Hwy)-Black Black Dog Alley/Airport Rc Easton Pkwy - Ch Chapel Rd - MD 328 (Goldsboroug MD 328 - MD 331 (I MD 331 (Dover Rd)- D Dutchmans Ln - Eas Easton Pkwy - Old Trappe Rd Old Trappe Rd/Landing Nec Barber Rd - Maryl Maryland Ave - E Cedar E Cedar St/Meteor Ave - Crusader Rd - Wc Woods Rd- MD 16/Gypsy Hill F MD 16/Gypsy Hill Rd/Church Creek R Old Rt 50/Bucktown Rd - MD 313/MI MD 313/MD 54 (Delmar Rd)/Man St - US 1 US 13/Sallsbury Bypass/Coee Hobbs Rd - Walston Walston Switch Rd - MD 452/Friel MD 452/Friendship Rd/Seahawk Rc MD 589/Racetrack Rd - Samuel Bowen Samuel Bowen Blvd/Riddle Ln - Jerr Jerry Mack Rd/Man O War Ln - Old Ocean Old Ocean City Rd/MD 707/Old Brio	Ist MD 213 en Ann Hwy) k Dog Alley/Airport Rd 1 - Easton Pkwy apel Rd 1 - Easton Pkwy apel Rd 1 - Easton Pkwy apel Rd 2 - Chrose Rd 1 - Chrose Rd 2 - Crusader	(miles 3.7 1.5 8.7 0.9 0.4 1.1 0.3 0.9 1.7 0.7 5.2 6.4 0.3 0.2 0.3 0.5 0.4 19 12.6 3 1.5 17.8 1.5 1.7 0.9 0.4 0.9 1.7 0.9 1.7 0.9 1.7 0.9 1.7 0.9 1.7 0.9 1.7 0.9 1.7 0.9 1.7 0.9 1.7 0.9 1.7 0.9 1.7 0.9 1.7 0.7 5.2 6.4 0.3 0.5 0.4 0.3 0.5 0.4 0.3 0.5 0.4 0.3 0.5 0.4 0.3 0.5 0.4 0.3 0.5 0.4 0.3 0.5 0.4 0.5 0.4 0.5 0.4 0.3 0.5 0.4 0.5 0.4 0.3 0.5 0.4 0.5 0.4 0.5 0.4 0.5 0.5 0.4 0.5 0.5 0.5 0.4 0.5 0.5 0.5 0.5 0.4 0.5 0.5 0.5 0.5 0.5 0.4 0.5 0.5 0.5 0.5 0.5 0.5 0.5 0.5	h Friday (6	1.30 - 2.1 > 2.00 TI PM-SPM)	No data	> 2.5 PTI
Functional Class Other Principal Arterial Other Freeways and Expressways	West to Ea Del Rhodes Ave - MD 213 - MD 404(Quee MD 404(Queen Ann Hwy)-Black Black Dog Alley/Airport Rc Easton Pkwy - Ch Chapel Rd - MD 328 (Goldsboroug MD 328 - MD 331 (I MD 331 (Dover Rd)- D Dutchmans Ln - Eas Easton Pkwy - Old Trappe Rd Old Trappe Rd/Landing Nec Barber Rd - Maryl Maryland Ave - E Cedar E Cedar St/Meteor Ave - Crusader Rd - Wc Woods Rd- MD 16/Gypsy Hill F MD 16/Gypsy Hill Rd/Church Creek R Old Rt 50/Bucktown Rd - MD 313/MI MD 313/MD 54 (Delmar Rd)/Main St - US 1 US 13/Sallsbury Bypass/Coee Hobbs Rd - Walston Walston Switch Rd - MD 452/Friel MD 452/Friendship Rd/Seahawk Rc MD 589/Racetrack Rd - Samuel Bowen I Samuel Bowen Blvd/Riddle Ln - Jerr Jerry Mack Rd/Man O War Ln - Old Ocean Old Ocean City Rd/MD 707/Old Brid Keyser Point Rd - MD 611/Sto	Ist MD 213 en Ann Hwy) k Dog Alley/Airport Rd 1 - Easton Pkwy apel Rd 1 - Easton Pkwy apel Rd 1 - Easton Pkwy apel Rd 2 - Chrose Rd 1 - Chrose Rd 2 - Crusader Rd 3 - Crusader Rd 2 - Crusader Rd 3 - Crusader	(miles 3.7 1.5 8.7 0.9 0.4 1.1 0.3 0.9 1.7 0.7 5.2 6.4 0.3 0.2 0.3 0.5 0.4 19 12.6 3 1.5 17.8 1.3 0.8 1.2 0.4 0.3 0.5 0.4 0.3 0.5 0.4 0.3 0.5 0.4 0.5 0.5 0.5 0.5 0.5 0.5 0.5 0.5	h Friday (6	1.30 - 2.1 > 2.00 TI PM-SPM)	No data	> 2.5 PTI
Functional Class Other Principal Arterial Other Freeways and Expressways	West to Ea Del Rhodes Ave - MD 213 - MD 404(Quee MD 404(Queen Ann Hwy)-Black Black Dog Alley/Airport Rc Easton Pkwy - Ch Chapel Rd - MD 328 (Goldsboroug MD 328 - MD 331 (I MD 331 (Dover Rd)- D Dutchmans Ln - Eas Easton Pkwy - Old Trappe Rd Old Trappe Rd/Landing Nec Barber Rd - Maryl Maryland Ave - E Cedar E Cedar St/Meteor Ave - Crusader Rd - Wc Woods Rd- MD 16/Gypsy Hill F MD 16/Gypsy Hill Rd/Church Creek R Old Rt 50/Bucktown Rd - MD 313/MI MD 313/MD 54 (Delmar Rd)/Man St - US 1 US 13/Sallsbury Bypass/Coee Hobbs Rd - Walston Walston Switch Rd - MD 452/Friel MD 452/Friendship Rd/Seahawk Rc MD 589/Racetrack Rd - Samuel Bowen Samuel Bowen Blvd/Riddle Ln - Jerr Jerry Mack Rd/Man O War Ln - Old Ocean Old Ocean City Rd/MD 707/Old Brio	Ist MD 213 en Ann Hwy) k Dog Alley/Airport Rd 1 - Easton Pkwy agel Rd 1 - Easton Pkwy agel Rd 1 - Easton Pkwy dl Antthewstown Rd) Dover Rd) utchmans Ln ton Pkwy dl Anding Neck Rd dl and Rew Kd - Barber Rd and Ave St/Meteor Ave - Crusader Rd and Ave St/Meteor Ave - Crusader Rd dod Rd Rd/Church Creek Rd Rd/Church Creek Rd dod Rt 50/Bucktown Rd D 54 (Delmar Rd)/Main St 33/Salisbury Bypass/Jocean Hwy an Hwy - Hobbs Rd Switch Rd dod Rt Sol/Bucktown Rd dog Rd AcSeahawk Rd 1 - MD 589/Racetrack Rd Blvd/Riddle Ln/Holly Grove Rd y Mack Rd/Man O War Ln City Rd/MD 707/Old Bridge Rd dge Rd - Keyser Point Rd ephen Decatur Hwy y - Golf Course Rd	(miles 3.7 1.5 8.7 0.9 0.4 1.1 0.3 0.9 1.7 0.7 5.2 6.4 0.3 0.2 0.3 0.5 0.4 19 12.6 3 1.5 17.8 1.5 1.7 0.9 0.4 0.9 1.7 0.9 1.7 0.9 1.7 0.9 1.7 0.9 1.7 0.9 1.7 0.9 1.7 0.9 1.7 0.9 1.7 0.9 1.7 0.9 1.7 0.9 1.7 0.7 5.2 6.4 0.3 0.5 0.4 0.3 0.5 0.4 0.3 0.5 0.4 0.3 0.5 0.4 0.3 0.5 0.4 0.3 0.5 0.4 0.3 0.5 0.4 0.5 0.4 0.5 0.4 0.3 0.5 0.4 0.5 0.4 0.3 0.5 0.4 0.5 0.4 0.5 0.4 0.5 0.5 0.4 0.5 0.5 0.5 0.4 0.5 0.5 0.5 0.5 0.4 0.5 0.5 0.5 0.5 0.5 0.4 0.5 0.5 0.5 0.5 0.5 0.5 0.5 0.5	h Friday (6	1.30 - 2.1 > 2.00 TI PM-SPM)	No data	> 2.5 PTI

US 50	SATURDAY	SUMMER	Queenstown (21	(20) (22) (20) (47) Gree Ridgely	ersboro		
Limits:	MD 213 to	MD 528		0) Queen Anne (60) Cordova Dem	Ha Ton Tar		21
Corridor Length:	93 mil	es	2 E		Green	¢.	
Speed Limit:	35 - 55 1	MPH	(3) East (3) East (0) al Oak	Bethlehem Preston	rican mer Bridgeville	Redden State Forest Harbes	son Beitown
Travel Lanes:	(2 - 3) Eastbound (2	2 - 3) Westbound	Oxford Tr	see Thereek	Federalsburg	Georgetown 50 Wood Branch	(a) Dewey
Signal Controlled	36		Algonquin Cambr	Secretary		Militabo	Long Neck
Intersections: Grade Separated			Church Creek	Linkwood (3)	Sharptown (4)	Westwoods Gumboro (19)	Beth 113 Sour
Interchanges:	7	04 MD 200	Black Nati Will	water onal dlife	Mardena Springs St Delmar		Selbyville (4) Ferr
	MD 213, MD 4 MD 322, MD 328			uye Salar	Quantico Salisbury (5)	Powelhille	(STS) Ocean
Major Cross Streets:	MD 331, MD 313, Northwood Dr, US		Todd	Nanticoke W	fhitehaven [3]	Whiton	
	MD 90, US 113, M					F	Peak Hour
Routes and Ridership	Routes N/A	Avg. Daily Ridership N/A		0-43,500 vpd	Trucks		Traffic 0.5%-12%
	Intersection Operations	N/A	20,00		Segment Operati		0.570-1270
Signalized Intersectior	ns*: AM Peak Hour	PM Peak Hour] [Eastbound (Miles	s Westbound	d (Miles
LOS D or Better	6	6	_	vel of Service	of Roadway) 82.6	of Road	way)
LOS E	1	1		LOS E	3.7	6.7	
LOS F	N/A	0		LOS F	6.7	1.5	
LOS 'E' Ir	ntersections	LOS 'F' Int	tersectior	IS		Color Key	1
US 50 at ML	0 213 (AM, PM)				TTI		PTI
Available count data.					1.15 - 1 1.30 - 2 > 2.0	2.00	1.5 - 2.5 > 2.5
Available count data.				T	1.30 - 2 > 2.0	2.00 0 No data	
Available count data. Functional Class	Roadway S West to		Length (miles)	Ti Saturday (1 EB	1.30 - 2 > 2.0	2.00 0 No data	> 2.5 PTI
	West to Del Rhodes Ave	East e - MD 213	(miles) 3.7	Saturday (1	1.30 - 2 > 2.0 TI 12PM-2PM)	2.00 No data	> 2.5 PTI (12PM-2PM)
	West to	East e - MD 213 ueen Ann Hwy)	(miles)	Saturday (1	1.30 - 2 > 2.0 TI 12PM-2PM)	2.00 No data	> 2.5 PTI (12PM-2PM) WB
	Del Rhodes Avi MD 213 - MD 404(Q MD 404(Queen Ann Hwy)-Bl Black Dog Alley/Airport	East 9 - MD 213 ueen Ann Hwy) ack Dog Alley/Airport Rd Rd - Easton Pkwy	(miles) 3.7 1.5 8.7 0.9	Saturday (1	1.30 - 2 > 2.0 TI 12PM-2PM)	2.00 No data	> 2.5 PTI (12PM-2PM)
	Del Rhodes Ave MD 213 - MD 404(Q MD 404(Queen Ann Hwy) -Bl	East e - MD 213 ueen Ann Hwy) ack Dog Alley/Airport Rd Rd - Easton Pkwy Chapel Rd	(miles) 3.7 1.5 8.7	Saturday (1	1.30 - 2 > 2.0 TI 12PM-2PM)	2.00 No data	> 2.5 PTI (12PM-2PM) WB
	Mest to Del Rhodes Aw MD 213 - MD 404(Q MD 404(Queen Ann Hwy) - Bl Black Dog Alley/Airport Easton Pkwy - Chapel Rd - MD 328 (Goldsborn MD 328 - MD 33	East e - MD 213 ueen Ann Hwy) ack Dog Alley/Airport Rd Rd - Easton Pkwy Chapel Rd ough St/Matthewstown Rd) 1 (Dover Rd)	(miles) 3.7 1.5 8.7 0.9 0.4 1.1 0.3	Saturday (1	1.30 - 2 > 2.0 TI 12PM-2PM)	2.00 No data	> 2.5 PTI
Functional Class	Mest to Del Rhodes Aw MD 213 - MD 404(Q MD 404(Queen Ann Hwy) - Bl Black Dog Alley/Airport Easton Pkwy - Chapel Rd - MD 328 (Goldsborn	East MD 213 ueen Ann Hwy) ack Dog Alley/Airport Rd Rd - Easton Pkwy Chapel Rd Dugh St/Matthewstown Rd) 1 (Dover Rd) - Dutchmans Ln	(miles) 3.7 1.5 8.7 0.9 0.4 1.1	Saturday (1	1.30 - 2 > 2.0 TI 12PM-2PM)	2.00 No data	> 2.5 PTI
	West to Del Rhodes Aw MD 213 - MD 404(Q MD 404(Queen Ann Hwy) -Bl Black Dog Alley/Airport Easton Pkwy - Chapel Rd - MD 328 (Goldsbor MD 328 - MD 33 MD 331 (Dover Rd) Dutchmans Ln - E Easton Pkwy - Old Trappe	East e - MD 213 ueen Ann Hwy) ack Dog Alley/Airport Rd Rd - Easton Pkwy Chapel Rd bough St/Matthewstown Rd) 1 (Dover Rd) - Dutchmans Ln Easton Pkwy Rd/Landing Neck Rd	(miles) 3.7 1.5 8.7 0.9 0.4 1.1 0.3 0.9 1.7 0.7	Saturday (1	1.30 - 2 > 2.0 TI 12PM-2PM)	2.00 No data	> 2.5 PTI
Functional Class	West to Del Rhodes Aw MD 213 - MD 404(Q MD 404(Queen Ann Hwy) - Bl Black Dog Alley/Airport Easton Pkwy - Chapel Rd - MD 328 (Goldsbor MD 328 - MD 33 MD 331 (Dover Rd) Dutchmans Ln - B	East a - MD 213 ueen Ann Hwy) ack Dog Alley/Airport Rd Rd - Easton Pkwy Chapel Rd ough St/Matthewstown Rd) 1 (Dover Rd) - Dutchmans Ln Easton Pkwy Rd/Landing Neck Rd Jeck Rd - Barber Rd	(miles) 3.7 1.5 8.7 0.9 0.4 1.1 0.3 0.9 1.7	Saturday (1	1.30 - 2 > 2.0 TI 12PM-2PM)	2.00 No data	> 2.5 PTI
Functional Class	West to Del Rhodes Aw MD 213 - MD 404(Q MD 404(Queen Ann Hwy) -Bi Black Dog Alley/Airport Easton Pkwy - Chapel Rd - MD 328 (Goldsbor MD 328 - MD 328 MD 331 (Dover Rd) Dutchmans Ln - E Easton Pkwy - Old Trappe Old Trappe Rd/Landing M Barber Rd - Ma Maryland Ave - E Ced	East e - MD 213 ueen Ann Hwy) ack Dog Alley/Airport Rd Rd - Easton Pkwy Chapel Rd ough SI/Matthewstown Rd) ([Dover Rd) - Dutchmans Ln Easton Pkwy Rd/Landing Neck Rd leck Rd - Barber Rd uryland Ave ar SI/Meteor Ave	(miles) 3.7 1.5 8.7 0.9 0.4 1.1 0.3 0.9 1.7 0.7 5.2 6.4 0.3	Saturday (1	1.30 - 2 > 2.0 TI 12PM-2PM)	2.00 No data	> 2.5 PTI
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Functional Class	West to Del Rhodes Aw MD 213 - MD 404(Q MD 404(Queen Ann Hwy) -Bi Black Dog Alley/Airport Easton Pkwy - Chapel Rd - MD 328 (Goldsbor MD 328 - MD 333 (Dover Rd) Dutchmans Ln - F Easton Pkwy - Old Trappe Old Trappe Rd/Landing N Barber Rd - Ma Maryland Ave - E Ceda E Cedar St/Meteor Av	East e - MD 213 ueen Ann Hwy) ack Dog Alley/Airport Rd Rd - Easton Pkwy Chapel Rd Uover Rd) 1 (Dover Rd) 1 (Dover Rd) Dutchmans Ln Easton Pkwy Rd/Landing Neck Rd Aleck Rd - Barber Rd wryland Ave ar St/Meteor Ave ve - Crusader Rd Woods Rd ill Rd/Church Creek Rd k Rd - Old Rt 50/Bucktown Rd	(miles) 3.7 1.5 8.7 0.9 0.4 1.1 0.3 0.9 1.7 0.7 5.2 6.4 0.3 0.2 0.3	Saturday (1	1.30 - 2 > 2.0 TI 12PM-2PM)	2.00 No data	> 2.5
Functional Class	West to Del Rhodes Ave MD 213 - MD 404(Q MD 404(Queen Ann Hwy)-Bi Black Dog Alley/Airpot Chapel Rd - MD 328 (Goldsborn MD 328 - MD 33 MD 331 (Dover Rd) Dutchmans Ln - E Easton Pkwy - Old Trappe Old Trappe Rd/Landing N Barber Rd - Ma Maryland Ave - E Ced E Cedar St/Meteor A Crusader Rd - Woods Rd- MD 16/Gypsy H MD 16/Gypsy Hill Rd/Church Creel Old Rt 50/Bucktown Rd - MD 313 MD 313/MD 54 (Delmar Rd)/Main St - U	East a - MD 213 ueen Ann Hwy) ack Dog Alley/Airport Rd Rd - Easton Pkwy Chapel Rd Dogh St/Matthewstown Rd) 1 (Dover Rd) - Dutchmans Ln Caston Pkwy Rd/Landing Neck Rd Ach - Barber Rd wold - Barber Rd wold - Barber Rd woods Rd il Rd/Church Creek Rd c Rd - Old Rt 50/Bucktown Rd //MD 54 (Delmar Rd)/Main St S 13/Salisbury Bypass/Ocean Hwy	(miles) 3.7 1.5 8.7 0.9 0.4 1.1 0.3 0.9 1.7 0.7 5.2 6.4 0.3 0.2 0.3 0.5 0.4 19 12.6	Saturday (1	1.30 - 2 > 2.0 TI 12PM-2PM)	2.00 No data	> 2.5 PTI (12PM-2PM) WB WB I I I I I I I I I I I I I
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Functional Class Other Principal Arterial Other Freeways and	West to Del Rhodes Ave MD 213 - MD 404(Q MD 404(Queen Ann Hwy)-Bl Black Dog Alley/Airport Easton Pkwy - Chapel Rd - MD 328 (Goldsbor MD 328 - MD 33 MD 331 (Dover Rd) Dutchmans Ln - f Easton Pkwy - Old Trappe Old Trappe Rd/Landing N Barber Rd - Ma Maryland Ave - E Ced E Cedar St/Metor Av Crusader Rd - 1 Woods Rd- MD 16/Gypsy Hill Rd/Church Creel Old Rt 50/Bucktown Rd - MD 313 MD 313/MD 54 (Delmar Rd)/Main St - U US 13/Salisbury Bypass/O Hobbs Rd - Walst	East a - MD 213 ueen Ann Hwy) ack Dog Alley/Airport Rd Rd - Easton Pkwy Chapel Rd Dogh St/Matthewstown Rd) theorer Rd Chapel Rd Duchmans Ln Easton Pkwy Rd/Landing Neck Rd eck Rd - Barber Rd wold Rd Rd/Charding Neck Rd eck Rd - Barber Rd woods Rd II Rd/Church Creek Rd Kd - Old Rt 50/Bucktown Rd /MD 54 (Delmar Rd)/Main St St J/Salisbury Bypass/Ocean Hwy cean Hwy - Hobbs Rd on Switch Rd riendship Rd/Seahawk Rd Rd - MD 589/Racetrack Rd	(miles) 3.7 1.5 8.7 0.9 0.4 1.1 0.3 0.9 1.7 0.7 5.2 6.4 0.3 0.2 0.3 0.5 0.4 19 12.6 3 1.5	Saturday (1	1.30 - 2 > 2.0 TI 12PM-2PM)	2.00 No data	> 2.5 PTI (12PM-2PM) WB WB I I I I I I I I I I I I I
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Functional Class Other Principal Arterial Other Freeways and	West to Del Rhodes Aw MD 213 - MD 404(Q MD 401, 2000 And 2000 A	East a - MD 213 ueen Ann Hwy) ack Dog Alley/Airport Rd Rd - Easton Pkwy Chapel Rd Dogh St/Matthewstown Rd) ti (Dover Rd) - Dutchmans Ln Easton Pkwy Rd/Landing Neck Rd Heck Rd - Barber Rd Woods Rd ar St/Meteor Ave re - Crusader Rd Woods Rd ill Rd/Church Creek Rd ar St/Meteor Ave re - Crusader Rd Woods Rd ill Rd/Church Creek Rd (Rd - Old Rt 50/Bucktown Rd MD 54 (Deimar Rd)/Main St S 13/Salisbury Bypass/Ocean Hwy cean Hwy - Hobbs Rd on Switch Rd riendship Rd/Seahawk Rd Rd - MD 589/Racetrack Rd an Blwd/Riddle Ln/Holly Grove Rd erry Mack Rd/Man O War Ln ean City Rd/MD 707/Old Bridge Rd	(miles) 3.7 1.5 8.7 0.9 0.4 1.1 0.3 0.9 1.7 0.7 5.2 6.4 0.3 0.2 0.3 0.2 0.3 0.2 0.3 0.4 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5	Saturday (1	1.30 - 2 > 2.0 TI 12PM-2PM)	2.00 No data	 > 2.5 PTI (12PM-2PM) WB I I
Functional Class Other Principal Arterial Other Freeways and Expressways	West to Del Rhodes Aw MD 213 - MD 404(Q MD 4013 - MD 404(Q MD 404(Queen Ann Hwy) -Bl Black Dog Alley/Airport Easton Pkwy - Old Trappe Old Trappe Rd/Landing N Dutchmans Ln - E Easton Pkwy - Old Trappe Old Trappe Rd/Landing N Barber Rd - ME Maryland Ave - E Ced E Cedar St/Meteor Ar Crusader Rd - 1 Woods Rd- MD 16/Gypsy H MD 16/Gypsy Hill Rd/Church Creel Old Rt 50/Bucktown Rd - MD 313 MD 313/MD 54 (Delmar Rd)/Main St - U US 13/Salisbury Bypass/O Hobbs Rd - Walst Walston Switch Rd - MD 452/F MD 452/Friendship Rd/Seahavkk MD 589/Racetrack Rd - Samuel Bowen Samuel Bowen Blvd/Riddle Ln - J Jerry Mack Rd/Man O War Ln - Old Oc Old Ocean City Rd/MD 707/Old I Keyser Point Rd - MD 611/	East a - MD 213 ueen Ann Hwy) ack Dog Alley/Airport Rd Rd - Easton Pkwy Chapel Rd ough St/Matthewstown Rd) 1 (Dover Rd) 2 (Dutchmans Ln Easton Pkwy Rd/Landing Neck Rd 4 (Ad - Barber Rd 1 (Ad - Barber Rd 1 (Ad - Barber Rd 1 (Ad - Rd) 1 (Ad - Rd) 1 (Ad Rt 50/Bucktown Rd 1 (Ad - Old Rt 50/Bucktown Rd 1 (Ad - ND 549/Racetrack Rd reindship Rd/Seahawk Rd Rd - MD 559/Racetrack Rd an Blwd/Riddle Ln/Holly Grove Rd erry Mack Rd/Man O War Ln aan City Rd/MD 707/Old Bridge Rd 3 ridge Rd - Keyser Point Rd Stephen Decatur Hwy	(miles) 3.7 1.5 8.7 0.9 0.4 1.1 0.3 0.9 1.7 0.7 5.2 6.4 0.3 0.2 0.3 0.5 0.4 19 12.6 3 1.5 17.8 1.3 0.8 1.2 0.4 0.5 0.3	Saturday (1 EB	1.30 - 2 > 2.0 TI 12PM-2PM)	2.00 No data Saturday EB I I I I I I I I I	 > 2.5 PTI (12PM-2PM) WB I I
Functional Class Other Principal Arterial Other Freeways and Expressways	West to Del Rhodes Aw MD 213 - MD 404(Q MD 401 - MD 404 (Q MD 404 (Queen Ann Hwy) -BI Black Dog Alley/Airport Easton Pkwy - Old Trappe Chapel Rd - MD 328 (Goldsborn MD 328 - MD 328 MD 331 (Dover Rd) Dutchmans Ln - E Easton Pkwy - Old Trappe Old Trappe Rd/Landing N Barber Rd - Me Maryland Ave - E Ced E Cedar St/Meteor Ar Crusader Rd - 1 Woods Rd - MD 16/Gypsy H MD 16/Gypsy Hill Rd/Church Creel Old Rt 50/Bucktown Rd - MD 313 MD 313/MD 54 (Delmar Rd)/Main St - U US 13/Salisbury Bypass/O Hobbs Rd - Walst Walston Switch Rd - MD 452/F MD 452/Friendship Rd/Seahawk MD 589/Racetrack Rd - Samuel Bowen Samuel Bowen Blvd/Riddle Ln - J Jerry Mack Rd/Man O War Ln - Old Oco Old Ocean City Rd/MD 707/Old 1	East e - MD 213 ueen Ann Hwy) ack Dog Alley/Airport Rd Rd - Easton Pkwy Chapel Rd ough St/Matthewstown Rd) 1 (Dover Rd) - Dutchmans Ln Easton Pkwy Rd/Landing Neck Rd leck Rd - Barber Rd Woods Rd ar St/Meteor Ave ve - Crusader Rd Woods Rd ill Rd/Church Creek Rd (Rd - Old Rt 50/Bucktown Rd /MD 54 (Delmar Rd)/Main St S 13/Salisbury Bypass/Ocean Hwy cean Hwy - Hobbs Rd on Switch Rd riendship Rd/Seahawk Rd Rd - MD 589/Racetrack Rd an Btvd/Riddle Ln/Holly Grove Rd erry Mack Rd/Man O War Ln aan City Rd/MD 707/Old Bridge Rd Stephen Decatur Hwy Hwy - Golf Course Rd	(miles) 3.7 1.5 8.7 0.9 0.4 1.1 0.3 0.9 1.7 0.7 5.2 6.4 0.3 0.2 0.3 0.5 0.4 1.9 1.7 0.7 5.2 6.4 0.3 0.5 1.7 0.4 1.1 0.3 0.9 1.7 0.7 5.2 6.4 0.3 0.5 1.7 0.3 0.5 1.7 0.4 1.1 0.3 0.9 1.7 0.7 5.2 6.4 0.3 0.5 1.7 0.5 1.7 0.3 0.5 0.4 1.1 0.3 0.5 1.7 0.7 5.2 6.4 0.3 0.5 1.7 0.5 1.7 0.3 0.5 0.4 1.7 0.7 5.2 6.4 0.3 0.5 0.4 1.7 0.7 5.2 0.3 0.5 0.4 1.7 0.7 0.5 0.4 0.3 0.5 0.4 1.7 0.7 0.5 0.4 0.3 0.5 0.4 1.7 0.7 0.5 0.4 0.3 0.5 0.4 1.7 0.7 0.5 0.4 0.3 0.5 0.4 1.7 0.7 0.5 0.4 1.7 0.7 0.5 0.4 1.7 0.7 0.5 0.4 1.7 0.7 0.5 0.4 1.5 1.5 1.5 1.5 1.5 1.5 0.4 0.5 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 0.5 0.4 0.5 0.5 0.5 0.4 0.5 0.5 0.5 0.5 0.4 0.5 0.5 0.5 0.5 0.4 0.5 0.5 0.5 0.4 0.5 0.5 0.5 0.5 0.5 0.5 0.5 0.5	Saturday (1 EB	1.30 - 2 > 2.0 TI 12PM-2PM)	2.00 No data Saturday EB I I I I I I I I I	 > 2.5 PTI (12PM-2PM) WB I I

US 50	SUNDAY SUI	MMER	Ouvenstown (21	300 313 3 300 481 Gree Ridgely	ensboro		
Limits:	MD 213 to M	ID 528		Cordova	on (1) Far		21
Corridor Length:	93 mile	s	P.E		(1) Green		
Speed Limit:	35 - 55 M	PH	ayal Oak	Bethlehem Preston	rican mer Bridgeville	Redden State Forest Harber	son Beltown
Travel Lanes:	(2 - 3) Eastbound (2 -	- 3) Westbound	Oxford Tr	appe	Federalsburg	Georgetown (8) Wood Branch	28 Dewe
Signal Controlled	36		Algonquin Cambr	Secretary	Laurel	Millipbe	Long Neck
Intersections: Grade Separated			Church Creek	Linkwood (20)	a 11 Asrdela (4)	Westwoods Gumboro (4)	itt Sol
Interchanges:	7 MD 213, MD 404	4 MD 200	Black Nati Will Ref	water ional diife	Springs Delmar	Pittasile	Selbyville (s) Fer
	MD 322, MD 328, I		(334) revek Crapo	Tyaskin	Quantico Salisbury (39) Fruitland (7)	Powellvile	(373) Derin
Major Cross Streets:	MD 331, MD 313, N Northwood Dr, US 13	•	Todd	ville Anticoke W	htehaven 3	Whiton	R CONTRACTOR
	MD 90, US 113, MD	589, MD 528				F	Peak Hour
Routes and Ridership	Routes N/A	Avg. Daily Ridership N/A		0-40,500 vpd	Trucks 3% -12%		Traffic 0.5% -12%
	Intersection Operations				Segment Operation		
Signalized Intersection	s*: AM Peak Hour	PM Peak Hour			Eastbound (Miles	Westbound	d (Miles
LOS D or Better	15	14		vel of Service	of Roadway) 87.6	of Road	
LOS E	0	1		LOS E	4.0	4.9	
LOS F	1	1		LOS F	1.4	2.9	
LOS 'E' In	tersections	LOS 'F' Int	tersectior	IS		Color Key	
US 50 at N	/ID 213 (PM)	US 50 at M			TTI		PTI
Available count data.		US 50 at M	1D 213 (AM)		1.00 - 1. 1.15 - 1. 1.30 - 2. > 2.00	.30 .00	1.0 - 1.5 1.5 - 2.5 > 2.5
Available count data.		US 50 at M			1.15 - 1. 1.30 - 2. > 2.00	.30 .00 .00 .00 .00 .00 .00 .00 .00 .00 .0	1.5 - 2.5 > 2.5
Available count data.	Roadway Seg West to E	gment		Ti Sunday (2	1.15 - 1. 1.30 - 2. > 2.00 TI IPM-4PM)	.30 .00 No data	1.5 - 2.5 > 2.5 PTI (2PM-4PM)
		gment ast	ID 213 (AM)	T	<u>1.15 - 1.</u> <u>1.30 - 2</u> > 2.00	.00 .00	1.5 - 2.5 > 2.5 PTI
	Del Rhodes Ave MD 213 - MD 404(Que	gment ast MD 213 sen Ann Hwy)	Length (miles) 3.7 1.5	Ti Sunday (2	1.15 - 1. 1.30 - 2. > 2.00 TI IPM-4PM)	.30 .00 No data	1.5 - 2.5 > 2.5 PTI (2PM-4PM) WB
	West to E	gment ast • MD 213 een Ann Hwy) ck Dog Alley/Airport Rd	Length (miles) 3.7	Ti Sunday (2	1.15 - 1. 1.30 - 2. > 2.00 TI IPM-4PM)	.30 .00 No data	1.5 - 2.5 > 2.5 PTI (2PM-4PM) WB
	West to Ei Del Rhodes Ave - MD 213 - MD 404(Que MD 404(Queen Ann Hwy) - Bla Black Dog Alley/Airport R Easton Pkwy - Cl	gment ast • MD 213 een Ann Hwy) ck Dog Alley/Airport Rd td - Easton Pkwy hapel Rd	Length (miles) 3.7 1.5 8.7 0.9 0.4	Ti Sunday (2	1.15 - 1. 1.30 - 2. > 2.00 TI IPM-4PM)	.30 .00 No data	1.5 - 2.5 > 2.5 PTI (2PM-4PM) WB
	West to Ei Del Rhodes Ave - MD 213 - MD 404(Que MD 404(Queen Ann Hwy) - Blac Black Dog Alley/Airport R Easton Pkwy - Cl Chapel Rd - MD 328 (Goldsborou MD 328 - MD 331 (gment ast - MD 213 een Ann Hwy) ck Dog Alley/Airport Rd kd - Easton Pkwy hapel Rd ugh St/Matthewstown Rd) (Dover Rd)	Length (miles) 3.7 1.5 8.7 0.9	Ti Sunday (2	1.15 - 1. 1.30 - 2. > 2.00 TI IPM-4PM)	.30 .00 No data	1.5 - 2.5 > 2.5 PTI (2PM-4PM) WB
	West to Ei Del Rhodes Ave - MD 213 - MD 404(uu MD 404(Queen Ann Hwy) - Black Dog Alley/Airport R Black Dog Alley/Airport R Easton Pkwy - Cl Chapel Rd - MD 328 (Goldsborou MD 328 - MD 331 (MD 331 (Dover Rd) - [gment ast MD 213 sen Ann Hwy) ck Dog Alley/Airport Rd td - Easton Pkwy hapel Rd ugh St/Matthewstown Rd) (Dover Rd) Dutchmans Ln	Length (miles) 3.7 1.5 8.7 0.9 0.4 1.1	Ti Sunday (2	1.15 - 1. 1.30 - 2. > 2.00 TI IPM-4PM)	.30 .00 No data	1.5 - 2.5 > 2.5 PTI (2PM-4PM) WB WB WB WB WB WB WB WB WB WB
	West to Ei Del Rhodes Ave - MD 213 - MD 404(Que MD 404(Queen Ann Hwy) - Blac Black Dog Alley/Airport R Easton Pkwy - Cl Chapel Rd - MD 328 (Goldsborou MD 328 - MD 331 (MD 331 (Dover Rd) - I Dutchmans Ln - Ea Easton Pkwy - Old Trappe F	gment ast • MD 213 sen Ann Hwy) ck Dog Alley/Airport Rd kd - Easton Pkwy hapel Rd ugh St/Matthewstown Rd) (Dover Rd) Dutchmans Ln siston Pkwy kd/Landing Neck Rd	Length (miles) 3.7 1.5 8.7 0.9 0.4 1.1 0.3 0.9 1.7 0.7	Ti Sunday (2	1.15 - 1. 1.30 - 2. > 2.00 TI IPM-4PM)	.30 .00 No data	1.5 - 2.5 > 2.5 PTI (2PM-4PM) WB W ■
Functional Class	West to Ei Del Rhodes Ave - MD 213 - MD 404(Que MD 404(Queen Ann Hwy) - Bla Black Dog Alley/Airport R Easton Pkwy - Cl Chapel Rd - MD 328 (Goldsborou MD 328 - MD 331 (MD 331 (Dover Rd) - I Dutchmans Ln - Ea	gment ast • MD 213 een Ann Hwy) ck Dog Alley/Airport Rd d - Easton Pkwy hapel Rd ugh St/Matthewstown Rd) (Dover Rd) Dutchmans Ln uston Pkwy Rd/Landing Neck Rd ck Rd - Barber Rd	Length (miles) 3.7 1.5 8.7 0.9 0.4 1.1 0.3 0.9 1.7	Ti Sunday (2	1.15 - 1. 1.30 - 2. > 2.00 TI IPM-4PM)	.30 .00 No data	1.5 - 2.5 > 2.5 PTI (2PM-4PM) WB W ■
Functional Class	West to Ei Del Rhodes Ave - MD 213 - MD 404(Quư MD 404(Queen Ann Hwy) - Blar Black Dog Alley/Airport R Easton Pkwy - Cl Chapel Rd - MD 328 (Goldsborou MD 328 - MD 331 (MD 331 (Dover Rd) - I Dutchmans Ln - Ea Easton Pkwy - Old Trappe R Old Trappe Rd/Landing Ne Barber Rd - Mary Maryland Ave - E Cedar	gment ast MD 213 een Ann Hwy) ck Dog Alley/Airport Rd dd - Easton Pkwy dd - Easton Pkwy (Dover Rd) (Dover Rd) (Dover Rd) Dutchmans Ln iston Pkwy Rd/Landing Neck Rd ck Rd - Barber Rd /and Ave r St/Meteor Ave	Length (miles) 3.7 1.5 8.7 0.9 0.4 1.1 0.3 0.9 1.7 0.7 5.2 6.4 0.3	Ti Sunday (2	1.15 - 1. 1.30 - 2. > 2.00 TI IPM-4PM)	.30 .00 No data	1.5 - 2.5 > 2.5 PTI (2PM-4PM) WB W ■
Functional Class	West to Ei Del Rhodes Ave - MD 213 - MD 404(Que MD 404(Queen Ann Hwy) - Blac Black Dog Alley/Airport R Easton Pkwy - Cl Chapel Rd - MD 328 (Goldsborou MD 328 - MD 331 (MD 331 (Dover Rd) - I Dutchmans Ln - Ea Easton Pkwy - Old Trappe R Old Trappe Rd/Landing Ne Barber Rd - Mary	gment ast MD 213 sen Ann Hwy) ck Dog Alley/Airport Rd d - Easton Pkwy dd - Easton Pkwy (Dover Rd) (Dover Rd) (Dover Rd) Dutchmans Ln iston Pkwy Rd/Landing Neck Rd ck Rd - Barber Rd /and Ave r St/Meteor Ave - Crusader Rd	Length (miles) 3.7 1.5 8.7 0.9 0.4 1.1 0.3 0.9 1.7 0.7 5.2 6.4	Ti Sunday (2	1.15 - 1. 1.30 - 2. > 2.00 TI IPM-4PM)	.30 .00 No data	1.5 - 2.5 > 2.5 PTI (2PM-4PM) WB W ■
Functional Class	West to Ei Del Rhodes Ave - MD 213 - MD 404(Que MD 404(Queen Ann Hwy) - Blae Black Dog Alley/Airport R Easton Pkwy - Cl Chapel Rd - MD 328 (Goldsboro. MD 328 - MD 331 (MD 331 (Dover Rd) - I Dutchmans Ln - Ea Easton Pkwy - Old Trappe R Old Trappe Rd/Landing Ne Barber Rd - Mary Maryland Ave - E Cedar E Cedar St/Meteor Ave Crusader Rd - W Woods Rd - MD 16/Gypsy Hill	gment ast MD 213 een Ann Hwy) ck Dog Alley/Airport Rd td - Easton Pkwy hapel Rd gh St/Matthewstown Rd) (Dover Rd) Dutchmans Ln iston Pkwy Rd/Landing Neck Rd ck Rd - Barber Rd /land Ave - Crusader Rd - Crusader Rd ioods Rd Rd/Church Creek Rd	Length (miles) 3.7 1.5 8.7 0.9 0.4 1.1 0.3 0.9 1.7 0.7 5.2 6.4 0.3 0.2 0.3 0.5	Ti Sunday (2	1.15 - 1. 1.30 - 2. > 2.00 TI IPM-4PM)	.30 .00 No data	1.5 - 2.5 > 2.5 PTI (2PM-4PM) WB W ■
Functional Class	West to Ei Del Rhodes Ave - MD 213 - MD 404(Que MD 404(Queen Ann Hwy) - Blae Black Dog Alley/Airport R Easton Pkwy - Cl Chapel Rd - MD 328 (Goldsborou MD 328 - MD 331 (MD 331 (Dover Rd) - I Dutchmans Ln - Ea Easton Pkwy - Old Trappe R Old Trappe Rd/Landing Ne Barber Rd - Mary Maryland Ave - E Cedaa E Cedar St/Meteor Ave Crusader Rd - W	gment ast MD 213 een Ann Hwy) ck Dog Alley/Airport Rd td - Easton Pkwy hapel Rd gh St/Matthewstown Rd) (Dover Rd) Dutchmans Ln iston Pkwy Rd/Landing Neck Rd ck Rd - Barber Rd (And Ave - Crusader Rd - Crusader Rd cods Rd Rd / Church Creek Rd Rd - Old Rt 50/Bucktown Rd	Length (miles) 3.7 1.5 8.7 0.9 0.4 1.1 0.3 0.9 0.4 1.7 0.7 5.2 6.4 0.3 0.2 0.3	Ti Sunday (2	1.15 - 1. 1.30 - 2. > 2.00 TI IPM-4PM)	.30 .00 No data	1.5 - 2.5 > 2.5 PTI (2PM-4PM) WB W ■
Functional Class	West to Ei Del Rhodes Ave - MD 213 - MD 404(Uue MD 404(Queen Ann Hwy) - Blac Black Dog Alley/Airport R Easton Pkwy - Cl Chapel Rd - MD 328 (Goldsborou MD 328 - MD 331 (MD 331 (Dover Rd) - 1 Dutchmans Ln - Ea Easton Pkwy - Old Trappe R Old Trappe Rd/Landing Ne Barber Rd - Mary Maryland Ave - E Cedar E Cedar St/Meteor Ave Crusader Rd - W Woods Rd - MD 16/Gypsy Hill MD 16/Gypsy Hill Rd/Church Creek I Old Rt 50/Bucktown Rd - MD 313/M MD 313/MD 54 (Delmar Rd)/Main St - US	gment ast MD 213 sen Ann Hwy) ck Dog Alley/Airport Rd td - Easton Pkwy hapel Rd ugh St/Matthewstown Rd) (Dover Rd) Dutchmans Ln iston Pkwy td/Landing Neck Rd cok Rd - Barber Rd /land Ave r St/Meteor Ave - Crusader Rd cods Rd Rd - Old Rt 50/Bucktown Rd AD 54 (Delmar Rd)/Main St 13/Salisbury Bypass/Ocean Hwy	Length (miles) 3.7 1.5 8.7 0.9 0.4 1.1 0.3 0.9 1.7 0.7 5.2 6.4 0.3 0.2 0.3 0.5 0.4 19 12.6	Ti Sunday (2	1.15 - 1. 1.30 - 2. > 2.00 TI IPM-4PM)	.30 .00 No data	1.5 - 2.5 > 2.5 PTI (2PM-4PM) WB W ■
Functional Class	West to Ei Del Rhodes Ave - MD 213 - MD 404(Que MD 404(Queen Ann Hwy) - Blac Black Dog Alley/Airport R Easton Pkwy - Cl Chapel Rd - MD 328 (Goldsboro. MD 328 - MD 331 (Dover Rd) - [Dutchmans Ln - Ea Easton Pkwy - Old Trappe R Old Trappe Rd/Landing Ne Barber Rd - Mary Maryland Ave - E Cedar E Cedar St/Meteor Ave Crusader Rd - W Woods Rd - MD 16/Gypsy Hill MD 16/Gypsy Hill Rd/Church Creek I Old Rt 50/Bucktown Rd - MD 313/M	gment ast -MD 213 sen Ann Hwy) ck Dog Alley/Airport Rd td - Easton Pkwy hapel Rd ugh St/Matthewstown Rd) (Dover Rd) Dutchmans Ln iston Pkwy td/Landing Neck Rd ck Rd - Barber Rd /land Ave - St/Meteor Ave - Crusader Rd Cods Rd Rd - Old Rt 50/Bucktown Rd AlD 54 (Delmar Rd)/Main St 13/Salisbury Bypass/Ocean Hwy aan Hwy - Hobbs Rd	Length (miles) 3.7 1.5 8.7 0.9 0.4 1.1 0.3 0.9 1.7 0.7 5.2 6.4 0.3 0.2 0.3 0.5 0.4 19	Ti Sunday (2	1.15 - 1. 1.30 - 2. > 2.00 TI IPM-4PM)	.30 .00 No data	1.5 - 2.5 > 2.5 PTI (2PM-4PM) WB W ■
Functional Class Other Principal Arterial Other Freeways and	West to Ei Del Rhodes Ave - MD 213 - MD 404(Que MD 404(Queen Ann Hwy) - Bla Black Dog Alley/Airport Easton Pkwy - Cl Chapel Rd - MD 328 (Goldsborou MD 328 - MD 331 (MD 331 (Dover Rd - I Dutchmans Ln - Ea Easton Pkwy - Old Trappe R Old Trappe Rd/Landing Ne Barber Rd - Mary Maryland Ave - E Cedar E Cedar St/Meteor Ave Crusader Rd - W Woods Rd - MD 16/Gypsy Hill MD 16/Gypsy Hill Rd/Church Creek I Old Rt 50/Bucktown Rd - MD 313/M MD 313/MD 54 (Detmar Rd)/Main St - US US 13/Salisbury Bypass/Coc Hobbs Rd - Walstor	gment ast MD 213 een Ann Hwy) ck Dog Alley/Airport Rd td - Easton Pkwy hapel Rd ugh St/Matthewstown Rd) (Dover Rd) Dutchmans Ln ston Pkwy Rd/Landing Neck Rd ck Rd - Barber Rd /and Ave r St/Meteor Ave r St/Meteor Ave r Crusader Rd oods Rd Rd - Old Rt 50/Bucktown Rd Rd - Old Rt 50/Bucktown Rd ID 54 (Delmar Rd)/Main St 13/Salisbury Bypass/Ocean Hwy ean Hwy - Hobbs Rd n Switch Rd endship Rd/Seahawk Rd	Length (miles) 3.7 1.5 8.7 0.9 0.4 1.1 0.3 0.9 1.7 0.7 5.2 6.4 0.3 0.2 0.3 0.5 0.4 19 12.6 3 1.5 1.5 1.5	Ti Sunday (2	1.15 - 1. 1.30 - 2. > 2.00 TI IPM-4PM)	.30 .00 No data	1.5 - 2.5 > 2.5 PTI (2PM-4PM) WB W ■
Functional Class Other Principal Arterial Other Freeways and	West to Ei Del Rhodes Ave - MD 213 - MD 404(Que MD 404(Queen Ann Hwy) - Blat Black Dog Alley/Airport R Easton Pkwy - Cl Chapel Rd - MD 328 (Goldsborou MD 328 - MD 331 (MD 331 (Dover Rd) - I Dutchmans Ln - Ea Easton Pkwy - Old Trappe R Old Trappe Rd/Landing Ne Barber Rd - Mary Maryland Ave - E Cedar E Cedar St/Meteor Ave Crusader Rd - W Woods Rd - MD 16/Gypsy Hill MD 16/Gypsy Hill Rd/Church Creek I Old Rt 50/Bucktown Rd - MD 313/M MD 313/MD 54 (Delmar Rd)/Main St - US US 13/Salisbury Bypass/Oce Hobbs Rd - Walstor	gment ast MD 213 een Ann Hwy) ek Dog Alley/Airport Rd td - Easton Pkwy hapel Rd ugh St/Matthewstown Rd) (Dover Rd) Dutchmans Ln ston Pkwy Rd/Landing Neck Rd eck Rd - Barber Rd /and Ave St/Meteor Ave - Crusader Rd oods Rd Rd/Church Creek Rd Rd/Church Creek Rd Rd - Old Rt 50/Bucktown Rd ID 54 (Delmar Rd/Main St 13/Salisbury Bypass/Ocean Hwy ean Hwy - Hobbs Rd n Switch Rd endship Rd/Seahawk Rd	Length (miles) 3.7 1.5 8.7 0.9 0.4 1.1 0.3 0.9 1.7 0.7 5.2 6.4 0.3 0.2 0.3 0.5 0.4 19 12.6 3 1.5	Ti Sunday (2	1.15 - 1. 1.30 - 2. > 2.00 TI IPM-4PM)	.30 .00 No data	1.5 - 2.5 > 2.5 PTI (2PM-4PM) WB W ■
Functional Class Other Principal Arterial Other Freeways and	West to Ei Del Rhodes Ave - MD 213 - MD 404(Que MD 404(Queen Ann Hwy) - Blar Black Dog Alley/Airport R Easton Pkwy - Cl Chapel Rd - MD 328 (Goldsborou MD 328 - MD 331 (MD 331 (Dover Rd) - I Dutchmans Ln - Ea Easton Pkwy - Old Trappe R Old Trappe Rd/Landing Ne Barber Rd - Mary Maryland Ave - E Cedar E Cedar St/Meteor Ave Crusader Rd - Mary Molos Rd - MD 16/Gypsy Hill MD 16/Gypsy Hill Rd/Church Creek I Old Rt 50/Bucktown Rd - MD 313/M MD 313/MD 54 (Delmar Rd)/Main St - US US 13/Salisbury Bypass/Oce Hobbs Rd - Walstor Walston Switch Rd - MD 452/Frie MD 452/Friendship Rd/Seahawk R	gment ast MD 213 een Ann Hwy) ck Dog Alley/Airport Rd td - Easton Pkwy hapel Rd ugh Si/Matthewstown Rd) (Dover Rd) Dutchmans Ln ston Pkwy td/Landing Neck Rd ck Rd - Barber Rd /and Ave St/Meteor Ave - Crusader Rd Coods Rd Rd - Old Rt 50/Bucktown Rd Rd - Old Rt 50/Bucktown Rd Rd - Old Rt 50/Bucktown Rd Rd 54 (Delmar Rd)/Main St 13/Salisburg Bypass/Ocean Hwy san Hwy - Hobbs Rd 1 Switch Rd endship Rd/Seahawk Rd td - MD 589/Racetrack Rd Bivd/Riddle Ln/Holly Grove Rd Ty Mack Rd/Man O War Ln	Length (miles) 3.7 1.5 8.7 0.9 0.4 1.1 0.3 0.9 1.7 0.7 5.2 6.4 0.3 0.9 1.7 0.7 5.2 6.4 0.3 0.2 0.3 0.2 0.3 0.2 0.3 0.2 0.3 0.4 1.1 5 5.2 6.4 0.3 0.2 0.3 0.4 1.5 5.2 6.4 0.3 0.2 0.3 0.4 1.5 5.2 6.4 0.3 0.2 0.3 0.4 1.7 5.2 6.4 0.3 0.2 0.3 0.4 1.7 5.2 6.4 0.3 0.9 0.4 1.7 5.2 6.4 0.3 0.9 0.4 1.7 5.2 6.4 0.3 0.9 0.4 1.7 5.2 6.4 0.3 0.9 0.4 1.7 5.2 6.4 0.3 0.9 0.4 1.7 5.2 6.4 0.3 0.9 0.4 1.7 5.2 6.4 0.3 0.9 0.4 1.7 5.2 6.4 0.3 0.2 0.3 0.4 0.3 0.2 0.3 0.4 0.3 0.2 0.3 0.4 0.4 0.3 0.5 5.2 6.4 0.3 0.2 0.4 0.4 0.3 0.2 0.3 0.4 0.4 0.3 0.2 0.4 0.4 0.3 0.0 0.4 0.3 0.0 0.4 0.3 0.0 0.4 0.3 0.0 0.4 0.3 0.0 0.4 0.3 0.0 0.4 0.3 0.0 0.4 0.3 0.0 0.4 0.3 0.0 0.4 0.3 0.0 0.4 0.3 0.0 0.4 0.3 0.0 0.4 0.3 0.0 0.4 0.3 0.0 0.4 0.3 0.0 0.4 0.3 0.0 0.4 0.3 0.0 0.4 0.4 0.3 0.0 0.4 0.4 0.3 0.0 0.4 0.4 0.4 0.3 0.0 0.4 0.4 0.4 0.4 0.4 0.4 0.4 0.4 0.4	Ti Sunday (2	1.15 - 1. 1.30 - 2. > 2.00 TI IPM-4PM)	.30 .00 No data	1.5 - 2.5 > 2.5 PTI (2PM-4PM) WB W ■
Functional Class Other Principal Arterial Other Freeways and	West to Ei Del Rhodes Ave - MD 213 - MD 404(Que MD 404(Queen Ann Hwy) - Blar Black Dog Alley/Airport R Easton Pkwy - Cl Chapel Rd - MD 328 (Goldsborou MD 328 - MD 331 (MD 331 (Dover Rd) - I Dutchmans Ln - Ea Easton Pkwy - Old Trappe R Old Trappe Rd/Landing Ne Barber Rd - Mary Maryland Ave - E Cedar E Cedar St/Meteor Ave Crusader Rd - Mg Moods Rd - MD 16/Gypsy Hill MD 16/Gypsy Hill Rd/Church Creek I Old Rt 50/Bucktown Rd - MD 313/M MD 313/MD 54 (Delmar Rd)/Main St - US US 13/Sallsburg Bypass/Oc Hobbs Rd - Walstor Walston Switch Rd - MD 452/Frie MD 452/Friendship Rd/Seahawk R MD 589/Racetrack Rd - Samuel Bowen Samuel Bowen Blwd/Riddle Ln - Jer Jerry Mack Rd/Man O War Ln - Old Coce	gment ast - MD 213 - een Ann Hwy) - ck Dog Alley/Airport Rd - dt - Easton Pkwy - hapel Rd - gh St/Matthewstown Rd) (Dover Rd) - Dutchmans Ln - ston Pkwy - dt/Landing Neck Rd - ck Rd - Barber Rd - And Ave - Crusader Rd - crusader Rd - crusader Rd - Crusader Rd - Old Rt 50/Bucktown Rd AD 54 (Delmar Rd)/Main St 13/Salisbury Bypass/Ocean Hwy - an Hwy - Hobbs Rd - Stwitch Rd - endship Rd/Seahawk Rd - dd MD 589/Racetrack Rd - Blvd/Riddle Ln/Holly Grove Rd - ty Mack Rd/Man O War Ln - n City Rd/MD 707/Old Bridge Rd	Length (miles) 3.7 1.5 8.7 0.9 0.4 1.1 0.3 0.9 1.7 0.7 5.2 6.4 0.3 0.5 0.4 0.3 0.5 0.4 19 12.6 3 1.5 17.8 1.3 0.8 1.2 0.4	Ti Sunday (2	1.15 - 1. 1.30 - 2. > 2.00 TI IPM-4PM)	.30 .00 No data	1.5 - 2.5 > 2.5 PTI (2PM-4PM) WB W ■
Functional Class Other Principal Arterial Other Freeways and Expressways	West to Ei Del Rhodes Ave - MD 213 - MD 404(Que MD 404(Queen Ann Hwy) - Blar Black Dog Alley/Airport R Easton Pkwy - Cl Chapel Rd - MD 328 (Goldsborou MD 328 - MD 331 (MD 331 (Dover Rd) - I Dutchmans Ln - Ea Easton Pkwy - Old Trappe R Old Trappe Rd/Landing Ne Barber Rd - Mary Maryland Ave - E Cedar E Cedar St/Meteor Ave Crusader Rd - Mary Molos Rd - MD 16/Gypsy Hill MD 16/Gypsy Hill Rd/Church Creek I Old Rt 50/Bucktown Rd - MD 313/M MD 313/MD 54 (Delmar Rd)/Main St - US US 13/Salisbury Bypass/Oce Hobbs Rd - Walstor Walston Switch Rd - MD 452/Frie MD 452/Friendship Rd/Seahawk R	gment ast - MD 213 seen Ann Hwy) ck Dog Alley/Airport Rd dd - Easton Pkwy hapel Rd gh Si/Matthewstown Rd) (Dover Rd) Dutchmans Ln uston Pkwy Rd/Landing Neck Rd ck Rd - Barber Rd /and Ave - Crusader Rd Cods Rd Rd - Old Rt 50/Bucktown Rd MD 54 (Delmar Rd)/Main St 13/Salfsbury Bypass/Dcean Hwy ann Hwy - Hobbs Rd 13/Salfsbury Bypass/Cean Hwy ann Hwy - Hobbs Rd 13/Salfsbury Bypass/Cean Hwy ann Hwy - Hobbs Rd 13/Salfsburg Byfacetrack Rd Rd - MD 589/Racetrack Rd Endship Rd/Seahawk Rd rd - MD 570/Old Bridge Rd idge Rd - Keyser Point Rd	Length (miles) 3.7 1.5 8.7 0.9 0.4 1.1 0.3 0.9 1.7 0.7 5.2 6.4 0.3 0.9 1.7 0.7 5.2 6.4 0.3 0.2 0.3 0.2 0.3 0.2 0.3 0.2 0.3 0.4 1.1 5 5.2 6.4 0.3 0.2 0.3 0.4 1.5 5.2 6.4 0.3 0.2 0.3 0.4 1.5 5.2 6.4 0.3 0.2 0.3 0.4 1.7 5.2 6.4 0.3 0.2 0.3 0.4 1.7 5.2 6.4 0.3 0.9 0.4 1.7 5.2 6.4 0.3 0.9 0.4 1.7 5.2 6.4 0.3 0.9 0.4 1.7 5.2 6.4 0.3 0.9 0.4 1.7 5.2 6.4 0.3 0.9 0.4 1.7 5.2 6.4 0.3 0.9 0.4 1.7 5.2 6.4 0.3 0.9 0.4 1.7 5.2 6.4 0.3 0.2 0.3 0.4 0.3 0.2 0.3 0.4 0.3 0.2 0.3 0.4 0.4 0.3 0.5 5.2 6.4 0.3 0.2 0.4 0.4 0.3 0.2 0.3 0.4 0.4 0.3 0.2 0.4 0.4 0.3 0.0 0.4 0.3 0.0 0.4 0.3 0.0 0.4 0.3 0.0 0.4 0.3 0.0 0.4 0.3 0.0 0.4 0.3 0.0 0.4 0.3 0.0 0.4 0.3 0.0 0.4 0.3 0.0 0.4 0.3 0.0 0.4 0.3 0.0 0.4 0.3 0.0 0.4 0.3 0.0 0.4 0.3 0.0 0.4 0.3 0.0 0.4 0.3 0.0 0.4 0.4 0.3 0.0 0.4 0.4 0.3 0.0 0.4 0.4 0.4 0.3 0.0 0.4 0.4 0.4 0.4 0.4 0.4 0.4 0.4 0.4	Ti Sunday (2	1.15 - 1. 1.30 - 2. > 2.00 TI IPM-4PM)	.30 .00 No data	1.5 - 2.5 > 2.5 PTI (2PM-4PM) WB W ■
Functional Class Other Principal Arterial Other Freeways and Expressways	West to Ei Del Rhodes Ave - MD 213 - MD 404(Que MD 404(Queen Ann Hwy) - Blar Black Dog Alley/Airport R Easton Pkwy - Cl Chapel Rd - MD 328 (Goldsborou MD 328 - MD 331 (MD 331 (Dover Rd) - I Dutchmans Ln - Ea Easton Pkwy - Old Trappe R Old Trappe Rd/Landing Ne Barber Rd - Mary Maryland Ave - E Cedar E Cedar St/Meteor Ave Crusader Rd - Mary Maryland Ave - E Cedar E Cedar St/Meteor Ave Crusader Rd - W Woods Rd - MD 16/Gypsy Hill MD 16/Gypsy Hill Rd/Church Creek I Old Rt 50/Bucktown Rd - MD 313/M MD 313/MD 54 (Delmar Rd)/Main St - US US 13/Sallsbury Bypass/Coc Hobbs Rd - Walstor Walston Switch Rd - MD 452/Frie MD 452/Friendship Rd/Seahawk R MD 589/Racetrack Rd - Samuel Bowen Samuel Bowen Blvd/Riddle Ln - Jer Jerry Mack Rd/Man O War Ln - Old Ocea Old Ocean City Rd/MD 707/Old Br	gment ast MD 213 een Ann Hwy) ck Dog Alley/Airport Rd td - Easton Pkwy hapel Rd ugh St/Matthewstown Rd) (Dover Rd) Dutchmans Ln iston Pkwy Rd/Landing Neck Rd ck Rd - Barber Rd /and Ave - Crusader Rd cods Rd IRd/Church Creek Rd Rd - Old Rt 50/Bucktown Rd ID 54 (Delmar Rd)/Main St 13/Salisburj Bypass/Ocean Hwy an Hwy - Hobbs Rd 13/Salisburg Bypass/Ocean Hwy and Staff Rd istor Rd 13/Salisburg Bypass/Ocean Hwy an Hwy - Hobbs Rd 13/Salisburg Bypass/Ocean Hwy and Staff Rd 13/Salisburg Bypass/Ocean Hwy an Hwy - Hobbs Rd 15/Salisburg Bypass/Ocean Hwy and Hwy - Hobbs Rd 15/Salisburg Bypass/Ocean Hwy 15/Salisburg Bypass/Salisburg Bypass/Salis	Length (miles) 3.7 1.5 8.7 0.9 0.4 1.1 0.3 0.9 0.4 1.1 0.3 0.9 0.4 1.7 0.7 5.2 6.4 0.3 0.2 0.3 0.5 0.4 19 12.6 3 0.5 1.5 17.8 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5	Ti Sunday (2	1.15 - 1. 1.30 - 2. > 2.00 TI IPM-4PM)	.30 .00 No data	1.5 - 2.5 > 2.5 PTI (2PM-4PM) WB W ■

US 301	FRIDAY SUM	MMER				234 CREEK Allens Fresh
Limits:	MD 234 to Nie				BUDS	
Corridor Length:	5.8 mil	es	Poto	Popes Creek	ES CREEK RD	
Speed Limit:	25 - 55 N	MPH	N ^{BC} Rives		HILL NO	
Travel Lanes:	2 to 4	4			301	wburg MT VICTORIA RD
Signal Controlled Intersections:	2		GOV.	HARRY NICE		POINT PO
Grade Separated Interchanges:	0		ME			
Major Cross Streets:	MD 234, N	ID 237			Morgantown	A
	Routes	Aur Daile Didambin				Peak Hour
Routes and Ridership	N/A	Avg. Daily Ridership N/A		19 AADT ,000 vpd	Trucks 6%	Traffic 9%
	Intersection Operations	14/7 (20	-	egment Operation	
Signalized Intersection		PM Peak Hour		Level of Service	Northbound (Miles of Roadway)	Southbound (Miles of Roadway)
LOS D or Better	N/A	N/A	LO	S D or Better	5.8	5.8
LOS E	N/A	N/A		LOS E	0.0	0.0
LOS F	N/A	N/A		LOS F	0.0	0.0
LOS 'E' Int	tersections	LOS 'F' Int	ersection	IS	TTI 1.00 - 1. 1.15 - 1. 1.30 - 2. > 2.00	30 1.5 - 2.5 00 > 2.5
Available count data.						No data
Functional Class	Roadway So North to S		Length (miles)	TTI Friday (6PI NB	M-8PM) SB	PTI Friday (6PM-8PM) NB SB
	MD-234/Budds Creek Rd MD-25	7/Edge Hill Rd/RockPoint Rd.	2.0			

US 301	SATURDAY	SUMMER				234 CREE Allens Fresh
Limits:	MD 234 to N	ice Bridge				BUDDS
Corridor Length:	5.8 m	iles	Polo	Popes Creek	ES CREEK RD	E.
Speed Limit:	25 - 55	MPH	Mac River		HILL RD	
Travel Lanes:	2 to	4			301	Wburg MT VICTORIA 257
Signal Controlled Intersections:	2		GOV.	HARRY NICE DRIAL BRIDGE		POINT PO
Grade Separated Interchanges:	0		(A) Prove			
Major Cross Streets:	MD 234, M	MD 257		I	Morgantown	A
	Routes	Avg. Daily Ridership		40 A A D T	Trucha	Peak Hor
Routes and Ridership	N/A	N/A	-	19 AADT ,000 vpd	Trucks N/A	Traffic 10%
	Intersection Operations	10/7	20		gment Operatio	
Signalized Intersection		PM Peak Hour		Level of Service	Northbound (Miles of Roadway)	Southbound (Miles of Roadway)
LOS D or Better	N/A	N/A	LC	S D or Better	5.8	0.0
LOS E	N/A	N/A		LOS E	0.0	0.0
LOS F	N/A	N/A		LOS F	0.0	5.8
LOS 'E' Int						O a la a Kasa
	ersections	LOS 'F' Inte	ersection	15	тті	Color Key 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	
Available count data.						No data
Available count data.						
	Roadway S	Segment	Length	TTI		PTI
Available count data. Functional Class	Roadway S North to		Length (miles)	Saturday (12	,	PTI Saturday (12PM-2F
		South	Length (miles)		PM-2PM) SB W	PTI

US 301	SUNDAY SU	MMER				Allens F	234 CREEK F
Limits:	MD 234 to Nic	ce Bridge				BUDDS	- AL
Corridor Length:	5.8 mil	es	Potos	Popes Creek	PES CREEK RD	1	EX.
Speed Limit:	25 - 55 N	ЛРН	nac River		HILL RD		
Travel Lanes:	2 to 4	ļ.			301	257	CTORIA RD
Signal Controlled Intersections:	2		GOV.	HARRY NICE ORIAL BRIDGE		POINT RD	
Grade Separated Interchanges:	0		141				
Major Cross Streets:	MD 234, M	ID 257			Morgantown	6	
	Routes	Avg. Daily Ridership	20	19 AADT	Truck		Peak Hour Traffic
Routes and Ridership	N/A	N/A		9,000 vpd	N/A	5	10%
	Intersection Operations				egment Operat	ions	
Signalized Intersections		PM Peak Hour		Level of Service	Northbound (Miles of Roadway)	Southb (Miles Roadv	of
LOS D or Better	N/A	N/A	LC	OS D or Better	5.8	5.8	
LOS E	N/A	N/A		LOS E	0.0	0.0)
LOS F	N/A	N/A		LOS F	0.0	0.0)
LOS 'E' Inte	presetions	LOS 'F' Int	arcaction	10		Color Ko	
		203 1 111	ersection	19	ТТ	Color Ke	y PTI
					1.00 -	1.15	1.0 - 1.5
					1.15 -	1.30	1.5 - 2.5
					1.30 - 3	2.00	> 2.5
					> 2.0	00	
Available count data.						No data	
				тт	1		PTI
Functional Class	Roadway Se		Length	Sunday (4		Sunday	(4PM-6PM)
	North to S	outri	(miles)	NB	SB	NB	SB
Rural Other Principal	MD-234/Budds Creek Rd MD-25	7/Edge Hill Rd/RockPoint Rd.	2.0				
Arterial	MD-257/Edge Hill Rd/RockPoint R		3.8			1.1	
7	Bridge/State	e Line					

Corridor Length: 7.8 miles Speed Limit: 7.8 miles Speed Limit: 45 - 55 MPH Travel Lanes: (2 - 4) Northbound (2 - 4) Southbound Signal Controlled Interschanges: 16 Grade Separated Interschanges: 2 Major Cross Streets: Billingsley Rd, Smallwood Dr, MD 228, Action Ln, MD 5. Cedarville RMAKednether Rd Chardets Ford Dr. MTA Commuter Bus 705 268 Routes and Ridership MTA Commuter Bus 705 262 2019 ADT Trucks Peak Hour Treffic MTA Commuter Bus 705 262 2019 ADT Trucks Peak Hour Peak Hour MTA Commuter Bus 705 262 2019 ADT Trucks Peak Hour Peak Hour MTA Commuter Bus 705 262 2019 ADT Trucks Southbound Routes Signalized Intersection Operations: M Peak Hour PM Peak Hour Wills of Roadway Southbourd Roadway Southbourd Roadway UIS 301 at Cedarvile RMMcKondres Rd (M) US 301 at Cedarvile RMMcKondres Rd (PM) US 301 at Cedarvile RMcKondres Rd (PM) US 3	Limits:	Billingsley Rd t	o MD 5	У	Danville	K			Ste		Brandywine	
Speed Limit: 45 - 55 MPH Travel Lanes: (2 - 4) Northbound (2 - 4) Southbound Signal Controlled Intersections: 16 Grade Separated Intersections: 16 Grade Separated Intersections: 2 Major Cross Streets: Billingsley Rd, Smallwood Dr, MD 228, Action Ln, MD 5, Cetarville RdMcKendree Rd Chadds Ford Dr. Velocity Major Cross Streets: MTA Commuter Bus 715 628 MTA Commuter Bus 725 2019 ADT Trucks Trucks MTA Commuter Bus 735 433 38,000 - 105,000 vpd 4% - 5% MTA Commuter Bus 735 628 US 50 tor Better 10 14 LOS E 1 1 LOS E 1 1 LOS E 0 2 US 301 at Bery Rd. (PM) US 301 at Classifier Add Moderndere Rd (PM) US 301 at Classif Fod DUTmoty Banch D (PM) US 301 at Classifier Add M	Corridor Length:	7.8 mile:	3	2	B	Dan	ville	Acki	~	St Banch	X	
Speed Limit: 45 - 55 MPH Travel Lanes: (2 - 4) Northbound (2 - 4) Southbound Signal Controlled Intersections: 16 Grade Separated Interchanges: 2 Major Cross Streets: Billingsley Rd, Smallwood Dr, Md 228, Acton Ln, MD 5, Cedarulle Rd/McKendre Rd Chadds Ford Dr. Multiple Street Centre Mater Town Centre Chadds Ford Dr. Routes Auge Rd/McKendre Rd Chadds Ford Dr. 2019 AADT Trucks Peak Hour Traffic MTA Commuter Bus 705 628 2019 AADT Trucks Peak Hour Traffic MTA Commuter Bus 705 628 2019 AADT Trucks Peak Hour Traffic MTA Commuter Bus 705 628 2019 AADT Trucks Peak Hour Traffic MTA Commuter Bus 705 628 2019 AADT Trucks Peak Hour Roadway Peak Hour Roadway Peak Hour Itorsection Operations Southbound AM / PM LOS F Intersection Cost F'Intersection Operations Southbound Roadway Southbound Roadway Southbound Roadway Southbound Roadway Sou				1				7 18	Mee. Rd	Tima	N	
Travel Lanes: (2 - 4) Northbound Controlled Intersections: Controlled Intersection Con	Speed Limit:	45 - 55 MF	2 p				ŧ		S/.	5		
Intersections: 2 Grade Separated Interchanges: 2 Major Cross Strets: Billingsley Rd, Smallwood Dr, MD S, Cedarville RdMcKendree Rd Chadds Ford Dr. Image: Construct Billingsley Rd, Smallwood Dr, MD S, Cedarville RdMcKendree Rd Chadds Ford Dr. Image: Construct Billingsley Rd, Smallwood Dr, MD S, Cedarville RdMcKendree Rd Chadds Ford Dr. Image: Construct Billingsley Rd, Smallwood Dr, MTA Commuter Billingsley Rd, Smallwood Dr, Mollies of Rural Other Principal Antroial M Peak Hour PM Peak Hour LOS Front Stetter 16 14 10 10 Smallwood Row Mollies of Roadway) Sold at Chadas Ford Dr/mathy Baeeh Dr (PM) Sold Stetter 13 40 / 0.65 US 301 at Chadas Ford Dr/mathy Baeeh Dr (PM) US 301 at Chadas Ford Dr/mathy Baeeh Dr (PM) Ymall Stetter PM Row Ballwood Row Molling RdMcKendree Rd (PM) Ymall Print RdM Row Row PM Row Ballwood RdM Row RdM Row RdM Row PM Rural Other Principal Antroial Ymall Print RdM Row RdM Row RdM Row PM Rural Other Principal Antroial <th< td=""><td>Travel Lanes:</td><td>(2 - 4) Northbound (2 -</td><td></td><td>228</td><td></td><td>A.</td><td>ian,</td><td>301</td><td></td><td></td></th<>	Travel Lanes:	(2 - 4) Northbound (2 -		228		A.	ian,	301				
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Major Cross Streets: MD 228, Acton Ln, MD 5, Cedarville Rd/McKendree Rd Chadds Ford Dr. White Plane Routes and Ridership Routes Avg. Daily Ridership White Plane White Plane Routes and Ridership Routes 36 Avg. Daily Ridership White Plane MTA Commuter Bus 715 628 Use 301 at Commuter Bus 725 622 MTA Commuter Bus 725 622 2019 AADT Trucks Peak Hour The Bus Route 36 207 Segment Operations Stignalized Intersection Operations Stignalized Intersection Operations Signalized Intersections*: AM Peak Hour PM Peak Hour PM Peak Hour SouthSound AM / PM US SD or Better 16 14 IOS F 0.0/1.3 0.0/1.9 LOS F 10 1 1 IOS F 0.0/1.3 0.0/1.9 US 301 at Cedarville Rd/McKendree Rd (AM) US 301 at Cedarville Rd/McKendree Rd (PM) US 301 at Cedarville Rd/McK		2		Charles 1	Towne Ce	nter a	Wald	orf	X		st Peter	
Conducts Avg_Daily Ridership Mile Plans Routes and Ridership MTA Commuter Bus 715 628 MTA Commuter Bus 715 628 2019 ADT Trucks Tracks Tracks Tracks Tracks Tracks Trucks Trucks <th c<="" td=""><td>Major Cross Streets:</td><td>MD 228, Acto</td><td>on Ln,</td><td>Billingslej</td><td>Ra</td><td></td><td>S. The second se</td><td>ES PKory</td><td></td><td></td><td></td></th>	<td>Major Cross Streets:</td> <td>MD 228, Acto</td> <td>on Ln,</td> <td>Billingslej</td> <td>Ra</td> <td></td> <td>S. The second se</td> <td>ES PKory</td> <td></td> <td></td> <td></td>	Major Cross Streets:	MD 228, Acto	on Ln,	Billingslej	Ra		S. The second se	ES PKory			
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MTA Commuter Bus 705 8886 MTA Commuter Bus 715 6.28 2019 ADT Trucks Tracks Tracks <th< td=""><td></td><td></td><td></td><td></td><td>- Id</td><td>10</td><td>11</td><td>SA</td><td></td><td></td><td></td></th<>					- Id	10	11	SA				
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MIA Commuter Bus 725 262 2019 AADT Trucks Traffic MTA Commuter Bus 735 433 38,000 - 105,000 vpd 4% - 5% 7% - 8% The Bus Route 36 207 Segment Operations Southbound AM / PM intersection Operations*: AM Peak Hour PM Peak Hour Northbound Southbound AM / PM LOS D or Better 16 14 LOS D or Better 1,9 / 0.4 3,8 / 2.5 LOS D or D or Better 1,9 / 0.4 3,8 / 2.5 LOS F 0 2 LOS F 0,0 / 1.3 0,0 / 1.9 LOS I'E' Intersections US 301 at Cedarville Rd/McKendree Rd (PM) US 301 at Cedarville Rd/McKendree Rd (PM) US 301 at Chadds Ford D//Timotty Branch Dr (PM) 1,0 - 1,5 1,0 - 1,5 Variable count data. Roadway Segment Length TT PTI Functional Class Roadway Segment Length M PM Rural Other Principal Arterial Branch Ave. (MD 5) - Timothy Branch/Chadds Ford Dr. 1,1 V V Matta South Codarville Rd/McKendree Rd. 0,0 5 U <t< td=""><td>Coutes and Ridershin</td><td>MTA Commuter Bus 715</td><td>628</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td>Peak Hou</td></t<>	Coutes and Ridershin	MTA Commuter Bus 715	628								Peak Hou	
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Intersection Operations Northbound AM / PM Southbound AM / PM So	_			38,000	- 105,	000 vp					7% - 8%	
Signalized Intersections*: AM Peak Hour PM Peak Hour AM / PM (Miles of Roadway) LOS D or Better 16 14 Image: Control of Service Roadway) LOS D or Better 5.9 / 6.1 4.0 / 0.9 LOS E 1 1 Image: Control of Service Image: Control of Service <td< td=""><td></td><td></td><td>207</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></td<>			207									
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LOS 'E' Intersections LOS 'F' Intersections US 301 at Cedarville Rd/McKendree Rd (AM) US 301 at Berry Rd. (PM) US 301 at Cedarville Rd/McKendree Rd (PM) US 301 at Chadds Ford Dr/Timothy Branch Dr (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 > 2.0 Available count data. North to South Ength (miles) TTI PTI Multiple count data. North to South Ength (miles) M PM Rural Other Principal Arterial Branch Ave. (MD 5) - Timothy Branch/Chadds Ford Dr. 1.1 W W Urban Other Principal Arterial Mattawoma Beantown Rd. (MD 5) 0.5 W I W Urban Other Principal Arterial Mattawoma Beantown Rd. (MD 5) 0.7 Urban Other Principal Berry Rd. (MD 228)Leonardtown Rd. (Bus MD 5) 0.7 Urban Other Principal Berry Rd. (MD 228)Leonardtown Rd. (Bus MD 5) 0.7 Urban Other Principal Berry Rd. (MD 228)Leonardtown Rd. (Bus MD 5) 0.7 Urban Other Principal Berry Rd. (MD 228)Leonardtown Rd. (Bus MD 5) 0.7 Urban Other Principal Berry Rd. (MD 228)Leonardtown Rd. (Bus MD 5) 0.7 Urban Other Principal Berry Rd. (MD 228)Leonardtown Rd. (Bus MD 5) 0.7 Urban Other Principal Berry Rd	-											
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Available count data. 1.30 - 2.00 > 2.5 Available count data. No data No data Functional Class Roadway Segment North to South Length (miles) T No No No Rural Other Principal Arterial Branch Ave. (MD 5) - Timothy Branch/Chadds Ford Dr. 1.1 No No NB SB NB<	US 301 at Ber	ry Rd. (PM)	US 301 at Chadds Ford E	Dr/Timothy B	ranch Dr	(PM)			.00 - 1.1	5	1.0 - 1.5	
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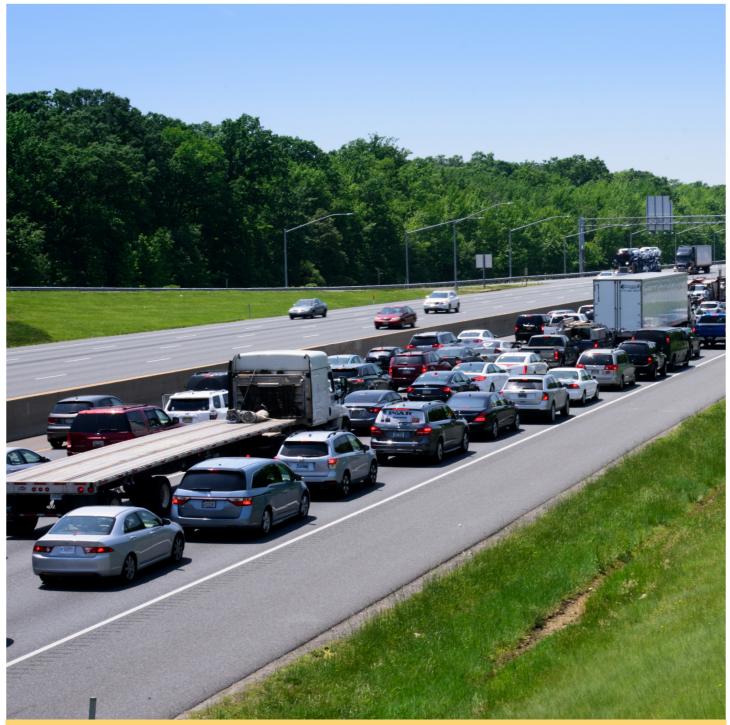
JS 301			X		Loeland Pg	301	2	
Limits:	Leeland F	Rd to MD 4				(301)		Woote Land Wetland
Corridor Length:	3.4 เ	miles		202)	e Presidential Golf Club	VILLA	IGE	Xent River
Speed Limit:	55 1	MPH		old Largo Rd	52	Old Crain Hwy	R W	Part Part
Travel Lanes:	(2 - 3) Northbound	(2 - 3) Southbound	ederal Sp Recreation	ing op	GREATER MARLE (725 CHRYS. CH Der boro	IEVY 726 DR 726		
Signal Controlled Intersections:		5	Center		307	4	Patient	
Grade Separated Interchanges:		1		Croom subio		3		
Major Cross Streets:	MD 725, V	er Dr/Chevy Dr, íillage Dr W Rd to MD 4		Rd				
	Routes	Avg. Daily Ridership	20	19 AADT		Trucks		Peak Hour Traffic
Routes and Ridership	N/A	N/A	-	,000 vpd		6%	-	7%
			•		Segmer	nt Operat	ions	
ا Signalized Intersections	*: AM Peak Hour	PM Peak Hour	1	Level of	AN (M	hbound I / PM iles of	Southb AM / (Miles	PM s of
LOS D or Better	3	3		Service S D or Bet		adway) 4 / 3.4	Roady 3.4 /	
LOS D of Detter	0	0) / 0.0	0.0 /	
LOS F	0	0		LOS F) / 0.0	0.0 /	
			• •					
LOS 'E' Inte	rsections	LOS 'F' In	tersectior	IS			Color Ke	у
						TTI		PTI
						1.00 - 1	1.15	1.0 - 1.5
						1.15 - 1	1.30	1.5 - 2.5
						1.30 - 2	2.00	
								> 2.5
Available count data.						> 2.0		
wanabie oount uata.							No data	
I			1		TTI			PTI
Functional Class		/ Segment to South	Length (miles)	AM	PM		AM	PM
	North		(111103)	NB S	B NB	SB	NB SE	B NB S
		n Rd./Beech Tree Pkwy	0.5					
Dunal Other Bringing		ree Pkwy - Village Dr W	0.8					
Rural Other Principal	Village Dr W - Mar	rlboro Pike(MD725)	1.3				vv	
Arterial		Chrysler Dr/Chowy Dr	0.5					
	Marlboro Pike(MD725)	- Chrysler Dr/Chevy Dr. Pennsylvania Ave(MD-4)	0.5 0.3					

D. MOST CONGESTED LOCATIONS BY COUNTY

Each freeway/expressway and arterial roadway in all 23 Counties was analyzed based on the Travel Time Index (TTI) to determine the most congested roadways. The TTI for each individual segment was combined to develop sections in the following manner.

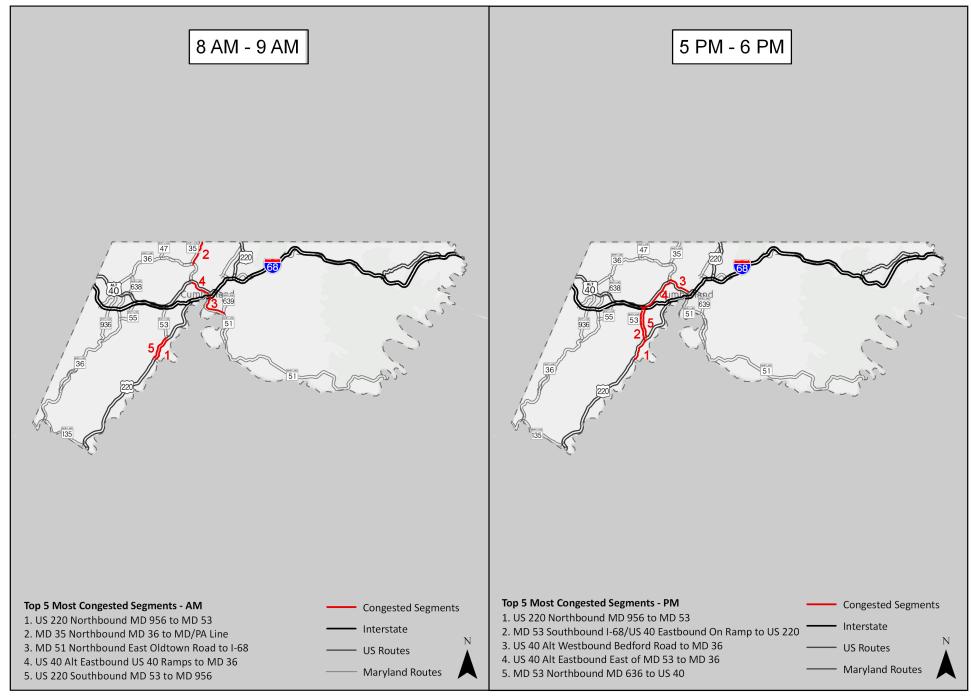
Most Congested Weighted Average = (Individual Segment TTI x Section Length)/Total Section Length

Freeway/expressway segments were combined into three to eight mile sections. The arterial roadways were evaluated for two to five mile sections. The top 5 locations for each county are shown in mapping on the following pages.

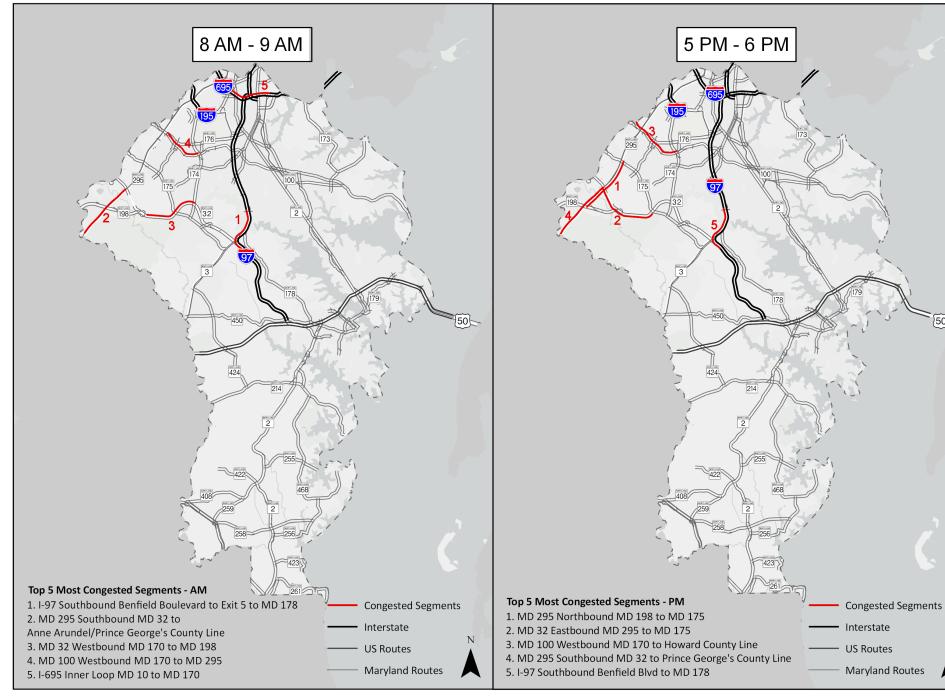


I-95 Southbound @ MD 152

Most Congested Freeway & Arterial Segments - Allegany

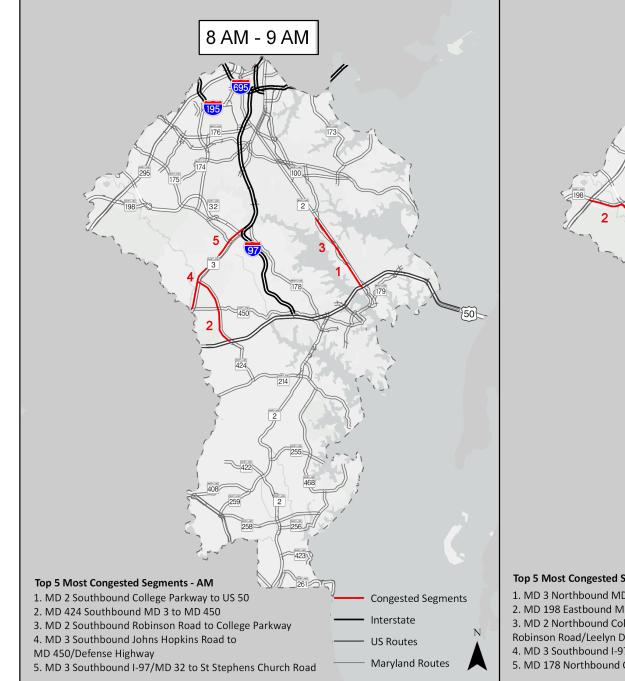


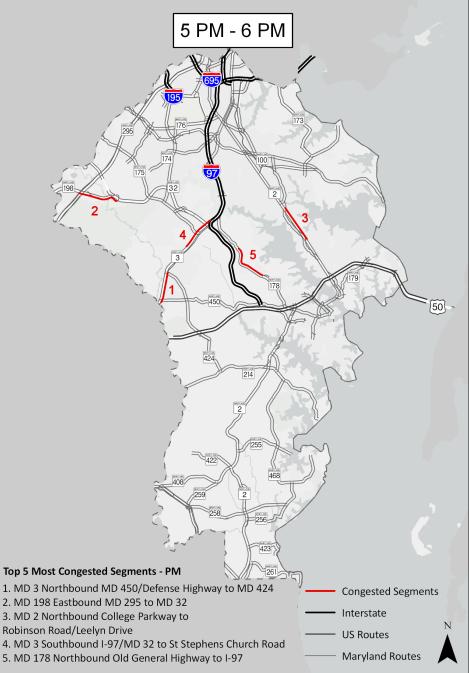
Most Congested Freeway Segments - Anne Arundel



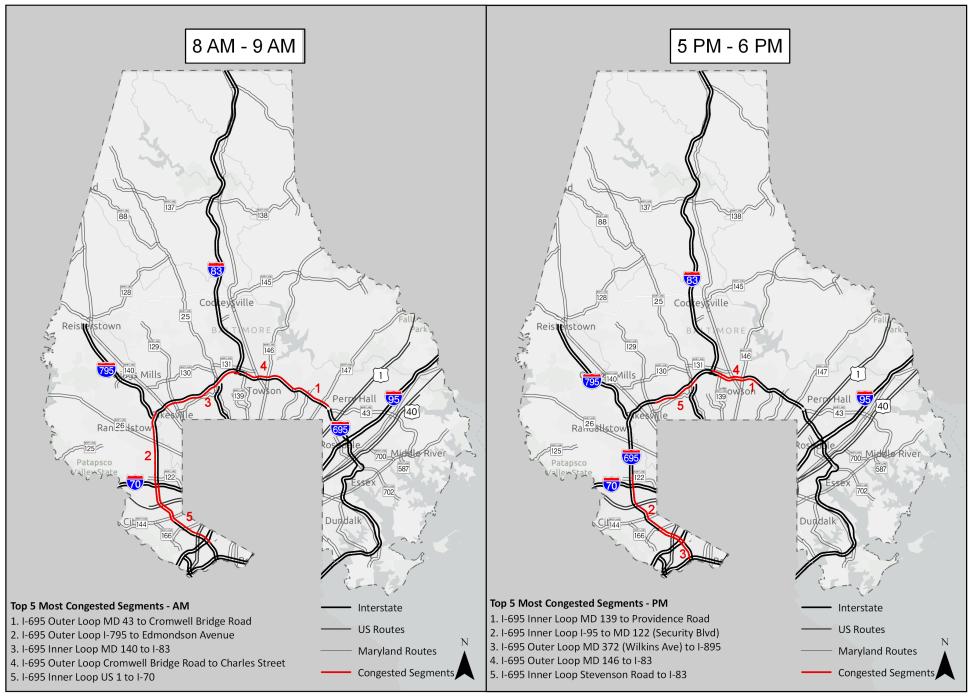
[50]

Most Congested Arterial Segments - Anne Arundel

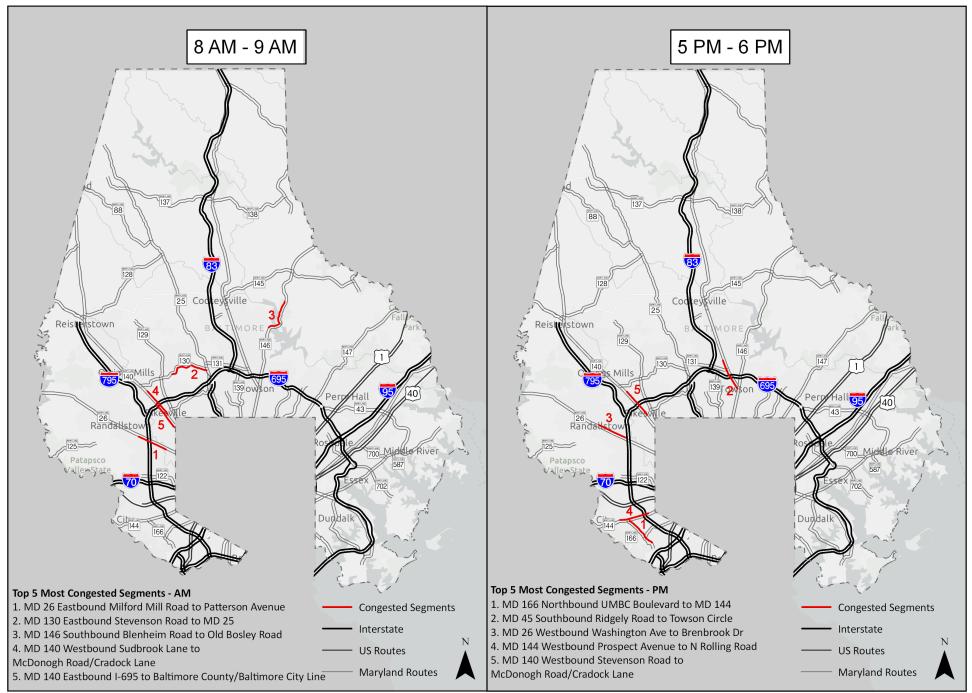




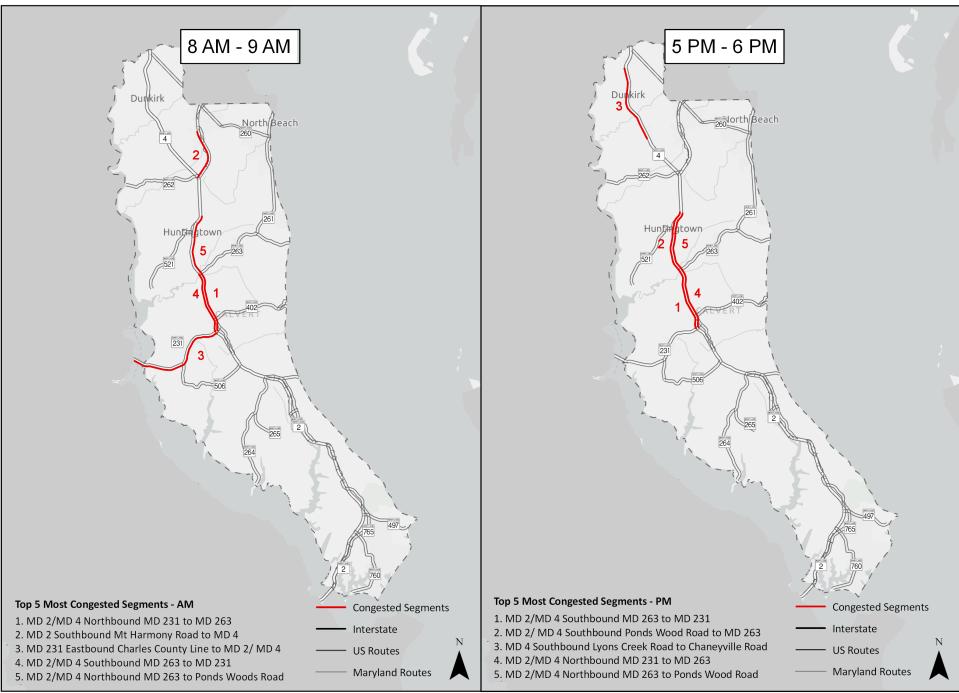
Most Congested Freeway Segments - Baltimore



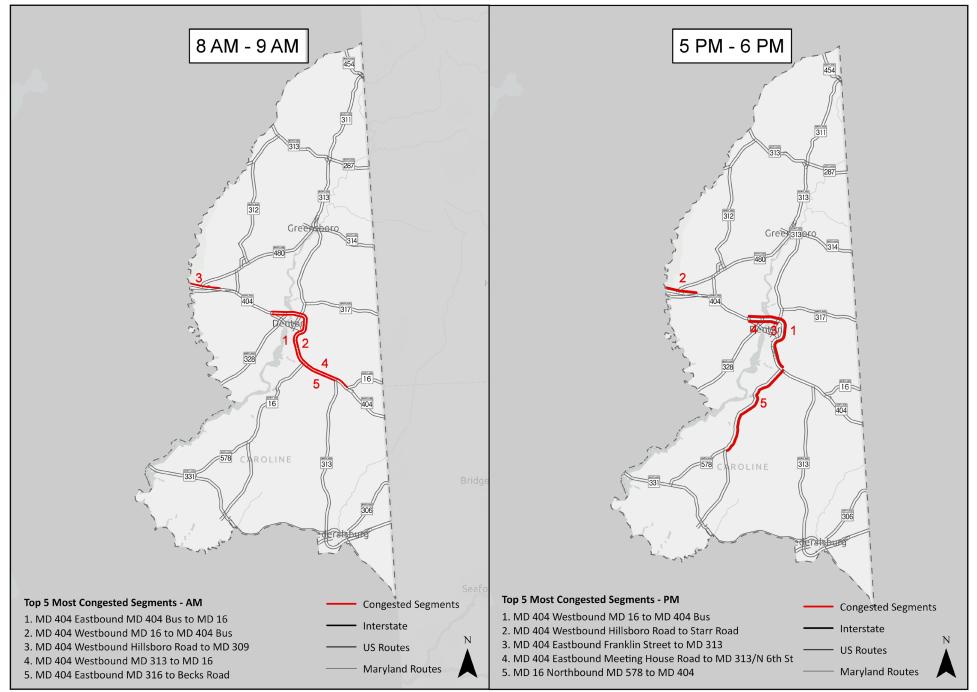
Most Congested Arterial Segments - Baltimore



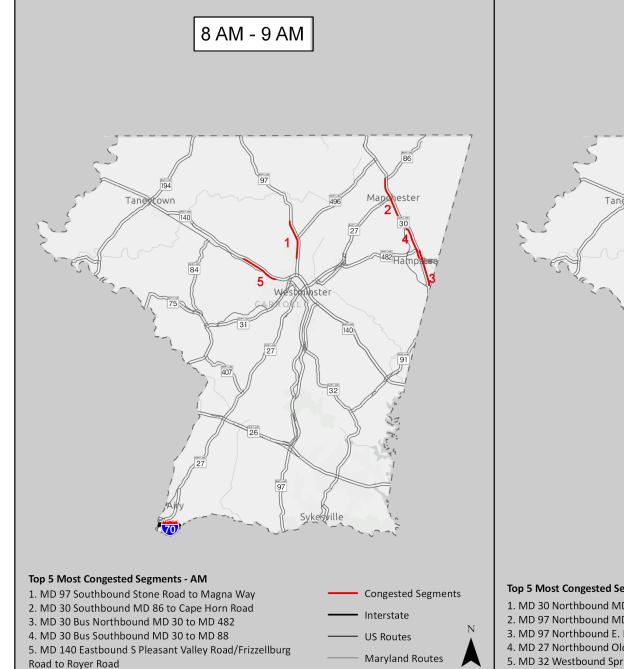
Most Congested Freeway & Arterial Segments - Calvert

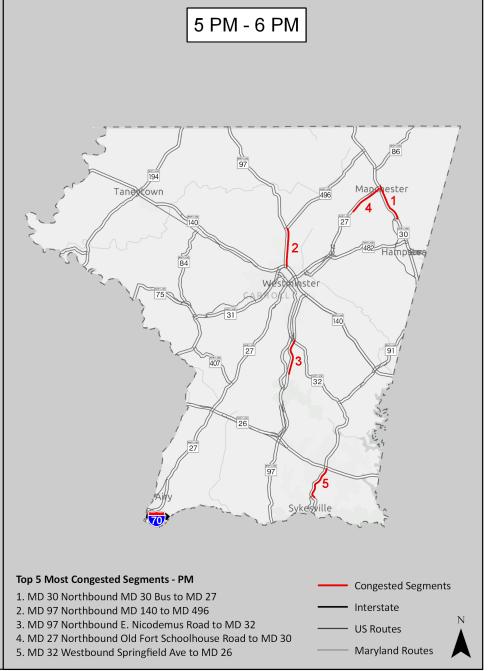


Most Congested Freeway & Arterial Segments - Caroline

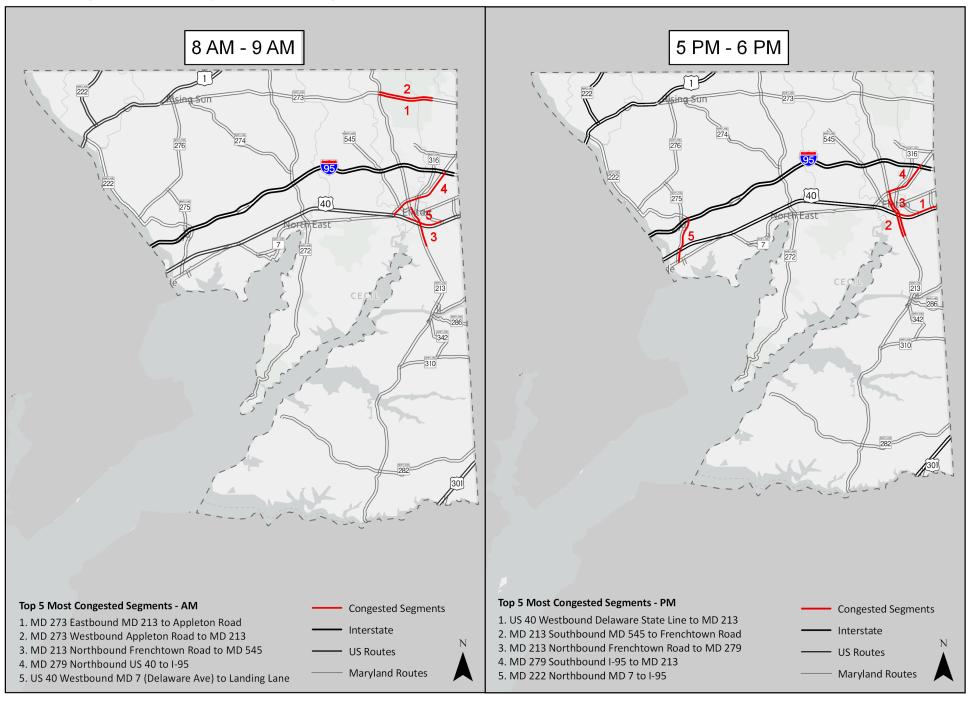


Most Congested Freeway & Arterial Segments - Carroll

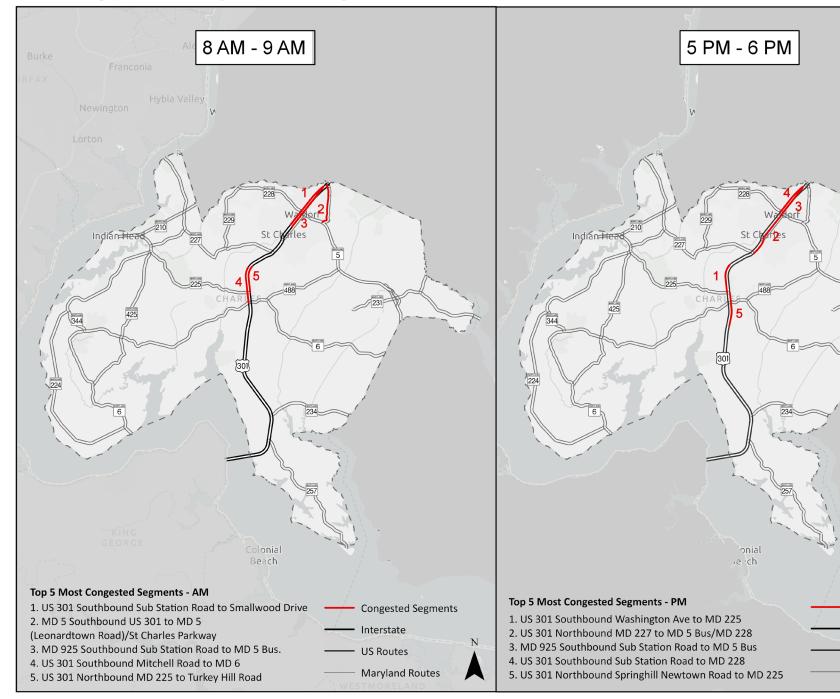




Most Congested Freeway & Arterial Segments - Cecil



Most Congested Freeway & Arterial Segments - Charles



231

Congested Segments

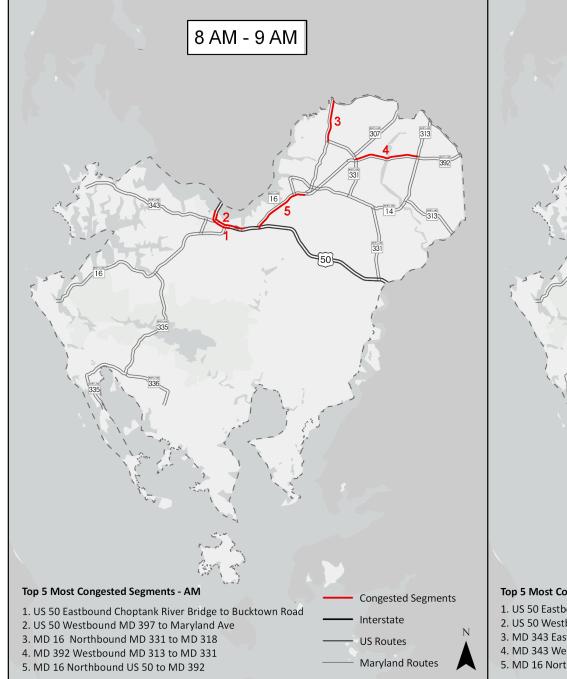
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Interstate

US Routes

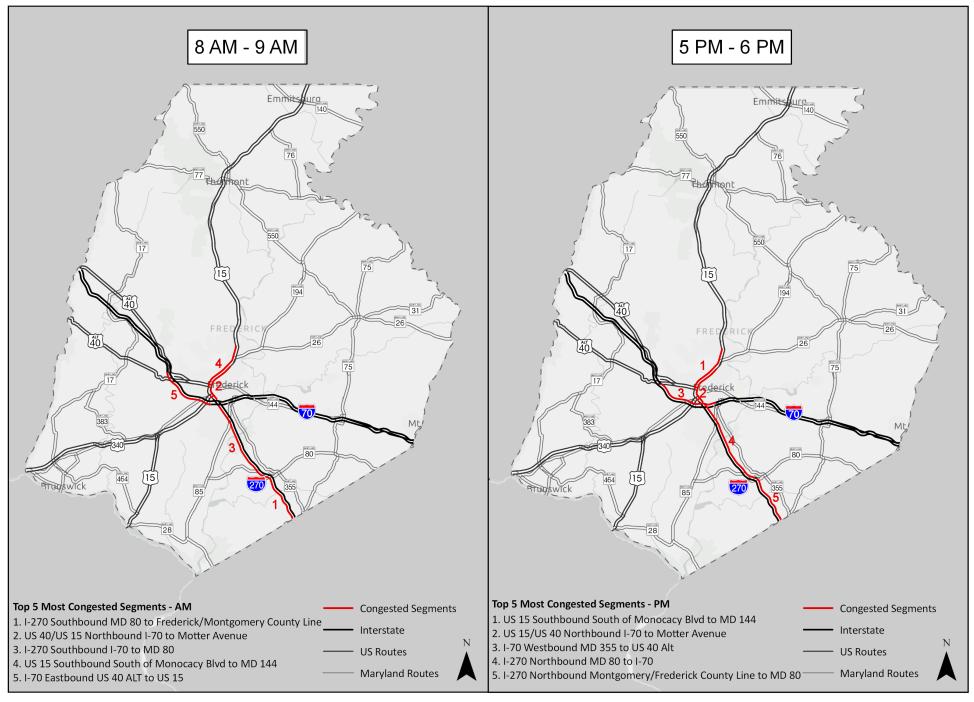
Maryland Routes

Most Congested Freeway & Arterial Segments - Dorchester

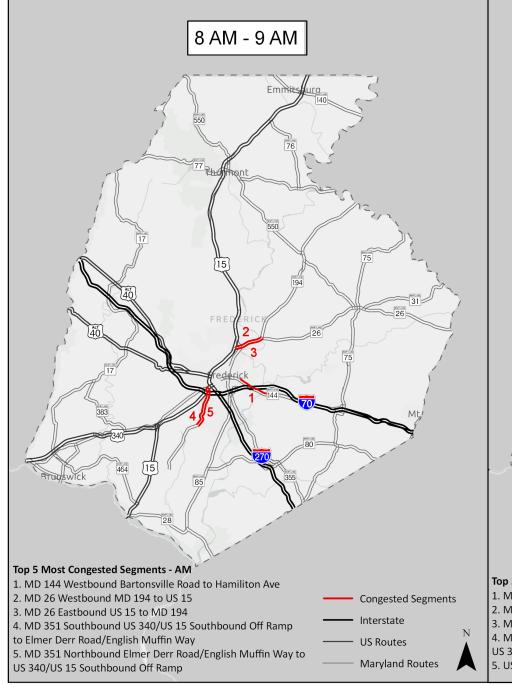


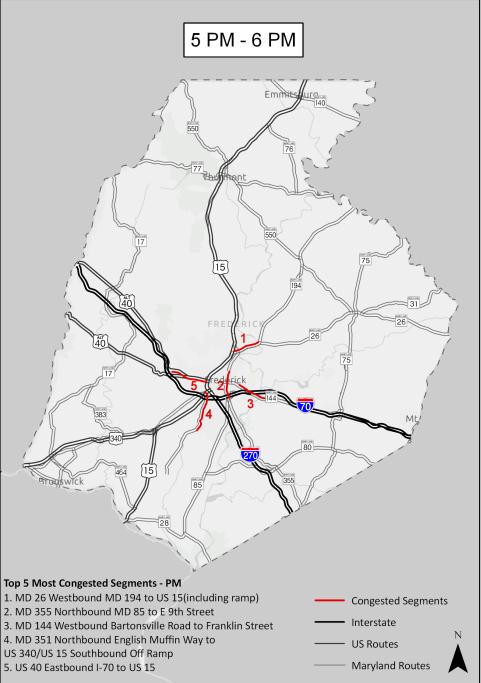


Most Congested Freeway Segments - Frederick

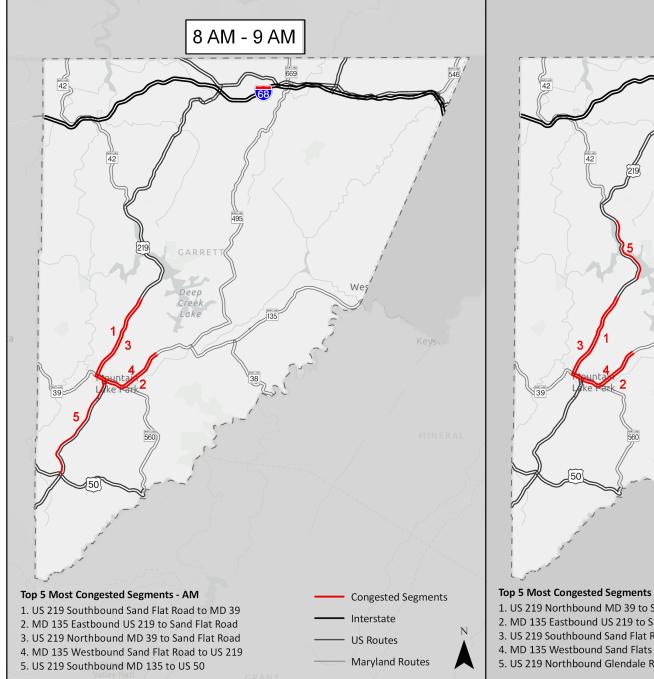


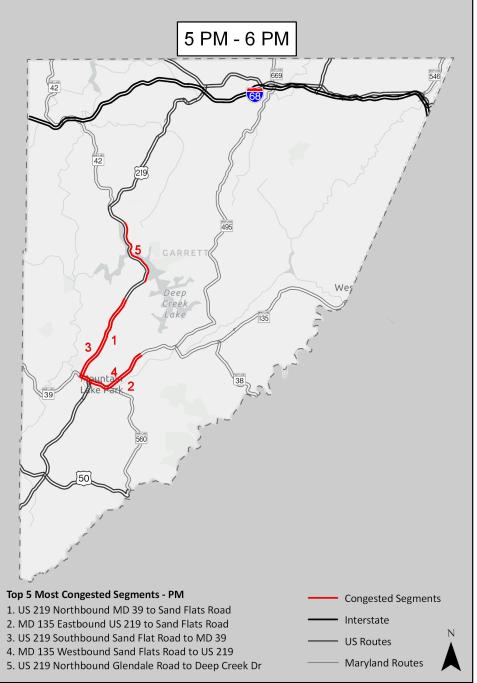
Most Congested Arterial Segments - Frederick



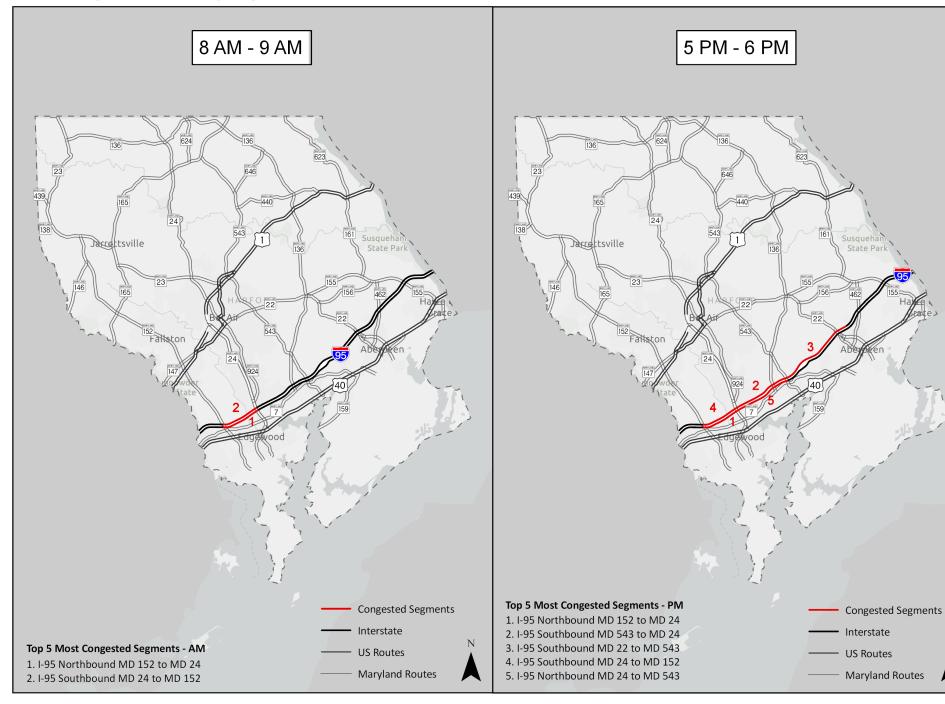


Most Congested Freeway & Arterial Segments - Garrett

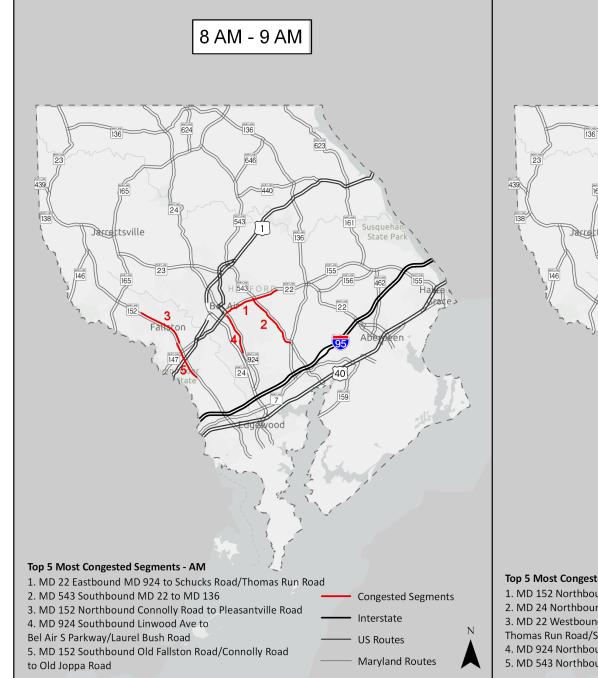


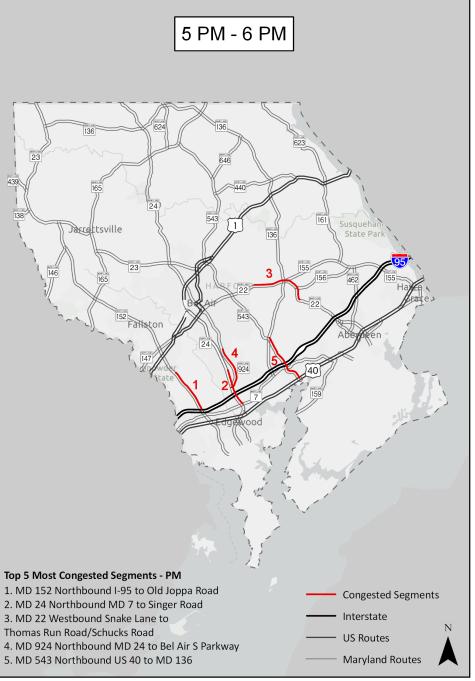


Most Congested Freeway Segments - Harford

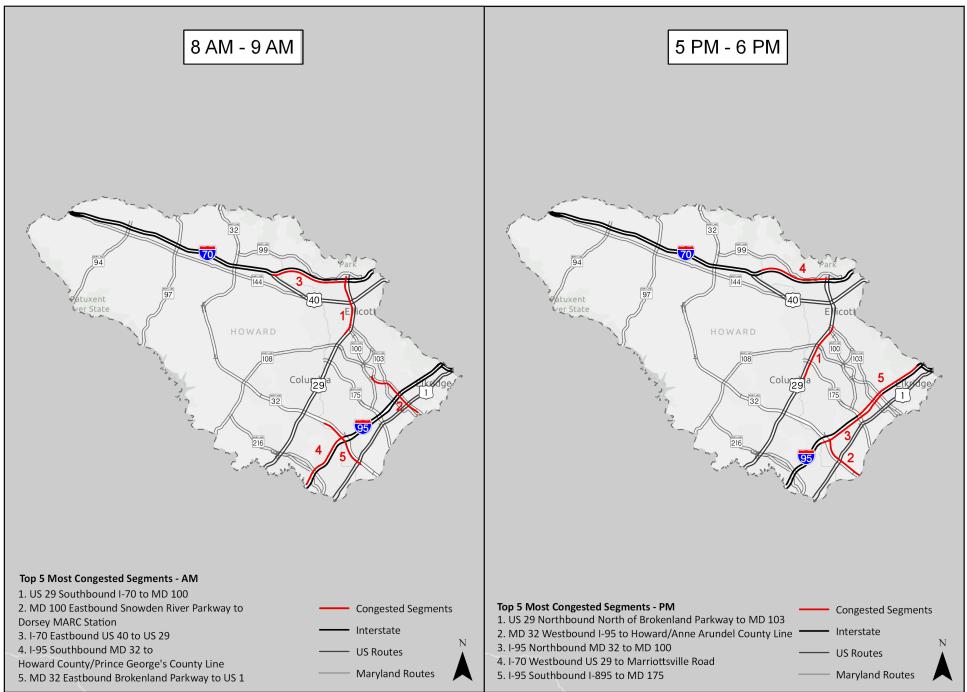


Most Congested Arterial Segments - Harford

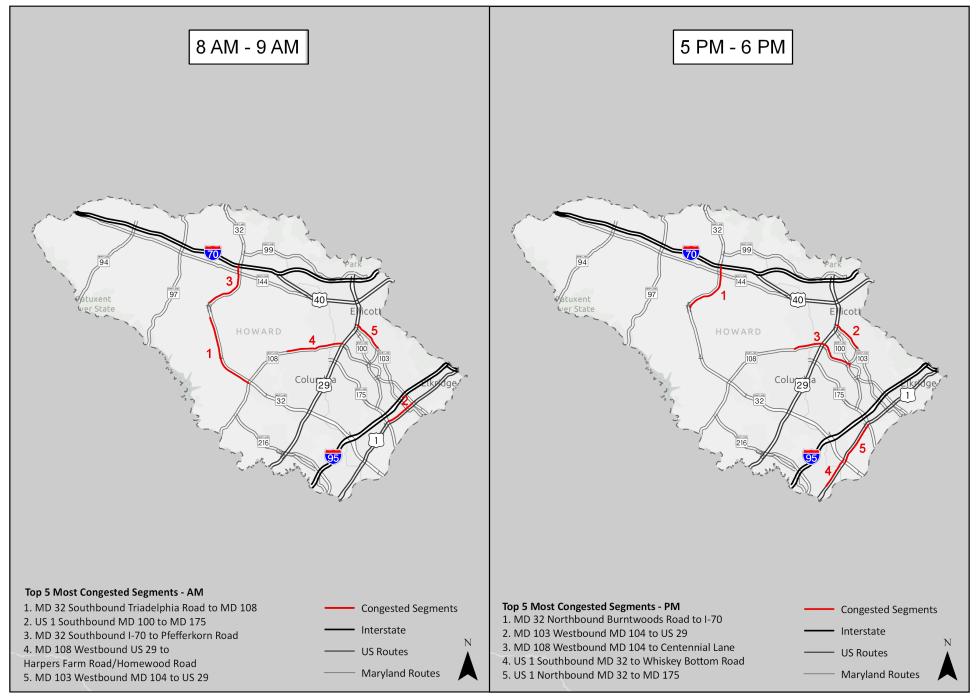




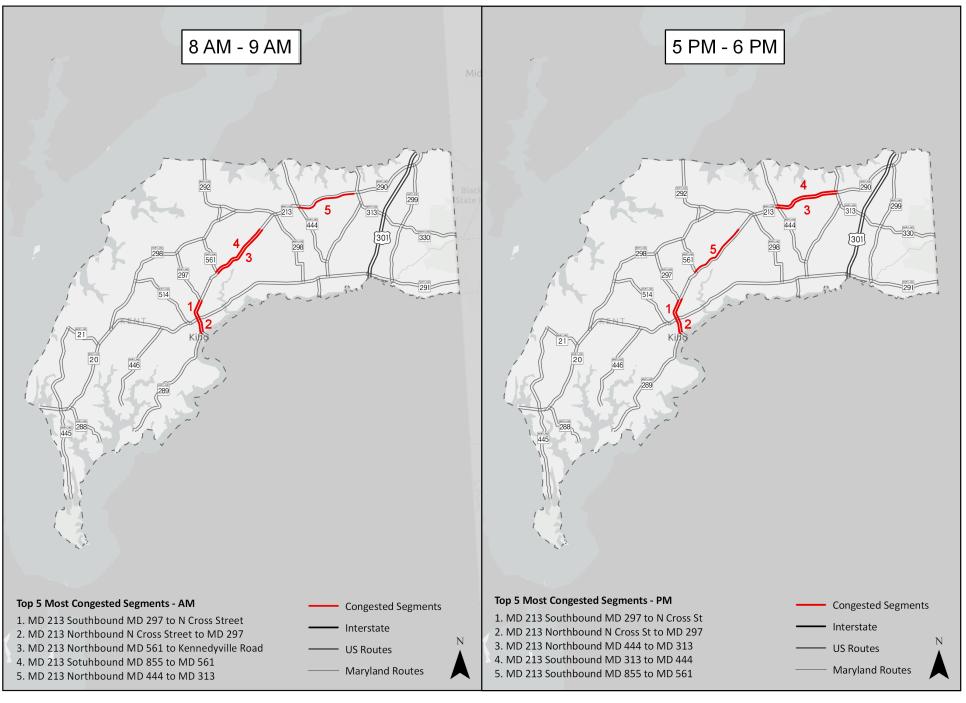
Most Congested Freeway Segments - Howard



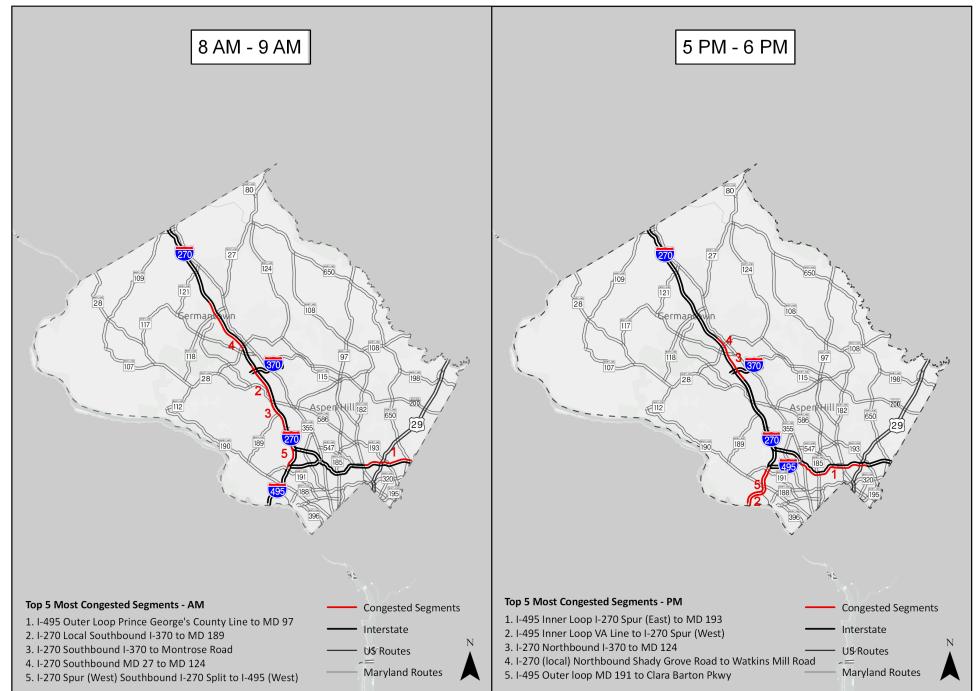
Most Congested Arterial Segments - Howard



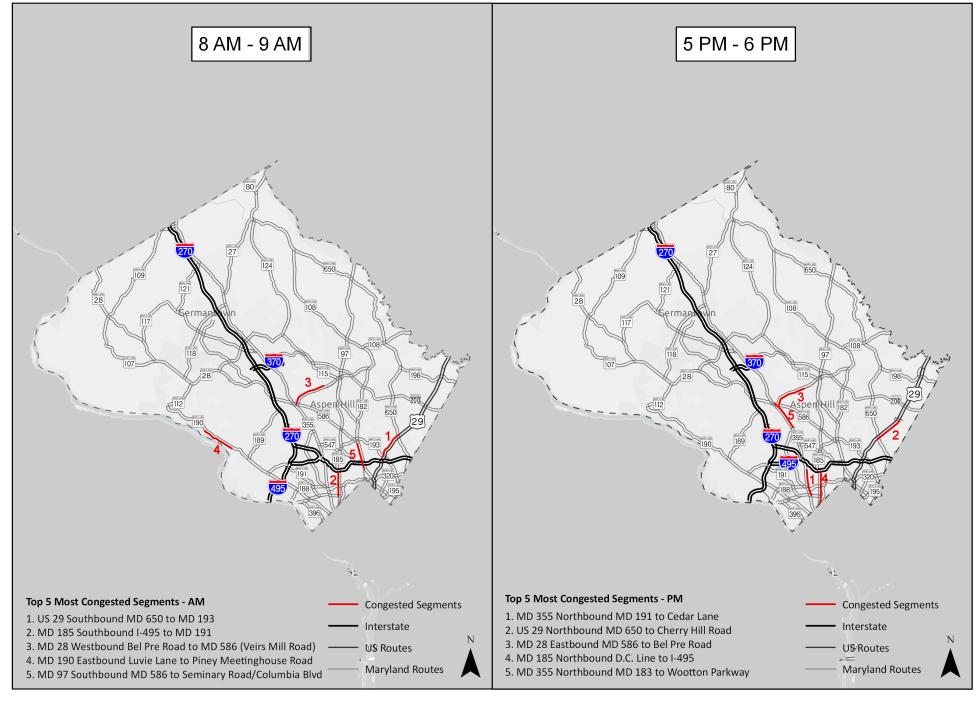
Most Congested Freeway & Arterial Segments - Kent



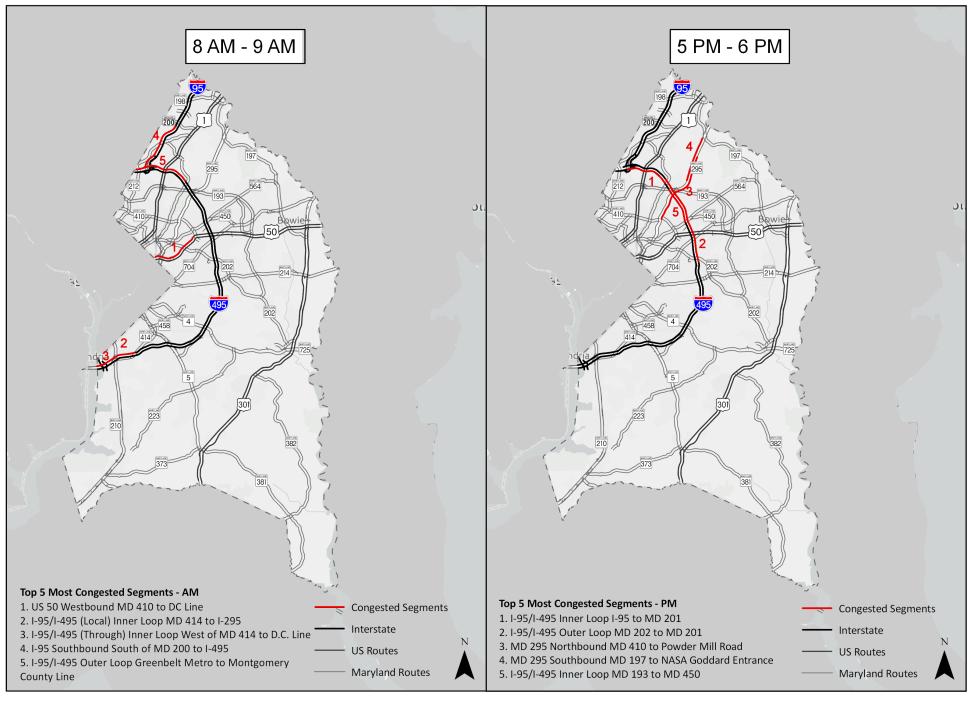
Most Congested Freeway Segments - Montgomery



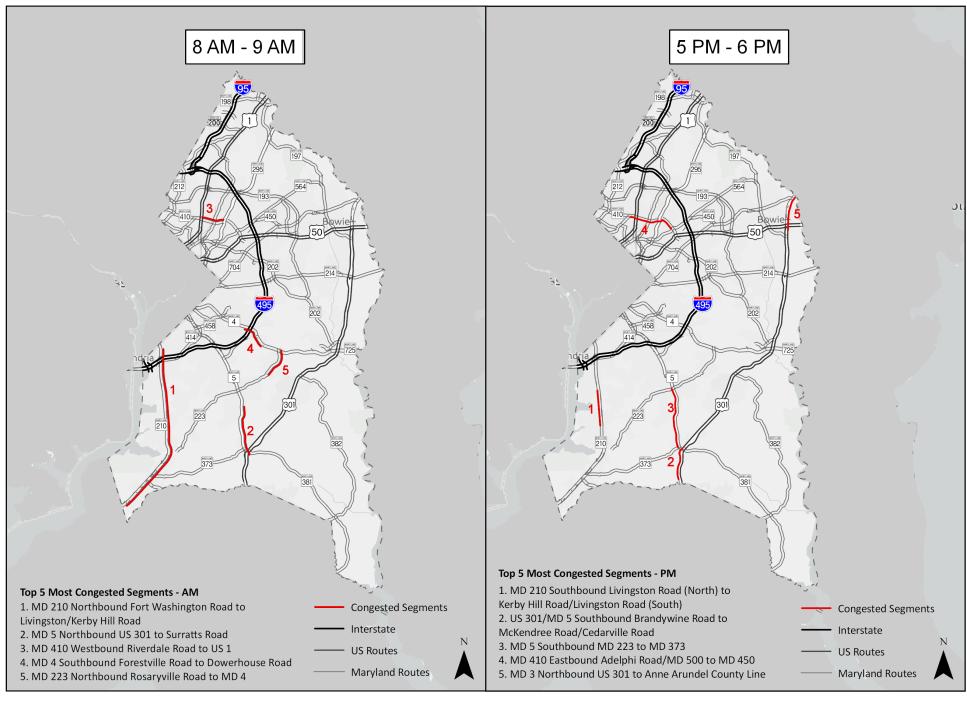
Most Congested Arterial Segments - Montgomery



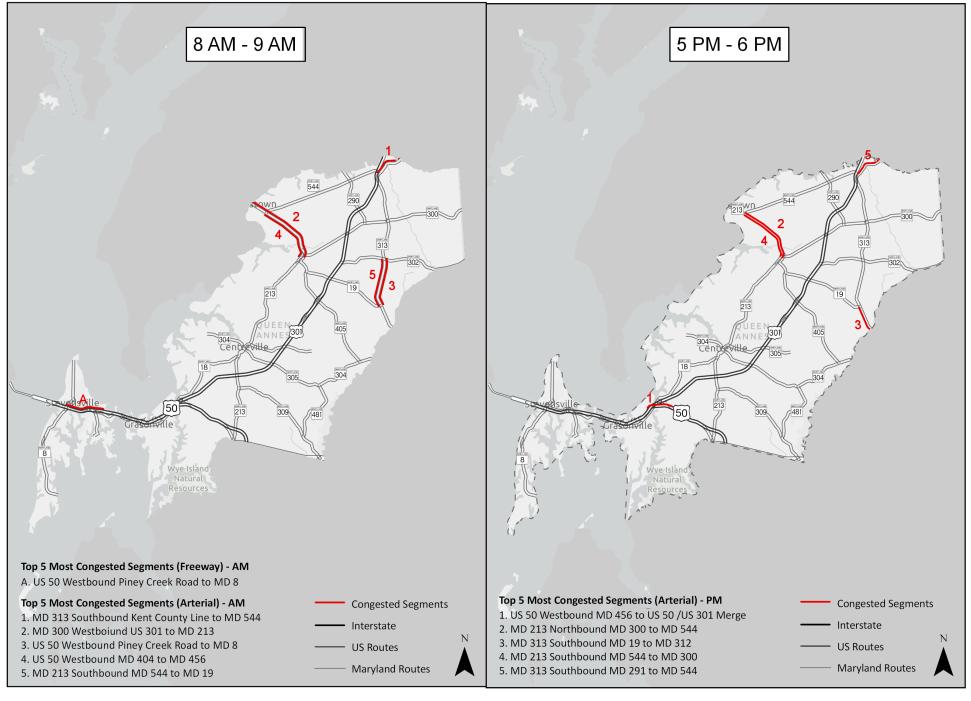
Most Congested Freeway Segments - Prince George's



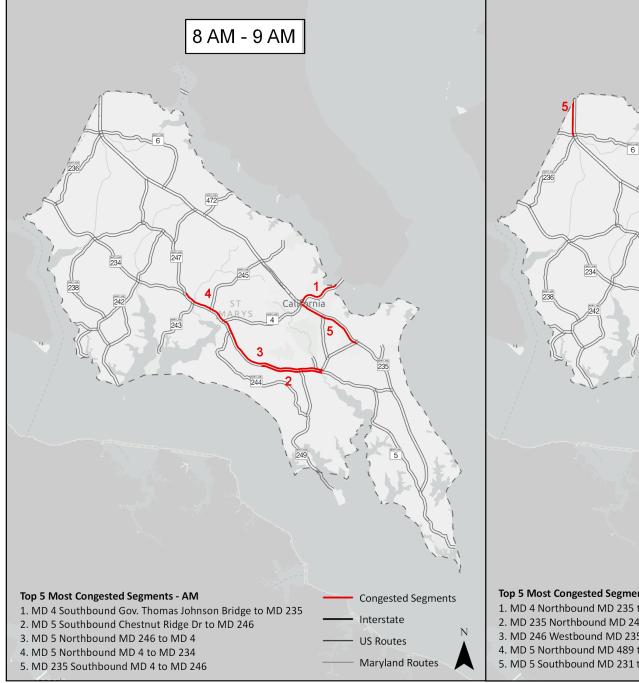
Most Congested Arterial Segments - Prince George's



Most Congested Freeway and Arterial Segments - Queen Anne's

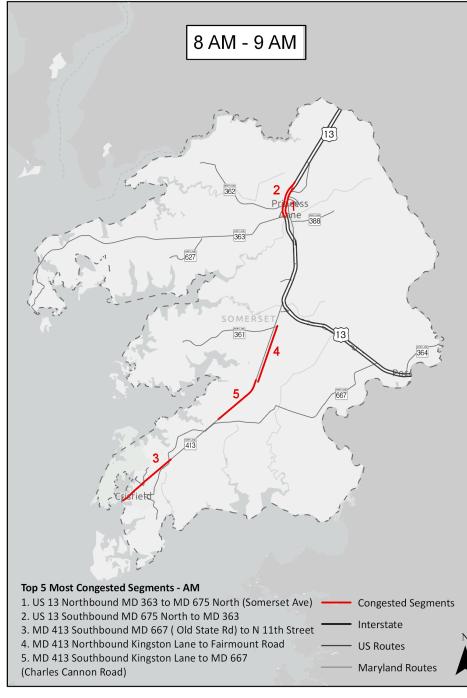


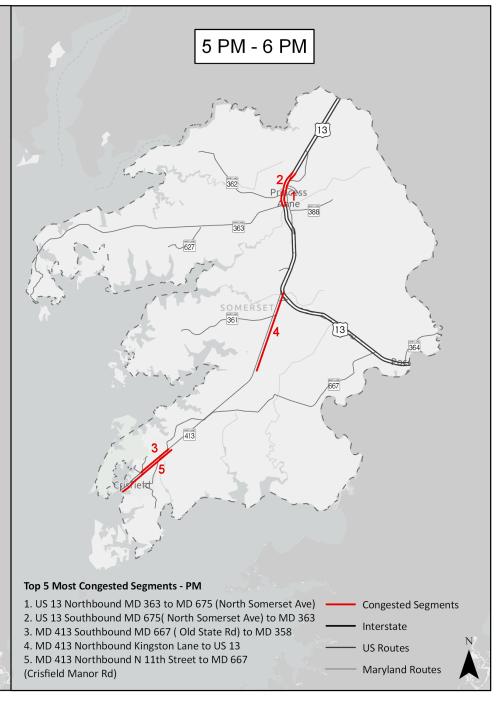
Most Congested Arterial Segments - Saint Mary's



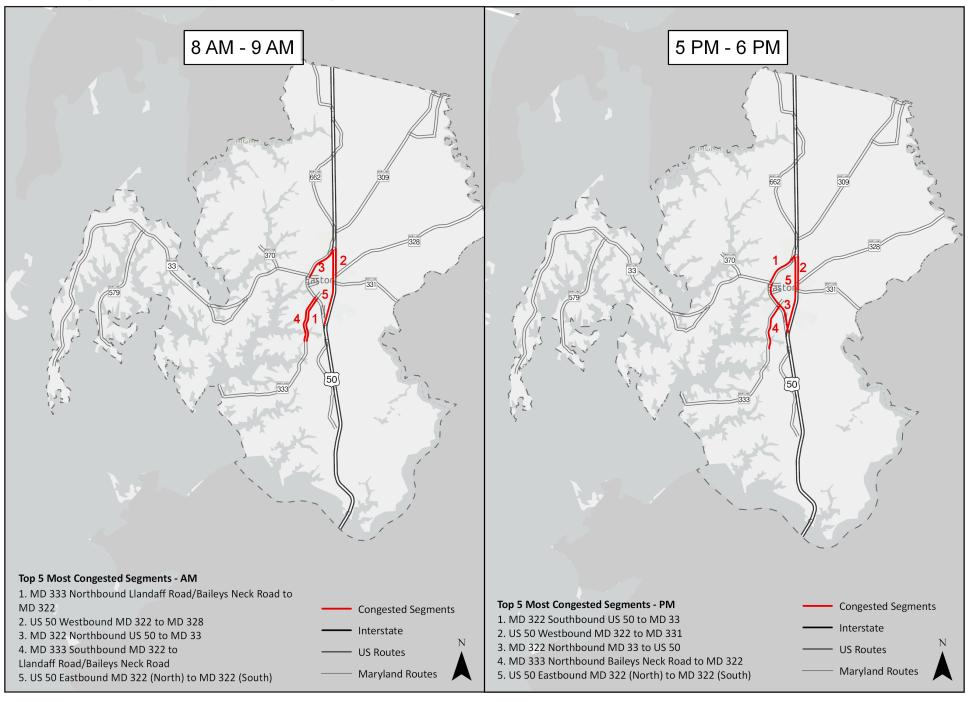


Most Congested Freeway & Arterial Segments - Somerset

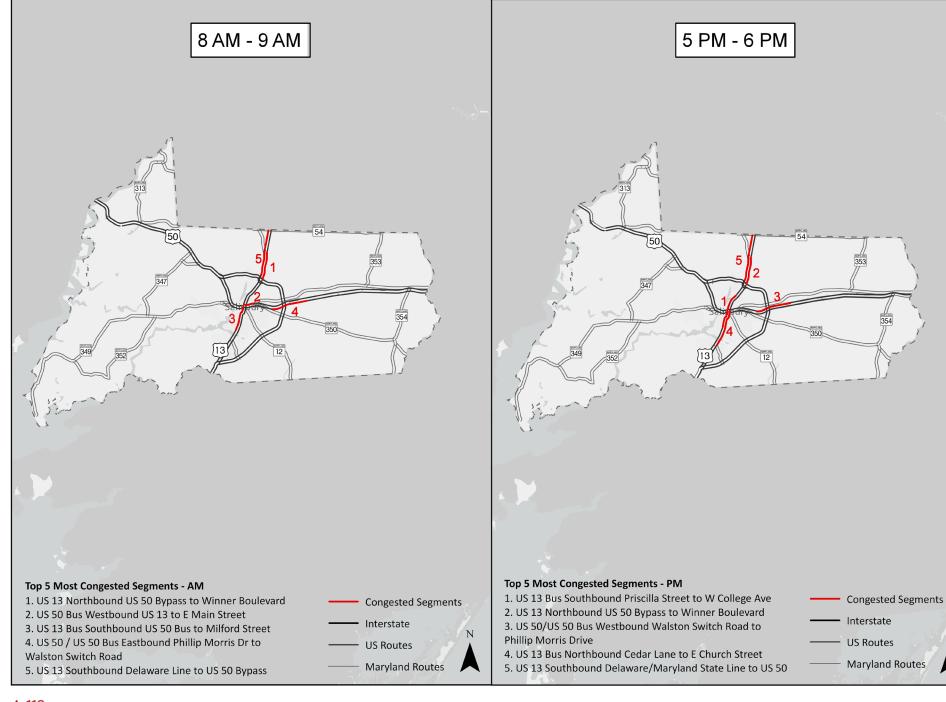




Most Congested Freeway & Arterial Segments - Talbot

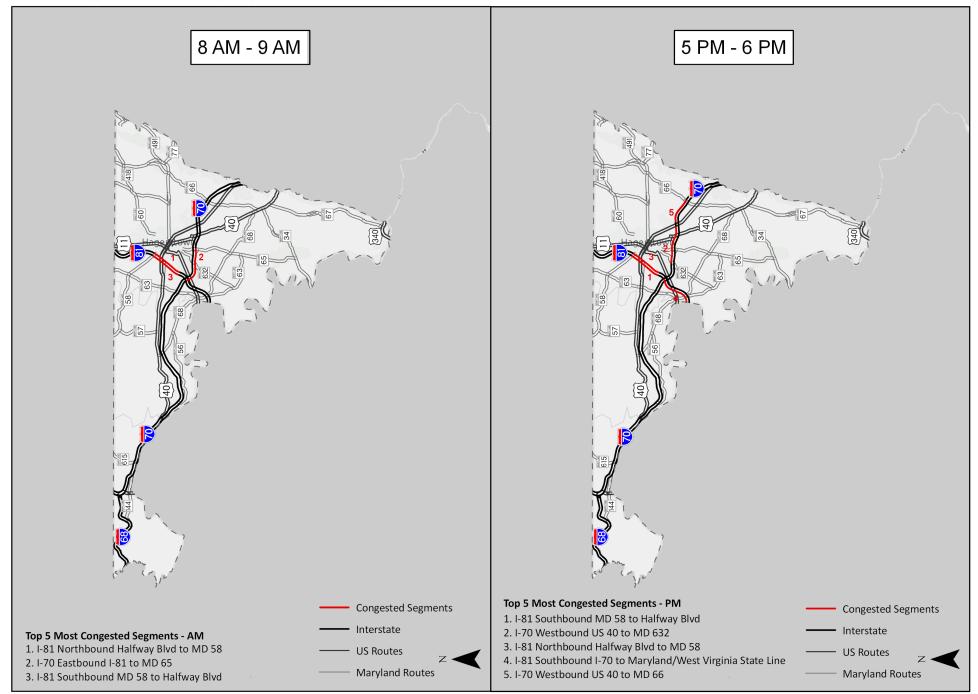


Most Congested Freeway & Arterial Segments - Wicomico

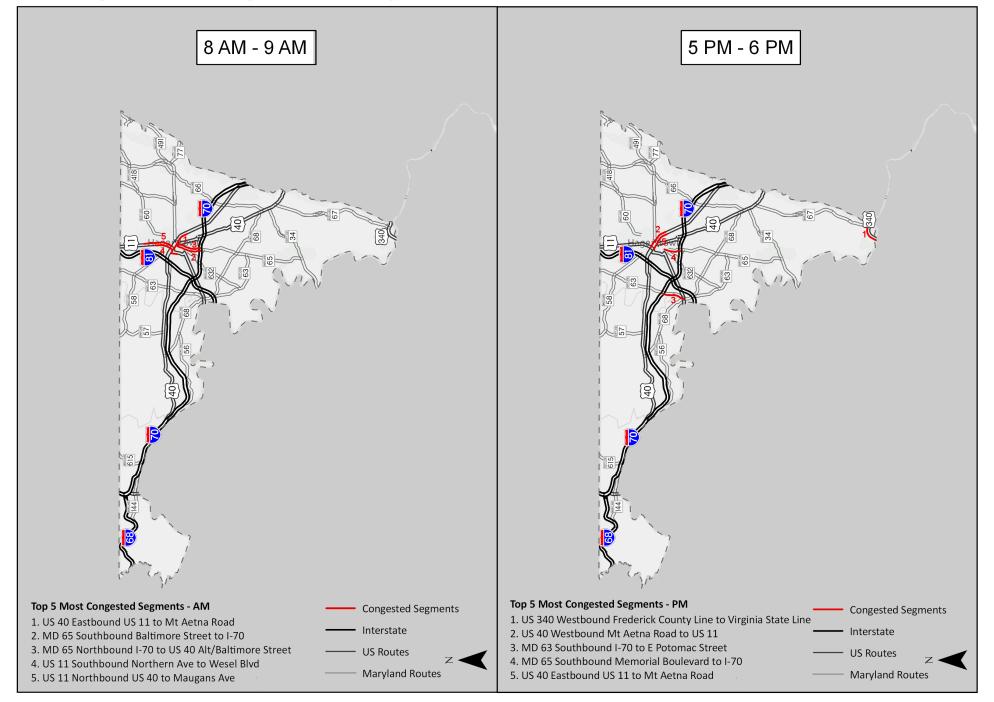


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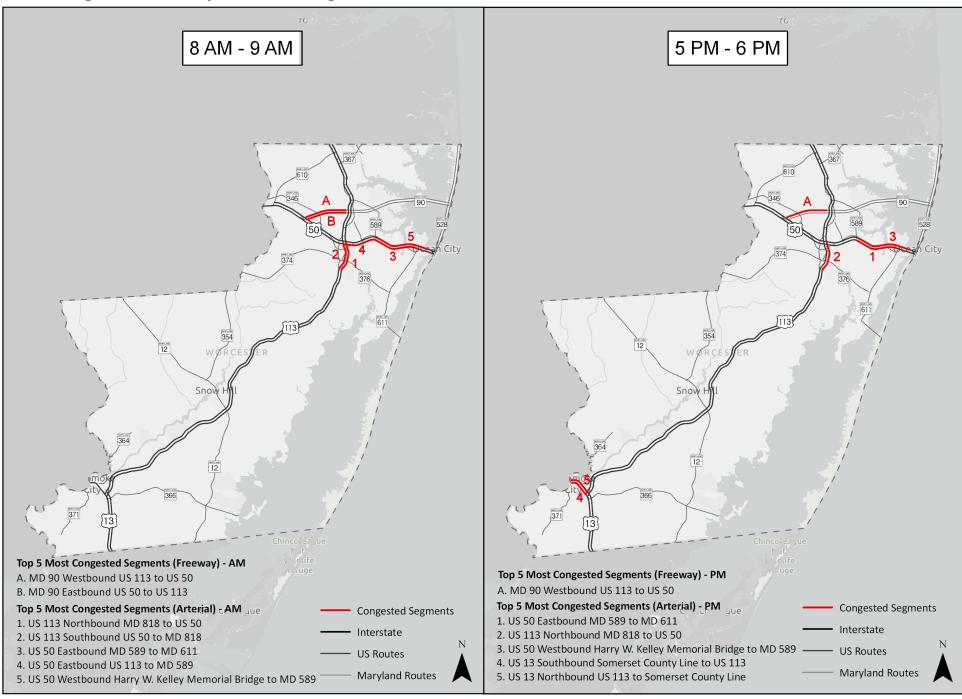
Most Congested Freeway Segments - Washington



Most Congested Arterial Segments - Washington



Most Congested Freeway & Arterial Segments - Worcester



E. CONGESTION COSTS

Motorists and truck drivers who wait in traffic experience a cost associated with that time. These cost range in value depending on the purpose of the trip. The cost are divided into auto delay, truck delay, wasted fuel and cost associated with additional emissions by region for the freeway/expressway system. The Washington region accounts for 58% of the overall statewide congestion costs and the largest increase from 2018 to 2019. Although, all the other regions experienced a higher percentage increase in congestion cost ranging from 33 % to 80%. The Baltimore region accounts for 41% of the congestion cost. The congestion cost combined for the Eastern Shore, Southern and Western regions increased by about \$21 million from 2018 (Table 4).

TOTAL FREEWAY/EXPRESSWAY COST OF CONGESTION BY REGION (MILLIONS					
REGION	2017	2018	2019	CHANGE 2018 TO 2019	
Statewide	2,874	2,727	3,585	+858	
Baltimore Region	1.079	1,072	1,474	+402	
Washington Region	1,772	1,628	2,063	+435	
Eastern Shore Region	17	20	36	+16	
Southern Region	2	2	3	+1	
Western Region	4	5	9	+4	

Table 4

The cost of congestion on the arterial network increased by approximately \$335 million over 2018. By region, the major increase was in the Washington area, which accounted for 70% of the increase in arterial congestion cost statewide. The southern region saw a \$20 million increase in congestion cost in 2019 (Table 5).

TOTAL ARTERIAL COST OF CONGESTION BY REGION (MILLIONS)				
REGION	2017	2018	2019	CHANGE 2018 TO 2019
Statewide	1,179	1,241	1,576	+335
Baltimore Region	263	296	376	+80
Washington Region	794	828	1,063	+235
Eastern Shore Region	N/A	N/A	N/A	N/A
Southern Region	114	108	128	+20
Western Region	8	9	9	0

Table 5

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CAPITAL PROJECTS BEFORE/AFTER FACT SHEETS



MD 180 @ Mt. Zion Rd

CAPITAL PROJECTS BEFORE & AFTER STUDIES



In 2019, to address mobility and safety issues throughout the State, eleven (11) capital projects were completed and opened to traffic (Table 6 and Figure 3). These projects involved intersection improvements including roundabouts and widening of roadways to enhance traffic operations. All projects are reviewed from a practical design standpoint to ensure the proposed project is addressing just the defined purpose and need. The benefits were analyzed to determine the annual user benefits to the traveling public. The benefits are related to the reduction in delay incurred by motorists and commercial vehicles, fuel savings, the safety benefit resulting from the improvements and the benefit provided by the increased reliability of the system. A detailed analysis describing the improvement, construction cost and the benefits that the mobility project provided as part of the benefit cost analysis are detailed in the following pages.

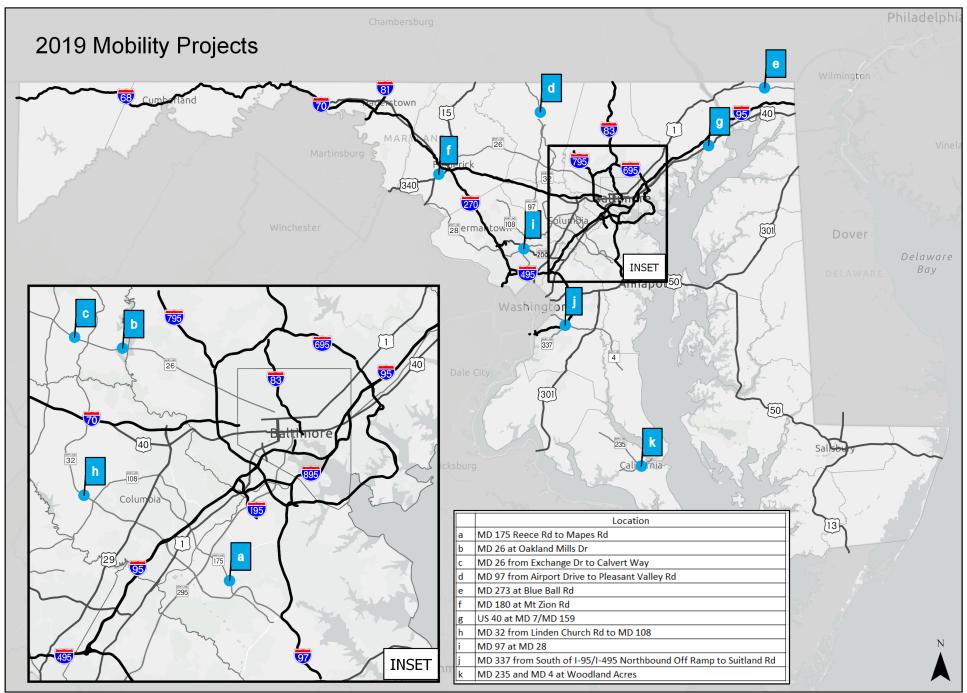
MOBILITY PROJECTS OPENING YEAR BENEFITS					
MOBILITY PROJECT LOCATIONS	COUNTY	CONGESTION & FUEL SAVINGS	SAFETY SAVINGS	ANNUAL COST SAVINGS	
		\$(1	\$ (Thousands)		
a. MD 175 from Mapes Road to Reece Road	Anne Arundel	5,393	803	6,196	
b. MD 26 at Oakland Mills Road	Carroll	426	113	539	
c. MD 26 from Exchange Drive to Calvert Way	Carroll	1,720	15	1,735	
d. MD 97 from Airport Drive to Pleasant Valley Road	Carroll	3,249	2,401	5,650	
e. MD 273 at Blue Ball Road	Cecil	-7	3,446	3,439	
f. MD 180 at Mt Zion Road	Frederick	83	212	295	
g. US 40 at MD 7/ MD 159	Harford	4,032	1,523	5,555	
h. MD 32 from Linden Church Road to MD 108	Howard	25,134	1,055	26,189	
i. MD 97 at MD 28	Montgomery	4,581	3	4,584	
j. MD 337 from I-95/I-495 Northbound Ramp to Suitland Road	Prince George's	3,056	71	3,127	
k. MD 235/MD 4 at Woodland Acres	St Mary's	952	3	955	
Total		48,619	9,645	58,264	

Table 6



2019 Mobility Projects provide over \$58 million in annual user cost savings in the opening year or approximately \$5 million per project on average.

Figure 3







BEFORE

AFTER

MD 175 (Annapolis Road) from Mapes Road/ Charter Oaks Boulevard to Reece Road LOCATION: FORT MEADE, ANNE ARUNDEL COUNTY

Improvements were constructed along MD 175 at the intersections with Reece Road and Mapes Road/ Charter Oaks Boulevard. This project will improve safety and operations along MD 175 and reduce congestion resulting from BRAC expansion at Fort Meade.

PROJECT BACKGROUND

- MD 175 has an ADT of approximately 24,000 vehicles per day.
- \cdot There was a total of 37 crashes during the three-year study period, of which none involved fatalities.
- \cdot The MD 175 at Reece Road intersection operated at LOS D during the AM and PM peak hours.
- The MD 175 at Mapes Road/Charter Oaks Boulevard intersection operated at LOS E during the AM and PM peak hours.
- MD 175 westbound operated at arterial LOS C during the AM peak hour and LOS D during the PM peak hour.
- \cdot MD 175 eastbound operated at arterial LOS D during the AM and PM peak hours.

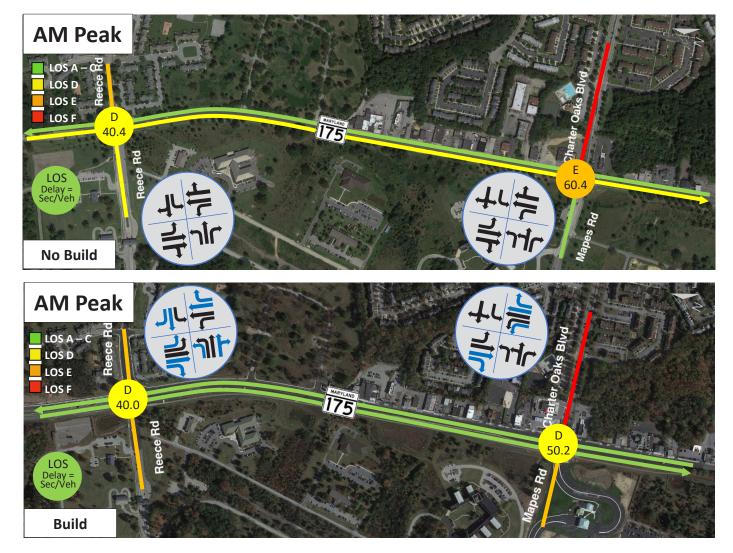
PROJECT SCOPE

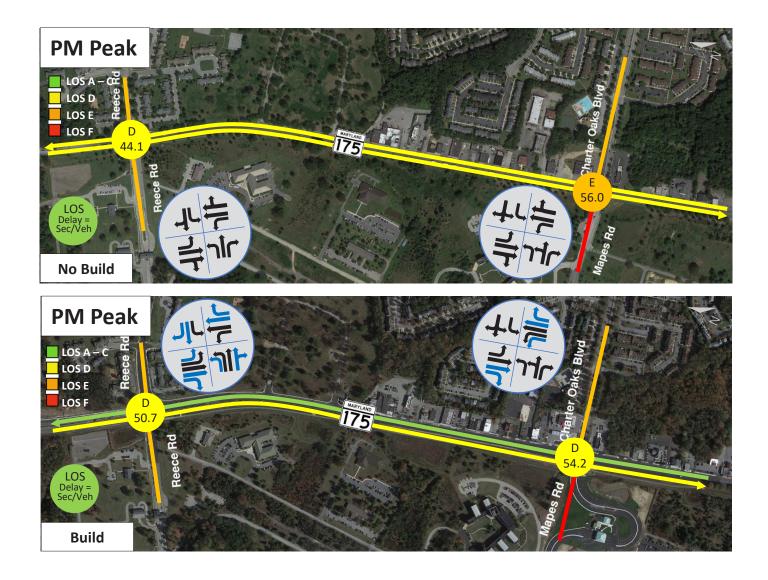
- Construct a right turn lane and an additional left turn lane for MD 175 westbound at Mapes Road/Charter Oaks Boulevard.
- · Construct a right turn lane for MD 175 eastbound at Mapes Road/Charter Oaks Boulevard.
- On MD 175 eastbound at Reece Road construct a right turn lane and an additional left turn lane for MD 175. A right turn lane for MD 175 westbound at Reece Road was added.
- Construct a right turn lane for Reece Road westbound and build an additional left turn lane and a shared through/right turn lane for Reece Road eastbound.

Upgrade traffic signals, lighting and improve signage/marking. Alter left turn signal phasing from permissive/
protected to protected only.

- During the AM and PM peak hours, network delays have been reduced by 15% and 36%, respectively.
- MD 175 at Mapes Road/Charter Oaks Boulevard improved to LOS D from LOS E during the AM and PM peak hours.
- The protected only left turn phasing can reduce crashes by reducing vehicular conflicts.
- MD 175 westbound speeds increased by 7 MPH and operations improved to LOS B during the AM peak hour and LOS C during the PM peak hour.
- MD 175 eastbound speeds increased by 2-3 MPH during both peak hours and operations improved to LOS C during the AM peak hour.

Average Annual Savings (Thousands)				
Reduction in Delay	Reduction in Fuel Consumption	Safety	Construction Cost Estimate (Millions)	Benefit/Cost (20 Years)
\$5,310	\$83	\$803	\$16.8	7.3









BEFORE

AFTER

MD 26 at Oakland Mills Road LOCATION: ELDERSBURG, CARROLL COUNTY

This project added a dedicated left turn lane along MD 26 westbound and restriped MD 26 eastbound to provide for a separate left turn lane to Oakland Mills Road.

PROJECT BACKGROUND

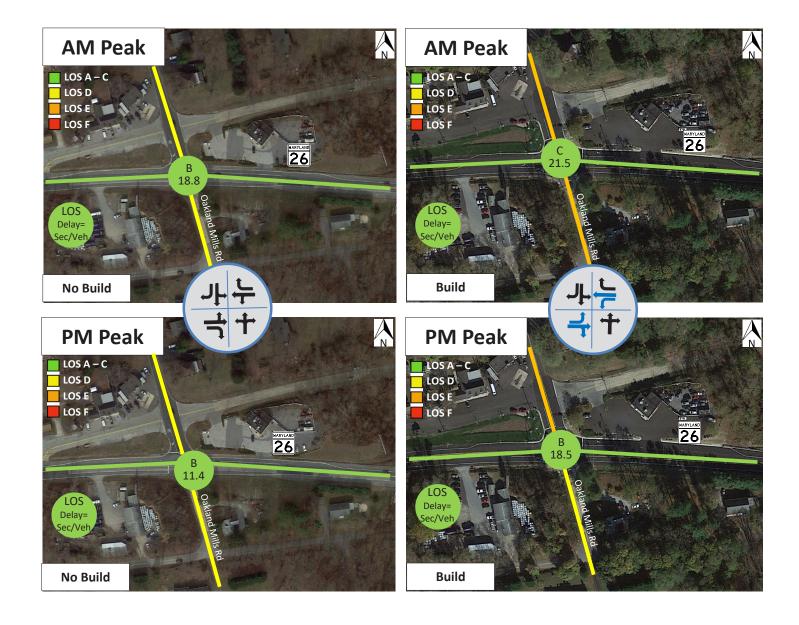
- MD 26 has an ADT of approximately 16,000 vehicles per day.
- Over the five-year study period, there was a total of eight crashes, of which none involved fatalities. There were three injury crashes and five property damage crashes at the intersection.
- $\cdot\,$ The MD 26 and Oakland Mills Road intersection operated at LOS B during both the AM and PM peak hours.

PROJECT SCOPE

- \cdot Add a left turn lane on westbound MD 26 at Oakland Mills Road.
- Convert the eastbound lanes from a shared thru/left and a right to a left turn lane and a shared right/ thru lane.
- Resurfacing and restriping along MD 26.
- · Constructed bike lanes.

- Safety should be improved by reducing the speed differential and not having motorists stopped in the through lane along MD 26.
- The addition of protected left turn phases along MD 26 may improve safety by reducing the number of vehicle conflicts.

	Average Annual Savings (Thousands)				
I	Reduction in Delay	Reduction in Fuel Consumption	Safety	Construction Cost Estimate (Millions)	Benefit/Cost (20 Years)
	\$420	\$6	\$113	\$1.7	6.1







BEFORE

AFTER

MD 26 from Exchange Drive to Calvert Way LOCATION: ELDERSBURG, CARROLL COUNTY

This project added a through lane for approximately 0.65 miles in each direction along MD 26 between Exchange Drive and Calvert Way. The project consisted of widening to a four to five lane section between these points. Dedicated bicycle lanes were provided. A center turn lane was also added along MD 26 to provide ingress into the side streets.

PROJECT BACKGROUND

- MD 26 has an ADT of approximately 26,000 vehicles per day.
- Over the three-year study period, there was a total of 21 crashes, of which none involved fatalities. There were eight injury crashes and 13 property damage crashes along the corridor.
- At the intersection of MD 26 and Exchange Drive the LOS was A during the AM and the PM peak hours.
- · At the intersection of MD 26 and Emerald Lane the LOS was F during the AM and the PM peak hours.
- The MD 26 and Calvert Way/Piney Ridge Parkway intersection operated at a LOS of E and F during the AM and the PM peak hours, respectively.
- MD 26 had arterial LOS B travelling eastbound and LOS A travelling westbound during the AM peak hour.
 During the PM peak hour, eastbound operated with LOS B and westbound operated with LOS C.

PROJECT SCOPE

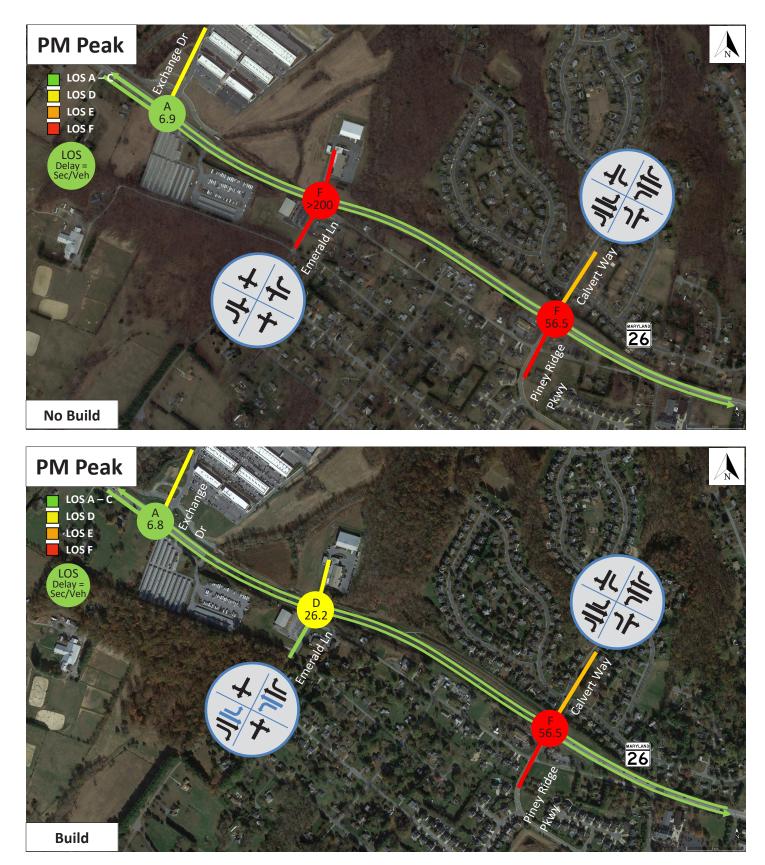
- Provide a four to five lane section for approximately 0.65 miles along MD 26 between Exchange Drive and Calvert Way.
- Widen MD 26 to include a separated left turn lane for eastbound and westbound traffic into Emerald Lane.

- During the AM and PM peak hours, corridor delays have been reduced by 5% and 18%, respectively.
- Improves the LOS from F to C during AM peak hour and from F to D during the PM peak hour at Emerald Lane.
- Improve arterial LOS from C to B for the westbound direction during the PM peak hour.

Average Annual Savings (Thousands)				
Reduction in Delay	Reduction in Fuel Consumption	Safety	Construction Cost Estimate (Millions)	Benefit/Cost (20 Years)
\$1,695	\$25	\$15	\$4.8	7.6



*The LOS and delays reported for MD 26 at Emerald Lane and Piney Ridge Parkway/Calvert Way intersections are the worst approach LOS and delays.



*The LOS and delays reported for MD 26 at Emerald Lane and Piney Ridge Parkway/Calvert Way intersections are the worst approach LOS and delays.



BEFORE

AFTER

MD 97 from Airport Drive to Pleasant Valley Road LOCATION: WESTMINSTER, CARROLL COUNTY

This project added a thru lane in each direction along MD 97 and converted the partial access intersection at MD 97 and Meadow Branch Road/Arthur Peck Drive into a full access signalized intersection. The project purpose was to improve safety, mobility, and provide improved access to the Industrial Park along Arthur Peck Drive. This project included providing bicycle lanes.

PROJECT BACKGROUND

- MD 97 has an ADT of approximately 25,000 vehicles per day.
- Over the three-year study period, there was a total of 21 crashes, of which none involved fatalities. There were 10 injury crashes and 11 property damage crashes.
- \cdot The MD 97 northbound arterial LOS was B in the AM peak hour and LOS F in the PM peak hour.
- The MD 97 southbound arterial LOS was F and B in the AM and PM peak hours respectively.
- The southbound queues extend up to a mile to the north in the AM peak hour. Separately, the northbound queue extends up to a mile to the south in the PM peak hour.

PROJECT SCOPE

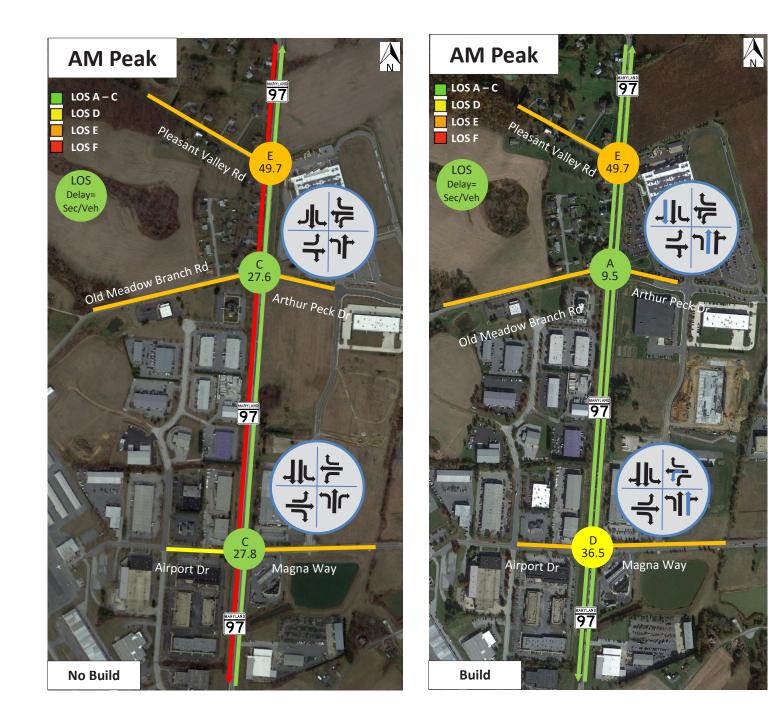
- Widened MD 97 by constructing an additional through lane in each direction. Also, added a bicycle lane in each direction along MD 97.
- · Provided a full access, signalized intersection at MD 97/Old Meadow Branch Road/Arthur Peck Drive.
- Modified lane configurations at MD 97/Magna Way/Airport Drive westbound approach and modified signal phasing from concurrent to split phasing.
- · Improved drainage, resurfaced, and restriped MD 97.

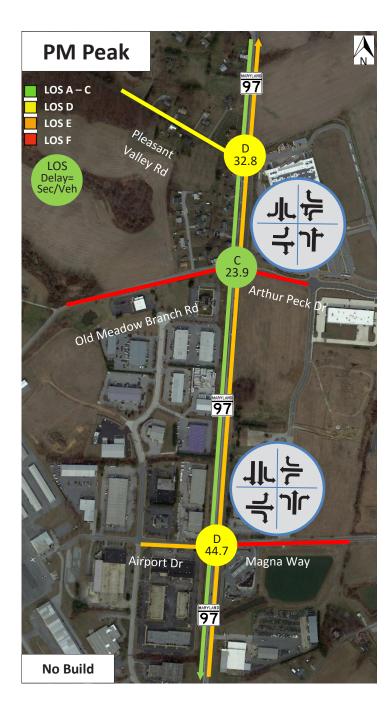
- Network delay was reduced by 58% during the AM peak hour and 48% during the PM peak hour.
- · A signed and marked bicycle lane should improve awareness of bicyclists and improve safety, while

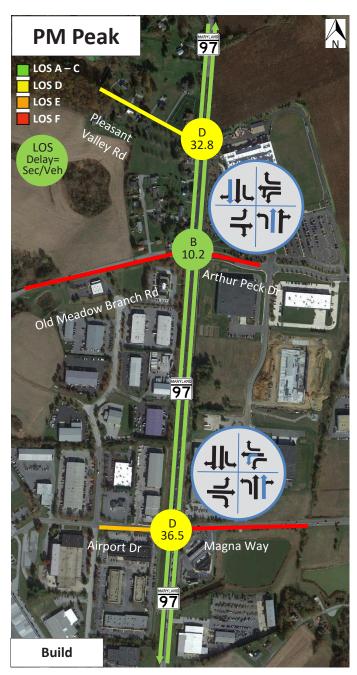
encouraging multi modal forms of transportation.

- Modifying the lane configurations and side street signal phasing at MD 97/Airport Drive reduced intersection delay by approximately 10 sec/vehicle in both peak hours.
- The MD 97 southbound arterial LOS was improved to C in the AM peak hour and northbound arterial LOS was improved to C in the PM peak hour.

Average Annual Savings (Thousands)				
Reduction in Delay	Reduction in Fuel Consumption	Safety	Construction Cost Estimate (Millions)	Benefit/Cost (20 Years)
\$3,200	\$49	\$2,401	\$3.3	21.1









BEFORE

AFTER

MD 273 at Blue Ball Road LOCATION: FAIR HILL, CECIL COUNTY

The project involved the construction of a roundabout to replace a two-way stop at the intersection of MD 273 (Telegraph Road) at Blue Ball Road in Fair Hill, Cecil County. The improvements included a single lane roundabout, splitter islands, new signage, lighting, pavement markings, and drainage improvements. The purpose of the project was to improve safety and efficiency at the intersection.

PROJECT BACKGROUND

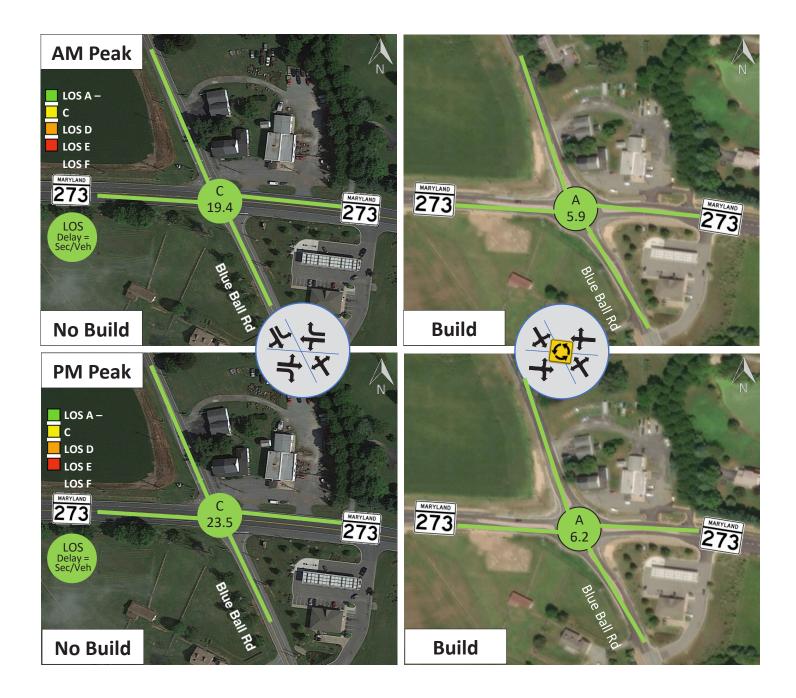
- $\cdot\,$ The intersection was two-way stop-controlled at the northbound and southbound approaches. The intersection operated at LOS C during the AM and PM peak hours.
- There were 14 crashes reported during the three-year study period, of which one involved a fatality.
- \cdot MD 273 has an ADT of approximately 8,000 vehicles per day.

PROJECT SCOPE

- $\cdot\,$ Added a single lane roundabout at MD 273 and Blue Ball Road.
- · Improved drainage, signage, lighting, resurfaced, and restriped MD 273.

- · Improves safety by calming traffic and reduces the chance of high severity crashes.
- $\cdot\;$ The roundabout operates at LOS A in the AM and PM peak hours.

Average Annual Savings (Thousands)				
Reduction in Delay	Reduction in Fuel Consumption	Safety	Construction Cost Estimate (Millions)	Benefit/Cost (20 Years)
\$-7	\$-0.1	\$3,445	\$2.1	19.9







BEFORE

AFTER

MD 180 at Mt. Zion Road LOCATION: WYE CREEK, FREDERICK COUNTY

The project involved the construction of a roundabout at the intersection of MD 180 (Jefferson Pike) at Mt. Zion Road in Frederick, Frederick County. The improvements included a single lane roundabout, splitter islands, resurfacing, new signage, lighting, pavement markings, and drainage improvements.

PROJECT BACKGROUND

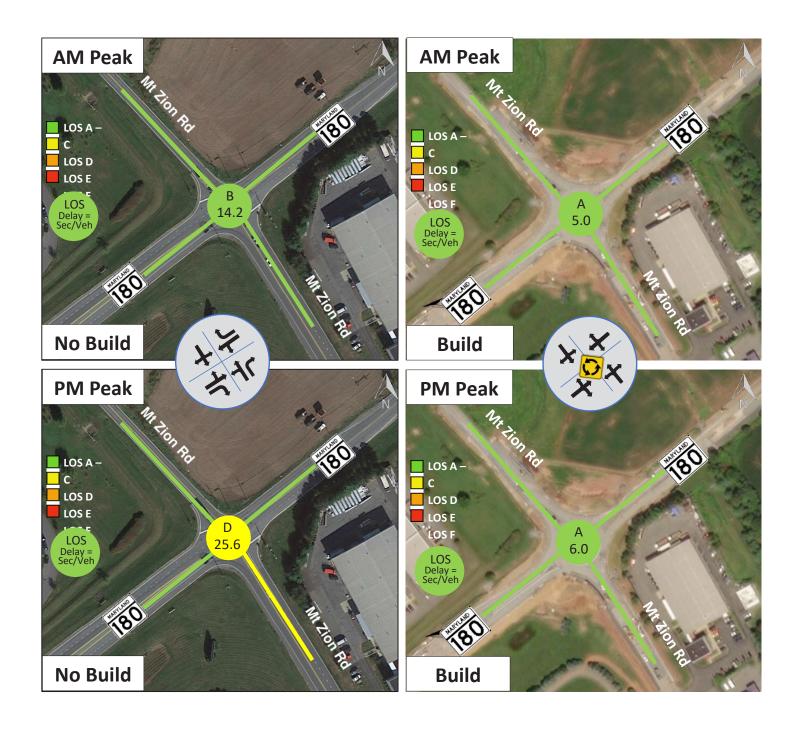
- The intersection had stop signs along the Mt. Zion Road northbound and the southbound approaches. The worst approach operated at LOS B during the AM peak hour and LOS D during the PM peak hour.
- There were 13 crashes reported during the five-year study period. No fatalities were reported; however, this location had a history of severe injury angle crashes.
- · Approximately, 8,500 vehicles travel through this intersection per day.

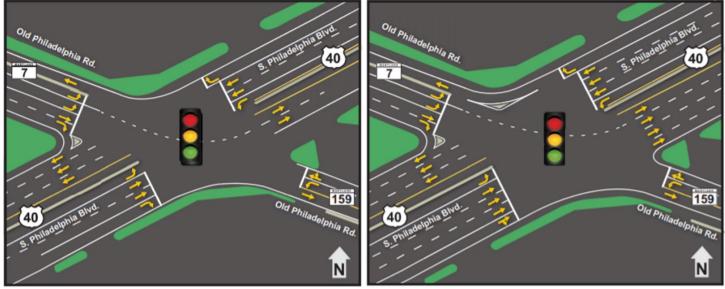
PROJECT SCOPE

- $\cdot\,$ Constructed a single lane roundabout at MD 180 and Mt. Zion Road.
- Widened travel lanes along the approaches to the roundabout.
- $\cdot\,$ Improved drainage, signage, lighting, resurfaced, and restriped MD 180.

- The roundabout should improve intersection safety especially by reducing the number of severe crashes.
- The roundabout operates at LOS A during the AM and PM peak hours.

Average A	nnual Savings (Th	nousands)			
Reduction in Delay	Reduction in Fuel Consumption	Safety	Construction Cost Estimate (Millions)	Benefit/Cost (20 Years)	
\$82	\$1	\$212	\$2.4	1.8	





BEFORE

AFTER

US 40 at MD 7/MD 159 LOCATION: ABERDEEN, HARFORD COUNTY

LUCATION. ABERDEEN, HARFORD COUNTY

The project includes widening US 40 from two through lanes to three through lanes in the westbound direction and from two through lanes and a right turn lane to three through lanes and a shared through/right lane in the eastbound direction. The US 40 westbound widening will extend approximately 2,500 feet west of MD 7. US 40 eastbound widening will extend approximately 3,000 feet to the east to tie into previous widening at the MD 715 interchange. The intersection is a major access point to the Aberdeen Proving Grounds and Aberdeen's surrounding industrial park area. Further improvements included pavement repairs, building curbs and gutters along the road, new drainage and stormwater management infrastructure, and replacing the traffic signal.

PROJECT BACKGROUND

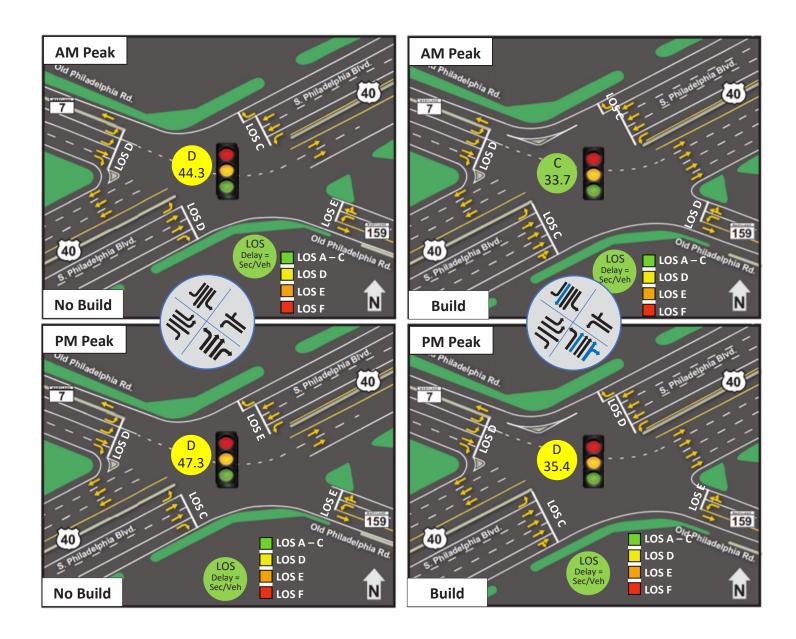
- $\cdot\,$ The intersection operated at LOS D during both the AM and PM peak hours.
- There were 23 crashes reported during the three-year study period, of which one involved a fatality.
- \cdot US 40 has an ADT of approximately 39,500 vehicles per day (VPD).
- MD 7 has an ADT of approximately 15,500 VPD and MD 159 has an ADT of approximately 5,200 VPD.

PROJECT SCOPE

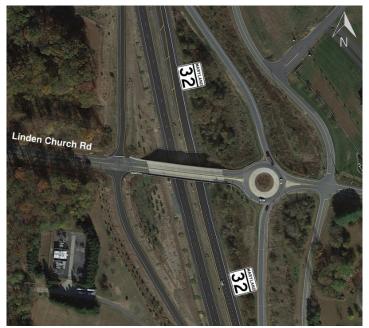
- \cdot Widened US 40 from two through lanes to three through lanes in the westbound direction.
- Widened US 40 from two through lanes and a right turn lane to three through lanes and a shared through/ right lane in the eastbound direction.
- $\cdot\,$ Resurfaced, restriped and improved drainage.
- · Replaced traffic signal equipment.

- Improve intersection LOS in the AM peak hour from D to C and reduced the intersection delay in the PM peak hour by 12 seconds/vehicle.
- $\cdot\,$ Reduces congestion which can improve safety.
- Improve mobility to Aberdeen Proving Grounds and the surrounding business districts. The increased capacity reduces queues and delays at the intersection.

Average Annual Savings (Thousands)				
Reduction in Delay	Reduction in Fuel Consumption	Safety	Construction Cost Estimate (Millions)	Benefit/Cost (20 Years)
\$3,975	\$57	\$1,523	\$18.0	5.7







BEFORE

AFTER

MD 32 from MD 108 to Linden Church Road LOCATION: CLARKSVILLE, HOWARD COUNTY

MD 32 from MD 108 to Linden Church Road was widened as part of Phase 1 improvements for an overall project to dualize the MD 32 corridor between MD 108 and I-70. Traffic flow improvements include dualizing the corridor from two lanes to four lanes and eliminating bottlenecks at the Linden Church Road and MD 108 interchanges. Ramp terminal intersection improvements at MD 108 and Linden Church Road included new signing and lighting. Enhanced stormwater management, landscaping and reforestation were also constructed.

PROJECT BACKGROUND

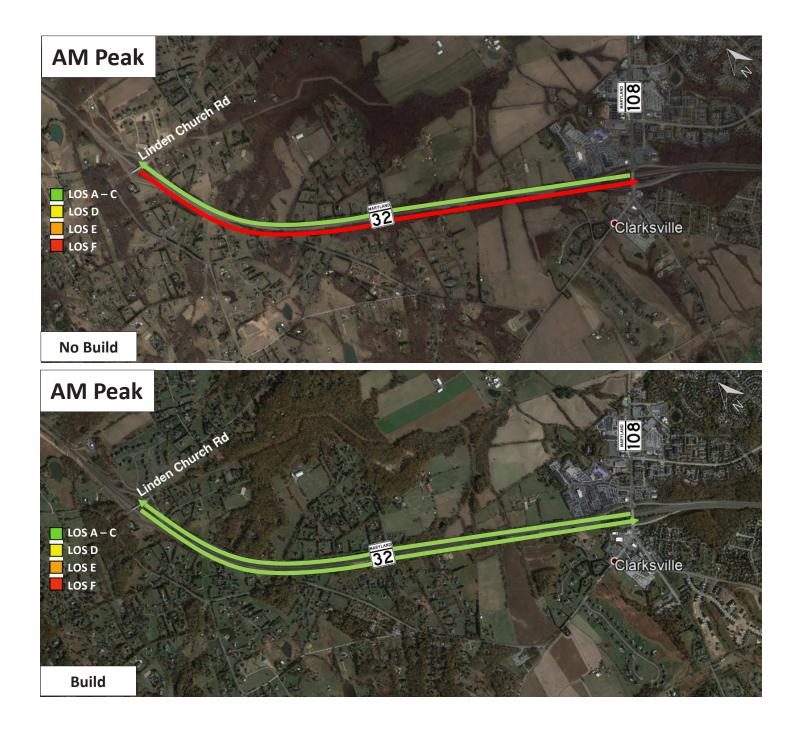
- MD 32 has an ADT of approximately 30,000 vehicles per day.
- · Over the three-year study period, there was a total of 49 crashes, of which none involved fatalities.
- There were 19 injury crashes and 30 property damage crashes within the study area.
- MD 32 northbound operated at LOS F during the PM peak hour.
- $\cdot\,$ MD 32 southbound merge operated at LOS F during the AM peak hour.

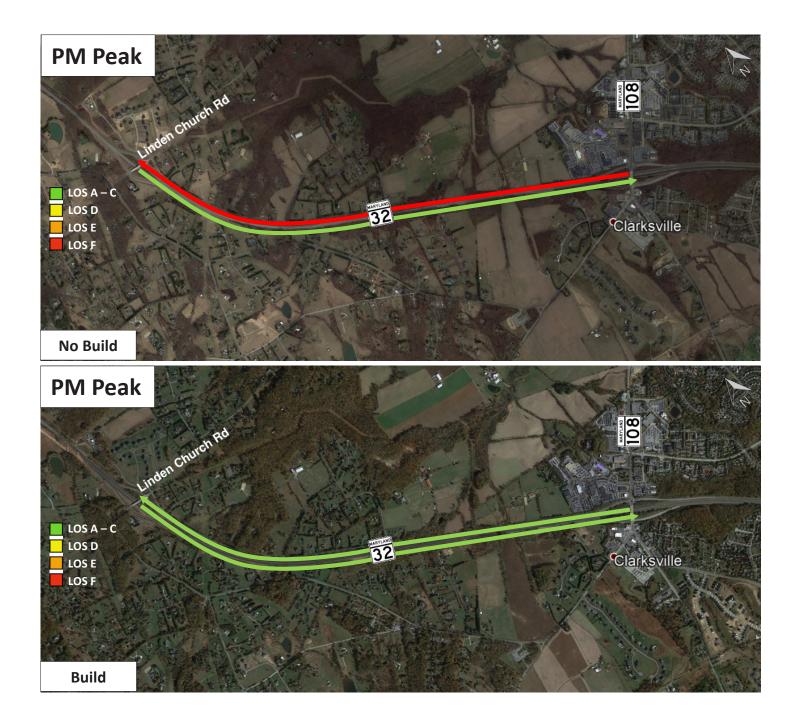
PROJECT SCOPE

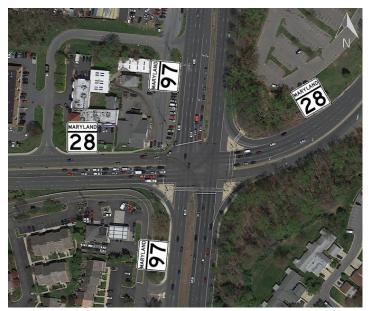
- Widened MD 32 from a two-lane highway to a divided four lane highway between MD 108 and Linden Church Road.
- · Improve drainage and stormwater management facilities.

- During the AM and PM peak hours, travel delays were reduced by 58% and 49%, respectively.
- The LOS for merge and diverge facilities along MD 32 within the study area improved from LOS F to A.
- · Reduces the potential for head on crashes and improves safety overall.

Average Annual Savings (Thousands)				
Reduction in Delay	Reduction in Fuel Consumption	Safety	Construction Cost Estimate (Millions)	Benefit/Cost (20 Years)
\$24,780	\$354	\$1,055	\$32.1	16.9









BEFORE

AFTER

MD 97 at MD 28 LOCATION: ASPEN HILL, MONTGOMERY COUNTY

This project added an additional left turn lane along MD 97 northbound. The right turn lane on MD 28 westbound was also extended to increase capacity. The channelized right turns in the southwest and southeast quadrants were removed. This project also reconfigured the MD 28 Park and Ride at this intersection to allow for the widening, sidewalks and stormwater management.

PROJECT BACKGROUND

- The intersection operated at LOS F during the AM peak hour and LOS E during the PM peak hour.
- · There were 44 crashes reported during the three-year study period, of which none involved fatalities.
- · Approximately 5,000 vehicles per day make the left turn movement.

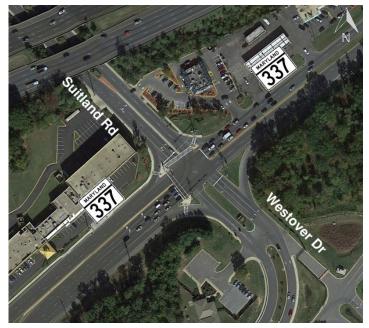
PROJECT SCOPE

- · Added a left turn lane on northbound MD 97.
- Extended the right turn lane on westbound MD 28.
- Removed the southwest and southeast channelized right turns and upgraded other curb ramps and sidewalks
 for Americans with Disabilities Act (ADA) compliance
- Removing a small section of the Park and Ride lot to accommodate the intersection changes and repaving the lot; and
- · Reconstructing the traffic signal at the intersection with new mast arms, signal heads and brighter LED lamps.

- The AM peak hour LOS improved from F to E.
- The delay in the PM peak hour was reduced by about 7 seconds per vehicle.

Average Annual Savings (Thousands)				
Reduction in Delay	Reduction in Fuel Consumption	Safety	Construction Cost Estimate (Millions)	Benefit/Cost (20 Years)
\$4,510	\$71	\$3	\$2.6	36.7







BEFORE

AFTER

MD 337 from South of I-95/ I-495 NB Off Ramp to Suitland Road LOCATION: CAMP SPRINGS, PRINCE GEORGE'S COUNTY

The project consists of widening MD 337 northbound from 2 to 3 lanes from the Andrews Manor Shopping Center to Suitland Road and intersection improvements at Suitland Road and the I-95/I-495 northbound off-ramp intersection. Bicycle and pedestrian accommodations were provided. are provided where appropriate. Access improvements to the Joint Base Andrews is a vital component to accommodate the increase in employment because of BRAC.

PROJECT BACKGROUND

- MD 337 and Suitland Road intersection operated at LOS D and LOS E during the AM and PM peak hours, respectively.
- The MD 337 at I-95/I-495 NB off-ramp operated at LOS D during the AM peak hour and LOS B during the PM peak hour.
- · There were 31 crashes reported during the three-year study period, of which none involved fatalities.
- MD 337 has an ADT of approximately 25,500 vehicles per day.

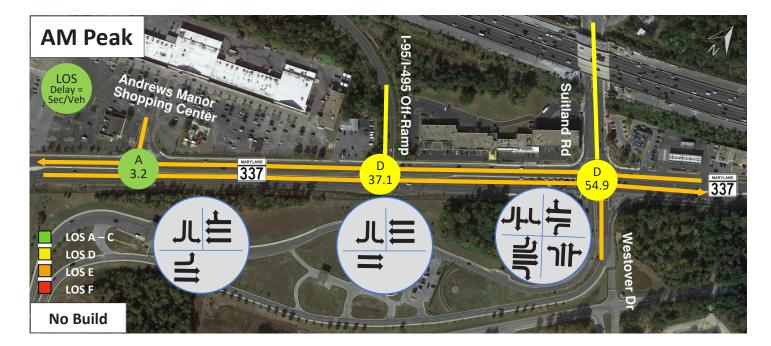
PROJECT SCOPE

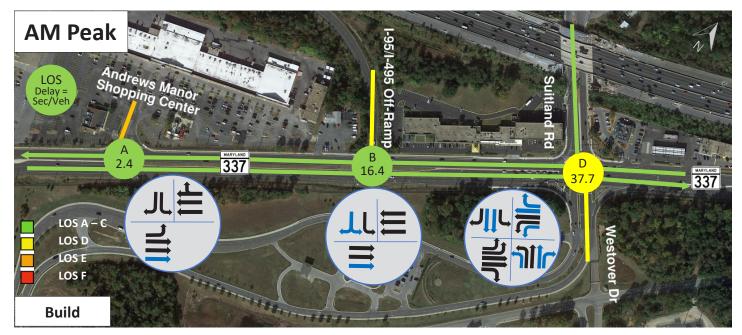
- · Construct a third northbound through lane from Andrews Manor Shopping Center to Suitland Road.
- Convert the right turn lane on the I-495/I-95 NB off-ramp to a shared right/left turn lane.
- Convert the shared through/left lane to a through lane and added a right turn lane on Suitland Road
 eastbound.
- · Construct a second left turn lane and a right turn lane on Westover Drive westbound.
- · Add a second left turn lane and a right turn lane on MD 337 southbound at Suitland Road/ Westover Drive.

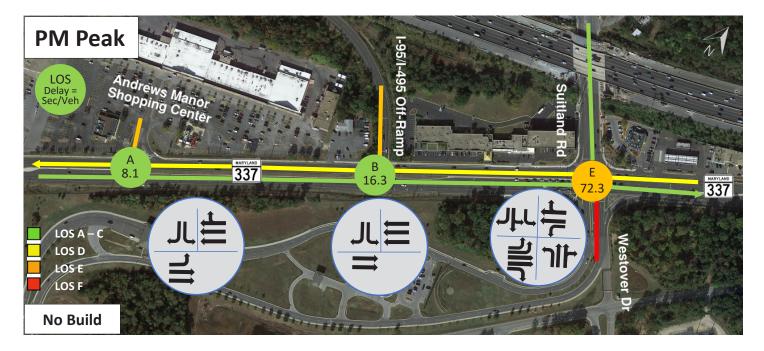
- During the AM and the PM peak hours, arterial delay is reduced by 50% and 31%, respectively.
- The LOS improved from D to B in the AM peak hour at MD 337 and I-95/I-495 NB off ramp intersection.

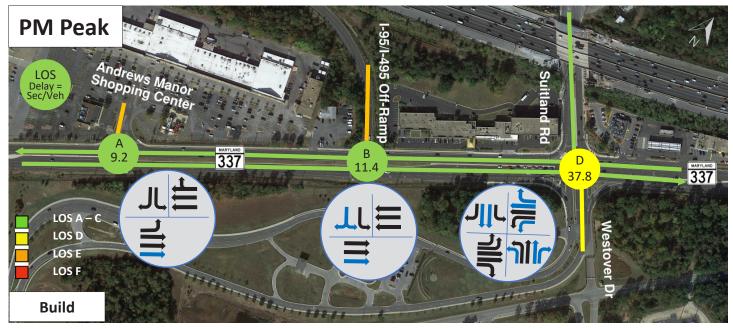
 During the AM peak hour, the MD 337 arterial LOS improved from E to C and E to B in the northbound and southbound directions, respectively. The arterial LOS from improved from D to C in the southbound direction in the PM peak hour.

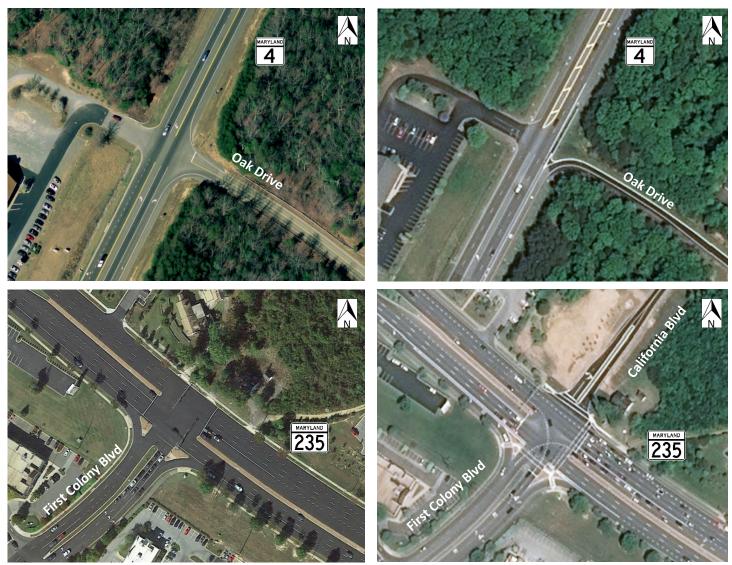
Average Annual Savings (Thousands)				
Reduction in Delay	Reduction in Fuel Consumption	Safety	Construction Cost Estimate (Millions)	Benefit/Cost (20 Years)
\$3,010	\$46	\$71	\$7.2	9.2











BEFORE

AFTER

MD 235 and MD 4 at Woodland Acres Community LOCATION: CALIFORNIA, ST. MARY'S COUNTY

Due to the severe congestion along MD 4, motorists destined to the Woodland community had difficulty turning in and out of Oak Drive and it was not feasible to install a signal due to the proximity of the adjacent signal at MD 235. This project improved access to the Woodland Acres community by constructing a new connection, California Boulevard, from the community to a full access signalized intersection at MD 235/First Colony Boulevard. The intersection of MD 4 and Oak Drive was modified to restrict all movements except MD 4 northbound right-in movements.

PROJECT BACKGROUND

- The MD 4 and Oak Drive intersection was stopped controlled along Oak Drive. Prior to this project, all turning movement were permitted at the intersection. The LOS was F during both the AM and the PM peak hours.
- MD 235 at First Colony Blvd was three-legged signalized intersection and operated at LOS A in the AM peak hour and LOS B in the PM peak hour.

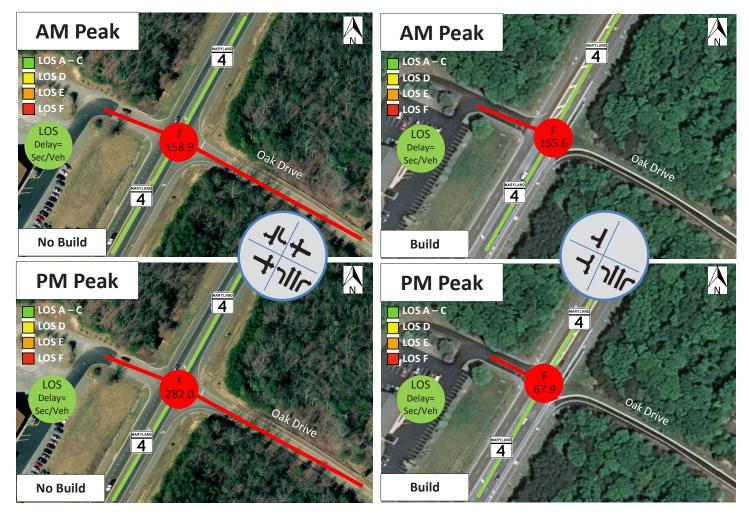
- There were 4 crashes reported during the three-year study period at MD 4 and Oak Drive. None of the reported crashed included fatalities.
- $\cdot\,$ MD 235 has an ADT of approximately 61,000 vehicles per day.
- $\cdot\,$ MD 4 has an ADT of approximately 28,000 vehicles per day.
- Approximately, 35 vehicles per day turned left onto Oak Drive from MD 4 southbound and 150 vehicles turned left from Oak Drive to MD 4 southbound.

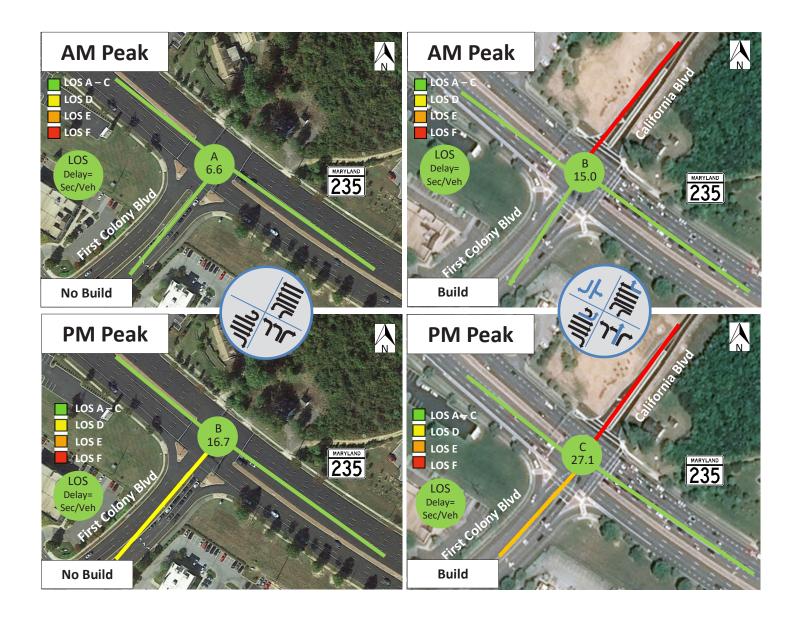
PROJECT SCOPE

- $\cdot\,$ An access road was constructed to connect MD 235 with Old Pine Court.
- The intersection of MD 4 and Oak Drive was modified to restrict movement to MD 4 right-in movements only.
- · Other improvements along MD 235 and MD 4 included improving drainage, resurfacing, and restriping.

- New access from Old Pine Court to MD 235 will reduce travel time for motorists destined to MD 235.
- · Reduces conflicts points along MD 4.

Average Annual Savings (Thousands)				
Reduction in Delay	Reduction in Fuel Consumption	Safety	Construction Cost Estimate (Millions)	Benefit/Cost (20 Years)
\$938	\$14	\$3	\$2.1	9.5





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LOCATION MAPPING

The MDOT SHA and MDTA provides various programs, policies and projects to improve mobility and identify issues that exist. The location of these improvements/facilities and issues are shown in mapping on the following pages.

A. NEW SIDEWALKS

One of the methods to encourage multi-modal travel is to provide for more facilities. For pedestrians, this involves providing sidewalks, trails or multi-use paths. In addition, other construction includes the upgrading of existing sidewalks, constructing curb ramps and upgrading locations to Americans with Disabilities (ADA) standards. New sidewalks were constructed by MDOT SHA in 19 Counties throughout the State. (Figures 4-7).

B. PARK AND RIDE LOTS

A network of park and ride lots has been established by MDOT SHA and MDTA to reduce the number of single vehicle trips and provide for free parking to connect with transit. This amounts to over 107 park and ride lots that are located in 20 Counties throughout the State with over 13,000 spaces (Figure 8).

C. REVERSIBLE, HOV, EXPRESS TOLL LANES AND MANAGED FACILITIES

To maximize mobility in a corridor, several strategies have been implemented in Maryland. This includes reversible lanes which are utilized where traffic volumes are very high in one direction and much lower in the other direction. This allows for one or more lanes to change direction during the peak flow of the roadway. HOV lanes provide a travel time advantage versus other lanes on those facilities by requiring users of those lanes to have a minimum of two occupants in their vehicle. Transit vehicles or motorcycles are able to use these lanes. A managed facility allows for a lane or a facility to be dedicated to a certain type of vehicle or charge a toll for use of the facility. In Maryland, the managed lanes include express toll lanes where motorists have the option of paying a toll to drive at free flow conditions or utilize the adjacent free lanes and an all-electronic toll collection facility where the toll is based on the time of day. The strategies are employed on both MDOT SHA and MDTA facilities (Figure 9).

D. CHART'S TRAFFIC OPERATIONS CENTERS

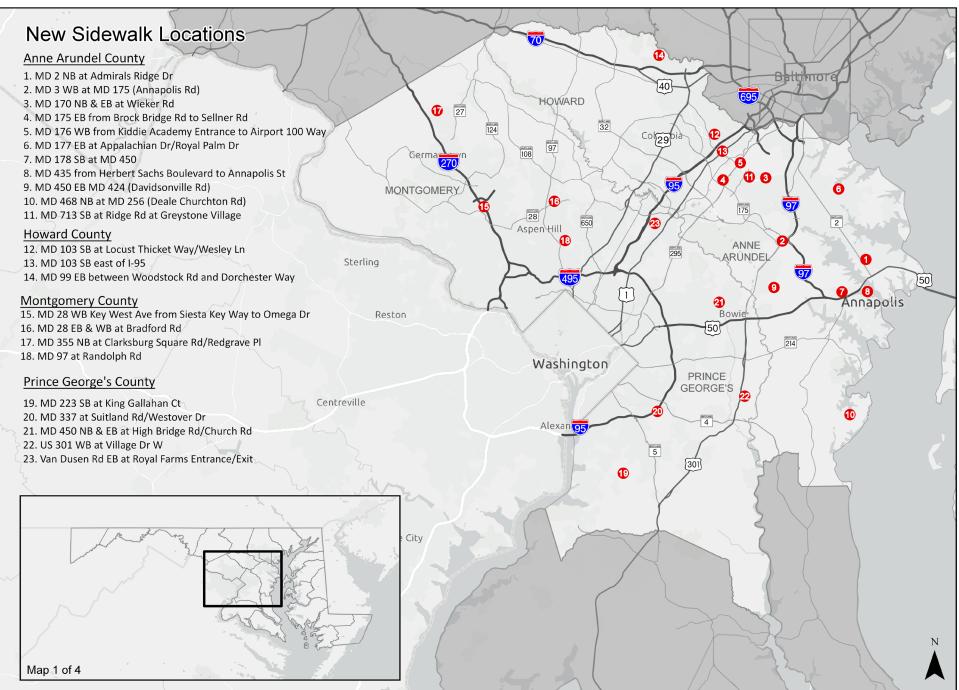
The Coordinated Highway Action Response Team (CHART) provides a wide variety of services to keep motorists informed while addressing non- recurring congestion due to crashes, broken down vehicles or other events. A major component of CHART's efforts is to provide incident management of these events to minimize delays and reduce the potential for secondary crashes. This is accomplished through monitoring traffic at its operations centers. The MDOT SHA Statewide Operations Center is located in Hanover, with three supporting regional Operations Centers (Figure 10).

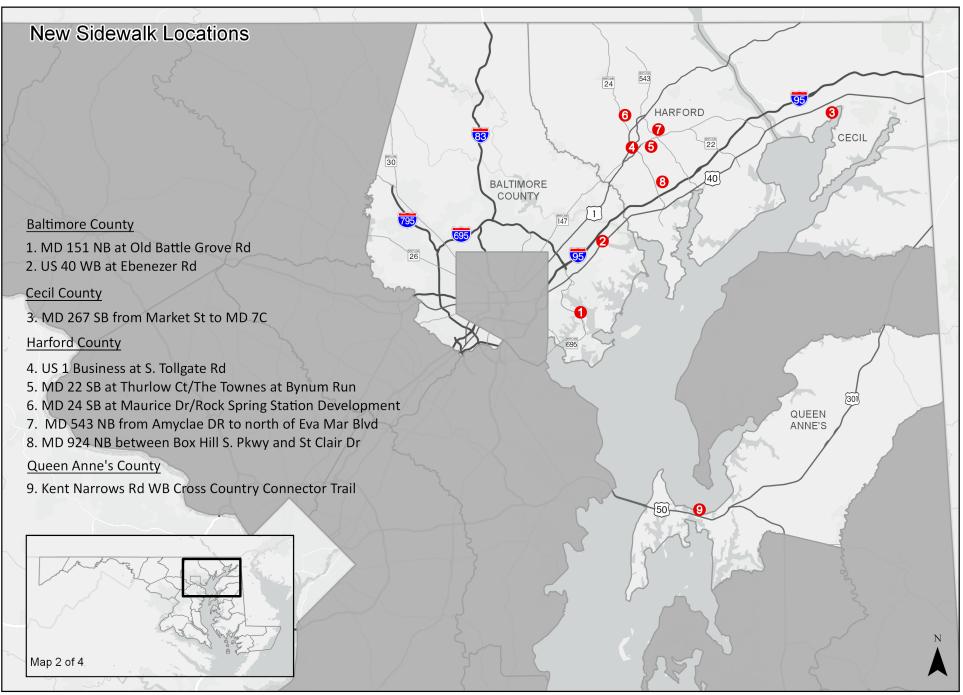
E. SIGNAL SYSTEMS UPGRADES

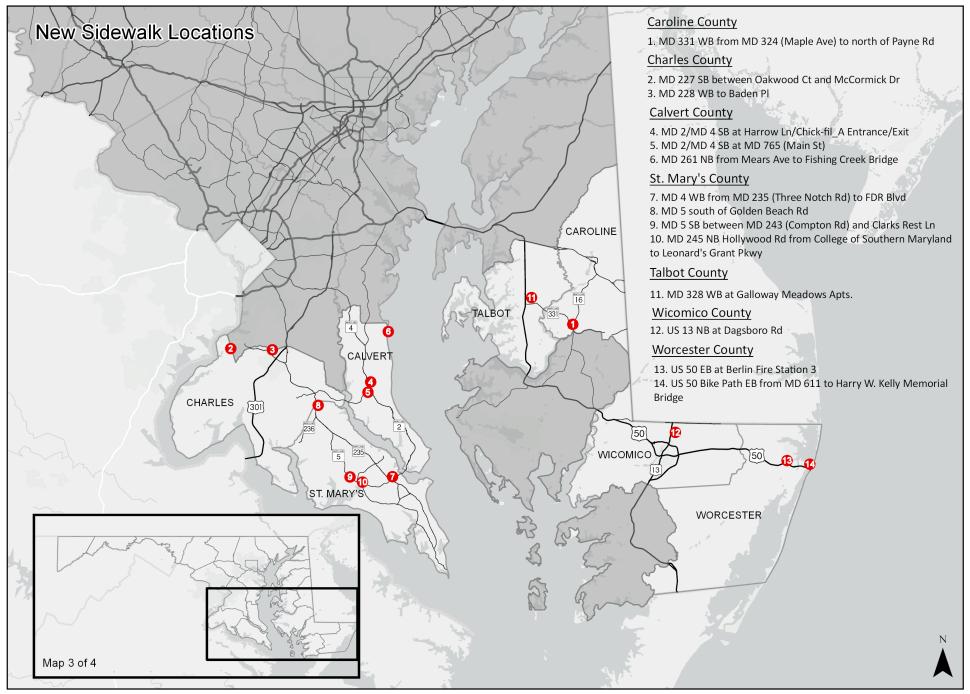
The retiming of traffic signals is one of the most cost-effective methods to improve mobility. Signal systems are reviewed continually by MDOT SHA to improve traffic progression along a roadway. In 2019, nineteen systems we upgraded plus seven new SMART signal systems were implemented (Figure 11).

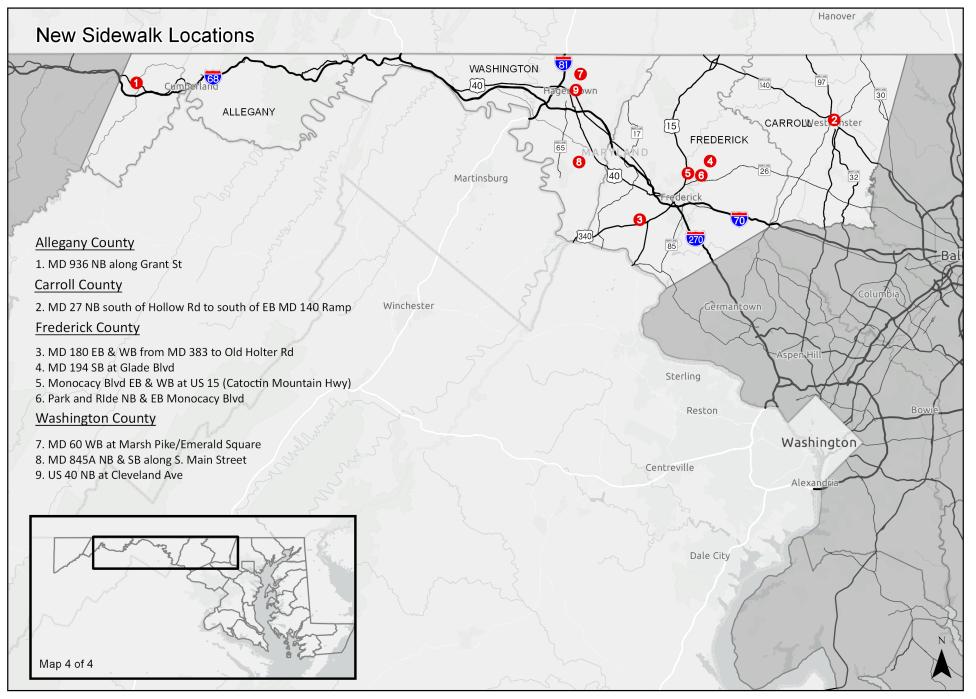
F. FAILING INTERSECTIONS

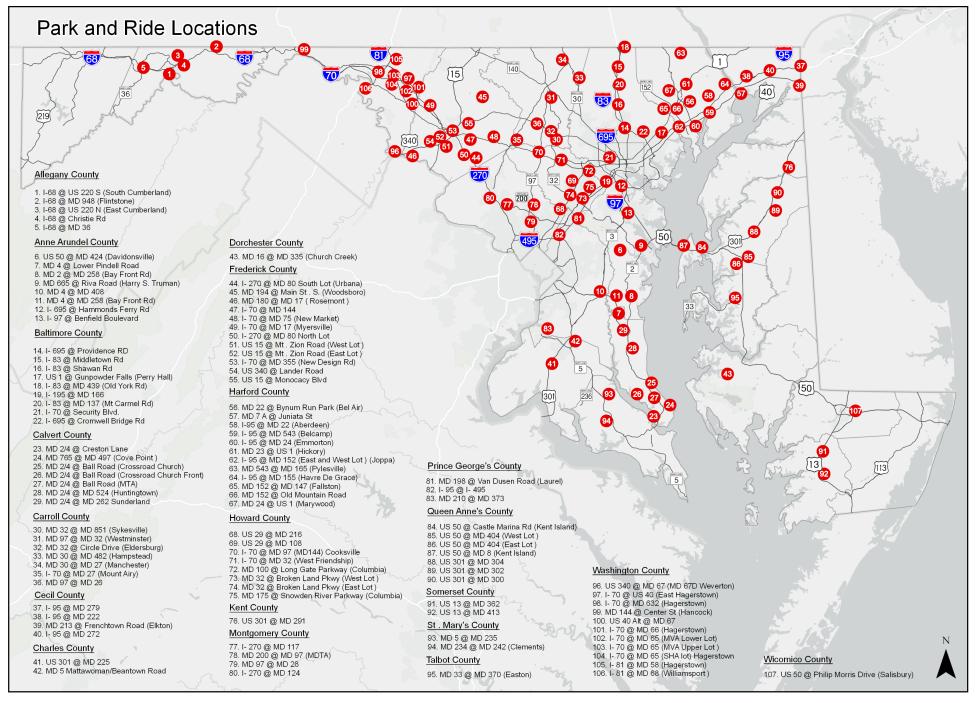
Traffic data collection and analysis is performed to identify the most congested intersections. The worse performing intersections based on traffic counts performed in the last three years are mainly concentrated in Montgomery and Prince George's Counties (Figure 12 and 13).

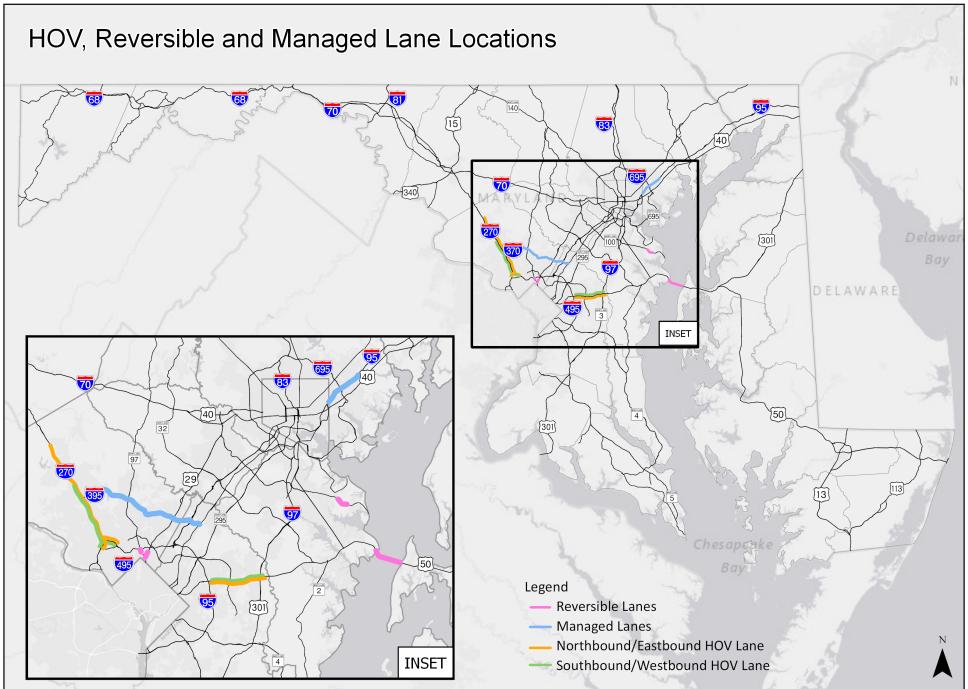


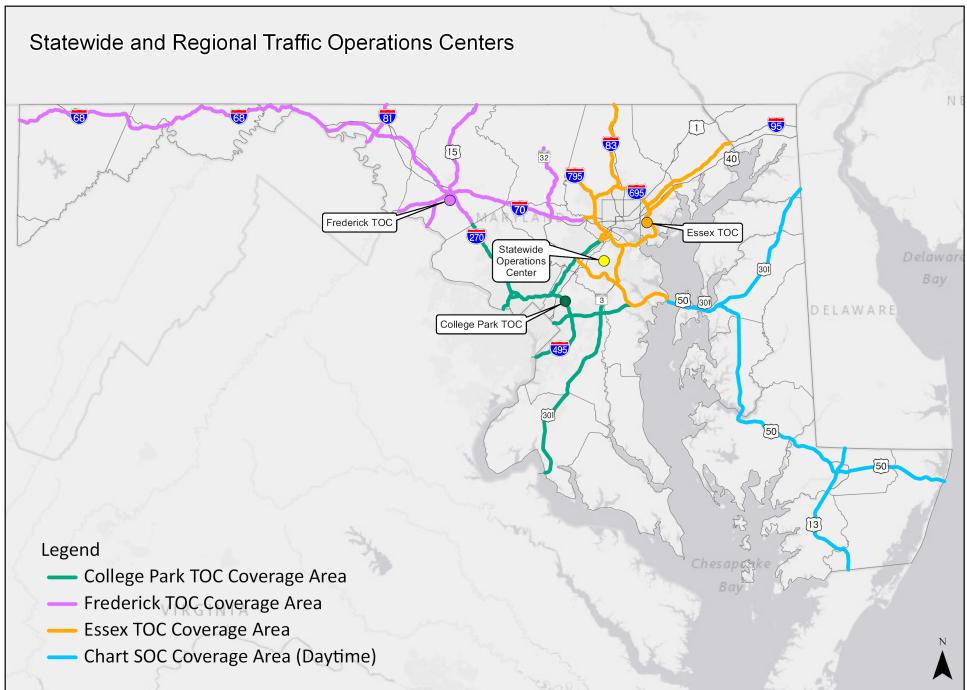


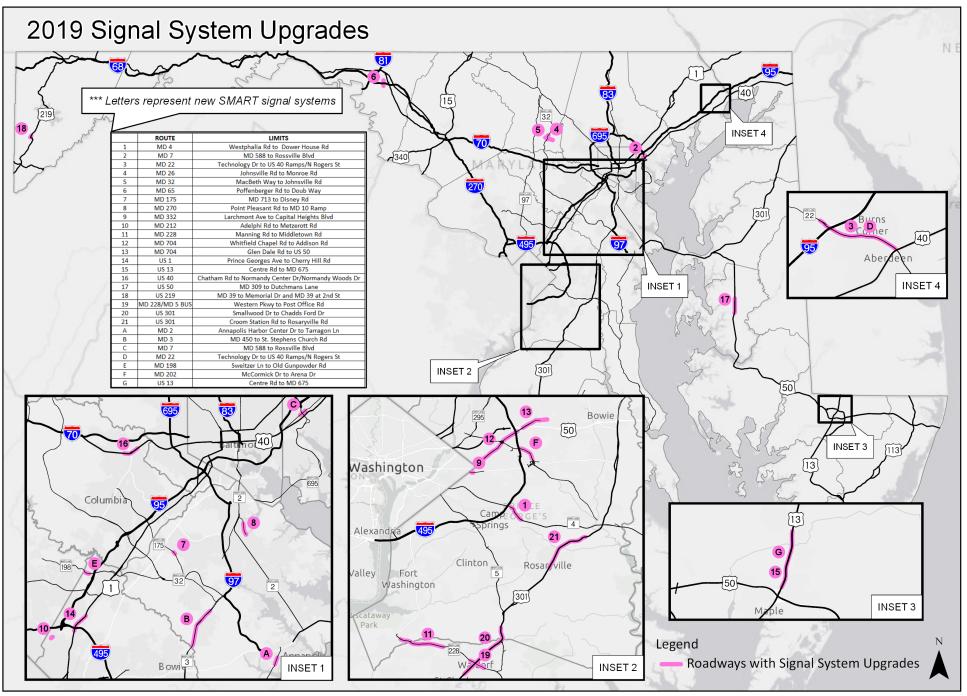


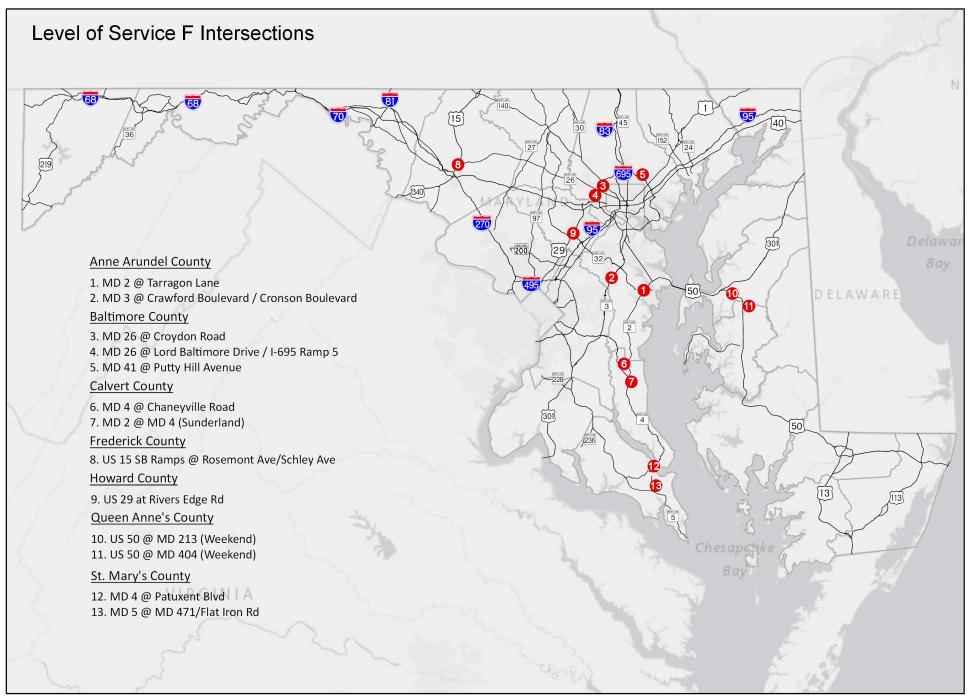


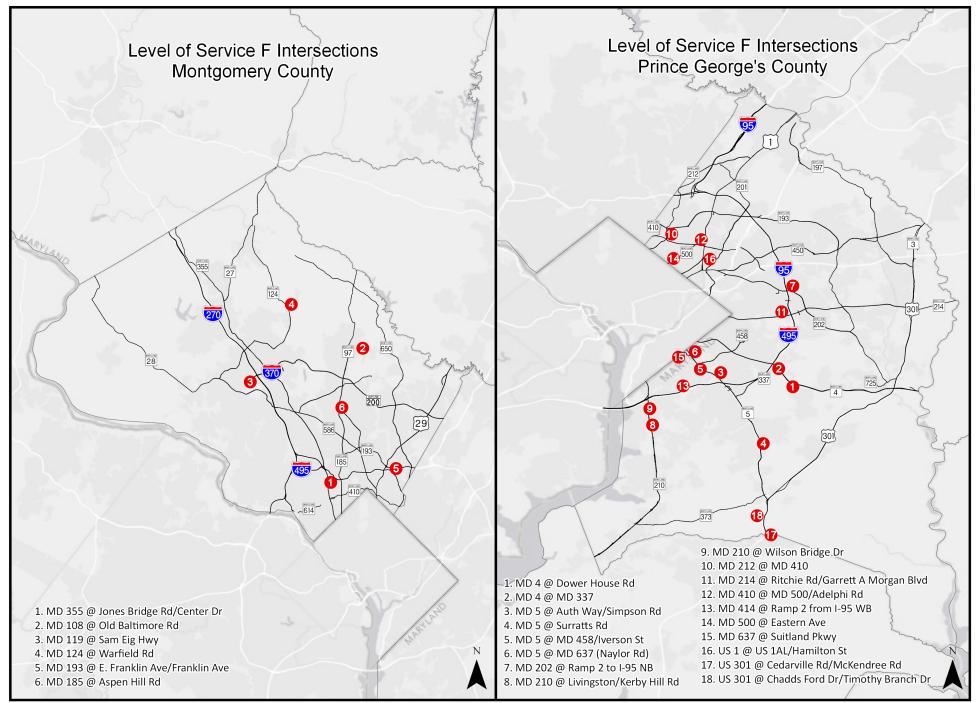












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STATE HIGHWAY ADMINISTRATION

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