

MARYLAND STATE HIGHWAY MOBILITY REPORT SUPPLEMENT

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2021 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 more detailed information on various aspects of mobility. The Supplement includes data on:

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

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 2021 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 87 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.

Maryland County Regions



The VMT was approximately 14% to 17% lower throughout each region of the State. The urban areas of Baltimore region and the Washington region experienced slightly higher VMT decreases. The largest change occurred in the Baltimore region with a decrease of approximately 4.40 billion VMT (Table 1).

Table 1

VMT BY REGION (BILLIONS)											
AREA	2017	2018	2019	2020	CHANGE 2019 TO 2020						
Baltimore Region	26.77	26.72	26.85	22.45	-4.40						
Washington Region	20.55	20.45	20.70	17.33	-3.37						
Southern Region	3.04	3.01	3.01	2.57	-0.44						
Eastern Shore Region	6.08	6.02	6.13	5.28	-0.85						
Western Region	3.45	3.43	3.45	2.96	-0.49						
Total	58.89	59.63	60.14	50.59	-9.55						



I 695 @ Security Blvd

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<2.00); Black-severe congestion (TTI>2.00) **Notes**

a - Peak Hours are considered as 8-9am and 5-6pm. Green-uncongested; Yellow-moderate congestion; Red-heavy congestion; Black-severe congestion

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

INTERSTATE

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



I-70: US 40 Frederick to I-695



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

<u>Notes</u>

INTERSTATE

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- 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-81



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

Notes

INTERSTATE

a - Peak Hours are considered as 8-9am and 5-6pm. Green-uncongested; Yellow-moderate congestion; Red-heavy congestion; Black-severe congestion

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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-83



a - Peak Hours are considered as 8-9am and 5-6pm. Green-uncongested; Yellow-moderate congestion; Red-heavy congestion; Black-severe congestion

- 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,
 - plot of P m by day of week and month,



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

showing seasonal and weekly trends

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<2.00); Black-severe congestion (TTI>2.00)

<u>Notes</u>

PM Northbound

INTERSTATE

- a Peak Hours are considered as 8-9am and 5-6pm. Green-uncongested; Yellow-moderate congestion; Red-heavy congestion; Black-severe congestion
- b Travel Time Index (TTI) is the ratio of the average travel time during the peak hour to the time required under free flow.

PM Southbound

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



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

Notes

a - Peak Hours are considered as 8-9am and 5-6pm. Green-uncongested; Yellow-moderate congestion; Red-heavy congestion; Black-severe congestion

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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.

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showing seasonal and weekly trends.

INTERSTATE



INTERSTATE

2021 Maryland State Highway Mobility Report

I-97



17 center miles carrying 106,000 vehicles every day



Daily Variability^d





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

<u>Not</u>es

a - Peak Hours are considered as 8-9am and 5-6pm. Green-uncongested; Yellow-moderate congestion; Red-heavy congestion; Black-severe congestion

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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-270



41 center miles carrying 150,000 vehicles every day



Daily Variability^d

INTERSTATE



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



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

a - Peak Hours are considered as 8-9am and 5-6pm. Green-uncongested; Yellow-moderate congestion; Red-heavy congestion; Black-severe congestion

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



I-495 Capital Beltway







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

Notes

INTERSTATE

a - Peak Hours are considered as 8-9am and 5-6pm. Green-uncongested; Yellow-moderate congestion; Red-heavy congestion; Black-severe congestion

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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Baltimore Beltway



Miles in Congested Conditions AM Peak Hour^a 2020 2019 12% 15% 1. I-695 Outer Loop at I-70/Exit 16 4.07 1.38 Most Improved 1.40 3.55 2. I-695 Outer Loop at MD 147/Harford Rd/Exit 31 Segments (TTI) 3. I-695 Outer Loop at MD 41/Perring Pkwy/Exit 30 1.50 3.56 16% 69% Decreased 88% 1. N/A N/A N/A Operations Segments (TTI) AM Inner Loop AM Outer Loop PM Peak Hour^a 2020 2019 1. I-695 Outer Loop at MD 45/York Rd/Exit 26 1.80 4.22 18% 20% Most Improved 1.53 3.67 2. I-695 Inner Loop at US 1/Southwestern Blvd/Exit 12 Segments (TTI) 3. I-695 Inner Loop at MD 139/Charles St/Exit 25 1.78 3.88 21% 61% 80% Decreased 1. N/A N/A N/A Operations Segments (TTI) PM Inner Loop PM Outer Loop

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

a - Peak Hours are considered as 8-9am and 5-6pm. Green-uncongested; Yellow-moderate congestion; Red-heavy congestion; Black-severe congestion

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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.



5 4

3

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

INTERSTATE



I-795





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

Notes

INTERSTATE

a - Peak Hours are considered as 8-9am and 5-6pm. Green-uncongested; Yellow-moderate congestion; Red-heavy congestion; Black-severe congestion

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





I-895







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

Notes

INTERSTATE

a - Peak Hours are considered as 8-9am and 5-6pm. Green-uncongested; Yellow-moderate congestion; Red-heavy congestion; Black-severe congestion

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.



MD 32



a - Peak Hours are considered as 8-9am and 5-6pm. Green-uncongested; Yellow-moderate congestion; Red-heavy congestion; Black-severe congestion

- 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

MARYLAND DEPARTMENT OF TRANSPORTATION. STATE HIGHWAY ADMINISTRATION



MD 100

Trends^a 21 center miles carrying 64,000 vehicles every day 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 1.2 1.06 1.2 1.04 1.00 1.01 1 1 2018 2019 2018 2019 2020 2020 AM Peak PM Peak 2 2 Planning Time Index^c 1.8 1.8 measure of 1.6 1.6 1.40 1.35 worst-case delay 1.4 1.4 MD 100 1.22 1.15 1.12 1.09 from US 29 to 1.2 1.2 MD 177 1 1 2018 2019 2020 2018 2019 2020

Daily Variability^d





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

Notes

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MD 200



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

Notes

MARYLAND

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MARYLAND

2021 Maryland State Highway Mobility Report

MD-295



decision recently re

29 center miles carrying 90,000 vehicles every day

Daily Variability^d



2020 Percent of Roadway **Miles in Congested Conditions** AM Peak Hour^a 2020 2019 1% 1. MD 295 SB at MD 197/Exit 11 1.19 2.65 18% Most Improved 2. MD 295 SB at Prince George's/Anne Arundel County Line 2.29 1.18 Segments (TTI) 3. MD 295 SB at Eastern Ave 1.27 2.19 82% Decreased 1. MD 295 NB at Riverdale Rd 1.14 1.02 99% Operations 1.06 1.01 2. MD 295 NB at MD 450 Segments (TTI) 1.00 1.03 3. MD 295 NB at Eastern Ave AM Northbound AM Southbound PM Peak Hour^a 2020 2019 4% 1. MD 295 NB at MD 32 1.41 2.83 Most Improved 29% 2.71 1.57 2. MD 295 NB at Powder Mill Rd Segments (TTI) 3. MD 295 SB at MD 32 1.56 2.60 54% 55% 32% Decreased 1.10 1.05 16% 1. MD 295 SB at Eastern Ave Operations 1.17 1.16 2. MD 295 NB at MD 193 Segments (TTI) 1.01 1.00 3. MD 295 SB at Arundel Mills Blvd PM Northbound PM Southbound

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

<u>Notes</u>

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US 50







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

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MARYLAND DEPARTMENT OF TRANSPORTATION_ STATE HIGHWAY ADMINISTRATION



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



Weekend congestion comparisons were not determined for the seasonal analysis.

Notes

INTERSTATE

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showing seasonal and weekly trends.

50 2021 Maryland State Highway Mobility Report US 50 (Bay Bridge to Easton) – Summer Weekends



Weekend congestion comparisons were not determined for the seasonal analysis.

<u>Notes</u>

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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 Congest		tion %
PENNSYLVANIA LINE TO US 40 (PART 1)	2020	2019	2018	2020	2019	2018	2020	2019	2018	2020	2019	2018
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	Unc	congeste	d %	Modera	te Conge	stion %	Heavy	/ Congest	tion %	Severe	e Conges	tion %
TO I-695 (PART 2)	2020	2019	2018	2020	2019	2018	2020	2019	2018	2020	2019	2018
AM Westbound	100	100	100	0	0	0	0	0	0	0	0	0
AM Eastbound	100	81	81	0	8	8	0	11	11	0	0	0
PM Westbound	96	69	73	4	16	13	0	13	12	0	2	2
PM Eastbound	100	97	97	0	3	3	0	0	0	0	0	00
I-81 WEST VIRGINIA	Unc	congeste	d %	Modera	te Conge	stion %	Heavy	Congest	tion %	Severe	e Conges	tion %
LINE to PENNSYLVANIA LINE	2020	2019	2018	2020	2019	2018	2020	2019	2018	2020	2019	2018
AM Northbound	100	100	100	0	0	0	0	0	0	0	0	0
AM Southbound	100	100	100	0	0	0	0	0	0	0	0	0
PM Northbound	100	100	100	0	0	0	0	0	0	0	0	0
PM Southbound	100	100	100	0	0	0	0	0	0	0	0	0
I-83 FROM WEST	Unc	congeste	d %	Modera	te Conge	stion %	Heavy (Congestic	on %	Severe	Congesti	on %
NORTHERN PARKWAY (EXIT 10) TO PENNSYLVANIA LINE	2020	2019	2018	2020	2019	2018	2020	2019	2018	2020	2019	2018
AM Northbound	100	100	100	0	0	0	0	0	0	0	0	0
AM Southbound	100	64	80	0	6	4	0	26	16	0	4	0
PM Northbound	100	69	78	0	15	6	0	20	16	0	0	0
PM Southbound	98	87	86	2	3	2	0	10	12	0	0	0
I-95 (PART 1) FROM	Unc	congeste	d %	Modera	te Conge	stion %	Heavy	Congest	tion %	Severe	e Conges	tion %
I-495 TO I-695	2020	2019	2018	2020	2019	2018	2020	2019	2018	2020	2019	2018
AM Northbound	100	74	83	0	14	8	0	12	9	0	0	0
AM Southbound	96	25	27	4	27	36	0	38	32	0	10	5
PM Northbound	95	40	44	5	10	14	0	37	32	0	13	10
PM Southbound	97	47	56	3	8	16	0	42	25	0	3	3

I-95 (Part 2) FROM	Uno	congeste	d %	Modera	te Conge	stion %	Heavy (Congestic	on %	Severe Congestie		on %
I-695 TO DELAWARE LINE	2020	2019	2018	2020	2019	2018	2020	2019	2018	2020	2019	2018
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	84	100	0	16	0	0	0	0	0	0	0
PM Southbound	100	100	100	0	0	0	0	0	0	0	0	0
I-97 FROM US 50 TO	Und	congeste	d %	Modera	te Conge	estion %	Heavy	/ Conges [:]	tion %	Severe	e Conges	tion %
BALTIMORE BELTWAY (I-695)	2020	2019	2018	2020	2019	2018	2020	2019	2018	2020	2019	2018
AM Northbound	100	100	100	0	0	0	0	0	0	0	0	0
AM Southbound	100	46	73	0	27	0	0	14	24	0	13	3
PM Northbound	100	39	66	0	29	7	0	32	27	0	0	0
PM Southbound	100	37	60	0	36	10	0	24	27	0	3	3
I-270 MAINLINE FROM	Und	congeste	d %	Modera	te Conge	estion %	Heavy	/ Conges [:]	tion %	Severe	e Conges	tion %
CAPITAL BELTWAY (I-495) TO FREDERICK	2020	2019	2018	2020	2019	2018	2020	2019	2018	2020	2019	2018
AM Northbound	100	100	100	0	0	0	0	0	0	0	0	0
AM Southbound	84	5	9	12	26	23	4	49	48	0	20	20
PM Northbound	35	0	2	61	14	27	4	71	57	0	15	14
PM Southbound	99	94	96	1	0	3	0	5	0	0	1	1
	Uncongested %			Modera	Moderate Congestion %			/ Conges ⁻	tion %	Severe	e Conges	tion %
	2020	2019	2018	2020	2019	2018	2020	2019	2018	2020	2019	2018
AM Northbound	100	100	100	0	0	0	0	0	0	0	0	0
AM Southbound	77	0	0	18	0	0	5	60	71	0	40	29
PM Northbound	34	0	0	48	0	8	18	82	80	0	18	12
PM Southbound	100	100	100	0	0	0	0	0	0	0	0	0
I-495 FROM AMERICAN	Uno	congeste	d %	Modera	te Conge	estion %	Heavy	/ Conges ⁻	tion %	Severe	e Conges	tion %
LEGION BRIDGE TO WILSON BRIDGE	2020	2019	2018	2020	2019	2018	2020	2019	2018	2020	2019	2018
AM Inner Loop	97	43	47	3	27	27	0	19	17	0	11	9
AM Outer Loop	84	32	38	6	15	11	10	40	39	0	13	12
PM Inner Loop	50	13	19	27	19	8	23	31	41	0	37	32
PM Outer Loop	78	15	22	21	35	30	1	34	29	0	16	19

1-695 FROM 1-95	Uncongested %		Modera	Moderate Congestion %		Heavy	v Congest	ion %	Severe Congestion %		tion %	
TO MD 710	2020	2019	2018	2020	2019	2018	2020	2019	2018	2020	2019	2018
AM Inner Loop	88	55	62	12	21	15	0	16	11	0	8	12
AM Outer Loop	69	68	53	16	3	9	15	8	7	0	21	31
PM Inner Loop	61	58	38	21	3	4	18	16	32	0	23	26
PM Outer Loop	80	30	14	20	26	23	0	35	56	0	9	7
I-795 FROM I-695	Unc	congeste	d %	Modera	te Conge	stion %	Неа∨у	Congest	ion %	Severe	e Conges	tion %
TO MD 140	2020	2019	2018	2020	2019	2018	2020	2019	2018	2020	2019	2018
AM Northbound	100	100	100	0	0	0	0	0	0	0	0	0
AM Southbound	100	99	99	0	1	1	0	0	0	0	0	0
PM Northbound	100	28	28	0	21	55	0	51	17	0	0	0
PM Southbound	100	100	100	0	0	0	0	0	0	0	0	0
1-895 EROM 1-95 (EXIT	Unc	congeste	d %	Modera	te Conge	stion %	Heavy	Congest	ion %	Severe	e Conges	tion %
46) TO I-95 (EXIT 62)	2020	2019	2018	2020	2019	2018	2020	2019	2018	2020	2019	2018
AM Northbound	87	80	90	13	6	10	0	14	0	0	0	0
AM Southbound	87	74	47	9	13	23	4	4	23	0	9	7
PM Northbound	85	74	56	1	5	5	14	14	17	0	7	22
PM Southbound	79	82	72	19	3	21	2	8	7	0	7	0
MD 32 FROM	Unc	congeste	d %	Moderate Congestion %		Неа∨у	Congest	tion %	Severe Congestion %			
MD 108 TO I-97	2020	2019	2018	2020	2019	2018	2020	2019	2018	2020	2019	2018
AM Westbound	100	91	82	0	8	8	0	1	10	0	0	0
AM Eastbound	100	75	87	0	9	8	0	16	5	0	0	0
PM Westbound	100	60	78	0	13	0	0	24	13	0	3	9
PM Eastbound	100	81	68	0	8	13	0	6	7	0	5	12
MD 100 FROM	Unc	congeste	d %	Modera	te Conge	stion %	Heavy	v Congest	ion %	Severe	e Conges	tion %
US 29 TO MD 177	2020	2019	2018	2020	2019	2018	2020	2019	2018	2020	2019	2018
AM Westbound	100	63	68	0	15	26	0	22	6	0	0	0
AM Eastbound	100	86	86	0	1	2	0	13	6	0	0	0
PM Westbound	89	68	68	8	1	9	3	20	13	0	11	10
PM Eastbound	99	52	56	1	13	11	0	24	27	0	11	6

Table 2 (Continued)

MD 200 FROM	Uncongested %		Moderate Congestion %		Неа∨у	v Congest	tion %	Severe Congestion %				
I-370 TO I-95	2020	2019	2018	2020	2019	2018	2020	2019	2018	2020	2019	2018
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	ROM Uncongested %		Modera	te Conge	stion %	Неа∨у	Congest	tion %	Severe	e Conges [.]	tion %	
KENILWORTH AVE TO WATERVIEW AVE	2020	2019	2018	2020	2019	2018	2020	2019	2018	2020	2019	2018
AM Northbound	99	70	81	1	13	13	0	17	6	0	0	0
AM Southbound	82	58	58	18	13	14	0	17	18	0	12	10
PM Northbound	55	19	21	16	9	20	29	52	36	0	20	23
PM Southbound	54	36	44	32	21	14	14	36	37	0	7	5
US 50 FROM	Unc	congeste	d %	Modera	te Conge	stion %	Неа∨у	v Congest	tion %	Severe	e Conges ⁻	tion %
WASHINGTON, DC TO BAY BRIDGE	2020	2019	2018	2020	2019	2018	2020	2019	2018	2020	2019	2018
AM Westbound	92	88	83	6	9	5	2	2	3	0	1	9
AM Eastbound	100	94	100	0	5	0	0	1	0	0	0	0
PM Westbound	100	97	99	0	3	1	0	0	0	0	0	0
PM Eastbound	95	83	52	5	14	34	0	2	13	0	1	1

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.

2020 TOP 30 BOTTLENECKS

				Average	Average	line in a st	2010		
2020 Rank	LOCATION	Road	Direction	(minute)	Length (mile)	Factor	Rank	Ch	ange ²
1	MD 295 N @ Powder Mill Rd ¹	MD 295	Northbound	168	3.0	1.3	3	¥	-2
2	US 50 W @ William Preston Lane Bridge	US 50	Westbound	74	4.0	1.1	11	$\mathbf{\Psi}$	-9
3	I-895 N @ Harbor Tunnel Thruway*	I-895	Northbound	155	2.0	1.0	N/A	Ν	I/A
4	I-270 N @ MD 109/Exit 22	I-270	Northbound	44	6.0	0.8	N/A	Ν	I/A
5	I-270 N @ MD 85/Exit 31	I-270	Northbound	32	8.0	0.8	38	¥	-33
6	MD 295 S @ MD 198 ¹	MD 295	Southbound	73	3.0	0.6	10	$\mathbf{\Psi}$	-4
7	US 50 E @ William Preston Lane Bridge	US 50	Eastbound	37	5.0	0.6	N/A	Ν	I/A
8	I-270 S@ MD 109/Exit 22	I-270	Southbound	45	4.0	0.6	5	↑	3
9	MD 295 S @ Riverdale Rd ¹	MD 295	Southbound	59	3.0	0.6	14	¥	-5
10	I-495 IL @ I-270 Spur	I-495	Inner Loop	31	5.0	0.6	1	↑	9
11	I-495 IL @ MD 193/University Blvd	I-495	Inner Loop	43	4.0	0.4	21	¥	-10
12	I-695 IL @ MD 122/Security Blvd	I-695	Inner Loop	41	3.0	0.4	6	↑	6
13	I-495 OL @ MD 193/University Blvd	I-495	Outer Loop	42	2.0	0.4	N/A	Ν	I/A
14	I-495 IL @ I-270	I-495	Inner Loop	91	2.0	0.3	35	¥	-21
15	MD 295 N @ I-95/I-495 ¹	MD 295	Northbound	26	4.0	0.3	16	¥	-1
16	I-95 S @ MD 272	I-95	Southbound	10	8.0	0.3	70	¥	-54
17	I-495 N @ I-495/I-95/Capital Beltway	I-495	Northbound	78	2.0	0.3	N/A	Ν	I/A
18	I-495 OL @ MD 97/Georgia Ave	I-495	Outer Loop	29	3.0	0.3	4	↑	14
19	I-495 IL @ I-295	I-495	Inner Loop	26	3.0	0.3	9	↑	10
20	I-270 N @ MD 117/W Diamond Ave	I-270	Northbound	52	3.0	0.3	N/A	Ν	I/A
21	US 301 N @ Harry W Nice Memorial Bridge	US 301	Northbound	33	3.0	0.3	81	¥	-60
22	I-495 OL @ Greenbelt Station Rd	I-495	Outer Loop	20	4.0	0.3	15	↑	7
23	MD 295 N @ MD 32 ¹	MD 295	Northbound	38	3.0	0.3	20	1	3
24	I-495 OL @ US 50	I-495	Outer Loop	32	3.0	0.3	30	¥	-6
25	I-270 @ MD 80	I-270	Northbound	26	4.0	0.3	N/A	Ν	I/A
26	MD 295 @ MD 197 ¹	MD 295	Southbound	35	3.0	0.2	25	↑	1
27	I-495 OL @ Clara Barton Parkway	I-495	Outer Loop	22	3.0	0.2	N/A	Ν	I/A
28	I-95 S @ I-495	I-95	Southbound	31	3.0	0.2	12	↑	17
29	I-895 S @ Harbor Tunnel Thruway	I-895	Southbound	29	3.0	0.2	N/A	Ν	I/A
30	I-95 S @ MD 43	I-95	Southbound	5	7.0	0.2	30	1	27

Table 3

¹ - Owned by National Park Service

* - Under construction

² - \checkmark Represents segment has performed worse

↑ Represents segment has performed better

Maryland's Top Bottlenecks: 2020



I-70 (Pennsylvania Line to US 40) TopBottlenecks

2020 Rank	LOCATION	Direction	Average Duration (minute)	Average Length (mile)	Impact Factor	2019 Rank	Ch	ange
51	I-70 E @ US 40/EXIT 48	Eastbound	6	7	0.2	177	¥	-126
102	I-70 W @ MD 66/EXIT 35	Westbound	4	7	0.1	135	$\mathbf{\Psi}$	-33
199	I-70 E @ MD 65/EXIT 29	Eastbound	7	1	0.0	477	Ψ.	-278
200	I-70 W @ MD 65/EXIT 29	Westbound	5	2	0.0	307	$\mathbf{\Psi}$	-107
227	I-70 E @ MD 632/DOWNSVILLE PIKE/EXIT 28	Eastbound	4	2	0.0	508	$\mathbf{\Psi}$	- 2 81
231	I-70 W @ US 40/EXIT 32	Westbound	1	6	0.0	N/A	ſ	N/A
249	I-70 E @ MD 63/EXIT 24	Eastbound	0	10	0.0	N/A	ſ	N/A
270	I-70 E @ MD 66/EXIT 35	Eastbound	1	5	0.0	443	$\mathbf{\Psi}$	-173
275	I-70 E @ US 40/EXIT 32	Eastbound	2	3	0.0	226	1	49
280	I-70 W @ MD 17/EXIT 42	Westbound	1	6	0.0	528	$\mathbf{\Psi}$	-248

I-70 (US 40 Frederick to I-695) TopBottlenecks

			Average Duration	Average Length	Impact	2019		
2020 Rank	LOCATION	Direction	(minute)	(mile)	Factor	Rank	Cha	inge
39	I-70 E @ I-695/EXIT 91	Eastbound	13	4	0.2	64	$\mathbf{\Psi}$	-25
90	I-70 W @ US 29/EXIT 87	Westbound	25	2	0.1	28	1	62
101	I-70 E @ MD 17/EXIT 42	Eastbound	6	4	0.1	N/A	N	/A
110	I-70 E @ US 29/EXIT 87	Eastbound	4	5	0.1	46	1	64
136	I-70 W @ MD 75/EXIT 62	Westbound	3	8	0.1	N/A	N	/A
159	I-70 W @ US 40 ALT/EXIT 49	Westbound	2	5	0.1	N/A	N	/A
162	I-70 E @ MD 27/EXIT 68	Eastbound	2	9	0.1	231	$\mathbf{\Psi}$	-69
183	I-70 E @ US 15/US 340/EXIT 52	Eastbound	3	4	0.0	N/A	N	/A
252	I-70 E @ MD 122/SECURITY BLVD/EXIT 94	Eastbound	8	1	0.0	521	$\mathbf{\Psi}$	- 269
287	I-70 E @ MD 32/EXIT 80	Eastbound	1	5	0.0	N/A	N	/A

I-81 Top Bottlenecks

			Average Duration	Average Length	Impact	2019		
2020 Rank	LOCATION	Direction	(minute)	(mile)	Factor	Rank	Ch	ange
190	I-81 S @ MARYLAND/WEST VIRGINIA STATE LINE	Southbound	3	3	0.0	268	$\mathbf{\Psi}$	-78
371	I-81 N @ MAUGANS AVENUE/EXIT 9	Northbound	0	4	0.0	N/A	1	N/A
380	I-81 N @ US 11/EXIT 2	Northbound	6	1	0.0	829	$\mathbf{\Psi}$	-449
392	I-81 S @ MAUGANS AVENUE/EXIT 9	Southbound	0	11	0.0	N/A	1	N/A
421	I-81 S @ MD 63/MD-68/EXIT 1	Southbound	1	2	0.0	598	$\mathbf{\Psi}$	-177
481	I-81 N @ US 40/EXIT 6	Northbound	0	4	0.0	736	$\mathbf{\Psi}$	-255
569	I-81 S @ MAUGANSVILLE ROAD/EXIT 8	Southbound	0	4	0.0	550	1	19
577	I-81 S @ MD 58/EXIT 7	Southbound	0	5	0.0	838	$\mathbf{\Psi}$	- 261
668	I-81 S @ US 11/EXIT 2	Southbound	0	2	0.0	595	1	73
704	I-81 N @ SHOWALTER RD/EXIT 10	Northbound	0	4	0.0	745	$\mathbf{\Psi}$	-41

I-83 Top Bottlenecks

2020 Devel		Divertier	Average Duration	Average Length	Impact	2019 Death		
2020 Rank	LOCATION	Direction	(minute)	(mile)	Factor	капк	Cna	ange
70	I-83 S @ I-695	Southbound	19	2	0.1	N/A	N	I/A
108	I-83 S @ US 1/NORTH AVE/EXIT 6/EB EXIT 7	Southbound	6	3	0.1	144	$\mathbf{\Psi}$	-36
193	I-83 S @ MD 137/MT CARMEL RD/EXIT 27	Southbound	1	6	0.0	206	$\mathbf{\Psi}$	-13
224	I-83 S @ COLD SPRING LN/EXIT 9	Southbound	4	2	0.0	153	1	71
235	I-83 N @ I-695/JONES FALLS EXPY/EXIT 23	Northbound	3	2	0.0	331	$\mathbf{\Psi}$	-96
240	I-83 N @ MD 133/RUXTON RD	Northbound	2	4	0.0	240		0
247	I-83 S @ TIMONIUM RD/EXIT 16	Southbound	3	2	0.0	171	1	76
251	I-83 S @ SHAWAN RD/EXIT 20	Southbound	1	6	0.0	151	1	100
258	I-83 S @ MIDDLETOWN RD/EXIT 31	Southbound	2	2	0.0	254	1	4
277	I-83 S @ BELFAST RD/EXIT 24	Southbound	1	3	0.0	258	1	19

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

			Average Duration	Average Length	Impact	2019		
2020 Rank	LOCATION	Direction	(minute)	(mile)	Factor	Rank	Ch	ange
29	I-95 S @ I-495/EXIT 27	Southbound	31	2	0.2	12	1	17
58	I-95 N @ I-95 (EAST)	Northbound	22	2	0.2	N/A	Ν	I/A
74	I-95 N @ MD 175/EXIT 41	Northbound	19	2	0.1	41	•	33
77	I-95 N @ FORT MCHENRY TUNNEL	Northbound	25	1	0.1	19	1	58
83	I-95 N @ MD 32/EXIT 38	Northbound	8	4	0.1	73	•	10
89	I-95 S @ MD 100/EXIT 43	Southbound	7	4	0.1	N/A	Ν	I/A
98	I-95 S @ MD 216/EXIT 35	Southbound	7	4	0.1	65	•	33
111	I-95 S @ MD 212/EXIT 29	Southbound	19	1	0.1	0	1	111
117	I-95 S @ MD 175/EXIT 41	Southbound	14	2	0.1	48	•	69
143	I-95 N @ I-895/EXIT 46	Northbound	4	5	0.1	N/A	Ν	I/A

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

			Average Duration	Average Length	Impact	2019		
2020 Rank	LOCATION	Direction	(minute)	(mile)	Factor	Rank	Change	
16	I-95 S @ MD 272/EXIT 100	Southbound	10	8	0.3	70	$\mathbf{\Psi}$	-54
43	I-95 N @ MD 152/EXIT 74	Northbound	7	7	0.2	34	↑	9
57	I-95 S @ MD 43/WHITE MARSH BLVD/EXIT 67	Southbound	5	7	0.2	30	1	27
67	I-95 N @ MD 24/EXIT 77	Northbound	14	3	0.1	205	$\mathbf{\Psi}$	-138
69	I-95 S @ MD 24/EXIT 77	Southbound	8	5	0.1	50	1	19
116	I-95 S @ CHESAPEAKE HOUSE TRAVEL PLAZA	Southbound	5	4	0.1	N/A	N/A	
120	I-95 N @ MD 279/EXIT 109	Northbound	5	2	0.1	357	$\mathbf{\Psi}$	-237
126	I-95 S @ MD 222/EXIT 93	Southbound	6	3	0.1	200	$\mathbf{\Psi}$	-74
133	I-95 N @ MD 543/EXIT 80	Northbound	5	4	0.1	N/A	N/A	
188	I-95 N @ MILLARD E TYDINGS MEMORIAL BRIDGE	Northbound	5	2	0.0	157	↑	31
I-97 Top Bottlenecks

2020 Rank	LOCATION	Direction	Average Duration (minute)	Average Length (mile)	Impact Factor	2019 Rank	Cha	ange
113	I-97 S @ US 50/US 301	Southbound	3	7	0.1	97	♠	16
169	I-97 S @ MD 178/EXIT 5	Southbound	5	2	0.1	83	♠	86
229	I-97 N @ MD 3 BR/NEW CUT RD/EXIT 12	Northbound	3	2	0.0	N/A	Ν	I/A
246	I-97 S @ MD 3/EXIT 7	Southbound	3	2	0.0	N/A	Ν	I/A
253	I-97 S @ BENFIELD BLVD/EXIT 10	Southbound	2	3	0.0	N/A	Ν	I/A
259	I-97 N @ BENFIELD BLVD/EXIT 10	Northbound	2	3	0.0	N/A	Ν	I/A
373	I-97 N @ I-695/EXIT 17	Northbound	2	2	0.0	N/A	Ν	I/A
379	I-97 S @ MD 3 BR/NEW CUT RD/EXIT 12	Southbound	2	1	0.0	511	¥	-132
408	I-97 N @ MD 3/EXIT 7	Northbound	2	2	0.0	181	1	227
425	I-97 S @ MD 32/EXIT 7	Southbound	2	1	0.0	466	¥	-41

I-270 Top Bottlenecks

2020 Rank	LOCATION	Direction	Average Duration (minute)	Average Length (mile)	lmpact Factor	2019 Rank	Ch	ange
4	I-270 N @ MD 109/EXIT 22	Northbound	44	5	0.8	N/A	1	N/A
5	I-270 N @ MD 85/EXIT 31	Northbound	32	8	0.8	38	$\mathbf{\Psi}$	-33
8	I-270 S @ MD 109/EXIT 22	Southbound	45	4	0.6	5	↑	3
20	I-270 N @ MD 117/W DIAMOND AVE	Northbound	52	2	0.3	N/A	1	N/A
25	I-270 N @ MD 80/EXIT 26	Northbound	26	3	0.3	N/A	1	N/A
31	I-270 S @ MONTROSE RD/EXIT 4	Southbound	22	3	0.2	37	$\mathbf{\Psi}$	-6
32	I-270 N @ MONTROSE RD/EXIT 4	Northbound	20	3	0.2	42	$\mathbf{\Psi}$	-10
36	I-270 N @ MD 124/QUINCE ORCHARD/EXIT 11	Northbound	28	3	0.2	23	↑	13
48	I-270 N @ MIDDLEBROOK RD/EXIT 13	Northbound	12	4	0.2	54	$\mathbf{\Psi}$	-6
50	I-270 S @ I-270 SPUR	Southbound	10	4	0.2	24	1	26

I-495 Top Bottlenecks

2020 Rank	LOCATION	Direction	Average Duration (minute)	Average Length (mile)	Impact Factor	2019 Rank	Cha	inge
10	I-495 IL @ I-270-SPUR	Inner Loop	31	4	0.6	1	1	9
11	I-495 IL @ MD 193/UNIVERSITY BLVD/EXIT 29	Inner Loop	43	3	0.4	21	¥	-10
13	I-495 OL @ MD 193/UNIVERSITY BLVD/EXIT 29	Outer Loop	42	2	0.4	N/A	N	/A
14	I-495 IL @ I-270/EXIT 35	Inner Loop	91	1	0.3	35	¥	- 2 1
17	I-495 N @ I-495/I-95/CAPITAL BELTWAY (NORTH)	Northbound	78	1	0.3	N/A	N	/A
18	I-495 OL @ MD 97/GEORGIA AVE/EXIT 31	Outer Loop	29	3	0.3	4	1	14
19	I-495 IL @ I 295/EXIT 2	Inner Loop	26	3	0.3	9	•	10
22	I-495 OL @ GREENBELT STATION RD/EXIT 24	Outer Loop	20	4	0.3	15	1	7
24	I-495 OL @ US-50/EXIT 19	Outer Loop	32	2	0.3	30	$\mathbf{\Psi}$	-6
28	I-495 OL @ CLARA BARTON PKY/EXIT 41	Outer Loop	22	3	0.2	N/A	N	/A

I-695 Top Bottlenecks

2020 Rank	LOCATION	Direction	Average Duration (minute)	Average Length (mile)	Impact Factor	2019 Rank	Ch	ange
12	I-695 IL @ MD 122/SECURITY BLVD/EXIT 17	Inner Loop	41	2	0.4	6	1	6
33	I-695 IL @ MD 542/LOCK RAVEN BLVD/EXIT 29	Inner Loop	16	4	0.2	18	1	15
40	I-695 IL @ I-83/MD 25/EXIT 23	Inner Loop	15	3	0.2	N/A	1	N/A
42	I-695 IL @ MD-372/WILKENS AVE/EXIT 12	Inner Loop	34	2	0.2	62	¥	-20
45	I-695 OL @ MD 567/CROMWELL BR RD/EXIT 29	Outer Loop	31	2	0.2	33	•	12
59	I-695 OL @ MD 144/FREDERICK RD/EXIT 13	Outer Loop	10	4	0.2	196	¥	-137
66	I-695 OL @ EDMONDSON AVE/EXIT 14	Outer Loop	10	4	0.1	N/A	1	N/A
93	I-695 OL @ PROVIDENCE RD/EXIT 28	Outer Loop	9	3	0.1	N/A	1	N/A
96	I-695 OL @ MD 295/BALT-WASH PKY/EXIT 7	Outer Loop	15	2	0.1	44	•	52
104	I-695 OL @ MD 122/SECURITY BLVD/EXIT 17	Outer Loop	6	4	0.1	69	↑	35

I-795 Top Bottlenecks

2020 Rank	LOCATION	Direction	Average Duration (minute)	Average Length (mile)	lmpact Factor	2019 Rank	Cha	ange
156	I-795 N @ OWINGS MILLS BLVD/EXIT 4	Northbound	7	2	0.1	127	1	29
250	I-795 S @ I-695	Southbound	1	4	0.0	245	1	5
307	I-795 S @ FRANKLIN BLVD/EXIT 7	Southbound	3	2	0.0	373	$\mathbf{\Psi}$	-66
567	I-795 S @ OWINGS MILLS BLVD/EXIT 4	Southbound	1	2	0.0	576	¥	-9
706	I-795 N @ MD 30/MD 128/MD 140/EXIT 9	Northbound	0	4	0.0	571	•	135
738	I-795 N @ FRANKLIN BLVD/EXIT 7	Northbound	0	2	0.0	862	¥	-124

I-895 Top Bottlenecks

			Average Duration	Average Length	Impact	2019		
2020 Rank	LOCATION	Direction	(minute)	(mile)	Factor	Rank	Ch	ange
3	I-895 N @ HARBOR TUNNEL THWY (NORTH)	Northbound	155	2	1.0	N/A	I	N/A
30	I-895 S @ HARBOR TUNNEL THWY (SOUTH)	Southbound	29	2	0.2	N/A	ı	N/A
55	I-895 N @ HARBOR TUNNEL THWY (SOUTH)	Northbound	51	1	0.2	N/A	r	N/A
62	I-895 S @ HOLABIRD AVE/EXIT 10	Southbound	37	1	0.2	N/A	r	N/A
73	I-895 S @ HARBOR TUNNEL THWY (NORTH)	Southbound	48	1	0.1	122	¥	-49
103	I-895 N @ I-695/BELTWAY/EXIT 3	Northbound	10	2	0.1	217	¥	-114
154	I-895 N @ HOLABIRD AVE/EXIT 10	Northbound	10	1	0.1	36	•	118
178	I-895 N @ US 1/WASHINGTON BLVD/EXIT 1	Northbound	10	1	0.1	366	¥	-188
215	I-895 S @ US 1/WASHINGTON BLVD/EXIT 1	Southbound	4	2	0.0	225	¥	-10
220	I-895 S @ I-95/EXIT 46	Southbound	7	1	0.0	N/A	I	N/A

MD 32 Top Bottlenecks

2020 Rank	LOCATION	Direction	Average Duration (minute)	Average Length (mile)	Impact Factor	2019 Rank	Cha	ange
72	MD 32 E @ MD 198/LAUREL FORT MEADE RD	Eastbound	17	2	0.1	27	•	45
91	MD 32 W @ MD 175/ANNAPOLIS RD	Westbound	13	3	0.1	66	1	25
97	MD 32 W @ I-95	Westbound	10	3	0.1	N/A	N	I/A
106	MD 32 W @ US 1	Westbound	13	2	0.1	85	1	21
127	MD 32 E @ I-95	Eastbound	9	2	0.1	94	1	33
305	MD 32 E @ MD 3	Eastbound	0	9	0.0	788	¥	-483
309	MD 32 W @ MD 198/LAUREL FORT MEADE RD	Westbound	1	4	0.0	N/A	N	I/A
310	MD 32 E @ MD 175/ANNAPOLIS RD	Eastbound	1	5	0.0	N/A	N	I/A
396	MD 32 W @ MD 295/BALTIMORE WASHINGTON PKY	Westbound	1	2	0.0	N/A	N	I/A
516	MD 32 E @ MD 295/BALTIMORE WASHINGTON PKY	Eastbound	1	1	0.0	507	1	9

MD 100 TopBottlenecks

			Average Duration	Average Length	Impact	2019		
2020 Rank	LOCATION	Direction	(minute)	(mile)	Factor	Rank	Cha	inge
63	MD 100 W @ MD 607/MAGOTHY BRIDGE RD	Westbound	181	0	0.2	138	¥	-75
87	MD 100 E @ MD 607/MAGOTHY BRIDGE RD	Eastbound	260	0	0.1	N/A	N	/A
121	MD 100 E @ MD 170/TELEGRAPH RD/EXIT 11	Eastbound	6	3	0.1	71	•	50
168	MD 100 W @ US 29	Westbound	12	1	0.1	N/A	N	/A
174	MD 100 W @ OAKWOOD RD	Westbound	8	2	0.1	129	•	45
206	MD 100 W @ EXIT 7	Westbound	4	2	0.0	154	^	52
219	MD 100 W @ MD 295/BALTIMORE WASHINGTON PKY	Westbound	3	2	0.0	N/A	N	/A
244	MD 100 E @ US 1/WASHINGTON BLVD/EXIT 6	Eastbound	4	2	0.0	N/A	N	/A
327	MD 100 E @ MD 713/RIDGE RD/EXIT 10	Eastbound	2	2	0.0	146	•	181
470	MD 100 E @ OAKWOOD RD	Eastbound	1	2	0.0	263	^	207

MD 200 Top Bottlenecks

2020 Rank	LOCATION	Direction	Average Duration (minute)	Average Length (mile)	lmpact Factor	2019 Rank	Char	nge
288	MD 200 W @ I-370	Westbound	0	6	0.0	N/A	N/.	4
314	MD 200 E @ MD 97/GEORGIA AVE	Eastbound	0	5	0.0	N/A	N/.	٩
359	MD 200 E @ MD 182/LAYHILL RD	Eastbound	2	2	0.0	N/A	N/.	4
437	MD 200 E @ MD 650/NEW HAMPSHIRE AVE	Eastbound	1	3	0.0	N/A	N/.	4
564	MD 200 W @ MD 182/LAYHILL RD	Westbound	0	3	0.0	495	^	69
627	MD 200 E @ US 29/COLUMBIA PIKE	Eastbound	0	4	0.0	N/A	N/.	٩
637	MD 200 W @ BRIGGS CHANEY RD	Westbound	1	1	0.0	774	$\mathbf{\Psi}$	-137
677	MD 200 E @ I-95	Eastbound	0	2	0.0	702	¥	-25
686	MD 200 W @ MD 97/GEORGIA AVE	Westbound	1	1	0.0	N/A	N/.	٩

MD 295 TopBottlenecks

			Average Duration	Average Length	Impact	2019		
2020 Rank	LOCATION	Direction	(minute)	(mile)	Factor	Rank	Chạ	nge
1	MD 295 N @ POWDER MILL RD	Northbound	168	3	1.3	3	¥	-2
6	MD 295 S @ MD 198	Southbound	73	3	0.6	10	¥	-4
9	MD 295 S @ RIVERDALE RD	Southbound	59	3	0.6	14	$\mathbf{\Psi}$	-5
15	MD 295 N @ I-95/I-495	Northbound	26	3	0.3	16	¥	-1
23	MD 295 N @ CANINE RD	Northbound	38	2	0.3	20	•	3
26	MD 295 S @ MD 197/EXIT 11	Southbound	35	2	0.2	25	1	1
35	MD 295 N @ MD 175	Northbound	17	3	0.2	29	•	6
37	MD 295 S @ MD 193	Southbound	13	4	0.2	78	Ψ	-41
38	MD 295 N @ MD 648/ANNAPOLIS RD/WATERVIEW AVE	Northbound	25	2	0.2	49	$\mathbf{\Psi}$	-11
49	MD 295 S @ MD 32	Southbound	36	2	0.2	79	¥	-30

US 50 TopBottlenecks

2020 Rank	LOCATION	Direction	Average Duration (minute)	Average Length (mile)	lmpact Factor	2019 Rank	Cha	nge
2	US 50 W @ WILLIAM PRESTON LANE BRIDGE	Westbound	74	4	1.1	11	¥	-9
7	US 50 E @ WILLIAM PRESTON LANE BRIDGE	Eastbound	37	4	0.6	N/A	N,	/A
71	US 50 E @ MD 202/LANDOVER RD	Eastbound	20	2	0.1	40	A	31
94	US 50 E @ MD 295/BALTIMORE WASHINGTON PKY	Eastbound	27	1	0.1	63	1	31
99	US 50 E @ OCEANIC DR/EXIT 32	Eastbound	19	2	0.1	N/A	N,	/A
134	US 50 W @ MD 201/MD-295/KENILWORTH AVE	Westbound	6	3	0.1	132	^	2
176	US 50 E @ MD 197/COLLINGTON RD/EXIT 11	Eastbound	2	5	0.1	201	$\mathbf{\Psi}$	-25
208	US 50 E @ WILLIAM P LANE BRIDGE TOLL PLAZA	Eastbound	5	2	0.0	184	1	24

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 multiple 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			apped Rd	10 walter	X				
Limits:	US 50/301	to MD 10	ATE E/vay		1	_			
Corridor Length:	8.4 m	niles	d Gored East West	et Rd Bivd Pasad	(100) Iena		17		a) /
Speed Limit:	50 M	IPH	theid Great	Kinder Rd		X		A	1
Travel Lanes:	2-3 (Northbound)	1-3 (Southbound)	Arden Or	Benfield Rd	Severna	Park		agothy River	
Signal Controlled Intersections:	12	2	Old Hen	alor Narbor R. Herald	Harbor	OH COMMAN	College Ang	12	5
Grade Separated Interchanges:	1		(TB) Crowi	nsville	Seven Sanc Sherv	n River tuary wood	(2) Amold	Bay Other	ge Pkwy
Major Cross Streets:	MD 10, MD 648, Magothy B East West Blvd / College Park	, College Pkwy, Iridge Rd, / Pasadena Rd, way, US 50		Crut Ste Rd	For The Downs	est and a section of the section of	50 Ma	inresa – Ce	9 edarwo Cove
	-	-						Peak Ho	ur
	Routes	Avg. Daily Ridership	202	20 AADT		Trucks		Traffic	
Routes and Ridership	MTA LocalLink 70	1,659	40,000	- 53,000 vp	d 5	.3% - 8.49	%	8%-8.5%	
-	MTA Commuter Bus 260	180		· · ·					6
		100	_		Segment	Operatio	ons		6
Signalized Intersection	Intersection Operations s*: AM Peak Hour	PM Peak Hour		rel of Service	Segment Northl AM / (Mile Boad	Operatio bound PM es of	ons Southt AM / (Mile Road	oound PM s of way)	6
Signalized Intersection	Intersection Operations s*: AM Peak Hour	PM Peak Hour	Lev	rel of Service	Segment Northl AM (Mile Road	Operatio oound 7 PM es of way) 7 1 6	Southk AM / (Mile Road	oound PM s of way) 4 2	6
Signalized Intersections	Intersection Operations s*: AM Peak Hour 3	PM Peak Hour	Lev	rel of Service	Segment Northl AM / (Mile Road 5.9 /	Operatio bound 7 PM es of lway) 7 1.6	South AM / (Mile Road 6.7 /	oound PM s of way) 4.2 3.9	6
Signalized Intersections LOS D or Better LOS E LOS F	Intersection Operations s*: AM Peak Hour 3 0	PM Peak Hour	Lev	rel of Service IS D or Better LOS E LOS F	Segment Northl AM / (Mile Road 5.9 / 2.5 / 0.0	Operatio pound PM es of way) (1.6 (4.0	ons Southt AM / (Mile Road 6.7 / 1.4 / 0.3 /	oound PM s of way) 4.2 3.9 0.3	6
Signalized Intersections LOS D or Better LOS E LOS F	Intersection Operations s*: AM Peak Hour 3 0 0 0	PM Peak Hour 1 2 0	Lev	rel of Service PS D or Better LOS E LOS F	Segment Northl AM / (Mile Road 5.9 / 2.5 / 0.0 /	Operation oound PM es of (way) (1.6 (4.0 (2.8	ons Southt AM / (Mile Road 6.7 / 1.4 / 0.3 /	PM s of way) 4.2 3.9 0.3	<u>/o</u>
Signalized Intersections LOS D or Better LOS E LOS F	Intersection Operations s*: AM Peak Hour 3 0 0 0	PM Peak Hour 1 2 0	Lev	rel of Service IS D or Better LOS E LOS F	Segment Northl AM / (Mile Road 5.9 / 2.5 / 0.0 /	Operatio cound PM es of way) (1.6 (4.0 (2.8	Southt AM / (Mile Road 6.7 / 1.4 / 0.3 /	PM s of way) 4.2 3.9 0.3	<u>/</u> 6
Signalized Intersections LOS D or Better LOS E LOS F LOS 'E' Int	Intersection Operations s*: AM Peak Hour 3 0 0 0 tersections d(East-West Blvd (PM)	PM Peak Hour 1 2 0 LOS 'F' In	Lev LO	rel of Service IS D or Better LOS E LOS F	Segment Northl AM / (Mile Road 5.9 / 2.5 / 0.0 /	Operatio pound PM es of way) (1.6 (4.0 (2.8	Southt AM / (Mile Road 6.7 / 1.4 / 0.3 / Color Ke	pound PM s of way) 4.2 3.9 0.3 0.3	
Signalized Intersections LOS D or Better LOS E LOS F LOS 'E' Int MD 2 at Pasadena Ro	Intersection Operations s*: AM Peak Hour 3 0 0 0 tersections d/East-West Blvd (PM) Pd/Lealur Dr (PM)	PM Peak Hour 1 2 0 LOS 'F' In	Lev LO	rel of Service IS D or Better LOS E LOS F	Segment Northl AM / (Mile Road 5.9 / 2.5 / 0.0 /	Operatio pound PM es of way) (1.6 (4.0 (2.8 TTI	Southt AM / (Mile Road 6.7 / 1.4 / 0.3 / Color Ke	PM s of way) 4.2 3.9 0.3 PTI	
Signalized Intersections LOS D or Better LOS E LOS F LOS 'E' Int MD 2 at Pasadena Ro MD 2 at Robinson	Intersection Operations s*: AM Peak Hour 3 0 0 0 tersections d/East-West Blvd (PM) Rd/Leelyn Dr (PM)	PM Peak Hour 1 2 0 LOS 'F' In	Lev	rel of Service DS D or Better LOS E LOS F	Segment Northl AM / (Mile Road 5.9 / 2.5 / 0.0 /	Operatio pound PM es of way) (1.6 (4.0 (2.8 TTI 1.00 - 1.1	Southt AM / (Mile Road 6.7 / 1.4 / 0.3 / Color Ke	oound PM s of way) 4.2 3.9 0.3 0.3 9 9 9 9 1.0 - 1.5	<u></u>
Signalized Intersection: LOS D or Better LOS E LOS F LOS 'E' Int MD 2 at Pasadena Re MD 2 at Robinson	Intersection Operations s*: AM Peak Hour 3 0 0 0 tersections d/East-West Blvd (PM) Rd/Leelyn Dr (PM)	PM Peak Hour 1 2 0 LOS 'F' In	tersection	rel of Service IS D or Better LOS E LOS F	Segment Northl AM / (Mile Road 5.9 / 2.5 / 0.0 /	Operatio pound PM es of way) (1.6 (4.0 (2.8 TTI 1.00 - 1.1 1.15 - 1.3	ons Southt AM / (Mile Road 6.7 / 1.4 / 0.3 / Color Ke	bound PM s of way) 4.2 3.9 0.3 by PTI 1.0 - 1.5	<u></u>
Signalized Intersection: LOS D or Better LOS E LOS F LOS 'E' Int MD 2 at Pasadena Ro MD 2 at Robinson	Intersection Operations s*: AM Peak Hour 3 0 0 0 tersections d/East-West Bivd (PM) Rd/Leelyn Dr (PM)	PM Peak Hour 1 2 0 LOS 'F' In	tersection	rel of Service IS D or Better LOS E LOS F	Segment Northl AM / (Mile Road 5.9 / 2.5 / 0.0 /	Operatio pound PM es of Way) (1.6 (4.0 (2.8 TTI 1.00 - 1.1 1.15 - 1.3	Southt AM / AM / (Mile Road - 6.7 / - 1.4 / - 0.3 / - Color Ke - 15 - 30 -	Dound PM s of way) 4.2 3.9 0.3 0.3 PTI 1.0 - 1.5 1.5 - 2.5	
Signalized Intersections LOS D or Better LOS E LOS F LOS 'E' Int MD 2 at Pasadena Re MD 2 at Robinson	Intersection Operations s*: AM Peak Hour 3 0 0 0 tersections d/East-West Blvd (PM) Rd/Leelyn Dr (PM)	PM Peak Hour 1 2 0 LOS 'F' In	tersection	rel of Service IS D or Better LOS E LOS F	Segment Northl AM / (Mile Road 5.9 / 2.5 / 0.0 /	Operatio pound PM es of Way) (1.6 (4.0 (2.8 TTI 1.00 - 1.1 1.15 - 1.3 1.30 - 2.0	Southk AM / AM / (Mile Road 6.7 / 1.4 / 0.3 / Color Ke 15 30 0 00 00	Pound PM s of way) 4.2 3.9 0.3 9 9 PTI 1.0 - 1.5 1.5 - 2.5	
Signalized Intersection: LOS D or Better LOS E LOS F LOS 'E' Int MD 2 at Pasadena Re MD 2 at Robinson	Intersection Operations s*: AM Peak Hour 3 0 0 0 tersections d/East-West Blvd (PM) Rd/Leelyn Dr (PM)	PM Peak Hour 1 2 0 LOS 'F' In	tersection	rel of Service DS D or Better LOS E LOS F	Segment Northl AM / (Mile Road 5.9 / 2.5 / 0.0 /	Operatio pound PM es of way) (1.6 (4.0 (2.8 TTI 1.00 - 1.1 1.15 - 1.3 1.30 - 2.0	Southk AM / (Mile Roadt 6.7 / 1.4 / 0.3 / Color Ke	Pound PM s of way) 4.2 3.9 0.3 0.3 PTI 1.0 - 1.5 1.5 - 2.5 > 2.5	
Signalized Intersection: LOS D or Better LOS E LOS F LOS 'E' Int MD 2 at Pasadena Re MD 2 at Robinson	Intersection Operations s*: AM Peak Hour 3 0 0 0 tersections td/East-West Blvd (PM) Rd/Leelyn Dr (PM)	PM Peak Hour 1 2 0 LOS 'F' In	tersection	rel of Service S D or Better LOS E LOS F	Segment Northl AM / (Mile Road 5.9 / 2.5 / 0.0 /	Operatio pound PM es of way) (1.6 (4.0 (2.8 TTI 1.00 - 1.1 1.15 - 1.3 1.30 - 2.0 > 2.00	Southk AM / (Mile Roadt 6.7 / 1.4 / 0.3 / Color Ke	pound PM s of way) 4.2 3.9 0.3 PTI 1.0 - 1.5 1.5 - 2.5 > 2.5	
Signalized Intersection: LOS D or Better LOS E LOS F MD 2 at Pasadena Ro MD 2 at Robinson	Intersection Operations s*: AM Peak Hour AM Peak Hour AM Peak Hour	PM Peak Hour 1 2 0 LOS 'F' In	tersection	rel of Service S D or Better LOS E LOS F	Segment Northl AM / (Mile Road 5.9 / 2.5 / 0.0 /	Operatio pound PM es of Way) (1.6 (4.0 (2.8 TTI 1.00 - 1.1 1.15 - 1.3 1.30 - 2.0 > 2.00	Southt AM / (Mile Road 6.7 / 1.4 / 0.3 / Color Ke	Dound PM s of way) 4.2 3.9 0.3 23.9 1.0 - 1.5 1.5 - 2.5 > 2.5	
Signalized Intersections LOS D or Better LOS E LOS F LOS 'E' Int MD 2 at Pasadena Re MD 2 at Robinson	Intersection Operations s*: AM Peak Hour 3 0 0 0 tersections d/East-West Blvd (PM) Rd/Leelyn Dr (PM) signalized intersection)	PM Peak Hour 1 2 0 LOS 'F' In	tersection	rel of Service IS D or Better LOS E LOS F	Segment Northl AM / (Mile Road 5.9 / 2.5 / 0.0 /	Operatio pound (PM es of (way) (1.6 (4.0 (2.8 TTI 1.00 - 1.1 1.15 - 1.3 1.30 - 2.0 > 2.00	Southk AM / (Mile Road 6.7 / 1.4 / 0.3 / Color Ke	Pound PM s of way) 4.2 3.9 0.3 PTI 1.0 - 1.5 1.5 - 2.5 > 2.5	
Signalized Intersections LOS D or Better LOS E LOS F LOS 'E' Int MD 2 at Pasadena Re MD 2 at Robinson Available count data. (25% of Functional Class	Intersection Operations s*: AM Peak Hour 3 0 0 0 tersections d/East-West Blvd (PM) Rd/Leelyn Dr (PM) signalized intersection)	PM Peak Hour 1 2 0 LOS 'F' In Segment	tersection	rel of Service DS D or Better LOS F S	Segment Northl AM / (Mile Road 5.9 / 2.5 / 0.0 /	Operatio pound PM ss of (4.0 (2.8 TTI 1.00 - 1.1 1.15 - 1.3 1.30 - 2.0 > 2.00	Southk AM / (Mile Road 6.7 / 1.4 / 0.3 / Color Ke	Pound PM s of way) 4.2 3.9 0.3 PTI 1.0 - 1.5 1.5 - 2.5 > 2.5	M
Signalized Intersection: LOS D or Better LOS E LOS F LOS 'E' Int MD 2 at Pasadena Re MD 2 at Robinson Available count data. (25% of Functional Class	Intersection Operations s*: AM Peak Hour 3 0 0 0 tersections d/East-West Blvd (PM) Rd/Leelyn Dr (PM) signalized intersection) Roadway	PM Peak Hour 1 2 0 LOS 'F' In Segment South	Lev Lo tersection	rel of Service S D or Better LOS F S T AM NB SB	Segment Northl AM / (Mile Road 5.9 / 2.5 / 0.0 /	Operatio pound PM es of Way) (1.6 (4.0 (2.8 TTI 1.00 - 1.1 1.15 - 1.3 1.30 - 2.0 > 2.00	NB SI	pound PM s of way) 4.2 3.9 0.3 PTI 1.0 - 1.5 1.5 - 2.5 > 2.5 PTI PTI	<u>м</u>
Signalized Intersection: LOS D or Better LOS E LOS F MD 2 at Pasadena Re MD 2 at Robinson Available count data. (25% of Functional Class	Intersection Operations s*: AM Peak Hour 3 0 0 0 tersections d/East-West Blvd (PM) Rd/Leelyn Dr (PM) signalized intersection) Roadway North to MD 10 - Pasadena F	PM Peak Hour 1 2 0 LOS 'F' In Segment South	Lev tersection Length (miles)	rel of Service S D or Better LOS F S	Segment Northl AM / (Mile Road 5.9 / 2.5 / 0.0 /	Operatio pound PM es of Way) (1.6 (4.0 (2.8 TTI 1.00 - 1.1 1.15 - 1.3 1.30 - 2.0 > 2.00	NRS	pound PM s of way) 4.2 3.9 0.3 PTI 1.0 - 1.5 1.5 - 2.5 > 2.5 PTI PTI PTI	<u>M</u>
Signalized Intersection: LOS D or Better LOS E LOS F MD 2 at Pasadena Re MD 2 at Robinson Available count data. (25% of Functional Class	Intersection Operations s*: AM Peak Hour	PM Peak Hour PM Peak Hour 1 2 0 LOS 'F' In Segment South Rd/East West Blvd. Height Brd/Magothy Bridge Rd.	Lev Lo tersection Length (miles) 0.3 0.9	rel of Service S D or Better LOS E S S S S S S S S S S S S S S S S S S	Segment Northl AM / (Mile Road 5.9 / 2.5 / 0.0 /	Operatio pound PM es of Way) (1.6 (4.0 (2.8 TTI 1.00 - 1.1 1.15 - 1.3 1.30 - 2.0 > 2.00	NRS	pound PM s of way) 4.2 3.9 0.3 PTI 1.0 - 1.5 1.5 - 2.5 > 2.5 PTI 9 PTI 9 PTI 9 9 9 1.5 - 2.5 1.5 - 1.5 1.5 - 2.5 1.5 - 2.5 1.5 - 2.5 1.5 - 2.5 1.5 - 2.5 1.5 - 2.5	<u>м</u>
Signalized Intersection: LOS D or Better LOS E LOS F MD 2 at Pasadena Re MD 2 at Robinson Available count data. (25% of Functional Class	Intersection Operations s*: AM Peak Hour	100 PM Peak Hour 1 2 0 0 LOS 'F' In Segment Segment South Rd/East West Blvd. leigh Heights Rd/Magothy Bridge Rd. Rd MD 648/Baltimore Annapolis Blvd.	Lev LO tersection Length (miles) 0.3 0.9 1.1	rel of Service S D or Better LOS F S S T AM NB SB	Segment Northl AM / (Mile Road 5.9 / 2.5 / 0.0 /	Operatio pound PM es of Way) (1.6 (4.0 (2.8 TTI 1.00 - 1.1 1.15 - 1.3 1.30 - 2.0 > 2.00	NB SI NB SI NB SI NB SI NB SI	pound PM s of way) 4.2 3.9 0.3 PTI 1.0 - 1.5 1.5 - 2.5 > 2.5 PTI 9 PTI 1.5 - 1.5 1.5 - 2.5 NB 9 1	<u>м</u>
Signalized Intersection: LOS D or Better LOS E LOS F MD 2 at Pasadena Ro MD 2 at Robinson Available count data. (25% of Functional Class Urban Other Principal Arterial	Intersection Operations s*: AM Peak Hour	PM Peak Hour PM Peak Hour 1 2 0 LOS 'F' In Segment South Rd/East West Blvd. leigh Heights Rd/Magothy Bridge Rd. Rd MD 648/Baltimore Annapolis Blvd. olis Blvd Robinson Rd.	Lev LO tersection tersection	rel of Service S D or Better LOS E S S NB NB S S	Segment Northl AM / (Mile Road 5.9 / 2.5 / 0.0 / I I NB S	Operatio pound PM es of (4.0 (2.8 TTI 1.00 - 1.1 1.15 - 1.3 1.30 - 2.0 > 2.00	NB SI NB SI NB SI NB SI	PM s of way) 4.2 3.9 0.3 PTI 1.0 - 1.5 1.5 - 2.5 > 2.5 PTI PTI 9 PTI 1.5 - 2.5 NB I	M S
Signalized Intersection: LOS D or Better LOS E LOS F MD 2 at Pasadena Re MD 2 at Robinson Available count data. (25% of Functional Class Urban Other Principal Arterial	Intersection Operations s*: AM Peak Hour	Itoc PM Peak Hour 1 2 0 0 LOS 'F' In Segment South Rd/East West Blvd. Itop 448/Baltimore Annapolis Blvd. olispan="2">Blvd Robinson Rd. college Pkwy	Lev LO tersection 0.3 0.9 1.1 0.5 2.5	rel of Service S D or Better LOS E S S NB NB S I	Segment Northl AM / (Mile Road 5.9 / 2.5 / 0.0 / 7.5 /	Operatio pound PM es of Way) (1.6 (4.0 (2.8 TTI 1.00 - 1.1 1.15 - 1.3 1.30 - 2.0 > 2.00	NB SI AM / (Mile Road 6.7 / 1.4 / 0.3 / Color Ke	Dound PM s of way) 4.2 3.9 0.3 PTI 1.0 - 1.5 1.5 - 2.5 2.5 1.5 2.5 1.5	
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Limits:	MD 5 t	o MD 2	qo	RD	245)		in	Norch		Br.	CH BO	Sol
Corridor Length:	10 r	niles	OMU TIOH Leonardtown	SA	AND			Wilde RD	wood Ca	lifornia 235		
Speed Limit:	45 - 5	0 MPH	3	244 5	WDRE	WS	4 CHUN	IND	A St Mary	s		NAV
Travel Lanes:	(1 - 2) Northbound	(1 - 2) Southbound	Beauv	vue	POINT		10	St. Mary's River	PIDGE	Great M	7) hills 246	Lexingto Park
Signal Controlled Intersections:		4		ito Bojot		244	LOOKOU		249	471		
Grade Separated Interchanges:		1							244			St. Ma Rive Sancti
Major Cross Streets:	MI Indian B FDR Blvc	D 5, ridge Rd, I, MD 235,					7	43	Valley	Lee		
	Patuxent Routes	Blvd, MD 2	20	20 4 40	т		т.	ucke		Pe	ak Ho Traffic	ur
Routes and Ridership	N/A	N/A	10,000) - 24,00	00 vpc	1	4.5%	6 - 6.3	%	8	%-8.5	, %
			,			Segm	ent Op	oeratio	ons			
	Intersection Operations					No	rthhou	Ind	Sol	ithhou	nd	
Signalized Intersection	s*: AM Peak Hour	PM Peak Hour	Lev	vel of S	ervice	(R	AM / PM Miles o oadwa	v)	(I R	M / PN Ailes o badwa	nica 1 vf v)	
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LOS 'E' In	tersections	LOS 'F' Int	tersection	IS			-		Colo	[.] Key		
MD 4 at FD	OR Blvd (AM)	MD 4 at FD	R Blvd (PM))				TTI			ΡΤΙ	
MD 4 at Patu	xent Blvd (AM)	MD 4 at Patu	xent Blvd (P	M)			1	.00 - 1.1	15		1.0 - 1.5	
							1	.15 - 1.3	30		1.5 - 2.5	;
							1	.30 - 2.0	00		> 2.5	
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* Available count data. (75% of	signalized intersection)								No d	lata		
					т	ті			1	P	ТІ	
Functional Class	Roadway	Segment	Length	A	м	Р	М		A	N	Р	м
	North t	o South	(miles)	NB	SB	NB	SB		NB	SB	NB	SB
Rural Freewav	MD 2 (Thomas Johnson Memori	al Brdg.) - N Patuxent Beach Rd.	1.0									
Expressway/Rural Other	N Patuxent Beach	Rd Patuxent Blvd.	2.2		I.	1				1	1	
Principal Arterial	Patuxent Blvd MD	235 (Three Notch Rd.)	0.7									
Rural Minor Arterial	MD 235 (Three No	tch Rd.) - FDR Blvd.	0.3									
Rata Millor Arteria	FDR Blv	d MD 5	5.8									
	I = Improvement from 20	19 W = Worsened from 2019 (blank) = No	significa	nt char	nge fron	n 2019					
DTI ale a time t	index (95th percentile travel time /	freeflow travel time)	TTI:	travel tim	ne index	: (50th pe	ercentile	travel ti	me/ free	flow trav	vel time)	

MD 5			-	2	g	2	22			4		K
Limits:	US 301 to	MD 223	Pla	19.51	Clinto	on				2		
Corridor Length:	5.4 m	iles	(223	1º	3			Day	9. (Ň	1	4
Speed Limit:	55 M	PH	-	4				Sur	5		X	1.
Travel Lanes:	(2 - 3) Northbound	(2 - 3) Southbound		- Marine			44	16	PA		•	1
Signal Controlled Intersections:	3		Be	Y			(5)	2		×	V.	See.
Grade Separated Interchanges:	2		cataw am Va	ay Cre Illey P	ek ark		H		130	B		I'ree Cro
Major Cross Streets:	MD 223, Su MD 381, MD 3	rratts Road 373, US 301	ark Ad	Ta	5	37	73		381	Brand	dywine	
	Routes	Avg. Daily Ridership			-	~	~		/	/	1	1
	MTA Commuter Bus 705	625										
Routes and Ridership	MTA Commuter Bus 715	459								Po	ak Ho	ur
·····	MTA Commuter Bus 725	197	20	20 AAI	т		Tru	cks		Fe .	Traffic	:
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Signalized Intersection	Intersection Operation s*: AM Peak Hour	S PM Peak Hour	Lev	el of S	ervice	No 4 (I R	rthboun AM / PM Miles of oadway))	Sou A (I Re	uthbou M / PN Viles o padwa	ind A of y)	
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Signalized Intersection LOS D or Better LOS E LOS F LOS 'E' In Available count data. (33% of Functional Class	Intersection Operation s*: AM Peak Hour 0 0 0 1 tersections signalized intersection)	S PM Peak Hour 1 0 0 0 COS 'F' In MD 5 at Su	tersection rratts Rd (AM	rel of S IS D or I LOS I S)	ervice Better F	No A (() R C C C C	rthboun AM / PM Miles of oadway) 5.4 / 5.4 0.0 / 0.0 0.0 / 0.0 1.0 1.1 1.3 1.3 2 	rtti 0 - 1.15 5 - 1.30 0 - 2.00	Source A (II) (II) (II) (III) (IIII) (III) (III) (IIII) (IIII) (III) (III) (III) (III) (III) (III) (III) (III) (II	uthbou M / PM Miles o badwa 6.4 / 1.0 0.0 / 1.9 0.0 / 1.9 r Key data	Ind A of y) 6 9 9 PTI 1.0 - 1.5 1.5 - 2.5 > 2.5 TI TI	5
Signalized Intersection LOS D or Better LOS E LOS F LOS 'E' In Available count data. (33% of Functional Class	Intersection Operation s*: AM Peak Hour 0 0 0 1 tersections	S PM Peak Hour 1 0 0 0 LOS 'F' In MD 5 at Su Segment South	tersection rratts Rd (AM	rel of S IS D or LOS I S)	ervice Better F	No 4 (() R 5 () () () () () () () () () () () () ()	rthboun AM / PM Miles of oadway) 5.4 / 5.4 0.0 / 0.0 0.0 / 0.0 1.0 1.0 1.1 1.3 1.3 5 8 8 8 8 8 8	d TTI 0 - 1.15 5 - 1.30 0 - 2.00 → 2.00	Sou A (I R Color 55 No c Al	uthbou M / PM Miles o badwa 0.4 / 1.0 0.0 / 1.9 r Key r Key data	Ind A of y) 6 9 9 PTI 1.0 - 1.5 1.5 - 2.5 > 2.5	5
Signalized Intersection LOS D or Better LOS E LOS F LOS 'E' In Available count data. (33% of Functional Class	Intersection Operation s*: AM Peak Hour 0 0 0 1 tersections signalized intersection) Roadway S North to Woodyard Rd. (MD	S PM Peak Hour 1 0 0 0 LOS 'F' In MD 5 at Su Segment South 223) - Surratts Rd.	tersection rratts Rd (AM Length (miles)	rel of S IS D or I LOS I S)	ervice Better F T M SB	No 4 (() R C C C C C C C C C C C C C C C C C C	rthboun AM / PM Miles of oadway) 5.4 / 5.4 0.0 / 0.0 0.0 / 0.0 1.0 1.0 1.1 1.3 1.3 5 8 8 8 8 8 8 8 8	d) TTI 0 - 1.15 5 - 1.30 0 - 2.00 → 2.00	Sou A (II R Color Color 55 No c Al NB	uthbou M / PM Miles o badwa 6.4 / 1.0 0.0 / 1.9 0.0 / 1.9 r Key data	Ind A 5f 9 9 9 PTI 1.0 - 1.5 1.5 - 2.5 > 2.5	5 5 M
Signalized Intersection LOS D or Better LOS E LOS F LOS 'E' In Available count data. (33% of Functional Class	Intersection Operation s*: AM Peak Hour 0 0 0 1 tersections signalized intersection) Roadway 3 North to Woodyard Rd. (MD Surratts Rd Burch H	S PM Peak Hour 1 0 0 0 LOS 'F' In MD 5 at Su Segment South 223) - Surratts Rd. till Rd/Earnshaw Dr.	Length (miles) 1.3 1.6	rel of S IS D or I LOS I S)	ervice Better F T M SB	No 4 (() R C C C C C C C C C C C C C C C C C C	rthboun AM / PM Miles of oadway) 5.4 / 5.4 0.0 / 0.0 0.0 / 0.0 1.0 1.0 1.1 1.3 1.3 1.3 5 8 8 1	d) TTI 0 - 1.15 5 - 1.30 0 - 2.00 > 2.00	Sou A (II R Color Color 55 No c A NB	uthbou M / PM Miles o badwa 6.4 / 1.0 0.0 / 1.9 0.0 / 1.9 r Key data	Ind A of y) 6 9 9 PTI 1.0 - 1.5 1.5 - 2.5 2.5 TI P NB	5 5 M
Signalized Intersection LOS D or Better LOS E LOS F LOS 'E' In Available count data. (33% of Functional Class rban Freeway Expressway	Intersection Operation s*: AM Peak Hour 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	S PM Peak Hour 1 0 0 0 LOS 'F' In MD 5 at Su Segment South 223) - Surratts Rd. fill Rd/Earnshaw Dr. wine Rd./ Accokeek Rd (MD 373)	Levulue Itersection rratts Rd (AM Length (miles) 1.3 1.6 1.9	rel of S IS D or I LOS I S)	ervice Better F T M SB	No A (() R C C C C C C C C C C C C C C C C C C	rthboun AM / PM Miles of oadway) 5.4 / 5.4 0.0 / 0.0 0.0 / 0.0 1.0 1.0 1.1 1.3 1.3 2 1.3 1.3 1.3 1.3 1.3 1.3 1.3 1.3 1.3 1.3	d TTI 0 - 1.15 5 - 1.30 0 - 2.00	Sou A (II R Color 5 5 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	uthbou M / PN Miles o badwa 5.4 / 1.0 0.0 / 1.9 r Key data	Ind A of y) 6 9 9 PTI 1.0 - 1.6 1.5 - 2.6 2.5 TI P NB	5

MD 18	FRIDAY SU	IMMER		DOINT RD			
Limits:	MD 8 to	Piney Rd	Terra Nature	Park Park	$\left(1 \right)$	-	X
Corridor Length:	3.0 r	niles	50	Stevensville		18	
Speed Limit:	30 - 4	0 MPH	8	8 02		chester	552
Travel Lanes:	:	2		on Creek	CotCreet	NECK HD	B. S
Signal Controlled Intersections:	:	2		Thomas	Ğ		OMINION
Grade Separated Interchanges:	(0		MAL .			552
Major Cross Streets:	MD 8, MD 835(Duke Piney Creek	St),Castle Marina Rd, ‹ Rd,MD 552				5	1
Poutoo and Bidarahin	Routes	Avg. Daily Ridership	202	0 AADT	Trucl	s	Peak Ho Traffic
toutes and Ridership	N/A	N/A	9,0	00 vpd	N/A		N/A
				S	egment Opera	tions	
	Intersection Operations		_		Eastbound	v	/estbound
Signalized Intersections	*: AM Peak Hour	PM Peak Hour	Leve	I of Service	AM / PM (Miles of Roadway)		AM / PM (Miles of Roadway)
LOS D or Better	N/A	N/A	LOS	D or Better	2.9		2.3
LOS E	N/A	N/A		LOS E	0.1		0.7
LOS F	N/A	N/A		LOS F	0.0		0.0
LOS 'E' Inte	ersections	LOS 'E' In	tersections			Col	or Kov
					Т		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. (0% of sig	inalized intersection)					No	data
			<u>г</u>	тт	1	1	PTI
Functional Class	Roadway	Segment	Length	Fridav (6P	M-8PM)		Friday (6PM-8PM
	West	to East	(miles)	EB	WB		EB W
	MD-8/Business	Pkwy - Postal Rd.	2.3		W		V
			-				
Rural Minor Arterial	Postal Rd MD-	552/Dominion Rd.	0.1				v

MD 18	SATURDAY	' SUMMER	A	OINT RD			
Limits:	MD 8 to I	Piney Rd	Terr	apin e Park	$\left\{ \begin{array}{c} \\ \\ \end{array} \right\}$	7	T
Corridor Length:	3.0 n	niles	50	Stevensville		18	
Speed Limit:	30 - 40) MPH	8		Cr	lester	552
Travel Lanes:	2	2		on Creek	Cot Creek	QH vo	BD S
Signal Controlled Intersections:	2	2		Thomas	00		NOINIMC
Grade Separated Interchanges:	()		1			
Major Cross Streets:	MD 8, MD 835 (Duke Piney Creek	St), Castle Marina Rd Rd, MD 552					552
	Routes	Avg. Daily Ridership	202	20 AADT	Truck	s	Peak Ho Traffic
outes and Ridership	N/A	N/A		N/A	N/A		N/A
				S	egment Operat	ions	
	Intersection Operations				Eastbound	w	estbound
Signalized Intersections	*: AM Peak Hour	PM Peak Hour	Leve	el of Service	AM / PM (Miles of Roadway)	(R	AM / PM Miles of coadway)
LOS D or Better	N/A	N/A	LOS	S D or Better	2.9		0.0
LOS E	N/A	N/A		LOS E	0.0		0.0
LOS F	N/A	N/A		LOS F	0.1		3.0
LOS 'F' Inte	ersections	LOS 'E' In	tersections			Colo	or Kov
		2001	tersections		ТТ	1	PTI
					1.00 -	1.15	1.0 - 1.5
					1.15 - 1	1.30	1.5 - 2.5
					1.30 - :	2.00	> 2.5
vailable count data (0% of sig	inalized intersection)				> 2.0	JU No	data
						INU	udia
				TT	1		PTI
Functional Class	Roadway West t	Segment o East	Length (miles)	Saturday (12	2PM-2PM)	Sat	urday (12PM-2F
			(EB	WB	E	BW
Ļ	MD-8/Business F	²kwy - Postal Rd.	2.3		W		N
	Deated Rd MD 6	52/Dominion Rd	0.1				N N
Rural Minor Arterial			0.1				

MD 18	SUNDAY S	UMMER		OINT RD			
Limits:	MD 8 to	Piney Rd	Terra Nature	apin Park	$\left(\frac{1}{2}\right)$		7
Corridor Length:	3.0 г	niles	50	Stevensville		F	PA
Speed Limit:	30 - 4	0 MPH	8	2 CE		Chester	652
Travel Lanes:	:	2		on Creek	Cet Creek	* NECK RD	
Signal Controlled Intersections:	:	2		Thomas	98		NOINIM
Grade Separated Interchanges:	(0		1254			ă
Major Cross Streets:	MD 8, MD 835 (Duke Piney Creek	St), Castle Marina Rd Rd, MD 552				3	552
Poutos and Bidarahin	Routes	Avg. Daily Ridership		0 AADT	Truc	ks	Peak Ho Traffic
coutes and Ridership	N/A	N/A	10,	500 vpd	N/A	٩	12%
				S	egment Opera	ations	
	Intersection Operations				Eastbound	- N	/estbound
Signalized Intersections	*: AM Peak Hour	PM Peak Hour	Leve	el of Service	AM / PM (Miles of Roadway)	F	AM / PM (Miles of Roadway)
LOS D or Better	N/A	N/A	LOS	D or Better	2.9		0.0
LOS E	N/A	N/A		LOS E	0.1		2.3
LOS F	N/A	N/A		LOS F	0.0		0.7
LOS 'F' Inte	ersections	LOS 'E' In	tersections			Col	or Koy
					Т		PTI
					1.00	- 1.15	1.0 - 1.5
					1.15	- 1.30	1.5 - 2.5
					1.30	- 2.00	> 2.5
					> 2	2.00	
available count data. (0% of sig	nalized intersection)					No	data
				TTI		-	PTI
Functional Class	Roadway	Segment	Length	Sunday (4F	PM-6PM)	s	unday (4PM-6P
	West	to East	(miles)	EB	WB		EB W
_			23		w		
	MD-8/Business	Pkwy - Postal Rd.	2.5				
Rural Minor Arterial	MD-8/Business	552/Dominion Rd.	0.1				

				Wat	ers Par	*	924		No Co	Ser	aun
Limits:	US 40 (Pulaski Highway)	to US 1 (Bel Air Bypass)	14	S.		10	Y	Manad	Maryla & Coun	nd Golf try Club	dr cheer
Corridor Length:	7.9 n	iles						Be	el Air outh		
Speed Limit:	40 - 55	MPH	0.00	B a A				24			K.
Travel Lanes:	(2 - 3) Northbound	(2 - 3) Southbound	Pleasa Hills	nt Mo.			Harford Glen Park	a fa	notion Rd	A.	-0-
Signal Controlled Intersections:	15	5			ann Rd	Si	nger Rd	i g	(924) ronge	Ra
Grade Separated Interchanges:	3		tem Ru					Y		0	7
Major Cross Streets:	US 40 MD 7, MD 92 Bel Air South Pkwy	, I-95 4, Singer Rd , US 1 BUS., US 1					27	95	Philade	Aphua Au	40
	y								Pe	ak Ho	ur
Routes and Ridership	Routes	Avg. Daily Ridership	20	20 AA	от		Truc	ks		Traffic	:
	MTA Commuter Bus 410	144	20,000	- 60,0	00 vpc	4	5.1% - 6	3.7%	8	\$%-10%	6
						Segm	ent Opera	ations			i
Signalized Intersection	Intersection Operations	PM Peak Hour]	Level Servie	of	No A (R	rthbound AM / PM Miles of oadwav)	Sc	outhbou AM / PM (Miles o Roadwa	und M of V)	
LOS D or Better	4	4	LO	S D or	Better	Ę	5.7 / 2.1		6.6 / 2.	9	l.
LOS E	0	0		LOSI	Ξ	2	2.2 / 3.4		1.3 / 2.	8	L
LOS F	0	0		LOS	F	().0 / 2.4		0.0 / 1.	2	
LOS 'E' In	tersections	LOS 'F' In	tersection	S				Colo	or Key	DTI	
							- 1	11		PII	
							1.00 -	- 1.15		1.0 - 1.5	
							1 15	1 30		1.5 - 2.5	
								- 1.50			
							1.30	2.00			
							1.30	- 2.00		> 2.5	
* Available count data. (27% of	signalized intersection)						1.30 · > 2	- 2.00 .00	data	> 2.5	
* Available count data. (27% of	[;] signalized intersection)						1.30 · > 2	- 2.00 .00 No	data	> 2.5	
* Available count data. (27% of	[:] signalized intersection)				T	TI	1.30 · > 2	- 2.00 .00 No	data	> 2.5 TI	
* Available count data. (27% of Functional Class	[*] signalized intersection) Roadway North to	Segment	Length (miles)	A	T	TI P	1.30 · > 2	- 2.00 .00 No	data P AM	> 2.5 TI	, и
* Available count data. (27% of Functional Class	f signalized intersection) Roadway North to	Segment South	Length (miles)	A	T M SB	TI P NB	1.30 · > 2 > 2 M SB	- 2.00 .00 No	data P AM SB	> 2.5 TI P 	M SB
* Available count data. (27% of Functional Class	f signalized intersection) Roadway North to Bel Air Bypass (US 1) - Be	Segment South altimore Pike (Bus US 1)	Length (miles) 0.5	A	T M SB	TI P NB	1.30 · > 2 M SB	- 2.00 .00 No	data P AM SB	> 2.5 TI NB W	M
* Available count data. (27% of Functional Class	f signalized intersection) Roadway North to Bel Air Bypass (US 1) - Ba Baltimore Pike (Bus US	Segment South altimore Pike (Bus US 1)	Length (miles) 0.5 1.3	ANB	T M SB	TI P NB	1.30	- 2.00 .00 No	data data P AM SB	> 2.5 TI NB W	M SB
* Available count data. (27% of Functional Class	f signalized intersection) Roadway North to Bel Air Bypass (US 1) - B Baltimore Pike (Bus US Ring Factory Rd	Segment South Iltimore Pike (Bus US 1) 1) - Ring Factory Rd. - Plumtree Rd.	Length (miles) 0.5 1.3 0.9	A NB	T M SB	TI NB	1.30 · > 2	- 2.00	AM SB	> 2.5 TI NB W	M SB W
* Available count data. (27% of Functional Class	f signalized intersection) Roadway North to Bel Air Bypass (US 1) - Be Baltimore Pike (Bus US Ring Factory Rd Plumtree Rd	Segment South altimore Pike (Bus US 1) 1) - Ring Factory Rd. - Plumtree Rd. Bel Air Pkwy	Length (miles) 0.5 1.3 0.9 0.4	A NB	T M SB	TI P NB	1.30 -> 2 > 2 M SB	- 2.00 .00 No W	data P AM SB	> 2.5 TI NB W I W	M SB W W
* Available count data. (27% of Functional Class	i signalized intersection) Roadway North to Bel Air Bypass (US 1) - B Baltimore Pike (Bus US Ring Factory Rd Plumtree Rd Bel Air Pkwy Wheel Rd	Segment South altimore Pike (Bus US 1) i 1) - Ring Factory Rd. - Plumtree Rd. Bel Air Pkwy - Wheel Rd. Singer Rd	Length (miles) 0.5 1.3 0.9 0.4 0.3 1.0	A NB	T M SB	TI NB	1.30 · > 2	- 2.00 .00 No W	data P AM SB	> 2.5 TI NB W I W	M SB W W
* Available count data. (27% of Functional Class Urban Freeway Expressway	f signalized intersection) Roadway North to Bel Air Bypass (US 1) - B Baltimore Pike (Bus US Ring Factory Rd Plumtree Rd Bel Air Pkwy Wheel Rd Singer Rd Tollgate Rd.	Segment South altimore Pike (Bus US 1) : 1) - Ring Factory Rd. - 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	A NB	T M SB	TI NB	1.30 · · · · 2	- 2.00 .00 No W W	AM SB W W	> 2.5	M SB W W
* Available count data. (27% of Functional Class Urban Freeway Expressway	signalized intersection) Roadway North to Bel Air Bypass (US 1) - Bi Baltimore Pike (Bus US Ring Factory Rd Plumtree Rd Bel Air Pkwy Wheel Rd Singer Rd Tollgate Rd./ Tollgate Rd./Emmorto	Segment South altimore Pike (Bus US 1) i 1) - Ring Factory Rd. - Plumtree Rd. Bel Air Pkwy - Wheel Rd. Singer Rd. Emmorton Rd (MD 924) n Rd (MD 924) - I-95	Length (miles) 0.5 1.3 0.9 0.4 0.3 1.0 1.0 0.6	ANB	T M SB	TI NB	1.30 · > 2	- 2.00 .00 No W	AM SB W W	> 2.5	M SB W W W
* Available count data. (27% of Functional Class Urban Freeway Expressway	f signalized intersection) Roadway North to Bel Air Bypass (US 1) - B Baltimore Pike (Bus US Ring Factory Rd Plumtree Rd Bel Air Pkwy Wheel Rd Singer Rd Tollgate Rd./ Tollgate Rd./Emmorto I-95 - Edge	Segment South altimore Pike (Bus US 1) i 1) - Ring Factory Rd. - Plumtree Rd. Bel Air Pkwy - Wheel Rd. Singer Rd. Emmorton Rd (MD 924) n Rd (MD 924) - I-95 wood Rd.	Length (miles) 0.5 1.3 0.9 0.4 0.3 1.0 1.0 1.0 0.6 0.4	ANB	T M SB	TI NB I	1.30 · > 2	- 2.00 .00 No W W	AM SB W W V V V V V V V V V V V V V V V V V	> 2.5	M SB W W
* Available count data. (27% of Functional Class Urban Freeway Expressway	signalized intersection) Roadway North to Bel Air Bypass (US 1) - B Baltimore Pike (Bus US Ring Factory Rd Plumtree Rd Bel Air Pkwy Wheel Rd Singer Rd Tollgate Rd./ Tollgate Rd./Emmorto I-95 - Edge Edgewood Rd Phili	Segment South altimore Pike (Bus US 1) i 1) - Ring Factory Rd. - Plumtree Rd. Bel Air Pkwy - Wheel Rd. Singer Rd. Emmorton Rd (MD 924) n Rd (MD 924) - I-95 wood Rd. idelphia Rd. (MD 7)	Length (miles) 0.5 1.3 0.9 0.4 0.3 1.0 1.0 1.0 0.6 0.4 0.4	ANB	T	TI NB I	1.30	- 2.00 .00 No W W	data P AM SB G G G G G G G G G G G G G G G G G G	> 2.5	M SB W W
* Available count data. (27% of Functional Class Urban Freeway Expressway	signalized intersection) Roadway North to Bel Air Bypass (US 1) - B Baltimore Pike (Bus US Ring Factory Rd Plumtree Rd Bel Air Pkwy Wheel Rd Bel Air Pkwy Wheel Rd Singer Rd Tollgate Rd./ Tollgate Rd./Emmorto I-95 - Edge Edgewood Rd Phila	Segment South altimore Pike (Bus US 1) i 1) - Ring Factory Rd. - Plumtree Rd. Bel Air Pkwy - Wheel Rd. Singer Rd. Emmorton Rd (MD 924) n Rd (MD 924) - I-95 wood Rd. idelphia Rd. (MD 7) - Pulaski Hwy (US 40)	Length (miles) 0.5 1.3 0.9 0.4 0.3 1.0 1.0 1.0 0.6 0.4 0.4 0.4 0.5	ANB	T		1.30	- 2.00	data P AM SB	> 2.5	M SB W W W
* Available count data. (27% of Functional Class Urban Freeway Expressway	signalized intersection) Roadway North to Bel Air Bypass (US 1) - B Baltimore Pike (Bus US Ring Factory Rd Plumtree Rd Bel Air Pkwy Wheel Rd Bel Air Pkwy Wheel Rd Singer Rd Tollgate Rd./ Tollgate Rd./Emmorto I-95 - Edge Edgewood Rd Phila Philadelphia Rd. (MD 7) Pulaski Hwy (US 40) - E	Segment South altimore Pike (Bus US 1) (1) - Ring Factory Rd. - Plumtree Rd. Bel Air Pkwy - Wheel Rd. Singer Rd. Emmorton Rd (MD 924) n Rd (MD 924) - I-95 wood Rd. idelphia Rd. (MD 7) - Pulaski Hwy (US 40) igewood Rd. (MD 755)	Length (miles) 0.5 1.3 0.9 0.4 0.3 1.0 1.0 0.6 0.4 0.4 0.4 0.5 0.6	A	T	TI NB I	1.30	- 2.00	data P AM SB W V V V V V V V V V V V V V V V V V V	> 2.5	M SB W W W
* Available count data. (27% of Functional Class Urban Freeway Expressway	signalized intersection) Roadway North to Bel Air Bypass (US 1) - B Baltimore Pike (Bus US Ring Factory Rd Plumtree Rd Bel Air Pkwy Wheel Rd Bel Air Pkwy Wheel Rd Singer Rd Tollgate Rd./ Tollgate Rd./Emmorto I-95 - Edge Edgewood Rd Phila Philadelphia Rd. (MD 7) Pulaski Hwy (US 40) - E I = Improvement from 2015	Segment South altimore Pike (Bus US 1) i 1) - Ring Factory Rd. - Plumtree Rd. Bel Air Pkwy - Wheel Rd. Singer Rd. Emmorton Rd (MD 924) n Rd (MD 924) - I-95 wood Rd. idelphia Rd. (MD 7) - Pulaski Hwy (US 40) Igewood Rd. (MD 755) W = Worsened from 2019	Length (miles) 0.5 1.3 0.9 0.4 0.3 1.0 1.0 0.6 0.4 0.4 0.5 0.6 (blank) = No	ANB	T SB	TI P NB I I I I I I I I I I I I I I I I I I	1.30 · 2 2	- 2.00 .00 No W	AM SB W W SB	> 2.5	M SB W W W

			5	-	er F	CALL OF		a	100	129)	RIDE
Limits:	MD 32 (Sykesville Road	l) to Baltimore City Line	131	Sykest	*Rd		Acres 190	tension Ro	Blvd	Part He	ants
Corridor Length:	14.1 r	miles	X	A	Libert	ty voir	Park Rd	Owin	igs Mills Garri	son	Steven
Speed Limit:	35 - 50) MPH	Eldersbi	urg	8	Liberty Rd	Lyons	Nul Rd	795	140	Pi
Travel Lanes:	(1 - 2) Eastbound	(1 - 3) Westbound	cesville			KS I	Ra	andalist	own 20	695	kesville
Signal Controlled Intersections:	2	7	Sheshile Ro		0	Noodstock		M	Milford N Windso	fill Le or Mill	ochearr
Grade Separated Interchanges:	1	I		99		Pat	osco Va ate Parl	illey k	70	Woo	odlawn
Major Cross Streets:	MD 32, Mariottsville Courtleigh Dr, R	e Rd, Old Court Rd, Rolling Rd, I-695					E	40 licott C	ity	695 Cator	nsville
	Routes	Avg. Daily Ridership									
Routes and Ridership	CityLink Lime Route	6,791	-			_			Pe	ak Ho	ur
	MTA LocalLink 81	1,437	7 000	20 AAI	DT 0 ypd	44	rucks	6	6%	Fraffic	%
		2,000	7,000	- 00,00	<u>s spa</u>	Segment O	peratio	ns	07	0 - 0.0	70
	Intersection Operations					Eastbo	und	W	estbou	nd	
Signalized Intersection	s*: AM Peak Hour	PM Peak Hour	Lev	el of S	ervice	AM / F (Miles Roadw	°M of av)	(AM / PN Miles o oadway	n f v)	
LOS D or Better	17	16	LO	S D or I	Better	14.1/9	9.0	1	3.6 / 8.	9	
LOS E	0					0.0/1	0	(15/32	2	
	ě	0		1031	-		.0	, C			
LOS F LOS 'E' In	tersections	0 2 LOS 'F' In	tersection	LOS I	=	0.0/4	.1	Colo).0 / 2.(r Key)	
LOS F LOS 'E' In	tersections	0 2 MD 26 at Lord Baltimore (Including Ramp I MD 26 @ Cr	tersection P.Dr/Ramp 5 f 3 & Spurs) (A oyden Rd (Pf	LOS I S rom I-69 M,PM) M)	5 SB	0.0/4	.1 TTI 1.00 - 1.1 1.15 - 1.3 1.30 - 2.0 > 2.00	Colo 5 30	n Key) PTI 1.0 - 1.5 1.5 - 2.5	
LOS F LOS 'E' In * Available count data. (67% of	tersections signalized intersection)	0 2 LOS 'F' In MD 26 at Lord Baltimore (Including Ramp I MD 26 @ Cr	tersection Dr/Ramp 5 f 3 & Spurs) (A oyden Rd (Pl	LOS I LOS I s rom I-65 M,PM) M)	5 SB	0.0 / 4	.1 TTI 1.00 - 1.1 1.15 - 1.3 1.30 - 2.00	Colo 5 30 No 1	0.0 / 2.0) PTI 1.0 - 1.5 1.5 - 2.5 > 2.5	
LOS F LOS 'E' In * Available count data. (67% of Functional Class	signalized intersection) Roadway West t	0 2 LOS 'F' In MD 26 at Lord Baltimore (Including Ramp 4 MD 26 @ Cr	tersection Dr/Ramp 5 f 3 & Spurs) (A oyden Rd (Pf Length (miles)	LOS I LOS I s irom I-69 M,PM) M) M) A EB	5 SB	0.0 / 4	.1 TTI 1.00 - 1.1 1.15 - 1.3 1.30 - 2.0 > 2.00	Colo Colo 30 No EB	data	РТІ 1.0 - 1.5 1.5 - 2.5 > 2.5 ТІ ЕВ	M
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MD 28			(121)	. 1		K	-1	4	1	7		
Limits:	Riffle Ford F	Rd to MD 97	Park	270	355)				2	- 11	T.	
Corridor Length:	11.9	miles	rds	-	61			(124)	108	-		1
Sneed Limit:	40 - 50) MPH	Gerr	nantow	m N	Village	hery		1			
Travel Lanes:	(1 3) Easthound	(1 3) Westbound	0	117		124	X				Olney	Sal
Signal Controlled			-	FFLE	G	aithers	burg	Redland	reek			(
Intersections:	3	0	(118)	AD AD	119		370 Der	Regiona	al Rark		k.	
Grade Separated		1	Darnesto	wn	2	8	Den		1		97	(000
Interchanges:		1	112	No	orth Poto	mac				9	Ð	
	MD 124 MD 110	Shady Grove Dr				A.	Но	CKVIIIC		Asp	en Hill	4
Major Cross Streets:	Gude Dr, I-2	70, MD 189,		Tra	vilah		di			586		1
-	MD 355, MD	115, MD 97	Potomac	15		0	189	12		whe	Whea	ton
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Routes and Ridership	Ride On Route 52	38						in John	(614)	P I	V/A	
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	Intersection Operations		_			Ea	stboun	d	We	stbou	nd	
Signalized Intersection	s*: AM Peak Hour	PM Peak Hour		Level	of	A (N	.M / PM /liles of	-	AI (N	M / PN liles o	l f	
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LOS D or Better LOS E LOS F LOS 'E' In MD 28 at Baltimore	11 0 0 tersections e Rd (West Leg) (PM)	10 1 0 LOS 'F' In	tersection	LOS	Better E F	6 5 0	.8 / 5.1 .1 / 4.3 .0 / 2.5		9. 1. 1. Color	3 / 5.8 3 / 4.3 3 / 1.8 Key	8 3 3 3 9 7 1	
LOS D or Better LOS E LOS F LOS 'E' In MD 28 at Baltimore	tersections Rd (West Leg) (PM)	10 1 0 LOS 'F' In	tersection	LOS I	Better E F		.8 / 5.1 .1 / 4.3 .0 / 2.5	, (TTI	9. 1. 1. Color	3 / 5.8 3 / 4.3 3 / 1.8 7 Key	PTI	
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LOS D or Better LOS E LOS F MD 28 at Baltimore	f signalized intersection)	10 1 0 LOS 'F' In	tersection		Better E F	6	.8 / 5.1 .1 / 4.3 .0 / 2.5 1.0 1.1 1.3	(TTI 00 - 1.15 15 - 1.30 80 - 2.00 > 2.00	9. 1. 1. Color	3 / 5.8 3 / 4.3 3 / 1.8 7 Key	3 3 PTI 1.0 - 1.5 1.5 - 2.5	5
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LOS D or Better LOS E LOS F MD 28 at Baltimore Available count data. (37% o	f signalized intersection)	10 1 0 LOS 'F' In Segment o East	tersection	I COS	E Better E F T		National States	(TTI 00 - 1.15 15 - 1.30 80 - 2.00 > 2.00	9. 1. 1. Color No d	3 / 5.6 3 / 4.5 3 / 1.6 Key 1 1 1 1 1 1 1	3 3 3 PTI 1.0 - 1.5 - 2.5 > 2.5	5 5 M
LOS D or Better LOS E LOS F MD 28 at Baltimore Available count data. (37% o	f signalized intersection)	10 1 0 LOS 'F' In	Length (miles)	LOS I D or LOS I LOS I LOS I S	T M WB	TI EB	NU WB	(TTI 00 - 1.15 5 - 1.30 30 - 2.00 > 2.00	AND COLOR	3 / 5.8 3 / 4.3 3 / 4.3 3 / 1.8 Key 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	3 3 3 3 1.0 - 1.5 .5 - 2.8 2.5 2.5 7 1 P EB	5 5 M
LOS D or Better LOS E LOS F MD 28 at Baltimore Available count data. (37% o	f signalized intersection) Roadway West Riffle Ford Rd Quince Quince Orchard Rd (MD)		Length (miles) 0.5 2.1	LOS I D or LOS I D or LOS I LOS I EB	T M WB	TI EB	.8 / 5.1 .1 / 4.3 .0 / 2.5 1.0 1.1 1.3 2 .0 .0 / 2.5 1.0 1.1 1.3 2 .0 .0 / 2.5 1.0 1.1 1.3 2 .0 .0 .0 .0 .0 .0 .0 .0 .0 .0 .0 .0 .0	(TTI) 00 - 1.15 5 - 1.30 60 - 2.00 > 2.00	9. 9. 1. 1. Color	3 / 5.8 3 / 4.3 3 / 4.3 3 / 1.8 Key 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	3 3 3 3 PTI 1.0 - 1.€ 5 - 2.€ 2.5 × 2.5	5
LOS D or Better LOS E LOS F MD 28 at Baltimore	f signalized intersection) Roadway West t Riffle Ford Rd Quince Quince Orchard Rd (MD Muddy Branch Rd Gre	Segment o East e Orchard Rd (MD 124) 124) - Muddy Branch Rd. at Seneca Hwy (MD 119)	Length (miles) 0.5 2.1 0.8	I COS I LOS I LOS I S	T M WB	TI EB	.8 / 5.1 .1 / 4.3 .0 / 2.5 1.0 1.1 1.3 	(TTI)00 - 1.15)00 - 2.00 > 2.00	9. 9. 1. 1. Color	alata 3 / 5.8 3 / 4.3 3 / 1.8 Key 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	3 3 3 3 0.0 − 1.5 0.5 − 2.5 2.5 2.5 2.5	
LOS D or Better LOS E LOS F MD 28 at Baltimore	f signalized intersection)	Segment to East e Orchard Rd (MD 124) 124) - Muddy Branch Rd. at Seneca Hwy (MD 119) 119) - Shady Grove Rd.	Length (miles) 0.5 2.1 0.8 0.9	I COS I LOS I LOS I S S E B	T M WB	TI EB	.8 / 5.1 .1 / 4.3 .0 / 2.5 1.0 1.1 1.3 	(TTI 00 - 1.15 15 - 1.30 30 - 2.00 > 2.00	9.9.9.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1	atta 3 / 5.6 3 / 4.3 3 / 1.6 Key 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	3 3 3 PTI 0.0 - 1.5 - 2.5 > 2.5 = 2.5	5 5 M
LOS D or Better LOS E LOS F MD 28 at Baltimore	f signalized intersection) resections Roadway West Leg) (PM) Roadway West t Riffle Ford Rd Quince Quince Orchard Rd (MD Muddy Branch Rd Gre Great Seneca Hwy (MD Shady Grove Rd F	Segment o East e Orchard Rd (MD 124) 124) - Muddy Branch Rd. at Seneca Hwy (MD 119) 119) - Shady Grove Rd. allsgrove Dr/Gude St.	Length (miles) 0.5 2.1 0.8 0.9 0.4	I LOS I LOS I LOS IS I I I I I I I I I I I I I I I I I	T M WB		.8 / 5.1 .1 / 4.3 .0 / 2.5 1.0 1.1 1.3 VI WB	(TTI) 00 - 1.15 15 - 1.30 30 - 2.00 > 2.00	9. 9. 1. 1. Color	3 / 5.3 3 / 4.3 3 / 4.3 3 / 1.8 4 Key 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 8	3 3 PTI 0.0 - 1.5 - 2.25 × 2.5	5 5 V
LOS D or Better LOS E LOS F MD 28 at Baltimore	11 0 0 tersections Rd (West Leg) (PM) f signalized intersection) Roadway West to Riffle Ford Rd Quince Quince Orchard Rd (MD Muddy Branch Rd Gree Great Seneca Hwy (MD Shady Grove Rd F Fallsgrove Dr/Gude	Segment o East e Orchard Rd (MD 124) 124) - Muddy Branch Rd. at 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	Serving S D or S	T M WB	6 5 0	M WB WB	(TTI) 00 - 1.15 5 - 1.30 60 - 2.00 > 2.00	No d	3 / 5.3 3 / 5.3 3 / 4.3 3 / 1.6 Key 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	3 3 3 PTI 1.0 - 1.€ 5 - 2.€ 2.5 2.5 EB	
LOS D or Better LOS E LOS F MD 28 at Baltimore Available count data. (37% o Functional Class	11 0 Riffle Ford Rd Quince Quince Orchard Rd (MD Muddy Branch Rd Gree Great Seneca Hwy (MD Shady Grove Rd F Fallsgrove Dr/Gude Darmestown 1270	Segment o East e Orchard Rd (MD 124) 124) - Muddy Branch Rd. at Seneca Hwy (MD 119) 119) - Shady Grove Rd. allsgrove Dr/Gude St. St Darnestown Rd. h Rd I-270 Rd //a Buren St.	Length (miles) 0.5 2.1 0.8 0.9 0.4 0.5 0.7 0.2	Serving Solution Solu	T M WB	TI EB	<pre>.8 / 5.1 .1 / 4.3 .0 / 2.5 1.0 1.1 1.3 </pre>	(TTI) 00 - 1.15 5 - 1.30 00 - 2.00 > 2.00	9. 9. 1. 1. Color	a (1 5.8 3 / 5.8 3 / 4.3 3 / 1.8 Key 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	3 3 PTI 	
LOS D or Better LOS E LOS F US 'E' In MD 28 at Baltimore Available count data. (37% o Functional Class Urban Other Principal Arterial	11 0 0 0 tersections e Rd (West Leg) (PM) f signalized intersection) Roadway West to Riffle Ford Rd Quince Quince Orchard Rd (MD Muddy Branch Rd Gree Great Seneca Hwy (MD Shady Grove Rd F Fallsgrove Dr/Gude Darnestown I-270 - Great Falls Great Falls Rd./van Buren S	Segment to East e Orchard Rd (MD 124) 124) - Muddy Branch Rd. at Seneca Hwy (MD 119) 119) - Shady Grove Rd. allsgrove Dr/Gude St. St Darnestown Rd. 1 Rd I-270 Rd./Van Buren St. St Rockville Pike (MD 355)	Length (miles) 0.5 2.1 0.8 0.9 0.4 0.5 0.7 0.9 0.6	Solution Statements of the second sec	T M WB		Advisy .8 / 5.1 .1 / 4.3 .0 / 2.5 1.0 1.1 1.3 VI WB	(TTI)00 - 1.15)05 - 1.30)00 - 2.00 > 2.00	No d	adva 3 / 5.8 3 / 5.8 3 / 4.2 3 / 1.8 F Key	3 3 PTI .0 - 1.5 - 2.5 -	
LOS D or Better LOS E LOS F MD 28 at Baltimore Available count data. (37% o Functional Class Urban Other Principal Arterial	11 0 0 0 0 tersections Rd (West Leg) (PM) f signalized intersection) Roadway West to Riffle Ford Rd Quince Quince Orchard Rd (MD Muddy Branch Rd Gree Great Seneca Hwy (MD Shady Grove Rd F Fallsgrove Dr/Gude Darnestowr I-270 - Great Falls Great Falls Rd./Van Buren S Rockville Pike (MD 355) - Veirs I	Segment o East e Orchard Rd (MD 124) 124) - Muddy Branch Rd. at Seneca Hwy (MD 119) 119) - Shady Grove Rd. allsgrove Dr/Gude St. St Darnestown Rd. h Rd I-270 Rd./Van Buren St. St 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 0.4 0.5 0.7 0.9 0.6 0.4	I I I	T T W WB		Advisy .8 / 5.1 .1 / 4.3 .0 / 2.5 1.0 1.1 1.3 VI WB	(TTI) 00 - 1.15 15 - 1.30 30 - 2.00 > 2.00	No d	3 / 5.3 3 / 5.3 3 / 4.3 3 / 1.8 Key 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	PTI 0.0 - 1.5 0.5 - 2.25 2.5 2.5 EB	· · ·
LOS D or Better LOS E LOS F MD 28 at Baltimore Available count data. (37% o Functional Class Urban Other Principal Arterial	11 0 0 0 0 tersections Rd (West Leg) (PM) f signalized intersection) Roadway West to Riffle Ford Rd Quince Quince Orchard Rd (MD Muddy Branch Rd Gree Great Seneca Hwy (MD Shady Grove Rd F Fallsgrove Dr/Gude Darnestown I-270 - Great Falls Great Falls Rd./Van Buren S Rockville Pike (MD 355) - Veirs I Veirs Mill Rd (MD 586)/1:	10 1 0 LOS 'F' In LOS 'F' In Segment o East e Orchard Rd (MD 124) 124) - Muddy Branch Rd. at 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) Will 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 0.4 0.5 0.7 0.9 0.6 0.6 0.4 0.9	Servin S D or LOS I LOS I S S E B I I I I I I I I I	T T M WB		Advisy .8 / 5.1 .1 / 4.3 .0 / 2.5 1.0 1.1 1.3 > M WB	(TTI) 00 - 1.15 15 - 1.30 60 - 2.00 > 2.00	No d	3 / 5.8 3 / 4.3 3 / 1.8 Key 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	3 3 PTI .0 - 1.5 .5 - 2.25 2.5 2.5 2.5 2.5 2.5 2.5 2.5 2.5 2.5	· · · · · · · · · · · · · · · · · · ·
LOS D or Better LOS E LOS F MD 28 at Baltimore Available count data. (37% o Functional Class Urban Other Principal Arterial	11 0 0 0 0 0 0 0 tersections e Rd (West Leg) (PM) f signalized intersection) Roadway West 1 Riffle Ford Rd Quince Orchard Rd (MD Quince Orchard Rd (MD Muddy Branch Rd Greet Great Seneca Hwy (MD Shady Grove Rd F Fallsgrove Dr/Gude Darnestown I-270 - Great Falls Great Falls Rd./Van Buren S Rockville Pike (MD 355) - Veirs I Veirs Mill Rd (MD 586)/1: Gude Dr E	10 1 0 LOS 'F' In LOS 'F' In Segment o East e Orchard Rd (MD 124) 124) - Muddy Branch Rd. at 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) Vill Rd (MD 586)/1st St (MD 911) st St (MD 911) - Gude Dr. Baltimore Rd.	Length (miles) 0.5 2.1 0.8 0.9 0.4 0.5 0.7 0.9 0.6 0.7 0.9 0.6 0.4 0.9 0.4 0.5 0.7 0.9 0.6 0.4 0.9 0.4 0.9 0.4 0.9 0.10	A EB	T M WB		Advisa, 1, 2, 5, 1, 1, 4, 3, 3, 0, 2, 5, 1, 0, 2, 5, 1, 0, 2, 5, 1, 0, 1, 1, 1, 3, 5, 1, 0, 1, 1, 1, 3, 5, 1, 0, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1,	(TTI) 00 - 1.15 5 - 1.30 30 - 2.00 > 2.00	No d	a (1) (1) (1) (1) (1) (1) (1) (1	3 3 3 PTI 1.0 - 1.5 2.5 2.5 7 P EB 0 0 0 0 0 0 0 0 0 0 0 0 0	
LOS D or Better LOS E LOS F US 'E' In MD 28 at Baltimore Available count data. (37% o Functional Class Urban Other Principal Arterial	11 0 0 0 0 tersections e Rd (West Leg) (PM) f signalized intersection) Roadway West to Riffle Ford Rd Quince Quince Orchard Rd (MD Muddy Branch Rd Great Seneca Hwy (MD Shady Grove Rd F Fallsgrove Dr/Gude Darnestowr I-270 - Great Falls Great Falls Rd./Van Buren S Rockville Pike (MD 355) - Veirs I Veirs Mill Rd (MD 586)(1: Gude Dr E Baltimore Rd Err	10 1 0 LOS 'F' In LOS 'F' In LOS 'F' In Segment to East e Orchard Rd (MD 124) 124) - Muddy Branch Rd. at 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) Will Rd (MD 586)/1st St (MD 911) st St (MD 911) - Gude Dr. Baltimore Rd. tory Ln./Bel Pre Rd.	Length (miles) 0.5 2.1 0.8 0.9 0.4 0.5 0.7 0.9 0.4 0.5 0.7 0.9 0.4 0.5 0.7 0.9 0.6 0.4 0.5 0.7 0.9 0.6 0.4 0.9 0.4 0.5 0.7 0.9 0.6 0.7 0.9 0.7 0.9	Serving S D or S	T M WB		Advisy 3.8 / 5.1 .1 / 4.3 .0 / 2.5 1.0 1.1 1.3 W WB I I I I	(TTI)00 - 1.15)00 - 2.00 > 2.00	AM EB W I	a (1) (2) (2) (2) (2) (2) (2) (2) (2) (2) (2	3 3 PTI .0 - 1.5 .5 - 2.5 .5 - 2.5 P EB W W W W W 	
LOS D or Better LOS E LOS F US 'E' In MD 28 at Baltimore Available count data. (37% o Functional Class Urban Other Principal Arterial	11 0 0 0 tersections e Rd (West Leg) (PM) f signalized intersection) Roadway West to Riffle Ford Rd Quince Quince Orchard Rd (MD Muddy Branch Rd Gree Great Seneca Hwy (MD Shady Grove Rd F Fallsgrove Dr/Gude Darnestown I-270 - Great Falls Great Falls Rd./Van Buren S Rockville Pike (MD 355) - Veirs I Veirs Mill Rd (MD 586)/1: Gude Dr E Baltimore Rd Em Emory Ln./Bel Pre Rd M Muncester Mill Rd (MD 14000000000000000000000000000000000000	Segment 0 LOS 'F' In COS 'F' In LOS 'F' In LOS 'F' In COS 'F	Length (miles) 0.5 2.1 0.8 0.9 0.4 0.5 0.7 0.9 0.6 0.7 0.9 0.6 0.7 0.9 0.6 0.7 1.0 0.7 1.3 0.7	Serving Servin	T M WB U U U U U U U U U U U U U U U U U U		Advisy 3.8 / 5.1 .1 / 4.3 .0 / 2.5 1.0 1.1 1.3 WB WB I I I I I I	(TTI)00 - 1.15)05 - 1.30)00 - 2.00 > 2.00	AM P. P. P. P. P. P. P. P. P. P.	alata 3 / 5.8 3 / 4.3 3 / 1.8 7 Key 1 1 1 1 1	3 3 PTI .0 - 1.5 - 2.5 -	

						//			151	Set	
Limits:	MD 30 Busin	ess to MD 86				16)	2		3.4		
Corridor Length:	3.7 n	niles	FRIDIN	GER RD	L		187			Mill	lers
Speed Limit:	40 N	IPH		ER	RD 27	anchester					
Travel Lanes:	(1 - 2) Northbound	(1 - 2) Southbound	MANCH	PARK	414	30	МАр	115	GROVE	RD	
Signal Controlled Intersections:	6	3					40				
Grade Separated Interchanges:	C)				HOR	hart Supercen	30 ter 🗢		Oakmo Golf Co	nt Green ourse
Major Cross Streets:	MD 30 Business, Broad Cape Horn Rd, M Park Ave/Yo Fridinger Mil	beck Rd/Eagle Ridge Ct Maple Grove Rd, rk St, MD 27			CAPE	λ,		Gree	BUS 30		,
	Routes	Avg. Daily Ridership	20	20 AAD	т		Truck	s	Pe	ak Ho Fraffic	ur
Routes and Ridership	N/A	N/A	16	6,000 vp	bd		7.70%	, D	8%	6 - 8.5	%
					;	Segmei	nt Operat	tions			
	Intersection Operations					Nort	hbound	So	uthbou	nd	
Signalized Intersection	s*: AM Peak Hour	PM Peak Hour	Lev	vel of Se	ervice	AM (M Roa	/ / PM iles of adway)	(R	AM / PN Miles o loadwa	1 f y)	
LOS D or Better	6	6	LC	OS D or I	Better	3.	7 / 1.2	2	2.5 / 3.7	7	
LOS E	0	0		LOS E	E	0.0	0/0.0	-	1.2 / 0.0)	
									n n / n r)	
LUS F	0	0		LOS I	3	0.) / 2.5	(5.070.0		
	0	0		LOS I	=	0.() / 2.5		5.070.0		
LOS F	0 ersections	0 LOS 'F' In	tersection	LOS I I s	=	0.0) / 2.5	Colo	or Key	DTI	
LOS F	0 ersections	0 LOS 'F' In	tersection	LOS I	=	0.() / 2.5 TT	Colo	r Key	PTI	
LOS F	ersections	0 LOS 'F' In	tersection	LOS I	=	0.	0 / 2.5 TT 1.00 -	Colo I 1.15	r Key	PTI 1.0 - 1.5	
LOS F	ersections	0 LOS 'F' In	tersection	LOS I	=	0.) / 2.5 TT 1.00 -	Colo I 1.15	r Key	PTI 1.0 - 1.5	
LOS F	ersections	0 LOS 'F' In	tersection	LOS I		0.) / 2.5 TT 1.00 - 1.15 -	Colo I 1.15 1.30	r Key	PTI 1.0 - 1.5 1.5 - 2.5	
LOS F	ersections	0 LOS 'F' In	tersection	LOS I	-	0.1) / 2.5 TT 1.00 - 1.15 - 1.30 -	Colo I 1.15 1.30 2.00	r Key	PTI 1.0 - 1.5 1.5 - 2.5	
LOS F	ersections	0 LOS 'F' In	tersection	LOS I	-	0.1	D / 2.5 TT 1.00 - 1.15 - 1.30 -	Colo I 1.15 1.30 2.00	r Key	PTI 1.0 - 1.5 1.5 - 2.5 > 2.5	
* Available count data. (100% o	f signalized intersection)	0 LOS 'F' In	tersection	LOS I	-	0.1	0 / 2.5 TT 1.00 - 1.15 - 1.30 - >2.0	Colo I 1.15 1.30 2.00	r Key	PTI 1.0 - 1.5 1.5 - 2.5 > 2.5	
* Available count data. (100% o	f signalized intersection)	0 LOS 'F' In	tersection	LOS I		0.1	TT 1.00 - 1.15 - 1.30 - > 2.0	Colo 1 1.15 1.30 2.00 No	r Key data	PTI 1.0 - 1.5 1.5 - 2.5 > 2.5	
* Available count data. (100% o	f signalized intersection)	O LOS 'F' In	tersection	LOS	T	0.1	0 / 2.5 TT 1.00 - 1.15 - 1.30 - > 2.0	Colo I 1.15 1.30 2.00 No	r Key data	PTI 1.0 - 1.5 1.5 - 2.5 > 2.5	
* Available count data. (100% o	f signalized intersection) Roadway	0 LOS 'F' In Segment	tersection		= T. M	0.1	0/2.5 TT 1.00 - 1.15 - 1.30 - >2.0	Colo I 1.15 1.30 2.00 No	r Key data	PTI 1.0 - 1.5 1.5 - 2.5 > 2.5	M
* Available count data. (100% o	f signalized intersection) Roadway	O LOS 'F' In Segment	Length (miles)	LOS	T M SB	O.I	TT 1.00 - 1.15 - 1.30 - > 2.0 SB	Colo 1 1.15 2.00 No No NB	r Key data	PTI 1.0 - 1.5 1.5 - 2.5 > 2.5 TI PI NB	M
* Available count data. (100% o	f signalized intersection) Roadway North to MD86/(Lineboro	0 LOS 'F' In Segment o South Rd.) - Hallie Ave.	Length (miles)	LOS I IS All NB	= T ⁻ M SB	0.1	D/ 2.5 TT 1.00 - 1.15 - 1.30 - > 2.0 SB	Colo I 1.15 1.30 2.00 No No	r Key data	PTI 1.0 - 1.5 1.5 - 2.5 > 2.5 FI NB W	M SB
* Available count data. (100% o	f signalized intersection) Roadway North to MD86/(Lineboro Hallie Ave MD27	0 LOS 'F' In Segment South Rd.) - Hallie Ave. /(Manchester Rd.) Wootmington St. (Marth St.)	Length (miles)		T M SB	0.1	D/ 2.5 TT 1.00 - 1.15 - 1.30 - > 2.0 SB	Colo 1 1.15 1.30 2.00 No No NB	r Key data	PTI 1.0 - 1.5 1.5 - 2.5 > 2.5 TI NB W	M
* Available count data. (100% o Functional Class	f signalized intersection) Roadway North to MD86/(Lineboro Hallie Ave MD27 MD27/(Manchester Rd.) - Westmineter St (/York	0 LOS 'F' In Segment South Rd.) - Hallie Ave. /(Manchester Rd.) Westminster St./(York St.) St.) - Maple Grave Rd	Length (miles) 0.1 1.1 0.2 0.8		T M SB I	0.1	D/ 2.5 TT 1.00 - 1.15 - 1.30 - >2.0 SB	Colo 1 1.15 1.30 2.00 No No	r Key data	PTI 1.0 - 1.5 1.5 - 2.5 > 2.5 TI PI NB W	M
* Available count data. (100% o Functional Class Urban Other Principal Arterial	f signalized intersection) Roadway North to MD86/(Lineboro Hallie Ave MD27 MD27/(Manchester Rd.) - Westminster St./(York Maple Grove Rd Earle	Segment South Rd.) - Hallie Ave. /(Manchester Rd.) Westminster St./(York St.) St.) - Maple Grove Rd. Ridge Ct./(Brodbeck Rd.)	Length (miles) 0.1 1.1 0.2 0.8 1.2		T M SB I	O.I	D/ 2.5 TT 1.00 - 1.15 - 1.30 - > 2.0 SB	Colo 1 1.15 1.30 2.00 No No NB	r Key data	PTI 1.0 - 1.5 1.5 - 2.5 > 2.5 FI NB W	M
* Available count data. (100% o Functional Class Urban Other Principal Arterial	f signalized intersection) Roadway North to MD86/(Lineboro Hallie Ave MD27 MD27/(Manchester Rd.) - Westminster St./(York Maple Grove Rd Eagle Eagle Ridge Ct./(Brodbeck Rd.) - MD30	0 LOS 'F' In Segment o South Rd.) - Hallie Ave. /(Manchester Rd.) Westminster St./(York St.) St.) - Maple Grove Rd. Ridge Ct./(Brodbeck Rd.) Bus(Hanover Pike/Hampstead Bypass)	Length (miles) 0.1 1.1 0.2 0.8 1.2 0.3	LOS I IS All NB	T M SB I	0.1	TT 1.00- 1.15- 1.30- >2.0 SB	Colo I 1.15 1.30 2.00 No No	r Key data	PTI 1.0 - 1.5 1.5 - 2.5 > 2.5 ri Pi NB W	M SB
* Available count data. (100% o Functional Class Urban Other Principal Arterial	f signalized intersection) Roadway North to MD86/(Lineboro Hallie Ave MD27 MD27/(Manchester Rd.) - Westminster St./(York Maple Grove Rd Eagle Eagle Ridge Ct./(Brodbeck Rd.) - MD30 I = Improvement from 201	O LOS 'F' In Segment South Rd.) - Hallie Ave. /(Manchester Rd.) Westminster St./(York St.) St.) - Maple Grove Rd. Ridge Ct./(Brodbeck Rd.) Bus(Hanover Pike/Hampstead Bypass) 9 W = Worsened from 2019	Length (miles) 0.1 1.1 0.2 0.8 1.2 0.3 (blank) = No	LOS I	T ^T M SB I I	0.1	D/ 2.5 TT 1.00 - 1.15 - 1.30 - > 2.0 SB SB	Colo I 1.15 1.30 2.00 No No	r Key data	PTI 1.0 - 1.5 1.5 - 2.5 > 2.5 FI NB W I	M

Limits: Corridor Length: Speed Limit: Travel Lanes: Signal Controlled Intersections: Grade Separated	MD 108 (Clarksville Pike) 1 16.3 m 40 - 50 (1 - 2) Northbound(to MD 26 (Liberty Road) niles MPH 1 - 2) Southbound		Trebarck R	ore Nation	Sykesville		4	Woo	dstock	L.	
Corridor Length: Speed Limit: Travel Lanes: Signal Controlled Intersections: Grade Separated	16.3 m 40 - 50 (1 - 2) Northbound (niles MPH 1 - 2) Southbound	-	97 Bablin rederick R	ore Nation	33) SALE	99	4	Woo	dstock	L	N N
Speed Limit: Travel Lanes: Signal Controlled Intersections: Grade Separated	40 - 50 (1 - 2) Northbound(MPH 1 - 2) Southbound	-	Bahim rederick R	ore Nation	al pur	99		Woo	dstock		1
Travel Lanes: Signal Controlled Intersections: Grade Separated	(1 - 2) Northbound (1 - 2) Southbound	1.5	ALC: OF		ino .	1 21	20		P	atapsco	Valley
Signal Controlled Intersections: Grade Separated	**		- ver	ordury Anis		W Frier	est 40 dship 14	44) Kiu	TO	N R	State F	Park
Grade Separated	11		- 97	D S	3	2		Wallas	Park	J.	40	Ellicot
interentinges.	3			Z	Dayto		5	(108)		R	X	Home
Major Cross Streets:	MD 108, Burn MD 144, I-70, M	twoods Rd, ID 99, MD 26		JANK .	K.	Cla	arksville			olumb	ia 🤞	B-Q
	Routes	Avg. Daily Ridership	20	20 AA	DT		Tru	ucks		Pe	ak Ho Traffic	ur ;
Routes and Ridership	N/A	N/A	20,000	- 25,0	00 vpd		7.4%	- 8.9%	þ	7.5	% - 8.	5%
					:	Segme	ent Ope	eratior	าร			_
Ir	ntersection Operations					No	rthbour	nd	So	uthbou	Ind	
		DM D. al. Harris	7			4	MI/PM		A	M/PN	1	
Signalized Intersections":	AW Peak Hour	PWI Peak Hour	Lev	/el of S	ervice	R	oadwav	<i>/</i>	R	oadwa	v)	
LOS D or Better	4	4	LO	OS D or	Better	12	2.9 / 15.	.5	16	.3 / 12	2.1	
LOS E	0	0	1 🗖	LOS	E	3	<mark>3.4 / 0.0</mark>)	C	0.0 / 4.2	2	
LOS F	0	0		LOS	F	C	0.0 / 0.8	3	C	.0 / 0.	0	
LOS 'E' Inter	sections	LOS 'F' In	tersection	IS			i		Colo	r Key		
								TTI			ΡΤΙ	
							1.0	00 - 1.15	5		1.0 - 1.5	
							1.1	15 - 1.30)		1.5 - 2.5	5
							1.3	30 - 2.00)		> 2 5	
								> 2.00			- 2.0	
* Available count data. (36% of sig	nalized intersection)								No	data		
	Deadway 9		Lanath		Т	ГІ				P	ті	
Functional Class	North to	South	(miles)	A	М	Р	М		Α	М	Р	М
				NB	SB	NB	SB		NB	SB	NB	SB
Urban Other Principal	Liberty Rd. (MD 26) - Spri	ingfield Ave. (MD 851)	2.2									
Artorial	Springfield Ave. (MD 851) - Sa	andosky Rd./Raincliffe Rd.	0.7									
Alterial	Sandosky Rd./Raincliffe Rd.	- Friendship Rd. (MD 851)	0.8					_				
		DEAL Diver D.I		-								
	Friendship Rd. (MD	851) - River Rd.	1.7					-	<u> </u>			
Rural Minor Arterial	Friendship Rd. (MD River Rd Old Fred	851) - River Rd. erick Rd. (MD 99)	1.7						_			1
Rural Minor Arterial	Friendship Rd. (MD River Rd Old Frede Old Frederick Rd. (MI	851) - River Rd. erick Rd. (MD 99) D 99) - I-70/US-40 ck Rd. (MD 144)	1.7 1.3 0.8				1		-			1
Rural Minor Arterial	Friendship Rd. (MD River Rd Old Fred Old Frederick Rd. (Ml I-70/US 40 - Frederic Frederick Rd. (MD 144)	851) - River Rd. erick Rd. (MD 99) D 99) - I-70/US-40 ck Rd. (MD 144) rotwoods Rd (Andrea Dr.	1.7 1.3 0.8 0.4 3.0				1		- 			1
Rural Minor Arterial	Friendship Rd. (MD River Rd Old Frede Old Frederick Rd. (Ml I-70/US 40 - Frederic Frederick Rd. (MD 144) - Bu Burntwoods Rd (Andrea Dr	851) - River Rd. erick Rd. (MD 99) D 99) - I-70/US-40 ck Rd. (MD 144) rntwoods Rd./Andrea Dr. Clarksville Pike (MD 108)	1.7 1.3 0.8 0.4 3.0 5.4				1		•			1

MD 43			Carney	S-L	- Zit		
Limits:	I-695 ta	o US 40	amey	E Joppa Ra	Denni Co	E.	95 Que
Corridor Length:	6.0	niles		43		hite Marsh	
Speed Limit:	45 - 5	0 MPH		Acoutte B		Nottingha	m Holly Hill
Travel Lanes:	2 Eastbound	2 Westbound	Overlea	695	0 5		Gardens
Signal Controlled Intersections:		6	E.	R	ossville	Pulasio	
Grade Separated Interchanges:		5			Ring Par		
Major Cross Streets:	I-695, US 1, F Honeygo Blvd, I	Perry Hall Blvd, 95, MD 7, US 40	Rose	edale Rosedal Park	e servy		
	Routes	Avg. Daily Ridership					Peak Hour
Routes and Ridership	CityLink Brown Route	6,540	20	20 AADT	True	cks	Traffic
	MTA LocalLink 120	385	24,000	- 47,000 vpd	4.0% -	4.5%	7.5% - 9%
				S	Segment Ope	rations	
Signalized Intersection	Intersection Operations s*: AM Peak Hour	PM Peak Hour		vel of Service	Eastbound AM / PM (Miles of Roadway)		estbound AM / PM (Miles of 20adway)
LOS D or Better	N/A	N/A	LC	S D or Better	5.3 / 3.6		6.0 / 4.0
LOS E	N/A	N/A		LOS E	0.7/2.4		0.0/2.0
LOS F	N/A	N/A		LOS F	0.0 / 0.0		0.0 / 0.0
LOS 'E' In	tersections	LOS 'F' I	ntersection	S		Colo	or Key
					-	ГТІ	PTI
					1.00) - 1.15	1.0 - 1.5
					1.15	5 - 1.30	1.5 - 2.5
					1.30) - 2.00	> 2.5
					>	2.00	
* Available count data. (0% of s	signalized intersection)					No	data
	1		-				
. . .	Roadway	Segment	Lenath		1		PTI
Functional Class	West	to East	(miles)	AM	PM		M PM
	1.005 . 10			EB WB	EB WB	EB	WB EB WB
	I-095 - V		0.6				
	Belair Rd (US 1) SB	- Belair Rd (US 1) NB	0.4				
	Belair Rd (US 1) I	VB - Perry Hall Blyd	1.8				
Urban Freeway Expressway	Perry Hall Blvd	- Honevao Blvd	0.7				
	Honevao	Blvd - I-95	0.9				
	I-95 - Phil	adelphia Rd	0.6				
	Philadelphia Rd - F	Pulaski Hwy (US 40)	0.4				
L	I = Improvement from 20	19 W = Worsened from 2019	(blank) = No	significant chang	e from 2019		

Limite: English Muffin Way to 1-70 Corridor Length: 3.5 miles Speed Limit: 40 MPH Travel Lanes: (1 - 3) Northbound (1 - 3) Southbound Signal Controlled Intersections: 13 Grads Separated Intersections: 2 Major Cross Streets: Crestwood BM // Shockley Way, L/270, Spectrum Dr, Mu 355, L/70 Routes and Ridership N/A N/A N/A N/A N/A Signalized Intersections: AM Peak Hour Intersections: N/A Signalized Intersections: N/A LOS D or Better N/A LOS D or Better N/A LOS D or Better N/A LOS Te' Intersections LOS Te' Intersections LOS Te' Intersections: N/A N/A N/A N/A N/A LOS Te' Intersections: N/A N/A N/A N/A N/A N/A N/A N/A N/A LOS Te' Intersections: N/A N/A N/A N/A N/A LOS Te' Intersections: Color Key N/A N/A N/A N/A LOS Te' Intersections: N/A	Limits: English Muffin Way to 1-70 Corridor Length: 3.5 miles Speed Limit: 40 MPH Travel Lanes: (1 - 3) Northbound (1 - 3) Southbound Signal Controlled Intersections: 13 Orrido Sparatod Intersections: 2 Major Cross Streets: Executive Way; Crestwood BW/ Shockley Way, H-70, Spectrum Dr, M0.355, 1-70 Routes and Ridership NA National Class 4 M Pak Hour M0.355, 1-70 Intersections: AM Pak Hour M0.355, 1-70 Intersections: AM Pak Hour M0.355, 1-70 Intersection Operations: NA Signalized Intersections: AM Pak Hour M0.355, 1-70 Intersections: AM Pak Hour M0.355, 1-70 Intersections: AM Pak Hour M0.355, 1-70 Signalized Intersections: AM Pak Hour M0.355, 1-70 Intersections: LOS Fintersections Signalized Intersections: COS Fintersections LOS Fintersections: LOS Fintersections Versition Class Findersections Yestion East Color Key M0.00 United with (PK of symiler Intersections) LOS Fintersections Versition Class Findersections 0.33 (United Pacified Pacifi	MD 85			X	(355) Eg S SI MON	OCACY BI	av	2
Corridor Length: 3.5 miles Speed Limit: 40 MPH Travel Lanes: (1 - 3) Northbound Signal Controlled Intersections: 13 Grade Segrated Intersections: 2 Grade Segrated Intersections: 2 Major Cross Strets: Executive Way; Crestwood Bivd / Shockley Way, 1-270, Spectrum Dr. Francis Soci Kky Dr, MD 355, I-70 2020 ADT Truck Peak Hour Trucks Intersection Spectrum Dr. Battlefield NA NA 15,000 - 43,000 vpd 4.7% 7.5% - 6.5% Signalized Intersection Operations MA NA NA 15,000 - 43,000 vpd 4.7% 7.5% - 6.5% Signalized Intersection Operations Loss E N/A N/A N/A N/A LOS D or Better N/A N/A N/A N/A N/A LOS D or Better N/A N/A N/A N/A LOS TF Intersections LOS TF Intersections Color Feetor Till 0-15 *Awatable count data. (PK of signalized intersection) Main Segret Import Unable Count data. (PK of signalized intersection) Color Feetor Till 0-15 Unable Count data. (PK of signalized intersection) Import Import Unable Count data. (PK of signalized intersection) Import Segret/Import Import	Corridor Length: 3.5 miles Speed Limit: 40 MPH Travel Lanes: (1 – 3) Northbound Signal Controlled Intersections: 13 Grado Sparated Intersections: 2 Grado Sparated Intersections: 2 Major Cross Streets: Executive Way, Crestwood BWd / Shockley Way, Hardio Scott Key Dr, MD 355, 1-70 2020 AADT Trucks Peak Hour Traffic Routes and Ridership Routes Routes and Ridership Southbound / MM 355, 1-70 No.A 1300-43.000 vtg. Signalized Intersection Operations MA Peak Hour PM Peak Hour Miles of Service Southbound Miles of Miles of	Limits:	English Muffin	Way to I-70		70	2		75	2
Speed Limit: 40 MPH Travel Lanes: (1 - 3) Northbound (1 - 3) Southbound Signal Controlled Intersections: 13 Grade Separated Interchanges: 2 Grade Separated Interchanges: 2 Major Cross Streets: Executive Way, Crestwood Bird / Shockkey Way, 1-270, Speatrum Dr, Francis Scott Kay Dr, MD 355, 1-70 2020 AADT Trucks Praint Routes and Ridership Routes Arg. Daily Ridership 2020 AADT Trucks Treffer Signalized Intersection Operations NA NA NA 15,000 - 43,000 vpd 4,7% - 14,7% - 13,7% - 2,5% - 8,5% Signalized Intersection Operations Intersection Operations Signalized Intersections Southbound (Miles of MP PM (Miles of MP PM (Miles of MP PM (Miles of MP PM (Miles of MP PM Pak Hour (Miles of MP PM (Miles of MP PM (Miles of MP PM (Miles of MP PM Pak Hour (Miles of MP Pak Hour (Miles of MP Pak Hour (Miles of MP Pak Hour (Miles of MP Pak Hour	Speed Limit: 40 MPH Travel Lanes: (1 – 3) Northbound (1 – 3) Southbound Signal Controlled Intersections: 13 Grade Separated Intersections: 2 Grade Separated Intersections: 2 Major Cross Streets: Executive Way, Creatwood Bivd / Shockkey Way, Hariotis Scott Key Dr. M0 355, I-70 2020 ADT Trucks Peak Hour Tracks Routes and Ridership N/A N/A N/A 15,00 - 43,000 vpd 4.7% - 17.0%, 8.5% Signalized Intersection Operations N/A N/A N/A N/A 15,00 - 43,000 vpd A/M / PM Miles of Northbound AM / PM LOS D or Baller N/A N/A N/A N/A N/A 1005 bor Baller Roodway Southbound AM / PM LOS E N/A N/A N/A N/A 100 ± 00 ± 00 ± 00 ± 00 ± 00 ± 00 ± 00	Corridor Length:	3.5 m	iles	CRESTWOOL		355		PO R	
Travel Lanes: (1 - 3) Northbound 13 Signal Controlled Intersections: 13 Monocacy Battlefield Monocacy Battlefield Grade Separated Interchanges: 2 Major Cross Streets: Crestwood Bird / Shockley Way, L270, Spectrum D7, Francis Scott Key Dr, MD 355, I-70 Value Call Peak Hour Trucks Peak Hour Trucks Routes and Ridership Routes Arg. Daily Ridership 2020 AADT Trucks Trucks Traves Traves Signalized Intersection Operations MA N/A N/A N/A Southbound AM / PM (Miles of Miles of Miles of Miles of Codor Xey Southbound AM / PM (Miles of Miles of Routes Southbound AM / PM (Miles of Miles of Routes Southbound AM / PM (Miles of Routes LOS Dr Detter N/A N/A N/A N/A N/A LOS Dr Detter N/A N/A N/A N/A N/A N/A LOS P'F Intersections LOS P'F Intersections Color Key TI PT Maintersections// LOS D' dr bate Routes Routes Routes Routes Jon 15 10 - 15 10 - 15 10 - 15 10 - 15 10 - 15 10 - 15 10 - 15 10 - 15 10 - 15 10 - 15 10 - 15 10 - 15 10 - 15 10 - 15 10 - 15 10 -	Travel Lanes: (1 - 3) Northbound (1 - 3) Southbound Signal Controlled Intersections: 13 Grade Separated Interchanges: 2 Wajor Cross Streets: 2 Description Crestwood Bird / Shockley Way, L27C, Spectrum Dr, Francis Sout Key Dr, MD 35S, L70 2020 ADT Trucks Peak Hour Traffic Routes and Ridership Routes Avg. Daily Ridership 2020 ADT Trucks Peak Hour Signalized Intersection Operations Intersection Operations Southbound M/ Peak Hour Southbound LOS Dor Better N/A N/A N/A N/A A/ / P/ N/ A Southbound LOS Ter Intersection Operations Intersections Intersections Southbound M/ (Miles of Roadway) Southbound M/ (Miles of Roadway) LOS Ter Intersections Intersections Intersections Intersections Intersections LOS Ter Intersections Intersections Intersections Intersections Intersections LOS Ter Intersections Intersections Intersections Intersections Intersections Uots of Unitersections Intersections Intersections Intersections Intersections	Speed Limit:	40 M	РН	1	CIA BLVD	270)	C
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Routes and Ridership Routes Avg. Daily ridership 2020 ADD Tracks Iratic N/A N/A 15.000 - 43.00 4.7% - 14.7% 7.5% - 8.5% Signalized Intersection Operations Intersection Operations Segment Operations Segment Operations Signalized Intersections*: AM Peak Hour PM Peak Hour N/A N/A M/A LOS D or Better N/A N/A N/A M/A Add / PM Guilles of Roadway) Roadway LOS F N/A N/A N/A N/A LOS F 0.0 / 0.0 0.0 / 1.5 LOS FE' Intersections LOS 'F' Intersections LOS 'F' Intersections Color Key TTI PTI * Available count data. (0% of signalized intersection)	Routes and Ridership Routes Avg. Daily Ridership 2020 AU1 Intersections Intersection Operations Signalized Intersections*: AM Peak Hour PM Peak Hour PM Peak Hour N/A N/A Segment Operations LOS D or Better N/A N/A N/A N/A M/PM M//PM LOS D or Better N/A N/A N/A M/PM M//PM M//PM LOS D or Better N/A N/A N/A N/A A// PM M//PM M//PM LOS E N/A N/A N/A N/A A// PM M//PM M//PM M//PM M//PM M//PM M//PM M//PM A// 19 LOS F 0.0/0.0 0.0/1.5 LOS F 0.0/0.0 0.0/1.5 LOS F 0.0/0.0 0.0/1.5 LOS F 1.0.1.5 1.0-1.5 1.0-1.5 1.0-1.5 1.0-1.5 1.0-1.5 1.0-1.5 1.0-1.5 1.0-1.5 1.0-1.5 1.0-1.5 1.0-1.5 1.0-1.5 1.0-1.5 1.0-1.5 1.0-1.5 1.0-1.5 1.0-1.5 <		MD 355	, I-70	_				Peak Ho	our
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	I = Improvement from 2019 W = Worsened from 2019 (blank) = No significant change from 2019		Executive Way / Shockley	Dr English Muffin Way	1.0					

MD 90	SATURDAY	SUMMER				\sim	Fenwick
Limits:	US 50 tc	0 MD 528		-	William PLAWARE	nsville	Fenwick DELAWAR MARYLAN
Corridor Length:	11.4	miles		Bishop 113	Lui .		voman Bay
Speed Limit:	40 - 5	5 MPH		Showell	Ocean Pines	2	90 528
Travel Lanes:	:	2	5		90 RACE TRAC	Isle Wigh	e of ht Bay
Signal Controlled Intersections:	:	2		50 374 113 Patie	K	611	Ocean City
Grade Separated Interchanges:	:	3			376 Sinepuxent	*	Ocea
Major Cross Streets:	US 50, US 2 St Martins Nee	113, MD 589 ck Rd, MD 528		Ironshire	STEPHEN	1	Atlantic
	Routes	Avg. Daily Ridership	202		Trucks		Peak Hour
Routes and Ridership	N/A	N/A	202	N/A	N/A		N/A
l Signalized Intersections*	AM Peak Hour	PM Peak Hour		ol of Sonvico	Eastbound AM / PM (Miles of Boadway)	West AM (Mil	bound / PM les of dway)
LOS D or Better	2	2	LOS	S D or Better	0.0	1	1.4
LOS E	N/A	0		LOS E	0.0	().0
LOS F	N/A	0		LOS F	11.4	().0
	e a afi a ma					0.1	r
LOS 'E' Inte	rsections	LOS 'F' Int	ersections			Color M	(ey PTI
LOS 'E' Inte	rsections	LOS 'F' Inf	tersections		TTI 1.00 - 1. ⁻	Color K	Key PTI 1.0 - 1.5
LOS 'E' Inte	rsections	LOS 'F' Inf	tersections		TTI 1.00 - 1. 1.15 - 1.3	Color H 15 30	Key PTI 1.0 - 1.5 1.5 - 2.5
LOS 'E' Inte	rsections	LOS 'F' Inf	tersections		TTI 1.00 - 1. 1.15 - 1.1 1.30 - 2.0 > 2.00	Color H 15 30 00 4	Cey PTI 1.0 - 1.5 1.5 - 2.5 > 2.5
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LOS 'E' Inte Available count data. (100% of s	ignalized intersection)	LOS 'F' Inf	tersections	ŤTI	TTI 1.00 - 1: 1.15 - 1.3 1.30 - 2.0	Color M 15 30 00 No da	Key PTI 1.0 - 1.5 1.5 - 2.5 > 2.5 ta
LOS 'E' Inte Available count data. (100% of s Functional Class	ignalized intersection) Roadway West 1	LOS 'F' Inf	Length (miles)	TTI Saturday (12	TTI 1.00 - 1. 1.15 - 1. 1.30 - 2. > 2.00 PM-2PM)	Color # 15 30 30 No da	Key PTI 1.0 - 1.5 1.5 - 2.5 > 2.5 ta PTI Iay (12PM-2PI)
LOS 'E' Inte Available count data. (100% of s Functional Class	ignalized intersection) Roadway West t	'Segment to East	Length (miles)	TT Saturday (12 EB	TTI 1.00 - 1.: 1.15 - 1.: 1.30 - 2.: > 2.00 PM-2PM) WB	Color M 15 30 00 No da Saturc EB	Key PTI 1.0 - 1.5 1.5 - 2.5 > 2.5 ta PTI lay (12PM-2PI WB

						_	8		Golf			
IVID 43				naman Rd		80	A Dik	sper Mill Rd		Course		2
Limiter	Dalkins and City Line	to Chause Daad				Hunt Valle	145	100	10	43		ensvile
Limits:	Baltimore City Line	e to Snawan Road	-	¢ Dregon		I RAIN VOIR			Ra	E.	and a	Dife
Speed Limit:	9.5 1		Ric	lge Park	A	C	ockeysv	rille	Warren			
Travel Lanes:	(1 – 2) Northbound	(1 - 2) Southbound				1	Beave	2 00	nbrook	P	1	2
Signal Controlled						1	t Dam	enside	Ad	Spine		To
Intersections:	3.	1	3		Join Rd	83	Rd	Q E	Padorit	bod	Loch Ra Reserv	ven oir
Grade Separated Interchanges:	1		Broadway	Rd W	8.			York Rd	& Timonium	Rd Dulan	46 Fine F	Ridge
	Stevenson Ln, Towsor	itown Blvd, Joppa Rd,	2	100.0	Por la	-	Mays	Lutherv	lle-Timo	nium 🤻	Golf C	ourse
Major Cross Streets:	Fairmount Ave, I-695, N	ID 131, Timonium Rd,		2	Meadowr		the s	83	ork Rid	Ra		
	Padonia Rd, Warre	en Rd, Shawan Rd		R	egional F	Park	695	Lutherv	rille	146	Hampto	
	Routes	Avg. Daily Ridership	-	The Cloi	sters	Y E		W los	atimore Be	itway	695	
	Light RailLink Hunt Valley	553	enson	C	astle	1		- Andrew Part	Rd			NH.
	Light RailLink Pepper Rd	120						LAN B	A.	Towson		2
	Light RallLink McCormick Rd	330				1	4	X	Glen V	Voods		
	Light RailLink Gilroy Rd	210	-					13	Co	intry Clu	2	
Routes and Ridershin	Light RailLink Warren Ru	730	-					(139)	4	5		
Routes and Ridership	Light RailLink Timonium RP	236	-					10	Re III			(41
	Light RailLink Lutherville	313				1	23-01	T	Yor	32 (A.	(542)	and the
	CityLink Red Route	9,650	1									
	MTA LocalLink 52	207								De	ak Ho	r
	MTA LocalLink 53	3,586	202	20 AAI	т		Tr	ucks			Traffic	:
	MTA LocalLink 93	1,095	14,000	- 35,0	00 vpd		2.4%	6 - 6.89	%	6.5	% - 8.	5%
		· · · · ·				Segme	ent Op	peratio	ns			
	Intersection Operations					No	rthhou	Ind	So	uthbou	ind	
			٦ I			4	M / PN	M	A	M / PM	Λ	
Signalized Intersection	s*: AM Peak Hour	PM Peak Hour				(Miles o	of	(1	Miles c	of	
			Lev	el of S	ervice	R	oadwa	y)	Re	oadwa	y)	
	10										-	
LOS D or Better	10	11	LO	S D or	Better	ī	7.4 / 1. ⁻	1	8	.8 / 1.	5	
LOS D or Better	10 1 0	11 0	LO	S D or LOS I	Better	7	7.4 / 1.7 <mark>.9 / 5.8</mark>	1 8 1	8 0 0	.8 / 1. .5 / 4. 0 / 2	5 9 0	
LOS D or Better LOS E LOS F	10 1 0	11 0 0	LO	S D or LOS I LOS	Better F	7 1 (7.4 / 1.1 <mark>.9 / 5.8</mark>).0 / 2.4	1 8 4	8 0 0	.8 / 1. . <mark>5 / 4.</mark> .0 / 2.	5 9 9	
LOS D or Better LOS E LOS F LOS 'E' In	tersections	11 0 0 LOS 'F' In	tersection	S D or LOS I LOS	Better E	7 1 0	7.4 / 1. ⁻ .9 / 5.8).0 / 2.4	1 8 4	8 0 0 Color	.8 / 1. .5 / 4. .0 / 2.	5 9 9	
LOS D or Better LOS E LOS F LOS 'E' In MD 45 at Sh	10 1 0 tersections	11 0 0 LOS 'F' In	tersection	S D or LOS E LOS s	Better E F	7 1 0	7.4 / 1.1 <mark>1.9 / 5.8</mark> 0.0 / 2.4	1 8 4 TTI	8 0 0 Color	8.8 / 1. 9.5 / 4. 9.0 / 2. 10 / 2.	5 9 9 9 PTI	- - -
LOS D or Better LOS E LOS F LOS 'E' In MD 45 at Sh	tersections Mawan Rd (AM)	11 0 0 LOS 'F' In	tersection	S D or LOS I LOS s	Better E F	7 1 0	7.4 / 1. <mark>.9 / 5.8</mark> 0.0 / 2.4	1 8 4 TTI	8 0 0 Color	8.8 / 1 9.5 / 4.9 9.0 / 2.9 r Key	5 9 9 PTI	
LOS D or Better LOS E LOS F LOS 'E' In MD 45 at Sh	tersections Away Rd (AM)	11 0 0 LOS 'F' In	tersection	S D or LOS I LOS S	Better E	7 1 0	7.4 / 1.7 1.9 / 5.8 0.0 / 2.4 1.	1 8 4 TTI .00 - 1.1	8 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	8.8 / 1.3 9.5 / 4.3 9.0 / 2.3 r Key	5 9 9 PTI 1.0 - 1.5	5
LOS D or Better LOS E LOS F LOS 'E' In MD 45 at Sh	awan Rd (AM)	11 0 0 LOS 'F' In	tersection	S D or LOS I LOS S	Better F	7 1 0	7.4 / 1. ⁻ .9 / 5.8).0 / 2.4 1.	1 8 4 TTI .00 - 1.1	8 0 0 Color 5	8.8 / 1.3 9.5 / 4.3 9.0 / 2.1 r Key	5 9 9 PTI 1.0 - 1.8	5
LOS D or Better LOS E LOS F LOS 'E' In MD 45 at Sh	tersections Nawan Rd (AM)	11 0 0 LOS 'F' In	tersection	S D or LOS I LOS S	Better E	7	'.4 / 1.' .9 / 5.8).0 / 2.4 1. 1.	1 8 4 TTI .00 - 1.1 .15 - 1.3	8 0 0 0 5 5	3.8 / 1. 9.5 / 4. 9.0 / 2. r Key	5 9 9 PTI 1.0 - 1.{ 1.5 - 2.{	5
LOS D or Better LOS E LOS F LOS 'E' In MD 45 at Sh	tersections Nawan Rd (AM)	11 0 0	tersection	S D or LOS I LOS	Better F		7.4 / 1.7 1.9 / 5.8 0.0 / 2.4 1. 1.	1 8 4 TTI .00 - 1.1 .15 - 1.3	8 0 0 0 5 5 80	3.8 / 1. 9.5 / 4. 9.0 / 2. 10 / 2.	5 9 9 PTI 1.0 - 1.5 1.5 - 2.5	5
LOS D or Better LOS E LOS F LOS 'E' In MD 45 at Sh	tersections	11 0 0	tersection	S D or LOS I LOS	Better E F		(.4 / 1.) 1.9 / 5.6 0.0 / 2.4 1. 1. 1.	1 8 4 TTI .00 - 1.1 .15 - 1.3 .30 - 2.0	5 00 00	3.8 / 1.3 9.5 / 4.3 9.0 / 2.3 r Key	5 9 PTI 1.0 - 1.{ 1.5 - 2.{ 2.5	5
LOS D or Better LOS E LOS F LOS 'E' In MD 45 at Sh	tersections	11 0 0	tersection	S D or LOS E LOS	Better E		'.4 / 1.' .9 / 5. 0.0 / 2.4 1. 1.	1 8 4 TTI .00 - 1.1 .15 - 1.3 .30 - 2.0	5 0 0 5 0 0	5.8 / 1. 5.5 / 4. 0.0 / 2. r Key	5 9 PTI 1.0 - 1.{ 1.5 - 2.{ > 2.5	5
LOS D or Better LOS E LOS F MD 45 at Sh * Available count data. (35% of	i signalized intersection)	11 0 0	tersection	S D or LOS E LOS	Better F		7.4 / 1. 1.9 / 5.8 0.0 / 2.4 1. 1. 1.	1 8 4 .00 - 1.1 .15 - 1.3 .30 - 2.0 > 2.00	5 5 0 0 0 0 0 0 0	3.8 / 1.3 9.5 / 4.3 9.0 / 2.3 r Key	5 9 9 1.0 - 1.{ 1.5 - 2.{ > 2.5	5
LOS D or Better LOS E LOS F MD 45 at Sh	tersections awan Rd (AM)	11 0 0 LOS 'F' In	tersection	S D or LOS E LOS	Better F		7.4 / 1. ⁻ 1.9 / 5.8 0.0 / 2.4 1. 1.	1 8 4 TTI .00 - 1.1 .15 - 1.3 .30 - 2.0	8 0 0 5 5 0 0 No 0	data	5 9 9 PTI 1.0 - 1.{ 1.5 - 2.{ > 2.5	5
LOS D or Better LOS E LOS F MD 45 at Sh * Available count data. (35% of Functional Class	tersections awan Rd (AM) signalized intersection) Roadway North to	11 0 0 LOS 'F' In Segment South	tersection Length (miles)	S D or LOS I LOS S	Better F T	7 1 0	7.4 / 1. 9 / 5.8 0 / 2.4 1. 1. 1. M	1 8 4 TTI .00 - 1.1 .15 - 1.3 .30 - 2.0 > 2.00	Color 5 30 No c	8.8 / 1.1 9.5 / 4.9 7 Key 7 Key data P MM	5 9 9 1.0 - 1.8 1.5 - 2.3 > 2.5	5
LOS D or Better LOS E LOS F MD 45 at Sh * Available count data. (35% of	tersections awan Rd (AM) signalized intersection) Roadway North to	11 0 0 LOS 'F' In Segment South	Length (miles)	S D or LOS F LOS S	Better F F M SB	TI P NB	<pre>/.4/1. .9/5.00 1. 1. 1. 1. 1. 8. 8. 8. 8. 8. 8. 8. 8. 8. 8.</pre>	1 8 4 TTI .00 - 1.1 .15 - 1.3 .30 - 2.00	8 0 0 5 5 00 No 0 AA		5 9 9 1.0 - 1.3 1.5 - 2.5 2.5 TI P NB	5 5 M SB
LOS D or Better LOS E LOS F MD 45 at Sh * Available count data. (35% of Functional Class	tersections awan Rd (AM) signalized intersection) Roadway North tc Shawan Rd Pape	11 0 0 LOS 'F' In Segment South r Mill Rd. (MD 145)	Length (miles) 0.3	S D or LOS F LOS S S	Better F F M SB	TI P NB	X.4 / 1. .9 / 5. 0.0 / 2. 1. 1. 1. SB	1 8 4 	8 0 0 5 5 00 No 0 AA NB	i.8 / 1.1. i.5 / 4.1. i.0 / 2.: r Key data P M SB	5 99 9 1.0 - 1.1 1.5 - 2.5 7 1 P NB	5 5 M SB
LOS D or Better LOS E LOS F MD 45 at Sh * Available count data. (35% of	IO 1 0 tersections awan Rd (AM) signalized intersection) Roadway North to Shawan Rd Pape Paper Mill Rd. (MD 145)	Segment South r Mill Rd. (MD 145) - Warren Rd. (MD 483)	Length (miles) 0.3 1.2	S D or LOS F LOS S S	T M SB		<pre>/.4/1. .9/5.00 0.0/2.* 1. 1. 1. </pre>	1 8 4 .00 - 1.1 .15 - 1.3 .30 - 2.00	8 0 0 5 5 00 No 0 AA NB	i.8 / 1.1 i.5 / 4.1 i.0 / 2.2 r Key data P M SB	5 99 9 1.0 - 1.1 1.5 - 2.5 7 7 1 P NB 1	5 5 M SB
LOS D or Better LOS E LOS F MD 45 at Sh * Available count data. (35% of Functional Class	IO I Itersections Iawan Rd (AM) Signalized intersection) Roadway North to Shawan Rd Pape Paper Mill Rd. (MD 145) Warren Rd. (MD 48)	11 0 0 LOS 'F' In Segment South r Mill Rd. (MD 145) - Warren Rd. (MD 483) 3) - Cranbrook Rd.	Length (miles) 0.3 1.2 0.8	S D or LOS F LOS S S	T M SB	TI P NB	 (.4) / 1. (.9) / 5. (.0) / 2. 1. 1. 1. SB 	1 8 4 .00 - 1.1 .15 - 1.3 .30 - 2.00	8 0 0 5 5 00 No 0 Al	.8 / 1. .5 / 4. n. 0 / 2. r Key data data P M SB	5 9 9 PTI 1.0 - 1.1 1.5 - 2.5 7 7 7 8 8 8 8 9 9 9 9 9 9 9 9 9 9 9 9 9	5 5 M SB
LOS D or Better LOS E LOS F MD 45 at Sh * Available count data. (35% of Functional Class	10 1 0 tersections nawan Rd (AM) 'signalized intersection) Roadway North to Shawan Rd Pape Paper Mill Rd. (MD 145) Warren Rd. (MD 48) Cranbrook Rd.	11 0 0 LOS 'F' In Segment South r Mill Rd. (MD 145) - Warren Rd. (MD 483) 3) - Cranbrook Rd Padonia Rd.	Length (miles) 0.3 1.2 0.8 0.5	S D or LOS F LOS S	Better F M SB		<pre>/ 4/ 1. .9/ 5. 0.0/ 2. 1. 1. 1.</pre>	1 8 4 .00 - 1.1 .15 - 1.3 .30 - 2.00	8 0 0 5 5 0 No 0 No 0	:8 / 1.: :5 / 4.: :0 / 2: r Key data P M SB	5 99 9 PTI 1.0 - 1.1 1.5 - 2.5 7 7 1 8 8 8 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9	5 5 M SB
LOS D or Better LOS E LOS F MD 45 at Sh * Available count data. (35% of Functional Class	10 1 0 tersections nawan Rd (AM) 'signalized intersection) Roadway North to Shawan Rd Pape Paper Mill Rd. (MD 145) Warren Rd. (MD 48) Cranbrook Rd. Padonia Rd	Segment South r Mill Rd. (MD 145) - Warren Rd. (MD 483) 3) - Cranbrook Rd. - Padonia Rd. Timonium Rd.	Length (miles) 0.3 1.2 0.8 0.5 1.1	S D or LOS F LOS S S	T F M SB		<pre>/ 4/ 1. .9/ 5. 0.0/ 2. 1. 1. 1. 1. SB</pre>	1 8 4 .00 - 1.1 .15 - 1.3 .30 - 2.0 > 2.00	8 0 0 5 5 No 0 No 0	.8 / 1.1 .5 / 4.1 n.0 / 2.: r Key data P M SB	5 99 97 110 - 1.1 1.5 - 2.5 71 71 8 8 8 9 71 8 9 71 71 9 8 71 71 71 71 71 71 71 71 71 71 71 71 71	5 5 M SB
LOS D or Better LOS E LOS F MD 45 at Sh * Available count data. (35% of Functional Class Urban Other Principal Arterial	10 1 0 tersections nawan Rd (AM) 'signalized intersection) Roadway North to Shawan Rd Pape Paper Mill Rd. (MD 145) Warren Rd. (MD 48) Cranbrook Rd. Padonia Rd Timonium Rd. Did to in finite	Segment South r Mill Rd. (MD 145) - Warren Rd. (MD 483) 3) - Cranbrook Rd. - Padonia Rd. Timonium Rd. - Ridgely Rd	Length (miles) 0.3 1.2 0.8 0.5 1.1 0.8 0.5	S D or LOS F LOS S S	T F M SB		<pre>/ 4/ 1. .9/ 5.6/ 0.0/ 2.4 1. 1. 1. 1. SB SB</pre>	1 8 4 .00 - 1.1 .15 - 1.3 .30 - 2.0 > 2.00	8 0 0 5 5 No 0 No 0	.8 / 1 .5 / 4 .0 / 2 : r Key data P M SB	5 99 9 PTI 1.0 - 1.1 1.5 - 2.0 > 2.5 TI NB I I	5 5 M SB
LOS D or Better LOS E LOS F MD 45 at Sh * Available count data. (35% of Functional Class Urban Other Principal Arterial	10 1 0 tersections nawan Rd (AM) 'signalized intersection) Roadway North to Shawan Rd Pape Paper Mill Rd. (MD 145) Warren Rd. (MD 48) Cranbrook Rd. Padonia Rd Timonium Rd. Ridgely Rd Bellon: D. Hurt A. 27 (Log 14, 20)	Segment Segment South r Mill Rd. (MD 145) - Warren Rd. (MD 483) 3) - Cranbrook Rd. - Padonia Rd. Timonium Rd. - Ridgely Rd a Ave./Margate Rd.	Length (miles) 0.3 1.2 0.8 0.5 1.1 0.8 0.5 1.1 0.8 0.5 1.1	S D or LOS F LOS S S	T F M SB		1.4 / 1. 1.9 / 5.6. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1.	1 8 4 .00 - 1.1 .15 - 1.3 .30 - 2.00	8 0 0 5 5 0 No 0 No 0	:8 / 1. :5 / 4. :0 / 2. r Key data P M SB	5 99 9 PTI 1.0 - 1.1 1.5 - 2.2 2.5 TI NB I I	5 5 M SB
LOS D or Better LOS E LOS F MD 45 at Sh * Available count data. (35% of Functional Class Urban Other Principal Arterial	10 1 0 tersections nawan Rd (AM) 'signalized intersection) Roadway North to Shawan Rd Pape Paper Mill Rd. (MD 145) Warren Rd. (MD 48) Cranbrook Rd. Padonia Rd Timonium Rd. Ridgely Rd Bellona Dellona Ave./Margate Rd.	Segment Segment South r 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) ND 444).	Length (miles) 0.3 1.2 0.8 0.5 1.1 0.8 0.5 1.1 0.8 0.5 1.1 0.8 0.5 1.2	S D or LOS F LOS F S	T F M SB		X 4 / 19 / 5.8 /	1 8 4 .00 - 1.1 .15 - 1.3 .30 - 2.00	8 0 0 5 5 0 0 No 0 0 No 0	8 / 1 . <u>5 / 4.</u> 	5 9 9 PTI 1.0 - 1.1 1.5 - 2.5 × 2.5 TI NB I I	5 5 M SB
LOS D or Better LOS E LOS F LOS 'E' In MD 45 at Sh * Available count data. (35% of Functional Class Urban Other Principal Arterial	10 1 0 tersections nawan Rd (AM) 'signalized intersection) Roadway North to Shawan Rd Pape 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 Segment South r 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 1.1 0.8 0.5 0.5 0.2 0.5 0.5	S D or LOS F LOS F S	T F S B		X 4 / 1. .9 / 5. .9 / 5. .0 0 / 2.	1 8 4 .00 - 1.1 .30 - 2.00	8 0 0 5 5 0 0 No 0 0 No 0	8 / 1 . <u>5 / 4.</u> 	5 9 9 PTI 1.0 - 1.1 1.5 - 2.0 > 2.5 TI NB I I I I I I I	5 5 M SB
LOS D or Better LOS E LOS F MD 45 at Sh * Available count data. (35% of Functional Class Urban Other Principal Arterial	10 1 0 tersections nawan Rd (AM) 'signalized intersection) Roadway North to 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 I-695 - Fairn Seminary Ave. (I	11 0 0 LOS 'F' In LOS 'F' In Segment South r Mill Rd. (MD 145) - Warren Rd. (MD 483) 3) - Cranbrook Rd. - Padonia Rd. Timonium Rd. - Ridgely Rd a Ave./Margate Rd. - Seminary Ave. (MD 131) MD 131) - I-695 mount Ave Backut Ave.	Length (miles) 0.3 1.2 0.8 0.5 1.1 0.8 0.5 1.1 0.8 0.5 1.1 0.8 0.5 0.5 0.2 0.5 0.3 0.2 0.5 0.3	S D or LOS F LOS F S	T F S S B		4.4/1. .9/5.64/1. .9/5.64/2. 1. 1. 	1 8 4 .00 - 1.1 .30 - 2.00	8 0 0 5 5 10 10 NO 0 NO 0	8 / 1 5 / 4 0. / 2.: r Key data P M SB	5 99 97 11.0 - 1.1 1.5 - 2.2 2.5 71 71 8 8 8 8 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9	5 5 M SB
LOS D or Better LOS E LOS F MD 45 at Sh * Available count data. (35% of Functional Class Urban Other Principal Arterial	10 1 0 tersections awan Rd (AM) signalized intersection) Roadway North to Shawan Rd Pape 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 I-695 - Fair Fairmount Ave. Radou Ave. Dubers V.(I)	11 0 0 LOS 'F' In LOS 'F' In Variation 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. we Rd. (MD 446//second	Length (miles) 0.3 1.2 0.8 0.5 1.1 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 0.4	S D or LOS F LOS F S	Better F M SB		4.4/1. .9/5.64/1. .9/5.64/2. .1. 1. .1. .1. .1. .1. .1. .1. .1. .1	1 8 4 .00 - 1.1 .30 - 2.00	8 0 0 5 5 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	:.8 / 1.: .5 / 4.: .0 / 2: r Key data P M SB	5 99 97 11.0 - 1.1 1.5 - 2.0 71 71 9 8 8 9 7 7 1 9 9 7 7 1 9 9 7 7 1 9 9 7 7 7 7	5 5 M SB
LOS D or Better LOS E LOS F MD 45 at Sh * Available count data. (35% of Functional Class Urban Other Principal Arterial	10 1 0 tersections awan Rd (AM) 'signalized intersection) Roadway North to Shawan Rd Pape Paper Mill Rd. (MD 145) Warren Rd. (MD 48) Cranbrook Rd. Padonia Rd Padonia Rd Timonium Rd. Ridgely Rd Bellona Bellona Ave./Margate Rd Seminary Ave. (I I-695 - Fair Fairmount Ave. Bosley Ave Dulaney Valle	Segment Segment South I LOS 'F' In Normal Segment South r Mill Rd. (MD 145) - Warren Rd. (MD 483) 3) - Cranbrook Rd. - Padonia Rd. Timonium Rd. - Ridgely Rd a Ave./Margate Rd. - Seminary Ave. (MD 131) MD 131) - I-695 mount Ave - Bosley Ave. - B	Length (miles) 0.3 1.2 0.8 0.5 1.1 0.8 0.5 1.1 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 0.4	S D or LOS F LOS S	Better F M SB		1	1 8 4 .00 - 1.1 .30 - 2.00	8 0 0 5 5 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	:.8 / 1.: .5 / 4.: .0 / 2: r Key data P M SB	5 99 9 7 11.0 - 1.1 1.5 - 2.0 2.5 7 1 NB 1 1 1 1	5 5 M SB
LOS D or Better LOS E LOS F LOS 'E' In MD 45 at Sh * Available count data. (35% of Functional Class Urban Other Principal Arterial	10 1 0 tersections awan Rd (AM) 'signalized intersection) Roadway North to Shawan Rd Pape 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 I-695 - Fain Bosley Ave Dulaney Valle Dulaney Valley Rd. (MD 146)/J	11 0 0 LOS 'F' In LOS 'F' In Variation 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. y Rd. (MD 146)/Joppa Rd. oppa Rd Towsontown Blvd.	Length (miles) 0.3 1.2 0.8 0.5 1.1 0.8 0.5 1.1 0.8 0.5 0.2 0.5 0.2 0.5 0.3 0.2 0.3 0.2 0.3 0.2 0.3 0.2 0.3 0.2 0.3 0.3 0.2 0.3 0.2 0.3 0.3 0.2 0.3 0.3 0.2 0.3 0.3 0.3 0.3 0.5 0.3 0.5 0.3 0.2 0.3 0.3 0.3 0.5 0.3 0.5 0.5 0.5 0.5 0.5 0.5 0.5 0.5 0.5 0.5	S D or LOS F LOS F S	Better E F M SB		4.4/1.1. 1.9/5.6.01/2.4 1.1. 1	1 8 4 .00 - 1.1 .30 - 2.00	8 0 0 5 5 10 10 10 10 10 10 10 10 10 10 10 10 10	:.8 / 1.: .5 / 4.: .0 / 2: r Key data P M SB	5 99 9 7 7 1.0 - 1.3 > 2.5 7 7 7 7 7 8 8 8 9 9 9 9 7 7 7 7 7 7 7 7	5 5 M SB
LOS D or Better LOS E LOS F LOS 'E' In MD 45 at Sh * Available count data. (35% of Functional Class Urban Other Principal Arterial Urban Minor Arterial		11 0 0 LOS 'F' In 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. y Rd. (MD 146)/Joppa Rd. oppa Rd Towsontown Blvd. d Burke Ave. izwareson I n.	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 0.5 0.3 0.2 0.3 0.2 0.3 0.2 0.3 0.2 0.3	S D or LOS F LOS F S	Better F F M SB		4.4/1.19/5.6.0 .9/5.6.1 .9/5.6.1 .11. <p< td=""><td>1 8 4 .00 - 1.1 .30 - 2.00</td><td>8 0 0 5 5 10 10 10 10 10 10 10 10 10 10 10 10 10</td><td></td><td>5 99 97 11.0 - 1.3 1.5 - 2.6 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7</td><td>5 5 M SB</td></p<>	1 8 4 .00 - 1.1 .30 - 2.00	8 0 0 5 5 10 10 10 10 10 10 10 10 10 10 10 10 10		5 99 97 11.0 - 1.3 1.5 - 2.6 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7	5 5 M SB
LOS D or Better LOS E LOS F LOS 'E' In MD 45 at Sh * Available count data. (35% of Functional Class Urban Other Principal Arterial Urban Minor Arterial Urban Other Principal Arterial	10 1 0 tersections awan Rd (AM) Roadway awan Rd (AM) Shawan Rd, - Pape Paper Mill Rd. (MD 145) Warren 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 Dulaney Valley Rd. (MD 146)/J Towsontown Blv Burke Ave S Stavanson Ln	Segment South I LOS 'F' In LOS 'F' In South r Mill Rd. (MD 145) - Warren Rd. (MD 483) 3) - Cranbrook Rd. - Padonia Rd. Timonium Rd. - Ridgely Rd a Ave./Margate Rd. - Seminary Ave. (MD 131) MD 131) - I-695 mount Ave - Bosley Ave. y Rd. (MD 146)/Joppa Rd. oppa Rd Towsontown Blvd. d Burke Ave. tievenson Ln. Recrester Ave	Length (miles) 0.3 1.2 0.8 0.5 1.1 0.8 0.5 1.1 0.8 0.5 0.5 0.5 0.2 0.5 0.3 0.2 0.5 0.3 0.2 0.3 0.2 0.3 0.2 0.3 0.2 0.3 0.2 0.3 0.2 0.3 0.2 0.3 0.2 0.3 0.2 0.3 0.3 0.2 0.3 0.2 0.3 0.3 0.2 0.3 0.3 0.2 0.3 0.3 0.2 0.3 0.3 0.3 0.3 0.5 0.3 0.5 0.5 0.3 0.5 0.3 0.5 0.5 0.5 0.5 0.5 0.5 0.5 0.5 0.5 0.5	S D or LOS E LOS S	Better F F M SB		1.	1 8 4 .00 - 1.1 .30 - 2.00	8 0 0 5 5 10 10 10 10 10 10 10 10 10 10 10 10 10	i.8 / 1.1 i.5 / 4.1 i.0 / 2.1 r Key data P M SB	5 99 9 7 11.0 - 1.3 1.5 - 2.6 7 7 7 7 7 8 9 9 9 7 7 7 7 7 7 7 7 7 7 7	5 5 M SB 1 1 1 1
LOS D or Better LOS E LOS F LOS 'E' In MD 45 at Sh * Available count data. (35% of Functional Class Urban Other Principal Arterial Urban Minor Arterial Urban Other Principal Arterial	10 1 0 tersections awan Rd (AM) Roadway awan Rd (AM) Signalized intersection) Roadway North to Shawan Rd Pape Paper Mill Rd. (MD 145) Warren Rd. (MD 48) Cranbrook Rd. Padonia Rd Timonium Rd. Ridgely Rd Bellona Ridgely Rd Bellona Bellona Ave./Margate Rd. Seminary Ave. (I I-695 - Fairn Fairmount Ave. Bosley Ave Dulaney Valle Dulaney Valley Rd. (MD 146)/J Towsontown Blv Burke Ave S Stevenson Ln Renester Ave.	Segment South I LOS 'F' In LOS 'F' In Norman South r Mill Rd. (MD 145) - Warren Rd. (MD 483) 3) - Cranbrook Rd. - Padonia Rd. Timonium Rd. - Ridgely Rd a Ave./Margate Rd. - Seminary Ave. (MD 131) MD 131) - I-695 mount Ave - Bosley Ave. y Rd. (MD 146)/Joppa Rd. oppa Rd Towsontown Blvd. d Burke Ave. tievenson Ln. Regester Ave. a - Lake Ave.	Length (miles) 0.3 1.2 0.8 0.5 1.1 0.8 0.5 1.1 0.8 0.5 0.5 0.2 0.5 0.3 0.2 0.5 0.3 0.2 0.5 0.3 0.2 0.3 0.2 0.3 0.2 0.3 0.2 0.3 0.2 0.3 0.2 0.3 0.2 0.3 0.2 0.3 0.2 0.3 0.2 0.3 0.3 0.2 0.3 0.3 0.2 0.3 0.3 0.5 0.3 0.5 0.3 0.5 0.3 0.5 0.3 0.5 0.5 0.3 0.5 0.5 0.5 0.5 0.5 0.5 0.5 0.5 0.5 0.5	S D or LOS E LOS S	Better F S S B S B S B S B S B S B S B S B S B		 2.4/1.1. .9/5.6.0 .9/5.6.1 .9/	1 8 4 .00 - 1.1 .30 - 2.00	8 0 0 5 5 10 10 10 10 10 10 10 10 10 10 10 10 10		5 99 9 7 11.0 - 1.3 1.5 - 2.6 7 7 7 7 8 8 9 9 9 7 7 7 7 7 7 7 8 7 8 7	5 5 8 8 9 8 9 8 9 9 9 9 9 9 9 9 9 9 9 9

MD 90	FRIDAY SU	IMMER				~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	Fenwick Isle
Limits:	US 50 to	0 MD 528		-	Villia PELAWARE ARYLAND	amsville	Fenwick Island DELAWARE MARYLAND
Corridor Length:	11.4	miles		Bishop 113	Luc.		voman Bay
Speed Limit:	40 - 5	5 MPH		Showell	Ocean Pines	2 miles	90 528
Travel Lanes:	:	2	5	0 5	90 RACE TRAC	Usl Wig	e of ht Bay
Signal Controlled Intersections:	:	2		50 374 113	X	611	Ocean City
Grade Separated Interchanges:		3		Dening	376 Sinepuxent	St	Ocean
Major Cross Streets:	US 50, US 1 St Martins Ne	13, MD 589, ck Rd, MD 528		Ironshire	STEPHEN	1	Atlantic
	Routes	Avg. Daily Ridership	202	20 AADT	Trucks		Peak Hour Traffic
Routes and Ridership	N/A	N/A	15,000	-31,000 vpd	3% -4%		8%
			,	Se	ament Operatio	ons	
li Signalized Intersections*:	AM Peak Hour	PM Peak Hour]		Eastbound AM / PM (Miles of	Wes AN (Mi	tbound I / PM les of
LOS D or Better	2	0	Lev	S D or Better	Roadway)	Roa	1 /
	Z N/A	2			0.0		0.0
		0			0.0		0.0
LUS F	N/A	U		LUS F	0.0		0.0
	reactions		torootion		r	Osland	/
	Sections	L03 F III	lersections	>		Color I	Ney DTI
					1.00 - 1.	.15	1.0 - 1.5
					1.15 - 1.	.30	1.5 - 2.5
					1.30 - 2. > 2.00	00	> 2.5
* Available count data. (100% of si	gnalized intersection)					No da	ita
	_			TTI			PTI
Functional Class	Roadway	r Segment to Fast	Length (miles)	Friday (6PM	1-8PM)	Frid	ay (6PM-8PM)
	vvest		(innes)	EB	WB	EB	WB
Rural Other Bringing! Arterial	US-50/Ocean Gatewa	y - St Martins Neck Rd.	9.0				
Rural Other Principal Arterial	St Martins Neck Rd.	MD-528/Coastal Hwy	2.4				
	I = Improvement from 20	19 W = Worsened from 2019	(blank) = No s	ignificant change	from 2019		
PTI: planning time inde	ex (95th percentile travel time /	freeflow travel time)	TTI: t	ravel time index (50	Oth percentile travel t	ime/ freeflo	w travel time)

MD 90	SUNDAY S	UMMER				Fenw
Limits:	US 50 to	MD 528		-	Willi HARVEAN	amsville Fenwi E DeLaw MaryL
Corridor Length:	11.4	miles		Bishop 113	Luc .	Voman Bay
Speed Limit:	40 - 55	5 MPH		Showell	Ocean Pines	90 528
Travel Lanes:	2	2	50		90 RACE TRAC	Isle of Wight Bay
Signal Controlled Intersections:	2	2	6	50 374 113 Paris	×	Ocean City
Grade Separated Interchanges:		3		Den	376 Sinepuxent	5 C
Major Cross Streets:	US 50, US 1 St. Martins Ne	13, MD 589 ck Rd, MD 528		Ironshire	STEPHEN	Allantic
Routes and Ridershin	Routes	Avg. Daily Ridership	202	0 AADT	Trucks	Peak Ho Traffic
	N/A	N/A	10,5	500 vpd	N/A	12%
li Signalized Intersections*:	AM Peak Hour	PM Peak Hour]		Eastbound AM / PM (Miles of	Westbound AM / PM (Miles of
-			Leve	l of Service	Roadway)	Roadway)
	N/A	2			0.0	0.0
LOS F	N/A	0		LOS F	0.0	0.0
LOS 'E' Inter	sections	LOS 'F' In	tersections			Color Key
					TTI	PTI
					1.00 - 1	.15 1.0 - 1.5
					1.15 - 1	.30 1.5 - 2.5
					1.30 - 2 > 2.00	.00 > 2.5
Available count data. (100% of si	gnalized intersection)					No data
			т т		, I	DTI
	Roadway	Segment	Length	I I Sundav (41	PM-6PM)	Sundav (4PM-6PI
Functional Class					,	
Functional Class	West t	o East	(miles)	EB	WB	EB W
Functional Class	West t US-50/Ocean Gateway	o East y - St Martins Neck Rd.	(miles) 9.0	EB	WB	EB W

					Gatther	shura	neula	110		(108			
Limits:	W	ashington DC	Line to MD 1	08	Gaither	sound	Rock	Creek		-	(182)		1.
Corridor Length:		12.7 r	miles		s ()	370	Hegio			1 .			
Speed Limit:		30 - 45	5 MPH			De	1WOOD		RD			Clo	verly
Travel Lanes:	(3 - 4)	Northbound	(3 - 4) South	oound	tomac	270	44	ORBECK	28		200)	34	_
Signal Controlled	. ,		0		the part	R	lockvill	e VIERS	Asp	en Hill			200
Intersections:		48	8		1.5	15/	1	ROCIN	MILL	Inder		Colesv	rille
Grade Separated		2	!		1.100	2	9	ILLE PI	Whea	aton-Gl	enmon	t	
interentingee.		US 29, I-495	5, MD 586,		Phi-	189	11	C-A	n	Wheat	on	Whi	te O
Major Cross Streets:	Ra	indolph Rd, M	D 193, MD 18	32,	~ >	A	Ind	R	547 Kens	ington	-7		6
	METRO	MD 28, MD 2 Routes	200, MD 108 Avg. Daily	Ridership	-			N.	1	For	est Glen		5
	METRO Q1/0	Q2/Q4/Q5/Q6	2,5	595			1		49	च	S	0	93)
	METRO	Y2/Y7/Y8	3,4	424			A	5	Chevy	Chase S	Silver S	Spring	
	Ride On Routes	Ridership	Ride On Routes	Ridership			- M		lesu	Hawtho	Ta	koma F	Park
Routes and Ridership	8	190	39	126									
	10	1,059	41	797	20	20 AAD	т		Truck	s	Pe	еак Ho Traffic	our C
	26	1,271	51	61	26,000	- 57,00	0 vpd	:	2.0% - 5	.1%	6.	5% - 8	8%
	31	25 85	52 53	38 70	-		Se	ament	Operat	ions			
	Intersect	tion Operatio	ns	10	<u>ا</u> ۲			Nort	hbound	So	outhbo	und	ĺ
ignalized Intersection	s*· ΔM P	eak Hour	PM Pe	ak Hour				AN (Mi	1 / PM iles of		AM / Pl Miles (M	
ignalized interecetion		oun nour		an moun	Le	vel of S	ervice	Roa	adway)	R	oadwa	iy)	
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LOS D or Better		8		9		DS D or I	Better	11. 1.3	4 / 5.2 8 / 6 7	1	1.1 / 1	.4	
LOS D or Better LOS E LOS F		8 2 0		9 <mark>1</mark> 0		DS D or I LOS E LOS I	Better	11. <mark>1.3</mark> 0.0	4 / 5.2 <mark>8 / 6.7</mark> 0 / 0.8	1	1.1 / 1 <mark>1.6 / 9.</mark> 0.0 / 2.	.4 .0 .3	
LOS D or Better LOS E LOS F LOS 'E' Int MD 97 at Seminary Re MD 97 at MD 192/Fore	ersections d/Columbia Blvd (/ est Glen Rd (AM, I	8 2 0 AM) PM)		9 1 0 LOS 'F' Int	ersections	DS D or I LOS E LOS I	Better E	11. 1.3 0.0	4 / 5.2 3 / 6.7 0 / 0.8	1 ((TTI 000 - 1.15	1.1 / 1 1.6 / 9. 0.0 / 2.	.4 0 .3 ey PT 1.0	1.5
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Limits: MD 28 to MD 108 Corridor Length: 18,7 miles Speed Limit: 30 - 50 MPH Travel Lanes: (1 - 4) Northbound (1 - 4) Southbound Signal Cortrolled Interchanges: 31 Grade Separated Interchanges: 1 Major Cross Streets: MD 28, MD 19, MD 17, I-270, MD 355, MD 19, MD 17, I-270, MD 355, MD 19, MD 18, MD 08 Routes and Ridership MA Commuter Rug 201 308 403 Routes and Ridership MA Commuter Rug 201 308 403 Routes and Ridership MA Pash Hour Ride One So 19/10/100 10,000 - 10,000 vg 2,44% - 52% 20 24% Hour 74% Hour				St.		Damasc	us T			\mathcal{L}		
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Routes Avg. Daily Ridership MTA Commuter Bus 201 368 368 360	Major Cross Streets:	MD 28, MD 119, MD 355, MD	MD 117, I-270, 115, MD 108	117	117	124 Gaither	sburg _{Washin} Gro	115 Andrewity Hay e	and 200	ak Dark	A.	Oln
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Main St. (MD 108) - Hawkins Creamery Rd. 1.0 SB NB SB NB </td <td>LOS F LOS 'E' Int ' Available count data. (19% of</td> <td>ersections</td> <td>0 0 LOS 'F' In MD 124 at W</td> <td>tersection arfield Rd (A</td> <td>LOS I LOS I S M)</td> <td>E T T</td> <td>0.7 0.C</td> <td>7/2.9 7/0.0 TTT 1.00 - 1 1.15 - 1 1.30 - 2 > 2.0</td> <td>.15 .00 No</td> <td>1.3 / 5. 0.0 / 0. r Key data</td> <td>2 0 PTI 1.0 - 1.5 1.5 - 2.5 > 2.5</td> <td>;</td>	LOS F LOS 'E' Int ' Available count data. (19% of	ersections	0 0 LOS 'F' In MD 124 at W	tersection arfield Rd (A	LOS I LOS I S M)	E T T	0.7 0.C	7/2.9 7/0.0 TTT 1.00 - 1 1.15 - 1 1.30 - 2 > 2.0	.15 .00 No	1.3 / 5. 0.0 / 0. r Key data	2 0 PTI 1.0 - 1.5 1.5 - 2.5 > 2.5	;
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Urban Minor Arterial Log House Rd/ Low Meadow Dr Rocky Rd. 2.4 Image: Control of the control o	LOS F LOS 'E' Int * Available count data. (19% of Functional Class	signalized intersection) Roadway North to	0 0 LOS 'F' In MD 124 at W Segment South	tersection arfield Rd (A Length (miles)	LOS F LOS F M)	T T MM SB	0.7 0.0	7/2.9 7/0.0 TTI 1.00 - 1 1.15 - 1 1.30 - 2 > 2.0 SB	.15 .30 .00 No .00	1.3 / 5. 0.0 / 0. r Key r Key data	2 0 PTI 1.0 - 1.5 1.5 - 2.5 > 2.5 TI PI NB	; ; M SB
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Great Seneca Hwy. (MD 119) - Darnestown Rd. (MD 28) 1.2 1.2 1.2 I = Improvement from 2019 W = Worsened from 2019 (blank) = No significant change from 2019	LOS F LOS 'E' Int 'Available count data. (19% of Functional Class Urban Minor Arterial Urban Other Principal Arterial	signalized intersection) Roadway North ta Main St. (MD 108) - H Hawkins Creamery Rd Log Log House Rd/ Low Ma Rocky Rd. Brink Rd V Warfield Rd Fieldcress Fieldcrest Rd/ Hadley F Airpark Rd Snouffer Schol R SnoufferSchlRd/MncterMillRd (ME Midcounty Hwy/Wood Goshen Rd Montgomery MontgomeryVillage/MidcountyHw Frederick Rd/Ave I-270 - Clopper Rd. / D	0 0 0 LOS 'F' In MD 124 at W MD 124 at W Segment South awkins Creamery Rd. House Rd/ Low Meadow Dr. eadow Dr Rocky Rd. Brink Rd. Varfield Rd. IRd./ Hadley Farms Dr. arms Dr Airpark Rd. d./Muncaster Mill Rd (MD 115) 115) - MdCty.Hwy/WoodfieldRd. field Rd Goshen Rd. Village Dr /Midcounty Hwy wy - Frederick Rd/Ave (MD 355) (MD 355) - I-270 iamond Av (MD 117)	Length (miles) 1.0 1.2 2.4 1.4 1.3 0.7 1.1 0.7 1.1 0.7 0.9 1.1 0.7 0.9 1.1 0.7 0.9 1.1 0.7 0.4 0.5	A NB C C C C C C C C C C C C C C C C C C	E F M SB	0.7 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0	<pre>/ 2.9 / 0.0 TTI 1.00 - 1 1.15 - 1 1.30 - 2 > 2.0 SB SB</pre>	115 .00 .00 .00 .00	I.3 / 5. 0.0 / 0. r Key data data P M SB I I I I I I I	2 0 PTI 1.0 - 1.5 1.5 - 2.5 > 2.5 TI NB NB I I I I I I I I I I I I I I I I	SE SE
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	LOS F LOS 'E' Int 'Available count data. (19% of Functional Class Urban Minor Arterial Urban Other Principal Arterial	signalized intersection) Roadway North te Main St. (MD 108) - H Hawkins Creamery Rd Log Log House Rd/ Low Me Rocky Rd. Brink Rd V Warfield Rd Fieldcress Fieldcrest Rd/ Hadley F Airpark Rd Snouffer School R SnoufferSchIRd/MncterMillRd (ME Midcounty Hwy/Wood Goshen Rd Montgomery MontgomeryVillage/MidcountyHw Frederick Rd/Ave I-270 - Clopper Rd. /D Clopper Rd./Diamond Av (MD 119 Great Seneca Hwy. (MD 119	0 0 0 0 LOS 'F' In MD 124 at W MD 124 at W Segment South awkins Creamery Rd. House Rd/ Low Meadow Dr. sadow Dr Rocky Rd. Brink Rd. Varfield Rd. IRd./ Hadley Farms Dr. arms Dr Airpark Rd. d./Muncaster Mill Rd (MD 115) D115) - MdCty.Hwy/WoodfieldRd. field Rd Goshen Rd. Village Dr /Midcounty Hwy wy - Frederick Rd/Ave (MD 355) (MD 355) - I-270 iamond Av (MD 117) 17) - Gt Seneca Hwy (MD 119)) - Darnestown Rd. (MD 28)	Length (miles) 1.0 1.2 2.4 1.4 1.3 0.7 1.1 0.7 1.1 0.7 1.1 0.7 1.1 0.7 1.1 0.7 1.1 0.7 1.1 0.7 1.1 0.7 1.1 0.5 1.5 1.2	LOS F LOS F LOS F S M() NB C C C C C C C C C C C C C	T SB I I	0.7 0.0	<pre>/ 2.9 / 0.0 TTI 1.00 - 1 1.15 - 1 1.30 - 2 > 2.0 SB </pre>	115 .00 .00 .00 .00	I.3 / 5. D.0 / 0. r Key r Key data P M SB I I I I I I I I I I I I I	2 0 PTI 1.0 - 1.5 1.5 - 2.5 2.5 7 1.5 - 2.5 0 1.5 - 2.5 1.5 - 2.5 - 2.5 1.5 - 2.5 - 2.5 1.5 - 2.5 - 2.5 - 2.5 - 2.5 - 2.5 - 2.5 - 2.5 - 2.5 - 2.5 - 2.5 - 2.5 - 2.5 - 2.5 - 2.5 - 2.5 - 2.5 - 2.5 - 2	SE SE SE SE SE SE SE SE SE SE SE SE SE S
PTI: planning time index (95th percentile travel time / freeflow travel time) TTI: travel time index (50th percentile travel time/ freeflow travel time)	LOS F LOS 'E' Int 'Available count data. (19% of Functional Class Urban Minor Arterial Urban Other Principal Arterial	signalized intersection) Roadway North to Main St. (MD 108) - H Hawkins Creamery Rd Log Log House Rd/ Low Md Rocky Rd. Brink Rd V Warfield Rd Fieldcress Fieldcrest Rd./ Hadley F Airpark Rd Snouffer School R SnoufferSchlRd/MncterMillRd (ME Midcounty Hwy./Wood Goshen Rd Montgomery MontgomeryVillage/MidcountyHw Frederick Rd/Ave I-270 - Clopper Rd. /L0 Clopper Rd./Diamond Av (MD 11) Great Seneca Hwy. (MD 119) I = Improvement from 201	0 0 0 LOS 'F' In MD 124 at W MD 124 at W Segment South awkins Creamery Rd. House Rd/ Low Meadow Dr. sadow Dr Rocky Rd. Brink Rd. Varfield Rd. Rd./ Hadley Farms Dr. arms Dr Airpark Rd. d./Muncaster Mill Rd (MD 115) D115) - MdCty.Hwy/WoodfieldRd. field Rd Goshen Rd. Village Dr /Midcounty Hwy wy - Frederick Rd/Ave (MD 355) (MD 355) - I-270 itamond Av (MD 117) 17) - Gt Seneca Hwy (MD 119)) - Darnestown Rd. (MD 28) 9 W = Worsened from 2019	Length (miles) 1.0 1.2 2.4 1.4 1.3 0.7 1.1 0.7 1.1 0.7 1.1 0.7 1.1 0.7 1.1 0.7 1.1 0.6 0.7 0.4 0.5 1.5 1.2 (blank) = No	LOS F LOS F S M(I) AA NB AA A NB C C C C C C C C C C C C C C C C C C	T M SB	0.7 0.0	<pre>/ 2.9 / 0.0 TTI 1.00 - 1 1.15 - 1 1.30 - 2 > 2.00 SB SB</pre>	1 Colo Colo A A NB A A A A A A A A A A A A A A A A	I.3 / 5. D.0 / 0. r Key r Key data P M SB I I I I I I I I I I I I I	2 0 PTI 1.0 - 1.5 1.5 - 2.5 2.5 TI NB 1.5 2.5 1.5 2.5 1.5 2.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1	

							1 H				Spark
Limits:	MD 97 to Baltir	more City Line			140					3	Glence
Corridor Length:	20.4 г	miles	97		1		04 B			RD	
Speed Limit:	30 - 55	5 MPH	32	ሚ		91 Finksburg	NOVER	TLER	128		
Travel Lanes:	(1 - 3) Northbound	(1 - 2) Southbound		RESULL	to EMORT	Y	Reisters	BUT	T		
Signal Controlled Intersections:	5	1	D	3	B	1. St		X	12	(12	
Grade Separated Interchanges:	3	3	26	2	Li	berty Reser	rvoir	Owi	ngs Mills Gardi	son	(130) Stevenso
Major Cross Streets:	MD 97, MD MD 30, MD 940, MD 130, I-695,) 91, I-795, Painters Mill Rd , Old Court Rd					11866	PTY RD Randalls	stown Milford M	Pik	esville Reisters Statio
	Routes	Avg. Daily Ridership						/		LU	incum
Routes and Ridership	MTA LocalLink 83	2,874							Pe	ak Ho	ur
	MTA LocalLink 87	1,353	202	20 AAI	DT		Trucks		1	Fraffic	
	MTA LocalLink 89	1,459	14,000	- 44,0	00 vpc	t t	2.2% - 9.3	3%	7	%-11%	6
					5	Segmen	nt Operati	ons			
	Intersection Operations					Nort	hbound	So	uthbou	nd	
Signalized Intersection	s*: AM Peak Hour	PM Peak Hour		Level Servio	of ce	AN (Mi Roa	// PM iles of adway)	(R	AM / PN Miles o oadwa	1 f y)	
LOS D or Better	19	19	LO	S D or	Better	20.4	4 / 13.5	20	0.0 / 13	.8	
LOS E	0	0		LOS E	Ξ	0.0	0 / 2.5	().4 / 3.4	1	
								(0.0.0	2	
LOS F	0	0		LOS	F	0.0	0/4.4	L L	J.U / 3.2	<u>-</u>	
LOS F	0	0		LOS	F	0.0	0/4.4	(J.U / 3.2	_	
LOS F LOS 'E' Int	ersections	0 LOS 'F' In	tersection	LOS I	F	0.0	0 / 4.4 TTI	Colo	r Key	PTI	
LOS F LOS 'E' Int	ersections	0 LOS 'F' In	tersection	LOS s	F	0.0	0 / 4.4 TTI 1.00 - 1	Colo .15	r Key	PTI 1.0 - 1.5	
LOS F	0 ersections	0 LOS 'F' In	tersection	LOS S	F		0 / 4.4 TTI 1.00 - 1 1.15 - 1	Colo .15 .30	r Key	PTI 1.0 - 1.5 1.5 - 2.5	
LOS F	ersections	0 LOS 'F' In	tersection	LOS S	F	0.0	TTI 1.00 - 1 1.15 - 1 1.30 - 2	Colo .15 .30	r Key	PTI 1.0 - 1.5 1.5 - 2.5 > 2.5	
LOS F LOS 'E' Int	signalized intersection)	0 LOS 'F' In	tersection	LOS S	F		TTI 1.00 - 1 1.15 - 1 1.30 - 2 > 2.00	Colo .15 .30 .00 No	r Key	PTI 1.0 - 1.5 1.5 - 2.5 > 2.5	
LOS F LOS 'E' Int * Available count data. (37% of	ersections	0 LOS 'F' In	tersection	LOS S	F	0.C	TTI 1.00 - 1 1.15 - 1 1.30 - 2 > 2.00	Colo .15 .30 .00 No	r Key	PTI 1.0 - 1.5 1.5 - 2.5 > 2.5	
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LOS F LOS 'E' Int * Available count data. (37% of Functional Class	signalized intersection) Roadway North to New Washington Rd (MD 9	0 LOS 'F' In Segment 5 South 7) Malcom Dr Reese Rd.	Length (miles) 2.5	LOS S	F M SB	TI PM NB	TTI 1.00 - 1 1.15 - 1 1.30 - 2 > 2.00	Colo .15 .30 .00 No No	r Key data	PTI 1.0 - 1.5 1.5 - 2.5 > 2.5 TI PI NB	M
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LOS F LOS 'E' Int * Available count data. (37% of Functional Class Urban Other Principal Arterial Urban/Rural Other P. Arterial	signalized intersection) Roadway North to New Washington Rd (MD 9 Reese Rd Green Green Mill Rd./Suffolk Rd Er Emory Rd/Gamber Rd (MD	0 LOS 'F' In Segment 5 South 7) Malcom Dr Reese Rd. Mill Rd./Suffolk Rd. mory Rd/Gamber Rd (MD 91) 91) - Butler Rd. (MD 795)	Length (miles) 2.5 2.2 1.9 3.4	LOS S	F M SB	TI PM	TTI 1.00 - 1 1.15 - 1 1.30 - 2 > 2.00	Colo .15 .30 .00 No No	r Key r Key data	PTI 1.0 - 1.5 1.5 - 2.5 > 2.5	M SB
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LOS F LOS 'E' Int LOS 'E' Int ' Available count data. (37% of Functional Class Urban Other Principal Arterial Urban/Rural Other P. Arterial Urban Other Principal Arterial	signalized intersection) Roadway North to New Washington Rd (MD 9 Reese Rd Green Green Mill Rd/Suffolk Rd Ei Emory Rd/Gamber Rd (MD Butler Rd. (MD 795) - Hanover Rd. (MD 795) - Hanover Rd. (MD 30) - Gly Glyndon Dr/ Glyndon Trr Berrymans Ln Frankl Franklin Blvd./Cherry Hill Rd. Dolfield Blvd/ Richmar Pleasant Hill Rd Greens Greenspring Valley Rd (MD 130 McDonogh Rd./ Cr	Segment South 7) Malcom Dr Reese Rd. Mill Rd./Suffolk Rd. mory Rd/Gamber Rd (MD 91) 91) - Butler Rd. (MD 795) Hanover Rd. (MD 30) ndon Dr/Glyndon Trace Dr. ace Dr Berrymans Ln. in Blvd./Cherry Hill Rd. - Dolfield Blvd/ Richmar Rd. Rd Pleasant Hill Rd. gs Mills Blvd. (MD 940) 940) - Painters Mill Rd. pring Valley Rd (MD 130)) - McDonogh Rd./Craddock Ln. addock Ln 1-695 Court Rd.	Length (miles) 2.5 2.2 1.9 3.4 0.4 0.7 0.4 0.7 1.2 0.5 1 0.4 0.7 1.2 0.5 1 0.4 1.2 0.6 1.2 0.6	LOS S NB NB	F T M SB	0.(TTI 1.00 - 1 1.15 - 1 1.30 - 2 > 2.00 SB	Colo .15 .30 .00 .00 .00 .00 .00 .00 .00 .00 .00	r Key r Key data data P M SB	PTI 1.0 - 1.5 3.5 - 2.5 > 2.5 TI PI NB	M SB SB W W W
LOS F LOS 'E' Int * Available count data. (37% of Functional Class Urban Other Principal Arterial Urban/Rural Other P. Arterial Urban Other Principal Arterial	signalized intersection) Roadway North to New Washington Rd (MD 9 Reese Rd Green Green Mill Rd/Suffolk Rd Ei Emory Rd/Gamber Rd (MD Butler Rd. (MD 795) - Hanover Rd. (MD 30) - Gly Glyndon Dr/ Glyndon Trr Berrymans Ln Frankl Franklin Blvd./Cherry Hill Rd. Dolfield Blvd/ Richmar Pleasant Hill Rd Owin Owings Mills Blvd. (MD Painters Mill Rd Greens Greenspring Valley Rd (MD 130 McDonogh Rd./ Cr I-695 - Old Old Court Rd.	Segment South 7) Malcom Dr Reese Rd. Mill Rd./Suffolk Rd. mory Rd/Gamber Rd (MD 91) 91) - Butler Rd. (MD 795) Hanover Rd. (MD 30) ndon Dr/Glyndon Trace Dr. ace Dr Berrymans Ln. in Blvd./Cherry Hill Rd. - Dolfield Blvd/ Richmar Rd. Rd Pleasant Hill Rd. gs Mills Blvd. (MD 940) 940) - Painters Mill Rd. pring Valley Rd (MD 130)) - McDonogh Rd./Craddock Ln. addock Ln 1-695 Court Rd. - Sudbrook Ln	Length (miles) 2.5 2.2 1.9 3.4 0.4 0.7 0.4 0.7 1.2 0.5 1 0.4 0.7 0.4 0.7 0.4 0.7 0.4 0.7 0.4 0.7 0.4 0.7 1.2 0.6 1.2 0.6 1.2 0.6 0.4	LOS 3	F T M SB	0.(D / 4.4 TTI 1.00 - 1 1.15 - 1 1.30 - 2 > 2.00 SB SB	Colo .15 .30 .00 .00 .00 .00 .00 .00 .00 .00 .00	r Key r Key data data P M SB SB C C C C C C C C C C C C C	PTI 1.0 - 1.5 1.5 - 2.5 > 2.5 TI PI NB	M SB SB W W
LOS F LOS 'E' Int * Available count data. (37% of Functional Class Urban Other Principal Arterial Urban/Rural Other P. Arterial Urban Other Principal Arterial	signalized intersection) Roadway North to New Washington Rd (MD 9 Reese Rd Green Green Mill Rd./Suffolk Rd Ei Emory Rd/Gamber Rd (MD Butler Rd. (MD 795) - Hanover Rd. (MD 30) - Gly Glyndon Dr/ Glyndon Tra Berrymans Ln Frankli Franklin Blvd./Cherry Hill Rd. Dolfield Blvd/ Richmar Pleasant Hill Rd Owin Owings Mills Blvd. (MD Painters Mill Rd Greens Greenspring Valley Rd (MD 130 McDonogh Rd./ Cr I-695 - Old Old Court Rd. Sudbrook Ln Slade	Segment South 7) Malcom Dr Reese Rd. Mill Rd./Suffolk Rd. mory Rd/Gamber Rd (MD 91) 91) - Butler Rd. (MD 795) Hanover Rd. (MD 30) ndon Dr/Glyndon Trace Dr. ace Dr Berrymans Ln. in Blvd./Cherry Hill Rd. - Dolfield Blvd/ Richmar Rd. Rd Pleasant Hill Rd. gs Mills Blvd. (MD 940) 940) - Painters Mill Rd. .pring Valley Rd (MD 130) - McDonogh Rd./Craddock Ln. :addock Ln I-695 Court Rd. - Sudbrook Ln a Ave/Milford Mill Rd.	Length (miles) 2.5 2.2 1.9 3.4 0.4 0.7 0.4 0.7 1.2 0.5 1 0.4 0.7 0.4 0.7 0.4 0.7 0.4 0.5 1 0.4 0.5	LOS 3	F T M SB	0.(TTI 1.00 - 1 1.15 - 1 1.30 - 2 > 2.00 SB	Colo .15 .30 .00 .00 .00 .00 .00 .00 .00 .00 .00	r Key r Key data SB SB	PTI 1.0 - 1.5 1.5 - 2.5 TI PI NB W W W W	M SB SB W W W

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Limits:	US 40 to C	arrs Mill Rd		Fallsto	16						924	
Corridor Length:	7.6 r	niles	5			Bens	on				Bel Air Sc	morton
Speed Limit:	50 N	ЛРН	M	Voodlyn leadows	Plaz	152	2					
Travel Lanes:	(1 - 2) Northbound	(1 - 2) Southbound		1		, RD		ę	BINGER		RD	Wegm
Signal Controlled Intersections:	ç)		5	ERUSALE	M						
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Major Cross Streets:	US 40, M Jerusalem R US 1, N	D 7, I-95, d/Singer Rd, ID 147,					T	1	JOPPA		(152)	+0)
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Routes and Ridership	Routes	Avg. Daily Ridership	20	20 AAI	DT		Tr	ucks	.,		Fraffic	,
·	Commuter Bus 411	152	20,000	- 22,0	00 vpc	ł	5.3%	o - 7.9%	%	7	5%-9%	6
[Intersection Operations		٦ [No	rthbou AM / PN	nd 1	Soi A	uthbou M / PN	nd I	
Signalized Intersections	s*: AM Peak Hour	PM Peak Hour		el of S	ervice	(R	Miles o oadwa	of v)	(i R	Miles o Dadwa	f v)	
LOS D or Better	1	0	LC	OS D or	Better	7	7.6 / 2.0)	7	.2 / 6.	7	
LOS E	0	1		LOS	E	(0.0/4.0	6	0	.0 / 0.9)	
LOS F	0	0		LOS	F	().0 / 1.(C	0	.4 / 0.0)	
LOS 'E' Int	ersections	LOS 'F' In	tersection	IS					Colo	r Key		
LOS 'E' Int MD 152 at N	ersections /ID 147 (PM)	LOS 'F' In	tersection	IS		Ī		ITT	Colo	r Key	PTI	
LOS 'E' Int MD 152 at N	ersections /ID 147 (PM)	LOS 'F' In	tersection	IS			1.	TTI 00 - 1.1	Colo 5	r Key	PTI 1.0 - 1.5	
LOS 'E' Int MD 152 at N	ersections /ID 147 (PM)	LOS 'F' In	tersection	IS			1.	TTI 00 - 1.1 15 - 1.3	Color 5	r Key	PTI 1.0 - 1.5 1.5 - 2.5	
LOS 'E' Int MD 152 at N	ersections /ID 147 (PM)	LOS 'F' In	tersection	IS			1. 1. 1.	TTI 00 - 1.1 15 - 1.3 30 - 2.0	Color 5 10 10	r Key	PTI 1.0 - 1.5 1.5 - 2.5 > 2.5	
LOS 'E' Inf MD 152 at N	ersections /ID 147 (PM)	LOS 'F' In	tersection	IS			1. 1. 1.	TTI 00 - 1.1 15 - 1.3 30 - 2.0 > 2.00	Colo 5 60 00	r Key	PTI 1.0 - 1.5 1.5 - 2.5 > 2.5	
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LOS 'E' Int MD 152 at M * Available count data. (11% of s Functional Class	ersections //D 147 (PM) signalized intersection) Roadway North to Carrs Mill Rd./(Old Falls Watervale Rd Mi MD147//Harford Rd	Segment o South ton Rd.) - Watervale Rd. D147/(Harford Rd.) .) - US1/(Belair Rd.)	Length (miles) 0.5 1.3 0.5	IS A NB	T M SB	TI P NB	1. 1. 1. SB	TTI 00 - 1.1 15 - 1.3 30 - 2.0 > 2.00	Color 5 30 No No A	r Key data P M SB	PTI 1.0 - 1.5 1.5 - 2.5 > 2.5 FI NB	M
LOS 'E' Int MD 152 at M * Available count data. (11% of s Functional Class Rural Other Principal Arterial	ersections //D 147 (PM) signalized intersection) Roadway North to Carrs Mill Rd./(Old Falls Watervale Rd MI MD147/(Harford Rd US1/(Belair Rd.)	Segment o South ton Rd.) - Watervale Rd. D147/(Harford Rd.) .) - US1/(Belair Rd.) - Old Joppa Rd.	Length (miles) 0.5 1.3 0.5 1.4	IS A NB	T M SB	TI NB	1. 1. 1. SB	TTI 00 - 1.1 15 - 1.3 30 - 2.0 > 2.00		r Key data P M SB	PTI 1.0 - 1.5 1.5 - 2.5 > 2.5	M
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LOS 'E' Int MD 152 at M * Available count data. (11% of s Functional Class Rural Other Principal Arterial Rural Minor Arterial	ersections //D 147 (PM) signalized intersection) Roadway North to Carrs Mill Rd./(Old Falls Watervale Rd MI MD147/(Harford Rd US1/(Belair Rd.) Old Joppa Rc Singer Rd I-95/(Jo	Segment o South ton Rd.) - Watervale Rd. D147/(Harford Rd.) .) - US1/(Belair Rd.) - Old Joppa Rd. I Singer Rd. hn F. Kennedy Hwy)	Length (miles) 0.5 1.3 0.5 1.4 1.0 1.9	ANB	T M SB	TI NB	1. 1. 1. SB	TTI 00 - 1.1 15 - 1.3 30 - 2.0 > 2.00	Color 5 00 No o	r Key data P M SB	PTI 1.0 - 1.5 1.5 - 2.5 > 2.5 TI NB W W	M
LOS 'E' Int MD 152 at M * Available count data. (11% of a Functional Class Rural Other Principal Arterial Rural Minor Arterial	ersections //D 147 (PM) signalized intersection) Roadway North to Carrs Mill Rd./(Old Falls Watervale Rd M MD147/(Harford Rd US1/(Belair Rd.) Old Joppa Rc Singer Rd I-95/(Jo I-95/(John F. Kennedy Hw	Segment o South ton Rd.) - Watervale Rd. D147/(Harford Rd.) .) - US1/(Belair Rd.) - Old Joppa Rd. I Singer Rd. hn F. Kennedy Hwy) y) - MD7/(Philadelphia Rd.)	Length (miles) 0.5 1.3 0.5 1.4 1.0 1.9 0.4		T M SB	TI NB	1. 1. 1. SB	TTI 00 - 1.1 15 - 1.3 30 - 2.0 > 2.00	Color 5 30 00 No 0	r Key data P M SB	PTI 1.0 - 1.5 1.5 - 2.5 > 2.5 FI NB W U I I	M
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LOS 'E' Int MD 152 at M * Available count data. (11% of s Functional Class Rural Other Principal Arterial Rural Minor Arterial Rural Other Principal Arterial	ersections //D 147 (PM) signalized intersection) Roadway North to Carrs Mill Rd./(Old Falls Watervale Rd MI MD147/(Harford Rd US1/(Belair Rd.) Old Joppa Ro Singer Rd I-95/(Jo I-95/(John F. Kennedy Hw MD7/(Philadelphia Rd. I = Improvement from 20:	LOS 'F' In Segment o South ton Rd.) - Watervale Rd. D147/(Harford Rd.) .) - US1/(Belair Rd.) .) - US1/(Belair Rd.) .) - US1/(Belair Rd.) I Singer Rd. hn F. Kennedy Hwy) y) - MD7/(Philadelphia Rd.)) - Pulaski Hwy (US40) I9 W = Worsened from 2019	Length (miles) 0.5 1.3 0.5 1.3 0.5 1.3 0.5 1.4 1.0 1.9 0.4 0.6 (blank) = No	A NB significa	T M SB	TI P NB	1. 1. SB SB	TTI 00 - 1.1 15 - 1.3 30 - 2.0 > 2.00	Color 5 30 10 No (A) NB	r Key data P M SB	PTI 1.0 - 1.5 1.5 - 2.5 > 2.5 TI NB W I I I I I	M SB

Limits: MD 32 (Patucent Freeway) to UIS 39 (Columbia Pike) Corridor Length: 12.2 miles Speed Limit: 35 - 50 MPH Travel Lance: (1 - 3) Northbound (1 - 4) Southbound Signal Controlled Intersections: 19 Gravel Separated Intersections: MD 32, MD 174, MD 713, MD 205, US 1, I-95, Snowden River Pikey, US 20 2020 AADT Trucks Peak Hour (1 - 4) Southbound Routes and Ridership MTA Communer Bus 30 141 17, 7000 - 59, 000 ppd Zez/ No Peak Hour (Niles of Routes and Ridership Signalized Intersection Operations MP Peak Hour (1 - 5) PM Peak Hour (Niles of Routes and Ridership) Northbound (Miles of Routes and Ridership) Northbound (Miles of Routes and Northbound (Miles of Rou	MD 175			24		K	1	(10:	3)		5	Δ	E
Corridor Length: 12.2 miles Speed Limit: 35 - 50 MPH Travol Lanes: (1 - 3) Morthbound (1 - 4) Southbound Signal Controlled 19 Greds Separated Intersections: 19 Greds Separated Intersections: 5 Major Cross Streets: MD 73, MD 174, MD 73, MD 225, US 1, H93, Sounden River Pkwy, US 29 Routes and Ridership MD 74, MD 225, US 1, H93, Sounden River Pkwy, US 29 Routes and Ridership MTA Commuter Bia 30 227 Intersection Operations 111 17,000 - 99,000 yd 228 Not 74, Pask Hour Signal Locid Intersection Operations Intersection Operations Segment Operations Intersection Operations Northbound 0,05 F 0,07,02 0,07,02 0,07,01 LOS 'E' Intersections LOS 'F' Intersections Segment Operations Northbound Northbound 0,07,02 12,141 LOS 'E' Intersections LOS 'F' Intersections Segment Operations Segment Operations Northbound LOS 'E' Intersections LOS 'F' Intersections Segment Operations Segment Operations Northbound LOS 'E' Intersections LOS 'F' Intersections Segment Oper	Limits:	MD 32 (Patuxe US 29 (Colu	nt Freeway) to ımbia Pike)		Colum	0 bia	75	(100			E	kridge	V
Speed Limit: 35 - 50 MPH Travel Lanes: (1 - 3) Notthbound (1 - 4) Southbound Signal Controlled Internations: 19 Orads Sparated Internations: 5 Major Cross Streets: MD 32, MD 174, MD 713, MD 286, US 1, 1-96, Snowden River Pkwy, US 20 2020 ADT Truck Pask Hor Travel MD 32, MD 174, MD 713, MD 286, US 1, 1-96, Snowden River Pkwy, US 20 2020 ADT Truck Pask Hor Routes and Ridership Routes MD 72, MD 284, US 1 17, 000 mill Eason Pask Hor Signalized Intersection Operations: AM Peak Hour PI Peak Hour Not Mill Peak Routes Not Mill Peak Routes Segment Operations Signalized Intersections: AM Peak Hour PI Peak Hour Not Mill Peak Routes Not Pies Segment Operations Signalized Intersections: AM Peak Hour PI Read Not Pies Segment Operations Signalized Intersections: COS 'P' Intersections COS 'P' Intersections Color Key 'Available court data. (7% of signalized intersection) COS 'P' Intersections Color Key Time Hill Rd. No Fie 'Available <	Corridor Length:	12.2	miles	17	1	5		(108	2	$\langle \rangle$	Han	over	N
Travel Lanes: (1 - 3) Notthbound (1 - 4) Southbound Signal Controlled Intersections: 19 Grids Sognation: 0 Grids Sognation: 0 Major Cross Streets: MD 32, MD 174, MD 713, MD 295, US 1, 195, Sonwden River Pkwy, US 29 190, 200, 000 vpd Travel Market Uter Sonwatch River Pkwy, US 29 Routes and Ridership MTA Commuter Bus 310 227 1700 - 590,000 vpd Travel Sonwatch River Pkwy, US 29 Signalized Intersection Operations MM Pask Hour PM Peak Hour Values of Sorvice (Miles of Rivership) Sognator Operations Signalized Intersections: AM Pask Hour PM Peak Hour PM Peak Hour Values of Sorvice (Miles of Rivership) Southbound (Miles of Rivership) Signalized Intersections: AM Pask Hour PM Peak Hour PM Peak Hour Values of Sorvice (Miles of Rivership) Southbound (Miles of Rivership) Signalized Intersections: LOS 'P' Intersections LOS 'P' Intersections LOS 'P' Intersections Value of Sorvice (Miles of Rivership) Mark Travel (Miles of Rivership) Virtue of Sorvice Mark River Pkwy R	Speed Limit:	35 - 50) MPH	3	2)	No.	K.	95	2	B	altimor rnatior	e/Was nal Thu	hingto
Signal Controlled Intersections: 19 Grade Separated Interchanges: 5 Major Cross Streets: MD 32, MD 174, MD 713, MD 250, US 1, He6, Snowden River Pkwy, US 29 1 Routes and Ridership Routes Avg. Daily Ridership MTA Commuter Bus 310 227 Major Cross Streets: MD 713, MD 250, US 1, He6, Snowden River Pkwy, US 29 1 1 Matcommuter Bus 320 141 17,000 - 59,000 vpd 2.8% - 8.5% MTA Commuter Bus 320 141 17,000 - 59,000 vpd 2.8% - 8.5% Signalized Intersection MTA Commuter Bus 320 141 100 - 59,000 vpd 2.8% - 8.5% Signalized Intersections: AM Peak Hour Truck term Peak Hour Northbound Roadway) LOS F 0 0 0 00/0.0 00/10.0 LOS F 0 0 0 00/0.0 00/10.0 LOS F 100 sector 7 7 10.0 sector 00/0.0 00/10.0 LOS F Intersections LOS i* Intersections LOS i* Intersections No data * Available court data (37% of signalized intersectio	Travel Lanes:	(1 - 3) Northbound	(1 - 4) Southbound	23		P	Y	1		(295		0	76
Grade Separated Interchanges: 5 Major Cross Streets: MD 32, MD 174, MD 713, MD 256, US 1, He6, Snowden River Pkwy, US 29 Contrast of the section of th	Signal Controlled Intersections:	1	9	Nor	th Laur	el Sav	/age	Annap	olis	X	(713	Se	vern
Major Cross Streets: MD 32, MD 174, MD 713, MD 295, US 1, I-95, Snowden River Pkwy, US 29 Image: Computer Bias 20, Daily Ridership Constant of the second streets in the second street stre	Grade Separated Interchanges:	5	5			15	~	Juncti	on (32)			174	170
Routes Avg. Daily Ridership Trucks Peak Hour Traffic MTA Commuter Bus 300 141 17.000 - 59.00 vpd 2.8% - 8.2% 8% - 9.5% Signalized Intersection Operations Intersection Operations Segment Operations Northbound AM / PM Southbound AM / PM LOS D or Better 7 7 7 7 7 7 10.5 P 0.0 / 0.2 0.0 / 0.2 0.0 / 0.1 1.1 10.5 P 0.0 / 0.0 <t< td=""><td>Major Cross Streets:</td><td>MD 32, I MD 713, MD 2 Snowden Rive</td><td>MD 174, 95, US 1, I-95, r Pkwy, US 29</td><td></td><td></td><td>E.</td><td></td><td></td><td>198</td><td>3</td><td></td><td>Ode</td><td>nton</td></t<>	Major Cross Streets:	MD 32, I MD 713, MD 2 Snowden Rive	MD 174, 95, US 1, I-95, r Pkwy, US 29			E.			198	3		Ode	nton
Routes and Ridership MTA Commuter Bus 310 227 2020 ADT Trucks Traffic MTA Commuter Bus 320 141 17,000-59,000 vpd 2.8% - 8.2% 8%-9.5% Signalized Intersection Operations Intersection Operations Southbound MrA PM Signalized Intersections*: AM Peak Hour PM Peak Hour Northbound Southbound LOS D or Better 7 7 Intersections Readware LOS F 0 0 0 00/0.0 00/0.0 LOS F 0 0 0 0/0.0 0/0.0 0/0.0 LOS F Intersections LOS F' Intersections 0/0.0 0/0.0 0/0.0 LOS TE' Intersections LOS F' Intersections 0.0 / 0.2 0.0 / 0.2 0.0 / 0.2 * Available count data. (37% of signalized Intersection) LOS F' Intersections TTI 10 - 1.5 1.0 - 1.5 Yuthan Freeway Expressivey Dobbin R4 - Snowth Rile A - Tramar Dr 1.1 1.0 1 1.0 Virtan Freeway Expressivey Dobbin R4 - Snowth Rile A - Tramar Dr <td< td=""><td></td><td>Routes</td><td>Avg. Daily Ridership</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td>Pe</td><td>ak Ho</td><td>our</td></td<>		Routes	Avg. Daily Ridership								Pe	ak Ho	our
MTA Commuter Bus 320 141 17.000 - 59.000 vpd 2.8% - 8.2% 8%-9.5% Signalized Intersection Operations Signalized Intersections*: AM Peak Hour PM Peak Hour Northbound AM / PM MM / PM LOS D or Better 7 7 7 1000 - 59.000 vpd 0.01/0.2 0.01/11 LOS F 0 0 0 0 0.01/0.2 0.01/11 LOS F 0 0 0 0.01/0.2 0.01/11 100 - 115 LOS TE' Intersections LOS 'F' Intersections Color Key TTI PTI 1.00 - 115 1.00 - 115 1.00 - 115 1.00 - 115 1.00 - 115 1.00 - 115 1.00 - 115 1.00 - 115 1.00 - 115 1.00 - 10 - 15 1.00 - 115 1.00 - 10 - 15 1.00 - 115 1.00 - 115 1.00 - 10 - 15 1.00 - 200 -2.5 -2.00 -2.5 -2.00 -2.5 1.00 - 200 -2.5 1.00 - 1.15 1.00 - 1.15 1.00 - 1.15 1.0 - 1.5 1.00 - 10 - 10	Routes and Ridership	MTA Commuter Bus 310	227	20	20 AA	DT		Tr	ucks			Traffic	;
Signalized Intersection Operations Signalized Intersection S*: AM Peak Hour PM Pe		MTA Commuter Bus 320	141	17,000	- 59,0	00 vpc	b	2.8%	6 - 8.2	%	8	%-9.5	%
Intersection Operations Northbound Southbound Signalized intersections*: AM Peak Hour PM Peak Hour Image: PM Peak Hour Northbound MM / PM MM / PM LOS D or Better 7 7 1 Dispan="2">Los D or Better 12.2 / 10.2 12.1 / 11.1 LOS F 0							Segm	ent Op	peration	ons			1
Signalized Intersections*: AM Peak Hour PM Peak Hour AM / PM AM / PM LOS D or Better 7 7 7 7 1		Intersection Operations	T	_			No	rthbou	ind	So	uthbou	ind	
LOS D or Better 7 7 7 LOS E 0	Signalized Intersection	s*: AM Peak Hour	PM Peak Hour	Lev	vel of S	ervice	(R	Miles o oadwa	vi of y)	(R	Miles o oadwa	vi of y)	
LOS E 0 0 LOS E 0.0/0.2 0.0/1.1 LOS F 0 0 0 0 0.0/0.0 0.0/0.0 LOS Te' Intersections LOS 'F' Intersections Color Key TTI PTI 1.00 - 1.15 1.00 - 1.00 1.00 - 1.00 1.00 - 1.00 1.00 - 1.00 1.00 - 1.00 1.00 - 1.00 1.00 - 1.00 1.00 - 1.00 1.00 - 1.00 1.00 - 1.00 1.00 - 1.00 1.00 - 1.00 1.00 - 1.00 1.00 - 1.00 1.00 - 1.00 1.00 - 1.00 1.00 - 1.00 1.00 - 1.00 <td< td=""><td>LOS D or Better</td><td>7</td><td>7</td><td>LC</td><td>OS D or</td><td>Better</td><td>12</td><td>2.2 / 10</td><td>).2</td><td>12</td><td>2.1 / 11</td><td>.1</td><td></td></td<>	LOS D or Better	7	7	LC	OS D or	Better	12	2.2 / 10).2	12	2.1 / 11	.1	
LOS F 0 0 LOS F 0.07.00 0.07.00 LOS 'E' Intersections LOS 'F' Intersections Color Key TTI PTI 1.00 - 1.15 1.0 - 1.5 1.0 - 1.5 1.0 - 1.5 1.0 - 1.5 * Available count data. (37% of signalized intersection) No data - 2.5 - 2.0 - 2.5 * Available count data. (37% of signalized intersection) No data - 2.5 - 2.0 - 2.5 * Available count data. (37% of signalized intersection) No data - 2.5 - 2.0 - 2.5 * Available count data. (37% of signalized intersection) No data - 2.5 - 2.0 - 2.5 * Available count data. (37% of signalized intersection) No data - 2.5 - 2.0 - 2.5 * Available count data. (37% of signalized intersection) - 1.0 - 2.5 - 2.0 - 2.5 * Available count data. (37% of signalized intersection) - 1.0 - 2.5 - 2.0 - 2.5 * Available count data. (37% of signalized intersection) - 1.0 - 1.0 - 2.5 - 2.0 - 2.5 Urban Freeway Expressway	LOS E	0	0		LOS	E	(0.0 / 0.1	2	().0 / 1.	1	
LOS 'F' Intersections LOS 'F' Intersections LOS 'F' Intersections Color Key TTI PTI t.00-1.15 1.0-15 t.100-1.15 1.0-15 t.100-1.15 1.0-15 t.100-200 -2.5 2.0 * Available count data. (37% of signalized intersection) TTI PTI Functional Class Roadway Segment Length (miles) TTI PM Columbia Pike (US 29) - Thunder Hill Rd. Columbia Pike (US 29) - Thunder Hill Rd. 0.6 Vita Na Urban Freeway Expressway Dobbin Rd. 0.9 VI Urban Minor Arterial Dorsey Run Rd. 1.3 V Urban	LOS F	0	0		LOS	F	Ĺ).0/0.	0	(0.0/0.	U	
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Urban Freeway Expressway		Columbia Biko (LIS 2	0) Thundor Hill Dd	0.6	NB	SB	NB	5B		NB	SB	NB	SB
Urban Freeway Expressway		Thunder Hill R	9) - Muldel Hill Ru. d - Tamar Dr	1.1									
Urban Freeway Expressway Dobbin Rd - Snowden River Pkwy 0.6 I		Tamar Dr -	Dobbin Rd.	0.9									
Snowden River Pkwy - Waterloo Rd (MD 108) 0.8 Image: Constraint of the straint o	Urban Freeway Expressway	Dobbin Rd - Snov	vden River Pkwy	0.6			1					l.	
Waterloo Rd (MD 108) - I-95 0.7 0 <t< td=""><td></td><td>Snowden River Pkwy -</td><td>Waterloo Rd (MD 108)</td><td>0.8</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></t<>		Snowden River Pkwy -	Waterloo Rd (MD 108)	0.8									
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MD 185			Rockvi	lle Bah	more	1ve	X		1
	T		Contraction of the second	X-	Photo	Arctic	Aspen	Hill	North
Limits:	Washington DC	Line to MD 97	-		obrook	Aspent	atkl	Georgia	
Corridor Length:	8.3 n	niles	A.	2. 7 1	Im	586		140	1
Speed Limit:	30 - 45	5 MPH	shing	018.0	355	Same	Whe	aton-Glenn	nont
Travel Lanes:	(3 - 4) Northbound	(3 - 4) Southbound	Ion Na	Montrose	lorth	A A A	C	97)	
Signal Controlled	21	6		Bet	thesda	Garrett P	Ark Kensing	Wheaton	(193)
Intersections:		5	14	Te 210	n l'	547	Kensing		al seal
Grade Separated Interchanges:	1		y Blvd	102	97)	X	Kensingto	192	Den
Major Cross Streets:	MD 410, I-495, M MD 586, Rando	ID 547, MD 193, liph Rd, MD 97	Westlake	e Green	I Beltwa	355	455 (185)	ngton ⁴ nden i Rock Creek	n 97
	Routes	Avg. Daily Ridership		10-15	$\langle \zeta \rangle$	6	Chevy Cha	se (410)	cil
	METRO L8	508		1	\mathbb{R}^{n}		1-1	- Cal	Colonial
	Ride On Route 1	409	4			(ass	Chevy C	hase 💈	Village
	Ride On Route 5	583	4			355	Section 1	Three law	
Routes and Ridership	Ride On Route 11	171	4		ind i		- V	uođaj	
	Ride On Route 26	1,271					A Street	0 %	R
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	Ride Off Roule 41	100	25,000	- 05,000 vpc	n Soam	370	liono	7 70 - 0	70
Signalized Interception	Intersection Operations	DM Dook Hour]		No	orthbound AM / PM	Sou	ithbound M / PM Milos of	
Signalized intersection	S. AW Peak Hour	PM Peak Hour	Lev	el of Service	R	oadway)	Ro	adway)	
LOS D or Better	7	7	LC	S D or Better	8	3.3 / 4.6	6	.0 / 3.2	
LOS E	1	1		LOS E	(0.0 / 1.1	0	.9 / 4.0	
LOS F	0	0		LOS F	(0.0 / 2.6	1	.3 / 1.1	
	tersections	LOS 'E' In	tersection	e			Color	Kov	
MD 185 at M	0.410 (AM PM)		tersection	3		тт		PTI	
						1.00 -	1.15	1.0 - 1.	5
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						1.30 -	2.00	> 2.5	
						> 2.0	JU No.d	lata	
* Available count data. (31% of	signalized intersection)								
* Available count data. (31% of	signalized intersection)			т		<u> </u>		PTI	
* Available count data. (31% of	signalized intersection)	Segment	Length	T AM	TI P			PTI	PM
* Available count data. (31% of Functional Class	signalized intersection) Roadway North to	Segment 9 South	Length (miles)	T AM NB SB	TI P NB	M SB		PTI A F SB NB	°M SB
* Available count data. (31% of Functional Class	signalized intersection) Roadway North to Georgia Ave. (MD S	Segment • South 97) - Aspen Hill Rd.	Length (miles) 0.3	T AM NB SB	TI P NB W	M SB		PTI A F SB NB	PM SB
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* Available count data. (31% of Functional Class Urban Other Principal	Signalized intersection) Roadway North to Georgia Ave. (MD 9 Aspen Hill Rd Randolph Rd Veir Veirs Mill Rd. (MD 586) - t University Blvd (M	Segment South P7) - Aspen Hill Rd. Randolph Rd. s Mill Rd. (MD 586) Jniversity Blvd. (MD 193) D 193) - Saul Rd.	Length (miles) 0.3 0.4 1.7 1.4 1.2	T AM NB SB	TI P NB W	M SB		PTI A F SB NB I W I U	×M SB
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* Available count data. (31% of Functional Class Urban Other Principal Arterial	Roadway North to Georgia Ave. (MD S Aspen Hill Rd Randolph Rd Veir Veirs Mill Rd. (MD 586) - I University Blvd (M Saul Rd I-495 - Jones Jones Bridge Rd Eas East West Hwy (MD 410	Segment o South 27) - Aspen Hill Rd. Randolph Rd. s Mill Rd. (MD 586) Jniversity Blvd. (MD 193) D 193) - Saul Rd. - I-495 s Bridge Rd. st West Hwy (MD 410)) - Bradley Ln. (MD 191)	Length (miles) 0.3 0.4 1.7 1.4 1.2 0.6 0.5 0.8 0.8 0.8	J T AM SB NB SB I I I I I I I I I I I I I I I I I I I I I I I I I I	TI NB W	M SB		PTI A F SB NB I W A F I C I C I C I C I C I C I C I C	PM SB SB SB SB SB SB SB SB SB SB SB SB SB
* Available count data. (31% of Functional Class Urban Other Principal Arterial	Signalized intersection) Roadway North to Georgia Ave. (MD S Aspen Hill Rd Randolph Rd Veir Veirs Mill Rd. (MD 586) - I University Blvd (M Saul Rd I-495 - Jones Jones Bridge Rd Eas East West Hwy (MD 410 Bradley Ln. (MD 191) -	Segment South 27) - Aspen Hill Rd. Randolph Rd. s Mill Rd. (MD 586) Jniversity Blvd. (MD 193) D 193) - Saul Rd. - I-495 s Bridge Rd. st West Hwy (MD 410)) - Bradley Ln. (MD 191) Western Ave/DC Line	Length (miles) 0.3 0.4 1.7 1.4 1.2 0.6 0.5 0.8 0.8 0.8 0.6	J J NB SB NB SB I I I I I I I I I I I I I I I I I I I I I I I I I I I I		M SB I I I I I		PTI SB NB C SB NB C SB NB C SB NB C SB NB	×M SB 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2
* Available count data. (31% of Functional Class Urban Other Principal Arterial	Roadway North to Georgia Ave. (MD S Aspen Hill Rd Randolph Rd Veir Veirs Mill Rd. (MD 586) - I University Blvd (M Saul Rd I-495 - Jones Jones Bridge Rd Eas East West Hwy (MD 410 Bradley Ln. (MD 191) - I = Improvement from 201	Segment South 27) - Aspen Hill Rd. Randolph Rd. s Mill Rd. (MD 586) Jniversity Blvd. (MD 193) D 193) - Saul Rd. - I-495 s Bridge Rd. st West Hwy (MD 410)) - Bradley Ln. (MD 191) Western Ave/DC Line 9 W = Worsened from 2019	Length (miles) 0.3 0.4 1.7 1.4 1.2 0.6 0.5 0.8 0.8 0.8 0.8 0.6 (blank) = No	T AM NB SB A A A A A A A A A A A A A A A A A A	TI P NB W U IIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIII	M SB 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		PTI SB NB SB NB I	M SB I

MD 193			FDA	9	3	S a		Sello	nan Rð	Beltsvill	e
Limits:	MD 201 to M	ID 650	44	Hillan	dale		nerry Hill Pad		Sunn		
Corridor Length:	5.5 mile	?S	495		4		193		EA	130/de Ave	0
Speed Limit:	35 - 45 M	PH	and the second s	ADO TON	(212)			The second		-	K
Travel Lanes:	(2 - 3) Eastbound (2	- 3) Westbound		Ac	Re leiphi			Beltimore A	Stal Aug		
Signal Controlled Intersections:	20	·	65		212	XFIN	TY Center		H	Berwyn Heights	G
Grade Separated Interchanges:	2		Lan	gley Park	Sur		Colle- O Universit	ge Park	S.	¹ Ry (201)	
Major Cross Streets:	MD 201, 63rd Ave Cherrywood Ln / Rhode Island A Metzerott Rd / Pair	e, 62nd Ave, / 60th Ave, ve, US 1, nt Branch Dr,	av et al	nggs Rd	Prince	Mall at Georges	Universit	powerst live	151	Good Luck I	Rđ
	Adelphi Rd, Riggs Routes METRO C2, C4	Rd, MD 650 Avg. Daily Ridership 4,713	Age Gallatin St	5	G	0	Hyatt				
	METRO F6	433	A RE		2	34	our pr		- 41	3	al and
	METRO F8	482									
Routes and Ridership	METRO G14	1,026				-					
	METRO J4	128							Pe	ak Ho)U
	METRO R2	1,169	202	20 AAI			Truc	ks		Traffic	<u>}</u>
	The Bus Route 15X	44	29,000	- 41,0	JU Vpa		2.5%	3.1%		/%-8%	0
		514				segme	ent Opera	ations			1
Signalized Intersection	Intersection Operations	PM Peak Hour		el of S	ervice	Ea A (I	stbound M / PM Ailes of badway)	W F	/estbou AM / PN (Miles c Roadwa	nd A of y)	
			Lev	01010		1.0					4
LOS D or Better	2	2	LO	S D or	Better	5	.5 / 3.6		4.9 / 1.	0	
LOS D or Better LOS E	2 0	2 0	LO	S D or LOS I	Better	5	.5 / 3.6 .0 / 1.3		4.9 / 1.0 <mark>0.6 / 3.</mark> 9	0 9	
LOS D or Better LOS E LOS F	2 0 0	2 0 0	LO	S D or LOS I	Better	5 0 0	.5 / 3.6 .0 / 1.3 .0 / 0.6		4.9 / 1.0 <mark>0.6 / 3.9</mark> 0.0 / 0.0	0 9 6	
LOS D or Better LOS E LOS F	2 0 0	2 0 0	LO	S D or LOS I	Better F	5 0 0	.5 / 3.6 .0 / 1.3 .0 / 0.6		4.9 / 1.0 <mark>0.6 / 3.9</mark> 0.0 / 0.0	0 9 6	
LOS D or Better LOS E LOS F LOS 'E' In	2 0 0 tersections	2 0 0 LOS 'F' Int	ersection	S D or LOS I LOS	Better		.5 / 3.6 .0 / 1.3 .0 / 0.6	Cold	4.9 / 1.0 0.6 / 3.9 0.0 / 0.0	0 9 6	
LOS D or Better LOS E LOS F LOS 'E' In	tersections	2 0 0 LOS 'F' Int	ersection	S D or LOS I LOS	Better		.5 / 3.6 .0 / 1.3 .0 / 0.6 T	Cold	4.9 / 1. 0.6 / 3.9 0.0 / 0.0	0 9 6 PTI	
LOS D or Better LOS E LOS F LOS 'E' In	tersections	2 0 0 LOS 'F' Int	ersection	S D or LOS I LOS S	Better E		.5 / 3.6 .0 / 1.3 .0 / 0.6 T 1.00	Cold TI - 1.15	4.9 / 1. 0.6 / 3.9 0.0 / 0.	0 9 6 PTI 1.0 - 1.4	5
LOS D or Better LOS E LOS F LOS 'E' In	tersections	2 0 0 LOS 'F' Int	ersection	S D or LOS I LOS	Better E		.5 / 3.6 .0 / 1.3 .0 / 0.6 T 1.00	Cold TI - 1.15 - 1.30	4.9 / 1. 0.6 / 3. 0.0 / 0.	0 9 6 PTI 1.0 - 1.: 1.5 - 2.:	5
LOS D or Better LOS E LOS F LOS 'E' In	tersections	2 0 0 LOS 'F' Int	ersection	S D or LOS I LOS	Better F		.5 / 3.6 .0 / 1.3 .0 / 0.6 T 1.00 1.15	Cold TI - 1.15 - 2.00	4.9 / 1. 0.6 / 3.9 0.0 / 0.0	0 9 6 PTI 1.0 - 1.4 1.5 - 2.4	5
LOS D or Better LOS E LOS F LOS 'E' In	tersections	2 0 0 LOS 'F' Int	ersection	S D or LOS I LOS S	Better E		.5 / 3.6 .0 / 1.3 .0 / 0.6 T 1.00 1.15 1.30 > 2	Cold TI - 1.15 - 2.00	4.9 / 1. 0.6 / 3.9 0.0 / 0.1	0 9 6 PTI 1.0 - 1.: 1.5 - 2.: > 2.5	5
LOS D or Better LOS E LOS F LOS 'E' In	tersections	2 0 0 LOS 'F' Int	ersection	S D or LOS I LOS S	Better E		.5 / 3.6 .0 / 1.3 .0 / 0.6 T 1.00 1.15 1.30 > 2	Cold TI - 1.15 - 2.00 .00 No	4.9 / 1. 0.6 / 3. 0.0 / 0. or Key data	0 9 6 1.0 - 1.: 1.5 - 2.: > 2.5	5
LOS D or Better LOS E LOS F LOS 'E' In	tersections	2 0 0 LOS 'F' Int	ersection	s D or LOS I LOS s	Better E		.5 / 3.6 .0 / 1.3 .0 / 0.6 T 1.00 1.15 1.30 > 2	Cold TI - 1.15 - 2.00 No	4.9 / 1. 0.6 / 3.9 0.0 / 0.1 or Key data	0 9 6 PTI 1.0 - 1.4 1.5 - 2.4 > 2.5	5
LOS D or Better LOS E LOS F LOS 'E' In Available count data. (10% of	signalized intersection)	2 0 0 LOS 'F' Int	ersection	S D or LOS I LOS I S	Better E		.5 / 3.6 .0 / 1.3 .0 / 0.6 T 1.00 1.15 1.30 > 2	Cold TI - 1.15 - 2.00 No	4.9 / 1. 0.6 / 3.9 0.0 / 0. or Key data	0 9 6 7 7 1.0 - 1.1 1.5 - 2.5 > 2.5	5 5
LOS D or Better LOS E LOS F LOS 'E' In Available count data. (10% of	signalized intersection)	2 0 0 LOS 'F' Int	ersection Length (miles)	S D or LOS I LOS S	Better F M WB	С С С С С С С С С С С С С	.5 / 3.6 .0 / 1.3 .0 / 0.6 T 1.00 1.15 1.30 > 2	Cold TI - 1.15 - 2.00 .00 No EB	4.9 / 1. 0.6 / 3.9 0.0 / 0. or Key data data P AM WB	0 9 6 1.0 - 1.1 1.5 - 2.2 > 2.5	5 5
LOS D or Better LOS E LOS F LOS 'E' In Available count data. (10% of Functional Class	2 0 0 tersections * signalized intersection) Roadway Ser West to E New Hampshire Ave. (MD 650)	gment ast	ersection Length (miles) 0.6	S D or LOS I LOS I S S	F T M WB	т 1 ЕВ	.5 / 3.6 .0 / 1.3 .0 / 0.6 T 1.00 1.15 1.30 > 2	Cold TI - 1.15 - 2.00 .00 No	4.9 / 1. 0.6 / 3.3 0.0 / 0. or Key data P AM WB I	0 9 6 7 7 1.0 - 1.1 1.5 - 2.2 > 2.5 7 7 1 P EB 1	5
LOS D or Better LOS E LOS F LOS 'E' In Available count data. (10% of Functional Class	2 0 0 0 tersections * signalized intersection) Roadway Serwest to E New Hampshire Ave. (MD 650 Riggs Rd. (MD 212)	2 0 0 LOS 'F' Int st)) - Riggs Rd. (MD 212) - Adelphi Rd.	Level LO ersection Length (miles) 0.6 1.3	LOS I LOS I LOS S EB	Better F T M WB I	1 1 1 1 1 1 1 1	.5 / 3.6 .0 / 1.3 .0 / 0.6 T 1.00 1.15 1.30 > 2	Colo TI - 1.15 - 2.00 .00 No EB	4.9 / 1. 0.6 / 3.3 0.0 / 0.1 or Key data data P AM WB I	0 9 6 PTI 1.0 - 1.3 1.5 - 2.2 > 2.5	
LOS D or Better LOS E LOS F LOS 'E' In Vailable count data. (10% of Functional Class	signalized intersection)	gment ast)) - Riggs Rd. (MD 212) - Adelphi Rd. zerott Rd.	Length (miles) 0.6 1.3 1.3	LOS I LOS I LOS S S	Better F T M WB I	1 1 1 1 1 1	.5 / 3.6 .0 / 1.3 .0 / 0.6 T 1.00 1.15 1.30 > 2	Cold TI - 1.15 - 2.00 No EB	4.9 / 1. 0.6 / 3.3 0.0 / 0.1 or Key data data P M WB I J	0 9 6 1.0 - 1.1 2.5 2.5	5
LOS D or Better LOS E LOS F LOS 'E' In Available count data. (10% of Functional Class Urban Other Principal Arterial	2 0 0 0 tersections tersections Roadway Serwest to E New Hampshire Ave. (MD 650 Riggs Rd. (MD 212) Adelphi Rd Met Metzerott Rd Grown	gment ast)) - Riggs Rd. (MD 212) - Adelphi Rd. zerott Rd. eenbelt Rd.	Length (miles) 0.6 1.3 1.3 1.0	LOS I LOS I LOS I S	Better F M WB I	Г С С С С С С С С С С С С С	.5 / 3.6 .0 / 1.3 .0 / 0.6 T 1.00 1.15 1.30 22 <u>₩</u> ₩B	Cold TI - 1.15 - 2.00 .00 No	4.9 / 1. 0.6 / 3.9 0.0 / 0. or Key data data P AM WB I I I I I I I	0 9 6 1.0 - 1.1 2.5 2.5 TI F EB I I I I	5 5
LOS D or Better LOS E LOS F LOS 'E' In Available count data. (10% of Functional Class Urban Other Principal Arterial	2 0 0 0 tersections tersections Roadway Serwest to E New Hampshire Ave. (MD 650 Riggs Rd. (MD 212) Adelphi Rd Mei Metzerott Rd Greenbelt Rd Cherryw	gment ast) - Riggs Rd. (MD 212) - Adelphi Rd. zerott Rd. eenbelt Rd. ood Ln./60th Ave	Length (miles) 0.6 1.3 1.3 1.0 0.6	LOS I LOS I LOS I EB	T M WB I	1 1 1 1	.5 / 3.6 .0 / 1.3 .0 / 0.6 T 1.00 1.15 1.30 > 2	Cold TI - 1.15 - 1.30 - 2.00 No EB	4.9 / 1. 0.6 / 3.9 0.0 / 0. or Key data data P AM WB I U I I I I I	0 9 6 7 1.0 - 1.1 1.5 - 2.1 > 2.5 7 1 F EB 1 1 1 1 1	

				X.		(212	00-				tim
Limits:	MD 450 to	o MD 212	212	2	Sellma	n Rd E	3 3	le _{POW}	DER	MILL	RD	Ba
Corridor Length:	7.4 r	niles		495	1		00	20)		N	Baltimo ashing Parkwa	re ton
Speed Limit:	40 - 50	0 MPH	50	4	5				80			1
Travel Lanes:	(1 - 3) Northbound	(1 - 3) Southbound	- Adel			193	5/	X	Gree	enbelt	1.	- (
Signal Controlled Intersections:	1	9	print	Colleg	ge Parl	K B H	erwyn eights		X	(193)	God	dar
Grade Separated Interchanges:	3	3		Univer	sity	R		295		495	Circlano F	Goc
Major Cross Streets:	MD 450, Decatu Riverdale Rd, MD 41(Good Luck Rd, MI Cherrywood Ln, Beaver Dam	ur St, MD 769B, 0, Paint Branch Pkwy, D 193, I-95 / I-495, Sunnyside Ave, Rd. MD 212	500 Hy	Parl	410 (410)	East	River		Nev Carrol	v La Iton	inham	
	Routes	Avg. Daily Ridership	ainier	Bla	denshu	Ind	410			Gy		
	METRO R12	449			1-							2.2
	METRO F6	433										
Routes and Ridership	METRO 87	97				-				_		
	The Bus Route 11	50			ът		т	uoka		Pe	ak Ho	ur
	The Bus Route 15Y		19 000	- 45 0	00 vpd		7.3%	ucks	%	7	1 raffi '% - 8	; %
	The Bus Route 16	359	13,000		oo vpu	<u> </u>	1.070	12.1	/0	L/	/0 - 0	/0
	Intersection Operatio	ns				Seg No	gment rthbou	Opera nd	ations So	uthbou	und	1
Signalized Intersection	s*: AM Peak Hour	PM Peak Hour	Lev	el of S	ervice	(I R	AM / PN Miles o oadway	1 f ()	(I R	AM / PI Miles o oadwa	VI of y)	
LOS D or Better	5	5	LO	S D or	Better	7	.4/3.0)	6	6.8/4.	0	
LOS D or Better LOS E LOS F	5 0 0	5 0 0		S D or LOS I LOS	Better E	7 C C	7.4 / 3.0).0 / 4.4).0 / 0.0) <mark>1</mark>)	6 0 0	6.8 / 4. 0.6 / 1. 0.0 / 1.	0 <mark>9</mark> 5	
LOS D or Better LOS E LOS F	tersections	5 0 0 LOS 'F' In	tersection	S D or LOS I LOS S	Better E		7.4 / 3.0 0.0 / 4.4 0.0 / 0.0) 4) TTI 00 - 1.1	6 0 0 Colo 5	5.8 / 4. 9.6 / 1. 9.0 / 1. r Key	0 9 5 PTI 1.0 - 1.	5
LOS D or Better LOS E LOS F	tersections	5 0 0	tersection	S D or LOS I LOS	Better E F		7.4 / 3.0 0.0 / 4.4 0.0 / 0.0 1.1 1.1) 4) TTI 00 - 1.1 15 - 1.3 30 - 2.0	6 0 0 5 30 30	5.8 / 4. 0.6 / 1. 0.0 / 1. r Key	0 9 5 PTI 1.0 - 1. 1.5 - 2. > 2.5	5
LOS D or Better LOS E LOS F LOS 'E' In	tersections	5 0 0	tersection	S D or LOS I LOS	Better E F		7.4 / 3.0 9.0 / 4.4 9.0 / 0.0 1.1 1.) 4) TTI 00 - 1.1 15 - 1.3 30 - 2.0 > 2.00	6 0 0 0 5 80 0 No 0	5.8 / 4. 0.6 / 1. 0.0 / 1. r Key	0 9 5 PTI 1.0 - 1. 1.5 - 2. > 2.5	5
LOS D or Better LOS E LOS F LOS 'E' In	signalized intersection)	Segment	tersection	S D or LOS E LOS	Better E F		7.4 / 3.0 0.0 / 4.4 0.0 / 0.0 1. 1. 1.) 4) TTI 00 - 1.1 15 - 1.3 30 - 2.0 > 2.00	6 0 0 5 30 No 0	5.8 / 4. 0.6 / 1. 0.0 / 1. r Key data	0 9 5 1.0 - 1. 1.5 - 2.5 > 2.5	5
LOS D or Better LOS E LOS F LOS 'E' In	signalized intersection)	Segment o South	Length (miles)	S D or LOS F LOS S	Better F T		X.4 / 3.0 0.0 / 4.2 0.0 / 0.0 1.1 1.1 1.1 M) 4) TTI 000 - 1.1 115 - 1.3 300 - 2.00	6 6 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	5.8 / 4. 0.6 / 1.1 0.0 / 1. r Key data P M	0 9 5 7 7 1.0 - 1. 1.5 - 2. > 2.5	5
LOS D or Better LOS E LOS F LOS 'E' In	isignalized intersection)	Segment o South	Length (miles)	S D or LOS F LOS S	Better F M SB	7 C C C C	<pre>.4 / 3.0 0.0 / 4.4 0.0 / 0.0 1. 1. 1. 1.</pre>) TTI 000 - 1.1 115 - 1.3 300 - 2.0 > 2.00	6 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	5.8 / 4. 0.6 / 1. 1. 0 / 1. r Key data P M SB	0 9 5 7 1.0 - 1. 1.5 - 2. > 2.5 TI F NB	5
LOS D or Better LOS E LOS F LOS 'E' In	signalized intersection) Roadway North to MD 212 - Su Supposide Aug	Segment o South	Length (miles)	S D or LOS B LOS S S	Eetter F M SB I	7 C C C	(.4 / 3.0. 0.0 / 4.4 0.0 / 0.0 1. 1. 1. 1. SB) 4) TTI 000 - 1.1 115 - 1.3 30 - 2.00	6 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	6.8 / 4. 0.6 / 1. 0.0 / 1. r Key data P M SB I W	0 9 5 1.0 - 1. 1.5 - 2. > 2.5	5 5 M
LOS D or Better LOS E LOS F LOS 'E' In LOS 'E' In Vailable count data. (26% of Functional Class	signalized intersection) Roadway North to MD 212 - Su Sunnyside Ave Cherrwared	Segment o South Innyside Ave. - Cherrywood Ln.	Length (miles) 0.6 0.9 0.3	S D or LOS B LOS B S S	T M SB		(.4 / 3.0. 0.0 / 4.4 0.0 / 0.0 1. 1. 1. 1. 8 8 8 8 1) 4 7 TTI 000 - 1.1 115 - 1.3 300 - 2.00	6 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	6.8 / 4. 0.6 / 1. 0.0 / 1. r Key data data B S B I W	0 9 5 1.0 - 1. 1.5 - 2. > 2.5	5
LOS D or Better LOS E LOS F LOS 'E' In LOS 'E' In Available count data. (26% of Functional Class	signalized intersection) respectively by the section of the secti	Segment o South Innyside Ave. - Cherrywood Ln. d Ln Ivy Ln. rescent Rd	Length (miles) 0.6 0.9 0.3 0.2	S D or LOS E LOS S S	Eetter F M SB I		(.4 / 3.0. 0.0 / 4.4 0.0 / 0.0 1. 1. 1. 1. SB 1 1) TTI 000 - 1.1 115 - 1.3 300 - 2.00	6 0 0 0 5 5 10 No 0 NB	6.8 / 4. 0.6 / 1. 0.0 / 1. r Key data data P M SB I W W	0 9 5 PTI 1.0 - 1. 1.5 - 2.5 XB XB I	5
LOS D or Better LOS E LOS F LOS 'E' In LOS 'E' In Vailable count data. (26% of Functional Class	signalized intersection) signalized intersection) Roadway North to MD 212 - Su Sunnyside Ave Cherrywood Ivy Ln Cr Crescent Rd	Segment o South Innyside Ave. - Cherrywood Ln. d Ln Ivy Ln. rescent Rd. - 1495/1-95	Length (miles) 0.6 0.9 0.3 0.2 0.5	S D or ILOS F LOS F S	Better F M SB I		<pre>.4 / 3.0 0.0 / 4.4 0.0 / 0.0 1. 1. 1. 1.</pre>) TTI 000 - 1.1 115 - 1.3 300 - 2.00	6 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	6.8 / 4. 0.6 / 1. 0.0 / 1. r Key data data P M SB I W W	0 9 5 1.0 - 1. 1.5 - 2.5 7 1 F NB 1 I	5 5 M
LOS D or Better LOS E LOS F LOS 'E' In LOS 'E' In Vailable count data. (26% of Functional Class Urban Minor Arterial	signalized intersection) respectively a signalized intersection signalized in	5 0 0 LOS 'F' In LOS 'F' In segment o South unnyside Ave. - Cherrywood Ln. 1L Ivy Ln. rescent Rd. - 1-495/1-95 - MD 193	Length (miles) 0.6 0.9 0.3 0.2 0.5 0.5	S D or ILOS F LOS F S S	T M SB	7 0 0 1	(.4 / 3.0. 0.0 / 4.4 0.0 / 0.0 1. 1. 1. 1. 8 8 8 1) TTI 000 - 1.1 115 - 1.3 300 - 2.00	6 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	6.8 / 4. 0.6 / 1. 0.0 / 1. r Key data data B B W W S B I W W	0 9 5 PTI 1.0 - 1. 1.5 - 2.5 > 2.5 TI F NB	5 5 M
LOS D or Better LOS E LOS F LOS 'E' In LOS 'E' In Vailable count data. (26% of Functional Class Urban Minor Arterial	signalized intersection) respectively a signalized intersection signalized in	5 0 0 LOS 'F' In LOS 'F' In Segment o South unnyside Ave. - Cherrywood Ln. 1 Ln Ivy Ln. rescent Rd. - I-1495/I-95 MD 193 h Ave./Good Luck Rd.	Length (miles) 0.6 0.9 0.3 0.2 0.5 0.5 1.6	S D or ILOS F LOS F S S	Eetter F M SB I		 (.4 / 3.0.0) (.0.0) <li< td=""><td>) TTI 000 - 1.1 115 - 1.3 300 - 2.00</td><td>6 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0</td><td>6.8 / 4. 0.6 / 1. 0.0 / 1. r Key data data P M SB I W W W</td><td>0 9 5 PTI 1.0 - 1. 1.5 - 2.5 > 2.5 TI F NB</td><td>5 7 7 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1</td></li<>) TTI 000 - 1.1 115 - 1.3 300 - 2.00	6 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	6.8 / 4. 0.6 / 1. 0.0 / 1. r Key data data P M SB I W W W	0 9 5 PTI 1.0 - 1. 1.5 - 2.5 > 2.5 TI F NB	5 7 7 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
LOS D or Better LOS E LOS F LOS 'E' In LOS 'E' In Available count data. (26% of Functional Class Urban Minor Arterial rban Other Freeways and Expressways	signalized intersection)	5 0 0 LOS 'F' In LOS 'F' In Segment o South unnyside Ave. - Cherrywood Ln. J Ln Ivy Ln. rescent Rd. - I - 1495/ I-95 - MD 193 h Ave./Good Luck Rd. d Luck Rd Sarvis Ave.	Length (miles) 0.6 0.9 0.3 0.2 0.5 0.5 1.6 0.2	S D or ILOS F LOS F S S	Better F M SB I		<pre>4.4 / 3.0.0 0.0 / 4.4 0.0 / 0.0 1.1 1.1 1.1 1.1 8.8 1 1.1 1.1 1.1 1.1 1</pre>) TTI (000 - 1.1 115 - 1.3 300 - 2.00	6 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	6.8 / 4. 0.6 / 1. 0.0 / 1. r Key data data P M SB I W W W	0 9 5 PTI 1.0 - 1. 1.5 - 2.5 > 2.5 TI F NB I I	5 5 M
LOS D or Better LOS E LOS F LOS 'E' In LOS 'E' In Available count data. (26% of Functional Class Urban Minor Arterial rban Other Freeways and Expressways	signalized intersection)	Segment o South unnyside Ave. - Cherrywood Ln. d Ln Ivy Ln. rescent Rd. I-495/I-95 MD 193 h Ave./Good Luck Rd. d Luck Rd Sarvis Ave. - River Rd.	Length (miles) 0.6 0.9 0.3 0.2 0.5 1.6 0.2 0.2 0.2	S D or ILOS F LOS F S S	Better F M SB I I		<pre>(4 / 3.0 0.0 / 4.4 0.0 / 0.0 1. 1. 1. 1.</pre>) TTI (000 - 1.1 115 - 1.3 300 - 2.00	6 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	6.8 / 4. 0.6 / 1. 0.0 / 1. r Key r Key data data B B B B B B B B B B B B B B B B B B	0 9 5 1.0 - 1. 1.5 - 2.5 2.5 TI F NB I I	5 5 M M 1 1
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MD 210			Ũ	295	X	Hillcre Height	st	0	49	A	
Limits:	MD 228	to I-95	vandria	X		Tem	ple Hills	95	-		
Corridor Length:	10.3 n	niles	ven		On Hill Oxo	on	Ca	spin)	2.	(22
Speed Limit:	40 - 45	MPH		21	Glas	Sinano	-	Clint	ton	R	losary
Travel Lanes:	(2 - 3) Northbound	(2 - 4) Southbound	9	-7	Friend	lly	TANAT RD		S.		
Signal Controlled Intersections:	10)	lunt	- (0	else.	2			Chel
Grade Separated Interchanges:	1		F	ort	210			•	5	301	H.
Major Cross Streets:	I-95, Livingston Rd,	MD 373, MD 228	wash	ington	STON					Bran	dywine
	Routes	Avg. Daily Ridership	•		NIINO						
	METRO D13/D14	1 001	away Pari	(210)	17 VCC	OKEEK	1				
	MTA Commuter Rus 610	550	Accok	keek		nD	-		1		
	MTA Commuter Bus 620	501	- //	BERRY		-					
	MTA Commuter Bus 620	521			RD	(228)	-				3
Routes and Ridership	MTA Commuter Bus 630	295				1.					
	MTA Commuter Bus 640	388							Pe	ak Ho	ur
	MTA Commuter Bus 650	524	20	20 AAD	т		Trucks	s		Traffic	;
	The Bus Route 35	190	20,000	- 59,00	0 vpd		2.3% - 3.	.7%	7	%-7.5	%
	The Bus Route 35s	8									
	The Bus Route 37	80			Se	amen	t Operati	ions			
	Intersection Operations	00				<u>g</u>					
	Intersection Operations		-			Nort	hbound	So	uthbou	ind	
Signalized	AM Dook Hour	DM Dook Hour				AN (M	///PIVI ilos of		AIVI / PI Milos d	VI vf	
Intersections*:	AM Peak Hour	PM Peak Hour		vel of S	ervice	Roa	adwav)	R	oadwa	v)	
					0.000		uanay,		ouunu	<i>3</i> /	
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LOS D or Better LOS E LOS F LOS 'E' Inte	4 1 2 rsections	4 2 1 LOS 'F' Int	tersections	OS D or I LOS E LOS I	Better	10. 0.(0.(3/8.4 0/1.9 0/0.0	1 ((Col	0.3 / 4).0 / 5.).0 / 1. or Key	.0 3 0	
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LOS D or Better LOS E LOS F MD 210 at Fort Washi MD 210 at Livingston I * Available count data. (70% of Functional Class	4 1 2 rsections ington Rd (AM, PM) Rd/Palmer Rd (PM) signalized intersection) Roadway : North to I-495/I-95 - Livingston Livingston Rd./Kerby	4 2 1 LOS 'F' Int MD 210 at Livingston R MD 210 at Wilso Segment South	tersections d/Kerby Hill Ro on Bridge Dr (A Length (miles) 1.8 1.0	OS D or I LOS E LOS I d (AM, PM AM)	Better F 1) TT M SB	10. 0.1	3 / 8.4 D / 1.9 D / 0.0 T 1.00 1.15 1.30 > 2 M SB I	Col Col TI - 1.15 - 2.00 2.00 No No	0.3 / 4 0.0 / 5. 0.0 / 1. or Key o data P M SB	.0 3 0 / PTI 1.0 - 1 1.5 - 2 > 2.5 TI NB	1 1.5 5 5 M SB 1 W
LOS D or Better LOS E LOS F MD 210 at Fort Washi MD 210 at Livingston I * Available count data. (70% of Functional Class	4 1 2 rsections Ington Rd (AM, PM) Rd/Palmer Rd (PM) signalized intersection) Roadway : North to I-495/I-95 - Livingston Livingston Rd./Kerby I Palmer Rd (4 2 1 MD 210 at Livingston R MD 210 at Wilso MD 210 at Wilso Segment South n Rd./Kerby Hill Rd. Hill Rd Palmer Rd. Old Fort Rd.	tersections d/Kerby Hill Ro on Bridge Dr (A Length (miles) 1.8 1.0 0.7	OS D or I LOS E LOS I d (AM, PM AM)	Better F 1) TT M SB	10. 0.(0.1	3 / 8.4 D / 1.9 D / 0.0 T 1.00 1.15 1.30 > : M SB I I I	Col Col TI - 1.15 - 2.00 2.00 NC NB I I	0.3 / 4 0.0 / 5. 0.0 / 1. or Key o data	.0 3 0 / PTI 1.0 - 1 1.5 - 2 > 2.5 TI NB	1 1.5 5 5 M SB I W
LOS D or Better LOS E LOS F MD 210 at Fort Washi MD 210 at Livingston I * Available count data. (70% of Functional Class	4 1 2 rsections Ington Rd (AM, PM) Rd/Palmer Rd (PM) signalized intersection) Roadway : North to I-495/I-95 - Livingston Livingston Rd./Kerby I Palmer Rd I Old Fort Rd Fort	4 2 1 MD 210 at Livingston R MD 210 at Wilso 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	OS D or I LOS E LOS I d (AM, PM AM)	Better F 1) TT M SB	10. 0.(0.1	3 / 8.4 D / 1.9 D / 0.0 T 1.00 1.15 1.30 > 2 M SB I I I I	Col Col TI - 1.15 - 1.30 - 2.00 2.00 NC NB I I I	0.3 / 4 0.0 / 5. 0.0 / 1. or Key o data	.0 3 0 / PTI 1.0 - 1 1.5 - 2 > 2.5 TI NB	M SB W W
LOS D or Better LOS E LOS F LOS 'E' Inte MD 210 at Fort Washi MD 210 at Livingston I * Available count data. (70% of Functional Class Urban Freeway Expression	4 1 2 rsections Ington Rd (AM, PM) Rd/Palmer Rd (PM) signalized intersection) Roadway : North to I-495/I-95 - Livingston Livingston Rd./Kerby I Palmer Rd I Old Fort Rd Fort Fort Washington Rd Living	4 2 1 LOS 'F' Int MD 210 at Livingston R MD 210 at Wilso Segment South n Rd./Kerby Hill Rd. Hill Rd Palmer Rd. Old Fort Rd. Washington Rd. Iston Rd./Swan Creek Rd	Length (miles) 1.8 1.0 0.7 0.9	OS D or I LOS E LOS I d (AM, PM AM)	Better F 1) TT M SB	10. 0.(0.1	3 / 8.4 D / 1.9 D / 0.0 T 1.00 1.15 1.30 > 2 M SB I I I - - -	Col Col TI - 1.15 - 1.30 - 2.00 2.00 NC NB I I I I	0.3 / 4 0.0 / 5. 0.0 / 1. or Key o data	.0 3 0 / PTI 1.0 - 1 1.5 - 2 > 2.5 TI NB	M SB W W W
LOS D or Better LOS E LOS F LOS 'E' Inte MD 210 at Fort Washi MD 210 at Livingston I * Available count data. (70% of Functional Class Urban Freeway Expressway	4 1 2 rsections ngton Rd (AM, PM) Rd/Palmer Rd (PM) signalized intersection) Roadway : North to 1-495/I-95 - Livingston Livingston Rd./Kerby I Palmer Rd I Old Fort Rd Fort Fort Washington Rd Living Livingston Rd Living	4 2 1 LOS 'F' Int MD 210 at Livingston R MD 210 at Wilso Segment South n Rd./Kerby Hill Rd. Hill Rd Palmer Rd. Old Fort Rd. Washington Rd. Iston Rd./Swan Creek Rd.	Length (miles) 1.8 1.0 0.7 0.9 1.1	OS D or I LOS E LOS I d (AM, PM AM)	Better F 1) TT M SB	10) 0.(0.1	3 / 8.4 D / 1.9 D / 0.0 T 1.00 1.15 1.30 > 2 M SB I I I	Col Col TI - 1.15 - 1.30 - 2.00 2.00 Nc NB I I I I I I	0.3 / 4 0.0 / 5. 0.0 / 1. or Key o data P M SB	.0 3 0 / PTI 1.0 - 1 1.5 - 2 > 2.5 TI NB	M SB W W W
LOS D or Better LOS E LOS F LOS 'E' Inte MD 210 at Fort Washi MD 210 at Livingston I * Available count data. (70% of Functional Class Urban Freeway Expressway	4 1 2 signalized intersection) Roadway S North to 1-495/I-95 - Livingston Livingston Rd./Kerby Palmer Rd 1 Old Fort Rd Fort Fort Washington Rd Living Livingston Rd/Swan Cree	4 2 1 MD 210 at Livingston R MD 210 at Livingston R MD 210 at Wilso MD 210 at Livingston R Hill Rd Palmer Rd. Old Fort Rd. Washington Rd. Iston Rd./Swan Creek Rd.	Length (miles) 1.8 1.8 1.0 0.7 0.9 1.1 0.8	OS D or I LOS I LOS I d (AM, PM M)	Better F 1) TT M SB	10. 0.(0.(3 / 8.4 D / 1.9 D / 0.0 T 1.00 1.15 1.30 > 2 M SB I I I I	Col Col TI - 1.15 - 1.30 - 2.00 2.00 Nc NB I I I I I I I	0.3 / 4 0.0 / 5. 0.0 / 1. or Key o data P M SB	.0 3 0 PTI 1.0 - 1 1.5 - 2 > 2.5 TI NB	M SB I W W W W
LOS D or Better LOS E LOS F LOS 'E' Inte MD 210 at Fort Washi MD 210 at Livingston I * Available count data. (70% of Functional Class Urban Freeway Expressway	4 1 2 rsections Ington Rd (AM, PM) Rd/Palmer Rd (PM) signalized intersection) Roadway S North to I-495/I-95 - Livingston Livingston Rd./Kerby I Palmer Rd I Old Fort Rd Fort Fort Washington Rd Living Livingston Rd/Swan Cree Washington Ln	4 2 1 MD 210 at Livingston R MD 210 at Livingston R MD 210 at Wilso Segment South n Rd./Kerby Hill Rd. Hill Rd Palmer Rd. Old Fort Rd. Washington Rd. iston Rd./Swan Creek Rd. iston Rd./Swan Creek Rd. ist Rd Washington Ln. Farmington Rd.	Length (miles) 1.8 1.8 1.0 0.7 0.9 1.1 0.8 2.1	OS D or I LOS E LOS I d (AM, PM M)	Better F 1) M SB	10) 0.(0.1	3 / 8.4 D / 1.9 D / 0.0 T 1.00 1.15 1.30 > : M SB I I I I	Col Col TI - 1.15 - 1.30 - 2.00 Xc Nc Nc	0.3 / 4 0.0 / 5. 0.0 / 1. or Key o data	.0 3 0 PTI 1.0 - 1 1.5 - 2 > 2.5 TI P NB	M SB I W W W
LOS D or Better LOS E LOS F LOS 'E' Inte MD 210 at Fort Washi MD 210 at Livingston I * Available count data. (70% of Functional Class Urban Freeway Expressway	4 1 2 rsections ngton Rd (AM, PM) Rd/Palmer Rd (PM) signalized intersection) Roadway s North to 1-495/I-95 - Livingston Livingston Rd./Kerby I Palmer Rd 1 Old Fort Rd Fort Fort Washington Rd Living Livingston Rd/Swan Cree Washington Ln Farmington Rd Living	4 2 1 MD 210 at Livingston R MD 210 at Livingston R MD 210 at Wilso MD 210 at Livingston R MD 210 at Wilso	Length (miles) 1.8 1.8 1.0 0.7 0.9 1.1 0.8 2.1 1.4	OS D or I LOS E LOS I d (AM, PM M)	Better F 1) M SB	10. 0.4	3 / 8.4 D / 1.9 D / 0.0 T 1.00 1.15 1.30 > : M SB I I I I I	Col Col TI - 1.15 - 1.30 - 2.00 No No No No No No No No No No	0.3 / 4 0.0 / 5. 0.0 / 1. or Key o data P M SB	.0 3 0 PTI 1.0 - 1 1.5 - 2 > 2.5 TI NB	M SB I W W W
LOS D or Better LOS E LOS F LOS 'E' Inte MD 210 at Fort Washi MD 210 at Livingston I * Available count data. (70% of Functional Class Urban Freeway Expressway	4 1 2 rsections ngton Rd (AM, PM) Rd/Palmer Rd (PM) signalized intersection) Roadway s North to 1-495/I-95 - Livingston Livingston Rd./Kerby Palmer Rd 1 Old Fort Rd Fort Fort Washington Rd Living Livingston Rd/Swan Cree Washington Ln Farmington Rd Livir Livingston Rd. (MD 373	4 2 1 LOS 'F' Int MD 210 at Livingston R MD 210 at Wilso MD 210 at Wilso ND 210 at Wilso MD 210 at Wilso ND 210 at Wilso MD 210 at Wilso ND 210 at Wilso ND 210 at Wilso ND 210 at Wilso MD 210 at Wilso ND 210 at W	Length (miles) 1.8 1.8 1.0 0.7 0.9 1.1 0.8 2.1 1.4 0.5	OS D or I LOS E LOS I d (AM, PM M)	Better F 1) M SB	10. 0.4 0.1	3 / 8.4 D / 1.9 D / 0.0 T 1.00 1.15 1.30 > : M SB I I I I I	Col Col TI - 1.15 - 1.30 - 2.00 No No No No No No No No No No	0.3 / 4 0.0 / 5. 0.0 / 1. or Key o data	.0 3 0 PTI 1.0 - 1 1.5 - 2 > 2.5 TI NB	M SB I W W W
LOS D or Better LOS E LOS F LOS 'E' Inte MD 210 at Fort Washi MD 210 at Livingston I * Available count data. (70% of Functional Class Urban Freeway Expressway	4 1 2 rsections Ington Rd (AM, PM) Rd/Palmer Rd (PM) signalized intersection) Roadway : North to I-495/I-95 - Livingston Livingston Rd./Kerby Palmer Rd1 Old Fort Rd Fort Fort Washington Rd Living Livingston Rd/Swan Cree Washington Ln Farmington Rd Living Livingston Rd. (MD 373 I = Improvement from 2019	4 2 1 LOS 'F' Int MD 210 at Livingston R MD 210 at Wilso MD 210 at Wilso Segment South n Rd./Kerby Hill Rd. Hill Rd Palmer Rd. Old Fort Rd. Washington Rd. Iston Rd./Swan Creek Rd. Iston Rd./Swan Creek Rd. Iston Rd./Swan Creek Rd. Iston Rd./Swan Creek Rd. Iston Rd. (MD 373)) - Berry Rd. (MD 228) Ø W = Worsened from 2019	Length (miles) 1.8 1.0 0.7 0.9 1.1 0.8 2.1 1.4 0.5 (bank) = No Si	OS D or I LOS I LOS I d (AM, PM M)	Better F 1) TT M SB Change f	10) 0.4 0.1	3 / 8.4 D / 1.9 D / 0.0 T 1.00 1.15 1.30 > : M SB I I I I I I I I I I I I	Col TI - 1.15 - 1.30 - 2.00 Xc NC NC	0.3 / 4 0.0 / 5. 0.0 / 1. or Key o data P M SB	.0 3 0 PTI 1.0 - 1 1.5 - 2 > 2.5 TI NB	M SB I W W W W

MD 228				100	art	geton Ad	5	2	1.0	373)		weka
Limits:	MD 210	o US 301		HEAD (373		in A.	& ACCO	KEEK R	0			2
Corridor Length:	6.8 1	niles	okeek it	(228)	Sealle Hill Ro			P.º	Y	. 4	A	\$
Speed Limit:	35 - 5) MPH	F	This	OF	R	A	(228)	30		on Re-	tonin
Travel Lanes:	(2 - 3) Eastbour	d 2 Westbound	L.	BENS			an Re			X	A Hamilt	PKNY
Signal Controlled Intersections:	1	1	A CO	60			Middleto	Est.		24	Wald	orf
Grade Separated Interchanges:)	Be	nnsville	14	÷.	St Cha	LLINGSLE	ne Cen	ter 🔿	Charle	A
Major Cross Streets:	MD 210, US	MD 229, 301						S. W	Ro 301 hite Pla	ains Bil	AS St Charles P.	cand .
	Routes	Avg. Daily Ridership				1.27	73 A				Ha	
	MTA Commuter Bus 610	550										
Routes and Ridership	MTA Commuter Bus 620	521								Po	ak He	
	MTA Commuter Bus 630	295	20	20 AA	DΤ		Tru	ucks			Traffic	:
	MTA Commuter Bus 640	388	30,000) - 33.0	 00 vpc	ł	2.4%	- 3.0%		7%	6 - 7.5	%
			,	,		Seam	ent Ope	erations	5			
Signalized Intersection	Intersection Operations	PM Peak Hour	٦ [Ea	astboun AM / PM Miles of	d	We: A	stboui M / PN liles o	nd I	
orginalized interesection		i in roun roun	Le	vel of S	ervice	R	oadway)	Ro	adwa	y)	
LOS D or Better	4	4	LO	OS D or	Better	6	8.8 / 5.3		6.	.8 / 3.8	3	
LOS E	0	0		LOS	E	(0.0 / 0.0		0.	<mark>.0 / 0.3</mark>	3	
LOS F	0	0		LOS	F	().0 / 1.5		0.	0 / 0.0)	
		_										
LOS 'E' In	tersections	LOS 'F' I	ntersectior	IS			r	C	olor	Key		
								TTI			PTI	
							1.0	00 - 1.15			1.0 - 1.5	
							1 1	15 - 1 30			15-24	
							1.3	30 - 2.00				
								2.00	_		> 2.5	
* Available count data (36% of	signalized intersection)							> 2.00	Nod	ata		
									NO Q	ลเล		
(I	т	ті	1	<u> </u>		D.	T1	
Functional Class	Roadway	Segment	Length	Δ	. м	 Р	м		ΔΝ		<u></u> Р	м
	West	o East	(miles)	FB	WB	EB.	WB	-	FB	WB	FB	WB
	Indian Head Hwv (M	D 210) - Manning Rd	0.5					- F				
	Manning Rd - Ber	sville Rd (MD 229)	1.0								I.	
Urban Other Principal	Bensville Rd (MD 2	29) - Bunker Hill Rd.	1.3									
Arterial	Bunker Hill Rd Middl	etown Rd./Ironwood Dr.	1.0									
	Middletown Rd./Ironwo	ood Dr Western Pkwy	2.6									
	Western Pkwy - Cra	in Highway (US 301)	0.4									
	l = Improvement from 20	19 W = Worsened from 2019	(blank) = No	significa	ant char	nge fron	n 2019					
PTI: planning time	index (95th percentile travel time /	freeflow travel time)	TTI:	travel tir	ne index	(50th pe	ercentile t	ravel time,	/ freef	low trav	vel time)	
									-			

						2 7	27	and a state of the	S I D			-	-
IVID 333					Black	Hill I Park	E Vm		1 L	108	The .	A	
Limita	14	lachington D	C Line to MD 07	7	117)	2	70	B	the Rid			You	97
Limits:	V				Boyds	2-1	K		A NOT	-	TX		
Speed Limit:		25 /				German	town	Montg Vill	age	(124)	Agrico	ultural	
Travel Lanes:	(2.4)	20 - 4		ound	- THE	(118)	M.S.		0	15	Farm	Park	Olney
Signal Controlled	(2 - 4		(2 - 4) Southbo	Junu		P Rite	-	Gaith	ersburg	Redlan	d		onic,
Intersections:		8	80		18	Loland			Bohrer	Park	2		-
Grade Separated Interchanges:			3		Darn	estown	No	rth 2	270 Derv 8	wood	Y.	Aspen H	Aill
	MD 27, MD	0 118, Middleb	prook Rd, MD 124	4, MD 117	×. /0	389	Poto	mac	Pe				
Major Cross Streets:	I-370, Sh	ady Grove Rd	, MD 28, Montros	se Pkwy,	Ric	Matri			RC	оскище	14	Asp	en Hil
	ME	0 187, MD 547	7, MD 410, MD 19	91	Manu	Pa	Travilate				XA	0	85
	Ride On Routes	Avg. Daily Biderabin	Ride On	Avg. Daily	Virginia		Iravilah	G/er	Rd	270	North		
	5	583	Roules 83	90	- Si	6		20		E	Bethesc	la	Whe
	26	1,271	101 Extra	480		214					49	Kensi	ngton
	30	78	METRO Boutos	Avg. Daily Ridorship	100		24,0		1		POL ?	N	Fores
	33	1,000	J1/J2	1.974			-723		nd	R			
	37	49	Q1/Q2/Q4/Q5/Q6	2,595			A	5	Cabi	in John	Be	ethesda	1
Routes and Ridership	42	93	Red Line Routes	Avg. Daily Ridership			1 C 1 C		Cab				DIA
-	45	1,308	Shady Grove	N/A					SP- A			101,101	ABA I
	55	2,931	Rockville	N/A	1								
	59	1,349	Twinbrook	N/A								ak Lie	
	61	1,163 34	White Flint Grosvenor	N/A N/A	20	20 440	т		Trucks		Pe	eak Ho Traffic	ur
	70	195	Strathmore	N/A	25,000) - 50,00	0 vpd		1.8% - 5.0)%		7%-8%	
	75	323	Medical Center	N/A									
INTE: The Red Line ridersh	81 in data represen	20 ats boardings	Bethesda	N/A									
		o					Se	egmen	t Operatio	ons			
	Intersection	Operations			- I			Nort	hbound	So	uthbou	und M	
Signalized Intersection	s*: AM Pe	eak Hour	PM Peal	k Hour				(M	iles of	í	Miles o	of	
					Le	vel of S	ervice	Ro	adway)	R	oadwa	y)	
LOS D or Better		19	17	7	L	OS D or	Better	15.	1 / 12.2	1	8.5/4	.0	
							_					.3	
LOSE		0	2			LOS	E	4.	0/6.5	1	.2/12	4	
LOS F		0 1	2			LOS	E F	4. 0.	0 / 6.5 6 / 1.0	1 (.2 / 12).0 / 3.	4	
LOS E LOS F	ersections	0	1	LOS 'F' Inte	ersections	LOS	E F	4. 0.	6 / 1.0	Col	.2 / 12).0 / 3. or Key	4	
LOS E LOS F LOS 'E' Inte MD 355 at MD 911/v	ersections	0 1 	2 1	LOS 'F' Inte	ersections Vootton Pkwy	LOS LOS	E F	4.	076.5 6 / 1.0	1 (Col TI	.2 / 12).0 / 3. or Key	4 / PTI	
LOS E LOS F LOS 'E' Inte MD 355 at MD 911/v MD 355 at Pook	ersections Vootton Pkwy (PM ts Hill Rd (PM)	0 1 1)	2 1 MD 3 MD 355	LOS 'F' Inte 55 at MD 911/V 5 at Jones Bridg	ersections Vootton Pkwy e Rd/Center E	LOS LOS (AM) Dr (PM)	E F	4. 0.	6 / 1.0 T	Col TI	.2 / 12).0 / 3. or Key	4 / PTI	5
LOS E LOS F LOS 'E' Inte MD 355 at MD 911/V MD 355 at Pook	ersections Vootton Pkwy (PM ss Hill Rd (PM)	0 1 1)	2 1 MD 3 MD 355	LOS 'F' Inte 55 at MD 911/V 5 at Jones Bridg	ersections Vootton Pkwy Je Rd/Center D	LOS LOS (AM) Dr (PM)	F	0.	076.5 6 / 1.0 T 1.00 ·	1 (Col TI - 1.15	.2 / 12 0.0 / 3. or Key	4 / PTI 1.0 - 1	.5
LOS E LOS F MD 355 at MD 911/N MD 355 at Pook	Prsections Vootton Pkwy (PM Is Hill Rd (PM)	0 1 1)	2 1 MD 3 MD 355	LOS 'F' Inte 55 at MD 911/V 5 at Jones Bridg	ersections Vootton Pkwy e Rd/Center E	LOS LOS (AM) Dr (PM)	F	0.	076.5 671.0 T 1.00	1 Col TI - 1.15 - 1.30	.2 / 12).0 / 3. or Key	4 / PTI 1.0 - 1 1.5 - 2	.5
LOS E LOS F MD 355 at MD 911/v MD 355 at Pook	ersections Vootton Pkwy (PM ss Hill Rd (PM)	0 1 1)	2 1 MD 3 MD 355	LOS 'F' Inte 55 at MD 911/V 5 at Jones Bridg	ersections Vootton Pkwy ie Rd/Center E	LOS LOS (AM) Dr (PM)	F	0.	6 / 1.0 T 1.00 · 1.15 ·	Col TI - 1.15 - 1.30	.2 / 12).0 / 3. or Key	4 / PTI 1.0 - 1 1.5 - 2	.5 .5
LOS E LOS F MD 355 at MD 911/v MD 355 at Pook	Prsections Vootton Pkwy (PM is Hill Rd (PM)	0 1 1)	2 1 MD 3 MD 355	LOS 'F' Inte 55 at MD 911/V 5 at Jones Bridg	Prsections Vootton Pkwy le Rd/Center D	LOS LOS (AM) Or (PM)	F	4.	6 / 1.0 T 1.00 1.15	1 (Col TI - 1.15 - 1.30 - 2.00	.2 / 12).0 / 3. or Key	4 / PTI 1.0 - 1 1.5 - 2	.5 .5
LOS E LOS F MD 355 at MD 911/v MD 355 at Pook	Prsections Vootton Pkwy (PM is Hill Rd (PM)	0 1 	2 1 MD 3 MD 355	LOS 'F' Inte 55 at MD 911/V 5 at Jones Bridg	Prsections Vootton Pkwy e Rd/Center D	LOS LOS (AM) Dr (PM)	F	0.	076.5 6 / 1.0 T 1.00 1.15 1.30	Col TI - 1.15 - 1.30 - 2.00	.2712).0/3. or Key	4 PTI 1.0 - 1 1.5 - 2 > 2.5	.5 .5
LOS E LOS F MD 355 at MD 911/v MD 355 at Pook	ersections Vootton Pkwy (PM is Hill Rd (PM)	0 1	2 1 MD 3 MD 355	LOS 'F' Inte 55 at MD 911/V 5 at Jones Bridg	Prsections Vootton Pkwy e Rd/Center D	(AM) Or (PM)	F	0.	6 / 1.0 T 1.00 1.15 1.30 > 2	Col TI - 1.15 - 1.30 - 2.00	or Key	4 PTI 1.0 - 1 1.5 - 2 > 2.5	.5
LOS E LOS F MD 355 at MD 911/v MD 355 at Pool	ersections Vootton Pkwy (PM is Hill Rd (PM) signalized interse	() 1 () () ction)	2 1 MD 3 MD 355	LOS 'F' Inte 55 at MD 911/V 5 at Jones Bridg	Prsections Vootton Pkwy Je Rd/Center D	(AM) Dr (PM)	F	0.	6/1.0 T 1.00 1.15 1.30 > 2	Col TI - 1.15 - 1.30 - 2.00 :.00	0.0 / 3.	4 PTI 1.0 - 1 1.5 - 2 > 2.5	.5
LOS E LOS F LOS 'E' Inte MD 355 at MD 911/v MD 355 at Pool	ersections Vootton Pkwy (PM is Hill Rd (PM)	0 1 1) ction)	MD 3 MD 355	LOS 'F' Inte 55 at MD 911/V 5 at Jones Bridg	Prsections Vootton Pkwy Je Rd/Center D	LOS LOS (AM) Or (PM)	F	1. 0,	6 / 1.0 T 1.00 1.15 1.30 > 2	Col Tl - 1.15 - 1.30 - 2.00 :.00 No	.2 / 12).0 / 3. or Key	4 PTI 1.0 - 1 1.5 - 2 > 2.5 TI	.5
LOS E LOS F MD 355 at MD 911/v MD 355 at Pool MD 355 at Pool	ersections Vootton Pkwy (PM is Hill Rd (PM)	0 1 I) ction) Roadway North	y Segment to South	LOS 'F' Inte 55 at MD 911/V 5 at Jones Bridg	Prsections Vootton Pkwy Ie Rd/Center D	LOS LOS (AM) Dr (PM)	E F T	С. (), (), (), (), (), (), (), (), (), (),	M	1 Col TI - 1.15 - 1.30 - 2.00 No	.2 / 12 .0 / 3. or Key or Key D data	4 PTI 1.0 - 1 1.5 - 2 > 2.5 TI PI	.5 .5
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LOS E LOS F MD 355 at MD 911/v MD 355 at Pool Available count data. (25% of Functional Class	Presections Vootton Pkwy (PM is Hill Rd (PM) signalized intersee Ridge F Germar Mil Christophe Montgome Su Su Sha Ueirs Mill Rd/. Woo Washingt Veirs Mill Rd/. Woo Montr Stratt	0 1 Roadway North Rd. (MD 27) -Ge ntown Rd. (MD 1 1) 10 10 10 10 10 10 10 10 10 10	y Segment to South ermantown Rd. (Md 118) - Middlebrook d - Christopher Ave for South ermantown Rd. (Md 118) - Middlebrook d - Christopher Ave for	LOS 'F' Inte 55 at MD 911/V 55 at Jones Bridg D 118) Road (MD 124) hal Ave. 70 d. (MD 28) wy (MD 911) wy 547) .ane ID 410) e (MD 191)	Length (miles) 0.9 0.8 2.3 0.3 0.4 1.0 1.2 1.0 0.8 2.3 0.3 0.4 1.0 1.2 1.0 0.8 2.3 0.3 0.4 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 0.4 2.1 1.3 0.9 0.4 2.1 1.3 0.9 0.4 2.1 1.3 0.9 0.5 0.5 0.5	LOS LOS (AM) (AM) (PM) NB NB I I I I I I I I I I I I I I I I I	E F S S S S S S S S S S S S S S S S S S	4.1 0.0	M SB SB SB SB SB SB SB SB SB SB SB SB SB	1 1 (Col TI - 1.15 - 2.00 No No No No No No No No No No No No No	2/1/2/3.	<pre>/ PTI PTI 1.0 - 1 1.5 - 2 2.9 TI PI NB I</pre>	.5 .5 .5 w w w
LOS E LOS F LOS 'E' Inte MD 355 at MD 911/v MD 355 at Pool Available count data. (25% of Functional Class	Presections Vootton Pkwy (PM is Hill Rd (PM) signalized intersee Ridge F Germar Mil Christophe Montgome Su Su Sha Veirs Mill Rd/. Woo Montgomery Jones B Montgomery Brad	0 1 1 1 1 1 1 1 1 1 1 1 1 1	y Segment to South ermantown Rd. (Md 118) - Middlebrook d - Christopher Ave for South ermantown Rd. (Md 118) - Middlebrook d - Christopher Ave for South e - Summit Ave. (MD 124) - Odend e - Summit Ave. (MD 124) - Odend (MD 124) - Odend (M	LOS 'F' Inte 55 at MD 911/V 55 at Jones Bridg D 118) Road (MD 124) hal Ave. 70 d. (MD 28) wy (MD 911) wy 547) .ane ID 410) e (MD 191) Ave	Length (miles) 0.9 0.8 2.3 0.3 0.4 1.0 1.2 1.0 0.8 2.3 0.3 0.4 1.0 1.2 1.0 0.8 2.3 0.3 0.4 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 0.4 2.1 1.3 0.9 0.5 0.5 0.5 0.7	LOS LOS (AM) (AM) (PM) (PM) (PM) (PM) (PM) (PM) (PM) (P	E F 	4. 0. 0. 0. 0. 0. 0. 0. 0. 0. 0. 0. 0. 0.	M SB SB SB SB SB SB SB SB SB SB SB SB SB	L 1 (Col Col TI - 1.15 - 2.00 No No No No No No No No No No	2/12/2 2/12/2 0.0 / 3. or Key 0 0 0 0 0 0 0 0 0 0 0 0 0	<pre>/ PTI PTI 1.0-1 1.5-2 2.8 TI PI NB I I I I I I I I I I I I I I I I I I</pre>	.5 .5 .5 .5 .5 .5 .5 .5 .5 .5 .5 .5 .5

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Limits:	MD 355 1	to US 29		Jar Ln		Saul Rd		<u>L</u>	FOI	REST GLEN	Cap	tal Belt
Corridor Length:	3.8 n	niles	355	S.	Templ	Washing e - The C	ton DC hurch	1990	indeo Lo	1	22	
Speed Limit:	25 - 35	5 MPH	n		S.		Mill Rd	10	ille Rd			
Travel Lanes:	(1 - 2) Eastbound	(1 - 2) Westbound	AVE	Activ	ity Bethes	da	Jones	2 4	oot o	390		lesville
Signal Controlled Intersections:	1:	9	Jo	nes Bridge	Chevy	Chase	W	EST	410	HWY	DOWNT SILVER S	
Grade Separated Interchanges:	C)	Bethe	eda 4	(18	5) EAST	Beach Dr		Z		16th St NV	er S
Major Cross Streets:	MD 355, Montgom MD 186, Beach E Grubl MD 390, MD	ery Ave, MD 185, Dr / Jones Mill Dr, D Rd, 384, US 29	Ch	355) Bradi evy Chas	ey Ln e Club E Chevy Ch	(B6) nase	Utah Ar		M		ISINW	0
	Routes METRO J1/J2/J4	Avg. Daily Ridership 2,102	Somers	et riendshi Village	o	Connecti	for Alice			2		
Routes and Ridership	Ride On Route 1 Ride On Route 2	409 252								Dr	ak Ur	
	Ride On Route 11	171	202	20 AAI	т		T	ucks		F6	Traffic	
	Ride On Route 18	189	11,000	- 23,0	00 vpd		3%	% - 4%		7.	5%-9.5	5%
	Ride On Route 28	178				_						
						Segme	ent Op	peratio	ons			1
Signalized Intersections	*· AM Peak Hour	DM Deek Lleur				Ea A	astbou AM / PM Miles c	nd Mi of	We A	estbou AM / PN Miles c	ind M of	
Signalized mile sections		PWI Peak Hour	Lev	el of S	ervice	R	oadwa	v)	R	oadwa	v)	
LOS D or Better	6	PM Peak Hour 6	Lev	el of S S D or	ervice Better	R	oadwa 8.3 / 1.	y) 7	R	oadwa .6 / 2.	y) 4	
LOS D or Better LOS E	6 1	6 1	Lev	rel of S S D or LOS I	ervice Better	R R C	oadwa 8.3 / 1. 9.5 / 2.	y) 7 0	R 1 1	oadwa .6 / 2. .9 / 1.	4 4 4	
LOS D or Better LOS E LOS F	6 1 0	6 1 0	Lev	el of S S D or LOS I LOS	ervice Better E	R R C C	oadwa 8.3 / 1. 0.5 / 2. 0.0 / 0.	y) 7 0 0	R 1 1	oadwa .6 / 2. .9 / 1. .2 / 0.	4 4 0	
LOS D or Better LOS E LOS F	6 1 0	PM Peak Hour 6 1 0	Lev	el of S S D or LOS I LOS	ervice Better E	R 3 0	oadwa 3.3 / 1.).5 / 2.).0 / 0.	y) 7 0	R 1 1 0	oadwa .6 / 2. .9 / 1. .2 / 0.	y) 4 4 0	
LOS D or Better LOS E LOS F	Amilia Canada Ca	PM Peak Hour 6 1 0 LOS 'F' I	Lev	rel of S S D or LOS I LOS	ervice Better E		oadwa 8.3 / 1. 9.5 / 2. 9.0 / 0.	y) 7 0 0	Colo	oadwa .6 / 2. .9 / 1. .2 / 0. r Key	y) 4 4 0	
LOS D or Better LOS E LOS F LOS 'E' Inte MD 185 at MD	ersections 410 (AM, PM)	PM Peak Hour 6 1 0 LOS 'F' I	Lev	el of S S D or LOS I LOS	ervice Better E		oadwa 3.3 / 1.).5 / 2.).0 / 0.	y) 7 0 0 TTI	Colo	oadwa .6 / 2. .9 / 1. .2 / 0. r Key	y) 4 0 PTI	
LOS D or Better LOS E LOS F LOS 'E' Inte MD 185 at MD	ersections	PM Peak Hour 6 1 0 LOS 'F' I	Lev	el of S S D or LOS I LOS S	ervice Better E		oadwa 3.3 / 1. 0.5 / 2. 0.0 / 0.	y) 7 0 0 TTI .00 - 1.1	Colo	oadwa .6 / 2. .9 / 1.).2 / 0.	y) 4 0 PTI 1.0 - 1.8	5
LOS D or Better LOS E LOS F LOS 'E' Inte MD 185 at MD	ersections 410 (AM, PM)	PM Peak Hour	Lev	el of S S D or LOS I LOS	ervice Better E		oadwa 3.3 / 1. 0.5 / 2. 0.0 / 0. 1 1	y) 7 0 0 TTI .00 - 1.1	Colo 15 30	oadwa .6 / 2. .9 / 1. 0.2 / 0. r Key	y) 4 0 PTI 1.0 - 1.{ 1.5 - 2.{	5
LOS D or Better LOS E LOS F LOS 'E' Inte MD 185 at MD	ersections 410 (AM, PM)	PM Peak Hour	tersection	el of S S D or LOS I LOS S	ervice Better E		oadwa 3.3 / 1.).5 / 2.).0 / 0. 1 1 1	y) 7 0 0 TTI .00 - 1.1 .15 - 1.2 .30 - 2.0	Colo Colo 15 30	oadwa .6 / 2. .9 / 1. .2 / 0.	y) 4 0 PTI 1.0 - 1.8 1.5 - 2.8	5
LOS D or Better LOS E LOS F LOS 'E' Inte MD 185 at MD	ersections 410 (AM, PM)	PM Peak Hour 6 1 0	Lev LO	el of S S D or LOS I LOS S	ervice Better		oadwa 3.3 / 1. 0.5 / 2. 0.0 / 0. 1 1 1	y) 7 0 0 7 0 0 7 1 1 .00 - 1.1 .15 - 1.3 .30 - 2.0 > 2.00	Colo 15 30	oadwa .6 / 2. .9 / 1. 0.2 / 0.	y) 4 0 PTI 1.0 - 1.5 1.5 - 2.5	5
LOS D or Better LOS E LOS F LOS 'E' Inte MD 185 at MD 4	gnalized intersection)	PM Peak Hour	ntersection	el of S S D or LOS I LOS	ervice Better E		oadwa 3.3 / 1. 0.5 / 2. 0.0 / 0. 1 1 1	y) 7 0 0 TTI .00 - 1.1 .15 - 1.3 .30 - 2.0 > 2.00	Colo 15 30 No -	oadwa .6 / 2. .9 / 1. 0.2 / 0. r Key	y) 4 4 0 PTI 1.0 - 1.{ 1.5 - 2.{ > 2.5	5
LOS D or Better LOS E LOS F LOS 'E' Inte MD 185 at MD 4	gnalized intersection)	PM Peak Hour 6 1 0 LOS 'F' I	Itersection	el of S S D or LOS E LOS S	ervice Better		oadwa 3.3 / 1. 0.5 / 2. 0.0 / 0. 1 1 1	y) 7 0 0 TTI .00 - 1.1 .15 - 1.2 .30 - 2.0	Colo Colo 15 30 No 4	oadwa .6 / 2. .9 / 1. 0.2 / 0. r Key	y) 4 0 PTI 1.0 - 1.4 1.5 - 2.4 > 2.5	5
LOS D or Better LOS E LOS F LOS 'E' Inte MD 185 at MD /	gnalized intersection)	PM Peak Hour	ntersection	el of S S D or LOS E LOS	ervice Better F		oadwa 3.3 / 1. 0.5 / 2. 0.0 / 0. 1 1 1	y) 7 0 0 TTI .00 - 1.1 .15 - 1.2 .30 - 2.0	Colo Colo 15 30 No 4	oadwa .6 / 2. .9 / 1. .2 / 0. r Key data	y) 4 0 PTI 1.0 - 1.9 1.5 - 2.9 > 2.5	5
LOS D or Better LOS E LOS F LOS 'E' Inte MD 185 at MD 4 Available count data. (37% of sig	gnalized intersection)	Segment o East	Length (miles)	el of S S D or LOS I S S	ervice Better F		oadwa 3.3 / 1. 0.5 / 2. 0.0 / 0. 1 1 1 1 M	y) 7 0 0 TTI .00 - 1.1 .15 - 1.3 .30 - 2.0 > 2.00	Colo Colo 15 30 No -	oadwa .6 / 2. .9 / 1. .2 / 0. r Key data	y) 4 4 0 PTI 1.0 - 1.4 1.5 - 2.4 > 2.5	5
LOS D or Better LOS E LOS F LOS 'E' Inte MD 185 at MD 4 Available count data. (37% of sig	gnalized intersection) Roadway West t	Segment o East	Level Leve Leve	el of S S D or LOS I LOS S	ervice Better F T M WB		oadwa 3.3 / 1. 0.5 / 2. 0.0 / 0. 1 1 1 1 1 WB	y) 7 0 .00 .00 - 1.1 .15 - 1.3 .30 - 2.0 > 2.00	Colo Colo 15 30 No 4 EB	oadwa .6 / 2. .9 / 1. .2 / 0. r Key r Key M WB	y) 4 0 PTI 1.0 - 1.4 1.5 - 2.4 > 2.5 TI EB	5 5 9 M WE
LOS D or Better LOS E LOS F LOS 'E' Inter MD 185 at MD Available count data. (37% of signature) Functional Class	gnalized intersection)	Segment o East W.e MD 185 Beach Dr.	Length (miles) 0.5 0.9	el of S S D or LOS E LOS S	ervice Better F T M WB		oadwa 3.3 / 1. 0.5 / 2. 0.0 / 0. 1 1 1 1 M WB	y) 7 0 0 TTI .00 - 1.1 .15 - 1.2 .30 - 2.0	Colo Colo 15 30 No EB	data P M WB	y) 4 0 PTI 1.0 - 1.4 1.5 - 2.4 > 2.5 TI EB	5 5 9 M W
LOS D or Better LOS E LOS F MD 185 at MD 4 Available count data. (37% of signature Functional Class	gnalized intersection)	Segment o East www MD 185 Beach Dr. adowbrook Ln.	Length (miles) 0.5 0.9 0.2	el of S S D or LOS E LOS S	ervice Better F T M WB		oadwa 3.3 / 1.).5 / 2.).0 / 0. 1 1 1 1 W WB	y) 7 0 0 TTI .00 - 1.1 .15 - 1.2 .30 - 2.0	Colo Colo	oadwa .6 / 2. .9 / 1. .2 / 0. r Key r Key data	y) 4 0 PTI 1.0 - 1.9 1.5 - 2.9 > 2.5 TI EB I I	5 5 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9
LOS D or Better LOS E LOS F MD 185 at MD 4 Available count data. (37% of signature Functional Class	gnalized intersection)	Segment o East NVe MD 185 Beach Dr. adowbrook Ln. .n Grubb Rd.	Length (miles) 0.5 0.5	el of S S D or LOS I S S	ervice Better F T M WB		oadwa 3.3 / 1. 0.5 / 2. 0.0 / 0. 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	y) 7 0 0 TTI .00 - 1.1 .15 - 1.3 .30 - 2.0	Colo Colo	data	y) 4 4 0 PTI 1.0 - 1.4 1.5 - 2.4 2.5 TI EB I I I	5 5 M W W
LOS D or Better LOS E LOS F LOS 'E' Inte MD 185 at MD 4 Available count data. (37% of signature Functional Class	gnalized intersection)	Segment o East W MD 185 Beach Dr. adowbrook Ln. .n Grubb Rd. ashington Ave.	Level 10 htersection Length (miles) 0.5 0.9 0.2 0.5 0.4	el of S S D or LOS I S S	ervice Better F T M WB		oadwa 3.3 / 1. 0.5 / 2. 0.0 / 0. 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	y) 7 0 .00 .00 - 1.1 .15 - 1.3 .30 - 2.0 > 2.00	Colo Colo 15 30 No 4 EB	oadwa .6 / 2. .9 / 1. .2 / 0. r Key r Key M wB	y) 4 4 0 PTI 1.0 - 1.4 1.5 - 2.4 2.5 TI EB I I I I	5 5 M W
LOS D or Better LOS E LOS F LOS 'E' Inte MD 185 at MD Available count data. (37% of signature Functional Class Urban Other Principal Arterial	gnalized intersection)	Segment o East Vive MD 185 Beach Dr. adowbrook Ln. .n Grubb Rd. ashington Ave. Rosemary Hill Dr.	Level 10 10 10 10 10 10 10 10 10 10	el of S S D or LOS I LOS S	ervice Better F T M WB		oadwa 3.3 / 1. 0.5 / 2. 0.0 / 0. 1 1 1 1 1 WB	y) 7 0 .00 .00 - 1.1 .15 - 1.3 .30 - 2.0 > 2.00	Colo Colo 15 30 No 4 EB	data M WB	y) 4 4 0 PTI 1.0 - 1.4 1.5 - 2.4 > 2.5 TI EB I I I I	5 5 7 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
LOS D or Better LOS E LOS F LOS 'E' Inter MD 185 at MD · Functional Class Urban Other Principal Arterial	gnalized intersection)	Segment o East Vive MD 185 Beach Dr. adowbrook Ln. 	Level Level Intersection Intersection Length (miles) 0.5 0.9 0.2 0.5 0.4 0.4 0.2	el of S S D or LOS E S S	ervice Better F T M WB		oadwa 3.3 / 1. 0.5 / 2. 0.0 / 0. 1 1 1 1 1 W WB	y) 7 0 0 TTI .00 - 1.1 .15 - 1.2 .30 - 2.0	R 1 Colo 15 30 No EB	data P M WB	y) 4 4 0 PTI 1.0 - 1.4 1.5 - 2.4 > 2.5 TI EB I I I I I	5 5 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7
LOS D or Better LOS E LOS F LOS 'E' Inte MD 185 at MD Available count data. (37% of signature Functional Class Urban Other Principal Arterial	gnalized intersection)	Segment o East Nee MD 185 Beach Dr. adowbrook Ln. .r Grubb Rd. ashington Ave. Rosemary Hill Dr. Dr MD 390 olesville Rd.	Level 10 tersection tersection (miles) 0.5 0.9 0.2 0.5 0.4 0.4 0.4 0.2 0.2 0.2 0.2	el of S S D or LOS E S S	ervice Better F T M WB I		oadwa 3.3 / 1.).5 / 2.).0 / 0. 1 1 1 1 1 W WB	y) 7 0 0 TTI .00 - 1.1 .15 - 1.2 .30 - 2.0	Colo Colo 15 30 No (EB	data	y) 4 9 PTI 1.0 - 1.9 1.5 - 2.9 > 2.5 TI EB I I I I I	5 5 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7
LOS D or Better LOS E LOS F Iter Sections MD 185 at MD 4 MD 185 at MD 4 Functional Class Urban Other Principal Arterial	gnalized intersection)	Segment o East NVe MD 185 Beach Dr. adowbrook Ln. .n Grubb Rd. ashington Ave. Rosemary Hill Dr. Dr MD 390 oblesville Rd. Shopping Center	Length (miles) 0.5 0.9 0.2 0.5 0.4 0.2 0.2 0.2 0.2 0.2 0.2 0.2 0.2 0.2 0.2	el of S S D or LOS I S S	ervice Better F T M WB I		oadwa 3.3 / 1.).5 / 2.).0 / 0. 1 1 1 1 W WB	y) 7 0 0 TTI .00 - 1.1 .15 - 1.3 .30 - 2.0	Colo Colo	data	y) 4 0 PTI 1.0 - 1.9 1.5 - 2.9 > 2.5 TI EB I I I I I	5 5 W W W V V V V V V V V V V V V V V V
LOS D or Better LOS E LOS 'E' Inte MD 185 at MD 4 Available count data. (37% of signature Functional Class Urban Other Principal Arterial	gnalized intersection)	Segment o East We MD 185 Beach Dr. adowbrook Ln. .n Grubb Rd. ashington Ave. Rosemary Hill Dr. Dr MD 390 olesville Rd. Shopping Center r - Blair Mill Rd.	Length (miles) 0.5 0.9 0.2 0.5 0.4 0.4 0.2 0.2 0.1 0.2 0.2 0.1 0.2 0.2	el of S S D or LOS I S S	ervice Better F T M WB		oadwa 3.3 / 1. 0.5 / 2. 0.0 / 0. 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	y) 7 0 0 TTI .00 - 1.1 .15 - 1.3 .30 - 2.0 > 2.00	R 1 Colo 15 30 No EB EB	oadwa .6 / 2. .9 / 1. .2 / 0. r Key r Key M WB I I	y) 4 4 0 PTI 1.0 - 1.4 1.5 - 2.4 > 2.5 TI EB I I I I I	5 5 M W W
MD 410				(193)	3	IJ.	9	N	1		8	R I
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Limits:	MD 650 to	Penns	sy Drive	320	650 A	delphi	4		Barry		Gree	nbelt
Corridor Length:	7.7	' miles			Langley I	(212) Park	The Co	llege Park	Heigh (20	ts	X	(193)
Speed Limit:	30 - 4	45 MP	Н	(195	YX	Ave	AL.	17	\$/	-	-4	
Travel Lanes:	(1 - 3) Eastbound	d (2 - 3	3) Westbound	and the	410	23rd	Un	iversity Park	×	1	Now	Lan
Signal Controlled Intersections:		20		OLUMB!	$\langle \rangle$	ge na	Huat	410	East Rive	dale	Carrollt	on
Grade Separated Interchanges:		2		R	(601)			(769B)		S	410 (4)	950
Major Cross Streets:	MD 650, MD Belcrest Rd, MD 201, MD 2 MD 450, US	0 212, MD 50 95, Riv 5 50, P	Ager Rd, 00, US 1, verdale Rd, ennsy Dr		here are the	Mt Raii	nier	Bladensburg	Cheverly	5	202 704 Shari	15 Glen
	Routes	A	vg. Daily Ridership	1		C.		ARA DI	S	Y	sherr	II NO
	METRO C4 METRO F4	_	3,222				. j	22 - <u>-</u> Q	10	M	Ra	5.6
Deutes and Didenship	METRO F6		433	_								
Routes and Ridership	METRO 86		703							Pe	ak Ho	our
	The Bus Route 13		131	15.0	2020 AA	DT	4	Truck	S	6	Traffic	;
	The Bus Route 14		514	15,0	JU - 40,l	00 vp	u	3.0% - 0	.5%	0	.5%-0	70
	Intersection Operati	ions		_ ר		:	Segme Ea	nt Opera	tions W	/estbou	Ind	
Signalized Intersection	ns*: AM Peak Hour	r	PM Peak Hour		Level Servi	of ce	A (M Ro	M / PM Ailes of adway)	F	AM / Pl (Miles o Roadwa	VI of y)	
LOS D or Better	7		6		LOS D or	Better	7	.0 / 1.2		5.9/4.	2	
LOS E	0		0		LOS	E	0	.7 / 6.0		1.8 / 3.	5	
LOS F	1		2		LOS	F	0	.0 / 0.5		0.0/0.	0	
LOS F	tersections		2 LOS 'F' In MD 410 at MI MD 500 at MD 41	<mark>tersecti</mark> D 212 (AN 10/Adelph	LOS ons 1, PM) i Rd (PM)	F		.0 / 0.5 TT 1.00 - 1.15 - 1.30 -	Cold 1 1.15 1.30 2.00	0.0 / 0.	0 PTI 1.0 - 1.0 1.5 - 2.0 > 2.5	5
LOS F LOS 'E' Int * Available count data. (40% c	tersections		2 LOS 'F' In MD 410 at MI MD 500 at MD 41	<mark>tersecti</mark> D 212 (AN 10/Adelph	LOS ons I, PM) i Rd (PM)	F		.0 / 0.5 TT 1.00 - 1.15 - 1.30 - > 2.0	Cold I 1.15 1.30 2.00 No	0.0 / 0.	0 PTI 1.0 - 1.5 1.5 - 2.5	5
LOS F LOS 'E' Int * Available count data. (40% c	tersections		2 LOS 'F' In MD 410 at MI MD 500 at MD 41	tersecti D 212 (AN 10/Adelph	LOS ons I, PM) i Rd (PM)	F		.0 / 0.5 TT 1.00 - 1.15 - 1.30 - > 2.0	Cold 1 1.15 1.30 2.00 00 No	0.0 / 0.	0 PTI 1.0 - 1.5 1.5 - 2.5 > 2.5	5
LOS F LOS 'E' Int * Available count data. (40% c	tersections of signalized intersection) Roadwa West	ay Segn t to Eas	2 LOS 'F' In MD 410 at MI MD 500 at MD 47	tersecti D 212 (AN 10/Adelph Lengt (miles	LOS ons I, PM) I, Rd (PM)	F T AM		.0 / 0.5 TT 1.00 - 1.15 - 1.30 - > 2.0	Cold 1 1.15 1.30 2.00 No	0.0 / 0. pr Key data	0 PTI 1.0 - 1.6 1.5 - 2.6 > 2.5 TI FB	5 5 M WR
LOS F LOS 'E' Int * Available count data. (40% o Functional Class	of signalized intersection) Roadwa West MD 650	ay Segn t to Eas 0 - MD 2	2 LOS 'F' In MD 410 at MI MD 500 at MD 41 ment st	tersecti D 212 (AN 10/Adelph Lengt (miles 0.9	LOS ons I, PM) i Rd (PM) h b EB	F T M WB	TI EB	.0 / 0.5 TT 1.00 - 1.15 - 1.30 - > 2.0 M WB	Cold 1 1.15 2.00 No EB	0.0 / 0. Dr Key data data P AM WB	0 PTI 1.0 - 1.5 1.5 - 2.5 > 2.5 TI EB	5 5 M WB
LOS F LOS 'E' Int * Available count data. (40% o Functional Class	of signalized intersection) Roadwa West MD 650 MD 212	ay Segn t to Eas 0 - MD 2 2 - Ager	2 LOS 'F' In MD 410 at MI MD 500 at MD 41 ment st 212 Rd.	Lengt (miles 0.9 0.2	LOS ons I, PM) i Rd (PM) i Rd (PM)	T AM WB	TI FB EB	.0 / 0.5 TT 1.00 - 1.15 - 1.30 - > 2.0 W WB	Cold 1 1.15 2.00 No EB	o.o / o. or Key data	0 PTI 1.0 - 1.1 1.5 - 2.5 2.5 TI P EB	5 5 M WB
LOS F LOS 'E' Int * Available count data. (40% c	of signalized intersection) Roadwa West MD 650 MD 212 Ager Rd	ay Segn t to Eas 0 - MD 2 2- Ager 23rd	2 LOS 'F' In MD 410 at MI MD 500 at MD 4 ⁻¹ ment st 212 Rd. Ave. 	Lengt (miles 0.2 0.2 0.2 0.2	LOS ons I, PM) i Rd (PM) i Rd (PM) EB	F T AM WB	TI FB	.0 / 0.5 TT 1.00 - 1.15 - 1.30 - > 2.0 W WB	Cold 1 1.15 2.00 00 No EB	o.o / o.o pr Key data data P P WB WB	0 PTI 1.0 - 1.3 1.5 - 2.5 × 2.5 TI P EB	5 5 M WB
LOS F LOS 'E' Int * Available count data. (40% c	of signalized intersection) Roadwa West MD 650 MD 212 Ager Rd 23rd Ave Toleto Terrace	ay Segn t to Eas 0 - MD 2 2 - Ager 23rd Toledo o - Edit	2 LOS 'F' In MD 410 at MI MD 500 at MD 41 MD 500 at MD 41 212 Rd. Ave. Terrace res Park Dr	tersecti D 212 (AN 0/Adelph 0/Adelph 0/Adelph 0.2 0.3 0.5 0.1	LOS ons I, PM) i Rd (PM) i Rd (PM)	F T WB	TI EB	.0 / 0.5 TT 1.00 - 1.15 - 1.30 - > 2.0 W WB	Cold 1 1.15 1.30 2.00 No EB	O.O /	0 PTI 1.0 - 1.3 1.5 - 2.6 2.5 TI P EB	5 5 M WB
LOS F LOS 'E' Int * Available count data. (40% o Functional Class	f signalized intersection) Roadwa West MD 650 MD 212 Ager Rd 23rd Ave Toledo Terrace Editors Park Dr.	ay Segn t to Ease 0 - MD 2 2 - Ager 7 Toledo - 2 - Cito - Pr. Ge	2 LOS 'F' In MD 410 at MI MD 500 at MD 4' MD 500 at MD 500	tersecti D 212 (AN 10/Adelph 10/Adelph (miles 0.9 0.2 0.3 0.5 0.1 0.1	LOS ons I, PM) i Rd (PM) i Rd (PM)	F T W WB	0	.0 / 0.5 TT 1.00 - 1.15 - 1.30 - > 2.0 W WB	Cold 1 1.15 1.30 2.00 No EB	O.O. / O. Pro Key Pro Key Addata Addata Addata WB Addata	0 PTI 1.0 - 1.3 1.5 - 2.6 2.5 TI EB 	5 5 M WB
LOS F LOS 'E' Int * Available count data. (40% o Functional Class	1 tersections of signalized intersection) Roadwa West MD 650 MD 212 Ager Rd 23rd Ave Toledo Terrace Editors Park Dr. Pr. George's P	ay Segn t to Eas 0 - MD 2 2 - Ager 23rd Toledo 0 - Edito - Pr. Ge Pr. Ge	2 LOS 'F' In MD 410 at MI MD 500 at MD 41 MD 500 at MD 500 at MD 41 MD 500 at MD 500 at MD 41 MD 500 at MD 500 at MD 500 at MD 41 MD 500 at MD 500 at	Lengt (miles 0.2 0.2 0.3 0.5 0.1 0.1 0.3	LOS ons I, PM) i Rd (PM) EB	F T WB 1	TI EB	.0 / 0.5 TT 1.00 - 1.15 - 1.30 - > 2.0 W WB	Cold 1 1.15 1.30 2.00 No EB	COULD	0 PTI 1.0 - 1.3 1.5 - 2.2 > 2.5 TI EB	5 5 M WB
LOS F LOS 'E' Int * Available count data. (40% o Functional Class	of signalized intersection) Roadwa West MD 650 MD 212 Ager Rd 23rd Ave Toledo Terrace Editors Park Dr. Pr. George's P Belcrest Rd N	ay Segn t to Eas 0 - MD 2 2 - Ager Toledo a - Edito - Pr. Ge laza - B MD 500/	2 LOS 'F' In MD 410 at MI MD 500 at MD 4' MD 500 at MD 500 at MD 4' MD 500 at MD	Lengt (miles 0.2 0.2 0.2 0.2 0.2 0.2 0.3 0.5 0.1 0.1 0.1 0.3 0.4	LOS ons I, PM) i Rd (PM) EB	Г Т ММ ИВ	TI PP EB	.0 / 0.5 TT 1.00 - 1.15 - 1.30 - > 2.4 W WB	Cold 1 1.15 2.00 No EB	o.o / 0. pr Key data data P WB WB	0 PTI 1.0 - 1.9 1.5 - 2.5 TI PEB COM COM COM COM COM COM COM COM	5 M WB
LOS F LOS 'E' Int * Available count data. (40% o Functional Class	of signalized intersection) Roadwa West MD 650 MD 212 Ager Rd 23rd Ave Toledo Terrace Editors Park Dr. Pr. George's P Belcrest Rd N MD 500/Adelphi Rd US 1/Baltimore	ay Segm t to Eas 0 - MD 2 2 - Ager - 23rd Toledo e - Edito - Pr. Ge Haza - B MD 500/ 1 US 1 4 Aug -	2 LOS 'F' In MD 410 at MI MD 500 at MD 4' MD 500 at MD 500 at MD 4' MD 500 at MD	Lengt (miles 0.2 0.2 0.3 0.5 0.1 0.1 0.1 0.3 0.5 0.1 0.1 0.3 0.5 0.5 0.1	LOS ons I, PM) i Rd (PM) i Rd (PM)	F T M WB	TI PI EB	.0 / 0.5 TT 1.00 - 1.15 - 1.30 - > 2.0 W WB	Cold 1 1.15 1.30 2.00 No EB	OUDION	0 PTI 1.0 - 1.3 1.5 - 2.5 TI P EB I I I I I I I I I I	5 5 M WB
LOS F LOS 'E' In * Available count data. (40% o Functional Class Urban Other Principal Arterial	of signalized intersection) Roadwa West MD 650 MD 212 Ager Rd 23rd Ave Toledo Terrace Editors Park Dr. Pr. George's P Belcrest Rd N MD 500/Adelphi Rd US 1/Baltimore Taylor Rd Ken	ay Segr t to Eas 0 - MD 2 2 - Ager - 23rd Toledo 9 - Editot laza - B Ho 500/ 1 US 1 9 Ave iniworth	2 LOS 'F' In MD 410 at MU MD 500 at MD 4' MD 500 at MD 500 at MD 4' MD 500 at MD 500 at MD 4' MD 500 at MD 500 at MD 50	tersecti D 212 (AN 0/Adelph 0/Adelph 0.2 0.9 0.2 0.3 0.3 0.5 0.5 0.5 0.5 0.5	LOS ons I, PM) i Rd (PM) i EB	T WB I	TI FI EB I I I	.0 / 0.5 TT 1.00 - 1.15 - 2.0 W WB	Cold 1 1.15 1.30 2.00 No EB	OUDION	0 PTI 1.0 - 1.3 1.5 - 2.6 2.5 TI P EB 1 1 1 1 1 1 1 1	5 5 M WB
LOS F LOS 'E' Int * Available count data. (40% o Functional Class Urban Other Principal Arterial	tersections tersections f signalized intersection) Roadwa West MD 650 MD 212 Ager Rd 23rd Ave Toledo Terrace Editors Park Dr. Pr. George's P Belcrest Rd M MD 500/Adelphi Rd US 1/Baltimore Taylor Rd Ken Kenilworth Ave./M	ay Segn t to Ease 0 - MD 2 2 - Ager - 23/d 1 - Pr. Ge laza - B MD 500/ 1 US 1 4 - Pr. Ge laza - B MD 500/ 1 US 1 4 - Pr. Ge	2 LOS 'F' In MD 410 at MI MD 500 at MD 4' MD 500 at MD 4' Attack of the second	Lengt 0/Adelph 0/Adelph 0/Adelph 0.3 0.1 0.3 0.4 0.5 0.5 0.5	LOS ons I, PM) i Rd (PM) i Rd (PM)	F T W U U U U U U U U U U U U U U U U U U	0	.0 / 0.5 TT 1.00 - 1.15 - 1.30 - > 2.0 W WB	Cold 1 1.15 1.30 2.00 No EB	Very of the second seco	0 PTI 1.0 - 1.3 1.5 - 2.6 2.5 TI EB EB 1 1 1 1 1 1	5 5 M WB
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LOS F LOS 'E' In * Available count data. (40% o Functional Class Urban Other Principal Arterial	of signalized intersection) Roadwa West MD 650 MD 212 Ager Rd 23rd Ave Toledo Terrace Editors Park Dr. Pr. George's P Belcrest Rd N MD 500/Adelphi Rd US 1/Baltimore Taylor Rd Ken Kenilworth Ave./N Mustang [64th Ave Baltimore Baltimore-Washingto Veterans Pkwy A	ay Segm t to Eas 0 - MD 2 2 - Ager - 23rd Toledo a - Edito - Pr. Ge 14aa - B MD 500// 1 - US 1 a Ave 1//// MD 201 Dr 64t MD 201 Dr 64t Dr 64t MD 201 Dr 64t Dr 64t Dr.	2 LOS 'F' In MD 410 at MI MD 500 at MD 4' MD 500 at MD 4' MD 500 at MD 4' 212 Rd. Ave. Terrace ave. Terrace ave. Terrace ave. Terrace ave. Terrace ave. Terrace Adelphi Rd. /Baltimore Ave. Taylor Rd. Ave./MD201 - Mustang Dr. h Ave. Shington Pkwy. -Veterans Pkwy. is Rd./MD 450	Lengt 0/Adelph 0/Adelph 0.9 0.2 0.3 0.5 0.1 0.3 0.5 0.5 0.5 0.5 0.5 0.5 0.5 0.5 0.5 0.5 0.5 0.5 0.5 0.5 0.1	LOS ons I, PM) i Rd (PM) i Rd (PM) i B EB i C i C i C i C i C i C i C i C	F T W U U U U U		.0 / 0.5 TT 1.00 - 1.15 - 2.0 W WB	Cold 1 1.15 1.30 2.00 No EB	0.0 / 0. pr Key data data // // // // // // // // // // // // //	0 PTI 1.0 - 1.3 1.5 - 2.9 7 7 8 8 9 9 9 9 9 1 1 1 1 1 1 1 1 1 1 1 1 1	5 5 M WB
LOS F LOS 'E' Int * Available count data. (40% o Functional Class Urban Other Principal Arterial	Intersections Intersections Intersections Intersections Intersections Intersection	ay Segn t to Eas 0 - MD 2 2 - Ager - 23rd Toledo a - Edito 2 - Altaza - B Altaza - B Altaza - B Altaza - B Altaza - B Altaza - B Altaza - C a - C - C a - C a - C - C - C a - C - C	2 LOS 'F' In MD 410 at MU MD 500 at MD 4' MD 500 at MD 4' MD 500 at MD 4' MD 500 at MD 4' MD 500 at MD 4' Ave. 212 Rd. Ave. Terrace ars Park Dr. arsorge's Plaza ielcrest Rd. Adelphi Rd. /Baltimore Ave. Taylor Rd. Ave./MD201 - Mustang Dr. h Ave. shington Pkwy. :-Veterans Pkwy. is Rd./MD 450 D - Ellin Rd.	Lengt 0/Adelph 0/Adelph 0.9 0.2 0.3 0.4 0.5	LOS ons I, PM) i Rd (PM) i EB	F T WWB		.0 / 0.5 TT 1.00 - 1.15 - 2.0 W WB	Cold 1 1.15 1.30 2.00 No EB	Control of the second s	0 PTI 1.0 - 1.3 1.5 - 2.5 TI P EB 1 1 1 1 1 1 1 1 1 1 1 1 1	5 5 M WB
LOS F LOS 'E' Int * Available count data. (40% o Functional Class Urban Other Principal Arterial	tersections tersections f signalized intersection) Roadwa West MD 650 MD 212 Ager Rd 23rd Ave Toledo Terrace Editors Park Dr. Pr. George's P Belcrest Rd N MD 500/Adelphi Rd US 1/Baltimore Taylor Rd Ken Kenilworth Ave./N Mustang I 64th Ave Baltimc Baltimore-Washingto Veterans Pkwy A Annapolis Rd./ Ellin Rd US 50	ay Segn t to Ease 0 - MD 2 2 - Ager - 23rd 17 Toledo a - Edito - Pr. Ge flaza - B MD 500/ 1 US 1 4 Ave - 11 10 or - 0 - 2 4 Mo - 2 - 2 3 rd - 2 - 2 - 2 - 2 - 3 rd - 2 - 2 - 3 rd - 7 - 10 ledo - a - Edito - 2 - 6 - 4 - 2 - 0 - 10 - 2 - 10 - 2 - 10 - 2 - 10 - 2 - 2 - 10 - 2 - 2 - 3 rd - 7 - 10 - 10 - 2 - 2 - 3 rd - 7 - 10 - 10 - 2 - 2 - 3 rd - 7 - 10 - 10 - 2 - 3 - 10 - 10 - 2 - 3 - 10 - 10 - 2 2 - 3 rd - 7 - 10 - 10 - 2 2 - 3 rd - 7 - 7 - 6 - 10 - 10 - 7 - 6 - 4 - 10 - 7 - 7 - 6 - 4 - 7 - 7 - 7 - 7 - 7 - 7 - 7 - 7 - 7 - 7	2 LOS 'F' In MD 410 at MI MD 500 at MD 4' MD 500 at MD 4' MD 500 at MD 4' 212 Rd. Ave. Terrace res Park Dr. borge's Plaza ielcrest Rd. Adelphi Rd. //Baltimore Ave. Taylor Rd. Ave./MD201 - Mustang Dr. h Ave. shington Pkwy. Veterans Pkwy. is Rd./MD 450) - Ellin Rd. tanson Hwy. - D	Lengt 0/Adelph 0/Adelph 0/Adelph 0.9 0.9 0.2 0.3 0.5 0.1 0.3 0.4 0.5 <td>LOS ons I, PM) i Rd (PM) i Rd (PM) EB Construction EB Construction Constructio</td> <td>F T T W WB 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1</td> <td></td> <td>.0 / 0.5 TT 1.00 - 1.15 - 1.30 - > 2.0 W WB</td> <td>Cold 1 1.15 1.30 2.00 No EB</td> <td>0.0 / 0. or Key r Key data data / WB / WB / WB / WB / U / U / U / U / U / U / U / U</td> <td>0 PTI 1.0 - 1.3 1.5 - 2.5 2.5 TI EB EB I I I I I I I I I I I I I</td> <td>5 5 M WB</td>	LOS ons I, PM) i Rd (PM) i Rd (PM) EB Construction EB Construction Constructio	F T T W WB 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		.0 / 0.5 TT 1.00 - 1.15 - 1.30 - > 2.0 W WB	Cold 1 1.15 1.30 2.00 No EB	0.0 / 0. or Key r Key data data / WB / WB / WB / WB / U / U / U / U / U / U / U / U	0 PTI 1.0 - 1.3 1.5 - 2.5 2.5 TI EB EB I I I I I I I I I I I I I	5 5 M WB
LOS F LOS 'E' Int * Available count data. (40% of Functional Class Urban Other Principal Arterial	Itersections Iters	ay Segn t to Ease 0 - MD 2 2 - Ager 2 - Ager 10 - 2 - 23rd Toledo a - Edito - Pr. Ge 142a - B MD 500/ 1 US 1 a Ave 142a - B MD 500/ 1 US 1 a Ave 142a - B MD 500/ MD 450 0/John H MD 450 0/John H Wy MD 450 0/John H M M M M M M M M M M M M M M M M M M M	2 LOS 'F' In MD 410 at MI MD 500 at MD 4'	Lengt D 212 (AN D 212 (AN IO/Adelph IO/Adelph 0.3 0.4 0.5 0.5 0.1 0.1 0.3 0.4 0.5 0.4 0.5 0.3 0.3	LOS ons I, PM) i Rd (PM) i Rd (PM)	F T WB I I I I I I I I I I I I I I I I I		.0 / 0.5 TT 1.00 - 1.15 - 1.30 - > 2.0 M WB	Cold 1 1.15 1.30 2.00 No Cold 1 1.15 1.30 2.00 No	0.0 / 0. pr Key r Key data data V V N N N N N N N N N N N N N	0 PTI 1.0 - 1.3 1.5 - 2.2 TI EB I I I I I I I I I I I I I	5 5 M WB

MD 450							and star			*		NY
Limits:	MD 202 to	o MD 704		E	Berwyn leights		0	93)	■ Go Fli	oddard S ight Cen	Space ter	7
Corridor Length:	6.3 n	niles	pliege P	агк	201			GO	adard 꼹	UCH QD	Glenn 564	Dale
Speed Limit:	35 - 40	0 MPH		N	ſ		495	T.	Good Good	Ž	R	
Travel Lanes:	(2 - 4) Eastbound	(2 - 4) Westbound	iversity Park		~		New	Lanhar	m	A	A	953
Signal Controlled Intersections:	2	1	tsville	HO East	Riverda	410 ale	Carrollton	K	A	(450)	5	450
Grade Separated Interchanges:	2	2		(201) 69B		Z	410 (9	50	50	704		953
Major Cross Streets:	MD 202, Ardwick Ardmor MD 410, Ri 85th Ave, I-95 / Whitfield Chapel Rd,	MD 295, e Rd / Surrey Ln verdale Rd, ' I-495, MD 564, Forbes Blvd, MD 704	Bladens	burg Che	450 202 verly	50		Glenarde	95 len		Mitche	lville
	Routes	Avg. Daily Ridershi	- Pisnal	X			She					
	METRO B24	448	19	Opto,		The	2			2		
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Poutos and Pidership	METRO F4	3,127								_		
Routes and Ridership	METRO G12/G14	1 520		20 8 81	דר		True	rke		Pea	ak Ho Traffic	ur
	METRO T18	1,893	28,000	- 56,0	00 vpc	1	3.3% -	3.6%			7.5%	
	The Bus Route 15X	44	.,	, -							-	
	The Bus Route 16	359			5	Segme	ent Oper	ration	S			
	Intersection Operatio	ns				Ea	stbound	I	We	stbour	nd	
Signalized Intersection	s*: AM Peak Hour	PM Peak Hour		Level	of	(I 	AM / PM Miles of		A (N	M / PM Ailes o	ן f	
				Sonvia		- IN			· • •	2011/21	<i>()</i>	
LOS D or Better	21	21	LC	Servio	e Better	6	6.3 / 3.5		Ro 6.	adway 3 / 3.5	5	
LOS D or Better LOS E	21 0	21 0	LC	Servic S D or LOS E	Better	6 0	0.3 / 3.5 0.0 / 2.2		Ro 6. 0.	adway .3 / 3.5 <mark>.0 / 1.7</mark>	5 7	
LOS D or Better LOS E LOS F LOS 'E' Int	21 0 0 tersections	21 0 0 LOS 'F	Intersection	Servic OS D or LOS E LOS I	Better E F		3.3 / 3.5 0.0 / 2.2 0.0 / 0.6	C TTI	Ro 6. 0. 0. Color	3 / 3.5 0 / 1.7 0 / 1.1	PTI	
LOS D or Better LOS E LOS F LOS 'E' Int	tersections	21 0 0	Intersection	Servic SD or LOS I LOS I	Better E		6.3 / 3.5 0.0 / 2.2 0.0 / 0.6 1.00 1.15 1.300 >	C TTI) - 1.15 ; - 1.30) - 2.00 2.00	Ro 6. 0. Color	3 / 3.5 0 / 1.7 0 / 1.1 Key 1	PTI .0 - 1.5 .5 - 2.5 > 2.5	
LOS D or Better LOS E LOS F LOS 'E' Int	f signalized intersection)	21 0 0	Intersection	Servic SD or LOS I LOS I	F		5.3 / 3.5 1.0 / 2.2 1.0 / 0.6 1.00 1.15 1.30 2.2 1.30	C TTI 0 - 1.15 5 - 1.30 0 - 2.00 2.00	Ro 6. 0. 0. Color	adway 3 / 3.5 0 / 1.7 0 / 1.1 Key 1 1	PTI .0 - 1.5 .5 - 2.5 > 2.5	
LOS D or Better LOS E LOS F LOS 'E' Int Available count data. (95% o	f signalized intersection)	Segment	Intersection	Servic	Better E F		3, 73,5 1,0 / 2,2 1,0 / 0,6 1,00 1,15 1,30 2,3 1,30 2,3 1,30 2,3 1,30 2,3 1,30 2,3 1,30 2,3 1,30 2,3 1,30 2,3 1,30 2,4 1,50	C TTI 0 - 1.15 5 - 1.30 0 - 2.00 2.00	Ro 6. 0. 0. Color	adway 3 / 3.5 0 / 1.7 0 / 1.1 Key 1 1 1 1 1 1 2 1 2 1 2 2 2 2 2 2 2 2 2	PTI .0 - 1.5 .5 - 2.5 > 2.5	
LOS D or Better LOS E LOS F LOS 'E' Int Available count data. (95% o	f signalized intersection)	Segment to East	Intersection	Servia S D or LOS B LOS IS	T M W	6 0 0 1 1 1 1	M WP NO NO M WP	C TTI TTI - 1.15 5 - 1.30 2.00	Ro 6. 0. 0. Color	adway 3 / 3.5 0 / 1.7 0 / 1.1 Key 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	PTI .0 - 1.5 .5 - 2.5 > 2.5	
LOS D or Better LOS E LOS F LOS 'E' Int Available count data. (95% o Functional Class	f signalized intersection) Roadway West t MD 202 -	Segment to East	Intersection Length (miles)	Services Services LOS B or I LOS B LOS B I S	T M WB	6 0 0	M WB	<u>C</u> TTTI - 1.15 - 1.30 - 2.00 2.00	Ro 6. 0. 0. Color No d	adway 3 / 3.5 0 / 1.7 0 / 1.1 Key 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	PTI .0 1.5 .5 - 2.5 > 2.5	A WB
LOS D or Better LOS E LOS F LOS 'E' Int Available count data. (95% o	f signalized intersection) Roadway West t MD 202 - 56th Ave	Segment o East 56th Ave. - 57th Ave.	Intersection Length (miles) 0.2 0.2	Service Ser	T M WB	6 0 0	M WB	C TTTI 1.15 - 1.30 - 2.00 - 2.00	Ro 6. 0. 0. Color No d	adway 3/3.5 0/1.7 0/1.1 Key 1 1 ata PT 4 WB	PTI .0 - 1.5 .5 - 2.5 > 2.5	л wв
LOS D or Better LOS E LOS F LOS 'E' Int Available count data. (95% o	f signalized intersection) resections Roadway West t MD 202 - 56th Ave 57th Ave MD 295	Segment to East 56th Ave. - 57th Ave. 5 (Balt/Wash Pkwy)	Length (miles) 0.2 0.4	Service S D or LOS B LOS IS	T M VB	6 0 0	M WB	C TTI U - 1.15 - 1.30 U - 2.00	Ro 6. 0. 0. Color No d	adway 3/3.5 0/1.7 0/1.1 Key 1 1 lata PT 4 WB	PTI .0 - 1.5 .5 - 2.5 > 2.5	A WB
LOS D or Better LOS E LOS F LOS 'E' Int Available count data. (95% o	f signalized intersection)	21 0 0 LOS 'F' Segment to East 56th Ave. - 57th Ave. 5 (Balt/Wash Pkwy) 65th Ave.	Length (miles) 0.2 0.4 0.2	Service Servic	T M WB	6 0 0	M WB	C TTI U - 1.15 5 - 1.30 U - 2.00	Ro 6. 0. 0. Color No d	adway 3/3.5 0/1.7 0/1.1 Key 1 1 ata 4 WB	PTI .0 - 1.5 .5 - 2.5 > 2.5	л wв
LOS D or Better LOS E LOS F LOS 'E' Int Available count data. (95% o	f signalized intersection) rersections Roadway West t MD 202 - 56th Ave 57th Ave MD 295 MD 295 - 65th Ave	Segment to East 56th Ave. - 57th Ave. 5 (Balt/Wash Pkwy) 65th Ave. Cooper Ln.	Length (miles) 0.2 0.2 0.4 0.2 0.3	Services Ser	T M WB	6 0 0	M WB	C C TTI U - 1.15 5 - 1.30 U - 2.00	Ro 6. 0. Color Color No d	adway 3/3.5 0/1.7 0/1.1 Key 1 1 ata 4 WB	PTI .0 - 1.5 .5 - 2.5 > 2.5 TI PP EB	A WB
LOS D or Better LOS E LOS F LOS 'E' Int Available count data. (95% o	f signalized intersection)	Segment to East 56th Ave. 57th Ave. 56th Ave. 56th Ave. 56th Ave. 66alt/Wash Pkwy) 65th Ave. 66alt/Wash Pkwy)	Length (miles) 0.2 0.2 0.4 0.2 0.3 0.2	Services Ser	T M WB	6 0 0	M WB	C TTI U - 1.15 5 - 1.30 U - 2.00	Ro 6. 0. Color No d EB	adway 3/3.5 0/1.7 0/1.1 Key 1 1 lata 1 M kata	PTI .0 - 1.5 .5 - 2.5 > 2.5 TI PP EB	A WB
LOS D or Better LOS E LOS F LOS 'E' Int Available count data. (95% o Functional Class	f signalized intersection)	21 0 0 1 0 1 0 1 0 1 0 5 5 5 5 1 0 5 5 5 1 0 5 5 1 0 1 0	Length (miles) 0.2 0.2 0.4 0.2 0.3 0.2 0.3 0.2 0.4	Services Ser	T M WB	TI PI EB	M WB	C TTI TI - 1.15 - 1.30 - 2.00	Ro 6. 0. Color No d EB	adway 3 / 3.5 0 / 1.7 0 / 1.1 Key 1 1 ata 4 WB	PTI .0 - 1.5 .5 - 2.5 > 2.5	A WB
LOS D or Better LOS E LOS F LOS 'E' Int Available count data. (95% o Functional Class	f signalized intersection)	Segment to East 56th Ave. - 57th Ave. 5 (Balt/Wash Pkwy) 65th Ave. - 68th Ave. - 71st Ave. - 71st Ave. - 71st Ave.	Length (miles) 0.2 0.4 0.2 0.4 0.2 0.4 0.2 0.4 0.2 0.4 0.2 0.4 0.3 0.2	Services Ser	T M WB	TI PI EB	M WB	C TTTI J - 1.15 J - 2.00 J - 2.00	Ro 6. 0. Color No d EB	adway 3/3.5 0/1.7 0/1.1 Key 1 1 ata 4 WB	PTI .0 - 1.5 .5 - 2.5 > 2.5	A WB
LOS D or Better LOS E LOS F LOS 'E' Int Available count data. (95% o Functional Class	f signalized intersection) tersections f signalized intersection) Roadway West t MD 202 - 56th Ave 57th Ave MD 295 65th Ave Cooper Ln. 68th Ave 71st Ave Ardw Ardwick-Ardmore	Segment to East 56th Ave. 5 (Balt/Wash Pkwy) 65th Ave. Cooper Ln. - 68th Ave. - 71st Ave. ick-Ardmore Rd. Rd Gallatin Rd.	Length (miles) 0.2 0.2 0.4 0.2 0.4 0.2 0.4 0.2 0.3 0.2 0.4	Services Ser	T T M WB	TI PI EB	M WB	C TTTI 1 - 1.15 5 - 1.30 2.00	Ro 6. 0. Color No d EB	adway 3/3:3 0/1.7 0/1.1 Key 1 1 lata 4 WB	PTI .0 - 1.5 .5 - 2.5 > 2.5 EB	A WB
LOS D or Better LOS E LOS F LOS 'E' Int Available count data. (95% o Functional Class	f signalized intersection) tersections f signalized intersection) Roadway West t MD 202 - 56th Ave 57th Ave MD 295 MD 295 - 65th Ave Cooper Ln. 68th Ave 71st Ave Ardw Ardwick-Ardmore Gallatin Rd MD 4	21 0 0 0 LOS 'F' Segment to East 56th Ave. - 57th Ave. 5 (Balt/Wash Pkwy) 65th Ave. - 68th Ave. - 71st Ave. /dck-Ardmore Rd. Rd Gallatin Rd. 10 (Veterans Pkwy)	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 0.2 0.2 0.4 0.2 0.2 0.4 0.2 0.2 0.2 0.2 0.2 0.2 0.2 0.2 0.2 0.2	Services S D or r LOS E LOS LOS IS	T F M WB	6 0 0	M WB	C TTI 1 0 - 1.15 5 - 1.30 2.00	Ro 6. 0. 0. Color No d EB	adway 3/3.5 0/1.7 0/1.7 Key 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	PTI .0 - 1.5 .5 - 2.5 > 2.5	л wв
LOS D or Better LOS E LOS F LOS 'E' Int ' Available count data. (95% o Functional Class	f signalized intersection) tersections f signalized intersection) Roadway West t MD 202 - 56th Ave 57th Ave MD 295 65th Ave Cooper Ln. 68th Ave. 71st Ave Ardw Ardwick-Ardmore Gallatin Rd MD 4 MD 410 (Veterans Pkwy	21 0 0 0 0 LOS 'F' 56th Ave. 56th Ave. 5 (Balt/Wash Pkwy) 65th Ave. 5 (Balt/Wash Pkwy) 65th Ave. - 71st Ave. - 71st Ave. - 68th Ave. - 71st Ave. ick-Ardmore Rd. Rd Gallatin Rd. 10 (Veterans Pkwy)) - Harkins Rd./Finns Ln.	Length (miles) 0.2 0.4 0.2 0.4 0.2 0.4 0.2 0.3 0.2 0.4 0.3 0.2 0.4 0.3 0.2 0.4 0.3 0.2 0.4 0.3 0.2 0.4 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	Servic S D or LOS E LOS LOS IS	T		M WB	C TTI 0 - 1.15 3 - 1.30 2.00	Ro 6. 0. 0. Color No d EB	adway 3/3.3 0/1.7 0/1.7 Key 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	PTI .0 - 1.5 .5 - 2.5 > 2.5	A WB
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LOS D or Better LOS E LOS F LOS 'E' Int ' Available count data. (95% o Functional Class	f signalized intersection) tersections f signalized intersection) Roadway West t MD 202 - 56th Ave 57th Ave MD 295 MD 295 - 65th Ave Cooper Ln. 68th Ave. 71st Ave Ardwick-Ardmore Gallatin Rd MD 4 MD 410 (Veterans Pkwy Harkins Rd./Finns I	21 0 0 0 0 0 LOS 'F' 56th Ave. 56th Ave. 57th Ave. 5 (Balt/Wash Pkwy) 65th Ave. 71st Ave. 71st Ave. 71st Ave. 10 (Veterans Pkwy)) Harkins Rd/Finns Ln. Ln Riverdale Rd. 4. 85th Ave. - 1405	Length (miles) 0.2 0.2 0.4 0.2 0.4 0.2 0.4 0.2 0.4 0.2 0.4 0.2 0.4 0.2 0.4 0.2 0.4 0.2 0.4 0.2 0.4 0.2 0.1 0.4	Service S D or r LOS E LOS LOS IS	T F M WB		M WB	C TTI TTI 2.00 2.00	Ro 6. 0. Color No d EB	aadway 3/3.3 0/1.7 0/1.1 Key 1 1 ata 1 wB	PTI .0 - 1.5 .5 - 2.5 > 2.5 EB	A WB
LOS D or Better LOS E LOS F LOS 'E' Int ' Available count data. (95% o Functional Class Urban Minor Arterial	f signalized intersection) tersections f signalized intersection) Roadway West t MD 202 - 56th Ave 57th Ave MD 295 MD 295 - 65th Ave 57th Ave MD 295 MD 295 - 65th Ave 71st Ave Ardwick-Ardmore 68th Ave. 71st Ave Ardwick-Ardmore Gallatin Rd MD 4 MD 410 (Veterans Pkwy Harkins Rd./Finns I Riverdale Rd 85th Ave	21 0 0 0 0 LOS 'F' b East 56th Ave. 5 (Balt/Wash Pkwy) 65th Ave. 5 (Balt/Wash Pkwy) 65th Ave. 7 That Ave. 68th Ave. 7 That Ave. ick-Ardmore Rd. 9 Rd Gallatin Rd. 10 (Veterans Pkwy)) - Harkins Rd/Finns Ln. Ln Riverdale Rd. d 85th Ave. 8 1495 8 Garden Pkwy	Length (miles) 0.2 0.2 0.4 0.2 0.4 0.2 0.4 0.2 0.4 0.2 0.4 0.2 0.4 0.2 0.4 0.2 0.1 0.1 0.2	Service S D or r LOS E LOS LOS IS	T M WB		M WB	C TTI 0 - 1.15 3 - 1.30 2.00	Ro 6. 0. Color No d EB	aadway 3/3.3 0/1.7 0/1.1 Key 1 ata 1 wB	PTI .0 - 1.5 .5 - 2.5 .5 - 2.5 .5 - 2.5 .5 - 2.5 .5 - 1.5 .5 - 1.5 - 1.5 .5 - 1.5 .5 - 1.5 .5 - 1.5 .5 - 1.5 .5 - 1.5 .5 -	A WB
LOS D or Better LOS E LOS F LOS 'E' Int ' Available count data. (95% o Functional Class Urban Minor Arterial	f signalized intersection) tersections f signalized intersection) Roadway West t MD 202 - 56th Ave 57th Ave MD 295 G5th Ave 57th Ave MD 295 G5th Ave Cooper Ln. 68th Ave. 71st Ave Ardwick-Ardmore Gallatin Rd MD 4 MD 410 (Veterans Pkwy Harkins Rd./Finns I Riverdale Rd 85th Ave 1495 - Princess Princess Garden Pkww	21 0 0 0 0 10 LOS 'F' 50 50 50 50 68th Ave. 50 50 68th Ave. 71st Ave. 71st Ave. 10 (Veterans Pkwy)) Harkins Rd/Finns Ln. Ln Riverdale Rd. d 85th Ave. 8 1495 s Garden Pkwy /- Whitfield Chanel Rd.	Length (miles) 0.2 0.2 0.4 0.2 0.4 0.2 0.4 0.2 0.4 0.2 0.3 0.2 0.4 0.3 0.2 0.4 0.3 0.2 0.4 0.3 0.2 0.4 0.3 0.2 0.4 0.3 0.2 0.4 0.3 0.2 0.4 0.3 0.2 0.1 0.3 0.3 0.4 0.3 0.2 0.4 0.4 0.4 0.2 0.4 0.4 0.4 0.4 0.3 0.3 0.4	Services S D or or of the services LOS E D or of the services LOS E D or of the services LOS E D or of the services E D or of the service	T T M WB		M WB	C TTI 0 - 1.15 0 - 2.00 2.00	Ro 6. 0. 0. Color No d EB	adway 3/3.3 0/1.7 0/1.7 r Key 1 ata 4 WB WB	PTI .0 - 1.5 .5 - 2.5 .5 - 2.5 .5 .5 - 2.5 .5 .5 .5 .5 .5 .5 .5 .5 .5	A WB
LOS D or Better LOS E LOS F LOS 'E' Int Available count data. (95% o Functional Class Urban Minor Arterial	f signalized intersection) tersections f signalized intersection) Roadway West t MD 202 - 56th Ave 57th Ave MD 295 65th Ave 57th Ave MD 295 65th Ave Cooper Ln. 68th Ave. 71st Ave Ardwick-Ardmore Gallatin Rd MD 410 (Veterans Pkwy Harkins Rd./Finns I Riverdale Rc 85th Ave 1495 - Princess Princess Garden Pkwy Whitfield Chanel	21 0 0 0 0 10 LOS 'F' 56th Ave. 56th Ave. 57th Ave. 57th Ave. 56th Ave. 65th Ave. 65th Ave. 71st Ave. ick-Ardmore Rd. 10 (Veterans Pkwy)) - Harkins Rd./Finns Ln. Ln Riverdale Rd. d 85th Ave. e 1495 s Garden Pkwy /- Whitfield Chapel Rd. Rd Carter Ave.	Length (miles) 0.2 0.2 0.4 0.2 0.4 0.2 0.4 0.2 0.3 0.2 0.4 0.3 0.2 0.4 0.3 0.2 0.4 0.3 0.2 0.4 0.3 0.2 0.4 0.4 0.2 0.1 0.4 0.2 0.1 0.4 0.2 0.1 0.4 0.2 0.1 0.4 0.2 0.2 0.2 0.2 0.2 0.2 0.2 0.2 0.2 0.2	Services Ser	T T M WB		M WB	C TTI - 1.15 - 2.00 2.00	Ro 6. 0. 0. Color No d EB	adway 3/3.5 0/1.7 0/1.1 Key 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	PTI .0 - 1.5 .5 - 2.5 .5 - 2.5 .5 - 2.5 .5 - 1.5 .5 - 2.5 .5 - 2.5 .5 - 1.5 .5 - 2.5 <td< td=""><td>A WB</td></td<>	A WB
LOS D or Better LOS E LOS F LOS 'E' Int ' Available count data. (95% o Functional Class Urban Minor Arterial	f signalized intersection) tersections f signalized intersection) 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 1495 - Princess Princess Garden Pkwy Whitfield Chapel Carter Ave	21 0 0 0 0 0 11 11 11 11 11 11 11 11 11 11 12 13 14 14 15 15 16 17 18 19 10	Length (miles) 0.2 0.2 0.4 0.2 0.4 0.2 0.4 0.3 0.2 0.4 0.3 0.2 0.4 0.3 0.2 0.4 0.3 0.2 0.4 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 0.3 0.2 0.4 0.3 0.2 0.4 0.3 0.2 0.4 0.2 0.2 0.2 0.4 0.2 0.2 0.4 0.2 0.2 0.4 0.2 0.2 0.4 0.2 0.2 0.4 0.2 0.2 0.4 0.2 0.2 0.4 0.2 0.2 0.4 0.2 0.2 0.4 0.2 0.2 0.4 0.2 0.2 0.4 0.2 0.2 0.4 0.2 0.2 0.4 0.2 0.2 0.4 0.3 0.2 0.2 0.4 0.2 0.2 0.4 0.2 0.2 0.4 0.2 0.2 0.4 0.2 0.2 0.4 0.2 0.2 0.4 0.2 0.2 0.4 0.2 0.2 0.4 0.2 0.2 0.4 0.2 0.2 0.4 0.2 0.2 0.4 0.2 0.2 0.4 0.2 0.2 0.4 0.2 0.2 0.2 0.1 0.0 0.2 0.0 0.2 0.0 0.2 0.0 0.2 0.0 0.2 0.0 0.2 0.0 0.2 0.0 0.2 0.0 0.2 0.0 0.2 0.0 0.2 0.0 0.2 0.0 0.2 0.0 0.0	Services SD or rotation LOS E LOS LOS SD or rotation LOS SD or rotation EB	T F M WB		M WB	C TTTI - 1.15 - 1.30 2.00	Ro 6. 0. Color No d AM EB	adwa) 3/3.5 0/1.7 0/1.1 Key 1 ata 1 wB	PTI .0 - 1.5 .5 - 2.5 > 2.5 EB I I	A WB
LOS D or Better LOS E LOS F LOS 'E' Int Available count data. (95% o Functional Class Urban Minor Arterial	f signalized intersection) tersections f signalized intersection) Roadway West t MD 202 - 56th Ave 57th Ave MD 295 57th Ave MD 295 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 1495 - Princess Princess Garden Pkwy Whitfield Chapel Carter Ave Forbes Blvo	21 0 0 0 0 0 0 10 10 10 10 10 10 10 10 10 10 10 10 10 10 10 10 110	Length (miles) 0.2 0.2 0.2 0.4 0.2 0.4 0.2 0.4 0.2 0.4 0.2 0.4 0.2 0.4 0.2 0.4 0.2 0.4 0.3 0.2 0.4 0.3 0.2 0.1 0.4 0.3 0.2 0.1 0.4 0.5 0.7 0.7	Services Solutions LOS E LOS E LOS E LOS E LOS E Solutions E B Solutions E B S Solutions Solutio	T M WB		M WB	C TTI U - 1.15 - 2.00 2.00	Ro 6. 0. Color No d EB	adwa) 3/3.5 0/1.7 0/1.1 Key 1 ata 1 M B WB	PTI .0 - 1.5 .5 - 2.5 > 2.5 EB	A WB
LOS D or Better LOS E LOS F LOS 'E' Int Available count data. (95% o Functional Class Urban Minor Arterial	f signalized intersection) tersections f signalized intersection) Roadway West t MD 202 - 56th Ave 57th Ave MD 295 57th Ave MD 295 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 1495 - Princess Princess Garden Pkwy Whitfield Chapel Carter Ave Forbes Blvc I = Improvement from 201	21 0 0 0 0 10 10 10 10 10 10 10 10 10 10 10 10 10 10 10 10 10 11 11 11 11 11 11 11 11 11 11 11 11 11 11 11 11 11 11 12 13 14 14 14 15 15 16 16 17 18 19 <td< td=""><td>Length (miles) 0.2 0.2 0.2 0.4 0.2 0.4 0.2 0.4 0.2 0.4 0.2 0.4 0.2 0.4 0.2 0.4 0.2 0.4 0.3 0.2 0.4 0.3 0.2 0.4 0.3 0.2 0.1 0.4 0.3 0.2 0.1 0.3 0.2 0.1 0.3 0.4 0.5 0.7 0.7 9 (blank) = No</td><td>Services SD or roles in the service of the service</td><td>T M WB I</td><td>6 0 0</td><td>M WB M 1.00 1.15 1.30 2 1.00 1.15 1.30 2 1.00 2 1.15 1.30 2 1.00 1.00</td><td>C TTI U - 1.15 - 2.00 2.00</td><td>Ro 6. 0. Color No d EB</td><td>adwa, 3, 3, 3, 3, 3, 3, 3, 3, 3, 3, 3, 3, 3,</td><td>PTI .0 - 1.5 .5 - 2.5 > 2.5 EB</td><td>A WB</td></td<>	Length (miles) 0.2 0.2 0.2 0.4 0.2 0.4 0.2 0.4 0.2 0.4 0.2 0.4 0.2 0.4 0.2 0.4 0.2 0.4 0.3 0.2 0.4 0.3 0.2 0.4 0.3 0.2 0.1 0.4 0.3 0.2 0.1 0.3 0.2 0.1 0.3 0.4 0.5 0.7 0.7 9 (blank) = No	Services SD or roles in the service of the service	T M WB I	6 0 0	M WB M 1.00 1.15 1.30 2 1.00 1.15 1.30 2 1.00 2 1.15 1.30 2 1.00 1.00	C TTI U - 1.15 - 2.00 2.00	Ro 6. 0. Color No d EB	adwa, 3, 3, 3, 3, 3, 3, 3, 3, 3, 3, 3, 3, 3,	PTI .0 - 1.5 .5 - 2.5 > 2.5 EB	A WB

	FRIDAT SUN		1			3	
Limits:	Delaware Line	to US 50				han Bay	
Corridor Length:	8.6 mile	s			Acres 4	10Mpc	
Sneed Limit:	30-40 ME	ЭН	5 Oce	ean Pines	90	528	an
	(2.2) Northbound + (0.1) hus	lana: 2 Southbound t		RAC	Isle of Wight Bay		000
Travel Lanes:	(0-1) bus l	ane	589 TRAC	~			Allantic
Signal Controlled Intersections:	48			50	Ocean		
Grade Separated Interchanges:	0			6	11		
	142nd St, 130th St, 130th St	St, 94th St,	376	CALCH CHILL	21		
Major Cross Streets:	15th St, US	S 50	2	γ	2		
	Routes	Avg. Daily Ridership	20	20 AADT	True	cks	Peak Hour Traffic
Routes and Ridership	N/A Intersection Operations	N/A	26,000	D-59,000 vpd	N/	A	6.5% -8%
Signalized Intersection	ns*: AM Peak Hour	PM Peak Hour		Level of	Northbound (Miles of	d South (Mile	oound s of
LOS D or Better	2	2	LO	Service S D or Better	Roadway) 0.0	Road	way) 0
LOS E LOS F	0 0	0		LOS E LOS F	4.0 4.6	4. 0.	<mark>6</mark> 0
LOS 'E' In	tersections	LOS 'F' Int	ersection	IS		Color K	ev
						ГТІ	PTI
Available count data. (4% of si	ignalized intersection)				>	2.00 No data	2.5 1
Functional Class	Roadway Seg North to Sc	gment outh	Length (miles)	TT Friday (6P	I M-8PM)	Frida	PTI (6PM-8PM)
	Maryland-Delaware State Line/146th S	St 142nd St./Frankford Ave.	0.3	NB	SB	NB	58
	142nd St./Frankford Ave 1 139th St./Bennett Rd	I 136th St.	0.2				
	136th St 133rd St./ 133rd St./Melson Ave 130t	Melson Ave. h St./Sea Breeze Dr.	0.2				
	130th St./Sea Breeze 127th St 123rd St./W	Dr 127th St. Ic Comas Ave.	0.2				
	123rd St./Mc Comas Ave 120t 120th St./Edward Tavlor	h St./Edward Taylor Rd. Rd 118th St.	0.2				
	118th St James	town Rd.	0.1				
	Jamestown Nu Go	u coast man	0.1				
	Gold Coast Mall - Char	nnel Bouy Rd.	0.1				
	Gold Coast Mall - Cha. Channel Bouy Rd Ol Old Landing Rd	nnel Bouy Rd. d Landing Rd. 100th St.	0.1 0.2 0.2 0.2				
	Gold Coast Mall - Cha Channel Bouy Rd Ol Old Landing Rd 100th St 94 94th St Pacif	nnel Bouy Rd. d Landing Rd. 100th St. th St. ic Ave.	0.1 0.2 0.2 0.2 0.2 0.2 0.2				
	Gold Coast Mail - Cha Channel Bouy Rd Ol Old Landing Rd 100th St 94 94th St Pacifi Pacific Ave 8	nnel Bouy Rd. d Landing Rd. 100th St. th St. ic Ave. 5th St.	0.1 0.2 0.2 0.2 0.2 0.2 0.2 0.2 0.2				
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LOS F LOS 'E' Intersec Available count data. (54% of signaliz Functional Class	0 ctions red intersection) Roadway Seg North to Sou vland-Delaware State Line/148th St 142nd SL/Frankford Ave 13 139th SL/Bennett Rd.	0 LOS 'F' I ment 142nd SL/Frankford Ave. Bit SL/Bernett Rd. - 136th St.	Length (miles) 0.3 0.2	LOS F IS Saturday († NB	4.6 T 1.00 1.15 1.30 5 2 TI 12PM-2PM) SB	Color Key TI - 1.15 - 2.00 2.00 No data Saturday NB 	PTI 1.0 - 1.5 1.5 - 2.5 > 2.5 PTI (12PM-2PM SB
LOS 'E' Intersec	red intersection) Roadway Seg North to Sou Vland-Delaware State Line 1145th St 142nd St./Frankford Ave 1 139th St./Bennett Rd.	LOS 'F' I ment .th - 142nd SL/Frankford Ave. Bit SL/Bernett Rd. - 136th SL	Length (miles) 0.3 0.2	IS TI Saturday (1 NB	TI 12PM-2PM) SB	Color Key 'TI - -1.15 - -1.30 - 2.00 - 2.00 - No data	PTI 1.0 - 1.5 1.5 - 2.5 > 2.5 PTI (12PM-2PM SB
Functional Class	Roadway Seg North to Sou yland-Delaware State Line/146th St 142nd St./Frankford Ave 13 139th St./Bennett Rd.	ment .th 142nd SL/Frankford Ave. 9th SL/Bennett Rd. - 136th St.	Length (miles) 0.3 0.2	T Saturday (1 NB	TI 12PM-2PM) SB	Saturday NB	PTI (12PM-2PM SB
Mary	vland-Delaware State Line/146th St 142nd St./Frankford Ave 13 139th St./Bennett Rd.	t 142nd St./Frankford Ave. 9th St./Bennett Rd. - 136th St.	0.3	NB	00		55
	142nd St./Frankford Ave 13 139th St./Bennett Rd.	9th St./Bennett Rd. - 136th St.	0.2				
			0.2				
	136th St 133rd St./N	telson Ave.	0.2				
	133rd St./Melson Ave 130th 130th St./Sea Breeze D	st./Sea Breeze Dr. Jr 127th St.	0.2				
	127th St 123rd St./Mc	Comas Ave.	0.3	-			
	120th St./Edward Taylor F	Rd 118th St.	0.2				
	118th St Jamesto Jamestown Rd Gold	own Rd. I Coast Mali	0.1	-			
	Gold Coast Mall - Chann	nel Bouy Rd.	0.2	w		w	w
	Channel Bouy Rd Old Old Landing Rd 1	Landing Rd. 100th St.	0.2	-			
	100th St 94th	1 St.	0.2				
	94th St Pacific Pacific Ave 85	th St.	0.2				
	85th St 81st 81st St - 77th	St	0.2	-			
	77th St 74th	St.	0.2				
	74th St 70th 70th St 67th	St.	0.2				
	67th St 65th	St.	0.1				
Urban Other Principal	62nd St./MD-90 (Ocean City	(Expy) - 59th St.	0.2				
Arterial	59th St 56th 56th St 54th	St.	0.2				
	54th St 52nd	I SL	0.1				
	49th St 48th	St.	0.2	-			
	48th St 45th	St.	0.2				
	41st St Convention	Center Dr.	0.2				
	Convention Center Dr. 36th St 33rd	36th St.	0.2	-			
	33rd St 30th	St.	0.2				
	30th St 28th St./F 28th St./Robin Dr	26th St.	0.2	-		w	w
	26th St 23rd	St.	0.2				
	23rd St 21st 21st St 19th St./D	olphin St.	0.2				
	19th St./Dolphin St.	- 17th St.	0.2				
	15th St 12th	St.	0.1				
	12th St 8th	St.	0.2				
	7th St 5th S	St.	0.1				
	5th St 3rd 5	št. St.	0.1				
	310 31 210 4		0.1				

MD 528	SUNDAY SU	MMER		DELAWARE MARYLAND		Ň	ARYLAND	
Limits:	Maryland Line t	o US 50				han Bay		
Corridor Length:	8.6 mile:	s		17 A		Assawon		
Speed Limit:	30-40 MP	РН	Oc	ean Pinés	g	90 51	28	Ocean
Travel Lanes:	(2-3) Nothbound + (0-1) bus la 1) bus lar	ane; 3 Southbound + (0- ne	589	RACT	Wight Bay		lantic	
Signal Controlled Intersections:	48		RD	50	Oct	ean City	4	
Grade Separated Interchanges:	0			Sinepuxent ##	B11		NA	
Major Cross Streets:	142nd St, 130th S MD 90, 52nd St, 15th St, US	6t, 94th St, , 33rd St, 5 50	376	Contraction of the second	1			
Routes and Ridership	Routes	Avg. Daily Ridership	20	20 AADT	т	rucks	Pe	ak Hour Traffic
	N/A Intersection Operations	N/A	29,000)-56,000 vpd	Segment Or	N/A	6.5	5% -8.5%
Signalized Intersection	Intersection Operations	PM Peak Hour		Level of	Northboi (Miles	und of	Southbou (Miles o	und of
LOS D or Better	2	2	LC	S D or Better	Roadwa	ay)	Roadwa	<u>y)</u>
LOS E	0	0		LOS E	4.0 4.6		8.6 0.0	
2001							0.0	
					1	TTI 1.00 - 1.15 1.15 - 1.30 1.30 - 2.00	5 5 0 0 0	PTI 1.0 - 1.5 1.5 - 2.5
Available count data. (4% of s	ignalized intersection)					> 2.00	No data	> 2.5
			r	т	TI	1 1	Р	TI
Functional Class	Roadway Seg North to So	jment uth	Length (miles)	Sunday (4 NB	PM-6PM) SB		Sunday (4	4PM-6PM) SB
Functional Class	Roadway Seg North to So Maryland-Delaware State Line/146th S	it 142nd St./Frankford Ave.	Length (miles)	Sunday (4 NB	SB		Sunday (+ NB	4PM-6PM) SB
Functional Class	Roadway Seg North to So Maryland-Delaware State Line/146th S 142nd SL/Frankford Ave 13 139th St./Bennett Rd.	t 142nd St./Frankford Ave. 39th St./Bennett Rd. 136th St.	Length (miles) 0.3 0.2 0.2	Sunday (4 NB	PM-6PM) SB		Sunday (4 NB	4PM-6PM) SB
Functional Class	Roadway Seg North to So Maryland-Delaware State Line/146th S 142nd SL/Frankford Ave 13 136th SL/Bennett Rd. 136th SL - 133rd SL/ 133trd SL/Meison Ave 130th	uth it 142nd St/Frankford Ave. 39th St/Bennett Rd. 136th St. Melson Ave. . St/ Kee Rreeze Dr.	Length (miles) 0.3 0.2 0.2 0.2 0.2	Sunday (4 NB	PM-6PM) SB		Sunday (#	4PM-6PM) SB
Functional Class	Roadway Seg North to So Maryland-Delaware State Line'146th S 142nd SL/Frankford Ave 13 138th SL/Bennett Rd 138th SL/Melson Ave 130th 133th SL/See Breeze I 130th SL/See Breeze I	internet uth it 142nd St/Frankford Ave. 39th St/Bennett Rd. 138th St. Melson Ave. St/Sea Reveze Dr. Dr 127th St.	Length (miles) 0.3 0.2 0.2 0.2 0.2 0.2 0.2	Sunday (4 NB	PM-6PM) SB		Sunday (NB	4PM-6PM) SB
Functional Class	Roadway Seg North to So Maryland-Delaware State Line'148th S 142n St./Frankford Ave 13 133rb St./Bannett Rd. 138th St./Bannett Rd. 133rb St./Melson Ave 130th St./Sea Breeze L 130rb St./Sea Breeze L 130rb St./Melson Ave 120th St./Me Comas Ave 120th St./Me Comas Ave 120th St./Me Comas Ave 120th St./Sea Breeze L	uth L 142nd SL/Frankford Ave. 39th SL/Bennett Rd. 138th SL Meson Ave. 15 L/Sea Breeze Dr. 7r 127th SL. c Camas Ave. SL/Edward Twfor Rd.	Length (miles) 0.3 0.2 0.2 0.2 0.2 0.2 0.2 0.2 0.2 0.2 0.2	Sunday (4 NB	SB		Sunday (4PM-6PM) SB
Functional Class	Roadway Seg North to So Maryland-Delaware State Line'i 46th S 142nd St./Frankford Ave 13 139th St./Bennett Rd. 139th St./Bennett Rd. 139th St./Bennett Rd. 139th St./Bennett Rd. 139th St./Melson Ave 130th 130th St./Sea Breeze I 120th St./Sea Breeze I 127th St 123th St./Mc Comas Ave 120th 120th St./Edward Taylor 120th St./Edward Taylor	intent uth 1 142nd SL/Frankford Ave. 3981 SL/Bernett Rd. - 138th SL Welson Ave. SL/Sea Breeze Dr. Dr. 1271 SL. c Comas Ave. SU/Ldward Taylor Rd. Rd 118th SL. File SL/Sea Breeze Dr.	Length (miles) 0.3 0.2 0.2 0.2 0.2 0.2 0.2 0.2 0.3 0.2 0.3 0.2 0.2 0.2	Sunday (4 NB	IPM-6PM) SB		Sunday (• NB	4PM-6PM) SB
Functional Class	Roadway Seg North to So Maryland-Delaware State Lind' 148h S 142nd SL/Frankford Ave 13 139th SL/Benett Rd. 133rd SL/Metion Ave 130t 130th SL/Sea Breeze L 1201 SL/Sea Breeze L 127th SL 123rd SL/Me Comas Ave 120t 120th SL/Mc Comas Ave 120t 120th SL/Mc Comas Ave 120t 120th SL/Mc Comas Ave 120t 120th SL/B. Comas Ave 120t 120th SL. Jamett B. SL Jamett Jamestown Rd Got	uth L - 142nd SL/Frankford Ave. 969 SL/Bernett Rd. - 138th SL - 138th SL Melson Ave. SL/Sea Brezz Dr. Dr 127th SL. C Comas Ave. ISL/Edward Taylor Rd. RL - 118th SL. town Rd. d Coast Mall	Length (miles) 0.3 0.2 0.2 0.2 0.2 0.3 0.2 0.3 0.2 0.2 0.2 0.2 0.1 0.1	Sunday (4 NB	IPM-6PM) SB		Sunday (* NB	4PM-6PM) SB
Functional Class	Roadway Seg North to So Maryland-Delaware State Lind'146h S 142nd SL/Frankford Ave 13 139th SL/Bennett Rd. 133rd SL/Meton Ave 130t 133rd SL/Meton Ave 130t 130th SL/Sea Breeze 1201 SL/Sea Breeze 1207 SL/Meton Ave 120t 1207 SL/Meton Ave 120t 1207 SL/Me Comas Ave 120t 1208 SL/Edward Taylor 118th SL - Jamest Jamestown Rd Cok Gold Coast Mail - Chan	uth L1. 14204 SL/Frankford Ave. 38th SL/Bernett Rd. - 138th SL. Melson Ave. SL/Sea Breeze Dr. Or. + 127th SL. Comas Ave. Is SL/Edward Taylor Rd. Rd. + 118th SL. Isourn Rd. Goasti Mall mel Bouy Rd.	Length (miles) 0.3 0.2 0.2 0.2 0.2 0.2 0.2 0.3 0.2 0.2 0.2 0.1 0.1 0.1 0.2	Sunday (4 NB	IPM-6PM) SB		Sunday (* NB	PM-6PM) SB
Functional Class	Roadway Seg North to So Maryland-Delaware State Lind 146h S 142nd SL/Frankford Ave 13 139th SL./Banett Rd. 133th SL./Banett Rd. 133th SL./Banett Rd. 133th SL./Banett Rd. 133th SL./Sea Breace D 127th SL 133rd SL/Metion Ave 130th 130th SL/Sea Breace D 127th SL 123rd SL/Me 123rd SL/Mc Coma Ave 120th 123rd SL/Mc Coma Ave 120th 120th SL/Edward Taylor 118th SL Jamest Jamestown Rd Gold Gold Canast Mail - Cham Channel Boay Rd Old Old Landing Rd	uth 1. 142nd SL/Frankford Ave. 38th SL/Bennett Rd. - 138th SL. Melson Ave. SL/Sea Sineze Dr. 0r 127th SL. Comma Ave. SL/Ledward Taylor Rd. Rd 118h SL. Won Rd. d Coast Mail mel Bouy Rd. d Landing Rd. John SL	Length (miles) 0.3 0.2 0.2 0.2 0.2 0.2 0.2 0.2 0.2 0.2 0.1 0.1 0.1 0.1 0.2 0.2 0.2 0.2 0.2	Sunday (4	IPM-6PM) SB		Sunday (r NB	PM-6PM) SB
Functional Class	Roadway Seg North to So Maryland-Delaware State Line/148th S 142nd St./Frankford Ave 13 139th St./Bennett Rd. 139th St./Base Texeze 133rd St./Melson Ave 130th 130th St./Sea Freeze 127th St 123rd St./M 123th St./Edward Taylor 128th St./Edward Taylor 118th Rst Jamest Jamestown Rd Ock Gold Coast Mail - Chan Channel Bouy Rd Oth Old Landing Rd 100th St Bett	ment uth 1. 142nd SL/Frankford Ave. 30h SL/Bennett Rd. - 130h SL. 1. 130h SL Melson Ave. SL/Sea Streze Dr. 02: 142h SL. Comas Ave. SL/Sea Streze Dr. 02: 142h SL. Coast Ave. d Coast Mell mel Bourg Rd. d Landing Rd. Oth SL.	Length (miles) 0.3 0.2 0.2 0.2 0.2 0.2 0.2 0.2 0.3 0.2 0.2 0.1 0.1 0.1 0.2 0.2 0.2 0.2 0.2 0.2 0.2 0.2 0.2 0.2	Sunday (4 NB	PM-6PM) SB		Sunday (r NB	aPM-6PM) SB
Functional Class	Roadway Seg North to So Maryland-Delaware State Line'l 46th S 142nd SL/Frankford Ave 13 139th SL /Bennett Rd. 139th SL /Bennett Rd. 139th SL /Bennett Rd. 139th SL /Sea Breze I 1201 SL //Meison Ave 130th 130th SL /Sea Breze I 121th SL - 123rd SL/M 123th SL //Mc Comas Ave 120th 120th SL // Subward Taylor 118th SL - Jaanest Jaamestown Rd 6 okd Gold Coast Mall - Chan Channel Bouy Rd 0 to Old Landing Rd 1 100th SL - 9 adit 94th SL - Padit	ment uth 142nd SL/Frankford Ave. 38th SL/Bennett Rd. - 138th SL Melson Ave. SL/Senter Dr. 7, - 127th SL c Comas Ave. SL/Edward Taylor Rd. Rd - 114b SL Kown Rd. d Coast Mell 1Landing Rd. 100th SL 6 Ave. SL	Length (miles) 0.3 0.2 0.2 0.2 0.2 0.2 0.2 0.2 0.2 0.1 0.1 0.2 0.2 0.2 0.2 0.2 0.2 0.2 0.2 0.2 0.2	Sunday (4 NB	PM-6PM) SB		Sunday (r NB	aPM-6PM) SB
Functional Class	Roadway Seg North to So Maryland-Delaware State Line'146th S 142nd SL/Frankford Ave 13 138th SL. JBannett Rd. 127th SL 122td SLM 123th SL. JBannett Rd. 120th SL./See Breeze L 127th SL 122td SLM 123td SL/Mc Comas Ave 120th 130th SL. JBannett Jamestown Rd Gold Geld Coast Mail - Channel Boury Rd Old Old Landing Rd 100th SL. Padit 94th SL Padit 94th SL Padit PaditC Ave 85 88th SL. 8 bit SL.	ment uth 1. 142nd SL/Frankford Ave. 39h SL/Bennett Rd. - 139th SL 4 139th SL 5: Straft Taylord Taylor Rd. SL/Edward Taylor Rd. SL/Edward Taylor Rd. Rd 118h SL. comas Ave. 1. SL/Edward Taylor Rd. d Coast Mall mel Boardy Rd. 1.1 danling Rd. 100th SL Ark SL / Edward Taylor SL Coast Mall mel Boardy Rd. 1.1 danling Rd. 100th SL Ark SL SL SL St SL	Length (miles) 0.3 0.2 0.2 0.2 0.2 0.2 0.2 0.2 0.2 0.2 0.2	Sunday (4 NB	PM-6PM) SB		Sunday (r NB	apm.6pm) SB
Functional Class	Roadway Seg North to So Maryland-Delaware State Line1146th S 142nd SL/Frankford Ave 13 138th SL-Bennett Rd 138th SL-Bennett Rd 138th SL-133rd SL/Melson Ave 130th 133td SL/Melson Ave 130th 133td SL/Melson Ave 130th 132th SL-133rd SL/Melson Ave 130th 133td SL/Melson Ave 130th 132th SL - 132rd SL/Me 123th SL - 132rd SL/Me 120th SL/Sea Breeze I 121th SL - 132rd SL/Me 120th SL Edward Taylor 118th SL - Jamest Jammetkown Rd 60k Gold Coast Mail - Chan Channel Bouy Rd 01k Old Landing Rd 1 100th SL - 49kth 94th SL - Paolific Ave 8 81th SL - 77th 81th SL - 77th	ment uth 14. 142nd SL/Frankford Ave. 30h SL/Bennett Rd. - 130h SL. 15.1/Sean Breeze Dr. 0.7. 127h SL. c Comas Ave. SL/Edward Taylor Rd. totom Rd. d Coast Mall mel Bouy Rd. 1 Landing Rd. 100th SL c Ave. Sh SL.	Length (miles) 0.3 0.2 0.2 0.2 0.2 0.2 0.2 0.2 0.2 0.2 0.2	Sunday (4 NB	PM-6PM) SB		Sunday (NB	apm.6pm) SB
Functional Class	Roadway Seg North to So Maryland-Delaware State Line'146th S 142nd SL/Frankford Ave 13 133rd SL/Meton Ave. 121rb SL 123rd SL/Meton Ave. 120th SL/Sea Breeze L 121rb SL 120th SL/Sea Breeze L 120th SL/Sea Ave. 120th SL/Sea Merce Jamestown Rd. Gold Coast Mail Channel Bouy Rd. Old Lamding Rd. 100th SL. 94th SL. 94th SL. 94th SL. 138t SL. 138t SL. 1310th SL. 1310th SL. 14th SL. 14th SL. 14th SL.	ment uth 14. 142nd SL/Frankford Ave. 30h SL/Bernett Rd. - 130h SL. 15.U/Seenezo Dr. 0.7. 122h SL c Comas Ave. SU/See Breezo Dr. 0.7. 122h SL c Comas Ave. SU/E dward Taylor Rd. danding Rd. d Landing Rd. db SL. dst. St.S. dst. ds	Length (miles) 0.3 0.2 0.2 0.2 0.2 0.2 0.2 0.2 0.2 0.2 0.2	Sunday (4 NB	PM-6PM) SB		Sunday NB	apm.6pm) SB
Functional Class	Roadway Seg North to So Maryland-Delaware State Line'148th S 142nd SL/Frankford Ave 13 139th SL/Bonnet Rd. 139th SL/Bonnet Rd. 139th SL/Bonnet Rd. 139th SL/Sea Breeze L 1217th SL 133rd SL/Melson Ave 130th 130th SL/Sea Breeze L 1217th SL 122rd SL/Mc Comas Ave 120th 120th SL/Edward Taylor 118th SL. Jamestown Rd Gold Gold Coast Mail - Chan Old Landing Rd Old 100th SL 9aclfi 94th SL Paclfi 94th SL 71th 81st SL 77th 77th SL 74th 74th SL 70th 74th SL 70th 94th SL 77th 94th SL 74th 74th SL 70th 74th SL 70th 74th SL 70th 74th SL 70th 94th SL 77th 94th SL 77th	ment uth 14. 142nd SL/Frankford Ave. 30th SL/Bernett Rd. 15. SL/Bernett Taylor Rd. 16. L/Edward Taylor Rd. 17. L/Edward Taylor Rd. 16. L/Edward Taylor Rd. 16. L/Edward Taylor Rd. 17. L/Edward Taylor Rd. 16. L/Edward Taylor Rd. 17. L/Edward Taylor Rd. 18. L 18. L 19. L	Length (miles) 0.3 0.2 0.2 0.2 0.2 0.2 0.2 0.2 0.2 0.2 0.2	Sunday (4 NB	PM-6PM) SB		Sunday (NB	IPM-6PM) SB
Functional Class	Roadway Seg North to So Maryland-Delaware State Line'148m S 142nd SL/Frankford Ave 13 133th SL/Bennett Rd. 130th SL/Bannett Rd. 130th SL/San Breeze I 130th SL/San Breeze I 120th SL/Schward Taylor 118th SL - James Jamestown Rd Gold Gold Coast Mail - Chan Old Landing Rd Old 100th SL - 94th 94th SL - Parelfi 94th SL - Parelfi 94th SL - 71th 71th SL - 74th 65th SL - 62th SL/MO-80 (Ocean CH MC) 65th SL - 62th SL/MD-80 (Ocean CH MC)	ment tl. 142nd SL/Frankford Ave. 30th SL/Bernett Rd. - 130th St. SL/Sene Breaze Dr. 7, - 127th St. c Cons Ave. s ULEdward Taylor Rd. tal LEdward Taylor Rd. d Landing Rd. d Landing Rd. to St. s St.	Length (miles) 0.3 0.2 0.2 0.2 0.2 0.2 0.2 0.2 0.2	Sunday (4 NB	PM-6PM) SB		Sunday NB	IPM-6PM) SB
Functional Class	Roadway Seg North to So Maryland-Delaware State Line'14680 S 142nd SL/Frankford Ave 13 139th SL/Bennett Rd. 130th SL/Bennett Rd. 130th SL/Bennett Rd. 130th SL/Sea Breeze I 120th SL/Sea Breeze I 1217th SL 133rd SL/Meton Ave 120th 120th SL/Sea Breeze I 1217th SL 123rd SL/Me 1230th SL/Sea Breeze I 120th SL/Mc Comas Ave 120th 120th SL/Edward Taylor 18th SL - James Jamestown Rd 60th Gold Coast Mail - Chan Channel Bouy Rd 01 100th SL - 94th 94th SL - Paelfit 94th SL - 70th 70th SL - 61th 61st SL - 717 70th SL - 67th 65th SL - 67th SL - 68th 65th SL - 67th SL - 68th 65th SL - 62nd SL/MD-90 (Ocean Cit 6th SL - 67th SL - 68th<	ment t1 142nd SL/Frankford Ave. 30th SL/Barmett Rd. - 13dih St. SL/Seamett Rd. SL/Seamett Rd. SL/Seamett Rd. SL/Seamett Rd. - 13dih St. Comas Ave. sL/Edward Taylor Rd. Cast Mail mel Bouy Rd. d Landing Rd. 100th St. 5 SL. 6 Ave. St St. st St. 5 SL.	Length (miles) 0.3 0.2 0.2 0.2 0.2 0.2 0.2 0.2 0.2	Sunday (4 NB	PM-SPM) SB		W W	IPM-6PM) SB
Functional Class	Roadway Seg North to So Maryland-Delaware State Lind'146h S 142nd SL/Frankford Ave 13 139th SL/Bennett Rd. 130th SL/Sea Breaze E 1217t SL/Metion Ave 130th 130th SL/Metion Ave 130th 130th SL/Metion Ave 130th 130th SL/Sea Breaze E 1217t SL/Mc Comas Ave 120th 120th SL/Edward Taylor 181t SL - Jamet Jamestown Rd 60th Gold Coast Mail - Chan Channel Bouy Rd 01th 100th SL - 94th 94th SL - 70th 94th SL - 70th 71th SL - 74th 65th S	ment uth 1. 142nd SL/Frankford Ave. 30h SL/Bennett Rd. 130h SL. Melson Ave. SL/Sea Brezze Dr. 0:1 - 127h SL. Comas Ave. SL/Sea Brezze Dr. 0:1 - 127h SL. Comas Ave. SL/Edward Taylor Rd. Rd 1180 SL. Monor Rd. d Coast Mell mel Bouy Rd. d Landing Rd. 00th SL. S.B. St. Oceast Mell 18 SL 0.0th SL 18 SL 0.0ceast MEL 18 SL 19 SL	Length (miles) 0.3 0.2 0.2 0.2 0.2 0.2 0.2 0.2 0.2	Sunday (4 NB	PM-SPM) SB		W W	IPM-6PM) SB
Functional Class	Roadway Seg North to So Maryland-Delaware State Lind'146h S 142nd SL/Frankford Ave 13 139th SL/Benett Rd. 130th SL/Benett Rd. 130th SL/Sea Dresce L 1270 SL/Metion Ave 130th 130th SL/Metion Ave 130th 130th SL/Sea Dresce L 1270 SL/Sea Dresce L 1270 SL/Com Seave 120th 120th SL/Mc Comas Ave 120th 120th SL - 120th	ment th. 142nd SL/Frankford Ave. 38th SL/Bennett Rd. - 138th SL - 138th SL Melson Ave. SL/Seaffrezz Dr. -7, -127th SL. comas Ave. SL/Seaffrezz Dr. -7, -127th SL. comas Ave. SL/Edward Taylor Rd. d Coast Mell d Coast Mell 100th SL. 114th SL Stown Rd. 12 Janding Rd. 13 Londing Rd. 14 Janding Rd. 100th SL. 5 SL Scost Mell 18 L. Scost Mell 18 L. SL SL <td>Length (miles) 0.3 0.2 0.2 0.2 0.2 0.2 0.2 0.2 0.2</td> <td>Sunday (4 NB</td> <td>PM-SPM) SB</td> <td></td> <td>W W</td> <td>IPM-6PM) SB</td>	Length (miles) 0.3 0.2 0.2 0.2 0.2 0.2 0.2 0.2 0.2	Sunday (4 NB	PM-SPM) SB		W W	IPM-6PM) SB
Functional Class	Roadway Seg North to So Maryland-Delaware State Lind'146h S 142nd SL/Frankford Ave 13 139th SL/Bannett Rd. 133th SL/Bannett Rd. 121th SL-Harmet Rd. 121th SL-Marmet Rd. 121th SL-Harmet Rd. Jamestown Rd Gold Gold Coast Mall - Chan Channet Bouy Rd Old 100th SL - B418 Padific Ava 84 85th SL - 81st 65th SL - 62nd SL/MD-90 (Ocean Cl 65th SL - 62nd SL	ment th. 142nd SL/Frankford Ave. 38th SL/Bennett Rd. - 138th SL - 138th SL Melson Ave. SL/Bennett Rd. - 138th SL Tomas Ave. SL/Edemat Taylor Rd. Rd - 118th SL Kown Rd. d Coast Mall 100th SL 100th SL 100th SL SL S.	Length (miles) 0.3 0.2 0.2 0.2 0.2 0.2 0.2 0.2 0.2	Sunday (4 NB	PM-SPM) SB		W W	IPM-6PM) SB
Functional Class	Roadway Seg North to So Maryland-Delaware State Lind 1460 S 142nd SL/Frankford Ave 13 138th SL/Bannett Rd. 133th SL 121d SL/Cemar Ave. 121d SL/Ceward Taylor 118th SL 138th SL Jamestown Rd Okd Gold Coast Mail - Charnel Bouy Rd Old Old Landing Rd 100th SL 94th SL<- Park	ment Lt. 142nd SL/Frankford Ave. 38h SL/Bennett Rd. -: 138h SL -: 138h SL Melson Ave. SL/Sentett Rd. :: 038h SL :: 038h SL : 038h SL : 038h SL : 038h SL :: 038h SL :: 038h SL :: 038h SL :: 038h SL : 038h SL :: 038h SL : 038h SL	Length (miles) 0.3 0.2 0.2 0.2 0.2 0.2 0.2 0.2 0.2	Sunday (4 NB	PM-SPM) SB		W W	IPM-6PM) SB
Functional Class	Roadway Seg North to So Maryland-Delaware State Lind 146th S 142nd SL/Frankford Ave 13 138th SL/Banett Rd. 133td St./Metion Ave 130th SL/Banett Rd. 133td St./Metion Ave 130th SL/Sea Breace D 1217th SL - 123rd SL/M 123td SL/Mc Comas Ave 120th SL/Sea Breace D 1217th SL - 123rd SL/M 123td SL/Mc Comas Ave 120th SL/Sea Breace D 1217th SL - 123rd SL/M 123td SL/Mc Comas Ave 120th SL/Seaver Taylor 118th SL - Jamest Jamestown Rd 60k Gold Coast Mail - Chan Channel Boyr Rd 0k Old Landing Rd 100th SL - 64th 94th SL - Padit 94th SL - 86th 85th SL - 81st 85th SL - 81st 65th SL - 62rd SL/MD-90 (Ceean CH 56th SL - 62rd SL/MD-90 (Ceean CH 56th SL - 64th 65th SL - 62rd SL/MD-90 (Ceean CH 56th SL - 64th 95th SL - 54th 95th SL - 54th 95th SL - 64th 95th SL - 64th 95th SL - 44th 94th SL - 48th 44th SL - 48th 44th SL - 48th 44th SL - 48th	ment tt. 142nd SL/Frankford Ave. 38h SL/Bennett Rd. 1-38th SL 1-38th SL Melson Ave. SL/Bennett Rd. 1-38th SL SL/Seaf Neze Dr. 7. 7.127th SL. 5: Comas Ave. SL/Edward Taylor Rd. Rd 118th SL. com Rd. d Coast Mall mel Boardy Rd. 11 danding Rd. 100th SL 6 Ave. St J. Edward Taylor Rd. 11 danding Rd. 100th SL 6 Ave. St SL 7.8 SL 7.9 SL Coast Mall SL Coast Coast Mall SL SL	Length (miles) 0.3 0.2 0.2 0.2 0.2 0.2 0.2 0.2 0.2	Sunday (4 NB	PM-SPM) SB		W W	IPM-6PM) SB
Functional Class	Roadway Seg North to So Maryland-Delaware State Lind 146th S 142nd SL/Frankford Ave 13 138th SL/Banett Rd. 133th SL 123th SL/Coma Ave 120th 123th SL 123th SL 123th SL 123th SL 148th SL 34th SL 158th SL 164th SL 170th SL 181th SL 181th SL 192th SL 193th SL 194th SL 194th SL 194th SL 194th SL 194th SL 194th SL <	ment uth 1. 142nd SL/Frankford Ave. 30h SL/Bennett Rd. 130h SL. 130h SL. SL/Bennett Rd.	Length (miles) 0.3 0.2 0.2 0.2 0.2 0.2 0.2 0.2 0.2	Sunday (4 NB	PM-SPM) SB		W W	IPM-6PM) SB
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Functional Class	Roadway Seg North to So Maryland-Delaware State Line'148m S 142m SL/Frankford Ave 13 139th SL/Bonnet Rd. 139th SL/Bonnet Rd. 139th SL/Bonnet Rd. 139th SL/San Breeze L 1217h SL/Meion Ave 130th 130th SL/San Breeze L 1217h SL 122nd SL/Mc Comas Ave 120th 120th SL/Comas Ave 120th 120th SL/Comas Ave 120th 120th SL/Comas Ave 120th 120th SL/Comas Ave 120th 120th SL/Edward Taylor 118th SL Jamestown Rd Gold Gold Coast Mail - Chan Old Landing Rd 1 100th SL - 94th 94th SL - Pacific 94th SL - Pacific Ave 82 95th SL - 62th 94th SL - 77th 77th SL - 74th 78th SL - 62th 65th SL - 62th 95th SL - 58th 65th SL - 54th 94th SL - 62th 94th SL - 45th 94th SL - 45th <td>ment L. 142nd SL/Frankford Ave. 30h SL/Bennett Rd. 1. 130h SL/Bennett Rd. 1. 130h SL/Bennett Rd. 1. SL/Sea Brezzo Dr. 0.7. 127h SL Comas Ave. SL/Edward Taylor Rd. Comas Ave. SL/Edward Taylor Rd. Rd 110h SL bom Rd. d Coast Mall mel Bouy Rd. d Landnig Rd. 100th SL SL. SL SL SL SL SL SL SL SL SL SL SL SL SL SL SL SL SL SL SL SL S</td> <td>Length (miles) 0.3 0.2 0.2 0.2 0.2 0.2 0.2 0.2 0.2</td> <td>Sunday (4 NB</td> <td>PM-6PM) SB</td> <td></td> <td>W W</td> <td>PM-6PM) SB</td>	ment L. 142nd SL/Frankford Ave. 30h SL/Bennett Rd. 1. 130h SL/Bennett Rd. 1. 130h SL/Bennett Rd. 1. SL/Sea Brezzo Dr. 0.7. 127h SL Comas Ave. SL/Edward Taylor Rd. Comas Ave. SL/Edward Taylor Rd. Rd 110h SL bom Rd. d Coast Mall mel Bouy Rd. d Landnig Rd. 100th SL SL. SL SL SL SL SL SL SL SL SL SL SL SL SL SL SL SL SL SL SL SL S	Length (miles) 0.3 0.2 0.2 0.2 0.2 0.2 0.2 0.2 0.2	Sunday (4 NB	PM-6PM) SB		W W	PM-6PM) SB
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Functional Class	Roadway Seg North to So Maryland-Delaware State Line'1489 S 142nd SL/Frankford Ave 13 139th SL/Bonnet Rd. 139th SL/Bonnet Rd. 139th SL/Bonnet Rd. 130th SL/Sea Breeze I 1217h SL/Meion Ave 130th 1231d SL/Meion Ave 120th 120th SL/Sea Breeze I 1217h SL 1224 SL/M. 120th SL/Edward Taylor 118th SL. Jamest Jamestown Rd Gold Gold Coast Mail - Chan Old Landing Rd Old Old Landing Rd Old 100th SL. 9441 944h SL - Parifi 944h SL - Parifi 944h SL - Parifi 944h SL - 717 77th SL - 7444 74th SL - 707 77th SL - 7444 74th SL - 707 77th SL - 744 74th SL - 707 65th SL - 62nd SL/MD-90 (Gean Ct 65th SL - 62nd SL/MD-90 (Gean Ct 59th SL - 56th 58th SL - 48th 49th	ment L1 - 142nd SL/Frankford Ave. 38th SL/Bennett Rd. 1 - 138th SL 1 SL/Sennett Rd. 1 - 138th SL 1 SL/Sennett Rd. 1 SL/Sens Breaze Dr. 0 - 7, 127th SL 2 Comas Ave. 1 SL/Sens Breaze Dr. 0 - 7, 127th SL 1 Comas Ave. 1 Comas Ave. 1 Comas Ave. 1 Comas Ave. 1 Commod Mall 1 Commod Nat. 1 Commod Nat. 1 Commod Nat. 1 SL. 1 SL. <tr< td=""><td>Length (miles) 0.3 0.2 0.2 0.2 0.2 0.2 0.2 0.2 0.2</td><td>Sunday (4 NB</td><td>PM-SPM) SB</td><td></td><td>W W</td><td>W</td></tr<>	Length (miles) 0.3 0.2 0.2 0.2 0.2 0.2 0.2 0.2 0.2	Sunday (4 NB	PM-SPM) SB		W W	W
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Functional Class	Roadway Seg North to So Maryland-Delaware State Line 1/46th S 133rb SL/Bennett Rd. 133rb SL/Bennett Rd. 133rb SL/Bennett Rd. 133rb SL/Bennett Rd. 133rb SL/Sea Breaze I 127th SL-133rd SL/Meion Awe 130th 123rb SL/Sea Breaze I 127th SL-123rd SL/Mc Comas Awe 120th 123rb SL/Edward Taylor 118th SL - James Jamestown Rd 60dc Gold Cast Mail - Chan Channel Bouy Rd 01 100h SL - 94th 94th SL - Parific 94th SL - Parific 94th SL - 77th 77th SL - 74th 65th SL - 62ard SL/MD-80 (<td>ment L L L L L L L L L L L L L SL/Bennett Rd. 1SU/Sens Brezze Dr. C C C Comas Awa. SL/Edward Taylor Rd. C Canas Mall mel Bouy Rd. L L SL SL</td> <td>Length (miles) 0.3 0.2 0.2 0.2 0.2 0.2 0.2 0.2 0.2</td> <td>Sunday (4 NB</td> <td>PM-SPM) SB</td> <td></td> <td>W W</td> <td>V V V</td>	ment L L L L L L L L L L L L L SL/Bennett Rd. 1SU/Sens Brezze Dr. C C C Comas Awa. SL/Edward Taylor Rd. C Canas Mall mel Bouy Rd. L L SL	Length (miles) 0.3 0.2 0.2 0.2 0.2 0.2 0.2 0.2 0.2	Sunday (4 NB	PM-SPM) SB		W W	V V V
Functional Class	Roadway Seg North to So Maryland-Delaware State Line 14680 S 142nd SL/Frankford Ave 13 139th SL/Bennett Rd. 139th SL/Bennett Rd. 130th SL/Bennett Rd. 120th SL/Bennett Rd. 120th SL/Bennett Rd. 120th SL/Bennett Rd. 120th SL/Bennett Rd. Jamestown Rd. Gdd Coast Mail - Chan Channel Bouy Rd Old Old Landing Rd 100 Old Landing Rd 100 Bath SL - Parific Parific Ave 82 Bath SL - 170 70th SL - 941 944b SL - Parific 944b SL - 701 70th SL - 671 6605 SL - 670 6605 SL - 670 6605 SL - 670 6605 SL - 670 670 SL MD-90 (Ocean Cit 950 SL - 670 670 SL MD-90 (Ocean Cit 950 SL - 670 670 SL SL - 670 670 SL SL - 670 670 SL SL - 670	anent L 142nd SL/Fanklord Axe. L 130h SL/Bennett Rd. 1 130h SL/Bennett Rd. 1 130h SL/Bennett Rd. 1 151/Sea Breaze Dr. 7 7, 127h SL 1 SL/Beard Taylord Rd. 1 SL/Beard Taylord Rd. 1 SL/Beard Taylord Rd. 1 Comm Rd. 1 SL	Length (miles) 0.3 0.2 0.2 0.2 0.2 0.2 0.2 0.2 0.2	Sunday (4 NB	PM-SPM) SB		W W W	IPM-6PM) SB
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Limits: Washington DC Line to US 29 Corridor Length: 6.0 miles Speed Limit: 35 - 40 MPH Travel Lanes: (3 - 4) Northbound (2 - 3) Southbound Signal Controlled 30 Grade Saparated 2 Major Cross Streets: Pricey Branch Rd, MD 20, Adalphi Rd, Protech MII Rd, US 29 Major Cross Streets: Pricey Branch Rd, MD 20, Adalphi Rd, Protech MII Rd, US 29 Mattro Cross Streets: Pricey Branch Rd, MD 20, Adalphi Rd, Protech MII Rd, US 29 MATCRO CA 219 MATCRO ROLE 20 971 Roce On Roule 20	100 O20				Arcola Ave	and the C	Companya		1
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Speed Limit: St 0. MPH Travel Lanes: (3 - 4) Northbound (2 - 3) Southbound Signal Controlled Intersections: 30 Grade Separated Intersections: 20 Grade Separated Intersections: 20 Major Cross Stroots: Esstem Ave, MD 410, MD 193, Proved MIR Co. LG 20 1000 Major Cross Stroots: Feater Mire Add MIR (2 - 2) 1000 Major Cross Stroots: Proved MIR (2 - 2) 170 MACCONNUME Flux 204 170 MACCONNUME Flux 204 170 MACCONNUME Flux 204 170 170 MCCONNUME Flux 204 170 MACCONNUME Flux 204 170 170 170 170 MACCONNUME Flux 204 170 170 170 170 Mactor Route 20 72 33,000-67,000 vpd 290% - 5.9% 7% - 8.6% Signalized Intersection Operations Segment Operations Notificeurd Readway No	Corridor Length:	6.0 m	niles	Rd Dean	E AVE	Lawn here	12	Hillandale	(212)
Tarvel Lanes: (3 - 4) Nothbound (2 - 3) Southbound Signal Controlled Intersections: 30 Grade Separated Interchange: 2 Major Cross Streets: Eastern Ave, MD 410, MD 193, Privey Branch Rd, MD 320, Adaphi Rd, Boutes and Ridership Ride On Roads 10 1003 Matter Ro Ca Sage and the research of METRO CA Avg Dally Ridership Ride On Roads 10 1058 Matter Ro Ka 2014 Travel Roads 00 1059 Routes and Ridership Ride On Roads 10 1058 77 83 Routes and Ridership Ride On Roads 10 1058 77 85 Signalized Intersections: All Peak Hour Ride On Roads 21 97 85 85 Signalized Intersection Operations: All Peak Hour Ride On Roads 21 PM Peak Hour Roads 77 Northbound 205 F Southbourd 207 A ADT Trucks Trucks Partnet Trucks Signalized Intersections All Peak Hour Roads 77 PM Peak Hour Roadsway PM Peak Hour Roadsway Northbound 205 F Southbourd 207 A Southbourd 207 A Southbourd 207 A LOS F* Intersections LOS F* Intersections Northbourd Roadsway Northbourd Roadsway Northbourd Roadsway	Speed Limit:	35 - 40	MPH	27	FOREST GLEN	103			499
Signal Controlled Intersections: 30 Grade Separated Interchanges: 2 Major Cross Strets: Eastern Ave, MD 410, MD 193, Priney Branch Rd, MD 320, Adolphi Rd, Dowder MIR RG, US 29	Travel Lanes:	(3 - 4) Northbound ((2 - 3) Southbound	C Line	len Ln	2-		Sounday -	
Grade Separated Intorchanges: 2 Major Cross Strets: Eastern Ave, MD 410, MD 193, Priney Branch Rd, MD 320, Adalphi Rd, Booder Mill, Rd, US 22 Contest Main Rd, US 22	Signal Controlled	30	0	- And	DOWNTON	and days of a start of		Adelphi	
Major Cross Streits: Eastern Ave, MD 410, MD 193, Priney Branch Rei, MD 320, Adelphi Rd, Devider Mile (JUS 2) Control (Main C)	Grade Separated	2		Beach D	Silver SPR	Spring V	(196)	gley Park	
Major Cross Streits: Piney Branch Rd, MD 320, Adolphi Rd, Powder Mirk AJ, US 29 Powder Mirk AJ, US 29 <t< td=""><td></td><td>Eastern Ave, MI</td><td>D 410, MD 193,</td><td>Million</td><td>ペビ</td><td>410 ATO AND Takoma Park</td><td></td><td>aver piez</td><td>Adelphs Rd</td></t<>		Eastern Ave, MI	D 410, MD 193,	Million	ペビ	410 ATO AND Takoma Park		aver piez	Adelphs Rd
How der Mill RG, US 29 Aug. Dally Ridership Aug. Da	Major Cross Streets:	Piney Branch Rd, M	D 320, Adelphi Rd,	of the second se	NVN	TAKOMA	Treasure .	The Ma	ll at
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METRO 22 170 Mail		METRO K9	219		1	IN MIC	HIGAN PARK		
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Ride On Route 22 72 33,000 - 67,000 vgd 2.9% - 5.9% 7% - 8.5% Ride On Route 24 61 Ride On Route 25 43 Intersection Operations Segment Operations Southbound AM / PM AM / PM Signalized Intersections*: AM Peak Hour PM Peak Hour Dot of Setter 4.370.8 LOS D or Better 11 12 Out of Setter 0.972.6 1.773.6 LOS F 0 0 Out of Setter 0.972.6 1.773.6 LOS F 0.972.6 1.773.6 I.08 F 0.972.6 1.773.6 MD 650 at Oakview Dr (AM) LOS 'F' Intersections LOS 'F' Intersections I.05 'F' Intersections 1.5 - 2.5 1.30 - 200 2.25 2.00 2.25 2.20 2.25 ' Available cound data. (40% of signalized intersection) Month to South Main Main Main Main Urban Other Principal Arterial Roadway Segment Mod 125 - Lockwood Dr. Quit Quit Quit Quit Urban Other Principal Arterial Moth to South Quit Quit<		Ride On Route 20	971	20	20 AADT	Truc	:ks	Traffic	;
Ride On Route 24 61 Ride On Route 24 43 Ride On Route 25 43 Signalized Intersection Operations AM Peak Hour PM Peak Hour Northbound Southbound LOS D or Better 1 12 Northbound Southbound AM / PM AM / PM MM / PM M / M / M M / M / M M / M / M M / M / M M / M / M M / M / M M / M / M M / M / M M / M / M M / M / M M / M / M / M M / M / M / M M / M / M / M / M / M / M / M / M M / M / M / M / M / M / M / M / M / M /		Ride On Route 22	72	33,000	- 67,000 vpd	2.9% -	5.9%	7% - 8.5	5%
Ride On Route 25 43 Segment Operations Signalized Intersection Operations* AM PeM PM Peak Hour Implement of the section o		Ride On Route 24	61						
Intersection Operations AM Peak Hour PM Peak Hour Northbound Southbound MM / PM MU / PM		Ride On Route 25	43		S	Segment Oper	ations		
Signalized Intersections*: AM Peak Hour PM Peak Hour LOS D or Better 11 12 LOS E 1 0 LOS F 0 0 LOS TE Intersections LOS 'F' Intersections 0.9/2.6 1.7/1.8 MD 650 at Oakview Dr (AM) LOS 'F' Intersections Color Key MD 650 at Oakview Dr (AM) US 'F' Intersections Color Key * Available count data. (40% of signalized intersection) Intersections Intersections Functional Class Roadway Segment North to South Length Intersection / Intersectint / Intersection / Intersection / Intersection / Intersection		Intersection Operations				Northbound	I Se	outhbound	
Signalized Intersections*: AM Peak Hour PM Peak Hour (Miles of Roadway) Roadway) (Miles of Roadway) LOS D or Better 11 12 (DS D or Better 4.771.8 4.370.8 LOS F 0 0 (DS F 0.972.6 1.773.6 (DS F LOS F 0 0 (DS F 0.4/1.6 0.0/1.6 (DS F LOS 'E' Intersections LOS 'F' Intersections Color Key TT PTI MD 650 at Oakview Dr (AM)				7		AM / PM		AM / PM	
LOS D or Better 11 12 LOS E 1 0 0 0 0 LOS D or Better 4.7/1.8 4.3/0.8 LOS F 0 0 0 0 0 0 1.05 F 0.0/1.6 0.0/1.6 LOS F 0 0 0 0 0 0 1.7/3.6 1.7/3.6 0.0/1.6 LOS F 0.4/1.6 0.0/1.6 0.0/1.5 0.0/1.5 0.0/1.5 0.0/1.5 LOS br Batter 4.7/1.8 4.3/0.8 0.0/1.5 0.0/1.5 0.0/1.5 LOS TF' Intersections LOS TF' Intersections Color Key TTI PTI 1.00-1.15 1.0-1.5 1.0-1.5 1.0-1.5 1.0-1.5 1.0-1.5 1.00-2.00 -2.5 2.00 -2.5 2.00 -2.5 2.00 -2.5 1.00-1.5 1.0-1.5 1.0-1.5 1.0-1.5 1.0-1.5 1.0-1.5 1.0-1.5 1.0-1.5 1.0-1.5 1.0-1.5 1.0-1.5 1.0-1.5 1.0-1.5 1.0-1.5	Signalized Intersection	s*: AM Peak Hour	PM Peak Hour			(Miles of		(Miles of	
LOS D of Better 1 12 LOS E 1 0 LOS F 0 0 LOS I'' Intersections LOS I'' Intersections LOS I'' Intersections MD 650 at Oakview Dr (AM) LOS I'' Intersections Intersections * Available count data. (40% of signalized intersection) Intersections Intersections Functional Class Roadway Segment Length TI Virban Other Principal US29 - Lockwood Dr. 0.3 I Intersection Urban Other Principal Adelphi Rd. 0.4 Intersection W Index Adelphi Rd. 0.4 Intersection W W Index Adelphi Rd. 0.5 Intersection W W Index Adelphi Rd. 0.4 Intersection W W Index Adelphi Rd. 0.5 Intersection W Intersection Urban Other Principal Adelphi Rd. 0.5 Intersection W Intersection Intersection Rol		14	40	Lev	el of Service	Roadway)		Roadway)	
LOS E I U U LOS F 0.37.2.6 1.77.3.6 LOS FE 0.4/16 0.0/1.6 LOS F 0.4/16 0.0/1.6 LOS 'E' Intersections LOS 'F' Intersections Color Key TTI PTI MD 650 at Oakview Dr (AM) I.15-1.30 1.5-2.5 1.00-1.5 1.00-1.5 1.00-1.5 * Available count data. (40% of signalized intersection) Vertex Color Key TTI PTI functional Class Roadway Segment North to South Length (miles) AM PM NB SB NB SB Urban Other Principal Arterial US 29 - Lockwood Dr. 0.3 I W M PM NB NB NB SB NB SB I W W I W I W I W I W W I W W I W I W I W I W I I I I I I I I I I I			12			4.7 / 1.6		4.3/0.0	
LOS F 0 LOS F 0.4 / 1.0 0.0 / 1.5 LOS 'F' Intersections LOS 'F' Intersections Color Key MD 650 at Oakview Dr (AM) TTI PTI * Available count data. (40% of signalized intersection) 1.0 - 1.5 1.0 - 1.5 * Available count data. (40% of signalized intersection) North to South TTI PTI Functional Class Roadway Segment North to South Length (miles) TTI PTI US 29 - Lockwood Dr. 0.3 I W I W Urban Other Principal Arterial US 29 - Lockwood Dr. 0.3 I W V I W Urban Other Principal Arterial Md Eprint Rd. 0.4 I W V I W I - 1092 Or 0.2 I W I W I W I W I I W I - 1092 Or 0.2 I I W I I W I I W I - 1092 Or 0.2 I I I I <td></td> <td></td> <td>0</td> <td></td> <td></td> <td>0.9/2.6</td> <td></td> <td>1.7 / 3.0</td> <td></td>			0			0.9/2.6		1.7 / 3.0	
LOS 'F' Intersections Color Key MD 650 at Oakview Dr (AM) IIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIII	LUS F	U	U		LUSF	0.4 / 1.0		0.07 1.0	
LOS E Intersections LOS F Intersections Color Key MD 650 at Oakview Dr (AM) Image: Section S Imag		tereestiene		tovootion			0.1		
MD 650 at Oakview Dr (AM) III PI IIII PI IIIII PI IIIII PI IIIII PI IIIII PI IIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIII			LUS F III	lersection	5				
* Available count data. (40% of signalized intersection) Available count data. (40% of signalized intersection) * Available count data. (40% of signalized intersection) * Available count data. (40% of signalized intersection) * Count data. * Count data.	MD 650 at O	akview Dr (AM)					11	PII	
* Available count data. (40% of signalized intersection) * Available count data. (40% of signalized intersection) * Available count data. (40% of signalized intersection) * Available count data. (40% of signalized intersection) * Available count data. (40% of signalized intersection) * Available count data. (40% of signalized intersection) * Autimized intersection) * Autimized intersection * North to South * Contermised intersection * Contermised intersection						1.00	- 1.15	1.0 - 1.	5
* Available count data. (40% of signalized intersection) * Available count data. (40% of signalized intersection) * Available count data. (40% of signalized intersection) * Available count data. (40% of signalized intersection) * Available count data. (40% of signalized intersection) * Available count data. (40% of signalized intersection) * Available count data. (40% of signalized intersection) * No data * No data									
* Available count data. (40% of signalized intersection) 1.30 - 2.0 >2.0 No data Functional Class Roadway Segment North to South Lockwood Dr. 0.3 I MB B NB NB						1.15	- 1.30	1.5 - 2.	5
* Available count data. (40% of signalized intersection) * Available count data. (40% of signalized intersection) * Available count data. (40% of signalized intersection) * Available count data. (40% of signalized intersection) * Available count data. (40% of signalized intersection) * No data Functional Class Roadway Segment North to South North to South									
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* Available count data. (40% of signalized intersection) Functional Class Roadway Segment North to South US 29 - Lockwood Dr. US 20 - U							2.00	- 2.5	
Functional Class Roadway Segment North to South Length (miles) TI TI AM PII AM PM NB SB NB <									
Functional Class Roadway Segment North to South Length (miles) I </td <td>* Available count data (40% of</td> <td>signalized intersection)</td> <td></td> <td></td> <td></td> <td>></td> <td>2.00 No</td> <td>data</td> <td></td>	* Available count data (40% of	signalized intersection)				>	2.00 No	data	
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North to South (miles) AII PII AII PII NB SB NB SB<	* Available count data. (40% of	signalized intersection)					2.00 No	o data	
NB NB<	* Available count data. (40% of	signalized intersection)	Segment	Length	TT		No	o data PTI	
Urban Other Principal Arterial Image: Construct of the second secon	* Available count data. (40% of Functional Class	signalized intersection) Roadway North to	Segment South	Length (miles)	AM		No	o data PTI AM P	M
Lockwood Dr Powder Mill Rd. 1.5 W W I W Powder Mill Rd I-495 0.4 I W	* Available count data. (40% of Functional Class	signalized intersection) Roadway North to	Segment o South	Length (miles)	AM NB SB	71 PM NB SB	No	o data PTI AM P SB NB	M
Powder Mill Rd 1-495 0.4 I W W I-495 - Adelphi Rd. 0.4 I W I </td <td>* Available count data. (40% of Functional Class</td> <td>signalized intersection) Roadway North to US 29 - Loo</td> <td>Segment South</td> <td>Length (miles)</td> <td>NB SB</td> <td>71 PM NB SB</td> <td></td> <td>o data PTI AM P SB NB</td> <td>M SB W</td>	* Available count data. (40% of Functional Class	signalized intersection) Roadway North to US 29 - Loo	Segment South	Length (miles)	NB SB	71 PM NB SB		o data PTI AM P SB NB	M SB W
Image: Instant of the second secon	* Available count data. (40% of Functional Class	signalized intersection) Roadway North to US 29 - Loc Lockwood Dr	Segment South Skwood Dr. Powder Mill Rd.	Length (miles) 0.3 1.5	NB SB	71 PM NB SB	No No	AM PTI SB NB	M SB W
Arterial Adelphi Rd Metzerott Rd. 0.5 I W I W Metzerott Rd MD 320 0.2 W	* Available count data. (40% of Functional Class	signalized intersection) Roadway North to US 29 - Loo Lockwood Dr Powder Mill	Segment South ckwood Dr. Powder Mill Rd. Rd 1-495	Length (miles) 0.3 1.5 0.4	NB SB	TI PM NB SB		AM PTI AM P SB NB	M SB W I
Metzerott Rd MD 320 0.2 W MD 320 - MD 193 0.9 Image: Constraint of the second seco	* Available count data. (40% of Functional Class	signalized intersection) Roadway North to US 29 - Loc Lockwood Dr Powder Mill I-495 - Ad	Segment South ckwood Dr. Powder Mill Rd. Rd 1-495 elphi Rd.	Length (miles) 0.3 1.5 0.4 0.4	NB SB	T1 PM NB SB ■ W W		AM PTI AM P SB NB I	M SB W I W
MD 320 - MD 193 0.9 I W MD 193 - MD 410 1.0 I	* Available count data. (40% of Functional Class Urban Other Principal Arterial	signalized intersection) Roadway North to US 29 - Loc Lockwood Dr Powder Mill I-495 - Ad Adelphi Rd	Segment South ckwood Dr. Powder Mill Rd. Rd 1-495 lelphi Rd. Metzerott Rd.	Length (miles) 0.3 1.5 0.4 0.4 0.5	NB SB I I I I I I I I I I I I I I I I I I I	TI PM NB SB W W	No No NB	AM PTI SB NB I I I I I I I I I I I I I I I I I I I	M SB W I W
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MD 410 - Eastern Ave./DC line 0.8 I I I = Improvement from 2019 W = Worsened from 2019 (blank) = No significant change from 2019 PTI: planning time index (95th percentile travel time / freeflow travel time) TTI: travel time index (50th percentile travel time/ freeflow travel time)	* Available count data. (40% of Functional Class Urban Other Principal Arterial	signalized intersection) Roadway North to US 29 - Loc Lockwood Dr Powder Mill I-495 - Ad Adelphi Rd Metzerott Ro MD 320 -	Segment South Ckwood Dr. Powder Mill Rd. Rd I-495 elphi Rd. Metzerott Rd. d MD 320 MD 193	Length (miles) 0.3 1.5 0.4 0.4 0.5 0.2 0.9	AM NB SB I I I I I I I I I I I I I I I I I I I I I I I I I I I I I I I I	TI	No No NB	o data PTI AM P SB NB I I I I I I I I I I I I I I I I I I I I I I I I I I I I I I	M SB W I W W W W
I = Improvement from 2019 W = Worsened from 2019 (blank) = No significant change from 2019 PTI: planning time index (95th percentile travel time / freeflow travel time) TTI: travel time index (50th percentile travel time / freeflow travel time)	* Available count data. (40% of Functional Class Urban Other Principal Arterial	signalized intersection) Roadway North to US 29 - Loc Lockwood Dr Powder Mill I-495 - Ad Adelphi Rd Metzerott Ro MD 320 - MD 193 -	Segment South Powder Mill Rd. Rd I-495 elphi Rd. Metzerott Rd. d MD 320 MD 193 MD 410	Length (miles) 0.3 1.5 0.4 0.4 0.5 0.2 0.9 1.0	AM NB SB I I I I I I I I I I I I I I I I I I I I I I I I I I I I I I I I I I I I	TI	No No NB	o data PTI AM P SB NB I I I I I I I I I I I I I I I I I I I I I I I I I I I I I I	M SB W I W W W
PTI: planning time index (95th percentile travel time / freeflow travel time) TTI: travel time index (50th percentile travel time/ freeflow travel time)	* Available count data. (40% of Functional Class Urban Other Principal Arterial	signalized intersection)	Segment South ckwood Dr. Powder Mill Rd. Rd I-495 elphi Rd. Metzerott Rd. d MD 320 MD 193 MD 410 rn Ave./DC line	Length (miles) 0.3 1.5 0.4 0.4 0.4 0.5 0.2 0.9 1.0 0.8	AM NB SB I I I I I I I I I I I I I I I I I I I I I I I I I I I I I I I I I I I I	TI PM NB SB M W M M M M M M M M M M M M M	No NB W	o data PTI AM P SB NB SB I I I I I I I I I I I I I I I I I I I I I I I I I I I I I I I	M SB W I W W W
	* Available count data. (40% of Functional Class Urban Other Principal Arterial	signalized intersection) Roadway North to US 29 - Loc Lockwood Dr Powder Mill I-495 - Ad Adelphi Rd Metzerott Ro MD 320 - MD 193 - MD 410 - Easte I = Improvement from 201	Segment South ckwood Dr. Powder Mill Rd. Rd I-495 elphi Rd. Metzerott Rd. d MD 320 MD 193 MD 410 rn Ave./DC line .9 W = Worsened from 2019	Length (miles) 0.3 1.5 0.4 0.4 0.4 0.5 0.2 0.9 1.0 0.8 (blank) = No	AM NB SB I I	I PM NB SB I I I W I W I W I I <	No NB W	o data PTI AM P SB NB I I I I I I I I I I I I I I I I I I I I I I I I I I I I I I I I	M SB W I W W W W

				R	Y	We	st Laure	198	Laurel	R	ussett	98
Limits:	MD 410 to M	D 198	(200) lesville	Fairl	and	1.4	95	1	AUREL			8
Corridor Length:	10.7 mile	es	650		Calver	ton	5	Sou	ith Laur	el R(1	Patuxe
Speed Limit:	35 - 50 M	PH	White Oa	ak o	NUDER	AD Belte	ville		295	(197)	WIE BO	
Travel Lanes:	(2 - 4) Northbound (2	- 4) Southbound	Hil 495	landale	5	6			1		F	(197)
Signal Controlled Intersections:	40		(193) A	delphi (212)	ND E	1	Gre	eenbelt	REENBEI	T RD	В	owie
Grade Separated Interchanges:	3		a Park	ASITY C	ollege	Park/HOM TII	AVE	95 60 495	oddard (ilenn Da	le	1
Major Cross Streets:	MD 410, MD 193, I-495, MD 212, Muiri Contee Rd, Cherry I	Rhode Island Ave, kirk Rd, _ane, MD 198	theast	410 Hy Mt Raini	attsvil er	le VEI	Grea	Lanh	iam			
	Routes	Avg. Daily Ridership	E	6	3	Y	Land			4		5
	METRO 89/89M	387								Bo	ak Ha	
Routes and Ridership	Green Line Greenbelt	N/A	20	20 AAI	от		Tr	ucks			Traffic	;
	Green Line College Park	N/A	19,000	- 39,0	00 vpc	1	3.0%	ő - 4.9°	%	6.	5% - 8	%
	The Bus Route 17	227										
NOTE: The Green Line rider	ship data represents boardings				:	Segme	ent Op	peratio	ons			
Signalized Intersection	Intersection Operations Is*: AM Peak Hour	PM Peak Hour	Lev	vel of S	ervice	No 4 (I	rthbou AM / PM Miles c oadwa	ind A of v)	So A (uthbou AM / PN Miles o oadwa	ind // of v)	
LOS D or Better	17	17	LO	S D or	Better	1	0.7/3	.0	1	0.7 / 5.	.4	
LOS E	0	0		LOS	Ξ	C).0 / 7.	7	0	0.0 / 3.0	6	
LOS F	0	0		LOS	F	C).0 / 0.	0	C	0.0 / 1.	7	
LOS 'E' In	tersections	LOS 'F' In	tersection	IS					Colo	r Key		
LOS 'E' In	tersections	LOS 'F' In	tersection	IS				TTI	Colo	r Key	PTI	
LOS 'E' In	tersections	LOS 'F' In	tersection	IS			1	TTI .00 - 1.1	Colo	r Key	PTI 1.0 - 1.5	;
LOS 'E' In	tersections	LOS 'F' In	tersection	IS			1	TTI .00 - 1.1 .15 - 1.3	Colo 15 30	r Key	PTI 1.0 - 1.5 1.5 - 2.5	;
LOS 'E' In	tersections	LOS 'F' In	tersection	IS			1	TTI .00 - 1.1 .15 - 1.3 .30 - 2.0	Colo 15 30 00	r Key	PTI 1.0 - 1.5 1.5 - 2.5 > 2.5	;
LOS 'E' In	tersections	LOS 'F' In	tersection	IS			1 1 1	TTI .00 - 1.1 .15 - 1.2 .30 - 2.0 > 2.00	Colo 15 30	r Key	PTI 1.0 - 1.5 1.5 - 2.5 > 2.5	;
LOS 'E' In	tersections	LOS 'F' In	tersection	IS			1	TTI .00 - 1.1 .15 - 1.3 .30 - 2.0 > 2.00	Colo 15 30 00	r Key	PTI 1.0 - 1.5 1.5 - 2.5 > 2.5	5
LOS 'E' In * Available count data. (43% of	tersections	LOS 'F' In	tersection	S			1	TTI .00 - 1.1 .15 - 1.3 .30 - 2.0 > 2.00	Colo 15 30 00 No	r Key	PTI 1.0 - 1.5 1.5 - 2.5 > 2.5	5
* Available count data. (43% of	tersections signalized intersection) Roadway Seg	LOS 'F' In	tersection	S	T	Π	1 1	TTI .00 - 1.1 .15 - 1.3 .30 - 2.0 > 2.00	Colo 15 30 No 4	r Key data P	PTI 1.0 - 1.5 1.5 - 2.5 > 2.5	; ;
LOS 'E' In * Available count data. (43% of Functional Class	signalized intersection) Roadway Seg North to Sc	LOS 'F' In gment puth	tersection Length (miles)	IS A NB	T M SB	TI P NB	1 1 1 M SB	TTI .00 - 1.1 .15 - 1.3 .30 - 2.0	Colo 15 30 No No No	r Key data P M SB	PTI 1.0 - 1.5 1.5 - 2.5 > 2.5 TI NB	s M SB
* Available count data. (43% of Functional Class	signalized intersection) Roadway Seg North to Sc Gorman Ave (MD 198	LOS 'F' In gment outh	Length (miles)	ANB	T M SB	TI P NB	1 1 1 SB	TTI .00 - 1.1 .15 - 1.3 .30 - 2.0 > 2.00	Colo 15 30 No 4 No 4 NB	r Key data P M SB	PTI 1.0 - 1.5 1.5 - 2.5 > 2.5 TI P NB	M SB
* Available count data. (43% of Functional Class	tersections signalized intersection) Roadway Seg North to So Gorman Ave (MD 198 Cherry Ln Cyp	gment buth 3) - Cherry Ln.	Length (miles)	S A NB	T M SB	TI NB	1 1 1 SB	TTI .00 - 1.1 .15 - 1.3 .30 - 2.0	Colo 15 30 No 4 	r Key data P M SB	PTI 1.0 - 1.5 1.5 - 2.5 > 2.5 TI NB	M SB
* Available count data. (43% of Functional Class	signalized intersection) Roadway Seg North to Sc Gorman Ave (MD 198 Cherry Ln Cyp Cypress St Co	gment outh 3) - Cherry Ln. oress St. intee Rd.	Length (miles) 0.6 0.7 0.5	ANB	T M SB	TI P NB	1 1 1 SB	TTI .00 - 1.1 .15 - 1.3 .30 - 2.0 > 2.00	Colo 15 30 No No No	data P M SB	PTI 1.0 - 1.5 1.5 - 2.5 > 2.5 TI NB	M SB
* Available count data. (43% of	signalized intersection) Roadway Seg North to Sc Gorman Ave (MD 196 Cherry Ln Cyp Cypress St Co Contee Rd Mui	gment outh 3) - Cherry Ln. press St. intee Rd. rkirk Rd.	Length (miles) 0.6 0.7 0.5 1.3	A NB	T M SB	TI P NB	1 1 1 SB	TTI .00 - 1.1 .15 - 1.2 .30 - 2.0 > 2.00	Colo 15 30 No No A NB	data P M SB	PTI 1.0 - 1.5 1.5 - 2.5 > 2.5	M SB
* Available count data. (43% of Functional Class	signalized intersection) Roadway Seg North to Sc Gorman Ave (MD 198 Cherry Ln Cyp Cypress St Co Contee Rd Mui Muirkirk Rd R	gment buth B) - Cherry Ln. oress St. rkirk Rd. itz Way	tersection Length (miles) 0.6 0.7 0.5 1.3 0.4	A NB	T M SB	TI P NB	1 1 1 SB	TTI .00 - 1.1 .15 - 1.3 .30 - 2.0 > 2.00	Colo 15 30 No No A NB	r Key data P M SB	PTI 1.0 - 1.5 1.5 - 2.5 > 2.5 TI NB	M SB
* Available count data. (43% of Functional Class	signalized intersection) Roadway Seg North to Sc Gorman Ave (MD 198 Cherry Ln Cyp Cypress St Co Contee Rd Mui Muirkirk Rd R Ritz Way - Powder Mi	ment buth 3) - Cherry Ln. oress St. nitee Rd. rkirk Rd. iitz Way I Rd. (MD212)	Length (miles) 0.6 0.7 0.5 1.3 0.4 1.8		T	TI NB	1 1 1 SB	TTI .00 - 1.1 .15 - 1.3 .30 - 2.0 > 2.00	Colo 15 30 No No NB	r Key data B SB	PTI 1.0 - 1.5 1.5 - 2.5 > 2.5 TI NB	SB
* Available count data. (43% of Functional Class Urban Other Principal Arterial	signalized intersection) Roadway Seg North to Sc Gorman Ave (MD 196 Cherry Ln Cyp Cypress St Ca Contee Rd Mui Muirkirk Rd R Ritz Way - Powder Mil Powder Mill Rd. (MD 212) -	gment buth 3) - Cherry Ln. oress St. intee Rd. rkirk Rd. itiz Way I Rd. (MD212) Rhode Island Ave.	Length (miles) 0.6 0.7 0.5 1.3 0.4 1.8 0.6		T	TI P NB	1 1 1 SB	TTI .00 - 1.1 .15 - 1.3 .30 - 2.0 > 2.00	Colo 15 30 No No No	r Key data P M SB	PTI 1.0 - 1.5 1.5 - 2.5 > 2.5 TI NB	M SB
* Available count data. (43% of Functional Class Urban Other Principal Arterial	signalized intersection) Roadway Seg North to Sc 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.	gment outh 3) - Cherry Ln. oress St. intee Rd. rkirk Rd. itz Way I Rd. (MD212) Rhode Island Ave. - 1-495/I-95	Length (miles) 0.6 0.7 0.5 1.3 0.4 1.8 0.6 1.0		T		1 1 SB	TTI .00 - 1.1 .15 - 1.3 .30 - 2.0 > 2.00	Colo 15 30 No No No	r Key data P M SB	PTI 1.0 - 1.5 1.5 - 2.5 > 2.5 TI NB	M SB
* Available count data. (43% of Functional Class Urban Other Principal Arterial	signalized intersection) Roadway Seg North to Sc Gorman Ave (MD 198 Cherry Ln Cyp Cypress St Co Contee Rd Mui Muirkirk Rd R Ritz Way - Powder Mil Powder Mill Rd. (MD 212) - Rhode Island Ave. I-495/I-95 - Cherr	gment outh B) - Cherry Ln. press St. intee Rd. rkirk Rd. itz Way I Rd. (MD212) Rhode Island Ave. - I-495/I-95 ry Hill Rd. Bd. (Matzaratt Dd.	Length (miles) 0.6 0.7 0.5 1.3 0.4 1.8 0.6 1.0 0.3 4.4		T" M SB	TI P NB	1 1 1 SB	TTI .00 - 1.1 .15 - 1.2 .30 - 2.0 > 2.00	Colo 15 30 No A NB	r Key data P M SB	PTI 1.0 - 1.5 1.5 - 2.5 > 2.5	M SB
* Available count data. (43% of Functional Class Urban Other Principal Arterial	signalized intersection) Roadway Seg North to Sc Gorman Ave (MD 198 Cherry Ln Cyp Cypress St Co Contee Rd Mui Muirkirk Rd R Ritz Way - Powder Mil Powder Mill Rd. (MD 212) - Rhode Island Ave. I-495/I-95 - Cherr Cherry Hill Rd Greenbelt Creenbelt Rd Metracett Rd. Core	gment outh B) - Cherry Ln. oress St. intee 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 Churr)	Length (miles) 0.6 0.7 0.5 1.3 0.4 1.8 0.6 1.0 0.3 1.1 0.7		T		1 1 3 5 8	TTI .00 - 1.1 .15 - 1.3 .30 - 2.0 > 2.00	Colo 15 30 No No No	r Key data P M SB	PTI 1.0 - 1.5 1.5 - 2.5 7 1 NB	M SB
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US 1			Qub Hill		1	F	Hick	owder Fall	8	X		H
Limits:	Baltimore City Line to	Honeygo Blvd	Page Page Page Page Page Page Page Page	nd (1	Gunt Falls St	owder tate Park		-0 L	William R	Perry Ha		neygo Blud
Corridor Length:	5.6 mile	S	00 Herene	acid Ave	Northw	nind Rd	Hines	Seven Courts	D	SIN	abel Ad	
Speed Limit:	35 - 40 MI	РН	Rơ Carn	ey	E	Joppa Ra	A	Dr	Ebe	E Jo	ppa Rd	
Travel Lanes:	(2 - 3) Northbound (2 -	3) Southbound	ave .		Valther Blug		/	Sil	ver Spring R	d	Hoo Hoo	.)
Signal Controlled Intersections:	23		Putty Hill Ave	695 B	Ł	Z	4	3		White	Marsh	(43
Grade Separated Interchanges:	2		as Ale	timore Bellin	opan rite	Pudge		White	Marsh Mal	l @ foneygo Bhio	Nottingh	am
Major Cross Streets:	Taylor Ave, Fullerto Rossville Blvd, Putty Hil MD 43, Silver S E. Joppa Rd / Ebenezer I	n Ave, I-695, I Ave / Ridge Rd, pring Rd, Rd, Honeygo Blvd	re O Kenwo	verlea	all	Possville dib d	gerty BEERDRESS F	Hall Blvo Pd				
	Routes	Avg. Daily Ridership	4444	D.		19	1 Y					25-1
	CitvLink Brown Route	6.540								D	ak Ua	
Routes and Ridership	MTA LocalLink 33	750	20	20 AA	DΤ		Т	rucks		F	Traffic	
	MTA LocalLink 36	2.072	22.000	- 38.0	00 vpc	1	2.79	6 - 4.0°	%	7	%-9.5	%
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Signalized Intersection	s*: AM Peak Hour	PM Peak Hour		el of S	onvice		AM / PI Miles (una M of	50 / (P	utnbol AM / PI Miles o	Ina M of	
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								> 2 00			- 2.0	
* Available count data. (17% of	signalized intersection)							F 2.00	No	data		
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Eurotional Class	Roadway Seg	ment	Length		м		M			м		M
Functional Class	North to So	uth	(miles)				111					141
	Obaral Dela La	ana Dd	1.0	NB	28	NB	36	•	NB	38	NB	28
	Unapei Kd Joj	opa ku.	1.3									w
	Joppa Rd Silver		0.6									
Urban Other Principal	Sliver Spring Rd White Marsh Bl	va. (ND 43)/Duntield Rd.	1.2									
Arterial	White Marsh Blvd. (MD 43)/Dunf	ield Rd Rossville Blvd.	0.8									
	Rossville Blvd.	- 1-695	0.4									W
	I-695 - Fullerto	n Ave.	0.7		1					1	W	
	Fullerton Ave Flee	etwood Ave.	0.6									W
	I = Improvement from 2019	W = Worsened from 2019 (I	olank) = No s	significa	int chan	ige fron	n 2019					

US 29					Arco/a	1/2 unset	d amberton f	'DI	*pple Gro	ove Rd 65	olumbia	-	R.
Limits:		MD 97 to	MD 650		5	Ker	Ofssor	er	Long	52			
Corridor Length:		3.8 r	niles		(193)	Wernie	Kemp N		COL	White	Oak	2110	Foor
Speed Limit:		35 - 45	5 MPH		我也	arcisity By	24			×8		Adr	minis
Travel Lanes:	(3 - 4)	Northbound	(2 - 4) Southb	ound	3 HE	封行	Be	ton Rd	Ø		allerot	1.	
Signal Controlled		1	3		Deni	nio	(193)	E7	Parto	Northwest	Schi Ven Dr		Hillan
Intersections:		•			8A	The	s Ave			Branch Anacostia River	Crestha		
Interchanges:		2			国	QU	Dalla			ar.	Capital B	eltway	
Major Cross Streets:	MD 9 Sligo I-495.	7, Spring St / Creek Pkwy MD 193, Loc	Cedar St, Dale ′St Andrews V kwood Dr. MD	e Dr, Vay, ⊧650	t Glen Capital Be	IN BY	495	La constante	Sapital Belly	way		re Ave	50)
	Ride On Routes	Avg. Daily Ridership	METRO Routes	Avg. Daily Ridership	97		1	STR.		16.53	4	lysdi	
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	8	190	Z6	632	P4e :	Ren	Ave	Th	~				
	9 12	451 388	27 70	123	Sp		Wayne						
Routes and Ridership	13	129	Z11	121	(410)	0	H R	1	11			-j -	72
	14	105	MTA Commuter	Avg. Dailv	1								
	16	1,403	Bus Routes	Ridership							Pe	ak Ho	ur
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	21	58	315	306			_						
	22	72	325	155	」		Se	gmen	t Opera	tions			í
Signalized Intersection	s*: AM P	eak Hour	PM Pea	ık Hour	Le	vel of S	ervice	AM (M Roj	IIIDOUIIU M / PM liles of adwav)	00 0 0 0 0 0	AM / PI Miles o oadwa	A A of V)	
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Available count data. (15% o	^f signalized interse	ection)							>	No	o data		
Available count data. (15% o	f signalized interse	ection)					T		>	No	o data	T1	
Available count data. (15% o	f signalized interse	iction) Roadway	Segment		Length	A	T	ri P	> 		p data P	TI	M
Available count data. (15% o Functional Class	f signalized interse	rction) Roadway North to	Segment 9 South		Length (miles)	A	T1 M SB	TI P NB	× M SB	No A NB	o data P M SB	TI P NB	M
Available count data. (15% o Functional Class	f signalized interse	Roadway North to mpshire Ave. (M	Segment South D 650) - Lockwo	od Dr.	Length (miles) 0.9	A	T1 M SB	TI P NB	2M SB	No A NB	o data P M SB	TI P NB	M
Available count data. (15% o Functional Class	f signalized interse	Roadway North to mpshire Ave. (M wood Dr Unive	Segment 9 South D 650) - Lockwo rsity Blvd. (MD 1	od Dr. 93)	Length (miles) 0.9 1.1	A NB	T M SB	TI P NB	PM SB	No A NB	o data P M SB	TI P NB	M
Available count data. (15% o Functional Class	f signalized interse	Roadway North to mpshire Ave. (M wood Dr Unive University Blvd.	Segment South D 650) - Lockwo ersity Blvd. (MD 1 MD 193) - I-495	od Dr. 93)	Length (miles) 0.9 1.1 0.3	A NB	TT M SB	TI P NB	× M SB	No A NB	o data P M SB I	TI P NB	M
Available count data. (15% o Functional Class Urban Other Principal Arterial	f signalized interse	Roadway North to mpshire Ave. (M wood Dr Unive University Blvd. I-495 - Fra	Segment o South D 650) - Lockwo irsity Blvd. (MD 1 MD 193) - I-495 nklin Ave.	od Dr. 93)	Length (miles) 0.9 1.1 0.3 0.5	A NB	TT M SB I	TI P	> YM SB	No A NB	P M SB I	TI P NB	M
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Available count data. (15% o Functional Class Urban Other Principal Arterial	f signalized interse	Roadway North to mpshire Ave. (M wood Dr Unive University Blvd I-495 - Fra Franklin Ave Dale Dr Ceda	Segment South D 650) - Lockwo rrsity Blvd. (MD 19 MD 193) - I-495 nklin Ave. Dale Dr. r St./Spring St.	od Dr. 93)	Length (miles) 0.9 1.1 0.3 0.5 0.3 0.5	NB	TT M SB I	TI P	2M SB	No No NB	o data P M SB I I V W	TI P NB	M

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Limits:	Industrial Pkwy	to MD 198	Sloverly	pence	rville	198	В	urtonst	ville		Stoon	on Brig
Corridor Length:	4.5 mil	es	Br	^{iggs} Chai	WY PO		a de la	/	(19	8) V	Vest La	aurel
Speed Limit:	50 - 55 N	ИРН		Ø	(A)	X		Geencast	Y	$\not\leftarrow$	65	/
Travel Lanes:	(2 - 4) Northbound (2	- 4) Southbound	sville	2.0		Fairla	nd	le Rd	1.9	_)	1	~
Signal Controlled Intersections:	6			Candolph R	12	29		<u>E</u>	a)	95	- 20	0
Grade Separated Interchanges:	4			X	In		Ca	lverton	2	-		
Major Cross Streets:	Industrial Parkw E Randolph Rd / (Musgrove Rd, F MD 200, Briggs Blackburn Rd	ay, Tech Rd Cherry Hill Rd Fairland Rd, Chaney Rd, . MD 198	650 White C)ak	Z	SAN						
	Routes	Avg. Daily Ridership										
	METRO Z6	632										
Routes and Ridership	METRO Z7	123								Pe	ak Ho	ur
	METRO Z8	1,611	202	20 AAI	DT		Truc	ks		1	raffic	
	METRO Z11	121	51,000	- 55,0	00 vpc	ł	2.5% -	2.7%		7.5	5% - 8	%
		1 0 7 0				^	nt Anar					
	Ride On Route 10	1,059				Segme	ant Oper	ations	;			
Signalized Intersection	Intersection Operations Intersection Operations	1,059 PM Peak Hour		el of S	orvico	No A (I	rthbound M / PM Viles of	ations	Sout AN (Mi	thbou // PM iles o	nd f	
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Signalized Intersection LOS D or Better LOS E LOS F LOS 'E' In * Available count data. (17% of Functional Class	Intersection Operations Intersection Operations Is*: AM Peak Hour I I O O I I I I I I I I I I I I I I I	1,059 PM Peak Hour 1 0 0 LOS 'F' Int egment south	Lev LO ersection	el of S S D or LOS I LOS S	ervice Better F T M SB	TI NB	M Oper rthbound M / PM Viles of oadway) .5 / 2.0 .0 / 1.8 .0 / 0.7 1.00 1.15 1.30 2.1 .0 .0 .0 .0 .0 .0 .0 .0 .0 .0	C TTI - 1.15 - 2.00 2.00	Sout AM (M Roz 4. (0. (0. (0. (0. (0. (0. (0. (hbou A / PM iles of adway 5 / 3.0 0 / 1.5 0 / 0.0 Key 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	nd f))) ,0 - 1.5 .5 - 2.5 > 2.5 > 2.5	M
Signalized Intersection LOS D or Better LOS E LOS F LOS 'E' In * Available count data. (17% of Functional Class	Ride On Route 10 Intersection Operations is*: AM Peak Hour 1 0 0 0 tersections 0 tersections 0 Roadway Se North to S MD 198 - Green Career	PM Peak Hour PM Peak Hour 1 0 0 LOS 'F' Int castle Rd. Fairland Rd	Lev Lo ersection Length (miles) 1.2 1.8	el of S S D or LOS I S S	ervice Better F T M SB	TI NB	M SB	C TTI - 1.15 - 2.00 2.00	Sout AM (M Roa 4.5 0.0 0.0 Color	hbou A / PM iles o adway 5 / 3.0 0 / 1.5 0 / 0.0 C Key 1 1 1 1 1 1 1 1 1 5 8 8 8 8 8 8 8 8 8 9 9 9 9 9 9 9 9 9 9	nd f)) PTI .0 - 1.5 .5 - 2.5 > 2.5 > 2.5 I NB	M
Signalized Intersection LOS D or Better LOS E LOS F LOS 'E' In ' Available count data. (17% of Functional Class	signalized intersection)	PM Peak Hour PM Peak Hour 1 0 0 0 LOS 'F' Int egment south ncastle Rd. Fairland Rd. Isgrove Rd	Lev Lo ersection Length (miles) 1.2 1.8 0.5	el of S S D or LOS I S S	ervice Better F T M SB	TI P	M Cyper rthbounc M / PM Viles of coadway) .5 / 2.0 1.0 / 1.8 0.0 / 0.7 1.00 1.15 1.30 2.5 1.30 2.5 1.30 2.5 1.30 2.5 1.30 2.5 1.30 2.5 1.30 2.5 1.30 2.5 1.30 2.5 1.30 2.5 1.30 2.5 1.30 2.5 1.30 2.5 1.30 2.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1	C TI - 1.15 - 2.00 2.00	Sout AM (M Road 4.5 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0 0.0 0 0.0 0 0.0 0 0.0 0 0.0 0 0.0 0 0.0 0 0.0 0 0.0 0 0.0 0 0.0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	hbou A / PM iles o adway 5 / 3.0 0 / 1.2 0 / 0.0 Key 1 1 Key 1	nd f)) PTI .0 - 1.5 .5 - 2.5 > 2.5 > 2.5 NB W	M
Signalized Intersection LOS D or Better LOS E LOS F * Available count data. (17% of Functional Class Urban Freeway Expressway	Ride On Route 10 Intersection Operations is*: AM Peak Hour 1 0 0 0 tersections 0 tersections 0 Roadway Se North to S North to S MD 198 - Green Greencastle Rd Fairland Rd Mu Muscrove Rd Tech Rd Muscrove Rd Tech Rd	PM Peak Hour PM Peak Hour 1 0 0 LOS 'F' Int egment bouth hcastle Rd. Fairland Rd. Isgrove Rd. /Old Columbia Pike	Lev LO ersection (miles) 1.2 1.8 0.5 0.3	el of S S D or LOS I S	ervice Better F T M SB	TI P	M Oper rthbound M / PM Miles of boadway) .5 / 2.0 .0 / 1.8 .0 / 0.7 1.00 1.15 1.30 2.5 M SB	C TTI - 1.15 - 2.00 2.00	Sout AM (M Roa 4.5 0.0 0.0 0.0 Color	hbou A / PM iles o adway 5 / 3.0 0 / 0.0 C Key 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	nd f)) PTI .0 - 1.5 .5 - 2.5 > 2.5 ri NB W W	M
Signalized Intersection LOS D or Better LOS E LOS F ' Available count data. (17% of Functional Class Urban Freeway Expressway	Ride On Route 10 Intersection Operations is*: AM Peak Hour 1 0 0 0 tersections 0 tersection 0 <td>1,059 PM Peak Hour 1 0 0 0 0 0 0 0 0 0 0 1 0</td> <td>Length (miles) 1.2 1.8 0.5 0.3 0.7</td> <td>el of S S D or LOS I S S</td> <td>ervice Better F T M SB</td> <td>Segme No A (I R C C C C</td> <td>M SB</td> <td>C TI - 1.15 - 2.00 2.00</td> <td>Sout AM (M Road 4.5 0.0 0.0 Color Color Color Color Color Color Color</td> <td>hbou A / PM iles o adway 5 / 3.0 0 / 0.0 C C Key 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1</td> <td>nd f)) PTI .0 - 1.5 .5 - 2.5 </td> <td>M</td>	1,059 PM Peak Hour 1 0 0 0 0 0 0 0 0 0 0 1 0	Length (miles) 1.2 1.8 0.5 0.3 0.7	el of S S D or LOS I S S	ervice Better F T M SB	Segme No A (I R C C C C	M SB	C TI - 1.15 - 2.00 2.00	Sout AM (M Road 4.5 0.0 0.0 Color Color Color Color Color Color Color	hbou A / PM iles o adway 5 / 3.0 0 / 0.0 C C Key 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	nd f)) PTI .0 - 1.5 .5 - 2.5 	M

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UJ 4U			Hag	gerstow	n eve	TO	(64)	TT	343
Limits:	I-70 to Clevel	and Ave	A.		Veland	nalp	Stern Blud	T	
Corridor Length:	3.4 mil	es	37		Clei	to	C A		
Speed Limit:	35 - 45 N	ИРН	65	4		7		M. K	
Travel Lanes:	(2 - 3) Eastbound (2	- 3) Westbound	HX-		K	>	lowell Rd	Aetna	R
Signal Controlled Intersections:	6		E Oa	ak Ridge Dr	A	SEdor	ewood Dr	a	
Grade Separated Interchanges:	1						Beaver C		J.
Major Cross Streets:	I-70, Edgewoo Mt. Aetna Eastorn F	d Dr, a Rd, Blvd				1	eet.	A	Y
	Cleveland	d Ave						D.	oak Hour
Deutee and Didenship	Routes	Avg. Daily Ridership	202	20 AADT		Tru	icks		Traffic
Routes and Ridership	N/A	N/A	31	,000 vpd		2	2%		8.50%
					Segm	ent Ope	erations	;	
Ir	ntersection Operations				E	astboun	d	Westbou	ind
ا :#Signalized Intersections	AM Peak Hour	PM Peak Hour	Lev	el of Servi	E (ce R	astboun AM / PM Miles of oadway	d ; ;)	Westbou AM / Pi (Miles o Roadwa	und M of ay)
ا Signalized Intersections*: /	AM Peak Hour	PM Peak Hour	Lev	vel of Servio	Ea (ce R	astboun AM / PM Miles of oadway 3.4 / 1.3	d ; ;)	Westbou AM / Pl (Miles o Roadwa 3.4 / 2.	und M of ay) .0
ا Signalized Intersections*: / LOS E	AM Peak Hour N/A N/A	PM Peak Hour N/A N/A	Lev	rel of Servio DS D or Bette LOS E	E: (ce R r (astboun AM / PM Miles of coadway 3.4 / 1.3 0.0 / 2.1	d ; ;) ,	Westbou AM / Pl (Miles o Roadwa 3.4 / 2. 0.0 / 1.	und M of ay) .0
Ir Signalized Intersections*: / LOS E LOS F	AM Peak Hour AM Peak Hour N/A N/A N/A	PM Peak Hour N/A N/A N/A	Lev	rel of Servio OS D or Bette LOS E LOS F	Ei (ce R r (astboun AM / PM Miles of coadway 3.4 / 1.3 0.0 / 2.1 0.0 / 0.0	d F () () () () () () () () () () () () ()	Westbou AM / P (Miles o Roadwa 3.4 / 2. 0.0 / 1. 0.0 / 0.	und M of ay) .0 .1 .3
In Signalized Intersections*: / LOS E LOS F	AM Peak Hour N/A N/A N/A N/A	PM Peak Hour N/A N/A N/A	Lev	rel of Servio S D or Bette LOS E LOS F		astboun AM / PM Miles of coadway 3.4 / 1.3 0.0 / 2.1 0.0 / 0.0	d ; ;)	Westbou AM / Pl (Miles o Roadwa 3.4 / 2. 0.0 / 1. 0.0 / 0.	und M of ay) .0 .1 .3
In Signalized Intersections*: / LOS E LOS F LOS 'E' Inter	AM Peak Hour AM Peak Hour N/A N/A N/A Sections	PM Peak Hour N/A N/A N/A LOS 'F' Int	Lev	rel of Servio DS D or Bette LOS E LOS F S		astboun AM / PM Miles of .oadway 3.4 / 1.3 0.0 / 2.1 0.0 / 0.0	d ;)) C TTI	Westbou AM / Pl (Miles of Roadwa 3.4 / 2. 0.0 / 1. 0.0 / 0.	und M of ay) .0 .1 .3 PTI
In Signalized Intersections*: / LOS E LOS F LOS 'E' Inter	AM Peak Hour AM Peak Hour N/A N/A N/A sections	PM Peak Hour N/A N/A N/A LOS 'F' Int	Lev	rel of Servi IS D or Bette LOS E LOS F		astboun AM / PM Miles of oadway 3.4 / 1.3 0.0 / 2.1 0.0 / 0.0	d ;) <u>C</u> TTI 00 - 1.15	Westbou AM / Pl (Miles of Roadwa 3.4 / 2. 0.0 / 1. 0.0 / 0.	und M of ay) 0 1 3 PTI 1.0 - 1.5
In Signalized Intersections*: / LOS E LOS F LOS 'E' Inter	AM Peak Hour AM Peak Hour N/A N/A Sections	PM Peak Hour N/A N/A LOS 'F' Int	ersection	rel of Servi IS D or Bette LOS E LOS F		astboun AM / PM Miles of oadway 3.4 / 1.3 0.0 / 2.1 0.0 / 0.0	d ;) C TTI 00 - 1.15	Westbou AM / Pl (Miles 0 Roadwa 3.4 / 2. 0.0 / 1. 0.0 / 0.	und M of ay) .0 .1 .3 PTI 1.0 - 1.5 1.5 - 2.5
In Signalized Intersections*: / LOS E LOS F LOS 'E' Inter	AM Peak Hour AM Peak Hour N/A N/A Sections	PM Peak Hour N/A N/A LOS 'F' Int	ersection	rel of Servia S D or Betta LOS E LOS F	E: () () () () () () () () () () () () ()	astboun AM / PM Miles of oadway 3.4 / 1.3 0.0 / 2.1 0.0 / 0.0 1.0 1.1	d ;) C TTI)0 - 1.15 15 - 1.30 30 - 2.00	Westbou AM / Pl (Miles of Roadwa 3.4 / 2. 0.0 / 1. 0.0 / 0.	und M of ay) 0 1 1 3 PTI 1.0 - 1.5 1.5 - 2.5 > 2.5
In Signalized Intersections*: / LOS E LOS F LOS 'E' Inter	AM Peak Hour AM Peak Hour N/A N/A N/A Sections	PM Peak Hour N/A N/A LOS 'F' Int	ersection	rel of Servi IS D or Bette LOS F		astboun AM / PM Miles of oadway 3.4 / 1.3 0.0 / 2.1 0.0 / 0.0 1.0 1.1	d (;) (TTI ()00 - 1.15 ()15 - 1.30 ()30 - 2.00 (> 2.00 (Westbou AM / Pl (Miles of Roadwa 3.4 / 2. 0.0 / 1. 0.0 / 0. Color Key	und M of ay) 0 1.1 3 PTI 1.0 - 1.5 1.5 - 2.5 > 2.5
In Signalized Intersections*: / LOS E LOS F LOS 'E' Inter	AM Peak Hour AM Peak Hour N/A N/A N/A Sections	PM Peak Hour N/A N/A LOS 'F' Int	ersection	rel of Servin IS D or Bette LOS F S	TTI	astboun AM / PM Miles of oadway 3.4 / 1.3 0.0 / 2.1 0.0 / 0.0 1.0 1.1 1.3	d ;)) C TTTI)0 - 1.15 15 - 1.30 30 - 2.00 > 2.00	Westbou AM / Pl (Miles of Roadwa 3.4 / 2. 0.0 / 1. 0.0 / 0. Color Key	und M of ay) .0 .1 .3 .7 .7 .7 .2 .5 .2 .5
In Signalized Intersections*: / LOS E LOS F LOS 'E' Inter	AM Peak Hour AM Peak Hour N/A N/A N/A Sections alized intersection) Roadway Se	PM Peak Hour N/A N/A LOS 'F' Int	ersection	rel of Servia S D or Bette LOS F S		astboun AM / PM Miles of oadway 3.4 / 1.3 0.0 / 2.1 0.0 / 0.0 1.0 1.1 1.3	d ;)) <u>C</u> TTI)0 - 1.15 (5 - 1.30 30 - 2.00	Westbou AM / Pl (Miles of Roadwa 3.4 / 2. 0.0 / 1. 0.0 / 0. color Key color Key No data	und M of 3y) 0 1 1 3 PTI 1.0 - 1.5 1.5 - 2.5 2.5
In Signalized Intersections*: / LOS E LOS F LOS 'E' Inter	AM Peak Hour AM Peak Hour N/A N/A N/A Sections alized intersection) Roadway Se West to E	PM Peak Hour N/A N/A LOS 'F' Int	Lev LO ersection	AM EB WS VOS E VOS E VOS E VOS VOS VOS VOS VOS VOS VOS VOS VOS VOS	TTI TTI F 3 EB	astboun AM / PM Miles of oadway 3.4 / 1.3 0.0 / 2.1 0.0 / 0.0 1.0 1.1 1.3	d () () () () () () () () () () () () ()	Westbou AM / Pl (Miles of Roadwa 3.4 / 2. 0.0 / 1. 0.0 / 0. color Key color Key No data	Ind M of ay) .0 .1 .3 .1 .1 .1 .0 .1 .5 .2 .5 .2 .5 .2 .5 .2 .5 .2 .5 .2 .5
In Signalized Intersections*: / LOS E LOS F LOS 'E' Inter	AM Peak Hour AM Peak Hour N/A N/A N/A Sections Alized intersection) Roadway Se West to E Cannon Ave (MD 64)	PM Peak Hour N/A N/A N/A LOS 'F' Int	Lev LO ersection Length (miles) 0.3	AM EB WS VOS F LOS F S S S S S S S S S S S S S S S S S S	TTI TTI F 3 EB	astboun AM / PM Miles of oadway 3.4 / 1.3 0.0 / 2.1 0.0 / 0.0 1.0 1.3 1.3 20 1.4 1.3 20 1.4 1.3 20 1.4 1.3 20 1.4 1.3 20 20 20 20 20 20 20 20 20 20 20 20 20	d () ;) TTI 00 - 1.15 00 - 2.00 > 2.00	Westbou AM / Pl (Miles of Roadwa 3.4 / 2. 0.0 / 1. 0.0 / 0. color Key color	ınd M of ay) .0 1 3 .0 1.3 .0 .1 3 .0 .1 3 .0 .1 .1 .0 .1 .5 .2 .5 .2 .5
II Signalized Intersections*: / LOS E LOS F LOS 'E' Inter	AM Peak Hour AM Peak Hour N/A N/A N/A Sections alized intersection) Roadway Se West to E Cannon Ave (MD 64) Cleveland Ave E	PM Peak Hour N/A N/A N/A LOS 'F' Int	Lev LO ersection Length (miles) 0.3 0.6	AM EB WE V V V V V V V V V V V V V V V V V V	TTTI TTTI F B C C C C C C C C C C C C C	astboun AM / PM Miles of oadway 3.4 / 1.3 0.0 / 2.1 0.0 / 0.0 1.0 1.1 1.3 2.0 .0 / 0.0 .0 .0 .0 .0 .0 .0 .0 .0 .0 .0 .0 .0	d () ;) TTI 00 - 1.15 00 - 1.15 15 - 1.30 30 - 2.00	Westbou AM / Pl (Miles of Roadwa 3.4 / 2. 0.0 / 1. 0.0 / 0. color Key color	ınd M of ay) .0 .1 .3 PTI 1.0 - 1.5 1.5 - 2.5 > 2.5 > 2.5 > 2.5
II Signalized Intersections*: / LOS E LOS F LOS 'E' Inter Available count data. (0% of sign Functional Class	AM Peak Hour AM Peak Hour AM Peak Hour N/A N/A Sections Alized intersection) Roadway Se West to E Cannon Ave (MD 64) Cleveland Ave E Eastern Blvd Mt. Aetna	PM Peak Hour N/A N/A N/A LOS 'F' Int Cos 'F' Int	Lev LO ersection (miles) 0.3 0.6 0.5	AM EB WE VE VE VE VE VE VE VE VE VE VE VE VE VE	TTI TTI F 3 EB	astboun AM / PM Miles of coadway 3.4 / 1.3 0.0 / 2.1 0.0 / 0.0 1.0 1.1 1.3 	d ;) C TTI 00 - 1.15 15 - 1.30 30 - 2.00	Westbou AM / Pl (Miles of Roadwa 3.4 / 2. 0.0 / 1. 0.0 / 0. Folor Key Folor Key No data	ınd M of ay) .0 .1 .3 .3 .7 .7 .7 .7 .7 .7 .7 .7 .7 .7 .7 .7 .7
Image: Signalized Intersections*: / LOS E LOS F LOS 'E' Inter Available count data. (0% of sign. Functional Class Urban Other Principal Arterial	AM Peak Hour AM Peak Hour N/A N/A N/A Sections Alized intersection) Cannon Ave (MD 64) Cleveland Ave E Eastern Blvd Mt. Aetna Mt. Aetna Rd./ Birch Knoll	egment East - Cleveland Ave. Eastern Bivd. Rd./ Birch Knoll Rd. I Rd - Edgewood Dr.	Lev LO ersection (miles) 0.3 0.6 0.5 0.7	International Content of Services Servi	TTI F B C C C C C C C C C C C C C	astboun AM / PM Miles of oadway 3.4 / 1.3 0.0 / 2.1 0.0 / 0.0 1.0 1.1 1.3 	d () ;)) TTI ()) ()0 - 1.15 ()5 - 1.30 ()5 - 2.00 > 2.00	Westbou AM / Pl (Miles of Roadwa 3.4 / 2. 0.0 / 1. 0.0 / 0. color Key color Key No data	ınd M of ₃y) 0 .1 .3 .7 .7 .7 .7 .2 .5 .5 .2 .5 .5 .2 .5 .5 .5 .2 .5 .5 .5 .5 .5 .5 .5 .5 .5 .5 .5 .5 .5

US 50	FRIDAY SUM	MER	Overnstown (213)		eensboro			
Limits:	MD 213 to MI	D 528	No the	Cordova Der	nton (1)	Hai		AL
Corridor Length:	93 miles	3	P.E.			Green		
Speed Limit:	35 - 55 MF	РН	(3) Laston toyal Oak (333)	Bethlehem Preston	verican ormer	Bridgeville	Redden State Forest Harbe	eson Belltown
Travel Lanes:	(2 - 3) Eastbound (2 -	3) Westbound	Oxford Trapp	e L _{@ Hurlock}	Federalsburg	1) (44) Seaford	Georgetown () Wood Branch	Dewey
Signal Controlled	36		Algonquin Cambli 32	Secretary	The Sharptown	Taurel (a)	Miltab	oro Dagsboro 🛞 Betha
Grade Separated	7		Church Creek			a 13 Ge Delmar	Westwoods Gumboro 🕑	South Selbyville (@ Ferry
Interchanges:	MD 213, MD 404	, MD 309	Blackwa Nation Wildlif Refug	ater hal fe	Question		Pittaville willards	0cean Pines
	MD 322, MD 328, M	/It. Holly Rd,	reek Crapo	Tyaikin	CHI F	Salisbury (350) ruitland (12)	Powellville	Berlin (1)
Major Cross Streets:	MD 331, MD 313, Na Northwood Dr. US 13	aylor Mill Rd, LUS 50 BUS	opersville	Nanticoke	Whitehaven Ede	n and a large	Whiten	1.20
	MD 90, US 113, MD	589, MD 528						Peak Hour
Poutos and Pidorshin	Routes	Avg. Daily Ridership	202	20 AADT		Trucks		Traffic
Routes and Ridership	N/A	N/A	22,500)-45,000 vpd		3%-12%	1	0.5%-11.5%
	Intersection Operations				Segment	Operatio	ns	
Signalized Intersection	s*: AM Peak Hour	PM Peak Hour	Leve	el of Service	Eastbour	nd (Miles dwav)	Westboun of Road	d (Miles Iwav)
LOS D or Better	7	7	LO	S D or Better	86	.7	88.	4
LOS E	0	0		LOS E	4.	5	3.2	2
LOS F	0	0		LOS F	1.	.8	1.4	Ļ
	to a contract of the contract				_			
LOS E In	tersections	LOS 'F' Int	ersections	S	╹│┌─	TT I	Color Ke	<u>у</u> рті
						1.30 - 2.0 > 2.00	0	> 2.5
Available count data.						1.30 - 2.0 > 2.00	0 No data	> 2.5
Available count data. Functional Class	Roadway Seg	ment	Length	Triday (6	TI	1.30 - 2.0 > 2.00	0 No data	> 2.5 PTI (6PM-8PM)
Available count data. Functional Class	Roadway Seg West to Ea	ment Ist	Length (miles)	T Friday (f EB	TI SPM-8PM) WB	1.30 - 2.0	0 No data Friday EB	> 2.5 PTI (6PM-8PM) WB
Available count data. Functional Class	Roadway Seg West to Ea Del Rhodes Ave -	ment ist MD 213	Length (miles) 3.7	1 Friday (f EB	TI SPM-8PM) WB	1.30 - 2.0	0 No data Friday EB	> 2.5 PTI (6PM-8PM) WB
Available count data. Functional Class	Roadway Seg West to Ea Del Rhodes Ave - MD 213 - MD 404(Quee	ment ist MD 213 en Ann Hwy)	Length (miles) 3.7 1.5	1 Friday (f EB	TI SPM-SPM) WB	1.30 - 2.00	0 No data Friday EB	> 2.5 PTI (6PM-8PM) WB
Available count data. Functional Class	Roadway Seg West to Ea Del Rhodes Ave - MD 213 - MD 404(Quee MD 404(Queen Ann Hwy) - Black	ment ist MD 213 en Ann Hwy) k Dog Alley/Airport Rd	Length (miles) 3.7 1.5 8.7 0.0	1 Friday (f EB	TI TI 3PM-8PM) WB	1.30 - 2.0	0 No data Friday EB	> 2.5 PTI (6PM-8PM) WB
Available count data. Functional Class	Roadway Seg West to Ea Del Rhodes Ave - 1 MD 213 - MD 404(Quee MD 404(Queen Ann Hwy) -Black Black Dog Alley/Airport Ro Easton Pkwy - Ch	ment Ist MD 213 en Ann Hwy) k Dog Alley/Airport Rd d - Easton Pkwy aoel Rd	Length (miles) 3.7 1.5 8.7 0.9 0.4	T Friday (f EB	TI SPM-8PM) WB	1.30 - 2.00	0 No data Friday EB	> 2.5
Available count data. Functional Class	Roadway Seg West to Ea Del Rhodes Ave - I MD 213 - MD 404(Quee MD 404(Queen Ann Hwy)-Black Black Dog Alley/Airport Ro Easton Pkwy - Ch Chapel Rd - MD 328 (Goldsboroug	ment Ist MD 213 en Ann Hwy) k Dog Alley/Airport Rd d - Easton Pkwy apel Rd gh St/Matthewstown Rd)	Length (miles) 3.7 1.5 8.7 0.9 0.4 1.1	T Friday (6 EB	TI 5PM-8PM) WB	1.30 - 2.0	0 No data Friday EB	> 2.5
Available count data. Functional Class	Roadway Seg 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 (C	ment Ist MD 213 en Ann Hwy) k Dog Alley/Airport Rd 1 - Easton Pkwy apel Rd gh St/Matthewstown Rd) Dover Rd)	Length (miles) 3.7 1.5 8.7 0.9 0.4 1.1 0.3	T Friday (f EB	TI 59M-8PM) WB	1.30 - 2.0	No data Friday I	> 2.5
Available count data. Functional Class	Roadway Seg West to Ea Del Rhodes Ave - MD 213 - MD 404(Quee MD 404(Queen Ann Hwy) -Black Black Dog Alley/Airport Ro Easton Pkwy - Ch Chapel Rd - MD 328 (Goldsboroug MD 328 - MD 331 (C MD 331 (Dover Rd)- D	ment Ist MD 213 en Ann Hwy) k Dog Alley/Airport Rd d - Easton Pkwy apel Rd gh St/Matthewstown Rd) Dover Rd) utchmans Ln	Length (miles) 3.7 1.5 8.7 0.9 0.4 1.1 0.3 0.9	T Friday (f EB	TI SPM-8PM) WB	1.30 - 2.00	0 No data Friday EB I I V W	> 2.5 PTI (6PM-8PM) WB WB U U U U U U U U U U U U U
Available count data. Functional Class	Roadway Seg 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 (C MD 328 - MD 331 (C MD 331 (Dover Rd)- Du Dutchmans Ln - Eas	ment 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 dil anging Nack Pd	Length (miles) 3.7 1.5 8.7 0.9 0.4 1.1 0.3 0.9 1.7 0.7	Triday (f	TI FM-SPM) WB WB	1.30 - 2.00	No data Friday EB	> 2.5 PTI (6PM-8PM) WB U U U U U U U U U U U U U U U U U
Available count data. Functional Class	Roadway Seg West to Ea Del Rhodes Ave - MD 213 - MD 404(Quee MD 404(Queen Ann Hwy)-Black Black Dog Alley/Airport Ro Easton Pkwy - Ch Chapel Rd - MD 328 (Goldsboroug MD 328 - MD 331 (C MD 331 (Dover Rd)- Du Dutchmans Ln - Eas Easton Pkwy - Old Trappe Rd/Landing Nec	ment 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 is Rd - Barber 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	Triday (f	TI TI PPM-8PM) WB WB C C C C C C C C C C C C C	1.30 - 2.00	No data Friday EB	> 2.5 PTI (6PM-8PM) WB U U U U U U U U U U U U U U U U U U
Available count data. Functional Class Other Principal Arterial	Roadway Seg 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) - Dr Dutchmans Ln - Eas Easton Pkwy - Old Trappe Rd/ Old Trappe Rd/Landing Nec Barber Rd - Maryli	ment 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 sk Rd - Barber Rd and 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	T Friday (f EB	TI TI PPM-8PM) WB WB C C C C C C C C C C C C C	1.30 - 2.00	No data Friday EB	> 2.5 PTI (6PM-8PM) WB 2 4 4 4 4 4 4 4 4 4 4 4 4 4
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US 50	SATURDAY S	SUMMER	Ouverstown (21)	(A)	ensboro			
Limits:	MD 213 to M	D 528	- Sector	Cordova	Ion	Ha (1) Em		
Corridor Length:	93 miles	5	2 E		44	Gree		The second
Speed Limit:	35 - 55 MF	РН	(33) East oyal Oak	on Ame Bethlehem Con Preston	rrican mer	Bridgeville	Redden State Forest	Lewes
Travel Lanes:	(2 - 3) Eastbound (2 -	3) Westbound	Oxford	Hurlock	Federalsburg	Seaford	Georgetown Wood Branch	B (A) Dewey Beach
Signal Controlled	36		Algonquin Cambr	Secretary		Laurel (1)		Long Neck Instoro
Grade Separated	7		(16) Church Creek		D DID AND AND AND AND AND AND AND AND AND AN	8	Westwoods Gumboro	South Beth South Beth South Beth To South Beth Sout
Interchanges:	, MD 213, MD 404	MD 309	Black Nati Win Ref	water ional dife uge	Springs	Delmar So Log	Pittaville willards	Dcean Pines (28)
	MD 322, MD 328, N	лt. Holly Rd,	reek Crapo	Tyaskin	Quantico	Salisbury 300 Fruitland 11	Powellville	Berlin (11)
Major Cross Streets:	MD 331, MD 313, N Northwood Dr. US 13	aylor Mill Rd, 8 US 50 BUS	opersville	Nanticoke W	/hitebaven	Eden	Whiten	ionark
	MD 90, US 113, MD	589, MD 528						Peak Hour
Routes and Ridership	Routes	Avg. Daily Ridership	20	20 AADT		Trucks		Traffic
	N/A Intersection Operations	N/A	25,00	0-43,500 vpa	Seame	3%-12%	ons	10.5%-12%
					j			
Signalized Intersection	s*: AM Peak Hour	PM Peak Hour	Le	vel of Service	Eastb of F	ound (Miles Roadway)	Westbou of Roa	ınd (Miles adway)
LOS D or Better	6	6	LO	OS D or Better		79.9	88	8.4
LOS E	0	1		LOS E		5.5 7.6	3	.1 5
2001								
LOS 'E' Int	tersections	LOS 'F' In	tersectior	าร	ΙΙ,		Color K	iey
US 50 a	it MD 213					111		PII
						1.00 - 1.	.15	1.0 - 1.5
						1.15 - 1.	.30	1.5 - 2.5
						1.30 - 2.	.00	> 2.5
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Limits:	MD 213 to M	D 528	A STR	Cordova Dent	Ha Ion III			21
Corridor Length:	93 mile:	S	2 E		Cree		t	100
Speed Limit:	35 - 55 M ⁱ	PH	els Eastor oyal Oak	Bethlehem	rrican rner Bridge	ntlie R Sta	tedden te Forest Harbes	Beltown
Travel Lanes:	(2 - 3) Fastbound (2 -	- 3) Westbound	Oxford Trac	Preston	Federa/sburg		Georgetown 🛞 Wood Branch	(3) Dew
Signal Controlled			Algonquin	Hurlock Secretary	(III) (III)		(13) Milisbo	Long Neck
Intersections:	36		Church Creek	Linkubod (B	Sharptown (8	Laurel (a)	Westwoods	agsboro (39) Be
Grade Separated Interchanges:	7		Blackw	vater onal	thandeta Springs	Selmar	Gumboro (9)	Selbyvile (s) Fe
	MD 213, MD 404	4, MD 309	(BB) Wildl Refu	life ige	Quantico Salist	bury (19)	ittesille witterde	Ocean Pines
Maior Cross Streets:	MD 322, MD 328, M MD 331. MD 313. N	vit. Holly Rd, Iavlor Mill Rd.	rwik Crapo Toddvi	Tyaikn	(an) Fruitland	4 10	Powellville Whiton	Berlin (61)
-	Northwood Dr, US 13	3, US 50 BUS,	opersville	3 Nanticoke w	fritehaven 13	194 C	Newar	
	MD 90, US 113, MD	589, MD 528	_				F	Peak Hour
Routes and Ridership	N/A	Avg. Daily Ridership	22 500	20 AADT	Tr 3%	rucks	1	Traffic
	Intersection Operations	D/A	22,000	5-40,000 vpa	Segment Op	perations	;	0.070-127
Signalized Intersection	s*: AM Peak Hour	PM Peak Hour			Fastbound	(Miles W	esthound	l (Miles
	45		Lev	vel of Service	of Roadw	(ay)	of Road	way)
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	to see all and							
	tersections	LOS 'F' Int	tersection	S		<u>с</u> тті	olor Key	/
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US 301				25	Strea Floral Pa	m valley	Park	27	5	MonRd	V Tran	100
Limits:	Billingsley Rd to	o MD 5	у	Danvilla		Rd				Bra	ndywin	e
Corridor Length:	7.8 miles	3	2	87	Dan 373	ville	A Acken		(301)	"> Branch	Ļ	\geq
Speed Limit:	45 - 55 MF	РН	20				(it	uce Rd	Tim		>	
Travel Lanes:	(2 - 4) Northbound (2 -	4) Southbound		228)		A	K	{301}		Ċ	edarville	state I
Signal Controlled Intersections:	17		Partition	700		He Hamilton R	ion ch phant				Church Rd	
Grade Separated Interchanges:	2		Charles To	owne Ce	nter a	Wald	orf	- H	5	st	and	3
	Billingslev Rd Sma	allwood Dr	(ore			1/~	~	1				
	MD 228 Acta		Billingsley	-			A					
Major Cross Streets:	MD 5 Codemille Bd/A	ni Lii, Adkandraa Dd		"a	168	and the	es pkm			in the	2 (Ş	~
	MD 5, Cedarville Rd/k	ickenaree Ra		301	XI	3 chia	5			64		É
	Chadds Ford	d Dr.	W	hite Plai	ns	X	12				2	23
	Routes	Avg. Daily Ridership										
	MTA Commuter Bus 705	625										
Routes and Ridership	MTA Commuter Bus 715	459	1							Pe	ak Ho	ur
	MTA Commuter Bus 725	197	20	20 AA	DT		T	rucks			Traffic	;
	MTA Commuter Bus 735	316	46,000) - 51,0	00 vpc	b		5%		7	%-7.5%	%
	The Bus Route 36	106]			Se	gment	Oper	ations			
	Intersection Operations					No	rthbou	und	So	uthbou	Ind	
			1				AM / PI	М	A	M/P	1	
Signalized Intersection	s*: AM Peak Hour	PM Peak Hour				(Miles	of	(Miles c	f	
	40		Lev	vel of S	ervice	R	oadwa	ay)	R	oadwa	y)	
LOS D or Better	16	14			Better		·.8/3.	.1	3	0.7 / 5.)	
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LUS F	0	2		LU5	F	, c	J.U / T.	.3	Ľ	.071.	9	
	toreactions		evection						<u> </u>			
LUS E IN	tersections	LUS F In	ersection	IS					Colo	r Key		
US 301 at Cedarville F	Rd/McKendree Rd (AM)	US 301 at Cedarville F	Rd/McKendre	ee Rd (F	PM)			TTI			PTI	
US 301 at B	erry Rd. (PM)	US 301 at Chadds Ford E	Pr/Timothy Bra	anch Dr	(PM)		1	.00 - 1.	15		1.0 - 1.5	
							1	.15 - 1.3	30		1.5 - 2.5	5
							1	.30 - 2.	00			
											> 2.5	
* A	fotos de la trata							> 2.00				
* Available count data. (100% o	f signalized intersection)								No	data		
			r					r	1			
	Roadway Seg	ment	Lenath		Т	TI				Р	TI	
Functional Class	North to So	uth	(miles)	A	M	P	М		A	М	P	М
				NB	SB	NB	SB		NB	SB	NB	SB
	Branch Ave. (MD 5) - Timothy Br	anch/Chadds Ford Dr.	1.1									1
Rural Other Principal Arterial	Timothy Branch/Chadds Ford Dr-Ced	arville Rd/McKendree Rd	0.8									
	Cedarville Rd./McKendree RdMattav	vmn BeantownRd (MD 5)	0.5							W	W	W
	Mattawoman Beantown Rd. (M	D 5) - Sub-Station Rd.	0.4							W		
	Sub-Station Rd A	Acton Ln.	1.3									
Urban Other Principal	Acton Ln Berry Rd. (MD 228)/Leo	nardtown Rd. (Bus MD 5)	1.2									
Arterial	Berry Rd. (MD 228)/Leonardtown Rd. (Bus MD 5) - St Patricks Dr.	0.7					1				
	St Patricks Dr Sma	allwood Dr.	0.6									
	Smallwood Dr Billi	ngsley Rd.	1.2					1				
	I = Improvement from 2019 V	V = Worsened from 2019 (blank) = No	significa	ant char	nge fron	1 2019					
PTI: planning time i	ndex (95th percentile travel time / freeflo	ow travel time)	, с TTI:	travel tir	ne index	(50th pe	ercentile	e travel t	ime/ free	flow tra	vel time)	

US 301			X		Leedand,	No.	Ð	5	Si	~
Limits:	Leeland R	d to MD 4				() ()			Wo La Wet	ooton's anding land Pa
Corridor Length:	3.4 n	niles		Lake Pr	esidentia Golf Clu		LAGE		uxent River	Sanda R
Speed Limit:	55 M	1PH		Old Largo Rd		Old Crain yang	A R			lands Rd
Travel Lanes:	(2 - 3) Northbound	(2 - 3) Southbound	ederal Sp Recreati	725 Dring Upper Marlbord	GREATE MAR CHRYS- LER DR	CHEVY 726		E		
Signal Controlled Intersections:	5	i	Center		<u></u>	4	Dallas			Ē
Grade Separated Interchanges:	1			Choperstation		S		3.5		
Major Cross Streets	MD 4, Chrysler	Dr/Chevy Dr,	X	Rd		10			A. C.	
Major Cross Streets.	Leeland R	d to MD 4						Br	ak Ho	
Deutee and Didenship	Routes	Avg. Daily Ridership	20	20 AADT		Truck	s	Fe .	Traffic	;
Routes and Ridership	N/A	N/A		40,000		8%			7%	
					Segm	ent Opera	tions			
	Intersection Operations				No	orthbound	So	uthbou	und	
Signalized Intersections	*: AM Peak Hour	PM Peak Hour	Lev	vel of Service) () R	AM / PM Miles of oadway)	(R	AM / PA Miles c .oadwa	/l of y)	
LOS D or Better	1	1	LC	DS D or Better		3.4 / 3.4	3	3.4 / 3.4	4	
LOS E	0	0		LOS E		0.0 / 0.0	().0 / 0.(0	
LOS F	0	0		LOS F		0.0 / 0.0	().0 / 0.0	0	I
LOS 'E' Inte	reactions	LOS 'E' Ir	toreaction	ne l			Colo	r Kov		
	136010113			19				i ney	PTI	
						T	<u>гі</u>			
						Т	ГI			
						T 1.00 -	Г I 1.15		1.0 - 1.5	
						1.00 -	1.15		1.0 - 1.5	
						1.00 - 1.15 -	ГI 1.15 1.30		1.0 - 1.5 <mark>1.5 - 2.5</mark>	
						T 1.00 - 1.15 - 1.30 -	1.15 1.30 2.00		1.0 - 1.5 1.5 - 2.5	
						T 1.00 - 1.15 - 1.30 -	1.15 1.30 2.00		1.0 - 1.5 <mark>1.5 - 2.5</mark> > 2.5	; ;
* Available count data. (20% of s	gnalized intersection)					T 1.00 - 1.15 - 1.30 - > 2	 FI 1.15 1.30 2.00 00 	data	1.0 - 1.5 <mark>1.5 - 2.5</mark> > 2.5	
* Available count data. (20% of s	gnalized intersection)					1.00 - 1.15 - 1.30 - > 2.	1.15 1.30 2.00 00 No	data	1.0 - 1.5 <mark>1.5 - 2.5</mark> > 2.5	5
* Available count data. (20% of s	ignalized intersection)		1		• 	1.00 - 1.15 - 1.30 - > 2.	FI 1.15 2.00 00 No	data P	1.0 - 1.5 1.5 - 2.5 > 2.5 TI	5
* Available count data. (20% of s Functional Class	ignalized intersection) Roadway North to	Segment South	Length (miles)	1 AM	• -T1 ↓ F	T 1.00 - 1.15 - 1.30 - > 2.	2.00 00 No	data P	1.0 - 1.5 1.5 - 2.5 > 2.5 TI	5 5
* Available count data. (20% of s Functional Class	ignalized intersection) Roadway North to	Segment	Length (miles)	AM NB SB	TI F	T 1.00 - 1.15 - 1.30 - > 2. M SB	rl 1.15 1.30 2.00 00 No A NB	data P ^M SB	1.0 - 1.5 1.5 - 2.5 > 2.5 TI NB	M SB
* Available count data. (20% of s Functional Class	ignalized intersection) Roadway North to Leeland Rd Swanson	Segment South Rd./Beech Tree Pkwy	Length (miles)	AM NB SB	TI F NB	T 1.00 - 1.15 - 1.30 - > 2.	CI 1.15 1.30 2.00 00 No A NB	data P ^T M SB	1.0 - 1.5 1.5 - 2.5 > 2.5 TI NB	M SB
* Available count data. (20% of s Functional Class	ignalized intersection) Roadway North to Leeland Rd Swanson Swanson Rd./Beech Tre	Segment South Rd./Beech Tree Pkwy Pkwy - Village Dr W	Length (miles) 0.5 0.8	AM NB SB	TI	T 1.00 - 1.15 - 1.30 - > 2 M SB	2.00 00 No	data P [*] M SB	1.0 - 1.5 1.5 - 2.5 > 2.5 TI NB	M SB
* Available count data. (20% of s Functional Class	ignalized intersection) Roadway North to Leeland Rd Swanson Swanson Rd./Beech Trr Village Dr W - Marl	Segment South Rd./Beech Tree Pkwy 2e Pkwy - Village Dr W boro Pike(MD725) Chryster Dr(Chawy Pr	Length (miles) 0.5 0.8 1.3	AM NB SB	TI	T 1.00 - 1.15 - 1.30 - > 2 M SB I	CI CI 1.15 1.30 2.00 00 No A NB I	data P M SB	1.0 - 1.5 1.5 - 2.5 > 2.5 TI NB	5 M SB
* Available count data. (20% of s Functional Class Rural Other Principal Arterial	ignalized intersection) Roadway North to Leeland Rd Swanson Swanson Rd./Beech Tre Village Dr W - Marl Marlboro Pike(MD725) - Chrvsler Dr/Chevy Dr - F	Segment South Rd./Beech Tree Pkwy 3e Pkwy - Village Dr W boro Pike(MD725) Chrysler Dr/Chevy Dr. 'ennsylvania Ave(MD-4)	Length (miles) 0.5 0.8 1.3 0.5 0.3	AM NB SB	TIF	T 1.00 - 1.15 - 1.30 - > 2. M SB	rl 1.15 1.30 2.00 00 No	data P M SB	1.0 - 1.5 1.5 - 2.5 > 2.5 TI NB	5 , M SB

				VI	1			
US 301	FRIDAY SUM	MER					Alle	234 CREEK RD
Limits:	MD 234 to Nice	Bridge					BUDDS	- Ser -
Corridor Length:	5.8 miles	3	polos	Popes Creek	PES CRE	EK RD	h	
Speed Limit:	25 - 55 MF	РΗ	ADC RIVES			HILL RD		
Travel Lanes:	2 to 4				ŠĘ	301	wburg MT	VICTORIA RD
Signal Controlled Intersections:	2		GOV. H	ARRY NICE	50		POINT AD	
Grade Separated Interchanges:	0		141 - T		Y			
Major Cross Streets:	MD 234, MD	237			Morga	ntown		X1
	Poutos		202	0 4 4 D T		Trucks		Peak Hour
Routes and Ridership	Routes	Avg. Dally Ridership	202					
	In/A	IN/A	29,0		Soamo	070		9%
		1	ı —		begine			41-1
Signalized Intersections	s*: AM Peak Hour	PM Peak Hour	Leve	of Service	NOT (M Ro	files of adway)	Sou (N Ro	liles of adway)
LOS D or Better	N/A	N/A	LOS	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	arsactions	LOS 'E' Int	orsoctions		_		Color	Kov
	61360110113	LOG T III	ersections		Ir	тті	COIOI	PTI
						1.00 - 1.1	15	1.0 - 1.5
						1.15 - 1.3	30	1.5 - 2.5
						1.30 - 2.0	00	> 2.5
* Available count data (0% of si	gnalized intersection)					> 2.00	Nod	ata
	<u></u>						140 0	aid
				тт	ГІ			PTI
Functional Class	Roadway Seg	ment	Length	Friday (6F	PM-8PN	1)	Fri	day (6PM-8PM)
	North to So	utn	(milės)	NB	SE	3	NE	B SB
	MD-234/Budds Creek Rd MD-257/B	Edge Hill Rd/RockPoint Rd.	2.0					
Rural Other Principal Arterial	MD-257/Edge Hill Rd/RockPoint Rd. Bridge/State L	- Harry W Nice Memorrial ine	3.8					1
	I = Improvement from 2019 V	V = Worsened from 2019 (I	blank) = No si	ignificant chang	ge from	2019		
PTI: planning time in	ndex (95th percentile travel time / freefle	ow travel time)	TTI: tr	avel time index ((50th pe	rcentile travel ti	me/ freef	ow travel time)

US 301	SATURDAY	SUMMER		Arg	F		234 CREEK RE
Limits:	MD 234 to Nic	e Bridge				- BI	Allens Fresh
Corridor Length:	5.8 mile	25	patos	Popes Creek	ES CREEK RE	EDGE	
Speed Limit:	25 - 55 M	PH	nac River			HILL BD	y y
Travel Lanes:	2 to 4					Newburg 301 257	MI VICTORIA RD
Signal Controlled Intersections:	2		GOV. H	ARRY NICE		POINT	10CH 73
Grade Separated Interchanges:	0				Y		
Major Cross Streets:	MD 234, MI	D 257			Morgantown		A.
	Poutes		207			musko	Peak Hour
Routes and Ridership	N/A	N/A	202	000 vpd		N/A	10%
	14/74	14/74	20,	,000 ipa		1.077	1070
	Intersection Operations			S	eament O	perations	•
Signalized Intersections	Intersection Operations s*: AM Peak Hour	PM Peak Hour	Lev	S el of Service	egment O Northbo (Miles Roadw	perations ound S of av)	outhbound (Miles of Roadway)
Signalized Intersections	Intersection Operations s*: AM Peak Hour N/A	PM Peak Hour	Lev	S el of Service S D or Better	egment O Northbo (Miles Roadw 5.8	perations ound S of ay)	Gouthbound (Miles of Roadway) 5.8
Signalized Intersections LOS D or Better LOS E	Intersection Operations s*: AM Peak Hour N/A N/A	PM Peak Hour N/A N/A	Lev LO	S el of Service S D or Better LOS E	egment C Northbo (Miles Roadw 5.8 0.0	perations und S of ay)	Southbound (Miles of Roadway) 5.8 0.0
Signalized Intersections LOS D or Better LOS E LOS F	Intersection Operations s*: AM Peak Hour N/A N/A N/A N/A N/A	PM Peak Hour N/A N/A N/A	Lev	S D or Better LOS F	egment C Northbo (Miles Roadw 5.8 0.0 0.0	perations und S of ay) .	Couthbound (Miles of Roadway) 5.8 0.0 0.0
Signalized Intersections LOS D or Better LOS E LOS F	Intersection Operations s*: AM Peak Hour N/A N/A N/A	PM Peak Hour N/A N/A N/A	Lev	S el of Service S D or Better LOS E LOS F	egment O Northbo (Miles Roadw 5.8 0.0 0.0	perations und S of ay)	Southbound (Miles of Roadway) 5.8 0.0 0.0
Signalized Intersections LOS D or Better LOS E LOS F LOS 'E' Int	Intersection Operations s*: AM Peak Hour N/A N/A N/A N/A	PM Peak Hour N/A N/A N/A LOS 'F' Inte	Lev	el of Service S D or Better LOS E LOS F	Northbo (Miles Roadw 5.8 0.0 0.0	perations und S of ay) Co	Southbound (Miles of Roadway) 5.8 0.0 0.0 0.0
Signalized Intersections LOS D or Better LOS E LOS F LOS 'E' Int	Intersection Operations s*: AM Peak Hour N/A N/A N/A N/A	PM Peak Hour N/A N/A LOS 'F' Int	Lev	S D or Better LOS E LOS F S	Northbo (Miles Roadw 5.8 0.0 0.0	perations und S of ay) Co TTI	Southbound (Miles of Roadway) 5.8 0.0 0.0 0.0 Ior Key PTI
Signalized Intersections LOS D or Better LOS E LOS F	Intersection Operations s*: AM Peak Hour N/A N/A N/A ersections	PM Peak Hour N/A N/A N/A LOS 'F' Int	Lev	S el of Service S D or Better LOS E LOS F S	Northbo (Miles Roadw 5.8 0.0 0.0	perations und S of ay) Co TTI 1.00 - 1.15	Southbound (Miles of Roadway) 5.8 0.0 0.0 0.0 Ior Key PTI 1.0 - 1.5
Signalized Intersections LOS D or Better LOS E LOS F	Intersection Operations s*: AM Peak Hour N/A N/A N/A ersections	PM Peak Hour N/A N/A N/A LOS 'F' Int	Lev	S el of Service S D or Better LOS E LOS F S	Northbo (Miles Roadw 5.8 0.0 0.0	perations und S of ay) Col TTI 1.00 - 1.15	Southbound (Miles of Roadway) 5.8 0.0 0.0 0.0 Ior Key PTI 1.0 - 1.5
Signalized Intersections LOS D or Better LOS E LOS F LOS 'E' Int	Intersection Operations s*: AM Peak Hour N/A N/A N/A ersections	PM Peak Hour N/A N/A N/A LOS 'F' Int	Lev	S el of Service S D or Better LOS E LOS F	egment O Northbo (Miles Roadw 5.8 0.0 0.0	perations und S of ay) Co TTI 1.00 - 1.15 1.15 - 1.30	Southbound (Miles of Roadway) 5.8 0.0 0.0 lor Key PTI 1.0 - 1.5 1.5 - 2.5
Signalized Intersections LOS D or Better LOS E LOS F	Intersection Operations s*: AM Peak Hour N/A N/A N/A ersections	PM Peak Hour N/A N/A LOS 'F' Int	ersection	S el of Service S D or Better LOS E LOS F S	Northbo (Miles Roadw 5.8 0.0 0.0	perations und S of S ay) Col TTI 1.00 - 1.15 1.15 - 1.30 1.30 - 2.00	Southbound (Miles of Roadway) 5.8 0.0 0.0 lor Key PTI 1.0 - 1.5 1.5 - 2.5 > 2.5
Signalized Intersections LOS D or Better LOS E LOS F LOS 'E' Int	Intersection Operations s*: AM Peak Hour N/A N/A N/A N/A ersections	PM Peak Hour N/A N/A LOS 'F' Int	Lev LO	S el of Service S D or Better LOS E LOS F	Northbo (Miles Roadw 5.8 0.0 0.0	perations und S of ay) Col TTI 1.00 - 1.15 1.15 - 1.30 1.30 - 2.00 > 2.00	Southbound (Miles of Roadway) 5.8 0.0 0.0 0.0 Inor Key PTI 1.0 - 1.5 1.5 - 2.5 > 2.5
Signalized Intersections LOS D or Better LOS E LOS F LOS 'E' Int	Intersection Operations s*: AM Peak Hour N/A N/A N/A	PM Peak Hour N/A N/A LOS 'F' Int	Lev	S el of Service S D or Better LOS F LOS F	Northbo (Miles Roadw 5.8 0.0 0.0	perations und S of ay) Co TTI 1.00 - 1.15 1.15 - 1.30 1.30 - 2.00 > 2.00	Southbound (Miles of Roadway) 5.8 0.0 0.0 0.0 Ior Key PTI 1.0 - 1.5 1.5 - 2.5 > 2.5 o data
Signalized Intersections LOS D or Better LOS E LOS F LOS 'E' Int	Intersection Operations s*: AM Peak Hour N/A N/A N/A	PM Peak Hour N/A N/A LOS 'F' Int	ersection	S el of Service S D or Better LOS E LOS F S	Northbo (Miles Roadw 5.8 0.0 0.0	perations und S of ay) Col TTI 1.00 - 1.15 1.15 - 1.30 1.30 - 2.00 > 2.00	Southbound (Miles of Roadway) 5.8 0.0 0.0 lor Key Intervention 1.5 1.5 - 2.5 > 2.5 o data
Signalized Intersections LOS D or Better LOS E LOS F	Intersection Operations s*: AM Peak Hour N/A N/A N/A ersections gnalized intersection) Roadway Se	PM Peak Hour N/A N/A LOS 'F' Int	ersections	S el of Service S D or Better LOS E LOS F S TTI	I	perations und S of S ay) Col TTI 1.00 - 1.15 1.15 - 1.30 1.30 - 2.00 > 2.00 Ni	Southbound (Miles of Roadway) 5.8 0.0 0.0 Ior Key Ior Key 1.0 - 1.5 1.5 - 2.5 > 2.5 0 data
Signalized Intersections LOS D or Better LOS E LOS F LOS 'E' Int * Available count data. (0% of si Functional Class	Intersection Operations s*: AM Peak Hour N/A N/A N/A ersections gnalized intersection) Roadway Service Solutions	PM Peak Hour N/A N/A LOS 'F' Int	Levu ersections Length (miles)	S el of Service S D or Better LOS E LOS F S TTI Saturday (12 NP	I SPM-2PM)	Perations und S of ay) Col TTI 1.00 - 1.15 1.15 - 1.30 1.30 - 2.00 > 2.00 No	Southbound (Miles of Roadway) 5.8 0.0 0.0 0.0 Ior Key PTI 1.0 - 1.5 1.5 - 2.5 > 2.5 0 data PTI aturday (12PM-2PM)
Signalized Intersections LOS D or Better LOS E LOS F 	Intersection Operations s*: AM Peak Hour N/A N/A N/A Rersections gnalized intersection) Roadway Se North to Se	PM Peak Hour N/A N/A N/A LOS 'F' Inte	Levu LO ersections Length (miles)	S el of Service S D or Better LOS E S S TT Saturday (12 NB	I SB I C SB C C C C C C C C C C C C C	perations und S of ay) Col TTI 1.00 - 1.15 1.15 - 1.30 1.30 - 2.00 S S S	Southbound (Miles of Roadway) 5.8 0.0 0.0 0.0 Ior Key PTI 1.0 - 1.5 1.5 - 2.5 0 data PTI aturday (12PM-2PM) NB SB
Signalized Intersections LOS D or Better LOS E LOS F * Available count data. (0% of si Functional Class Rural Other Principal Arterial	Intersection Operations s*: AM Peak Hour N/A N/A N/A ersections gnalized intersection) Roadway Se North to Se MD-234/Budds Creek Rd MD-257 MD-257/Edge Hill Rd/RockPoint Rd	PM Peak Hour N/A N/A N/A LOS 'F' Int	Levu Lo ersections Length (miles) 2.0	S el of Service S D or Better LOS E S S TTT Saturday (12 NB	I I I I I I I I I I I I I I	perations und S of ay) Co TTI 1.00 - 1.15 1.15 - 1.30 1.30 - 2.00 > 2.00 Ni	Southbound (Miles of Roadway) 5.8 0.0 0.0 100 Key PTI 1.0 - 1.5 1.5 - 2.5 2.5 0 data PTI aturday (12PM-2PM) NB SB I

US 301	SUNDAY SU	MMER		K.	X N	All	234) CREEK R lens Fresh
Limits:	MD 234 to Nie	ce Bridge				BUDD	
Corridor Length:	5.8 mil	es	Paton	Popes Creek	ES CREEK RD	1	
Speed Limit:	25 - 55 N	ЛРН	ac River		HILL RD	ľ.	X
Travel Lanes:	2 to 4	L			301	ewburg ^M	VICTORIA RD
Signal Controlled Intersections:	2		GOV. H	ARRY NICE		POINT PO	
Grade Separated Interchanges:	0						
Major Cross Streets:	MD 234, M	ID 257			Morgantown		
							Peak Hour
Routes and Ridership	Routes	Avg. Daily Ridership	202	000 ypd		S	Traffic
	Intersection Operations	IN/75	10,	s	eqment Operat	ions	1070
Signalized Intersection	s*: AM Peak Hour	PM Peak Hour		Level of Service	Northbound (Miles of Roadway)	Sou (I Ro	uthbound Miles of oadway)
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	ersections	LOS 'F' Int	areaction			~ .	r Kov
			ersections	S		Colo	гкеу
			cracetion	5	ТТ	Colo	PTI
			ersection	5	TT 1.00 - ⁻	Colo I 1.15	PTI 1.0 - 1.5
				5	TT 1.00 - ⁻ 1.15 - ⁻	1.15	PTI 1.0 - 1.5 1.5 - 2.5
				5	TT 1.00 - ' 1.15 - ' 1.30 - '	I 1.15 1.30 2.00	PTI 1.0 - 1.5 1.5 - 2.5 > 2.5
				5	TT 1.00 - 1.15 - 1.30 - 2.0	I 1.15 1.30 2.00	PTI 1.0 - 1.5 1.5 - 2.5 > 2.5
* Available count data. (0% of s	ignalized intersection)			5	TT 1.00 - 1 1.15 - 1 1.30 - 2 > 2.0	2.00 No c	PTI 1.0 - 1.5 1.5 - 2.5 > 2.5
* Available count data. (0% of s	ignalized intersection)			5	TT 1.00 1.15 1.30 - 2 > 2.0	Colo I 1.15 1.30 2.00 No o	PTI 1.0 - 1.5 1.5 - 2.5 > 2.5 data
* Available count data. (0% of s	ignalized intersection)	egment	Length	S TTI Supday //I	TT 1.00 - 1 1.15 - 1 1.30 - 2 > 2.0	Colo I 1.15 1.30 2.00 No o	PTI 1.0 - 1.5 1.5 - 2.5 > 2.5 data PTI pday (ARM SPM)
* Available count data. (0% of s Functional Class	ignalized intersection) Roadway Se North to S	egment	Length (miles)	S TTI Sunday (4F NB	TT 1.00 - 1 1.15 - 1 1.30 - 2 - 2.0 - 20 -	Colo I 1.15 2.00 No c	PTI 1.0 - 1.5 1.5 - 2.5 > 2.5 data PTI Inday (4PM-6PM) B
* Available count data. (0% of s Functional Class	ignalized intersection) Roadway Se North to S MD-234/Budds Creek Rd MD-26	egment South	Length (miles)	S Sunday (4P NB	TT 1.00 - 1 1.15 - 1 1.30 - 2 > 2.0 PM-6PM) SB	Colo I 1.15 2.00 No o Su Nu Nu Nu Nu Nu Nu Nu Nu Nu N	PTI 1.0 - 1.5 1.5 - 2.5 > 2.5 data PTI unday (4PM-6PM) B SB

D. 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 approximately 62% of the overall statewide congestion costs and the largest decrease in total freeway/expressway congestion cost from 2019 to 2020. The Baltimore region accounts for 35% of the congestion cost but experienced the highest decrease on a percentage basis with a reduction of 82% from 2019 values. The congestion cost combined for the Eastern Shore, Southern and Western regions is about \$21 million which is a decrease of over 56% from 2019 on the freeway/expressway system from 2019 (Table 4).

Table 4									
TOTAL FREEWAY/EXPRESSWAY COST OF CONGESTION BY REGION (MILLIONS)									
REGION	2018	2019	2020	CHANGE 2019 TO 2020					
Statewide	2,727	3,585	744	-2,841					
Baltimore Region	1,072	1,474	262	-1,212					
Washington Region	1,628	2,063	461	-1,602					
Eastern Shore Region	20	36	15	-21					
Southern Region	2	3	1	-2					
Western Region	5	9	5	-4					

The cost of congestion on the arterial network decreased by approximately \$509 million over 2019. By region, the major decrease was in the Washington area, which experienced a 35% reduction in arterial congestion cost. The western region saw no change in arterial congestion cost in 2020 (Table 5).

TOTAL ARTERIAL COST OF CONGESTION BY REGION (MILLIONS)									
REGION	2018	2019	2020	CHANGE 2019 TO 2020					
Statewide	1,241	1,576	1,067	-509					
Baltimore Region	296	376	271	-105					
Washington Region	828	1,063	686	-377					
Eastern Shore Region	N/A	N/A	N/A	N/A					
Southern Region	108	128	101	-27					
Western Region	9	9	9	0					

Table 5



CAPITAL PROJECTS BEFORE/AFTER FACT SHEETS



MD 22 @ Prospect Mill

CAPITAL PROJECTS BEFORE & AFTER STUDIES

In 2020, to address mobility and safety issues throughout the State, ten (10) 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 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 2/MD 4 from Fox Run Boulevard to Commence Lane	Calvert	5,851	509	6,360					
b. MD 32 from Main Street to Macbeth Way	Carroll	35	335	370					
c. MD 180 from Swallowtail Drive to US 15/US 340 Ramps	Frederick	1,633	1,023	2,656					
d. MD 22 from Prospect Mill Road to MD 136	Harford	1,936	1,506	3,442					
e. I-270 at Watkins Mill Road	Montgomery	26,677	1,016	27,693					
f. MD 97 at Randolph Road	Montgomery	16,027	406	16,433					
g. I-81 from West Virginia Line to MD 63	Washington	1,700	712	2,412					
h. US 113 from MD 365 to North of Five Mile Branch Road	Worcester	295	109	404					
i. US 50 at MD 28	Worcester	752	189	941					
j. MD 346 at US 113 and Healthway Drive	Worcester	52	154	206					
Total		54,958	5,959	60,917					

Table 6



2020 Mobility Projects provide over \$60 million in annual user cost savings in the opening year or over \$6 million per project on average.

2020 Mobility Projects

Figure 3







BEFORE

AFTER

MD 2/MD 4 (Solomons Island Road) from Fox Run Boulevard to Commerce Lane LOCATION: PRINCE FREDERICK, CALVERT COUNTY

The project involves upgrading and widening a nearly 1-mile section of MD 2/MD 4 (Solomons Island Road) between Fox Run Boulevard and Commerce Lane in Prince Frederick, Calvert County. The proposed improvements include conversion to a six-lane divided roadway by adding a third through lane in both directions of MD 2/MD 4, auxiliary lanes, bicycle lanes and sidewalks.

PROJECT BACKGROUND

- · Approximately 44,000 vehicles per day (vpd) travel through the MD 2/MD 4 corridor.
- The no build condition LOS of MD 2/MD 4 at Fox Run Boulevard was 'B' both during AM peak and PM peak.
- The no build condition LOS of MD 2/MD 4 at MD 402 was 'E' both during AM peak and PM Peak.
- Over the three-year study period, forty-seven (47) injury crashes, seventy-two (72) property damage only crashes, and three (3) pedestrian crashes were reported.

PROJECT SCOPE

- $\cdot\,$ Installed an additional lane along both directions of MD 2/MD 4.
- $\cdot\,$ Reduced the speed limit from 50 MPH to 40 MPH.
- Removal of MD 765 intersection with MD 2/MD 4 and conversion of MD 2/MD 4 at Commerce Lane intersection to a signalized intersection.
- · Addition of a westbound left-turn lane at MD 2/MD 4 and MD 402 intersection.

BENEFITS

 Proposed improvements reduce the congestion. During the AM peak hour, the northbound segment between MD 765 and MD 402 improved from LOS 'F' to LOS 'D'. The southbound segment that operated at LOS 'D' improved to LOS 'C' or higher.

- During the PM peak hour, the northbound segment that operated at LOS 'F' improved to a LOS 'C'. The PM southbound segment improved from LOS 'F' to LOS 'D' and LOS 'B'.
- · LOS of MD 2/MD 4 at MD 402 intersection improves from 'E' to 'C' both during AM and PM peak.
- Delay for motorists at the MD 2/ MD 4 at Fox Run Boulevard intersection reduces from 11 to 9 seconds/ vehicle during AM peak hour and from 17 to 15 seconds/vehicle during the PM peak hour.
- · Crashes are expected to decrease.

Average A	Annual Savings (Th	nousands)		
Reduction in Delay	Reduction in Fuel Consumption	Safety	Construction Cost Estimate (Millions)	Benefit/Cost (20 Years)
\$5,571.93	\$79.80	\$508.57	\$27.71	5.0









BEFORE

AFTER

MD 32 (Sykesville Road) from Main Street to MacBeth Way/Pineyridge Parkway

LOCATION: ELDERSBURG, CARROLL COUNTY

Improvements were constructed along a nearly one-mile segment of MD 32 between Main Street and MacBeth Way/Pineyridge Parkway in Carroll County. The widening of MD 32 is to enhance safety and reduce congestion for motorists. Traffic flow improvements included constructing a second travel lane on northbound MD 32, a new two-way left turn lane through the project limits.

PROJECT BACKGROUND

- MD 32 has an ADT of approximately 28,000 vehicles per day.
- Over the three-year study period, there was a total of twenty-four (24) crashes, of which none involved fatalities.
- \cdot There were eight (8) injury crashes and sixteen (16) property damage crashes.
- MD 32 and MacBeth Way/Pineyridge Parkway intersection operated at LOS 'B' during the AM and PM peak hours.
- MD 32 and Main Street intersection operated at LOS 'B' during the AM peak hour and LOS 'F' during the PM peak hour.

PROJECT SCOPE

- $\cdot\,$ Construct an additional lane on northbound MD 32.
- · Construct a Two-Way Left Turn lane.
- · Modified the traffic signal at the MacBeth Way/Pineyridge Parkway Intersection.
- Resurfaced and restriped MD 32.

BENEFITS

 \cdot Corridor delays have been reduced by 10% during the PM peak hour.

- Crashes are expected to be reduced by adding the Two-Way Left Turn lane and by adding a northbound travel lane.
- PM peak hour delay is improved at the MD 32/Main Street intersection by 10 seconds/vehicle.

Average A	Annual Savings (Th			
Reduction in Delay	Reduction in Fuel Consumption	Safety	Construction Cost Estimate (Millions)	Benefit/Cost (20 Years)
\$34.23	\$0.47	\$334.92	\$4.2	1.2







BEFORE

AFTER

MD 180 (Jefferson Pike) from Swallowtail Drive to US 15/US 340 Northbound Ramp

LOCATION: FREDERICK, FREDERICK COUNTY

The project involved widening MD 180 (Jefferson Pike) between west of Swallowtail Drive and the US 15/US 340 northbound ramp in Frederick, Frederick County. The proposed improvements included construction of a new two-lane eastbound MD 180 bridge over US 15/US 340 and converting the two-lane roadway to a four-lane roadway. Improvements also included a bicycle lane, sidewalks, and a second left-turn lane on MD 180 eastbound at Solarex Court.

PROJECT BACKGROUND

- \cdot The average daily traffic varies along MD 180 within this study segment from 5,000 to 27,000 vehicles.
- No Build condition Level of Service (LOS) of MD 180 at Himes Ave/US 15 SB Off-ramp was 'E' with 67 seconds of delay and 'E' with 68 seconds of delay during AM peak and PM peak, respectively.
- Over the three-year study period, one fatal crash, seventeen (17) injury crashes, and twenty-seven (27) property damage crashes were reported.

PROJECT SCOPE

- · Constructed a new bridge along eastbound MD 180 and widened the roadway from two lanes to four lanes.
- · Removed signalized intersection at MD 180@Butterfly Lane; Butterfly Lane intersection was removed by others.
- · Converted unsignalized MD 180@US 15/US 340 NB off-ramp to a signalized intersection.

BENEFITS

- Delay for motorists at the MD 180 at Himes Ave/US 15/US 340 SB Off-ramp intersection reduces to 22 seconds/vehicle (LOS C) and 24 seconds/vehicle (LOS C) during AM peak and PM peak, respectively from 67 and 68 seconds/vehicle (LOS E).
- Proposed improvements alleviate segment-level congestion along MD 180 between Butterfly Lane to US 15/ US 340. During the AM peak hour, the corridor was a mixture of LOS 'D' and 'F'. It improved to a combination of LOS 'C' and 'B'.
- During the PM peak hour, MD 180 northbound and southbound were LOS 'F' between Butterfly Lane and the US 15/US 340 off ramp. With the improvements they are now a combination of LOS 'C' and 'B' southbound and LOS 'D' and 'C' northbound.

Average Annual Savings (Thousands)				
Reduction in Delay	Reduction in Fuel Consumption	Safety	Construction Cost Estimate (Millions)	Benefit/Cost (20 Years)
\$1,612.02	\$21.31	\$1,022.52	\$14.03	3.5







BEFORE

AFTER

MD 22 (Churchville Road) from Prospect Mill Road to MD 136 (Calvary Road)

LOCATION: CHURCHVILLE, HARFORD COUNTY

Improvements were made to widen and resurface the roadway and install new pavement markings on MD 22 between Prospect Mill Road and MD 136. MD 22 between Prospect Mill Road and Thomas Run/Shucks Road was widened to provide an additional eastbound through lane. From Thomas Run/Shucks Road to Rhineforte Drive a two way left turn lane was implemented on MD 22. Other improvements included installing new bicycle compatible shoulders in both directions, traffic signal upgrades, upgrades to the sidewalk ramps and crosswalks, a new sidewalk along eastbound MD 22, and signing improvements to MD 136.

PROJECT BACKGROUND

- MD 22 has an ADT of approximately 23,000 vehicles per day.
- Over the three-year study period, there was a total of one hundred nineteen (119) crashes, of which none involved fatalities.
- There were forty-two (42) injury crashes and seventy-seven (77) property damage crashes along the corridor.
- · Sixty-one percent (61%) of the crashes occurred from Prospect Mill Road to Graduated Drive.
- The MD 22 and Prospect Mill Road LOS was 'B' and 'C' during the AM and PM peak hours, respectively.
- The MD 22 and Thomas Run Road/Shucks Road LOS was 'C' and 'D' during the AM and PM peak hours, respectively.

PROJECT SCOPE

- · Add an additional through lane along MD 22 eastbound from Prospect Mill Road to Graduated Drive.
- · Add a new bicycle compatible shoulder in both directions from Prospect Mill Road to Graduated Drive.
- · Upgrades to the sidewalk ramps and crosswalks between Prospect Mill Road and Thomas Run/Shucks Road.
- · Add a new sidewalk along eastbound MD 22.

BENEFITS

- During AM and PM peak hours, the total delay along the corridor have been reduced by 4% and 13%, respectively.
- The delays at Thomas Run Rd are reduced by about 5 seconds/vehicle and the LOS is improved from 'D' to 'C'.
- The improvements from Prospect Mill Road to MD 136 are expected to improve safety along the corridor.
- At the MD 22/Prospect Mill intersection delays are reduced by 7 seconds/vehicle in the AM peak hour and is seconds/vehicle 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)
\$1,909.58	\$26.42	\$1,505.89	\$6.92	9





LOS

Delay= Sec/Veh

LOS E

LOS F

Signalized

Intersection

Build





BEFORE

AFTER

I-270 at Watkins Mill Road Interchange LOCATION: GAITHERSBURG, MONTGOMERY COUNTY

A new interchange was constructed at I-270 and Watkins Mill Road in Montgomery County. The project improves access for the Gaithersburg community to residential and commercial development, medical centers, the MARC station, and the Montgomery County Police Department. Watkins Mills Road now provides north and southbound access to I-270, the technology corridor of Montgomery County. The southbound off-ramp to MD 124 was extended and a collector-distributor road were included in the project.

PROJECT BACKGROUND

- · Average Daily Traffic along I-270 ADT is 175,000 vpd. Watkins Mill Road has an ADT of 21,000 vpd.
- Safety (three-year study period): 126 crashes combined at the MD 124/MD 117 and MD 124/MD 355 intersections. Seventy-three (73) injury crashes, zero fatalities, fifty (50) property damage crashes and three (3) pedestrian crashes.

PROJECT SCOPE

- · Construct a bridge and accompanying ramps over I-270 at Watkins Mill Road.
- Extend MD 124 southbound off-ramp.
- · Construct collector-distributor roadway along I-270 northbound.

BENEFITS

- Better access to residential and commercial development, medical centers and the MARC station in the Gaithersburg area.
- · Reduced travel times.
- Safety should improve within the study area because of reduced vehicle miles travelled and less congestion.
- The cumulation of daily trips that have been rerouted to Watkins Mills Road over I-270 are expected to experience 45% less delay.

Average Annual Savings (Thousands)				
Reduction in Delay	Reduction in Fuel Consumption	Safety	Construction Cost Estimate (Millions)	Benefit/Cost (20 Years)
\$26,309.94	\$367.28	\$1,016.43	\$124.0	4.9






BEFORE

AFTER

MD 97 at Randolph Road LOCATION: GLENMONT, MONTGOMERY COUNTY

A new single point urban interchange was constructed along MD 97 at Randolph Road in Montgomery County. Randolph Road has two through lanes in each direction under MD 97. A new intersection was created at grade on MD 97 to continue to allow turning movements. The Glenmont Greenway was extended south of Randolph Road and a new parking lot was constructed adjacent to the police station in the southeast quadrant of the intersection. The project reduces congestion, enhances safety, and augments vehicular, pedestrian and bicycle mobility.

PROJECT BACKGROUND

- MD 97 has an ADT of approximately 45,000 vehicles per day.
- · Randolph Road has an ADT of approximately 28,000 vehicles per day.
- · Over the three-year study period, there was a total of fifty-five (55) crashes, of which none involved fatalities.
- There were nineteen (19) injury crashes and thirty-six (36) property damage crashes.
- \cdot There was a total of five (5) pedestrian crashes.
- MD 97 and Randolph Road intersection operated at LOS 'D' and LOS 'E' during the AM and PM peak hours, respectively.

PROJECT SCOPE

- \cdot Two lanes in each direction along Randolph Road under MD 97 were constructed.
- Widen existing roadways to construct Single Point Urban Interchange intersection on MD 97.
- · Extension of Glenmont Greenway along with grading and landscaping improvements.
- · New parking lot adjacent to police station.

BENEFITS

· Improvement in safety since motorists along Randolph Road no longer have to stop at a signal.

- Through traffic along Randolph Road improves during the AM peak hour to LOS 'A' and LOS 'B' for vehicles traveling eastbound and westbound, respectively.
- Through traffic along Randolph Road improves during the PM peak hour to LOS 'C' and LOS 'B' for vehicles traveling eastbound and westbound, respectively.
- $\cdot\,$ During the PM peak hour, the total delay at the intersection is decreased by 66%.
- Total Delay is reduced by 35% 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)	
\$15,807.78	\$220.00	\$406.21	\$44.4	8.2	





BEFORE



AFTER

I-81 from South of West Virginia Line to MD 63

LOCATION: WILLIAMSPORT, WASHINGTON COUNTY

Traffic and safety improvements on this segment of I-81 include widening the roadway from four to six travel lanes, upgrading lighting, upgrading signs, upgrading guardrail, and adding full width shoulders. New bridges were constructed over the Potomac River and MD 63 in Washington County to improve safety and mobility and accommodate higher commercial truck volumes for travel into Washington County and West Virginia. The project also included the widening of I-81 from four to six lanes in West Virginia.

PROJECT BACKGROUND

- · I-81 near Potomac River had an ADT of approximately 63,000 vehicles per day.
- · Over the three-year study period, there was a total of 41 crashes, of which none involved fatalities.
- · There were twenty-four injury crashes and seventeen property damage crashes at this segment.
- The southbound I-81 segment was operating with LOS 'A' and 'C' during the AM and PM peak hours, respectively.
- The northbound I-81 segment was operating with LOS 'B' during both the AM and PM peak hours.

PROJECT SCOPE

- $\cdot\,$ Replace and widen the dual bridges over Potomac River.
- \cdot Replace and widen the dual bridges of interchange with MD 63.
- Widen I-81 from four to six travel lanes from West Virginia Line to MD 63.
- · Add full width shoulders along this segment of I-81.
- · Upgrades to the pavement, signing and markings, lighting, signs, guardrail, and stormwater management.

BENEFITS

- $\cdot\,$ During the AM and PM peak hours, delays have been reduced by 38% and 81%, respectively.
- The northbound traffic has reduced delays by 35% and 28% during the AM and PM peak hours while their LOS remains at a 'B' for both time periods.
- The southbound traffic experiences an improved LOS from 'C' to 'B' for the PM peak hour.
- The bottleneck of I-81 southbound traffic merging from MD 63 is eliminated for PM peak hour.
- · Accommodates current and future traffic volumes.

Average Annual Savings (Thousands)					
Reduction in Delay	Reduction in Fuel Consumption	Safety	Construction Cost Estimate (Millions)	Benefit/Cost (20 Years)	
\$1,678.26	\$21.71	\$712.39	\$38.12	1.2	









BEFORE

AFTER

US 113 (Worcester Highway) from MD 365 (Public Landing Road) to Five Mile Branch Road

LOCATION: SNOW HILL, WORCESTER COUNTY

The project involves dualizing US 113 between MD 365 (Public Landing Road) and Five Mile Branch Road to create a four-lane, controlled access divided highway in Snow Hill, Worcester County. Driveways were consolidated to minimize traffic conflict points. A new bridge at the south end of the project will carry northbound US 113 over Purnell Branch.

PROJECT BACKGROUND

- Approximately 12,900 vehicles travel through the study segment of US 113 each day.
- Over the three-year study period, nine (9) injury crashes, and eleven (11) property damage crashes were reported.

PROJECT SCOPE

- · Constructed an additional lane along both directions of US 113.
- · Provided J-turn and Maryland T intersections.

BENEFITS

- · Proposed improvements reduce the conflicts through the use of J-turn and Maryland T intersections.
- $\cdot\,$ Crashes are expected to be reduced.
- The delay at the US 113/Worcester Technical High School intersection was reduced by 1 second/vehicle during the AM peak hour and 2 seconds/vehicle during the PM peak hour.
- The delay at the US 113/US 113 Bus intersection was reduced by 22 seconds/vehicle during the AM peak hour and 92 seconds/vehicle during the PM peak hour.
- Network-wide delay of the study segment is reduced 39% and 35% during the AM and PM peak hours, respectively.

Average Annual Savings (Thousands)					
Reduction in Delay	Reduction in Fuel Consumption	Safety	Construction Cost Estimate (Millions)	Benefit/Cost (20 Years)	
\$291.38	\$3.97	\$108.64	\$50.0	0.2	





BEFORE

AFTER

US 50 (Ocean Gateway) at MD 589 (Race Track Road) LOCATION: BERLIN, WORCESTER COUNTY

This project involved construction of a second left turn lane along eastbound US 50 at the MD 589 intersection, just south of Ocean Pines. Other improvements included a new northbound lane on MD 589 from US 50 to Ocean Downs Lane that serves as the receiving leg for the new US 50 left turn lane. Stormwater management and traffic signal reconstruction were also part of this project.

PROJECT BACKGROUND

- Approximately 29,500 vehicles travel on US 50 each day. The left turn movement from US 50 eastbound has over 200 vehicles in the peak hour and 2,100 for the day.
- US 50 at MD 589 intersection operates at a LOS of 'F' and 'E' during AM peak and PM peak, respectively.
- MD 589 at Ocean Downs Lane intersection operates at a LOS of 'A' during both AM peak and PM peak.
- Over the 3-year study period there were twenty-eight (28) injury and fifty-eight (58) property damage crashes reported at or within close proximity to the US 50 at MD 589 intersection. No fatalities were reported during the study period. There were four (4) crashes involving a left turning vehicle on US 50 Eastbound.

PROJECT SCOPE

- $\cdot\,$ Installed an additional left turn lane along US 50 eastbound to MD 589 northbound.
- Constructed an additional lane along northbound MD 589 as a receiving lane which extended to Ocean Downs Lane.
- · Reconstructed and retimed traffic signal.
- Modified the channelization angle of US 50 westbound right-turn lane.
- · Improved landscaping, updated signage and pavement markings and resurfacing US 50 and MD 589.

BENEFITS

- Build condition shows reduction in overall delay by 10% and 5% during AM peak and PM peak, respectively.
- The US 50 at MD 589 intersection is improved from 'F' to 'D' during AM peak, 'E' to 'D' during PM peak.
 Delay is reduced from 103 seconds/vehicle to 55 seconds/vehicles in the AM peak hour and 78 seconds/vehicle to 43 seconds/vehicle in the PM peak hour.
- Segment LOS of WB US 50 improves from 'D' to 'C' during PM peak.
- Proposed improvements are expected to reduce crashes due to the added capacity for the left turn lane on US 50 eastbound.

Average Annual Savings (Thousands)					
Reduction in Delay	Reduction in Fuel Consumption	Safety	Construction Cost Estimate (Millions)	Benefit/Cost (20 Years)	
\$742.37	\$9.81	\$1,205.56	\$3.65	8.9	





BEFORE

AFTER

MD 346 (Old Ocean City Boulevard) at US 113 (Worcester Highway) and Healthway Drive

LOCATION: BERLIN, WORCESTER COUNTY

The project involved reconstruction of MD 346 (Old Ocean City Boulevard) at the Healthway Dr and US 113 (Worcester Highway) intersections in Berlin, Worcester County. The proposed improvements included a dedicated right-turn lane along westbound MD 346, reconstruction of the Healthway Dr intersection to facilitate channelized right turn onto MD 346 and lengthening the southbound US 113 left-turn lane to MD 346.

PROJECT BACKGROUND

- Approximately 11,000 vehicles travel along this segment of MD 346 each day with approximately 1,200 left turns from US 113 southbound and 1,200 right turns from MD 346 westbound.
- During the AM peak hour, the Level of Service (LOS) of MD 346 at US 113 intersection was 'C' with 21 seconds/vehicle of delay, and the LOS of MD 346 at Healthway Dr intersection was 'A' with 3 seconds/ vehicle of delay.
- During the PM peak hour, the LOS of MD 346 at US 113 intersection was 'C' with 20 seconds/vehicle of delay, and LOS of MD 346 at Healthway Dr intersection was 'A' with 4 seconds/vehicle of delay.
- Over the three-year study period there were ten (10) injury and thirteen (13) property damage crashes reported at the selected intersections of the study segment. There were three (3) rear end crashes along US 113 southbound approaching MD 346.

PROJECT SCOPE

- Extended the right turn storage lane of MD 346 westbound to Healthway Drive to form an auxiliary lane between the two intersections.
- The Healthway Drive right turn lane was reconstructed to a channelized right turn lane.
- · Storage length of southbound left turn lane was extended along US 113.
- · Landscape improvements, signage, and pavement markings were constructed.

BENEFITS

- Increase safety on US 113 southbound by reducing the incidence of left-turning vehicles extending into the through lane.
- The channelized right turn lane from Healthway Drive onto MD 346 will alleviate queuing on Healthway Drive.
- $\cdot\;$ These improvements are expected to reduce crashes.

Average Annual Savings (Thousands)					
Reduction in Delay	Reduction in Fuel Consumption	Safety	Construction Cost Estimate (Millions)	Benefit/Cost (20 Years)	
\$51.86	\$0.68	\$153.89	\$ 1.23	2.6	



C. PRE-COVID-19 ANALYSIS

The Maryland Mobility Report and Supplement analyzed data from the calendar year 2020. Unfortunately, due to COVID-19 some topics that are traditionally analyzed either had no data collected or would not provide useful insight given the circumstances. These topics include:

- Park and Ride Lots
- Express Toll Lanes
- · Past Project Benefits

The park and ride occupancy data is usually captured twice a year but due to the low usage at these lots, the surveys were not performed. Express toll lane volume data along I-95 from I-895 to north of Maryland 43 was not available due to issues with the software that compiles the data. Finally, past project benefits were not conducted due to traffic volumes being much lower in 2020. If the travel time savings experienced during the pandemic were to be analyzed, they could be falsely attributed to the major capacity improvements instead of the shifted travel patterns caused by the pandemic. However, it was deemed prudent to provide historical data on these topics so the results from the 2020 Mobility Report have been provided on the following pages.



MD 32 @ I-70

PARK AND RIDE LOTS

Numerous agencies in the State of Maryland have developed a network of park and ride lots which serve as vital parking for carpooling and transit services. MDOT SHA and MDTA maintain the largest number of locations with 107 park and ride lots in 20 counties that include shared lots with MDOT MTA. Additional park and ride locations are operated by MDOT MTA and other transit and local agencies. MDOT Park and Ride lots also provide safe emergency event parking locations for trucks. The lots provide over 13,500 spaces and range from less than 10 spaces to over 800. The largest lots are located along MD 5 in the Waldorf area of Charles County and along MD 665 at Riva Road in Annapolis.

MDOT SHA performs biannual surveys of all facilities to assess utilization. Overall, 6,700 motorists on the average survey day utilized the park and ride lots (Figure 4). In 2019, the following locations showed the largest increase in parking demand:

- · I-95 at MD 152 (33)
- · I-270 at MD 117 (25)
- · MD 210 at MD 373 (21)

- I-270 at MD 80 South Lot (16)
- MD 175 at Snowden River Pkwy (15)

The 2019 surveys showed that at four lots there were more motorists parking than there were designated number of spaces. This was at:

• MD 2/4 at Ball Road

- I-70 at MD 355
- US 340 at Lander Road
- · I-270 at MD 80 South Lot

The over-capacity situation at the MD 2/4 at Ball Road park and ride lot was resolved with the addition of almost 100 spaces during 2019. The I-270 at MD 80 location resulted from over parking at the south lot while the north lot had available spaces. A new park and ride lot opened at US 15/Monocacy Boulevard with 390 spaces while the lot at MD 193 at Baltimore-Washington Parkway Armory was closed in 2018¹.



Figure 4 MDOT SHA/MDTA PARK AND RIDE LOT SPACES AND OCCUPANCY

1 - Lease agreement terminated by Armory.

The availability of these park and ride lots reduced the amount of VMT driven on Maryland roadways and resulted in over \$59 million in annual cost savings in 2019 (Figure 5). This benefit increased slightly over 2018 due to an increase in utilization of the average per mile cost to operate a vehicle and longer trip patterns.

Figure 5



MDOT SHA/MDTA PARK AND RIDE ANNUAL COST SAVINGS TO MOTORISTS (MILLIONS)

Various new lots, expansions to existing lots and upgrades are in construction or design. New park and ride lots have been completed during 2019 at MD 5/MD 373 with 167 spaces and at MD 42 at Maple Street in Friendsville with 42 spaces. The west lot at MD 32/ Broken Land Parkway has been expanded by 47 spaces. In addition, the existing lot entrances were widened for MTA commuter buses at Waysons Corner. The existing 89 space lot at US 15 and Mt. Zion Road is being replaced with a new commuter parking lot that will contain 154 spaces upon completion. This project is funded for construction.

In addition to MDOT SHA and MDTA, the MDOT MTA and the Washington Metropolitan Area Transit Authority (WMATA) operate lots to support their transit operations. The MDOT MTA lots supply connections to light rail, MARC, Baltimore METRO and bus service while WMATA provides service to the Washington Metrobus and Metrorail systems. The latest surveys show the following usage for an average day:

WMATA – 27,900 persons per day

MDOT MTA - Over 21,000 persons per day



US 15 @ Mt Zion Rd/Elmer Derr Rd



MDOT SHA and MDTA Park and Ride lots usage was relatively flat from 2018 to 2019 with 6,700 motorists per day parking.

PAST PROJECT BENEFITS

There have been several major capital projects completed over the last eight years. These locations were analyzed to quantify travel time savings after roadway improvements were implemented and open to traffic. The use of vehicle probe data allowed for a comparison between traffic operations before projects were constructed with operations after projects were constructed. The most recent 2019 data was included to determine the mobility benefits. The locations listed below were the sites of construction that improved congestion and traffic operations.

- MD 295 I-195 to I-695
 US 50/US 301 at Severn River Bridge
 US 29 Northbound MD 32 to MD 175
- · I-95 I-895 to MD 43
- · I-695 US 1 to MD 372

· I-95 – MD 198 to MD 212

The Travel Time Index (TTI) was used to compare the 2011 base-year pre-construction data with the 2019 data (Table 7). The 2011 base-year represents the oldest year INRIX data was used to analyze for TTI.

CONGESTION IMPROVEMENT BY COMPLETED PROJECTS							
ROUTE/DIRECTION	LIMITS	LENGTH (MILES)	COUNTY	2011 TTI	2019 TTI	% REDUCTION IN DELAY	
MD 295 AM SB	I-695 to W. Nursery Rd	1.1	Anne Arundel	1.45	1.09	+25	
MD 295 PM NB	I-195 to W Nursery Rd	1.8	Anne Arundel	1.87	1.32	+30	
US 50 PM EB	MD 450 to MD 2	2.7	Anne Arundel	1.80	1.23	+32	
I-95 AM SB	MD 43 to S of I-695	4.3	Baltimore	1.72	1.05	+39	
I-95 PM NB	US 40 to MD 43	6.9	Baltimore	1.32	1.08	+18	
I-695 Inner Loop PM	I-895 to I-95	1.6	Baltimore	1.31	1.12	+14	
I-695 Inner Loop PM	MD 41 to MD 147	1.8	Baltimore	1.49	1.38	+7	
US 29 NB PM	S of MD 32 to N of Broken Land Parkway	2.3	Howard	1.97	1.11	+44	
I-95 AM SB	S of MD 200 to S of MD 212	1.9	Prince George's	1.73	1.51	+13	

Table 7

MANAGED LANE FACILITIES AND EXPRESS TOLL LANES

Projects to increase capacity can involve a number of different strategies. Along freeways/expressways this could include separated lanes or a separate facility that would operate at acceptable speeds without experiencing delays. These separate or managed lanes could include high occupancy vehicle lanes, truck lanes or various tolling strategies.

One managed lane project introduced in December 2014 is along I-95 from south of I-895 in Baltimore City to north of MD 43 in Baltimore County. Instead of the entire facility being tolled as with MD 200, motorists are given an option. They can either utilize the four free general purpose lanes or pay a toll using E-ZPass® to travel in the free flow express toll lanes. Transit vehicles may use the express toll lanes at all times for free. This improves transit time reliability to better meet schedules for routes in the corridor. In 2019, just over 26,500 motorists per day used the express toll lanes on average over the entire year (Figure 6). The second section of express toll lanes along I-95 from north of MD 43 to south of MD 543 is now under construction.





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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 21 Counties throughout the State. (Figures 7-10).

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 11).

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 12).

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 13).

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 2020, seven systems were upgraded (Figure 14) plus five new SMART signal systems were implemented (Figure 15).

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 16 and 17).









Park and Ride Locations



HOV, Reversible and Managed Lane Locations



Statewide and Regional Traffic Operations Centers



2020 Signal System Upgrades - Timing Upgrades

Legend MD 140 0 Market St to Hughes Shop Rd West US 40 2 Golden Ring Center to Rossville Blvd 40 3 MD 43 32 15 I-95 Ramps lerick 4 MD 5 MD 381 Interchange 340 6 MD 589 6 Manklin Creek Rd to Ocean Parkway 6 MD 26- Kelox Rd to Offut Rd Colu Germa MARYLAND 97 301 0 MD 2/MD 178/MD 450 MD 2 from Forest Dr to MD 450; Hil sper MD178/MD 450, MD 2 to Bestgate Rd Annapolis Reston Bow Washington Alexa Easton 301 California

2020 Signal System Upgrades - SMART Signals

Legend A MD 26 Kelox Rd to Offut Rd Westminster MD 2/MD 178/MD 450 B MD 2 from Forest Dr to MD 450; MD178/MD 450, MD 2 to Bestgate Rd 15 MD 2/MD 10 Ramp to Arndo Rd C US 301/ MD 228/MD 5 US 301 from Chadds Ford Rd to Smallwood Dr; MD 228/MD 5, Business - Western Pkwy to E Post Office Rd Germa MARYLAND 97 Ø US 40 Chatham Rd to Normandy Center 301 C spe Sterling Anapolis Boy Reston B Washington Centreville Alexa Easton Dale City 301 113 Fredericksburg California

Level of Service F Intersections



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

Figure 17



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



STATE HIGHWAY ADMINISTRATION

LARRY HOGAN Governor BOYD K. RUTHERFORD Lt. Governor

JAMES R. PORTS, JR. MDOT Secretary

TIM SMITH, P.E. MDOT SHA Administrator

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