



STATE HIGHWAY
ADMINISTRATION



MARYLAND STATE HIGHWAY
MOBILITY REPORT
SUPPLEMENT

2022

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2022

MARYLAND STATE HIGHWAY MOBILITY REPORT SUPPLEMENT

INTRODUCTION

The Maryland Mobility Report Supplement offers more detailed information to the Maryland Mobility Report. Additional-in-depth detail of performance and mobility trends over the past year are included relating to specifics on each freeway/expressway and arterial plus other specific 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

In addition, mapping was provided to identify the 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 2022 Maryland Mobility Report.

TRAFFIC VOLUMES

The changes that occur in traffic volumes often are reflections of economic times. When gas prices go up, a recession or unusual event such as COVID-19 occurs, traffic volumes tend to decrease while during prosperous times, volumes will increase. This not only goes for Statewide but also in each particular region or roadway which can be impacted by a new business arriving or leaving. The MDOT SHA monitors traffic volume data from different sources. The first is continuous count stations which are located throughout the State on different types of roadways. These stations record volumes 24 hours a day, 365 days a year at approximately 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)

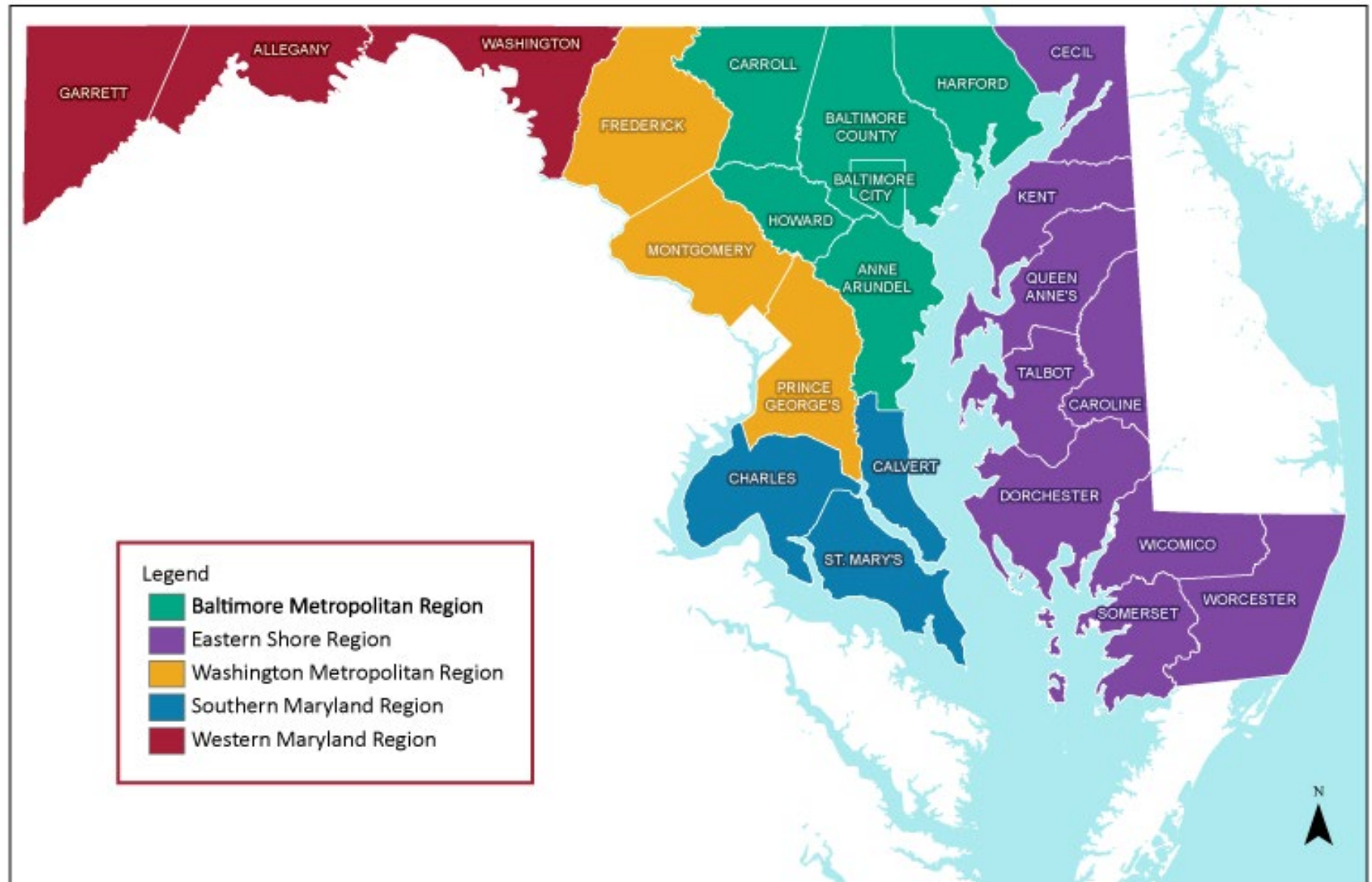
WESTERN MARYLAND

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

The MDOT SHA county abbreviation is in parenthesis.

Figure 1

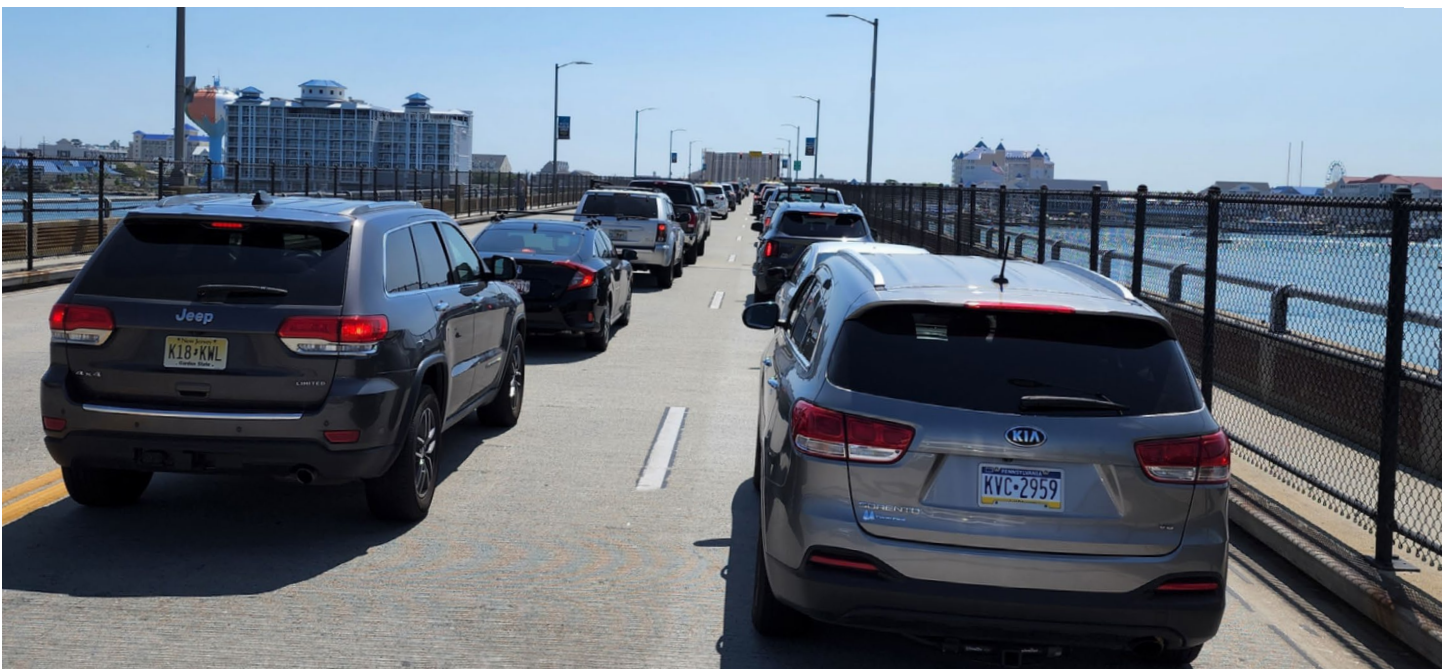
Maryland County Regions >>



In 2021, the VMT grew in every region of the State. The Eastern Shore and Southern regions experienced the highest VMT increases from 2020 (greater than 15%) while the Washington region experienced the smallest VMT increase from 2020 (10.8%). Growth in the region is probably minimized due to the higher percentage of Federal workers telecommuting. All regions are still below 2019 VMT but the more rural areas are approaching these levels (**Table 1**).

Table 1

VMT BY REGION (BILLIONS)					
AREA	2018	2019	2020	2021	% CHANGE 2020 TO 2021
Baltimore Region	26.72	26.85	22.45	25.00	+11.4%
Washington Region	20.45	20.70	17.33	19.20	+10.8%
Southern Region	3.01	3.01	2.57	2.96	+15.2%
Eastern Shore Region	6.02	6.13	5.28	6.10	+15.5%
Western Region	3.43	3.45	2.96	3.36	+13.5%
Total	59.63	60.14	50.59	56.62	+11.9%



US 50 approaching MD 528

CONGESTION TRENDS

A. FREEWAY/EXPRESSWAY FACT SHEETS

Roadways are classified by their function. The primary purpose of freeways/expressways is to serve long distance travel and 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 in travel time
- 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 from 2021

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**).

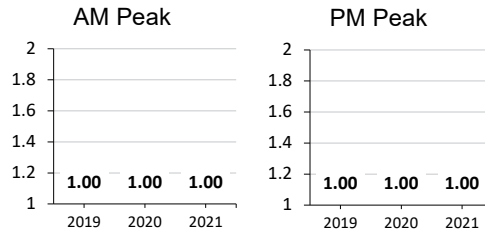


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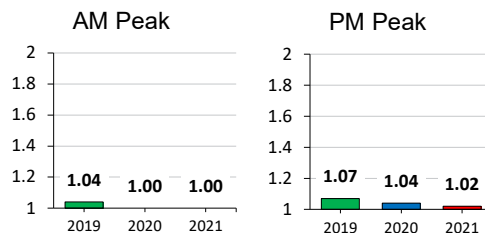
I-70: Pennsylvania Border to US 40 Frederick

Trends^a

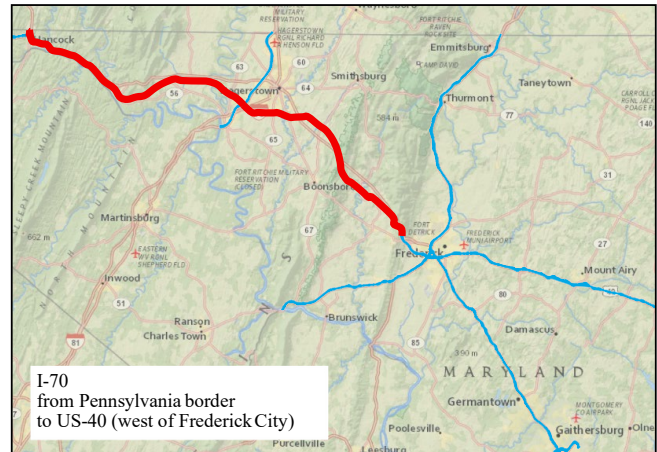
Travel Time Index^b
measure of
average delay



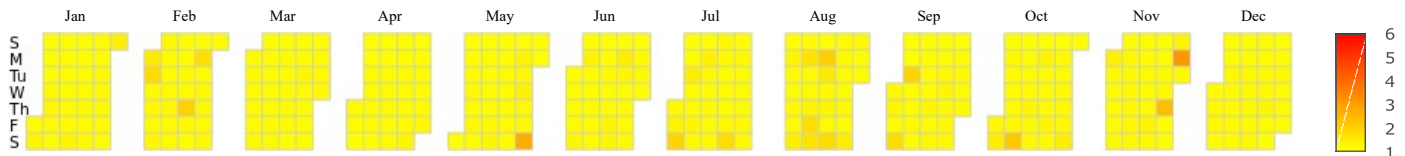
Planning Time Index^c
measure of
worst-case delay



48 center miles carrying 49,000 vehicles every day

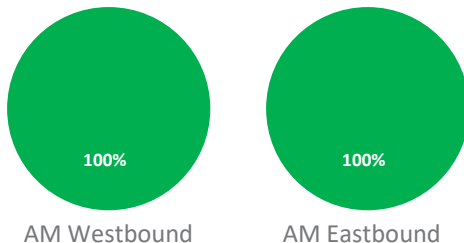


Daily Variability^d



Weekday Congestion

2021 Percent of Roadway
Miles in Congested Conditions



AM Westbound

AM Eastbound

AM Peak Hour^a

**Most Improved
Segments (TTI)**

1. N/A

**Decreased
Operations
Segments (TTI)**

1. I-70 EB at MD 65/Exit 29
2. I-70 EB at US 40/Exit 32

2021
N/A

2020
N/A

1.06
1.01

1.00
1.00

PM Peak Hour^a

**Most Improved
Segments (TTI)**

1. N/A

**Decreased
Operations
Segments (TTI)**

1. I-70 WB at MD 65/Exit 29
2. I-70 WB at US 40/Exit 32
3. I-70 WB at MD 66/Exit 35

2021
N/A

2020
N/A

1.06
1.05
1.04

1.01
1.01
1.00

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.



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

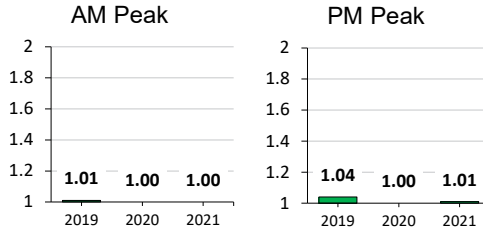


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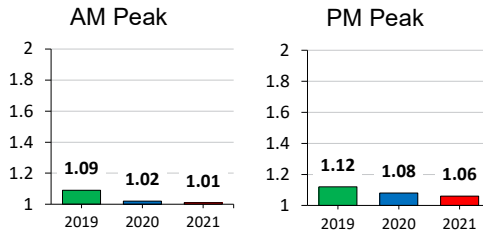
I-70: US 40 Frederick to I-695

Trends^a

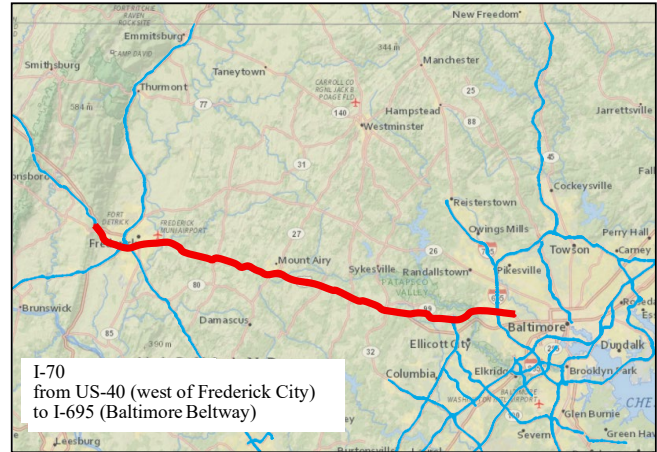
Travel Time Index^b
measure of
average delay



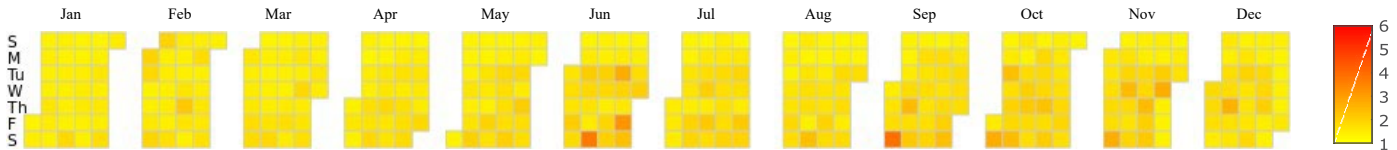
Planning Time Index^c
measure of
worst-case delay



45 center miles carrying 68,000 vehicles every day

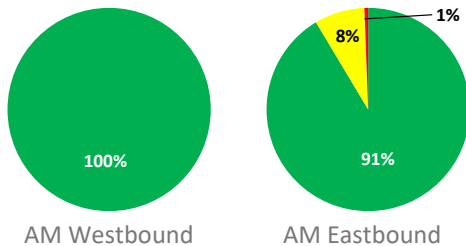


Daily Variability^d



Weekday Congestion

2021 Percent of Roadway
Miles in Congested Conditions



**Most Improved
Segments (TTI)**

**Decreased
Operations
Segments (TTI)**

AM Peak Hour^a

1. I-70 EB at End of Freeway

2021	2020
1.00	1.06

1. I-70 EB at Mariottsville Rd/Exit 83
2. I-70 EB at US 29/Exit 87
3. I-70 EB at US 40/Exit 82

2021	2020
1.31	1.07
1.25	1.04
1.11	1.02

PM Peak Hour^a

1. I-70 EB at MD 122/Security Blvd/Exit 94
2. I-70 EB at End of Freeway
3. I-70 WB at Beginning of Freeway

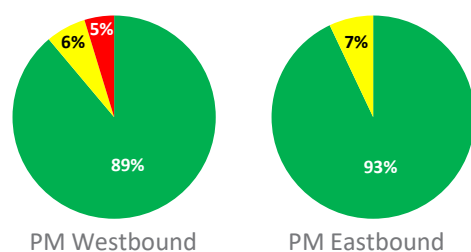
2021	2020
1.00	1.06
1.02	1.08
1.02	1.04

**Most Improved
Segments (TTI)**

**Decreased
Operations
Segments (TTI)**

1. I-70 WB at US 29/Exit 87
2. I-70 WB at US 15/US 340/Exit 52
3. I-70 WB at I-270/US 40/Exit 53

2021	2020
1.72	1.21
1.59	1.20
1.36	1.11



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.



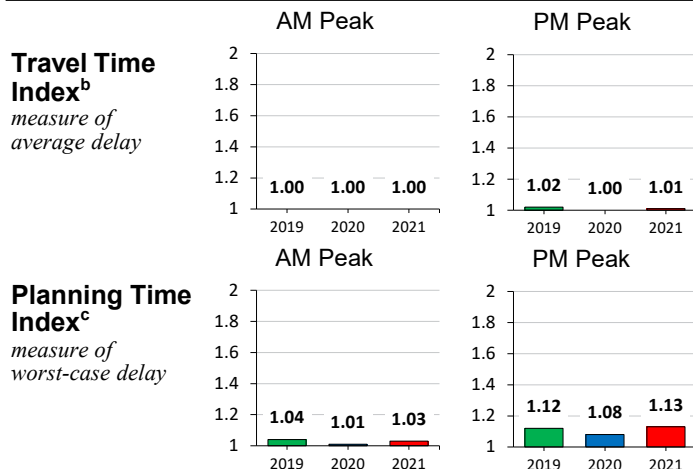
Based on speed data from INRIX and volume data from State Highway Administration



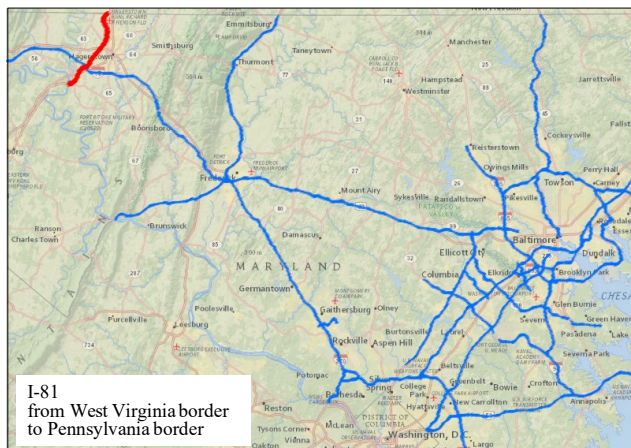
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I-81

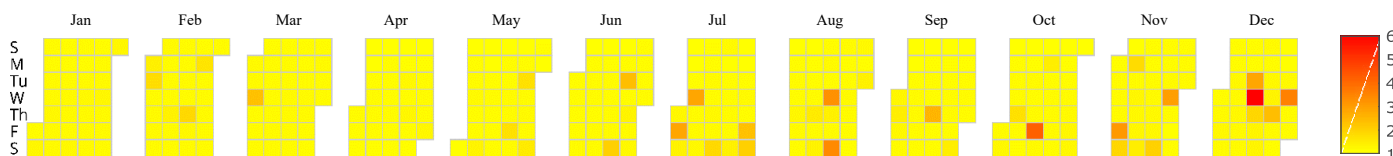
Trends^a



12 center miles carrying 65,000 vehicles every day

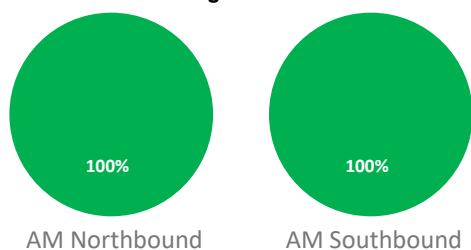


Daily Variability^d



Weekday Congestion

2021 Percent of Roadway Miles in Congested Conditions



AM Peak Hour^a

Most Improved Segments (TTI)

1. N/A

2021
N/A

2020
N/A

Decreased Operations Segments (TTI)

1. I-81 NB at US 40/Exit 6
2. I-81 NB at MD 58/Exit 7
3. I-81 NB at I-70/Exit 3

2021
1.01
1.01
1.01

2020
1.00
1.00
1.00

PM Peak Hour^a

Most Improved Segments (TTI)

1. N/A

2021
N/A

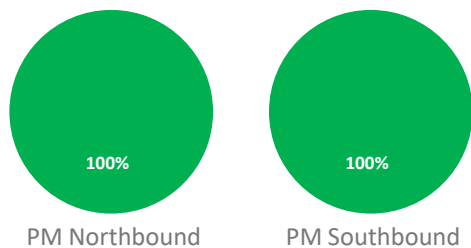
2020
N/A

Decreased Operations Segments (TTI)

1. I-81 NB at US 40/Exit 6
2. I-81 SB at Halfway Blvd/Exit 5
3. I-81 SB at US 40/Exit 6

2021
1.09
1.06
1.06

2020
1.01
1.02
1.01



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.

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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.



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

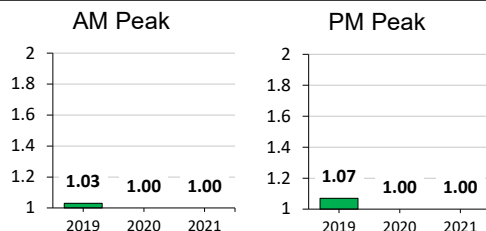


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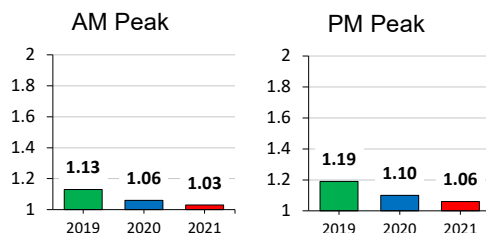
I-83

Trends^a

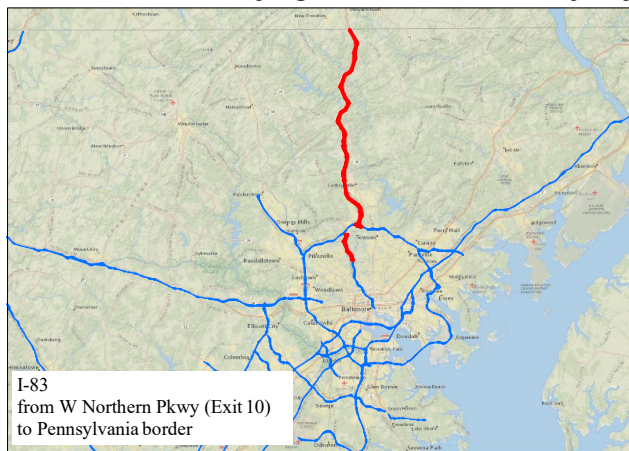
Travel Time Index^b
measure of
average delay



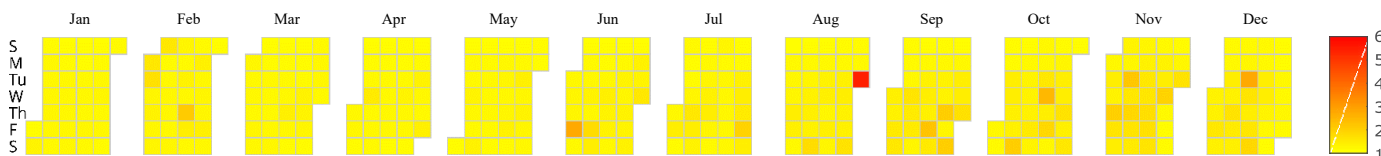
Planning Time Index^c
measure of
worst-case delay



27 center miles carrying 75,000 vehicles every day

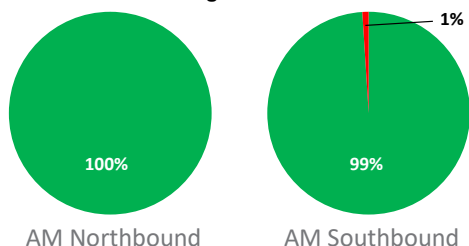


Daily Variability^d



Weekday Congestion

2021 Percent of Roadway
Miles in Congested Conditions



AM Peak Hour^a

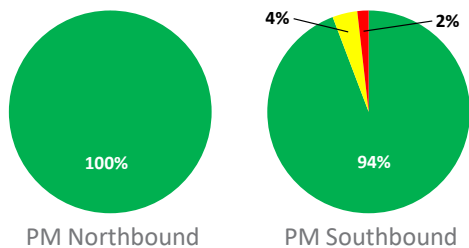
**Most Improved
Segments (TTI)**

1. I-83 SB at W. Northern Pkwy/Exit 10
2. I-83 SB at Timonium Rd/Exit 16
3. I-83 SB at Padonia Rd/Exit 17

**Decreased
Operations
Segments (TTI)**

1. I-83 NB at I-695
2. I-83 SB at I-695
3. I-83 NB at Timonium Rd/Exit 16

	2021	2020
1. I-83 SB at W. Northern Pkwy/Exit 10	1.04	1.08
2. I-83 SB at Timonium Rd/Exit 16	1.01	1.02
3. I-83 SB at Padonia Rd/Exit 17	1.04	1.05
1. I-83 NB at I-695	1.05	1.03
2. I-83 SB at I-695	1.02	1.00
3. I-83 NB at Timonium Rd/Exit 16	1.02	1.00



PM Peak Hour^a

**Most Improved
Segments (TTI)**

1. N/A

**Decreased
Operations
Segments (TTI)**

1. I-83 SB at I-695
2. I-83 SB at Timonium Rd/Exit 16
3. I-83 NB at I-695

	2021	2020
1. N/A	N/A	N/A
1. I-83 SB at I-695	1.50	1.15
2. I-83 SB at Timonium Rd/Exit 16	1.23	1.09
3. I-83 NB at I-695	1.11	1.04

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

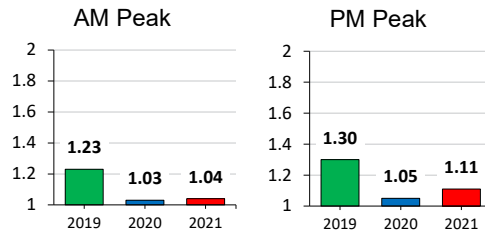


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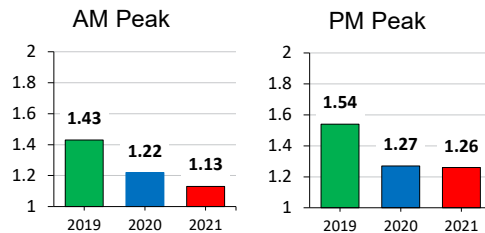
I-95: I-495 to I-695 (North)

Trends^a

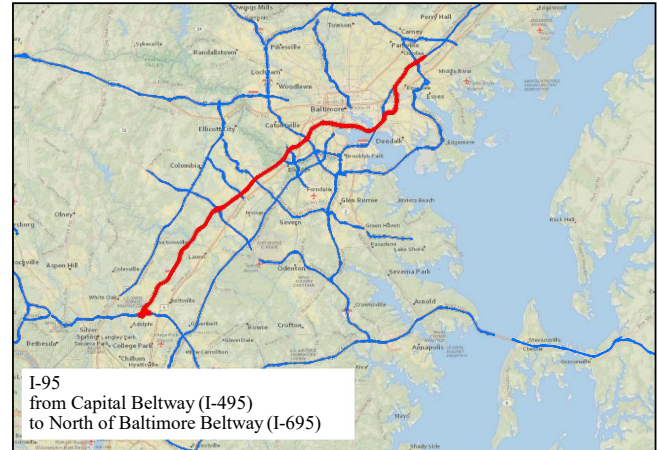
Travel Time Index^b
measure of
average delay



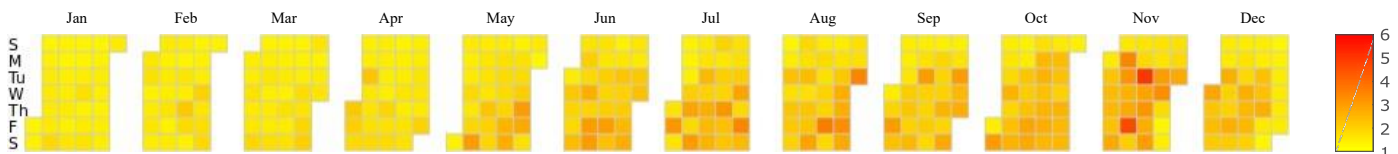
Planning Time Index^c
measure of
worst-case delay



39 center miles carrying 155,000 vehicles every day

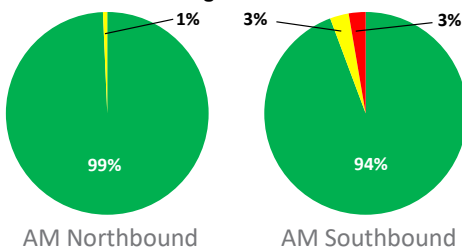


Daily Variability^d



Weekday Congestion

2021 Percent of Roadway
Miles in Congested Conditions



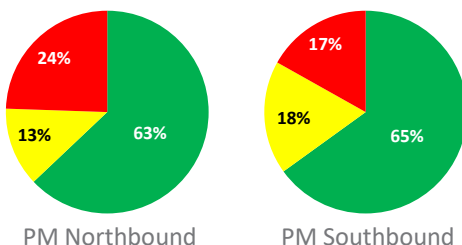
**Most Improved
Segments (TTI)**

- AM Peak Hour^a**
1. I-95 NB North of Fort McHenry Toll Plaza
 2. I-95 SB at McComas St/Exit 55 South
 3. I-95 SB at US 40/Pulaski Hwy/Exit 61

**Decreased
Operations
Segments (TTI)**

1. I-95 SB at I-495/Exit 27-25
2. I-95 NB at Fort McHenry Tunnel
3. I-95 SB at MD 100/Exit 43

	2021	2020
1. I-95 NB North of Fort McHenry Toll Plaza	1.02	1.24
2. I-95 SB at McComas St/Exit 55 South	1.05	1.16
3. I-95 SB at US 40/Pulaski Hwy/Exit 61	1.01	1.09
1. I-95 SB at I-495/Exit 27-25	1.34	1.13
2. I-95 NB at Fort McHenry Tunnel	1.15	1.02
3. I-95 SB at MD 100/Exit 43	1.15	1.05



**Most Improved
Segments (TTI)**

- PM Peak Hour^a**
1. I-95 NB North of Fort McHenry Toll Plaza
 2. I-95 NB at MD 2/Hanover St/Exit 54
 3. I-95 NB at I-395/Exit 53

**Decreased
Operations
Segments (TTI)**

1. I-95 NB at MD 175/Exit 41
2. I-95 SB at MD 175/Exit 41
3. I-95 SB at MD 212/Exit 29

	2021	2020
1. I-95 NB North of Fort McHenry Toll Plaza	1.34	1.46
2. I-95 NB at MD 2/Hanover St/Exit 54	1.14	1.19
3. I-95 NB at I-395/Exit 53	1.09	1.15
1. I-95 NB at MD 175/Exit 41	1.84	1.21
2. I-95 SB at MD 175/Exit 41	1.62	1.10
3. I-95 SB at MD 212/Exit 29	1.48	1.10

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.



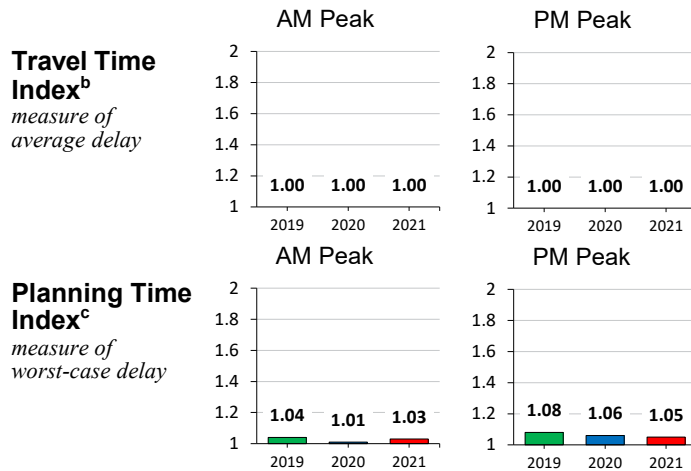
Based on speed data from INRIX and volume data from State Highway Administration



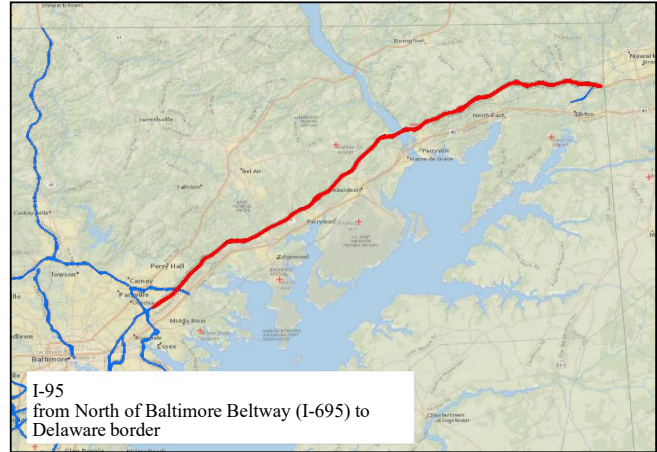
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I-95: I-695 (North) to Delaware State Line

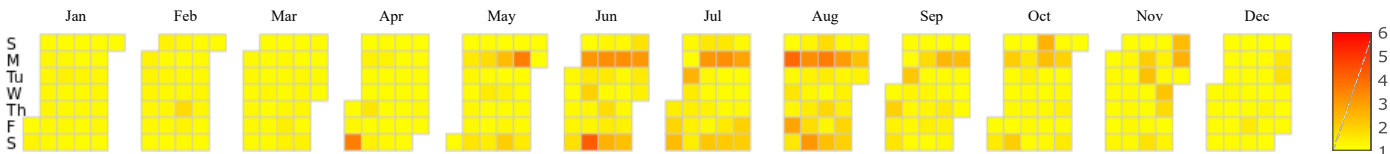
Trends^a



44 center miles carrying 103,000 vehicles every day

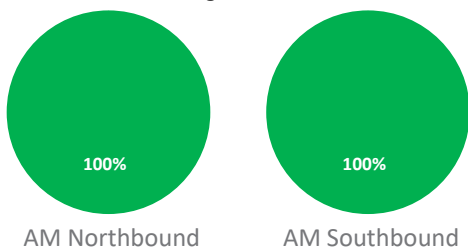


Daily Variability^d



Weekday Congestion

2021 Percent of Roadway Miles in Congested Conditions



AM Peak Hour^a

Most Improved Segments (TTI)

1. I-95 SB at MD 43/White Marsh Blvd/Exit 67

2021
1.01

2020
1.02

Decreased Operations Segments (TTI)

1. I-95 NB at MD 24/Exit 77
2. I-95 NB at MD 543/Exit 80
3. I-95 SB at Tydings Memorial Bridge

1.10
1.06
1.03

1.03
1.00
1.00

PM Peak Hour^a

Most Improved Segments (TTI)

1. N/A

2021
N/A

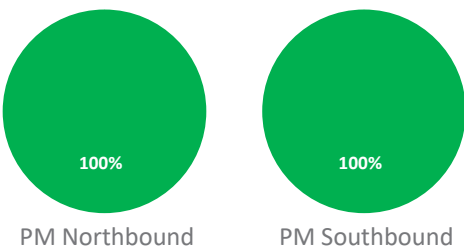
2020
N/A

Decreased Operations Segments (TTI)

1. I-95 NB at MD 152/Exit 74
2. I-95 NB North of MD 43
3. I-95 NB at MD 43/White Marsh Blvd/Exit 67

1.10
1.05
1.08

1.03
1.00
1.02



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.



STATE HIGHWAY
ADMINISTRATION

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

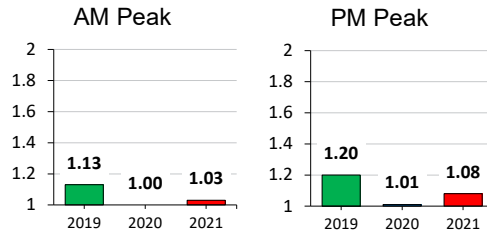


2022 Maryland State Highway Mobility Report

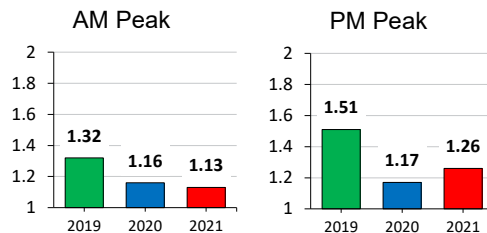
I-97

Trends^a

Travel Time Index^b
measure of
average delay



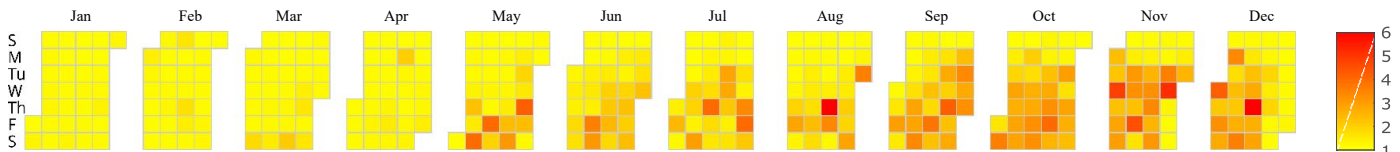
Planning Time Index^c
measure of
worst-case delay



17 center miles carrying 116,000 vehicles every day

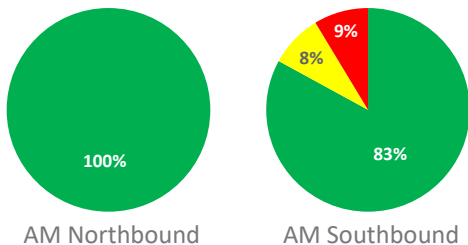


Daily Variability^d



Weekday Congestion

2021 Percent of Roadway
Miles in Congested Conditions



**Most Improved
Segments (TTI)**

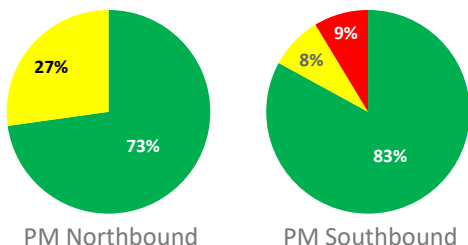
1. N/A

**Decreased
Operations
Segments (TTI)**

1. I-97 SB at MD 32/Exit 7
2. I-97 SB at MD 178/Exit 5
3. I-97 SB at MD 3/Exit 7

AM Peak Hour^a

	2021	2020
Most Improved Segments (TTI)	N/A	N/A
Decreased Operations Segments (TTI)		
1. I-97 SB at MD 32/Exit 7	1.35	1.10
2. I-97 SB at MD 178/Exit 5	1.34	1.11
3. I-97 SB at MD 3/Exit 7	1.15	1.06



**Most Improved
Segments (TTI)**

1. N/A

**Decreased
Operations
Segments (TTI)**

1. I-97 NB at US 50/US 301
2. I-97 SB at MD 32/Exit 7
3. I-97 SB at MD 178/Exit 5

PM Peak Hour^a

	2021	2020
Most Improved Segments (TTI)	N/A	N/A
Decreased Operations Segments (TTI)		
1. I-97 NB at US 50/US 301	1.86	1.10
2. I-97 SB at MD 32/Exit 7	1.44	1.06
3. I-97 SB at MD 178/Exit 5	1.41	1.08

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.



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

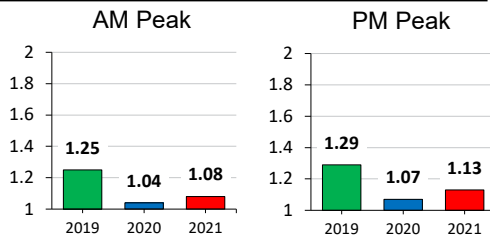


2022 Maryland State Highway Mobility Report

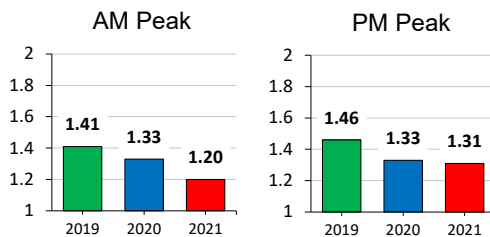
I-270

Trends^a

Travel Time Index^b
measure of average delay



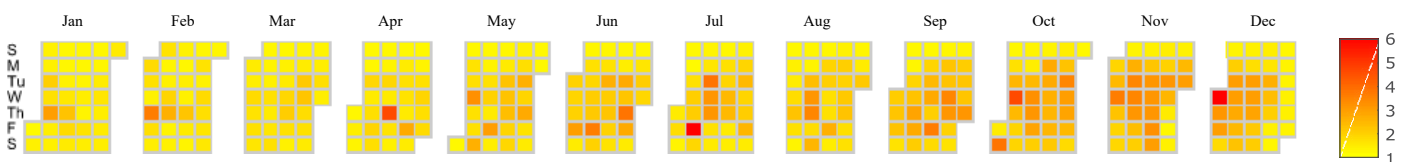
Planning Time Index^c
measure of worst-case delay



41 center miles carrying 156,000 vehicles every day

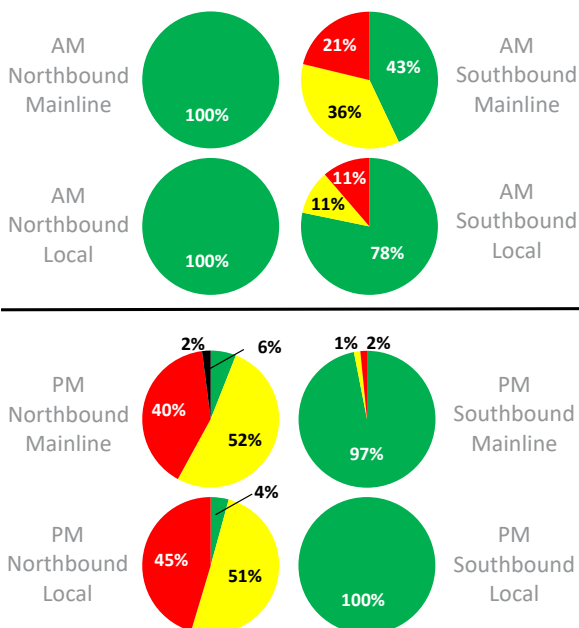


Daily Variability^d



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

2021 Percent of Roadway Miles in Congested Conditions



AM Peak Hour^a

Most Improved Segments (TTI)

1. I-270 SB at Shady Grove Rd (L)
2. I-270 SB at MD 189/Falls Rd/Exit 5 (M)
3. I-270 SB at Montrose Rd/Exit 4 (M)

Decreased Operations Segments (TTI)

1. I-270 SB at MD 118/Exit 15 (M)
2. I-270 SB at I-495 (M)
3. I-270 SB at MD 109/Exit 22 (M)

	2021	2020
1. I-270 SB at Shady Grove Rd (L)	1.44	1.98
2. I-270 SB at MD 189/Falls Rd/Exit 5 (M)	1.06	1.17
3. I-270 SB at Montrose Rd/Exit 4 (M)	1.08	1.17

PM Peak Hour^a

Most Improved Segments (TTI)

1. I-270 NB at MD 117/W Diamond Ave (L)
2. I-270 NB at Shady Grove Rd/Exit 8 (M)
3. I-270 NB at MD 28/Montgomery Ave/Exit 6 (M)

Decreased Operations Segments (TTI)

1. I-270 NB at MD 124/Quince Orchard Rd/Exit 11 (M)
2. I-270 NB at Watkins Mill Rd (L)
3. I-270 NB at Middlebrook Rd/Exit 13 (M)

	2021	2020
1. I-270 NB at MD 117/W Diamond Ave (L)	1.30	1.46
2. I-270 NB at Shady Grove Rd/Exit 8 (M)	1.19	1.29
3. I-270 NB at MD 28/Montgomery Ave/Exit 6 (M)	1.19	1.26
1. I-270 NB at MD 124/Quince Orchard Rd/Exit 11 (M)	2.21	1.27
2. I-270 NB at Watkins Mill Rd (L)	1.32	1.06
3. I-270 NB at Middlebrook Rd/Exit 13 (M)	1.71	1.25

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.



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

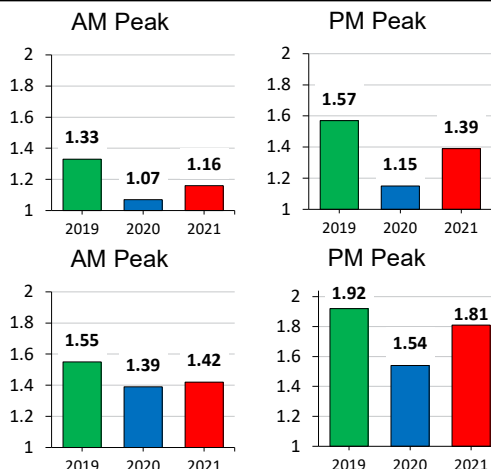


2022 Maryland State Highway Mobility Report

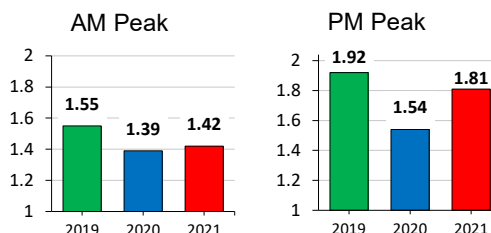
I-495 Capital Beltway

Trends^a

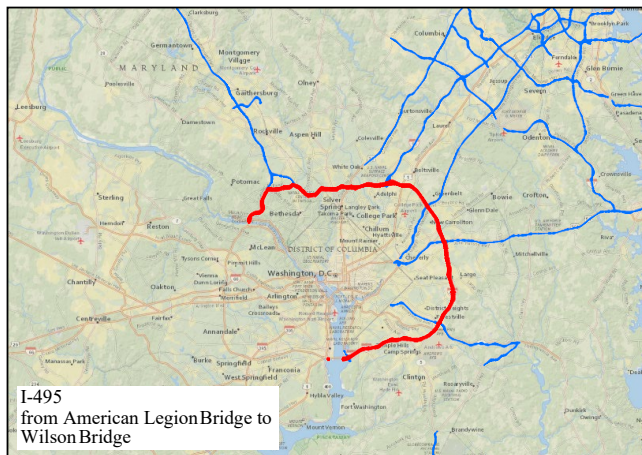
Travel Time Index^b
measure of
average delay



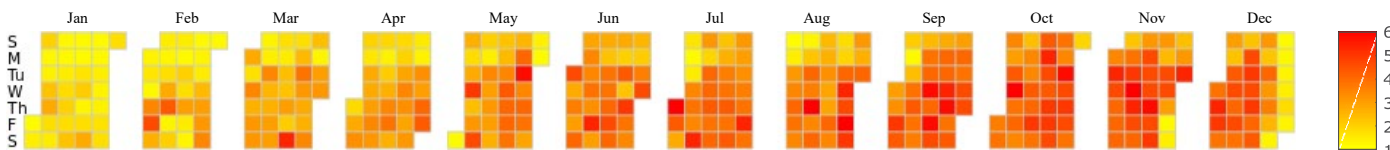
Planning Time Index^c
measure of
worst-case delay



41 center miles carrying 192,00 vehicles every day

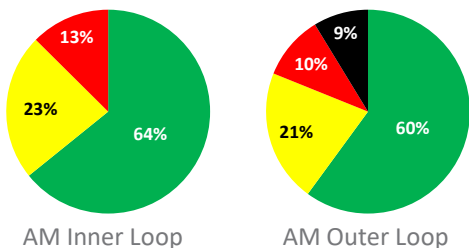


Daily Variability^d



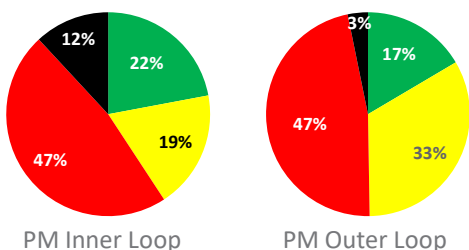
Weekday Congestion

2021 Percent of Roadway
Miles in Congested Conditions



AM Inner Loop

AM Outer Loop



PM Inner Loop

PM Outer Loop

AM Peak Hour^a

Most Improved Segments (TTI)

1. I-495 Outer Loop at MD 202/Landover Rd/Exit 17
2. I-495 Inner Loop at American Legion Bridge
3. I-495 Inner Loop at MD 414/St Barnabas Rd/Exit 4

Decreased Operations Segments (TTI)

1. I-495 Outer Loop at MD 193/University Blvd/Exit 29
2. I-495 Outer Loop at US 29/Colesville Rd/Exit 30
3. I-495 Outer Loop at MD 650/New Hampshire Ave/Exit 28

2021	2020
1.05	1.07
1.12	1.13
1.03	1.04

2021	2020
2.76	1.44
2.49	1.41
2.37	1.32

PM Peak Hour^a

Most Improved Segments (TTI)

1. N/A

Decreased Operations Segments (TTI)

1. I-495 Outer Loop at I-495/I-95/Capital Beltway (North)
2. I-495 Inner Loop at MD 185/Connecticut Ave/Exit 33
3. I-495 Inner Loop at Cabin John Pkwy/Exit 40

2021	2020
N/A	N/A

2021	2020
2.59	1.38
2.93	1.78
2.33	1.27

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.



STATE HIGHWAY
ADMINISTRATION

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

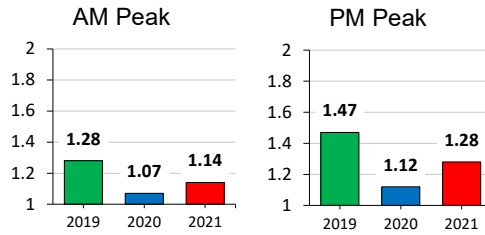


2022 Maryland State Highway Mobility Report

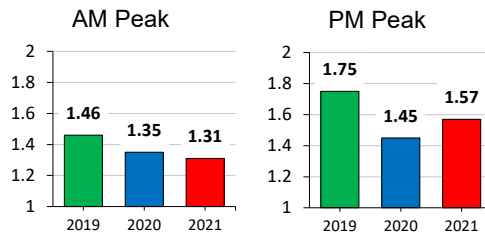
Baltimore Beltway

Trends^a

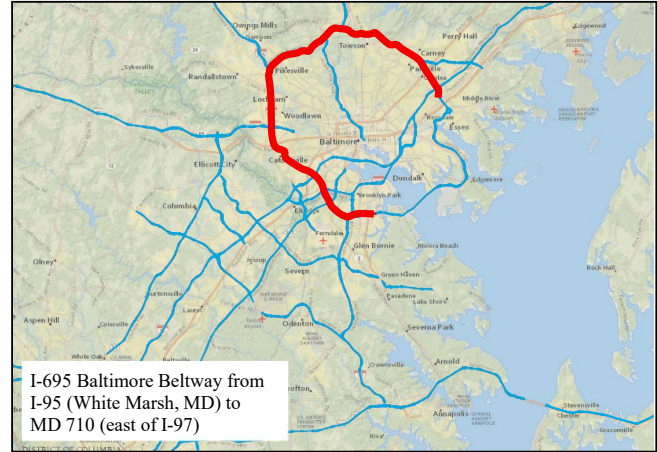
Travel Time Index^b
measure of
average delay



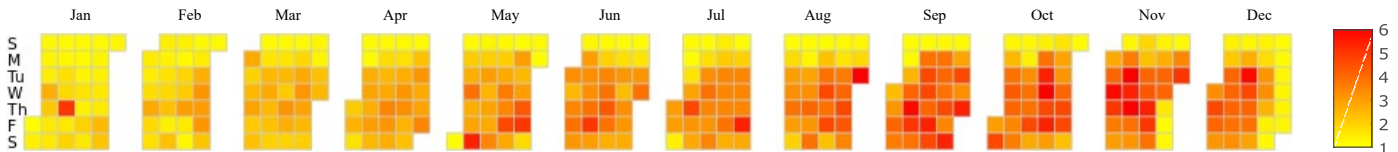
Planning Time Index^c
measure of
worst-case delay



34 center miles carrying 151,000 vehicles every day

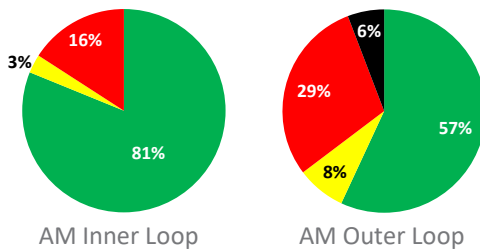


Daily Variability^d

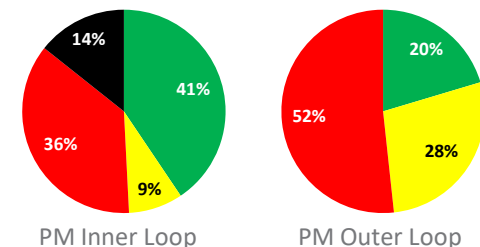


Weekday Congestion

2021 Percent of Roadway
Miles in Congested Conditions



		AM Peak Hour ^a	
		2021	2020
Most Improved Segments (TTI)	1. I-695 Outer Loop at Edmondson Ave/Exit 14	1.26	1.37
	2. I-695 Outer Loop at MD 144/Frederick Rd/Exit 13	1.13	1.20
	3. I-695 Inner Loop at MD 648/Exit 5	1.01	1.05
Decreased Operations Segments (TTI)	1. I-695 Outer Loop at MD 147/Harford Rd/Exit 31	2.43	1.40
	2. I-695 Outer Loop at MD 41/Perring Pkwy/Exit 30	2.50	1.50
	3. I-695 Outer Loop at Cromwell Bridge Rd/Exit 29	2.32	1.38
		PM Peak Hour ^a	
		2021	2020
Most Improved Segments (TTI)	1. I-695 Outer Loop at Edmondson Ave/Exit 14	1.11	1.17
	2. I-695 Outer Loop at MD 144/Frederick Rd/Exit 13	1.07	1.13
Decreased Operations Segments (TTI)	1. I-695 Inner Loop at MD 139/Charles St/Exit 25	3.14	1.78
	2. I-695 Inner Loop at MD 45/York Rd/Exit 26	3.00	1.80
	3. I-695 Inner Loop at US 1/Southwestern Blvd/Exit 12	2.72	1.53



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.



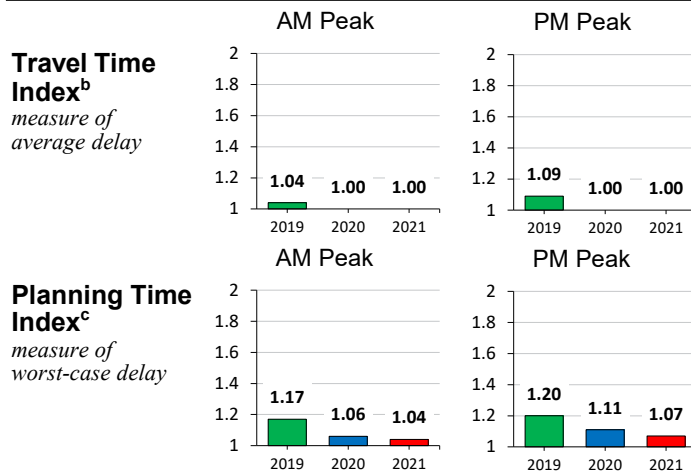
Based on speed data from INRIX and volume data from State Highway Administration



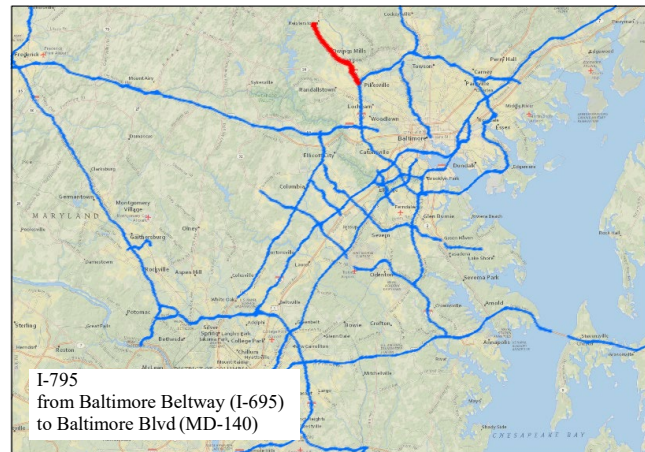
2022 Maryland State Highway Mobility Report

I-795

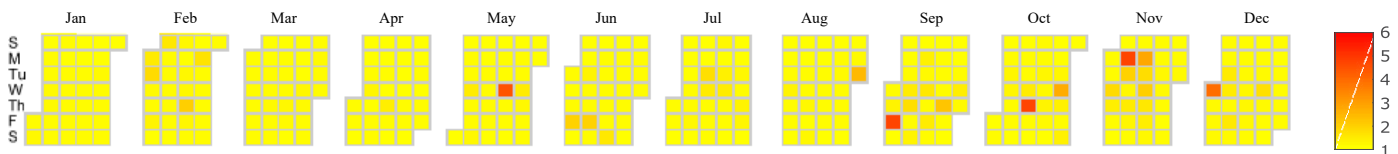
Trends^a



8 center miles carrying 81,000 vehicles every day

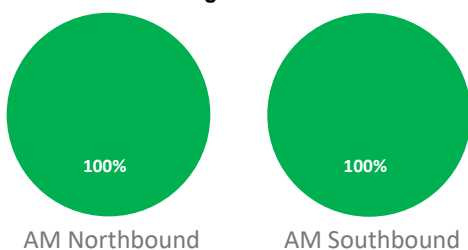


Daily Variability^d



Weekday Congestion

2021 Percent of Roadway Miles in Congested Conditions



AM Peak Hour^a

Most Improved Segments (TTI)

1. N/A

2021
N/A

2020
N/A

Decreased Operations Segments (TTI)

1. I-795 SB at I-695
2. I-795 NB at I-695

2021
1.07
1.01

2020
1.02
1.00

PM Peak Hour^a

Most Improved Segments (TTI)

1. N/A

2021
N/A

2020
N/A

Decreased Operations Segments (TTI)

1. I-795 NB at Franklin Blvd/Exit 7
2. I-795 NB at Owings Mills Blvd/Exit 4

2021
1.06
1.08

2020
1.04
1.07

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.



STATE HIGHWAY
ADMINISTRATION

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

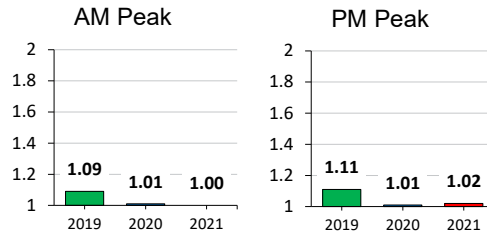


2022 Maryland State Highway Mobility Report

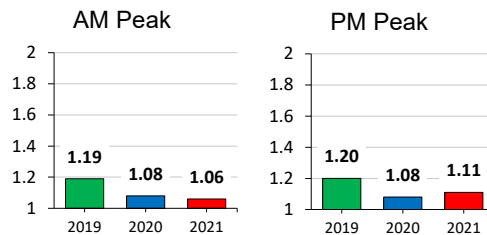
I-895

Trends^a

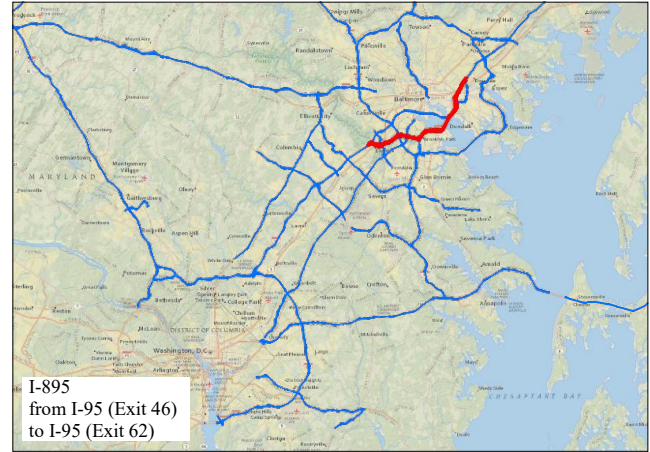
Travel Time Index^b
measure of
average delay



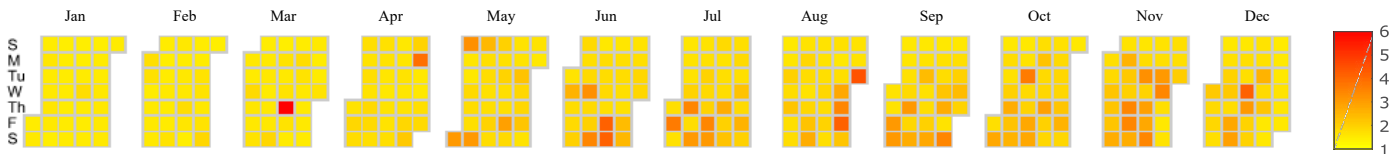
Planning Time Index^c
measure of
worst-case delay



14 center miles carrying 41,000 vehicles every day

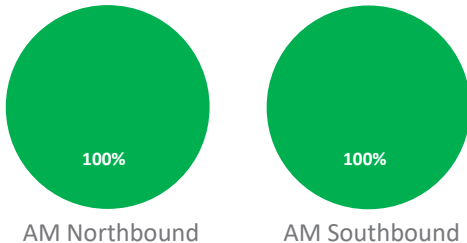


Daily Variability^d



Weekday Congestion

2021 Percent of Roadway
Miles in Congested Conditions



AM Peak Hour^a

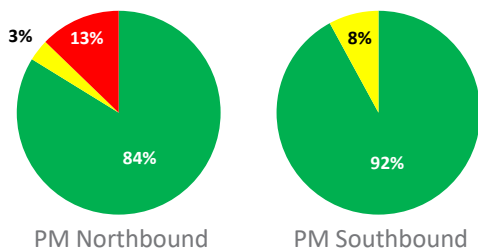
**Most Improved
Segments (TTI)**

1. I-895 SB at Holabird Ave/Exit 10
2. I-895 SB at O'Donnell St/Exit 11
3. I-895 NB at Harbor Tunnel

**Decreased
Operations
Segments (TTI)**

1. I-895 SB at Harbor Tunnel
2. I-895 NB at Frankfurst Ave/Shell Rd/Exit 8
3. I-895 NB at O'Donnell St/Exit 11

	2021	2020
1. I-895 SB at Holabird Ave/Exit 10	1.02	1.32
2. I-895 SB at O'Donnell St/Exit 11	1.02	1.25
3. I-895 NB at Harbor Tunnel	1.09	1.30
1. I-895 SB at Harbor Tunnel	1.14	1.09
2. I-895 NB at Frankfurst Ave/Shell Rd/Exit 8	1.04	1.00
3. I-895 NB at O'Donnell St/Exit 11	1.05	1.01



PM Peak Hour^a

**Most Improved
Segments (TTI)**

1. I-895 SB at Holabird Ave/Exit 10
2. I-895 SB at O'Donnell St/Exit 11
3. I-895 SB at Harbor Tunnel

**Decreased
Operations
Segments (TTI)**

1. I-895 NB at Frankfurst Ave/Shell Rd/Exit 8
2. I-895 NB at I-95/Exit 62
3. I-895 NB at MD 2/Potee St/Exit 7

	2021	2020
1. I-895 SB at Holabird Ave/Exit 10	1.00	1.31
2. I-895 SB at O'Donnell St/Exit 11	1.00	1.28
3. I-895 SB at Harbor Tunnel	1.05	1.25
1. I-895 NB at Frankfurst Ave/Shell Rd/Exit 8	1.15	1.00
2. I-895 NB at I-95/Exit 62	1.12	1.02
3. I-895 NB at MD 2/Potee St/Exit 7	1.07	1.00

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.



STATE HIGHWAY
ADMINISTRATION

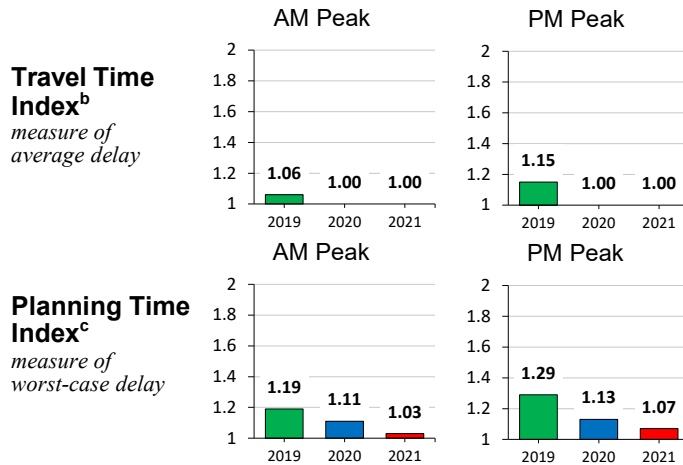
Based on speed data from INRIX and volume data from State Highway Administration



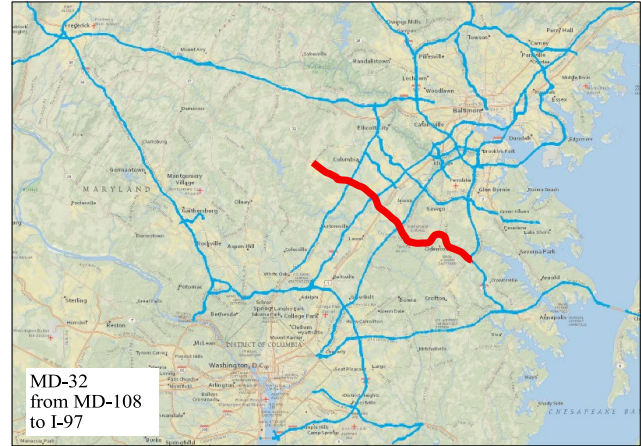
2022 Maryland State Highway Mobility Report

MD 32

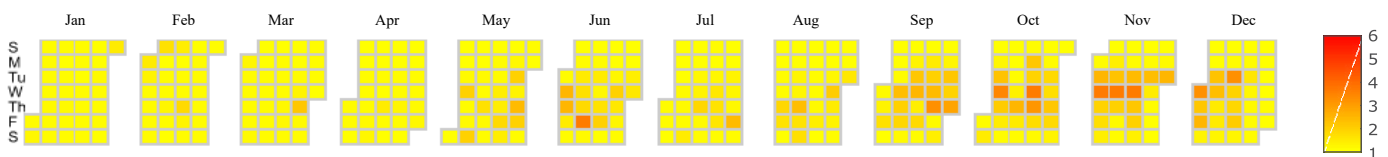
Trends^a



22 center miles carrying 69,000 vehicles every day

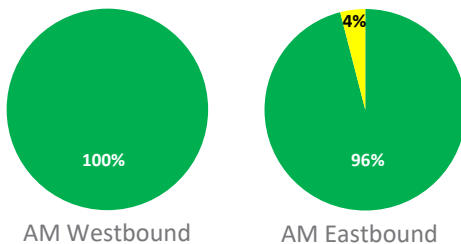


Daily Variability^d



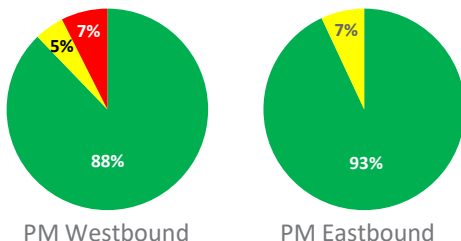
Weekday Congestion

2021 Percent of Roadway Miles in Congested Conditions



AM Westbound

AM Eastbound



PM Westbound

PM Eastbound

AM Peak Hour^a

Most Improved Segments (TTI)

Decreased Operations Segments (TTI)

1. MD 32 WB at MD 170/Telegraph Rd

1. MD 32 EB at I-95
2. MD 32 EB at I-97
3. MD 32 WB at MD 175/Annapolis Rd

2021	2020
1.00	1.02

PM Peak Hour^a

Most Improved Segments (TTI)

Decreased Operations Segments (TTI)

1. MD 32 WB at Broken Land Pkwy
2. MD 32 WB at Old Columbia Rd/Shaker Dr

1. MD 32 WB at US 1
2. MD 32 WB at I-95
3. MD 32 EB at MD198/Fort Meade Rd

2021	2020
1.00	1.01
1.05	1.06
1.75	1.15
1.45	1.11
1.30	1.06

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.



STATE HIGHWAY
ADMINISTRATION

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

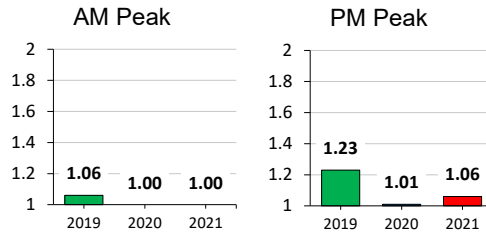


2022 Maryland State Highway Mobility Report

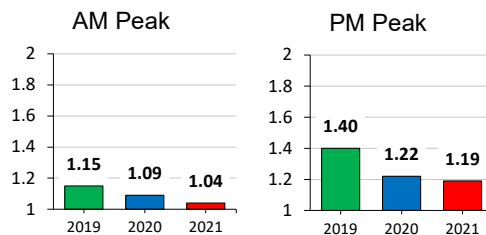
MD 100

Trends^a

Travel Time Index^b
measure of
average delay



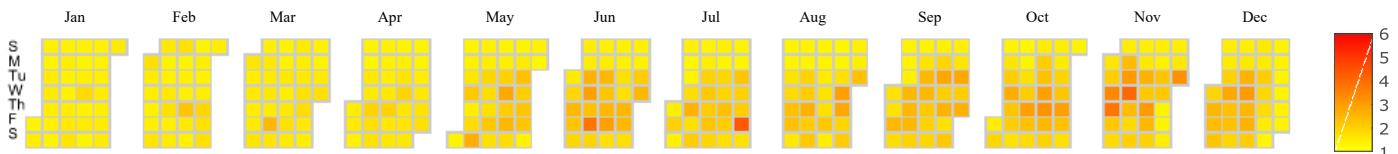
Planning Time Index^c
measure of
worst-case delay



21 center miles carrying 73,000 vehicles every day

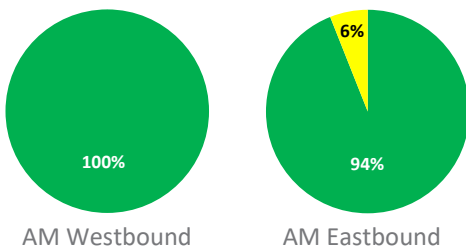


Daily Variability^d



Weekday Congestion

2021 Percent of Roadway
Miles in Congested Conditions



AM Westbound

AM Eastbound

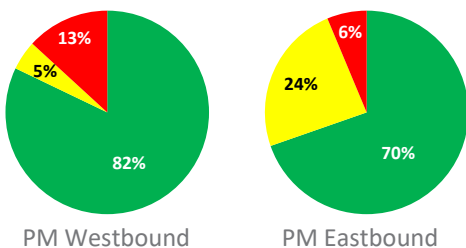
**Most Improved
Segments (TTI)**

1. MD 100 EB at I-95/Exit 5
2. MD 100 WB at MD 170/Telegraph Rd/Exit 11
3. MD 100 EB at MD 103/Meadowbridge Rd/Exit 4

**Decreased
Operations
Segments (TTI)**

1. MD 100 EB at MD 607/Magothy Bridge Rd
2. MD 100 WB at I-95/Exit 5
3. MD 100 EB at Marc Dorsey Station Access Rd/Exit 7

	2021	2020
1. MD 100 EB at I-95/Exit 5	1.03	1.06
2. MD 100 WB at MD 170/Telegraph Rd/Exit 11	1.00	1.01
3. MD 100 EB at MD 103/Meadowbridge Rd/Exit 4	1.00	1.01



PM Westbound

PM Eastbound

**Most Improved
Segments (TTI)**

1. MD 100 WB at MD 177/Mountain Rd
2. MD 100 WB at MD 607/Magothy Bridge Rd
3. MD 100 WB at Edwin Raynor Blvd

**Decreased
Operations
Segments (TTI)**

1. MD 100 WB at Coca Cola Dr/Exit 8
2. MD 100 WB at Marc Dorsey Station Access Rd/Exit 7
3. MD 100 WB at MD 295/Baltimore Washington Pkwy

	2021	2020
1. MD 100 WB at MD 177/Mountain Rd	1.22	1.29
2. MD 100 WB at MD 607/Magothy Bridge Rd	1.44	1.47
3. MD 100 WB at Edwin Raynor Blvd	1.00	1.02
1. MD 100 WB at Coca Cola Dr/Exit 8	1.97	1.22
2. MD 100 WB at Marc Dorsey Station Access Rd/Exit 7	1.78	1.22
3. MD 100 WB at MD 295/Baltimore Washington Pkwy	1.69	1.16

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.



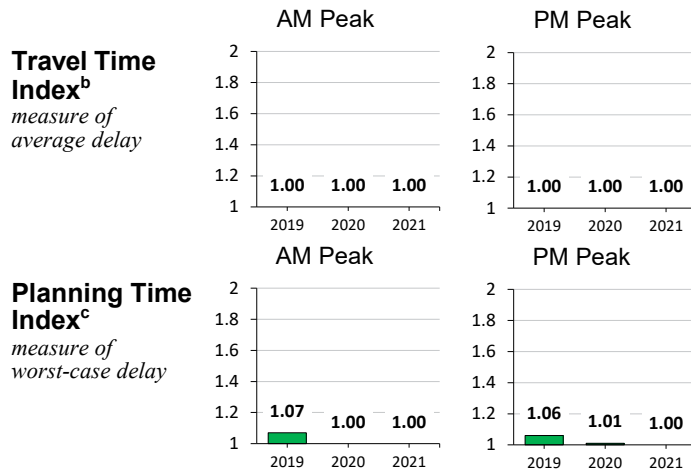
Based on speed data from INRIX and volume data from State Highway Administration



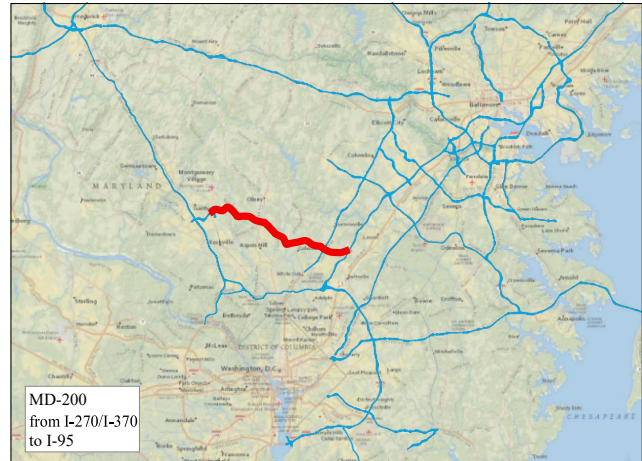
2022 Maryland State Highway Mobility Report

MD 200

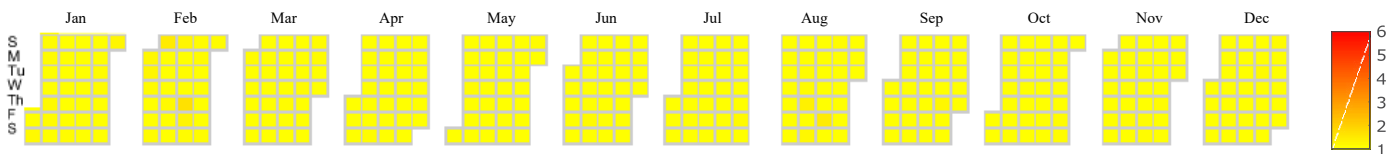
Trends^a



16 center miles carrying 49,000 vehicles every day

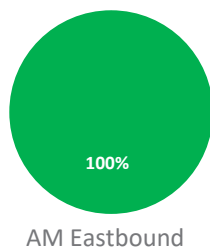
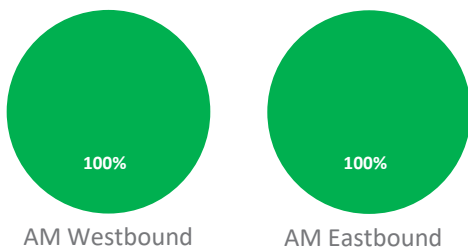


Daily Variability^d



Weekday Congestion

2021 Percent of Roadway
Miles in Congested Conditions



		AM Peak Hour ^a	
		2021	2020
Most Improved Segments (TTI)	1. N/A	N/A	N/A
Decreased Operations Segments (TTI)	1. N/A	N/A	N/A

		PM Peak Hour ^a	
		2021	2020
Most Improved Segments (TTI)	1. N/A	N/A	N/A
Decreased Operations Segments (TTI)	1. N/A	N/A	N/A

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.

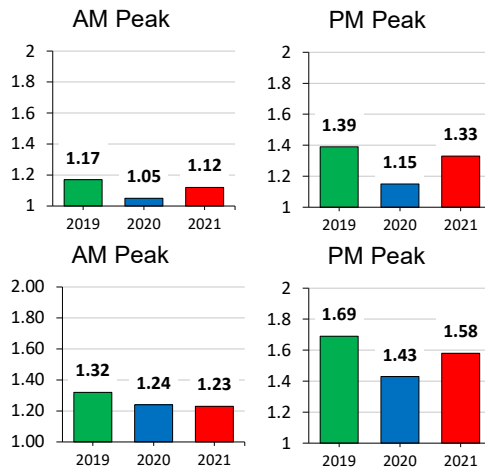


2022 Maryland State Highway Mobility Report

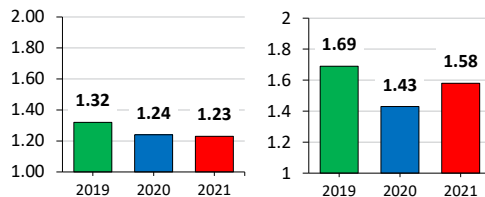
MD-295

Trends^a

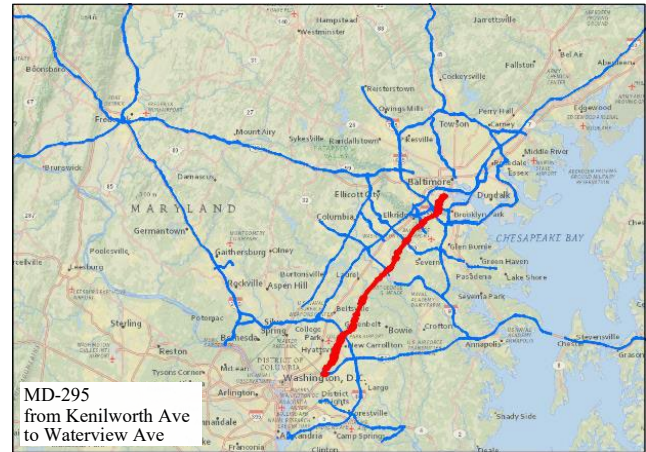
Travel Time Index^b
measure of
average delay



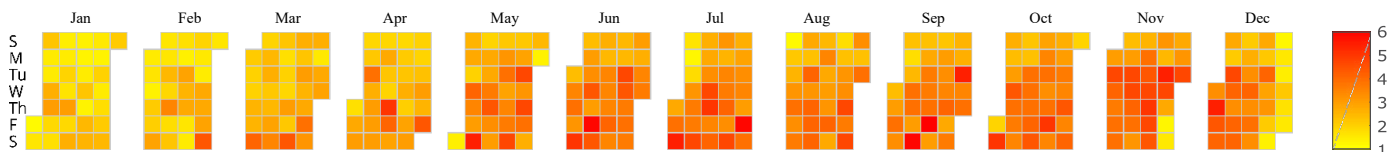
Planning Time Index^c
measure of
worst-case delay



29 center miles carrying 103,000 vehicles every day

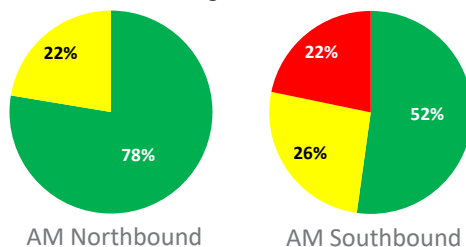


Daily Variability^d



Weekday Congestion

2021 Percent of Roadway
Miles in Congested Conditions



AM Northbound

AM Southbound

AM Peak Hour^a

**Most Improved
Segments (TTI)**

1. MD 295 NB at MD 410/Riverdale Rd
2. MD 295 NB at MD 648/Waterview Ave/Annapolis Rd
3. MD 295 NB at MD 450

**Decreased
Operations
Segments (TTI)**

1. MD 295 SB at MD 175
2. MD 295 SB at Arundel Mills Blvd
3. MD 295 SB at MD 197/Exit 11

	2021	2020
1. MD 295 NB at MD 410/Riverdale Rd	1.05	1.14
2. MD 295 NB at MD 648/Waterview Ave/Annapolis Rd	1.02	1.06
3. MD 295 NB at MD 450	1.03	1.06

	2021	2020
1. MD 295 SB at MD 175	1.59	1.11
2. MD 295 SB at Arundel Mills Blvd	1.38	1.06
3. MD 295 SB at MD 197/Exit 11	1.47	1.19

PM Peak Hour^a

**Most Improved
Segments (TTI)**

1. MD 295 NB at MD 648/Waterview Ave/Annapolis Rd
2. MD 295 SB at I-895/Harbor Tunnel Throughway

**Decreased
Operations
Segments (TTI)**

1. MD 295 SB at MD 32
2. MD 295 NB at MD 32
3. MD 295 NB North of MD 32

	2021	2020
1. MD 295 NB at MD 648/Waterview Ave/Annapolis Rd	1.05	1.07
2. MD 295 SB at I-895/Harbor Tunnel Throughway	1.01	1.02

	2021	2020
1. MD 295 SB at MD 32	3.02	1.56
2. MD 295 NB at MD 32	2.41	1.41
3. MD 295 NB North of MD 32	2.15	1.37

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.

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.



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

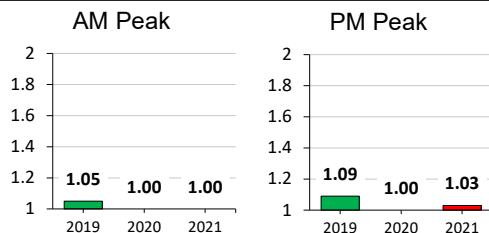


2022 Maryland State Highway Mobility Report

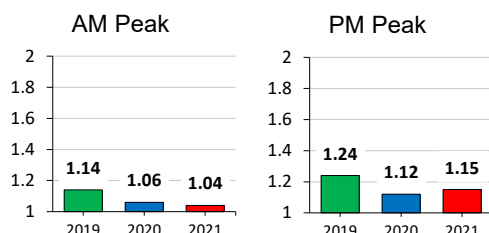
US 50

Trends^a

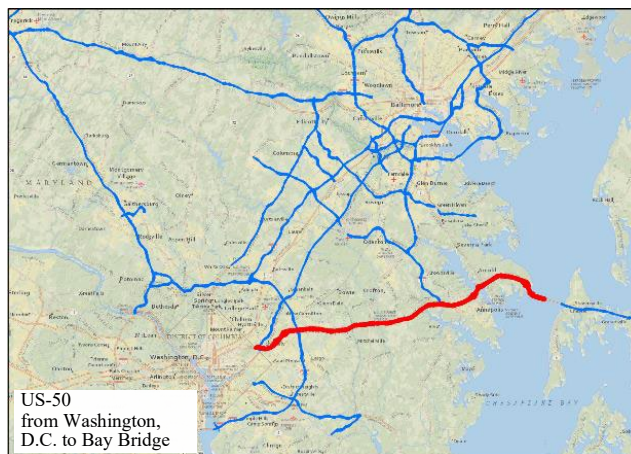
Travel Time Index^b
measure of
average delay



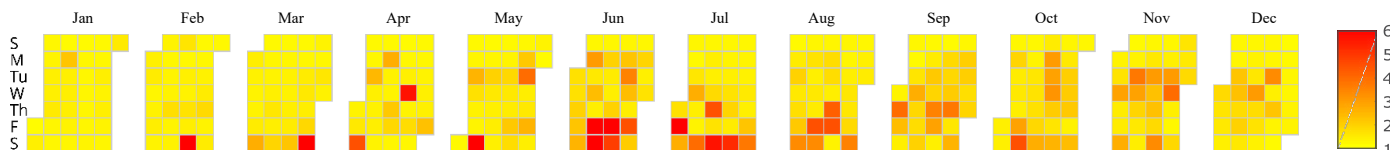
Planning Time Index^c
measure of
worst-case delay



32 center miles carrying 98,000 vehicles every day

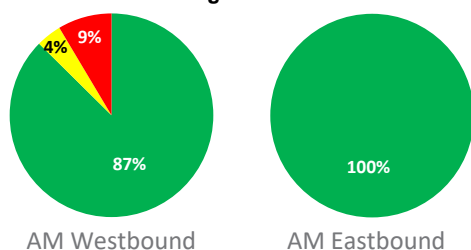


Daily Variability^d



Weekday Congestion

2021 Percent of Roadway
Miles in Congested Conditions



AM Peak Hour^a

**Most Improved
Segments (TTI)**

1. N/A

**Decreased
Operations
Segments (TTI)**

1. US 50 WB at MD 459/Columbia Park Rd
2. US 50 WB West of MD 459/Columbia Park Rd
3. US 50 WB at MD 295/Baltimore Washington Pkwy

2021
N/A

2020
N/A

1.78
1.78
1.41

1.31
1.33
1.20

PM Peak Hour^a

**Most Improved
Segments (TTI)**

1. US 50 EB at William Preston Lane Bridge
2. US 50 EB at MD 704/Martin Luther King Jr Hwy/Exit 8

**Decreased
Operations
Segments (TTI)**

1. US 50 EB at MD 295/Baltimore Washington Pkwy
2. US 50 EB West of MD 459/Columbia Park Rd
3. US 50 EB at MD 459/Columbia Park Rd

2021
1.06
1.00

2020
1.09
1.01

1.65
1.65
1.49

1.24
1.24
1.18

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.



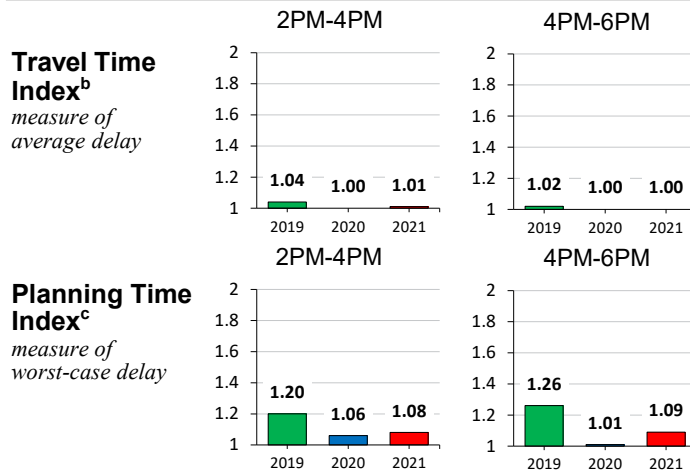
Based on speed data from INRIX and volume data from State Highway Administration



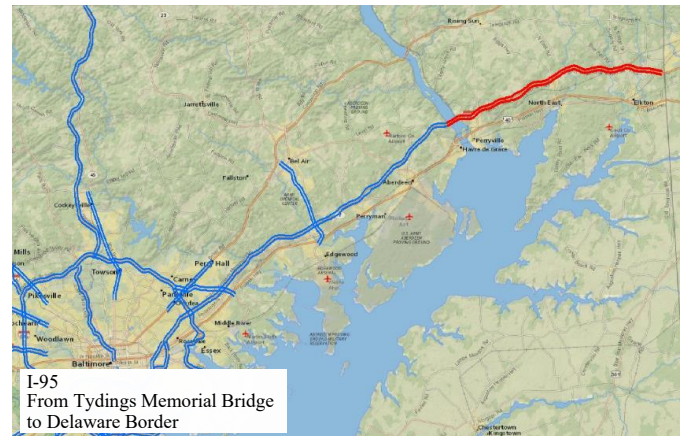
2022 Maryland State Highway Mobility Report

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

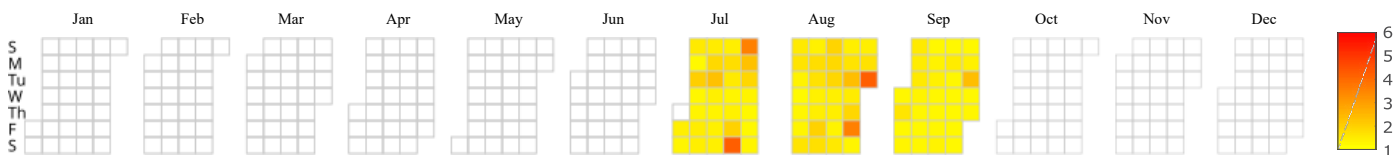
Trends^a



19 center miles carrying 76,000 vehicles every day



Daily Variability^d



Weekday Congestion

Weekend congestion comparisons were not determined for the seasonal analysis.

Notes

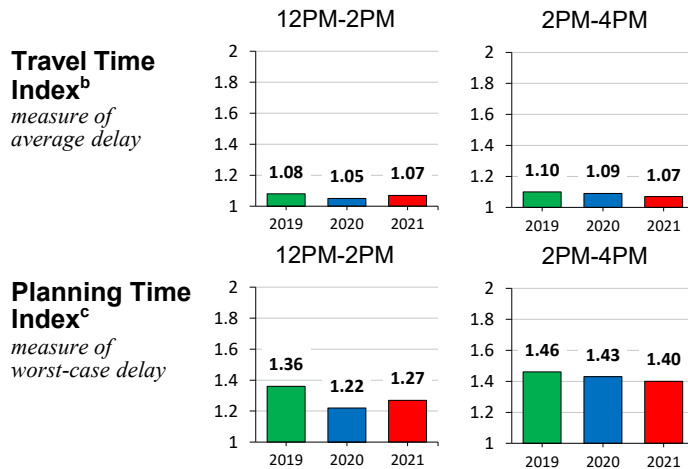
- a - **Travel Time Index (TTI)** is the ratio of the *average* travel time during the peak hour to the time required under free flow.
- b - **Planning Time Index (PTI)** is the ratio of the *worst-case* travel time (95th percentile) during peak hour to the free-flow time.
- c - Variability of worst-case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



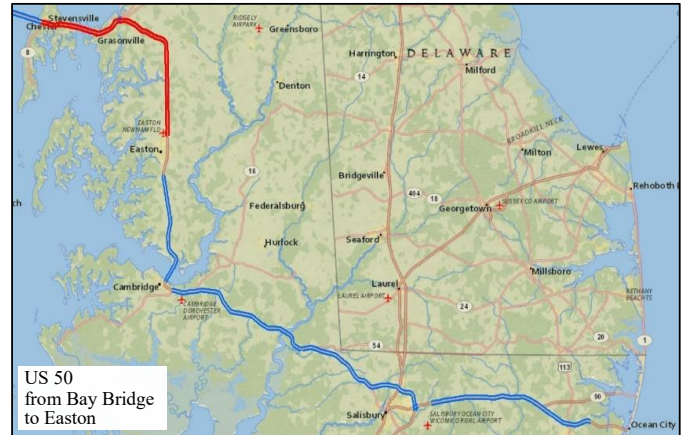
2022 Maryland State Highway Mobility Report

US 50 (Bay Bridge to Easton) – Summer Weekends

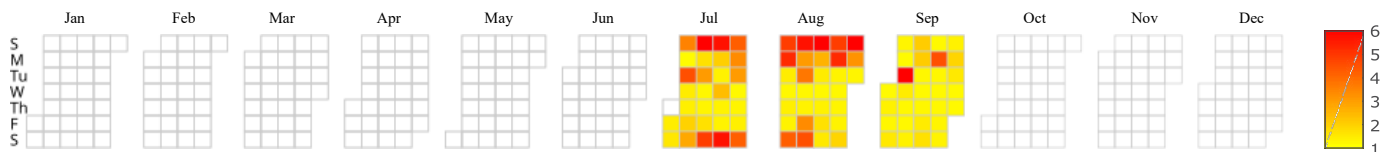
Trends^a



25 center miles carrying 41,000 vehicles every day



Daily Variability^d



Weekday Congestion

Weekend congestion comparisons were not determined for the seasonal analysis.

Notes

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

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

Table 2

Percentage of Roadway Miles Operating in Various Levels of Congestion

I-70 FROM PENNSYLVANIA LINE TO US 40 (PART 1)	Uncongested %			Moderate Congestion %			Heavy Congestion %			Severe Congestion %		
	2021	2020	2019	2021	2020	2019	2021	2020	2019	2021	2020	2019
AM Westbound	100	100	100	0	0	0	0	0	0	0	0	0
AM Eastbound	100	100	100	0	0	0	0	0	0	0	0	0
PM Westbound	100	100	100	0	0	0	0	0	0	0	0	0
PM Eastbound	100	100	100	0	0	0	0	0	0	0	0	0
I-70 from US 40 TO I-695 (PART 2)	Uncongested %			Moderate Congestion %			Heavy Congestion %			Severe Congestion %		
	2021	2020	2019	2021	2020	2019	2021	2020	2019	2021	2020	2019
AM Westbound	100	100	100	0	0	0	0	0	0	0	0	0
AM Eastbound	91	100	81	8	0	8	1	0	11	0	0	0
PM Westbound	89	96	69	6	4	16	5	0	13	0	0	2
PM Eastbound	93	100	97	7	0	3	0	0	0	0	0	00
I-81 WEST VIRGINIA LINE to PENNSYLVANIA LINE	Uncongested %			Moderate Congestion %			Heavy Congestion %			Severe Congestion %		
	2021	2020	2019	2021	2020	2019	2021	2020	2019	2021	2020	2019
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 NORTHERN PARKWAY (EXIT 10) TO PENNSYLVANIA LINE	Uncongested %			Moderate Congestion %			Heavy Congestion %			Severe Congestion %		
	2021	2020	2019	2021	2020	2019	2021	2020	2019	2021	2020	2019
AM Northbound	100	100	100	0	0	0	0	0	0	0	0	0
AM Southbound	99	100	64	0	0	6	1	0	26	0	0	4
PM Northbound	100	100	69	0	0	15	0	0	20	0	0	0
PM Southbound	94	98	87	4	2	3	2	0	10	0	0	0
I-95 (PART 1) FROM I-495 TO I-695	Uncongested %			Moderate Congestion %			Heavy Congestion %			Severe Congestion %		
	2021	2020	2019	2021	2020	2019	2021	2020	2019	2021	2020	2019
AM Northbound	99	100	74	1	0	14	0	0	12	0	0	0
AM Southbound	94	96	25	3	4	27	3	0	38	0	0	10
PM Northbound	63	95	40	13	5	10	24	0	37	0	0	13
PM Southbound	65	97	47	18	3	8	17	0	42	0	0	3

Table 2 (Continued)

I-95 (Part 2) FROM I-695 TO DELAWARE LINE	Uncongested %			Moderate Congestion %			Heavy Congestion %			Severe Congestion %		
	2021	2020	2019	2021	2020	2019	2021	2020	2019	2021	2020	2019
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	84	0	0	16	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 BALTIMORE BELTWAY (I-695)	Uncongested %			Moderate Congestion %			Heavy Congestion %			Severe Congestion %		
	2021	2020	2019	2021	2020	2019	2021	2020	2019	2021	2020	2019
AM Northbound	100	100	100	0	0	0	0	0	0	0	0	0
AM Southbound	83	100	46	8	0	27	9	0	14	0	0	13
PM Northbound	73	100	39	27	0	29	0	0	32	0	0	0
PM Southbound	83	100	37	8	0	36	9	0	24	0	0	3
I-270 MAINLINE FROM CAPITAL BELTWAY (I-495) TO FREDERICK	Uncongested %			Moderate Congestion %			Heavy Congestion %			Severe Congestion %		
	2021	2020	2019	2021	2020	2019	2021	2020	2019	2021	2020	2019
AM Northbound	100	100	100	0	0	0	0	0	0	0	0	0
AM Southbound	43	84	5	36	12	26	21	4	49	0	0	20
PM Northbound	6	35	0	21	61	14	40	4	71	2	0	15
PM Southbound	97	99	94	1	1	0	2	0	5	0	0	1
I-270 LOCAL	Uncongested %			Moderate Congestion %			Heavy Congestion %			Severe Congestion %		
	2021	2020	2019	2021	2020	2019	2021	2020	2019	2021	2020	2019
AM Northbound	100	100	100	0	0	0	0	0	0	0	0	0
AM Southbound	78	77	0	11	18	0	11	5	60	0	0	40
PM Northbound	4	34	0	51	48	0	45	18	82	0	0	18
PM Southbound	100	100	100	0	0	0	0	0	0	0	0	0
I-495 FROM AMERICAN LEGION BRIDGE TO WILSON BRIDGE	Uncongested %			Moderate Congestion %			Heavy Congestion %			Severe Congestion %		
	2021	2020	2019	2021	2020	2019	2021	2020	2019	2021	2020	2019
AM Inner Loop	64	97	43	23	3	27	13	0	19	0	0	11
AM Outer Loop	60	84	32	21	6	15	10	10	40	9	0	13
PM Inner Loop	22	50	13	19	27	19	47	23	31	12	0	37
PM Outer Loop	17	78	15	33	21	35	47	1	34	3	0	16

Table 2 (Continued)

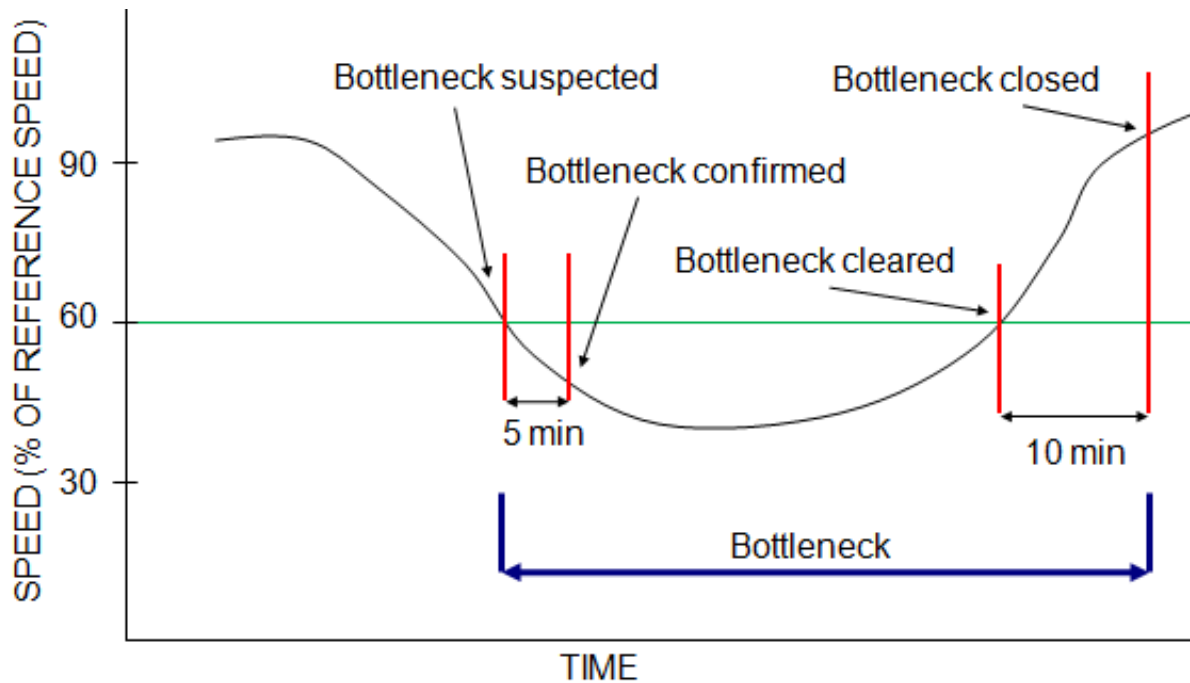
I-695 FROM I-95 TO MD 710	Uncongested %			Moderate Congestion %			Heavy Congestion %			Severe Congestion %		
	2021	2020	2019	2021	2020	2019	2021	2020	2019	2021	2020	2019
AM Inner Loop	81	88	55	3	12	21	16	0	16	0	0	8
AM Outer Loop	57	69	68	8	16	3	29	15	8	6	0	21
PM Inner Loop	41	61	58	9	21	3	36	18	16	14	0	23
PM Outer Loop	21	80	30	28	20	26	52	0	35	0	0	9
I-795 FROM I-695 TO MD 140	Uncongested %			Moderate Congestion %			Heavy Congestion %			Severe Congestion %		
	2021	2020	2019	2021	2020	2019	2021	2020	2019	2021	2020	2019
AM Northbound	100	100	100	0	0	0	0	0	0	0	0	0
AM Southbound	100	100	99	0	0	1	0	0	0	0	0	0
PM Northbound	100	100	28	0	0	21	0	0	51	0	0	0
PM Southbound	100	100	100	0	0	0	0	0	0	0	0	0
I-895 FROM I-95 (EXIT 46) TO I-95 (EXIT 62)	Uncongested %			Moderate Congestion %			Heavy Congestion %			Severe Congestion %		
	2021	2020	2019	2021	2020	2019	2021	2020	2019	2021	2020	2019
AM Northbound	100	87	80	0	13	6	0	0	14	0	0	0
AM Southbound	100	87	74	0	9	13	0	4	4	0	0	9
PM Northbound	84	85	74	3	1	5	13	14	14	0	0	7
PM Southbound	92	79	82	8	19	3	0	2	8	0	0	7
MD 32 FROM MD 108 TO I-97	Uncongested %			Moderate Congestion %			Heavy Congestion %			Severe Congestion %		
	2021	2020	2019	2021	2020	2019	2021	2020	2019	2021	2020	2019
AM Westbound	100	100	91	0	0	8	0	0	1	0	0	0
AM Eastbound	96	100	75	4	0	9	0	0	16	0	0	0
PM Westbound	88	100	60	5	0	13	7	0	24	0	0	3
PM Eastbound	93	100	81	7	0	8	0	0	6	0	0	5
MD 100 FROM US 29 TO MD 177	Uncongested %			Moderate Congestion %			Heavy Congestion %			Severe Congestion %		
	2021	2020	2019	2021	2020	2019	2021	2020	2019	2021	2020	2019
AM Westbound	100	100	63	0	0	15	0	0	22	0	0	0
AM Eastbound	94	100	86	6	0	1	0	0	13	0	0	0
PM Westbound	82	89	68	5	8	1	13	3	20	0	0	11
PM Eastbound	70	99	52	24	1	13	6	0	24	0	0	11

Table 2 (Continued)

MD 200 FROM I-370 TO I-95	Uncongested %			Moderate Congestion %			Heavy Congestion %			Severe Congestion %		
	2021	2020	2019	2021	2020	2019	2021	2020	2019	2021	2020	2019
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 KENILWORTH AVE TO WATERVIEW AVE	Uncongested %			Moderate Congestion %			Heavy Congestion %			Severe Congestion %		
	2021	2020	2019	2021	2020	2019	2021	2020	2019	2021	2020	2019
AM Northbound	78	99	70	22	1	13	0	0	17	0	0	0
AM Southbound	52	82	58	26	18	13	22	0	17	0	0	12
PM Northbound	27	55	19	15	16	9	44	29	52	14	0	20
PM Southbound	40	54	36	15	32	21	41	14	36	4	0	7
US 50 FROM WASHINGTON, DC TO BAY BRIDGE	Uncongested %			Moderate Congestion %			Heavy Congestion %			Severe Congestion %		
	2021	2020	2019	2021	2020	2019	2021	2020	2019	2021	2020	2019
AM Westbound	87	92	88	4	6	9	9	2	2	0	0	1
AM Eastbound	100	100	94	0	0	5	0	0	1	0	0	0
PM Westbound	100	100	97	0	0	3	0	0	0	0	0	0
PM Eastbound	85	95	83	8	5	14	7	0	2	0	0	1

B. Freeway/Expressway Bottlenecks

A measure of congestion on a freeway or an expressway is labelled as a bottleneck. A bottleneck, as defined by the Vehicle Probe Project (VPP) Suite, occurs when, “the speeds observed for a roadway segment drop below 60% of the free flow speed for a period greater than 5 minutes. Adjacent roadway segments meeting this condition are joined together to form a bottleneck queue. The duration of the bottleneck is calculated until the time speeds are greater than 60% for more than 10 minutes.” This definition uses minute-to-minute speeds available across the system to determine congestion patterns. The following graph depicts how a bottleneck is determined.



The University of Maryland CATT Lab develops the analysis to rank the bottleneck locations. This factors into account locations weighted by speed, congestion, and delay. An occurrence of a bottleneck is developed when consecutive congested roadway segments form at a single point in time. Each occurrence of a bottleneck is assigned a set of attributes such as date and time and congested segments. The base impact factor is the sum of the queue lengths over the duration of the bottleneck. Locations with the highest impact factor are determined to be the worse bottleneck locations and represent areas of recurring congestion or areas that experience severe non-recurring events during the time period analyzed. The following pages show the Top 30 bottlenecks statewide in 2021 (**Figure 2 and Table 3**) along with the bottleneck locations along each individual freeway/ expressway.

2022 TOP 30 BOTTLENECKS

Table 3

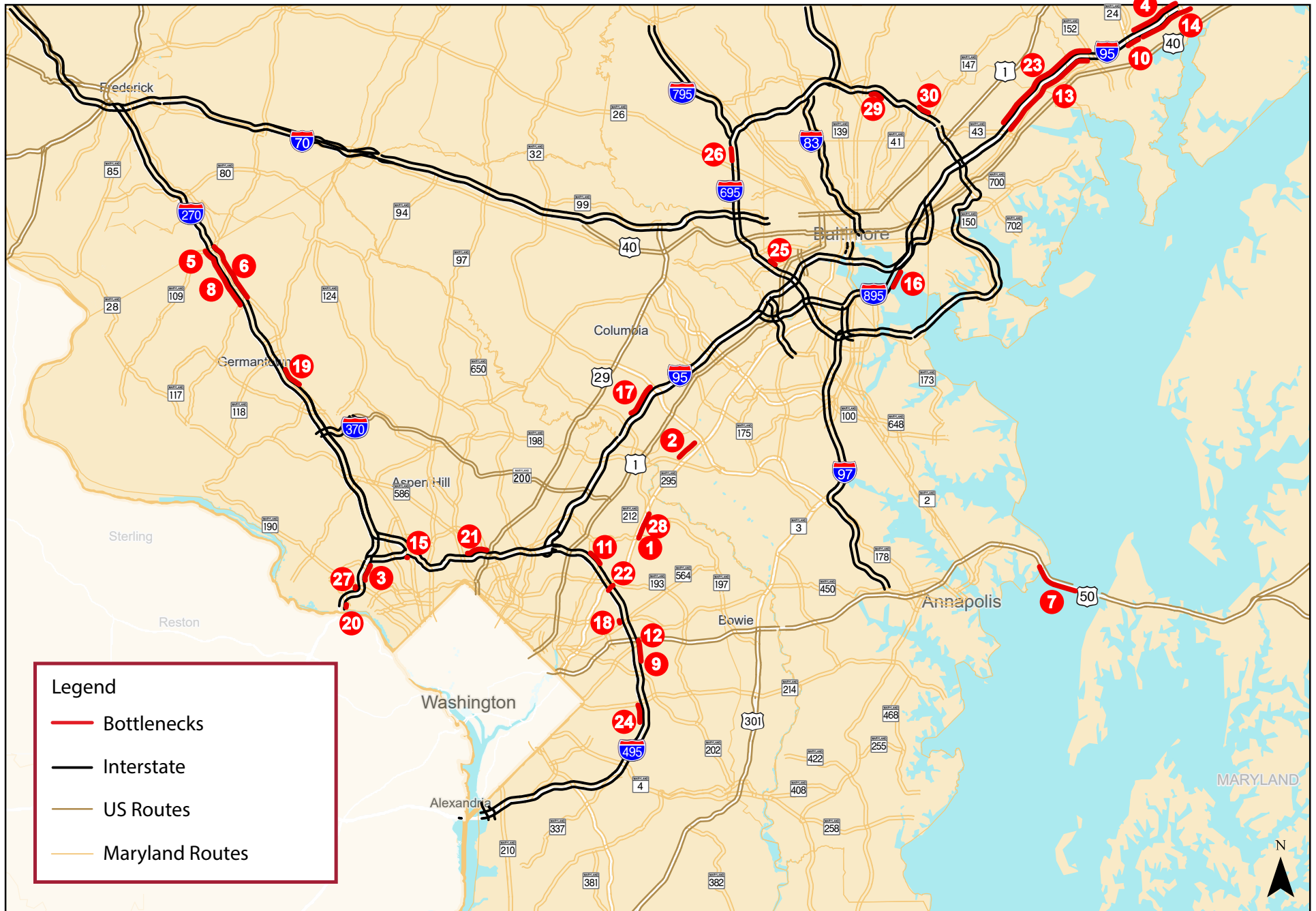
2021 Statewide Rank	LOCATION	Road	Direction	Average Duration (minute)	Average Length (mile)	Impact Factor	2020 Statewide Rank	Increase/ Decrease in Statewide Rank
1	MD 295 N @ Powder Mill Rd ¹	MD 295	Northbound	311	3.0	2.6	1	0
2	MD 295 S @ MD 198 ¹	MD 295	Southbound	215	3.0	2.1	6	↑ 4
3	I-495 IL @ I-270 Spur	I-495	Inner Loop	81	6.0	1.8	10	↑ 7
4	I-95 S @ MD 24/EXIT 77*	I-95	Southbound	91	6.0	1.8	69	↑ 65
5	I-270 S @ MD 109/EXIT 22	I-270	Southbound	114	4.0	1.5	8	↑ 3
6	I-270 N @ MD 109/EXIT 22	I-270	Northbound	90	5.0	1.5	4	↓ -2
7	US 50 E @ William Preston Lane Bridge	US 50	Eastbound	75	5.0	1.4	7	0
8	I-270 S @ MD 121 NORTH OF INTERSECTION	I-270	Southbound	47	8.0	1.1	N/A	N/A
9	I-495 N @ I-495/I-95/Capital Beltway	I-495	Northbound	242	1.0	1.0	17	↑ 8
10	I-95 N @ MD 24/EXIT 77*	I-95	Northbound	76	4.0	1.0	N/A	N/A
11	I-495 OL @ Greenbelt Station Rd	I-495	Outer Loop	64	4.0	0.9	22	↑ 11
12	I-495 OL @ US 50/EXIT 19	I-495	Outer Loop	94	2.0	0.7	24	↑ 12
13	I-95 N @ MD 152/EXIT 74*	I-95	Northbound	27	7.0	0.7	43	↑ 30
14	I-95 N @ MD 543/EXIT 80	I-95	Northbound	40	6.0	0.7	133	↑ 119
15	I-495 IL @ I-270/EXIT 35	I-495	Inner Loop	169	1.0	0.6	14	↓ -1
16	I-895 N @ Harbor Tunnel	I-895	Northbound	88	2.0	0.6	3	↓ -13
17	I-95 S @ MD 216/EXIT 35	I-95	Southbound	39	5.0	0.6	98	↑ 81
18	I-495 IL @ MD 450/ANNAPOLIS RD/EXIT 20 AT INTERCHANGE	I-495	Inner Loop	94	2.0	0.6	N/A	N/A
19	I-270 N @ MIDDLEBROOK RD/EXIT 13	I-270	Northbound	50	3.0	0.6	48	↑ 29
20	I-495 IL @ CLARA BARTON PKWY/EXIT 41 AT INTERCHANGE	I-495	Inner Loop	54	3.0	0.6	N/A	N/A
21	I-495 OL @ MD 97/GEORGIA AVE/EXIT 31	I-495	Outer Loop	58	3.0	0.6	18	↓ -3
22	MD 295 N @ I-95/I-495 ¹	MD 295	Northbound	44	4.0	0.6	15	↓ -7
23	I-95 S @ MD 43/WHITEMARSH BLVD/EXIT 67	I-95	Southbound	19	8.0	0.5	57	↑ 34
24	I-495 IL @ RITCHIE MARLBORO RD/EXIT 13 N OF INTERCHANGE	I-495	Inner Loop	59	3.0	0.5	N/A	N/A
25	I-695 IL @ MD 372/WILKENS AVE/EXIT 12	I-695	Inner Loop	79	2.0	0.5	42	↑ 17
26	I-695 OL @ MD 26/EXIT 18	I-695	Outer Loop	67	2.0	0.5	179	↑ 153
27	I-495 OL @ CABIN JOHN PKWY/EXIT 40	I-495	Outer Loop	57	3.0	0.5	112	↑ 85
28	MD 295 N @ MD-197/EXIT 11 SOUTH OF INTERCHANGE ¹	MD 295	Northbound	31	5.0	0.5	N/A	N/A
29	I-695 IL @ PROVIDENCE RD/EXIT 28	I-695	Inner Loop	44	4.0	0.5	N/A	N/A
30	I-695 OL @ MD 41/PERRING PKWY/EXIT 30	I-695	Outer Loop	82	2.0	0.5	129	↑ 99

¹ - Owned by National Park Service

* - Under Construction

Figure 2

Maryland's Top Bottlenecks: 2021



I-70 (Pennsylvania Line to US 40) Top Bottlenecks

2021 Statewide Rank	LOCATION	Direction	Average Duration (minute)	Average Length (mile)	Impact Factor	2020 Statewide Rank	Increase/ Decrease in Statewide Rank
65	I-70 E @ MD 65/EXIT 29 WEST OF INTERCHANGE	Eastbound	14	4	0.2	N/A	N/A
87	I-70 E @ MD 17/EXIT 42	Eastbound	11	2	0.1	101	↑ 14
120	I-70 W @ US 40/EXIT 32 WEST OF INTERCHANGE	Westbound	8	3	0.1	N/A	N/A
124	I-70 E @ US 40/EXIT 48	Eastbound	3	7	0.1	51	↓ -73
136	I-70 W @ MD 66/EXIT 35 WEST OF INTERCHANGE	Westbound	9	3	0.1	N/A	N/A
142	I-70 E @ US 40/EXIT 32	Eastbound	6	3	0.1	275	↑ 133
164	I-70 W @ MD 65/EXIT 29	Westbound	5	3	0.1	200	↑ 36
187	I-70 W @ MD 68/EXIT 18 EAST OF INTERCHANGE	Westbound	1	6	0.0	N/A	N/A
198	I-70 W @ I-81/EXIT 26 EAST OF INTERCHANGE	Westbound	2	4	0.0	N/A	N/A
203	I-70 E @ WASHINGTON-FREDERICK COUNTY LINE	Eastbound	1	5	0.0	N/A	N/A

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

2021 Statewide Rank	LOCATION	Direction	Average Duration (minute)	Average Length (mile)	Impact Factor	2020 Statewide Rank	Increase/ Decrease in Statewide Rank
48	I-70 E @ US 29/EXIT 87	Eastbound	18	4	0.3	110	↑ 62
69	I-70 W @ US 29/EXIT 87 EAST OF INTERCHANGE	Westbound	14	4	0.2	N/A	N/A
115	I-70 W @ MARIOTTSTVILLE RD/EXIT 83 EAST OF INTERCHANGE	Westbound	6	5	0.1	N/A	N/A
126	I-70 E @ MARIOTTSTVILLE RD/EXIT 83	Eastbound	18	1	0.1	N/A	N/A
189	I-70 E @ US 15/US 340/EXIT 52 EAST OF INTERCHANGE	Eastbound	2	5	0.0	N/A	N/A
206	I-70 W @ MD 75/EXIT 62	Westbound	1	7	0.0	136	↓ -70
227	I-70 E @ MD 27/EXIT 68	Eastbound	1	10	0.0	162	↓ -65
234	I-70 E @ MD 94/EXIT 73 WEST OF INTERCHANGE	Eastbound	1	6	0.0	N/A	N/A
282	I-70 W @ MD 144/EXIT 56	Westbound	1	5	0.0	565	↑ 283
286	I-70 W @ CARROLL-HOWARD COUNTY BORDER (MOUNT AIRY) (EAST)	Westbound	1	5	0.0	631	↑ 345

I-81 Top Bottlenecks

2021 Statewide Rank	LOCATION	Direction	Average Duration (minute)	Average Length (mile)	Impact Factor	2020 Statewide Rank	Increase/ Decrease in Statewide Rank
229	I-81 N @ HALFWAY BLVD/EXIT 5	Northbound	6	2	0.0	724	↑ 495
242	I-81 N @ US 40/EXIT 6	Northbound	1	3	0.0	481	↑ 239
296	I-81 S @ MD 63/MD 68/EXIT 1 NORTH OF INTERCHANGE	Southbound	2	2	0.0	N/A	N/A
342	I-81 N @ MAUGANS AVE/EXIT 9 SOUTH IF INTERCHANGE	Northbound	1	3	0.0	N/A	N/A
392	I-81 N @ MD 58/EXIT 7 SOUTH OF INTERCHANGE	Northbound	1	3	0.0	N/A	N/A
455	I-81 N @ I-70/EXIT 3	Northbound	1	2	0.0	879	↑ 424
532	I-81 N @ US 11/EXIT 2	Northbound	0	2	0.0	380	↓ -152
559	I-81 N @ MD 63/MD 68/EXIT 1	Northbound	1	1	0.0	838	↑ 279
560	I-81 S @ US 11/EXIT 2	Southbound	0	2	0.0	668	↑ 108
561	I-81 N @ MD 163/EXIT 1	Northbound	0	2	0.0	708	↑ 147

I-83 Top Bottlenecks

2021 Statewide Rank	LOCATION	Direction	Average Duration (minute)	Average Length (mile)	Impact Factor	2020 Statewide Rank	Increase/ Decrease in Statewide Rank
58	I-83 S @ I-695	Southbound	48	1	0.2	70	↑ 12
108	I-83 S @ MD 25/FALLS RD/EXIT 8 NORTH OF MD 25 RAMPS	Southbound	12	3	0.1	N/A	N/A
132	I-83 S @ PENNSYLVANIA/MD STATE LINE	Southbound	6	4	0.1	N/A	N/A
219	I-83 N @ I-695/JONES FALLS EXPY/EXIT 23	Northbound	4	2	0.0	235	↑ 16
221	I-83 N @ MD 133/RUXTON RD	Northbound	2	4	0.0	240	↑ 19
240	I-83 S @ BELFAST RD/EXIT 24 AT SOUTHBOUND OFF-RAMP	Southbound	1	5	0.0	N/A	N/A
257	I-83 N @ MD 439/EXIT 36 AT INTERCHANGE	Northbound	1	6	0.0	N/A	N/A
279	I-83 N @ W NORTHERN PKWY/EXIT 10 SOUTH OF INTERCHANGE	Northbound	4	1	0.0	N/A	N/A
281	I-83 N @ MD 137/MOUNT CARMEL RD/EXIT 27 SOUTH OF INTERCHANGE	Northbound	1	5	0.0	N/A	N/A
293	I-83 S @ W NORTHERN PKWY/EXIT 10	Southbound	4	2	0.0	430	↑ 137

I-95 (I-495 to I-695 North) Top Bottlenecks

2021 Statewide Rank	LOCATION	Direction	Average Duration (minute)	Average Length (mile)	Impact Factor	2020 Statewide Rank	Increase/ Decrease in Statewide Rank
17	I-95 S @ MD 216/EXIT 35	Southbound	39	5	0.6	98	↑ 81
36	I-95 S @ MD 175/EXIT 41	Southbound	61	3	0.4	117	↑ 81
42	I-95 N @ I-95 (EAST)	Northbound	53	2	0.4	58	↑ 16
93	I-95 S @ MD 100/EXIT 43	Southbound	10	4	0.1	89	↓ -4
105	I-95 S @ MD 32/EXIT 38 SOUTH OF INTERCHANGE	Southbound	11	3	0.1	N/A	N/A
137	I-95 S @ I-895/EXIT 46	Southbound	11	2	0.1	217	↑ 80
150	I-95 S @ I-195/MD 166/EXIT 47	Southbound	6	2	0.1	207	↑ 57
174	I-95 S @ I-695/EXIT 49 NORTH OF INTERSECTION	Southbound	7	2	0.0	N/A	N/A
233	I-95 N @ FORT MCHENRY TUNNEL TOLL PLAZA	Northbound	6	1	0.0	445	↑ 212
263	I-95 S @ MD 295/BALTIMORE WASHINGTON PKWY/EXIT 52	Southbound	3	1	0.0	394	↑ 131

I-95 (I-695 North to Delaware Line) Top Bottlenecks

2021 Statewide Rank	LOCATION	Direction	Average Duration (minute)	Average Length (mile)	Impact Factor	2020 Statewide Rank	Increase/ Decrease in Statewide Rank
4	I-95 S @ MD 24/EXIT 77	Southbound	91	6	1.8	69	↑ 65
10	I-95 N @ MD 24/EXIT 77	Northbound	76	4	1.0	N/A	N/A
13	I-95 N @ MD 152/EXIT 74	Northbound	27	7	0.7	43	↑ 30
14	I-95 N @ MD 543/EXIT 80	Northbound	40	6	0.7	133	↑ 119
23	I-95 S @ MD 43/WHITEMARSH BLVD/EXIT 67	Southbound	19	8	0.5	57	↑ 34
63	I-95 S @ MARYLAND HOUSE	Southbound	18	3	0.2	N/A	N/A
67	I-95 N @ MILLARD E TYDINGS MEMORIAL BRIDGE	Northbound	20	3	0.2	188	↑ 121
73	I-95 S @ MD 543/EXIT 80 SOUTH OF INTERCHANGE	Southbound	23	3	0.2	N/A	N/A
75	I-95 S @ MILLARD E TYDINGS MEMORIAL BRIDGE	Southbound	17	3	0.2	271	↑ 196
77	I-95 N @ MD 22/EXIT 85	Northbound	16	4	0.2	212	↑ 135

I-97 Top Bottlenecks

2021 Statewide Rank	LOCATION	Direction	Average Duration (minute)	Average Length (mile)	Impact Factor	2020 Statewide Rank	Increase/ Decrease in Statewide Rank
59	I-97 S @ US 50/US 301	Southbound	9	7	0.2	113	↑ 54
85	I-97 S @ MD 178/EXIT 5	Southbound	19	2	0.1	169	↑ 84
152	I-97 N @ MD 3/EXIT 7	Northbound	12	2	0.1	408	↑ 256
163	I-97 S @ MD 3/EXIT 7	Southbound	7	2	0.1	246	↑ 83
191	I-97 N @ MD 3 BR/NEW CUT RD/EXIT 12	Northbound	4	3	0.0	229	↑ 38
317	I-97 S @ BENFIELD BLVD/EXIT 10 SOUTH OF INTERCHANGE	Southbound	2	2	0.0	N/A	N/A
332	I-97 N @ MD 178/EXIT 5	Northbound	1	3	0.0	489	↑ 157
350	I-97 S @ MD 32/EXIT 7	Southbound	2	2	0.0	425	↑ 75
386	I-97 S @ MD 3 BR/NEW CUT RD/EXIT 12	Southbound	2	2	0.0	379	↓ -7
387	I-97 S @ I-695/EXIT 17	Southbound	5	1	0.0	885	↑ 498

I-270 Top Bottlenecks

2021 Statewide Rank	LOCATION	Direction	Average Duration (minute)	Average Length (mile)	Impact Factor	2020 Statewide Rank	Increase/ Decrease in Statewide Rank
5	I-270 S @ MD 109/EXIT 22	Southbound	114	4	1.5	8	↑ 3
6	I-270 N @ MD 109/EXIT 22	Northbound	90	5	1.5	4	↓ -2
8	I-270 S @ MD 121 NORTH OF INTERSECTION	Southbound	47	8	1.1	N/A	N/A
19	I-270 N @ MIDDLEBROOK RD/EXIT 13	Northbound	50	3	0.6	48	↑ 29
34	I-270 SPUR S @ I-495	Southbound	126	1	0.4	52	↑ 18
56	I-270 N @ MD 85/EXIT 31 NORTH OF INTERHANGE	Northbound	27	3	0.2	N/A	N/A
76	I-270 N @ I-270/WASHINGTON NATIONAL PIKE	Northbound	62	1	0.2	88	↑ 12
96	I-270 N @ MD 80/EXIT 26	Northbound	15	3	0.1	25	↓ -71
101	I-270 S @ I-495/MD 355	Southbound	60	0	0.1	124	↑ 23
102	I-270 S @ MIDDLEBROOK RD/EXIT 13	Southbound	14	3	0.1	N/A	N/A

I-495 Top Bottlenecks

2021 Statewide Rank	LOCATION	Direction	Average Duration (minute)	Average Length (mile)	Impact Factor	2020 Statewide Rank	Increase/ Decrease in Statewide Rank
3	I-495 IL @ I-270 SPUR	Inner Loop	81	6	1.8	10	↑ 7
9	I-495 N @ I-495/I-95/CAPITAL BELTWAY (NORTH)	Northbound	242	1	1.0	17	↑ 8
11	I-495 OL @ GREENBELT STATION RD/EXIT 24	Outer Loop	64	4	0.9	22	↑ 11
12	I-495 OL @ US 50/EXIT 19	Outer Loop	94	2	0.7	24	↑ 12
15	I-495 IL @ I-270/EXIT 35	Inner Loop	169	1	0.6	14	↓ -1
18	I-495 IL @ MD 450/ANNAPOLIS RD/EXIT 20 AT INTERCHANGE	Inner Loop	94	2	0.6	N/A	N/A
20	I-495 IL @ CLARA BARTON PKWY/EXIT 41 AT INTERCHANGE	Inner Loop	54	3	0.6	N/A	N/A
21	I-495 OL @ MD 97/GEORGIA AVE/EXIT 31	Outer Loop	58	3	0.6	18	↓ -3
24	I-495 IL @ RITCHIE MARLBORO RD/EXIT 13 N OF INTERCHANGE	Inner Loop	59	3	0.5	N/A	N/A
27	I-495 OL @ CABIN JOHN PKWY/EXIT 40	Outer Loop	57	3	0.5	112	↑ 85

I-695 Top Bottlenecks

2021 Statewide Rank	LOCATION	Direction	Average Duration (minute)	Average Length (mile)	Impact Factor	2020 Statewide Rank	Increase/ Decrease in Statewide Rank
25	I-695 IL @ MD 372/WILKENS AVE/EXIT 12	Inner Loop	79	2	0.5	42	↑ 17
26	I-695 OL @ MD 26/EXIT 18	Outer Loop	67	2	0.5	179	↑ 153
29	I-695 IL @ PROVIDENCE RD/EXIT 28	Inner Loop	44	4	0.5	N/A	N/A
30	I-695 OL @ MD 41/PERRING PKWY/EXIT 30	Outer Loop	82	2	0.5	129	↑ 99
32	I-695 OL @ I-70/EXIT 16	Outer Loop	73	2	0.4	115	↑ 83
37	I-695 IL @ MD 122/SECURITY BLVD/EXIT 17	Inner Loop	89	2	0.4	12	↓ -25
39	I-695 OL @ US 40/EXIT 15	Outer Loop	32	3	0.4	153	↑ 114
46	I-695 OL @ MD 567/CROMWELL BRIDGE RD/EXIT 29	Outer Loop	67	2	0.3	45	↓ -1
51	I-695 IL @ I-83/MD 25/EXIT 23	Inner Loop	27	3	0.3	40	↓ -11
52	I-695 OL @ MD 122/SECURITY BLVD/EXIT 17	Outer Loop	17	4	0.3	104	↑ 52

I-795 Top Bottlenecks

2021 Statewide Rank	LOCATION	Direction	Average Duration (minute)	Average Length (mile)	Impact Factor	2020 Statewide Rank	Increase/ Decrease in Statewide Rank
185	I-795 N @ OWINGS MILLS BLVD/EXIT 4	Northbound	5	2	0.0	156	↓ -29
232	I-795 S @ I-695	Southbound	1	4	0.0	250	↑ 18
336	I-795 S @ OWINGS MILLS BLVD/EXIT 4	Southbound	2	2	0.0	567	↑ 231
409	I-795 S @ FRANKLIN BLVD/EXIT 7	Southbound	2	1	0.0	307	↓ -102
558	I-795 N @ MD 30/MD 128/MD 140/EXIT 9	Northbound	0	3	0.0	706	↑ 148
659	I-795 N @ FRANKLIN BLVD/EXIT 7	Northbound	0	1	0.0	738	↑ 79

I-895 Top Bottlenecks

2021 Statewide Rank	LOCATION	Direction	Average Duration (minute)	Average Length (mile)	Impact Factor	2020 Statewide Rank	Increase/ Decrease in Statewide Rank
16	I-895 N @ HARBOR TUNNEL THWY (NORTH)	Northbound	88	2	0.6	3	↓ -13
72	I-895 S @ HARBOR TUNNEL THWY (SOUTH)	Southbound	25	2	0.2	30	↓ -42
139	I-895 S @ HARBOR TUNNEL THWY (NORTH) AT KEITH AVE	Southbound	13	2	0.1	N/A	N/A
156	I-895 S @ O'DONNELL ST/EXIT 11	Southbound	22	1	0.1	245	↑ 89
176	I-895 N @ CHILDS ST/EXIT 9 NORTH OF TOLL PLAZA	Northbound	33	0	0.0	N/A	N/A
236	I-895 S @ HOLABIRD AVE/EXIT 10 SOUTH OF INTERCHANGE	Southbound	8	1	0.0	N/A	N/A
324	I-895 N @ I-95/EXIT 46	Northbound	18	0	0.0	553	↑ 229
382	I-895 S @ I-95/EXIT 46 AT RAMP FROM I-95 SOUTHBOUND	Southbound	6	1	0.0	N/A	N/A
428	I-895 S @ MD 2/POTEE ST/EXIT 7	Southbound	1	2	0.0	501	↑ 73
430	I-895 N @ HARBOR TUNNEL THWY (SOUTH) AT TUNNEL ENTRANCE	Northbound	2	1	0.0	N/A	N/A

MD 32 Top Bottlenecks

2021 Statewide Rank	LOCATION	Direction	Average Duration (minute)	Average Length (mile)	Impact Factor	2020 Statewide Rank	Increase/ Decrease in Statewide Rank
47	MD 32 E @ HENKELS LN/DORSEY RUN RD	Eastbound	53	2	0.3	630	↑ 583
131	MD 32 W @ MD 175/ANNAPOLIS RD	Westbound	15	2	0.1	91	↓ -40
251	MD 32 W @ MD 198/LAUREL FORT MEADE RD	Westbound	1	4	0.0	309	↑ 58
283	MD 32 E @ I-95 WEST OF INTERCHANGE	Eastbound	3	2	0.0	N/A	N/A
445	MD 32 W @ US 29 EAST OF INTERCHANGE	Westbound	2	1	0.0	N/A	N/A
454	MD 32 E @ US 1	Eastbound	1	2	0.0	768	↑ 314
471	MD 32 E @ US 29	Eastbound	1	1	0.0	685	↑ 214
527	MD-32 E @ CEDAR LN/PINDELL SCHOOL RD	Eastbound	0	3	0.0	589	↑ 62
585	MD 32 E @ MD 3 WEST OF INTERCHANGE	Eastbound	0	3	0.0	N/A	N/A
601	MD-32 W @ GREAT STAR DR	Westbound	0	2	0.0	656	↑ 55

MD 100 Top Bottlenecks

2021 Statewide Rank	LOCATION	Direction	Average Duration (minute)	Average Length (mile)	Impact Factor	2020 Statewide Rank	Increase/ Decrease in Statewide Rank
49	MD 100 W @ EXIT 7 EAST OF INTERCHANGE	Westbound	51	2	0.3	N/A	N/A
66	MD 100 E @ MD 170/TELEGRAPH RD/EXIT 11	Eastbound	23	3	0.2	121	↑ 55
94	MD 100 E @ EXIT 7 WEST OF INTERCHANGE	Eastbound	35	1	0.1	N/A	N/A
99	MD 100 W @ MD 10 RAMP FROM MD 2 NORTHBOUND	Westbound	25	2	0.1	N/A	N/A
155	MD 100 E @ MD 174/QUARTERFIELD RD EAST OF INTERCHANGE	Eastbound	15	1	0.1	N/A	N/A
175	MD 100 E @ MD 10 RAMP TO MD 2 SOUTHBOUND	Eastbound	10	1	0.0	N/A	N/A
180	MD 100 W @ MD 607/MAGOTHY BRIDGE RD	Westbound	51	0	0.0	63	↓ -117
201	MD 100 W @ US 29	Westbound	10	1	0.0	168	↓ -33
244	MD 100 W @ I 95/EXIT 5	Westbound	7	1	0.0	715	↑ 471
268	MD-100 E @ OAKWOOD RD WEST OF INTERCHANGE	Eastbound	2	3	0.0	N/A	N/A

MD 200 Top Bottlenecks

2021 Statewide Rank	LOCATION	Direction	Average Duration (minute)	Average Length (mile)	Impact Factor	2020 Statewide Rank	Increase/ Decrease in Statewide Rank
182	MD 200 E @ MD 97/GEORGIA AVE	Eastbound	2	5	0.0	314	↑ 132
288	MD 200 W @ I-370	Westbound	0	6	0.0	288	0
457	MD 200 W @ MD 182/LAYHILL RD	Westbound	0	3	0.0	564	↑ 107
486	MD-200 W @ MD 650/NEW HAMPSHIRE AVE	Westbound	0	3	0.0	697	↑ 211
660	MD 200 E @ US 29/COLUMBIA PIKE	Eastbound	0	3	0.0	627	↓ -33
662	MD 200 W @ MD 97/GEORGIA AVE EAST OF INTERCHANGE	Westbound	0	3	0.0	N/A	N/A
680	MD 200 E @ MD 182/LAYHILL RD	Eastbound	0	2	0.0	359	↓ -321
718	MD 200 E @ I-95	Eastbound	0	2	0.0	677	↓ -41
818	MD 200 E @ BRIGGS CHANEY RD	Eastbound	0	2	0.0	844	↑ 26
859	MD 200 E @ MD 650/NEW HAMPSHIRE AVE EAST OF INTERCHANGE	Eastbound	0	1	0.0	N/A	N/A

MD 295 Top Bottlenecks

2021 Rank	LOCATION	Direction	Average Duration (minute)	Average Length (mile)	Impact Factor	2020 Rank	Increase/Decrease in Statewide Rank
1	MD 295 N @ POWDER MILL RD	Northbound	311	3	2.6	1	0
2	MD-295 S @ MD 198	Southbound	215	3	2.1	6	↑ 4
22	MD 295 N @ I-995/I-495	Northbound	44	4	0.6	15	↓ -7
28	MD 295 N @ MD-197/EXIT 11 SOUTH OF INTERCHANGE	Northbound	31	5	0.5	N/A	N/A
33	MD 295 S @ AA-PG COUNTY BORDER (LAUREL) (NORTH)	Southbound	30	4	0.4	64	↑ 31
60	MD 295 S @ MD 175	Southbound	40	2	0.2	84	↑ 24
97	MD 295 S @ MD 32	Southbound	22	2	0.1	49	↓ -48
133	MD 295 S @ MD 100 NORTH OF INTERCHANGE	Southbound	7	3	0.1	N/A	N/A
144	MD 295 N @ GODDARD SPACE FLIGHT CTR. N OF INT.	Northbound	11	2	0.1	N/A	N/A
153	MD-295 N @ AA-PG COUNTY BORDER (LAUREL) (SOUTH)	Northbound	10	2	0.1	N/A	N/A

US 50 Top Bottlenecks

2021 Rank	LOCATION	Direction	Average Duration (minute)	Average Length (mile)	Impact Factor	2020 Rank	Increase/Decrease in Statewide Rank
7	US 50 E @ WILLIAM PRESTON LANE BRIDGE	Eastbound	75	5	1.4	7	0
53	US 50 E @ MD 202/LANDOVER RD	Eastbound	48	2	0.3	71	↑ 18
84	US 50 E @ MD 295/BALTIMORE WASHINGTON PKWY	Eastbound	55	1	0.1	94	↑ 10
86	US 50 E @ I-97/EXIT 21	Eastbound	9	4	0.1	295	↑ 209
111	US 50 E @ MD 648/BALTIMORE ANNAPOLIS BLVD	Eastbound	16	2	0.1	485	↑ 374
114	US 50 E @ WILLIAM P LANE BRIDGE TOLL PLAZA	Eastbound	16	2	0.1	208	↑ 94
141	US 50 W @ MD 201/MD 295/KENILWORTH AVE	Westbound	7	3	0.1	134	↓ -7
158	US 50 E @ BAY DALE DR/FERGUSON RD/EXIT 28	Eastbound	5	3	0.1	354	↑ 196
186	US 50 E @ MD 197/COLLINGTON RD/EXIT 11	Eastbound	2	6	0.0	176	↓ -10
217	US 50 E @ OCEANIC DR/EXIT 32 WEST OF INTERCHANGE	Eastbound	5	1	0.0	N/A	N/A

C. ARTERIAL CORRIDOR FACT SHEETS

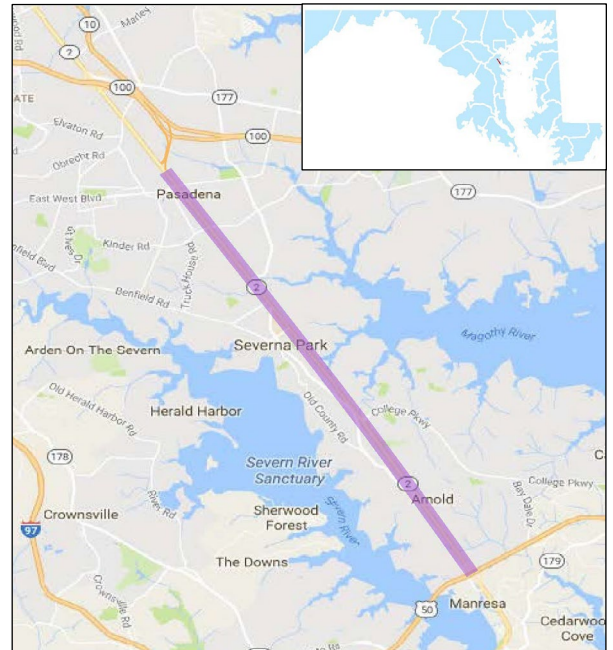
The next highest classification of roadways after freeways/expressways are arterials. Arterials provide the connection between the freeway/expressway system and the local roadways. These roadways normally have multiple lanes, traffic signals, and access points either from cross streets or driveways. They have the next highest levels of traffic with only freeways/ expressways normally carrying more volume.

Motorists along many arterials experience mobility issues due to the level of traffic volumes. The MDOT SHA has identified the 35 most congested arterial corridors in the AM and PM peak hours based on observed traffic operations, traffic volumes, regional significance, and availability of data to analyze in further detail. In addition, US 50, MD 18 and MD 90 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 (County):

- MD 2 - US 50/301 to MD 10 (Anne Arundel)
- MD 3 - US 50/301 to I-97 (Anne Arundel)
- MD 4 - Washington DC Line to Dower House Road (Prince George's)
- MD 4 - MD 5 to MD 2 (St. Mary's)
- MD 5 - US 301 to MD 223 (Prince George's)
- MD 18 - MD 8 to Piney Road (summer weekend) (Queen Anne's)
- MD 24 - US 40 to US 1 (Harford)
- MD 26 - MD 32 to Baltimore City Line (Carroll & Baltimore)
- MD 28 - Riffle Ford Road to MD 97 (Montgomery)
- MD 30- MD 30 Business to MD 86 (Carroll)
- MD 32 - MD 108 to MD 26 (Howard & Carroll)
- MD 43 - I-695 to US 40 (Baltimore)
- MD 45 - Baltimore City Line to Shawan Road (Baltimore)
- MD 85 - English Muffin Way to I-70 (Frederick)
- MD 90 - US 50 to MD 528 (summer weekend) (Worcester)
- MD 97 - Washington DC Line to MD 108 (Montgomery)
- MD 124 - MD 28 to MD 108 (Montgomery)
- MD 140 - MD 97 to Baltimore City Line (Carroll & Baltimore)
- MD 152 - US 40 to Carrs Mill Road (Harford)
- MD 175 - MD 32 to US 29 (Anne Arundel & Howard)
- MD 185 - Washington DC Line to MD 97 (Montgomery)
- MD 193 - MD 201 to MD 650 (Prince George's)
- MD 201 - MD 450 to MD 212 (Prince George's)
- MD 210 - MD 228 to I-95 (Prince George's)
- MD 228 - MD 210 to US 301 (Prince George's & Charles)
- MD 355 - Washington DC Line to MD 27 (Montgomery)
- MD 410 - MD 355 to US 29 (Montgomery)
- MD 410 - MD 650 to Pennsy Drive (Prince George's)
- MD 450 - MD 202 to MD 704 (Prince George's)
- MD 650 - Washington DC Line to US 29 (Montgomery & Prince George's)
- US 1 - MD 410 to MD 198 (Prince George's)
- US 1 - Baltimore City Line to Honeygo Boulevard (Baltimore)
- US 29 - MD 97 to MD 650 (Montgomery)
- US 29 - Industrial Parkway to MD 198 (Montgomery)
- US 40 - I-70 to Cleveland Ave (Washington)
- US 50 - MD 213 to MD 528 (summer weekend) (Talbot, Dorchester, Wicomico, Worcester)
- US 301 - Billingsley Road to MD 5 (Charles)
- US 301 - Leeland Road to MD 4 (Prince George's)
- US 301 - MD 234 to Nice Bridge (summer weekend) (Charles)

MD 2

Limits:	US 50/301 to MD 10	
Corridor Length:	8.4 miles	
Speed Limit:	50 MPH	
Travel Lanes:	2-3 (Northbound) 1-3 (Southbound)	
Signal Controlled Intersections:	12	
Grade Separated Interchanges:	1	
Major Cross Streets:	MD 10, MD 648, College Pkwy, Magothy Bridge Rd, East West Blvd / Pasadena Rd, US 50	
Routes and Ridership	Routes	Avg. Daily Ridership
	MTA LocalLink 70	1,055
	MTA Commuter Bus 260	18



2021 AADT	Trucks	Peak Hour Traffic
39,000 - 60,000 vpd	5% - 8%	8%

Intersection Operations

Signalized Intersections*:	AM Peak Hour	PM Peak Hour
LOS D or Better	3	2
LOS E	0	1
LOS F	0	0

Segment Operations

	Northbound AM / PM (Miles of Roadway)	Southbound AM / PM (Miles of Roadway)
Level of Service		
LOS D or Better	5.6 / 0.0	3.1 / 3.1
LOS E	2.8 / 1.6	4.5 / 1.1
LOS F	0.0 / 6.8	0.8 / 4.2

LOS 'E' Intersections

MD 2 at Robinson Rd/Leelyn Dr (PM)

LOS 'F' Intersections

Color Key

TTI	PTI
1.00 - 1.15	1.0 - 1.5
1.15 - 1.30	1.5 - 2.5
1.30 - 2.00	> 2.5
> 2.00	
No data	

* Available count data. (25% of signalized intersections)

Functional Class	Roadway Segment North to South	Length (miles)	TTI				PTI			
			AM		PM		AM		PM	
			NB	SB	NB	SB	NB	SB	NB	SB
Urban Other Principal Arterial	MD 10 - Pasadena Rd/East West Blvd.	0.3				W			I	
	Pasadena Rd/East West Blvd. - E Earleigh Heights Rd/Magothy Bridge Rd.	0.9			W	W	I		W	W
	E Earleigh Heights Rd/Magothy Bridge Rd. - MD-648/Baltimore Annapolis Blvd.	1.1						W		
	MD-648/Baltimore Annapolis Blvd. - Robinson Rd.	0.5		W		W		W		W
	Robinson Rd. - College PKWY	2.5			W	W		W		W
	College PKWY - US301	3.1			W			I	W	

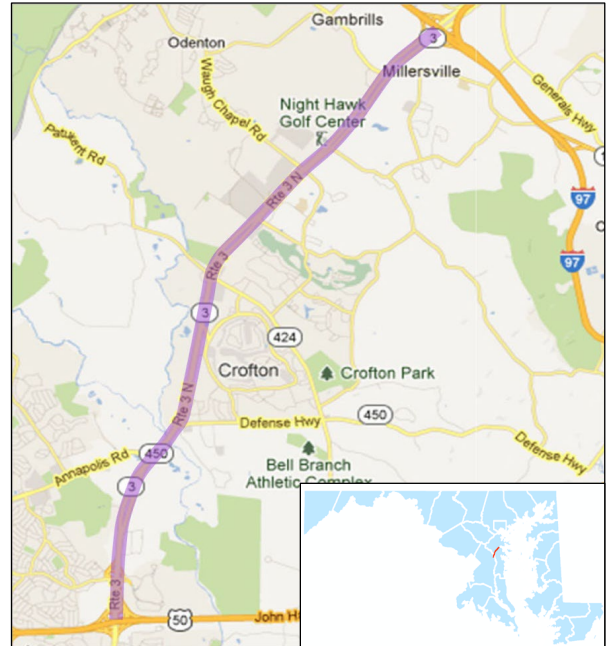
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PTI: planning time index (95th percentile travel time / freeflow travel time)

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

MD 3

Limits:	US 50/301 to I-97	
Corridor Length:	8.8 miles	
Speed Limit:	45 - 50 MPH	
Travel Lanes:	(2 - 4) Northbound (2 - 4) Southbound	
Signal Controlled Intersections:	12	
Grade Separated Interchanges:	3	
Major Cross Streets:	I-97, MD 175, MD 424, Waugh Chapel Rd, Defense Hwy, MD 450, Belair Rd, US 50/301	
Routes and Ridership	Routes	Avg. Daily Ridership
	METRO B29	361



2021 AADT	Trucks	Peak Hour Traffic
69,000 - 79,000 vpd	5% - 9%	7% - 8%

Intersection Operations

Signalized Intersections*:	AM Peak Hour	PM Peak Hour
LOS D or Better	10	8
LOS E	1	2
LOS F	0	1

Segment Operations

Level of Service	Northbound AM / PM (Miles of Roadway)	Southbound AM / PM (Miles of Roadway)
LOS D or Better	5.4 / 1.3	0.5 / 0.5
LOS E	2.2 / 1.6	7.8 / 2.1
LOS F	1.2 / 5.9	0.5 / 6.2

LOS 'E' Intersections

MD 3 at MD 450 (AM, PM)
MD 3 (SB) at South Main Chapel Way/Directional Crossover (PM)

LOS 'F' Intersections

MD 3 at Crawford Blvd/Cronson Blvd (PM)

Color Key

TTI	PTI
1.00 - 1.15	1.0 - 1.5
1.15 - 1.30	1.5 - 2.5
1.30 - 2.00	> 2.5
> 2.00	
No data	

* Available count data. (92% of signalized intersections)

Functional Class	Roadway Segment North to South	Length (miles)	TTI				PTI			
			AM		PM		AM		PM	
			NB	SB	NB	SB	NB	SB	NB	SB
Urban Other Principal Arterial	Patuxent Fwy (MD-32) - Annapolis Rd (MD-175)/Millersville Rd	0.8				W		W		W
	Annapolis Rd (MD-175)/Millersville Rd - St. Stephens Ch Rd	1.2	W		W	W	W		W	W
	St. Stephens Church Rd - Waugh Chapel Rd/Riedel Rd	0.5		W	W	W		W	W	W
	Waugh Chapel Rd/Riedel Rd - John Hopkins Rd	0.8			W			W		
	Johns Hopkins Rd - Conway Rd/Davidsonville Rd (MD-424)	0.9			W		I	W	W	
	Conway Rd/Davidsonville Rd (MD-424) - Crawford Blvd/Cronson Blvd	0.7			W			W		
	Crawford Blvd/Cronson Blvd - Defense Hwy (MD-450)	1.3								
	Defense Hwy (MD-450) - Annapolis Rd (MD-450)	0.5					W			
	Annapolis Rd (MD-450) - Belair Drive/Melford Blvd	1.6		W		W	W	W	W	W
	Belair Drive/Melford Blvd - US-50	0.5								

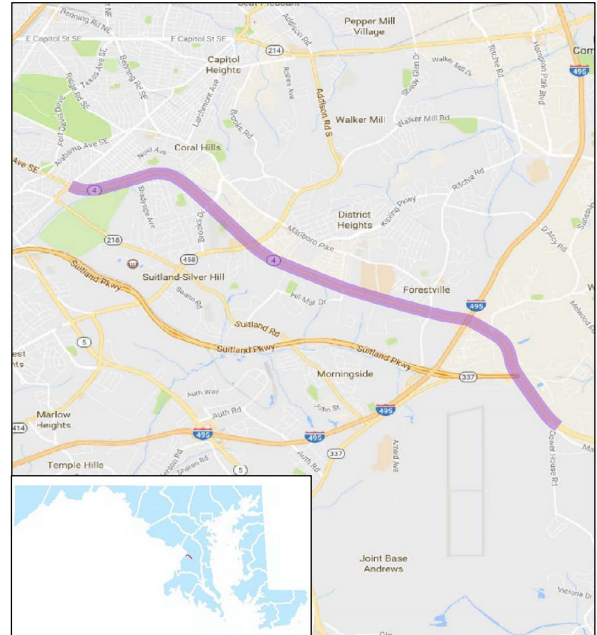
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PTI: planning time index (95th percentile travel time / freeflow travel time)

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

MD 4

Limits:	Washington DC Line to Dower House Rd			
Corridor Length:	6.6 miles			
Speed Limit:	35 - 55 MPH			
Travel Lanes:	(2 - 3) Northbound (2 - 3) Southbound			
Signal Controlled Intersections:	12			
Grade Separated Interchanges:	7			
Major Cross Streets:	MD 458, Forestville Rd, I-95, MD 337, MD 223, Dower House Rd			
Routes and Ridership	MTA Commuter Bus Routes	Avg. Daily Ridership	METRO Routes	Avg. Daily Ridership
			J12	522
			K12	1,181
	810	13	V12	880
	820	67	The Bus Routes	Avg. Daily Ridership
	830	62		
	840	54	20	196
	850	18	24	239



2021 AADT	Trucks	Peak Hour Traffic
21,000 - 60,000 vpd	3% - 9%	6.5% - 7.5%

Intersection Operations

Signalized Intersections*:	AM Peak Hour	PM Peak Hour
LOS D or Better	6	8
LOS E	1	0
LOS F	2	1

Segment Operations

Level of Service	Northbound AM / PM (Miles of Roadway)	Southbound AM / PM (Miles of Roadway)
LOS D or Better	4.2 / 4.7	5.3 / 3.0
LOS E	2.4 / 1.5	0.4 / 1.7
LOS F	0.0 / 0.4	0.9 / 1.9

LOS 'E' Intersections

MD 4 at Parkland Dr (AM)

LOS 'F' Intersections

MD 4 at MD 337/Presidential Pkwy (AM, PM)

MD 4 at Dower House Rd (AM)

Color Key

TTI	PTI
1.00 - 1.15	1.0 - 1.5
1.15 - 1.30	1.5 - 2.5
1.30 - 2.00	> 2.5
> 2.00	
No data	

* Available count data. (75% of signalized intersections)

Functional Class	Roadway Segment North to South	Length (miles)	TTI				PTI			
			AM		PM		AM		PM	
			NB	SB	NB	SB	NB	SB	NB	SB
Urban Other Principal Arterial	Southern Ave - Alton St/ Shadyside Ave.	0.8								
	Alton St/ Shadyside Ave. - Spaulding Ave./Quarter Ave.	0.5								
	Spaulding Ave./Quarter Ave. - Brooks Dr.	0.4								
	Brooks Dr. - Silver Hill Rd. (MD-458)	0.7								
	Silver Hill Rd. (MD-458) - Parkland Dr.	0.3								
	Parkland Dr. - Walters Ln.	0.8								
	Walters Ln. - Donnell Dr.	0.4								
	Donnell Dr. - Forestville Rd.	0.6	W				W			
Urban Freeway Expressway	Forestville Rd. - I95/I495	0.4								I
	I95/I495 - Old Marlboro Pike/ Westphalia Rd.	0.3		W						I
	Old Marlboro Pike/ Westphalia Rd. - MD-337	0.6	W	W	W	W	W	W		W
	MD-337 - Dowerhouse Rd.	0.8								

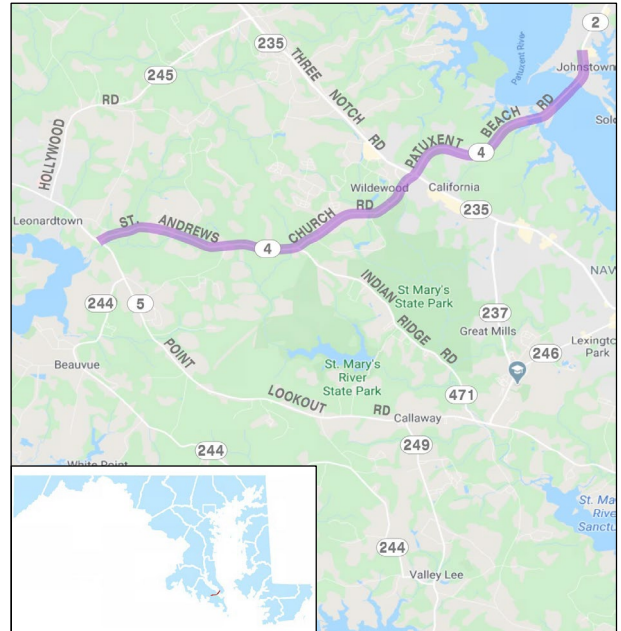
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PTI: planning time index (95th percentile travel time / freeflow travel time)

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

MD 4

Limits:	MD 5 to MD 2	
Corridor Length:	10 miles	
Speed Limit:	45 - 50 MPH	
Travel Lanes:	(1 - 2) Northbound (1 - 2) Southbound	
Signal Controlled Intersections:	4	
Grade Separated Interchanges:	1	
Major Cross Streets:	MD 5, Indian Bridge Rd, FDR Blvd, MD 235, Patuxent Blvd, MD 2	
Routes and Ridership	Routes	Avg. Daily Ridership
	N/A	N/A



2021 AADT	Trucks	Peak Hour Traffic
11,000 - 27,000 vpd	5% - 6%	8% - 9%

Segment Operations

Intersection Operations

Signalized Intersections*:	AM Peak Hour	PM Peak Hour
LOS D or Better	1	1
LOS E	2	0
LOS F	0	2

	Northbound AM / PM (Miles of Roadway)	Southbound AM / PM (Miles of Roadway)
Level of Service		
LOS D or Better	10.0 / 10.0	10.0 / 10.0
LOS E	0.0 / 0.0	0.0 / 0.0
LOS F	0.0 / 0.0	0.0 / 0.0

LOS 'E' Intersections

MD 4 at FDR Blvd (AM)
MD 4 at Patuxent Blvd (AM)

LOS 'F' Intersections

MD 4 at FDR Blvd (PM)
MD 4 at Patuxent Blvd (PM)

Color Key

TTI	PTI
1.00 - 1.15	1.0 - 1.5
1.15 - 1.30	1.5 - 2.5
1.30 - 2.00	> 2.5
> 2.00	
No data	

* Available count data. (75% of signalized intersections)

Functional Class	Roadway Segment North to South	Length (miles)	TTI				PTI			
			AM		PM		AM		PM	
			NB	SB	NB	SB	NB	SB	NB	SB
Rural Freeway Expressway/Rural Other Principal Arterial	MD2(Thomas Johnson Memorial Bldg.) - N Patuxent Beach Rd.	1.0								
	N Patuxent Beach Rd. - Patuxent Blvd.	2.2						I	I	
	Patuxent Blvd. - MD235(Three Notch Rd.)	0.7								
Rural Minor Arterial	MD235(Three Notch Rd.) - F D Roosevelt Blvd.	0.3								
	F D Roosevelt Blvd. - MD5	5.8								

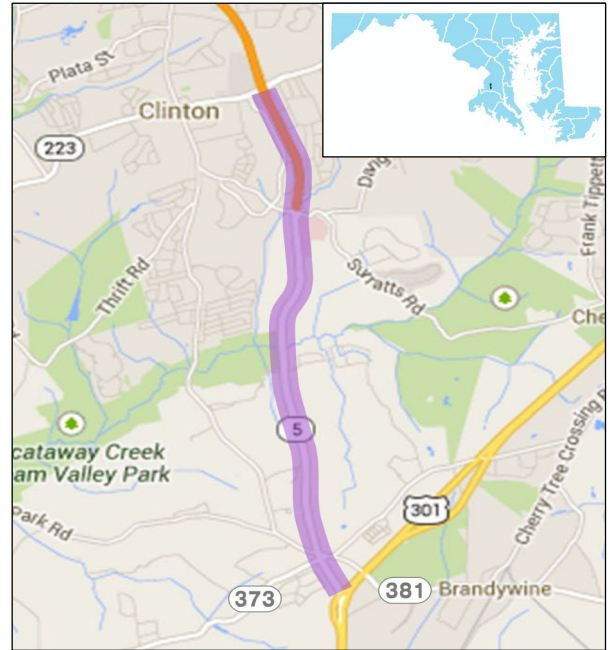
I = Improvement from 2020 W = Worsened from 2020 (blank) = No significant change from 2020

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

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

MD 5

Limits:	US 301 to MD 223	
Corridor Length:	5.4 miles	
Speed Limit:	55 MPH	
Travel Lanes:	(2 - 3) Northbound (2 - 3) Southbound	
Signal Controlled Intersections:	3	
Grade Separated Interchanges:	2	
Major Cross Streets:	MD 223, Surratts Road MD 381, MD 373, US 301	
Routes and Ridership	Routes	Avg. Daily Ridership
	MTA Commuter Bus 705	111
	MTA Commuter Bus 715	54
	MTA Commuter Bus 725	33
	MTA Commuter Bus 735	25



2021 AADT	Trucks	Peak Hour Traffic
64,000 - 81,000 vpd	4% - 7%	6% - 6.5%

Intersection Operations

Signalized Intersections*:	AM Peak Hour	PM Peak Hour
LOS D or Better	0	1
LOS E	0	0
LOS F	1	0

Segment Operations

	Northbound AM / PM (Miles of Roadway)	Southbound AM / PM (Miles of Roadway)
Level of Service		
LOS D or Better	1.3 / 5.4	5.4 / 0.0
LOS E	0.6 / 0.0	0.0 / 3.5
LOS F	3.5 / 0.0	0.0 / 1.9

LOS 'E' Intersections

LOS 'F' Intersections

MD 5 at Surratts Rd (AM)

Color Key

TTI	PTI
1.00 - 1.15	1.0 - 1.5
1.15 - 1.30	1.5 - 2.5
1.30 - 2.00	> 2.5
> 2.00	
No data	

* Available count data. (33% of signalized intersections)

Functional Class	Roadway Segment North to South	Length (miles)	TTI				PTI			
			AM		PM		AM		PM	
			NB	SB	NB	SB	NB	SB	NB	SB
Urban Freeway Expressway	Woodyard Rd. (MD-223) - Surratts Rd.	1.3				W				W
	Surratts Rd. - Burch Hill Rd/Earnshaw Dr.	1.6	W				W			
	Burch Hill Rd/Earnshaw Dr. - Brandywine Rd./ Accokeek Rd (MD-373)	1.9	W				W			W
Rural Other Princ. Arterial	Brandywine Rd./ Accokeek Rd (MD-373)-Crain Hwy. (US-301)	0.6				W				W

I = Improvement from 2020 W = Worsened from 2020 (blank) = No significant change from 2020

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

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

MD 18

FRIDAY SUMMER

Limits:	MD 8 to Piney Rd	
Corridor Length:	3.0 miles	
Speed Limit:	30 - 40 MPH	
Travel Lanes:	2	
Signal Controlled Intersections:	2	
Grade Separated Interchanges:	0	
Major Cross Streets:	MD 8, MD 835(Duke St),Castle Marina Rd, Piney Creek Rd,MD 552	
Routes and Ridership	Routes	Avg. Daily Ridership
	N/A	N/A



2021 ADT	Trucks	Peak Hour Traffic
N/A	N/A	N/A

Intersection Operations

Signalized Intersections*:	AM Peak Hour	PM Peak Hour
LOS D or Better	N/A	N/A
LOS E	N/A	N/A
LOS F	N/A	N/A

Segment Operations

	Eastbound AM / PM (Miles of Roadway)	Westbound AM / PM (Miles of Roadway)
Level of Service		
LOS D or Better	2.3	2.3
LOS E	0.6	0.6
LOS F	0.1	0.1

LOS 'E' Intersections

LOS 'F' Intersections

Color Key

TTI	PTI
1.00 - 1.15	1.0 - 1.5
1.15 - 1.30	1.5 - 2.5
1.30 - 2.00	> 2.5
> 2.00	
No data	

* Available count data. (0% of signalized intersections)

Functional Class	Roadway Segment West to East	Length (miles)	TTI			PTI	
			Friday (6PM-8PM)			Friday (6PM-8PM)	
			EB	WB		EB	WB
Rural Minor Arterial	MD-8/Business Pkwy - Postal Rd.	2.3					
	Postal Rd. - MD-552/Dominion Rd.	0.1					
	MD-552/Dominion Rd. - S Piney Rd.	0.6					

I = Improvement from 2020 W = Worsened from 2020 (blank) = No significant change from 2020

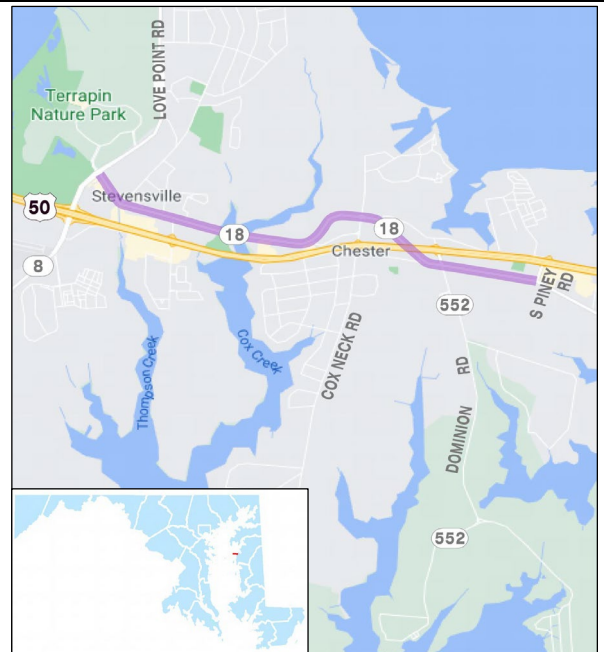
PTI: planning time index (95th percentile travel time / freeflow travel time)

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

MD 18

SATURDAY SUMMER

Limits:	MD 8 to Piney Rd	
Corridor Length:	3.0 miles	
Speed Limit:	30 - 40 MPH	
Travel Lanes:	2	
Signal Controlled Intersections:	2	
Grade Separated Interchanges:	0	
Major Cross Streets:	MD 8, MD 835 (Duke St), Castle Marina Rd Piney Creek Rd, MD 552	
Routes and Ridership	Routes	Avg. Daily Ridership
	N/A	N/A



2021 ADT	Trucks	Peak Hour Traffic
N/A	N/A	N/A

Intersection Operations

Signalized Intersections*:	AM Peak Hour	PM Peak Hour
LOS D or Better	N/A	N/A
LOS E	N/A	N/A
LOS F	N/A	N/A

Segment Operations

Level of Service	Eastbound AM / PM (Miles of Roadway)	Westbound AM / PM (Miles of Roadway)
LOS D or Better	2.3	0.0
LOS E	0.6	0.0
LOS F	0.1	3.0

LOS 'E' Intersections

LOS 'F' Intersections

Color Key

TTI	PTI
1.00 - 1.15	1.0 - 1.5
1.15 - 1.30	1.5 - 2.5
1.30 - 2.00	> 2.5
> 2.00	
No data	

* Available count data. (0% of signalized intersections)

Functional Class	Roadway Segment West to East	Length (miles)	TTI			PTI	
			Saturday (12PM-2PM)			Saturday (12PM-2PM)	
			EB	WB		EB	WB
Rural Minor Arterial	MD-8/Business Pkwy - Postal Rd.	2.3					
	Postal Rd. - MD-552/Dominion Rd.	0.1					
	MD-552/Dominion Rd. - S Piney Rd.	0.6					

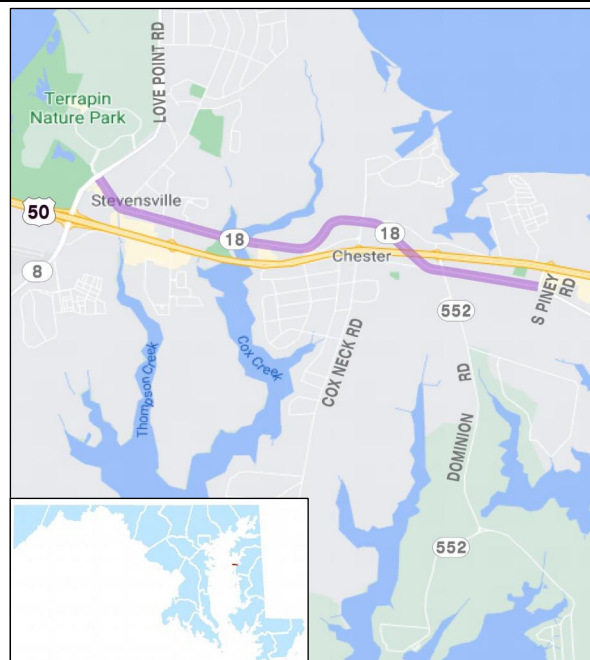
I = Improvement from 2020 W = Worsened from 2020 (blank) = No significant change from 2020

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

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

MD 18 SUNDAY SUMMER

Limits:	MD 8 to Piney Rd	
Corridor Length:	3.0 miles	
Speed Limit:	30 - 40 MPH	
Travel Lanes:	2	
Signal Controlled Intersections:	2	
Grade Separated Interchanges:	0	
Major Cross Streets:	MD 8, MD 835 (Duke St), Castle Marina Rd Piney Creek Rd, MD 552	
Routes and Ridership	Routes	Avg. Daily Ridership
	N/A	N/A



2021 ADT	Trucks	Peak Hour Traffic
N/A	N/A	N/A

Segment Operations

Intersection Operations

Signalized Intersections*:	AM Peak Hour	PM Peak Hour
LOS D or Better	N/A	N/A
LOS E	N/A	N/A
LOS F	N/A	N/A

Level of Service	Eastbound AM / PM (Miles of Roadway)	Westbound AM / PM (Miles of Roadway)
LOS D or Better	2.9	2.3
LOS E	0.1	0.7
LOS F	0.0	0.0

LOS 'E' Intersections

LOS 'F' Intersections

Color Key

TTI	PTI
1.00 - 1.15	1.0 - 1.5
1.15 - 1.30	1.5 - 2.5
1.30 - 2.00	> 2.5
> 2.00	
No data	

* Available count data. (0% of signalized intersections)

Functional Class	Roadway Segment West to East	Length (miles)	TTI			PTI	
			Sunday (4PM-6PM)			Sunday (4PM-6PM)	
			EB	WB		EB	WB
Rural Minor Arterial	MD-8/Business Pkwy - Postal Rd.	2.3					
	Postal Rd. - MD-552/Dominion Rd.	0.1					
	MD-552/Dominion Rd. - S Piney Rd.	0.6					

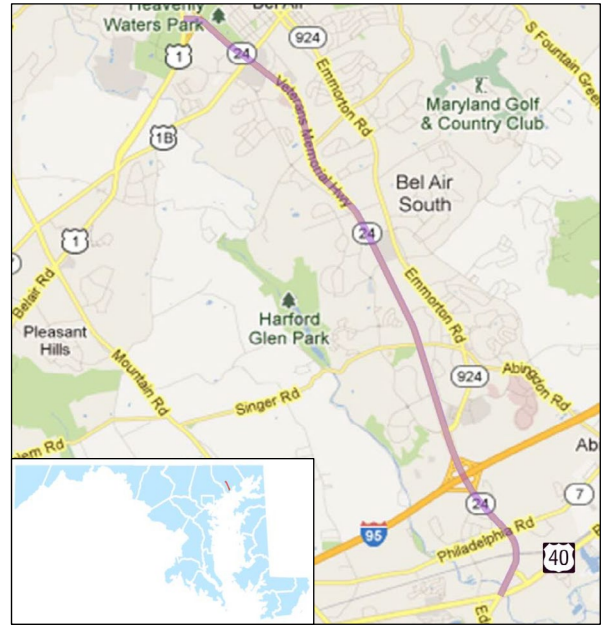
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PTI: planning time index (95th percentile travel time / freeflow travel time)

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

MD 24

Limits:	US 40 (Pulaski Highway) to US 1 (Bel Air Bypass)
Corridor Length:	7.9 miles
Speed Limit:	40 - 55 MPH
Travel Lanes:	(2 - 3) Northbound (2 - 3) Southbound
Signal Controlled Intersections:	15
Grade Separated Interchanges:	3
Major Cross Streets:	US 40, I-95 MD 7, MD 924, Singer Rd Bel Air South Pkwy, US 1 BUS., US 1



Routes and Ridership	Routes	Avg. Daily Ridership	2021 AADT	Trucks	Peak Hour Traffic
	MTA Commuter Bus 410	41	23,000 - 66,000 vpd	3% - 7%	8% - 9%

Intersection Operations

Signalized Intersections*:	AM Peak Hour	PM Peak Hour
LOS D or Better	N/A	N/A
LOS E	N/A	N/A
LOS F	N/A	N/A

Segment Operations

Level of Service	Northbound AM / PM (Miles of Roadway)	Southbound AM / PM (Miles of Roadway)
LOS D or Better	5.7 / 1.2	6.2 / 2.3
LOS E	1.8 / 1.8	1.7 / 2.5
LOS F	0.4 / 4.9	0.0 / 3.1

LOS 'E' Intersections

LOS 'F' Intersections

Color Key

TTI	PTI
1.00 - 1.15	1.0 - 1.5
1.15 - 1.30	1.5 - 2.5
1.30 - 2.00	> 2.5
> 2.00	No data

* Available count data. (27% of signalized intersections)

Functional Class	Roadway Segment North to South	Length (miles)	TTI				PTI			
			AM		PM		AM		PM	
			NB	SB	NB	SB	NB	SB	NB	SB
Urban Freeway Expressway	Bel Air Bypass (US-1) - Baltimore Pike (Bus US-1)	0.5								I
	Baltimore Pike (Bus US-1) - Ring Factory Rd.	1.3								
	Ring Factory Rd. - Plumtree Rd.	0.9								I
	Plumtree Rd. - Bel Air Pkwy	0.4							I	I
	Bel Air Pkwy - Wheel Rd.	0.3								
	Wheel Rd. - Singer Rd.	1.0							I	
	Singer Rd. - Tollgate Rd./Emmorton Rd (MD-924)	1.0			W					
	Tollgate Rd./Emmorton Rd (MD-924) - I-95	0.6								
	I-95 - Edgewood Rd.	0.4		W						
	Edgewood Rd. - Philadelphia Rd. (MD-7)	0.4			W				W	
	Philadelphia Rd. (MD-7) - Pulaski Hwy (US-40)	0.5								
	Pulaski Hwy (US-40) - Edgewood Rd. (MD-755)	0.6								

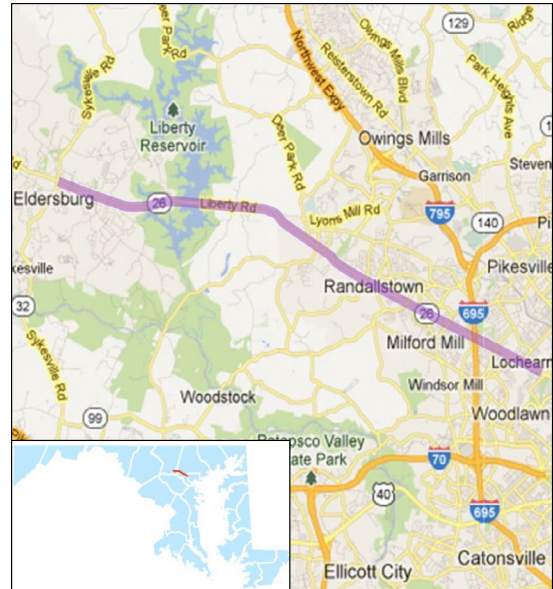
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PTI: planning time index (95th percentile travel time / freeflow travel time)

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

MD 26

Limits:	MD 32 (Sykesville Road) to Baltimore City Line	
Corridor Length:	14.1 miles	
Speed Limit:	35 - 50 MPH	
Travel Lanes:	(1 - 2) Eastbound (1 - 3) Westbound	
Signal Controlled Intersections:	27	
Grade Separated Interchanges:	1	
Major Cross Streets:	MD 32, Mariottsville Rd, Old Court Rd, Courtleigh Dr, Rolling Rd, I-695	
Routes and Ridership	Routes	Avg. Daily Ridership
	CityLink Lime Route	3,575
	MTA LocalLink 81	883
	MTA LocalLink 37	1,411



2021 AADT	Trucks	Peak Hour Traffic
8,000 - 43,000 vpd	3% - 5%	6% - 9.5%

Intersection Operations

Signalized Intersections*:	AM Peak Hour	PM Peak Hour
LOS D or Better	17	16
LOS E	0	0
LOS F	1	2

Segment Operations

Level of Service	Eastbound AM / PM (Miles of Roadway)	Westbound AM / PM (Miles of Roadway)
LOS D or Better	11.2 / 7.9	12.1 / 6.4
LOS E	2.4 / 1.9	2.0 / 2.5
LOS F	0.5 / 4.3	0.0 / 5.2

LOS 'E' Intersections

LOS 'F' Intersections

MD 26 at Lord Baltimore Dr/Ramp 5 from I-695 SB (Including Ramp 8 & Spurs) (AM, PM)
MD 26 at Croydon Rd (PM)

Color Key

TTI	PTI
1.00 - 1.15	1.0 - 1.5
1.15 - 1.30	1.5 - 2.5
1.30 - 2.00	> 2.5
> 2.00	
No data	

* Available count data. (67% of signalized intersections)

Functional Class	Roadway Segment West to East	Length (miles)	TTI				PTI			
			AM		PM		AM		PM	
			EB	WB	EB	WB	EB	WB	EB	WB
Urban Other Principal Arterial	Sykesville Rd. (MD-32) - Georgetown Blvd.	0.3								
	Georgetown Blvd. - Ridge Rd./ Oklahoma Rd	0.7								
	Ridge Rd./ Oklahoma Rd. - Oakland Mills Rd.	2.0								
Rural Minor Arterial	Oakland Mills Rd. - Wards Chapel Rd.	1.7								
	Wards Chapel Rd. - Lyons Mill Rd.	1.2								
Urban Other Principal Arterial	Lyons Mill Rd. - Deer Park Rd.	1.3								
	Deer Park Rd. - Marriottsville Rd.	0.2								
	Marriottsville Rd. - Offutt Rd.	1.5								
	Offutt Rd. - Greens Ln/McDonogh Rd.	0.2								
	Greens Ln/McDonogh Rd. - Brenbrook Dr.	0.6								
	Brenbrook Dr. - Old Court Rd.	0.3								
	Old Court Rd. - Rolling Rd.	0.8								
	Rolling Rd. - Milford Mill Rd.	0.4								
	Milford Mill Rd. - Washington Ave.	0.5								
	Washington Ave. - I-695	0.3								
	I-695 - St. Lukes Lane	1.0								
	St. Lukes Lane - Patterson Ave.	0.3								
	Patterson Ave. - Northern Parkway/Baltimore City	0.8								

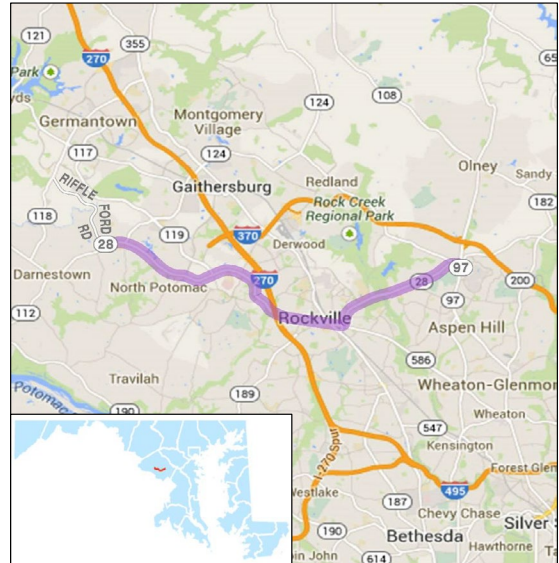
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PTI: planning time index (95th percentile travel time / freeflow travel time)

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

MD 28

Limits:	Riffle Ford Rd to MD 97	
Corridor Length:	11.9 miles	
Speed Limit:	40 - 50 MPH	
Travel Lanes:	(1 - 3) Eastbound (1 - 3) Westbound	
Signal Controlled Intersections:	30	
Grade Separated Interchanges:	1	
Major Cross Streets:	MD 124, MD 119, Shady Grove Dr, Gude Dr, I-270, MD 189, MD 355, MD 115, MD 97	
Routes and Ridership	Routes	Avg. Daily Ridership
	Ride On Route 43	332
	Ride On Route 46	1,313
	Ride On Route 48	953
	Ride On Route 49	826
	Ride On Route 52	39
	Ride On Route 54	806
	Ride On Route 56	816
	Ride On Route 63	167
	Ride On Route 76	130



2021 AADT	Trucks	Peak Hour Traffic
20,000 - 49,000 vpd	4% - 7%	7.5% - 8.5%

Intersection Operations

Signalized Intersections*:	AM Peak Hour	PM Peak Hour
LOS D or Better	11	10
LOS E	0	1
LOS F	0	0

Segment Operations

Level of Service	Eastbound AM / PM (Miles of Roadway)	Westbound AM / PM (Miles of Roadway)
LOS D or Better	5.8 / 4.2	3.4 / 2.1
LOS E	5.4 / 2.9	5.9 / 7.4
LOS F	0.7 / 4.8	2.6 / 2.4

LOS 'E' Intersections

MD 28 at Baltimore Rd, West Leg (PM)

LOS 'F' Intersections

Color Key

TTI	PTI
1.00 - 1.15	1.0 - 1.5
1.15 - 1.30	1.5 - 2.5
1.30 - 2.00	> 2.5
> 2.00	
No data	

* Available count data. (37% of signalized intersections)

Functional Class	Roadway Segment West to East	Length (miles)	TTI				PTI			
			AM		PM		AM		PM	
			EB	WB	EB	WB	EB	WB	EB	WB
Urban Other Principal Arterial	Riffle Ford Rd. - Quince Orchard Rd (MD-124)	0.5								W
	Quince Orchard Rd (MD-124) - Muddy Branch Rd.	2.1								
	Muddy Branch Rd. - Great Seneca Hwy (MD-119)	0.8				W				
	Great Seneca Hwy (MD-119) - Shady Grove Rd.	0.9					I	I		
	Shady Grove Rd. - Falls Grove Dr/ Gude St.	0.4								I
	Falls Grove Dr/ Gude St. - Darnestown Rd.	0.5							I	
	Darnestown Rd. - I-270	0.7		W			I	W		
	I-270 - Great Falls Rd. / Van Buren St.	0.9					I			
	Great Falls Rd. / Van Buren St. - Rockville Pike (MD-355)	0.6						W		
	Rockville Pike (MD-355)-Veirs Mill Rd (MD-586)/1st St(MD-911)	0.4								
	Veirs Mill Rd (MD-586)/ 1st St (MD-911) - Gude Dr.	0.9		W	W			I		
	Gude Dr. - Baltimore Rd.	1.0			W				W	
	Baltimore Rd. - Bel Pre Rd.	0.7		W				I		
	Bel Pre Rd. - Muncaster Mill Rd. (MD-115)	1.3		W					W	
	Muncaster Mill Rd. (MD-115)- Georgia Ave. (MD-97)	0.2								

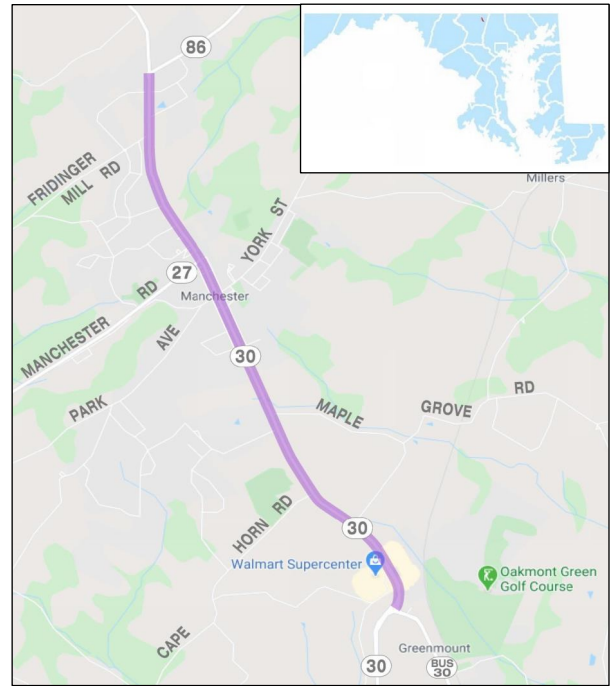
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PTI: planning time index (95th percentile travel time / freeflow travel time)

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

MD 30

Limits:	MD 30 Business to MD 86	
Corridor Length:	3.7 miles	
Speed Limit:	40 MPH	
Travel Lanes:	(1 - 2) Northbound (1 - 2) Southbound	
Signal Controlled Intersections:	6	
Grade Separated Interchanges:	0	
Major Cross Streets:	MD 30 Business, Broadbeck Rd/Eagle Ridge Ct Cape Horn Rd, Maple Grove Rd, Park Ave/York St, MD 27 Fridinger Mill Rd, MD 86	
Routes and Ridership	Routes	Avg. Daily Ridership
	N/A	N/A



2021 AADT	Trucks	Peak Hour Traffic
7,000 - 19,000 vpd	8%	8.5%

Intersection Operations

Signalized Intersections*:	AM Peak Hour	PM Peak Hour
LOS D or Better	5	5
LOS E	0	0
LOS F	0	0

Segment Operations

Level of Service	Northbound AM / PM (Miles of Roadway)	Southbound AM / PM (Miles of Roadway)
LOS D or Better	1.2 / 1.2	2.5 / 0.0
LOS E	2.5 / 0.0	0.0 / 3.7
LOS F	0.0 / 2.5	1.2 / 0.0

LOS 'E' Intersections

LOS 'F' Intersections

Color Key

TTI	PTI
1.00 - 1.15	1.0 - 1.5
1.15 - 1.30	1.5 - 2.5
1.30 - 2.00	> 2.5
> 2.00	
No data	

* Available count data. (100% of signalized intersections)

Functional Class	Roadway Segment North to South	Length (miles)	TTI				PTI			
			AM		PM		AM		PM	
			NB	SB	NB	SB	NB	SB	NB	SB
Urban Other Principal Arterial	MD86/(Lineboro Rd.) - Hallie Ave.	0.1		W				W		
	Hallie Ave. - MD27/(Manchester Rd.)	1.1								
	MD27/(Manchester Rd.) - Westminster St./(York St.)	0.2								
	Westminster St./(York St.) - Maple Grove Rd.	0.8			W				W	
	Maple Grove Rd. - Eagle Ridge Ct./(Brodbeck Rd.)	1.2								
	Eagle Ridge Ct./(Brodbeck Rd.) - MD30 Bus/(Hanover Pike/Hampstead Bypass)	0.3								

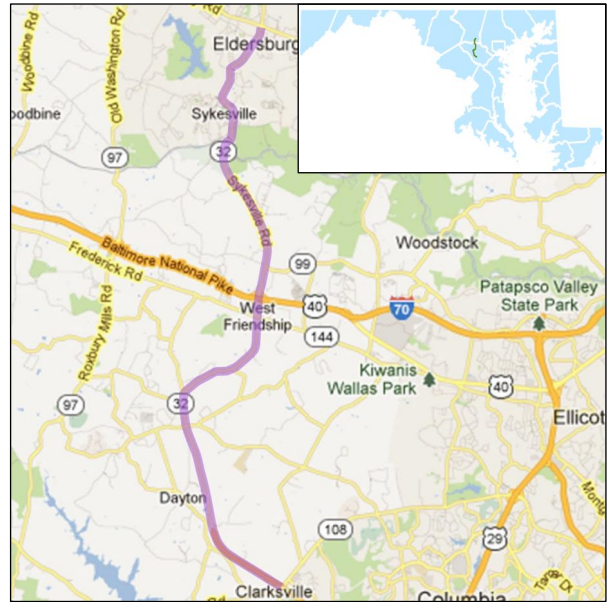
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PTI: planning time index (95th percentile travel time / freeflow travel time)

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

MD 32

Limits:	MD 108 (Clarksville Pike) to MD 26 (Liberty Road)	
Corridor Length:	16.3 miles	
Speed Limit:	40 - 50 MPH	
Travel Lanes:	(1 - 2) Northbound (1 - 2) Southbound	
Signal Controlled Intersections:	11	
Grade Separated Interchanges:	3	
Major Cross Streets:	MD 108, Burntwoods Rd, MD 144, I-70, MD 99, MD 26	
Routes and Ridership	Routes	Avg. Daily Ridership
	N/A	N/A



2021 AADT	Trucks	Peak Hour Traffic
23,000 - 31,000 vpd	7% - 10%	8% - 8.5%

Intersection Operations

Signalized Intersections*:	AM Peak Hour	PM Peak Hour
LOS D or Better	5	5
LOS E	0	0
LOS F	0	0

Segment Operations

Level of Service	Northbound AM / PM (Miles of Roadway)	Southbound AM / PM (Miles of Roadway)
LOS D or Better	12.2 / 15.5	16.3 / 1.7
LOS E	0.7 / 0.8	0.0 / 11.2
LOS F	3.4 / 0.0	0.0 / 3.4

LOS 'E' Intersections

LOS 'F' Intersections

Color Key

TTI	PTI
1.00 - 1.15	1.0 - 1.5
1.15 - 1.30	1.5 - 2.5
1.30 - 2.00	> 2.5
> 2.00	No data

* Available count data. (36% of signalized intersections)

Functional Class	Roadway Segment North to South	Length (miles)	TTI				PTI			
			AM		PM		AM		PM	
			NB	SB	NB	SB	NB	SB	NB	SB
Urban Other Principal Arterial	Liberty Rd. (MD-26) - Springfield Ave. (MD-851)	2.2								
	Springfield Ave. (MD-851) - Sandosky Rd./Raincliffe Rd.	0.7								
	Sandosky Rd./Raincliffe Rd. - Friendship Rd. (MD-851)	0.8								W
Rural Minor Arterial	Friendship Rd. (MD-851) - River Rd.	1.7					I			
	River Rd. - Old Frederick Rd. (MD-99)	1.3								
	Old Frederick Rd. (MD-99) - I-70/US-40	0.8							I	
Rural Other Principal Arterial	I-70/US-40 - Frederick Rd. (MD-144)	0.4	W			W	W			
	Frederick Rd. (MD-144) - Burntwoods Rd./ Andrea Dr.	3.0								
	Burntwoods Rd./ Andrea Dr. - Clarksville Pike (MD-108)	5.4								

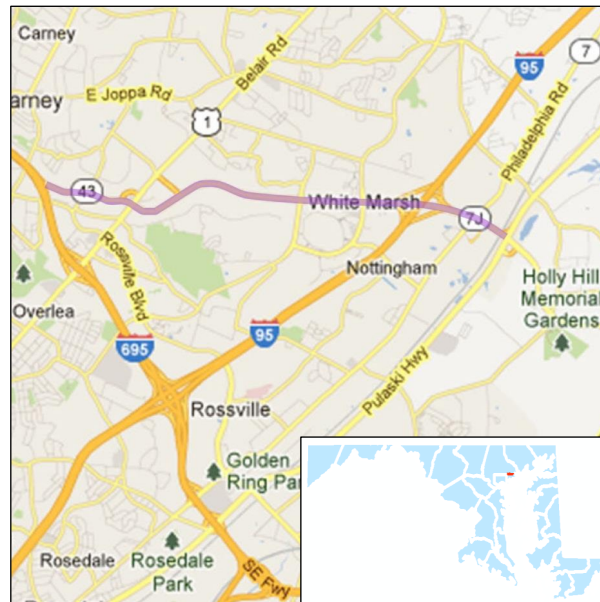
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PTI: planning time index (95th percentile travel time / freeflow travel time)

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

MD 43

Limits:	I-695 to US 40	
Corridor Length:	6.0 miles	
Speed Limit:	45 - 50 MPH	
Travel Lanes:	2 Eastbound 2 Westbound	
Signal Controlled Intersections:	6	
Grade Separated Interchanges:	5	
Major Cross Streets:	I-695, US 1, Perry Hall Blvd, Honeygo Blvd, I-95, MD 7, US 40	
Routes and Ridership	Routes	Avg. Daily Ridership
	CityLink Brown Route	4,632
	MTA LocalLink 120	117



2021 AADT	Trucks	Peak Hour Traffic
25,000 - 53,000 vpd	2% - 9%	7.5% - 8.5%

Intersection Operations

Signalized Intersections*:	AM Peak Hour	PM Peak Hour
LOS D or Better	1	1
LOS E	0	0
LOS F	0	0

Segment Operations

Level of Service	Eastbound AM / PM (Miles of Roadway)	Westbound AM / PM (Miles of Roadway)
LOS D or Better	4.9 / 1.2	3.4 / 2.2
LOS E	1.1 / 3.3	2.0 / 2.9
LOS F	0.0 / 1.5	0.6 / 0.9

LOS 'E' Intersections

LOS 'F' Intersections

Color Key

TTI	PTI
1.00 - 1.15	1.0 - 1.5
1.15 - 1.30	1.5 - 2.5
1.30 - 2.00	> 2.5
> 2.00	
No data	

* Available count data. (0% of signalized intersections)

Functional Class	Roadway Segment West to East	Length (miles)	TTI				PTI			
			AM		PM		AM		PM	
			EB	WB	EB	WB	EB	WB	EB	WB
Urban Freeway Expressway	I-695 - Walther Blvd	0.6		W				W		
	Walther Blvd - Belair Rd (US-1) SB	0.4								
	Belair Rd (US-1) SB - Belair Rd (US-1) NB	0.6								
	Belair Rd (US-1) NB - Perry Hall Blvd	1.8								
	Perry Hall Blvd - Honeygo Blvd	0.7								
	Honeygo Blvd - I-95	0.9				W				
	I-95 - Philadelphia Rd	0.6								
	Philadelphia Rd - Pulaski Hwy (US-40)	0.4								

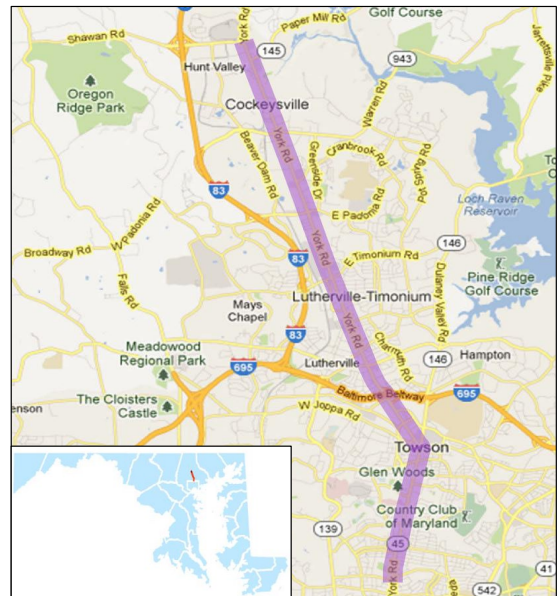
I = Improvement from 2020 W = Worsened from 2020 (blank) = No significant change from 2020

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

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

MD 45

Limits:	Baltimore City Line to Shawan Road	
Corridor Length:	9.3 miles	
Speed Limit:	35 - 40 MPH	
Travel Lanes:	(1 - 2) Northbound (1 - 2) Southbound	
Signal Controlled Intersections:	31	
Grade Separated Interchanges:	1	
Major Cross Streets:	Stevenson Ln, Towson Town Blvd, Joppa Rd, Fairmount Ave, I-695, MD 131, Timonium Rd, Padonia Rd, Warren Rd, Shawan Rd	
Routes and Ridership	Routes	Avg. Daily Ridership
	Light RailLink Hunt Valley	173
	Light RailLink Pepper Rd	26
	Light RailLink McCormick Rd	86
	Light RailLink Gilroy Rd	120
	Light RailLink Warren Rd	117
	Light RailLink Timonium Rd	168
	Light RailLink Timonium BP	102
	Light RailLink Lutherville	208
	CityLink Red Route	7,055
	MTA LocalLink 52	160
	MTA LocalLink 53	2,654
	MTA LocalLink 93	773



2021 AADT	Trucks	Peak Hour Traffic
16,000 - 37,000 vpd	2% - 7%	6% - 8.5%

Intersection Operations

Signalized Intersections*:	AM Peak Hour	PM Peak Hour
LOS D or Better	11	12
LOS E	1	0
LOS F	0	0

Segment Operations

	Northbound AM / PM (Miles of Roadway)	Southbound AM / PM (Miles of Roadway)
Level of Service		
LOS D or Better	5.2 / 0.0	5.9 / 0.0
LOS E	2.2 / 1.1	3.0 / 1.5
LOS F	1.9 / 8.2	0.4 / 7.8

LOS 'E' Intersections

MD 45 at Shawan Rd (AM)

LOS 'F' Intersections

Color Key

TTI	PTI
1.00 - 1.15	1.0 - 1.5
1.15 - 1.30	1.5 - 2.5
1.30 - 2.00	> 2.5
> 2.00	
No data	

* Available count data. (35% of signalized intersections)

Functional Class	Roadway Segment North to South	Length (miles)	TTI				PTI			
			AM		PM		AM		PM	
			NB	SB	NB	SB	NB	SB	NB	SB
Urban Other Principal Arterial	Shawan Rd. - Paper Mill Rd. (MD-145)	0.3								
	Paper Mill Rd. (MD-145) - Warren Rd. (MD-483)	1.2								
	Warren Rd. (MD-483) - Cranbrook Rd.	0.8				W		W		W
	Cranbrook Rd. - Padonia Rd.	0.5								
	Padonia Rd. - Timonium Rd.	1.1			W	W		W	W	W
	Timonium Rd. - Ridgely Rd	0.8			W	W		W	W	W
	Ridgely Rd. - Bellona Ave./Margate Rd.	0.5			W	W				W
	Bellona Ave./Margate Rd. - Seminary Ave. (MD-131)	0.2							W	
	Seminary Ave. (MD-131) - I-695	0.5			W	W				
	I-695 - Fairmount Ave	0.3			W	W				
Urban Minor Arterial	Fairmount Ave. - Bosley Ave.	0.2		W						
	Bosley Ave. - Dulaney Valley Rd. (MD-146)/ Joppa Rd.	0.4	W			W	W			W
Urban Other Principal Arterial	Dulaney Valley Rd. (MD-146) Joppa Rd. - Towson Town Blvd.	0.3							I	I
	Towson Town Blvd. - Burke Ave.	0.2							I	
	Burke Ave. - Stevenson Ln.	0.8				W				
	Stevenson Ln. - Regester Ave.	0.4	W	W		W	W			W
	Regester Ave. - Lake Ave.	0.8			W					

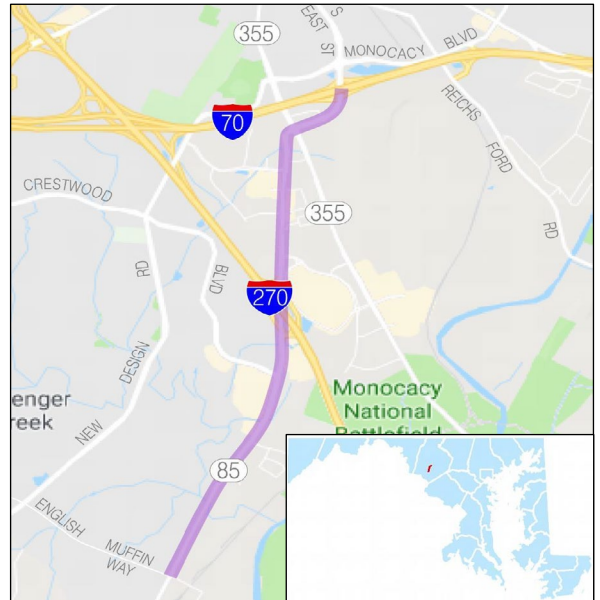
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PTI: planning time index (95th percentile travel time / freeflow travel time)

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

MD 85

Limits:	English Muffin Way to I-70	
Corridor Length:	3.5 miles	
Speed Limit:	40 MPH	
Travel Lanes:	(1 – 3) Northbound (1 – 3) Southbound	
Signal Controlled Intersections:	13	
Grade Separated Interchanges:	2	
Major Cross Streets:	Executive Way, Crestwood Blvd / Shockley Way, I-270, Spectrum Dr, Francis Scott Key Dr, MD 355, I-70	
Routes and Ridership	Routes	Avg. Daily Ridership
	N/A	N/A



2021 AADT	Trucks	Peak Hour Traffic
17,000 - 50,000 vpd	6% - 18%	7.5% - 8.5%

Segment Operations

Intersection Operations

Signalized Intersections*:	AM Peak Hour	PM Peak Hour
LOS D or Better	N/A	N/A
LOS E	N/A	N/A
LOS F	N/A	N/A

Level of Service	Northbound AM / PM (Miles of Roadway)	Southbound AM / PM (Miles of Roadway)
LOS D or Better	3.4 / 0.0	1.5 / 0.0
LOS E	0.0 / 3.4	1.9 / 3.4
LOS F	0.0 / 0.0	0.0 / 0.0

LOS 'E' Intersections

LOS 'F' Intersections

Color Key

TTI	PTI
1.00 - 1.15	1.0 - 1.5
1.15 - 1.30	1.5 - 2.5
1.30 - 2.00	> 2.5
> 2.00	
No data	

* Available count data. (0% of signalized intersections)

Functional Class	Roadway Segment West to East	Length (miles)	TTI				PTI			
			AM		PM		AM		PM	
			NB	SB	NB	SB	NB	SB	NB	SB
Urban Other Principal Arterial	I-70 - MD-355	0.4								
	MD-355 - Guilford Rd.	0.3								
	Guilford Rd. - Grove Rd.	0.3								
	Grove Rd. - Spectrum Dr.	0.3								
	Spectrum Dr. - I-270	0.3								
	I-270 - Crestwood Blv.	0.4								
	Crestwood Blv. - Executive Way	0.5								
	Executive Way / Shockley Dr. - English Muffin Way	1.0								

I = Improvement from 2020 W = Worsened from 2020 (blank) = No significant change from 2020

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

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

MD 90

FRIDAY SUMMER

Limits:	US 50 to MD 528	
Corridor Length:	11.4 miles	
Speed Limit:	40 - 55 MPH	
Travel Lanes:	2	
Signal Controlled Intersections:	2	
Grade Separated Interchanges:	3	
Major Cross Streets:	US 50, US 113, MD 589, St Martins Neck Rd, MD 528	
Routes and Ridership	Routes	Avg. Daily Ridership
	N/A	N/A



2021 ADT	Trucks	Peak Hour Traffic
14,500 vpd	N/A	7%

Segment Operations

Intersection Operations		
Signalized Intersections*:	AM Peak Hour	PM Peak Hour
LOS D or Better	2	2
LOS E	0	0
LOS F	0	0

Level of Service	Eastbound AM / PM (Miles of Roadway)	Westbound AM / PM (Miles of Roadway)
LOS D or Better	0	11.4
LOS E	11.4	0.0
LOS F	0.0	0.0

LOS 'E' Intersections

LOS 'F' Intersections

Color Key

TTI	PTI
1.00 - 1.15	1.0 - 1.5
1.15 - 1.30	1.5 - 2.5
1.30 - 2.00	> 2.5
> 2.00	
No data	

* Available count data. (100% of signalized intersections)

Functional Class	Roadway Segment West to East	Length (miles)	TTI			PTI	
			Friday (6PM-8PM)			Friday (6PM-8PM)	
			EB	WB		EB	WB
Rural Other Principal Arterial	US-50/Ocean Gateway - St Martins Neck Rd.	9.0					
	St Martins Neck Rd. - MD-528/Coastal Hwy	2.4					

I = Improvement from 2020 W = Worsened from 2020 (blank) = No significant change from 2020

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

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

MD 90 SATURDAY SUMMER

Limits:	US 50 to MD 528	
Corridor Length:	11.4 miles	
Speed Limit:	40 - 55 MPH	
Travel Lanes:	2	
Signal Controlled Intersections:	2	
Grade Separated Interchanges:	3	
Major Cross Streets:	US 50, US 113, MD 589 St Martins Neck Rd, MD 528	
Routes and Ridership	Routes	Avg. Daily Ridership
	N/A	N/A



2021 ADT	Trucks	Peak Hour Traffic
13,000 vpd	N/A	8%

Segment Operations

Intersection Operations		
Signalized Intersections*:	AM Peak Hour	PM Peak Hour
LOS D or Better	2	2
LOS E	0	0
LOS F	0	0

Level of Service	Eastbound AM / PM (Miles of Roadway)	Westbound AM / PM (Miles of Roadway)
LOS D or Better	0.0	11.4
LOS E	0.0	0.0
LOS F	11.4	0.0

LOS 'E' Intersections

LOS 'F' Intersections

Color Key

TTI	PTI
1.00 - 1.15	1.0 - 1.5
1.15 - 1.30	1.5 - 2.5
1.30 - 2.00	> 2.5
> 2.00	
No data	

* Available count data. (100% of signalized intersections)

Functional Class	Roadway Segment West to East	Length (miles)	TTI			PTI	
			Saturday (12PM-2PM)			Saturday (12PM-2PM)	
			EB	WB		EB	WB
Rural Other Principal Arterial	US-50/Ocean Gateway - St Martins Neck Rd.	9.0					
	St Martins Neck Rd. - MD-528/Coastal Hwy	2.4					

I = Improvement from 2020 W = Worsened from 2020 (blank) = No significant change from 2020

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

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

MD 90

SUNDAY SUMMER

Limits:	US 50 to MD 528	
Corridor Length:	11.4 miles	
Speed Limit:	40 - 55 MPH	
Travel Lanes:	2	
Signal Controlled Intersections:	2	
Grade Separated Interchanges:	3	
Major Cross Streets:	US 50, US 113, MD 589 St. Martins Neck Rd, MD 528	
Routes and Ridership	Routes	Avg. Daily Ridership
	N/A	N/A



2021 ADT	Trucks	Peak Hour Traffic
12,500 vpd	N/A	8.5%

Segment Operations

Intersection Operations		
Signalized Intersections*:	AM Peak Hour	PM Peak Hour
LOS D or Better	2	2
LOS E	0	0
LOS F	0	0

Level of Service	Eastbound AM / PM (Miles of Roadway)	Westbound AM / PM (Miles of Roadway)
LOS D or Better	0.0	11.4
LOS E	11.4	0.0
LOS F	0.0	0.0

LOS 'E' Intersections

LOS 'F' Intersections

Color Key

TTI	PTI
1.00 - 1.15	1.0 - 1.5
1.15 - 1.30	1.5 - 2.5
1.30 - 2.00	> 2.5
> 2.00	
No data	

* Available count data. (100% of signalized intersections)

Functional Class	Roadway Segment West to East	Length (miles)	TTI			PTI	
			Sunday (4PM-6PM)			Sunday (4PM-6PM)	
			EB	WB		EB	WB
Rural Other Principal Arterial	US-50/Ocean Gateway - St Martins Neck Rd.	9.0					
	St Martins Neck Rd. - MD-528/Coastal Hwy	2.4					

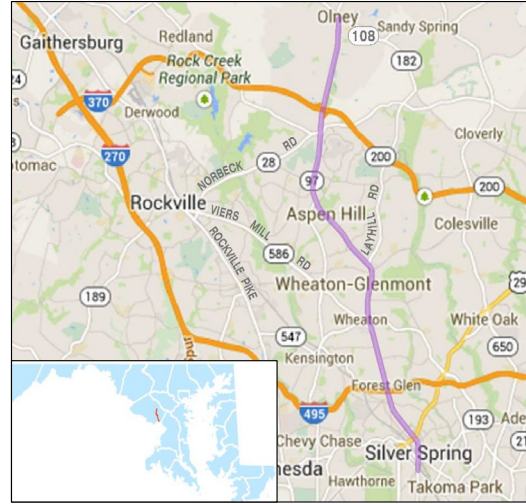
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PTI: planning time index (95th percentile travel time / freeflow travel time)

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

MD 97

Limits:	Washington DC Line to MD 108			
Corridor Length:	12.7 miles			
Speed Limit:	30 - 45 MPH			
Travel Lanes:	(3 - 4) Northbound (3 - 4) Southbound			
Signal Controlled Intersections:	48			
Grade Separated Interchanges:	2			
Major Cross Streets:	US 29, I-495, MD 586, Randolph Rd, MD 193, MD 182, MD 28, MD 200, MD 108			
Routes and Ridership	METRO Routes		Avg. Daily Ridership	
	METRO Q1/Q2/Q4		2,007	
	METRO Y2/Y7/Y8		4,274	
	Ride On Routes	Avg. Daily Ridership	Ride On Routes	Avg. Daily Ridership
	8	242	39	117
	9	560	41	181
	10	1,277	49	826
	26	1,421	51	56
	31	29	52	39
	33	82	53	75



2021 AADT	Trucks	Peak Hour Traffic
27,000 - 59,000 vpd	2% - 5%	6.5% - 8%

Segment Operations

Level of Service	Northbound AM / PM (Miles of Roadway)	Southbound AM / PM (Miles of Roadway)
LOS D or Better	2.5 / 1.1	6.4 / 1.6
LOS E	8.9 / 4.1	4.7 / 1.6
LOS F	1.3 / 7.5	1.6 / 9.5

Intersection Operations

Signalized Intersections*	AM Peak Hour	PM Peak Hour
LOS D or Better	13	14
LOS E	1	0
LOS F	0	0

LOS 'E' Intersections
MD 97 at Seminary Rd/Columbia Blvd (AM)

LOS 'F' Intersections

Color Key

TTI	PTI
1.00 - 1.15	1.0 - 1.5
1.15 - 1.30	1.5 - 2.5
1.30 - 2.00	> 2.5
> 2.00	
No data	

* Available count data. (21% of signalized intersections)

Functional Class	Roadway Segment North to South	Length (miles)	TTI				PTI			
			AM		PM		AM		PM	
			NB	SB	NB	SB	NB	SB	NB	SB
Urban Other Principal Arterial	Olney Sandy Spring/ Laytonville Rd. (MD-108)-Emroy Lane	1.9								
	Emroy Lane - Norbeck Rd. (MD-28)	1.2								
	Norbeck Rd. (MD-28) - Rossmoor Blvd.	0.5								
	Rossmoor Blvd. - Bel Pre Rd.	0.6								
	Bel Pre Rd. - Connecticut Ave. (MD-185)	0.7								
	Connecticut Ave. (MD-185) - Hewitt Ave.	0.6								
	Hewitt Ave. - May St/Rippling Brook Dr.	0.5								
	May St/Rippling Brook Dr. - Layhill Rd.(MD-182)	1.1								
	Layhill Rd.(MD-182) - Randolph Rd.	0.2								
	Randolph Rd. - Shorefield Rd.	0.4								
	Shorefield Rd. - Arcola Ave.	0.4								
	Arcola Ave. - University Blvd. (MD-193)	0.4								
	University Blvd. (MD-193)- Veirs Mill Rd. (MD-586)	0.4								
	Veirs Mill Rd. (MD-586) - Dennis Ave.	0.8								
	Dennis Ave. - I-495	0.8								
	I-495 - 16th St. (MD-390)	0.5								
	16th St. (MD-390) - Spring St	0.6								
	Spring St. - Colesville Rd (US-29)	0.3								
	Colesville Rd (US-29) - Silgo Ave.	0.4								
	Silgo Ave. - East-West Hwy/Philadelphia Ave. (MD-410)	0.2								
	East-West Hwy/Philadelphia Ave(MD-410) - Eastern Ave./ DC Line	0.2								

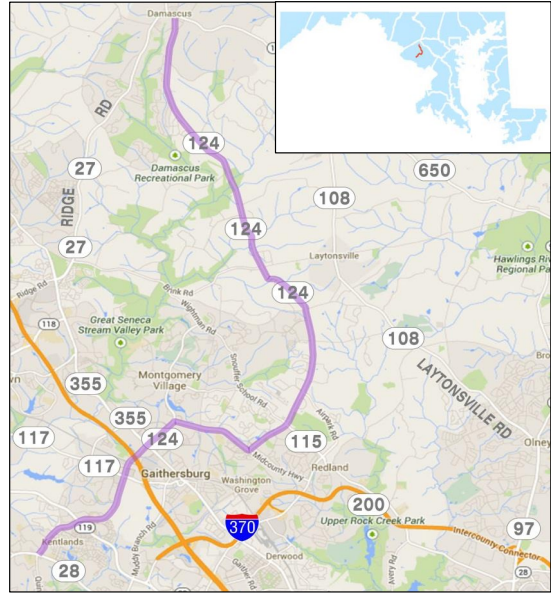
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PTI: planning time index (95th percentile travel time / freeflow travel time)

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

MD 124

Limits:	MD 28 to MD 108	
Corridor Length:	16.7 miles	
Speed Limit:	30 - 50 MPH	
Travel Lanes:	(1 - 4) Northbound (1 - 4) Southbound	
Signal Controlled Intersections:	31	
Grade Separated Interchanges:	1	
Major Cross Streets:	MD 28, MD 119, MD 117, I-270, MD 355, MD 115, MD 108	
Routes and Ridership	Routes	Avg. Daily Ridership
	MTA Commuter Bus 201	N/A
	Ride On 56	816
	Ride On 58	473
	Ride On 59	1,353
	Ride On 65 Express Service	25
	Ride On 90	309



2021 AADT	Trucks	Peak Hour Traffic
11,000 - 57,000 vpd	2% - 8%	8% - 10.0%

Segment Operations

Intersection Operations		
Signalized Intersections*:	AM Peak Hour	PM Peak Hour
LOS D or Better	5	6
LOS E	0	0
LOS F	1	0

Level of Service	Northbound AM / PM (Miles of Roadway)	Southbound AM / PM (Miles of Roadway)
LOS D or Better	14.2 / 9.2	12.4 / 10.2
LOS E	2.5 / 6.3	4.3 / 5.8
LOS F	0.0 / 1.2	0.0 / 0.7

LOS 'E' Intersections

LOS 'F' Intersections

MD 124 at Warfield Rd (AM)

Color Key

TTI	PTI
1.00 - 1.15	1.0 - 1.5
1.15 - 1.30	1.5 - 2.5
1.30 - 2.00	> 2.5
> 2.00	
No data	

* Available count data. (19% of signalized intersections)

Functional Class	Roadway Segment North to South	Length (miles)	TTI					PTI			
			AM		PM			AM		PM	
			NB	SB	NB	SB		NB	SB	NB	SB
Urban Minor Arterial	Main St. (MD-108) - Hawkins Creamery Rd.	1.0									
	Hawkins Creamery Rd. - Log House Rd/ Low Meadow Dr.	1.2						W			
	Log House Rd/ Low Meadow Dr. - Rocky Rd.	2.4									
	Rocky Rd. - Brink Rd.	1.4									
	Brink Rd. - Warfield Rd.	1.3						I			
	Warfield Rd. - Fieldcrest Rd./ Hadley Farms Dr.	0.7			W				I		
	Fieldcrest Rd./ Hadley Farms Dr. - Airpark Rd.	1.1									
	Airpark Rd. - Snouffer School Rd./Muncaster Mill Rd (MD-115)	0.7									
	SnoufferSchlRd/MncterMillRd(MD115) - MdctyHwy/WoodfieldRd.	0.9									W
Urban Other Principal Arterial	Midcounty Hwy./Woodfield Rd. - Goshen Rd.	1.1						I		I	I
	Goshen Rd. - Montgomery Village Dr /Midcounty Hwy	0.6									
	MontgomeryVillage/MidcountyHwy - Frederick Rd/Ave(MD-355)	0.7			W			W		W	
	Frederick Rd/Ave (MD-355) - I-270	0.4									
	I-270 - Clopper Rd. /Diamond Av (MD-117)	0.5									
	Clopper Rd./Diamond Av(MD-117) - Gt Seneca Hwy(MD-119)	1.5									
	Great Seneca Hwy. (MD-119) - Darnestown Rd. (MD-28)	1.2									

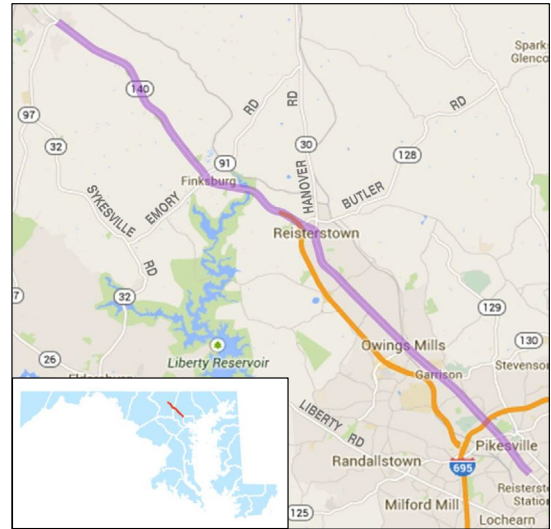
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PTI: planning time index (95th percentile travel time / freeflow travel time)

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

MD 140

Limits:	MD 97 to Baltimore City Line	
Corridor Length:	20.4 miles	
Speed Limit:	30 - 55 MPH	
Travel Lanes:	(1 - 3) Northbound (1 - 2) Southbound	
Signal Controlled Intersections:	51	
Grade Separated Interchanges:	3	
Major Cross Streets:	MD 97, MD 91, I-795, MD 30, MD 940, Painters Mill Rd MD 130, I-695, Old Court Rd	
Routes and Ridership	Routes	Avg. Daily Ridership
	MTA LocalLink 83	1,978
	MTA LocalLink 87	883
	MTA LocalLink 89	1,047



2021 AADT	Trucks	Peak Hour Traffic
16,000 - 50,000 vpd	2% - 7%	7% - 8%

Segment Operations

Signalized Intersections*:	AM Peak Hour	PM Peak Hour
LOS D or Better	20	19
LOS E	0	1
LOS F	0	0

Level of Service	Northbound AM / PM (Miles of Roadway)	Southbound AM / PM (Miles of Roadway)
LOS D or Better	15.4 / 11.9	14.2 / 11.5
LOS E	5.0 / 2.3	6.2 / 2.7
LOS F	0.0 / 6.2	0.0 / 6.2

LOS 'E' Intersections
MD 140 at Center St (PM)

LOS 'F' Intersections

Color Key	
TTI	PTI
1.00 - 1.15	1.0 - 1.5
1.15 - 1.30	1.5 - 2.5
1.30 - 2.00	> 2.5
> 2.00	
No data	

* Available count data. (37% of signalized intersections)

Functional Class	Roadway Segment North to South	Length (miles)	TTI				PTI			
			AM		PM		AM		PM	
			NB	SB	NB	SB	NB	SB	NB	SB
Urban Other Principal Arterial	New Washington Rd (MD-97) Malcom Dr. - Reese Rd.	2.5								
	Reese Rd. - Green Mill Rd./Suffolk Rd.	2.2								
	Green Mill Rd./Suffolk Rd. - Emroy/Gamber Rd (MD-91)	1.9								
Urban/Rural Other P. Arterial	Emroy/Gamber Rd (MD-91) - Butler Rd. (MD-795)	3.4								
Urban Other Principal Arterial	Butler Rd. (MD-795) - Hanover Rd. (MD-30)	0.4								
	Hanover Rd. (MD-30) - Glyndon Dr/ Glyndon Trace Dr.	0.7				W				
	Glyndon Dr/ Glyndon Trace Dr. - Berrymans Ln.	0.4							I	
	Berrymans Ln. - Franklin Blvd./Cherry Hill Rd.	0.7								
	Franklin Blvd./Cherry Hill Rd. - Dolfeld Blvd/ Richmar Rd.	1.2								
	Dolfeld Blvd/ Richmar Rd. - Pleasant Hill Rd.	0.5								
	Pleasant Hill Rd. - Owings Mills Blvd. (MD-940)	1								
	Owings Mills Blvd. (MD-940) - Painters Mill Rd.	0.4			I				I	I
	Painters Mill Rd. - Greenspring Valley Rd (MD-130)	1.2			W	W				
	Greenspring Valley Rd (MD-130) - McDonogh Rd./ Craddock Ln.	0.6				W				
	McDonogh Rd./ Craddock Ln. - I-695	1.2				W				W
	I-695 - Old Court Rd.	0.6			W	W				W
	Old Court Rd. - Sudbrook Ln	0.4		W	W	W	W		W	I
	Sudbrook Ln. - Slade Ave/ Milford Mill Rd.	0.5	W		W	W			W	W
	Slade Ave/ Milford Mill Rd. - Baltimore City Line/ Fallstaff Rd	0.6			W	W				W

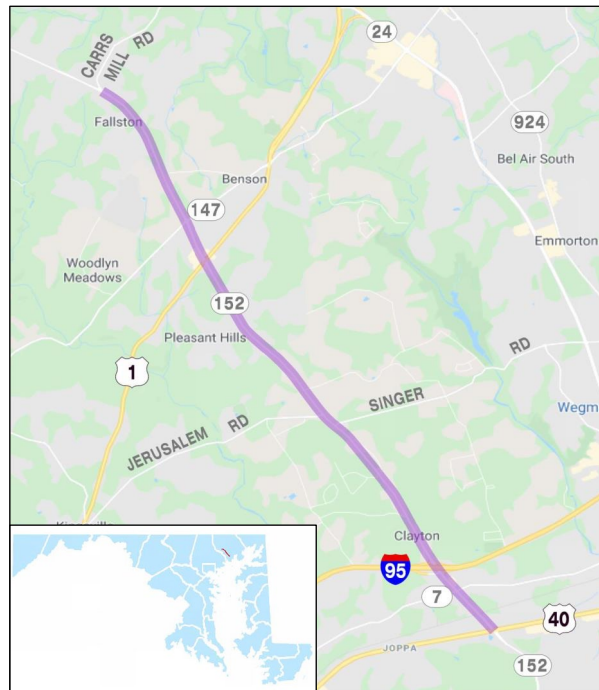
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PTI: planning time index (95th percentile travel time / freeflow travel time)

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

MD 152

Limits:	US 40 to Carrs Mill Rd	
Corridor Length:	7.6 miles	
Speed Limit:	50 MPH	
Travel Lanes:	(1 - 2) Northbound (1 - 2) Southbound	
Signal Controlled Intersections:	9	
Grade Separated Interchanges:	1	
Major Cross Streets:	US 40, MD 7, I-95, Jerusalem Rd/Singer Rd, US 1, MD 147, Carrs Mill Rd	
Routes and Ridership	Routes	Avg. Daily Ridership
	Commuter Bus 411	56



2021 AADT	Trucks	Peak Hour Traffic
22,000 - 26,000 vpd	5% - 8%	7.5% - 8.5%

Intersection Operations

Signalized Intersections*:	AM Peak Hour	PM Peak Hour
LOS D or Better	1	0
LOS E	0	1
LOS F	0	0

Segment Operations

Level of Service	Northbound AM / PM (Miles of Roadway)	Southbound AM / PM (Miles of Roadway)
LOS D or Better	3.9 / 0.6	2.5 / 4.3
LOS E	3.7 / 3.6	4.7 / 2.4
LOS F	0.0 / 3.4	0.4 / 0.9

LOS 'E' Intersections

MD 152 at MD 147 (PM)

LOS 'F' Intersections

Color Key

TTI	PTI
1.00 - 1.15	1.0 - 1.5
1.15 - 1.30	1.5 - 2.5
1.30 - 2.00	> 2.5
> 2.00	
No data	

* Available count data. (11% of signalized intersections)

Functional Class	Roadway Segment North to South	Length (miles)	TTI				PTI			
			AM		PM		AM		PM	
			NB	SB	NB	SB	NB	SB	NB	SB
Rural Other Principal Arterial	Carrs Mill Rd./(Old Fallston Rd.) - Watervale Rd.	0.5					W			
	Watervale Rd. - MD147/(Harford Rd.)	1.3								
	MD147/(Harford Rd.) - US1/(Belair Rd.)	0.5	W		W					
	US1/(Belair Rd.) - Old Joppa Rd.	1.4								
	Old Joppa Rd. - Singer Rd.	1.0			W				W	
Rural Minor Arterial	Singer Rd. - I-95/(John F. Kennedy Hwy)	1.9			W				W	
Rural Other Principal Arterial	I-95/(John F. Kennedy Hwy) - MD7/(Philadelphia Rd.)	0.4						I		
	MD7/(Philadelphia Rd.) - Pulaski Hwy (US40)	0.6								W

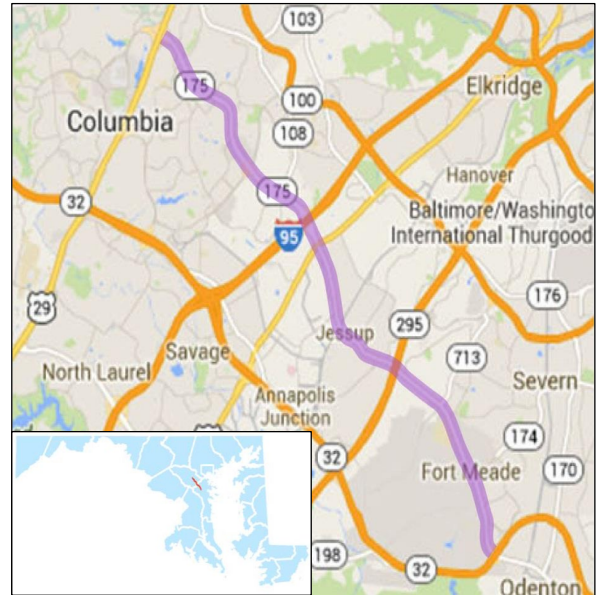
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PTI: planning time index (95th percentile travel time / freeflow travel time)

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

MD 175

Limits:	MD 32 (Patuxent Freeway) to US 29 (Columbia Pike)	
Corridor Length:	12.2 miles	
Speed Limit:	35 - 50 MPH	
Travel Lanes:	(1 - 3) Northbound (1 - 4) Southbound	
Signal Controlled Intersections:	19	
Grade Separated Interchanges:	5	
Major Cross Streets:	MD 32, MD 174, MD 713, MD 295, US 1, I-95, Snowden River Pkwy, US 29	
Routes and Ridership	Routes	Avg. Daily Ridership
	MTA Commuter Bus 310	72
	MTA Commuter Bus 320	120



2021 AADT	Trucks	Peak Hour Traffic
19,000 - 68,000 vpd	2% - 12%	8% - 9.5%

Intersection Operations

Signalized Intersections*:	AM Peak Hour	PM Peak Hour
LOS D or Better	7	7
LOS E	0	0
LOS F	0	0

Segment Operations

Level of Service	Northbound AM / PM (Miles of Roadway)	Southbound AM / PM (Miles of Roadway)
LOS D or Better	8.2 / 3.0	8.2 / 6.0
LOS E	4.0 / 5.6	4.0 / 5.1
LOS F	0.0 / 3.6	0.0 / 1.1

LOS 'E' Intersections

LOS 'F' Intersections

Color Key

TTI	PTI
1.00 - 1.15	1.0 - 1.5
1.15 - 1.30	1.5 - 2.5
1.30 - 2.00	> 2.5
> 2.00	
No data	

* Available count data. (37% of signalized intersections)

Functional Class	Roadway Segment North to South	Length (miles)	TTI				PTI			
			AM		PM		AM		PM	
			NB	SB	NB	SB	NB	SB	NB	SB
Urban Freeway Expressway	Columbia Pike (US-29) - Thunder Hill Rd.	0.6								
	Thunder Hill Rd. - Tamar Dr	1.1								
	Tamar Dr - Dobbin Rd.	0.9								
	Dobbin Rd - Snowden River Pkwy	0.6							I	
	Snowden River Pkwy - Waterloo Rd (MD-108)	0.8								
	Waterloo Rd (MD-108)- I-95	0.7								
	I-95 - Washington Blvd (US-1)	0.5								
Urban Minor Arterial	Washington Blvd (US-1) - Dorsey Run Rd.	1.3								
	Dorsey Run Rd. - MD-295	1.6							W	
	MD-295 - Ridge Rd/Rockenbach Rd (MD-713)	1.1								W
	Ridge Rd/Rockenbach Rd. (MD-713) - Reece Rd	1.3								
	Reece Rd - Charter Oaks Blvd.	0.6								
	Charter Oaks Blvd. - MD-32	1.1								

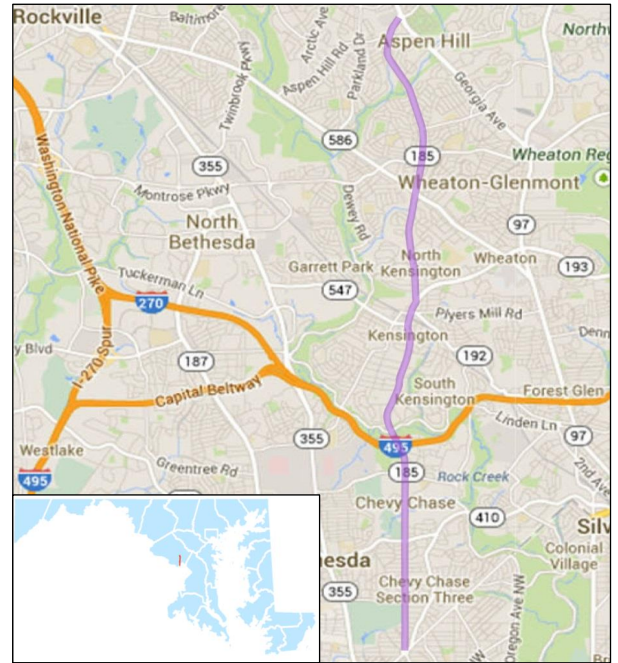
I = Improvement from 2020 W = Worsened from 2020 (blank) = No significant change from 2020

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

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

MD 185

Limits:	Washington DC Line to MD 97	
Corridor Length:	8.3 miles	
Speed Limit:	30 - 45 MPH	
Travel Lanes:	(3 - 4) Northbound (3 - 4) Southbound	
Signal Controlled Intersections:	26	
Grade Separated Interchanges:	1	
Major Cross Streets:	MD 410, I-495, MD 547, MD 193, MD 586, Randolph Rd, MD 97	
Routes and Ridership	Routes	Avg. Daily Ridership
	METRO L8	891
	Ride On Route 1	522
	Ride On Route 4	38
	Ride On Route 5	714
	Ride On Route 11	195
	Ride On Route 26	1,421
	Ride On Route 33	82
	Ride On Route 34	1,101
	Ride On Route 41	181



2021 AADT	Trucks	Peak Hour Traffic
28,000 - 74,000 vpd	3% - 5%	7%

Intersection Operations

Signalized Intersections*:	AM Peak Hour	PM Peak Hour
LOS D or Better	8	8
LOS E	1	1
LOS F	0	0

Segment Operations

Level of Service	Northbound AM / PM (Miles of Roadway)	Southbound AM / PM (Miles of Roadway)
LOS D or Better	5.7 / 0.6	3.2 / 0.5
LOS E	2.6 / 4.3	2.3 / 5.9
LOS F	0.0 / 3.4	2.7 / 1.9

LOS 'E' Intersections

MD 185 at MD 410 (AM, PM)

LOS 'F' Intersections

Color Key

TTI	PTI
1.00 - 1.15	1.0 - 1.5
1.15 - 1.30	1.5 - 2.5
1.30 - 2.00	> 2.5
> 2.00	
No data	

* Available count data. (31% of signalized intersections)

Functional Class	Roadway Segment North to South	Length (miles)	TTI				PTI			
			AM		PM		AM		PM	
			NB	SB	NB	SB	NB	SB	NB	SB
Urban Other Principal Arterial	Georgia Ave. (MD-97) - Aspen Hill Rd.	0.3								I
	Aspen Hill Rd. - Randolph Rd.	0.4								
	Randolph Rd. - Veirs Mill Rd. (MD-586)	1.7								
	Veirs Mill Rd. (MD-586) - University Blvd. (MD-193)	1.4						I	I	
	University Blvd (MD-193) - Saul Rd.	1.2								
	Saul Rd. - I-495	0.6		W						
	I-495-Jones Bridge Rd.	0.5			W			I	W	
	Jones Bridge Rd. - East West Hwy (MD-410)	0.8	W	W	W				W	
	East West Hwy (MD-410) - Bradley Ln. (MD-191)	0.8		W	W				W	
	Bradley Ln. (MD-191) -Western Ave/ DC Line	0.6		W	W				W	

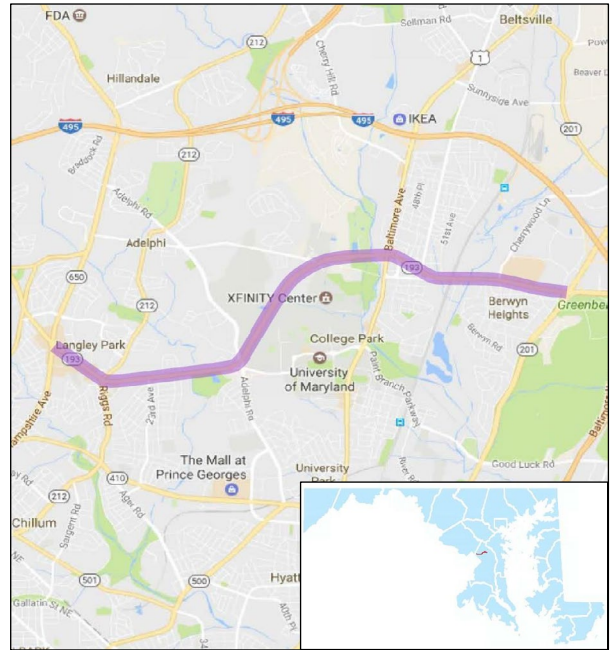
I = Improvement from 2020 W = Worsened from 2020 (blank) = No significant change from 2020

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

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

MD 193

Limits:	MD 201 to MD 650	
Corridor Length:	5.5 miles	
Speed Limit:	35 - 45 MPH	
Travel Lanes:	(2 - 3) Eastbound (2 - 3) Westbound	
Signal Controlled Intersections:	20	
Grade Separated Interchanges:	2	
Major Cross Streets:	MD 201, 63rd Ave, 62nd Ave, Cherrywood Ln / 60th Ave, Rhode Island Ave, US 1, Metzerott Rd / Paint Branch Dr, Adelphi Rd, Riggs Rd, MD 650	
Routes and Ridership	Routes	Avg. Daily Ridership
	METRO C2	2,509
	METRO C4	3,325
	METRO F6	662
	METRO F8	506
	METRO G14	1,196
	METRO R2	1,843
	The Bus Route 18	468



2021 AADT	Trucks	Peak Hour Traffic
35,000 - 39,000 vpd	3%	7% - 8%

Intersection Operations

Signalized Intersections*:	AM Peak Hour	PM Peak Hour
LOS D or Better	2	2
LOS E	0	0
LOS F	0	0

Segment Operations

Level of Service	Eastbound AM / PM (Miles of Roadway)	Westbound AM / PM (Miles of Roadway)
LOS D or Better	4.9 / 0.0	4.9 / 0.0
LOS E	0.6 / 3.0	0.0 / 4.9
LOS F	0.0 / 2.5	0.6 / 0.6

LOS 'E' Intersections

LOS 'F' Intersections

Color Key

TTI	PTI
1.00 - 1.15	1.0 - 1.5
1.15 - 1.30	1.5 - 2.5
1.30 - 2.00	> 2.5
> 2.00	
No data	

* Available count data. (10% of signalized intersections)

Functional Class	Roadway Segment West to East	Length (miles)	TTI				PTI			
			AM		PM		AM		PM	
			EB	WB	EB	WB	EB	WB	EB	WB
Urban Other Principal Arterial	New Hampshire Ave. (MD-650) - Riggs Rd. (MD-212)	0.6				W				
	Riggs Rd. (MD-212) - Adelphi Rd.	1.3			W					
	Adelphi Rd. - Metzerott Rd.	1.3								
	Metzerott Rd. - Greenbelt Rd.	1.0								
	Greenbelt Rd. - Cherrywood Ln. /60th Ave	0.6			W				W	
	Cherrywood Ln. /60th Ave. - MD-201	0.7			W				W	I

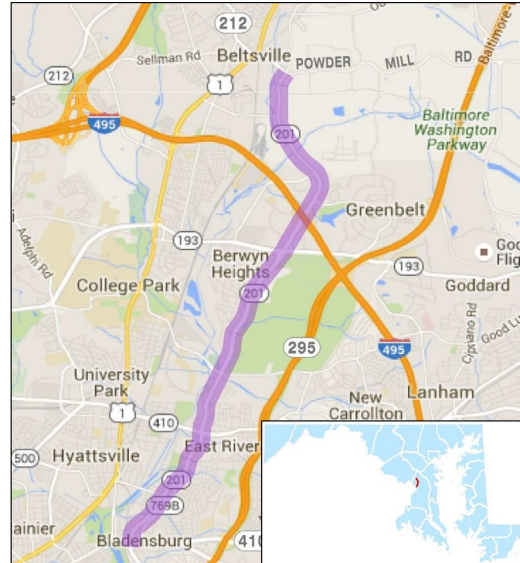
I = Improvement from 2020 W = Worsened from 2020 (blank) = No significant change from 2020

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

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

MD 201

Limits:	MD 450 to MD 212	
Corridor Length:	7.4 miles	
Speed Limit:	40 - 50 MPH	
Travel Lanes:	(1 - 3) Northbound (1 - 3) Southbound	
Signal Controlled Intersections:	19	
Grade Separated Interchanges:	3	
Major Cross Streets:	MD 450, Decatur St, MD 769B, Riverdale Rd, MD 410, Paint Branch Pkwy, Good Luck Rd, MD 193, I-95 / I-495, Cherrywood Ln, Sunnyside Ave, Beaver Dam Rd, MD 212	
Routes and Ridership	Routes	Avg. Daily Ridership
	METRO R12	555
	METRO F6	662
	The Bus Route 11	5
	The Bus Route 14	3
	The Bus Route 16	322



2021 AADT	Trucks	Peak Hour Traffic
21,000 - 43,000 vpd	7% - 12%	6.5% - 7.5%

Intersection Operations

Signalized Intersections*:	AM Peak Hour	PM Peak Hour
LOS D or Better	5	5
LOS E	0	0
LOS F	0	0

Segment Operations

	Northbound AM / PM (Miles of Roadway)	Southbound AM / PM (Miles of Roadway)
Level of Service		
LOS D or Better	1.6 / 1.6	4.0 / 2.1
LOS E	5.8 / 2.4	2.8 / 3.8
LOS F	0.0 / 3.4	0.6 / 1.5

LOS 'E' Intersections

LOS 'F' Intersections

Color Key

TTI	PTI
1.00 - 1.15	1.0 - 1.5
1.15 - 1.30	1.5 - 2.5
1.30 - 2.00	> 2.5
> 2.00	
No data	

* Available count data. (26% of signalized intersections)

Functional Class	Roadway Segment North to South	Length (miles)	TTI				PTI			
			AM		PM		AM		PM	
			NB	SB	NB	SB	NB	SB	NB	SB
Urban Minor Arterial	MD212 - SunnySide Ave.	0.6						I		I
	SunnySide Ave. - Cherrywood Ln.	0.9			W					
	Cherrywood Ln. - Ivy Ln.	0.3								
	Ivy Ln. - Crescent Rd.	0.2	W	W			W			
Urban Other Freeways and Expressways	Crescent Rd. - I-495/ I-95	0.5								
	I-495/I-95 - MD193	0.5								
Urban Other Principal Arterial	MD193 - Paint Branch Ave./Good Luck Rd.	1.6							W	
	Paint Branch Ave./Good Luck Rd.- Sarvis Ave.	0.2								
	Sarvis Ave. - River Rd.	0.2								
	River Rd. - Rittenhouse St.	0.3				W	W		I	
	Rittenhouse St. - MD410	0.2								
	MD410 - Riverdale Rd.	0.2								
	Riverdale Rd.- Jefferson St.	0.2								
	Jefferson St.- Edmonston Rd.	0.3								
	Edmonston Rd.- Decatur St.	0.4			W				W	
	Decatur St.- Buchanan St.	0.2								
	Buchanan St. - Upshur St./Tilden Rd.	0.3								
	Upshur St./Tilden Rd.- MD450	0.3								

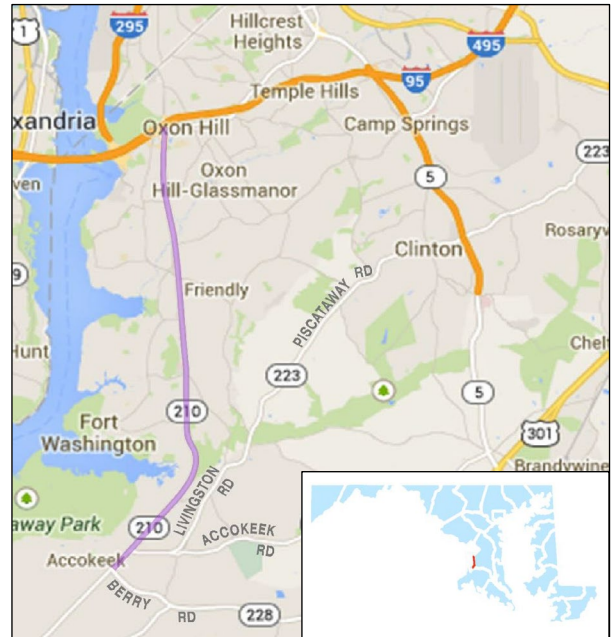
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PTI: planning time index (95th percentile travel time / freeflow travel time)

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

MD 210

Limits:	MD 228 to I-95	
Corridor Length:	10.3 miles	
Speed Limit:	40 - 45 MPH	
Travel Lanes:	(2 - 3) Northbound (2 - 4) Southbound	
Signal Controlled Intersections:	10	
Grade Separated Interchanges:	2	
Major Cross Streets:	I-95, Livingston Rd, MD 373, MD 228	
Routes and Ridership	Routes	Avg. Daily Ridership
	METRO D14	934
	MTA Commuter Bus 610	81
	MTA Commuter Bus 620	91
	MTA Commuter Bus 630	31
	MTA Commuter Bus 640	56
	MTA Commuter Bus 650	62
	The Bus Route 35	126
	The Bus Route 37	32



2021 AADT	Trucks	Peak Hour Traffic
23,000 - 80,000 vpd	2% - 4%	6% - 7.5%

Intersection Operations

Signalized Intersections*:	AM Peak Hour	PM Peak Hour
LOS D or Better	4	4
LOS E	1	2
LOS F	2	1

Segment Operations

Level of Service	Northbound AM / PM (Miles of Roadway)	Southbound AM / PM (Miles of Roadway)
LOS D or Better	8.2 / 8.4	9.2 / 2.9
LOS E	1.4 / 1.9	1.1 / 3.0
LOS F	0.7 / 0.0	0.0 / 4.4

LOS 'E' Intersections

MD 210 at Fort Wahsington Rd (AM, PM)
MD 210 at Livingston Rd/Palmer Rd (PM)

LOS 'F' Intersections

MD 210 at Livingston Rd/Kerby Hill Rd (AM, PM)
MD 210 at Wilson Bridge Dr (AM)

Color Key

TTI	PTI
1.00 - 1.15	1.0 - 1.5
1.15 - 1.30	1.5 - 2.5
1.30 - 2.00	> 2.5
> 2.00	
No data	

* Available count data. (70% of signalized intersections)

Functional Class	Roadway Segment North to South	Length (miles)	TTI				PTI			
			AM		PM		AM		PM	
			NB	SB	NB	SB	NB	SB	NB	SB
Urban Freeway Expressway	I-495/I-95 - Livingston Rd./Kerby Hill Rd.	1.8				W				W
	Livingston Rd./Kerby Hill Rd. - Palmer Rd.	1.0				W				W
	Palmer Rd. - Old Fort Rd.	0.7	W			W	I			W
	Old Fort Rd. - Fort Washington Rd.	0.9	W				I			
	Fort Washington Rd. - Livingston Rd./Swan Creek Rd.	1.1					I			
	Livingston Rd./Swan Creek Rd. - Washington Ln.	0.8								
	Washington Ln. - Farmington Rd.	2.1								
	Farmington Rd. - Livingston Rd. (MD-373)	1.4								
	Livingston Rd. (MD-373) - Berry Rd. (MD-228)	0.5								

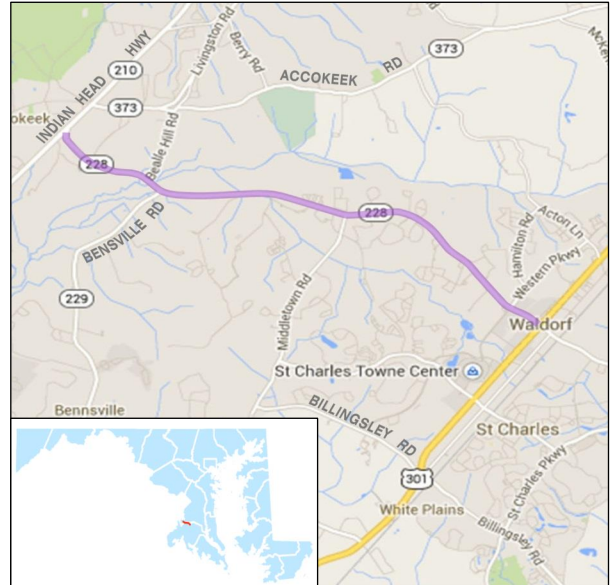
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PTI: planning time index (95th percentile travel time / freeflow travel time)

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

MD 228

Limits:	MD 210 to US 301	
Corridor Length:	6.8 miles	
Speed Limit:	35 - 50 MPH	
Travel Lanes:	(2 - 3) Eastbound 2 Westbound	
Signal Controlled Intersections:	11	
Grade Separated Interchanges:	0	
Major Cross Streets:	MD 210, MD 229, US 301	
Routes and Ridership	Routes	Avg. Daily Ridership
	MTA Commuter Bus 610	81
	MTA Commuter Bus 620	91
	MTA Commuter Bus 630	31
	MTA Commuter Bus 640	56



2021 AADT	Trucks	Peak Hour Traffic
35,000 - 38,000 vpd	2% - 3%	7% - 7.5%

Segment Operations

Intersection Operations

Signalized Intersections*:	AM Peak Hour	PM Peak Hour
LOS D or Better	3	3
LOS E	0	0
LOS F	0	0

Level of Service	Eastbound AM / PM (Miles of Roadway)	Westbound AM / PM (Miles of Roadway)
LOS D or Better	5.3 / 0.0	6.8 / 2.3
LOS E	1.5 / 5.3	0.0 / 4.5
LOS F	0.0 / 1.5	0.0 / 0.0

LOS 'E' Intersections

LOS 'F' Intersections

Color Key

TTI	PTI
1.00 - 1.15	1.0 - 1.5
1.15 - 1.30	1.5 - 2.5
1.30 - 2.00	> 2.5
> 2.00	
No data	

* Available count data. (36% of signalized intersections)

Functional Class	Roadway Segment West to East	Length (miles)	TTI				PTI			
			AM		PM		AM		PM	
			EB	WB	EB	WB	EB	WB	EB	WB
Urban Other Principal Arterial	Indian Head Hwy (MD-210) - Manning Rd	0.5			W				W	
	Manning Rd - Bensville Rd (MD-229)	1.0								
	Bensville Rd (MD-229) - Bunker Hill Rd.	1.3								
	Bunker Hill Rd. - Middletown Rd./Ironwood Dr.	1.0								
	Middletown Rd./Ironwood Dr. - Western Pkwy	2.6								
	Western Pkwy - Crain Highway (US-301)	0.4								

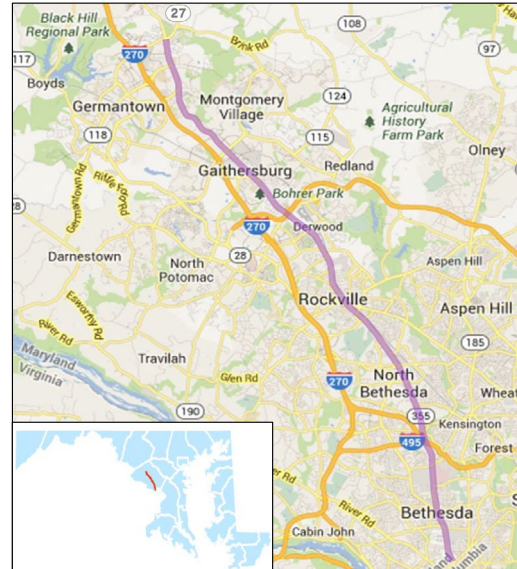
I = Improvement from 2020 W = Worsened from 2020 (blank) = No significant change from 2020

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

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

MD 355

Limits:	Washington DC Line to MD 27			
Corridor Length:	19.7 miles			
Speed Limit:	25 - 45 MPH			
Travel Lanes:	(2 - 4) Northbound (2 - 4) Southbound			
Signal Controlled Intersections:	80			
Grade Separated Interchanges:	3			
Major Cross Streets:	MD 27, MD 118, Middlebrook Rd, MD 124, MD 117 I-370, Shady Grove Rd, MD 28, Montrose Pkwy, MD 187, MD 547, MD 410, MD 191			
Routes and Ridership	Ride On Routes	Avg. Daily Ridership	Ride On Routes	Avg. Daily Ridership
	5	714	83	108
	26	1,421	101 Extra	481
	30	82	METRO Routes	Avg. Daily Ridership
	33	82		
	34	1,101	J1/J2	2,620
	37	42	Q1/Q2/Q4/Q5/Q6	3,125
	42	92	Red Line Routes	Avg. Daily Ridership
	45	244		
	46	1,313	Shady Grove	1,089
	55	3,217	Rockville	500
	59	1,353	Twinbrook	1,393
	61	1,129	White Flint	660
	67	32	Grosvenor	690
	70	232	Strathmore	
	75	327	Medical Center	1,135
	81	23	Bethesda	1,612



2021 AADT	Trucks	Peak Hour Traffic
26,000 - 52,000 vpd	2% - 7%	7% - 8.5%

NOTE: The Red Line ridership data represents boardings

Intersection Operations

Signalized Intersections*:	AM Peak Hour	PM Peak Hour
LOS D or Better	20	18
LOS E	0	2
LOS F	1	1

Segment Operations

Level of Service	Northbound AM / PM (Miles of Roadway)	Southbound AM / PM (Miles of Roadway)
LOS D or Better	7.8 / 3.3	13.9 / 0.7
LOS E	10.0 / 7.1	4.9 / 9.9
LOS F	1.9 / 9.3	0.9 / 9.1

LOS 'E' Intersections

MD 355 at MD 911/Wootton Pkwy (PM)
MD 355 at Pooks Hill Rd (PM)

LOS 'F' Intersections

MD 355 at MD 911/Wootton Pkwy (AM)
MD 355 at Jones Bridge Rd/Center Dr (PM)

Color Key

TTI	PTI
1.00 - 1.15	1.0 - 1.5
1.15 - 1.30	1.5 - 2.5
1.30 - 2.00	> 2.5
> 2.00	
No data	

* Available count data. (25% of signalized intersections)

Functional Class	Roadway Segment North to South	Length (miles)	TTI				PTI			
			AM		PM		AM		PM	
			NB	SB	NB	SB	NB	SB	NB	SB
Urban Other Principal Arterial	Ridge Rd. (MD-27) - Germantown Rd. (MD-118)	0.9								
	Germantown Rd. (MD-118) - Middlebrook Rd.	0.8							W	I
	Middlebrook Rd. - Christopher Ave.	2.3								
	Christopher Ave. - Montgomery Village Ave. (MD-124)	0.3						I		I
	Montgomery Village Ave. (MD-124) - Odendhal Ave.	0.4							I	
	Odendhal Ave. - Summit Ave.	1.0							I	
	Summit Ave. - Shady Grove Rd./ I-370	1.2								
	Shady Grove Rd./ I-370 - Redland Blvd.	1.0						I		
	Redland Blvd. - Gude Dr.	0.8			W			I		
	Gude Dr. - Washington St.	1.0						I	I	
	Washington St. - Veirs Mills Rd./ Jefferson St. (MD-28)	0.9			W			I	W	
	Veirs Mills Rd./ Jefferson St. (MD-28) - Wootton Pkwy. (MD-911)	0.4			W			I	W	
	Wootton Pkwy. (MD-911) - Montrose Pkwy.	2.1			W	W				
	Montrose Pkwy. - Strathmore Ave. (MD-547)	1.3			W	W			W	
	Strathmore Ave. (MD-547) - Grosvenor Lane	0.9	W	W	W	W				
	Grosvenor Lane - I-495	0.3		W						
	I-495 - Cedar Lane	0.9		W						
	Cedar Lane - Jones Bridge Rd.	0.6			W				W	
	Jones Bridge Rd. - Montgomery Ave (MD-410)	0.9		W	W	W			W	
	Montgomery Ave (MD-410) - Bradley Blvd/ Lane (MD-191)	0.5		W	W				W	I
	Bradley Blvd/ Lane (MD-191) - Dorset Ave.	0.7								I
	Dorset Ave. - DC Line	0.5		W	W	W		W		W

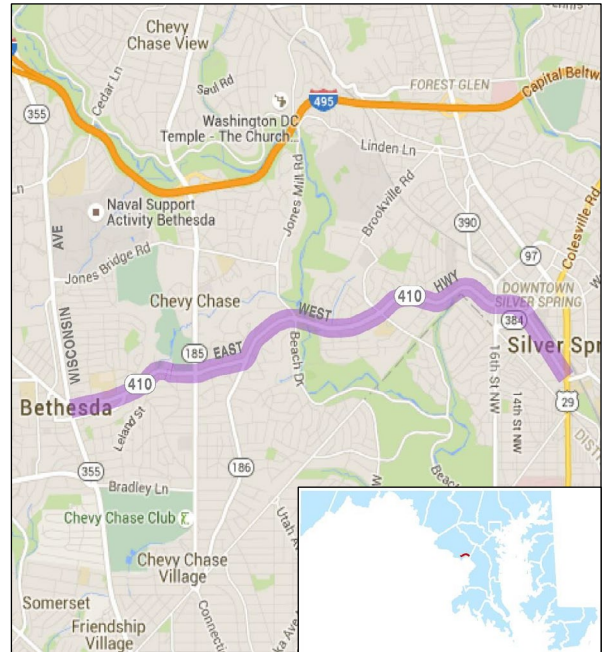
I = Improvement from 2020 W = Worsened from 2020 (blank) = No significant change from 2020

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

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

MD 410

Limits:	MD 355 to US 29	
Corridor Length:	3.8 miles	
Speed Limit:	25 - 35 MPH	
Travel Lanes:	(1 - 2) Eastbound (1 - 2) Westbound	
Signal Controlled Intersections:	19	
Grade Separated Interchanges:	0	
	MD 355, Montgomery Ave, MD 185, MD 186, Beach Dr / Jones Mill Dr, Grubb Rd, MD 390, MD 384, US 29	
Routes and Ridership	Routes	Avg. Daily Ridership
	METRO J1	246
	METRO J2	2,374
	Ride On Route 1	522
	Ride On Route 2	323
	Ride On Route 11	195
	Ride On Route 18	188
	Ride On Route 28	196



2021 AADT	Trucks	Peak Hour Traffic
20,000 - 27,000 vpd	3%	8%

Intersection Operations

Signalized Intersections*:	AM Peak Hour	PM Peak Hour
LOS D or Better	7	7
LOS E	1	1
LOS F	0	0

Segment Operations

Level of Service	Eastbound AM / PM (Miles of Roadway)	Westbound AM / PM (Miles of Roadway)
LOS D or Better	3.3 / 0.8	1.0 / 0.0
LOS E	0.5 / 1.8	2.3 / 3.8
LOS F	0.0 / 1.2	0.5 / 0.0

LOS 'E' Intersections

MD 185 at MD 410 (AM, PM)

LOS 'F' Intersections

Color Key

TTI	PTI
1.00 - 1.15	1.0 - 1.5
1.15 - 1.30	1.5 - 2.5
1.30 - 2.00	> 2.5
> 2.00	
No data	

* Available count data. (37% of signalized intersections)

Functional Class	Roadway Segment West to East	Length (miles)	TTI				PTI			
			AM		PM		AM		PM	
			EB	WB	EB	WB	EB	WB	EB	WB
Urban Other Principal Arterial	Montgomery Ave. - MD185	0.5								
	MD185 - Beach Dr.	0.9						I		
	Beach Dr. - Meadowbrook Ln.	0.2							W	
	Meadowbrook Ln. - Grubb Rd.	0.5			W					
	Grubb Rd. - Washington Ave.	0.4								
	Washington Ave. - Rosemary Hill Dr.	0.4			W					
	Rosemary Hill Dr. - MD390	0.2								
	MD390 - Colesville Rd.	0.2						I		I
	Colesville Rd. - Shopping Center	0.1								
	Shopping Center - Blair Mill Rd.	0.2							I	I
	Blair Mill Rd. - US29	0.2								

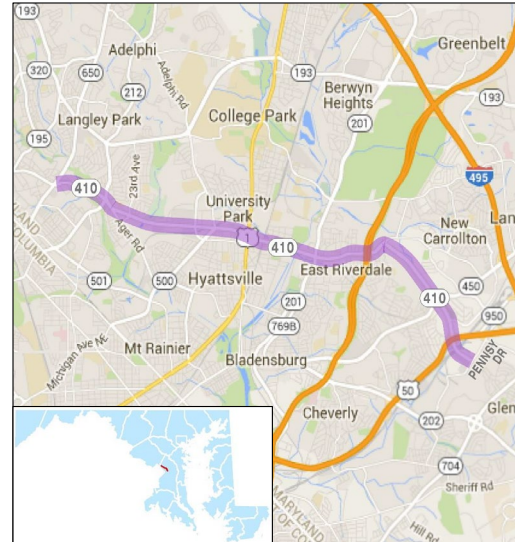
I = Improvement from 2020 W = Worsened from 2020 (blank) = No significant change from 2020

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

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

MD 410

Limits:	MD 650 to Pennsy Drive	
Corridor Length:	7.7 miles	
Speed Limit:	30 - 45 MPH	
Travel Lanes:	(1 - 3) Eastbound (2 - 3) Westbound	
Signal Controlled Intersections:	20	
Grade Separated Interchanges:	2	
Major Cross Streets:	MD 650, MD 212, Ager Rd, Belcrest Rd, MD 500, US 1, MD 201, MD 295, Riverdale Rd, MD 450, US 50, Pennsy Dr	
Routes and Ridership	Routes	Avg. Daily Ridership
	METRO C4	3,325
	METRO F4	3,824
	METRO F6	662
	METRO 86	672
	The Bus Route 13A	12
	The Bus Route 14	3
	The Bus Route 18	468



2021 AADT	Trucks	Peak Hour Traffic
18,000 - 46,000 vpd	3% - 4%	6.5% - 7.5%

Segment Operations

Intersection Operations		
Signalized Intersections*:	AM Peak Hour	PM Peak Hour
LOS D or Better	7	6
LOS E	0	0
LOS F	1	2

Level of Service	Eastbound AM / PM (Miles of Roadway)	Westbound AM / PM (Miles of Roadway)
	LOS D or Better	LOS D or Better
LOS D or Better	4.7 / 1.2	2.8 / 1.3
LOS E	2.3 / 2.0	3.9 / 2.7
LOS F	0.7 / 4.5	1.0 / 3.6

LOS 'E' Intersections

LOS 'F' Intersections

MD 410 at MD 212 (AM, PM)
MD 410 at MD 500/Adelphi Rd (PM)

Color Key

TTI	PTI
1.00 - 1.15	1.0 - 1.5
1.15 - 1.30	1.5 - 2.5
1.30 - 2.00	> 2.5
> 2.00	> 2.5
No data	

* Available count data. (40% of signalized intersections)

Functional Class	Roadway Segment West to East	Length (miles)	TTI				PTI			
			AM		PM		AM		PM	
			EB	WB	EB	WB	EB	WB	EB	WB
Urban Other Principal Arterial	MD650 - MD212	0.9								
	MD212 - Ager Rd.	0.2		W		W				
	Ager Rd. - 23rd Ave.	0.3								
	23rd Ave. - Toledo Terrace	0.5								
	Toledo Terrace - Editors Park Dr.	0.1		W		W			W	W
	Editors Park Dr. - Pr. George's Plaza	0.1								
	Pr. George's Plaza - Belcrest Rd.	0.3								
	Belcrest Rd. - MD500/Adelphi Rd.	0.4		W	W			W	W	
	MD500/Adelphi Rd. - US1/Baltimore Ave.	0.5				W				
	US1/Baltimore Ave. - Taylord Rd.	0.5				W				
	Taylord Rd. - Kenilworth Ave./MD201	0.5				W				
	Kenilworth Ave./MD201 - Mustang Dr.	0.5				W				
	Mustang Dr. - 64th Ave.	0.2				W				
	64th Ave. - Baltimore-Washington Pkwy.	0.1				W				
	Baltimore-Washington Pkwy.-Veterans Pkwy.	0.3		W		W		W		W
	Veterans Pkwy.- Annapolis Rd./MD450	1.1						W	I	
	Annapolis Rd./MD450 - Ellin Rd.	0.5								
	Ellin Rd. - US50/John Hanson Hwy.	0.4								W
	US50/John Hanson Hwy. - Pennsy Dr.	0.3								

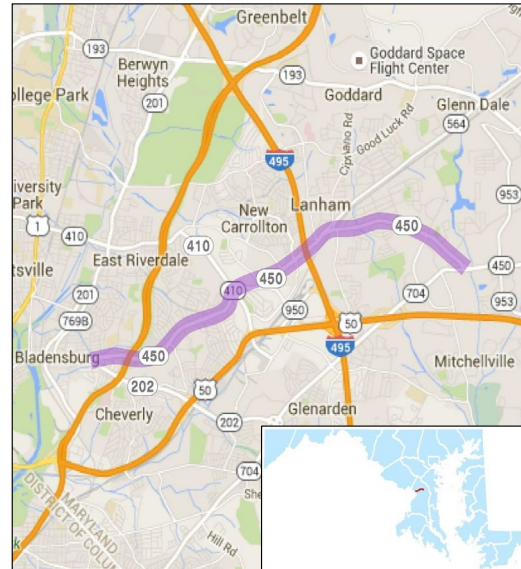
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PTI: planning time index (95th percentile travel time / freeflow travel time)

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

MD 450

Limits:	MD 202 to MD 704	
Corridor Length:	6.3 miles	
Speed Limit:	35 - 40 MPH	
Travel Lanes:	(2 - 4) Eastbound (2 - 4) Westbound	
Signal Controlled Intersections:	21	
Grade Separated Interchanges:	2	
Major Cross Streets:	MD 202, MD 295, Ardwick Ardmore Rd / Surrey Ln MD 410, Riverdale Rd, 85th Ave, I-95 / I-495, MD 564, Whitfield Chapel Rd, Forbes Blvd, MD 704	
Routes and Ridership	Routes	Avg. Daily Ridership
	METRO B24	479
	METRO B27	141
	METRO F4	3,824
	METRO F13	316
	METRO G12	617
	METRO G14	1,196
	METRO T18	2,907
The Bus Route 16		322



2021 AADT	Trucks	Peak Hour Traffic
32,000 - 60,000 vpd	3% - 4%	7.5%

Segment Operations

Level of Service	Eastbound AM / PM (Miles of Roadway)	Westbound AM / PM (Miles of Roadway)
LOS D or Better	5.7 / 0.8	6.3 / 2.7
LOS E	0.7 / 3.8	0.0 / 2.5
LOS F	0.0 / 1.8	0.0 / 1.1

Intersection Operations

Signalized Intersections*	AM Peak Hour	PM Peak Hour
LOS D or Better	23	23
LOS E	0	0
LOS F	0	0

LOS 'E' Intersections

LOS 'F' Intersections

Color Key

TTI	PTI
1.00 - 1.15	1.0 - 1.5
1.15 - 1.30	1.5 - 2.5
1.30 - 2.00	> 2.5
> 2.00	
No data	

* Available count data. (95% of signalized intersections)

Functional Class	Roadway Segment West to East	Length (miles)	TTI				PTI			
			AM		PM		AM		PM	
			EB	WB	EB	WB	EB	WB	EB	WB
Urban Minor Arterial	MD202 - 56th Ave.	0.2								
	56th Ave. - 57th Ave.	0.2								
	57th Ave. - MD295 (Balt/Wash Pkwy)	0.4								
	MD295 - 65th Ave.	0.2								
	65th Ave. - Cooper Ln.	0.3								
	Cooper Ln. - 68th Ave.	0.2								
	68th Ave. - 71st Ave.	0.4								
	71st Ave. - Ardwick-Ardmore Rd.	0.3								
	Ardwick-Ardmore Rd. - Gallatin Rd.	0.2								
	Gallatin Rd. - MD410 (Veterans Pkwy)	0.1								
	MD410 (Veterans Pkwy) - Harkins Rd./Finns Ln.	0.4								
	Harkins Rd./Finns Ln. - Riverdale Rd.	0.4								
	Riverdale Rd. - 85th Ave.	0.2								
	85th Ave. - I-495	0.1								
	I-495 - Princess Garden Pkwy	0.3								
	Princess Garden Pkwy - Whitfield Chapel Rd.	0.4								
	Whitfield Chapel Rd. - Carter Ave.	0.6								
	Carter Ave. - Forbes Blvd.	0.7								
	Forbes Blvd. - MD 704	0.7								

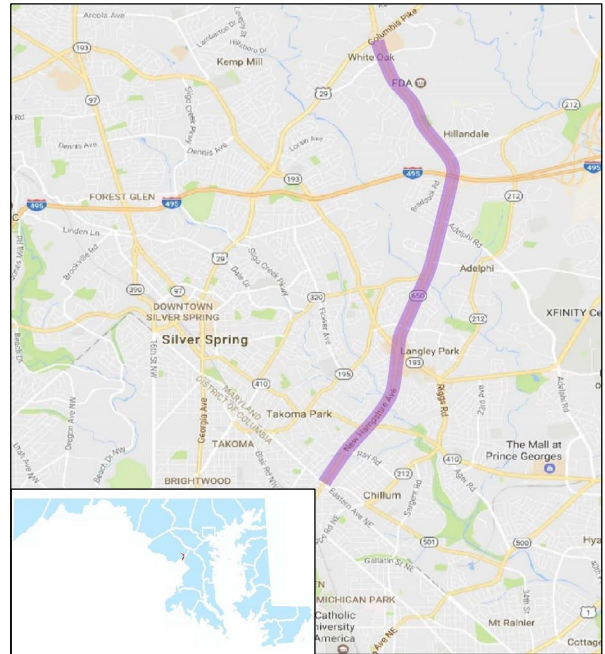
I = Improvement from 2020 W = Worsened from 2020 (blank) = No significant change from 2020

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

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

MD 650

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 Intersections:	30	
Grade Separated Interchanges:	2	
Major Cross Streets:	Eastern Ave, MD 410, MD 193, Piney Branch Rd, MD 320, Adelphi Rd, Powder Mill Rd, US 29	
Routes and Ridership	Routes	Avg. Daily Ridership
	METRO C8	719
	METRO K6	4,284
	METRO K9	N/A
	METRO Z2	181
	MTA Commuter Bus 204	6
	Ride On Route 10	1,277
	Ride On Route 16	1,783
	Ride On Route 18	544
	Ride On Route 20	1,148
	Ride On Route 22	74
	Ride On Route 24	68
	Ride On Route 25	43
	The Bus Route 18	468



2021 AADT	Trucks	Peak Hour Traffic
38,000 - 70,000 vpd	2% - 6%	7% - 8%

Intersection Operations

Signalized Intersections*:	AM Peak Hour	PM Peak Hour
LOS D or Better	11	12
LOS E	1	0
LOS F	0	0

Segment Operations

Level of Service	Northbound AM / PM (Miles of Roadway)	Southbound AM / PM (Miles of Roadway)
LOS D or Better	3.5 / 1.8	3.6 / 0.8
LOS E	2.1 / 0.0	0.4 / 2.7
LOS F	0.4 / 4.2	2.0 / 2.5

LOS 'E' Intersections

MD 650 at Oakview Dr (AM)

LOS 'F' Intersections

Color Key

TTI	PTI
1.00 - 1.15	1.0 - 1.5
1.15 - 1.30	1.5 - 2.5
1.30 - 2.00	> 2.5
> 2.00	
No data	

* Available count data. (40% of signalized intersections)

Functional Class	Roadway Segment North to South	Length (miles)	TTI				PTI			
			AM		PM		AM		PM	
			NB	SB	NB	SB	NB	SB	NB	SB
Urban Other Principal Arterial	US 29 - Lockwood Dr.	0.3						I		I
	Lockwood Dr. - Powder Mill Rd.	1.5								
	Powder Mill Rd. - I-495	0.4			W			I		I
	I-495 - Adelphi Rd.	0.4		W	W			W	W	
	Adelphi Rd. - Metzert Rd.	0.5		W	W		I	W	W	
	Metzert Rd. - MD-320	0.2		W	W				W	I
	MD-320 - MD-193	0.9		W	W					
	MD-193 - MD-410	1.0			W			W	W	
	MD-410 - Eastern Ave./DC line	0.8			W			W		

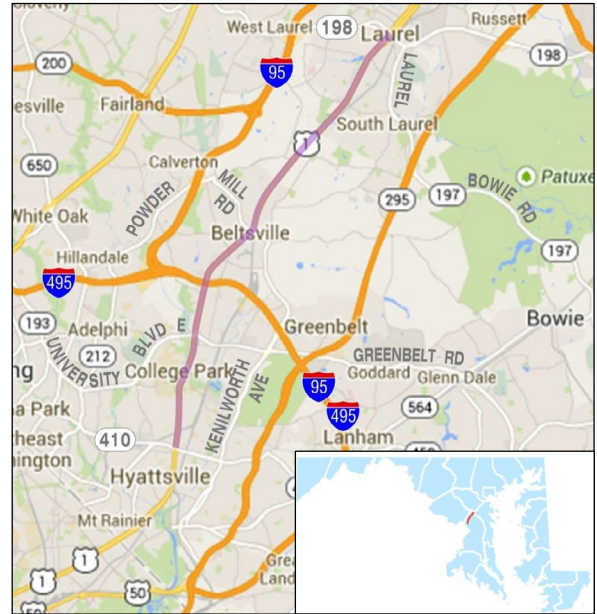
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PTI: planning time index (95th percentile travel time / freeflow travel time)

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

US 1

Limits:	MD 410 to MD 198	
Corridor Length:	10.7 miles	
Speed Limit:	35 - 50 MPH	
Travel Lanes:	(2 - 4) Northbound (2 - 4) Southbound	
Signal Controlled Intersections:	40	
Grade Separated Interchanges:	3	
	MD 410, MD 193, I-495, Rhode Island Ave, MD 212, Muirkirk Rd, Contee Rd, Cherry Lane, MD 198	
Routes and Ridership	Routes	Avg. Daily Ridership
	METRO 83	733
	METRO 86	672
	METRO 89M	515
	Green Line Greenbelt	740
	Green Line College Park	512
	The Bus Route 17	98



2021 AADT	Trucks	Peak Hour Traffic
21,000 - 45,000	3% - 6%	6.5% - 8%

NOTE: The Green Line ridership data represents boardings

Intersection Operations

Signalized Intersections*:	AM Peak Hour	PM Peak Hour
LOS D or Better	20	20
LOS E	0	0
LOS F	0	0

Segment Operations

Level of Service	Northbound AM / PM (Miles of Roadway)	Southbound AM / PM (Miles of Roadway)
LOS D or Better	9.7 / 0.7	7.4 / 0.7
LOS E	1.0 / 6.1	3.3 / 5.3
LOS F	0.0 / 3.9	0.0 / 4.7

LOS 'E' Intersections

LOS 'F' Intersections

Color Key

TTI	PTI
1.00 - 1.15	1.0 - 1.5
1.15 - 1.30	1.5 - 2.5
1.30 - 2.00	> 2.5
> 2.00	
No data	

* Available count data. (43% of signalized intersections)

Functional Class	Roadway Segment North to South	Length (miles)	TTI				PTI			
			AM		PM		AM		PM	
			NB	SB	NB	SB	NB	SB	NB	SB
Urban Other Principal Arterial	Gorman Ave (MD-198) - Cherry Ln.	0.6								
	Cherry Ln. - Cypress St.	0.7								
	Cypress St. - Contee Rd.	0.5								
	Contee Rd. - Muirkirk Rd.	1.3								
	Muirkirk Rd. - Ritz Way	0.4								
	Ritz Way - Powder Mill Rd. (MD-212)	1.8								
	Powder Mill Rd. (MD-212) - Rhode Island Ave.	0.6								
	Rhode Island Ave. - I-495/I-95	1.0		W	W				W	
	I-495/I-95 - Cherry Hill Rd.	0.3								
	Cherry Hill Rd. - Greenbelt Rd. / Metzert Rd.	1.1								
	Greenbelt Rd. / Metzert Rd. - Campus Dr. / Painted Branch Pkwy	0.7						W	W	
	Campus Dr. / Painted Branch Pkwy - Guilford Rd/Dr	0.8		W	W				W	
	Guilford Rd/Dr - East West Hwy (MD-410)	0.9								

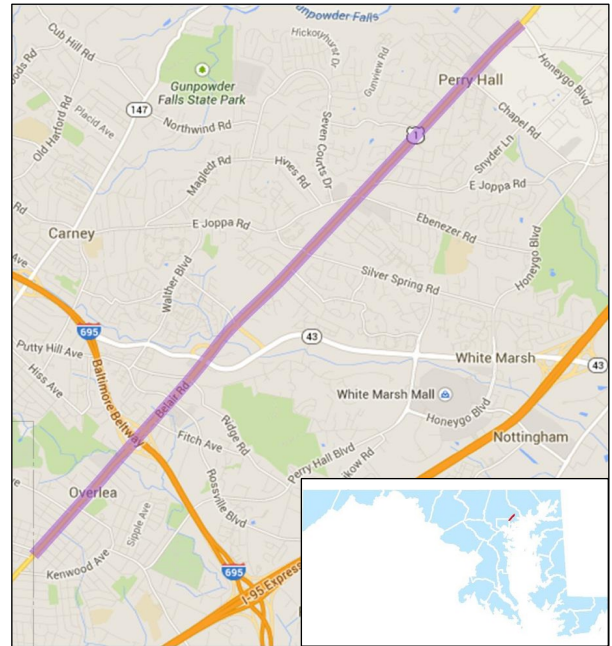
I = Improvement from 2020 W = Worsened from 2020 (blank) = No significant change from 2020

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

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

US 1

Limits:	Baltimore City Line to Honeygo Blvd	
Corridor Length:	5.6 miles	
Speed Limit:	35 - 40 MPH	
Travel Lanes:	(2 - 3) Northbound (2 - 3) Southbound	
Signal Controlled Intersections:	23	
Grade Separated Interchanges:	2	
Major Cross Streets:	Taylor Ave, Fullerton Ave, I-695, Rossville Blvd, Putty Hill Ave / Ridge Rd, MD 43, Silver Spring Rd, E. Joppa Rd / Ebenezer Rd, Honeygo Blvd	
Routes and Ridership	Routes	Avg. Daily Ridership
	CityLink Brown Route	4,632
	MTA LocalLink 33	570
	MTA LocalLink 36	1,500



2021 AADT	Trucks	Peak Hour Traffic
23,000 - 44,000 vpd	2% - 3%	7% - 8%

Segment Operations

Intersection Operations

Signalized Intersections*:	AM Peak Hour	PM Peak Hour
LOS D or Better	4	4
LOS E	0	0
LOS F	0	0

Level of Service	Northbound AM / PM (Miles of Roadway)	Southbound AM / PM (Miles of Roadway)
LOS D or Better	2.5 / 0.0	4.9 / 0.0
LOS E	3.1 / 3.3	0.7 / 4.3
LOS F	0.0 / 2.3	0.0 / 1.3

LOS 'E' Intersections

LOS 'F' Intersections

Color Key

TTI	PTI
1.00 - 1.15	1.0 - 1.5
1.15 - 1.30	1.5 - 2.5
1.30 - 2.00	> 2.5
> 2.00	
No data	

* Available count data. (17% of signalized intersections)

Functional Class	Roadway Segment North to South	Length (miles)	TTI				PTI			
			AM		PM		AM		PM	
			NB	SB	NB	SB	NB	SB	NB	SB
Urban Other Principal Arterial	Chapel Rd. - Joppa Rd.	1.3								
	Joppa Rd. - Silver Spring Rd.	0.6			W					
	Silver Spring Rd. - Whitmarsh Blvd. (MD-43)/Dunfield Rd.	1.2							I	
	Whitmarsh Blvd. (MD-43)/Dunfield Rd. - Rossville Blvd.	0.8								
	Rossville Blvd. - I-695	0.4			W					
	I-695 - Fullerton Ave.	0.7				W		I		W
	Fullerton Ave. - Fleetwood Ave.	0.6							W	

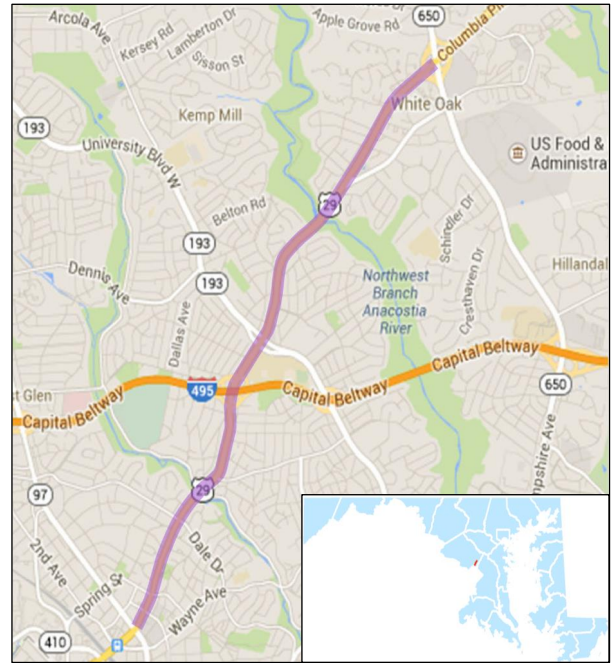
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PTI: planning time index (95th percentile travel time / freeflow travel time)

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

US 29

Limits:	MD 97 to MD 650			
Corridor Length:	3.8 miles			
Speed Limit:	35 - 45 MPH			
Travel Lanes:	(3 - 4) Northbound (2 - 4) Southbound			
Signal Controlled Intersections:	13			
Grade Separated Interchanges:	2			
Major Cross Streets:	MD 97, Spring St / Cedar St, Dale Dr, Sligo Creek Pkwy / St Andrews Way, I-495, MD 193, Lockwood Dr, MD 650			
Routes and Ridership	Ride On Routes	Avg. Daily Ridership	METRO Routes	Avg. Daily Ridership
	8	242	Z2	181
	9	560	Z6	1,069
	12	460	Z7	182
	13	146	Z8	1,191
	14	112	MTA Commuter Bus Routes	Avg. Daily Ridership
	16	1,783		
	17	544	201	21
	20	1,148	305	30
	21	65	315	24
	22	74	325	16



2021 AADT	Trucks	Peak Hour Traffic
24,000 - 69,000 vpd	2% - 4%	7% - 7.5%

Intersection Operations

Signalized Intersections*:	AM Peak Hour	PM Peak Hour
LOS D or Better	3	3
LOS E	0	0
LOS F	0	0

Segment Operations

Level of Service	Northbound AM / PM (Miles of Roadway)	Southbound AM / PM (Miles of Roadway)
LOS D or Better	2.8 / 0.0	0.3 / 0.8
LOS E	0.7 / 2.5	1.5 / 2.0
LOS F	0.3 / 1.3	2.0 / 1.0

LOS 'E' Intersections

LOS 'F' Intersections

Color Key

TTI	PTI
1.00 - 1.15	1.0 - 1.5
1.15 - 1.30	1.5 - 2.5
1.30 - 2.00	> 2.5
> 2.00	
No data	

* Available count data. (15% of signalized intersections)

Functional Class	Roadway Segment North to South	Length (miles)	TTI				PTI			
			AM		PM		AM		PM	
			NB	SB	NB	SB	NB	SB	NB	SB
Urban Other Principal Arterial	New Hampshire Ave. (MD-650) - Lockwood Dr.	0.9		W				W	W	
	Lockwood Dr. - University Blvd. (MD-193)	1.1							W	
	University Blvd. (MD-193) - I-495	0.3								I
	I-495 - Franklin Ave.	0.5								
	Franklin Ave. - Dale Dr.	0.3	W		W	W			W	I
	Dale Dr. - Cedar St./Spring St.	0.5		W	W	W			W	W
	Cedar St./Spring St. - Georgia Ave. (MD-97)	0.2		W	W	W			W	W

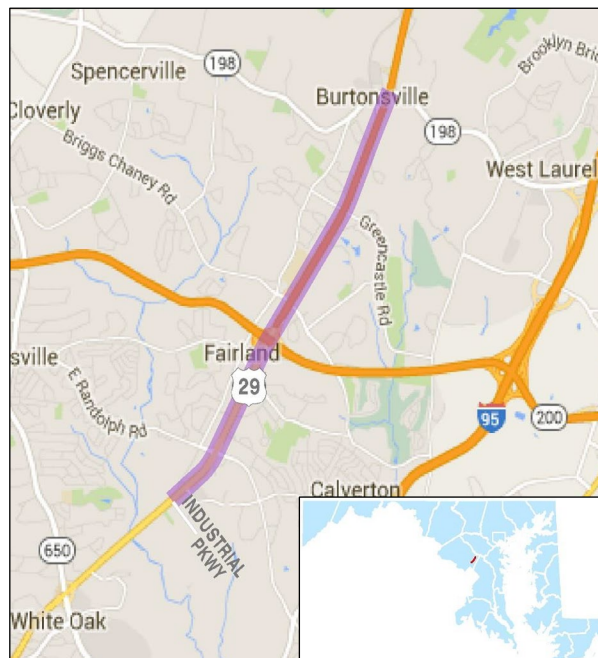
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PTI: planning time index (95th percentile travel time / freeflow travel time)

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

US 29

Limits:	Industrial Pkwy to MD 198	
Corridor Length:	4.5 miles	
Speed Limit:	50 - 55 MPH	
Travel Lanes:	(2 - 4) Northbound (2 - 4) Southbound	
Signal Controlled Intersections:	6	
Grade Separated Interchanges:	4	
Major Cross Streets:	Industrial Parkway, Tech Rd E Randolph Rd / Cherry Hill Rd Musgrove Rd, Fairland Rd, MD 200, Briggs Chaney Rd, Blackburn Rd, MD 198	
Routes and Ridership	Routes	Avg. Daily Ridership
	METRO Z6	1,069
	METRO Z7	182
	METRO Z8	1,191
	Ride On Route 10	1,277



2021 AADT	Trucks	Peak Hour Traffic
47,000 - 66,000 vpd	3% - 5%	7% - 8%

Intersection Operations

Signalized Intersections*:	AM Peak Hour	PM Peak Hour
LOS D or Better	1	1
LOS E	0	0
LOS F	0	0

Segment Operations

Level of Service	Northbound AM / PM (Miles of Roadway)	Southbound AM / PM (Miles of Roadway)
LOS D or Better	4.5 / 2.0	3.0 / 3.0
LOS E	0.0 / 0.0	1.5 / 1.5
LOS F	0.0 / 2.5	0.0 / 0.0

LOS 'E' Intersections

LOS 'F' Intersections

Color Key

TTI	PTI
1.00 - 1.15	1.0 - 1.5
1.15 - 1.30	1.5 - 2.5
1.30 - 2.00	> 2.5
> 2.00	
No data	

* Available count data. (17% of signalized intersections)

Functional Class	Roadway Segment North to South	Length (miles)	TTI				PTI			
			AM		PM		AM		PM	
			NB	SB	NB	SB	NB	SB	NB	SB
Urban Freeway Expressway	MD198 - GreenCastle Rd.	1.2						I		
	GreenCastle Rd. - Fairland Rd.	1.8								
	Fairland Rd. - Musgrove Rd.	0.5		W						
	Musgrove Rd. - E Randolph Rd./Cherry Hill Rd.	0.3								
	E Randolph Rd./Cherry Hill Rd. - Tech Rd. - Industrial Pkwy.	0.7		W					I	

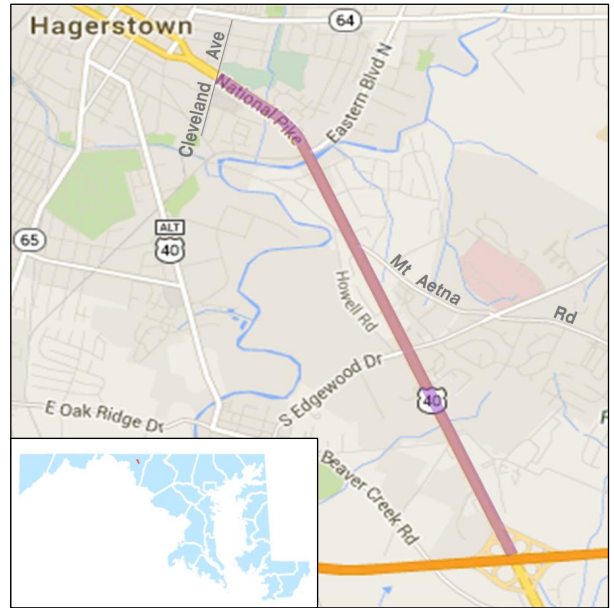
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PTI: planning time index (95th percentile travel time / freeflow travel time)

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

US 40

Limits:	I-70 to Cleveland Ave	
Corridor Length:	3.4 miles	
Speed Limit:	35 - 45 MPH	
Travel Lanes:	(2 - 3) Eastbound (2 - 3) Westbound	
Signal Controlled Intersections:	6	
Grade Separated Interchanges:	1	
Major Cross Streets:	I-70, Edgewood Dr, Mt. Aetna Rd, Eastern Blvd, Cleveland Ave	
Routes and Ridership	Routes	Avg. Daily Ridership
	N/A	N/A



2021 AADT	Trucks	Peak Hour Traffic
35,000 vpd	2.0%	8.5%

Segment Operations

Intersection Operations		
Signalized Intersections*:	AM Peak Hour	PM Peak Hour
LOS D or Better	N/A	N/A
LOS E	N/A	N/A
LOS F	N/A	N/A

Level of Service	Eastbound AM / PM (Miles of Roadway)	Westbound AM / PM (Miles of Roadway)
LOS D or Better	2.0 / 2.0	1.6 / 1.3
LOS E	1.4 / 1.4	1.8 / 1.8
LOS F	0.0 / 0.0	0.0 / 0.3

LOS 'E' Intersections

LOS 'F' Intersections

Color Key

TTI	PTI
1.00 - 1.15	1.0 - 1.5
1.15 - 1.30	1.5 - 2.5
1.30 - 2.00	> 2.5
> 2.00	
No data	

* Available count data. (0% of signalized intersections)

Functional Class	Roadway Segment West to East	Length (miles)	TTI				PTI			
			AM		PM		AM		PM	
			EB	WB	EB	WB	EB	WB	EB	WB
Urban Other Principal Arterial	Cannon Ave (MD-64) - Cleveland Ave.	0.3								
	Cleveland Ave. - Eastern Blvd.	0.6								
	Eastern Blvd. - Mt. Aetna Rd./ Birch Knoll Rd.	0.5								
	Mt. Aetna Rd./ Birch Knoll Rd - Edgewood Dr.	0.7								
	Edgewood Dr. - I-70	1.3								

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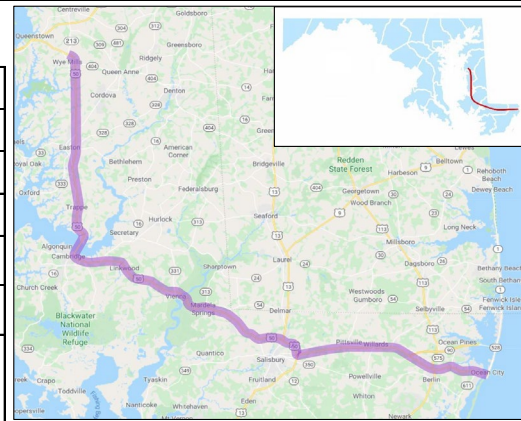
PTI: planning time index (95th percentile travel time / freeflow travel time)

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

US 50

FRIDAY SUMMER

Limits:	MD 213 to MD 528	
Corridor Length:	93 miles	
Speed Limit:	35 - 55 MPH	
Travel Lanes:	(2 - 3) Eastbound (2 - 3) Westbound	
Signal Controlled Intersections:	36	
Grade Separated Interchanges:	7	
Major Cross Streets:	MD 213, MD 404, MD 309 MD 322, MD 328, Mt. Holly Rd, MD 331, MD 313, Naylor Mill Rd, Northwood Dr, US 13, US 50 BUS, MD 90, US 113, MD 589, MD 528	
Routes and Ridership	Routes	Avg. Daily Ridership
	N/A	N/A



2021 ADT	Trucks	Peak Hour Traffic
41,000 - 44,000 vpd	N/A	7.5%

Intersection Operations

Signalized Intersections*:	AM Peak Hour	PM Peak Hour
LOS D or Better	7	7
LOS E	0	0
LOS F	0	0

Segment Operations

Level of Service	Eastbound (Miles of Roadway)	Westbound (Miles of Roadway)
LOS D or Better	82.4	87.1
LOS E	7.1	4.5
LOS F	3.5	1.4

LOS 'E' Intersections

LOS 'F' Intersections

Color Key

TTI	PTI
1.00 - 1.15	1.0 - 1.5
1.15 - 1.30	1.5 - 2.5
1.30 - 2.00	> 2.5
> 2.00	
No data	

* Available count data. (19% of signalized intersections)

Functional Class	Roadway Segment West to East	Length (miles)	TTI		PTI	
			Friday (6PM-8PM)		Friday (6PM-8PM)	
			EB	WB	EB	WB
Other Principal Arterial	Del Rhodes Ave - MD 213	3.7			I	
	MD 213 - MD 404(Queen Ann Hwy)	1.5				
	MD 404(Queen Ann Hwy) -Black Dog Alley/Airport Rd	8.7			I	
	Black Dog Alley/Airport Rd - Easton Pkwy	0.9				
	Easton Pkwy - Chapel Rd	0.4	W			I
	Chapel Rd - MD 328 (Goldsborough St/Matthewstown Rd)	1.1				
	MD 328 - MD 331 (Dover Rd)	0.3				I
	MD 331 (Dover Rd)- Dutchmans Ln	0.9				I
	Dutchmans Ln - Easton Pkwy	1.7				
	Easton Pkwy - Old Trappe Rd/Landing Neck Rd	0.7				
	Old Trappe Rd/Landing Neck Rd - Barber Rd	5.2				
	Barber Rd - Maryland Ave	6.4				
	Maryland Ave - E Cedar St/Meteor Ave	0.3				
	E Cedar St/Meteor Ave - Crusader Rd	0.2				
	Crusader Rd - Woods Rd	0.3				
	Woods Rd- MD 16/Gypsy Hill Rd/Church Creek Rd	0.5				
	MD 16/Gypsy Hill Rd/Church Creek Rd - Old Rt 50/Bucktown Rd	0.4				
Other Freeways and Expressways	Old Rt 50/Bucktown Rd - MD 313/MD 54 (Delmar Rd)/Main St	19.0				
	MD 313/MD 54 (Delmar Rd)/Main St - US 13/Salisbury Bypass/Ocean Hwy	12.6			W	
	US 13/Salisbury Bypass/Ocean Hwy - Hobbs Rd	3.0				
Other Principal Arterial	Hobbs Rd - Walston Switch Rd	1.5				
	Walston Switch Rd - MD 452/Friendship Rd/Seahawk Rd	17.8				
	MD 452/Friendship Rd/Seahawk Rd - MD 589/Racetrack Rd	1.3			I	
	MD 589/Racetrack Rd - Samuel Bowen Blvd/Riddle Ln/Holly Grove Rd	0.8				
	Samuel Bowen Blvd/Riddle Ln - Jerry Mack Rd/Man O War Ln	1.2				
	Jerry Mack Rd/Man O War Ln - Old Ocean City Rd/MD 707/Old Bridge Rd	0.4				
	Old Ocean City Rd/MD 707/Old Bridge Rd - Keyser Point Rd	0.5				
	Keyser Point Rd - MD 611/Stephen Decatur Hwy	0.3				
	MD 611/Stephen Decatur Hwy - Golf Course Rd	0.4				
Other Principal Arterial	Golf Course Rd - Inlet Isle Ln	0.2	W	W	W	W
	Inlet Isle Ln - MD 528/Philadelphia Ave	0.8				

I = Improvement from 2020 W = Worsened from 2020 (blank) = No significant change from 2020

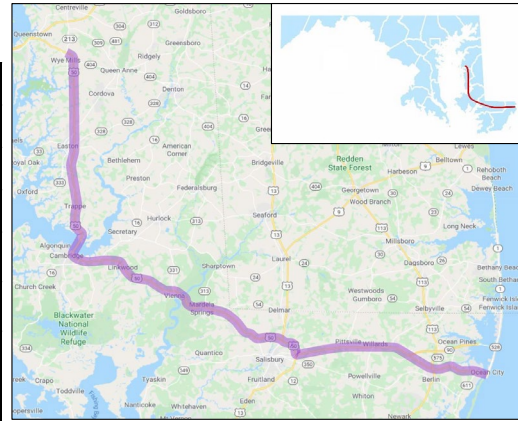
PTI: planning time index (95th percentile travel time / freeflow travel time)

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

US 50

SATURDAY SUMMER

Limits:	MD 213 to MD 528	
Corridor Length:	93 miles	
Speed Limit:	35 - 55 MPH	
Travel Lanes:	(2 - 3) Eastbound (2 - 3) Westbound	
Signal Controlled Intersections:	36	
Grade Separated Interchanges:	7	
Major Cross Streets:	MD 213, MD 404, MD 309 MD 322, MD 328, Mt. Holly Rd, MD 331, MD 313, Naylor Mill Rd, Northwood Dr, US 13, US 50 BUS, MD 90, US 113, MD 589, MD 528	
Routes and Ridership	Routes	Avg. Daily Ridership
	N/A	N/A



2021 ADT	Trucks	Peak Hour Traffic
41,000 - 43,500 vpd	N/A	7.5% - 8%

Intersection Operations

Signalized Intersections*:	AM Peak Hour	PM Peak Hour
LOS D or Better	6	6
LOS E	1	1
LOS F	0	0

Segment Operations

Level of Service	Eastbound (Miles of Roadway)	Westbound (Miles of Roadway)
LOS D or Better	79.7	74.4
LOS E	6.6	14.4
LOS F	6.7	4.2

LOS 'E' Intersections

US 50 at MD 213

LOS 'F' Intersections

Color Key

TTI	PTI
1.00 - 1.15	1.0 - 1.5
1.15 - 1.30	1.5 - 2.5
1.30 - 2.00	> 2.5
> 2.00	
No data	

* Available count data. (19% of signalized intersections)

Functional Class	Roadway Segment West to East	Length (miles)	TTI		PTI	
			Saturday (12PM-2PM)		Saturday (12PM-2PM)	
			EB	WB	EB	WB
Other Principal Arterial	Del Rhodes Ave - MD 213	3.7			W	W
	MD 213 - MD 404(Queen Ann Hwy)	1.5		W	W	W
	MD 404(Queen Ann Hwy) - Black Dog Alley/Airport Rd	8.7				W
	Black Dog Alley/Airport Rd - Easton Pkwy	0.9				
	Easton Pkwy - Chapel Rd	0.4	W			
	Chapel Rd - MD 328 (Goldsborough St/Matthewstown Rd)	1.1				
	MD 328 - MD 331 (Dover Rd)	0.3			W	W
	MD 331 (Dover Rd) - Dutchmans Ln	0.9				W
	Dutchmans Ln - Easton Pkwy	1.7				
	Easton Pkwy - Old Trappe Rd/Landing Neck Rd	0.7				
	Old Trappe Rd/Landing Neck Rd - Barber Rd	5.2				
	Barber Rd - Maryland Ave	6.4				
	Maryland Ave - E Cedar St/Meteor Ave	0.3				
	E Cedar St/Meteor Ave - Crusader Rd	0.2				
	Crusader Rd - Woods Rd	0.3				
	Woods Rd - MD 16/Gypsy Hill Rd/Church Creek Rd	0.5				
Other Freeways and Expressways	MD 16/Gypsy Hill Rd/Church Creek Rd - Old Rt 50/Bucktown Rd	0.4				
	Old Rt 50/Bucktown Rd - MD 313/MD 54 (Delmar Rd)/Main St	19.0				
	MD 313/MD 54 (Delmar Rd)/Main St - US 13/Salisbury Bypass/Ocean Hwy	12.6				
Other Principal Arterial	US 13/Salisbury Bypass/Ocean Hwy - Hobbs Rd	3.0				
	Hobbs Rd - Walston Switch Rd	1.5				
	Walston Switch Rd - MD 452/Friendship Rd/Seahawk Rd	17.8				
	MD 452/Friendship Rd/Seahawk Rd - MD 589/Racetrack Rd	1.3	I		I	
	MD 589/Racetrack Rd - Samuel Bowen Blvd/Riddle Ln/Holly Grove Rd	0.8				
	Samuel Bowen Blvd/Riddle Ln - Jerry Mack Rd/Man O War Ln	1.2	W		W	
	Jerry Mack Rd/Man O War Ln - Old Ocean City Rd/MD 707/Old Bridge Rd	0.4				
	Old Ocean City Rd/MD 707/Old Bridge Rd - Keyser Point Rd	0.5				
	Keyser Point Rd - MD 611/Stephen Decatur Hwy	0.3				
	MD 611/Stephen Decatur Hwy - Golf Course Rd	0.4				
	Golf Course Rd - Inlet Isle Ln	0.2	W		W	W
	Inlet Isle Ln - MD 528/Philadelphia Ave	0.8				

I = Improvement from 2020 W = Worsened from 2020 (blank) = No significant change from 2020

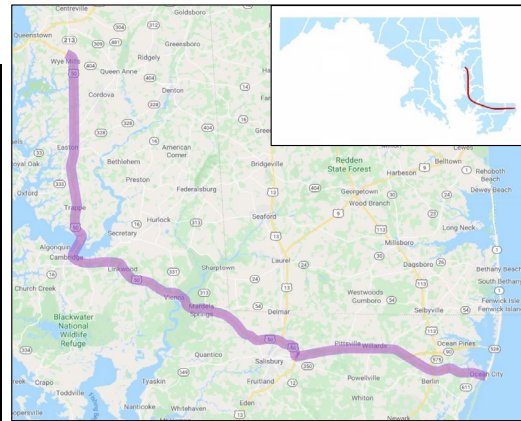
PTI: planning time index (95th percentile travel time / freeflow travel time)

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

US 50

SUNDAY SUMMER

Limits:	MD 213 to MD 528	
Corridor Length:	93 miles	
Speed Limit:	35 - 55 MPH	
Travel Lanes:	(2 - 3) Eastbound (2 - 3) Westbound	
Signal Controlled Intersections:	36	
Grade Separated Interchanges:	7	
Major Cross Streets:	MD 213, MD 404, MD 309 MD 322, MD 328, Mt. Holly Rd, MD 331, MD 313, Naylor Mill Rd, Northwood Dr, US 13, US 50 BUS, MD 90, US 113, MD 589, MD 528	
Routes and Ridership	Routes	Avg. Daily Ridership
	N/A	N/A



2021 ADT	Trucks	Peak Hour Traffic
36,000 - 40,000 vpd	N/A	8% - 8.5%

Intersection Operations

Signalized Intersections*:	AM Peak Hour	PM Peak Hour
LOS D or Better	15	14
LOS E	0	1
LOS F	1	1

Segment Operations

Level of Service	Eastbound (Miles of Roadway)	Westbound (Miles of Roadway)
LOS D or Better	86.3	79.2
LOS E	4.9	1.3
LOS F	1.8	12.6

LOS 'E' Intersections

US 50 at MD 213

LOS 'F' Intersections

US 50 at MD 213
US 50 at MD 404

Color Key

TTI	PTI
1.00 - 1.15	1.0 - 1.5
1.15 - 1.30	1.5 - 2.5
1.30 - 2.00	> 2.5
> 2.00	
No data	

* Available count data. (44% of signalized intersections)

Functional Class	Roadway Segment West to East	Length (miles)	TTI		PTI	
			Sunday (2PM-4PM)		Sunday (2PM-4PM)	
			EB	WB	EB	WB
Other Principal Arterial	Del Rhodes Ave - MD 213	3.7				W
	MD 213 - MD 404(Queen Ann Hwy)	1.5		W		W
	MD 404(Queen Ann Hwy) - Black Dog Alley/Airport Rd	8.7				I
	Black Dog Alley/Airport Rd - Easton Pkwy	0.9				
	Easton Pkwy - Chapel Rd	0.4			I	
	Chapel Rd - MD 328 (Goldsborough St/Matthewstown Rd)	1.1				
	MD 328 - MD 331 (Dover Rd)	0.3			I	
	MD 331 (Dover Rd) - Dutchmans Ln	0.9				
	Dutchmans Ln - Easton Pkwy	1.7				
	Easton Pkwy - Old Trappe Rd/Landing Neck Rd	0.7				
	Old Trappe Rd/Landing Neck Rd - Barber Rd	5.2				
	Barber Rd - Maryland Ave	6.4				
	Maryland Ave - E Cedar St/Meteor Ave	0.3				
	E Cedar St/Meteor Ave - Crusader Rd	0.2				
	Crusader Rd - Woods Rd	0.3				
	Woods Rd - MD 16/Gypsy Hill Rd/Church Creek Rd	0.5				
	MD 16/Gypsy Hill Rd/Church Creek Rd - Old Rt 50/Bucktown Rd	0.4			I	I
Other Freeways and Expressways	Old Rt 50/Bucktown Rd - MD 313/MD 54 (Delmar Rd)/Main St	19.0				
	MD 313/MD 54 (Delmar Rd)/Main St - US 13/Salisbury Bypass/Ocean Hwy	12.6				
	US 13/Salisbury Bypass/Ocean Hwy - Hobbs Rd	3.0				
Other Principal Arterial	Hobbs Rd - Walston Switch Rd	1.5				
	Walston Switch Rd - MD 452/Friendship Rd/Seahawk Rd	17.8				
	MD 452/Friendship Rd/Seahawk Rd - MD 589/Racetrack Rd	1.3			I	
	MD 589/Racetrack Rd - Samuel Bowen Blvd/Riddle Ln/Holly Grove Rd	0.8				
	Samuel Bowen Blvd/Riddle Ln - Jerry Mack Rd/Man O War Ln	1.2			W	
	Jerry Mack Rd/Man O War Ln - Old Ocean City Rd/MD 707/Old Bridge Rd	0.4				
	Old Ocean City Rd/MD 707/Old Bridge Rd - Keyser Point Rd	0.5				
	Keyser Point Rd - MD 611/Stephen Decatur Hwy	0.3				
	MD 611/Stephen Decatur Hwy - Golf Course Rd	0.4				
	Golf Course Rd - Inlet Isle Ln	0.2	W		W	
	Inlet Isle Ln - MD 528/Philadelphia Ave	0.8				

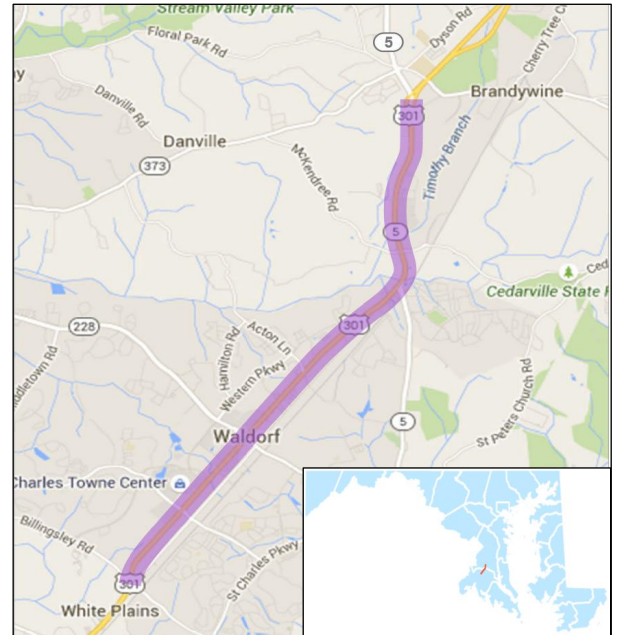
I = Improvement from 2020 W = Worsened from 2020 (blank) = No significant change from 2020

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

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

US 301

Limits:	Billingsley Rd to MD 5	
Corridor Length:	7.8 miles	
Speed Limit:	45 - 55 MPH	
Travel Lanes:	(2 - 4) Northbound (2 - 4) Southbound	
Signal Controlled Intersections:	17	
Grade Separated Interchanges:	2	
Major Cross Streets:	Billingsley Rd, Smallwood Dr, MD 228, Acton Ln, MD 5, Cedarville Rd/McKendree Rd Chadds Ford Dr.	
Routes and Ridership	Routes	Avg. Daily Ridership
	MTA Commuter Bus 705	111
	MTA Commuter Bus 715	54
	MTA Commuter Bus 725	54
	MTA Commuter Bus 735	25
	The Bus Route 36	55



2021 AADT	Trucks	Peak Hour Traffic
53,000 - 103,000 vpd	5%	7% - 7.5%

Intersection Operations

Signalized Intersections*:	AM Peak Hour	PM Peak Hour
LOS D or Better	16	14
LOS E	1	1
LOS F	0	2

Segment Operations

Level of Service	Northbound AM / PM (Miles of Roadway)	Southbound AM / PM (Miles of Roadway)
LOS D or Better	7.8 / 3.1	1.2 / 1.2
LOS E	0.0 / 3.4	6.6 / 4.7
LOS F	0.0 / 1.3	0.0 / 1.9

LOS 'E' Intersections

US 301 at Cedarville Rd/McKendree Rd (AM)
US 301 at Berry St (PM)

LOS 'F' Intersections

US 301 at Cedarville Rd/McKendree Rd (PM)
US 301 at Chadds Ford Dr/Timothy Branch Dr (PM)

Color Key

TTI	PTI
1.00 - 1.15	1.0 - 1.5
1.15 - 1.30	1.5 - 2.5
1.30 - 2.00	> 2.5
> 2.00	
No data	

* Available count data. (100% of signalized intersections)

Functional Class	Roadway Segment North to South	Length (miles)	TTI				PTI			
			AM		PM		AM		PM	
			NB	SB	NB	SB	NB	SB	NB	SB
Rural Other Principal Arterial	Branch Ave. (MD-5) - Timothy Branch/Chadds Ford Dr.	1.1				W				W
	Timothy Branch/Chadds Ford Dr - Cedarville Rd/McKendree Rd	0.8								
	Cedarville Rd/McKendree Rd - Mattawoman Beantown Rd (MD-5)	0.5					W			
Urban Other Principal Arterial	Mattawoman Beantown Rd. (MD-5) - Sub-Station Rd.	0.4								
	Sub-Station Rd. - Acton Ln.	1.3								
	Acton Ln. - Berry Rd. (MD-228)/Leonardtown Rd. (Bus-5)	1.2								
	Berry Rd. (MD-228)/Leonardtown Rd. (Bus-5) - St Patricks Dr.	0.7								
	St Patricks Dr. - Smallwood Dr.	0.6								
	Smallwood Dr. - Billingsley Rd.	1.2								

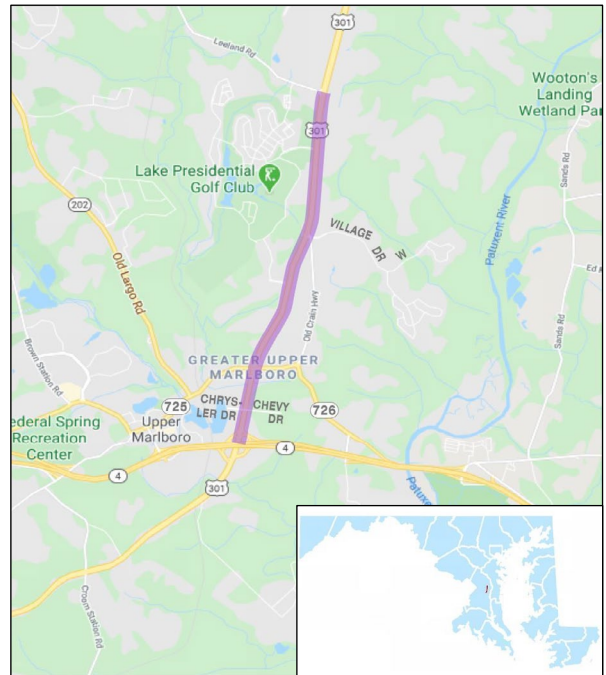
I = Improvement from 2020 W = Worsened from 2020 (blank) = No significant change from 2020

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

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

US 301

Limits:	Leeland Rd to MD 4	
Corridor Length:	3.4 miles	
Speed Limit:	55 MPH	
Travel Lanes:	(2 - 3) Northbound (2 - 3) Southbound	
Signal Controlled Intersections:	5	
Grade Separated Interchanges:	1	
Major Cross Streets:	MD 4, Chrysler Dr/Chevy Dr, MD 725, Village Dr W Leeland Rd to MD 4	
Routes and Ridership	Routes	Avg. Daily Ridership
	N/A	N/A



2021 AADT	Trucks	Peak Hour Traffic
46,000 vpd	8%	7%

Intersection Operations

Signalized Intersections*:	AM Peak Hour	PM Peak Hour
LOS D or Better	1	1
LOS E	0	0
LOS F	0	0

Segment Operations

Level of Service	Northbound AM / PM (Miles of Roadway)	Southbound AM / PM (Miles of Roadway)
LOS D or Better	3.4 / 0.0	0.0 / 0.0
LOS E	0.0 / 3.4	3.4 / 0.0
LOS F	0.0 / 0.0	0.0 / 3.4

LOS 'E' Intersections

LOS 'F' Intersections

Color Key

TTI	PTI
1.00 - 1.15	1.0 - 1.5
1.15 - 1.30	1.5 - 2.5
1.30 - 2.00	> 2.5
> 2.00	
No data	

* Available count data. (20% of signalized intersections)

Functional Class	Roadway Segment North to South	Length (miles)	TTI				PTI			
			AM		PM		AM		PM	
			NB	SB	NB	SB	NB	SB	NB	SB
Rural Other Principal Arterial	Leeland Rd. - Swanson Rd./Beech Tree Pkwy	0.5								
	Swanson Rd./Beech Tree Pkwy - Village Dr W	0.8								
	Village Dr W - Marlboro Pike(MD725)	1.3								
	Marlboro Pike(MD725) - Chrysler Dr/Chevy Dr.	0.5								
	Chrysler Dr/Chevy Dr. - Pennsylvania Ave(MD-4)	0.3								

I = Improvement from 2020 W = Worsened from 2020 (blank) = No significant change from 2020

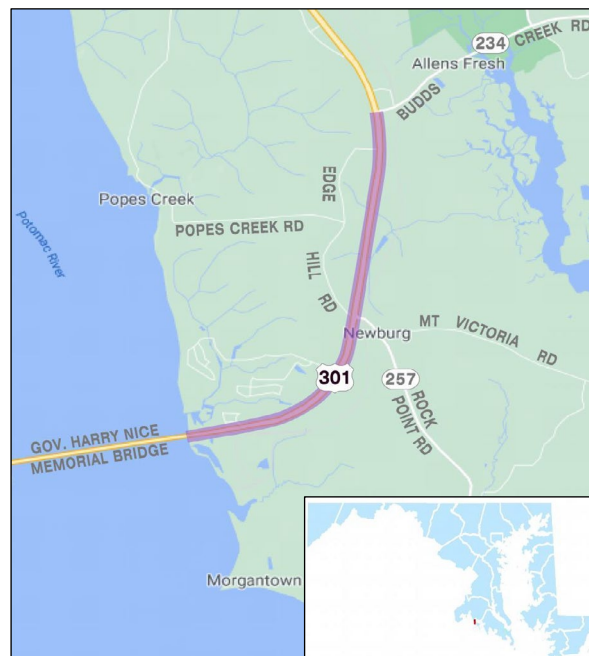
PTI: planning time index (95th percentile travel time / freeflow travel time)

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

US 301

FRIDAY SUMMER

Limits:	MD 234 to Nice Bridge	
Corridor Length:	5.8 miles	
Speed Limit:	25 - 55 MPH	
Travel Lanes:	2 to 4	
Signal Controlled Intersections:	2	
Grade Separated Interchanges:	0	
Major Cross Streets:	MD 234, MD 237	
Routes and Ridership	Routes	Avg. Daily Ridership
	N/A	N/A



2021 ADT	Trucks	Peak Hour Traffic
17,500 vpd	N/A	N/A

Intersection Operations

Signalized Intersections*:	AM Peak Hour	PM Peak Hour
LOS D or Better	N/A	N/A
LOS E	N/A	N/A
LOS F	N/A	N/A

Segment Operations

Level of Service	Northbound (Miles of Roadway)	Southbound (Miles of Roadway)
LOS D or Better	2.0	2.0
LOS E	3.8	0.0
LOS F	0.0	3.8

LOS 'E' Intersections

LOS 'F' Intersections

Color Key

TTI	PTI
1.00 - 1.15	1.0 - 1.5
1.15 - 1.30	1.5 - 2.5
1.30 - 2.00	> 2.5
> 2.00	
No data	

* Available count data. (0% of signalized intersections)

Functional Class	Roadway Segment North to South	Length (miles)	TTI			PTI	
			Friday (6PM-8PM)			Friday (6PM-8PM)	
			NB	SB		NB	SB
Rural Other Principal Arterial	MD-234/Budds Creek Rd. - MD-257/Edge Hill Rd/RockPoint Rd.	2.0					
	MD-257/Edge Hill Rd/RockPoint Rd. - Harry W Nice Memorial Bridge/State Line	3.8					

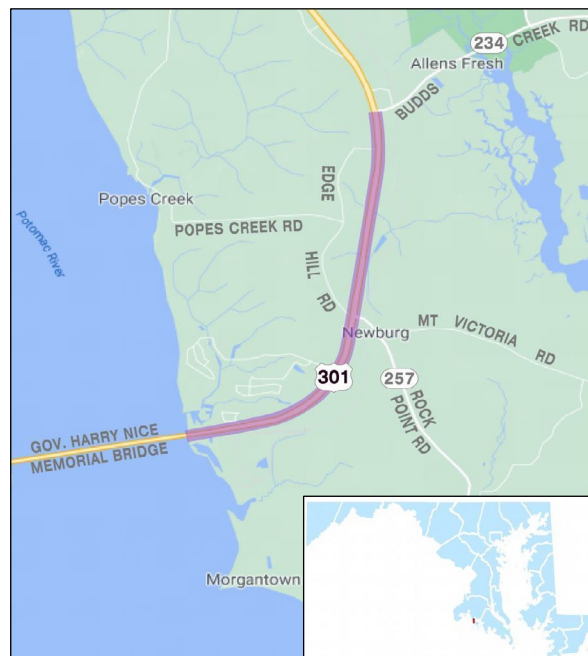
I = Improvement from 2020 W = Worsened from 2020 (blank) = No significant change from 2020

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

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

US 301 SATURDAY SUMMER

Limits:	MD 234 to Nice Bridge	
Corridor Length:	5.8 miles	
Speed Limit:	25 - 55 MPH	
Travel Lanes:	2 to 4	
Signal Controlled Intersections:	2	
Grade Separated Interchanges:	0	
Major Cross Streets:	MD 234, MD 257	
Routes and Ridership	Routes	Avg. Daily Ridership
	N/A	N/A



2021 ADT	Trucks	Peak Hour Traffic
17,500 vpd	N/A	N/A

Intersection Operations

Signalized Intersections*:	AM Peak Hour	PM Peak Hour
LOS D or Better	N/A	N/A
LOS E	N/A	N/A
LOS F	N/A	N/A

Segment Operations

Level of Service	Northbound (Miles of Roadway)	Southbound (Miles of Roadway)
LOS D or Better	2.0	0.0
LOS E	3.8	0.0
LOS F	0.0	5.8

LOS 'E' Intersections

LOS 'F' Intersections

Color Key

TTI	PTI
1.00 - 1.15	1.0 - 1.5
1.15 - 1.30	1.5 - 2.5
1.30 - 2.00	> 2.5
> 2.00	
No data	

* Available count data. (0% of signalized intersections)

Functional Class	Roadway Segment North to South	Length (miles)	TTI			PTI	
			Saturday (12PM-2PM)			Saturday (12PM-2PM)	
			NB	SB		NB	SB
Rural Other Principal Arterial	MD-234/Budds Creek Rd. - MD-257/Edge Hill Rd/RockPoint Rd.	2.0					
	MD-257/Edge Hill Rd/RockPoint Rd. - Harry W Nice Memorial Bridge/State Line	3.8					

I = Improvement from 2020 W = Worsened from 2020 (blank) = No significant change from 2020

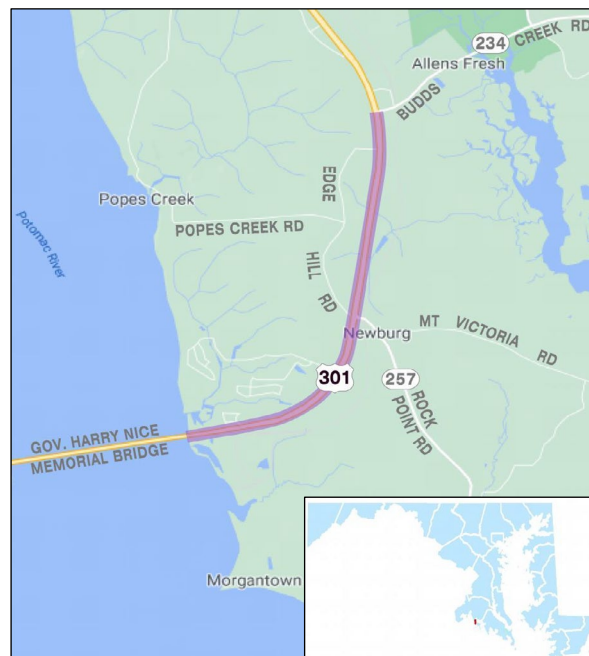
PTI: planning time index (95th percentile travel time / freeflow travel time)

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

US 301

SUNDAY SUMMER

Limits:	MD 234 to Nice Bridge	
Corridor Length:	5.8 miles	
Speed Limit:	25 - 55 MPH	
Travel Lanes:	2 to 4	
Signal Controlled Intersections:	2	
Grade Separated Interchanges:	0	
Major Cross Streets:	MD 234, MD 257	
Routes and Ridership	Routes	Avg. Daily Ridership
	N/A	N/A



2021 ADT	Trucks	Peak Hour Traffic
17,500 vpd	N/A	N/A

Intersection Operations

Signalized Intersections*:	AM Peak Hour	PM Peak Hour
LOS D or Better	N/A	N/A
LOS E	N/A	N/A
LOS F	N/A	N/A

Segment Operations

Level of Service	Northbound (Miles of Roadway)	Southbound (Miles of Roadway)
LOS D or Better	2.0	2.0
LOS E	3.8	0.0
LOS F	0.0	3.8

LOS 'E' Intersections

LOS 'F' Intersections

Color Key

TTI	PTI
1.00 - 1.15	1.0 - 1.5
1.15 - 1.30	1.5 - 2.5
1.30 - 2.00	> 2.5
> 2.00	
No data	

* Available count data. (0% of signalized intersections)

Functional Class	Roadway Segment North to South	Length (miles)	TTI			PTI	
			Sunday (4PM-6PM)			Sunday (4PM-6PM)	
			NB	SB		NB	SB
Rural Other Principal Arterial	MD-234/Budds Creek Rd. - MD-257/Edge Hill Rd/RockPoint Rd.	2.0					
	MD-257/Edge Hill Rd/RockPoint Rd. - Harry W Nice Memorial Bridge/State Line	3.8					

I = Improvement from 2020 W = Worsened from 2020 (blank) = No significant change from 2020

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

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

D. CONGESTION COSTS

Motorists prefer to drive at the speed limit but are often limited by congestion on the roadways. This congestion means that it takes longer for the trip to be completed. Therefore, a cost associated with that time is experienced by motorists, truck drivers and transit operators. These costs range in value depending on the purpose of the trip. The costs are divided into auto delay, truck delay, wasted fuel and cost associated with additional emissions by region for the freeway/expressway system. Congestion cost increased from 2020 to 2021 by approximately 39% statewide. The Washington region accounts for approximately 60% of the overall statewide congestion costs on the freeway/expressway system. The Baltimore region accounts for 38% of the congestion cost but experienced the highest increase by approximately 50% from 2020 values. The congestion cost combined for the Eastern Shore, Southern and Western regions is about \$23 million which is an increase of 2 million from 2020 (**Table 4**).

Table 4

TOTAL FREEWAY/EXPRESSWAY COST OF CONGESTION BY REGION (MILLIONS)				
REGION	2019	2020	2021	% CHANGE 2020 TO 2021
Statewide	3,585	744	1,034	+39%
Baltimore Region	1,474	262	394	+50%
Washington Region	2,063	461	617	+34%
Eastern Shore Region	36	15	16	+7%
Southern Region	3	1	1	0%
Western Region	9	5	6	+20%



MD 2 at Severn River Bridge

CAPITAL PROJECTS

BEFORE/AFTER FACT SHEETS



CAPITAL PROJECTS BEFORE & AFTER STUDIES

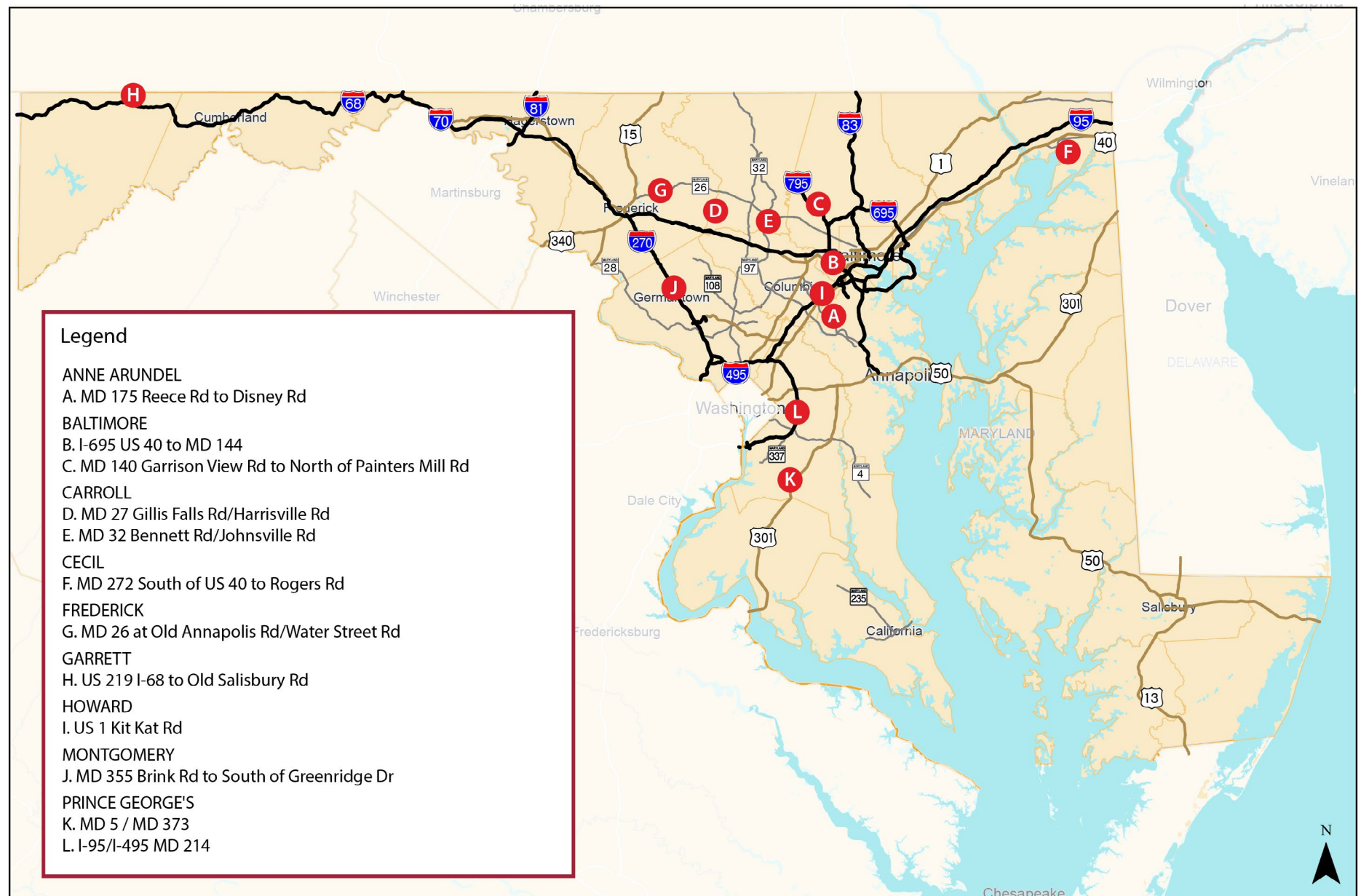
Twelve (12) capital projects were constructed and opened to traffic in 2021 (**Table 5 and Figure 3**). These projects represent a variety of methods to improve mobility and safety throughout the State. This includes intersection improvements such as turning lane additions, widening of roadways to provide additional lanes and the construction of interchanges. All projects are reviewed from a practical design standpoint to ensure the proposed project is addressing the defined purpose and need of providing multi-modal benefits such as sidewalks/bike lanes/transit access. 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 by not having to wait as long, and the benefit provided by the increased reliability of the system. The safety benefits are derived from the reduction in congestion such as lessening the potential for rear end crashes. 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.

Table 5

CAPITAL IMPROVEMENT PROJECTS OPENING YEAR BENEFITS					
COUNTY	ROUTE	LIMITS	CONGESTION & FUEL SAVINGS	SAFETY SAVINGS	ANNUAL COST SAVINGS
\$ (Thousands)					
Anne Arundel	MD 175	Reece Rd to Disney Rd	\$8,139	\$499	\$8,638
Baltimore	I-695	US 40 to MD 144	\$17,075	\$4,938	\$22,013
Baltimore	MD 140	Garrison View Rd to North of Painters Mill Rd	\$4,051	\$74	\$4,125
Carroll	MD 27	Gillis Falls Rd/Harrisville Rd	\$148	\$398	\$546
Carroll	MD 32	Bennett Rd/Johnsville Rd	\$435	\$75	\$510
Cecil	MD 272	South of US 40 to Rogers Rd	\$433	\$180	\$613
Frederick	MD 26	Old Annapolis Rd/Water Street Rd	-\$80	\$615	\$535
Garrett	US 219	I-68 to Old Salisbury Rd	\$79	\$178	\$257
Howard	US 1	Kit Kat Rd	\$202	\$59	\$261
Montgomery	MD 355	Brink Rd to South of Greenridge Dr	\$1,032	\$209	\$1,241
Prince George's	MD 5	MD 373	\$56,806	\$3,760	\$60,566
Prince George's	I-95/I-495	MD 214	\$17	\$851	\$868
Total			\$88,337	\$11,836	\$101,173

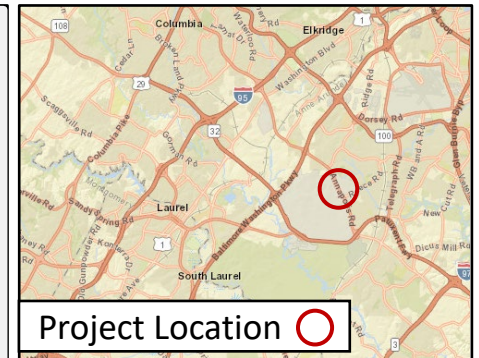
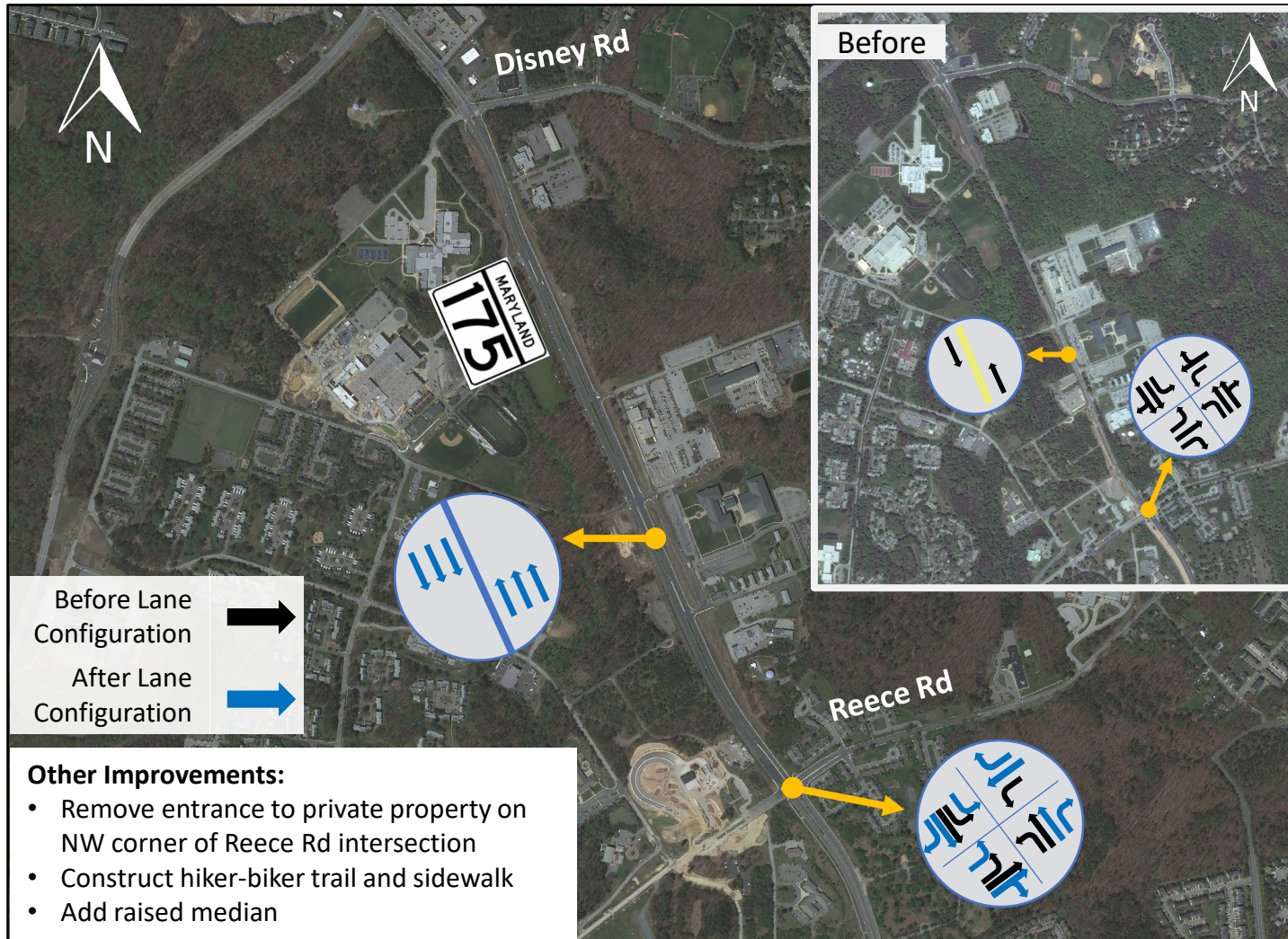
2021 Mobility Projects

Figure 3



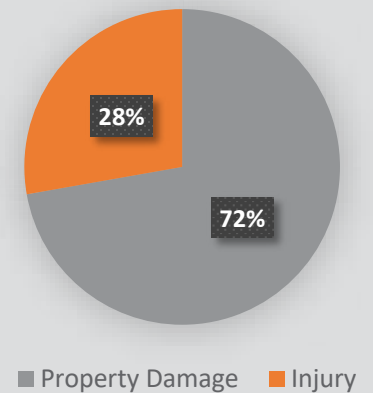
MD 175: Reece Road to Disney Road

LOCATION: FORT MEADE, ANNE ARUNDEL COUNTY



MD 175 ADT : 27,100

Crash Summary by Severity

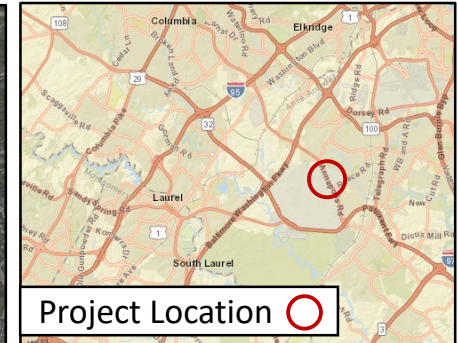
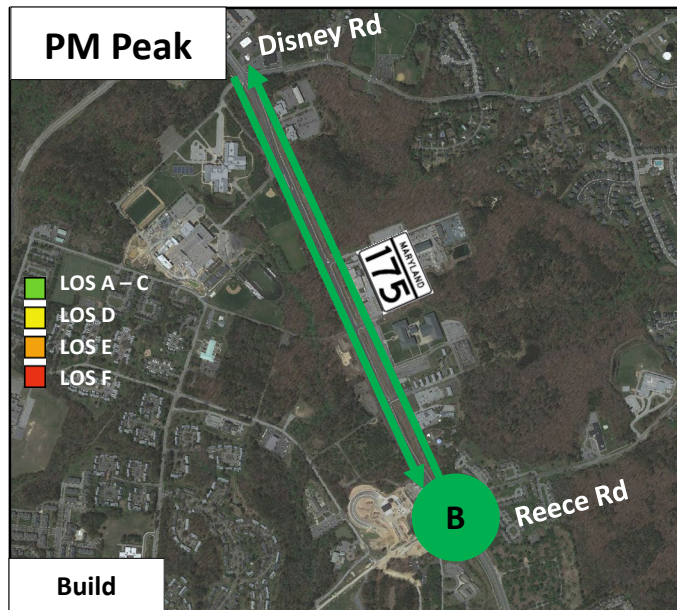
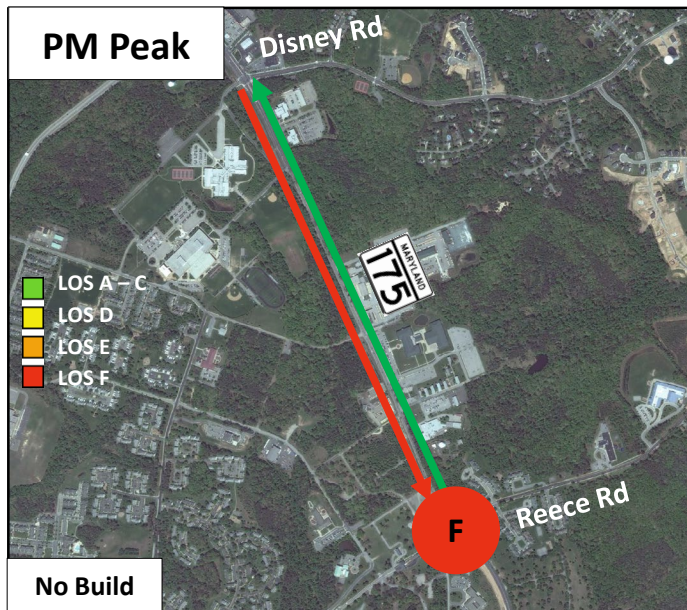
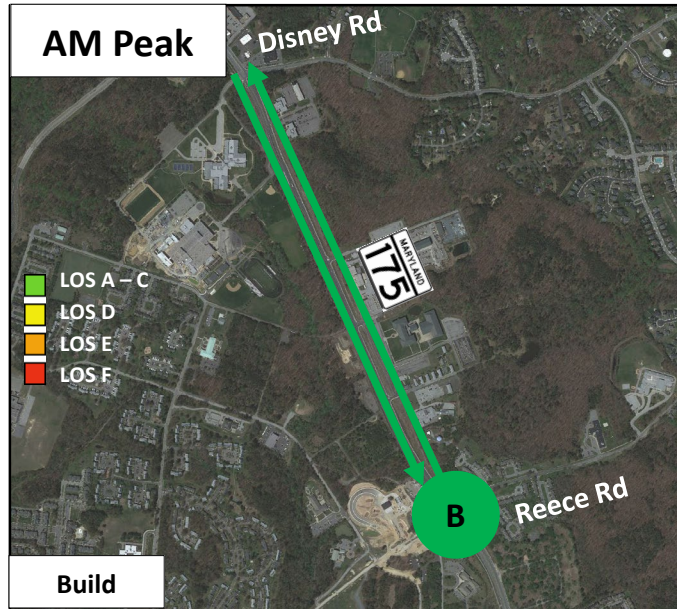
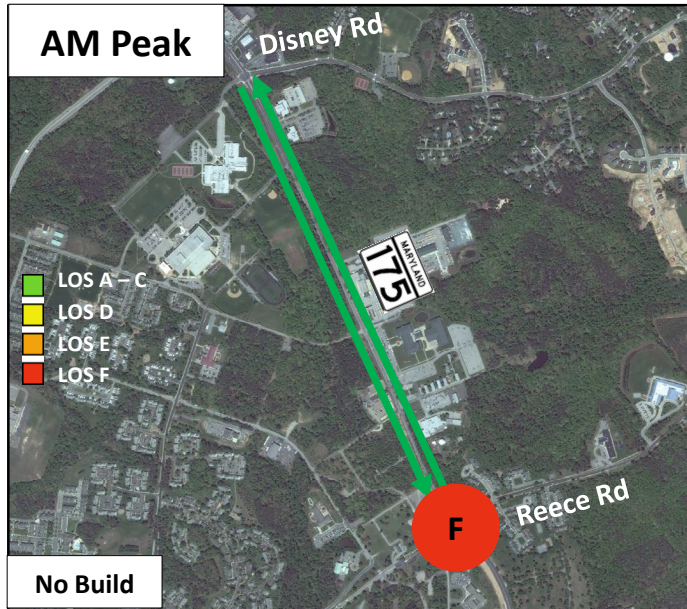


Total Crashes 18

Average Annual Savings (Thousands)			Construction Cost Estimate (Millions)	Benefit:Cost (20 Years)
Delay	Fuel Consumption	Safety		
\$8,031.1	\$108.3	\$499.4	\$15.0	12.0:1

MD 175: Reece Road to Disney Road

LOCATION: FORT MEADE, ANNE ARUNDEL COUNTY



MD 175 ADT : 27,100

Non-Congestion Benefits

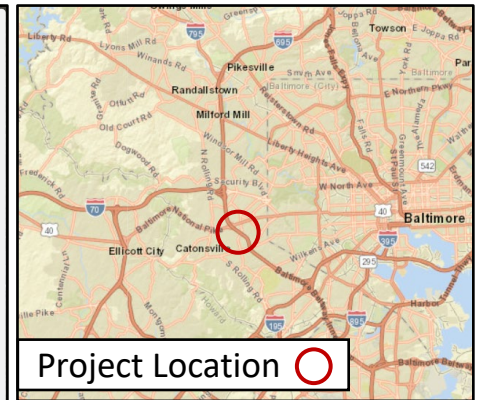
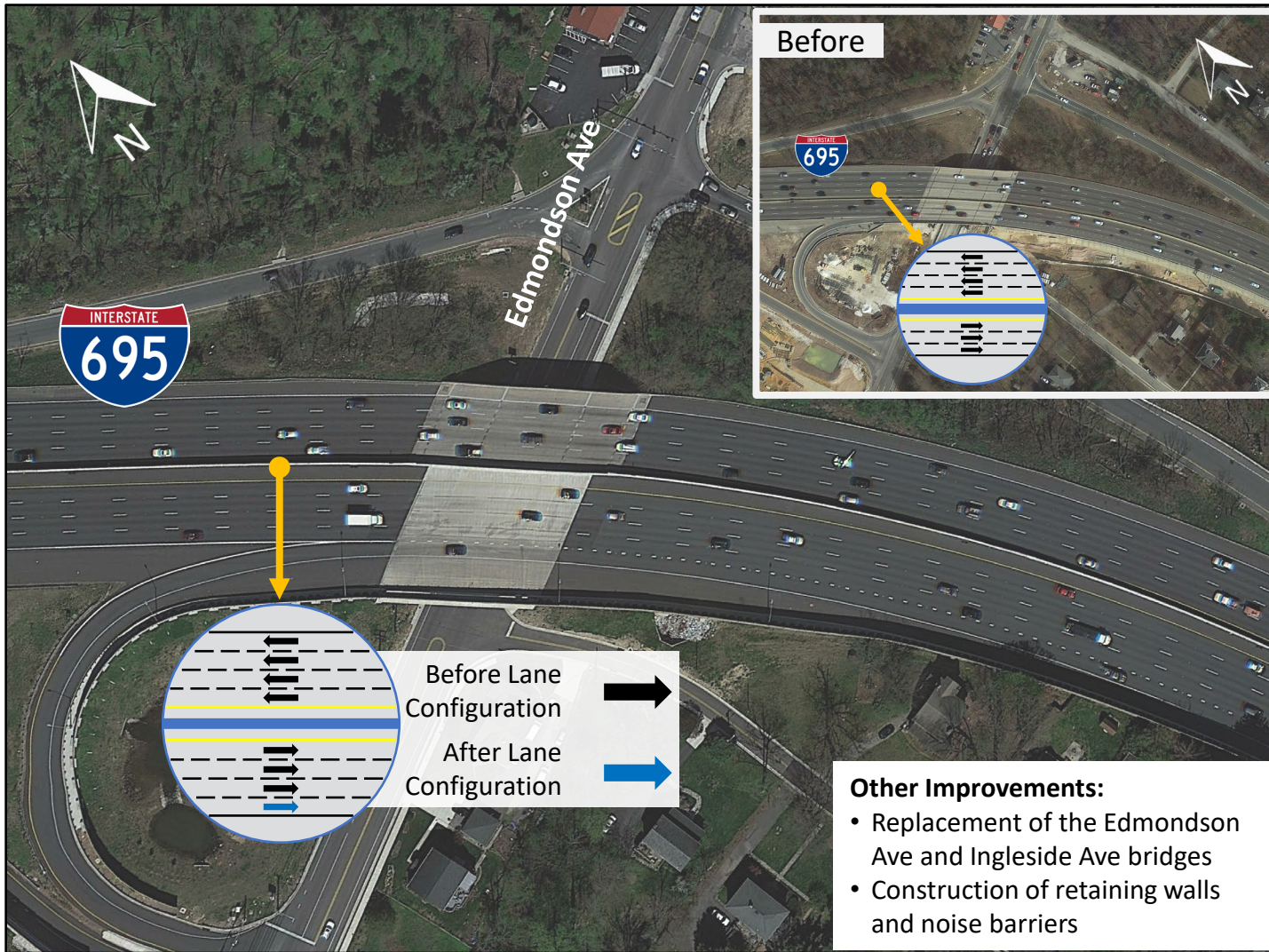
- Improve multimodal accessibility by adding sidewalk and hiker-biker trail
- Adding capacity and providing a raised median along MD 175 is expected to provide safety benefits
- Adding turn lanes at Reece Rd is expected to provide safety benefits

Congestion Benefits

- Improve arterial LOS between Reece Rd and Disney Rd
- Improve operations at Reece Rd from LOS F to LOS B during both peak hours

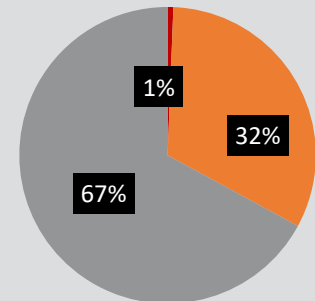
I-695 Outerloop Widening - US 40 to MD 144

LOCATION: CATONSVILLE, BALTIMORE COUNTY



I-695 ADT : 185,000

Crash Summary by Severity



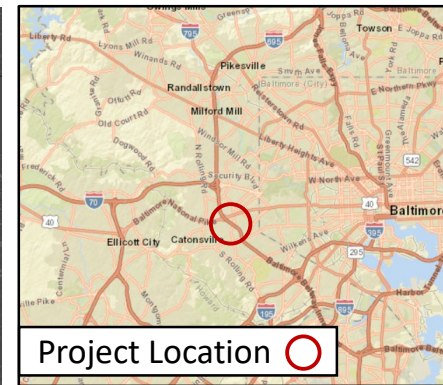
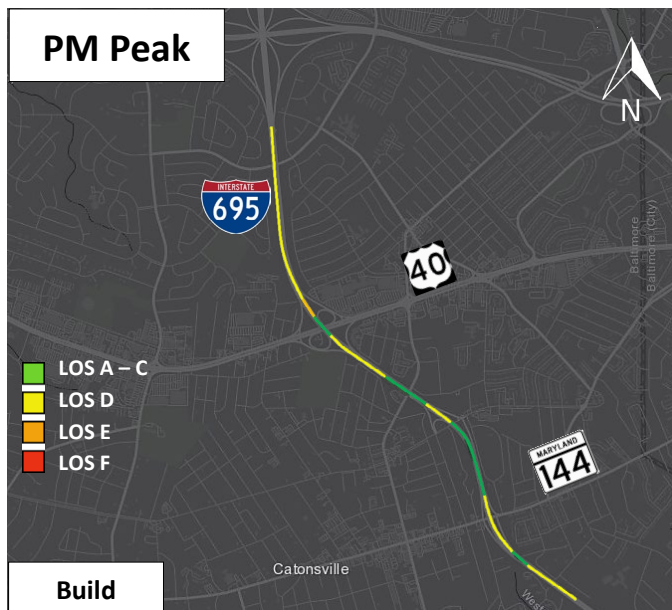
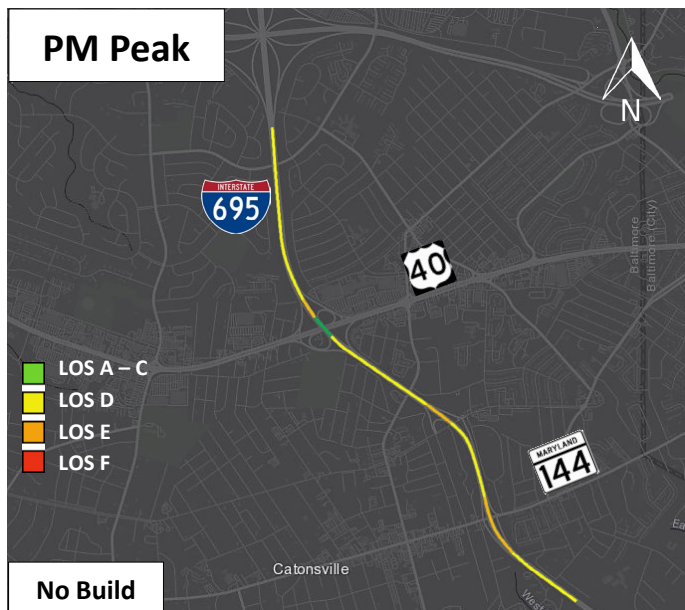
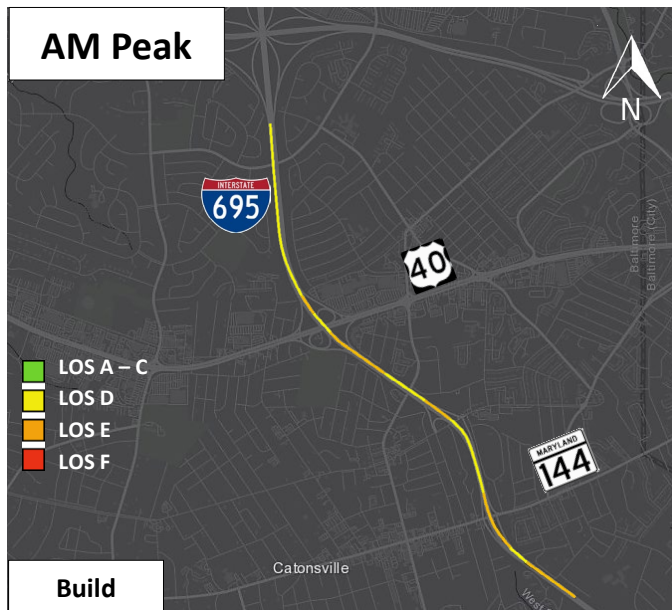
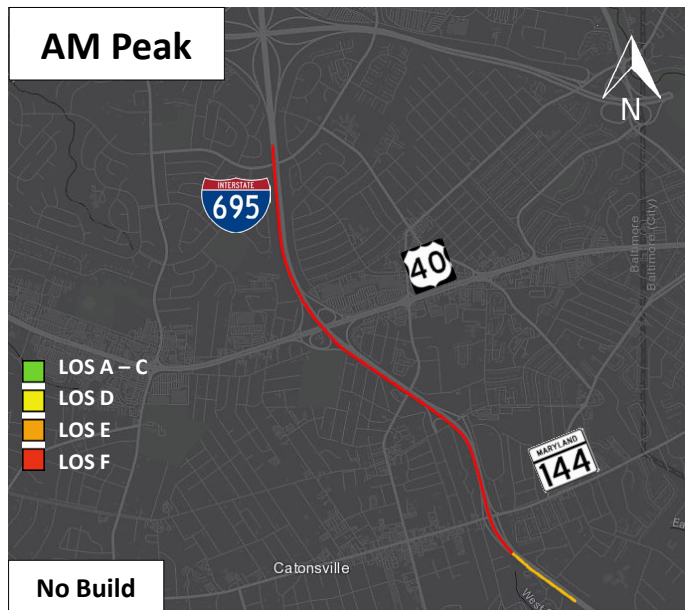
■ Fatal ■ Injury ■ PDO

Total Crashes 161

Average Annual Savings (Thousands)			Construction Cost Estimate (Millions)	Benefit:Cost (20 Years)
Delay	Fuel Consumption	Safety		
\$16,834.4	\$241.0	\$4,937.8	\$59.7	7.2:1

I-695 Outerloop Widening - US 40 to MD 144

LOCATION: CATONSVILLE, BALTIMORE COUNTY



I-695 ADT : 185,000

Non-Congestion Benefits

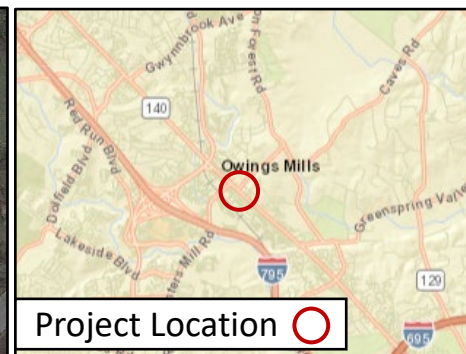
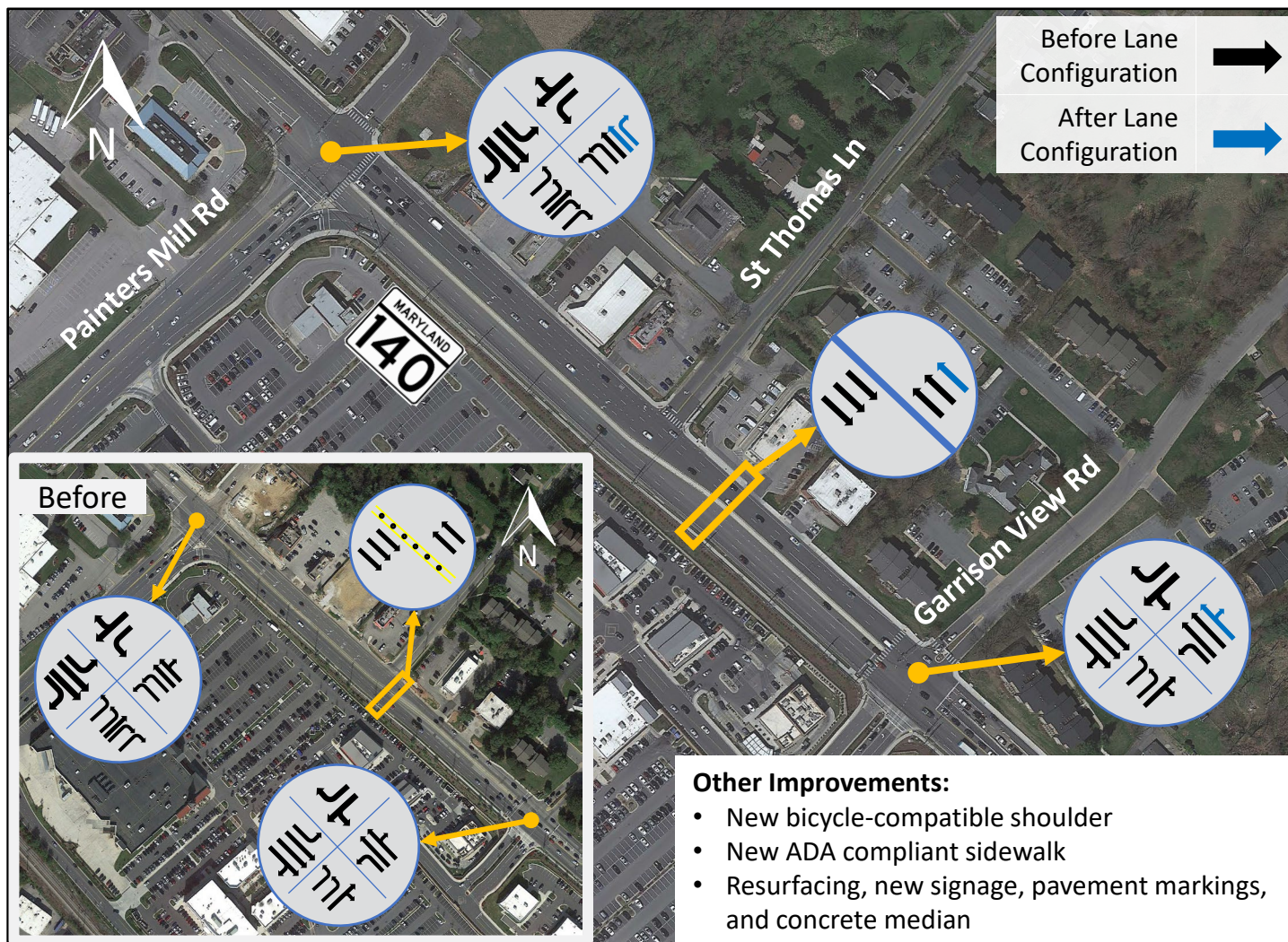
- Mitigate noise impacts by installing noise barriers
- Lowering congestion will reduce the probability of rear end crashes

Congestion Benefits

- Eliminated major bottleneck
- Improve freeway operations from LOS F to LOS E/D during AM peak hour, and from LOS E/D to LOS D or better during PM peak hour
- Reduce travel times

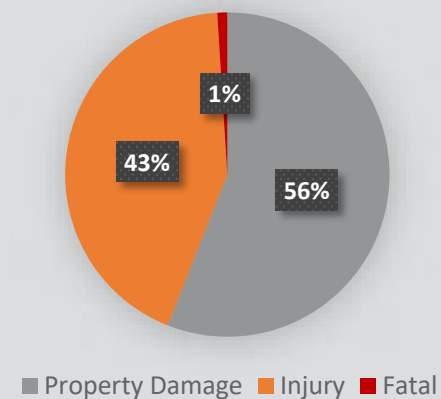
MD 140: Garrison View Road to North of Painters Mill Road

LOCATION: GARRISON, BALTIMORE COUNTY



MD 140 ADT : 34,000

Crash Summary by Severity



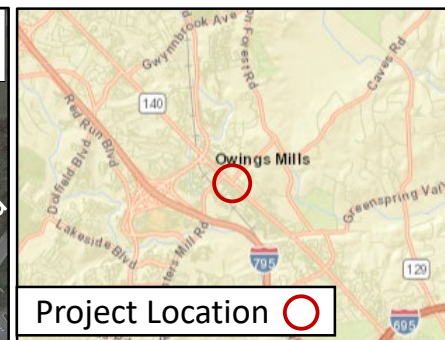
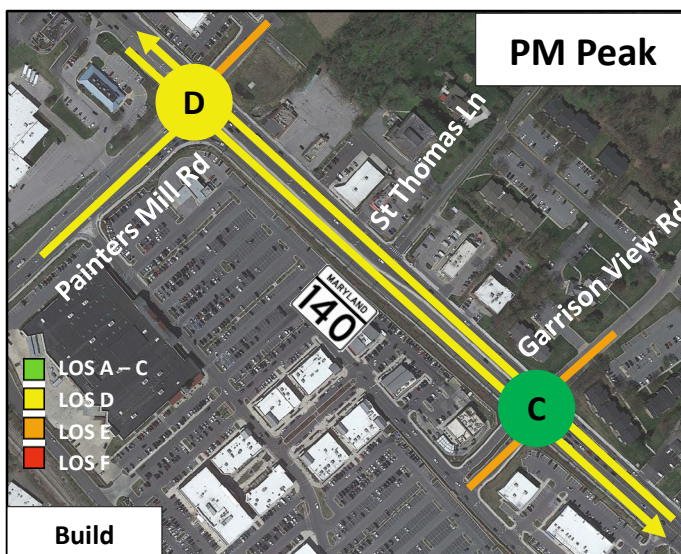
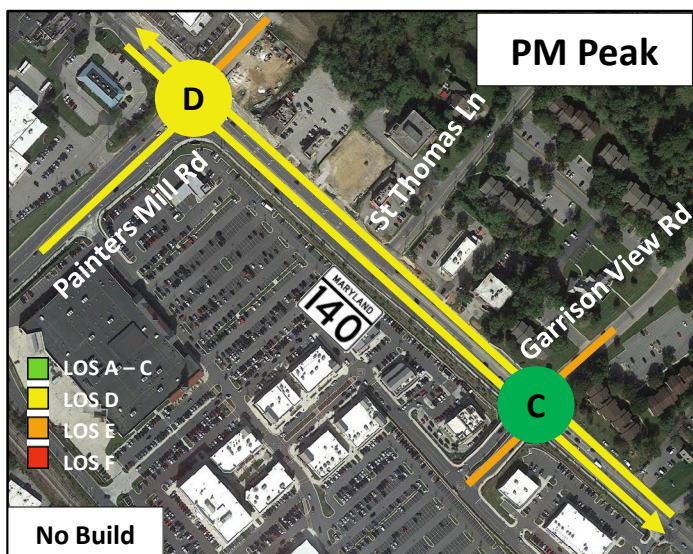
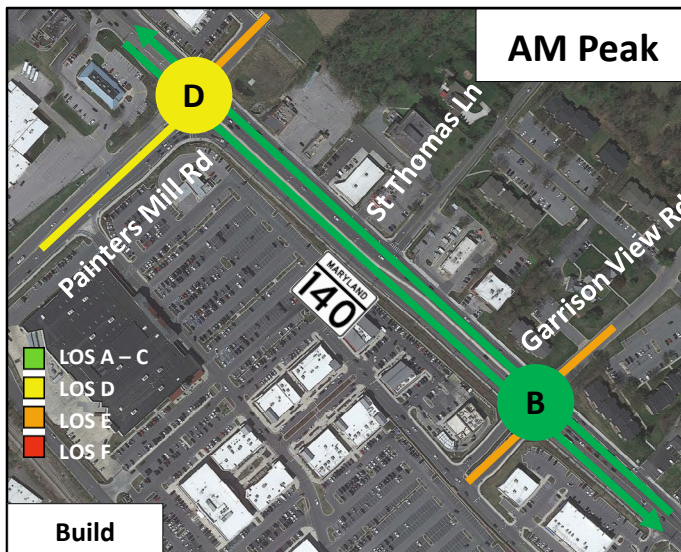
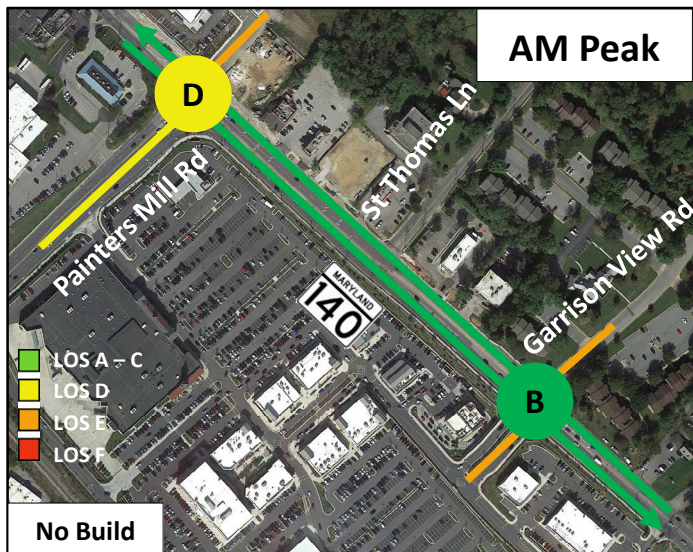
Total Crashes 100

Average Annual Savings (Thousands)

Delay	Fuel Consumption	Safety	Construction Cost Estimate (Millions)	Benefit:Cost (20 Years)
\$3,996.5	\$54.1	\$74.4	\$4.0	22.4:1

MD 140: Garrison View Road to North of Painters Mill Road

LOCATION: GARRISON, BALTIMORE COUNTY



MD 140 ADT : 34,000

Non-Congestion Benefits

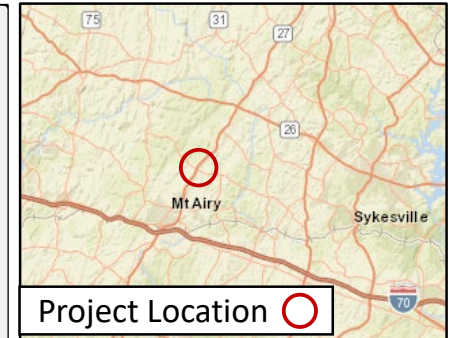
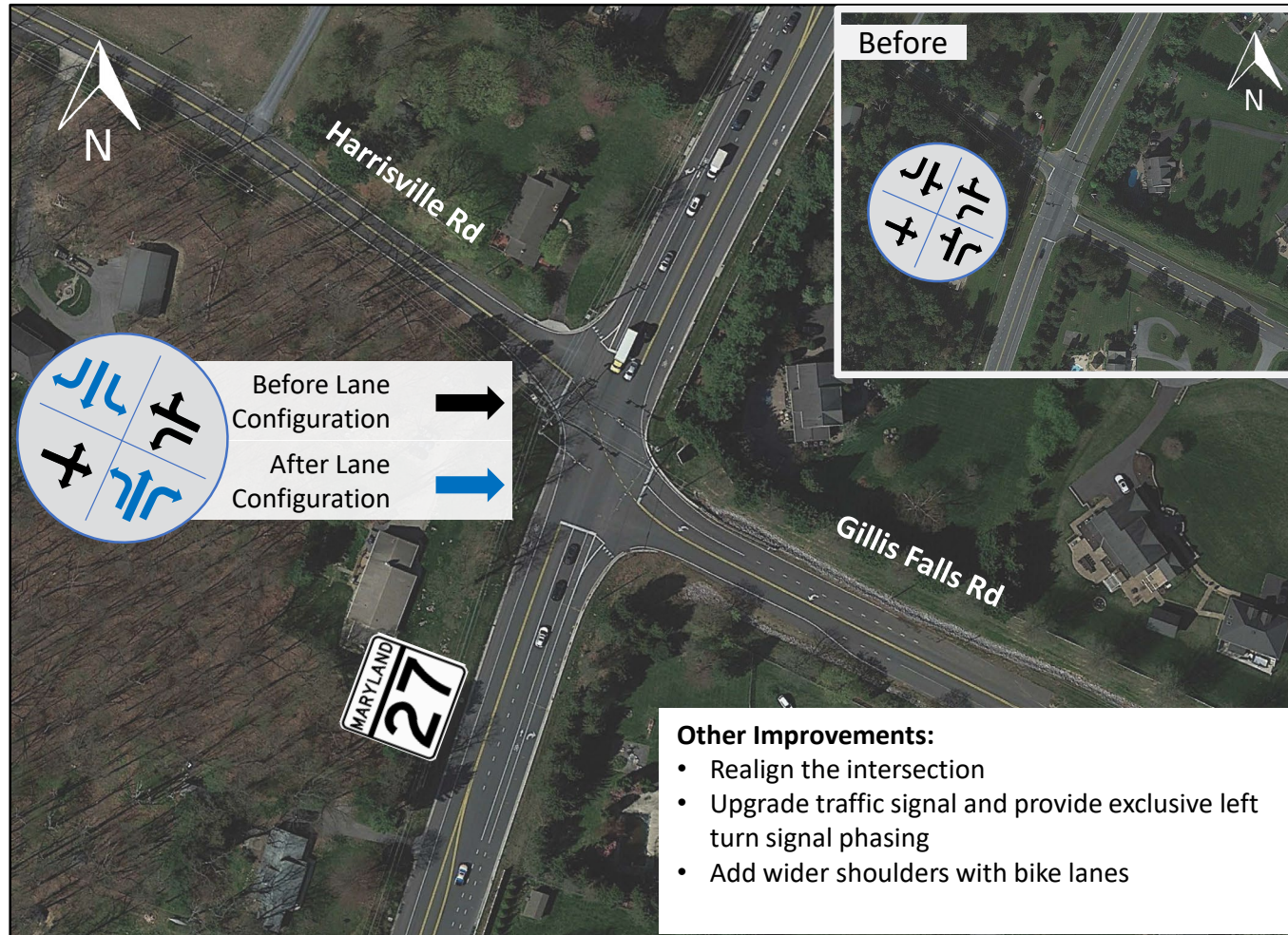
- Improve multimodal accessibility by adding sidewalk and bike compatible shoulder
- Adding NB lane and widening shoulder is expected to provide safety benefits

Congestion Benefits

- Delay reduction at the Painters Mill Road and Garrison View Road intersections

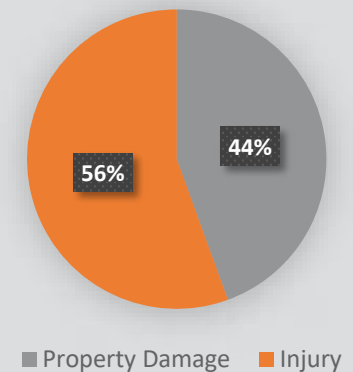
MD 27 at Gillis Falls Road and Harrisville Road

LOCATION: ELDERSBURG, CARROLL COUNTY



MD 27 ADT : 17,600

Crash Summary by Severity

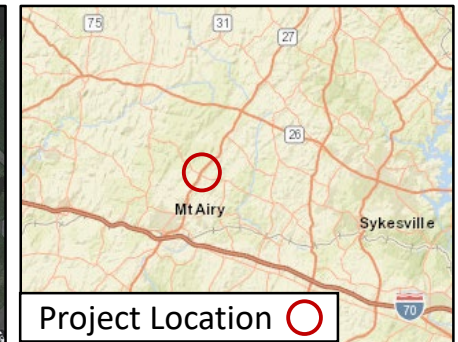
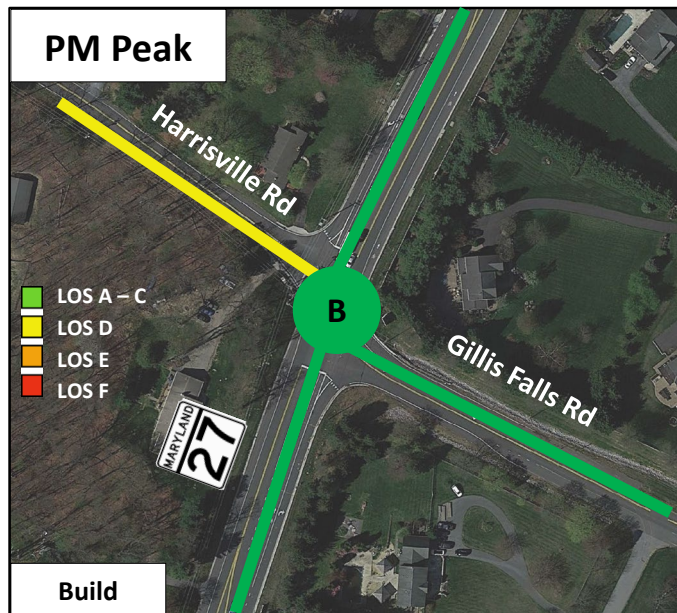
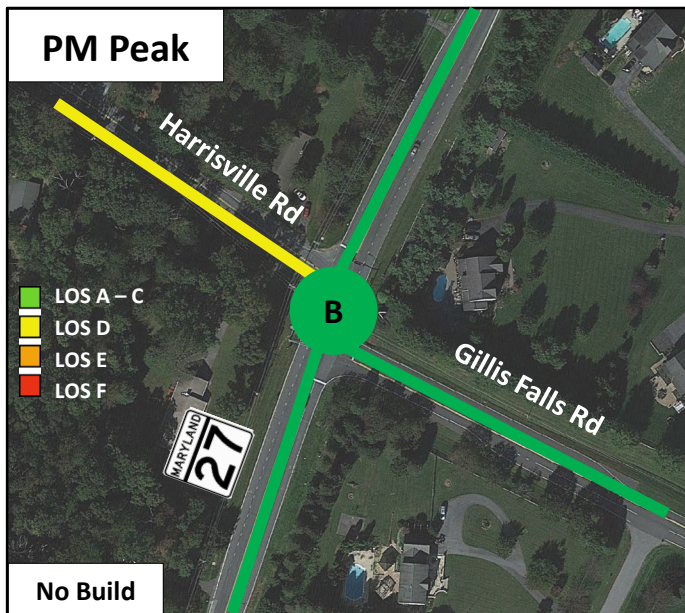
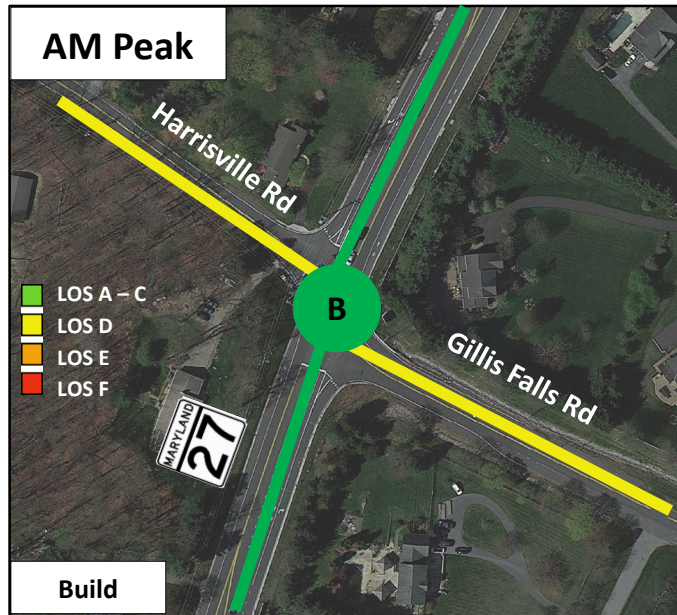
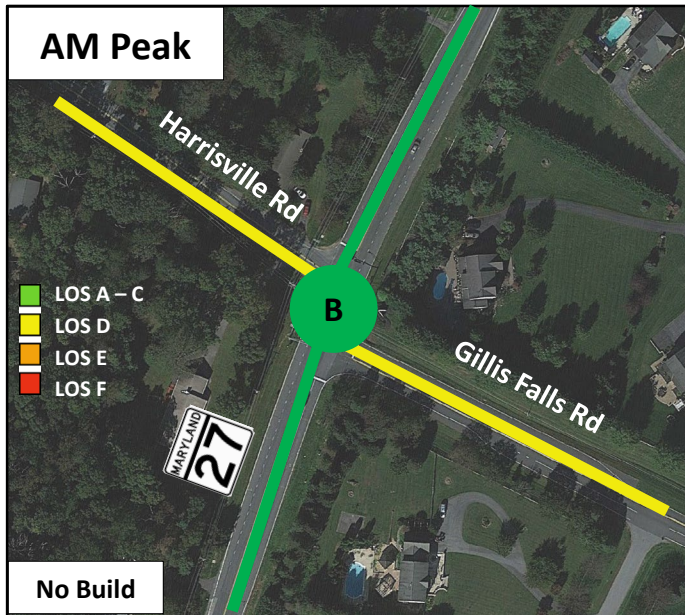


Total Crashes 9

Average Annual Savings (Thousands)			Construction Cost Estimate (Millions)	Benefit:Cost (20 Years)
Delay	Fuel Consumption	Safety		
\$146.1	\$2.1	\$398.1	\$2.2	2.3:1

MD 27 at Gillis Falls Road and Harrisville Road

LOCATION: ELDERSBURG, CARROLL COUNTY



MD 27 ADT : 17,600

Non-Congestion Benefits

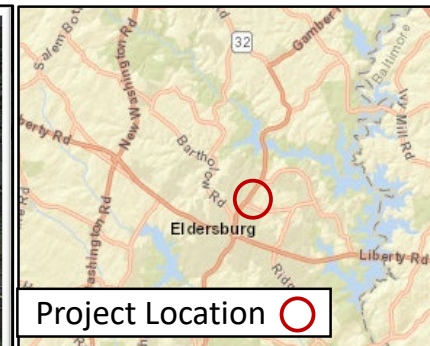
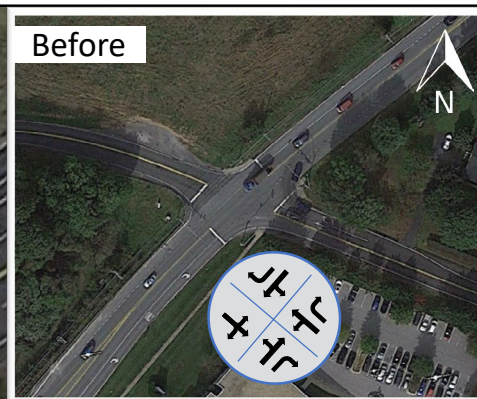
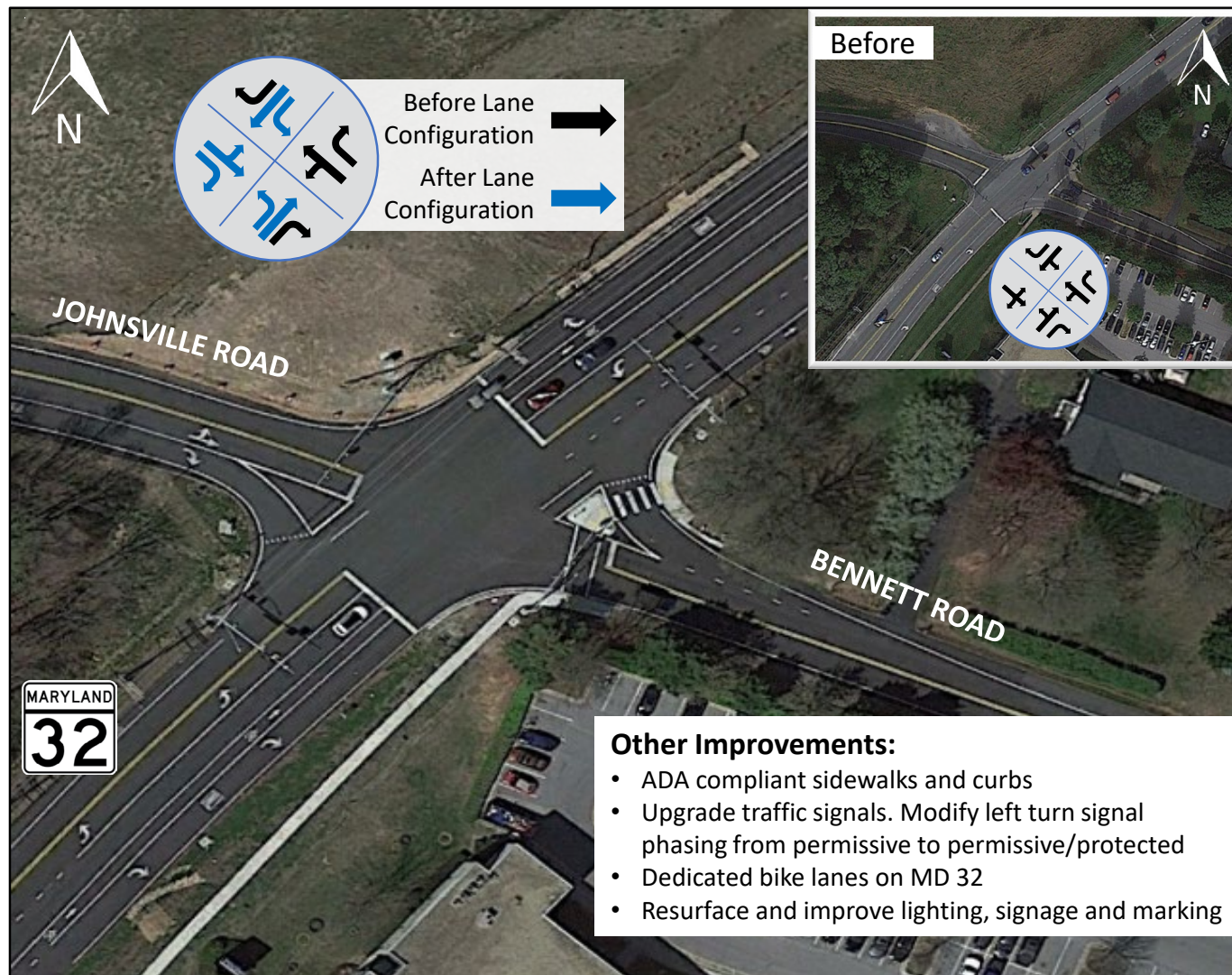
- Improve multimodal accessibility by adding bike lanes
- Adding left turn lanes and altering signal phases are expected to improve safety

Congestion Benefits

- Network delay reduction by 38% during AM peak hour and 31% during PM peak hour

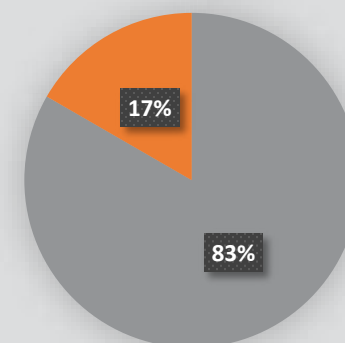
MD 32 at Bennett Road and Johnsville Road

LOCATION: ELDERSBURG, CARROLL COUNTY



MD 32 ADT : 13,100

Crash Summary by Severity



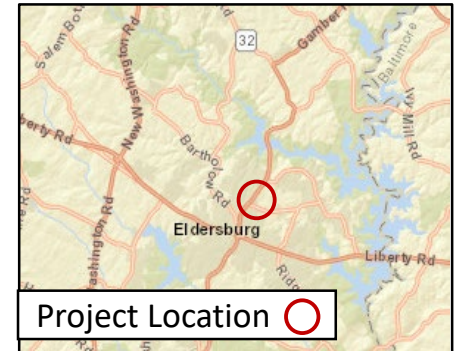
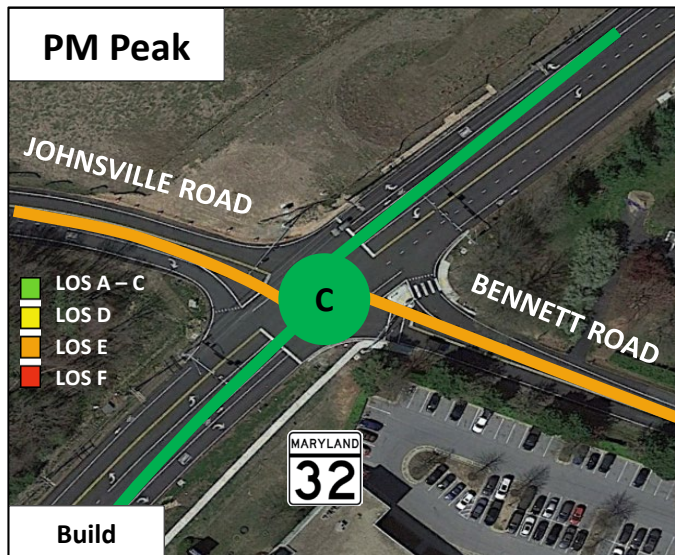
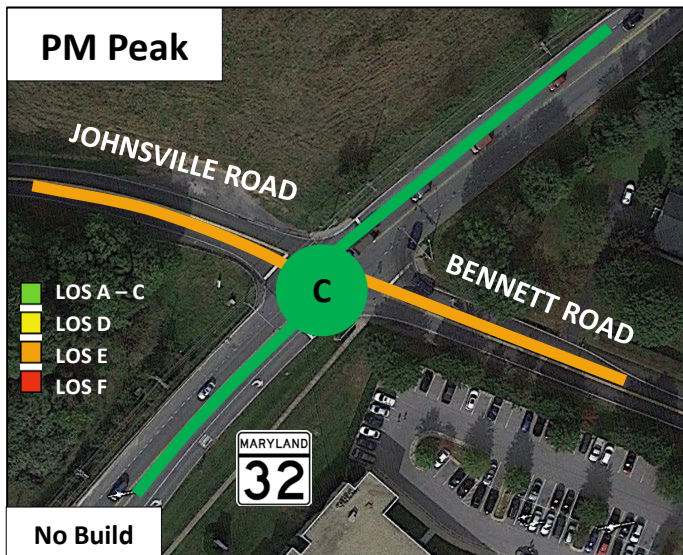
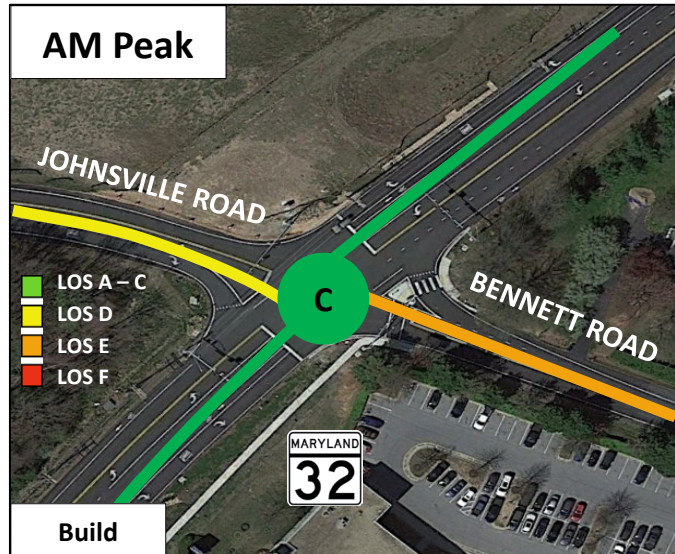
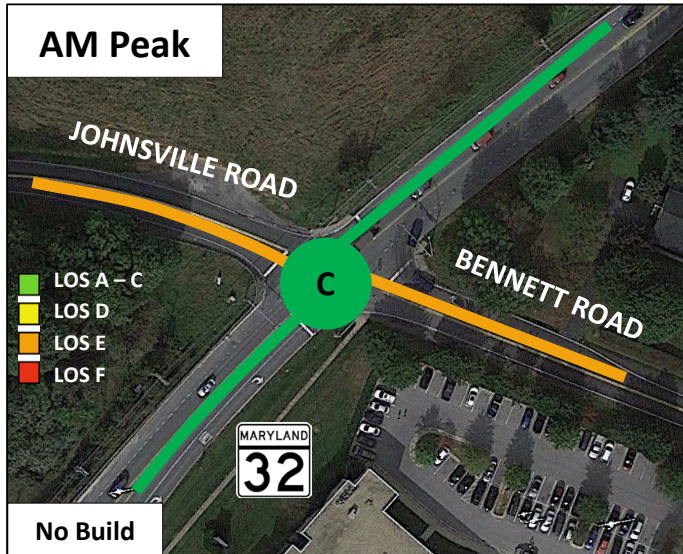
■ Property Damage ■ Injury

Total Crashes 6

Average Annual Savings (Thousands)			Construction Cost Estimate (Millions)	Benefit:Cost (20 Years)
Delay	Fuel Consumption	Safety		
\$429.0	\$5.9	\$75.4	\$1.9	4.6:1

MD 32 at Bennett Road and Johnsville Road

LOCATION: ELDERSBURG, CARROLL COUNTY



MD 32 ADT : 13,100

Non-Congestion Benefits

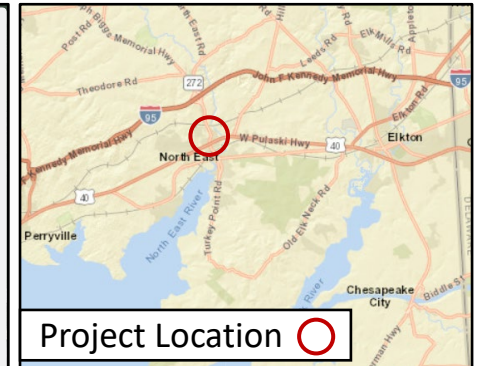
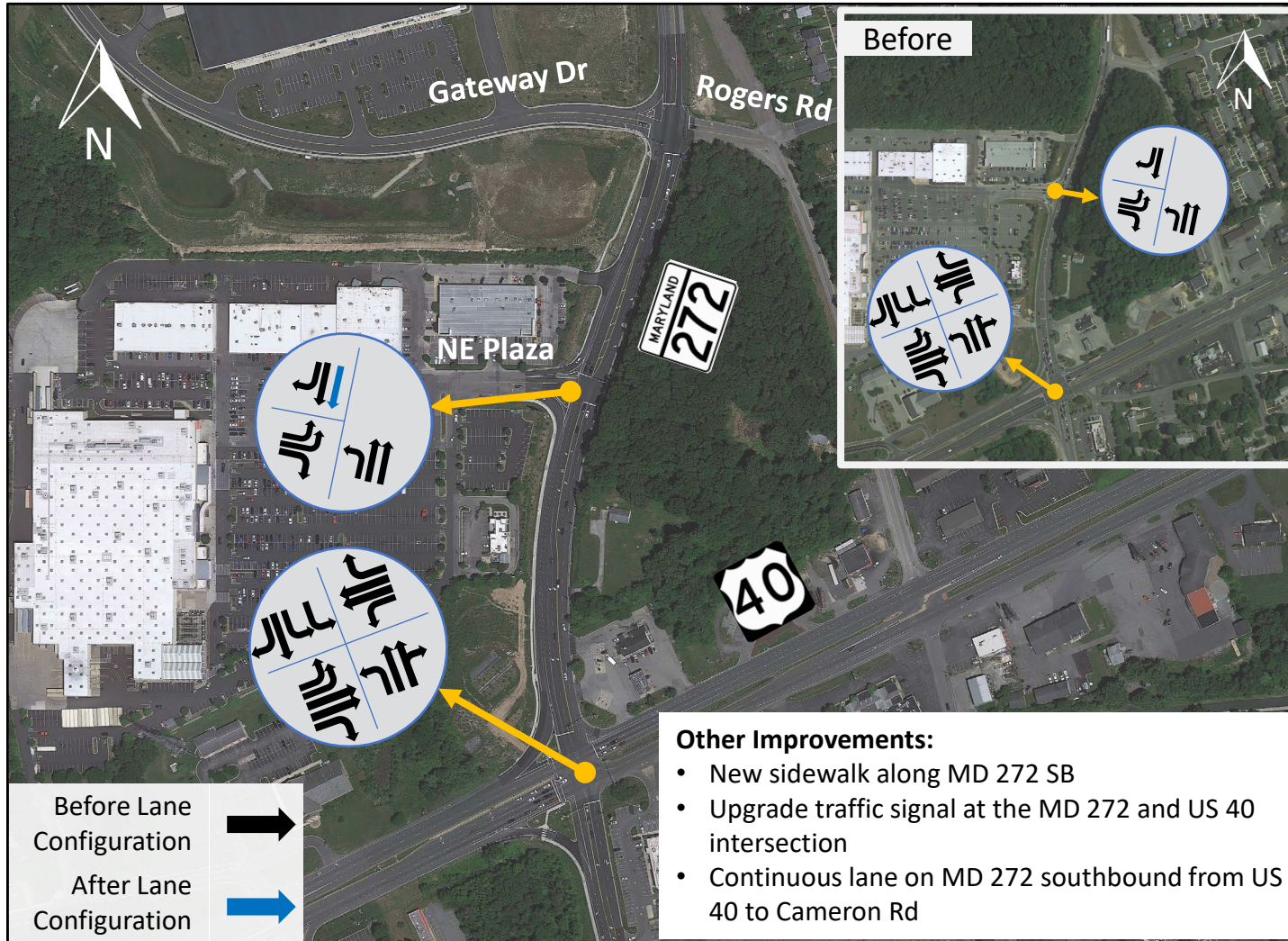
- Improve multimodal accessibility by adding sidewalks and bike lanes
- Upgrading traffic signals and lighting is expected to provide safety benefits
- Adding left turn lanes and modifying signal phases are expected to provide safety benefits

Congestion Benefits

- Network delay reduction by 10% during AM peak hour and 39% during PM peak hour
- AM peak hour EB LOS improvement from (E) to (D)

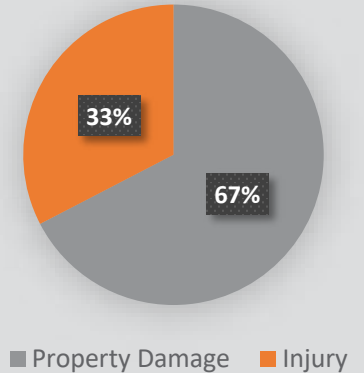
MD 272: South of US 40 to Rogers Road

LOCATION: NORTH EAST, CECIL COUNTY



MD 272 ADT : 25,900

Crash Summary by Severity

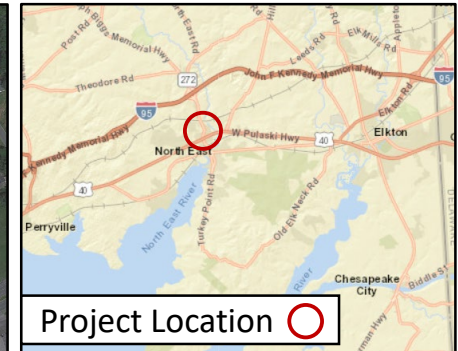
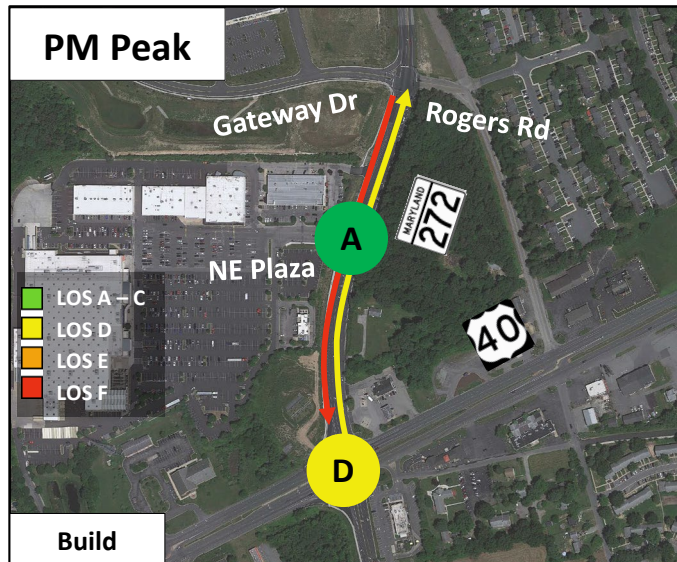
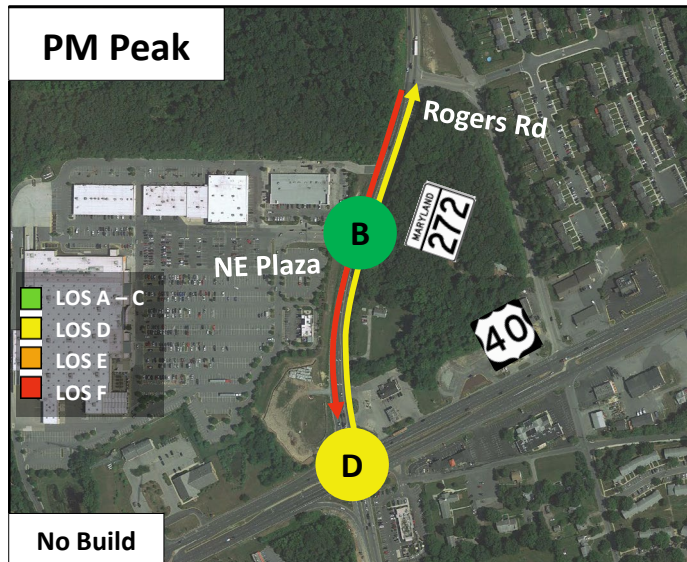
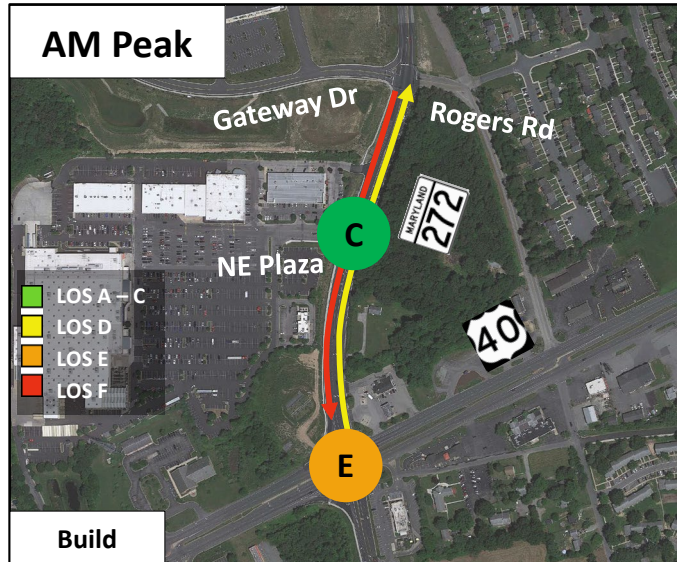
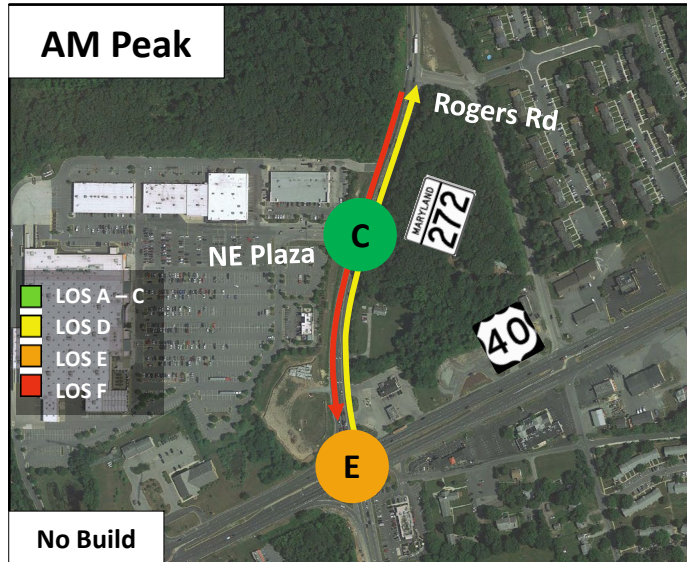


Total Crashes 46

Average Annual Savings (Thousands)			Construction Cost Estimate (Millions)	Benefit:Cost (20 Years)
Delay	Fuel Consumption	Safety		
\$427.0	\$6.2	\$179.9	\$4.3	2.7:1

MD 272: South of US 40 to Rogers Road

LOCATION: NORTH EAST, CECIL COUNTY



MD 272 ADT : 25,900

Non-Congestion Benefits

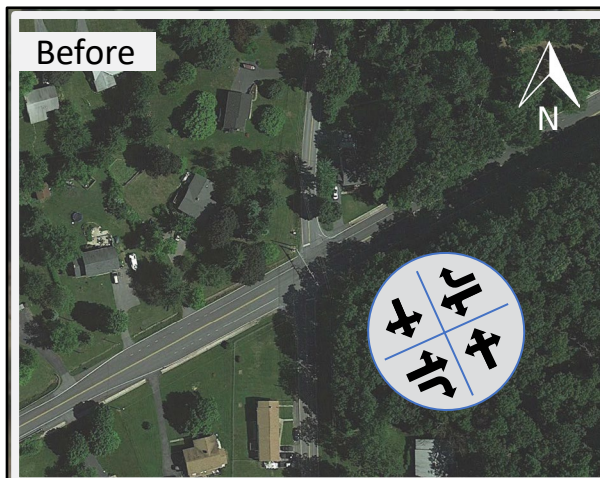
- Improve multimodal accessibility by adding sidewalks
- Reducing congestion along SB MD 272 will lower the probability of rear end crashes
- Eliminates merge for right-turning motorists from US 40 eastbound

Congestion Benefits

- Network delay reduction by 5% during AM peak hour and 13% during PM peak hour
- Improve arterial speeds along SB MD 272
- Improve LOS at the NE Plaza intersection from LOS B to A during PM peak hour

MD 26 at Old Annapolis Road and Water Street Road

LOCATION: MT. PLEASANT, FREDERICK COUNTY



Before Lane Configuration

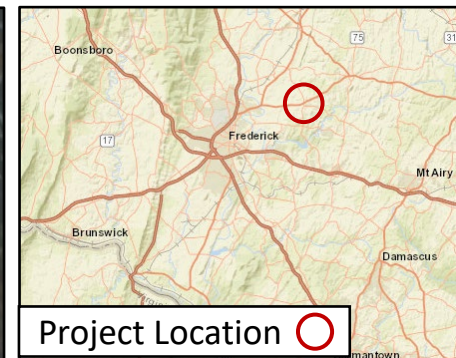


After Lane Configuration



Other Improvements:

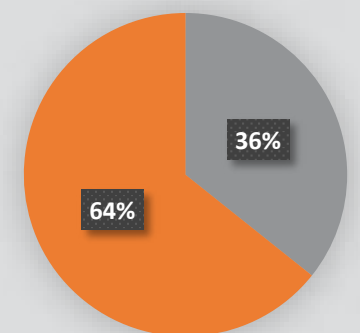
- Install a traffic signal to replace the intersection control beacon
- Add bike lane along EB MD 26
- Resurface and improve lighting, signage and marking



Project Location

MD 26 ADT : 9,700

Crash Summary by Severity



■ Property Damage ■ Injury

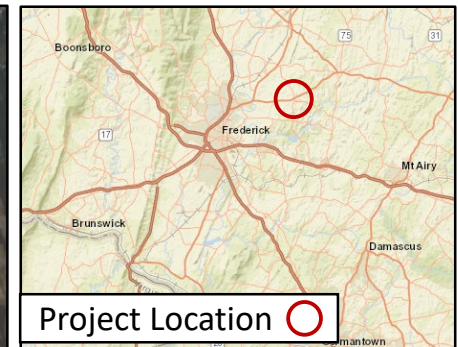
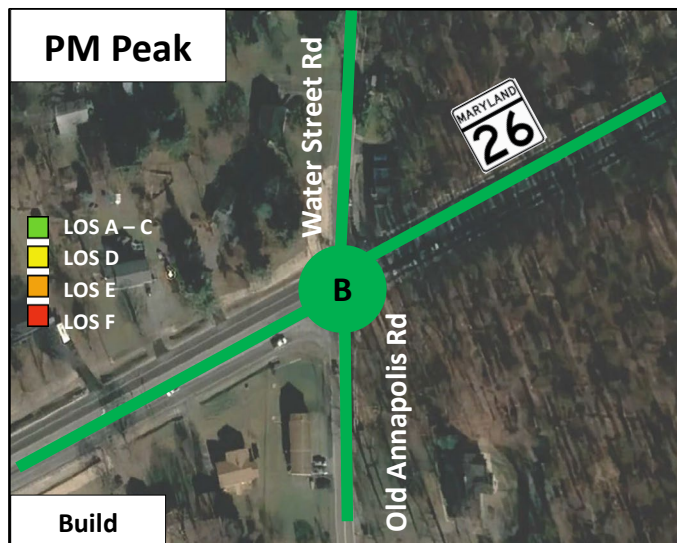
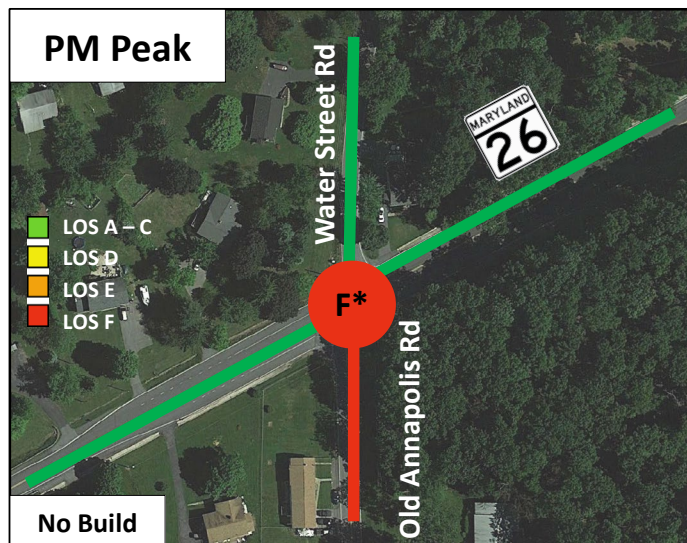
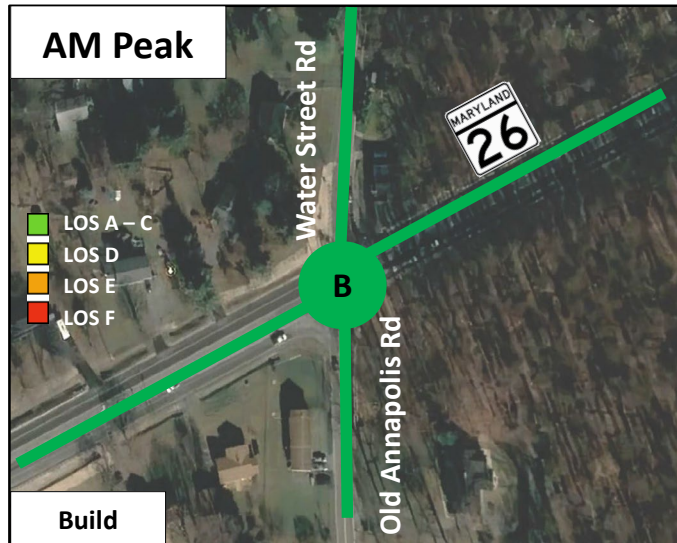
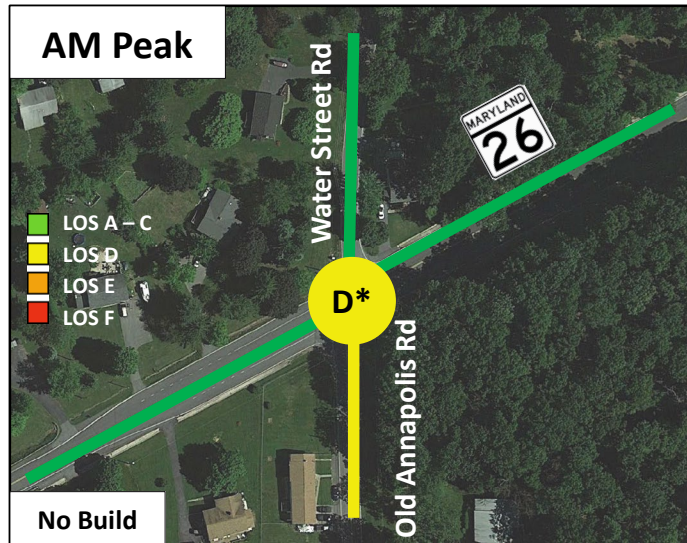
Total Crashes 28

Average Annual Savings (Thousands)

Delay	Fuel Consumption	Safety	Construction Cost Estimate (Millions)	Benefit:Cost (20 Years)
-\$78.7	-\$1.1	\$614.9	\$2.6	2.6:1

MD 26 at Old Annapolis Road and Water Street Road

LOCATION: MT. PLEASANT, FREDERICK COUNTY



MD 26 ADT : 9,700

Non-Congestion Benefits

- Improve multimodal accessibility by adding bike lanes
- Adding turn lanes and traffic signal are expected to provide safety benefits

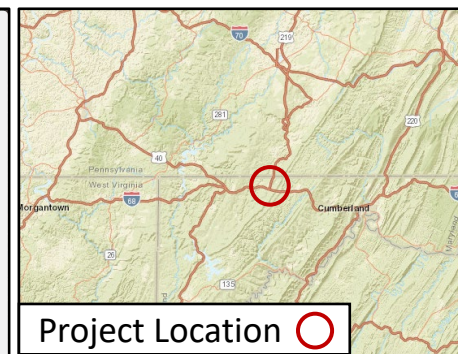
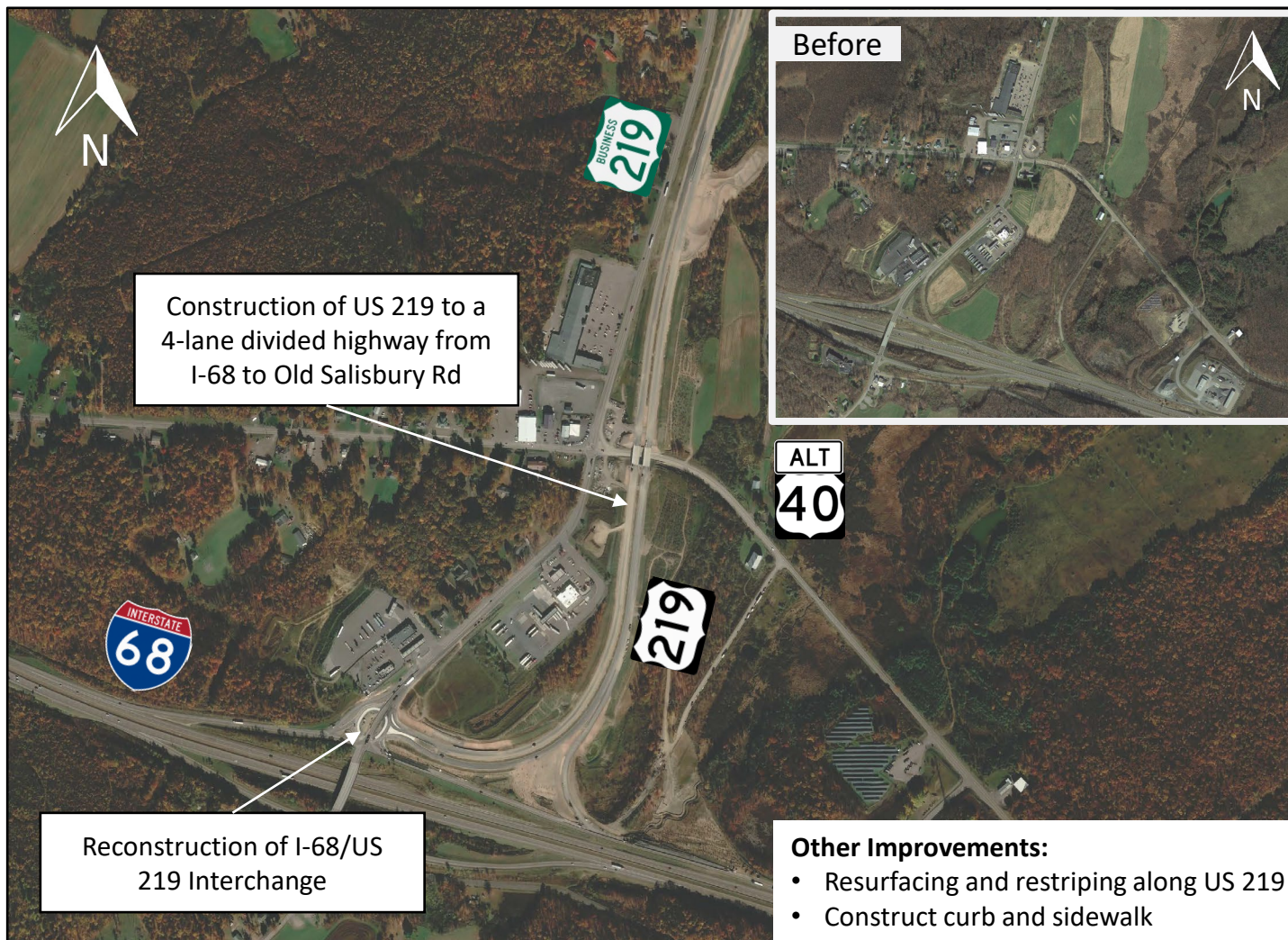
Congestion Benefits

- Improve overall intersection operations from LOS D to LOS B during AM peak hour and LOS F to LOS B during PM peak hour

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

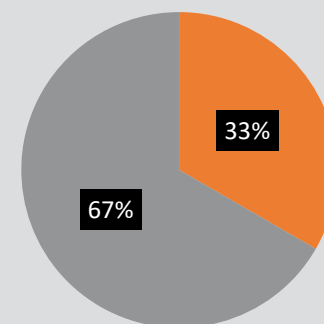
US 219: I-68 (National Freeway) to Salisbury Road

LOCATION: GRANTSVILLE, GARRETT COUNTY



US 219 ADT : 4,500

Crash Summary by Severity



■ Injury ■ PDO

Total Crashes 12

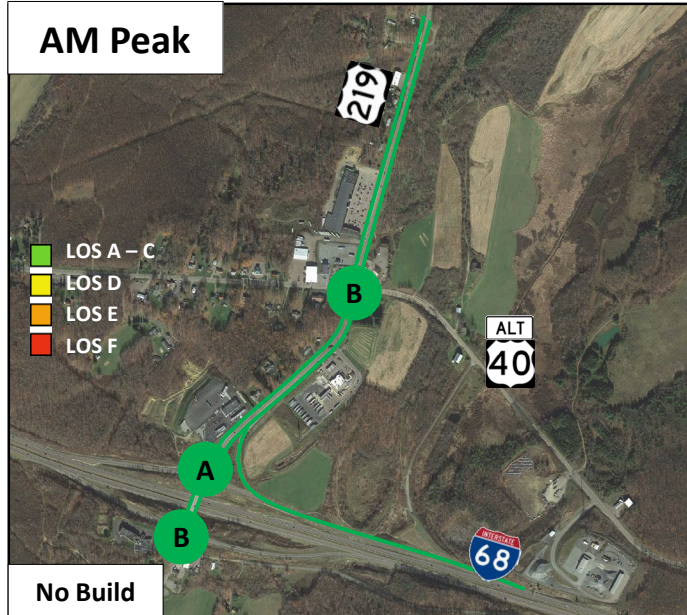
Average Annual Savings (Thousands)

Delay	Fuel Consumption	Safety	Construction Cost Estimate (Millions)	Benefit:Cost (20 Years)
\$78.0	\$1.1	\$178.0	\$46.5	0.1:1

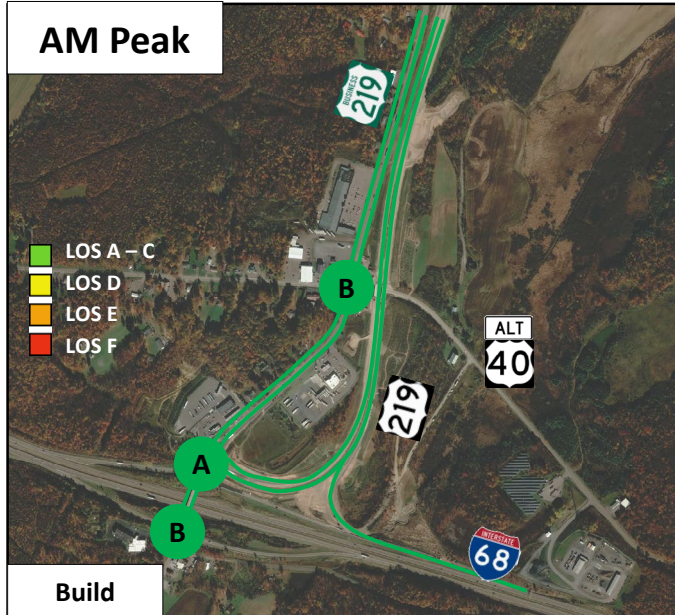
US 219: I-68 (National Freeway) to Salisbury Road

LOCATION: GRANTSVILLE, GARRETT COUNTY

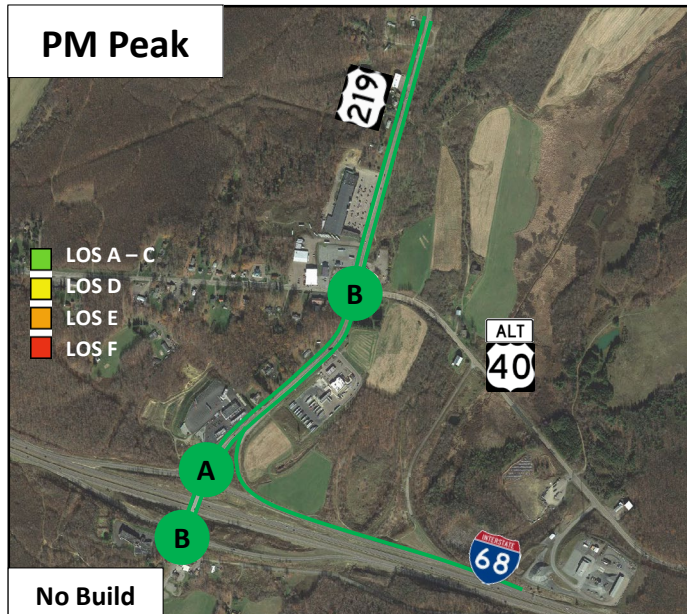
AM Peak



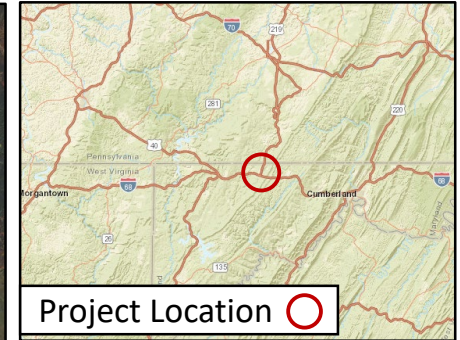
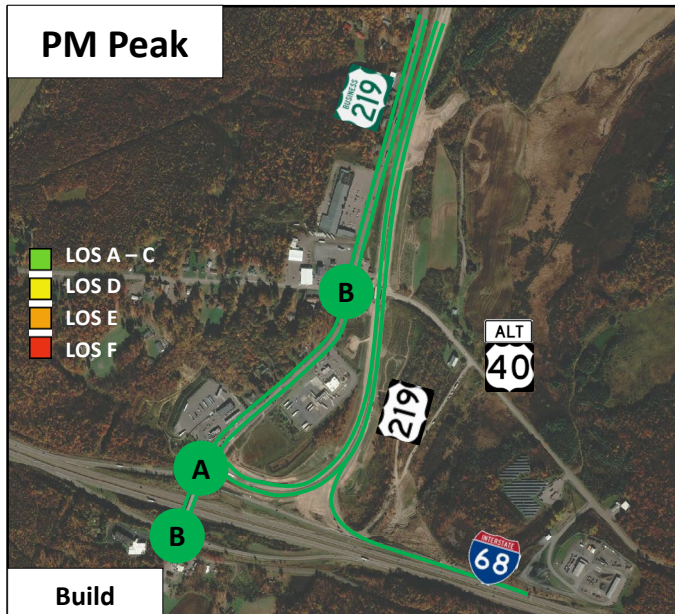
AM Peak



PM Peak



PM Peak



US 219 ADT : 4,500

Non-Congestion Benefits

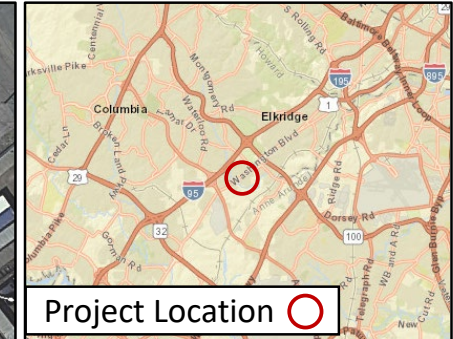
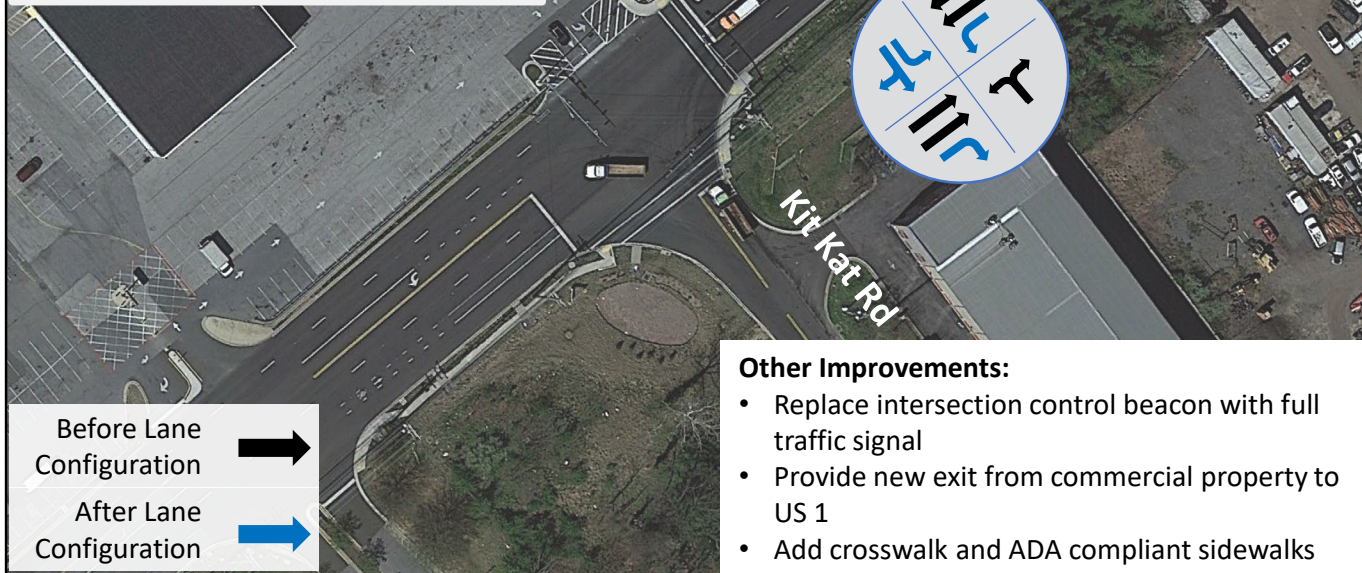
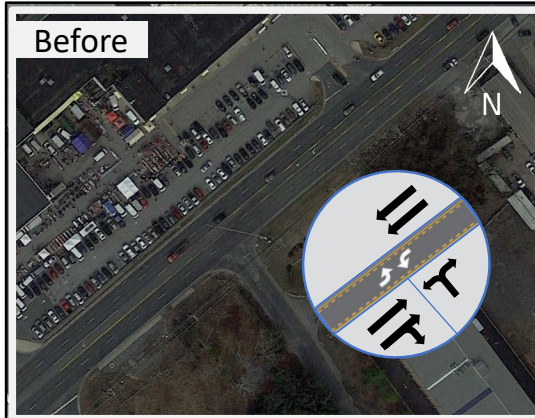
- Provides for regional interstate connection
- Generate economic development in previously isolated areas

Congestion Benefits

- Increase capacity and reduce overall network delay
- Roundabouts provide reduction of delay at ramp terminal points

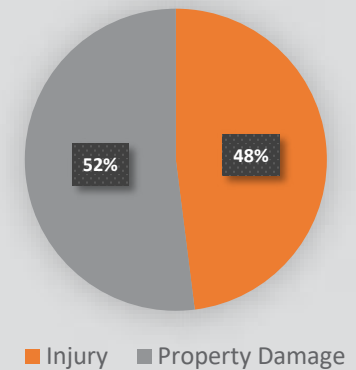
US 1 at Kit Kat Road

LOCATION: ELKRIDGE, HOWARD COUNTY



US 1 ADT : 30,000

Crash Summary by Severity



Total Crashes 25

Other Improvements:

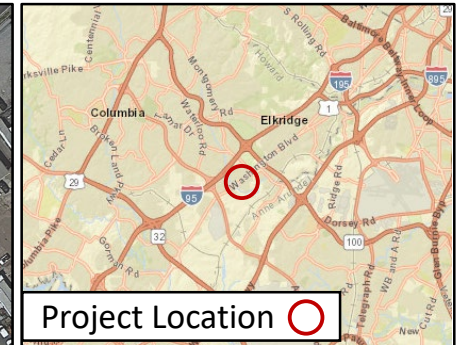
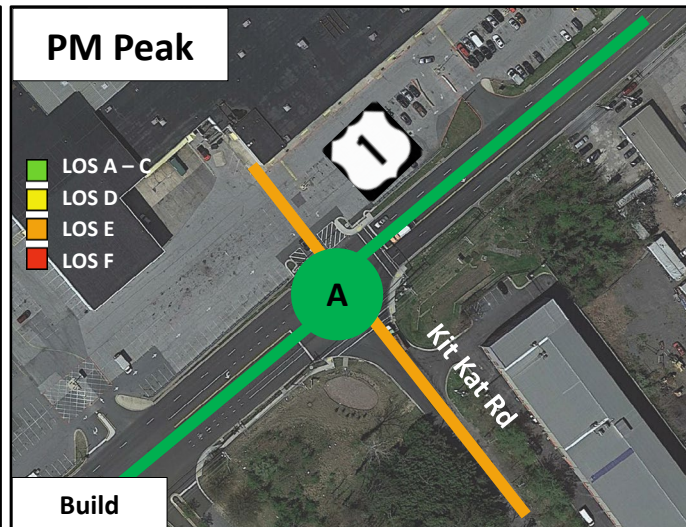
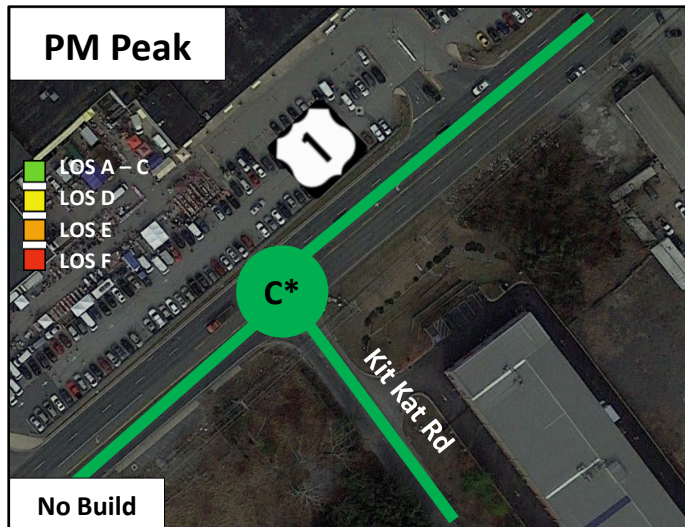
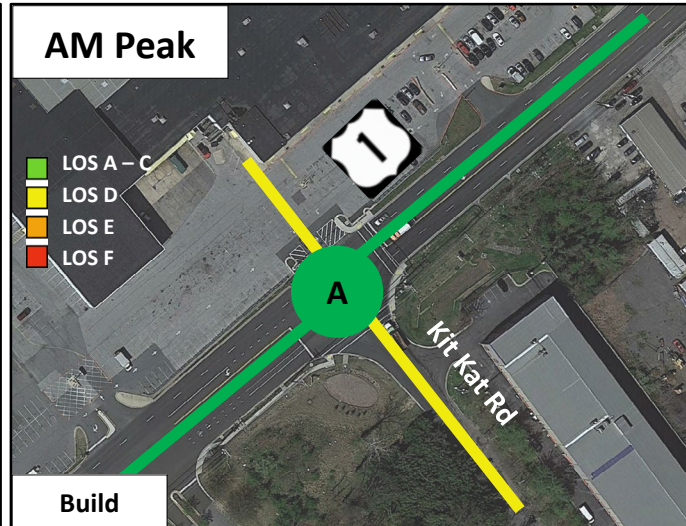
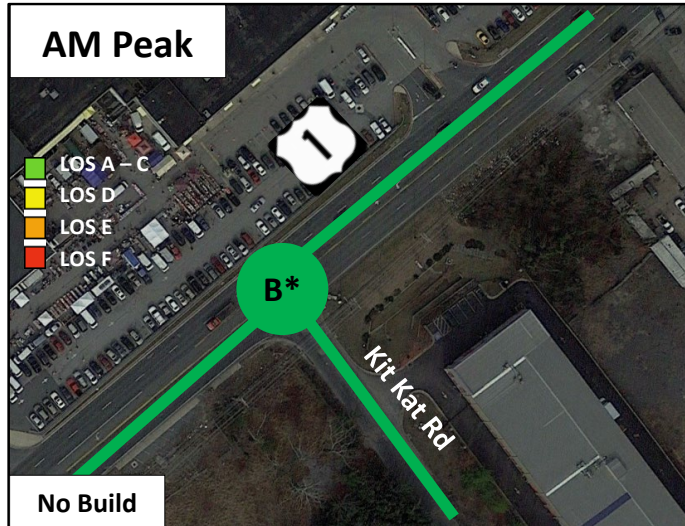
- Replace intersection control beacon with full traffic signal
- Provide new exit from commercial property to US 1
- Add crosswalk and ADA compliant sidewalks

Average Annual Savings (Thousands)

Delay	Fuel Consumption	Safety	Construction Cost Estimate (Millions)	Benefit:Cost (20 Years)
\$199.4	\$2.7	\$59.1	\$1.2	4.4:1

US 1 at Kit Kat Road

LOCATION: ELKRIDGE, HOWARD COUNTY



US 1 ADT : 30,000

Non-Congestion Benefits

- Improve multimodal accessibility by adding crosswalk and sidewalks
- Adding turn lanes is expected to provide a safety benefit

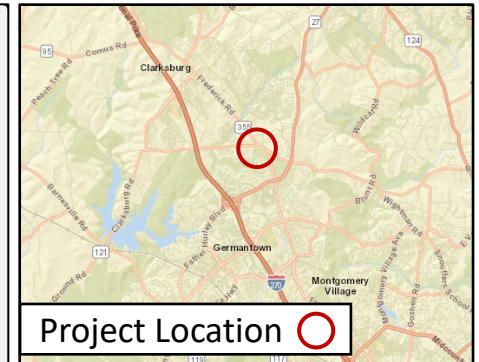
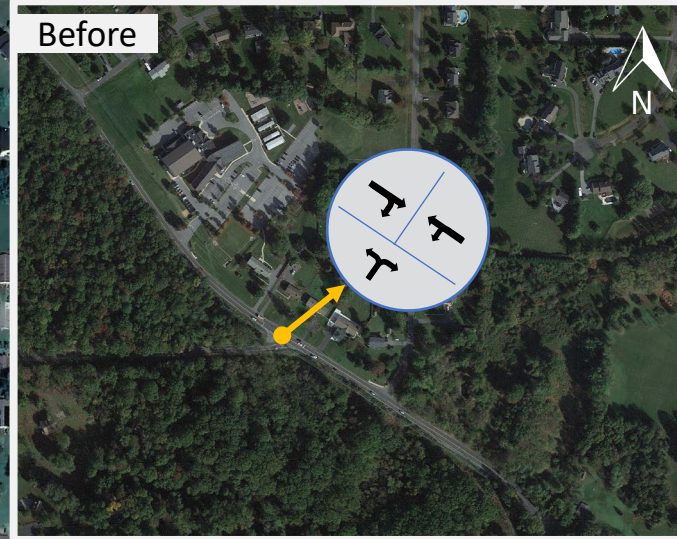
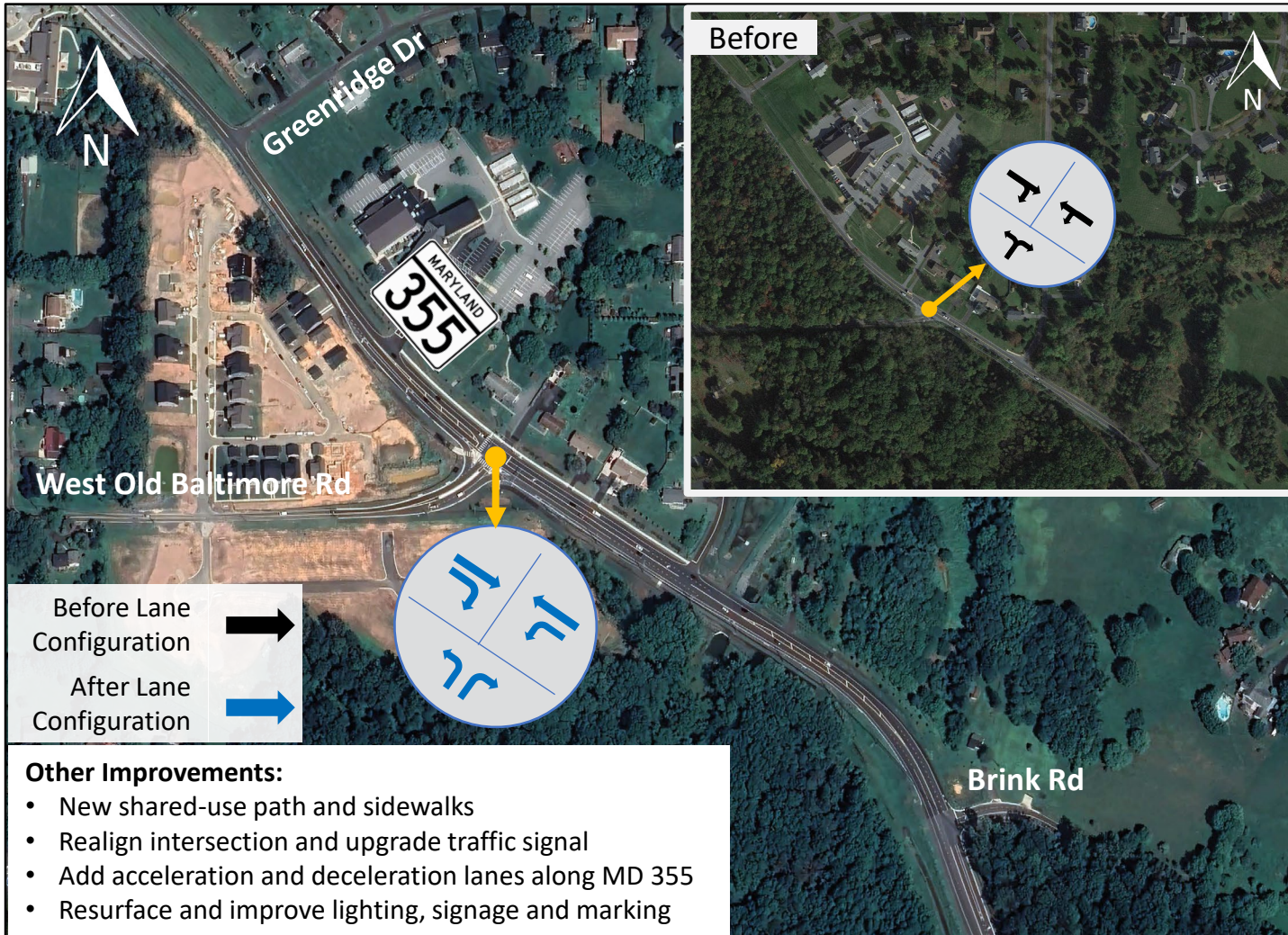
Congestion Benefits

- Improve intersection LOS to (A) during both peak hours

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

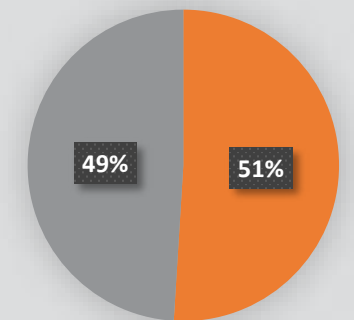
MD 355: South of Greenridge Drive to Brink Road

LOCATION: BOYDS, MONTGOMERY COUNTY



MD 355 ADT : 19,000

Crash Summary by Severity



■ Injury ■ Property Damage

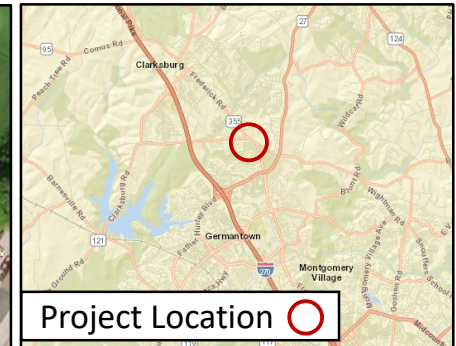
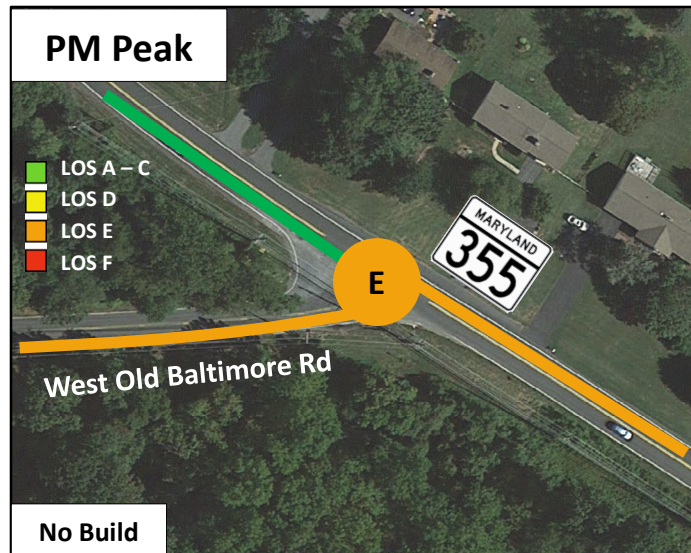
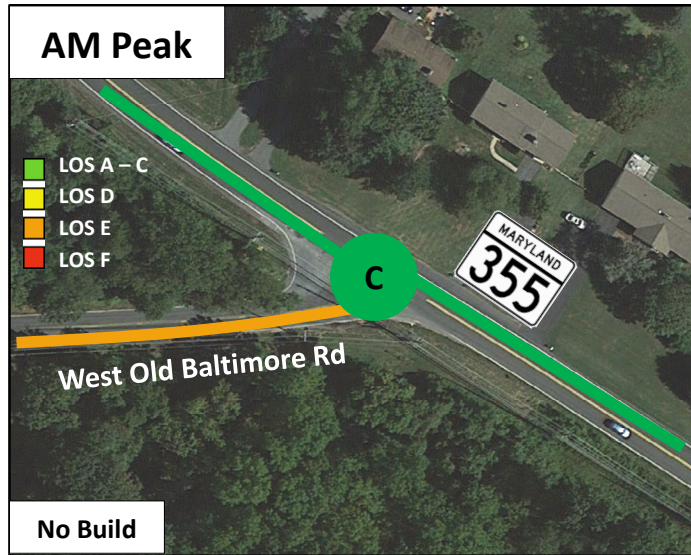
Total Crashes 51

Average Annual Savings (Thousands)

Delay	Fuel Consumption	Safety	Construction Cost Estimate (Millions)	Benefit:Cost (20 Years)
\$1,018.3	\$13.7	\$208.9	\$9.0	2.8:1

MD 355: South of Greenridge Drive to Brink Road

LOCATION: BOYDS, MONTGOMERY COUNTY



MD 355 ADT : 19,000

Non-Congestion Benefits

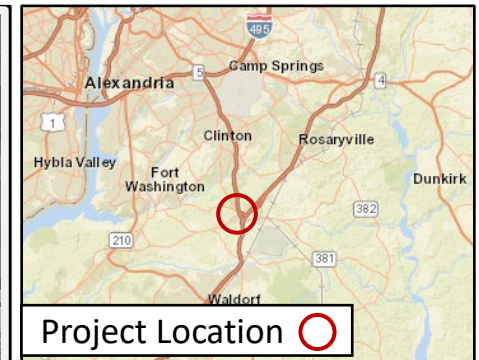
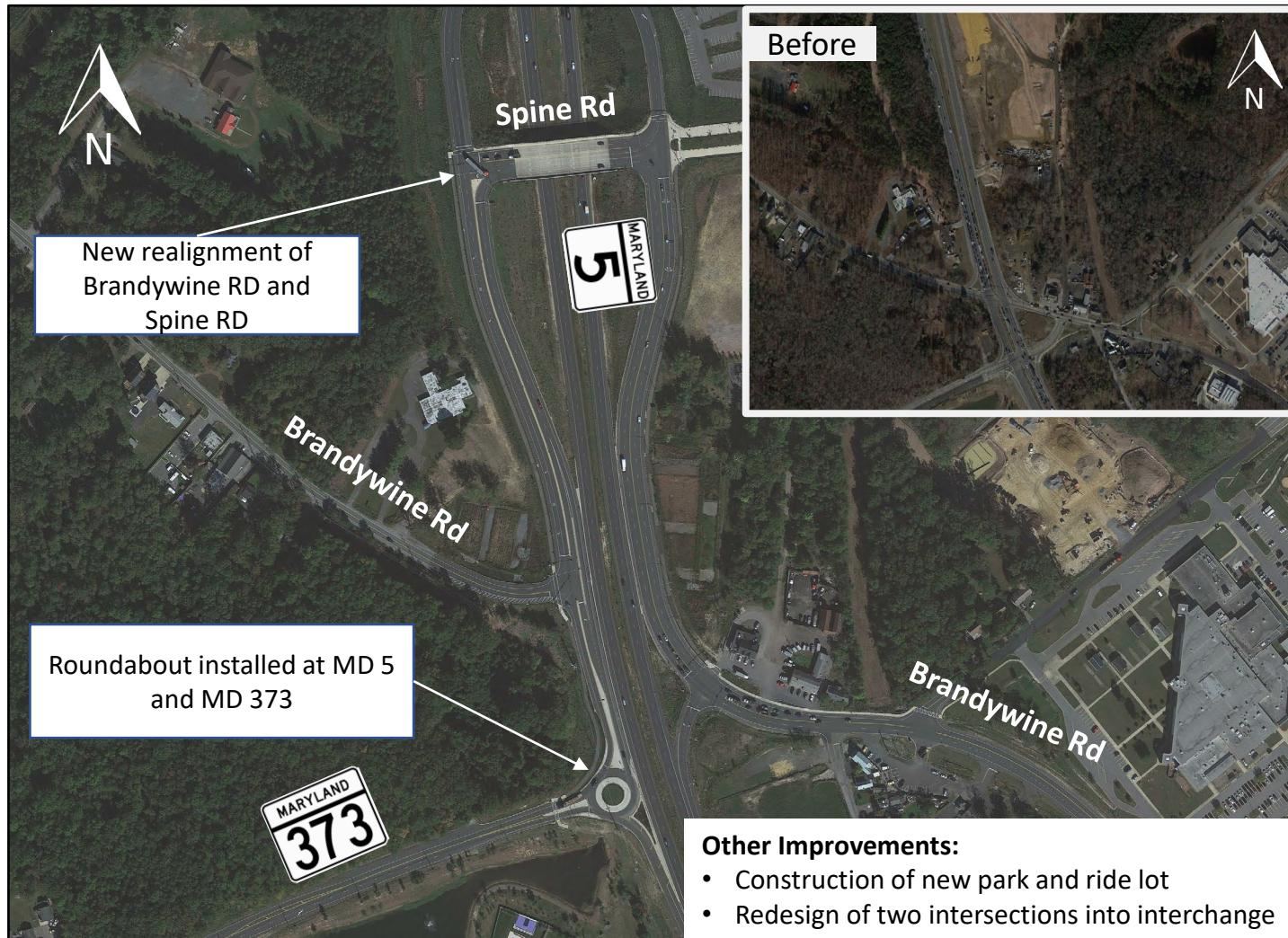
- Improve multimodal accessibility by adding sidewalk/shared-use path
- Intersection realignment improves sight distance
- Adding turn lanes is expected to provide safety benefits

Congestion Benefits

- Reduce queuing and delays along MD 355
- Improve intersection LOS from LOS (C) to (B) during AM peak hour and from (E) to (B) during PM peak hour
- Reduce network delay by approximately 60% during both peak hours

MD 5 at MD 373 Interchange

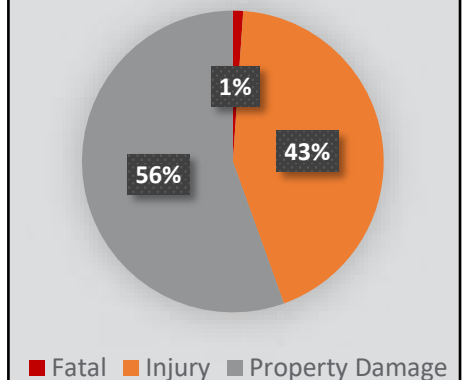
LOCATION: BRANDYWINE, PRINCE GEORGE'S COUNTY



Project Location

MD 5 ADT : 79,700

Crash Summary by Severity

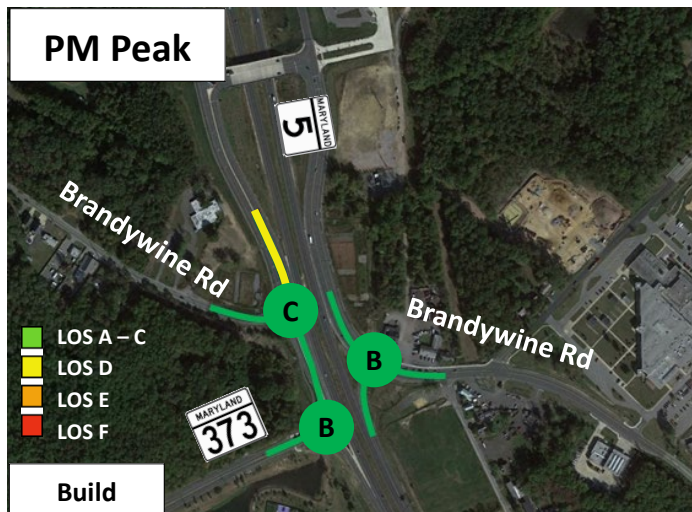
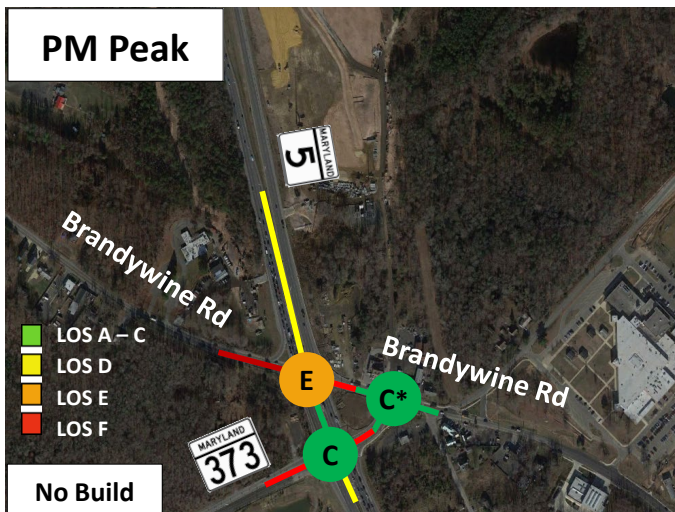
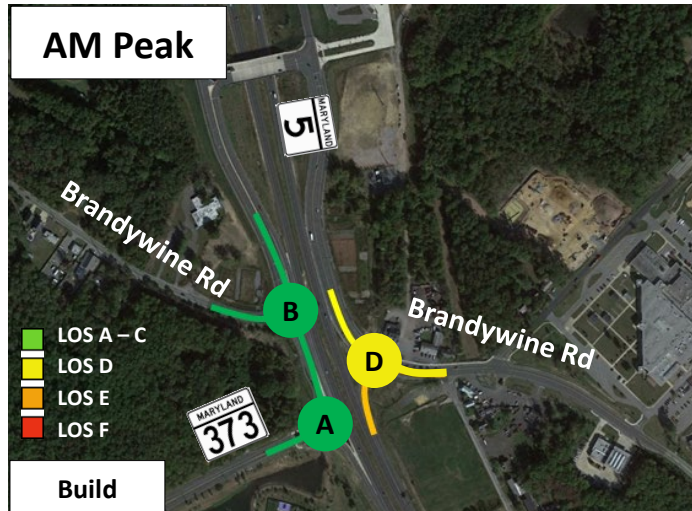
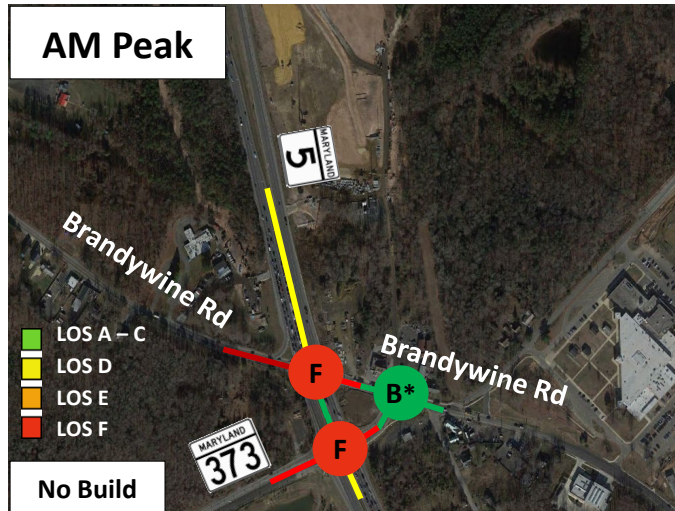


Total Crashes 182

Average Annual Savings (Thousands)			Construction Cost Estimate (Millions)	Benefit:Cost (20 Years)
Delay	Fuel Consumption	Safety		
\$56,054.8	\$751.5	\$3,759.9	\$36.9	34.4:1

MD 5 at MD 373 Interchange

LOCATION: BRANDYWINE, PRINCE GEORGE'S COUNTY



MD 5 ADT : 79,700

Non-Congestion Benefits

- Added bike lanes along Brandywine Rd
- Promote ridesharing by adding new park and ride lot
- Should improve safety by eliminating two congested intersections and replacing with interchange

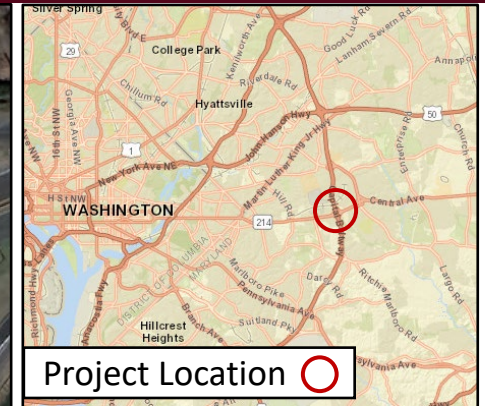
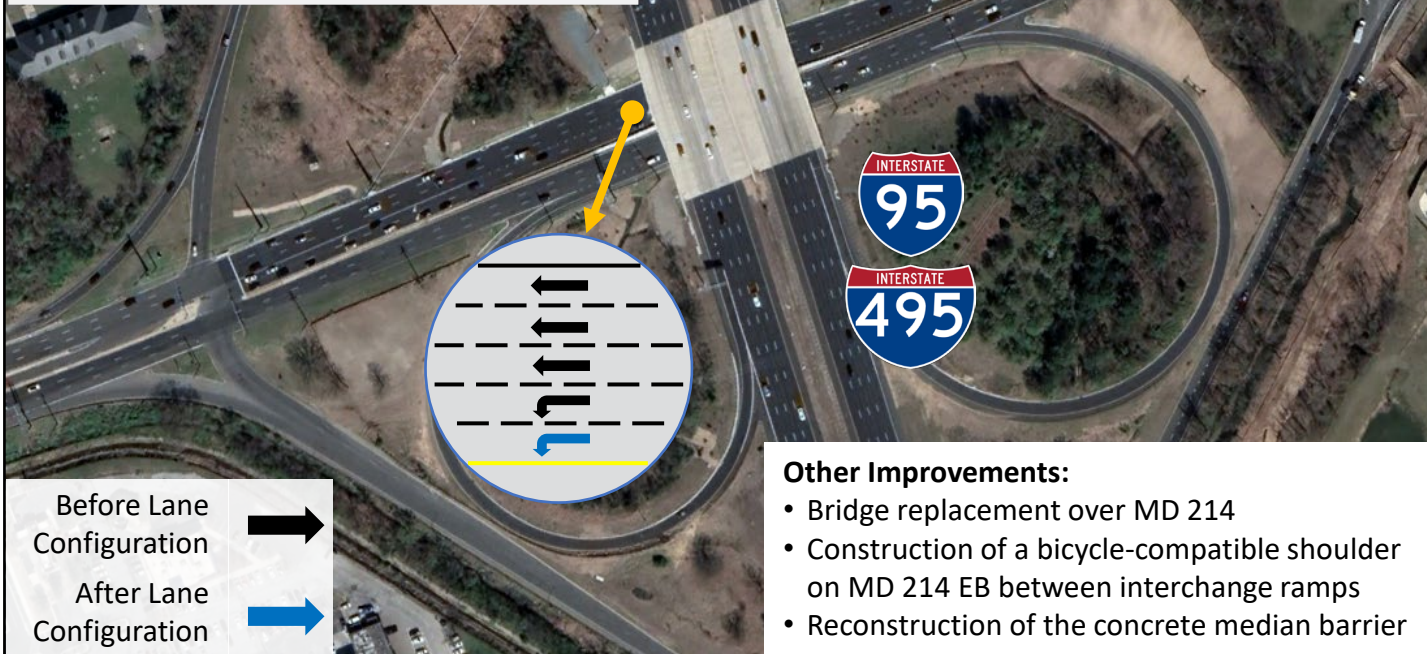
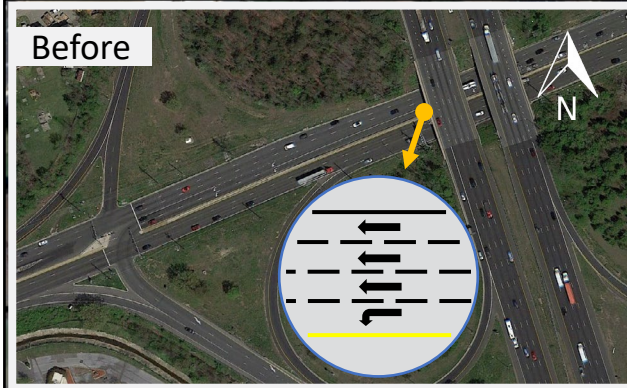
Congestion Benefits

- Reduces congestion along MD 5
- Reduces congestion along Brandywine Rd and MD 373

*The LOS reported is the worst stop-controlled approach's LOS.

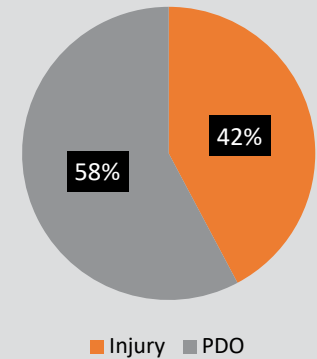
I-95/495 at MD 214

LOCATION: LARGO, PRINCE GEORGE'S COUNTY



MD 214 ADT : 55,200

Crash Summary by Severity



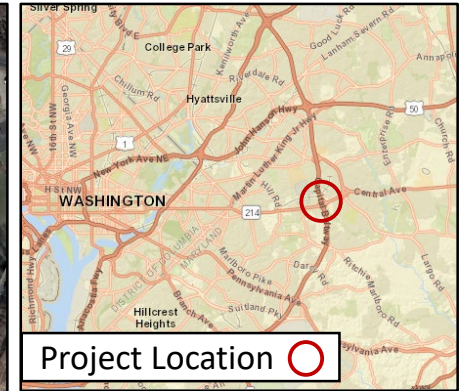
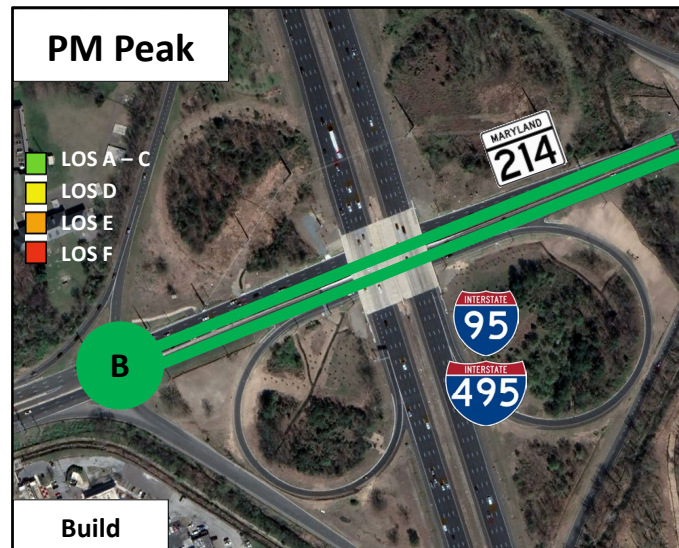
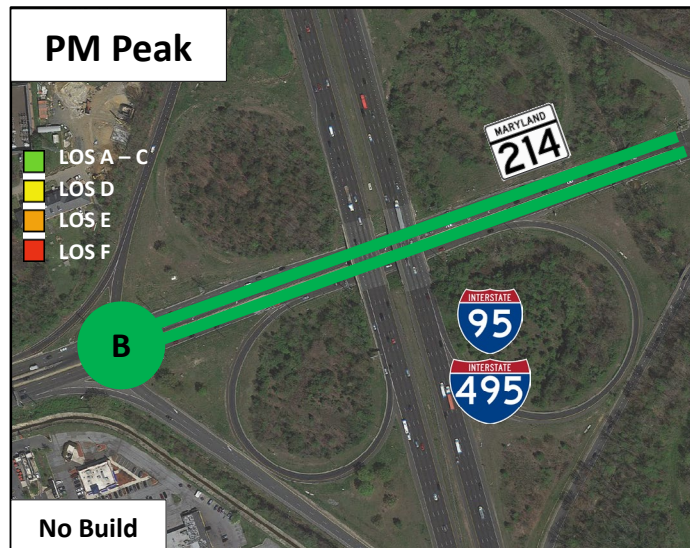
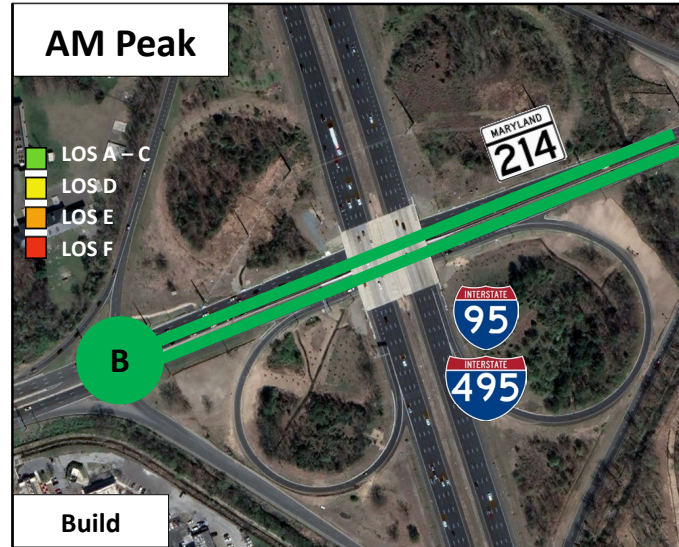
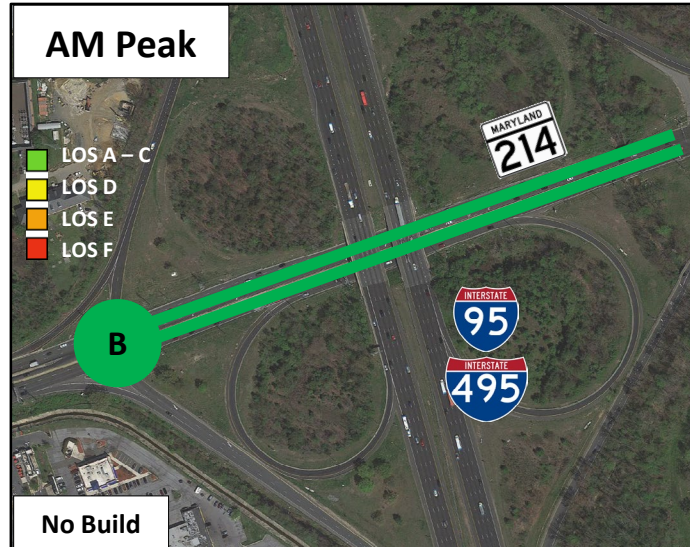
Total Crashes 45

Average Annual Savings (Thousands)

Delay	Fuel Consumption	Safety	Construction Cost Estimate (Millions)	Benefit:Cost (20 Years)
\$16.5	\$0.2	\$850.9	\$26.0	0.4:1

I-95/495 at MD 214

LOCATION: LARGO, PRINCE GEORGE'S COUNTY



MD 214 ADT : 55,200

Non-Congestion Benefits

- Construction of bicycle-compatible shoulder
- Improve safety by reconstructing the concrete median barrier and wider I-95 shoulder

Congestion Benefits

- Slight reduction in network-wide delay
- Slight reduction in ramp terminal delay

LOCATION MAPPING



MDOT SHA is constantly evaluating/expanding methods to identify issues and provide for solutions through various programs and policies. The location of these improvements/facilities and issues are shown in mapping on the following pages.

A. NEW SIDEWALKS

To improve transportation equity, the MDOT SHA continuously provides for programs to improve multi-modal travel. This is accomplished through upgrading sidewalks either by installing missing links, replacing sidewalks in poor condition and constructing curb ramps to meet Americans with Disabilities (ADA) standards. Other pedestrian connections involve trails or multi-use paths. New sidewalks were constructed by MDOT SHA in 14 Counties throughout the State. **(Figures 4-7).**

B. PARK AND RIDE LOTS

The MDOT SHA and MDTA have constructed 112 park and ride lots in 20 Counties **(Figure 8)**. These lots provide over 13,000 spaces to commuters to assist in reducing the number of single vehicle trips and provide for free parking to connect with transit.

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

The best use of a roadway facility can mean that different strategies be incorporated to utilize the full potential of moving persons. 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 also 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 (I-95 north of Baltimore City) and an all-electronic toll collection facility where the toll is based on the time of day (MD 200). The strategies are employed on both MDOT SHA and MDTA facilities **(Figure 9)**.

D. CHART'S TRAFFIC OPERATIONS CENTERS

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

E. SIGNAL SYSTEMS UPGRADES

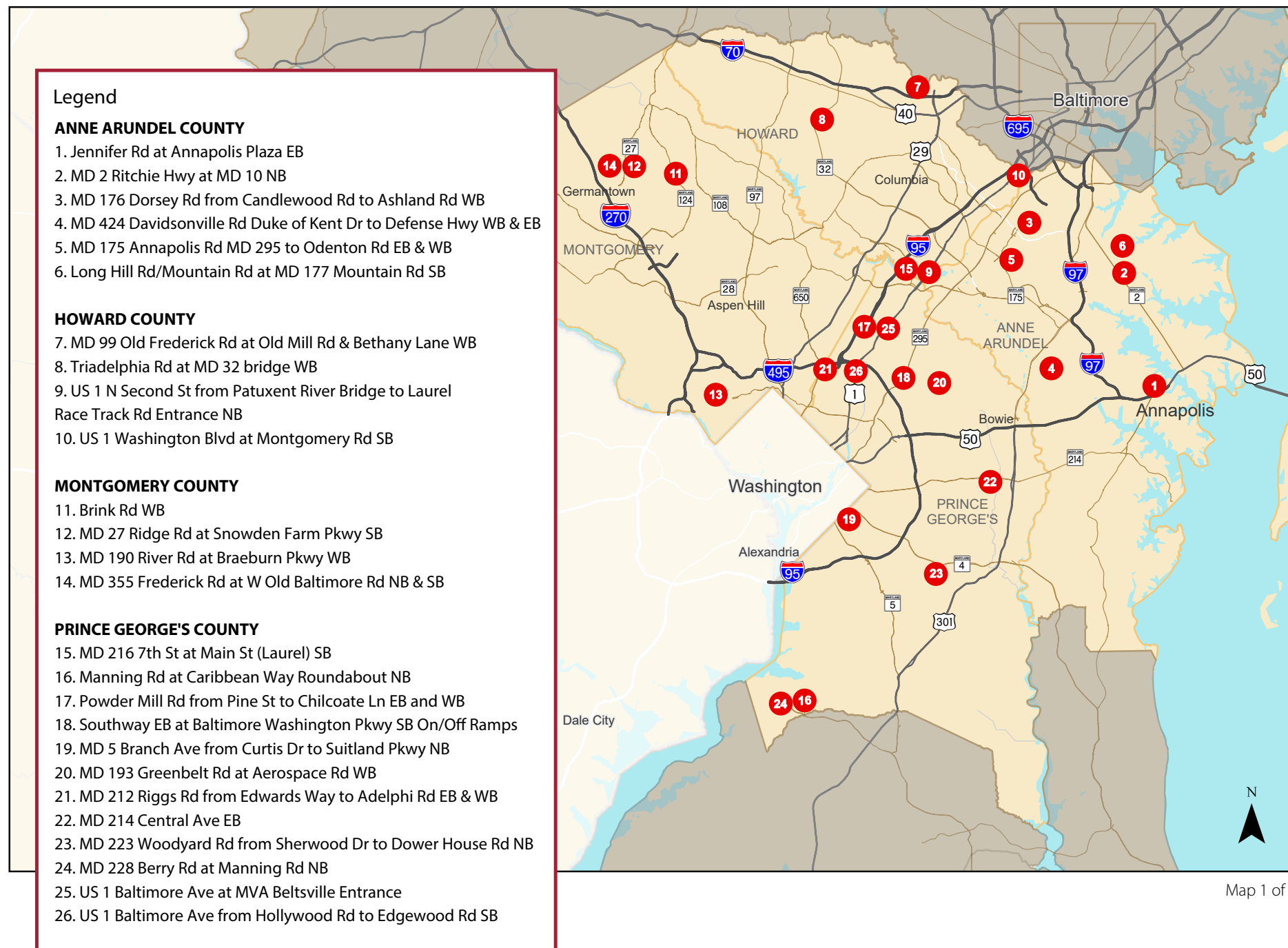
Signal systems are reviewed continually by MDOT SHA to improve traffic progression along a roadway. As needed the signals are retimed to provide better progression to motorists or reduce side street delay. In 2021, eight systems were upgraded **(Figure 11)** plus three new SMART signal systems were implemented **(Figure 12)**.

F. FAILING INTERSECTIONS

Traffic analysis is performed for each intersection where traffic data is collected. This assists in identifying the most congested intersections in the State. The worse performing intersections based on traffic counts performed in the last four years are mainly concentrated in Montgomery and Prince George's Counties **(Figure 13 and 14)**.

New Sidewalk Locations

Figure 4



Map 1 of 4

New Sidewalk Locations

Figure 5

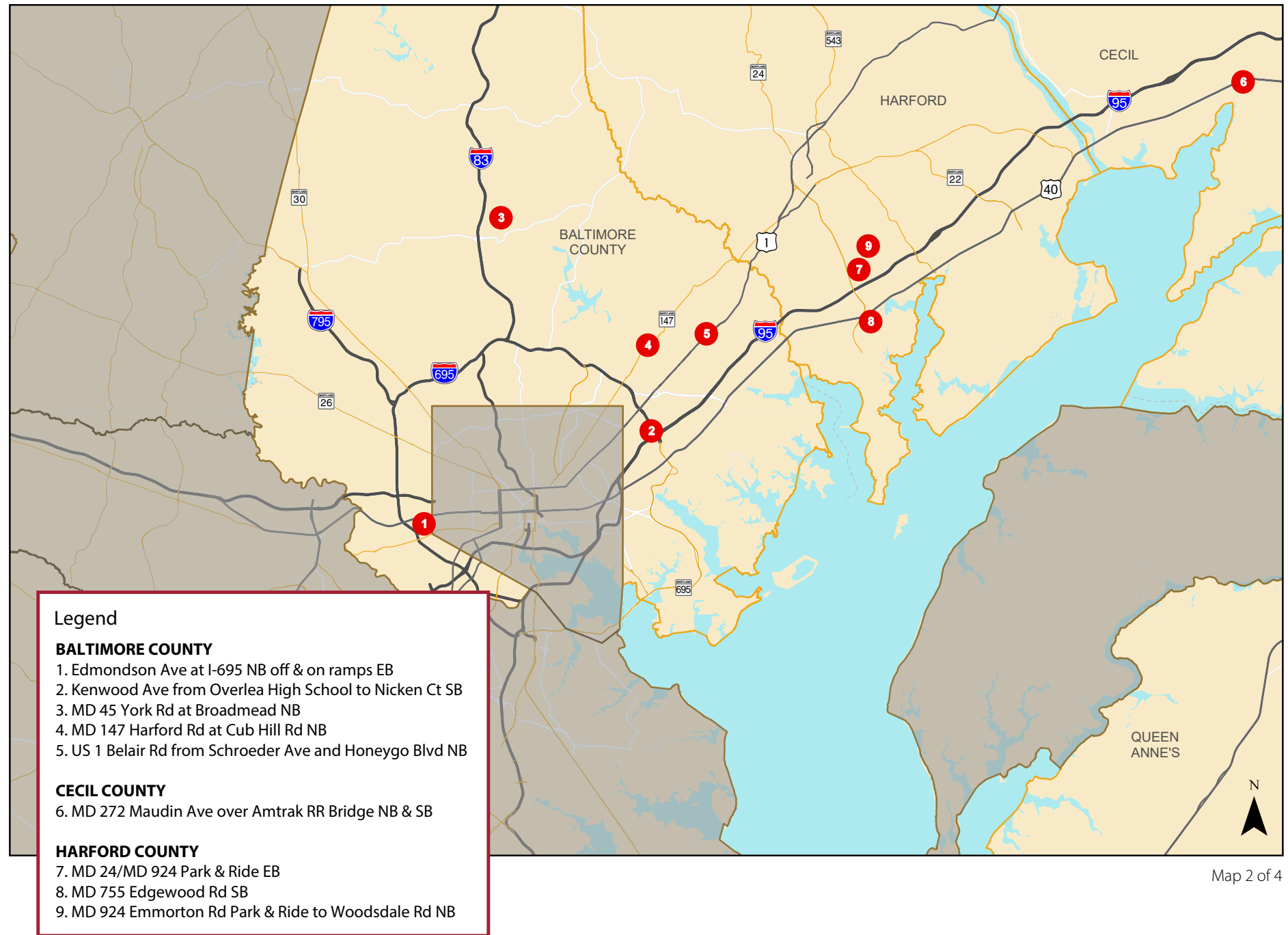
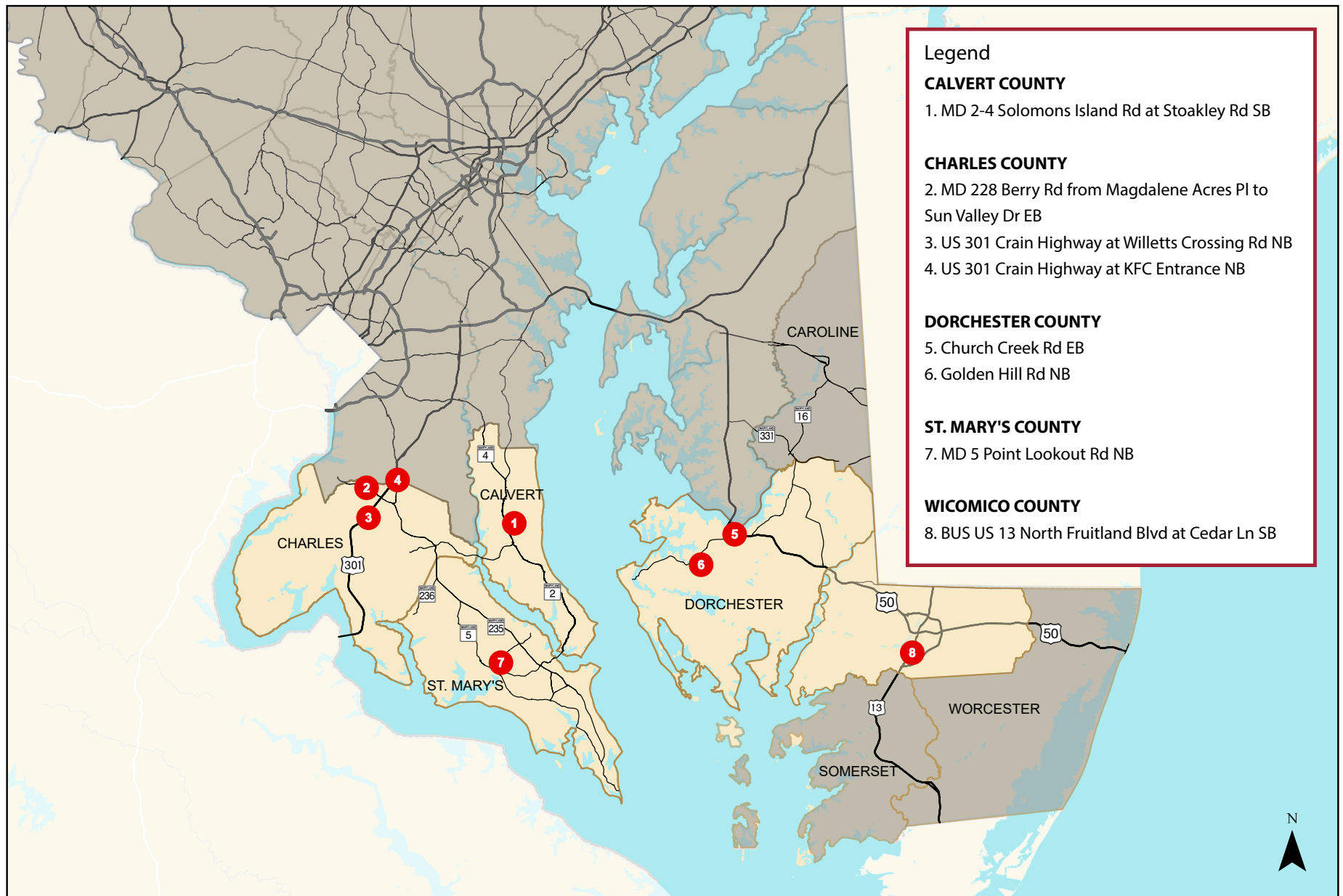


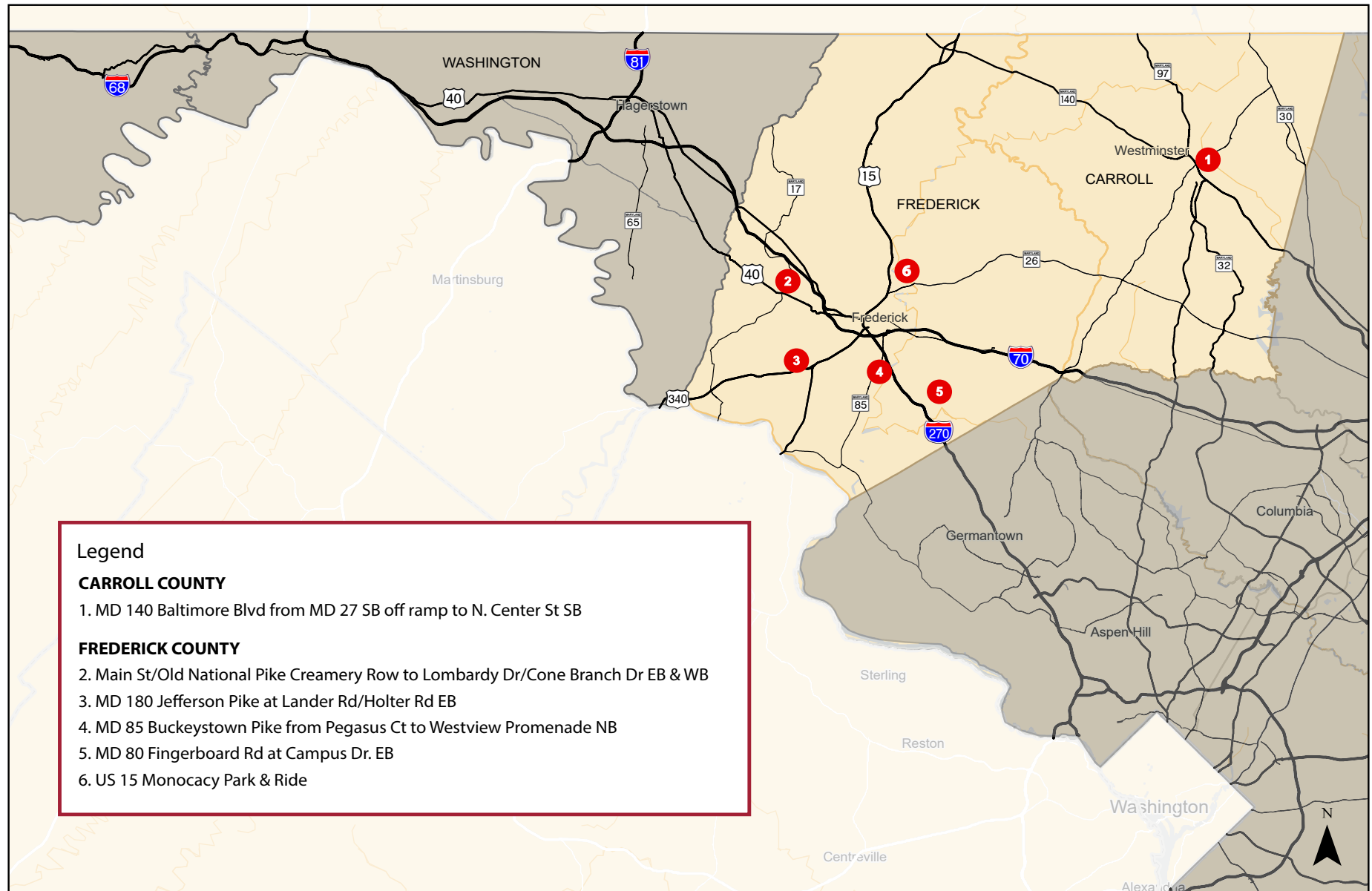
Figure 6

New Sidewalk Locations



Map 3 of 4

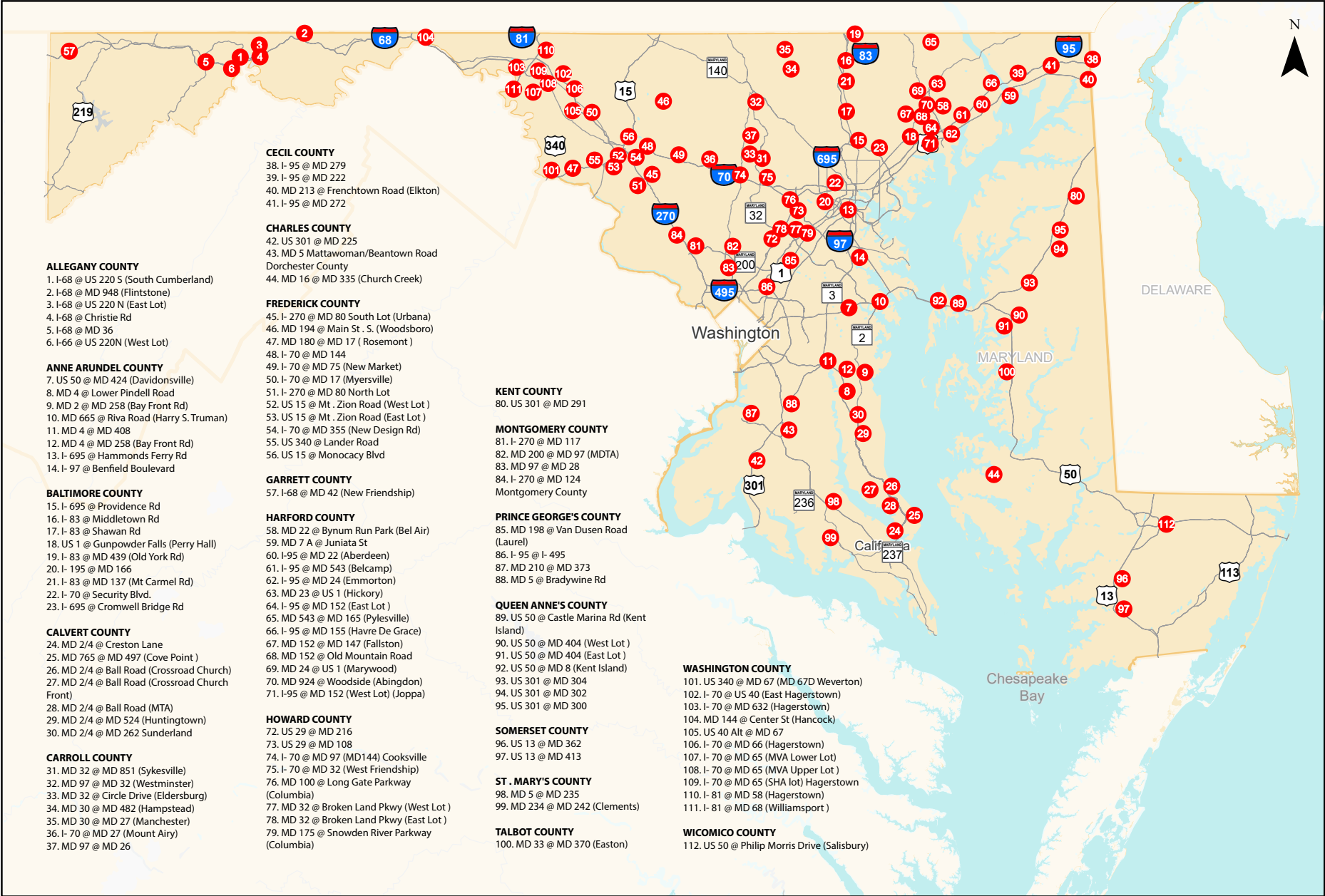
New Sidewalk Locations



Map 4 of 4

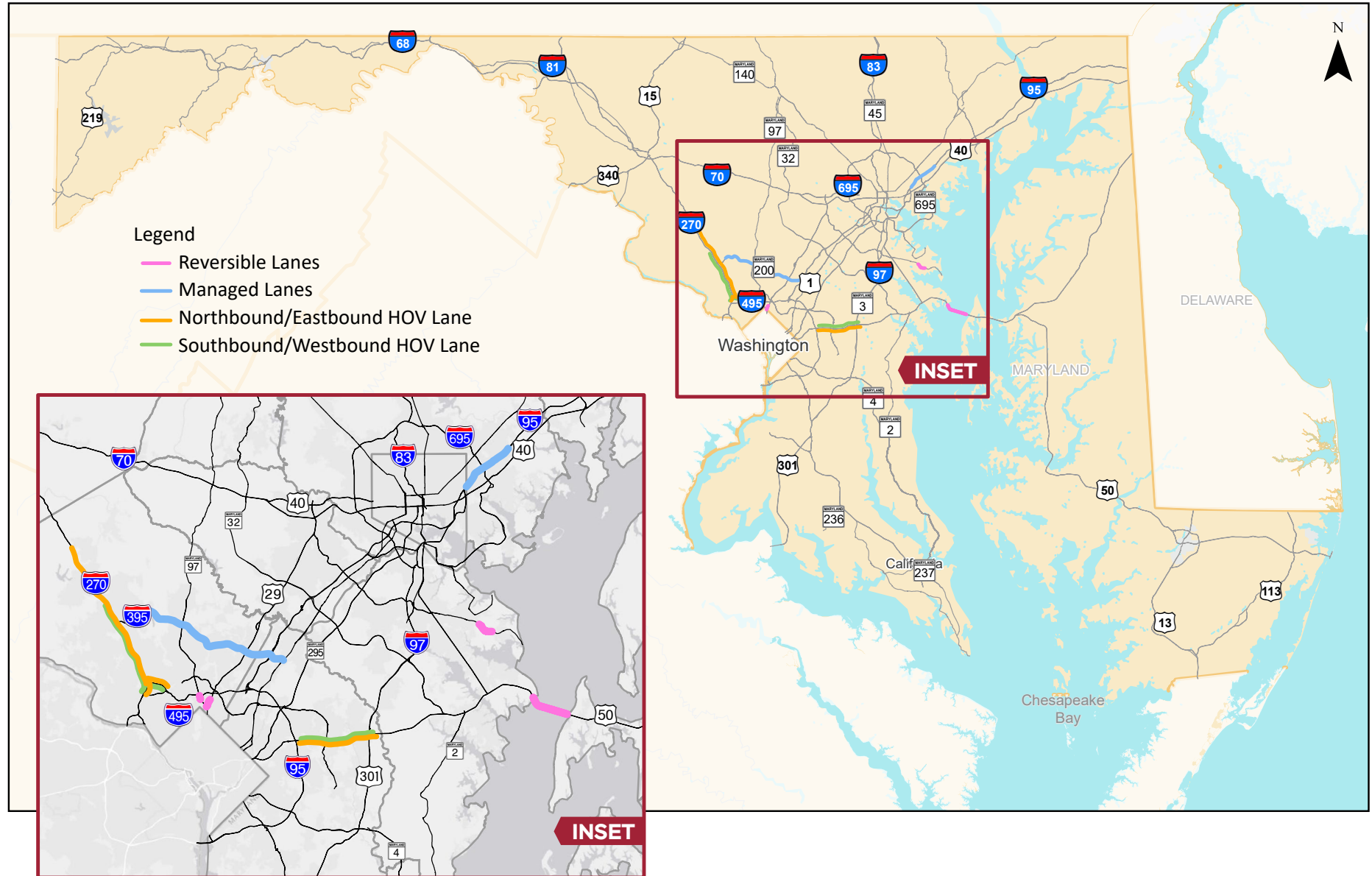
Figure 8

Park and Ride Locations



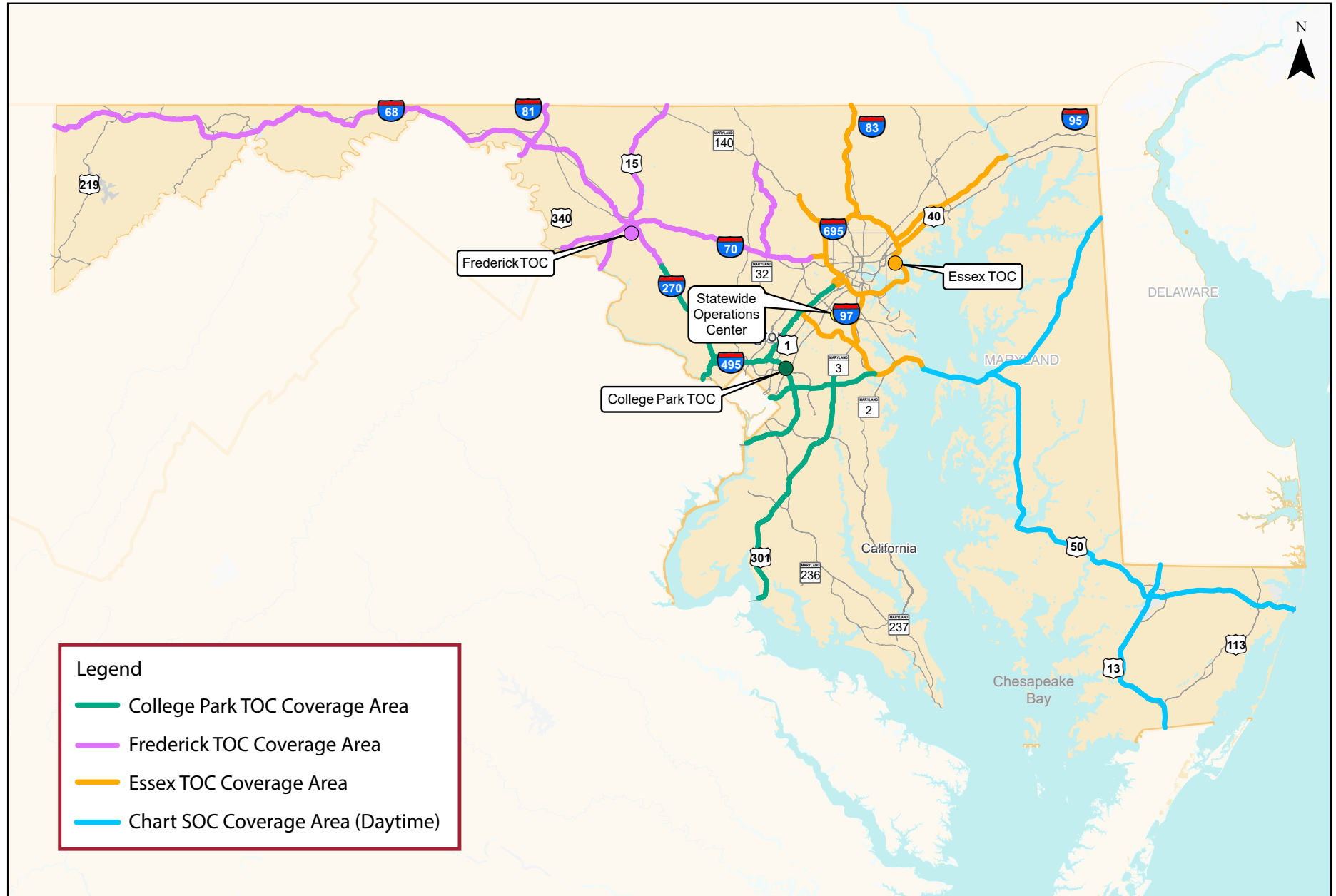
HOV, Reversible and Managed Lane Locations

Figure 9



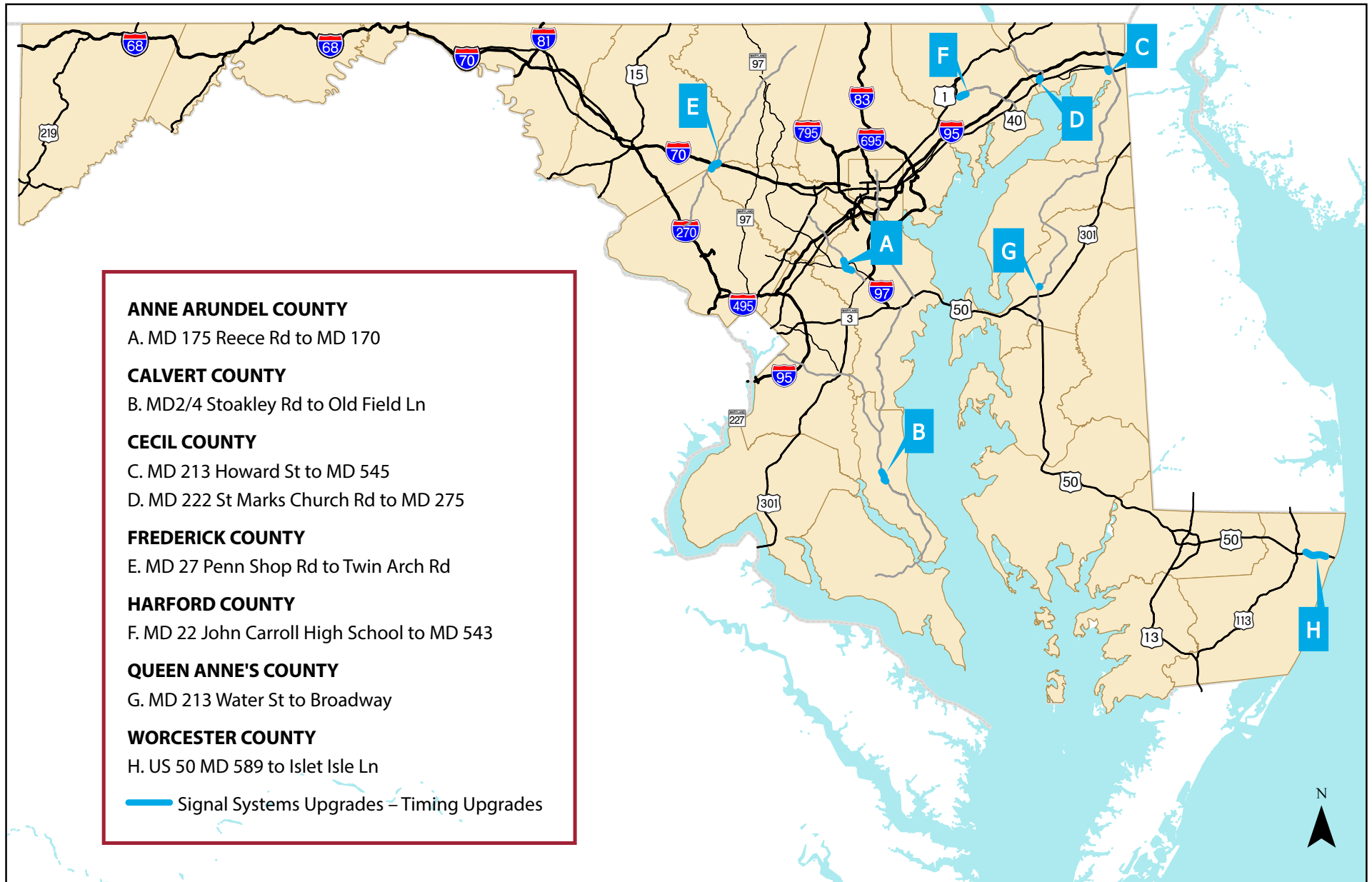
Statewide and Regional Traffic Operations Centers

Figure 10



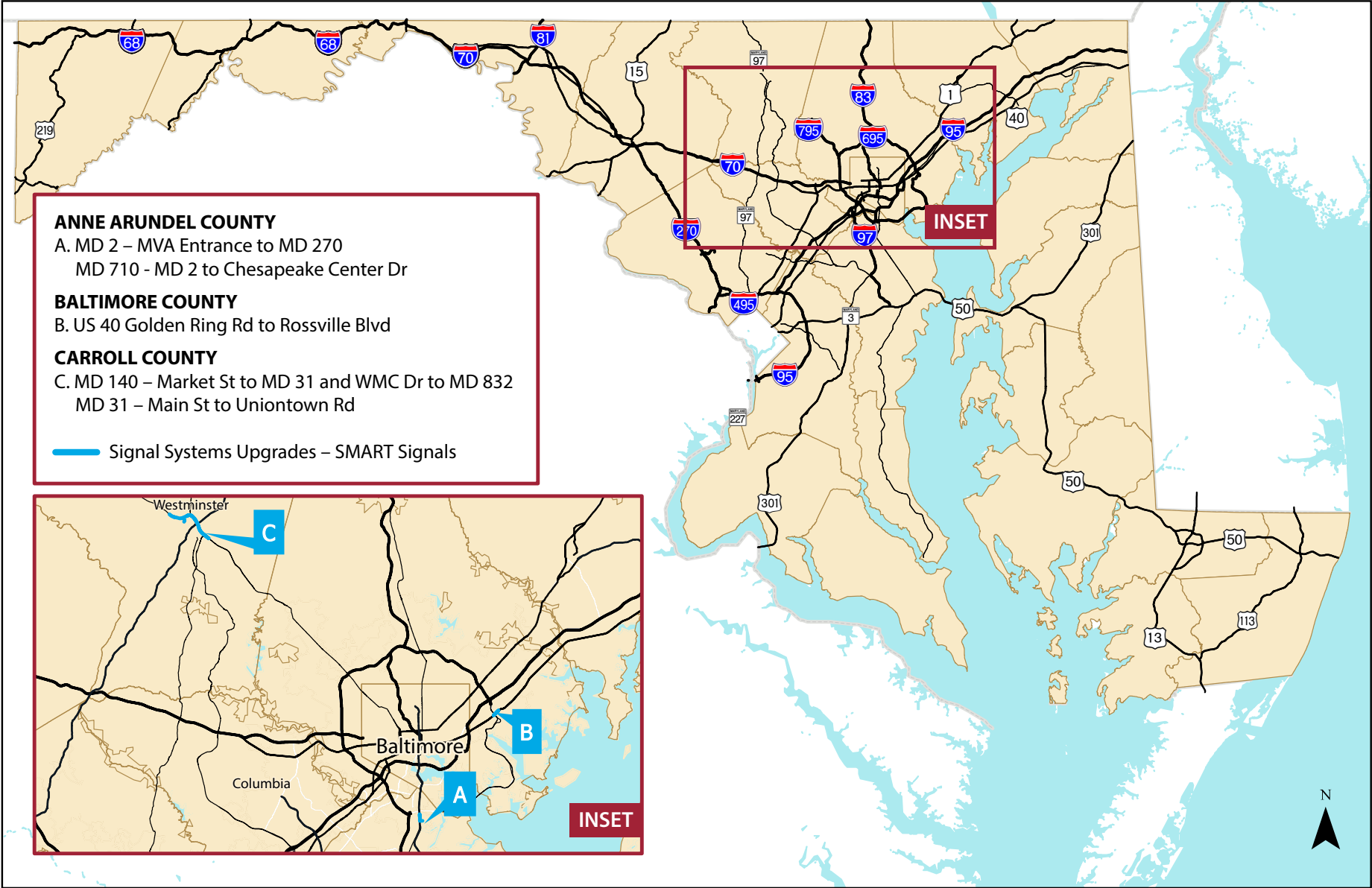
2021 Signal System Upgrades - Timing Upgrades

Figure 11



2021 Signal System Upgrades - SMART Signals

Figure 12



Level of Service F Intersections

Figure 13

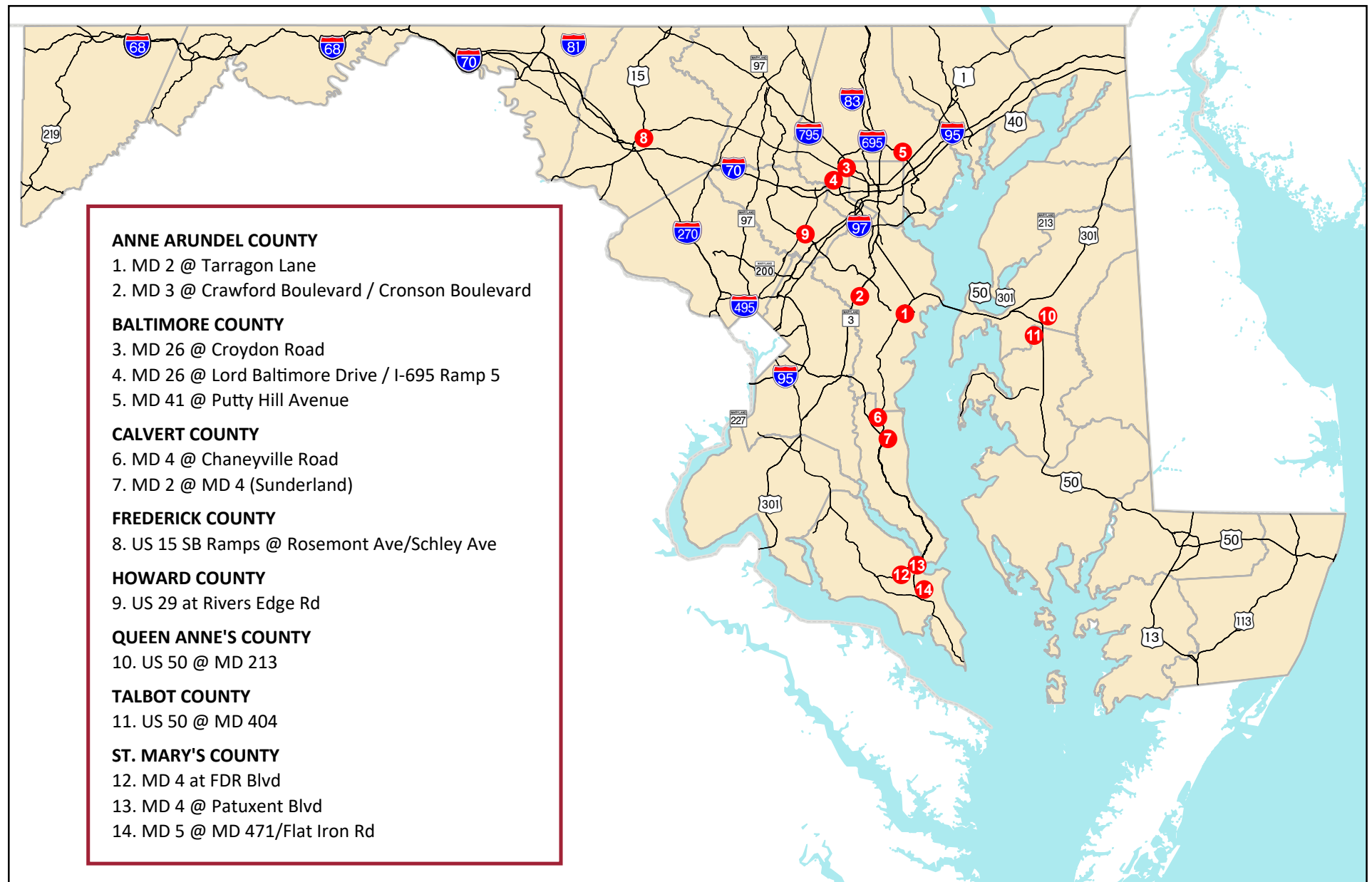
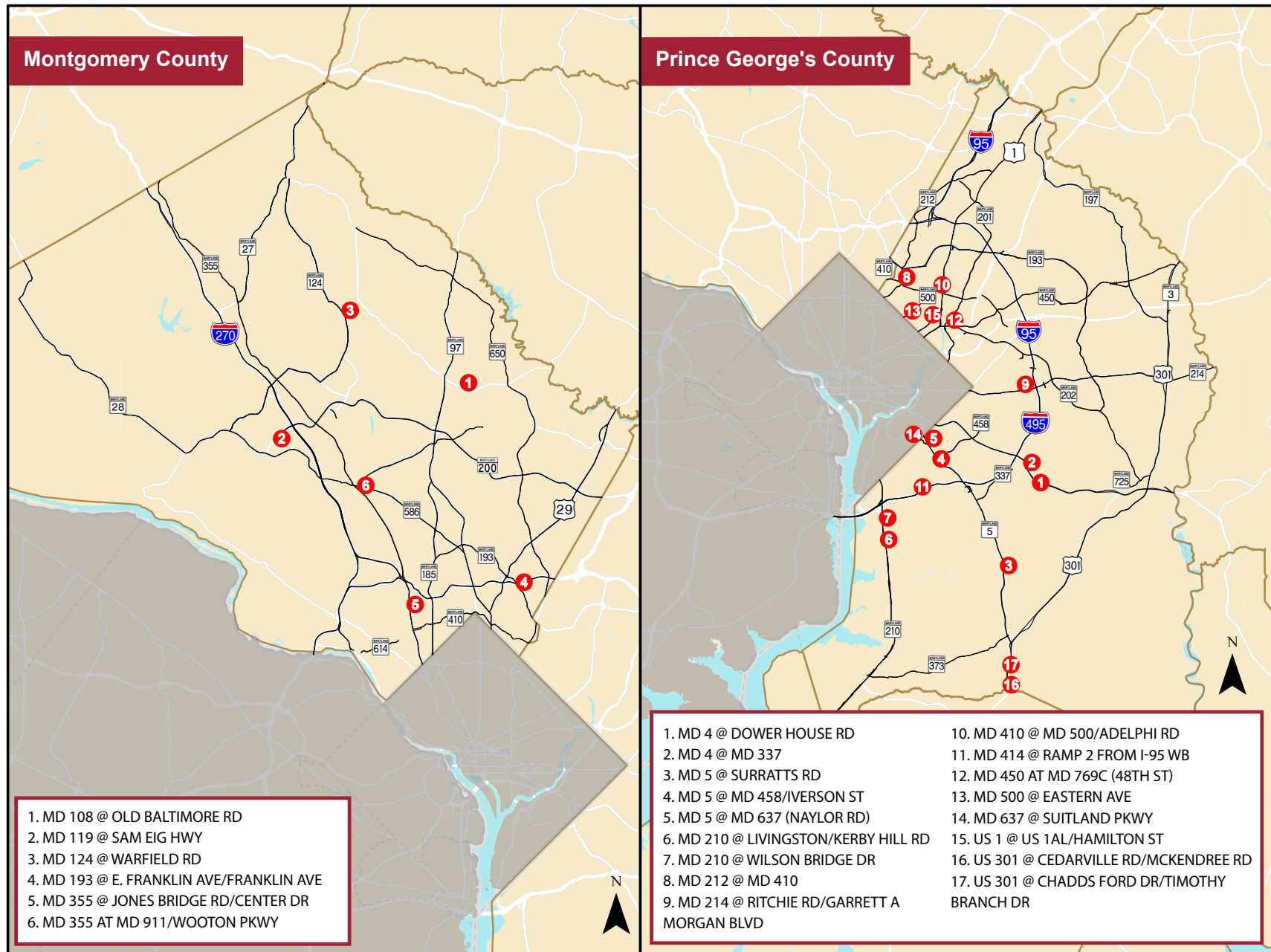


Figure 14

Level of Service F Intersections



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



**STATE HIGHWAY
ADMINISTRATION**

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Governor

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Lt. Governor

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MDOT Secretary

TIM SMITH, P.E.
MDOT SHA Administrator

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