



STATE HIGHWAY  
ADMINISTRATION

# 2024

## MARYLAND STATE HIGHWAY MOBILITY REPORT SUPPLEMENT

MD 108 AT CENTENNIAL LANE/BEAVERBROOK RD

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# 2024

## MARYLAND STATE HIGHWAY MOBILITY REPORT SUPPLEMENT

### INTRODUCTION

The Maryland Mobility Report and the Maryland Mobility Report Supplement provide an evaluation of multi-modal operations in 2023.

The Maryland Mobility Report provides a general overview of mobility within the state, including the results of mobility programs and policies. The Maryland Mobility Report Supplement provides a more in-depth evaluation of performance trends over the past year, including specifics on each freeway/expressway and major arterial corridor. This document furnishes data on various trends, changes, and improvements along Maryland's multi-modal network.

#### **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

#### **To supplement data in the Maryland Mobility Report, mapping was included to identify locations of the various programs and projects such as:**

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

**For additional information, reference the 2024 Maryland Mobility Report.**

# TRAFFIC VOLUMES

Along Maryland roadways, traffic volumes vary from less than 500 vehicles per day to over 225,000 vehicles per day. These volumes change over time depending upon new developments being constructed, economic factors, capacity constraints, and the construction of roadway improvements which may increase volumes on one road while decreasing volumes on a parallel road. To understand the changes in traffic and truck patterns, SHA monitors volume data from a number of different sources. One method is through continuous count stations which are located on a variety of roadways across the state. These stations record volumes 24 hours per day, 365 days per year at approximately 60 active locations. The majority of traffic data is collected in a three-year cycle at thousands of locations for 48 hours. These counts are used 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: Baltimore Metropolitan, Washington Metropolitan, Southern Maryland, Eastern Shore, and Western Maryland (Figure 1).

The regional breakdown is listed with the SHA county abbreviation in parenthesis.

## 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)

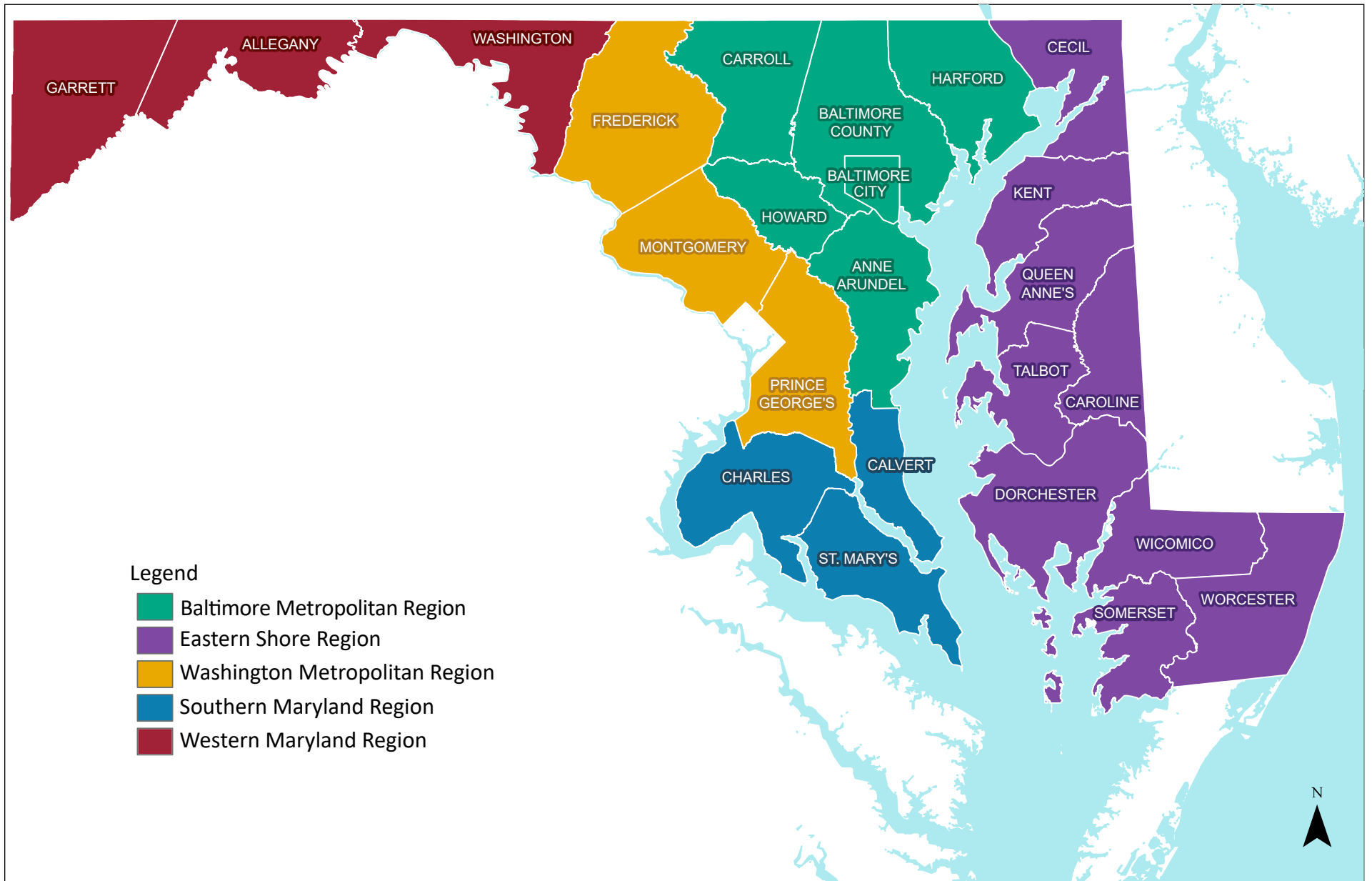
## EASTERN SHORE

- 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)

Figure 1 – Maryland County Regions





The statewide VMT grew by 1.3% from 2022 to 2023, an increase of approximately 760 million VMT. All five regions of the state experienced an increase in VMT, ranging from 90 million in the Western and Southern regions to 240 million in the Baltimore Region (**Table 1**).

Table 1

VMT BY REGION (BILLIONS)					
AREA	2020	2021	2022	2023	CHANGE FROM 2022 TO 2023
Baltimore Region	22.45	25.00	25.16	25.40	+0.24
Washington Region	17.33	19.20	19.32	19.52	+0.20
Southern Region	2.57	2.96	2.92	3.01	+0.09
Eastern Shore Region	5.28	6.10	6.01	6.15	+0.14
Western Region	2.96	3.36	3.37	3.46	+0.09
Total	50.59	56.62	56.78	57.54	+0.76



US 15 SOUTH OF WILLOW RD

# CONGESTION TRENDS

## A. FREEWAY/EXPRESSWAY FACT SHEETS

Drivers expect the highest level of mobility along freeways/expressways. The primary purpose of these roadways is to serve long-distance travel and provide routes for freight and goods deliveries. Freeways/expressways are high-speed facilities that provide maximum mobility. Access along these roadways is limited to interchanges and these highways are termed controlled access facilities. Various metrics were evaluated along these roadways including:

- Travel time index (Congestion)
- Planning time index (Reliability)
- Daily variability
- Percentage of roadways in each direction in the peak hour that operates at uncongested, moderate, heavy, and severely congested levels
- Segments that experienced the largest increase or decrease in congestion from 2022

### 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
- MD 32
- MD 100
- MD 200
- MD 295
- US 50 (Washington DC Line to William Preston Lane Bridge (Bay Bridge))

Seasonal traffic is a concern in several areas in the state. This is especially true during the summer on the Eastern Shore and along the I-95 corridor in Northeastern Maryland, where normally there is minimal congestion. The following two locations were evaluated:

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

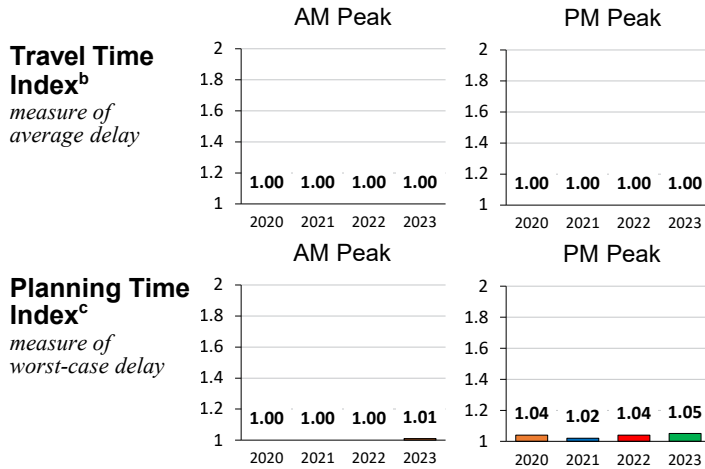
For each freeway/expressway, the percentage of roadway miles that operate in uncongested, moderate congestion, heavy congestion, and severe congestion conditions are identified in **Table 2**.



# 2024 Maryland State Highway Mobility Report

## I-70: Pennsylvania Border to US 40 Frederick

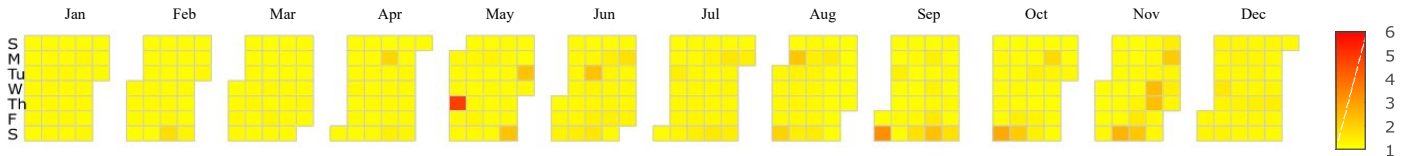
### Trends<sup>a</sup>



48 center miles carrying 53,000 vehicles every day

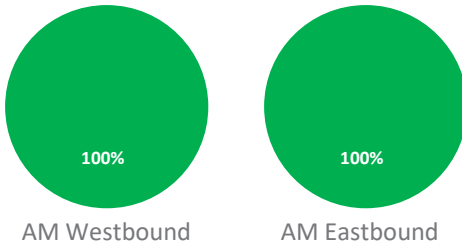


### Daily Variability of PTI<sup>d</sup>



### Weekday Congestion

2023 Percent of Roadway  
Miles in Congested Conditions



AM Westbound

AM Eastbound

AM Peak Hour<sup>a</sup>

Most Improved  
Segments (TTI)

1. I-70 EB at MD 65/Exit 29

2023

1.02

2022

1.05

Decreased  
Operations  
Segments (TTI)

1. I-70 EB at US 40/Exit 32

1.01

1.00

PM Peak Hour<sup>a</sup>

Most Improved  
Segments (TTI)

1. I-70 WB from US 40/Exit 48 to MD 17/Exit 42  
2. I-70 EB at MD 65/Exit 29  
3. I-70 EB from Exit 28 to Exit 29

2023

1.02

1.00

1.00

2022

1.05

1.02

1.01

Decreased  
Operations  
Segments (TTI)

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

1.09

1.08

1.09

1.03

1.05

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.

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.



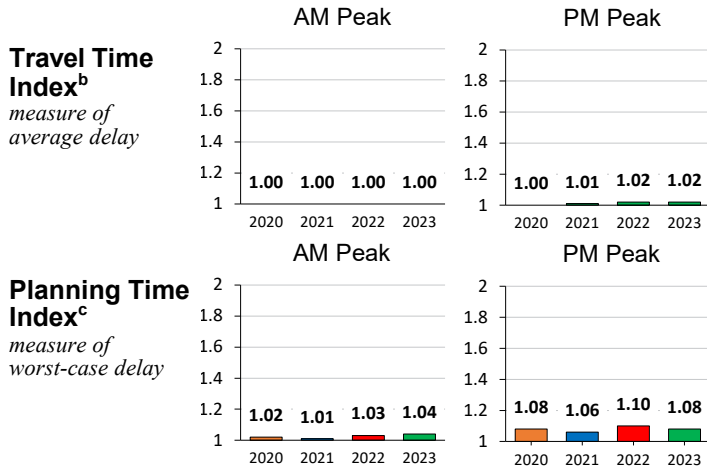
Based on speed data from INRIX and volume data from State Highway Administration



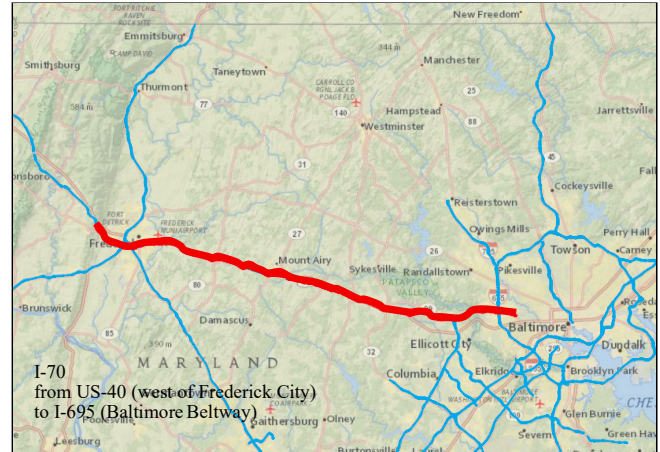
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## I-70: US 40 Frederick to I-695

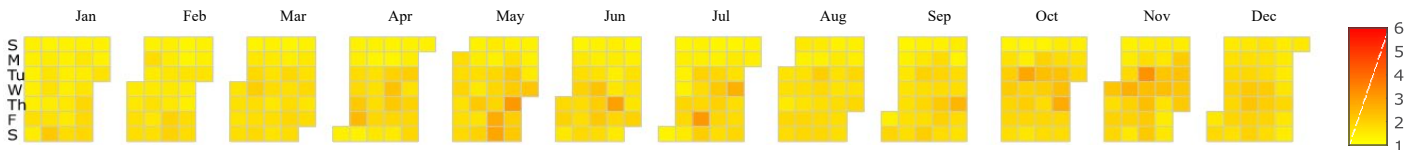
### Trends<sup>a</sup>



45 center miles carrying 73,000 vehicles every day

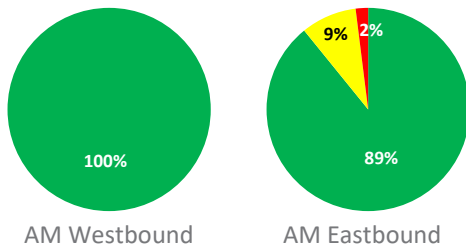


### Daily Variability of PTI<sup>d</sup>



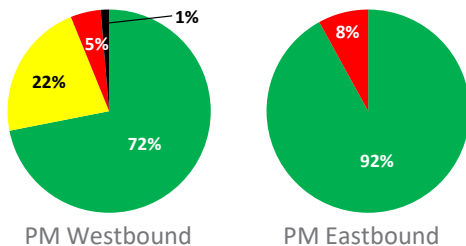
### Weekday Congestion

2023 Percent of Roadway Miles in Congested Conditions



AM Westbound

AM Eastbound



PM Westbound

PM Eastbound

#### AM Peak Hour<sup>a</sup>

##### Most Improved Segments (TTI)

1. I-70 EB from Marriottsville Rd to US 29
2. I-70 EB from US 29 to I-695
3. I-70 WB at MD 122 Security Blvd

##### Decreased Operations Segments (TTI)

1. I-70 EB at Marriottsville Rd
2. I-70 EB from Ingleside Ave to MD 122 Security Blvd
3. I-70 EB at US 40

	2023	2022
1. I-70 EB from Marriottsville Rd to US 29	1.26	1.32
2. I-70 EB from US 29 to I-695	1.11	1.13
3. I-70 WB at MD 122 Security Blvd	1.00	1.02

#### PM Peak Hour<sup>a</sup>

##### Most Improved Segments (TTI)

1. I-70 EB from US 29 to I-695
2. I-70 WB at US 29
3. I-70 EB at I-270

##### Decreased Operations Segments (TTI)

1. I-70 WB at US 15/US 340
2. I-70 WB from US 15/US 340 to I-270
3. I-70 WB at I-270/US 40

	2023	2022
1. I-70 EB from US 29 to I-695	1.31	1.38
2. I-70 WB at US 29	1.68	1.72
3. I-70 EB at I-270	1.01	1.02
1. I-70 WB at US 15/US 340	2.15	1.81
2. I-70 WB from US 15/US 340 to I-270	1.99	1.65
3. I-70 WB at I-270/US 40	1.88	1.54

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.

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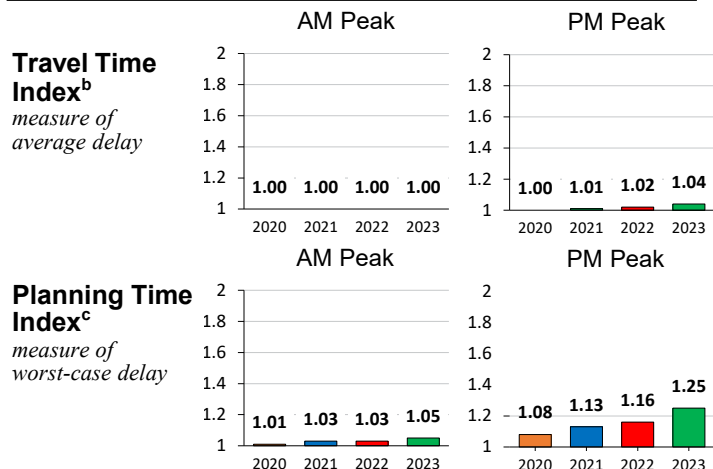
d - Variability of worst-case travel experience along facility for each day of year, shown as plot of PTI by day of week and month.



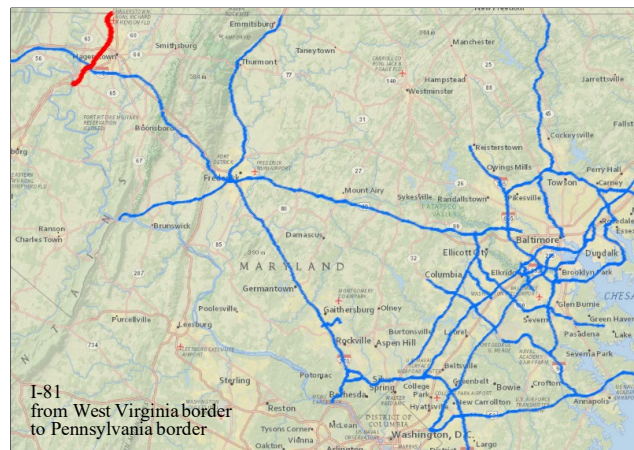
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## I-81

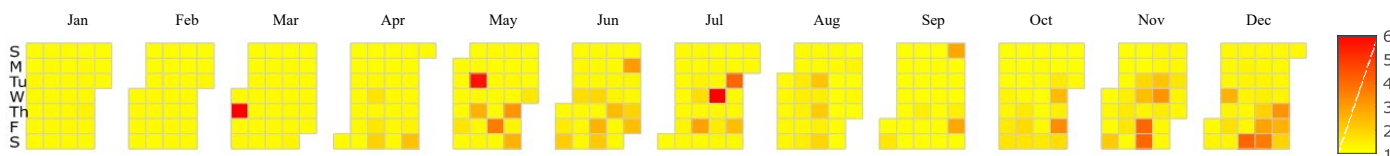
### Trends<sup>a</sup>



12 center miles carrying 71,000 vehicles every day

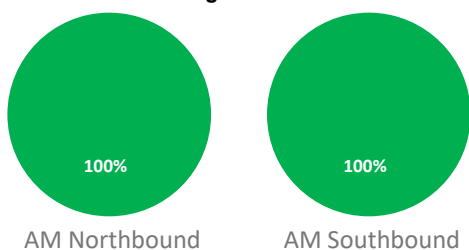


### Daily Variability of PTI<sup>d</sup>



### Weekday Congestion

2023 Percent of Roadway Miles in Congested Conditions



AM Peak Hour<sup>a</sup>

**Most Improved Segments (TTI)**

1. N/A

**Decreased Operations Segments (TTI)**

1. I-81 NB from US 11/Exit 2 to I-70/Exit 4
2. I-81 NB at US 11/Exit 2

2023  
N/A

2022  
N/A

1.03  
1.04

1.00  
1.02

PM Peak Hour<sup>a</sup>

**Most Improved Segments (TTI)**

1. N/A

**Decreased Operations Segments (TTI)**

1. I-81 SB at US 40/Exit 6
2. I-81 NB from Halfway Blvd/Exit 5 to US 40/Exit 6
3. I-81 SB from Salem Ave/Exit 7 to US 40/Exit 6

2023  
N/A

2022  
N/A

1.14  
1.12  
1.10

1.10  
1.08  
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

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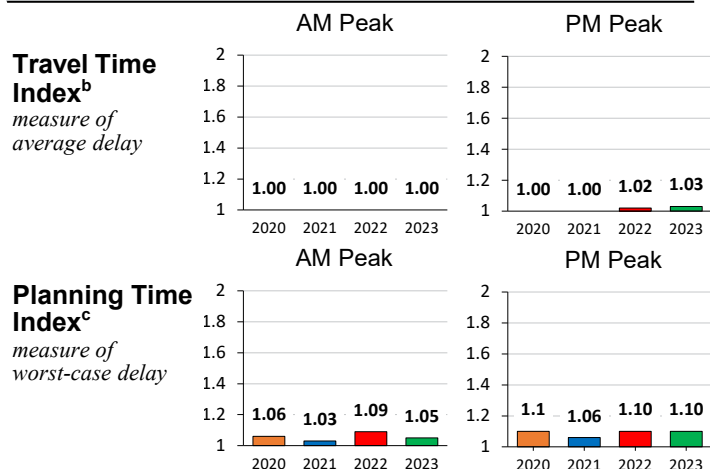
Based on speed data from INRIX and volume data from State Highway Administration



# 2024 Maryland State Highway Mobility Report

## I-83

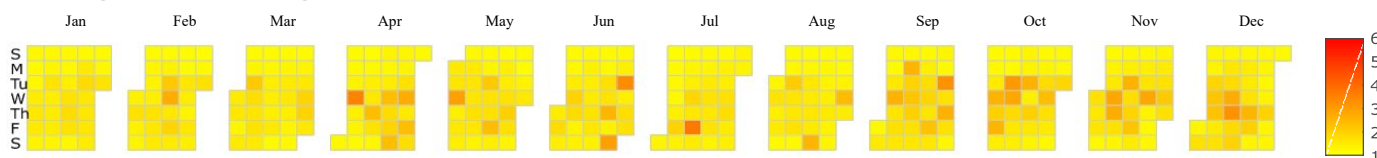
### Trends<sup>a</sup>



27 center miles carrying 77,000 vehicles every day

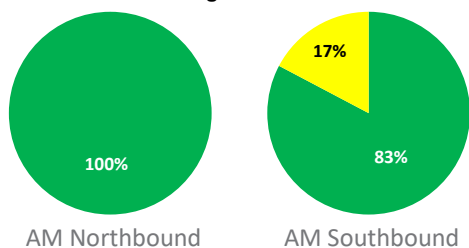


### Daily Variability of PTI<sup>d</sup>



### Weekday Congestion

2023 Percent of Roadway  
Miles in Congested Conditions



AM Peak Hour<sup>a</sup>

Most Improved  
Segments (TTI)

1. I-83 NB at I-695 Split
2. I-83 NB from MD 131 to Timonium Rd/Exit 16
3. I-83 NB at Timonium Rd/Exit 16

Decreased  
Operations  
Segments (TTI)

1. I-83 SB from MD 133/Exit 12 to W. Northern Pkwy/Exit 10
2. I-83 SB at Timonium Rd/Exit 16
3. I-83 SB at Padonia Rd/Exit 17

	2023	2022
1. I-83 NB at I-695 Split	1.08	1.10
2. I-83 NB from MD 131 to Timonium Rd/Exit 16	1.05	1.07
3. I-83 NB at Timonium Rd/Exit 16	1.04	1.05
1. I-83 SB from MD 133/Exit 12 to W. Northern Pkwy/Exit 10	1.24	1.12
2. I-83 SB at Timonium Rd/Exit 16	1.20	1.10
3. I-83 SB at Padonia Rd/Exit 17	1.19	1.10

PM Peak Hour<sup>a</sup>

Most Improved  
Segments (TTI)

1. I-83 NB from MD 131 to Timonium Rd/Exit 16
2. I-83 NB from Warren Rd/Exit 18 to Shawan Rd/Exit 20

Decreased  
Operations  
Segments (TTI)

1. I-83 SB at I-695 Split
2. I-83 SB at Timonium Rd/Exit 16
3. I-83 SB from Timonium Rd to I-695 Split

	2023	2022
1. I-83 NB from MD 131 to Timonium Rd/Exit 16	1.07	1.08
2. I-83 NB from Warren Rd/Exit 18 to Shawan Rd/Exit 20	1.00	1.01
1. I-83 SB at I-695 Split	2.35	1.86
2. I-83 SB at Timonium Rd/Exit 16	1.91	1.50
3. I-83 SB from Timonium Rd to I-695 Split	1.88	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

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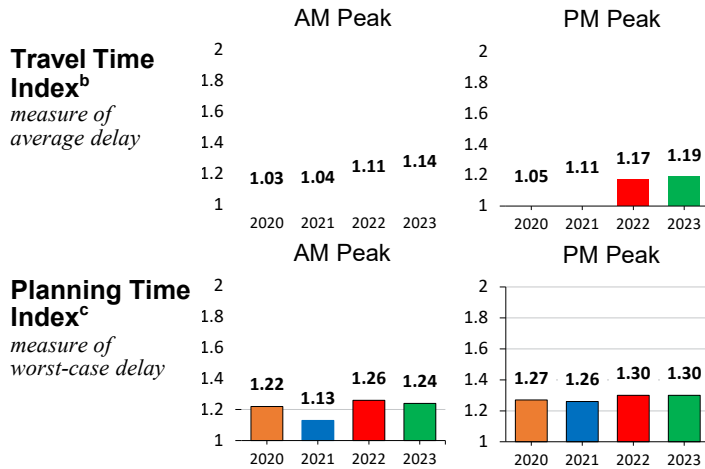
Based on speed data from INRIX and volume data from State Highway Administration



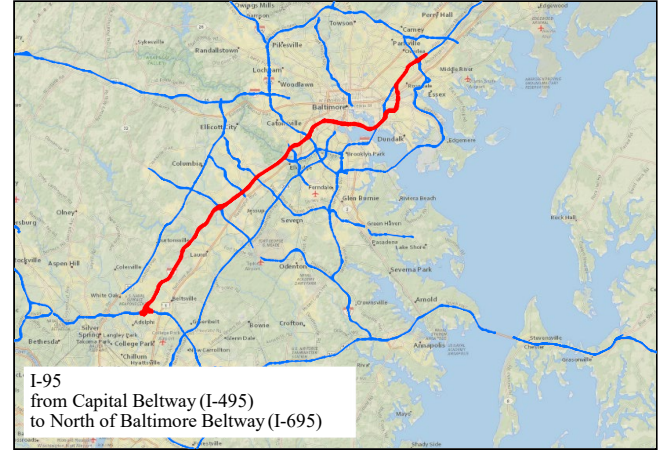
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## I-95: I-495 to I-695 (North)

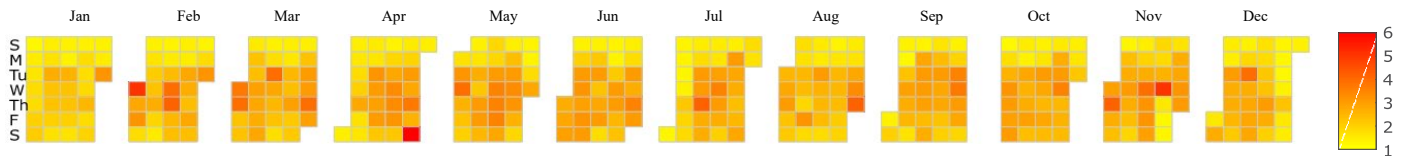
### Trends<sup>a</sup>



39 center miles carrying 157,000 vehicles every day

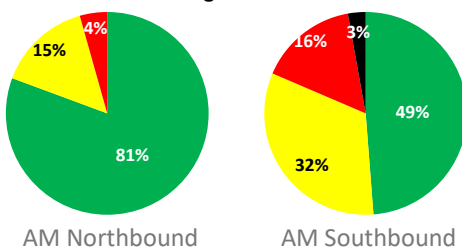


### Daily Variability of PTI<sup>d</sup>



### Weekday Congestion

2023 Percent of Roadway Miles in Congested Conditions



#### AM Peak Hour<sup>a</sup>

##### Most Improved Segments (TTI)

1. I-95 NB North of I-695/Exit 49
2. I-95 NB at Fort McHenry Tunnel
3. I-95 NB West of Fort McHenry Tunnel

##### Decreased Operations Segments (TTI)

1. I-95 SB at Fort McHenry Tunnel Toll Plaza
2. I-95 SB at Fort McHenry Tunnel
3. I-95 SB South of Fort McHenry Tunnel Toll Plaza

	2023	2022
1. I-95 NB North of I-695/Exit 49	1.13	1.18
2. I-95 NB at Fort McHenry Tunnel	1.00	1.05
3. I-95 NB West of Fort McHenry Tunnel	1.12	1.16
1. I-95 SB at Fort McHenry Tunnel Toll Plaza	1.68	1.24
2. I-95 SB at Fort McHenry Tunnel	1.58	1.16
3. I-95 SB South of Fort McHenry Tunnel Toll Plaza	1.71	1.31

#### PM Peak Hour<sup>a</sup>

##### Most Improved Segments (TTI)

1. I-95 NB East of Fort McHenry Tunnel
2. I-95 NB at Keith Ave/Exit 56
3. I-95 NB North of Keith Ave/Exit 56

##### Decreased Operations Segments (TTI)

1. I-95 SB at I-495/Exit 27 - 25
2. I-95 NB at MD 175/Exit 41
3. I-95 SB at MD 175/Exit 41

	2023	2022
1. I-95 NB East of Fort McHenry Tunnel	1.38	1.74
2. I-95 NB at Keith Ave/Exit 56	1.00	1.18
3. I-95 NB North of Keith Ave/Exit 56	1.00	1.17
1. I-95 SB at I-495/Exit 27 - 25	2.02	1.61
2. I-95 NB at MD 175/Exit 41	2.47	2.16
3. I-95 SB at MD 175/Exit 41	2.23	1.99

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.

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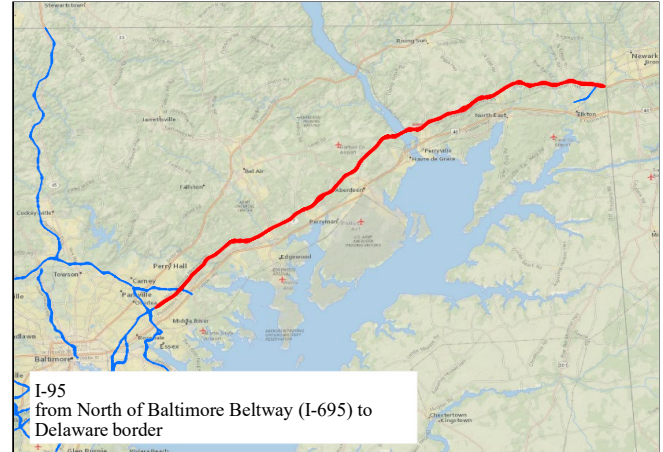
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## I-95: I-695 (North) to Delaware State Line

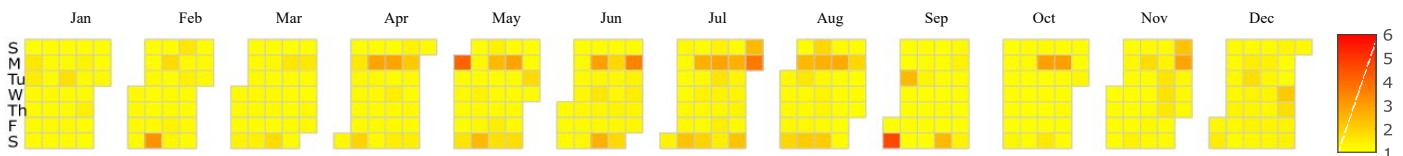
### Trends<sup>a</sup>

	AM Peak				PM Peak			
Travel Time Index <sup>b</sup>	2				2			
measure of average delay	1.8				1.8			
	1.6				1.6			
	1.4				1.4			
	1.2				1.2			
	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
	2020	2021	2022	2023	2020	2021	2022	2023
Planning Time Index <sup>c</sup>	2				2			
measure of worst-case delay	1.8				1.8			
	1.6				1.6			
	1.4				1.4			
	1.2				1.2			
	1.01	1.03	1.04	1.06	1.06	1.05	1.10	1.08
	2020	2021	2022	2023	2020	2021	2022	2023

44 center miles carrying 103,000 vehicles every day

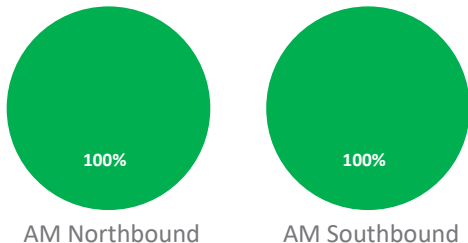


### Daily Variability of PTI<sup>d</sup>



### Weekday Congestion

2023 Percent of Roadway Miles in Congested Conditions



AM Northbound

AM Southbound

AM Peak Hour<sup>a</sup>

Most Improved Segments (TTI)

1. I-95 NB from MD 24 to Riverside Pkwy
2. I-95 SB at MD 152
3. I-95 SB at MD 43 White Marsh Blvd

Decreased Operations Segments (TTI)

1. I-95 SB at Tydings Memorial Bridge Toll Plaza
2. I-95 SB West of MD 275 to Tydings Memorial Brg Plaza
3. I-95 NB MD 43 to MD 152

2023

1.04

1.00

1.02

2022

1.08

1.02

1.03

1.05

1.06

1.06

1.00

1.02

1.03

PM Peak Hour<sup>a</sup>

Most Improved Segments (TTI)

1. I-95 NB from MD 43 White Marsh Blvd to MD 152
2. I-95 NB at MD 43 White Marsh Blvd
3. I-95 NB from I-695 to MD 43 White Marsh Blvd

Decreased Operations Segments (TTI)

1. I-95 SB at Millard E Tydings Memorial Brg

2023

1.12

1.09

1.08

2022

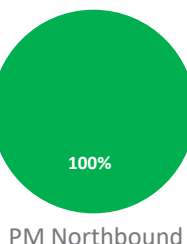
1.19

1.15

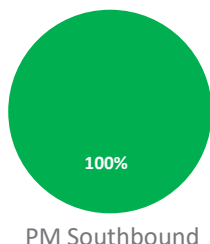
1.11

1.01

1.00



PM Northbound



PM Southbound

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

### Notes

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

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

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

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



STATE HIGHWAY  
ADMINISTRATION

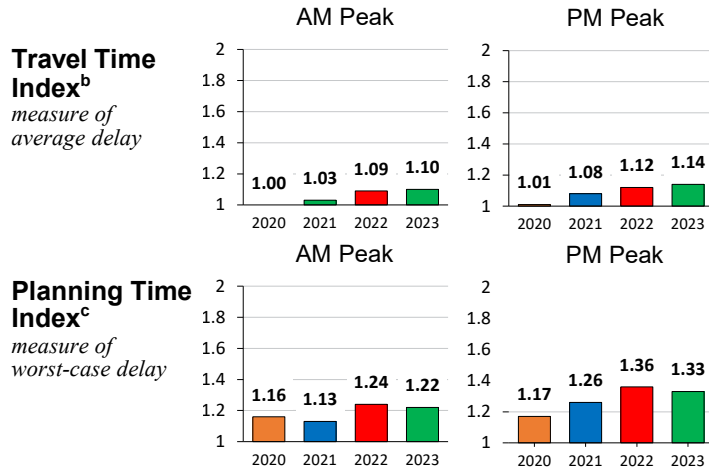
Based on speed data from INRIX and volume data from State Highway Administration



# 2023 Maryland State Highway Mobility Report

## I-97

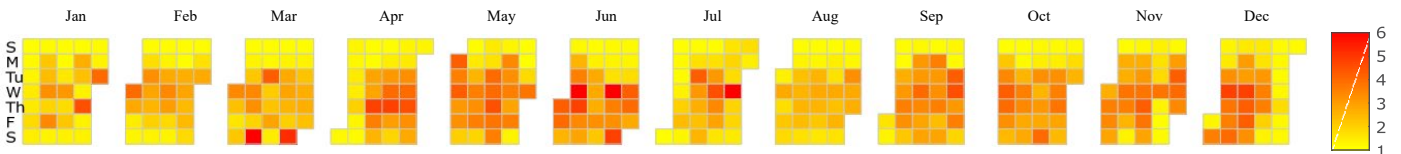
### Trends<sup>a</sup>



17 center miles carrying 120,000 vehicles every day

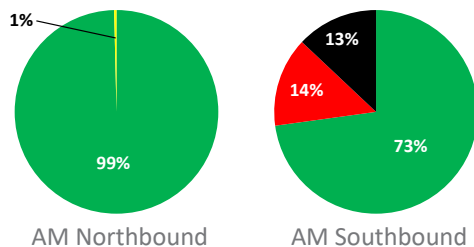


### Daily Variability of PTI<sup>d</sup>



### Weekday Congestion

2023 Percent of Roadway Miles in Congested Conditions



AM Peak Hour<sup>a</sup>

#### Most Improved Segments (TTI)

1. I-97 SB at MD 3 Business/New Cut Rd
2. I-97 SB at I-695
3. I-97 SB from Exit 5 to US 50/US 301

#### Decreased Operations Segments (TTI)

1. I-97 SB from MD 3 to Millersville Rd
2. I-97 SB at MD 32
3. I-97 SB from MD 3 to MD 32

2023	2022
1.02	1.05
1.08	1.11
1.14	1.17

PM Peak Hour<sup>a</sup>

#### Most Improved Segments (TTI)

1. I-97 NB at MD 174
2. I-97 NB from MD 174 to MD 100
3. I-97 NB from Benfield Blvd to MD 3/New Cut Rd

#### Decreased Operations Segments (TTI)

1. I-97 NB at US 50/US 301
2. I-97 SB at MD 32
3. I-97 SB from MD 32 to MD 178

2023	2022
1.07	1.09
1.06	1.07
1.05	1.07
3.07	2.32
2.47	1.83
1.90	1.46

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.

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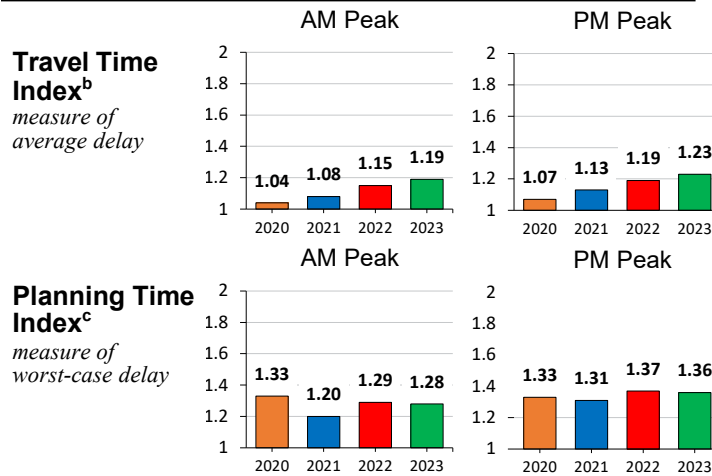
d - Variability of worst-case travel experience along facility for each day of year, shown as plot of PTI by day of week and month, showing seasonal and weekly trends.



# 2024 Maryland State Highway Mobility Report

## I-270

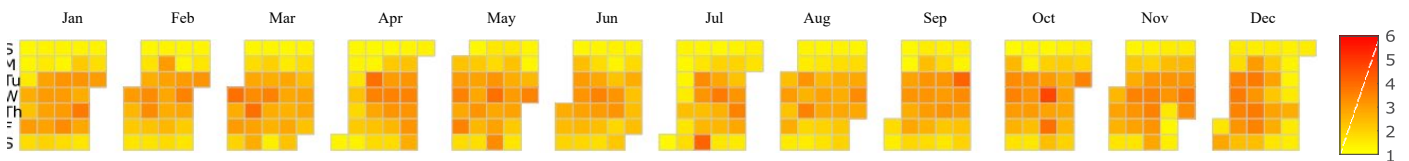
### Trends<sup>a</sup>



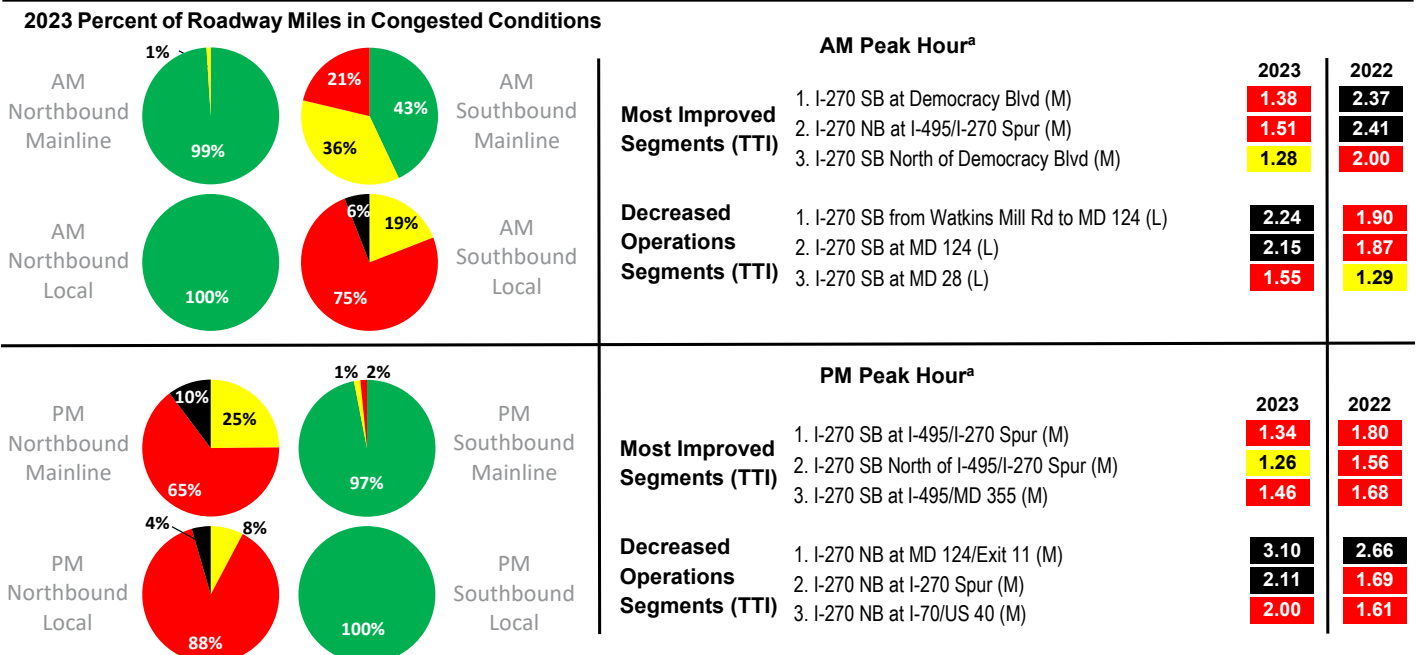
41 center miles carrying 162,000 vehicles every day



### Daily Variability of PTI<sup>d</sup>



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



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

### Notes

- a - Peak Hours are considered as 8-9am and 5-6pm.
- 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.
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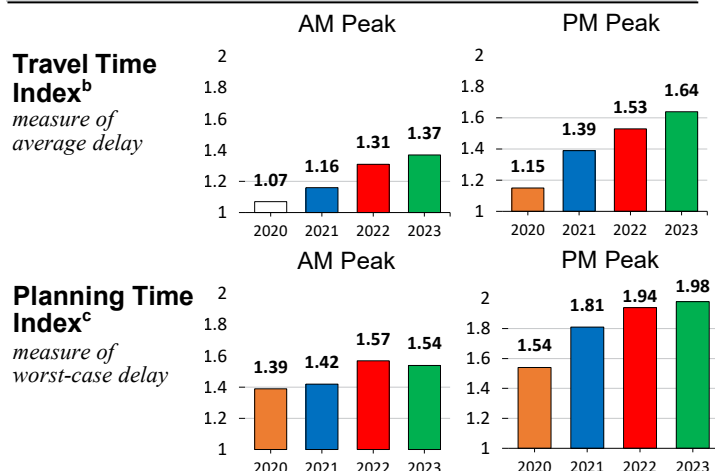
Based on speed data from INRIX and volume data from State Highway Administration



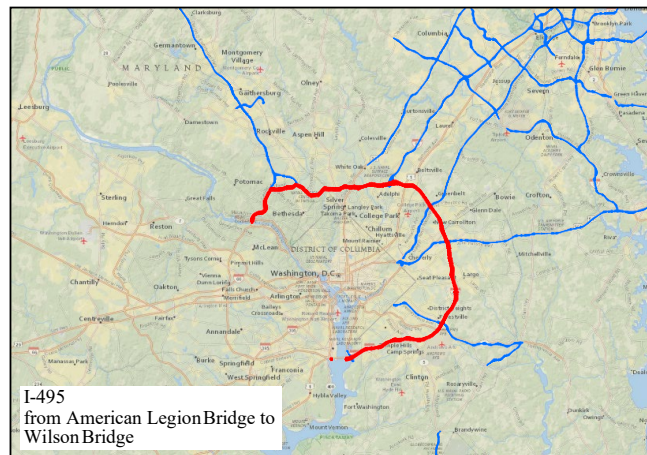
# 2024 Maryland State Highway Mobility Report

## I-495 Capital Beltway

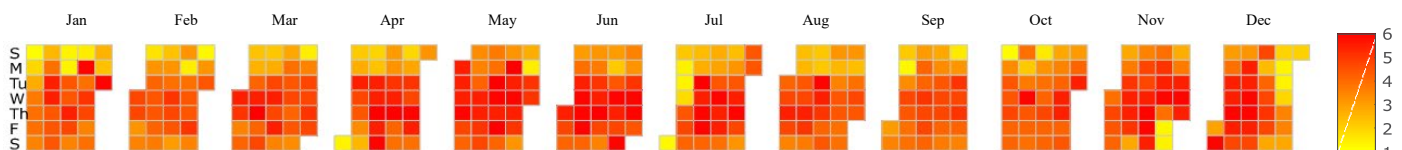
### Trends<sup>a</sup>



41 center miles carrying 197,000 vehicles every day

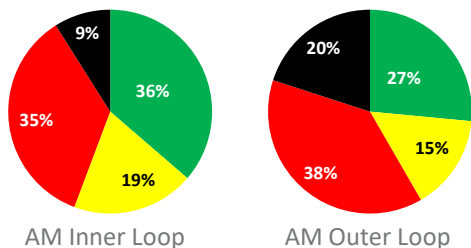


### Daily Variability of PTI<sup>d</sup>



### Weekday Congestion

2023 Percent of Roadway Miles in Congested Conditions



AM Inner Loop

AM Outer Loop

AM Peak Hour<sup>a</sup>

Most Improved Segments (TTI)

1. I-495 Inner Loop at American Legion Bridge
2. I-495 Inner Loop South of Clara Barton Pkwy/Exit 41
3. I-495 Inner Loop at Clara Barton Pkwy/Exit 41

Decreased Operations Segments (TTI)

1. I-495 Outer Loop at I-270 Spur
2. I-495 Outer Loop at Cabin John Pkwy/Exit 40
3. I-495 Outer Loop at I-495/I-95 Exp

2023	2022
1.12	1.25
1.12	1.24
1.12	1.22

2023	2022
3.28	2.49
2.15	1.43
2.53	1.95

PM Peak Hour<sup>a</sup>

Most Improved Segments (TTI)

1. I-495 Outer Loop MD 97/Exit 31 to MD 185/Exit 33
2. I-495 Outer Loop at MD 97/Exit 31
3. I-495 Inner Loop West of MD 187/Exit 36

Decreased Operations Segments (TTI)

1. I-495 Inner Loop West of US 1/Exit 25
2. I-495 Inner Loop at US 1/Exit 25
3. I-495 Inner Loop at Cabin John Pkwy/Exit 40

2023	2022
1.23	1.28
1.25	1.29
1.04	1.08

2023	2022
2.99	2.17
3.27	2.49
3.66	2.95

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.

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

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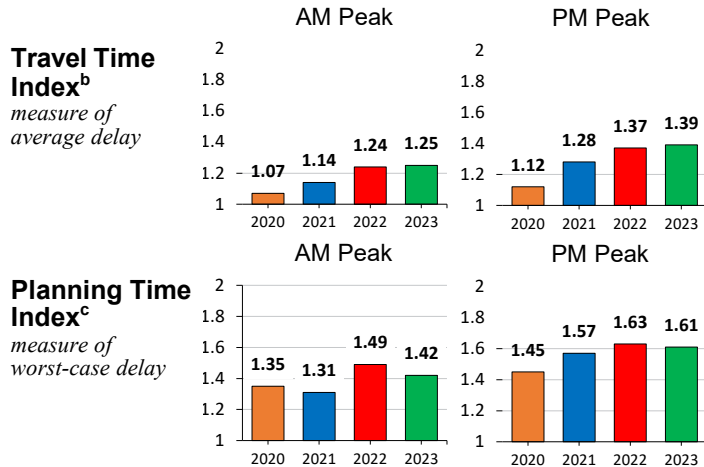
Based on speed data from INRIX and volume data from State Highway Administration



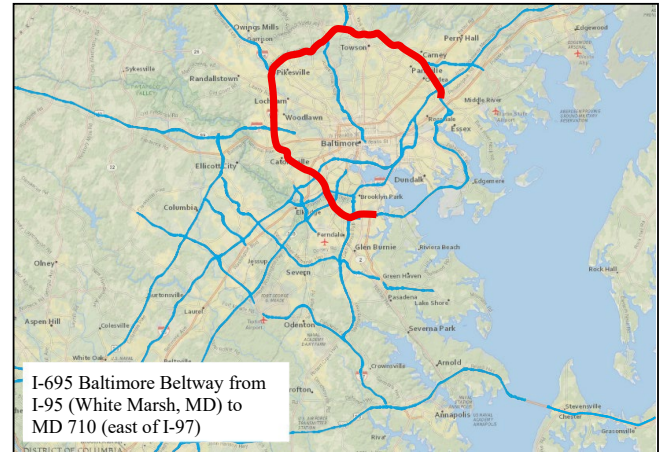
# 2024 Maryland State Highway Mobility Report

## Baltimore Beltway

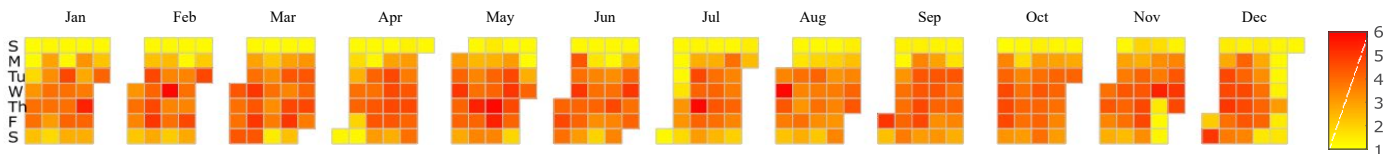
### Trends<sup>a</sup>



34 center miles carrying 152,000 vehicles every day

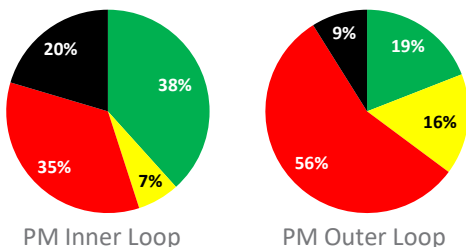
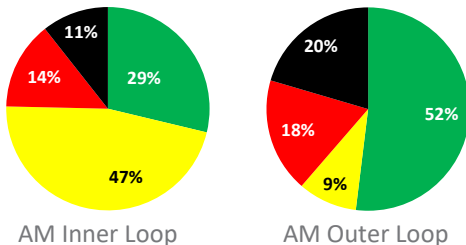


### Daily Variability of PTI<sup>d</sup>



### Weekday Congestion

2023 Percent of Roadway Miles in Congested Conditions



#### AM Peak Hour<sup>a</sup>

##### Most Improved Segments (TTI)

1. I-695 Inner Loop at US 40/Exit 15
2. I-695 Outer Loop South of US 1/Exit 32
3. I-695 Inner Loop South of I-70/Exit 16 to North of US 40/Exit 15

##### Decreased Operations Segments (TTI)

1. I-695 Outer Loop at I-70/Exit 16
2. I-495 Outer Loop at I-795/Exit 19
3. I-495 Outer Loop at I-70/Exit 16

	2023	2022
1. I-695 Inner Loop at US 40/Exit 15	1.22	1.28
2. I-695 Outer Loop South of US 1/Exit 32	1.19	1.25
3. I-695 Inner Loop South of I-70/Exit 16 to North of US 40/Exit 15	1.31	1.36
1. I-695 Outer Loop at I-70/Exit 16	2.21	1.93
2. I-495 Outer Loop at I-795/Exit 19	2.25	1.97
3. I-495 Outer Loop at I-70/Exit 16	2.35	2.10

#### PM Peak Hour<sup>a</sup>

##### Most Improved Segments (TTI)

1. I-695 Inner Loop at I-83/Exit 24
2. I-695 Inner Loop East of I-83 (South)/Exit 23 to I-83 (North)/Exit 24
3. I-695 Outer Loop at Cromwell Bridge Rd/Exit 29

##### Decreased Operations Segments (TTI)

1. I-695 Inner Loop from I-95/Exit 11 to US 1/Exit 12
2. I-695 Inner Loop at US 1/Southwestern Blvd/Exit 12
3. I-695 Inner Loop at I-95/Exit 11

	2023	2022
1. I-695 Inner Loop at I-83/Exit 24	2.22	2.46
2. I-695 Inner Loop East of I-83 (South)/Exit 23 to I-83 (North)/Exit 24	1.45	1.57
3. I-695 Outer Loop at Cromwell Bridge Rd/Exit 29	1.32	1.40
1. I-695 Inner Loop from I-95/Exit 11 to US 1/Exit 12	3.40	2.70
2. I-695 Inner Loop at US 1/Southwestern Blvd/Exit 12	4.33	3.79
3. I-695 Inner Loop at I-95/Exit 11	2.82	2.42

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.

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.

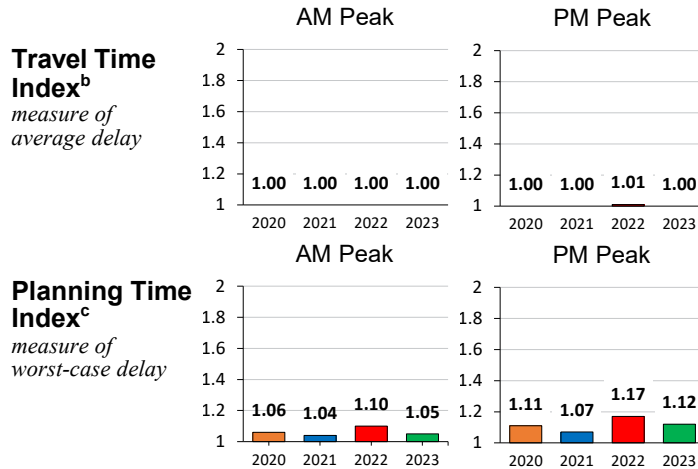
d - Variability of worst-case travel experience along facility for each day of year, shown as plot of PTI by day of week and month, showing seasonal and weekly trends.



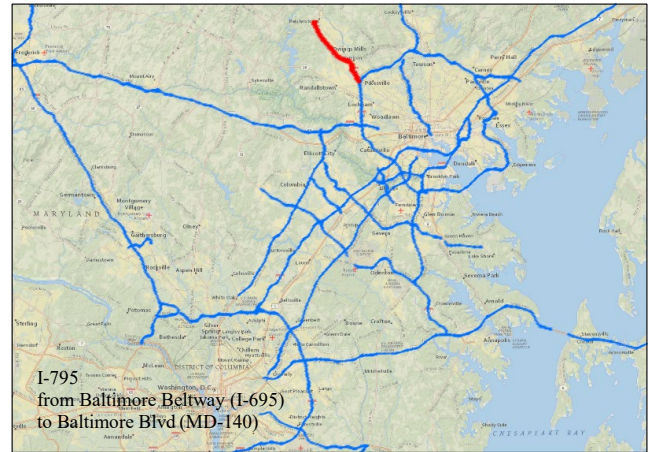
# 2024 Maryland State Highway Mobility Report

## I-795

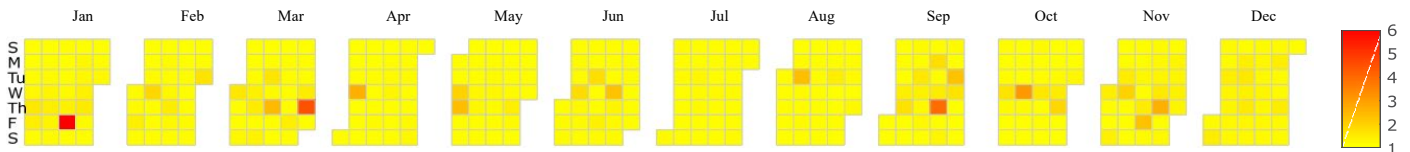
### Trends<sup>a</sup>



8 center miles carrying 83,000 vehicles every day

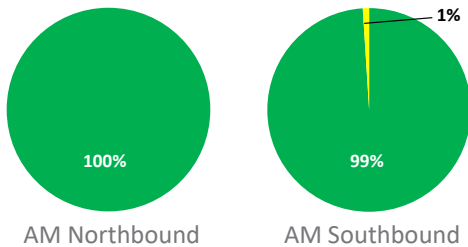


### Daily Variability of PTI<sup>d</sup>



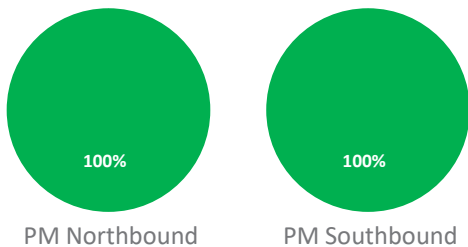
### Weekday Congestion

2023 Percent of Roadway  
Miles in Congested Conditions



AM Northbound

AM Southbound



PM Northbound

PM Southbound

AM Peak Hour<sup>a</sup>

Most Improved  
Segments (TTI)

1. I-795 NB I-695 to Owings Mills Blvd/Exit 4
2. I-795 NB North of I-695
3. I-795 SB West of Owings Mills Blvd/Exit 4 to I-695

Decreased  
Operations  
Segments (TTI)

1. I-795 SB at I-695

2023	2022
1.01	1.03
1.02	1.03
1.11	1.12

PM Peak Hour<sup>a</sup>

Most Improved  
Segments (TTI)

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

Decreased  
Operations  
Segments (TTI)

1. N/A

2023	2022
1.10	1.16
1.08	1.11
1.00	1.02

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.

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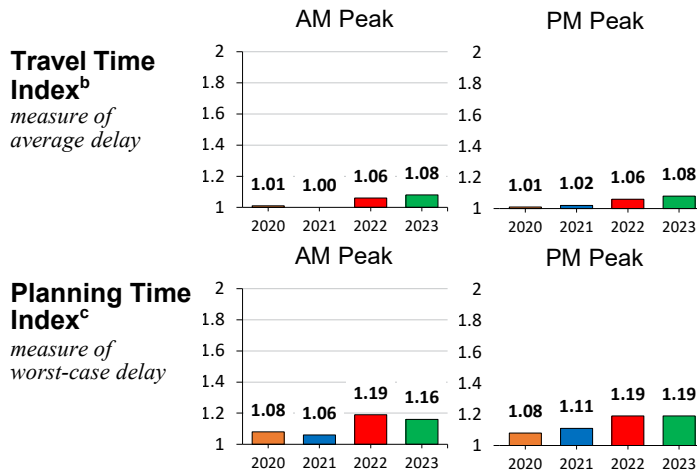
d - Variability of worst-case travel experience along facility for each day of year, shown as plot of PTI by day of week and month, showing seasonal and weekly trends.



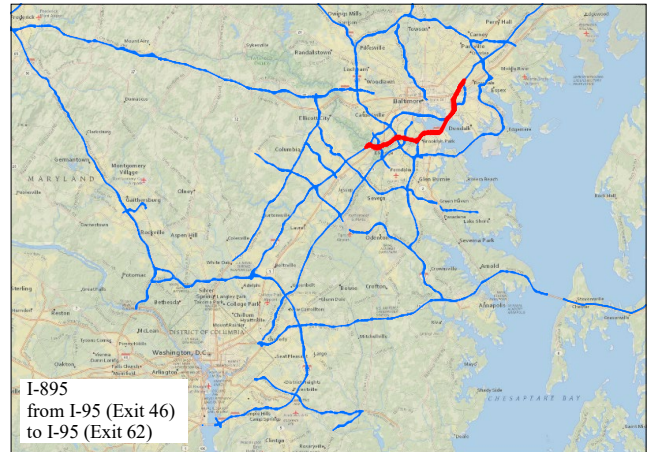
# 2024 Maryland State Highway Mobility Report

## I-895

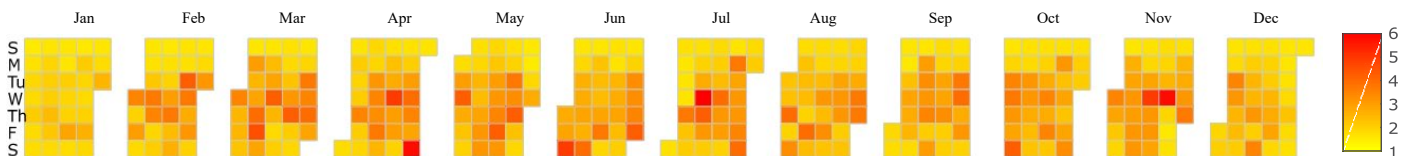
### Trends<sup>a</sup>



14 center miles carrying 57,000 vehicles every day

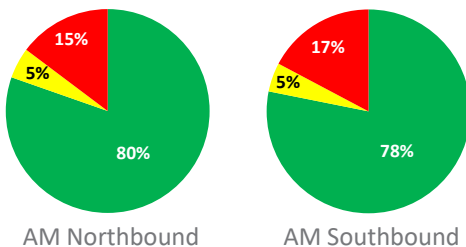


### Daily Variability of PTI<sup>d</sup>



### Weekday Congestion

2023 Percent of Roadway Miles in Congested Conditions



AM Northbound

AM Southbound

AM Peak Hour<sup>a</sup>

Most Improved Segments (TTI)

1. I-895 SB at Harbor Tunnel Thwy (South)
2. I-895 NB at I-95/62nd St/Exit 62

Decreased Operations Segments (TTI)

1. I-895 SB at O'Donnell St/Exit 11
2. I-895 SB MD 150 Eastern Ave to O'Donnell St/Exit 11
3. I-895 SB North of Harbor Tunnel Thwy (North)

	2023	2022
1. I-895 SB at Harbor Tunnel Thwy (South)	1.24	1.28
2. I-895 NB at I-95/62nd St/Exit 62	1.01	1.04
1. I-895 SB at O'Donnell St/Exit 11	1.85	1.49
2. I-895 SB MD 150 Eastern Ave to O'Donnell St/Exit 11	1.70	1.39
3. I-895 SB North of Harbor Tunnel Thwy (North)	1.81	1.51

PM Peak Hour<sup>a</sup>

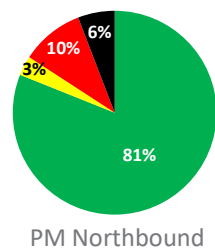
Most Improved Segments (TTI)

1. I-895 NB at Harbor Tunnel Thwy (North)
2. I-895 NB at MD 151 Erdman Ave
3. I-895 NB at O'Donnell St/Exit 11

Decreased Operations Segments (TTI)

1. I-895 NB at Harbor Tunnel Thwy (South)
2. I-895 NB South of Harbor Tunnel Thwy (South)
3. I-895 SB at Harbor Tunnel Thwy (North)

	2023	2022
1. I-895 NB at Harbor Tunnel Thwy (North)	1.15	1.19
2. I-895 NB at MD 151 Erdman Ave	1.05	1.08
3. I-895 NB at O'Donnell St/Exit 11	1.02	1.04
1. I-895 NB at Harbor Tunnel Thwy (South)	2.65	2.31
2. I-895 NB South of Harbor Tunnel Thwy (South)	2.34	2.04
3. I-895 SB at Harbor Tunnel Thwy (North)	1.49	1.25



PM Northbound

PM Southbound

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

### Notes

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

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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

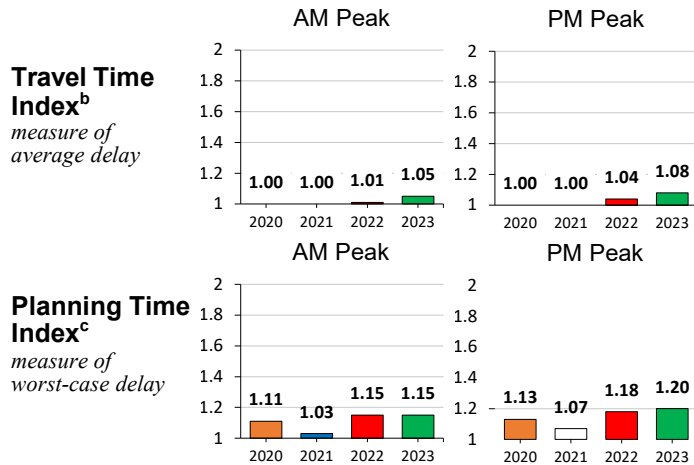
Based on speed data from INRIX and volume data from State Highway Administration



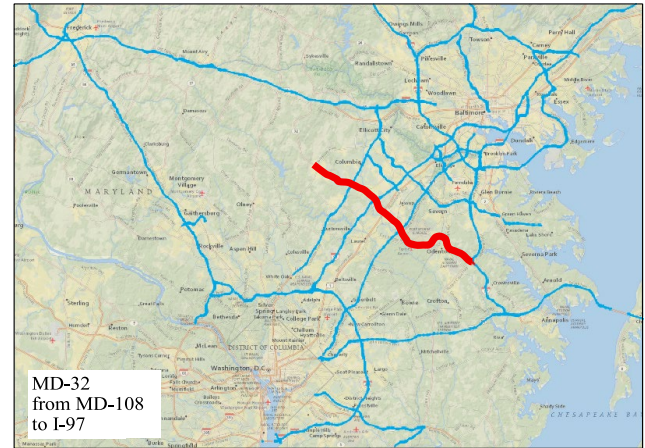
# 2024 Maryland State Highway Mobility Report

## MD 32

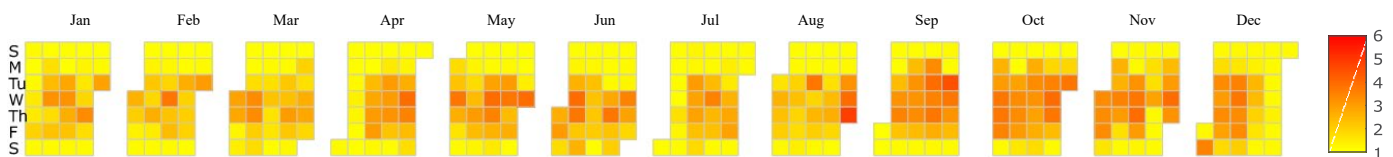
### Trends<sup>a</sup>



22 center miles carrying 71,000 vehicles every day

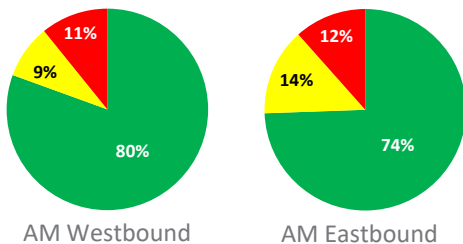


### Daily Variability of PTI<sup>d</sup>



### Weekday Congestion

2023 Percent of Roadway Miles in Congested Conditions



AM Peak Hour<sup>a</sup>

Most Improved Segments (TTI)

- MD 32 EB at Ten Oaks Rd
- MD 32 EB Ten Oaks Rd to Triadelphia Rd
- MD 32 EB MD 144 to Ten Oaks Rd

Decreased Operations Segments (TTI)

- MD 32 EB from MD 108 to Great Star Dr
- MD 32 EB at Broken Land Pkwy
- MD 32 EB at Great Star Dr

	2023	2022
1. MD 32 EB at Ten Oaks Rd	1.00	1.23
2. MD 32 EB Ten Oaks Rd to Triadelphia Rd	1.00	1.21
3. MD 32 EB MD 144 to Ten Oaks Rd	1.00	1.16

PM Peak Hour<sup>a</sup>

Most Improved Segments (TTI)

- MD 32 EB North of MD 144
- MD 32 WB East of Uniontown Rd
- MD 32 WB MD 108 to Triadelphia Rd

Decreased Operations Segments (TTI)

- MD 32 WB at Dorsey Run Rd
- MD 32 EB at I-97
- MD 32 EB at MD 198

	2023	2022
1. MD 32 EB North of MD 144	1.17	1.33
2. MD 32 WB East of Uniontown Rd	1.18	1.28
3. MD 32 WB MD 108 to Triadelphia Rd	1.00	1.08
1. MD 32 WB at Dorsey Run Rd	2.11	1.72
2. MD 32 EB at I-97	1.81	1.43
3. MD 32 EB at MD 198	1.99	1.63

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

- Peak Hours are considered as 8-9am and 5-6pm.
- Travel Time Index (TTI) is the ratio of the average travel time during the peak hour to the time required under free flow.
- Planning Time Index (PTI) is the ratio of the worst-case travel time (95th percentile) during peak hour to the free-flow time.
- 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.



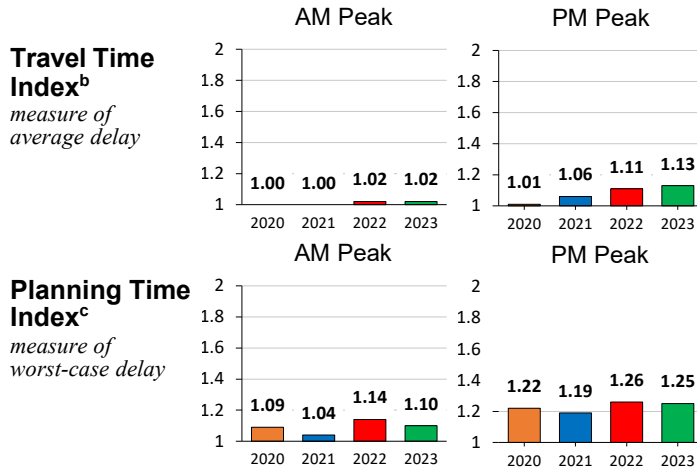
Based on speed data from INRIX and volume data from State Highway Administration



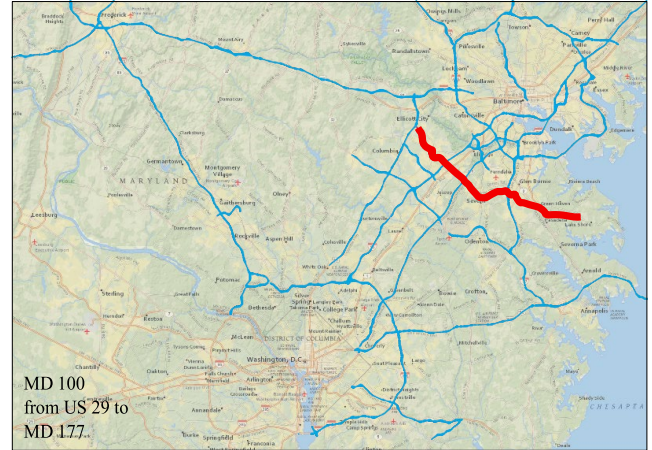
# 2024 Maryland State Highway Mobility Report

## MD 100

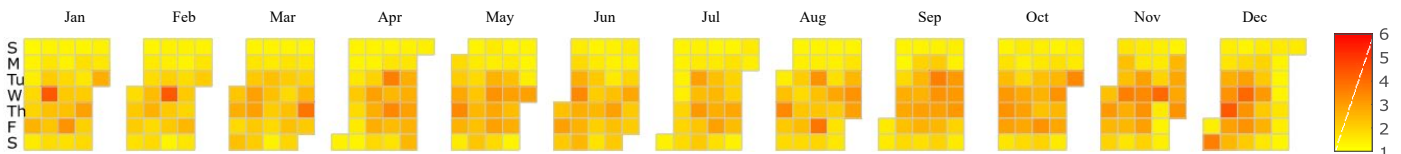
### Trends<sup>a</sup>



21 center miles carrying 71,000 vehicles every day

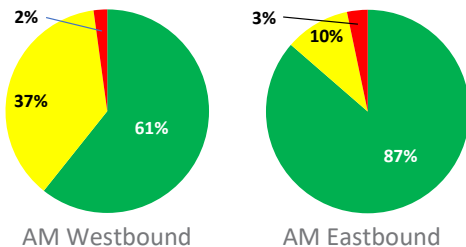


### Daily Variability of PTI<sup>d</sup>



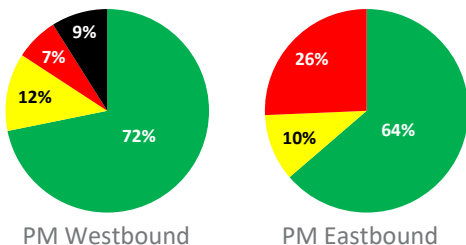
### Weekday Congestion

2023 Percent of Roadway Miles in Congested Conditions



AM Westbound

AM Eastbound



PM Westbound

PM Eastbound

#### AM Peak Hour<sup>a</sup>

##### Most Improved Segments (TTI)

- MD 100 EB at MD 607
- MD 100 EB from MD 607 to MD 177
- MD 100 EB from Edwin Raynor Blvd to MD 607

##### Decreased Operations Segments (TTI)

- MD 100 EB at US 1
- MD 100 EB at MARC Dorsey Station Access Rd
- MD 100 WB at MD 2

2023	2022
1.28	1.43
1.12	1.20
1.02	1.09

2023	2022
1.47	1.34
1.46	1.34
1.18	1.07

#### PM Peak Hour<sup>a</sup>

##### Most Improved Segments (TTI)

- MD 100 WB at MD 607
- MD 100 WB from MD 177 to MD 607
- MD 100 WB at MD 177

##### Decreased Operations Segments (TTI)

- MD 100 WB at MD 295/Baltimore Washington Parkway
- MD 100 WB at Coca Cola Dr
- MD 100 WB from MD 713 to MD 295/Baltimore Washington Parkway

2023	2022
1.15	1.36
1.23	1.36
1.11	1.14

2023	2022
2.92	2.36
2.98	2.64
2.13	1.83

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.

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

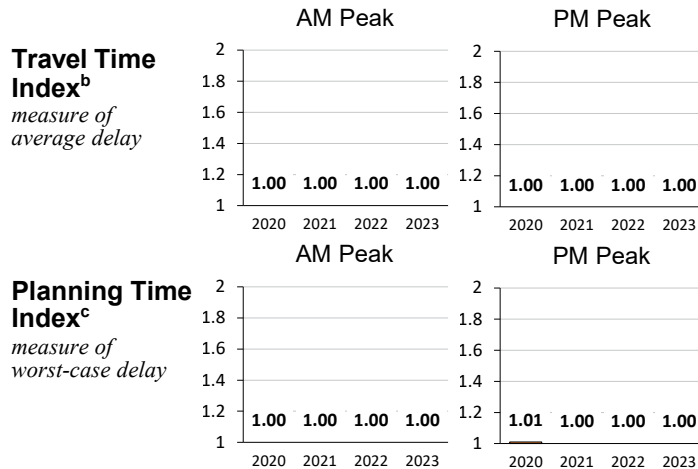
Based on speed data from INRIX and volume data from State Highway Administration



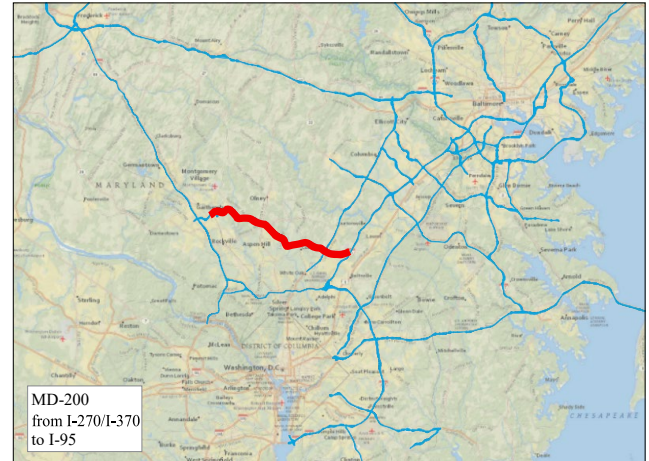
# 2023 Maryland State Highway Mobility Report

## MD 200

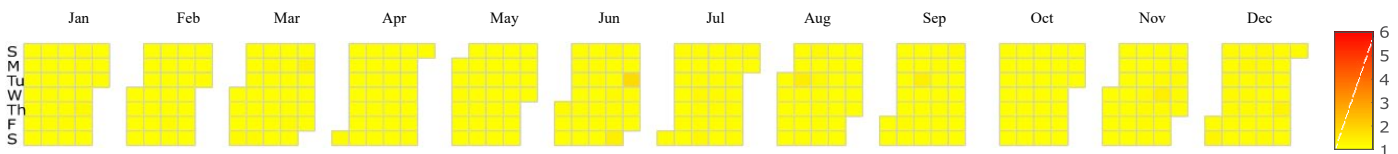
### Trends<sup>a</sup>



16 center miles carrying 58,000 vehicles every day

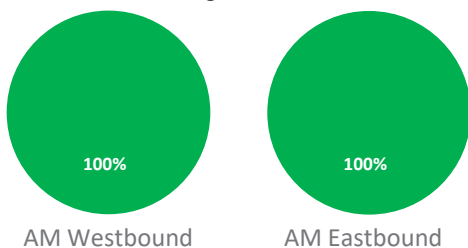


### Daily Variability of PTI<sup>d</sup>



### Weekday Congestion

2023 Percent of Roadway  
Miles in Congested Conditions



AM Westbound

AM Eastbound

AM Peak Hour<sup>a</sup>

Most Improved  
Segments (TTI)

1. N/A

Decreased  
Operations  
Segments (TTI)

1. N/A

2022  
N/A

2021  
N/A

PM Peak Hour<sup>a</sup>

Most Improved  
Segments (TTI)

1. N/A

Decreased  
Operations  
Segments (TTI)

1. N/A

2022  
N/A

2021  
N/A

PM Westbound

PM Eastbound

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.

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.



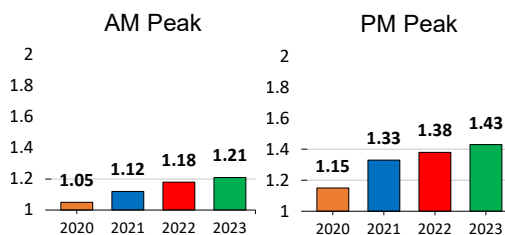
# 2024 Maryland State Highway Mobility Report

## MD 295

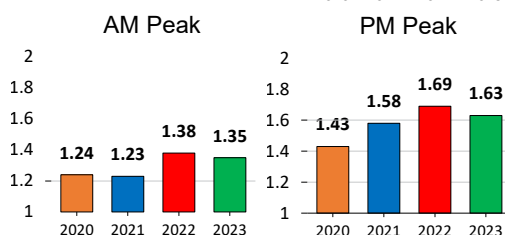
### Trends<sup>a</sup>

29 center miles carrying 103,000 vehicles every day

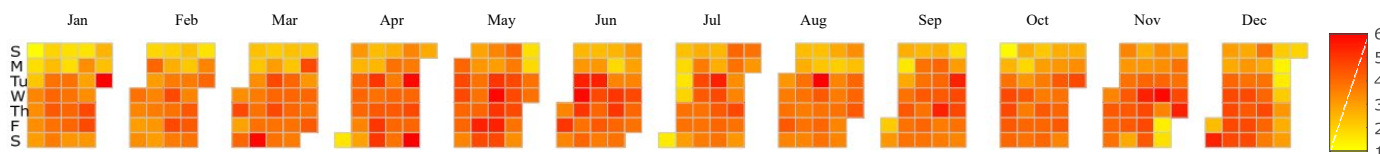
**Travel Time Index<sup>b</sup>**  
measure of  
average delay



**Planning Time Index<sup>c</sup>**  
measure of  
worst-case delay

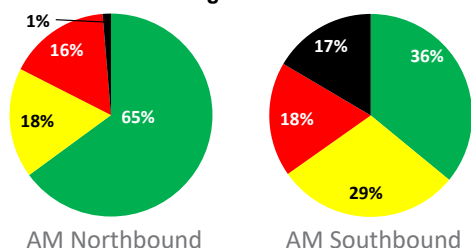


### Daily Variability of PTI<sup>d</sup>



### Weekday Congestion

2023 Percent of Roadway  
Miles in Congested Conditions



AM Peak Hour<sup>a</sup>

#### Most Improved Segments (TTI)

- MD 295 SB at Manokin St/Russell St
- MD 295 NB from I-895 to Waterview Ave
- MD 295 SB at Waterview Ave

#### Decreased Operations Segments (TTI)

- MD 295 SB US 50 to D.C. Line
- MD 295 SB at MD 197
- MD 295 SB at US 50

	2023	2022
1. MD 295 SB at Manokin St/Russell St	1.02	1.07
2. MD 295 NB from I-895 to Waterview Ave	1.00	1.05
3. MD 295 SB at Waterview Ave	1.00	1.05
1. MD 295 SB US 50 to D.C. Line	3.13	2.53
2. MD 295 SB at MD 197	2.65	2.12
3. MD 295 SB at US 50	2.75	2.26

PM Peak Hour<sup>a</sup>

#### Most Improved Segments (TTI)

- MD 295 SB at Manokin St
- MD 295 SB from I-95 to Manokin St
- MD 295 SB from Manokin St to Waterview Ave

#### Decreased Operations Segments (TTI)

- MD 295 SB at MD 197
- MD 295 NB at MD 410
- MD 295 SB at MD 32

	2023	2022
1. MD 295 SB at Manokin St	1.03	1.11
2. MD 295 SB from I-95 to Manokin St	1.03	1.11
3. MD 295 SB from Manokin St to Waterview Ave	1.01	1.07
1. MD 295 SB at MD 197	2.54	2.16
2. MD 295 NB at MD 410	2.41	2.04
3. MD 295 SB at MD 32	4.38	4.02

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.

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.



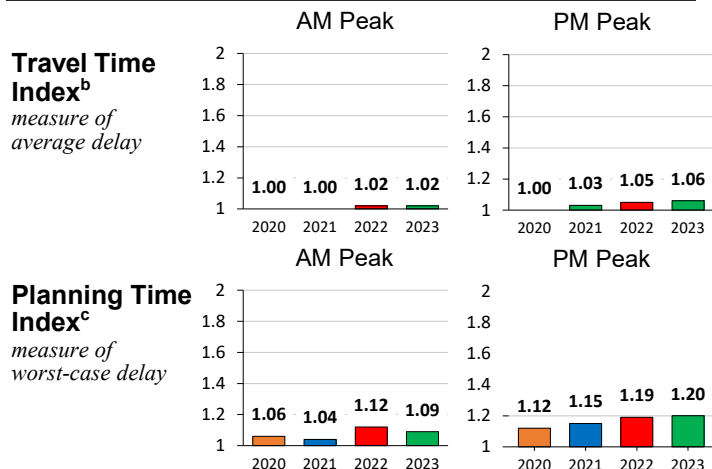
Based on speed data from INRIX and volume data from State Highway Administration



# 2024 Maryland State Highway Mobility Report

## US 50

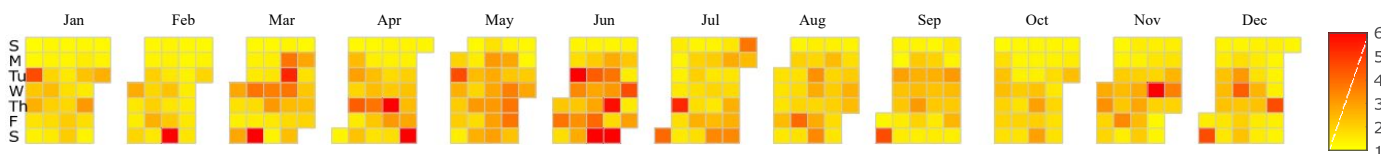
### Trends<sup>a</sup>



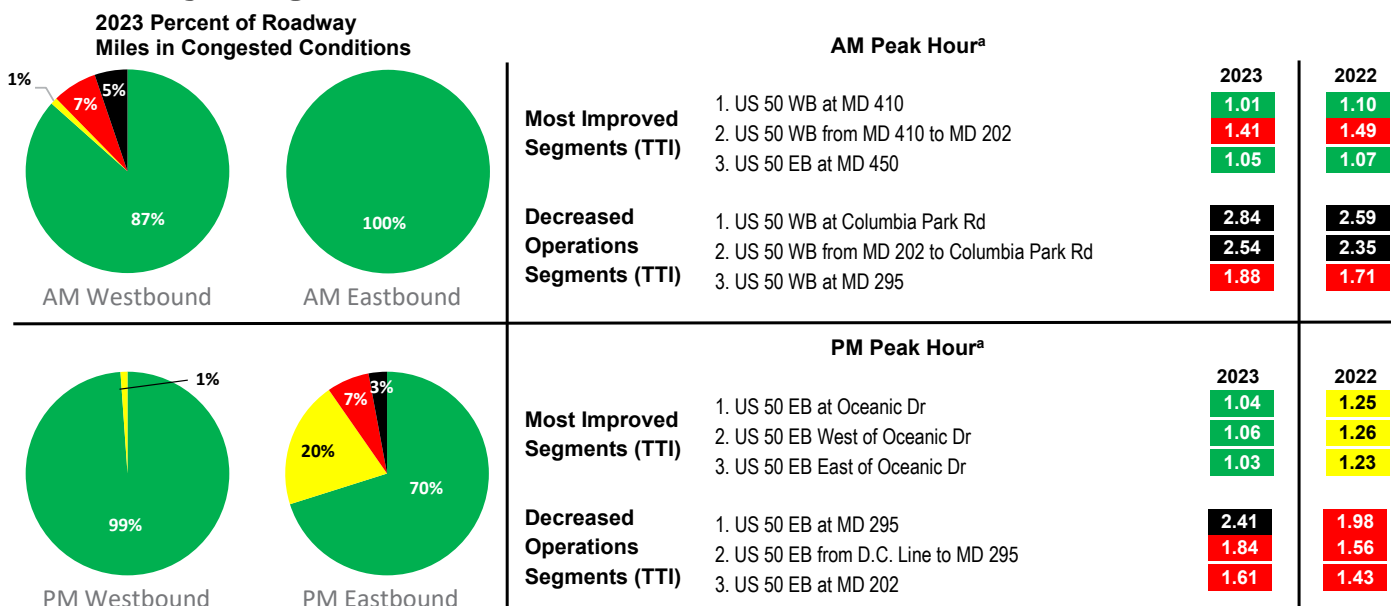
32 center miles carrying 100,000 vehicles every day



### Daily Variability of PTI<sup>d</sup>



### Weekday Congestion



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

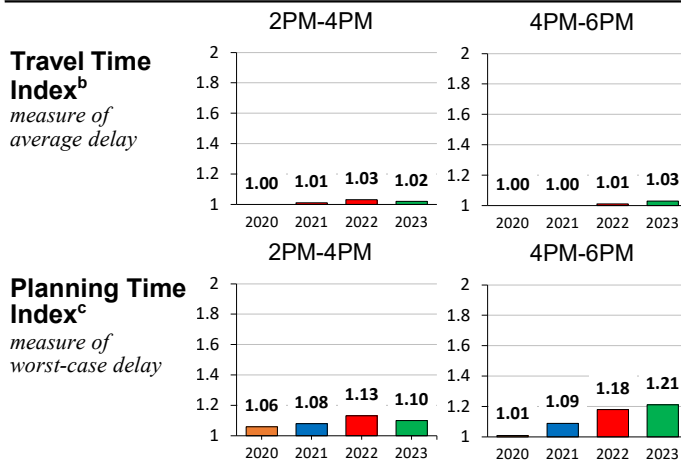
- a - **Peak Hours** are considered as 8-9am and 5-6pm.  
b - **Travel Time Index (TTI)** is the ratio of the average travel time during the peak hour to the time required under free flow.  
c - **Planning Time Index (PTI)** is the ratio of the worst-case travel time (95th percentile) during peak hour 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.



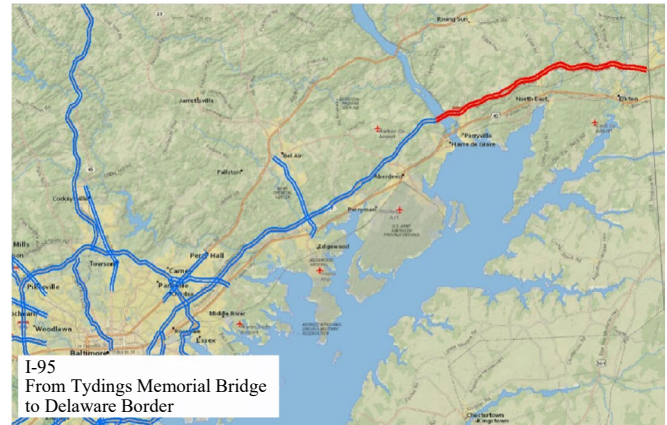
# 2024 Maryland State Highway Mobility Report

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

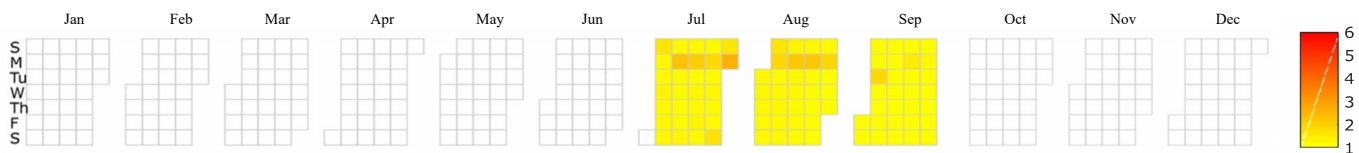
### Trends<sup>a</sup>



19 center miles carrying 79,000 vehicles every day



### Daily Variability<sup>d</sup>



### Weekend 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

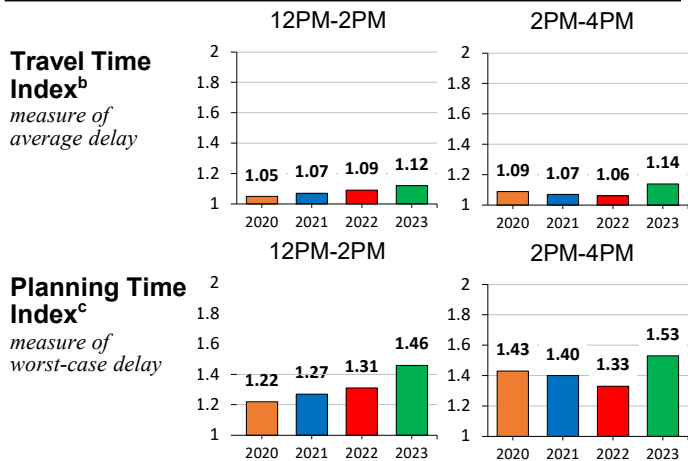




# 2024 Maryland State Highway Mobility Report

## US 50 (Bay Bridge to Easton) – Summer Weekends

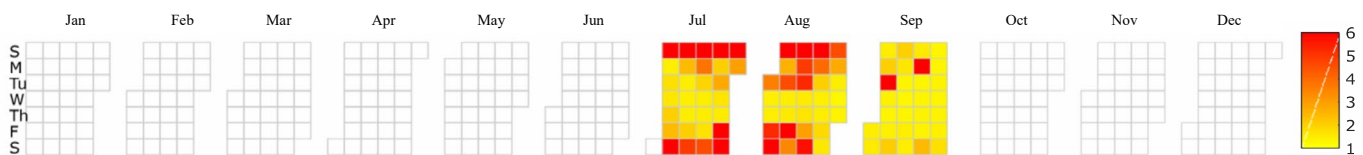
### Trends<sup>a</sup>



25 center miles carrying 70,000 vehicles every day



### Daily Variability<sup>d</sup>



### Weekend 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 %		
	2023	2022	2021	2023	2022	2021	2023	2022	2021	2023	2022	2021
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 %		
	2023	2022	2021	2023	2022	2021	2023	2022	2021	2023	2022	2021
AM Westbound	100	100	100	0	0	0	0	0	0	0	0	0
AM Eastbound	89	89	91	9	1	8	2	10	1	0	0	0
PM Westbound	72	80	89	22	14	6	5	6	5	1	0	0
PM Eastbound	92	92	93	0	0	7	8	8	0	0	0	0
I-81 WEST VIRGINIA LINE TO PENNSYLVANIA LINE	Uncongested %			Moderate Congestion %			Heavy Congestion %			Severe Congestion %		
	2023	2022	2021	2023	2022	2021	2023	2022	2021	2023	2022	2021
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 %		
	2023	2022	2021	2023	2022	2021	2023	2022	2021	2023	2022	2021
AM Northbound	100	100	100	0	0	0	0	0	0	0	0	0
AM Southbound	83	88	99	17	11	0	0	1	1	0	0	0
PM Northbound	98	98	100	2	2	0	0	0	0	0	0	0
PM Southbound	88	91	94	2	0	4	8	9	2	2	0	0
I-95 (PART 1) FROM I-495 TO I-695	Uncongested %			Moderate Congestion %			Heavy Congestion %			Severe Congestion %		
	2023	2022	2021	2023	2022	2021	2023	2022	2021	2023	2022	2021
AM Northbound	81	85	99	15	11	1	4	4	0	0	0	0
AM Southbound	48	69	94	33	17	3	16	14	3	3	0	0
PM Northbound	47	56	63	16	13	13	35	29	24	2	2	0
PM Southbound	47	47	65	17	22	18	32	31	17	4	0	0

Table 2 (Continued)

I-95 (Part 2) FROM I-695 TO DELAWARE LINE	Uncongested %			Moderate Congestion %			Heavy Congestion %			Severe Congestion %		
	2023	2022	2021	2023	2022	2021	2023	2022	2021	2023	2022	2021
AM Northbound	100	100	100	0	0	0	0	0	0	0	0	0
AM Southbound	100	100	100	0	0	0	0	0	0	0	0	0
PM Northbound	100	84	100	0	16	0	0	0	0	0	0	0
PM Southbound	100	100	100	0	0	0	0	0	0	0	0	0
I-97 FROM US 50 TO BALTIMORE BELTWAY (I-695)	Uncongested %			Moderate Congestion %			Heavy Congestion %			Severe Congestion %		
	2023	2022	2021	2023	2022	2021	2023	2022	2021	2023	2022	2021
AM Northbound	100	100	100	0	0	0	0	0	0	0	0	0
AM Southbound	73	45	83	0	32	8	14	20	9	13	3	0
PM Northbound	61	61	73	12	12	27	27	27	0	0	0	0
PM Southbound	45	50	83	32	35	8	14	15	9	9	0	0
I-270 MAINLINE FROM CAPITAL BELTWAY (I-495) TO FREDERICK	Uncongested %			Moderate Congestion %			Heavy Congestion %			Severe Congestion %		
	2023	2022	2021	2023	2022	2021	2023	2022	2021	2023	2022	2021
AM Northbound	99	99	100	1	1	0	0	0	0	0	0	0
AM Southbound	22	22	43	23	27	36	44	47	21	11	4	0
PM Northbound	0	3	6	25	26	52	65	68	40	10	3	2
PM Southbound	96	96	97	1	1	1	2	3	2	1	0	0
I-270 LOCAL	Uncongested %			Moderate Congestion %			Heavy Congestion %			Severe Congestion %		
	2023	2022	2021	2023	2022	2021	2023	2022	2021	2023	2022	2021
AM Northbound	100	100	100	0	0	0	0	0	0	0	0	0
AM Southbound	0	0	78	19	71	11	75	29	11	6	0	0
PM Northbound	0	0	4	8	15	51	88	80	45	4	5	0
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 %		
	2023	2022	2021	2023	2022	2021	2023	2022	2021	2023	2022	2021
AM Inner Loop	37	37	64	19	23	23	35	35	13	9	5	0
AM Outer Loop	26	34	60	15	22	21	39	32	10	20	12	9
PM Inner Loop	13	17	22	11	10	19	37	41	47	39	32	12
PM Outer Loop	15	16	17	22	24	33	39	53	47	24	7	3

Table 2 (Continued)

I-695 FROM I-95 TO MD-70	Uncongested %			Moderate Congestion %			Heavy Congestion %			Severe Congestion %		
	2023	2022	2021	2023	2022	2021	2023	2022	2021	2023	2022	2021
AM Inner Loop	28	32	81	47	45	3	14	18	16	11	5	0
AM Outer Loop	52	52	57	10	11	8	18	24	29	20	13	6
PM Inner Loop	38	41	41	7	5	9	35	32	36	20	22	14
PM Outer Loop	19	19	20	16	23	28	56	54	52	9	4	0
I-795 FROM I-695 TO MD 140	Uncongested %			Moderate Congestion %			Heavy Congestion %			Severe Congestion %		
	2023	2022	2021	2023	2022	2021	2023	2022	2021	2023	2022	2021
AM Northbound	100	100	100	0	0	0	0	0	0	0	0	0
AM Southbound	99	100	100	1	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-895 FROM I-95 (EXIT 46) TO I-95 (EXIT 62)	Uncongested %			Moderate Congestion %			Heavy Congestion %			Severe Congestion %		
	2023	2022	2021	2023	2022	2021	2023	2022	2021	2023	2022	2021
AM Northbound	88	92	100	4	8	0	8	0	0	0	0	0
AM Southbound	70	73	100	6	6	0	24	21	0	0	0	0
PM Northbound	78	78	84	1	6	3	8	3	13	13	13	0
PM Southbound	80	83	92	6	9	8	14	8	0	0	0	0
MD 32 FROM MD 108 TO I-97	Uncongested %			Moderate Congestion %			Heavy Congestion %			Severe Congestion %		
	2023	2022	2021	2023	2022	2021	2023	2022	2021	2023	2022	2021
AM Westbound	80	81	100	9	12	0	11	7	0	0	0	0
AM Eastbound	74	89	96	14	8	0	12	3	0	0	0	0
PM Westbound	80	84	88	4	3	0	9	8	7	7	5	0
PM Eastbound	73	79	93	18	14	0	9	7	0	0	0	0
MD 100 FROM US 29 TO MD 177	Uncongested %			Moderate Congestion %			Heavy Congestion %			Severe Congestion %		
	2023	2022	2021	2023	2022	2021	2023	2022	2021	2023	2022	2021
AM Westbound	61	85	100	37	15	0	2	0	0	0	0	0
AM Eastbound	87	90	94	10	6	6	3	4	0	0	0	0
PM Westbound	72	75	82	12	9	5	7	9	13	9	7	0
PM Eastbound	63	60	70	11	15	24	26	25	6	0	0	0

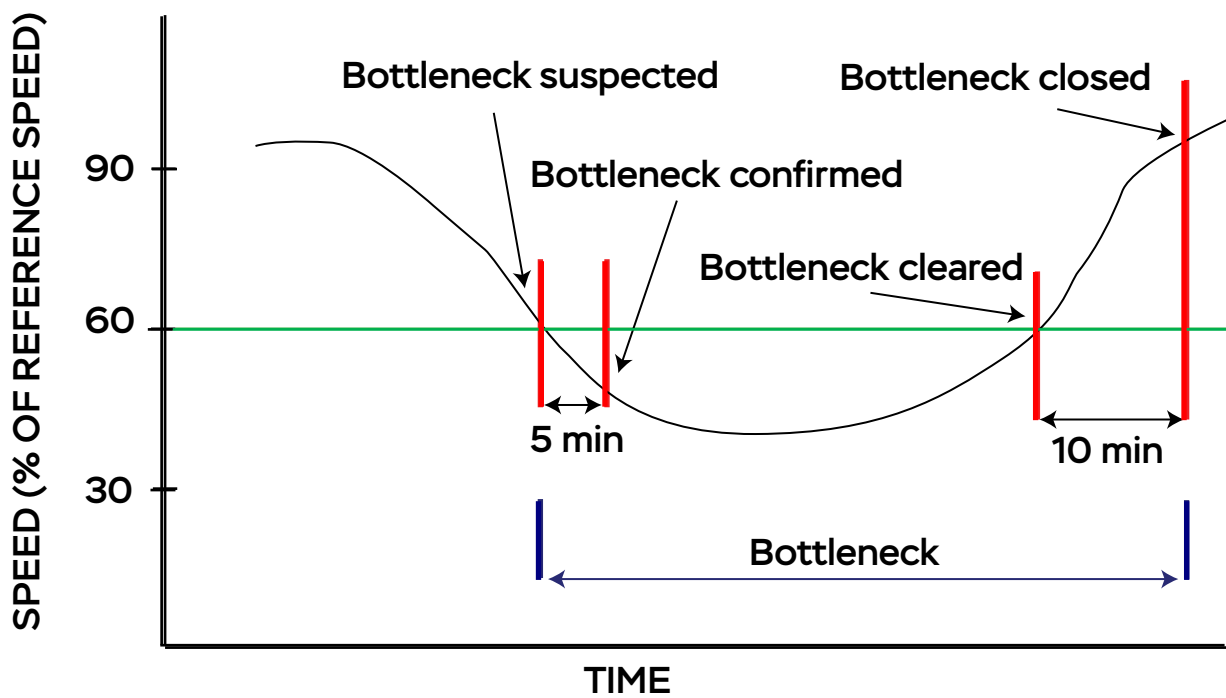
Table 2 (Continued)

MD 200 FROM I-370 TO I-95	Uncongested %			Moderate Congestion %			Heavy Congestion %			Severe Congestion %		
	2023	2022	2021	2023	2022	2021	2023	2022	2021	2023	2022	2021
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 %		
	2023	2022	2021	2023	2022	2021	2023	2022	2021	2023	2022	2021
AM Northbound	65	68	78	18	15	22	16	16	0	1	1	0
AM Southbound	36	37	52	29	35	26	18	23	22	17	5	0
PM Northbound	22	24	27	13	17	15	38	37	44	27	22	14
PM Southbound	34	36	40	8	9	32	36	44	41	22	11	4
US 50 FROM WASHINGTON, DC TO BAY BRIDGE	Uncongested %			Moderate Congestion %			Heavy Congestion %			Severe Congestion %		
	2023	2022	2021	2023	2022	2021	2023	2022	2021	2023	2022	2021
AM Westbound	87	88	87	1	0	4	7	7	9	5	5	0
AM Eastbound	100	100	100	0	0	0	0	0	0	0	0	0
PM Westbound	99	98	100	1	2	0	0	0	0	0	0	0
PM Eastbound	70	79	85	20	11	8	7	10	7	3	0	0



## B. Freeway/Expressway Bottlenecks

The term bottleneck is often associated with the worst point of roadway congestion. The University of Maryland CATT Lab has developed a methodology to identify those locations through their Vehicle Probe Projection (VPP). A bottleneck 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 graph below illustrates the definition.



The bottleneck locations are ranked by factors that take into account speed, congestion, and delay. A bottleneck develops when consecutive congested roadway segments form at a single point in time. Each occurrence of a bottleneck is assigned a set of attributes including date, 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 worst bottleneck locations and represent areas of recurring congestion or areas that experienced severe non-recurring events during the period analyzed. The top 30 bottlenecks statewide are identified in Figure 2 and Table 3. In addition, the highest ranked bottleneck locations for each freeway/expressway are shown on the following pages.

# 2023 TOP 30 BOTTLENECKS

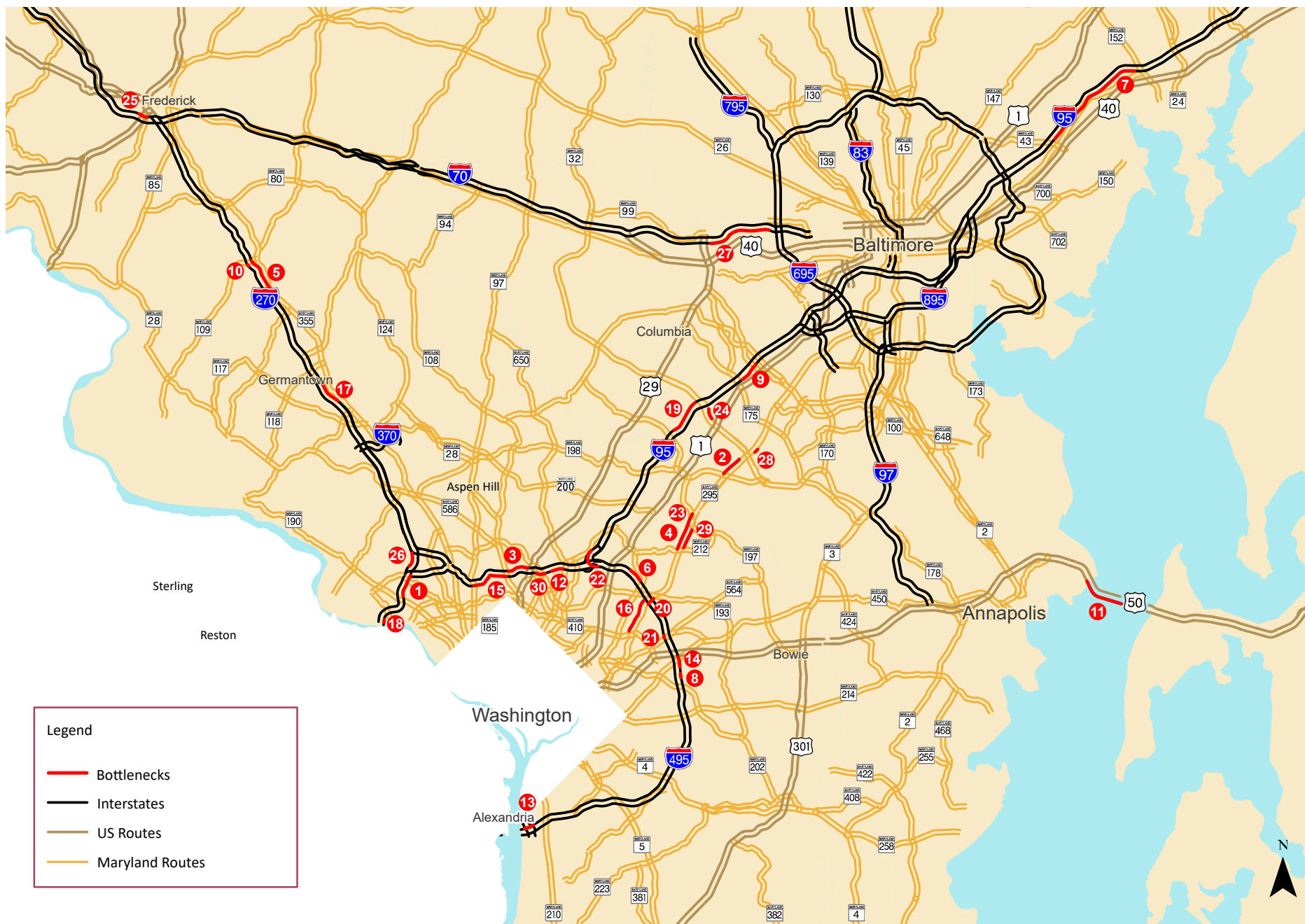
Table 3

Statewide Rank	LOCATION	Road	Direction	Duration (minute)	Length (mile)	Impact Factor	Statewide Rank	Statewide Rank
1	I-495 IL @ I-270 Spur	I-495	Inner Loop	120	7.0	3.1	N/A	N/A
2	MD 295 S @ MD 198 <sup>1</sup>	MD 295	Southbound	292	3.0	2.9	1	↓ -1
3	I-495 OL @ MD 97/GEORGIA AVE/EXIT 31 E. OF INTERCHANGE	I-495	Outer Loop	225	3.0	2.7	3	0
4	MD 295 S @ POWDER MILL RD NORTH OF INTERCHANGE <sup>1</sup>	MD 295	Southbound	146	5.0	2.2	8	↑ 4
5	I-270 N @ MD 109/EXIT 22	I-270	Northbound	128	5.0	2.1	4	↓ -1
6	I-95/I-495 OL @ GREENBELT STATION RD/EXIT 24	I-95/I-495	Outer Loop	124	5.0	1.9	10	↑ 4
7	I-95 N @ MD 152/EXIT 74*	I-95	Northbound	67	7.0	1.7	5	↓ -2
8	I-95/I-495 N @ MD 202 NORTH OF INTERCHANGE	I-95/I-495	Northbound	373	1.0	1.6	9	↑ 1
9	I-95 N @ MD 100/EXIT 43 SOUTH OF INTERCHANGE	I-95	Northbound	128	4.0	1.6	N/A	N/A
10	I-270 S @ MD 109/EXIT 22	I-270	Southbound	120	4.0	1.5	7	↓ -3
11	US 50 E @ WILLIAM PRESTON LANE BRIDGE	US 50	Eastbound	101	4.0	1.3	6	↓ -5
12	I-95/I-495 IL @ MD 650/EXIT 28 WEST OF INTERCHANGE	I-95/I-495	Inner Loop	79	5.0	1.3	N/A	N/A
13	I-95/I-495 IL @ I-295	I-95/I-495	Inner Loop	126	2.0	1.3	15	↑ 2
14	I-95/I-495 OL @ US 50/EXIT 19	I-95/I-495	Outer Loop	164	2.0	1.2	17	↑ 3
15	I-495 IL @ MD 97/GEORGIA AVE/EXIT 31 W. OF INTERCHANGE	I-495	Inner Loop	93	4.0	1.2	12	↓ -3
16	MD 295 S @ MD 410 NORTH OF INTERCHANGE <sup>1</sup>	MD 295	Southbound	113	3.0	1.2	N/A	N/A
17	I-270 N @ MIDDLEBROOK RD/EXIT 13	I-270	Northbound	87	4.0	1.1	20	↑ 3
18	I-495 IL @ CLARA BARTON PKWY/EXIT 41	I-495	Inner Loop	81	4.0	1.1	11	↓ -7
19	I-95 S @ MD 216/EXIT 35 NORTH OF INTERCHANGE	I-95	Southbound	67	5.0	1.0	N/A	N/A
20	MD 295 N @ I-495/I-95 <sup>1</sup>	MD 295	Northbound	76	4.0	1.0	19	↓ -1
21	I-95/I-495 IL @ MD 450/ANNAPOLIS RD/EXIT 20	I-95/I-495	Inner Loop	122	3.0	1.0	25	↑ 4
22	I-95 S @ I-495/EXIT 27-25	I-95	Southbound	131	2.0	1.0	21	↓ -1
23	MD 295 S @ MD 197/EXIT 11 <sup>1</sup>	MD 295	Southbound	114	3.0	0.9	34	↑ -11
24	MD 32 W @ I-95 EAST OF INTERCHANGE	MD 32	Westbound	86	3.0	0.8	N/A	N/A
25	I-70 W @ US 15/US 340/EXIT 52	I-70	Westbound	115	2.0	0.8	N/A	N/A
26	I-270 SPUR S @ I-495	I-495	Southbound	246	1.0	0.8	22	↓ -4
27	I-70 E @ I-695/EXIT 91 WEST OF INTERCHANGE	I-70	Eastbound	57	4.0	0.8	23	↓ -4
28	MD 295 N @ CANINE RD <sup>1</sup>	MD 295	Northbound	86	3.0	0.7	N/A	N/A
29	MD 295 N @ MD 197/EXIT 11 SOUTH OF INTERCHANGE <sup>1</sup>	MD 295	Northbound	48	4.0	0.7	N/A	N/A
30	I-495 IL @ MD 193/UNIVERSITY BLVD/EXIT 29	I-495	Inner Loop	60	4.0	0.7	37	↑ 7

<sup>1</sup> - Owned by National Park Service

\* - Under Construction

Figure 2 – Maryland's Top Bottlenecks: 2023





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

2023 Statewide Rank	LOCATION	Direction	Average Duration (minute)	Average Length (mile)	Impact Factor	2022 Statewide Rank	Increase/ Decrease in Statewide Rank
105	I-70 W @ MD 17/EXIT 42 EAST OF INTERCHANGE	Westbound	8	7	0.2	N/A	N/A
126	I-70 E @ WASHINGTON-FREDERICK COUNTY BORDER	Eastbound	9	5	0.2	218	↑ 92
136	I-70 W @ MD 65/EXIT 29	Westbound	10	4	0.1	N/A	N/A
139	I-70 E @ US 40 ALT/EXIT 48	Eastbound	4	7	0.1	168	↑ 29
148	I-70 E @ MD 17/EXIT 42	Eastbound	14	2	0.1	N/A	N/A
151	I-70 W @ MD 632/DOWNSVILLE PIKE/EXIT 28 EAST OF INTERCHANGE	Westbound	6	5	0.1	170	↑ 19
185	I-70 W @ US 40/EXIT 9 EAST OF INTERCHANGE	Westbound	9	3	0.1	N/A	N/A
205	I-70 W @ MD 66/EXIT 35	Westbound	10	2	0.1	N/A	N/A
224	I-70 W @ US 40/EXIT 32 EAST OF INTERCHANGE	Westbound	3	5	0.1	N/A	N/A
226	I-70 E @ MD 63/EXIT 24 WEST OF INTERCHANGE	Eastbound	2	7	0.1	N/A	N/A

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

2023 Statewide Rank	LOCATION	Direction	Average Duration (minute)	Average Length (mile)	Impact Factor	2022 Statewide Rank	Increase/ Decrease in Statewide Rank
25	I-70 W @ US 15/US 340/EXIT 52	Westbound	115	2	0.8	N/A	N/A
27	I-70 E @ I-695/EXIT 91 WEST OF INTERCHANGE	Eastbound	57	4	0.8	23	↓ -4
108	I-70 W @ US 29/EXIT 87	Westbound	50	2	0.2	N/A	N/A
112	I-70 E @ US 29/EXIT 87 WEST OF INTERCHANGE	Eastbound	13	4	0.2	N/A	N/A
158	I-70 E @ US 15/US 340/EXIT 52 WEST OF INTERCHANGE	Eastbound	9	3	0.1	N/A	N/A
170	I-70 E @ MARRIOTTSTVILLE RD/EXIT 83	Eastbound	25	1	0.1	146	↓ -24
212	I-70 W @ US 40 ALT/EXIT 49 EAST OF INTERCHANGE	Westbound	5	4	0.1	163	↓ -49
237	I-70 W @ MARRIOTTSTVILLE RD/EXIT 83 EAST OF INTERCHANGE	Westbound	3	5	0.1	158	↓ -59
245	I-70 E @ MD 32/EXIT 80 WEST OF INTERCHANGE	Eastbound	4	4	0.1	N/A	N/A
312	I-70 E @ MD 27/EXIT 68 WEST OF INTERCHANGE	Eastbound	1	5	0.0	N/A	N/A

## I-81 Top Bottlenecks

2023 Statewide Rank	LOCATION	Direction	Average Duration (minute)	Average Length (mile)	Impact Factor	2022 Statewide Rank	Increase/ Decrease in Statewide Rank
137	I-81 S @ HALFWAY BLVD/EXIT 5 NORTH OF INTERCHANGE	Southbound	11	4	0.1	180	↑ 43
218	I-81 S @ US 40/EXIT 6	Southbound	11	2	0.1	N/A	N/A
287	I-81 N @ HALFWAY BLVD/EXIT 5	Northbound	7	2	0.0	415	↑ 128
311	I-81 S @ US 11/EXIT 2	Southbound	2	4	0.0	N/A	N/A
313	I-81 S @ MAUGANSVILLE RD/EXIT 8 NORTH OF INTERCHANGE	Southbound	3	3	0.0	N/A	N/A
454	I-81 N @ US 40/EXIT 6	Northbound	1	4	0.0	343	↓ -111
493	I-81 S @ SHOWALTER RD/EXIT 10 NORTH OF INTERCHANGE	Southbound	1	2	0.0	417	↓ -76
499	I-81 N @ US 11/EXIT 2	Northbound	1	2	0.0	609	↑ 110
509	I-81 S @ I-70/EXIT 3	Southbound	2	1	0.0	596	↑ 87
562	I-81 N @ MAUGANS AVE/EXIT 9	Northbound	0	4	0.0	N/A	N/A

## I-83 Top Bottlenecks

2023 Statewide Rank	LOCATION	Direction	Average Duration (minute)	Average Length (mile)	Impact Factor	2022 Statewide Rank	Increase/ Decrease in Statewide Rank
38	I-83 S @ I-695	Southbound	106	2	0.6	N/A	N/A
154	I-83 N @ BELFAST RD/EXIT 24 SOUTH OF INTERCHANGE	Northbound	8	4	0.1	127	↓ -27
247	I-83 N @ MIDDLETOWN RD/EXIT 31 SOUTH OF INTERCHANGE	Northbound	4	3	0.1	N/A	N/A
257	I-83 S @ MD 137/MOUNT CARMEL RD/EXIT 27 NORTH OF INTERCHANGE	Southbound	4	3	0.1	N/A	N/A
273	I-83 S @ TIMONIUM RD/EXIT 16	Southbound	6	2	0.0	337	↑ 64
350	I-83 N @ SHAWAN RD/EXIT 20	Northbound	6	1	0.0	N/A	N/A
352	I-83 S @ BELFAST RD/EXIT 24	Southbound	3	2	0.0	374	↑ 22
355	I-83 S @ SHAWAN RD/EXIT 20 NORTH OF INTERCHANGE	Southbound	1	5	0.0	282	↓ -73
358	I-83 N @ MD 133/RUXTON RD	Northbound	2	3	0.0	329	↓ -29
403	I-83 N @ MD 137/MOUNT CARMEL RD/EXIT 27 SOUTH OF INTERCHANGE	Northbound	1	4	0.0	231	↓ -172

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

2023 Statewide Rank	LOCATION	Direction	Average Duration (minute)	Average Length (mile)	Impact Factor	2022 Statewide Rank	Increase/ Decrease in Statewide Rank
9	I-95 N @ MD 100/EXIT 43 SOUTH OF INTERCHANGE	Northbound	128	4	1.6	N/A	N/A
19	I-95 S @ MD 216/EXIT 35 NORTH OF INTERCHANGE	Southbound	67	5	1.0	N/A	N/A
22	I-95 S @ I-495/EXIT 27-25	Southbound	131	2	1.0	21	↓ -1
78	I-95 N @ I-95 (EAST)	Northbound	47	2	0.3	57	↓ -21
87	I-95 S @ MD 100/EXIT 43	Southbound	22	4	0.3	83	↓ -4
90	I-95 N @ MD 175/EXIT 41	Northbound	29	3	0.3	85	↓ -5
98	I-95 S @ MD 32/EXIT 38	Southbound	31	3	0.2	117	↑ 19
106	I-95 N @ I-695/EXIT 49 SOUTH OF INTERCHANGE	Northbound	39	2	0.2	N/A	N/A
122	I-95 S @ MD 34/EXIT 77	Southbound	11	5	0.2	N/A	N/A
133	I-95 N @ PRINCE GEROGES/HOWARD COUNTY LINE	Northbound	19	2	0.1	190	↑ 57

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

2023 Statewide Rank	LOCATION	Direction	Average Duration (minute)	Average Length (mile)	Impact Factor	2022 Statewide Rank	Increase/ Decrease in Statewide Rank
7	I-95 N @ MD 152/EXIT 74	Northbound	67	7	1.7	5	↓ -2
45	I-95 N @ MD 24/EXIT 77	Northbound	46	3	0.5	28	↓ -17
74	I-95 S @ MD 543/EXIT 80	Southbound	48	2	0.3	88	↑ 14
77	I-95 S @ MD 43/WHITE MARSH BLVD/EXIT 67 N. OF INTERCHANGE	Southbound	11	9	0.3	N/A	N/A
93	I-95 S @ MARYLAND HOUSE	Southbound	22	3	0.3	79	↓ -14
119	I-95 S @ MD 152/EXIT 74	Southbound	20	3	0.2	N/A	N/A
122	I-95 S @ MD 24/EXIT 7	Southbound	11	5	0.2	N/A	N/A
132	I-95 N @ MD 22/EXIT 85	Northbound	13	4	0.1	92	↓ -40
150	I-95 N @ MD 279/EXIT 109 SOUTH OF INTERCHANGE	Northbound	3	9	0.1	97	↓ -53
153	I-95 S @ MD 175/EXIT 41 NORTH OF INTERCHANGE	Southbound	10	3	0.1	N/A	N/A



## I-97 Top Bottlenecks

2023 Statewide Rank	LOCATION	Direction	Average Duration (minute)	Average Length (mile)	Impact Factor	2022 Statewide Rank	Increase/ Decrease in Statewide Rank
69	I-97 S @ US 50/US 301	Southbound	15	7	0.4	82	↑ 13
75	I-97 S @ MD 178/EXIT 5	Southbound	35	3	0.3	N/A	N/A
225	I-97 N @ MD 3/EXIT 7	Northbound	14	2	0.1	204	↓ -21
234	I-97 S @ MD 3/EXIT 7	Southbound	8	2	0.1	176	↓ -58
236	I-97 N @ BENFIELD BLVD/EXIT 10 SOUTH OF INTERCHANGE	Northbound	4	4	0.1	N/A	N/A
344	I-97 S @ I-695/EXIT 17	Southbound	16	0	0.0	348	↑ 4
357	I-97 N @ MD 178/EXIT 5	Northbound	2	3	0.0	377	↓ -20
364	I-97 S @ MD 3 BR/NEW CUT RD/EXIT 12	Southbound	5	1	0.0	430	↑ 66
411	I-95 S @ MD 100/EXIT 14	Southbound	4	1	0.0	487	↑ 76
414	I-97 N @ MD 3 BUS/NEW CUT RD	Northbound	2	3	0.0	N/A	N/A

## I-270 Top Bottlenecks

2023 Statewide Rank	LOCATION	Direction	Average Duration (minute)	Average Length (mile)	Impact Factor	2022 Statewide Rank	Increase/ Decrease in Statewide Rank
5	I-270 N @ MD 109/EXIT 22	Northbound	128	5	2.1	4	↓ -1
10	I-270 S @ MD 109/EXIT 22	Southbound	120	4	1.5	7	↓ -5
17	I-270 N @ MIDDLEBROOK RD/EXIT 13	Northbound	87	4	1.1	20	↑ 3
26	I-270 SPUR S @ I-495	Southbound	246	1	0.8	22	↓ -4
43	I-270 N @ MD 80/EXIT 26	Northbound	54	4	0.6	61	↑ 18
51	I-270 S @ MD 121	Southbound	18	8	0.5	N/A	N/A
52	I-270 N @ MONTROSE RD/EXIT 4	Northbound	55	3	0.5	80	↑ 28
68	I-270 N @ MD-85/EXIT 31 SOUTH OF INTERCHANGE	Northbound	14	8	0.4	13	↓ -55
72	I-270 N @ I-70/US 40	Northbound	86	2	0.3	67	↓ -5
86	I-270 N @ I-270/WASHINGTON NATIONAL PIKE	Northbound	92	1	0.3	91	↑ 5

## I-495 Top Bottlenecks

2023 Statewide Rank	LOCATION	Direction	Average Duration (minute)	Average Length (mile)	Impact Factor	2022 Statewide Rank	Increase/ Decrease in Statewide Rank
1	I-495 IL @ I-270 SPUR EAST OF INTERCHANGE	Inner Loop	120	7	3.1	N/A	N/A
3	I-495 OL @ MD 97/GEORGIA AVE/EXIT 31	Outer Loop	225	3	2.7	3	0
6	I-95/I-495 OL @ GREENBELT STATION RD/EXIT 24	Outer Loop	124	5	1.9	10	↑ 4
8	I-95/I-495 N @ MD 202 NORTH OF INTERCHANGE	Northbound	373	1	1.6	9	↑ 1
12	I-495 IL @ MD 650/NEW HAMPSHIRE AVE/EXIT 28 WEST OF INTERCHANGE	Inner Loop	79	5	1.3	N/A	N/A
13	I-95/I-495 IL @ I-295	Inner Loop	126	2	1.3	15	↑ 2
14	I-95/I-495 OL @ US 50/EXIT 19	Outer Loop	164	2	1.2	17	↑ 3
15	I-495 IL @ MD 97/GEORGIA AVE/EXIT 31 WEST OF INTERCHANGE	Inner Loop	93	4	1.2	12	↓ -3
18	I-495 IL @ CLARA BARTON PKWY/EXIT 41 AT INTERCHANGE	Inner Loop	81	4	1.1	11	↓ -7
21	I-95/I-495 IL @ MD 450/ANNAPOLIS RD/EXIT 20 AT INTERCHANGE	Inner Loop	122	3	1.0	25	↑ 4



## I-695 Top Bottlenecks

2023 Statewide Rank	LOCATION	Direction	Average Duration (minute)	Average Length (mile)	Impact Factor	2022 Statewide Rank	Increase/ Decrease in Statewide Rank
31	I-695 IL @ MD 372/WILKENS AVE/EXIT 12	Inner Loop	101	2	0.7	31	0
32	I-695 IL @ I-83/MD 25/EXIT 23	Inner Loop	70	3	0.7	N/A	N/A
37	I-695 OL @ PROVIDENCE RD//EXIT 28	Outer Loop	55	3	0.6	N/A	N/A
39	I-695 @ I-70/EXIT 16	Outer Loop	93	2	0.6	N/A	N/A
41	I-695 OL @ MD 26/EXIT 18	Outer Loop	80	2	0.6	24	↓ -17
48	I-695 IL @ EDMONDSON AVE/EXIT 14	Inner Loop	66	2	0.5	442	↑ 394
50	I-695 IL @ PROVIDENCE RD/EXIT 28	Inner Loop	52	3	0.5	43	↓ -7
60	I-695 IL @ MD 542/LOCH RAVEN BLVD/EXIT 29	Inner Loop	36	4	0.4	66	↑ 6
63	I-695 IL @ MD 122/SECURITY BLVD/EXIT 17	Inner Loop	84	2	0.4	36	↓ -27
73	I-695 OL @ MD 567/CROMWELL BRIDGE RD/EXIT 29	Outer Loop	62	2	0.3	60	↓ -13

## I-795 Top Bottlenecks

2023 Statewide Rank	LOCATION	Direction	Average Duration (minute)	Average Length (mile)	Impact Factor	2022 Statewide Rank	Increase/ Decrease in Statewide Rank
280	I-795 S @ I-695	Southbound	2	4	0.0	248	↓ -32
349	I-795 N @ OWINGS MILLS BLVD/EXIT 4	Northbound	4	2	0.0	229	↓ -120
496	I-795 N @ MD 30/MD 128/MD 140/EXIT 9	Northbound	0	3	0.0	492	↓ -4
498	I-795 S @ OWINGS MILLS BLVD/EXIT 4	Southbound	1	2	0.0	453	↓ -45
551	I-795 S @ FRANKLIN BLVD/EXIT 7	Southbound	1	1	0.0	529	↓ -22
975	I-795 N @ FRANKLIN BLVD/EXIT 7	Northbound	0	4	0.0	922	↓ -53

## I-895 Top Bottlenecks

2023 Statewide Rank	LOCATION	Direction	Average Duration (minute)	Average Length (mile)	Impact Factor	2022 Statewide Rank	Increase/ Decrease in Statewide Rank
40	I-895 S @ HARBOR TUNNEL THWY (SOUTH) NORTH OF TUNNEL ENT.	Southbound	64	3	0.6	N/A	N/A
121	I-895 S @ HARBOR TUNNEL THWY (NORTH) AT TUNNEL ENTRANCE	Southbound	45	1	0.2	196	↑ 75
156	I-895 N @ HARBOR TUNNEL THWY (SOUTH) SOUTH OF TUNNEL ENT.	Northbound	28	1	0.1	169	↑ 13
200	I-895 N @ HARBOR TUNNEL THWY (NORTH) NORTH OF TUNNEL EXIT	Northbound	19	1	0.1	186	↓ -14
211	I-895 N @ FRANKFURST AVE/SHELL RD/EXIT 8 SOUTH OF INTERCHANGE	Northbound	12	2	0.1	N/A	N/A
230	I-895 S @ HOLABIRD AVE/EXIT 10	Southbound	17	1	0.1	257	↑ 27
258	I-895 N @ CHILDS ST/EXIT 9 NORTH OF TOLL PLAZA	Northbound	36	0	0.0	205	↓ -53
314	I-895 S @ O'DONNELL ST/EXIT 11	Southbound	13	1	0.0	290	↓ -24
444	I-895 S @ US 40/PULASKI HWY/EXIT 13	Southbound	4	1	0.0	877	↑ 433
458	I-895 S @ MD 2/POTEE ST/EXIT 7	Southbound	2	2	0.0	394	↓ -64

## MD 32 Top Bottlenecks

2023 Statewide Rank	LOCATION	Direction	Average Duration (minute)	Average Length (mile)	Impact Factor	2022 Statewide Rank	Increase/ Decrease in Statewide Rank
24	MD 32 W @ I-95 EAST OF INTERCHANGE	Westbound	86	3	0.8	N/A	N/A
62	MD 32 E @ MD 198/FORT MEADE RD	Eastbound	70	2	0.4	N/A	N/A
107	MD 32 W @ MD 175/ANNAPOLIS RD	Westbound	37	2	0.2	99	↓ -8
173	MD 32 W @ US 1	Westbound	15	2	0.1	129	↓ -44
188	MD 32 E @ HENKELS LN/DORSEY RUN RD	Eastbound	28	1	0.1	224	↑ 36
197	MD 32 W @ MD 198/FORT MEADE RD EAST OF INTERCHANGE	Westbound	6	4	0.1	N/A	N/A
209	MD 32 E @ GREAT STAR DR	Eastbound	12	2	0.1	359	↑ 150
221	MD 32 E @ MD 295 (LAUREL) WEST OF INTERCHANGE	Eastbound	10	2	0.1	246	↑ 25
227	MD 32 E @ I-95 WEST OF INTERCHANGE	Eastbound	11	2	0.1	N/A	N/A
322	MD 32 W @ HENKELS LN/DORSEY RUN RD	Westbound	10	1	0.0	306	↓ -16

## MD 100 Top Bottlenecks

2023 Statewide Rank	LOCATION	Direction	Average Duration (minute)	Average Length (mile)	Impact Factor	2022 Statewide Rank	Increase/ Decrease in Statewide Rank
115	MD 100 E @ MARC DORSEY STATION ACCESS RD/EXIT 7 WEST OF INT.	Eastbound	55	1	0.2	N/A	N/A
118	MD 100 W @ MARC DORSEY STATION ACCESS RD/EXIT 7	Westbound	31	2	0.2	N/A	N/A
190	MD 100 E @ MD 174/QUARTERFIELD RD	Eastbound	22	1	0.1	N/A	N/A
207	MD 100 W @ MD 713/RIDGE RD/EXIT 10 EAST OF INTERCHANGE	Westbound	9	3	0.1	N/A	N/A
208	MD 100 W @ MD 174/QUARTERFIELD RD EAST OF INTERCHANGE	Westbound	14	2	0.1	N/A	N/A
215	MD 100 E @ MD 2 WEST OF INTERCHANGE	Eastbound	8	3	0.1	404	↑ 189
217	MD 100 W @ US 29	Westbound	26	1	0.1	151	↓ -66
235	MD 100 W @ OAKWOOD RD	Westbound	14	1	0.1	385	↑ 150
251	MD 100 W @ MD 170/TELEGRAPH RD/EXIT 11	Westbound	9	2	0.1	336	↑ 85
253	MD 100 E @ MD 713/RIDGE RD/EXIT 10	Eastbound	8	2	0.1	328	↑ 75

## MD 200 Top Bottlenecks

2023 Statewide Rank	LOCATION	Direction	Average Duration (minute)	Average Length (mile)	Impact Factor	2022 Statewide Rank	Increase/ Decrease in Statewide Rank
321	MD 200 E @ MD 97/GEORGIA AVE	Eastbound	1	5	0.0	144	↓ -177
372	MD 200 W @ I-370 EAST OF INTERCHANGE	Westbound	1	5	0.0	N/A	N/A
540	MD 200 W @ MD 182/LAYHILL RD EAST OF INTERCHANGE	Westbound	0	3	0.0	N/A	N/A
542	MD 200 E @ US 29/COLUMBIA PIKE	Eastbound	1	3	0.0	370	↓ -172
570	MD 200 E @ MD 650/NEW HAMPSHIRE AVE WEST OF INTERCHANGE	Eastbound	0	3	0.0	N/A	N/A
590	MD 200 W @ MD 650/NEW HAMPSHIRE AVE EAST OF INTERCHANGE	Westbound	0	3	0.0	N/A	N/A
599	MD 200 E @ I-95	Eastbound	1	2	0.0	554	↓ -45
653	MD 200 E @ MD 182/LAYHILL RD WEST OF INTERCHANGE	Eastbound	0	2	0.0	N/A	N/A
901	MD 200 W @ MD 97/GEORGIA AVE EAST OF INTERCHANGE	Westbound	0	2	0.0	N/A	N/A
966	MD 200 W @ US 29/COLUMBIA PIKE	Westbound	0	1	0.0	778	↓ -188



## MD 295 Top Bottlenecks

2023 Rank	LOCATION	Direction	Average Duration (minute)	Average Length (mile)	Impact Factor	2022 Rank	Increase/Decrease in Statewide Rank	
2	MD 295 S @ MD 198	Southbound	292	3	2.9	1	↓	-1
4	MD 295 S @ POWDER MILL RD NORTH OF INTERCHANGE	Southbound	146	5	2.2	8	↑	4
16	MD 295 S @ RIVERDALE RD NORTH OF INTERCHANGE	Southbound	113	3	1.2	N/A		N/A
20	MD 295 N @ I-495/I-95	Northbound	76	4	1.0	19	↓	-1
23	MD 295 S @ MD 197/EXIT 11	Southbound	114	3	0.9	34	↑	11
28	MD 295 N CANINE RD	Northbound	88	3	0.7	N/A		N/A
29	MD 295 N @ MD 197/EXIT 11 SOUTH OF INTERCHANGE	Northbound	48	4	0.7	N/A		N/A
47	MD 295 S @ AA-PG COUNTY BORDER (LAUREL) (NORTH)	Southbound	35	4	0.5	39	↓	-8
55	MD 295 N @ MD 100	Northbound	92	2	0.5	56	↑	1
59	MD 295 S @ CANINE RD NORTH OF INTERCHANGE	Southbound	44	3	0.4	48	↓	-11

## US 50 Top Bottlenecks

2023 Rank	LOCATION	Direction	Average Duration (minute)	Average Length (mile)	Impact Factor	2022 Rank	Increase/Decrease in Statewide Rank	
11	US 50 E @ WILLIAM PRESTON LANE BRIDGE	Eastbound	101	4	1.3	6	↓	-5
36	US 50 E @ MD 202/LANDOVER RD	Eastbound	90	2	0.6	68	↑	32
53	US 50 W @ WILLIAM PRESTON LANE BRIDGE	Westbound	46	3	0.5	N/A		N/A
67	US 50 E @ MD 295/BALTIMORE WASHINGTON PKWY	Eastbound	112	1	0.4	81	↑	14
85	US 50 E @ I-97/EXIT 21	Eastbound	18	4	0.3	96	↑	11
116	US 50 E @ BAY DALE DR/FERGUSON RD/EXIT 28	Eastbound	29	2	0.2	199	↑	83
129	US 50 E @ WILLIAM PRESTON LANE BRIDGE TOLL PLAZA	Eastbound	65	1	0.2	237	↑	108
134	US 50 E @ MD 648/BLATIMORE ANNAPOLIS BLVD	Eastbound	30	2	0.1	N/A		N/A
146	US 50 W @ MD 201/MD 295/KENILWORTH AVE	Westbound	14	3	0.1	123	↓	-23
174	US 50 W @ MD 648/BLATIMORE ANNAPOLIS BLVD EAST OF INT.	Westbound	11	3	0.1	N/A		N/A



## C. ARTERIAL CORRIDOR FACT SHEETS

Roadway congestion is not limited to freeways/expressways. At signalized intersections, delays occur along the major road for cross traffic to access the mainline. The most significant of these delays happen along arterial roadways. 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. Normally arterial roadways have the second highest volumes of traffic with only freeways/expressways outranking them.

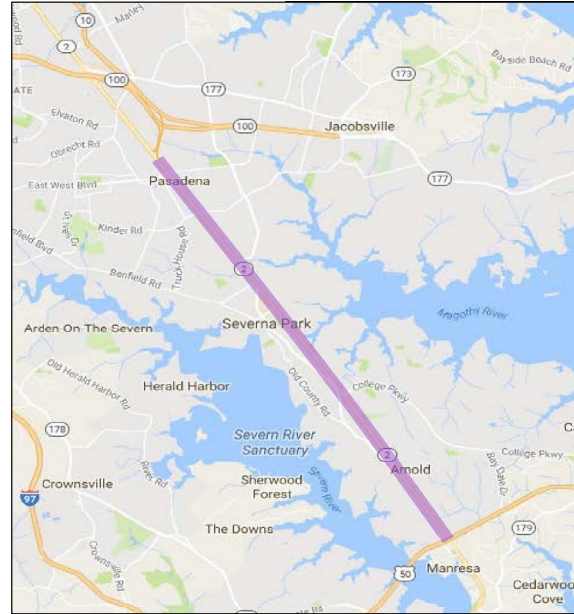
Congestion along arterial roadways is based upon the volumes along those roadways, the number of signals and the duration of green time given to the main road, and the number of lanes. The SHA has identified the 35 most congested arterial corridors in the AM and PM peak hours based on observed traffic operations, traffic volumes, and regional significance. Summer weekend congestion locations, including US 50, MD 18, and MD 90 on the Eastern Shore, were also evaluated. 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 in 2023:

- 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 (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 and 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 and 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 528 - Delaware State Line to US 50 (summer weekend) (Worcester)
- MD 650 - Washington DC Line to US 29 (Montgomery)
- 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 Rd to MD 5 North (Charles/ Prince George's)
- US 301 - MD 4 to Leeland Rd (Prince George's)
- US 301 - Middleton Bridge to MD 234 (summer weekend) (Charles)

# MD 2

<b>Limits:</b>	US 50/301 to MD 10	
<b>Corridor Length:</b>	8.4 miles	
<b>Speed Limit:</b>	50 MPH	
<b>Travel Lanes:</b>	2-3 (Northbound) 1-3 (Southbound)	
<b>Signal Controlled Intersections:</b>	12	
<b>Grade Separated Interchanges:</b>	1	
<b>Major Cross Streets:</b>	MD 10, MD 648, College Pkwy, Magothy Bridge Rd, East West Blvd / Pasadena Rd, US 50	
<b>Routes and Ridership</b>	Routes	Avg. Daily Ridership
	MTA LocalLink 70	1,217
	MTA Commuter Bus 260	78



2023 AADT	Trucks	Peak Hour Traffic
40,000 - 61,000 vpd	3% - 8%	7.5% - 8%

## Intersection Operations

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

## Segment Operations

Level of Congestion	Northbound AM / PM (Miles of Roadway)	Southbound AM / PM (Miles of Roadway)
Uncongested	4.7 / 0.0	0.0 / 0.0
Moderate	0.9 / 1.6	0.0 / 4.2
Heavy to Severe	2.8 / 6.8	8.4 / 4.2

## 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 for the last four years. (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 Other Principal Arterial	MD 10 - Pasadena Rd/East West Blvd.	0.3								
	Pasadena Rd/East West Blvd. - E Earleigh Heights Rd/Magothy Bridge Rd.	0.9							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								
	Robinson Rd. - College PKWY	2.5			W					W
	College PKWY - US301	3.1								W

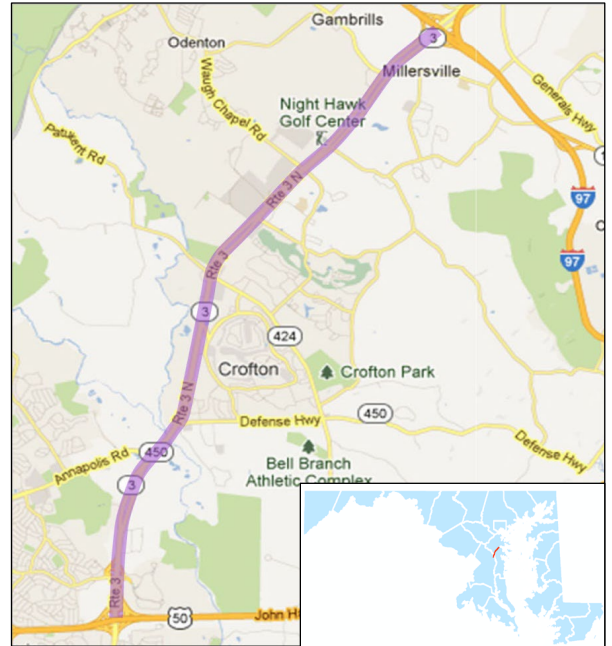
I = Improvement from 2022 W = Worsened from 2022 (blank) = No significant change from 2022

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

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

# MD 3

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



<b>2023 AADT</b>	<b>Trucks</b>	<b>Peak Hour Traffic</b>
68,000 - 82,000 vpd	4% - 6%	7.5% - 8%

## Intersection Operations

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

## Segment Operations

Level of Congestion	Northbound AM / PM (Miles of Roadway)	Southbound AM / PM (Miles of Roadway)
Uncongested	5.4 / 1.3	8.3 / 0.0
Moderate	0.9 / 0.0	0.0 / 1.0
Heavy to Severe	2.5 / 7.5	0.5 / 7.8

## LOS 'E' Intersections

MD 3 (SB/L) at MD 175 (AM)  
MD 3 at MD 424/Conway Rd (PM)  
MD 3 (SB) at South Main Chapel Way/Directional Crossover (AM, PM)

## LOS F Intersections

MD 3 (SB/L) at MD 175 (PM)  
MD 3 (NB) at Riedel 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 for the last four years. (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	Patuxent Fwy (MD-32) - Annapolis Rd (MD-175)/Millersville Rd	0.8				W				W
	Annapolis Rd (MD-175)/Millersville Rd - St. Stephens Ch Rd	1.2				W	I		I	W
	St. Stephens Church Rd - Waugh Chapel Rd/Riedel Rd	0.5	W		W		W		W	
	Waugh Chapel Rd/Riedel Rd - John Hopkins Rd	0.8			W		W		W	
	Johns Hopkins Rd - Conway Rd/Davidsonville Rd (MD-424)	0.9		W				W	W	
	Conway Rd/Davidsonville Rd (MD-424) - Crawford Blvd/Cronson Blvd	0.7								W
	Crawford Blvd/Cronson Blvd - Defense Hwy (MD-450)	1.3								
	Defense Hwy (MD-450) - Annapolis Rd (MD-450)	0.5								
	Annapolis Rd (MD-450) - Belair Drive/Melford Blvd	1.6		W				I	W	
	Belair Drive/Melford Blvd - US-50	0.5							W	W

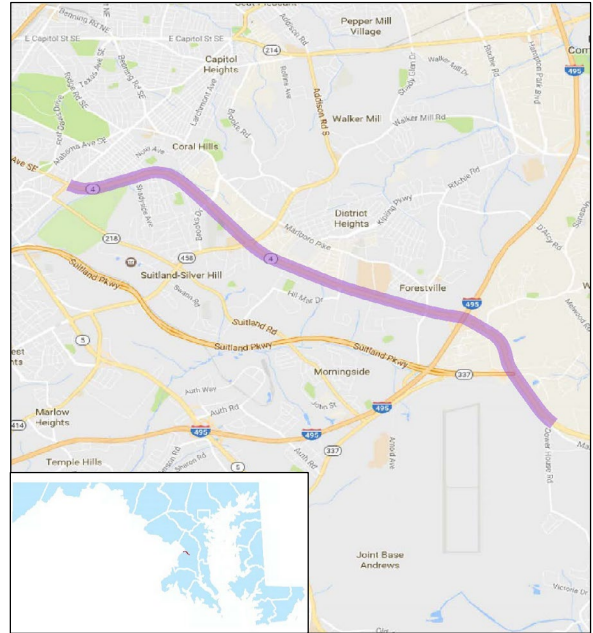
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PTI: planning time index (95th percentile travel time / freeflow travel time)

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

# MD 4

<b>Limits:</b>	Washington DC Line to Dower House Rd			
<b>Corridor Length:</b>	6.6 miles			
<b>Speed Limit:</b>	35 - 55 MPH			
<b>Travel Lanes:</b>	(2 - 3) Northbound (2 - 3) Southbound			
<b>Signal Controlled Intersections:</b>	12			
<b>Grade Separated Interchanges:</b>	7			
<b>Major Cross Streets:</b>	MD 458, Forestville Rd, I-95, MD 337, MD 223, Dower House Rd			
<b>Routes and Ridership</b>	MTA Commuter Bus Routes	Avg. Daily Ridership	METRO Routes	Avg. Daily Ridership
			J12	774
	810	51	K12	2,069
	820	270	V12	1,377
	830	196	The Bus Routes	Avg. Daily Ridership
	840	160		
	850	44	20	N/A



<b>2023 AADT</b>	<b>Trucks</b>	<b>Peak Hour Traffic</b>
21,000 - 62,000 vpd	2% - 9%	6.5% - 7.5%

## Intersection Operations

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

## Segment Operations

Level of Congestion	Northbound AM / PM (Miles of Roadway)	Southbound AM / PM (Miles of Roadway)
Uncongested	1.6 / 4.8	4.5 / 3.0
Moderate	4.0 / 1.4	1.2 / 1.5
Heavy to Severe	1.0 / 0.4	0.9 / 2.1

## 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 for the last four years. (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 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
Urban Freeway Expressway	Forestville Rd. - I95/I495	0.4								W
	I95/I495 - Old Marlboro Pike/ Westphalia Rd.	0.3								
	Old Marlboro Pike/ Westphalia Rd. - MD-337	0.6								I
	MD-337 - Dowerhouse Rd.	0.8					W	I		W

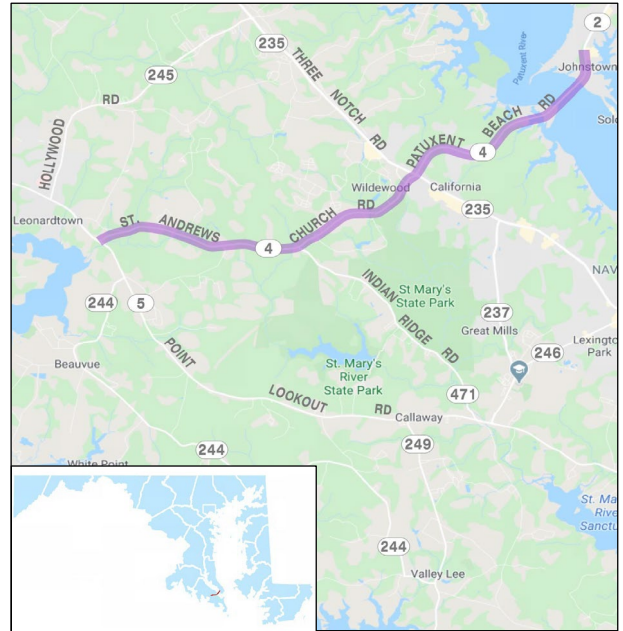
I = Improvement from 2022 W = Worsened from 2022 (blank) = No significant change from 2022

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

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

# MD 4

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



<b>2023 AADT</b>	<b>Trucks</b>	<b>Peak Hour Traffic</b>
11,000 - 28,000 vpd	3% - 6%	9%

## Segment Operations

### Intersection Operations

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

Level of Congestion	Northbound AM / PM (Miles of Roadway)	Southbound AM / PM (Miles of Roadway)
Uncongested	10.0 / 0.0	10.0 / 10.0
Moderate	0.0 / 10.0	0.0 / 0.0
Heavy to Severe	0.0 / 0.0	0.0 / 0.0

### LOS 'E' Intersections

MD 4 at FDR Blvd (AM)

### LOS F Intersections

MD 4 at FDR Blvd (PM)  
MD 4 at MD 235 (AM, 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 for the last four years. (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							W	
	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								

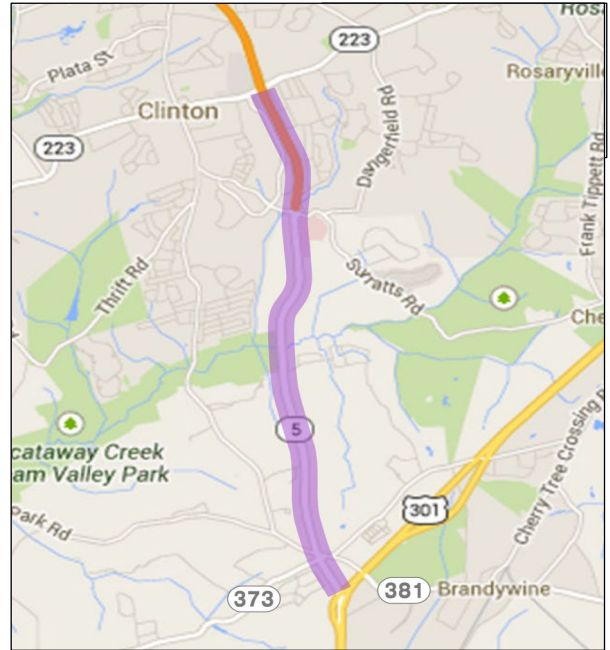
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PTI: planning time index (95th percentile travel time / freeflow travel time)

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

# MD 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:	2	
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	242
	MTA Commuter Bus 715	214
	MTA Commuter Bus 725	92
	MTA Commuter Bus 735	103



2023 AADT	Trucks	Peak Hour Traffic
67,000 - 82,000 vpd	4% - 7%	6.5%

## 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 Congestion	Northbound AM / PM (Miles of Roadway)	Southbound AM / PM (Miles of Roadway)
Uncongested	1.3 / 5.4	3.8 / 0.0
Moderate	0.0 / 0.0	1.6 / 0.0
Heavy to Severe	4.1 / 0.0	0.0 / 5.4

## 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 for the last four years. (50% 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			
	Burch Hill Rd/Earnshaw Dr. - Brandywine Rd./ Accokeek Rd (MD-373)	1.9	W							I
Rural Other Princ. Arterial	Brandywine Rd./ Accokeek Rd (MD-373)-Crain Hwy. (US-301)	0.6								I

I = Improvement from 2022 W = Worsened from 2022 (blank) = No significant change from 2022

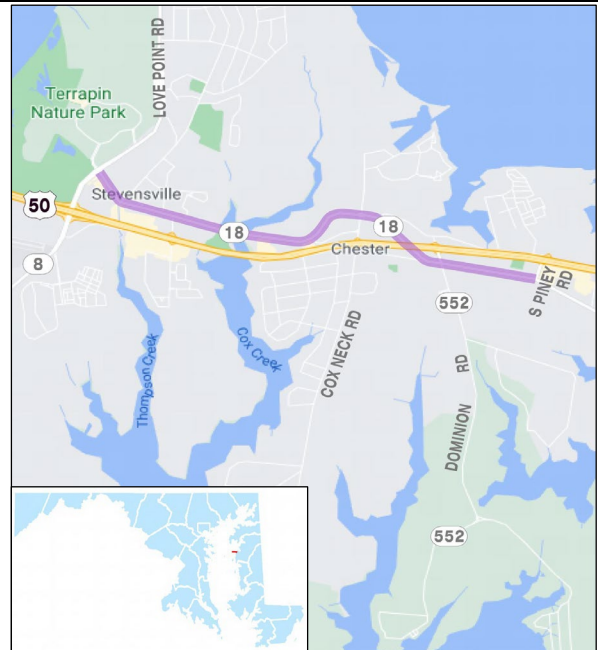
PTI: planning time index (95th percentile travel time / freeflow travel time)

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



2023 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 Congestion	Eastbound PM (Miles of Roadway)	Westbound PM (Miles of Roadway)
Uncongested	2.9	0.0
Moderate	0.0	0.0
Heavy to Severe	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	

\* No traffic count data for the last four years.

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		W			W
	Postal Rd. - MD-552/Dominion Rd.	0.1		W		W	W
	MD-552/Dominion Rd. - S Piney Rd.	0.6		W			W

I = Improvement from 2022 W = Worsened from 2022 (blank) = No significant change from 2022

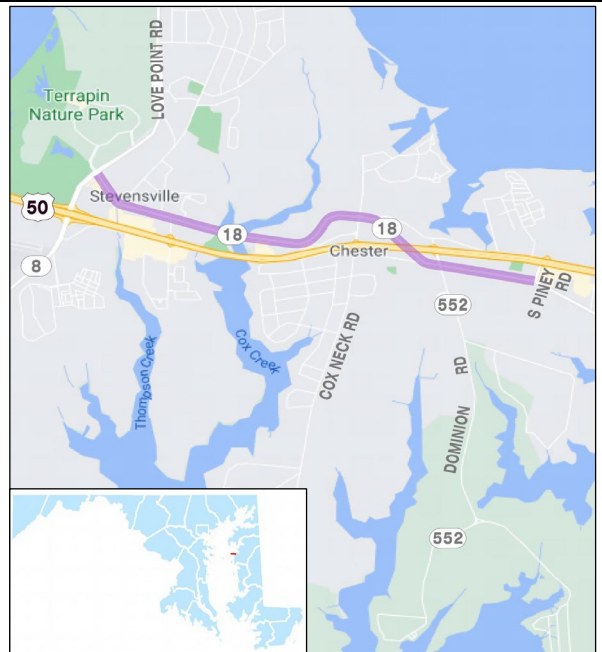
PTI: planning time index (95th percentile travel time / freeflow travel time)

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



2023 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	1	1
LOS E	0	0
LOS F	0	0

### Segment Operations

Level of Congestion	Eastbound PM (Miles of Roadway)	Westbound PM (Miles of Roadway)
Uncongested	2.3	0.0
Moderate	0.6	0.0
Heavy to Severe	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	

\* No traffic count data for the last four years.

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		W			
	Postal Rd. - MD-552/Dominion Rd.	0.1		W	W		
	MD-552/Dominion Rd. - S Piney Rd.	0.6		W		I	

I = Improvement from 2022 W = Worsened from 2022 (blank) = No significant change from 2022

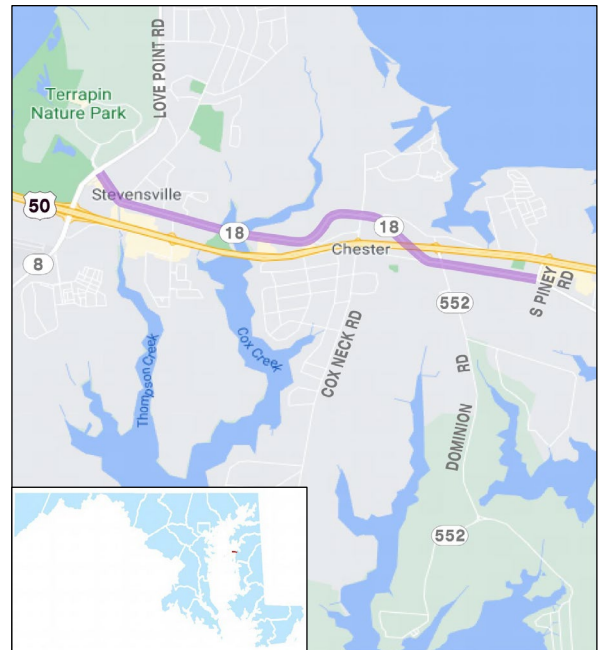
PTI: planning time index (95th percentile travel time / freeflow travel time)

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



2023 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	1	1
LOS E	0	0
LOS F	0	0

### Segment Operations

Level of Congestion	Eastbound PM (Miles of Roadway)	Westbound PM (Miles of Roadway)
Uncongested	2.9	2.3
Moderate	0.1	0.6
Heavy to Severe	0.0	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	

\* No traffic count data for the last four years.

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					W
	Postal Rd. - MD-552/Dominion Rd.	0.1					W
	MD-552/Dominion Rd. - S Piney Rd.	0.6					W

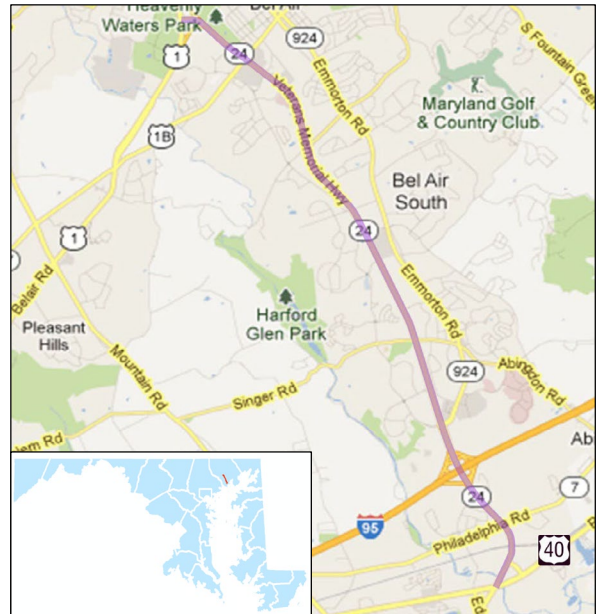
I = Improvement from 2022 W = Worsened from 2022 (blank) = No significant change from 2022

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

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

# MD 24

<b>Limits:</b>	US 40 (Pulaski Highway) to US 1 (Bel Air Bypass)	
<b>Corridor Length:</b>	7.9 miles	
<b>Speed Limit:</b>	40 - 55 MPH	
<b>Travel Lanes:</b>	(2 - 3) Northbound (2 - 3) Southbound	
<b>Signal Controlled Intersections:</b>	15	
<b>Grade Separated Interchanges:</b>	3	
<b>Major Cross Streets:</b>	US 40, I-95 MD 7, MD 924, Singer Rd Bel Air South Pkwy, US 1 BUS., US 1	
<b>Routes and Ridership</b>	Routes	Avg. Daily Ridership
	MTA Commuter Bus 410	66



<b>2023 AADT</b>	<b>Trucks</b>	<b>Peak Hour Traffic</b>
21,000 - 67,000 vpd	2% - 7%	8% - 9%

## Segment Operations

Intersection Operations		
Signalized Intersections*:	AM Peak Hour	PM Peak Hour
LOS D or Better	10	9
LOS E	0	1
LOS F	0	0

Level of Congestion	Northbound AM / PM (Miles of Roadway)	Southbound AM / PM (Miles of Roadway)
	Uncongested	Uncongested
Uncongested	6.2 / 1.7	5.7 / 1.9
Moderate	1.3 / 2.8	2.2 / 4.8
Heavy to Severe	0.4 / 3.4	0.0 / 1.2

## LOS 'E' Intersections

MD 24 at Ramps 4, 5 and 9 to and from I-95 (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 for the last four years. (67% 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								
	Baltimore Pike (Bus US-1) - Ring Factory Rd.	1.3								
	Ring Factory Rd. - Plumtree Rd.	0.9								
	Plumtree Rd. - Bel Air Pkwy	0.4								
	Bel Air Pkwy - Wheel Rd.	0.3								
	Wheel Rd. - Singer Rd.	1.0								
	Singer Rd. - Tollgate Rd./Emmorton Rd (MD-924)	1.0								
	Tollgate Rd./Emmorton Rd (MD-924) - I-95	0.6								
	I-95 - Edgewood Rd.	0.4								
	Edgewood Rd. - Philadelphia Rd. (MD-7)	0.4								
	Philadelphia Rd. (MD-7) - Pulaski Hwy (US-40)	0.5								
	Pulaski Hwy (US-40) - Edgewood Rd. (MD-755)	0.6								

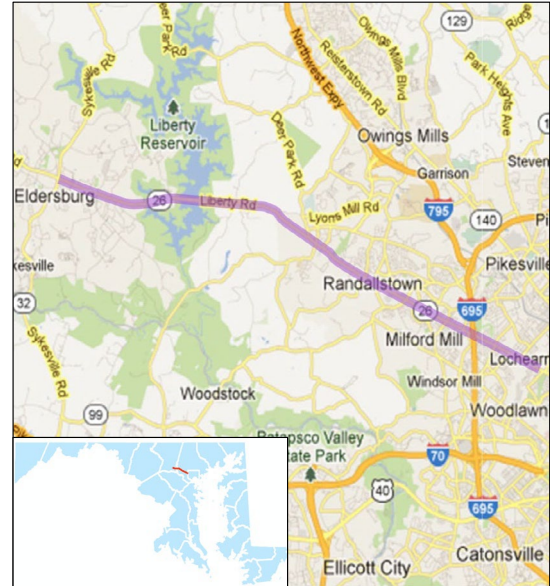
I = Improvement from 2022 W = Worsened from 2022 (blank) = No significant change from 2022

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	4,258	
	MTA LocalLink 81	1,002	
	MTA LocalLink 37	1,680	



## Intersection Operations

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

## Segment Operations

Level of Congestion	Eastbound AM / PM (Miles of Roadway)	Westbound AM / PM (Miles of Roadway)
Uncongested	10.8 / 7.9	9.7 / 5.2
Moderate	2.8 / 2.4	4.0 / 3.7
Heavy to Severe	0.5 / 3.8	0.4 / 5.2

## 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 for the last four years. (56% 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								

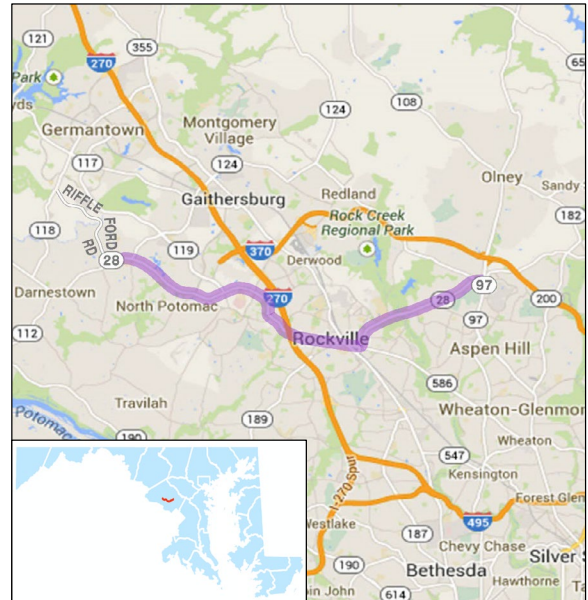
I = Improvement from 2022 W = Worsened from 2022 (blank) = No significant change from 2022

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

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

# MD 28

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



<b>2023 AADT</b>	<b>Trucks</b>	<b>Peak Hour Traffic</b>
21,000 - 45,000 vpd	2% - 5%	7.5% - 8.5%

## Intersection Operations

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

## Segment Operations

Level of Congestion	Eastbound AM / PM (Miles of Roadway)	Westbound AM / PM (Miles of Roadway)
Uncongested	4.8 / 3.8	2.6 / 0.0
Moderate	4.8 / 3.3	5.1 / 8.1
Heavy to Severe	2.3 / 4.8	4.2 / 3.8

## 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 for the last four years. (20% 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								
	Quince Orchard Rd (MD-124) - Muddy Branch Rd.	2.1								
	Muddy Branch Rd. - Great Seneca Hwy (MD-119)	0.8								
	Great Seneca Hwy (MD-119) - Shady Grove Rd.	0.9								
	Shady Grove Rd. - Falls Grove Dr/ Gude St.	0.4								
	Falls Grove Dr/ Gude St. - Darnestown Rd.	0.5								
	Darnestown Rd. - I-270	0.7								
	I-270 - Great Falls Rd. / Van Buren St.	0.9								
	Great Falls Rd. / Van Buren St. - Rockville Pike (MD-355)	0.6								
	Rockville Pike (MD-355)-Veirs Mill Rd (MD-586)/1stSt(MD-911)	0.4								
	Veirs Mill Rd (MD-586) / 1st St (MD-911) - Gude Dr.	0.9								
	Gude Dr. - Baltimore Rd.	1.0								
	Baltimore Rd. - Bel Pre Rd.	0.7								
	Bel Pre Rd. - Muncaster Mill Rd. (MD-115)	1.3								
	Muncaster Mill Rd. (MD-115)- Georgia Ave. (MD-97)	0.2								

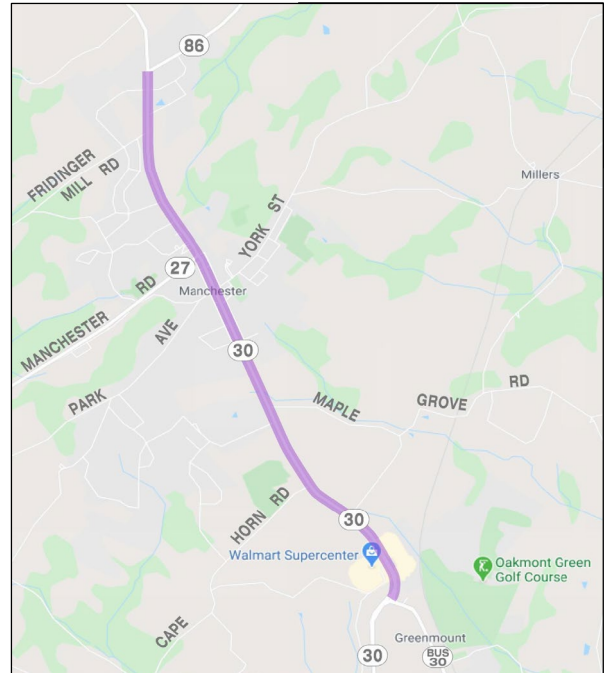
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PTI: planning time index (95th percentile travel time / freeflow travel time)

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

# MD 30

<b>Limits:</b>	MD 30 Business to MD 86	
<b>Corridor Length:</b>	3.7 miles	
<b>Speed Limit:</b>	40 MPH	
<b>Travel Lanes:</b>	(1 - 2) Northbound (1 - 2) Southbound	
<b>Signal Controlled Intersections:</b>	6	
<b>Grade Separated Interchanges:</b>	0	
<b>Major Cross Streets:</b>	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	
<b>Routes and Ridership</b>	Routes	Avg. Daily Ridership
	N/A	N/A



<b>2023 AADT</b>	<b>Trucks</b>	<b>Peak Hour Traffic</b>
19,000 vpd	6%	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 Congestion	Northbound AM / PM (Miles of Roadway)	Southbound AM / PM (Miles of Roadway)
Uncongested	1.2 / 1.2	0.0 / 0.0
Moderate	2.5 / 0.0	2.5 / 3.7
Heavy to Severe	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 for the last four years. (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 Other Principal Arterial	MD86/(Lineboro Rd.) - Hallie Ave.	0.1								
	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								
	Maple Grove Rd. - Eagle Ridge Ct./(Broadbeck Rd.)	1.2								
	Eagle Ridge Ct./(Broadbeck Rd.) - MD30 Bus(Hanover Pike/Hampstead Bypass)	0.3								

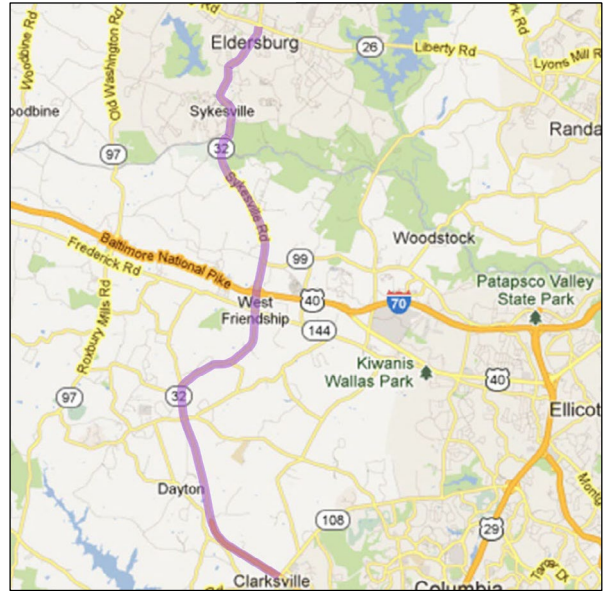
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PTI: planning time index (95th percentile travel time / freeflow travel time)

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

# MD 32

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



<b>2023 AADT</b>	<b>Trucks</b>	<b>Peak Hour Traffic</b>
23,000 - 36,000 vpd	7% - 10%	8.5% - 9%

## Intersection Operations

Signalized Intersections*:	AM Peak Hour	PM Peak Hour
LOS D or Better	4	3
LOS E	0	1
LOS F	0	0

## Segment Operations

Level of Congestion	Northbound AM / PM (Miles of Roadway)	Southbound AM / PM (Miles of Roadway)
Uncongested	13.9 / 14.8	16.3 / 7.1
Moderate	1.7 / 1.5	0.0 / 2.9
Heavy to Severe	0.7 / 0.0	0.0 / 6.3

## LOS 'E' Intersections

MD 32 at MD 144A (Frederick Rd) (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 for the last four years. (36% of signalized intersections)

Functional Class	Roadway Segment North to South	Length (miles)	TTI				PTI			
			AM NB	AM SB	PM NB	PM SB	AM NB	AM SB	PM NB	PM 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								W
	River Rd. - Old Frederick Rd. (MD-99)	1.3								
	Old Frederick Rd. (MD-99) - I-70/US-40	0.8								
Rural Other Principal Arterial	I-70/US-40 - Frederick Rd. (MD-144)	0.4								
	Frederick Rd. (MD-144) - Burntwoods Rd./ Andrea Dr.	3.0								
	Burntwoods Rd./ Andrea Dr. - Clarksville Pike (MD-108)	5.4								

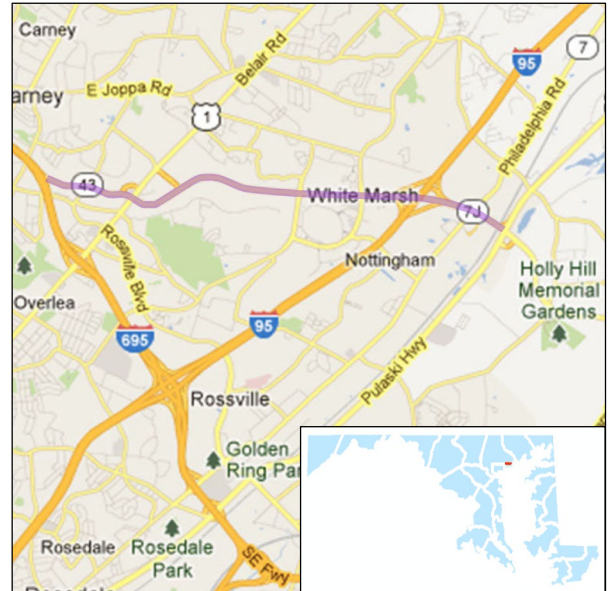
I = Improvement from 2022 W = Worsened from 2022 (blank) = No significant change from 2022

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:	2-3 Eastbound 2-3 Westbound	
Signal Controlled Intersections:	8	
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	4,698
	MTA LocalLink 120	176



<b>2023 AADT</b>	<b>Trucks</b>	<b>Peak Hour Traffic</b>
25,000 - 61,000 vpd	2% - 9%	8% - 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 Congestion	Eastbound AM / PM (Miles of Roadway)	Westbound AM / PM (Miles of Roadway)
Uncongested	5.2 / 2.7	3.4 / 2.2
Moderate	0.8 / 2.5	2.0 / 1.9
Heavy to Severe	0.0 / 0.8	0.6 / 1.9

## 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 for the last four years. (13% 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	
	Walther Blvd - Belair Rd (US-1) SB	0.4							W	
	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							W	
	Philadelphia Rd - Pulaski Hwy (US-40)	0.4								

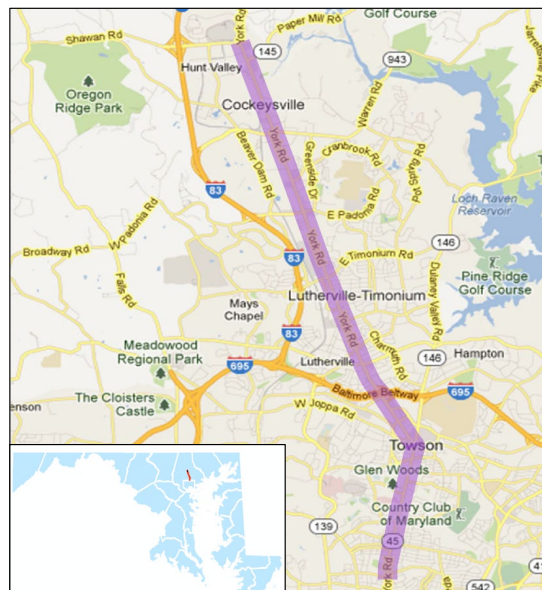
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PTI: planning time index (95th percentile travel time / freeflow travel time)

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

# MD 45

<b>Limits:</b>	Baltimore City Line to Shawan Road	
<b>Corridor Length:</b>	9.3 miles	
<b>Speed Limit:</b>	35 - 40 MPH	
<b>Travel Lanes:</b>	(1 – 2) Northbound (1 – 2) Southbound	
<b>Signal Controlled Intersections:</b>	31	
<b>Grade Separated Interchanges:</b>	1	
<b>Major Cross Streets:</b>	Stevenson Ln, Towsontown Blvd, Joppa Rd, Fairmount Ave, I-695, MD 131, Timonium Rd, Padonia Rd, Warren Rd, Shawan Rd	
<b>Routes and Ridership</b>	<b>Routes</b>	<b>Avg. Daily Ridership</b>
	Light RailLink Hunt Valley	4,135
	Light RailLink Pepper Rd	647
	Light RailLink McCormick Rd	1,376
	Light RailLink Gilroy Rd	1,479
	Light RailLink Warren Rd	1,066
	Light RailLink Timonium Rd	1,249
	Light RailLink Timonium BP	2,628
	Light RailLink Lutherville	3,054
	CityLink Red Route	8,642
	MTA LocalLink 52	188
	MTA LocalLink 53	2,916
	MTA LocalLink 93	977



<b>2023 AADT</b>	<b>Trucks</b>	<b>Peak Hour Traffic</b>
17,000 - 38,000 vpd	1% - 4%	7.5% - 8.5%

## Segment Operations

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

Level of Congestion	Northbound AM / PM (Miles of Roadway)	Southbound AM / PM (Miles of Roadway)
Uncongested	3.9 / 0.0	4.3 / 0.0
Moderate	4.3 / 1.1	3.3 / 2.6
Heavy to Severe	1.1 / 8.2	1.7 / 6.7

## 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 for the last four years. (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 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								
	Cranbrook Rd. - Padonia Rd.	0.5								
	Padonia Rd. - Timonium Rd.	1.1								
	Timonium Rd. - Ridgely Rd.	0.8								
	Ridgely Rd. - Bellona Ave./Margate Rd.	0.5								
	Bellona Ave./Margate Rd. - Seminary Ave. (MD-131)	0.2								
	Seminary Ave. (MD-131) - I-695	0.5								
	I-695 - Fairmount Ave	0.3								
Urban Minor Arterial	Fairmount Ave. - Bosley Ave.	0.2								
	Bosley Ave. - Dulaney Valley Rd. (MD-146)/ Joppa Rd.	0.4								
Urban Other Principal Arterial	Dulaney Valley Rd. (MD-146)/ Joppa Rd. - Towsontown Blvd.	0.3								
	Towsontown Blvd. - Burke Ave.	0.2								
	Burke Ave. - Stevenson Ln.	0.8								
	Stevenson Ln. - Regester Ave.	0.4								
	Regester Ave. - Lake Ave.	0.8								

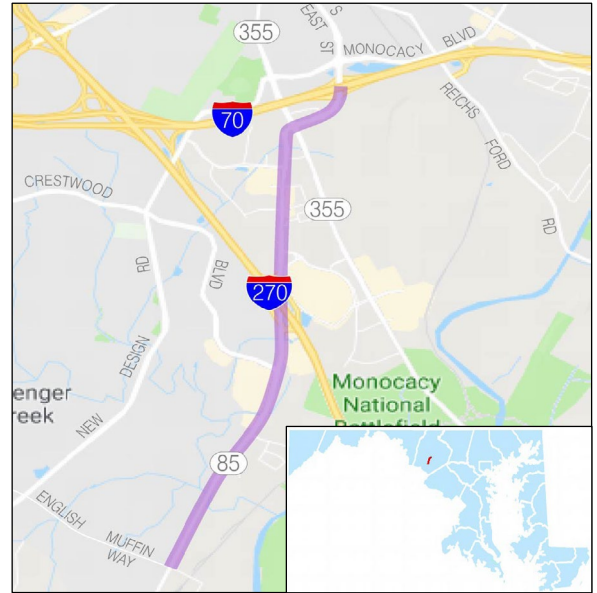
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PTI: planning time index (95th percentile travel time / freeflow travel time)

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

# MD 85

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



<b>2023 AADT</b>	<b>Trucks</b>	<b>Peak Hour Traffic</b>
17,000 - 49,000 vpd	3% - 17%	7.5% - 8.5%

## Intersection Operations

Signalized Intersections*:	AM Peak Hour	PM Peak Hour
LOS D or Better	4	4
LOS E	0	0
LOS F	1	1

## Segment Operations

Level of Congestion	Northbound AM / PM (Miles of Roadway)	Southbound AM / PM (Miles of Roadway)
Uncongested	3.5 / 1.9	1.6 / 1.9
Moderate	0.0 / 1.6	1.9 / 1.6
Heavy to Severe	0.0 / 0.0	0.0 / 0.0

## LOS 'E' Intersections

## LOS F Intersections

ND 85 at Ramp 8 from I-270 SB (AM, 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 for the last four years. (38% 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 2022 W = Worsened from 2022 (blank) = No significant change from 2022

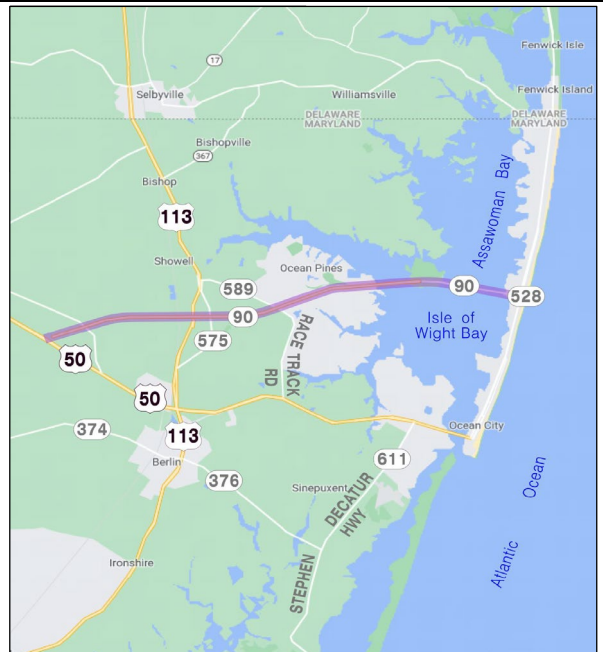
PTI: planning time index (95th percentile travel time / freeflow travel time)

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

# MD 90

## FRIDAY SUMMER

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



<b>2023 ADT</b>	<b>Trucks</b>	<b>Peak Hour Traffic</b>
14,000 vpd	2%	7.5%

### 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 Congestion	Eastbound PM (Miles of Roadway)	Westbound PM (Miles of Roadway)
Uncongested	0.0	11.4
Moderate	11.4	0.0
Heavy to Severe	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	

\* No traffic count data for the last four years.

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				I	
	St Martins Neck Rd. - MD-528/Coastal Hwy	2.4					

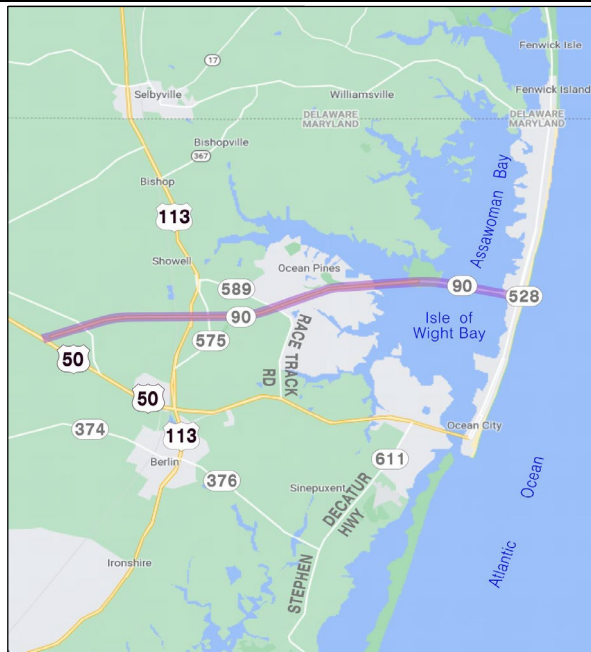
I = Improvement from 2022 W = Worsened from 2022 (blank) = No significant change from 2022

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

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

## SATURDAY SUMMER

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



<b>2023 ADT</b>	<b>Trucks</b>	<b>Peak Hour Traffic</b>
12,500 vpd	1%	9.5%

## Intersection Operations

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

### Segment Operations

Level of Congestion	Eastbound PM (Miles of Roadway)	Westbound PM (Miles of Roadway)
Uncongested	0.0	11.4
Moderate	0.0	0.0
Heavy to Severe	11.4	0.0

## LOS 'E' Intersections

MD 90 at MD 528/62nd St (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 for the last four years. (50% 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	I			I	
	St Martins Neck Rd. - MD-528/Coastal Hwy	2.4					

I = Improvement from 2022    W = Worsened from 2022    (blank) = No significant change from 2022

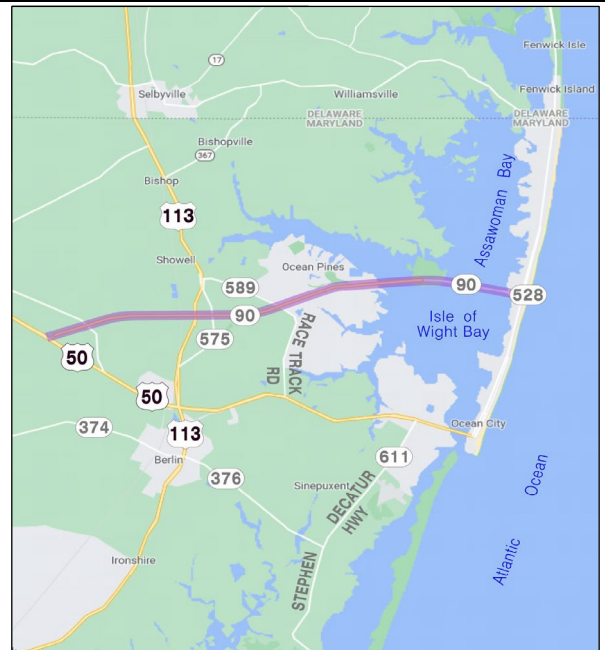
PTI: planning time index (95th percentile travel time / freeflow travel time)

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

# MD 90

## SUNDAY SUMMER

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



<b>2023 ADT</b>	<b>Trucks</b>	<b>Peak Hour Traffic</b>
12,300 vpd	1%	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 Congestion	Eastbound PM (Miles of Roadway)	Westbound PM (Miles of Roadway)
Uncongested	0.0	11.4
Moderate	11.4	0.0
Heavy to Severe	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 for the last four years. (50% 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				I	W
	St Martins Neck Rd. - MD-528/Coastal Hwy	2.4					

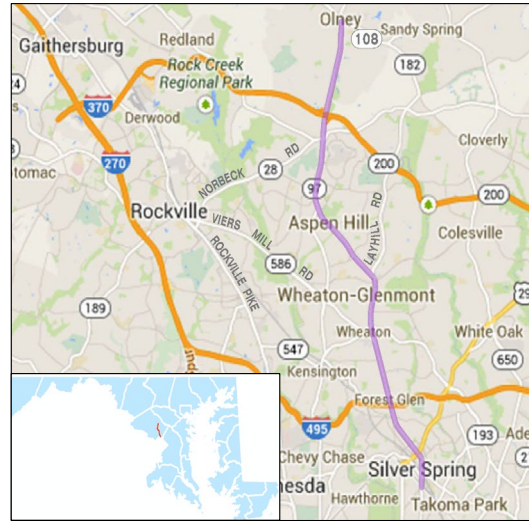
I = Improvement from 2022 W = Worsened from 2022 (blank) = No significant change from 2022

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

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

# MD 97

<b>Limits:</b>	Washington DC Line to MD 108			
<b>Corridor Length:</b>	12.7 miles			
<b>Speed Limit:</b>	30 - 45 MPH			
<b>Travel Lanes:</b>	(3 - 4) Northbound (3 - 4) Southbound			
<b>Signal Controlled Intersections:</b>	48			
<b>Grade Separated Interchanges:</b>	2			
<b>Major Cross Streets:</b>	US 29, I-495, MD 586, Randolph Rd, MD 193, MD 182, MD 28, MD 200, MD 108			
<b>Routes and Ridership</b>	METRO Routes		Avg. Daily Ridership	
	METRO Q1/Q2/Q4		2,868	
	METRO Y2/Y7/Y8		5,591	
	Ride On Routes	Avg. Daily Ridership	Ride On Routes	Avg. Daily Ridership
	8	N/A	39	N/A
	9	N/A	41	N/A
	10	N/A	49	N/A
	26	N/A	51	N/A
	31	N/A	52	N/A
	33	N/A	53	N/A



<b>2023 AADT</b>	<b>Trucks</b>	<b>Peak Hour Traffic</b>
27,000 - 68,000 vpd	2% - 4%	6.5% - 8.5%

## Segment Operations

Level of Congestion	Northbound AM / PM (Miles of Roadway)	Southbound AM / PM (Miles of Roadway)
Uncongested	4.5 / 1.8	3.3 / 1.6
Moderate	7.7 / 1.8	3.1 / 3.7
Heavy to Severe	0.5 / 9.1	6.3 / 7.4

## Intersection Operations

Signalized Intersections*:	AM Peak Hour	PM Peak Hour
LOS D or Better	19	20
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 for the last four years. (42% 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							W	
	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							I	
	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		W						W
	I-495 - 16th St. (MD-390)	0.5								W
	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								

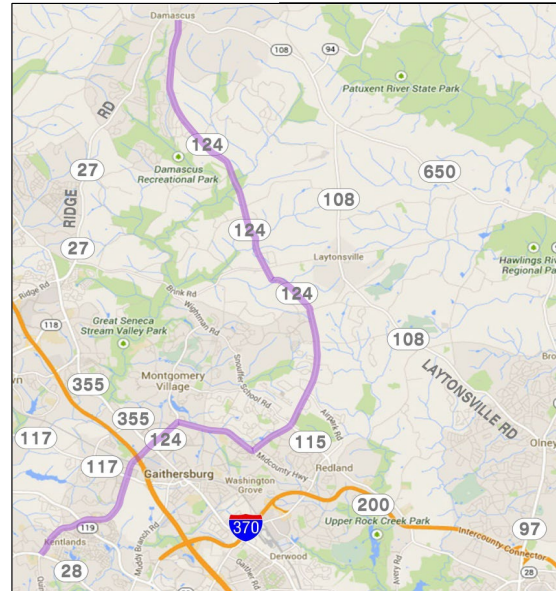
I = Improvement from 2022 W = Worsened from 2022 (blank) = No significant change from 2022

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

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

# MD 124

<b>Limits:</b>	MD 28 to MD 108	
<b>Corridor Length:</b>	16.7 miles	
<b>Speed Limit:</b>	30 - 50 MPH	
<b>Travel Lanes:</b>	(1 - 4) Northbound (1 - 4) Southbound	
<b>Signal Controlled Intersections:</b>	31	
<b>Grade Separated Interchanges:</b>	1	
<b>Major Cross Streets:</b>	MD 28, MD 119, MD 117, I-270, MD 355, MD 115, MD 108	
<b>Routes and Ridership</b>	Routes	Avg. Daily Ridership
	MTA Commuter Bus 201	N/A
	Ride On 56	N/A
	Ride On 57	N/A
	Ride On 58	N/A
	Ride On 59	N/A
	Ride On 65 Express Service	N/A
	Ride On 90	N/A



<b>2023 AADT</b>	<b>Trucks</b>	<b>Peak Hour Traffic</b>
12,000 - 59,000 vpd	1% - 5%	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 Congestion	Northbound AM / PM (Miles of Roadway)	Southbound AM / PM (Miles of Roadway)
Uncongested	11.1 / 8.8	8.2 / 11.7
Moderate	5.6 / 4.5	7.2 / 4.3
Heavy to Severe	0.0 / 3.4	1.3 / 0.7

## 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 for the last four years. (16% 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								
	Log House Rd/ Low Meadow Dr. - Rocky Rd.	2.4								
	Rocky Rd. - Brink Rd.	1.4								
	Brink Rd. - Warfield Rd.	1.3								
	Warfield Rd. - Fieldcrest Rd./ Hadley Farms Dr.	0.7								
	Fieldcrest Rd./ Hadley Farms Dr. - Airpark Rd.	1.1								
	Airpark Rd. - Snouffer School Rd./Muncaster Mill Rd (MD-115)	0.7								
Urban Other Principal Arterial	SnoufferSchlRd/MncterMillRd(MD115) - MdctyHwy/WoodfieldRd.	0.9								
	Midcounty Hwy./Woodfield Rd. - Goshen Rd.	1.1								
	Goshen Rd. - Montgomery Village Dr /Midcounty Hwy	0.6								
	MontgomeryVillage/MidcountyHwy - Frederick Rd/Ave(MD-355)	0.7								
	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								

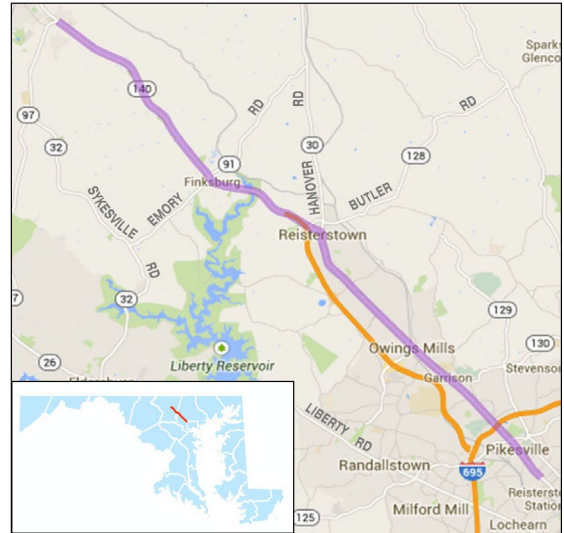
I = Improvement from 2022 W = Worsened from 2022 (blank) = No significant change from 2022

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

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

# MD 140

<b>Limits:</b>	MD 97 to Baltimore City Line	
<b>Corridor Length:</b>	20.4 miles	
<b>Speed Limit:</b>	30 - 55 MPH	
<b>Travel Lanes:</b>	(1 - 3) Northbound (1 - 2) Southbound	
<b>Signal Controlled Intersections:</b>	51	
<b>Grade Separated Interchanges:</b>	3	
<b>Major Cross Streets:</b>	MD 97, MD 91, I-795, MD 30, MD 940, Painters Mill Rd MD 130, I-695, Old Court Rd	
<b>Routes and Ridership</b>	<b>Routes</b>	<b>Avg. Daily Ridership</b>
	MTA LocalLink 83	2,287
	MTA LocalLink 87	1,128
	MTA LocalLink 89	1,154



<b>2023 AADT</b>	<b>Trucks</b>	<b>Peak Hour Traffic</b>
15,000 - 52,000 vpd	1% - 9%	7.5% - 8%

## Intersection Operations

Signalized Intersections*:	AM Peak Hour	PM Peak Hour
LOS D or Better	22	21
LOS E	0	1
LOS F	0	0

## Segment Operations

Level of Congestion	Northbound AM / PM (Miles of Roadway)	Southbound AM / PM (Miles of Roadway)
Uncongested	13.7 / 10.9	12.0 / 10.9
Moderate	5.7 / 3.3	6.8 / 3.3
Heavy to Severe	1.0 / 6.2	1.6 / 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 for the last four years. (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	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								
	Glyndon Dr/ Glyndon Trace Dr. - Berrymans Ln.	0.4								
	Berrymans Ln. - Franklin Blvd./Cherry Hill Rd.	0.7								
	Franklin Blvd./Cherry Hill Rd. - Dolfield Blvd/ Richmar Rd.	1.2								
	Dolfield Blvd/ Richmar Rd. - Pleasant Hill Rd.	0.5								
	Pleasant Hill Rd. - Owings Mills Blvd. (MD-940)	1.0								
	Owings Mills Blvd. (MD-940) - Painters Mill Rd.	0.4								
	Painters Mill Rd. - Greenspring Valley Rd (MD-130)	1.2								
	Greenspring Valley Rd (MD-130) - McDonogh Rd/ Craddock Ln.	0.6								
	McDonogh Rd/ Craddock Ln. - I-695	1.2								
	I-695 - Old Court Rd.	0.6								
	Old Court Rd. - Sudbrook Ln	0.4								
	Sudbrook Ln. - Slade Ave/ Milford Mill Rd.	0.5								
	Slade Ave/ Milford Mill Rd. - Baltimore City Line/ Fallstaff Rd	0.6								

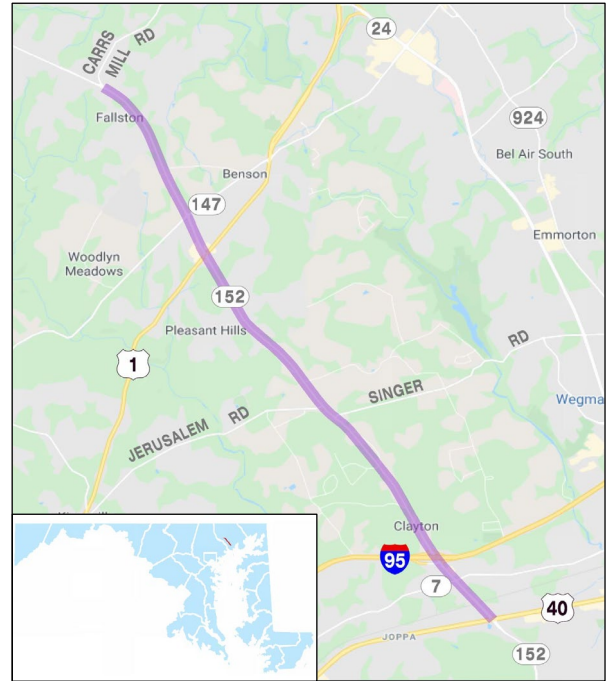
I = Improvement from 2022 W = Worsened from 2022 (blank) = No significant change from 2022

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

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

# MD 152

<b>Limits:</b>	US 40 to Carrs Mill Rd	
<b>Corridor Length:</b>	7.6 miles	
<b>Speed Limit:</b>	50 MPH	
<b>Travel Lanes:</b>	(1 - 2) Northbound (1 - 2) Southbound	
<b>Signal Controlled Intersections:</b>	9	
<b>Grade Separated Interchanges:</b>	1	
<b>Major Cross Streets:</b>	US 40, MD 7, I-95, Jerusalem Rd/Singer Rd, US 1, MD 147, Carrs Mill Rd	
<b>Routes and Ridership</b>	Routes	Avg. Daily Ridership
	Commuter Bus 411	73



2023 AADT	Trucks	Peak Hour Traffic
21,000 - 27,000	7% - 8%	8%

## 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 Congestion	Northbound AM / PM (Miles of Roadway)	Southbound AM / PM (Miles of Roadway)
Uncongested	3.9 / 0.6	2.5 / 4.3
Moderate	3.3 / 1.9	5.1 / 2.9
Heavy to Severe	0.4 / 5.1	0.0 / 0.4

## 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	

\* No traffic count data for the last four years.

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							I	
	Watervale Rd. - MD147 (Harford Rd.)	1.3								
	MD147 (Harford Rd.) - US1 (Belair Rd.)	0.5								
	US1 (Belair Rd.) - Old Joppa Rd.	1.4								
	Old Joppa Rd. - Singer Rd.	1.0							W	
Rural Minor Arterial	Singer Rd. - I-95 (John F. Kennedy Hwy)	1.9								
Rural Other Principal Arterial	I-95 (John F. Kennedy Hwy) - MD7 (Philadelphia Rd.)	0.4		I			W	I		
	MD7 (Philadelphia Rd.) - Pulaski Hwy (US40)	0.6								

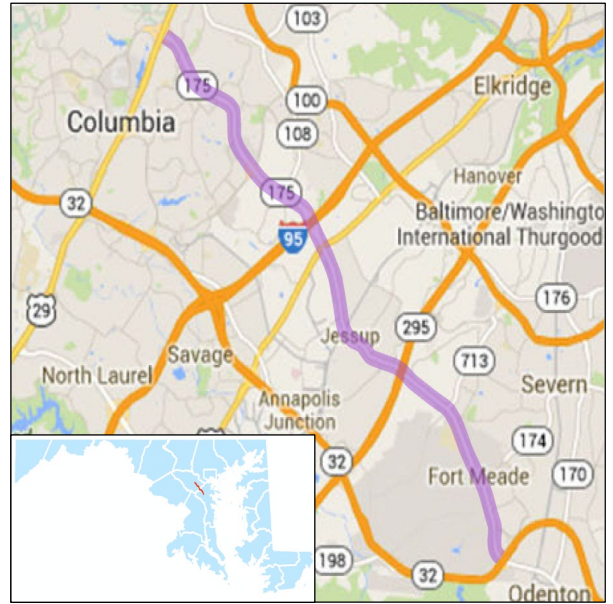
I = Improvement from 2022 W = Worsened from 2022 (blank) = No significant change from 2022

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

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

# MD 175

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



<b>2023 AADT</b>	<b>Trucks</b>	<b>Peak Hour Traffic</b>
19,000 - 66,000	2% - 12%	8% - 9%

## Segment Operations

### Intersection Operations

Signalized Intersections*:	AM Peak Hour	PM Peak Hour
LOS D or Better	9	9
LOS E	0	0
LOS F	0	0

Level of Congestion	Northbound AM / PM (Miles of Roadway)	Southbound AM / PM (Miles of Roadway)
Uncongested	7.5 / 1.3	8.2 / 2.8
Moderate	3.6 / 7.3	4.0 / 5.4
Heavy to Severe	1.1 / 3.6	0.0 / 4.0

### 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 for the last four years. (47% 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								
	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								
	MD-295 - Ridge Rd/Rockenbach Rd (MD-713)	1.1								
	Ridge Rd/Rockenbach Rd. (MD-713) - Reece Rd	1.3								
	Reece Rd - Charter Oaks Blvd.	0.6								
	Charter Oaks Blvd.- MD-32	1.1								

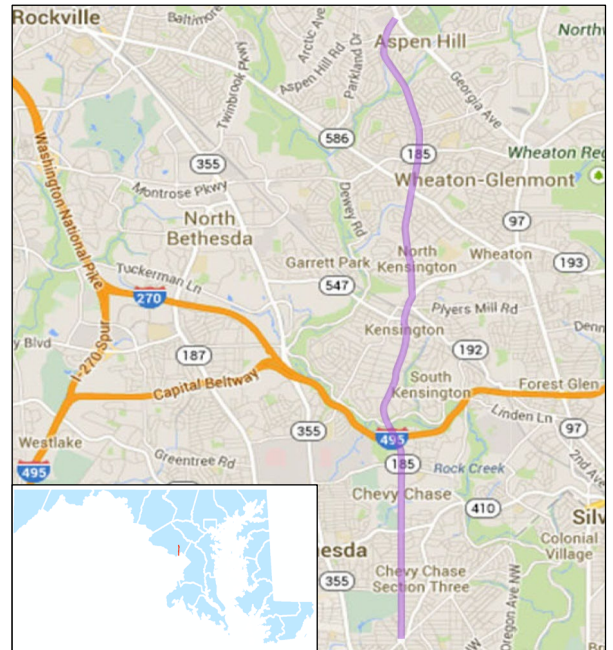
I = Improvement from 2022 W = Worsened from 2022 (blank) = No significant change from 2022

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	1,420
	Ride On Route 1	N/A
	Ride On Route 4	N/A
	Ride On Route 5	N/A
	Ride On Route 11	N/A
	Ride On Route 26	N/A
	Ride On Route 33	N/A
	Ride On Route 34	N/A
	Ride On Route 41	N/A



<b>2023 AADT</b>	<b>Trucks</b>	<b>Peak Hour Traffic</b>
33,000 - 69,000 vpd	2% - 4%	7.5% - 9%

## Segment Operations

Intersection Operations		
Signalized Intersections*:	AM Peak Hour	PM Peak Hour
LOS D or Better	13	11
LOS E	0	2
LOS F	0	0

Level of Congestion	Northbound AM / PM (Miles of Roadway)	Southbound AM / PM (Miles of Roadway)
Uncongested	5.7 / 0.9	0.0 / 2.1
Moderate	2.6 / 3.5	3.3 / 3.8
Heavy to Severe	0.0 / 3.9	5.0 / 2.4

## LOS 'E' Intersections

MD 185 at MD 191/Bradley Ln (PM)  
MD 185 at MD 410 (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 for the last four years. (50% 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						W		
	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								
	University Blvd (MD-193) - Saul Rd.	1.2								
	Saul Rd. - I-495	0.6		W				W		
	I-495-Jones Bridge Rd.	0.5		W		W		W		W
	Jones Bridge Rd. - East West Hwy (MD-410)	0.8			W			I	W	
	East West Hwy (MD-410) - Bradley Ln. (MD-191)	0.8								
	Bradley Ln. (MD-191) -Western Ave/ DC Line	0.6							I	

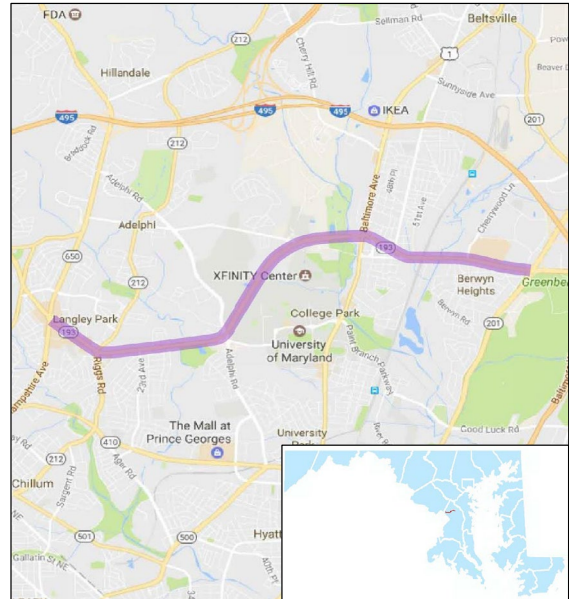
I = Improvement from 2022 W = Worsened from 2022 (blank) = No significant change from 2022

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	4,164
	METRO C4	5,662
	METRO F6	1,523
	METRO F8	1,054
	METRO G14	2,074
	METRO R2	3,146
	The Bus Route 18	N/A



<b>2023 AADT</b>	<b>Trucks</b>	<b>Peak Hour Traffic</b>
33,000 - 40,000 vpd	2% - 3%	7.5%

## Intersection Operations

Signalized Intersections*:	AM Peak Hour	PM Peak Hour

## Segment Operations

Level of Congestion	Eastbound AM / PM (Miles of Roadway)	Westbound AM / PM (Miles of Roadway)



## Color Key

TTI	PTI

\* Available count data for the last four years. (30% of signalized intersections)

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

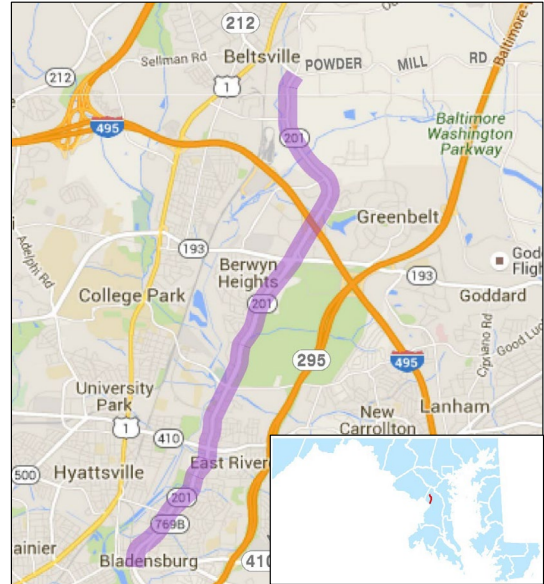
I = Improvement from 2022 W = Worsened from 2022 (blank) = No significant change from 2022

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

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

# MD 201

<b>Limits:</b>	MD 450 to MD 212	
<b>Corridor Length:</b>	7.4 miles	
<b>Speed Limit:</b>	40 - 50 MPH	
<b>Travel Lanes:</b>	(1 - 3) Northbound (1 - 3) Southbound	
<b>Signal Controlled Intersections:</b>	19	
<b>Grade Separated Interchanges:</b>	3	
<b>Major Cross Streets:</b>	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	
<b>Routes and Ridership</b>	Routes	Avg. Daily Ridership
	METRO R12	1,128
	METRO F6	1,523
	The Bus Route 14	N/A



<b>2023 AADT</b>	<b>Trucks</b>	<b>Peak Hour Traffic</b>
16,000 - 44,000 vpd	5% - 10%	7% - 7.5%

## Segment Operations

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

Level of Congestion	Northbound AM / PM (Miles of Roadway)	Southbound AM / PM (Miles of Roadway)
Uncongested	2.1 / 0.5	4.0 / 2.1
Moderate	5.3 / 1.9	1.9 / 2.9
Heavy to Severe	0.0 / 5.0	1.5 / 2.4

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 for the last four years. (42% 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							I	
	Cherrywood Ln. - Ivy Ln.	0.3								
	Ivy Ln. - Crescent Rd.	0.2								
	Crescent Rd. - I-495/ I-95	0.5								
Urban Other Freeways and Expressways	I-495/I-95 - MD193	0.5								
	MD193 - Paint Branch Ave./Good Luck Rd.	1.6								
Urban Other Principal Arterial	Paint Branch Ave./Good Luck Rd. - Sarvis Ave.	0.2								
	Sarvis Ave. - River Rd.	0.2								
	River Rd. - Rittenhouse St.	0.3						W	W	W
	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								
	Decatur St. - Buchanan St.	0.2								
	Buchanan St. - Upshur St./Tilden Rd.	0.3								
	Upshur St./Tilden Rd. - MD450	0.3								

I = Improvement from 2022 W = Worsened from 2022 (blank) = No significant change from 2022

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

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

# MD 210

<b>Limits:</b>	MD 228 to I-95	
<b>Corridor Length:</b>	10.3 miles	
<b>Speed Limit:</b>	40 - 45 MPH	
<b>Travel Lanes:</b>	(2 - 3) Northbound (2 - 4) Southbound	
<b>Signal Controlled Intersections:</b>	10	
<b>Grade Separated Interchanges:</b>	2	
<b>Major Cross Streets:</b>	I-95, Livingston Rd, MD 373, MD 228	
<b>Routes and Ridership</b>	Routes	Avg. Daily Ridership
	METRO D14	1,710
	MTA Commuter Bus 610	275
	MTA Commuter Bus 620	297
	MTA Commuter Bus 630	94
	MTA Commuter Bus 640	158
	MTA Commuter Bus 650	260
	The Bus Route 37	N/A



<b>2023 AADT</b>	<b>Trucks</b>	<b>Peak Hour Traffic</b>
24,000 - 81,000 vpd	2% - 4%	7% - 7.5%

## Intersection Operations

Signalized Intersections*:	AM Peak Hour	PM Peak Hour
LOS D or Better	6	6
LOS E	2	3
LOS F	1	0

## Segment Operations

Level of Congestion	Northbound AM / PM (Miles of Roadway)	Southbound AM / PM (Miles of Roadway)
Uncongested	7.6 / 6.8	8.4 / 2.1
Moderate	0.0 / 1.5	1.1 / 2.2
Heavy to Severe	2.7 / 2.0	0.8 / 6.0

## LOS 'E' Intersections

MD 210 at MD 373/Livingston Rd (AM)  
MD 210 at Livingston Rd/Palmer Rd (PM)  
MD 210 at Swan Creek Rd/Livingston Rd (PM)  
MD 210 at Old Fort Rd (North Leg) (AM, PM)

## LOS F Intersections

MD 210 at Livingston Rd/Palmer 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 for the last four years. (90% 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				
	Palmer Rd. - Old Fort Rd.	0.7	W							I
	Old Fort Rd. - Fort Washington Rd.	0.9	W							I
	Fort Washington Rd. - Livingston Rd./Swan Creek Rd.	1.1	W							
	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								

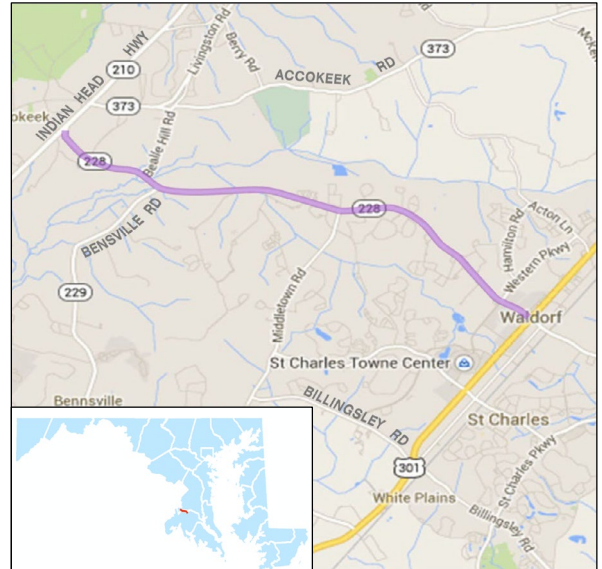
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PTI: planning time index (95th percentile travel time / freeflow travel time)

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

# MD 228

<b>Limits:</b>	MD 210 to US 301	
<b>Corridor Length:</b>	6.8 miles	
<b>Speed Limit:</b>	35 - 50 MPH	
<b>Travel Lanes:</b>	(2 - 3) Eastbound 2 Westbound	
<b>Signal Controlled Intersections:</b>	11	
<b>Grade Separated Interchanges:</b>	0	
<b>Major Cross Streets:</b>	MD 210, MD 229, US 301	
<b>Routes and Ridership</b>	Routes	Avg. Daily Ridership
	MTA Commuter Bus 610	275
	MTA Commuter Bus 620	297
	MTA Commuter Bus 630	94
	MTA Commuter Bus 640	158
	MTA Commuter Bus 650	260



<b>2023 AADT</b>	<b>Trucks</b>	<b>Peak Hour Traffic</b>
35,000 - 39,000 vpd	2%	N/A

## Intersection Operations

Signalized Intersections*:	AM Peak Hour	PM Peak Hour
LOS D or Better	8	7
LOS E	0	1
LOS F	0	0

## Segment Operations

Level of Congestion	Eastbound AM / PM (Miles of Roadway)	Westbound AM / PM (Miles of Roadway)
Uncongested	5.3 / 0.0	6.8 / 5.3
Moderate	1.5 / 5.3	0.0 / 1.5
Heavy to Severe	0.0 / 1.5	0.0 / 0.0

## LOS 'E' Intersections

MD 228 at MD 229 (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 for the last four years. (73% 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								
	Manning Rd - Bensville Rd (MD-229)	1.0			W					
	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								

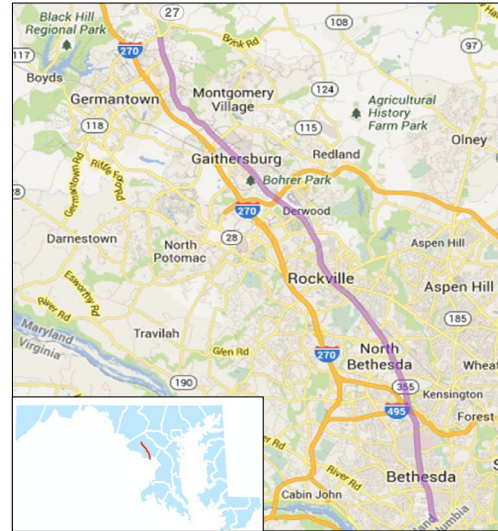
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PTI: planning time index (95th percentile travel time / freeflow travel time)

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

# MD 355

<b>Limits:</b>	Washington DC Line to MD 27			
<b>Corridor Length:</b>	19.7 miles			
<b>Speed Limit:</b>	25 - 45 MPH			
<b>Travel Lanes:</b>	(2 - 4) Northbound (2 - 4) Southbound			
<b>Signal Controlled Intersections:</b>	80			
<b>Grade Separated Interchanges:</b>	3			
<b>Major Cross Streets:</b>	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			
<b>Routes and Ridership</b>	Ride On Routes	Avg. Daily Ridership	Ride On Routes	Avg. Daily Ridership
	5	N/A	83	N/A
	26	N/A	101 Extra	N/A
	30	N/A	METRO Routes	Avg. Daily Ridership
	34	N/A		
	37	N/A	J1/J2	4,906
	38	N/A	Q2/Q4/Q5/Q6	5,461
	42	N/A		
	45	N/A	Red Line Routes	Avg. Daily Ridership
	46	N/A		
	55	N/A	Shady Grove	5,397
	59	N/A	Rockville	2,293
	61	N/A	Twinbrook	2,257
	67	N/A	White Flint	1,893
	70	N/A	Grosvenor Strathmore	2,171
	73	N/A		
	75	N/A	Medical Center	2,874
	81	N/A	Bethesda	4,588



<b>2023 AADT</b>	<b>Trucks</b>	<b>Peak Hour Traffic</b>
27,000 - 54,000 vpd	1% - 3%	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	22	22
LOS E	0	1
LOS F	1	0

## Segment Operations

Level of Congestion	Northbound AM / PM (Miles of Roadway)	Southbound AM / PM (Miles of Roadway)
Uncongested	9.5 / 1.0	11.3 / 1.7
Moderate	8.2 / 6.9	3.0 / 5.7
Heavy to Severe	2.0 / 11.8	3.4 / 12.3

## LOS 'E' Intersections

MD 355 at MD 911/Wootton Pkwy (PM)

## LOS 'F' Intersections

MD 355 at MD 911/Wootton Pkwy (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 for the last four years. (29% 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		W		W	I	W
	Middlebrook Rd. - Christopher Ave.	2.3								
	Christopher Ave. - Montgomery Village Ave. (MD-124)	0.3								
	Montgomery Village Ave. (MD-124) - Odendhal Ave.	0.4								
	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								
	Redland Blvd. - Gude Dr.	0.8								
	Gude Dr. - Washington St.	1.0								
	Washington St. - Veirs Mills Rd./ Jefferson St. (MD-28)	0.9								
	Veirs Mills Rd./ Jefferson St. (MD-28) - Wootton Pkwy. (MD-911)	0.4							I	
	Wootton Pkwy. (MD-911) - Montrose Pkwy.	2.1								
	Montrose Pkwy. - Strathmore Ave. (MD-547)	1.3								
	Strathmore Ave. (MD-547) - Grosvenor Lane	0.9								
	Grosvenor Lane - I-495	0.3				W		I	W	I
	I-495 - Cedar Lane	0.9		W				W		
	Cedar Lane - Jones Bridge Rd.	0.6		W	W				W	W
	Jones Bridge Rd. - Montgomery Ave (MD-410)	0.9							W	
	Montgomery Ave (MD-410) - Bradley Blvd/ Lane (MD-191)	0.5								
	Bradley Blvd/ Lane (MD-191) - Dorset Ave.	0.7								
	Dorset Ave. - DC Line	0.5								

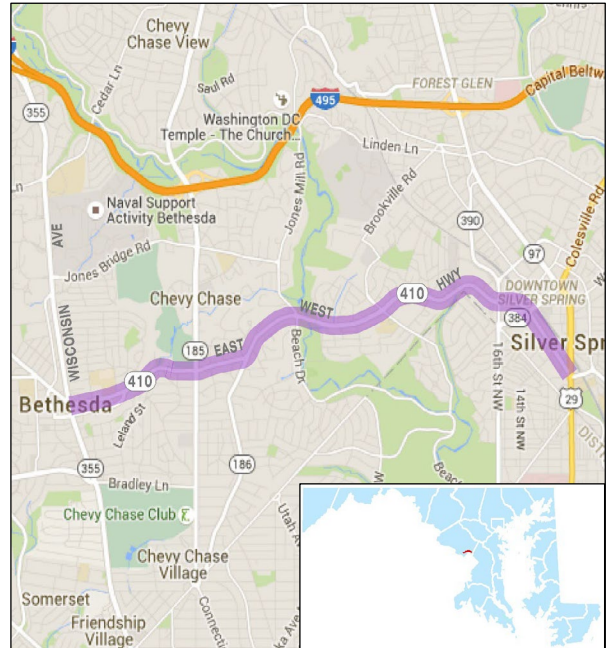
I = Improvement from 2022 W = Worsened from 2022 (blank) = No significant change from 2022

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

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

# MD 410

<b>Limits:</b>	MD 355 to US 29	
<b>Corridor Length:</b>	3.8 miles	
<b>Speed Limit:</b>	25 - 35 MPH	
<b>Travel Lanes:</b>	(1 - 2) Eastbound (1 - 2) Westbound	
<b>Signal Controlled Intersections:</b>	19	
<b>Grade Separated Interchanges:</b>	0	
<b>Major Cross Streets:</b>	MD 355, Montgomery Ave, MD 185, MD 186, Beach Dr / Jones Mill Dr, Grubb Rd, MD 390, MD 384, US 29	
<b>Routes and Ridership</b>	Routes	Avg. Daily Ridership
	METRO J1	409
	METRO J2	4,497
	Ride On Route 1	N/A
	Ride On Route 2	N/A
	Ride On Route 11	N/A
	Ride On Route 18	N/A
	Ride On Route 28	N/A



<b>2023 AADT</b>	<b>Trucks</b>	<b>Peak Hour Traffic</b>
11,000 - 27,000 vpd	3% - 4%	9% - 11.5%

## Intersection Operations

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

## Segment Operations

Level of Congestion	Eastbound AM / PM (Miles of Roadway)	Westbound AM / PM (Miles of Roadway)
Uncongested	2.6 / 0.2	1.0 / 1.0
Moderate	1.2 / 1.5	1.2 / 2.8
Heavy to Severe	0.0 / 2.1	1.6 / 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 for the last four years. (32% 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								
	Beach Dr. - Meadowbrook Ln.	0.2								
	Meadowbrook Ln. - Grubb Rd.	0.5								
	Grubb Rd. - Washington Ave.	0.4								
	Washington Ave. - Rosemary Hill Dr.	0.4								
	Rosemary Hill Dr. - MD390	0.2								
	MD390 - Colesville Rd.	0.2								
	Colesville Rd. - Shopping Center	0.1								
	Shopping Center - Blair Mill Rd.	0.2								
	Blair Mill Rd. - US29	0.2								

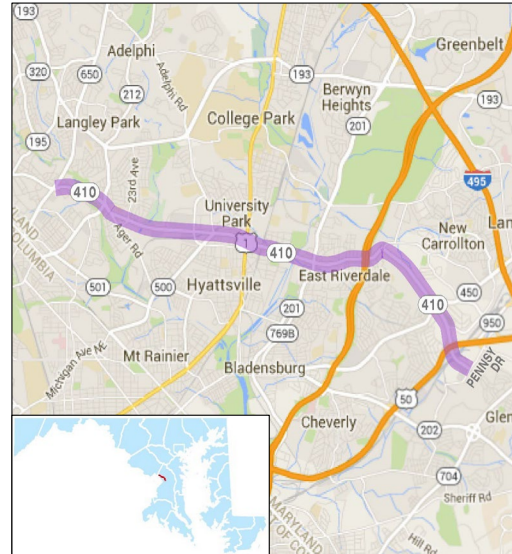
I = Improvement from 2022 W = Worsened from 2022 (blank) = No significant change from 2022

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

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

# MD 410

<b>Limits:</b>	MD 650 to Pennsy Drive	
<b>Corridor Length:</b>	7.7 miles	
<b>Speed Limit:</b>	30 - 45 MPH	
<b>Travel Lanes:</b>	(1 - 3) Eastbound (2 - 3) Westbound	
<b>Signal Controlled Intersections:</b>	20	
<b>Grade Separated Interchanges:</b>	2	
<b>Major Cross Streets:</b>	MD 650, MD 212, Ager Rd, Belcrest Rd, MD 500, US 1, MD 201, MD 295, Riverdale Rd, MD 450, US 50, Pennsy Dr	
<b>Routes and Ridership</b>	Routes	Avg. Daily Ridership
	METRO C4	5,662
	METRO F4	7,612
	METRO F6	1,523
	METRO 86	1,724
	The Bus Route 13A	N/A
	The Bus Route 14	N/A
	The Bus Route 18	N/A
	The Bus Route 19	N/A



<b>2023 AADT</b>	<b>Trucks</b>	<b>Peak Hour Traffic</b>
18,000 - 42,000 vpd	2% - 5%	7% - 7.5%

## Intersection Operations

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

## Segment Operations

Level of Congestion	Eastbound AM / PM (Miles of Roadway)	Westbound AM / PM (Miles of Roadway)
Uncongested	2.7 / 0.3	2.0 / 2.4
Moderate	5.0 / 3.3	4.0 / 5.0
Heavy to Severe	0.0 / 4.1	1.7 / 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 for the last four years. (30% 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								
	Ager Rd. - 23rd Ave.	0.3								
	23rd Ave. - Toledo Terrace	0.5								
	Toledo Terrace - Editors Park Dr.	0.1								
	Editors Park Dr. - Pr. George's Plaza	0.1								
	Pr. George's Plaza - Belcrest Rd.	0.3								
	Belcrest Rd. - MD500/Adelphi Rd.	0.4							I	
	MD500/Adelphi Rd. - US1/Baltimore Ave.	0.5							I	
	US1/Baltimore Ave. - Taylord Rd.	0.5							W	
	Taylord Rd. - Kenilworth Ave./MD201	0.5								
	Kenilworth Ave./MD201 - Mustang Dr.	0.5								
	Mustang Dr. - 64th Ave.	0.2							I	
	64th Ave. - Baltimore-Washington Pkwy.	0.1							I	
	Baltimore-Washington Pkwy.-Veterans Pkwy.	0.3							I	
	Veterans Pkwy. - Annapolis Rd./MD450	1.1							W	
	Annapolis Rd./MD450 - Ellin Rd.	0.5								
	Ellin Rd. - US50/John Hanson Hwy.	0.4								
	US50/John Hanson Hwy. - Pennsy Dr.	0.3								

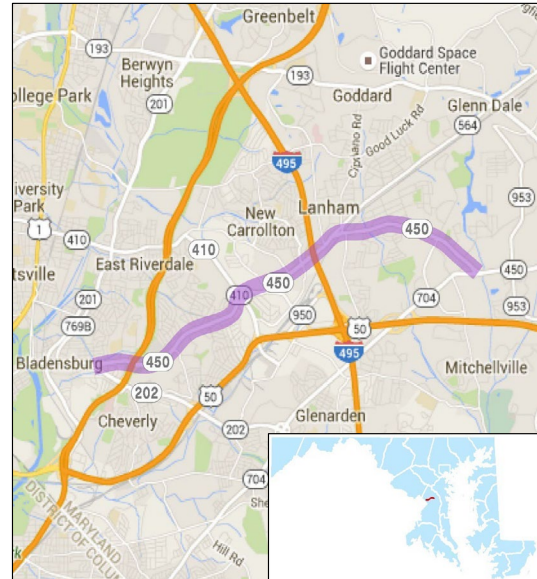
I = Improvement from 2022 W = Worsened from 2022 (blank) = No significant change from 2022

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

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

# MD 450

<b>Limits:</b>	MD 202 to MD 704	
<b>Corridor Length:</b>	6.3 miles	
<b>Speed Limit:</b>	35 - 40 MPH	
<b>Travel Lanes:</b>	(2 - 4) Eastbound (2 - 4) Westbound	
<b>Signal Controlled Intersections:</b>	21	
<b>Grade Separated Interchanges:</b>	2	
<b>Major Cross Streets:</b>	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	
<b>Routes and Ridership</b>	Routes	Avg. Daily Ridership
	METRO B24	801
	METRO B27	204
	METRO F4	7,612
	METRO F13	523
	METRO G12/G14	3,100
	METRO T18	5,872
	The Bus Route 16	N/A



<b>2023 AADT</b>	<b>Trucks</b>	<b>Peak Hour Traffic</b>
33,000 - 61,000 vpd	2% - 4%	7.5%

## 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 Congestion	Eastbound AM / PM (Miles of Roadway)	Westbound AM / PM (Miles of Roadway)
Uncongested	5.7 / 0.0	5.5 / 1.1
Moderate	0.6 / 4.6	0.8 / 4.1
Heavy to Severe	0.0 / 1.7	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 for the last four years. (19% 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								

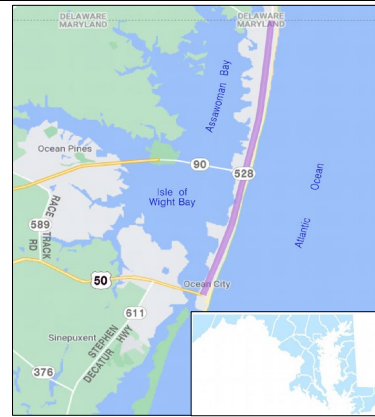
I = Improvement from 2022 W = Worsened from 2022 (blank) = No significant change from 2022

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

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

# MD 528 FRIDAY SUMMER

Limits:	Delaware Line to US 50	
Corridor Length:	8.6 miles	
Speed Limit:	30-40 MPH	
Travel Lanes:	(2-3) Northbound + (0-1) bus lane; 3 Southbound + (0-1) bus lane	
Signal Controlled Intersections:	48	
Grade Separated Interchanges:	0	
Major Cross Streets:	142nd St, 130th St, 94th St, MD 90, 52nd St, 33rd St, 15th St, US 50	
Routes and Ridership	Routes	Avg. Daily Ridership
	N/A	N/A



2023 AADT	Trucks	Peak Hour Traffic
N/A	N/A	N/A

## 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 Congestion	Northbound (Miles of Roadway)	Southbound (Miles of Roadway)
Uncongested	4.0	0.0
Moderate	4.6	4.0
Heavy to Severe	0.0	4.6

## 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 for the last four years. (2% of signalized intersections)

Functional Class	Roadway Segment North to South	Length (miles)	TTI		PTI	
			Friday (6PM-8PM)		Friday (6PM-8PM)	
			NB	SB	NB	SB
Urban Other Principal Arterial	Maryland-Delaware State Line/146th St - 142nd St/Frankford Ave.	0.3	W		I	
	142nd St/Frankford Ave. - 139th St/Bennett Rd.	0.2				
	139th St/Bennett Rd. - 136th St.	0.2				
	136th St. - 133rd St/Melson Ave.	0.2				
	133rd St/Melson Ave. - 130th St/Sea Breeze Dr.	0.2				
	130th St/Sea Breeze Dr. - 127th St.	0.2				
	127th St. - 123rd St/Mc Comas Ave.	0.3				
	123rd St/Mc Comas Ave. - 120th St/Edward Taylor Rd.	0.2				
	120th St/Edward Taylor Rd. - 118th St.	0.2				
	118th St. - Jamestown Rd.	0.1				
	Jamestown Rd. - Gold Coast Mall	0.1				
	Gold Coast Mall - Channel Bouy Rd.	0.2				
	Channel Bouy Rd. - Old Landing Rd.	0.2				
	Old Landing Rd. - 100th St.	0.2				
	100th St. - 94th St.	0.2				
	94th St. - Pacific Ave.	0.2				
	Pacific Ave. - 85th St.	0.2				
	85th St. - 81st St.	0.2				
	81st St. - 77th St.	0.2				
	77th St. - 74th St.	0.2				
	74th St. - 70th St.	0.2				
	70th St. - 67th St.	0.2				
	67th St. - 65th St.	0.1				
	65th St. - 62nd St./MD-90 (Ocean City Expy)	0.2				
	62nd St./MD-90 (Ocean City Expy) - 59th St.	0.2	W		W	
	59th St. - 56th St.	0.2				
	56th St. - 54th St.	0.1				
	54th St. - 52nd St.	0.1				
	52nd St. - 49th St.	0.2				
	49th St. - 48th St.	0.1				
	48th St. - 45th St.	0.2				
	45th St. - 41st St.	0.2				
	41st St. - Convention Center Dr.	0.1				
	Convention Center Dr. - 36th St.	0.2				
	36th St. - 33rd St.	0.2				
	33rd St. - 30th St.	0.2				
	30th St. - 28th St./Robin Dr.	0.2				
	28th St./Robin Dr. - 26th St.	0.1				
	26th St. - 23rd St.	0.2				
	23rd St. - 21st St.	0.2				
	21st St. - 19th St./Dolphin St.	0.1				
	19th St./Dolphin St. - 17th St.	0.2				
	17th St. - 15th St.	0.1				
	15th St. - 12th St.	0.2				
	12th St. - 8th St.	0.2				
	8th St. - 7th St.	0.1				
	7th St. - 5th St.	0.1				
	5th St. - 3rd St.	0.1				
	3rd St. - 2nd St.	0.1				
	2nd St. - 1st St.	0.1				
	1st St. - N Division St./US-50/Ocean Gateway	0.1				

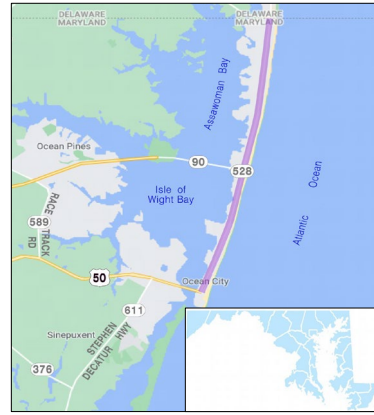
I = Improvement from 2022 W = Worsened from 2022 (blank) = No significant change from 2022

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

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

# MD 528 SATURDAY SUMMER

Limits:	Maryland Line to US 50	
Corridor Length:	8.6 miles	
Speed Limit:	30-40 MPH	
Travel Lanes:	(2-3) Northbound + (0-1) bus lane; 3 Southbound + (0-1) bus lane	
Signal Controlled Intersections:	48	
Grade Separated Interchanges:	0	
Major Cross Streets:	142nd St, 130th St, 94th St MD 90, 52nd St, 33rd St 15th St, US 50	
Routes and Ridership	Routes	Avg. Daily Ridership
	N/A	N/A



2023 AADT	Trucks	Peak Hour Traffic
N/A	N/A	N/A

## Intersection Operations

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

## Segment Operations

Level of Congestion	Northbound (Miles of Roadway)	Southbound (Miles of Roadway)
Uncongested	4.0	0.0
Moderate	4.6	4.0
Heavy to Severe	0.0	4.6

## LOS 'E' Intersections

MD 90 at MD 528/62nd St (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 for the last four years. (6% of signalized intersections)

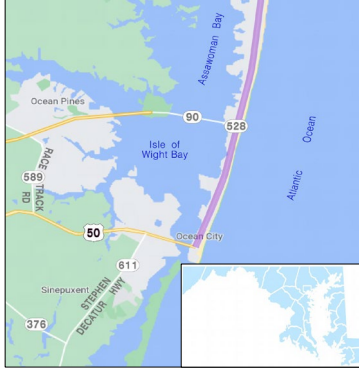
Functional Class	Roadway Segment North to South	Length (miles)	TTI		PTI	
			Saturday (12PM-2PM)		Saturday (12PM-2PM)	
			NB	SB	NB	SB
Urban Other Principal Arterial	Maryland-Delaware State Line/146th St. - 142nd St./Frankford Ave.	0.3	W		W	
	142nd St./Frankford Ave. - 139th St./Bennett Rd.	0.2				
	139th St./Bennett Rd. - 136th St.	0.2				
	136th St. - 133rd St./Melson Ave.	0.2				
	133rd St./Melson Ave. - 130th St./Sea Breeze Dr.	0.2				
	130th St./Sea Breeze Dr. - 127th St.	0.2				
	127th St. - 123rd St./Mc Comas Ave.	0.3				
	123rd St./Mc Comas Ave. - 120th St./Edward Taylor Rd.	0.2				
	120th St./Edward Taylor Rd. - 118th St.	0.2				
	118th St. - Jamestown Rd.	0.1				
	Jamestown Rd. - Gold Coast Mall	0.1				
	Gold Coast Mall - Channel Bouy Rd.	0.2				
	Channel Bouy Rd. - Old Landing Rd.	0.2				
	Old Landing Rd. - 100th St.	0.2				
	100th St. - 94th St.	0.2				
	94th St. - Pacific Ave.	0.2				
	Pacific Ave. - 85th St.	0.2				
	85th St. - 81st St.	0.2				
	81st St. - 77th St.	0.2				
	77th St. - 74th St.	0.2				
	74th St. - 70th St.	0.2				
	70th St. - 67th St.	0.2				
	67th St. - 65th St.	0.1				
	65th St. - 62nd St./MD-90 (Ocean City Expy)	0.2				
	62nd St./MD-90 (Ocean City Expy) - 59th St.	0.2	W		W	
	59th St. - 56th St.	0.2				
	56th St. - 54th St.	0.1				
	54th St. - 52nd St.	0.1				
	52nd St. - 49th St.	0.2				
	49th St. - 48th St.	0.1				
	48th St. - 45th St.	0.2				
	45th St. - 41st St.	0.2				
	41st St. - Convention Center Dr.	0.1				
	Convention Center Dr. - 36th St.	0.2				
	36th St. - 33rd St.	0.2				
	33rd St. - 30th St.	0.2				
	30th St. - 28th St./Robin Dr.	0.2				
	28th St./Robin Dr. - 26th St.	0.1				
	26th St. - 23rd St.	0.2				
	23rd St. - 21st St.	0.2				
	21st St. - 19th St./Dolphin St.	0.1				
	19th St./Dolphin St. - 17th St.	0.2				
	17th St. - 15th St.	0.1				
	15th St. - 12th St.	0.2				
	12th St. - 8th St.	0.2				
	8th St. - 7th St.	0.1				
	7th St. - 5th St.	0.1				
	5th St. - 3rd St.	0.1				
	3rd St. - 2nd St.	0.1				
	2nd St. - 1st St.	0.1				
	1st St. - N Division St./US-50/Ocean Gateway	0.1				

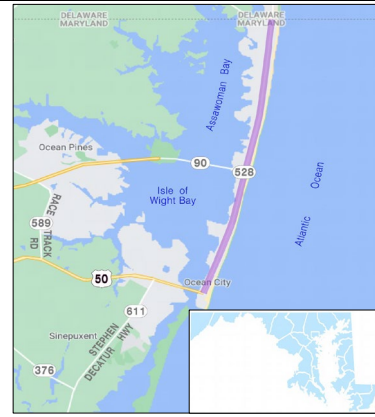
I = Improvement from 2022 W = Worsened from 2022 (blank) = No significant change from 2022

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

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

# MD 528 SUNDAY SUMMER

Limits:	Maryland Line to US 50				
Corridor Length:	8.6 miles				
Speed Limit:	30-40 MPH				
Travel Lanes:	(2-3) Nothbound + (0-1) bus lane; 3 Southbound + (0-1) bus lane				
Signal Controlled Intersections:	48				
Grade Separated Interchanges:	0				
Major Cross Streets:	142nd St, 130th St, 94th St, MD 90, 52nd St, 33rd St, 15th St, US 50				
Routes and Ridership	Routes	Avg. Daily Ridership	2023 AADT	Trucks	Peak Hour Traffic
	N/A	N/A	N/A	N/A	N/A



## 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 Congestion	Northbound (Miles of Roadway)	Southbound (Miles of Roadway)
Uncongested	4.0	0.0
Moderate	4.6	4.0
Heavy to Severe	0.0	4.6

## 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 for the last four years. (6% of signalized intersections)

Functional Class	Roadway Segment North to South	Length (miles)	TTI		PTI	
			Sunday (4PM-6PM)		Sunday (4PM-6PM)	
			NB	SB	NB	SB
Urban Other Principal Arterial	Maryland-Delaware State Line/146th St. - 142nd St./Frankford Ave.	0.3	W		W	I
	142nd St./Frankford Ave. - 139th St./Bennett Rd.	0.2				
	139th St./Bennett Rd. - 136th St.	0.2				
	136th St. - 133rd St./Melson Ave.	0.2				
	133rd St./Melson Ave. - 130th St./Sea Breeze Dr.	0.2				
	130th St./Sea Breeze Dr. - 127th St.	0.2				
	127th St. - 123rd St./Mc Comas Ave.	0.3				
	123rd St./Mc Comas Ave. - 120th St./Edward Taylor Rd.	0.2				
	120th St./Edward Taylor Rd. - 118th St.	0.2				
	118th St. - Jamestown Rd.	0.1				
	Jamestown Rd. - Gold Coast Mall	0.1				
	Gold Coast Mall - Channel Bouy Rd.	0.2				
	Channel Bouy Rd. - Old Landing Rd.	0.2				
	Old Landing Rd. - 100th St.	0.2				
	100th St. - 94th St.	0.2				
	94th St. - Pacific Ave.	0.2				
	Pacific Ave. - 85th St.	0.2				
	85th St. - 81st St.	0.2				
	81st St. - 77th St.	0.2				
	77th St. - 74th St.	0.2				
	74th St. - 70th St.	0.2				
	70th St. - 67th St.	0.2				
	67th St. - 65th St.	0.1				
	65th St. - 62nd St./MD-90 (Ocean City Expy)	0.2				
	62nd St./MD-90 (Ocean City Expy) - 59th St.	0.2	W		W	I
	59th St. - 56th St.	0.2				
	56th St. - 54th St.	0.1				
	54th St. - 52nd St.	0.1				
	52nd St. - 49th St.	0.2				
	49th St. - 48th St.	0.1				
	48th St. - 45th St.	0.2				
	45th St. - 41st St.	0.2				
	41st St. - Convention Center Dr.	0.1				
	Convention Center Dr. - 36th St.	0.2				
	36th St. - 33rd St.	0.2				
	33rd St. - 30th St.	0.2				
	30th St. - 28th St./Robin Dr.	0.2				
	28th St./Robin Dr. - 26th St.	0.1				
	26th St. - 23rd St.	0.2				
	23rd St. - 21st St.	0.2				
	21st St. - 19th St./Dolphin St.	0.1				
	19th St./Dolphin St. - 17th St.	0.2				
	17th St. - 15th St.	0.1				
	15th St. - 12th St.	0.2				
	12th St. - 8th St.	0.2				
	8th St. - 7th St.	0.1				
	7th St. - 5th St.	0.1				
	5th St. - 3rd St.	0.1				
	3rd St. - 2nd St.	0.1				
	2nd St. - 1st St.	0.1				
	1st St. - N Division St./US-50/Ocean Gateway	0.1				

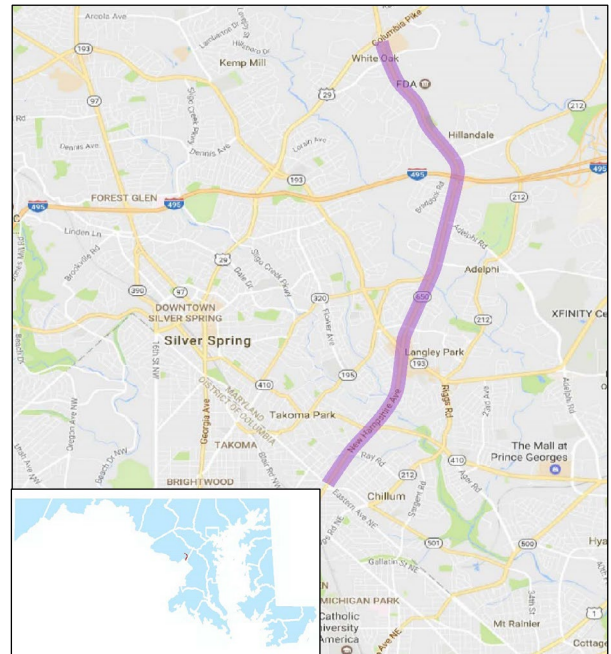
I = Improvement from 2022 W = Worsened from 2022 (blank) = No significant change from 2022

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

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

# MD 650

<b>Limits:</b>	Washington DC Line to US 29	
<b>Corridor Length:</b>	6.0 miles	
<b>Speed Limit:</b>	35 - 40 MPH	
<b>Travel Lanes:</b>	(3 - 4) Northbound (2 - 3) Southbound	
<b>Signal Controlled Intersections:</b>	30	
<b>Grade Separated Interchanges:</b>	2	
<b>Major Cross Streets:</b>	Eastern Ave, MD 410, MD 193, Piney Branch Rd, MD 320, Adelphi Rd, Powder Mill Rd, US 29	
<b>Routes and Ridership</b>	<b>Routes</b>	<b>Avg. Daily Ridership</b>
	METRO C8	2,112
	METRO K6	7,004
	METRO K9	775
	METRO Z2	309
	MTA Commuter Bus 204	58
	Ride On Route 10	N/A
	Ride On Route 16	N/A
	Ride On Route 18	N/A
	Ride On Route 20	N/A
	Ride On Route 22	N/A
	Ride On Route 24	N/A
	Ride On Route 25	N/A



<b>2023 AADT</b>	<b>Trucks</b>	<b>Peak Hour Traffic</b>
35,000 - 72,000 vpd	2% - 6%	7% - 8%

## Segment Operations

Level of Congestion	Northbound AM / PM (Miles of Roadway)	Southbound AM / PM (Miles of Roadway)
Uncongested	3.5 / 1.5	0.0 / 0.8
Moderate	1.7 / 0.3	2.5 / 1.0
Heavy to Severe	0.8 / 4.2	3.5 / 4.2

## Intersection Operations

Signalized Intersections*:	AM Peak Hour	PM Peak Hour
LOS D or Better	9	9
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 for the last four years. (30% 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								
	Lockwood Dr. - Powder Mill Rd.	1.5								
	Powder Mill Rd. - I-495	0.4								
	I-495 - Adelphi Rd.	0.4								
	Adelphi Rd. - Metzert Rd.	0.5								
	Metzert Rd. - MD-320	0.2								
	MD-320 - MD-193	0.9								
	MD-193 - MD-410	1.0								
	MD-410 - Eastern Ave./DC line	0.8								

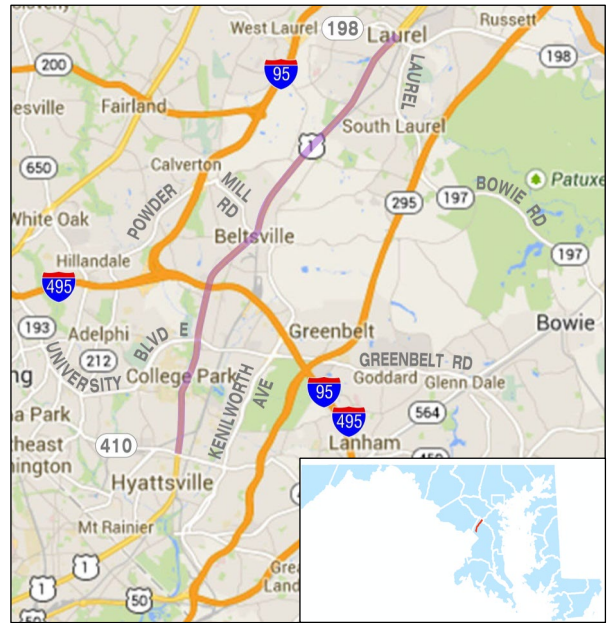
I = Improvement from 2022 W = Worsened from 2022 (blank) = No significant change from 2022

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

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

# US 1

<b>Limits:</b>	MD 410 to MD 198	
<b>Corridor Length:</b>	10.7 miles	
<b>Speed Limit:</b>	35 - 50 MPH	
<b>Travel Lanes:</b>	(2 - 4) Northbound (2 - 4) Southbound	
<b>Signal Controlled Intersections:</b>	40	
<b>Grade Separated Interchanges:</b>	3	
	MD 410, MD 193, I-495, Rhode Island Ave, MD 212, Muirkirk Rd, Contee Rd, Cherry Lane, MD 198	
<b>Routes and Ridership</b>	<b>Routes</b>	<b>Avg. Daily Ridership</b>
	METRO 83	1,571
	METRO 86	1,724
	METRO 89M	789
	Green Line Greenbelt	2,739
	Green Line College Park	1,887
	The Bus Route 17	N/A



<b>2023 AADT</b>	<b>Trucks</b>	<b>Peak Hour Traffic</b>
18,000 - 46,000 vpd	2% - 6%	7% - 8%

NOTE: The Green Line ridership data represents boardings

## Intersection Operations

Signalized Intersections*:	AM Peak Hour	PM Peak Hour
LOS D or Better	33	33
LOS E	0	0
LOS F	0	0

## Segment Operations

Level of Congestion	Northbound AM / PM (Miles of Roadway)	Southbound AM / PM (Miles of Roadway)
Uncongested	10.7 / 0.0	5.3 / 0.0
Moderate	0.0 / 8.1	5.4 / 7.0
Heavy to Severe	0.0 / 2.6	0.0 / 3.7

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 for the last four years. (83% 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								
	I-495/I-95 - Cherry Hill Rd.	0.3								
	Cherry Hill Rd. - Greenbelt Rd./ Metzertott Rd.	1.1								
	Greenbelt Rd./ Metzertott Rd. - Campus Dr./ Painted Branch Pkwy	0.7						W		
	Campus Dr./ Painted Branch Pkwy - Guilford Rd/Dr	0.8							W	
	Guilford Rd/Dr - East West Hwy (MD-410)	0.9								

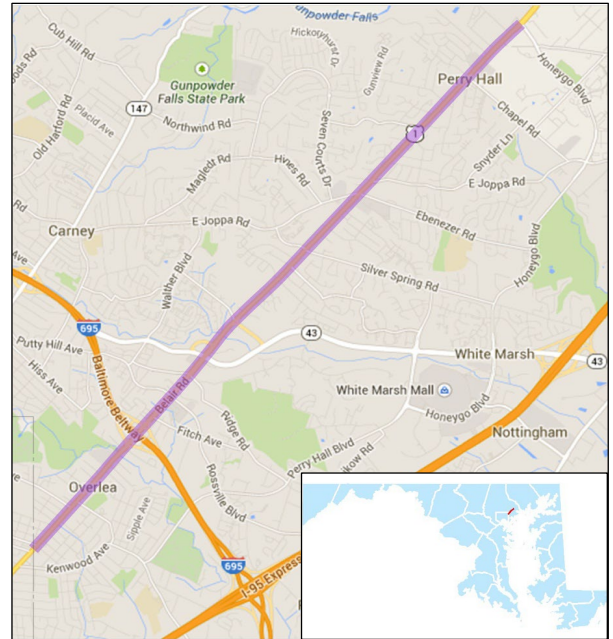
I = Improvement from 2022 W = Worsened from 2022 (blank) = No significant change from 2022

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

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

# US 1

<b>Limits:</b>	Baltimore City Line to Honeygo Blvd	
<b>Corridor Length:</b>	5.6 miles	
<b>Speed Limit:</b>	35 - 40 MPH	
<b>Travel Lanes:</b>	(2 - 3) Northbound (2 - 3) Southbound	
<b>Signal Controlled Intersections:</b>	23	
<b>Grade Separated Interchanges:</b>	2	
<b>Major Cross Streets:</b>	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	
<b>Routes and Ridership</b>	Routes	Avg. Daily Ridership
	CityLink Brown Route	4,698
	MTA LocalLink 33	733
	MTA LocalLink 36	1,941



<b>2023 AADT</b>	<b>Trucks</b>	<b>Peak Hour Traffic</b>
23,000 - 45,000 vpd	2% - 3%	7.5% - 8%

## Segment Operations

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

Level of Congestion	Northbound AM / PM (Miles of Roadway)	Southbound AM / PM (Miles of Roadway)
Uncongested	2.1 / 0.0	2.4 / 0.0
Moderate	2.9 / 1.3	2.5 / 3.5
Heavy to Severe	0.6 / 4.3	0.7 / 2.1

## 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 for the last four years. (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	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								
	Whitmarsh Blvd. (MD-43)/Dunfield Rd. - Rossville Blvd.	0.8								
	Rossville Blvd. - I-695	0.4								
	I-695 - Fullerton Ave.	0.7								
	Fullerton Ave. - Fleetwood Ave.	0.6								

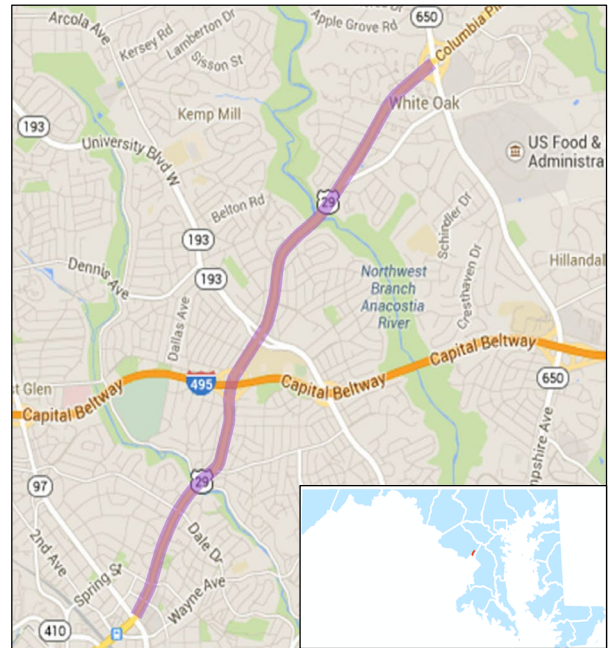
I = Improvement from 2022 W = Worsened from 2022 (blank) = No significant change from 2022

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

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

# US 29

<b>Limits:</b>	MD 97 to MD 650			
<b>Corridor Length:</b>	3.8 miles			
<b>Speed Limit:</b>	35 - 45 MPH			
<b>Travel Lanes:</b>	(3 - 4) Northbound (2 - 4) Southbound			
<b>Signal Controlled Intersections:</b>	13			
<b>Grade Separated Interchanges:</b>	2			
<b>Major Cross Streets:</b>	MD 97, Spring St / Cedar St, Dale Dr, Sligo Creek Pkwy / St Andrews Way, I-495, MD 193, Lockwood Dr, MD 650			
<b>Routes and Ridership</b>	Ride On Routes	Avg. Daily Ridership	METRO Routes	Avg. Daily Ridership
	8	N/A	Z2	309
	9	N/A	Z6	2,301
	12	N/A	Z7	291
	13	N/A	Z8	2,767
	14	N/A	MTA Commuter Bus Routes	Avg. Daily Ridership
	16	N/A		
	17	N/A		
	20	N/A		
	21	N/A	201	206
	22	N/A	305	154
	Flash Route Blue	N/A	315	100
	Flash Route Orange	N/A	325	54



<b>2023 AADT</b>	<b>Trucks</b>	<b>Peak Hour Traffic</b>
25,000 - 70,000 vpd	1% - 5%	7%

## Intersection Operations

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

## Segment Operations

Level of Congestion	Northbound AM / PM (Miles of Roadway)	Southbound AM / PM (Miles of Roadway)
Uncongested	2.8 / 0.0	0.0 / 0.3
Moderate	0.7 / 2.0	0.0 / 0.5
Heavy to Severe	0.3 / 1.8	3.8 / 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 for the last four years. (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	New Hampshire Ave. (MD-650) - Lockwood Dr.	0.9		W						
	Lockwood Dr. - University Blvd. (MD-193)	1.1								
	University Blvd. (MD-193) - I-495	0.3								
	I-495 - Franklin Ave.	0.5		W						
	Franklin Ave. - Dale Dr.	0.3			W					
	Dale Dr. - Cedar St./Spring St.	0.5			W					
	Cedar St./Spring St. - Georgia Ave. (MD-97)	0.2			W				W	

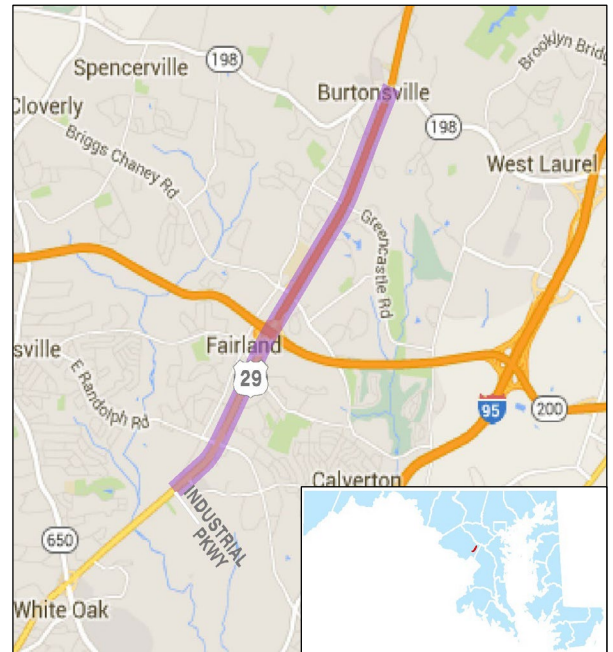
I = Improvement from 2022 W = Worsened from 2022 (blank) = No significant change from 2022

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

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

# US 29

<b>Limits:</b>	Industrial Pkwy to MD 198	
<b>Corridor Length:</b>	4.5 miles	
<b>Speed Limit:</b>	50 - 55 MPH	
<b>Travel Lanes:</b>	(2 - 4) Northbound (2 - 4) Southbound	
<b>Signal Controlled Intersections:</b>	6	
<b>Grade Separated Interchanges:</b>	4	
<b>Major Cross Streets:</b>	Industrial Parkway, Tech Rd E Randolph Rd / Cherry Hill Rd Musgrove Rd, Fairland Rd, MD 200, Briggs Chaney Rd, Blackburn Rd, MD 198	
<b>Routes and Ridership</b>	Routes	Avg. Daily Ridership
	METRO Z6	2,301
	METRO Z7	291
	METRO Z8	2,767
	Ride On Routes	Avg. Daily Ridership
	Ride On Route 10	N/A
	Flash Route Blue	N/A
	Flash Route Orange	N/A



2023 AADT	Trucks	Peak Hour Traffic
48,000 - 59,000 vpd	2%	8% - 8.5%

## Intersection Operations

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

## Segment Operations

Level of Congestion	Northbound AM / PM (Miles of Roadway)	Southbound AM / PM (Miles of Roadway)
Uncongested	3.0 / 0.0	1.8 / 3.0
Moderate	1.5 / 2.0	1.2 / 1.5
Heavy to Severe	0.0 / 2.5	1.5 / 0.0

## LOS 'E' Intersections

US 29 at Greencastle Rd (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 for the last four years. (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	MD198 - GreenCastle Rd.	1.2								
	GreenCastle Rd. - Fairland Rd.	1.8								
	Fairland Rd. - Musgrove Rd.	0.5								
	Musgrove Rd. - E Randolph Rd./Cherry Hill Rd.	0.3								
	E Randolph Rd./Cherry Hill Rd. - Tech Rd. - Industrial Pkwy.	0.7		W				W		

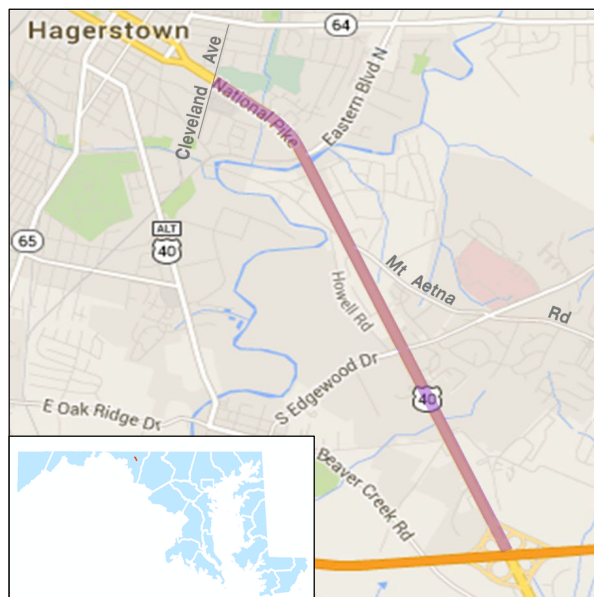
I = Improvement from 2022 W = Worsened from 2022 (blank) = No significant change from 2022

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



2023 AADT	Trucks	Peak Hour Traffic
33,000 vpd	3%	8%

## 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 Congestion	Eastbound AM / PM (Miles of Roadway)	Westbound AM / PM (Miles of Roadway)
Uncongested	2.3 / 2.3	1.6 / 2.0
Moderate	1.1 / 1.1	1.8 / 1.4
Heavy to Severe	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	

\* No traffic count data for the last four years.

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								

I = Improvement from 2022 W = Worsened from 2022 (blank) = No significant change from 2022

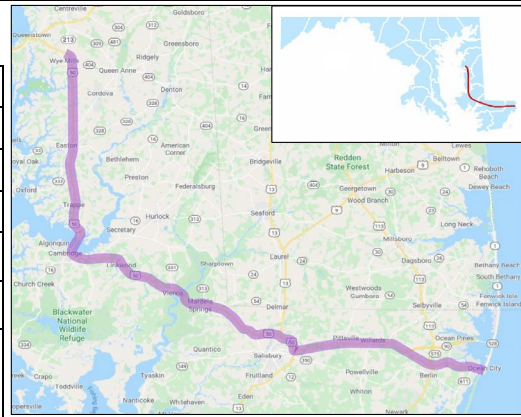
PTI: planning time index (95th percentile travel time / freeflow travel time)

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



2023 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	2	2
LOS E	0	0
LOS F	0	0

### Segment Operations

Level of Congestion	Eastbound (Miles of Roadway)	Westbound (Miles of Roadway)
Uncongested	67.5	82.3
Moderate	5.1	9.4
Heavy to Severe	20.4	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 for the last four years. (6% 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	W		I	
	MD 213 - MD 404(Queen Ann Hwy)	1.5			I	W
	MD 404(Queen Ann Hwy) - Black Dog Alley/Airport Rd	8.7	W			W
	Black Dog Alley/Airport Rd - Easton Pkwy	0.9			I	
	Easton Pkwy - Chapel Rd	0.4				
	Chapel Rd - MD 328 (Goldsborough St/Matthewstown Rd)	1.1				
	MD 328 - MD 331 (Dover Rd)	0.3				
	MD 331 (Dover Rd) - Dutchmans Ln	0.9				
	Dutchmans Ln - Easton Pkwy	1.7				
	Easton Pkwy - Old Trappe Rd/Landing Neck Rd	0.7				W
	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			W	
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	I
	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				
	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			I	W
	Golf Course Rd - Inlet Isle Ln	0.2				
	Inlet Isle Ln - MD 528/Philadelphia Ave	0.8				

I = Improvement from 2022 W = Worsened from 2022 (blank) = No significant change from 2022

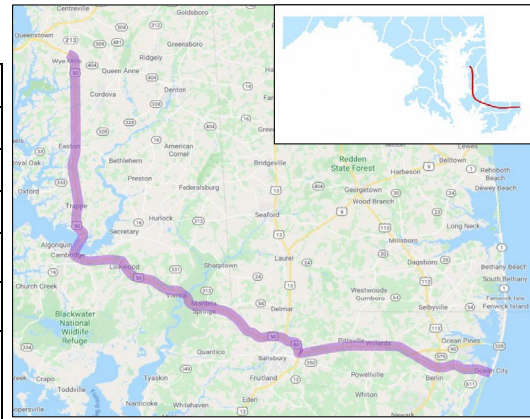
PTI: planning time index (95th percentile travel time / freeflow travel time)

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



2023 ADT	Trucks	Peak Hour Traffic
41,000 - 43,000 vpd	N/A	7.5% - 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 Congestion	Eastbound (Miles of Roadway)	Westbound (Miles of Roadway)
Uncongested	70.0	78.8
Moderate	2.9	12.7
Heavy to Severe	20.1	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 for the last four years. (6% 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			
	MD 213 - MD 404(Queen Ann Hwy)	1.5			I	I
	MD 404(Queen Ann Hwy) - Black Dog Alley/Airport Rd	8.7	W	W	W	W
	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		I		I
	MD 328 - MD 331 (Dover Rd)	0.3				
	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				
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				
	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			I	
	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			I	
	Inlet Isle Ln - MD 528/Philadelphia Ave	0.8	W			

I = Improvement from 2022 W = Worsened from 2022 (blank) = No significant change from 2022

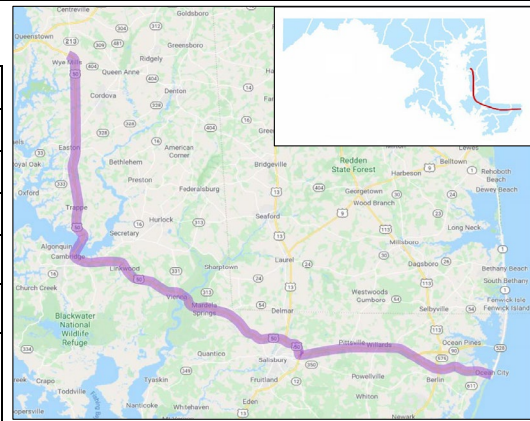
PTI: planning time index (95th percentile travel time / freeflow travel time)

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

# US 50

## SUNDAY SUMMER

<b>Limits:</b>	MD 213 to MD 528	
<b>Corridor Length:</b>	93 miles	
<b>Speed Limit:</b>	35 - 55 MPH	
<b>Travel Lanes:</b>	(2 - 3) Eastbound (2 - 3) Westbound	
<b>Signal Controlled Intersections:</b>	36	
<b>Grade Separated Interchanges:</b>	7	
<b>Major Cross Streets:</b>	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	
<b>Routes and Ridership</b>	Routes	Avg. Daily Ridership
	N/A	N/A



<b>2023 ADT</b>	<b>Trucks</b>	<b>Peak Hour Traffic</b>
36,000 - 39,000 vpd	N/A	8%

### Intersection Operations

Signalized Intersections*:	AM Peak Hour	PM Peak Hour
LOS D or Better	2	4
LOS E	2	0
LOS F	0	0

### Segment Operations

Level of Congestion	Eastbound (Miles of Roadway)	Westbound (Miles of Roadway)
Uncongested	76.7	70.4
Moderate	14.5	6.4
Heavy to Severe	1.8	16.2

### LOS 'E' Intersections

US 50 at MD 213 (AM)  
US 50 at MD 404 (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 for the last four years. (11% 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	W	W
	MD 213 - MD 404(Queen Ann Hwy)	1.5				I
	MD 404(Queen Ann Hwy) - Black Dog Alley/Airport Rd	8.7	W	W	W	
	Black Dog Alley/Airport Rd - Easton Pkwy	0.9				
	Easton Pkwy - Chapel Rd	0.4				
	Chapel Rd - MD 328 (Goldsborough St/Matthewstown Rd)	1.1				W
	MD 328 - MD 331 (Dover Rd)	0.3				
	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				W
	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
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/Racetack Rd	1.3				
	MD 589/Racetack 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			I	
	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			I	
	Inlet Isle Ln - MD 528/Philadelphia Ave	0.8				

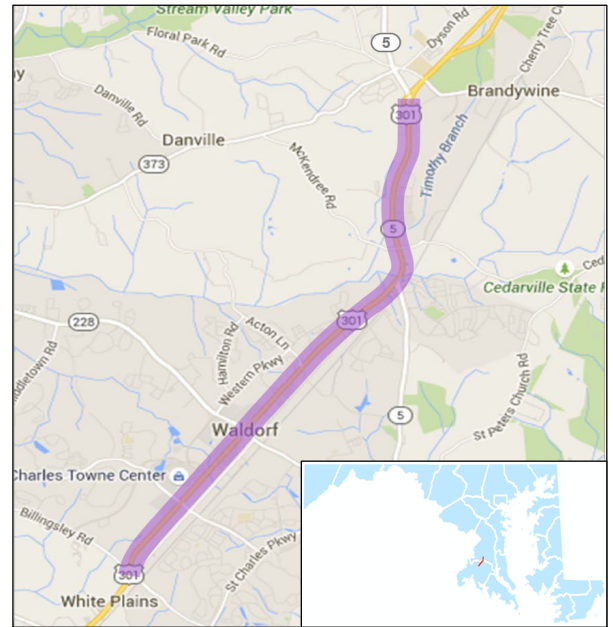
I = Improvement from 2022 W = Worsened from 2022 (blank) = No significant change from 2022

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

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

# US 301

<b>Limits:</b>	Billingsley Rd to MD 5	
<b>Corridor Length:</b>	7.8 miles	
<b>Speed Limit:</b>	45 - 55 MPH	
<b>Travel Lanes:</b>	(2 - 4) Northbound (2 - 4) Southbound	
<b>Signal Controlled Intersections:</b>	17	
<b>Grade Separated Interchanges:</b>	2	
<b>Major Cross Streets:</b>	Billingsley Rd, Smallwood Dr, MD 228, Acton Ln, MD 5, Cedarville Rd/McKendree Rd Chadds Ford Dr.	
<b>Routes and Ridership</b>	<b>Routes</b>	<b>Avg. Daily Ridership</b>
	MTA Commuter Bus 705	242
	MTA Commuter Bus 715	214
	MTA Commuter Bus 725	92
	MTA Commuter Bus 735	103



<b>2023 AADT</b>	<b>Trucks</b>	<b>Peak Hour Traffic</b>
54,000 - 76,000 vpd	4% - 6%	7%

## Intersection Operations

Signalized Intersections*:	AM Peak Hour	PM Peak Hour
LOS D or Better	5	4
LOS E	0	1
LOS F	0	0

## Segment Operations

Level of Congestion	Northbound AM / PM (Miles of Roadway)	Southbound AM / PM (Miles of Roadway)
Uncongested	5.9 / 3.1	1.7 / 1.7
Moderate	1.9 / 3.4	6.1 / 4.2
Heavy to Severe	0.0 / 1.3	0.0 / 1.9

## LOS 'E' Intersections

US 301 at MD 5BU/MD 228 (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 for the last four years. (29% 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								
	Timothy Branch/Chadds Ford Dr.-Cedarville Rd/McKendree Rd	0.8								
	Cedarville Rd./McKendree Rd.-Mattawmn Beantown Rd.(MD-5)	0.5								
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								

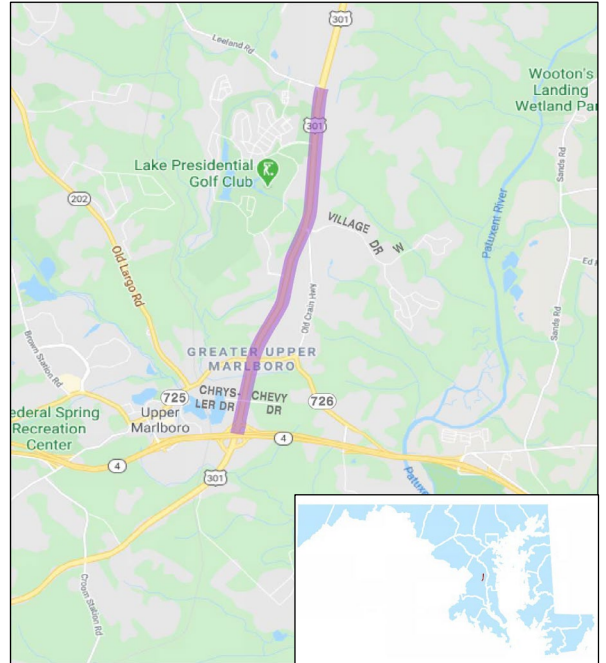
I = Improvement from 2022 W = Worsened from 2022 (blank) = No significant change from 2022

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

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

# US 301

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



<b>2023 AADT</b>	<b>Trucks</b>	<b>Peak Hour Traffic</b>
47,000 vpd	6%	N/A

## 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 Congestion	Northbound AM / PM (Miles of Roadway)	Southbound AM / PM (Miles of Roadway)
Uncongested	0.0 / 0.0	0.0 / 0.0
Moderate	3.4 / 3.4	0.0 / 0.0
Heavy to Severe	0.0 / 0.0	3.4 / 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 for the last four years. (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
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 2022 W = Worsened from 2022 (blank) = No significant change from 2022

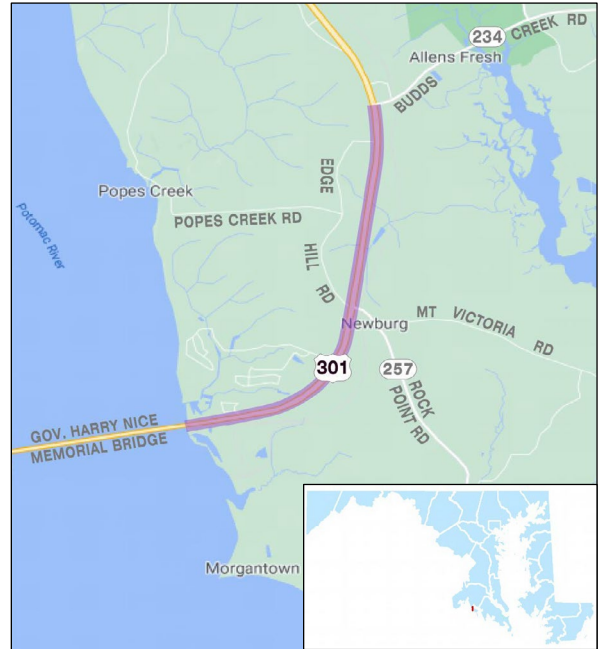
PTI: planning time index (95th percentile travel time / freeflow travel time)

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

# US 301

## FRIDAY SUMMER

Limits:	Middleton Bridge to MD 234	
Corridor Length:	5.8 miles	
Speed Limit:	55 MPH	
Travel Lanes:	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



2023 ADT	Trucks	Peak Hour Traffic
18,500 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 Congestion	Northbound (Miles of Roadway)	Southbound (Miles of Roadway)
Uncongested	5.8	5.8
Moderate	0.0	0.0
Heavy to Severe	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	

\* No traffic count data for the last four years.

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 2022 W = Worsened from 2022 (blank) = No significant change from 2022

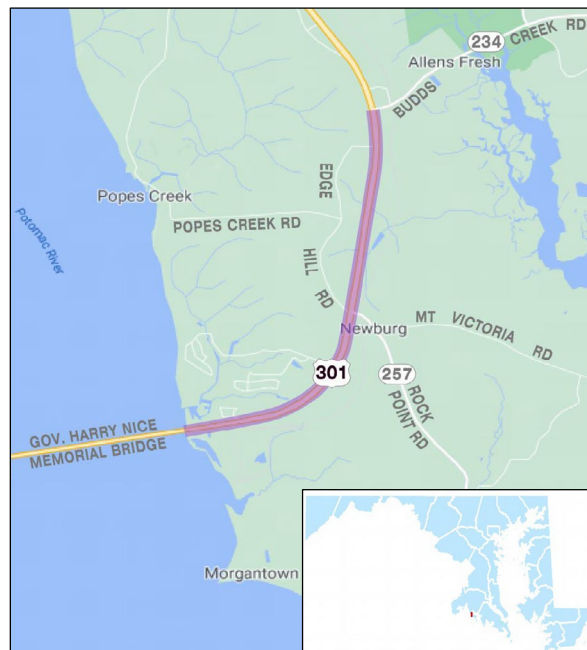
PTI: planning time index (95th percentile travel time / freeflow travel time)

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

# US 301

## SATURDAY SUMMER

Limits:	Middleton Bridge to MD 234	
Corridor Length:	5.8 miles	
Speed Limit:	55 MPH	
Travel Lanes:	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



2023 ADT	Trucks	Peak Hour Traffic
18,500 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 Congestion	Northbound (Miles of Roadway)	Southbound (Miles of Roadway)
Uncongested	5.8	5.8
Moderate	0.0	0.0
Heavy to Severe	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	

\* No traffic count data for the last four years.

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	I			I	
	MD-257/Edge Hill Rd/RockPoint Rd. - Harry W Nice Memorial Bridge/State Line	3.8				I	I

I = Improvement from 2022 W = Worsened from 2022 (blank) = No significant change from 2022

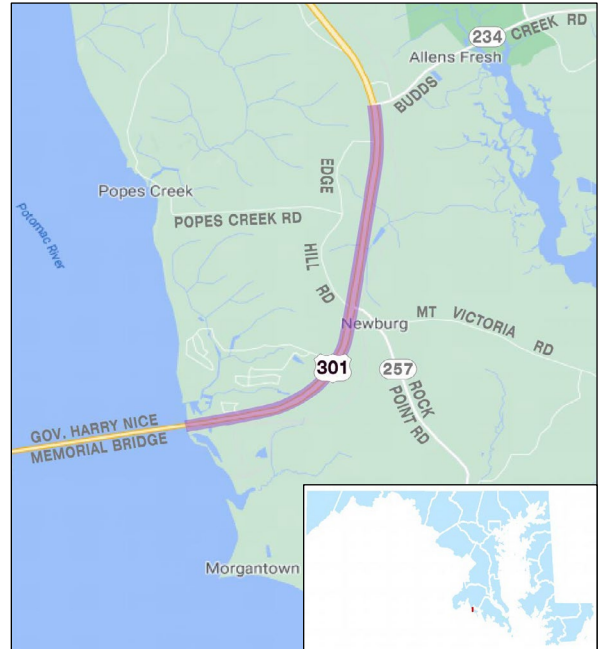
PTI: planning time index (95th percentile travel time / freeflow travel time)

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

# US 301

## SUNDAY SUMMER

Limits:	Middleton Bridge to MD 234	
Corridor Length:	5.8 miles	
Speed Limit:	55 MPH	
Travel Lanes:	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



2023 ADT	Trucks	Peak Hour Traffic
18,500 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 Congestion	Northbound (Miles of Roadway)	Southbound (Miles of Roadway)
Uncongested	5.8	5.8
Moderate	0.0	0.0
Heavy to Severe	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	

\* No traffic count data for the last four years.

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 2022 W = Worsened from 2022 (blank) = No significant change from 2022

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

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

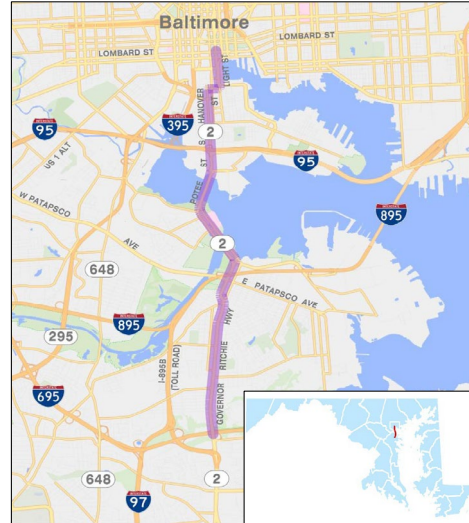


The loss of the connection of I-695 across the Patapsco River rerouted traffic. The level of these changes can be evaluated through the use of vehicle probe data. Nine new corridors were identified to determine the shifts in operations that occurred in addition to corridors such as I-695, I-895 and I-95 which are already analyzed. Base data was collected for 2023 to compare to 2024 when the loss of the I-695 connection happened. . The corridors included eight arterials and one expressway. The locations analyzed in 2023 are:

- MD 2 – I-695 to Lombard St. (Anne Arundel, Baltimore County and Baltimore City)
- MD 151 – I-695 to I-895 (Baltimore City and County)
- MD 170 – MD 648 to MD 2 (Anne Arundel)
- MD 295 – I-695 to I-95 (Anne Arundel, Baltimore County and Baltimore City)
- MD 648 – I-95 to MD 295 (Anne Arundel, Baltimore Country and Baltimore City)
- US 1 Alt – I-95 to I-695 (Baltimore City and County)
- US 40 – I-695 (East) to I-695 (West) (Baltimore City and County)
- Eastern Ave – I-695 to President St (Baltimore City and County)
- Shell Rd – I-895 to E Patapsco Ave (Baltimore City)

# MD 2

Limits:	I-695 to Lombard St	
Corridor Length:	6.0 miles	
Speed Limit:	25 - 35 MPH	
Travel Lanes:	1-5 (Northbound) 1-6 (Southbound)	
Signal Controlled Intersections:	33	
Grade Separated Interchanges:	2	
Major Cross Streets:	I-95, I-895, Cedar Hill Ln, Hammonds Ln, E 11th Ave, Belle Grove Rd/S Hanover St, E Patapsco Ave, Frankfurst Ave, E Cromwell St, W Wells St, McComas St, W Hamburg St, E Montgomery St, Key Hwy, W Conway St, Pratt St, Lombard St	
Routes and Ridership	MTA Routes	Avg. Daily Ridership
	MTA LocalLink 70	1,217



2023 AADT	Trucks	Peak Hour Traffic
4,000 - 52,000 vpd	1% - 8%	8% - 12%

## Segment Operations

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

Level of Congestion	Eastbound AM / PM (Miles of Roadway)	Westbound AM / PM (Miles of Roadway)
Uncongested	2.9 / 2.3	5.5 / 3.6
Moderate	2.6 / 1.6	0.0 / 1.3
Heavy to Severe	0.6 / 2.2	0.6 / 1.2

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 for the last four years. (3% 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	E Lombard St - E Pratt St	0.1								
	E Pratt St - E Conway St	0.2								
	E Conway St - Lee St	0.2								
	Lee St - Key Hwy	0.1								
	Key Hwy - Light St	0.1								
	Light St - Charles St	0.1								
	Charles St - W Montgomery St	0.1								
	W Montgomery St - W Hamburg St	0.1								
	W Hamburg St - W Ostend St	0.2								
	W Ostend St - W Fort Ave	0.1								
	W Fort Ave - W Heath St	0.1								
	W Heath St - W Wells St	0.1								
	W Wells St - I-95/McComas St	0.1								
	I-95/McComas St - Cromwell St	0.4								
	Cromwell St - Waterview Ave	0.6								
	Waterview Ave - Cherry Hill Rd	0.1								
	Cherry Hill Rd - Reedbird Ave	0.3								
	Reedbird Ave - Frankfurst Ave/S Hanover St	0.5								
	Frankfurst Ave/S Hanover St - I-895/W Patapsco Ave	0.4								
	I-895/W Patapsco Ave - Belle Grove Rd/Hanover St	0.3								
	Belle Grove Rd/Hanover St - 11th Ave	0.7								
	11th Ave - 16th Ave	0.3								
	16th Ave - MD-171/Church St	0.1								
	MD-171/Church St - Hammonds Ln/Walton Ave	0.2								
	Hammonds Ln/Walton Ave - Cedar Hill Blvd	0.3								
	Cedar Hill Blvd - I-695	0.3								

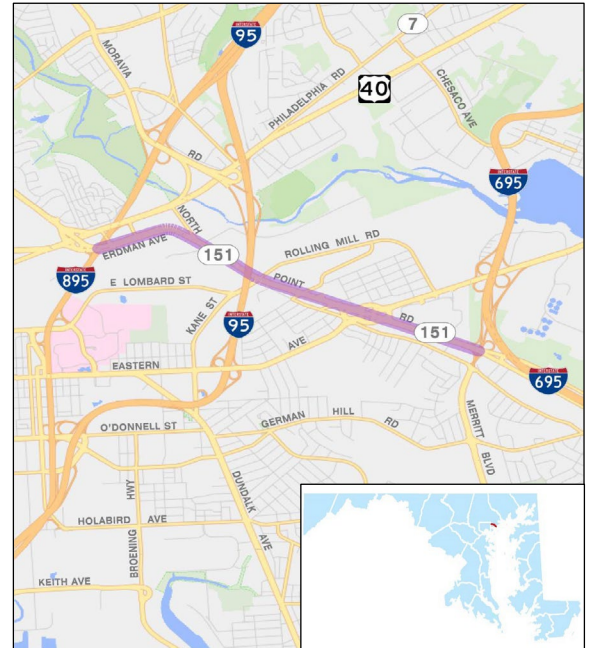
I = Improvement from 2022 W = Worsened from 2022 (blank) = No significant change from 2022

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

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

# MD 151

<b>Limits:</b>	I-695 to I-895	
<b>Corridor Length:</b>	3.1 miles	
<b>Speed Limit:</b>	50 MPH	
<b>Travel Lanes:</b>	2-3 (Eastbound) 2-3 (Westbound)	
<b>Signal Controlled Intersections:</b>	10	
<b>Grade Separated Interchanges:</b>	4	
<b>Major Cross Streets:</b>	I-95, I-695, I-895, Kane St/Rolling Mills Rd, Baltimore St, Eastern Ave, Merritt Blvd	
<b>Routes and Ridership</b>	Routes	Avg. Daily Ridership
	N/A	N/A



<b>2023 AADT</b>	<b>Trucks</b>	<b>Peak Hour Traffic</b>
24,000 - 31,000 vpd	3% - 9%	8% - 8.5%

## 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 Congestion	Eastbound AM / PM (Miles of Roadway)	Westbound AM / PM (Miles of Roadway)
Uncongested	1.7 / 1.7	1.7 / 1.1
Moderate	1.4 / 1.4	1.4 / 1.5
Heavy to Severe	0.0 / 0.0	0.0 / 0.5

## 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	

\* No traffic count data for the last four years.

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	I-895 - North Pont Rd	0.6								
	North Pont Rd - Quad Ave	0.1								
	Quad Ave - I-95/Rolling Mill Rd	0.4								
	I-95/Rolling Mill Rd - Baltimore St	0.4								
	Baltimore St - MD150/Eastern Ave	0.5								
	MD150/Eastern Ave - Merritt Blvd - I-695 (Dundalk)	1.1								

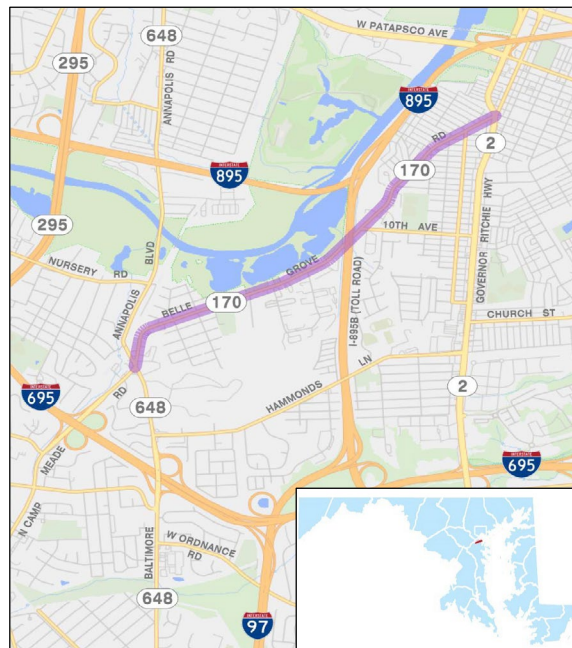
I = Improvement from 2022 W = Worsened from 2022 (blank) = No significant change from 2022

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

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

# MD 170

<b>Limits:</b>	MD 648 to MD 2	
<b>Corridor Length:</b>	2.4 miles	
<b>Speed Limit:</b>	30 MPH	
<b>Travel Lanes:</b>	1-2 (Northbound) 1-2 (Southbound)	
<b>Signal Controlled Intersections:</b>	2	
<b>Grade Separated Interchanges:</b>	0	
<b>Major Cross Streets:</b>	MD 2, MD 648, 10th Ave	
<b>Routes and Ridership</b>	Routes	Avg. Daily Ridership
	N/A	N/A



<b>2023 AADT</b>	<b>Trucks</b>	<b>Peak Hour Traffic</b>
7,000 - 12,000 vpd	5%	7.5% - 8.5%

## 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 Congestion	Eastbound AM / PM (Miles of Roadway)	Westbound AM / PM (Miles of Roadway)
Uncongested	2.4 / 2.4	2.4 / 2.4
Moderate	0.0 / 0.0	0.0 / 0.0
Heavy to Severe	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	

\* No traffic count data for the last four years.

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	MD-2/Potter St/Ritchie Hwy - 10th Ave	1.3								
	10th Ave - MD-648/Baltimore Annapolis Blvd	1.1								

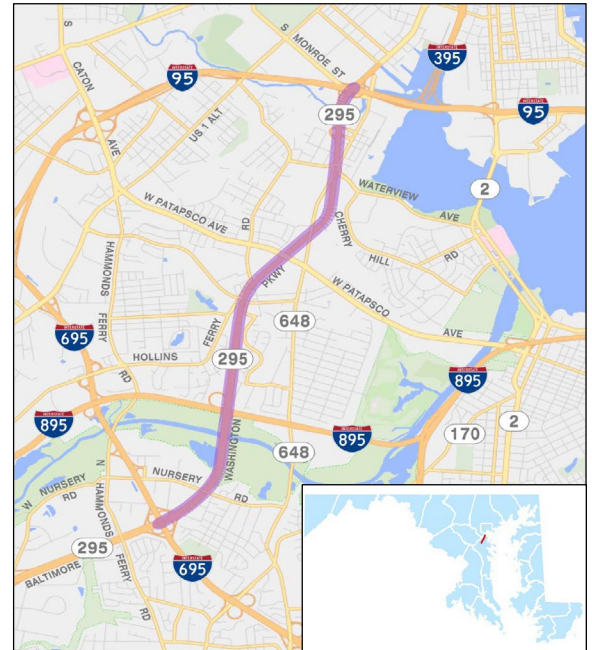
I = Improvement from 2022 W = Worsened from 2022 (blank) = No significant change from 2022

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

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

# MD 295

<b>Limits:</b>	I-695 to I-95	
<b>Corridor Length:</b>	4.4 miles	
<b>Speed Limit:</b>	45 - 55 MPH	
<b>Travel Lanes:</b>	2-3 (Northbound) 2-3 (Southbound)	
<b>Signal Controlled Intersections:</b>	0	
<b>Grade Separated Interchanges:</b>	5	
<b>Major Cross Streets:</b>	I-95, I-695, I-895, MD 648 Waterview Ave, W Patapsco Ave	
<b>Routes and Ridership</b>	Routes	Avg. Daily Ridership
	N/A	N/A



<b>2023 AADT</b>	<b>Trucks</b>	<b>Peak Hour Traffic</b>
77,000 - 94,000 vpd	2% - 5%	8%

## 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 Congestion	Eastbound AM / PM (Miles of Roadway)	Westbound AM / PM (Miles of Roadway)
Uncongested	3.5 / 3.5	4.5 / 3.3
Moderate	0.0 / 1.0	0.0 / 0.0
Heavy to Severe	1.0 / 0.0	0.0 / 1.2

## 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	

\* No traffic count data for the last four years.

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 Freeway and Expressway	I-95 - Manokin St. - Waterview Ave/Annapolis Rd (MD648)	1.0					I			
	Waterview Ave/Annapolis Rd (MD-648)-W Patapsco Ave	0.9								
	W Patapsco Ave - I-895 (Harbor Tunnel Thruway)	1.4								
	I-895 (Harbor Tunnel Thruway) - Nursery Rd (MD168) - I-695	1.2				W				W

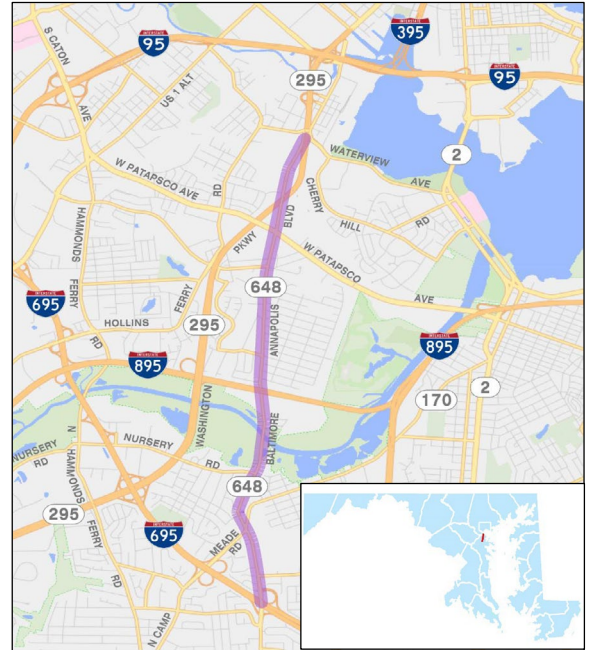
I = Improvement from 2022 W = Worsened from 2022 (blank) = No significant change from 2022

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

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

# MD 648

<b>Limits:</b>	I-695 to MD 295	
<b>Corridor Length:</b>	4.0 miles	
<b>Speed Limit:</b>	30 - 40 MPH	
<b>Travel Lanes:</b>	1-3 (Northbound) 1-2 (Southbound)	
<b>Signal Controlled Intersections:</b>	12	
<b>Grade Separated Interchanges:</b>	2	
<b>Major Cross Streets:</b>	I-95, I-695, I-895, MD 170, MD 295, W Patapsco Ave, Daisy Ave/Rose Ave, Virginia Ave, N Camp Meade Rd/Belle Grove Rd, Nursery Rd, Hammonds Ln	
<b>Routes and Ridership</b>	Routes	Avg. Daily Ridership
	N/A	N/A



<b>2023 AADT</b>	<b>Trucks</b>	<b>Peak Hour Traffic</b>
8,000 - 15,000 vpd	3% - 6%	8% - 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 Congestion	Eastbound AM / PM (Miles of Roadway)	Westbound AM / PM (Miles of Roadway)
Uncongested	2.7 / 2.7	2.7 / 0.7
Moderate	1.4 / 0.7	1.2 / 2.9
Heavy to Severe	0.0 / 0.7	0.2 / 0.5

## 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 for the last four years. (8% 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	Waterview Ave - MD295/Baltimore-Washington Pkwy	0.2	I	W		I		W		
	MD295/Baltimore-Washington Pkwy - W Patapsco Ave	0.7					W			W
	W Patapsco Ave - Daisy Ave/Rose Ave	0.3								
	Daisy Ave/Rose Ave - Virginia Ave	0.7								
	Virginia Ave - I-895	0.3								
	I-895 - Nursery Rd	0.7								
	Nursery Rd - MD170/N Camp Meade Rd/Belle Grove Rd	0.5								
	MD170/N Camp Meade Rd/Belle Grove Rd-Grove Ridge Ct/Hammonds Ln	0.4								
	Grove Ridge Ct/Hammonds Ln-Lynvue Rd-I-695/Baltimore Annapolis Blvd	0.3								

I = Improvement from 2022 W = Worsened from 2022 (blank) = No significant change from 2022

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

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

# US 1 Alt

<b>Limits:</b>	I-95 to I-695	
<b>Corridor Length:</b>	1.9 miles	
<b>Speed Limit:</b>	35 - 40 MPH	
<b>Travel Lanes:</b>	2-3 (Northbound) 2-3 (Southbound)	
<b>Signal Controlled Intersections:</b>	10	
<b>Grade Separated Interchanges:</b>	2	
<b>Major Cross Streets:</b>	I-95, I-695, Commerce Dr, Robert A. Young Way, S. Caton Ave, Hammonds Ferry Rd, W. Patapsco Ave, Twin Springs Rd, Landsdowne Rd	
<b>Routes and Ridership</b>	Routes	Avg. Daily Ridership
	N/A	N/A



<b>2023 AADT</b>	<b>Trucks</b>	<b>Peak Hour Traffic</b>
22,000 - 30,000 vpd	3%	8%

## Intersection Operations

Signalized Intersections*:	AM Peak Hour	PM Peak Hour
LOS D or Better	5	4
LOS E	0	1
LOS F	0	0

## Segment Operations

Level of Congestion	Eastbound AM / PM (Miles of Roadway)	Westbound AM / PM (Miles of Roadway)
Uncongested	0.5 / 0.5	0.8 / 0.0
Moderate	1.4 / 0.3	0.0 / 1.9
Heavy to Severe	0.0 / 1.1	1.1 / 0.0

## LOS 'E' Intersections

US 1AL @ Ramps 2&8 to and from I-695 NB (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 for the last four years. (50% of signalized intersections)

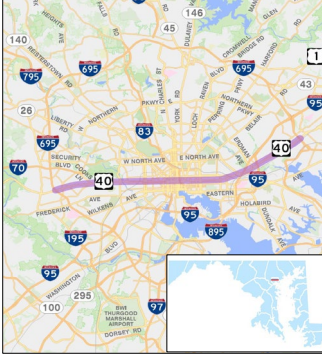
Functional Class	Roadway Segment West to East	Length (miles)	TTI				PTI			
			AM		PM		AM		PM	
			EB	WB	EB	WB	EB	WB	EB	WB
Urban Other Principal Arterial	I-95 - Georgetown Rd/Joh Ave	0.5								
	Georgetown Rd/Joh Ave - James St/W Patapsco Ave	0.2								
	James St/W Patapsco Ave - US1 ALT/Washington Blvd	0.1								
	US1 ALT/Washington Blvd - Landsdowne Rd/Twin Springs Rd	0.4								
	Landsdowne Rd/Twin Springs Rd - Robert A Young Way	0.2								
	Robert A Young Way - Commerce Dr	0.2								
	Commerce Dr - Victory Dr	0.1								
	Victory Dr - I-695/Baltimore Beltway	0.2								

I = Improvement from 2022 W = Worsened from 2022 (blank) = No significant change from 2022

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-695 (East) to I-695 (West)			2023 AADT 15,000 - 57,000 vpd	Trucks 1% - 8%	Peak Hour Traffic 7.5% - 8%
Corridor Length:	14.3 miles					
Speed Limit:	25 - 40 MPH					
Travel Lanes:	2-4 (Eastbound) 2-3 (Westbound)					
Signal Controlled Intersections:	80					
Grade Separated Interchanges:	5					
Major Cross Streets:	I-695, I-895, I-83, I-95, Cooks Ln, N Hilton St/Hilton Pkwy, MLK Jr Pkwy, N Greene St, N Paca St, St Paul St, N Gay St, N Central Ave, N Broadway, N Wolfe St, N Patterson Park Ave, Erdman Ave, Chesaco Ave					
Routes and Ridership	Routes	Avg. Daily Ridership				
	N/A	N/A				

Intersection Operations			Segment Operations		
Signalized Intersections*:	AM Peak Hour	PM Peak Hour	Level of Congestion	Eastbound AM / PM (Miles of Roadway)	Westbound AM / PM (Miles of Roadway)
LOS D or Better	7	7	Uncongested	8.6 / 3.4	8.8 / 4.4
LOS E	0	0	Moderate	3.2 / 3.6	3.1 / 4.6
LOS F	0	0	Heavy or Severe	2.6 / 7.4	2.4 / 5.4

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 for the last four years. (9% of signalized intersections)

\* Available count data for the last four years. (9% 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
	I-695 - Kent Ave	0.3								
	Kent Ave - Ingleside Ave	0.2								
	Ingleside Ave - Johnnycake Rd	0.4								
	Johnnycake Rd - St Agnes Ln	0.3								
	St Agnes Ln - Coleridge Rd	0.2								
	Coleridge Rd - Greenwiche Ave/Briarcliff Rd	0.4								
	Greenwiche Ave/Briarcliff Rd - Edmondson Ave	0.3								
	Edmondson Ave - Old Orchard Rd - Cooks Ln - Nottingham Rd	0.1								
	Nottingham Rd - Winans Way/Uplands Pkwy	0.2								
	Winans Way/Uplands Pkwy - Glen Allen Dr - Swann Ave/Old Frederick Rd	0.2								
	Swann Ave/Old Frederick Rd - Woodridge Rd/N Athol Ave	0.2								
	Woodridge Rd/N Athol Ave - Wildwood Pkwy	0.3								
	Wildwood Pkwy - Mt Holly St	0.2								
	Mt Holly St - Allendale St - Edgewood St	0.2								
	Edgewood St - Denison St - N Hilton St	0.2								
	N Hilton St - W Franklin St/Poplar Grove St	0.4								
	W Franklin St/Poplar Grove St - N Franklinton St	0.2								
	N Franklinton St - N Warwick Ave	0.3								
	N Warwick Ave - N Smallwood St - N Pulaski St	0.3								
Urban Other Freeways and Expressways	N Pulaski St - N Payson St	0.1								
	N Payson St - US1(Monroe St) - US1(N Fulton Ave)	0.2								
	US1(N Fulton Ave) - N Gilmore St - N Carey St - N Arlington Ave	0.5								
	N Arlington Ave - N Schroeder St - Martin Luther King Blvd	0.4								
	Luther King Blvd - MD295/Pennsylvania/N Green St - MD295/N	0.2								
Urban Other Principal Arterial	MD295/N Paca St - N Eutaw St - N Howard St - Park Ave	0.2								
	Park Ave - Cathedral St - Charles St - MD2/St Paul Pl	0.2								
	MD2/St Paul Pl - MD2(N Calvert St)	0.1								
	MD2(N Calvert St) - N Gay St/Ensor St	0.4								
	N Gay St/Ensor St - Forrest St	0.1								
	Forrest St - Aisquith St	0.1								
	Aisquith St - N Central Ave	0.1								
	N Central Ave - N Caroline St	0.1								
	N Caroline St - N Broadway	0.2								
	N Broadway - N Wolfe St	0.2								
	N Wolfe St - N Washington St - N Chester St	0.2								
	N Chester St - N Patterson Park Ave	0.2								
	N Patterson Park Ave - N Milton Ave	0.2								
	N Milton Ave - N Lakewood Ave	0.2								
	N Lakewood Ave - N Linwood Ave	0.2								
	N Linwood Ave - N Ellwood Ave	0.2								
	N Ellwood Ave - N Highland Ave	0.2								
	N Highland Ave - N Conkling St	0.1								
	N Conkling St - N Haven St/MD150	0.3								
	N Haven St/MD150 - N Kresson St	0.2								
	N Kresson St - E Monument St	0.4								
	E Monument St - MD151/Erdman Ave	0.2								
	MD151/Erdman Ave - Mapleton Ave - I-895	0.3								
	I-895 - North Point Rd	0.4								
	North Point Rd - Moravia Rd	0.4								
	Moravia Rd - Moravia Park Dr - I-95	0.2								
	I-95 - 62nd St	0.1								
	62nd St - 66th St	0.3								
	66th St - 68th St	0.3								
	68th St - Rosedale Ave	0.4								
	Rosedale Ave - Chesaco Ave	0.3								
	Chesaco Ave - Batavia Farm Rd	0.3								
	Batavia Farm Rd - I-895	1.3								

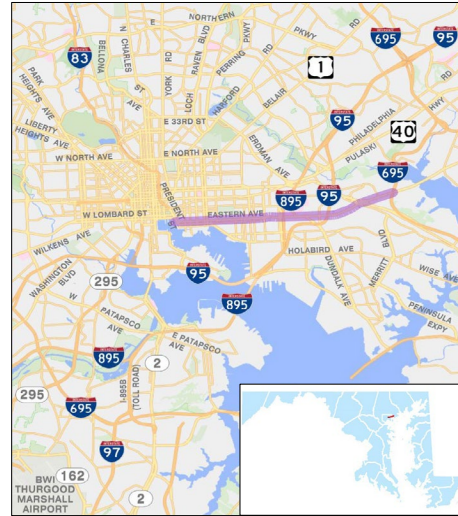
I = Improvement from 2022 W = Worsened from 2022 (blank) = No significant change from 2022

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

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

# Eastern Ave

Limits:	I-695 to President St	
Corridor Length:	5.6 miles	
Speed Limit:	25 - 35 MPH	
Travel Lanes:	1-2 (Eastbound) 1-3 (Westbound)	
Signal Controlled Intersections:	45	
Grade Separated Interchanges:	3	
Major Cross Streets:	I-895, I-95, I-695 President St, S Broadway, S Wolfe St, S Chester St, Boston St, S Patterson Park Ave, S Linwood Ave, S Elwood Ave, S Clinton St, S Conkling St, S Haven St, Ponca St, Bayview Blvd, Dundalk Ave, Kane St	
Routes and Ridership	Routes	Avg. Daily Ridership
	N/A	N/A



2023 AADT	Trucks	Peak Hour Traffic
18,000 - 27,000 vpd	2% - 9%	7.5% - 8%

## Segment 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 Congestion	Eastbound AM / PM (Miles of Roadway)	Westbound AM / PM (Miles of Roadway)
Uncongested	3.9 / 0.0	1.8 / 0.8
Moderate	1.7 / 3.3	2.6 / 3.9
Heavy to Severe	0.0 / 2.3	1.2 / 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	

\* No traffic count data for the last four years.

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	President St - Albemarle St - S Central Ave	0.2								
	S Central Ave - S Caroline St - S Bond St	0.2								
	S Bond St - S Broadway - S Ann St	0.2								
	S Ann St - S Wolfe St - S Washington St	0.2								
	S Washington St - S Chester St	0.1								
	S Chester St - S Collington Ave - S Patterson Park Ave	0.2								
	S Patterson Park Ave - S Luzerne Ave	0.2								
	S Luzerne Ave - S Kenwood Ave	0.2								
	S Kenwood Ave - S Linwood Ave	0.1								
	S Linwood Ave - S Ellwood Ave	0.2								
	S Ellwood Ave - S East Ave - S Clinton St - S Highland Ave	0.2								
	S Highland Ave - S Conkling St	0.1								
	S Conkling St - S Eaton St	0.1								
	S Eaton St - Grundy St - S Haven St	0.2								
	S Haven St - S Macon St	0.3								
	S Macon St - Oldham St - Ponca St/MD150	0.1								
	a St/MD150 - Quail St/I-895 (Harbor Tunnel Thwy) - Casell Dr/Savage	0.2								
	Casell Dr/Savage St - Bayview Blvd/MD150	0.2								
	Bayview Blvd/MD150 - Anglesea St	0.1								
	Anglesea St - Bonsal St - Dundalk Ave	0.2								
	Dundalk Ave - Gusryan St	0.2								
	Gusryan St - Kane St	0.2								
	Kane St - I-95 - Quinton St/I-95	0.3								
	Quinton St/I-95 - Pembroke Blvd/48th St	0.3								
	Pembroke Blvd/48th St - Ashby Ave - Southern Ave	0.4								
	Southern Ave - North Point Blvd/MD151	0.4								
	North Point Blvd/MD151 - 54th St	0.2								
	54th St - Rolling Mill Rd	0.1								
	Rolling Mill Rd - I-695 (Baltimore Beltway)	0.4								

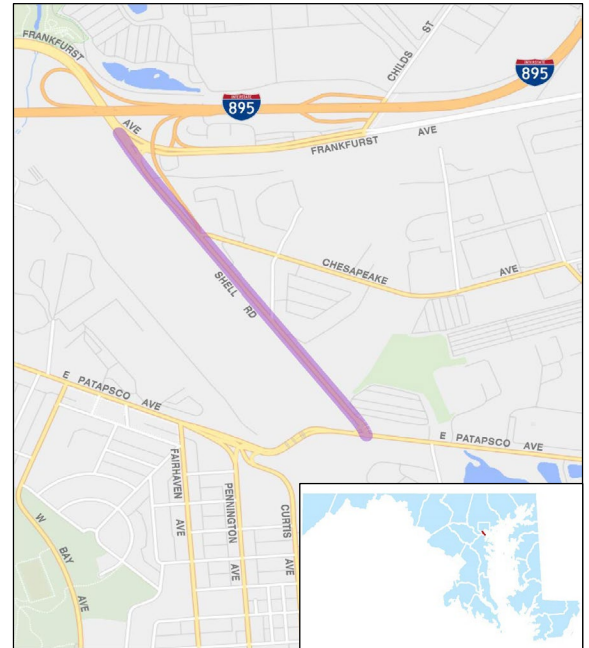
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PTI: planning time index (95th percentile travel time / freeflow travel time)

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

# Shell Rd

<b>Limits:</b>	I-895 to E Patapsco Ave	
<b>Corridor Length:</b>	0.8 miles	
<b>Speed Limit:</b>	25 MPH	
<b>Travel Lanes:</b>	2 (Northbound) 2 (Southbound)	
<b>Signal Controlled Intersections:</b>	1	
<b>Grade Separated Interchanges:</b>	1	
<b>Major Cross Streets:</b>	I-895, Frankfurst Ave Chesapeake Ave E Patapsco Ave	
<b>Routes and Ridership</b>	Routes	Avg. Daily Ridership
	N/A	N/A



<b>2023 AADT</b>	<b>Trucks</b>	<b>Peak Hour Traffic</b>
4,000 vpd	16%	7.5%

## 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 Congestion	Eastbound AM / PM (Miles of Roadway)	Westbound AM / PM (Miles of Roadway)
Uncongested	0.8 / 0.8	0.8 / 0.8
Moderate	0.0 / 0.0	0.0 / 0.0
Heavy to Severe	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			

\* No traffic count data for the last four years.

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	I-895/Frankfurst Ave - Chesapeake Ave	0.3								
	Chesapeake Ave - E Patapsco Ave	0.5								

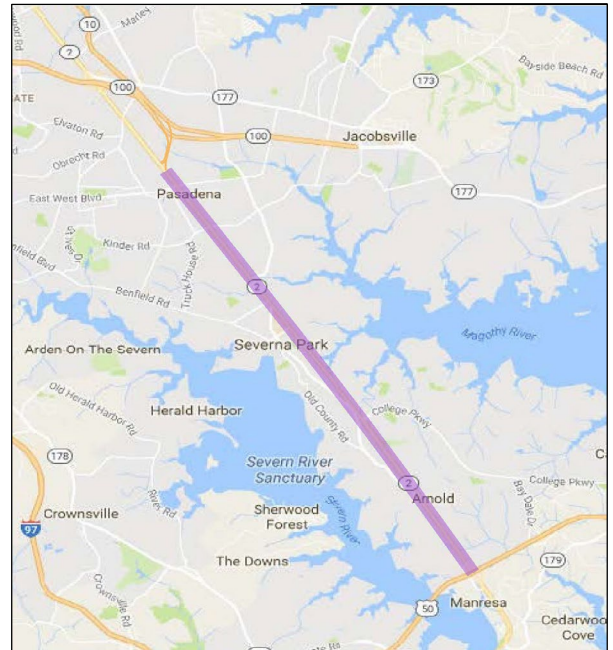
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PTI: planning time index (95th percentile travel time / freeflow travel time)

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

# MD 2

<b>Limits:</b>	US 50/301 to MD 10	
<b>Corridor Length:</b>	8.4 miles	
<b>Speed Limit:</b>	50 MPH	
<b>Travel Lanes:</b>	2-3 (Northbound) 1-3 (Southbound)	
<b>Signal Controlled Intersections:</b>	12	
<b>Grade Separated Interchanges:</b>	1	
<b>Major Cross Streets:</b>	MD 10, MD 648, College Pkwy, Magothy Bridge Rd, East West Blvd / Pasadena Rd, US 50	
<b>Routes and Ridership</b>	Routes	Avg. Daily Ridership
	MTA LocalLink 70	1,217
	MTA Commuter Bus 260	78



2023 AADT	Trucks	Peak Hour Traffic
40,000 - 61,000 vpd	3% - 8%	7.5% - 8%

## Intersection Operations

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

## Segment Operations

Level of Congestion	Northbound AM / PM (Miles of Roadway)	Southbound AM / PM (Miles of Roadway)
Uncongested	4.7 / 0.0	0.0 / 0.0
Moderate	0.9 / 1.6	0.0 / 4.2
Heavy to Severe	2.8 / 6.8	8.4 / 4.2

## 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 for the last four years. (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 Other Principal Arterial	MD 10 - Pasadena Rd/East West Blvd.	0.3								
	Pasadena Rd/East West Blvd. - E Earleigh Heights Rd/Magothy Bridge Rd.	0.9							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								
	Robinson Rd. - College PKWY	2.5			W					W
	College PKWY - US301	3.1								W

I = Improvement from 2022 W = Worsened from 2022 (blank) = No significant change from 2022

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

Congestion increases travel time for motorists, transit operators and truck drivers. These longer trips could cause a flight to be missed or a delivery to be delayed and there is a cost associated with this. The value of time associated with these events varies based on the purpose of the trip. The calculation of costs includes auto delays, truck delays, wasted fuel, and the cost associated with additional emissions by region. Congestion cost from 2022 to 2023 increased by approximately 1% statewide. The Baltimore and Washington regions account for an approximately equal amount of the overall statewide congestion costs. This amounts to \$4.76 billion or 89% of the statewide congestion cost. The percentage increase in congestion costs was highest in the Washington region, climbing by 4.6%. The congestion costs combined for the Eastern Shore, Southern, and Western regions is about \$583 million, which is an decrease of \$7 million from 2022 (**Table 4**). These costs are developed based on the Maryland Reporting Performance Tool (MRPT).

**Table 4**

TOTAL COST OF CONGESTION BY REGION (MILLIONS)				
REGION	2021	2022	2023	CHANGE FROM 2022 TO 2023
Statewide	\$4,481	\$5,286	\$5,346	+\$60
Baltimore Region	\$2,030	\$2,377	\$2,337	-\$40
Washington Region	\$1,930	\$2,319	\$2,426	+ \$107
Eastern Shore Region	\$231	\$260	\$251	-\$9
Southern Region	\$177	\$202	\$209	+ \$7
Western Region	\$113	\$128	\$123	-\$5



**I-70 EB RAMP TO I-695 NB**



# CAPITAL PROJECTS **BEFORE/AFTER** FACT SHEETS



MD 43 AT HONEYGO BLVD

# CAPITAL PROJECTS BEFORE AND AFTER STUDIES

In 2023, seven capital improvement projects were completed (**Table 5 and Figure 3**). These projects include intersection improvements such as turning lane additions, channelization, and the construction of auxiliary lanes along freeways/expressways. Capital projects are developed to mitigate congestion, improve safety, and provide multi-modal connections. These projects are identified through a data driven process and reviewed from a practical design standpoint to ensure the proposed project is addressing the defined purpose and need. These improvements were analyzed to determine the annual user benefits to the traveling public. The benefits are related to the reduction in delays incurred by motorists and commercial vehicles, fuel savings, the safety benefit resulting from the improvements, and the benefit provided by the increased reliability of the system. An analysis describing the improvement, construction cost, and the benefits that the mobility projects 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)	
Baltimore	MD 43	Honeygo Blvd	\$113	\$624	\$737
Baltimore	US 1	Clarke Blvd	\$246	\$1,360	\$1,606
Calvert	MD 4	W Harmony Rd	\$102	\$100	\$202
Carroll	MD 140	Mayberry Rd	\$19	\$143	\$162
Frederick	US 15	Willow Rd to Monocacy Blvd	\$52	\$5	\$57
Howard	MD 108	Centennial Lane	\$62	\$199	\$261
St Mary's	MD 5	Abell St/Moakley St	\$88	\$578	\$666
Total			\$682	\$3,009	\$3,691

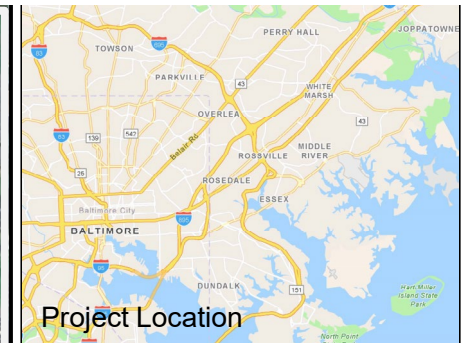
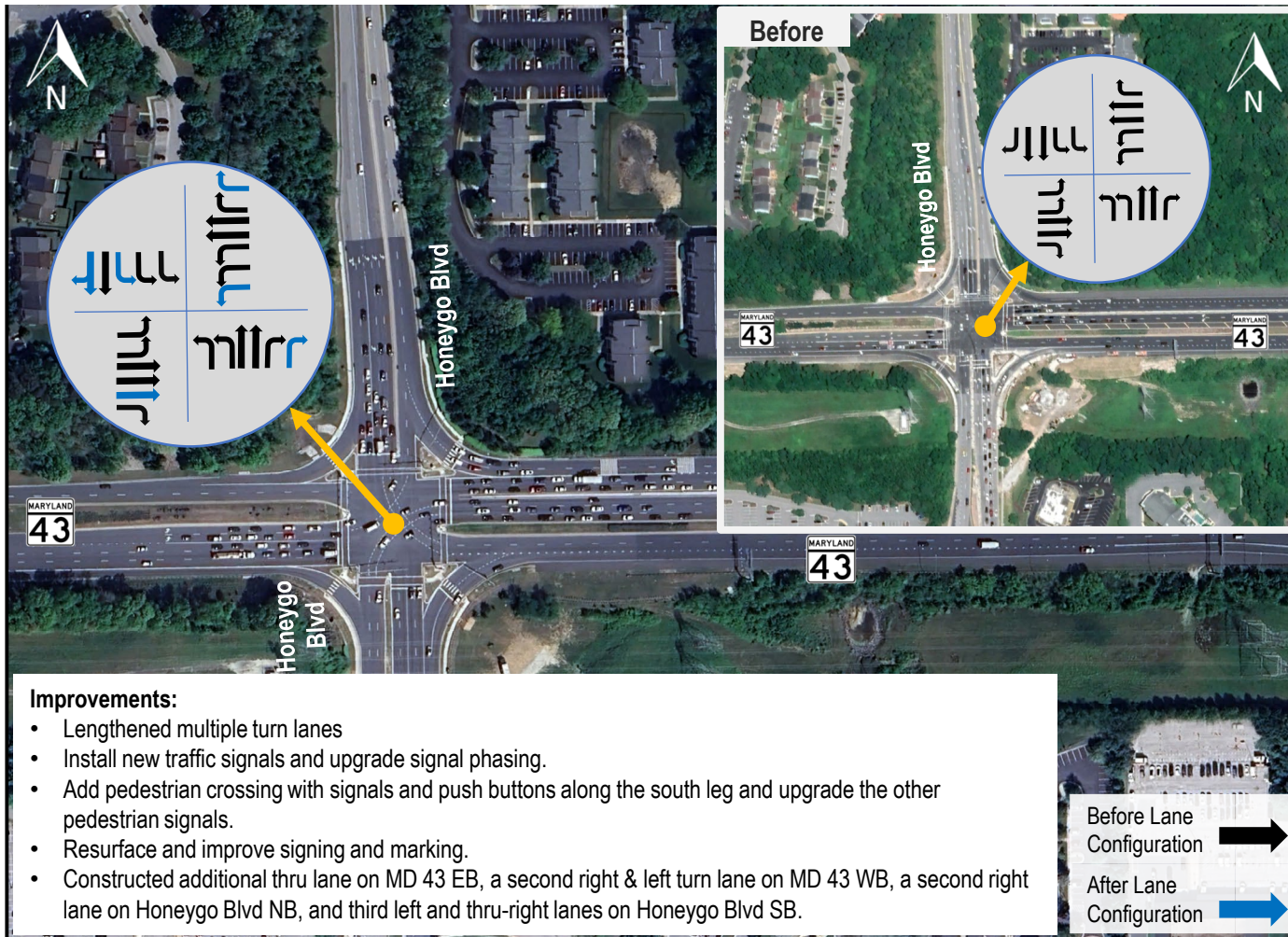


Mobility projects provide approximately \$3.7 million in annual user cost savings in the opening year, or over \$500,000 per project on average.



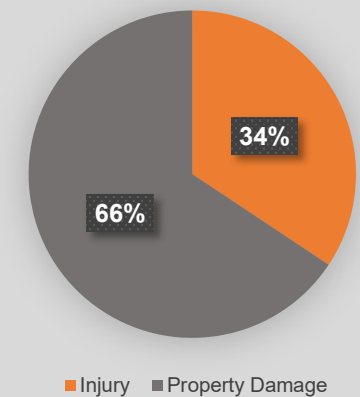
# MD 43 at Honeygo Boulevard

LOCATION: WHITE MARSH, BALTIMORE COUNTY



**MD 43 ADT : 50,000**

## Crash Summary by Severity

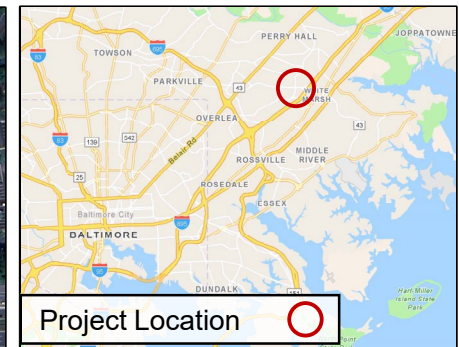
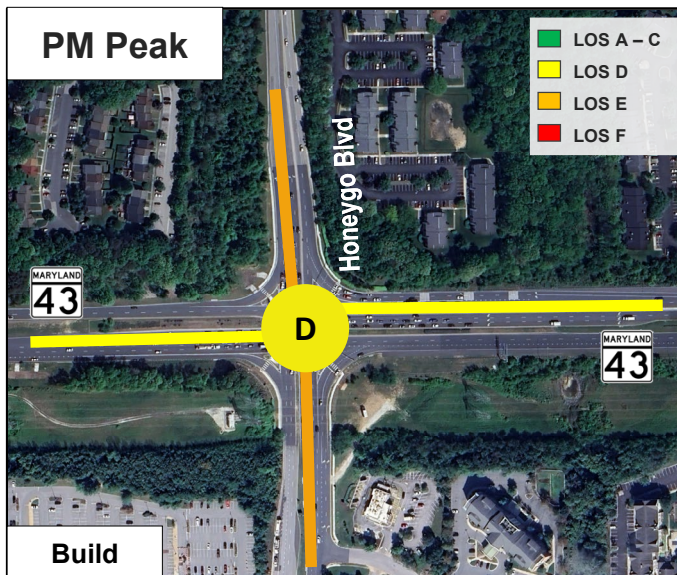
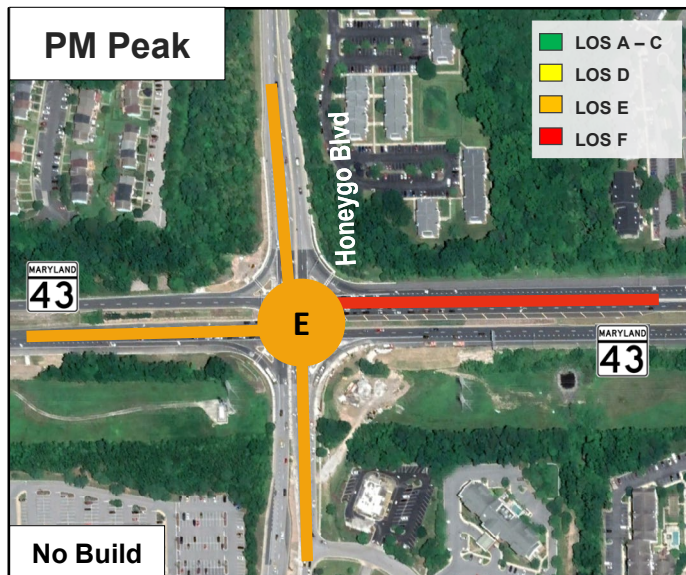
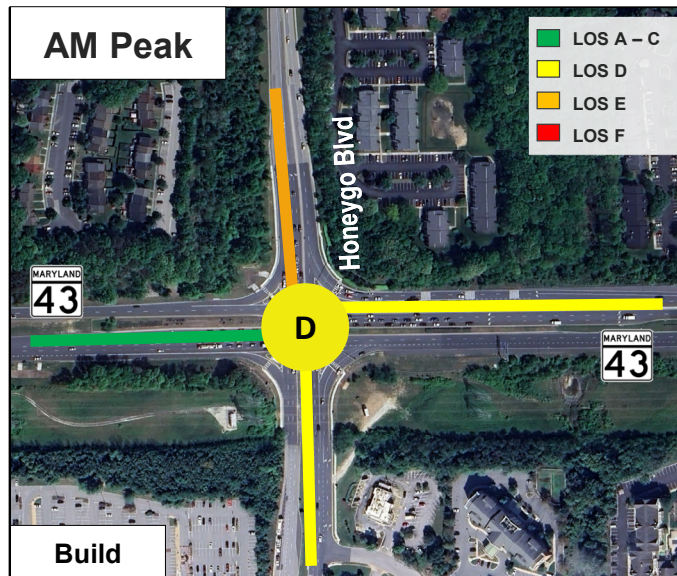
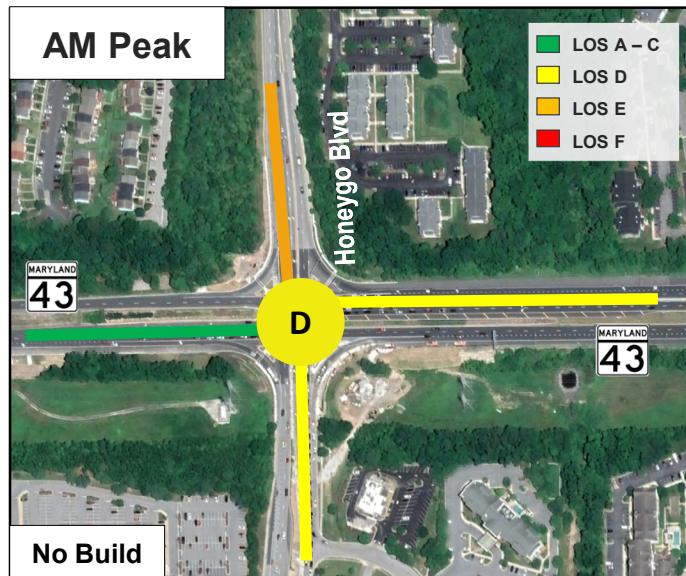


**Total Crashes 201**

Average Annual Savings (Thousands)			Project Cost Estimate (Millions)	Benefit/Cost (20 Years)
Delay	Fuel Consumption	Safety		
\$111.1	\$1.4	\$624.0	\$4.4	2.9

# MD 43 at Honeygo Boulevard

LOCATION: WHITE MARSH, BALTIMORE COUNTY



**MD 43 ADT : 50,000**

## Non-Congestion Benefits

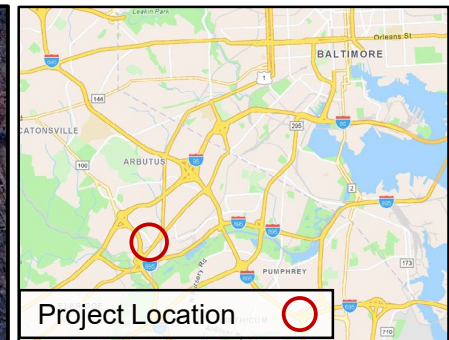
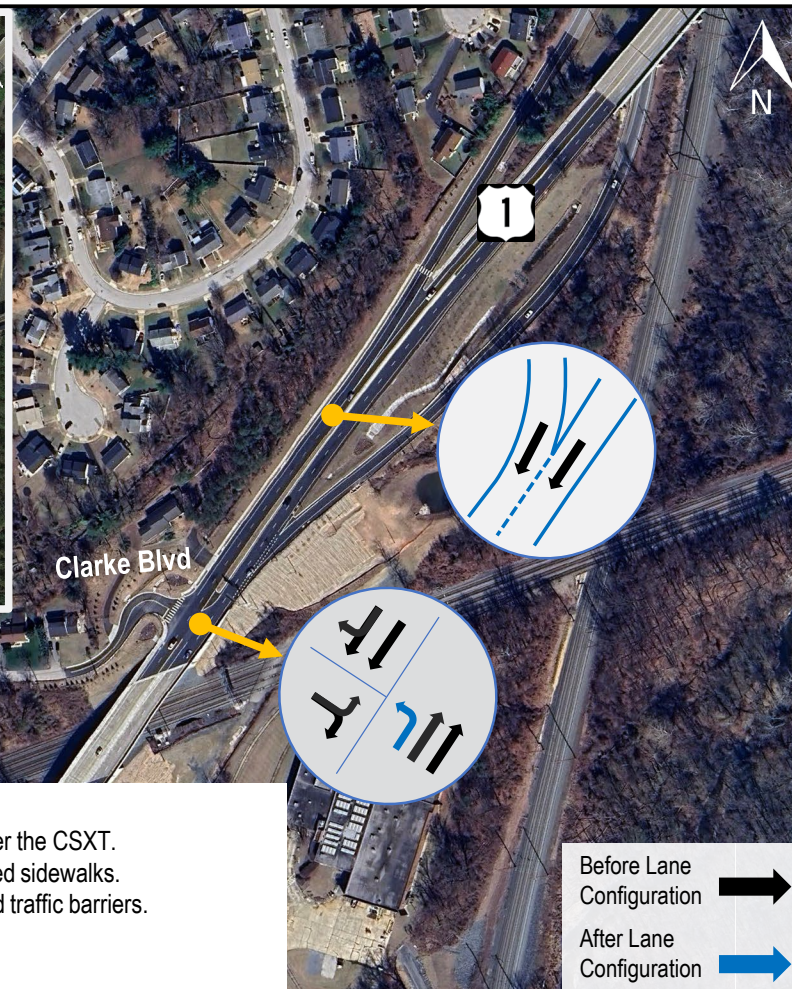
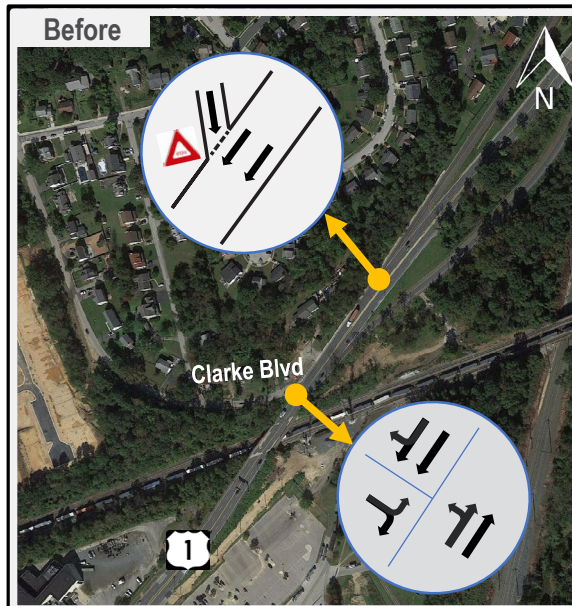
- Improve multimodal accessibility by adding pedestrian crossing and upgrading pedestrian signals
- Reduce the probability of congestion related crashes by improving capacity
- Improve safety by installing new traffic signals with upgraded phasing

## Congestion Benefits

- Improve delay operations during the PM peak hour from LOS E to LOS D

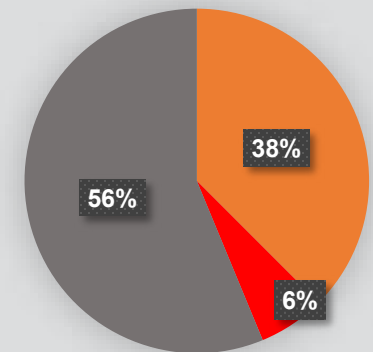
# US 1 at CSX Bridge Clarke Boulevard

LOCATION: ARBUTUS, BALTIMORE COUNTY



US 1 ADT : 30,000

## Crash Summary by Severity



■ Injury ■ Fatal ■ Property Damage

**Total Crashes 16**

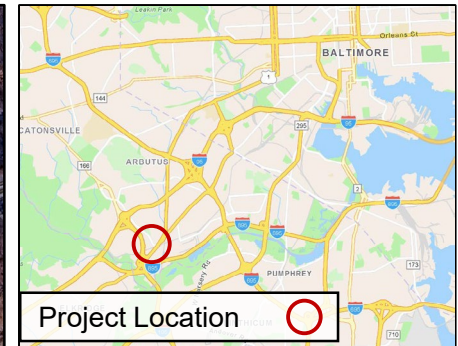
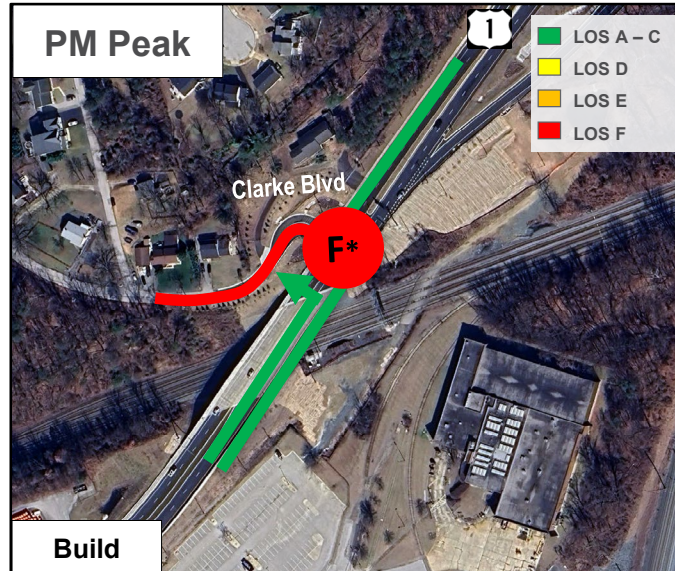
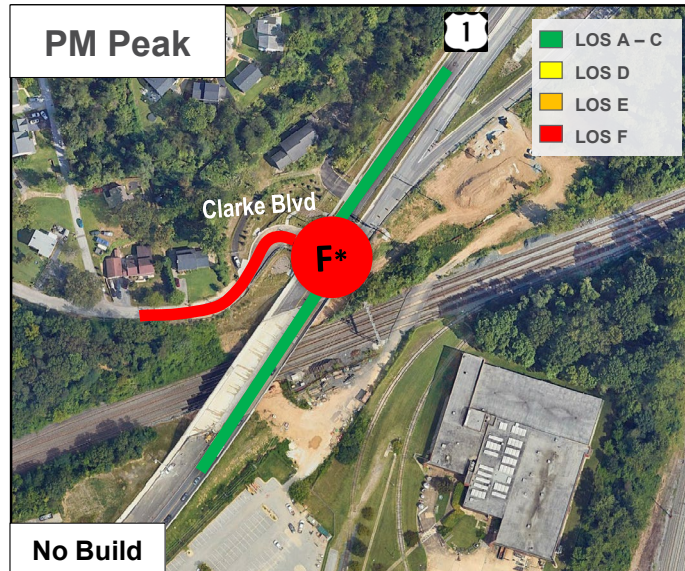
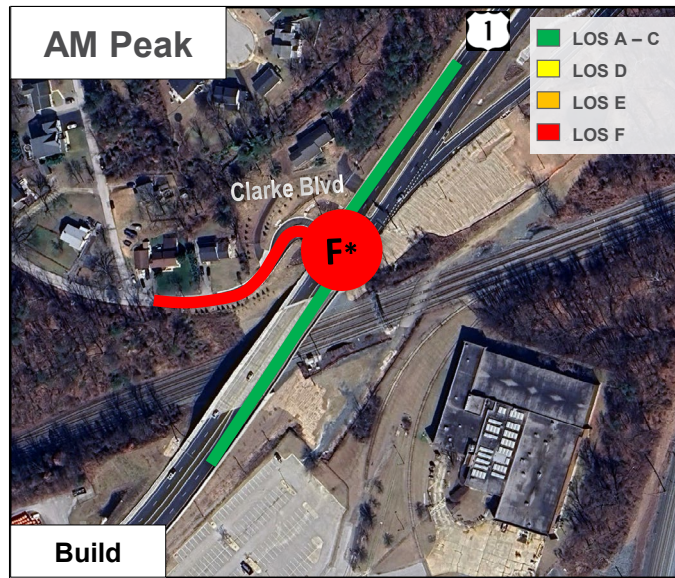
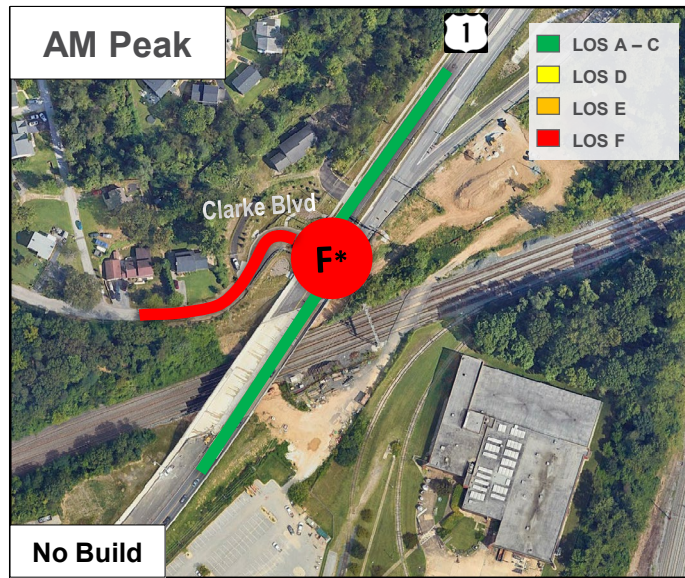
## Other Improvements:

- Replace the US 1 (Washington Boulevard) Bridge over the CSXT.
- Bicycle compatible shoulders along US 1 and improved sidewalks.
- Wider shoulders for traffic on the bridge and upgraded traffic barriers.
- Improve drainage within the project limits.
- Provide left turn lane on US 1 northbound.

Average Annual Savings (Thousands)			Project Cost Estimate (Millions)	Benefit/Cost (20 Years)
Delay	Fuel Consumption	Safety		
\$242.8	\$3.0	\$1360.0	\$37.0	0.7

# US 1 at CSX Bridge Clarke Boulevard

LOCATION: ARBUTUS, BALTIMORE COUNTY



**US 1 ADT : 30,000**

## Non-Congestion Benefits

- Improve safety and accessibility for pedestrians and cyclists
- Improve safety by adding left turn lane along US 1
- Improve safety by reconfiguring the US 1 merge area from I-695

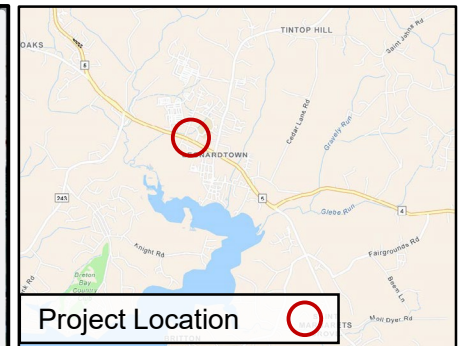
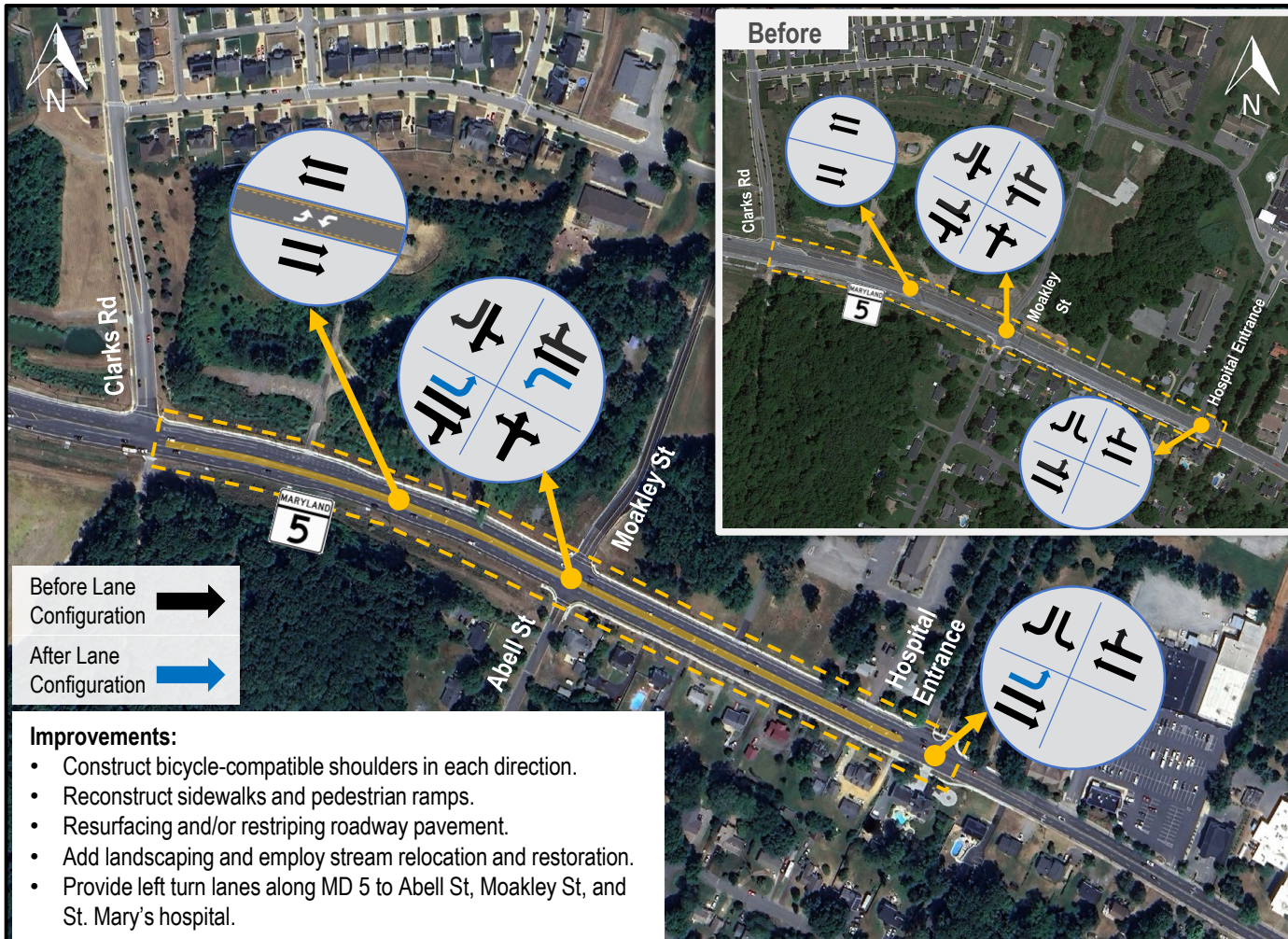
## Congestion Benefits

- Improve network delay within the project limits by approximately 30% and 45% during the AM and PM peak hours, respectively

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

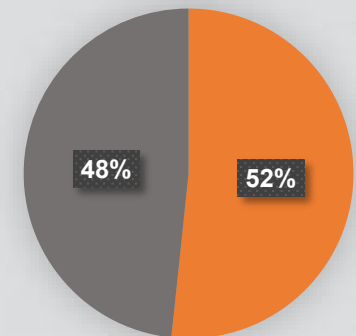
# MD 5 at Abell Moakley St

LOCATION: LEONARDTOWN, ST. MARY'S COUNTY



**MD 5 ADT : 30,500**

**Crash Summary by Severity**



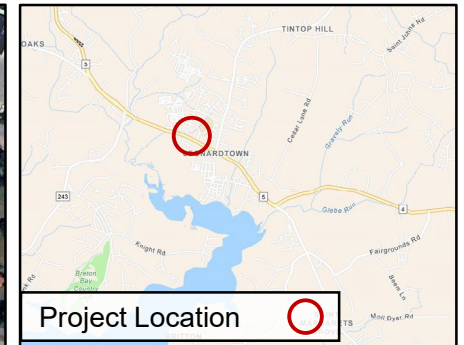
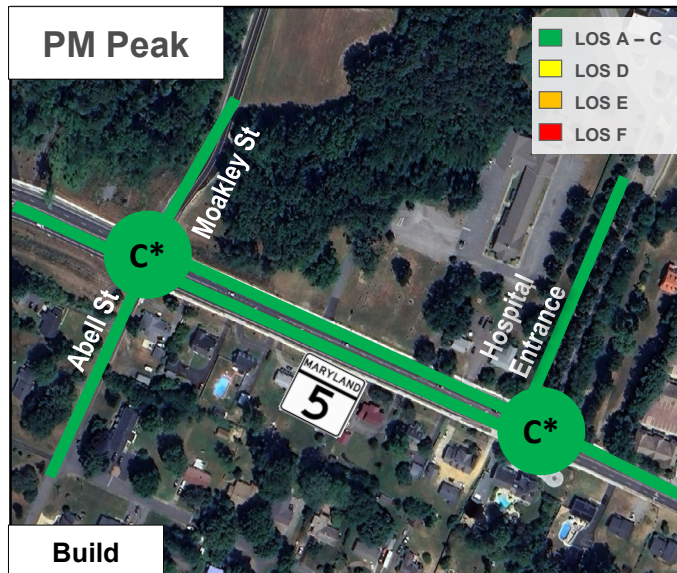
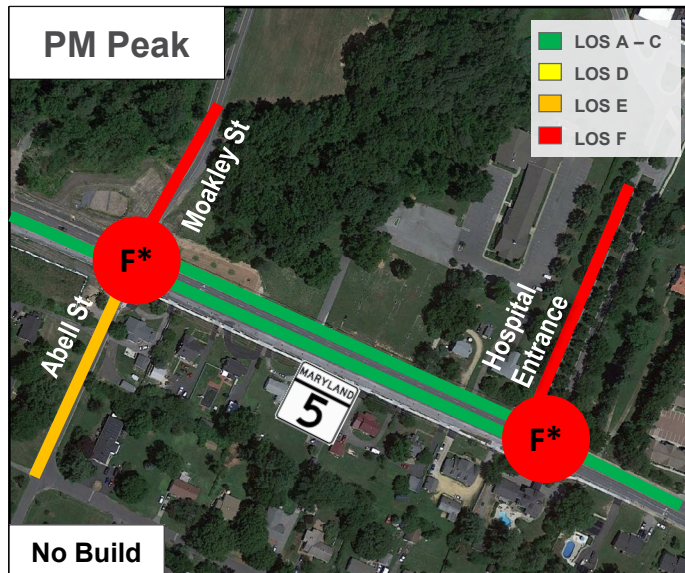
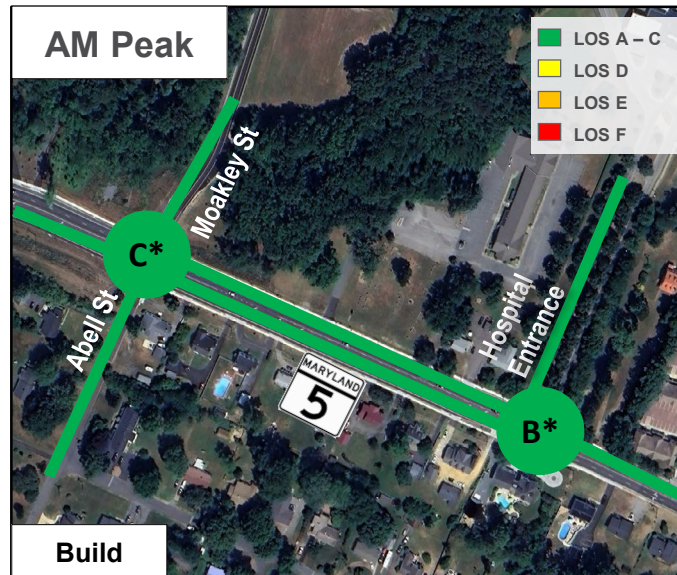
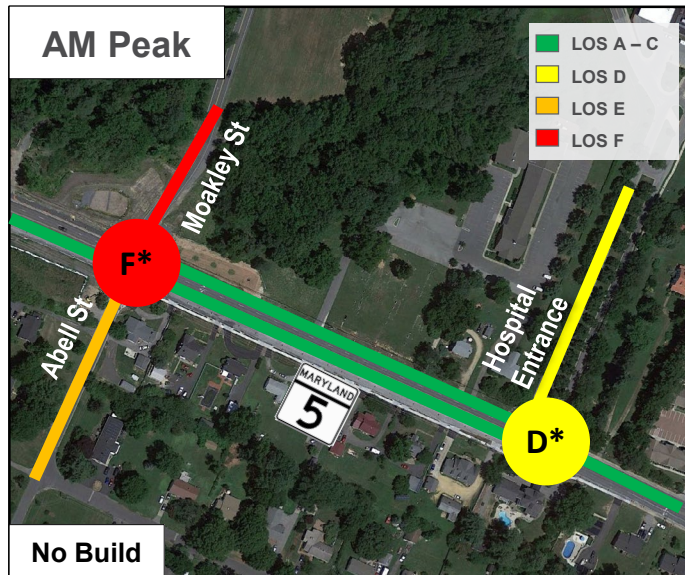
■ Injury ■ Property Damage

**Total Crashes 60**

Average Annual Savings (Thousands)			Project Cost Estimate (Millions)	Benefit/Cost (20 Years)
Delay	Fuel Consumption	Safety		
\$87.2	\$1.1	\$577.5	\$12.0	0.9

# MD 5 at Abell Moakley St

LOCATION: LEONARDTOWN, ST. MARY'S COUNTY



**MD 5 ADT : 30,500**

## Non-Congestion Benefits

- Improve multimodal accessibility by constructing sidewalks and pedestrian ramps, and adding bike compatible shoulder
- Improve safety by adding left turn lanes and center turn lane

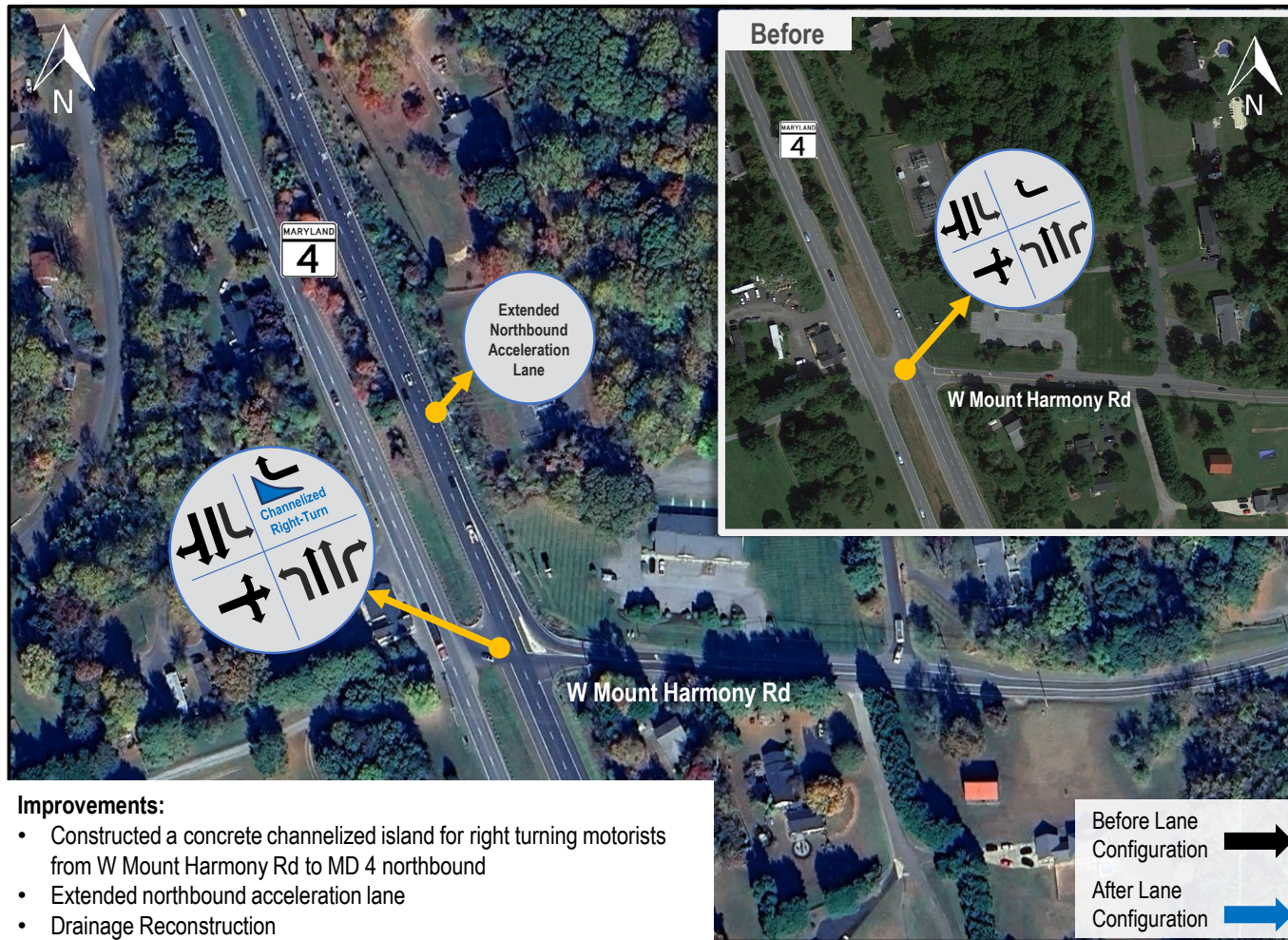
## Congestion Benefits

- Improve overall network delay as well as intersection delay by 78% during AM peak hour and by 57% during the PM peak hour, respectively.

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

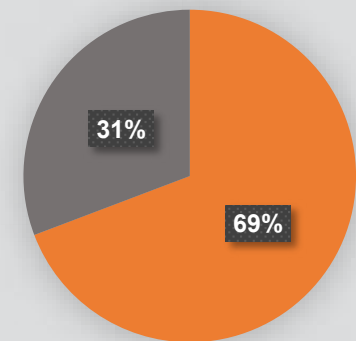
# MD 4 at West Harmony Rd

LOCATION: OWINGS, CALVERT COUNTY



MD 4 ADT : 41,500

Crash Summary by Severity



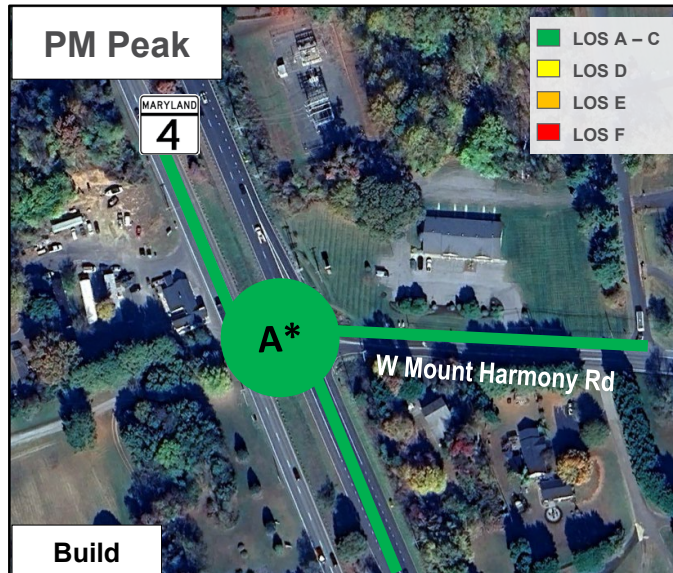
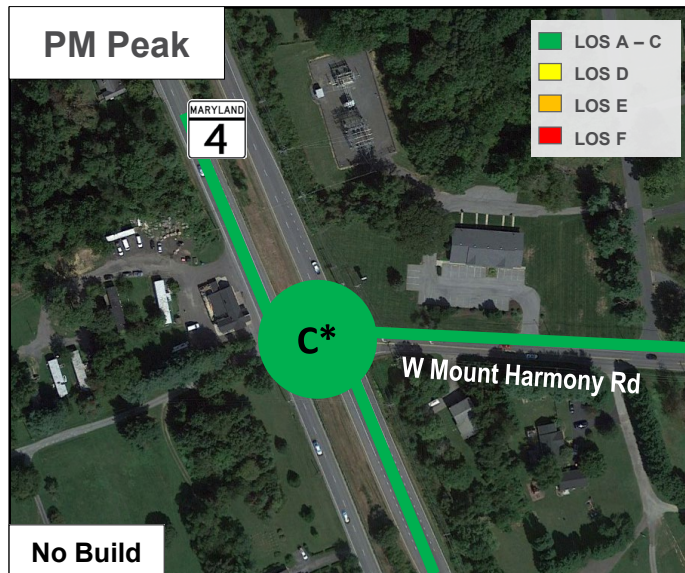
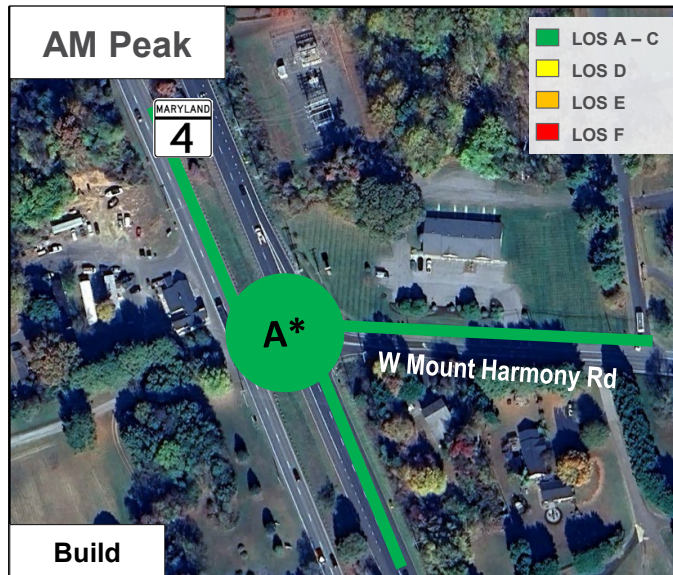
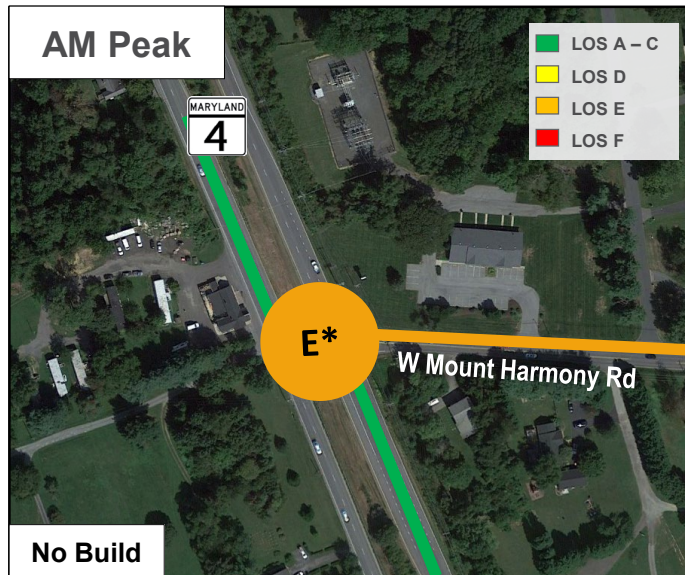
■ Injury ■ Property Damage

Total Crashes 13

Average Annual Savings (Thousands)			Project Cost Estimate (Millions)	Benefit/Cost (20 Years)
Delay	Fuel Consumption	Safety		
\$100.4	\$1.3	\$100.3	\$2.0	2.2

# MD 4 at West Harmony Rd

LOCATION: OWINGS, CALVERT COUNTY



**MD 4 ADT : 41,500**

## Non-Congestion Benefits

- Improve safety by separating turning traffic from through-traffic.
- Improve safety by extending the acceleration lane.
- Reduce the probability of congestion related crashes along W Mount Harmony Rd

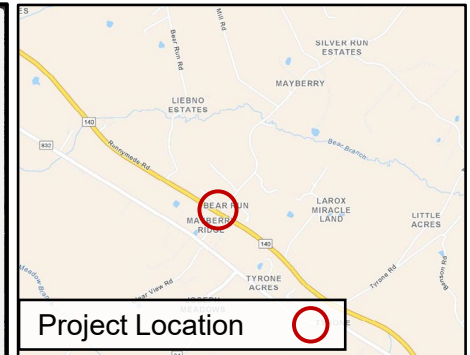
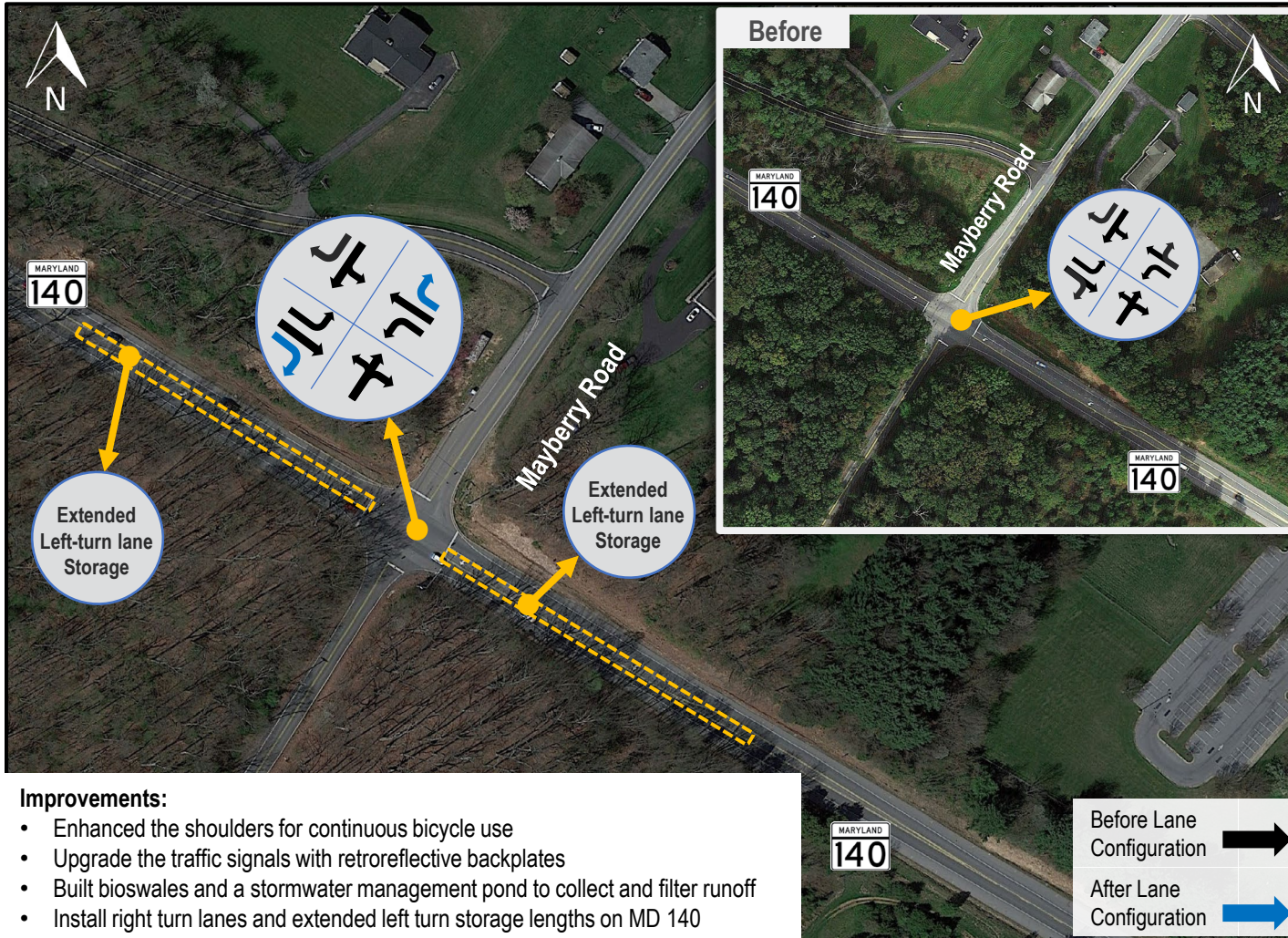
## Congestion Benefits

- Improve intersection delay to LOS A during both AM and PM peak hours

\*The LOS reported is for the minor street approach's LOS.

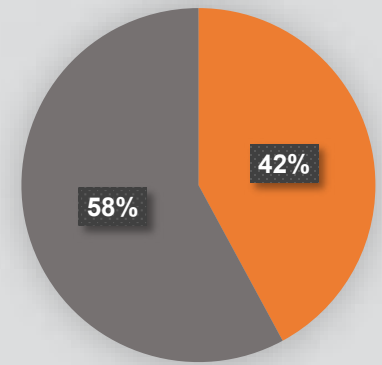
# MD 140 at Mayberry Rd

LOCATION: WESTMINSTER, CARROLL COUNTY



MD 140 ADT : 15,000

## Crash Summary by Severity



■ Injury ■ Property Damage

**Total Crashes 19**

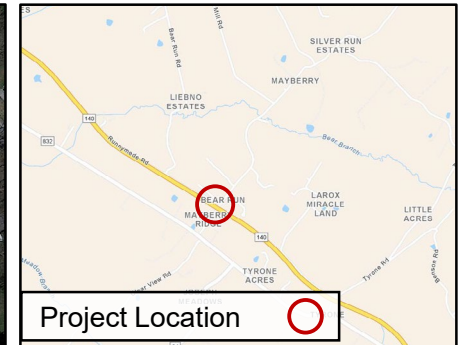
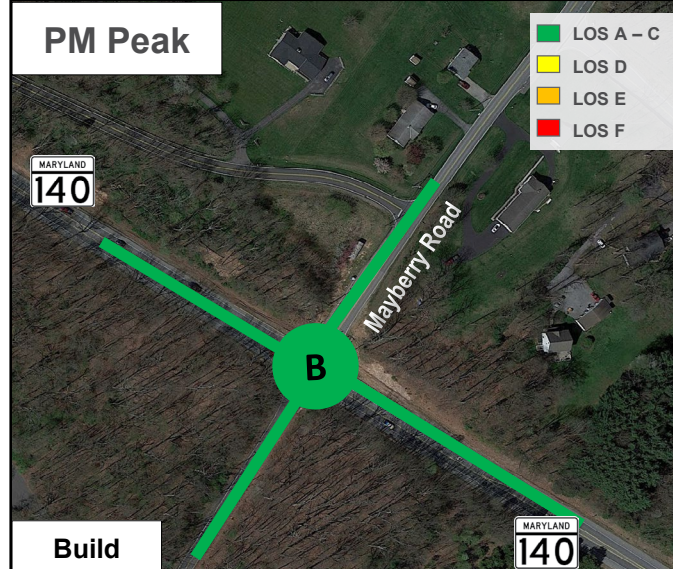
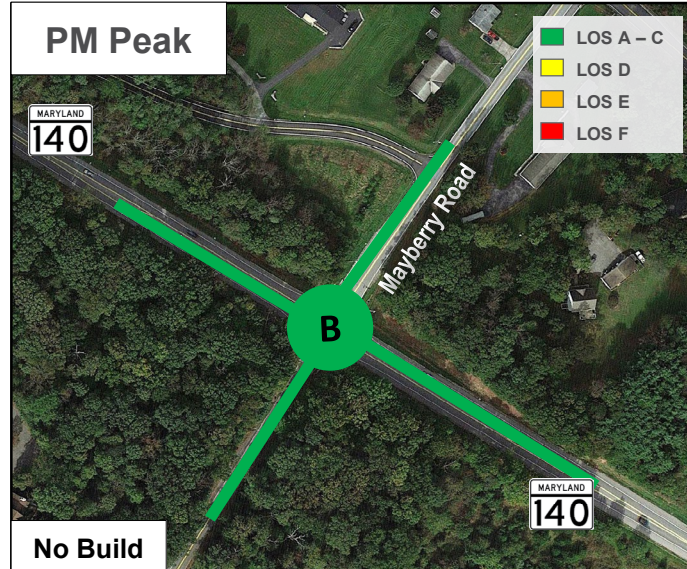
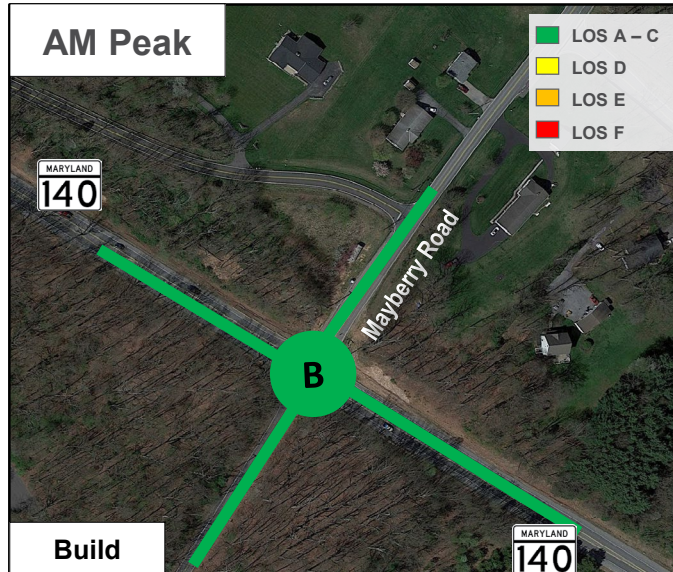
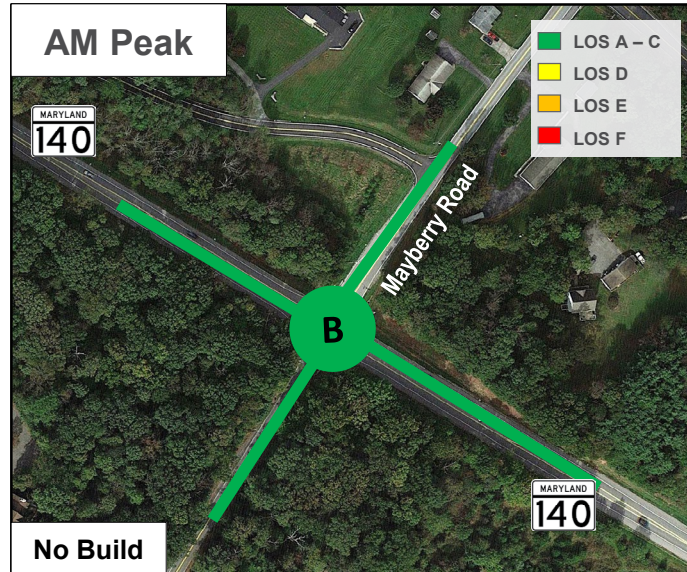
## Improvements:

- Enhanced the shoulders for continuous bicycle use
- Upgrade the traffic signals with retroreflective backplates
- Built bioswales and a stormwater management pond to collect and filter runoff
- Install right turn lanes and extended left turn storage lengths on MD 140

Average Annual Savings (Thousands)			Project Cost Estimate (Millions)	Benefit/Cost (20 Years)
Delay	Fuel Consumption	Safety		
\$18.4	\$0.2	\$142.5	\$4.9	0.6

# MD 140 at Mayberry Rd

LOCATION: WESTMINSTER, CARROLL COUNTY



**MD 140 ADT : 15,000**

## Non-Congestion Benefits

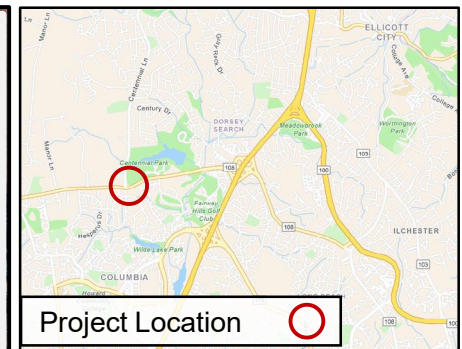
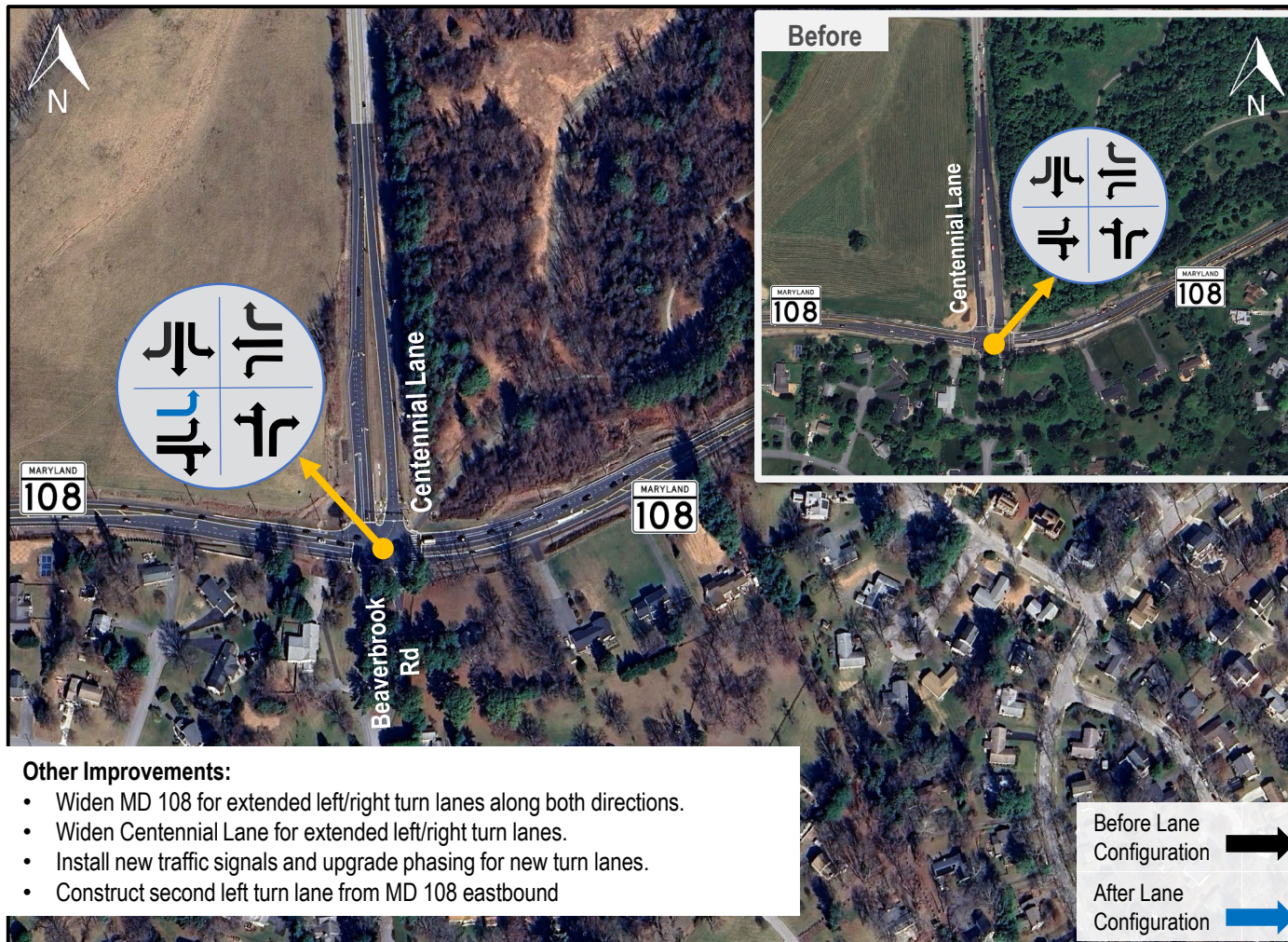
- Improve accessibility for bicyclists
- Improve safety by installing right turns along MD 140 to reduce speed differential
- Upgraded traffic signals with retroreflective backplates for better visibility

## Congestion Benefits

- Slightly improve intersection delay with 0.2 sec/veh during the AM and 1.7 sec/veh during the PM peak hour

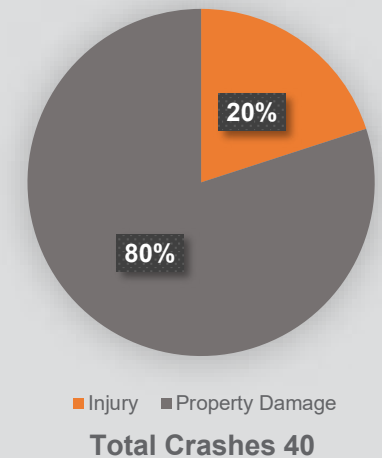
# MD 108 at Centennial Lane Beaverbrook Rd

LOCATION: COLUMBIA, HOWARD COUNTY



MD 108 ADT : 20,000

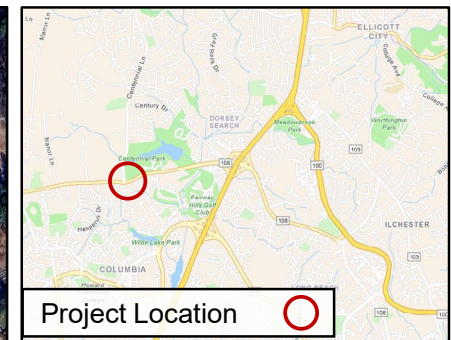
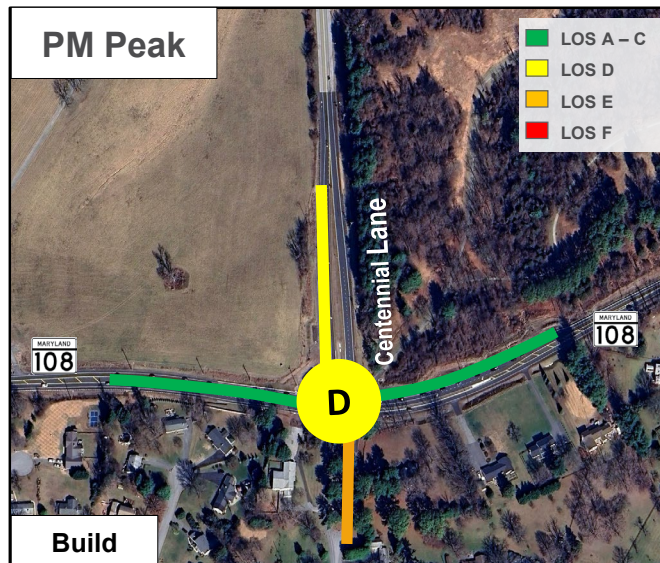
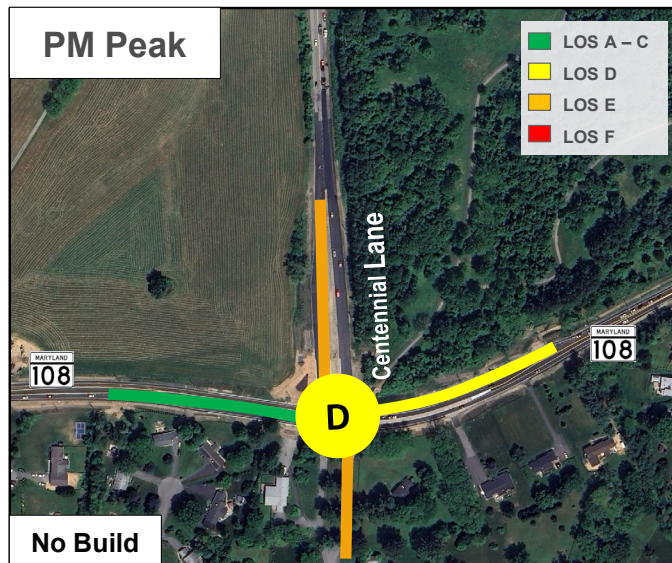
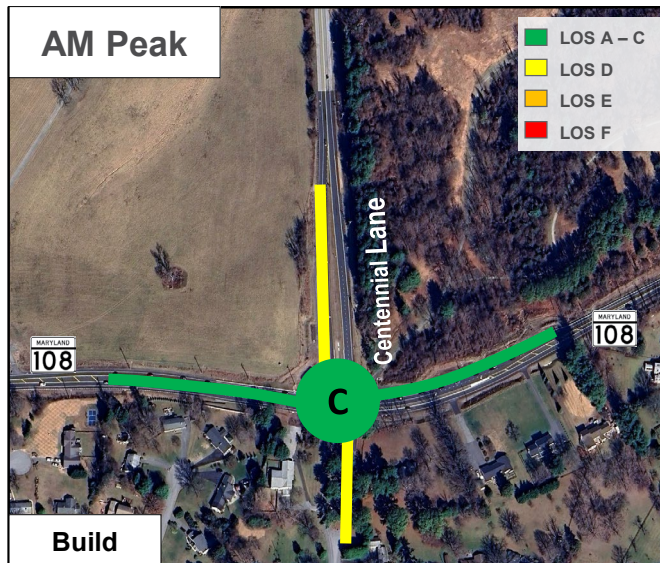
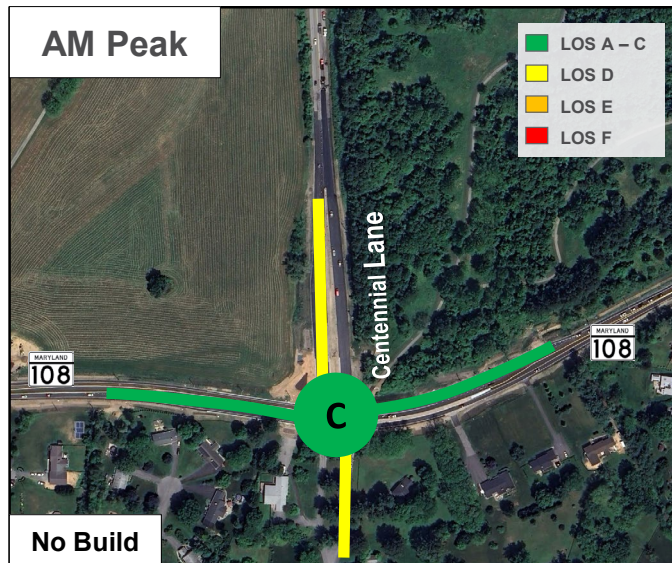
## Crash Summary by Severity



Average Annual Savings (Thousands)			Project Cost Estimate (Millions)	Benefit/Cost (20 Years)
Delay	Fuel Consumption	Safety		
\$61.1	\$0.8	\$199.2	\$8.2	0.6

# MD 108 at Centennial Lane Beaverbrook Rd

LOCATION: COLUMBIA, HOWARD COUNTY



**MD 108 ADT : 20,000**

## Non-Congestion Benefits

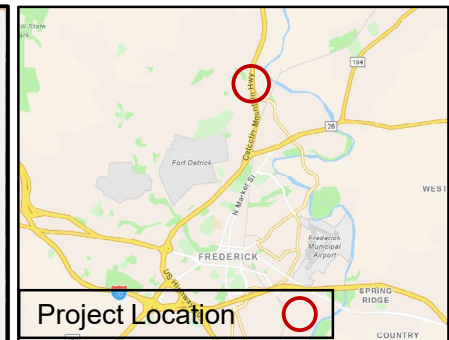
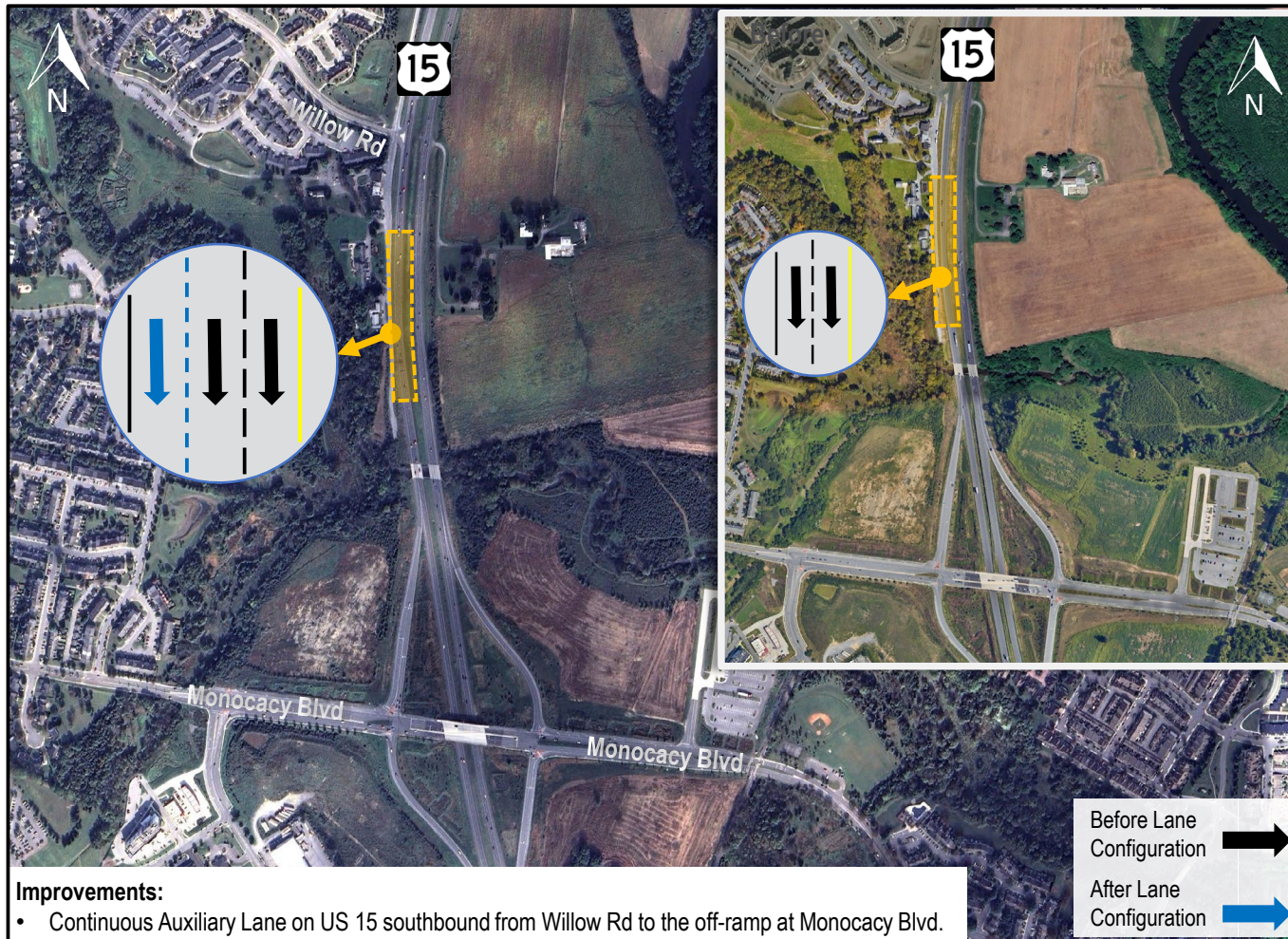
- Extending turn lanes at the intersection and installing double left turn lane along MD 108 eastbound is expected to improve safety
- Improve safety by installing new traffic signal with upgraded phasing
- Improve accessibility for bicyclists

## Congestion Benefits

- Improve southbound approach's delay by 3 seconds and westbound approach's delay by 1 second during PM peak hour

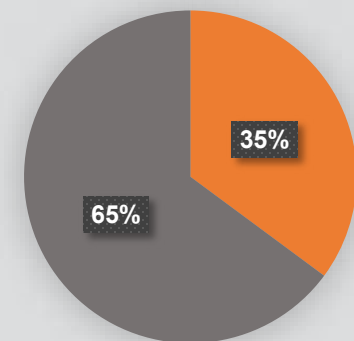
# US 15 at Willow Rd to Monocacy Blvd

LOCATION: FREDERICK, FREDERICK COUNTY



US 15 ADT : 48,000

Crash Summary by Severity



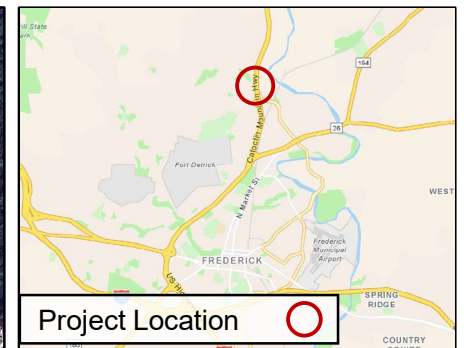
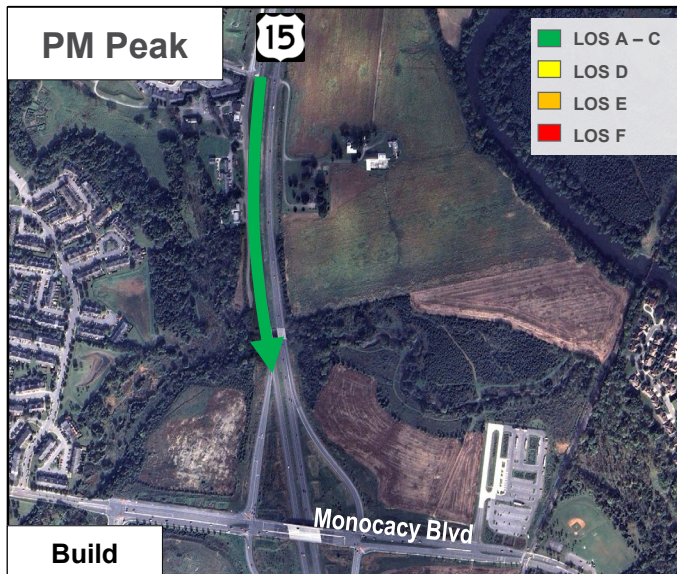
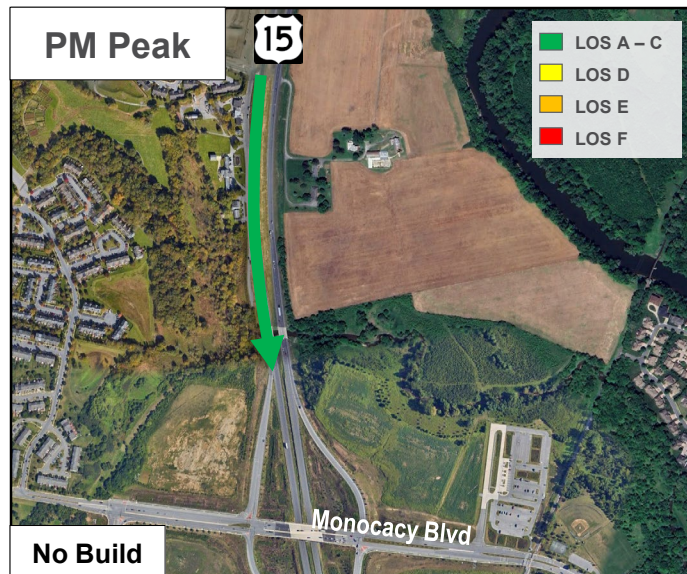
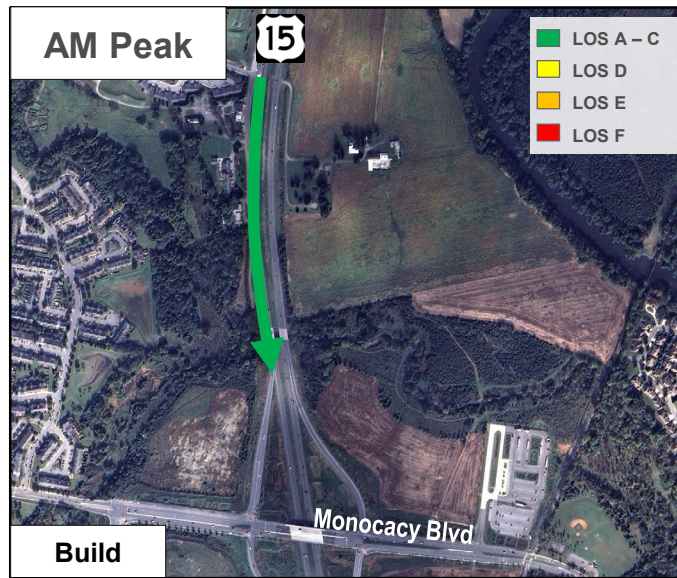
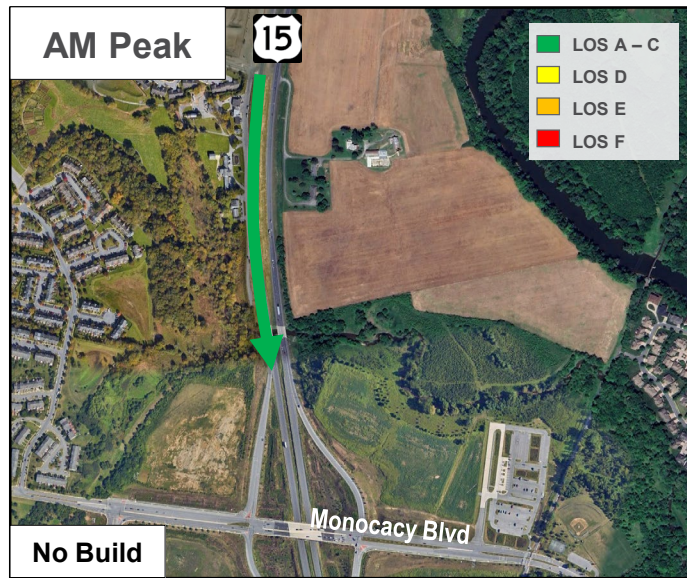
Injury Property Damage

**Total Crashes 37**

Average Annual Savings (Thousands)			Construction Cost Estimate (Millions)	Benefit/Cost (20 Years)
Delay	Fuel Consumption	Safety		
\$50.9	\$0.7	\$4.6	\$4.3	0.3

# US 15 at Willow Rd to Monocacy Blvd

LOCATION: FREDERICK, FREDERICK COUNTY



**US 15 ADT : 48,000**

## Non-Congestion Benefits

- Improve safety by constructing the continuous auxiliary lane that reduces the number of weaving conflicts

## Congestion Benefits

- Slightly improve travel time along US 15 southbound from Willow Rd to the off ramp at Monocacy Blvd during AM and PM peak hours

# LOCATION MAPPING

SHA implements many policies, programs, and projects to improve mobility. These efforts follow a multi-modal approach to improve transportation equity while providing safe and efficient movement of freight. The improvements can range from constructing new managed lanes along I-95 in Baltimore and Harford County to providing a new sidewalk along MD 5 in St Mary's County. The location of these improvements/facilities are shown in the maps on the following pages.

**NEW SIDEWALKS** | A network of sidewalks encourages active transportation, provides safer conditions for vulnerable roadway users, and provides health benefits to the public. SHA has developed a Complete Streets Policy for all projects to incorporate into a more pedestrian friendly environment. Improvements could involve upgrading existing sidewalks that are in poor condition, filling in gaps in the network, providing new sidewalks, creating trails and multi-use paths, and constructing curb ramps to meet PROWAG and ADA standards and guidelines. This approach helps to improve transportation equity. New sidewalks were constructed by SHA in 11 counties throughout the state in 2023 (**Figures 4-6**).

**PARK AND RIDE LOTS** | There are 105 park and ride lots in 21 of Maryland's counties (**Figure 7**). These lots, which are operated by SHA and MDTA, provide over 14,000 spaces to commuters to assist in reducing the number of single vehicle trips and provide free parking to connect with transit. The number of lots is lower than in the previous year due to certain lots being permanently closed, taken out of service, or closed temporarily due to other construction projects.

**REVERSIBLE, HOV, MANAGED LANE FACILITIES** | The ability to make the best use of facilities is constantly taken into account by MDOT. This means employing different strategies that increase person throughput or better manage operations. The strategies that Maryland uses include reversible lanes, high occupancy vehicle (HOV) lanes, and managed facilities or lanes. Reversible lanes are utilized where traffic volumes are very high in one direction and much lower in the other direction at certain times. This allows one or more lanes to change direction during the peak flow of the roadway. HOV lanes provide motorists with a travel time advantage versus the other general use lanes due to the lower volumes and therefore higher speeds. The use of HOV lanes requires a minimum of two occupants in their vehicle. Electric vehicles, transit vehicles, and motorcycles are also able to use these lanes. A managed facility allows for a lane(s) or a facility to be dedicated to a certain type of vehicle or charge a toll for use of the facility based on time of day. In Maryland, the managed lanes include express toll lanes (ETLs) where motorists have the option of paying a toll to drive in free flow conditions or utilize the adjacent free lanes (I-95 north of Baltimore City), or where the roadway is exclusively for all-electronic tolling (MD 200). Also, there are two ETL projects under construction, including the expansion of the I-95 ETLs from north of MD 43 to north of MD 24 and I-695 from I-70 to MD 43. These three strategies are employed on eight roadways with a ninth under construction that are operated by SHA and MDTA (**Figure 8**).

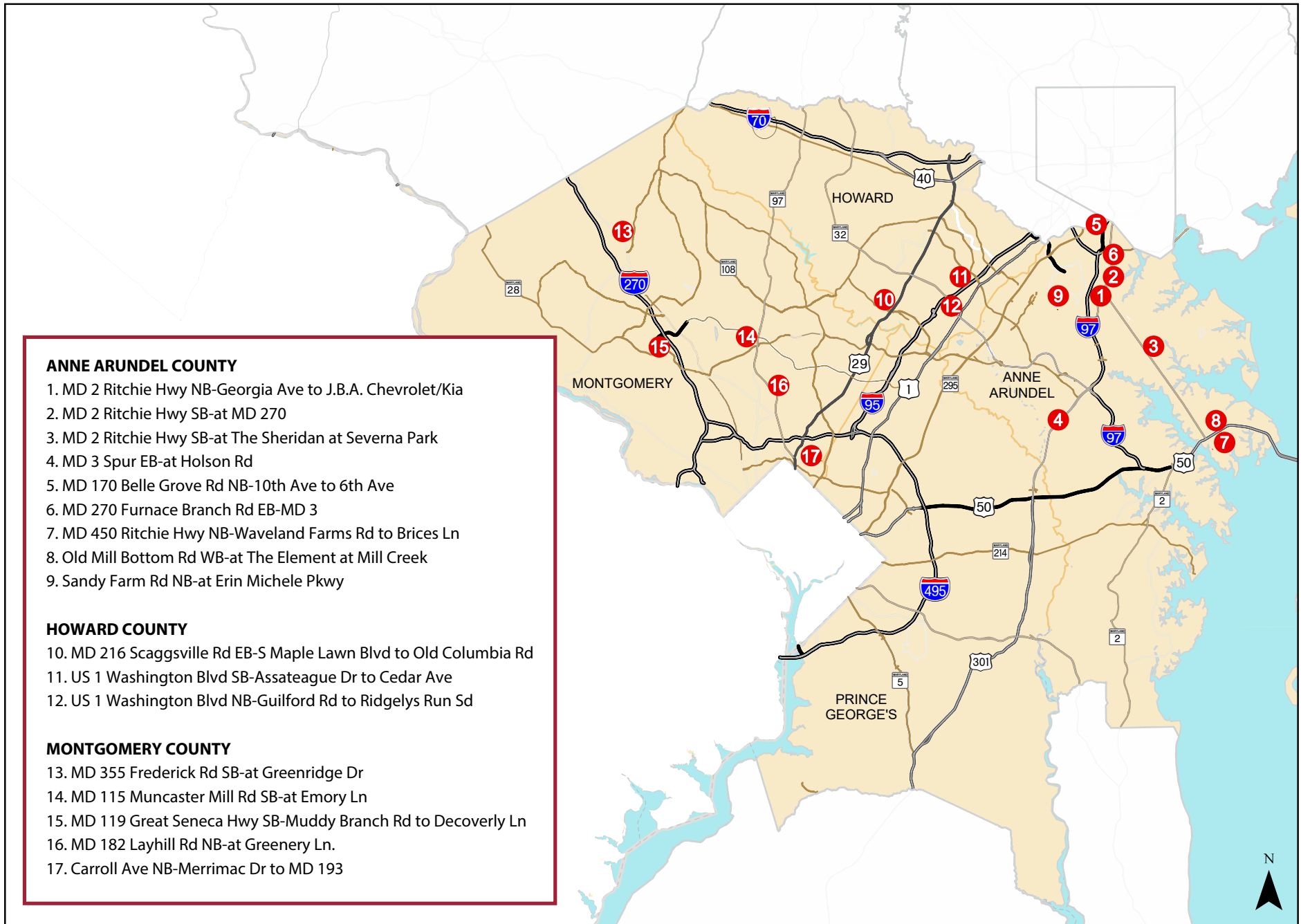
**CHART'S TRAFFIC OPERATIONS CENTERS** | Providing information to drivers allows them to make better decisions. Through the Coordinated Highway Action Response Team (CHART), SHA provides a variety of services to keep motorists informed while addressing non-recurring congestion due to crashes, broken 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 SHA Statewide Operations Center is located in Hanover near BWI International Airport, with three supporting regional operations centers (**Figure 9**).

**SIGNAL SYSTEMS UPGRADES** | Traffic signals can provide both assist motorists in motorists in passing through an intersection but drivers can also be delayed and make more stops which increases the potential for crashes. One of the most cost-effective methods to improve mobility is through the use of improving signal timing and progression. Each year, SHA selects several corridors to review and upgrade signal timing plans. The reviews involve gathering new traffic, pedestrian, and bicycle data and developing computer simulation models to implement new timings. The signals are retimed as needed to provide better progression to motorists or reduce side street delays. In 2023, eleven systems were upgraded (**Figure 10**). In addition, there are 20 high tech, SMART signal systems statewide that provide for real-time signal timing adjustments (**Figure 11**).

**FAILING INTERSECTIONS** | As part of traffic data collection, analysis is conducted for each intersection that is counted. This assists in identifying the most congested intersections in the state. The worst performing intersections based on traffic counts performed in the last four years are concentrated in Montgomery and Prince George's Counties (**Figure 12 and 13**).



**Figure 4 – 2023 New Sidewalk Locations**



**Figure 5 – 2023 New Sidewalk Locations**

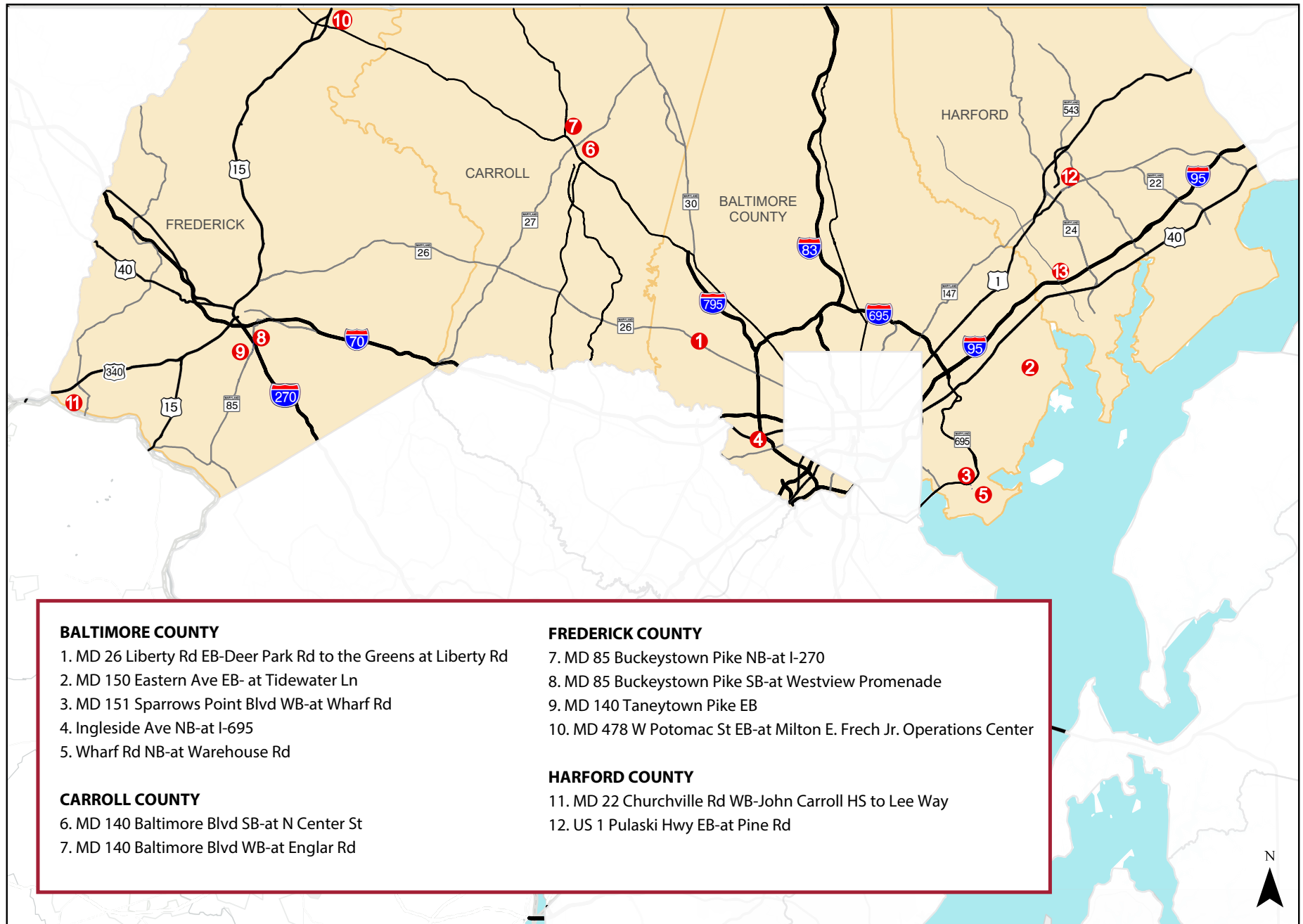


Figure 6 – 2023 New Sidewalk Locations

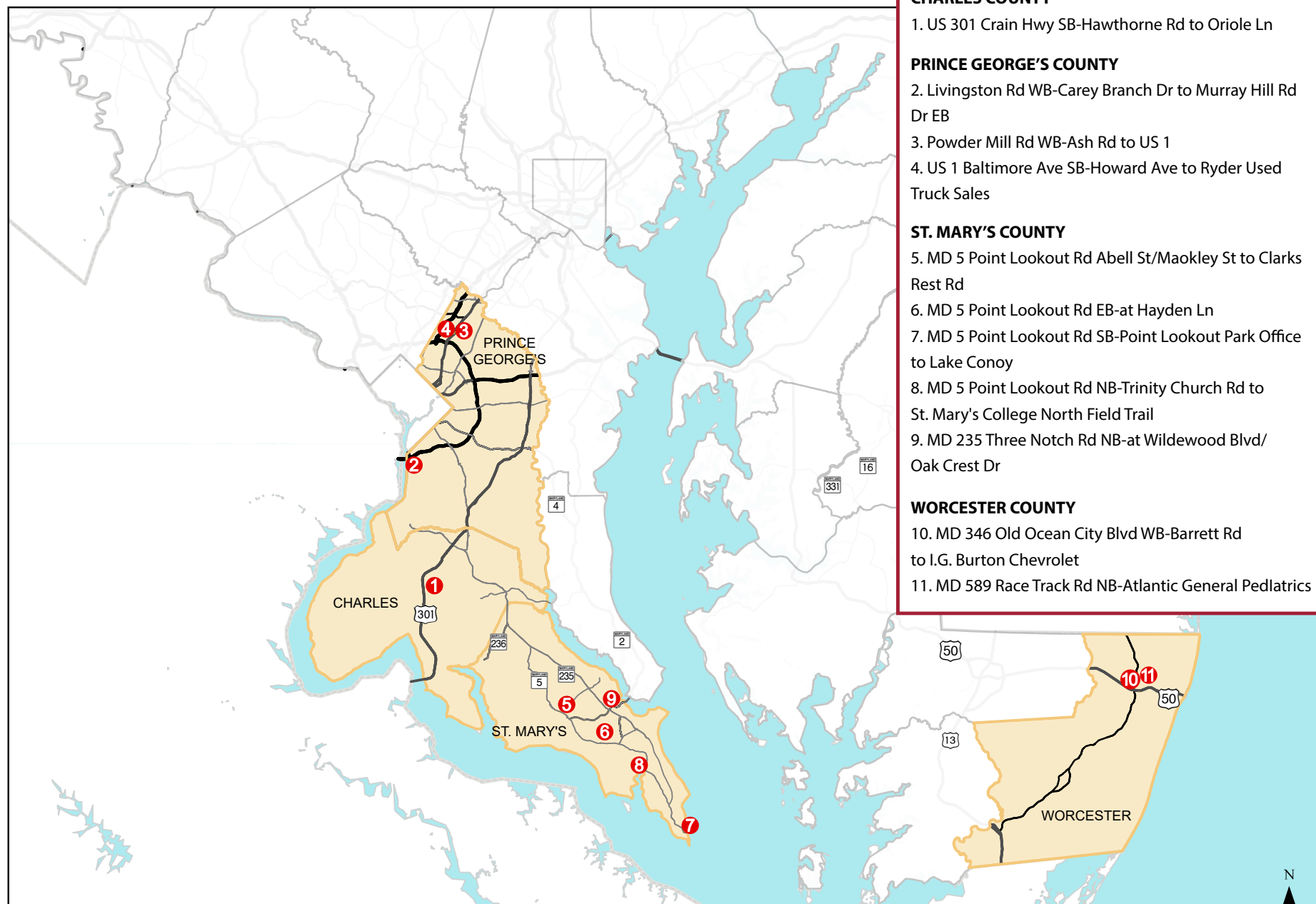


Figure 7 – 2023 Park and Ride Locations

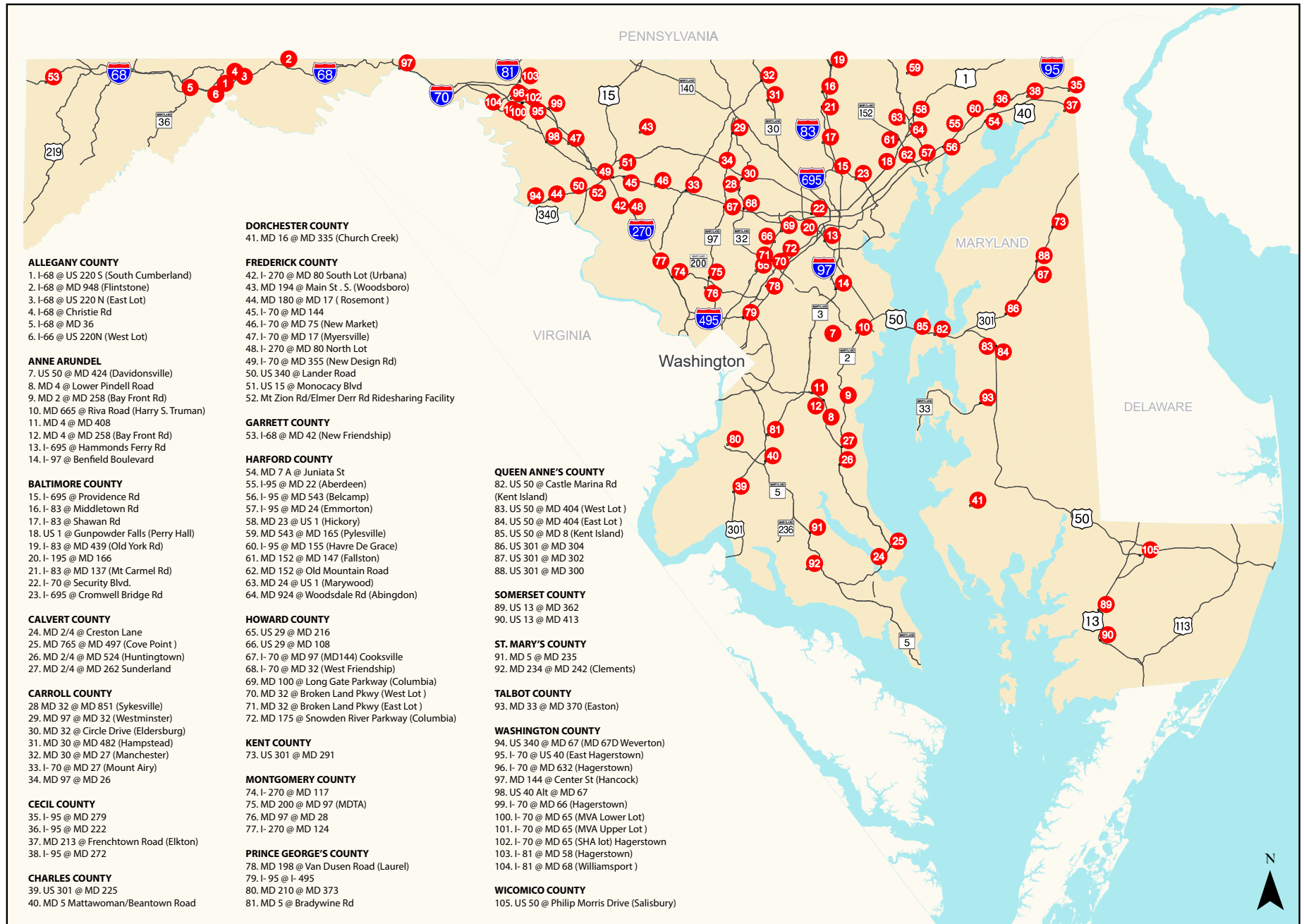


Figure 8 – HOV, Reversible, and Managed Lane Locations

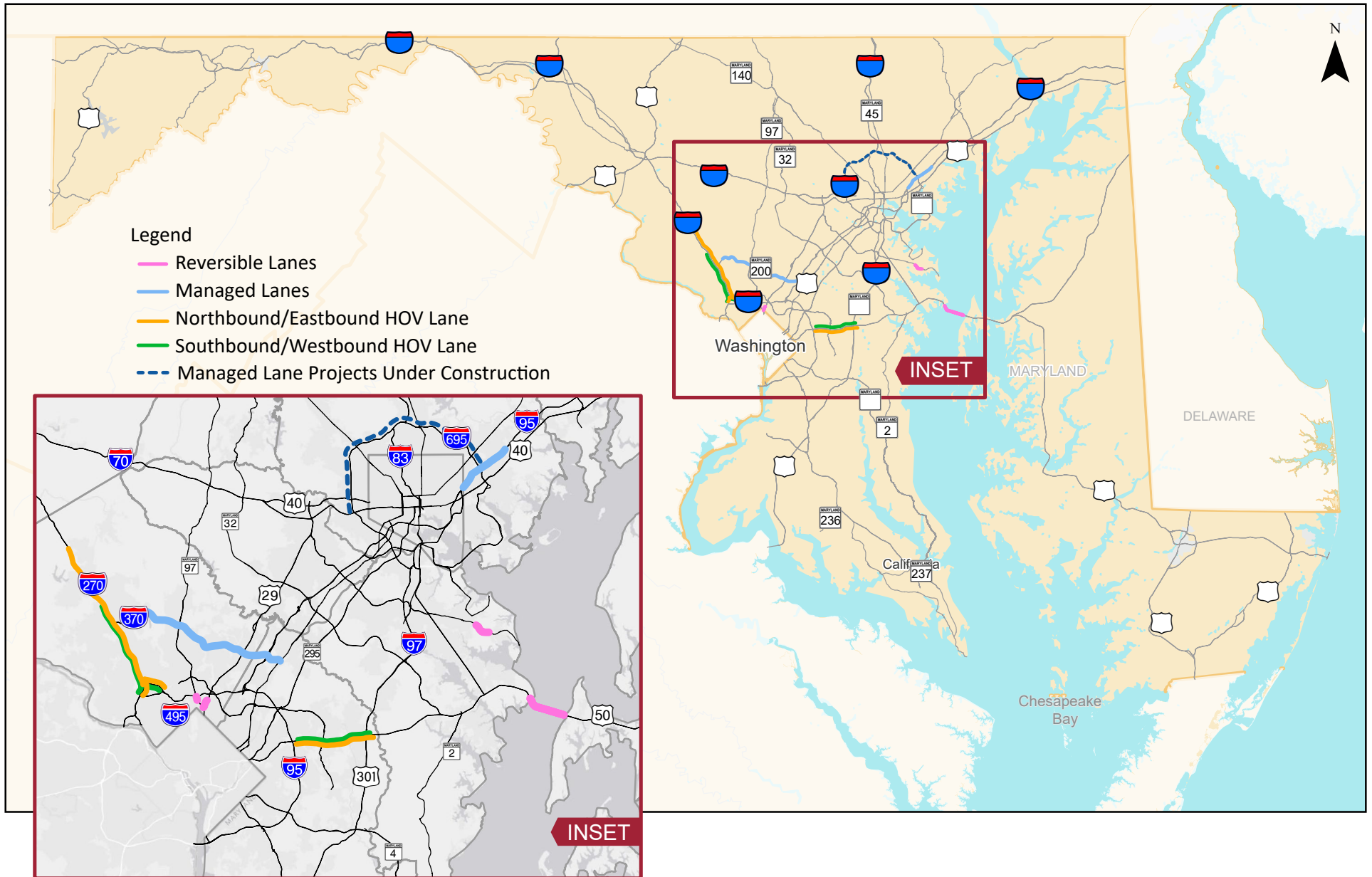


Figure 9 – Statewide and Regional Traffic Operations Centers

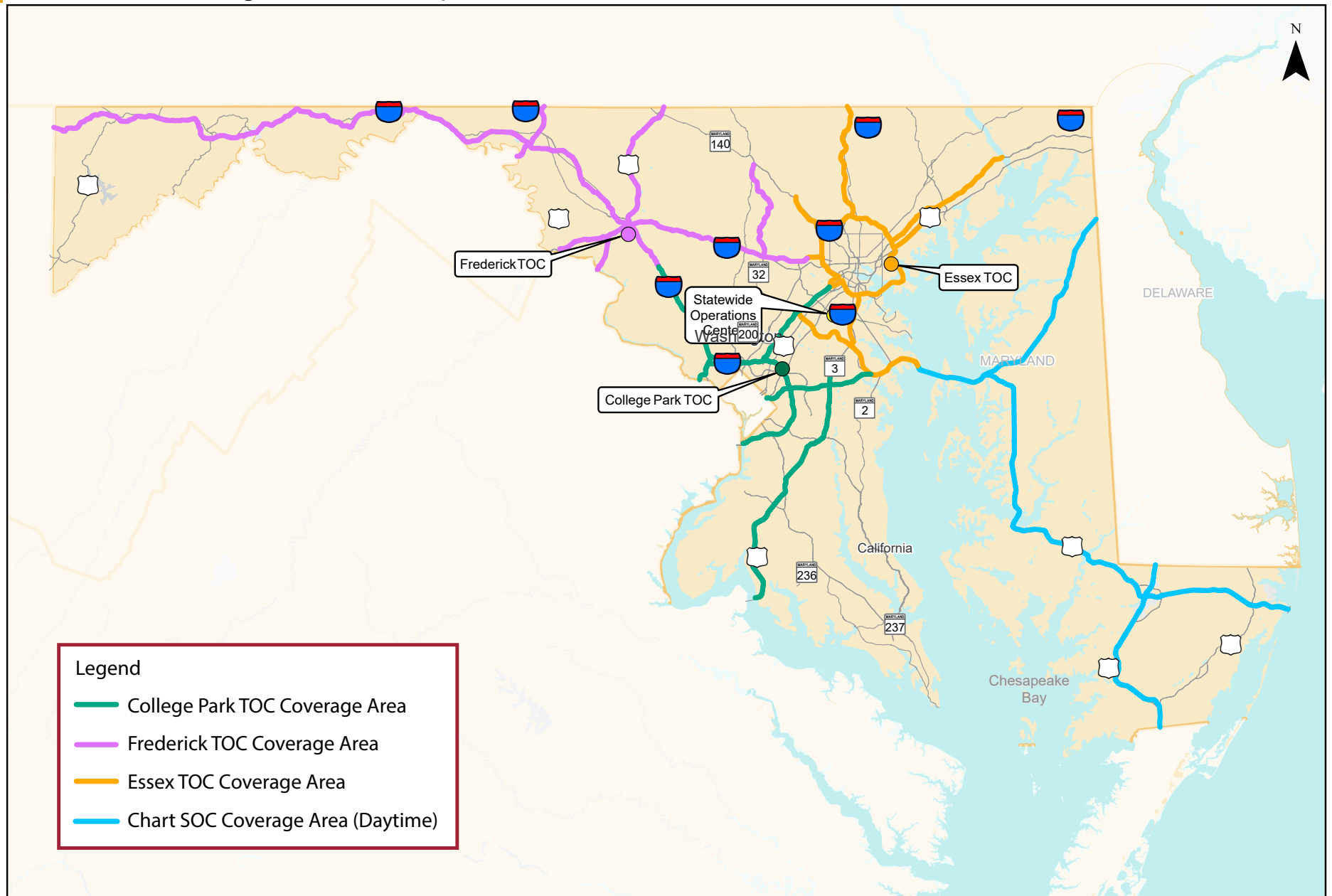


Figure 10 – 2023 Signal System Upgrades – Timing Upgrades

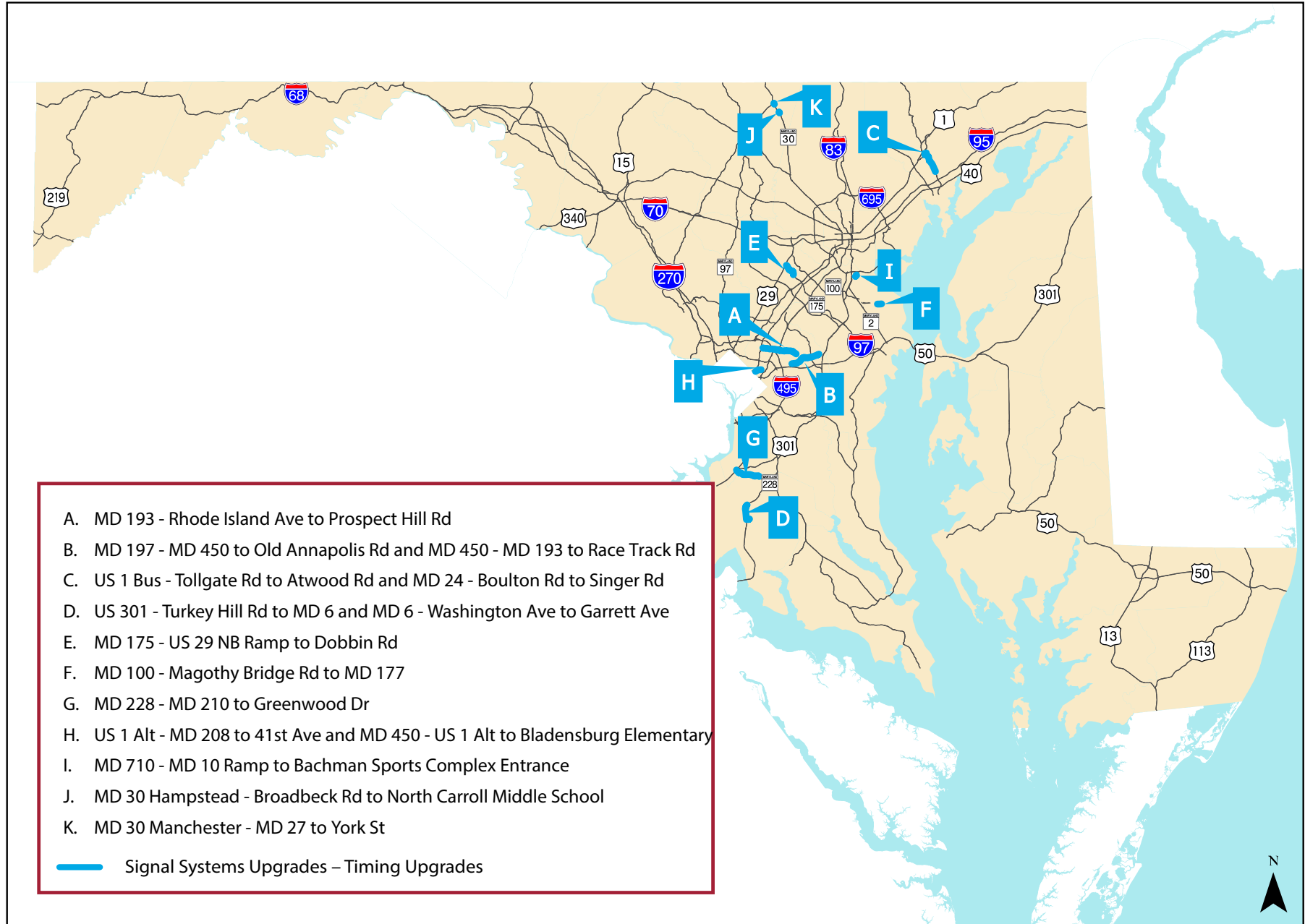


Figure 11 – 2023 SMART Signal Systems

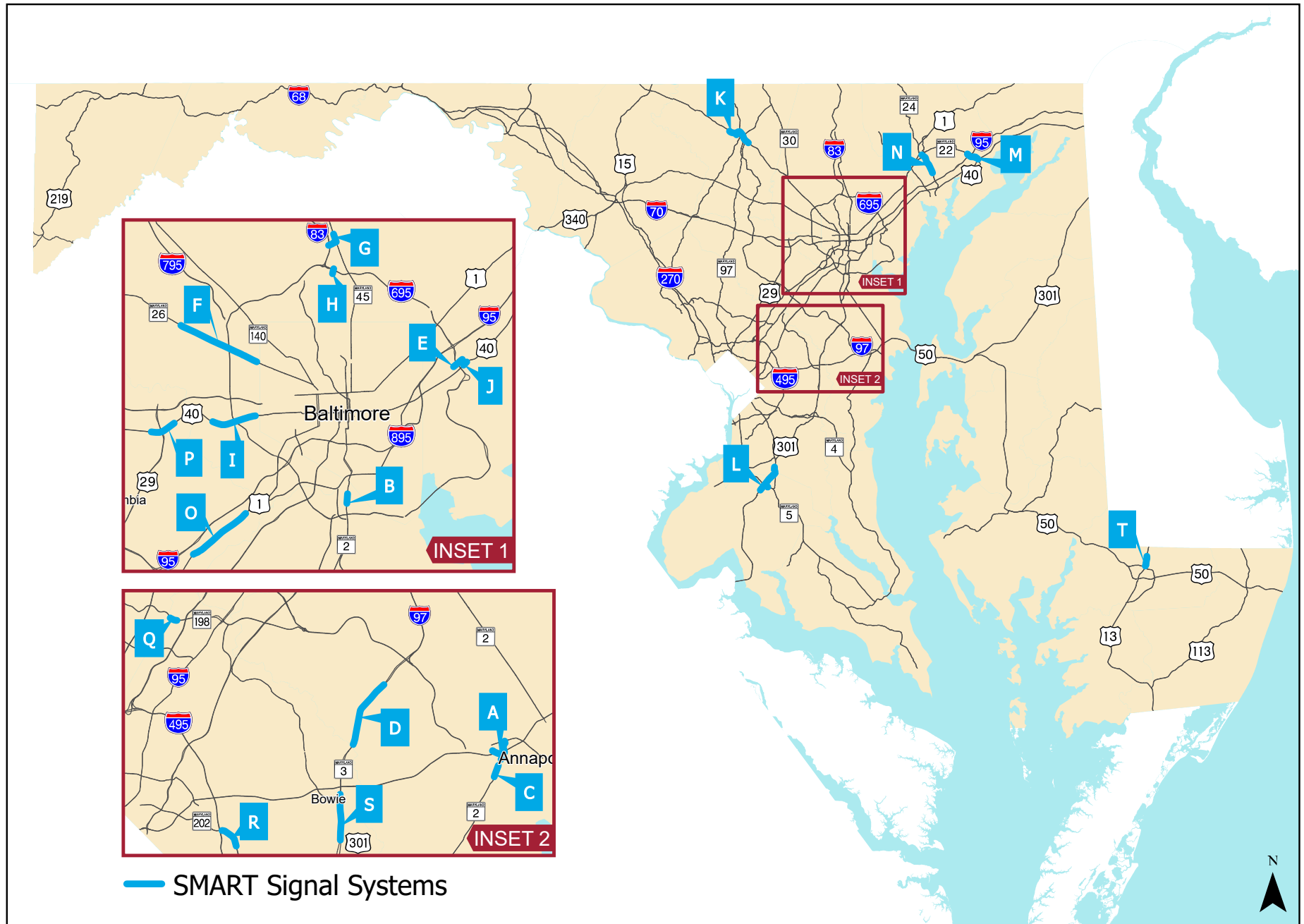
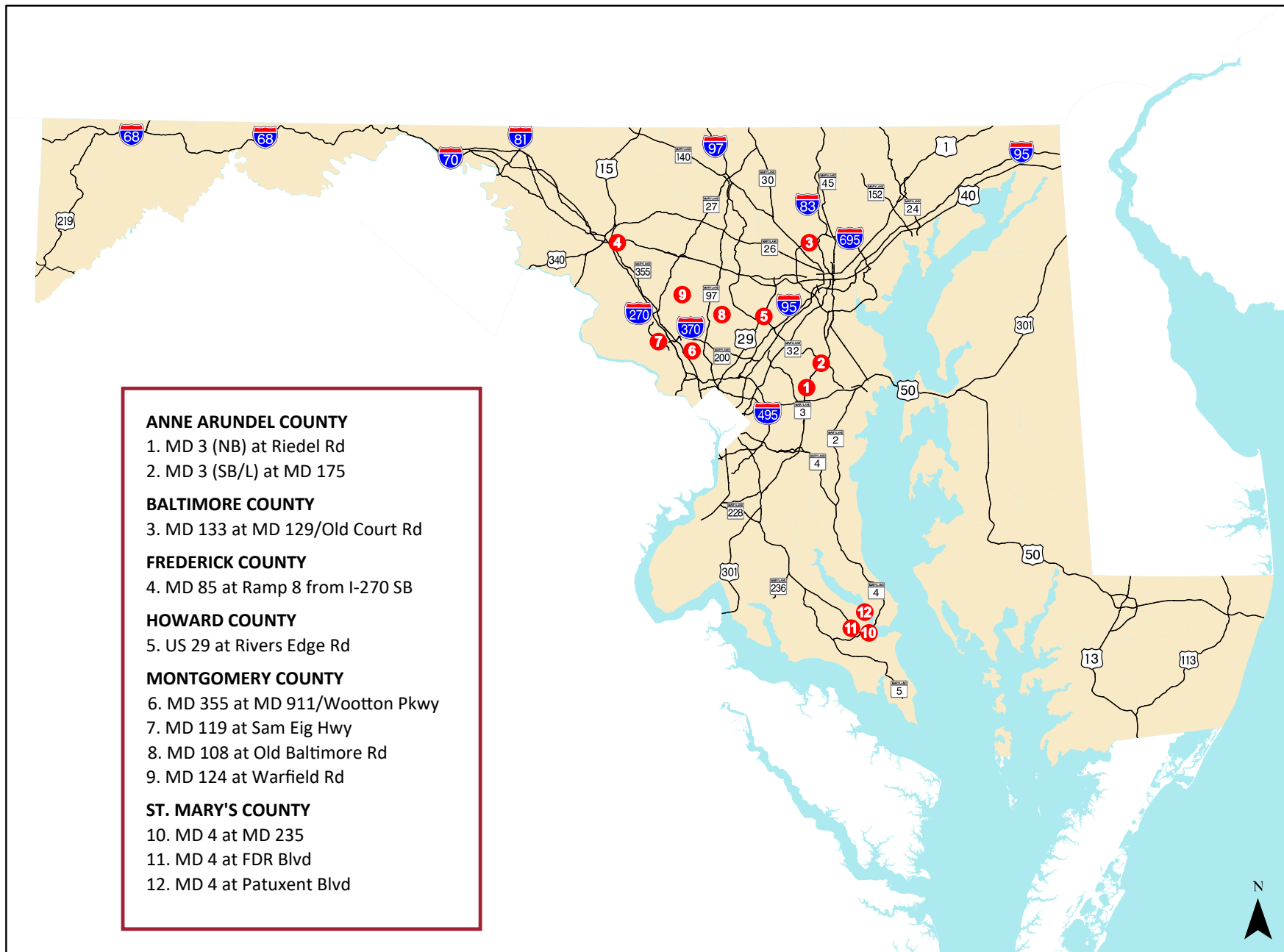
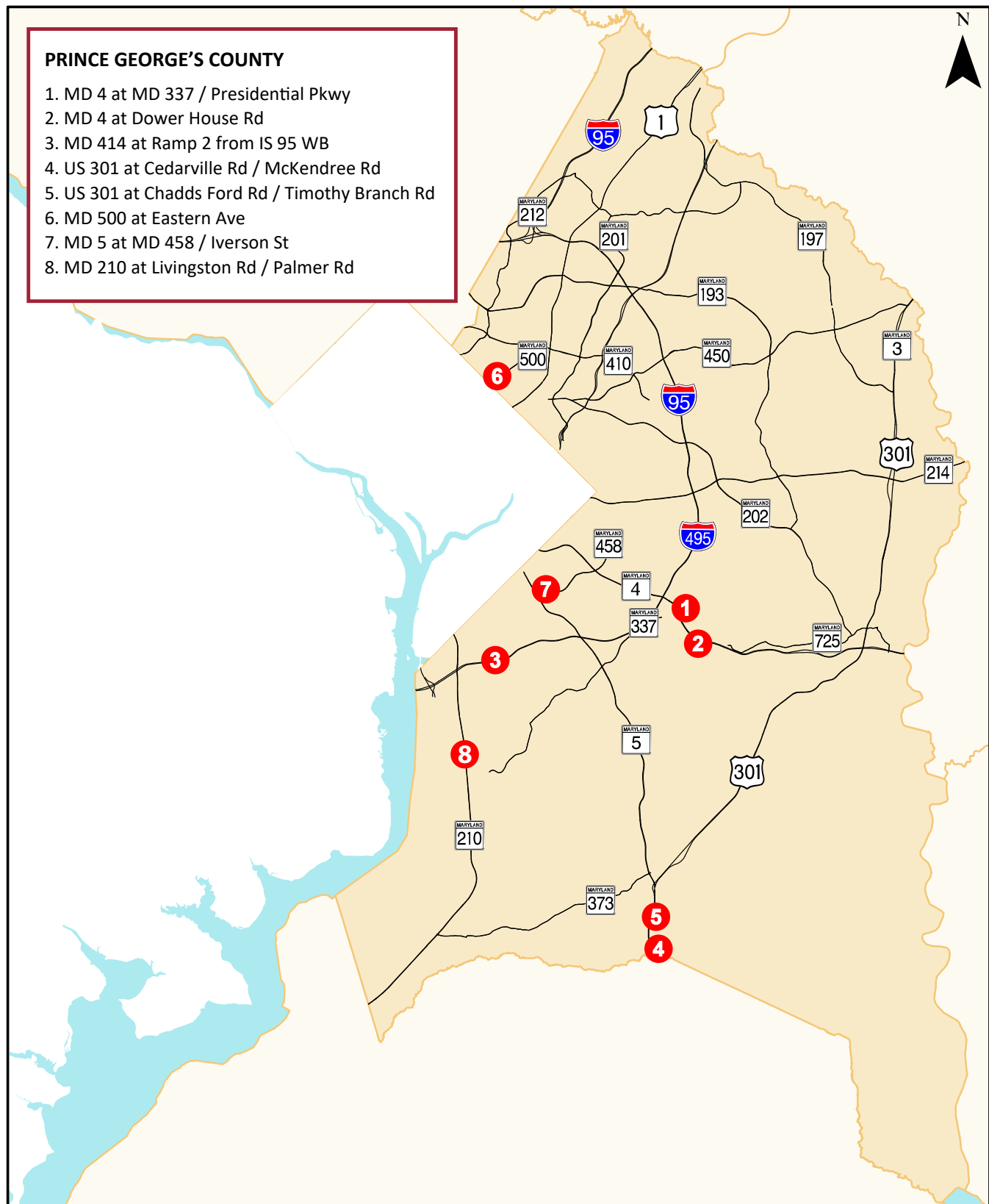


Figure 12 – Level of Service F Intersections



**Figure 13 – Level of Service F Intersections**



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



**STATE HIGHWAY  
ADMINISTRATION**

**WES MOORE**  
Governor

**SAMANTHA J. BIDDLE, AICP**  
Acting MDOT Transportation Secretary

**ARUNA MILLER**  
Lt. Governor

**WILLIAM PINES, PE, PMP, CCM**  
SHA Administrator

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