CO ROAD IMPROVEMENT - 97 HOWARD GPS

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Howard .dgn

STATE OF MARYLAND
NATIONAL HIGHWAY SYSTEM
1995

14356.62

Maryland Department of Transportation
State Highway Administration
Highway Information Services Division

1995
NATIONAL HIGHWAY SYSTEM

MILES BY COUNTY

STATE HIGHWAY ADMINISTRATION OF MARYLAND
HIGHWAY INFORMATION SERVICES DIVISION
1995 NATIONAL HIGHWAY SYSTEM MILEAGE
ALL SYSTEMS

FUNCTIONAL CLASS	1	2	6	7	8	9	TOTAL RURAL	11	12	14	16	17	19	TOTAL URBAN	GRAND TOTAL
ALLEGANY	31.31	11.78	0.00	0.00	0.00	0.00	43.09	8.96	0.00	9.75	0.00	0.00	0.00	18.71	**61.80**
ANNE ARUNDEL	13.41	8.23	0.00	0.00	0.00	0.00	21.64	21.19	49.45	14.34	0.00	0.00	0.00	84.98	**106.62**
BALTIMORE	19.56	11.37	0.00	0.00	0.00	0.00	30.93	69.11	17.62	11.13	0.00	0.00	0.00	97.86	**128.79**
CALVERT	0.00	41.99	0.00	0.00	0.00	0.00	41.99	0.00	0.00	0.00	0.00	0.00	0.00	0.00	**41.99**
CAROLINE	0.00	17.37	0.00	0.00	0.00	0.00	17.37	0.00	0.00	0.00	0.00	0.00	0.00	0.00	**17.37**
CARROLL	1.61	30.42	0.00	0.00	0.00	0.00	32.03	0.00	0.00	5.63	0.00	0.00	0.00	5.63	**37.66**
CECIL	17.16	15.98	0.00	0.00	0.00	0.00	33.14	1.34	0.00	0.00	0.00	0.00	0.00	1.34	**34.48**
CHARLES	0.00	37.76	0.00	0.00	0.00	0.00	37.76	0.00	0.00	16.55	0.00	0.00	0.00	16.55	**54.31**
DORCHESTER	0.00	15.22	0.00	0.00	0.00	0.00	15.22	0.00	0.00	1.68	0.00	0.00	0.00	1.68	**16.90**
FREDERICK	32.60	46.72	0.00	0.00	0.00	0.00	79.32	6.86	6.42	0.00	0.00	0.48	0.00	13.76	**93.08**
GARRETT	31.78	28.49	11.47	0.00	0.00	0.00	71.74	0.00	0.00	0.00	0.00	0.00	0.00	0.00	**71.74**
HARFORD	13.06	15.37	0.00	0.00	0.00	0.00	28.43	5.33	9.57	4.75	0.00	0.00	0.00	19.65	**48.08**
HOWARD	13.59	9.07	0.00	0.00	0.00	0.00	22.66	17.47	28.30	0.00	0.00	0.00	0.00	45.77	**68.43**
KENT	0.00	8.79	0.00	0.00	0.00	0.00	8.79	0.00	0.00	0.00	0.00	0.00	0.00	0.00	**8.79**
MONTGOMERY	5.93	0.00	0.00	0.00	0.00	0.00	5.93	35.89	5.92	10.16	0.00	0.00	0.00	51.97	**57.90**
PRINCE GEORGE'S	1.27	18.24	0.00	0.00	0.00	0.00	19.51	45.69	52.77	18.18	0.00	0.00	0.00	116.64	**136.15**
QUEEN ANNE'S	0.00	47.92	9.63	0.00	0.00	0.00	57.55	0.00	0.00	0.00	0.00	0.00	0.00	0.00	**57.55**
ST. MARY'S	0.00	21.15	0.00	0.00	0.00	0.00	21.15	0.00	0.00	7.80	0.00	0.00	0.00	7.80	**28.95**
SOMERSET	0.00	20.28	0.00	0.00	0.00	0.00	20.28	0.00	0.00	0.00	0.00	0.00	0.00	0.00	**20.28**
TALBOT	0.00	25.06	0.00	0.00	0.00	0.00	25.06	0.00	0.00	5.15	0.00	0.00	0.00	5.15	**30.21**
WASHINGTON	45.70	2.27	0.00	0.00	0.00	0.63	48.60	13.75	0.00	0.00	0.00	0.00	0.00	13.75	**62.35**
WICOMICO	0.00	40.96	0.00	0.00	0.00	0.00	40.96	0.00	4.93	1.09	0.00	0.00	0.00	6.02	**46.98**
WORCESTER	0.00	62.08	0.00	0.00	0.00	0.00	62.08	0.00	5.82	7.01	0.00	0.00	0.07	12.90	**74.98**
BALTIMORE CITY	0.00	0.00	0.00	0.00	0.00	0.00	0.00	28.55	7.47	17.26	0.76	0.00	0.00	54.04	**54.04**
TOTAL	**226.98**	**536.52**	**21.10**	**0.00**	**0.00**	**0.63**	**785.23**	**254.14**	**188.27**	**130.48**	**0.76**	**0.48**	**0.07**	**574.20**	**1,359.43**

FUNCTIONAL CLASSIFICATION CODES

RURAL	URBAN
1 - INTERSTATE	11- INTERSTATE
2 - OTHER PRINCIPAL ARTERIAL	12 - OTHER FREEWAYS & EXPRESSWAYS
6 - MINOR ARTERIAL	14 - OTHER PRINCIPAL ARTERIAL
7 - MAJOR COLLECTOR	16 - MINOR ARTERIAL
8 - MINOR COLLECTOR	17 - COLLECTOR
9 - LOCAL	19 - LOCAL

STATE HIGHWAY ADMINISTRATION OF MARYLAND
HIGHWAY INFORMATION SERVICES DIVISION
1995 NATIONAL HIGHWAY SYSTEM MILEAGE
STATE HIGHWAY SYSTEM

FUNCTIONAL CLASS	1	2	6	7	8	9	TOTAL RURAL	11	12	14	16	17	19	TOTAL URBAN	GRAND TOTAL
ALLEGANY	31.31	11.78	0.00	0.00	0.00	0.00	43.09	8.96	0.00	9.75	0.00	0.00	0.00	18.71	61.80
ANNE ARUNDEL	13.41	8.23	0.00	0.00	0.00	0.00	21.64	20.39	37.59	13.48	0.00	0.00	0.00	71.46	93.10
BALTIMORE	17.32	11.37	0.00	0.00	0.00	0.00	28.69	57.59	10.35	10.46	0.00	0.00	0.00	78.40	107.09
CALVERT	0.00	41.99	0.00	0.00	0.00	0.00	41.99	0.00	0.00	0.00	0.00	0.00	0.00	0.00	41.99
CAROLINE	0.00	17.37	0.00	0.00	0.00	0.00	17.37	0.00	0.00	0.00	0.00	0.00	0.00	0.00	17.37
CARROLL	1.61	30.42	0.00	0.00	0.00	0.00	32.03	0.00	0.00	5.63	0.00	0.00	0.00	5.63	37.66
CECIL	0.00	15.98	0.00	0.00	0.00	0.00	15.98	0.00	0.00	0.00	0.00	0.00	0.00	0.00	15.98
CHARLES	0.00	35.59	0.00	0.00	0.00	0.00	35.59	0.00	0.00	16.55	0.00	0.00	0.00	16.55	52.14
DORCHESTER	0.00	15.22	0.00	0.00	0.00	0.00	15.22	0.00	0.00	1.68	0.00	0.00	0.00	1.68	16.90
FREDERICK	32.60	46.72	0.00	0.00	0.00	0.00	79.32	6.86	6.42	0.00	0.00	0.00	0.00	13.28	92.60
GARRETT	31.78	28.49	11.47	0.00	0.00	0.00	71.74	0.00	0.00	0.00	0.00	0.00	0.00	0.00	71.74
HARFORD	0.00	15.37	0.00	0.00	0.00	0.00	15.37	0.00	9.57	4.75	0.00	0.00	0.00	14.32	29.69
HOWARD	13.59	9.07	0.00	0.00	0.00	0.00	22.66	17.47	27.28	0.00	0.00	0.00	0.00	44.75	67.41
KENT	0.00	8.79	0.00	0.00	0.00	0.00	8.79	0.00	0.00	0.00	0.00	0.00	0.00	0.00	8.79
MONTGOMERY	5.93	0.00	0.00	0.00	0.00	0.00	5.93	35.89	5.92	10.16	0.00	0.00	0.00	51.97	57.90
PRINCE GEORGES	1.27	18.24	0.00	0.00	0.00	0.00	19.51	45.69	38.81	13.84	0.00	0.00	0.00	98.34	117.85
QUEEN ANNES	0.00	45.39	9.63	0.00	0.00	0.00	55.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00	55.02
ST MARYS	0.00	21.15	0.00	0.00	0.00	0.00	21.15	0.00	0.00	7.80	0.00	0.00	0.00	7.80	28.95
SOMERSET	0.00	20.28	0.00	0.00	0.00	0.00	20.28	0.00	0.00	0.00	0.00	0.00	0.00	0.00	20.28
TALBOT	0.00	25.06	0.00	0.00	0.00	0.00	25.06	0.00	0.00	5.15	0.00	0.00	0.00	5.15	30.21
WASHINGTON	45.70	2.27	0.00	0.00	0.00	0.00	47.97	13.75	0.00	0.00	0.00	0.00	0.00	13.75	61.72
WICOMICO	0.00	40.96	0.00	0.00	0.00	0.00	40.96	0.00	4.93	1.09	0.00	0.00	0.00	6.02	46.98
WORCESTER	0.00	62.08	0.00	0.00	0.00	0.00	62.08	0.00	5.82	7.01	0.00	0.00	0.07	12.90	74.98
TOTAL	**194.52**	**531.82**	**21.10**	**0.00**	**0.00**	**0.00**	**747.44**	**206.60**	**146.69**	**107.35**	**0.00**	**0.00**	**0.07**	**460.71**	**1,208.15**

FUNCTIONAL CLASSIFICATION CODES

RURAL	URBAN
1 - INTERSTATE	11- INTERSTATE
2 - OTHER PRINCIPAL ARTERIAL	12 - OTHER FREEWAYS & EXPRESSWAYS
6 - MINOR ARTERIAL	14 - OTHER PRINCIPAL ARTERIAL
7 - MAJOR COLLECTOR	16 - MINOR ARTERIAL
8 - MINOR COLLECTOR	17 - COLLECTOR
9 - LOCAL	19 - LOCAL

STATE HIGHWAY ADMINISTRATION OF MARYLAND
HIGHWAY INFORMATION SERVICES DIVISION
1995 NATIONAL HIGHWAY SYSTEM MILEAGE
STATE TOLL

FUNCTIONAL CLASS	1	2	6	7	8	9	TOTAL RURAL	11	12	14	16	17	19	TOTAL URBAN	GRAND TOTAL
ANNE ARUNDEL	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.80	5.66	0.00	0.00	0.00	0.00	6.46	6.46
BALTIMORE	2.24	0.00	0.00	0.00	0.00	0.00	2.24	11.52	7.27	0.67	0.00	0.00	0.00	19.46	21.70
CECIL	17.16	0.00	0.00	0.00	0.00	0.00	17.16	1.34	0.00	0.00	0.00	0.00	0.00	1.34	18.50
CHARLES	0.00	2.17	0.00	0.00	0.00	0.00	2.17	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.17
HARFORD	13.06	0.00	0.00	0.00	0.00	0.00	13.06	5.33	0.00	0.00	0.00	0.00	0.00	5.33	18.39
HOWARD	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.02	0.00	0.00	0.00	0.00	1.02	1.02
QUEEN ANNE'S	0.00	2.53	0.00	0.00	0.00	0.00	2.53	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.53
BALTIMORE CITY	0.00	0.00	0.00	0.00	0.00	0.00	0.00	21.71	3.23	0.00	0.00	0.00	0.00	24.94	24.94
TOTAL	**32.46**	**4.70**	**0.00**	**0.00**	**0.00**	**0.00**	**37.16**	**40.70**	**17.18**	**0.67**	**0.00**	**0.00**	**0.00**	**58.55**	**95.71**

FUNCTIONAL CLASSIFICATION CODES

RURAL	URBAN
1 - INTERSTATE	11- INTERSTATE
2 - OTHER PRINCIPAL ARTERIAL	12 - OTHER FREEWAYS & EXPRESSWAYS
6 - MINOR ARTERIAL	14 - OTHER PRINCIPAL ARTERIAL
7 - MAJOR COLLECTOR	16 - MINOR ARTERIAL
8 - MINOR COLLECTOR	17 - COLLECTOR
9 - LOCAL	19 - LOCAL

STATE HIGHWAY ADMINISTRATION OF MARYLAND
HIGHWAY INFORMATION SERVICES DIVISION
1995 NATIONAL HIGHWAY SYSTEM MILEAGE
COUNTY, MUNICIPAL, NATIONAL PARK SERVICE, AND MILITARY RESERVATION

FUNCTIONAL CLASS	1	2	6	7	8	9	TOTAL RURAL	11	12	14	16	17	19	TOTAL URBAN	GRAND TOTAL
ANNE ARUNDEL	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	6.20	0.86	0.00	0.00	0.00	7.06	**7.06**
FREDERICK	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.48	0.00	0.48	**0.48**
PRINCE GEORGE'S	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	13.96	4.34	0.00	0.00	0.00	18.30	**18.30**
WASHINGTON	0.00	0.00	0.00	0.00	0.00	0.63	0.63	0.00	0.00	0.00	0.00	0.00	0.00	0.00	**0.63**
BALTIMORE CITY	0.00	0.00	0.00	0.00	0.00	0.00	0.00	6.84	4.24	17.26	0.76	0.00	0.00	29.10	**29.10**
TOTAL	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.63**	**0.63**	**6.84**	**24.40**	**22.46**	**0.76**	**0.48**	**0.00**	**54.94**	**55.57**

FUNCTIONAL CLASSIFICATION CODES

RURAL	URBAN
1 - INTERSTATE	11- INTERSTATE
2 - OTHER PRINCIPAL ARTERIAL	12 - OTHER FREEWAYS & EXPRESSWAYS
6 - MINOR ARTERIAL	14 - OTHER PRINCIPAL ARTERIAL
7 - MAJOR COLLECTOR	16 - MINOR ARTERIAL
8 - MINOR COLLECTOR	17 - COLLECTOR
9 - LOCAL	19 - LOCAL

1995
NATIONAL HIGHWAY SYSTEM

LANE MILES BY COUNTY

STATE HIGHWAY ADMINISTRATION OF MARYLAND
HIGHWAY INFORMATION SERVICES DIVISION
1995 NATIONAL HIGHWAY SYSTEM LANE MILEAGE
ALL SYSTEMS

FUNCTIONAL CLASS	1	2	6	7	8	9	TOTAL RURAL	11	12	14	16	17	19	TOTAL URBAN	GRAND TOTAL
ALLEGANY	145.78	25.74	0.00	0.00	0.00	0.00	171.52	42.22	0.00	21.12	0.00	0.00	0.00	63.34	234.86
ANNE ARUNDEL	65.46	32.92	0.00	0.00	0.00	0.00	98.38	110.24	220.84	61.31	0.00	0.00	0.00	392.39	490.77
BALTIMORE	88.34	35.51	0.00	0.00	0.00	0.00	123.85	425.32	67.81	40.98	0.00	0.00	0.00	534.11	657.96
CALVERT	0.00	155.53	0.00	0.00	0.00	0.00	155.53	0.00	0.00	0.00	0.00	0.00	0.00	0.00	155.53
CAROLINE	0.00	44.64	0.00	0.00	0.00	0.00	44.64	0.00	0.00	0.00	0.00	0.00	0.00	0.00	44.64
CARROLL	9.66	73.08	0.00	0.00	0.00	0.00	82.74	0.00	0.00	21.85	0.00	0.00	0.00	21.85	104.59
CECIL	102.96	38.03	0.00	0.00	0.00	0.00	140.99	8.04	0.00	0.00	0.00	0.00	0.00	8.04	149.03
CHARLES	0.00	129.86	0.00	0.00	0.00	0.00	129.86	0.00	0.00	69.10	0.00	0.00	0.00	69.10	198.96
DORCHESTER	0.00	60.88	0.00	0.00	0.00	0.00	60.88	0.00	0.00	8.82	0.00	0.00	0.00	8.82	69.70
FREDERICK	163.67	163.22	0.00	0.00	0.00	0.00	326.89	30.32	25.68	0.00	0.00	1.14	0.00	57.14	384.03
GARRETT	154.82	64.31	22.94	0.00	0.00	0.00	242.07	0.00	0.00	0.00	0.00	0.00	0.00	0.00	242.07
HARFORD	84.92	39.11	0.00	0.00	0.00	0.00	124.03	33.53	37.34	10.66	0.00	0.00	0.00	81.53	205.56
HOWARD	78.80	19.95	0.00	0.00	0.00	0.00	98.75	119.36	118.31	0.00	0.00	0.00	0.00	237.67	336.42
KENT	0.00	35.16	0.00	0.00	0.00	0.00	35.16	0.00	0.00	0.00	0.00	0.00	0.00	0.00	35.16
MONTGOMERY	23.72	0.00	0.00	0.00	0.00	0.00	23.72	281.45	35.18	58.02	0.00	0.00	0.00	374.65	398.37
PRINCE GEORGE'S	7.62	78.82	0.00	0.00	0.00	0.00	86.44	342.99	243.65	68.25	0.00	0.00	0.00	654.89	741.33
QUEEN ANN'S	0.00	209.41	19.26	0.00	0.00	0.00	228.67	0.00	0.00	0.00	0.00	0.00	0.00	0.00	228.67
ST. MARY'S	0.00	82.94	0.00	0.00	0.00	0.00	82.94	0.00	0.00	26.34	0.00	0.00	0.00	26.34	109.28
SOBEREST	0.00	81.12	0.00	0.00	0.00	0.00	81.12	0.00	0.00	0.00	0.00	0.00	0.00	0.00	81.12
TALBOT	0.00	91.00	0.00	0.00	0.00	0.00	91.00	0.00	0.00	20.60	0.00	0.00	0.00	20.60	111.60
WASHINGTON	192.67	7.71	0.00	0.00	0.00	1.26	201.64	55.00	0.00	0.00	0.00	0.00	0.00	55.00	256.64
WICOMICO	0.00	164.18	0.00	0.00	0.00	0.00	164.18	0.00	22.02	5.45	0.00	0.00	0.00	27.47	191.65
WORCESTER	0.00	188.13	0.00	0.00	0.00	0.00	188.13	0.00	12.03	32.56	0.00	0.00	0.14	44.73	232.86
BALTIMORE CITY	0.00	0.00	0.00	0.00	0.00	0.00	0.00	166.27	36.51	83.86	3.64	0.00	0.00	290.28	290.28
TOTAL	1,118.42	1,821.25	42.20	0.00	0.00	1.26	2,983.13	1,614.74	819.37	528.92	3.64	1.14	0.14	2,967.95	5,951.08

FUNCTIONAL CLASSIFICATION CODES

RURAL	URBAN
1 - INTERSTATE	11- INTERSTATE
2 - OTHER PRINCIPAL ARTERIAL	12 - OTHER FREEWAYS & EXPRESSWAYS
6 - MINOR ARTERIAL	14 - OTHER PRINCIPAL ARTERIAL
7 - MAJOR COLLECTOR	16 - MINOR ARTERIAL
8 - MINOR COLLECTOR	17 - COLLECTOR
9 - LOCAL	19 - LOCAL

STATE HIGHWAY ADMINISTRATION OF MARYLAND
HIGHWAY INFORMATION SERVICES DIVISION
1995 NATIONAL HIGHWAY SYSTEM LANE MILEAGE
STATE HIGHWAY SYSTEM

FUNCTIONAL CLASS	1	2	6	7	8	9	TOTAL RURAL	11	12	14	16	17	19	TOTAL URBAN	GRAND TOTAL
ALLEGANY	145.78	25.74	0.00	0.00	0.00	0.00	171.52	42.22	0.00	21.12	0.00	0.00	0.00	63.34	234.86
ANNE ARUNDEL	65.46	32.92	0.00	0.00	0.00	0.00	98.38	107.04	171.74	57.87	0.00	0.00	0.00	336.65	435.03
BALTIMORE	70.42	35.51	0.00	0.00	0.00	0.00	105.93	348.20	43.88	39.64	0.00	0.00	0.00	431.72	537.65
CALVERT	0.00	155.53	0.00	0.00	0.00	0.00	155.53	0.00	0.00	0.00	0.00	0.00	0.00	0.00	155.53
CAROLINE	0.00	44.64	0.00	0.00	0.00	0.00	44.64	0.00	0.00	0.00	0.00	0.00	0.00	0.00	44.64
CARROLL	9.66	73.08	0.00	0.00	0.00	0.00	82.74	0.00	0.00	21.85	0.00	0.00	0.00	21.85	104.59
CECIL	0.00	38.03	0.00	0.00	0.00	0.00	38.03	0.00	0.00	0.00	0.00	0.00	0.00	0.00	38.03
CHARLES	0.00	125.25	0.00	0.00	0.00	0.00	125.25	0.00	0.00	69.10	0.00	0.00	0.00	69.10	194.35
DORCHESTER	0.00	60.88	0.00	0.00	0.00	0.00	60.88	0.00	0.00	8.82	0.00	0.00	0.00	8.82	69.70
FREDERICK	163.67	163.22	0.00	0.00	0.00	0.00	326.89	30.32	25.68	0.00	0.00	0.00	0.00	56.00	382.89
GARRETT	154.82	64.31	22.94	0.00	0.00	0.00	242.07	0.00	0.00	0.00	0.00	0.00	0.00	0.00	242.07
HARFORD	0.00	39.11	0.00	0.00	0.00	0.00	39.11	0.00	37.34	10.66	0.00	0.00	0.00	48.00	87.11
HOWARD	78.80	19.95	0.00	0.00	0.00	0.00	98.75	119.36	114.56	0.00	0.00	0.00	0.00	233.92	332.67
KENT	0.00	35.16	0.00	0.00	0.00	0.00	35.16	0.00	0.00	0.00	0.00	0.00	0.00	0.00	35.16
MONTGOMERY	23.72	0.00	0.00	0.00	0.00	0.00	23.72	281.45	35.18	58.02	0.00	0.00	0.00	374.65	398.37
PRINCE GEORGE'S	7.62	78.82	0.00	0.00	0.00	0.00	86.44	342.99	184.98	55.19	0.00	0.00	0.00	583.16	669.60
QUEEN ANN'S	0.00	196.65	19.26	0.00	0.00	0.00	215.91	0.00	0.00	0.00	0.00	0.00	0.00	0.00	215.91
ST. MARY'S	0.00	82.94	0.00	0.00	0.00	0.00	82.94	0.00	0.00	26.34	0.00	0.00	0.00	26.34	109.28
SOMERSET	0.00	81.12	0.00	0.00	0.00	0.00	81.12	0.00	0.00	0.00	0.00	0.00	0.00	0.00	81.12
TALBOT	0.00	91.00	0.00	0.00	0.00	0.00	91.00	0.00	0.00	20.60	0.00	0.00	0.00	20.60	111.60
WASHINGTON	192.67	7.71	0.00	0.00	0.00	0.00	200.38	55.00	0.00	0.00	0.00	0.00	0.00	55.00	255.38
WICOMICO	0.00	164.18	0.00	0.00	0.00	0.00	164.18	0.00	22.02	5.45	0.00	0.00	0.00	27.47	191.65
WORCESTER	0.00	188.13	0.00	0.00	0.00	0.00	188.13	0.00	12.03	32.56	0.00	0.00	0.14	44.73	232.86
TOTAL	912.62	1,803.88	42.20	0.00	0.00	0.00	2,758.70	1,326.58	647.41	427.22	0.00	0.00	0.14	2,401.35	5,160.05

FUNCTIONAL CLASSIFICATION CODES

RURAL

1 - INTERSTATE
2 - OTHER PRINCIPAL ARTERIAL
6 - MINOR ARTERIAL
7 - MAJOR COLLECTOR
8 - MINOR COLLECTOR
9 - LOCAL

URBAN

11- INTERSTATE
12 - OTHER FREEWAYS & EXPRESSWAYS
14 - OTHER PRINCIPAL ARTERIAL
16 - MINOR ARTERIAL
17 - COLLECTOR
19 - LOCAL

STATE HIGHWAY ADMINISTRATION OF MARYLAND
HIGHWAY INFORMATION SERVICES DIVISION
1995 NATIONAL HIGHWAY SYSTEM LANE MILEAGE
STATE TOLL

FUNCTIONAL CLASS	1	2	6	7	8	9	TOTAL RURAL	11	12	14	16	17	19	TOTAL URBAN	GRAND TOTAL
ANNE ARUNDEL	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3.20	24.30	0.00	0.00	0.00	0.00	27.50	27.50
BALTIMORE	17.92	0.00	0.00	0.00	0.00	0.00	17.92	77.12	23.93	1.34	0.00	0.00	0.00	102.39	120.31
CECIL	102.96	0.00	0.00	0.00	0.00	0.00	102.96	8.04	0.00	0.00	0.00	0.00	0.00	8.04	111.00
CHARLES	0.00	4.61	0.00	0.00	0.00	0.00	4.61	0.00	0.00	0.00	0.00	0.00	0.00	0.00	4.61
HARFORD	84.92	0.00	0.00	0.00	0.00	0.00	84.92	33.53	0.00	0.00	0.00	0.00	0.00	33.53	118.45
HOWARD	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3.75	0.00	0.00	0.00	0.00	3.75	3.75
QUEEN ANNE'S	0.00	12.76	0.00	0.00	0.00	0.00	12.76	0.00	0.00	0.00	0.00	0.00	0.00	0.00	12.76
BALTIMORE CITY	0.00	0.00	0.00	0.00	0.00	0.00	0.00	125.77	12.92	0.00	0.00	0.00	0.00	138.69	138.69
TOTAL	205.80	17.37	0.00	0.00	0.00	0.00	223.17	247.66	64.90	1.34	0.00	0.00	0.00	313.90	537.07

FUNCTIONAL CLASSIFICATION CODES

RURAL	URBAN
1 - INTERSTATE	11- INTERSTATE
2 - OTHER PRINCIPAL ARTERIAL	12 - OTHER FREEWAYS & EXPRESSWAYS
6 - MINOR ARTERIAL	14 - OTHER PRINCIPAL ARTERIAL
7 - MAJOR COLLECTOR	16 - MINOR ARTERIAL
8 - MINOR COLLECTOR	17 - COLLECTOR
9 - LOCAL	19 - LOCAL

STATE HIGHWAY ADMINISTRATION OF MARYLAND
HIGHWAY INFORMATION SERVICES DIVISION
1995 NATIONAL HIGHWAY SYSTEM LANE MILEAGE
COUNTY, MUNICIPAL, NATIONAL PARK SERVICE, AND MILITARY RESERVATION

FUNCTIONAL CLASS	1	2	6	7	8	9	TOTAL RURAL	11	12	14	16	17	19	TOTAL URBAN	GRAND TOTAL
ANNE ARUNDEL	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	24.80	3.44	0.00	0.00	0.00	28.24	28.24
FREDERICK	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.14	0.00	1.14	1.14
PRINCE GEORGE'S	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	58.67	13.06	0.00	0.00	0.00	71.73	71.73
WASHINGTON	0.00	0.00	0.00	0.00	0.00	1.26	1.26	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.26
BALTIMORE CITY	0.00	0.00	0.00	0.00	0.00	0.00	0.00	40.50	23.59	83.86	3.64	0.00	0.00	151.59	151.59
TOTAL	0.00	0.00	0.00	0.00	0.00	1.26	1.26	40.50	107.06	100.36	3.64	1.14	0.00	252.70	253.96

FUNCTIONAL CLASSIFICATION CODES

RURAL	URBAN
1 - INTERSTATE	11- INTERSTATE
2 - OTHER PRINCIPAL ARTERIAL	12 - OTHER FREEWAYS & EXPRESSWAYS
6 - MINOR ARTERIAL	14 - OTHER PRINCIPAL ARTERIAL
7 - MAJOR COLLECTOR	16 - MINOR ARTERIAL
8 - MINOR COLLECTOR	17 - COLLECTOR
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1995
NATIONAL HIGHWAY SYSTEM

MILLIONS OF ANNUAL VEHICLE MILES OF TRAVEL BY COUNTY

STATE HIGHWAY ADMINISTRATION OF MARYLAND
HIGHWAY INFORMATION SERVICES DIVISION
1995 NATIONAL HIGHWAY SYSTEM TRAVEL - MILLIONS OF ANNUAL VEHICLE MILES
ALL SYSTEMS

FUNCTIONAL CLASS	1	2	6	7	8	9	TOTAL RURAL	11	12	14	16	17	19	TOTAL URBAN	GRAND TOTAL
ALLEGANY	156	31	0	0	0	0	187	81	0	38	0	0	0	119	**306**
ANNE ARUNDEL	250	120	0	0	0	0	370	596	958	270	0	0	0	1,824	**2,194**
BALTIMORE	324	88	0	0	0	0	412	2,902	237	94	0	0	0	3,233	**3,645**
CALVERT	0	314	0	0	0	0	314	0	0	0	0	0	0	0	**314**
CAROLINE	0	54	0	0	0	0	54	0	0	0	0	0	0	0	**54**
CARROLL	21	194	0	0	0	0	215	0	0	75	0	0	0	75	**290**
CECIL	432	38	0	0	0	0	470	32	0	0	0	0	0	32	**502**
CHARLES	0	289	0	0	0	0	289	0	0	210	0	0	0	210	**499**
DORCHESTER	0	102	0	0	0	0	102	0	0	14	0	0	0	14	**116**
FREDERICK	538	304	0	0	0	0	842	135	126	0	0	0.0	0	261	**1,103**
GARRETT	139	58	12	0	0	0	209	0	0	0	0	0	0	0	**209**
HARFORD	404	62	0	0	0	0	466	182	89	30	0	0	0	301	**767**
HOWARD	216	44	0	0	0	0	260	807	432	0	0	0	0	1,239	**1,499**
KENT	0	28	0	0	0	0	28	0	0	0	0	0	0	0	**28**
MONTGOMERY	132	0	0	0	0	0	132	2,000	102	167	0	0	0	2,269	**2,401**
PRINCE GEORGE'S	27	236	0	0	0	0	263	2,421	995	191	0	0	0	3,607	**3,870**
QUEEN ANNE'S	0	396	7	0	0	0	403	0	0	0	0	0	0	0	**403**
ST. MARY'S	0	130	0	0	0	0	130	0	0	72	0	0	0	72	**202**
SOMERSET	0	129	0	0	0	0	129	0	0	0	0	0	0	0	**129**
TALBOT	0	183	0	0	0	0	183	0	0	54	0	0	0	54	**237**
WASHINGTON	435	13	0	0	0	0.0	448	200	0	0	0	0	0	200	**648**
WICOMICO	0	256	0	0	0	0	256	0	42	13	0	0	0	55	**311**
WORCESTER	0	210	0	0	0	0	210	0	28	56	0	0	0.0	84	**294**
BALTIMORE CITY	0	0	0	0	0	0	0	831	95	209	4	0	0	1,139	**1,139**
TOTAL	**3,074**	**3,279**	**19**	0	0	0.0	**6,372**	**10,187**	**3,104**	**1,493**	4	**0.0**	0.0	14,788	21,160

FUNCTIONAL CLASSIFICATION CODES

RURAL	URBAN
1 - INTERSTATE	11- INTERSTATE
2 - OTHER PRINCIPAL ARTERIAL	12 - OTHER FREEWAYS & EXPRESSWAYS
6 - MINOR ARTERIAL	14 - OTHER PRINCIPAL ARTERIAL
7 - MAJOR COLLECTOR	16 - MINOR ARTERIAL
8 - MINOR COLLECTOR	17 - COLLECTOR
9 - LOCAL	19 - LOCAL

STATE HIGHWAY ADMINISTRATION OF MARYLAND
HIGHWAY INFORMATION SERVICES DIVISION
1995 NATIONAL HIGHWAY SYSTEM TRAVEL - MILLIONS OF ANNUAL VEHICLE MILES
STATE HIGHWAY SYSTEM

FUNCTIONAL CLASS	1	2	6	7	8	9	TOTAL RURAL	11	12	14	16	17	19	TOTAL URBAN	GRAND TOTAL
ALLEGANY	156	31	0	0	0	0	187	81	0	38	0	0	0	119	306
ANNE ARUNDEL	250	120	0	0	0	0	370	586	741	261	0	0	0	1,588	1,958
BALTIMORE	214	88	0	0	0	0	302	2,407	186	93	0	0	0	2,686	2,988
CALVERT	0	314	0	0	0	0	314	0	0	0	0	0	0	0	314
CAROLINE	0	54	0	0	0	0	54	0	0	0	0	0	0	0	54
CARROLL	21	194	0	0	0	0	215	0	0	75	0	0	0	75	290
CECIL	0	38	0	0	0	0	38	0	0	0	0	0	0	0	38
CHARLES	0	279	0	0	0	0	279	0	0	210	0	0	0	210	489
DORCHESTER	0	102	0	0	0	0	102	0	0	14	0	0	0	14	116
FREDERICK	538	304	0	0	0	0	842	135	126	0	0	0	0	261	1,103
GARRETT	139	58	12	0	0	0	209	0	0	0	0	0	0	0	209
HARFORD	0	62	0	0	0	0	62	0	89	30	0	0	0	119	181
HOWARD	216	44	0	0	0	0	260	807	428	0	0	0	0	1,235	1,495
KENT	0	28	0	0	0	0	28	0	0	0	0	0	0	0	28
MONTGOMERY	132	0	0	0	0	0	132	2,000	102	167	0	0	0	2,269	2,401
PRINCE GEORGE'S	27	236	0	0	0	0	263	2,421	679	157	0	0	0	3,257	3,520
QUEEN ANNE'S	0	345	7	0	0	0	352	0	0	0	0	0	0	0	352
ST. MARY'S	0	130	0	0	0	0	130	0	0	72	0	0	0	72	202
SOMERSET	0	129	0	0	0	0	129	0	0	0	0	0	0	0	129
TALBOT	0	183	0	0	0	0	183	0	0	54	0	0	0	54	237
WASHINGTON	435	13	0	0	0	0	448	200	0	0	0	0	0	200	648
WICOMICO	0	256	0	0	0	0	256	0	42	13	0	0	0	55	311
WORCESTER	0	210	0	0	0	0	210	0	28	56	0	0	0	84	294
TOTAL	2,128	3,218	19	0	0	0	5,365	8,637	2,421	1,240	0	0	0.0	12,298	17,663

FUNCTIONAL CLASSIFICATION CODES

RURAL	URBAN
1 - INTERSTATE	11- INTERSTATE
2 - OTHER PRINCIPAL ARTERIAL	12 - OTHER FREEWAYS & EXPRESSWAYS
6 - MINOR ARTERIAL	14 - OTHER PRINCIPAL ARTERIAL
7 - MAJOR COLLECTOR	16 - MINOR ARTERIAL
8 - MINOR COLLECTOR	17 - COLLECTOR
9 - LOCAL	19 - LOCAL

STATE HIGHWAY ADMINISTRATION OF MARYLAND
HIGHWAY INFORMATION SERVICES DIVISION
1995 NATIONAL HIGHWAY SYSTEM TRAVEL - MILLIONS OF ANNUAL VEHICLE MILES
STATE TOLL

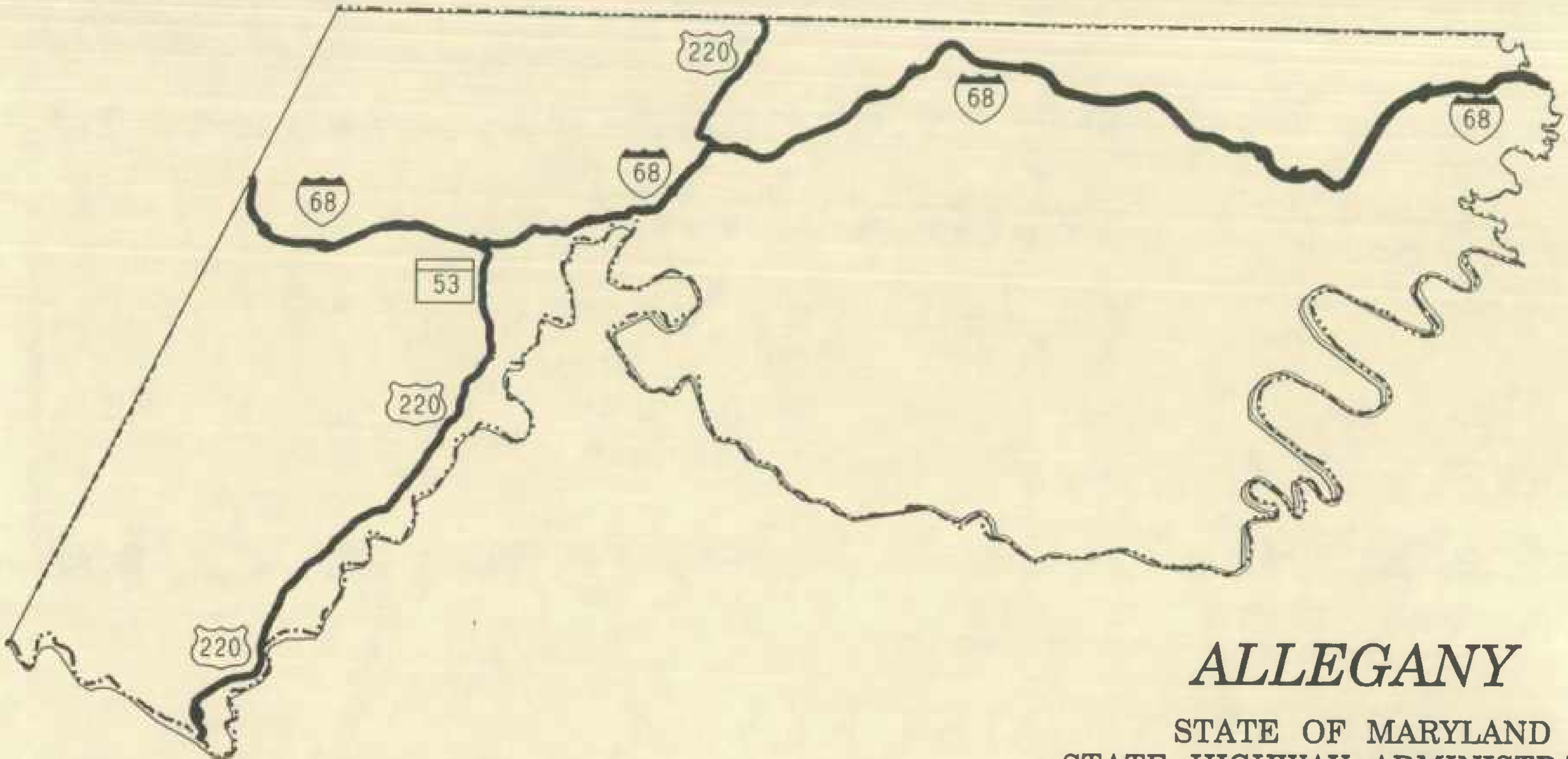
FUNCTIONAL CLASS	1	2	6	7	8	9	TOTAL RURAL	11	12	14	16	17	19	TOTAL URBAN	GRAND TOTAL
ANNE ARUNDEL	0	0	0	0	0	0	0	10	79	0	0	0	0	89	89
BALTIMORE	110	0	0	0	0	0	110	495	51	1	0	0	0	547	657
CECIL	432	0	0	0	0	0	432	32	0	0	0	0	0	32	464
CHARLES	0	10	0	0	0	0	10	0	0	0	0	0	0	0	10
HARFORD	404	0	0	0	0	0	404	182	0	0	0	0	0	182	586
HOWARD	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3
QUEEN ANNE'S	0	52	0	0	0	0	52	0	0	0	0	0	0	0	52
BALTIMORE CITY	0	0	0	0	0	0	0	639	35	0	0	0	0	674	674
TOTAL	946	62	0	0	0	0	1008	1358	168	1	0	0	0	1527	2,535

FUNCTIONAL CLASSIFICATION CODES

RURAL	URBAN
1 - INTERSTATE	11- INTERSTATE
2 - OTHER PRINCIPAL ARTERIAL	12 - OTHER FREEWAYS & EXPRESSWAYS
6 - MINOR ARTERIAL	14 - OTHER PRINCIPAL ARTERIAL
7 - MAJOR COLLECTOR	16 - MINOR ARTERIAL
8 - MINOR COLLECTOR	17 - COLLECTOR
9 - LOCAL	19 - LOCAL

1995
NATIONAL HIGHWAY SYSTEM

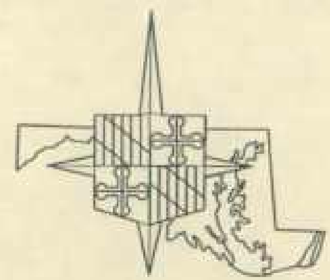
ALLEGANY COUNTY



ALLEGANY

STATE OF MARYLAND
STATE HIGHWAY ADMINISTRATION

NATIONAL HIGHWAY SYSTEM
1995



KEY

National Highway System

Proposed National Highway System

HIGHWAY INFORMATION SERVICES DIVISION
DATA SUPPORT TEAM (410) 545 - 5511

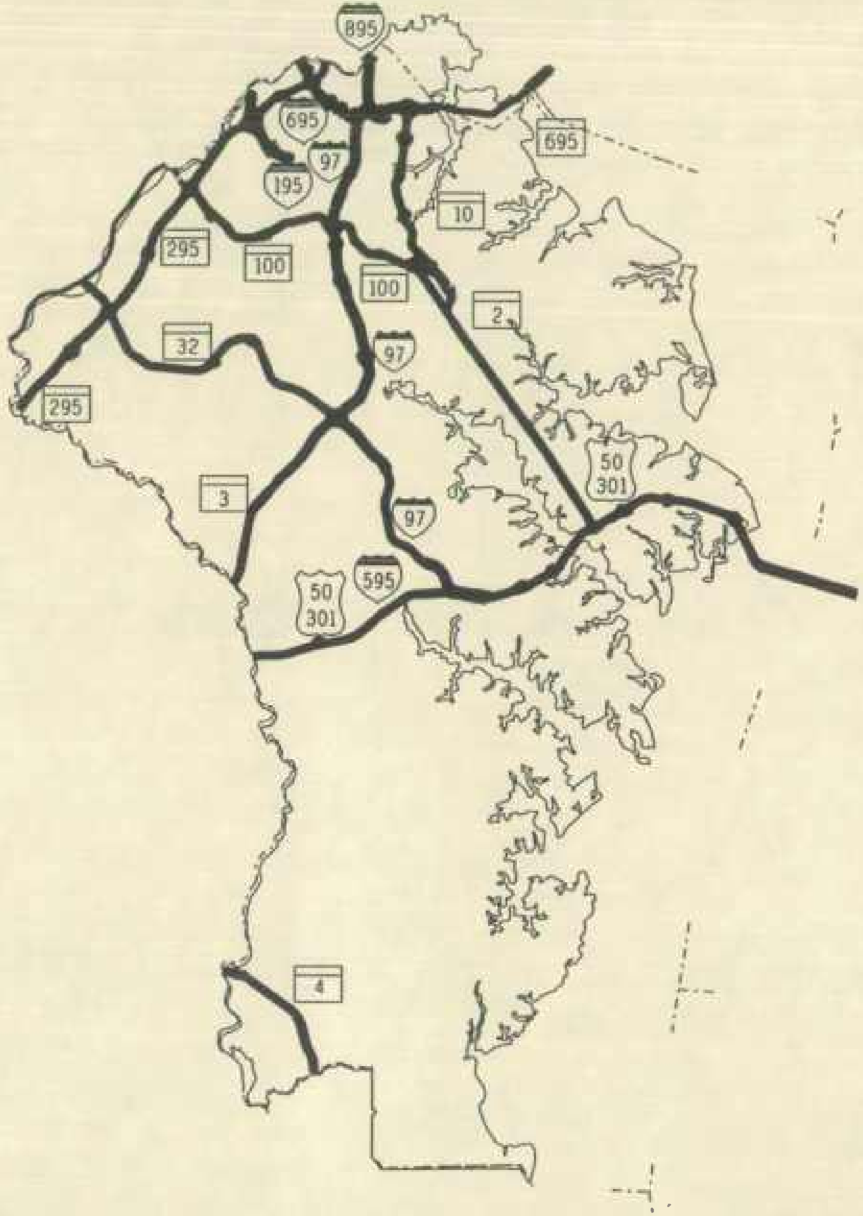
STATE HIGHWAY ADMINISTRATION OF MARYLAND
HIGHWAY INFORMATION SERVICES DIVISION
NATIONAL HIGWAY SYSTEM ROUTES AS OF DECEMBER 31, 1995

ALLEGANY COUNTY

ROUTE	BEGIN MILEPOINT	BEGIN DESCRIPTION	END MILEPOINT	END DESCRIPTION	TOTAL MILEAGE
MD 53	0.19	IS 68	3.33	US 220	3.14
IS 68	0.00	GARRETT CO/L	40.27	WASHINGTON CO/L	40.27
US 220	0.00	WEST VIRGINIA ST/L	14.03	MD 53	14.03
US 220	23.01	IS 68	27.37	PENNSYLVANIA ST/L	4.36
				TOTAL N.H.S. MILEAGE FOR COUNTY	61.80

1995
NATIONAL HIGHWAY SYSTEM

ANNE ARUNDEL COUNTY



ANNE ARUNDEL

STATE OF MARYLAND
STATE HIGHWAY ADMINISTRATION

NATIONAL HIGHWAY SYSTEM
1995

KEY

National Highway System
Proposed National Highway System

HIGHWAY INFORMATION SERVICES DIVISION
DATA SUPPORT TEAM (410) 545 - 5511

STATE HIGHWAY ADMINISTRATION OF MARYLAND
HIGHWAY INFORMATION SERVICES DIVISION
NATIONAL HIGWAY SYSTEM ROUTES AS OF DECEMBER 31, 1995

9/17/96

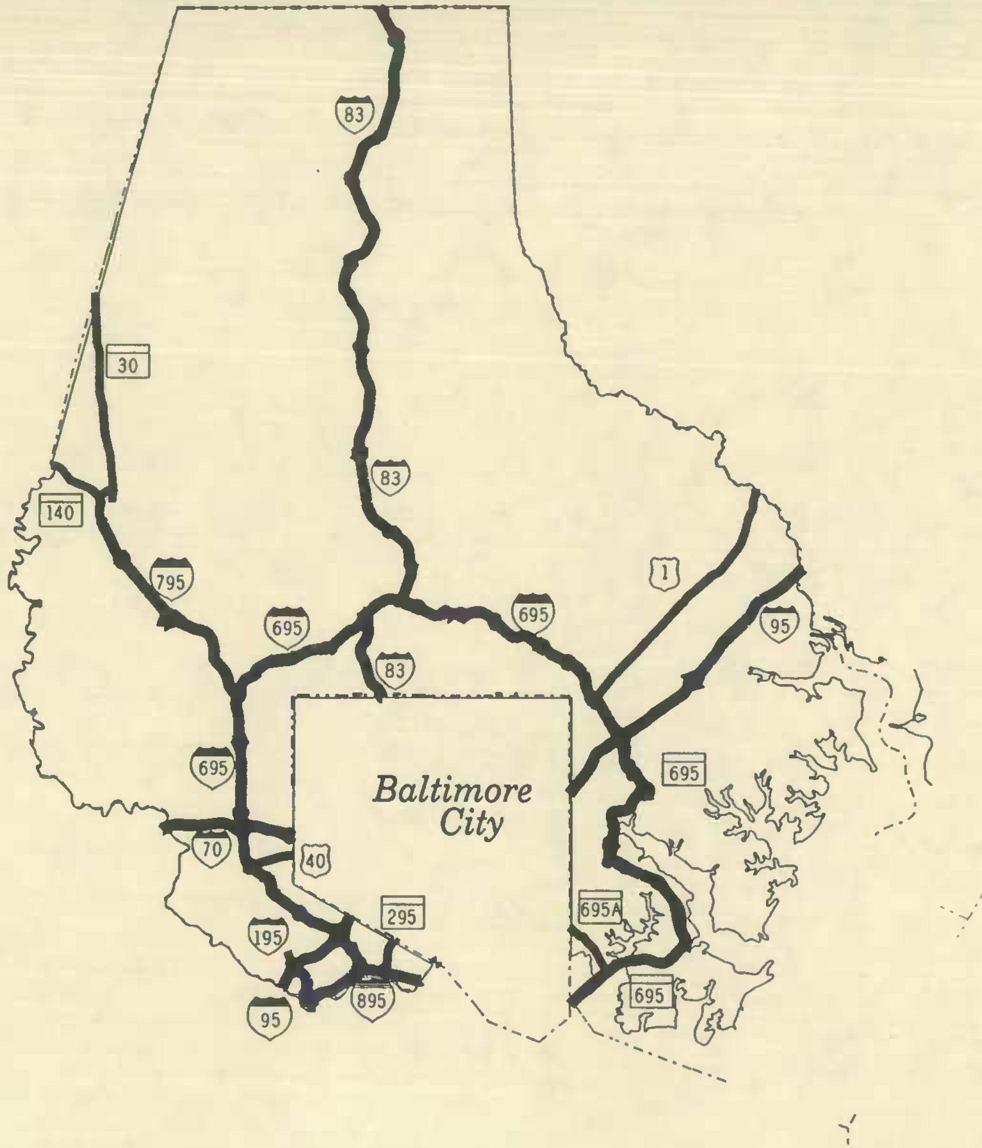
ANNE ARUNDEL COUNTY

ROUTE		BEGIN MILEPOINT	BEGIN DESCRIPTION	END MILEPOINT	END DESCRIPTION	TOTAL MILEAGE
MD	2	23.87	US 50	32.27	MD 10	8.40
MD	3	0.00	PRINCE GEORGES CO/L	7.08	IS 97	7.08
MD	4	0.00	CALVERT CO/L	4.77	PRINCE GEORGES CO/L	4.77
MD	10	0.00	MD 2	0.81	MD 100	0.81
MD	10	1.29	MD 100	7.17	MD 695	5.88
MD	32	0.00	IS 97	9.21	GV 714 MAPES RD (AHEAD)	9.21
GV	714	9.21	MD 32	10.07	MD 32	0.86
MD	32	10.07	GV 714 SAVAGE RD (BACK)	11.46	HOWARD CO/L	1.39
US	50	10.62	IS 595 (BACK)	19.88	QUEEN ANNES CO/L	9.26
IS	97	0.00	IS 595	17.53	IS 695	17.53
MD	100	3.72	MD 10	8.43	IS 97	4.71
IS	195	0.00	.70 MILES S OF MD 170	2.73	BALTIMORE CO/L	2.73
MD	295	0.00	PRINCE GEORGES CO/L	15.10	BALTIMORE CO/L	15.10
IS	595	0.00	PRINCE GEORGES CO/L	10.62	US 50 (AHEAD)	10.62
IS	695	0.00	MD 695 (BACK)	2.92	BALTIMORE CO/L	2.92
MD	695	0.00	BALTO CITY LINE	2.48	IS 695	2.48
IS	895	0.00	BALTIMORE CO/L	0.80	BALTO CITY LINE	0.80
IS	895 A	0.00	IS 97 (BACK)	0.72	IS 895B HARBOR TUNNEL THRUWAY	0.72
IS	895 B	1.33	IS 895A HARBOR TUNNEL THRUWAY	2.68	IS 895 HARBOR TUNNEL THRUWAY	1.35
					TOTAL N.H.S. MILEAGE FOR COUNTY	106.62

0-61

1995
NATIONAL HIGHWAY SYSTEM

BALTIMORE COUNTY



BALTIMORE

STATE OF MARYLAND
STATE HIGHWAY ADMINISTRATION

NATIONAL HIGHWAY SYSTEM
1995

KEY

National Highway System
Proposed National Highway System

HIGHWAY INFORMATION SERVICES DIVISION
DATA SUPPORT TEAM (410) 545 - 5511

STATE HIGHWAY ADMINISTRATION OF MARYLAND
HIGHWAY INFORMATION SERVICES DIVISION
NATIONAL HIGWAY SYSTEM ROUTES AS OF DECEMBER 31, 1995

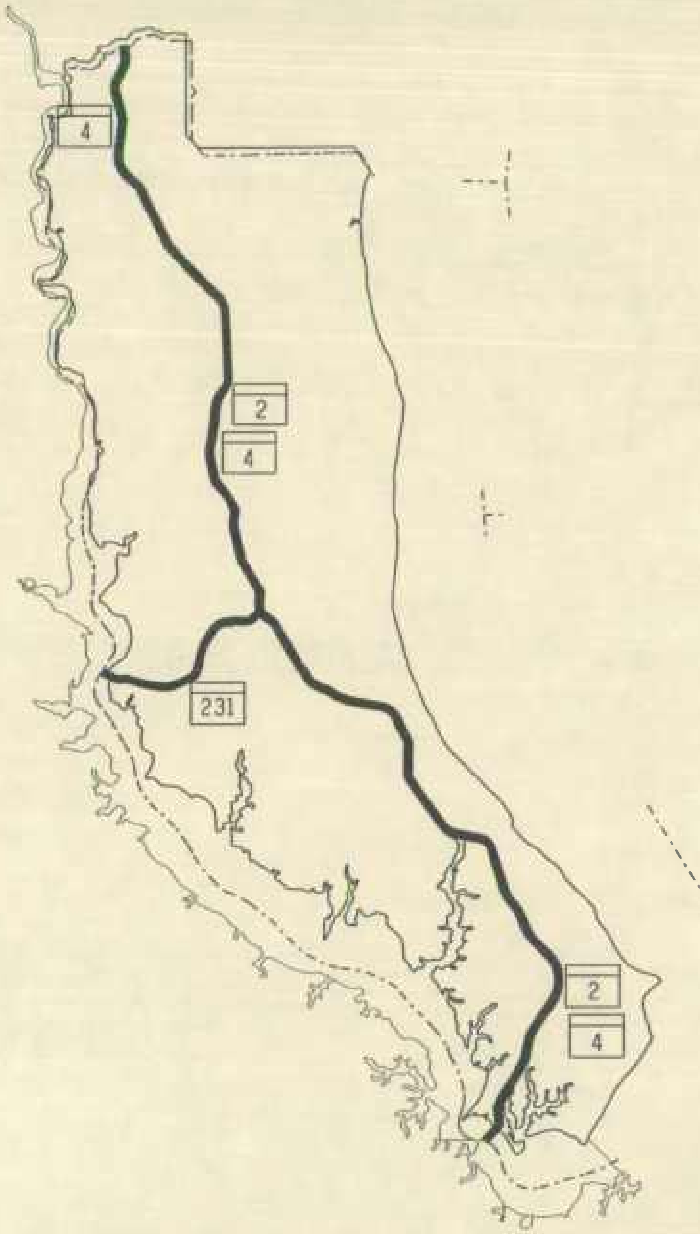
9/17/96

BALTIMORE COUNTY

ROUTE	BEGIN MILEPOINT	BEGIN DESCRIPTION	END MILEPOINT	END DESCRIPTION	TOTAL MILEAGE
US 1	17.00	IS 695	26.52	HARFORD CO/L	9.52
MD 30	0.00	MD 140	7.40	CARROLL CO/L	7.40
US 40	2.44	IS 695	3.98	SOUTHWEST BALTO CITY LINE	1.54
IS 70	0.00	HOWARD CO/L	4.70	BALTO CITY LINE	4.70
IS 83	0.00	BALTO CITY LINE	27.80	PENNSYLVANIA ST/L	27.80
IS 95	0.00	HOWARD CO/L	3.62	SOUTHWEST BALTO CITY LINE	3.62
IS 95	14.91	NORTHEAST BALTO CITY LINE	26.47	HARFORD CO/L	11.56
MD 140	10.36	IS 795	12.47	CARROLL CO/L	2.11
IS 195	0.00	ANNE ARUNDEL CO/L	2.15	MD 166 (AHEAD)	2.15
MD 295	0.00	ANNE ARUNDEL CO/L	1.42	BALTO CITY LINE	1.42
IS 695	0.00	ANNE ARUNDEL CO/L	17.34	IS 83 (AHEAD)	17.34
IS 695	18.86	IS 83 (BACK)	29.17	MD 695	10.31
MD 695	0.00	IS 695 (BACK)	13.79	BALTO CITY LINE	13.79
MD 695 A	0.00	BALTO CITY LINE	1.93	MD 695	1.93
IS 795	0.00	IS 695	8.99	MD 140	8.99
IS 895	0.00	HOWARD CO/L	4.61	ANNE ARUNDEL CO/L	4.61
				TOTAL N.H.S. MILEAGE FOR COUNTY	128.79

1995
NATIONAL HIGHWAY SYSTEM

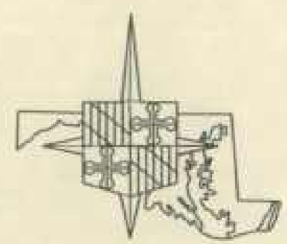
CALVERT COUNTY



CALVERT

STATE OF MARYLAND
STATE HIGHWAY ADMINISTRATION

NATIONAL HIGHWAY SYSTEM
1995



KEY

National Highway System
Proposed National Highway System

HIGHWAY INFORMATION SERVICES DIVISION
DATA SUPPORT TEAM (410) 545 - 5511

STATE HIGHWAY ADMINISTRATION OF MARYLAND
HIGHWAY INFORMATION SERVICES DIVISION
NATIONAL HIGWAY SYSTEM ROUTES AS OF DECEMBER 31, 1995

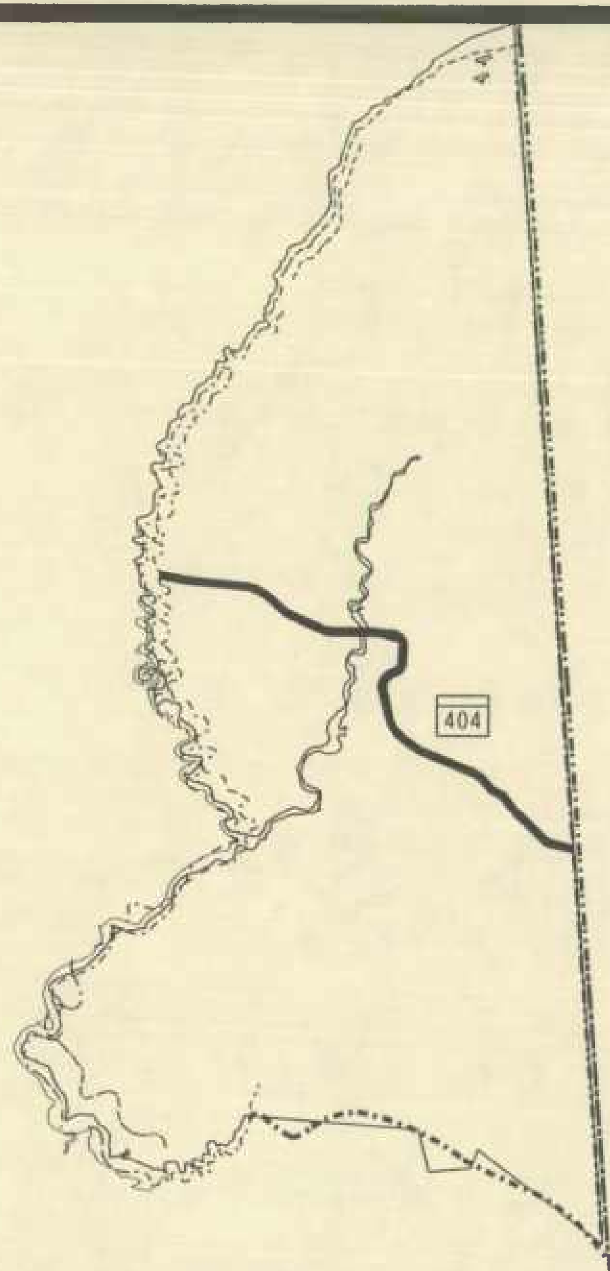
9/17/96

CALVERT COUNTY

ROUTE	BEGIN MILEPOINT	BEGIN DESCRIPTION	END MILEPOINT	END DESCRIPTION.	TOTAL MILEAGE
MD 2	1.49	MD 4	28.89	MD 4	27.40
MD 4	0.00	ST MARYS CO/L	0.71	MD 2 (AHEAD)	0.71
MD 4	28.11	MD 2 (BACK)	36.43	ANNE ARUNDEL CO/L	8.32
MD 231	0.00	CHARLES CO/L	5.56	MD 2	5.56
				TOTAL N.H.S. MILEAGE FOR COUNTY	41.99

1995
NATIONAL HIGHWAY
SYSTEM

CAROLINE
COUNTY



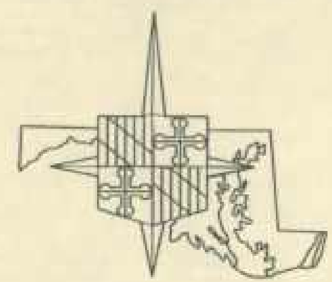
KEY

National Highway System
Proposed National Highway System

CAROLINE

STATE OF MARYLAND
STATE HIGHWAY ADMINISTRATION

NATIONAL HIGHWAY SYSTEM
1995



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STATE HIGHWAY ADMINISTRATION OF MARYLAND
HIGHWAY INFORMATION SERVICES DIVISION
NATIONAL HIGWAY SYSTEM ROUTES AS OF DECEMBER 31, 1995

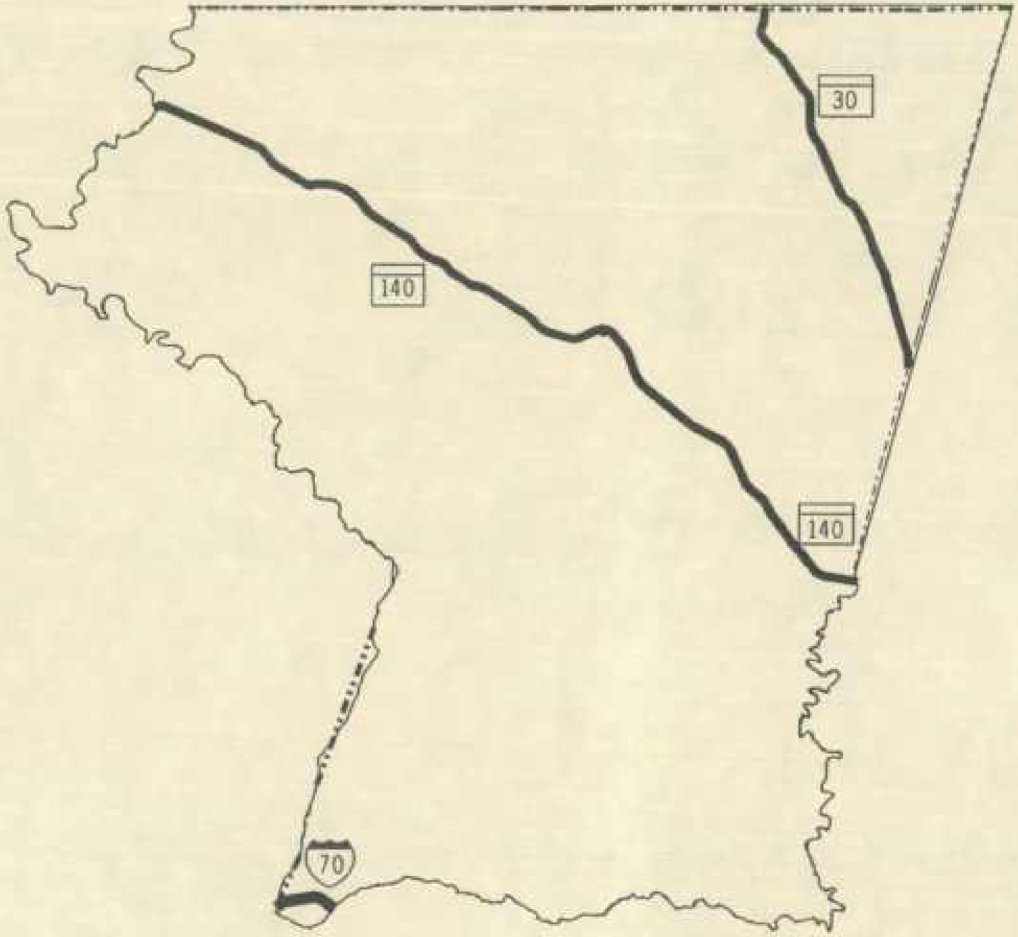
9/17/96

CAROLINE COUNTY

ROUTE	BEGIN MILEPOINT	BEGIN DESCRIPTION	END MILEPOINT	END DESCRIPTION	TOTAL MILEAGE
MD 404	0.00	QUEEN ANNE CO/L	17.37	DELAWARE ST/L	17.37
				TOTAL N.H.S. MILEAGE FOR COUNTY	17.37

1995
NATIONAL HIGHWAY SYSTEM

CARROLL COUNTY



KEY

National Highway System

Proposed National Highway System

CARROLL

STATE OF MARYLAND
STATE HIGHWAY ADMINISTRATION

NATIONAL HIGHWAY SYSTEM
1995

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STATE HIGHWAY ADMINISTRATION OF MARYLAND
HIGHWAY INFORMATION SERVICES DIVISION
NATIONAL HIGWAY SYSTEM ROUTES AS OF DECEMBER 31, 1995

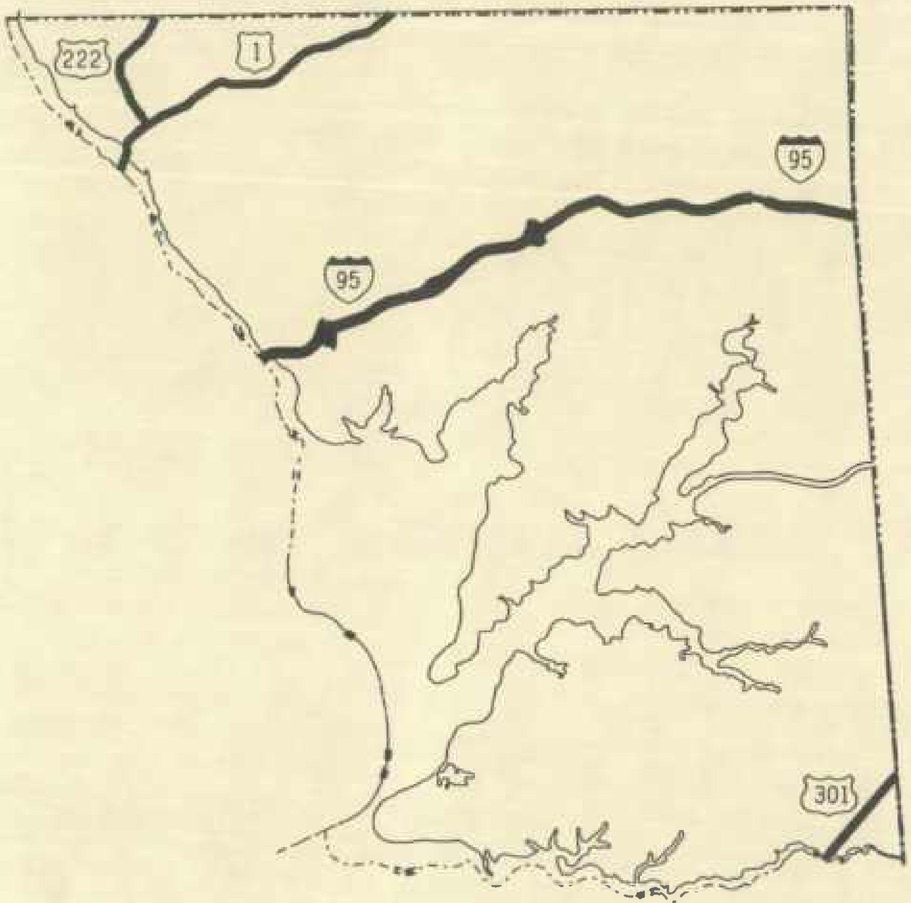
9/17/96

CARROLL COUNTY

ROUTE	BEGIN MILEPOINT	BEGIN DESCRIPTION	END MILEPOINT	END DESCRIPTION	TOTAL MILEAGE
MD 30	0.00	BALTIMORE CO/L	11.12	PENNSYLVANIA ST/L	11.12
IS 70	0.00	FREDERICK CO/L	1.61	HOWARD CO/L	1.61
MD 140	0.00	BALTIMORE CO/L	24.93	FREDERICK CO/L	24.93
				TOTAL N.H.S. MILEAGE FOR COUNTY	37.66

1995
NATIONAL HIGHWAY SYSTEM

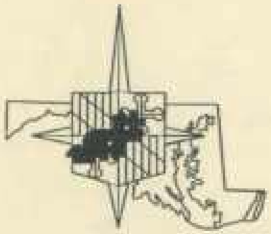
CECIL COUNTY



CECIL

STATE OF MARYLAND
STATE HIGHWAY ADMINISTRATION

NATIONAL HIGHWAY SYSTEM
1995



KEY

National Highway System
Proposed National Highway System

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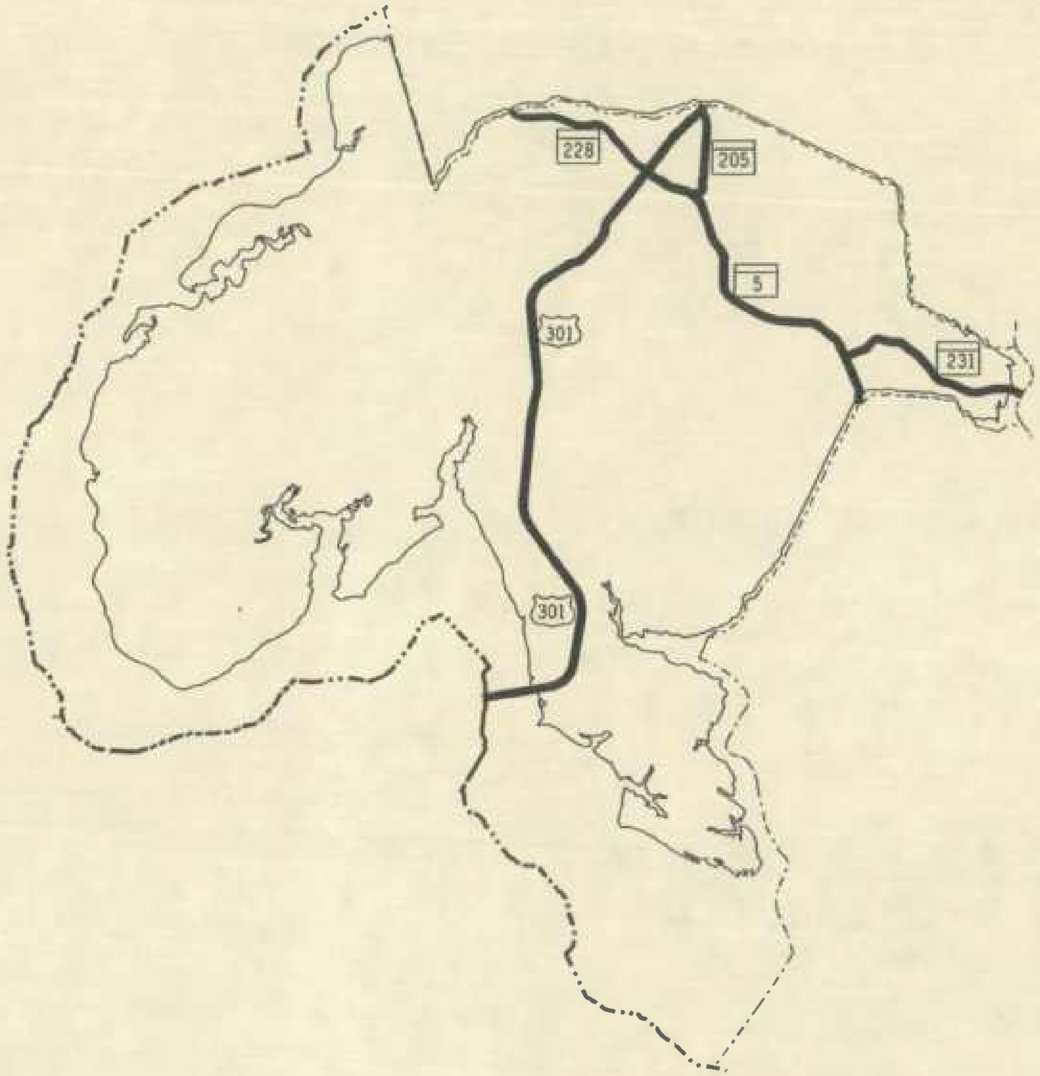
STATE HIGHWAY ADMINISTRATION OF MARYLAND
HIGHWAY INFORMATION SERVICES DIVISION
NATIONAL HIGWAY SYSTEM ROUTES AS OF DECEMBER 31, 1995

CECIL COUNTY

ROUTE	BEGIN MILEPOINT	BEGIN DESCRIPTION	END MILEPOINT	END DESCRIPTION	TOTAL MILEAGE
US 1	0.00	HARFORD CO/L	9.23	PENNSYLVANIA ST/L	9.23
IS 95	0.00	HARFORD CO/L	18.50	DELAWARE ST/L	18.50
US 222	0.00	US 1	3.61	PENNSYLVANIA ST/L	3.61
US 301	0.00	KENT CO/L	3.14	DELAWARE ST/L	3.14
				TOTAL N.H.S. MILEAGE FOR COUNTY	34.48

1995
NATIONAL HIGHWAY SYSTEM

CHARLES COUNTY



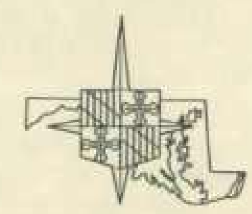
CHARLES

STATE OF MARYLAND
STATE HIGHWAY ADMINISTRATION

NATIONAL HIGHWAY SYSTEM
1995

KEY

National Highway System
Proposed National Highway System



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STATE HIGHWAY ADMINISTRATION OF MARYLAND
HIGHWAY INFORMATION SERVICES DIVISION
NATIONAL HIGWAY SYSTEM ROUTES AS OF DECEMBER 31, 1995

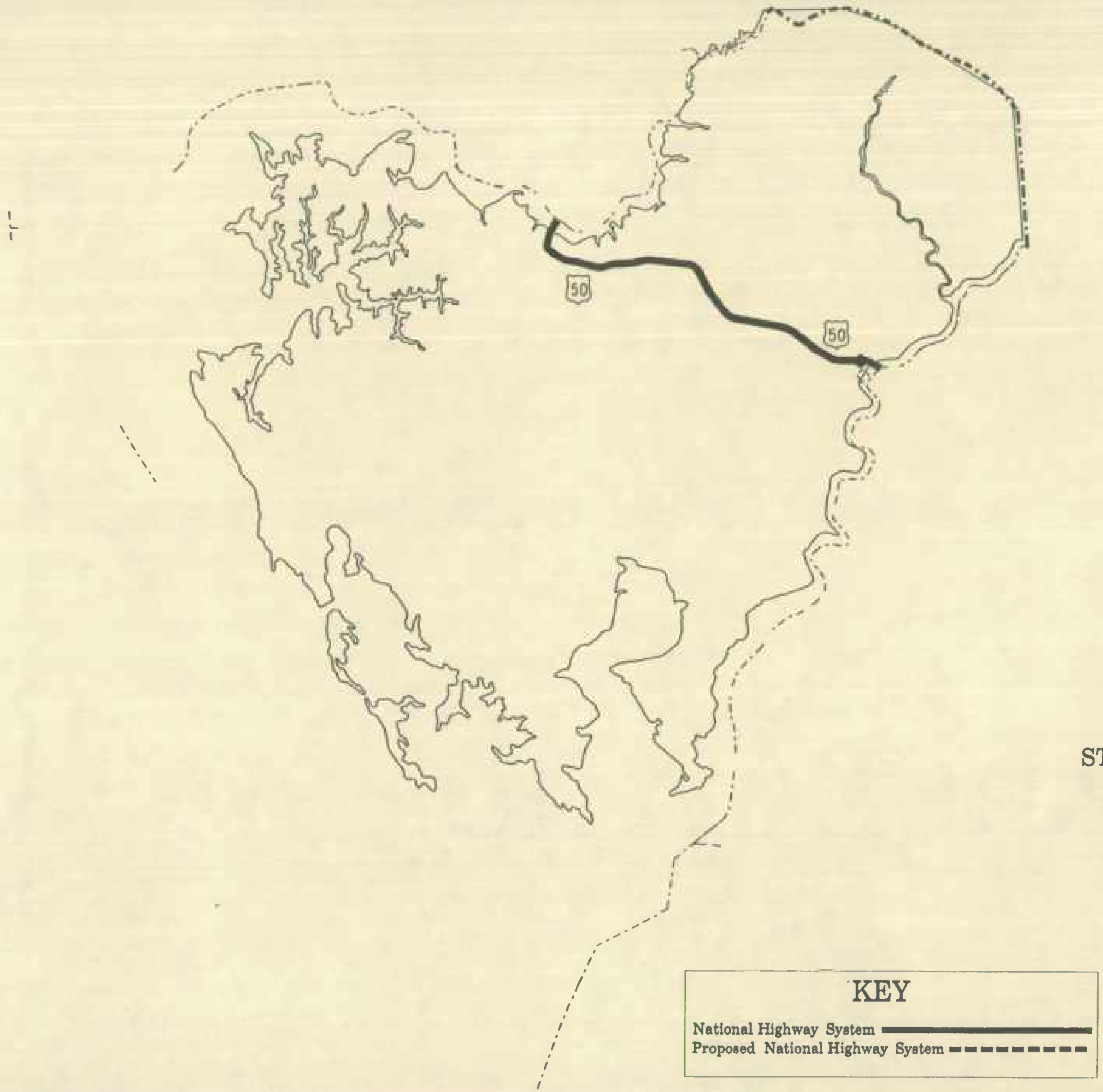
9/17/96

CHARLES COUNTY

ROUTE	BEGIN MILEPOINT	BEGIN DESCRIPTION	END MILEPOINT	END DESCRIPTION	TOTAL MILEAGE
MD 5	0.00	ST MARYS CO/L	12.25	US 301	12.25
MD 205	0.00	MD 5	3.16	US 301	3.16
MD 228	0.00	PRINCE GEORGES CO/L	5.51	US 301	5.51
MD 231	3.40	MD 5	10.52	CALVERT CO/L	7.12
US 301	0.00	VIRGINIA ST/L	26.27	PRINCE GEORGES CO/L	26.27
				TOTAL N.H.S. MILEAGE FOR COUNTY	54.31

1995
NATIONAL HIGHWAY SYSTEM

DORCHESTER COUNTY



DORCHESTER

STATE OF MARYLAND
STATE HIGHWAY ADMINISTRATION

NATIONAL HIGHWAY SYSTEM
1995

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STATE HIGHWAY ADMINISTRATION OF MARYLAND
HIGHWAY INFORMATION SERVICES DIVISION
NATIONAL HIGWAY SYSTEM ROUTES AS OF DECEMBER 31, 1995

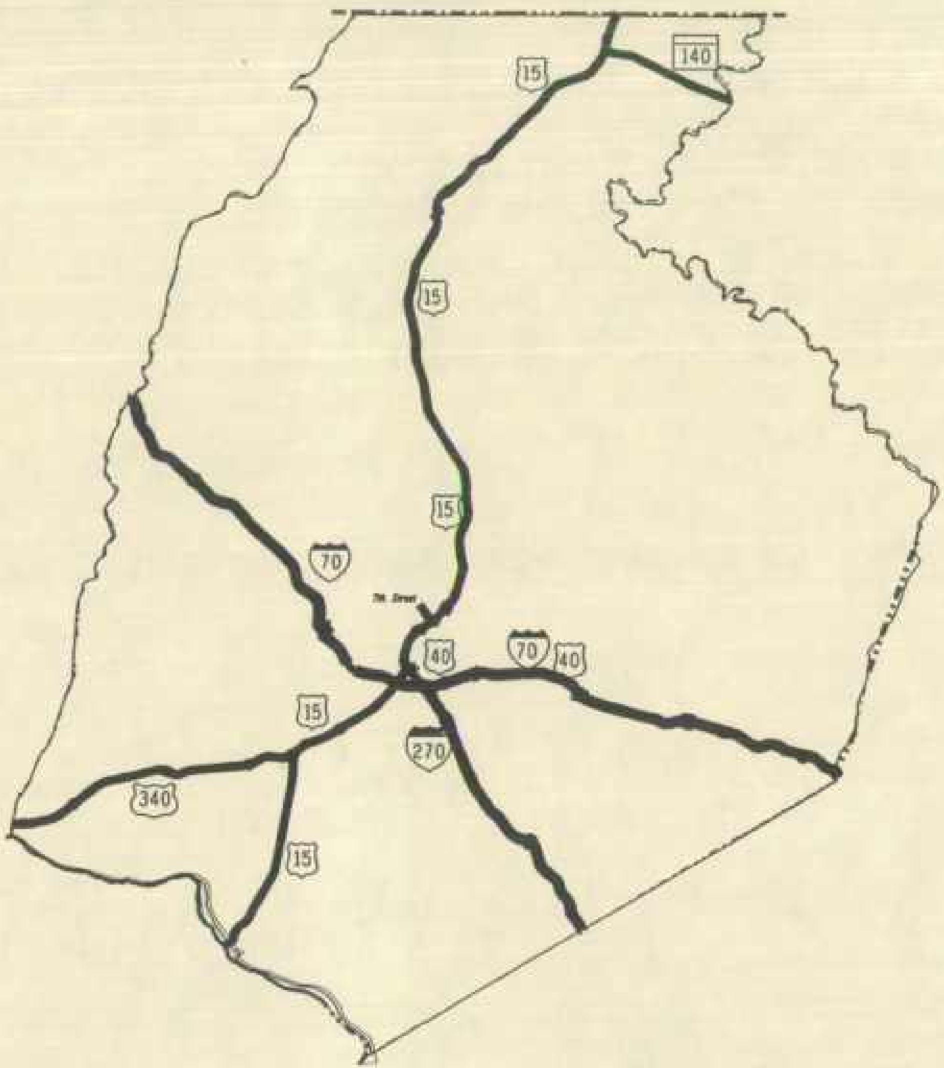
9/17/96

DORCHESTER COUNTY

ROUTE	BEGIN MILEPOINT	BEGIN DESCRIPTION	END MILEPOINT	END DESCRIPTION	TOTAL MILEAGE
US 50	0.00	TALBOT CO/L	16.90	WICOMICO CO/L	16.90
				TOTAL N.H.S. MILEAGE FOR COUNTY	16.90

1995
NATIONAL HIGHWAY SYSTEM

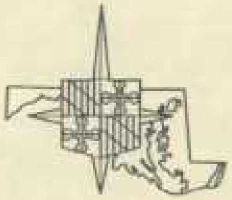
FREDERICK COUNTY



FREDERICK

STATE OF MARYLAND
STATE HIGHWAY ADMINISTRATION

NATIONAL HIGHWAY SYSTEM
1995



KEY

National Highway System
Proposed National Highway System

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HIGHWAY INFORMATION SERVICES DIVISION
NATIONAL HIGWAY SYSTEM ROUTES AS OF DECEMBER 31, 1995

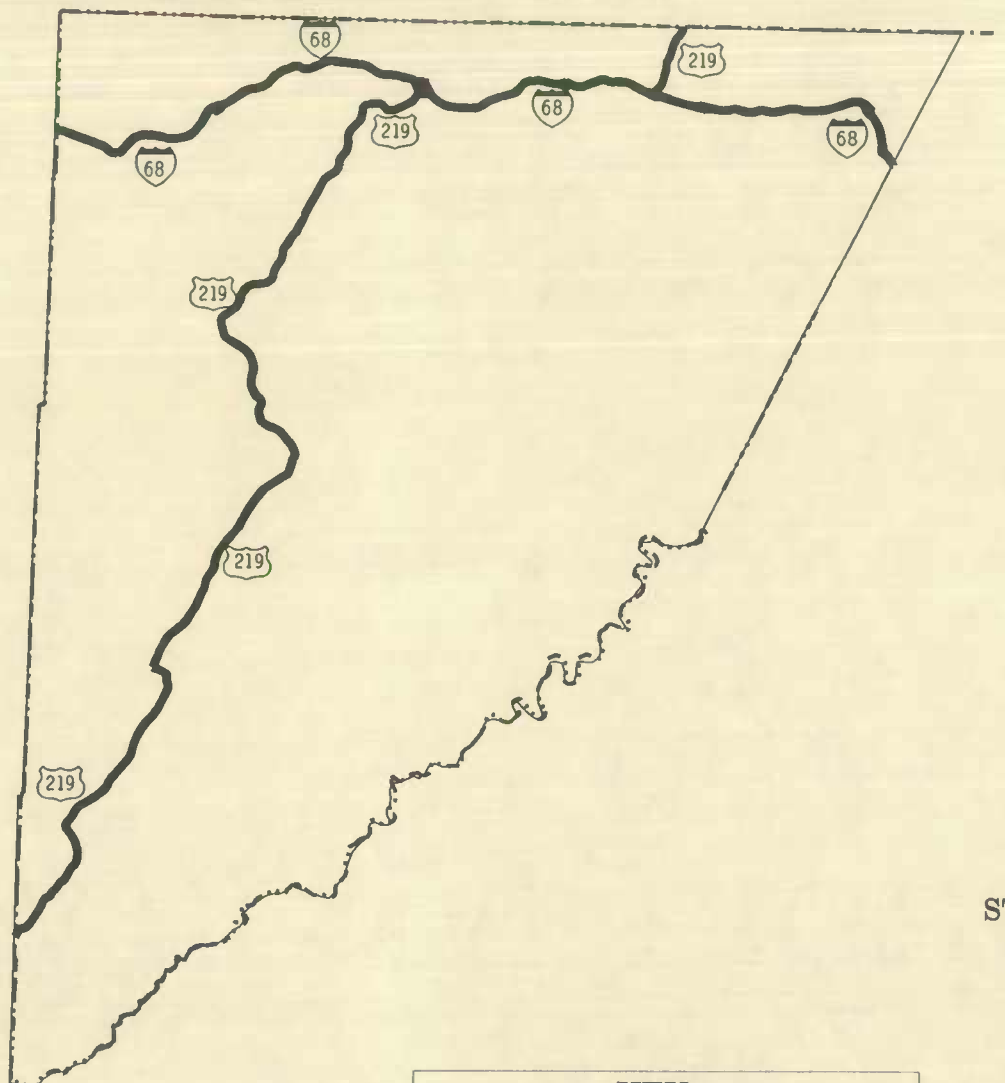
9/17/96

FREDERICK COUNTY

ROUTE	BEGIN MILEPOINT	BEGIN DESCRIPTION	END MILEPOINT	END DESCRIPTION	TOTAL MILEAGE
US 15	0.00	VIRGINIA ST/L	11.93	US 40	11.93
US 15	12.63	US 40	37.85	PENNSYLVANIA ST/L	25.22
US 40	13.17	US 15	14.52	IS 70	1.35
IS 70	0.00	WASHINGTON CO/L	29.37	CARROLL CO/L	29.37
MD 140	0.00	CARROLL CO/L	4.61	US 15	4.61
IS 270	0.00	MONTGOMERY CO/L	10.09	IS 70	10.09
US 340	0.00	WASHINGTON CO/L	10.03	US 15	10.03
7th St	1.03	US 15	1.51	FORT DETRICK	0.48
				TOTAL N.H.S. MILEAGE FOR COUNTY	93.08

1995
NATIONAL HIGHWAY SYSTEM

GARRETT COUNTY



GARRETT

STATE OF MARYLAND
STATE HIGHWAY ADMINISTRATION

NATIONAL HIGHWAY SYSTEM
1995

KEY

National Highway System
Proposed National Highway System

HIGHWAY INFORMATION SERVICES DIVISION
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STATE HIGHWAY ADMINISTRATION OF MARYLAND
HIGHWAY INFORMATION SERVICES DIVISION
NATIONAL HIGWAY SYSTEM ROUTES AS OF DECEMBER 31, 1995

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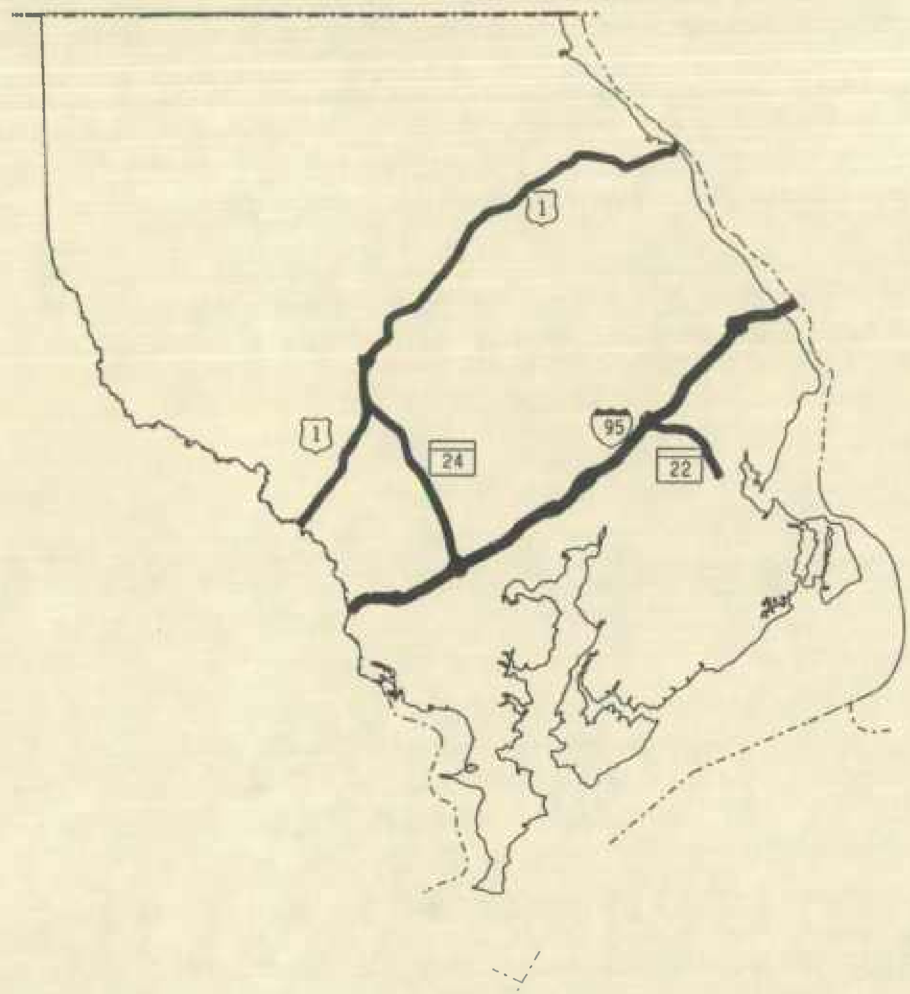
GARRETT COUNTY

ROUTE	BEGIN MILEPOINT	BEGIN DESCRIPTION	END MILEPOINT	END DESCRIPTION	TOTAL MILEAGE
IS 68	0.00	WEST VIRGINIA ST/L	31.78	ALLEGANY CO/L	31.78
US 219	0.00	WEST VIRGINIA ST/L	37.42	IS 68	37.42
US 219	45.86	IS 68	48.40	PENNSYLVANIA ST/L	2.54
				TOTAL N.H.S. MILEAGE FOR COUNTY	71.74

1995
NATIONAL HIGHWAY SYSTEM

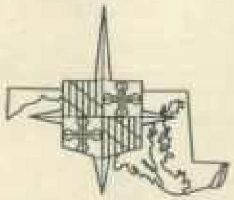
HARFORD COUNTY



HARFORD

STATE OF MARYLAND
STATE HIGHWAY ADMINISTRATION

NATIONAL HIGHWAY SYSTEM
1995



HIGHWAY INFORMATION SERVICES DIVISION
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National Highway System
Proposed National Highway System

STATE HIGHWAY ADMINISTRATION OF MARYLAND
HIGHWAY INFORMATION SERVICES DIVISION
NATIONAL HIGWAY SYSTEM ROUTES AS OF DECEMBER 31, 1995

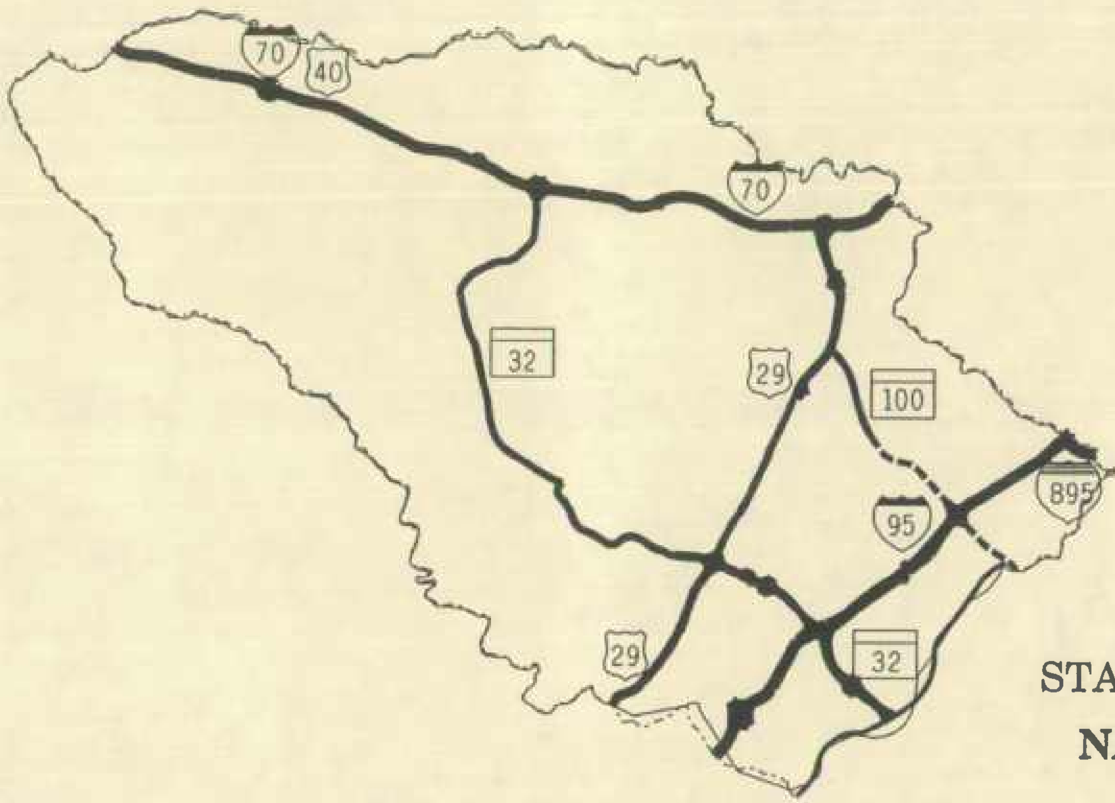
9/17/96

HARFORD COUNTY

ROUTE		BEGIN MILEPOINT	BEGIN DESCRIPTION	END MILEPOINT	END DESCRIPTION	TOTAL MILEAGE
US	1	0.00	BALTIMORE CO/L	20.12	CECIL CO/L	20.12
MD	22	9.82	IS 95	13.04	ABERDEEN PROVING GROUNDS	3.22
MD	24	3.61	IS 95	9.96	US 1	6.35
IS	95	0.00	BALTIMORE CO/L	18.39	CECIL CO/L	18.39
					TOTAL N.H.S. MILEAGE FOR COUNTY	48.08

1995
NATIONAL HIGHWAY SYSTEM

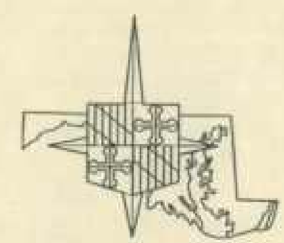
HOWARD COUNTY



HOWARD

STATE OF MARYLAND
STATE HIGHWAY ADMINISTRATION

NATIONAL HIGHWAY SYSTEM
1995



KEY

National Highway System
Proposed National Highway System

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STATE HIGHWAY ADMINISTRATION OF MARYLAND
HIGHWAY INFORMATION SERVICES DIVISION
NATIONAL HIGWAY SYSTEM ROUTES AS OF DECEMBER 31, 1995

9/17/96

HOWARD COUNTY

ROUTE		BEGIN MILEPOINT	BEGIN DESCRIPTION	END MILEPOINT	END DESCRIPTION	TOTAL MILEAGE
US	29	0.00	MONTGOMERY CO/L	13.17	IS 70	13.17
MD	32	0.00	ANNE ARUNDEL CO/L	19.52	IS 70	19.52
IS	70	0.00	CARROLL CO/L	19.47	BALTIMORE CO/L	19.47
IS	95	0.00	PRINCE GEORGES CO/L	11.59	BALTIMORE CO/L	11.59
MD	100	0.90	US 1	2.21	.52 MILES N. OF IS 95	1.31
MD	100	4.60	MD 104	6.95	US 29	2.35
IS	895	0.00	IS 95	1.02	BALTIMORE CO/L	1.02
					TOTAL N.H.S. MILEAGE FOR COUNTY	68.43

1995
NATIONAL HIGHWAY SYSTEM

KENT COUNTY

KENT

STATE OF MARYLAND
STATE HIGHWAY ADMINISTRATION

NATIONAL HIGHWAY SYSTEM
1995

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National Highway System

Proposed National Highway System

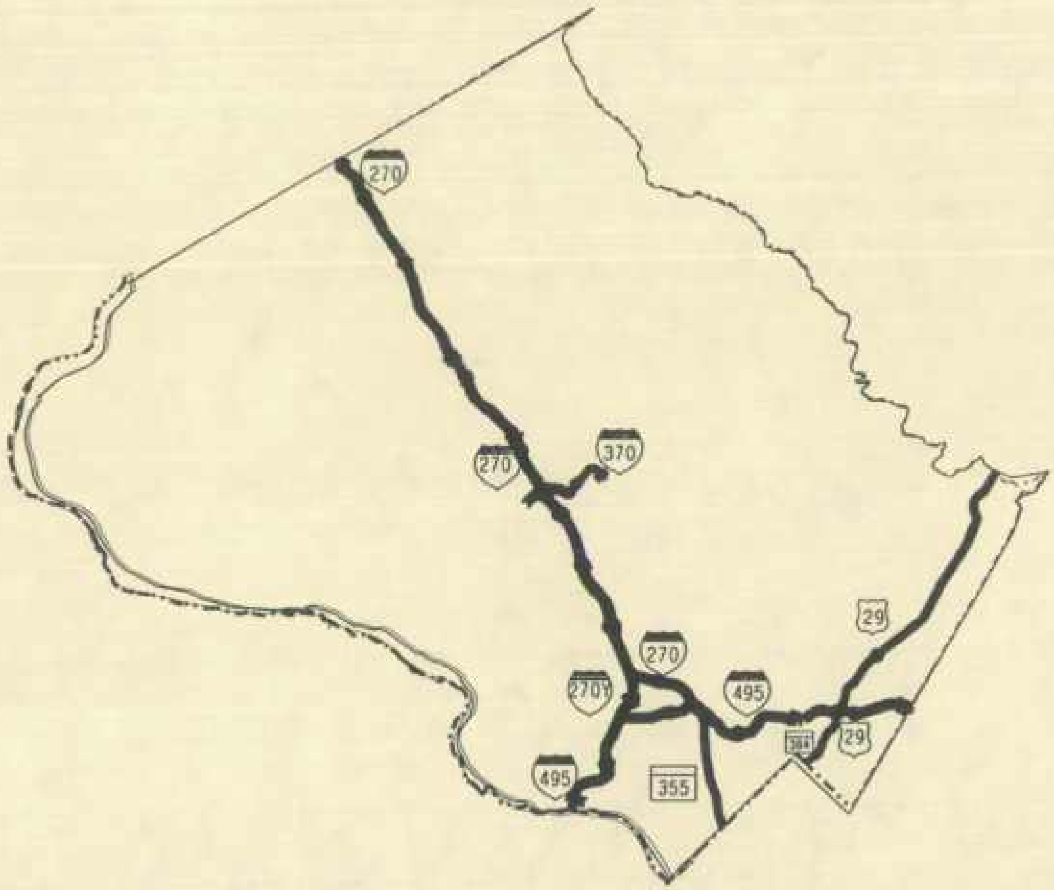
STATE HIGHWAY ADMINISTRATION OF MARYLAND
HIGHWAY INFORMATION SERVICES DIVISION
NATIONAL HIGWAY SYSTEM ROUTES AS OF DECEMBER 31, 1995

KENT COUNTY

ROUTE	BEGIN MILEPOINT	BEGIN DESCRIPTION	END MILEPOINT	END DESCRIPTION	TOTAL MILEAGE
US 301	0.00	QUEEN ANNES CO/L	8.79	CECIL CO/L	8.79
				TOTAL N.H.S. MILEAGE FOR COUNTY	8.79

1995
NATIONAL HIGHWAY SYSTEM

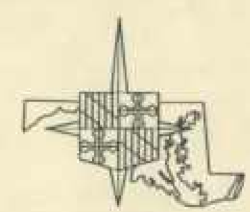
MONTGOMERY COUNTY



MONTGOMERY

STATE OF MARYLAND
STATE HIGHWAY ADMINISTRATION

NATIONAL HIGHWAY SYSTEM
1995



KEY

National Highway System ———
Proposed National Highway System - - - - - - - -

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HIGHWAY INFORMATION SERVICES DIVISION
NATIONAL HIGWAY SYSTEM ROUTES AS OF DECEMBER 31, 1995

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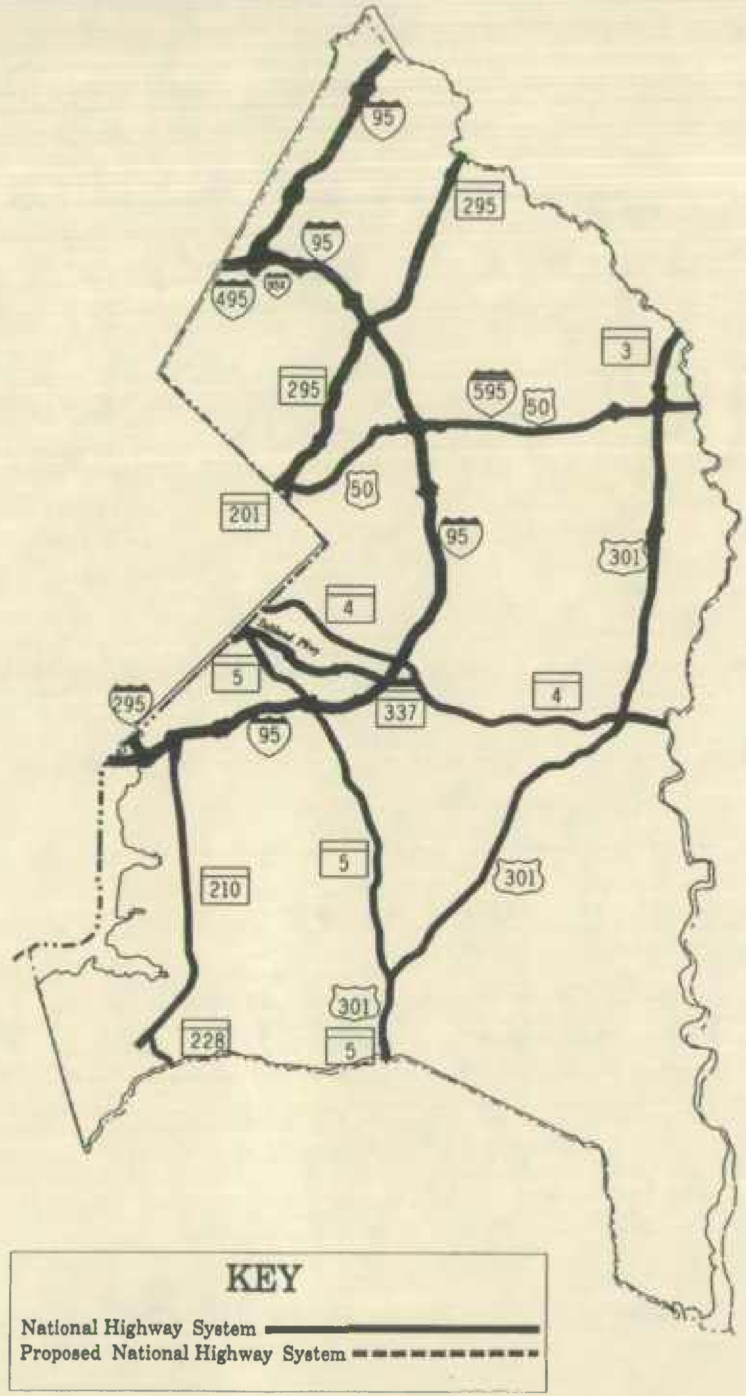
MONTGOMERY COUNTY

ROUTE	BEGIN MILEPOINT	BEGIN DESCRIPTION	END MILEPOINT	END DESCRIPTION	TOTAL MILEAGE
US 29	0.00	MD 384	11.56	HOWARD CO/L	11.56
IS 270	0.00	IS 495	22.51	FREDERICK CO/L	22.51
IS 270 Y	0.00	IS 495	1.80	IS 270	1.80
MD 355	0.00	WASH DC LINE	3.99	IS 495	3.99
IS 370	0.00	.43 MILES W. OF IS 270	3.13	SHADY GROVE METRO	3.13
MD 384	0.00	WASH DC LINE	0.53	US 29	0.53
IS 495	0.00	VIRGINIA ST/L	14.38	PRINCE GEORGES CO/L	14.38
				TOTAL N.H.S. MILEAGE FOR COUNTY	57.90

1995
NATIONAL HIGHWAY SYSTEM

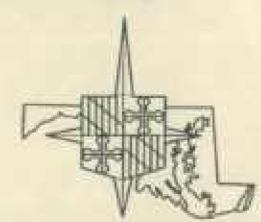
PRINCE GEORGE'S COUNTY



PRINCE GEORGE'S

STATE OF MARYLAND
STATE HIGHWAY ADMINISTRATION

NATIONAL HIGHWAY SYSTEM
1995



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HIGHWAY INFORMATION SERVICES DIVISION
NATIONAL HIGWAY SYSTEM ROUTES AS OF DECEMBER 31, 1995

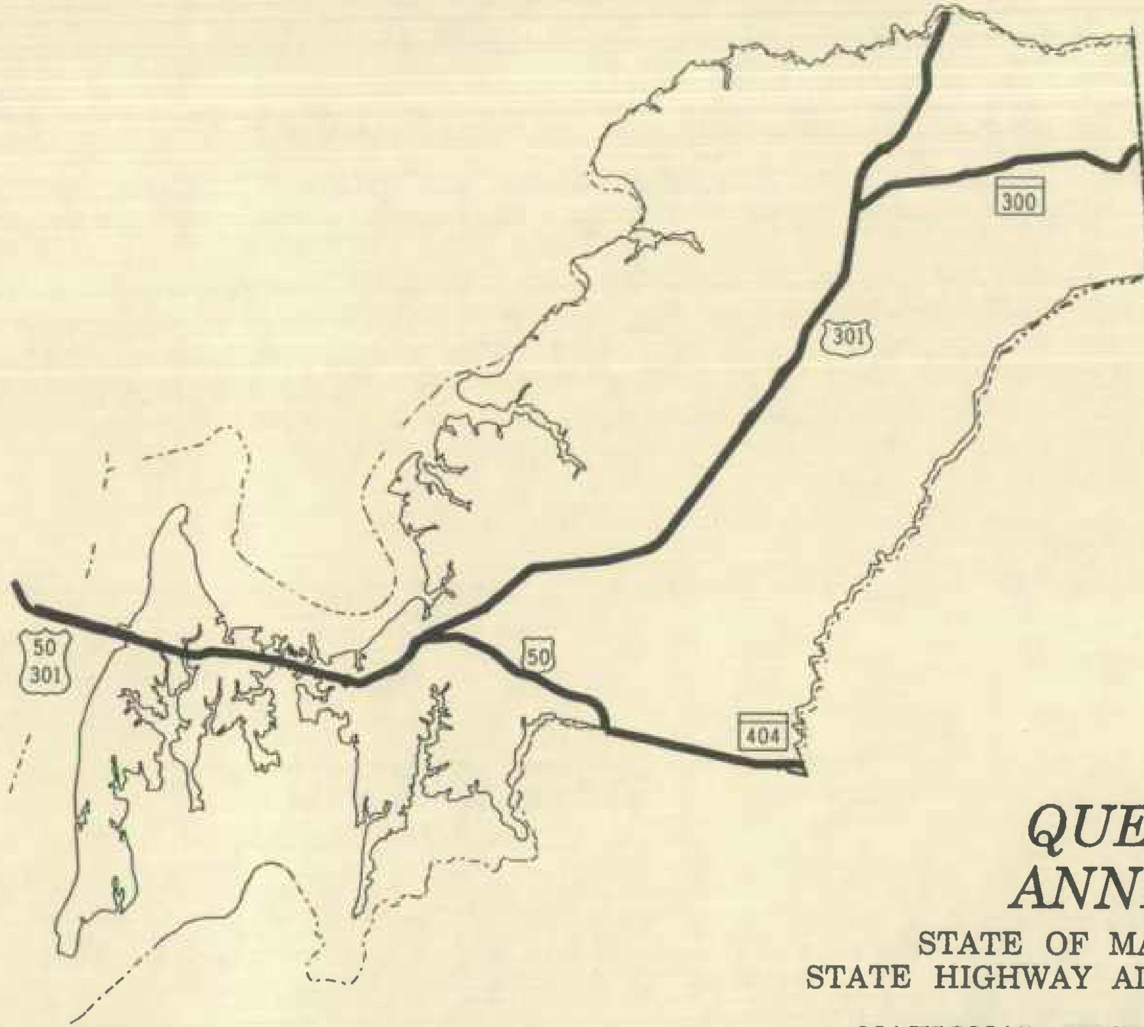
9/17/96

PRINCE GEORGE'S COUNTY

ROUTE	BEGIN MILEPOINT	BEGIN DESCRIPTION	END MILEPOINT	END DESCRIPTION	TOTAL MILEAGE
MD 3	0.00	US 301	2.48	ANNE ARUNDEL CO/L	2.48
MD 4	0.00	ANNE ARUNDEL CO/L	14.29	WASH DC LINE	14.29
MD 5	2.55	US 301	15.27	WASH DC LINE	12.72
US 50	0.00	WASH DC LINE	5.04	IS 595 (AHEAD)	5.04
IS 95	0.00	VIRGINIA ST/L	34.10	HOWARD CO/L	34.10
IS 95 X	0.00	RAMPS FROM IS 495	0.96	IS 95	0.96
MD 201	0.00	WASH DC LINE	0.68	MD 295	0.68
MD 210	2.90	MD 228	13.15	IS 95	10.25
MD 228	0.00	MD 210	1.35	CHARLES CO/L	1.35
IS 295	0.00	IS 95	0.80	WASH DC LINE	0.80
MD 295	0.46	MD 201	12.36	ANNE ARUNDEL CO/L	11.90
US 301	0.00	CHARLES CO/L	24.01	MD 3	24.01
MD 337	3.34	SUITLAND PARKWAY	3.41	MD 4	0.07
IS 495	0.00	MONTGOMERY CO/L	1.75	IS 95	1.75
IS 595	0.00	US 50	9.35	ANNE ARUNDEL CO/L	9.35
SUITLAND PARKWAY	0.00	WASH DC LINE	6.40	MD 337	6.40
				TOTAL N.H.S. MILEAGE FOR COUNTY	136.15

1995
NATIONAL HIGHWAY SYSTEM

QUEEN ANNE'S COUNTY



QUEEN ANNE'S

STATE OF MARYLAND
STATE HIGHWAY ADMINISTRATION

NATIONAL HIGHWAY SYSTEM
1995

KEY

National Highway System
Proposed National Highway System

HIGHWAY INFORMATION SERVICES DIVISION
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HIGHWAY INFORMATION SERVICES DIVISION
NATIONAL HIGWAY SYSTEM ROUTES AS OF DECEMBER 31, 1995

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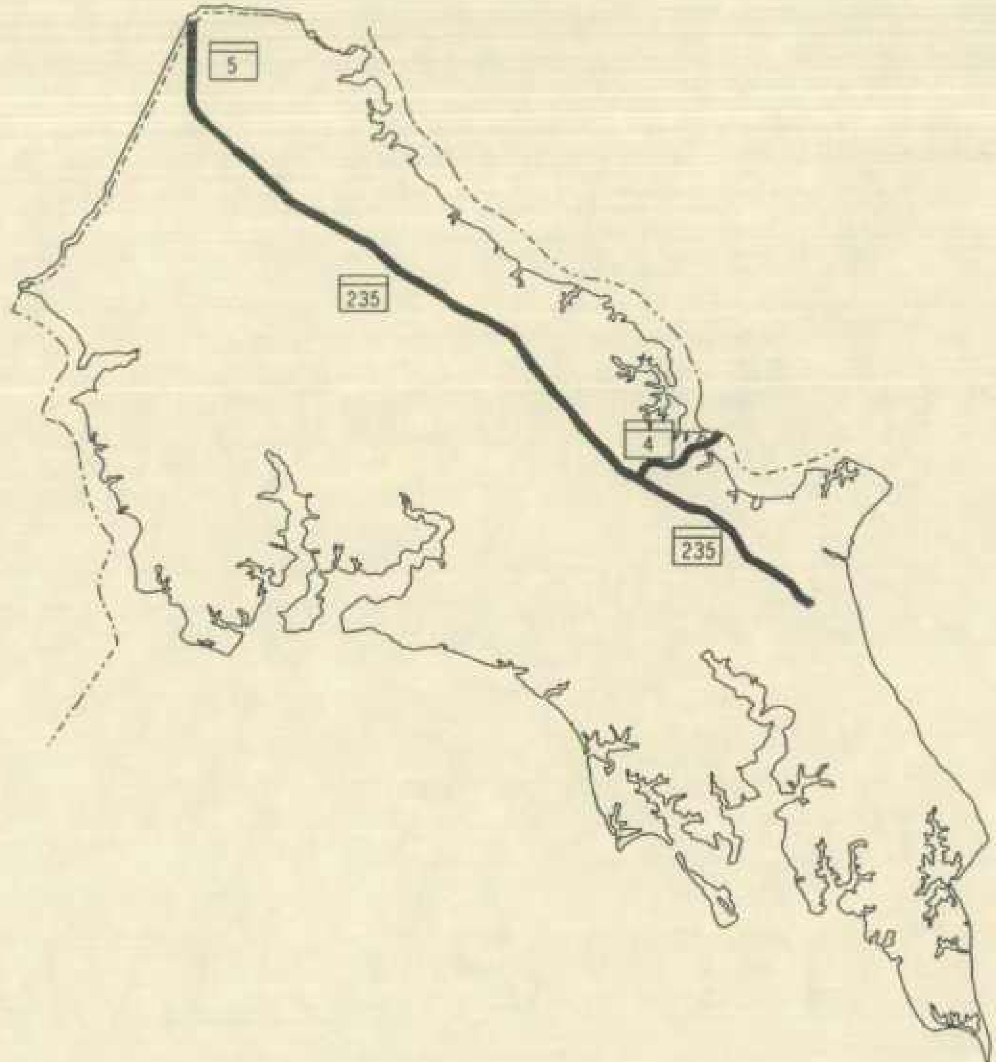
QUEEN ANNES COUNTY

ROUTE	BEGIN MILEPOINT	BEGIN DESCRIPTION	END MILEPOINT	END DESCRIPTION	TOTAL MILEAGE
US 50	0.00	ANNE ARUNDEL CO/L	18.78	TALBOT CO/L	18.78
MD 300	3.92	US 301	13.55	DELAWARE ST/L	9.63
US 301	11.82	US 50	39.49	KENT CO/L	27.67
MD 404	0.00	TALBOT CO/L	1.47	CAROLINE CO/L	1.47
				TOTAL N.H.S. MILEAGE FOR COUNTY	57.55

1995
NATIONAL HIGHWAY SYSTEM

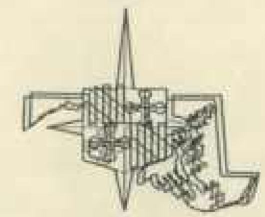
ST. MARY'S COUNTY



ST. MARY'S

STATE OF MARYLAND
STATE HIGHWAY ADMINISTRATION

NATIONAL HIGHWAY SYSTEM
1995



KEY

National Highway System
Proposed National Highway System

HIGHWAY INFORMATION SERVICES DIVISION
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STATE HIGHWAY ADMINISTRATION OF MARYLAND
HIGHWAY INFORMATION SERVICES DIVISION
NATIONAL HIGWAY SYSTEM ROUTES AS OF DECEMBER 31, 1995

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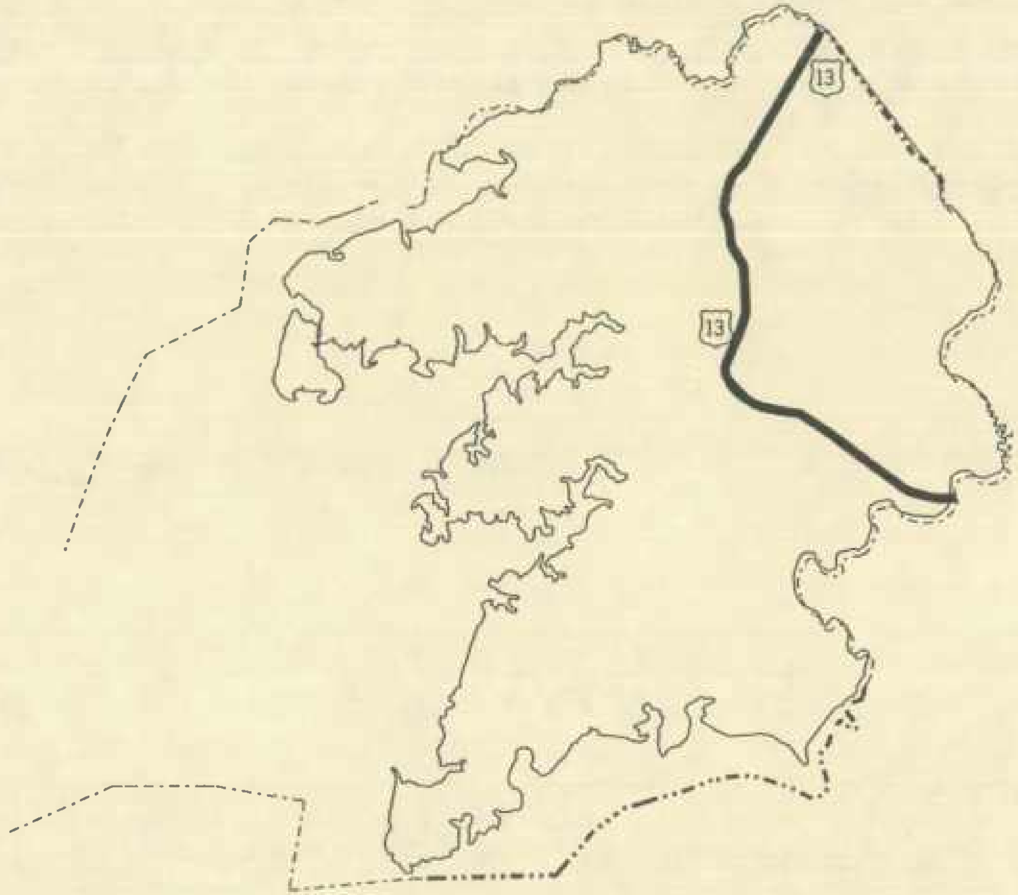
SAINT MARY'S COUNTY

ROUTE	BEGIN MILEPOINT	BEGIN DESCRIPTION	END MILEPOINT	END DESCRIPTION	TOTAL MILEAGE
MD 4	6.10	MD 235	9.36	CALVERT CO/L	3.26
MD 5	38.32	MD 235	45.23	CHARLES CO/L	6.91
MD 235	11.97	MD 246	30.75	MD 5	18.78
				TOTAL N.H.S. MILEAGE FOR COUNTY	28.95

1995
NATIONAL HIGHWAY SYSTEM

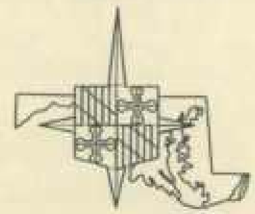
SOMERSET COUNTY



SOMERSET

STATE OF MARYLAND
STATE HIGHWAY ADMINISTRATION

NATIONAL HIGHWAY SYSTEM
1995



KEY

National Highway System
Proposed National Highway System

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HIGHWAY INFORMATION SERVICES DIVISION
NATIONAL HIGWAY SYSTEM ROUTES AS OF DECEMBER 31, 1995

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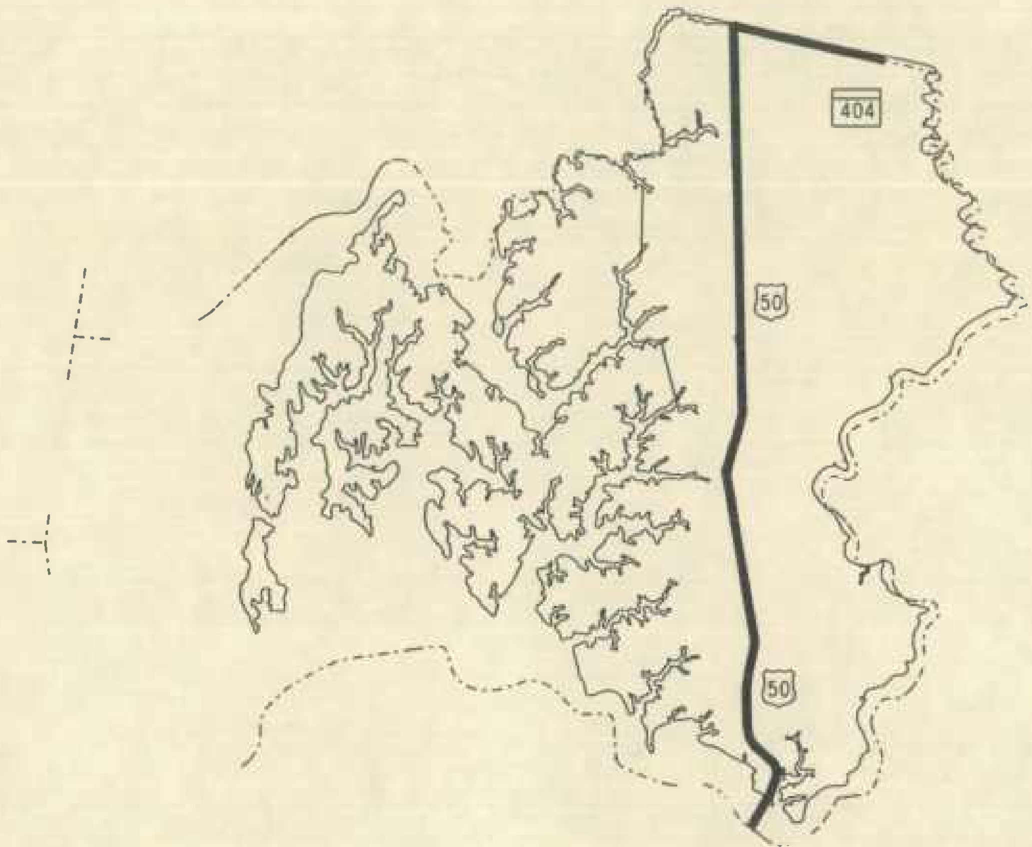
SOMERSET COUNTY

ROUTE	BEGIN MILEPOINT	BEGIN DESCRIPTION	END MILEPOINT	END DESCRIPTION	TOTAL MILEAGE
US 13	0.00	WORCESTER CO/L	20.28	WICOMICO CO/L	20.28
				TOTAL N.H.S. MILEAGE FOR COUNTY	20.28

1995
NATIONAL HIGHWAY SYSTEM

TALBOT COUNTY



TALBOT

STATE OF MARYLAND
STATE HIGHWAY ADMINISTRATION

NATIONAL HIGHWAY SYSTEM
1995

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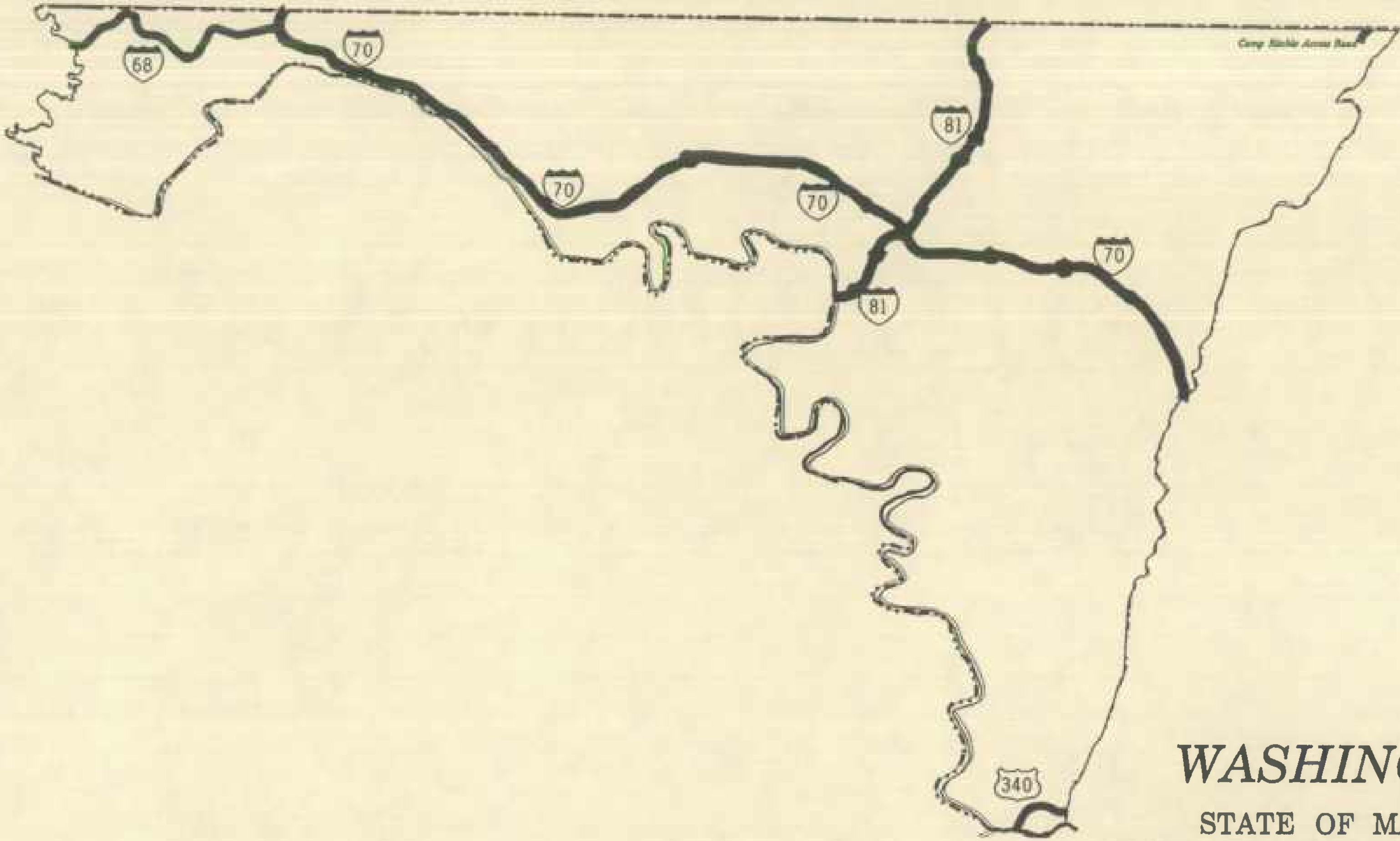
TALBOT COUNTY

ROUTE	BEGIN MILEPOINT	BEGIN DESCRIPTION	END MILEPOINT	END DESCRIPTION	TOTAL MILEAGE
US 50	0.00	QUEEN ANNES CO/L	25.45	DORCHESTER CO/L	25.45
MD 404	1.01	US 50	5.77	QUEEN ANNES CO/L	4.76
				TOTAL N.H.S. MILEAGE FOR COUNTY	30.21

1995
NATIONAL HIGHWAY SYSTEM

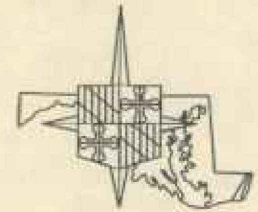
WASHINGTON COUNTY



WASHINGTON

STATE OF MARYLAND
STATE HIGHWAY ADMINISTRATION

NATIONAL HIGHWAY SYSTEM
1995



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National Highway System
Proposed National Highway System

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HIGHWAY INFORMATION SERVICES DIVISION
NATIONAL HIGWAY SYSTEM ROUTES AS OF DECEMBER 31, 1995

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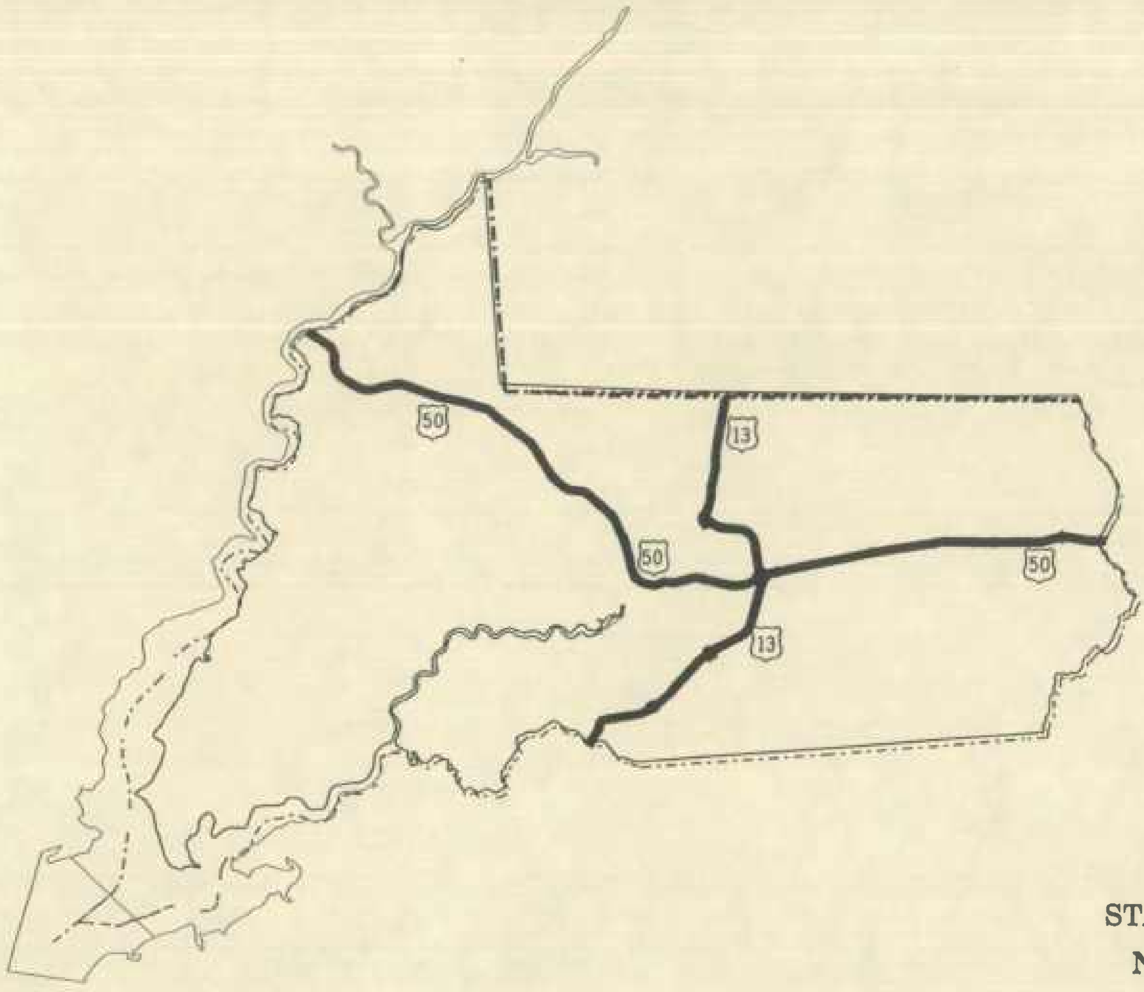
WASHINGTON COUNTY

ROUTE	BEGIN MILEPOINT	BEGIN DESCRIPTION	END MILEPOINT	END DESCRIPTION	TOTAL MILEAGE
IS 68	0.00	ALLEGANY CO/L	9.04	IS 70	9.04
IS 70	0.00	PENNSYLVANIA ST/L	38.33	FREDERICK CO/L	38.33
IS 81	0.00	WEST VIRGINIA ST/L	12.08	PENNSYLVANIA ST/L	12.08
US 340	0.00	VIRGINIA ST/L	2.27	FREDERICK CO/L	2.27
CAMP RITCHIE ACCESS RD	0.00	MD 550	0.63	PENNSYLVANIA ST/L	0.63
				TOTAL N.H.S. MILEAGE FOR COUNTY	62.35

1995
NATIONAL HIGHWAY SYSTEM

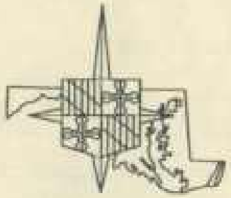
WICOMICO COUNTY



WICOMICO

STATE OF MARYLAND
STATE HIGHWAY ADMINISTRATION

NATIONAL HIGHWAY SYSTEM
1995



KEY

National Highway System
Proposed National Highway System

HIGHWAY INFORMATION SERVICES DIVISION
DATA SUPPORT TEAM (410) 545 - 5511

STATE HIGHWAY ADMINISTRATION OF MARYLAND
HIGHWAY INFORMATION SERVICES DIVISION
NATIONAL HIGWAY SYSTEM ROUTES AS OF DECEMBER 31, 1995

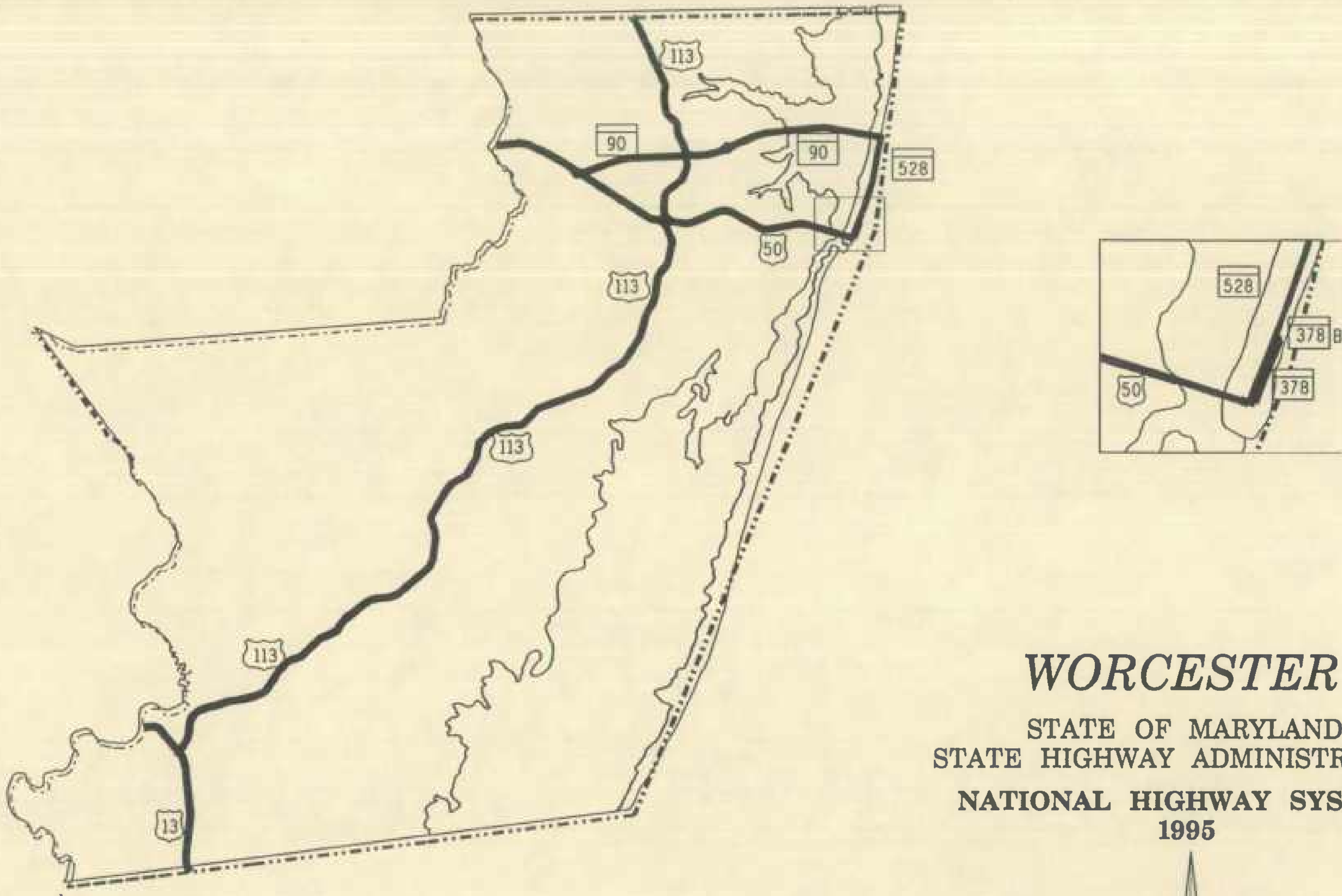
9/17/96

WICOMICO COUNTY

ROUTE		BEGIN MILEPOINT	BEGIN DESCRIPTION	END MILEPOINT	END DESCRIPTION	TOTAL MILEAGE
US	13	0.00	SOMERSET CO/L	15.89	DELAWARE ST/L	15.89
US	50	0.00	DORCHESTER CO/L	31.09	WORCESTER CO/L	31.09
					TOTAL N.H.S. MILEAGE FOR COUNTY	46.98

1995
NATIONAL HIGHWAY SYSTEM

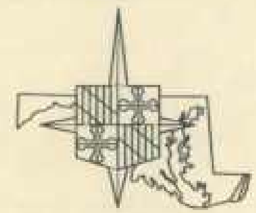
WORCESTER COUNTY



WORCESTER

STATE OF MARYLAND
STATE HIGHWAY ADMINISTRATION

NATIONAL HIGHWAY SYSTEM
1995



HIGHWAY INFORMATION SERVICES DIVISION
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National Highway System
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STATE HIGHWAY ADMINISTRATION OF MARYLAND
HIGHWAY INFORMATION SERVICES DIVISION
NATIONAL HIGWAY SYSTEM ROUTES AS OF DECEMBER 31, 1995

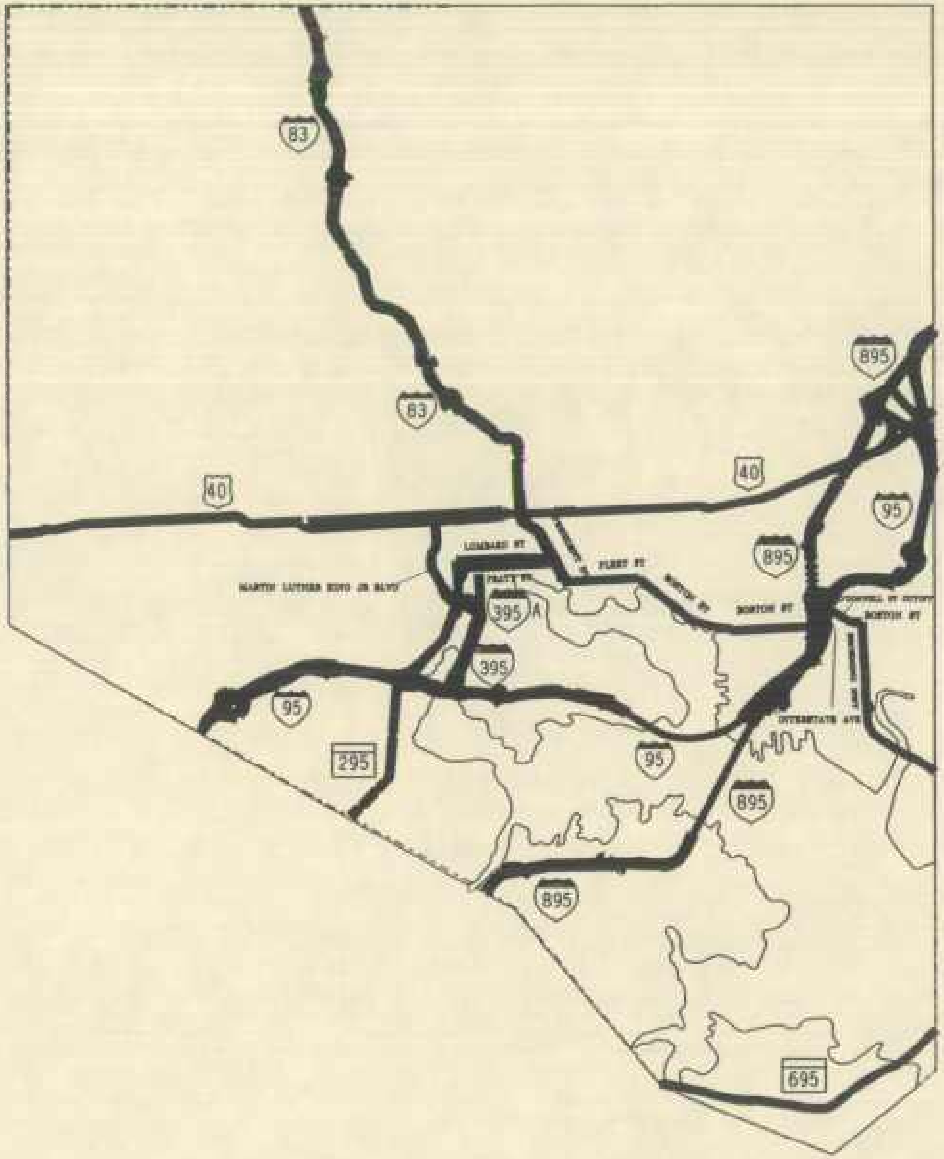
9/17/96

WORCESTER COUNTY

ROUTE	BEGIN MILEPOINT	BEGIN DESCRIPTION	END MILEPOINT	END DESCRIPTION	TOTAL MILEAGE
US 13	0.00	VIRGINIA ST/L	6.31	SOMERSET CO/L	6.31
US 50	0.00	WICOMICO CO/L	14.40	MD 378	14.40
MD 90	0.00	US 50	11.83	MD 528	11.83
US 113	0.00	US 13	37.84	DELAWARE ST/L	37.84
MD 378 BALTIMORE AVE	0.39	US 50 N. DIVISION ST	1.02	MD 378 B 9TH ST.	0.63
MD 378 B 9TH ST.	0.00	MD 378 BALTIMORE AVE	0.07	MD 528 PHILADELPHIA AVE	0.07
MD 528	4.71	MD 90	8.61	US 50 N. DIVISION ST	3.90
				TOTAL N.H.S. MILEAGE FOR COUNTY	74.98

1995
NATIONAL HIGHWAY SYSTEM

BALTIMORE CITY



BALTIMORE CITY

STATE OF MARYLAND
STATE HIGHWAY ADMINISTRATION

NATIONAL HIGHWAY SYSTEM
1995

KEY

National Highway System
Proposed National Highway System

HIGHWAY INFORMATION SERVICES DIVISION
DATA SUPPORT TEAM (410) 545 - 5511

STATE HIGHWAY ADMINISTRATION OF MARYLAND
HIGHWAY INFORMATION SERVICES DIVISION
NATIONAL HIGWAY SYSTEM ROUTES AS OF DECEMBER 31, 1995

BALTIMORE CITY

ROUTE	BEGIN MILEPOINT	BEGIN DESCRIPTION	END MILEPOINT	END DESCRIPTION	TOTAL MILEAGE
US 40	0.00	BALTIMORE CO/L	9.75	MORAVIA RD	9.75
IS 70	0.00	BALTIMORE CO/L	0.14	ROAD END	0.14
IS 83	0.00	FAYETTE ST	6.70	BALTIMORE CO/L	6.70
IS 95	0.00	BALTIMORE CO/L	11.29	BALTIMORE CO/L	11.29
MD 295	0.00	BALTIMORE CO/L	3.13	LOMBARD ST	3.13
IS 395	0.00	IS 95	1.33	W. CAMDEN ST	1.33
IS 395 A	0.00	IS 395	0.65	RUSSELL ST	0.65
MD 695	0.00	BALTIMORE CO/L	3.23	ANNE ARUNDEL CO/L	3.23
IS 895	0.00	ANNE ARUNDEL CO/L	8.44	IS 95	8.44
BOSTON ST	0.00	ODONNELL ST CUTOFF	0.10	BROENING HIGHWAY	0.10
BOSTON ST	0.00	FLEET ST	1.93	PONCA ST	1.93
BROENING HIGHWAY	0.24	BOSTON ST	2.18	BALTIMORE CO/L	1.94
FLEET ST	0.00	PRESIDENT ST	0.84	GREENE ST	0.84
INTERSTATE AVE	0.00	PONCA ST	0.33	ODONNELL ST	0.33
LOMBARD ST	1.12	PRESIDENT ST	2.15	GREENE ST	1.03
M.L. KING BLVD	0.65	IS 395A M.L. KING BLVD	1.64	US 40	0.99
MORAVIA RD	2.82	US 40	3.24	IS 895	0.42
ODONNELL ST CUTOFF	0.00	INTERSTATE AVE	0.26	BOSTON ST	0.26
PRATT ST	1.16	GREENE ST	2.19	PRESIDENT ST	1.03
PRESIDENT ST	0.00	IS 83	0.51	FLEET ST	0.51
				TOTAL N.H.S. MILEAGE FOR COUNTY	54.04

EXECUTIVE SUMMARY

- Access control is an important tool for system preservation.

- The degree of desirable access control is established by the route's functional classification

    1. principal arterials should be fully controlled (ultimate freeway design)
    2. intermediate arterials should have at least partial controls (ultimate expressway design)
    3. minor arterials should have controls wherever cost effective; all new construction should include partial control

- Currently 18% (924 mi.) of State Highway Administration's 5,300 ± mile system is access controlled.

- 38% (473 mi.) State Primary System mileage is currently uncontrolled; this includes 221 miles of principal arterials.

- 83% (1,066 mi.) of the Primary System mileage should be access controlled (53% full, 30% partial) in the future based on pragmatic recommendations.

- Emphasis should be placed on implementing partial control of access on primary highways where applicable, then staged improvement to full control along recommended sections.

- The Primary Highway System Access Control Program will concentrate on preserving critical areas along the 265 miles of Primary highways which are not currently included in the Consolidated Transportation Program for upgrading.

- Using this report as a base, it is highly desirable that more detailed preliminary project planning studies be performed on the individual non-programmed corridors to establish reasonable estimates of right of way requirements and probable locations for access points and service roads.

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INVENTORY OF STATE HIGHWAY SYSTEM
ACCESS CONTROLS

PURPOSE

The State Highway Administration's jurisdictional responsibilities apply to approximately 5,300 miles of roadway ranging from Interstate freeways to narrow country roads. While the State Highway Administration's system represents only 20% of the total highway mileage in Maryland, it serves a disproportionately high 70% of the estimated annual vehicular miles of travel in the state, exclusive of the toll facilities. This apparent mileage/service imbalance occurs because the State Highway Administration system includes most of the high volume interstate and inter-regional arterials.

With preservation of existing public works systems being a priority at all levels of government, access controls along State Highway Administration arterial highways is a viable method of improving capacity and safety. As a first step in making rational decisions regarding future improvements, this inventory of existing access controls has been developed. Included in Appendix A are detailed maps and line item listings outlining each access controlled state highway.

BACKGROUND

For purposes of this report, control of access is defined as limiting the locations where traffic may enter or exit a highway. Full control of access restricts vehicular access to grade separated interchanges and no driveways or at-grade intersections of any kind are permitted (freeway design). Partial control of access limits access points to major crossroads or major subdivision streets which intersect at grade, but where access to private roads is generally precluded.

These definitions are in conformance with those of the American Association of State Highway and Transportation Officials (AASHTO). Unfortunately, the state's legal description of controlled access highways contradicts the nationally accepted AASHTO definition of design type.

State Facility Definition

By State definition, a fully controlled access roadway is termed "Expressway." In Title 8, Section 101(g) of the Annotated Code of Maryland an expressway is defined as a major highway of four or more lanes that has a median, grade separation at each crossroad, as well as points of entrance and exit limited to predetermined locations. Partially controlled access roadways are denoted as "Controlled Access Highways" in Title 8-101(e) of the Annotated Code of Maryland. This type of highway is defined therein as a "major highway with the same characteristics as an expressway, except that the conflict of cross-streams of traffic is not eliminated necessarily at each intersection by grade separation structures."

AASHTO Control Definition

By AASHTO definition, control of access is the condition where the right of owners/occupants of abutting land or other persons to access, light, air, or view in connection with a highway is regulated by public authority.

Full control of access means that preference is given to through traffic by providing access connections with selected public roads only, and by prohibiting crossings at grade or direct private driveway connections. As previously mentioned, the State Annotated Code refers to this type of facility as an "Expressway" while the AASHTO design type is "Freeway."

Partial control of access means that preference is given to through traffic to a degree that, in addition to access connections with selected public roads, there may be some crossings at grade and occasionally private road connections. The State Annotated Code refers to this type of facility as a "Controlled Access Highway." The AASHTO design type is "Expressway" when applied to a multi-lane divided highway.

APPLICATION

Access control is generally accomplished by legally obtaining right of access from abutting property or by the use of frontage roads. The principal advantages of access control are the preservation of the highway's capacity and improved safety for highway users. Some degree of access control should be considered on all arterials and in the development of any highway on new location. The degree of access control may range from minimum driveway regulations to full control.

Justification for the extent of access control should be based on the highway's functional classification. Functional classification defines the primary purpose the highway is intended to serve. Arterial highways are intended to accommodate relatively long distance trips, thus mobility with the associated need for high level access control is emphasized. At the opposite extreme "locals" are oriented to land access purposes and access controls are neither cost effective or desirable. Collectors serve the dual purposes of providing direct land access and limited mobility service between local roads/properties and arterials. Access controls along collectors are usually limited to controlling median breaks and access point spacing.

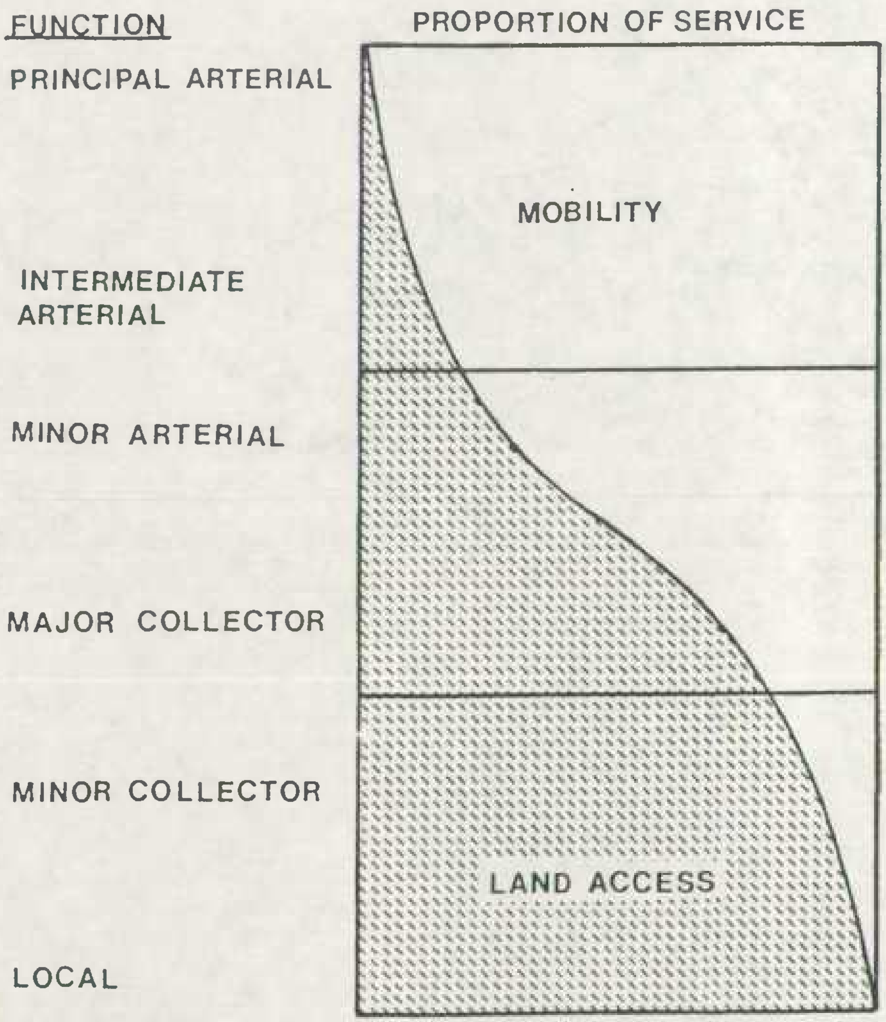
Maryland's highways are functionally classified per the following hierarchy:

Principal Arterial
Intermediate Arterial
Minor Arterial
Major Collector
Minor Collector
Local

A schematic representation of the relationship of function to the desirable proportion of a road's service which should be for the purposes of land access and mobility is illustrated in Figure 1.

FIGURE 1

RELATIONSHIP OF FUNCTIONALLY CLASSIFIED HIGHWAYS IN SERVING TRAFFIC MOBILITY AND LAND ACCESS



SOURCE: Highway Functional Classification US DOT

Ideally all arterials are potential candidates for access controls. Of the 5,300 ± miles of existing State Highway Administration roadways only 18% currently have access controls. Considering that approximately 55% of the State Highway Administration system is comprised of arterial facilities, the discrepancy between what is ideally desirable and what exists is very large.

Table 1

SHA Access Control Summary

	Primary	Secondary	Total System
Full Controls	540	20	560
Partial Controls	224	140	363
Uncontrolled	473	3,872	4,345
Total Miles	1,237	4,032	5,268

Since establishing access controls on all existing arterials is neither possible or prudent, the State's Primary Highway System is the focus of access control efforts. This limited mileage system, comprised mainly of principal and intermediate arterials, provides the interstate and inter-regional framework for vehicular travel in Maryland. While representing slightly more than 4% of Maryland's highway mileage, the State Primary Highway System handles nearly 40% of the total vehicular miles of travel. The designated Primary highways are vital to Maryland's social and economic well being and their operational integrity must be preserved.

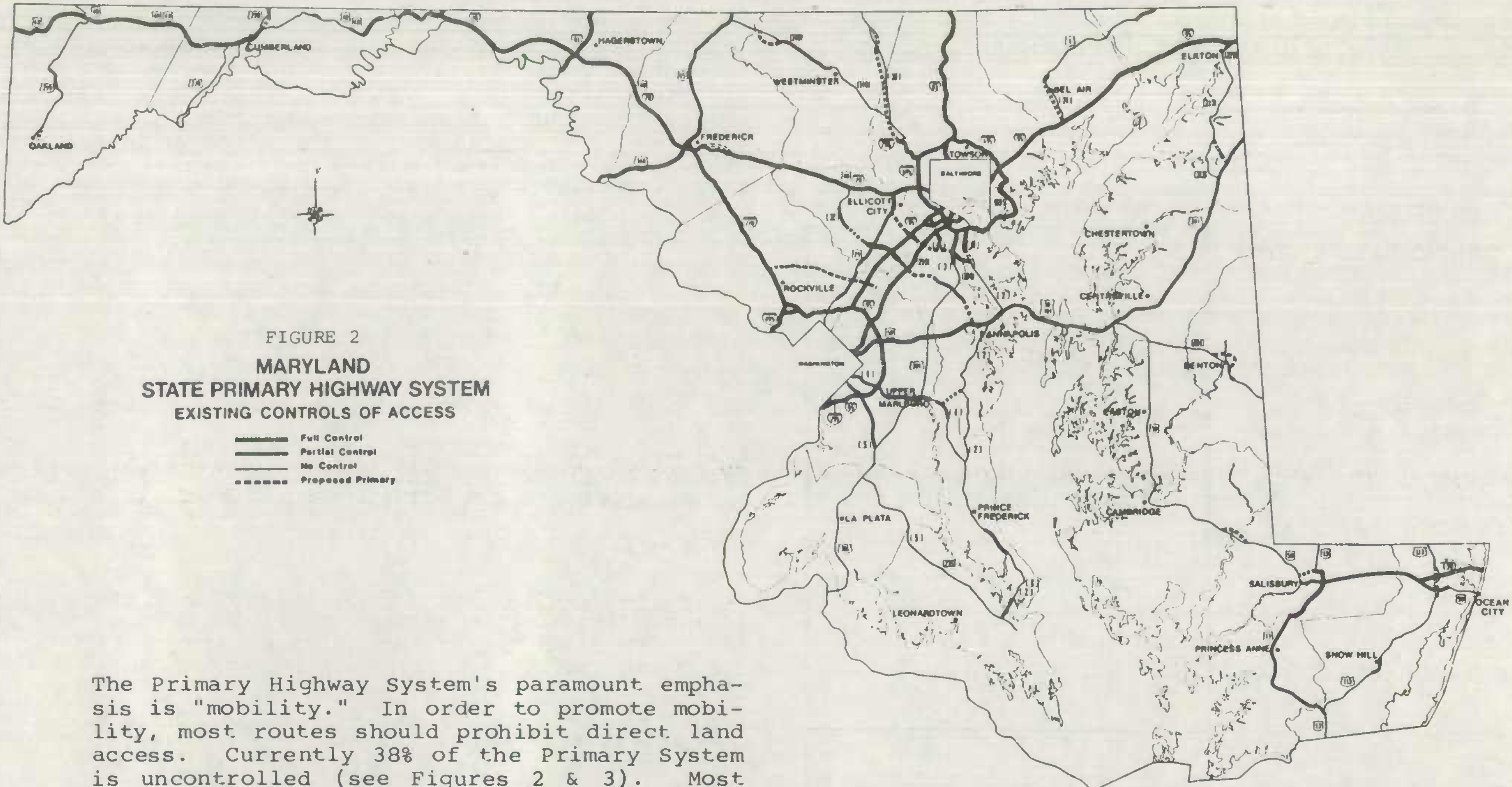


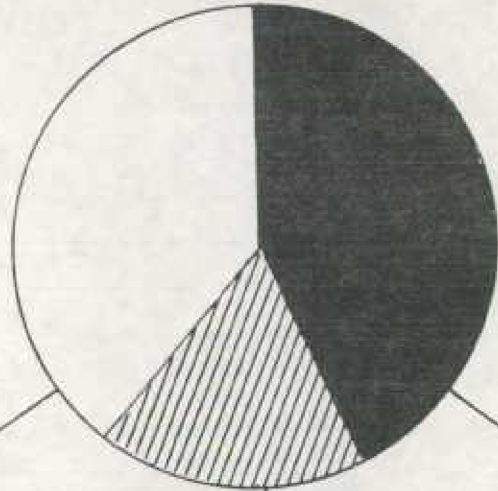
FIGURE 2

MARYLAND
STATE PRIMARY HIGHWAY SYSTEM
EXISTING CONTROLS OF ACCESS

The Primary Highway System's paramount emphasis is "mobility." In order to promote mobility, most routes should prohibit direct land access. Currently 38% of the Primary System is uncontrolled (see Figures 2 & 3). Most importantly, 221 miles of principal arterial Primary highways do not have any form of access control. <u>One of the State Highway Administration's highest goals is to protect the nearly 500 miles of Primary highways which are currently uncontrolled</u>.

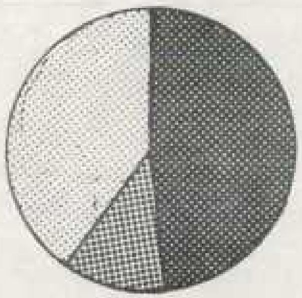
FIGURE 3

ACCESS CONTROLS ON STATE PRIMARY HIGHWAY SYSTEM



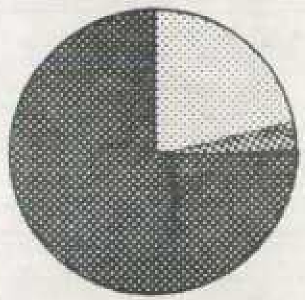
Type of Control	Miles	Percent
Full	540	44%
Partial	224	18%
None	473	38%
Total	1237	100%

NO CONTROL



Function	Miles	Percent
Principal Arterial	221	47%
Intermediate Arterial	216	46%
Minor Arterial	35	6%
Collector	0	<1%

PARTIAL CONTROL



Function	Miles	Percent
Principal Arterial	171	76%
Intermediate Arterial	38	19%
Minor Arterial	10	5%

FULL CONTROL

Function	Miles	Percent
Principal Arterial	517	96%
Intermediate Arterial	13	2%
Minor Arterial	7	1%
Collector	3	<1%

Function

Principal Arterial

Intermediate Arterial

Minor Arterial

FIGURE 4

EXISTING ACCESS CONTROLS ON SHA SYSTEM

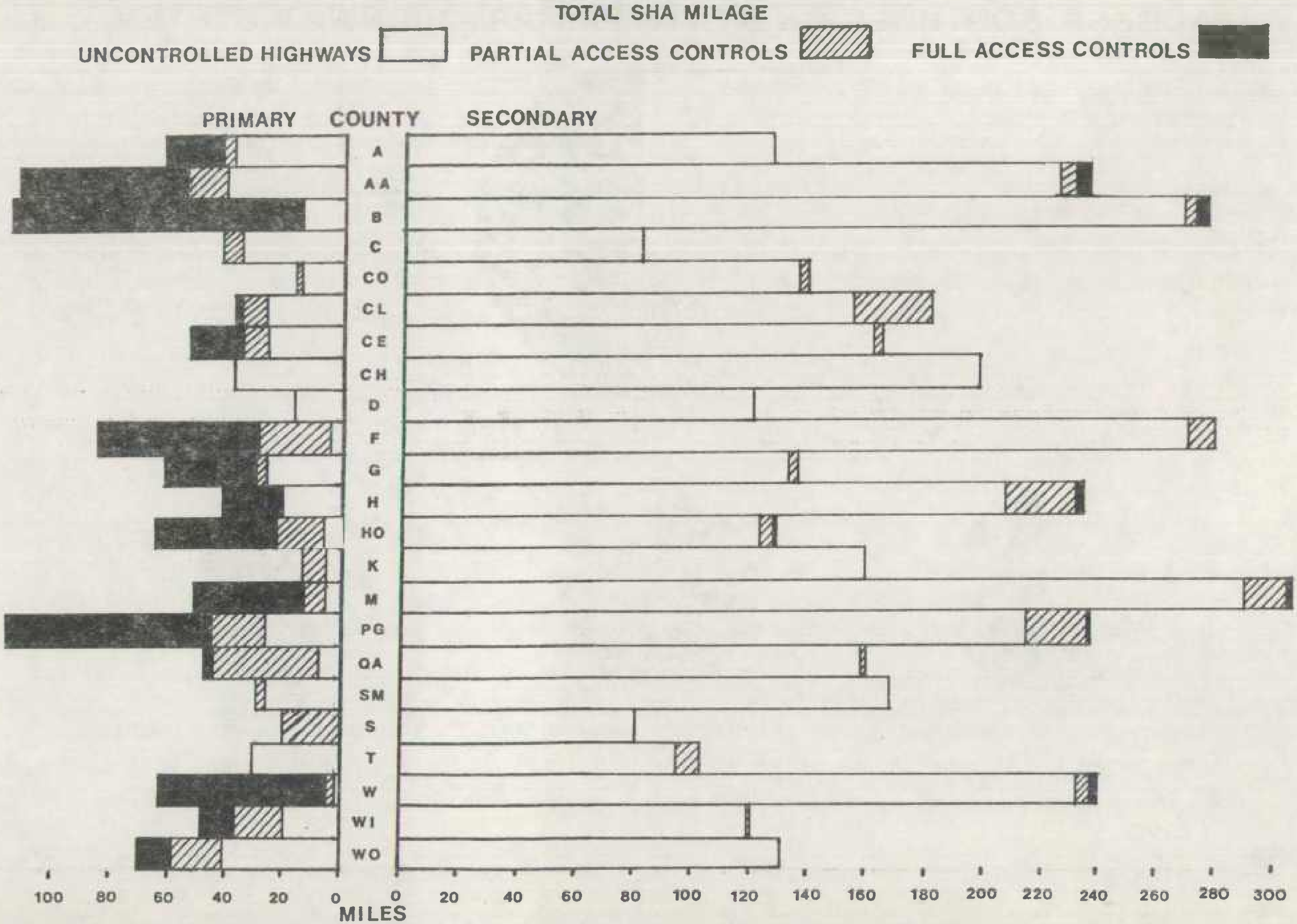


Table 2

STATE HIGHWAY ADMINISTRATION ACCESS CONTROLLED MILEAGE*

	Primary System				Secondary System			
	Full	Partial	Uncontrolled	Total	Full	Partial	Uncontrolled	Total
Allegany	19.4	4.1	39.1	62.6	-	-	126.6	126.6
Anne Arundel	52.3	15.7	40.1	108.1	7.5	4.3	224.3	236.1
Baltimore	100.7	-	13.6	114.3	4.9	3.8	267.2	275.9
Calvert	-	6.1	35.7	41.8	-	-	82.1	82.1
Caroline	-	1.4	15.1	16.5	-	3.5	136.3	139.8
Carroll	1.6	9.4	26.6	37.6	-	26.5	155.7	182.2
Cecil	18.6	9.3	25.9	53.8	-	3.4	161.6	165.0
Charles	-	-	38.9	38.9	-	-	198.9	198.9
Dorchester	-	-	17.0	17.0	-	-	121.3	121.3
Frederick	55.6	24.9	4.6	85.1	-	9.4	271.6	281.0
Garrett	32.2	3.4	26.4	62.0	-	3.4	133.1	136.5
Harford	20.5	-	20.7	41.2	2.3	24.6	208.9	235.8
Howard	43.2	17.2	6.3	66.7	.5	10.6	124.8	135.9
Kent	-	8.8	4.3	13.1	-	-	160.4	160.4
Montgomery	39.3	8.0	4.4	51.7	1.5	14.7	291.6	307.8
Prince George's	71.2	18.7	27.1	117.0	1.1	20.8	216.0	237.9
Queen Anne's	3.1	36.5	8.5	48.1	-	1.4	159.0	160.4
St. Mary's	-	3.4	25.8	29.2	-	-	169.3	169.3
Somerset	-	20.3	-	20.3	-	-	81.7	81.7
Talbot	-	-	30.5	30.5	-	8.4	95.2	103.6
Washington	59.3	2.6	2.2	64.1	2.0	4.5	234.3	240.8
Wicomico	11.7	16.9	18.2	46.8	-	0.6	119.9	120.5
Worchester	11.2	17.6	41.7	70.5	-	-	131.7	131.7
Totals	539.9	224.3	472.7	1,236.9	19.8	139.9	3,871.5	4,031.2

* Due to rounding, the mileage shown in this table may differ slightly from actual mileage.

(SEE APPENDIX A FOR DETAILED COUNTY INVENTORIES OF ACCESS CONTROLLED SECTIONS)

EVALUATION OF PRIMARY SYSTEM ACCESS CONTROL NEEDS

GOALS AND OBJECTIVES

Preservation and enhancement of the existing State Highway system is a top priority of the Maryland Department of Transportation. Access control is a pragmatic tool to reach this goal.

In support of this statement there are three major State documents Executive Order 01.01.1982.08, Policies to Guide State Actions for the Physical and Economic Development of Maryland - July, 1982, in section 2(F4) promulgates, "Maintaining the capacity of the State primary highway system and control highway access to discourage strip commercial and residential development and to satisfy the reasonable access requirement of industry." Also, the Maryland Department of Transportation in a report entitled Primary Highway System Plan Report - January, 1978, clearly states, "the Department shall emphasize appropriate control of access to the Primary Highway System." Also, in December of 1983, the Department published its second State Report on Transportation noting system preservation as being the Department's number one priority.

The Department is committed to providing better and safer highway transportation service and preserving the capacity of the existing highway system, especially the State Primary Highway System which constitutes the State's most important highways.

The State Highway Administration must set priorities for preserving and enhancing the capacity of the existing network. Control of access conserves the limited public dollars by providing a cost effective means of maintaining and even improving the traffic carrying capacity of the existing highway system. By acquiring, or at least preserving, the right-of-way line of through highway, the life of the facility can be extended. Also, acquiring control of access can often be a low cost alternative to major reconstruction or relocation of an existing highway. BY ADOPTING A CONTROL OF ACCESS POLICY AND SETTING IMPLEMENTATION PRIORITIES, OUR LIMITED RESOURCES CAN BE BETTER MANAGED.

The specific objectives which can be attained by access control improvements are as follows:

1. Improve mainline capacity:

There is a direct correlation between the type of access controls on a mainline roadway and the vehicle carrying capacity. This correlation is based upon the fact that as the degree of access is increased, and subsequently eliminate at-grade crossing points, traffic can flow at a smoother, more efficient pace.

The following is an example of capacities on a four lane divided highway at Level of Service 'C' give various degrees of access control. The effect of improving access control is dramatic and in certain areas this action alone would eliminate the need for construction of additional lanes.

FIGURE 5

TYPICAL SERVICE VOLUME FOR 4 LANE DIVIDED URBAN HIGHWAY AT LEVEL OF SERVICE "C"

ROADWAY TYPE	FULL CONTROL	PARTIAL CONTROL	NO CONTROL
4 LANE DIVIDED (LOS 'C')	1200 Vehicles Per Hour Per Lane	800 Vehicles Per Hour Per Lane	550 Vehicles Per Hour Per Lane

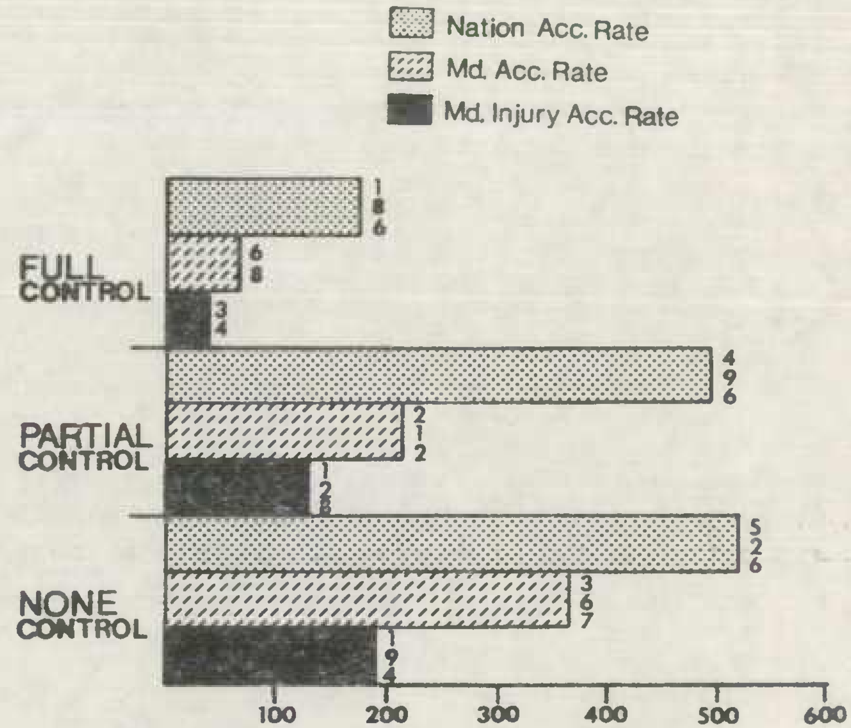
Source: Maryland-National Capital Park and Planning Commission

2. <u>Improve operational safety</u>:

Accidents are costly. The cost of medical bills, property damage and loss of production work hours runs into multi-billion dollars annually. In addition, the trauma and added human stress one encounters during and after an auto accident cannot be calculated.

FIGURE 6

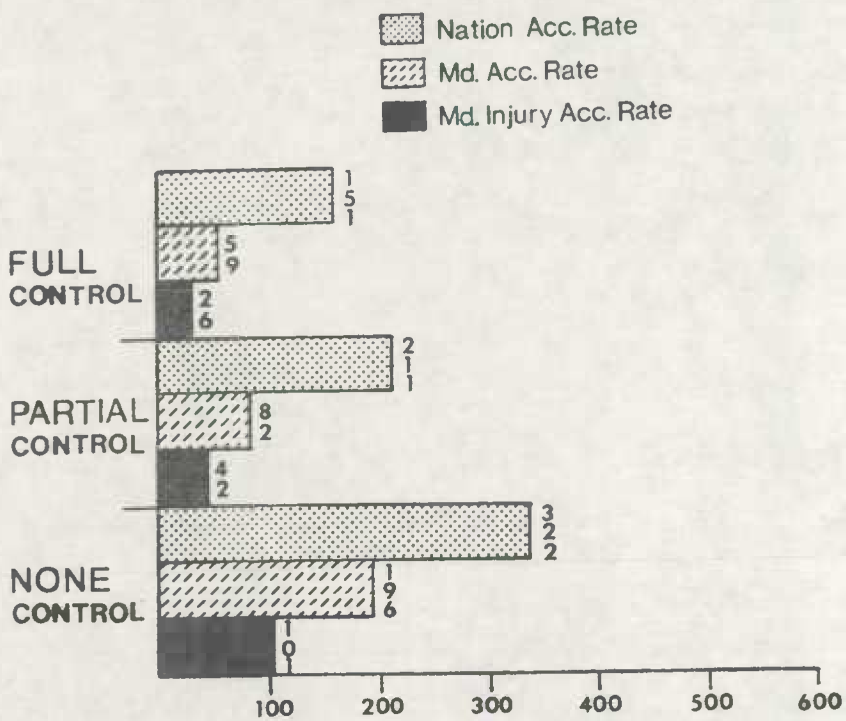
1981 URBAN Accident Rate/100,000,000 V.M.T.



As can be seen by the urban and rural accident rate diagrams (Figures 6 and 7), the application and/or improvement of access controls yields a significant reduction in accident occurrence. While Maryland's accident rate experience is very favorable compared to national averages, both diagrams indicate major reductions are still possible through access control improvements. In rural and urban areas of the state freeways are three to five times safer, respectively, than uncontrolled facilities.

FIGURE 7

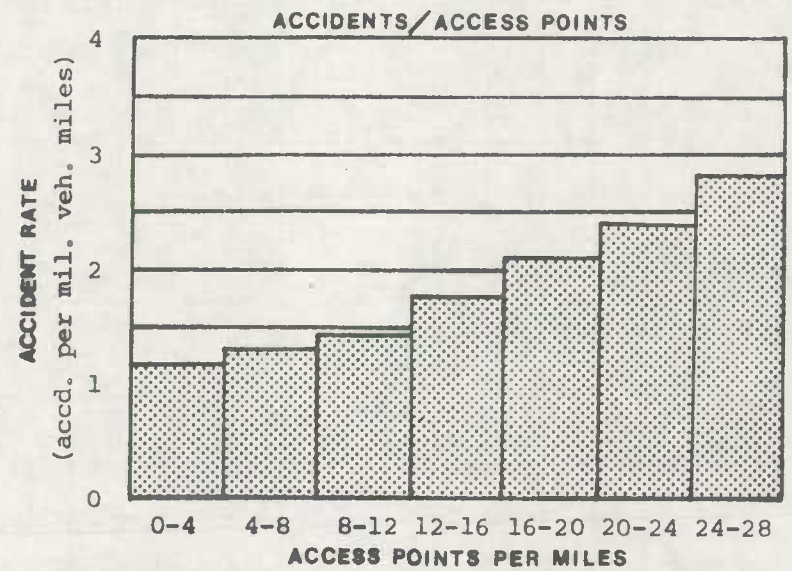
1981 RURAL Accident Rate/100,000,000 V.M.T.



The prime contributor to high accident rates is side friction, caused by driveways, commercial entrances and exits and connecting streets, which creates areas of conflict for the mainline driver. As shown by Figure 8 as the number of access points increase per mile, the likelihood of accidents also increases in direct proportion. Accordingly, it is not surprising that in congested urban areas nationwide, the overall accident rate is nearly double that of rural areas. The correlation between improved access control and improved safety is based on minimizing the number of side friction sources.

FIGURE 8

TYPICAL ACCIDENT RATE PER NUMBER OF ACCESS POINTS PER MILE



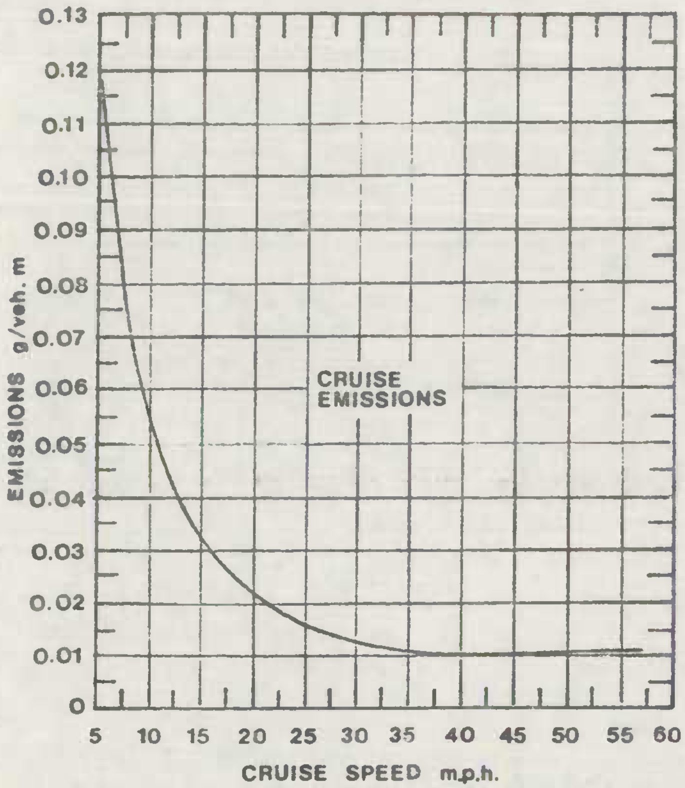
Source: Access Management for Streets and Highways (FHWA-IP-82-3)

3. <u>Reduce air pollution</u>:

At constant operating speeds, particularly those greater than 45 mph, an automobile covering the same distance emits significantly less pollutants than during acceleration/deceleration operation. Therefore, if access control improvements along a highway provide for higher speed uninterrupted flow conditions, air pollution will be less than for similar roads with more at-grade intersections with lower speeds and interrupted driving conditions.

FIGURE 9

TYPICAL AUTO EMISSIONS AT VARIOUS CRUISE SPEEDS



Source: Guidelines for Air Quality Maintenance Planning and Analysis Volume 9 (Revised): Evaluation Indirect Sources - September, 1978

4. Improve travel speeds and mobility:

Mobility and speed have a direct correlation to degree of access control. The more conflict points there are on a roadway and the closer their spacing, the lower the overall operating speed will be, along with a corresponding increase in the amount of travel time for the occupants of a motor vehicle.

FIGURE 10

INCREASE IN TRAVEL TIME (HOURS) PER YEAR BY ADDING SIGNALS

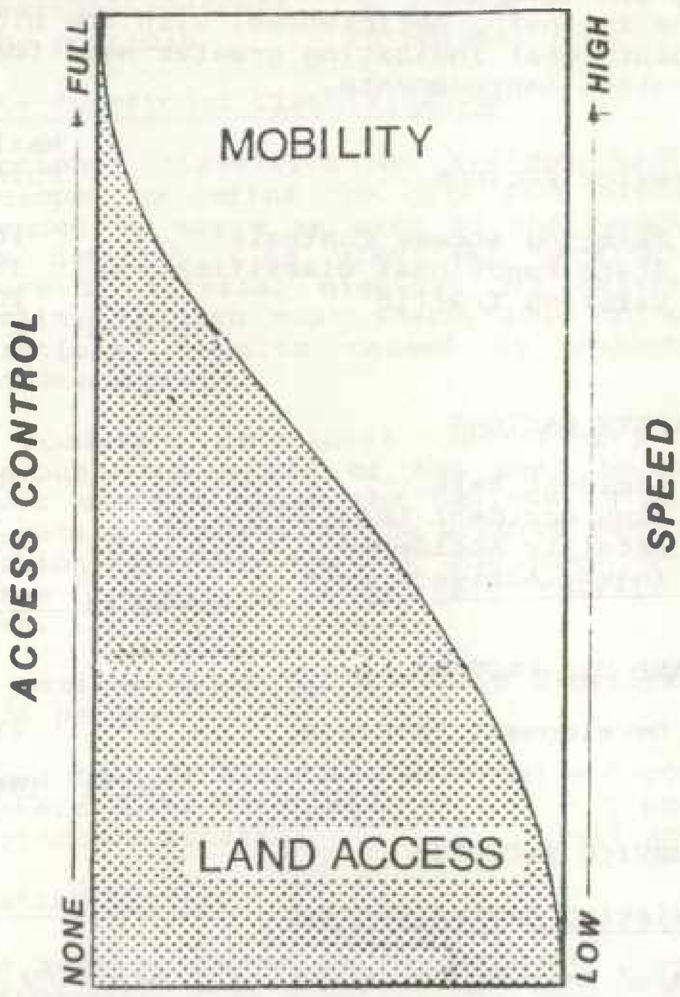
Signals Added	Highway ADT		
Per Mile	3,000	10,000	20,000
1	358	3,975	15,735
2	715	7,939	31,470
3	1,069	11,914	47,205
4	1,431	15,878	62,941

Data Source: Evaluation of Techniques for the Control of Direct Access to Arterial Highways Report No. FHWA-RD-76-85

A schematic representation of the relationship of the roadway's speed, mobility and degree of access control is illustrated in the following Figure 11. By minimizing side friction points, access control improvements can significantly enhance the efficiency and comfort of motor vehicle travel.

FIGURE 11

RELATIONSHIP OF MOBILITY AND LAND ACCESS



5. Maximize energy savings:

Just as motor vehicles emit more pollutants during acceleration and deceleration, they also use significantly more energy when speed fluctuates than at constant speed. A vehicle operating for one mile with stop and start conditions gets 29% less fuel economy than one operating at a constant 55 mph on a freeway for the same distance. The application of enhanced access controls on arterials can have a direct bearing on the motorist's operating cost and the use of limited energy resources.

6. Encourage orderly land use development:

The interrelationship between land development and transportation is inseparable. Highways can promote development or be strangled by the resulting traffic demands of improperly timed or located development.

In order to preserve the functional role of arterial highways, that of moving vehicular traffic over significant distances between land use related points of trip origin and trip destination, restrictions must be placed on the type, number and location of access points along the mainline. This can be accomplished by local zoning and/or building ordinances, regulation of access points (permits), and acquisition of property access rights. Ultimately, the latter method will be the preferred option along many Primary System corridors.

The maximum value for Accident Rate is 20 points.

- $<$ 50% of the average - 0 points
- $\geq$ 50% but $<$ 90% of the average - 5 points
- $\geq$ 90% but $<$ 110% of the average - 10 points
- $\geq$ 110% but $<$ 150% of the average - 15 points
- $\geq$ 150% of the average - 20 points

High Accident Locations

This factor is actually the sum of two numbers, High Accident Sections and High Accident Intersections within the designated segment during 1980. These established indices reflect the most serious safety problem areas. Access control improvements could be a viable option to correct these problems.

For the purposes of this study, a high accident section is generally any half-mile section with five or more accidents based on statewide averages, excluding right angle collisions. A high accident intersection is an intersection with eight (8) or more accidents in 1980 based on statewide averages.

The maximum value for High Accident Locations is 5 points.

- No locations - 0 points
- One location - 2 points
- Two or more locations - 5 points

Fatality Accidents

Fatal accidents are used as an indicator of accident severity. This factor represents the number of accidents, in 1980, along the designated segment involving one or more fatalities.

The maximum value for Fatality Accidents is 5 points.

- No fatal accidents - 0 points
- One fatal accident - 2 points
- Two or more fatal accidents - 5 points

Injury Accident Rate

The accident injury rate for the section is compared to the statewide average for similar facilities and is used as a supplemental indicator of accident severity.

The maximum value based on Statewide Injury Accident rate is 5 points.

- $<$ 90% of the average - 0 points
- $\geq$ 90% but $<$ 110% of the average - 2 points
- $\geq$ 110% of the average - 5 points

LAND USE FACTORS

Development Pressure

This factor is important in establishing priorities for access control improvements. From a programming perspective, the most critical areas to institute access controls are those undergoing significant land use changes, most of which are along the urban periphery.

For this study, the rate of population change was selected as an indicator of overall development pressure. It is assumed the greater the population growth rate, the greater pressure there is for land development. The ranges used in this category represent the percentage change in population between 1970 and 1980 for the district(s) adjacent to the designed segment as differentiated by the Department of State Planning.

Since two of the benefits of access control can be to prevent/control strip development and promote better land use management, the higher the population growth rate increase, the greater is the need for control of access improvements.

The maximum value for Development Pressure is 20 points.

< 5% growth	- 0 points
≥ 5% but < 25% growth	- 5 points
≥ 25% but < 50% growth	- 10 points
≥ 50% but < 75% growth	- 15 points
≥ 75% growth	- 20 points

RATING SUMMARY

The maximum number of deficiency points for roadway segment is 100. As previously stated, the greater the number of points accumulated for a segment, the greater its need for control of access improvements. The evaluation matrix for the 143 non-freeway Primary segments are contained in Appendix B.

EVALUATION RESULTS

After individual evaluation of the 143 non-freeway segments of the Primary System using the 100 point matrix format, the sections were rank ordered (Appendix D). Scores ranged from 97 (highest need) to 5 (lowest priority). The segments of greatest need are graphically displayed on the accompanying map (Figure 12) on the next page.

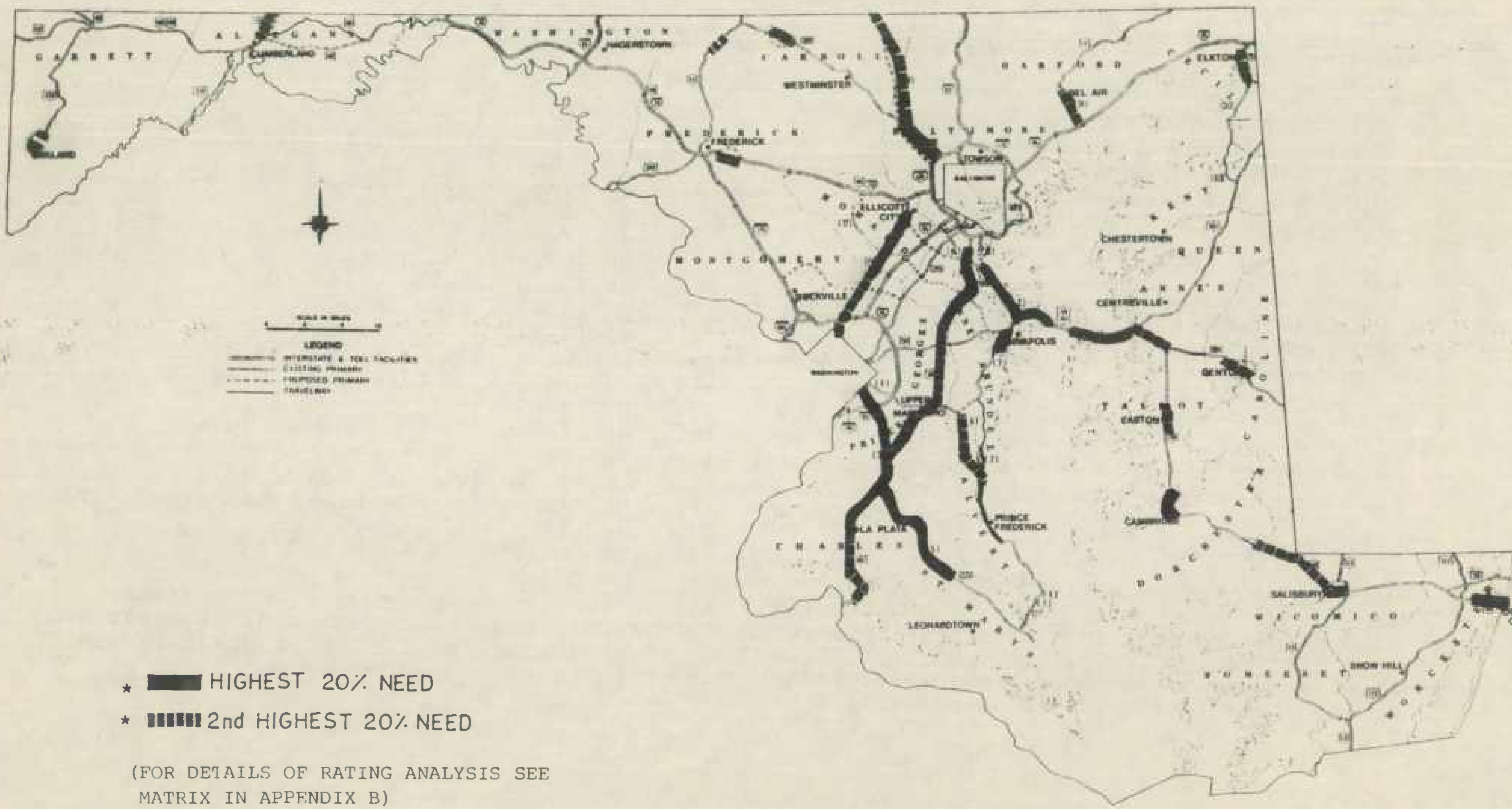
When the 143 segments are aggregated based on a per mile deficiency rating, the 21 non-freeway Primary corridors were prioritized in the following order:

Rank	Route/Limits	Point Average
1.	MD 2 - US 50 to MD 100	71.21
2.	US 301/MD 3 - VA Line to I-695	62.88
3.	MD 5 - US 301 to D.C. Line	60.67
4.	MD 140/MD 30 - I-695 to PA Line	57.07
5.	I-70 - Ijamsville to Patrick Street	54.00
6.	US 50/MD 90 - I-68 to Ocean City	51.96
7.	US 29 - D.C. Line to I-70	51.47
8.	MD 5/MD 235 - US 301 to MD 246	50.39
9.	MD 2 - MD 4 to US 50	45.00
10.	MD 4 - D.C. Line to MD 235	42.03
11.	US 13 - VA Line to Del. Line	41.69
12.	US 15/340 - VA Line to PA Line	41.17
13.	US 301 - US 50 - Del. Line	37.34
14.	US 220 - W/VA Line to PA Line	36.46
15.	MD 24/US 1 - I-95 to PA Line	36.16
16.	MD 213/MD 279 - US 301 to I-95	34.45
17.	MD 404 - US 50 to Del. Line	33.36
18.	US 48 (US 40) - US 220 to I-70	33.16
19.	US 219/US 40 - Oakland to PA Line	31.70
20.	MD 140 - MD 30 to US 15	29.10
21.	US 113 - US 13 to Del. Line	27.04

Within the following Recommendation Section of this report specific access control needs and improvements are addressed in greater detail on an individual corridor basis.

FIGURE 12

GREATEST NEED FOR ACCESS CONTROL IMPROVEMENTS ON MARYLANDS STATE PRIMARY HIGHWAY SYSTEM



* HIGHEST 20% NEED

* 2nd HIGHEST 20% NEED

(FOR DETAILS OF RATING ANALYSIS SEE MATRIX IN APPENDIX B)

PRIMARY SYSTEM ACCESS CONTROL RECOMMENDATIONS

OVERVIEW

Based upon the Evaluation Section results, this portion of the report addresses specific problems and outlines access control recommendations for the existing twenty-one (21) non-freeway corridor segments on the State Primary Highway System.* While the ideal basic goal would be to have all principal arterials with full control of access and all intermediate arterials with partial control of access, the report's recommendations have been tempered by pragmatic considerations. Arranged in priority order in terms of need (see Figure 13), the individual corridor recommendations beginning on page III-7 reflect cost effective objecttives which are compatible with other long term plans and expected usage.

GENERAL RECOMMENDATIONS

In the course of this study several recommendations of a comprehensive nature have evolved. The following complimentary actions would be desirable in affecting access control improvements on the State Primary Highway System.

1. Maintain a funding mechanism to purchase strategically located access controls/ property along non-programmed segments of the Primary System. As conceived, the "Primary Highway System Access Control Program" makes purchases from willing sellers, on a case-by-case basis, within Fund 70 of the Consolidated Transportation Program (CTP). It's goal is to enhance and protect access controls at strategic locations, pending future implementation of major CTP projects, to affect the access control recommendations contained in this report.

2. Develop a written policy addressing access controls. As a minimum the policy should mandate partial control of access on all new construction projects for any arterial highway and partial or full control of access as part of <u>any</u> improvement on the Primary Highway System.

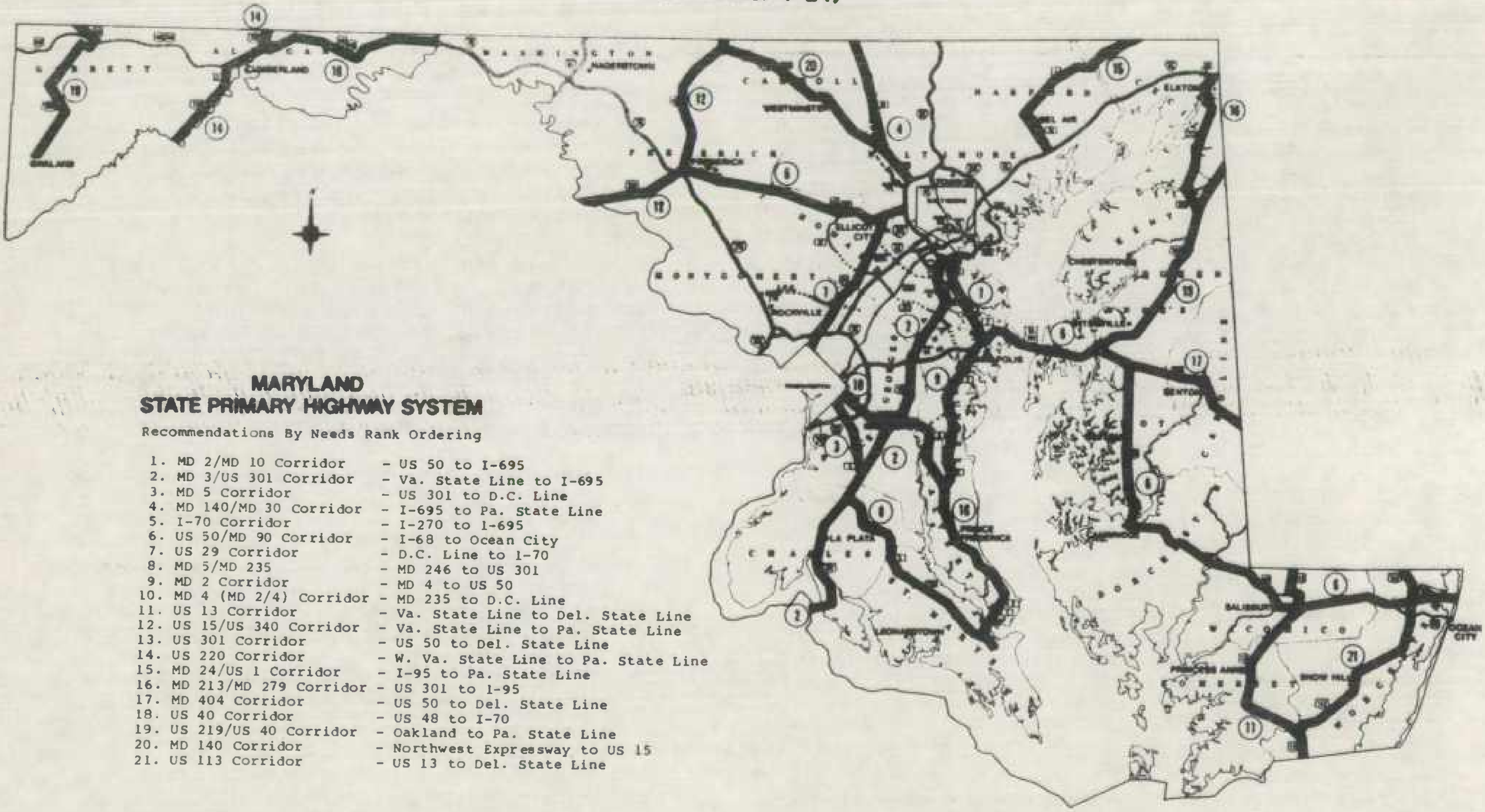
3. Reassess the State Primary Highway System network. Since the last revision in 1978, several of the relocation/new construction concepts have been altered. In addition a few of the existing designated highways should be reconsidered due to marginal usage, duplication, and/or fragmentation.

* The Intercounty Connector, MD 100 Extended and the Patuxent Freeway projects create "new" Primary corridors and are not specifically addressed in the report. Given their functional classifications all should be constructed with partial or full controls of access.

FIGURE 13

CORRIDOR-WIDE NEEDS PRIORITIES FOR ACCESS CONTROL IMPROVEMENTS

(Rank Order 1-21)



MARYLAND
STATE PRIMARY HIGHWAY SYSTEM

Recommendations By Needs Rank Ordering

1. MD 2/MD 10 Corridor - US 50 to I-695
2. MD 3/US 301 Corridor - Va. State Line to I-695
3. MD 5 Corridor - US 301 to D.C. Line
4. MD 140/MD 30 Corridor - I-695 to Pa. State Line
5. I-70 Corridor - I-270 to I-695
6. US 50/MD 90 Corridor - I-68 to Ocean City
7. US 29 Corridor - D.C. Line to I-70
8. MD 5/MD 235 - MD 246 to US 301
9. MD 2 Corridor - MD 4 to US 50
10. MD 4 (MD 2/4) Corridor - MD 235 to D.C. Line
11. US 13 Corridor - Va. State Line to Del. State Line
12. US 15/US 340 Corridor - Va. State Line to Pa. State Line
13. US 301 Corridor - US 50 to Del. State Line
14. US 220 Corridor - W. Va. State Line to Pa. State Line
15. MD 24/US 1 Corridor - I-95 to Pa. State Line
16. MD 213/MD 279 Corridor - US 301 to I-95
17. MD 404 Corridor - US 50 to Del. State Line
18. US 40 Corridor - US 48 to I-70
19. US 219/US 40 Corridor - Oakland to Pa. State Line
20. MD 140 Corridor - Northwest Expressway to US 15
21. US 113 Corridor - US 13 to Del. State Line

4. The State Highway Administration should encourage local jurisdictions to participate in selective land use planning and development of local support roadways. Special attention should be focused along those corridors where imposing continuous access are deemed to be impractical or unnecessarily disruptive. Each county should develop a Master Plan of Highways with particular emphasis on protecting State Primary Highway corridors. They should specify the intended degree of access control on major highways and promote future access via development of integrated local road network. Parcels of land abutting State highways targeted for access control could be given "interim temporary access" until other elements of the Master Plan have been implemented.

5. Given tight financial constraints, staged implementation of access control improvements should be employed. Emphasis should be placed on implementing partial control of access where applicable, then staged improvement to full control along recommended sections. While not providing the high level of service obtained with full control, partial control adequately addresses other factors and, most importantly due to lower implemenation cost, can enhance and preserve operation along more miles of highway given a fixed investment.

6. It is not imperative, but it would be desirable to modify definations of freeway and expressway in Title 8, Section 101 (G) of the Annotated Code of Maryland. As now defined, the "legal" terms are in direct contradiction with the more widely accepted design terminology used by American Association of State Highway Officials (AASHTO).

SYSTEM RECOMMENDATION SUMMARY

The 21 non-freeway corridors analyzed in this report contain approximately two thirds of the existing State Primary mileage. If the recommendations in this section are followed eighty-three percent (83% - 1,066 miles) of the State Primary System mileage should be fully or partially controlled (53% and 30% respectively) in the future (see Table 3). Approximately 220 miles (17%) of the Primary System do not warrant implementation of continous access controls now or in the near future.

FIGURE 14

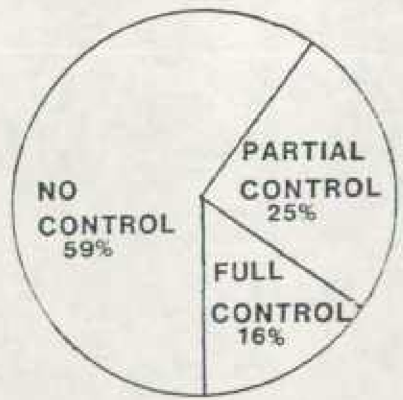
COMPARISON OF THE 21 NON-FREEWAY CORRIDORS

1986 CONTROLS

Types of Access	Miles	Percent
Full Control	125	16%
Partial Control	199	25%
No Control	473	59%
Total	797	100%

RECOMMENDED CONTROLS

Types of Access	Miles	Percent
Full Control	207	26%
Partial Control	366	46%
No Control	222	28%
Total	795	100%



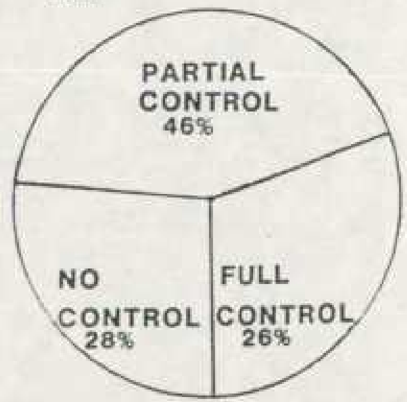


FIGURE 15

SUMMARY OF ACCESS CONTROL GOALS BY 2010

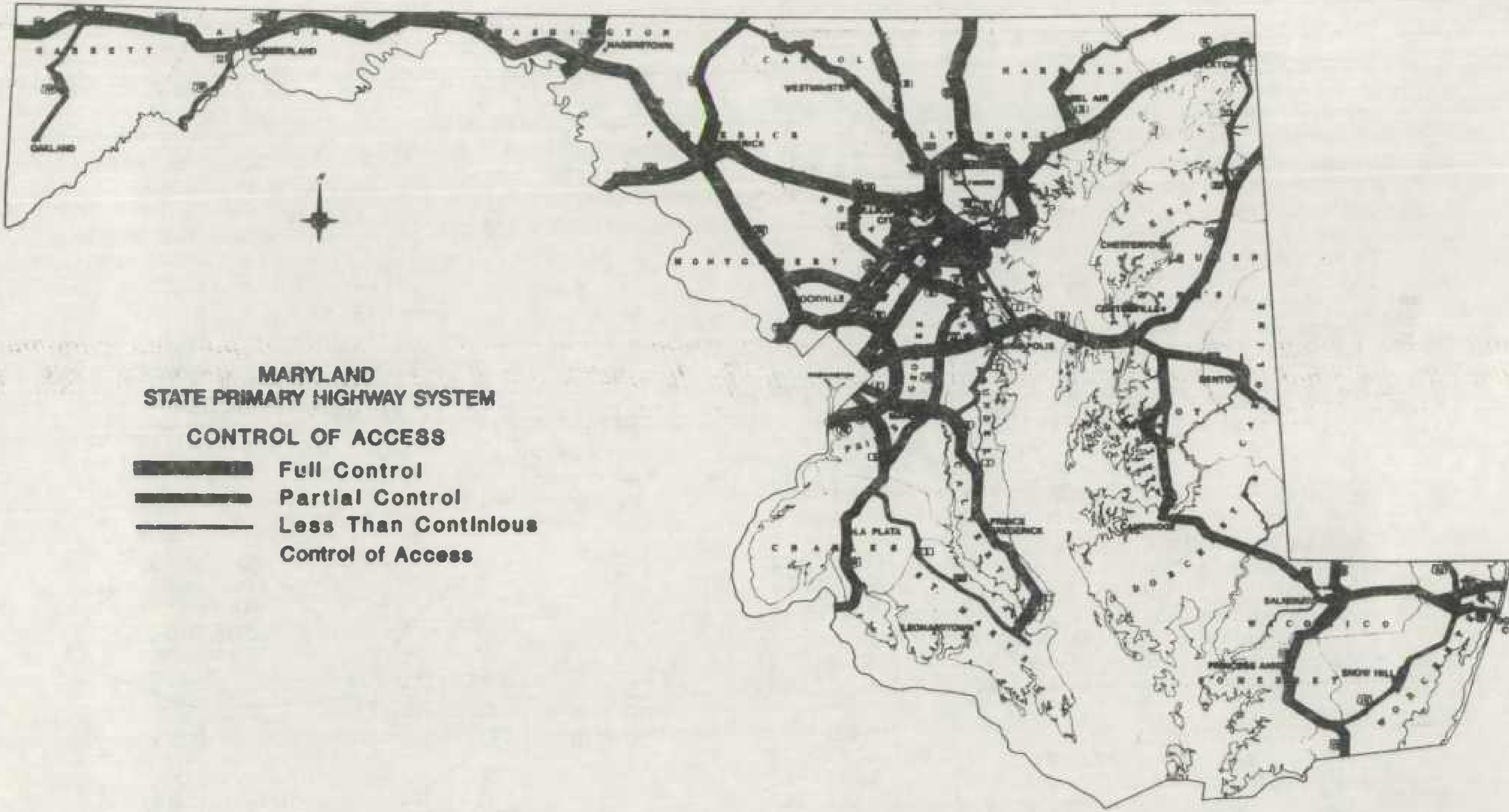


TABLE 3
STATE PRIMARY SYSTEM - 1986 AND 2010 COMPARISON

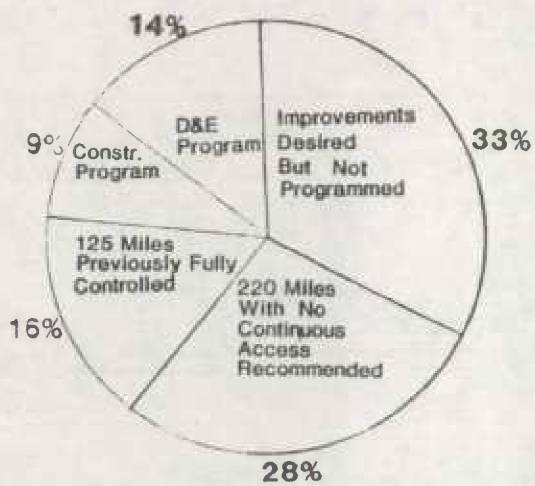
	Corridor	Termini	Existing Controls (1986)				Recommended Controls (2010)			
			Full	Part	None	Total	Full	Part	None	Total
1.	MD 2/MD 10	US 50 to I-695	3.8	0.0	12.5	16.3	8.5	0.0	7.8	16.3
2.	MD 3/US 301	VA St. Line to I-695	5.5	0.0	63.1	68.6	7.8	60.8	0.0	68.6
3.	MD 5	US 301 to DC Line	0.0	12.2	0.6	12.8	9.4	3.4	0.0	12.8
4.	MD 140/MD 30	I-695 to PA St. Line	4.3	0.0	22.3	26.6	9.4	0.0	17.2	26.6
5.	I-70	I-695 to I-270	36.1	3.3	0.0	39.4	39.4	0.0	0.0	39.4
6.	US 50/MD 90	I-68 to Ocean City	17.8	34.9	63.5	116.2	28.9	87.3	0.0	116.2
7.	US 29	D.C. Line to I-70	2.7	18.4	4.1	25.2	21.7	0.0	3.5	25.2
8.	MD 5/MD 235	MD 246 to US 301	0.0	0.0	38.2	38.2	0.0	0.0	38.2	38.2
9.	MD 2	MD 4 to US 50	0.0	2.2	18.9	21.1	0.0	2.2	18.9	21.1
10.	MD 4 (MD 2/4)	MD 235 to D.C. Line	9.9	10.1	35.6	55.6	10.8	44.8	0.0	55.6
11.	US 13	VA St. Line to DE. St. Line	11.7	23.5	9.4	44.6	15.4	29.2	0.0	44.6
12.	US 15/US 340	WV St. Line to PA St. Line	19.0	23.2	0.0	42.2	19.0	23.2	0.0	42.2
13.	US 301	US 50 to Del. St. Line	0.0	39.7	0.0	39.7	0.0	39.7	0.0	39.7
14.	US 220	WV St. Line to PA St. Line	0.0	0.0	23.1	23.1	0.0	5.2	17.9	23.1
15.	MD 24/US 1	I-95 to PA St. Line	0.0	4.1	26.4	30.5	0.0	10.4	18.5	28.9
16.	MD 23/MD 279	US 301 to I-95	0.0	2.1	24.3	26.4	0.0	2.1	24.3	26.4
17.	MD 404	US 50 to Del. St. Line	0.0	1.3	21.4	22.7	0.0	17.2	6.4	23.6
18.	US 48/40	US 48 to I-70	13.9	5.0	18.0	36.9	36.9	0.0	0.0	36.9
19.	US 219/US 40	Oakland to PA. St. Line	0.0	3.4	37.5	40.9	0.0	3.4	37.5	40.9
20.	MD 140	Northwest Expressway to US 15	0.0	9.4	22.0	31.4	0.0	31.4	0.0	31.4
21.	US 113	US 13 to Del. St. Line	0.0	6.0	31.8	37.8	0.0	6.0	31.8	37.8
	Subtotal		124.7	198.8	472.7	796.2	207.2	366.3	222.0	795.5
22.	Others		403.9	0.0	0.0	403.9	403.9	0.0	0.0	403.9
23.	Additional New Corridors		11.3*	25.5*	0.0	36.8*	75.3	13.4	0.0	88.7
	Total		539.9	224.3	472.7	1,236.9	686.4	379.7	222.0	1,288.1

*Parts of MD 32 and I-795 were recently added to Primary System in 1986. Mileage not included in original analysis; I-97/MD 32, MD 100, ICC, I-95 ICC, I-95 and I-795/MD 795 (as shown in the 1986-1991 Consolidated Transportation Program).

Implementing proposed access control improvements on these existing Primary corridors will require a firm commitment of funds and resolve by the State Highway Administration and the Department. As indicated in Figure 16 the 1986-1991 Consolidated Transportation Program (CTP) is currently addressing twenty-three percent (23%) of the proposed Primary System recommendations. This coupled with sections that are currently full controlled and the 220 miles of highway where continuous improvements are not deemed effective covers nearly seventy percent (70%) of the mileage in the 21 non-freeway corridors.

FIGURE 16

STATUS OF RECOMMENDED ACCESS CONTROL IMPROVEMENTS FOR 21 NON FREEWAY CORRIDORS



The remaining 265 miles in need of access control improvements is the area of application for the Primary Highway System Access Control Program. This small informal program will attempt to preserve critical areas along many of these highways until major reconstruction projects can be gradually added to the CTP. Given limited funding and manpower four (4) routes are being emphasized; US 50 from US 301 east to Ocean City, US 301 from US 50 south to the Virginia state line, MD 3 from MD 32/I-97 to US 50 and MD 2/4 from MD 258 to MD 264.

FOLLOWUP ACTIONS

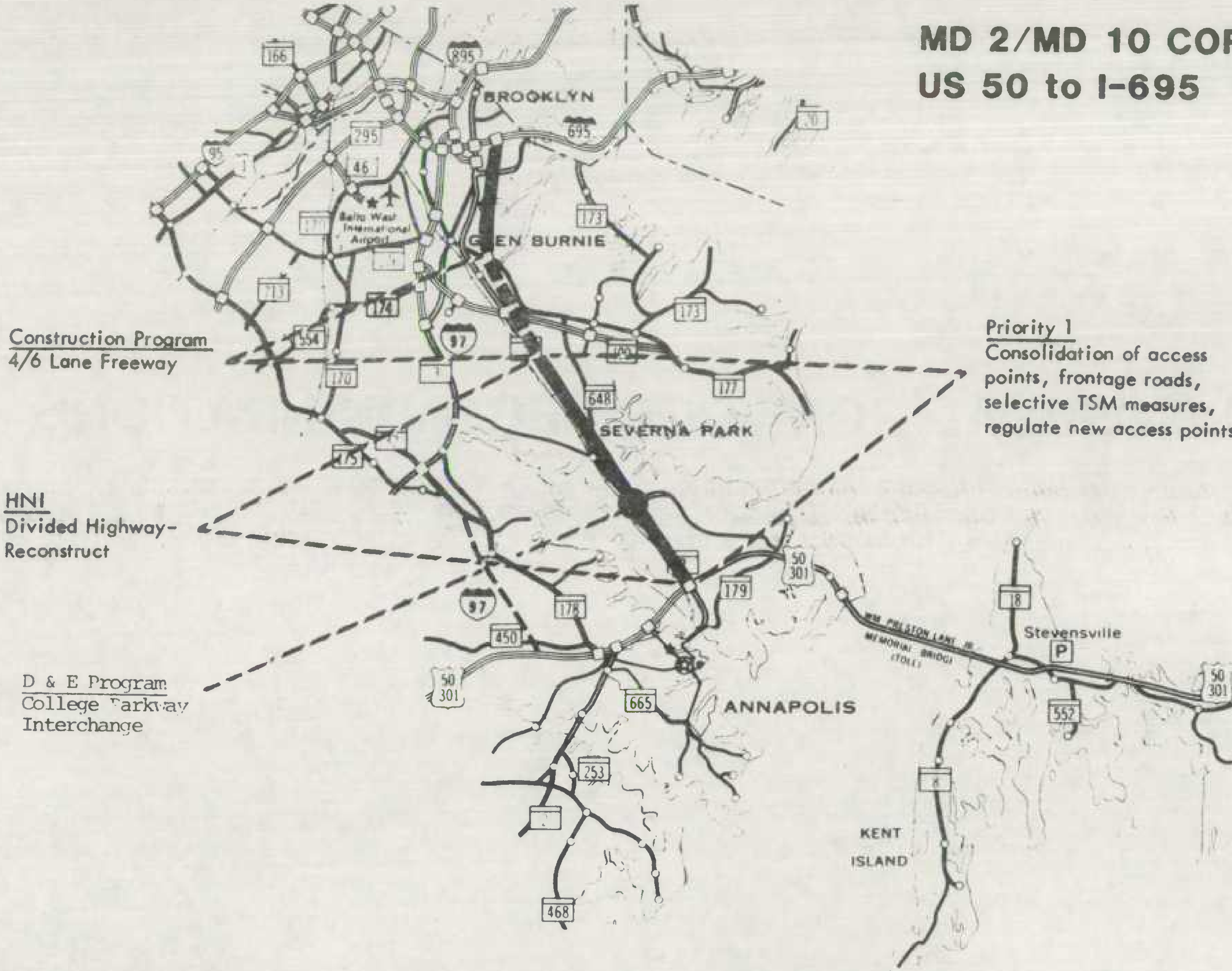
The intent of this study/report has been to establish areas of need and develop general recommendations to guide highway and land use planning decisions along the State Primary Highway System. An important next step is to perform more detailed preliminary project planning studies on the individual corridors to establish reasonable estimates of right of way requirements and probable locations for access points and service roads. This data is initially needed to guide State Highway Administration purchases of property and/or controls, via the Primary Highway System Access Control Program, and local land use planning decisions.

The following individual corridor recommendations provide a base for the more detailed studies which should follow. In the meantime this report can be used as a general guideline of access control objectives on the State Primary System.

INDIVIDUAL CORRIDOR RECOMMENDATIONS

Note: Improvement references made to FY 1986-1991 Consolidated Transportation Program and 1984 Highway Needs Inventory

MD 2/MD 10 CORRIDOR
US 50 to I-695



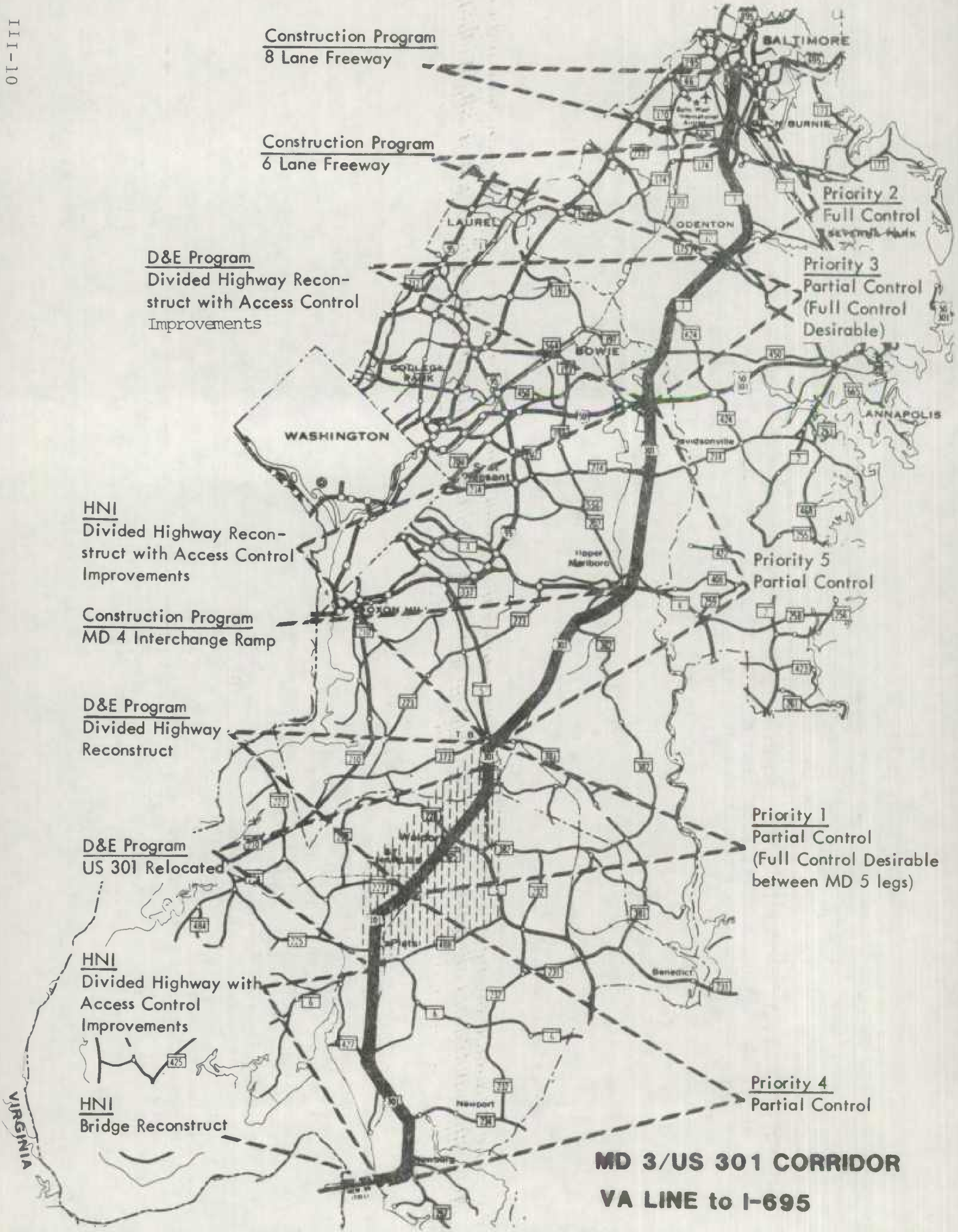
MD 2/MD 10 CORRIDOR
US 50 to I-695

This corridor currently functions as a principal arterial connecting Baltimore with Annapolis. The route carries a diverse mixture of commuters, shoppers, interstate travelers and vacationers while providing the main supplementary arterial service to the many waterfront communities adjacent to the corridor. Completion of the programmed Arundel Freeway (MD 10) as a multi-lane freeway southward to connect with MD 2 south of MD 100 will provide a much needed bypass of the heavily congested Glen Burnie area and allow the parallel section of Ritchie Highway to serve as a minor arterial support facility.

US 50 to south of MD 100
(composite score 71)

The major deficiencies along this uncontrolled section are high traffic volumes, above average accident rates and encroaching development. A high number of personal injury accidents occur annually and several areas have been designated as High Accident Locations. This section of Ritchie Highway currently carries the highest proportion of long distance trips destined for Annapolis and the Eastern Shore, since many experienced travelers choose to bypass the Glen Burnie area via MD 3/MD 100. In the future the I-97 corridor, which is being constructed as an Interstate freeway between Baltimore and Annapolis, will be more attractive for most long distance travelers. When that route is complete, the MD 2/MD 10 corridor will serve as an intermediate arterial.

Existing frontage development precludes major continuous access control improvements along the existing MD 2 alignment. The most cost effective method of improving access control would be TSM measures to include median closures, consolidation of existing entrances including construction of frontage roads at selective locations and control of new development access. Consideration should be given to reconstructing major intersections as warranted as well as adding the fifth and sixth lanes to meet immediate safety and service needs.



MD 3/US 301 CORRIDOR
VA LINE to I-695

MD 3/US 301 CORRIDOR
Virginia State Line to I-695

MD 3/US 301 is a principal arterial providing an alternative interstate travelway between Virginia and Baltimore or Washington. In the vicinity of Waldorf, Crofton and Glen Burnie, it also serves as a high volume commuter route. Overall, the MD 3/US 301 corridor has the greatest number of seriously deficient sections and would benefit the most by the application of major access control improvements of any State Primary Highway System route.

Virginia State Line to South of Waldorf (composite score 58)

This section has moderate traffic volumes, is about average in terms of safety and has no control of access. Interim consolidation of access points and construction of frontage roads is justifiable in congested areas such as La Plata. Partial control of access should be implemented as part of any major corridor improvement.

South of Waldorf to MD 5 at Brandywine (composite score 81)

The Waldorf area has a high rate of suburban development which, in addition to the "dog leg" movement of MD 5 traffic, has generated high traffic volumes on this section. Uncontrolled frontage development along US 301 is a major factor contributing to congestion and mainline safety problems.

The Waldorf Bypass Study should consider an alignment to the east so as to remove MD 5 trips from the entire Waldorf area. In the interim, consolidation of access points along US 301 should be given serious consideration.

It is strongly recommended that this section of the US 301/MD 5 corridor should be upgraded with at least partial control of access as soon as possible. Full control of access along the MD 5 travelway portion is highly desirable.

MD 5 at Brandywine to US 50 (composite score 50)

This section has moderate traffic volumes and no control of access. Suggest interim TSM improvements and consolidation of entrances. Partial control of access, with interchanges at high volume intersecting roads is recommended as part of any major reconstruction project.

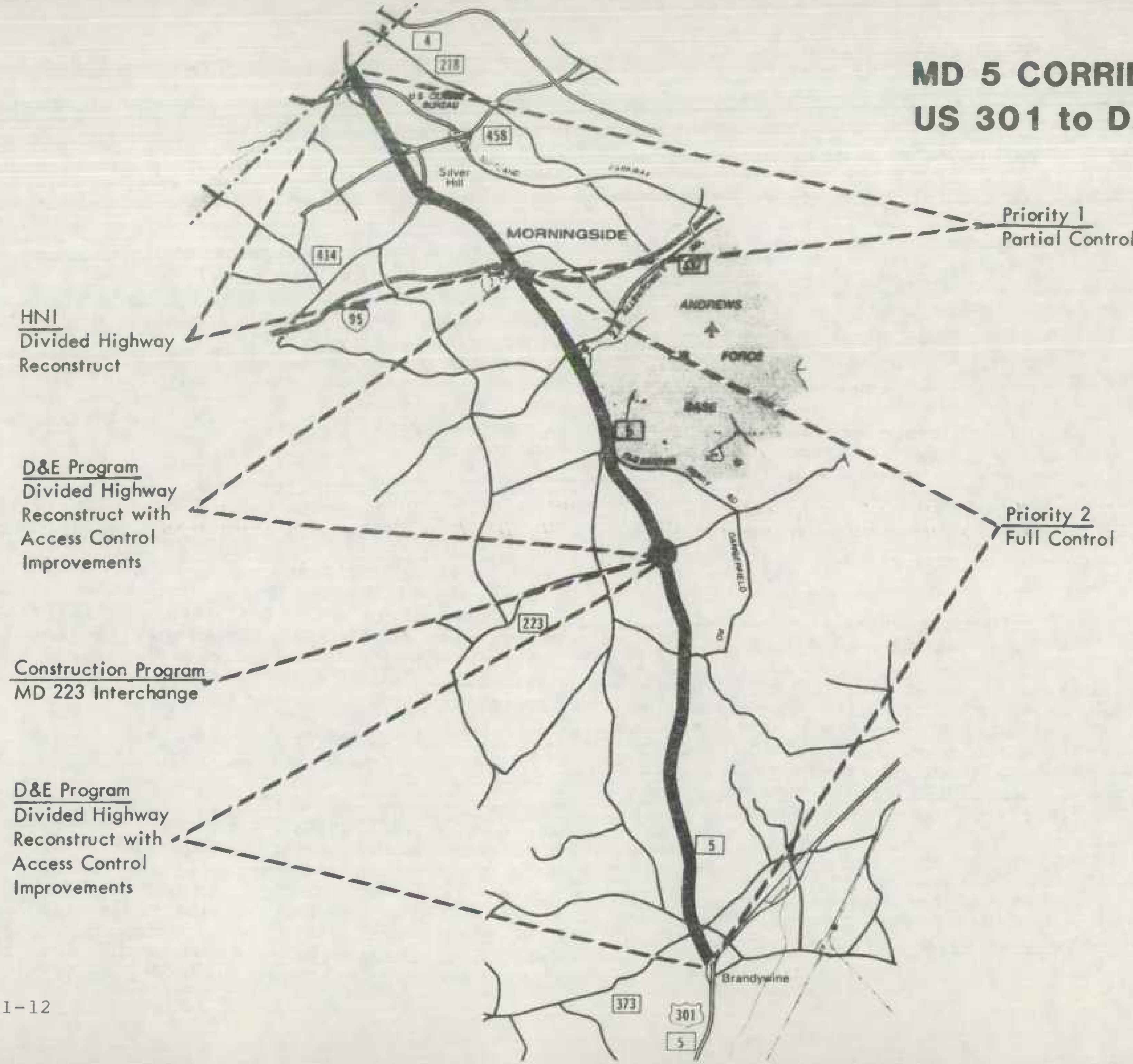
US 50 to MD 32 (composite score 71)

The major problems are high traffic volumes, above average accident rates and no control of access along this section. Unorthodox median land use near Crofton and Millersville contributes to the safety hazard. While full control of access (freeway) would be desirable, at least partial control is imperative.

MD 32 to I-695 (composite score 78)

The major problems with this segment of MD 3 are high traffic volumes, above average accident rates and no control of access. South of MD 3 Business in the Benfield area unorthodox median land use creates serious safety problems. This section is identified in the 1986-1991 Consolidated Transportation Program for a 6/8 lane freeway reconstruction and will become part of the Interstate System (I-97).

MD 5 CORRIDOR
US 301 to D.C. LINE



MD 5 CORRIDOR
US 301 to D.C. Line

This roadway serves as a principal arterial connecting D.C. with bedroom communities in Prince George's and Charles Counties and provides an alternate interstate route to the south via US 301. The corridor currently has partial control of access except for a small portion north of MD 637 to the D.C. Line. Since most of the highway has partial control the main emphasis is on providing capacity improvements and preserving right-of-way for future freeway conversion south of I-95.

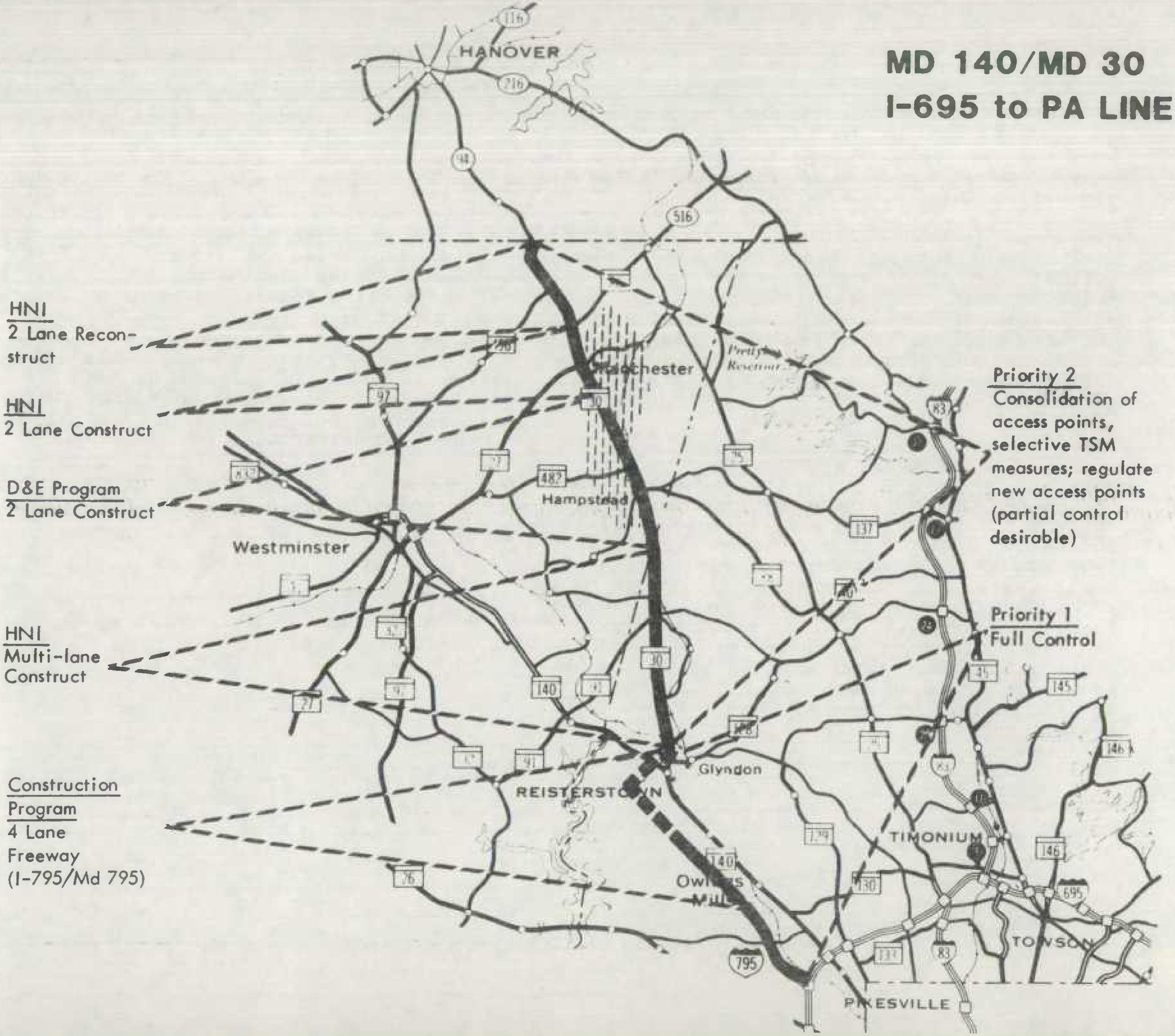
US 301 to I-95
(composite score 60)

The entire section should be upgraded to full control of access. The most immediate service and safety needs occur on the portion between I-95 and MD 223. Continuing suburbanization of this area and the dramatic growth of bedroom communities in Charles County is causing increased congestion with resulting safety problems. A very high number of injury accidents and several fatal accidents have occurred on the portion north of MD 223. South of MD 223 the land use remains mostly rural, with traffic trips being more commuter and traveler oriented.

I-95 to D.C. Line
(composite score 69)

This section is characterized by intense commercial development, high volumes and heavy turning movements. Accidents occur frequently along this section as a result of the congested land use and traffic patterns. The number of injury accidents is high with several areas being identified as High Accident Locations. Except for the portion north of MD 637, enhanced access control is not deemed to be cost effective. Consideration should be given to providing partial control of access for the short uncontrolled section between MD 637 and the Suitland Parkway as part of any future reconstruction.

MD 140/MD 30
I-695 to PA LINE



MD 140/MD 30 CORRIDOR
I-695 to Pennsylvania State Line

MD 140/30 is a principal arterial corridor which links Baltimore with southern Pennsylvania. South of Reisterstown, MD 140 carries a high volume mix of commuters and through traffic oriented to Baltimore. The area is rapidly becoming more urbanized and intense commercial, industrial and high density residential development abuts the roadway.

North of Reisterstown, MD 30 quickly becomes rural in nature, except as it passes through Hampstead and Manchester, and traffic volumes are only moderate. These older communities allow parking along MD 30. The operating speed is reduced by traffic signals and the increased number of turning movements and homes abutting the roadway. North of Manchester to the Pennsylvania Line, MD 30 again takes on rural characteristics and traffic volumes decline substantially.

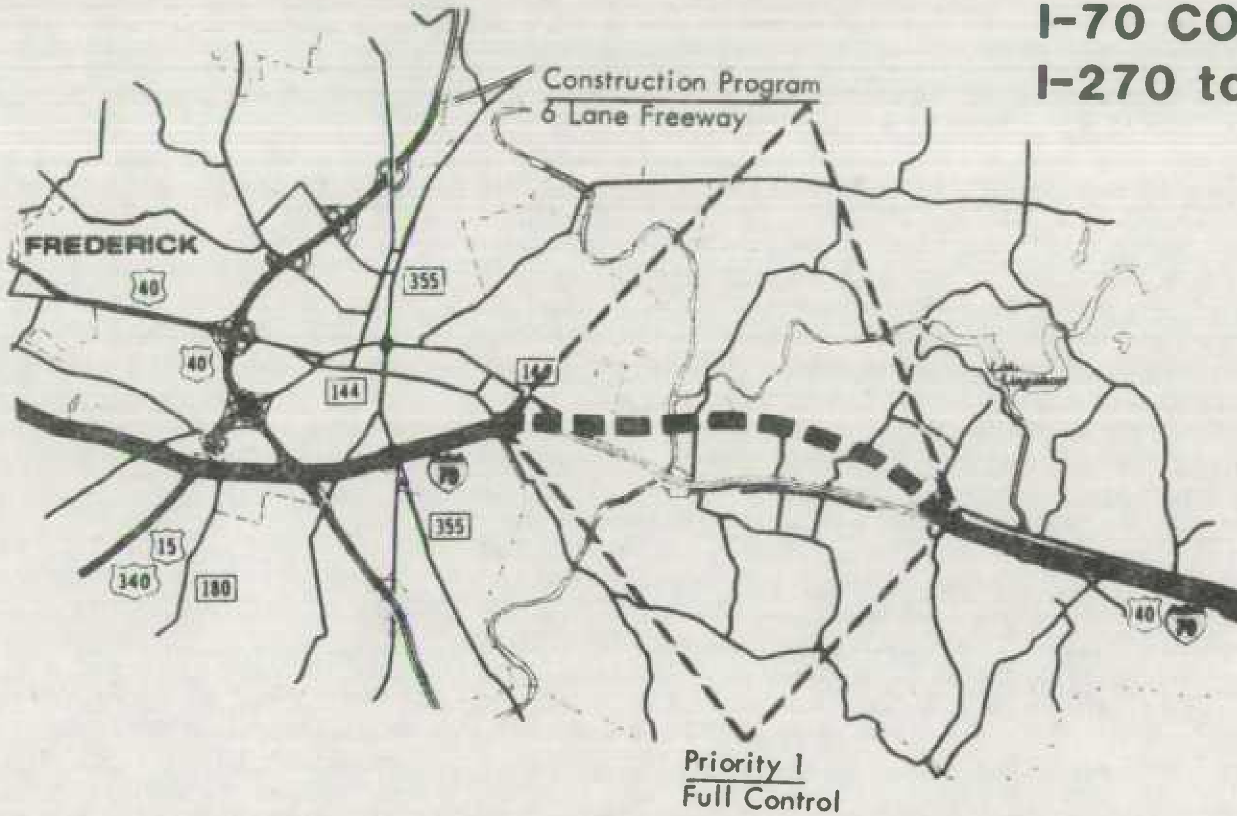
I-695 to MD 140 (Westminster Pike)
(composite score 73)

The major problems are high traffic volumes and higher than average accident rates. The injury accident rate is well above average and 13 High Accident Locations have been identified along this section. Land development pressure is intense. No access control improvements are recommended along the existing section of MD 140 since the Administration is presently constructing the parallel Northwest Expressway (freeway). The expressway, which is open to service from I-695 to Franklin Boulevard will become the travelway for this principal arterial corridor. Reisterstown Road will then supplement the corridor by providing minor arterial support, which is more in nature with its geometric condition and lack of control of access.

MD 140 (Westminster Pike)
to Pennsylvania State Line
(composite score 49)

MD 30 experiences a higher than average accident rate and continuing growth near Hampstead and Manchester. Traffic volumes have increased 100% over the past decade. No control of access currently exists along this section. In the immediate future access control improvements along the existing roadway should be limited to restricting new access points, consolidating existing ones where practical and TSM techniques (such as removing or restricting the parking in Manchester and Hampstead). Any major construction or reconstruction in this corridor, such as the Hampstead Bypass, should include partial control of access with provision for ultimate full control of access should Pennsylvania decide to upgrade the route.

I-70 CORRIDOR
I-270 to I-695



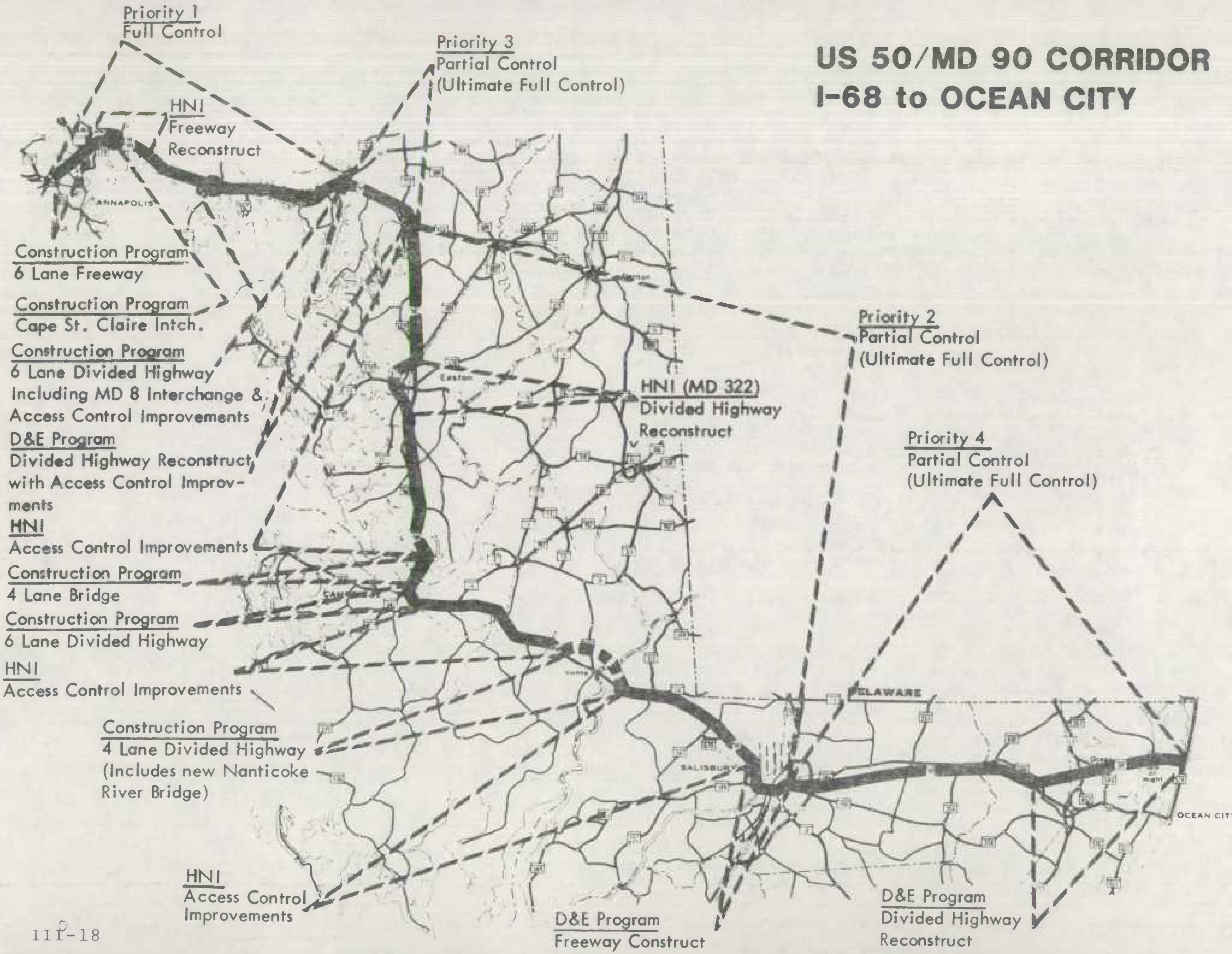
I-70 CORRIDOR
I-270 to I-695

I-70 begins at Baltimore and travels westward across the continent. It is the major Interstate route from the mid-west to the port of Baltimore. This principal arterial currently carries both the US 40 and the I-70 designation from Pine Orchard to Frederick City.

MD 144 to Ijamsville Road
(Composite Score 54)

The 3.3 mile section from MD 144 (Patrick Street) to Ijamsville Road is the only portion of the I-70 corridor in Maryland not built to freeway standards; it currently has partial control of access. A relocation with full control of access is currently under construction. No capital expenditures for access controls are recommended on the existing section of US 40 which will revert to a collector function after the relocation is open to traffic in 1986.

US 50/MD 90 CORRIDOR
I-68 to OCEAN CITY



US 50/MD 90 CORRIDOR I-68 to OCEAN CITY

This arterial serves as an extension of I-68 near Annapolis to the Delmarva Peninsula and its ocean resorts. In general, the major deficiencies are related to the seasonal traffic variation and insufficient control of access. For the most part this roadway is a four lane divided highway with partial or no control of access. Congestion is greatest near the William Preston Lane, Kent Narrows, Choptank River and Nanticoke River Bridges and in the small urban areas of Easton, Cambridge and Salisbury.

I-68 to US 301 (composite score 71)

Land development and traffic growth pressures are greatest in the vicinity of Stevensville in Queen Anne's County and Annapolis on the western shore. This section of US 50 experiences an accident rate well above the statewide average. Four High Accident Locations have been identified in the Annapolis area and eight within Queen Anne's County. Reconstruction of this section to freeway standards should be a high priority.

US 301 to MD 404 (composite score 47)

After the split with US 301, US 50 turns southeast with no control of access and a 30% reduction in traffic volume. At the intersection of US 50 and MD 404, another traffic split occurs since both roads serve the recreation centers of the peninsula. High traffic volumes and land development pressures in the immediate future justify priority upgrading to partial control of access. Consideration should be given to constructing interchanges at MD 213 and MD 404 shortly thereafter. Ultimately full control of access should be implemented.

MD 404 to US 13 (composite score 52)

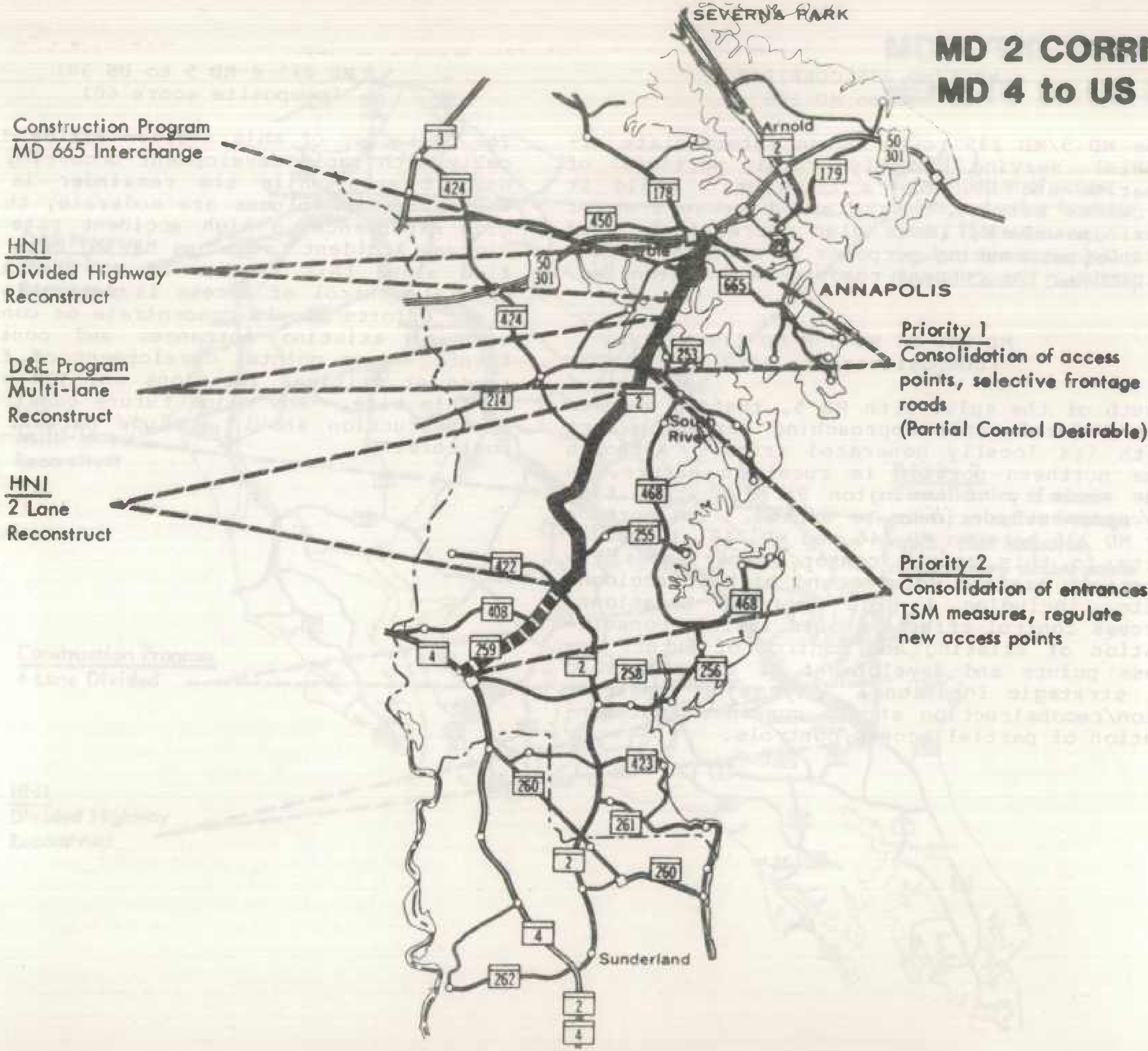
South of MD 404 traffic volumes diminish somewhat with higher volumes occurring in and near the small urban areas. In these areas the impact of high seasonal volumes coupled with local traffic is greatest. The presence of two 2 lane river crossings (Choptank and Nanticoke) also contributes to service and safety problems along this 59 mile section of US 50. There is no control of access except east of MD 349 near Salisbury. It is, recommended that access control improvements be implemented in the vicinity of the urban areas and river crossings and then be expanded to provide partial control, and in the longer term full control, along this section.

In the Easton area, MD 322, which was built as a western bypass with partial control of access, should be redesignated as US 50 and reconstructed as a divided highway when traffic congestion warrants. In Cambridge, the completion of the new Choptank bridge should enhance traffic operations for the immediate future but consideration of a bypass will be necessary when the entire US 50 corridor is eventually upgraded to freeway standards. In Salisbury an extension of the existing bypass westward will relieve downtown congestion in the future.

MD 13 to OCEAN CITY (composite score 41)

US 50 continues as a principal arterial with partial control of access and reduced traffic volumes until it reaches MD 90, which serves as the principal arterial route into Ocean City while US 50 is downgraded to an intermediate arterial. Since MD 90 was constructed to be a full control of access highway and carries an increasing proportion of Ocean City bound traffic, it would be logical to redesignate it as US 50 in the future. Partial controls along existing US 50 end at MD 452. From there to Assawoman Bay TSM measures, selective frontage roads, and regulation of new access points should be used to obtain the best degree of control practical. The entire US 50/MD 90 alignment should ultimately be upgraded to freeway standards in the future.

MD 2 CORRIDOR
MD 4 to US 50



MD 2 CORRIDOR
MD 4 to US 50

While this intermediate arterial links Annapolis with southern Maryland, via MD 4, this portion of MD 2 is primarily commuter oriented serving the many communities in Southern Anne Arundel County. The facility is generally uncontrolled and carries moderate volumes, except in the vicinity of Annapolis. Given the limited volume of through traffic, continuous access controls are not recommended for this corridor.

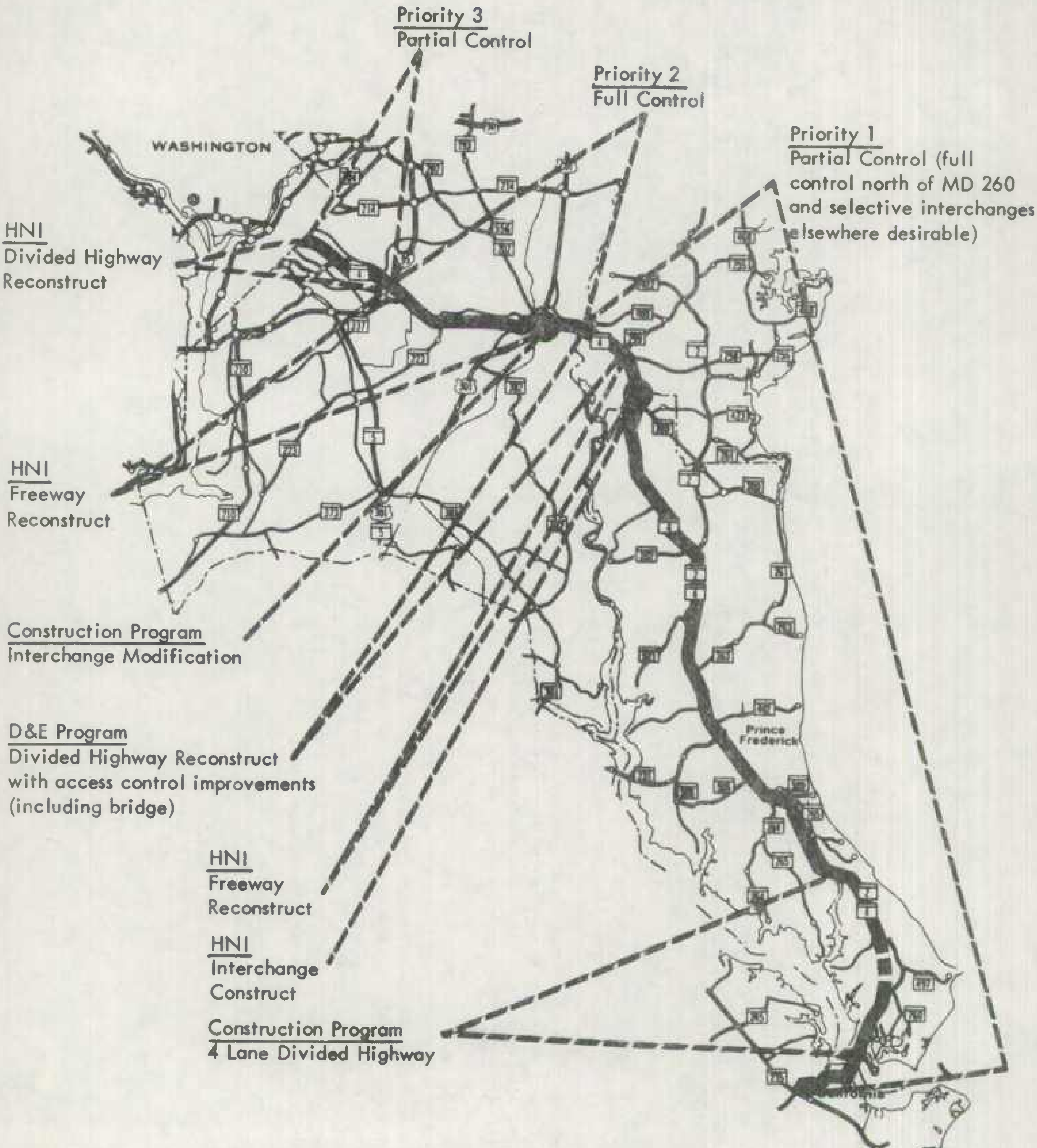
MD 4 to MD 214
(composite score 35)

The current deficiencies associated with this section are relatively minor as compared to other corridors although considerable residential growth is expected to continue. It is recommended that access controls on the portion between MD 214 and MD 259 be improved through consolidation of existing and future access points wherever feasible. Since the future minimal mileage primary connection to MD 4 is via an improved MD 259, no access control improvements are deemed necessary on the portion of MD 2 south of MD 259 which will revert to the Secondary highway system.

MD 214 to US 50
(composite score 65)

With its proximity to the growing Annapolis area, this section of MD 2 experiences relatively high traffic volumes and much higher than average accident and injury accident rates. Four High Accident Locations have been designated within this section. While safety and service problems associated with heavy commuter traffic warrant immediate correction, access control improvements should generally be limited to consolidation of access points, selective frontage roads and land use controls throughout the corridor. However, for any major construction/reconstruction projects partial control of access should be considered.

MD 4 (MD 2/4)
MD 235 to D.C. LINE



MD 4 (MD 2/4) CORRIDOR
MD 235 to D.C. Line

This corridor and the MD 5 corridor link southern Maryland and Washington, D.C. To an increasing degree most of Southern Maryland is becoming more urban oriented. As an intermediate arterial and commuter route, the application of access control improvements will be needed to preserve the vehicular carrying capacity of MD 4.

MD 235 to US 301
(composite score 43)

The northern portion of this section is currently experiencing significant development pressures from the D.C. urbanized area and moderate traffic volumes occur. Except for the Wayson's Corner area, the Anne Arundel County portion is partially controlled while the section in Prince George's County is fully controlled. The Wayson's Corner area, given its high accident rate, should be given top priority and form the focal point of access improvements to upgrade the remaining portion of the MD 4 (MD 2) corridor. Full control of access is recommended north of MD 260 due to higher traffic volumes. Elsewhere, partial control with selective interchanges at high volume crossroads in order to maintain a high degree of mobility on the mainline is desirable. MD 2/4 from south of MD 264 to the Thomas Johnson Bridge is currently being reconstructed to a four lane divided highway. Partial control of access has been incorporated into the reconstruction.

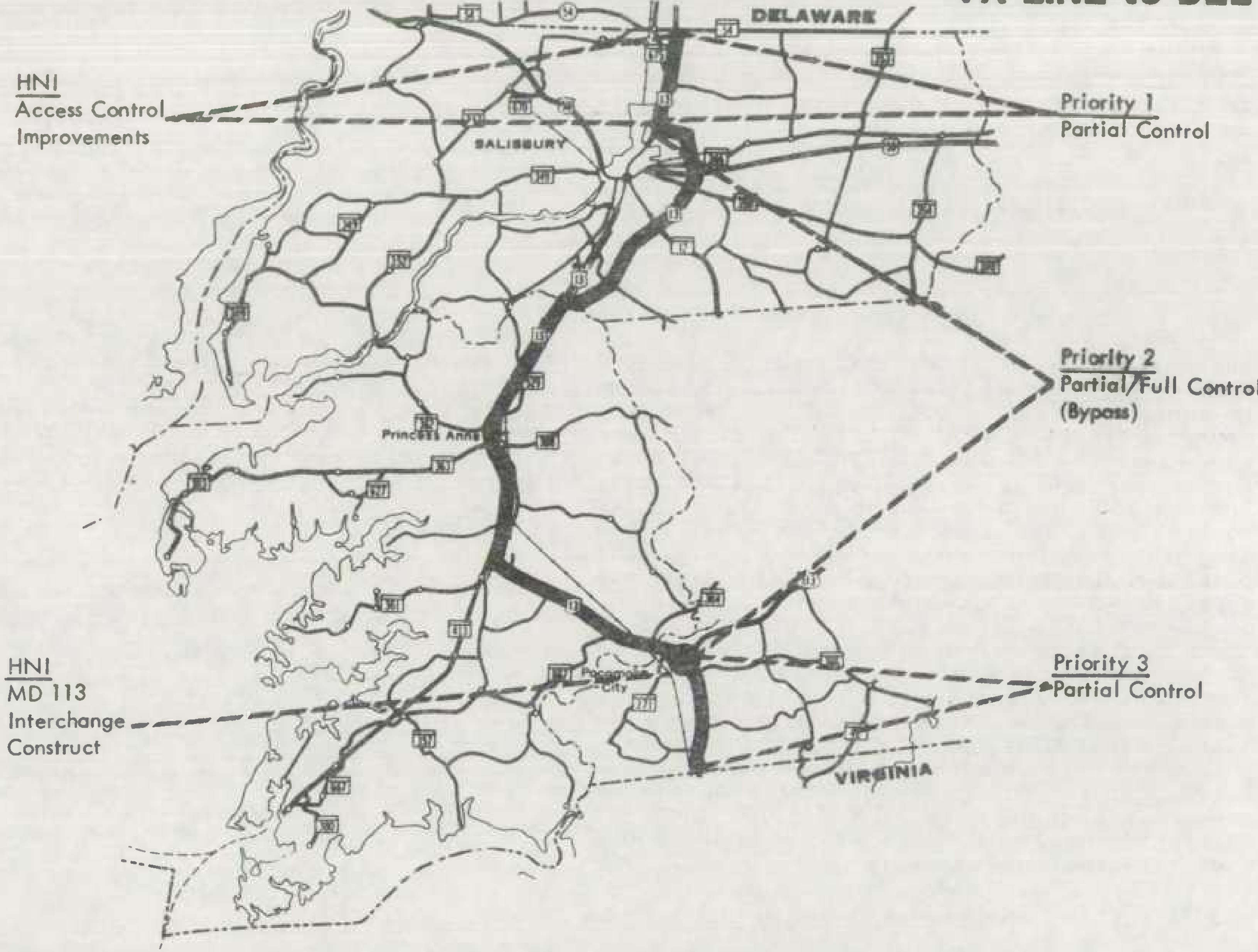
US 301 to I-95
(composite score 42)

Most of this section has full control of access. Partial controls exist from I-95 to Dower House Road. It is recommended that this section be upgraded to full control as soon as possible to establish design continuity. The section currently experiences an above average accident rate.

I-95 to D.C. Line
(composite score 42)

This section has partial control of access. It is recommended that the existing roadway be preserved by maintaining the present level of control and as needed improve operation by TSM measures at critical locations. The District of Columbia has no plans to significantly improve their portion of this corridor.

US 13
VA LINE to DEL LINE



US 13 CORRIDOR
Virginia State Line to Delaware State Line

This corridor serves as a principal arterial connecting the Delmarva Peninsula and northern East Coast cities with Norfolk via the Chesapeake Bay Bridge/ Tunnel. While much of the traffic is interstate in nature, the Salisbury urban area is also a center of commuter oriented traffic.

Virginia State Line to US 113
(composite score 30)

This section has no control of access south of MD 366. The roadway is a 4 lane divided highway which currently operates with moderate traffic volumes through a rural countryside without major problems. Partial control of access is recommended to preserve the route's operational level. Consideration might be given to full control if Virginia substantially upgrades its portion.

US 113 to North Termini Salisbury Bypass
(composite score 44)

The newly constructed Salisbury Bypass is fully controlled with the remainder of US 13 being partially controlled. While no further improvement of access control is warranted at this time, ultimately full control would be desirable along this important principal arterial corridor if Delaware and/or Virginia substantially improve their portions of US 13.

North Termini Salisbury Bypass
to Delaware Line
(composite score 45)

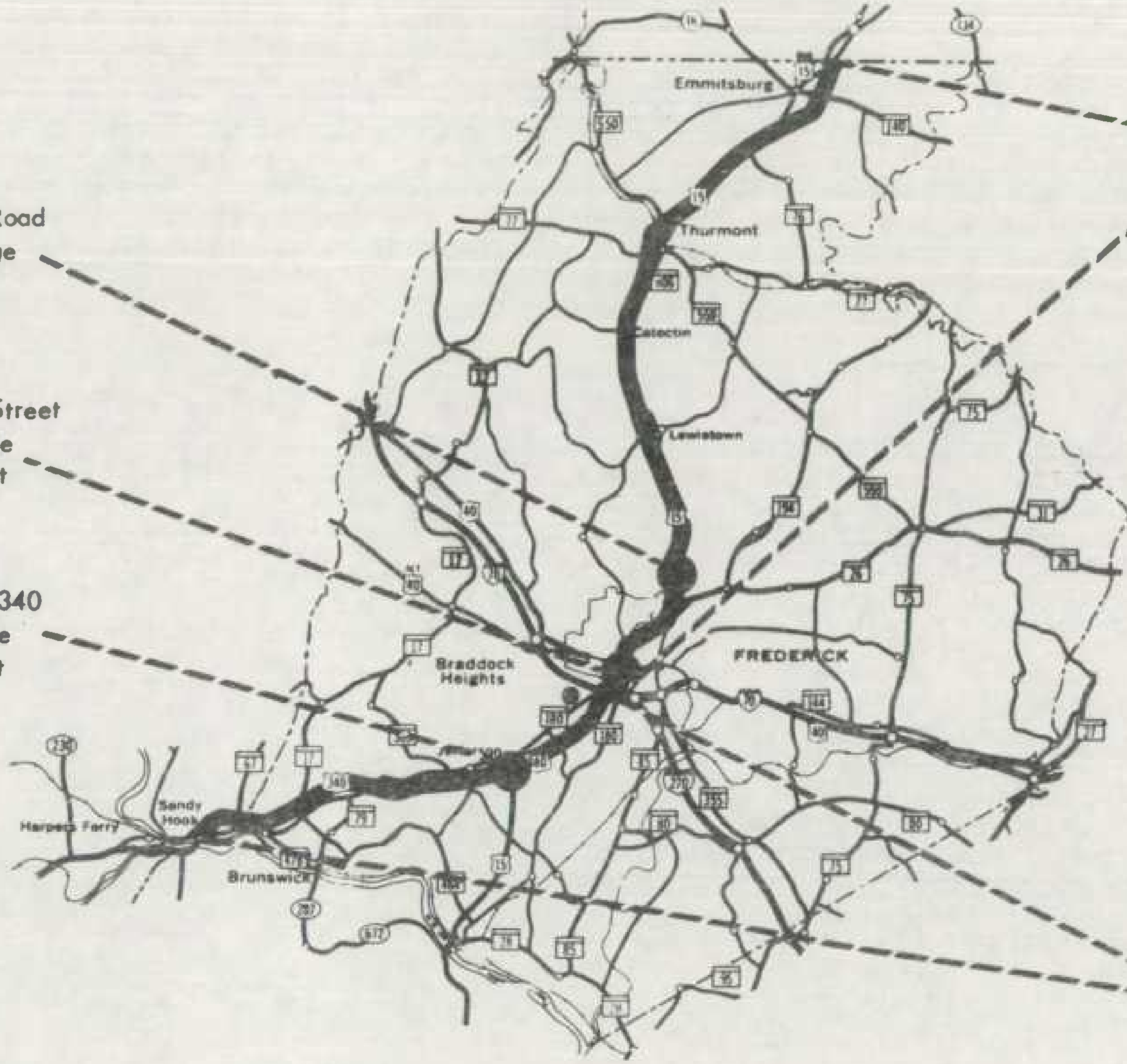
This section has no control of access but carries the highest traffic volumes. It is recommended partial control should be implemented to preserve the roadway's functional integrity. Full control might be considered in the near future if Delaware were to substantially upgrade their portion of this facility.

US 15/US 340
VA LINE to PA LINE

HNI
Hayward Road
Interchange
Construct

HNI
Jefferson Street
Interchange
Reconstruct

HNI
US 15/US 340
Interchange
Reconstruct



Priority 2
Partial/Full Control
(Ultimate All Full)

Priority 1
Partial/Full Control

US 15/340 CORRIDOR
Virginia State Line to Pennsylvania State Line

Due to mountainous terrain to the west, US 15/340 provides an alternative principal arterial corridor to I-81. The corridor serves a moderate volume of interregional traffic, with rapid urbanization and increasing commuter traffic in the vicinity of the City of Frederick. Pennsylvania has a 2 lane fully controlled highway bypassing Gettysburg. Most other corridor improvement projects within the adjacent states have been deferred.

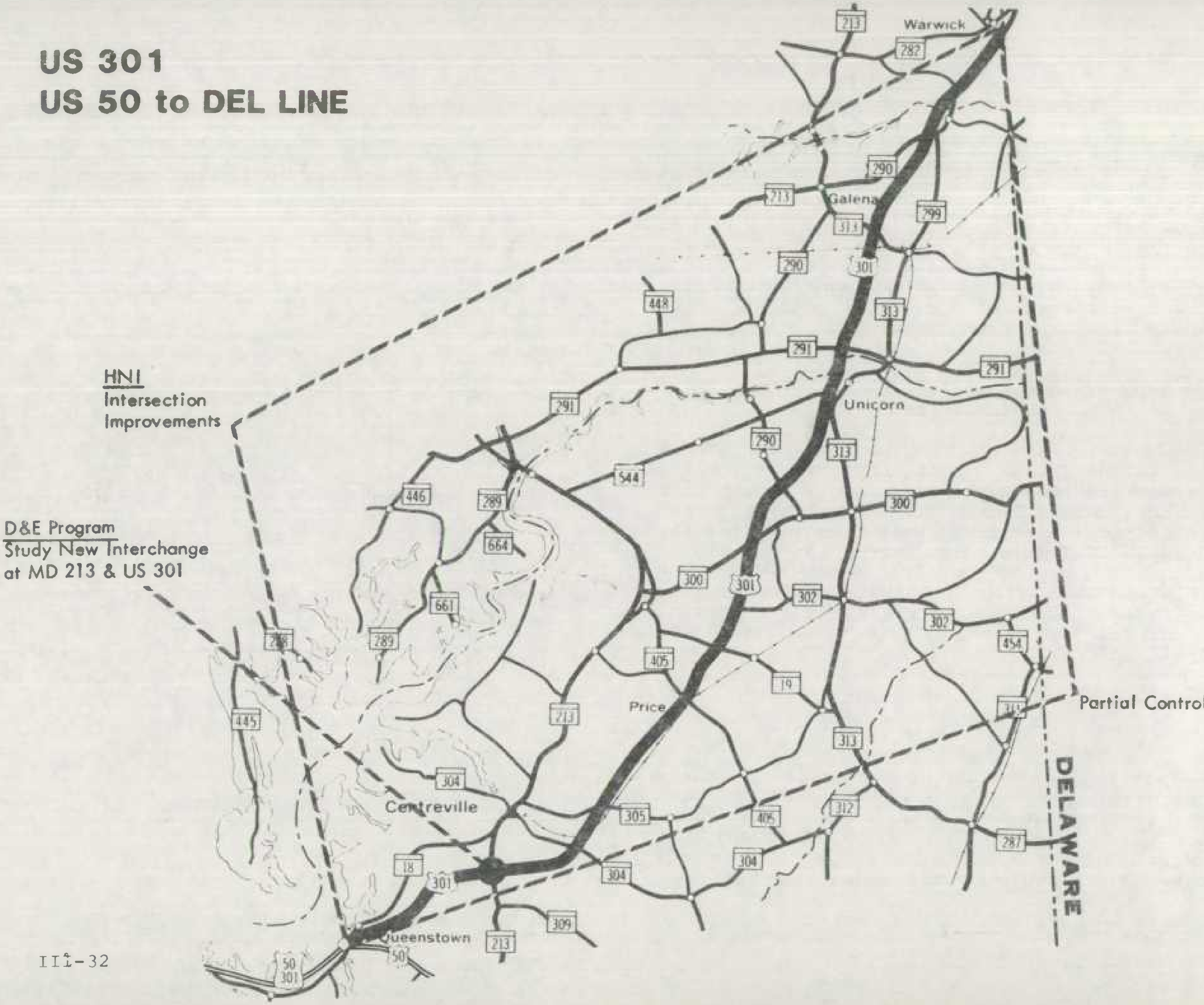
Virginia State Line to I-70
(composite score 45)

US 340/US 15 south of Frederick was upgraded to a 4 lane freeway in the 60's except for the section from the Washington County Line to the Virginia State Line, where only partial control of access exists. While adequate for the foreseeable future, this small section should be upgraded to full control when and if Virginia and West Virginia substantially improve their portion of the corridor. Their portion is substandard and motorists and truckers often avoid it.

I-70 to Pennsylvania State Line
(composite score 41)

The portion in the City of Frederick is fully controlled. Recent reconstruction of the last undivided portion of this roadway near Thurmont establishes at least partial control of access throughout this section. It is expected this project will eliminate the most critical service and safety problems, which had plagued US 15 for many years. Ultimately, on a individual basis, interchanges should be constructed to extend the fully controlled section beyond MD 26 to the Pennsylvania Line.

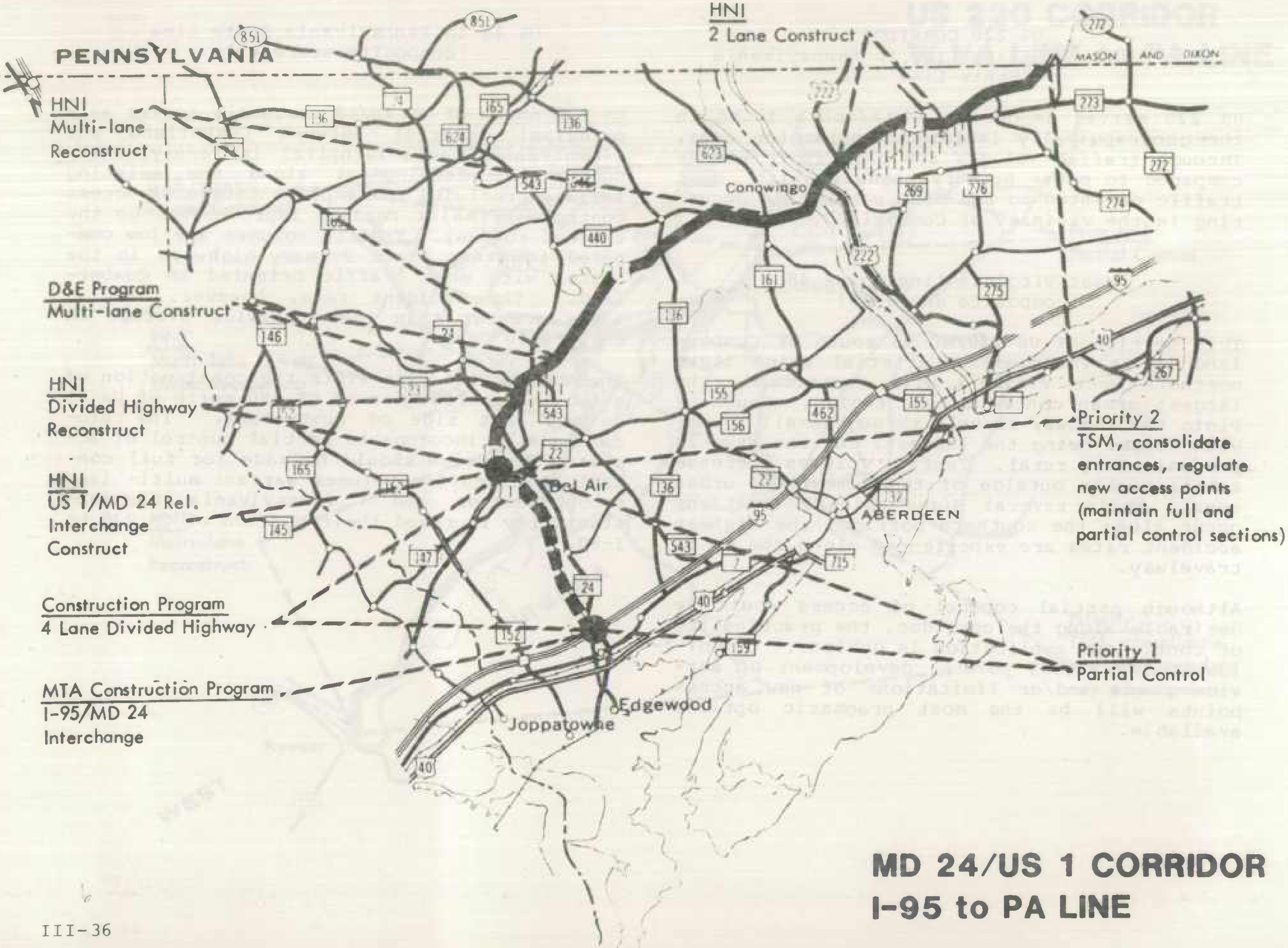
US 301
US 50 to DEL LINE



US 301 CORRIDOR
US 50 to Delaware Line
(composite score 37)

This principal arterial links the Chesapeake Bay Bridge with the Upper Shore and Delaware. Currently the roadway is a 4 lane divided highway with partial control of access. Generally the significant problem is accidents at or in the vicinity of the unsignalized intersecting roadways. TSM improvement emphasis should be given to these locations for the immediate future.

While partial control of access adequately serves the relatively low traffic and the adjoining land use, this corridor does have the potential, with improved connections within Delaware, to become a more attractive alternative facility for north/south interstate travel. The State of Delaware is currently studying US 301 corridor improvements and, if implemented, Maryland should proceed toward ultimate full control by constructing interchanges where they are individually warranted by service and safety factors.



MD 24/US 1 CORRIDOR
I-95 to PA LINE

MD 24/US 1 CORRIDOR
I-95 to Pennsylvania State Line

The MD 24/US 1 corridor is a unique route within the State Primary Highway System. As the dogleg configuration might indicate, through trip travel on this routing is minimal. While MD 24 carries heavy traffic volumes, most trips are oriented from the Bel Air area to I-95 and then via I-95 to major regional/national activity centers. The trip length on MD 24 is relatively short and traffic is dominated by commuter/local business trips. US 1 serves the growing, but still predominately rural sections of northeastern Harford County and provides the most direct access to Bel Air. While trip lengths tend to be longer, overall volumes are at best moderate with a low percentage of interstate or interregional traffic at this time.

US 1 and MD 24 serve independent purposes and do not constitute a singular routing. It is recommended no access control improvements, other than those currently programmed, be implemented pending study of this corridor as a Primary route. Given the rapid growth of western Harford County and northeastern Baltimore County and their orientation to Baltimore the study should include the section of the US 1 corridor between I-695 and MD 24 Relocated.

MD 24 from I-95 to US 1
(composite score 51)

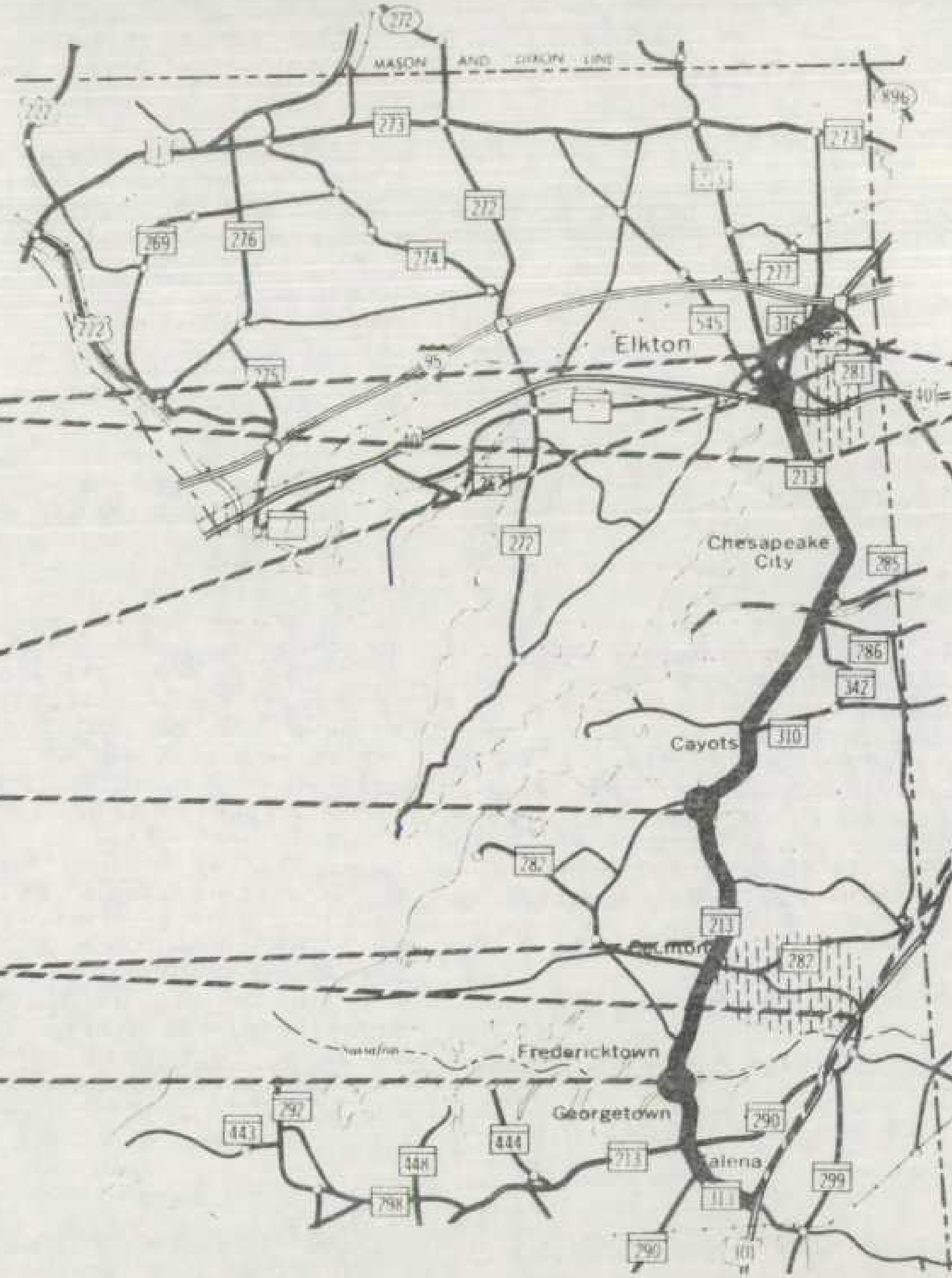
MD 24 is a minor arterial connecting I-95 with US 1. The MD 24 corridor south of Bel Air is a major growth area in Harford County. The section of the existing roadway immediately south of US 1 Business has an accident rate almost three times the statewide average. High traffic volumes, heavy development pressure and no control of access have prompted construction of a 4 lane divided relo cation with partial control of access.

US 1 from MD 24 to Pennsylvania State Line
(composite score 31)

This intermediate arterial serves the communities in northern Harford and Cecil Counties, and provides the only free bridge across the Susquehanna River in Maryland. The US 1 Bypass of Bel Air has full control of access, but from north of Bel Air to MD 273 in Cecil County no access controls exist. North of MD 273 partial control exists. Traffic volumes are moderate with higher than average accident rates occurring along the unimproved portion.

Pennsylvania has upgraded portions of their US 1 corridor substantially, while Maryland has not made a similar commitment. Pending study of the entire US 1/MD 24 corridor, access control improvements along non-programmed sections should be limited to consolidations of existing residential and commercial entrances, regulation of new access points and TSM safety/ service measures at specific locations.

MD 213/MD 279
US 301 to I-95



HNI
Multi-lane
Reconstruct

HNI
Multi-lane
Construct
(Partial Control)

Construction Program
Amtrack Bridge

TSM, consolidation of existing entrances, control of new access points

Construction Program
Bohemia River Bridge

HNI
2 Lane Construct

Construction Program
Sassafrass River Bridge

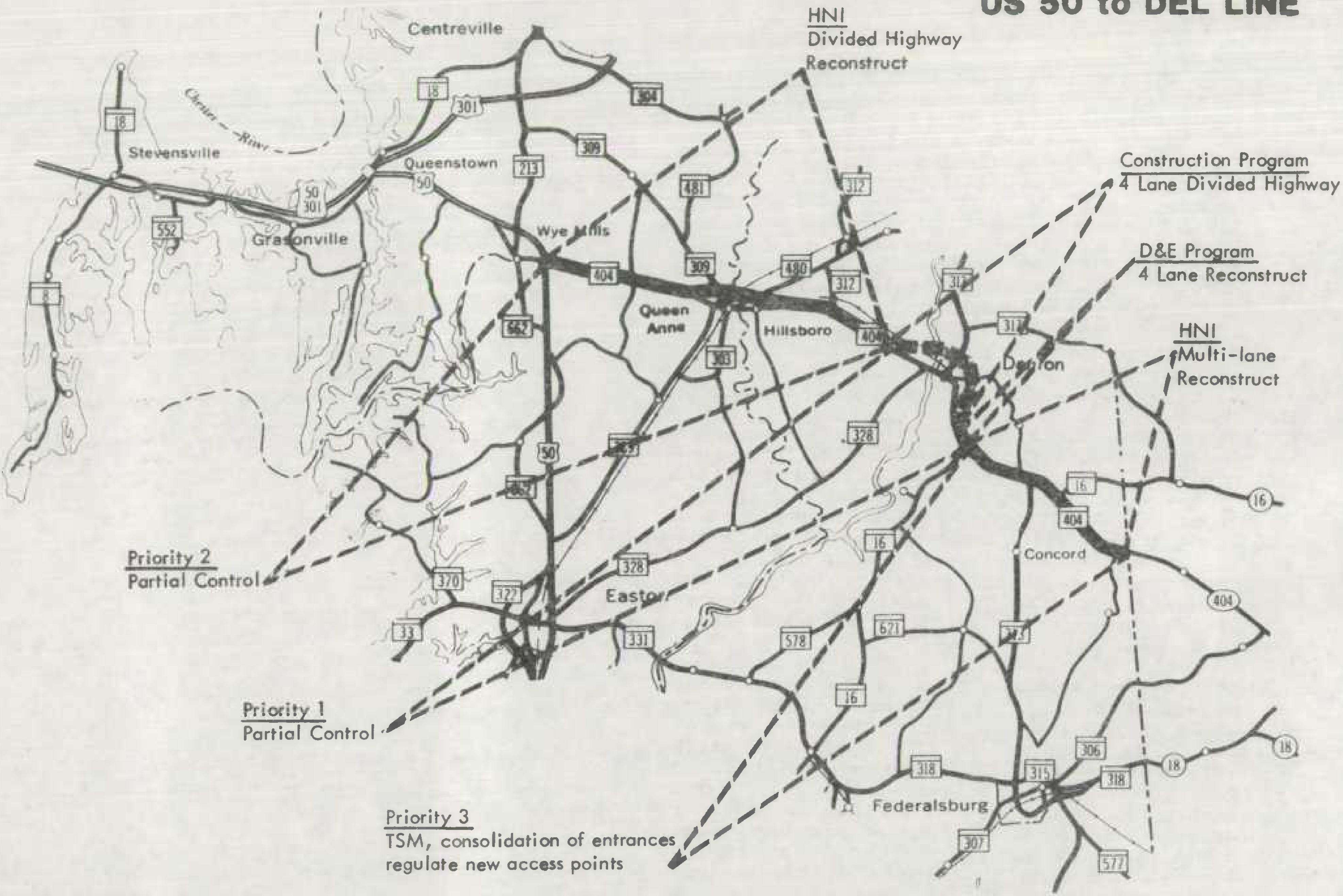
MD 213/MD 279 CORRIDOR
US 301 to I-95
(composite score 34)

This intermediate arterial corridor, including portions of MD 279 and MD 313, connects the Upper Shore with I-95 and US 301. MD 213 is a regionally important roadway providing access from the upper Eastern Shore to the Wilmington metropolitan area. It bisects the fastest growing area of Cecil County - the Greater Elkton Planning Area. It is in this area traffic volumes and corresponding accident rates are highest. South of the Elkton vicinity traffic volumes diminish progressively. The volume of through traffic is relatively low, perhaps in part due to the fact the present conditions of the bridges over the major rivers prevent truck traffic from using MD 213.

All major construction projects warranted by localized safety, service and/or structural conditions, such as the purposed Elkton Bypass, should include partial control of access. Other access control improvements along the existing roadway should be limited to consolidation of existing entrances and control of new access points, except the section north of the C&D Canal to the proposed Elkton Bypass where partial control is deemed to be desirable.

At present, Delaware is studying improvements of its portion of US 301 which closely parallels the US 213 corridor. Given the current low usage of MD 213 for through traffic trips and to avoid duplication of expenditures and facilities, should Delaware elect to significantly improve US 301, no continuous corridor-wide access control improvements are recommended at this time. Consideration might be given to removing MD 213/MD 279 from the Primary System in the future.

MD 404 CORRIDOR
US 50 to DEL LINE



MD 404 CORRIDOR
US 50 to Delaware State Line

MD 404 functions as an intermediate arterial and links US 50 with Denton and the Delaware resorts. It is used as an alternate route between the Bay Bridge and the ocean resorts which accounts for a high seasonal variation in traffic volumes. While MD 404 maintains a adequate level of traffic operation eight months a year, increased volumes during the summer months create interrupted flow and low operating speeds on this two lane roadway.

US 50 to Denton Bypass, west of Denton (composite score 30)

A priority along MD 404 is that partial control of access should be acquired between US 50 and the Denton Bypass. The existing right-of-way is adequate to construct a four lane divided roadway. Additional right-of-way may be required where service roads are needed to establish partial control of access.

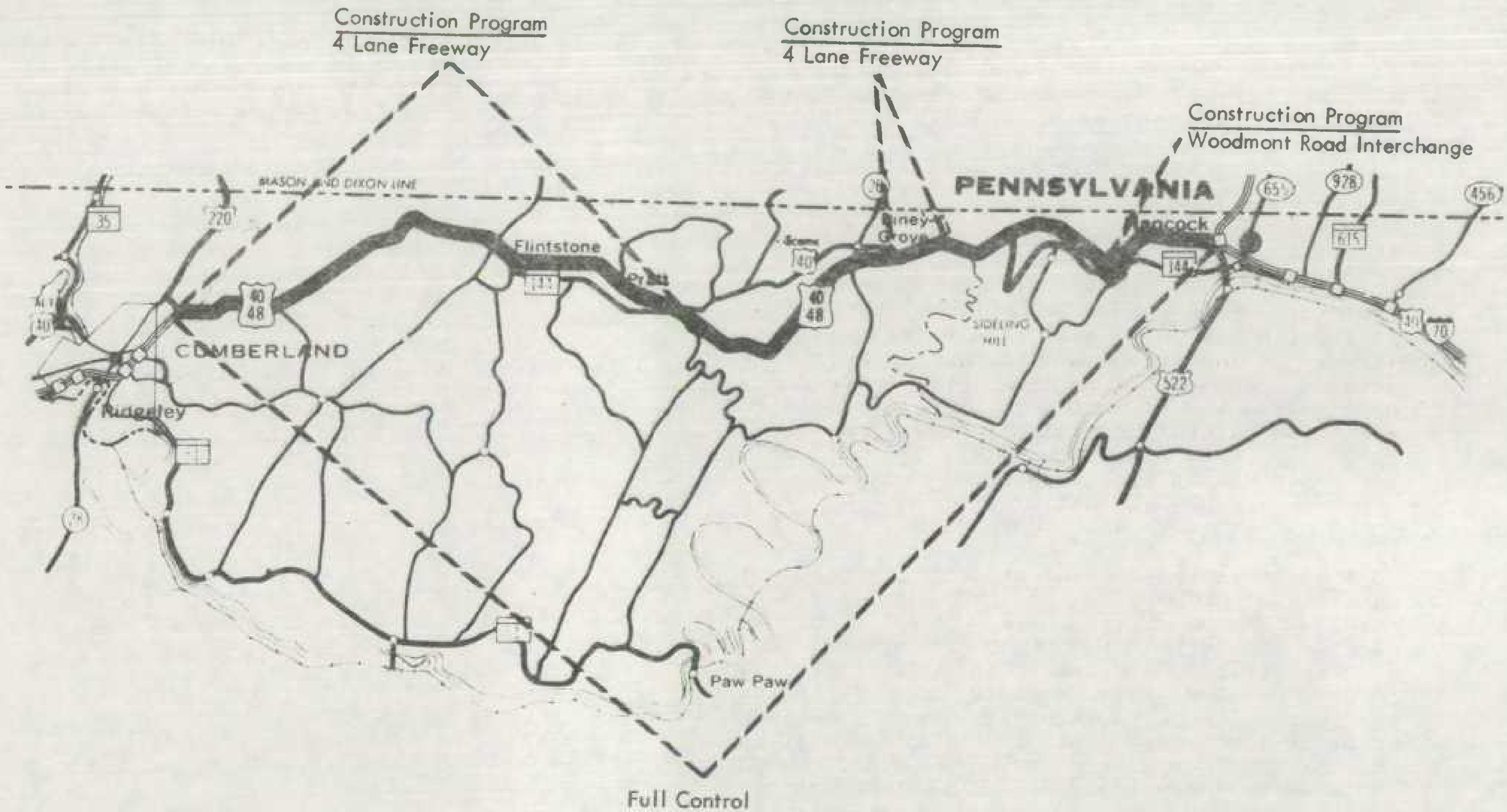
Begin Denton Bypass, west of Denton to MD 16, east of Denton (composite score 45)

MD 404 within the Town of Denton has the worst cumulative rating due to its high accident rate, which is five times higher than comparable roadways on the State system, and highest traffic volumes. In addition, the injury accident rate is twice the statewide average. This portion has the highest priority for access control improvements along the MD 404 corridor. This section, which includes MD 404 Relocated around Denton (open to traffic in 1988), should have partial control of access provisions included in any major improvements.

MD 16 to Delaware State Line (composite score 30)

The acquisition of partial access controls as part of roadway dualization between the Denton Bypass and Delaware should be considered in the future. The reconstruction of this easternmost section should be coordinated with and dependent upon the State of Delaware improving its portion of the MD 404 corridor. In the interim access control improvements should be limited to selective consolidation of entrances, TSM measures and regulation of new access points.

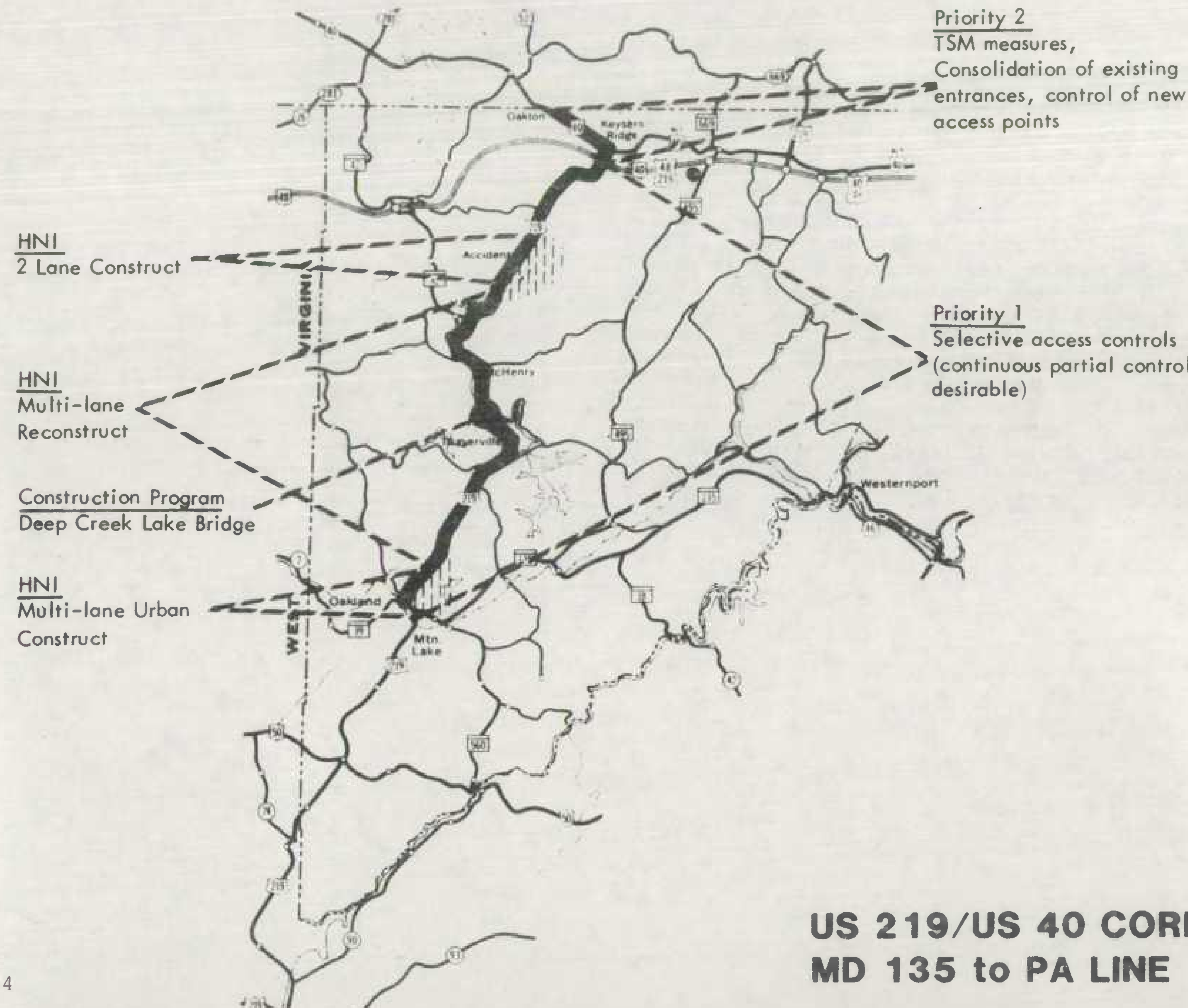
US 40 & US 48
US 220 to I-70



US 48 (US 40) CORRIDOR
US 220 to I-70
(composite score 33)

US 40, the National Pike, connects Cumberland, via I-70, with major East Cost cities. The section is scheduled to be upgraded as part of US 48 corridor, the National Freeway.

Existing US 40 east of Cumberland is a combination of two to four lanes of mountainous roadway with full or partial control of access in very few locations. The reconstruction along US 40 east of Cumberland will fill in the missing link of an improved freeway connection across the mountains of Western Maryland. The Administration is committed to compelling a four lane freeway in this corridor. Any investment in the highway network in Western Maryland, along with a sound economic development plan, could lead to an influx of dollars and stronger economy for the region.



US 219/US 40 CORRIDOR
MD 135 to PA LINE

US 219/US 40 CORRIDOR
Oakland to Pennsylvania State Line

US 219 functions as the intermediate arterial connection between Oakland, the county seat of Garrett County, and US 48. US 219 is also the major access route south from US 48 to the recreational area around Deep Creek Lake.

MD 135 to US 48
(composite score 33)

The major problem is peak summer traffic volumes which increases approximately 50% above the average daily traffic volume. Additionally, the accident rate in Oakland is 30% higher than the statewide average for roadways with the same design characteristics. The corridor is also being affected by continuing development pressure in the Deep Creek Lake area.

The purchase of continuous access controls along the existing roadway in Oakland is not feasible due to the significant adjacent development. In order to alleviate this greatest problem area, it is strongly recommended that a bypass of Oakland be built from the MD 219 (South) and MD 135 intersection east of Oakland to MD 219 at Cherry Glade Run, north of Oakland, with partial access controls.

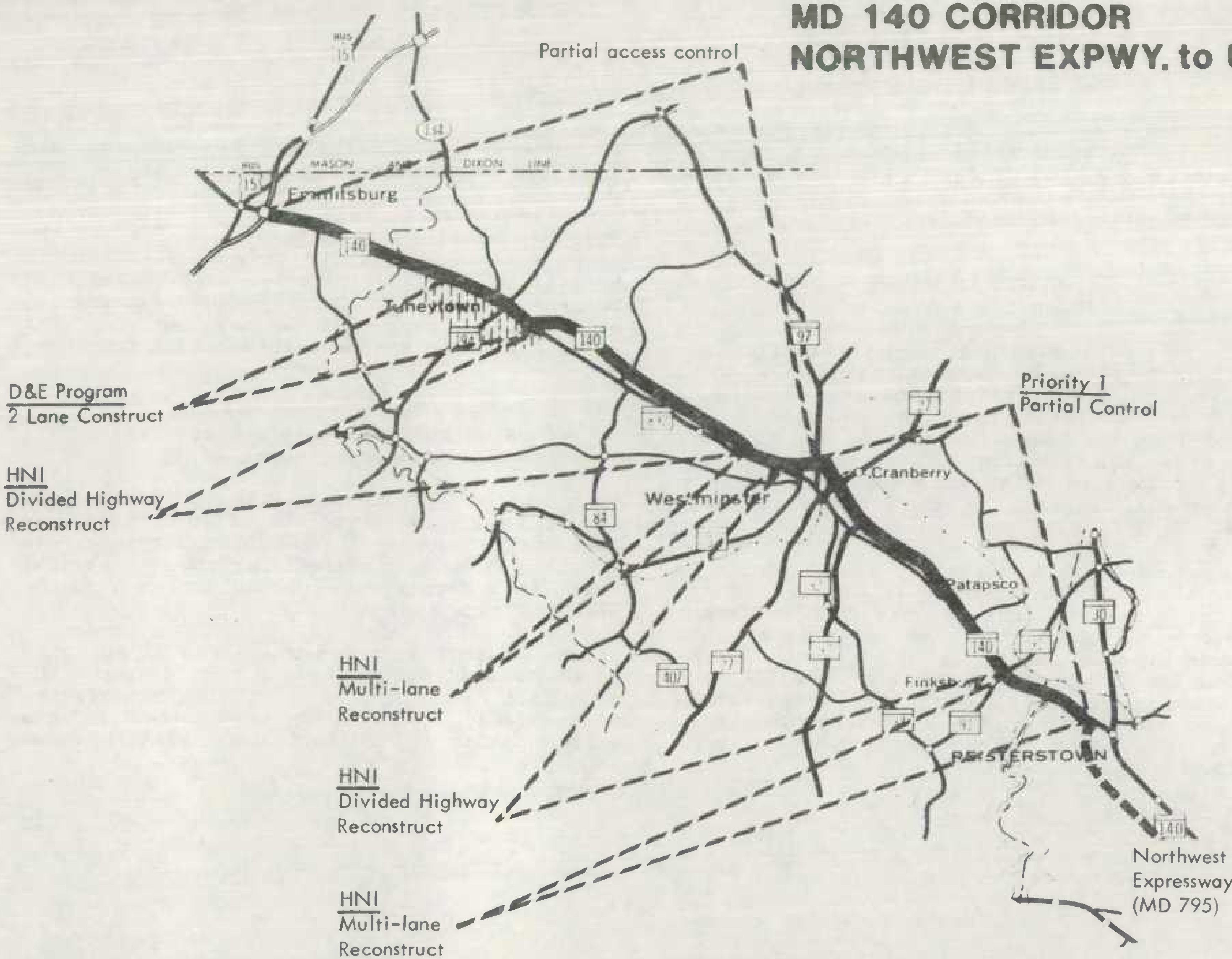
Ideally, partial control of access should be established along all of US 219 north of Oakland to US 48. This should be implemented primarily in conjunction with future dualization along much of this roadway. It is recognized, however, this highway also serves the purpose of providing the only local access to several areas. Accordingly, compromises will be necessary at locations where eliminating all local access points may not be cost effective or in the best interest of the local economy.

US 48 to Pennsylvania State Line
(composite score 20)

This section of US 40 serves an intermediate arterial function since the US 48 corridor has been completed west through West Virginia. It provides the most direct access to several small to moderate sized urban areas in southwestern Pennsylvania.

Access control improvements along US 40 north of US 48 will be limited to providing continuous left hand turn lanes within the existing right-of-way, minimizing the number of new access points and consolidating existing ones when practical.

MD 140 CORRIDOR
NORTHWEST EXPWY. to US 15



MD 140 CORRIDOR
Northwest Expressway (MD 795) to US 15

MD 140 functions as an intermediate arterial and connects the towns of Taneytown and Westminster with the northwestern Baltimore suburbs and US 15. The eastern part of the corridor is a heavily used commuter route to Baltimore while the portion west of Westminster services a rural area with limited through trips.

MD 795 to MD 97 North
(composite score 41)

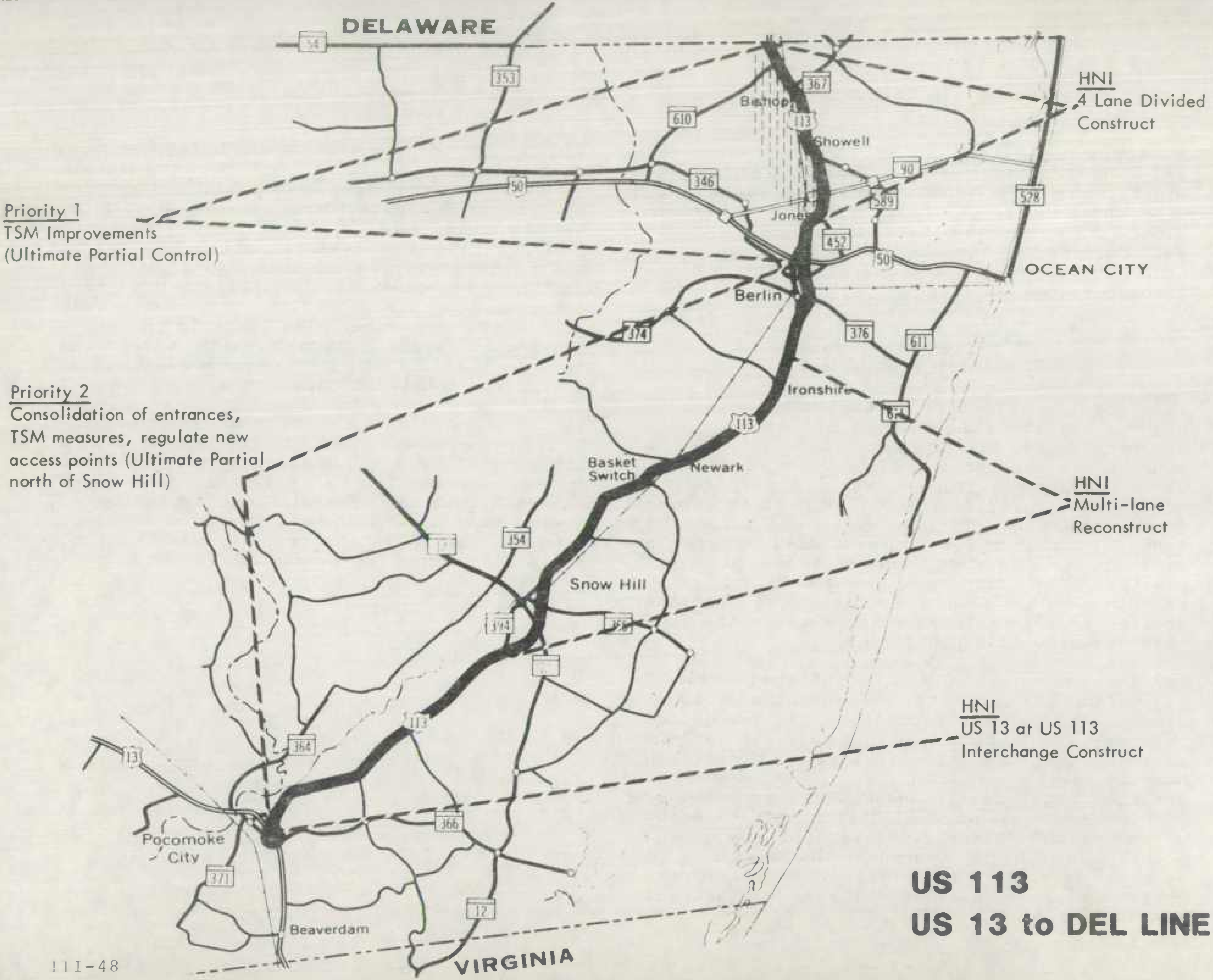
This portion is another example, like Ritchie Highway, of the consequences of not providing adequate access control provisions in past new construction projects. Although most of this section was constructed as a bypass/relocation in the fifties, today much of it serves as a commercial strip. While the impact of land development with unrestricted access is greatest in the immediate environs of Westminster, the continued suburbanization of eastern Carroll County continues to generate greater traffic volumes which also impacts the roadways service capabilities.

Partial control should be established along MD 140 to improve mobility and prevent additional direct land service access. It is recognized this will be difficult and expensive to attain partial controls, particularly at certain heavily developed locations. Development of service roads, interchanges when warranted by service volumes, consolidation of existing entrances and strict regulation of new access points should be pursued immediately to prevent further deterioration. A new bypass option is being considered in the vicinity of Westminster.

MD 97 to US 15
(composite score 21)

From US 15 to north of Westminster, MD 140 travels through a rural setting with little pressure for roadside development except in the area around Taneytown. The major problem area in this section is through Taneytown, where MD 140 is a typical small town street with parking allowed on both sides and residents and commercial establishments have direct access. This results in a higher than average accident rate. The State is currently studying a bypass proposal which should include partial control of access provisions as part of its construction.

East of Taneytown to MD 31 near Westminster, MD 140 was constructed in the early 1960's with partial control of access and right-of-highway accommodate a ultimate four lane divided highway. No additional upgrading of access control is recommended at this time. West of Taneytown partial access control should be pursued in the future.



US 113
US 13 to DEL LINE

US 113 CORRIDOR
US 13 to Delaware State Line

US 113 serves as an intermediate arterial and connects the largest communities of Worcester County on a north/south axis. The section north of US 50 is affected to a greater degree by resort traffic and development.

US 13 to US 50
(composite score 26)

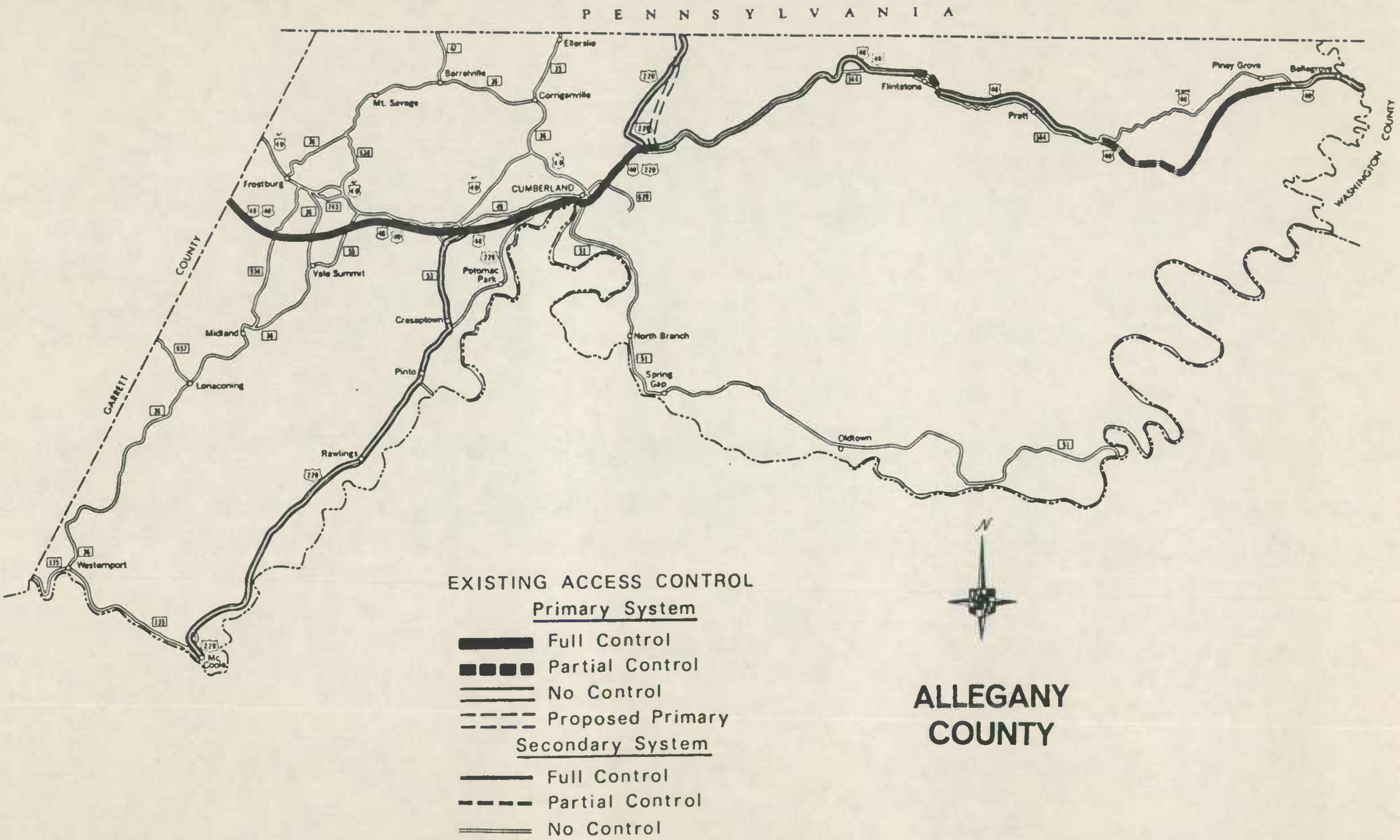
This section has no control of access except for the bypass of Snow Hill. The roadway is generally adequate except for the accident rate which is above the statwide average in the vicinity of Berlin. Traffic volumes are generally low with increases in and near the major towns. It is recommended that when the roadway between Snow Hill and Berlin is reconstructed partial control of access be incorporated into its design. In the interim, access control improvements, should include stringent regulation of new access points, consolidated of entrances and TSM measures. South of Snow Hill these "interim" measures should be sufficient for the long term as well.

US 50 to Delaware State Line
(composite score 32)

This section has no control of access except in the area of the US 50 interchange. Traffic volumes are heavier than generally found on the section south of US 50, with the segment in the vicinity of MD 90 experiencing higher than average accident and personal injury rates. When this roadway is relocated in the future it is recommended that partial control of access be incorporated into its design. In the interim selective consolidation of entrances, TSM measures and regulation of new access points should be pursued.

APPENDICES

APPENDIX A
COUNTY INVENTORY OF SHA ACCESS CONTROLS



PENNSYLVANIA
GARRETT COUNTY
WASHINGTON COUNTY
Ellerslie
Barrelville
Corriganville
Mt. Savage
Frostburg
CUMBERLAND
Vale Summit
Potomac Park
Cresaptown
Midland
Lonaconing
Pinto
Rawlings
Westernport
Mc Coole
North Branch
Spring Gap
Oldtown
Flintstone
Pratt
Piney Grove
Bellegrove
EXISTING ACCESS CONTROL
Primary System
Full Control
Partial Control
No Control
Proposed Primary
Secondary System
Full Control
Partial Control
No Control
N
ALLEGANY COUNTY

ALLEGANY COUNTY

EXISTING CONTROL OF ACCESS

STATE PRIMARY SYSTEM SUMMARY (TOTAL MILEAGE 62.58)

1980 State Functional Classification	Full Controls	Partial Controls	No Controls	Total Mileage
Principal Arterial	19.36	4.08	21.87	45.31 (73%)
Intermediate Arterial	0	0	14.00	14.00 (22%)
Minor Arterial	0	0	2.71	2.71 (4%)
Major Collector	0	0	0.56	0.56 (1%)
Total	19.36 (31%)	4.08 (7%)	39.14 (62%)	62.58 (100%)

STATE SECONDARY SYSTEM SUMMARY (TOTAL MILEAGE 126.55)

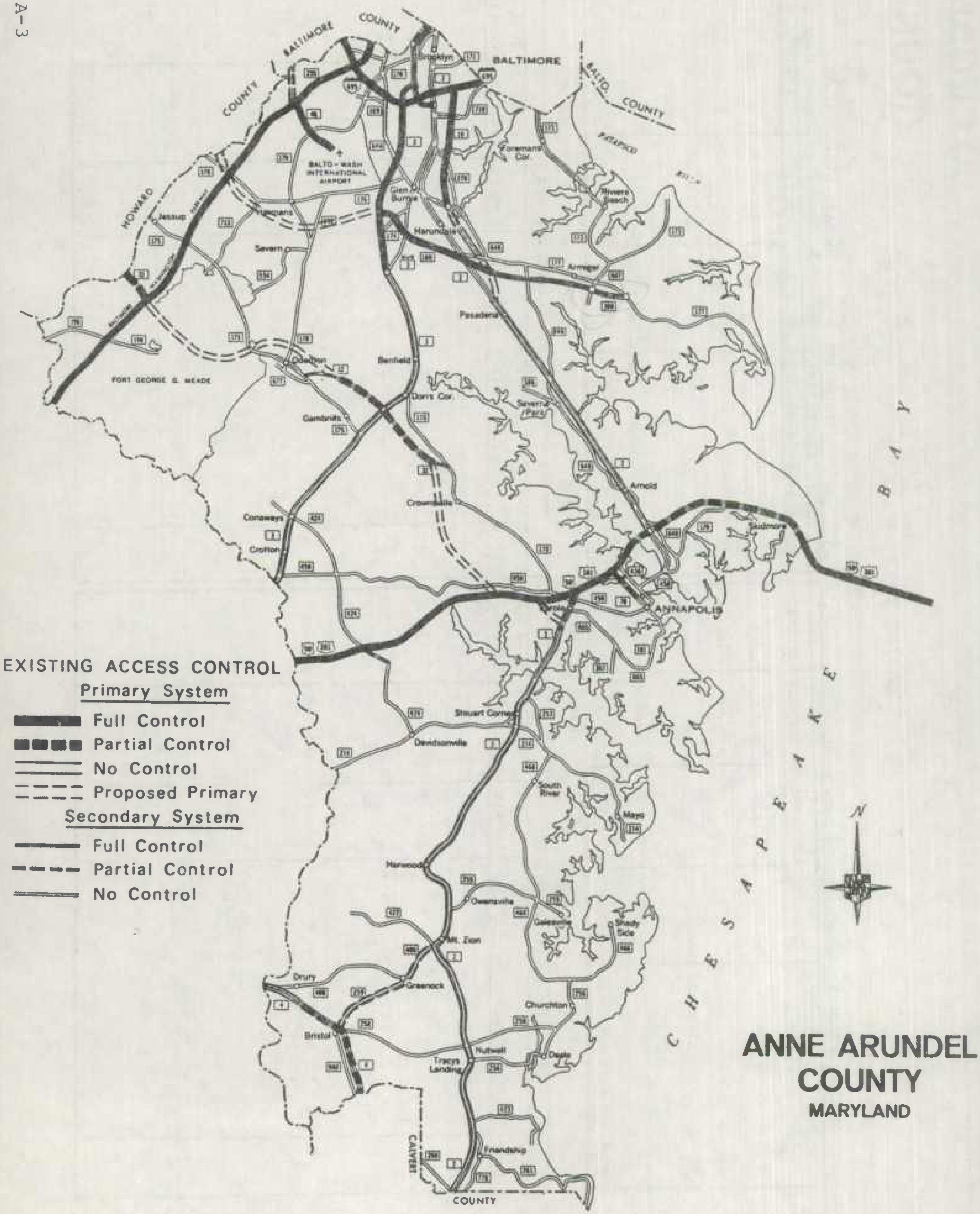
1980 State Functional Classification	Full Controls	Partial Controls	Total Controlled Mileage
None in Allegany County			

PRIMARY SYSTEM BREAKDOWN

Route	Limits	Length	State Function	Type of Controls
US 40 /US48	Garrett County Line to MD 639	13.10	Prin. Art.	Full
US 40 /US 220	MD 639 to MD 144 AN	2.58	Prin. Art.	Full
US 40	MD 144 AC to MD 144 AD	0.85	Prin. Art.	Partial
US 40	US 40 Scenic to east of Mountain Road	3.23	Prin. Art.	Partial
US 40 /US48	East of Mountain Road to east of Orleans Road	3.68	Prin. Art.	Full

SECONDARY SYSTEM BREAKDOWN

Route	Limits	Length	State Function	Type of Controls
	None in Allegany County			


ANNE ARUNDEL
COUNTY
MARYLAND
EXISTING ACCESS CONTROL
Primary System
Full Control
Partial Control
No Control
Proposed Primary
Secondary System
Full Control
Partial Control
No Control
BALTIMORE COUNTY
BALTIMORE
BALTO. COUNTY
HOWARD COUNTY
CALVERT COUNTY
CHESAPEAKE BAY
N
BALTO - WASH INTERNATIONAL AIRPORT
FORT GEORGE G. MEADE
Brooklyn
Glen Burnie
Harundale
Pasadena
Jessup
Severn
Odenton
Benfield
Gambrills
Crownsville
Conaways
Crofton
Arnold
Severna Park
ANNAPOLIS
Stuart Corner
Davidsonville
South River
Mayo
Harwood
Owensville
Galesville
Shady Side
Mt. Zion
Drury
Greenock
Bristol
Churchton
Deale
Tracys Landing
Hutwell
Friendship

ANNE ARUNDEL COUNTY

EXISTING CONTROL OF ACCESS

STATE PRIMARY SYSTEM SUMMARY (TOTAL MILEAGE 108.11)

1980 State Functional Classification	Full Controls	Partial Controls	No Controls	Total Mileage
Principal Arterial	43.80	6.43	19.56	69.79 (64%)
Intermediate Arterial	4.70	9.23	20.59	34.52 (32%)
Minor Arterial	3.80	0	0	3.80 (4%)
Total	52.30 (48%)	15.66 (15%)	40.15 (37%)	108.11 (100%)

STATE SECONDARY SYSTEM SUMMARY (TOTAL MILEAGE 236.11)

1980 State Functional Classification	Full Controls	Partial Controls	Total Controlled Mileage
Principal Arterial	3.70	0	3.70
Intermediate	3.81	1.36	5.17
Minor Arterial	0	2.18	2.18
Major Collector	0	0.76	0.76
Total	7.51	4.30	11.81

PRIMARY SYSTEM BREAKDOWN

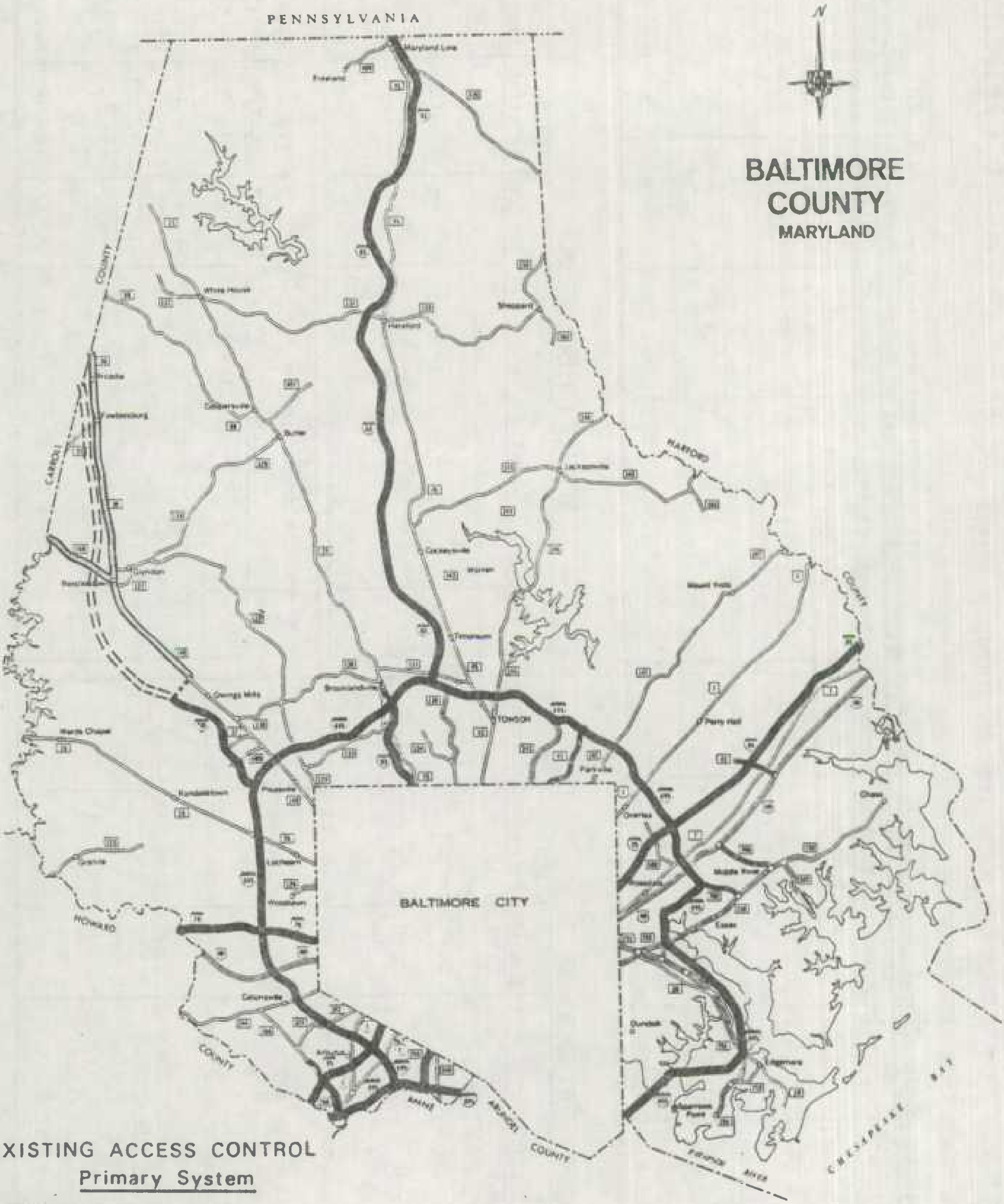
Route	Limits	Length	State Function	Type of Controls
MD 2	MD 393 to US 50	0.94	Int. Art.	Partial
MD 3	MD 3 Bus. to I-695 @ I-895A		Prin. Art.	Full
MD 4	Calvert County Line to Sands Road	3.40	Int. Art.	Partial
MD 10	MD 648E to MD 695	3.80	Minor Art.	Full
MD 32	Waterbury Road to Discus Mill Road	4.75	Int. Art.	Partial
MD 32	MD 295 to Howard County Line	1.04	Prin. Art.	Partial
MD 46	BWI Airport to MD 295	2.08	Int. Art.	Full
US 50 /301	Prince George's County Line to MD 786C	11.83	Prin. Art.	Full
US 50 /301	MD 786C to Sandy Point Road	5.39	Prin. Art.	Partial
US 50 /301	Sandy Point Road to Queen Anne's County Line (toll)	2.88	Prin. Art.	Full
MD100	MD 10 to MD 3	3.80	Int. Art.	Full
MD295	Prince George's County Line to Baltimore County Line (part Federal)	15.24	Prin. Art.	Full

PRIMARY SYSTEM BREAKDOWN

Route	Limits	Length	State Function	Type of Controls
I-695	MD 3 to Baltimore County Line	2.81	Prin. Art.	Full
MD695	Baltimore City Line to MD 3	2.63	Prin. Art.	Full
I-895	Baltimore County Line to Baltimore City Line (toll)	0.78	Prin. Art.	Full

SECONDARY SYSTEM BREAKDOWN

Route	Limits	Length	State Function	Type of Controls
MD 32	MD 178 to MD 32 Ult. and MD 32 Ult. to MD 175	1.36	Min. Art.	Partial
MD 70	College Creek to US 50	1.31	Min. Art.	Partial
MD100	MD 607 to MD 10	3.81	Int. Art.	Full
MD100	MD 177 to MD 607	0.76	Maj. Coll	Partial
MD424	MD 793 to US 50/301	0.87	Min. Art.	Partial
I-895A	MD 3 to I-895B	0.82	Prin. Art	Full
I-895B	MD 2 to I-895	2.88	Prin. Art.	Full



EXISTING ACCESS CONTROL

Primary System

- Full Control
- Partial Control
- No Control
- Proposed Primary

Secondary System

- Full Control
- Partial Control
- No Control
- Travelway (County Road)

BALTIMORE COUNTY

EXISTING CONTROL OF ACCESS

STATE PRIMARY SYSTEM SUMMARY (TOTAL MILEAGE 114.29)

1980 State Functional Classification	Full Controls	Partial Controls	No Controls	Total Mileage
Principal Arterial	97.86	0	11.10	108.96 (95%)
Intermediate Arterial	0	0	2.53	2.53 (2%)
Minor Arterial	0.99	0	0	0.99 (1%)
Major Collector	1.81	0	0	1.81 (2%)
Total	100.66	0	13.63	114.29
	(88%)	(0%)	(12%)	(100%)

STATE SECONDARY SYSTEM SUMMARY (TOTAL MILEAGE 275.89)

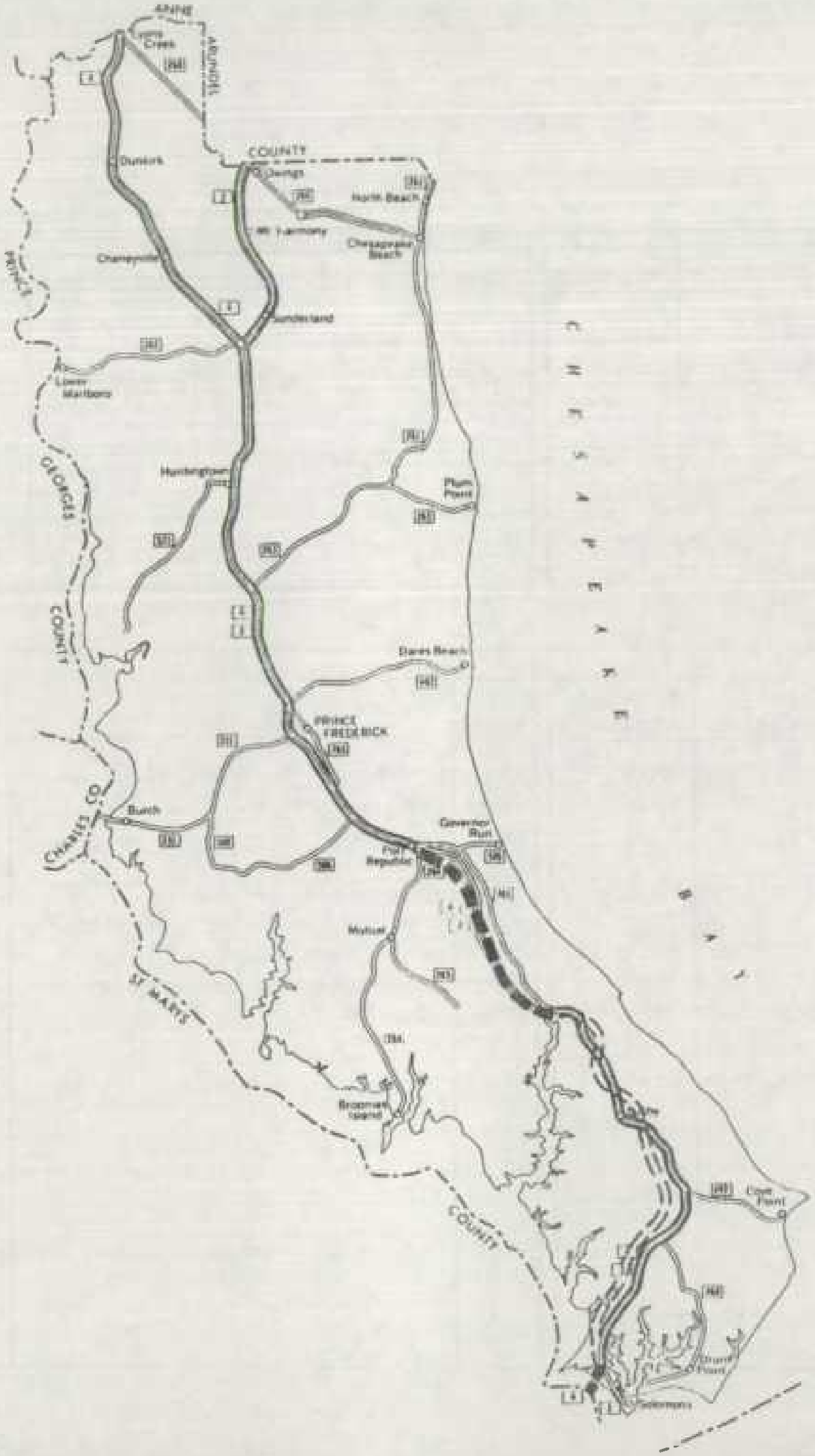
1980 State Functional Classification	Full Controls	Partial Controls	Total Controlled Mileage
Intermediate Arterial	3.45	2.55	6.00
Minor Arterial	0.85	1.13	1.98
Major Collector	0.59	0.15	0.74
Total	4.89	3.83	8.72

PRIMARY SYSTEM BREAKDOWN

Route	Limits	Length	State Function	Type of Controls
I-70	Howard County Line to I-695	2.89	Prin. Art.	Full
I-70	I-695 to Baltimore City Line	1.81	Maj. Coll.	Full
I-83	Baltimore City Line to Pennsylvania State Line	27.88	Prin. Art.	Full
I-95	Howard County Line to Baltimore City Line	3.65	Prin. Art.	Full
I-95	Baltimore City Line to Harford County Line (part toll)	11.53	Prin. Art.	Full
MD166	US 1 to I-95	0.99	Min. Art.	Full
MD295	Anne Arundel County Line to Baltimore City Line	1.43	Prin. Art.	Full
I-695	Anne Arundel County Line to MD 695 @ I-95	27.76	Prin. Art.	Full
MD695	I-695 at I-95 to Anne Arundel County Line	13.81	Prin. Art.	Full
I-795	I-695 to Owings Mills Boulevard	4.28	Prin. Art	Full
I-895	Howard County Line to Anne Arundel County Line (toll)	4.63	Prin. Art.	Full

SECONDARY SYSTEM BREAKDOWN

Route	Limits	Length	State Function	Type of Controls
MD 25	MD 25A to MD 130	0.15	Maj. Coll.	Partial
MD25A	I-83 to MD 25	0.59	Maj. Coll.	Full
MD 41	Baltimore City Line to Joppa Road	2.55	Int. Art.	Partial
MD 43	Honeygo Boulevard to US 40	1.43	Int. Art.	Full
MD166	I-95 to south of Cedar Avenue	0.85	Min. Art.	Full
MD700	US 40 to Windlass Lane	1.13	Min. Art.	Partial
MD702	MD 695 to Old Eastern Avenue	2.02	Int. Art.	Full



EXISTING ACCESS CONTROL

Primary System

- Full Control
- Partial Control
- No Control
- Proposed Primary

Secondary System

- Full Control
- Partial Control
- No Control

CALVERT COUNTY
MARYLAND

EXISTING CONTROL OF ACCESS

STATE PRIMARY SYSTEM SUMMARY (TOTAL MILEAGE 41.81)

1980 State Functional Classification	Full Controls	Partial Controls	No Controls	Total Mileage
Intermediate Arterial	0	6.14	35.67	41.08 (100%)
Total	0 (0%)	6.14 (15%)	35.67 (85%)	41.08 (100%)

STATE SECONDARY SYSTEM SUMMARY (TOTAL MILEAGE 82.08)

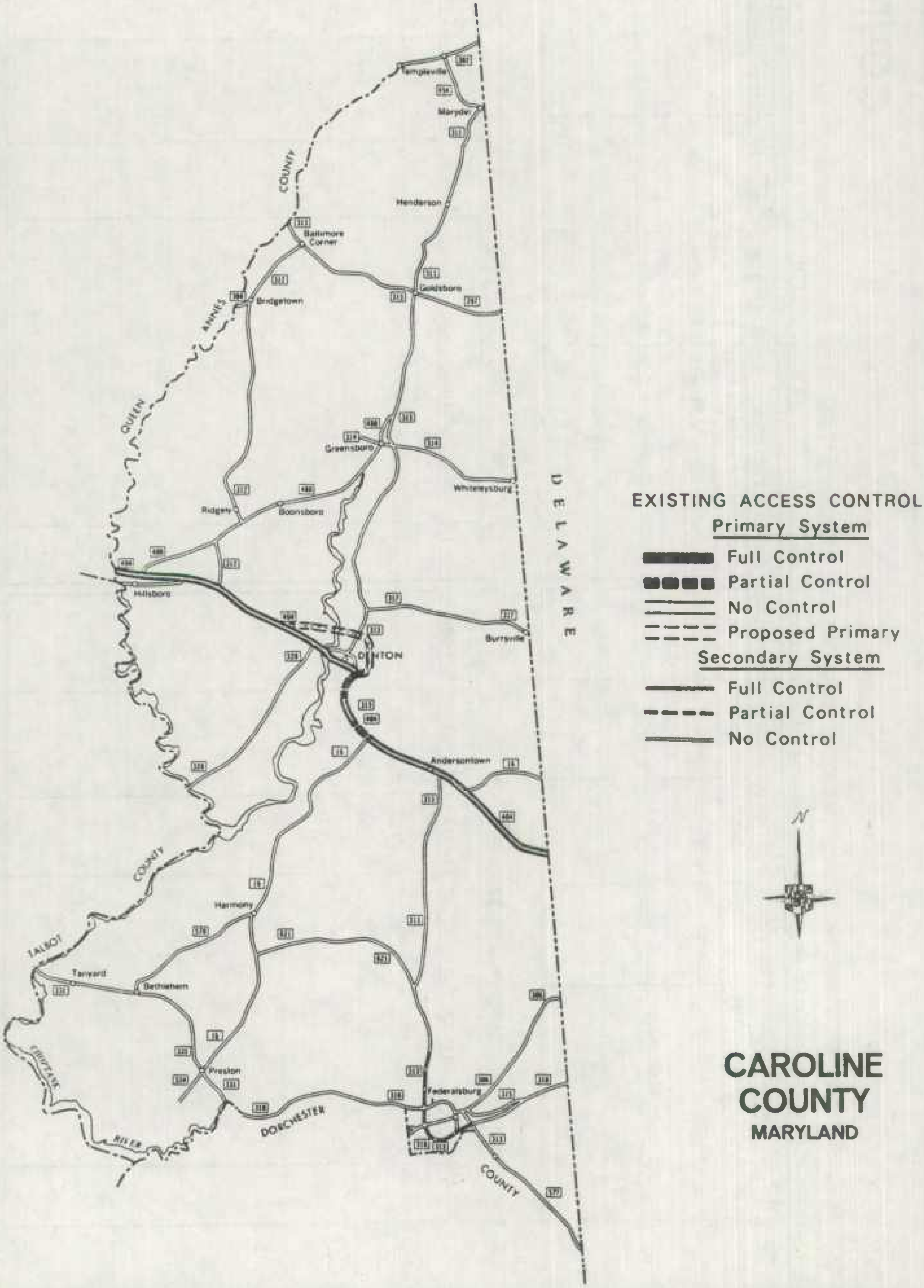
1980 State Functional Classification	Full Controls	Partial Controls	Total Controlled Mileage
None in Calvert County			

PRIMARY SYSTEM BREAKDOWN

Route	Limits	Length	State Function	Type of Controls
MD 2/4	0.6 mile south of Parran Road to MD 264	5.49	Int. Art.	Partial
MD 4	St. Mary's County Line to MD 2	0.65	Int. Art.	Partial

SECONDARY SYSTEM BREAKDOWN

Route	Limits	Length	State Function	Type of Controls
	None in Calvert County			



CAROLINE COUNTY
MARYLAND

CAROLINE COUNTY

EXISTING CONTROL OF ACCESS

STATE PRIMARY SYSTEM SUMMARY (TOTAL MILEAGE (16.47)

1980 State Functional Classification	Full Controls	Partial Controls	No Controls	Total Mileage
Intermediate Arterial	0	1.36	15.11	16.47 (100%)
Total	0 (0%)	1.36 (8%)	15.11 (92%)	16.47 (100%)

STATE SECONDARY SYSTEM SUMMARY (TOTAL MILEAGE 139.77)

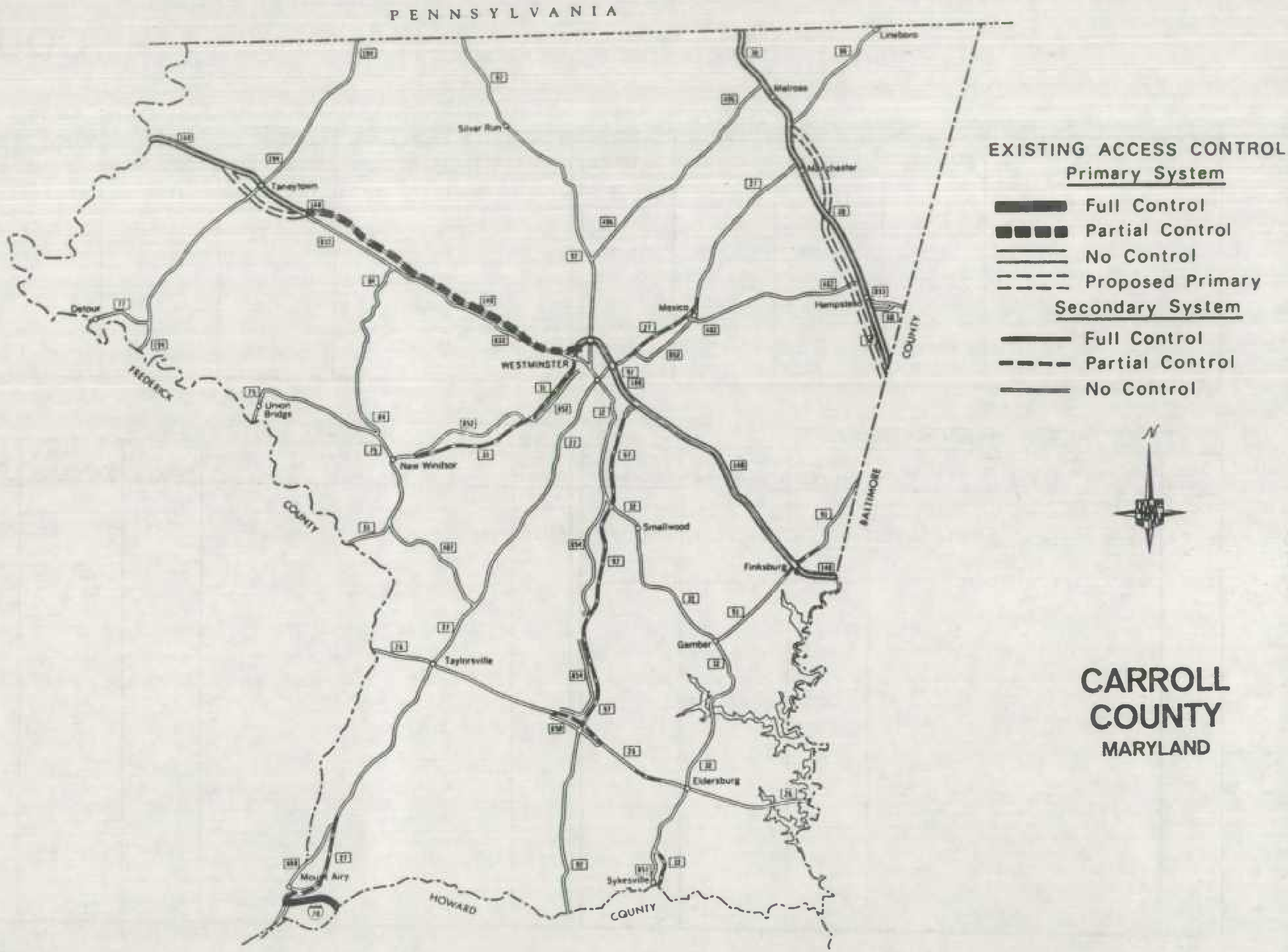
1980 State Functional Classification	Full Controls	Partial Controls	Total Controlled Mileage
Minor Arterial	0	3.45	3.45
Total	0	3.45	3.45

PRIMARY SYSTEM BREAKDOWN

Route	Limits	Length	State Function	Type of Controls
MD404	Watts Creek to Double Hills Road	0.25	Int. Art.	Partial
MD404	Gay Street to Sharp Road	1.11	Int. Art.	Partial

SECONDARY SYSTEM BREAKDOWN

Route	Limits	Length	State Function	Type of Controls
MD313	MD318 @ MD 634 to Faulkner Branch	3.45	Min. Art.	Partial


PENNSYLVANIA
EXISTING ACCESS CONTROL
Primary System
Full Control
Partial Control
No Control
Proposed Primary
Secondary System
Full Control
Partial Control
No Control
CARROLL
COUNTY
MARYLAND
N
Lineboro
Melrose
Silver Run
Manchester
Taneytown
Hampstead
Mexico
Westminster
Detour
Union Bridge
New Windsor
Smallwood
Finksburg
Gamber
Taylorsville
Eldersburg
Sykesville
Mount Airy
FREDERICK
COUNTY
BALTIMORE
COUNTY
HOWARD
COUNTY

EXISTING CONTROL OF ACCESS

STATE PRIMARY SYSTEM SUMMARY (TOTAL MILEAGE 37.61)

1980 State Functional Classification	Full Controls	Partial Controls	No Controls	Total Mileage
Principal Arterial	1.61	0	11.12	12.73 (34%)
Intermediate Arterial	0	9.38	15.50	24.88 (66%)
Total	1.61 (4%)	9.38 (25%)	26.62 (71%)	37.61 (100%)

STATE SECONDARY SYSTEM SUMMARY (TOTAL MILEAGE 182.15)

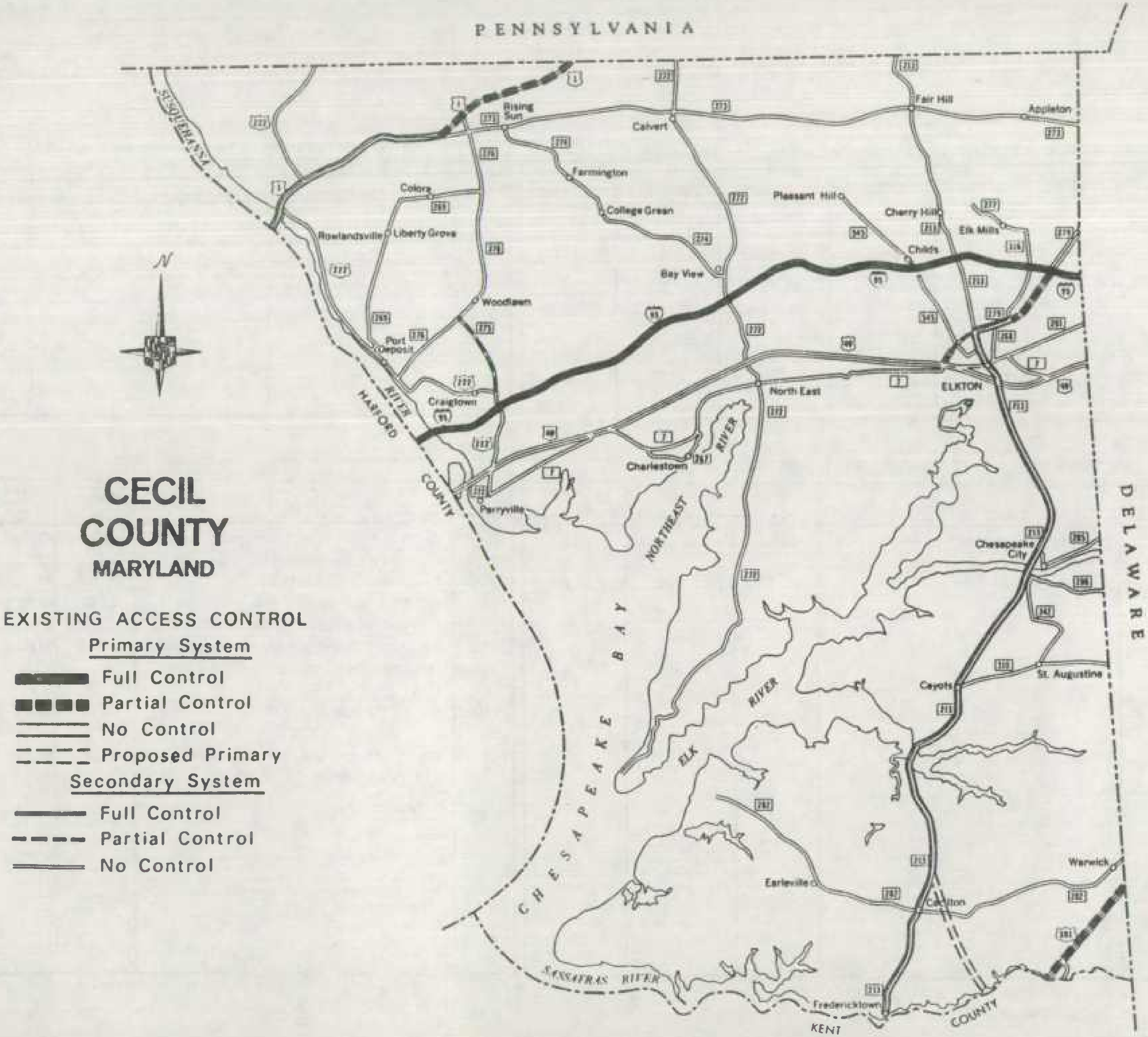
1980 State Functional Classification	Full Controls	Partial Controls	Total Controlled Mileage
Minor Arterial	0	25.67	25.67
Major Collector	0	0.79	0.79
Total	0	26.46	26.46

PRIMARY SYSTEM BREAKDOWN

Route	Limits	Length	State Function	Type of Controls
I-70	Frederick County Line to Howard County Line	1.61	Prin. Art.	Full
MD140	MD 31 to MD 832	9.38	Int. Art.	Partial

SECONDARY SYSTEM BREAKDOWN

Route	Limits	Length	State Function	Type of Controls
MD 26	Martz Road to Emerald Lane	1.70	Min. Art.	Partial
MD 26	Klees Mill Road to Freter Rd	.62	Min. Art.	Partial
MD 27	I-70 to MD 808A	2.88	Min. Art.	Partial
MD 27	WM R/R to MD 852G	2.40	Min. Art.	Partial
MD 31	New Windsor to MD 140	6.10	Min. Art.	Partial
MD 32	Howard County Line to north corporate limits of Sykes-ville	1.48	Min. Art.	Partial
MD 91	MD 897D to MD 140	0.35	Min. Art.	Partial
MD 91	MD 140 to MD 879E	0.79	Maj. Coll.	Partial
MD 97	MD 850H to begin divided highway near MD 140	9.35	Min. Art.	Partial


PENNSYLVANIA
DELAWARE
CECIL
COUNTY
MARYLAND
EXISTING ACCESS CONTROL
Primary System
Full Control
Partial Control
No Control
Proposed Primary
Secondary System
Full Control
Partial Control
No Control
N
SUSQUEHANNA
RIVER
HARFORD
COUNTY
CHESAPEAKE BAY
NORTHEAST
RIVER
ELK
RIVER
SASSAFRAS RIVER
KENT
COUNTY
Rising Sun
Calvert
Fair Hill
Appleton
Farmington
College Green
Colora
Rowlandsville
Liberty Grove
Pleasant Hill
Cherry Hill
Elk Mills
Childs
Bay View
Woodlawn
Port Deposit
Craigtown
North East
ELKTON
Charlestown
Perryville
Chesapeake City
Cayots
St. Augustine
Warwick
Earleville
Cecilton
Fredericktown

CECIL COUNTY

EXISTING CONTROL OF ACCESS

STATE PRIMARY SYSTEM SUMMARY (TOTAL MILEAGE 53.73)

1980 State Functional Classification	Full Controls	Partial Controls	No Controls	Total Mileage
Principal Arterial	18.56	3.20	0	21.76 (41%)
Intermediate Arterial	0	2.05	20.53	22.58 (42%)
Minor Arterial	0	4.06	5.33	9.39 (17%)
Total	18.56 (35%)	9.31 (17%)	25.86 (48%)	53.73 (100%)

STATE SECONDARY SYSTEM SUMMARY (TOTAL MILEAGE 164.96)

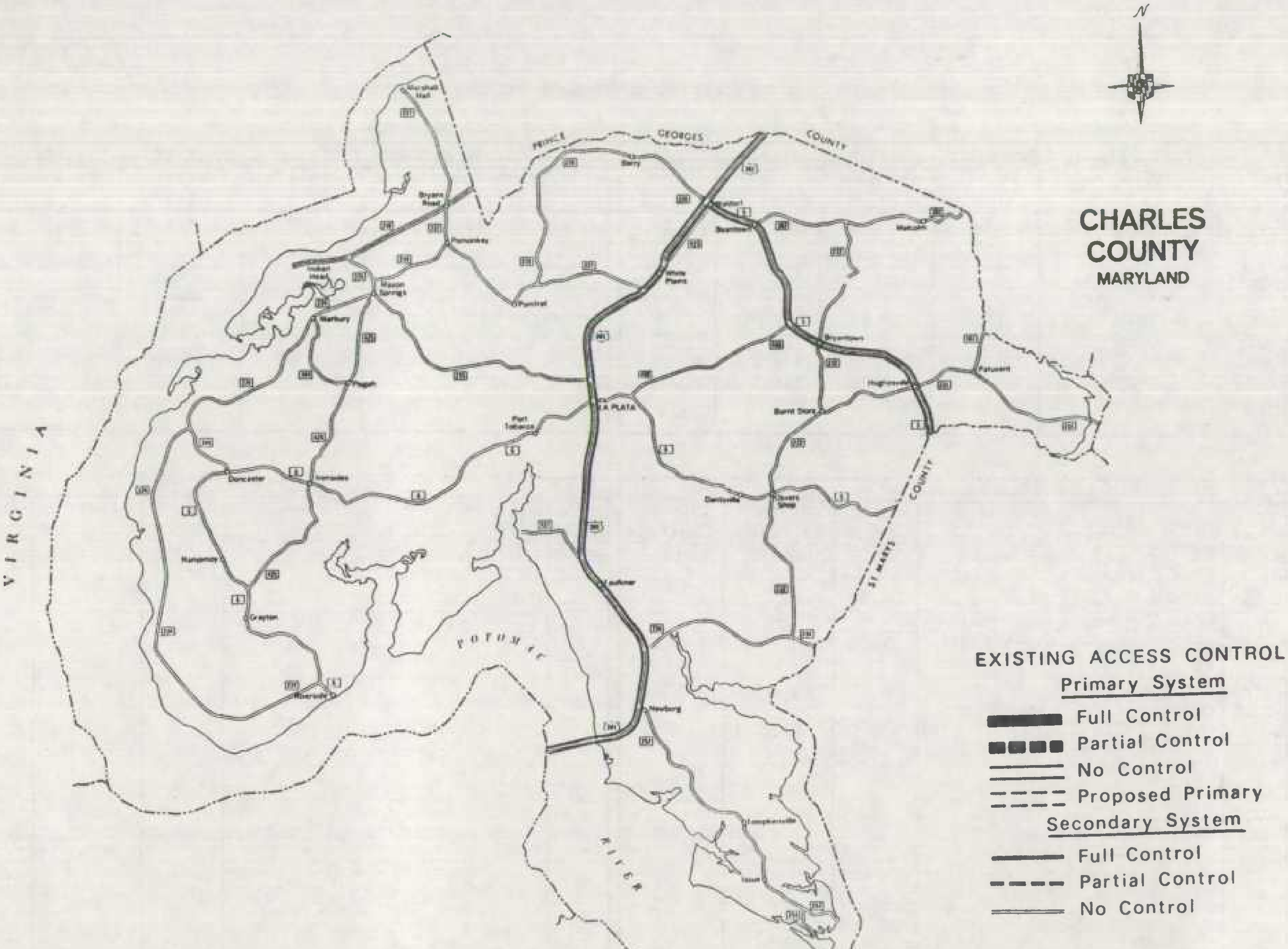
1980 State Functional Classification	Full Controls	Partial Controls	Total Controlled Mileage
Minor Arterial	0	3.44	3.44
Total	0	3.44	3.44

PRIMARY SYSTEM BREAKDOWN

Route	Limits	Length	State Function	Type of Controls
US 1	MD 273 to Pennsylvania State Line	4.06	Min Art.	Partial
I-95	Harford County Line to Delaware State Line (Toll)	18.56	Prin. Art	Full
MD279	Big Elk Creek to MD 823 at Chestnut Hill Road	2.05	Int. Art.	Partial
US301	Kent County Line to Delaware State Line	3.20	Prin. Art	Partial

SECONDARY SYSTEM BREAKDOWN

Route	Limits	Length	State Function	Type of Controls
MD275	US 222 to MD 276	2.25	Min. Art.	Partial
MD279	US 40 to MD 213	1.19	Min. Art.	Partial


CHARLES COUNTY
MARYLAND
VIRGINIA
PRINCE GEORGES COUNTY
ST MARYS COUNTY
POTOMAC RIVER
EXISTING ACCESS CONTROL
Primary System
Full Control
Partial Control
No Control
Proposed Primary
Secondary System
Full Control
Partial Control
No Control

CHARLES COUNTY

EXISTING CONTROL OF ACCESS

STATE PRIMARY SYSTEM SUMMARY (TOTAL MILEAGE 38.94)

1980 State Functional Classification	Full Controls	Partial Controls	No Controls	Total Mileage
Principal Arterial	0	0	26.57	26.57 (68%)
Intermediate Arterial	0	0	12.37	12.37 (32%)
Total	0 (0%)	0 (0%)	38.94 (100%)	38.94 (100%)

STATE SECONDARY SYSTEM SUMMARY (TOTAL MILEAGE 198.88)

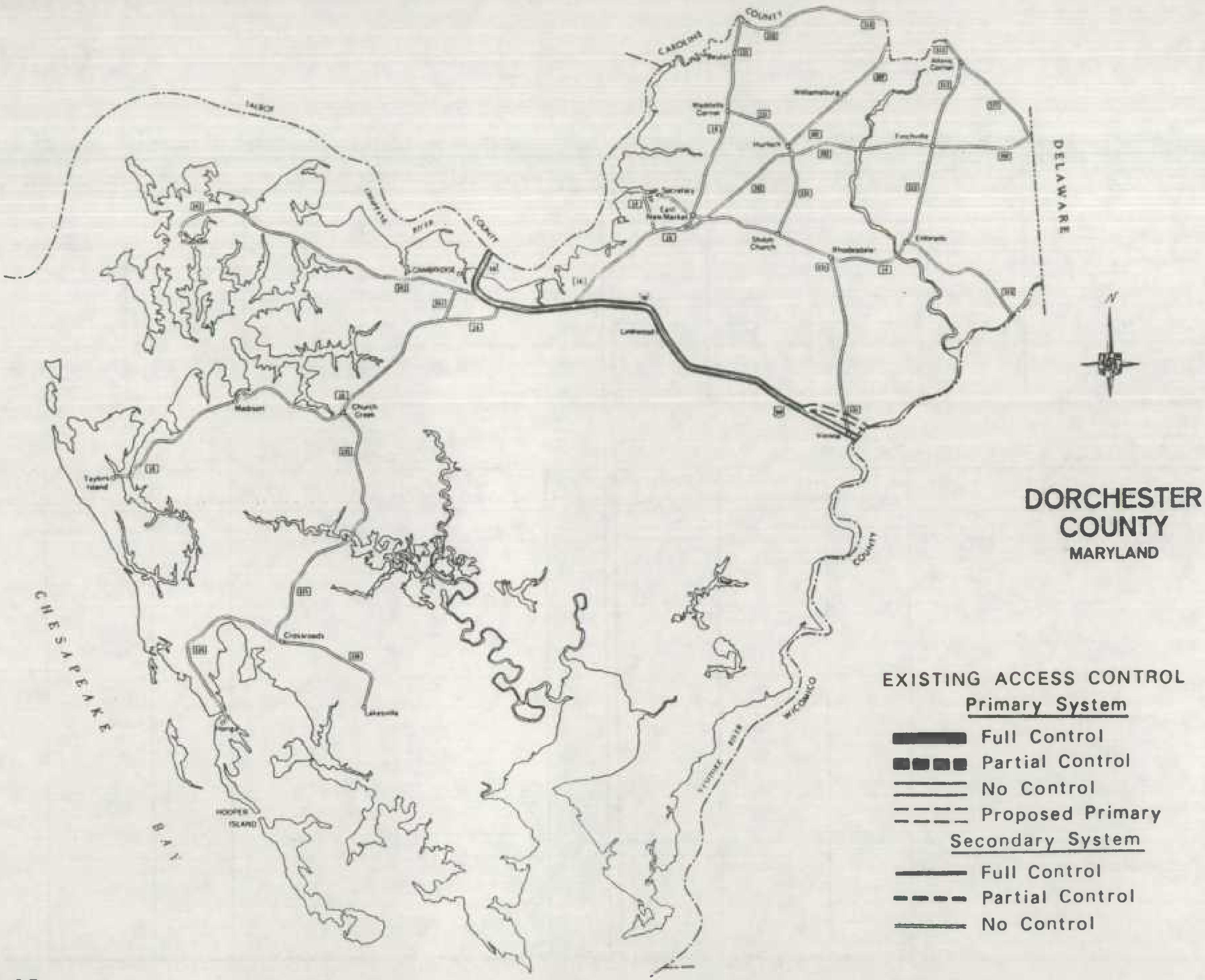
1980 State Functional Classification	Full Controls	Partial Controls	Total Controlled Mileage
None in Charles County			

PRIMARY SYSTEM BREAKDOWN

Route	Limits	Length	State Function	Type of Controls
	None in Charles County			

SECONDARY SYSTEM BREAKDOWN

Route	Limits	Length	State Function	Type of Controls
	None in Charles County			


DORCHESTER COUNTY
MARYLAND
EXISTING ACCESS CONTROL
Primary System
Full Control
Partial Control
No Control
Proposed Primary
Secondary System
Full Control
Partial Control
No Control
DELAWARE
CHESAPEAKE BAY
COUNTY
N

DORCHESTER COUNTY

EXISTING CONTROL OF ACCESS

STATE PRIMARY SYSTEM SUMMARY (TOTAL MILEAGE - 16.95)

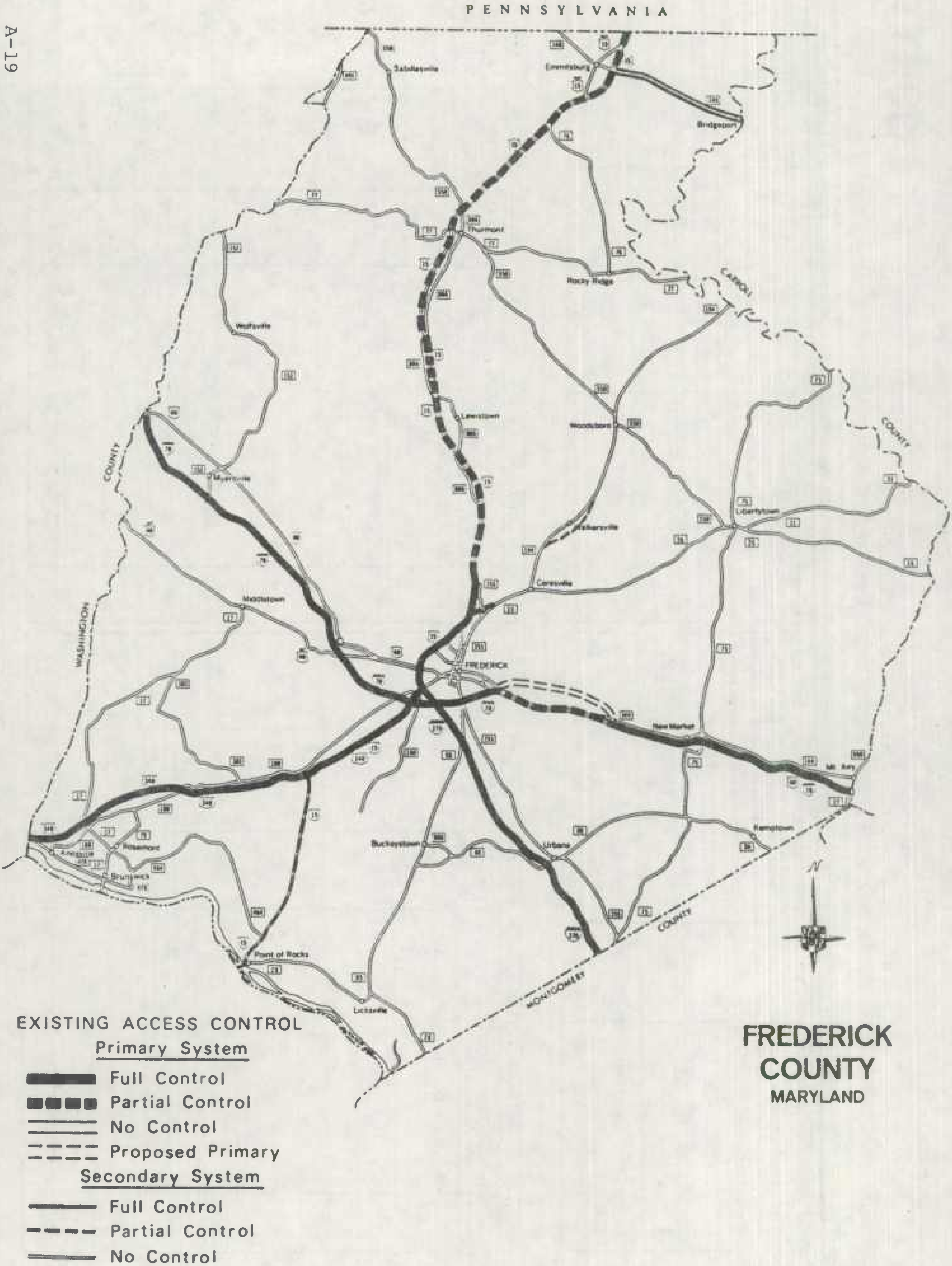
1980 State Functional Classification	Full Controls	Partial Controls	No Controls	Total Mileage
Principal Arterial	0	0	16.95	16.95 (100%)
Total	0 (0%)	0 (0%)	16.95 (100%)	16.95 (100%)

STATE SECONDARY SYSTEM SUMMARY (TOTAL MILEAGE - 121.26)

1980 State Functional Classification	Full Controls	Partial Controls	Total Controlled Mileage
None in Dorchester County			

PRIMARY SYSTEM ACCESS CONTROL BREAKDOWN				
Route	Limits	Length	State Function	Type of Controls
	None in Dorchester County			

SECONDARY SYSTEM ACCESS CONTROL BREAKDOWN				
Route	Limits	Length	State Function	Type of Controls
	None in Dorchester County			


PENNSYLVANIA
Emmitsburg
Bridgeport
Thurmont
Rocky Ridge
Lewistown
Woodsboro
Myersville
Libertytown
Middletown
FREDERICK
New Market
Mt. Airy
Urbana
Buckeystown
Brunswick
Point of Rocks
WASHINGTON
COUNTY
CARROLL
COUNTY
MONTGOMERY
COUNTY
N
EXISTING ACCESS CONTROL
Primary System
Full Control
Partial Control
No Control
Proposed Primary
Secondary System
Full Control
Partial Control
No Control
FREDERICK
COUNTY
MARYLAND

FREDERICK COUNTY

EXISTING CONTROL OF ACCESS

STATE PRIMARY SYSTEM SUMMARY (TOTAL MILEAGE 85.11)

1980 State Functional Classification	Full Controls	Partial Controls	No Controls	Total Mileage
Principal Arterial	55.55	24.93	0	80.48 (95%)
Intermediate Arterial	0	0	4.63	4.63 (5%)
Total	55.55 (66%)	24.93 (29%)	4.63 (5%)	85.11 (100%)

STATE SECONDARY SYSTEM SUMMARY (TOTAL MILEAGE 280.97)

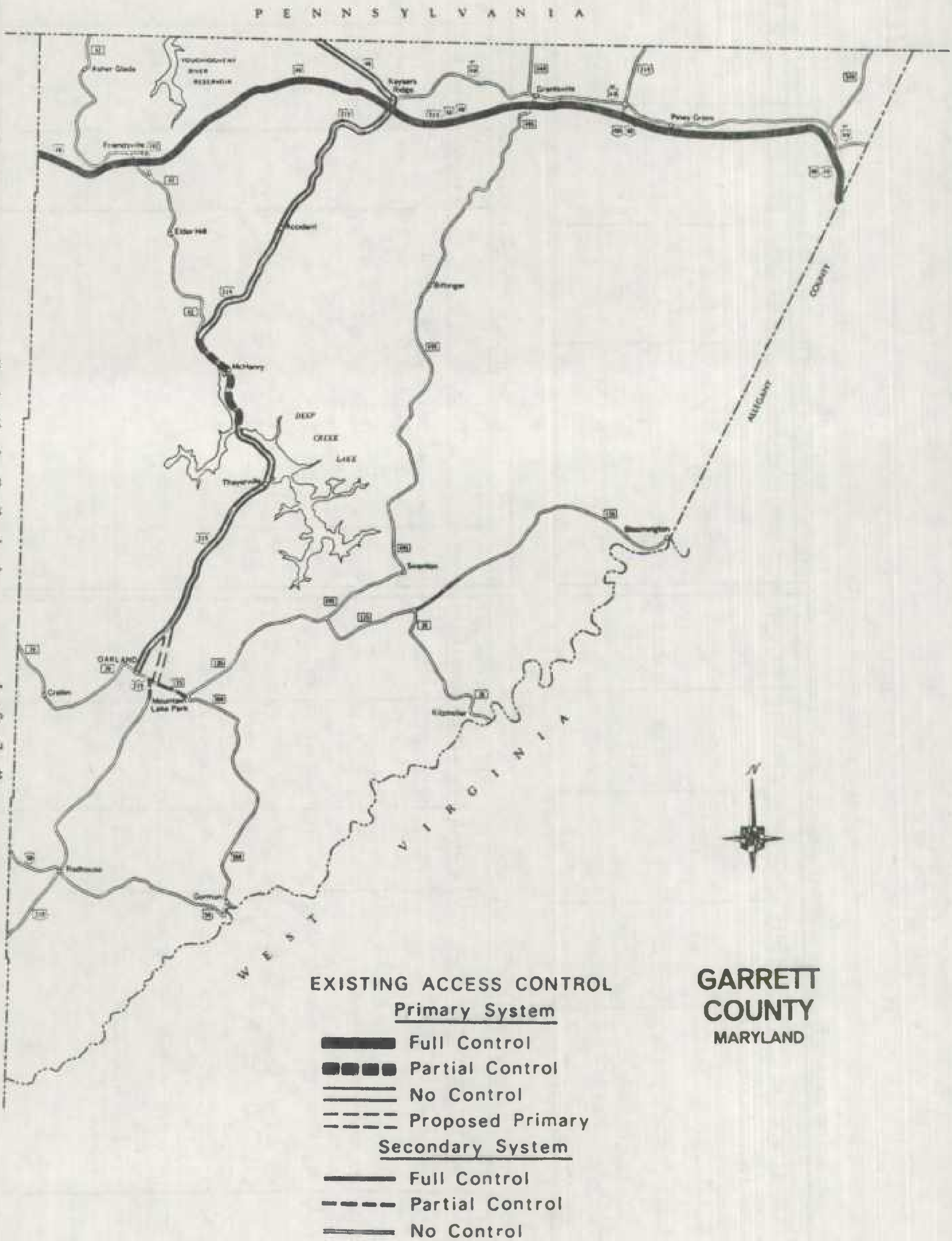
1980 State Functional Classification	Full Controls	Partial Controls	Total Controlled Mileage
Intermediate Arterial	0	7.21	7.21
Minor Arterial	0	2.21	2.21
Total	0	9.42	9.42

PRIMARY SYSTEM BREAKDOWN

Route	Limits	Length	State Function	Type of Controls
US/15 340	US 15 to US 40	4.74	Prin. Art.	Full
US 15	US 15/340 to north of MD355	3.42	Prin. Art.	Full
US 15	North of MD 355 to Pennsylvania State Line	21.63	Prin. Art.	Partial
US 40	US 15 at Jefferson Street to I-70/I-270	1.33	Prin. Art.	Full
US 40	MD 144 to Ijamsville Road	3.30	Prin. Art.	Partial
I-70	Washington County Line to MD 144	16.92	Prin. Art.	Full
I-70	Ijamsville Road to Carroll County Line	8.96	Prin. Art.	Full
I-270	Montgomery County Line to I-70	10.06	Prin. Art.	Full
US 340	Washington County Line to US 15	10.12	Prin. Art.	Full

SECONDARY SYSTEM BREAKDOWN

Route	Limits	Length	State Function	Type of Controls
US 15	Potomac River to UD 340	7.21	Int. Art.	Partial
MD 26	US 15 to 0.3 mile east of MD 355	0.83	Min. Art.	Partial
MD194	Walkersville Bypass	1.38	Min. Art.	Partial


P E N N S Y L V A N I A
W E S T V I R G I N I A
W E S T V I R G I N I A
DEEP CREEK LAKE
ALLEGANY COUNTY
EXISTING ACCESS CONTROL
Primary System
Full Control
Partial Control
No Control
Proposed Primary
Secondary System
Full Control
Partial Control
No Control
GARRETT COUNTY
MARYLAND

GARRETT COUNTY

EXISTING CONTROL OF ACCESS

STATE PRIMARY SYSTEM SUMMARY (TOTAL MILEAGE 61.92)

1980 State Functional Classification	Full Controls	Partial Controls	No Controls	Total Mileage
Principal Arterial	32.15	0	0	32.15 (52%)
Intermediate Arterial	0	3.40	26.37	29.77 (48%)
Total	32.15 (52%)	3.40 (5%)	26.37 (43%)	61.92 (100%)

STATE SECONDARY SYSTEM SUMMARY (TOTAL MILEAGE 136.49)

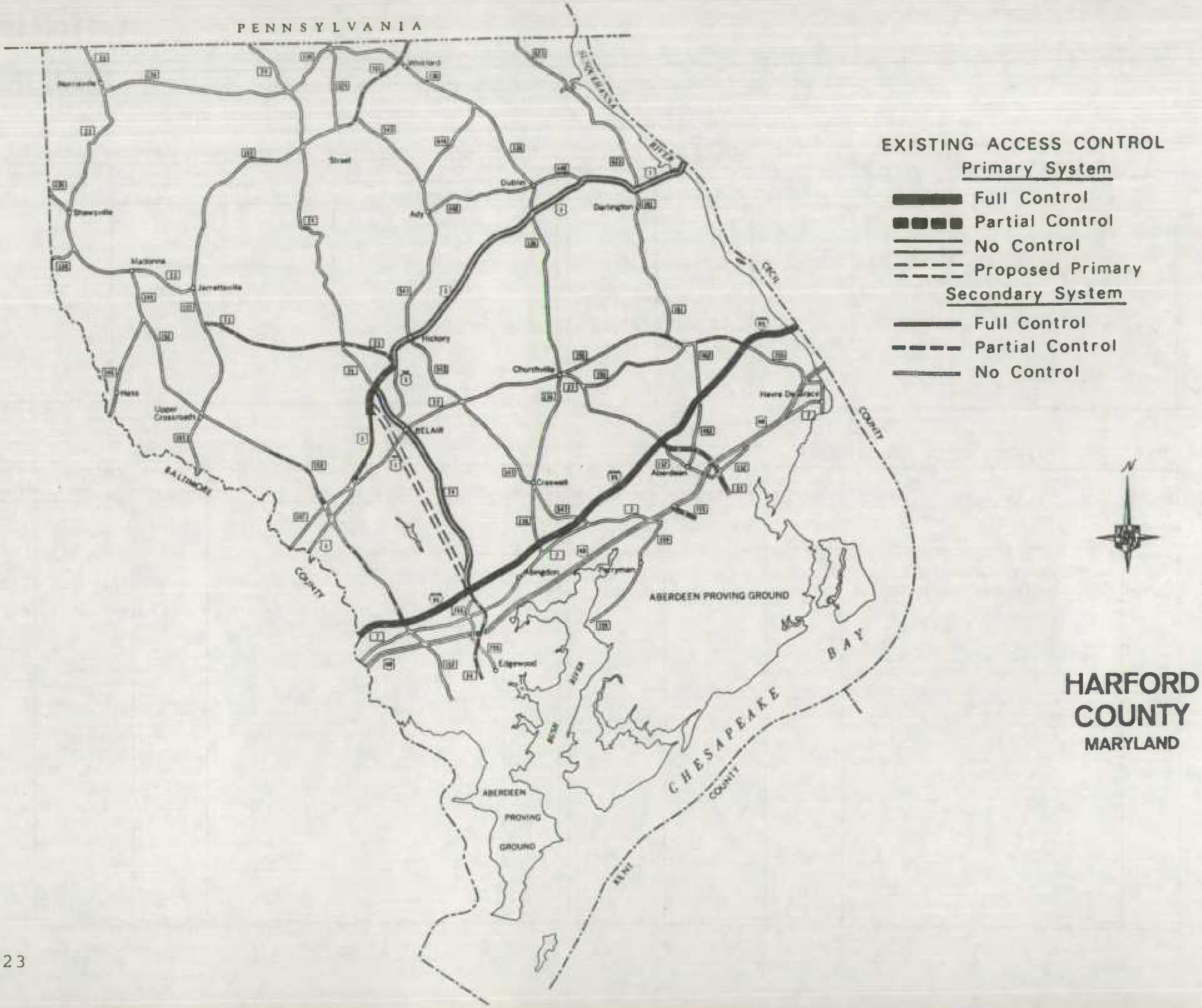
1980 State Functional Classification	Full Controls	Partial Controls	Total Controlled Mileage
Intermediate Arterial	0	3.35	3.35
Total	0	3.35	3.35

PRIMARY SYSTEM BREAKDOWN

Route	Limits	Length	State Function	Type of Controls
US 48	West Virginia State Line to Allegany County Line	32.15	Prin. Art.	Full
US219	Deep Creek Bridge to MD 42	3.40	Prin. Art.	Partial

SECONDARY SYSTEM BREAKDOWN

Route	Limits	Length	State Function	Type of Controls
MD135	US 219 south to Little Youghioheny River	1.34	Int. Art.	Partial
MD135	MD 38 to MD 135C	1.40	Int. Art.	Partial
US219	B&O Bridge to MD 135	0.61	Int. Art.	Partial


PENNSYLVANIA
EXISTING ACCESS CONTROL
Primary System
Full Control
Partial Control
No Control
Proposed Primary
Secondary System
Full Control
Partial Control
No Control
ABERDEEN PROVING GROUND
ABERDEEN PROVING GROUND
CHESAPEAKE BAY
BALTIMORE COUNTY
CECIL COUNTY
KENT COUNTY
SUSQUEHANNA RIVER
BUSH RIVER
N
HARFORD
COUNTY
MARYLAND

HARFORD COUNTY

EXISTING CONTROL OF ACCESS

STATE PRIMARY SYSTEM SUMMARY (TOTAL MILEAGE 41.25)

1980 State Functional Classification	Full Controls	Partial Controls	No Controls	Total Mileage
Principal Arterial	18.34	0	0	18.34 (44%)
Minor Arterial	2.20	0	20.71	22.91 (56%)
Total	20.54 (50%)	0 (0%)	20.71 (50%)	41.25 (100%)

STATE SECONDARY SYSTEM SUMMARY (TOTAL MILEAGE 235.86)

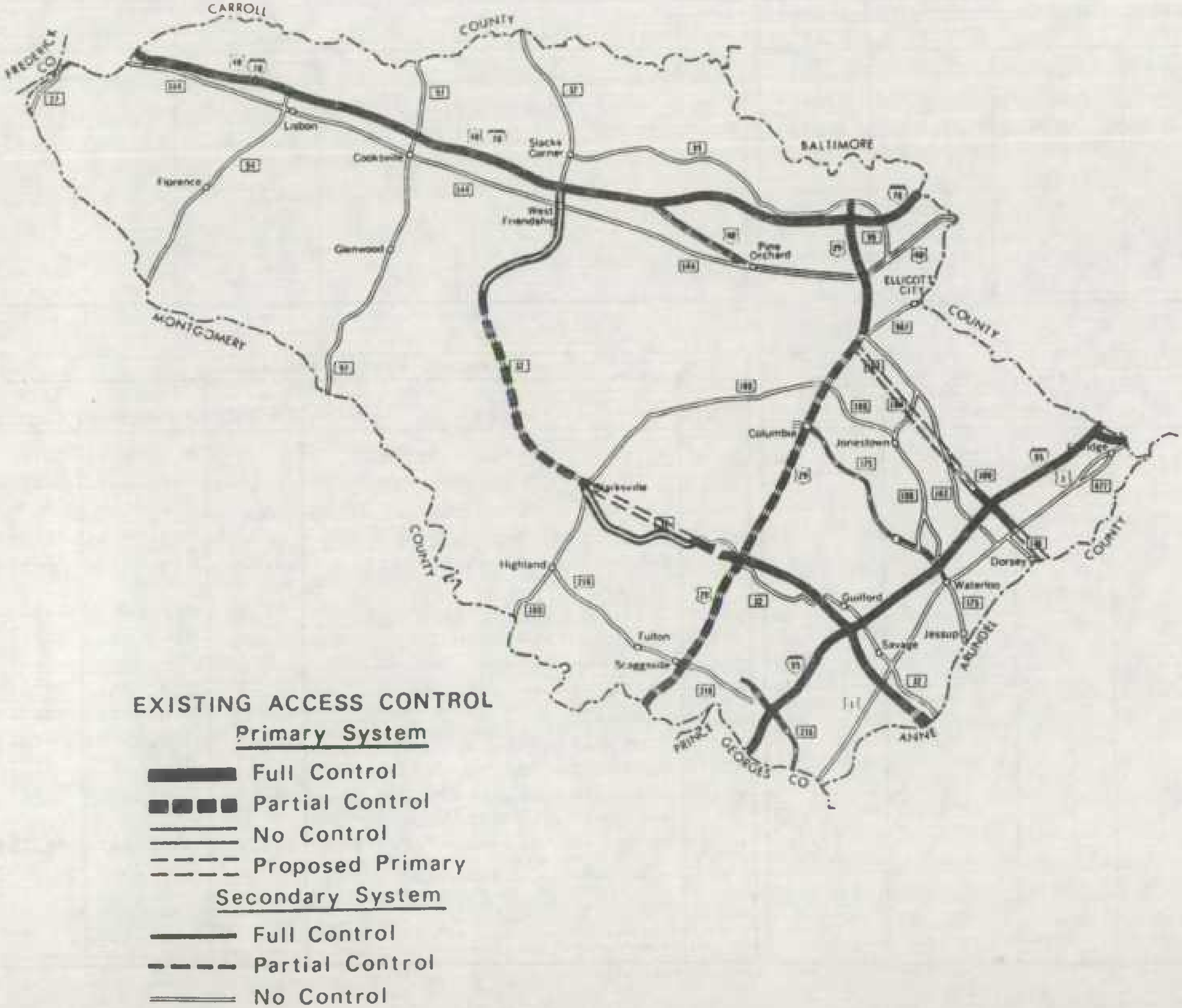
1980 State Functional Classification	Full Controls	Partial Controls	Total Controlled Mileage
Intermediate Arterial	0	3.13	3.13
Minor Arterial	2.32	21.51	23.83
	2.32	24.64	26.96

PRIMARY SYSTEM BREAKDOWN

Route	Limits	Length	State Function	Type of Controls
US 1	MD 24 Relocated to US 1 Business north of Bel Air	2.20	Min. Art.	Full
I-95	Baltimore County Line to Cecil County Line (Toll)	18.34	Prin. Art.	Full

SECONDARY SYSTEM BREAKDOWN

Route	Limits	Length	State Function	Type of Controls
US 1	MD 147 to MD 24 Relocated	2.32	Min. Art.	Full
MD 22	I-95 to Aberdeen Proving Grounds	3.13	Int. Art.	Partial
MD 23	US 1 to MD 165	6.73	Min. Art.	Partial
MD 24	I-95 to Aberdeen Proving Grounds	3.55	Min. Art.	Partial
MD152	I-95 to Old Mountain Road	0.84	Min. Art.	Partial
MD152	Old Mountain Road to Stockton Road	0.81	Min. Art.	Partial
MD152	MD 147 to end divided highway	0.43	Min. Art.	Partial
MD152	Connelly Road to Carrs Mill	1.20	Min. Art.	Partial
MD155	Hope Mill Road to MD 156	1.34	Min. Art.	Partial
MD155	MD 462 to I-95	1.77	Min. Art.	Partial
MD165	Old Pylesville Road to Pennsylvania State Line	3.64	Min. Art.	Partial
MD715	US 40 to Aberdeen Proving Grounds	1.20	Min. Art.	Partial



N

HOWARD COUNTY
MARYLAND

EXISTING CONTROL OF ACCESS

STATE PRIMARY SYSTEM SUMMARY (TOTAL MILEAGE 66.70)

1980 State Functional Classification	Full Controls	Partial Controls	No Controls	Total Mileage
Principal Arterial	41.85	10.88	0	52.73 (79%)
Minor Arterial	0	6.34	6.32	12.66 (19%)
Major Collector	1.31	0	0	1.31 (2%)
Total	43.16 (65%)	17.22 (26%)	6.32 (9%)	66.70 (100%)

STATE SECONDARY SYSTEM SUMMARY (TOTAL MILEAGE 135.86)

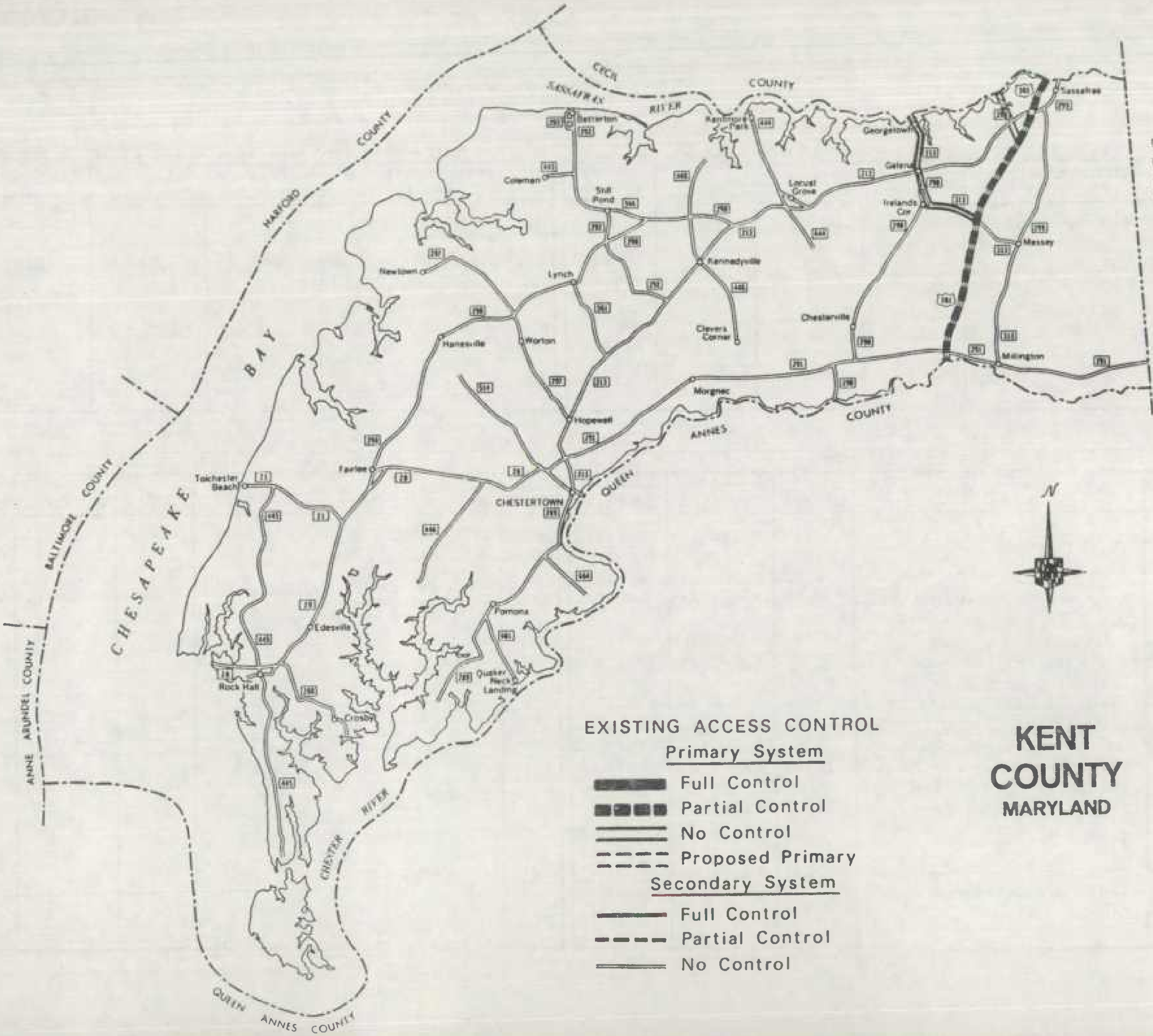
1980 State Functional Classification	Full Controls	Partial Controls	Total Controlled Mileage
Intermediate Arterial	0	5.22	5.22
Minor Arterial	0	5.36	5.36
Major Collector	0.46	0	0.46
Total	0.46	10.58	11.04

PRIMARY SYSTEM BREAKDOWN

Route	Limits	Length	State Function	Type of Controls
US 29	Montgomery County Line to MD 103	10.38	Prin. Art.	Partial
US 29	MD 103 to I-70	2.72	Prin. Art.	Full
MD 32	Anne Arundel County Line to 0.5 mile west of Anne Arundel County Line	0.50	Prin. Art.	Partial
MD 32	0.5 mile west of Anne Arundel County Line to Pindel School Road	6.99	Prin. Art.	Full
MD 32	Pindel School Road to MD32	0.86	Min. Art.	Partial
MD 32	MD 108 to Burntwoods Road	5.48	Min. Art.	Partial
I-70	Carroll County Line to Baltimore County Line	19.47	Prin. Art.	Full
I-95	Prince George's County Line to Baltimore County Line	11.51	Prin. Art.	Full
MD100	US 1 to I-95	1.31	Maj. Coll.	Full
I-895	I-95 to Baltimore County Line (Toll)	1.04	Prin. Art	Full

SECONDARY SYSTEM BREAKDOWN

Route	Limits	Length	State Function	Type of Controls
US 29	I-70 to MD 99	0.46	Maj. Coll.	Full
US 40	I-70 to MD 144	2.67	Min. Art.	Partial
MD175	US 1 to US 29	5.22	Int. Art.	Partial
MD216	Leishear Road to Prince George's County Line	2.69	Min. Art.	Partial


CECIL COUNTY
SASSAFRAS RIVER
DELAWARE
HARFORD COUNTY
BALTIMORE COUNTY
ANNE ARUNDEL COUNTY
CHESAPEAKE BAY
QUEEN ANNES COUNTY
CHESTER RIVER
Betterton
Coleman
Still Pond
Kentmore Park
Locust Grove
Georgetown
Galena
Sassafras
Ireland Cor
Massey
Kennedyville
Lynch
Newtown
Worton
Hanesville
Clevers Corner
Chesterville
Millington
Morgnec
Hopewell
Fairlee
Tolchester Beach
CHESTERTOWN
Edesville
Rock Hall
Crosby
Pomona
Quaker Neck Landing
N
EXISTING ACCESS CONTROL
Primary System
Full Control
Partial Control
No Control
Proposed Primary
Secondary System
Full Control
Partial Control
No Control
KENT COUNTY
MARYLAND

KENT COUNTY

EXISTING CONTROL OF ACCESS

STATE PRIMARY SYSTEM SUMMARY (TOTAL MILEAGE - 13.07)

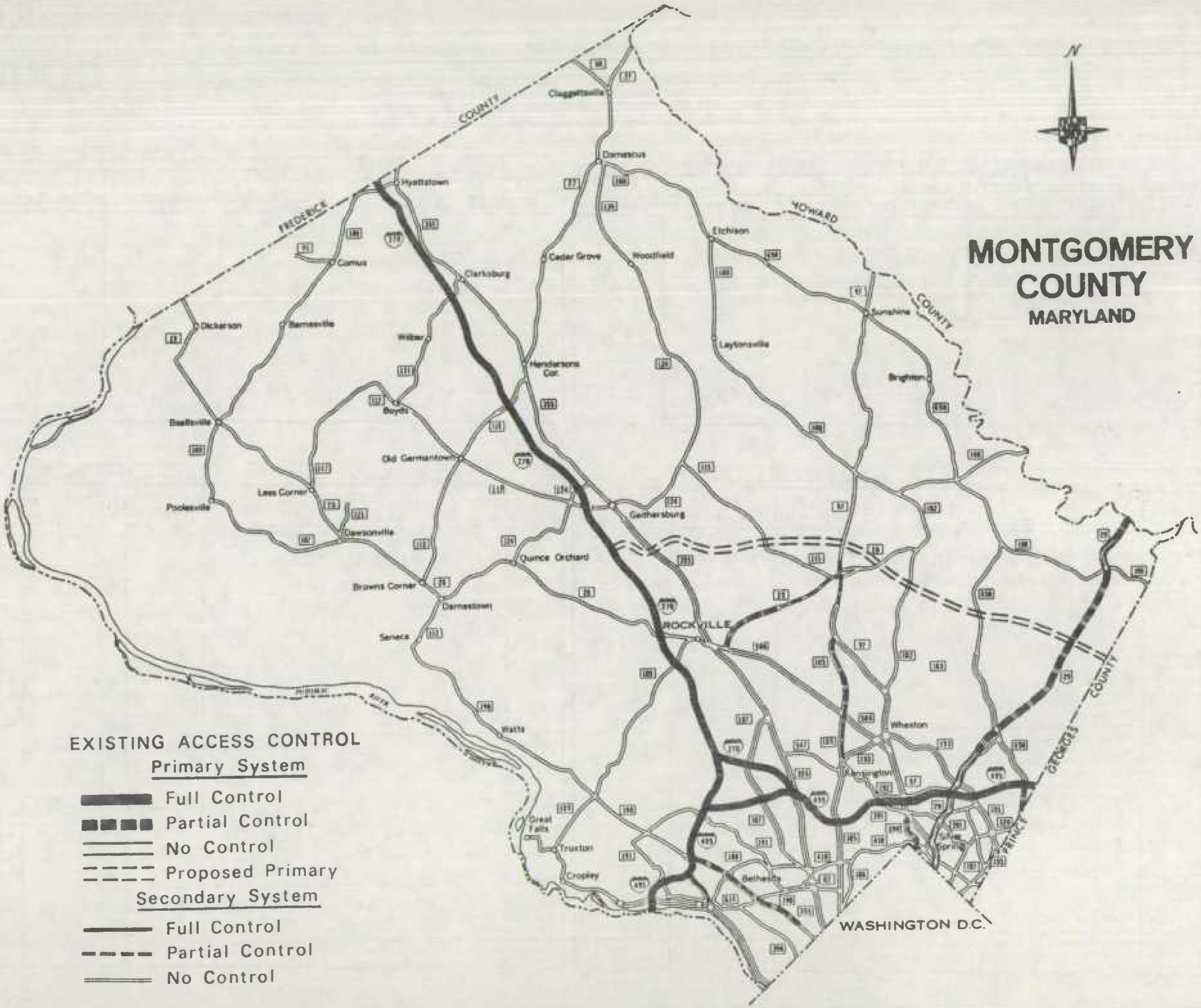
1980 State Functional Classification	Full Controls	Partial Controls	No Controls	Total Mileage
Principal Arterial	0	8.79	0	8.79 (67%)
Intermediate Arterial	0	0	4.28	4.28 (33%)
Total	0 (0%)	8.79 (67%)	4.28 (33%)	13.07 (100%)

STATE SECONDARY SYSTEM SUMMARY (TOTAL MILEAGE- 160.44)

1980 State Functional Classification	Full Controls	Partial Controls	Total Controlled Mileage
None in Kent County			

PRIMARY SYSTEM ACCESS CONTROL BREAKDOWN				
Route	Limits	Length	State Function	Type of Controls
US 301	Queen Anne's County Line to Cecil County Line	8.79	Prin. Art.	Partial

SECONDARY SYSTEM ACCESS CONTROL BREAKDOWN				
Route	Limits	Length	State Function	Type of Controls
	None in Kent County			


MONTGOMERY
COUNTY
MARYLAND
EXISTING ACCESS CONTROL
Primary System
Full Control
Partial Control
No Control
Proposed Primary
Secondary System
Full Control
Partial Control
No Control
FREDERICK
COUNTY
HOWARD
COUNTY
PRINCE
GEORGES
COUNTY
WASHINGTON D.C.
Damascus
Hyattstown
Comus
Clarksburg
Cedar Grove
Woodfield
Etchison
Dickerson
Barnesville
Laytonsville
Sunshine
Brighton
Boyds
Beallsville
Old Germantown
Lees Corner
Poolesville
Dawsonville
Gaithersburg
Quince Orchard
Browns Corner
Darnestown
Seneca
ROCKVILLE
Wheaton
Kensington
Watts
Truxton
Cropley
Bethesda

MONTGOMERY COUNTY

EXISTING CONTROL OF ACCESS

STATE PRIMARY SYSTEM SUMMARY (TOTAL MILEAGE 51.63)

1980 State Functional Classification	Full Controls	Partial Controls	No Controls	Total Mileage
Principal Arterial	39.25	8.01	4.37	51.63 (100%)
Total	39.25 (76%)	8.01 (15%)	4.37 (9%)	51.63 (100%)

STATE SECONDARY SYSTEM SUMMARY (TOTAL MILEAGE 307.77)

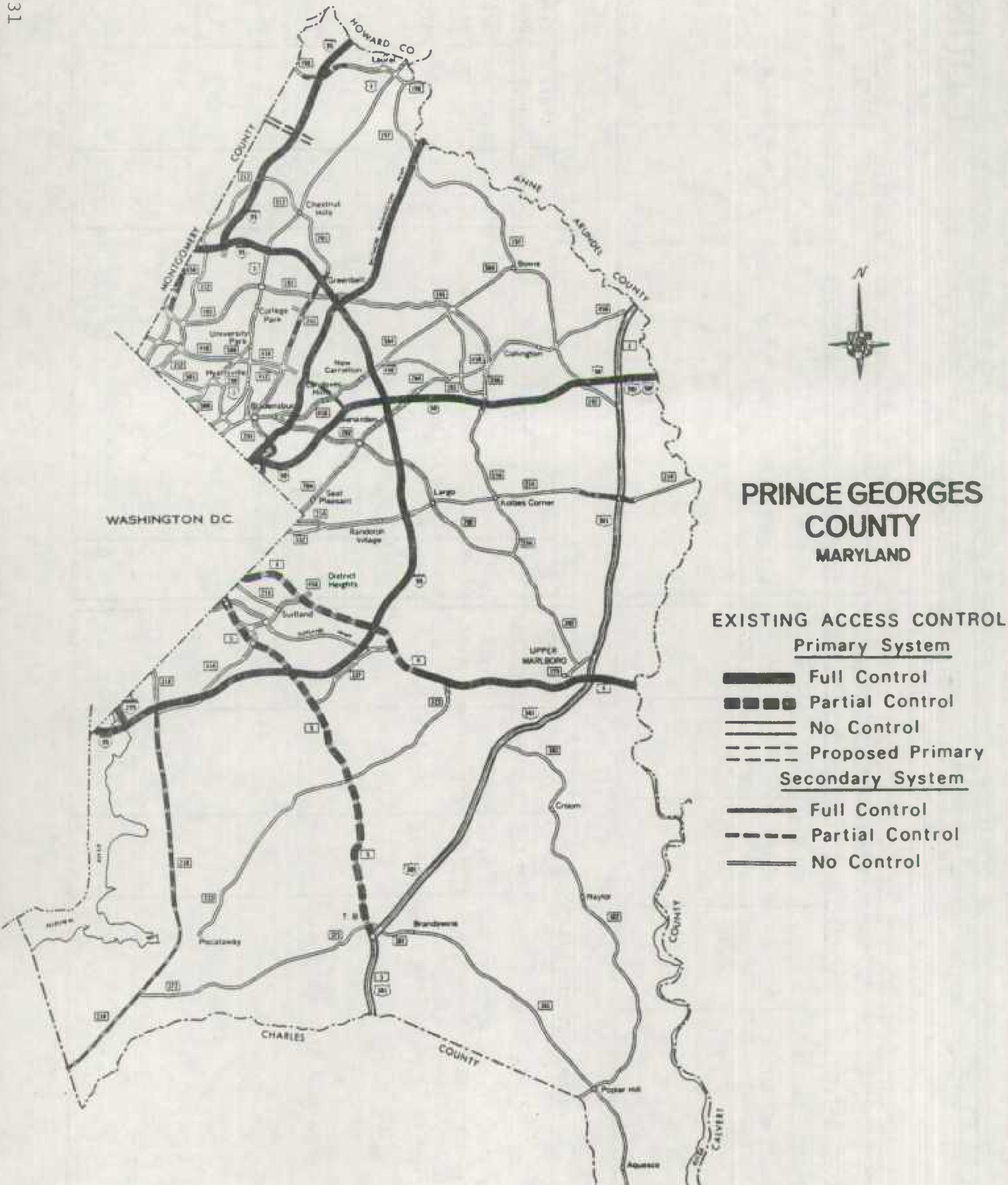
1980 State Functional Classification	Full Controls	Partial Controls	Total Controlled Mileage
Intermediate Arterial	1.52	3.02	4.54
Minor Arterial	0	11.64	11.64
Total	1.52	14.66	16.18

PRIMARY SYSTEM BREAKDOWN

Route	Limits	Length	State Function	Type of Controls
US 29	Northwest Branch to MD 198	7.13	Prin. Art.	Partial
US 29	Dustin Road to Howard County Line	0.88	Prin. Art.	Partial
I-270	Frederick County Line to I-495	22.72	Prin. Art.	Full
I-270 Y	I-495 to I-270	2.04	Prin. Art.	Full
I-495	Virginia State Line to Prince George's County Line	14.49	Prin. Art.	Full

SECONDARY SYSTEM BREAKDOWN

Route	Limits	Length	State Function	Type of Controls
MD 28	MD 586 to MD 97	4.55	Min. Art.	Partial
MD 97	Bel Pre Road to north of MD 28	1.03	Int. Art.	Partial
MD185	MD 193 to MD 97	3.76	Min. Art.	Partial
MD190	I-495 to B&O R/R Line	3.33	Min. Art.	Partial
MD390	MD 384 to MD 97	1.10	Int. Art.	Partial
I-495 X	I-495 to George Washington Parkway	1.52	Int. Art.	Full
MD650	Prince George's County Line to I-495	0.89	Int. Art.	Partial


PRINCE GEORGES
COUNTY
MARYLAND
EXISTING ACCESS CONTROL
Primary System
Full Control
Partial Control
No Control
Proposed Primary
Secondary System
Full Control
Partial Control
No Control
N
HOWARD CO
Laurel
MONTGOMERY COUNTY
ANNE ARUNDEL COUNTY
WASHINGTON D.C.
CHARLES COUNTY
CALVERT COUNTY
Chestnut Hills
Greenbelt
College Park
University Park
Bowie
Collington
New Carrollton
Bladensburg
Largo
Kettles Corner
District Heights
Suitland
UPPER MARLBORO
Cheltenham
Brandywine
Croom
Nottingham
Piscataway
Aquasco
Eagle Harbor

PRINCE GEORGE'S COUNTY

EXISTING CONTROL OF ACCESS

STATE PRIMARY SYSTEM SUMMARY (TOTAL MILEAGE 116.96)

1980 State Functional Classification	Full Controls	Partial Controls	No Controls	Total Mileage
Principal Arterial	63.20	12.23	27.10	102.53 (88%)
Intermediate Arterial	7.95	6.48	0	14.43 (12%)
Total	71.15 (61%)	18.71 (16%)	27.10 (23%)	116.96 (100%)

STATE SECONDARY SYSTEM SUMMARY (TOTAL MILEAGE 237.91)

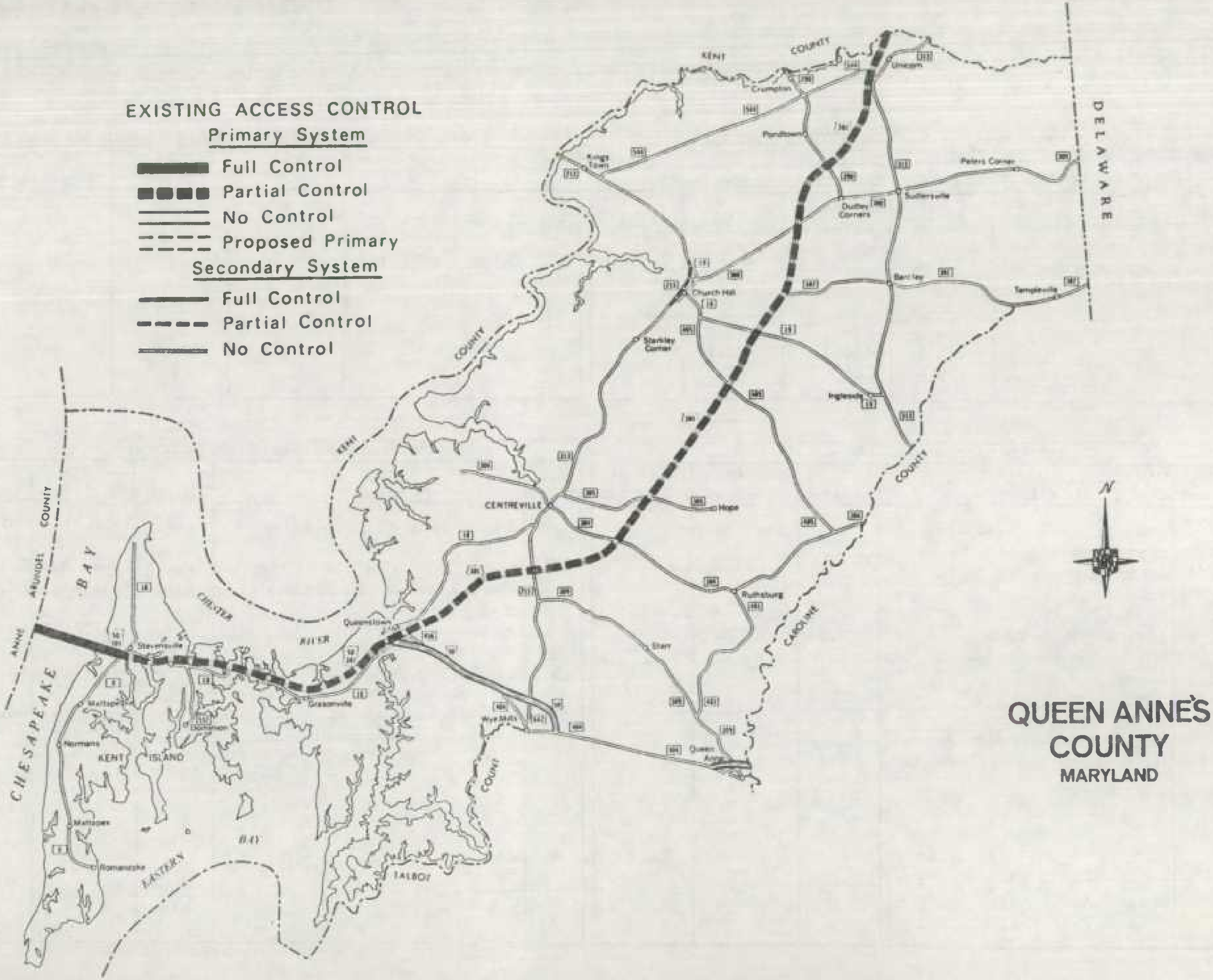
1980 State Functional Classification	Full Controls	Partial Controls	Total Controlled Mileage
Principal Arterial	1.13	0	1.13
Intermediate Arterial	0	14.22	14.22
Minor Arterial	0	6.61	6.61
Total	1.13	20.83	21.96

PRIMARY SYSTEM BREAKDOWN

Route	Limits	Length	State Function	Type of Controls
MD 4	Anne Arundel County Line to Dower House Road	7.95	Int. Art.	Full
MD 4	Dower House Road to D.C. Line	6.48	Int. Art.	Partial
MD 5	US 301 to MD 637	12.23	Prin. Art.	Partial
US 50	D.C. Line to MD 3	13.14	Prin. Art.	Full
US 50 /301	MD 3 to Anne Arundel Co. Line	1.23	Prin. Art.	Full
I-295	I-95 to D.C. Line	0.72	Prin. Art.	Full
B/W Pkwy	US 50 to Anne Arundel County Line (Federal)	12.38	Prin. Art.	Full
I-495	Montgomery County Line to I-95	1.12	Prin. Art.	Full

SECONDARY SYSTEM BREAKDOWN

Route	Limits	Length	State Function	Type of Controls
MD198	Bauer Lane to Corporate Limits of Laurel	1.55	Int. Art.	Partial
MD201	D.C. Line to B/W Parkway	1.13	Prin. Art.	Full
MD201	Sarvis Avenue to north of I-495	2.82	Min. Art.	Partial
MD210	Charles County Line to MD373	3.40	Min. Art.	Partial
MD210	MD 373 to I-95	9.73	Int. Art.	Partial
MD214	Begin divided highway to US 301	1.63	Int. Art.	Partial
MD214	US 301 to MD 978C	0.39	Min. Art.	Partial
MD650	MD 193 to Montgomery County Line	1.31	Int. Art.	Partial


EXISTING ACCESS CONTROL
Primary System
Full Control
Partial Control
No Control
Proposed Primary
Secondary System
Full Control
Partial Control
No Control
KENT COUNTY
DELAWARE
CENTREVILLE
ANNE ARUNDEL COUNTY
CHESAPEAKE
BAY
CHESTER
RIVER
KENT ISLAND
EASTERN
BAY
TALBOT
CAROLINE
COUNTY
N
QUEEN ANNE'S
COUNTY
MARYLAND

EXISTING CONTROL OF ACCESS

STATE PRIMARY SYSTEM SUMMARY (TOTAL MILEAGE 48.14)

1980 State Functional Classification	Full Controls	Partial Controls	No Controls	Total Mileage
Principal Arterial	3.13	36.51	7.01	46.65 (97%)
Intermediate Arterial	0	0	1.49	1.49 (3%)
Total	3.14 (7%)	36.51 (82%)	8.50 (18%)	48.14 (100%)

STATE SECONDARY SYSTEM SUMMARY (TOTAL MILEAGE 160.46)

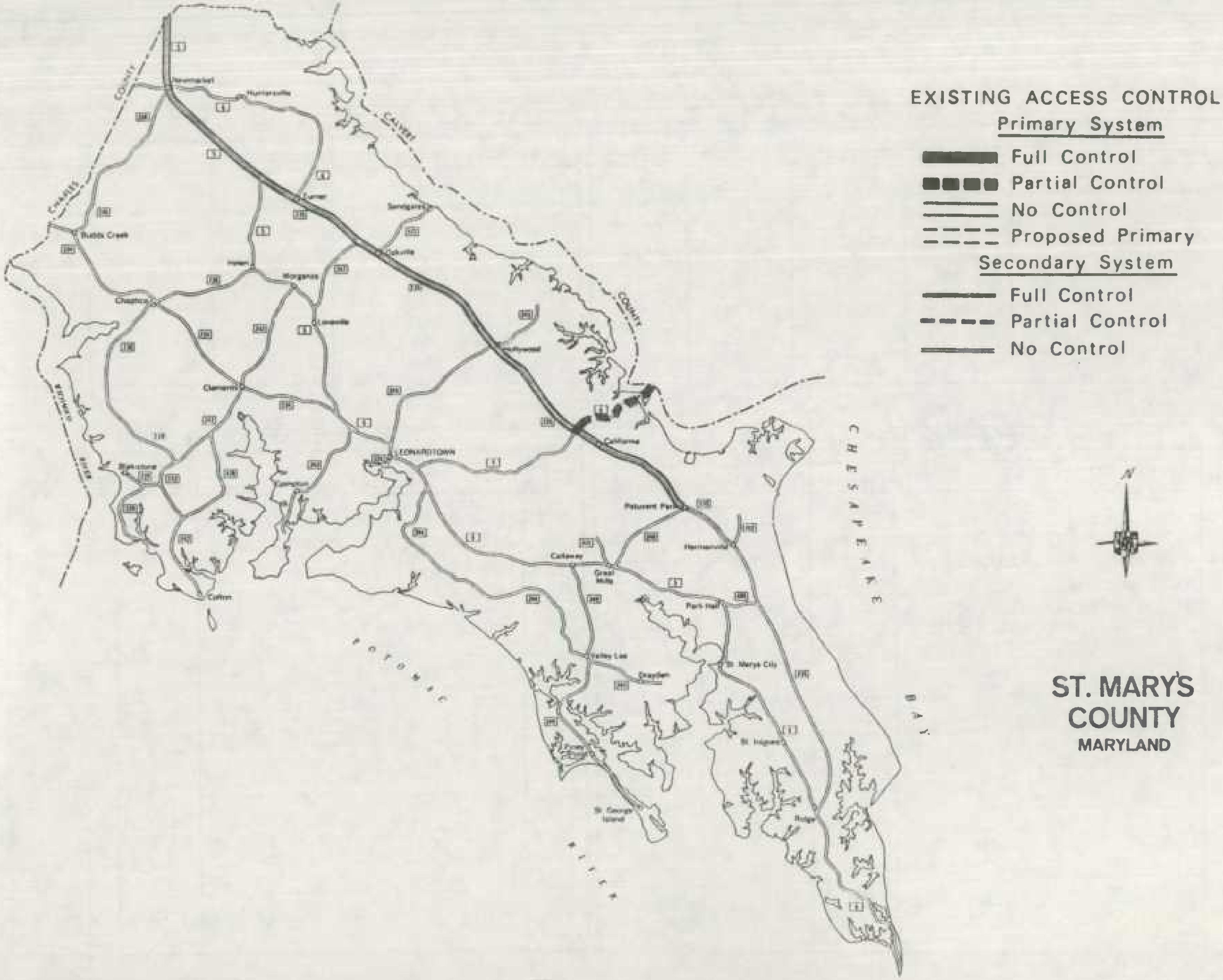
1980 State Functional Classification	Full Controls	Partial Controls	Total Controlled Mileage
Minor Arterial	0	1.44	1.44
Total	0	1.44	1.44

PRIMARY SYSTEM BREAKDOWN

Route	Limits	Length	State Function	Type of Controls
US 50 /301	Anne Arundel County Line to MD 8 (Toll)	3.13	Prin. Art.	Full
US 50 /301	MD 8 to US 50/301 split (Queenstown)	8.80	Prin. Art.	Partial
US301	US 50/301 split (Queenstown) to Kent County Line	27.71	Prin. Art.	Partial

SECONDARY SYSTEM BREAKDOWN

Route	Limits	Length	State Function	Type of Controls
MD213	MD 19A, southwest of Church Hill to MD 19 northwest of Church Hill	1.44	Min. Art.	Partial


EXISTING ACCESS CONTROL
Primary System
Full Control
Partial Control
No Control
Proposed Primary
Secondary System
Full Control
Partial Control
No Control
LEONARDTOWN
CHESAPEAKE
BAY
POTOMAC
RIVER
ST. MARY'S
COUNTY
MARYLAND

ST MARY'S COUNTY

EXISTING CONTROL OF ACCESS

STATE PRIMARY SYSTEM SUMMARY (TOTAL MILEAGE- 29.13)

1980 State Functional Classification	Full Controls	Partial Controls	No Controls	Total Mileage
Intermediate Arterial	0	3.35	25.78	29.13 (100%)
Total	0 (0%)	3.35 (12%)	25.78 (88%)	29.13 (100%)

STATE SECONDARY SYSTEM SUMMARY (TOTAL MILEAGE - 169.26

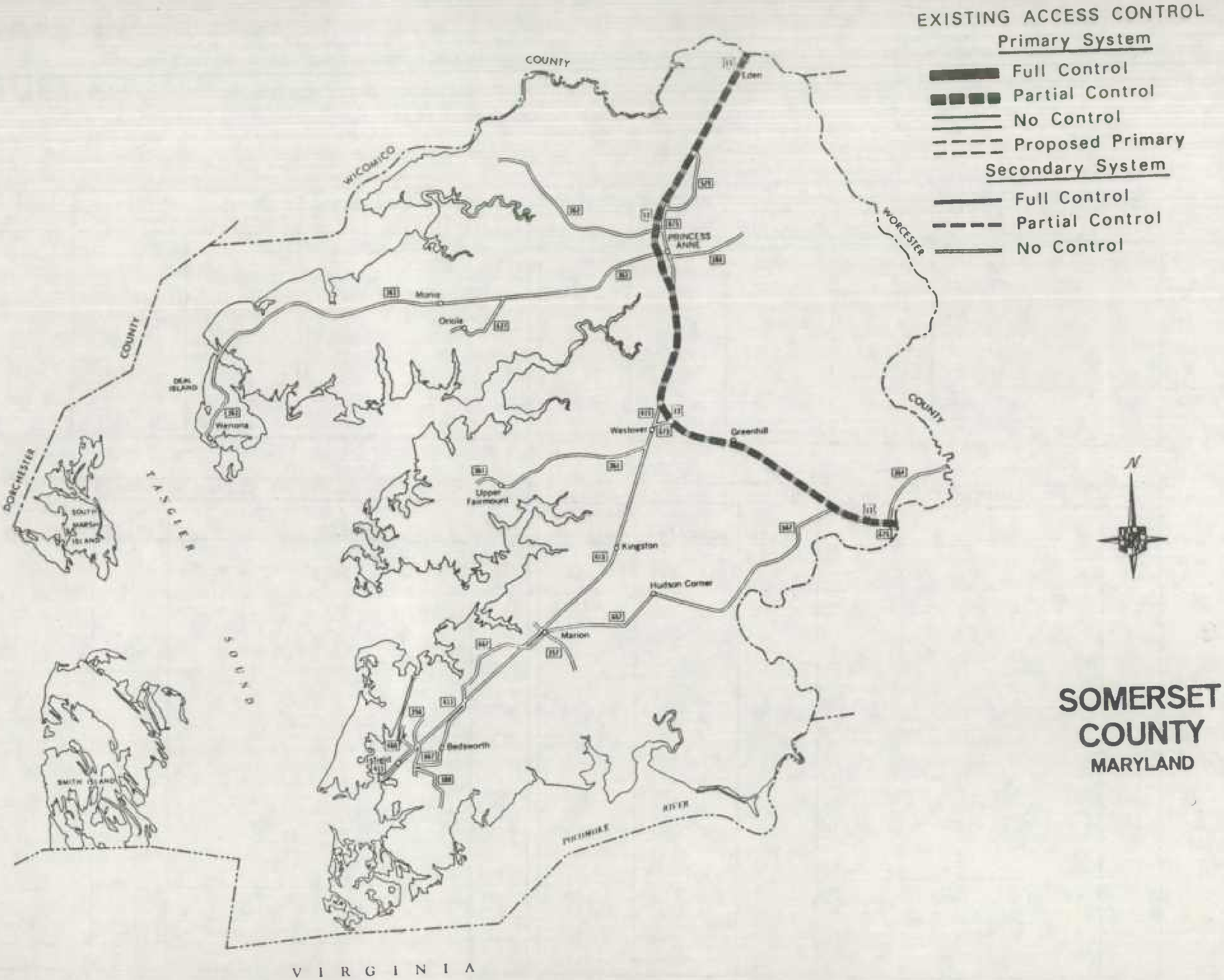
1980 State Functional Classification	Full Controls	Partial Controls	Total Controlled Mileage
None in St. Mary's County			

PRIMARY SYSTEM BREAKDOWN

Route	Limits	Length	State Function	Type of Controls
MD 4	MD 235 to Calvert County Line	3.35	Int. Art.	Partial

SECONDARY SYSTEM BREAKDOWN

Route	Limits	Length	State Function	Type of Controls
	None in St. Mary's County			


EXISTING ACCESS CONTROL
Primary System
Full Control
Partial Control
No Control
Proposed Primary
Secondary System
Full Control
Partial Control
No Control
SOMERSET
COUNTY
MARYLAND
N
COUNTY
WICOMICO
WORCESTER
COUNTY
DORCHESTER
COUNTY
TANGIER
SOUND
VIRGINIA
POCOMOKE RIVER
Eden
PRINCESS ANNE
Westover
Greenhill
Kingston
Hudson Corner
Marion
Bedsworth
Upper Fairmount
Oriole
DEAL ISLAND
Wenona
SMITH ISLAND

SOMERSET COUNTY

EXISTING CONTROL OF ACCESS

STATE PRIMARY SYSTEM SUMMARY (TOTAL MILEAGE - 20.28)

1980 State Functional Classification	Full Controls	Partial Controls	No Controls	Total Mileage
Principal Arterial	0	20.28	0	20.28 (100%)
Total	0 (0%)	20.28 (100%)	0 (0%)	20.28 (100%)

STATE SECONDARY SYSTEM SUMMARY (TOTAL MILEAGE - 81.65)

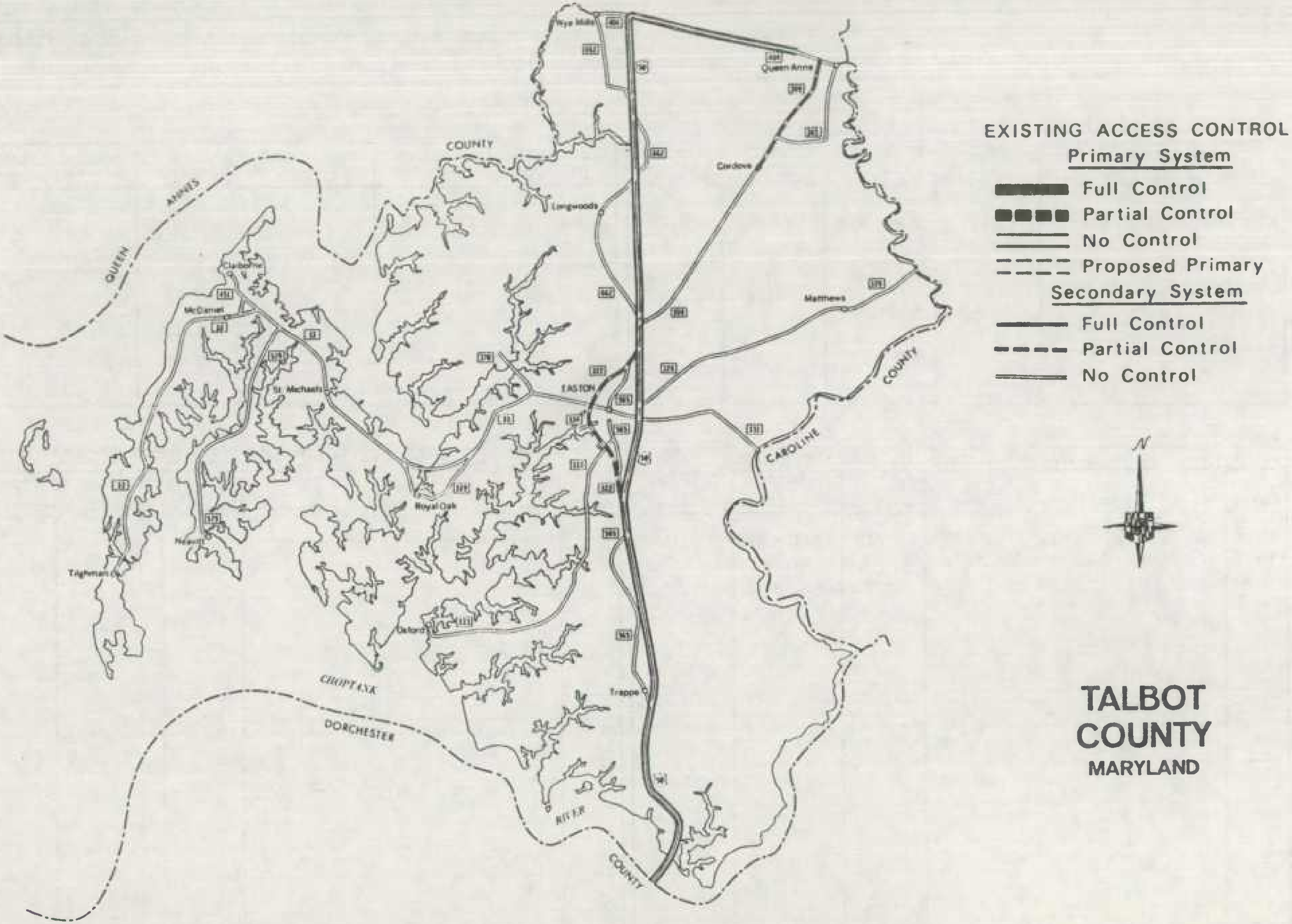
1980 State Functional Classification	Full Controls	Partial Controls	Total Controlled Mileage
None in Somerset County			

PRIMARY SYSTEM ACCESS CONTROL BREAKDOWN

Route	Limits	Length	State Function	Type of Controls
US 13	Worcester County Line to Wicomico County Line	20.28	Prin. Art.	Partial

SECONDARY SYSTEM ACCESS CONTROL BREAKDOWN

Route	Limits	Length	State Function	Type of Controls
	None in Somerset County			



TALBOT COUNTY
MARYLAND

TALBOT COUNTY

EXISTING CONTROL OF ACCESS

STATE PRIMARY SYSTEM SUMMARY (TOTAL MILEAGE 30.47)

1980 State Functional Classification	Full Controls	Partial Controls	No Controls	Total Mileage
Principal Arterial	0	0	25.65	25.65 (84%)
Intermediate Arterial	0	0	4.82	4.82 (16%)
Total	0 (0%)	0 (0%)	30.47 (100%)	30.47 (100%)

STATE SECONDARY SYSTEM SUMMARY (TOTAL MILEAGE 103.60)

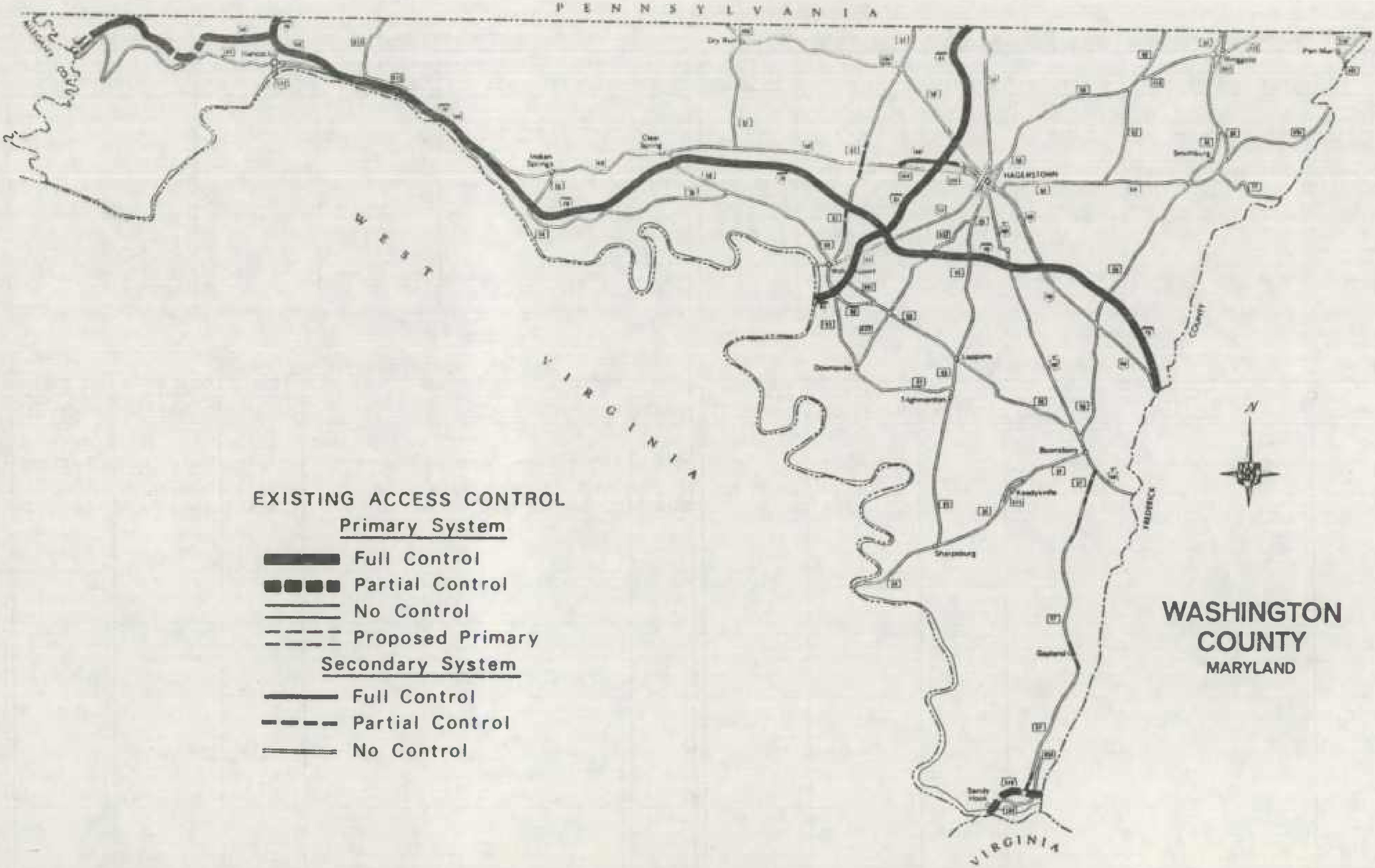
1980 State Functional Classification	Full Controls	Partial Controls	Total Controlled Mileage
Minor Arterial	0	5.12	5.12
Major Collector	0	3.28	3.28
Total	0	8.40	8.40

PRIMARY SYSTEM BREAKDOWN

Route	Limits	Length	State Function	Type of Controls
	None in Talbot County			

SECONDARY SYSTEM BREAKDOWN

Route	Limits	Length	State Function	Type of Controls
MD309	Ashes Acre Road to Queen Anne's County Line	3.28	Maj. Coll.	Partial
MD322	US 50 - south of Easton to US 50 north of Easton	5.12	Min. Art.	Partial


P E N N S Y L V A N I A
W E S T V I R G I N I A
VIRGINIA
FREDERICK COUNTY
N
EXISTING ACCESS CONTROL
Primary System
Full Control
Partial Control
No Control
Proposed Primary
Secondary System
Full Control
Partial Control
No Control
WASHINGTON COUNTY
MARYLAND

EXISTING CONTROL OF ACCESS

STATE PRIMARY SYSTEM SUMMARY (TOTAL MILEAGE 64.12)

1980 State Functional Classification	Full Controls	Partial Controls	No Controls	Total Mileage
Principal Arterial	59.31	2.58	2.23	64.12 (100%)
Total	59.31 (94%)	2.58 (3%)	2.23 (3%)	64.12 (100%)

STATE SECONDARY SYSTEM SUMMARY (TOTAL MILEAGE 240.85)

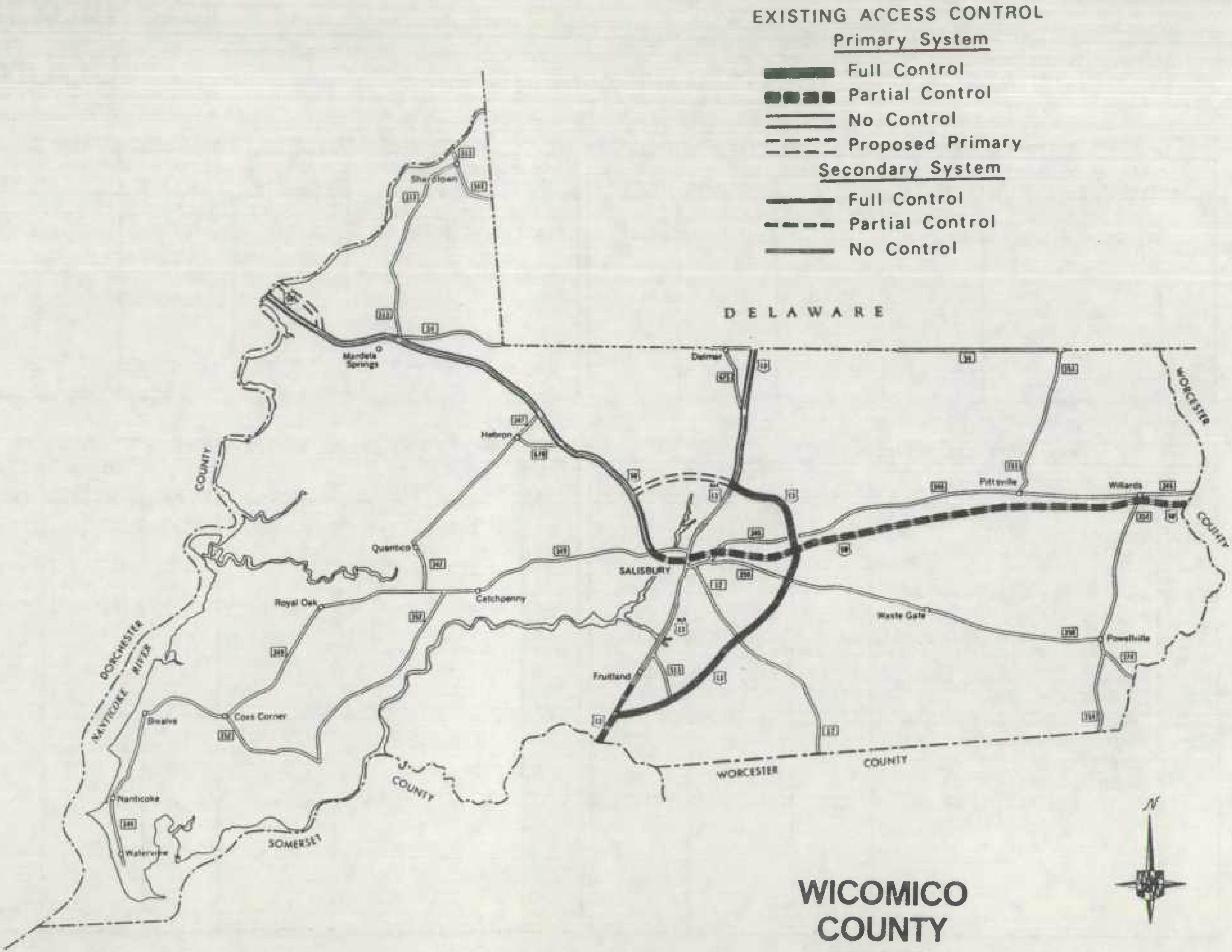
1980 State Functional Classification	Full Controls	Partial Controls	Total Controlled Mileage
Minor Arterial	1.98	2.73	4.71
Major Collector	0	1.81	1.81
Total	1.98	4.54	6.52

PRIMARY SYSTEM BREAKDOWN

Route	Limits	Length	State Function	Type of Controls
US40/ US 48	Bottenfield Road to .5 mile west of Woodmont Road	4.26	Prin. Art.	Full
US40/ US 48	0.5 mile west of Woodmont Road to 0.5 mile east of Woodmont Road	1.00	Prin. Art.	Partial
US40/ US 48	0.5 mile east of Woodmont Road to I-70	3.36	Prin. Art.	Full
I-70	Pennsylvania State Line to Frederick County Line	38.84	Prin. Art.	Full
I-81	West Virginia State Line to Pennsylvania State Line	12.12	Prin. Art.	Full
US340	West Virginia State Line to MD 180 east of MD 67	1.58	Prin. Art.	Partial
US340	MD 180 east of MD 67 to Frederick County Line	0.73	Prin. Art.	Full

SECONDARY SYSTEM BREAKDOWN

Route	Limits	Length	State Function	Type of Controls
US 40	MD 144 to West Hagerstown City Limits	1.98	Min. Art.	Full
MD 63	WM R/R to MD 843E	1.31	Maj. Coll.	Partial
MD 63	MD 843F to MD 843I	0.50	Maj. Coll.	Partial
MD 67	US 340 to B&O Bridge	0.18	Min. Art.	Partial
MD 67	MD 858H to MD 858G	1.45	Min. Art.	Partial
MD 67	Dog Creek to MD 858D	0.40	Min. Art.	Partial
MD 67	Netz Road to US 40 Alt.	0.70	Min. Art.	Partial


EXISTING ACCESS CONTROL
Primary System
Full Control
Partial Control
No Control
Proposed Primary
Secondary System
Full Control
Partial Control
No Control
DELAWARE
WORCESTER
COUNTY
WORCESTER
COUNTY
SOMERSET
COUNTY
DORCHESTER
COUNTY
NANTICOKE RIVER
Sharptown
Mardela Springs
Hebron
Delmar
Pittsville
Willards
SALISBURY
Quantico
Royal Oak
Catchpenny
Waste Gate
Powellville
Fruitland
Coss Corner
Bivalve
Nanticoke
Waterview
N
WICOMICO
COUNTY
MARYLAND

WICOMICO COUNTY

EXISTING CONTROL OF ACCESS

STATE PRIMARY SYSTEM SUMMARY (TOTAL MILEAGE 46.83)

1980 State Functional Classification	Full Controls	Partial Controls	No Controls	Total Mileage
Principal Arterial	11.67	16.89	18.27	46.83 (100%)
Total	11.67 (24%)	16.89 (35%)	18.27 (41%)	46.83 (100%)

STATE SECONDARY SYSTEM SUMMARY (TOTAL MILEAGE 120.48)

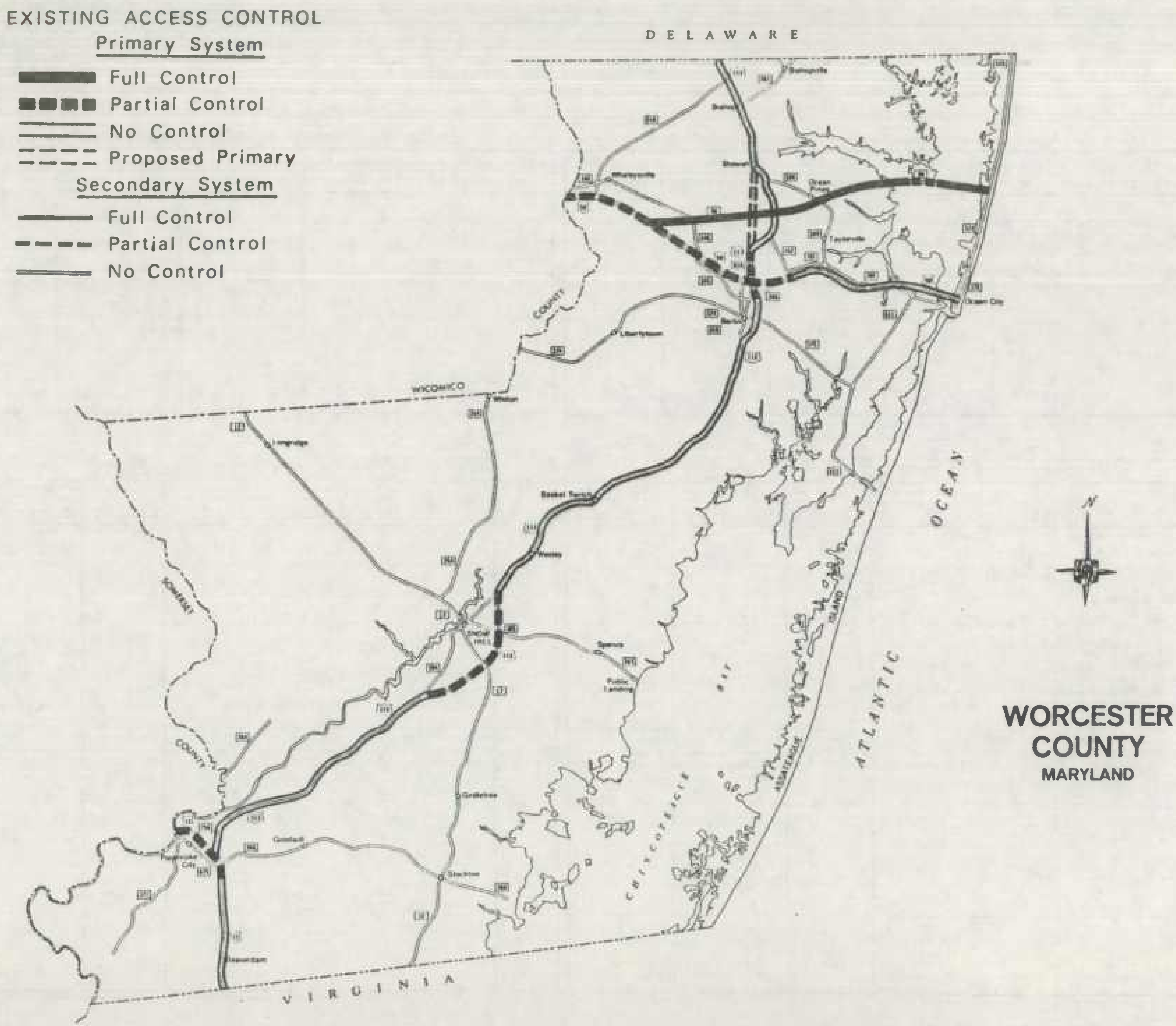
1980 State Functional Classification	Full Controls	Partial Controls	Total Controlled Mileage
Intermediate Arterial	0	0.63	0.63
Total	0	0.63	0.63

PRIMARY SYSTEM BREAKDOWN

Route	Limits	Length	State Function	Type of Controls
US 13	Somerset County Line to US 13 Business south of Salisbury	0.82	Prin. Art.	Partial
US 13	US 13 Business south of Salisbury to US 13 Business north of Salisbury	11.67	Prin. Art.	Full
US 50	MD 349 to Worcester County Line	16.07	Prin. Art.	Partial

SECONDARY SYSTEM BREAKDOWN

Route	Limits	Length	State Function	Type of Controls
US 13 Bus.	US 13 to Crown Road	0.63	Int. Art.	Partial


EXISTING ACCESS CONTROL
Primary System
Full Control
Partial Control
No Control
Proposed Primary
Secondary System
Full Control
Partial Control
No Control
DELAWARE
WICOMICO
COUNTY
SOMERSET
COUNTY
VIRGINIA
ATLANTIC
OCEAN
CHINCOTEAGUE
BAY
ASSATEAGUE
ISLAND
N
WORCESTER
COUNTY
MARYLAND

WORCESTER COUNTY

EXISTING CONTROL OF ACCESS

STATE PRIMARY SYSTEM SUMMARY (TOTAL MILEAGE 70.46)

1980 State Functional Classification	Full Controls	Partial Controls	No Controls	Total Mileage
Principal Arterial	11.17	6.59	3.87	21.63 (31%)
Intermediate Arterial	0	11.00	37.83	48.83 (69%)
Total	11.17 (16%)	17.59 (25%)	41.70 (59%)	70.46 (100%)

STATE SECONDARY SYSTEM SUMMARY (TOTAL MILEAGE 131.69)

1980 State Functional Classification	Full Controls	Partial Controls	Total Controlled Mileage
None in Worcester County			

PRIMARY SYSTEM BREAKDOWN

Route	Limits	Length	State Function	Type of Controls
US 13	MD 675A to Somerset County Line	2.44	Prin. Art.	Partial
US 50	Wicomico County Line to MD 90	3.41	Prin. Art.	Partial
US 50	MD 90 to MD 452	4.97	Int. Art.	Partial
MD 90	US 50 to Isle of Wight (west)	9.28	Prin. Art.	Full
MD 90	Isle of Wight	0.74	Prin. Art.	Partial
MD 90	Isle of Wight (east) to MD 528	1.89	Prin. Art.	Full
US113	MD 394 south of Snow Hill to MD 394 north of Snow Hill	4.52	Int. Art.	Partial
US113	MD 346 south of US 50 to end divided north of US 50	1.51	Int. Art.	Partial

SECONDARY SYSTEM BREAKDOWN

Route	Limits	Length	State Function	Type of Controls
	None in Worcester County			

APPENDIX B
143 SEGMENTS STATE HIGHWAY PRIMARY SYSTEM

County Allegany	Present Control Of Access	State Functional Classification	Volume Per Lane Per Day	1980 Number of High Accident Locations	1980 Accident Rate Per 100 MVM	1980 Number of Fatality Accidents	1980 Injury Accident Rate	Number of Injury Accidents	Land Development Pressure	Comments
Route # US 40 Limits MP 13.77 to US 220 ULT. Length 1.92 miles # of Lanes - 4 Divided X Undivided ___ Milepoint 13.77 to 15.69	Partial	Principal Arterial	5400	0	Actual 98 Statewide Average 181	1	Actual 54 Statewide Average 95	6	-25% to -5% growth	
Points (27) Total	(0)	(15)	(5)	(0)	(5)	(2)	(0)		(0)	
Route # US 40 Limits US 220 ULT. to Md. 144 Length 0.45 mile # of Lanes - 4 Divided X Undivided ___ Milepoint 15.69 to 16.14	Partial	Principal Arterial	5400	0	Actual 76 Statewide Average 81	0	Actual 38 Statewide Average 41	1	-25% to -5% growth	Travelway for US 48
Points (32) Total	(0)	(15)	(5)	(0)	(10)	(0)	(2)		(0)	
Route # US 40 Limits Md. 144 AN to Md. 144 AA Length 7.69 miles # of Lanes - 4 Divided X Undivided ___ Milepoint 16.14 to 23.83	None	Principal Arterial	3550	0	Actual 119 Statewide Average 158	1	Actual 0 Statewide Average 79	0	-25% to 25% growth	Travelway for US 48
Points (34) Total	(10)	(15)	(0)	(0)	(5)	(2)	(0)		(2)	
Route # US 40 Limits Md. 144 AA to Davis Road Length 7.80 miles # of Lanes - 2 Divided ___ Undivided X Milepoint 23.83 to 31.63	None	Principal Arterial	5000	0	Actual 90 Statewide Average 209	2	Actual 38 Statewide Average 121	8	5% to 25% growth	Travelway for US 48
Points (40) Total	(10)	(15)	(5)	(0)	(0)	(5)	(0)		(5)	

- Present Control of Access - 10 point total
  - No control (10)
  - Partial (0)
- State Functional Classification - 15 point total
  - Principal Arterial (15)
  - Intermediate (5)
  - Others (0)
- Volume Per Lane Per Day - 20 point total
  - <4500 (0)
  - >4500 <5700 (5)
  - >5700 <6800 (10)
  - >6800 <9100 (15)
  - >9100 (20)
- 1980 Number of High Accident Locations - 5 point total
  - No high accident location (0)
  - One high accident location (2)
  - Two or more high accident locations (5)
- 1980 Accident Rate Per 100 MVM - 20 point total
  - <50% (0)
  - 50-90% (5)
  - 90-110% (10)
  - 110-150% (15)
  - 150% (20)
- 1980 Number of Fatality Accidents - 5 point total
  - None (0)
  - One (2)
  - Two or more (5)
- 1980 Injury Accident Rate - 5 point total
  - <90% (0)
  - 90-110% (2)
  - >110% (5)
- Number of Injury Accidents - actual number
- Land Development Pressure - 20 point total
  - <5% (0)
  - 5-25% (5)
  - 25-50% (10)
  - 50-75% (15)
  - >75% (20)

County Allegany	Present Control Of Access	State Functional Classification	Volume Per Lane Per Day	1980 Number of High Accident Locations	1980 Accident Rate Per 100 MVM	1980 Number of Fatality Accidents	1980 Injury Accident Rate	Number of Injury Accidents	Land Development Pressure	Comments
Route # US 40 Limits Davis Road to M.V. Smith Road Length 1.58 miles # of Lanes - 4 Divided X Undivided __ Milepoint 31.63 to 33.21 Points (30) Total	Partial (0)	Principal Arterial (15)	2600 (0)	0 (0)	Actual 68 Statewide Average 81 (5)	0 (0)	Actual 68 Statewide Average 41 (5)	3	5% to 25% growth (5)	Travelway to US 48
Route # US 40 Limits M.V. Smith Road to MP 38.54 Length 5.33 miles # of Lanes - 5 mostly Divided X Undivided __ Milepoint 33.21 to 38.54 Points (20) Total	Partial (0)	Principal Arterial (15)	1900 (0)	0 (0)	Actual 15 Statewide Average 81 (0)	0 (0)	Actual 7 Statewide Average 41 (0)	1	5% to 25% growth (5)	Will remain as is—partial control. No improvements.
Route # US 40 Limits MP 38.54 to Mann Watson Road Length 0.78 mile # of Lanes - 3 Divided __ Undivided X Milepoint 38.54 to 39.32 Points (45) Total	None (10)	Principal Arterial (15)	3300 (0)	0 (0)	Actual 201 Statewide Average 198 (10)	0 (0)	Actual 150 Statewide Average 133 (5)	3	5% to 25% growth (5)	
Route # US 40 Limits Mann Watson Road to Washington County Line Length 2.29 miles # of Lanes - 2 Divided __ Undivided X Milepoint 39.32 to 41.61 Points (35) Total	None (10)	Principal Arterial (15)	4760 (5)	0 (0)	Actual 68 Statewide Average 209 (0)	0 (0)	Actual 51 Statewide Average 121 (0)	3	5% to 25% growth (5)	

- Present Control of Access - 10 point total
  - No control (10)
  - Partial (0)
- State Functional Classification - 15 point total
  - Principal Arterial (15)
  - Intermediate (5)
  - Others (0)
- Volume Per Lane Per Day - 20 point total
  - <4500 (0)
  - >4500 <5700 (5)
  - >5700 <6800 (10)
  - >6800 ≤9100 (15)
  - >9100 (20)
- 1980 Number of High Accident Locations - 5 point total
  - No high accident location (0)
  - One high accident location (2)
  - Two or more high accident locations (5)
- 1980 Accident Rate Per 100 MVM - 20 point total
  - <50% (0)
  - 50-90% (5)
  - 90-110% (10)
  - 110-150% (15)
  - 150% (20)
- 1980 Number of Fatality Accidents - 5 point total
  - None (0)
  - One (2)
  - Two or more (5)
- 1980 Injury Accident Rate - 5 point total
  - <90% (0)
  - 90-110% (2)
  - >110% (5)
- Number of Injury Accidents - actual number
- Land Development Pressure - 20 point total
  - <5% (0)
  - 5-25% (5)
  - 25-50% (10)
  - 50-75% (15)
  - >75% (20)

County Allegany	Present Control Of Access	State Functional Classification	Volume Per Lane Per Day	1980 Number of High Accident Locations	1980 Accident Rate Per 100 MVM	1980 Number of Fatality Accidents	1980 Injury Accident Rate	Number of Injury Accidents	Land Development Pressure	Comments
Route # Md. 53 Limits US 220 to MP 2.61 Length 2.61 miles # of Lanes - 2 Divided __ Undivided X Milepoint 0.00 to 2.61 Points (20) Total	None (10)	Minor Arterial (0)	5000 (5)	0 (0)	Actual 178 Statewide Average 209 (5)	0 (0)	Actual 105 Statewide Average 121 (.0)	10	-5% to 0% growth (0)	1) Travelway for US 220 2) In HNI for reconstruction
Route # Md. 53 Limits MP 2.61 to US 40 Length 0.73 mile # of Lanes - 4 Divided X Undivided __ Milepoint 2.61 to 3.34 Points (32) Total	None (10)	Minor Arterial (0)	2400 (0)	0 (0)	Actual 257 Statewide Average 158 (20)	0 (0)	Actual 73 Statewide Average 79 (2)	2	-5% to 0% growth (0)	1) Travelway for US 220 2) In HNI for reconstruction
Route # US 220 Limits West Virginia Line to Rawlings Lane Length 9.05 miles # of Lanes - 2 Divided __ Undivided X Milepoint 0.00 to 9.05 Points (37) Total	None (10)	Intermediate Arterial (5)	3300 (0)	2 (5)	Actual 188 Statewide Average 209 (10)	0 (0)	Actual 110 Statewide Average 121 (2)	24	-25% to 50% growth (5)	In HNI for multi-lane divided reconstruction
Route # US 220 Limits Rawlings Lane to Md. 53 Length 4.95 miles # of Lanes - 2 Divided __ Undivided X Milepoint 9.05 to 14.00 Points (34) Total	None (10)	Intermediate Arterial (5)	5000 (5)	0 (0)	Actual 171 Statewide Average 209 (5)	1 (2)	Actual 94 Statewide Average 121 (0)	17	-5% to 50% growth (7)	In HNI for multi-lane divided reconstruction

- Present Control of Access - 10 point total
  - No control (10)
  - Partial (0)
- State Functional Classification - 15 point total
  - Principal Arterial (15)
  - Intermediate (5)
  - Others (0)
- Volume Per Lane Per Day - 20 point total
  - <4500 (0) >6800 >4500 <9100 (15)
  - <5700 (5) >9100 (20) >5700
  - <6800 (10)
- 1980 Number of High Accident Locations - 5 point total
  - No high accident location (0)
  - One high accident location (2)
  - Two or more high accident locations (5)
- 1980 Accident Rate Per 100 MVM - 20 point total
  - <50% (0) 110-150% (15)
  - 50-90% (5) 150% (20)
  - 90-110% (10)
- 1980 Number of Fatality Accidents - 5 point total
  - None (0)
  - One (2)
  - Two or more (5)
- 1980 Injury Accident Rate - 5 point total
  - <90% (0)
  - 90-110% (2)
  - >110% (5)
- Number of Injury Accidents - actual number
- Land Development Pressure - 20 point total
  - <5% (0) 50-75% (15)
  - 5-25% (5) >75% (20)
  - 25-50% (10)

County Allegany	Present Control Of Access	State Functional Classification	Volume Per Lane Per Day	1980 Number of High Accident Locations	1980 Accident Rate Per 100 MVM	1980 Number of Fatality Accidents	1980 Injury Accident Rate	Number of Injury Accidents	Land Development Pressure	Comments
Route # US 220 Limits Mun. Rte. 6530 to MD 395 Length 2.01 miles # of Lanes -4 Divided x Undivided ___ Milepoint 20.94 to 22.95 Points (40) Total	None (10)	Principal Arterial (15)	1300 (0)	0 (0)	Actual 386 Statewide Average 346 (15)	0 (0)	Actual 26 Statewide Average 199 (0)	1	-5% to 0% growth (0)	1) Travelway for US 220 ULT. 2) A portion is in HNI for multi-lane divided reconstruction
Route # US 220 Limits MD 395 to Pennsylvania State Line Length 3.73 miles # of Lanes -2 Divided ___ Undivided x Milepoint 22.95 to 26.68 Points (50) Total	None (10)	Principal Arterial (15)	1300 (0)	0 (0)	Actual 537 Statewide Average 209 (20)	0 (0)	Actual 252 Statewide Average 121 (5)	8	-25% to -5% (0)	In HNI for 2 lane reconstruction
Route # Limits Length # of Lanes Divided ___ Undivided ___ Milepoint ___ to ___ Points ( ) Total	( )	( )	( )	( )	( )	( )	( )		( )	
Route # Limits Length # of Lanes Divided ___ Undivided ___ Milepoint ___ to ___ Points ( ) Total	( )	( )	( )	( )	( )	( )	( )		( )	

- Present Control of Access - 10 point total
  - No control (10)
  - Partial (0)
- State Functional Classification - 15 point total
  - Principal Arterial (15)
  - Intermediate (5)
  - Others (0)
- Volume Per Lane Per Day - 20 point total
  - <4500 (0)
  - >4500 <5700 (5)
  - >5700 <6800 (10)
  - >6800 <9100 (15)
  - >9100 (20)
- 1980 Number of High Accident Locations - 5 point total
  - No high accident location (0)
  - One high accident location (2)
  - Two or more high accident locations (5)
- 1980 Accident Rate Per 100 MVM - 20 point total
  - <50% (0)
  - 50-90% (5)
  - 90-110% (10)
  - 110-150% (15)
  - 150% (20)
- 1980 Number of Fatality Accidenta - 5 point total
  - None (0)
  - One (2)
  - Two or more (5)
- 1980 Injury Accident Rate - 5 point total
  - <90% (0)
  - 90-110% (2)
  - >110% (5)
- Number of Injury Accidents - actual number
- Land Development Pressure - 20 point total
  - <5% (0)
  - 5-25% (5)
  - 25-50% (10)
  - 50-75% (15)
  - >75% (20)

County Anne Arundel	Present Control Of Access	State Functional Classification	Volume Per Lane Per Day	1980 Number of High Accident Locations	1980 Accident Rate Per 100 MVM	1980 Number of Fatality Accidents	1980 Injury Accident Rate	Number of Injury Accidents	Land Development Pressure	Comments
Route # Md. 2 Limits Calvert County Line to Md. 408 Length 8.11 miles # of Lanes - 2 Divided __ Undivided X Milepoint 0.00 to 8.11 Points (30) Total	None (10)	Intermediate Arterial (5)	2200 (0)	0 (0)	Actual 171 Statewide Average 209 (5)	0 (0)	Actual 93 Statewide Average 121 (0)	12	25% to 50% growth (10)	Travelway but no replacement is planned
Route # Md. 2 Limits Md. 408 to Md. 214 Length 8.21 miles # of Lanes - 2 Divided __ Undivided X Milepoint 8.11 to 16.32 Points (39) Total	None (10)	Intermediate Arterial (5)	3500 (0)	1 (2)	Actual 200 Statewide Average 209 (10)	1 (2)	Actual 100 Statewide Average 121 (0)	21	25% to 50% growth (10)	In HNI for 2-lane reconstruction
Route # Md. 2 Limits Md. 214 to divided highway Length 2.56 miles # of Lanes - 2 Divided __ Undivided X Milepoint 16.32 to 18.88 Points (67) Total	None (10)	Intermediate Arterial (5)	7500 (15)	1 (2)	Actual 409 Statewide Average 209 (20)	0 (0)	Actual 223 Statewide Average 121 (5)	31	25% to 50% growth (10)	In CTP (D&E) and HNI for 4-lane divided reconstruct and bridge and approaches
Route # Md. 2 Limits MP 18.88 to Md. 450 Length 1.84 miles # of Lanes - 4 Divided X Undivided __ Milepoint 18.88 to 20.70 Points (66) Total	None & Partial (6)	Intermediate Arterial (5)	6000 (10)	3 (5)	Actual 316 Statewide Average 163 (20)	0 (0)	Actual 158 Statewide Average 78 (5)	26	50% to 75% growth (15)	In HNI for multi-lane reconstruct

- Present Control of Access - 10 point total
  - No control (10)
  - Partial (0)
- State Functional Classification - 15 point total
  - Principal Arterial (15)
  - Intermediate (5)
  - Othere (0)
- Volume Per Lane Per Day - 20 point total
  - <4500 (0) >6800
  - >4500 <9100 (15)
  - <5700 (5) >9100 (20)
  - >5700
  - <6800 (10)
- 1980 Number of High Accident Locationa - 5 point total
  - No high accident location (0)
  - One high accident location (2)
  - Two or more high accident locations (5)
- 1980 Accident Rate Per 100 MVM - 20 point total
  - <50% (0) 110-150% (15)
  - 50-90% (5) 150% (20)
  - 90-110% (10)
- 1980 Number of Fatality Accidents - 5 point total
  - None (0)
  - One (2)
  - Two or more (5)
- 1980 Injury Accident Rate - 5 point total
  - <90% (0)
  - 90-110% (2)
  - >110% (5)
- Number of Injury Accidents - actual number
- Land Development Pressure - 20 point total
  - <5% (0) 50-75% (15)
  - 5-25% (5) >75% (20)
  - 25-50% (10)

County Anne Arundel	Present Control Of Access	State Functional Classification	Volume Per Lane Per Day	1980 Number of High Accident Locations	1980 Accident Rate Per 100 MVM	1980 Number of Fatality Accidents	1980 Injury Accident Rate	Number of Injury Accidents	Land Development Pressure	Comments
Route # Md. 2 Limits Md. 450 to US 50 Length 0.33 mile # of Lanes - 2 Divided X Undivided ___ Milepoint 20.70 to 21.03 Points (45) Total	Partial (0)	Intermediate Arterial (5)	10,700 (20)	0 (0)	Actual 156 Statewide Average 214 (5)	0 (0)	Actual 39 Statewide Average 112 (0)	1	50% to 75% growth (15)	
Route # Md. 2 Limits US 50 to College Parkway Length 3.0 miles # of Lanes - 4 Divided X Undivided ___ Milepoint 24.06 to 27.06 Points (72) Total	None (10)	Principal Arterial (15)	6500 (10)	3 (5)	Actual 182 Statewide Average 158 (15)	1 (2)	Actual 100 Statewide Average 78 (5)	42	25% to 50% growth (10)	In HNI for multi-lane reconstruct
Route # Md. 2 Limits College Parkway to Md. 648 Length 2.56 miles # of Lanes - 4 Divided X Undivided ___ Milepoint 27.06 to 29.62 Points (87) Total	None (10)	Principal Arterial (15)	11,200 (20)	7 (5)	Actual 340 Statewide Average 180 (20)	1 (2)	Actual 155 Statewide Average 93 (5)	65	25% to 50% growth (10)	In HNI for multi-lane reconstruct
Route # Md. 2 Limits Md. 648 to Md. 100 Length 4.64 miles # of Lanes - 4 Divided X Undivided ___ Milepoint 29.62 to 34.26 Points (62) Total	None (10)	Principal Arterial (15)	11,000 (20)	3 (5)	Actual 177 Statewide Average 379 (0)	1 (2)	Actual 91 Statewide Average 220 (0)	68	25% to 50% growth (10)	Portion of segment is in HNI for multi-lane reconstruct

- Present Control of Access - 10 point total
  - No control (10)
  - Partial (0)
- State Functional Classification - 15 point total
  - Principal Arterial (15)
  - Intermediate (5)
  - Others (0)
- Volume Per Lane Per Day - 20 point total
  - < 4500 (0)
  - > 4500 < 5700 (5)
  - > 5700 < 6800 (10)
  - > 6800 < 9100 (15)
  - > 9100 (20)
- 1980 Number of High Accident Locations - 5 point total
  - No high accident location (0)
  - One high accident location (2)
  - Two or more high accident locations (5)
- 1980 Accident Rate Per 100 MVM - 20 point total
  - < 50% (0)
  - 50-90% (5)
  - 90-110% (10)
  - 110-150% (15)
  - 150% (20)
- 1980 Number of Fatality Accidents - 5 point total
  - None (0)
  - One (2)
  - Two or more (5)
- 1980 Injury Accident Rate - 5 point total
  - < 90% (0)
  - 90-110% (2)
  - > 110% (5)
- Number of Injury Accidents - actual number
- Land Development Pressure - 20 point total
  - < 5% (0)
  - 5-25% (5)
  - 25-50% (10)
  - 50-75% (15)
  - > 75% (20)

County Anne Arundel	Present Control Of Access	State Functional Classification	Volume Per Lane Per Day	1980 Number of High Accident Locations	1980 Accident Rate Per 100 MVM	1980 Number of Fatality Accidents	1980 Injury Accident Rate	Number of Injury Accidents	Land Development Pressure	Comments
Route # Md. 3 Limits Prince George's County Line to Md. 32 ULT. Length 6.49 miles # of Lanes - 4 Divided X Undivided ___ Milepoint 0.00 to 6.49 Points (85) Total	None (10)	Principal Arterial (15)	9000 (15)	4 (5)	Actual 206 Statewide Average 158 (15)	3 (5)	Actual 105 Statewide Average 79 (5)	90	50% to 75% growth (15)	In CTP (D&E) and HNI as I-297 for multi-lane reconstruct
Route # Md. 3 Limits Md. 32 ULT. to Md. 178A Length 0.97 mile # of Lanes - 4 Divided X Undivided ___ Milepoint 6.49 to 7.46 Points (79) Total	None (10)	Principal Arterial (15)	7100 (15)	1 (2)	Actual 188 Statewide Average 158 (15)	1 (2)	Actual 129 Statewide Average 79 (5)	13	50% to 75% growth (15)	In CTP (D&E) and HNI as I-97 for multi-lane reconstruct
Route # Md. 3 Limits Md. 178A to Md. 3 Bus. Length 4.03 miles # of Lanes - 4 Divided X Undivided ___ Milepoint 7.46 to 11.49 Points (77) Total	None (10)	Principal Arterial (15)	9800 (20)	3 (5)	Actual 152 Statewide Average 158 (10)	3 (5)	Actual 83 Statewide Average 79 (2)	47	25% to 50% growth (10)	In CTP (D&E) and HNI as I-97 for multi-lane reconstruct
Route # Md. 4 Limits Calvert County Line to Sands Road Length 3.50 miles # of Lanes - 4 Divided X Undivided ___ Milepoint 0.00 to 3.50 Points (40) Total	Partial (0)	Intermediate Arterial (5)	3800 (0)	0 (0)	Actual 146 Statewide Average 81 (20)	0 (0)	Actual 86 Statewide Average 41 (5)	23	25% to 50% growth (10)	In HNI for multi-lane reconstruct

- Present Control of Access - 10 point total
  - No control (10)
  - Partial (0)
- State Functional Classification - 15 point total
  - Principal Arterial (15)
  - Intermediate (5)
  - Others (0)
- Volume Per Lane Per Day - 20 point total
  - <4500 (0)
  - >4500 <5700 (5)
  - >5700 <6800 (10)
  - >6800 <9100 (15)
  - >9100 (20)
- 1980 Number of High Accident Locations - 5 point total
  - No high accident location (0)
  - One high accident location (2)
  - Two or more high accident locations (5)
- 1980 Accident Rate Per 100 MVM - 20 point total
  - <50% (0)
  - 50-90% (5)
  - 90-110% (10)
  - 110-150% (15)
  - 150% (20)
- 1980 Number of Fatality Accidents - 5 point total
  - None (0)
  - One (2)
  - Two or more (5)
- 1980 Injury Accident Rate - 5 point total
  - <90% (0)
  - 90-110% (2)
  - >110% (5)
- Number of Injury Accidents - actual number
- Land Development Pressure - 20 point total
  - <5% (0)
  - 5-25% (5)
  - 25-50% (10)
  - 50-75% (15)
  - >75% (20)

County Anne Arundel	Present Control Of Access	State Functional Classification	Volume Per Lane Per Day	1980 Number of High Accident Locations	1980 Accident Rate Per 100 MVM	1980 Number of Fatality Accidents	1980 Injury Accident Rate	Number of Injury Accidents	Land Development Pressure	Comments
Route # US 50 Limits MD 786C to MD 2 Length 0.40 mile # of Lanes -4 Divided x Undivided ___ Milepoint 12.00 to 12.40	Partial	Principal Arterial	14,500	1	Actual 258 Statewide Average 81	0	Actual 121 Statewide Average 41	8	25% to 50%	In HNI for multilane reconstruction
Points (72) Total	(0)	(15)	(20)	(2)	(20)	(0)	(5)		(10)	
Route # US 50 Limits MD 2 to Sandy Point Interchange Length 5.00 miles # of Lanes -6 Divided x Undivided ___ Milepoint 12.40 to 17.40	Partial	Principal Arterial	9050	3	Actual 119 Statewide Average 81	2	Actual 52 Statewide Average 41	38	25% to 50% growth	In HNI for multilane lane reconstruction
Points (67) Total	(0)	(15)	(10)	(5)	(15)	(5)	(2)		(10)	
Route # Limits Length # of Lanes Divided ___ Undivided ___ Milepoint ___ to ___										
Points ( ) Total	( )	( )	( )	( )	( )	( )	( )		( )	
Route # Limits Length # of Lanes Divided ___ Undivided ___ Milepoint ___ to ___										
Points ( ) Total	( )	( )	( )	( )	( )	( )	( )		( )	

- Present Control of Access - 10 point total
  - No control (10)
  - Partial (0)
- State Functional Classification - 15 point total
  - Principal Arterial (15)
  - Intermediate (5)
  - Others (0)
- Volume Per Lane Per Day - 20 point total
  - <4500 (0)
  - >4500 <5700 (5)
  - >5700 <6800 (10)
  - >6800 <9100 (15)
  - >9100 (20)
- 1980 Number of High Accident Locations - 5 point total
  - No high accident location (0)
  - One high accident location (2)
  - Two or more high accident locations (5)
- 1980 Accident Rate Per 100 MVM - 20 point total
  - <50% (0)
  - 50-90% (5)
  - 90-110% (10)
  - 110-150% (15)
  - 150% (20)
- 1980 Number of Fatality Accidents - 5 point total
  - None (0)
  - One (2)
  - Two or more (5)
- 1980 Injury Accident Rate - 5 point total
  - <90% (0)
  - 90-110% (2)
  - >110% (5)
- Number of Injury Accidents - actual number
- Land Development Pressure - 20 point total
  - <5% (0)
  - 5-25% (5)
  - 25-50% (10)
  - 50-75% (15)
  - >75% (20)

County Baltimore	Present Control Of Access	State Functional Classification	Volume Per Lane Per Day	1980 Number of High Accident Locations	1980 Accident Rate Per 100 MVM	1980 Number of Fatality Accidents	1980 Injury Accident Rate	Number of Injury Accidents	Land Development Pressure	Comments
Route # Md. 30 Limits Md. 140 to Carroll County Line Length 7.40 miles # of Lanes - 2 Divided __ Undivided X Milepoint 0.00 to 7.40 Points (50) Total	None (10)	Principal Arterial (15)	3600 (0)	0 (0)	Actual 242 Statewide Average 223 (10)	2 (5)	Actual 139 Statewide Average 191 (0)	27	25% to 50% growth (10)	Travelway for Md. 30 ULT.
Route # Md. 140 Limits I-695 to MP 8.90 Length 6.95 miles # of Lanes - 4 Divided x Undivided X Milepoint 1.95 to 8.90 Points (72) Total	None (10)	Principal Arterial (15)	7700 (15)	12 (5)	Actual 487 Statewide Average 431 (15)	1 (2)	Actual 304 Statewide Average 271 (5)	239	0% to 50% growth (5)	1) Travelway for I-795 and Md. 140 ULT. 2) Portion from I-695 to McDonogh Road is in CTP (D&E) and HNI for urban divided reconstruct. Remainder is in HNI for multi-lane reconstruct.
Route # Md. 140 Limits MP 8.90 to Md. 30 Length 1.06 miles # of Lanes - 2 Divided __ Undivided X Milepoint 8.90 to 9.96 Points (82) Total	None (10)	Principal Arterial (15)	15,000 (20)	1 (2)	Actual 810 Statewide Average 346 (20)	0 (0)	Actual 379 Statewide Average 199 (5)	22	25% to 50% growth (10)	Travelway for Md. 140 ULT.
Route # Md. 140 Limits Md. 30 to MP 10.99 Length 1.03 miles # of Lanes - 2 Divided __ Undivided X Milepoint 9.96 to 10.99 Points (45) Total	None (10)	Intermediate Arterial (5)	8400 (15)	0 (0)	Actual 222 Statewide Average 278 (5)	0 (0)	Actual 79 Statewide Average 160 (0)	5	25% to 50% growth (10)	In HNI for multi-lane reconstruct

- Present Control of Access - 10 point total
  - No control (10)
  - Partial (0)
- State Functional Classification - 15 point total
  - Principal Arterial (15)
  - Intermediate (5)
  - Others (0)
- Volume Per Lane Per Day - 20 point total
  - <4500 (0)
  - >4500 <5700 (5)
  - >5700 <6800 (10)
  - >6800 <9100 (15)
  - >9100 (20)
- 1980 Number of High Accident Locations - 5 point total
  - No high accident location (0)
  - One high accident location (2)
  - Two or more high accident locations (5)
- 1980 Accident Rate Per 100 MVM - 20 point total
  - <50% (0)
  - 50-90% (5)
  - 90-110% (10)
  - 110-150% (15)
  - 150% (20)
- 1980 Number of Fatality Accidents - 5 point total
  - None (0)
  - One (2)
  - Two or more (5)
- 1980 Injury Accident Rate - 5 point total
  - <90% (0)
  - 90-110% (2)
  - >110% (5)
- Number of Injury Accidents - actual number
- Land Development Pressure - 20 point total
  - <5% (0)
  - 5-25% (5)
  - 25-50% (10)
  - 50-75% (15)
  - >75% (20)

County Baltimore	Present Control Of Access	State Functional Classification	Volume Per Lane Per Day	1980 Number of High Accident Locations	1980 Accident Rate Per 100 MVM	1980 Number of Fatality Accidents	1980 Injury Accident Rate	Number of Injury Accidents	Land Development Pressure	Comments
Route # Md. 140 Limits MP 10.99 to Carroll County Line Length 1.50 miles # of Lanes - 4 Divided X Undivided ___ Milepoint 10.99 to 12.49 Points (30) Total	None (10)	Intermediate Arterial (5)	3800 (0)	0 (0)	Actual 96 Statewide Average 158 (5)	0 (0)	Actual 48 Statewide Average 79 (0)	4	25% to 50% growth (10)	In HNI for multi-lane reconstruct 33
Route # Limits Length # of Lanes Divided ___ Undivided ___ Milepoint ___ to ___ Points ( ) Total	( )	( )	( )	( )	( )	( )	( )		( )	
Route # Limits Length # of Lanes Divided ___ Undivided ___ Milepoint ___ to ___ Points ( ) Total	( )	( )	( )	( )	( )	( )	( )		( )	
Route # Limits Length # of Lanes Divided ___ Undivided ___ Milepoint ___ to ___ Points ( ) Total	( )	( )	( )	( )	( )	( )	( )		( )	

- Preeent Control of Acceee - 10 point total
  - No control (10)
  - Partial (0)
- State Functional Claaaification - 15 point total
  - Principal Arterial (15)
  - Intermediate (5)
  - Others (0)
- Volume Per Lane Per Day - 20 point total
  - <4500 (0)
  - >4500 <5700 (5)
  - >5700 <6800 (10)
  - >6800 <9100 (15)
  - >9100 (20)
- 1980 Number of High Accident Locationa - 5 point total
  - No high accident location (0)
  - One high accident location (2)
  - Two or more high accident locationa (5)
- 1980 Accident Rate Per 100 MVM - 20 point total
  - <50% (0)
  - 50-90% (5)
  - 90-110% (10)
  - 110-150% (15)
  - 150% (20)
- 1980 Number of Fatality Accidenta - 5 point total
  - None (0)
  - One (2)
  - Two or more (5)
- 1980 Injury Accident Rate - 5 point total
  - <90% (0)
  - 90-110% (2)
  - >110% (5)
- Number of Injury Accidents - actual number
- Land Development Pressure - 20 point total
  - <5% (0)
  - 5-25% (5)
  - 25-50% (10)
  - 50-75% (15)
  - >75% (20)

County Calvert	Present Control Of Access	State Functional Classification	Volume Per Lane Per Day	1980 Number of High Accident Locations	1980 Accident Rate Per 100 MVM	1980 Number of Fatality Accidents	1980 Injury Accident Rate	Number of Injury Accidents	Land Development Pressure	Comments
Route # Md. 2/4 Limits Md. 4 to Md. 264 Length 15.40 miles # of Lanes - 2 Divided ___ Undivided X Milepoint 1.41 to 16.81 Points (45) Total	None (10)	Intermediate Arterial (5)	3100 (0)	0 (0)	Actual 204 Statewide Average 209 (10)	5 (5)	Actual 95 Statewide Average 121 (0)	33	50% to 75% growth (15)	In CTP and HNI for 4-lane divided construct
Route # Md. 2/4 Limits Md. 264 to Md. 2 Length 12.85 miles # of Lanes - 4 Divided X Undivided ___ Milepoint 16.81 to 29.66 Points (43) Total	None (10)	Intermediate Arterial (5)	2800 (0)	1 (2)	Actual 114 Statewide Average 158 (5)	1 (2)	Actual 72 Statewide Average 79 (2)	38	50% to 100% growth (17)	
Route # Md. 2 Limits Md. 4 to Anne Arundel County Line Length 4.55 miles # of Lanes - 2 Divided ___ Undivided X Milepoint 29.66 to 34.21 Points (45) Total	None (10)	Intermediate Arterial (5)	2000 (0)	0 (0)	Actual 211 Statewide Average 209 (10)	0 (0)	Actual 105 Statewide Average 121 (0)	7	75% to 100% growth (20)	
Route # Md. 4 Limits St. Mary's County Line to Md. 2 Length 0.65 mile # of Lanes - 2 Divided ___ Undivided X Milepoint 0.00 to 0.65 Points (20) Total	Partial (0)	Intermediate Arterial (5)	2100 (0)	0 (0)	Actual 0 Statewide Average 142 (0)	0 (0)	Actual 0 Statewide Average 90 (0)	0	50% to 75% growth (15)	

- Present Control of Access - 10 point total
  - No control (10)
  - Partial (0)
- State Functional Classification - 15 point total
  - Principal Arterial (15)
  - Intermediate (5)
  - Others (0)
- Volume Per Lane Per Day - 20 point total
  - <4500 (0)
  - >4500 <5700 (5)
  - >5700 <6800 (10)
  - >6800 <9100 (15)
  - >9100 (20)
- 1980 Number of High Accident Locations - 5 point total
  - No high accident location (0)
  - One high accident location (2)
  - Two or more high accident locations (5)
- 1980 Accident Rate Per 100 MVM - 20 point total
  - <50% (0)
  - 50-90% (5)
  - 90-110% (10)
  - 110-150% (15)
  - 150% (20)
- 1980 Number of Fatality Accidents - 5 point total
  - None (0)
  - One (2)
  - Two or more (5)
- 1980 Injury Accident Rate - 5 point total
  - <90% (0)
  - 90-110% (2)
  - >110% (5)
- Number of Injury Accidents - actual number
- Land Development Pressure - 20 point total
  - <5% (0)
  - 5-25% (5)
  - 25-50% (10)
  - 50-75% (15)
  - >75% (20)

County Calvert	Present Control Of Access	State Functional Classification	Volume Per Lane Per Day	1980 Number of High Accident Locations	1980 Accident Rate Per 100 MVM	1980 Number of Fatality Accidents	1980 Injury Accident Rate	Number of Injury Accidents	Land Development Pressure	Comments
Route # Md. 4 Limits Md. 2 to Anne Arundel County Line Length 8.36 miles # of Lanes - 4 Divided X Undivided ___ Milepoint 28.90 to 37.26	None	Intermediate Aterial	2200	0	Actual 146 Statewide Average 158	2	Actual 84 Statewide Average 79	23	75% to 100% growth	
Points (52) Total	(10)	(5)	(0)	(0)	(10)	(5)	(2)		(20)	
Route # Limits Length # of Lanes Divided ___ Undivided ___ Milepoint ___ to ___										
Points ( ) Total	( )	( )	( )	( )	( )	( )	( )		( )	
Route # Limits Length # of Lanes Divided ___ Undivided ___ Milepoint ___ to ___										
Points ( ) Total	( )	( )	( )	( )	( )	( )	( )		( )	
Route # Limits Length # of Lanes Divided ___ Undivided ___ Milepoint ___ to ___										
Points ( ) Total	( )	( )	( )	( )	( )	( )	( )		( )	

- Present Control of Access - 10 point total
  - No control (10)
  - Partial (0)
- State Functional Classification - 15 point total
  - Principal Arterial (15)
  - Intermediate (5)
  - Others (0)
- Volume Per Lane Per Day - 20 point total
  - <4500 (0)
  - >4500 <5700 (5)
  - >5700 <6800 (10)
  - >6800 <9100 (15)
  - >9100 (20)
- 1980 Number of High Accident Locations - 5 point total
  - No high accident location (0)
  - One high accident location (2)
  - Two or more high accident locations (5)
- 1980 Accident Rate Per 100 MVM - 20 point total
  - <50% (0)
  - 50-90% (5)
  - 90-110% (10)
  - 110-150% (15)
  - 150% (20)
- 1980 Number of Fatality Accidents - 5 point total
  - None (0)
  - One (2)
  - Two or more (5)
- 1980 Injury Accident Rate - 5 point total
  - <90% (0)
  - 90-110% (2)
  - >110% (5)
- Number of Injury Accidents - actual number
- Land Development Pressure - 20 point total
  - <5% (0)
  - 5-25% (5)
  - 25-50% (10)
  - 50-75% (15)
  - >75% (20)

County Caroline	Present Control Of Access	State Functional Classification	Volume Per Lane Per Day	1980 Number of High Accident Locations	1980 Accident Rate Per 100 MVM	1980 Number of Fatality Accidents	1980 Injury Accident Rate	Number of Injury Accidents	Land Development Pressure	Comments
Route # Md. 404 Limits Queen Anne's County Line to MP 6.40 Length 6.40 miles # of Lanes - 2 mostly Divided __ Undivided 2 Milepoint 0.00 to 6.40 Points (30) Total	None (10)	Intermediate Arterial (5)	3360 (0)	0 (0)	Actual 198 Statewide Average 209 (10)	0 (0)	Actual 104 Statewide Average 121 (0)	10	5% to 25% growth (5)	In HNI for multi-lane divided reconstruct
Route # Md. 404 Limits MP 6.40 to Md. 404 WBL. Length 1.65 miles # of Lanes - 4 mostly Divided X Undivided __ Milepoint 6.40 to 8.05 Points (50) Total	None (10)	Intermediate Arterial (5)	2000 (0)	2 (5)	Actual 735 Statewide 158 (20)	0 (0)	Actual 142 Statewide 79 (5)	6	5% to 25% growth (5)	Travelway for Md. 404 ULT.
Route # Md. 404 Limits Md. 404 WBL to Md. 313 Length 4.36 miles # of Lanes - 2 Divided __ Undivided X Milepoint 8.05 to 12.41 Points (40) Total	None, except 0.25 mi. Partial (10)	Intermediate Arterial (5)	7400 (15)	0 (0)	Actual 115 Statewide Average 209 (5)	0 (0)	Actual 50 Statewide Average 121 (0)	7	5% to 25% growth (5)	Portion of segment is in HNI for multi-lane divided reconstruct
Route # Md. 404 Limits Md. 313 to Delaware State Line Length 4.06 miles # of Lanes - 2 Divided __ Undivided X Milepoint 12.41 to 16.47 Points (30) Total	None (10)	Intermediate Arterial (5)	6000 (10)	0 (0)	Actual 28 Statewide Average 209 (0)	0 (0)	Actual 28 Statewide Average 121 (0)	3	5% to 25% growth (5)	In HNI for multi-lane divided reconstruct

- Present Control of Access - 10 point total
  - No control (10)
  - Partial (0)
- State Functional Classification - 15 point total
  - Principal Arterial (15)
  - Intermediate (5)
  - Others (0)
- Volume Per Lane Per Day - 20 point total
  - <4500 (0)
  - >4500 <5700 (5)
  - >5700 <6800 (10)
  - >6800 <9100 (15)
  - >9100 (20)
- 1980 Number of High Accident Locations - 5 point total
  - No high accident location (0)
  - One high accident location (2)
  - Two or more high accident locations (5)
- 1980 Accident Rate Per 100 MVM - 20 point total
  - <50% (0)
  - 50-90% (5)
  - 90-110% (10)
  - 110-150% (15)
  - 150% (20)
- 1980 Number of Fatality Accidents - 5 point total
  - None (0)
  - One (2)
  - Two or more (5)
- 1980 Injury Accident Rate - 5 point total
  - <90% (0)
  - 90-110% (2)
  - >110% (5)
- Number of Injury Accidents - actual number
- Land Development Pressure - 20 point total
  - <5% (0)
  - 5-25% (5)
  - 25-50% (10)
  - 50-75% (15)
  - >75% (20)

County Carroll	Present Control Of Access	State Functional Classification	Volume Per Lane Per Day	1980 Number of High Accident Locations	1980 Accident Rate Per 100 MVM	1980 Number of Fatality Accidents	1980 Injury Accident Rate	Number of Injury Accidents	Land Development Pressure	Comments
Route # Md. 30 Limits Baltimore County Line to Manchester Length 6.07 miles # of Lanes - 2 Divided __ Undivided X Milepoint 0.00 to 6.07 Points (50) Total	None (10)	Principal Arterial (15)	5600 (5)	0 (0)	Actual 218 Statewide Average 209 (10)	0 (0)	Actual 101 Statewide Average 121 (0)	25	25% to 50% growth (10)	Travelway for Md. 30 ULT.
Route # Md. 30 Limits Manchester to Md. 30 ULT. Proposed Length 1.28 miles # of Lanes - 2 Divided __ Undivided X Milepoint 6.07 to 7.35 Points (60) Total	None (10)	Principal Arterial (15)	4600 (5)	0 (0)	Actual 279 Statewide Average 209 (15)	o (0)	Actual 0 Statewide Average 121 (0)	0	50% to 75% growth (15)	Travelway for Md. 30 ULT.
Route # Md. 30 Limits Md. 30 ULT. Proposed to Pennsylvania State Line Length 3.82 miles # of Lanes - 2 Divided __ Undivided X Milepoint 7.35 to 11.17 Points (47) Total	None (10)	Principal Arterial (15)	3600 (0)	0 (0)	Actual 131 Statewide Average 209 (5)	1 (2)	Actual 61 Statewide Average 121 (0)	6	50% to 75% growth (15)	In HNI for 2-lane reconstruct
Route # Md. 140 Limits Baltimore County Line to Md. 97 Length 8.05 miles # of Lanes - 4 Divided X Undivided __ Milepoint 0.00 to 8.05 Points (44) Total	None (10)	Intermediate Arterial (5)	4700 (5)	0 (0)	Actual 118 Statewide Average 158 (5)	2 (5)	Actual 76 Statewide Average 79 (2)	42	5% to 75% growth (12)	In HNI for multi-lane reconstruct

- Present Control of Access - 10 point total
  - No control (10)
  - Partial (0)
- State Functional Classification - 15 point total
  - Principal Arterial (15)
  - Intermediate (5)
  - Others (0)
- Volume Per Lane Per Day - 20 point total
  - <4500 (0)
  - >4500 <5700 (5)
  - >5700 <6800 (10)
  - >6800 <9100 (15)
  - >9100 (20)
- 1980 Number of High Accident Locations - 5 point total
  - No high accident location (0)
  - One high accident location (2)
  - Two or more high accident locations (5)
- 1980 Accident Rate Per 100 MVM - 20 point total
  - <50% (0)
  - 50-90% (5)
  - 90-110% (10)
  - 110-150% (15)
  - 150% (20)
- 1980 Number of Fatality Accidents - 5 point total
  - None (0)
  - One (2)
  - Two or more (5)
- 1980 Injury Accident Rate - 5 point total
  - <90% (0)
  - 90-110% (2)
  - >110% (5)
- Number of Injury Accidents - actual number
- Land Development Pressure - 20 point total
  - <5% (0)
  - 5-25% (5)
  - 25-50% (10)
  - 50-75% (15)
  - >75% (20)

County Carroll	Present Control Of Access	State Functional Classification	Volume Per Lane Per Day	1980 Number of High Accident Locations	1980 Accident Rate Per 100 MVM	1980 Number of Fatality Accidents	1980 Injury Accident Rate	Number of Injury Accidents	Land Development Pressure	Comments
Route # Md. 140 Limits Md. 97 to Md. 27 Length 1.39 miles # of Lanes - 4 Divided X Undivided __ Milepoint 8.05 to 9.44 Points (37) Total	None (10)	Intermediate Arterial (5)	5800 (10)	1 (2)	Actual 230 Statewide Average 379 (5)	0 (0)	Actual 119 Statewide Average 220 (0)	14	5% to 25% growth (5)	In HNI for multi-lane reconstruct
Route # Md. 140 Limits Md. 27 to Md. 97 and Md. 526 Length 0.95 mile # of Lanes - 4 Divided X Undivided __ Milepoint 9.44 to 10.39 Points (35) Total	None (10)	Intermediate Arterial (5)	7800 (15)	0 (0)	Actual 119 Statewide Average 379 (0)	0 (0)	Actual 55 Statewide Average 220 (0)	6	5% to 25% growth (5)	In HNI for multi-lane reconstruct
Route # Md. 140 Limits Md. 97 and Md. 526 and Md. 31 Length 0.41 mile # of Lanes - 4 Divided X Undivided __ Milepoint 10.39 to 10.80 Points (20) Total	None (10)	Intermediate Arterial (5)	1500 (0)	0 (0)	Actual 108 Statewide Average 379 (0)	0 (0)	Actual 0 Statewide Average 220 (0)	0	5% to 25% growth (5)	In HNI for multi-lane reconstruct
Route # Md. 140 Limits Md. 31 to Md. 832 Length 9.38 miles # of Lanes - 2 Divided __ Undivided X Milepoint 10.80 to 20.18 Points (11) Total	Partial (0)	Intermediate Arterial (5)	2900 (0)	0 (0)	Actual 99 Statewide Average 278 (0)	0 (0)	Actual 44 Statewide Average 67 (0)	9	5% to 50% growth (6)	1) Portion of segment from Md. 31 to Hughes Shop Road is in HNI for multi-lane reconstruct. 2) Remainder of segment is in HNI for multi-lane divided reconstruct.

- Present Control of Access - 10 point total
  - No control (10)
  - Partial (0)
- State Functional Classification - 15 point total
  - Principal Arterial (15)
  - Intermediate (5)
  - Others (0)
- Volume Per Lane Per Day - 20 point total
  - <4500 (0)
  - >4500 <5700 (5)
  - >5700 <6800 (10)
  - >6800 <9100 (15)
  - >9100 (20)
- 1980 Number of High Accident Locations - 5 point total
  - No high accident location (0)
  - One high accident location (2)
  - Two or more high accident locations (5)
- 1980 Accident Rate Per 100 MVM - 20 point total
  - <50% (0)
  - 50-90% (5)
  - 90-110% (10)
  - 110-150% (15)
  - 150% (20)
- 1980 Number of Fatality Accidents - 5 point total
  - None (0)
  - One (2)
  - Two or more (5)
- 1980 Injury Accident Rate - 5 point total
  - <90% (0)
  - 90-110% (2)
  - >110% (5)
- Number of Injury Accidents - actual number
- Land Development Pressure - 20 point total
  - <5% (0)
  - 5-25% (5)
  - 25-50% (10)
  - 50-75% (15)
  - >75% (20)

County Cecil	Present Control Of Access	State Functional Classification	Volume Per Lane Per Day	1980 Number of High Accident Locations	1980 Accident Rate Per 100 MVM	1980 Number of Fatality Accidents	1980 Injury Accident Rate	Number of Injury Accidents	Land Development Pressure	Comments
Route # Md. 213 Limits Long Creek to Md. 279 Length 6.06 miles # of Lanes - 2 Divided ___ Undivided X Milepoint 13.88 to 19.94	None	Intermediate Arterial	7380	3	Actual 359 Statewide Average 243	1	Actual 116 Statewide Average 140	31	5% to 25% growth	Portion from US 40 to Md. 279 is in HNI for multi-lane reconstruct
Points (57) Total	(10)	(5)	(15)	(5)	(15)	(2)	(0)		(5)	
Route # Md. 279 Limits Md. 213 to Big Elk Creek Length 0.58 mile # of Lanes - 3 (mostly) Divided X Undivided ___ Milepoint 1.19 to 1.77	None	Intermediate Arterial	2500	0	Actual 429 Statewide Average 368	0	Actual 245 Statewide Average 213	4	5% to 25% growth	
Points (40) Total	(10)	(5)	(0)	(0)	(15)	(0)	(5)		(5)	
Route # Md. 279 Limits Big Elk Creek to I-95 Length 2.09 miles # of Lanes - 2 Divided ___ Undivided X Milepoint 1.77 to 3.86	Partial	Intermediate Arterial	3800	0	Actual 349 Statewide Average 142	1	Actual 175 Statewide Average 90	10	5% to 25% growth	In CTP and HNI for 4-lane divided reconstruct
Points (37) Total	(0)	(5)	(0)	(0)	(20)	(2)	(5)		(5)	
Route # US 301 Limits Kent County Line to Delaware State Line Length 3.20 miles # of Lanes - 4 Divided X Undivided ___ Milepoint 0.00 to 3.20	Partial	Principal Arterial	1700	0	Actual 51 Statewide Average 81	1	Actual 25 Statewide Average 41	2	5% to 25% growth	In HNI for selected intersection improvements
Points (27) Total	(0)	(15)	(0)	(0)	(5)	(2)	(0)		(5)	

- Present Control of Access - 10 point total
  - No control (10)
  - Partial (0)
- State Functional Classification - 15 point total
  - Principal Arterial (15)
  - Intermediate (5)
  - Others (0)
- Volume Per Lane Per Day - 20 point total
  - <4500 (0)
  - >4500 <5700 (5)
  - >5700 <6800 (10)
  - >6800 <9100 (15)
  - >9100 (20)
- 1980 Number of High Accident Locations - 5 point total
  - No high accident location (0)
  - One high accident location (2)
  - Two or more high accident locations (5)
- 1980 Accident Rate Per 100 MVM - 20 point total
  - <50% (0)
  - 50-90% (5)
  - 90-110% (10)
  - 110-150% (15)
  - 150% (20)
- 1980 Number of Fatality Accidents - 5 point total
  - None (0)
  - One (2)
  - Two or more (5)
- 1980 Injury Accident Rate - 5 point total
  - <90% (0)
  - 90-110% (2)
  - >110% (5)
- Number of Injury Accidents - actual number
- Land Development Pressure - 20 point total
  - <5% (0)
  - 5-25% (5)
  - 25-50% (10)
  - 50-75% (15)
  - >75% (20)

County Charles	Present Control Of Access	State Functional Classification	Volume Per Lane Per Day	1980 Number of High Accident Locations	1980 Accident Rate Per 100 MVM	1980 Number of Fatality Accidents	1980 Injury Accident Rate	Number of Injury Accidents	Land Development Pressure	Comments
Route # Md. 5 Limits St. Mary's County Line to US 301 Length 12.37 miles # of Lanes - 4 Divided 75% Undivided 25% Milepoint 0.00 to 12.37 Points (59) Total	None (10)	Intermediate Arterial (5)	4100 (0)	8 (5)	Actual 260 Statewide Average 215 (15)	1 (2)	Actual 111 Statewide Average 116 (2)	83	Greater than 75% growth (20)	Portion from St. Mary's County Line to north of Md. 231 is in HNI for multi-lane reconstruct.
Route # US 301 Limits Virginia State Line to Md. 6 Length 14.97 miles # of Lanes - 4 Divided X Undivided ___ Milepoint 0.00 to 14.97 Points (50) Total	None (10)	Principal Arterial (15)	3500 (0)	1 (2)	Actual 129 Statewide Average 158 (5)	4 (5)	Actual 40 Statewide Average 79 (0)	30	25% to 75% growth (13)	In HNI for reconstruct
Route # US 301 Limits Md. 6 to Md. 5 Length 8.59 miles # of Lanes - 4 Divided X Undivided ___ Milepoint 14.97 to 23.56 Points (90) Total	None (10)	Principal Arterial (15)	6000 (10)	8 (5)	Actual 240 Statewide Average 158 (20)	5 (5)	Actual 88 Statewide Average 79 (5)	69	50% to greater than 100% growth (20)	In HNI for reconstruct
Route # US 301 Limits Md. 5 to Prince George's County Line Length 3.01 miles # of Lanes - 4 Divided X Undivided ___ Milepoint 23.56 to 26.57 Points (97) Total	None (10)	Principal Arterial (15)	10,000 (20)	5 (5)	Actual 314 Statewide Average 158 (20)	1 (2)	Actual 105 Statewide Average 79 (5)	46	Greater than 100% growth (20)	In HNI for multi-lane reconstruct

- Present Control of Access - 10 point total
  - No control (10)
  - Partial (0)
- State Functional Classification - 15 point total
  - Principal Arterial (15)
  - Intermediate (5)
  - Others (0)
- Volume Per Lane Per Day - 20 point total
  - <4500 (0)
  - >4500 <5700 (5)
  - >5700 <6800 (10)
  - >6800 <9100 (15)
  - >9100 (20)
- 1980 Number of High Accident Locations - 5 point total
  - No high accident location (0)
  - One high accident location (2)
  - Two or more high accident locations (5)
- 1980 Accident Rate Per 100 MVM - 20 point total
  - <50% (0)
  - 50-90% (5)
  - 90-110% (10)
  - 110-150% (15)
  - 150% (20)
- 1980 Number of Fatality Accidents - 5 point total
  - None (0)
  - One (2)
  - Two or more (5)
- 1980 Injury Accident Rate - 5 point total
  - <90% (0)
  - 90-110% (2)
  - >110% (5)
- Number of Injury Accidents - actual number
- Land Development Pressure - 20 point total
  - <5% (0)
  - 5-25% (5)
  - 25-50% (10)
  - 50-75% (15)
  - >75% (20)

County Dorchester	Present Control Of Access	State Functional Classification	Volume Per Lane Per Day	1980 Number of High Accident Locations	1980 Accident Rate Per 100 MVM	1980 Number of Fatality Accidents	1980 Injury Accident Rate	Number of Injury Accidents	Land Development Pressure	Comments
Route # US 50 Limits Talbot County Line to Md. 750 Length 3.70 miles # of Lanes - 4 Divided x Undivided ___ Milepoint 0.00 to 3.70	None	Principal Arterial	10,100	3	Actual 299 Statewide Average 213	0	Actual 124 Statewide Average 114	42	0% to 5% growth	
Points (67) Total	(10)	(15)	(20)	(5)	(15)	(0)	(2)		(0)	
Route # US 50 Limits Md. 750 to Wicomico County Line Length 13.25 miles # of Lanes - 4 Divided X Undivided ___ Milepoint 3.70 to 16.95	None	Principal Arterial	5100	0	Actual 115 Statewide Average 158	1	Actual 72 Statewide Average 79	42	-25% to 5% growth	Portion from Linkwood Road to near Vienna is in HNI for access control improvement.
Points (39) Total	(10)	(15)	(5)	(0)	(5)	(2)	(2)		(0)	
Route # Limits Length # of Lanes Divided ___ Undivided ___ Milepoint ___ to ___										
Penalty Points ( ) Total	( )	( )	( )	( )	( )	( )	( )		( )	
Route # Limits Length # of Lanes Divided ___ Undivided ___ Milepoint ___ to ___										
Penalty Points ( ) Total	( )	( )	( )	( )	( )	( )	( )		( )	

- Preeent Control of Acceee - 10 point total
  - No control (10)
  - Partial (0)
- State Functional Claseification - 15 point total
  - Principal Arterial (15)
  - Intermediate (5)
  - Othere (0)
- Volume Per Lane Per Day - 20 point total
  - <4500 (0)
  - >4500 <5700 (5)
  - >5700 <6800 (10)
  - >6800 <9100 (15)
  - >9100 (20)
- 1980 Number of High Accident Locations - 5 point total
  - No high accident location (0)
  - One high accident location (2)
  - Two or more high accident locations (5)
- 1980 Accident Rate Per 100 MVM - 20 point total
  - <50% (0)
  - 50-90% (5)
  - 90-110% (10)
  - 110-150% (15)
  - 150% (20)
- 1980 Number of Fatality Accidents - 5 point total
  - None (0)
  - One (2)
  - Two or more (5)
- 1980 Injury Accident Rate - 5 point total
  - <90% (0)
  - 90-110% (2)
  - >110% (5)
- Number of Injury Accidents - ectual number
- Land Development Preseure - 20 point total
  - <5% (0)
  - 5-25% (5)
  - 25-50% (10)
  - 50-75% (15)
  - >75% (20)

County Frederick	Present Control Of Access	State Functional Classification	Volume Per Lane Per Day	1980 Number of High Accident Locations	1980 Accident Rate Per 100 MVM	1980 Number of Fatality Accidents	1980 Injury Accident Rate	Number of Injury Accidents	Land Development Pressure	Comments
Route # US 15 Limits MP 16.44 to MP 22.99 Length 6.55 miles # of Lanes - 4 Divided X Undivided __ Milepoint 16.44 to 22.99	Partial	Principal Arterial	4000	0	Actual 48 Statewide Average 81	1	Actual 13 Statewide Average 41	5	5% to 50% growth	
Points (31) Total	(0)	(15)	(0)	(0)	(5)	(2)	(0)		(9)	
Route # US 15 Limits MP 22.99 to Md. 806 M Length 6.38 miles # of Lanes - 2 Divided __ Undivided X Milepoint 22.99 to 29.37	None	Principal Arterial	4900	1	Actual 146 Statewide Average 209	1	Actual 80 Statewide Average 121	18	5% to 50% growth	In CTP and HNI for 4 lane divided reconstruct
Points (45) Total	(10)	(15)	(5)	(2)	(5)	(2)	(0)		(6)	
Route # US 15 Limits MD 806 M to MP 32.90 Length 3.53 miles # of Lanes - 2 Divided __ Undivided X Milepoint 29.37 to 32.90	Partial	Principal Arterial	4600	0	Actual 211 Statewide Average 142	1	Actual 101 Statewide Average 90	12	5% to 25% growth	In CTP and HNI for 4 lane divided reconstruct
Points (47) Total	(0)	(15)	(5)	(0)	(15)	(2)	(5)		(5)	
Route # US 15 Limits MP 32.90 to MP 38.03 Length 5.13 miles # of Lanes - 4 Divided X Undivided __ Milepoint 32.90 to 38.03	Partial	Principal Arterial	1900	1	Actual 178 Statewide Average 81	1	Actual 36 Statewide Average 41	5	5% to 25% growth	In CTP and HNI for 4 lane divided reconstruct
Points (44) Total	(0)	(15)	(0)	(2)	(20)	(2)	(0)		(5)	

- Present Control of Access - 10 point total
  - No control (10)
  - Partial (0)
- State Functional Classification - 15 point total
  - Principal Arterial (15)
  - Intermediate (5)
  - Others (0)
- Volume Per Lane Per Day - 20 point total
  - ≤4500 (0)
  - >4500 ≤5700 (5)
  - >5700 <6800 (10)
  - >6800 ≤9100 (15)
  - >9100 (20)
- 1980 Number of High Accident Locations - 5 point total
  - No high accident location (0)
  - One high accident location (2)
  - Two or more high accident locations (5)
- 1980 Accident Rate Per 100 MVM - 20 point total
  - <50% (0)
  - 50-90% (5)
  - 90-110% (10)
  - 110-150% (15)
  - 150% (20)
- 1980 Number of Fatality Accidents - 5 point total
  - None (0)
  - One (2)
  - Two or more (5)
- 1980 Injury Accident Rate - 5 point total
  - <90% (0)
  - 90-110% (2)
  - >110% (5)
- Number of Injury Accidents - actual number
- Land Development Pressure - 20 point total
  - <5% (0)
  - 5-25% (5)
  - 25-50% (10)
  - 50-75% (15)
  - >75% (20)

County Frederick	Present Control Of Access	State Functional Classification	Volume Per Lane Per Day	1980 Number of High Accident Locations	1980 Accident Rate Per 100 MVM	1980 Number of Fatality Accidents	1980 Injury Accident Rate	Number of Injury Accidents	Land Development Pressure	Comments
Route # I-70 Limits Md. 144 to Ijamsville Road Length 3.30 miles # of Lanes - 4 Divided X Undivided ___ Milepoint 16.92 to 20.22 Points (54) Total	Partial (0)	Principal Arterial (15)	8320 (15)	0 (0)	Actual 65 Statewide Average 121 (5)	1 (2)	Actual 19 Statewide Average 63 (0)	6	5% to greater than 100% growth (17)	In HNI for 6 lane divided reconstruct
Route # Md. 140 Limits Carroll County Line to US 15 Length 4.63 miles # of Lanes - 2 Divided ___ Undivided X Milepoint 0.00 to 4.63 Points (25) Total	None (10)	Intermediate Arterial (5)	1600 (0)	0 (0)	Actual 114 Statewide Average 209 (5)	0 (0)	Actual 76 Statewide Average 121 (0)	4	5% to 25% growth (5)	
Route # Limits Length # of Lanes Divided ___ Undivided ___ Milepoint ___ to ___ Penalty Points ( ) Total	( )	( )	( )	( )	( )	( )	( )		( )	
Route # Limits Length # of Lanes Divided ___ Undivided ___ Milepoint ___ to ___ Penalty Points ( ) Total	( )	( )	( )	( )	( )	( )	( )		( )	

- Present Control of Access - 10 point total
  - No control (10)
  - Partial (0)
- State Functional Classification - 15 point total
  - Principal Arterial (15)
  - Intermediate (5)
  - Others (0)
- Volume Per Lane Per Day - 20 point total
  - <4500 (0)
  - >4500 <5700 (5)
  - >5700 <6800 (10)
  - >6800 <9100 (15)
  - >9100 (20)
- 1980 Number of High Accident Locations - 5 point total
  - No high accident location (0)
  - One high accident location (2)
  - Two or more high accident locations (5)
- 1980 Accident Rate Per 100 MVM - 20 point total
  - <50% (0)
  - 50-90% (5)
  - 90-110% (10)
  - 110-150% (15)
  - 150% (20)
- 1980 Number of Fatality Accidents - 5 point total
  - None (0)
  - One (2)
  - Two or more (5)
- 1980 Injury Accident Rate - 5 point total
  - <90% (0)
  - 90-110% (2)
  - >110% (5)
- Number of Injury Accidents - actual number
- Land Development Pressure - 20 point total
  - <5% (0)
  - 5-25% (5)
  - 25-50% (10)
  - 50-75% (15)
  - >75% (20)

County Garrett	Present Control Of Access	State Functional Classification	Volume Per Lane Per Day	1980 Number of High Accident Locations	1980 Accident Rate Per 100 MVM	1980 Number of Fatality Accidents	1980 Injury Accident Rate	Number of Injury Accidents	Land Development Pressure	Comments
Route # US 40 Limits Pennsylvania State Line to US 219 H Length 3.42 miles # of Lanes - 2 and 3 Divided ___ Undivided X Milepoint 0.00 to 3.42	None	Intermediate Arterial	1200	0	Actual 70 Statewide Average 206	0	Actual 70 Statewide Average 124	2	5% to 25% growth	
Points (20) Total	(10)	(5)	(0)	(0)	(0)	(0)	(0)		(5)	
Route # US 219 Limits Md. 39 to MP 13.50 Length 1.99 miles # of Lanes - 2 Divided ___ Undivided X Milepoint 11.51 to 13.50	None	Intermediate Arterial	8050	1	Actual 261 Statewide Average 209	0	Actual 83 Statewide Average 121	6	25% to 50% growth	Travelway for Oakland Bypass
Points (57) Total	(10)	(5)	(15)	(2)	(15)	(0)	(0)		(10)	74
Route # US 219 Limits MP 13.50 to Md. 42 Length 12.43 miles # of Lanes - 2 Divided ___ Undivided X Milepoint 13.50 to 25.93	None	Intermediate Arterial	4000	0	Actual 205 Statewide Average 209	0	Actual 113 Statewide Average 121	26	25% to 75% growth	In HNI for multi-lane reconstruct
Points (39) Total	(10)	(5)	(0)	(0)	(10)	(0)	(2)		(12)	
Route # US 219 Limits Md. 42 to Bear Creek Length 6.98 miles # of Lanes - 2 Divided ___ Undivided X Milepoint 25.93 to 32.91	None	Intermediate Arterial	3860	0	Actual 57 Statewide Average 209	1	Actual 41 Statewide Average 121	5	5% to 75% growth	In HNI for multi-lane reconstruct
Points (25) Total	(10)	(5)	(0)	(0)	(0)	(2)	(0)		(8)	

- Present Control of Access - 10 point total
  - No control (10)
  - Partial (0)
- State Functional Classification - 15 point total
  - Principal Arterial (15)
  - Intermediate (5)
  - Others (0)
- Volume Per Lane Per Day - 20 point total
  - ≤4500 (0)
  - >4500 ≤5700 (5)
  - >5700 < 6800 (10)
  - >6800 ≤9100 (15)
  - >9100 (20)
- 1980 Number of High Accident Locations - 5 point total
  - No high accident location (0)
  - One high accident location (2)
  - Two or more high accident locations (5)
- 1980 Accident Rate Per 100 MVM - 20 point total
  - <50% (0)
  - 50-90% (5)
  - 90-110% (10)
  - 110-150% (15)
  - 150% (20)
- 1980 Number of Fatality Accidenta - 5 point total
  - None (0)
  - One (2)
  - Two or more (5)
- 1980 Injury Accident Rate - 5 point total
  - <90% (0)
  - 90-110% (2)
  - >110% (5)
- Number of Injury Accidents - actual number
- Land Development Pressure - 20 point total
  - <5% (0)
  - 5-25% (5)
  - 25-50% (10)
  - 50-75% (15)
  - >75% (20)

County Garrett	Present Control Of Access	State Functional Classification	Volume Per Lane Per Day	1980 Number of High Accident Locations	1980 Accident Rate Per 100 MVM	1980 Number of Fatality Accidents	1980 Injury Accident Rate	Number of Injury Accidents	Land Development Pressure	Comments
Route # US 219 Limits Bear Creek to US 48 Length 4.60 miles # of Lanes - 3 Divided___ Undivided X Milepoint 32.91 to 37.51 Points (20) Total	None (10)	Intermediate Arterial (5)	2580 (0)	0 (0)	Actual 77 Statewide Average 198 (0)	0 (0)	Actual 58 Statewide Average 133 (0)	3	5% to 25% growth (5)	
Route # Limits Length # of Lanes Divided___ Undivided___ Milepoint ______ to ______ Points ( ) Total	( )	( )	( )	( )	( )	( )	( )		( )	
Route # Limits Length # of Lanes Divided___ Undivided___ Milepoint ______ to ______ Points ( ) Total	( )	( )	( )	( )	( )	( )	( )		( )	
Route # Limits Length # of Lanes Divided___ Undivided___ Milepoint ______ to ______ Points ( ) Total	( )	( )	( )	( )	( )	( )	( )		( )	

- Present Control of Access - 10 point total
  - No control (10)
  - Partial (0)
- State Functional Classification - 15 point total
  - Principal Arterial (15)
  - Intermediate (5)
  - Others (0)
- Volume Per Lane Per Day - 20 point total
  - <4500 (0) >6800
  - >4500 ≤9100 (15)
  - ≤5700 (5) >9100 (20)
  - >5700
  - <6800 (10)
- 1980 Number of High Accident Locations - 5 point total
  - No high accident location (0)
  - One high accident location (2)
  - Two or more high accident locations (5)
- 1980 Accident Rate Per 100 MVM - 20 point total
  - <50% (0) 110-150% (15)
  - 50-90% (5) 150% (20)
  - 90-110% (10)
- 1980 Number of Fatality Accidents - 5 point total
  - None (0)
  - One (2)
  - Two or more (5)
- 1980 Injury Accident Rate - 5 point total
  - <90% (0)
  - 90-110% (2)
  - >110% (5)
- Number of Injury Accidents - actual number
- Land Development Pressure - 20 point total
  - <5% (0) 50-75% (15)
  - 5-25% (5) >75% (20)
  - 25-50% (10)

County Harford	Present Control Of Access	State Functional Classification	Volume Per Lane Per Day	1980 Number of High Accident Locations	1980 Accident Rate Per 100 MVM	1980 Number of Fatality Accidents	1980 Injury Accident Rate	Number of Injury Accidents	Land Development Pressure	Comments
Route # US 1 Limits US 1 Business to Deer Creek Length 5.14 miles # of Lanes - 2 Divided ___ Undivided X Milepoint 7.23 to 12.37	None	Minor Arterial	7700	1	Actual 128 Statewide Average 209	0	Actual 87 Statewide Average 121	25	25% to 50% growth	Portion from north of Hickory to Deer Creek is in HNI for multi-lane reconstruct
Points (42) Total	(10)	(0)	(15)	(2)	(5)	(0)	(0)		(10)	
Route # US 1 Limits Deer Creek to Md. 136 Length 2.08 miles # of Lanes - 2 Divided ___ Undivided X Milepoint 12.37 to 14.45	None	Minor Arterial	5100	0	Actual 38 Statewide Average 209	0	Actual 0 Statewide Average 121	0	5% to 25% growth	In HNI for multi-lane reconstruct
Points (20) Total	(10)	(0)	(5)	(0)	(0)	(0)	(0)		(5)	
Route # US 1 Limits Md. 136 to Cecil County Line Length 5.91 miles # of Lanes - 2 Divided ___ Undivided X Milepoint 14.45 to 20.36	None	Minor Arterial	3300	0	Actual 232 Statewide Average 209	3	Actual 140 Statewide Average 121	20	5% to 25% growth	In HNI for multi-lane reconstruct
Points (40) Total	(10)	(0)	(0)	(0)	(15)	(5)	(5)		(5)	
Route # Md. 24 Limits I-95 to MP 9.31 Length 5.76 miles # of Lanes - 2 Divided ___ Undivided X Milepoint 3.55 to 9.31	None	Minor Arterial	9500	1	Actual 213 Statewide Average 278	3	Actual 114 Statewide Average 160	45	25% to 75% growth	Travelway for Md. 24 Relocated
Points (55) Total	(10)	(0)	(20)	(2)	(5)	(5)	(0)		(13)	

- Present Control of Access - 10 point total
  - No control (10)
  - Partial (0)
- State Functional Classification - 15 point total
  - Principal Arterial (15)
  - Intermediate (5)
  - Others (0)
- Volume Per Lane Per Day - 20 point total
  - ≤4500 (0)
  - >4500 ≤5700 (5)
  - >5700 ≤6800 (10)
  - >6800 ≤9100 (15)
  - >9100 (20)
- 1980 Number of High Accident Locations - 5 point total
  - No high accident location (0)
  - One high accident location (2)
  - Two or more high accident locations (5)
- 1980 Accident Rate Per 100 MVM - 20 point total
  - <50% (0)
  - 50-90% (5)
  - 90-110% (10)
  - 110-150% (15)
  - 150% (20)
- 1980 Number of Fatality Accidents - 5 point total
  - None (0)
  - One (2)
  - Two or more (5)
- 1980 Injury Accident Rate - 5 point total
  - <90% (0)
  - 90-110% (2)
  - >110% (5)
- Number of Injury Accidents - actual number
- Land Development Pressure - 20 point total
  - <5% (0)
  - 5-25% (5)
  - 25-50% (10)
  - 50-75% (15)
  - >75% (20)

County Harford	Present Control Of Access	State Functional Classification	Volume Per Lane Per Day	1980 Number of High Accident Locations	1980 Accident Rate Per 100 MVM	1980 Number of Fatality Accidents	1980 Injury Accident Rate	Number of Injury Accidents	Land Development Pressure	Comments
Route # Md. 24 Limits MP 9.31 to US 1 Business Length 0.82 mile # of Lanes - 3 to 7 Divided X Undivided __ Milepoint 9.31 to 10.13 Points (42) Total	None (10)	Minor Arterial (0)	3000-4000 (0)	1 (2)	Actual 1169 Statewide Average 379 (20)	0 (0)	Actual 104 Statewide Average 220 (0)	5	25% to 50% growth (10)	Travelway for Md. 24 Relocated
Route # Md. 24 Limits US 1 Business to US 1 Length 1.32 miles # of Lanes - 2 Divided __ Undivided X Milepoint 10.13 to 11.45 Points (40) Total	None (10)	Minor Arterial (0)	6800 (10)	0 (0)	Actual 378 Statewide Average 346 (10)	0 (0)	Actual 121 Statewide Average 199 (0)	8	25% to 50% growth (10)	Travelway for US 24 Relocated
Route # Limits Length # of Lanes Divided __ Undivided __ Milepoint __ to __ Penalty Points ( ) Total	( )	( )	( )	( )	( )	( )	( )		( )	
Route # Limits Length # of Lanes Divided __ Undivided __ Milepoint __ to __ Penalty Points ( ) Total	( )	( )	( )	( )	( )	( )	( )		( )	

- Present Control of Access - 10 point total
  - No control (10)
  - Partial (0)
- State Functional Classification - 15 point total
  - Principal Arterial (15)
  - Intermediate (5)
  - Others (0)
- Volume Per Lane Per Day - 20 point total
  - < 4500 (0)
  - > 4500 < 5700 (5)
  - > 5700 < 6800 (10)
  - > 6800 < 9100 (15)
  - > 9100 (20)
- 1980 Number of High Accident Locations - 5 point total
  - No high accident location (0)
  - One high accident location (2)
  - Two or more high accident locations (5)
- 1980 Accident Rate Per 100 MVM - 20 point total
  - < 50% (0)
  - 50-90% (5)
  - 90-110% (10)
  - 110-150% (15)
  - 150% (20)
- 1980 Number of Fatality Accidents - 5 point total
  - None (0)
  - One (2)
  - Two or more (5)
- 1980 Injury Accident Rate - 5 point total
  - < 90% (0)
  - 90-110% (2)
  - > 110% (5)
- Number of Injury Accidents - actual number
- Land Development Pressure - 20 point total
  - < 5% (0)
  - 5-25% (5)
  - 25-50% (10)
  - 50-75% (15)
  - > 75% (20)

County Howard	Present Control Of Access	State Functional Classification	Volume Per Lane Per Day	1980 Number of High Accident Locations	1980 Accident Rate Per 100 MVM	1980 Number of Fatality Accidents	1980 Injury Accident Rate	Number of Injury Accidents	Land Development Pressure	Comments
Route # US 29 Limits Montgomery County Line to Md. 32 Length 4.38 miles # of Lanes - 4 Divided X Undivided __ Milepoint 0.00 to 4.38 Penalty Points (67) Total	Partial (0)	Principal Arterial (15)	5700 (5)	3 (5)	Actual 116 Statewide Average 81 (15)	1 (2)	Actual 69 Statewide Average 41 (5)	25	Greater than 100% growth (20)	In HNI for divided highway reconstruct
Route # US 29 Limits Md. 32 to Md. 175 Length 3.36 miles # of Lanes - 4 Divided X Undivided __ Milepoint 4.38 to 7.74 Penalty Points (57) Total	Partial (0)	Principal Arterial (15)	7500 (15)	1 (2)	Actual 117 Statewide Average 214 (5)	0 (0)	Actual 62 Statewide Average 112 (0)	23	Greater than 100% growth (20)	In HNI for divided highway reconstruct
Route # US 29 Limits Md. 175 to Md. 103 Length 2.59 miles # of Lanes - 4 Divided x Undivided __ Milepoint 7.74 to 10.33 Penalty Points (62) Total	Partial (0)	Principal Arterial (15)	10,000 (20)	3 (5)	Actual 151 Statewide Average 214 (5)	1 (2)	Actual 82 Statewide Average 112 (0)	31	25% to greater than 100% growth (15)	In HNI for divided highway reconstruct
Route # Limits Length # of Lanes Divided __ Undivided __ Milepoint __ to __ Penalty Points ( ). Total	( )	( )	( )	( )	( )	( )	( )		( )	

- Present Control of Access - 10 point total
  - No control (10)
  - Partial (0)
- State Functional Classification - 15 point total
  - Principal Arterial (15)
  - Intermediate (5)
  - Others (0)
- Volume Per Lane Per Day - 20 point total
  - ≤4500 (0) >6800
  - >4500 ≤9100 (15)
  - ≤5700 (5) >9100 (20)
  - >5700
  - <6800 (10)
- 1980 Number of High Accident Locations - 5 point total
  - No high accident location (0)
  - One high accident location (2)
  - Two or more high accident locations (5)
- 1980 Accident Rate Per 100 MVM - 20 point total
  - <50% (0) 110-150% (15)
  - 50-90% (5) 150% (20)
  - 90-110% (10)
- 1980 Number of Fatality Accidents - 5 point total
  - None (0)
  - One (2)
  - Two or more (5)
- 1980 Injury Accident Rate - 5 point total
  - <90% (0)
  - 90-110% (2)
  - >110% (5)
- Number of Injury Accidents - actual number
- Land Development Pressure - 20 point total
  - <5% (0) 50-75% (15)
  - 5-25% (5) >75% (20)
  - 25-50% (10)

County Kent	Present Control Of Access	State Functional Classification	Volume Per Lane Per Day	1980 Number of High Accident Locations	1980 Accident Rate Per 100 MVM	1980 Number of Fatality Accidents	1980 Injury Accident Rate	Number of Injury Accidents	Land Development Pressure	Comments
Route # Md. 213 Limits Md. 313 to Cecil County Line Length 1.75 miles # of Lanes - 2 Divided __ Undivided X Milepoint 16.12 to 17.87 Points (37) Total	None (10)	Intermediate Arterial (5)	1470 (0)	0 (0)	Actual 261 Statewide Average 209 (15)	1 (2)	Actual 65 Statewide Average 121 (0)	1	5% to 25% growth (5)	Travelway for Md. 213 ULT.
Route # US 301 Limits Queen Anne's County Line to Cecil County Line Length 8.79 miles # of Lanes - 4 Divided X Undivided __ Milepoint 0.00 to 8.79 Points (34) Total	Partial (0)	Principal Arterial (15)	1900 (0)	0 (0)	Actual 82 Statewide Average 81 (10)	1 (2)	Actual 41 Statewide Average 41 (2)	10	5% to 25% growth (5)	In HNI for selected intersection improvements
Route # Md. 313 Limits US 301 to Md. 213 Length 2.53 miles # of Lanes - 2 Divided __ Undivided X Milepoint 5.33 to 7.86 Points (20) Total	None (10)	Intermediate Arterial (5)	700 (0)	0 (0)	Actual 77 Statewide Average 209 (0)	0 (0)	Actual 77 Statewide Average 121 (0)	1	5% to 25% growth (5)	Travelway for Md. 213 ULT.
Route # Limits Length # of Lanes Divided __ Undivided __ Milepoint __ to __ Points ( ) Total	( )	( )	( )	( )	( )	( )	( )		( )	

- Present Control of Access - 10 point total
  - No control (10)
  - Partial (0)
- State Functional Classification - 15 point total
  - Principal Arterial (15)
  - Intermediate (5)
  - Others (0)
- Volume Per Lane Per Day - 20 point total
  - < 4500 (0)
  - > 4500 < 5700 (5)
  - > 5700 < 6800 (10)
  - > 6800 ≤ 9100 (15)
  - > 9100 (20)
- 1980 Number of High Accident Locations - 5 point total
  - No high accident location (0)
  - One high accident location (2)
  - Two or more high accident locations (5)
- 1980 Accident Rate Per 100 MVM - 20 point total
  - < 50% (0)
  - 50-90% (5)
  - 90-110% (10)
  - 110-150% (15)
  - 150% (20)
- 1980 Number of Fatality Accidents - 5 point total
  - None (0)
  - One (2)
  - Two or more (5)
- 1980 Injury Accident Rate - 5 point total
  - < 90% (0)
  - 90-110% (2)
  - > 110% (5)
- Number of Injury Accidents - actual number
- Land Development Pressure - 20 point total
  - < 5% (0)
  - 5-25% (5)
  - 25-50% (10)
  - 50-75% (15)
  - > 75% (20)

County Montgomery	Present Control Of Access	State Functional Classification	Volume Per Lane Per Day	1980 Number of High Accident Locations	1980 Accident Rate Per 100 MVM	1980 Number of Fatality Accidents	1980 Injury Accident Rate	Number of Injury Accidents	Land Development Pressure	Comments
Route # US 29 Limits D.C. Line to Md. 97 Length 0.82 mile # of Lanes - 6 Divided X Undivided ___ Milepoint 0.00 to 0.82 Points (60) Total	None (10)	Intermediate Arterial (5)	7000 (15)	5 (5)	Actual 1010 Statewide Average 379 (20)	0 (0)	Actual 549 Statewide Average 220 (5)	69	-25% to -5% growth (0)	
Route # US 29 Limits Md. 97 to I-495 Length 1.56 miles # of Lanes - 6 Divided X Undivided X Milepoint 0.82 to 2.38 Points (55) Total	None (10)	Principal Arterial (15)	5000 (5)	5 (5)	Actual 616 Statewide Average 441 (15)	0 (0)	Actual 386 Statewide Average 281 (5)	67	-25% to -5% growth (0)	
Route # US 29 Limits I-495 to Md. 193 Length 0.34 mile # of Lanes - 6 Divided X Undivided ___ Milepoint 2.38 to 2.72 Points (60) Total	None (10)	Principal Arterial (15)	6600 (10)	2 (5)	Actual 488 Statewide Average 379 (15)	0 (0)	Actual 285 Statewide Average 220 (5)	14	-25% to -5% growth (0)	
Route # US 29 Limits Md. 193 to MP 3.55 Length 0.83 mile # of Lanes - 6 Divided X Undivided ___ Milepoint 2.72 to 3.55 Points (52) Total	None (10)	Principal Arterial (15)	8800 (15)	2 (5)	Actual 244 Statewide Average 379 (5)	1 (2)	Actual 106 Statewide Average 220 (0)	17	-25% to -5% growth (0)	

- Present Control of Access - 10 point total
  - No control (10)
  - Partial (0)
- State Functional Classification - 15 point total
  - Principal Arterial (15)
  - Intermediate (5)
  - Others (0)
- Volume Per Lane Per Day - 20 point total
  - <4500 (0)
  - >4500 <5700 (5)
  - >5700 < 6800 (10)
  - >6800 <9100 (15)
  - >9100 (20)
- 1980 Number of High Accident Locations - 5 point total
  - No high accident location (0)
  - One high accident location (2)
  - Two or more high accident locations (5)
- 1980 Accident Rate Per 100 MVM - 20 point total
  - <50% (0)
  - 50-90% (5)
  - 90-110% (10)
  - 110-150% (15)
  - 150% (20)
- 1980 Number of Fatality Accidents - 5 point total
  - None (0)
  - One (2)
  - Two or more (5)
- 1980 Injury Accident Rate - 5 point total
  - <90% (0)
  - 90-110% (2)
  - >110% (5)
- Number of Injury Accidents - actual number
- Land Development Pressure - 20 point total
  - <5% (0)
  - 5-25% (5)
  - 25-50% (10)
  - 50-75% (15)
  - >75% (20)

County Montgomery	Present Control Of Access	State Functional Classification	Volume Per Lane Per Day	1980 Number of High Accident Locations	1980 Accident Rate Per 100 MVM	1980 Number of Fatality Accidents	1980 Injury Accident Rate	Number of Injury Accidents	Land Development Pressure	Comments
Route # US 29 Limits Md. 355 to Briggs Chaney Road Length 5.03 miles # of Lanes - 4 Divided X Undivided ___ Milepoint 3.55 to 8.58	Partial	Principal Arterial	7000-9000	4	Actual 127 Statewide Average 214	0	Actual 71 Statewide Average 112	43	0 to 5% growth	Portion from Md. 650 to Briggs Chaney Road is in HNI for highway reconstruct.
Points (40) Total	(0)	(15)	(15)	(5)	(5)	(0)	(0)		(0)	
Route # US 29 Limits Briggs Chaney Road to Md. 198 Length 2.10 miles # of Lanes - 4 Divided X Undivided ___ Milepoint 8.58 to 10.68	Partial	Principal Arterial	4900	1	Actual 93 Statewide Average 147	0	Actual 73 Statewide Average 77	11	0 to 5% growth	In HNI for divided highway reconstruct
Points (29) Total	(0)	(15)	(5)	(2)	(5)	(0)	(2)		(0)	
Route # US 29 Limits Md. 198 to Dustin Road Length 0.82 mile # of Lanes - 4 Divided X Undivided ___ Milepoint 10.68 to 11.50	None	Principal Arterial	5800	0	Actual 145 Statewide Average 158	o	Actual 116 Statewide Average 79	8	0 to 5% growth	In HNI for divided highway reconstruct
Points (50) Total	(10)	(15)	(10)	(0)	(10)	(0)	(5)		(0)	
Route # US 29 Limits Dustin Road to Howard County Line Length 0.88 mile # of Lanes - 4 Divided X Undivided ___ Milepoint 11.50 to 12.38	Partial	Principal Arterial	5700	0	Actual 41 Statewide Average 81	0	Actual 27 Statewide Average 41	2	0 to 5% growth	In HNI for divided highway reconstruct
Points (25) Total	(0)	(15)	(5)	(0)	(5)	(0)	(0)		(0)	

- Present Control of Accese - 10 point total
  - No control (10)
  - Partiel (0)
- State Functional Classification - 15 point total
  - Principal Arterial (15)
  - Intermediate (5)
  - Others (0)
- Volume Per Lane Per Day - 20 point total
  - <4500 (0) >6800
  - >4500 <9100 (15)
  - <5700 (5) >9100 (20)
  - >5700
  - <6800 (10)
- 1980 Number of High Accident Locations - 5 point total
  - No high accident location (0)
  - One high accident location (2)
  - Two or more high accident locatione (5)
- 1980 Accident Rate Per 100 MVM - 20 point total
  - <50% (0) 110-150% (15)
  - 50-90% (5) 150% (20)
  - 90-110% (10)
- 1980 Number of Fatality Accidents - 5 point total
  - None (0)
  - One (2)
  - Two or more (5)
- 1980 Injury Accident Rate - 5 point total
  - <90% (0)
  - 90-110% (2)
  - >110% (5)
- Number of Injury Accidents - actual number
- Land Development Pressure - 20 point total
  - <5% (0) 50-75% (15)
  - 5-25% (5) >75% (20)
  - 25-50% (10)

County Prince George's	Present Control Of Access	State Functional Classification	Volume Per Lane Per Day	1980 Number of High Accident Locations	1980 Accident Rate Per 100 MVM	1980 Number of Fatality Accidents	1980 Injury Accident Rate	Number of Injury Accidents	Land Development Pressure	Comments
Route # MD 3 **Limits** US 50 to Anne Arundel County **Length** 2.53 miles **# of Lanes** -4 **Divided** x **Undivided** ___ **Milepoint** 0.00 to 2.53 **Points** (57) **Total**	None (10)	Principal Arterial (15)	8000 (15)	1 (2)	Actual 112 Statewide Average 158 (5)	2 (5)	Actual 61 Statewide Average 79 (0)	18	5% to 25% growth (5)	In CTP (D&E) and HNI for divided highway reconstruction with access control improvements
Route # MD 4 **Limits** Dower House Road to I-95 **Length** 1.48 miles **# of Lanes** -4 **Divided** x **Undivided** ___ **Milepoint** 7.95 to 9.43 **Points** (40) **Total**	Partial (0)	Intermediate Arterial (5)	9000 (15)	5 (5)	Actual 227 Statewide Average 214 (10)	0 (0)	Actual 126 Statewide Average 112 (5)	27	-25% to -5% growth (0)	Portion from Dower House Road to I-95 is in HNI for divided highway reconstruction with access control improvements
Route # MD 4 **Limits** I-95 to D.C. Line **Length** 5.00 miles **# of Lanes** -4 **Divided** x **Undivided** ___ **Milepoint** 9.43 to 14.43 **Points** (45) **Total**	Partial (0)	Intermediate Arterial (5)	9300 (20)	3 (5)	Actual 213 Statewide Average 214 (10)	0 (0)	Actual 126 Statewide Average 112 (5)	77	-25% to -5% growth (0)	
Route # MD 5 **Limits** US 301 to MD 223 **Length** 5.34 miles **# of Lanes** -4 **Divided** x **Undivided** ___ **Milepoint** 2.53 to 7.87 **Points** (49) **Total**	Partial (0)	Principal Arterial (15)	7200 (15)	3 (5)	Actual 117 Statewide Average 214 (5)	1 (2)	Actual 78 Statewide Average 112 (0)	44	Part 5% to 25% growth Part 25% to 50% growth (7)	In HNI for divided highway reconstruction with access control improvements

- **Present Control of Access - 10 point total**
  - No control (10)
  - Partial (0)
- **State Functional Classification - 15 point total**
  - Principal Arterial (15)
  - Intermediate (5)
  - Others (0)
- **Volume Per Lane Per Day - 20 point total**
  - ≤4500 (0)
  - >4500 ≤5700 (5)
  - >5700 ≤6800 (10)
  - >6800 ≤9100 (15)
  - >9100 (20)
- **1980 Number of High Accident Locations - 5 point total**
  - No high accident location (0)
  - One high accident location (2)
  - Two or more high accident locations (5)
- **1980 Accident Rate Per 100 MVM - 20 point total**
  - <50% (0)
  - 50-90% (5)
  - 90-110% (10)
  - 110-150% (15)
  - 150% (20)
- **1980 Number of Fatality Accidents - 5 point total**
  - None (0)
  - One (2)
  - Two or more (5)
- **1980 Injury Accident Rate - 5 point total**
  - <90% (0)
  - 90-110% (2)
  - >110% (5)
- **Number of Injury Accidents - actual number**
- **Land Development Pressure - 20 point total**
  - <5% (0)
  - 5-25% (5)
  - 25-50% (10)
  - 50-75% (15)
  - >75% (20)

County Prince George's	Present Control Of Access	State Functional Classification	Volume Per Lane Per Day	1980 Number of High Accident Locations	1980 Accident Rate Per 100 MVM	1980 Number of Fatality Accidents	1980 Injury Accident Rate	Number of Injury Accidents	Land Development Pressure	Comments
Route # MD 5 Limits MD 223 to MD 637 Length 6.89 miles # of Lanes -4 Divided x Undivided ___ Milepoint 7.87 to 14.76 Points (69) Total	Partial (0)	Principal Arterial (15)	9500 (20)	13 (5)	Actual 236 Statewide Average 214 (15)	3 (5)	Actual 153 Statewide Average 112 (5)	146	Part 25% to 50% growth Part -25% to -5% growth (4)	Portion from MD 223 to I-95 is in HNI for divided highway reconstruction with access control improvements; remainder is in HNI for divided highway reconstruction
Route # MD 5 Limits MD 637 to D.C. Line Length 0.59 miles # of Lanes -4 inc. turn lanes Divided ___ Undivided x Milepoint 14.76 to 15.35 Points (69) Total	None (10)	Principal Arterial (15)	11,000 (20)	1 (2)	Actual 496 Statewide Average 346 (15)	1 (2)	Actual 296 Statewide Average 199 (5)	28	-25% to -5% growth (0)	Portion from MD 637 to Suitland Parkway is in HNI for divided highway reconstruction
Route # US 301 Limits Charles County Line to MD 5 Length 2.53 miles # of Lanes -4 Divided x Undivided ___ Milepoint 0.00 to 2.53 Points (45) Total	None (10)	Principal Arterial (15)	9000 (15)	0 (0)	Actual 73 Statewide Average 158 (0)	0 (0)	Actual 48 Statewide Average 79 (0)	16	5% to 25% growth (5)	In HNI for divided highway reconstruction with access control improvements
Route # US 301 Limits MD 5 to MD 4 Length 11.57 # of Lanes -4 Divided x Undivided ___ Milepoint 2.53 to 14.18 Points (51) Total	None (10)	Principal Arterial (15)	5000 (5)	2 (5)	Actual 94 Statewide Average 94 (5)	3 (5)	Actual 49 Statewide Average 79 (0)	41	Part 5% to 25% growth part 25% to 50% growth (6)	In HNI for divided highway reconstruction with access control improvements

- Present Control of Access - 10 point total
  - No control (10)
  - Partial (0)
- State Functional Classification - 15 point total
  - Principal Arterial (15)
  - Intermediate (5)
  - Others (0)
- Volume Per Lane Per Day - 20 point total
  - < 4500 (0)
  - > 4500 < 5700 (5)
  - > 5700 < 6800 (10)
  - > 6800 < 9100 (15)
  - > 9100 (20)
- 1980 Number of High Accident Locations - 5 point total
  - No high accident location (0)
  - One high accident location (2)
  - Two or more high accident locations (5)
- 1980 Accident Rate Per 100 MVM - 20 point total
  - < 50% (0)
  - 50-90% (5)
  - 90-110% (10)
  - 110-150% (15)
  - 150% (20)
- 1980 Number of Fatality Accidents - 5 point total
  - None (0)
  - One (2)
  - Two or more (5)
- 1980 Injury Accident Rate - 5 point total
  - < 90% (0)
  - 90-110% (2)
  - > 110% (5)
- Number of Injury Accidents - actual number
- Land Development Pressure - 20 point total
  - < 5% (0)
  - 5-25% (5)
  - 25-50% (10)
  - 50-75% (15)
  - > 75% (20)

County Prince George's	Present Control Of Access	State Functional Classification	Volume Per Lane Per Day	1980 Number of High Accident Locations	1980 Accident Rate Per 100 MVM	1980 Number of Fatality Accidents	1980 Injury Accident Rate	Number of Injury Accidents	Land Development Pressure	Comments
Route # US 301 Limits MD 4 to MD 214 Length 5.99 miles # of Lanes -4 Divided x Undivided ___ Milepoint 14.10 to 20.09 Points (50) Total	None (10)	Principal Arterial (15)	5000 (5)	2 (5)	Actual 98 Statewide Average 98 (5)	0 (0)	Actual 71 Statewide Average 79 (0)	31	Part 25% to 50% growth Part 5% to 25% growth (8)	In HNI for divided highway reconstruction with access control improvements
Route # US 301 Limits MD 214 to US 50 Length 3.89 miles # of Lanes -4 Divided x Undivided ___ Milepoint 20.09 to 23.98 Points (49) Total	None (10)	Principal Arterial (15)	6500 (10)	1 (2)	Actual 111 Statewide Average 158 (5)	1 (2)	Actual 62 Statewide Average 79 (0)	23	5% to 25% growth (5)	In HNI for divided highway reconstruction with access control improvements
Route # Limits Length # of Lanes Divided ___ Undivided ___ Milepoint ___ to ___ Points ( ) Total	( )	( )	( )	( )	( )	( )	( )		( )	
Route # Limits Length # of Lanes Divided ___ Undivided ___ Milepoint ___ to ___ Points ( ) Total	( )	( )	( )	( )	( )	( )	( )		( )	

- Present Control of Access - 10 point total
  - No control (10)
  - Partial (0)
- State Functional Classification - 15 point total
  - Principal Arterial (15)
  - Intermediate (5)
  - Others (0)
- Volume Per Lane Per Day - 20 point total
  - $<$4500 (0)
  - $>$4500 $<$5700 (5)
  - $>$5700 $<$6800 (10)
  - $>$6800 $<$9100 (15)
  - $>$9100 (20)
- 1980 Number of High Accident Locations - 5 point total
  - No high accident location (0)
  - One high accident location (2)
  - Two or more high accident locations (5)
- 1980 Accident Rate Per 100 MVM - 20 point total
  - $<$50% (0)
  - 50-90% (5)
  - 90-110% (10)
  - 110-150% (15)
  - 150% (20)
- 1980 Number of Fatality Accidents - 5 point total
  - None (0)
  - One (2)
  - Two or more (5)
- 1980 Injury Accident Rate - 5 point total
  - $<$90% (0)
  - 90-110% (2)
  - $>$110% (5)
- Number of Injury Accidents - actual number
- Land Development Pressure - 20 point total
  - $<$5% (0)
  - 5-25% (5)
  - 25-50% (10)
  - 50-75% (15)
  - $>$75% (20)

County Queen Anne's	Present Control Of Access	State Functional Classification	Volume Per Lane Per Day	1980 Number of High Accident Locations	1980 Accident Rate Per 100 MVM	1980 Number of Fatality Accidents	1980 Injury Accident Rate	Number of Injury Accidents	Land Development Pressure	Comments
Route # US 50 Limits A.A. Co. Line to US 301 Length 11.93 miles # of Lanes - 4 Divided X Undivided ___ Milepoint 0.00 to 11.93 Points (73) Total	Partial (0)	Principal Arterial (15)	8100 (10)	8 (5)	Actual 150 Statewide Average 81 (20)	0 (0)	Actual 68 Statewide Average 41 (5)	71	Part >100% growth Part 5% to 25% growth (13)	In HNI for 6 lane freeway reconstruct
Route # US 50 Limits US 301 to Talbot County Line Length 7.01 miles # of Lanes - 4 Divided X Undivided ___ Milepoint 11.93 to 18.94 Points (47) Total	None (10)	Principal Arterial (15)	7500 (5)	0 (0)	Actual 49 Statewide Average 158 (0)	1 (2)	Actual 31 Statewide Average 79 (0)	16	5% to 25% growth (5)	In HNI for 6 lane freeway reconstruct
Route # US 301 Limits US 50 to Md. 19 Length 16.79 miles # of Lanes - 4 Divided x Undivided ___ Milepoint 11.93 to 28.72 Points (40) Total	Partial (0)	Principal Arterial (15)	2200 (0)	1 (2)	Actual 97 Statewide Average 81 (15)	0 (0)	Actual 35 Statewide Average 41 (0)	19	Part 5% to 25% growth Part 50% to 75% growth (8)	In HNI for intersection improvements.
Route # US 301 Limits Md. 19 to Kent County Line Length 10.92 miles # of Lanes - 4 Divided x Undivided ___ Milepoint 28.72 to 39.64 Points (39) Total	Partial (0)	Principal Arterial (15)	1300 (0)	0 (0)	Actual 91 Statewide Average 81 (15)	0 (0)	Actual 53 Statewide Average 41 (5)	11	Part 50% to 75% growth Part 0% to 5% growth (4)	In HNI for intersection improvements.

- Present Control of Access - 10 point total
  - No control (10)
  - Partial (0)
- State Functional Classification - 15 point total
  - Principal Arterial (15)
  - Intermediate (5)
  - Others (0)
- Volume Per Lane Per Day - 20 point total
  - <4500 (0)
  - >4500 ≤5700 (5)
  - >5700 <6800 (10)
  - >6800 ≤9100 (15)
  - >9100 (20)
- 1980 Number of High Accident Locations - 5 point total
  - No high accident location (0)
  - One high accident location (2)
  - Two or more high accident locations (5)
- 1980 Accident Rate Per 100 MVM - 20 point total
  - <50% (0)
  - 50-90% (5)
  - 90-110% (10)
  - 110-150% (15)
  - 150% (20)
- 1980 Number of Fatality Accidents - 5 point total
  - None (0)
  - One (2)
  - Two or more (5)
- 1980 Injury Accident Rate - 5 point total
  - <90% (0)
  - 90-110% (2)
  - >110% (5)
- Number of Injury Accidents - actual number
- Land Development Pressure - 20 point total
  - <5% (0)
  - 5-25% (5)
  - 25-50% (10)
  - 50-75% (15)
  - >75% (20)

County Queen Anne's	Present Control Of Access	State Functional Classification	Volume Per Lane Per Day	1980 Number of High Accident Locations	1980 Accident Rate Per 100 MVM	1980 Number of Fatality Accidents	1980 Injury Accident Rate	Number of Injury Accidents	Land Development Pressure	Comments
Route # Md. 404 Limits Talbot County Line to Caroline County Line Length 1.49 miles # of Lanes - 2 Divided___ Undivided X Milepoint 1.41 to 2.90 Points (30) Total	None (10)	Intermediate Arterial (5)	5200 (0)	0 (0)	Actual 148 Statewide Average 209 (5)	0 (0)	Actual 89 Statewide Average 121 (0)	3	5% to 25% growth (5)	In HNI for multi-lane divided construct.
Route # Limits Length # of Lanes Divided___ Undivided___ Milepoint ____ to ____ Points ( ) Total	( )	( )	( )	( )	( )	( )	( )		( )	
Route # Limits Length # of Lanes Divided___ Undivided___ Milepoint ____ to ____ Points ( ) Total	( )	( )	( )	( )	( )	( )	( )		( )	
Route # Limits Length # of Lanes Divided___ Undivided___ Milepoint ____ to ____ Points ( ) Total	( )	( )	( )	( )	( )	( )	( )		( )	

- Present Control of Access - 10 point total
  - No control (10)
  - Partial (0)
- State Functional Classification - 15 point total
  - Principal Arterial (15)
  - Intermediate (5)
  - Others (0)
- Volume Per Lane Per Day - 20 point total
  - $\leq$ 4500 (0)
  - $>$ 4500 $\leq$ 5700 (5)
  - $>$ 5700 $<$ 6800 (10)
  - $>$ 6800 $\leq$ 9100 (15)
  - $>$ 9100 (20)
- 1980 Number of High Accident Locations - 5 point total
  - No high accident location (0)
  - high accident location (2)
  - Two or more high accident locations (5)
- 1980 Accident Rate Per 100 MVM - 20 point total
  - $<$ 50% (0)
  - 50-90% (5)
  - 90-110% (10)
  - 110-150% (15)
  - 150% (20)
- 1980 Number of Fatality Accidents - 5 point total
  - None (0)
  - One (2)
  - Two or more (5)
- 1980 Injury Accident Rate - 5 point total
  - $<$ 90% (0)
  - 90-110% (2)
  - $>$ 110% (5)
- Number of Injury Accidents - actual number
- Land Development Pressure - 20 point total
  - $<$ 5% (0)
  - 5-25% (5)
  - 25-50% (10)
  - 50-75% (15)
  - $>$ 75% (20)

County St. Mary's	Present Control Of Access	State Functional Classification	Volume Per Lane Per Day	1980 Number of High Accident Locations	1980 Accident Rate Per 100 MVM	1980 Number of Fatality Accidents	1980 Injury Accident Rate	Number of Injury Accidents	Land Development Pressure	Comments
Route # Md. 4 Limits Md. 235 to Calvert County Line Length 3.35 miles # of Lanes - 2 Divided ___ Undivided X Milepoint 0.00 to 3.35	Partial	Intermediate Arterial	2000	0	Actual 20 Statewide Average 121	0	Actual 0 Statewide Average 73	0	0% to 5% growth	In HNI for 2 lane construct
Points (5) Total	(0)	(5)	(0)	(0)	(0)	(0)	(0)		(0)	
Route # Md. 5 Limits Charles County Line to Md. 235 Length 7.04 miles # of Lanes - 4 Divided X Undivided ___ Milepoint 40.96 to 48.00	None	Intermediate Arterial	2800	1	Actual 188 Statewide Average 158	3	Actual 110 Statewide Average 79	31	Part 50% to 75% growth Part >100% growth	In HNI for 2 lane construct
Points (61) Total	(10)	(5)	(0)	(2)	(15)	(5)	(5)		(19)	
Route # Md. 235 Limits Md. 246 to Md. 245 Length 8.81 miles # of Lanes - 2 & 4 Divided X Undivided X Milepoint 11.99 to 20.80	None	Intermediate Arterial	4000 4 lane 5000 2 lane	4	Actual 243 Statewide Average 226	2	Actual 106 Statewide Average 131	51	Part 0% to 5% growth Part 50% to 75% growth	Portion from Md. 246 to St. Andrew's Church Road is in HNI for multi-lane reconstruct. Remainder is in CTP and HNI for 4 lane divided reconstruct.
Points (45) Total	(10)	(5)	(5)	(5)	(10)	(5)	(0)		(5)	
Route # Md. 235 Limits Md. 245 to Md. 5 Length 9.97 miles # of Lanes - 2 & 4 Divided X Undivided X Milepoint 20.80 to 30.77	None	Intermediate Arterial	2100 4 lane 4200 2 lane	1	Actual 111 Statewide Average 152	0	Actual 69 Statewide Average 100	21	50% to 75% growth	Portion from Hillsville to Laurel Grove is in CTP and HNI for 4 lane divided reconstruct.
Points (37) Total	(10)	(5)	(0)	(2)	(5)	(0)	(0)		(15)	

- Present Control of Access - 10 point total
  - No control (10)
  - Partial (0)
- State Functional Classification - 15 point total
  - Principal Arterial (15)
  - Intermediate (5)
  - Others (0)
- Volume Per Lane Per Day - 20 point total
  - <4500 (0)
  - >4500 ≤5700 (5)
  - >5700 <6800 (10)
  - >6800 ≤9100 (15)
  - >9100 (20)
- 1980 Number of High Accident Locations - 5 point total
  - No high accident location (0)
  - One high accident location (2)
  - Two or more high accident locations (5)
- 1980 Accident Rate Per 100 MVM - 20 point total
  - <50% (0)
  - 50-90% (5)
  - 90-110% (10)
  - 110-150% (15)
  - 150% (20)
- 1980 Number of Fatality Accidents - 5 point total
  - None (0)
  - One (2)
  - Two or more (5)
- 1980 Injury Accident Rate - 5 point total
  - <90% (0)
  - 90-110% (2)
  - >110% (5)
- Number of Injury Accidents - actual number
- Land Development Pressure - 20 point total
  - <5% (0)
  - 5-25% (5)
  - 25-50% (10)
  - 50-75% (15)
  - >75% (20)

	Present Control Of Access	State Functional Classification	Volume Per Lane Per Day	1980 Number of High Accident Locations	1980 Accident Rate Per 100 MVM	1980 Number of Fatality Accidents	1980 Injury Accident Rate	Number of Injury Accidents	Land Development Pressure	Comments
County Somerset Route # US 13 Limits Worcester County Line to Md. 363 Length 13.42 miles # of Lanes - 4 Divided X Undivided Milepoint 0.00 to 13.42 Points (44) Total	Partial (0)	Principal Arterial (15)	3250 (0)	1 (2)	Actual 111 Statewide Average 81 (15)	1 (2)	Actual 58 Statewide Average 41 (5)	32	Part -5% to 0% growth Part 25% to 50% growth (5)	
Route # US 13 Limits Md. 363 to Wicomico County Line Length 0.86 mile # of Lanes - 4 Divided X Undivided Milepoint 13.42 to 20.28 Points (40) Total	Partial (0)	Principal Arterial (15)	4400 (0)	1 (2)	Actual 86 Statewide Average 81 (10)	0 (0)	Actual 47 Statewide Average 41 (5)	18	Part 5% to 25% growth Part 25% to 50% growth (8)	
Route # Limits Length # of Lanes Divided Undivided Milepoint to Points ( ) Total	( )	( )	( )	( )	( )	( )	( )		( )	
Route # Limits Length # of Lanes Divided Undivided Milepoint to Points ( ) Total	( )	( )	( )	( )	( )	( )	( )		( )	

- Present Control of Access - 10 point total
  - No control (10)
  - Partial (0)
- State Functional Classification - 15 point total
  - Principal Arterial (15)
  - Intermediate (5)
  - Others (0)
- Volume Per Lane Per Day - 20 point total
  - <4500 (0)
  - >4500 <5700 (5)
  - >5700 <6800 (10)
  - >6800 <9100 (15)
  - >9100 (20)
- 1980 Number of High Accident Locations - 5 point total
  - No high accident location (0)
  - One high accident location (2)
  - Two or more high accident locations (5)
- 1980 Accident Rate Per 100 MVM - 20 point total
  - <50% (0)
  - 50-90% (5)
  - 90-110% (10)
  - 110-150% (15)
  - 150% (20)
- 1980 Number of Fatality Accidenta - 5 point total
  - None (0)
  - One (2)
  - Two or more (5)
- 1980 Injury Accident Rate - 5 point total
  - <90% (0)
  - 90-110% (2)
  - >110% (5)
- Number of Injury Accidents - actual number
- Land Development Pressure - 20 point total
  - <5% (0)
  - 5-25% (5)
  - 25-50% (10)
  - 50-75% (15)
  - >75% (20)

County Wicomico	Present Control Of Access	State Functional Classification	Volume Per Lane Per Day	1980 Number of High Accident Locations	1980 Accident Rate Per 100 MVM	1980 Number of Fatality Accidents	1980 Injury Accident Rate	Number of Injury Accidents	Land Development Pressure	Comments
Route # US 13 Limits Somerset County Line to US 13 Bypass Length 0.82 mile # of Lanes - 4 Divided X Undivided Milepoint 0.00 to 0.82 Points (40) Total	Partial (0)	Principal Arterial (15)	4500 (5)	0 (0)	Actual 87 Statewide Average 81 (10)	0 (0)	Actual 65 Statewide Average 41 (5)	3	5% to 25% growth (5)	
Route # US 13 Limits US 13 Bypass to Delaware State Line Length 4.26 miles # of Lanes - 4 Divided X Undivided Milepoint 8.59 to 12.85 Points (45) Total	None (10)	Principal Arterial (15)	6500 (5)	0 (0)	Actual 135 Statewide Average 158 (5)	0 (0)	Actual 57 Statewide Average 79 (0)	20	25% to 50% growth (10)	In HNI for access control improvement
Route # US 50 Limits Dorchester County Line to US 50 ULT. Length 12.00 miles # of Lanes - 4 Divided X Undivided Milepoint 0.00 to 12.00 Points (47) Total	None (10)	Principal Arterial (15)	5750 (10)	0 (0)	Actual 127 Statewide Average 158 (5)	0 (0)	Actual 55 Statewide Average 79 (0)	33	Part 5% to 25% growth Part 25% to 50% growth (7)	In HNI for access control improvement
Route # US 50 Limits US 50 ULT. to Md. 349 Length 2.87 miles # of Lanes - 4 Divided X Undivided Milepoint 12.00 to 14.87 Points (70) Total	None (10)	Principal Arterial (15)	5750 (10)	2 (5)	Actual 230 Statewide Average 158 (15)	3 (5)	Actual 125 Statewide Average 79 (5)	18	5% to 25% growth (5)	Travelway for US 50 ULT.

- Present Control of Access - 10 point total
  - No control (10)
  - Partial (0)
- State Functional Classification - 15 point total
  - Principal Arterial (15)
  - Intermediate (5)
  - Othera (0)
- Volume Per Lane Per Day - 20 point total
  - <4500 (0)
  - >4500 <5700 (5)
  - >5700 <6800 (10)
  - >6800 <9100 (15)
  - >9100 (20)
- 1980 Number of High Accident Locations - 5 point total
  - No high accident location (0)
  - One high accident location (2)
  - Two or more high accident locationa (5)
- 1980 Accident Rate Per 100 MVM - 20 point totel
  - <50% (0)
  - 50-90% (5)
  - 90-110% (10)
  - 110-150% (15)
  - 150% (20)
- 1980 Number of Fatality Accidents - 5 point total
  - None (0)
  - One (2)
  - Two or more (5)
- 1980 Injury Accident Rate - 5 point total
  - <90% (0)
  - 90-110% (2)
  - >110% (5)
- Number of Injury Accidents - actual number
- Land Development Pressure - 20 point total
  - <5% (0)
  - 5-25% (5)
  - 25-50% (10)
  - 50-75% (15)
  - >75% (20)

County Wicomico	Present Control Of Access	State Functional Classification	Volume Per Lane Per Day	1980 Number of High Accident Locations	1980 Accident Rate Per 100 MVM	1980 Number of Fatality Accidents	1980 Injury Accident Rate	Number of Injury Accidents	Land Development Pressure	Comments
Route # US 50 Limits Md. 349 to US 13 ULT. Length 4.43 miles # of Lanes - 4 & 6 Divided X Undivided __ Milepoint 14.87 to 19.30 Points (77) Total	Partial (0)	Principal Arterial (15)	9300 (20)	8 (5)	Actual 333 Statewide Averag 214 (20)	0 (0)	Actual 130 Statewide Average 112 (5)	44	Part 5% to 25% growth Part 25% to 50% growth Part 50% to 75% growth (12)	Travelway for US 50 ULT.
Route # US 50 Limits US 13 ULT.. to Worcester County Line Length 11.64 miles # of Lanes - 4 Divided X Undivided __ Milepoint 19.30 to 30.94 Points (39) Total	Partial (0)	Principal Arterial (15)	4370 (5)	0 (0)	Actual 81 Statewide Average 81 (10)	1 (2)	Actual 39 Statewide Average 41 (2)	16	25% to 50% growth (10)	
Route # Limits Length # of Lanes Divided __ Undivided __ Milepoint __ to __ Points ( ) Total	( )	( )	( )	( )	( )	( )	( )		( )	
Route # Limits Length # of Lanes Divided __ Undivided __ Milepoint __ to __ Points ( ) Total	( )	( )	( )	( )	( )	( )	( )		( )	

- Present Control of Access - 10 point total
  - No control (10)
  - Partial (0)
- State Functional Classification - 15 point total
  - Principal Arterial (15)
  - Intermediate (5)
  - Others (0)
- Volume Per Lane Per Day - 20 point total
  - <4500 (0)
  - >4500 <5700 (5)
  - >5700 <6800 (10)
  - >6800 <9100 (15)
  - >9100 (20)
- 1980 Number of High Accident Locations - 5 point total
  - No high accident location (0)
  - One high accident location (2)
  - Two or more high accident locations (5)
- 1980 Accident Rate Per 100 MVM - 20 point total
  - <50% (0)
  - 50-90% (5)
  - 90-110% (10)
  - 110-150% (15)
  - 150% (20)
- 1980 Number of Fatality Accidents - 5 point total
  - None (0)
  - One (2)
  - Two or more (5)
- 1980 Injury Accident Rate - 5 point total
  - <90% (0)
  - 90-110% (2)
  - >110% (5)
- Number of Injury Accidents - actual number
- Land Development Pressure - 20 point total
  - <5% (0)
  - 5-25% (5)
  - 25-50% (10)
  - 50-75% (15)
  - >75% (20)

County Worcester	Present Control Of Access	State Functional Classification	Volume Per Lane Per Day	1980 Number of High Accident Locations	1980 Accident Rate Per 100 MVM	1980 Number of Fatality Accidents	1980 Injury Accident Rate	Number of Injury Accidents	Land Development Pressure	Comments
Route # US 13 Limits Virginia State Line to Md. 675A Length 3.87 miles # of Lanes - 4 Divided X Undivided ___ Milepoint 0.00 to 3.87 Points (30) Total	None (10)	Principal Arterial (15)	4400 (0)	0 (0)	Actual 101 Statewide Average 158 (5)	0 (0)	Actual 56 Statewide Average 79 (0)	10	0% to 5% growth (0)	
Route # US 13 Limits Md. 675A to Somerset County Line Length 3.74 miles # of Lanes - 4 Divided X Undivided ___ Milepoint 3.87 to 6.31 Points (42) Total	Partial (0)	Principal Arterial (15)	3000 (0)	0 (0)	Actual 191 Statewide Average 81 (20)	1 (2)	Actual 89 Statewide Average 41 (5)	7	0% to 5% growth (0)	US 13/US 113 intersection is in HNI for interchange construction
Route # US 50 Limits Wicomico County Line to Md. 90 Length 3.41 miles # of Lanes - 4 Divided X Undivided ___ Milepoint 0.00 to 3.41 Points (44) Total	Partial (0)	Principal Arterial (15)	3280 (0)	1 (2)	Actual 92 Statewide Average 81 (15)	1 (2)	Actual 23 Statewide Average 41 (0)	2	25% to 50% growth (10)	
Route # US 50 Limits Md. 90 to Md. 452 Length 4.97 miles # of Lanes - 4 Divided X Undivided ___ Milepoint 3.41 to 8.38 Points (42) Total	Partial (0)	Intermediate Arterial (5)	3300 (0)	1 (2)	Actual 179 Statewide Average 81 (20)	0 (0)	Actual 138 Statewide Average 41 (5)	20	25% to 50% growth (10)	

- Present Control of Access - 10 point total
  - No control (10)
  - Partial (0)
- State Functional Classification - 15 point total
  - Principal Arterial (15)
  - Intermediate (5)
  - Others (0)
- Volume Per Lane Per Day - 20 point total
  - <4500 (0)
  - >4500 <5700 (5)
  - >5700 <6800 (10)
  - >6800 <9100 (15)
  - >9100 (20)
- 1980 Number of High Accident Locations - 5 point total
  - No high accident location (0)
  - One high accident location (2)
  - Two or more high accident locations (5)
- 1980 Accident Rate Per 100 MVM - 20 point total
  - <50% (0)
  - 50-90% (5)
  - 90-110% (10)
  - 110-150% (15)
  - 150% (20)
- 1980 Number of Fatality Accidents - 5 point total
  - None (0)
  - One (2)
  - Two or more (5)
- 1980 Injury Accident Rate - 5 point total
  - <90% (0)
  - 90-110% (2)
  - >110% (5)
- Number of Injury Accidents - actual number
- Land Development Pressure - 20 point total
  - <5% (0)
  - 5-25% (5)
  - 25-50% (10)
  - 50-75% (15)
  - >75% (20)

County Worcester	Present Control Of Access	State Functional Classification	Volume Per Lane Per Day	1980 Number of High Accident Locations	1980 Accident Rate Per 100 MVM	1980 Number of Fatality Accidents	1980 Injury Accident Rate	Number of Injury Accidents	Land Development Pressure	Comments
Route # US 113 Limits MP 25.99 to Md. 346 Length 2.8 miles # of Lanes - 4 Divided X Undivided ___ Milepoint 25.99 to 28.88 Points (42) Total	None (10)	Intermediate Arterial (5)	2350 (0)	0 (0)	Actual 217 Statewide Average 158 (15)	0 (0)	Actual 81 Statewide Average 79 (2)	6	25% to 50% growth (10)	
Route # US 113 Limits Md. 346 to MP 30.39 Length 1.51 miles # of Lanes - 4 Divided X Undivided ___ Milepoint 28.88 to 30.39 Points (25) Total	None (10)	Intermediate Arterial (5)	960 (0)	0 (0)	Actual 61 Statewide Average 158 (0)	0 (0)	Actual 0 Statewide Average 79 (0)	0	25% to 50% growth (10)	
Route # US 113 Limits MP 30.39 to Md. 589 Length 2.91 miles # of Lanes - 2 Divided ___ Undivided X Milepoint 30.39 to 33.30 Points (42) Total	None (10)	Intermediate Arterial (5)	2350 (0)	0 (0)	Actual 265 Statewide Average 209 (15)	0 (0)	Actual 133 Statewide Average 121 (2)	5	25% to 50% growth (10)	In HNI for 4 lane divided construct
Route # US 113 Limits Md. 589 to Delaware State Line Length 4.54 miles # of Lanes - 2 Divided ___ Undivided X Milepoint 33.30 to 37.84 Points (25) Total	None (10)	Intermediate Arterial (5)	4100 (0)	0 (0)	Actual 132 Statewide Average 209 (5)	0 (0)	Actual 61 Statewide Average 121 (0)	6	5% to 25% growth (5)	In HNI for 4 lane divided construct

- Present Control of Access - 10 point total
  - No control (10)
  - Partial (0)
- State Functional Classification - 15 point total
  - Principal Arterial (15)
  - Intermediate (5)
  - Others (0)
- Volume Per Lane Per Day - 20 point total
  - <4500 (0)
  - >4500 <5700 (5)
  - >5700 <6800 (10)
  - >6800 <9100 (15)
  - >9100 (20)
- 1980 Number of High Accident Locations - 5 point total
  - No high accident location (0)
  - One high accident location (2)
  - Two or more high accident locations (5)
- 1980 Accident Rate Per 100 MVM - 20 point total
  - <50% (0)
  - 50-90% (5)
  - 90-110% (10)
  - 110-150% (15)
  - 150% (20)
- 1980 Number of Fatality Accidents - 5 point total
  - None (0)
  - One (2)
  - Two or more (5)
- 1980 Injury Accident Rate - 5 point total
  - <90% (0)
  - 90-110% (2)
  - >110% (5)
- Number of Injury Accidents - actual number
- Land Development Pressure - 20 point total
  - <5% (0)
  - 5-25% (5)
  - 25-50% (10)
  - 50-75% (15)
  - >75% (20)

County Worcester	Present Control Of Access	State Functional Classification	Volume Per Lane Per Day	1980 Number of High Accident Locations	1980 Accident Rate Per 100 MVM	1980 Number of Fatality Accidents	1980 Injury Accident Rate	Number of Injury Accidents	Land Development Pressure	Comments
Route # US 50 Limits Md. 452 to Md. 378 Length 6.02 miles # of Lanes - 4 Divided X Undivided __ Milepoint 8.38 to 14.40	None	Intermediate Arterial	4600	5	Actual 306 Statewide Average 169	2	Actual 153 Statewide Average 86	37	Part 25% to 50% growth Part >100% growth	
Points (71) Total	(10)	(5)	(5)	(5)	(20)	(5)	(5)		(16)	
Route # Md. 90 Limits Isle of Wight Road to Md. 528 Length 1.50 miles # of Lanes - 2 Divided __ Undivided X Milepoint 10.41 to 11.91	Partial	Principal Arterial	7100	1	Actual 251 Statewide Average 163	0	Actual 70 Statewide Average 72	3	Part 5% to 25% growth Part >100% growth	In HNI for multi-lane reconstruct
Points (51) Total	(0)	(15)	(15)	(2)	(5)	(0)	(2)		(12)	
Route # US 113 Limits US 13 to MP 9.89 Length 9.89 miles # of Lanes - 4 Divided X Undivided __ Milepoint 0.00 to 9.89	None (Mostly) 0.25 mile Partial	Intermediate Arterial	1250	0	Actual 62 Statewide Average 251	1	Actual 23 Statewide Average 79	3	Part 0% to 5% growth Part 5% to 25% growth Part 25% to 50% growth	
Points (23) Total	(10)	(5)	(0)	(0)	(0)	(2)	(0)		(6)	
Route # US 113 Limits MP 9.89 to MP 25.99 Length 16.10 miles # of Lanes - 2 Divided __ Undivided X Milepoint 9.89 to 25.99	4 mi. of Partial 12 miles of none	Intermediate Arterial	2600	0	Actual 85 Statewide Average 158	1	Actual 27 Statewide Average 113	6	25% to 50% growth	In HNI for multi-lane divided reconstruct
✓ Points (25) Total	(8)	(5)	(0)	(0)	(0)	(2)	(0)		(10)	

- Present Control of Access - 10 point total
  - No control (10)
  - Partial (0)
- State Functional Classification - 15 point total
  - Principal Arterial (15)
  - Intermediate (5)
  - Others (0)
- Volume Per Lane Per Day - 20 point total
  - ≤4500 (0)
  - >4500 ≤5700 (5)
  - >5700 ≤6800 (10)
  - >6800 ≤9100 (15)
  - >9100 (20)
- 1980 Number of High Accident Locations - 5 point total
  - No high accident location (0)
  - One high accident location (2)
  - Two or more high accident locations (5)
- 1980 Accident Rate Per 100 MVM - 20 point total
  - <50% (0)
  - 50-90% (5)
  - 90-110% (10)
  - 110-150% (15)
  - 150% (20)
- 1980 Number of Fatality Accidents - 5 point total
  - None (0)
  - One (2)
  - Two or more (5)
- 1980 Injury Accident Rate - 5 point total
  - <90% (0)
  - 90-110% (2)
  - >110% (5)
- Number of Injury Accidents - actual number
- Land Development Pressure - 20 point total
  - <5% (0)
  - 5-25% (5)
  - 25-50% (10)
  - 50-75% (15)
  - >75% (20)

APPENDIX C

STATEWIDE ACCIDENT RATES/100MVM RURAL&PRIMARY

Statewide Accident Rates/100 MVM
by Type of Access Control
in Federal Rural and Urban Areas

Type of Access Control	Federal Area	1981 Injury Accident Rate/100 MVM*	1981 Total Accident Rate/100 MVM*
Divided Partial Control	Rural	38	75
Divided Partial Control	Urban	127	211
Undivided Partial Control	Rural	73	144
Undivided Partial Control	Urban	139	240
Divided No Control	Rural	78	162
Divided No Control	Urban	191	358
Undivided No Control 4 lanes	Rural	217	433
Undivided No Control 4 lanes	Urban	268	492
Undivided No Control 2 lanes	Rural	106	201
Undivided No Control 2 lanes	Urban	176	342
Undivided No Control 3 lanes	Rural	109	207
Undivided No Control 3 lanes	Urban	188	376

* Latest rate available

APPENDIX D

SEGMENT PRIORITY LISTING

SEGMENT PRIORITY LISTING BY RATING

	Route	Limits	County	Length	Type of Control	Cross Section	Rating
1.	US 301	MD 5 to Prince George's County Line	Charles	3.01 mile	None	4 lane divided	97
2.	US 301	MD 6 to MD 5	Charles	8.59 mile	None	4 lane divided	92
3.	MD 2	College Parkway to MD 648	Anne Arundel	2.56 mile	None	4 lane divided	87
4.	MD 3	Prince George's County to MD 32	Anne Arundel	6.45 mile	None	4 lane divided	85
5.	MD 140	MP 8.90 to MD 30	Baltimore	1.06 mile	None	2 lane undivided	82
6.	MD 3	MD 32 to MD 178A	Anne Arundel	0.97 mile	None	4 lane divided	79
7.	MD 3	MD 178A to MD 3 Business	Anne Arundel	4.03 mile	None	4 lane divided	77
8.	US 50	MD 349 to US 13 ULT	Wicomico	4.43 mile	Partial	4 and 6 lane divided	77
9.	US 50	Anne Arundel County Line to US 301	Queen Anne's	11.93 mile	Partial	4 lane divided	73
10.	MD 2	US 50 to College Parkway	Anne Arundel	3.00 mile	None	4 lane divided	72
11.	US 50	MD 786C to MD 2	Anne Arundel	0.40 mile	Partial	4 lane divided	72
12.	MD 140	I-695 to MP 8.90	Baltimore	6.95 mile	None	4 lane divided and undivided	72
13.	US 50	MD 452 to MD 378	Worcester	6.02 mile	None	4 lane divided	71
14.	US 50	US 50 ULT to MD 349	Wicomico	2.87 mile	None	4 lane divided	70
15.	MD 5	MD 637 to D. C. Line	Prince George's	0.59 mile	None	2 lane undivided	69
16.	MD 5	MD 223 to MD 637	Prince George's	6.85 mile	Partial	4 lane divided	69
17.	MD 2	MD 214 to Divided Highway	Anne Arundel	2.56 mile	None	2 lane undivided	67
18.	US 50	MD 2 to Sandy Point Interchange	Anne Arundel	5.00 mile	Partial	6 lane divided	67

	Route	Limits	County	Length	Type of Control	Cross Section	Rating
19.	US 50	Talbot County Line to MD 750	Dorchester	3.70 mile	None	4 lane divided	67
20.	US 29	Montgomery County Line to MD 32	Howard	4.38 mile	Partial	4 lane divided	67
21.	MD 2	MP 18.18 to MD 450	Anne Arundel	1.84 mile	None and Partial	4 lane divided	66
22.	MD 2	MD 648 to MD 100	Anne Arundel	4.64 mile	None	4 lane divided	62
23.	US 29	MD 175 to MD 103	Howard	2.59 mile	Partial	4 lane divided	62
24.	MD 5	MD 235 to Charles County Line	St. Mary's	7.04 mile	None	4 lane divided	61
25.	MD 30	Manchester to MD 30 ULT Proposed	Carroll	1.28 mile	None	2 lane undivided	60
26.	US 29	D.C. Line to MD 97	Montgomery	0.82 mile	None	6 lane divided	60
27.	US 29	I-495 to MD 193	Montgomery	0.34 mile	None	6 lane divided	60
28.	MD 5	St. Mary's County Line to US 301	Charles	12.37 mile	None	4 lane divided and undivided	59
29.	MD 213	Long Creek to MD 279	Cecil	6.06 mile	None	2 lane undivided	57
30.	US 219	MD 39 to MP 13.50	Garrett	1.99 mile	None	2 lane undivided	57
31.	US 29	MD 32 to MD 175	Howard	3.36 mile	Partial	4 lane divided	57
32.	MD 3	US 50 to Anne Arundel County Line	Prince George's	2.53 mile	None	4 lane divided	57
33.	MD 24	I-95 to MP 9.31	Harford	5.76 mile	None	2 lane undivided	55
34.	US 29	MD 97 to I-495	Montgomery	1.56 mile	None	6 lane divided and undivided	55
35.	I-70	MD 144 to Ijamsville Road	Frederick	3.30 mile	Partial	4 lane divided	54
36	MD 4	MD 2 to Anne Arundel County	Calvert	8.36 mile	None	4 lane divided	52
37.	US 29	MD 193 to MP 3.55	Montgomery	0.83 mile	None	6 lane divided	52

SEGMENT PRIORITY LISTING BY RATING

	Route	Limits	County	Length	Type of Control	Cross Section	Rating
38.	US 301	MD 5 to MD 4	Prince George's	11.57 mile	None	4 lane divided	52
39.	US 50	MD 322 to MD 32 (Easton)	Talbot	4.28 mile	None	4 lane divided	52
40.	US 220	MD 395 to Pennsylvania State Line	Allegany	3.73 mile	Noen	2 lane undivided	50
41.	MD 30	MD 140 to Carroll County Line	Baltimore	7.40 mile	None	2 lane undivided	50
42.	MD 404	MP 6.40 to MD 404 WBL	Caroline	1.65 mile	None	4 lane divided	50
43.	MD 30	Baltimore County Line to Manchester	Carroll	6.07 mile	None	2 lane undivided	50
44.	MD 140	MD 832 to MD 140 ULT	Carroll	2.12 mile	None	2 lane undivided	50
45.	US 301	Virginia State Line to MD 6	Charles	14.97 mile	None	4 lane divided	50
46.	US 29	MD 198 to Dustin Road	Montgomery	0.82 mile	None	4 lane divided	50
47.	US 301	MD 4 to MD 214	Prince George's	5.99 mile	None	4 lane divided	50
48.	MD 5	US 301 to MD 223	Prince George's	5.34 mile	Partial	4 lane divided	49
49.	US 301	MD 214 to US 50	Prince George's	3.89 mile	None	4 lane divided	49
50.	MD 30	MD 30 ULT Proposed to Pennsylvania State Line	Carroll	3.82 mile	None	2 lane undivided	47
51.	US 15	MD 806M to MP 32.90	Frederick	3.53 mile	Partial	2 lane undivided	47
52.	US 50	US 301 to Talbot County Line	Queen Anne's	7.01 mile	None	4 lane divided	47
53.	US 50	Dorchester County Line to US 50 ULT Proposed	Wicomico	12.00 mile	None	4 lane divided	47
54.	US 40	MP 38.54 to Mann Watson Road	Allegany	0.78 mile	None	3 lane undivided	45
55.	MD 2	MD 450 to US 50	Anne Arundel	0.33 mile	Partial	2 lane divided	45
56.	MD 140	MD 30 to MP 10.99	Baltimore	1.03 mile	None	2 lane undivided	45

SEGMENT PRIORITY LISTING BY RATING

	Route	Limits	County	Length	Type of Control	Cross Section	Rating
57.	MD 2/4	MD 4 to MD 264	Calvert	15.40 mile	None	2 lane undivided	45
58.	MD 2	MD 4 to Anne Arundel County Line	Calvert	4.55 mile	None	2 lane undivided	45
59.	US 15	MP 22.99 to MD 806M	Frederick	6.38 mile	None	2 lane undivided	45
60.	MD 4	Dower House Road to 1-95	Prince George's	1.48 mile	Partial	4 lane divided	45
61.	US 301	Charles County Line to MD 5	Prince George's	2.53 mile	None	4 lane divided	45
62.	MD 235	MD 246 to MD 245	St. Mary's	8.81 mile	None	2 and 4 lanes divided and undivided	45
63.	US 50	Queen Anne's County Line to MD 322	Talbot	9.71 mile	None	4 lane divided	45
64.	US 340	End of Bridge to Frederick County	Washington	1.88 mile	Partial	4 lane divided	45
65.	US 13	US 13 Bypass to Delaware State Line	Wicomico	4.26 mile	None	4 lane divided	45
66.	MD 140	Baltimore County Line to MD 97	Carroll	8.05 mile	None	4 lane divided	44
67.	US 15	MP 32.90 to MP 38.03	Frederick	5.13 mile	Partial	4 lane divided	44
68.	US 13	Worcester County Line to MD 363	Somerset	13.42 mile	Partial	4 lane divided	44
69.	US 50	Wicomico County Line to MD 90	Worcester	3.41 mile	Partial	4 lane divided	44
70.	MD 2/4	MD 264 to MD 4	Calvert	12.85 mile	None	4 lane divided	43
71.	US 50	MD 322 to Dorchester County Line	Talbot	11.66 mile	None	4 lane divided	43
72.	US 1	US 1 Business to Deer Creek	Harford	5.14 mile	None	2 lane undivided	42
73.	MD 24	MP 9.31 to US 1 Business	Harford	0.82 mile	None	3-7 lane divided	42
74.	US 13	MD 675A to Somerset County Line	Worcester	3.44 mile	Partial	4 lane divided	42
75.	US 50	MD 90 to MD 452	Worcester	4.97 mile	Partial	4 lane divided	42
76.	US 113	MP 25.99 to MD 346	Worcester	2.89 mile	None	4 lane divided	42

SEGMENT PRIORITY LISTING BY RATING

	Route	Limits	County	Length	Type of Control	Cross Section	Rating
77.	US 113	MP 30.35 to MD 589	Worcester	2.91 mile	None	2 lane undivided	42
78.	US 40	MD 144AA to Davis Road	Allegany	7.80 mile	None	2 lane undivided	40
79.	US 220	Municipal Route 6530 to MD 395	Allegany	2.01 mile	None	4 lane divided	40
80.	MD 4	Calvert county Line to Sands Road	Anne Arundel	3.50 mile	Partial	4 lane divided	40
81.	MD 404	MD 404 WBL to MD 313	Caroline	4.36 mile	None	2 lane undivided	40
82.	MD 279	MD 213 to Big Elk Creek	Cecil	0.58 mile	None	3 lane divided	40
83.	US 1	MD 136 to Cecil County Line	Harford	5.91 mile	None	2 lane undivided	40
84.	MD 24	US 1 Business to US 1	Harford	1.32 mile	None	2 lane undivided	40
85.	US 29	MP 3.55 to Briggs Chaney Road	Montgomery	5.03 mile	Partial	4 lane divided	40
86.	MD 4	I-95 to D.C. Line	Prince George's	5.00 mile	Partial	4 lane divided	40
87.	US 301	US 50 to MD 19	Queen Anne's	16.79 mile	Partial	4 lane divided	40
88.	US 13	MD 363 to Wicomico County Line	Somerset	0.86 mile	Partial	4 lane divided	40
89.	US 40	MP 6.75 to Woodmont Road	Washington	0.24 mile	Partial	4 lane divided	40
90.	US 13	Somerset County Line to US 13 Bypass	Wicomico	0.82 mile	Partial	4 lane divided	40
91.	MD 2	MD 408 to MD 214	Anne Arundel	8.21 mile	None	2 lane undivided	39
92.	US 50	MD 750 to Wicomico County Line	Dorchester	13.52 mile	None	4 lane divided	39
93.	US 219	MP 13.50 to MD 42	Garrett	12.43 mile	None	2 lane undivided	39
94.	US 301	MD 19 to Kent County Line	Queen Anne's	10.92 mile	Partial	4 lane divided	39
95.	US 50	US 13 ULT to Worcester County Line	Wicomico	11.64 mile	Partial	4 lane divided	39
96.	US 220	West Virginia State Line to Rawlings Lane	Allegany	9.05 mile	None	2 lane undivided	37

[illegible] PRIORITY LISTING BY RATING

	Route	Limits	County	Length	Type of Control	Cross Section	Rating
97.	MD 140	MD 97 to MD 27	Carroll	1.39 mile	None	4 lane divided	37
98.	MD 279	Big Elk Creek to I-95	Cecil	2.09 mile	Partial	2 lane undivided	37
99.	MD 213	MD 313 to Cecil County Line	Kent	1.75 mile	None	2 lane undivided	37
100.	MD 235	MD 245 to MD 5	St. Mary's	9.97 mile	None	2 and 4 lanes divided and undivided	37
101.	MD 90	Isle of Wight Road to MD 528	Worcester	1.50 mile	Partial	2 lane undivided	36
102.	US 40	Mann Watson Road to Washington County Line	Allegany	2.29 mile	None	2 lane undivided	35
103.	MD 140	MD 27 to MD 97	Carroll	0.95 mile	None	4 lane divided	35
104.	US 40	Allegany County Line to MP 6.75	Washington	6.75 mile	None	3 lane undivided	35
105.	US 40	MD 144AN to MD 144AA	Allegany	7.69 mile	None	4 lane divided	34
106.	US 301	Queen Anne's County Line to Cecil County Line	Kent	8.79 mile	Partial	4 lane divided	34
107	US 220	Rawlines Lane to MD 53	Allegany	4.95 mile	None	2 lane undivided	34
108	US 40	US 20 ULT to MD 144AN	Allegany	0.45 mile	Partial	4 lane divided	32
109	MD 53	MP 2.61 to US 40	Allegany	0.73 mile	None	4 lane divided	32
110	US 15	MP 16.44 to MP 22.99	Frederick	6.55 mile	Partial	4 lane divided	31
111	US 40	Davis Road to M.V. Smith Road	Allegany	1.58 mile	Partial	4 lane divided	30
112	MD 2	Calvert County Line to MD 408	Anne Arundel	8.11 mile	None	2 lane undivided	30
113	MD 140	MP 10.99 to Carroll County Line	Baltimore	1.50 mile	None	4 lane divided	30
114	MD 404	Queen Anne's County Line to MP 6.40	Caroline	6.40 mile	None	2 lane undivided	30
115	MD 404	MD 313 to Delaware State Line	Caroline	4.06 mile	None	2 lane undivided	30

SEGMENT PRIORITY LISTING BY RATING

	Route	Limits	County	Length	Type of Control	Cross Section	Rating
116	MD 213	Kent County Line to MP 3.61	Cecil	3.61 mile	None	2 lane undivided	30
117	MD 404	Talbot County Line to Caroline County Line	Queen Anne's	1.49 mile	None	2 lane undivided	30
118	MD 404	US 50 to Queen Anne's County Line	Talbot	4.82 mile	None	2 lane undivided	30
119	US 13	Virginia State Line to MD 675A	Worcester	3.87 mile	None	4 lane divided	30
120	US 29	Briggs Chaney Road to MD 198	Montgomery	2.10 mile	Partial	4 lane divided	29
121	US 40	MP 13.77 to US 220 ULT	Allegany	1.92 mile	Partial	4 lane divided	27
122	MD 140	MD 140 ULT to Frederick County Line	Carroll	2.78 mile	None	2 lane undivided	27
123	US 301	Kent County Line to Delaware State Line	Cecil	3.20 mile	Partial	4 lane divided	27
124	US 1	Harford County Line to MD 273	Cecil	5.33 mile	None	2 lane undivided	25
125	MD 213	Cecilton to Long Creek	Cecil	10.27 mile	None	2 lane undivided	25
126	MD 140	Carroll County Line to US 15	Frederick	4.63 mile	None	2 lane undivided	25
127	US 219	MD 42 to Bear Creek	Garrett	6.98 mile	None	2 lane undivided	25
128	US 29	Dustin Road to Howard County Line	Montgomery	0.88 mile	Partial	4 lane divided	25
129	US 113	MD 346 to MP 30.39	Worcester	1.51 mile	None	4 lane divided	25
130	US 113	MD 589 to Delaware State Line	Worcester	4.54 mile	None	2 lane undivided	25
131	US 113	MP 9.89 to MP 25.99	Worcester	16.10 mile	Partial and None	2 lane undivided	21
132	US 40	M.V. Smith Road to MP 38.54	Allegany	5.33 mile	Partial	5 lane divided	20
133	MD 53	US 220 to MP 2.61	Allegany	2.61 mile	None	2 lane undivided	20
134	MD 4	St. Mary's County Line to MD 2	Calvert	0.65 mile	Partial	2 lane undivided	20

	Route	Limits	County	Length	Type of Control	Cross Section	Rating
135	MD 140	MD 97 to MD 31	Carroll	0.41 mile	None	4 lane divided	20
136	US 40	Pennsylvania State Line to US 219H	Garrett	3.42 mile	None	2 and 3 lane undivided	20
137	US 219	Bear Creek to US 48	Garrett	4.60 mile	None	3 lane undivided	20
138	US 1	Deer Creek to MD 136	Harford	2.08 mile	None	2 lane undivided	20
139	MD 313	US 301 to MD 213	Kent	2.53 mile	None	2 lane undivided	20
140	US 1	MD 273 to Pennsylvania State Line	Cecil	4.06 mile	Partial	2 lane undivided	17
141	U6 113	US 13 to MP 9.89	Worcester	9.89 mile	None	4 lane divided	17
142	MD 140	MD 31 to MD 832	Carroll	9.38 mile	Partial	2 lane undivided	11
143	MD 4	MD 235 to Calvert County Line	St. Mary's	3.35 mile	Partial	2 lane divided and undivided	5