*Maryland Department of Transportation*

# 2005
# INVENTORY OF
# STATE HIGHWAY SYSTEM
# ACCESS CONTROLS

Prepared by: Regional and
Intermodal Planning Division
Office of Planning and
Preliminary Engineering
State Highway Administration

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# 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.
    - Principal Arterials on the State Primary Highway System should be fully controlled (ultimate freeway design) where possible.
    - Other Principal Arterials should consider partial controls where feasible.
    - Minor Arterials should have controls wherever cost effective and new construction is implemented.
- There are 5,196 miles of SHA roadways. Of this total 1072 (21%)are access controlled. Specifically, 677 (13%) have full controls while 395 (8%) have partial controls.
- There are 1317 miles of roads on the SHA Primary System. Of this total 894 miles (68%) have access controls. Specifically, 661 (50%)have full access while 233 (18%) have partial access. The remaining 423 miles (32%) of the State Primary System is uncontrolled; this includes 377 miles of Principal Arterials.
- There are 3,879 miles of roads on the SHA Secondary System. Of this total, 178 miles (5%) have controls. Specifically, 16 miles (0.4%) have full controls while 162 miles (4%) partial control.

# FREDERICK COUNTY

Revised 9/04

## EXISTING CONTROLS OF ACCESS

### Primary System Summary

Total Mileage = 86.01

| State Functional Classification | Full Control | Partial Control | No Control | Total Mileage | Total Percent |
|---|---|---|---|---|---|
| Principal Arterials | 59.73 | 21.67 | 4.61 | 86.01 | 100.00% |
| Minor Arterials | | | | | |
| Collector | | | | | |
| | 59.73 | 21.87 | 4.81 | 88.01 | 100.00% |
| Percent | 89.45% | 25.19% | 5.36% | 100.00% | |

### Secondary System Summary

Total Mileage = 267.69

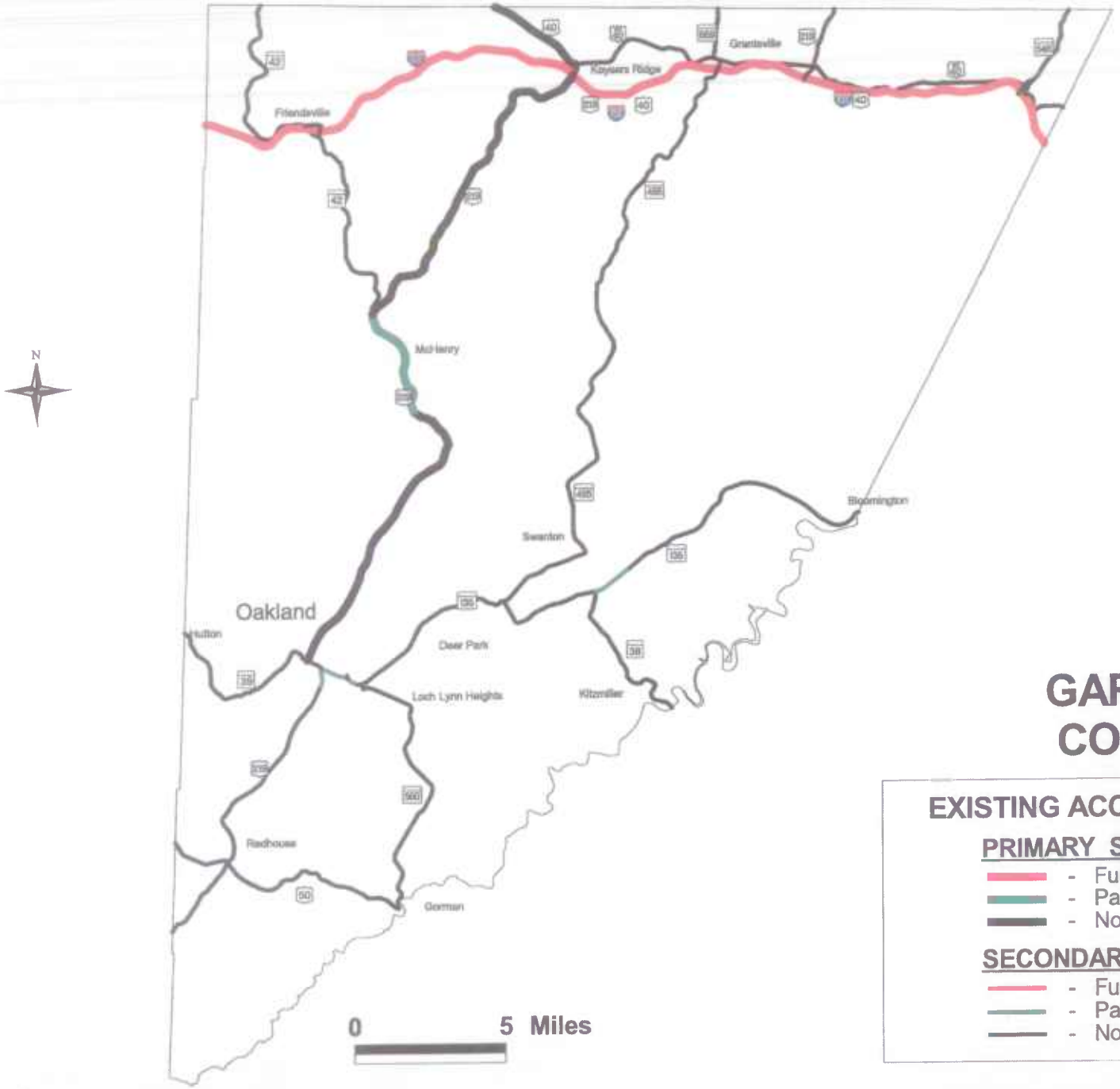
| State Functional Classification | Full Control | Pertial Control | No Control | Total Mileage | Total Percent |
|---|---|---|---|---|---|
| Principal Arterials | | 10.28 | 10.79 | 21.07 | 7.87% |
| Minor Arterials | | 2.96 | 65.90 | 66.86 | 25.72% |
| Collectors | | 0.00 | 155.16 | 155.18 | 57.96% |
| Local | | | 22.60 | 22.60 | 8.44% |
| Total | 0.00 | 13.24 | 254.45 | 267.69 | 100.00% |
| Percent | 0.00% | 4.95% | 95.05% | 100.00% | |

### Primary System Breakdown

| Route | Limits | Full Control Length | Partial Control Length | Federal Function |
|---|---|---|---|---|
| I-70 | Washington CO/L to US 15 | 13.78 | | Rural Interstate |
| I-70 | US 15 to End Monocacy Bridge | 4.18 | | Urban Interstate |
| I-70 | End Monocacy Br. to Carroll CO/L | 11.45 | | Rural Interstate |
| I-270 | Montg. CO/L to Monocacy River | 7.39 | | Rural Interstate |
| I-270 | Monocacy River to I-70 | 2.70 | | Urban Interstate |
| US 15 | MD 340 to I-70 | 4.08 | | Rural O.P.A. |
| US 15 | I-70 to US 40 | 0.83 | | Urban FR/EX |
| US 15 | US 40 to MD 355 | 4.18 | | Urban FR/EX |
| US 15 | MD 355 to Willow Rd | | 0.89 | Urban FR/EX |
| US 15 | Willow Road to PA line | | 20.78 | Rural O.P.A. |
| US 40 | US 15 to I-270 | 1.35 | | Urban FR/EX |
| US 340 | Washington CO/L to US 15 | 10.03 | | Rural O.P.A. |
| | Tot. Principal Arterial | 59.73 | 21.67 | |
| | | | | |
| | Grand Total | 59.73 | 21.67 | |

### Secondary System Breakdown

| Route | Limits | Full Control Length | Partial Control Length | Federal Function |
|---|---|---|---|---|
| MD 26 | US 15 to MD 850k (SB/L) | | 0.77 | Urban O.P.A |
| MD 194 | Cl/L Walkersville to Sandstone Dr. | | 1.09 | Urban O.P.A |
| MD 194 | MD 194A to 0.18 ml. So. of MD 550 | | 7.22 | Rural O.P.A |
| US 15 | VA to US 340 | | 7.22 | Rural O.P.A |
| | Total Principal Arterial | | 10.28 | |
| MD 144FA | Ijamsville Rd to I-70 | | 2.96 | Urb. Min. Art. |
| | Total Minor Arterial | | 2.96 | |
| | Grand Total | | 13.24 | |




# GARRETT COUNTY

## EXISTING ACCESS CONTROL

**PRIMARY SYSTEM**

- Full Control
- Partial Control
- No Control

**SECONDARY SYSTEM**

- Full Control
- Partial Control
- No Control

# GARRETT COUNTY

Revised 8/04

## EXISTING CONTROLS OF ACCESS

### State Primary System Summary

Total Mileage = 59.96

| State Functional Classification | Full Controls | Partial Controls | No Controls | Total Mileage | Total Percent |
|---|---|---|---|---|---|
| Principal Arterials | 31.78 | 2.37 | 25.81 | 59.96 | 100.00% |
| Minor Arterials | | | | | |
| Collectors | | | | | |
| | 31.78 | 2.37 | 25.81 | 59.96 | 100.00% |
| Percent | 53.00% | 3.95% | 43.05% | 100.00% | |

### State Secondary System Summary

Total Mileage = 131.71

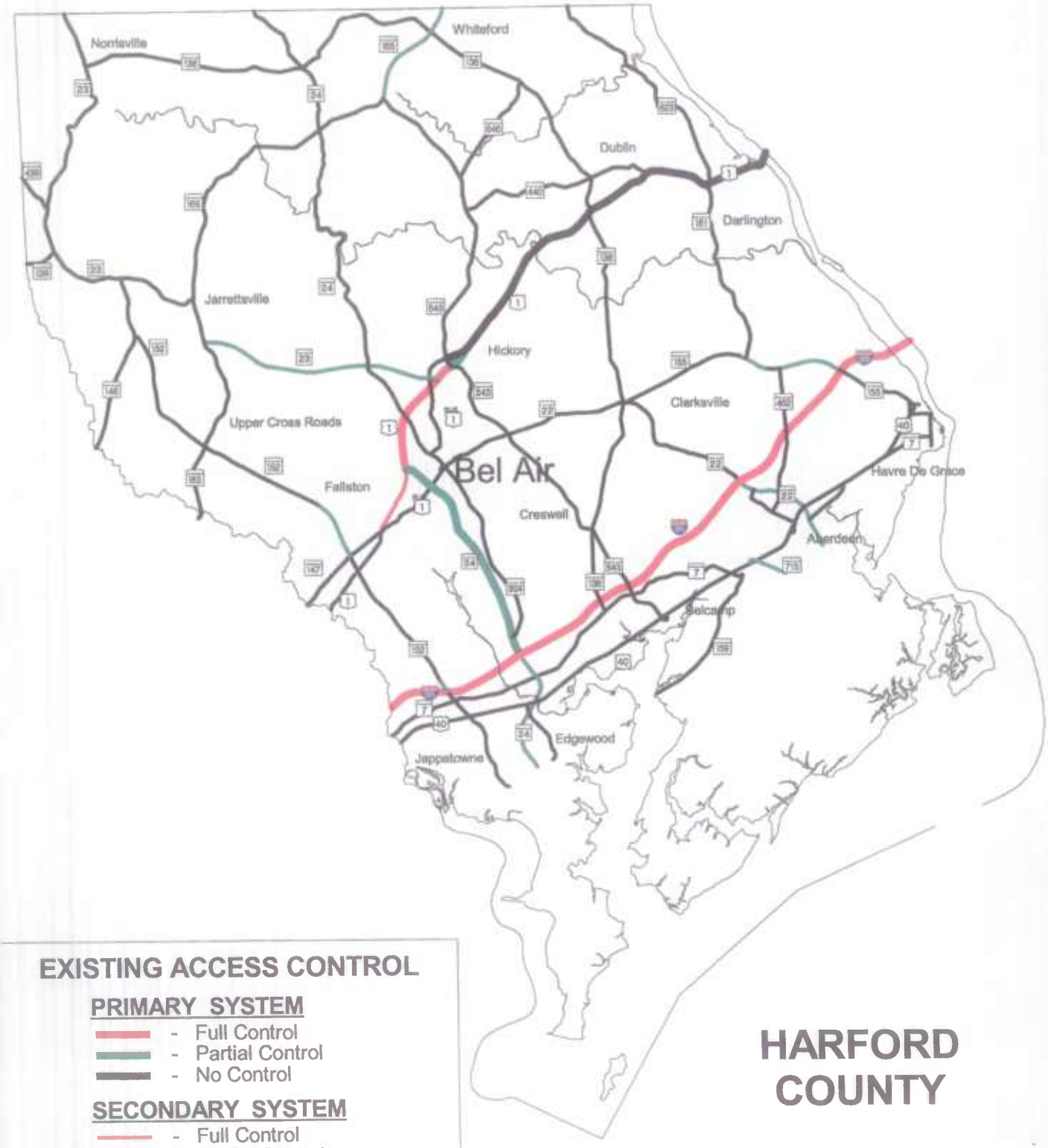
| State Functional Classification | Full Controls | Partial Controls | No Controls | Total Mileage | Total Percent |
|---|---|---|---|---|---|
| Principal Arterials | | | 2.54 | 2.54 | 1.93% |
| Minor Arterials | | 2.45 | 53.03 | 55.48 | 42.12% |
| Collectors | | | 70.13 | 70.13 | 53.25% |
| Local | | | 3.56 | 3.56 | 2.70% |
| Total | 0.00 | 2.45 | 129.26 | 131.71 | 100.00% |
| Percent | 0.00% | 1.86% | 98.14% | 100.00% | |

### Primary System Breakdown

| Route | Limits | Full Controls Length | Partial Controls Length | Federal Function |
|---|---|---|---|---|
| I-68 | W.V. Line to Allegany CO/L | 31.78 | | Rural Interstate |
| US 219 | Deep Creek Lake to Mosser Rd | | 2.37 | Rural. O.P.A. |
| | **Tot. Principal Arterial** | 31.78 | 2.37 | |
| | | | | |
| | **Grand Total** | 31.78 | 2.37 | |

### Secondary System Breakdown

| Route | Limits | Full Controls Length | Partial Controls Length | Federal Function |
|---|---|---|---|---|
| MD 135 | MD 38 to MD 135C | | 1.41 | Rur Min Art |
| MD 135 | US 219 to Youghiogheny River | | 1.78 | MD 135 |
| US 219 | Youghiogheny River to MD 135 | | 0.26 | Rur Min Art |
| | **Total Minor Arterials** | 0.00 | 2.45 | |
| | | | | |
| | **Grand Total** | 0.00 | 2.45 | |




## EXISTING ACCESS CONTROL

**PRIMARY SYSTEM**

- Full Control
- Partial Control
- No Control

**SECONDARY SYSTEM**

- Full Control
- Partial Control
- No Control

# HARFORD COUNTY

# HARFORD COUNTY

Revised 9/04

## EXISTING CONTROLS OF ACCESS

### Primary System Summary

Total Mileage = 19.85

| State Functional Classification | Full Control | Partial Control | No Control | Total Mileage | Total Percent |
|---|---|---|---|---|---|
| Principal Arterials | 19.85 | 6.36 | 12.73 | 38.94 | 96.10% |
| Minor Arterials | | | 1.58 | 1.58 | 3.90% |
| Collectors | | | | | |
| | 19.85 | 6.36 | 14.31 | 40.52 | 100.00% |
| Percent | 48.99% | 15.70% | 35.32% | 100.00% | |

### Secondary System Summary

Total Mileage = 247.48

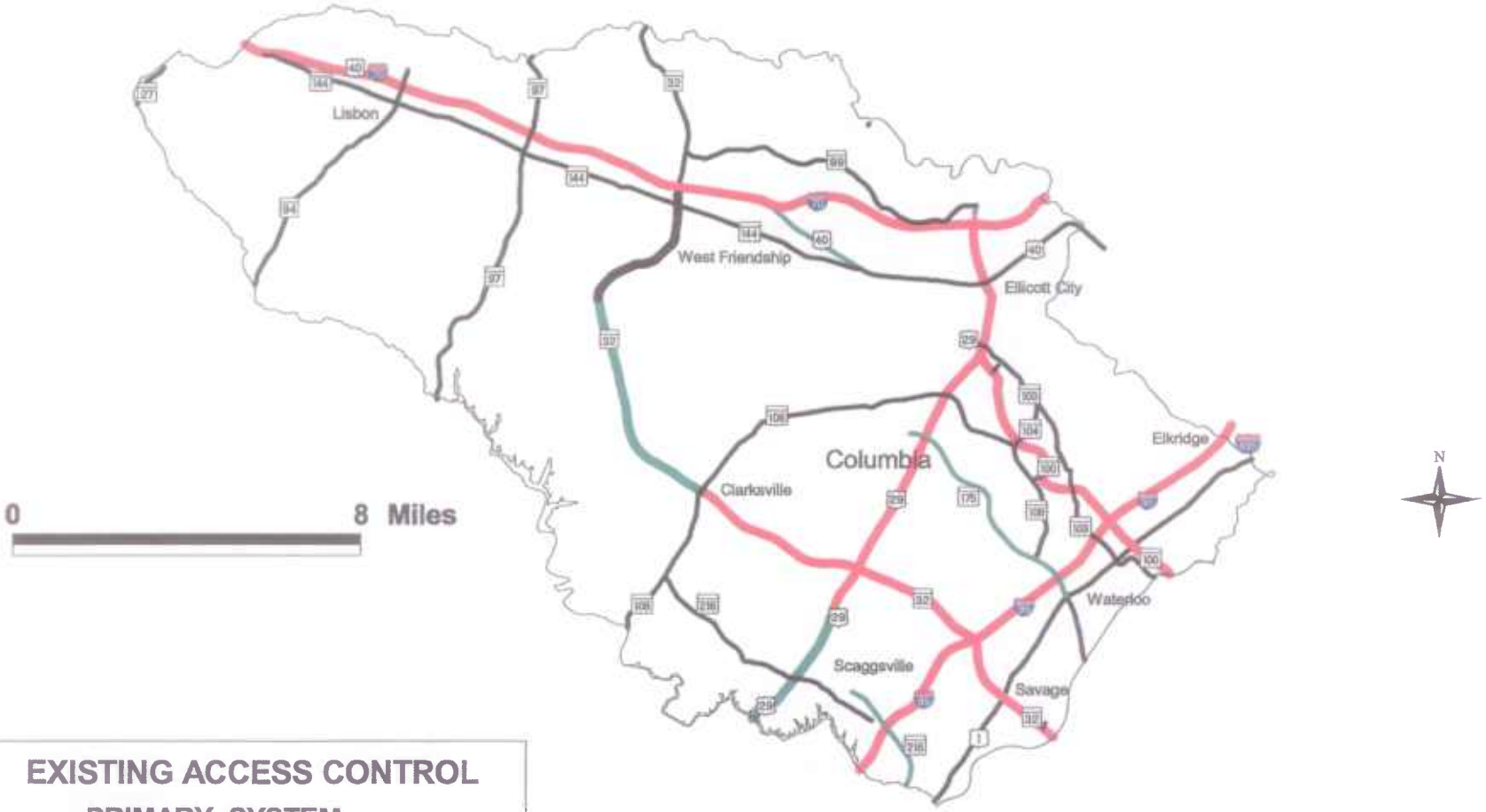
| State Functional Classification | Full Control | Partial Control | No Control | Total Mileage | Total Percent |
|---|---|---|---|---|---|
| Principal Arterials | 1.94 | 10.74 | 32.57 | 45.25 | 18.28% |
| Minor Arterials | | 12.00 | 85.30 | 97.30 | 39.32% |
| Collectors | | | 96.87 | 96.87 | 39.14% |
| Local | | | 8.06 | 8.06 | 3.26% |
| Total | 1.94 | 22.74 | 222.80 | 247.48 | 100.00% |
| Percent | 0.78% | 9.19% | 90.03% | 100.00% | |

### Primary System Breakdown

| Route | Limits | Full Controls Length | Partial Controls Length | Federal Function |
|---|---|---|---|---|
| US 1 | MD 24 to US 1 Bus | 0.96 | | Rural O.P.A |
| US 1 | US 1 Bus to MD 543 | 0.85 | | Urban O.P.A. |
| MD 24 | I-95 to US 1 | | 6.36 | Rural Interstate |
| I-95 | Baltimore CO/L to Cecil CO/L (Toll) | 18.39 | | Urb/Rur. Interstate |
| | **Tot. Principal Arterial** | 19.85 | 6.36 | |
| | **Grand Total** | 19.85 | 6.36 | |

### Secondary System Breakdown

| Route | Limits | Full Controls Length | Partial Controls Length | Federal Function |
|---|---|---|---|---|
| US 1 | MD 147 to Winters Run | .96 | | Rur O.P.A |
| US 1 | Winters Run to MD 24 | .98 | | Urb. O.P.A |
| MD 22 | I-95 to Pusey Road | | 3.09 | Urb. FR/EX |
| MD 23 | US 1 to High Point Road | | 4.00 | Urb. O.P.A |
| MD 24 | Edgewood Rd to I-95 | | 3.65 | Urb. Prin Art |
| | **Total Principal Arterial** | 1.94 | 10.74 | |
| MD 23 | High Point Road to Md 165 | | 2.81 | Rur Min Art |
| MD 152 | I-95 to 0.12 mi N Taylor Brooks Rd | | 0.45 | Rur Min Art |
| MD 152 | MD 147 to Old Fallston Rd | | 1.76 | Rur Min Art |
| MD 155 | 0.06 mi E Hopkins Rd to Fox Ridge Dr | | 0.79 | Rur Min Art |
| MD 155 | Paradise Rd to I-95 | | 1.77 | Rur Min Art |
| MD 165 | MD 543 to PA line | | 3.23 | Rur Min Art |
| MD 715 | US 40 to APG | | 1.19 | Rur Min Art |
| | **Total Minor Arterial** | | 12.00 | |
| | **Grand Total** | 1.94 | 22.74 | |




## EXISTING ACCESS CONTROL

**PRIMARY SYSTEM**

- Full Control
- Partial Control
- No Control

**SECONDARY SYSTEM**

- Full Control
- Partial Control
- No Control

# HOWARD COUNTY

# HOWARD COUNTY

Revised 8/04

## EXISTING CONTROL OF ACCESS

### Primary System Summary

Total Mileage = 72.28

| State Functional Classification | Full Control | Partial Control | No Control | Total Mileage | Total Percent |
|---|---|---|---|---|---|
| Principal Arterials | 59.94 | 8.75 | 6.58 | 75.27 | 100.00% |
| Minor Arterials | | | | | |
| Collectors | | | | | |
| | 59.94 | 8.75 | 6.58 | 75.27 | 100.00% |
| Percent | 79.63% | 11.62% | 8.75% | 100.00% | |

### Secondary System Summary

Total Mileage = 106.68

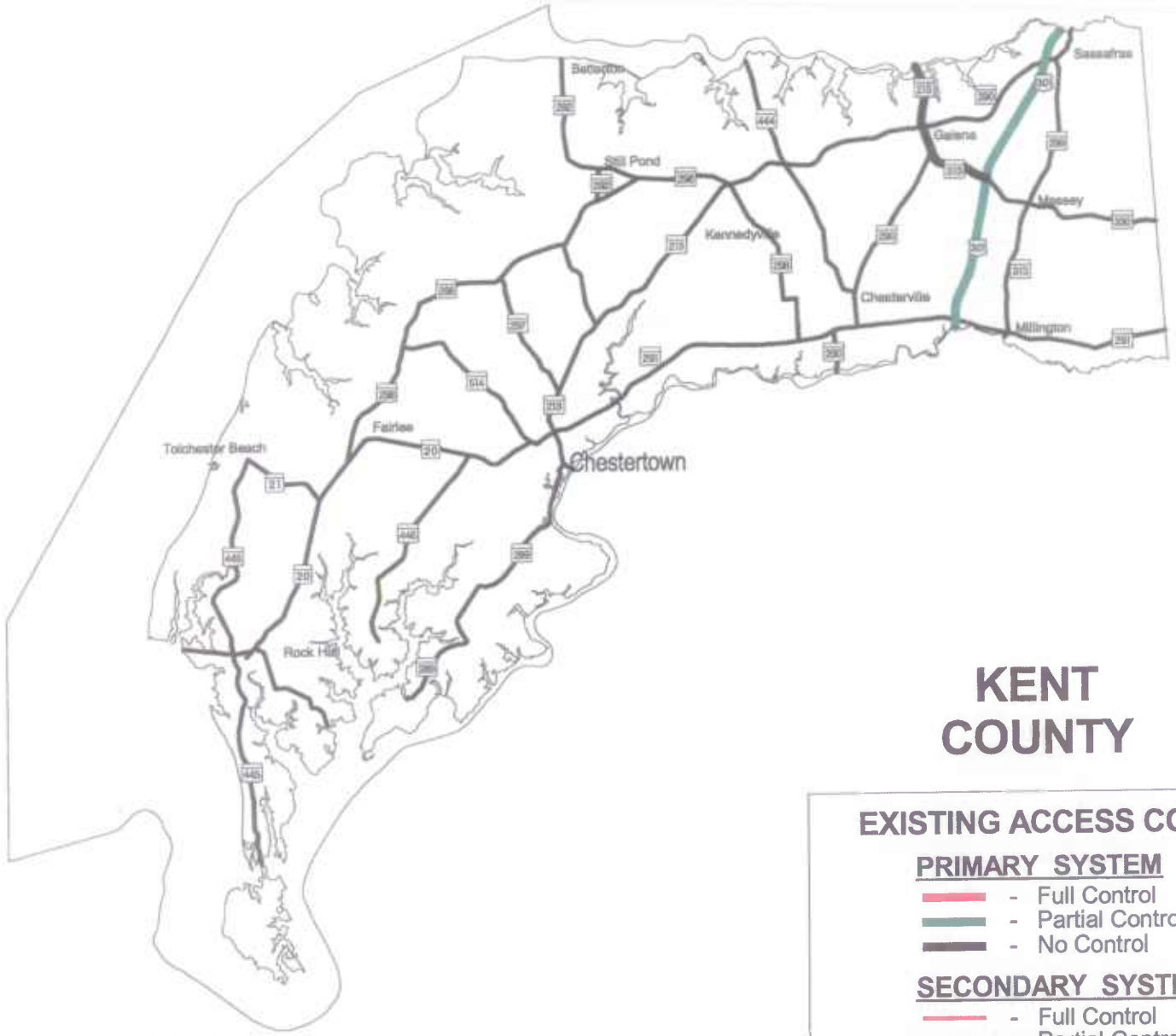
| State Functional Classification | Full Control | Partial Control | No Control | Total Mileage | Total Percent |
|---|---|---|---|---|---|
| Principal Arterials | 0.44 | 7.82 | 16.73 | 24.99 | 23.43% |
| Minor Arterials | | 3.10 | 42.75 | 45.85 | 42.98% |
| Collectors | | | 31.27 | 31.27 | 29.31% |
| Local | | | 4.57 | 4.57 | 4.28% |
| Total | 0.44 | 10.92 | 95.32 | 106.68 | 100.00% |
| Percent | 0.41% | 10.24% | 89.35% | 100.00% | |

### Primary System Breakdown

| Route | Limits | Full Control Length | Partial Control Length | Federal Function |
|---|---|---|---|---|
| I-70 | Carroll CO/L to Marriottsville Road | 13.59 | | Urban Interstate |
| I-70 | Marriottsville Rd to Balto. CO/L | 5.88 | | Urban Interstate |
| I-95 | PG CO/L to Balto. CO/L | 11.59 | | Urban Interstate |
| I-895 | I-95 to Baltimore County line | 1.02 | | Urban FR/EX |
| MD 32 | AA CO/L to MD 108 | 10.45 | | Urban FR/EX |
| MD 32 | MD 108 to 0.11 N. W Church Rd | | 5.48 | Rural O.P.A. |
| MD 100 | US 29 to AA County line | 7.51 | | Urban FR/EX |
| US 29 | Montgomery CO/L to Middle Patuxent River | | 3.27 | Urban FR/EX |
| US 29 | Middle Patuxent River to I-70 | 9.90 | | Urban FR/EX |
| | **Tot. Principal Arterial** | 59.94 | 8.75 | |
| | **Grand Total** | 59.94 | 8.75 | |

### Secondary System Breakdown

| Route | Limits | Full Control Length | Partial Control Length | Federal Function |
|---|---|---|---|---|
| MD 175 | US 1 to US 29 | | 5.23 | Urban FR/EX |
| US 29 | I-70 to N. I-70 | 0.44 | | Urban FR/EX |
| US 40 | I-70 to Marriottsville Road | | 0.85 | Rural O.P.A. |
| US 40 | Marriottsville Rd to MD 144A | | 1.74 | Urban O.P.A. |
| | **Total Principal Arterial** | 0.44 | 7.82 | |
| MD 175 | US 29 to Little Patuxent Parkkway | | 0.42 | Urb.Min. Art. |
| MD 216 | PG line to MD 983A | | 2.68 | Urb.Min. Art. |
| | **Total Minor Arterial** | | 3.10 | |
| | **Grand Total** | 0.44 | 10.92 | |




# KENT COUNTY

## EXISTING ACCESS CONTROL

**PRIMARY SYSTEM**

- Full Control
- Partial Control
- No Control

**SECONDARY SYSTEM**

- Full Control
- Partial Control
- No Control

# KENT COUNTY

## EXISTING CONTROL OF ACCESS

Revised 8/04

### Primary System Summary

Total Mileage = 13.07

| State Functional Classification | Full Control | Partial Control | No Control | Total Mileage | Total Percent |
|---|---|---|---|---|---|
| Principal Arterials | 0.00 | 8.79 | | 8.79 | 67.25% |
| Minor Arterials | | | 4.28 | 4.28 | 32.75% |
| Collectors | | | | | 0.00% |
| | 0.00 | 8.79 | 4.28 | 13.07 | 100.00% |
| Percent | 0.00% | 67.25% | 32.75% | 100.00% | |

### Secondary System Summary

Total Mileage = 150.38

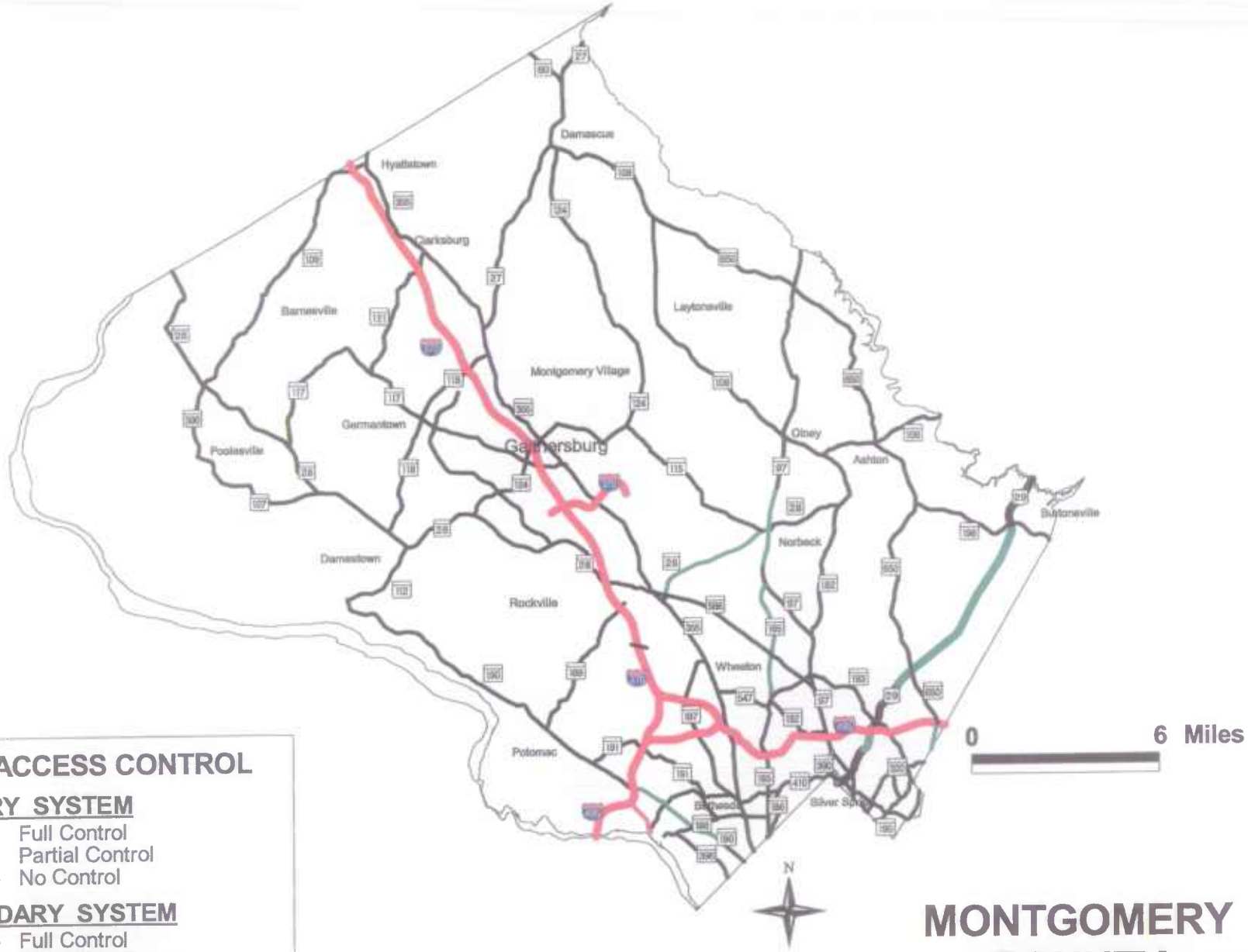
| State Functional Classification | Full Control | Partial Control | No Control | Total Mileage | Total Percent |
|---|---|---|---|---|---|
| Principal Arterials | 0.00 | 0.00 | | 0.00 | 0.00% |
| Minor Arterials | | 0.00 | 29.08 | 29.08 | 19.34% |
| Collectors | | | 110.96 | 110.96 | 73.79% |
| Local | | | 10.34 | 10.34 | 6.88% |
| Total | 0.00 | 0.00 | 150.38 | 150.38 | 100.00% |
| Percent | 0.00% | 0.00% | 100.00% | 100.00% | |

### Primary System Breakdown

| Route | Limits | Full Controls Length | Partial Controls Length | Federal Function |
|---|---|---|---|---|
| US 301 | QA's CO/L to Cecil CO/L | | 8.79 | Rural O.P.A |
| | **Tot. Principal Arterials** | 0.00 | 8.79 | |
| | | | | |
| | **Grand Total** | 0.00 | 8.79 | |

### Secondary System Breakdown

| Route | Limits | Full Controls Length | Partial Controls Length | Federal Function |
|---|---|---|---|---|
| | | | | |




## EXISTING ACCESS CONTROL

**PRIMARY SYSTEM**

- Full Control
- Partial Control
- No Control

**SECONDARY SYSTEM**

- Full Control
- Partial Control
- No Control

# MONTGOMERY COUNTY

# MONTGOMERY COUNTY

Revised 8/04

## EXISTING CONTROL OF ACCESS

### Primary System Summary

Total Mileage = 53.91

| State Functional Classification | Full Control | Partial Control | No Control | Total Mileage | Total Percent |
|---|---|---|---|---|---|
| Principal Arterials | 41.82 | 7.51 | 4.58 | 53.91 | 100.00% |
| Minor Arterials | | | | | 0.00% |
| Collectors | | | | | 0.00% |
| | 41.82 | 7.51 | 4.58 | 53.91 | 100.00% |
| Percent | 77.57% | 13.93% | 8.50% | 100.00% | |

### Secondary System Summary

Total Mileage = 300.72

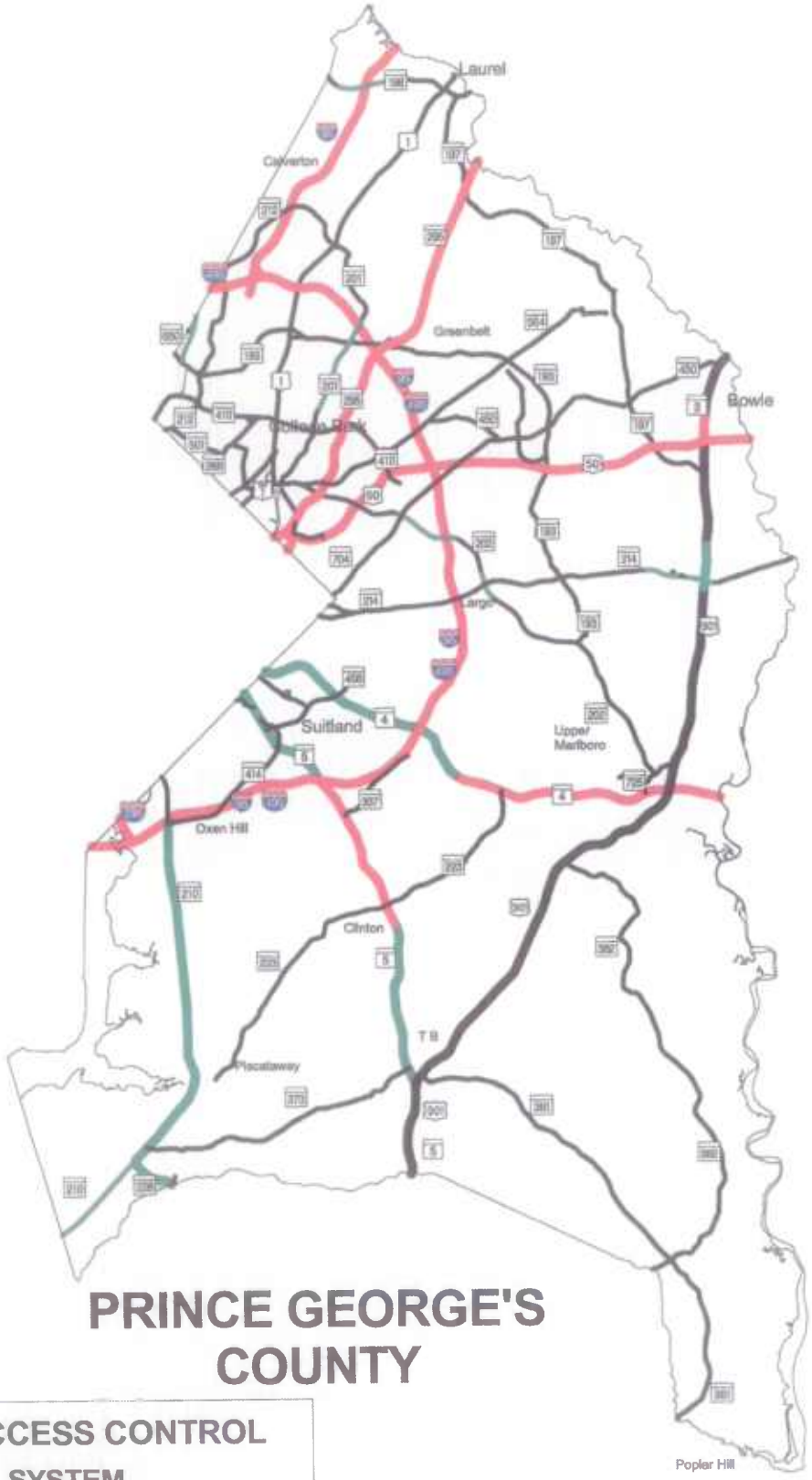
| State Functional Classification | Full Control | Partial Control | No Control | Total Mileage | Total Percent |
|---|---|---|---|---|---|
| Principal Arterials | 1.50 | 16.00 | 100.85 | 118.35 | 39.36% |
| Minor Arterials | | | 104.14 | 104.14 | 34.63% |
| Collectors | | | 70.21 | 70.21 | 23.35% |
| Local | | | 8.02 | 8.02 | 2.67% |
| Total | 1.50 | 16.00 | 283.22 | 300.72 | 100.00% |
| Percent | 0.50% | 5.32% | 94.18% | 100.00% | |

### Primary System Breakdown

| Route | Limits | Full Control Length | Partial Control Length | Federal Function |
|---|---|---|---|---|
| I-270 | I-495 to Little Seneca Creek Br. | 18.58 | | Urban Interstate |
| I-270 | Little Seneca Crk Br. To Fred CO/L | 5.93 | | Rural Interstate |
| I-270Y | I-495 to I-270 | 1.80 | | Urban Interstate |
| I-370 | Sam Eig Hwy to Ent. Metro Parking | 3.13 | | Urban Interstate |
| I-495 | VA/L to PG CO/L | 14.38 | | Urban Interstate |
| US 29 | Sligo Crk Pkwy to .1 mi N Lanark Way | | 0.98 | Urban FR/EX |
| US 29 | MD 850 to MD 198 | | 5.92 | Urban FR/EX |
| US 29 | 0.04 mi N. Burnt Mills Ave to MD 850 | | 0.63 | Urban FR/EX |
| | **Tot. Principal Arterials** | 41.82 | 7.51 | |
| | **Grand Total** | 41.82 | 7.51 | |

### Secondary System Breakdown

| Route | Limits | Full Control Length | Partial Control Length | Federal Function |
|---|---|---|---|---|
| I-495X | Clara Barton Pkwy to I-495 | 1.50 | | Urban FR/EX |
| MD 28 | MD 588 to MD 97 | | 4.16 | Urban FR/EX |
| MD 97 | Bel Pre Rd to MD 97A | | 2.54 | Urban FR/EX |
| MD 185 | MD 193 to MD 97 | | 3.76 | Urban FR/EX |
| MD 190 | I-495 to Clipper Lane | | 3.57 | Urban FR/EX |
| MD 390 | Wash D.C. line to MD 97 | | 1.09 | Urban FR/EX |
| MD 850 | PG CO/L to I-495 | | 0.88 | Urban FR/EX |
| | **Total Principal Arterials** | 1.50 | 16.00 | |
| | **Grand Total** | 0.00 | 16.00 | |




# PRINCE GEORGE'S COUNTY

## EXISTING ACCESS CONTROL

**PRIMARY SYSTEM**

- Full Control
- Partial Control
- No Control

**SECONDARY SYSTEM**

- Full Control
- Partial Control
- No Control

# PRINCE GEORGE'S COUNTY

Revised 8/04

## EXISTING CONTROL OF ACCESS

### Primary System Summary
Total Mileage = 131.34

| State Functional Classification | Full Control | Partial Control | No Control | Total Mileage | Total Percent |
|---|---|---|---|---|---|
| Principal Arterials | 78.22 | 27.50 | 25.82 | 131.34 | 100.00% |
| Minor Arterials | | | | | 0.00% |
| Collectors | | | | | 0.00% |
| | 76.22 | 27.50 | 25.82 | 131.34 | 100.00% |
| Percent | 59.56% | 20.94% | 19.51% | 100.00% | |

### Secondary System Summary
Total Mileage = 226.83

| State Functional Classification | Full Control | Partial Control | No Control | Total Mileage | Total Percent |
|---|---|---|---|---|---|
| Principal Arterials | 0.63 | 9.63 | 105.79 | 116.05 | 51.16% |
| Minor Arterials | | 3.83 | 58.70 | 62.33 | 27.48% |
| Collectors | | | 42.05 | 42.05 | 16.54% |
| Local | | | 6.40 | 6.40 | 2.62% |
| Total | 0.83 | 13.28 | 212.94 | 226.63 | 100.00% |
| Percent | 0.26% | 5.85% | 93.88% | 100.00% | |

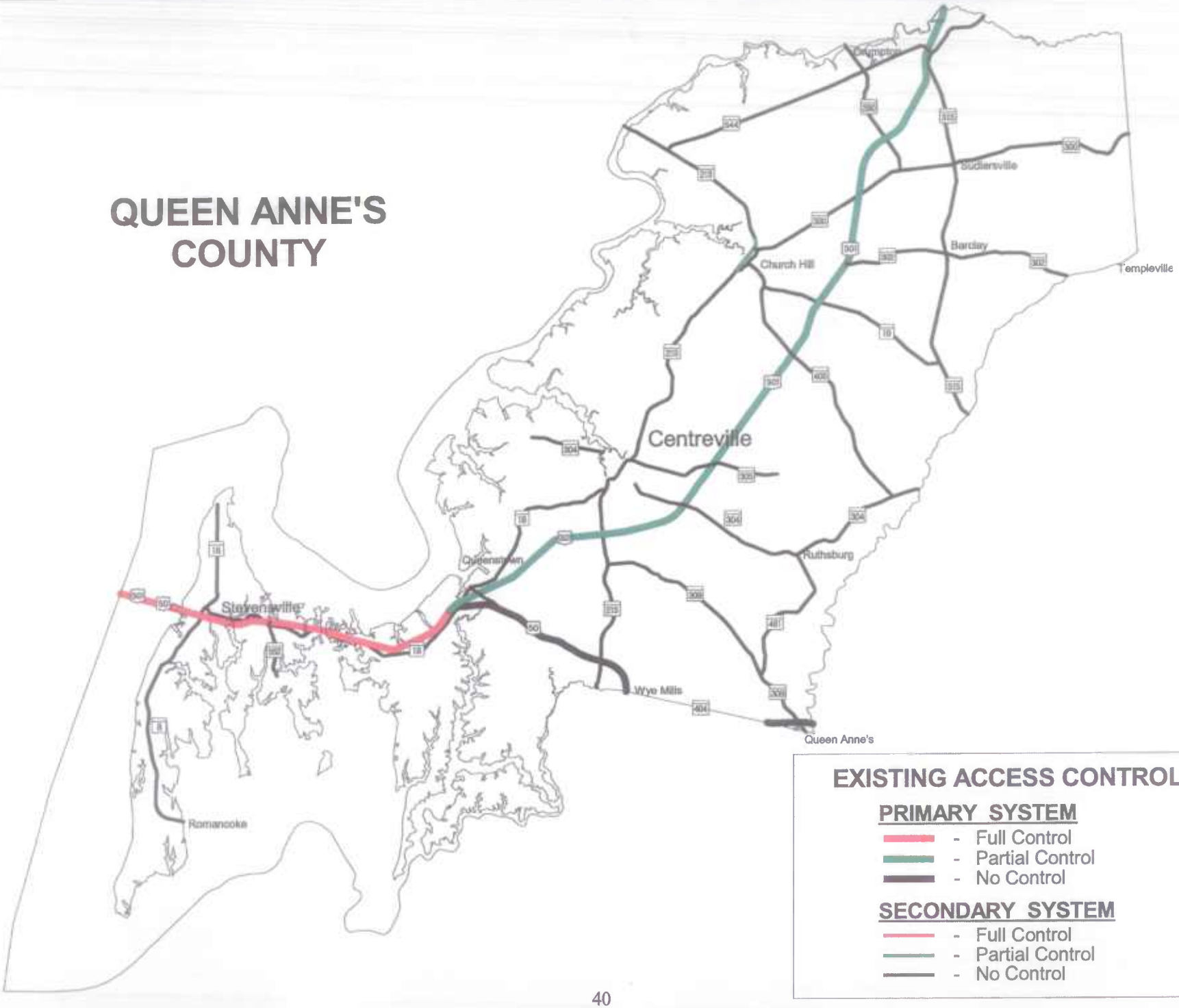
### Primary System Breakdown

| Route | Limits | Full Control Length | Partial Control Length | Federal Function |
|---|---|---|---|---|
| I-95 | Virginia ST/L to Howard CO/L | 34.10 | | Urban Interstate |
| I-95X | Entrance P & N Ride to Exit 27 | 0.98 | | Urban Interstate |
| I-295 | I-95 to Washington D.C. line | 0.60 | | Urban Interstate |
| I-495 | Montgomery line to I-95 | 1.75 | | Urban Interstate |
| I-595(US 50) | I-95 to US 301 | 8.06 | | Urban Interstate |
| I-595(US 50) | US 301 to Anne Arundel CO/L | 1.27 | | Rural Interstate |
| MD 3 | I-595 (US 50) to .21 mi S. MD 3E | 0.84 | | Urban FR/EX |
| MD 4 | AA line to MD 4PB | 7.88 | | Urban FR/EX |
| MD 4 | MD 4PB to Weshington D.C. line | | 8.81 | Urban FR/EX |
| MD 5 | US 301 to MD 373 | | 0.51 | Rural O.P.A. |
| MD 5 | MD 373 to S. Piscataway Creek | | 4.22 | Urban FR/EX |
| MD 5 | S. Piscataway Creek to Spur to MD 535A | 4.85 | | Urban FR/EX |
| MD 5 | MD 535A to S. of MD 837 | | 2.58 | Urban FR/EX |
| MD 5 | MD 637 to Weshington DC line | | 0.58 | Urban FR/EX |
| MD 201 | Washington D.C. line to US 50 | 0.49 | | Urban FR/EX |
| MD 210 | MD 226 to Piscataway Creek bridge | | 2.91 | Rural O.P.A. |
| MD 210 | Piscataway Creek Bridge to I-95 | | 7.34 | Urban FR/EX |
| MD 226 | MD 210 to Charles County line | | 1.37 | Rural O.P.A |
| MD 295 | US 50 to AA CO/L (NPS) | 12.36 | | Urban FR/EX |
| US 50 | Washington D.C. line to I-95 | 5.04 | | Urban FR/EX |
| US 301 | S. MD 976B to Mitchellville Road | | 1.40 | Rural O.P.A. |
| | Tot. Principal Arterial | 78.22 | 27.50 | |
| | Grand Total | 78.22 | 27.50 | |

### Secondary System Breakdown

| Route | Limits | Full Control Length | Partial Control Length | Federal Function |
|---|---|---|---|---|
| MD 201 | US 50 to MD 295 | 0.83 | | Urb. FR/EX |
| MD 198 | Bauer Lane to Laurel Corp Limits | | 1.52 | Urb. FR/EX |
| MD 201 | Savis Ave to I-95 | | 2.80 | Urb. FR/EX |
| MD 202 | MD 977F to Lake Arbor Way | | 0.78 | Urb. FR/EX |
| MD 202 | S. McCormick Dr. to S. MD 977H | | 1.92 | Urb. FR/EX |
| MD 214 | W. Jared Rd. to US 301 | | 1.50 | Urb. FR/EX |
| MD 850 | MD 193 to Montgomery C/O line | | 1.31 | Urb. FR/EX |
| | Total Principal Arterial | 0.63 | 9.63 | |
| MD 201 | I-95 to Crescent Drive | | 0.26 | Urban Minor Arterial |
| MD 210 | Charles CO/L to MD 228 | | 2.90 | Rural Minor Arterial |
| MD 214 | US 301 to MD 978B | | 0.45 | Rural Minor Arterial |
| | Total Minor Arterial | | 3.83 | |
| | Grand Total | 0.63 | 13.26 | |

# QUEEN ANNE'S COUNTY



# QUEEN ANNE'S COUNTY

Revised 8/04

EXISTING CONTROL OF ACCESS

## Primary System Summary

Total Mileage = 47.92

| State Functional Classification | Full Control | Partial Control | No Control | Total Mileage | Total Percent |
|---|---|---|---|---|---|
| Principal Arterials | 12.08 | 27.67 | 8.17 | 47.92 | 100.00% |
| Minor Arterials | | | | | 0.00% |
| Collectors | | | | | 0.00% |
| | 12.08 | 27.67 | 8.17 | 47.92 | 100.00% |
| Percent | 25.21% | 57.74% | 17.05% | 100.00% | |

## Secondary System Summary

Total Mileage 164.39

| State Functional Classification | Full Control | Partial Control | No Control | Total Mileage | Total Percent |
|---|---|---|---|---|---|
| Principal Arterials | 0.00 | 0.00 | 34.30 | 34.30 | 20.87% |
| Minor Arterials | | 1.33 | | 1.33 | 0.81% |
| Collectors | | | 118.11 | 118.11 | 71.85% |
| Local | | | 10.65 | 10.65 | 6.48% |
| Total | 0.00 | 1.33 | 163.06 | 164.39 | 100.00% |
| Percent | 0.00% | 0.81% | 99.19% | 100.00% | |

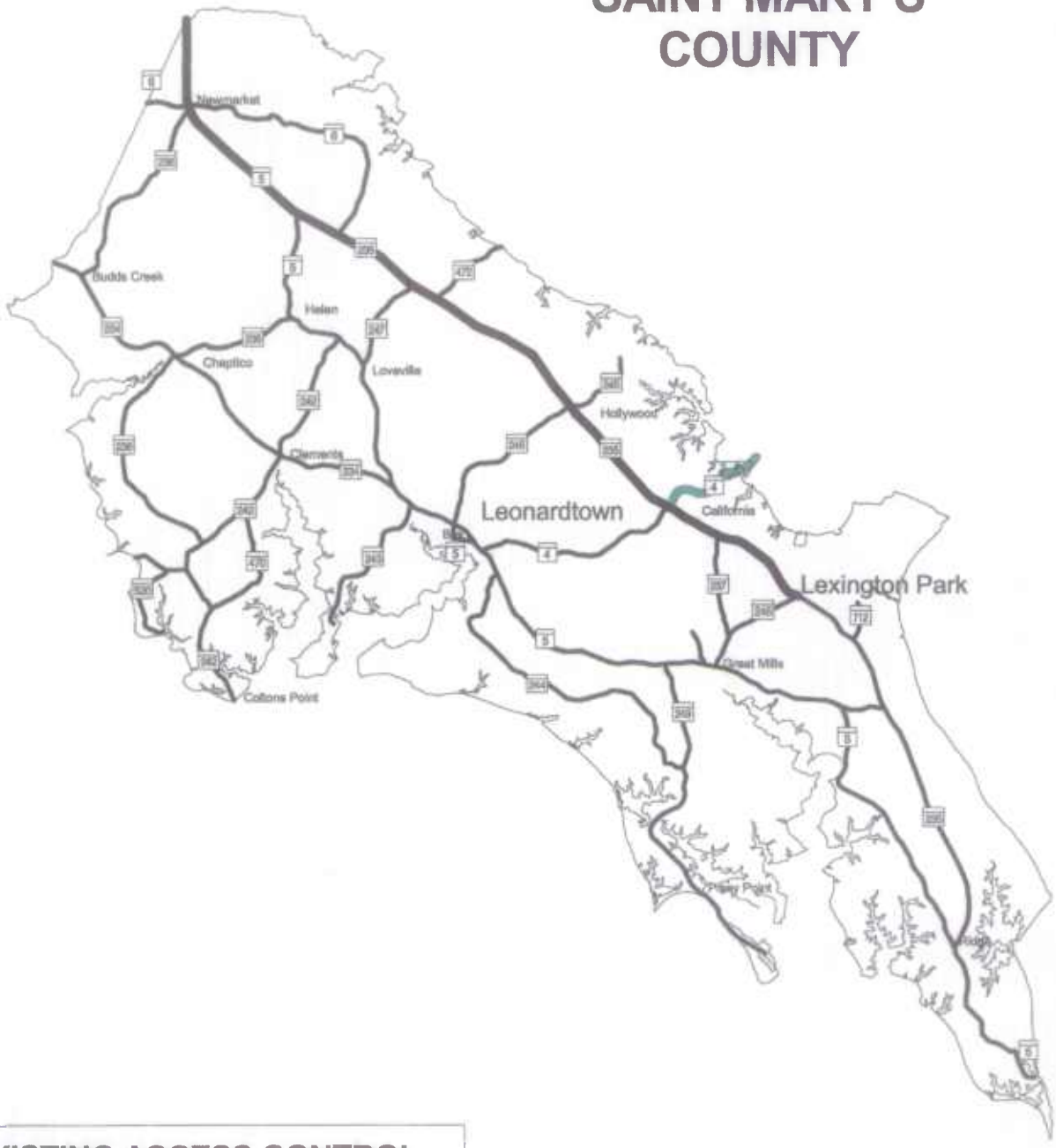
## Primary System Breakdown

| Route | Limits | Full Controls Length | Partial Controls Length | Federal Function |
|---|---|---|---|---|
| US 50 | AA CO/L to W. of MD 8 (Toll) | 2.95 | | Rural O.P.A |
| US 50 | End Toll Maintenance to US 301 | 9.13 | | Rural O.P.A |
| US 301 | US 50 to Kent County line | | 27.67 | Rural O.P.A. |
| | **Tot. Principal Arterial** | 12.08 | 27.67 | |
| | | | | |
| | **Grand Total** | 12.08 | 27.67 | |

## Secondary System Breakdown

| Route | Limits | Full Controls Length | Partial Controls Length | Federal Function |
|---|---|---|---|---|
| MD 213 | MD 19A to N. Cl/L Church Hill | | 1.33 | Rur. Min. Art. |
| | **Total Minor Arterial** | | 1.33 | |
| | | | | |
| | **Grand Total** | 0.00 | 1.33 | |

# SAINT MARY'S COUNTY




## EXISTING ACCESS CONTROL

**PRIMARY SYSTEM**

- Full Control
- Partial Control
- No Control

**SECONDARY SYSTEM**

- Full Control
- Partial Control
- No Control

## ST. MARY'S COUNTY

Revised 8/04

### EXISTING CONTROL OF ACCESS

**Primary System Summary**

Total Mileage = 28.91

| State Functional Classification | Full Control | Partial Control | No Control | Total Mileage | Total Percent |
|---|---|---|---|---|---|
| Principal Arterials | 0.00 | 3.26 | 25.65 | 28.91 | 100.00% |
| Minor Arterials | | | | | 0.00% |
| Collectors | | | | | 0.00% |
| | 0.00 | 3.26 | 25.65 | 28.91 | 100.00% |
| Percent | 0.00% | 11.28% | 88.72% | 100.00% | |

**Secondary System Summary**

Total Mileage = 167.33

| State Functional Classification | Full Control | Partial Control | No Control | Total Mileage | Total Percent |
|---|---|---|---|---|---|
| Principal Arterials | 0.00 | 0.00 | 4.37 | 4.37 | 2.61% |
| Minor Arterials | | 0.00 | 53.68 | 53.68 | 32.08% |
| Collectors | | | 95.49 | 95.49 | 57.07% |
| Local | | | 13.79 | 13.79 | 8.24% |
| Total | 0.00 | 0.00 | 167.33 | 167.33 | 100.00% |
| Percent | 0.00% | 0.00% | 100.00% | 100.00% | |

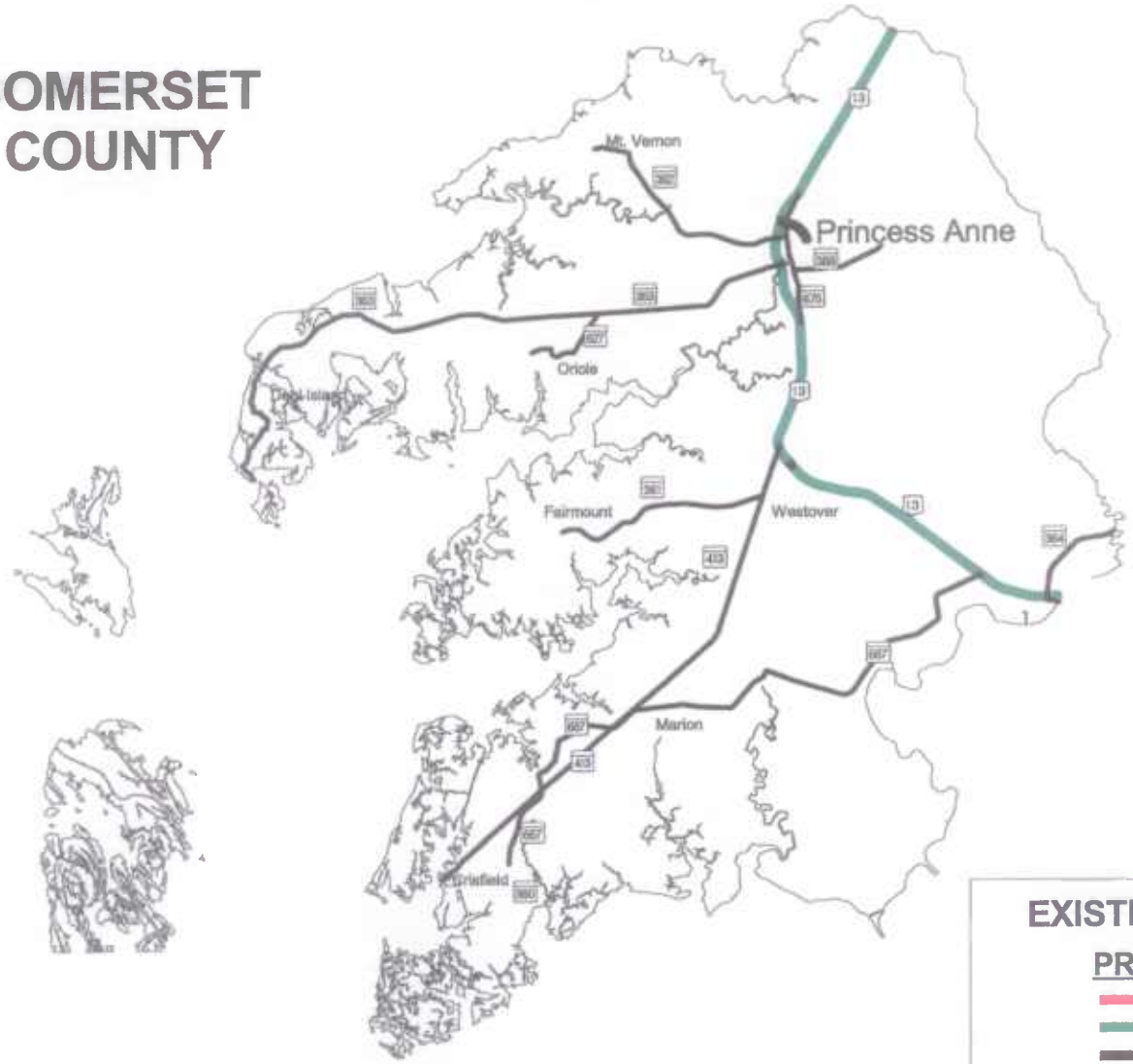
**Primary System Breakdown**

| Route | Limits | Full Control Length | Partial Control Length | Federal Function |
|---|---|---|---|---|
| MD 4 | MD 235 to Begin Bridge | | 2.43 | Urban O.P.A. |
| MD 4 | Begin Bridge to Calvert CO/L | | 0.83 | Rural O.P.A. |
| | **Tot. Principal Arterials** | 0.00 | 3.26 | |
| | | | | |
| | **Grand Total** | 0.00 | 3.26 | |

**Secondary System Breakdown**

| Route | Limits | Full Control Length | Partial Control Length | Federal Function |
|---|---|---|---|---|
| | | | | |
| | **Grand Total** | 0.00 | 0.00 | |

# SOMERSET COUNTY




## EXISTING ACCESS CONTROL

**PRIMARY SYSTEM**

- Full Control
- Partial Control
- No Control

**SECONDARY SYSTEM**

- Full Control
- Partial Control
- No Control

## SOMERSET COUNTY

Revised 8/04

### EXISTING CONTROL OF ACCESS

**Primary System Summary**

Total Mileage = 21.03

| State Functional Classification | Full Control | Partial Control | No Control | Total Mileage | Total Percent |
|---|---|---|---|---|---|
| Principal Arterials | 0.00 | 20.18 | | 20.18 | 95.96% |
| Minor Arterials | | | | | 0.00% |
| Collectors | | 0.85 | | 0.85 | 4.04% |
| | 0.00 | 21.03 | 0.00 | 21.03 | 100.00% |
| Percent | 0.00% | 100.00% | 0.00% | 100.00% | |

**Secondary System Summary**

Total Mileage = 81.10

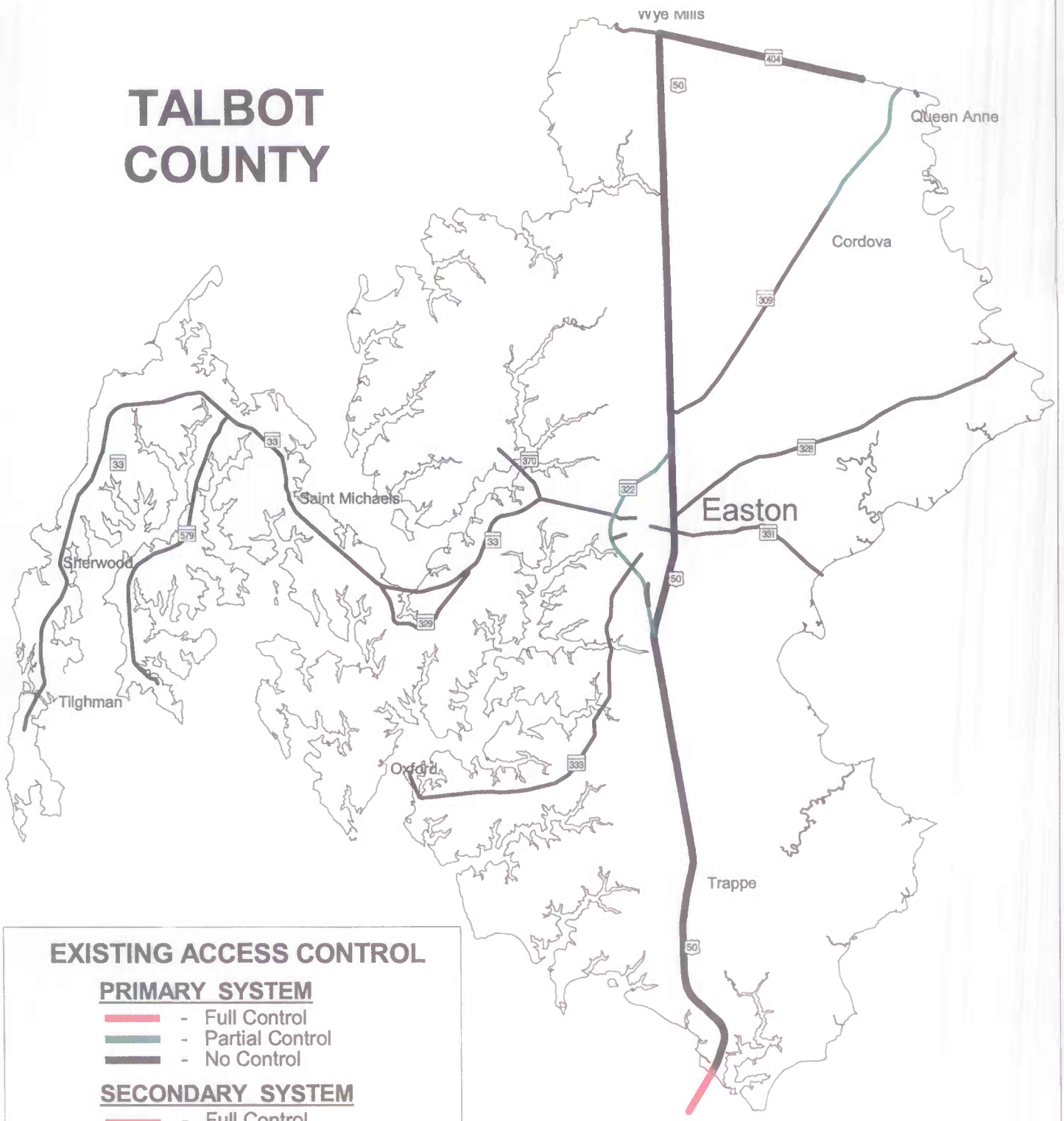
| State Functional Classification | Full Control | Partial Control | No Control | Total Mileage | Total Percent |
|---|---|---|---|---|---|
| Principal Arterials | 0.00 | 0.00 | | 0.00 | 0.00% |
| Minor Arterials | | 0.00 | 24.70 | 24.70 | 30.46% |
| Collectors | | | 45.89 | 45.89 | 56.58% |
| Local | | | 10.51 | 10.51 | 12.96% |
| Total | 0.00 | 0.00 | 81.10 | 81.10 | 100.00% |
| Percent | 0.00% | 0.00% | 100.00% | 100.00% | |

**Primary System Breakdown**

| Route | Limits | Full Control Length | Partial Control Length | Federal Function |
|---|---|---|---|---|
| US 13 | Worcester CO/L to 0.05 mi. S. MD 673A | | 7.82 | Rur. O.P.A. |
| US 13 | 0.05 mi. N. MD 673A to Wicomico CO/L | | 12.36 | Rur. O.P.A. |
| | **Tot. Principal Arterials** | 0.00 | 20.18 | |
| | **Grand Total** | 0.00 | 20.18 | |

**Secondary System Breakdown**

| Route | Limits | Full Control Length | Partial Control Length | Federal Function |
|---|---|---|---|---|
| | **Grand Total** | 0.00 | 0.00 | |


TALBOT COUNTY
Wye Mills
Queen Anne
Cordova
Saint Michaels
Easton
Sherwood
Tilghman
Oxford
Trappe
404
50
309
328
322
370
33
579
329
331
333
EXISTING ACCESS CONTROL
PRIMARY SYSTEM
- Full Control
- Partial Control
- No Control
SECONDARY SYSTEM
- Full Control
- Partial Control
- No Control

# TALBOT COUNTY

Revised 9/04

## EXISTING CONTROLS OF ACCESS

### State Primary System Summary

Total Mileage = 31.24

| State Functional Classification | Full Controls | Partial Controls | No Controls | Total Mileage | Total Percent |
|---|---|---|---|---|---|
| Principal Arterials | 1.03 | 0.00 | 30.21 | 31.24 | 100.00% |
| Minor Arterials | | | | | 0.00% |
| Collectors | | | | | 0.00% |
| | 1.03 | 0.00 | 30.21 | 31.24 | 100.00% |
| Percent | 3.30% | 0.00% | 96.70% | 100.00% | |

### State Secondary System Summary

Total Mileage = 95.40

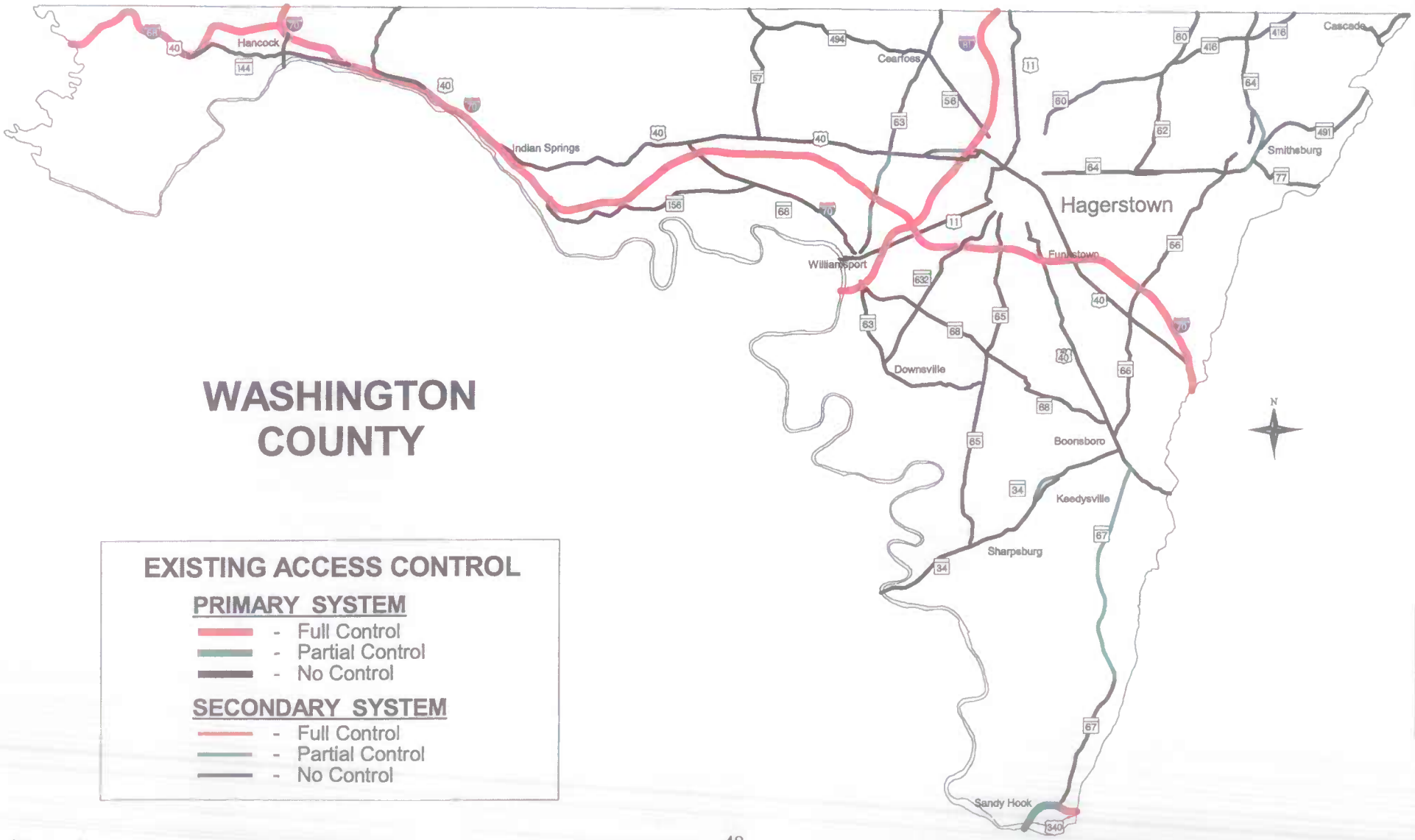
| State Functional Classification | Full Controls | Partial Controls | No Controls | Total Mileage | Total Percent |
|---|---|---|---|---|---|
| Principal Arterials | 0.00 | 5.12 | 2.93 | 8.05 | 8.44% |
| Minor Arterials | | 0.00 | 31.68 | 31.68 | 33.21% |
| Collectors | | 3.30 | 32.59 | 35.89 | 37.62% |
| Local | | | 19.78 | 19.78 | 20.73% |
| Total | 0.00 | 8.42 | 86.98 | 95.40 | 100.00% |
| Percent | 0.00% | 8.83% | 91.17% | 100.00% | |

### Primary System Breakdown

| Route | Limits | Full Control Length | Partial Control Length | Federal Function |
|---|---|---|---|---|
| US 50 | Begin Bridge to Dorchester CO/L | 1.03 | | |
| | **Grand Total** | 1.03 | 0.00 | |

### Secondary System Breakdown

| Route | Limits | Full Control Length | Partial Control Length | Federal Function |
|---|---|---|---|---|
| MD 322 | US 50 to US 50 | | 5.12 | Urban O.P.A. |
| | **Total Principal Arterials** | 0.00 | 5.12 | |
| MD 309 | N. Asches Acres Rd to QA CO/L | | 3.30 | Rur. Maj Coll. |
| | **Total Collectors** | | 3.30 | |
| | **Grand Total** | 0.00 | 8.42 | |


WASHINGTON COUNTY
EXISTING ACCESS CONTROL
PRIMARY SYSTEM
- Full Control
- Partial Control
- No Control
SECONDARY SYSTEM
- Full Control
- Partial Control
- No Control
Hancock
Indian Springs
Cearfoss
Hagerstown
Funkstown
Williamsport
Downsville
Boonsboro
Keedysville
Sharpsburg
Sandy Hook
Smithsburg
Cascade
N

# WASHINGTON COUNTY

Revised 9/04

## EXISTING CONTROL OF ACCESS

### Primary System Summary

Total Mileage = 61.72

| State Functional Classification | Full Control | Partial Control | No Control | Total Mileage | Total Percent |
|---|---|---|---|---|---|
| Principal Arterials | 59.90 | 1.82 | | 61.72 | 100.00% |
| Minor Arterials | | | | | 0.00% |
| Collectors | | | | | 0.00% |
| | 59.90 | 1.82 | 0.00 | 61.72 | 100.00% |
| Percent | 97.05% | 2.95% | 0.00% | 100.00% | |

### Secondary System Summary

Total Mileage = 221.60

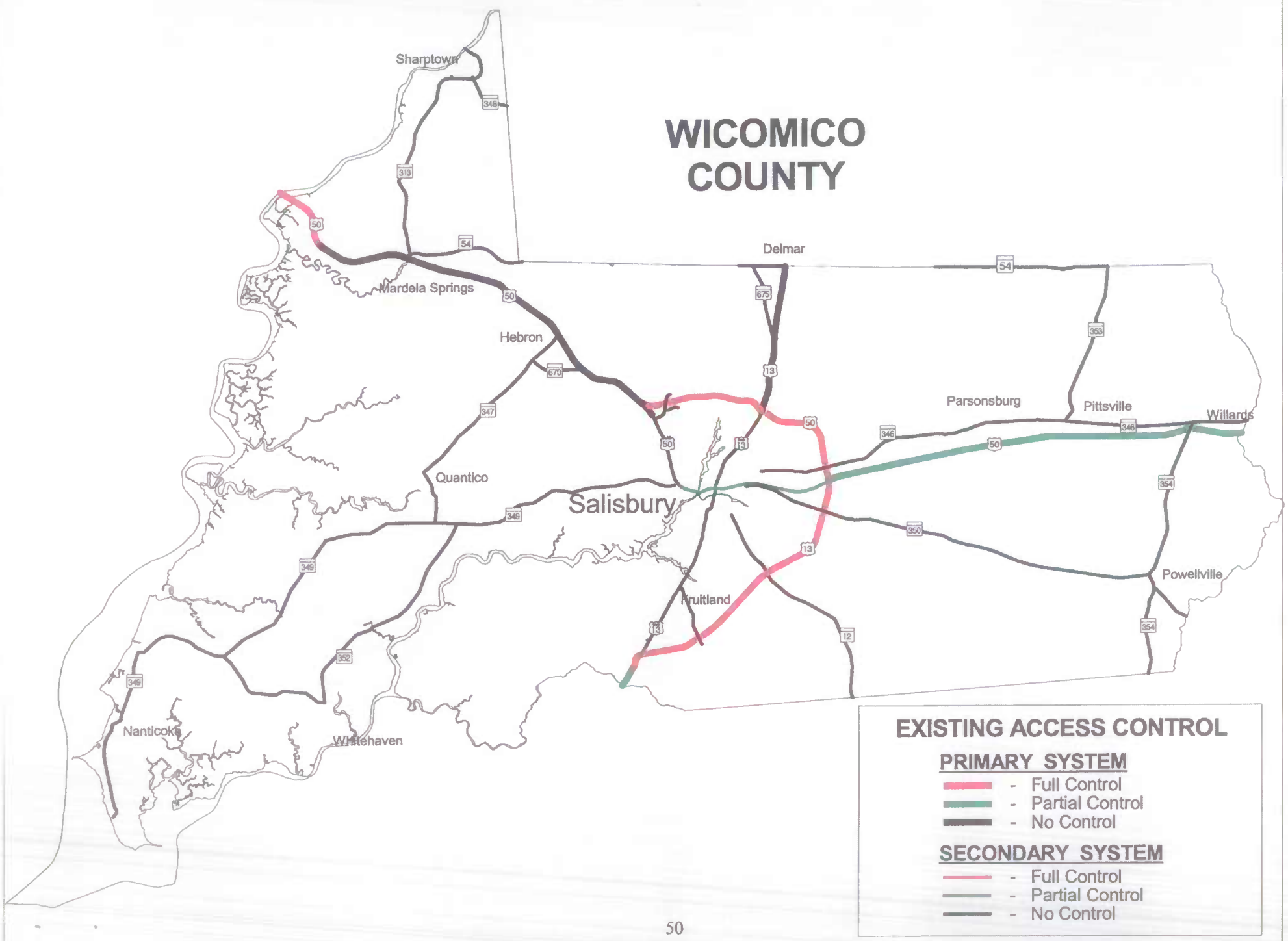
| State Functional Classification | Full Control | Partial Control | No Control | Total Mileage | Total Percent |
|---|---|---|---|---|---|
| Principal Arterials | 0.00 | 1.93 | 25.64 | 27.57 | 12.44% |
| Minor Arterials | | 10.76 | 69.16 | 79.92 | 36.06% |
| Collectors | | 2.76 | 100.97 | 103.73 | 46.81% |
| Local | | | 10.38 | 10.38 | 4.68% |
| Total | 0.00 | 15.45 | 206.15 | 221.60 | 100.00% |
| Percent | 0.00% | 6.97% | 93.03% | 100.00% | |

### Primary System Breakdown

| Route | Limits | Full Control Length | Partial Control Length | Federal Function |
|---|---|---|---|---|
| I-68 | Allegany CO/L to I-70 | 9.04 | | Rural Interstate |
| I-70 | PA Line to0.12 ml W. of Hopewell Rd | 25.19 | | Rural Interstate |
| I-70 | 0.12 ml W. Hopewell Rd to MD 632 | 2.56 | | Urban Interstate |
| I-70 | MD 632 to Frederick CO/L | 10.58 | | Rural Interstate |
| I-81 | W. VA line to 0.01 Mile N. MD 68 | 0.89 | | Rural Interstate |
| I-81 | 0.01 mile N. MD 68 to PA line | 11.19 | | Urban Interstate |
| US 340 | VA line to Keep Tryst Rd | | 1.82 | Rur. OP Arterial |
| US 340 | Keep Tryst Rd to Frederick CO/L | 0.45 | | Rur. OP Arterial |
| | **Tot. Principal Arterial** | 59.90 | 1.82 | |
| | **Grand Total** | 59.90 | 1.82 | |

### Secondary System Breakdown

| Route | Limits | Full Control Length | Partial Control Length | Federal Function |
|---|---|---|---|---|
| US 40 | I-81 to MD 144A | | 1.51 | Urb. FR/EX |
| MD 64 | W. MD 844 to MD 77 | | 0.42 | Urb. OP Art. |
| | **Total Principal Arterial** | 0.00 | 1.93 | |
| MD 34 | MD 845A to MD 845A | | 1.22 | Rur. Min. Art. |
| MD 64 | MD 77 1800' East of MD 66 | | 2.14 | Rur. Min. Art. |
| MD 67 | 6300' s. townsend Rd to US 40A | | 7.40 | Rur. Min. Art. |
| | **Total Minor Arterial** | | 10.76 | |
| MD 63 | 0.12 mile S. of Elliot Pkwy to Cono. Crk | | 0.80 | Rur. Maj. Coll |
| MD 63 | 0.18 Mile N. French Ln. to 0.12 mi N. Resh Rd | | 1.96 | Rur. Maj. Coll |
| | **Total Collector** | | 2.76 | |
| | **Total Local** | 0.00 | 0.00 | |
| | **Grand Total** | 0.00 | 15.45 | |


WICOMICO COUNTY
Sharptown
Mardela Springs
Hebron
Quantico
Salisbury
Fruitland
Delmar
Parsonsburg
Pittsville
Willards
Powellville
Nanticoke
Whitehaven
EXISTING ACCESS CONTROL
PRIMARY SYSTEM
- Full Control
- Partial Control
- No Control
SECONDARY SYSTEM
- Full Control
- Partial Control
- No Control

# WICOMICO COUNTY

Revised 8/04

## EXISTING CONTROL OF ACCESS

### Primary System Summary

Total Mileage = 48.79

| State Functional Classification | Full Control | Partial Control | No Control | Total Mileage | Total Percent |
|---|---|---|---|---|---|
| Principal Arterials | 8.39 | 23.48 | 16.94 | 48.79 | 100.00% |
| Minor Arterials | | | | | 0.00% |
| Collectors | | | | | 0.00% |
| | 8.39 | 23.48 | 18.94 | 48.79 | 100.00% |
| Percent | 17.20% | 48.08% | 34.72% | 100.00% | |

### Secondary System Summary

Total Mileage = 126.93

| State Functional Classification | Full Control | Partial Control | No Control | Total Mileage | Total Percent |
|---|---|---|---|---|---|
| Principal Arterials | 0.00 | 4.85 | 10.39 | 15.24 | 12.01% |
| Minor Arterials | | 0.00 | 26.18 | 28.18 | 20.83% |
| Collectors | | | 79.82 | 79.82 | 62.89% |
| Local | | | 5.89 | 5.69 | 4.48% |
| Total | 0.00 | 4.85 | 122.08 | 126.93 | 100.00% |
| Percent | 0.00% | 3.82% | 96.18% | 100.00% | |

### Primary System Breakdown

| Route | Limits | Full Controls Length | Partial Controls Length | Federal Function |
|---|---|---|---|---|
| US 13 | Somerset CO/L to US 13BUS | | 0.55 | Rural O.P.A. |
| US 13 | US 13 Bus to US 13 Bus | 11.28 | | Rural O.P.A. |
| US 50 | Dorchester CO/L to MD 731 | 2.06 | | Rural O.P.A. |
| US 50 | US 50 Bus to US 13/US 13 Bus | 6.33 | | Rural O.P.A. |
| US 50 | US 13 to Walston Switch Road | | 1.88 | Urban FR/EX |
| US 50 | Walston Switch Rd to WO/CO L | | 9.75 | Urban FR/EX |
| | **Tot. Principal Arterial** | 19.67 | 2.43 | |
| | **Grand Total** | 19.67 | 2.43 | |

### Secondary System Breakdown

| Route | Limits | Full Controls Length | Partial Controls Length | Federal Function |
|---|---|---|---|---|
| US 13 Bus | US 13 to US 13 | | 0.43 | Rur. O.P.A. |
| US 50 Bus | W. Isabella St. to US 13 | | 4.42 | Urb. FR/EX |
| | **Total Principal Arterial** | 0.00 | 4.85 | |
| | **Grand Total** | 0.00 | 4.85 | |

# WORCESTER COUNTY

## EXISTING ACCESS CONTROL

**PRIMARY SYSTEM**

- Full Control
- Partial Control
- No Control

**SECONDARY SYSTEM**

- Full Control
- Partial Control
- No Control

# WORCESTER COUNTY

Revised 8/04

## EXISTING CONTROLS OF ACCESS

### State Primary System Summary

Total Mileage = 77.18

| State Functional Classification | Full Controls | Partial Controls | No Controls | Total Mileage | Total Percent |
|---|---|---|---|---|---|
| Principal Arterials | 11.10 | 26.77 | 39.31 | 77.18 | 100.00% |
| Minor Arterials | | | | | 0.00% |
| Collectors | | | | | 0.00% |
| | 11.10 | 26.77 | 39.31 | 77.18 | 100.00% |
| Percent | 14.38% | 34.69% | 50.93% | 100.00% | |

### State Secondary System Summary

Total Mileage = 131.15

| State Functional Classification | Full Controls | Partial Controls | No Controls | Total Mileage | Total Percent |
|---|---|---|---|---|---|
| Principal Arterials | 0.00 | 0.00 | 9.71 | 9.71 | 7.40% |
| Minor Arterials | | 0.00 | 26.79 | 26.79 | 20.43% |
| Collectors | | | 87.72 | 87.72 | 66.89% |
| Local | | | 6.93 | 6.93 | 5.28% |
| Total | 0.00 | 0.00 | 131.15 | 131.15 | 100.00% |
| Percent | 0.00% | 0.00% | 100.00% | 100.00% | |

### Primary System Breakdown

| Route | Limits | Full Controls Length | Partial Controls Length | Federal Function |
|---|---|---|---|---|
| MD 90 | US 50 to MD 589 | 6.01 | | Rural O.P.A. |
| MD 90 | MD 589 to End Bridge over St. Martins River | 3.20 | | Urban O.P.A |
| MD 90 | E. St. Martins River Br. to W. St. Martins Neck Rd. | | 0.73 | Urban O.P.A. |
| MD 90 | W. St. Martins Neck Rd to 62nd St. | 1.89 | | Urban O.P.A |
| US 13 | S. CI/L Pocomoke to Somerset CO/L | | 2.12 | Rural O.P.A. |
| US 50 | Wic. CO/L to MD 452 | | 8.38 | Rural O.P.A. |
| **US 113** | **US 13 to MD 756** | | **1.27** | **Rural O.P.A.** |
| **US 113** | **US 113 Bus to S. of US 113** | **4.86** | | **Rural O.P.A.** |
| **US 113** | **MD 376 to Del ST/L** | | **9.41** | **Rural O.P.A.** |
| | **Tot. Principal Arterial** | 15.96 | 21.91 | |
| | | | | |
| | **Grand Total** | 15.96 | 21.91 | |

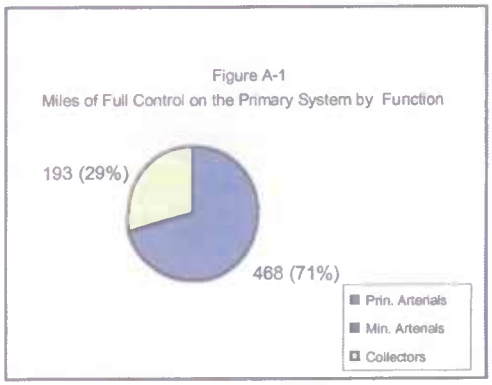
### Secondary System Breakdown

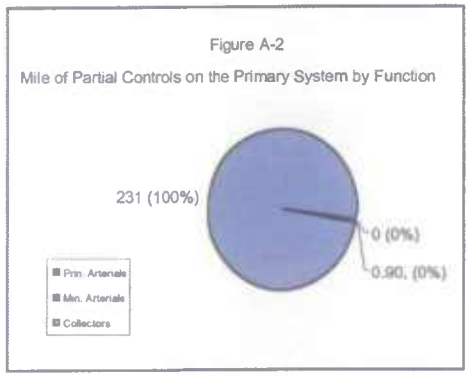
| Route | Limits | Begin Mile Point | End Mile Point | Full Controls Length | Partial Controls Length | Federal Function |
|---|---|---|---|---|---|---|
| | **Grand Total** | | | 0.00 | 0.00 | |

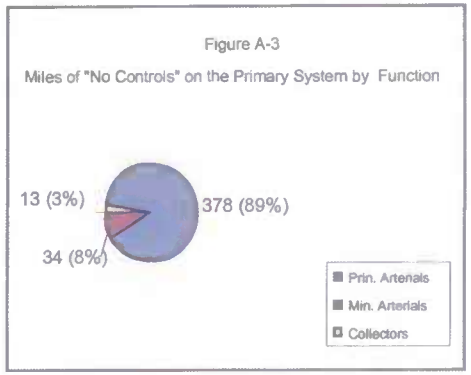
APPENDIX

## Table A - 1
## Controls on State Primary System
## By Function

| Function | Full Controls | | Partial Controls | | Access Controlled | | No Controls | | Mileage | |
|---|---|---|---|---|---|---|---|---|---|---|
| | Miles | Percent | Miles | Percent | Miles | Percent | Miles | Percent | Total | Percent |
| Principal Arterials | 468.4 | 71% | 230.6 | 100% | 699.0 | 78.3% | 378.14 | 89.0% | 1,077.2 | 81.8% |
| Minor Arterials | 0.0 | 0% | 0.0 | 0% | 0.0 | 0.0% | 34.22 | 8.1% | 34.2 | 2.6% |
| Collectors | 192.5 | 29% | 0.9 | 0% | 193.4 | 21.7% | 12.61 | 3.0% | 206.0 | 15.6% |
| Totals | 661.0 | 100% | 231.5 | 100% | 892.4 | 100.0% | 424.97 | 100.0% | 1,317.4 | 100.0% |



| Table A - 2<br>Primary Highway Summary of Access<br>By Function/County | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | Full Control | | | Partial Control | | | No Controls | | | |
| County | Prin. Art. | Min. Art. | Coll. | Prin. Art. | Min. Art. | Coll. | Prin. Art. | Min. Art. | Coll. | Total Mileage |
| Allegany | 43.41 | 0.00 | 0.00 | 0.63 | 0.00 | 0.00 | 21.06 | 3.20 | 0.00 | 68 |
| Anne Arundel | 92.31 | 0.00 | 0.00 | 3.69 | 0.00 | 0.00 | 22.09 | 8.13 | 8.06 | 134 |
| Baltimore | 117.37 | 0.00 | 0.00 | 1.24 | 0.00 | 0.00 | 11.13 | 0.00 | 0.00 | 130 |
| Calvert | 0.00 | 0.00 | 0.00 | 14.39 | 0.00 | 0.00 | 17.52 | 0.00 | 4.55 | 36 |
| Caroline | 1.40 | 0.00 | 0.00 | 3.37 | 0.00 | 0.00 | 13.41 | 0.00 | 0.00 | 18 |
| Carroll | 0.00 | 0.00 | 1.61 | 9.82 | 0.00 | 0.00 | 26.04 | 0.00 | 0.00 | 37 |
| Cecil | 18.50 | 0.00 | 0.00 | 9.18 | 0.00 | 0.00 | 7.93 | 17.03 | 0.00 | 53 |
| Charles | 0.00 | 0.00 | 0.00 | 2.17 | 0.00 | 0.00 | 41.85 | 0.00 | 0.00 | 44 |
| Dorchester | 2.54 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 16.90 | 0.00 | 0.00 | 19 |
| Frederick | 59.73 | 0.00 | 0.00 | 21.67 | 0.00 | 0.00 | 4.61 | 0.00 | 0.00 | 86 |
| Garrett | 31.78 | 0.00 | 0.00 | 2.37 | 0.00 | 0.00 | 25.81 | 0.00 | 0.00 | 60 |
| Harford | 0.00 | 0.00 | 19.85 | 6.36 | 0.00 | 0.00 | 12.73 | 1.58 | 0.00 | 41 |
| Howard | 0.00 | 0.00 | 59.94 | 8.75 | 0.00 | 0.00 | 6.58 | 0.00 | 0.00 | 75 |
| Kent | 0.00 | 0.00 | 0.00 | 8.79 | 0.00 | 0.00 | 0.00 | 4.28 | 0.00 | 13 |
| Montgomery | 0.00 | 0.00 | 41.82 | 7.51 | 0.00 | 0.00 | 4.58 | 0.00 | 0.00 | 54 |
| Prince George's | 78.22 | 0.00 | 0.00 | 27.50 | 0.00 | 0.00 | 25.62 | 0.00 | 0.00 | 131 |
| Queen Anne's | 12.08 | 0.00 | 0.00 | 27.67 | 0.00 | 0.00 | 8.17 | 0.00 | 0.00 | 48 |
| Saint Mary | 0.00 | 0.00 | 0.00 | 3.26 | 0.00 | 0.00 | 25.65 | 0.00 | 0.00 | 29 |
| Somerset | 0.00 | 0.00 | 0.00 | 20.18 | 0.00 | 0.85 | 0.00 | 0.00 | 0.00 | 21 |
| Talbot | 0.00 | 0.00 | 1.03 | 0.00 | 0.00 | 0.00 | 30.21 | 0.00 | 0.00 | 31 |
| Washington | 0.00 | 0.00 | 59.90 | 1.82 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 62 |
| Wicomico | 0.00 | 0.00 | 8.39 | 23.46 | 0.00 | 0.00 | 16.94 | 0.00 | 0.00 | 49 |
| Worcester | 11.10 | 0.00 | 0.00 | 26.77 | 0.00 | 0.00 | 39.31 | 0.00 | 0.00 | 77 |
| Total | 468.44 | 0.00 | 192.54 | 230.60 | 0.00 | 0.85 | 378.14 | 34.22 | 12.61 | 1317 |

## Table A - 3
## Controls on State Secondary System
## By Function

| Function | Full Controls | | Partial Controls | | Access Controlled | | No Controls | | Mileage | |
|---|---|---|---|---|---|---|---|---|---|---|
| | Miles | Percent | Miles | Percent | Miles | Percent | Miles | Percent | Total | Percent |
| Principal Arterials | 15.85 | 100.00% | 82.81 | 51.16% | 98.66 | 55.51% | 584.87 | 15.80% | 683.53 | 17.62% |
| Minor Arterials | 0.00 | 0.00% | 71.43 | 44.13% | 71.43 | 40.19% | 1195.27 | 32.29% | 1266.70 | 32.65% |
| Collectors | 0.00 | 0.00% | 7.63 | 4.71% | 7.63 | 4.29% | 1686.23 | 45.02% | 1873.86 | 43.15% |
| Local | 0.00 | 0.00% | 0.00 | 0.00% | 0.00 | 0.00% | 255.00 | 6.89% | 255.00 | 6.57% |
| Totals | 15.85 | 100.00% | 161.87 | 100.00% | 177.72 | 100.00% | 3701.37 | 100.00% | 3879.09 | 100.00% |

Figure A-4
Miles of "Full Control" on the Secondary System by Function

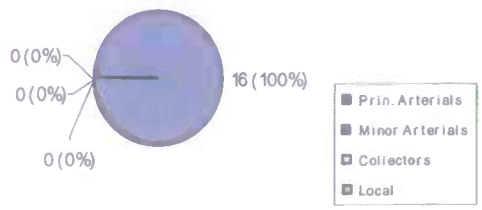



Figure A-5
Miles of "Partial Control" on the Secondary System by Function

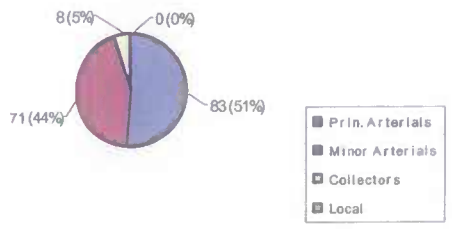
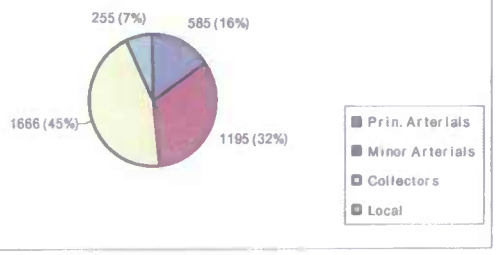



Figure A-6
Miles of "No Controls" on the Secondary System By Function



## Table A - 4
## Secondary Highway System Summary of Access By Function/County

| County | Full Control | | | | Partial Control | | | | No Controls | | | | Total Mileage |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Prin. Art. | Min. Art. | Coll. | Loc | Prin. Art. | Min. Art. | Coll. | Loc | Prin. Art. | Min. Art. | Coll. | Loc | |
| Allegany | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 47.88 | 54.82 | 44.82 | 19.95 | 167.47 |
| Anne Arundel | 6.21 | 0.00 | 0.00 | 0.00 | 2.00 | 3.10 | 0.56 | 0.00 | 33.60 | 78.28 | 59.66 | 7.24 | 190.65 |
| Baltimore | 5.13 | 0.00 | 0.00 | 0.00 | 10.53 | 0.00 | 0.00 | 0.00 | 89.74 | 91.07 | 83.51 | 0.00 | 279.98 |
| Calvert | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 5.56 | 16.08 | 37.82 | 20.85 | 80.31 |
| Caroline | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 3.39 | 0.00 | 0.00 | 0.00 | 53.53 | 69.50 | 5.50 | 131.92 |
| Carroll | 0.00 | 0.00 | 0.00 | 0.00 | 2.73 | 25.19 | 0.66 | 0.00 | 10.73 | 65.63 | 43.19 | 30.64 | 178.77 |
| Cecil | 0.00 | 0.00 | 0.00 | 0.00 | 1.18 | 2.90 | 0.00 | 0.00 | 9.23 | 70.66 | 64.37 | 7.36 | 155.70 |
| Charles | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 26.82 | 29.69 | 78.15 | 20.83 | 155.49 |
| Dorchester | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.62 | 0.00 | 0.00 | 4.70 | 64.42 | 47.97 | 1.35 | 119.06 |
| Frederick | 0.00 | 0.00 | 0.00 | 0.00 | 10.28 | 2.96 | 0.00 | 0.00 | 10.79 | 65.90 | 155.16 | 22.60 | 267.69 |
| Garrett | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 2.45 | 0.00 | 0.00 | 2.54 | 53.03 | 70.13 | 3.56 | 131.71 |
| Harford | 1.94 | 0.00 | 0.00 | 0.00 | 10.74 | 12.00 | 0.00 | 0.00 | 32.57 | 85.30 | 96.87 | 8.06 | 247.48 |
| Howard | 0.44 | 0.00 | 0.00 | 0.00 | 7.82 | 3.10 | 0.00 | 0.00 | 16.73 | 42.75 | 31.27 | 4.57 | 106.68 |
| Kent | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 29.08 | 110.96 | 10.34 | 150.38 |
| Montgomery | 1.50 | 0.00 | 0.00 | 0.00 | 16.00 | 0.00 | 0.00 | 0.00 | 100.85 | 104.14 | 70.21 | 8.02 | 300.72 |
| Prince George's | 0.63 | 0.00 | 0.00 | 0.00 | 9.63 | 3.63 | 0.00 | 0.00 | 105.79 | 58.70 | 42.05 | 6.40 | 226.83 |
| Queen Anne's | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 1.33 | 0.35 | 0.00 | 34.30 | 0.00 | 118.11 | 10.65 | 164.74 |
| Saint Mary's | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 4.37 | 53.68 | 95.49 | 13.79 | 167.33 |
| Somerset | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 24.70 | 45.89 | 10.51 | 81.10 |
| Talbot | 0.00 | 0.00 | 0.00 | 0.00 | 5.12 | 0.00 | 3.30 | 0.00 | 2.93 | 31.68 | 32.59 | 19.78 | 95.40 |
| Washington | 0.00 | 0.00 | 0.00 | 0.00 | 1.93 | 10.76 | 2.76 | 0.00 | 25.64 | 69.16 | 100.97 | 10.38 | 221.60 |
| Wicomico | 0.00 | 0.00 | 0.00 | 0.00 | 4.85 | 0.00 | 0.00 | 0.00 | 10.39 | 26.18 | 79.82 | 5.69 | 126.93 |
| Worcester | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 9.71 | 26.79 | 87.72 | 6.93 | 131.15 |
| | 15.85 | 0.00 | 0.00 | 0.00 | 82.81 | 71.43 | 7.63 | 0.00 | 584.87 | 1195.27 | 1666.23 | 255.00 | 3879.09 |

## PURPOSE

The State Highway Administration's jurisdictional responsibilities apply to 5,196 miles of roadway ranging from Interstate freeways to narrow country roads. While the State Highway Administration's system represents only 17% of the total highway mileage in Maryland, it serves a disproportionately high 73% 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 this inventory are maps and line item listings outlining each access controlled state highway. This inventory should be used by technicians and managers to make decisions concerning the State Highway System.

## 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 public roads which intersect at-grade, but where access to private roads is generally precluded (expressway design).

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 AASHTO definition of design type.

### State Facilities Definition

By State definition, a full 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(8) 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 give 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 important 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 as built capacity and the improved safety to 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.

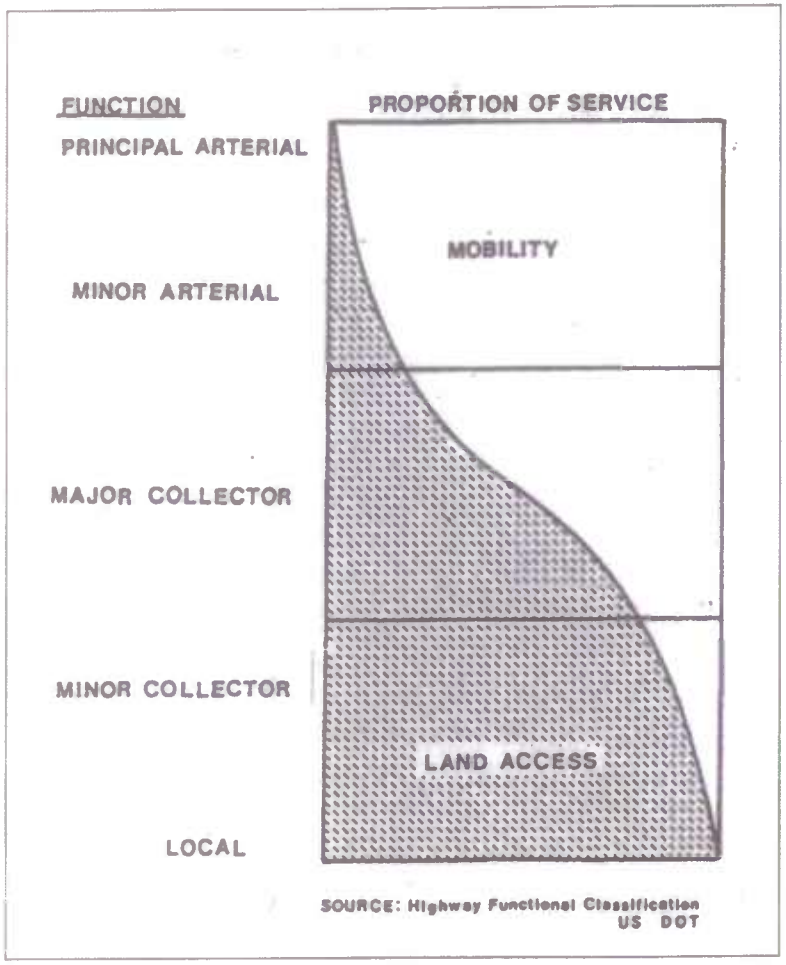
Justification for the extent of access control should be based on the highway's functional classification. Functional classification defines the primary purpose the highway is intended to serve. Arterial highways are intended to accommodate relatively long distance trips, thus mobility with the associated 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 nor desirable. Collectors serve the dual purpose of providing direct land access and limited mobility service of conveying traffic between 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 Federal Functional Classification System rural hierarchy:

Principal Arterial, including Interstate
Minor Arterial
Major Collector
Minor Collector
Local.

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

Fig. 1
Relationship of Functionally Classified Highways
In Serving Traffic Mobility and Land Access



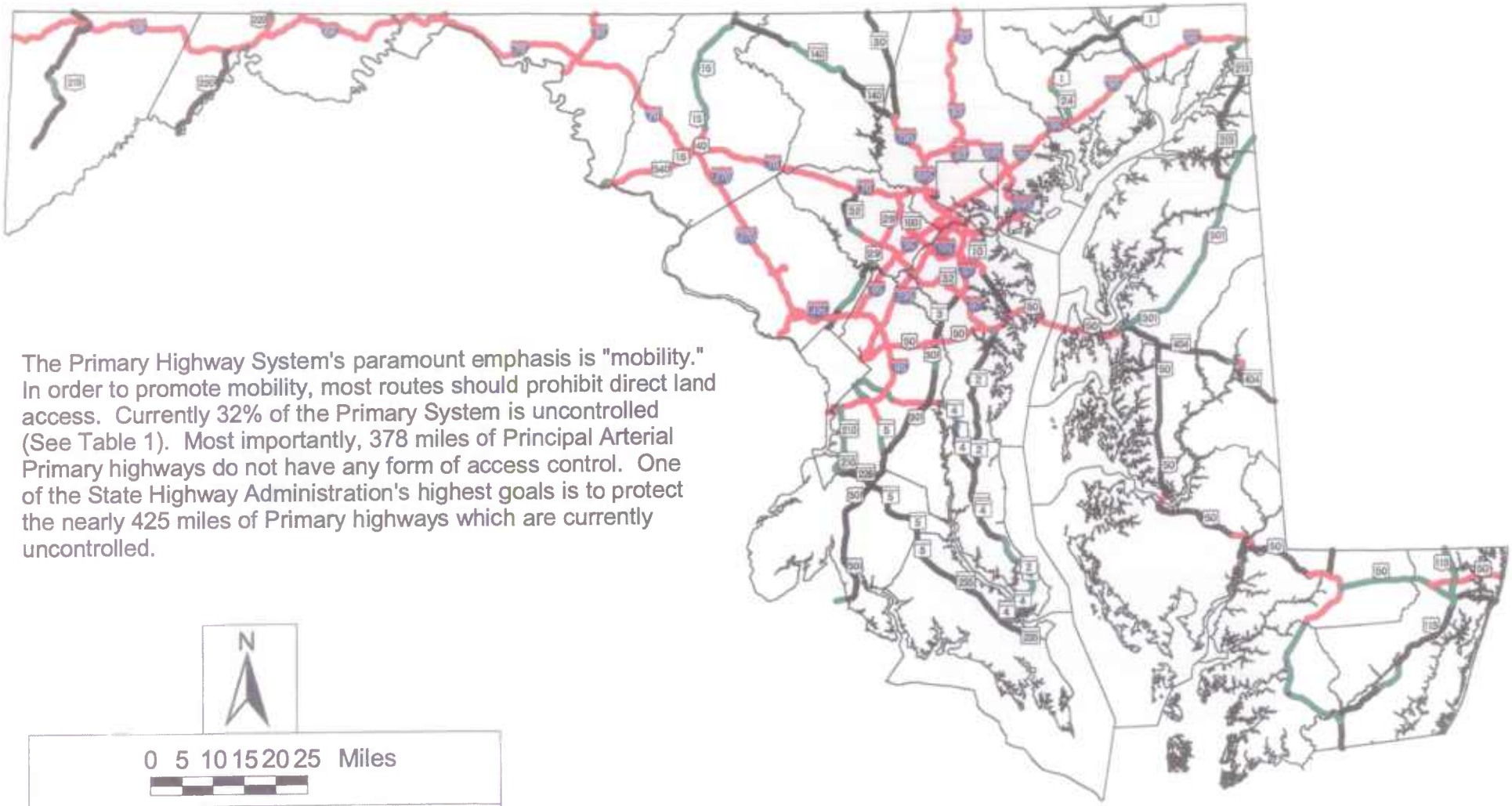

Ideally all arterials are potential candidates for access controls. Of the 5,196 miles of existing State Highway Administration roadways only 21% currently have access controls. Considering that approximately 59 percent of the State Highway Administrations system is composed of arterial facilities, the discrepancy between what is ideally desirable and what exists is very large.

**Table 1**
**Summary of SHA Access Controls**

| | Primary System | | Secondary System | | Total System | |
|---|---|---|---|---|---|---|
| Controls | Miles | Percent | Miles | Percent | Miles | Percent |
| Full | 661 | 50% | 16 | 1% | 677 | 13% |
| Partial | 231 | 18% | 162 | 4% | 393 | 8% |
| None | 425 | 32% | 3701 | 95% | 4126 | 79% |
| Total | 1317 | 100% | 3879 | 100% | 5196 | 100% |

Since establishing access controls on all existing arterials is neither possible nor prudent, the State's Primary Highway System is the focus of access control efforts. This limited mileage system, comprised mainly of Principal 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 64% of the total vehicle 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



The Primary Highway System's paramount emphasis is "mobility." In order to promote mobility, most routes should prohibit direct land access. Currently 32% of the Primary System is uncontrolled (See Table 1). Most importantly, 378 miles of Principal Arterial Primary highways do not have any form of access control. One of the State Highway Administration's highest goals is to protect the nearly 425 miles of Primary highways which are currently uncontrolled.

N

0 5 10 15 20 25 Miles

**EXISTING ACCESS CONTROL**

**PRIMARY SYSTEM**

- Full Control
- Partial Control
- No Control

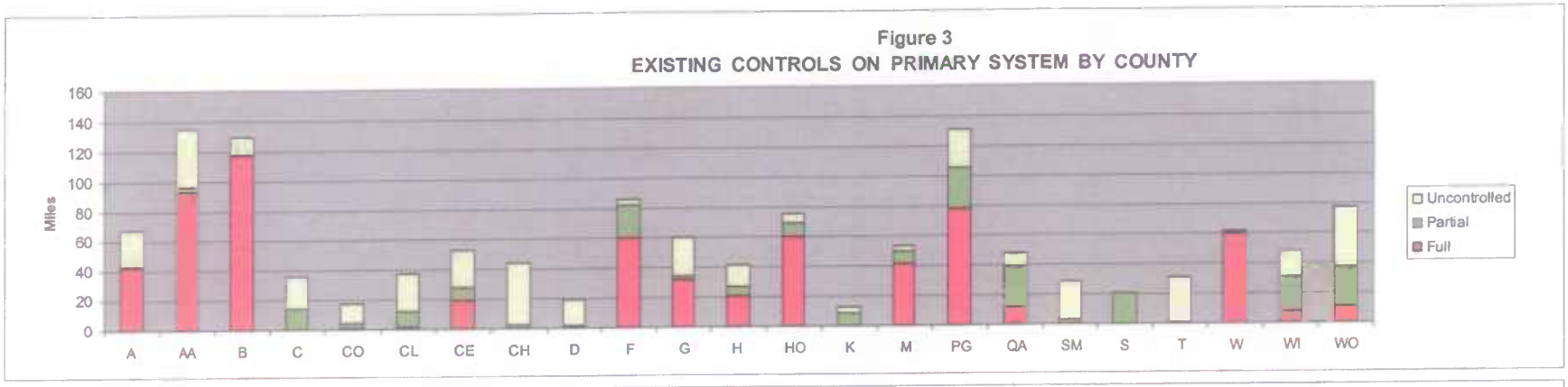


Figure 3
EXISTING CONTROLS ON PRIMARY SYSTEM BY COUNTY
Miles
160
140
120
100
80
60
40
20
0
A AA B C CO CL CE CH D F G H HO K M PG QA SM S T W WI WO
Uncontrolled
Partial
Full

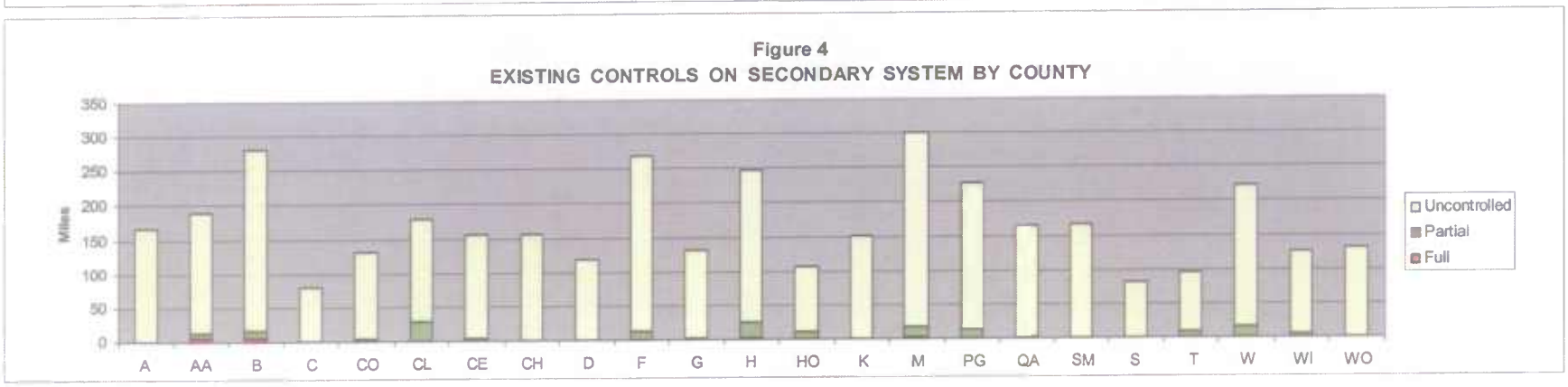


Figure 4
EXISTING CONTROLS ON SECONDARY SYSTEM BY COUNTY
Miles
350
300
250
200
150
100
50
0
A AA B C CO CL CE CH D F G H HO K M PG QA SM S T W WI WO
Uncontrolled
Partial
Full

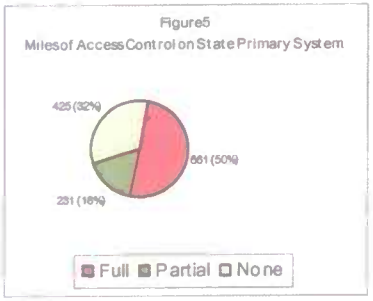


Figure5
Milesof AccessControl on State Primary System
425 (32%)
661 (50%)
231 (18%)
Full Partial None

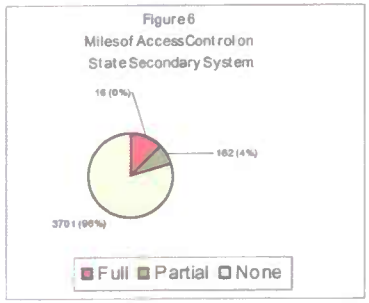


Figure 6
Milesof AccessControl on
State Secondary System
16 (0%)
162 (4%)
3701 (96%)
Full Partial None

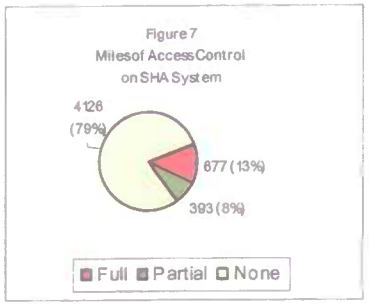
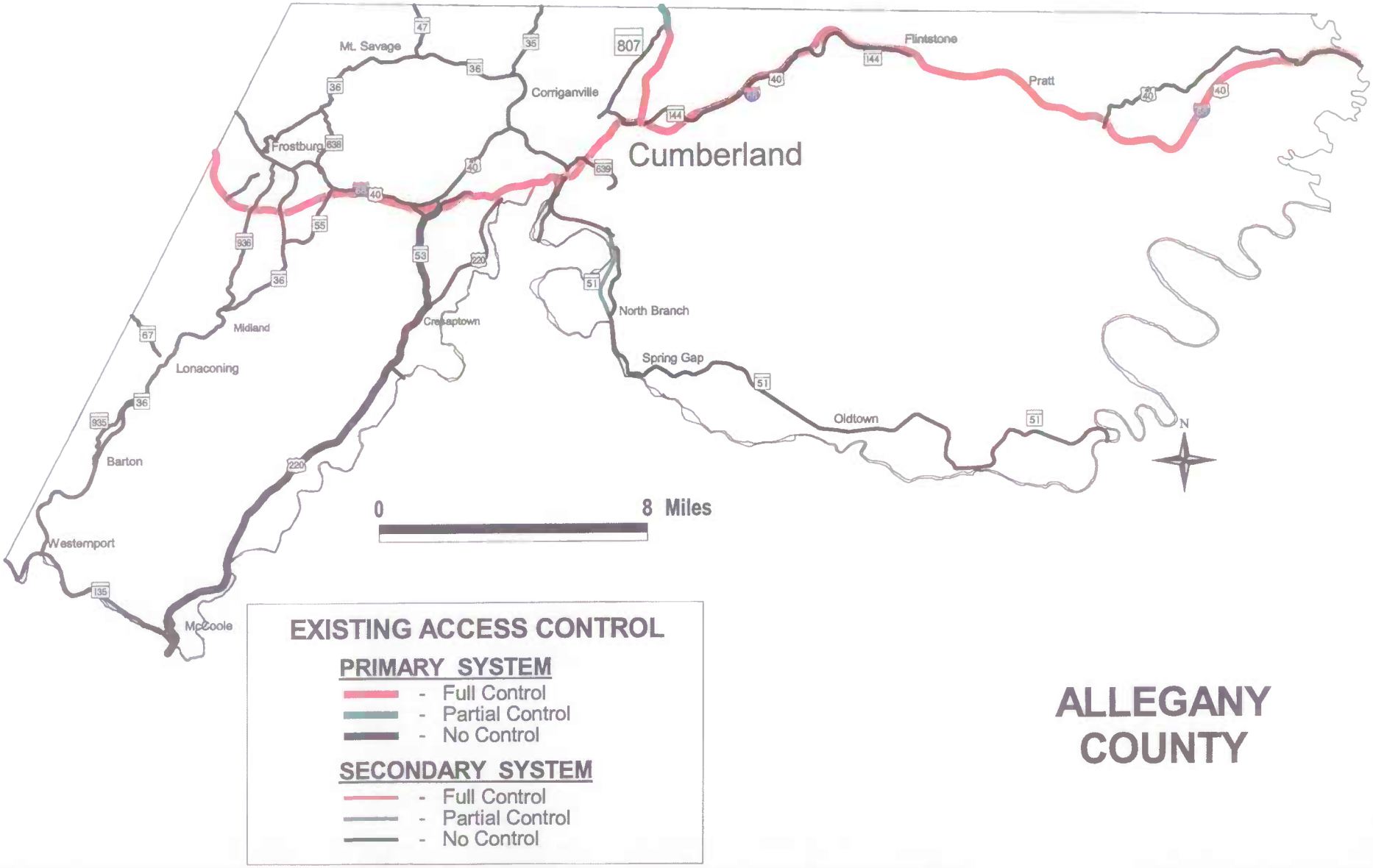


Figure 7
Milesof AccessControl
on SHA System
4126
(79%)
677 (13%)
393 (8%)
Full Partial None

## Table 2
## STATE HIGHWAY ADMINISTRATION ACCESS CONTROLLED MILEAGE BY COUNTY

| County | Primary System | | | | Secondary System | | | |
|---|---|---|---|---|---|---|---|---|
| | Full | Partial | Uncontrolled | Total | Full | Partial | Uncontrolled | Total |
| Allegany | 43 | 1 | 24 | 68 | 0 | 0 | 167 | 167 |
| Anne Arundel | 92 | 4 | 38 | 134 | 6 | 6 | 179 | 191 |
| Baltimore | 117 | 1 | 11 | 130 | 5 | 11 | 264 | 280 |
| Calvert | 0 | 14 | 22 | 36 | 0 | 0 | 80 | 80 |
| Caroline | 1 | 3 | 13 | 18 | 0 | 3 | 129 | 132 |
| Carroll | 2 | 10 | 26 | 37 | 0 | 29 | 150 | 179 |
| Cecil | 19 | 9 | 25 | 53 | 0 | 4 | 152 | 156 |
| Charles | 0 | 2 | 42 | 44 | 0 | 0 | 155 | 155 |
| Dorchester | 3 | 0 | 17 | 19 | 0 | 1 | 118 | 119 |
| Frederick | 60 | 22 | 5 | 86 | 0 | 13 | 254 | 268 |
| Garrett | 32 | 2 | 26 | 60 | 0 | 2 | 129 | 132 |
| Harford | 20 | 6 | 14 | 41 | 2 | 23 | 223 | 247 |
| Howard | 60 | 9 | 7 | 75 | 0 | 11 | 95 | 107 |
| Kent | 0 | 9 | 4 | 13 | 0 | 0 | 150 | 150 |
| Montgomery | 42 | 8 | 5 | 54 | 2 | 16 | 283 | 301 |
| Prince George's | 78 | 28 | 26 | 131 | 1 | 13 | 213 | 227 |
| Queen Anne's | 12 | 28 | 8 | 48 | 0 | 2 | 163 | 165 |
| St. Mary's | 0 | 3 | 26 | 29 | 0 | 0 | 167 | 167 |
| Somerset | 0 | 21 | 0 | 21 | 0 | 0 | 81 | 81 |
| Talbot | 1 | 0 | 30 | 31 | 0 | 8 | 87 | 95 |
| Washington | 60 | 2 | 0 | 62 | 0 | 15 | 206 | 222 |
| Wicomico | 8 | 23 | 17 | 49 | 0 | 5 | 122 | 127 |
| Worcester | 11 | 27 | 39 | 77 | 0 | 0 | 131 | 131 |
| Totals | 661 | 231 | 425 | 1317 | 16 | 162 | 3701 | 3879 |

COUNTY INVENTORY OF SHA ACCESS CONTROLS




# ALLEGANY COUNTY

# ALLEGANY COUNTY

Revised 8/04

## EXISTING CONTROLS OF ACCESS

### State Primary System Summary

Total Mileage = 68.30

| 2003 State Functional Classification | Full Controls | Partial Controls | No Controls | Total Mileage | Total Percent |
|---|---|---|---|---|---|
| Principal Arterials | 43.41 | 0.63 | 21.06 | 65.10 | 95.31% |
| Minor Arterials | 0.00 | 0.00 | 3.20 | 3.20 | 4.69% |
| Collector | 0.00 | 0.00 | 0.00 | 0.00 | 0.00% |
| Total | 43.41 | 0.83 | 24.26 | 68.30 | 100.00% |
| Percent | 63.56% | 0.92% | 35.52% | 100.00% | |

### State Secondary System Summary

Total Mileage = 187.47

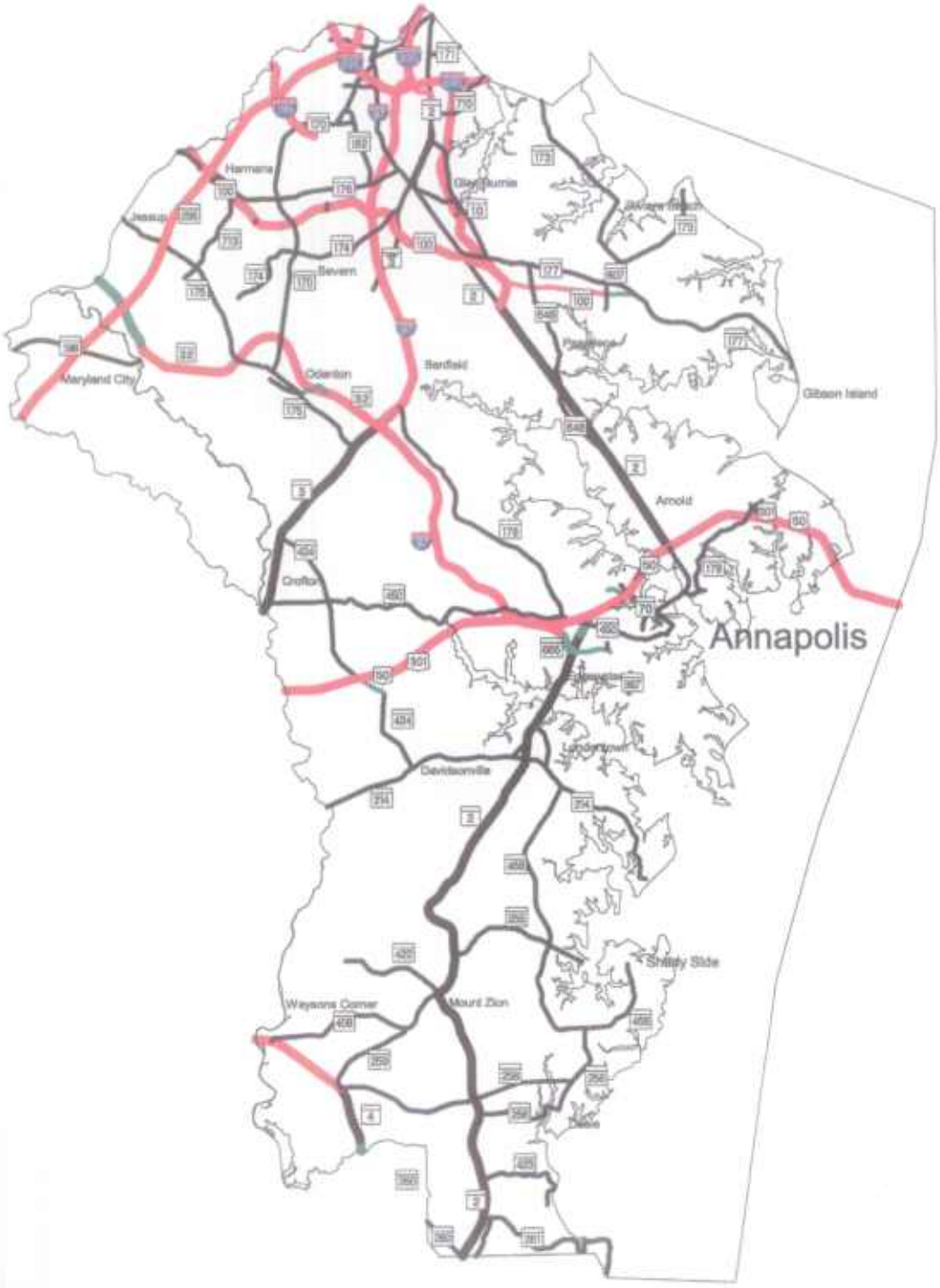
| 2003 State Functional Classification | Full Controls | Partial Controls | No Controls | Total Mileage | Total Percent |
|---|---|---|---|---|---|
| Principal Arterials | 0.00 | 0.00 | 47.88 | 47.88 | 100.00% |
| Minor Arterials | 0.00 | 0.00 | 54.82 | 54.82 | 100.00% |
| Collectors | 0.00 | 0.00 | 44.82 | 44.82 | 100.00% |
| Local | 0.00 | 0.00 | 19.95 | 19.95 | 100.00% |
| Total | 0.00 | 0.00 | 187.47 | 187.47 | |
| Percent | 0.00% | 0.00% | 100.00% | 100.00% | |

### Primary System Breakdown

| Route | Limits | Full Control Length | Partial Control Length | Federal Function |
|---|---|---|---|---|
| IS 68 | Garrett CO/L to MD 736 | 1.54 | 0.00 | Rural Interstate |
| IS 68 | MD 736 to MD 36 | 1.89 | 0.00 | Urban Interstate |
| IS 68 | MD 36 to MD 53 | 4.19 | 0.00 | Rural Interstate |
| IS 68 | MD 53 to MD 144 | 7.27 | 0.00 | Urban Interstate |
| IS 68 | MD 144 to Washington CO/L | 25.58 | 0.00 | Rural Interstate |
| US 220 | N. I-68 to MD 807 | 3.14 | | Rural OPA |
| US 220 | MD 807 to PA line | | 0.83 | Urban OPA |
| | Tot. Principal Arterials | 43.41 | 0.83 | |
| | Grand Total | 43.41 | 0.63 | |

### Secondary System Breakdown

| Route | Limits | Full Control Length | Partial Control Length | Federal Function |
|---|---|---|---|---|
| MD 51 | W. MD 51B to PPG Road | | 2.79 | Urban OPA |
| | Principal Arterial | | 2.79 | |
| | Grand Total | 0.00 | 2.79 | |




## EXISTING ACCESS CONTROL

**PRIMARY SYSTEM**

- Full Control
- Partial Control
- No Control

**SECONDARY SYSTEM**

- Full Control
- Partial Control
- No Control

# ANNE ARUNDEL COUNTY

## ANNE ARUNDEL COUNTY

## EXISTING CONTROL OF ACCESS

Revised 9/04

### Primary System Summary
Total Mileage = 134.28

| State Functional Classification | Full Controls | Partial Controls | No Controls | Total Mileage | Total Percent |
|---|---|---|---|---|---|
| Principal Arterials | 92.31 | 3.69 | 22.09 | 118.09 | 87.94% |
| Minor Arterials | 0.00 | 0.00 | 8.13 | 8.13 | 8.05% |
| Collector | 0.00 | 0.00 | 8.06 | 8.08 | 8.00% |
| Total | 92.31 | 3.89 | 38.28 | 134.28 | 100.00% |
| Percent | 88.74% | 2.75% | 28.51% | 100.00% | |

### Secondary System Summary
Total Mileage = 190.65

| State Functional Classification | Full Controls | Partial Controls | No Controls | Total Mileage | Total Percent |
|---|---|---|---|---|---|
| Principal Arterials | 8.21 | 2.00 | 33.60 | 41.81 | 21.93% |
| Minor Arterials | | 3.10 | 78.28 | 81.38 | 42.69% |
| Collectors | | 0.58 | 59.68 | 60.22 | 31.59% |
| Local | | | 7.24 | 7.24 | 3.80% |
| Total | 8.21 | 5.88 | 178.78 | 190.65 | 100.00% |
| Percent | 3.26% | 2.97% | 93.77% | 100.00% | |

### Primary System Breakdown

| Route | Limits | Full Control Length | Partial Control Length | Federal Function |
|---|---|---|---|---|
| I-195 | BWI Airport to Balto. CO/L | 2.56 | | Urb Interstate |
| I-97 | I-595 to MD 450 | 0.48 | | Urb Interstate |
| I-97 | MD 450 to Severn Run | 8.20 | | Rur Interstate |
| I-97 | Severn Run to I895A | 8.94 | | Urb Interstate |
| I-595/(US 50) | PG CO/L to South River | 5.26 | | Rur interstate |
| I-595/(US 50) | South River to MD 70 | 5.32 | | Urb Interstate |
| I-695 | I-97 to Balto CO/L | 2.92 | | Urb Interstate |
| I-895A | I-97 to I-895B | 0.71 | | Urb. FR/EX |
| MD 2 | Forest Dr. to I-595/US 50 | | 0.66 | Urban O.P.A. |
| MD 4 | Calvert CO/L to 1500' north | | 0.28 | Rural O.P.A. |
| MD 4 | MD 258 to PG County line | 2.87 | | Rural O.P.A. |
| MD 10 | MD 2 to MD 895 | 8.89 | 0.00 | Urb. FR/EX |
| MD 32 | I-97 to 0.82 mi N. MD 198 | 9.21 | | Urb. FR/EX |
| MD 32 | 0.82 mi N. MD 198 to 0.34 mi S MD 295 (US Gvt) | | 0.88 | Urb. O.P.A |
| MD 32 | 0.34 mi S. MD 295 to Howard CO/L | | 1.39 | Urb. FR/EX |
| MD 100 | Howard CO/L to MD 10 | 10.45 | | Urb. FR/EX |
| MD 295 | PG CO/L to MD 175 (NPS) | 8.45 | | Urb. FR/EX |
| MD 295 | MD 175 to Balto. CO/L | 8.85 | | Urb. FR/EX |
| MD 685 | I-595 to 0.13 W. Riva Rd. | 1.06 | | Urb. FR/EX |
| MD 865 | 0.13 W. Riva Road to MD 2 | | 0.50 | Urb. FR/EX |
| MD 895 | Baltimore City line to MD 10 (Toll) | 0.78 | | Urb. FR/EX |
| MD 895 | MD 10 to I-97 | 1.72 | | Urb. FR/EX |
| | Sub total | 82.25 | 3.89 | |

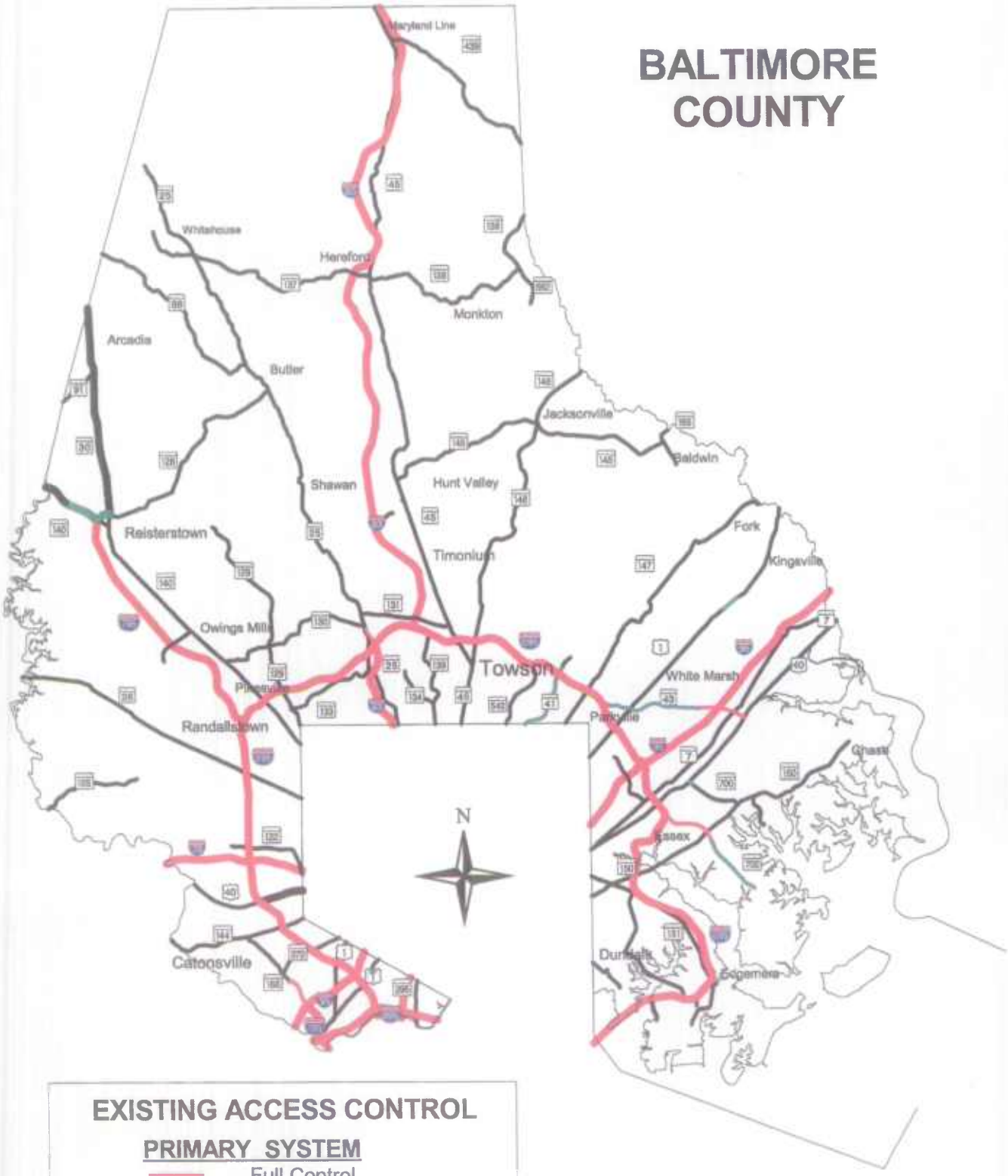
### Primary System Breakdown

| Route | Limits | Full Control Length | Partial Control Length | Federal Function |
|---|---|---|---|---|
| MD 895 | Balto. Co. line to Balto City line (Toll) | 0.80 | | Urb. Interstate |
| US 50 | MD 70 to MD 908D | 8.43 | | Urb. FR/EX |
| US 50 | MD 908D to QA CO/L (Toll) | 2.83 | | Urb. FR/EX |
| | Sub Total | 10.06 | 0.00 | |
| | Total Primary System | 92.31 | 3.69 | |

### Secondary System Breakdown

| Route | Limits | Full Control Length | Partial Control Length | Federal Function |
|---|---|---|---|---|
| I-895B | MD 2 to I-895 | 2.87 | | Urb. FR/EX |
| MD 100 | MD 10 to MD 807 | 3.54 | | Urb. FR/EX |
| MD 100 | MD 807 to MD 177 | | 0.88 | Urb. FR/EX |
| MD 885 | MD 2 to Forest Dr. | | 1.12 | Urb. FR/EX |
| | Tot. Principal Arterials | 6.21 | 2.00 | |
| MD 70 | E. College Creek to Bestgate Rd | | 2.05 | Urb Min. Art. |
| MD 424 | MD 909 to Rossback Rd | | 1.05 | Rural Min. Art. |
| | Total Minor arterials | 0.00 | 3.10 | |
| MD 32AA | MD 32 to MD 175 at MD 677 | | 0.56 | Urban Collector |
| | Total Collectors | 0.00 | 0.58 | |
| | Grand Total | 0.00 | 3.86 | |

# BALTIMORE COUNTY




## EXISTING ACCESS CONTROL

**PRIMARY SYSTEM**

- Full Control
- Partial Control
- No Control

**SECONDARY SYSTEM**

- Full Control
- Partial Control
- No Control

# BALTIMORE COUNTY

Revised 9/04

## EXISTING CONTROL OF ACCESS

### Primary System Summary

Total Mileage = 129.74

| 2003 State Functional Classification | Full Control | Partial Control | No Control | Total Mileage | Total Percent |
|---|---|---|---|---|---|
| Principal Arterials | 117.37 | 1.24 | 11.13 | 129.74 | 100% |
| Minor Arterials | | | | 0.00 | 0.00% |
| Collector | | | | 0.00 | 0.00% |
| | | | | 0.00 | 0.00% |
| | 117.37 | 1.24 | 11.13 | 129.74 | 100.00% |
| Percent | 90.47% | 0.96% | 6.58% | 100.00% | |

### Secondary System Summary

Total Mileage = 279.98

| 2003 State Functional Classification | Full Control | Partial Control | No Control | Total Mileage | Total Percent |
|---|---|---|---|---|---|
| Principal Arterials | 5.13 | 10.53 | 89.74 | 105.40 | 37.65% |
| Minor Arterials | | | 91.07 | 91.07 | 32.53% |
| Collectors | | | 63.51 | 83.51 | 29.83% |
| Local | | 0.00 | | 0.00 | 0.00% |
| Total | 5.13 | 10.53 | 264.32 | 279.98 | 100.00% |
| Percent | 1.63% | 3.76% | 94.41% | 100.00% | |

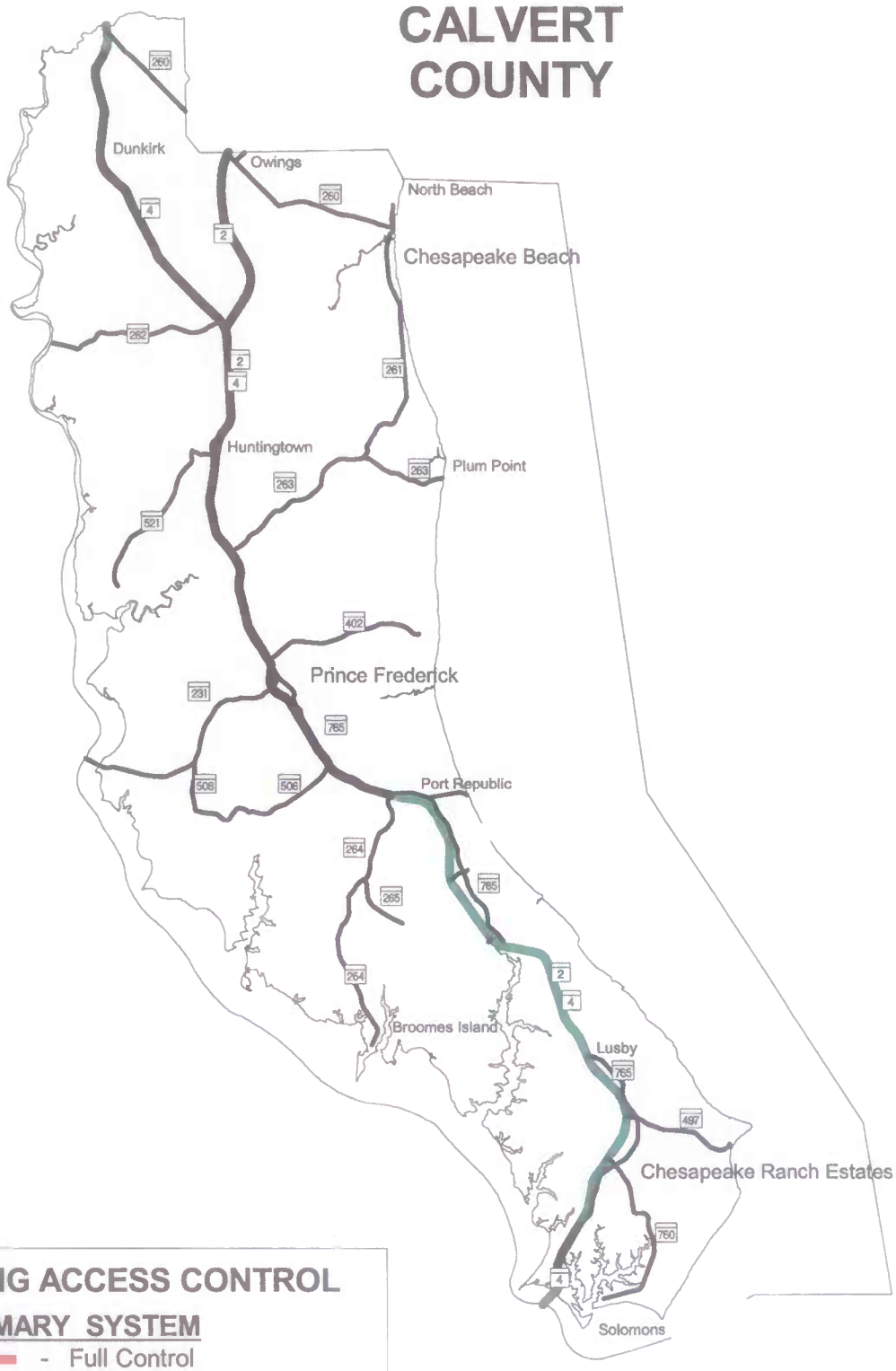
### Primary System Breakdown

| Route | Limits | Full Controls Length | Partial Controls Length | Federal Function |
|---|---|---|---|---|
| I-70 | Howard CO/L to Balto City line | 4.70 | | Urban Interstate |
| I-83 | Balto. City line to Shawan Road | 10.48 | | Urban Interstate |
| I-83 | Shewan Road to PA line | 17.32 | | Rural Interstate |
| I-95 | Howard CO/L to Balt. City line | 3.62 | | Urban Interstate |
| I-95 | Balto. City line to Harford CO/L (Toll) | 22.85 | | Urban Interstate |
| I-195 | AA line to I-95 | 1.75 | | Urban Interstate |
| I-695 | AA line to I-95 | 27.65 | | Urban Interstate |
| I-795 | I-695 to MD 140 | 6.99 | | Urban Interstate |
| I-895 | HO CO/L to AA CO/L (Toll) | 4.61 | | Urban FR/EX |
| MD 140 | I-795 to Brian Daniel CT. | | 1.24 | Rural O.P.A. |
| MD 295 | AA/L to Balto City line | 1.42 | | Urban FR/EX |
| MD 695 | I-695 to 0.25 mi N. MD 151 | 9.24 | | Urban FR/EX |
| MD 695 | 0.25 mi N. MD 151 to Balto. CI/L (Toll) | 4.42 | | Urban FR/EX |
| MD 795 | MD 140 to MD 30 | 0.47 | | |
| | Tot. Principal Arterial | 117.52 | 1.24 | |
| | | | | |
| | Grand Total | 117.52 | 1.24 | |

### Secondary System Breakdown

| Route | Limits | Full Controls Length | Partial Controls Length | Federal Function |
|---|---|---|---|---|
| US 1 | Big Gunpowder Falls to Sherdale Dr. | | 0.69 | Rural O.P.A |
| MD 25 A | I-695 at I-83 to MD 25 | 0.58 | | Urban FR/EX |
| MD 41 | Belto. City line to Setyr Hill Road | | 2.59 | Urban FR/EX |
| MD 43 | I-695 to Honeygo Blvd. | | 5.15 | Urban FR/EX |
| MD 43 | Honeygo Blvd to US 40 | 1.64 | | Urban FR/EX |
| MD 166 | I-95 to MD 166 S/B | 0.66 | | Urban Art.. |
| MD 702 | MD 695 to Old Eastern Ave. | 2.03 | | Urban FR/EX |
| MD 702 | Old East Ave to Back River Neck | | 2.10 | Urban FR/EX |
| | Tot. Principal Arterial | 5.13 | 10.53 | |
| | | | | |
| | Total Minor arterial | | | |
| | | | | |
| | Total Collector | | | |
| | | | | |
| | Total Local | 0.00 | 0.00 | |
| | | | | |
| | Grand Total | 5.13 | 10.53 | |

# CALVERT COUNTY




## EXISTING ACCESS CONTROL

**PRIMARY SYSTEM**

- Full Control
- Partial Control
- No Control

**SECONDARY SYSTEM**

- Full Control
- Partial Control
- No Control

## CALVERT COUNTY

Revised 8/04

## EXISTING CONTROL OF ACCESS

### Primary System Summary

Total Mileage = 36.46

| State Functional Classification | Full Control | Partial Control | No Control | Total Mileage | Total Percent |
|---|---|---|---|---|---|
| Principal Arterials | | 14.39 | 17.52 | 31.91 | 87.52% |
| Minor Arterials | | | | | 0.00% |
| Collector | | | 4.55 | 4.55 | 12.48% |
| | | 14.39 | 22.07 | 36.46 | 100.00% |
| Percent | 0.00% | 39.47% | 60.53% | 100.00% | |

### Secondary System Summary

Total Mileage = 80.31

| State Functional Classification | Full Control | Partial Control | No Control | Total Mileage | Total Percent |
|---|---|---|---|---|---|
| Principal Arterials | | | 5.56 | 5.56 | 6.92% |
| Minor Arterials | | | 16.08 | 16.08 | 20.02% |
| Collectors | | | 37.82 | 37.82 | 47.09% |
| Local | | | 20.85 | 20.85 | 25.96% |
| Total | 0.00 | 0.00 | 80.31 | 80.31 | 100.00% |
| Percent | 0.00% | 0.00% | 100.00% | 100.00% | |

### Primary System Breakdown

| Route | Limits | Full Control Length | Partial Control Length | Federal Function |
|---|---|---|---|---|
| MD 2/4 | Dowel Road to MD 264 | | 13.21 | Rural O.P.A. |
| MD 4 | St. Mary's CO/L to MD 2 | | 0.71 | Rural O.P.A. |
| MD 4 | AA Co. line to Drury Lane | | 0.47 | Rural O.P.A |
| | **Tot. Principal Arterial** | 0.00 | 14.39 | |
| | **Grand Total** | 0.00 | 14.39 | |

### Secondary System Breakdown

| Route | Limits | Full Control Length | Partial Control Length | Federal Function |
|---|---|---|---|---|
| | **Grand Total** | 0.00 | 0.00 | |

# CAROLINE COUNTY

## EXISTING ACCESS CONTROL

**PRIMARY SYSTEM**

- Full Control
- Partial Control
- No Control

**SECONDARY SYSTEM**

- Full Control
- Partial Control
- No Control

## CAROLINE COUNTY

Revised 3/05

## EXISTING CONTROL OF ACCESS

### Primary System Summary

Total Mileage = 18.18

| State Functional Classification | Full Control | Partial Control | No Control | Total Mileage | Total Percent |
|---|---|---|---|---|---|
| Principal Arterials | 1.40 | 3.37 | 13.41 | 18.18 | 100.00% |
| Minor Arterials | | | | | 0.00% |
| Collector | | | | | 0.00% |
| | 1.40 | 3.37 | 13.41 | 18.18 | 100.00% |
| Percent | 7.70% | 18.54% | 73.78% | 100.00% | |

### Secondary System Summary

Total Mileage = 131.92

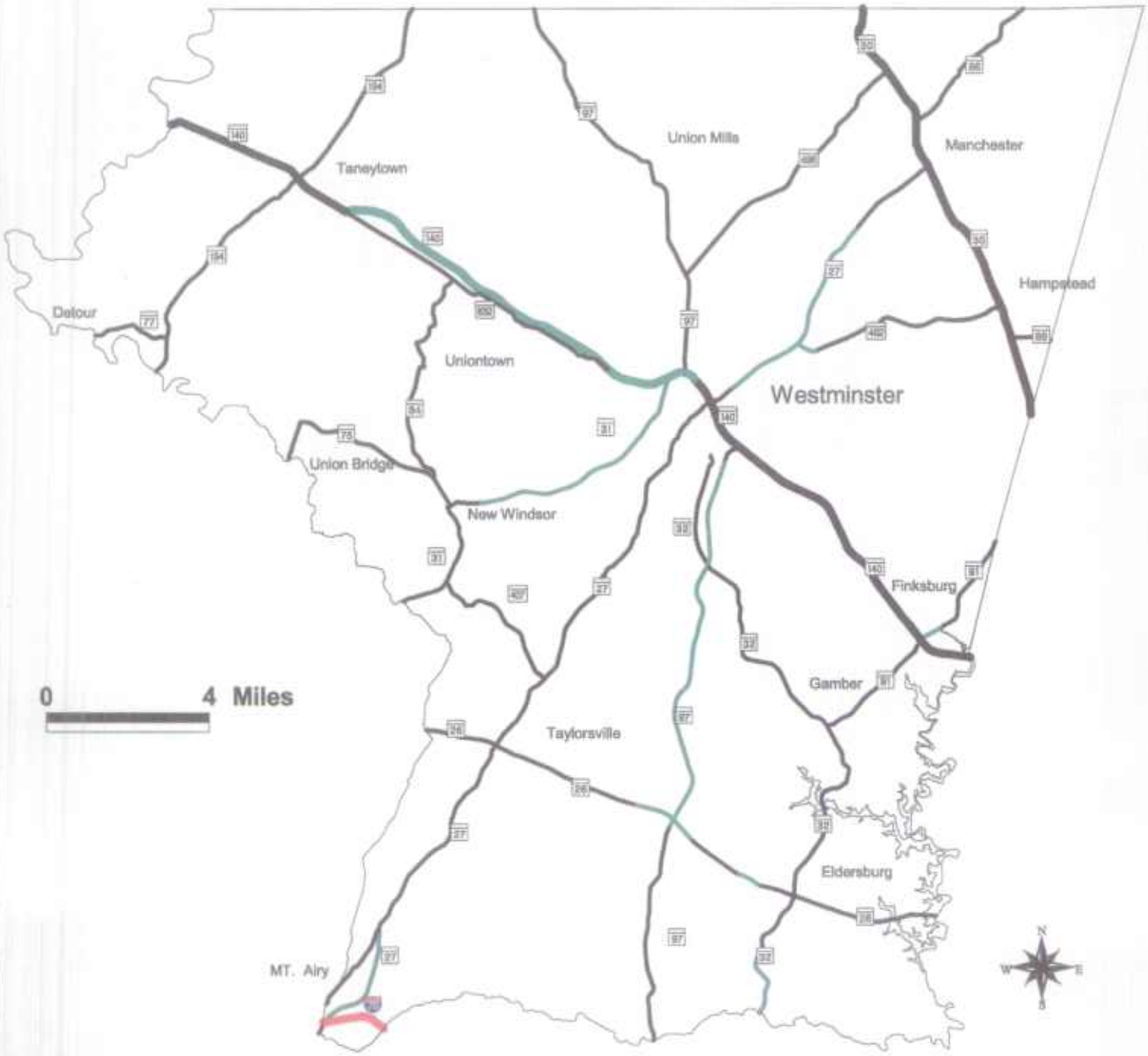
| State Functional Classification | Full Control | Partial Control | No Control | Total Mileage | Total Percent |
|---|---|---|---|---|---|
| Principal Arterials | | | | | |
| Minor Arterials | | 3.39 | 53.53 | 56.92 | 43.15% |
| Collectors | | | 69.50 | 89.50 | 52.68% |
| Local | | | 5.50 | 5.50 | 4.17% |
| Total | 0.00 | 3.39 | 128.53 | 131.92 | 100.00% |
| Percent | 0.00% | 2.57% | 97.43% | 100.00% | |

### Primary System Breakdown

| Route | Limits | Full Control Length | Partial Control Length | Federal Function |
|---|---|---|---|---|
| MD 404 | MD 404Bus to MD 313 | | 1.83 | Rural Other Principal Arterial |
| MD 404 | MD 313 to MD 404 Bus | 1.40 | | Rural Other Principal Arterial |
| MD 404 | MD 404 Bus to Legum Road | | 0.73 | Rural Other Principal Arterial |
| MD 404 | Legion Road to Double Hill Rd | | 0.81 | Rural Other Principal Arterial |
| | **Tot. Principal Arterials** | 1.40 | 2.58 | |
| | | | | |
| | **Grand Total** | 1.40 | 3.37 | |

### Secondary System Breakdown

| Route | Limits | Full Control Length | Partial Control Length | Federal Function |
|---|---|---|---|---|
| MD 313 | MD 318 to Faulkner Branch Bridge | | 3.39 | Rural Minor Arterial |
| | **Minor Arterials** | | 3.39 | |
| | **Grand Total** | 0.00 | 3.39 | |




## EXISTING ACCESS CONTROL

**PRIMARY SYSTEM**

- Full Control
- Partial Control
- No Control

**SECONDARY SYSTEM**

- Full Control
- Partial Control
- No Control

# CARROLL COUNTY

# CARROLL COUNTY

Revised 8/04

## EXISTING CONTROLS OF ACCESS

### State Primary System Summary

Total Mileage = 37.47

| State Functional Classification | Full Controls | Partial Controls | No Controls | Total Mileage | Total Percent |
|---|---|---|---|---|---|
| Principal Arterials | 1.61 | 9.82 | 26.04 | 37.47 | 100.00% |
| Minor Arterials | | | | 0.00 | 0.00% |
| Collector | | | | 0.00 | 0.00% |
| | 1.61 | 9.82 | 26.04 | 37.47 | 100.00% |
| Percent | 4.30% | 26.21% | 69.50% | 100.00% | |

### State Secondary System Summary

Total Mileage = 178.77

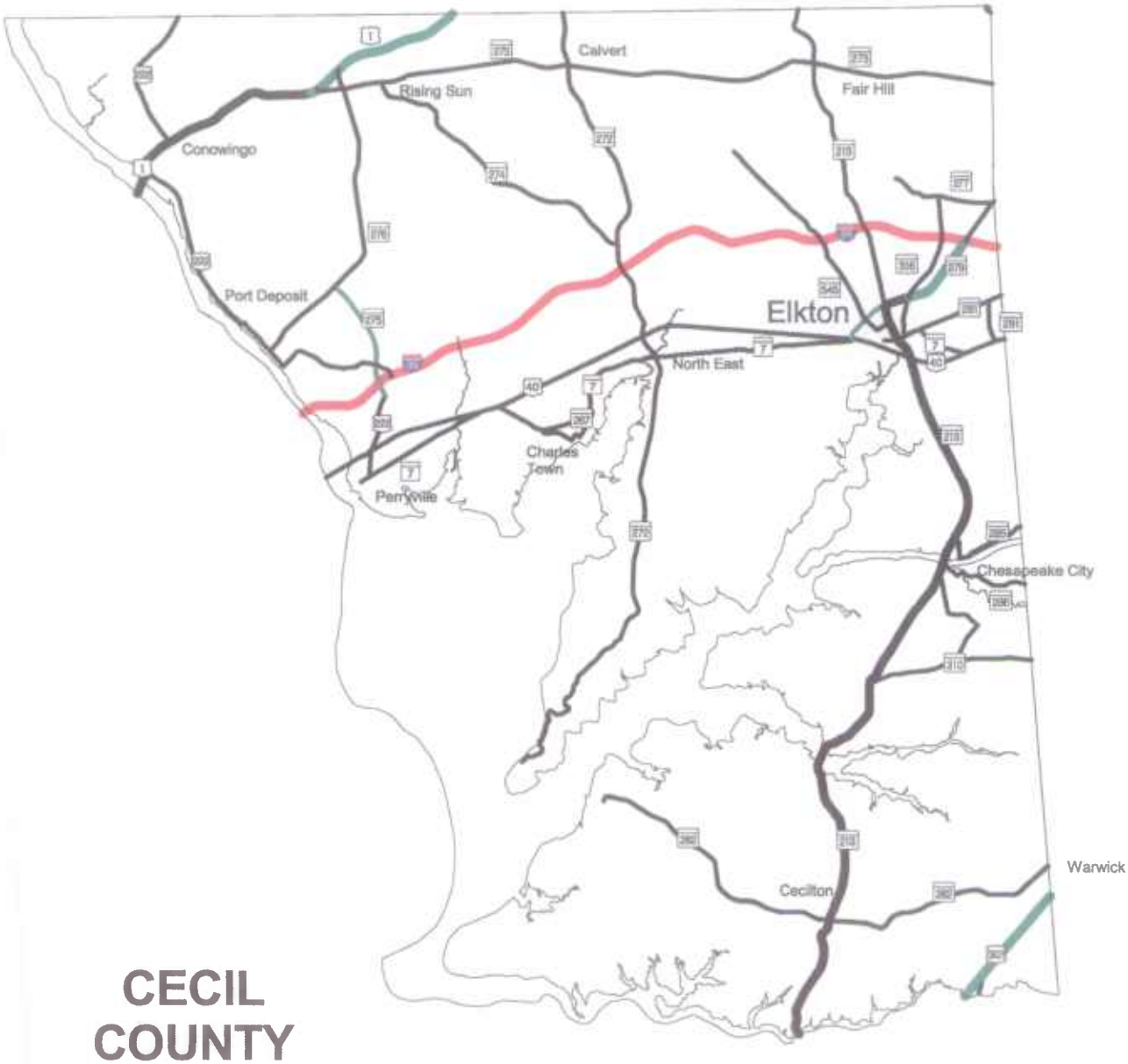
| State Functional Classification | Full Controls | Partial Controls | No Controls | Total Mileage | Total Percent |
|---|---|---|---|---|---|
| Principal Arterials | | 2.73 | 10.73 | 13.46 | 7.53% |
| Minor Arterials | | 25.19 | 65.63 | 90.82 | 50.80% |
| Collectors | | 0.66 | 43.19 | 43.85 | 24.53% |
| Local | | 0.00 | 30.64 | 30.64 | 17.14% |
| Total | 0.00 | 28.58 | 150.19 | 178.22 | 100.00% |
| Percent | 0.00% | 15.99% | 84.01% | 100.00% | |

### Primary System Breakdown

| Route | Limits | Full Controls Length | Partial Controls Length | Federal Function |
|---|---|---|---|---|
| I-70 | Frederick CO/L to Howard CO/L | 1.61 | | Rural Interstate |
| MD 140 | Sullivan Rd to MD 31 | | 0.31 | Urban Freeway/Expway |
| MD 140 | MD 31 to Royer Rd | | 1.23 | Urban O.P.A. |
| MD 140 | Royer Rd to Old Taneytown Road | | 8.28 | Rural O.P.A. |
| MD 482 | Tot. Principal Arterial | 1.61 | 10.33 | |
| | Grand Total | 1.61 | 9.82 | |

### Secondary System Breakdown

| Route | Limits | Full Controls Length | Partial Controls Length | Federal Function |
|---|---|---|---|---|
| MD 32 | MD 32A to Raincliffe Rd. | | 0.99 | Urb O.P.A |
| MD 97 | Hook Road to 0.29 So. Mary Ave. | | 1.19 | Urb O.P.A. |
| MD 482 | MD 27 to Leisters Church Road | | 0.55 | Urb. O.P.A |
| | Principal Arterial | | 2.73 | |
| MD 26 | Freter Rd to Klee Mill Rd S. | | 1.89 | Rur Min Art |
| MD 26 | MD 850F to Martz Rd | | 0.83 | Rur Min Art |
| MD 27 | I-70 to MD N. Main St. | | 2.88 | Rur Min Art |
| MD 27 | MD 140 to Albert Rill Rd | | 5.25 | Rur Min Art |
| MD 31 | E. Corp Lmts New Windsor to MD 852K | | 3.58 | Rur Min Art |
| MD 31 | MD 852K to MD 140 | | 2.50 | Urb. O.P.A |
| MD 32 | Howard Co/L to MD 32A | | 0.47 | Rur Min Art |
| MD 97 | MD 26 to Hook Road | | 8.19 | Rur Min Art |
| | Total Minor Arterial | | 25.19 | |
| MD 91 | MD 140 to 0.13 N. MD 879E | | 0.86 | Rur. Maj. Coll. |
| | Total Collector | | 0.66 | |
| | Grand Total | 0.00 | 28.58 | |




# CECIL COUNTY

## EXISTING ACCESS CONTROL

**PRIMARY SYSTEM**

- Full Control
- Partial Control
- No Control

**SECONDARY SYSTEM**

- Full Control
- Partial Control
- No Control

# CECIL COUNTY

Revised 8/04

## EXISTING CONTROL OF ACCESS

### Primary System Summary

Total Mileage = 52.64

| State Functional Classification | Full Control | Partial Control | No Control | Total Mileage | Total Percent |
|---|---|---|---|---|---|
| Principal Arterials | 18.50 | 9.18 | 7.93 | 35.61 | 67.65% |
| Minor Arterials | | | 17.03 | 17.03 | 32.35% |
| Collector | | | 0.00 | 0.00 | 0.00% |
| | 18.50 | 9.18 | 24.96 | 52.64 | 100.00% |
| Percent | 35.14% | 17.44% | 47.42% | 100.00% | |

### Secondary System Summary

Total Mileage = 155.70

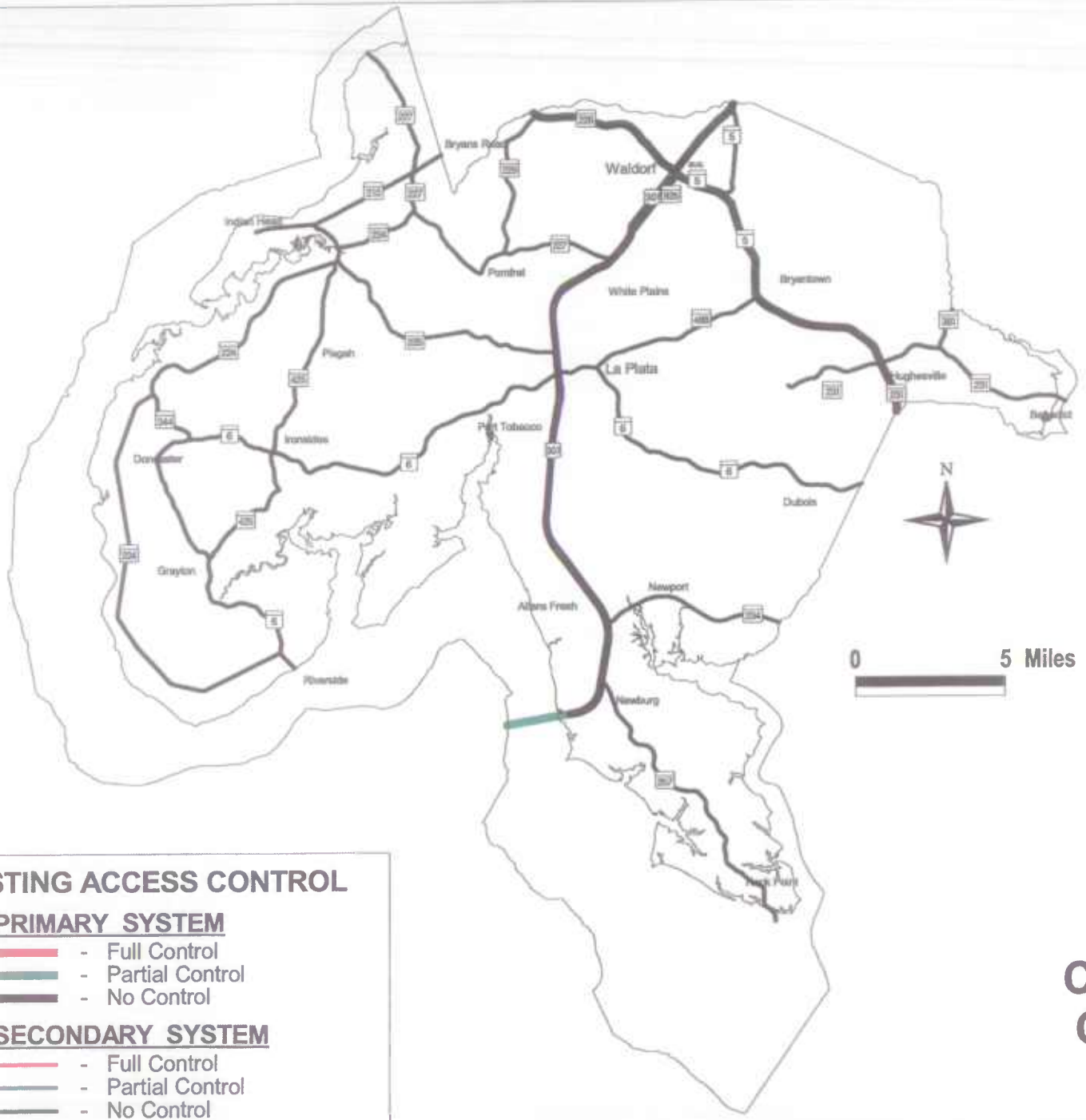
| State Functional Classification | Full Control | Partial Control | No Control | Total Mileage | Total Percent |
|---|---|---|---|---|---|
| Principal Arterials | | 1.18 | 9.23 | 10.41 | 6.69% |
| Minor Arterials | | 2.90 | 70.66 | 73.56 | 47.24% |
| Collectors | | 0.00 | 64.37 | 64.37 | 41.34% |
| Local | | | 7.36 | 7.36 | 4.73% |
| Total | 0.00 | 4.08 | 151.62 | 155.70 | 100.00% |
| Percent | 0.00% | 2.62% | 97.38% | 100.00% | |

### Primary System Breakdown

| Route | Limits | Full Controls Length | Partial Controls Length | Federal Function |
|---|---|---|---|---|
| I-95 | Harford CO/L to Frenchtown Rd | 1.45 | | Rural Interstate |
| I-95 | Frenchtown Rd to MD 824A | 1.30 | | Rural Interstate |
| I-95 | MD 824A to .88 mi S MD 272 | 5.39 | | Rural Interstate |
| I-95 | 0.86 mi S. MD 272 to NE Creek | 1.45 | | Rural Interstate |
| I-95 | NE Creek to MD 316 | 7.57 | | Rural Interstate |
| I-95 | MD 316 to DEL/L | 1.34 | | Urban Interstate |
| MD 279 | MD 316 to N. I-95 | | 2.01 | Urban FR/EX |
| US 1 | MD 273A to PA line | | 4.03 | Rural O.P.A. |
| US 301 | Kent CO/L to Delaware line | | 3.14 | Rural O.P.A. |
| | Tot. Principal Arterial | 18.50 | 9.18 | |
| | | | | |
| | Grand Total | 18.50 | 9.18 | |

### Secondary System Breakdown

| Route | Limits | Full Controls Length | Partial Controls Length | Federal Function |
|---|---|---|---|---|
| MD 279 | US 40 MD 213 | | 1.18 | Urban O.P.A. |
| | Total Principal Arterials | | 1.18 | |
| MD 222 | NB I-95 ramp to MD 275 | | 0.68 | Rural Minor Arterial |
| MD 275 | MD 222 to MD 276 | | 2.22 | Rural Minor Arterial |
| | Total Minor Arterials | | 2.90 | |
| | | | | |
| | Grand Total | 0.00 | 4.08 | |




## EXISTING ACCESS CONTROL

**PRIMARY SYSTEM**

- Full Control
- Partial Control
- No Control

**SECONDARY SYSTEM**

- Full Control
- Partial Control
- No Control

# CHARLES COUNTY

## CHARLES COUNTY

Revised 8/04

## EXISTING CONTROL OF ACCESS

### Primary System Summary

Total Mileage = 44.02

| State Functional Classification | Full Control | Partial Control | No Control | Total Mileage | Total Percent |
|---|---|---|---|---|---|
| Principal Arterials | | 2.17 | 41.85 | 44.02 | 100.00% |
| Minor Arterials | | | | | 0.00% |
| Collector | | | | | 0.00% |
| | 0.00 | 2.17 | 41.85 | 44.02 | 100.00% |
| Percent | 0.00% | 4.93% | 95.07% | 100.00% | |

### Secondary System Summary

Total Mileage = 155.49

| State Functional Classification | Full Control | Partial Control | No Control | Total Mileage | Total Percent |
|---|---|---|---|---|---|
| Principal Arterials | | | 26.82 | 26.82 | 17.25% |
| Minor Arterials | | | 29.69 | 29.69 | 19.09% |
| Collectors | | | 78.15 | 78.15 | 50.26% |
| Local | | | 20.83 | 20.83 | 13.40% |
| Total | 0.00 | 0.00 | 155.49 | 155.49 | 100.00% |
| Percent | 0.00% | 0.00% | 100.00% | 100.00% | |

### Primary System Breakdown

| Route | Limits | Full Control Length | Partial Control Length | Federal Function |
|---|---|---|---|---|
| US 301 | VA line to N. Toll Plaza (Toll) | | 2.17 | Rural O.P.A. |
| | **Grand Total** | | 2.17 | |

### Secondary System Breakdown

| Route | Limits | Full Control Length | Partial Control Length | Federal Function |
|---|---|---|---|---|
| | | | | |
| | **Grand Total** | 0.00 | 0.00 | |

## EXISTING ACCESS CONTROL

**PRIMARY SYSTEM**

- Full Control
- Partial Control
- No Control

**SECONDARY SYSTEM**

- Full Control
- Partial Control
- No Control

# DORCHESTER COUNTY

## DORCHESTER COUNTY

Revised 8/04

## EXISTING CONTROL OF ACCESS

### Primary System Summary

Total Mileage 18.83

| State Functional Classification | Full Control | Partial Control | No Control | Total Mileage | Total Percent |
|---|---|---|---|---|---|
| Principal Arterials | 2.54 | | 16.90 | 19.44 | 100.00% |
| Minor Arterials | | | | | 0.00% |
| Collector | | | | | 0.00% |
| | 2.54 | 0.00 | 16.90 | 19.44 | 100.00% |
| Percent | 13.07% | 0.00% | 86.93% | 100.00% | |

### Secondary System Summary

Total Mileage = 119.06

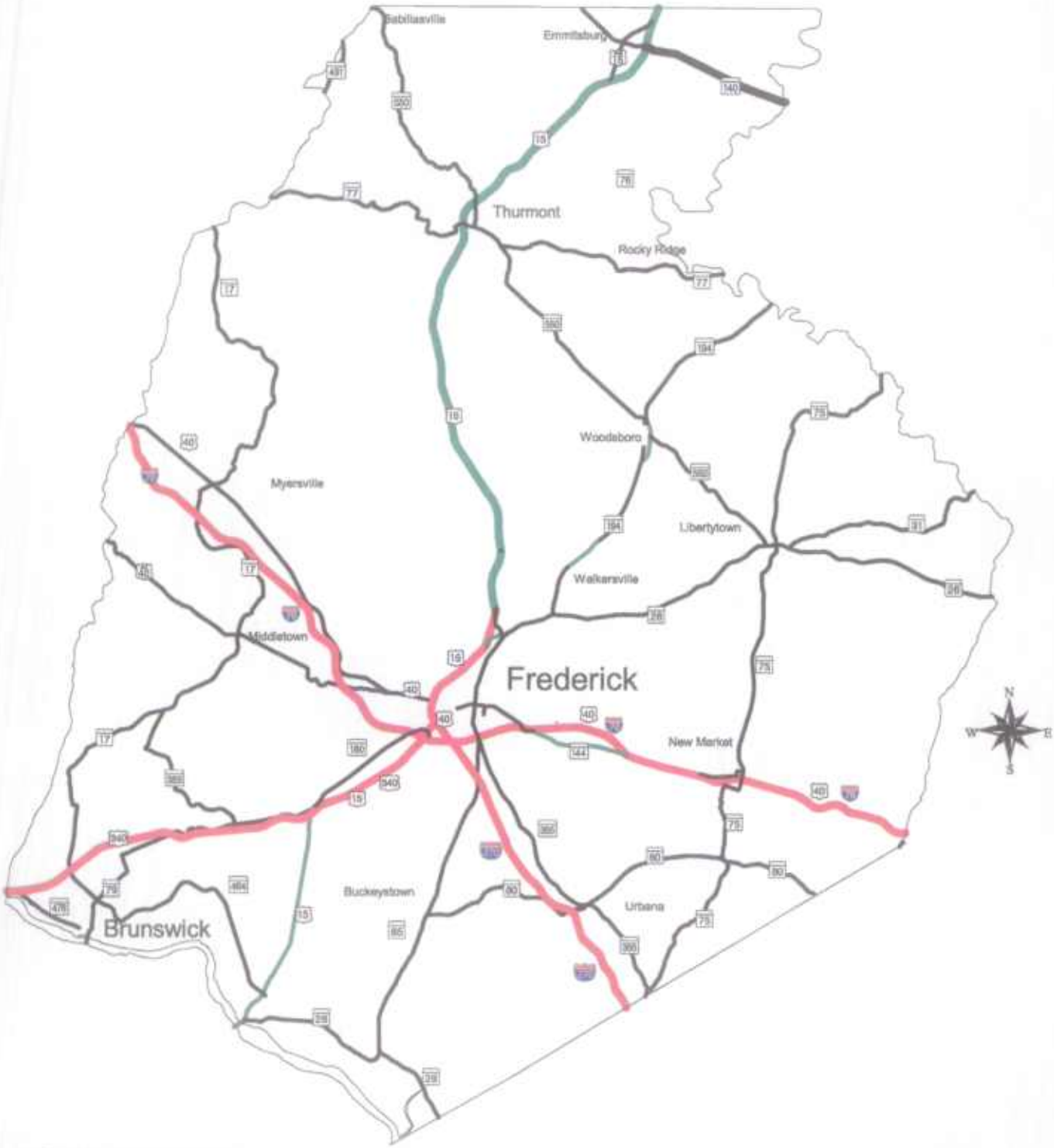
| State Functional Classification | Full Control | Partial Control | No Control | Total Mileage | Total Percent |
|---|---|---|---|---|---|
| Principal Arterials | | | 4.70 | 4.70 | 3.95% |
| Minor Arterials | | 0.62 | 64.42 | 65.04 | 54.63% |
| Collectors | | | 47.97 | 47.97 | 40.29% |
| Local | | | 1.35 | 1.35 | 1.13% |
| Total | 0.00 | 0.62 | 118.44 | 119.06 | 100.00% |
| Percent | 0.00% | 0.52% | 99.48% | 100.00% | |

### Primary System Breakdown

| Route | Limits | Full Control Length | Partial Control Length | Federal Function |
|---|---|---|---|---|
| US 50 | Talbot CO/L to End Bridge | 0.61 | | Rural OP Arterial |
| US 50 | Old Ocean Gateway to Wicomico County Line | 1.93 | | Rural OP Arterial |
| | **Tot. Principal Arterial** | 2.54 | 0.00 | |
| | | | | |
| | **Grand Total** | 2.54 | 0.00 | |

### Secondary System Breakdown

| Route | Limits | Full Control Length | Partial Control Length | Federal Function |
|---|---|---|---|---|
| MD 392 | MD 392A to MD 331 | | 0.62 | Rural Minor Arterial |
| | **Minor Arterial** | 0.00 | 0.62 | |
| | | | | |
| | **Grand Total** | 0.00 | 0.00 | |




## EXISTING ACCESS CONTROL

**PRIMARY SYSTEM**

- Full Control
- Partial Control
- No Control

**SECONDARY SYSTEM**

- Full Control
- Partial Control
- No Control

# FREDERICK COUNTY