

# Quarterly Congestion Analysis Report for the Baltimore Region

## Top 10 Bottleneck Locations

1<sup>st</sup> Quarter 2018

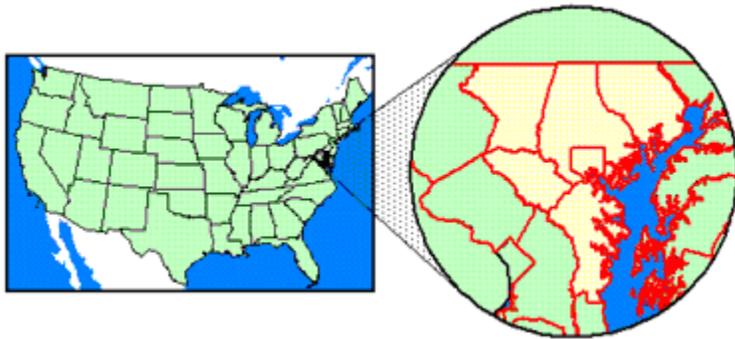


# Table of Contents

- About the region.....2
- How bottleneck conditions are tracked .....4
- Maps Defined .....5
- Top 10 Bottleneck Map .....6
- Top 10 Bottleneck List .....7
- #1-10 Ranked Bottlenecks with Maps, Timeline, Traffic Counts and Notes .....8-27
- Speed Maps for the Baltimore Region (AM and PM Peak) .....28-29
- About the Probe Data Analytics Site .....30
- Credits.....31

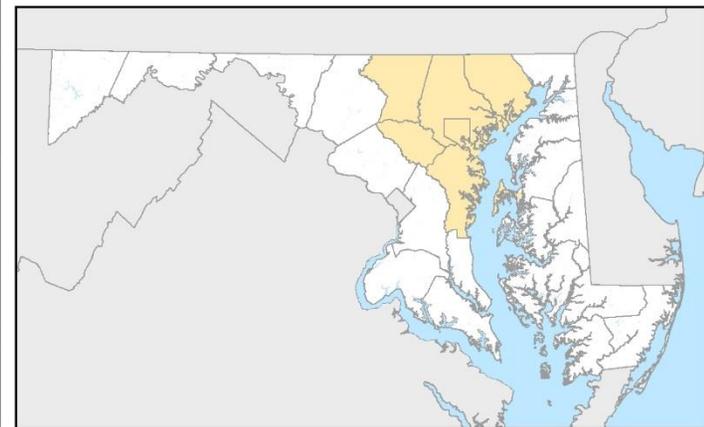
# About the Region

Located in the heart of the Mid-Atlantic on the east coast, the Baltimore region includes:



The Baltimore region is the nation's 19th largest market, with over 2.5 million people. The market also ranks among the top 20 in the country in the number of households, total effective buying income and retail sales.

# Baltimore Metropolitan Region



Prepared by  
 Transportation Planning Division  
 Projected Coordinate System: NAD 1983 State Plane (ft)  
 Data Source: BMC, © NAVTEQ 2016, TIGER/Line®, MTA  
 Printed - April 2017



## How are bottleneck conditions tracked?

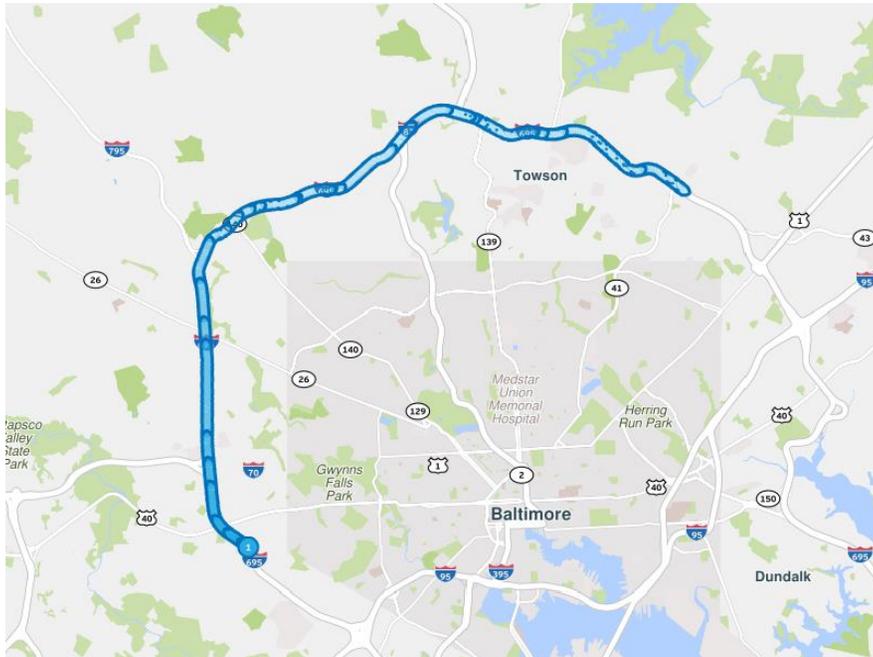
- **Rank** - The ranked position of the location according to the current table ordering by Total Delay - Raw speed drop weighted by vehicle miles traveled (VMT) factor
- **Average max length** - The average maximum length, in miles, of queues formed by congestion originating at the location
- **Average daily duration** - The average amount of time per day that congestion is identified originating at the location
- **All Events/Incidents** - The number of traffic events and incidents that occurred within the space of the bottleneck at any time during the time period being analyzed
- **Volume Estimate** - AADT weighted by queue length

Rank	Location	Average max length (miles)	Average Daily Duration	All Events/ Incidents	Volume Estimate (AADT)
1	I-695 OL @ EDMONDSON AVE/EXIT 14	5.01	2 h 43 m	834	88946
2	I-695 IL @ I-83/MD-25/EXIT 23	3.53	2 h 56 m	463	95048
3	I-695 IL @ I-70/EXIT 16	2.11	2 h 54 m	233	95068
4	I-695 OL @ US-40/EXIT 15	3.57	1 h 48 m	766	89650
5	I-95 N @ MD-100/EXIT 43	4.23	1 h 22 m	310	95604
6	I-95 N @ MD-295/BALTIMORE WASHINGTON PKWY/EXIT 52	2.26	1 h 50 m	641	93260
7	MD-295 S @ POWDER MILL RD	5.26	1 h 24 m	318	45940
8	I-695 IL @ MD-542/LOCH RAVEN BLVD/EXIT 29	3.71	53 m	496	85789
9	I-95 N @ MD-175/EXIT 41	3.23	1 h 12 m	243	95344
10	I-695 OL @ I-83/MD-25/EXIT 23	3.48	1 h 06 m	484	79378

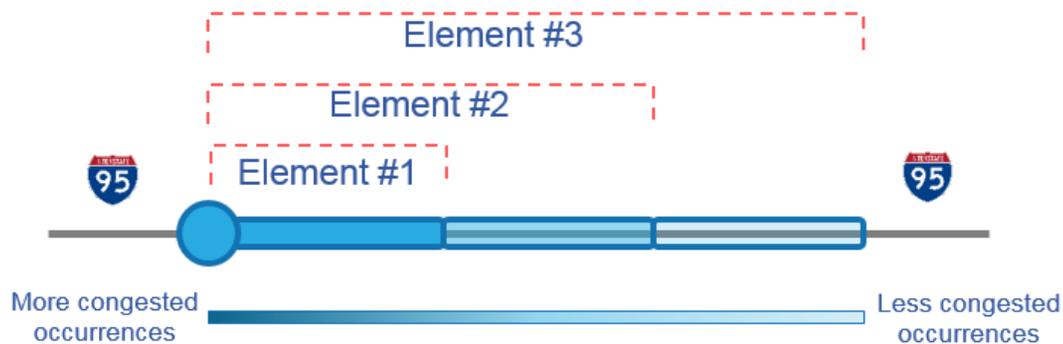
IL = Inner Loop

OL = Outer Loop

# Maps

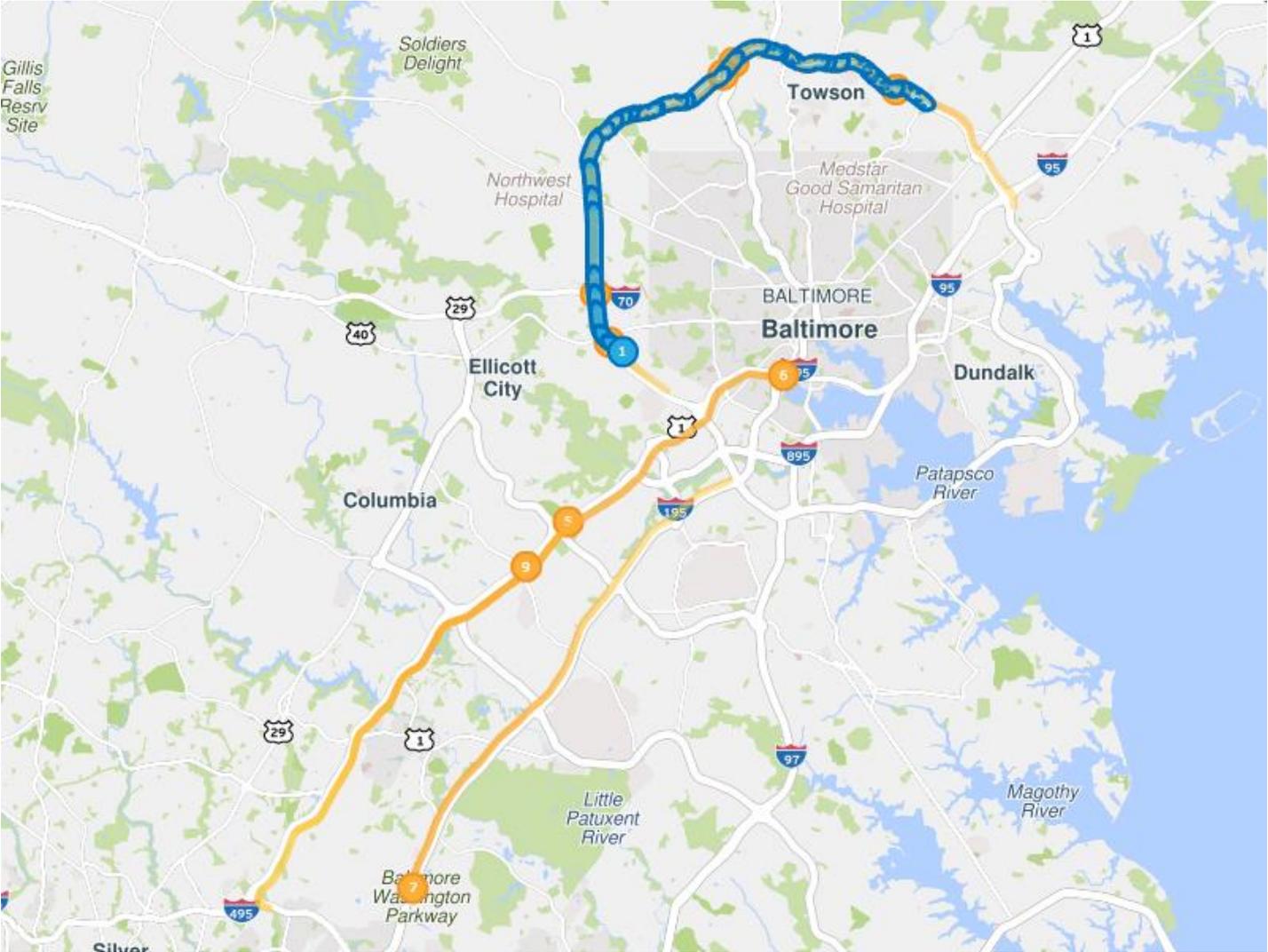


The Map view displays selected bottlenecks on a map. Each element occurring at the selected location is layered on the map, extending upstream from the head location to the maximum length of the specific *element*. As each element adds another layer on the map, road segments become more opaque. Segments closest to the head become the most opaque as they are more frequently affected by congestion at the selected location.



# Top 10 Bottlenecks in the Baltimore Region 1st Quarter 2018

Overview Map



## Top 10 Bottlenecks in the Baltimore Region 1st Quarter 2018

### By Total Delay

Raw speed drop weighted by vehicle miles traveled (VMT) factor. This table indicates the top 10 congested corridors in the region.

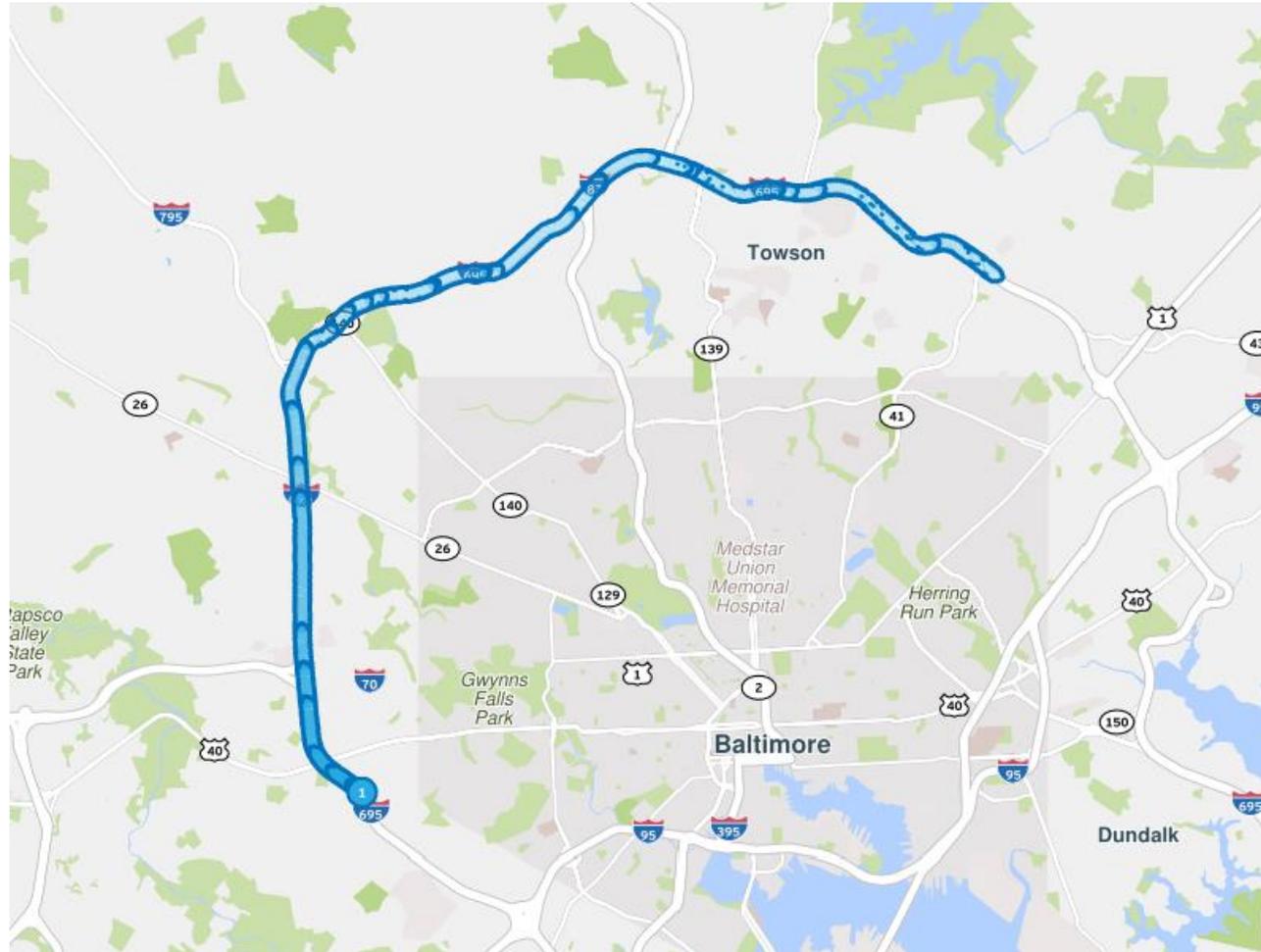
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IL = Inner Loop

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## #1 Ranked Bottleneck in the Baltimore Region – 1st Quarter 2018

Location	Average max length (miles)	Average Daily Duration	All Events/ Incidents	Volume Estimate (AADT)
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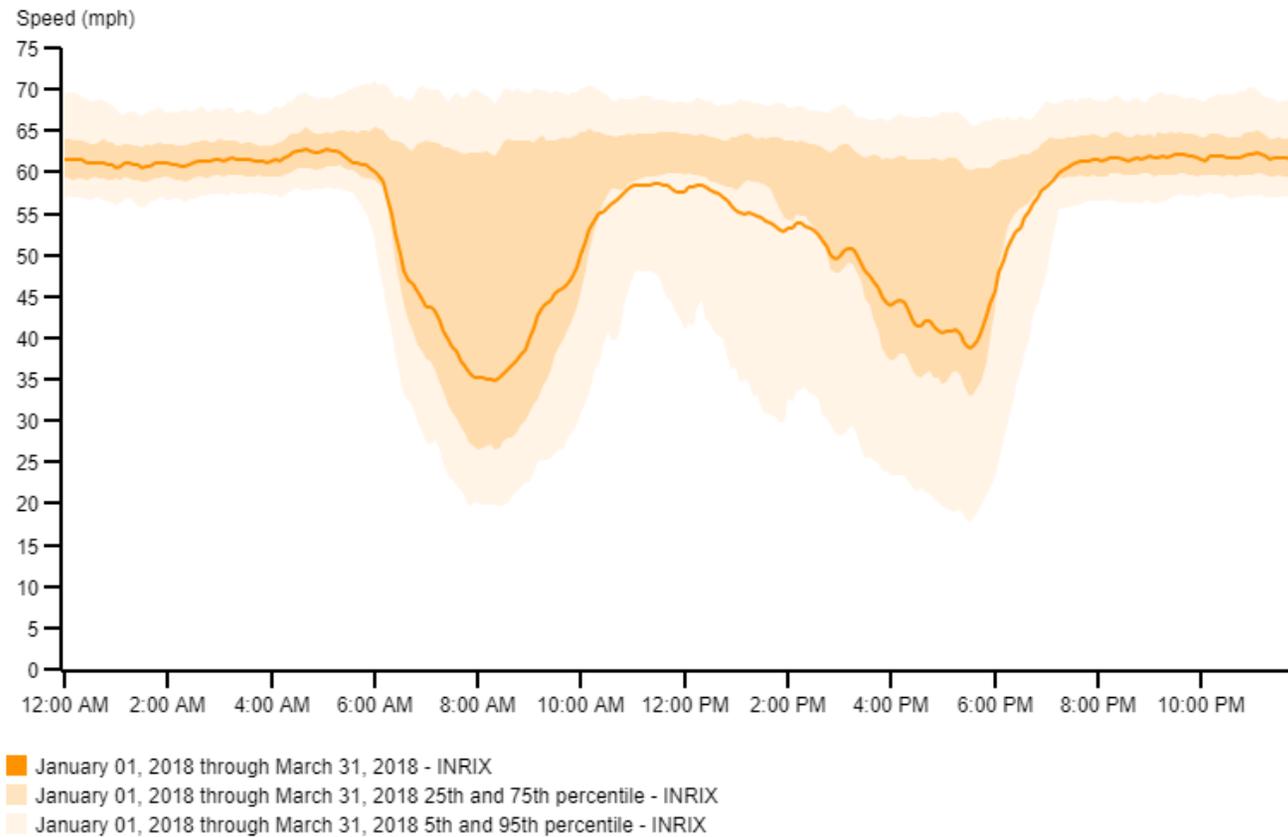


**Notes:** The core congestion extends from just south of US-40/Baltimore National Pike to MD-140/Reisterstown Rd in both the morning and afternoon rush hour with the AM rush being more severe. A few times during the 1<sup>st</sup> quarter of 2018 it extended as far as Towson. A beltway widening project is underway in the area.

# #1 Ranked Bottleneck in the Baltimore Region -1st Quarter 2018

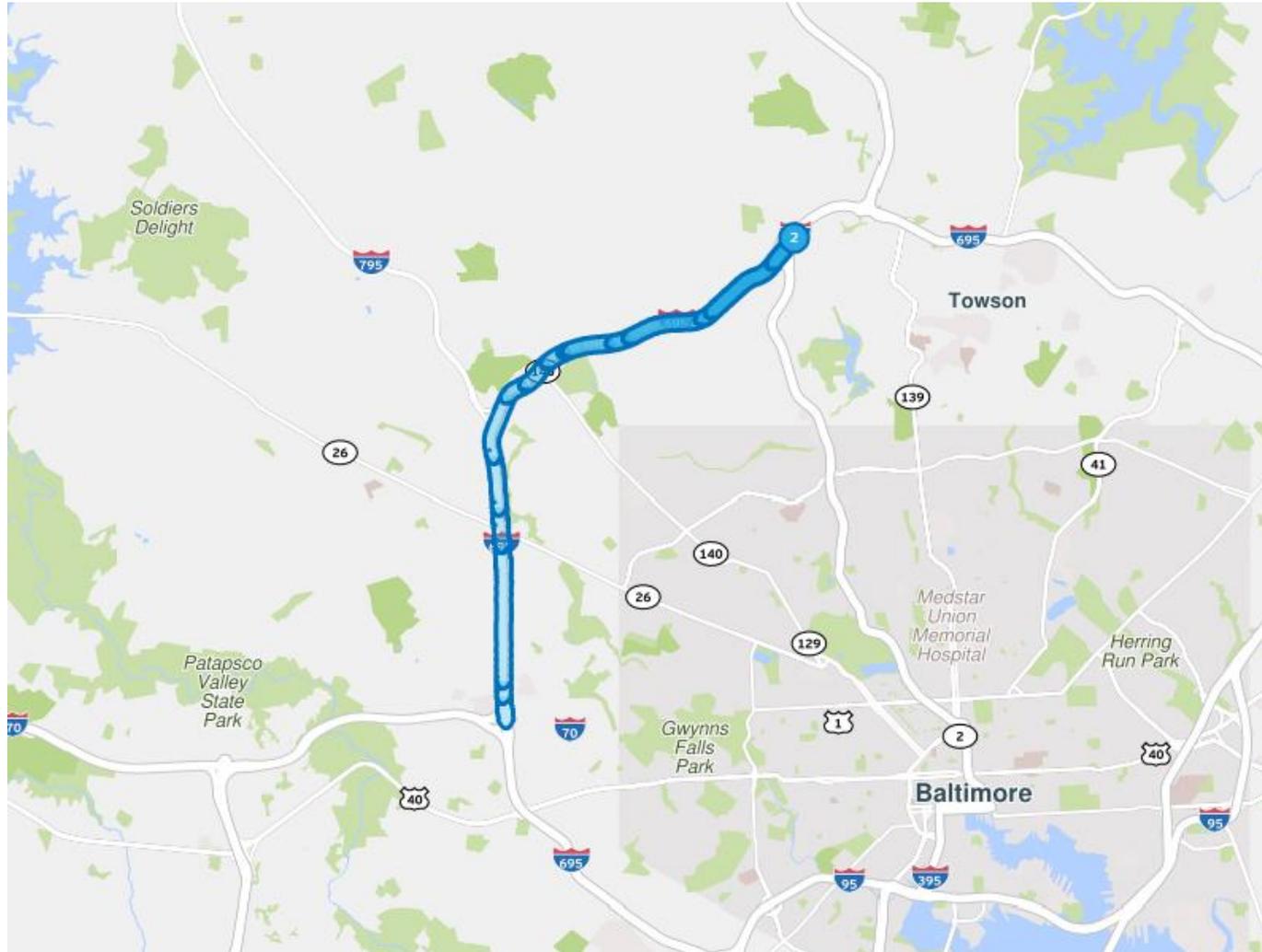
Location	Average max length (miles)	Average Daily Duration	All Events/ Incidents	Volume Estimate (AADT)
I-695 OL @ EDMONDSON AVE/EXIT 14	5.01	2 h 43 m	834	88946

Speed for I-695 OL @ EDMONDSON AVE/EXIT 14  
 Averaged per five minutes for January 01, 2018 through March 31, 2018  
 Outer Loop



## #2 Ranked Bottleneck in the Baltimore Region – 1st Quarter 2018

Location	Average max length (miles)	Average Daily Duration	All Events/ Incidents	Volume Estimate (AADT)
I-695 IL @ I-83/MD-25/EXIT 23	3.53	2 h 56 m	463	95048

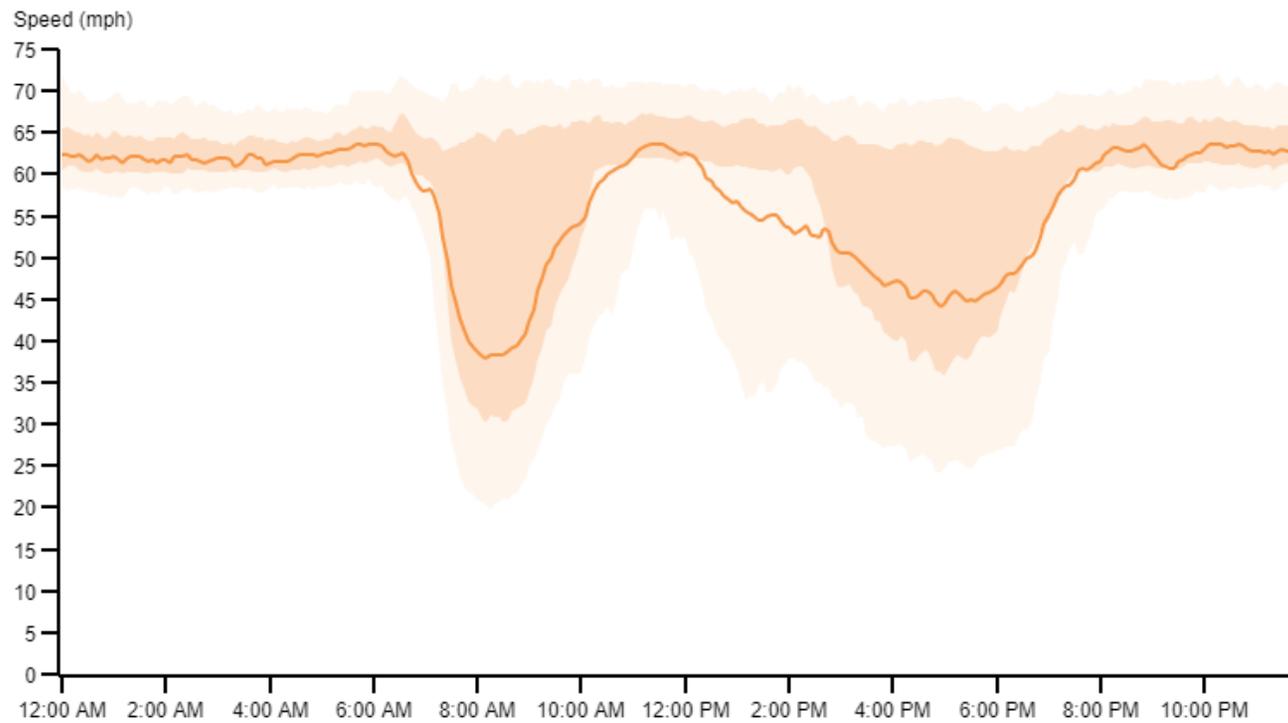


**Notes:** Rush hour congestion more severe during the AM peak period. The lane drop approaching the ramp to southbound I-83 is a contributing factor, as are merging and weaving at the interchanges in this segment

## #2 Ranked Bottleneck in the Baltimore Region - 1st Quarter 2018

Location	Average max length (miles)	Average Daily Duration	All Events/ Incidents	Volume Estimate (AADT)
I-695 IL @ I-83/MD-25/EXIT 23	3.53	2 h 56 m	463	95048

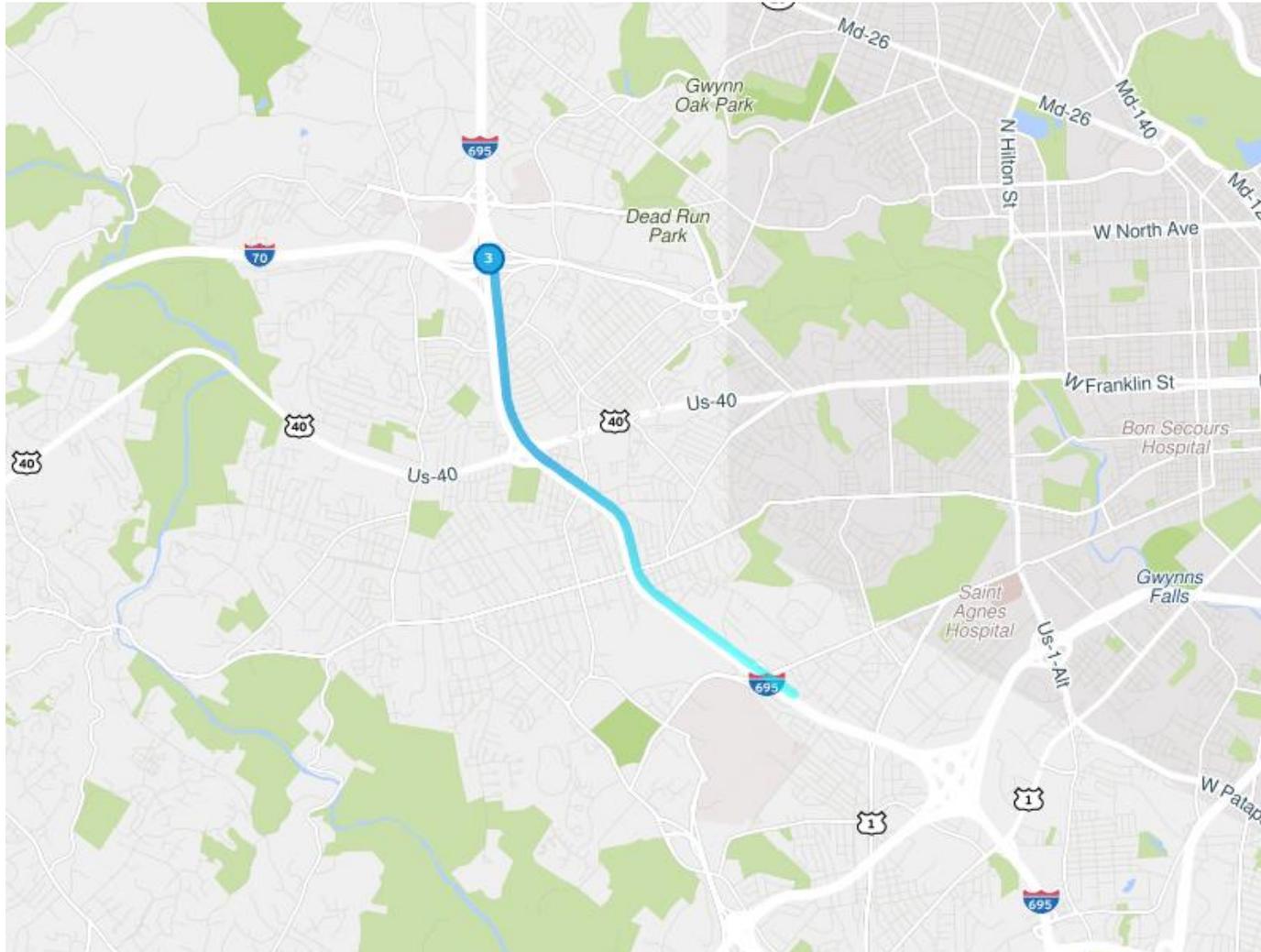
Speed for I-695 IL @ I-83/MD-25/EXIT 23  
 Averaged per five minutes for January 01, 2018 through March 31, 2018  
 Inner Loop



- January 01, 2018 through March 31, 2018 - INRIX
- January 01, 2018 through March 31, 2018 25th and 75th percentile - INRIX
- January 01, 2018 through March 31, 2018 5th and 95th percentile - INRIX

### #3 Ranked Bottleneck in the Baltimore Region – 1st Quarter 2018

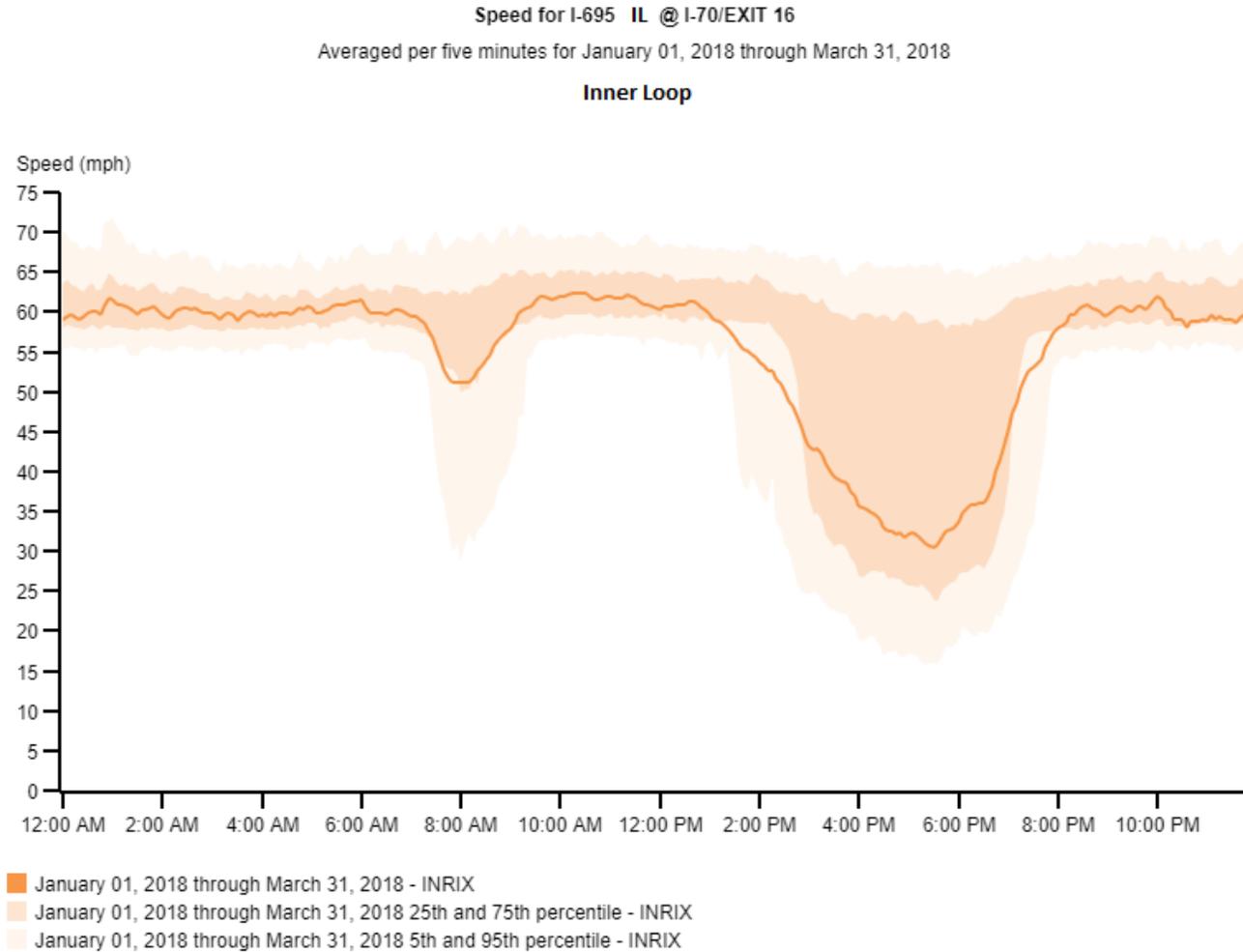
Location	Average max length (miles)	Average Daily Duration	All Events/ Incidents	Volume Estimate (AADT)
I-695 IL @ I-70/EXIT 16	2.11	2 h 54 m	233	95068



**Notes:** Afternoon congestion on the inner loop of the beltway with the greatest delays between MD 144 and the lane drop at I-70. High-volume ramps from Security Blvd, I-70 and US 40 contributed to the congestion

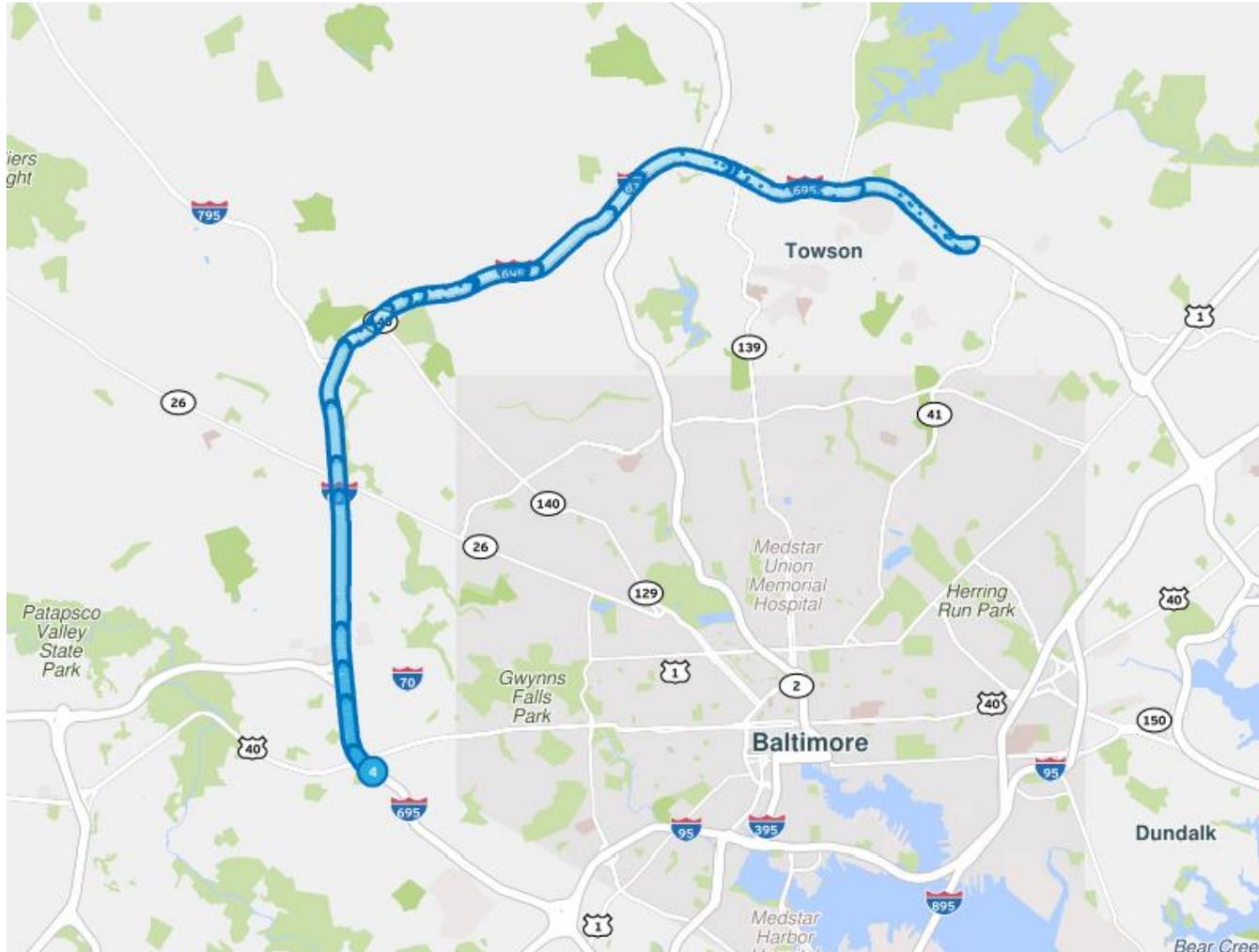
### #3 Ranked Bottleneck in the Baltimore Region - 1st Quarter 2018

Location	Average max length (miles)	Average Daily Duration	All Events/ Incidents	Volume Estimate (AADT)
I-695 IL @ I-70/EXIT 16	2.11	2 h 54 m	233	95068



## #4 Ranked Bottleneck in the Baltimore Region – 1st Quarter 2018

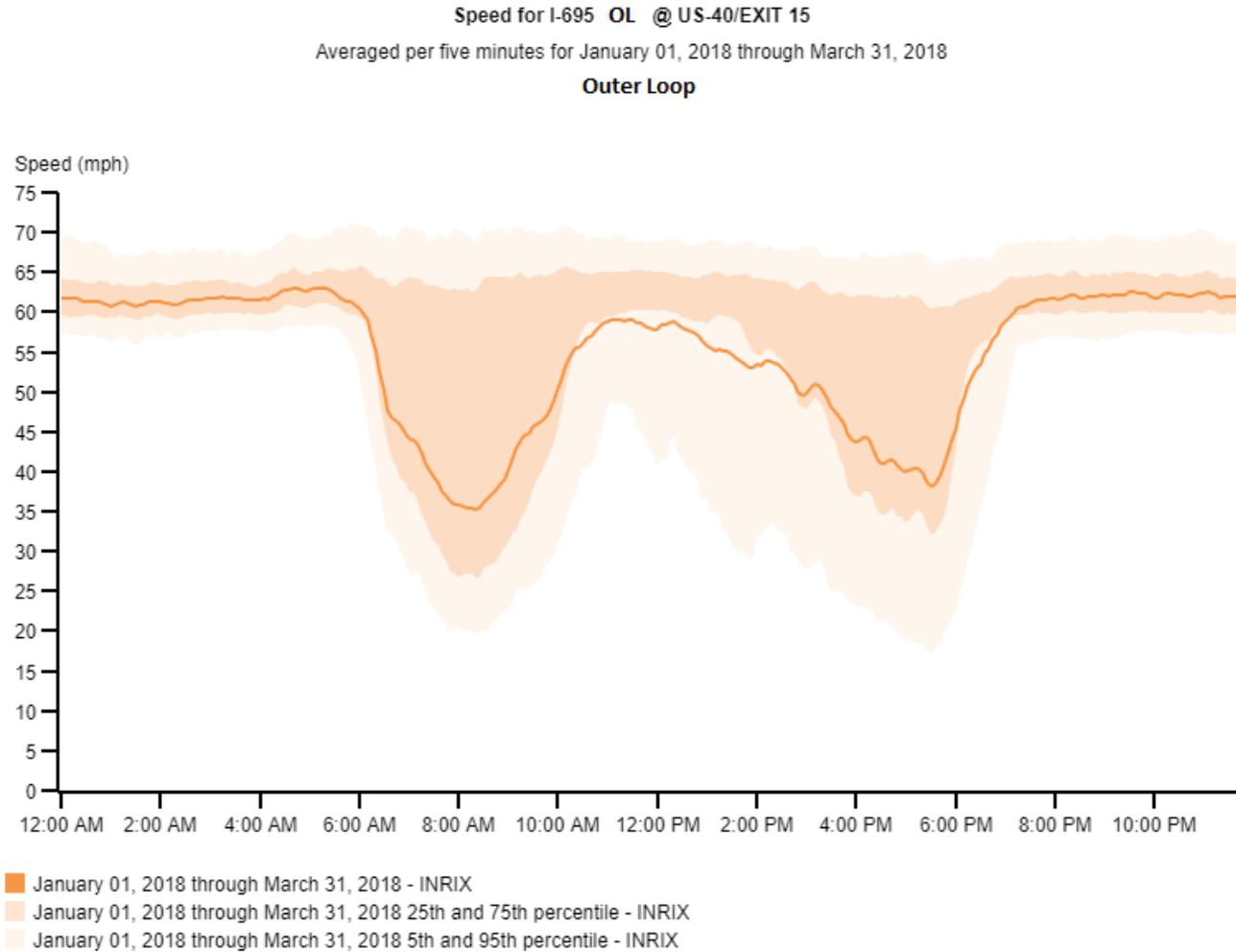
Location	Average max length (miles)	Average Daily Duration	All Events/ Incidents	Volume Estimate (AADT)
I-695 OL @ US-40/EXIT 15	3.57	1 h 48 m	766	89650



**Notes:** Delays found in both the morning and afternoon. Longstanding bottleneck on the outer loop of the beltway both in the AM and PM rush. High traffic volume area. Also contributing to congestion in the area is a beltway widening construction project.

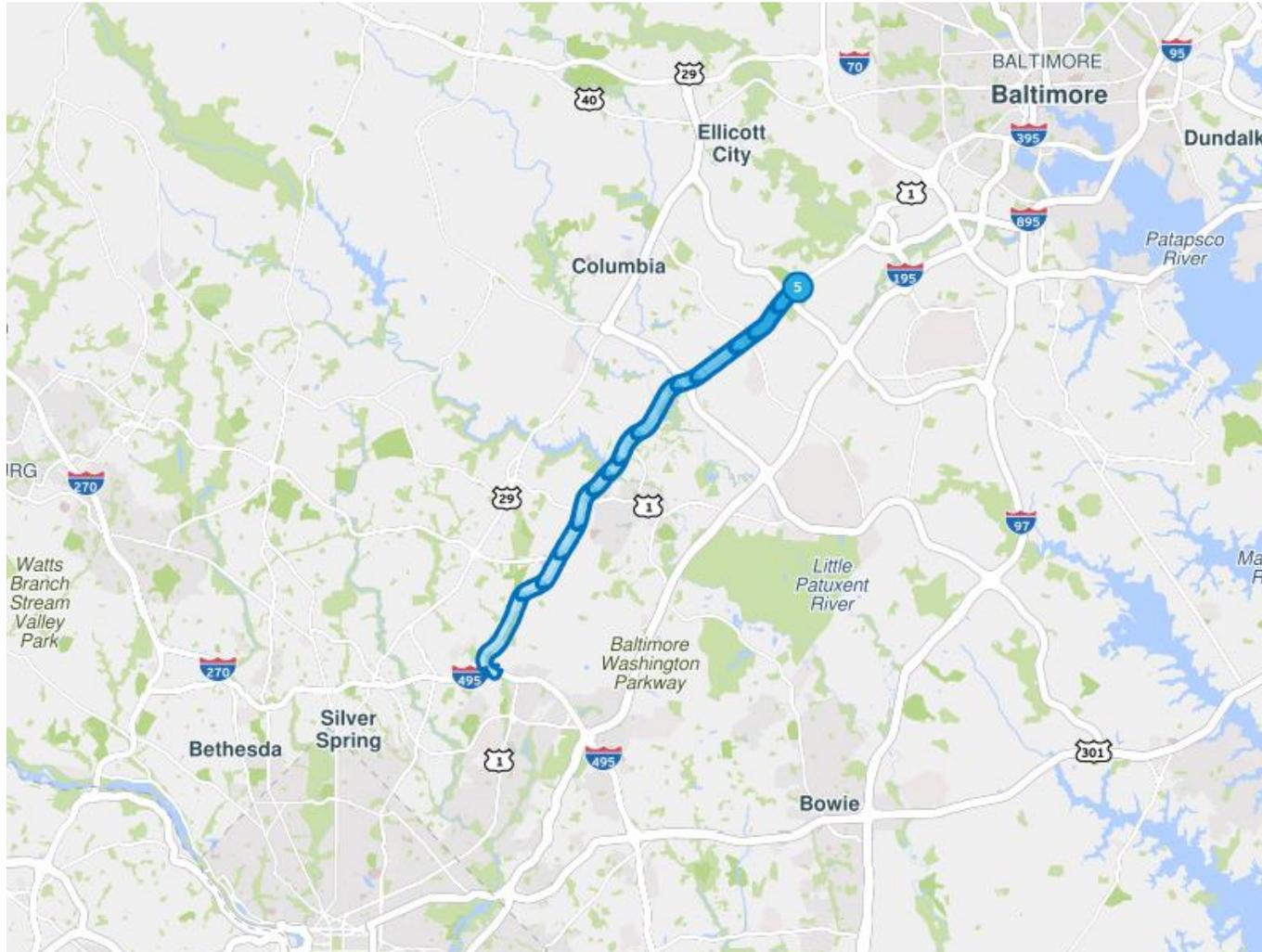
## #4 Ranked Bottleneck in the Baltimore Region - 1st Quarter 2018

Location	Average max length (miles)	Average Daily Duration	All Events/ Incidents	Volume Estimate (AADT)
I-695 OL @ US-40/EXIT 15	3.57	1 h 48 m	766	89650



## #5 Ranked Bottleneck in the Baltimore Region – 1st Quarter 2018

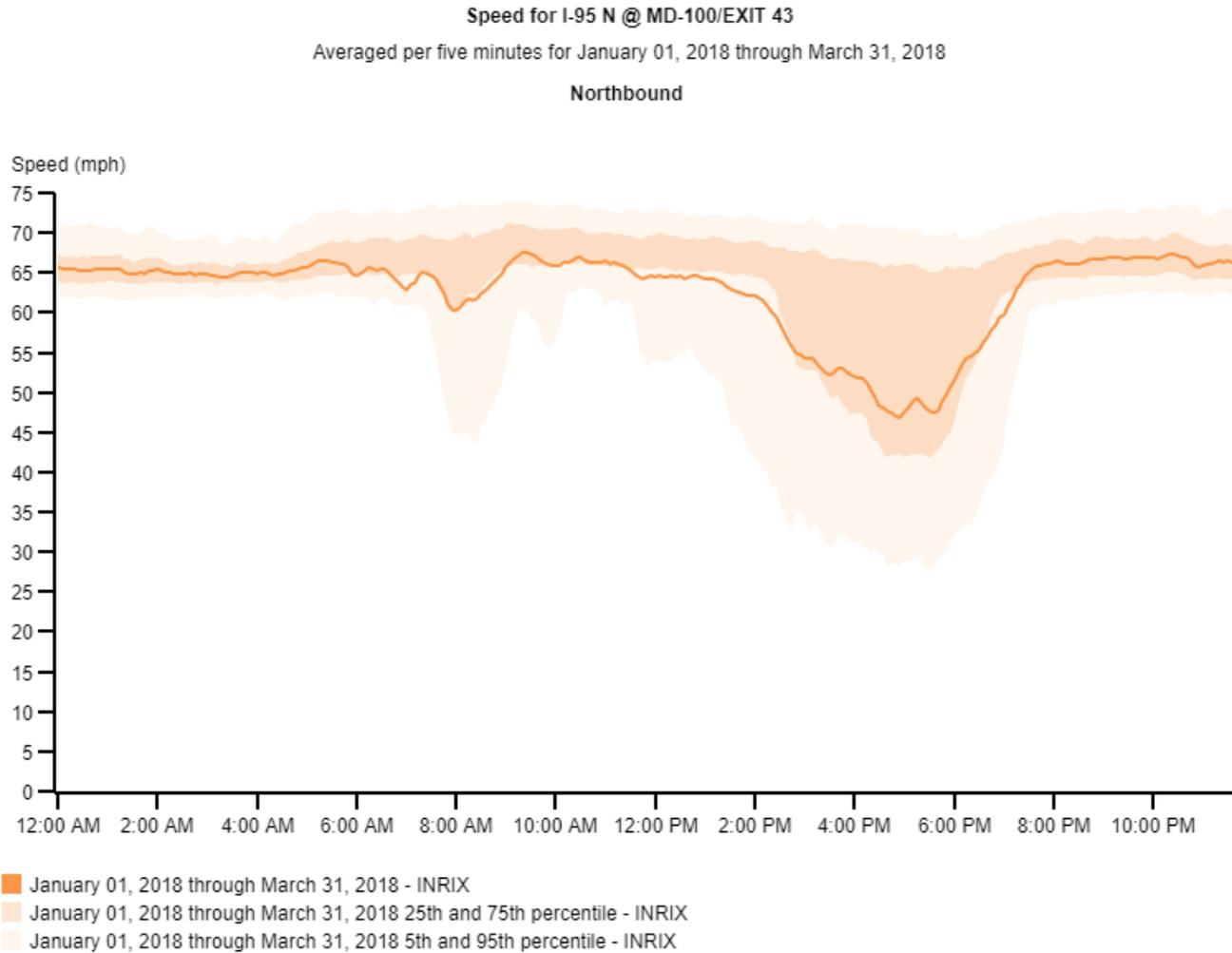
Location	Average max length (miles)	Average Daily Duration	All Events/ Incidents	Volume Estimate (AADT)
I-95 N @ MD-100/EXIT 43	4.23	1 h 22 m	310	95604



**Notes:** Congestion in the afternoon rush hour. Contributing factors include traffic entering at MD-175, weaving to exit at MD-100, and the half-mile uphill grade midway between MD-175 and MD-100.

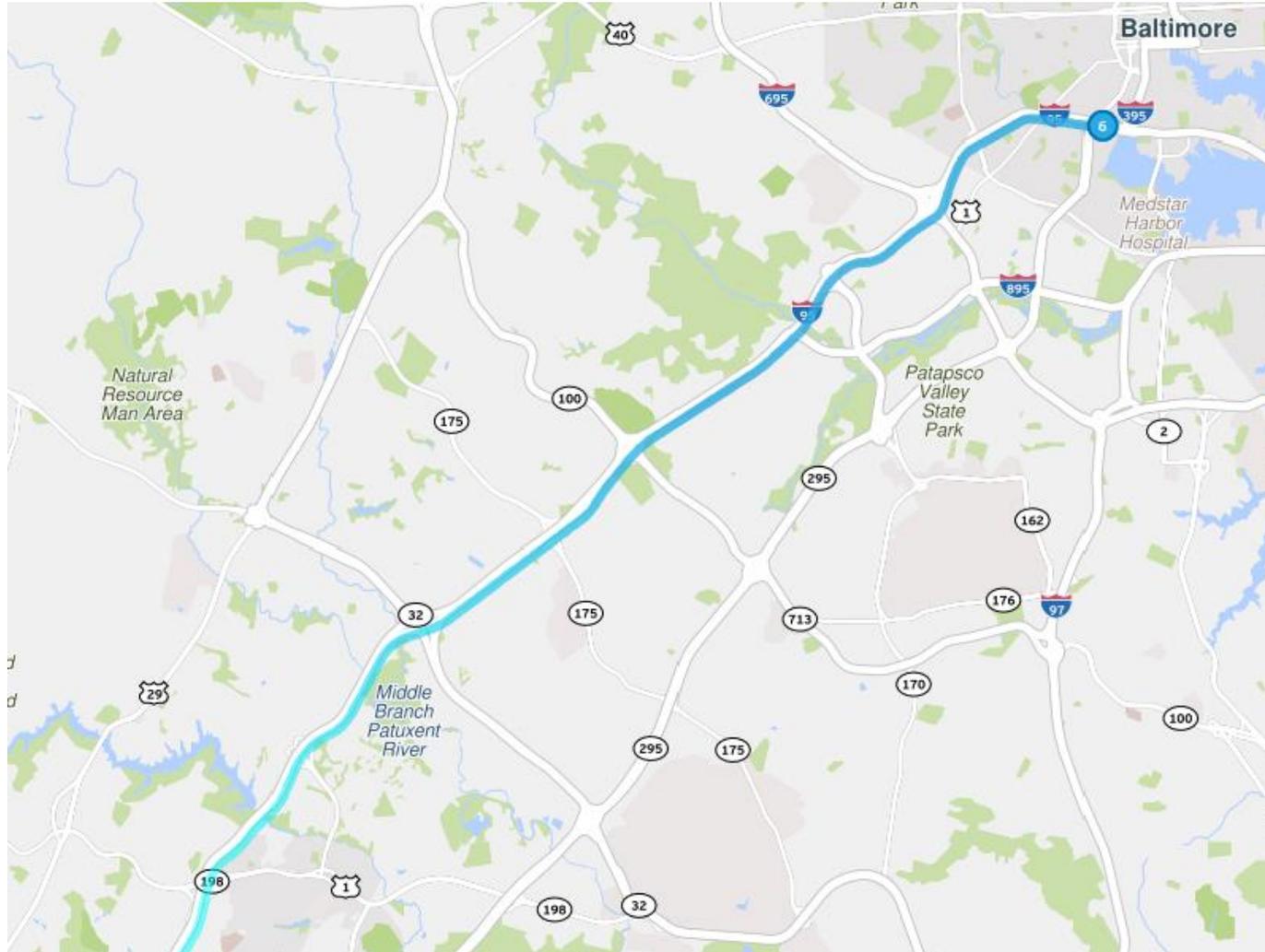
## #5 Ranked Bottleneck in the Baltimore Region - 1st Quarter 2018

Location	Average max length (miles)	Average Daily Duration	All Events/ Incidents	Volume Estimate (AADT)
I-95 N @ MD-100/EXIT 43	4.23	1 h 22 m	310	95604



## #6 Ranked Bottleneck in the Baltimore Region – 1st Quarter 2018

Location	Average max length (miles)	Average Daily Duration	All Events/ Incidents	Volume Estimate (AADT)
I-95 N @ BALTIMORE WASHINGTON PKWY/EXIT 52	2.26	1 h 50 m	641	93260



**Notes:** Afternoon congestion due to high traffic volumes, and major merging areas of traffic with I-695/Baltimore Beltway and MD-295/B.W. PKWY only 3 miles apart

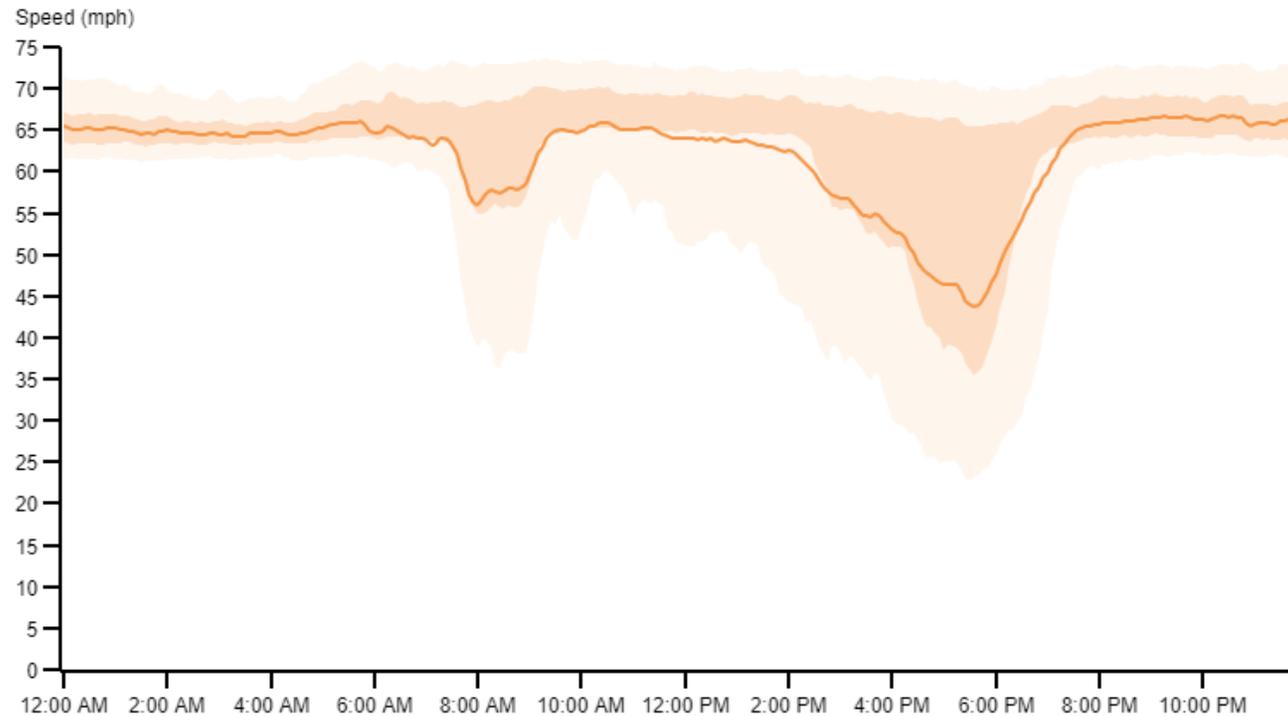
## #6 Ranked Bottleneck in the Baltimore Region – 1st Quarter 2018

Location	Average max length (miles)	Average Daily Duration	All Events/ Incidents	Volume Estimate (AADT)
I-95 N @ BALTIMORE WASHINGTON PKWY/EXIT 52	2.26	1 h 50 m	641	93260

Speed for I-95 N @ MD-295/BALTIMORE WASHINGTON PKWY/EXIT 52

Averaged per five minutes for January 01, 2018 through March 31, 2018

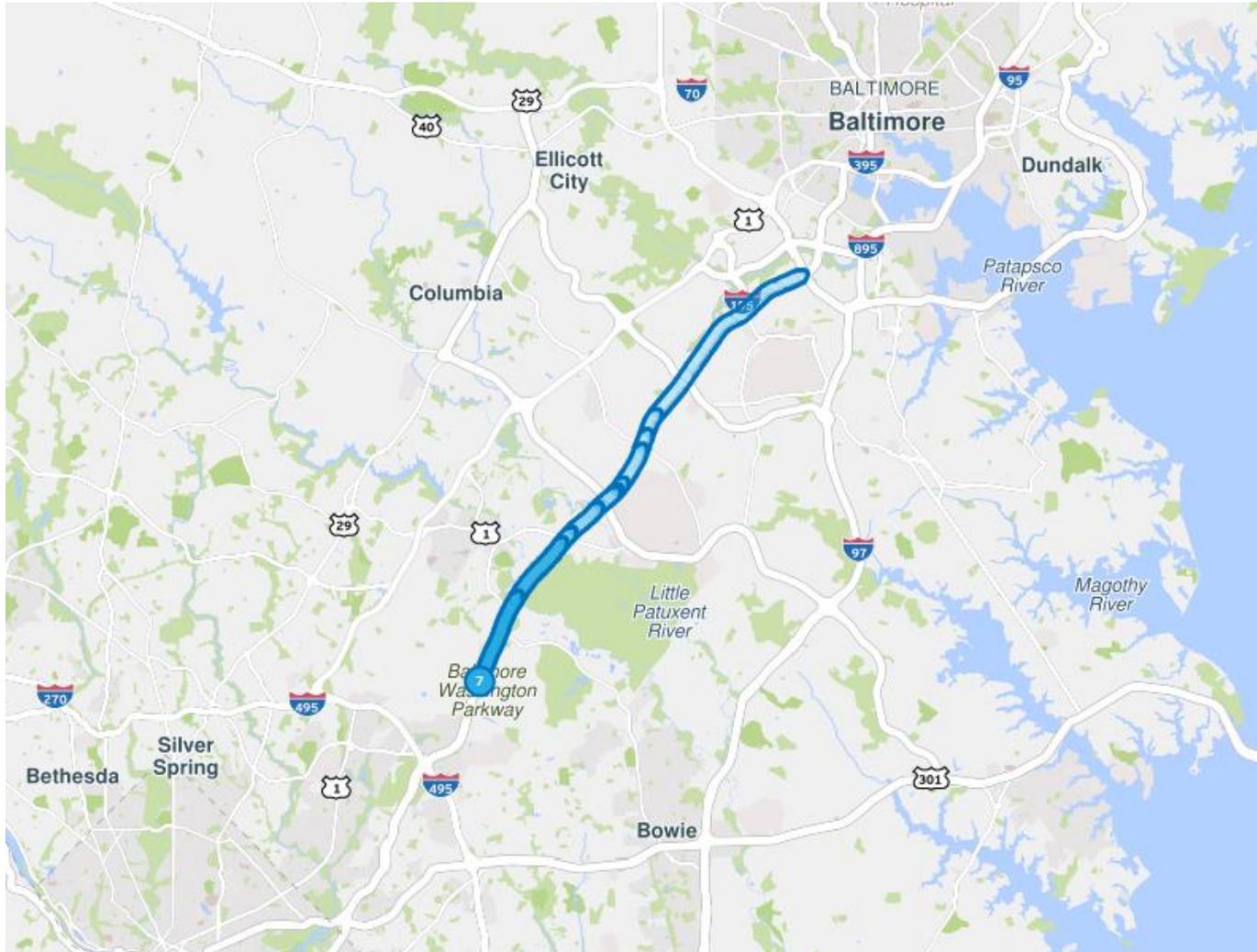
Northbound



- January 01, 2018 through March 31, 2018 - INRIX
- January 01, 2018 through March 31, 2018 25th and 75th percentile - INRIX
- January 01, 2018 through March 31, 2018 5th and 95th percentile - INRIX

## #7 Ranked Bottleneck in the Baltimore Region - 1st Quarter 2018

Location	Average max length (miles)	Average Daily Duration	All Events/ Incidents	Volume Estimate (AADT)
MD-295 S @ POWDER MILL RD	5.26	1 h 24 m	318	45940

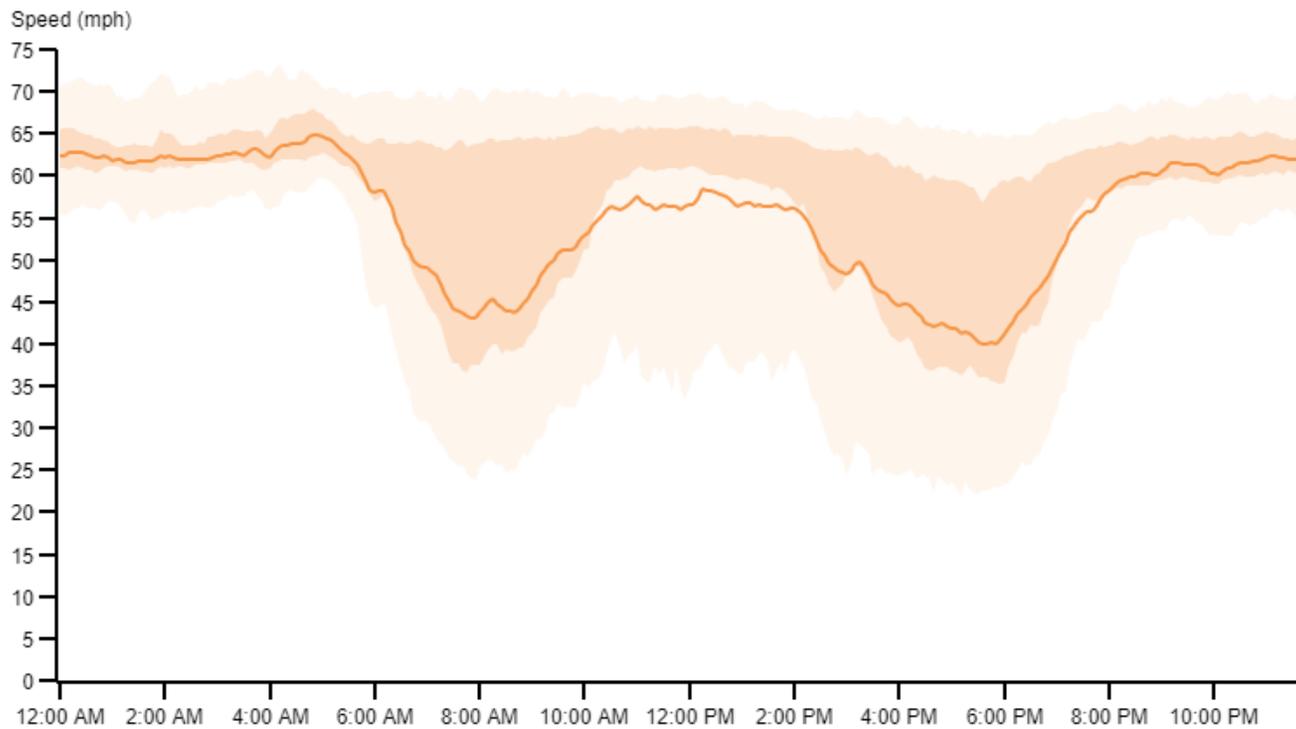


**Notes:** Southbound congestion extending from Powder Mill Rd just barely extending into the southern portion of the Baltimore region near Fort Meade occurring during both the morning and afternoon peak periods.

## #7 Ranked Bottleneck in the Baltimore Region – 1st Quarter 2018

Location	Average max length (miles)	Average Daily Duration	All Events/ Incidents	Volume Estimate (AADT)
MD-295 S @ POWDER MILL RD	5.26	1 h 24 m	318	45940

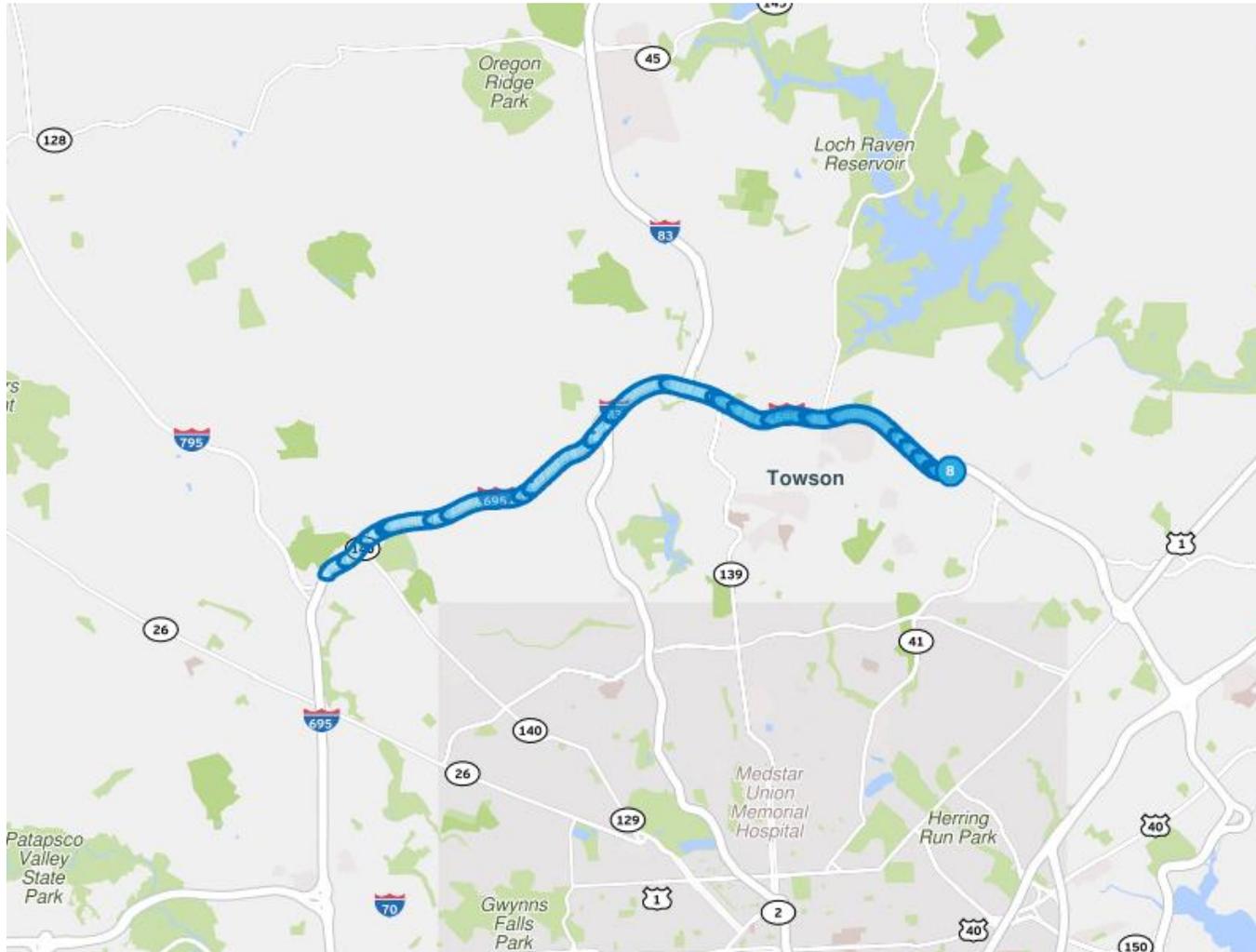
Speed for MD-295 S @ POWDER MILL RD  
 Averaged per five minutes for January 01, 2018 through March 31, 2018  
 Southbound



- January 01, 2018 through March 31, 2018 - INRIX
- January 01, 2018 through March 31, 2018 25th and 75th percentile - INRIX
- January 01, 2018 through March 31, 2018 5th and 95th percentile - INRIX

## #8 Ranked Bottleneck in the Baltimore Region – 1st Quarter 2018

Location	Average max length (miles)	Average Daily Duration	All Events/ Incidents	Volume Estimate (AADT)
I-695 IL @ MD-542/LOCH RAVEN BLVD/EXIT 29	3.71	53 m	496	85789



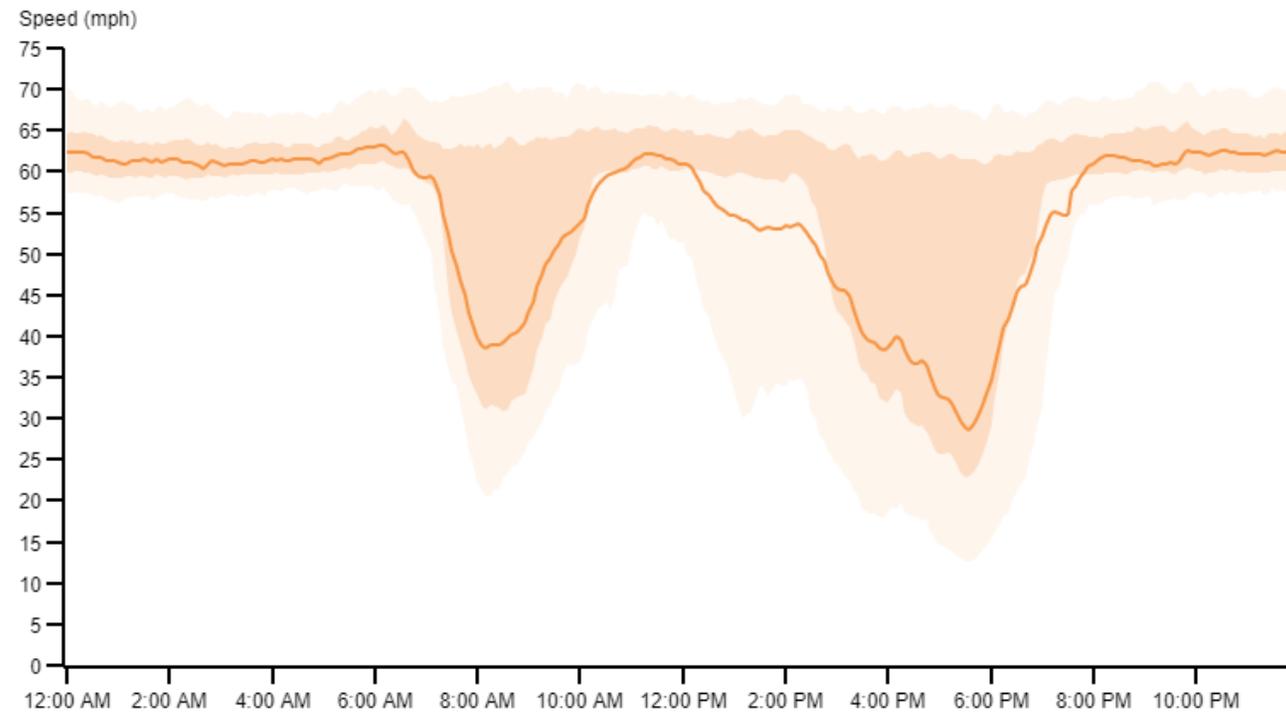
**Notes:** Congestion was most severe between I-83 and Providence Rd in the AM and PM peak. Factors contributing to this long-standing and extended congested zone: merging and weaving associated with traffic at each interchange; and a lane drop (to three lanes) at MD 45 (York Rd).

## #8 Ranked Bottleneck in the Baltimore Region – 1st Quarter 2018

Location	Average max length (miles)	Average Daily Duration	All Events/ Incidents	Volume Estimate (AADT)
I-695 IL @ MD-542/LOCH RAVEN BLVD/EXIT 29	3.71	53 m	496	85789

Speed for I-695 IL @ MD-542/LOCH RAVEN BLVD/EXIT 29  
Averaged per five minutes for January 01, 2018 through March 31, 2018

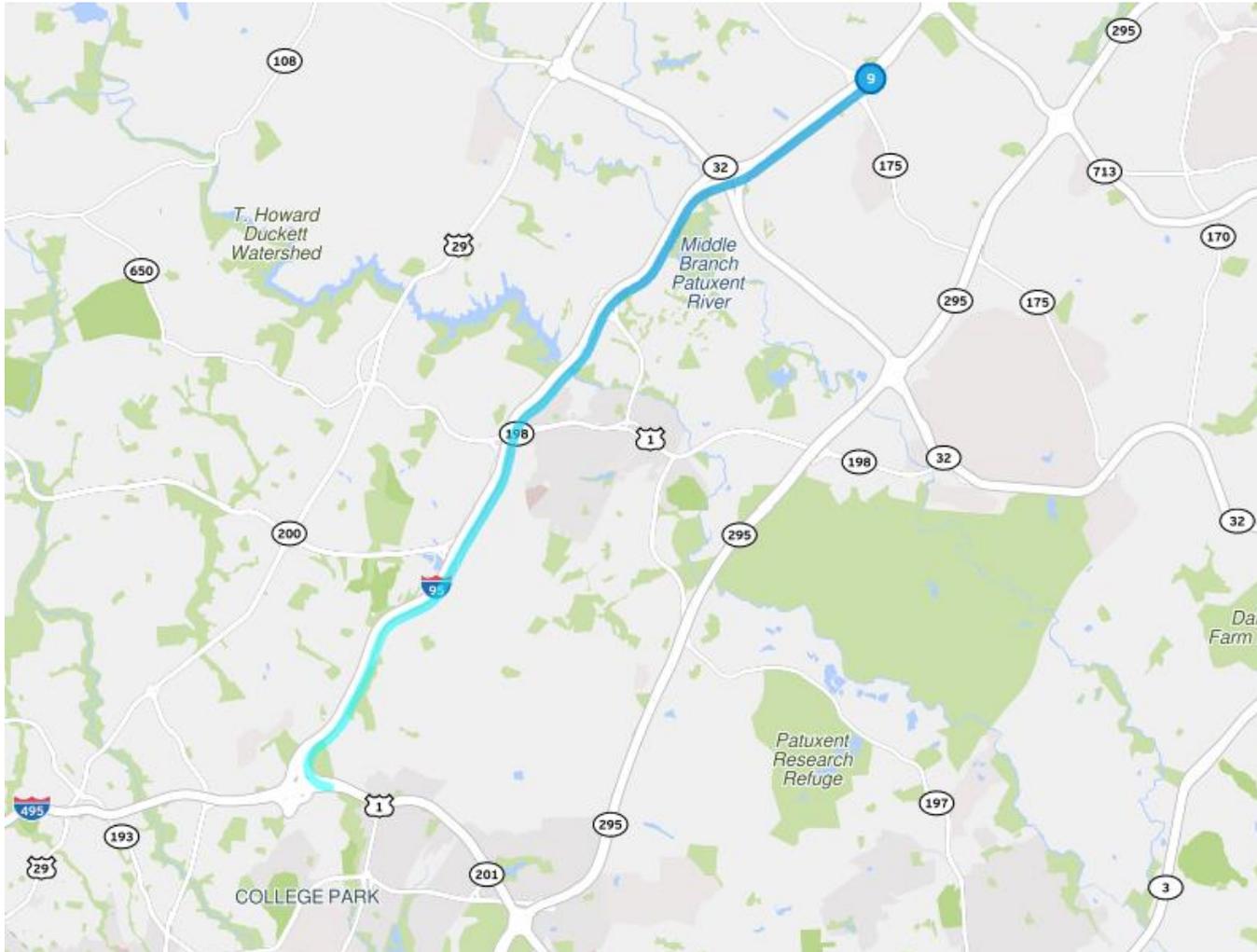
### Outer Loop



- January 01, 2018 through March 31, 2018 - INRIX
- January 01, 2018 through March 31, 2018 25th and 75th percentile - INRIX
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## #9 Ranked Bottleneck in the Baltimore Region – 1st Quarter 2018

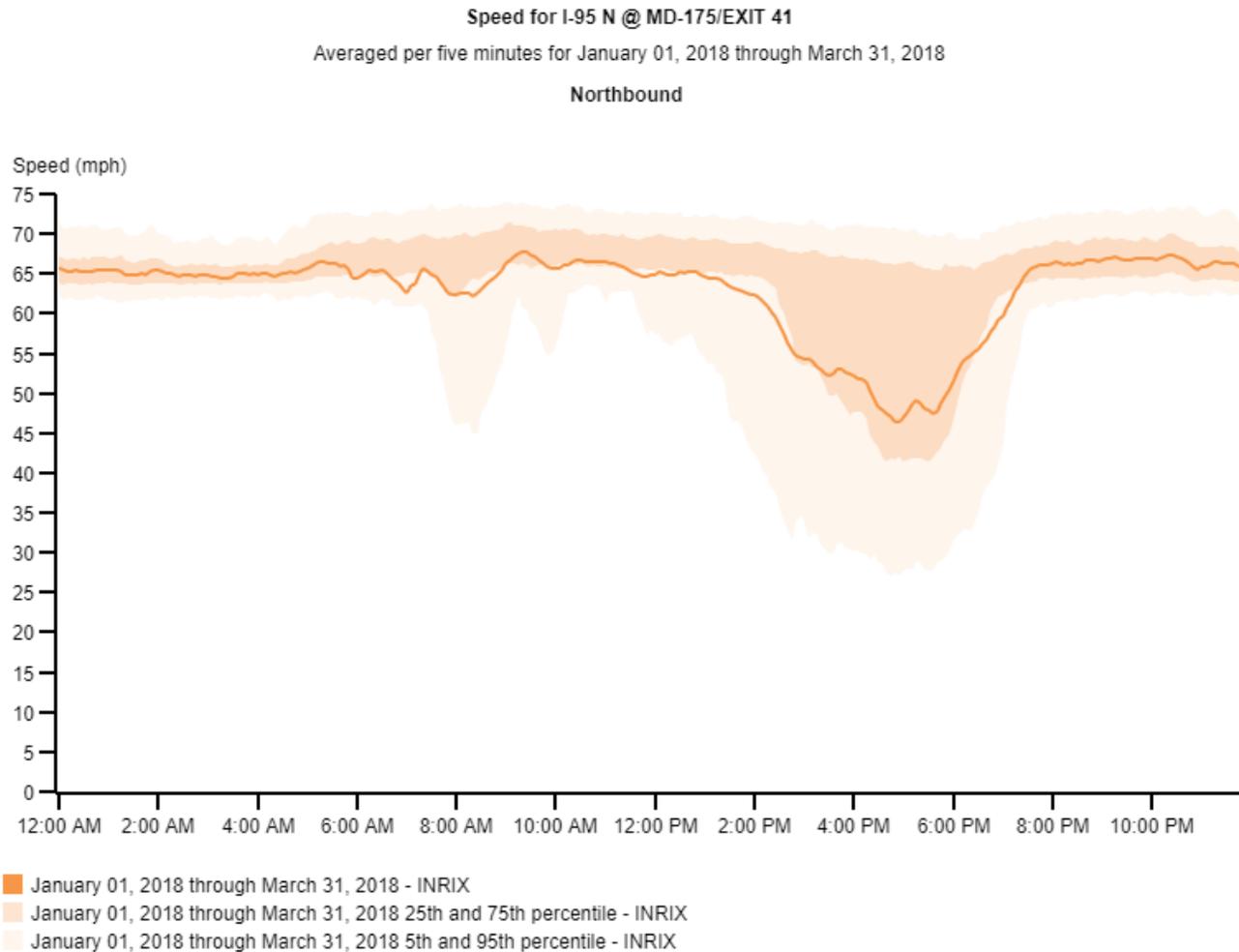
Location	Average max length (miles)	Average Daily Duration	All Events/ Incidents	Volume Estimate (AADT)
I-95 N @ MD-175/EXIT 41	3.23	1 h 12 m	243	95344



**Notes:** Congestion in the afternoon rush hour. Contributing factors include traffic entering at MD-175 as well as high volumes. This sometimes extends as far south as the Capital Beltway. The head of the bottleneck sometimes appears farther north in a very congested afternoon rush hour.

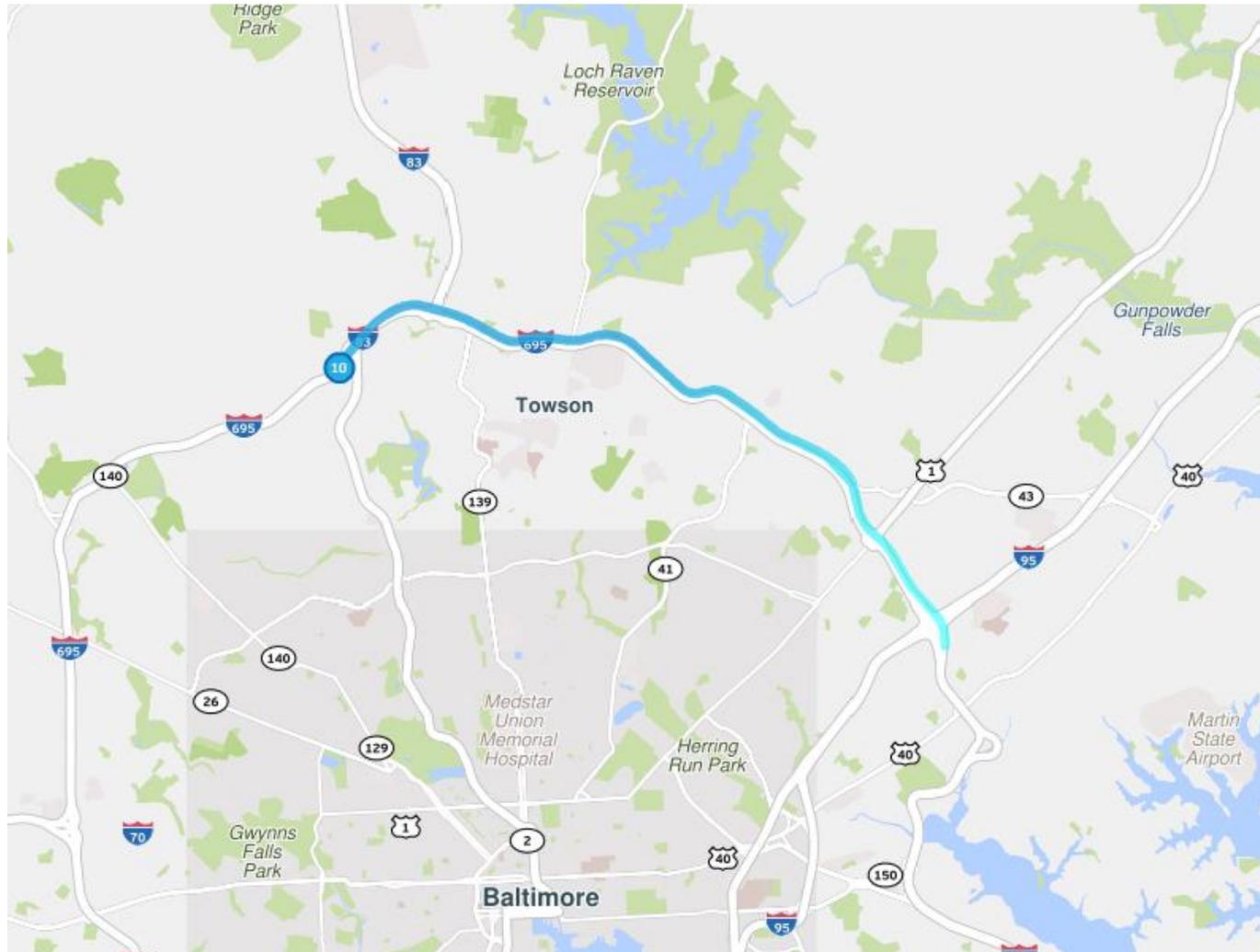
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Location	Average max length (miles)	Average Daily Duration	All Events/ Incidents	Volume Estimate (AADT)
I-95 N @ MD-175/EXIT 41	3.23	1 h 12 m	243	95344



## #10 Ranked Bottleneck in the Baltimore Region – 1st Quarter 2018

Location	Average max length (miles)	Average Daily Duration	All Events/ Incidents	Volume Estimate (AADT)
I-695 OL @ I-83/MD-25/EXIT 23	3.48	1 h 06 m	484	79378



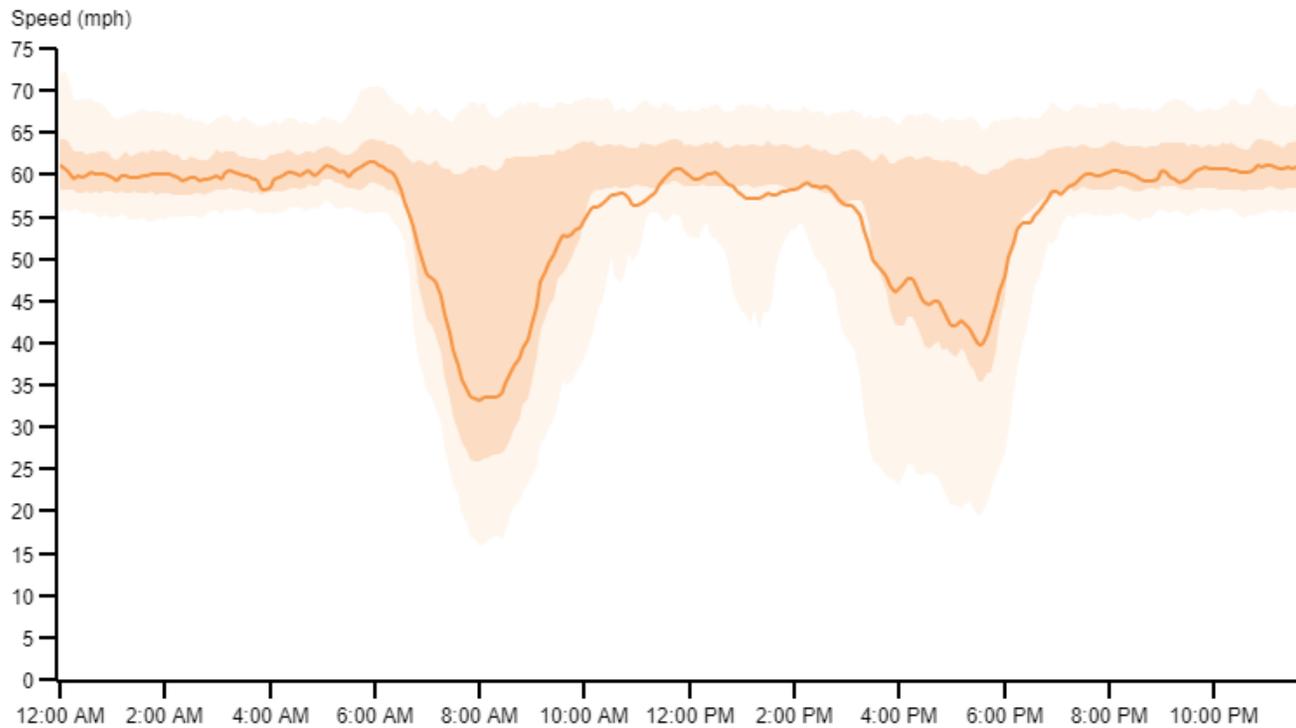
**Notes:** Mainline congestion in the morning and afternoon rush hour. Contributing factors to this longstanding bottleneck include merging & weaving traffic at each of the interchanges of I-83 north and southbound and between US 1 and Providence Rd; the lane drop (4 lanes to 3) before Perring Parkway; and the sharp curve / downhill / ramp merge combination at MD 567 (Cromwell Bridge Rd).

## #10 Ranked Bottleneck in the Baltimore Region - 1st Quarter 2018

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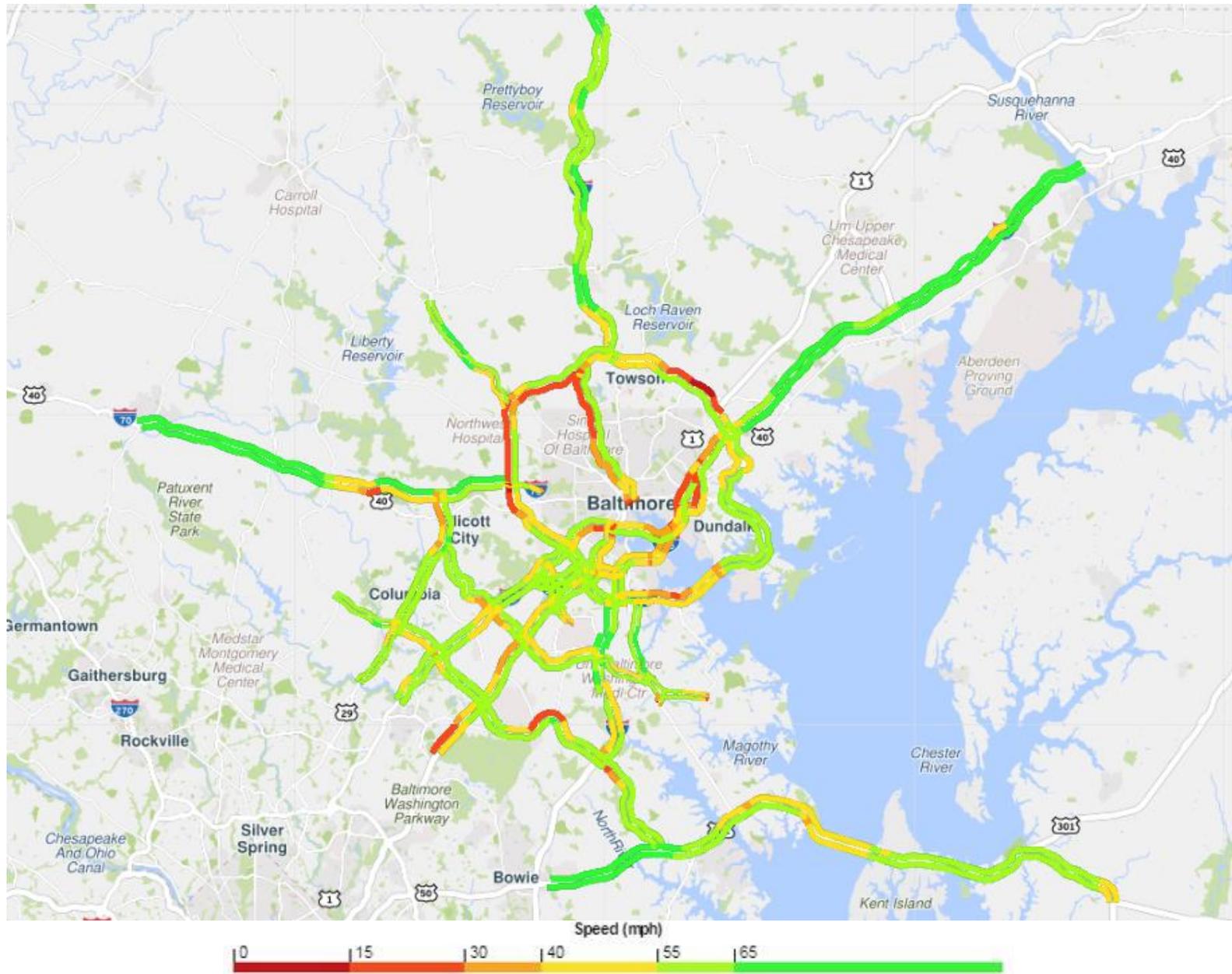
Speed for I-695 OL @ I-83/MD-25/EXIT 23  
Averaged per five minutes for January 01, 2018 through March 31, 2018

### Outer Loop

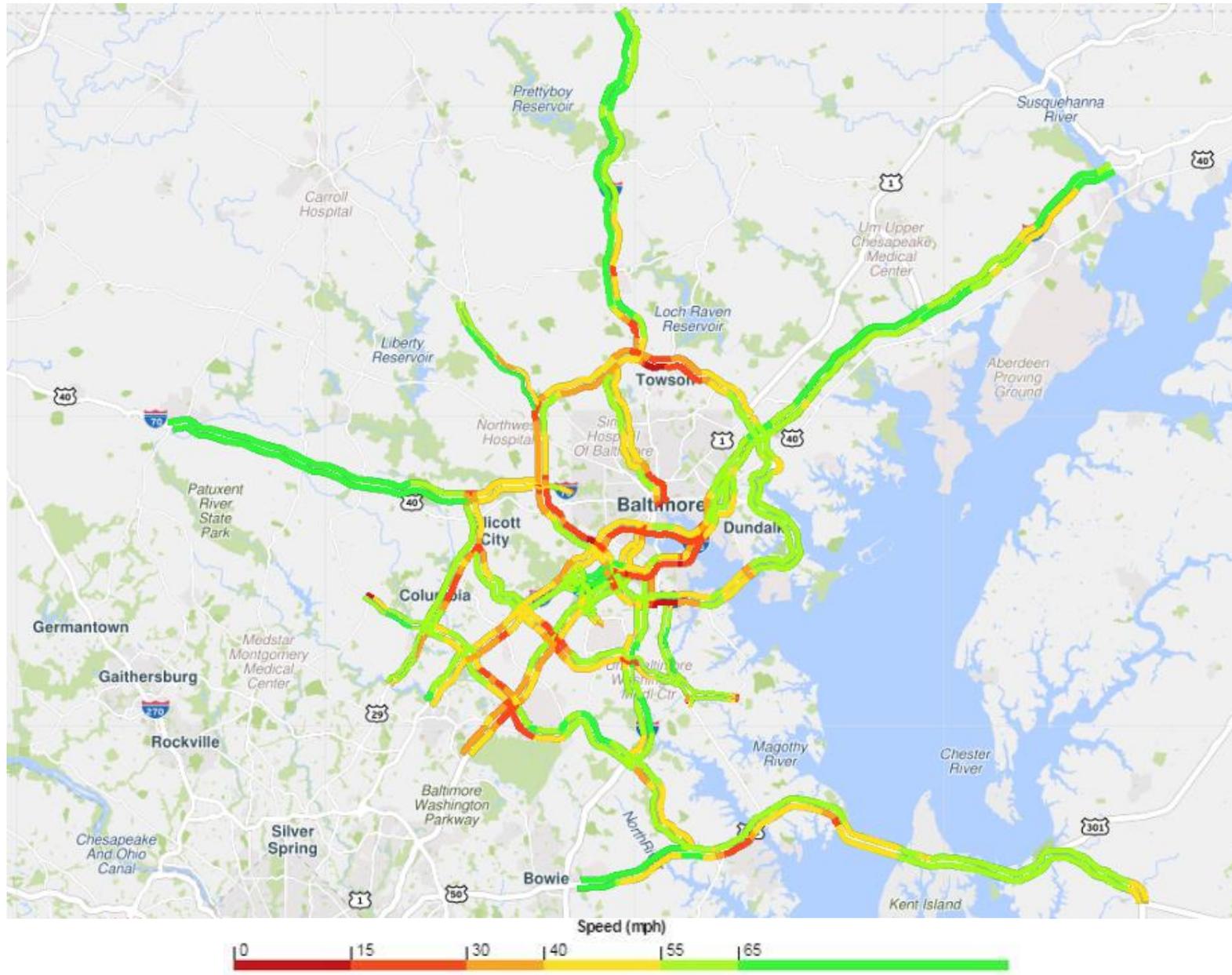


- January 01, 2018 through March 31, 2018 - INRIX
- January 01, 2018 through March 31, 2018 25th and 75th percentile - INRIX
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## Average Speed Maps - AM Peak Period 8:00-9:00 Weekdays: 1st Quarter 2018



## Average Speed Maps - PM Peak Period 5:00-6:00 Weekdays: 1st Quarter 2018



## Probe Data Analytics

Data and graphics in this report were generated from the *Probe Data Analytics* suite. *The Probe Data Analytics Suite (PDA) formerly known as the Vehicle Probe Project (VPP)* is a groundbreaking initiative and collaborative effort among the I-95 Corridor Coalition, University of Maryland, INRIX, HERE and TomTom and has been providing comprehensive and continuous real-time travel information for more than seven years. Member agencies like the Baltimore Metropolitan Council have found numerous uses for the data beyond simply travel information.

**There are now 7,000 centerline freeway miles**, more than **20,000 freeway and arterial miles** in all, including continuous coverage of the I-95 corridor from New Jersey through Florida. Coverage also exists in Rhode Island. The network includes full coverage of freeways and major arterials in North Carolina and the Tidewater area of Virginia, full or nearly full coverage of limited access roads in New Jersey, Maryland and South Carolina and the northern and eastern portions of Florida. In addition, coverage now includes ramps at 160 major highway-to-highway interchanges, with all states having interchanges included except Georgia.

### Agency Participation

As the value of the data from the Vehicle Probe Project is realized through the various applications and the continued quality via the validation efforts, the member states have increased their commitment to this project. In fact, all of the participating states have committed their own funds to continue this project and many have increased their coverage far beyond the initial core area.

### Numerous Uses for the Data

I-95 Corridor Coalition member agencies have found many uses for the vehicle probe data, including:

- Travel Information for 511 (web and phone) Systems, Dynamic Message Signs, and Kiosks
- Travel Time Calculations for Message Boards
- Performance Measures and Travel Time Reliability Support
- Traffic Pattern Observations (in-state and multi-state)
- Trip Planning ([www.i95travelinfo.net](http://www.i95travelinfo.net))
- Performance Measures Tool – Continuing the momentum in performance analysis, the newest initiative from the Coalition is the Vehicle Probe Project Suite. The basic tools include:

### Bottleneck and Incident dashboard

Massive Raw Data Downloader

Historical Data Visualizations and Performance Measures (Congestion Scan)

UMD CATT Lab made the VPP suite available to participating agencies. For the training video, please visit <http://vpp.ritis.org/suite/screencast/>

### Should you have any questions, please contact:

- For general project questions, Marygrace Parker at 518-852-4083 or [i95mgp@ttlc.net](mailto:i95mgp@ttlc.net)  
For the Vehicle Probe Project Suite, Michael L. Pack at 301-405-0722 or [packml@umd.edu](mailto:packml@umd.edu)

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